LAX MAY 2016

PROJECT ID: 5140-03-70
WITH: N/A

COUNTY: MONROE

05

ORDER OF SHEETS

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

TOTAL SHEETS = 344

N

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

CASHTON - SPARTA

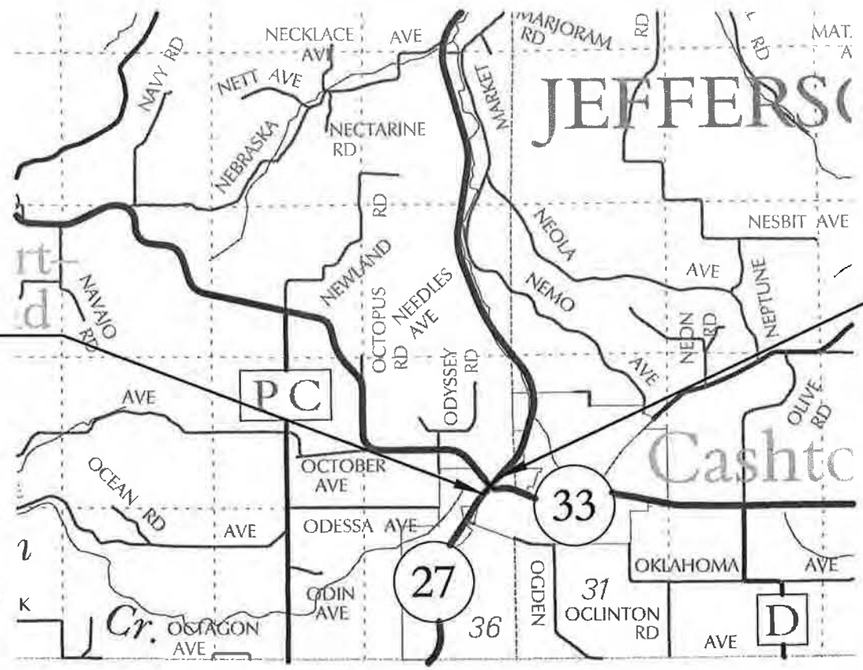
STH 33 INTERSECTION

STH 27

MONROE COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5140-03-70	WISC 2016163	1

STATE PROJECT NUMBER
5140-03-70



BEGIN PROJECT
STA. 13+77.92
Y = 305,295.53
X = 630,190.91

END PROJECT
STA. 30+92.47

LAYOUT
SCALE 0 0.5 MI.

TOTAL NET LENGTH OF CENTERLINE = 0.325 MI.

COORDINATES AND BEARINGS ON THE PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), MONROE COUNTY ZONE, NAD 83 (2011) ADJUSTMENT. THE ELEVATIONS ARE NAVD88.

DESIGN DESIGNATION

A.A.D.T.	(2016)	= 4000
A.A.D.T.	(2036)	= 4700
D.H.V.		= 494
D.D.		= 60/40
T.		= 12.5%
DESIGN SPEED		= 60 MPH
ESALS		= 1,900,000

CONVENTIONAL SYMBOLS

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

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

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

ORIGINAL PLANS PREPARED BY

STRAND ASSOCIATES®

WISCONSIN
ROBERT A JACK
E-42985
MADISON
WI
PROFESSIONAL ENGINEER
11-24-15

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY	
Surveyor	WISDOT
Designer	STRAND ASSOCIATES, INC.
Project Manager	TONY VANDER WIELEN
Regional Examiner	TRAVIS MIKSHOWSKY
Regional Supervisor	JOE GREGAS
C.O. Examiner	

APPROVED FOR THE DEPARTMENT
DATE: 1-4-2016 (Signature)

E

2

GENERAL NOTES

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

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

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

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

REMOVAL ITEMS SHALL BE REMOVED TO AN EXISTING JOINT, SAWCUT WHERE SHOWN ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.

THE LOCATION AND WIDTH OF DRIVEWAYS WILL BE DETERMINED BY THE ENGINEER.

RADIUS DIMENSIONS FOR THE CURB AND GUTTER ARE TO THE FLANGE LINE UNLESS OTHERWISE NOTED.

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

HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 110 LB/SY/IN.

TACK COAT BETWEEN LAYERS OF HMA PAVEMENT AT A RATE OF 0.05 GAL/SY. ASPHALTIC MATERIAL CALCULATED AT 5.5% OF THE HMA TONNAGE.

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

STH 27 ALIGNMENT (MAINLINE) STATION RANGE BETWEEN 10+00 AND 35+00.
STH 33 ALIGNMENT (SIDEROAD) STATION RANGE BETWEEN 48+00 AND 66+00.

ABBREVIATIONS

AFG	ABOVE FINISHED GROUND
B.	BARN
B.P.	BREAK POINT
COR.	CORNER
C.S.C.P.	CORRUGATED STEEL CULVERT PIPE
C.S.P.A.	CORRUGATED STEEL PIPE ARCH
D.H.V.	DESIGN HOURLY VOLUME
V.	DESIGN SPEED
Da	DEGREE OF CURVE
DIA.	DIAMETER
DIM.	DIMENSION
e.	EXTERNAL DISTANCE
E.	EAST
EL. OR ELEV.	ELEVATION
E.S.A.L.	EQUIVALENT SINGLE AXLE LOAD
E.O.P.	EDGE OF PAVEMENT
EXIST.	EXISTING
G.	GARAGE
H.	HOUSE
H.P.	HIGH POINT
H.E.S.	HIGH EARLY STRENGTH
I.P.	IRON PIN
D.	LANE DISTRIBUTION
L.	LENGTH (OF CURVE)
L.H.F.	LEFT HAND FORWARD
L.C.	LONG CHORD
L.P.	LOW POINT
LT.	LEFT
MAX.	MAXIMUM
M.D.	MEDIAN DRAIN
MIN.	MINIMUM
NOR.	NORMAL
N.	NORTH
T.	PERCENT OF TRUCKS
PLE	PERMANENT LIMITED EASEMENT
PL	PROPERTY LINE
R.C.A.P.	REINFORCED CONCRETE ARCH PIPE
R.C.C.P.	REINFORCED CONCRETE CULVERT PIPE
R.H.F.	RIGHT HAND FORWARD
RD.	ROAD
RT.	RIGHT
R/W	RIGHT-OF-WAY
S.	SHED
SHR.	SHRINKAGE
S.E.	SUPERELEVATION
S.P.B.G.	STEEL PLATE BEAM GUARD
SL. ST.	SLOPED STEEL
TEL.	TELEPHONE
TLE	TEMPORARY LIMITED EASEMENT
TN.	TOWN
T.O.C.	TOP OF CURB
TRANS.	TRANSITION
VOL.	VOLUME
W.	WEST

UTILITIES

* VILLAGE OF CASHTON MUN. ELECTRIC AND WATER UTILITY
ATTENTION: DAVID BEKKUM
811 MAIN ST, P.O. BOX 188
CASHTON, WI 54619
(608) 654-5160
EMAIL: cashtondpw@villageofcashton.org

* CENTURYLINK - COMMUNICATION LINE
ATTENTION: BRET CLARK
311 SOUTH COURT ST.
SPARTA, WI 54656
(608) 269-0819
EMAIL: bret.clark@centurylink.com

* MEDIACOM LLC WISCONSIN - COMMUNICATION LINE
ATTENTION: TIM ORCUTT
3033 ASBURY ROAD
DUBUQUE, IA 52001
(515) 249-5848
EMAIL: torcutt@mediacomcc.com

* VERNON COMMUNICATIONS COOPERATIVE - COMMUNICATION LINE
ATTENTION: TODD TUNKS
103 N. MAIN STREET
WESTBY, WI 54667
(608) 634-3137 EXT. 230
EMAIL: ttunks@vernoncom.coop

* MIDWEST NATURAL GAS INCORPORATED - GAS/PETROLEUM
ATTENTION: BRAD MASHAK
106 W. STATE STREET
WESTBY, WI 54667
(608) 634-4617

* WE ENERGIES - GAS/PETROLEUM
ATTENTION: TRAVIS KAHL
1921 8TH STREET SOUTH
WISCONSIN RAPIDS, WI 54494
(715) 421-7256
EMAIL: travis.kahl@we-energies.com

* XCEL ENERGY - ELECTRICITY
ATTENTION: KAYE CROOK
1003 S. BLACK RIVER ST.
SPARTA, WI 54656
(608) 789-3677 EXT. 14
EMAIL: Kaye.m.crook@xcelenergy.com

* DENOTES DIGGERS HOTLINE

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

SECTION 2 ORDER OF SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
EROSION CONTROL
STORM SEWER
SIGN REMOVAL DETAILS
PERMANENT SIGNING
LIGHTING
PAVEMENT MARKING
CONSTRUCTION STAGING TYPICALS
CONSTRUCTION STAGING SHEETS
ALIGNMENT DATA SHEETS
CONTROL POINT DATA SHEETS

WISDOT CONTACT

TONY VANDER WIELEN
3550 MORMON COULEE ROAD
LA CROSSE, WI 54601
(608) 789-7878
E-MAIL: anthony.vanderwielen@dot.wi.gov

DESIGN CONTACT

ROBERT JACK, P.E.
STRAND ASSOCIATES, INC.
910 WEST WINGRA DRIVE
MADISON, WI 53715
(608) 251-4843
E-MAIL: robert.jack@strand.com

DNR CONTACT

KAREN M. KALVELAGE
ENVIRONMENTAL ANALYSIS AND REVIEW SPECIALIST
WISCONSIN DEPARTMENT OF NATURAL RESOURCES
3550 MORMON COULEE ROAD
LA CROSSE, WI 54601
(608) 785-9115
E-MAIL: karen.kalvelage@wisconsin.gov

2

N

BEGIN CONSTRUCTION
STA. 49+20.43

END PROJECT
STA. 30+92.47

50+00

30+00

TOWNSHIP OF PORTLAND

55+00

25+00

TOWNSHIP OF PORTLAND

VILLAGE OF CASHTON

STA. 57+85.70 =
STA. 22+66.95

END CONSTRUCTION
STA. 62+19.00

50+00

65+00

STH 33

20+00

VILLAGE OF CASHTON

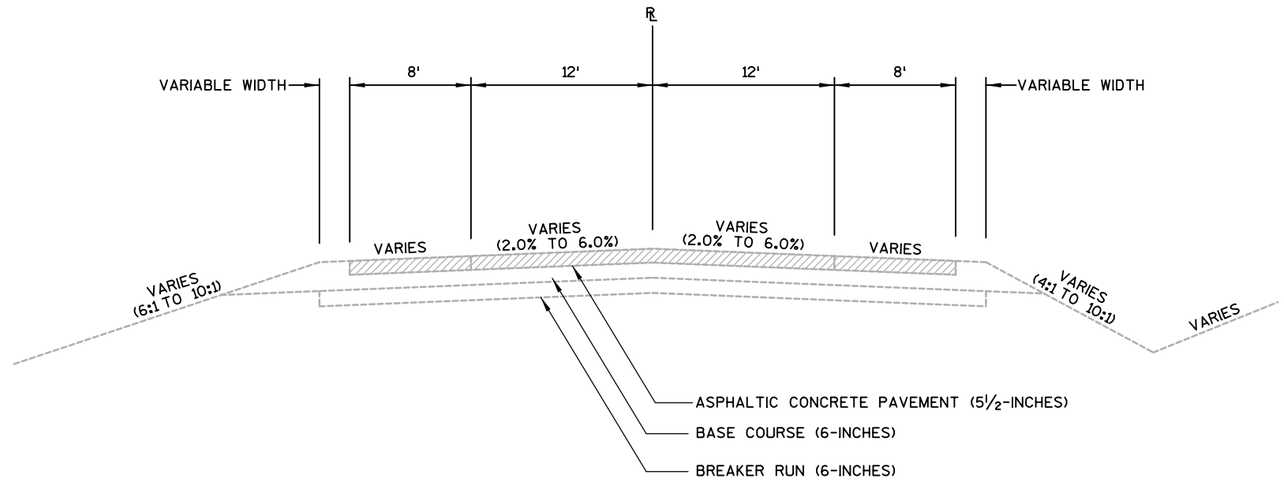
STH 27

15+00

BEGIN PROJECT
STA. 13+77.92

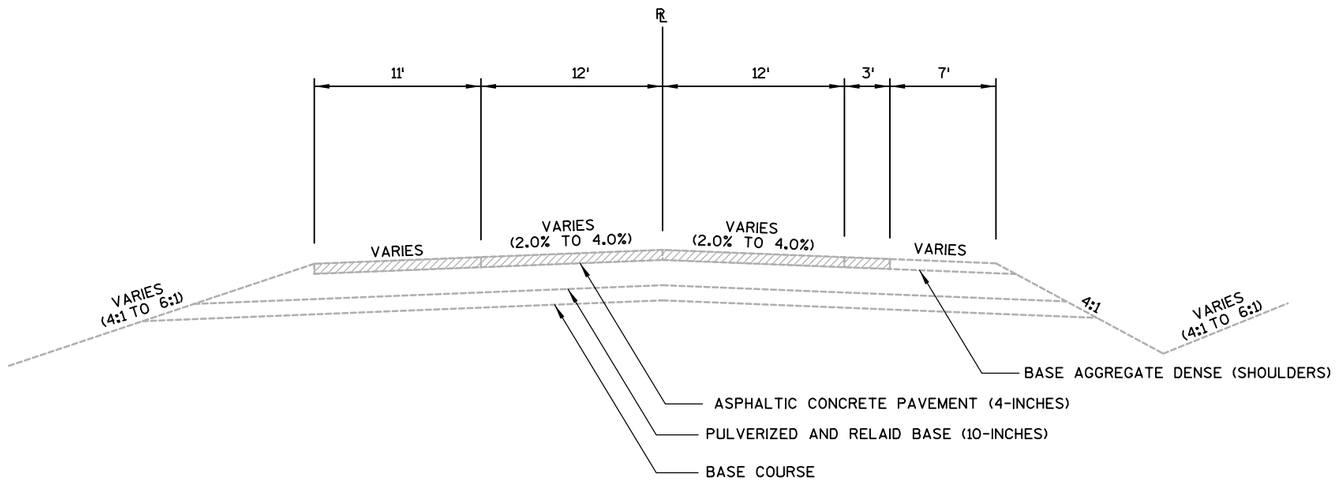
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	PROJECT OVERVIEW	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\020201_po.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



TYPICAL EXISTING SECTION - STH 27

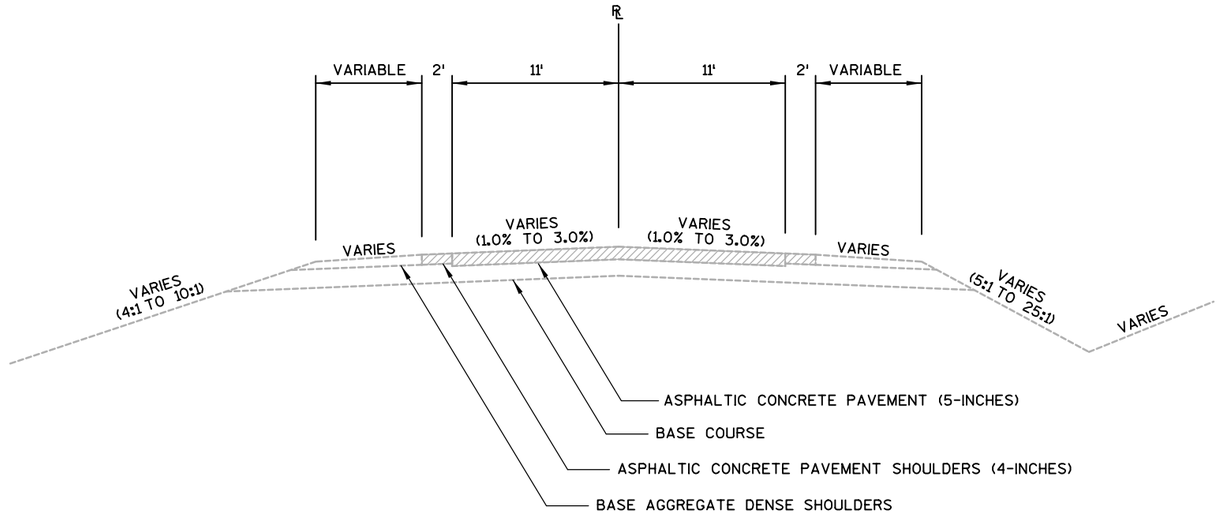
STA. 13+77.92 - STA. 22+40.00



TYPICAL EXISTING SECTION - STH 27

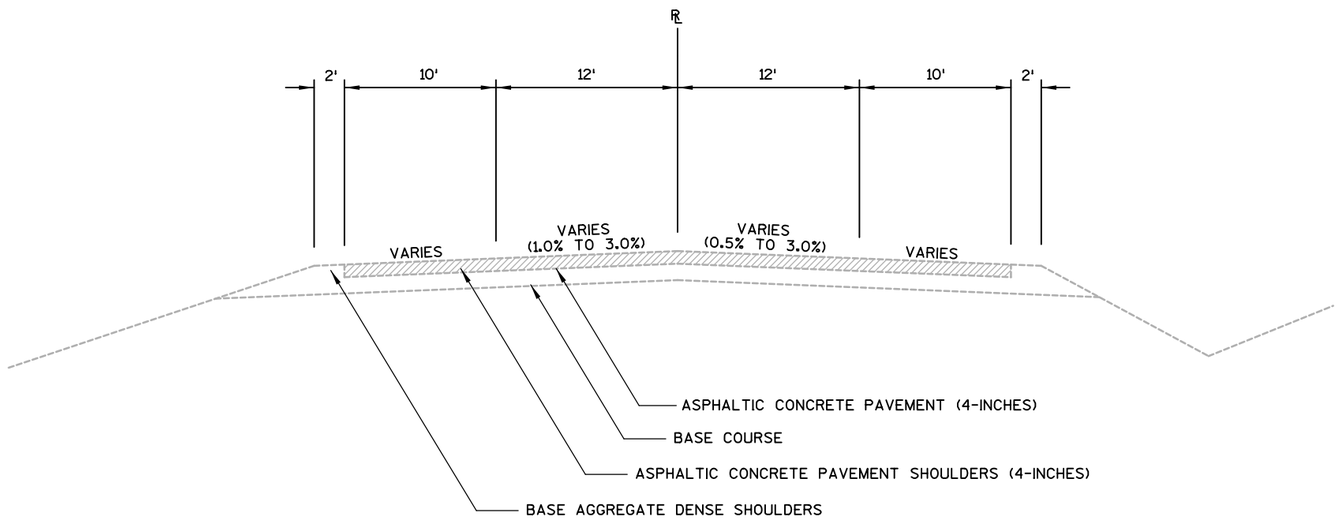
STA. 22+40.00 - STA. 30+92.47

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	EXISTING TYPICAL SECTIONS	SHEET 4	E



TYPICAL EXISTING SECTION - STH 33

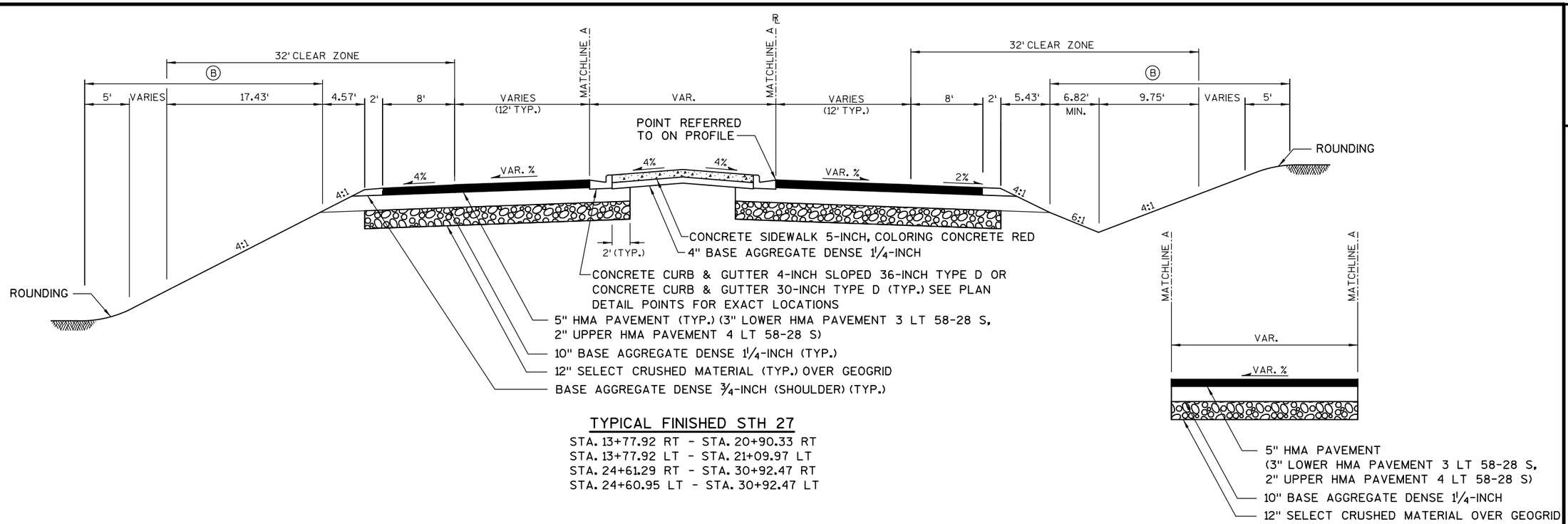
STA. 49+20.43 - STA. 57+55.00



TYPICAL EXISTING SECTION - STH 33

STA. 57+55.00 - STA. 61+86.95

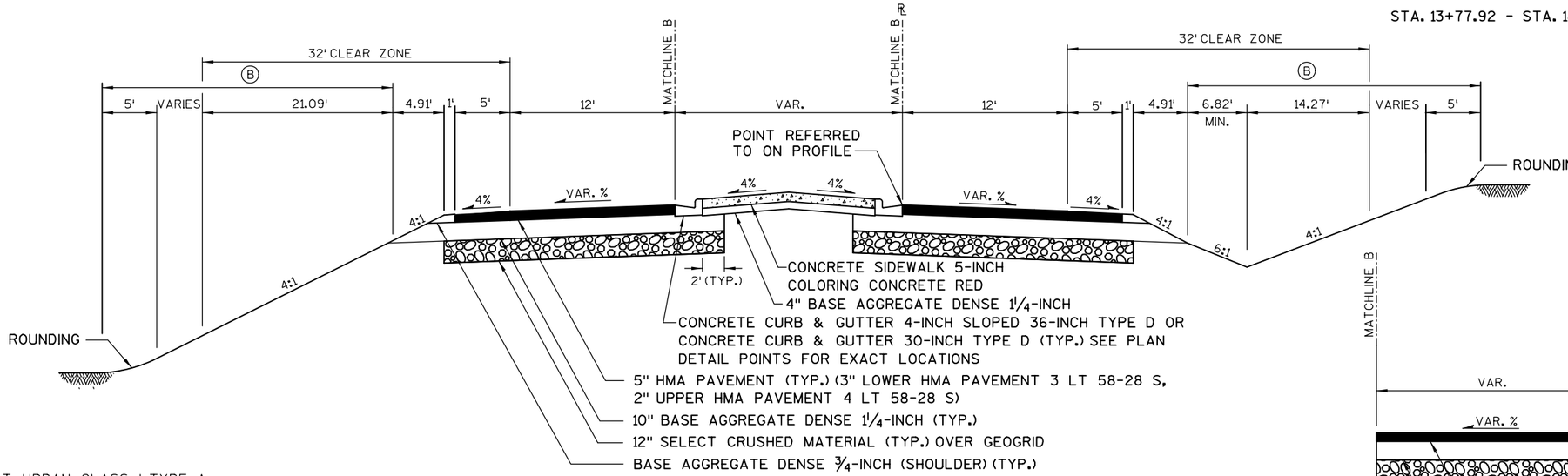
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	EXISTING TYPICAL SECTIONS	SHEET 5	E



TYPICAL FINISHED STH 27

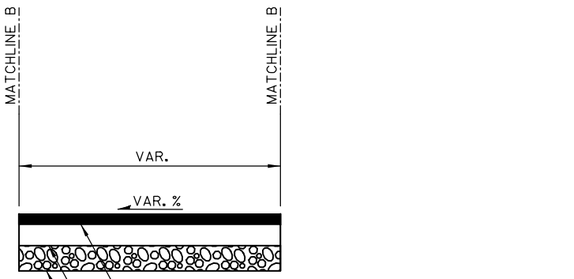
STA. 13+77.92 RT - STA. 20+90.33 RT
STA. 13+77.92 LT - STA. 21+09.97 LT
STA. 24+61.29 RT - STA. 30+92.47 RT
STA. 24+60.95 LT - STA. 30+92.47 LT

STA. 13+77.92 - STA. 18+47.97



TYPICAL FINISHED STH 33

STA. 49+20.43 RT - STA. 55+69.15 RT
STA. 49+20.43 LT - STA. 55+96.88 LT



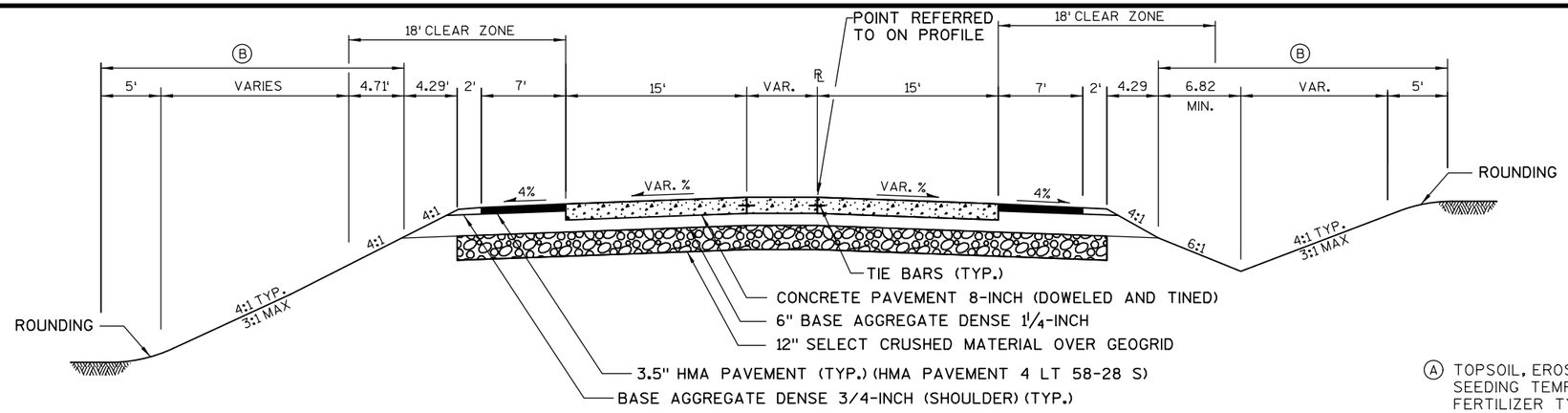
STA. 49+20.43 - STA. 53+35.45

(A) TOPSOIL, EROSION MAT URBAN CLASS I TYPE A, SEEDING TEMPORARY, SEEDING MIXTURE NO. 40 & FERTILIZER TYPE B

(B) TOPSOIL, EROSION MAT URBAN CLASS I TYPE B, SEEDING TEMPORARY, SEEDING MIXTURE NO. 40 & FERTILIZER TYPE B

(C) INSTALL PIPE UNDERDRAIN AT PROPOSED LOW POINTS. SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS.

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	PROPOSED TYPICAL SECTIONS	SHEET 6	E



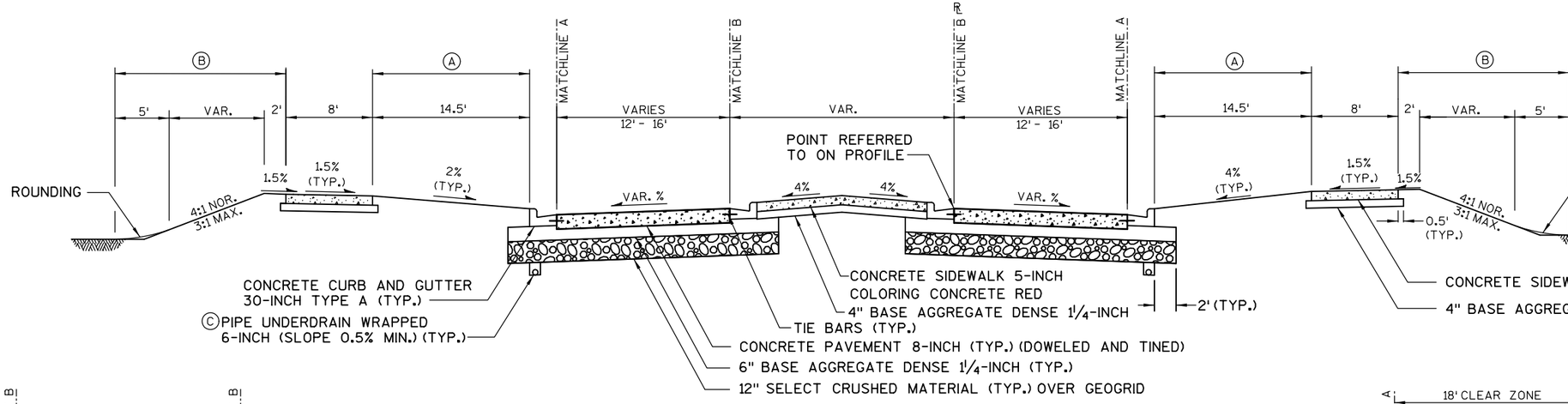
TYPICAL FINISHED STH 33

STA. 59+82.96 - STA. 61+86.95

Ⓐ TOPSOIL, EROSION MAT URBAN CLASS I TYPE A, SEEDING TEMPORARY, SEEDING MIXTURE NO. 40 & FERTILIZER TYPE B

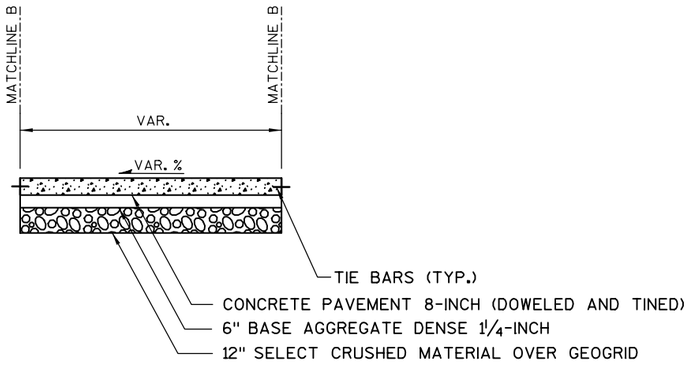
Ⓑ TOPSOIL, EROSION MAT URBAN CLASS I TYPE B, SEEDING TEMPORARY, SEEDING MIXTURE NO. 40 & FERTILIZER TYPE B

Ⓒ INSTALL PIPE UNDERDRAIN AT PROPOSED LOW POINTS. SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS.



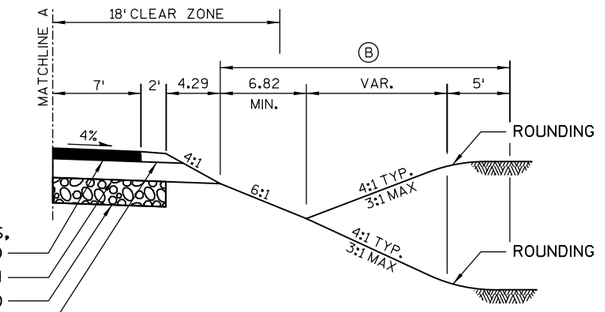
TYPICAL FINISHED SECTION STH 27 & STH 33

STA. 20+90.33 RT - STA. 22+11.47 RT
STA. 21+09.97 LT - STA. 21+99.30 LT
STA. 23+54.39 RT - STA. 24+61.29 RT
STA. 23+67.23 LT - STA. 24+60.95 LT
STA. 55+69.15 RT - STA. 57+00.53 RT
STA. 55+96.88 LT - STA. 56+88.15 LT
STA. 58+42.66 RT - STA. 59+82.96 RT
STA. 58+61.35 LT - STA. 59+82.96 LT



STA. 59+24.94 - STA. 59+82.96

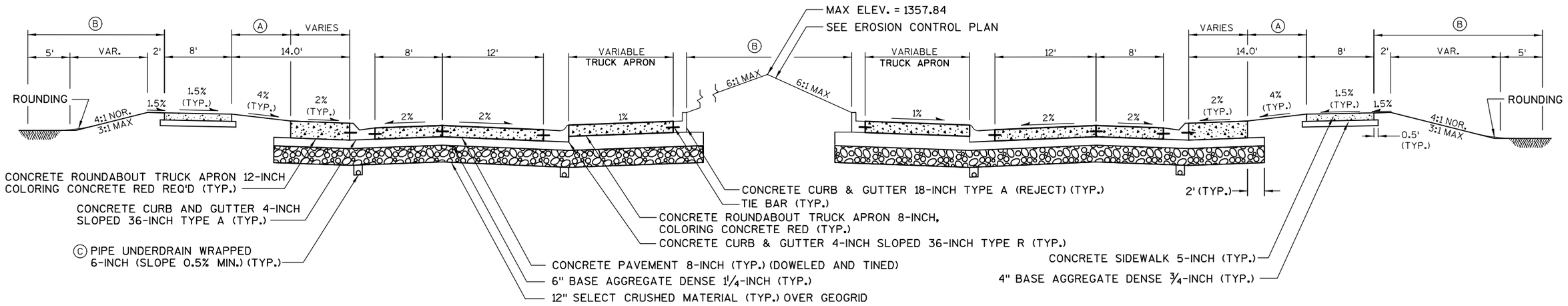
5" HMA PAVEMENT
(3" LOWER HMA PAVEMENT 3 LT 58-28 S,
2" UPPER HMA PAVEMENT 4 LT 58-28 S)
9" BASE AGGREGATE DENSE 1¼-INCH
12" SELECT CRUSHED MATERIAL OVER GEOGRID
BASE AGGREGATE DENSE 3/4-INCH (SHOULDER)



STA. 59+48.42 RT - STA. 59+82.96 RT

STA. 85+25.6 LT - STA. 87+59.9 LT

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	PROPOSED TYPICAL SECTIONS	SHEET 7	E



TYPICAL FINISHED SECTION THROUGH ROUNDABOUT

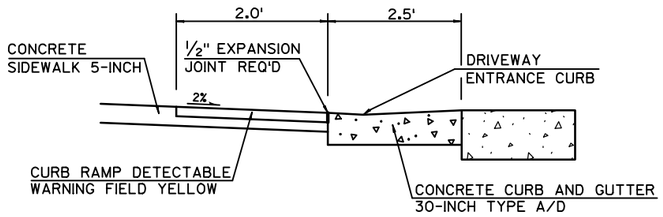
STA. 10+00 A - STA. 13+46 A

Ⓐ TOPSOIL, EROSION MAT URBAN CLASS I TYPE A, SEEDING TEMPORARY, SEEDING MIXTURE NO. 40 & FERTILIZER TYPE B

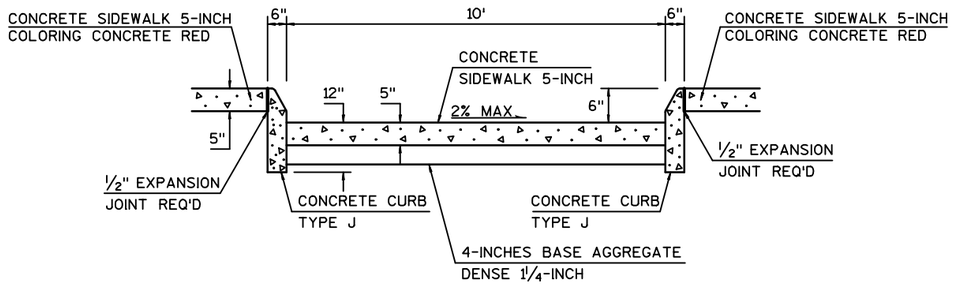
Ⓑ TOPSOIL, EROSION MAT URBAN CLASS I TYPE B, SEEDING TEMPORARY, SEEDING MIXTURE NO. 40 & FERTILIZER TYPE B

Ⓒ INSTALL PIPE UNDERDRAIN AT PROPOSED LOW POINTS. SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS.

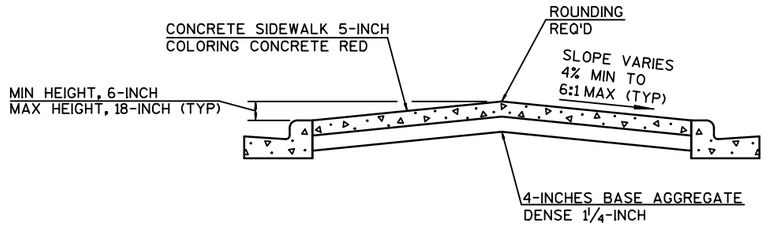
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	PROPOSED TYPICAL SECTIONS	SHEET 8	E



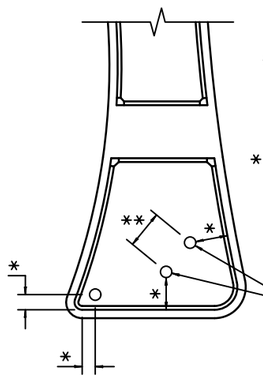
SECTION A-A



SECTION B-B



SECTION C-C

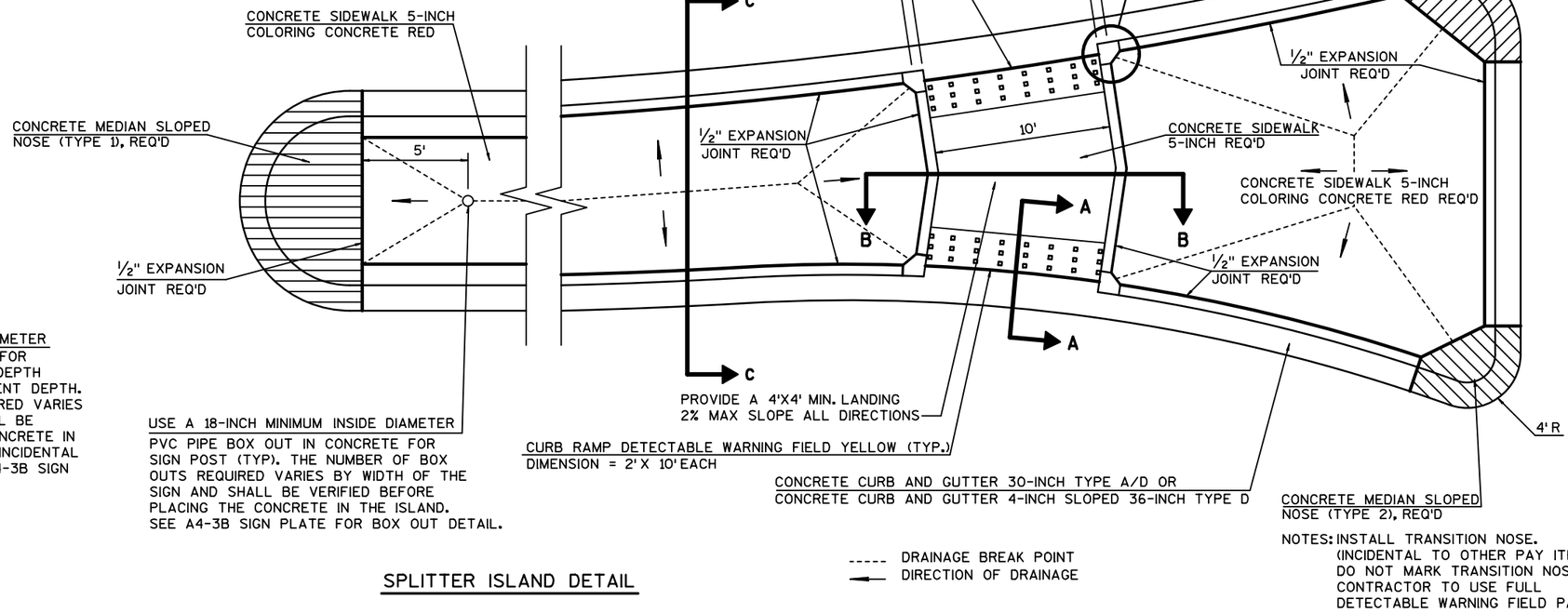


* DISTANCE TO BE LAID OUT IN THE FIELD BASED ON SIGN SIZE. TWO FOOT MINIMUM CLEARANCE BETWEEN THE EDGE OF SIGN AND THE FACE OF CURB.

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

USE A 18-INCH MINIMUM INSIDE DIAMETER PVC PIPE BOX OUT IN CONCRETE FOR SIGN POST (TYP). PVC BOX OUT DEPTH SHOULD MATCH ADJACENT PAVEMENT DEPTH. THE NUMBER OF BOX OUTS REQUIRED VARIES BY WIDTH OF THE SIGN AND SHALL BE VERIFIED BEFORE PLACING THE CONCRETE IN THE ISLAND. GRAVEL BACKFILL IS INCIDENTAL TO POSTS WOOD BID ITEM. SEE A4-3B SIGN PLATE FOR BOX OUT DETAIL.

CENTER AND SPLITTER ISLAND SIGN LOCATION DETAIL (TYP)

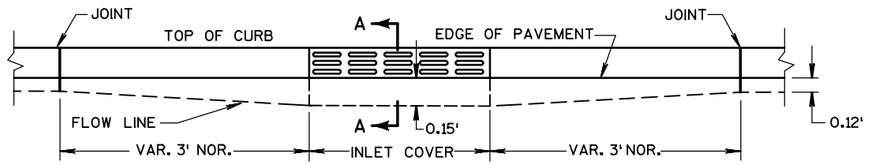


NOTES: INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS.) DO NOT MARK TRANSITION NOSE. CONTRACTOR TO USE FULL DETECTABLE WARNING FIELD PANELS.

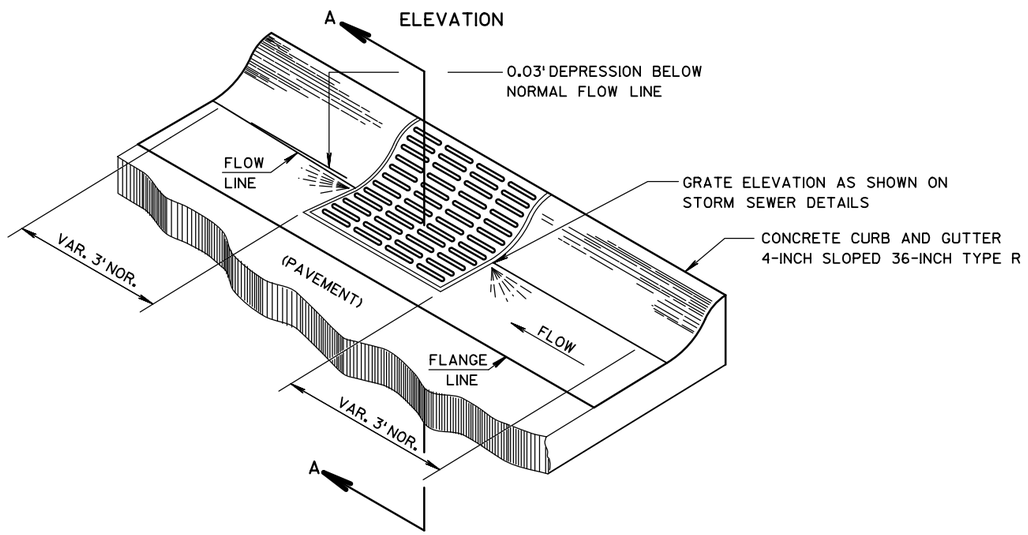
SPLITTER ISLAND DETAIL

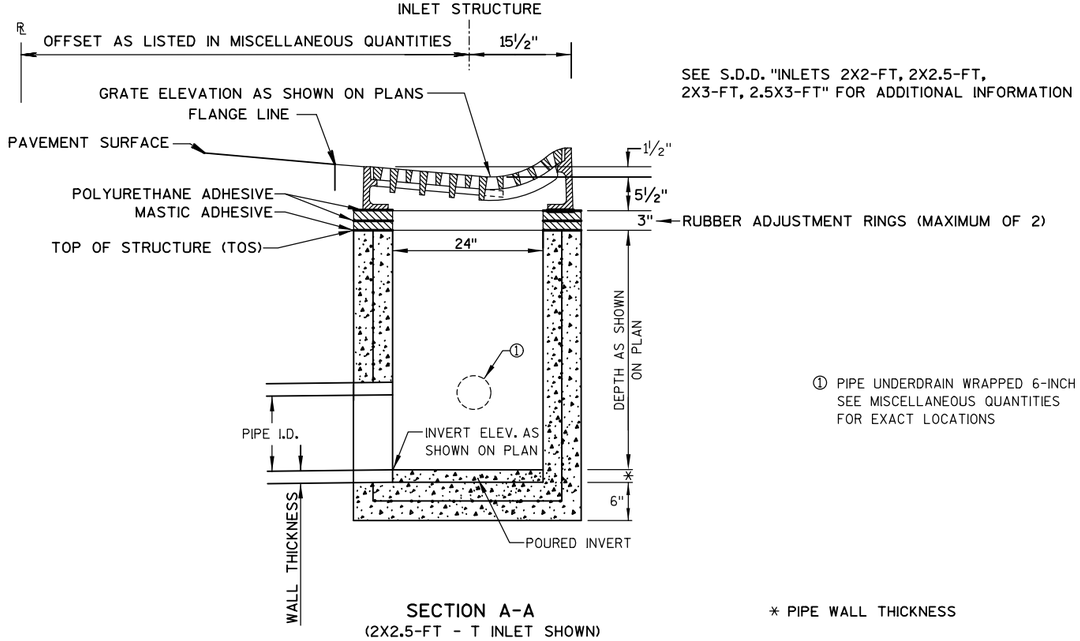
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CONSTRUCTION DETAILS	SHEET 9	E

2



ELEVATION





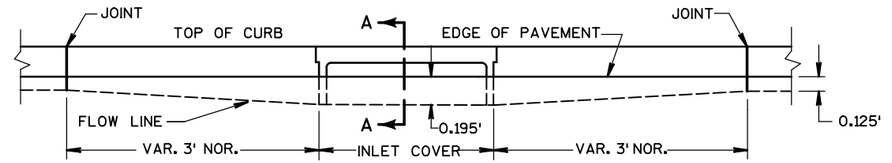
SEE S.D.D. "INLETS 2X2-FT, 2X2.5-FT, 2X3-FT, 2.5X3-FT" FOR ADDITIONAL INFORMATION

① PIPE UNDERDRAIN WRAPPED 6-INCH SEE MISCELLANEOUS QUANTITIES FOR EXACT LOCATIONS

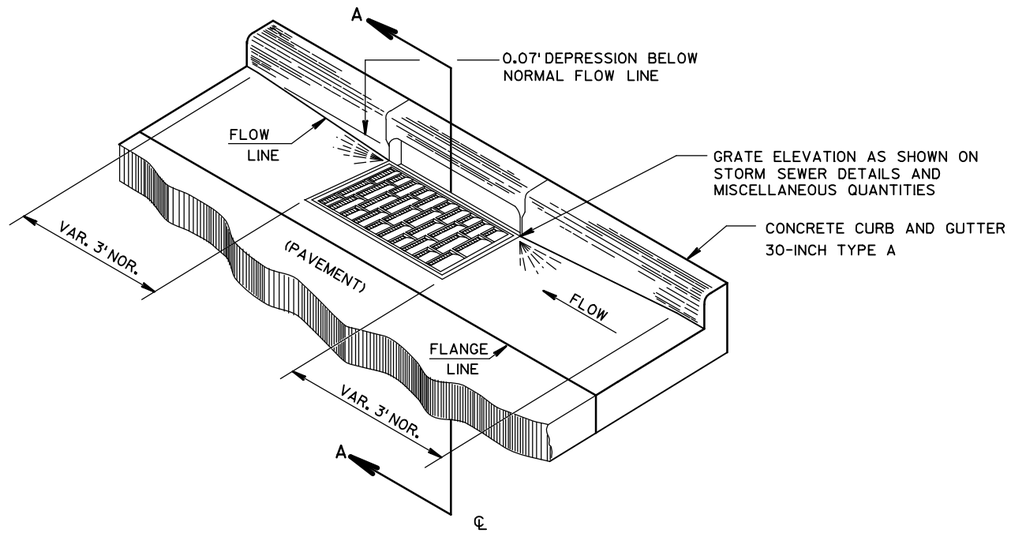
SECTION A-A
(2X2.5-FT - T INLET SHOWN)

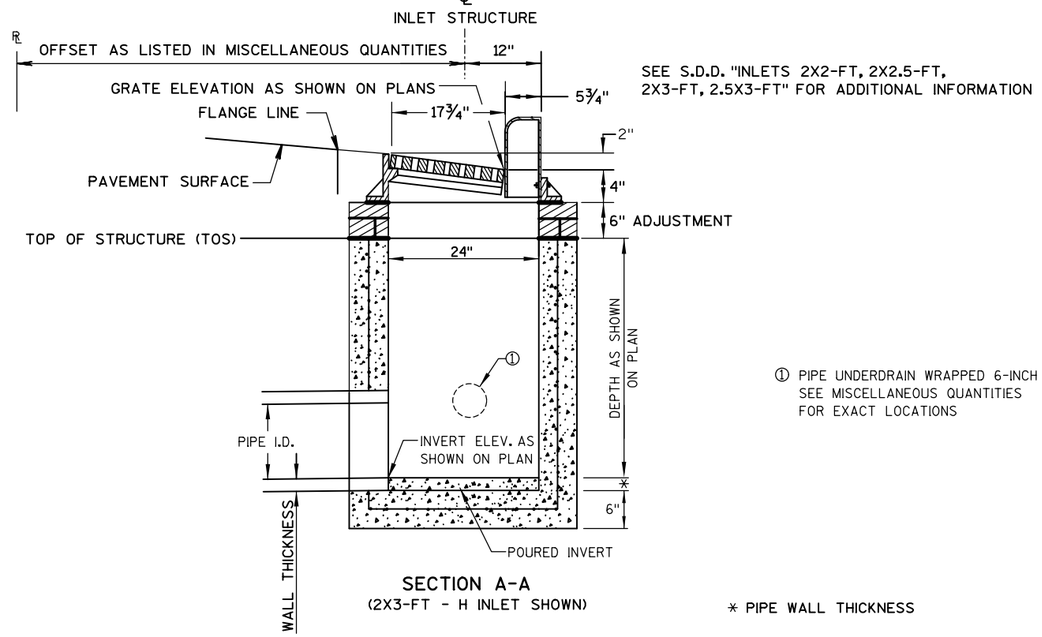
* PIPE WALL THICKNESS

DETAIL OF CONCRETE CURB AND GUTTER 36-INCH TYPE R AT INLETS



ELEVATION





SEE S.D.D. "INLETS 2X2-FT, 2X2.5-FT, 2X3-FT, 2.5X3-FT" FOR ADDITIONAL INFORMATION

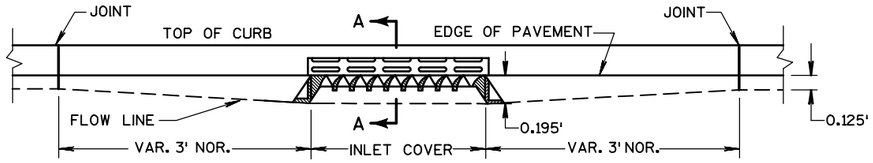
① PIPE UNDERDRAIN WRAPPED 6-INCH SEE MISCELLANEOUS QUANTITIES FOR EXACT LOCATIONS

SECTION A-A
(2X3-FT - H INLET SHOWN)

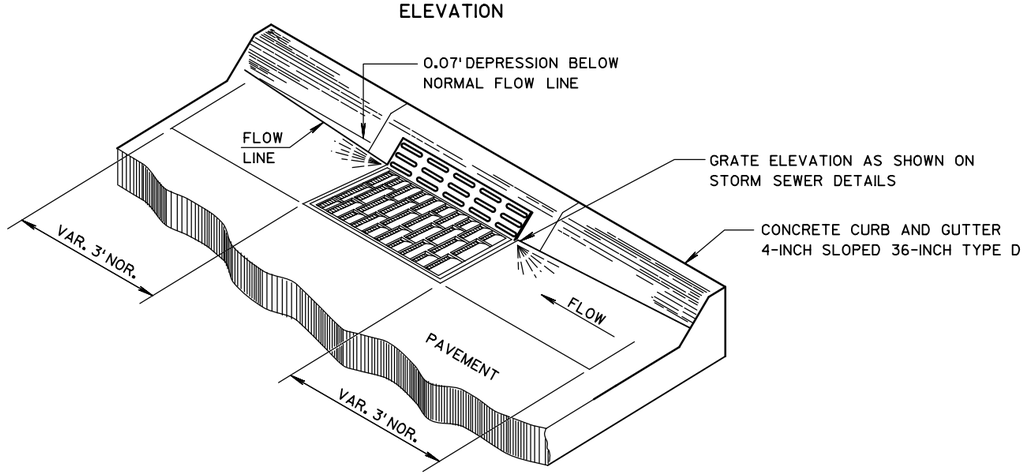
* PIPE WALL THICKNESS

DETAIL OF CONCRETE CURB AND GUTTER 30-INCH TYPE A AT INLETS

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CONSTRUCTION DETAILS	SHEET 10	E

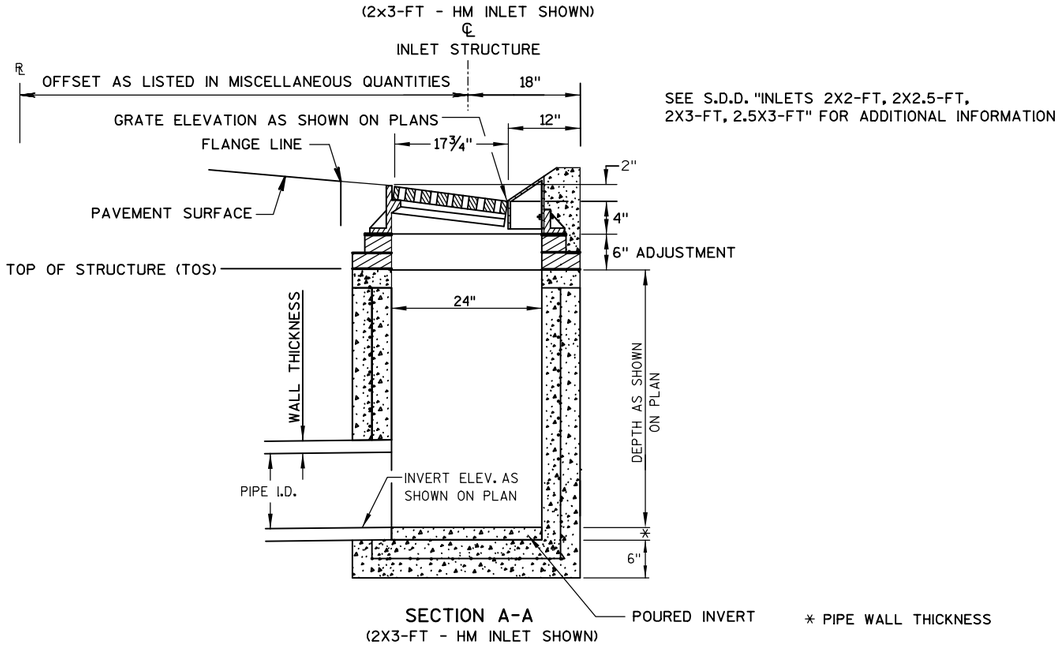


ELEVATION



DETAIL OF CURB AND GUTTER AT INLETS

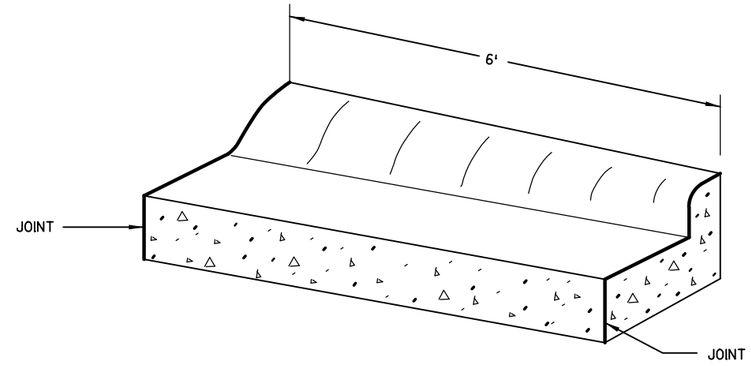
(2x3-FT - HM INLET SHOWN)



SEE S.D.D. "INLETS 2X2-FT, 2X2.5-FT, 2X3-FT, 2.5X3-FT" FOR ADDITIONAL INFORMATION

* PIPE WALL THICKNESS

CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D AT INLETS

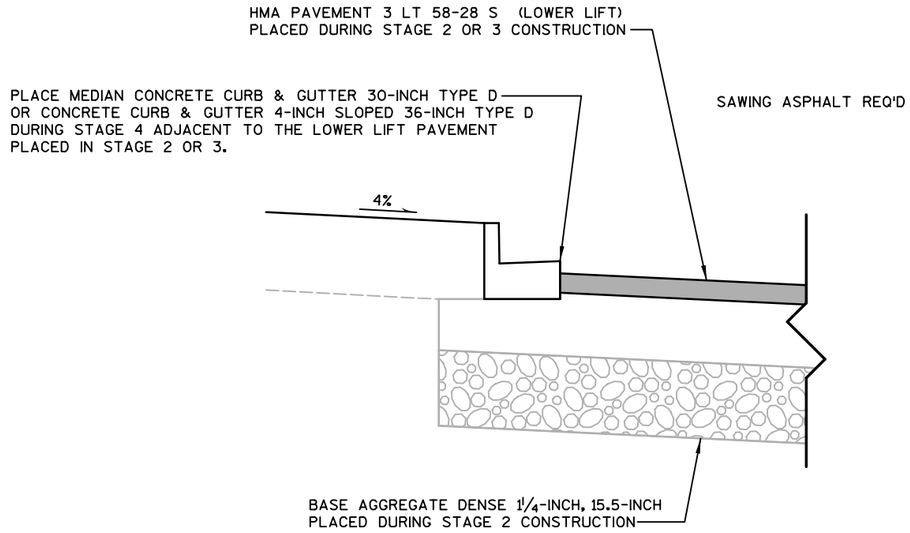


TRANSITION DETAIL

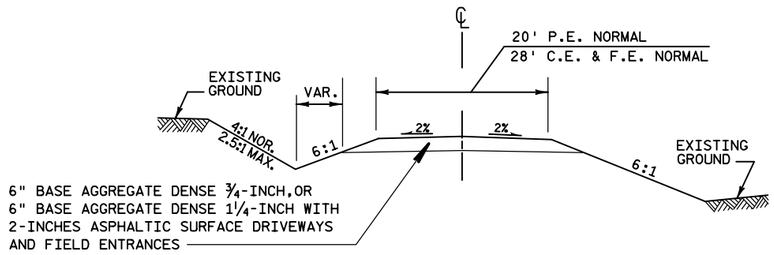
CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D TO CONCRETE CURB & GUTTER 30-INCH TYPE D (TO BE MEASURED AND PAID FOR AS CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D)

LOCATIONS:

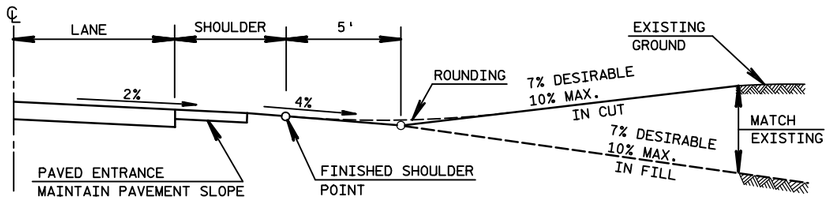
STH 27 NB STA. 20+06 - STA. 20+12	STA. 10+35B - STA. 10+41B
STH 27 SB STA. 20+04 - STA. 20+10	STA. 11+40B - STA. 11+46B
STH 27 SB STA. 24+88 - STA. 24+94	STA. 11+40F - STA. 11+46F
STH 27 NB STA. 25+41 - STA. 25+47	STA. 12+28F - STA. 12+34F



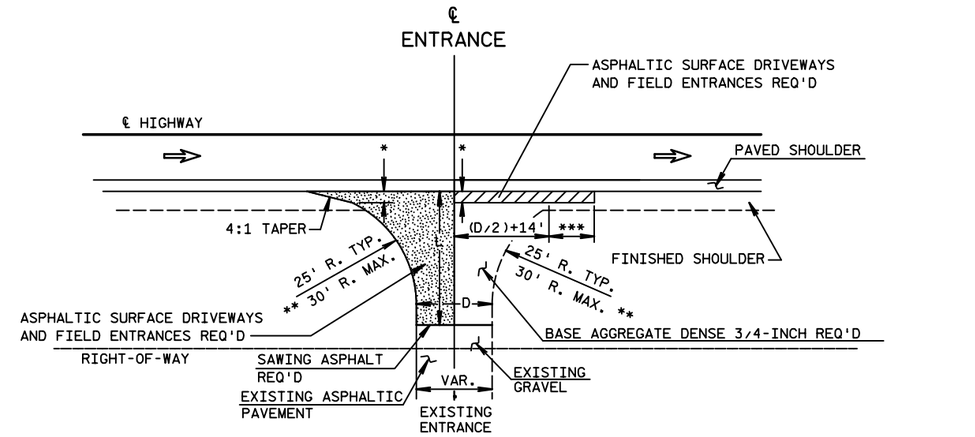
CONCRETE CURB AND GUTTER PLACED ADJACENT TO EXISTING ASPHALTIC PAVEMENT (STAGE 4)



TYPICAL CROSS SECTION



PROFILE VIEW



L=VARIABLE, EXACT LENGTH TO BE DETERMINED
IN THE FIELD BY THE ENGINEER.
BLEND BACK ON THE ENTRANCE FAR
ENOUGH TO GET A SMOOTH PROFILE.

D=DRIVEWAY WIDTH
D=20'TYP.(PE's) (16'MIN.-24'MAX.)
D=28'TYP.(CE's & FARM ENT.) (24'MIN.-35'MAX.)

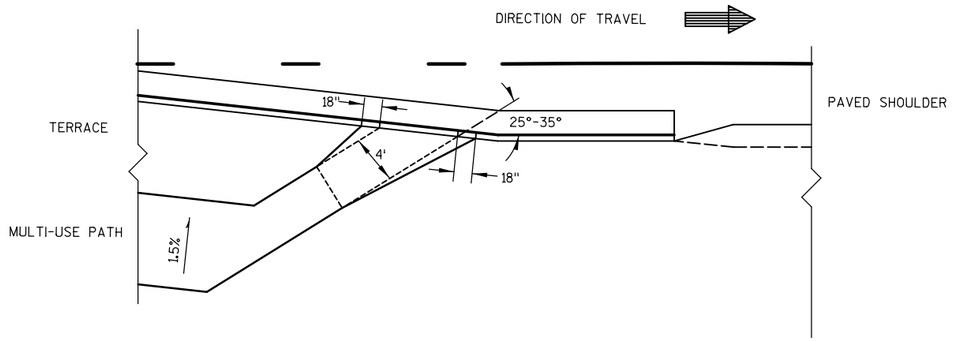
*** 4' ON STH 33, 8' ON STH 27

** RADIUS IS TANGENT AT PAVED SHOULDER
EDGE OR 5' MAX. OFF EDGE OF MAIN LINE
PAVEMENT WHICH EVER IS LESS.

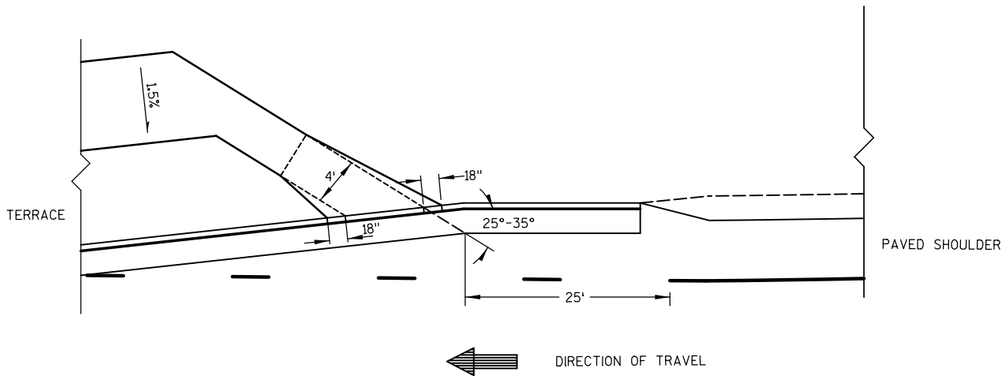
* 3' MAX. OR TO FINISHED SHOULDER
WHICH EVER IS LESS.

PLAN VIEW

RURAL DRIVEWAY DETAIL

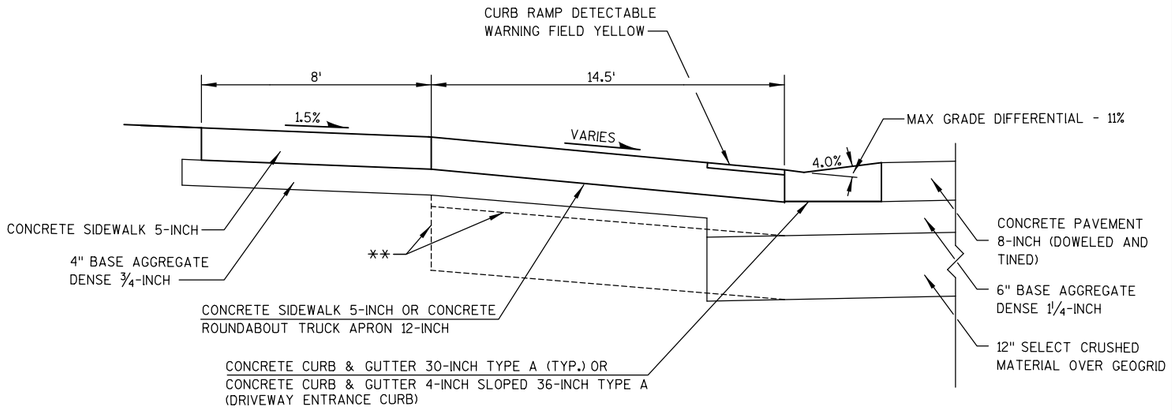


BIKE RAMP ENTRANCE



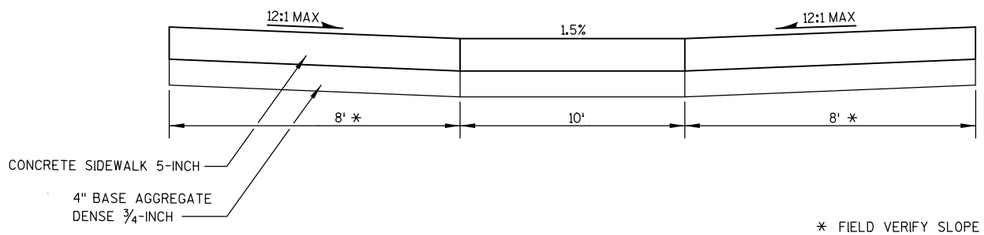
BIKE RAMP EXIT

BIKE RAMP ENTRANCE AND EXIT



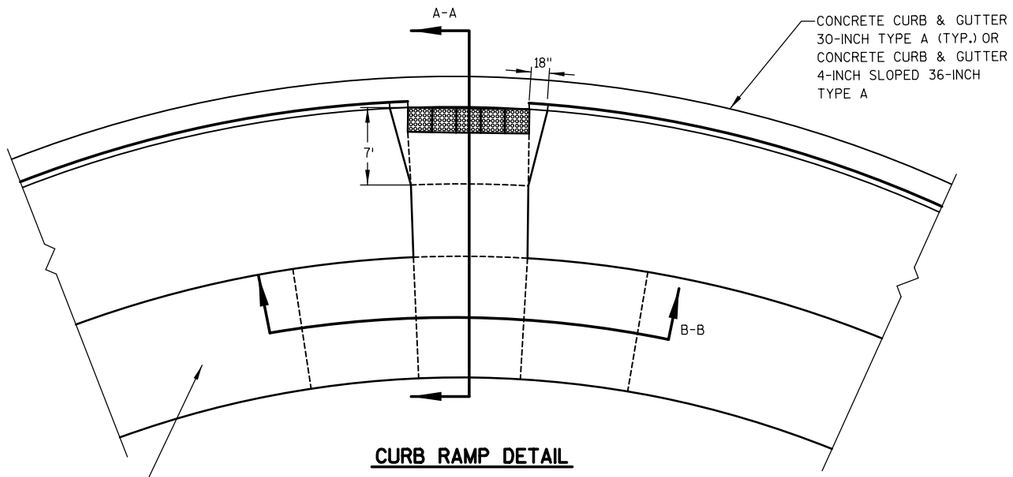
CROSS SECTION A-A

** 6" BASE AGGREGATE DENSE 1¼-INCH OVER 12" SELECT CRUSHED MATERIAL IF CONCRETE ROUNDABOUT TRUCK APRON 12-INCH



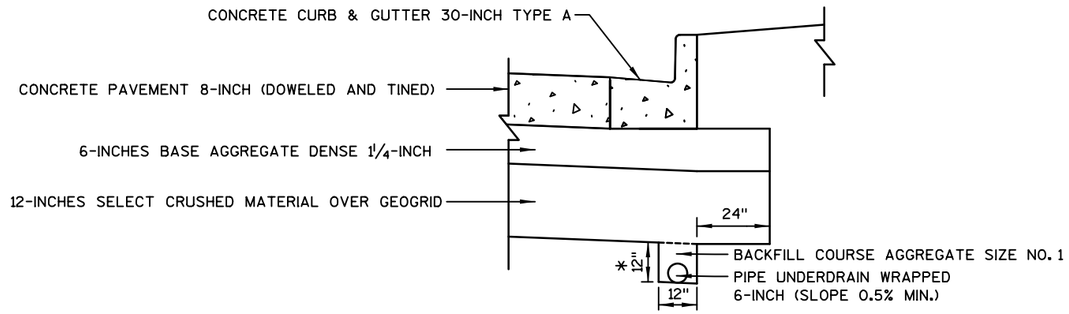
* FIELD VERIFY SLOPE DOES NOT EXCEED 12:1.
ADJUST DISTANCE ACCORDINGLY.

CROSS SECTION B-B



CURB RAMP DETAIL

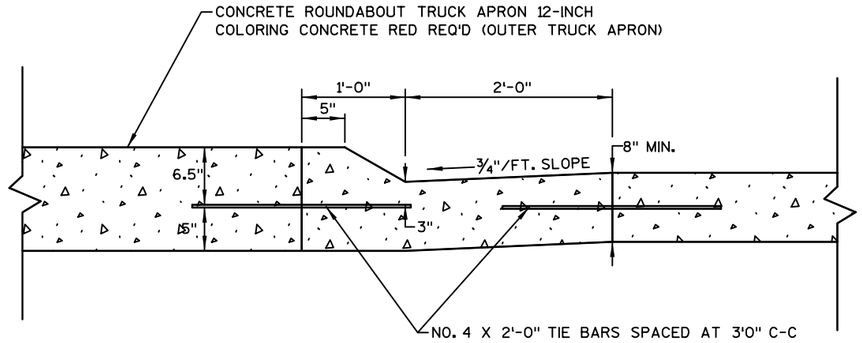
SEE S.D.D. CURB RAMPS FOR ADDITIONAL INFORMATION



* DEPTH MAY VARY TO MAINTAIN 0.5% SLOPE

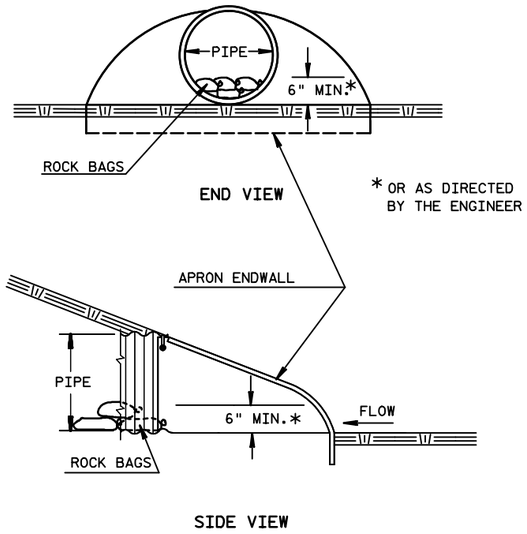
DETAIL FOR PIPE UNDERDRAIN 6-INCH WRAPPED

NOTE: PIPE UNDERDRAIN IS TO BE DISCHARGED INTO THE INLET STRUCTURES.



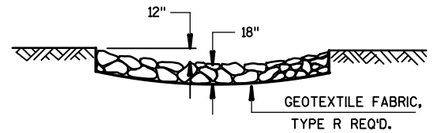
CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A

(AT LOCATIONS WHERE TRUCK APRON IS PROVIDED OUTSIDE OF THE ROUNDABOUT)

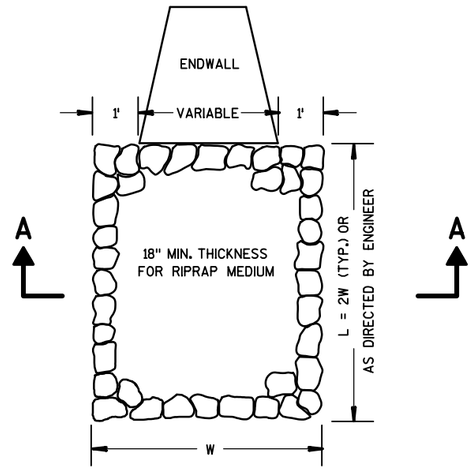


ESTIMATED BAG SIZE = 18" X 12" X 6"	
PIPE SIZE	ESTIMATED NO. OF BAGS
18"	2
24"	3
30"	5
48"	10
54"	10
60"	13
72"	16

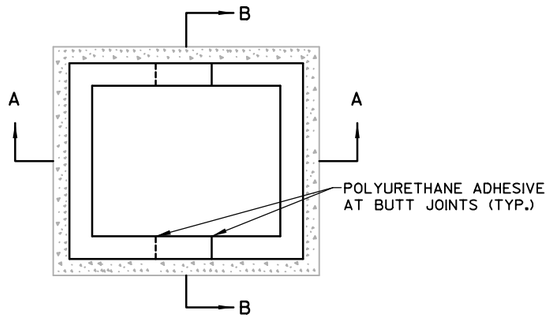
CULVERT PIPE CHECKS



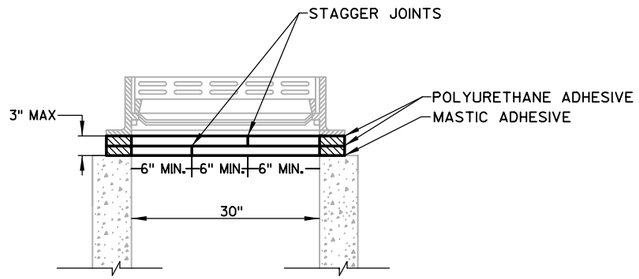
SECTION A-A



RIPRAP MEDIUM TREATMENT AT STORM SEWER OUTFALLS AND ASPHALTIC FLUMES

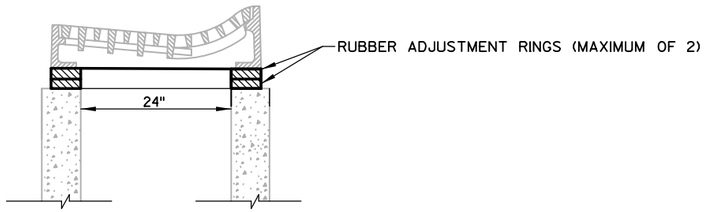


PLAN VIEW



SECTION A-A

NOTE:
ALL CUTS MADE TO RUBBER ADJUSTMENT RINGS WILL BE PERPENDICULAR AND PROVIDE A TIGHT JOINT.



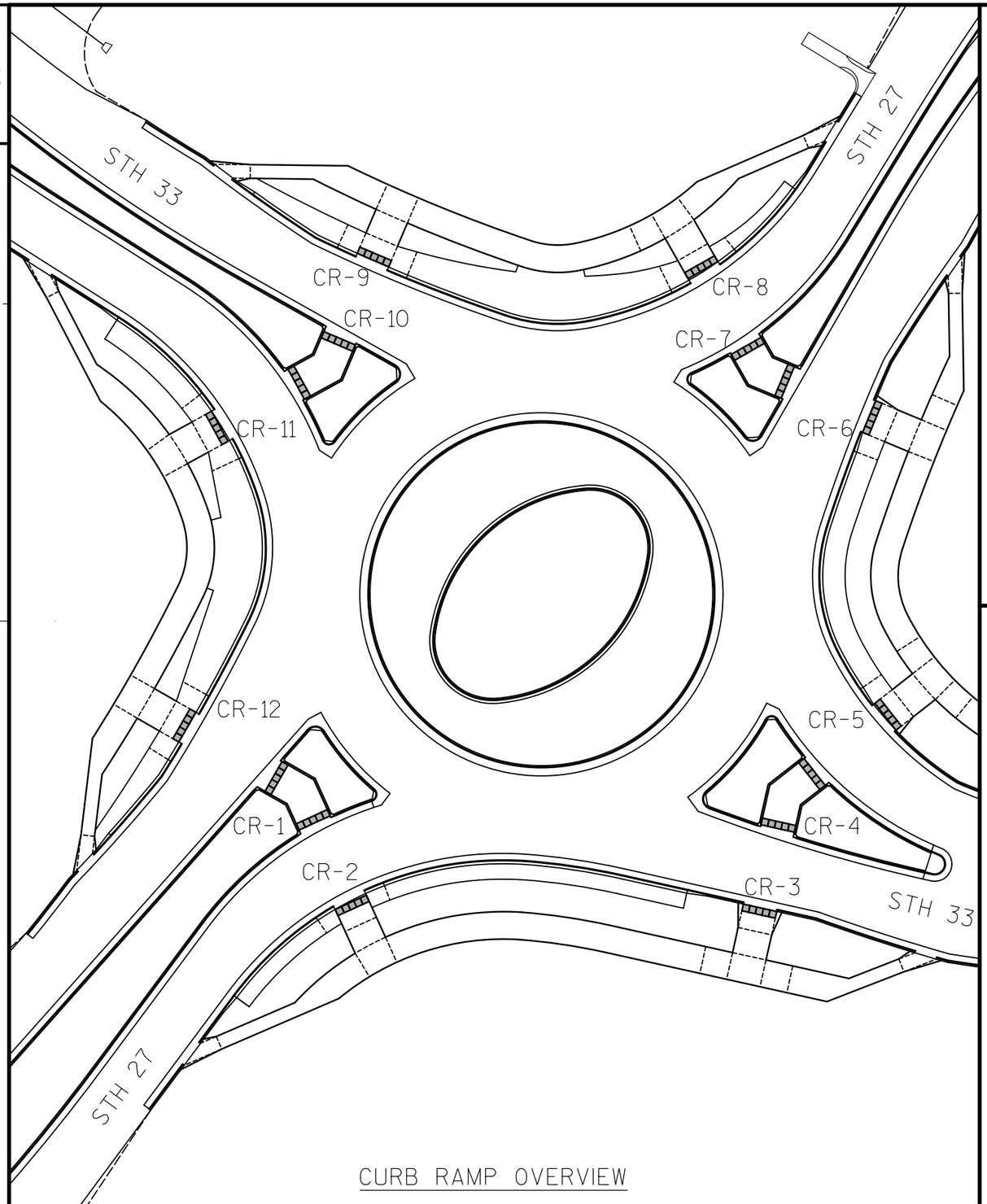
SECTION B-B

RUBBER RING CUTTING DETAIL FOR INLETS 2 X 2.5-FT SPECIAL

RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA = 15.6 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 7.47 ACRES

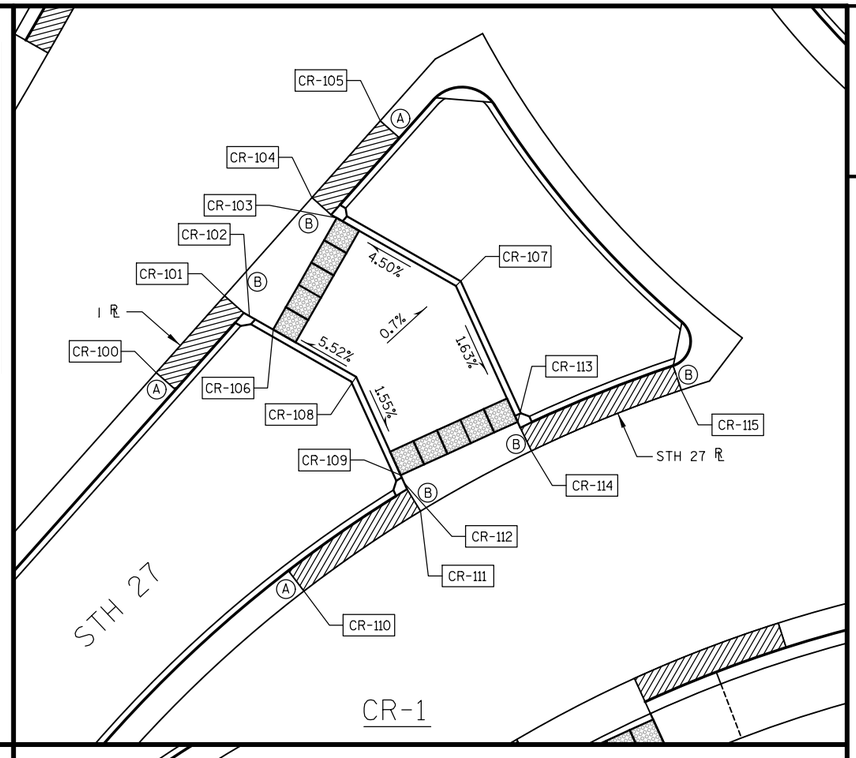


CURB RAMP OVERVIEW

CR-1 POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
CR-100	14+89.99 |	0' RT	1,355.16
CR-101	14+97.99 |	0' RT	1,355.07
CR-102	14+98.09 |	2.5' RT	1,355.01
CR-103	15+08.31 |	2.5' RT	1,354.90
CR-104	15+08.21 |	0' RT	1,354.96
CR-105	15+16.21 |	0' RT	1,354.88
CR-106	14+98.53 |	4.57' RT	1,355.04
CR-107	21+91.40	14.12' RT	1,355.38
CR-108	21+82.37	11.53' LT	1,355.45
CR-109	21+81.49	3.2' LT	1,355.37
CR-110	21+70.35	0' RT	1,355.46
CR-111	21+81.35	0' RT	1,355.36
CR-112	21+81.41	2.5' LT	1,355.31
CR-113	21+91.19	2.5' LT	1,355.21
CR-114	21+91.18	0' RT	1,355.28
CR-115	22+03.76	0' RT	1,355.16

(A) 6.25% GUTTER SLOPE

(B) 4.0% GUTTER SLOPE

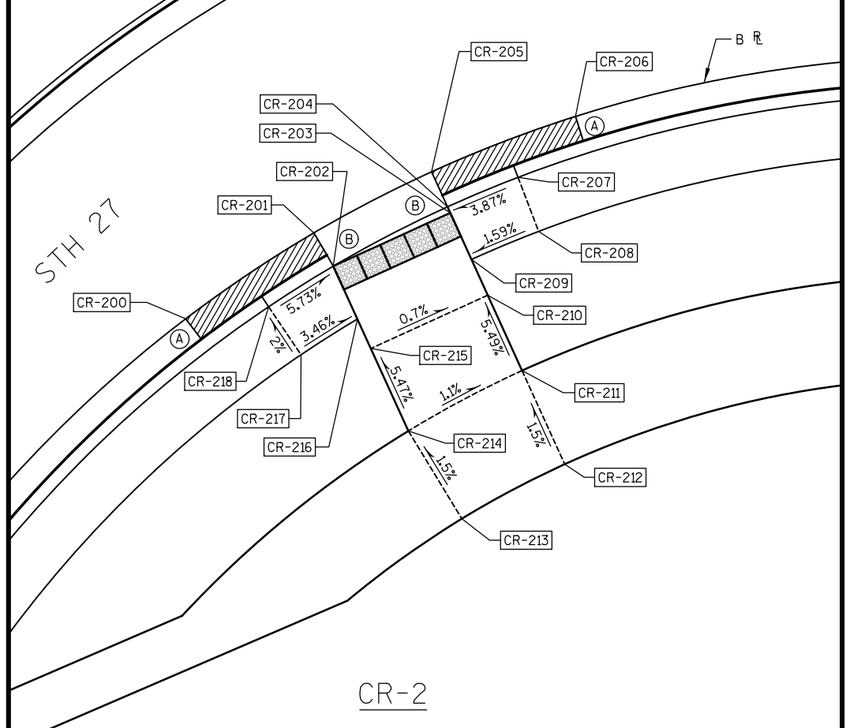


CR-1

CR-2 POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
CR-200	10+69.36 B	0' RT	1,355.24
CR-201	10+81.36 B	0' RT	1,355.13
CR-202	10+81.36 B	3' RT	1,355.06
CR-203	10+91.69 B	3.52' RT	1,354.98
CR-204	10+91.69 B	3' RT	1,354.97
CR-205	10+91.69 B	0' RT	1,355.04
CR-206	11+03.69 B	0' RT	1,.354.94
CR-207	10+97.81 B	3' RT	1,355.20
CR-208	10+97.81 B	7.5' RT	1,355.29
CR-209	10+91.69 B	7.5' RT	1,355.20
CR-210	10+91.69 B	10.56' RT	1,355.37
CR-211	10+91.69 B	17' RT	1,355.72
CR-212	10+91.69 B	25' RT	1,355.84
CR-213	10+79.61 B	25' RT	1,355.95
CR-214	10+79.61 B	17' RT	1,355.83
CR-215	10+80.56 B	10' RT	1,355.44
CR-216	10+80.86 B	7.5' RT	1,355.31
CR-217	10+75.24 B	7.5' RT	1,355.49
CR-218	10+75.24 B	3' RT	1,355.40

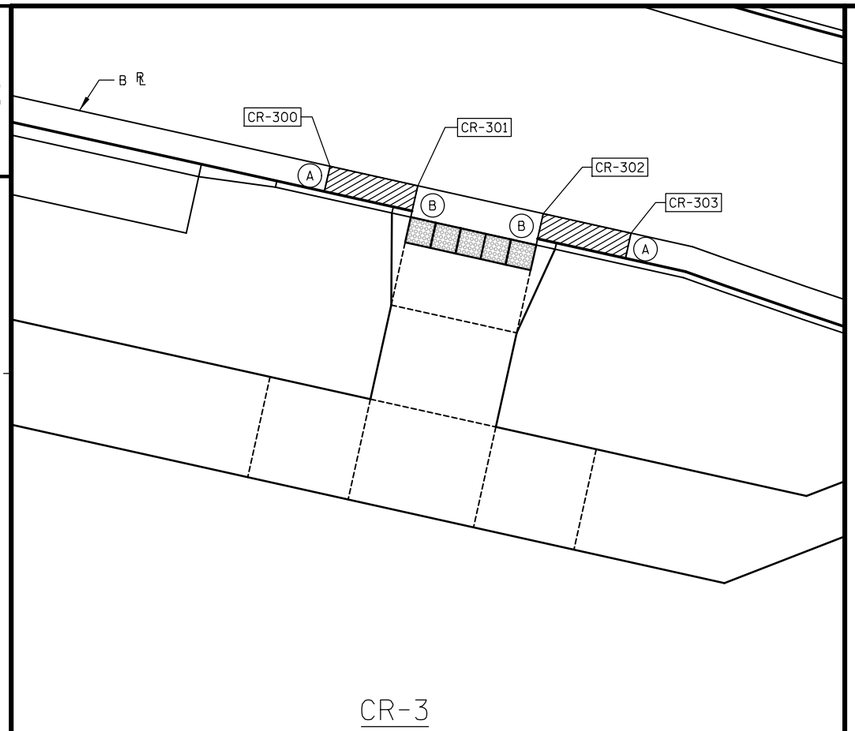
(A) 6.25% GUTTER SLOPE

(B) 4.0% GUTTER SLOPE



CR-2

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CONSTRUCTION DETAILS - CURB RAMP DETAILS	SHEET 16 E



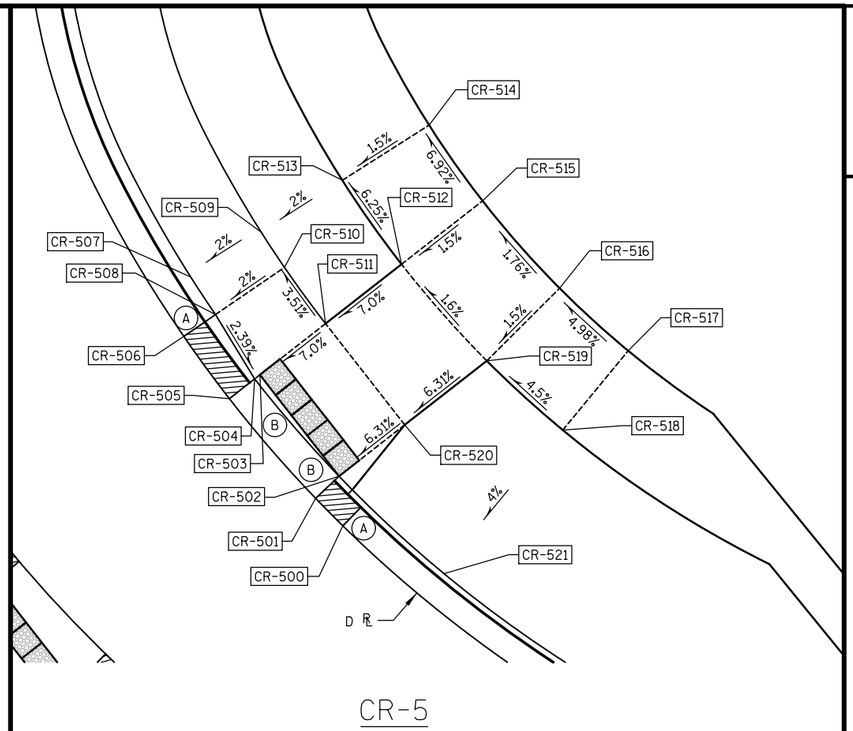
CR-3

CR-3 POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
CR-300	11+99.20 B	0'RT	1,354.46
CR-301	12+06.20 B	0'RT	1,354.55
CR-302	12+16.20 B	0'RT	1,354.67
CR-303	12+23.20 B	0'RT	1,354.75

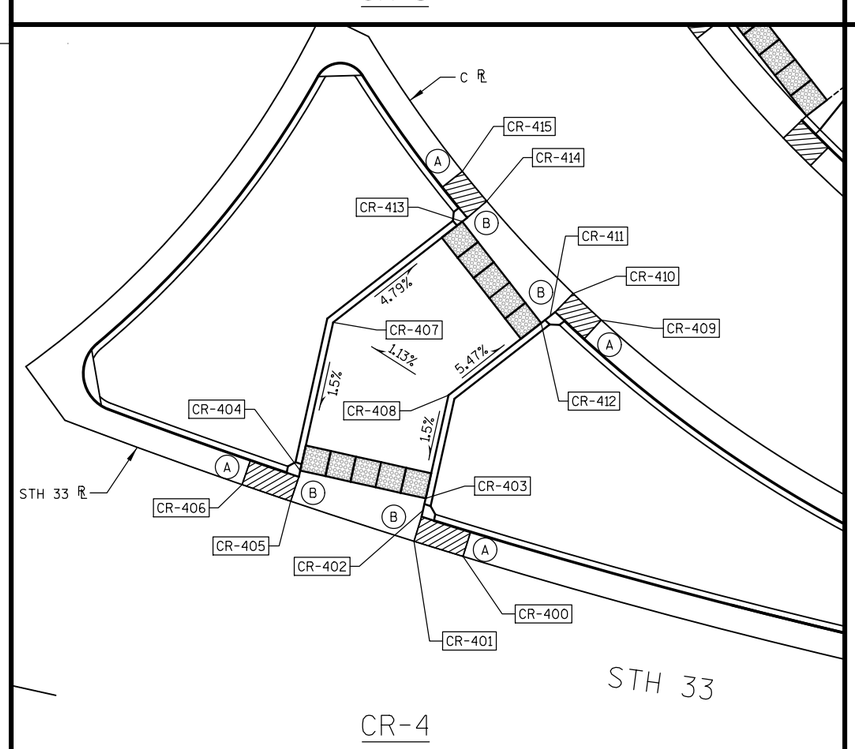
(A) 6.25% GUTTER SLOPE
(B) 4.0% GUTTER SLOPE

CR-5 POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
CR-500	10+81.17 D	0'RT	1,355.90
CR-501	10+84.17 D	0'RT	1,354.40
CR-502	10+84.17 D	2.5'RT	1,354.33
CR-503	10+94.44 D	3'RT	1,354.11
CR-504	10+94.44 D	2.5'RT	1,354.10
CR-505	10+94.44 D	0'RT	1,354.17
CR-506	11+00.44 D	0'RT	1,354.03
CR-507	11+04.08 D	3'RT	1,354.16
CR-508	11+00.44 D	3'RT	1,354.24
CR-509	11+04.08 D	9.5'RT	1,354.29
CR-510	11+00.44 D	9.5'RT	1,354.37
CR-511	10+94.44 D	9.5'RT	1,354.56
CR-512	10+94.44 D	17'RT	1,355.09
CR-513	11+04.08 D	17'RT	1,354.59
CR-514	11+04.08 D	25'RT	1,354.71
CR-515	10+94.44 D	25'RT	1,355.21
CR-516	10+82.36 D	25'RT	1,355.37
CR-517	10+72.73 D	25'RT	1,355.73
CR-518	10+72.73 D	17'RT	1,355.61
CR-519	10+82.36 D	17'RT	1,355.25
CR-520	10+83.44 D	8.95'RT	1,354.74
CR-521	10+72.73 D	2.5'RT	1,355.03

(A) 6.25% GUTTER SLOPE
(B) 4.0% GUTTER SLOPE



CR-5



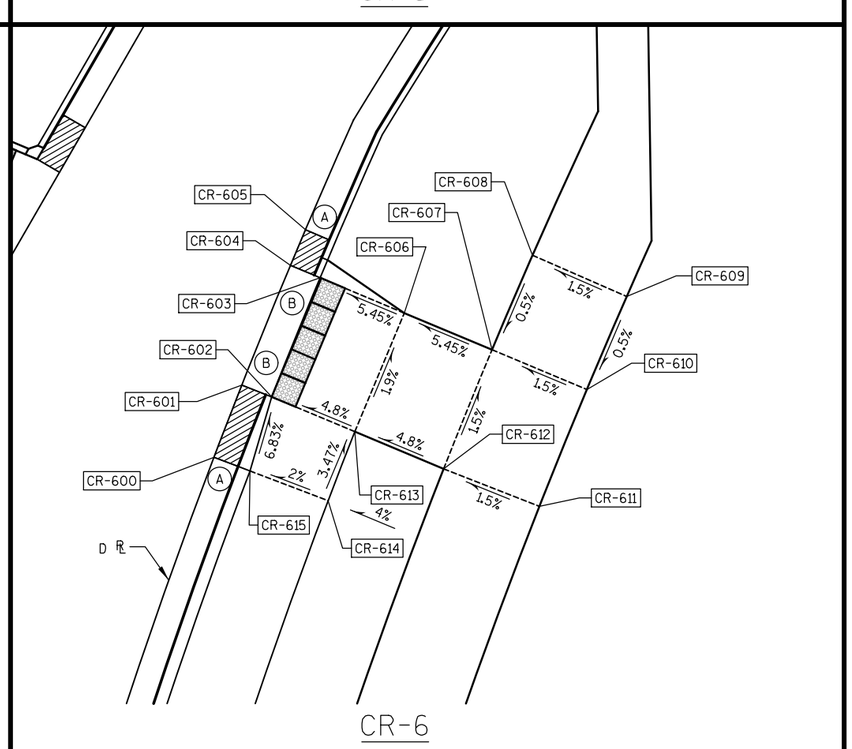
CR-4

CR-4 POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
CR-400	58+81.68	0'RT	1,355.01
CR-401	58+77.68	0'RT	1,354.88
CR-402	58+77.63	2.5'LT	1,354.89
CR-403	58+77.55	3.46'LT	1,354.95
CR-404	58+67.54	2.5'LT	1,354.72
CR-405	58+67.59	0'RT	1,354.78
CR-406	58+63.59	0'RT	1,354.71
CR-407	58+66.25	14.25'LT	1,354.89
CR-408	58+76.83	11.65'LT	1,355.01
CR-409	10+33.62 C	0'RT	1,354.62
CR-410	10+30.62 C	0'RT	1,354.56
CR-411	10+30.55 C	2.5'RT	1,354.50
CR-412	10+30.43 C	3.38'RT	1,354.51
CR-413	10+20.75 C	2.5'RT	1,354.28
CR-414	10+20.77 C	0'RT	1,354.34
CR-415	10+17.77 C	0'RT	1,354.28

(A) 6.25% GUTTER SLOPE
(B) 4.0% GUTTER SLOPE

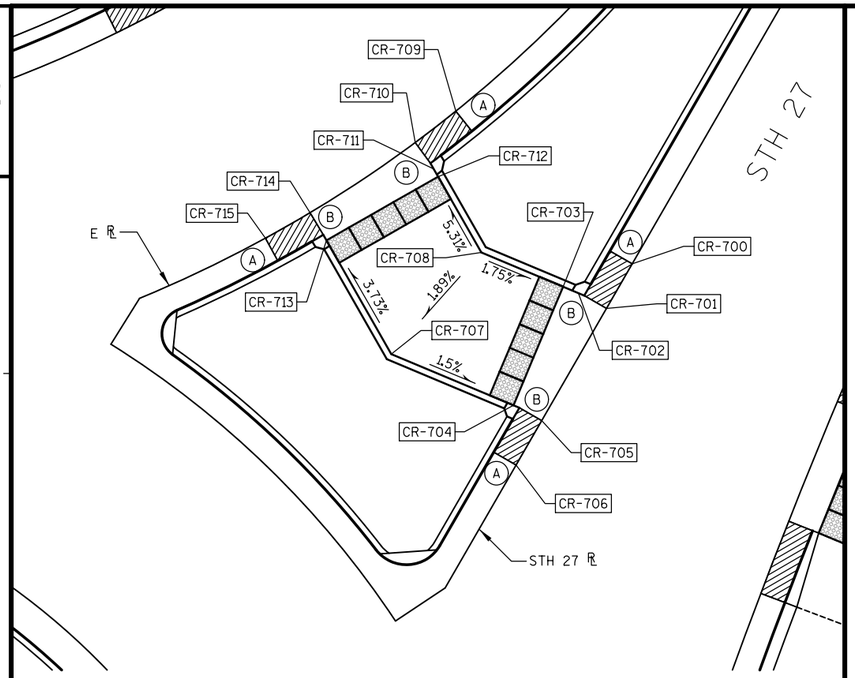
CR-6 POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
CR-600	11+76.13 D	0'RT	1,352.58
CR-601	11+82.15 D	0'RT	1,352.44
CR-602	11+82.15 D	2.5'RT	1,352.38
CR-603	11+92.21 D	2.5'RT	1,352.14
CR-604	11+92.21 D	0'RT	1,352.20
CR-605	11+95.21 D	0'RT	1,352.13
CR-606	11+92.21 D	9.6'RT	1,352.53
CR-607	11+92.21 D	17'RT	1,352.93
CR-608	12+00.50 D	17'RT	1,352.97
CR-609	12+00.50 D	25'RT	1,353.09
CR-610	11+92.21 D	25'RT	1,353.05
CR-611	11+81.84 D	25'RT	1,353.20
CR-612	11+81.54 D	17'RT	1,353.08
CR-613	11+82.00 D	9.5'RT	1,352.72
CR-614	11+76.13 D	9.5'RT	1,352.92
CR-615	11+76.13 D	3'RT	1,352.79

(A) 6.25% GUTTER SLOPE
(B) 4.0% GUTTER SLOPE



CR-6

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CONSTRUCTION DETAILS - CURB RAMP DETAILS	SHEET 17	E



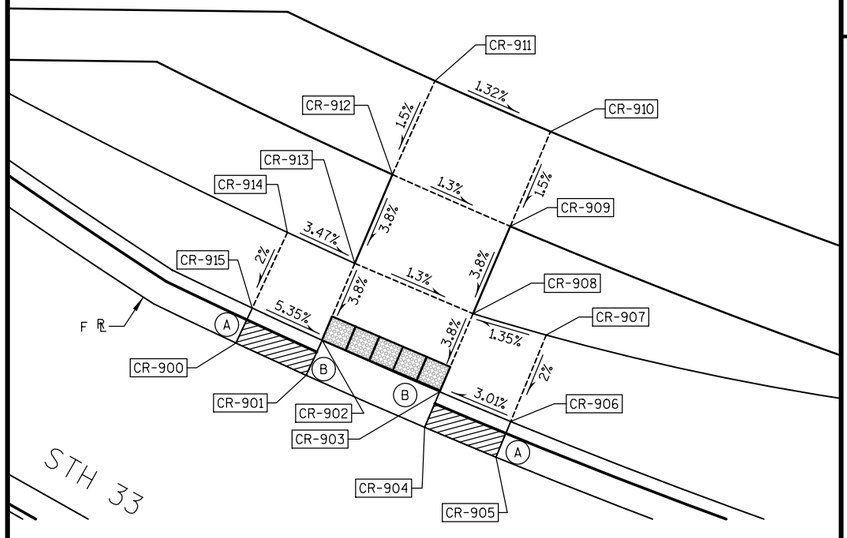
CR-7

CR-7 POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
CR-700	23+88.72	0'RT	1,352.48
CR-701	23+84.72	0'RT	1,352.55
CR-702	23+84.66	2.5'LT	1,352.49
CR-703	23+84.50	3.77'LT	1,352.51
CR-704	23+74.58	2.5'LT	1,352.68
CR-705	23+74.64	0'RT	1,352.74
CR-706	23+70.64	0'RT	1,352.82
CR-707	23+73.27	12.73'LT	1,352.83
CR-708	23+83.62	10.62'LT	1,352.63
CR-709	10+34.08 E	0'RT	1,352.24
CR-710	10+30.08 E	0'RT	1,352.32
CR-711	10+30.02 E	2.5'RT	1,352.26
CR-712	10+29.94 E	3.19'RT	1,352.27
CR-713	10+20.24 E	2.5'RT	1,352.45
CR-714	10+20.25 E	0'RT	1,352.51
CR-715	10+16.25 E	0'RT	1,352.59

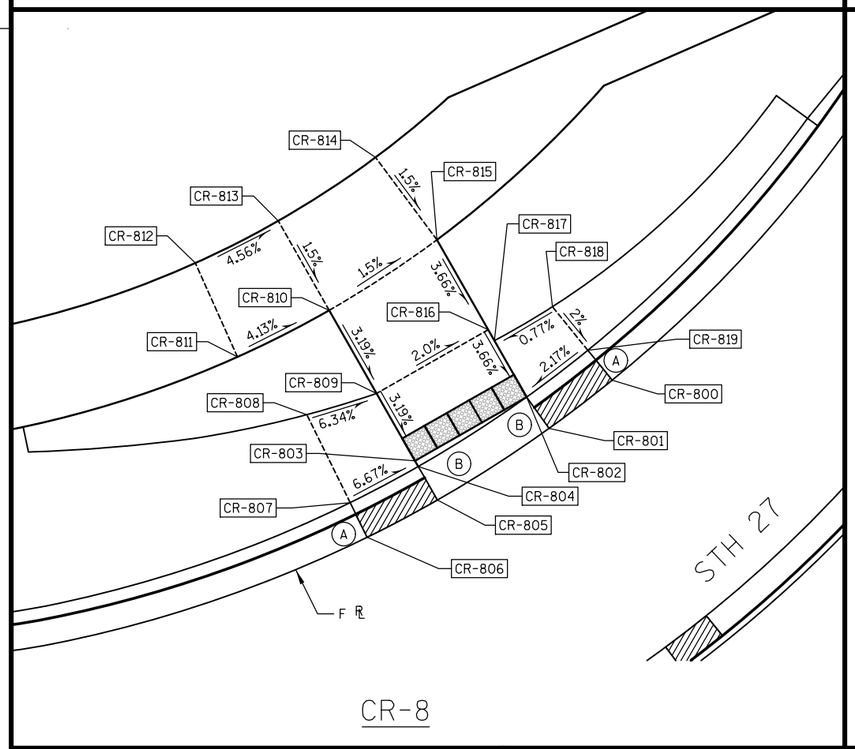
(A) 6.25% GUTTER SLOPE
(B) 4.0% GUTTER SLOPE

CR-9 POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
CR-900	10+67.20 F	0'RT	1,353.75
CR-901	10+73.22 F	0'RT	1,353.68
CR-902	10+73.22 F	3'LT	1,353.64
CR-903	10+83.28 F	3'LT	1,353.51
CR-904	10+83.28 F	0'RT	1,353.55
CR-905	10+89.30 F	0'RT	1,353.48
CR-906	10+89.30 F	3'LT	1,353.69
CR-907	10+89.30 F	10.27'LT	1,353.84
CR-908	10+83.28 F	9.6'LT	1,353.76
CR-909	10+83.28 F	17'LT	1,354.04
CR-910	10+83.28 F	25'LT	1,354.16
CR-911	10+72.91 F	25'LT	1,354.29
CR-912	10+72.91 F	17'LT	1,354.17
CR-913	10+73.07 F	9.5'LT	1,353.89
CR-914	10+67.20 F	9.5'LT	1,354.09
CR-915	10+67.20 F	3'LT	1,353.96

(A) 6.25% GUTTER SLOPE
(B) 4.0% GUTTER SLOPE



CR-9



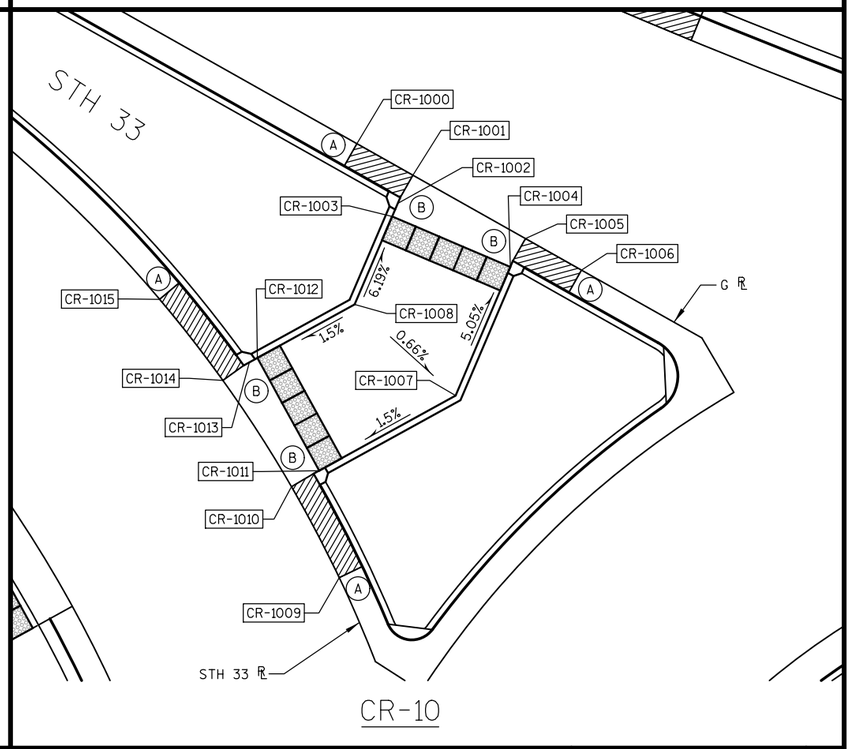
CR-8

CR-8 POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
CR-800	11+95.06 F	0'RT	1,351.79
CR-801	11+88.88 F	0'RT	1,351.93
CR-802	11+88.88 F	3'LT	1,351.87
CR-803	11+78.55 F	3.5'LT	1,352.10
CR-804	11+78.55 F	3'LT	1,352.10
CR-805	11+78.55 F	0'RT	1,352.16
CR-806	11+72.36 F	0'RT	1,352.29
CR-807	11+72.36 F	3'LT	1,352.50
CR-808	11+72.36 F	10.63'LT	1,352.65
CR-809	11+78.55 F	9.55'LT	1,352.29
CR-810	11+78.55 F	17'LT	1,352.53
CR-811	11+68.91 F	17'LT	1,352.86
CR-812	11+68.91 F	25'LT	1,352.98
CR-813	11+78.55 F	25'LT	1,352.65
CR-814	11+90.63 F	25'LT	1,352.50
CR-815	11+90.63 F	17'LT	1,352.38
CR-816	11+89.56 F	9'LT	1,352.09
CR-817	11+89.44 F	8'LT	1,352.05
CR-818	11+95.06 F	7.37'LT	1,352.09
CR-819	11+95.06 F	3'LT	1,352.00

(A) 6.25% GUTTER SLOPE
(B) 4.0% GUTTER SLOPE

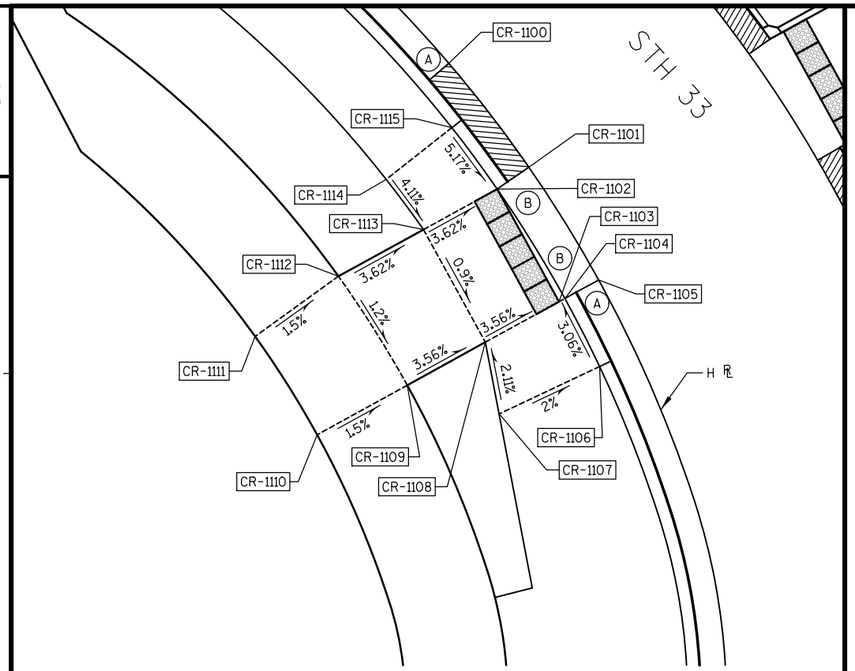
CR-10 POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
CR-1000	15+03.06 G	0'RT	1,354.03
CR-1001	15+08.06 G	0'RT	1,353.96
CR-1002	15+08.11 G	2.5'RT	1,353.89
CR-1003	15+08.23 G	3.6'RT	1,353.91
CR-1004	15+18.17 G	2.5'T	1,353.75
CR-1005	15+18.12 G	0'RT	1,353.82
CR-1006	15+23.12 G	0'RT	1,353.75
CR-1007	56+80.25	14.6'LT	1,354.30
CR-1008	56+71.24	11.79'LT	1,354.37
CR-1009	56+88.02	0'RT	1,354.10
CR-1010	56+80.02	0'RT	1,354.19
CR-1011	56+80.03	2.5'LT	1,354.12
CR-1012	56+70.32	3.2'LT	1,354.24
CR-1013	56+70.24	2.5'LT	1,354.23
CR-1014	56+70.18	0'RT	1,354.30
CR-1015	56+62.18	0'RT	1,354.38

(A) 6.25% GUTTER SLOPE
(B) 4.0% GUTTER SLOPE



CR-10

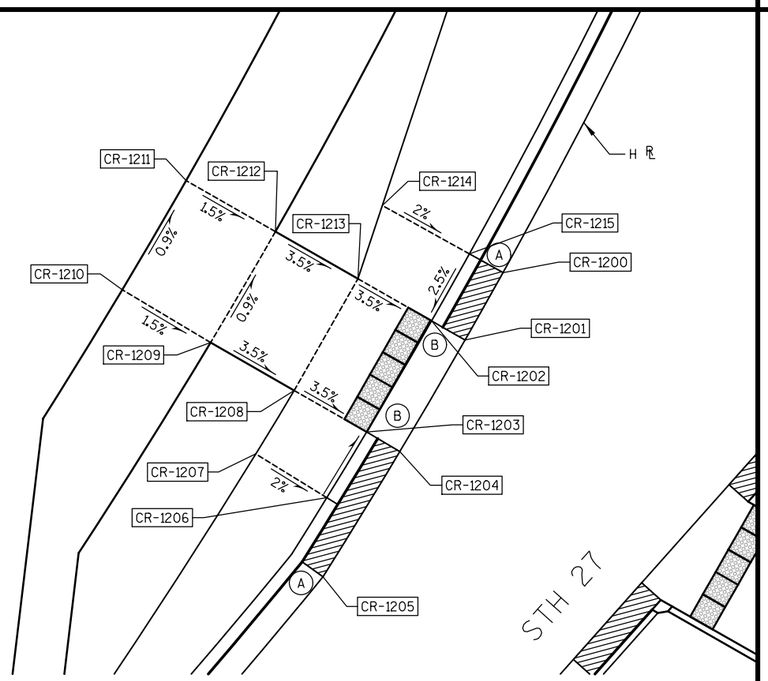
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CONSTRUCTION DETAILS - CURB RAMP DETAILS	SHEET 18	E



CR-11

CR-11 POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
CR-1100	10+81.78 H	0' RT	1,354.23
CR-1101	10-91.98 H	0' RT	1,354.13
CR-1102	10-91.98 H	3' RT	1,354.07
CR-1103	11+02.31 H	3.52' RT	1,353.97
CR-1104	11+02.31 H	3' RT	1,353.97
CR-1105	11+02.31 H	0' RT	1,354.03
CR-1106	11+08.43 H	3' RT	1,354.22
CR-1107	11+08.43 H	11.64' RT	1,354.39
CR-1108	11+02.31 H	10.05' RT	1,354.24
CR-1109	11+02.31 H	17' RT	1,354.52
CR-1110	11+02.31 H	25' RT	1,354.64
CR-1111	10+90.23 H	25' RT	1,354.76
CR-1112	10+90.23 H	17' RT	1,354.64
CR-1113	10+91.24 H	9.5' RT	1,354.33
CR-1114	10+85.86 H	9.5' RT	1,354.57
CR-1115	10+85.86 H	3' RT	1,354.44

(A) 6.25% GUTTER SLOPE
(B) 4.0% GUTTER SLOPE

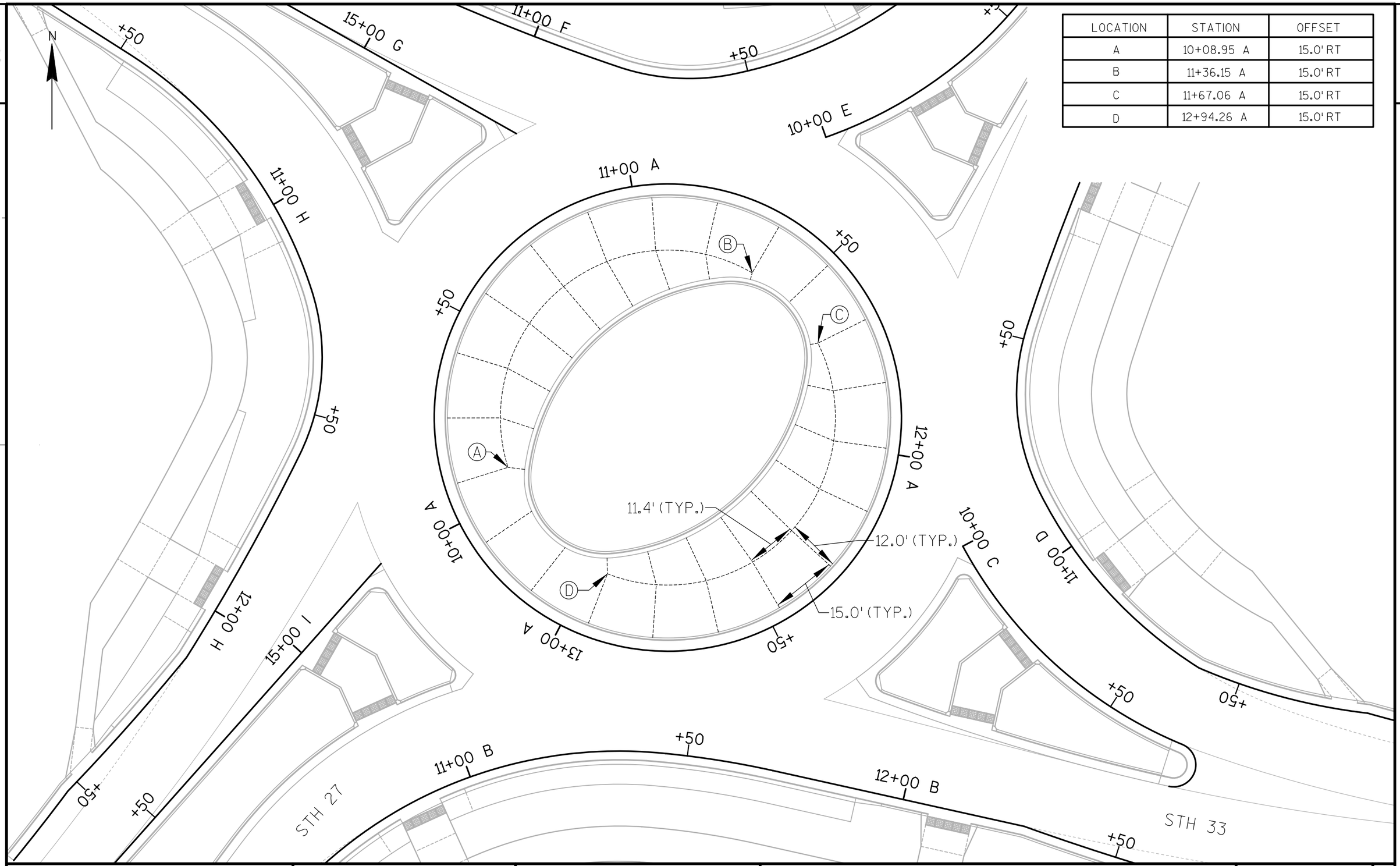


CR-12

CR-12 POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
CR-1200	11+84.87 H	0' RT	1,354.62
CR-1201	11+90.89 H	0' RT	1,354.68
CR-1202	11+90.89 H	3' RT	1,354.64
CR-1203	12+00.95 H	3' RT	1,354.73
CR-1204	12+00.95 H	0' RT	1,354.77
CR-1205	12+12.38 H	0' RT	1,354.87
CR-1206	12+06.98 H	3' RT	1,355.03
CR-1207	12+06.98 H	9.5' RT	1,355.16
CR-1208	12+01.09 H	9.5' RT	1,354.98
CR-1209	12+01.25 H	17' RT	1,355.26
CR-1210	12+01.25 H	25' RT	1,355.38
CR-1211	11-90.89 H	25' RT	1,355.29
CR-1212	11+90.89 H	17' RT	1,355.17
CR-1213	11+90.89 H	9.6' RT	1,354.89
CR-1214	11+84.87 H	10.75' RT	1,354.98
CR-1215	11+84.87 H	3' RT	1,354.83

(A) 6.25% GUTTER SLOPE
(B) 4.0% GUTTER SLOPE

LOCATION	STATION	OFFSET
A	10+08.95 A	15.0' RT
B	11+36.15 A	15.0' RT
C	11+67.06 A	15.0' RT
D	12+94.26 A	15.0' RT



PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CONSTRUCTION DETAILS - TRUCK APRON JOINTING	SHEET 20	E

2

N

ITEM	STATION	OFFSET
CB-1	20+95	14' RT
CB-2	21+95	55' LT
CB-3	22+60	1' RT
CB-4	23+90	61' LT
CB-5	13+25	28' RT
CB-6	30+61	29' LT
PB-1	57+04	12' LT
PB-2	21+90	55' LT
PB-3	21+57	51' LT
PB-4	21+43	19' RT
PB-5	22+64	4' LT

CENTURYLINK

STH 33

STH 27

WISDOT LIGHTING

CASHTON MUNICIPAL ELECTRIC AND WATER UTILITY

CB-1 *

CB-2 *

CB-3 *

CB-4 *

CB-5 *

CB-6 *

PB-1 **

PB-2 **

PB-3

PB-4

PB-5

55+00 +50 56+00 +50 57+00 +50 23+00 +50 58+00 +50 59+00 +50 60+00 +50 61+00 +50 25+00 +50 24+00 +50 22+00 +50 21+00 +50

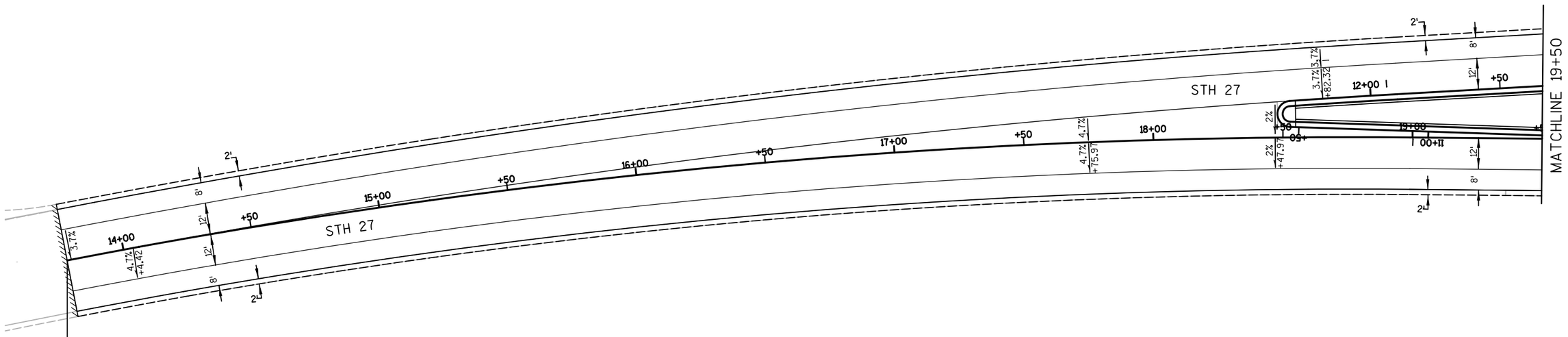
* BASE REMOVAL WILL BE PAID AS "REMOVING CONCRETE BASES" AND THE LIGHT POLE / FLASHER ASSEMBLY POLE REMOVALS WILL BE PAID AS "SALVAGE AND DELIVER WISDOT LIGHTING".

** PULL BOX MAY CONTAIN CONCRETE SLURRY. PAYMENT OF PULLBOX CONTAINING CONCRETE WILL BE PAID UNDER "REMOVING PULLBOXES"

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CONSTRUCTION DETAILS - CONCRETE BASE AND PULL BOX REMOVAL	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\021011_cd.dgn PLOT DATE : 2/15/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2



BEGIN PROJECT
STA. 13+77.92
MATCH EXISTING

LEGEND

5.57	PROPOSED ELEVATION
	FLOW ARROW
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
	APRON ENDWALL
	MANHOLE
	INLET
	SAWING ASPHALT
	REVERSE SLOPE GUTTER

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	PLAN DETAIL	SHEET 22	E

LEGEND

- 5.57 PROPOSED ELEVATION
- FLOW ARROW
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- APRON ENDWALL
- MANHOLE
- INLET
- SAWING ASPHALT
- REVERSE SLOPE GUTTER

MATCHLINE 55+50

MATCHLINE 19+50

MATCHLINE 25+50

MATCHLINE 59+00

STH 27

STH 33

AE6
STA. 55+75.28, 46.36'LT
EL = 1352.51

1357.84

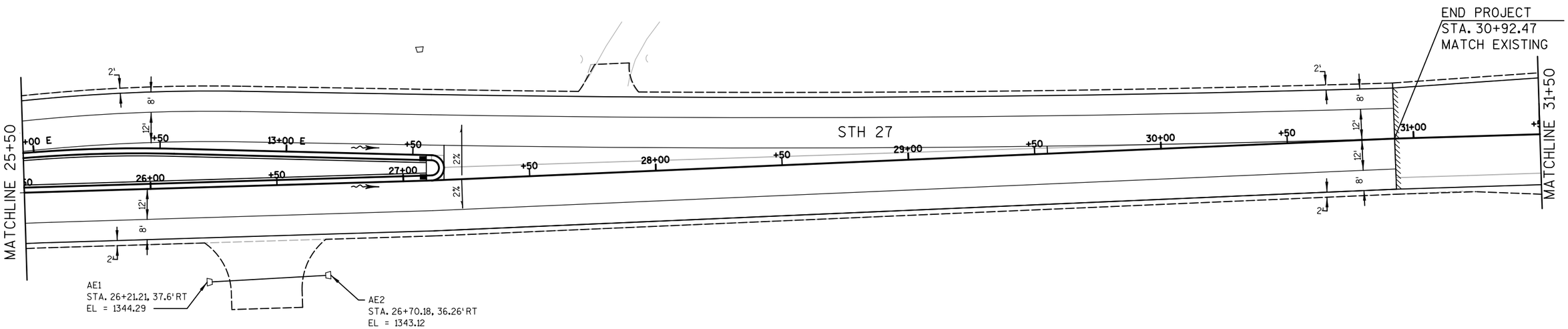
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	PLAN DETAIL	SHEET 23	E

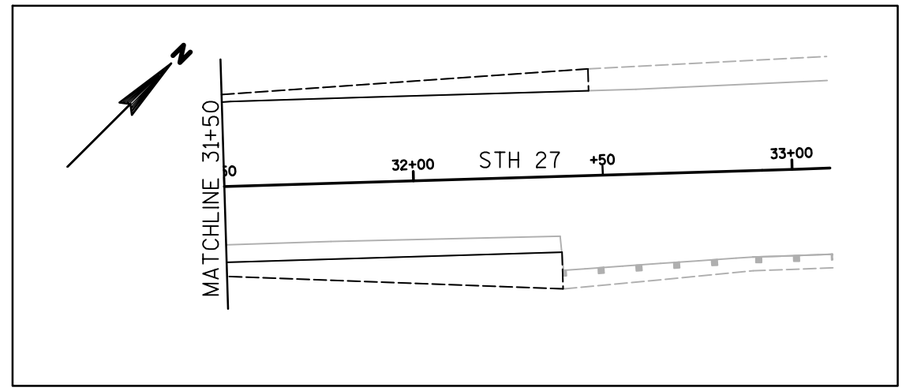
FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\021102_id.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

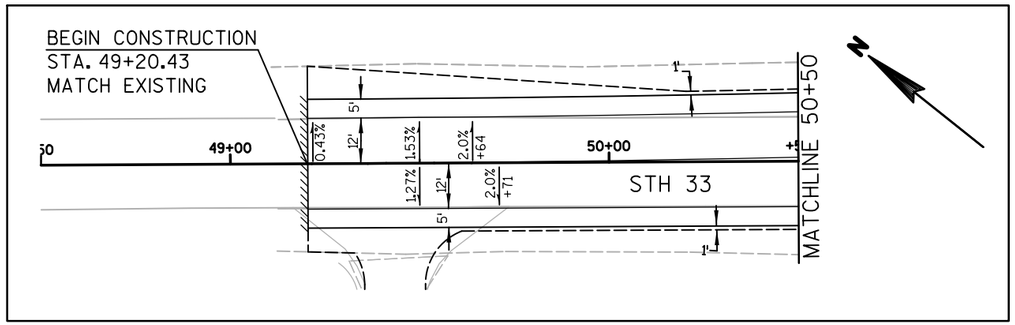
LEGEND

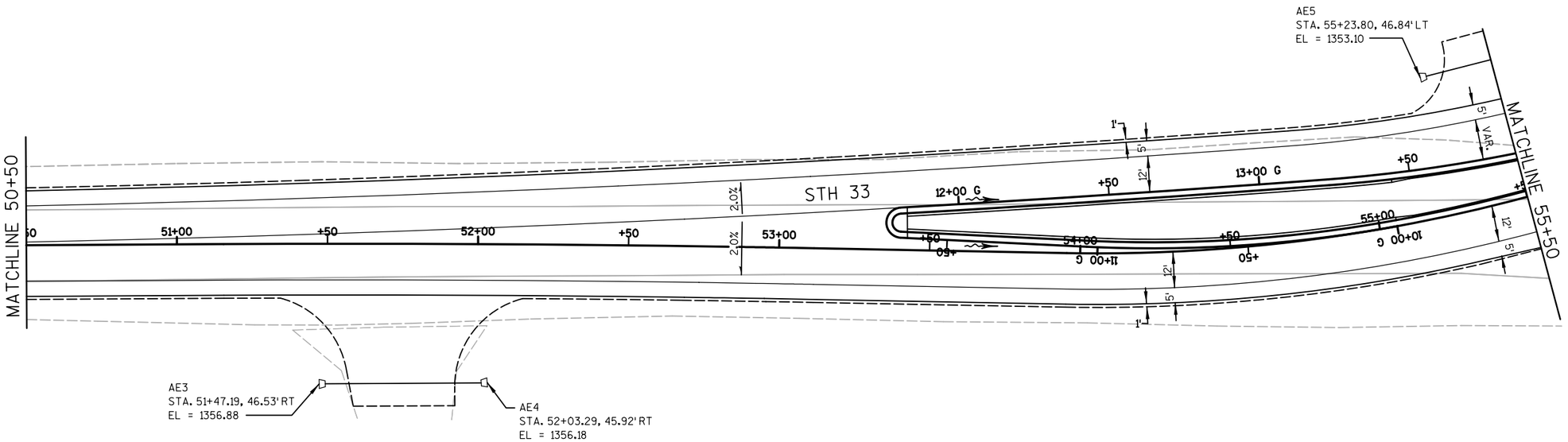
5.57	PROPOSED ELEVATION
	FLOW ARROW
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
	APRON ENDWALL
	MANHOLE
	INLET
	SAWING ASPHALT
	REVERSE SLOPE GUTTER





PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	PLAN DETAIL	SHEET 24	E

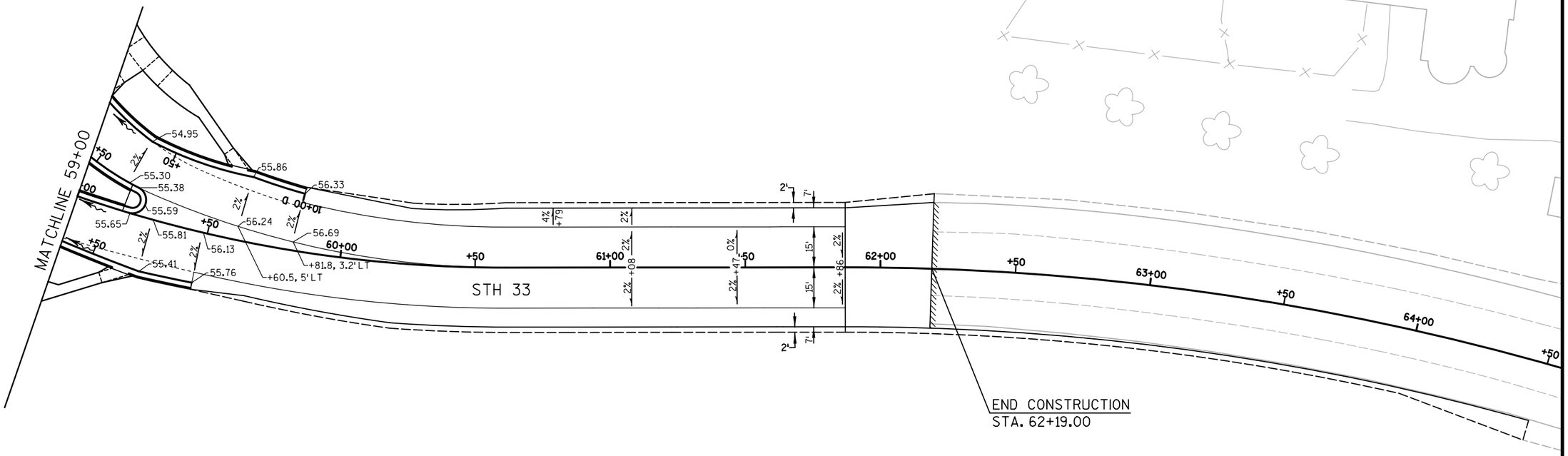




LEGEND

5.57	PROPOSED ELEVATION
	FLOW ARROW
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
	APRON ENDWALL
	MANHOLE
	INLET
	SAWING ASPHALT
	REVERSE SLOPE GUTTER

2



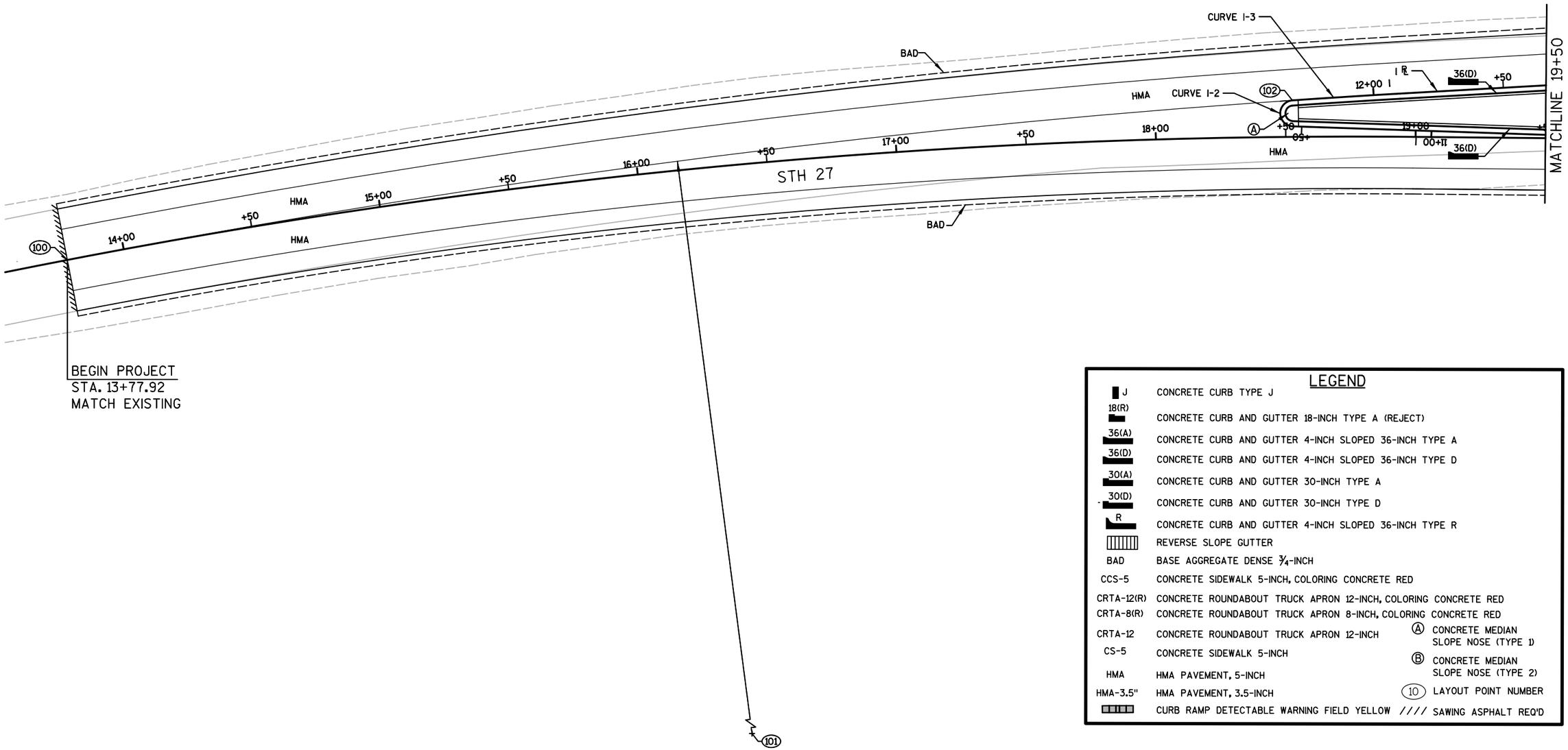
LEGEND

- 5.57 — PROPOSED ELEVATION
- FLOW ARROW
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- APRON ENDWALL
- MANHOLE
- INLET
- SAWING ASPHALT
- REVERSE SLOPE GUTTER

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	PLAN DETAIL	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\021105_id.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

POINT NO.	STATION	OFFSET	ELEV.	Y	X	REMARKS
100	13+77.92	0.00'RT	---	305,295.53	630,190.91	CENTERLINE
101	22+16.38	3827.26'RT	---	303,144.35	633,383.86	R=3,850'
102	11+68.63 |	0.00'RT	---	305,672.77	630,480.49	FLAG LINE



LEGEND

J	CONCRETE CURB TYPE J
18(R)	CONCRETE CURB AND GUTTER 18-INCH TYPE A (REJECT)
36(A)	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
36(D)	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
30(A)	CONCRETE CURB AND GUTTER 30-INCH TYPE A
30(D)	CONCRETE CURB AND GUTTER 30-INCH TYPE D
R	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R
	REVERSE SLOPE GUTTER
BAD	BASE AGGREGATE DENSE 3/4-INCH
CCS-5	CONCRETE SIDEWALK 5-INCH, COLORING CONCRETE RED
CRTA-12(R)	CONCRETE ROUNDABOUT TRUCK APRON 12-INCH, COLORING CONCRETE RED
CRTA-8(R)	CONCRETE ROUNDABOUT TRUCK APRON 8-INCH, COLORING CONCRETE RED
CRTA-12	CONCRETE ROUNDABOUT TRUCK APRON 12-INCH
CS-5	CONCRETE SIDEWALK 5-INCH
HMA	HMA PAVEMENT, 5-INCH
HMA-3.5"	HMA PAVEMENT, 3.5-INCH
	CURB RAMP DETECTABLE WARNING FIELD YELLOW

Ⓐ CONCRETE MEDIAN SLOPE NOSE (TYPE 1)

Ⓑ CONCRETE MEDIAN SLOPE NOSE (TYPE 2)

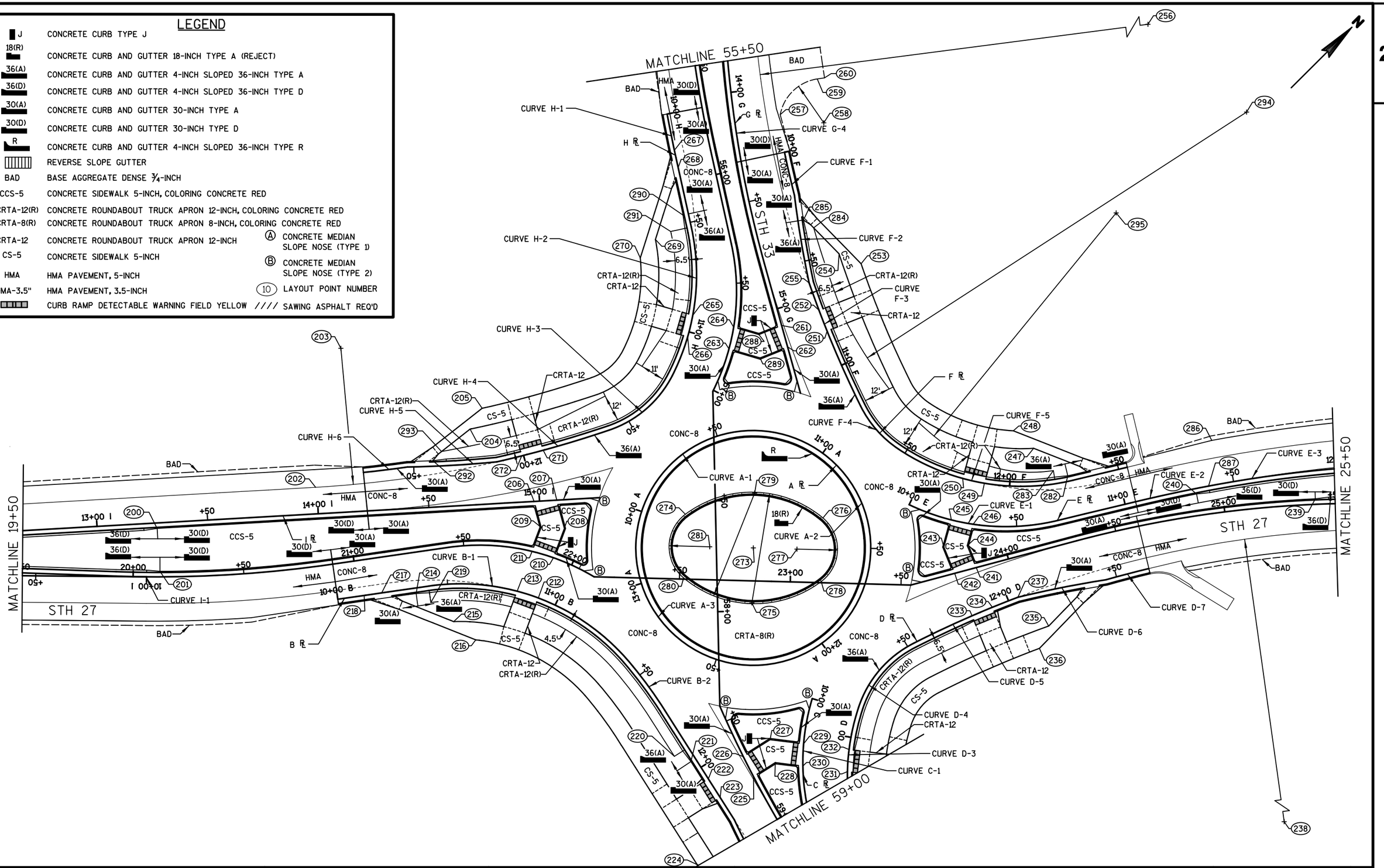
(10) LAYOUT POINT NUMBER

//// SAWING ASPHALT REQ'D

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	PLAN DETAIL	SHEET 27	E

LEGEND

J	CONCRETE CURB TYPE J
18(R)	CONCRETE CURB AND GUTTER 18-INCH TYPE A (REJECT)
36(A)	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
36(D)	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
30(A)	CONCRETE CURB AND GUTTER 30-INCH TYPE A
30(D)	CONCRETE CURB AND GUTTER 30-INCH TYPE D
R	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R
	REVERSE SLOPE GUTTER
BAD	BASE AGGREGATE DENSE ¾-INCH
CCS-5	CONCRETE SIDEWALK 5-INCH, COLORING CONCRETE RED
CRTA-12(R)	CONCRETE ROUNDABOUT TRUCK APRON 12-INCH, COLORING CONCRETE RED
CRTA-8(R)	CONCRETE ROUNDABOUT TRUCK APRON 8-INCH, COLORING CONCRETE RED
CRTA-12	CONCRETE ROUNDABOUT TRUCK APRON 12-INCH
CS-5	CONCRETE SIDEWALK 5-INCH
HMA	HMA PAVEMENT, 5-INCH
HMA-3.5"	HMA PAVEMENT, 3.5-INCH
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
Ⓐ	CONCRETE MEDIAN SLOPE NOSE (TYPE 1)
Ⓑ	CONCRETE MEDIAN SLOPE NOSE (TYPE 2)
(10)	LAYOUT POINT NUMBER
////	SAWING ASPHALT REQ'D



PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	PLAN DETAIL	SHEET E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\021202_pd.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

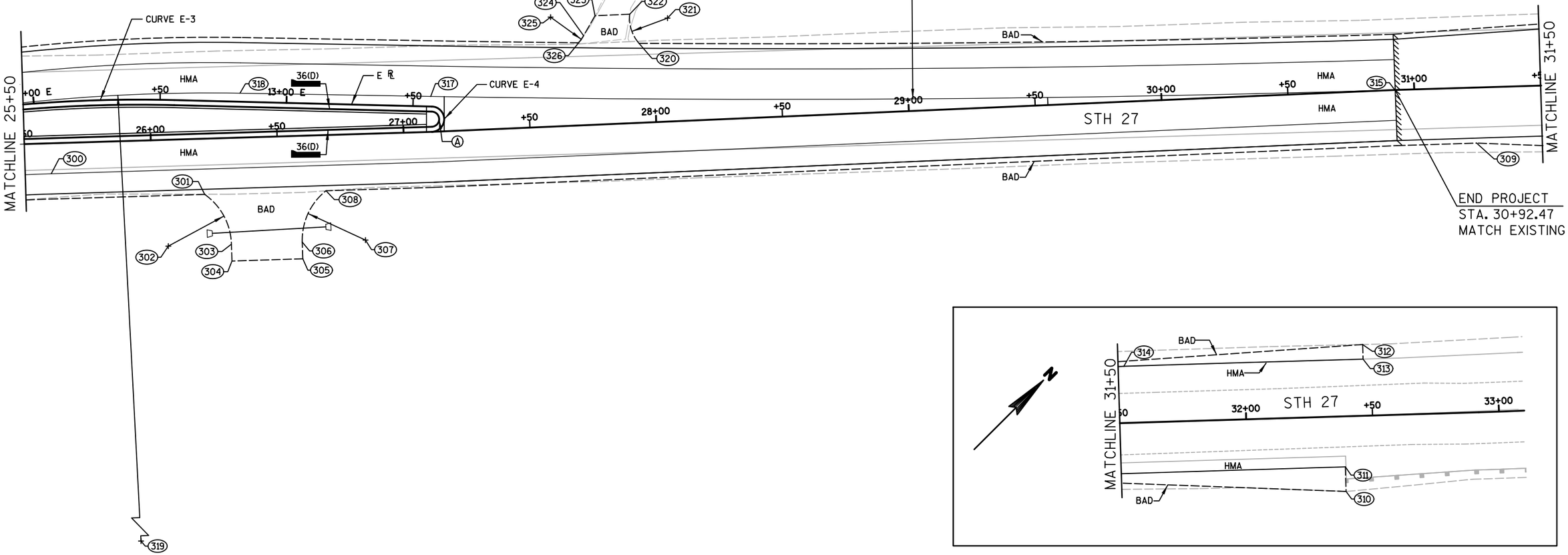
POINT NO.	STATION	OFFSET	ELEV.	Y	X	REMARKS
200	13+27.05 I	2.50'RT	---	305,789.59	630,587.51	CURB AND GUTTER TRANSITION
201	20+12.09	2.50'LT	---	305,776.83	630,602.08	CURB AND GUTTER TRANSITION
202	13+99.52 I	12.00'LT	1355.89	305,853.37	630,624.86	EDGE OF ASPHALT
203	13+99.52 I	512.00'LT	---	306,185.79	630,251.37	R=500'
204	12+23.32 H	15.78'RT	---	305,921.26	630,655.48	FOS
205	12+16.85 H	24.65'RT	---	305,931.72	630,652.71	BOS
206	14+97.56 I	0.00'RT	---	305,918.63	630,699.01	CURB RAMP OPENING
207	15+07.79 I	0.00'RT	---	305,926.26	630,705.80	CURB RAMP OPENING
208	21+91.40	14.12'LT	1355.40	305,919.71	630,717.28	BOTTOM FACE OF CURB
209	21+82.37	11.53'LT	1355.45	305,912.63	630,709.51	BOTTOM FACE OF CURB
210	21+91.14	0.00'RT	---	305,906.86	630,723.13	CURB RAMP OPENING
211	21+81.11	0.00'RT	---	305,902.06	630,714.32	CURB RAMP OPENING
212	10+91.69 B	0.00'RT	---	305,889.18	630,731.17	CURB RAMP OPENING
213	10+81.67 B	0.00'RT	---	305,884.58	630,722.28	CURB RAMP OPENING
214	10+35.34 B	2.50'RT	---	305,851.58	630,690.82	CURB AND GUTTER TRANSITION
215	10+52.14 B	17.00'RT	---	305,854.62	630,711.77	FOS
216	10+65.00 B	25.00'RT	---	305,855.81	630,724.63	BOS
217	10+20.00 B	0.00'RT	---	305,840.77	630,679.66	CURB RAMP OPENING
218	10+12.00 B	0.00'RT	---	305,834.36	630,674.88	CURB RAMP OPENING
219	10+41.34 B	7.50'RT	1355.92	305,853.41	630,698.42	---
220	11+89.41 B	7.50'RT	1354.65	305,882.14	630,825.17	---
221	11+95.41 B	2.50'RT	---	305,882.14	630,825.17	CURB AND GUTTER TRANSITION
222	12+06.20 B	0.00'RT	---	305,885.82	630,843.19	CURB RAMP OPENING
223	12+16.20 B	0.00'RT	---	305,883.66	630,852.95	CURB RAMP OPENING
224	12+38.83 B	23.89'RT	---	305,854.91	630,867.05	BOS
225	58+77.85	0.00'RT	---	305,900.97	630,856.79	CURB RAMP OPENING
226	58+67.80	0.00'RT	---	305,904.07	630,847.24	CURB RAMP OPENING
227	58+66.25	14.25'LT	1354.96	305,918.06	630,850.34	BOTTOM FACE OF CURB
228	58+76.83	11.65'LT	1355.07	305,912.38	630,859.33	BOTTOM FACE OF CURB
229	10+20.85 C	0.00'RT	---	305,927.43	630,862.35	CURB RAMP OPENING
230	10+30.89 C	0.00'RT	---	305,920.10	630,869.22	CURB RAMP OPENING
231	10+84.43 D	0.00'RT	---	305,932.57	630,885.20	CURB RAMP OPENING
232	10+94.44 D	0.00'RT	---	305,940.15	630,878.65	CURB RAMP OPENING
233	11+82.21 D	0.00'RT	---	306,022.03	630,875.13	CURB RAMP OPENING
234	11+92.21 D	0.00'RT	---	306,031.30	630,878.89	CURB RAMP OPENING
235	12+15.37 D	15.78'RT	---	306,043.28	630,902.82	FOS
236	12+08.81 D	24.67'RT	---	306,033.21	630,906.99	BOS
237	12+04.55 D	0.00'RT	---	306,042.62	630,883.80	---
238	25+60.25	487.00'RT	---	305,847.87	631,317.05	R=475'
239	25+41.13	2.50'LT	---	306,168.99	630,947.15	CURB AND GUTTER TRANSITION
240	11+32.54 E	2.50'RT	---	306,132.57	630,907.75	CURB AND GUTTER TRANSITION
241	23+84.98	0.00'RT	---	306,038.76	630,861.05	CURB RAMP OPENING
242	23+74.90	0.00'RT	---	306,030.03	630,856.01	CURB RAMP OPENING
243	23+73.27	12.73'LT	1352.89	306,034.99	630,844.18	BOTTOM FACE OF CURB
244	23+83.62	10.62'LT	1352.69	306,042.90	630,851.18	BOTTOM FACE OF CURB
245	10+20.29 E	0.00'RT	---	306,046.00	630,837.89	CURB RAMP OPENING
246	10+30.32 E	0.00'RT	---	306,051.58	630,846.22	CURB RAMP OPENING
247	12+11.96 F	17.00'LT	---	306,095.12	630,841.21	FOS
248	12+00.43 F	25.00'LT	---	306,094.21	630,829.14	BOS
249	11+88.57 F	0.00'RT	---	306,068.27	630,836.71	CURB RAMP OPENING
250	11+78.55 F	0.00'RT	---	306,062.88	630,828.27	CURB RAMP OPENING
251	10+83.28 F	0.00'RT	---	306,066.52	630,737.94	CURB RAMP OPENING
252	10+73.28 F	0.00'RT	---	306,070.54	630,728.78	CURB RAMP OPENING
253	10+56.28 F	24.73'LT	---	306,098.85	630,727.29	BOS
254	10+49.7 F	15.84'LT	---	306,094.97	630,717.11	FOS
255	10+60.1 F	0.00'RT	---	306,076.12	630,716.85	---
256	13+10.84 G	487.00'LT	---	306,503.52	630,924.10	R=475'
257	14+13.13 G	20.78'LT	1354.74	306,120.54	630,653.88	EDGE OF AGGREGATE
258	14+20.02 G	39.71'LT	---	306,131.90	630,670.33	R=20'
259	13+98.3 G	39.41'LT	1355.52	306,143.80	630,654.26	EDGE OF AGGREGATE
260	13+98.17 G	42.71'LT	---	306,146.45	630,656.22	EDGE OF AGGREGATE

POINT NO.	STATION	OFFSET	ELEV.	Y	X	REMARKS
261	15+07.84 G	0.00'RT	---	306,053.81	630,721.66	CURB RAMP OPENING
262	15+17.9 G	0.00'RT	---	306,048.88	630,730.42	CURB RAMP OPENING
263	56+79.97	0.00'RT	---	306,029.51	630,712.37	CURB RAMP OPENING
264	56+69.94	0.00'RT	---	306,037.92	630,706.93	CURB RAMP OPENING
265	10+92.29 H	0.00'RT	---	306,028.67	630,690.10	CURB RAMP OPENING
266	11+02.31 H	0.00'RT	---	306,020.15	630,695.36	CURB RAMP OPENING
267	10+16.66 H	0.00'RT	---	306,075.41	630,631.46	CURB RAMP OPENING
268	10+24.68 H	0.00'RT	---	306,071.10	630,638.22	CURB RAMP OPENING
269	10+54.58 H	17.00'RT	---	306,040.91	630,653.96	FOS
270	10+63.79 H	25.00'RT	---	306,030.16	630,655.06	BOS
271	11+90.89 H	0.00'RT	---	305,937.83	630,685.55	CURB RAMP OPENING
272	12+00.89 H	0.00'RT	---	305,929.19	630,680.50	CURB RAMP OPENING
273	12+14.87 A	53.00'RT	1357.84	305,973.81	630,783.71	CENTER OF ROUNDABOUT
274	10+07.61 A	18.78'RT	1354.93	305,962.81	630,751.31	---
275	12+34.41 A	28.18'RT	---	305,955.82	630,800.82	R=50'
276	11+28.21 A	18.78'RT	1353.22	306,005.62	630,796.33	---
277	11+51.16 A	33.32'RT	---	305,987.37	630,797.97	R=18.3'
278	11+74.11 A	18.78'RT	1353.59	305,984.81	630,816.12	---
279	10+67.91 A	28.18'RT	---	305,991.80	630,766.61	R=50'
280	12+94.72 A	18.78'RT	1355.37	305,942.00	630,771.10	---
281	13+17.67 A	33.32'RT	---	305,960.25	630,769.45	R=18.3'
282	12+26.94 F	2.50'LT	---	306,097.25	630,860.89	CURB AND GUTTER TRANSITION
283	12+20.75 F	6.00'LT	1351.49	306,097.25	630,860.89	---
284	10+35.78 F	6.52'LT	---	306,095.17	630,700.64	---
285	10+31.62 F	2.50'LT	---	306,094.36	630,694.93	CURB AND GUTTER TRANSITION
286	11+43.63 E	20.01'LT	---	306,154.53	630,895.45	EDGE OF ASPHALT SHOULDER
287	11+38.56 E	0.00'RT	---	306,138.96	630,909.03	---
288	56+71.24	11.79'LT	1354.44	306,043.64	630,717.33	BOTTOM FACE OF CURB
289	56+80.25	14.60'LT	1354.37	306,036.54	630,725.17	BOTTOM FACE OF CURB
290	10+46.15 H	2.50'RT	---	306,069.18	630,653.00	CURB AND GUTTER TRANSITION
291	10+52.15 H	9.50'RT	1354.86	306,048.34	630,656.29	---
292	12+41.26 H	2.50'RT	---	305,899.27	630,653.74	CURB AND GUTTER TRANSITION
293	12+37.14 H	6.50'RT	---	305,899.27	630,653.74	---
294	12+54.03 F	143.29'LT	---	306,127.21	630,828.02	R=204'
295	12+54.03 F	112.80'LT	---	306,196.54	630,792.33	R=130'

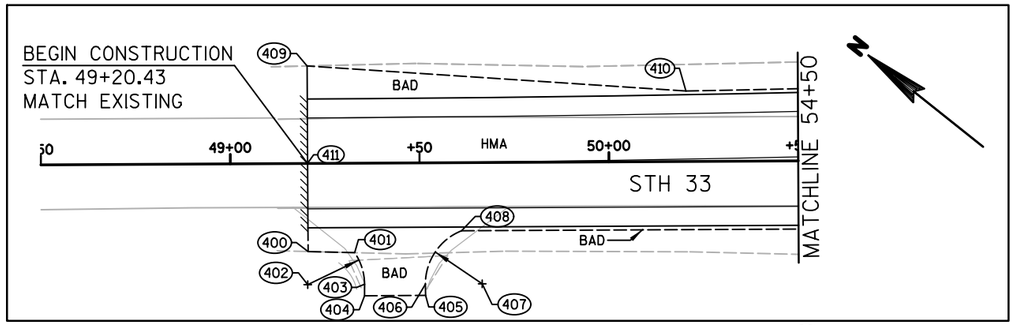
LEGEND

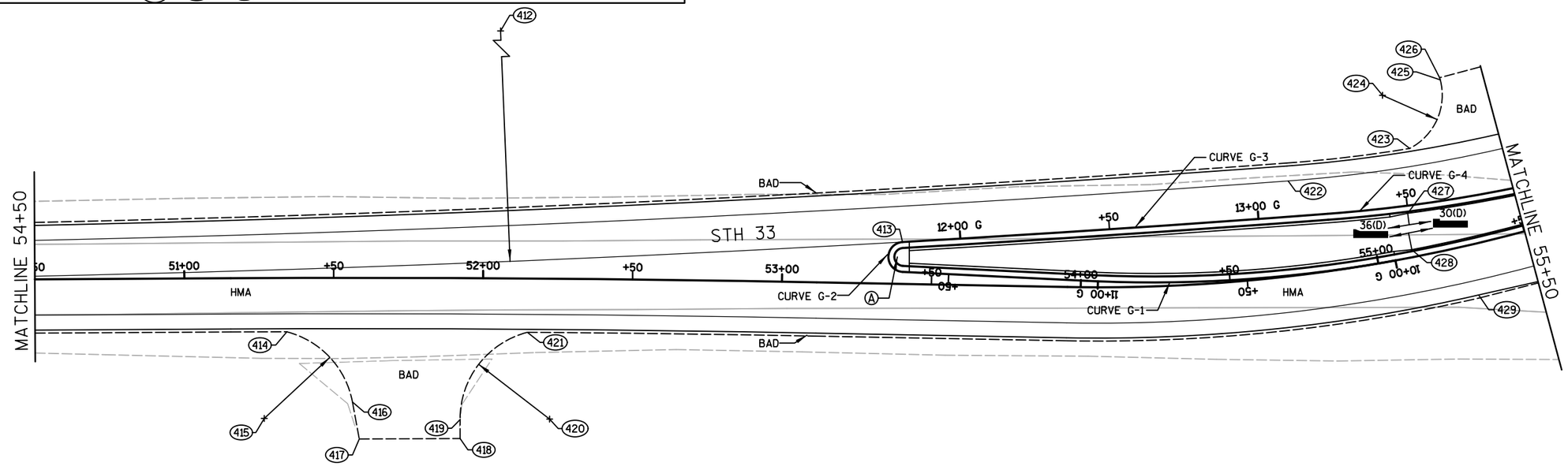
J	CONCRETE CURB TYPE J
18(R)	CONCRETE CURB AND GUTTER 18-INCH TYPE A (REJECT)
36(A)	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
36(D)	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
30(A)	CONCRETE CURB AND GUTTER 30-INCH TYPE A
30(D)	CONCRETE CURB AND GUTTER 30-INCH TYPE D
R	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R
	REVERSE SLOPE GUTTER
BAD	BASE AGGREGATE DENSE ¾-INCH
CCS-5	CONCRETE SIDEWALK 5-INCH, COLORING CONCRETE RED
CRTA-12(R)	CONCRETE ROUNDABOUT TRUCK APRON 12-INCH, COLORING CONCRETE RED
CRTA-8(R)	CONCRETE ROUNDABOUT TRUCK APRON 8-INCH, COLORING CONCRETE RED
CRTA-12	CONCRETE ROUNDABOUT TRUCK APRON 12-INCH
CS-5	CONCRETE SIDEWALK 5-INCH
HMA	HMA PAVEMENT, 5-INCH
HMA-3.5"	HMA PAVEMENT, 3.5-INCH
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
Ⓐ	CONCRETE MEDIAN SLOPE NOSE (TYPE 1)
Ⓑ	CONCRETE MEDIAN SLOPE NOSE (TYPE 2)
(10)	LAYOUT POINT NUMBER
////	SAWING ASPHALT REQ'D

POINT NO.	STATION	OFFSET	ELEV.	Y	X	REMARKS
300	25+60.25	12.00'RT	1348.77	306,173.05	630,970.80	EDGE OF ASPHALT
301	26+20.67	22.00'RT	1347.09	306,210.24	631,019.45	EDGE OF AGGREGATE
302	26+05.67	42.00'RT	---	306,185.62	631,023.76	R=25'
303	26+30.67	42.00'RT	---	306,203.84	631,040.87	EDGE OF AGGREGATE
304	26+30.67	48.66'RT	---	306,199.28	631,045.72	MATCH EXISTING GROUND
305	26+58.67	48.66'RT	---	306,219.69	631,064.89	MATCH EXISTING GROUND
306	26+58.67	42.00'RT	---	306,224.25	631,060.04	EDGE OF AGGREGATE
307	26+83.67	42.00'RT	---	306,242.47	631,077.16	R=25'
308	26+68.67	22.00'RT	1345.81	306,245.23	631,052.31	EDGE OF AGGREGATE
309	31+24.04	22.00'RT	1329.61	306,580.57	631,360.38	EDGE OF AGGREGATE
310	32+38.62	29.70'RT	---	306,658.82	631,444.43	EDGE OF AGGREGATE
311	32+38.62	20.00'RT	---	306,665.46	631,437.35	---
312	32+46.92	28.17'LT	---	306,704.49	631,407.93	---
313	32+46.93	22.38'LT	---	306,700.53	631,412.15	EDGE OF AGGREGATE
314	31+52.32	22.39'LT	---	306,631.58	631,347.38	EDGE OF ASPHALT
315	30+92.32	0.00'RT	---	306,572.51	631,322.63	---
316	30+92.32	8075.00'LT	---	312,100.44	625,436.41	R=8,075'
317	27+11.15	14.00'LT	1344.78	306,300.84	631,055.15	---
318	12+81.52 E	3.36'LT	1346.85	306,248.39	631,001.00	---
319	12+87.29 E	696.62'RT	---	305,745.64	631,488.08	R=700'
320	27+94.57	31.43'LT	1341.14	306,374.03	631,098.47	EDGE OF AGGREGATE
321	28+06.23	40.87'LT	---	306,389.00	631,099.38	R=15'
322	27+91.39	43.04'LT	---	306,376.98	631,085.43	MATCH EXISTING GROUND
323	27+77.63	43.04'LT	---	306,369.36	631,078.47	MATCH EXISTING GROUND
324	27+72.83	35.32'LT	---	306,360.61	631,080.92	EDGE OF AGGREGATE
325	27+60.09	43.25'LT	---	306,356.56	631,066.48	R=15'
326	27+70.72	32.66'LT	1342.37	306,357.26	631,081.46	EDGE OF AGGREGATE



PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	PLAN DETAIL	SHEET 30	E





POINT NO.	STATION	OFFSET	ELEV.	Y	X	REMARKS
400	49+20.43	23.26'RT	---	306,575.32	630,188.92	EDGE OF AGGREGATE
401	49+32.74	23.61'RT	1362.05	306,565.51	630,196.36	EDGE OF AGGREGATE
402	49+20.30	32.00'RT	---	306,569.94	630,182.03	R=15'
403	49+35.30	31.97'RT	1361.92	306,558.27	630,191.45	EDGE OF AGGREGATE
404	49+35.31	35.00'RT	---	306,556.37	630,189.10	MATCH EXISTING GROUND
405	49+51.38	35.00'RT	---	306,543.84	630,199.17	MATCH EXISTING GROUND
406	49+51.37	32.06'RT	1361.81	306,545.70	630,201.46	EDGE OF AGGREGATE
407	49+66.37	32.00'RT	---	306,534.04	630,210.90	R=15'
408	49+60.99	18.00'RT	1361.66	306,547.02	630,218.44	EDGE OF AGGREGATE
409	49+20.43	25.75'LT	---	306,606.04	630,227.11	EDGE OF AGGREGATE
410	50+20.43	18.62'LT	1361.02	306,523.64	630,284.22	EDGE OF AGGREGATE
411	49+20.43	0.00'RT	---	306,589.90	630,207.04	---
412	56+55.62	8052.74'LT	---	311,643.09	636,490.13	R=8,063'
413	53+40.06	14.02'LT	---	306,269.51	630,478.75	---
414	51+34.28	18.00'RT	1359.74	306,411.99	630,327.00	EDGE OF AGGREGATE
415	51+26.57	47.00'RT	---	306,399.85	630,299.57	R=30'
416	51+56.23	41.53'RT	1359.65	306,380.22	630,322.25	EDGE OF AGGREGATE
417	51+58.58	53.96'RT	---	306,370.66	630,313.98	MATCH EXISTING GROUND
418	51+92.52	53.71'RT	---	306,344.39	630,335.11	MATCH EXISTING GROUND
419	51+92.46	47.34'RT	1359.15	306,348.37	630,340.07	EDGE OF AGGREGATE

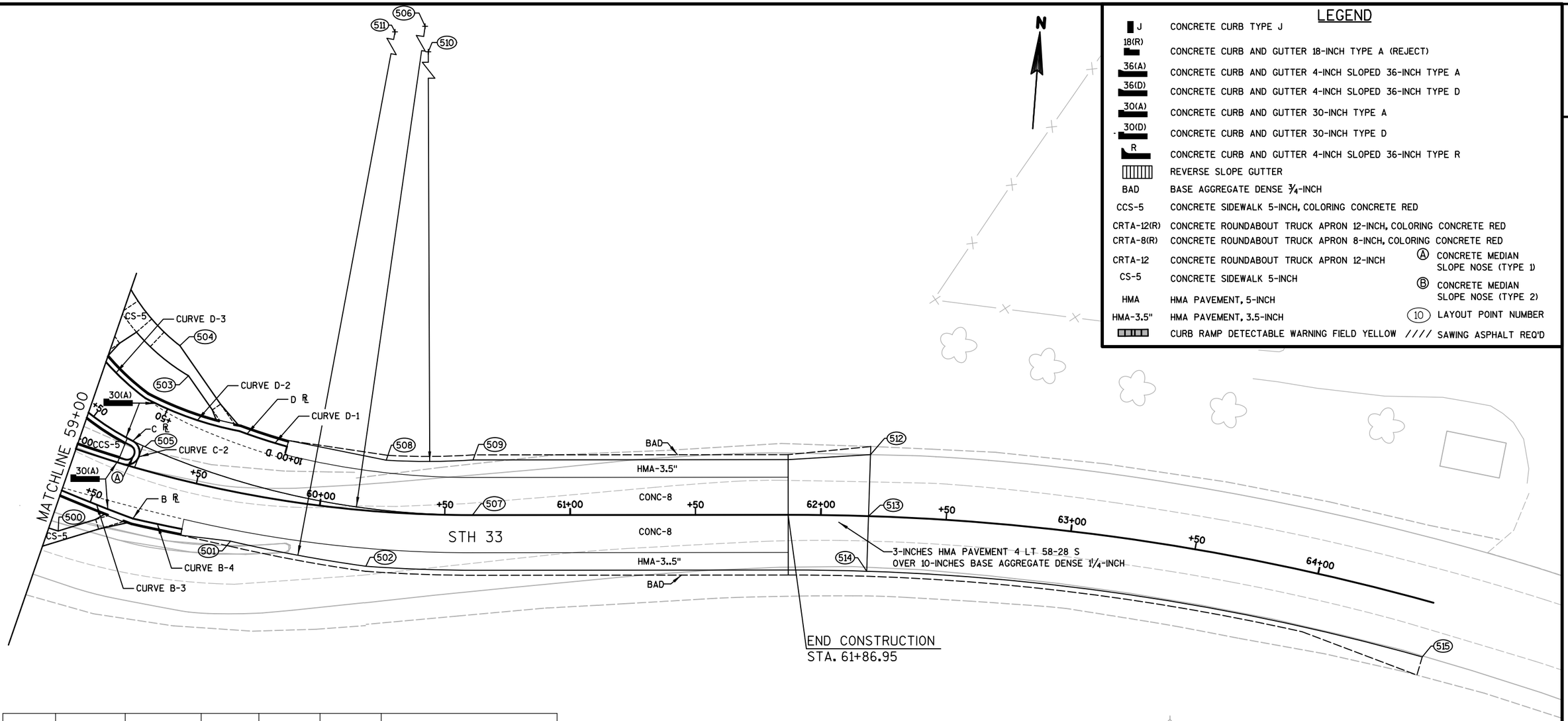
POINT NO.	STATION	OFFSET	ELEV.	Y	X	REMARKS
420	52+22.64	47.00'RT	---	306,325.00	630,358.87	R=30'
421	52+14.92	18.00'RT	1358.85	306,348.93	630,376.96	EDGE OF AGGREGATE
422	13+10.84 G	12.00'LT	1356.46	306,181.28	630,575.13	EDGE OF ASPHALT
423	13+53.38 G	18.90'LT	1355.60	306,156.21	630,608.93	EDGE OF AGGREGATE
424	13+46.22 G	37.72'LT	---	306,174.42	630,617.20	R=20'
425	13+67.76 G	40.10'LT	---	306,162.52	630,633.28	EDGE OF AGGREGATE
426	13+67.68 G	40.82'LT	---	306,163.10	630,633.71	MATCH EXISTING GROUND
427	13+49.79 G	2.50'RT	---	306,143.25	630,591.54	CURB AND GUTTER TRANSITION
428	55+11.88	2.50'LT	---	306,134.57	630,582.85	CURB AND GUTTER TRANSITION
429	55+30.35	17.00'RT	1355.40	306,107.62	630,584.89	EDGE OF ASPHALT

LEGEND

J	CONCRETE CURB TYPE J
18(R)	CONCRETE CURB AND GUTTER 18-INCH TYPE A (REJECT)
36(A)	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
36(D)	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
30(A)	CONCRETE CURB AND GUTTER 30-INCH TYPE A
30(D)	CONCRETE CURB AND GUTTER 30-INCH TYPE D
R	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R
	REVERSE SLOPE GUTTER
BAD	BASE AGGREGATE DENSE ¾-INCH
CCS-5	CONCRETE SIDEWALK 5-INCH, COLORING CONCRETE RED
CRTA-12(R)	CONCRETE ROUNDABOUT TRUCK APRON 12-INCH, COLORING CONCRETE RED
CRTA-8(R)	CONCRETE ROUNDABOUT TRUCK APRON 8-INCH, COLORING CONCRETE RED
CRTA-12	CONCRETE ROUNDABOUT TRUCK APRON 12-INCH
CS-5	CONCRETE SIDEWALK 5-INCH
HMA	HMA PAVEMENT, 5-INCH
HMA-3.5"	HMA PAVEMENT, 3.5-INCH
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
Ⓐ	CONCRETE MEDIAN SLOPE NOSE (TYPE 1)
Ⓑ	CONCRETE MEDIAN SLOPE NOSE (TYPE 2)
(10)	LAYOUT POINT NUMBER
////	SAWING ASPHALT REQ'D

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	PLAN DETAIL	SHEET 31	E

2



POINT NO.	STATION	OFFSET	ELEV.	Y	X	REMARKS
500	12+42.62 B	15.44'RT	---	305,861.69	630,873.44	FOS
501	59+67.78	19.65'RT	1355.99	305,862.70	630,942.32	EDGE OF ASPHALT SHOULDER
502	60+20.32	22.17'RT	1356.74	305,856.73	630,996.83	EDGE OF ASPHALT SHOULDER
503	10+47.35 D	15.44'RT	---	305,927.27	630,920.68	FOS
504	10+56.92 D	24.92'RT	---	305,938.98	630,916.31	BOS
505	59+26.25	9.08'LT	1355.50	305,897.74	630,905.46	---
506	60+61.06	325.00'LT	---	306,204.33	631,013.29	R=325'
507	60+61.06	0.00'RT	---	305,880.25	631,037.73	---
508	60+25.15	20.64'LT	1356.92	305,899.53	631,001.83	EDGE OF ASPHALT SHOULDER
509	60+61.28	22.00'LT	1357.47	305,902.21	631,036.30	EDGE OF ASPHALT SHOULDER
510	60+17.36	287.60'LT	---	306,166.50	630,998.39	R=267'
511	56+45.42	535.93'LT	---	306,465.48	631,035.89	R=610'
512	62+19.00	24.50'LT	---	306,916.08	631,191.67	---
513	62+19.00	0.00'LT	---	305,889.72	631,163.27	MATCH EXISTING GROUND
514	62+19.00	22.00'RT	---	305,889.72	631,163.27	---
515	64+49.00	22.00'RT	---	305,851.98	631,419.65	---

A LINE

CURVE A-1
P.I. = 10+73.12 A
Y = 306,014.94
X = 630,703.31
DELTA = 108° 07'50.34" (RT)
D = 108° 06'18.88"
T = 73.12
L = 100.02
R = 53.00
P.C. = 10+00.00 A
Y = 305,949.77
X = 630,736.48
P.T. = 11+00.02 A
Y = 306,026.18
X = 630,775.57

CURVE A-2
P.I. = 11+97.91 A
Y = 306,041.23
X = 630,872.30
DELTA = 123° 08'09.70" (RT)
D = 108° 06'18.88"
T = 97.89
L = 113.90
R = 53.00
P.C. = 11+00.02 A
Y = 306,026.18
X = 630,775.57
P.T. = 12+13.93 A
Y = 305,952.00
X = 630,832.02

CURVE A-3
P.I. = 13+24.38 A
Y = 305,851.33
X = 630,786.58
DELTA = 128° 43'59.97" (RT)
D = 108° 06'18.88"
T = 110.46
L = 119.08
R = 53.00
P.C. = 12+13.93 A
Y = 305,952.00
X = 630,832.02
P.T. = 13+33.01 A
Y = 305,949.77
X = 630,736.48

B LINE

P.I. = 10+00.00 B
Y = 305,824.73
X = 630,667.71

CURVE B-1
P.I. = 10+98.39 B
Y = 305,903.64
X = 630,726.47
DELTA = 59° 24'31.07" (RT)
D = 57° 17'44.81"
T = 57.05
L = 103.69
R = 100.00
P.C. = 10+41+34 B
Y = 305,857.89
X = 630,692.40
P.T. = 11+45.03
Y = 305,897.60
X = 630,783.20

CURVE B-2
P.I. = 11+57.34 B
Y = 305,896.42
X = 630,795.46
DELTA = 7° 02'44.99" (RT)
D = 28° 38'52.40"
T = 12.31
L = 24.60
R = 200.00
P.C. = 11+45.03 B
Y = 305,897.60
X = 630,783.20
P.T. = 11+69.62 B
Y = 305,893.75
X = 630,807.48

CURVE B-3
P.I. = 12+48.19 B
Y = 305,874.30
X = 630,883.48
DELTA = 3° 49'40.51" (LT)
D = 9° 32'04.19"
T = 20.09
L = 40.15
R = 600.93
P.C. = 12+28.10 B
Y = 305,881.08
X = 630,864.57
P.T. = 12+68.25 B
Y = 305,868.81
X = 630,902.79

CURVE B-4
P.I. = 12+78.25 B
Y = 305,867.29
X = 630,912.68
DELTA = 1° 53'05.03" (LT)
D = 9° 25'25.13"
T = 10.00
L = 20.00
R = 608.00
P.C. = 12+68.25 B
Y = 305,868.81
X = 630,902.79
P.T. = 12+88.25 B
Y = 305,866.09
X = 630,922.61

C LINE

CURVE C-1
P.I. = 10+35.60 C
Y = 305,913.28
X = 630,867.52
DELTA = 39° 11'35.64" (LT)
D = 57° 17'44.81"
T = 35.60
L = 68.40
R = 100.00
P.C. = 10+00.00 C
Y = 305,944.62
X = 630,850.62
P.T. = 10+68.40 C
Y = 305,899.67
X = 630,900.42

CURVE C-2
P.I. = 11+25+13 C
Y = 305,877.99
X = 630,952.83
DELTA = 169° 55'27.96" (RT)
D = 1145° 54'56.12"
T = 56.72
L = 14.83
R = 5.00
P.C. = 10+68.41 C
Y = 305,899.67
X = 630,900.42
P.T. = 10+83.23 C
Y = 305,890.17
X = 630,897.43

D LINE

CURVE D-1
P.I. = 10+10.00 D
Y = 305,904.02
X = 630,952.15
DELTA = 4° 14'38.90" (RT)
D = 21° 13'14.37"
T = 10.00
L = 20.00
R = 270.00
P.C. = 10+00.00 D
Y = 305,902.00
X = 630,961.95
P.T. = 10+20.00 D
Y = 305,906.75
X = 630,942.53

CURVE D-2
P.I. = 10+40.06 D
Y = 305,909.05
X = 630,922.60
DELTA = 16° 54'14.35" (RT)
D = 42° 26'28.75"
T = 20.06
L = 39.83
R = 135.00
P.C. = 10+20.00 D
Y = 305,906.75
X = 630,942.53
P.T. = 10+59.83 D
Y = 305,917.05
X = 630,904.20

CURVE D-3
P.I. = 10+87.63 D
Y = 305,931.86
X = 630,880.68
DELTA = 31° 04'07.37" (RT)
D = 57° 17'44.81"
T = 27.80
L = 54.22
R = 100.00
P.C. = 10+59.83 D
Y = 305,917.05
X = 630,904.20
P.T. = 11+14.05 D
Y = 305,956.69
X = 630,868.18

CURVE D-4
P.I. = 11+34.62 D
Y = 305,975.06
X = 630,858.93
DELTA = 44° 43'13.24" (RT)
D = 114° 35'29.61"
T = 20.57
L = 50.00
R = 50.00
P.C. = 11+14.05 D
Y = 305,956.69
X = 630,868.18
P.T. = 11+53.08 D
Y = 305,994.62
X = 630,865.28

CURVE D-5
P.I. = 11+78.84 D
Y = 306,019.12
X = 630,873.24
DELTA = 6° 12'30.22" (RT)
D = 12° 03'44.29"
T = 25.76
L = 51.47
R = 475.00
P.C. = 11+53.08 D
Y = 305,994.62
X = 630,865.28
P.T. = 12+04.55 D
Y = 306,042.62
X = 630,883.80

CURVE D-6
P.I. = 12+24.82 D
Y = 306,059.92
X = 630,894.37
DELTA = 4° 38'36.07" (RT)
D = 11° 27'32.81"
T = 20.27
L = 40.52
R = 500.00
P.C. = 12+04.55 D
Y = 306,042.62
X = 630,883.80
P.T. = 12+45.07 D
Y = 306,076.31
X = 630,906.30

CURVE D-7
P.I. = 12+55.07 D
Y = 306,085.05
X = 630,911.16
DELTA = 2° 26'17.23" (RT)
D = 12° 11'26.45"
T = 10.00
L = 20.00
R = 470.00
P.C. = 12+45.07 D
Y = 306,076.31
X = 630,906.29
P.T. = 12+65.07 D
Y = 306,093.58
X = 630,916.38

E LINE

CURVE E-1
P.I. = 10+35.68 E
Y = 306,049.20
X = 630,853.23
DELTA = 39° 16'06.28" (LT)
D = 57° 17'44.81"
T = 35.68
L = 68.54
R = 100.00
P.C. = 10+00.00 E
Y = 306,037.41
X = 630,819.55
P.T. = 10+68.54 E
Y = 306,079.64
X = 630,871.83

CURVE E-2
P.I. = 11+21.73 E
Y = 306,125.03
X = 630,899.57
DELTA = 2° 45'21.67" (RT)
D = 8° 11'06.40"
T = 16.84
L = 33.67
R = 700.00
P.C. = 11+07.89 E
Y = 306,110.66
X = 630,890.79
P.T. = 11+38.56 E
Y = 306,138.96
X = 630,909.03

CURVE E-3
P.I. = 11+97.31 E
Y = 306,187.55
X = 630,942.04
DELTA = 12° 11'35.29" (RT)
D = 10° 25'02.69"
T = 58.75
L = 117.05
R = 500.00
P.C. = 11+38.56 E
Y = 306,138.96
X = 630,909.03
P.T. = 12+55.61 E
Y = 306,228.08
X = 630,984.56

CURVE E-4
P.I. = 15+37.76 E
Y = 306,422.73
X = 631,188.82
DELTA = 176° 49'20.80" (RT)
D = 1145° 54'56.12"
T = 180.27
L = 15.43
R = 5.00
P.C. = 13+57.49 E
Y = 306,298.36
X = 631,058.32
P.T. = 13+72.92 E
Y = 306,291.32
X = 631,065.41

F LINE

CURVE F-1
P.I. = 10+10+00 F
Y = 306,104.47
X = 630,675.89
DELTA = 2° 26'17.23" (LT)
D = 12° 11'26.13"
T = 10.00
L = 20.00
R = 470.00
P.C. = 10+00.00 F
Y = 306,109.94
X = 630,667.21
P.T. = 10+20.00 F
Y = 306,099.37
X = 630,684.19

CURVE F-2
P.I. = 10+40.06 F
Y = 306,087.05
X = 630,700.02
DELTA = 4° 53'56.91" (LT)
D = 12° 12'59.70"
T = 20.06
L = 40.10
R = 469.00
P.C. = 10+20.00 F
Y = 306,099.37
X = 630,684.19
P.T. = 10+60.10 F
Y = 306,076.12
X = 630,716.85

CURVE F-3
P.I. = 10+90.28 F
Y = 306,062.95
X = 630,744.00
DELTA = 7° 16'16.22" (LT)
D = 12° 03'44.17"
T = 30.18
L = 60.28
R = 475.00
P.C. = 10+60.10 F
Y = 306,076.12
X = 630,716.85
P.T. = 11+20.38 F
Y = 306,053.33
X = 630,772.61

CURVE F-4
P.I. = 11+33.75 F
Y = 306,049.06
X = 630,785.28
DELTA = 29° 56'37.63" (LT)
D = 114° 35'29.61"
T = 13.37
L = 26.13
R = 50.00
P.C. = 11+20.38 F
Y = 306,053.33
X = 630,772.61
P.T. = 11+46.51 F
Y = 306,051.69
X = 630,798.39

CURVE F-5
P.I. = 11+90.23 F
Y = 306,060.29
X = 630,841.25
DELTA = 47° 13'26.78" (LT)
D = 57° 17'44.81"
T = 43.71
L = 82.42
R = 100.00
P.C. = 11+46.51 F
Y = 306,051.69
X = 630,798.39
P.T. = 12+28.94 F
Y = 306,097.59
X = 630,864.05

P.I. = 12+54.03 F
Y = 306,119.00
X = 630,877.13

G LINE

CURVE G-1
P.I. = 10+52+03 G
Y = 306,170.80
X = 630,537.45
DELTA = 13° 11'23.96" (RT)
D = 12° 43'56.62"
T = 52.03
L = 103.59
R = 450.00
P.C. = 10+00.00 G
Y = 306,136.60
X = 630,576.66
P.T. = 11+03.59 G
Y = 306,213.04
X = 630,507.08

CURVE G-2
P.I. = 12+59.66 G
Y = 306,339.75
X = 630,415.97
DELTA = 173° 55'26.06" (RT)
D = 1145° 54'56.12"
T = 94.21
L = 15.18
R = 5.00
P.C. = 11+65.45 G
Y = 306,263.26
X = 630,470.97
P.T. = 11+80.63 G
Y = 306,269.51
X = 630,478.75

CURVE G-3
P.I. = 12+51.93 G
Y = 306,216.35
X = 630,526.27
DELTA = 1° 00'47.85" (LT)
D = 0° 42'38.16"
T = 71.30
L = 142.60
R = 8,063.00
P.C. = 11+80.63 G
Y = 306,269.51
X = 630,478.75
P.T. = 13+23.23 G
Y = 306,164.04
X = 630,574.72

CURVE G-4
P.I. = 14+01.59 G
Y = 306,106.55
X = 630,627.97
DELTA = 17° 48'53.40" (LT)
D = 11° 27'32.96"
T = 78.36
L = 155.46
R = 500.00
P.C. = 13+23.23 G
Y = 306,164.04
X = 630,574.72
P.T. = 14+78.69 G
Y = 306,068.11
X = 630,696.26

P.I. = 15+39.62 G
Y = 306,038.22
X = 630,749.35

H LINE

CURVE H-1
P.I. = 10+10.07 H
Y = 306,078.94
X = 630,625.89
DELTA = 2° 02'20.38" (LT)
D = 10° 07'22.54"
T = 10.07
L = 20.14
R = 566.00
P.C. = 10+00.00 H
Y = 306,084.64
X = 630,617.59
P.T. = 10+20.14 H
Y = 306,073.53
X = 630,634.39

CURVE H-2
P.I. = 10+88.11 H
Y = 306,037.06
X = 630,691.74
DELTA = 39° 33'34.00" (RT)
D = 57° 17'44.81"
T = 35.96
L = 69.04
R = 100.00
P.C. = 10+52.14 H
Y = 306,056.36
X = 630,661.39
P.T. = 11+21.19 H
Y = 306,002.85
X = 630,702.84

CURVE H-3
P.I. = 11+41.46 H
Y = 305,983.57
X = 630,709.10
DELTA = 44° 08'16.70" (RT)
D = 114° 35'29.61"
T = 20.27
L = 38.52
R = 50.00
P.C. = 11+21.19 H
Y = 306,002.85
X = 630,702.84
P.T. = 11+59.71 H
Y = 305,965.37
X = 630,700.16

CURVE H-4
P.I. = 11+86.07 H
Y = 305,941.71
X = 630,688.54
DELTA = 6° 02'09.65" (RT)
D = 11° 27'32.96"
T = 26.36
L = 52.67
R = 500.00
P.C. = 11+59.71 H
Y = 306,965.37
X = 630,700.16
P.T. = 12+12.38 H
Y = 305,919.40
X = 630,674.50

CURVE H-5
P.I. = 12+32.65 H
Y = 305,903.71
X = 630,661.67
DELTA = 4° 41'21.09" (RT)
D = 11° 34'29.66"
T = 20.27
L = 40.51
R = 495.00
P.C. = 12+12.38 H
Y = 305,919.40
X = 630,674.50
P.T. = 12+52.89 H
Y = 305,889.11
X = 630,647.61

CURVE H-6
P.I. = 12+62.89 H
Y = 305,881.11
X = 630,641.62
DELTA = 2° 18'53.93" (RT)
D = 11° 34'29.66"
T = 10.00
L = 20.00
R = 495.00
P.C. = 12+52.89 H
Y = 305,889.11
X = 630,647.61
P.T. = 12+72.89 H
Y = 305,873.35
X = 630,635.30

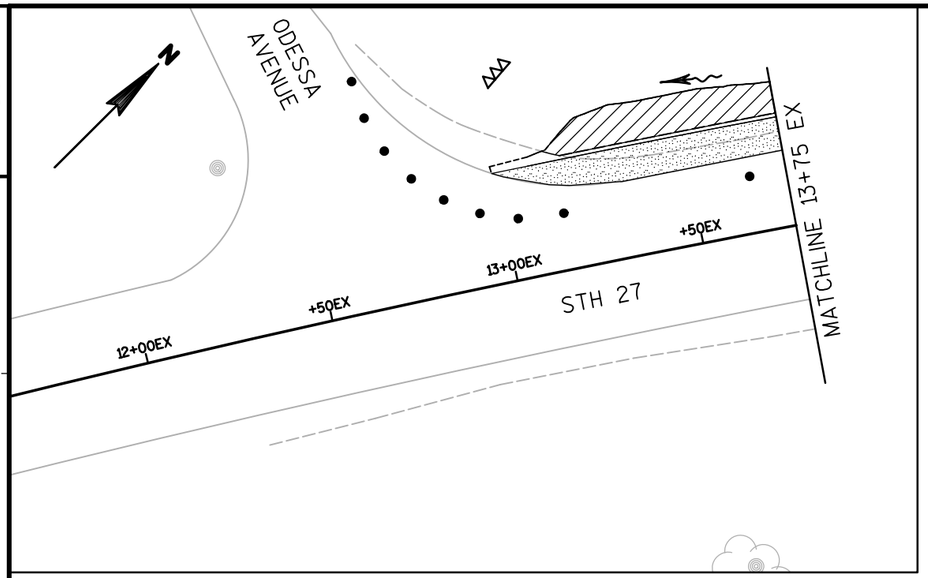
I LINE

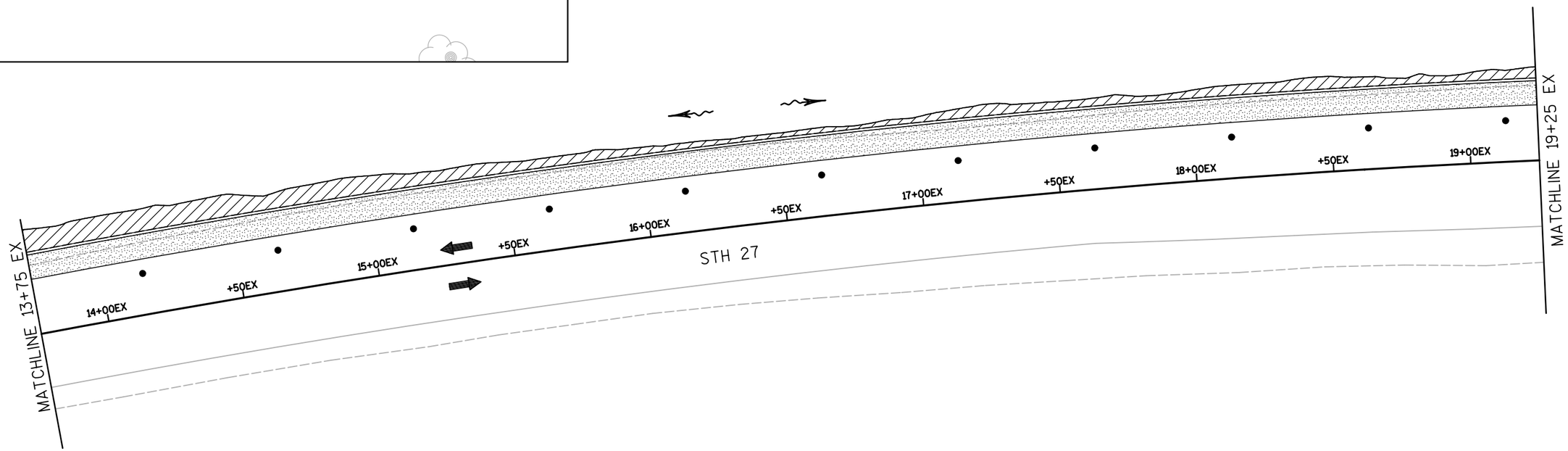
CURVE I-1
P.I. = 10+06.92 I
Y = 305,765.96
X = 630,594.65
DELTA = 1° 26'26.26" (RT)
D = 10° 24'02.69"
T = 6.92
L = 13.83
R = 550.00
P.C. = 10+00.00 I
Y = 305,770.82
X = 630,599.58
P.T. = 10+13.83 I
Y = 305,761.24
X = 630,589.60

CURVE I-2
P.I. = 12+51.42 I
Y = 305,598.88
X = 630,416.14
DELTA = 174° 09'26.79" (RT)
D = 1145° 54'56.12"
T = 97.98
L = 15.20
R = 5.00
P.C. = 11+53.44 I
Y = 305,605.84
X = 630,487.67
P.T. = 11+68.64 I
Y = 305,672.77
X = 630,480.49

CURVE I-3
P.I. = 11+89.43 I
Y = 305,688.46
X = 630,494.15
DELTA = 0° 37'08.74" (RT)
D = 1° 29'17.53"
T = 20.80
L = 41.60
R = 3,850.00
P.C. = 11+68.63 I
Y = 305,672.77
X = 630,480.49
P.T. = 12+10.23 I
Y = 305,704.00
X = 630,507.98

P.I. = 15+27.12 I
Y = 305,940.70
X = 630,718.65





2

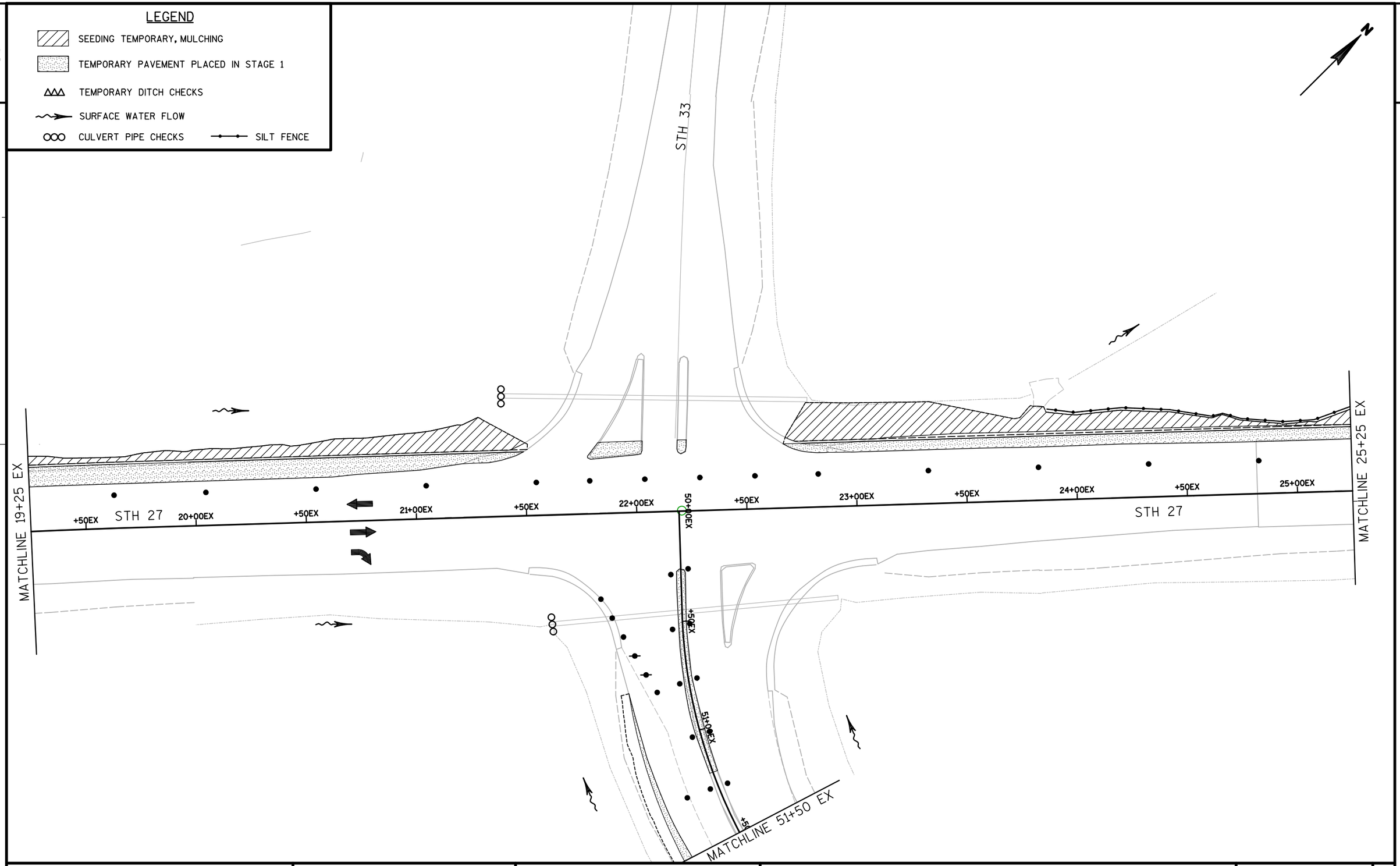
LEGEND

- SEEDING TEMPORARY, MULCHING
- TEMPORARY PAVEMENT PLACED IN STAGE 1
- TEMPORARY DITCH CHECKS
- SURFACE WATER FLOW
- CULVERT PIPE CHECKS
- SILT FENCE

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	EROSION CONTROL - STAGE 1	SHEET 34	E

LEGEND

- SEEDING TEMPORARY, MULCHING
- TEMPORARY PAVEMENT PLACED IN STAGE 1
- TEMPORARY DITCH CHECKS
- SURFACE WATER FLOW
- CULVERT PIPE CHECKS
- SILT FENCE



PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	EROSION CONTROL - STAGE 1	SHEET 35	E

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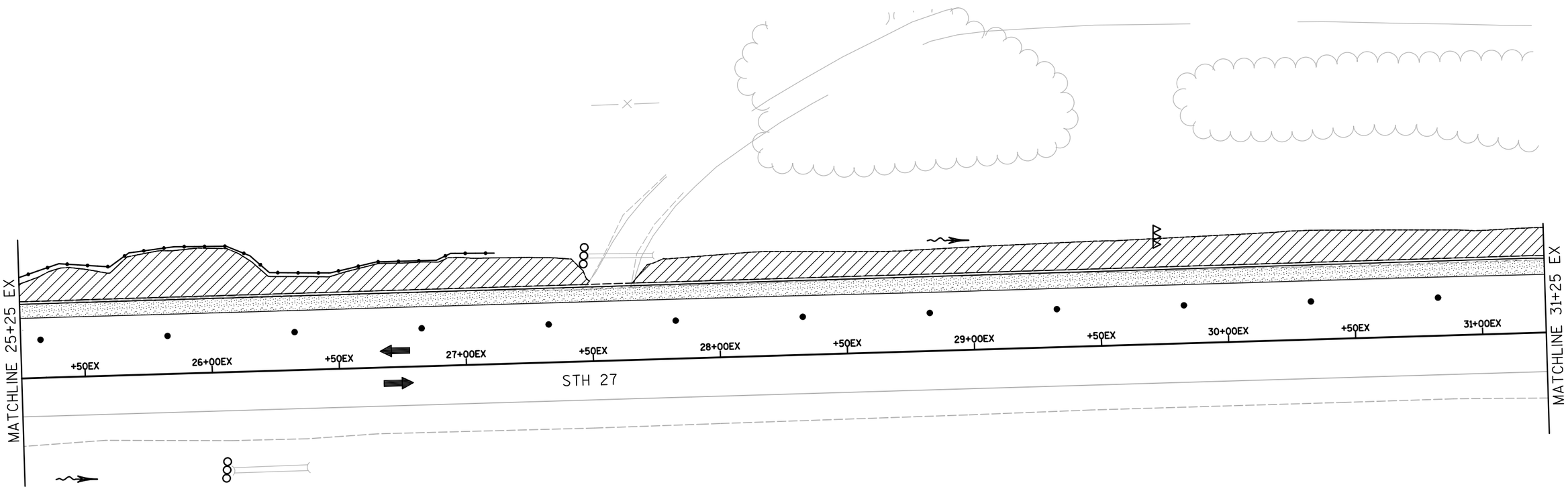
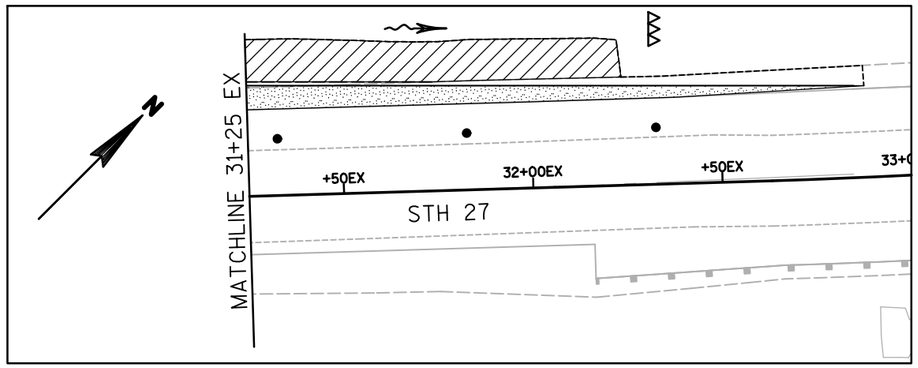
LEGEND

- SEEDING TEMPORARY, MULCHING
- TEMPORARY PAVEMENT PLACED IN STAGE 1
- TEMPORARY DITCH CHECKS
- SURFACE WATER FLOW
- CULVERT PIPE CHECKS
- SILT FENCE

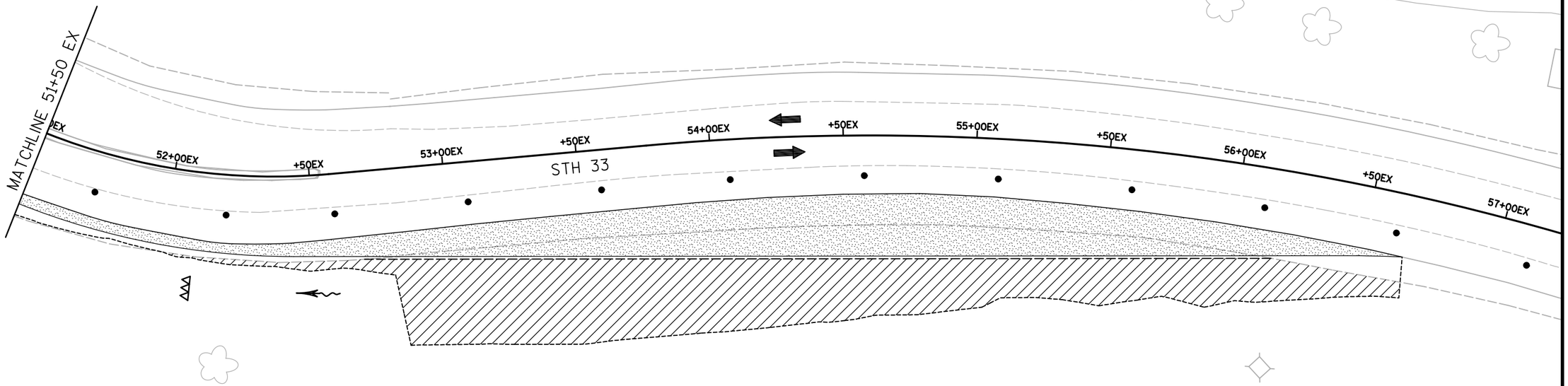




PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	EROSION CONTROL - STAGE 1	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\022003_ec.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

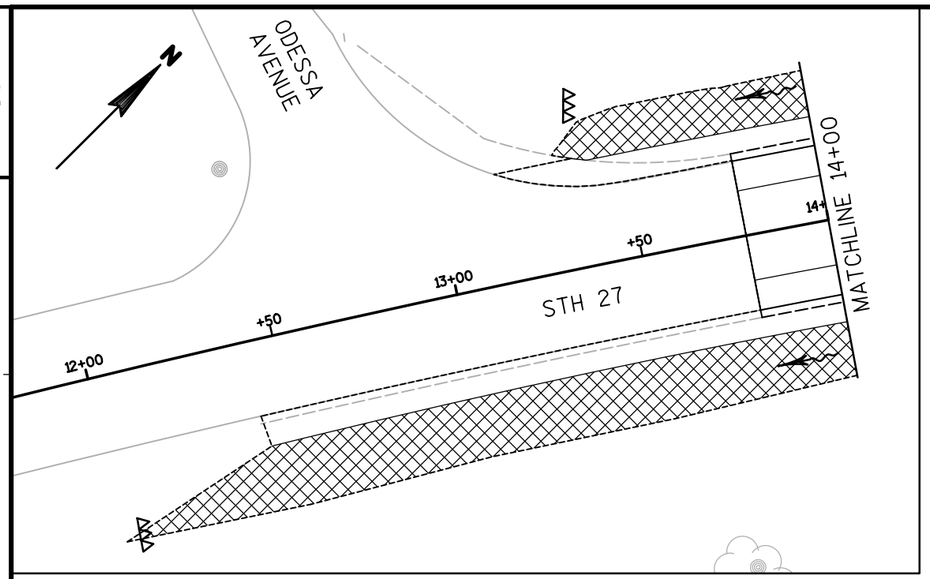
2

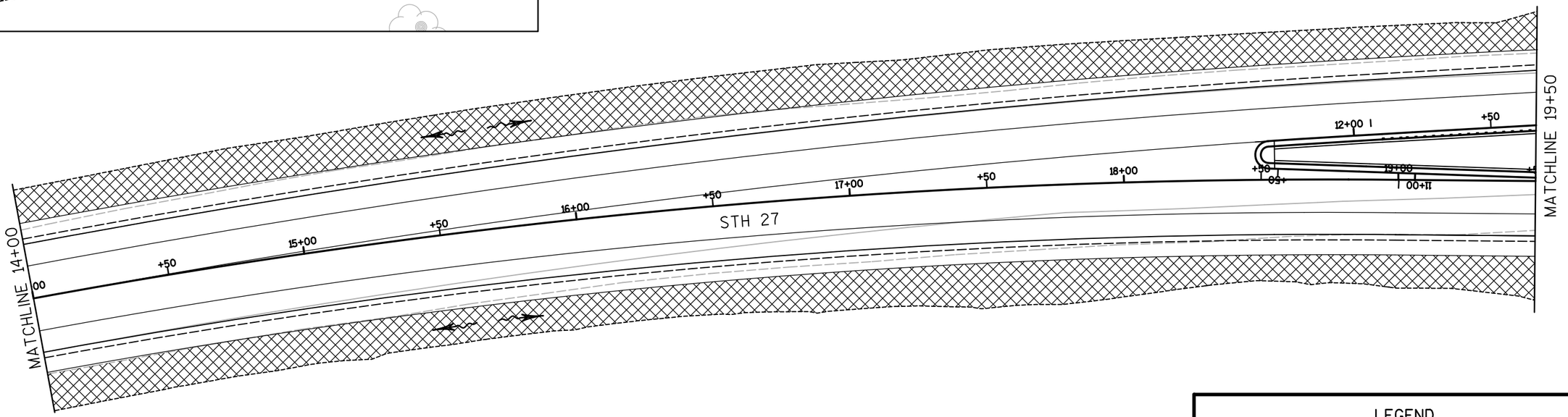


LEGEND

- SEEDING TEMPORARY, MULCHING
- TEMPORARY PAVEMENT PLACED IN STAGE 1
- TEMPORARY DITCH CHECKS
- SURFACE WATER FLOW
- CULVERT PIPE CHECKS
- SILT FENCE

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	EROSION CONTROL - STAGE 1	SHEET 37	E





2

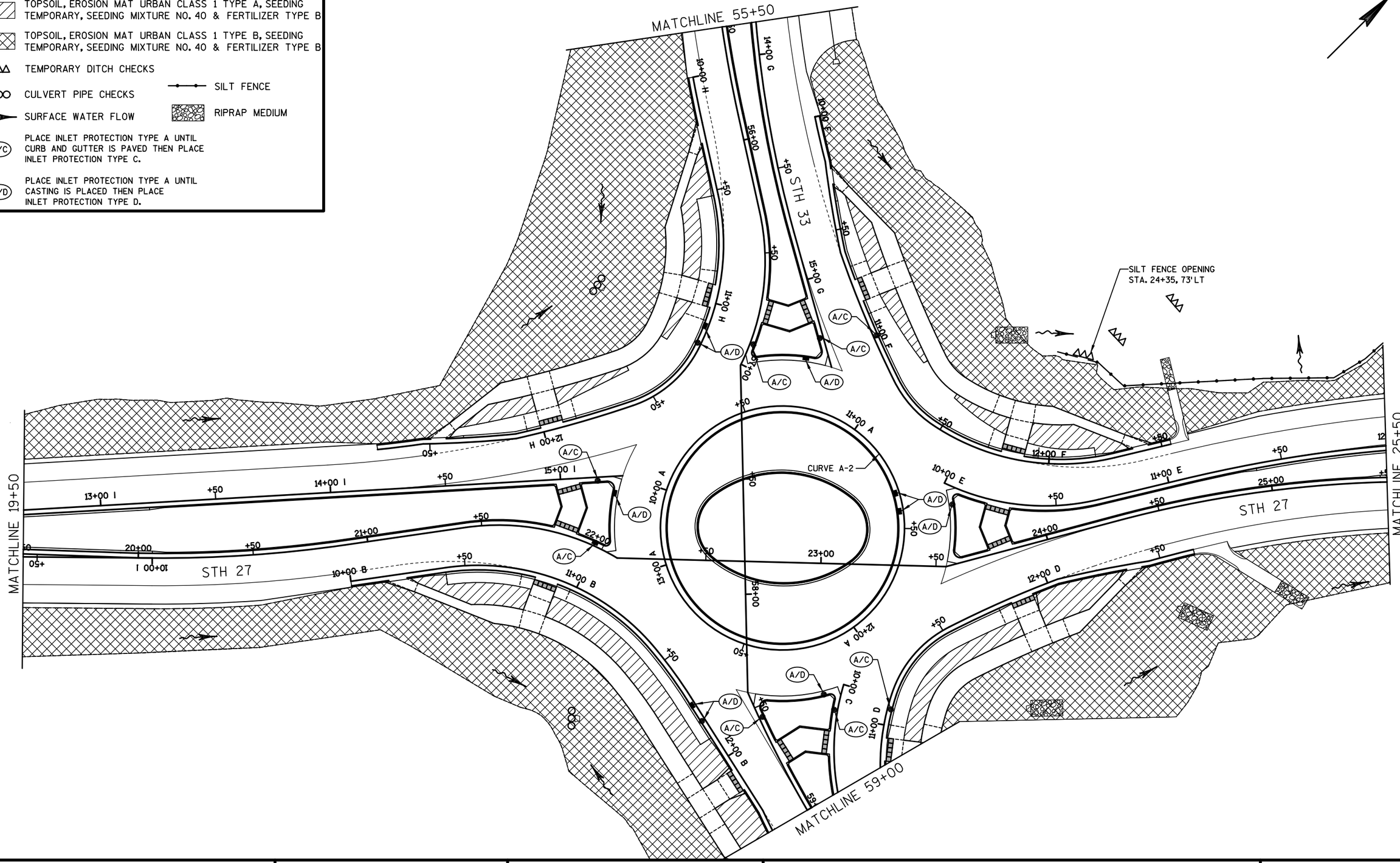
LEGEND

- TOPSOIL, EROSION MAT URBAN CLASS 1 TYPE A, SEEDING TEMPORARY, SEEDING MIXTURE NO. 40 & FERTILIZER TYPE B
- TOPSOIL, EROSION MAT URBAN CLASS 1 TYPE B, SEEDING TEMPORARY, SEEDING MIXTURE NO. 40 & FERTILIZER TYPE B
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- SILT FENCE
- RIPRAP MEDIUM
- (A/C) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS PAVED THEN PLACE INLET PROTECTION TYPE C.
- (A/D) PLACE INLET PROTECTION TYPE A UNTIL CASTING IS PLACED THEN PLACE INLET PROTECTION TYPE D.

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	EROSION CONTROL	SHEET 38	E

LEGEND

- TOPSOIL, EROSION MAT URBAN CLASS 1 TYPE A, SEEDING TEMPORARY, SEEDING MIXTURE NO. 40 & FERTILIZER TYPE B
- TOPSOIL, EROSION MAT URBAN CLASS 1 TYPE B, SEEDING TEMPORARY, SEEDING MIXTURE NO. 40 & FERTILIZER TYPE B
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- SILT FENCE
- RIPRAP MEDIUM
- A/C — PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS PAVED THEN PLACE INLET PROTECTION TYPE C.
- A/D — PLACE INLET PROTECTION TYPE A UNTIL CASTING IS PLACED THEN PLACE INLET PROTECTION TYPE D.



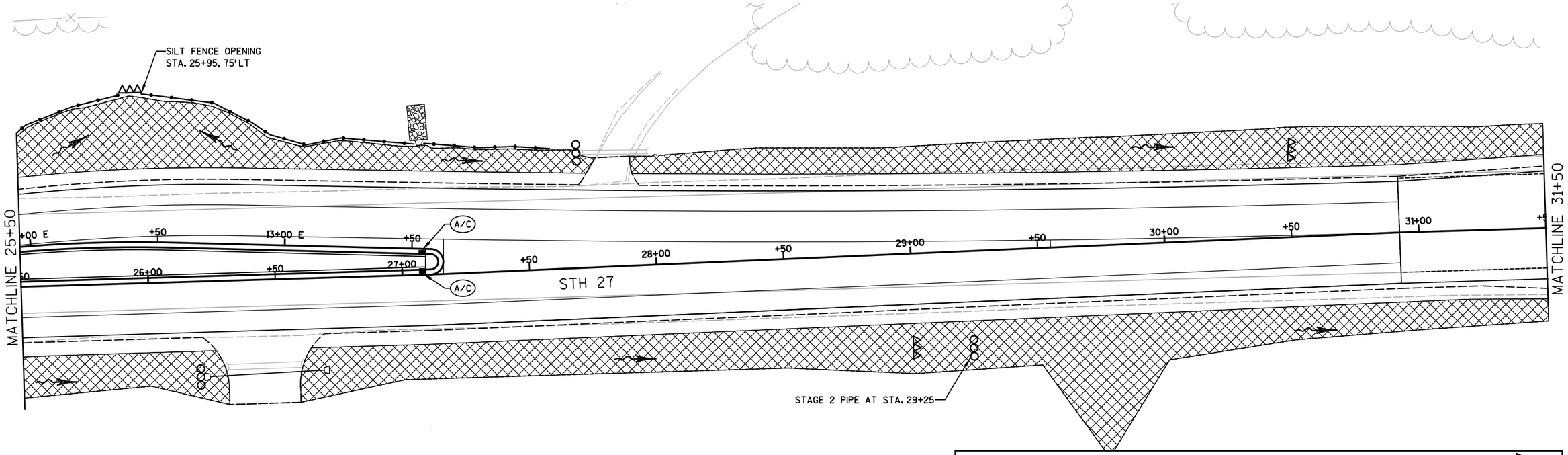
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	EROSION CONTROL	SHEET	E

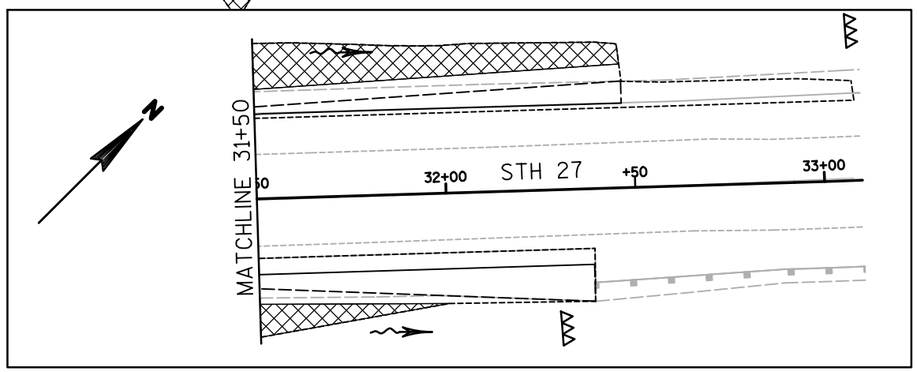
FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\022006_ec.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

LEGEND

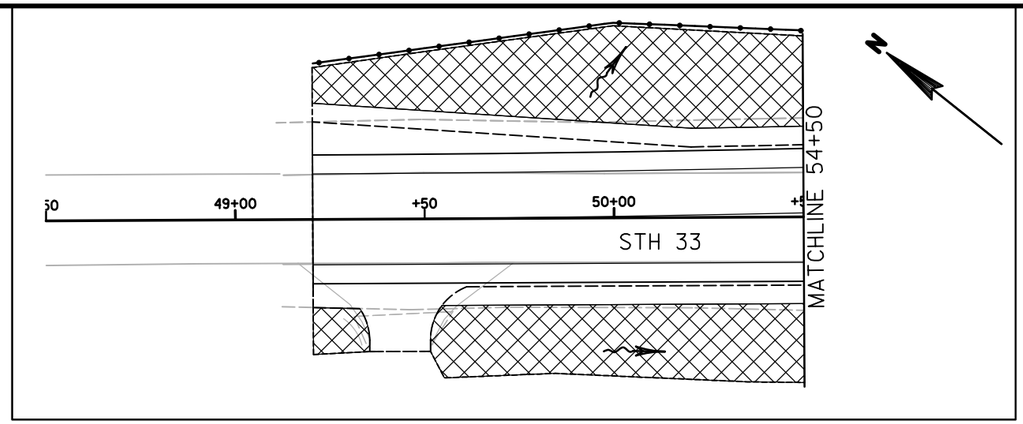
- TOPSOIL, EROSION MAT URBAN CLASS 1 TYPE A, SEEDING TEMPORARY, SEEDING MIXTURE NO. 40 & FERTILIZER TYPE B
- TOPSOIL, EROSION MAT URBAN CLASS 1 TYPE B, SEEDING TEMPORARY, SEEDING MIXTURE NO. 40 & FERTILIZER TYPE B
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- SILT FENCE
- RIPRAP MEDIUM
- A/C — PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS PAVED THEN PLACE INLET PROTECTION TYPE C.
- A/D — PLACE INLET PROTECTION TYPE A UNTIL CASTING IS PLACED THEN PLACE INLET PROTECTION TYPE D.

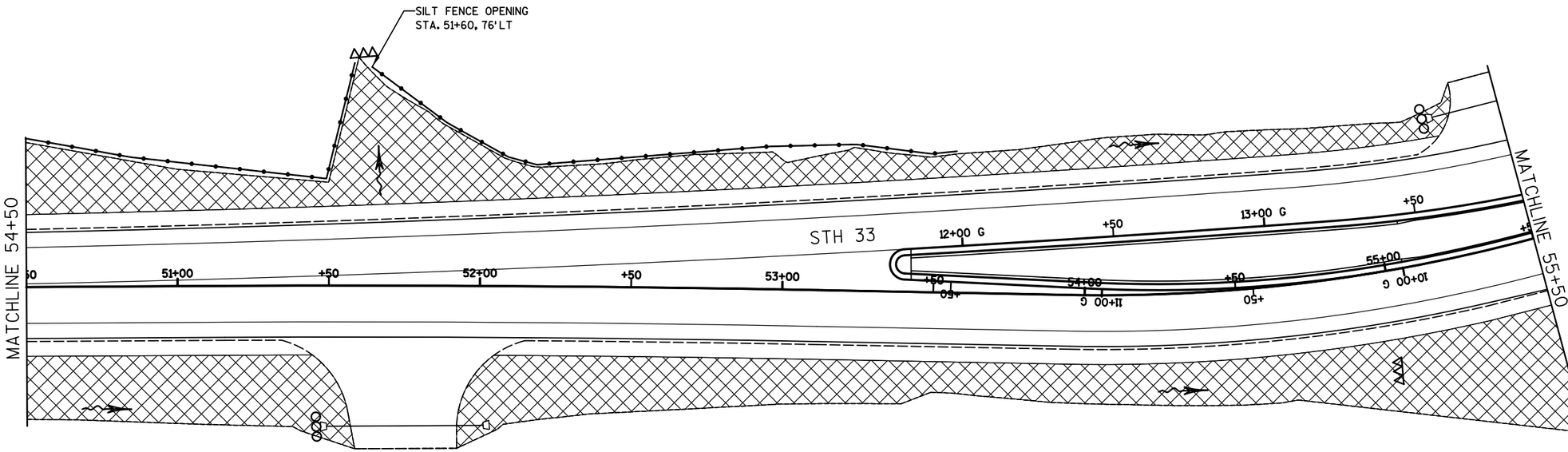




PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	EROSION CONTROL	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\022007_ec.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42





2

N

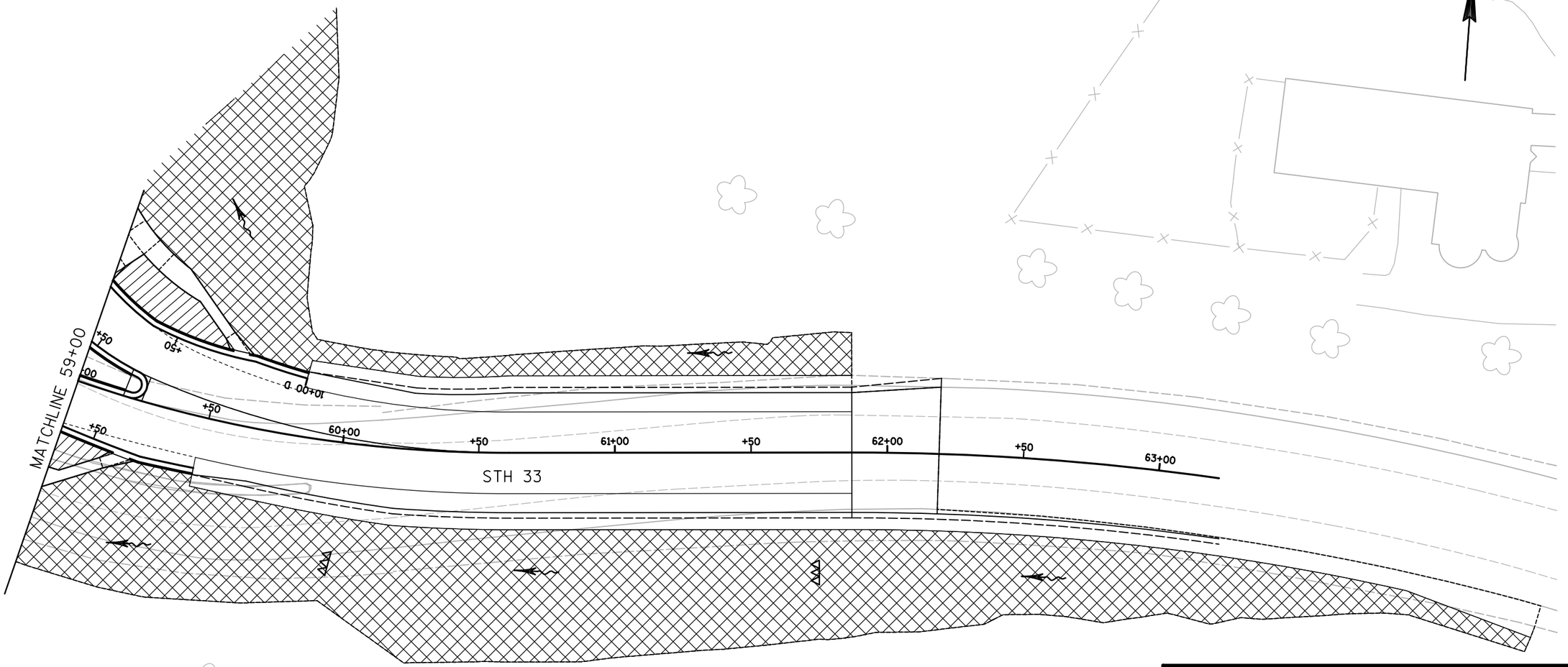
LEGEND

- TOPSOIL, EROSION MAT URBAN CLASS 1 TYPE A, SEEDING TEMPORARY, SEEDING MIXTURE NO. 40 & FERTILIZER TYPE B
- TOPSOIL, EROSION MAT URBAN CLASS 1 TYPE B, SEEDING TEMPORARY, SEEDING MIXTURE NO. 40 & FERTILIZER TYPE B
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- SILT FENCE
- RIPRAP MEDIUM
- (A/C) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS PAVED THEN PLACE INLET PROTECTION TYPE C.
- (A/D) PLACE INLET PROTECTION TYPE A UNTIL CASTING IS PLACED THEN PLACE INLET PROTECTION TYPE D.

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	EROSION CONTROL	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\022008_ec.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

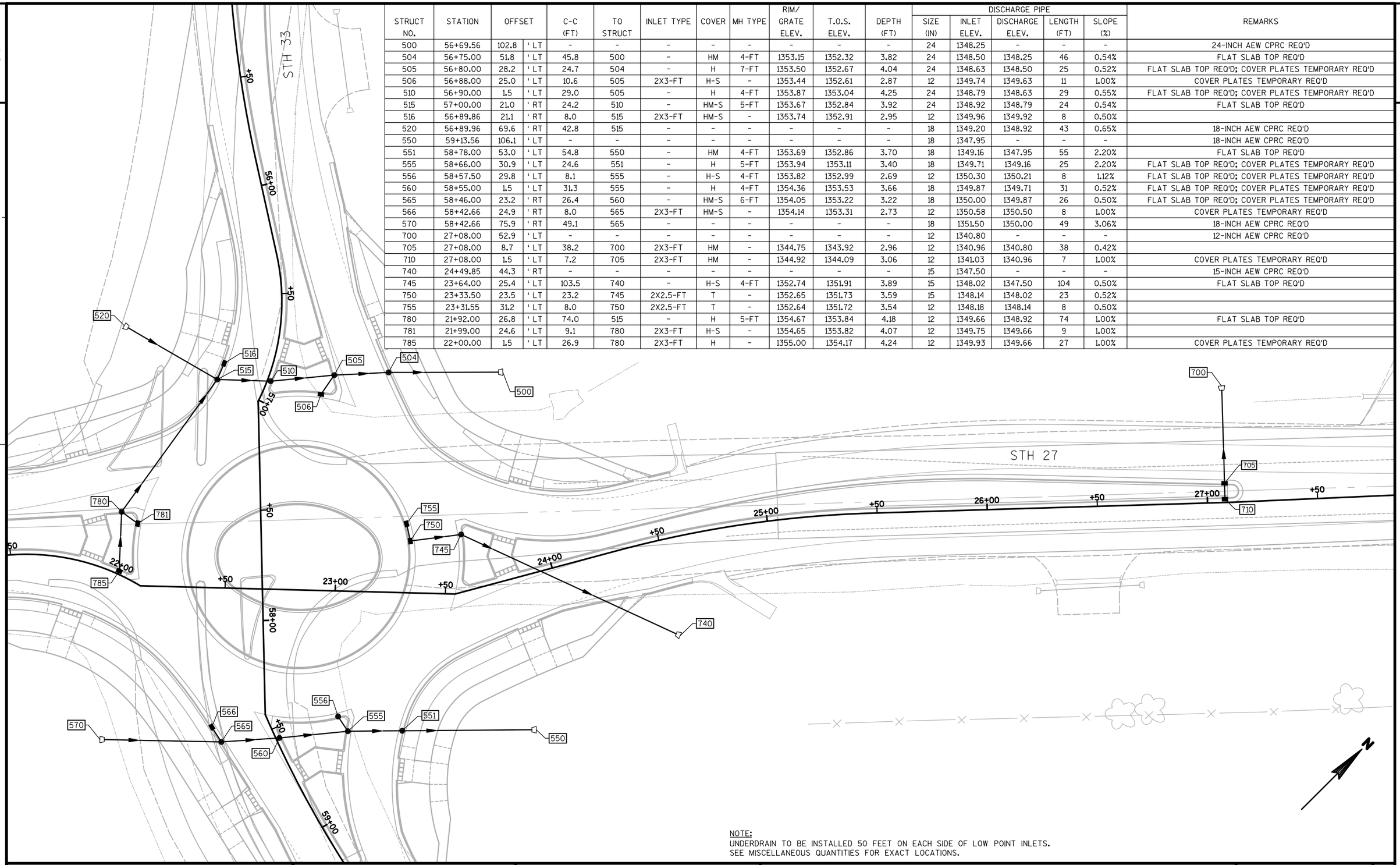


LEGEND

- TOPSOIL, EROSION MAT URBAN CLASS 1 TYPE A, SEEDING TEMPORARY, SEEDING MIXTURE NO. 40 & FERTILIZER TYPE B
- TOPSOIL, EROSION MAT URBAN CLASS 1 TYPE B, SEEDING TEMPORARY, SEEDING MIXTURE NO. 40 & FERTILIZER TYPE B
- TEMPORARY DITCH CHECKS
- SILT FENCE
- CULVERT PIPE CHECKS
- RIPRAP MEDIUM
- SURFACE WATER FLOW
- (A/C) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS PAVED THEN PLACE INLET PROTECTION TYPE C.
- (A/D) PLACE INLET PROTECTION TYPE A UNTIL CASTING IS PLACED THEN PLACE INLET PROTECTION TYPE D.

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	EROSION CONTROL	SHEET 42	E

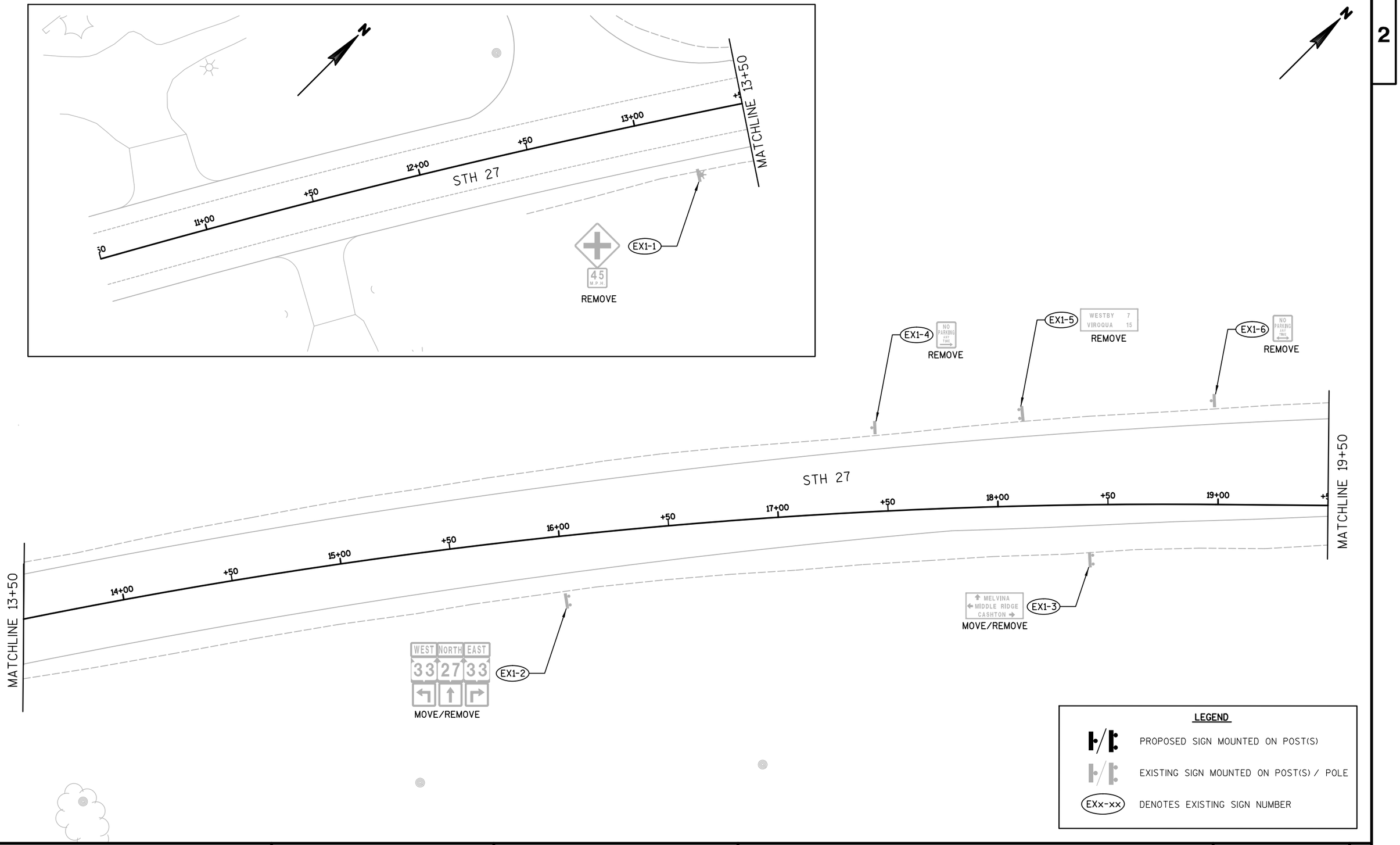
STRUCT NO.	STATION	OFFSET		C-C (FT)	TO STRUCT	INLET TYPE	COVER	MH TYPE	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS
500	56+69.56	102.8	' LT	-	-	-	-	-	-	-	-	24	1348.25	-	-	-	24-INCH AEW CPRC REQ'D
504	56+75.00	51.8	' LT	45.8	500	-	HM	4-FT	1353.15	1352.32	3.82	24	1348.50	1348.25	46	0.54%	FLAT SLAB TOP REQ'D
505	56+80.00	28.2	' LT	24.7	504	-	H	7-FT	1353.50	1352.67	4.04	24	1348.63	1348.50	25	0.52%	FLAT SLAB TOP REQ'D; COVER PLATES TEMPORARY REQ'D
506	56+88.00	25.0	' LT	10.6	505	2X3-FT	H-S	-	1353.44	1352.61	2.87	12	1349.74	1349.63	11	1.00%	COVER PLATES TEMPORARY REQ'D
510	56+90.00	1.5	' LT	29.0	505	-	H	4-FT	1353.87	1353.04	4.25	24	1348.79	1348.63	29	0.55%	FLAT SLAB TOP REQ'D; COVER PLATES TEMPORARY REQ'D
515	57+00.00	21.0	' RT	24.2	510	-	HM-S	5-FT	1353.67	1352.84	3.92	24	1348.92	1348.79	24	0.54%	FLAT SLAB TOP REQ'D
516	56+89.86	21.1	' RT	8.0	515	2X3-FT	HM-S	-	1353.74	1352.91	2.95	12	1349.96	1349.92	8	0.50%	
520	56+89.96	69.6	' RT	42.8	515	-	-	-	-	-	-	18	1349.20	1348.92	43	0.65%	18-INCH AEW CPRC REQ'D
550	59+13.56	106.1	' LT	-	-	-	-	-	-	-	-	18	1347.95	-	-	-	18-INCH AEW CPRC REQ'D
551	58+78.00	53.0	' LT	54.8	550	-	HM	4-FT	1353.69	1352.86	3.70	18	1349.16	1347.95	55	2.20%	FLAT SLAB TOP REQ'D
555	58+66.00	30.9	' LT	24.6	551	-	H	5-FT	1353.94	1353.11	3.40	18	1349.71	1349.16	25	2.20%	FLAT SLAB TOP REQ'D; COVER PLATES TEMPORARY REQ'D
556	58+57.50	29.8	' LT	8.1	555	-	H-S	4-FT	1353.82	1352.99	2.69	12	1350.30	1350.21	8	1.12%	FLAT SLAB TOP REQ'D; COVER PLATES TEMPORARY REQ'D
560	58+55.00	1.5	' LT	31.3	555	-	H	4-FT	1354.36	1353.53	3.66	18	1349.87	1349.71	31	0.52%	FLAT SLAB TOP REQ'D; COVER PLATES TEMPORARY REQ'D
565	58+46.00	23.2	' RT	26.4	560	-	HM-S	6-FT	1354.05	1353.22	3.22	18	1350.00	1349.87	26	0.50%	FLAT SLAB TOP REQ'D; COVER PLATES TEMPORARY REQ'D
566	58+42.66	24.9	' RT	8.0	565	2X3-FT	HM-S	-	1354.14	1353.31	2.73	12	1350.58	1350.50	8	1.00%	COVER PLATES TEMPORARY REQ'D
570	58+42.66	75.9	' RT	49.1	565	-	-	-	-	-	-	18	1351.50	1350.00	49	3.06%	18-INCH AEW CPRC REQ'D
700	27+08.00	52.9	' LT	-	-	-	-	-	-	-	-	12	1340.80	-	-	-	12-INCH AEW CPRC REQ'D
705	27+08.00	8.7	' LT	38.2	700	2X3-FT	HM	-	1344.75	1343.92	2.96	12	1340.96	1340.80	38	0.42%	
710	27+08.00	1.5	' LT	7.2	705	2X3-FT	HM	-	1344.92	1344.09	3.06	12	1341.03	1340.96	7	1.00%	COVER PLATES TEMPORARY REQ'D
740	24+49.85	44.3	' RT	-	-	-	-	-	-	-	-	15	1347.50	-	-	-	15-INCH AEW CPRC REQ'D
745	23+64.00	25.4	' LT	103.5	740	-	H-S	4-FT	1352.74	1351.91	3.89	15	1348.02	1347.50	104	0.50%	FLAT SLAB TOP REQ'D
750	23+33.50	23.5	' LT	23.2	745	2X2.5-FT	T	-	1352.65	1351.73	3.59	15	1348.14	1348.02	23	0.52%	
755	23+31.55	31.2	' LT	8.0	750	2X2.5-FT	T	-	1352.64	1351.72	3.54	12	1348.18	1348.14	8	0.50%	
780	21+92.00	26.8	' LT	74.0	515	-	H	5-FT	1354.67	1353.84	4.18	12	1349.66	1348.92	74	1.00%	FLAT SLAB TOP REQ'D
781	21+99.00	24.6	' LT	9.1	780	2X3-FT	H-S	-	1354.65	1353.82	4.07	12	1349.75	1349.66	9	1.00%	
785	22+00.00	1.5	' LT	26.9	780	2X3-FT	H	-	1355.00	1354.17	4.24	12	1349.93	1349.66	27	1.00%	COVER PLATES TEMPORARY REQ'D



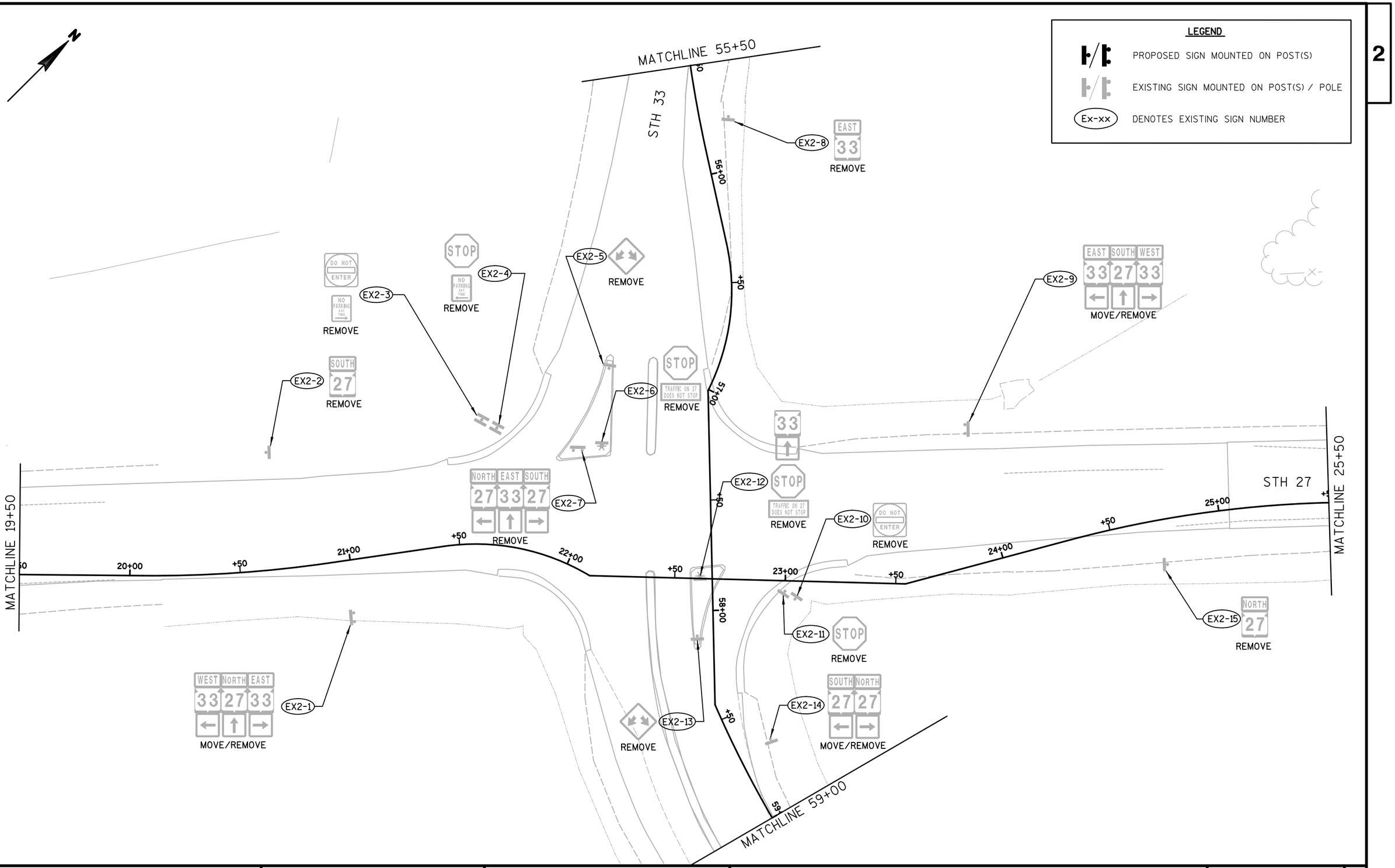
NOTE:
UNDERDRAIN TO BE INSTALLED 50 FEET ON EACH SIDE OF LOW POINT INLETS.
SEE MISCELLANEOUS QUANTITIES FOR EXACT LOCATIONS.

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	STORM SEWER	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\022501_ss.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

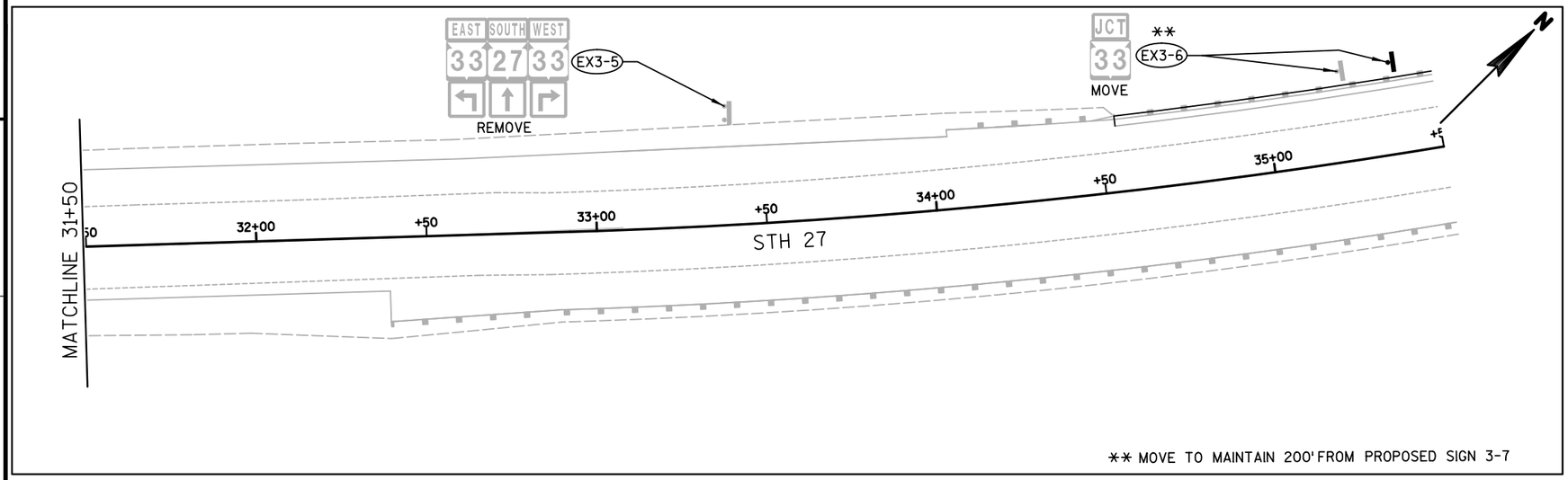


PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	SIGN REMOVAL DETAILS	SHEET 44	E



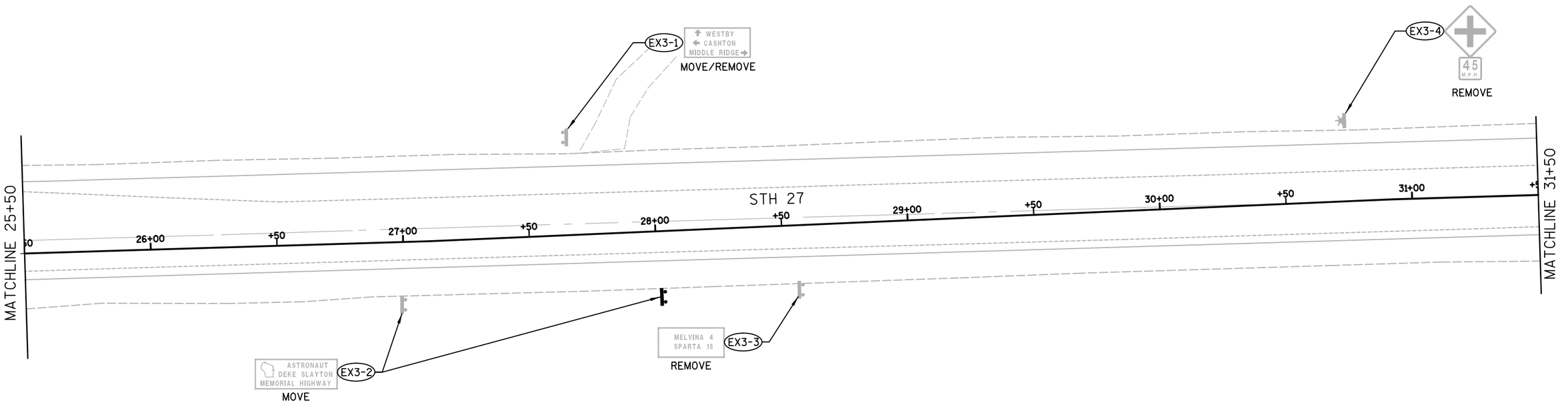
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	SIGN REMOVAL DETAILS	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\023202_ps.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



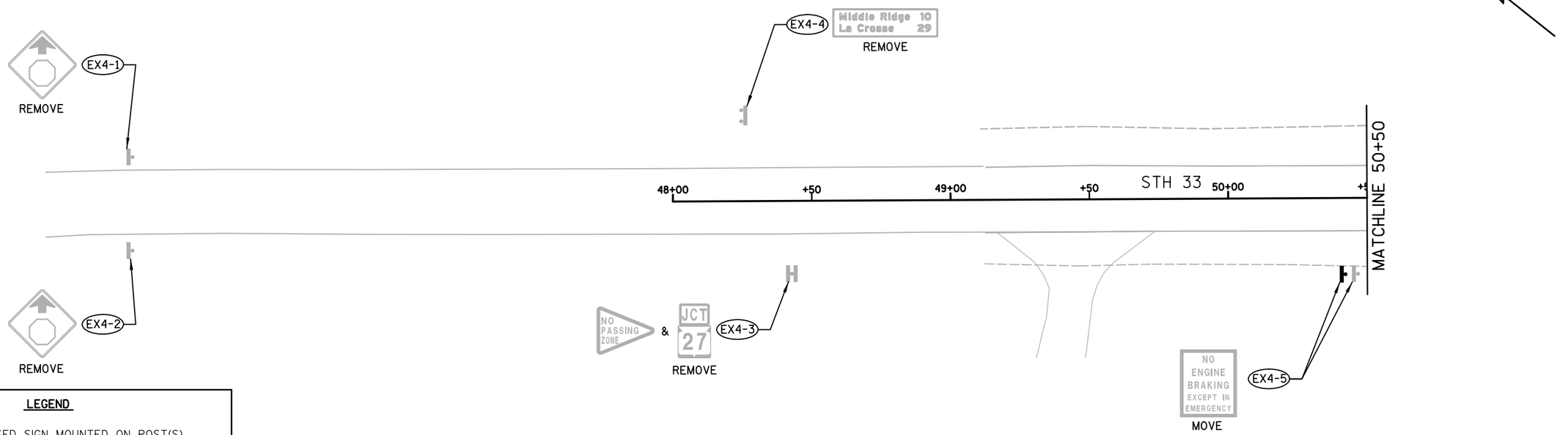
LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON POST(S) / POLE
- Ex-xx — DENOTES EXISTING SIGN NUMBER



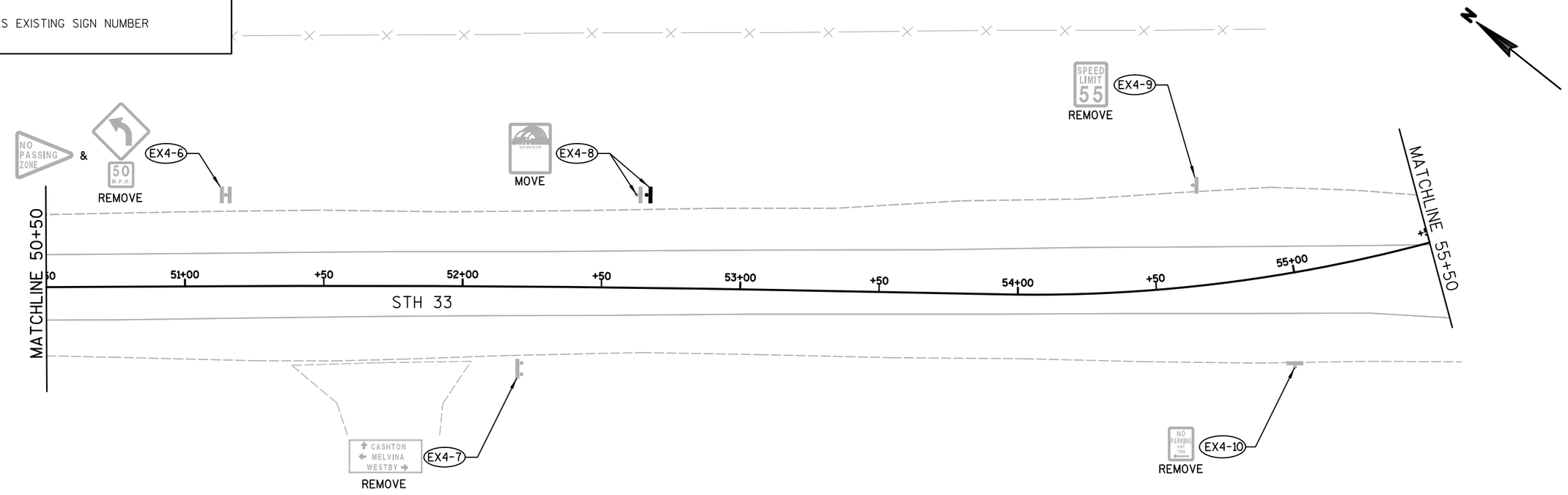
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	SIGN REMOVAL DETAILS	SHEET 46	E

2



LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON POST(S) / POLE
- Ex-xx — DENOTES EXISTING SIGN NUMBER



PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	SIGN REMOVAL DETAILS	SHEET 47	E

2

N

MATCHLINE 59+00

00

+50

60+00

+50

61+00

+50

62+00

+50

63+00

+50

64+00

+50

65+

STH 33

MIDDLE RIDGE
WESTBY
MELVINA

EX5-2

MOVE/REMOVE

SOUTH WEST NORTH
27 33 27

EX5-4

REMOVE

EX5-6

REMOVE

Cashton
POPULATION 1,102

EX5-3

MOVE

SPEED LIMIT 40

EX5-1

REMOVE

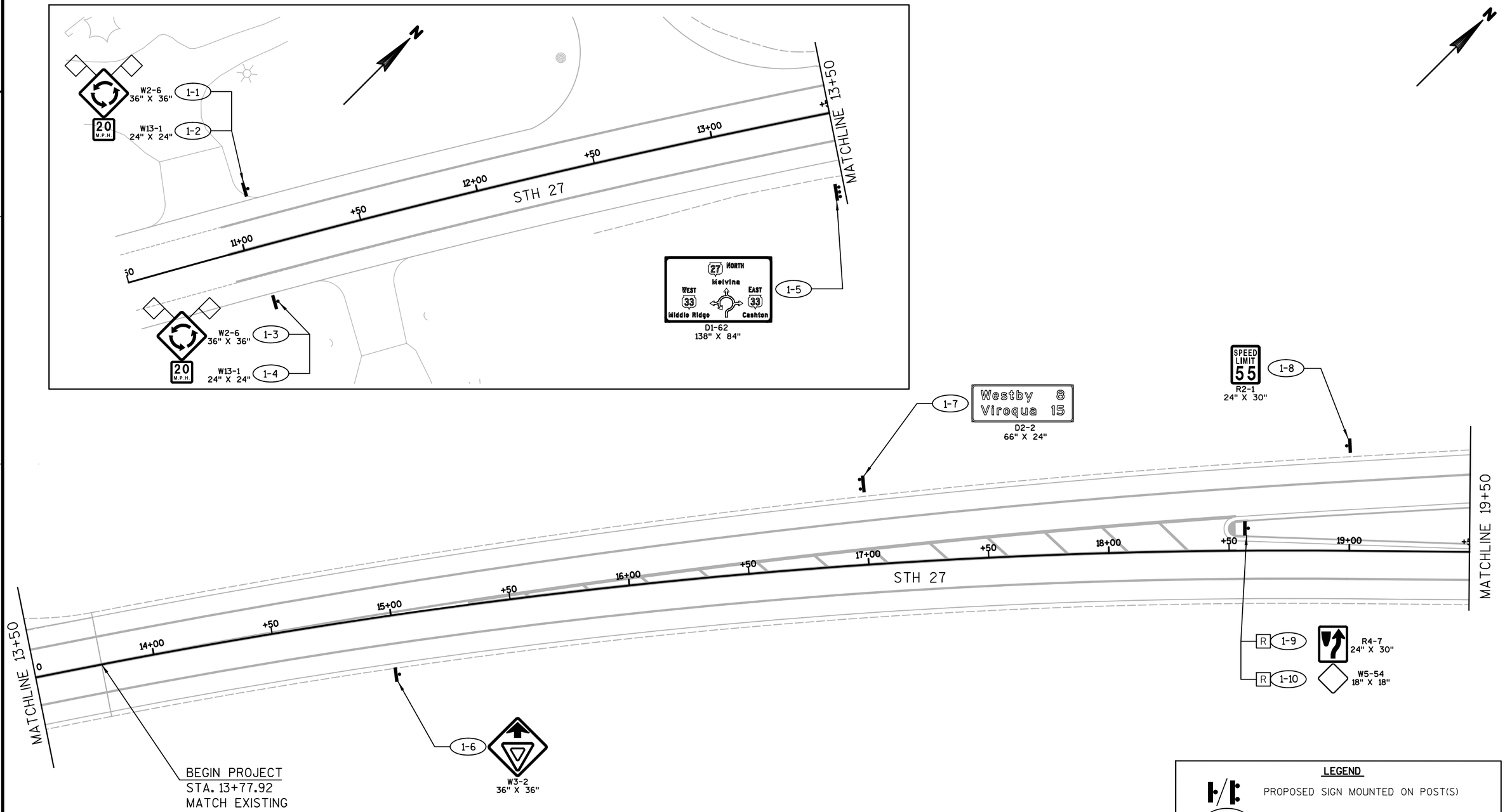
EX5-5

REMOVE

LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON POST(S) / POLE
- Ex-xx — DENOTES EXISTING SIGN NUMBER

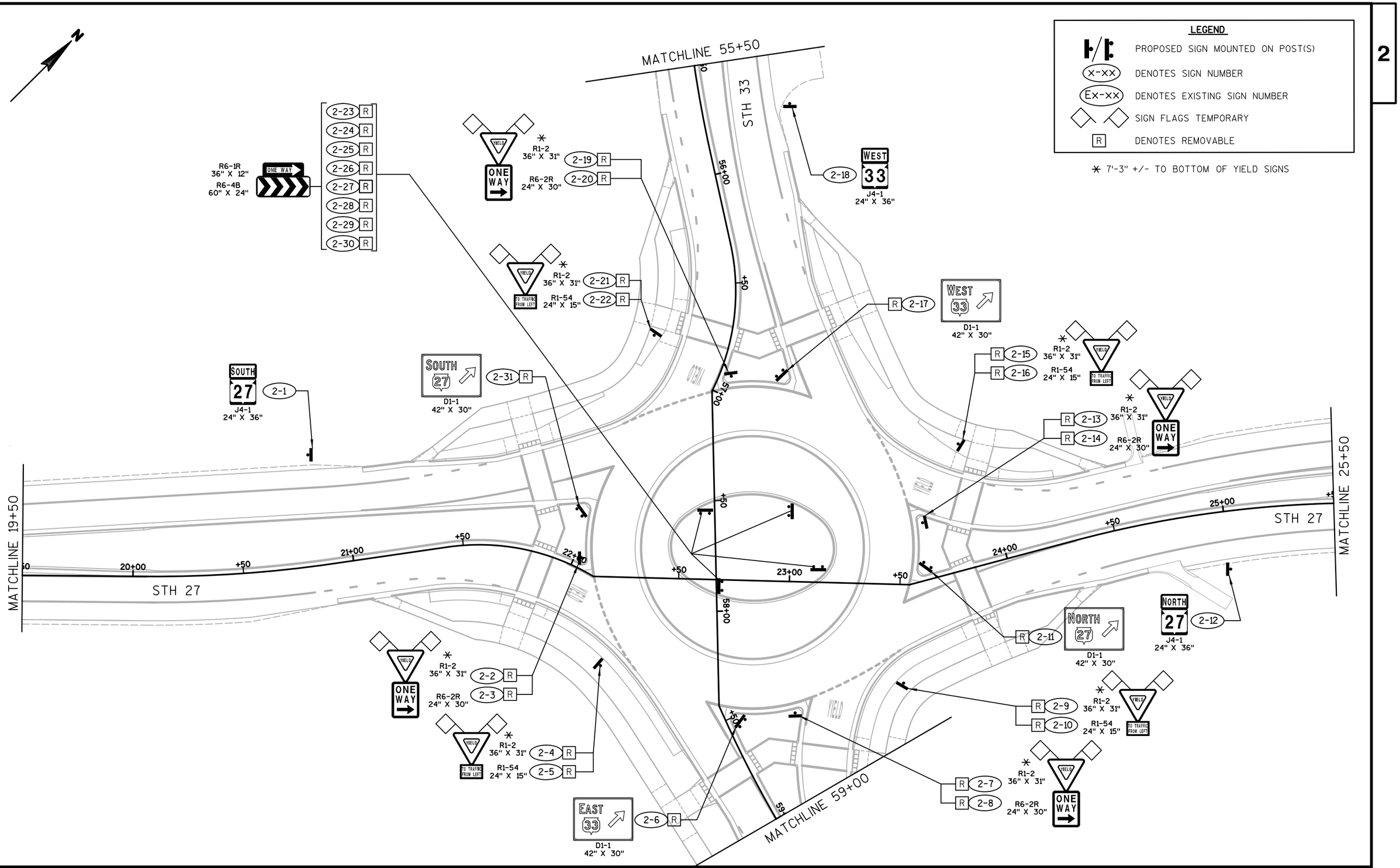
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	SIGN REMOVAL DETAILS	SHEET 48	E



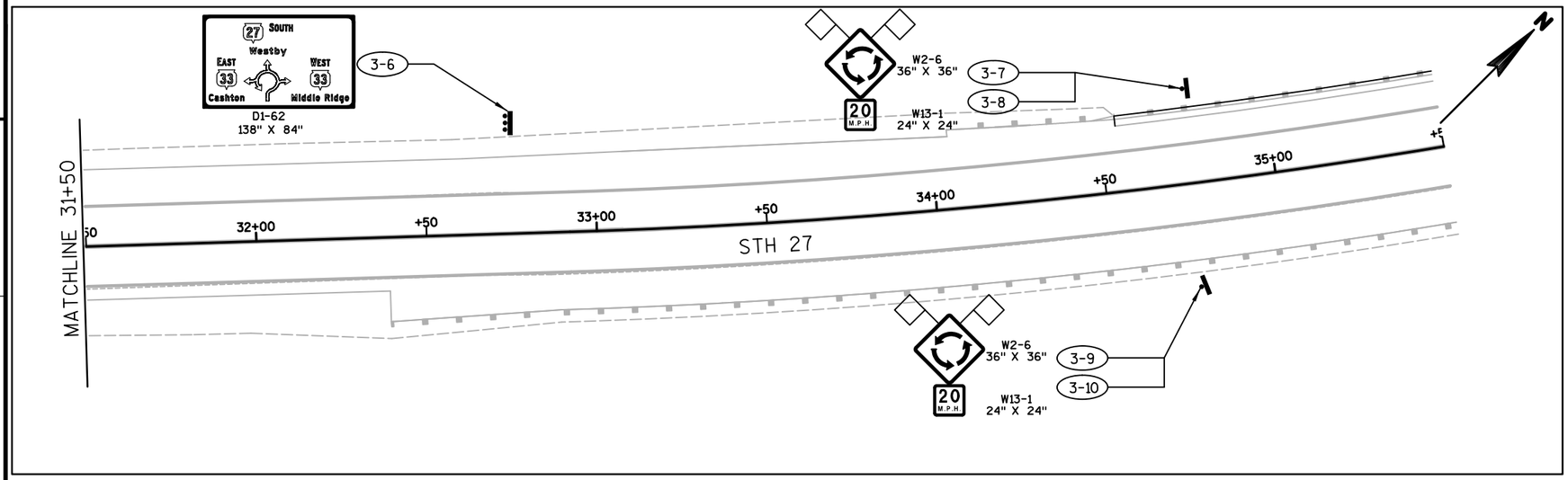
LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- X-XX — DENOTES SIGN NUMBER
- Ex-xx — DENOTES EXISTING SIGN NUMBER
- SIGN FLAGS TEMPORARY
- R — DENOTES REMOVABLE

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	PERMANENT SIGNING	SHEET 49	E

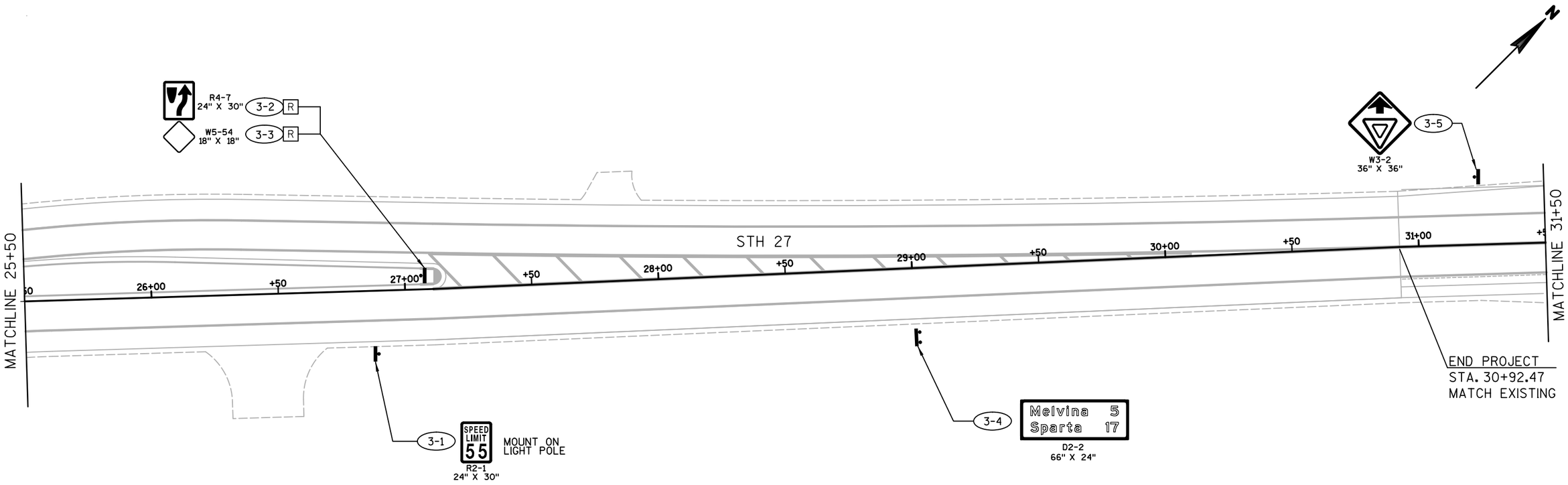


PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	PERMANENT SIGNING	SHEET 50	E



LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- x-xx — DENOTES SIGN NUMBER
- Ex-xx — DENOTES EXISTING SIGN NUMBER
- SIGN FLAGS TEMPORARY
- R — DENOTES REMOVABLE

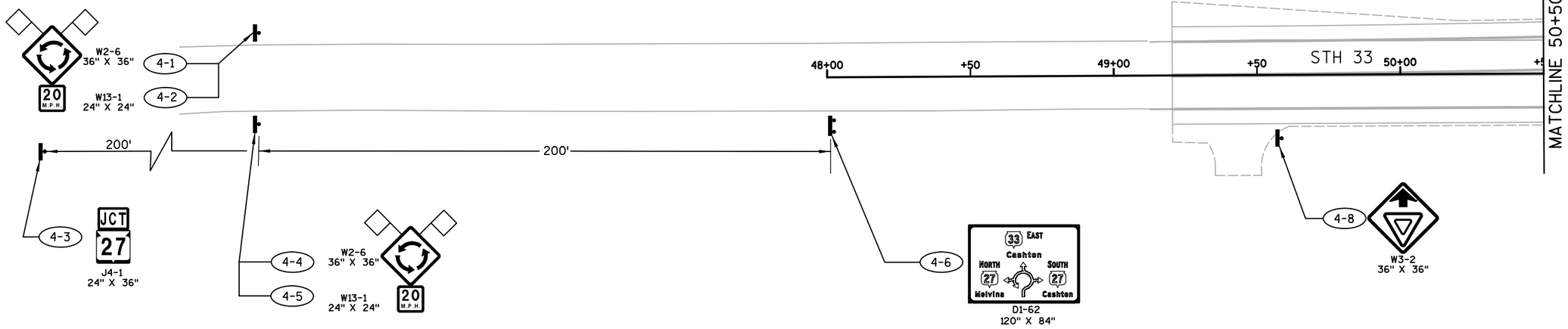


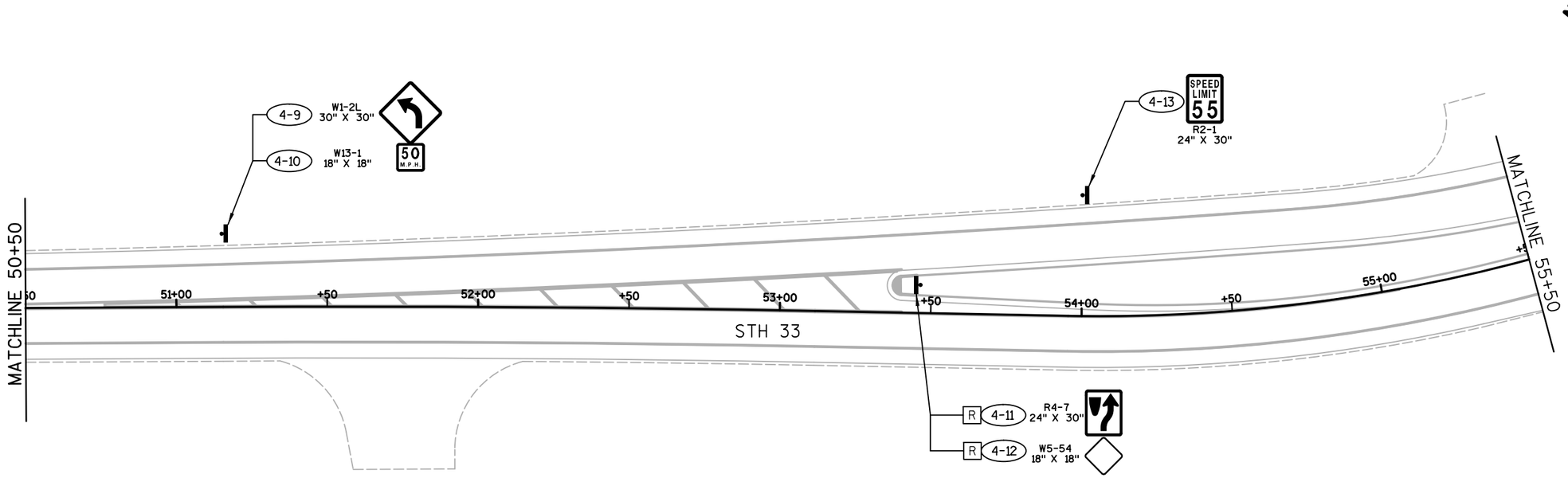
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	PERMANENT SIGNING	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\023208_ps.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEGEND

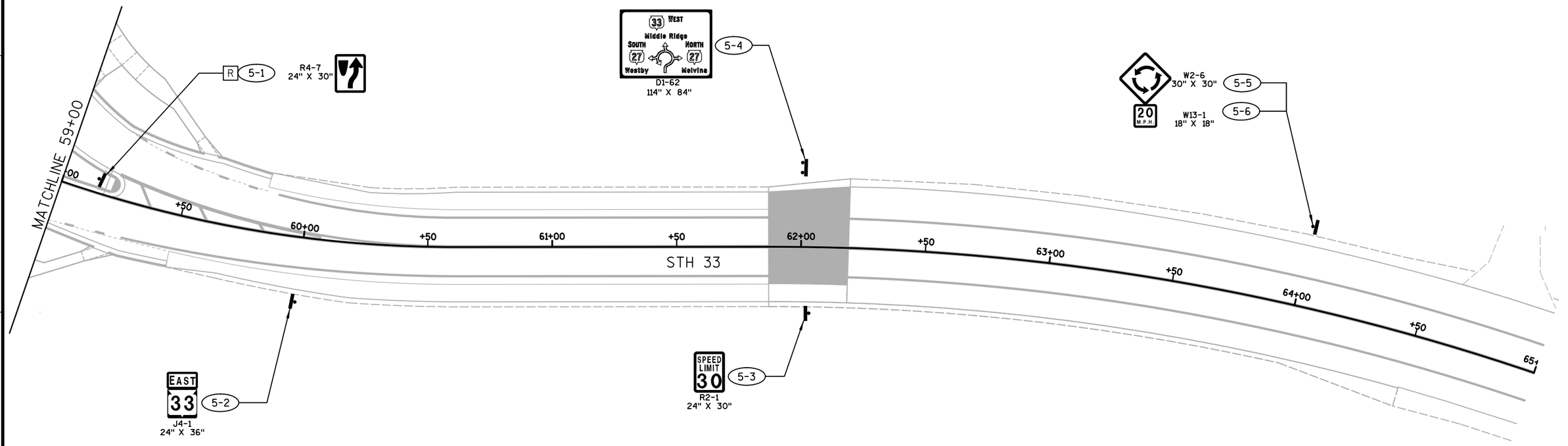
- PROPOSED SIGN MOUNTED ON POST(S)
- X-XX — DENOTES SIGN NUMBER
- EX-XX — DENOTES EXISTING SIGN NUMBER
- SIGN FLAGS TEMPORARY
- R — DENOTES REMOVABLE





PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	PERMANENT SIGNING	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\023209_ps.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



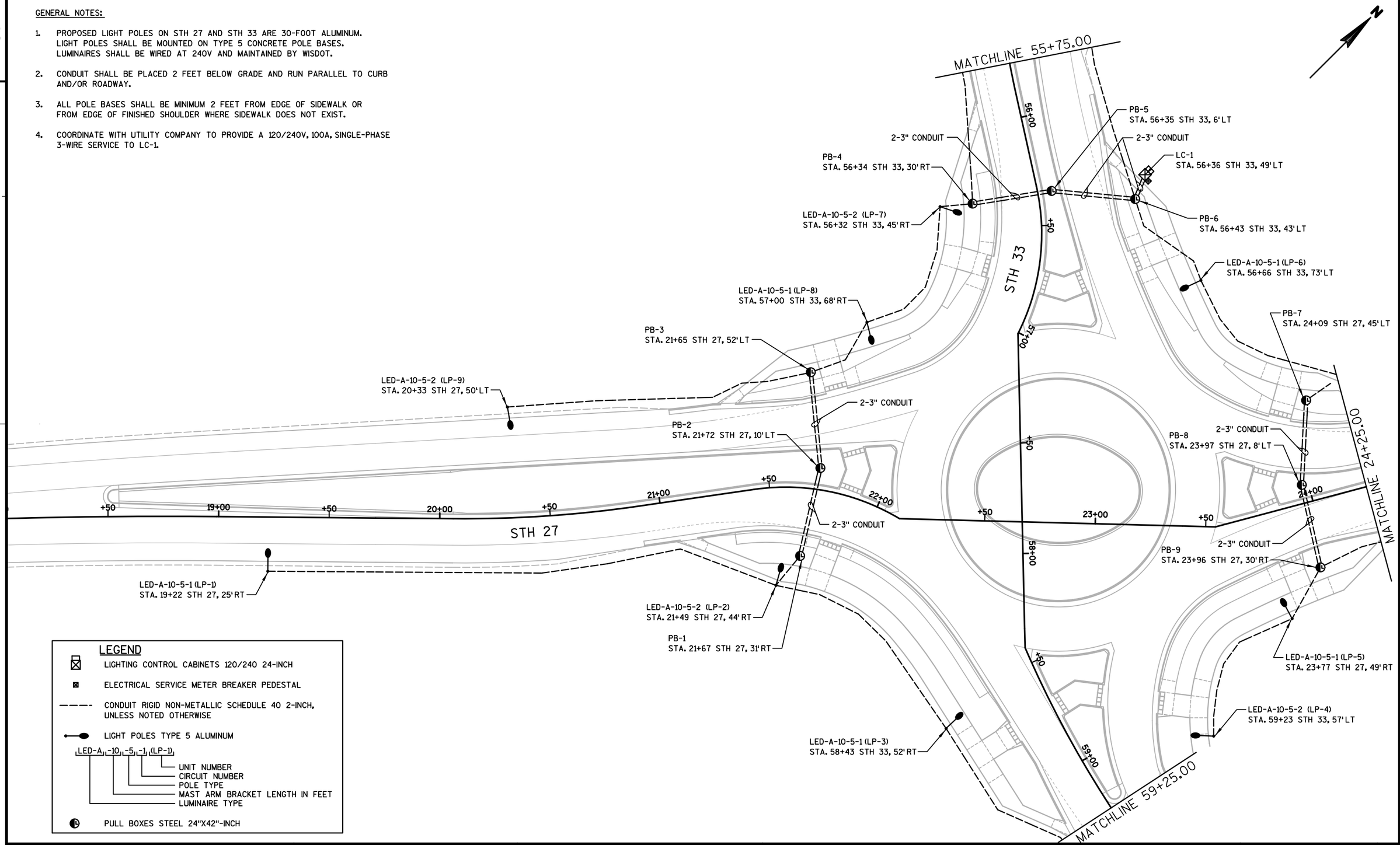
LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- (x-xx) DENOTES SIGN NUMBER
- (Ex-xx) DENOTES EXISTING SIGN NUMBER
- SIGN FLAGS TEMPORARY
- [R] DENOTES REMOVABLE

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	PERMANENT SIGNING	SHEET 53	E

GENERAL NOTES:

1. PROPOSED LIGHT POLES ON STH 27 AND STH 33 ARE 30-FOOT ALUMINUM. LIGHT POLES SHALL BE MOUNTED ON TYPE 5 CONCRETE POLE BASES. LUMINAIRES SHALL BE WIRED AT 240V AND MAINTAINED BY WISDOT.
2. CONDUIT SHALL BE PLACED 2 FEET BELOW GRADE AND RUN PARALLEL TO CURB AND/OR ROADWAY.
3. ALL POLE BASES SHALL BE MINIMUM 2 FEET FROM EDGE OF SIDEWALK OR FROM EDGE OF FINISHED SHOULDER WHERE SIDEWALK DOES NOT EXIST.
4. COORDINATE WITH UTILITY COMPANY TO PROVIDE A 120/240V, 100A, SINGLE-PHASE 3-WIRE SERVICE TO LC-1.



LEGEND

- LIGHTING CONTROL CABINETS 120/240 24-INCH
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT RIGID NON-METALLIC SCHEDULE 40 2-INCH, UNLESS NOTED OTHERWISE
- LIGHT POLES TYPE 5 ALUMINUM
- LED-A-10-5-1-(LP-1)
  - UNIT NUMBER
  - CIRCUIT NUMBER
  - POLE TYPE
  - MAST ARM BRACKET LENGTH IN FEET
  - LUMINAIRE TYPE
- PULL BOXES STEEL 24"X42"-INCH

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	LIGHTING	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\023501_lp.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

GENERAL NOTES:

1. PROPOSED LIGHT POLES ON STH 27 AND STH 33 ARE 30-FOOT ALUMINUM. LIGHT POLES SHALL BE MOUNTED ON TYPE 5 CONCRETE POLE BASES. LUMINAIRES SHALL BE WIRED AT 240V AND MAINTAINED BY WISDOT.
2. CONDUIT SHALL BE PLACED 2 FEET BELOW GRADE AND RUN PARALLEL TO CURB AND/OR ROADWAY.
3. ALL POLE BASES SHALL BE MINIMUM 2 FEET FROM EDGE OF SIDEWALK OR FROM EDGE OF FINISHED SHOULDER WHERE SIDEWALK DOES NOT EXIST.
4. COORDINATE WITH UTILITY COMPANY TO PROVIDE A 120/240V, 100A, SINGLE-PHASE 3-WIRE SERVICE TO LC-1.

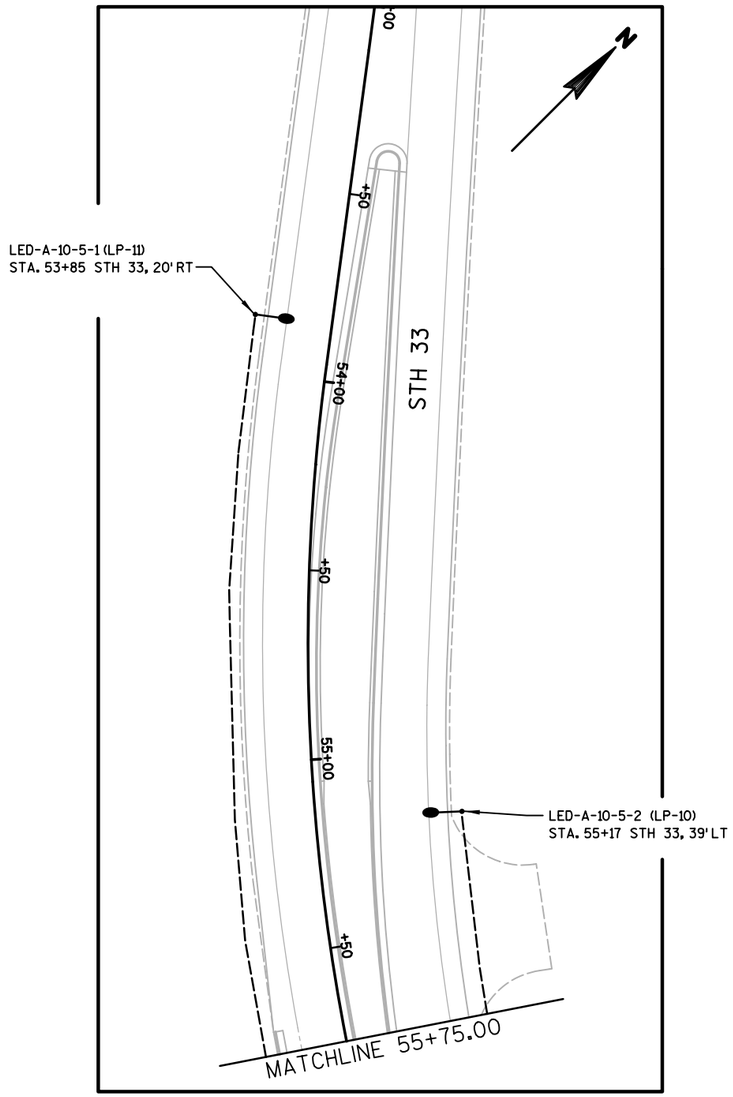
LEGEND

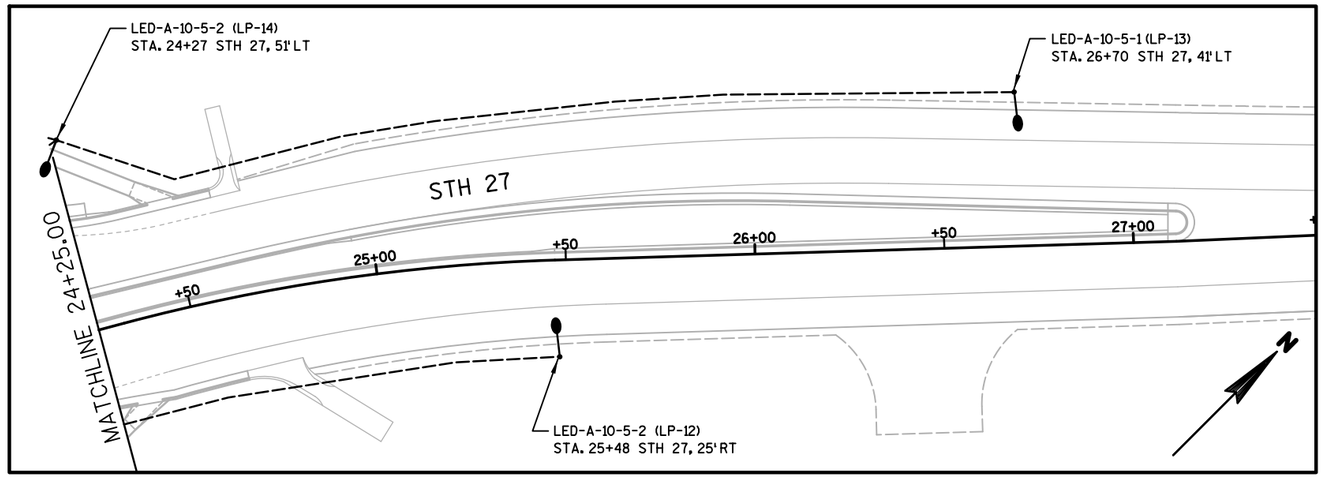
- LIGHTING CONTROL CABINETS 120/240 24-INCH
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT RIGID NON-METALLIC SCHEDULE 40 2-INCH, UNLESS NOTED OTHERWISE
- LIGHT POLES TYPE 5 ALUMINUM

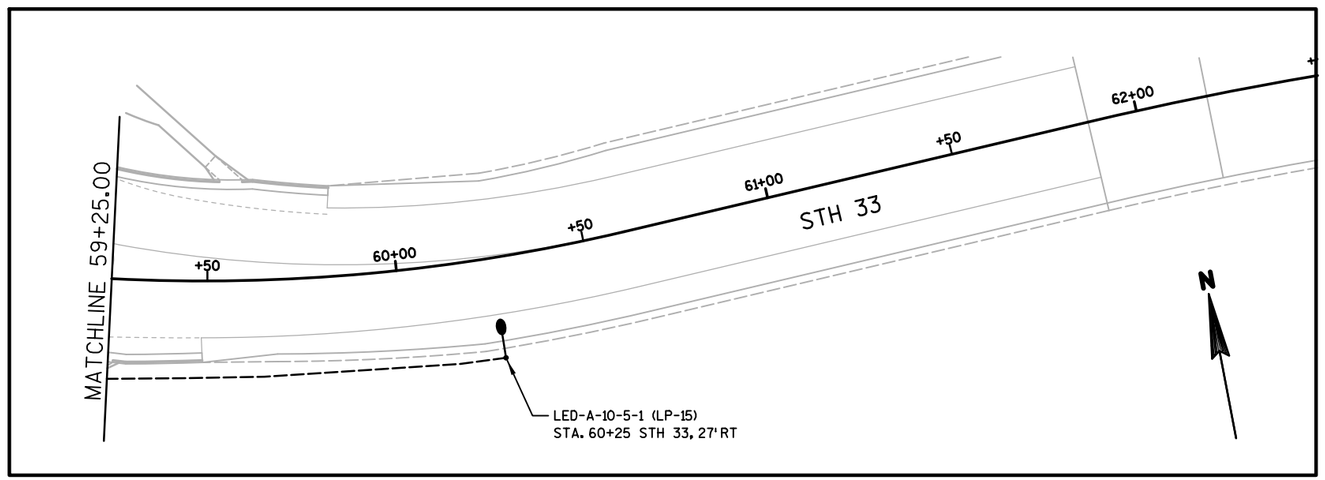
LED-A-10-5-1 (LP-1)

- UNIT NUMBER
- CIRCUIT NUMBER
- POLE TYPE
- MAST ARM BRACKET LENGTH IN FEET
- LUMINAIRE TYPE

- PULL BOXES STEEL 24"X42"-INCH

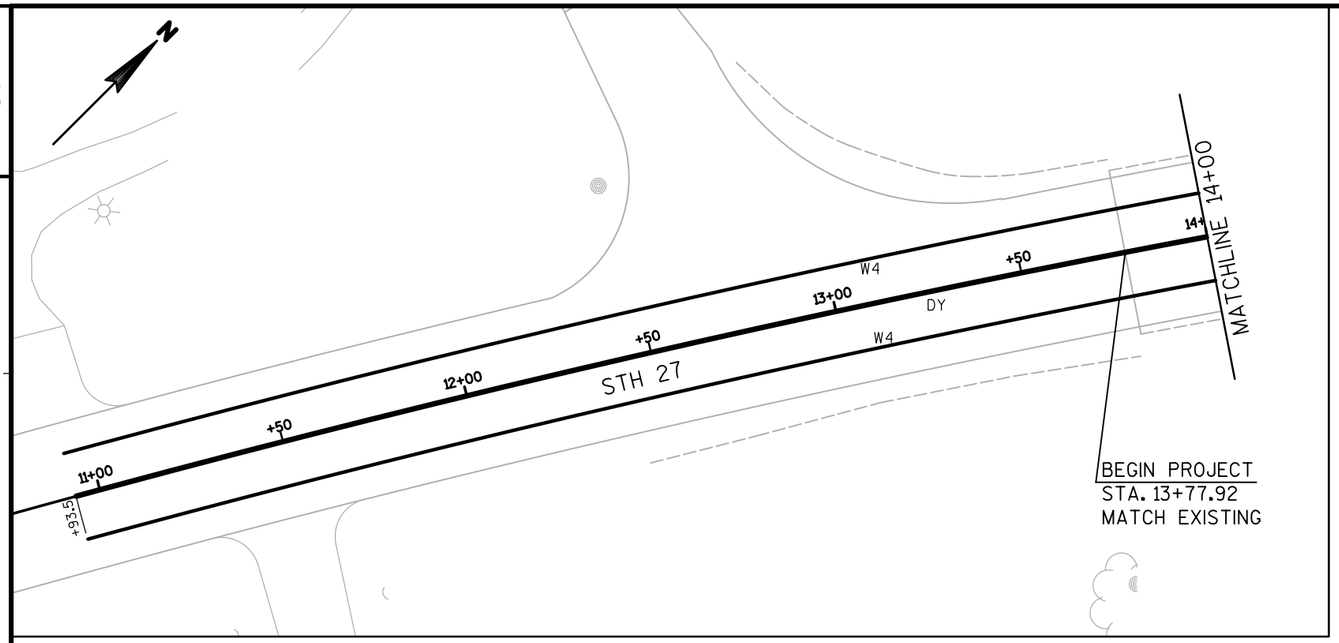






PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	LIGHTING	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\023502_lp.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



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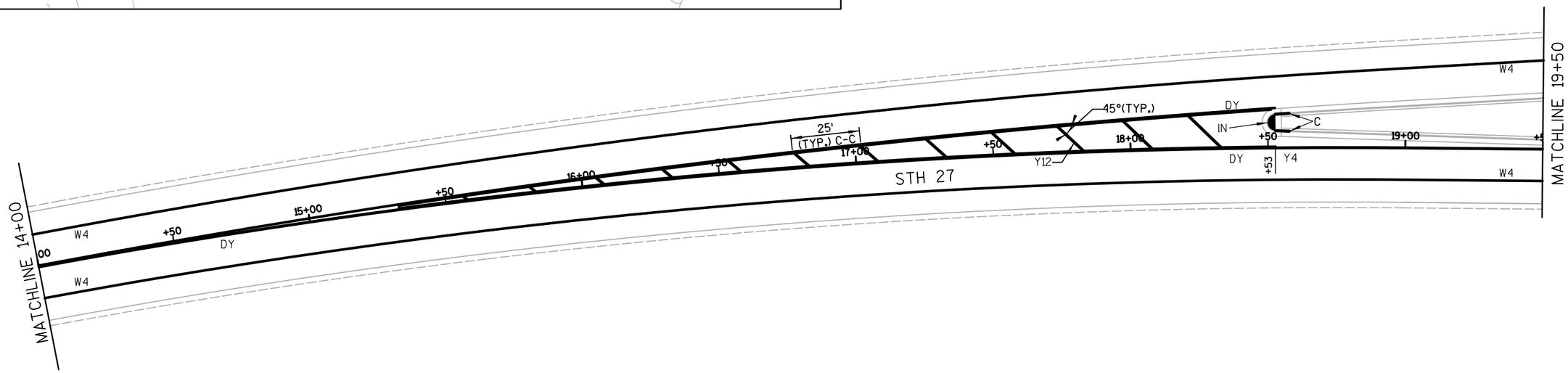
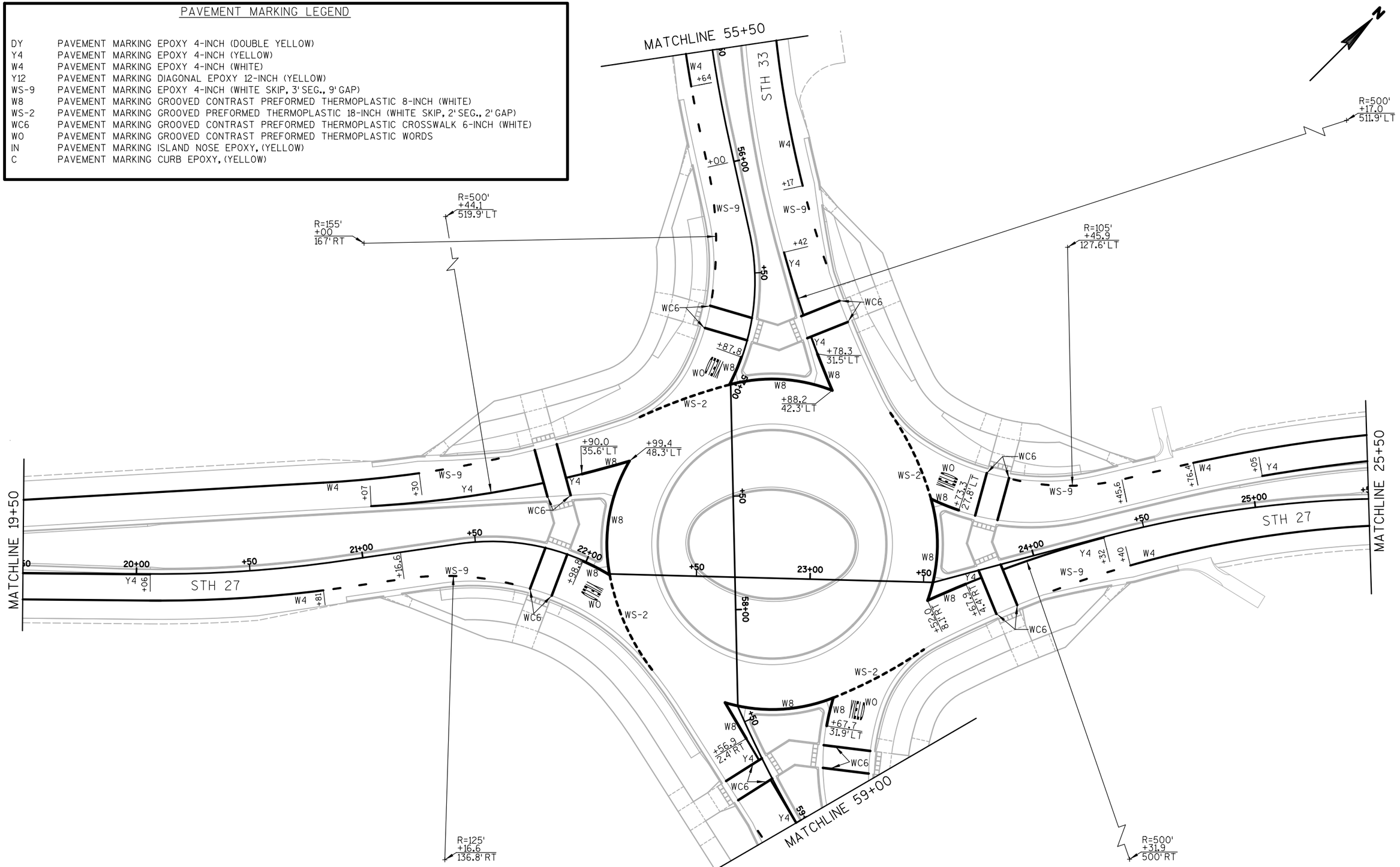


PAVEMENT MARKING LEGEND

DY	PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW)
Y4	PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
W4	PAVEMENT MARKING EPOXY 4-INCH (WHITE)
Y12	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
WS-9	PAVEMENT MARKING EPOXY 4-INCH (WHITE SKIP, 3'SEG., 9'GAP)
W8	PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC 8-INCH (WHITE)
WS-2	PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC 18-INCH (WHITE SKIP, 2'SEG., 2'GAP)
WC6	PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC CROSSWALK 6-INCH (WHITE)
WO	PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC WORDS
IN	PAVEMENT MARKING ISLAND NOSE EPOXY, (YELLOW)
C	PAVEMENT MARKING CURB EPOXY, (YELLOW)

PAVEMENT MARKING LEGEND

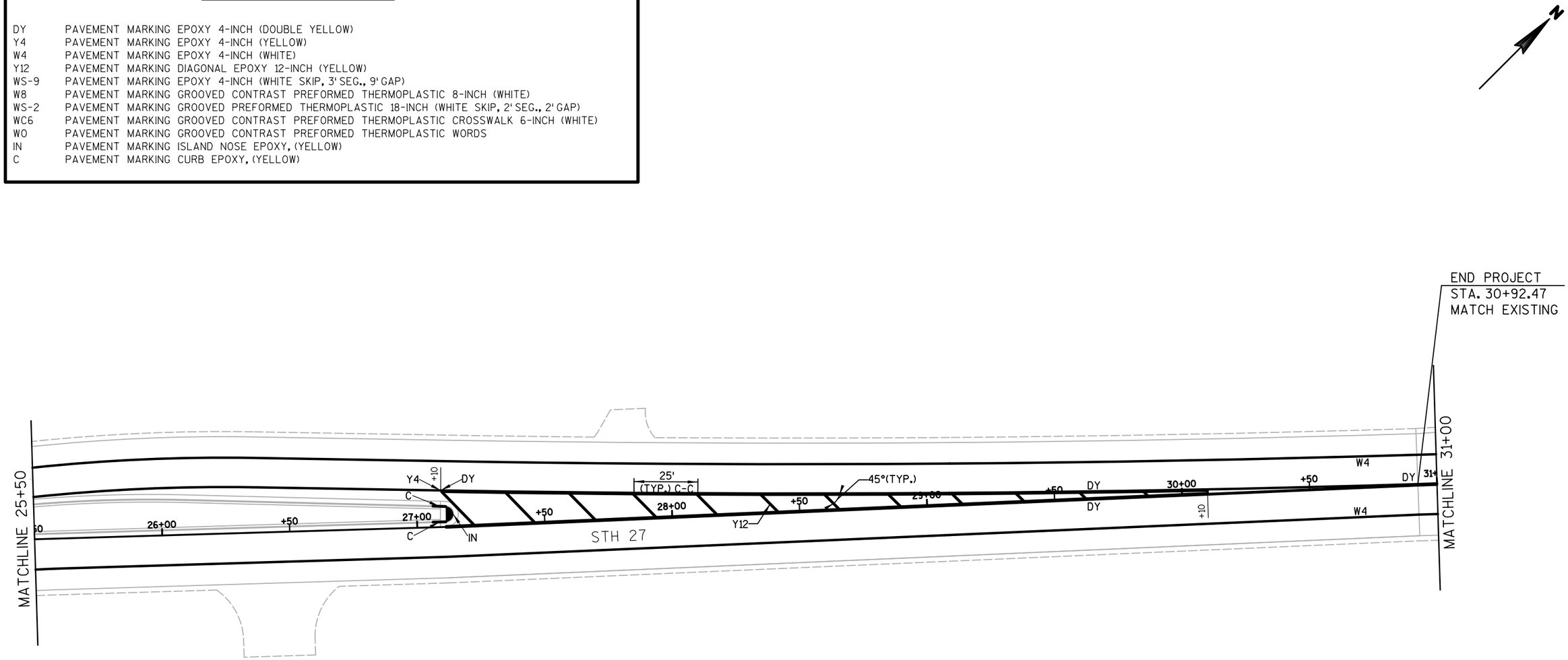
DY	PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW)
Y4	PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
W4	PAVEMENT MARKING EPOXY 4-INCH (WHITE)
Y12	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
WS-9	PAVEMENT MARKING EPOXY 4-INCH (WHITE SKIP, 3'SEG., 9'GAP)
W8	PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC 8-INCH (WHITE)
WS-2	PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC 18-INCH (WHITE SKIP, 2'SEG., 2'GAP)
WC6	PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC CROSSWALK 6-INCH (WHITE)
WO	PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC WORDS
IN	PAVEMENT MARKING ISLAND NOSE EPOXY, (YELLOW)
C	PAVEMENT MARKING CURB EPOXY, (YELLOW)

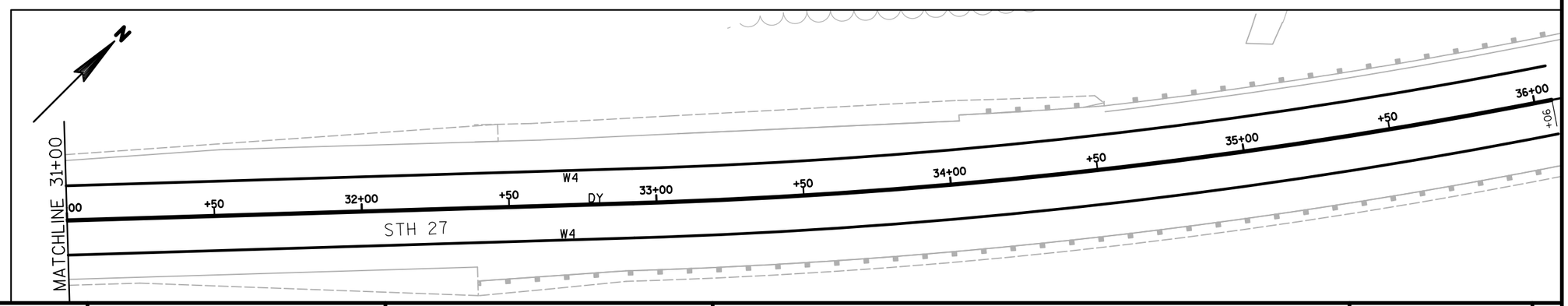


PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	PAVEMENT MARKING	SHEET 57	E

PAVEMENT MARKING LEGEND

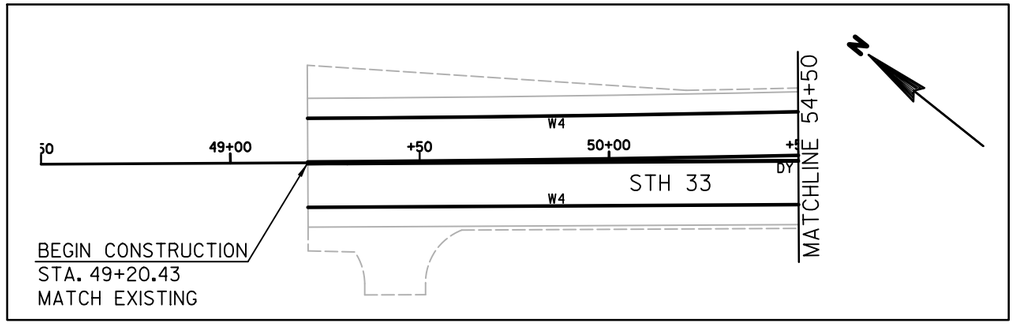
DY	PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW)
Y4	PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
W4	PAVEMENT MARKING EPOXY 4-INCH (WHITE)
Y12	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
WS-9	PAVEMENT MARKING EPOXY 4-INCH (WHITE SKIP, 3'SEG., 9'GAP)
W8	PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC 8-INCH (WHITE)
WS-2	PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC 18-INCH (WHITE SKIP, 2'SEG., 2'GAP)
WC6	PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC CROSSWALK 6-INCH (WHITE)
WO	PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC WORDS
IN	PAVEMENT MARKING ISLAND NOSE EPOXY, (YELLOW)
C	PAVEMENT MARKING CURB EPOXY, (YELLOW)

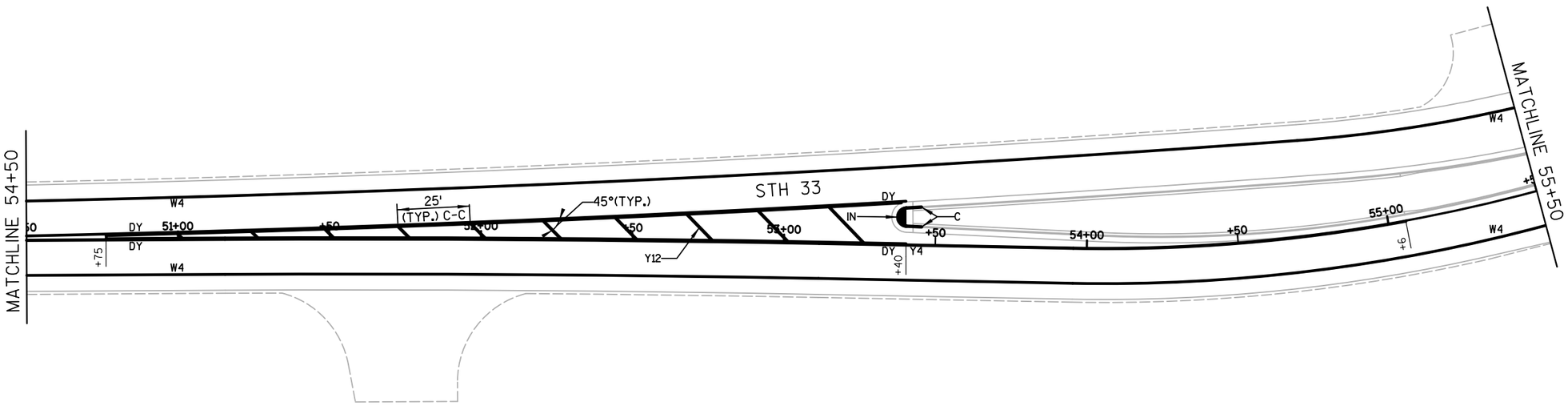




PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	PAVEMENT MARKING	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\024503_pm.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

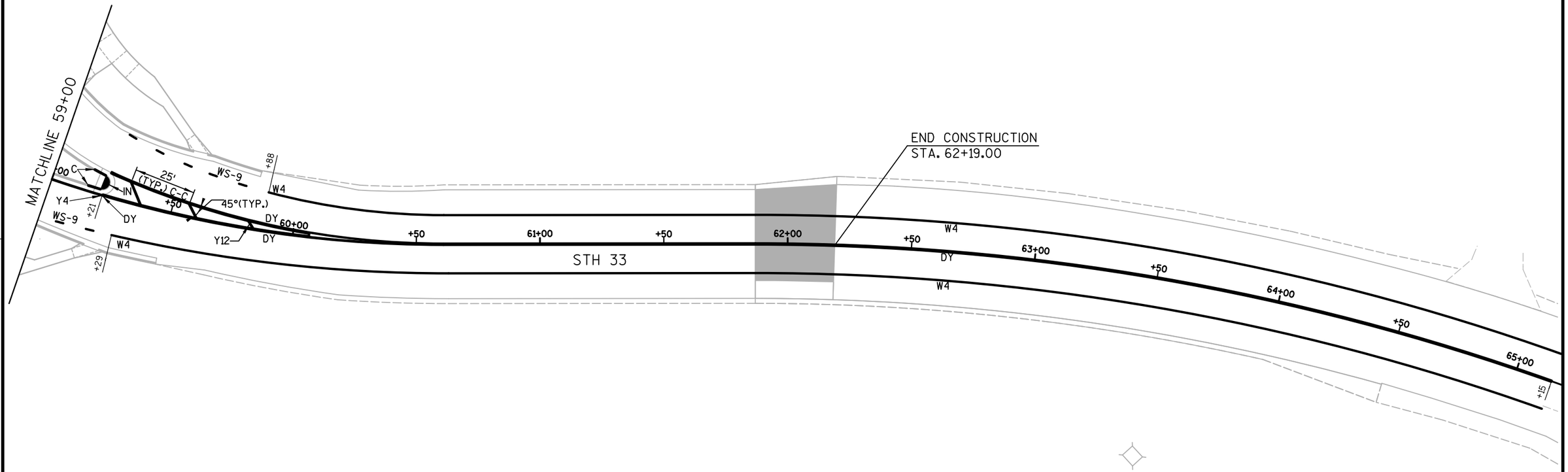




PAVEMENT MARKING LEGEND

DY	PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW)
Y4	PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
W4	PAVEMENT MARKING EPOXY 4-INCH (WHITE)
Y12	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
WS-9	PAVEMENT MARKING EPOXY 4-INCH (WHITE SKIP, 3'SEG., 9'GAP)
W8	PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC 8-INCH (WHITE)
WS-2	PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC 18-INCH (WHITE SKIP, 2'SEG., 2'GAP)
WC6	PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC CROSSWALK 6-INCH (WHITE)
WO	PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC WORDS
IN	PAVEMENT MARKING ISLAND NOSE EPOXY, (YELLOW)
C	PAVEMENT MARKING CURB EPOXY, (YELLOW)

2



PAVEMENT MARKING LEGEND

DY	PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW)
Y4	PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
W4	PAVEMENT MARKING EPOXY 4-INCH (WHITE)
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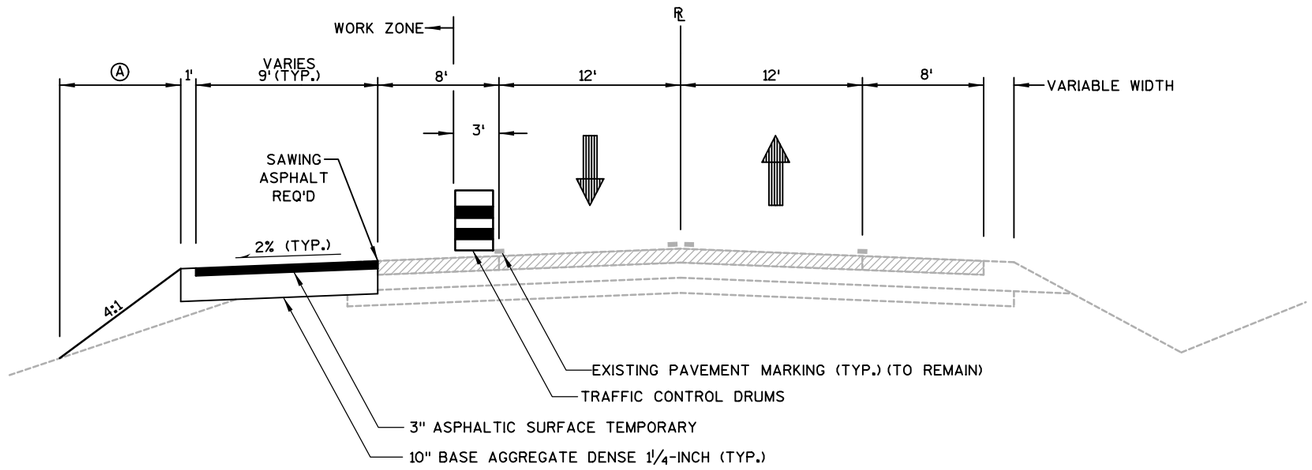
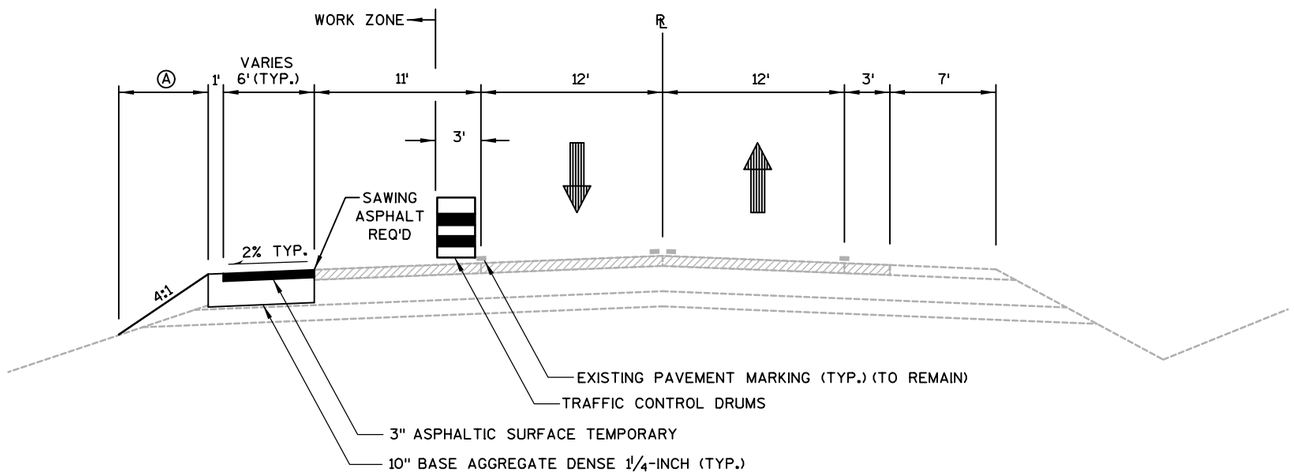
WO	PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC WORDS
IN	PAVEMENT MARKING ISLAND NOSE EPOXY, (YELLOW)
C	PAVEMENT MARKING CURB EPOXY, (YELLOW)



CONSTRUCTION STAGE 1 TYPICAL SECTION - STH 27

STA. 12+99.00 EX - STA. 22+40.00 EX

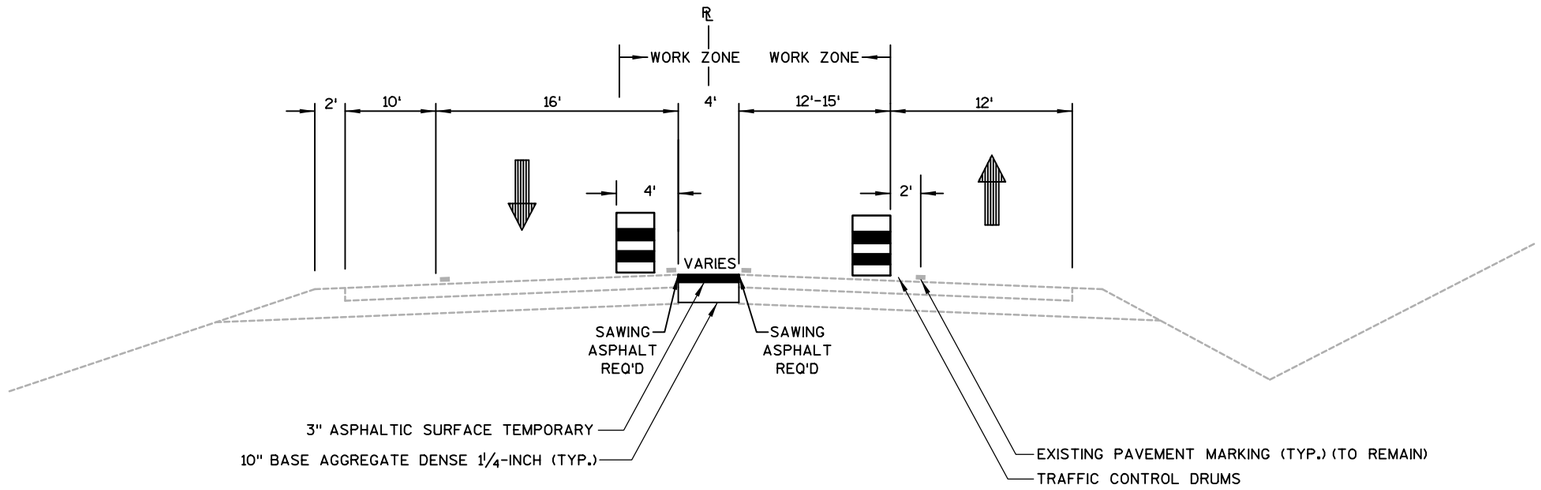


CONSTRUCTION STAGE 1 TYPICAL SECTION - STH 27

STA. 22+40.00 EX - STA. 32+88.4 EX

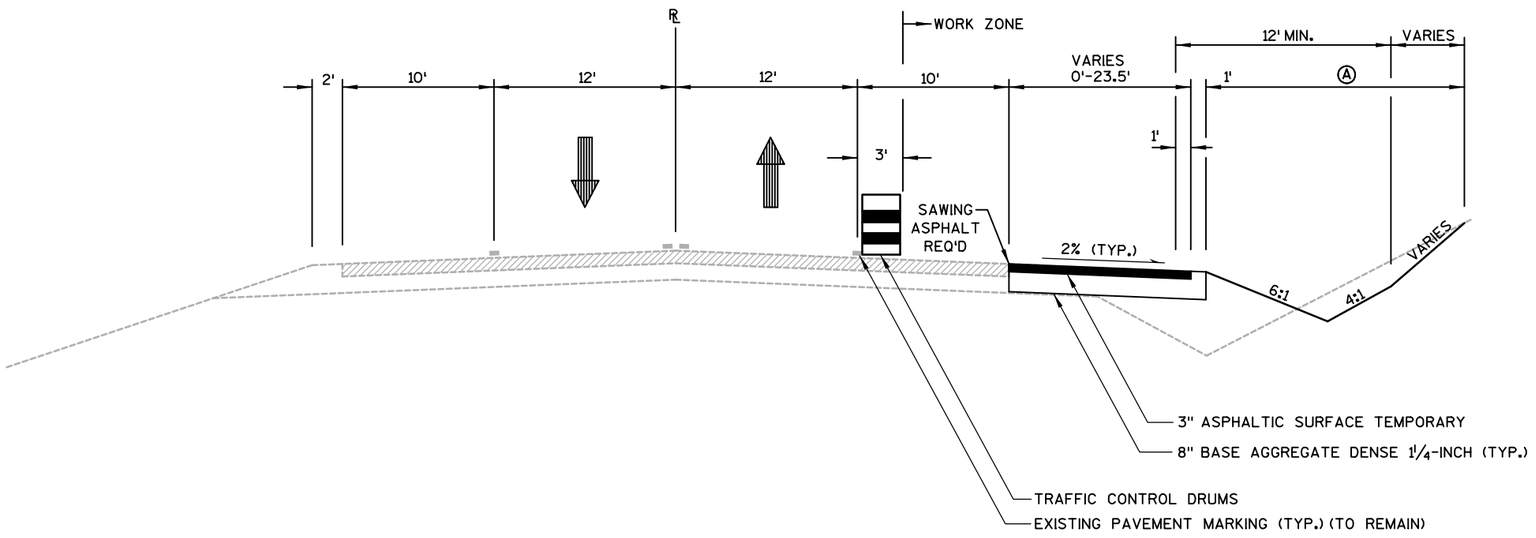
Ⓐ SEEDING TEMPORARY, MULCHING

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CONSTRUCTION STAGING - STAGE 1 TYPICAL SECTIONS	SHEET 61	E



CONSTRUCTION STAGE 1 TYPICAL SECTION - STH 33

STA. 50+25.46 EX - STA. 51+20.08 EX



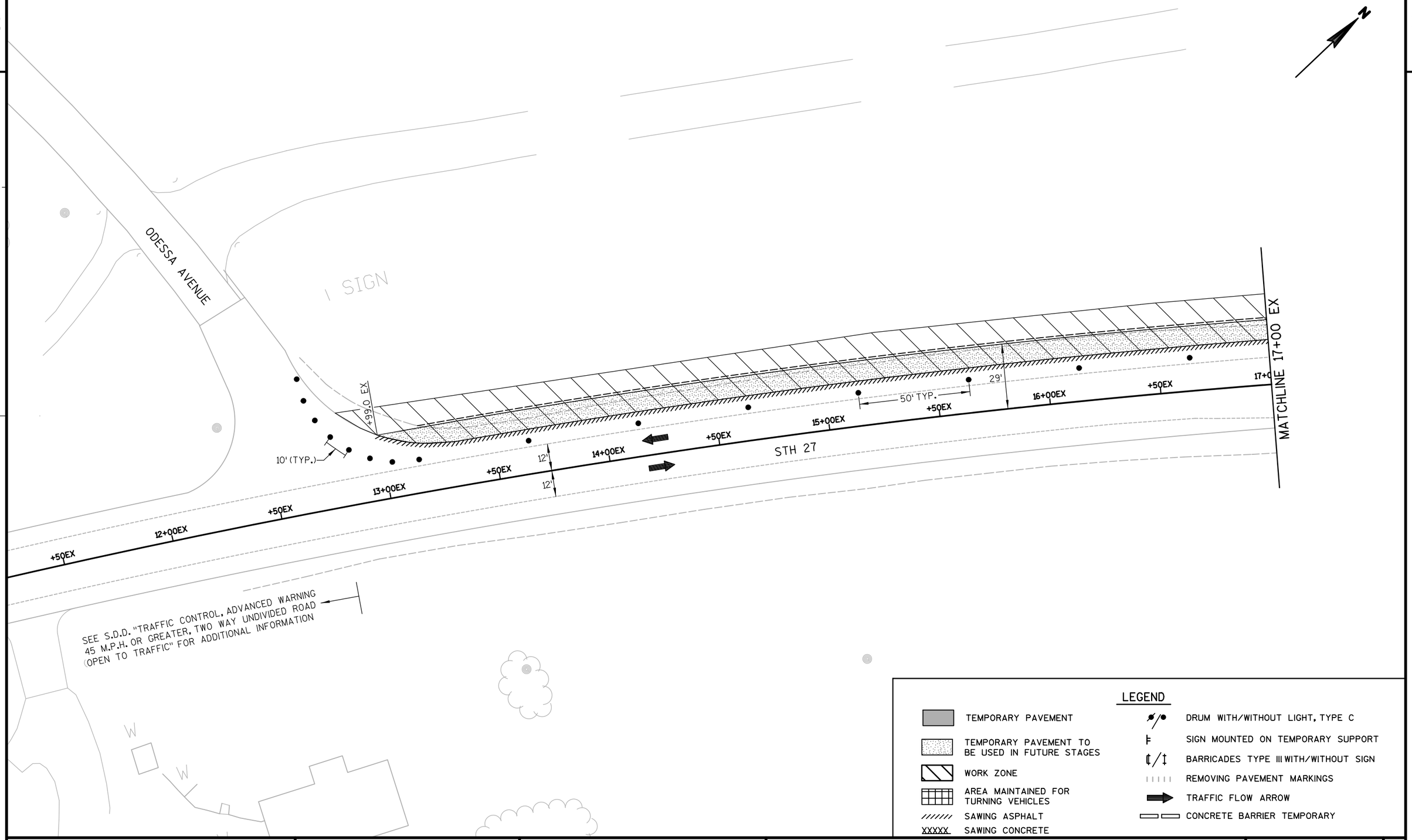
CONSTRUCTION STAGE 1 TYPICAL SECTION - STH 33

STA. 50+78.30 EX - STA. 56+54.40 EX

Ⓐ SEEDING TEMPORARY, MULCHING

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CONSTRUCTION STAGING - STAGE 1 TYPICAL SECTIONS	SHEET 62	E

2



PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CONSTRUCTION STAGING - STAGE 1	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\026001_S1.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

2

SIGN

RIGHT SHOULDER CLOSED W21-5A

SEE S.D.D. "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" FOR ADDITIONAL INFORMATION

ROAD CLOSED R11-2 48" X 30"

REMOVING PAVEMENT REQ'D

REMOVING CURB AND GUTTER REQ'D

+49.4 EX

+83.4 EX

+03.5 EX

+19.3 EX

+23.5 EX

MATCHLINE 17+00 EX

0EX

+50EX

50' TYP.

18+00EX

+50EX

19+00EX

+50EX

12'

29'

20+00EX

+50EX

21+00EX

+50EX

22+00EX

25' TYP.

50+00EX

+50EX

MATCHLINE 22+75 EX

12'

11'

STH 27

REMOVING PAVEMENT REQ'D

50+00EX

55+00EX

**

+78.3 EX

STH 33

R=244'
+34.5 EX
215.8' LT

+20.1 EX

12'

33.4 EX
28.2' RT

RIGHT SHOULDER CLOSED W21-5A

MATCHLINE 51+50 EX

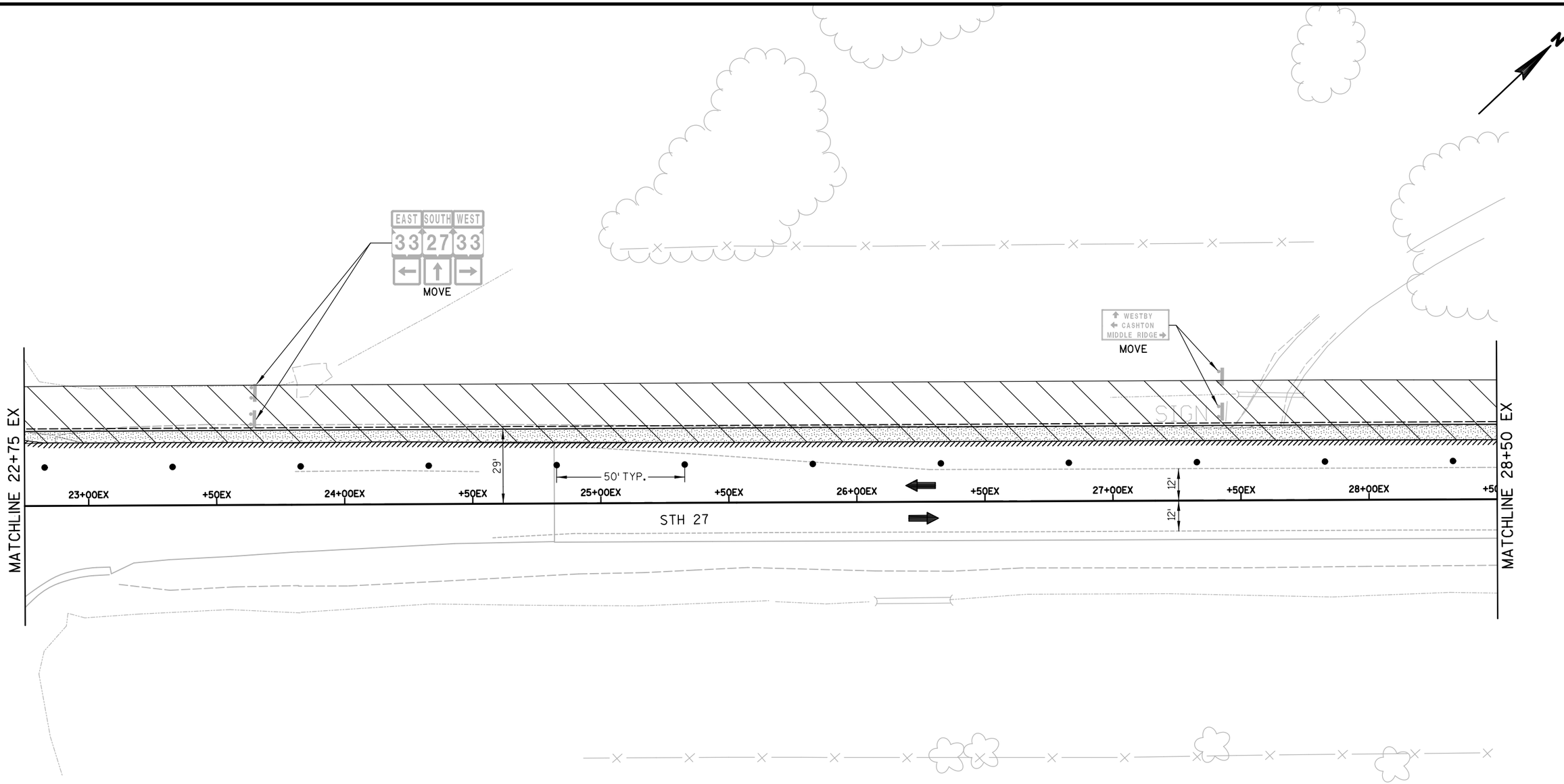
LEGEND

- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SAWING ASPHALT
- XXXXX SAWING CONCRETE
- DRUM WITH/WITHOUT LIGHT, TYPE C
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- CONCRETE BARRIER TEMPORARY

** WORK ALONG THE OUTSIDE SHOULDER AND INSIDE MEDIAN SHALL NOT BE CONSTRUCTED CONCURRENTLY. STAGING THIS WORK IS REQUIRED.

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CONSTRUCTION STAGING - STAGE 1	SHEET 64	E

2



LEGEND

- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SAWING ASPHALT
- SAWING CONCRETE
- DRUM WITH/WITHOUT LIGHT, TYPE C
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- CONCRETE BARRIER TEMPORARY

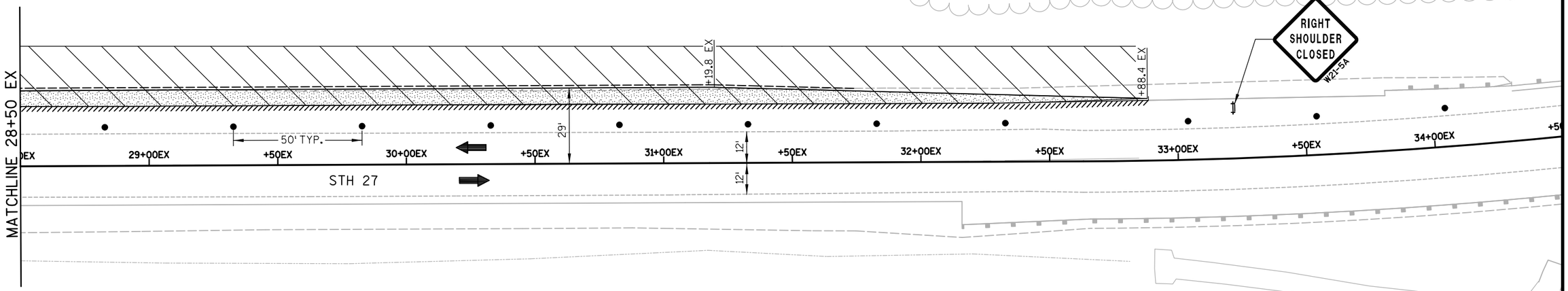
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CONSTRUCTION STAGING - STAGE 1	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\026003_S1.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

ANT.

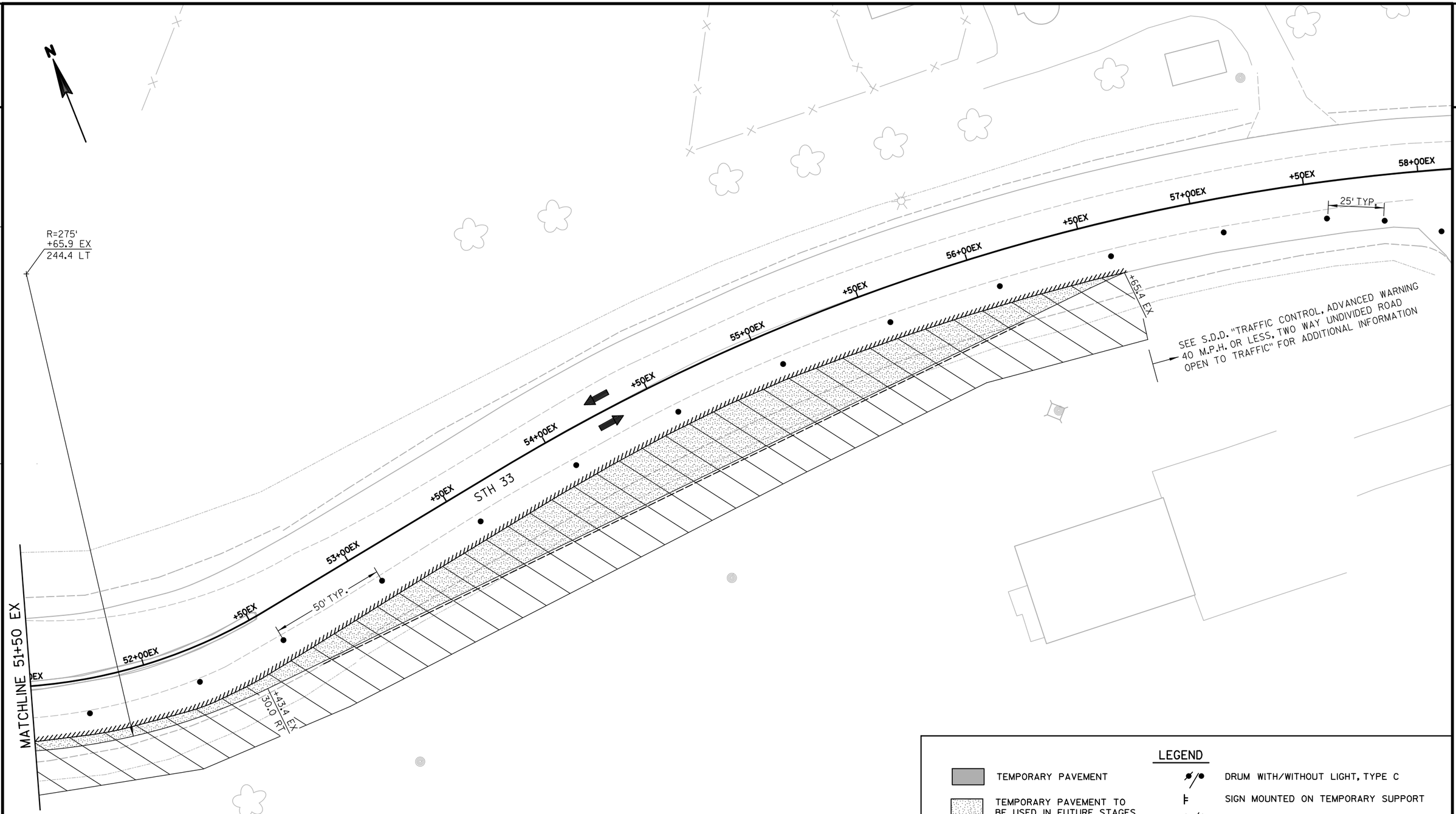
SEE S.D.D. "TRAFFIC CONTROL, ADVANCED WARNING 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" AND "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR ADDITIONAL INFORMATION



LEGEND

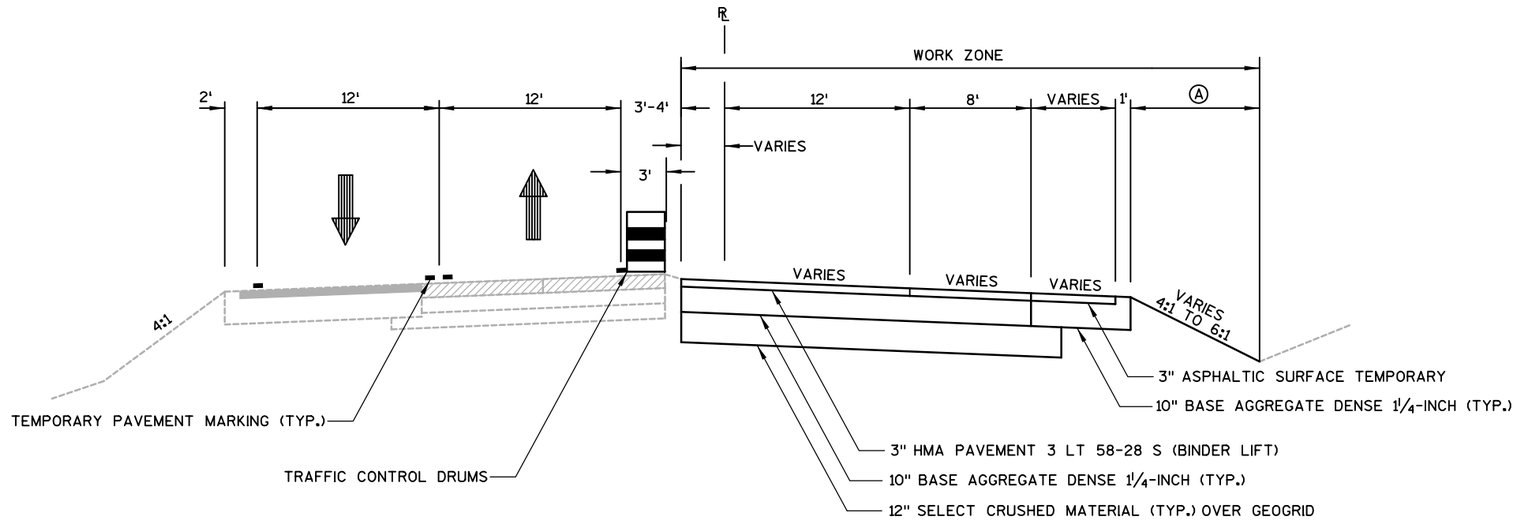
- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SAWING ASPHALT
- XXXXX SAWING CONCRETE
- DRUM WITH/WITHOUT LIGHT, TYPE C
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- CONCRETE BARRIER TEMPORARY

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CONSTRUCTION STAGING - STAGE 1	SHEET 66	E



PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CONSTRUCTION STAGING - STAGE 1	SHEET 67	E

2



CONSTRUCTION STAGE 2 AND 2A TYPICAL SECTION - TEMPORARY WIDENING ADJACENT TO PERMANENT ASPHALTIC PAVEMENT

STH 27 AND STH 33

Ⓐ TEMPORARY SEEDING, MULCHING

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CONSTRUCTION STAGING - STAGE 2 TYPICAL SECTIONS	SHEET 68	E

2

TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE EDGELINE)
2. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW CENTERLINE)
3. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE, 3' SEG., 9' GAP)
7. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
8. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)

SEE S.D.D. "TRAFFIC CONTROL, ADVANCED WARNING 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADDITIONAL INFORMATION

R=1075
+83.8
1086.9' LT

SIGN

MATCHLINE 12+00

STH 27

10+00 +50 11+00 +50 12+00

+93.4 +41.5

25' (TYP.)

W1-4L
36" X 36"

45 M.P.H.

W013-1
36" X 36"

ODESSA AVENUE

R=1100'
+77.9
1071' LT

W1-4L
36" X 36"

45 M.P.H.

W013-1
36" X 36"

MATCHLINE 12+00

13+00 +50 14+00 +50 15+00 +50 16+00 +50 17+00

MATCHLINE 17+50

STH 27

50' TYP.

+27.7 +58.4 +83.0 +77.9 29.0' RT +04.5 25.9' RT +43.7

LANE CLOSED
R11-2L
48" X 30"

WEST 33 NORTH 27 EAST 33
MOVE

R=1051
+86.5
1047' RT

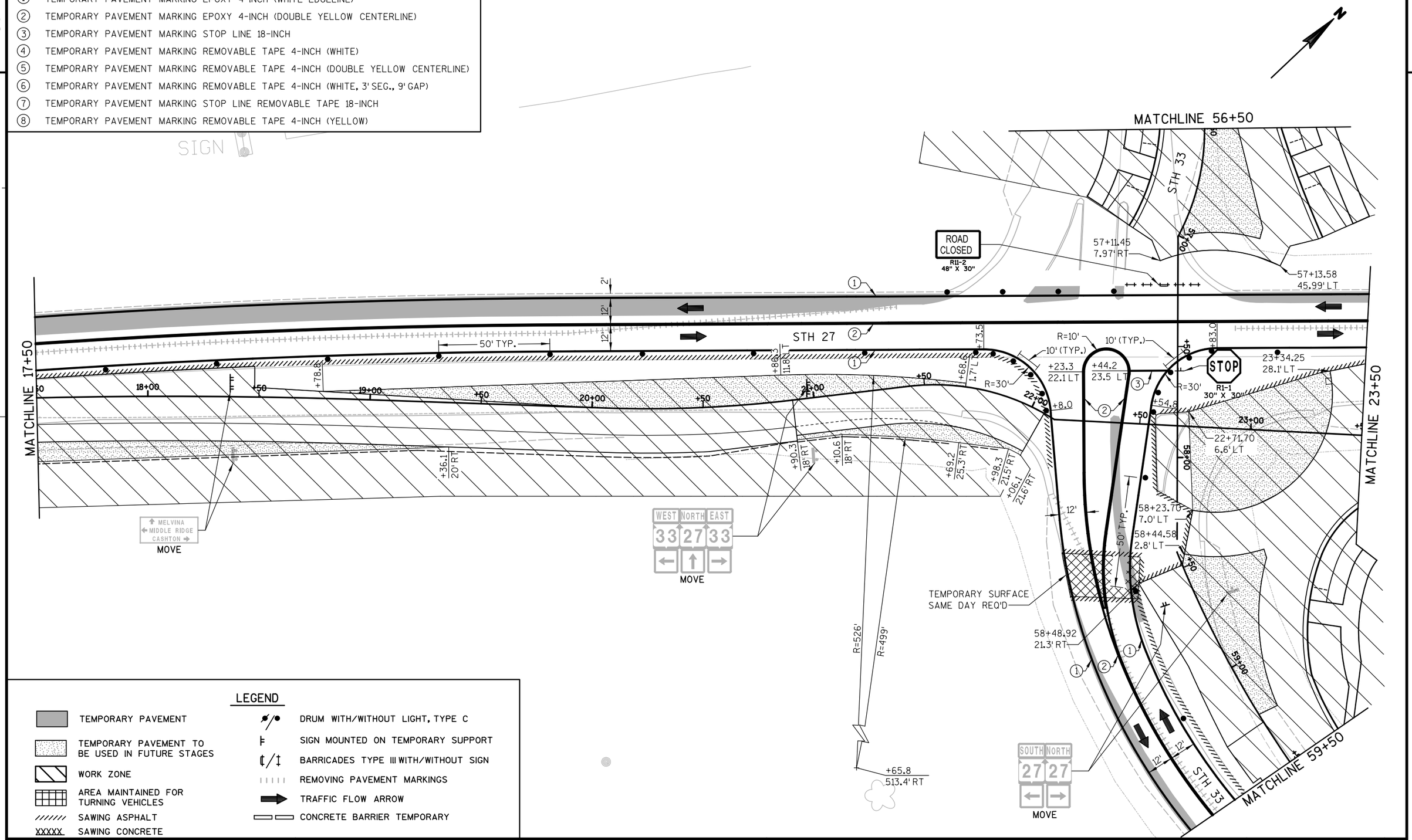
LEGEND

- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SAWING ASPHALT
- XXXXX SAWING CONCRETE
- DRUM WITH/WITHOUT LIGHT, TYPE C
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- CONCRETE BARRIER TEMPORARY

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CONSTRUCTION STAGING - STAGE 2	SHEET 69	E

TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE EDGELINE)
2. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW CENTERLINE)
3. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE, 3' SEG., 9' GAP)
7. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
8. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)

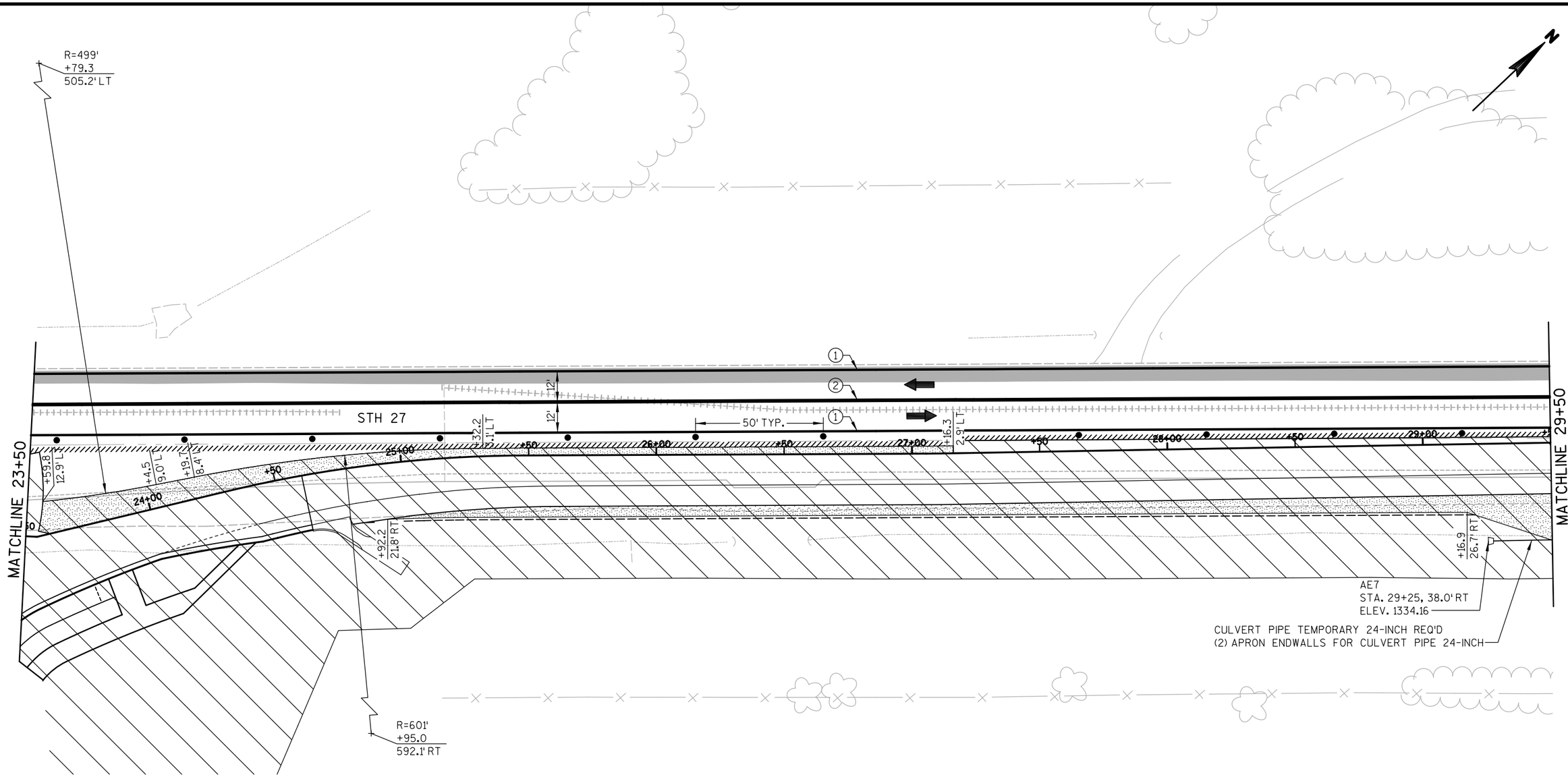


LEGEND

- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SAWING ASPHALT
- SAWING CONCRETE
- DRUM WITH/WITHOUT LIGHT, TYPE C
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- CONCRETE BARRIER TEMPORARY

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CONSTRUCTION STAGING - STAGE 2	SHEET 70	E

2



LEGEND

- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SAWING ASPHALT
- XXXXX SAWING CONCRETE
- DRUM WITH/WITHOUT LIGHT, TYPE C
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- CONCRETE BARRIER TEMPORARY

TEMPORARY PAVEMENT MARKING LEGEND

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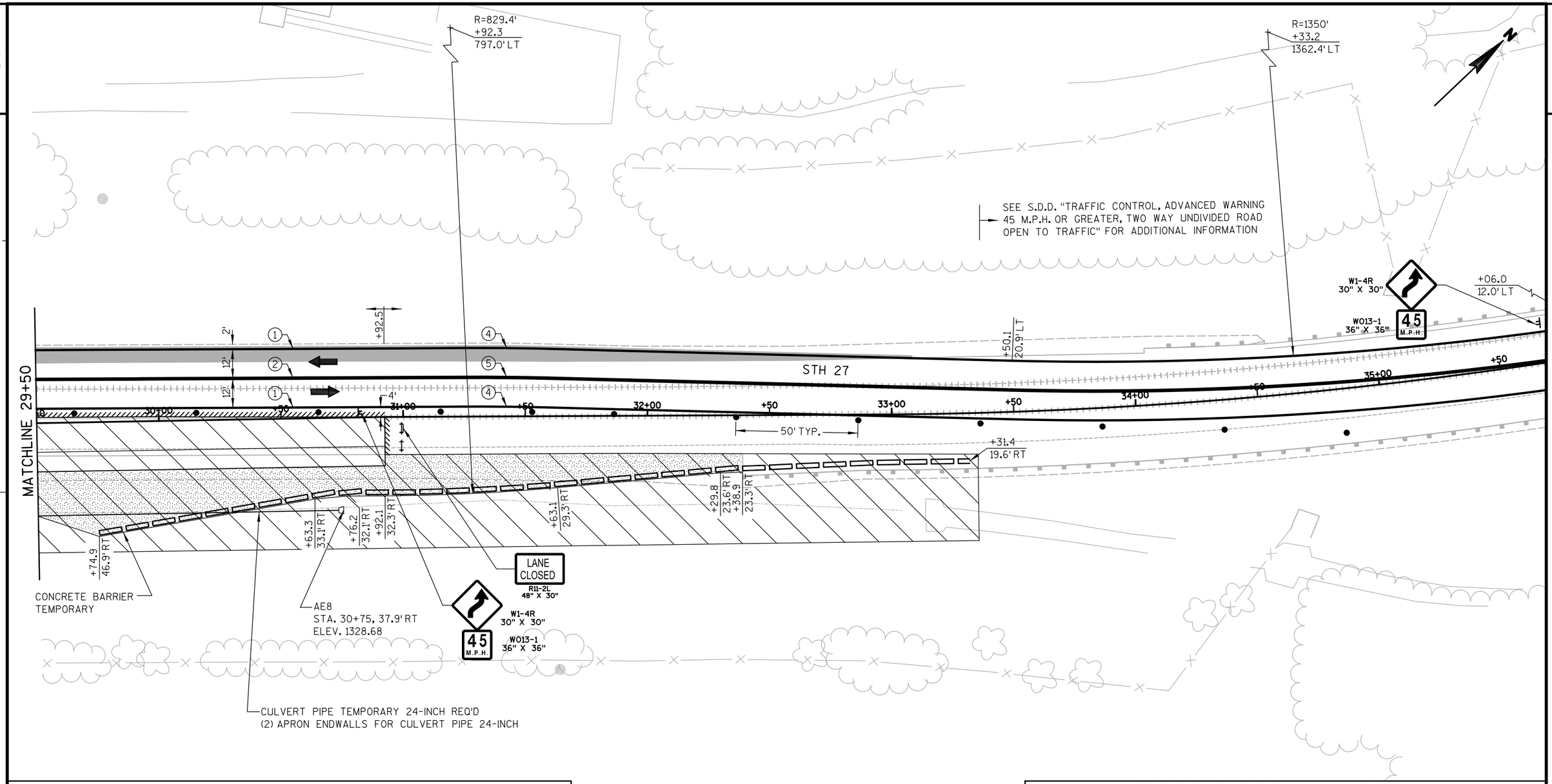
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE, 3' SEG., 9' GAP)
7. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
8. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CONSTRUCTION STAGING - STAGE 2	SHEET 71	E



LEGEND

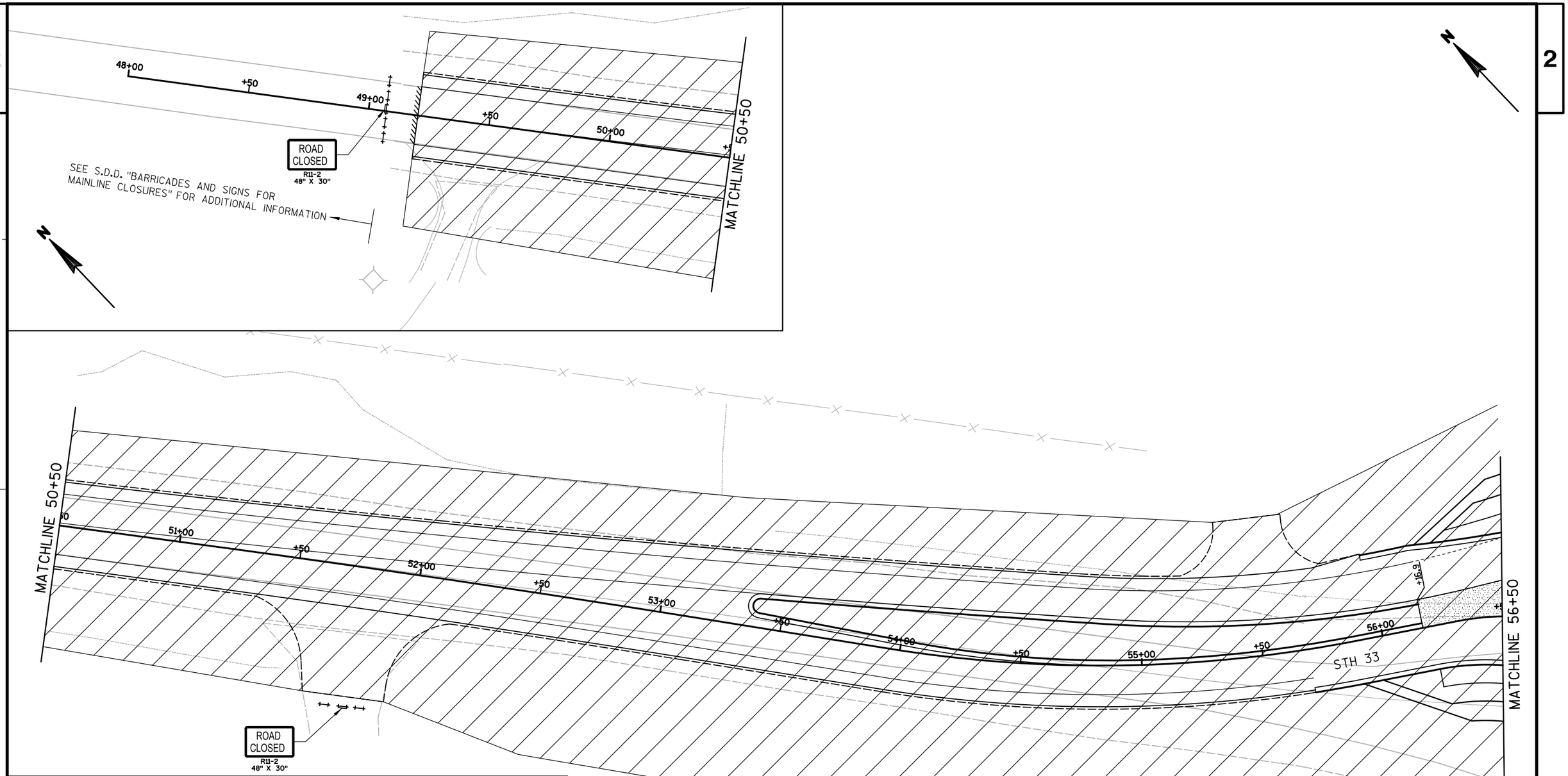
- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SAWING ASPHALT
- XXXXX SAWING CONCRETE
- DRUM WITH/WITHOUT LIGHT, TYPE C
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- CONCRETE BARRIER TEMPORARY

TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE EDGELINE)
2. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW CENTERLINE)
3. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE, 3' SEG., 9' GAP)
7. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
8. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CONSTRUCTION STAGING - STAGE 2	SHEET 72	E

2



PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CONSTRUCTION STAGING - STAGE 2	SHEET 73	E

2

N

MIDDLE RIDGE
WESTBY
MELVINA
MOVE

3-INCH HMA PAVEMENT OVER
10-INCHES OF BASE AGGREGATE DENSE 1 1/4 INCH

LANE CLOSED
R11-2L
48" X 30"

+19
24.5' LT

W1-4L
36" X 36"

30
M.P.H.
W013-1
24" X 24"

A

63+00 +50 64+00 +50 65+00 +50

62+00 +50 61+00 +50 60+00 +50

MATCHLINE 59+50

+19
15' RT

50' TYP.

STH 33

+78.2
24.4' RT

+14.9
10.6' RT

+87.0

12' 12' 2'

R=400'
+18.3
410.6' RT

W1-4L
36" X 36"

TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE EDGELINE)
2. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW CENTERLINE)
3. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE, 3' SEG., 9' GAP)
7. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
8. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)

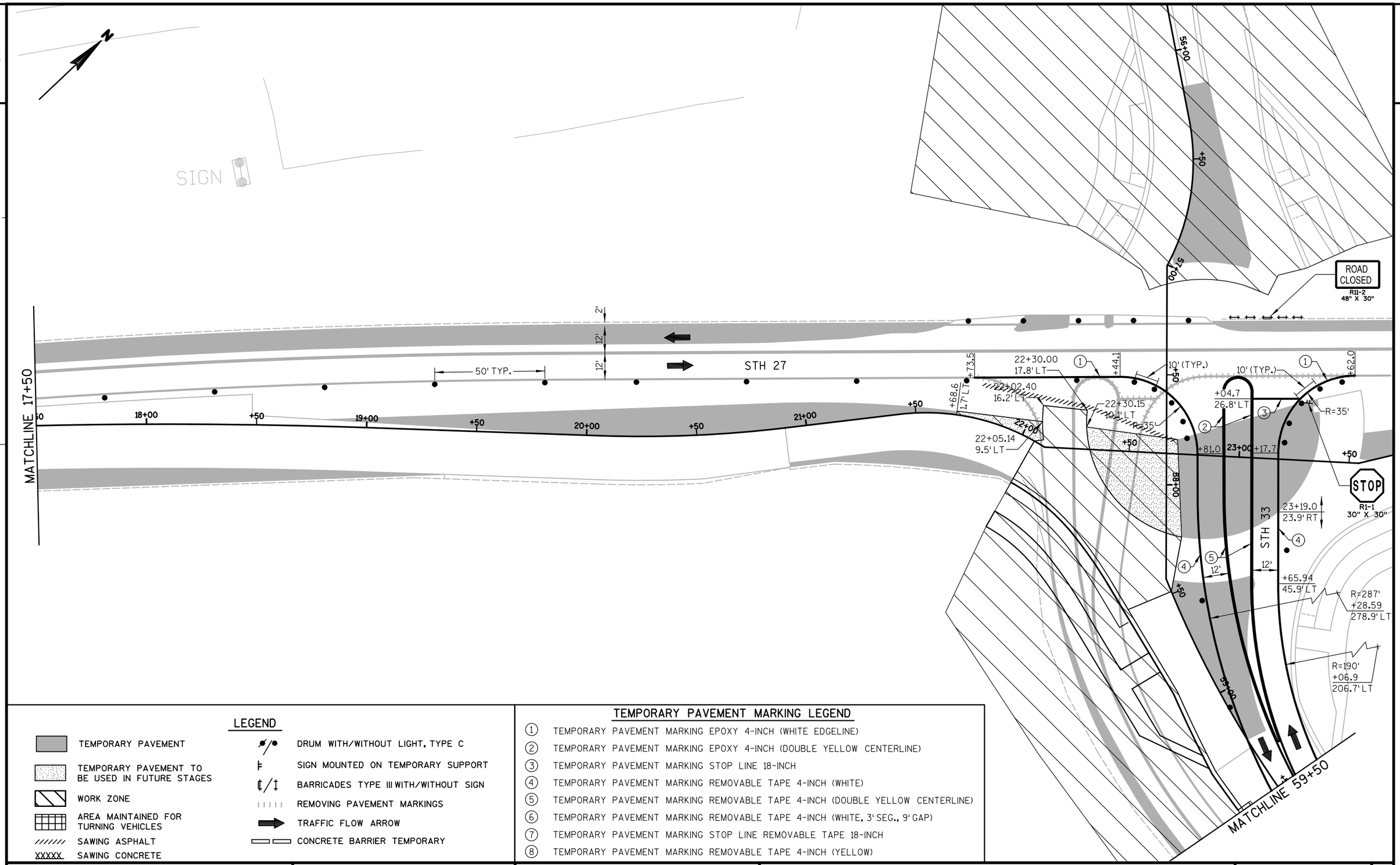
Ⓐ SEE S.D.D. "TRAFFIC CONTROL, ADVANCED WARNING 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADDITIONAL INFORMATION

LEGEND

- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SAWING ASPHALT
- XXXXX SAWING CONCRETE
- DRUM WITH/WITHOUT LIGHT, TYPE C
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- CONCRETE BARRIER TEMPORARY

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CONSTRUCTION STAGING - STAGE 2	SHEET 74	E

2



LEGEND

- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SAWING ASPHALT
- XXXXX SAWING CONCRETE
- DRUM WITH/WITHOUT LIGHT, TYPE C
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- CONCRETE BARRIER TEMPORARY

TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE EDGELINE)
2. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW CENTERLINE)
3. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE, 3' SEG., 9' GAP)
7. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
8. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CONSTRUCTION STAGING - STAGE 2A	SHEET 75	E

2

N

R=263'
+28.59
278.9' LT

MIDDLE RIDGE
WESTBY
MELVINA
MOVE

MATCHLINE 59+50

STH 33

+82.1
17.6' LT

+33.1
16.0' LT

+63.1
16.0' LT

+65.9
15.9' LT

12'

12'

60:00

59+50

61:00

50' TYP.

+80.4
8' RT

59:00

63+00

64+00

+50

6

+01.6
10.5' RT

+14.9

Ⓐ

R=940'
+80.4
948' RT

TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE EDGELINE)
2. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW CENTERLINE)
3. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE, 3' SEG., 9' GAP)
7. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
8. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)

Ⓐ SEE S.D.D. "TRAFFIC CONTROL, ADVANCED WARNING 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADDITIONAL INFORMATION

LEGEND

- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SAWING ASPHALT
- XXXXX SAWING CONCRETE
- DRUM WITH/WITHOUT LIGHT, TYPE C
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- CONCRETE BARRIER TEMPORARY

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CONSTRUCTION STAGING - STAGE 2A	SHEET 76	E

TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE EDGELINE)
2. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW CENTERLINE)
3. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE, 3' SEG., 9' GAP)
7. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
8. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)

SEE S.D.D. "TRAFFIC CONTROL, ADVANCED WARNING 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADDITIONAL INFORMATION

SIGN

STH 27

10+00 +50 11+00 +50 12+00 MATCHLINE

+63.4

W1-4R 36" X 36"

W013-1 36" X 36"

45 M.P.H.

R=1050'
+00.17
1062.1' RT

ODESSA AVENUE

LANE CLOSED
R11-2L
48" X 30"

W1-4R 36" X 36"

W013-1 36" X 36"

45 M.P.H.

10' (TYP.)

10' (TYP.)

MATCHLINE 12+00 +00 +1.0

13+00 +50 14+00 +50 15+00 +50 16+00 +50 17+00 +50 MATCHLINE 17+50

50' TYP.

STH 27

56.6

+45.9

4' 12' 12' 2'

WEST NORTH EAST
33 27 33
MOVE

LEGEND

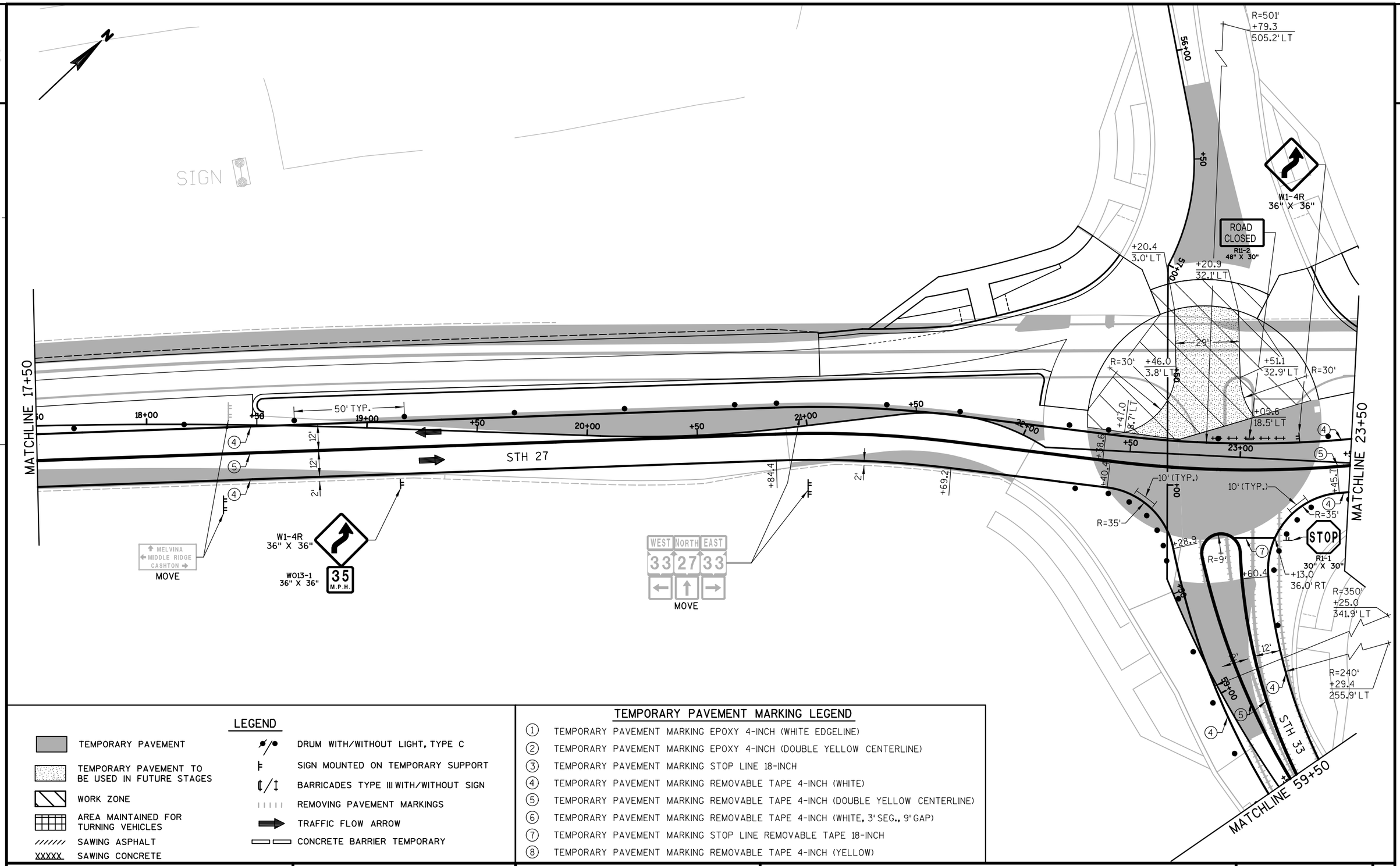
- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SAWING ASPHALT
- XXXXX SAWING CONCRETE
- DRUM WITH/WITHOUT LIGHT, TYPE C
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- CONCRETE BARRIER TEMPORARY

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CONSTRUCTION STAGING - STAGE 3	SHEET 77	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\026014_S3.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

2



LEGEND

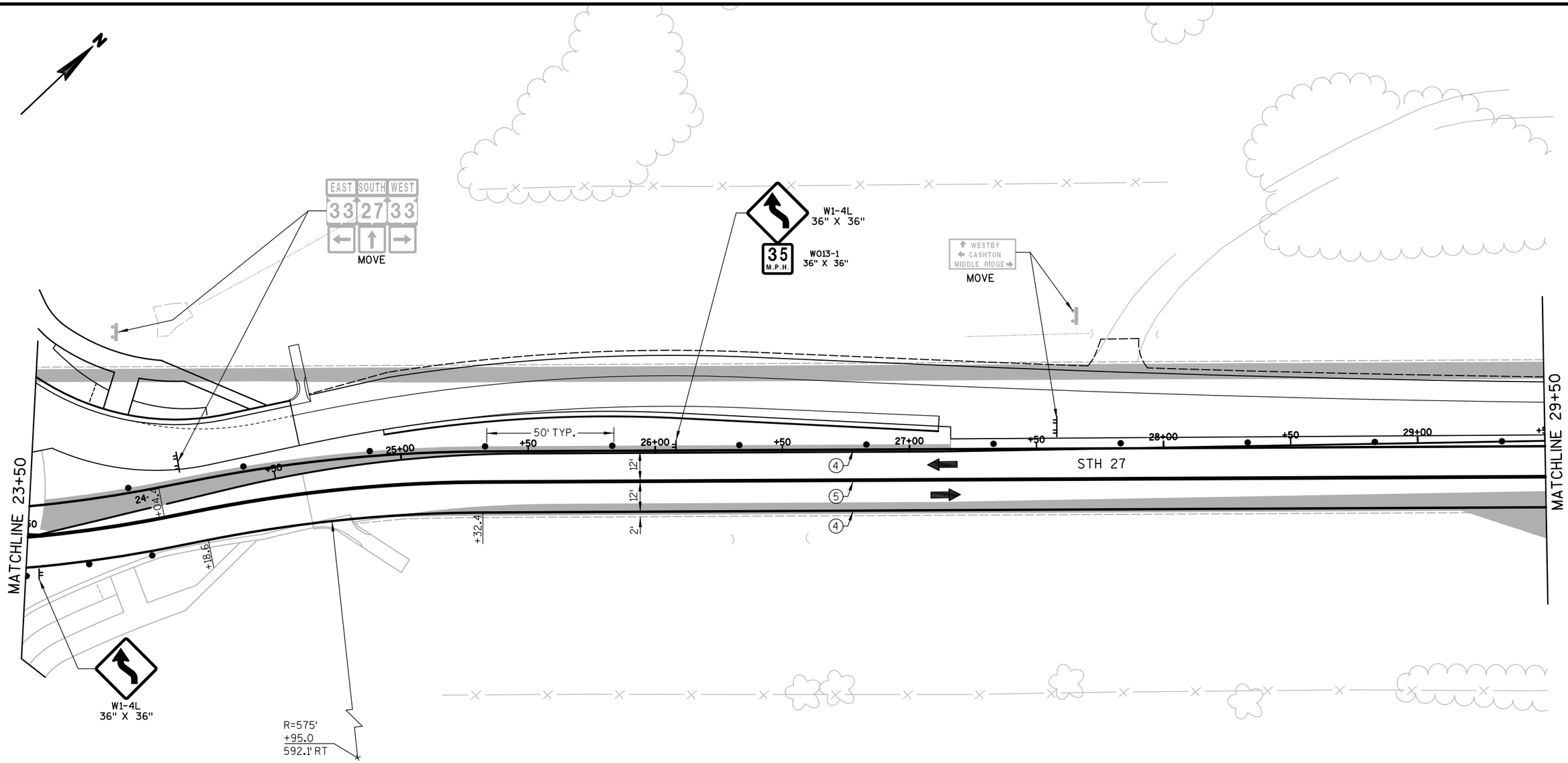
- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SAWING ASPHALT
- XXXXX SAWING CONCRETE
- DRUM WITH/WITHOUT LIGHT, TYPE C
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- CONCRETE BARRIER TEMPORARY

TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE EDGELINE)
2. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW CENTERLINE)
3. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE, 3' SEG., 9' GAP)
7. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
8. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CONSTRUCTION STAGING - STAGE 3	SHEET 78	E

2



LEGEND

- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SAWING ASPHALT
- XXXXX SAWING CONCRETE
- DRUM WITH/WITHOUT LIGHT, TYPE C
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- CONCRETE BARRIER TEMPORARY

TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE EDGELINE)
2. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW CENTERLINE)
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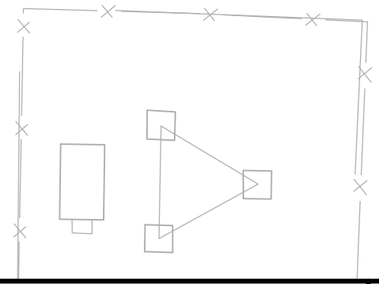
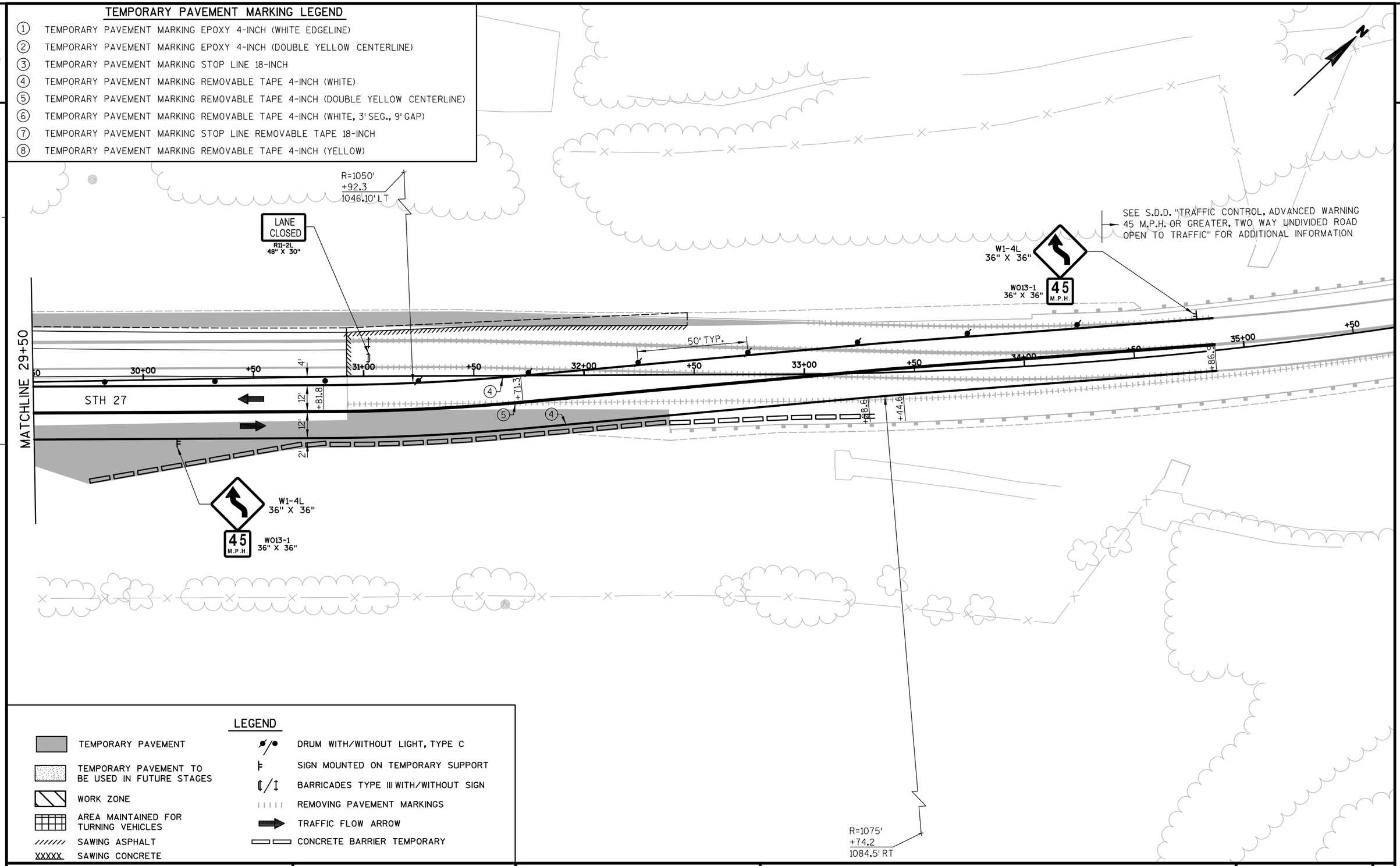
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE, 3' SEG., 9' GAP)
7. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
8. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)



PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CONSTRUCTION STAGING - STAGE 3	SHEET 79	E

TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE EDGELINE)
2. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW CENTERLINE)
3. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE, 3' SEG., 9' GAP)
7. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
8. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)



LEGEND

- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SAWING ASPHALT
- XXXXX SAWING CONCRETE
- DRUM WITH/WITHOUT LIGHT, TYPE C
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- CONCRETE BARRIER TEMPORARY

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CONSTRUCTION STAGING - STAGE 3	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\026017_S3.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

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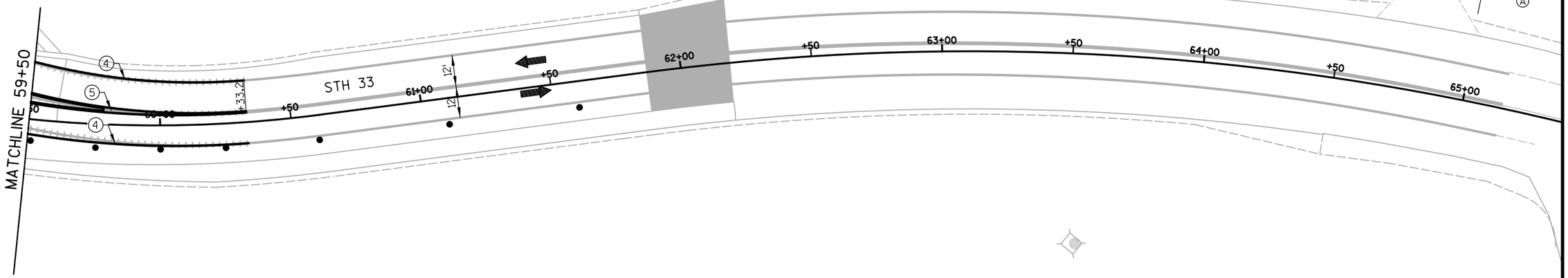

TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE EDGELINE)
2. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW CENTERLINE)
3. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE, 3' SEG., 9' GAP)
7. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
8. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)

Ⓐ SEE S.D.D. "TRAFFIC CONTROL, ADVANCED WARNING 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADDITIONAL INFORMATION

LEGEND

- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SAWING ASPHALT
- XXXXX SAWING CONCRETE
- DRUM WITH/WITHOUT LIGHT, TYPE C
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- CONCRETE BARRIER TEMPORARY

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CONSTRUCTION STAGING - STAGE 3	SHEET 81	E

TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE EDGELINE)
2. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW CENTERLINE)
3. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
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7. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
8. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)

SEE S.D.D. "TRAFFIC CONTROL, ADVANCED WARNING 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADDITIONAL INFORMATION

I SIGN

STH 27

10+00 +50 11+00 +50 12+00

MATCHLINE 12+00

12' 12'

+93.4

W1-4R 36" X 36"

W013-1 36" X 36"

45 M.P.H.

R=1050'
+00.17
1062.1' RT

ODESSA AVENUE

LANE CLOSED
R11-2L 48" X 30"

W1-4R 36" X 36"

W013-1 36" X 36"

45 M.P.H.

10' (TYP.)

10' (TYP.)

MATCHLINE 12+00

00 +11.0

+45.9

13+00 +50 14+00 +50 15+00 +50 16+00 +50 17+00 +50

50' TYP.

MATCHLINE 17+50

STH 27

+56.6

4'

12'

12'

2'

WEST NORTH EAST
33 27 33

LEGEND

- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SAWING ASPHALT
- XXXXX SAWING CONCRETE
- DRUM WITH/WITHOUT LIGHT, TYPE C
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- CONCRETE BARRIER TEMPORARY

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CONSTRUCTION STAGING - STAGE 3A	SHEET 82	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\026018_S3a1.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

2

Ⓐ SEE S.D.D. "TRAFFIC CONTROL, ADVANCED WARNING 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADDITIONAL INFORMATION

SIGN

MATCHLINE 17+50

18+00 +50 19+00 +50 20+00 +50 21+00 +50 22+00

50' TYP.

STH 27

LANE CLOSED
R11-2L
48" X 30"

STOP
R1-1
30" X 30"

10' (TYP.)

56+00 +16.9 +50 +20.8 +48.5 +53.4 +60.9 +50 23+00 +28.0 +50 59+00

STH 33

W1-4R
36" X 36"

25' TYP.

R=28'

MATCHLINE 23+50

MELVINA
MIDDLE RIDGE
CASHTON

W1-4R
36" X 36"

W013-1
36" X 36"
35
M.P.H.

WEST NORTH EAST
33 27 33

MATCHLINE 59+50

LEGEND

- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SAWING ASPHALT
- XXXXX SAWING CONCRETE
- DRUM WITH/WITHOUT LIGHT, TYPE C
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- CONCRETE BARRIER TEMPORARY

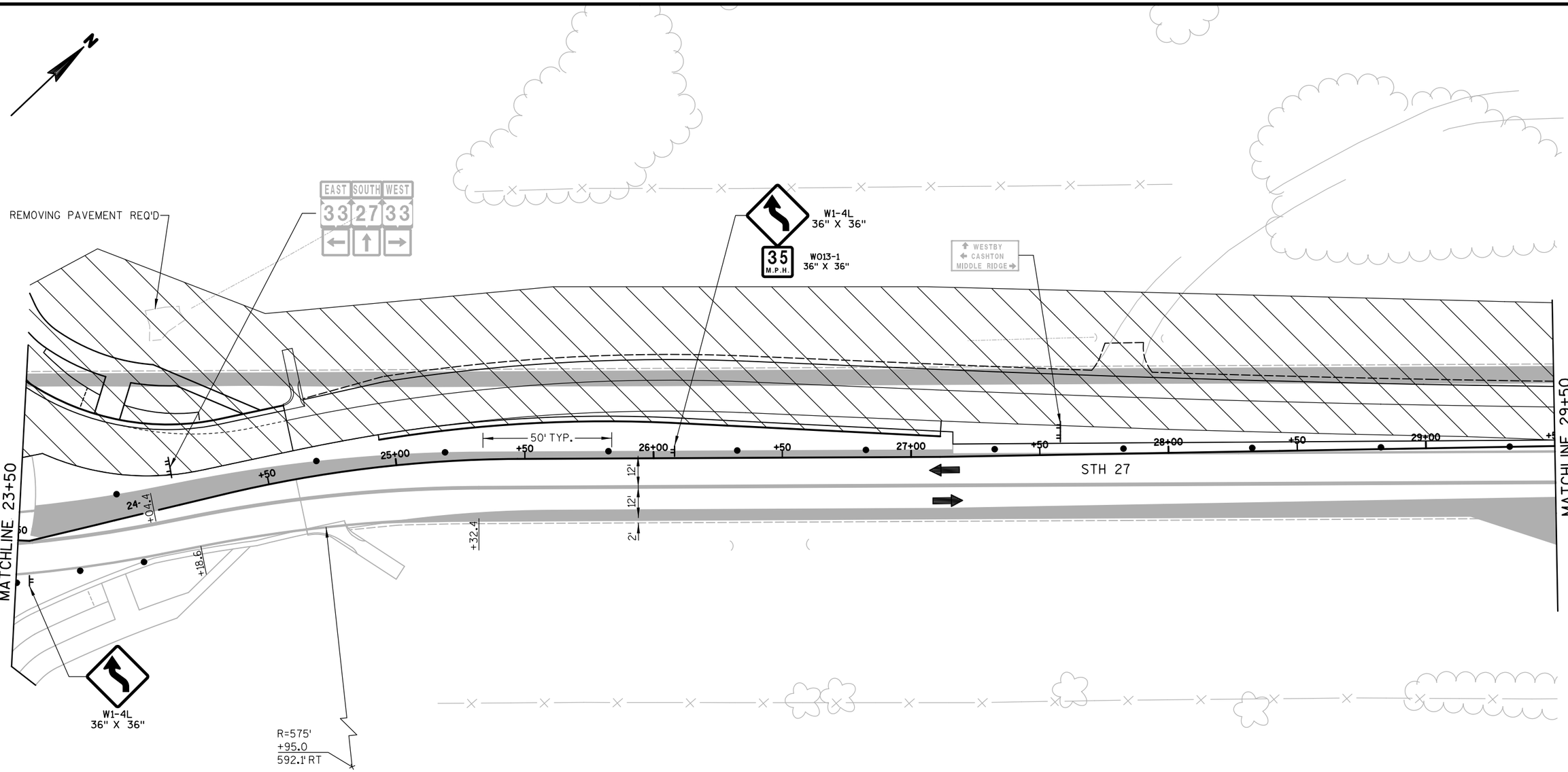
TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE EDGELINE)
2. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW CENTERLINE)
3. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE, 3' SEG., 9' GAP)
7. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
8. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CONSTRUCTION STAGING - STAGE 3A	SHEET 83	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\026018_S3a2.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

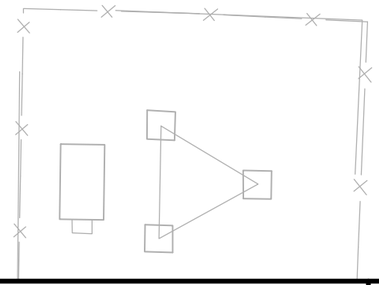


LEGEND

- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SAWING ASPHALT
- XXXXX SAWING CONCRETE
- DRUM WITH/WITHOUT LIGHT, TYPE C
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- CONCRETE BARRIER TEMPORARY

TEMPORARY PAVEMENT MARKING LEGEND

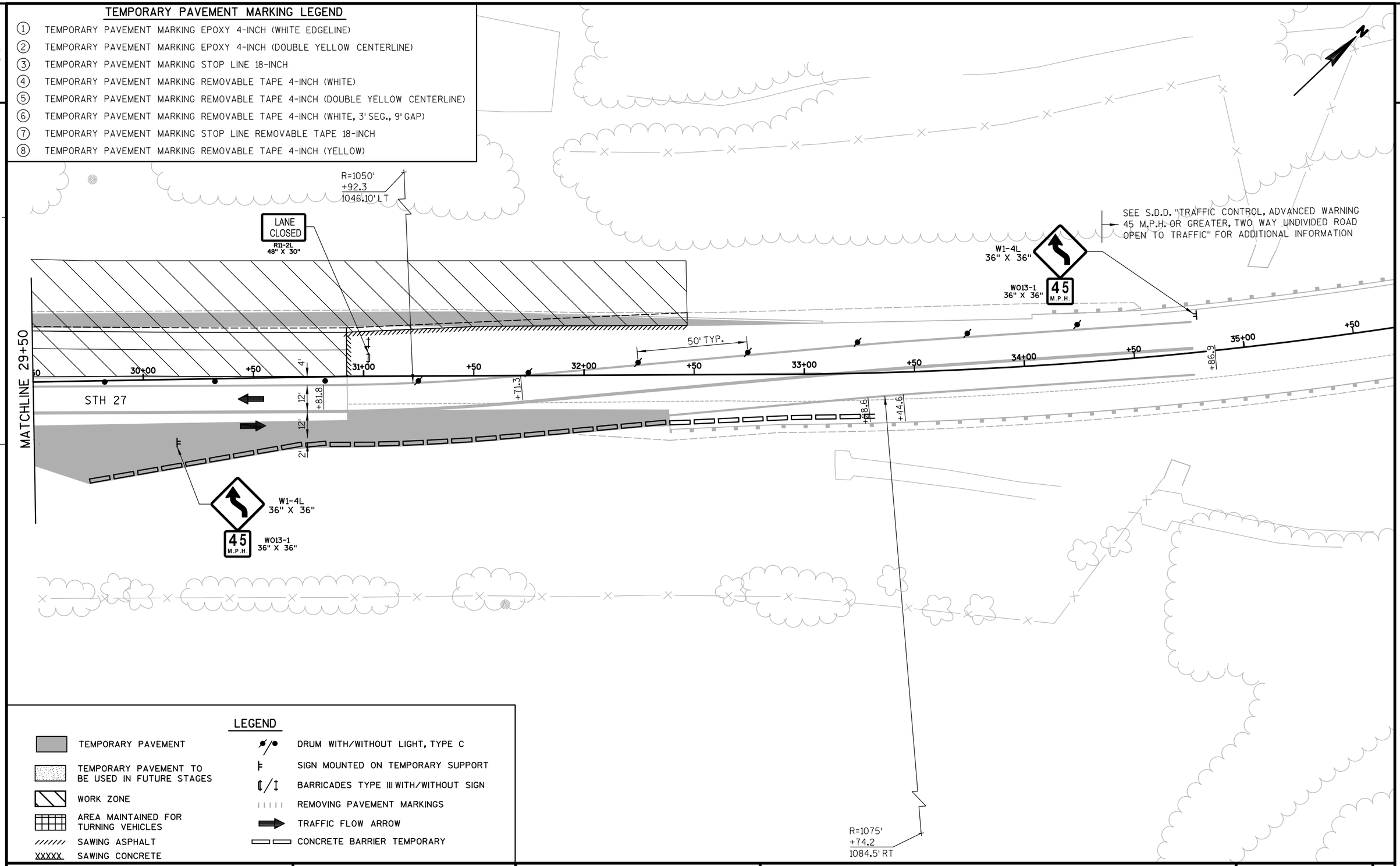
1. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE EDGELINE)
2. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW CENTERLINE)
3. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE, 3'SEG., 9'GAP)
7. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
8. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)



PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CONSTRUCTION STAGING - STAGE 3A	SHEET 84	E

TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE EDGELINE)
2. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW CENTERLINE)
3. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE, 3' SEG., 9' GAP)
7. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
8. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)



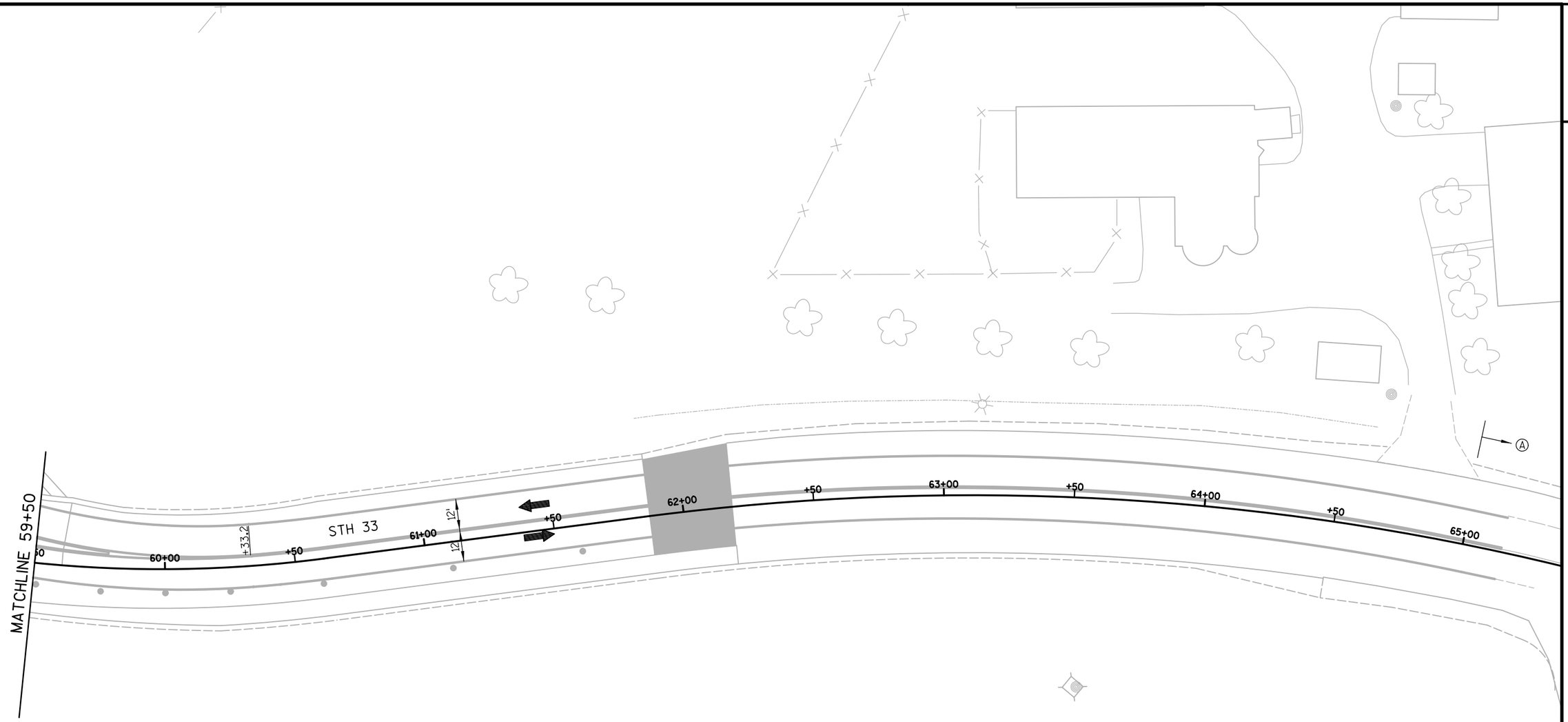
LEGEND

- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SAWING ASPHALT
- XXXXX SAWING CONCRETE
- DRUM WITH/WITHOUT LIGHT, TYPE C
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- CONCRETE BARRIER TEMPORARY

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CONSTRUCTION STAGING - STAGE 3A	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\026018_S3a4.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2



TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE EDGELINE)
2. TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW CENTERLINE)
3. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE, 3' SEG., 9' GAP)
7. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
8. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)

Ⓐ SEE S.D.D. "TRAFFIC CONTROL, ADVANCED WARNING 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADDITIONAL INFORMATION

LEGEND

- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SAWING ASPHALT
- XXXXX SAWING CONCRETE
- DRUM WITH/WITHOUT LIGHT, TYPE C
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- CONCRETE BARRIER TEMPORARY

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CONSTRUCTION STAGING - STAGE 3A	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\026018_S3a5.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

SEE S.D.D. "TRAFFIC CONTROL, ADVANCED WARNING 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADDITIONAL INFORMATION

SIGN

10+00 +50 11+00 +50 12+00 MATCHLINE 12+00

STH 27

N

W

ODESSA AVENUE

MATCHLINE 12+00 00 +50 13+00 +50 14+00 +50 15+00 +50 16+00 +50 17+00 +50 MATCHLINE 17+50

STH 27

50' TYP.

12'

8'

+41.8

RIGHT SHOULDER CLOSED W21-5A

N

W

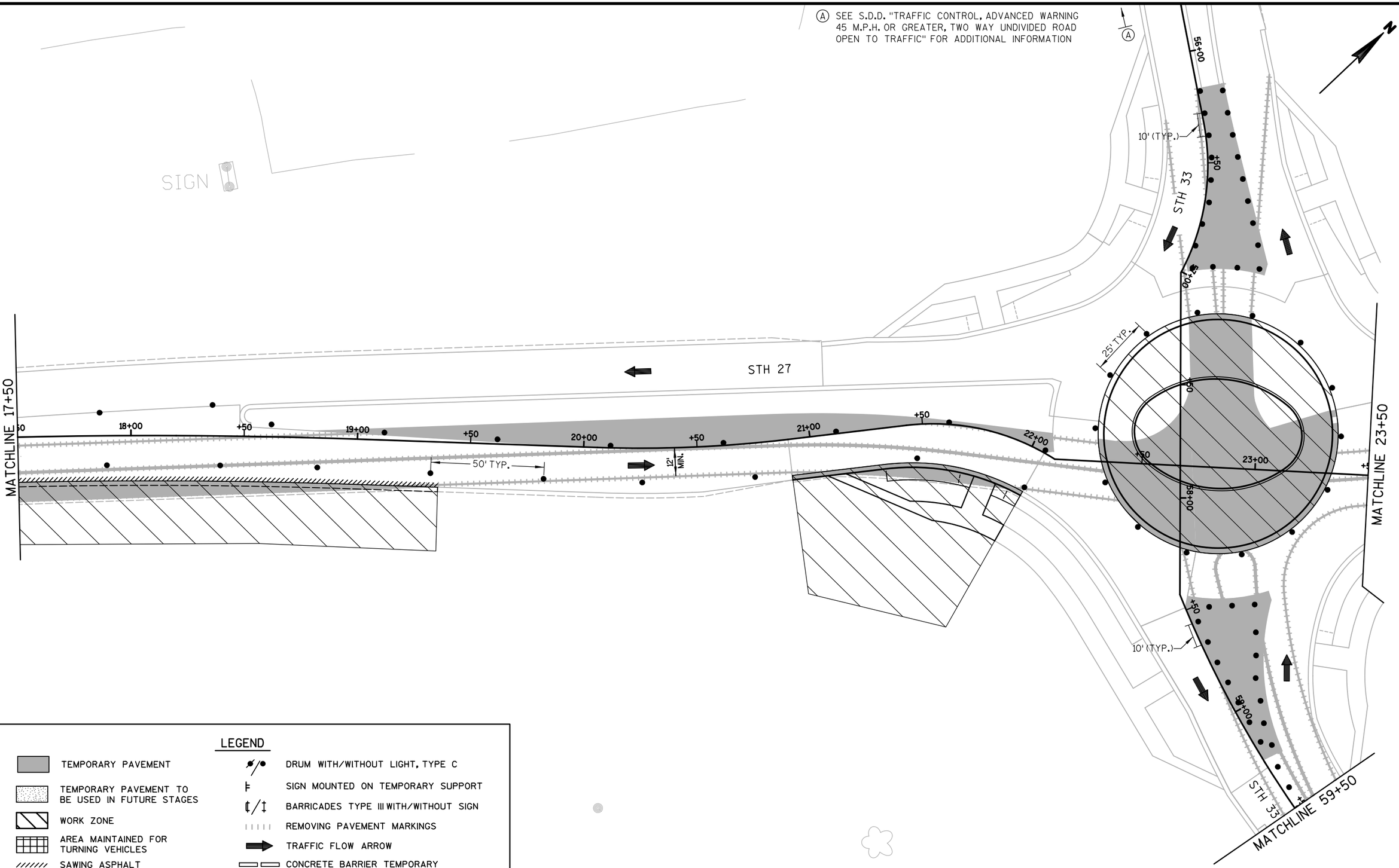
2

LEGEND

- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SAWING ASPHALT
- XXXXX SAWING CONCRETE
- DRUM WITH/WITHOUT LIGHT, TYPE C
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- CONCRETE BARRIER TEMPORARY

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CONSTRUCTION STAGING - STAGE 4	SHEET 87	E

Ⓐ SEE S.D.D. "TRAFFIC CONTROL, ADVANCED WARNING 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADDITIONAL INFORMATION

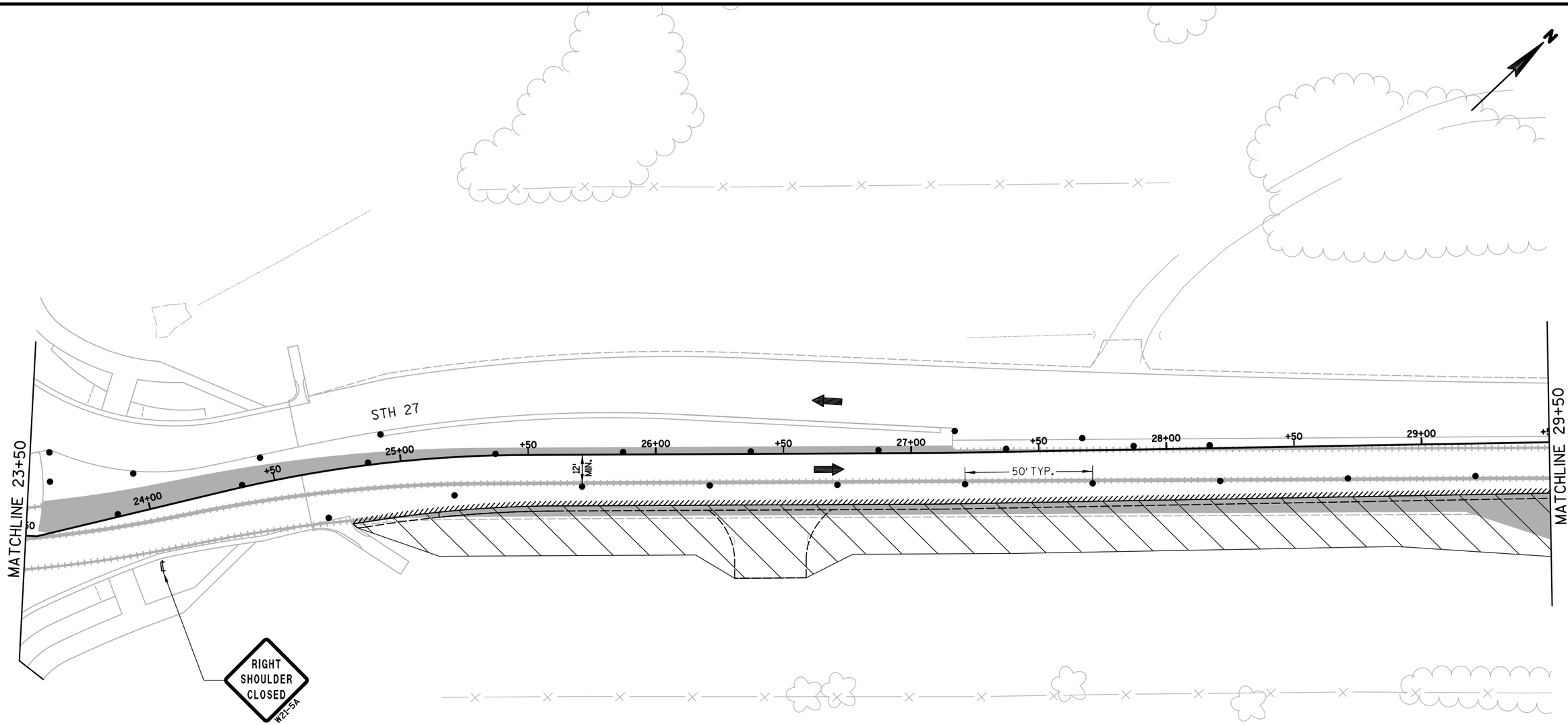


LEGEND

- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SAWING ASPHALT
- XXXXX SAWING CONCRETE
- DRUM WITH/WITHOUT LIGHT, TYPE C
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- CONCRETE BARRIER TEMPORARY

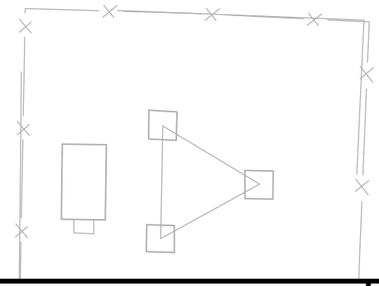
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CONSTRUCTION STAGING - STAGE 4	SHEET 88	E

2



LEGEND

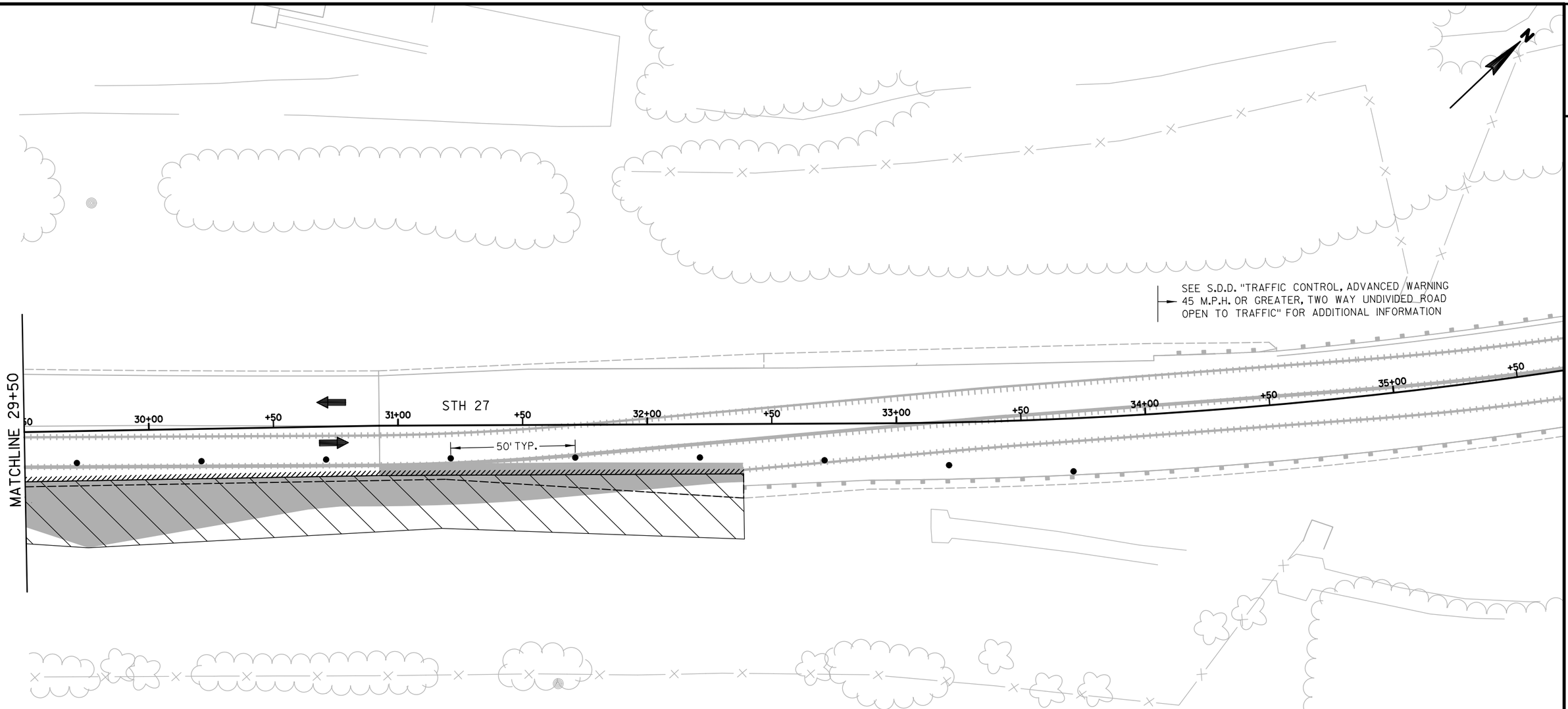
- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SAWING ASPHALT
- XXXXX SAWING CONCRETE
- DRUM WITH/WITHOUT LIGHT, TYPE C
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- CONCRETE BARRIER TEMPORARY



PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CONSTRUCTION STAGING - STAGE 4	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\026021_S4.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2



LEGEND

- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SAWING ASPHALT
- XXXXX SAWING CONCRETE
- DRUM WITH/WITHOUT LIGHT, TYPE C
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- CONCRETE BARRIER TEMPORARY

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CONSTRUCTION STAGING - STAGE 4	SHEET 90	E

2

N

SIGN

ODESSA AVENUE

STH 27

MATCHLINE 17+50

13+00 +50 14+00 +50 15+00 +50 16+00 +50 17+00 +50

50' TYP.

SEE S.D.D. "TRAFFIC CONTROL, ADVANCED WARNING 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADDITIONAL INFORMATION

W

LEGEND

- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SAWING ASPHALT
- XXXXX SAWING CONCRETE
- DRUM WITH/WITHOUT LIGHT, TYPE C
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- CONCRETE BARRIER TEMPORARY

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CONSTRUCTION STAGING - STAGE 4A	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\026023_S4a.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

Ⓐ SEE S.D.D. "TRAFFIC CONTROL, ADVANCED WARNING 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADDITIONAL INFORMATION

SIGN

STH 27

STH 33

MATCHLINE 17+50

MATCHLINE 23+50

MATCHLINE 59+50

18+00 19+00 20+00 21+00 22+00 23+00

56+00 58+00 59+00

+50

50' TYP.

25' TYP.

10' TYP.

LEGEND

- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SAWING ASPHALT
- XXXXX SAWING CONCRETE
- DRUM WITH/WITHOUT LIGHT, TYPE C
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- CONCRETE BARRIER TEMPORARY

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CONSTRUCTION STAGING - STAGE 4A	SHEET E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\026024_S4a.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

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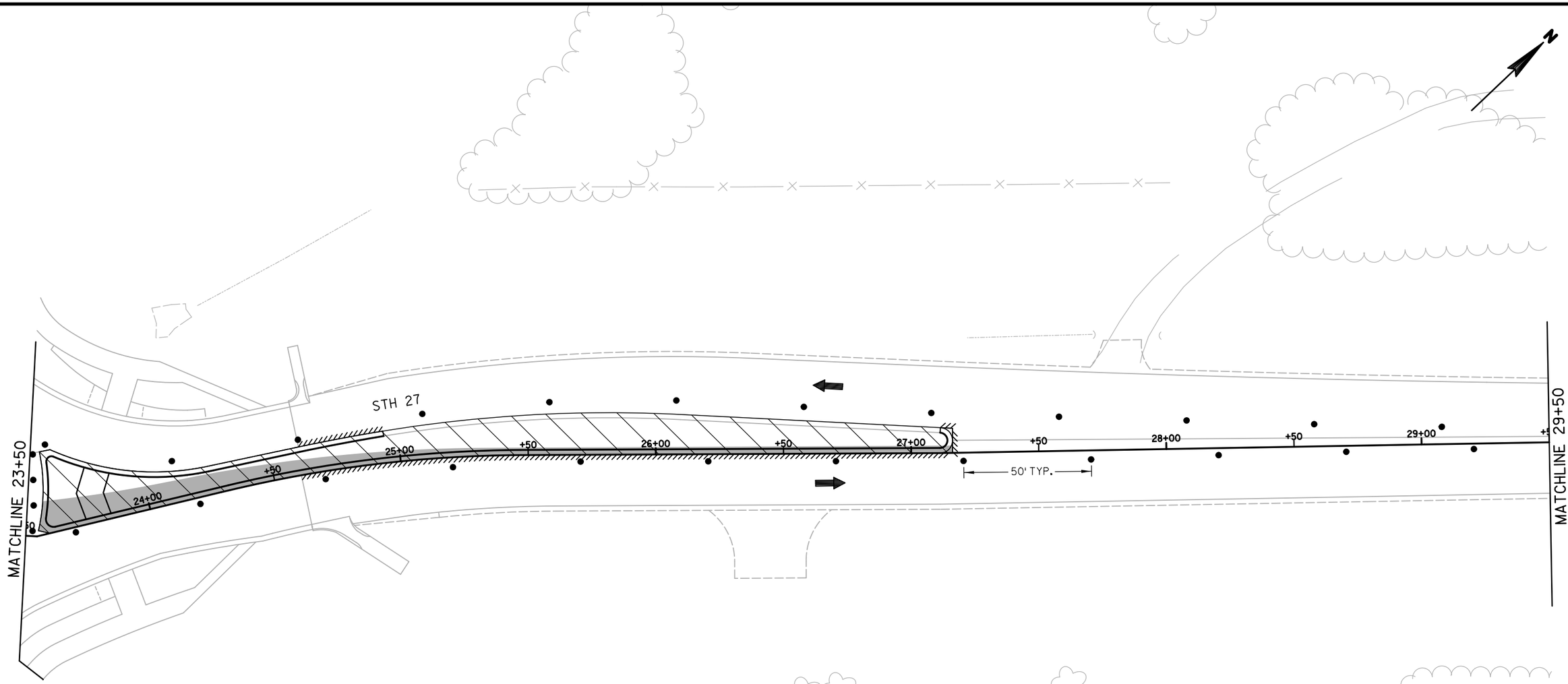
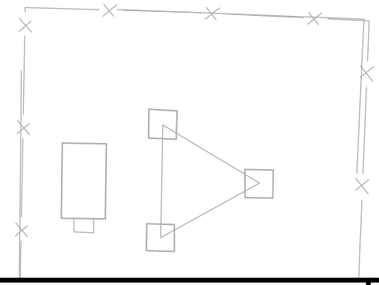


LEGEND

- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SAWING ASPHALT
- XXXXX SAWING CONCRETE
- DRUM WITH/WITHOUT LIGHT, TYPE C
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- CONCRETE BARRIER TEMPORARY



PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CONSTRUCTION STAGING - STAGE 4A	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\026025_S4a.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

SEE S.D.D. "TRAFFIC CONTROL, ADVANCED WARNING 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADDITIONAL INFORMATION

MATCHLINE 29+50

STH 27

30+00 +50 31+00 +50 32+00 +50 33+00 +50 34+00 +50 35+00 +50

50' TYP.

LEGEND

- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SAWING ASPHALT
- XXXXX SAWING CONCRETE
- DRUM WITH/WITHOUT LIGHT, TYPE C
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- CONCRETE BARRIER TEMPORARY

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CONSTRUCTION STAGING - STAGE 4A	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\026026_S4a.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

N

SEE DETAIL B

PROJECT ID 5820-01-73

PROJECT ID 5121-09-63

PROJECT ID 5121-09-73

STH 162 DETOUR ROUTE

SEE DETAIL A

PORTABLE CHANGEABLE MESSAGE BOARD

MB

MONROE COUNTY
VERNON COUNTY

LA CROSSE COUNTY
MONROE COUNTY

PROJECT ID 5140-03-70

STH 33/STH 162 DETOUR ROUTE

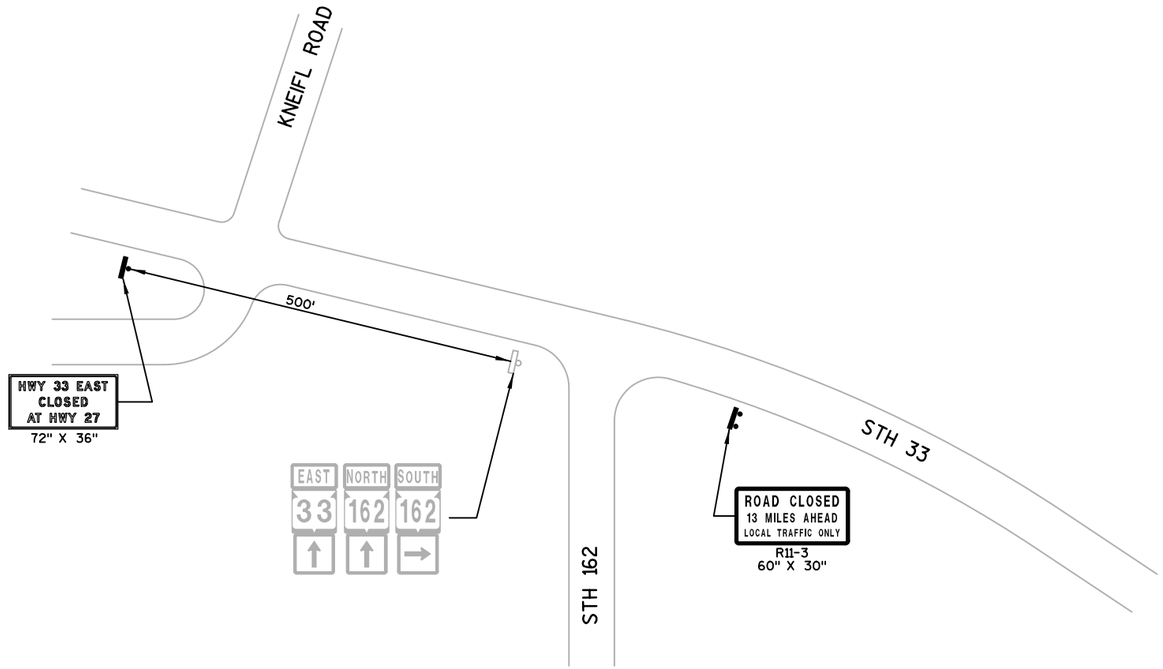
COORDINATE STH 33 CLOSURE WITH:
5121-09-63
5121-09-73
5820-01-73

PORTABLE CHANGEABLE MESSAGE BOARD SCHEDULE

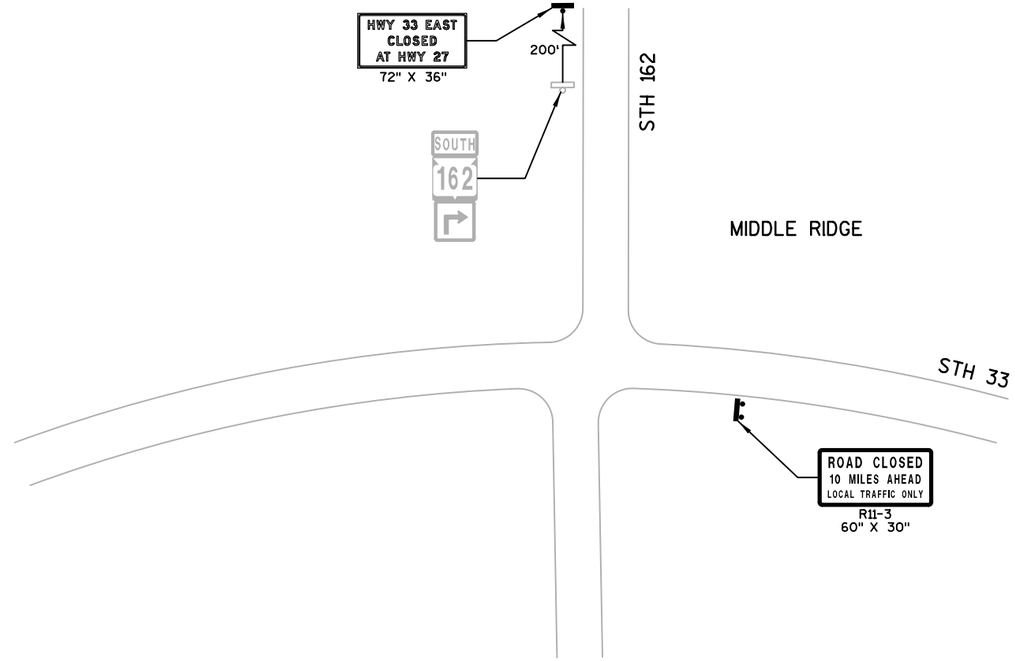
PANEL 1	PANEL 2
WIS 33	STARTING
CLOSED	X/XX/XX

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	DETOUR SIGNING	SHEET 95	E

2



DETAIL A



DETAIL B

2

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	DETOUR PLAN	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\027002_dt.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

CURVE 1
P.I. = 12+17.89
Y = 305,162.65
X = 630,101.39
DELTA = 4° 45'57.64" (RT)
D = 1° 29'17.53"
T = 160.22
L = 320.25
R = 3,850.00
P.C. = 10+57.67
P.T. = 13+77.92
L = 99
T = 153
S.E. = 3.7%

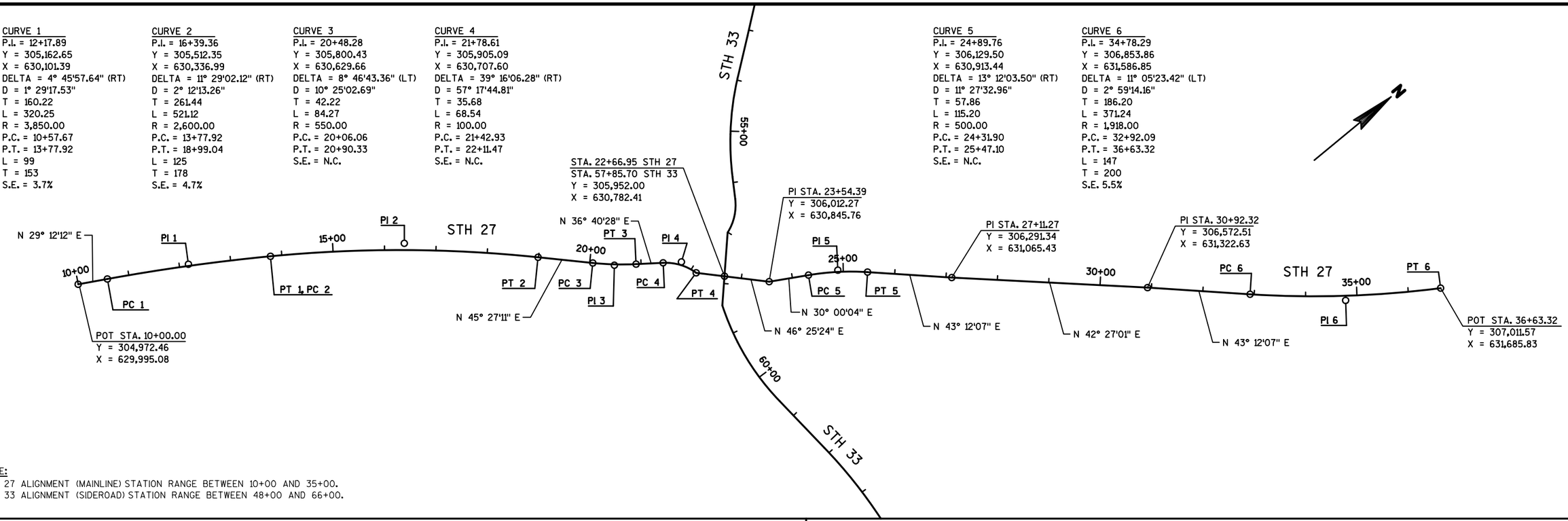
CURVE 2
P.I. = 16+39.36
Y = 305,512.35
X = 630,336.99
DELTA = 11° 29'02.12" (RT)
D = 2° 12'13.26"
T = 261.44
L = 521.12
R = 2,600.00
P.C. = 13+77.92
P.T. = 18+99.04
L = 125
T = 178
S.E. = 4.7%

CURVE 3
P.I. = 20+48.28
Y = 305,800.43
X = 630,629.66
DELTA = 8° 46'43.36" (LT)
D = 10° 25'02.69"
T = 42.22
L = 84.27
R = 550.00
P.C. = 20+06.06
P.T. = 20+90.33
S.E. = N.C.

CURVE 4
P.I. = 21+78.61
Y = 305,905.09
X = 630,707.60
DELTA = 39° 16'06.28" (RT)
D = 57° 17'44.81"
T = 35.68
L = 68.54
R = 100.00
P.C. = 21+42.93
P.T. = 22+11.47
S.E. = N.C.

CURVE 5
P.I. = 24+89.76
Y = 306,129.50
X = 630,913.44
DELTA = 13° 12'03.50" (RT)
D = 11° 27'32.96"
T = 57.86
L = 115.20
R = 500.00
P.C. = 24+31.90
P.T. = 25+47.10
S.E. = N.C.

CURVE 6
P.I. = 34+78.29
Y = 306,853.86
X = 631,586.85
DELTA = 11° 05'23.42" (LT)
D = 2° 59'14.16"
T = 186.20
L = 371.24
R = 1,918.00
P.C. = 32+92.09
P.T. = 36+63.32
L = 147
T = 200
S.E. 5.5%



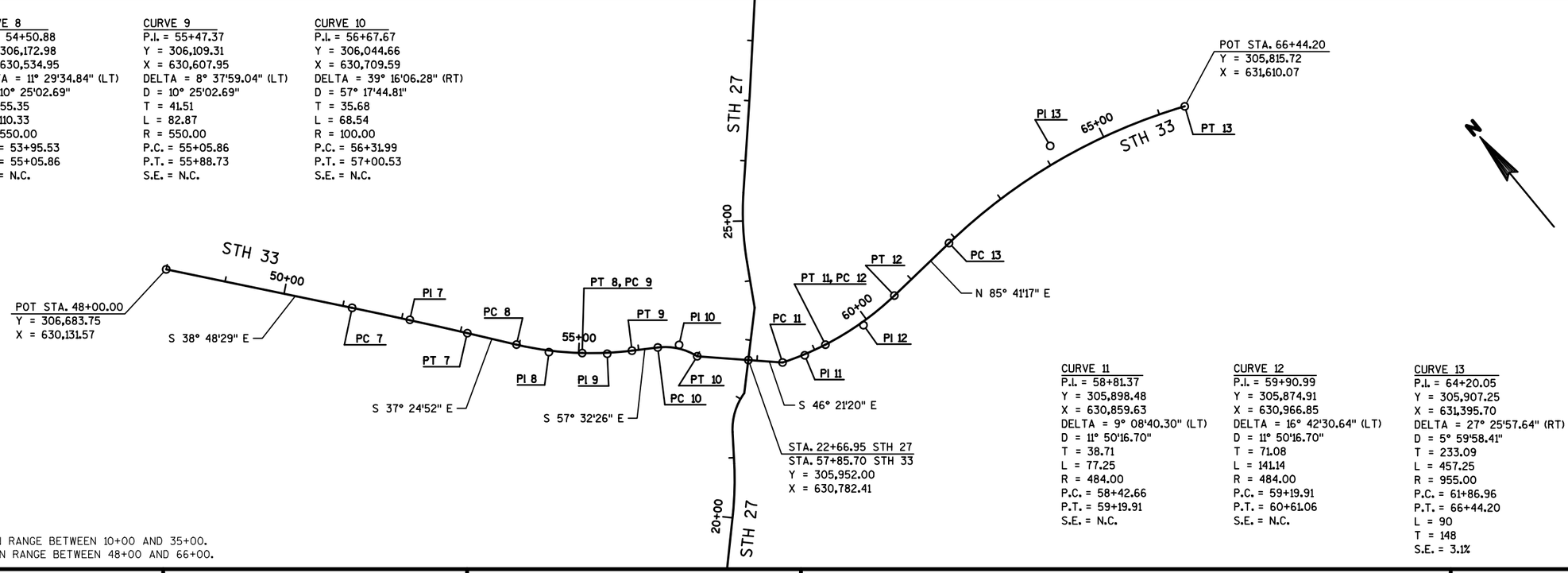
NOTE:
STH 27 ALIGNMENT (MAINLINE) STATION RANGE BETWEEN 10+00 AND 35+00.
STH 33 ALIGNMENT (SIDEROAD) STATION RANGE BETWEEN 48+00 AND 66+00.

CURVE 7
P.I. = 52+13.57
Y = 306,361.47
X = 630,390.76
DELTA = 1° 23'36.96" (RT)
D = 0° 42'38.16"
T = 98.06
L = 196.12
R = 8,063.00
P.C. = 51+15.51
P.T. = 53+11.63
S.E. = N.C.

CURVE 8
P.I. = 54+50.88
Y = 306,172.98
X = 630,534.95
DELTA = 11° 29'34.84" (LT)
D = 10° 25'02.69"
T = 55.35
L = 110.33
R = 550.00
P.C. = 53+95.53
P.T. = 55+05.86
S.E. = N.C.

CURVE 9
P.I. = 55+47.37
Y = 306,109.31
X = 630,607.95
DELTA = 8° 37'59.04" (LT)
D = 10° 25'02.69"
T = 41.51
L = 82.87
R = 550.00
P.C. = 55+05.86
P.T. = 55+88.73
S.E. = N.C.

CURVE 10
P.I. = 56+67.67
Y = 306,044.66
X = 630,709.59
DELTA = 39° 16'06.28" (RT)
D = 57° 17'44.81"
T = 35.68
L = 68.54
R = 100.00
P.C. = 56+31.99
P.T. = 57+00.53
S.E. = N.C.



CURVE 11
P.I. = 58+81.37
Y = 305,898.48
X = 630,859.63
DELTA = 9° 08'40.30" (LT)
D = 11° 50'16.70"
T = 38.71
L = 77.25
R = 484.00
P.C. = 58+42.66
P.T. = 59+19.91
S.E. = N.C.

CURVE 12
P.I. = 59+90.99
Y = 305,874.91
X = 630,966.85
DELTA = 16° 42'30.64" (LT)
D = 11° 50'16.70"
T = 71.08
L = 141.14
R = 484.00
P.C. = 59+19.91
P.T. = 60+61.06
S.E. = N.C.

CURVE 13
P.I. = 64+20.05
Y = 305,907.25
X = 631,395.70
DELTA = 27° 25'57.64" (RT)
D = 5° 59'58.41"
T = 233.09
L = 457.25
R = 955.00
P.C. = 61+86.96
P.T. = 66+44.20
L = 90
T = 148
S.E. = 3.1%

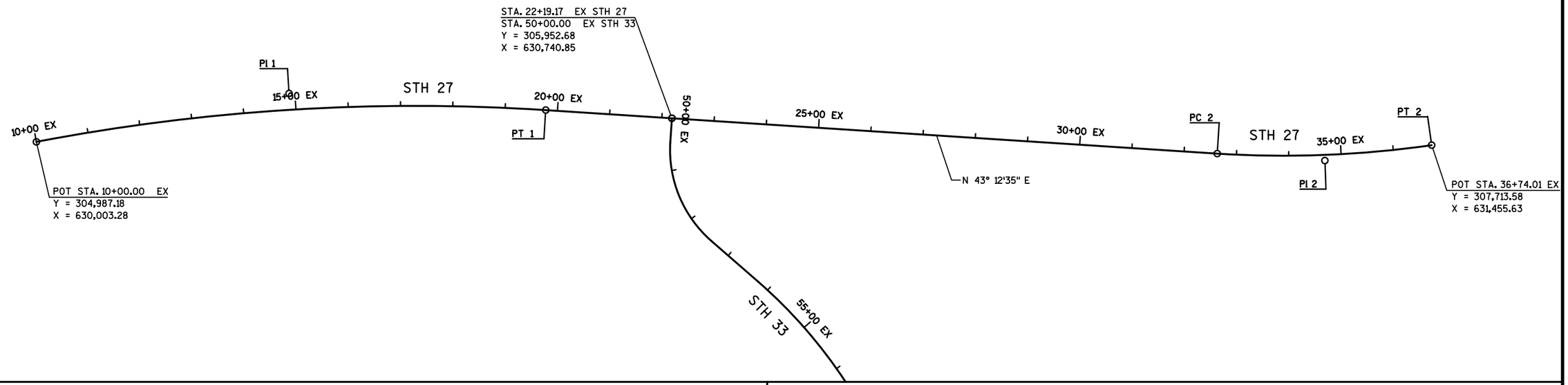
NOTE:
STH 27 ALIGNMENT (MAINLINE) STATION RANGE BETWEEN 10+00 AND 35+00.
STH 33 ALIGNMENT (SIDEROAD) STATION RANGE BETWEEN 48+00 AND 66+00.

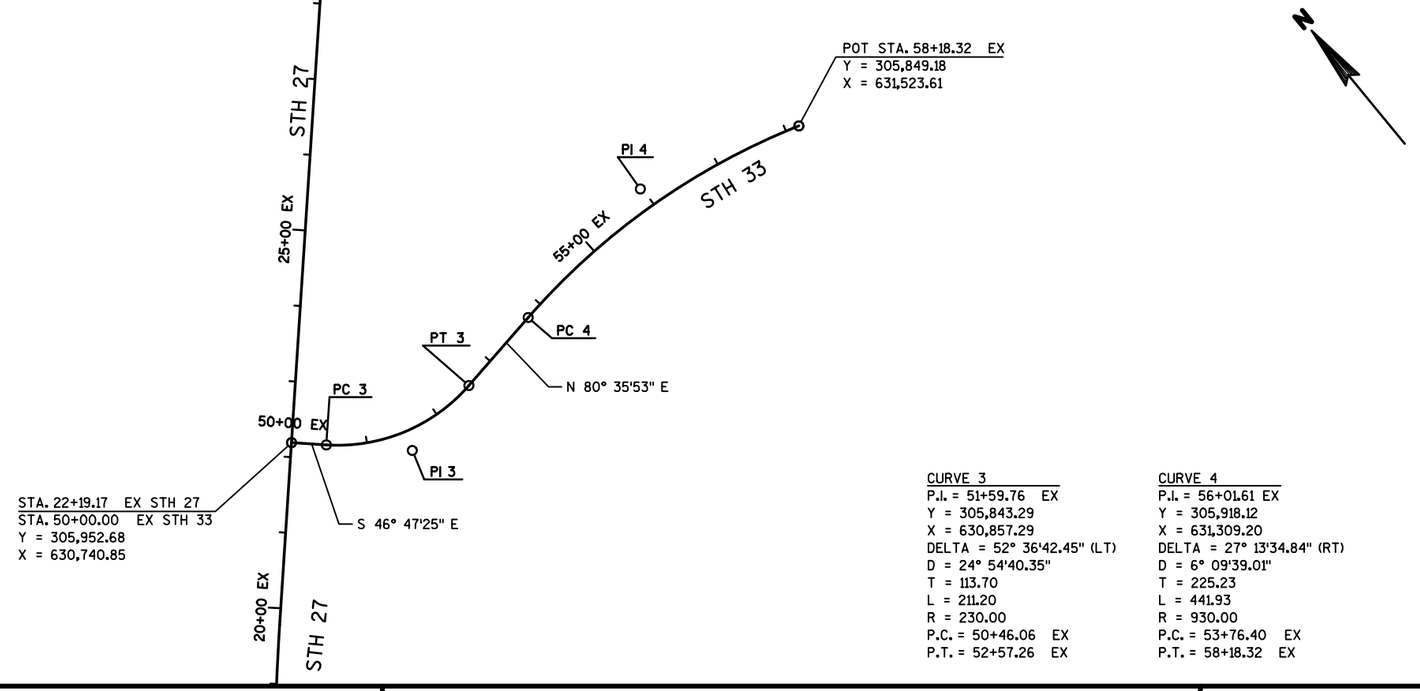
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	ALIGNMENT DETAIL - PROPOSED	SHEET 97	E

2

CURVE 1
P.I. = 14+91.48 EX
Y = 305,418.44
X = 630,239.00
DELTA = 14° 32'58.67" (RT)
D = 1° 29'17.53"
T = 491.48
L = 977.67
R = 3,850.00
P.C. = 10+00.00 EX
P.T. = 19+77.67 EX

CURVE 2
P.I. = 34+69.33 EX
Y = 306,863.85
X = 631,596.80
DELTA = 11° 55'09.90" (LT)
D = 2° 54'03.79"
T = 206.18
L = 410.87
R = 1,975.00
P.C. = 32+63.15 EX
P.T. = 36+74.01 EX

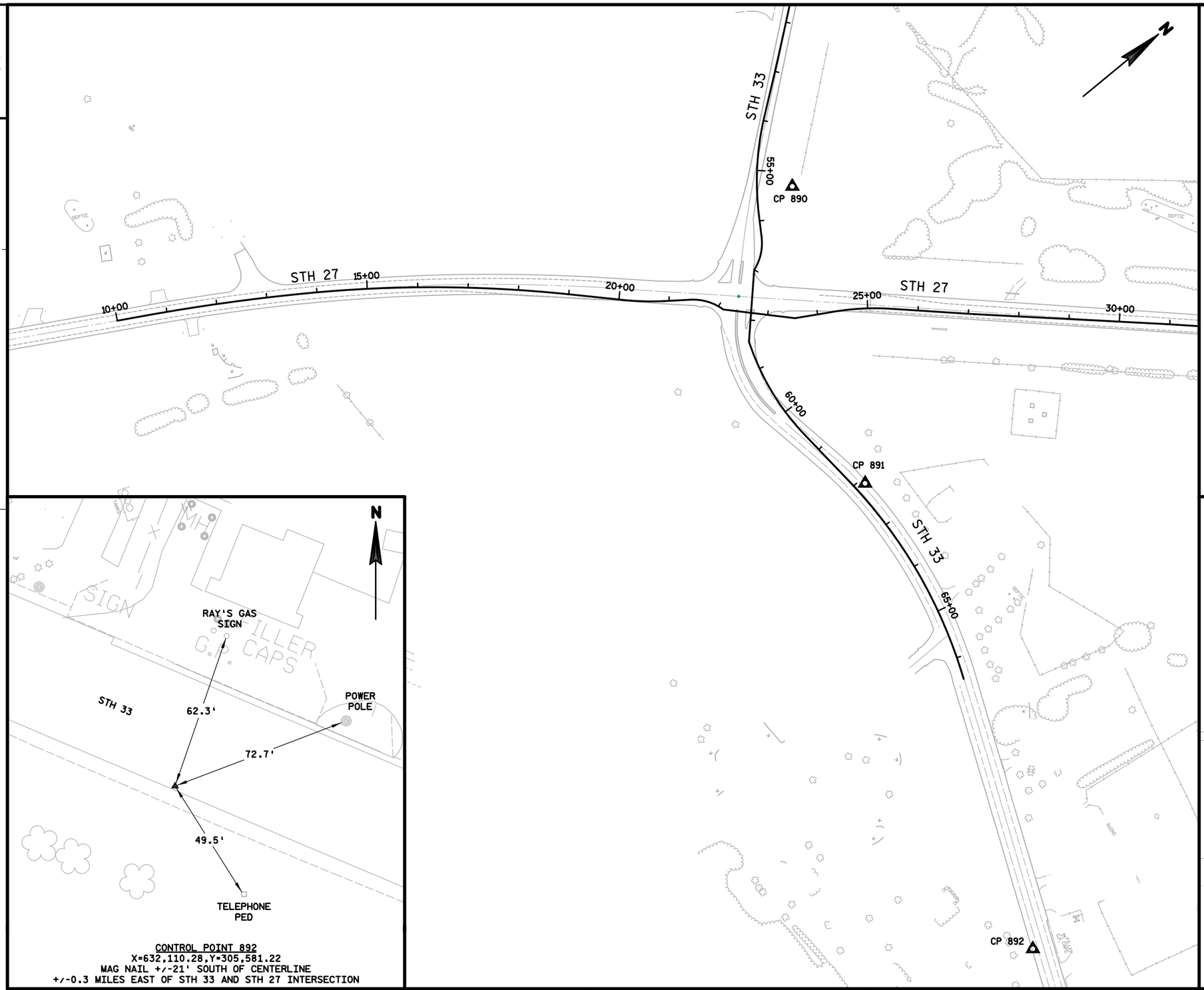


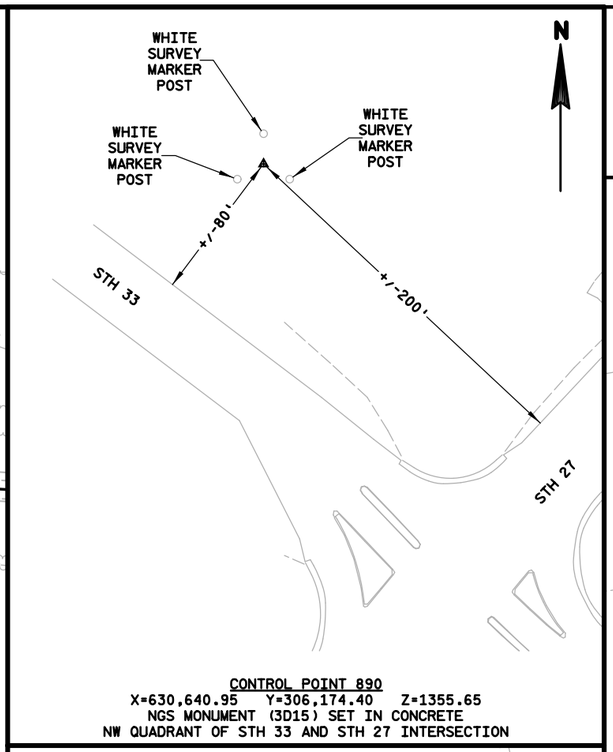


CURVE 3
P.I. = 51+59.76 EX
Y = 305,843.29
X = 630,857.29
DELTA = 52° 36'42.45" (LT)
D = 24° 54'40.35"
T = 113.70
L = 211.20
R = 230.00
P.C. = 50+46.06 EX
P.T. = 52+57.26 EX

CURVE 4
P.I. = 56+01.61 EX
Y = 305,918.12
X = 631,309.20
DELTA = 27° 13'34.84" (RT)
D = 6° 09'39.01"
T = 225.23
L = 441.93
R = 930.00
P.C. = 53+76.40 EX
P.T. = 58+18.32 EX

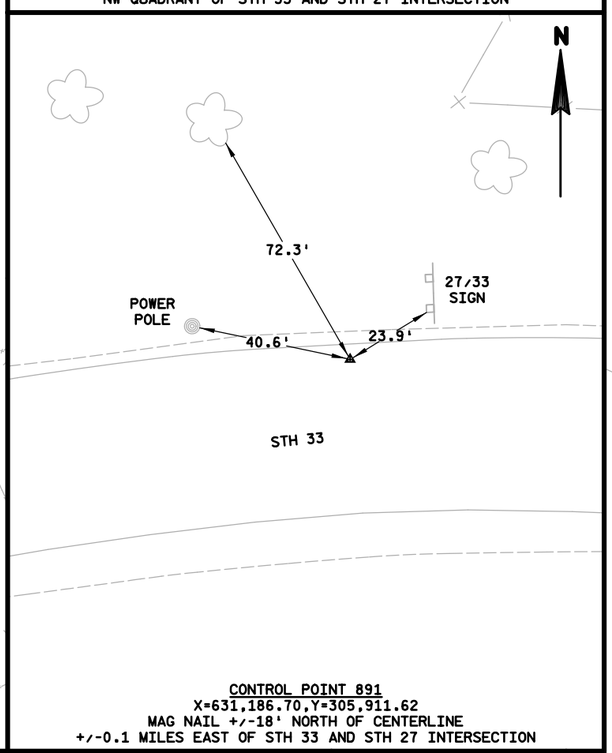
2





CONTROL POINT 890
X=630,640.95 Y=306,174.40 Z=1355.65
NGS MONUMENT (3D15) SET IN CONCRETE
NW QUADRANT OF STH 33 AND STH 27 INTERSECTION

CONTROL POINT 892
X=632,110.28,Y=305,581.22
MAG NAIL +/-21' SOUTH OF CENTERLINE
+/-0.3 MILES EAST OF STH 33 AND STH 27 INTERSECTION



CONTROL POINT 891
X=631,186.70,Y=305,911.62
MAG NAIL +/-18' NORTH OF CENTERLINE
+/-0.1 MILES EAST OF STH 33 AND STH 27 INTERSECTION

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CONTROL POINT DATA SHEET	SHEET 99	E

DATE 16MAR16 — 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	5140-03-70 QUANTITY
0010	203.0100	Removing Small Pipe Culverts	EACH	4.000	4.000
0020	204.0100	Removing Pavement	SY	132.000	132.000
0030	204.0110	Removing Asphaltic Surface	SY	685.000	685.000
0040	204.0130	Removing Curb	LF	280.000	280.000
0050	204.0150	Removing Curb & Gutter	LF	220.000	220.000
0060	204.0195	Removing Concrete Bases	EACH	6.000	6.000
0070	205.0100	Excavation Common	CY	17,966.000	17,966.000
0080	209.0300.S	Backfill Coarse Aggregate (size) 01. Size No. 1	CY	12.000	12.000
0090	213.0100	Finishing Roadway (project) 01. 5140-03-70	EACH	1.000	1.000
0100	305.0110	Base Aggregate Dense 3/4-Inch	TON	800.000	800.000
0110	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	13,160.000	13,160.000
0120	312.0110	Select Crushed Material	TON	12,485.000	12,485.000
0130	405.0100	Coloring Concrete Red	CY	483.000	483.000
0140	415.0080	Concrete Pavement 8-Inch	SY	3,750.000	3,750.000
0150	416.0508	Concrete Roundabout Truck Apron 8-Inch	SY	540.000	540.000
0160	416.0512	Concrete Roundabout Truck Apron 12-Inch	SY	517.000	517.000
0170	455.0605	Tack Coat	GAL	464.000	464.000
0180	460.2000	Incentive Density HMA Pavement	DOL	1,700.000	1,700.000
0190	460.4000	HMA Cold Weather Paving	TON	370.000	370.000
0200	460.4110.S	Reheating HMA Pavement Longitudinal Joints	LF	1,690.000	1,690.000
0210	460.5223	HMA Pavement 3 LT 58-28 S	TON	1,535.000	1,535.000
0220	460.5224	HMA Pavement 4 LT 58-28 S	TON	1,114.000	1,114.000
0230	465.0125	Asphaltic Surface Temporary	TON	848.000	848.000
0240	465.0315	Asphaltic Flumes	SY	37.000	37.000
0250	520.1018	Apron Endwalls for Culvert Pipe 18-Inch	EACH	4.000	4.000
0260	520.1024	Apron Endwalls for Culvert Pipe 24-Inch	EACH	4.000	4.000
0270	520.2024	Culvert Pipe Temporary 24-Inch	LF	145.000	145.000
0280	520.3318	Culvert Pipe Class III-A 18-Inch	LF	93.000	93.000
0290	520.3324	Culvert Pipe Class III-A 24-Inch	LF	42.000	42.000
0300	522.1012	Apron Endwalls for Culvert Pipe Reinforced Concrete 12-Inch	EACH	1.000	1.000
0310	522.1015	Apron Endwalls for Culvert Pipe Reinforced Concrete 15-Inch	EACH	1.000	1.000
0320	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	3.000	3.000
0330	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	1.000	1.000
0340	601.0120	Concrete Curb Type J	LF	170.000	170.000
0350	601.0405	Concrete Curb & Gutter 18-Inch Type A	LF	195.000	195.000
0360	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	1,300.000	1,300.000
0370	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	422.000	422.000
0380	601.0551	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type A	LF	627.000	627.000
0390	601.0553	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type D	LF	1,045.000	1,045.000
0400	601.0580	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type R	LF	315.000	315.000
0410	602.0410	Concrete Sidewalk 5-Inch	SF	18,725.000	18,725.000
0420	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	320.000	320.000
0430	603.8000	Concrete Barrier Temporary Precast Delivered	LF	363.000	363.000

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DATE 16MAR16 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	5140-03-70 QUANTITY
0440	603.8125	Concrete Barrier Temporary Precast Installed	LF	363.000	363.000
0450	606.0200	Riprap Medium	CY	29.500	29.500
0460	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	110.000	110.000
0470	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	86.000	86.000
0480	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	124.000	124.000
0490	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	88.000	88.000
0500	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	127.000	127.000
0510	608.0418	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	LF	143.000	143.000
0520	611.0624	Inlet Covers Type H	EACH	6.000	6.000
0530	611.0627	Inlet Covers Type HM	EACH	4.000	4.000
0540	611.0636	Inlet Covers Type HM-S	EACH	4.000	4.000
0550	611.0639	Inlet Covers Type H-S	EACH	4.000	4.000
0560	611.0652	Inlet Covers Type T	EACH	2.000	2.000
0570	611.2004	Manholes 4-FT Diameter	EACH	6.000	6.000
0580	611.2005	Manholes 5-FT Diameter	EACH	3.000	3.000
0590	611.2006	Manholes 6-FT Diameter	EACH	1.000	1.000
0600	611.2007	Manholes 7-FT Diameter	EACH	1.000	1.000
0610	611.3230	Inlets 2x3-FT	EACH	7.000	7.000
0620	611.8120.S	Cover Plates Temporary	EACH	10.000	10.000
0630	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	300.000	300.000
0640	618.0100	Maintenance And Repair of Haul Roads (project) 01. 5140-03-70	EACH	1.000	1.000
0650	619.1000	Mobilization	EACH	1.000	1.000
0660	620.0300	Concrete Median Sloped Nose	SF	475.000	475.000
0670	623.0200	Dust Control Surface Treatment	SY	19,205.000	19,205.000
0680	624.0100	Water	MGAL	84.000	84.000
0690	625.0100	Topsoil	SY	16,875.000	16,875.000
0700	627.0200	Mulching	SY	6,375.000	6,375.000
0710	628.1504	Silt Fence	LF	1,170.000	1,170.000
0720	628.1520	Silt Fence Maintenance	LF	2,340.000	2,340.000
0730	628.1905	Mobilizations Erosion Control	EACH	4.000	4.000
0740	628.1910	Mobilizations Emergency Erosion Control	EACH	6.000	6.000
0750	628.2006	Erosion Mat Urban Class I Type A	SY	685.000	685.000
0760	628.2008	Erosion Mat Urban Class I Type B	SY	15,500.000	15,500.000
0770	628.7005	Inlet Protection Type A	EACH	20.000	20.000
0780	628.7015	Inlet Protection Type C	EACH	10.000	10.000
0790	628.7020	Inlet Protection Type D	EACH	10.000	10.000
0800	628.7504	Temporary Ditch Checks	LF	266.000	266.000
0810	628.7555	Culvert Pipe Checks	EACH	25.000	25.000
0820	629.0210	Fertilizer Type B	CWT	10.000	10.000
0830	630.0140	Seeding Mixture No. 40	LB	300.000	300.000
0840	630.0200	Seeding Temporary	LB	581.000	581.000
0850	633.5200	Markers Culvert End	EACH	6.000	6.000
0860	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	6.000	6.000
0870	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	11.000	11.000
0880	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	8.000	8.000
0890	634.0620	Posts Wood 4x6-Inch X 20-FT	EACH	2.000	2.000
0900	634.0622	Posts Wood 4x6-Inch X 22-FT	EACH	8.000	8.000

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DATE 16MAR16 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	5140-03-70 QUANTITY
0910	634.0810	Posts Tubular Steel 2x2-Inch X 10-FT	EACH	8.000	8.000
0920	634.0811	Posts Tubular Steel 2x2-Inch X 11-FT	EACH	20.000	20.000
0930	637.2210	Signs Type II Reflective H	SF	552.500	552.500
0940	637.2230	Signs Type II Reflective F	SF	128.750	128.750
0950	638.2102	Moving Signs Type II	EACH	19.000	19.000
0960	638.2602	Removing Signs Type II	EACH	38.000	38.000
0970	638.3000	Removing Small Sign Supports	EACH	47.000	47.000
0980	642.5201	Field Office Type C	EACH	1.000	1.000
0990	643.0100	Traffic Control (project) 01. 5140-03-70	EACH	1.000	1.000
1000	643.0300	Traffic Control Drums	DAY	15,200.000	15,200.000
1010	643.0420	Traffic Control Barricades Type III	DAY	1,835.000	1,835.000
1020	643.0705	Traffic Control Warning Lights Type A	DAY	2,702.000	2,702.000
1030	643.0715	Traffic Control Warning Lights Type C	DAY	1,420.000	1,420.000
1040	643.0900	Traffic Control Signs	DAY	5,026.000	5,026.000
1050	643.1000	Traffic Control Signs Fixed Message	SF	36.000	36.000
1060	643.1050	Traffic Control Signs PCMS	DAY	10.000	10.000
1070	645.0130	Geotextile Fabric Type R	SY	106.000	106.000
1080	646.0106	Pavement Marking Epoxy 4-Inch	LF	14,925.000	14,925.000
1090	646.0600	Removing Pavement Markings	LF	6,585.000	6,585.000
1100	647.0456	Pavement Marking Curb Epoxy	LF	40.000	40.000
1110	647.0606	Pavement Marking Island Nose Epoxy	EACH	4.000	4.000
1120	647.0726	Pavement Marking Diagonal Epoxy 12-Inch	LF	311.000	311.000
1130	649.0400	Temporary Pavement Marking Removable Tape 4-Inch	LF	18,218.000	18,218.000
1140	649.0403	Temporary Pavement Marking Epoxy 4-Inch	LF	9,450.000	9,450.000
1150	649.1100	Temporary Pavement Marking Stop Line 18-Inch	LF	39.000	39.000
1160	649.1200	Temporary Pavement Marking Stop Line Removable Tape 18-Inch	LF	33.000	33.000
1170	650.4000	Construction Staking Storm Sewer	EACH	34.000	34.000
1180	650.4500	Construction Staking Subgrade	LF	3,085.000	3,085.000
1190	650.5000	Construction Staking Base	LF	2,275.000	2,275.000
1200	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	1,467.000	1,467.000
1210	650.6000	Construction Staking Pipe Culverts	EACH	3.000	3.000
1220	650.7000	Construction Staking Concrete Pavement	LF	894.000	894.000
1230	650.8500	Construction Staking Electrical Installations (project) 01. 5140-03-70	LS	1.000	1.000
1240	650.9910	Construction Staking Supplemental Control (project) 01. 5140-03-70	LS	1.000	1.000
1250	650.9920	Construction Staking Slope Stakes	LF	2,675.000	2,675.000
1260	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	1,874.000	1,874.000
1270	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	494.000	494.000
1280	653.0140	Pull Boxes Steel 24x42-Inch	EACH	9.000	9.000
1290	653.0905	Removing Pull Boxes	EACH	5.000	5.000
1300	654.0105	Concrete Bases Type 5	EACH	15.000	15.000
1310	654.0224	Concrete Control Cabinet Bases Type L24	EACH	1.000	1.000
1320	655.0610	Electrical Wire Lighting 12 AWG	LF	4,885.000	4,885.000
1330	655.0615	Electrical Wire Lighting 10 AWG	LF	7,162.000	7,162.000
1340	656.0200	Electrical Service Meter Breaker Pedestal (location) 01. Sta. 56+36	LS	1.000	1.000
1350	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	15.000	15.000

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DATE 16MAR16 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	5140-03-70 QUANTITY
1360	657.0322	Poles Type 5-Aluminum	EACH	15.000	15.000
1370	657.0705	Luminaire Arms Truss Type 4 1/2-Inch Clamp 10-FT	EACH	15.000	15.000
1380	659.1115	Luminaires Utility LED A	EACH	15.000	15.000
1390	659.2124	Lighting Control Cabinets 120/240 24-Inch	EACH	1.000	1.000
1400	690.0150	Sawing Asphalt	LF	7,649.000	7,649.000
1410	690.0250	Sawing Concrete	LF	15.000	15.000
1420	715.0415	Incentive Strength Concrete Pavement	DOL	1,125.000	1,125.000
1430	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	800.000	800.000
1440	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	400.000	400.000
1450	SPV.0060	Special 01. Pavement Marking Grooved Contrast Preformed Thermoplastic Words	EACH	4.000	4.000
1460	SPV.0060	Special 02. Inlets 2x2.5-FT Special	EACH	2.000	2.000
1470	SPV.0090	Special 01. Pavement Marking Grooved Contrast Preformed Thermoplastic 8-Inch	LF	320.000	320.000
1480	SPV.0090	Special 02. Pavement Marking Grooved Contrast Preformed Thermoplastic Crosswalk 6-Inch	LF	315.000	315.000
1490	SPV.0090	Special 03. Pavement Marking Grooved Preformed Thermoplastic 18-Inch	LF	90.000	90.000
1500	SPV.0090	Special 04. Removing HMA Pavement Notched Wedge Longitudinal Joint Milling	LF	1,690.000	1,690.000
1510	SPV.0105	Special 01. Concrete Pavement Joint Layout	LS	1.000	1.000
1520	SPV.0105	Special 02. Salvage and Deliver WisDOT Lighting	LS	1.000	1.000
1530	SPV.0120	Special 01. Water for Seeded Areas	MGAL	263.000	263.000
1540	SPV.0180	Special 01. Geogrid Reinforcement	SY	17,190.000	17,190.000
1550	SPV.0180	Special 02. Temporary Surface Same Day	SY	69.000	69.000

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REMOVING SMALL PIPE CULVERTS

CATEGORY	STATION	LOCATION	203.0100 EACH	DESCRIPTION
0010	22+25	LT	1	24" x 137' CMCP
	22+50	RT	1	24" x 129' CMCP
	26+50	RT	1	24" x 27' CMCP
	51+75	RT	1	18" x 48' CMCP
		TOTAL	4	

REMOVING PAVEMENT

CATEGORY	STATION	LOCATION	204.0100 SY
0010	21+50 - 30+92	LT/RT	115
	49+20 - 56+50	LT/RT	17
		TOTAL	132

REMOVING CURB & GUTTER SUMMARY

CATEGORY	STATION	LOCATION	204.0130 REMOVING CURB LF	204.0150 REMOVING CURB & GUTTER LF
0010	21+50 - 30+92	LT/RT	280	220
		TOTALS	280	220

REMOVING CONCRETE BASES

CATEGORY	EQUIP. LOCATION	STATION	LOCATION	204.0195 EACH
0010	CB-1	20+95	RT	1
	CB-2	21+95	LT	1
	CB-3	22+60	RT	1
	CB-4	23+90	LT	1
	CB-5	13+25	RT	1
	CB-6	30+61	LT	1
			TOTAL	6

REMOVING ASPHALTIC SURFACE

CATEGORY	STATION	LOCATION	204.0110 SY
0010	55+50 - 57+00	RT	325
	58+25 - 59+50	RT	360
		TOTAL	685

BASE AGGREGATE DENSE

CATEGORY	STAGE	STATION - STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	*312.0110 SELECT CRUSHED MATERIAL TON	SPV.0180.01 GEOGRID REINFORCEMENT SY
0010	STAGE 1	12+99 EX - 22+25 EX	LT/RT	---	530	---	---
		22+25 EX - 32+89 EX	LT/RT	---	410	---	---
		50+00 EX - 56+66 EX	LT/RT	---	380	---	---
		SUBTOTALS (STAGE 1)		0	1,320	0	0
	STAGE 2	12+43 - 21+50	LT/RT	15	1,700	1,250	2,000
		21+50 - 32+39	LT/RT	130	2,950	2,400	3,750
		49+20 - 56+50	LT/RT	200	2,250	2,250	3,550
		59+50 - 62+20	LT/RT	70	870	800	1,250
		SUBTOTALS (STAGE 2)	LT/RT	415	7,770	6,700	10,550
	STAGE 3	13+16 - 21+50	LT/RT	75	1,400	1,300	2,050
		21+50 - 32+47	LT/RT	130	1,600	1,750	2,800
		SUBTOTALS (STAGE 3)		205	3,000	3,050	4,850
	STAGE 4	12+41 - 21+50	LT/RT	70	360	210	340
		21+50 - 32+39	LT/RT	110	710	910	1,450
		SUBTOTALS (STAGE 4)		180	1,070	1,120	1,790
			TOTALS	800	13,160	10,870	17,190

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

CONCRETE ROUNDABOUT TRUCK APRON SUMMARY

CATEGORY	STAGE	STATION - STATION	LOCATION	416.0508 CONCRETE ROUNDABOUT TRUCK APRON 8-INCH SY	416.0512 CONCRETE ROUNDABOUT TRUCK APRON 12-INCH SY	*405.0100 COLORING CONCRETE RED CY
0010	STAGE 2	21+50 - 30+92	LT/RT	---	230	77
		49+20 - 56+50	LT/RT	---	33	11
		SUBTOTALS (STAGE 2)		0	263	88
	STAGE 3	13+78 - 21+50	LT/RT	---	4	1
		21+50 - 30+92	LT/RT	---	210	70
		SUBTOTALS (STAGE 3)		0	214	71
	STAGE 4	13+78 - 21+50	LT/RT	---	8	3
		21+50 - 30+92	LT/RT	540	32	130
		SUBTOTALS (STAGE 4)		540	40	133
			TOTALS	540	517	292

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

EARTHWORK SUMMARY

		205.0100 EXCAVATION COMMON (1)		AVAILABLE	REDUCED EBS	EXPANDED EBS	UNEXPANDED	EXPANDED	MASS ORDINATE		*312.0110 SELECT CRUSHED
		CUT (2)	EBS EXCAVATION (3)	MATERIAL (4)	IN FILL (5)	BACKFILL (6)	FILL	FILL (7)	+/- (8)	WASTE	MATERIAL (9)
			5% OF CUT		FACTOR 0.80	FACTOR 1.30		FACTOR 1.25			
CATEGORY	LOCATION	CY	CY	CY	CY	CY	CY	CY		CY	TON
0010	STAGE 1 WIDENING - STH 27	463	23	463	19	30	221	276	187	187	45
	STAGE 1 WIDENING - STH 33	342	17	342	14	22	113	141	201	201	30
	STAGE 2 - STH 27	3,714	186	3,714	149	241	824	1,029	2,684	2,684	350
	STAGE 2 - STH 33	5,720	286	5,720	229	372	730	913	4,808	4,808	540
	STAGE 2 - CHAIN C	324	16	324	13	21	87	108	215	215	30
	STAGE 2 - CHAIN G	116	6	116	5	8	37	46	70	70	10
	STAGE 3 - STH 27	3,720	186	3,720	149	242	170	212	3,508	3,508	350
	STAGE 3 -CHAIN E	162	8	162	6	11	203	253	-91	-91	15
	STAGE 3 - CHAIN I	194	10	194	8	13	68	85	109	109	20
	STAGE 4 - STH 27	957	48	957	38	62	171	213	743	743	90
	CHAIN A	993	50	993	40	65	683	854	139	139	95
	UNDISTRIBUTED - ISLANDS (ALL STAGES)	405	20	405	16	27	0	0	405	405	40
	TOTALS	17,110	856	17,110	685	1,112	3,305	4,131	12,979	12,979	1,615

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

1) EXCAVATION COMMON IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100.
2) SALVAGED PAVEMENT MATERIAL IS INCLUDED IN CUT.
3) EBS EXCAVATION TO BE BACKFILLED WITH SELECT CRUSHED MATERIAL.
4) AVAILABLE MATERIAL = CUT - UNUSABLE PAVEMENT MATERIAL.
5) REDUCED EBS IN FILL: EXCAVATED EBS MATERIAL IS USABLE IN FILLS OUTSIDE THE 1:1 SLOPE. EBS IN FILL REDUCTION FACTOR = 0.8.
6) EXPANDED EBS BACKFILL: THIS IS TO BE FILLED WITH SELECT CRUSHED MATERIAL. EBS BACKFILL FACTOR = 1.30.
7) EXPANDED FILL = UNEXPANDED FILL * EXPANDED FILL FACTOR. EXPANDED FILL FACTOR = 1.25.
8) MASS ORDINATE: MASS ORDINATE = (CUT - UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)
PLUS MASS ORDINATE QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS MASS ORDINATE QUANTITY INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\030202_mq.dgn PLOT DATE : 12/4/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 43

CONCRETE PAVEMENT 8-INCH

CATEGORY	STAGE	STATION - STATION	LOCATION	415.0080 SY
0010	STAGE 2	13+78 - 21+50	LT/RT	105
		21+50 - 30+92	LT/RT	1,750
		49+20 - 56+50	LT/RT	270
		59+50 - 61+87	LT/RT	830
		SUBTOTAL (STAGE 2)		2955
	STAGE 3	13+78 - 21+50	LT/RT	85
		21+50 - 30+92	LT/RT	710
		SUBTOTAL (STAGE 3)		795
			TOTAL	3,750

ASPHALTIC SURFACE TEMPORARY

CATEGORY	STAGE	STATION - STATION	LOCATION	465.0125 ASPHALTIC SURFACE TEMPORARY TON
0010	STAGE 1	13+00 - 21+33 EX	LT/RT	130
		21+33 - 33+00 EX	LT/RT	120
		52+10 - 57+00 EX	LT/RT	120
		SUBTOTAL (STAGE 1)		370
	STAGE 2	13+78 - 21+50	LT/RT	140
		21+50 - 30+92	LT/RT	330
		49+20 - 56+50	LT/RT	8
		SUBTOTAL (STAGE 2)		478
			TOTAL	848

ASPHALTIC FLUMES

CATEGORY	STATION	LOCATION	465.0315 SY
0010	24+65	LT	12
	24+70	RT	25
		TOTAL	37

CULVERT PIPE TEMPORARY 24-INCH

CATEGORY	STATION	LOCATION	520.2024 LF
0010	29+25 - 30+75	RT	145

ASPHALTIC ITEMS

CATEGORY	STAGE	STATION - STATION	LOCATION	455.0605 TACK COAT GAL	460.4000 HMA COLD WEATHER PAVING TON	460.5223 HMA PAVEMENT 3 LT 58-28 S TON	460.5224 HMA PAVEMENT 4 LT 58-28 S TON	460.4110.S REHEATING HMA PAVEMENT LONGITUDINAL JOINTS LF
0010	STAGE 2	13+78 - 21+50	LT/RT	---	---	305	---	---
		21+50 - 30+92	LT/RT	---	---	250	---	---
		49+20 - 56+50	LT/RT	135	---	450	300	---
		59+50 - 61+87	LT/RT	---	---	---	89	---
		SUBTOTALS (STAGE 2)		135	0	1,005	389	0
	STAGE 3	13+78 - 21+50	LT/RT	81	---	270	180	470
		21+50 - 30+92	LT/RT	79	---	260	175	375
		SUBTOTALS (STAGE 3)		160	0	530	355	845
	STAGE 4	13+78 - 21+50	LT/RT	93	205	---	205	470
		21+50 - 30+92	LT/RT	76	165	---	165	375
		SUBTOTALS (STAGE 4)		169	370	0	370	845
			TOTALS	464	370	1,535	1,114	1,690

CULVERT PIPE CLASS III-A

CATEGORY	STAGE	STATION - STATION	LOCATION	520.3318 18-INCH LF	520.3324 24-INCH LF	THICKNESS (INCHES) STEEL
		MINOR SIDE ROAD, PRIVATE ENTRANCE AND SLOPE DRAINS				
0010	2	51+47 - 52+03	RT	51	---	0.064
		53+24 - 55+75	LT	42	---	0.064
	3	26+21 - 26+70	RT	---	42	0.064
			TOTALS	93	42	

APRON ENDWALLS SUMMARY

CATEGORY	STRUCT. NO.	STATION	OFFSET	522.1012 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH EACH	522.1015 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 15-INCH EACH	522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	520.1018 APRON ENDWALLS FOR CULVERT PIPE 18-INCH EACH	520.1024 APRON ENDWALLS FOR CULVERT PIPE 24-INCH EACH	633.5200 MARKERS CULVERT END EACH
0010	AE1	26+21.20	37.52' RT	---	---	---	---	---	1	---
	AE2	26+70.10	36.26' RT	---	---	---	---	---	1	---
	AE3	51+47.19	46.53' RT	---	---	---	---	1	---	---
	AE4	52+03.29	45.92' RT	---	---	---	---	1	---	---
	AE5	55+23.80	46.84' LT	---	---	---	---	1	---	---
	AE6	55+75.28	46.34' LT	---	---	---	---	1	---	---
	AE7	29+25.00	38.00' RT	---	---	---	---	---	1	---
	AE8	30+75.00	37.90' RT	---	---	---	---	---	1	---
	500	56+69.56	102.8' LT	---	---	---	1	---	---	1
	520	56+89.96	69.6' RT	---	---	1	---	---	---	1
	550	59+13.56	106.1' LT	---	---	1	---	---	---	1
	570	58+42.66	75.9' RT	---	---	1	---	---	---	1
	700	27+08.00	52.9' LT	1	---	---	---	---	---	1
	740	24+49.85	44.3' RT	---	1	---	---	---	---	1
			TOTALS	1	1	3	1	4	4	6

CURB & GUTTER SUMMARY

CATEGORY	STAGE	STATION - STATION	LOCATION	601.0120 CONCRETE CURB TYPE J LF	601.0405 CONCRETE CURB & GUTTER 18-INCH TYPE A LF	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0551 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A LF	601.0553 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D LF	601.0580 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R LF
0010	STAGE 2	21+50 - 30+92	LT/RT	---	---	235	---	275	---	---
		49+20 - 56+50	LT/RT	---	---	145	140	59	335	---
		59+50 - 61+87	LT/RT	---	---	32	---	---	---	---
		SUBTOTALS (STAGE 2)		0	0	412	140	334	335	0
	STAGE 3	13+78 - 21+50	LT/RT	---	---	75	94	11	155	---
		21+50 - 30+92	LT/RT	---	---	94	---	215	220	---
		SUBTOTALS (STAGE 3)		0	0	169	94	226	375	0
	STAGE 4	13+78 - 21+50	LT/RT	---	---	95	78	23	160	---
		21+50 - 30+92	LT/RT	170	195	555	110	44	175	315
		49+20 - 56+50	LT/RT	---	---	69	---	---	---	---
		SUBTOTALS (STAGE 4)		170	195	719	188	67	335	315
			TOTALS	170	195	1,300	422	627	1,045	315

3

CONCRETE SIDEWALK

CATEGORY	STAGE	STATION	LOCATION	602.0410 CONCRETE SIDEWALK 5-INCH SF	*405.0100 COLORING CONCRETE RED CY
0010	STAGE 2	21+50 - 30+92	LT/RT	3,100	---
		49+20 - 56+50	LT/RT	3,290	43
		59+50 - 61+87	LT/RT	41	---
		SUBTOTALS (STAGE 2)		6,431	43
	STAGE 3	13+78 - 21+50	LT/RT	84	---
		21+50 - 30+92	LT/RT	1,360	---
		SUBTOTALS (STAGE 3)		1,444	0
	STAGE 4	13+78 - 21+50	LT/RT	4,450	66
		21+50 - 30+92	LT/RT	6,140	78
		49+20 - 56+50	LT/RT	260	4
		SUBTOTALS (STAGE 4)		10,850	148
			TOTALS	18,725	191

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

CURB RAMP DETECTABLE WARNING FIELD YELLOW

CATEGORY	STATION	LOCATION	602.0505 SF
0010	21+73	RT	20
	21+83	RT	20
	21+86	LT	20
	21+86	LT	20
	23+80	LT	20
	23+83	LT	20
	23+83	RT	20
	23+95	LT	20
	56+62	LT	20
	56+72	LT	20
	56+73	RT	20
	56+75	LT	20
	58+73	LT	20
	58+75	RT	20
	58+78	LT	20
	58+94	LT	20
		TOTAL	320

STORM SEWER PIPE REINFORCED CONCRETE

CATEGORY	FROM STRUCTURE	TO STRUCTURE	CLASS III 608.0312 12-INCH LF	CLASS III 608.0318 18-INCH LF	CLASS III 608.0324 24-INCH LF	CLASS IV 608.0412 12-INCH LF	CLASS IV 608.0415 15-INCH LF	CLASS IV 608.0418 18-INCH LF
0010	504	500	---	---	46	---	---	---
	505	504	---	---	25	---	---	---
	506	505	---	---	---	11	---	---
	510	505	---	---	29	---	---	---
	515	510	---	---	24	---	---	---
	516	515	---	---	---	8	---	---
	520	515	---	---	---	---	---	43
	551	550	---	55	---	---	---	---
	555	551	---	---	---	---	---	25
	556	555	---	---	---	8	---	---
	560	555	---	31	---	---	---	---
	565	560	---	---	---	---	---	26
	566	565	---	---	---	8	---	---
	570	565	---	---	---	---	---	49
	705	700	---	---	---	38	---	---
	710	705	---	---	---	7	---	---
	745	740	---	---	---	---	104	---
	750	745	---	---	---	---	23	---
	755	750	---	---	---	8	---	---
	780	515	74	---	---	---	---	---
	781	780	9	---	---	---	---	---
	785	780	27	---	---	---	---	---
		TOTALS	110	86	124	88	127	143

MANHOLES AND INLETS SUMMARY

CATEGORY	STRUCT. NO.	STATION	OFFSET	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.2006 MANHOLES 6-FT DIAMETER EACH	611.2007 MANHOLES 7-FT DIAMETER EACH	SPV.0060.02 INLETS 2X2.5-FT SPECIAL EACH	611.3230 INLETS 2X3-FT EACH	611.0624 INLET COVERS TYPE H EACH	611.0627 INLET COVERS TYPE HM EACH	611.0636 INLET COVERS TYPE HM-S EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0652 INLET COVERS TYPE T EACH	611.8120.S COVER PLATES TEMPORARY EACH	COMMENTS
0010	504	56+75.00	51.8' LT	1	---	---	---	---	---	1	---	---	---	---	---	FLAT SLAB TOP REQ'D
	505	56+80.00	28.2' LT	---	---	---	1	---	---	---	1	---	---	---	1	FLAT SLAB TOP REQ'D
	506	56+88.00	25.0' LT	---	---	---	---	---	1	---	---	---	1	---	1	
	510	56+90.00	1.5' LT	1	---	---	---	---	---	1	---	---	---	---	1	FLAT SLAB TOP REQ'D
	515	57+00.00	21.0' RT	---	1	---	---	---	---	---	---	1	---	---	---	FLAT SLAB TOP REQ'D
	516	56+89.86	21.1' RT	---	---	---	---	---	1	---	---	1	---	---	---	
	551	58+78.00	53.0' LT	1	---	---	---	---	---	---	1	---	---	---	---	FLAT SLAB TOP REQ'D
	555	58+66.00	30.9' LT	---	1	---	---	---	---	1	---	---	---	---	1	FLAT SLAB TOP REQ'D
	556	58+57.50	29.8' LT	1	---	---	---	---	---	---	---	---	1	---	1	FLAT SLAB TOP REQ'D
	560	58+55.00	1.5' LT	1	---	---	---	---	---	1	---	---	---	---	1	FLAT SLAB TOP REQ'D
	565	58+46.00	23.2' RT	---	---	1	---	---	---	---	---	1	---	---	1	FLAT SLAB TOP REQ'D
	566	58+42.66	24.9' RT	---	---	---	---	---	1	---	---	1	---	---	1	
	705	27+08.00	8.7' LT	---	---	---	---	---	1	---	1	---	---	---	---	
	710	27+08.00	1.5' LT	---	---	---	---	---	1	---	1	---	---	---	1	
	745	23+64.00	25.4' LT	1	---	---	---	---	---	---	---	---	1	---	---	FLAT SLAB TOP REQ'D
	750	23+33.50	23.5' LT	---	---	---	---	1	---	---	---	---	---	1	---	
	755	23+31.55	31.2' LT	---	---	---	---	1	---	---	---	---	---	1	---	
	780	21+92.00	26.8' LT	---	1	---	---	---	---	1	---	---	---	---	---	FLAT SLAB TOP REQ'D
	781	21+99.00	24.6' LT	---	---	---	---	---	1	---	---	---	1	---	---	
	785	22+00.00	1.5' LT	---	---	---	---	---	1	1	---	---	---	---	1	
			TOTALS	6	3	1	1	2	7	6	4	4	4	2	10	

3

SUBGRADE DRAINAGE ITEMS

CATEGORY	STAGE	STATION	LOCATION	209.0300.S.01 BACKFILL COARSE AGGREGATE SIZE NO. 1 CY	612.0406 PIPE UNDERDRAIN WRAPPED 6-INCH LF
0010	STAGE 2	11+23 B - 11+73 B	RT	2	50
		11+81 B -12+31 B	RT	2	50
		11+42 A - 11+92 A	RT	2	50
		10+59 H - 11+09 H	RT	2	50
		11+19 H - 11+26 H	RT	---	7
		SUBTOTALS (STAGE 2)		8	207
	STAGE 3	11+26 H - 11+69 H	RT	2	43
		10+84 A - 11+34 A	RT	2	50
		SUBTOTALS (STAGE 3)		4	93
			TOTALS	12	300

MAINTENANCE AND REPAIR OF HAUL ROADS

CATEGORY	PROJECT	618.0100 EACH
0010	5140-03-70	1

CONCRETE MEDIAN SLOPED NOSE

CATEGORY	STATION	LOCATION	620.0300 SF	REMARKS
0010	18+50	LT	60	TYPE 1
	21+97	LT	25	TYPE 2
	22+05	LT	25	TYPE 2
	23+60	LT	30	TYPE 2
	23+66	LT	25	TYPE 2
	27+14	LT	70	TYPE 1
	53+37	LT	60	TYPE 1
	56+85	LT	30	TYPE 2
	56+94	LT	25	TYPE 2
	58+49	LT	30	TYPE 2
	58+59	LT	25	TYPE 2
	59+23	LT	70	TYPE 1
		TOTAL	475	

DUST CONTROL SURFACE TREATMENT

CATEGORY	STAGE	STATION - STATION	LOCATION	623.0200 SY
0010	STAGE 2	13+78 - 21+50	LT/RT	3,000
		21+50 - 30+92	LT/RT	5,600
		49+20 - 56+50	LT/RT	3,350
		59+50 - 61+87	LT/RT	1,650
		SUBTOTAL (STAGE 2)		13,600
	STAGE 3	13+78 - 21+50	LT/RT	2,150
		21+50 - 30+92	LT/RT	2,550
		SUBTOTAL (STAGE 3)		4,700
	STAGE 4	13+78 - 21+50	LT/RT	45
		21+50 - 30+92	LT/RT	860
		SUBTOTAL (STAGE 4)		905
			TOTAL	19,205

WATER

CATEGORY	STATION - STATION	624.0100 MGAL
0010	13+77 - 30+92	84

NOTE: FOR BASE AGGREGATE DENSE COMPACTION

SILT FENCE SUMMARY

CATEGORY	STATION - STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	REMARKS
0010	23+87 EX - 27+12 EX	LT	330	660	STAGE 1
	21+50 - 30+92	LT/RT	360	720	
	49+20 - 56+50	LT/RT	480	960	
		TOTALS	1,170	2,340	

3

MOBILIZATION EROSION CONTROL

CATEGORY	LOCATION	628.1905 EACH
0010	STAGE 1	1
	STAGE 2	1
	STAGE 3	1
	STAGE 4	1
	TOTAL	4

EMERGENCY MOBILIZATION EROSION CONTROL

CATEGORY	LOCATION	628.1910 EACH
0010	STAGE 1	1
	STAGE 2	2
	STAGE 3	2
	STAGE 4	1
	TOTAL	6

EROSION MAT ITEMS

CATEGORY	STATION - STATION	LOCATION	628.2006 EROSION MAT URBAN CLASS I TYPE A SY	628.2008 EROSION MAT URBAN CLASS I TYPE B SY
0010	13+78 - 21+50	LT/RT	25	2,850
	21+50 - 30+92	LT/RT	500	4,700
	49+20 - 56+50	LT/RT	50	3,100
	59+50 - 61+87	LT/RT	---	2,250
	UNDISTRIBUTED		110	2,600
		TOTALS	685	15,500

STAGING FINISHING ITEMS

CATEGORY	STAGE	LOCATION	627.0200 MULCHING SY	*630.0200 SEEDING TEMPORARY LB	*SPV.0120.01 WATER FOR SEEDED AREAS MGAL
0010	STAGE 1	LT/RT	2,600	70	30
	STAGE 2	LT/RT	2,500	70	30
	UNDISTRIBUTED		1,275	35	15
		TOTALS	6,375	175	75

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

EROSION CONTROL SUMMARY

CATEGORY	STATION	LOCATION	628.7005 INLET PROTECTION TYPE A EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	REMARKS
0010	12+03	43.23' RT	---	---	---	5	---	
	13+37	43.02' LT	---	---	---	5	---	
	21+92	26.83' LT	1	1	---	---	---	
	22+00	1.50' LT	1	1	---	---	---	
	21+99	24.58' LT	1	---	1	---	---	
	23+32	31.24' LT	1	---	1	---	---	
	23+33	23.48' LT	1	---	1	---	---	
	23+64	25.37' LT	1	---	1	---	---	
	24+35	72.51' RT	---	---	---	5	---	
	24+48	77.19' LT	---	---	---	10	---	
	24+71	87.33' LT	---	---	---	10	---	
	25+95	74.95' LT	---	---	---	5	---	
	26+20	37.53' RT	---	---	---	---	3	
	27+08	1.50' LT	1	1	---	---	---	
	27+08	8.69' LT	1	1	---	---	---	
	29+00	37.00' RT	---	---	---	15	---	
	30+50	34.34' LT	---	---	---	18	---	
	32+30	36.66' LT	---	---	---	5	---	
	33+07	39.53' LT	---	---	---	5	---	
	51+41	46.66' RT	---	---	---	---	2	
	51+60	75.60' LT	---	---	---	5	---	
	55+00	33.47' RT	---	---	---	25	---	
	55+22	47.10' LT	---	---	---	---	2	
	56+75	51.83' LT	1	1	---	---	---	
	56+80	28.94' LT	1	1	---	---	---	
	56+88	24.98' LT	1	---	1	---	---	
	56+89	71.06' RT	---	---	---	---	2	
	56+90	1.52' LT	1	1	---	---	---	
	56+90	21.06' RT	1	---	1	---	---	
	57+00	20.13' RT	1	---	1	---	---	
	58+43	24.87' RT	1	---	1	---	---	
	58+43	77.37' RT	---	---	---	---	2	
	58+46	23.24' RT	1	---	1	---	---	
	58+55	1.50' LT	1	1	---	---	---	
	58+58	29.75' LT	1	---	1	---	---	
	58+66	30.89' LT	1	1	---	---	---	
	58+78	52.96' LT	1	1	---	---	---	
	60+00	44.81' RT	---	---	---	31	---	
	61+75	44.00' RT	---	---	---	27	---	
	13+05 EX	54.00' LT	---	---	---	10	---	STAGE 1
	21+40 EX	55.00' LT	---	---	---	---	3	STAGE 1
	21+60 EX	50.00' RT	---	---	---	---	3	STAGE 1
	26+05 EX	39.00' RT	---	---	---	---	3	STAGE 1
	27+47 EX	41.50' LT	---	---	---	---	2	STAGE 1
	29+75 EX	40.00' LT	---	---	---	15	---	STAGE 1
	32+35 EX	40.00' LT	---	---	---	15	---	STAGE 1
	52+10 EX	41.00' RT	---	---	---	15	---	STAGE 1
	UNDISTRIBUTED		---	---	---	40	3	
		TOTALS	20	10	10	266	25	

FINISHING ITEMS

CATEGORY	STATION - STATION	LOCATION	625.0100 TOPSOIL SY	629.0210 FERTILIZER TYPE B CWT	630.0140 SEEDING MIXTURE NO. 40 LB	*630.0200 SEEDING TEMPORARY LB	*SPV.0120.01 WATER FOR SEEDED AREAS MGAL
0010	13+78 - 21+50	LT/RT	2,900	2	50	80	30
	21+50 - 30+92	LT/RT	5,200	3	95	140	60
	49+20 - 56+50	LT/RT	3,150	2	55	45	35
	59+50 - 61+87	LT/RT	2,250	1	40	60	25
	UNDISTRIBUTED		3,375	2	60	81	38
		TOTALS	16,875	10	300	406	188

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

TRAFFIC CONTROL SIGNS FIXED MESSAGE

CATEGORY	STAGE	643.1000 SF
0010	STAGE 2 - STH 33 CLOSURE	36

TRAFFIC CONTROL

CATEGORY	STAGE	STATION - STATION	DURATION (DAYS)	643.0300 TRAFFIC CONTROL DRUMS EACH	643.0300 DAYS	643.0420 TRAFFIC CONTROL BARRICADES TYPE III EACH	643.0420 DAYS	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH	643.0705 DAYS	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C EACH	643.0715 DAYS	643.0900 TRAFFIC CONTROL SIGNS EACH	643.0900 DAYS	643.1050 TRAFFIC CONTROL SIGNS PCMS EACH	643.1050 DAYS	603.8000 CONCRETE BARRIER TEMPORARY PRECAST DELIVERED LF	603.8125 INSTALLED LF
0010	STAGE 1	13+78 - 21+50	8	24	192	---	---	---	---	---	---	5	40	1	10	---	---
		21+50 - 30+92	8	58	464	8	64	12	96	5	40	10	80	---	---	---	---
		49+20 - 56+50	8	---	---	9	72	12	96	---	---	10	80	---	---	---	---
		59+50 - 61+87	8	13	104	---	---	---	---	---	---	5	40	---	---	---	---
		SUBTOTALS (STAGE 1)			760		136		192		40		240		10	0	0
	STAGE 2	13+78 - 21+50	57	29	1,653	2	114	4	228	4	228	10	570	---	---	---	---
		21+50 - 30+92	57	38	2,166	7	399	10	570	---	---	12	684	---	---	363	363
		49+20 - 56+50	57	---	---	9	513	12	684	---	---	10	570	---	---	---	---
		59+50 - 61+87	57	18	1,026	3	171	6	342	3	171	8	456	---	---	---	---
		SUBTOTALS (STAGE 2)			4,845		1,197		1,824		399		2,280		0	363	363
	STAGE 3	13+78 - 21+50	9	33	297	2	18	4	36	---	---	12	108	---	---	---	---
		21+50 - 30+92	9	41	369	7	63	10	90	8	72	13	117	---	---	---	---
		49+20 - 56+50	9	---	---	9	81	12	108	---	---	10	90	---	---	---	---
		59+50 - 61+87	9	5	45	---	---	---	---	---	---	5	45	---	---	---	---
		SUBTOTALS (STAGE 3A)			711		162		234		72		360		0	0	0
	STAGE 3A	13+78 - 21+50	38	33	1,254	2	76	4	152	---	---	12	456	---	---	---	---
		21+50 - 30+92	38	77	2,926	2	76	4	152	13	494	16	608	---	---	---	---
		49+20 - 56+50	38	---	---	3	114	---	---	8	304	5	190	---	---	---	---
		59+50 - 61+87	38	5	190	---	---	---	---	---	---	4	152	---	---	---	---
		SUBTOTALS (STAGE 3B)			4,370		266		304		798		1,406		0	0	0
	STAGE 4	13+78 - 21+50	37	35	1,295	1	37	2	74	3	111	6	222	---	---	---	---
		21+50 - 30+92	37	79	2,923	1	37	2	74	---	---	6	222	---	---	---	---
		49+20 - 56+50	37	8	296	---	---	---	---	---	---	4	148	---	---	---	---
		59+50 - 61+87	37	---	---	---	---	---	---	---	---	4	148	---	---	---	---
		SUBTOTALS (STAGE 4)			4,514		74		148		111		740		0	0	0
		TOTALS			15,200		1,835		2,702		1,420		5,026		10	363	363

PERMANENT SIGNING SUMMARY

CATEGORY	SIGN NO.	APPROX. STA.	LOC.	SIGN CODE	SIGN MESSAGE	SIGN SIZE (W x H) IN	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0614 POSTS WOOD 4x6-INCH x 14-FT EACH	634.0616 POSTS WOOD 4x6-INCH x 16-FT EACH	634.0618 POSTS WOOD 4x6-INCH x 18-FT EACH	634.0620 POSTS WOOD 4x6-INCH x 20-FT EACH	634.0622 POSTS WOOD 4x6-INCH x22-FT EACH	634.0810 POSTS TUBULAR STEEL 2X2-INCH x 10-FT EACH	634.0811 POSTS TUBULAR STEEL 2X2-INCH x 11-FT EACH	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
0010	1-1	11+08	LT	W2-6	CIRCULAR INTERSECTION SIGN	36 x 36	---	9.00	---	---	1	---	---	---	---	---	---	---	TWO TEMPORARY 18-INCH X 18-INCH ORANGE FLAGS REQ'D
	1-2	11+08	LT	W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	24 x 24	---	4.00	---	---	---	---	---	---	---	---	---	---	SIGN MOUNTED ON SAME POST AS 1-1
	1-3	11+08	RT	W2-6	CIRCULAR INTERSECTION SIGN	36 x 36	---	9.00	---	---	1	---	---	---	---	---	---	---	TWO TEMPORARY 18-INCH X 18-INCH ORANGE FLAGS REQ'D
	1-4	11+08	RT	W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	24 x 24	---	4.00	---	---	---	---	---	---	---	---	---	---	SIGN MOUNTED ON SAME POST AS 1-3
	1-5	13+50	RT	D1-62	ROUNDABOUT DESTINATION - DIRECTION SIGN	138 x 84	80.50	---	---	---	---	1	2	---	---	---	---	---	
	1-6	15+00	RT	W3-2	YIELD AHEAD	36 x 36	---	9.00	---	---	1	---	---	---	---	---	---	---	
	1-7	17+00	LT	D2-2	DESTINATION/DISTANCE (TWO) WITH DIE CUT LETTERS	66 x 24	11.00	---	2	---	---	---	---	---	---	---	---	---	
	1-8	19+00	LT	R2-1	SPEED LIMIT 55 MPH	24 x 30	5.00	---	1	---	---	---	---	---	---	---	---	---	
	1-9	18+58	MEDIAN	R4-7	KEEP RIGHT	24 x 30	5.00	---	---	---	---	---	---	---	1	---	---	---	
	1-10	18+58	MEDIAN	W5-54	CLEARANCE MARKER WITH YELLOW TYPE F SHEETING	18 x 18	---	2.25	---	---	---	---	---	---	---	---	---	---	SIGN MOUNTED ON SAME POST AS 1-9
	2-1	20+86	LT	J4-1	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)	24 x 36	6.00	---	---	1	---	---	---	---	---	---	---	---	
	2-2	22+03	MEDIAN	R1-2	YIELD	36 x 31	3.88	---	---	---	---	---	---	---	1	---	---	---	TWO TEMPORARY 18-INCH X 18-INCH ORANGE FLAGS REQ'D
	2-3	22+03	MEDIAN	R6-2R	ONE WAY RIGHT ARROW	24 x 30	5.00	---	---	---	---	---	---	---	---	---	---	---	SIGN MOUNTED ON SAME POST AS 2-2
	2-4	22+15	RT	R1-2	YIELD	36 x 31	3.88	---	---	---	---	---	---	---	1	---	---	---	TWO TEMPORARY 18-INCH X 18-INCH ORANGE FLAGS REQ'D
	2-5	22+15	RT	R1-54	TO TRAFFIC FROM LEFT	24 x 15	2.50	---	---	---	---	---	---	---	---	---	---	---	SIGN MOUNTED ON SAME POST AS 2-4
	2-6	58+54	MEDIAN	D1-1	ONE DESTINATION (ARROW)	42 x 30	8.75	---	---	---	---	---	---	---	2	---	---	---	
	2-7	58+61	MEDIAN	R1-2	YIELD	36 x 31	3.88	---	---	---	---	---	---	---	1	---	---	---	TWO TEMPORARY 18-INCH X 18-INCH ORANGE FLAGS REQ'D
	2-8	58+61	MEDIAN	R6-2R	ONE WAY RIGHT ARROW	24 x 30	5.00	---	---	---	---	---	---	---	---	---	---	---	SIGN MOUNTED ON SAME POST AS 2-7
	2-9	58+71	LT	R1-2	YIELD	36 x 31	3.88	---	---	---	---	---	---	---	1	---	---	---	TWO TEMPORARY 18-INCH X 18-INCH ORANGE FLAGS REQ'D
	2-10	58+71	LT	R1-54	TO TRAFFIC FROM LEFT	24 x 15	2.50	---	---	---	---	---	---	---	---	---	---	---	SIGN MOUNTED ON SAME POST AS 2-9
	2-11	23+64	MEDIAN	D1-1	ONE DESTINATION (ARROW)	42 x 30	8.75	---	---	---	---	---	---	---	2	---	---	---	
	2-12	25+00	RT	J4-1	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)	24 x 36	6.00	---	---	1	---	---	---	---	---	---	---	---	
	2-13	23+67	MEDIAN	R1-2	YIELD	36 x 31	3.88	---	---	---	---	---	---	---	1	---	---	---	TWO TEMPORARY 18-INCH X 18-INCH ORANGE FLAGS REQ'D
	2-14	23+67	MEDIAN	R6-2R	ONE WAY RIGHT ARROW	24 x 30	5.00	---	---	---	---	---	---	---	---	---	---	---	SIGN MOUNTED ON SAME POST AS 2-13
	2-15	23+92	LT	R1-2	YIELD	36 x 31	3.88	---	---	---	---	---	---	---	1	---	---	---	TWO TEMPORARY 18-INCH X 18-INCH ORANGE FLAGS REQ'D
	2-16	23+92	LT	R1-54	TO TRAFFIC FROM LEFT	24 x 15	2.50	---	---	---	---	---	---	---	---	---	---	---	SIGN MOUNTED ON SAME POST AS 2-15
	2-17	56+84	MEDIAN	D1-1	ONE DESTINATION (ARROW)	42 x 30	8.75	---	---	---	---	---	---	---	2	---	---	---	
	2-18	55+76	LT	J4-1	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)	24 x 36	6.00	---	---	1	---	---	---	---	---	---	---	---	
	2-19	56+91	MEDIAN	R1-2	YIELD	36 x 31	3.88	---	---	---	---	---	---	---	1	---	---	---	TWO TEMPORARY 18-INCH X 18-INCH ORANGE FLAGS REQ'D
	2-20	56+91	MEDIAN	R6-2R	ONE WAY RIGHT ARROW	24 x 30	5.00	---	---	---	---	---	---	---	---	---	---	---	SIGN MOUNTED ON SAME POST AS 2-19
	2-21	56+84	RT	R1-2	YIELD	36 x 31	3.88	---	---	---	---	---	---	---	1	---	---	---	TWO TEMPORARY 18-INCH X 18-INCH ORANGE FLAGS REQ'D
	2-22	56+84	RT	R1-54	TO TRAFFIC FROM LEFT	24 x 15	2.50	---	---	---	---	---	---	---	---	---	---	---	SIGN MOUNTED ON SAME POST AS 2-21
	2-23	22+69	MEDIAN	R6-1R	ONE WAY RIGHT ARROW	36 x 12	3.00	---	---	---	---	---	---	---	---	---	---	---	SIGN MOUNTED ON SAME POST AS 2-24
	2-24	22+69	MEDIAN	R6-4B	ROUNDABOUT CHEVRON BANK	60 x 24	10.00	---	---	---	---	---	---	---	2	---	---	---	4-FT MOUNTING HEIGHT FROM TRUCK APRON TO BOTTOM OF CHEVRON SIGN
	2-25	23+12	MEDIAN	R6-1R	ONE WAY RIGHT ARROW	36 x 12	3.00	---	---	---	---	---	---	---	---	---	---	---	SIGN MOUNTED ON SAME POST AS 2-26
	2-26	23+12	MEDIAN	R6-4B	ROUNDABOUT CHEVRON BANK	60 x 24	10.00	---	---	---	---	---	---	---	2	---	---	---	4-FT MOUNTING HEIGHT FROM TRUCK APRON TO BOTTOM OF CHEVRON SIGN
	2-27	23+00	MEDIAN	R6-1R	ONE WAY RIGHT ARROW	36 x 12	3.00	---	---	---	---	---	---	---	---	---	---	---	SIGN MOUNTED ON SAME POST AS 2-28
	2-28	23+00	MEDIAN	R6-4B	ROUNDABOUT CHEVRON BANK	60 x 24	10.00	---	---	---	---	---	---	---	2	---	---	---	4-FT MOUNTING HEIGHT FROM TRUCK APRON TO BOTTOM OF CHEVRON SIGN
	2-29	22+61	MEDIAN	R6-1R	ONE WAY RIGHT ARROW	36 x 12	3.00	---	---	---	---	---	---	---	---	---	---	---	SIGN MOUNTED ON SAME POST AS 2-30
	2-30	22+61	MEDIAN	R6-4B	ROUNDABOUT CHEVRON BANK	60 x 24	10.00	---	---	---	---	---	---	---	2	---	---	---	4-FT MOUNTING HEIGHT FROM TRUCK APRON TO BOTTOM OF CHEVRON SIGN
	2-31	21+95	MEDIAN	D1-1	ONE DESTINATION (ARROW)	42 x 30	8.75	---	---	---	---	---	---	---	2	---	---	---	
	3-1	26+89	RT	R2-1	SPEED LIMIT 55 MPH	24 x 30	5.00	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON LIGHT POLE
	3-2	27+05	MEDIAN	R4-7	KEEP RIGHT	24 x 30	5.00	---	---	---	---	---	---	---	1	---	---	---	
	3-3	27+05	MEDIAN	W5-54	CLEARANCE MARKER WITH YELLOW TYPE F SHEETING	18 x 18	---	2.25	---	---	---	---	---	---	---	---	---	---	SIGN MOUNTED ON SAME POST AS 3-2
	3-4	29+00	RT	D2-2	DESTINATION/DISTANCE (TWO) WITH DIE CUT LETTERS	66 x 24	11.00	---	1	1	---	---	---	---	---	---	---	---	
	3-5	31+25	LT	W3-2	YIELD AHEAD	36 x 36	---	9.00	---	---	1	---	---	---	---	---	---	---	
	3-6	32+75	LT	D1-62	ROUNDABOUT DESTINATION - DIRECTION SIGN	138 x 84	80.50	---	---	---	---	1	2	---	---	---	---	---	
	3-7	34+75	LT	W2-6	CIRCULAR INTERSECTION SIGN	36 x 36	---	9.00	---	---	1	---	---	---	---	---	---	---	TWO TEMPORARY 18-INCH X 18-INCH ORANGE FLAGS REQ'D
	3-8	34+75	LT	W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	24 x 24	---	4.00	---	---	---	---	---	---	---	---	---	---	SIGN MOUNTED ON SAME POST AS 3-7
	3-9	34+75	RT	W2-6	CIRCULAR INTERSECTION SIGN	36 x 36	---	9.00	---	---	1	---	---	---	---	---	---	---	TWO TEMPORARY 18-INCH X 18-INCH ORANGE FLAGS REQ'D
	3-10	34+75	RT	W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	24 x 24	---	4.00	---	---	---	---	---	---	---	---	---	---	SIGN MOUNTED ON SAME POST AS 3-9
	4-1	---	LT	W2-6	CIRCULAR INTERSECTION SIGN	36 x 36	---	9.00	---	---	1	---	---	---	---	---	---	---	TWO TEMPORARY 18-INCH X 18-INCH ORANGE FLAGS REQ'D
	4-2	---	LT	W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	24 x 24	---	4.00	---	---	---	---	---	---	---	---	---	---	SIGN MOUNTED ON SAME POST AS 4-1
	4-3	---	RT	J4-1	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)	24 x 36	6.00	---	---	1	---	---	---	---	---	---	---	---	
	4-4	---	RT	W2-6	CIRCULAR INTERSECTION SIGN	36 x 36	---	9.00	---	---	1	---	---	---	---	---	---	---	TWO TEMPORARY 18-INCH X 18-INCH ORANGE FLAGS REQ'D
						SUBTOTAL	375.00	96.50	4	5	8	2	4	8	18	0	0	0	

CONT'D ON NEXT SHEET

PERMANENT SIGNING SUMMARY

CATEGORY	SIGN NO.	APPROX. STA.	LOC.	SIGN CODE	SIGN MESSAGE	SIGN SIZE (W x H) IN	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0614 POSTS WOOD 4x6-INCH x 14-FT EACH	634.0616 POSTS WOOD 4x6-INCH x 16-FT EACH	634.0618 POSTS WOOD 4x6-INCH x 18-FT EACH	634.0620 POSTS WOOD 4x6-INCH x 20-FT EACH	634.0622 POSTS WOOD 4x6-INCH x22-FT EACH	634.0810 POSTS TUBULAR STEEL 2X2-INCH x 10-FT EACH	634.0811 POSTS TUBULAR STEEL 2X2-INCH x 11-FT EACH	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
0010	4-5	---	RT	W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	24 x 24	---	4.00	---	---	---	---	---	---	---	---	---	---	SIGN MOUNTED ON SAME POST AS 4-4
	4-6	48+00	RT	D1-62	ROUNDABOUT DESTINATION - DIRECTION SIGN	120 x 84	70.00	---	---	---	---	---	2	---	---	---	---	---	
	4-7	49+25	LT	D2-2	DESTINATION/DISTANCE (TWO) WITH DIE CUT LETTERS	90 x 24	15.00	---	2	---	---	---	---	---	---	---	---	---	
	4-8	49+60	RT	W3-2	YIELD AHEAD	36 x 36	---	9.00	---	1	---	---	---	---	---	---	---	---	
	4-9	51+15	LT	W1-2L	LEFT CURVE	30 x 30	---	6.25	---	1	---	---	---	---	---	---	---	---	
	4-10	51+15	LT	W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	18 x 18	---	2.25	---	---	---	---	---	---	---	---	---	---	SIGN MOUNTED ON SAME POST AS 4-9
	4-11	53+45	MEDIAN	R4-7	KEEP RIGHT	24 x 30	5.00	---	---	---	---	---	---	---	1	---	---	---	
	4-12	53+45	MEDIAN	W5-54	CLEARANCE MARKER WITH YELLOW TYPE F SHEETING	18 x 18	---	2.25	---	---	---	---	---	---	---	---	---	---	SIGN MOUNTED ON SAME POST AS 4-11
	4-13	54+00	LT	R2-1	SPEED LIMIT 55 MPH	24 x 30	5.00	---	---	1	---	---	---	---	---	---	---	---	
	5-1	59+14	MEDIAN	R4-7	KEEP RIGHT	24 x 30	5.00	---	---	---	---	---	---	---	1	---	---	---	
	5-2	60+00	RT	J4-1	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)	24 x 36	6.00	---	---	1	---	---	---	---	---	---	---	---	
	5-3	62+00	RT	R2-1	SPEED LIMIT 30 MPH	24 x 30	5.00	---	---	1	---	---	---	---	---	---	---	---	
	5-4	62+00	LT	D1-62	ROUNDABOUT DESTINATION - DIRECTION SIGN	114 x 84	66.50	---	---	---	---	---	2	---	---	---	---	---	
	5-5	64+00	LT	W2-6	CIRCULAR INTERSECTION SIGN	30 x 30	---	6.25	---	1	---	---	---	---	---	---	---	---	
	5-6	64+00	LT	W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	18 x 18	---	2.25	---	---	---	---	---	---	---	---	---	---	SIGN MOUNTED ON SAME POST AS 5-5
	EX1-1	13+20	RT	W2-1	CROSS ROAD	--- x ---	---	---	---	---	---	---	---	---	---	---	1	---	ALSO REMOVE 45MPH SPEED PLAQUE FROM FLASHER ASSEMBLY
	EX1-2	16+00	RT	J2-3	ROUTE TURN ASSEMBLY (3HEADED ROUTE PANEL)	--- x ---	---	---	---	---	---	---	---	---	---	2	1	2	
	EX1-3	18+45	RT	D1-3	TRIPLE DESTINATION/ARROW	--- x ---	---	---	---	---	---	---	---	---	---	2	1	2	
	EX1-4	17+45	LT	R7-1R	NO PARKING ANY TIME - RIGHT ARROW	--- x ---	---	---	---	---	---	---	---	---	---	---	1	1	
	EX1-5	18+10	LT	D2-2	DESTINATION/DISTANCE (TWO) WITH DIE CUT LETTERS	--- x ---	---	---	---	---	---	---	---	---	---	---	1	2	
	EX1-6	19+00	LT	R7-1D	NO PARKING ANY TIME - DOUBLE ARROW	--- x ---	---	---	---	---	---	---	---	---	---	---	1	1	
	EX2-1	20+95	RT	J3-3	DIRECTIONAL ASSEMBLY (3 HEADED PANEL)	--- x ---	---	---	---	---	---	---	---	---	---	2	1	2	
	EX2-2	20+60	LT	J4-1	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)	--- x ---	---	---	---	---	---	---	---	---	---	---	1	1	
	EX2-3	21+60	LT	R5-1	DO NOT ENTER	--- x ---	---	---	---	---	---	---	---	---	---	---	1	1	ALSO REMOVE NO PARKING SIGN
	EX2-4	21+63	LT	R1-1	STOP	--- x ---	---	---	---	---	---	---	---	---	---	---	1	1	ALSO REMOVE NO PARKING SIGN
	EX2-5	57+00	RT	W12-1D	DOUBLE DOWN ARROWS	--- x ---	---	---	---	---	---	---	---	---	---	---	1	1	
	EX2-6	57+25	RT	R1-1	STOP	--- x ---	---	---	---	---	---	---	---	---	---	---	1	---	ALSO REMOVE TRAFFIC DOES NOT STOP PLAQUE FROM LIGHT POLE
	EX2-7	57+24	RT	J3-3	DIRECTIONAL ASSEMBLY (3 HEADED PANEL)	--- x ---	---	---	---	---	---	---	---	---	---	---	1	2	
	EX2-8	55+76	LT	J4-1	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)	--- x ---	---	---	---	---	---	---	---	---	---	---	1	1	
	EX2-9	24+00	LT	J3-3	DIRECTIONAL ASSEMBLY (3 HEADED PANEL)	--- x ---	---	---	---	---	---	---	---	---	---	2	1	2	
	EX2-10	23+05	RT	R5-1	DO NOT ENTER	--- x ---	---	---	---	---	---	---	---	---	---	---	1	1	
	EX2-11	23+00	RT	R1-1	STOP	--- x ---	---	---	---	---	---	---	---	---	---	---	1	1	
	EX2-12	22+61	LT	R1-1	STOP	--- x ---	---	---	---	---	---	---	---	---	---	---	1	---	ALSO REMOVE TRAFFIC DOES NOT STOP PLAQUE AND STH 33 ASSEMBLY FROM LIGHT POLE
	EX2-13	58+11	RT	W12-1D	DOUBLE DOWN ARROWS	--- x ---	---	---	---	---	---	---	---	---	---	---	1	1	
	EX2-14	58+68	LT	J3-2	DIRECTIONAL ASSEMBLY (2 HEADED ROUTE PANEL)	--- x ---	---	---	---	---	---	---	---	---	---	2	1	1	
	EX2-15	24+73	RT	J4-1	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)	--- x ---	---	---	---	---	---	---	---	---	---	---	1	1	
	EX3-1	27+66	LT	D1-3	TRIPLE DESTINATION/ARROW	--- x ---	---	---	---	---	---	---	---	---	---	2	1	2	
	EX3-2	27+00	RT	---	SPECIALTY SIGN - DEKE SLAYTON HIGHWAY	--- x ---	---	---	---	---	---	---	---	---	---	1	---	---	
	EX3-3	28+58	RT	D2-2	DESTINATION/DISTANCE (TWO) WITH DIE CUT LETTERS	--- x ---	---	---	---	---	---	---	---	---	---	---	1	2	
	EX3-4	30+73	LT	W2-1	CROSS ROAD	--- x ---	---	---	---	---	---	---	---	---	---	---	1	---	ALSO REMOVE 45MPH SPEED PLAQUE FROM FLASHER ASSEMBLY
	EX3-5	33+45	LT	J2-3	ROUTE TURN ASSEMBLY (3HEADED ROUTE PANEL)	--- x ---	---	---	---	---	---	---	---	---	---	---	1	2	
	EX3-6	35+25	LT	J1-1	JUNCTION OR END ASSEMBLY	--- x ---	---	---	---	---	---	---	---	---	---	1	---	---	
	EX4-1	---	LT	W3-1	STOP AHEAD	--- x ---	---	---	---	---	---	---	---	---	---	---	1	1	
	EX4-2	---	RT	W3-1	STOP AHEAD	--- x ---	---	---	---	---	---	---	---	---	---	---	1	1	
	EX4-3	48+45	RT	J1-1	JUNCTION OR END ASSEMBLY	--- x ---	---	---	---	---	---	---	---	---	---	---	1	1	ALSO REMOVE NO PASSING ZONE SIGN
	EX4-4	48+25	LT	D2-2	DESTINATION/DISTANCE (TWO) WITH DIE CUT LETTERS	--- x ---	---	---	---	---	---	---	---	---	---	---	1	2	
	EX4-5	50+45	RT	R10-64	NO ENGINE BRAKING EXCEPT IN EMERGENCY	--- x ---	---	---	---	---	---	---	---	---	---	1	---	---	
	EX4-6	51+15	LT	W1-2L	LEFT CURVE	--- x ---	---	---	---	---	---	---	---	---	---	---	1	1	ALSO REMOVE 50MPH SPEED PLAQUE AND NO PASSING ZONE SIGN
	EX4-7	52+20	RT	D1-3	TRIPLE DESTINATION/ARROW	--- x ---	---	---	---	---	---	---	---	---	---	---	1	2	
	EX4-8	52+65	LT	I55-56	ADOPTAHIGHWAY [2]SPONSOR[3]	--- x ---	---	---	---	---	---	---	---	---	---	1	---	---	
	EX4-9	54+67	LT	R2-1	SPEED LIMIT_ MPH	--- x ---	---	---	---	---	---	---	---	---	---	---	1	1	
	EX4-10	54+95	RT	R7-53L	NO PARKING ON THIS SIDE - LEFT ARROW	--- x ---	---	---	---	---	---	---	---	---	---	---	1	1	
	EX5-1	59+57	RT	R2-1	SPEED LIMIT_ MPH	--- x ---	---	---	---	---	---	---	---	---	---	---	1	1	
	EX5-2	59+82	LT	D1-3	TRIPLE DESTINATION/ARROW	--- x ---	---	---	---	---	---	---	---	---	---	2	1	2	
	EX5-3	61+18	RT	I2-3	COMMUNITY POPULATION NAME SIGN (WITH NUMBER)	--- x ---	---	---	---	---	---	---	---	---	---	1	---	---	
	EX5-4	62+33	LT	J2-3	ROUTE TURN ASSEMBLY (3HEADED ROUTE PANEL)	--- x ---	---	---	---	---	---	---	---	---	---	---	1	2	
	EX5-5	64+24	RT	W3-1	STOP AHEAD	--- x ---	---	---	---	---	---	---	---	---	---	---	1	1	
	EX5-6	64+24	RT	W3-1	STOP AHEAD	--- x ---	---	---	---	---	---	---	---	---	---	---	1	1	
						SUBTOTAL	177.50	32.25	2	6	0	0	4	0	2	19	38	47	
						TOTALS	552.50	128.75	6	11	8	2	8	8	20	19	38	47	

3

3

ASPHALTIC FLUME AND OUTFALL TREATMENT

CATEGORY	STATION	LOCATION	606.0200 RIPRAP MEDIUM CY	645.0130 GEOTEXTILE FABRIC TYPE R SY
0010	23+81	RT	5.5	19
	24+08	LT	5.5	19
	24+55	RT	5.5	19
	24+65	LT	3.0	13
	25+03	RT	4.5	17
	27+07	LT	5.5	19
		TOTALS	29.5	106

REMOVING PAVEMENT MARKINGS

CATEGORY	STAGE	STATION - STATION	LOCATION	646.0600 LF
0010	STAGE 2	13+78 - 21+50	LT/RT	1,700
		21+50 - 30+92	LT/RT	3,120
		59+50 - 61+87	LT/RT	1,250
		SUBTOTAL (STAGE 2)		6,070
	STAGE 3	21+50 - 30+92	LT/RT	515
		SUBTOTAL (STAGE 3)		515
			TOTAL	6,585

CONSTRUCTION STAKING

CATEGORY	STATION	LOCATION	650.4500 SUBGRADE LF	650.5000 BASE LF	650.6000 PIPE CULVERTS EACH	650.7000 CONCRETE PAVEMENT LF	650.8500 ELECRICAL INSTALLATIONS LS	650.9920 SLOPE STAKES LF	650.9910 SUPPLEMENTAL CONTROL LS
0010	PROJECT	5140-03-70	---	---	---	---	1	---	1
	13+78 - 21+50	MAINLINE	770	730	---	60	---	770	---
	21+50 - 30+92	MAINLINE	1,350	630	1	720	---	940	---
	49+20 - 56+50	SIDEROAD	730	675	2	81	---	730	---
	59+50 - 61+87	SIDEROAD	235	240	---	33	---	235	---
		TOTALS	3,085	2,275	3	894	1	2,675	1

CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER

CATEGORY	STAGE	STATION - STATION	LOCATION	650.5500 LF
0010	STAGE 2	21+50 - 30+92	LT/RT	---
		49+20 - 56+50	LT/RT	475
		59+50 - 61+87	LT/RT	---
		SUBTOTAL (STAGE 2)		475
	STAGE 3	13+78 - 21+50	LT/RT	249
		21+50 - 30+92	LT/RT	220
		49+20 - 56+50	LT/RT	0
		59+50 - 61+87	LT/RT	0
		SUBTOTAL (STAGE 3)		469
	STAGE 4	13+78 - 21+50	LT/RT	238
		21+50 - 30+92	LT/RT	285
		49+20 - 56+50	LT/RT	---
		59+50 - 61+87	LT/RT	0
		SUBTOTAL (STAGE 4)		523
			TOTAL	1,467

PAVEMENT MARKING

CATEGORY	STATION - STATION	LOCATION	646.0106 PAVEMENT MARKING EPOXY 4-INCH (WHITE) LF	646.0106 PAVEMENT MARKING EPOXY 4-INCH (YELLOW) LF	646.0106 PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW) LF	646.0106 PAVEMENT MARKING EPOXY 4-INCH SKIP 3', SEG. 9' GAP (WHITE) LF	647.0456 PAVEMENT MARKING CURB EPOXY LF	647.0606 PAVEMENT MARKING ISLAND NOSE EPOXY EACH	647.0726 PAVEMENT MARKING DIAGONAL EPOXY 12-INCH LF	SPV.0090.01 PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC 8-INCH (WHITE) LF	SPV.0090.02 PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC CROSSWALK 6-INCH LF	SPV.0060.01 PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC WORDS EACH	SPV.0090.03 PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC 18-INCH (WHITE SKIP, 2' SEG., 2' GAP) LF
0010	13+78 - 21+50	LT/RT	2,030	200	2,160	23	10	1	100	---	---	---	---
	21+50 - 30+92	LT/RT	2,320	385	2,500	61	20	2	120	320	315	4	90
	49+20 - 56+50	LT/RT	1,330	175	1,370	31	10	1	81	---	---	---	---
	59+50 - 61+87	LT/RT	1,090	---	1,240	10	---	---	10	---	---	---	---
		TOTALS	6,770	760	7,270	125	40	4	311	320	315	4	90
		ITEM TOTAL			14,925								

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	MISCELLANEOUS QUANTITIES	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\030209_mq.dgn PLOT DATE : 12/4/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 43

TEMPORARY PAVEMENT MARKING

CATEGORY	STAGE	STATION	LOCATION	649.0400 REMOVABLE TAPE 4-INCH MARKINGS (WHITE) LF	649.0400 REMOVABLE TAPE 4-INCH MARKINGS (YELLOW) LF	649.0400 REMOVABLE TAPE 4-INCH SKIPS 3' SEG., 9' GAP (WHITE) LF	649.0403 EPOXY 4-INCH (WHITE) LF	649.0403 EPOXY 4-INCH (YELLOW) LF	649.1100 STOP LINE 18-INCH (WHITE) LF	649.1200 STOP LINE REMOVABLE TAPE 18-INCH (WHITE) LF
0010	STAGE 2	13+78 - 21+50	LT/RT	420	570	---	1,600	1,550	---	---
		21+50 - 30+92	LT/RT	1,270	1,490	---	2,480	2,840	39	---
		59+50 - 61+87	LT/RT	1,780	1,780	---	490	490	---	---
		SUBTOTALS (STAGE 2)		3,470	3,840	0	4,570	4,880	39	0
	STAGE 3	13+78 - 21+50	LT/RT	1,950	2,100	37	---	---	---	---
		21+50 - 30+92	LT/RT	3,070	3,240	---	---	---	---	33
		49+20 - 56+50	LT/RT	58	68	---	---	---	---	---
		59+50 - 61+87	LT/RT	165	220	---	---	---	---	---
		SUBTOTALS (STAGE 3)		5,243	5,628	37	0	0	0	33
			TOTALS	8,713	9,468	37	4,570	4,880	39	33
			ITEM TOTAL			18,218		9,450		

REMOVING PULL BOXES

CATEGORY	NO.	STATION	LOCATION	653.0905 EACH
0010	PB-1	57+04	12' LT	1
	PB-2	21+90	55' LT	1
	PB-3	21+57	51' LT	1
	PB-4	21+43	19' RT	1
	PB-5	22+64	4' LT	1
			TOTAL	5

CONSTRUCTION STAKING STORM SEWER

CATEGORY	STRUCT. NO.	STATION	OFFSET	650.4000 EACH
0010	AE1	26+21.20	37.52' RT	1
	AE2	26+70.10	36.26' RT	1
	AE3	51+47.19	46.53' RT	1
	AE4	52+03.29	45.92' RT	1
	AE5	55+23.80	46.84' LT	1
	AE6	55+75.28	46.34' LT	1
	AE7	29+25.00	38.00' RT	1
	AE8	30+75.00	37.90' RT	1
	500	56+69.56	102.8' LT	1
	520	56+89.96	69.6' RT	1
	550	59+13.56	106.1' LT	1
	570	58+42.66	75.9' RT	1
	700	27+08.00	52.9' LT	1
	740	24+49.85	44.3' RT	1
	504	56+75.00	51.8' LT	1
	505	56+80.00	28.16' LT	1
	506	56+88.00	24.98' LT	1
	510	56+90.00	1.5' LT	1
	515	57+00.00	21.0' RT	1
	516	56+89.86	21.1' RT	1
	551	58+78.00	53.0' LT	1
	555	58+66.00	30.9' LT	1
	556	58+57.50	29.8' LT	1
	560	58+55.00	1.5' LT	1
	565	58+46.00	23.2' RT	1
	566	58+42.66	24.9 'RT	1
	705	27+08.00	8.7' LT	1
	710	27+08.00	1.5' LT	1
	745	23+64.00	25.4' LT	1
	750	23+33.50	23.5' LT	1
	755	23+31.55	31.2' LT	1
	780	21+92.00	26.8' LT	1
	781	21+99.00	24.6' LT	1
	785	22+00.00	1.5' LT	1
			TOTAL	34

LIGHTING PULL BOX SUMMARY

CATEGORY	PULL BOX NO.	STATION	LOCATION	653.0140 PULL BOXES STEEL 24X42-INCH EACH
0010	PB-1	21+67	31'RT	1
	PB-2	21+72	10'LT	1
	PB-3	21+65	52'LT	1
	PB-4	56+34	30'RT	1
	PB-5	56+35	6'LT	1
	PB-6	56+43	43'LT	1
	PB-7	24+09	45'LT	1
	PB-8	23+97	8'LT	1
	PB-9	23+96	30'RT	1
			TOTAL	9

STREET LIGHTING SUMMARY

CATEGORY	LIGHT NO.	STATION	LOCATION	654.0105 CONCRETE BASES TYPE 5 EACH	*655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF	*655.0610 ELECTRICAL WIRE LIGHTING 12 AWG (GROUND) LF	657.0322 POLES TYPE 5-ALUMINUM EACH	657.0705 LUMINAIRE ARMS TRUSS TYPE 4 1/2 INCH CLAMP 10-FT EACH	659.1115 LUMINAIRES UTILITY LED A EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH
0010	LP-1	19+22	25' RT	1	82	41	1	1	1	1
	LP-2	21+49	44' RT	1	82	41	1	1	1	1
	LP-3	58+43	52' RT	1	82	41	1	1	1	1
	LP-4	59+23	57' LT	1	82	41	1	1	1	1
	LP-5	23+77	49' RT	1	82	41	1	1	1	1
	LP-6	56+66	73' LT	1	82	41	1	1	1	1
	LP-7	56+32	45' RT	1	82	41	1	1	1	1
	LP-8	57+00	68' RT	1	82	41	1	1	1	1
	LP-9	20+33	50' LT	1	82	41	1	1	1	1
	LP-10	55+17	39' LT	1	82	41	1	1	1	1
	LP-11	53+85	20' RT	1	82	41	1	1	1	1
	LP-12	25+48	25' RT	1	82	41	1	1	1	1
	LP-13	26+70	41' LT	1	82	41	1	1	1	1
	LP-14	24+27	51' LT	1	82	41	1	1	1	1
	LP-15	60+25	27' RT	1	82	41	1	1	1	1
			TOTALS	15	1,230	615	15	15	15	15
			ITEM TOTAL			1,845				

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

LIGHTING CONDUIT SUMMARY

CATEGORY	EQUIP. LOCATION FROM	EQUIP. LOCATION TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF
0010	LC-1	PB-6	---	24
	PB-6	PB-5	---	76
	PB-5	PB-4	---	72
	PB-4	LP-7	15	---
	LP-7	LP-8	69	---
	LP-8	PB-3	36	---
	PB-3	LP-9	151	---
	PB-3	PB-2	---	88
	PB-2	PB-1	---	82
	PB-1	LP-2	17	---
	LP-2	LP-3	115	---
	LP-2	LP-1	234	---
	PB-4	LP-11	257	---
	PB-6	LP-10	126	---
	PB-6	LP-6	49	---
	LP-6	LP-14	82	---
	LP-14	LP-13	263	---
	LP-14	PB-7	19	---
	PB-7	PB-8	---	76
	PB-8	PB-9	---	76
	PB-9	LP-12	162	---
	PB-9	LP-5	26	---
	LP-5	LP-4	71	---
	LP-3	LP-15	182	---
		TOTALS	1,874	494

LIGHTING CONTROL SUMMARY

CATEGORY	CABINET NO.	STATION	LOCATION	659.2124 LIGHTING CONTROL CABINETS 120/240 24-INCH EACH	654.0224 CONCRETE CONTROL CABINET BASES TYPE L24 EACH	656.0200 ELECTRICAL SERVICE METER BREAKER PEDESTAL LS
0010	LC-1	56+36	49' LT	1	1	1

TEMPORARY SURFACE SAME DAY

CATEGORY	STAGE	LOCATION	SPV.0180.02 SY	REMARKS
0010	STAGE 2	58+45 RT	69	STORM SEWER CROSSING

ELECTRICAL WIRE LIGHTING

CATEGORY	EQUIP. LOCATION FROM	EQUIP. LOCATION TO	*655.0610 12 AWG LF	*655.0615 10 AWG LF
0010	LC-1	LP-6	190	---
	LP-6	LP-5	482	---
	LP-6	LP-13	690	---
	LC-1	LP-8	--	446
	LP-8	LP-3	--	578
	LP-3	LP-1	--	698
	LP-3	LP-15	---	362
	LP-8	LP-11	--	738
	LC-1	LP-7	--	308
	LP-7	LP-2	--	560
	LP-7	LP-9	--	520
	LC-1	LP-14	354	--
	LP-14	LP-4	460	--
	LP-4	LP-12	522	--
	LC-1	LP-10	342	--
		TOTALS	3,040	4,210

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

SAW CUTS

CATEGORY	STAGE	STATION - STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
0010	STAGE 1	13+00 - 21+33 EX	LT/RT	840	---
		21+32 - 33+00 EX	LT/RT	1,490	15
		52+10 - 57+50 EX	LT/RT	455	---
		SUBTOTALS (STAGE 1)		2,785	15
	STAGE 2	13+78 - 21+50	LT/RT	790	---
		21+50 - 30+92	LT/RT	1,240	---
		49+20 - 56+50	LT/RT	24	---
		59+50 - 61+87	LT/RT	625	---
		SUBTOTALS (STAGE 2)		2,679	0
	STAGE 3	13+78 - 21+50	LT/RT	20	---
		21+50 - 30+92	LT/RT	175	---
		SUBTOTALS (STAGE 3)		195	0
	STAGE 4	13+78 - 21+50	LT/RT	930	---
		21+50 - 30+92	LT/RT	1,060	---
		SUBTOTALS (STAGE 4)		1,990	0
			TOTALS	7,649	15

SALVAGE AND DELIVER WISDOT LIGHTING

CATEGORY	PROJECT	SPV.0105.02 LS
0010	5140-03-70	1

SEE CONSTRUCTION DETAILS - CONCRETE BASE AND PULL BOX REMOVAL FOR BASE LOCATIONS

ELECTRICAL WIRE LIGHTING-SYSTEM GROUNDING CONDUCTOR

CATEGORY	EQUIP. LOCATION FROM	EQUIP. LOCATION TO	*655.0615 10 AWG LF
0010	LC-1	LP-7	154
	LP-7	LP-8	75
	LP-8	LP-9	192
	LP-8	LP-2	174
	LP-2	LP-3	111
	LP-2	LP-1	244
	LP-7	LP-11	300
	LC-1	LP-10	171
	LC-1	LP-6	95
	LP-6	LP-14	88
	LP-14	LP-5	158
	LP-5	LP-4	77
	LP-5	LP-12	189
	LP-14	LP-13	269
	LP-6	PB-6	62
	LP-7	PB-5	73
	LP-7	PB-4	27
	LP-8	PB-3	48
	LP-2	PB-2	80
	LP-2	PB-1	29
	LP-5	PB-9	38
	LP-14	PB-8	80
	LP-14	PB-7	31
	LP-3	LP-15	187
		TOTAL	2,952

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

CONCRETE PAVEMENT JOINT LAYOUT

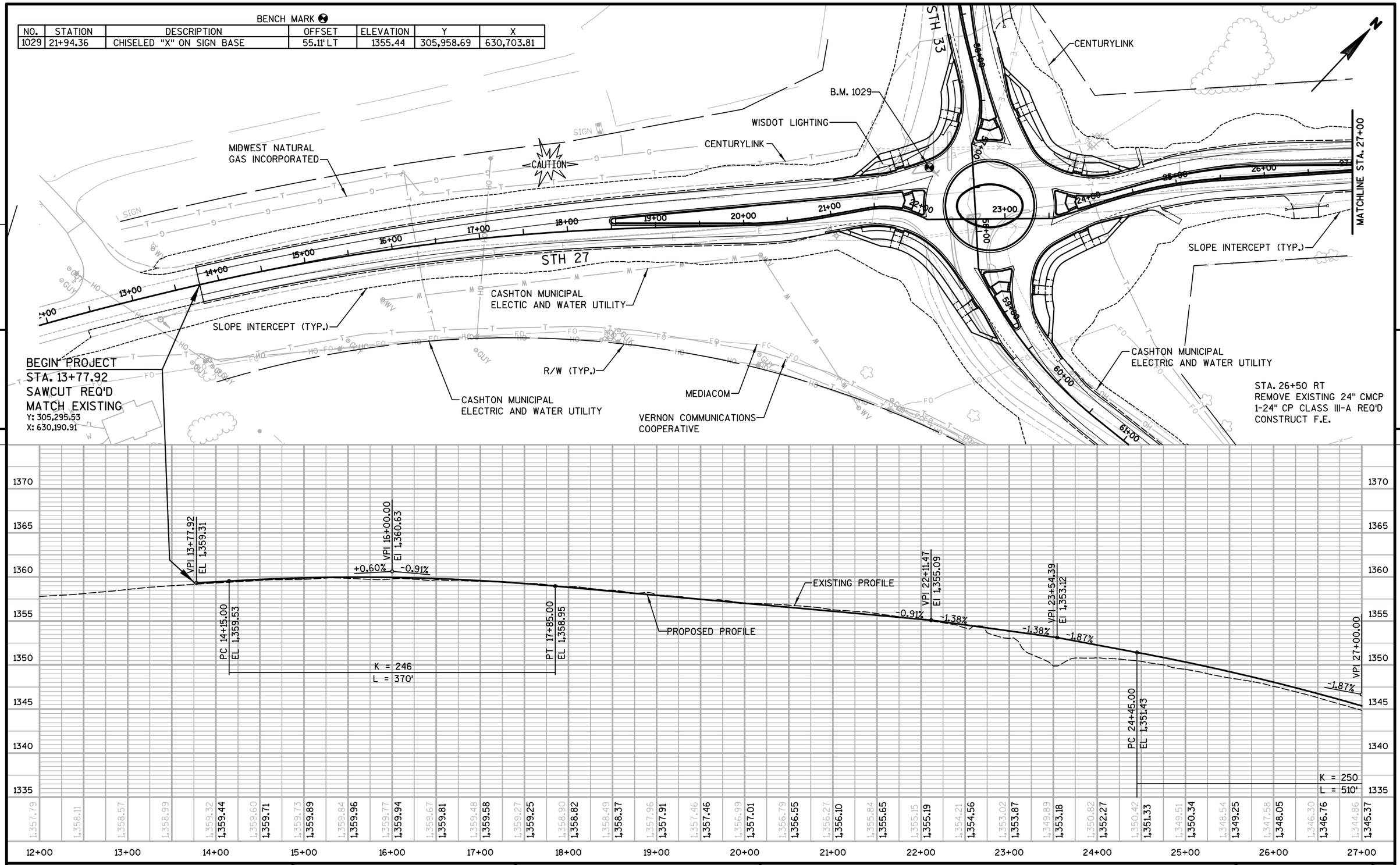
CATEGORY	PROJECT	SPV.0105.01 LS
0010	5140-03-70	1

REMOVING HMA PAVEMENT NOTCHED WEDGE

CATEGORY	STAGE	STATION - STATION	LOCATION	SPV.0090.04 REMOVING HMA PAVEMENT NOTCHED WEDGE LONGITUDINAL JOINT MILLING LF
0010	STAGE 3	13+78 - 21+50	LT/RT	470
		21+50 - 30+92	LT/RT	375
		SUBTOTAL (STAGE 3)		845
	STAGE 4	13+78 - 21+50	LT/RT	470
		21+50 - 30+92	LT/RT	375
		SUBTOTAL (STAGE 4)		845
			TOTAL	1,690

BENCH MARK

NO.	STATION	DESCRIPTION	OFFSET	ELEVATION	Y	X
1029	21+94.36	CHISELED "X" ON SIGN BASE	55.11' LT	1355.44	305,958.69	630,703.81



PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	PLAN AND PROFILE - STH 27	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\050101_pp.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 40

STA. 27+80 LT
EXISTING 12" CMCP TO REMAIN

WISDOT LIGHTING

SLOPE INTERCEPT (TYP.)

SIGN

MATCHLINE STA. 27+00

28+00 29+00 30+00 31+00 32+00 33+00 34+00 35+00 36+00

STH 27

SLOPE INTERCEPT (TYP.)

R/W (TYP.)

PLEASANTVIEW DRIVE

SEPTIC

SEPTIC

SEPTIC

END PROJECT
STA. 30+92.47
SAWCUT REQ'D
MATCH EXISTING
Y: 306,572.62
X: 631,322.72

EI 1,346.67

-3.91%

PROPOSED PROFILE

EXISTING PROFILE

PT 29+55.00
EL 1,336.70

VPI 30+92.47
EL 1,331.33

K = 250
L = 510'

1350 1345 1340 1335 1330 1325 1320 1315

27+00	28+00	29+00	30+00	31+00	32+00	33+00	34+00	35+00	36+00
1,344.86	1,343.43	1,341.91	1,340.43	1,338.71	1,336.85	1,334.94	1,333.03	1,331.06	1,329.12
1,345.37	1,343.87	1,342.28	1,340.58	1,338.79	1,336.89	1,334.94	1,332.99		

1,327.12	1,325.06	1,322.90	1,320.66	1,318.18	1,315.86	1,313.24	1,310.66	1,307.74	1,304.86

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	PLAN AND PROFILE - STH 27	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\050102_pp.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 40

BENCH MARK

NO.	STATION	DESCRIPTION	OFFSET	ELEVATION	Y	X
1029	21+94.36	CHISELED "X" ON SIGN BASE	55.11' LT	1355.44	305,958.69	630,703.81
890	55+32.92	NGS MONUMENT SET IN CONCRETE	70.16' LT	1355.65	306,174.40	630,640.95
891	62+11.45	MAG NAIL IN PAVEMENT	20.40' LT	1361.94	305,911.62	631,186.70

STA. 55+50 LT
1-18" CP CLASS III-A REQ'D
CONSTRUCT C.E.

XCEL ENERGY

CENTURYLINK

STH 33

B.M. 890

SLOPE INTERCEPT (TYP.)

B.M. 1029

WISDOT LIGHTING

R/W (TYP.)

CENTURYLINK

STA. 51+75 RT
REMOVE EXISTING 18" CMCP
1-18" CP CLASS III-A REQ'D
CONSTRUCT C.E.

STH 27

CASHTON MUNICIPAL
ELECTRIC AND WATER UTILITY

B.M. 890

WE ENERGIES

SLOPE INTERCEPT (TYP.)

VERNON COMMUNICATIONS
COOPERATIVE

MEDIACOM

CASHTON MUNICIPAL
ELECTRIC AND WATER UTILITY

CASHTON MUNICIPAL
ELECTRIC AND WATER UTILITY

BEGIN CONSTRUCTION
STA. 49+20.43
SAWCUT REQ'D
MATCH EXISTING
Y: 306,589.90
X: 630,207.04

END CONSTRUCTION
STA. 61+86.95
SAWCUT REQ'D
MATCH EXISTING
Y: 305,889.72
X: 631,163.27

5

5

VPI 49+20.43
EL 1,362.59

PROPOSED PROFILE

EXISTING PROFILE

VPI 57+00.53
EL 1,353.96

VPI 58+42.66
EL 1,354.36

PC 60+18.50
EL 1,357.29

VPI 60+86.00
EL 1,358.42

PT 61+53.50
EL 1,360.00

VPI 61+86.95
EL 1,360.79

K = 198
L = 135'

-1.11%
+0.28%
+0.28%
+1.67%
+1.67%
+2.35%

STA. 57+05
EXISTING 24" CMCP
TO BE REMOVED

STA. 57+99
EXISTING 24" CMCP
TO BE REMOVED

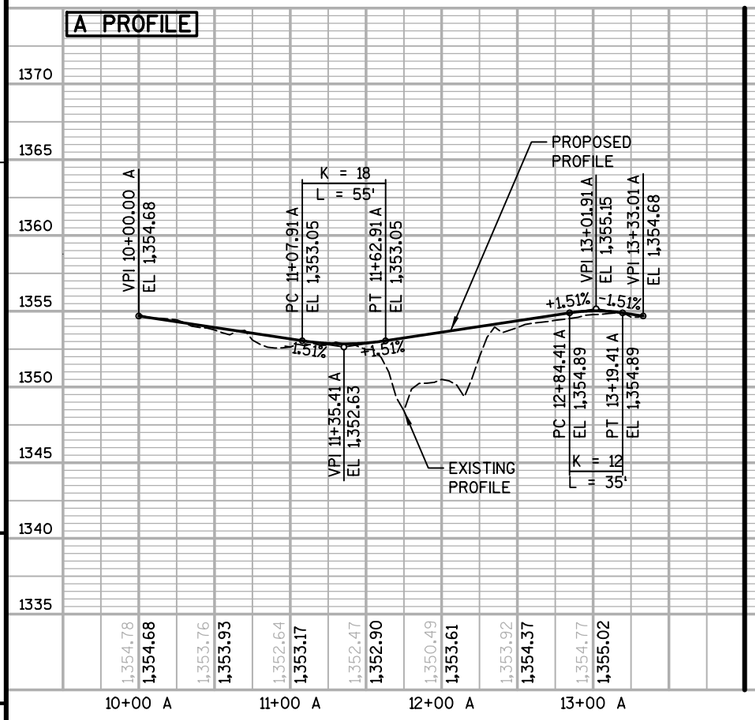
1362.48	1362.02	1361.40	1360.52	1359.80	1359.08	1358.37	1357.64	1356.75	1356.00	1355.13	1354.78	1353.97	1352.96	1351.75	1353.64	1354.06	1353.90	1354.15	1354.71	1355.34	1356.45	1357.81	1358.86	1359.99	1361.13	1361.94	1362.67	1363.36	1363.73
1362.26	1361.71	1361.16	1360.60	1360.05	1359.50	1358.94	1358.39	1357.84	1357.28	1356.73	1356.18	1355.63	1355.07	1354.52	1353.97	1354.10	1354.24	1354.48	1355.32	1356.15	1356.98	1357.84	1358.82	1359.92					

49+00 50+00 51+00 52+00 53+00 54+00 55+00 56+00 57+00 58+00 59+00 60+00 61+00 62+00 63+00 64+00

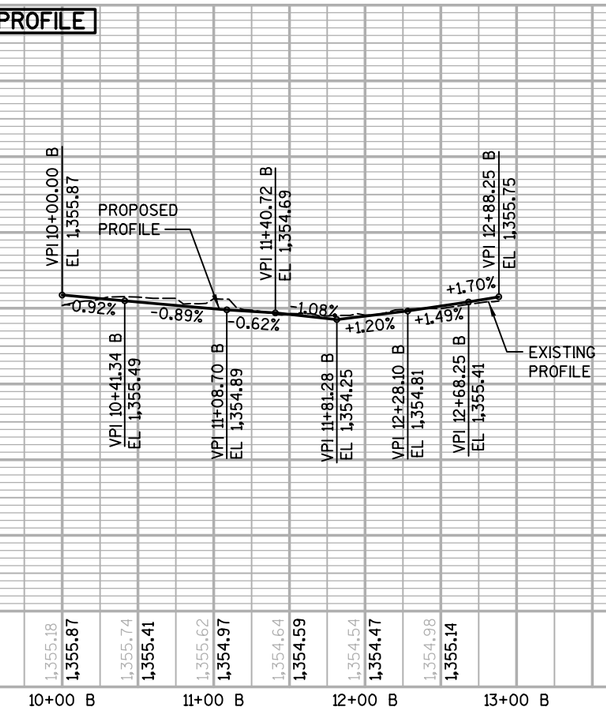
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	PLAN AND PROFILE - STH 33	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\050103_pp.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

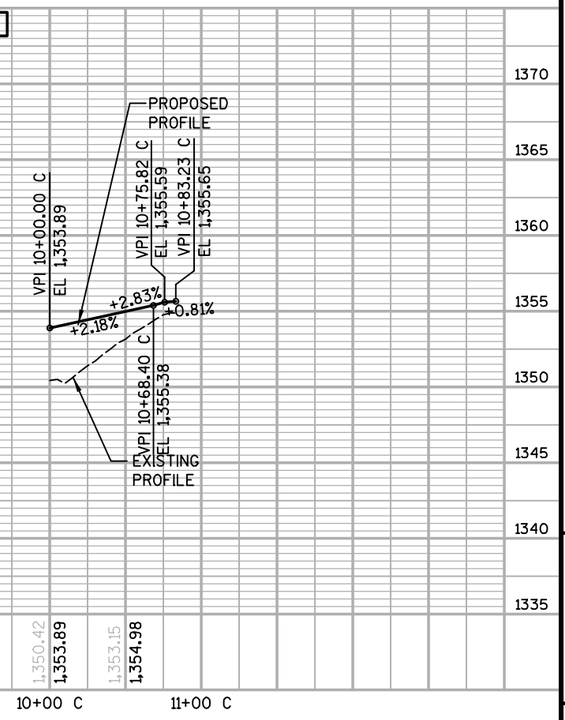
A PROFILE



B PROFILE



C PROFILE



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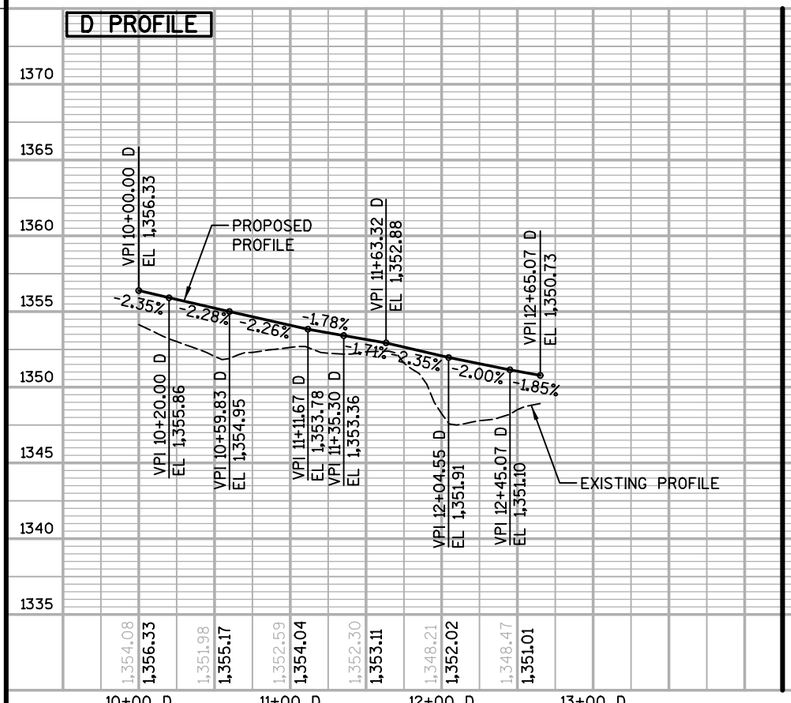

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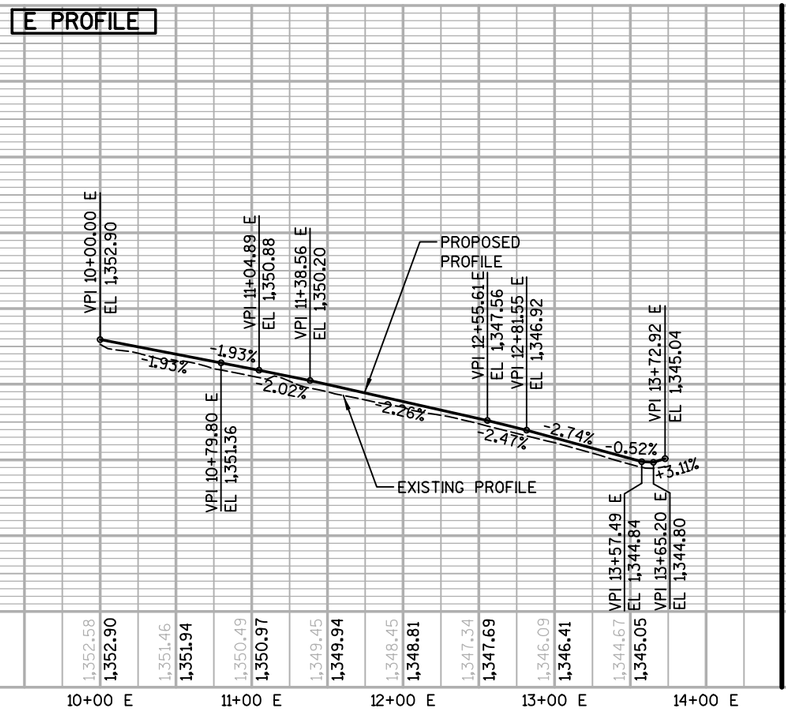

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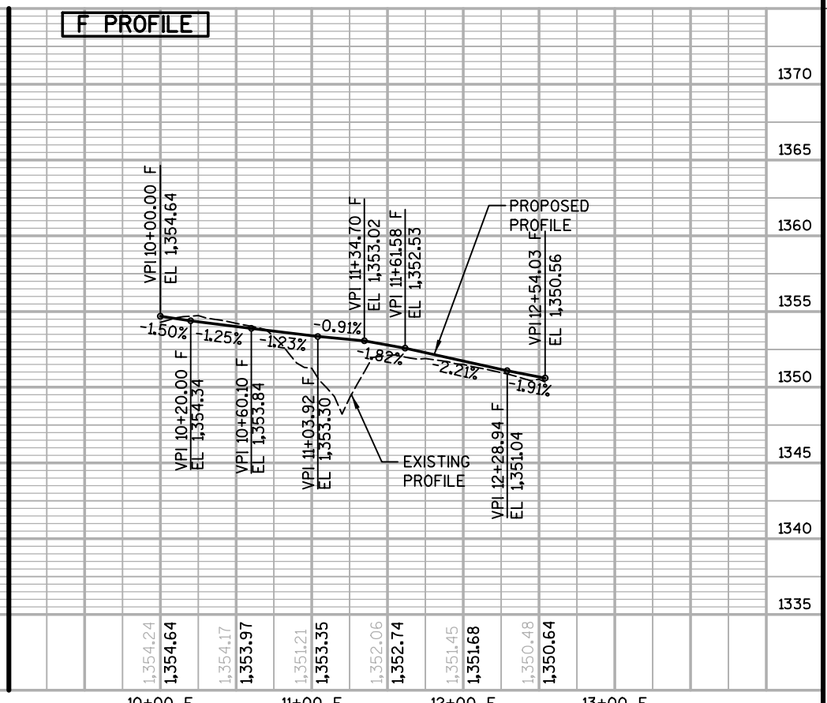
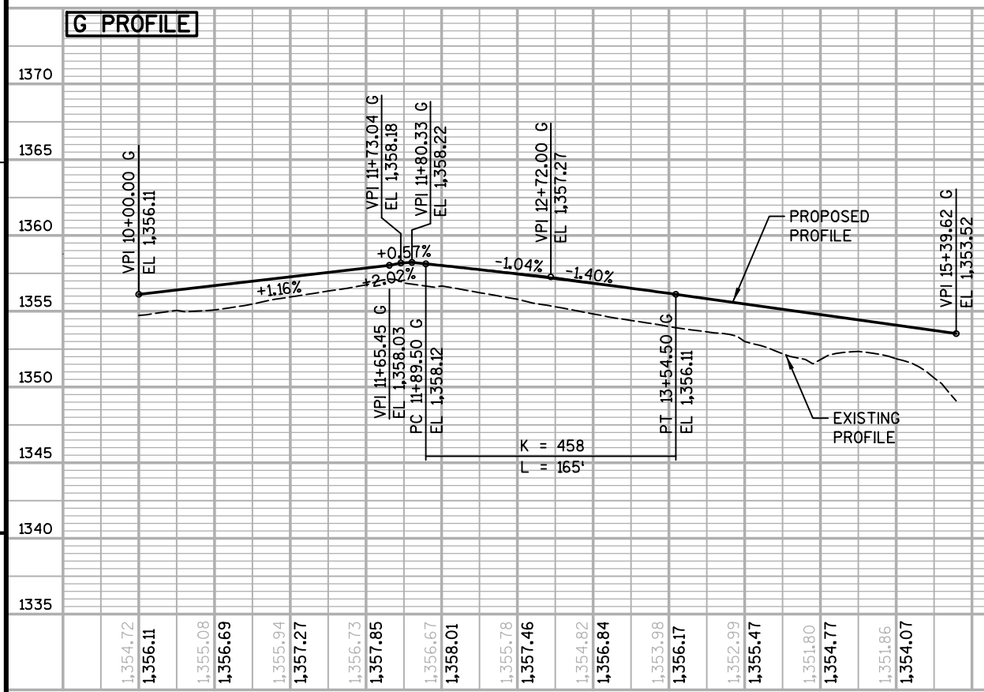


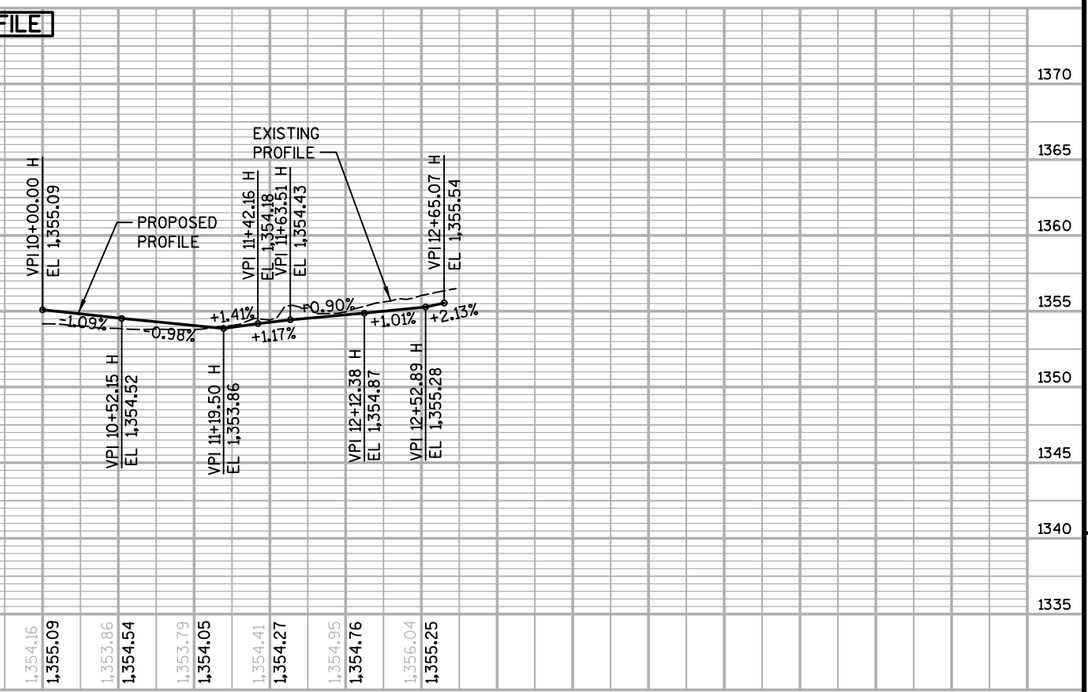
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	PROFILES - ROUNDABOUT	SHEET E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\050104_pp.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 46

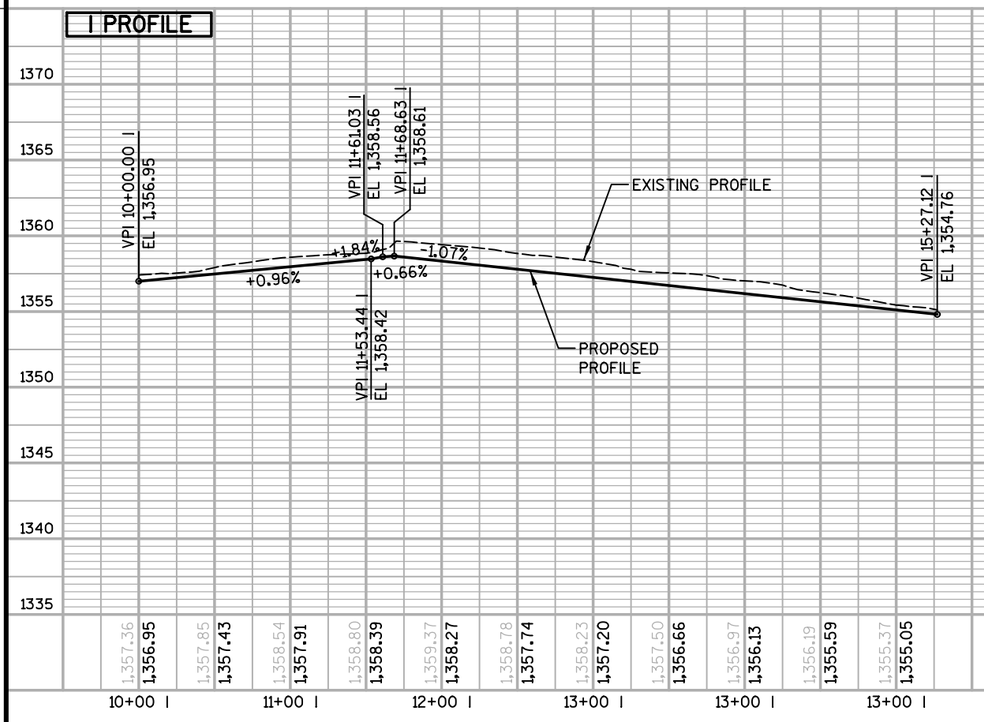
G PROFILE



H PROFILE



I PROFILE



PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	PROFILES - ROUNDABOUT	SHEET E

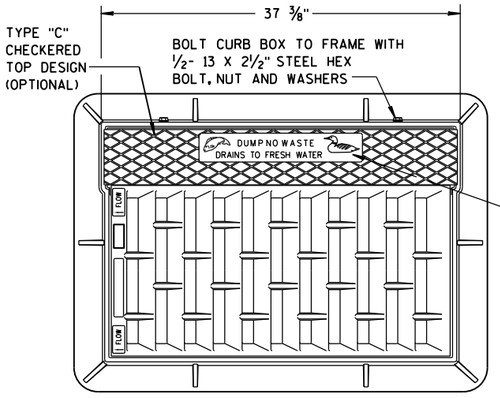
FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\050105_pp.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 46

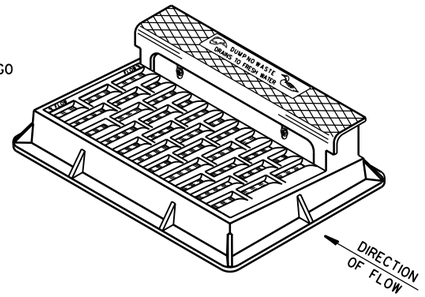
Standard Detail Drawing List

08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08B09-01	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08C07-01	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08D01-18	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D05-16A	CURB RAMPS TYPES 1 AND 1-A
08D05-16B	CURB RAMPS TYPES 2 AND 3
08D05-16C	CURB RAMPS TYPES 4A AND 4A1
08D05-16D	CURB RAMPS TYPE 4B AND 4B1
08D05-16E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-09	CONDUIT
09B04-11	PULL BOX
09C02-07	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C05-09	CONCRETE CONTROL CABINET BASES
09C14-02	CONCRETE CONTROL CABINET BASE, TYPE L
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D04-02	LIGHTING CONTROL CABINET 120/240 VOLT
09E01-14D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E01-14G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-05	NON-FREEWAY LIGHTING UNIT POLE WIRING
11B02-02	CONCRETE MEDIAN NOSE
13C18-03A	CONCRETE PAVEMENT JOINTING
13C18-03C	CONCRETE PAVEMENT JOINT TIES
13C18-03E	CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS
14B07-14A	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14B	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14C	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14D	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14E	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14F	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14G	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14H	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-06A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-03	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-03	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-03	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-12B	PAVEMENT MARKING WORDS
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C08-16F	PAVEMENT MARKING (ISLANDS)
15C12-04	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
15C18-03	MEDIAN ISLAND MARKING
15C27-01	DOUBLE ARROW WARNING SIGN PLACEMENT
15C33-01	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D06-03	TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION
15D27-02	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D28-03	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D29-03	TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD
15D37-01	TRAFFIC CONTROL, 2-LANE ROUNDABOUT
15D38-01A	TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS
15D38-01B	ATTACHMENT OF SIGNS TO POSTS

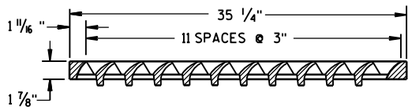
6

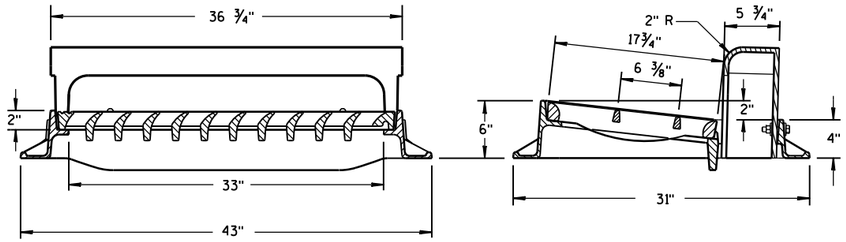


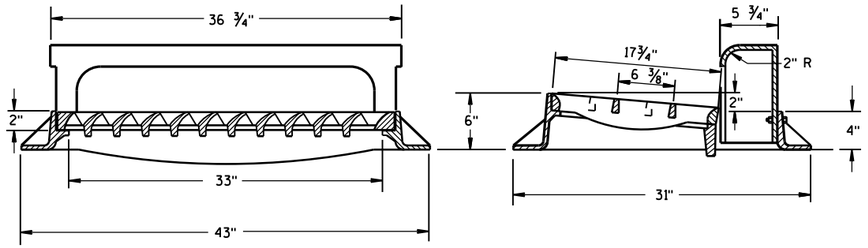
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

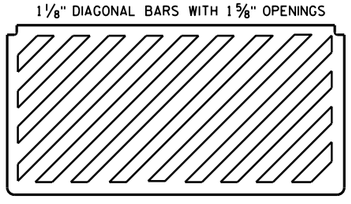






TYPE "H"

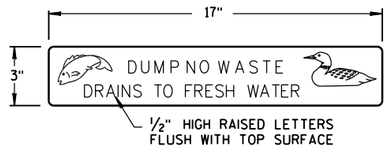
NOTE: EITHER CASTING IS ACCEPTABLE



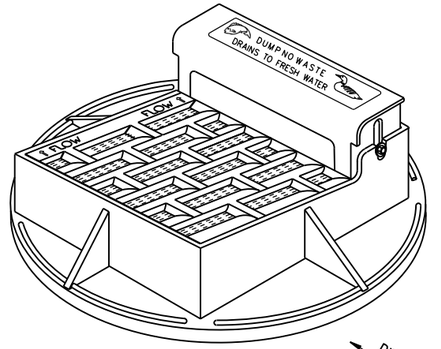
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35 1/4" X 17 3/4" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

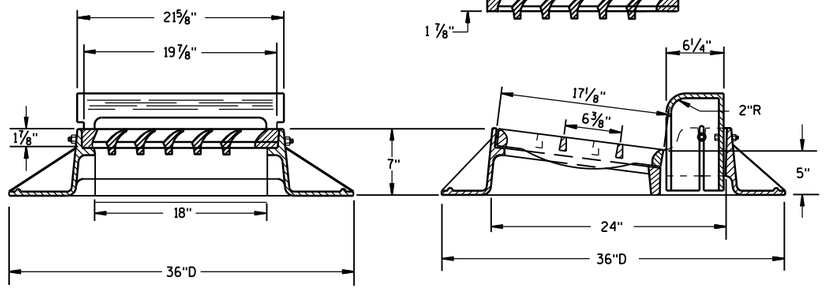


LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

NOTE:
GRATE IS REVERSIBLE.



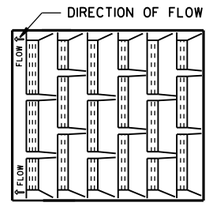
TYPE "A"

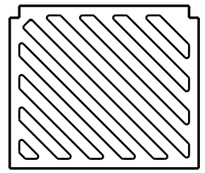
GENERAL NOTES

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

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

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

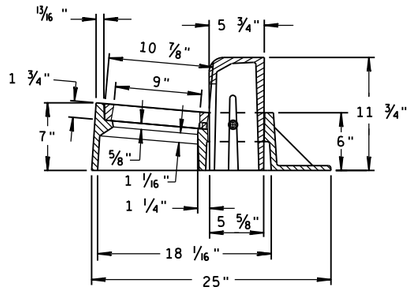


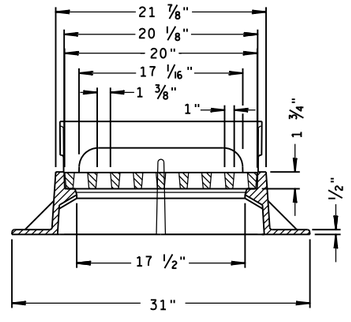


SPECIAL GRATE FOR TYPE "A" COVER

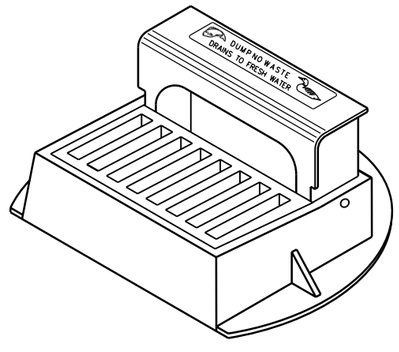
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)





TYPE "Z"



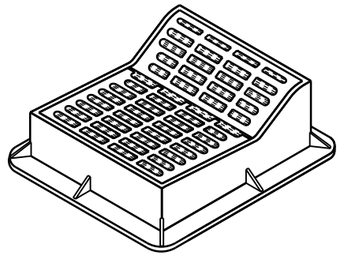
INLET COVERS TYPE A, H, A-S, H-S & Z

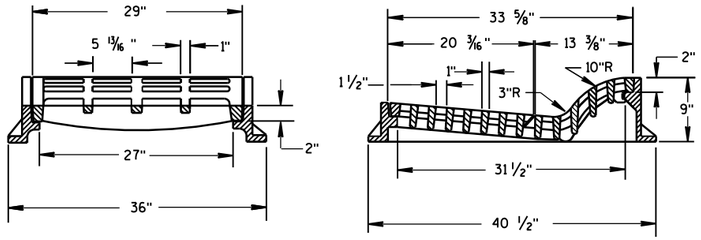
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11-27-13 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

6

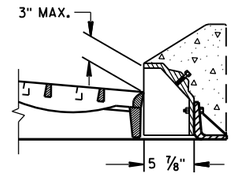
S.D.D. 8 A 5-19a





TYPE "F"

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



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

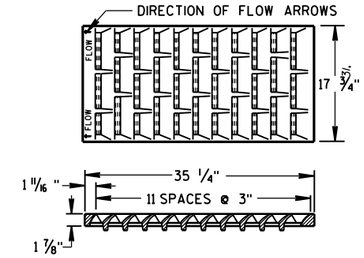
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

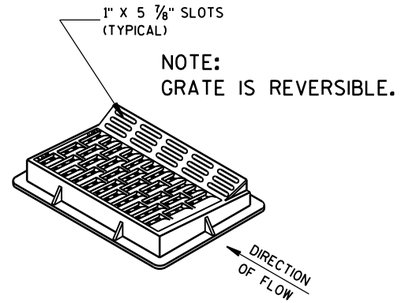
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

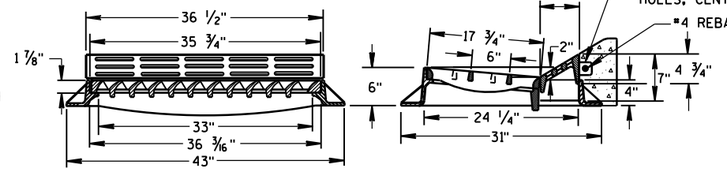
GENERAL NOTES

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

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



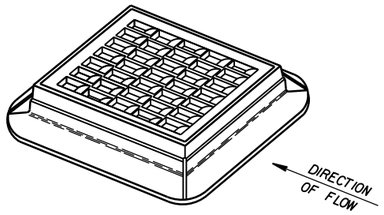


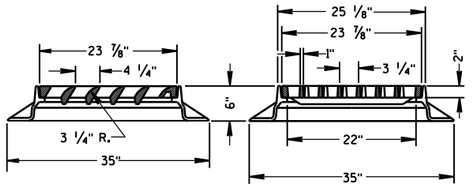


TYPE "HM"

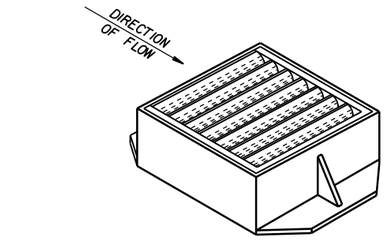
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

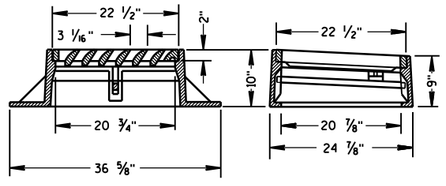
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



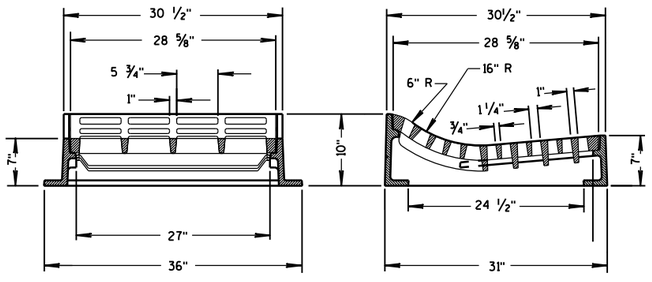


TYPE "S"



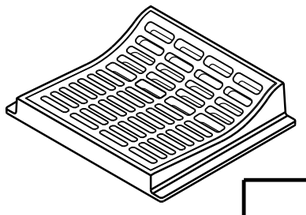


TYPE "V"



TYPE "T"

USE WITH TYPES R & T CONCRETE CURB & GUTTER, 36 INCH.



INLET COVERS
TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

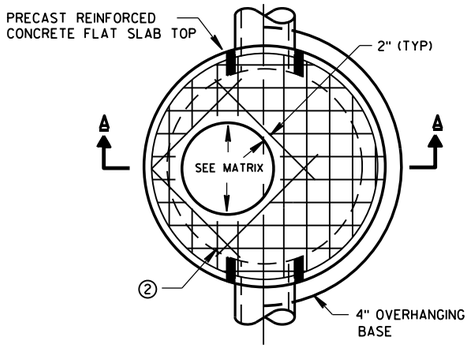
FHWA

6

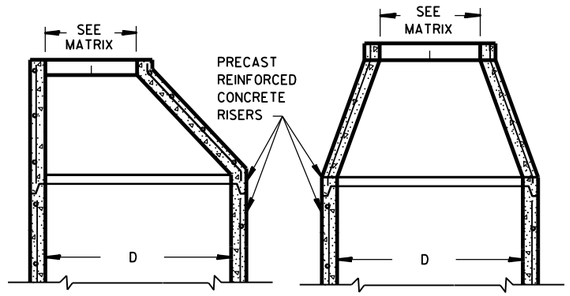
S.D.D. 8 A 5-19c

6

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

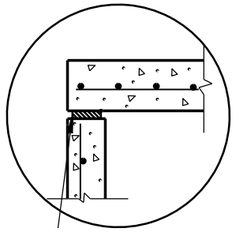


PLAN VIEW CIRCULAR OPENING

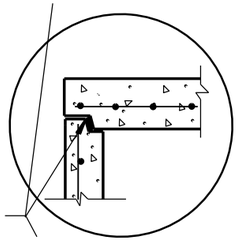


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

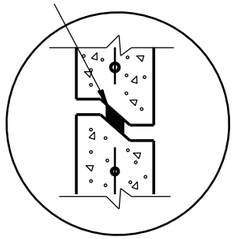


TOP WITH PLAIN END JOINT



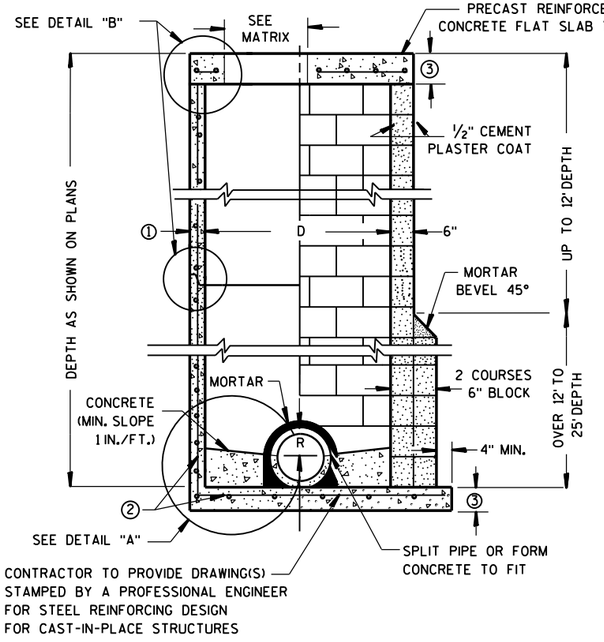
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



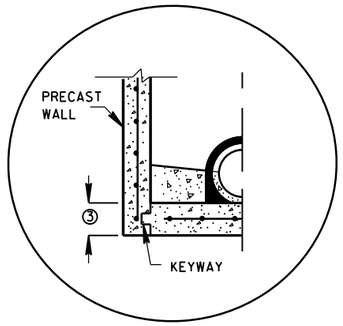
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

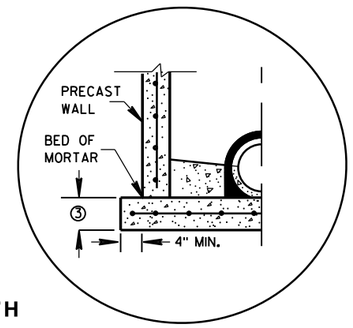


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

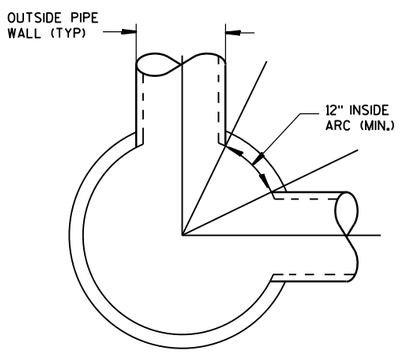


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

GENERAL NOTES

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

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

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

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

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

PRECAST REINFORCED CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES. THE CONE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½" AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT, 7 INCHES FOR 6-FT, 8 INCHES FOR 7-FT AND 9 INCHES FOR 8-FT DIAMETER PRECAST MANHOLES.

② FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

MANHOLE COVER OPENING MATRIX

MANHOLE COVER TYPE	C	ALL J'S	K	L	M
OPENING SIZE (FT)					
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

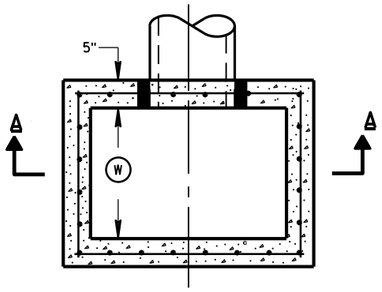
MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	36
7-FT	48	36
8-FT	60	42

MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

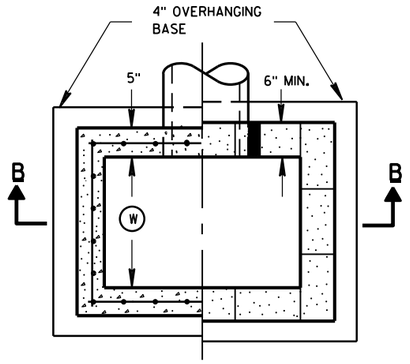
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

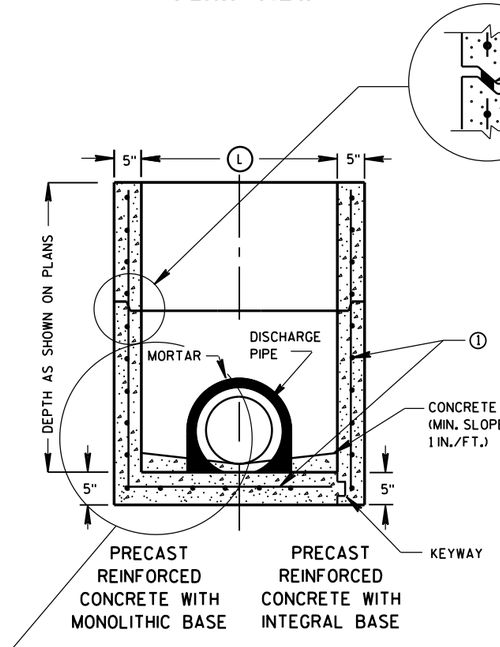
6
S.D.D. 8 B 9-1



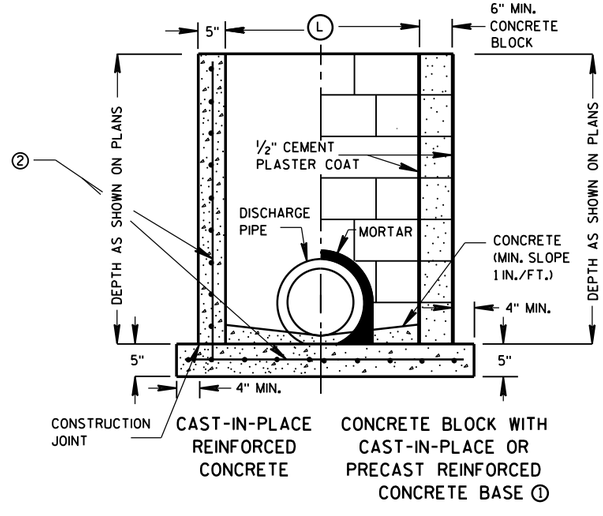
PLAN VIEW



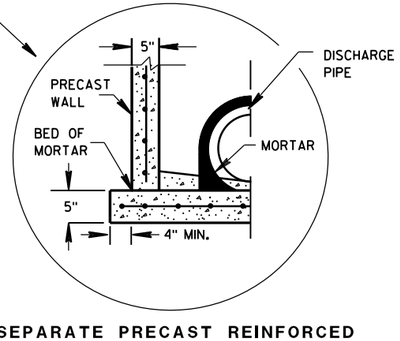
PLAN VIEW



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

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

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

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

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

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

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

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS.
4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED.
OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3 INCH CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

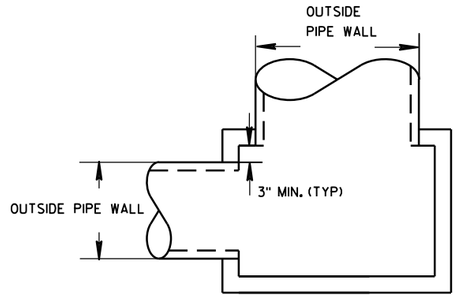
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

INLET SIZE		INLET COVER TYPE	ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM
	WIDTH (W) (FT)	LENGTH (L) (FT)									
2X2-FT	2	2	X	X				X		X	
2X2.5-FT	2	2.5			X			X	X	X	X
2X3-FT	2	3					X				
2.5X3-FT	2.5	3				X					

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
2X2-FT	12	12
2X2.5-FT	12	18
2X3-FT	12	24
2.5X3-FT	18	24



DETAIL "A"

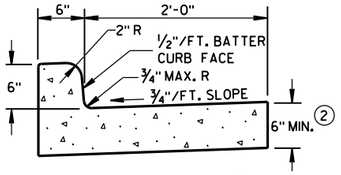
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

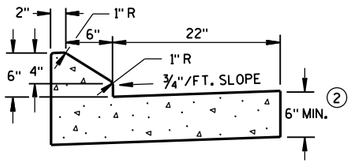
APPROVED
6/5/2012
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DE ENGINEER
FHWA

6

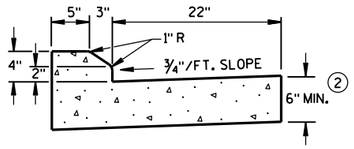
S.D.D. 8 C 7-1



TYPES A & D ①

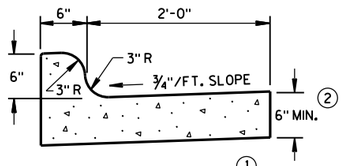


6" SLOPED CURB TYPES G & J ①

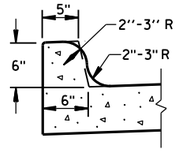


4" SLOPED CURB TYPES G & J ①

CONCRETE CURB & GUTTER 30"

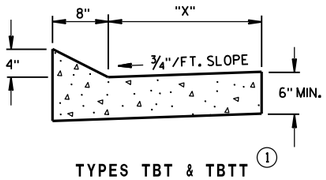


TYPES K & L ①



OPTIONAL CURB SHAPE FOR TYPES K & L ①

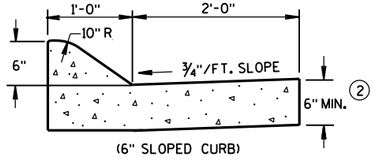
CONCRETE CURB & GUTTER 30"



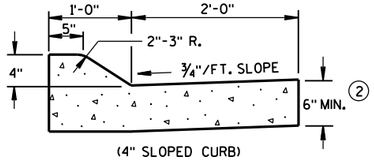
TYPES TBT & TBTT ①

CONCRETE CURB & GUTTER

TBT & TBTT	"X"
30"	22"
36"	28"

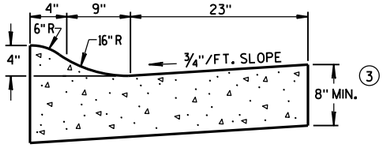


(6" SLOPED CURB)



(4" SLOPED CURB)

TYPES A & D ①



4" SLOPED CURB TYPES R & T ① ④

CONCRETE CURB & GUTTER 36"

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

INTEGRAL CURB & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2'-0" BEHIND THE BACK OF CURBS.

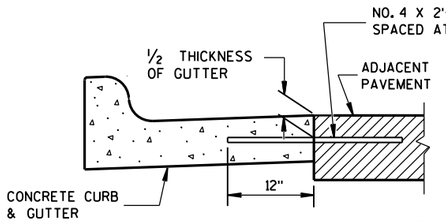
① TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K, R AND TBTT.

② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

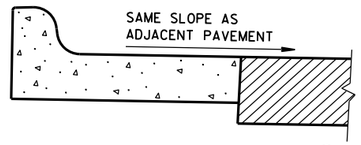
③ THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

④ THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

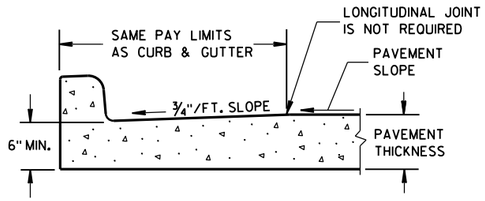
⑤ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.



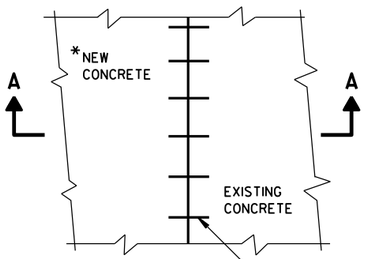
TYPICAL TIE BAR LOCATION ①



REVERSE SLOPE GUTTER ⑤
(TYPICAL FOR ALL CURB & GUTTER TYPES)

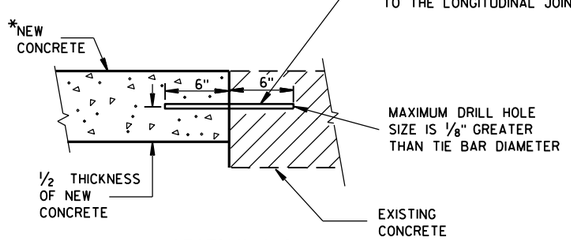


PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB & GUTTER



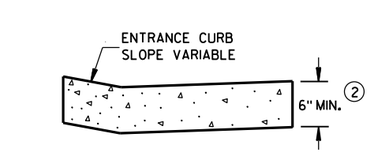
PLAN VIEW

*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.

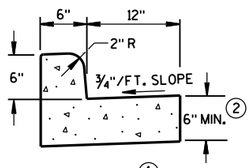


SECTION A-A

TIE BARS DRILLED
INTO EXISTING PAVEMENT

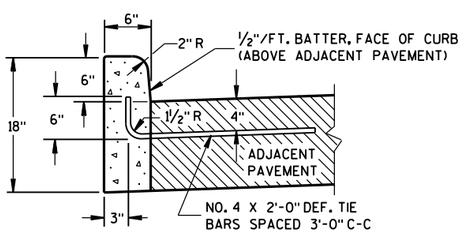


DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)

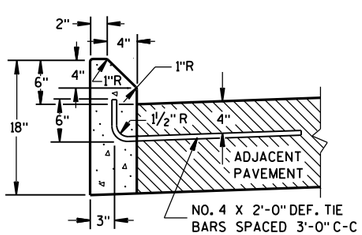


① TYPES A & D

CONCRETE CURB & GUTTER 18"

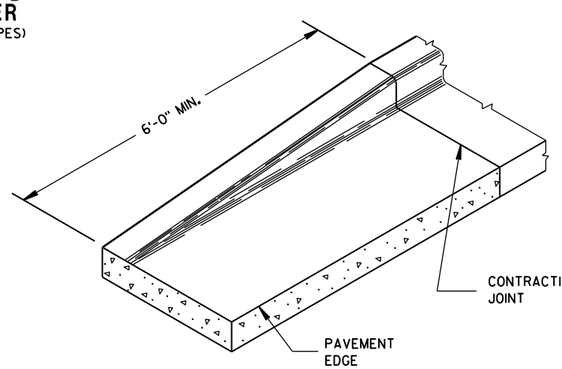


① TYPES A & D



① TYPES G & J

CONCRETE CURB



END SECTION CURB & GUTTER

CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

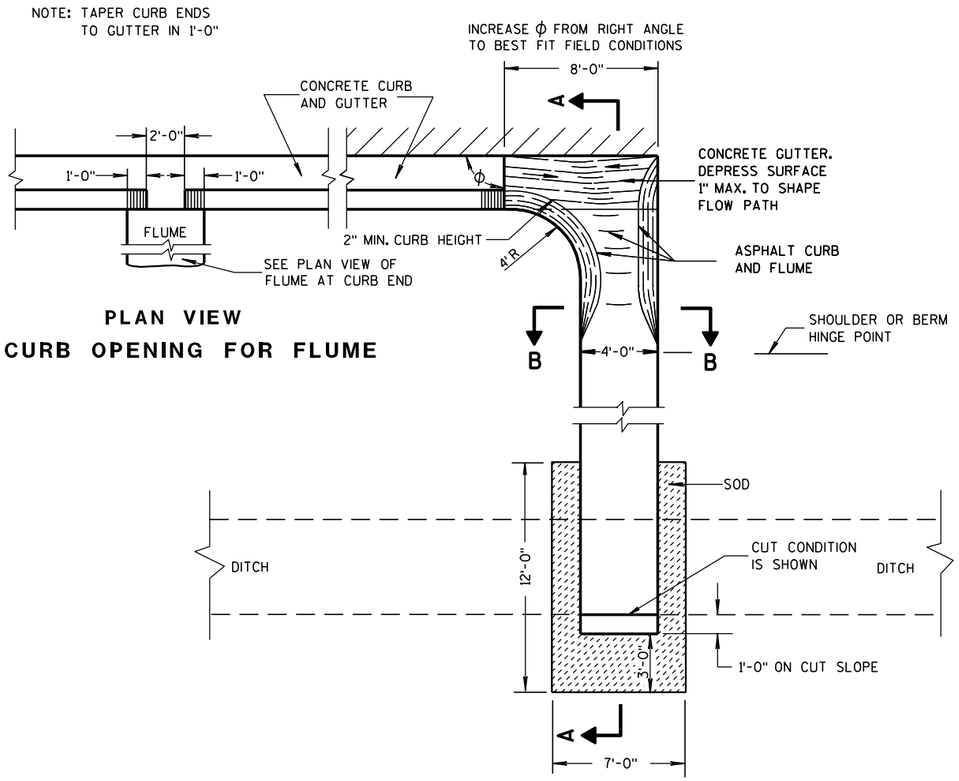
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
FHWA

6

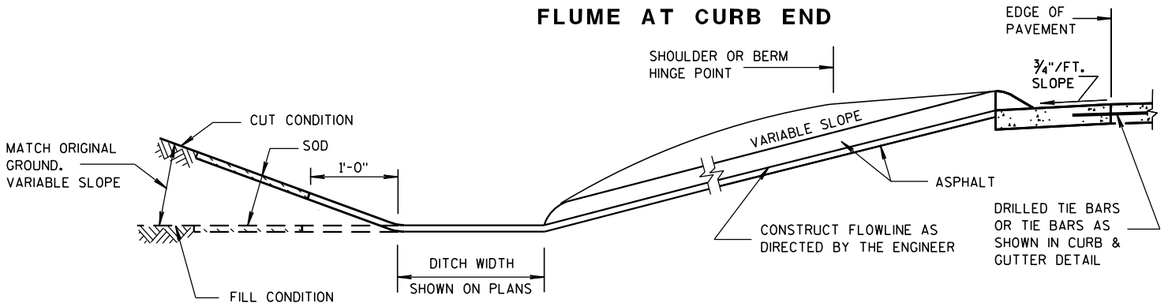
S.D.D. 8 D 1-18

ASPHALTIC FLUME

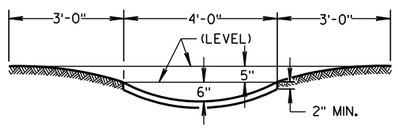


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

GENERAL NOTES

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

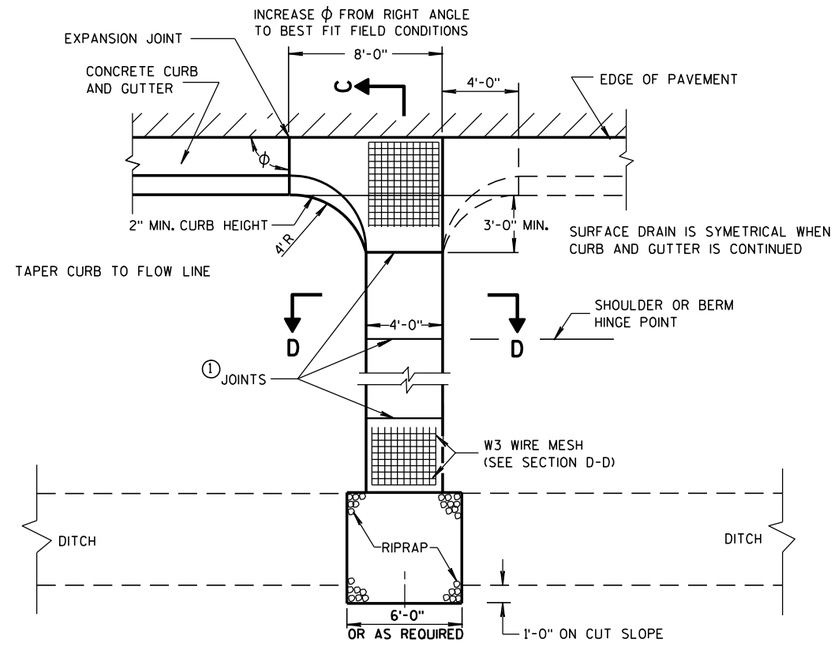
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE $\frac{1}{8}$ TO $\frac{1}{4}$ INCH WIDE BY $1\frac{1}{2}$ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

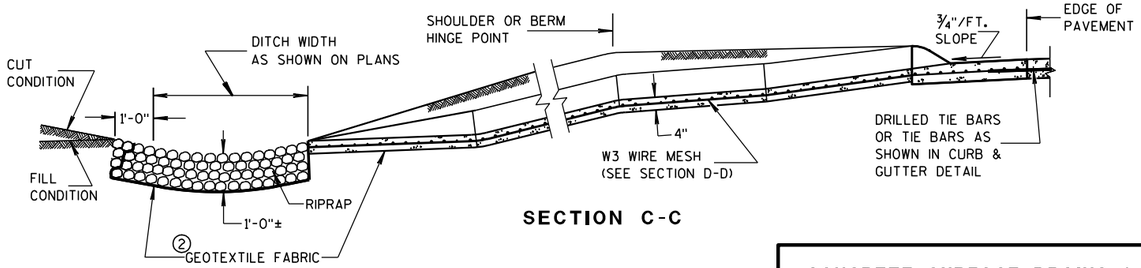
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

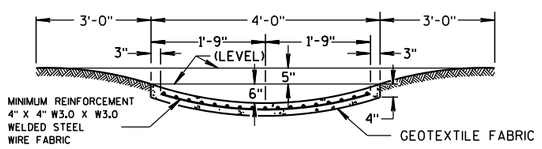
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9-4-08 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
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MENT
FHWA

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S.D.D. 8 D 4-5

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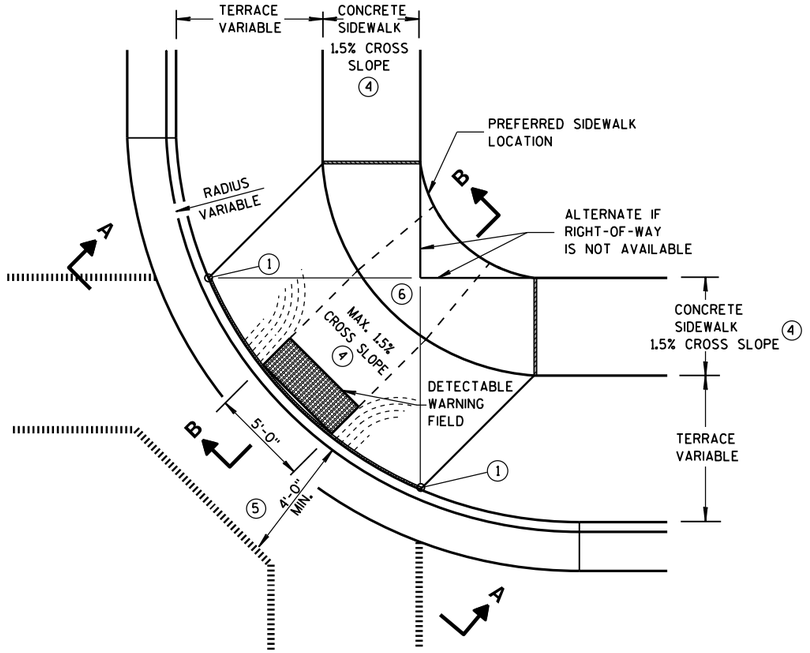
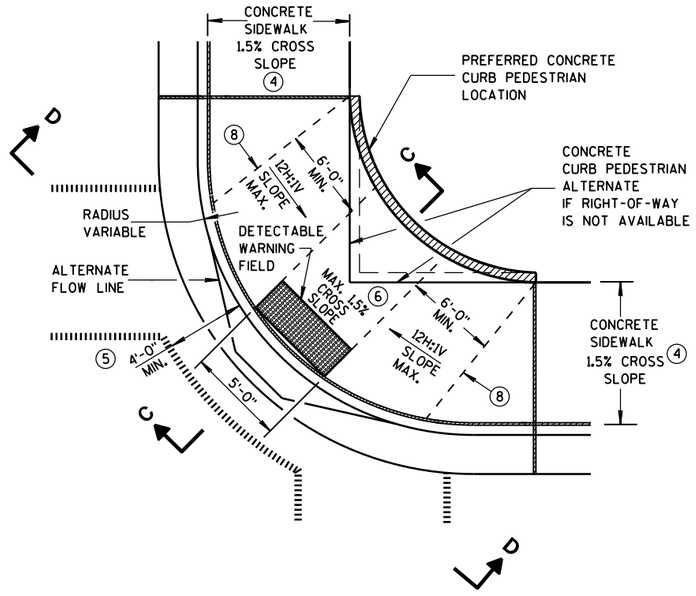
S.D.D. 8 D 4-5



PLAN VIEW

TYPE 1 RAMP

(CENTER OF CORNER RADIUS)



PLAN VIEW

TYPE 1-A RAMP

(NO TERRACE)

GENERAL NOTES

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

WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

TYPE 1 RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

DETECTABLE WARNING FIELD SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAL FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD".

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED.

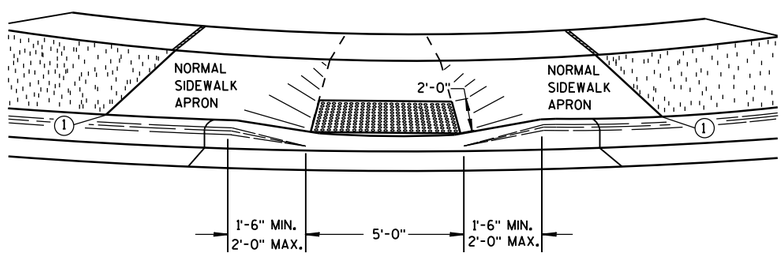
(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA. (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.

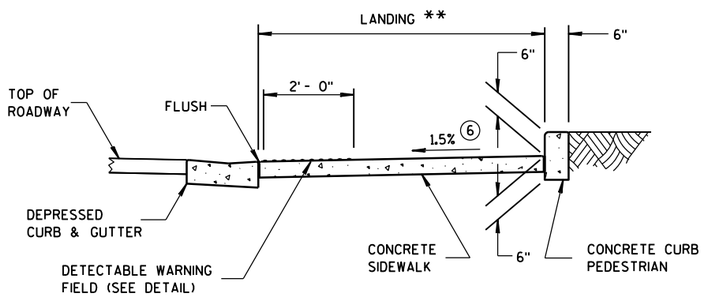
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.



VIEW A-A

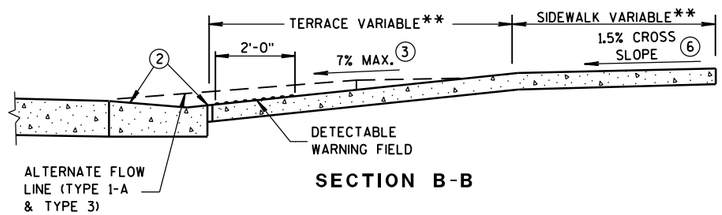
** WIDTH SHOWN ELSEWHERE IN THE PLANS



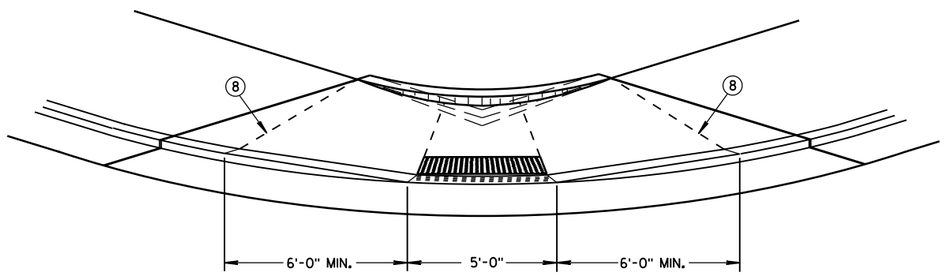
SECTION C-C

LEGEND

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



SECTION B-B



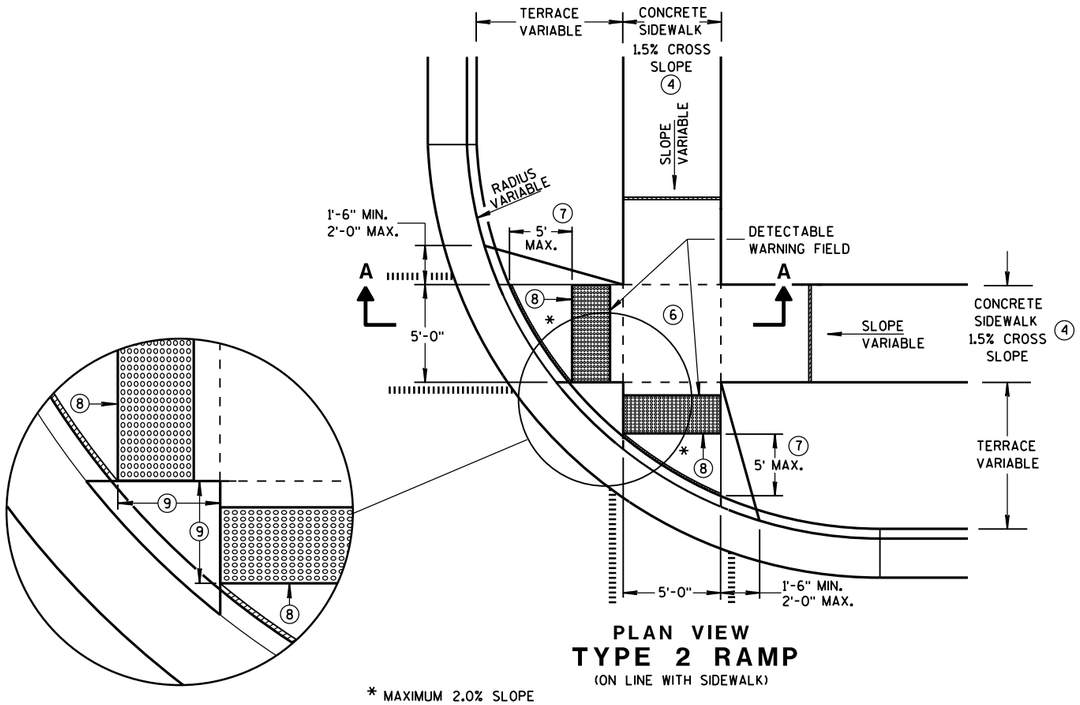
VIEW D-D

CURB RAMPS TYPES 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 8 D 5-16a

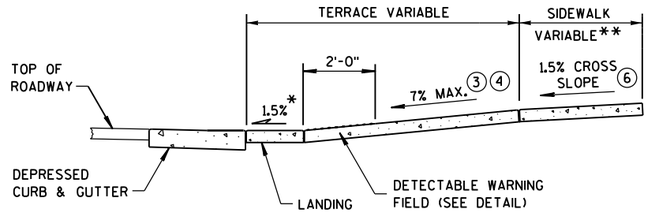


PLAN VIEW

TYPE 2 RAMP

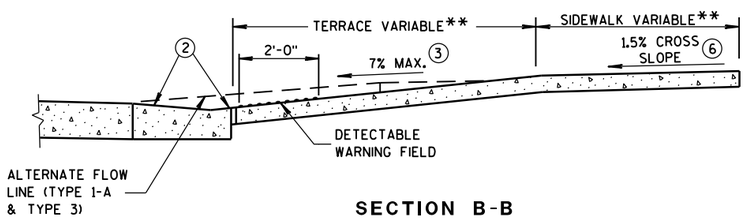
(ON LINE WITH SIDEWALK)

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK



SECTION A-A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B-B

GENERAL NOTES

USE THE TYPE 3 RAMP ONLY WHEN A TYPE 1 OR TYPE 2 CANNOT BE ACHIEVED BECAUSE OF FIELD CONDITIONS.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

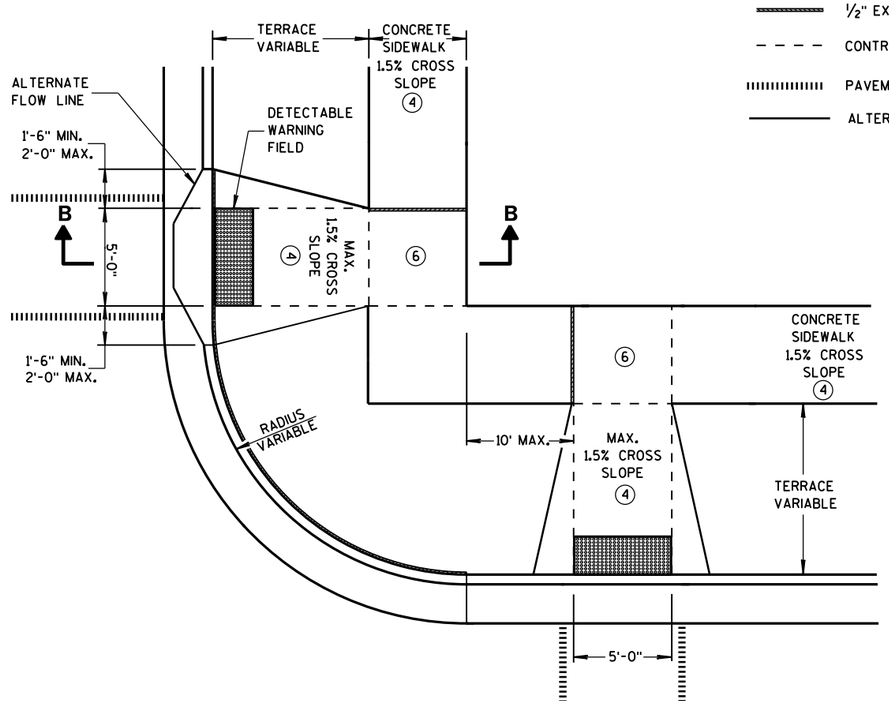
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, USE MULTIPLE DETECTABLE WARNING PANELS ACROSS THE RAMP AND STAGGER ADDITIONAL DETECTABLE WARNING PANEL(S) FORWARD TO REDUCE THIS DISTANCE.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(9) WHEN THIS DISTANCE IS LESS THAN 6'-0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. 2" MINIMUM CURB HEIGHT.

LEGEND

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



PLAN VIEW

TYPE 3 RAMP

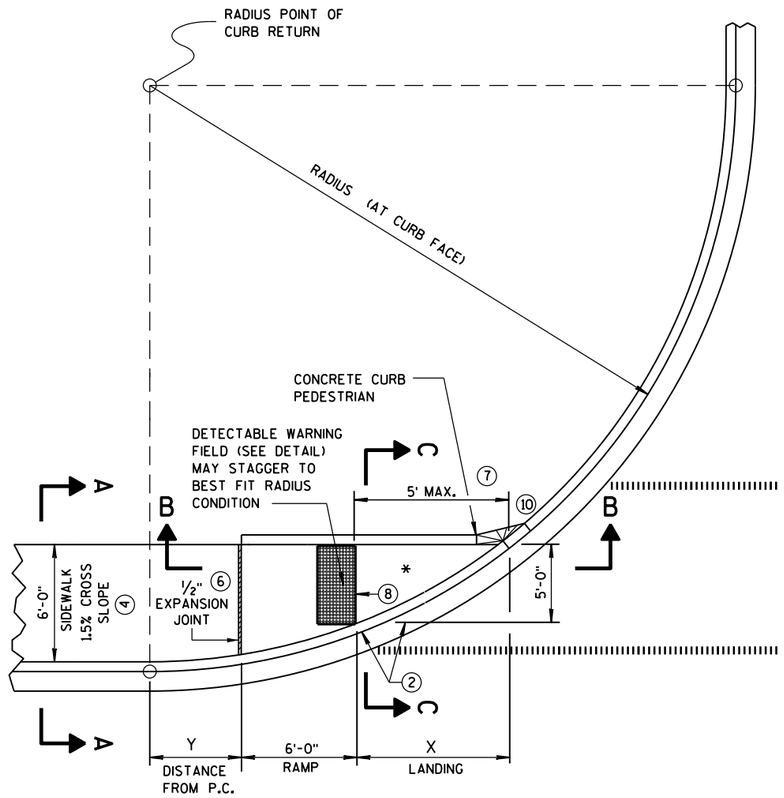
(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS TYPES 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 8 D 5-16b

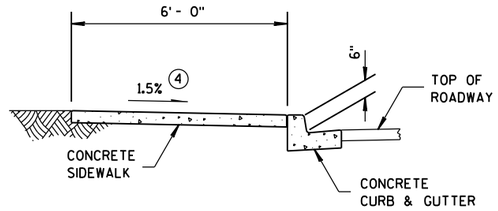


CURB RAMP TYPE 4A

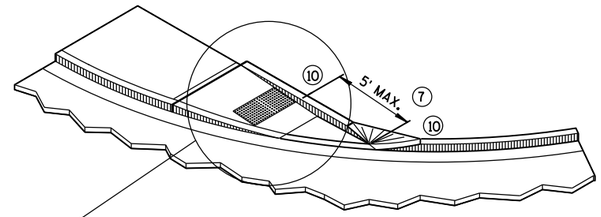
PLAN VIEW

RADIUS (AT CURB FACE)	X	Y
20 FEET	6'-1¾"	2'-7¼"
30 FEET	7'-11¾"	4'-8¼"
40 FEET	9'-5¼"	6'-5"
50 FEET	10'-8¾"	7'-11¼"
60 FEET	11'-10¼"	9'-3½"

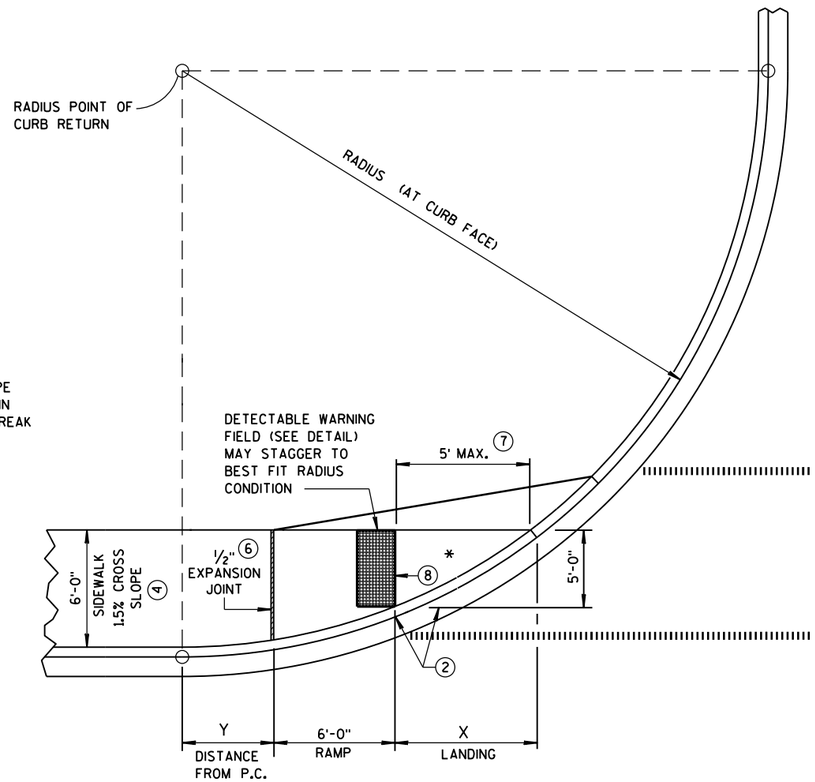
INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A-A FOR TYPE 4A



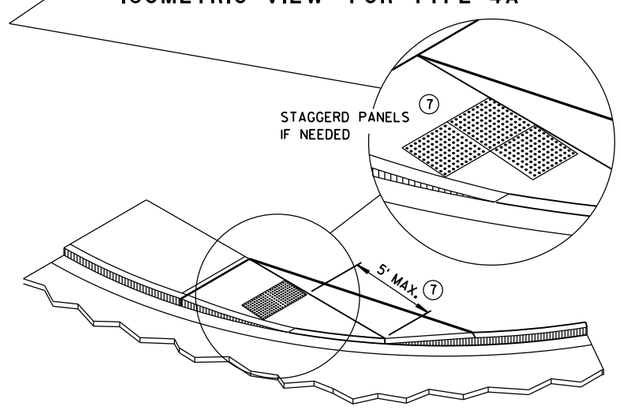
ISOMETRIC VIEW FOR TYPE 4A



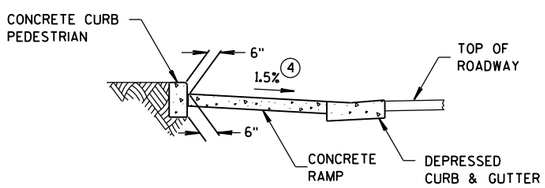
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

CURB RAMP TYPE 4A1

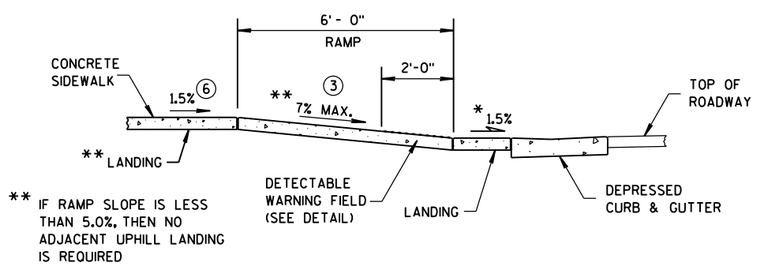
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4A1



SECTION C-C FOR TYPE 4A



** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

SECTION B-B FOR TYPE 4A

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, USE MULTIPLE DETECTABLE WARNING PANELS ACROSS THE RAMP AND STAGGER ADDITIONAL DETECTABLE WARNING PANEL(S) FORWARD TO REDUCE THIS DISTANCE.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

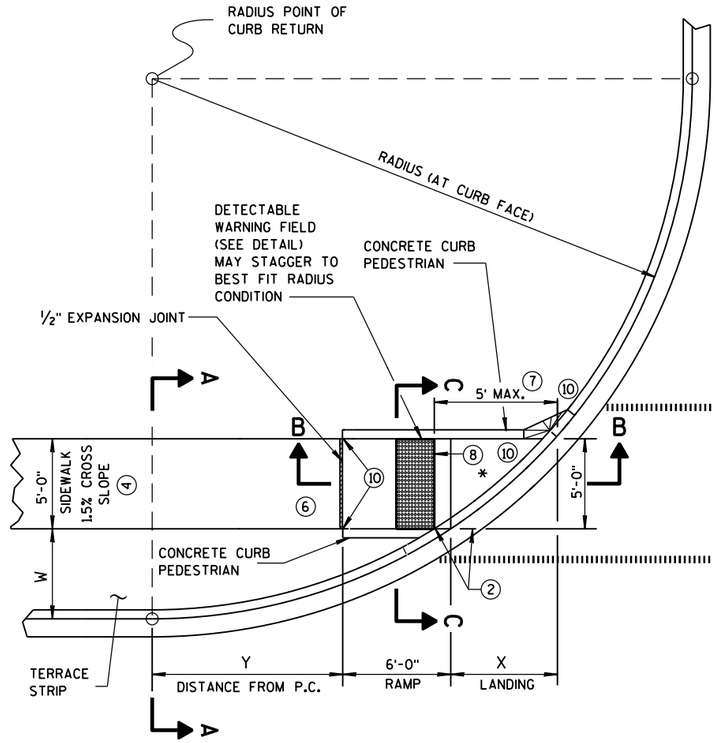
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPES 4A AND 4A1

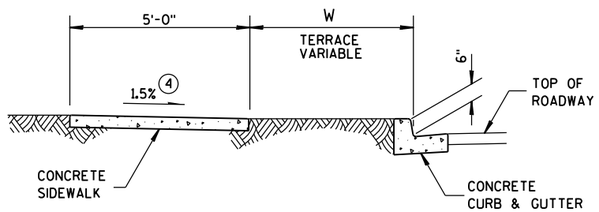
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

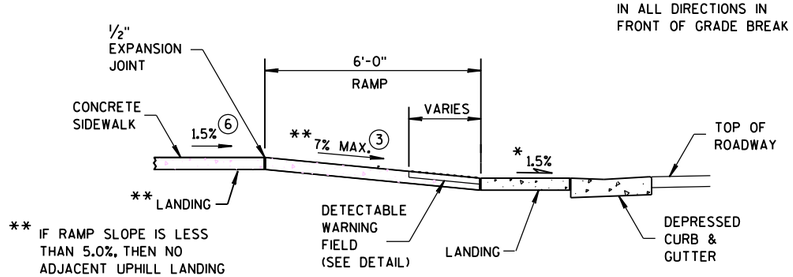
S.D.D. 8 D 5-16c



CURB RAMP TYPE 4B
PLAN VIEW



SECTION A-A FOR TYPE 4B



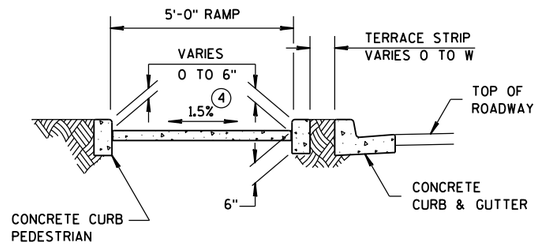
SECTION B-B FOR TYPE 4B

LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

PAVEMENT MARKING CROSSWALK (WHITE)



SECTION C-C FOR TYPE 4B

RADIUS (AT CURB FACE)	W = 3'-0"		W = 4'-0"		W = 5'-0"		W = 6'-0"		W = 7'-0"	
	X	Y	X	Y	X	Y	X	Y	X	Y
20 FEET	5'-5½"	4'-6½"	4'-8½"	6'-0"	4'-1"	7'-2¾"	3'-7"	8'-3½"	3'-1½"	9'-2½"
30 FEET	7'-3¾"	7'-1"	6'-5½"	8'-11½"	5'-9¼"	10'-7"	5'-2½"	12'-0"	4'-8¾"	13'-3¼"
40 FEET	8'-9½"	9'-2½"	7'-10"	11'-5¼"	7'-1"	13'-4½"	6'-5¾"	15'-¾"	5'-11½"	16'-7¼"
50 FEET	10'-¾"	11'-¾"	9'-¼"	13'-7¼"	8'-2½"	15'-9½"	7'-6½"	17'-9"	6'-11¾"	19'-6¼"
60 FEET	11'-2½"	12'-8¾"	10'-¾"	15'-6½"	9'-2¼"	17'-11¾"	8'-5¾"	20'-1¾"	7'-10½"	22'-1½"

INTERMEDIATE RADII CAN BE INTERPOLATED

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼-INCH ARE ALLOWED.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

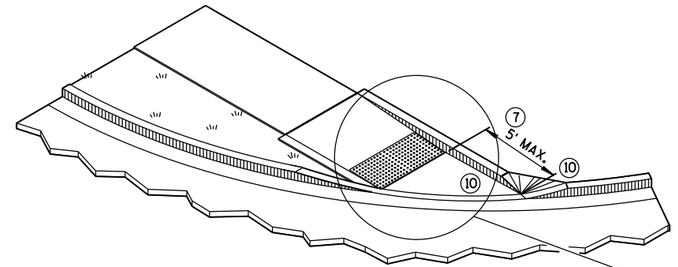
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

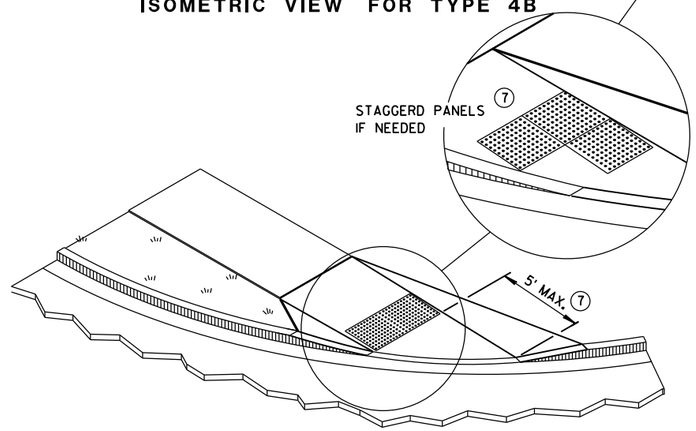
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, USE MULTIPLE DETECTABLE WARNING PANELS ACROSS THE RAMP AND STAGGER ADDITIONAL DETECTABLE WARNING PANEL(S) FORWARD TO REDUCE THIS DISTANCE.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

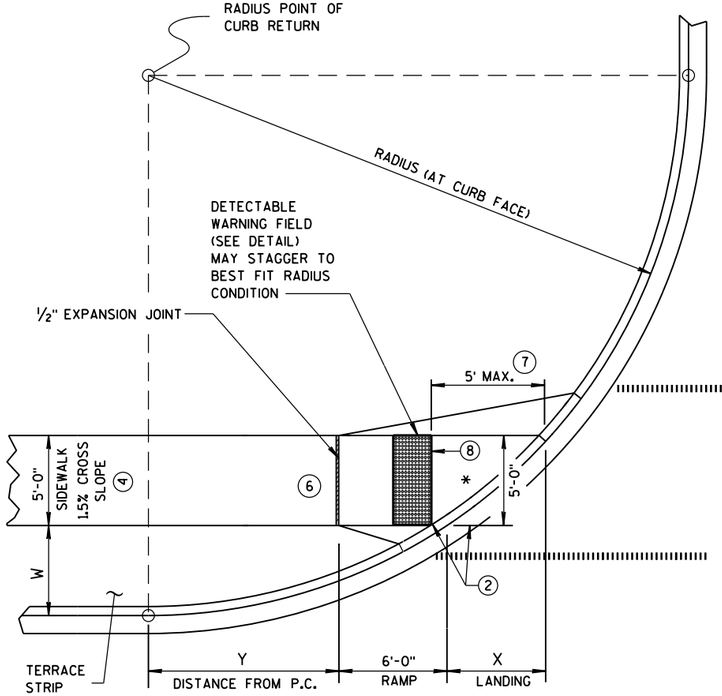
(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1



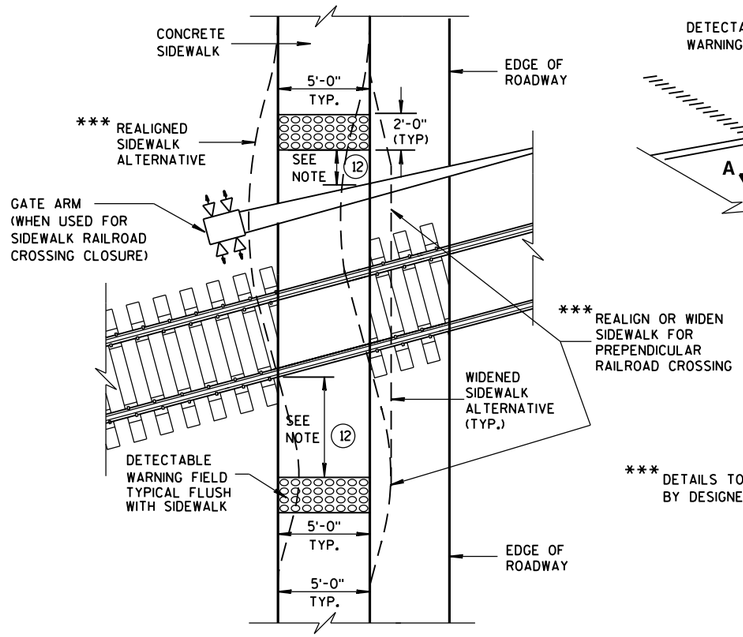
CURB RAMP TYPE 4B1
PLAN VIEW

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

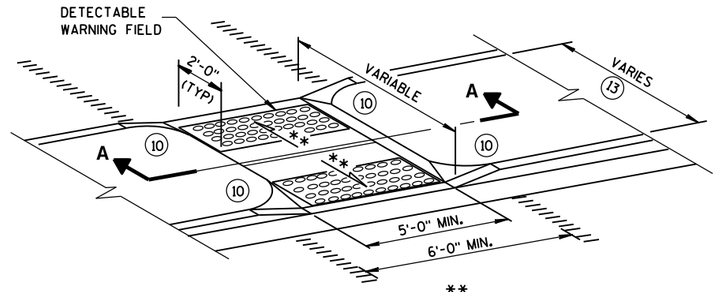
6

S.D.D. 8 D 5-16d



TYPE 8
DETECTABLE WARNINGS AT RAILROAD CROSSING

*** DETAILS TO BE DETERMINED BY DESIGNER



** 1% MIN. (PROVIDE DRAINAGE)

MEDIAN ISLAND
NON-ELEVATED CROSSING
TYPE 5

GENERAL NOTES

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

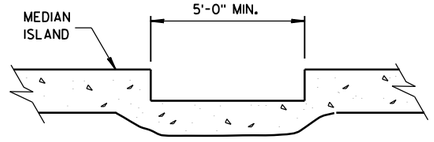
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

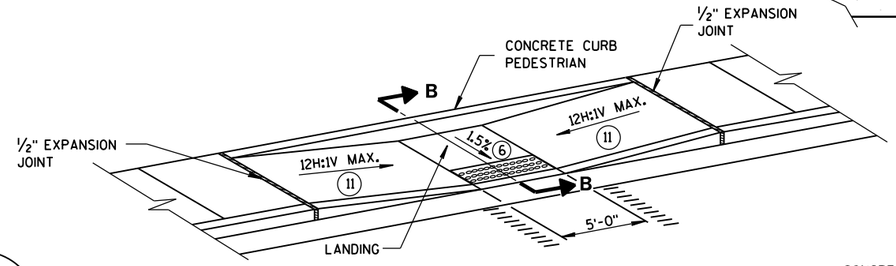
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ± 0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.

(13) DO NOT INSTALL DETECTABLE WARNING FIELDS IF MEDIAN WIDTH BETWEEN BACK OF CURBS IS LESS THAN 6 FEET.



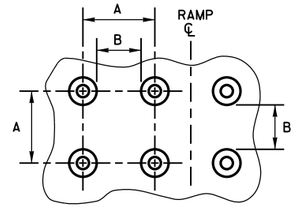
SECTION A-A



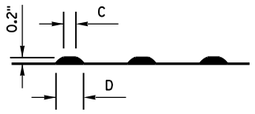
MID-BLOCK CROSSING
TYPE 7A

	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.

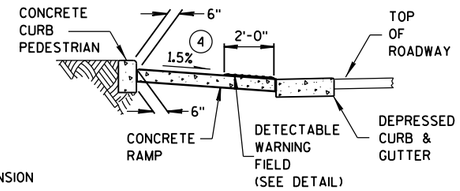


PLAN VIEW

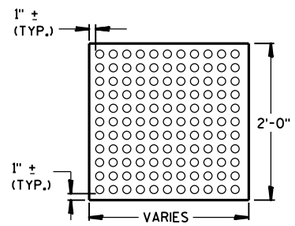


ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



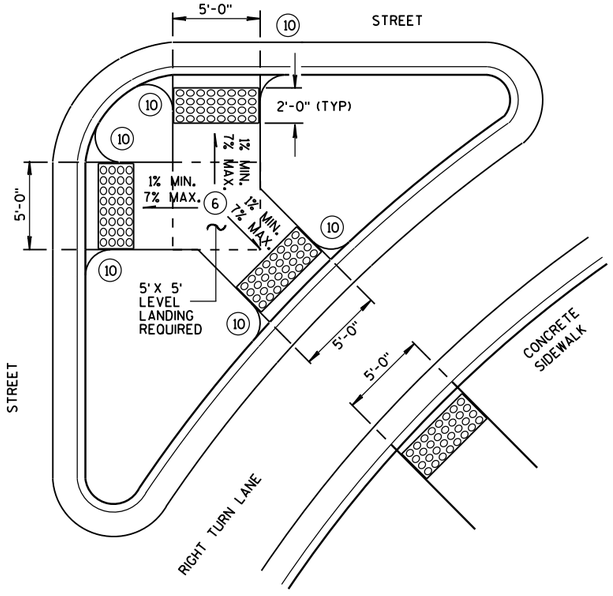
SECTION B-B



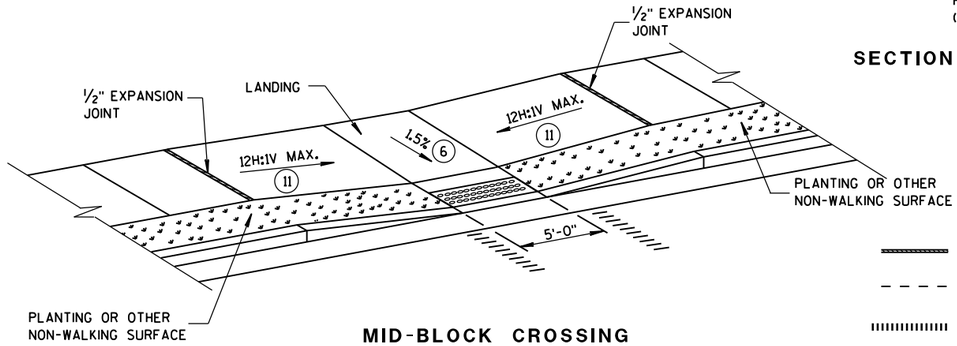
PLAN VIEW

DETECTABLE WARNING FIELD (TYPICAL)

REFER TO GENERAL NOTES (2) AND (3) FOR ALL ISLAND CURB RAMPS



TYPE 6
DETECTABLE WARNING AT ISLANDS



MID-BLOCK CROSSING
TYPE 7B

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.

LEGEND

- 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

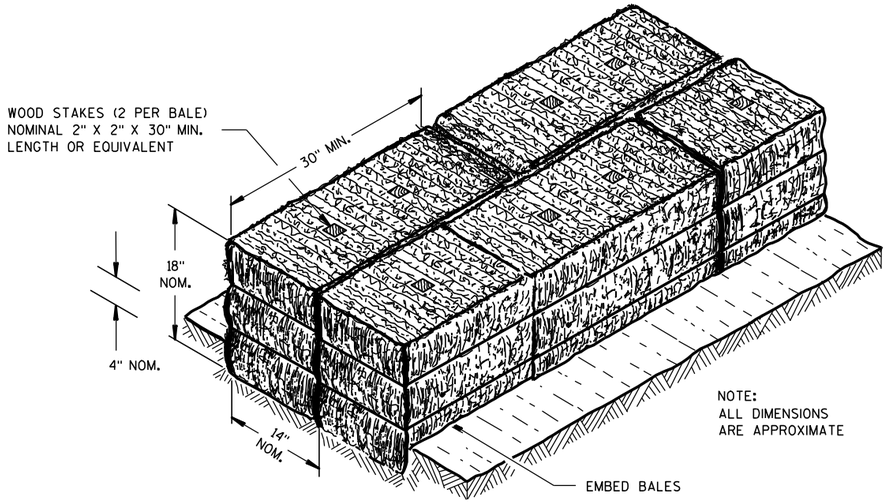
CURB RAMPS
TYPES 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

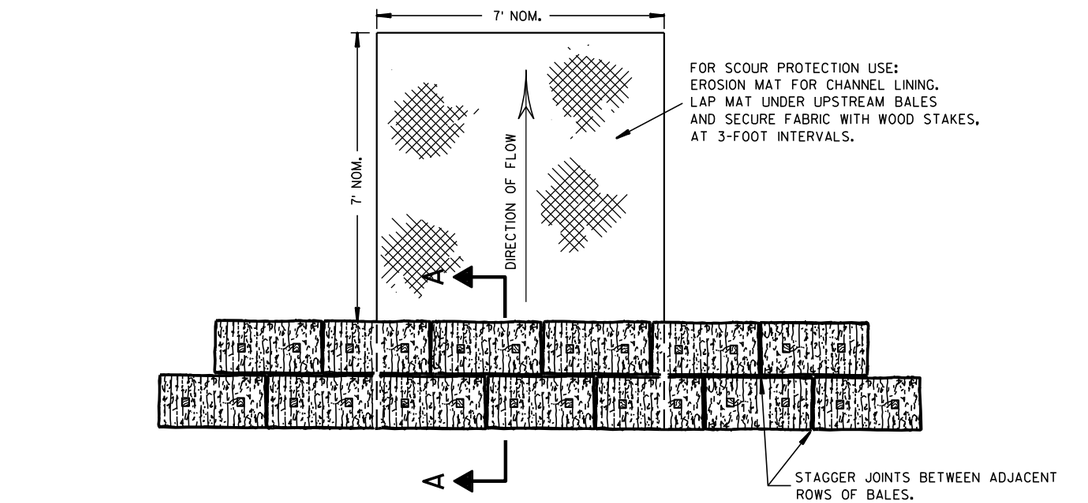
APPROVED
June, 2015 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

6

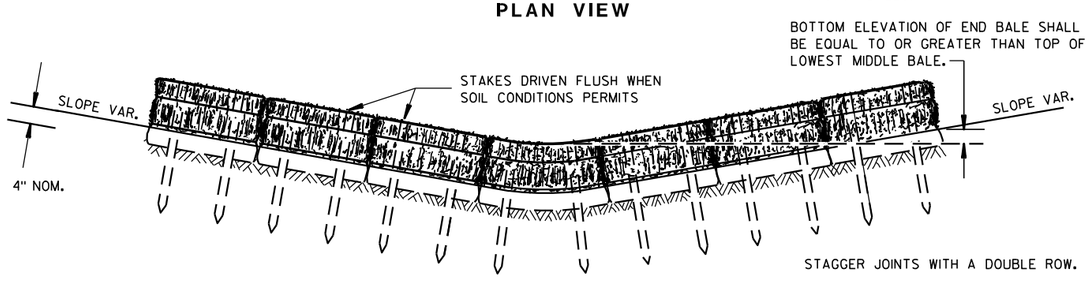
S.D.D. 8 D 5-16e



SECTION A-A



PLAN VIEW



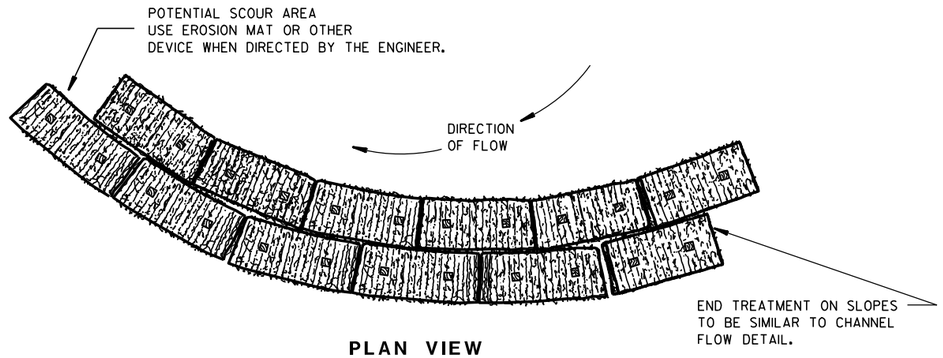
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

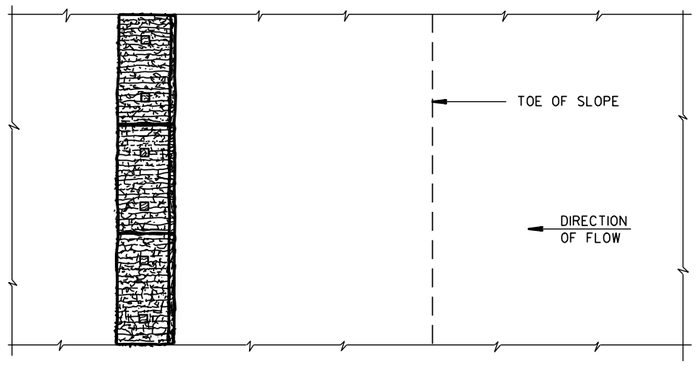
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

① TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

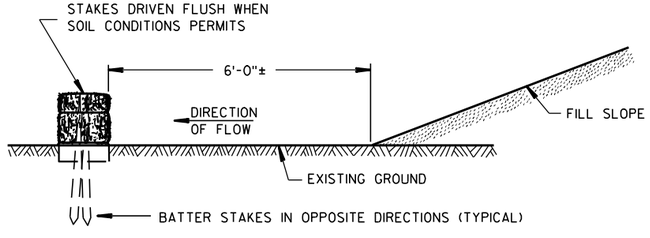


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/04/02 — DATE
/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 8-3

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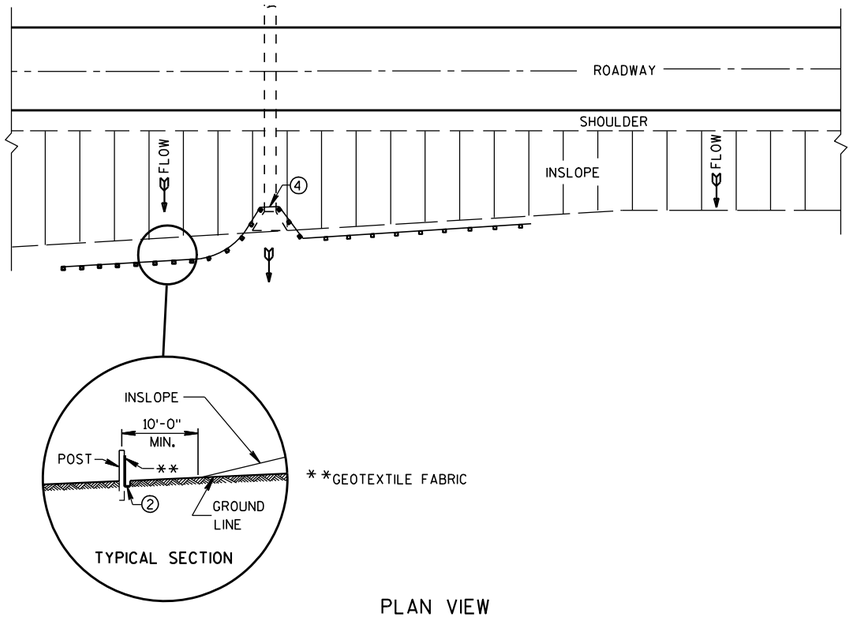
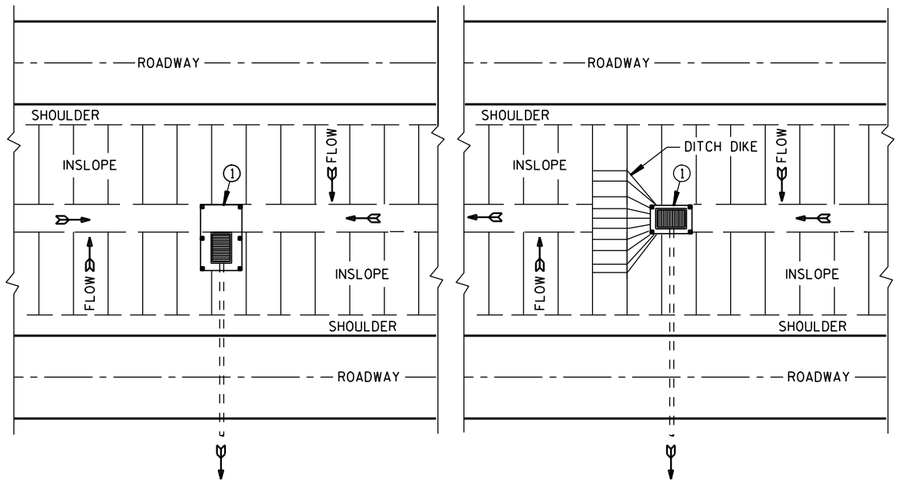
S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



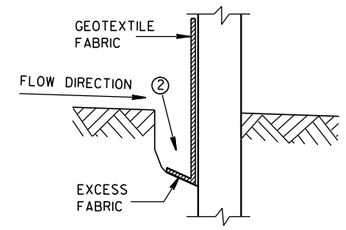
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

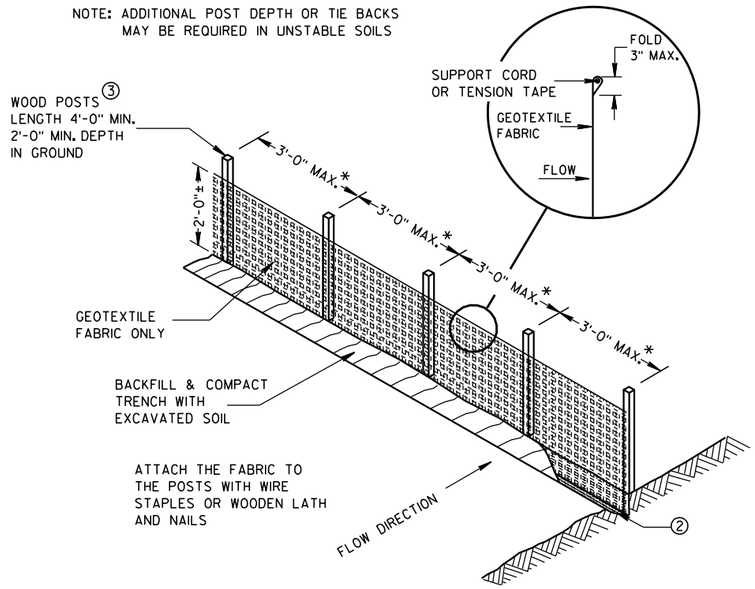
GENERAL NOTES

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

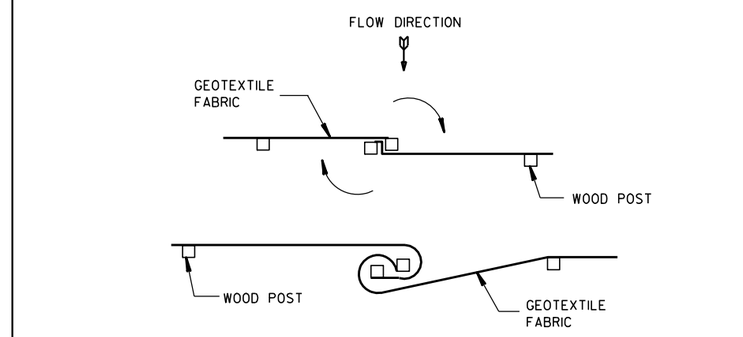
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



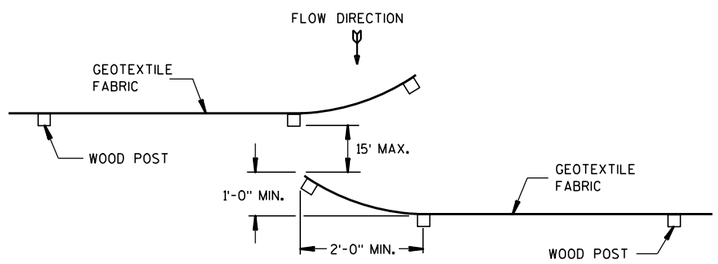
TRENCH DETAIL



SILT FENCE

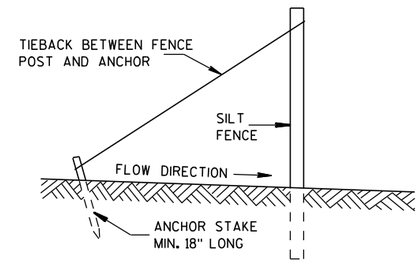


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
4-29-05 DATE	/S/ Beth Cannestra CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA	

6

S.D.D. 8 E 9-6

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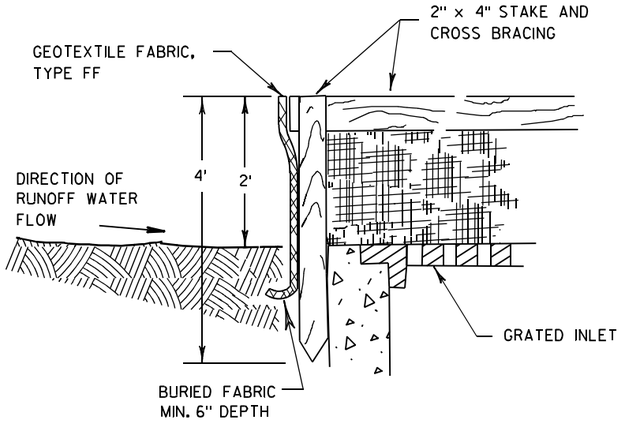
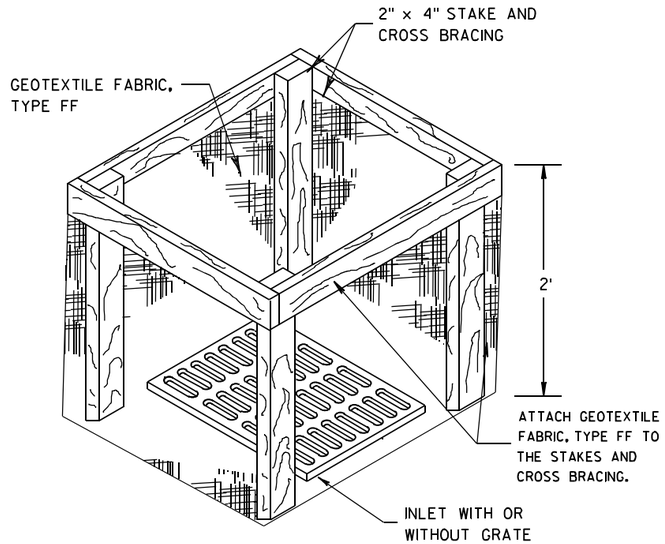
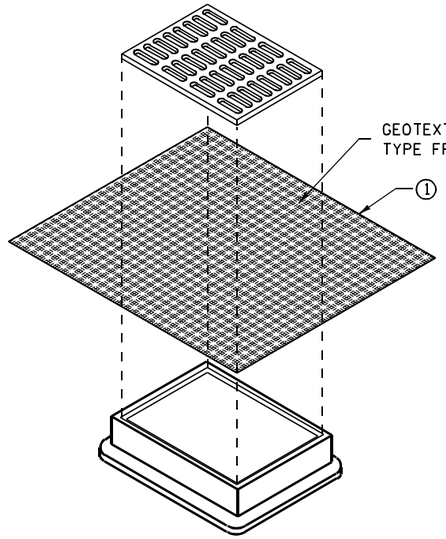
S.D.D. 8 E 9-6



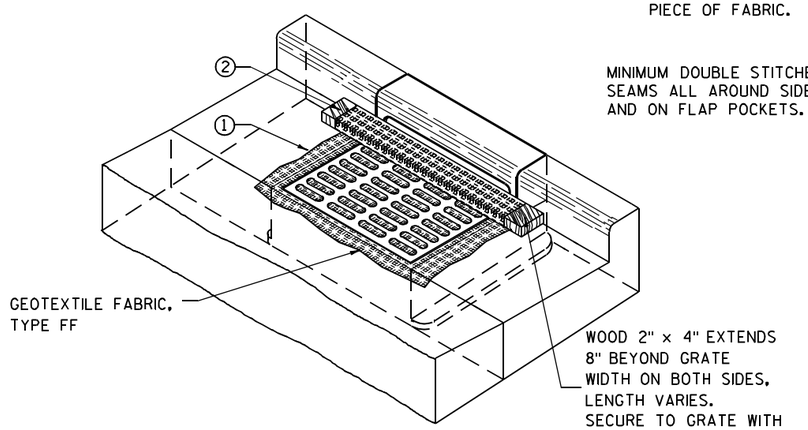


INLET PROTECTION, TYPE A

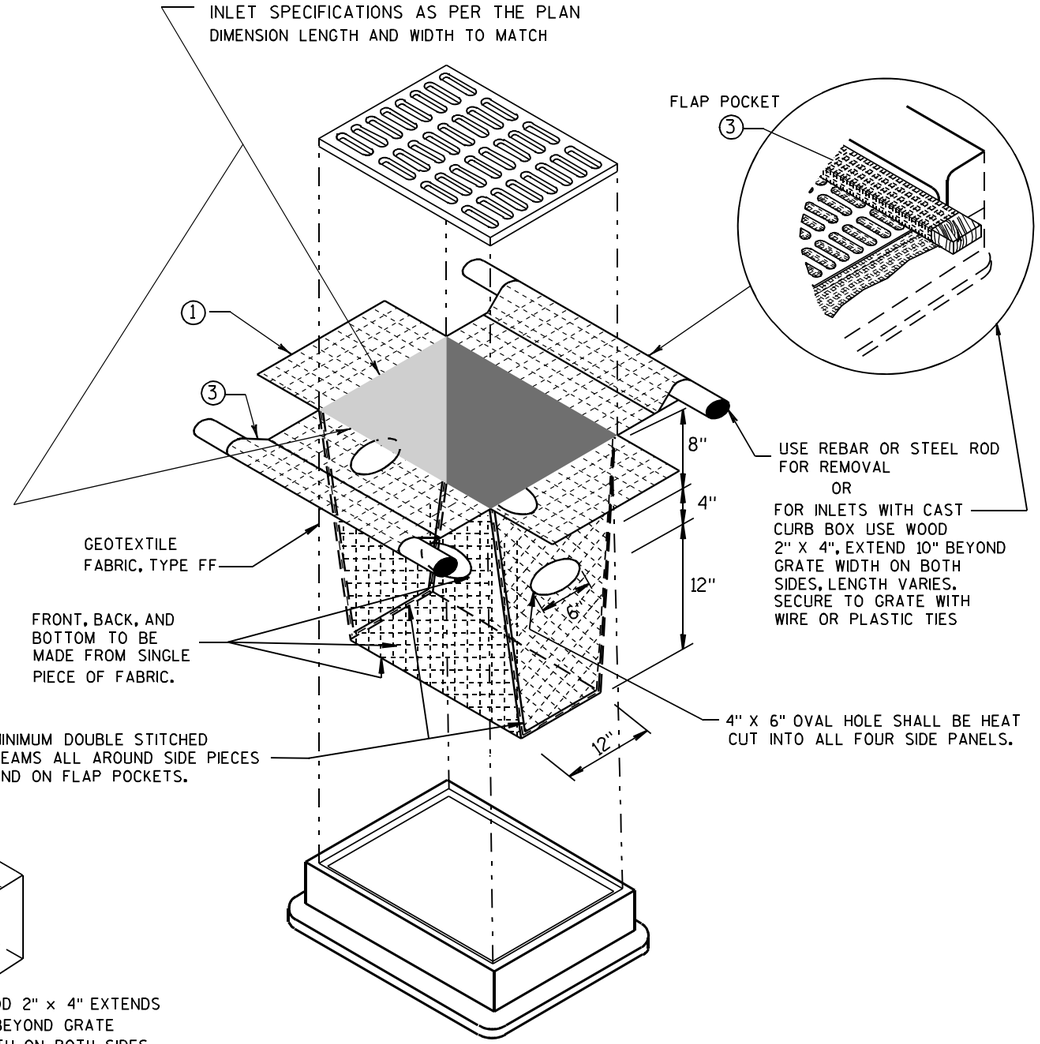


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

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

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

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

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

6
S.D.D. 8 E 10-2

METAL APRON ENDWALLS

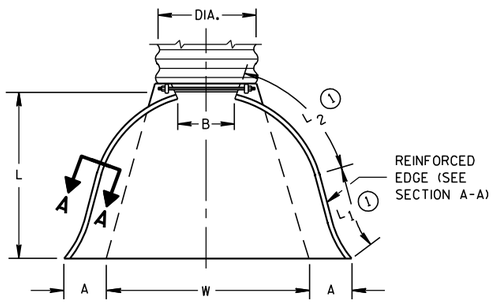
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

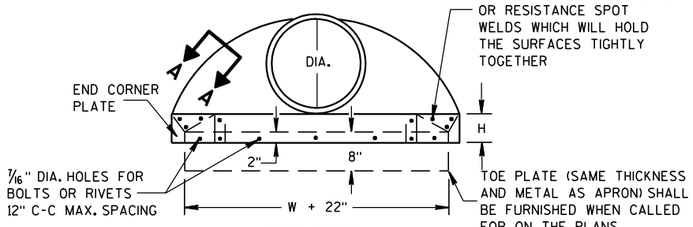
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

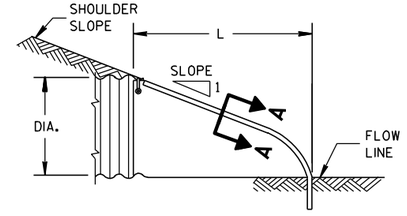
*MINIMUM
**MAXIMUM



PLAN VIEW

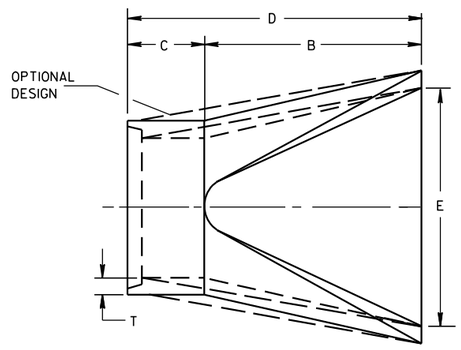


END VIEW

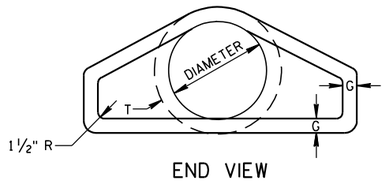


SIDE ELEVATION

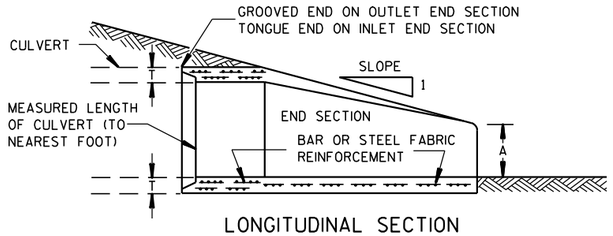
METAL ENDWALLS



PLAN

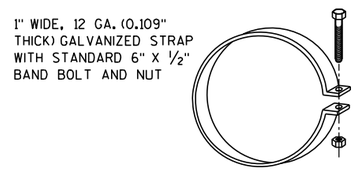


END VIEW



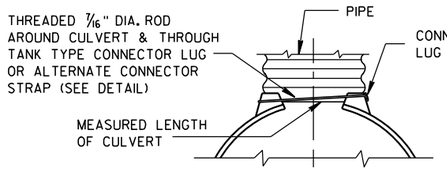
LONGITUDINAL SECTION

CONCRETE ENDWALLS

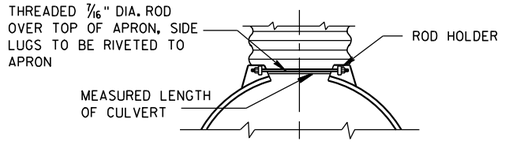


ALTERNATE FOR TYPE 1 CONNECTION

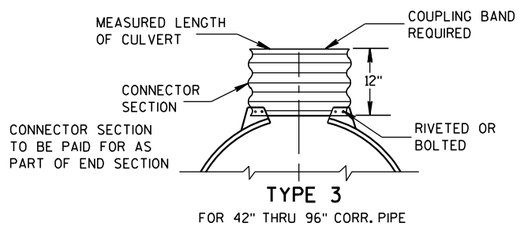
END SECTION CONNECTOR STRAP



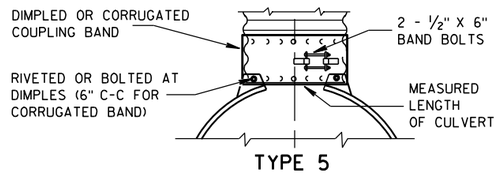
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

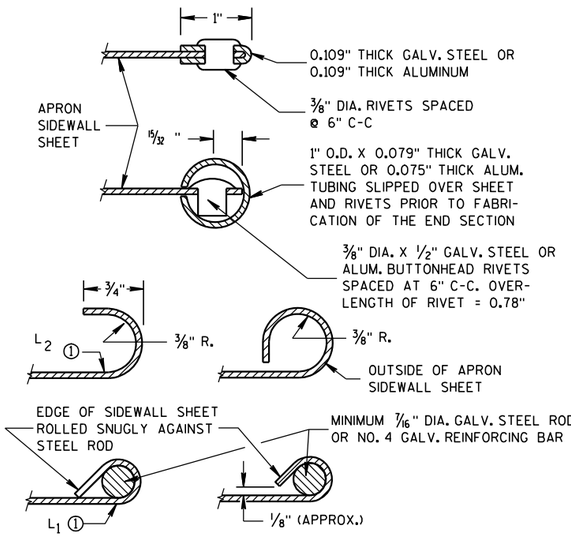
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

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

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

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

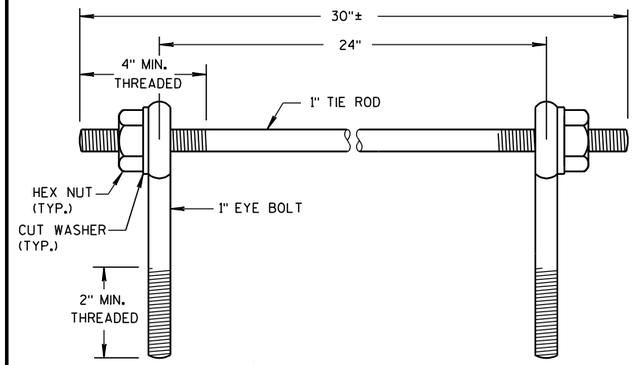
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

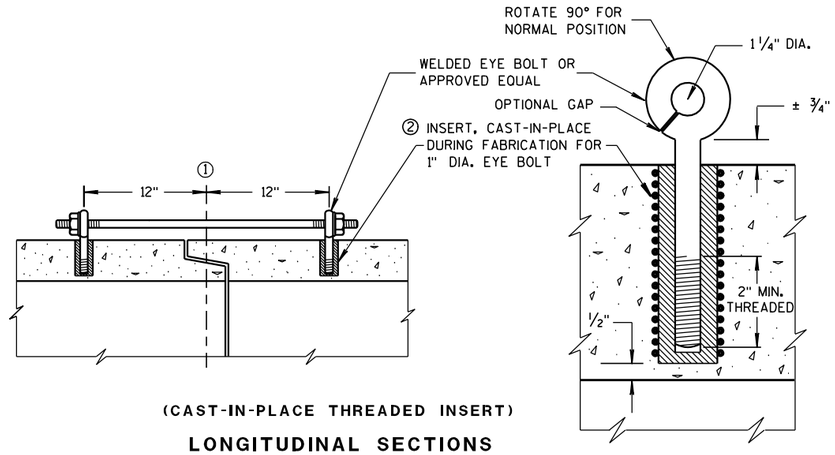
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6
S.D.D. 8 F 1-11



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

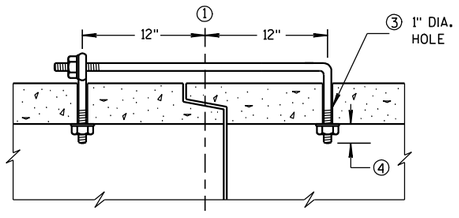
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

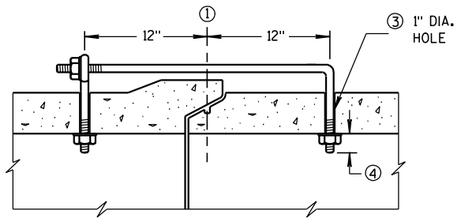
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.



(TONGUE & GROOVE PIPE)

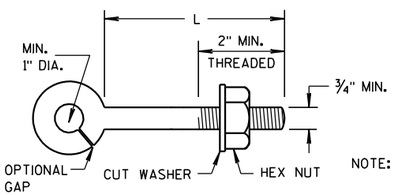


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

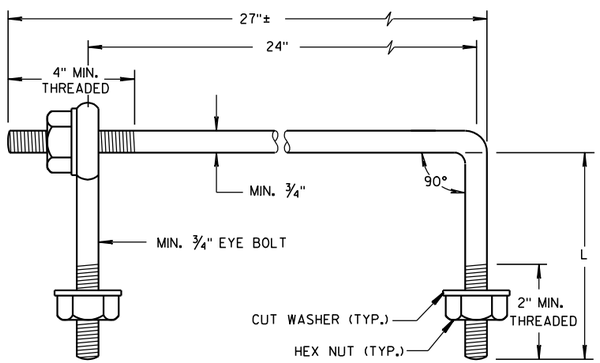
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD

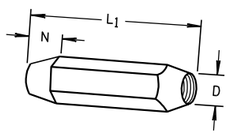
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 1/16

DIMENSIONS SHOWN ARE IN INCHES



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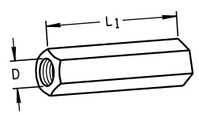
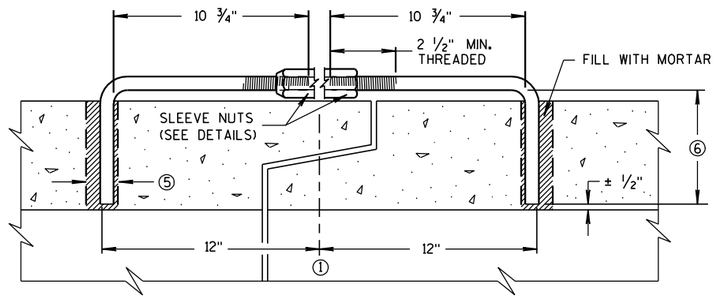


PLAIN

RIGHT AND LEFT THREADS

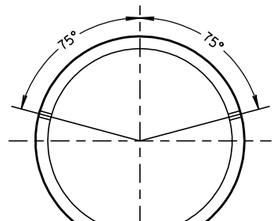
SLEEVE NUTS



LONGITUDINAL SECTION

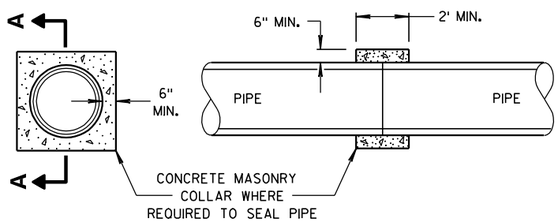
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

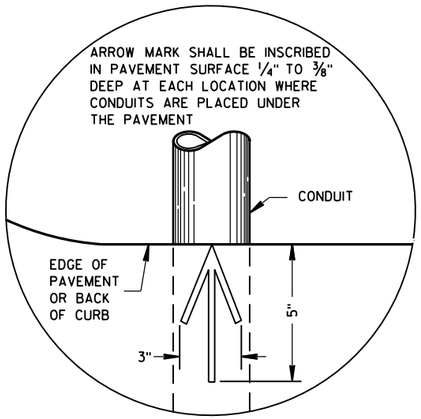
JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
138
FHWA

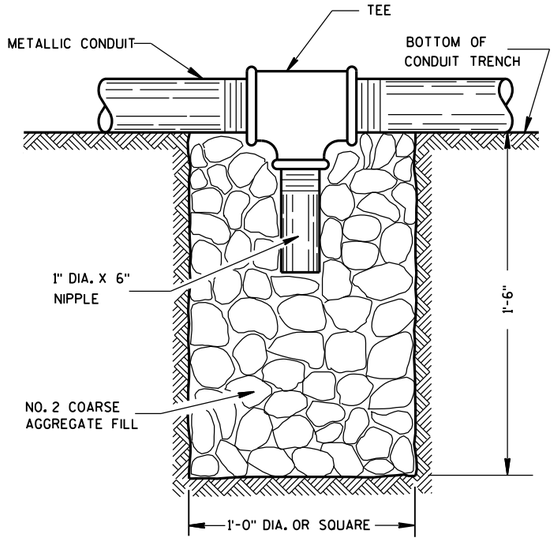
6

S.D.D. 8 F 4-7



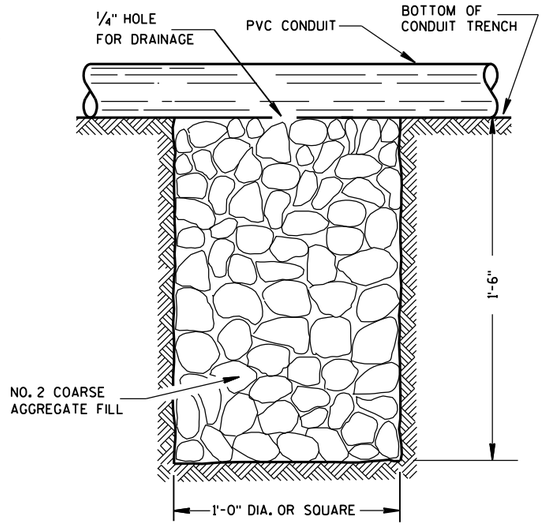
PLAN VIEW

ARROW MARK



NOTE: INSTALL AT LOCATIONS WHERE METALLIC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR METALLIC CONDUIT



NOTE: INSTALL AT LOCATIONS WHERE PVC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR PVC CONDUIT

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

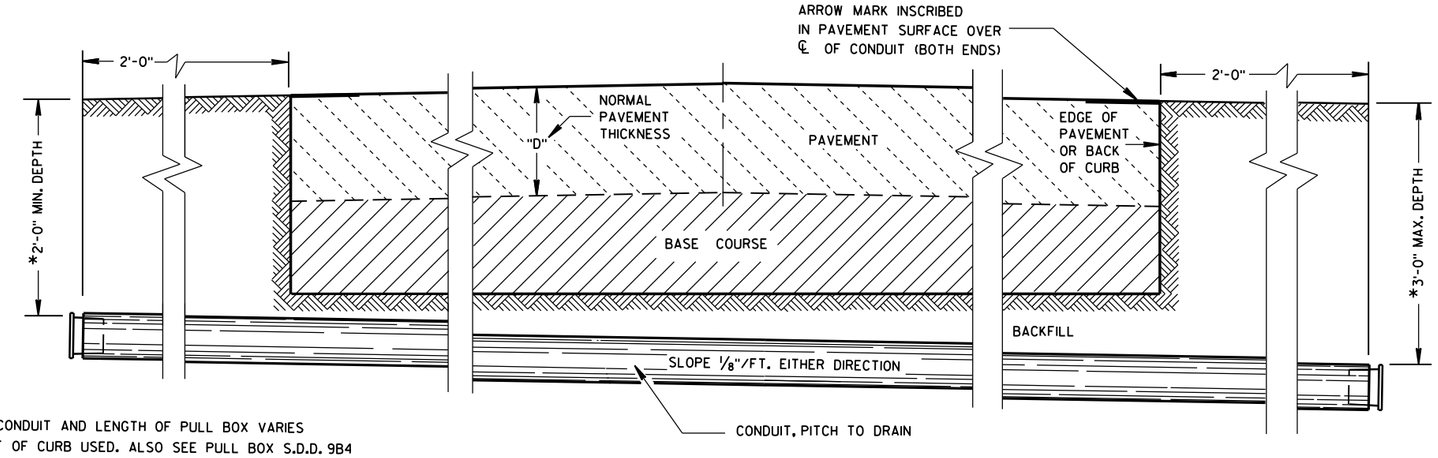
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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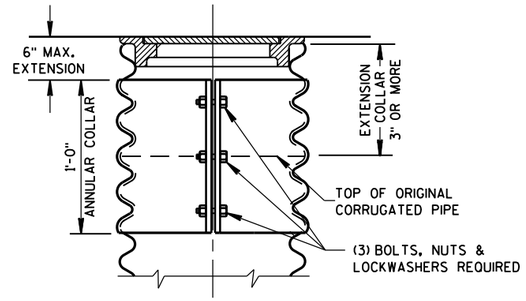
S.D.D. 9 B 2-9

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

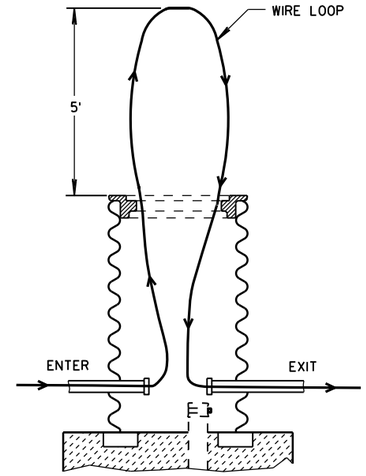
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2	26 1/2	26 1/2	26 1/2
FRAME	F	8 1/2	8 1/2	8 1/2	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2
FRAME	G	11 1/2	11 1/2	11 1/2	17 1/2	17 1/2	17 1/2	23 1/2	23 1/2	23 1/2
WEIGHT IN POUNDS *										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

* THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

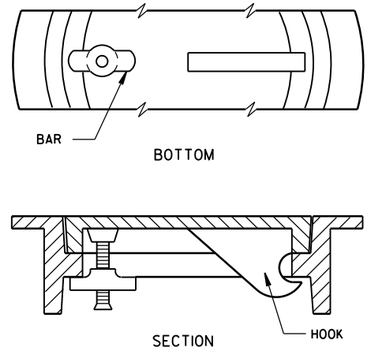
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

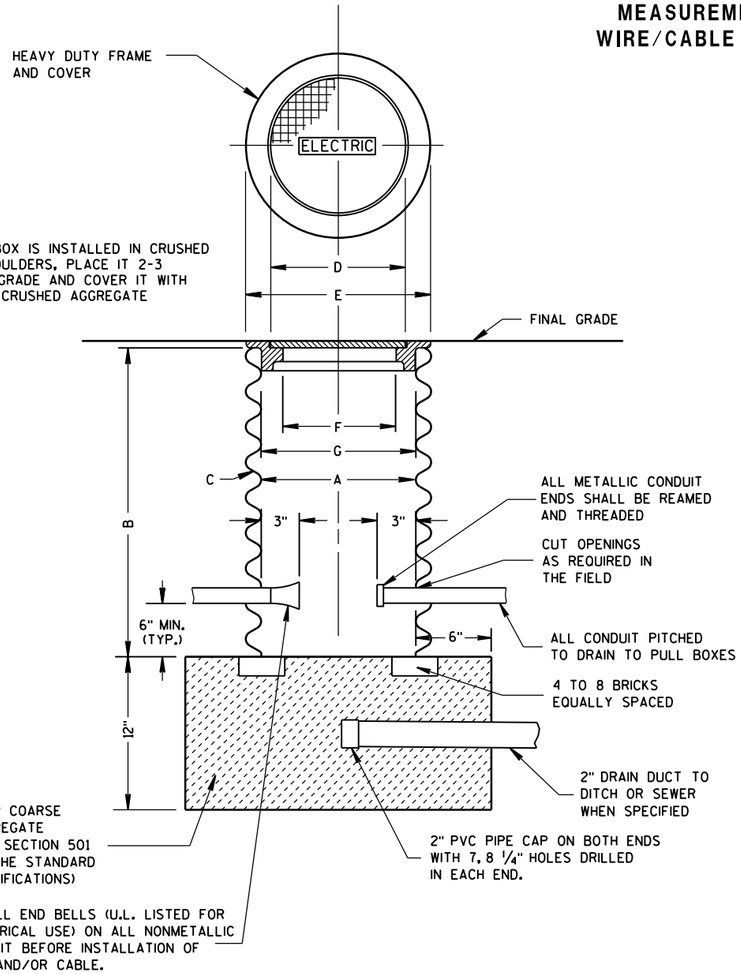


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



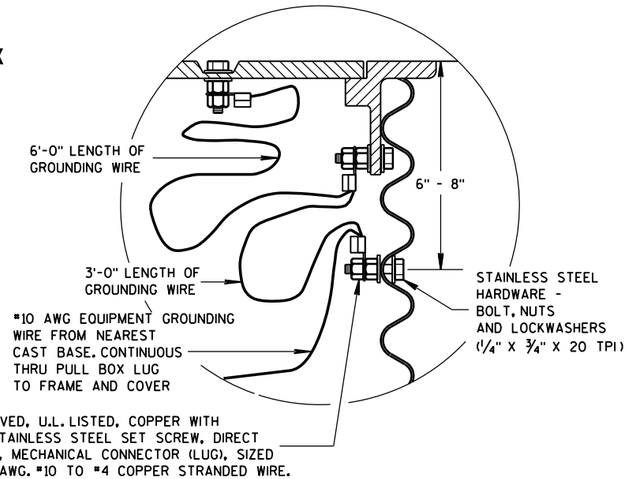
ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE



WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE

PULL BOX



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

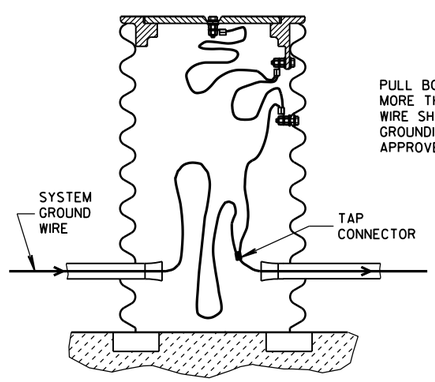
ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.



PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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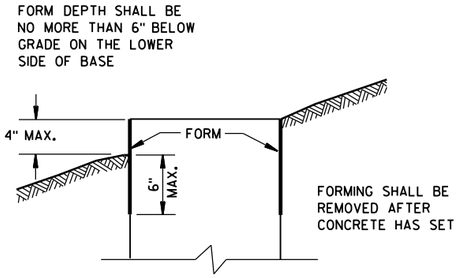
S.D.D. 9 B 4-11



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN AT THE ENTRANCE OF THE BASE.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

GENERAL NOTES (CONTINUED)

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 1, TYPE 2, TYPE 5, AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE OF THE TYPE 2 AND TYPE 5 BASES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4" "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND END SHALL NOT BE THREADED.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.

(2) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(3) (4) 1" DIA. X 5'-0" ANCHOR RODS.

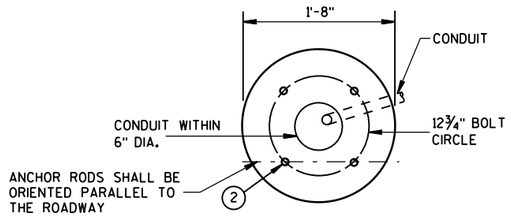
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

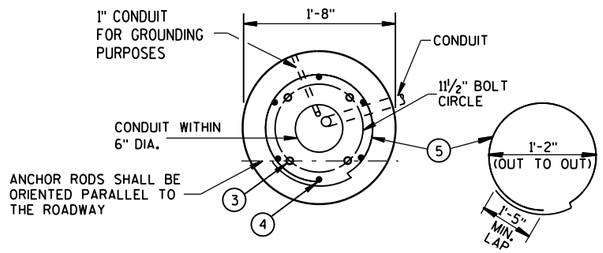
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

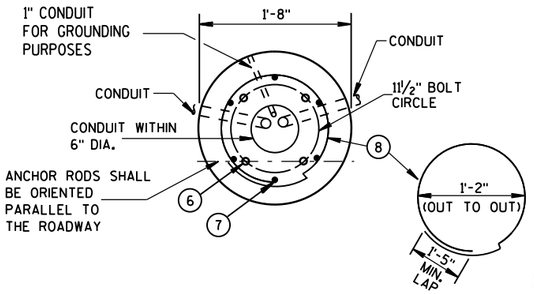
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

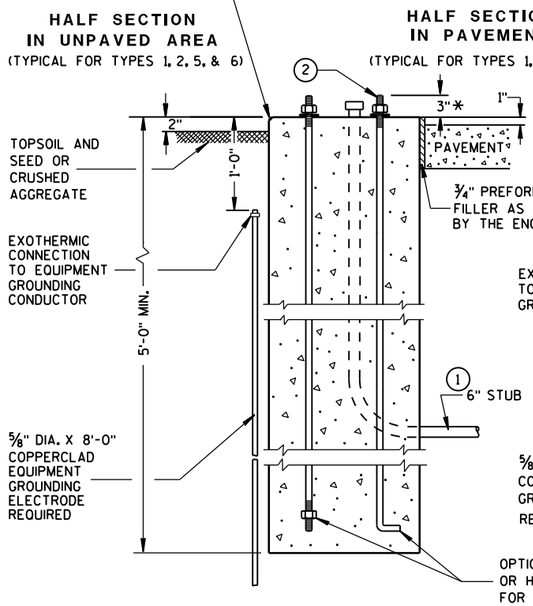
(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT.

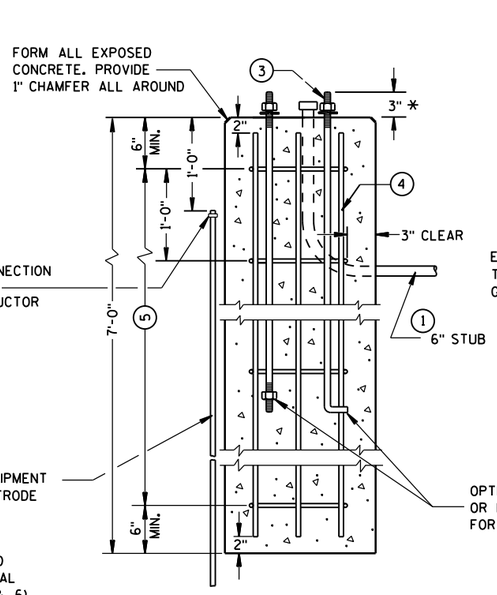
(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.



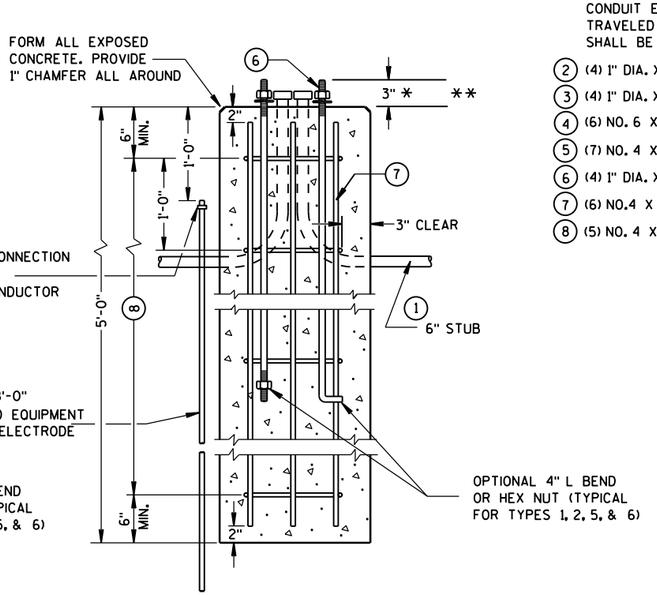








TYPE 2



TYPE 5 & 6

CONCRETE BASES

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

** FOR NONBREAKAWAY INSTALLATIONS, 4½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

CONCRETE BASES, TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 C 2-7

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 641.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

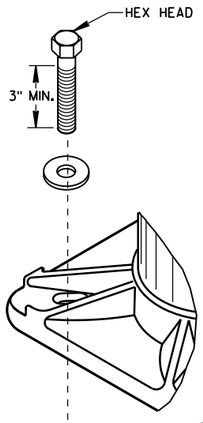
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

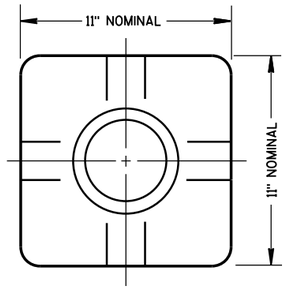
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

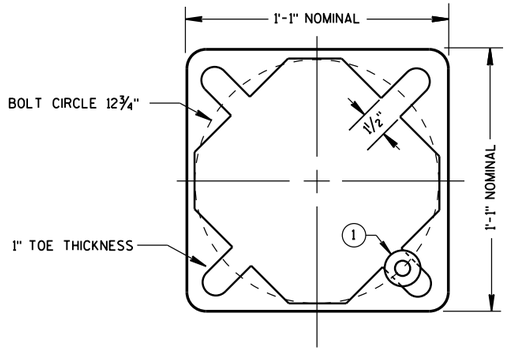
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

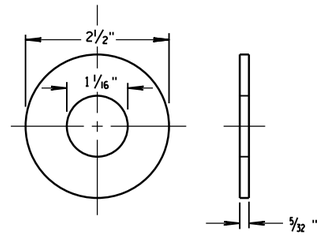




TOP VIEW
(PEDESTAL BASE)

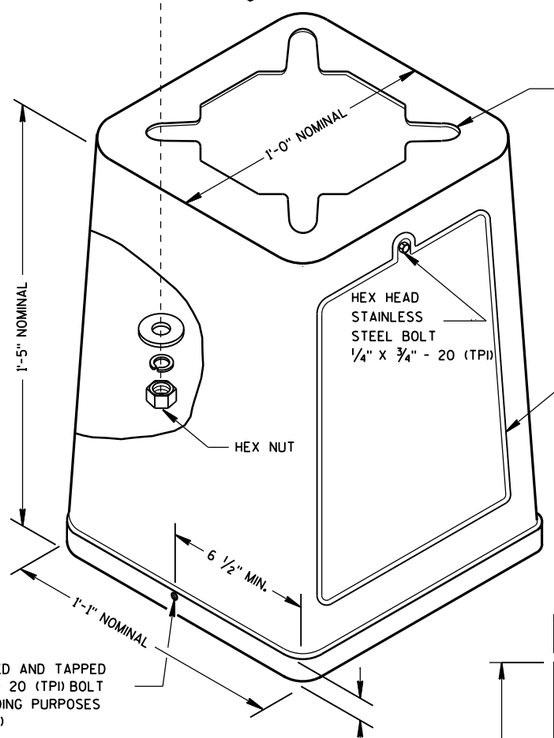


BOTTOM VIEW
(PEDESTAL BASE)

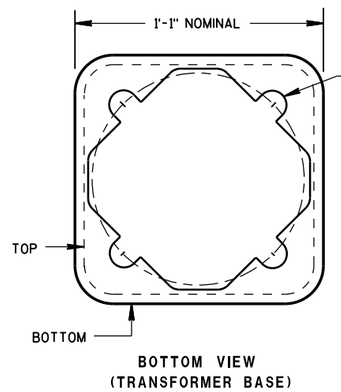


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

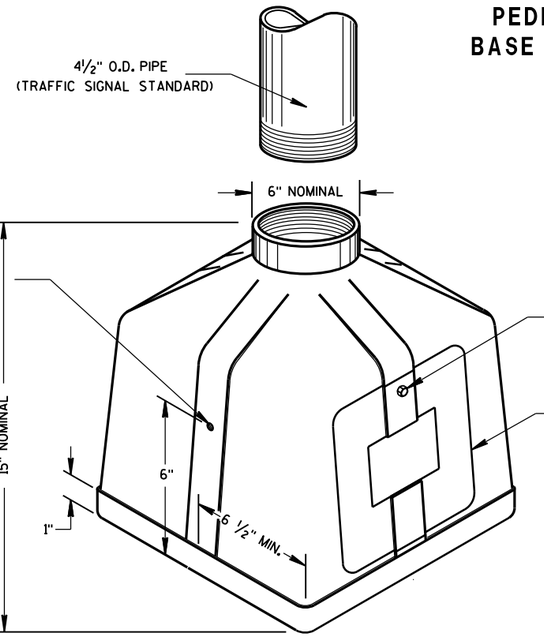
PEDESTAL BASE WASHER (1)



ISOMETRIC VIEW

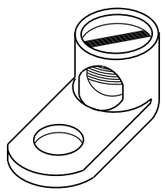


BOTTOM VIEW
(TRANSFORMER BASE)



ISOMETRIC VIEW

PEDESTAL BASE

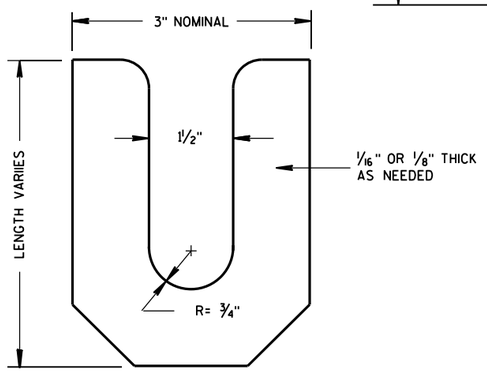


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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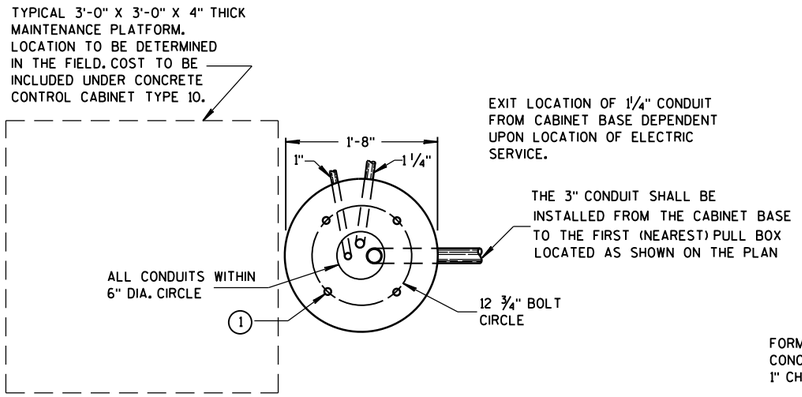
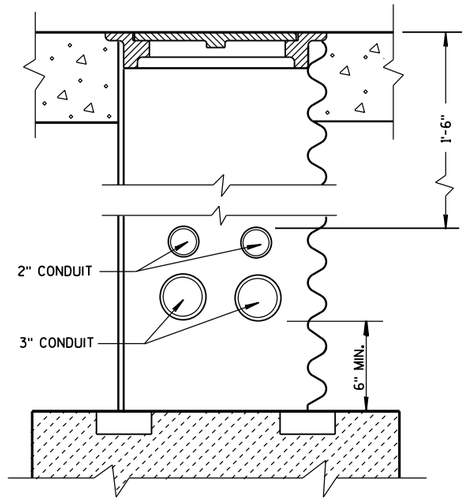
S.D.D. 9 C 3-4

CONTROL CABINET BASE TYPE	DIMENSIONS				C.Y. CONCRETE (APPROX.)
	H	I	J	K	
TYPE 6 - 30" CABINET	34"	60"	10"	17"	.64
TYPE 7 - 38" CABINET	42"	60"	10"	21"	.93
TYPE 8 - 38" CABINET	42"	72"	12"	21"	1.29
TYPE 9 - VARIABLE	54"	72"	14"	27"	1.56
TYPE 10 - POST MOUNT	AS SHOWN				.65 *

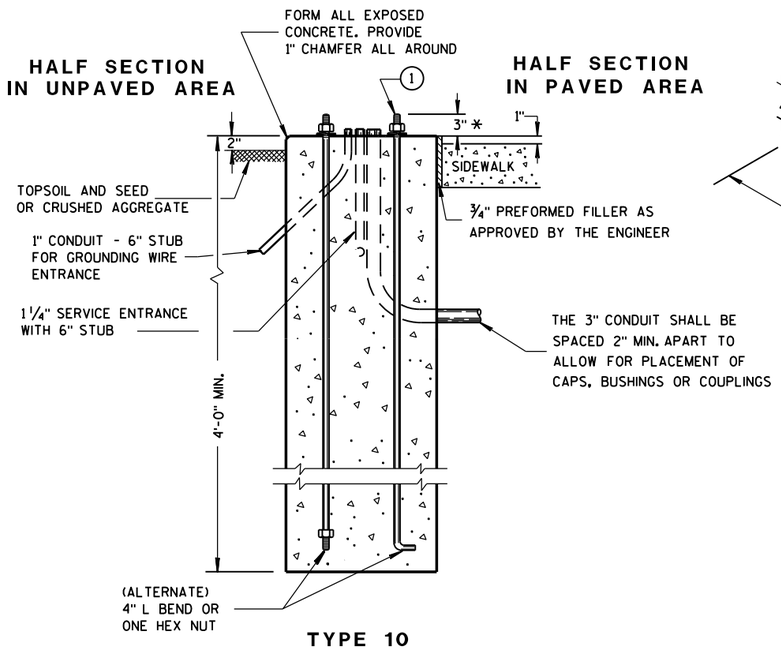
* INCLUDES MAINTENANCE PLATFORM.



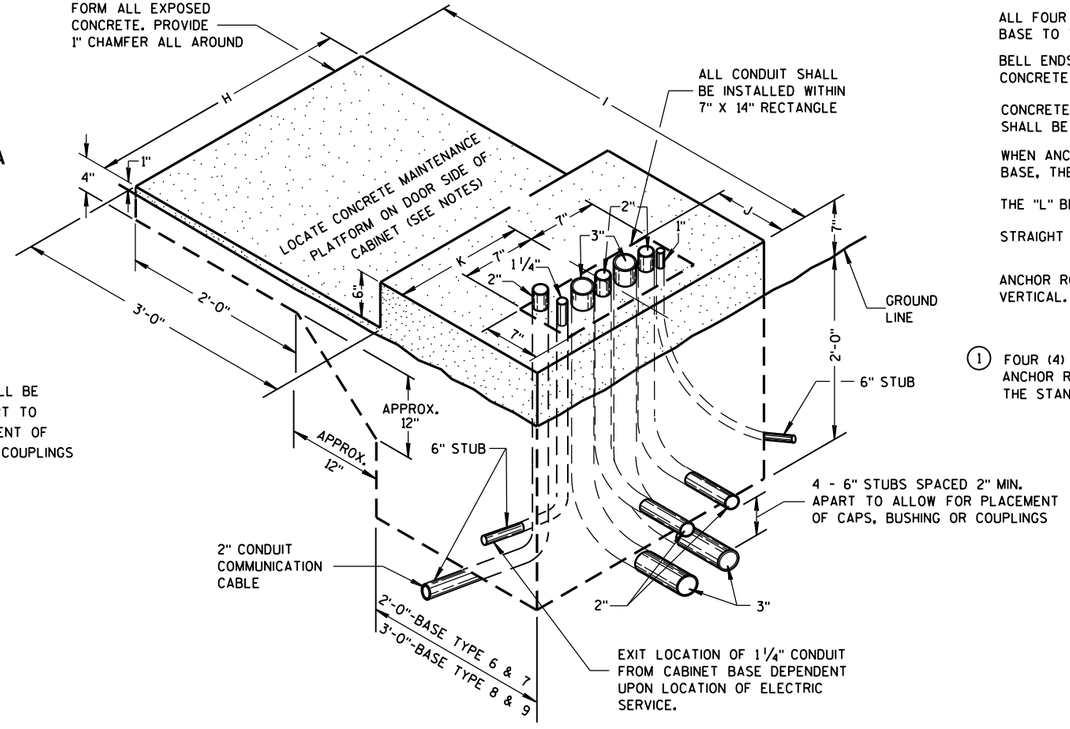


CONDUIT LOCATIONS IN 24" X 36" PULL BOX

(LEADING TO CONTROLLER CABINET BASE TYPE 6, 7, 8 AND 9)



TYPE 10



TYPE 6,7,8 AND 9
(ISOMETRIC VIEW)

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

INSTALL FOUR ½ INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH APPROVED CONCRETE MASONRY ANCHORS WITH A PULLOUT STRENGTH OF 9,000 LBS. TO ANCHOR THE CABINET TO TYPE 6, 7, 8, AND 9 BASES. THE ANCHOR STUDS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

CONTROL CABINET BASE TOP SURFACES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

WHEN A TYPE 10 CONTROL CABINET BASE IS USED TO POST MOUNT A CONTROL CABINET, A 36" SQUARE 4" THICK CONCRETE MAINTENANCE PLATFORM SHALL BE REQUIRED ON THE DOOR SIDE OF THE CABINET. THE TOP 1 INCH SHALL BE ABOVE FINISHED GRADE AND BE BROOM FINISHED AND LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

ALL FOUR (TWO INCH AND THREE INCH) CONDUIT SHALL BE INSTALLED FROM THE CABINET BASE TO THE FIRST (NEAREST PULL BOX LOCATED AS SHOWN ON THE PLANS.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

WHEN ANCHOR RODS USING THE ALTERNATE L BEND ARE FURNISHED FOR THE TYPE 10 BASE, THE 4" L BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH.

THE "L" BEND SHALL NOT BE THREADED.

STRAIGHT ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

(1) FOUR (4) ANCHOR RODS, 1" DIA. X 3'-6". ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

CONCRETE CONTROL CABINET BASES

CONCRETE CONTROL CABINET BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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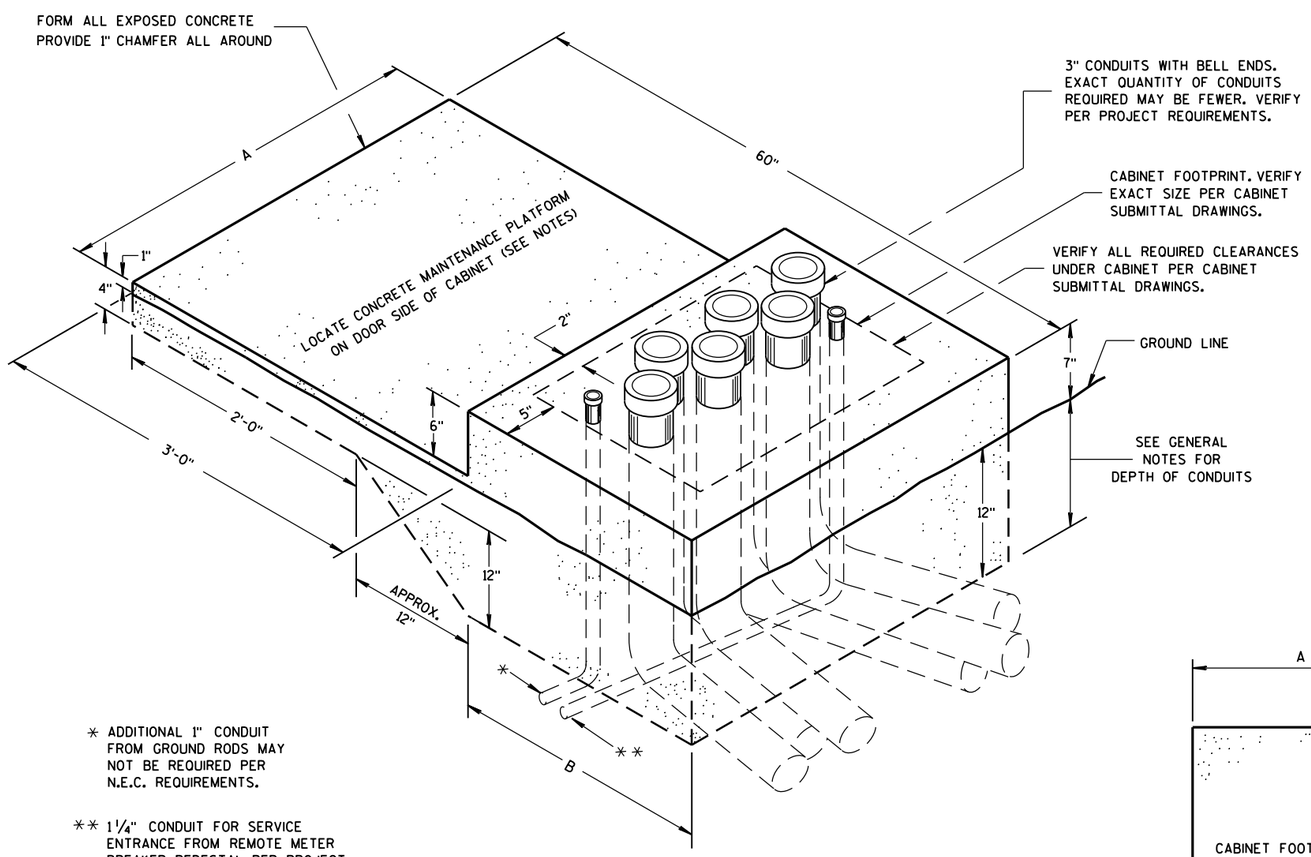
S.D.D. 9 C 5-9



* ADDITIONAL 1" CONDUIT FROM GROUND RODS MAY NOT BE REQUIRED PER N.E.C. REQUIREMENTS.

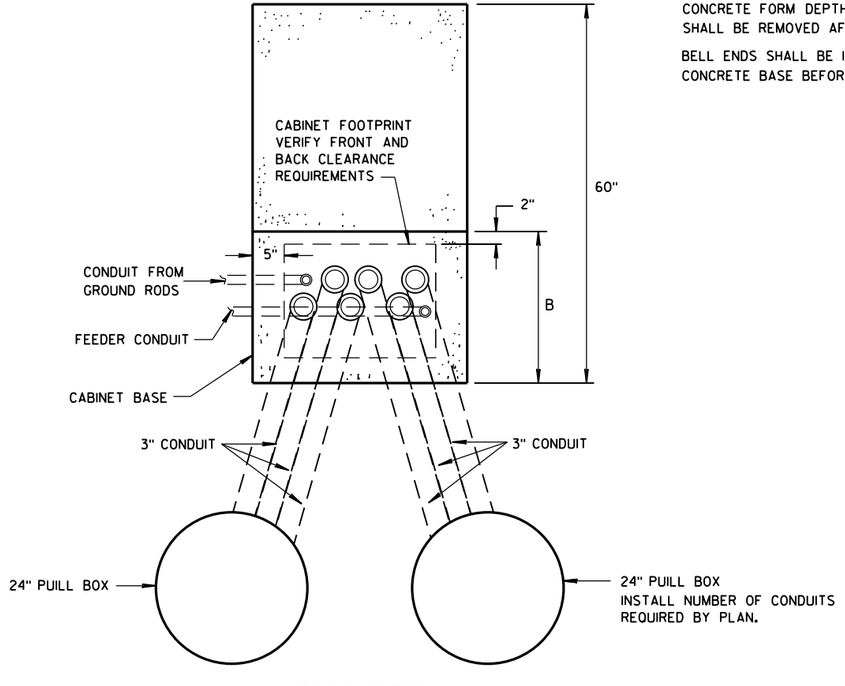
** 1¼" CONDUIT FOR SERVICE ENTRANCE FROM REMOTE METER BREAKER PEDESTAL PER PROJECT REQUIREMENTS. VERIFY LOCATION OF CONDUIT DEPENDENT UPON LOCATION OF INCOMING FEEDER AND FOR EASE OF CONNECTION TO LOAD CENTER.

ISOMETRIC VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

(C.Y. CONCRETE = APPROX. 0.4)

CONCRETE BASE TYPE	CABINET WIDTH	DIMENSIONS		MAXIMUM 3" CONDUITS
		A	B	
L24	24"	34"	24"	4
L30	30"	40"	24"	6



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

INSTALL FOUR STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS TO ANCHOR THE CABINET BASES. THE ANCHORS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND BE LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

PLUG ALL BELOW GRADE NONMETALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

CONDUIT EXITING THE CONCRETE BASE SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

CONCRETE CONTROL CABINET BASE, TYPE L

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Nov. 2014 — DATE
/S/ Thomas Gonring — STATE LIGHTING ENGINE — WYS
FHWA

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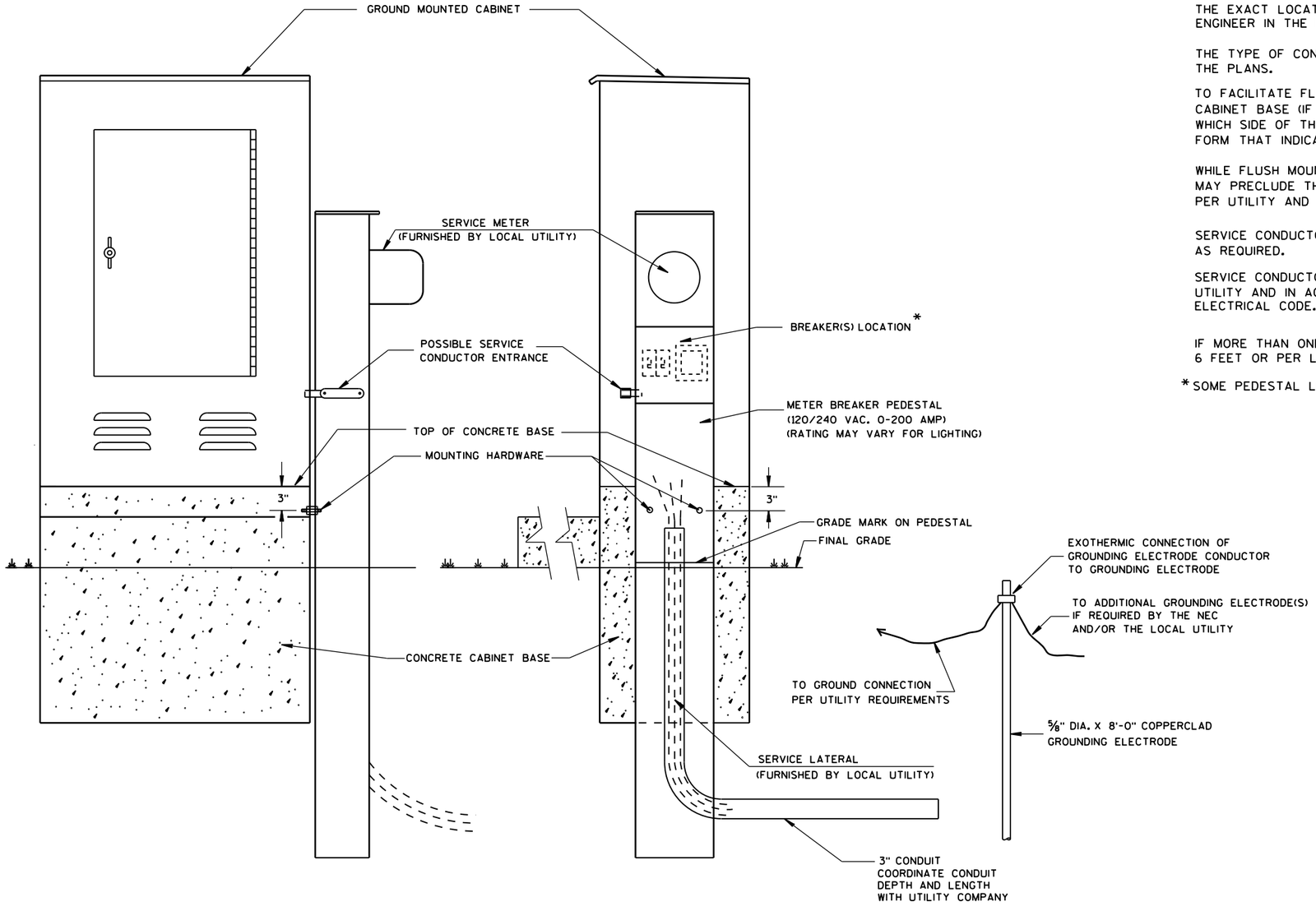

TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 D 1-5

GENERAL NOTES

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

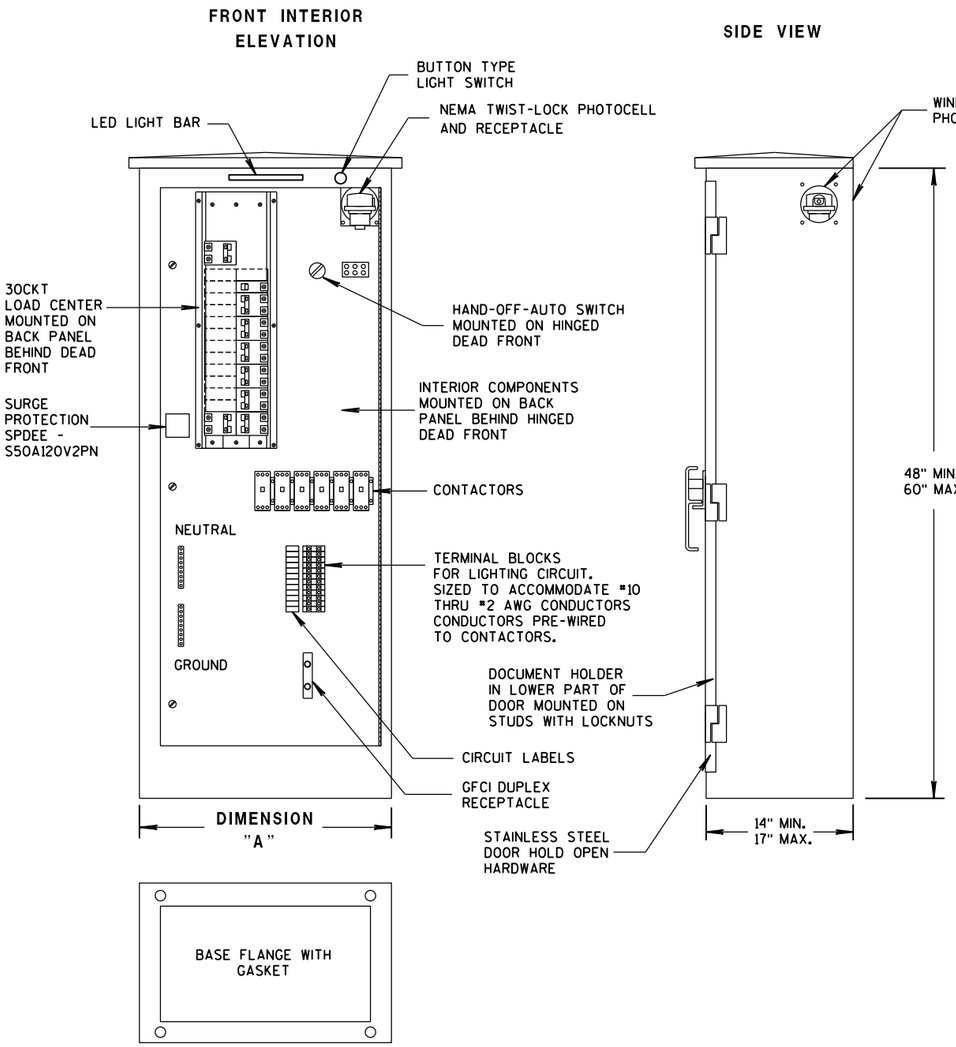
ALL INTERNAL ELECTRICAL COMPONENTS WILL BE PRE-WIRED BY THE CABINET FABRICATOR.

ALL CONDUIT ENTRIES SHALL BE SEALED WITH AN APPROPRIATE DUCT SEALING COMPOUND.

ORIENT PHOTOCELL AWAY FROM AMBIENT LIGHT SOURCES AND ONCOMING TRAFFIC HEADLIGHTS.

THE CONTRACTOR SHALL TOUCH UP ANY DAMAGE TO THE ANODIZED FINISH CAUSED BY THE INSTALLATION PROCESS. COLOR MATCH PAINT SHALL BE USED.

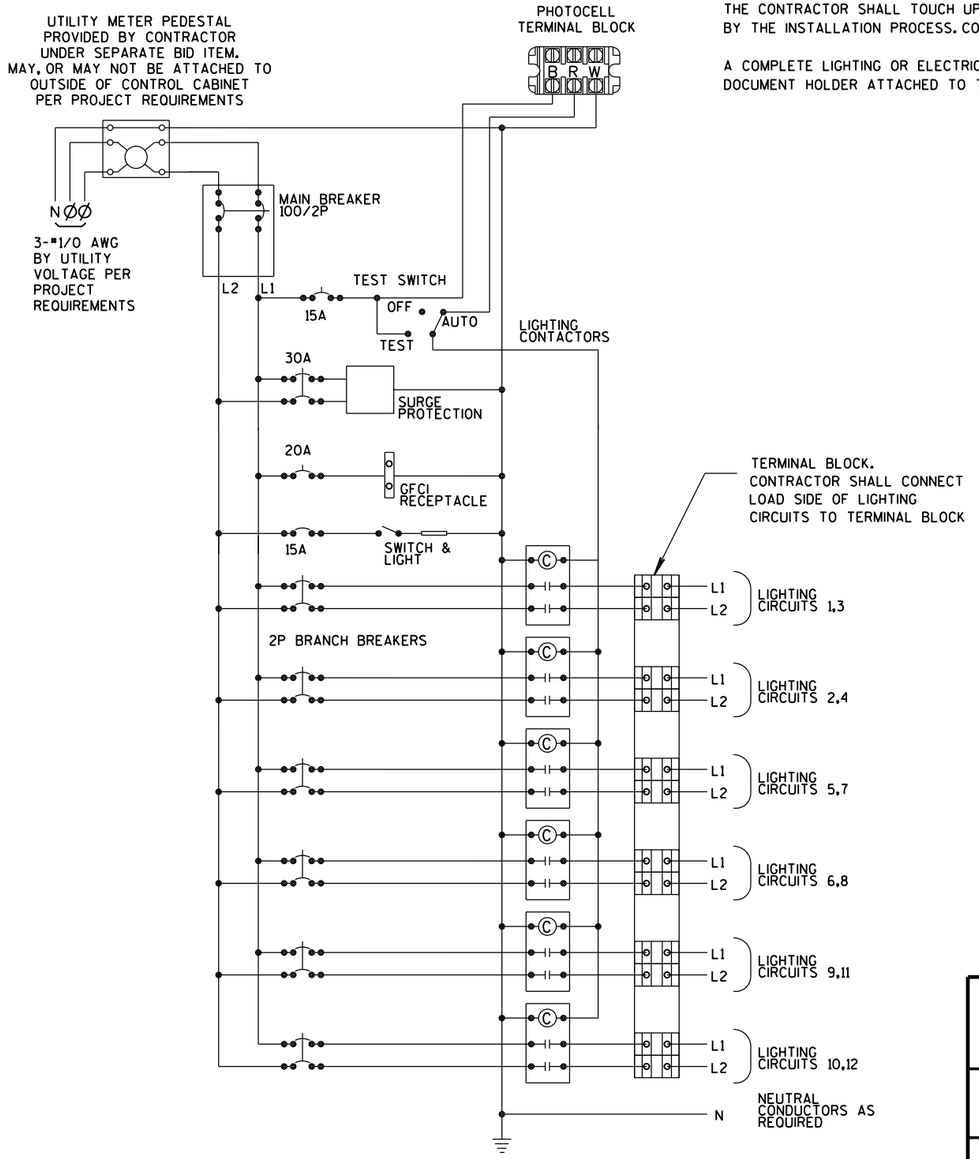
A COMPLETE LIGHTING OR ELECTRICAL PLAN SHALL BE SECURELY PLACED IN THE DOCUMENT HOLDER ATTACHED TO THE DOOR.



LIGHTING CONTROL CABINET

TABLE OF DIMENSIONS (INCHES)

CONCRETE BASE TYPE	CABINET WIDTH	DIMENSION "A"
L24	24"	24"
L30	30"	30"



CONTROL CABINET SCHEMATIC

LIGHTING CONTROL CABINET 120/240 VOLT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 DATE
/S/ Thomas Gonring STATE LIGHTING ENGINEER
FHWA

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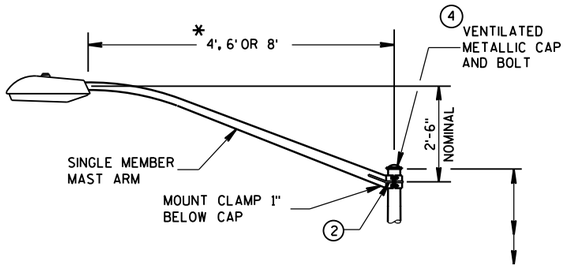
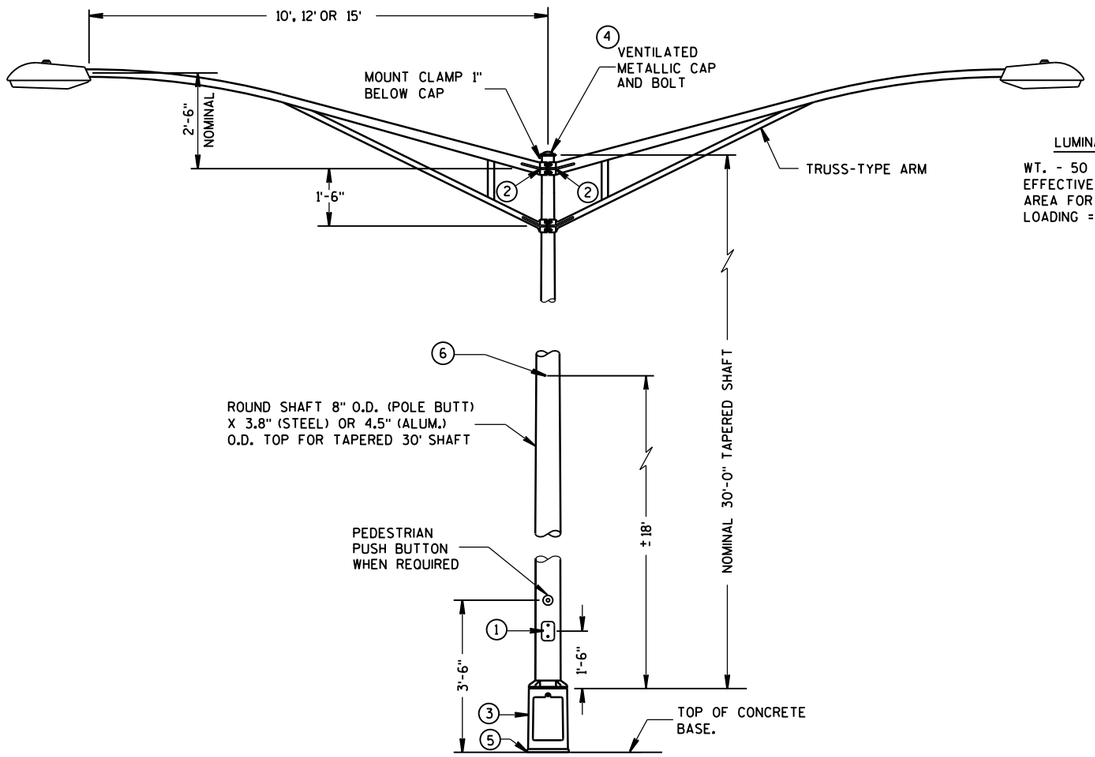
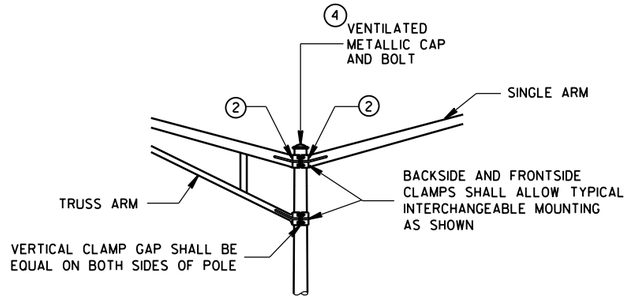
S.D.D. 9 D 4-2

*RISE FOR 4' ARM SHALL BE 2'-0".





TYPE 5 POLE MOUNTING CONFIGURATION
(MAXIMUM LOAD)
LIGHTING ONLY



INTERCHANGEABLE MOUNTING DETAIL

LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED
AREA FOR WIND
LOADING = 1.5 SQ. FT.

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

ALL TYPE 5 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

THE TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.188".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONEECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" x 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) 1/4" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(4) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) 1/4" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

(6) INTERNAL DUMBBELL-TYPE VIBRATION DAMPER.

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POLE MONTINGS FOR
LIGHTING UNITS, TYPE 5
(30 FEET)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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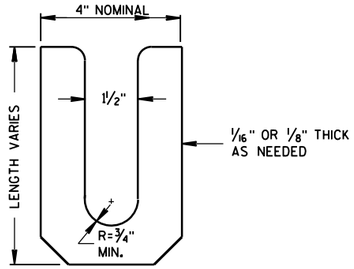
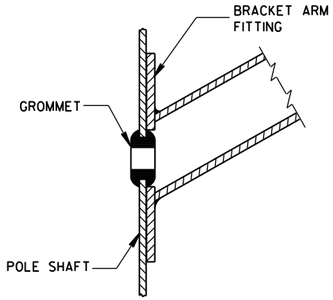
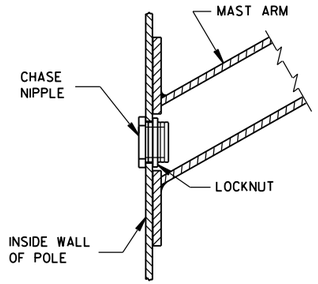


LEVELING SHIM (13)

SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

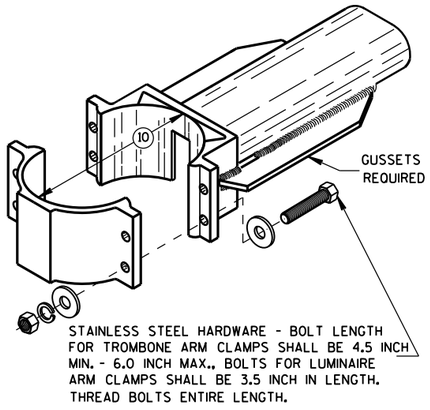
(10) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP.
6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(11) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

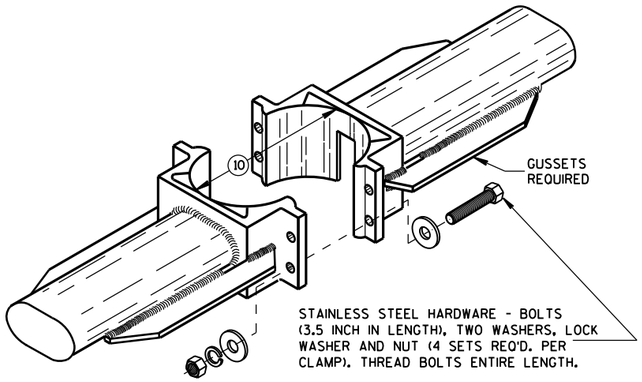
(12) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(13) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

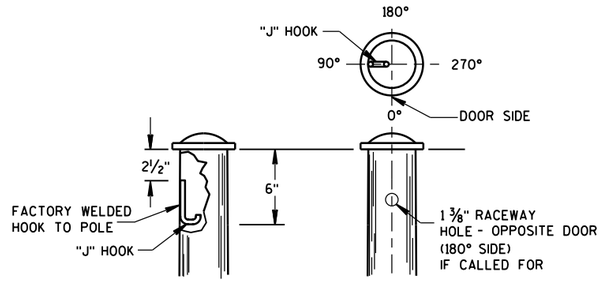
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



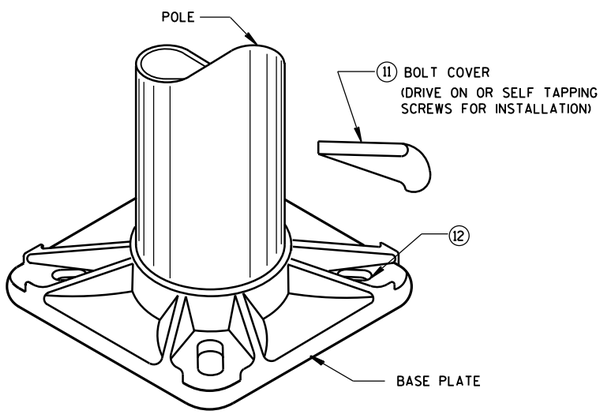
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



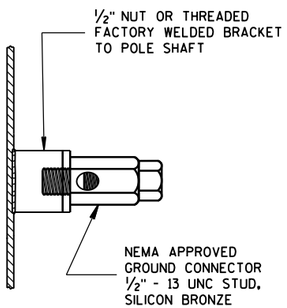
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

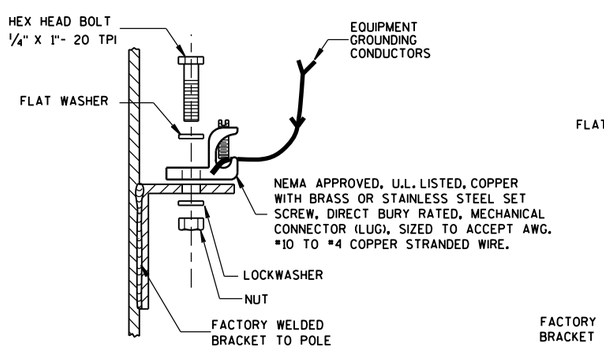


TYPICAL "J" HOOK LOCATION



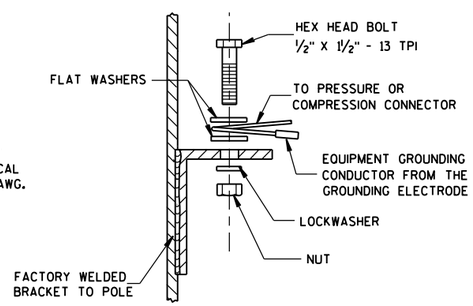
BASE PLATE





TYPICAL GROUNDING CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



HARDWARE DETAILS FOR POLE MOUNTINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Feb. 2015
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL

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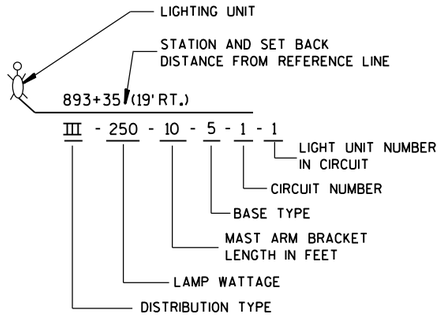
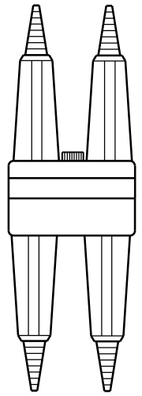
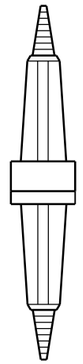


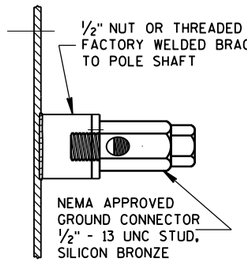
LIGHTING UNIT CODE
(TYPICAL)

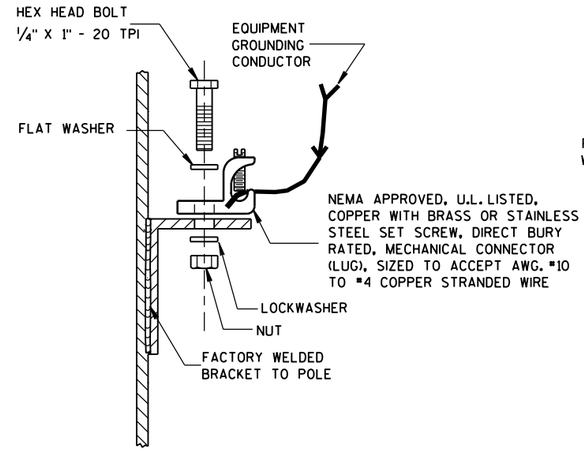


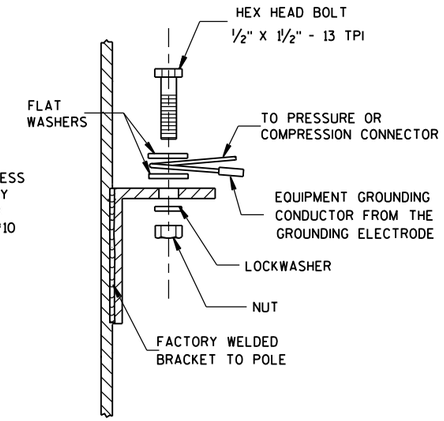
DETAIL "A"
BREAKAWY DOUBLE POLE WITH WATERPROOF INSULATING BOOT



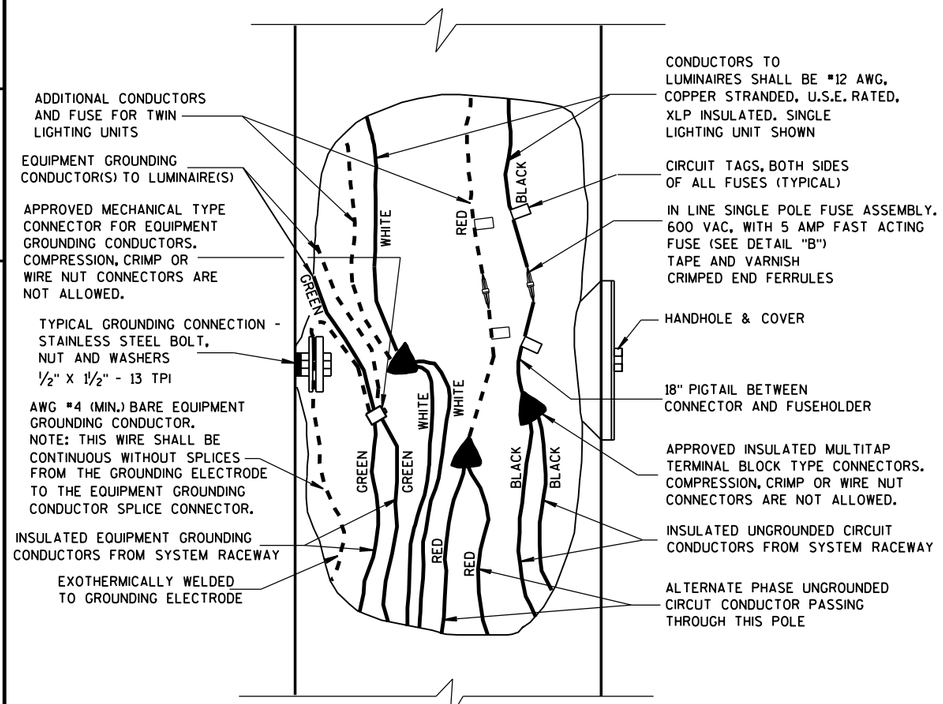
DETAIL "B"
BREAKAWY SINGLE POLE WITH WATERPROOF INSULATING BOOT



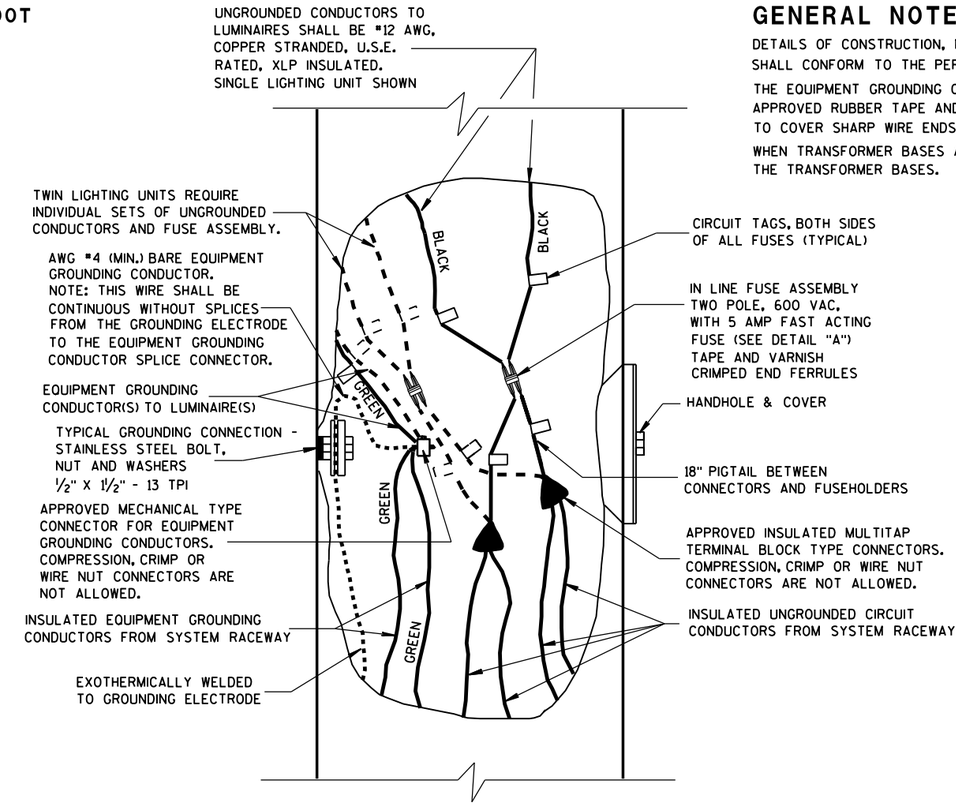




TYPICAL GROUNDING CONNECTIONS
NUT, BOLT, WASHERS AND LOCKWASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTOR) WITH GROUNDED CONDUCTOR AND WITH EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EQUIPMENT GROUNDING CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND THEN 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.

NON-FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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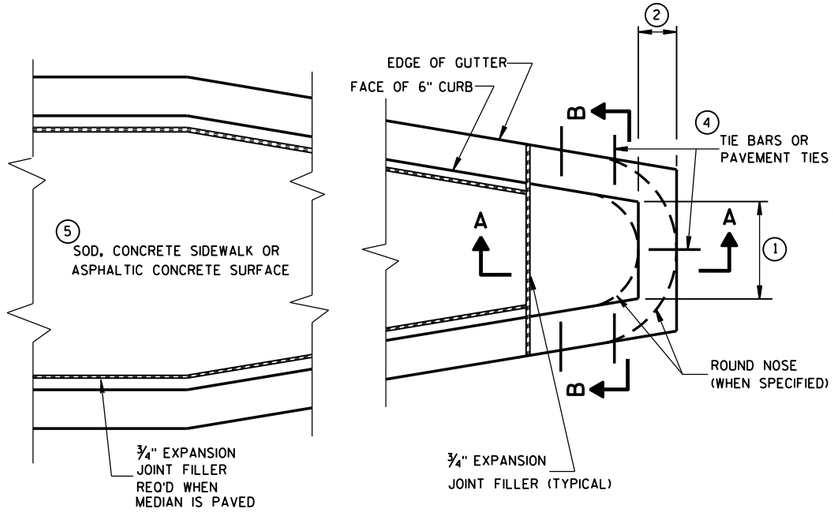
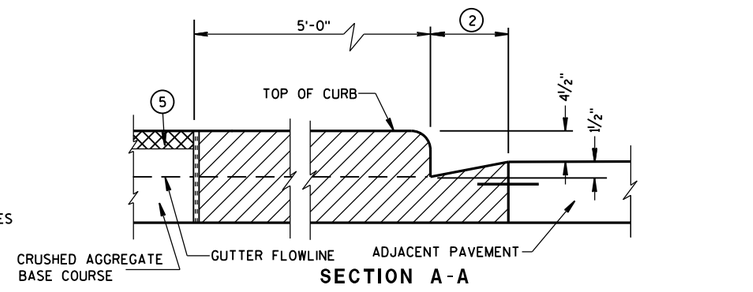
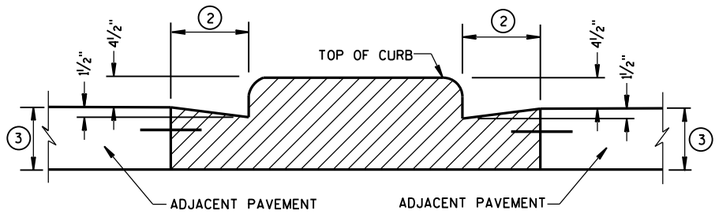
S.D.D. 9 E 3-5







CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

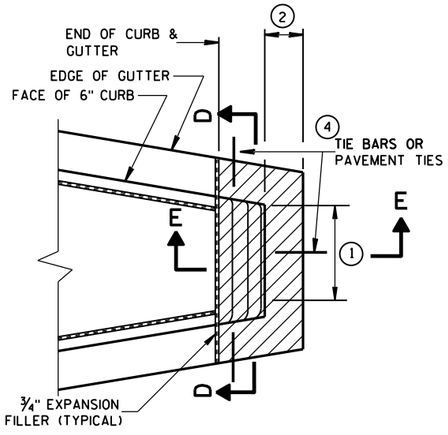
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

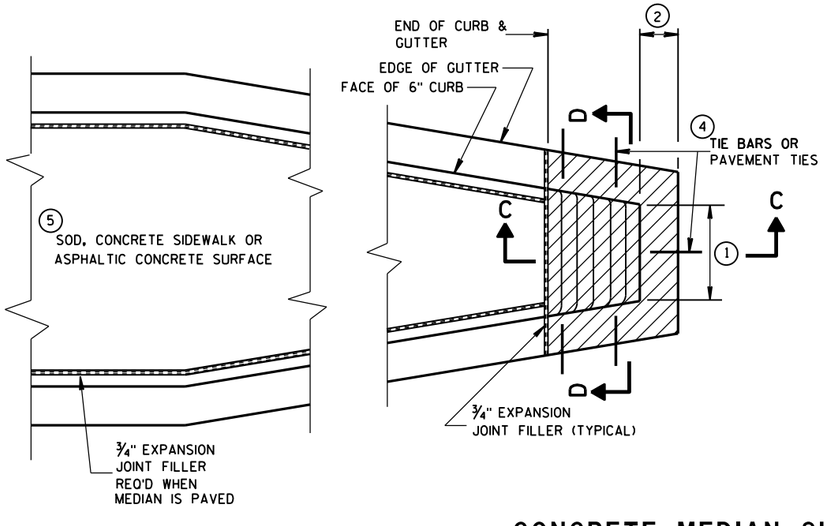
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

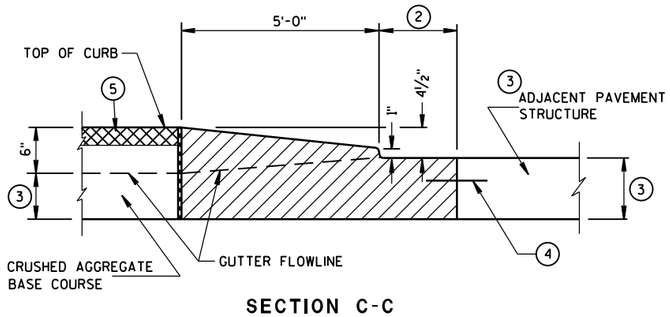
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

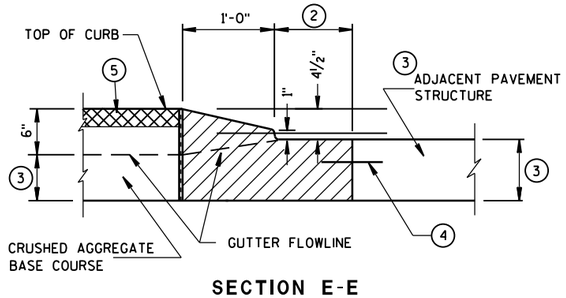
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



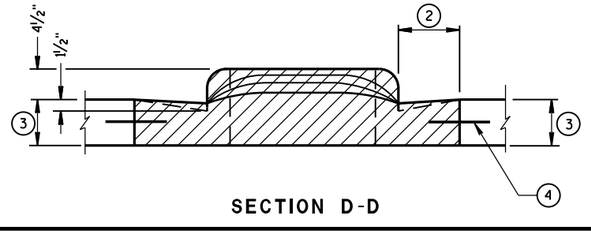






CONCRETE MEDIAN SLOPED NOSE TYPE 1

CONCRETE MEDIAN SLOPED NOSE TYPE 2



CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/8/2006
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS D ENGINEER

FHWA

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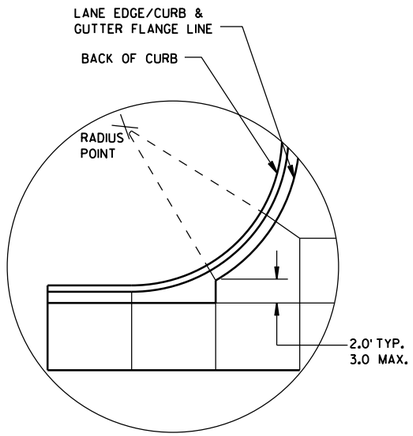
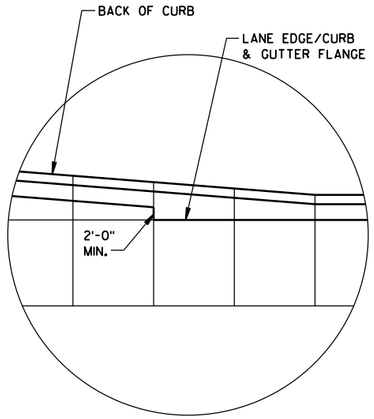
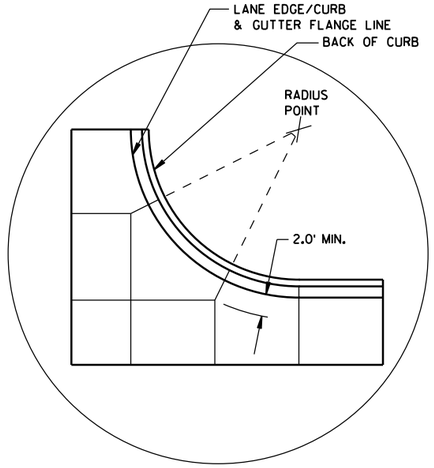


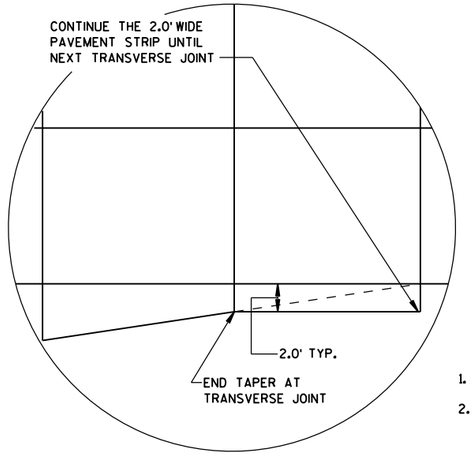
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G. MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

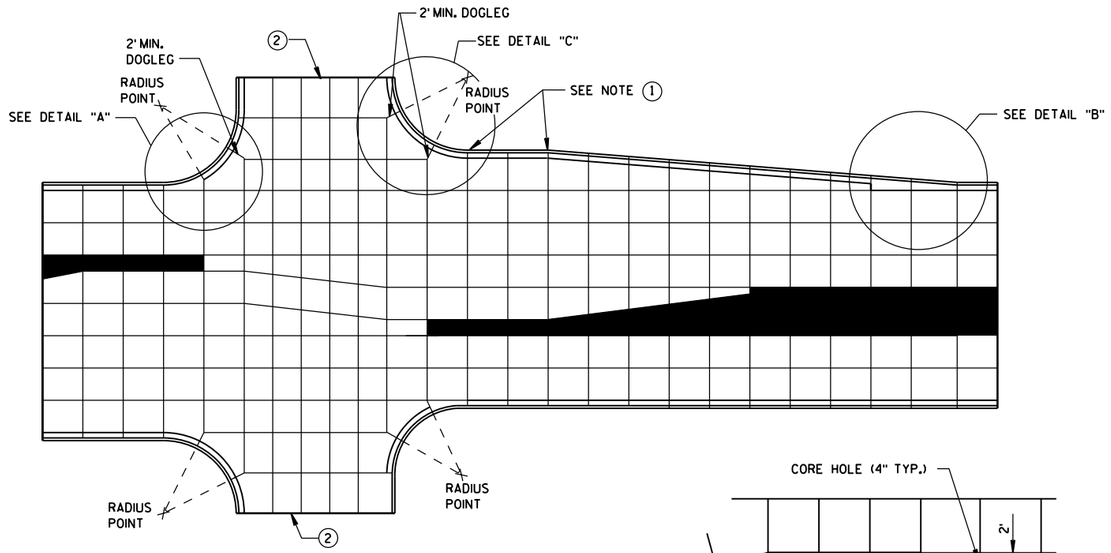
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

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

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

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

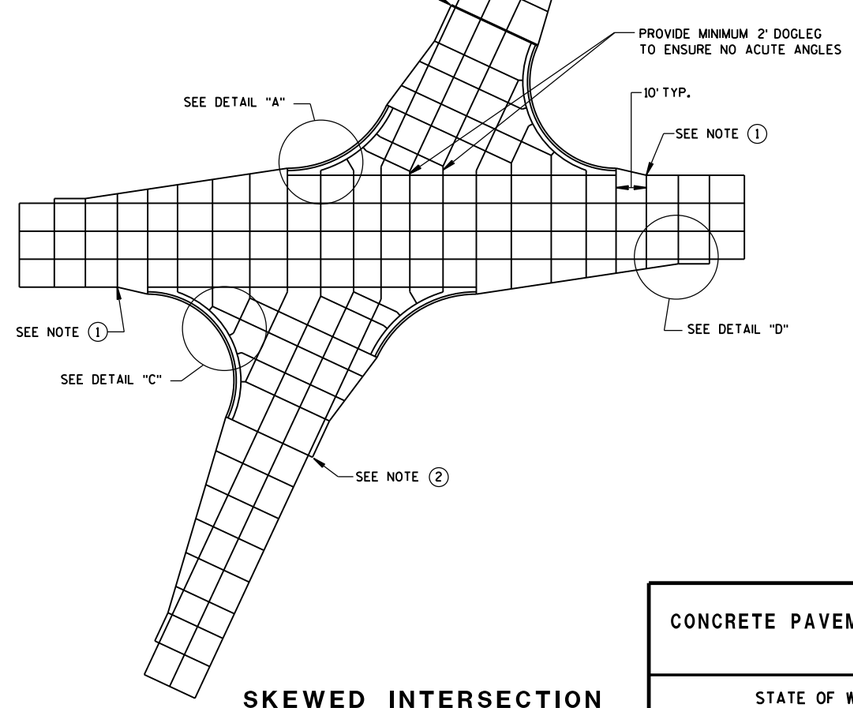
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM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



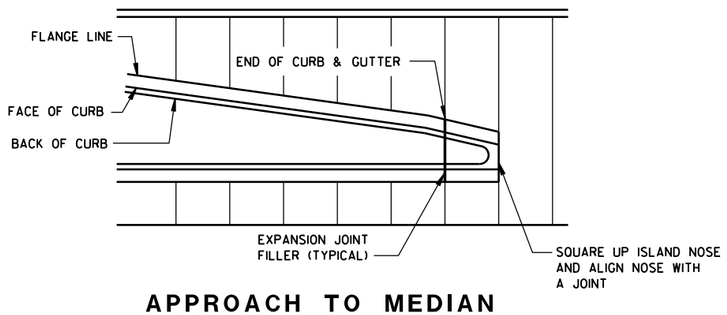
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

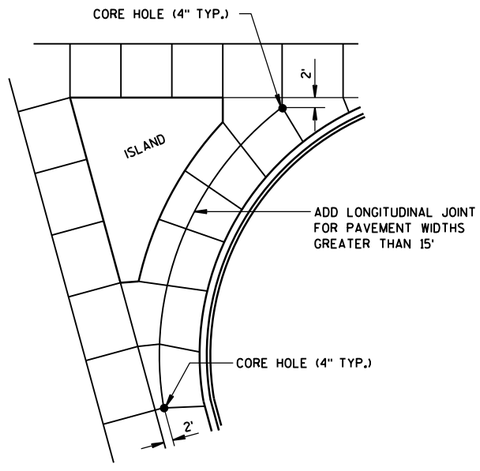
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6½"	12'
7", 7½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN

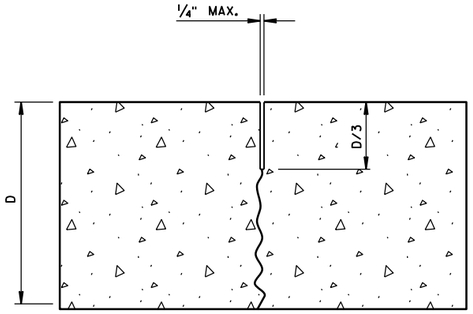


LARGE RIGHT TURN

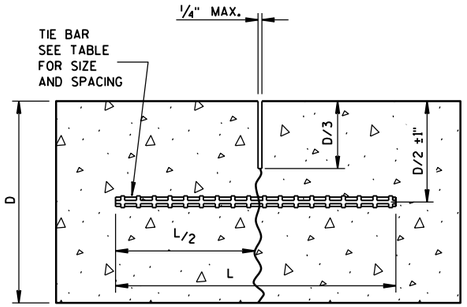
CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6
S.D.D. 13 C 18-3a



UNDOWELED-TRANSVERSE



TIED LONGITUDINAL

TIE BAR TABLE

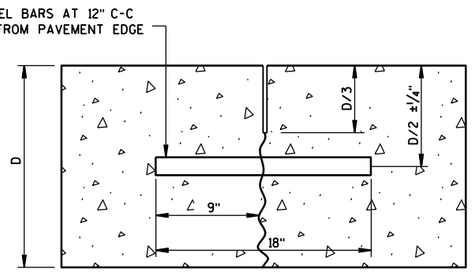
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4*	30"	24"**

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

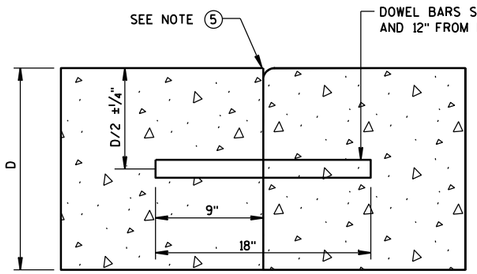
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A 1/4-INCH RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



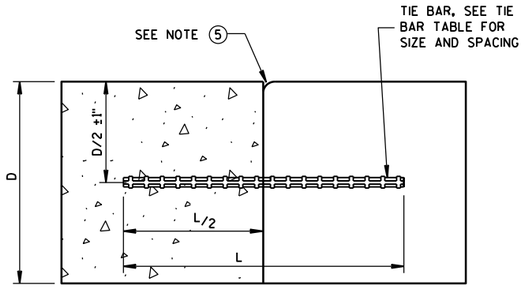
DOWELED-TRANSVERSE

CONTRACTION JOINTS

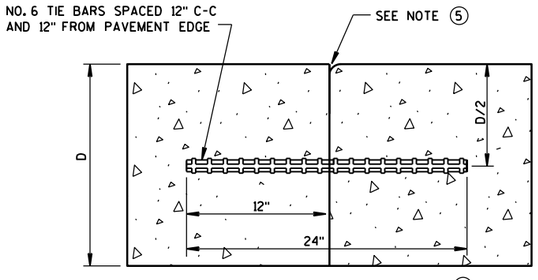
SEE NOTE (2)



DOWELED TRANSVERSE (3)

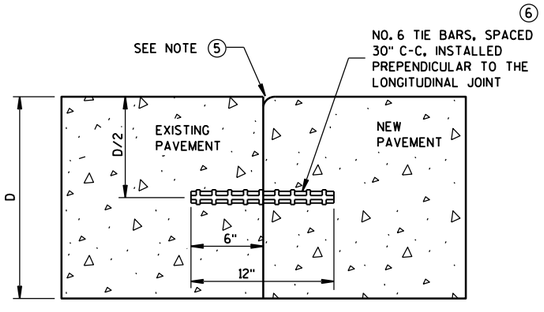


TIED LONGITUDINAL



TIED TRANSVERSE (3)

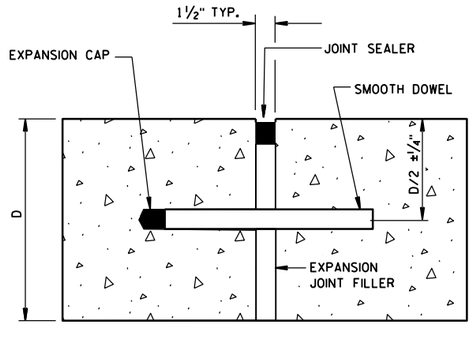
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

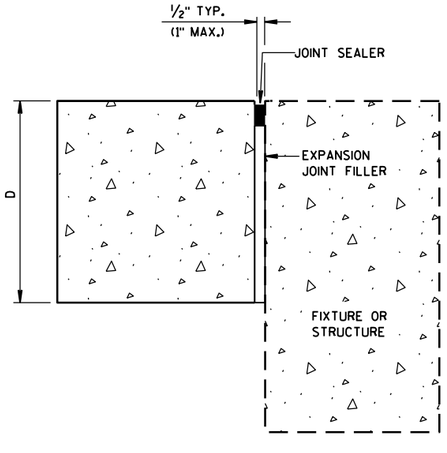
CONSTRUCTION JOINTS

SEE NOTE (4)



DOWELED-TRANSVERSE

SEE NOTE (1)



UNTIED-LONGITUDINAL

EXPANSION JOINTS

CONCRETE PAVEMENT
JOINT TYPES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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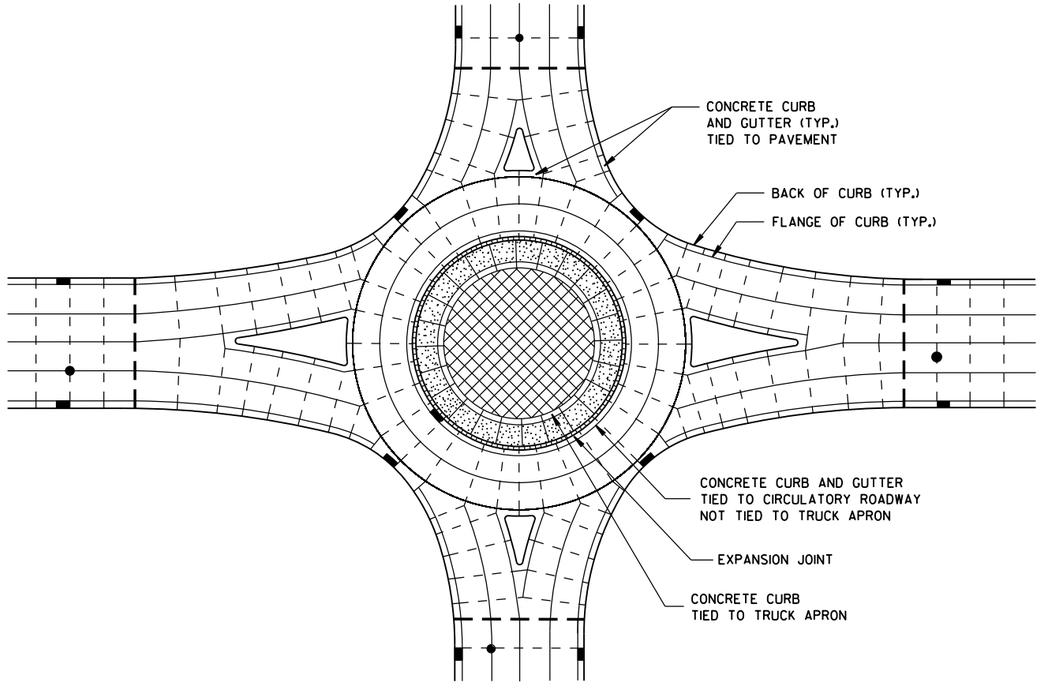
S.D.D. 13 C 18-3c

LEGEND

- DOWELED JOINT
- TIED JOINT
- EXPANSION JOINT
- POTENTIAL DOWELED EXPANSION JOINT
- TRUCK APRON
- CENTRAL ISLAND
- UTILITY STRUCTURES



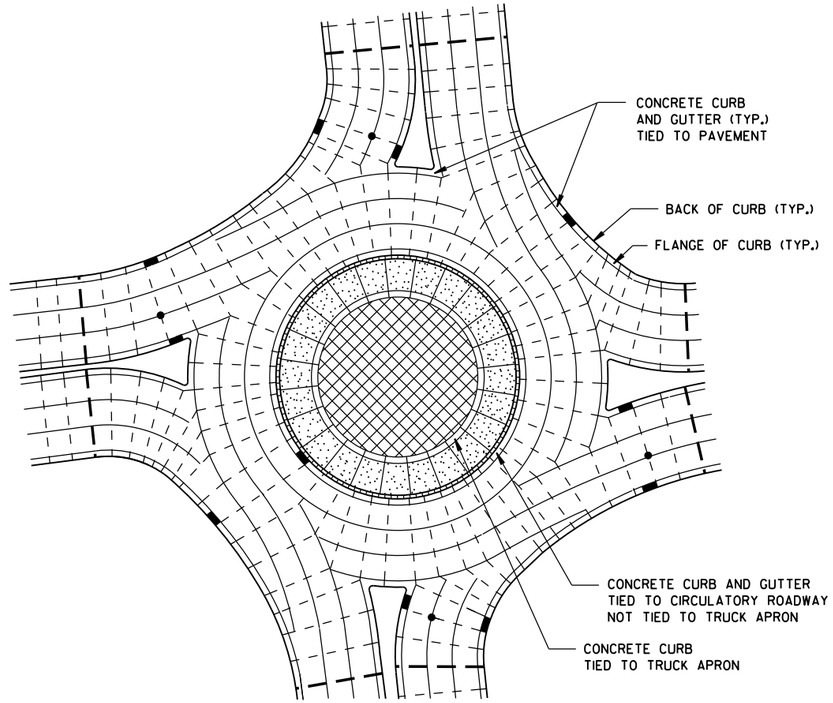
ISOLATED CIRCLE JOINT LAYOUT FOR ROUNDABOUTS

GENERAL NOTES

MAXIMUM JOINT SPACING IS IN ACCORDANCE WITH THE TABLE SHOWN ON SDD 13C18 SHEET "a".

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

DO NOT DOWEL OR TIE THE TRUCK APRON TRANSVERSE JOINTS.



PINWHEEL JOINT LAYOUT FOR ROUNDABOUTS

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S.D.D. 13 C 18-3e

S.D.D. 13 C 18-3e

CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS

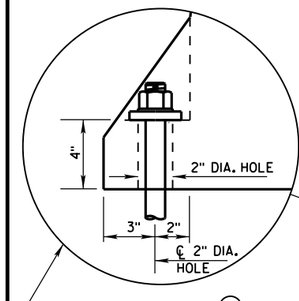
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

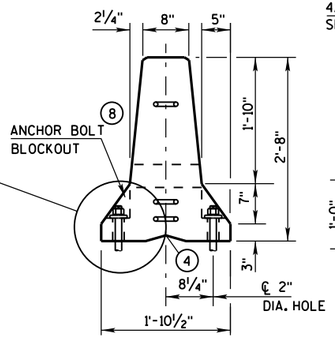
APPROVED

June, 2015
DATE

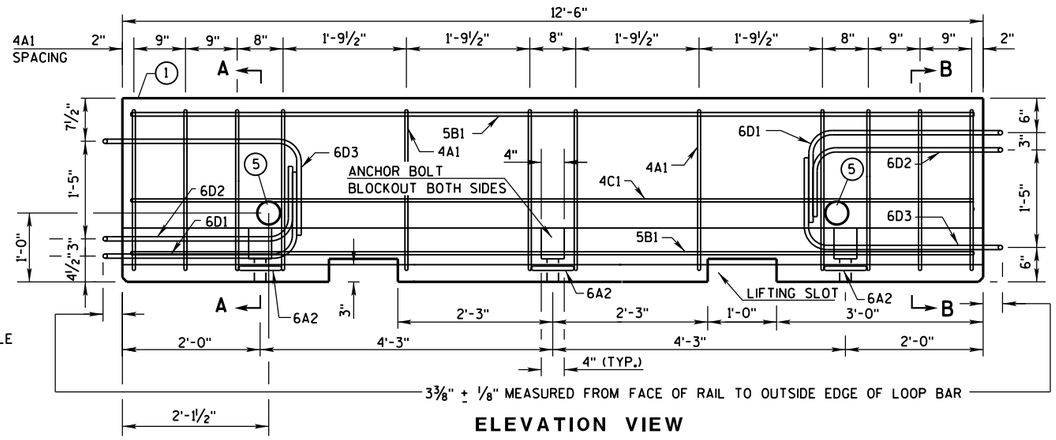
/S/ Peter Kemp, P.E.
PAVEMENT SUPE

FHWA

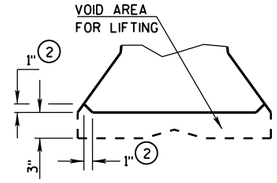




END VIEW



ELEVATION VIEW



DETAIL "B"
LIFTING SLOT DETAIL

GENERAL NOTES

THESE GENERAL NOTES APPLY TO SHEETS 14B7-14(a) THRU 14B7-14(h).

DO NOT INTERMIX CONCRETE BARRIER TEMPORARY PRCAST, 12'-6" (CBTP12.5) WITH OTHER TEMPORARY CONCRETE BARRIERS.

USE ASTM A-615, GRADE 60, DEFORMED STEEL BARS FOR BARS 4A1, 6A2, 5B1 AND 4C1 IN THE BARRIER SECTION AND FOR 4V1, 4V2, 4V3, 4V4, 4V5, 4V6, 4F1, 4F2 AND 5F3 IN THE BARRIER TAPER SECTION.

LOOP BARS 6D1, 6D2 AND 6D3 SHALL BE ¾" SMOOTH STEEL BARS WITH A MINIMUM YIELD STRENGTH OF 60 KSI, A TENSILE STRENGTH OF NOT LESS THAN 1.25 TIMES THE YIELD STRENGTH BUT A MINIMUM OF 80 KSI, A MINIMUM 14% ELONGATION IN 8 INCHES AND PASSING A 180 DEGREE BEND TEST USING A 3-½" PIN BEND DIAMETER FOR BEND TESTS. THE LOOPS SHALL BE INSTALLED WITHIN ⅛" OF THE PLAN DIMENSION.

CONSTRUCT LIFTING SLOTS AS SPECIFIED ON THE PLANS TO FACILITATE THE DRAINAGE OF WATER AFTER INSTALLATION.

PLACE BARRIER ON A PAVED SURFACE. REMOVE ALL LOOSE DIRT AND SAND FROM THE ROADWAY SURFACE PRIOR TO PLACEMENT OF THE BARRIER.

INSTALL MECHANICAL OR ADHESIVE ANCHORS PER MANUFACTURER'S RECOMMENDATIONS. PROVIDE MANUFACTURER'S INFORMATION TO PROJECT ENGINEER.

(1) MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
- a. TYPE: WI CBTP
- b. MANUFACTURER
- c. DATE MANUFACTURED (MONTH AND YEAR)

(2) 1" CHAMFER TO PREVENT SPALLING.

(3) A ⅜" HOLE IN THE CONNECTION PIN, AT THE LOCATION SHOWN, IS ACCEPTABLE, BUT NOT REQUIRED..

(4) "V" NOTCH IS OPTIONAL.

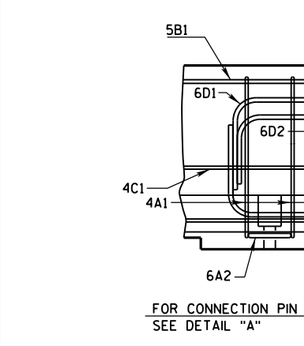
(5) THE 4" DIAMETER, 11 GAUGE STEEL, ROUND MECHANICAL TUBING SLEEVE FOR LIFTING (OPTIONAL).

(6) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

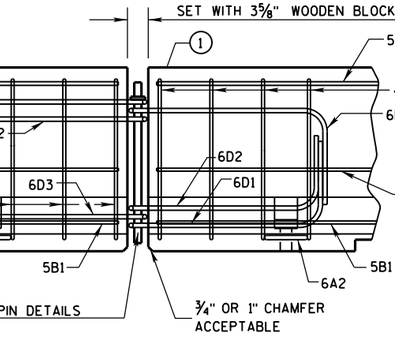
(7) USE DELINEATORS CONFORMING TO SECTION 633 OF THE STANDARD SPECIFICATIONS. CONTRACTOR MAY USE ALTERNATE SHAPES AND HOUSING. INSTALL DELINEATORS ACCORDING TO MANUFACTURES INSTRUCTION. INSTALL YELLOW REFLECTORS WHEN BARRIER IS LOCATED TO THE LEFT OF TRAFFIC AND WHITE REFLECTORS WHEN BARRIER IS LOCATED TO THE RIGHT OF TRAFFIC. SPACE DELINEATORS A MAXIMUM OF 25 FEET APART. PROVIDE TOP MOUNTED DELINEATORS IN ADDITION TO THE SIDE MOUNTED DELINEATORS ON ALL BARRIER INSTALLATIONS LOCATED ON A CURVED ALIGNMENT LONGER THAN 200 FEET AND ON BARRIERS USED TO SEPARATE OPPOSING TRAFFIC.

(8) SEE SHEET D FOR ANCHORING CRITERIA.

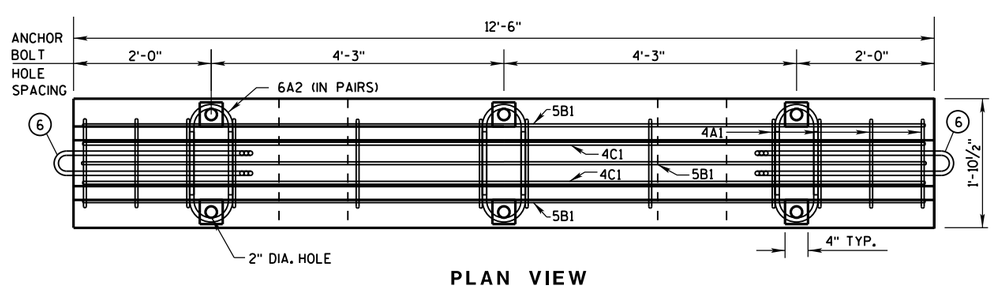
(9) 1" CHAMFER OPTIONAL.



SECTION A-A
(STIRRUP PLACEMENT)



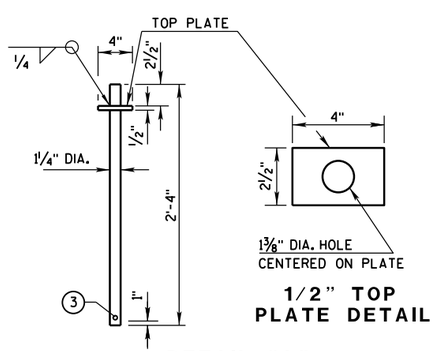
SECTION B-B
(STIRRUP PLACEMENT)



PLAN VIEW

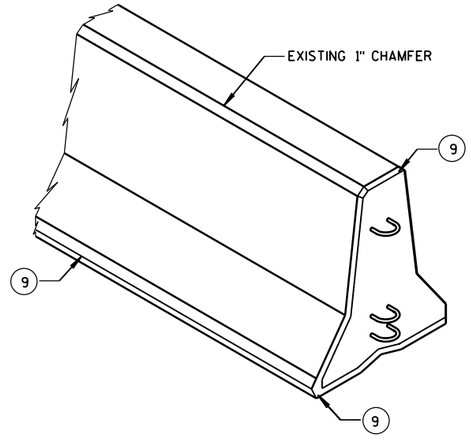
DETAILS OF BARRIER SECTION

DETAILS OF BARRIER CONNECTION



1/2" TOP
PLATE DETAIL

DETAIL "A"
CONNECTION PIN
(A36 STEEL (10.9 LB EACH))



CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI 154

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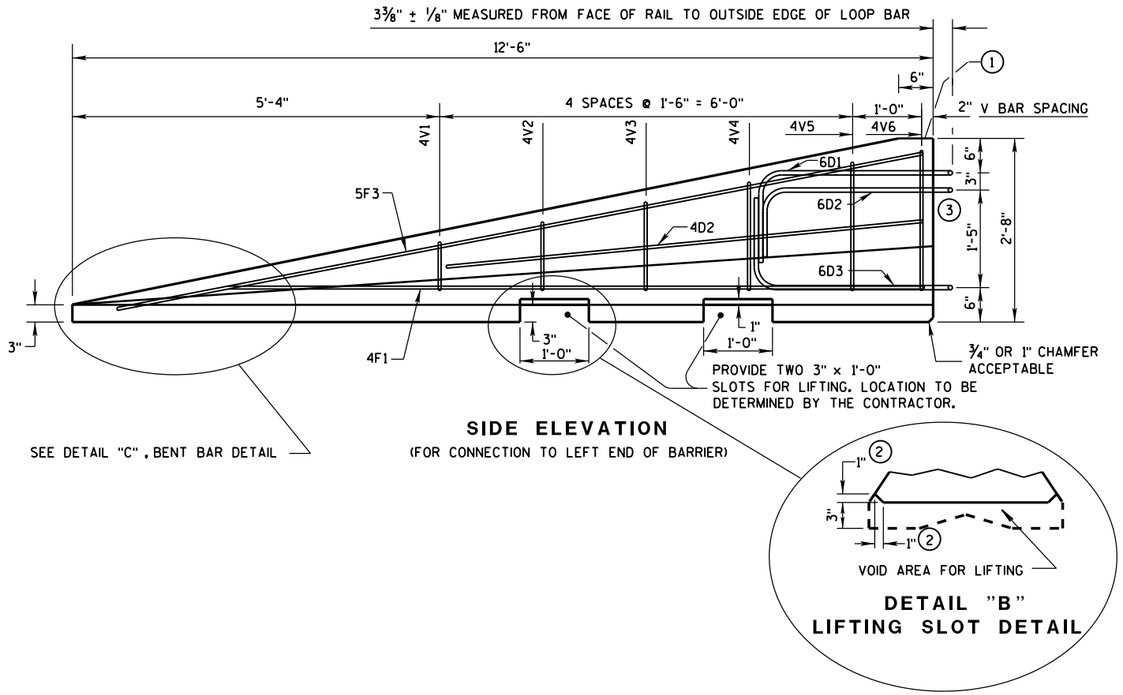
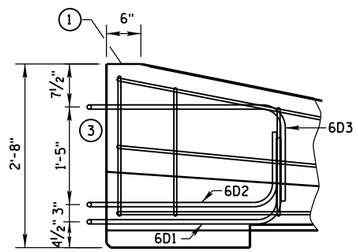
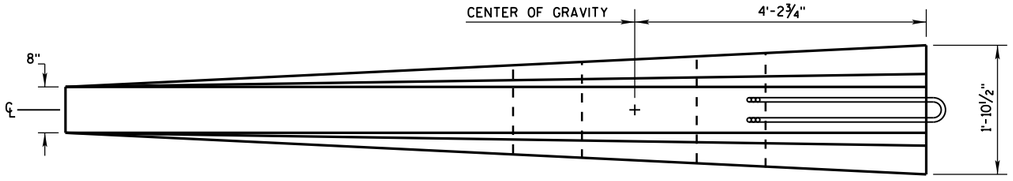
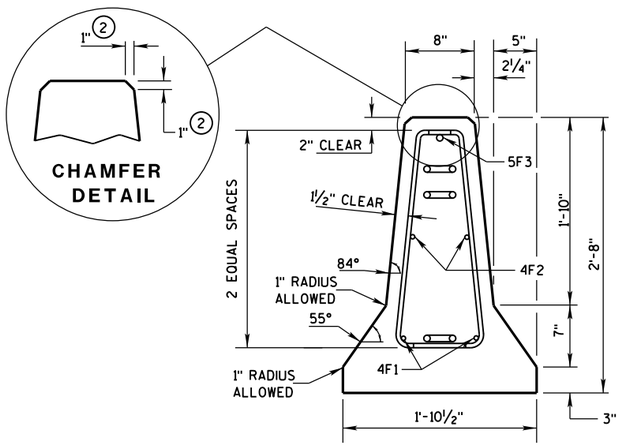


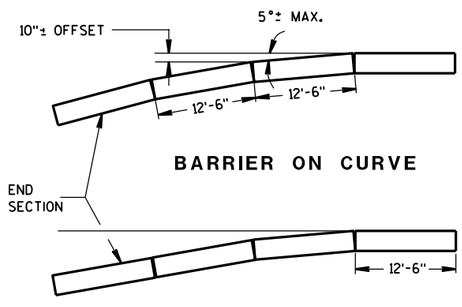


GENERAL NOTES

1. MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
   a. TYPE WICBTP
   b. MANUFACTURER
   c. DATE MANUFACTURED (MONTH AND YEAR)
2. 1" CHAMFER TO PREVENT SPALLING.
3. NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.







POSTED SPEED, (MPH)	FLARE RATE
40 OR LESS	6:1
45 OR GREATER	8:1

DETAILS OF BARRIER TAPER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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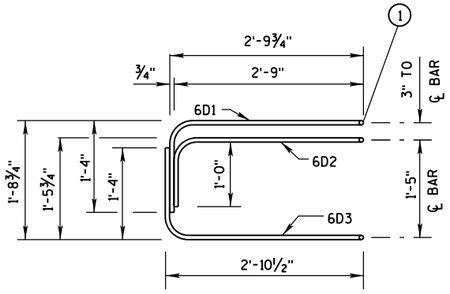
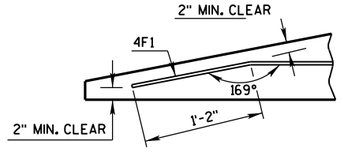
BARRIER TAPER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER TAPER SECTION)

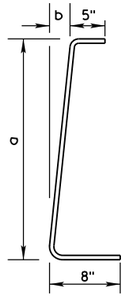
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4V1	4	2	1'-11"
4V2	4	2	2'-2"
4V3	4	2	2'-6"
4V4	4	2	2'-9"
4V5	4	2	3'-2"
4V6	4	2	3'-4"
4F1	4	2	12'-0"
4F2	4	2	7'-6"
5F3	5	1	11'-9"
LOOP ASSEMBLY			
6D1	6	1	8'-5"
6D2	6	1	7'-7"
6D3	6	1	8'-6"



ELEVATION
LOOP BAR ASSEMBLY



DETAIL "C"
BENT BAR DETAIL



BAR	a	b
V1	10"	1"
V2	1'-1"	1¼"
V3	1'-5"	1⅝"
V4	1'-8"	1⅞"
V5	2'-0½"	2⅜"
V6	2'-3"	2¾"

4V BARS
2 AT EACH SIZE REQUIRED
FOR STIRRUP ASSEMBLY

TAPER BARRIER SECTION

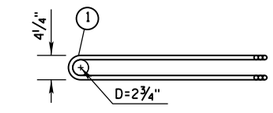
GENERAL NOTES

(1) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

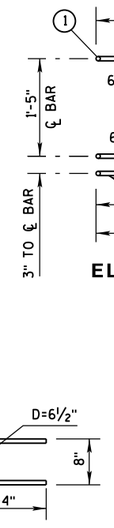
BARRIER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER SECTION)

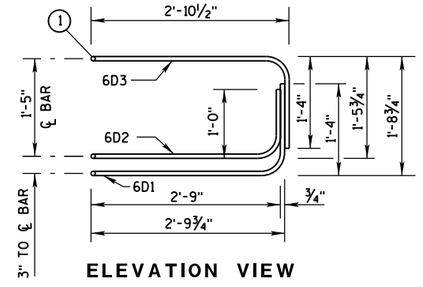
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4A1	4	12	6'-0"
6A2	6	6	2'-11"
5B1	5	3	12'-2"
4C1	4	2	12'-2"
LOOP ASSEMBLY			
6D1	6	2	8'-5"
6D2	6	2	7'-7"
6D3	6	2	8'-6"



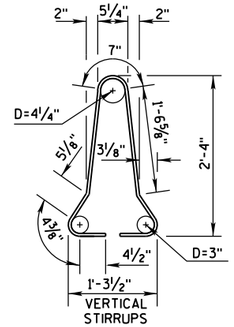
PLAN VIEW
LOOP BAR ASSEMBLY
(MARKED END SHOWN, INVERT FOR OTHER END)



6A2



ELEVATION VIEW



4A1

BARRIER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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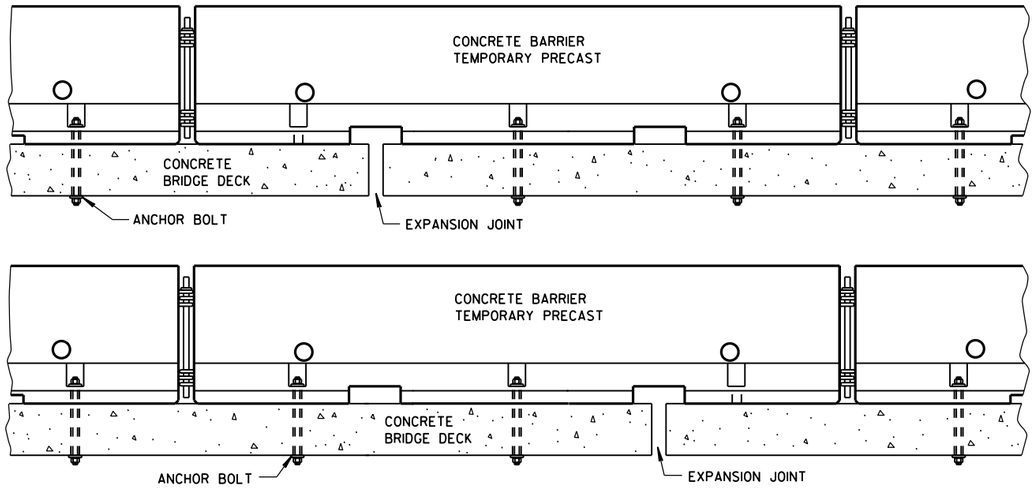
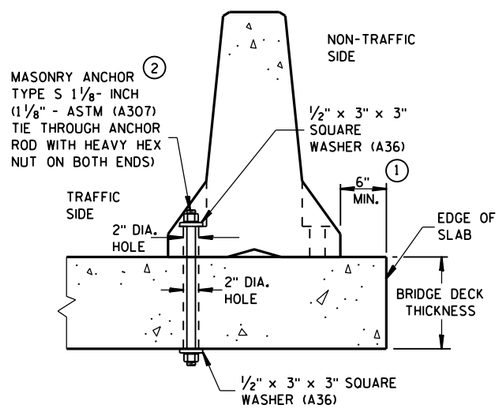


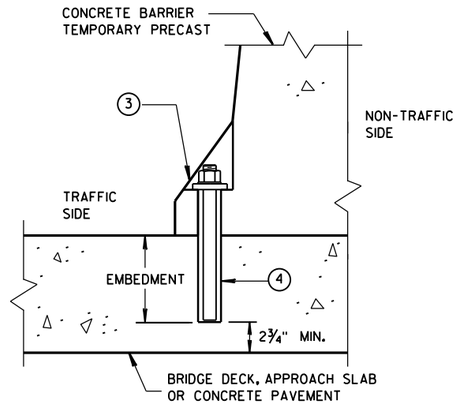
TREATMENT AT BRIDGE DECK EXPANSION JOINTS

(NO SINGLE CONCRETE BARRIER SECTION SHALL BE ANCHORED TO BOTH THE BRIDGE DECK AND THE APPROACH SLAB. ALL ANCHOR BOLT LOCATIONS SHALL BE ANCHORED TO THE DECK IN ACCORDANCE WITH THE DETAIL. NO MORE THAN ONE ANCHOR BOLT SHALL BE ELIMINATED FROM A BARRIER SECTION WHEN SPANNING AN EXPANSION JOINT.)



THROUGH BOLTED ANCHOR INSTALLATION ON BRIDGE DECK

(DO NOTUSE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY)



REMOVABLE ADHESIVE BONDED ANCHOR INSTALLATION ON CONCRETE BRIDGE DECK, CONCRETE APPROACH SLAB, OR CONCRETE PAVEMENT ②

(DO NOT USE ON CONCRETE WITH AN ASPHALTIC OVERLAY)

GENERAL NOTES

① CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" SHALL BE ANCHORED IF:
THE DISTANCE TO A 2 FOOT OR GREATER DROPOFF THAT IS STEEPER THAN 3H : 1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROPOFF AT THE EDGE OF PAVEMENT, IS LESS THAN 4 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROPOFF AND THE POSTED SPEED IS 45 MPH OR GREATER, OR

THE DISTANCE TO A 2 FOOT OR GREATER DROPOFF THAT IS STEEPER THAN 3H : 1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROPOFF AT THE EDGE OF PAVEMENT. IS LESS THAN 2 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROPOFF AND THE POSTED SPEED IS 40 MPH OR LESS.

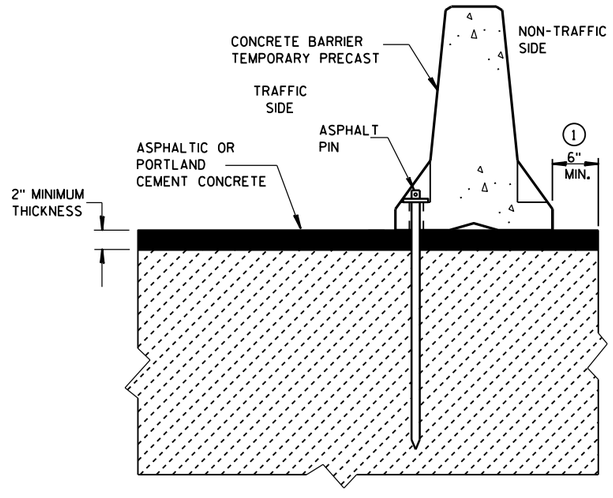
② ANCHORING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST.

WITH THE APPROVAL OF THE ENGINEER, REMOVABLE ADHESIVE BONDED ANCHOR BOLT INSTALLATION MAY BE USED IN LIEU OF THROUGH BOLTED ANCHOR INSTALLATION. THE ADHESIVE BONDED ANCHOR BOLT MUST BE REMOVABLE. USE ASTM (A307) MASONRY ANCHORS TYPE S 1⅛-INCH, EMBEDDED TO A DEPTH SUFFICIENT TO DEVELOP THE ULTIMATE CAPACITY OF THE ANCHOR BOLT AND PROVIDE DOCUMENTATION TO CONFIRM THIS.

UPON REMOVAL OR RELOCATION OF THE BARRIER UNITS, REMOVE ALL ANCHOR BOLTS AND COMPLETELY FILL IN THE REMAINING HOLES IN CONCRETE BRIDGE DECKS, CONCRETE APPROACH SLABS AND CONCRETE PAVEMENTS THAT ARE TO REMAIN, WITH A NON-SHRINK COMMERICAL GROUT OR MATERIAL IDENTIFIED ON THE CURRENT WISDOT APPROVED PRODUCTS LIST.

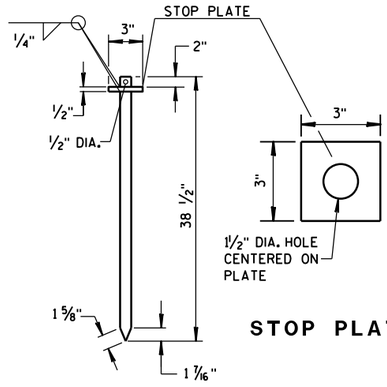
③ 1⅛" DIAMENTER A307 THREADED ROD, ½" X 3" X 3" SQUARE PLATE WASHER WITH ASTM A36 STEEL, ASTM A563A HEAVY HEX NUT.

④ ADHESIVE ANCHORS WITH A MINIMUM BOND STRENGTH OF 1,800 PSI AND 5¼" EMBEDMENT. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.



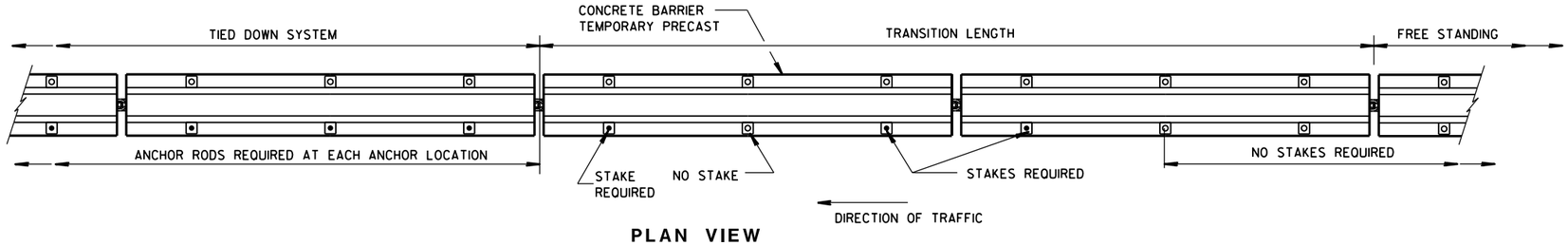
STAKE DOWN INSTALLATION FOR ASPHALTIC OR PORTLAND CEMENT CONCRETE SURFACE

(STAKING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST)



STOP PLATE

ASPHALT PIN
(ASTM A36 STEEL)



PLAN VIEW

FREE STANDING TRANSITION TO TIED-DOWN SYSTEM

(PLACE TRANSITION IN A TANGENT SECTION OF BARRIER PARALLEL TO THE ROADWAY. IF TRANSITION OCCURS ON STRUCTURAL SLAB, ANCHOR AS SHOWN.)

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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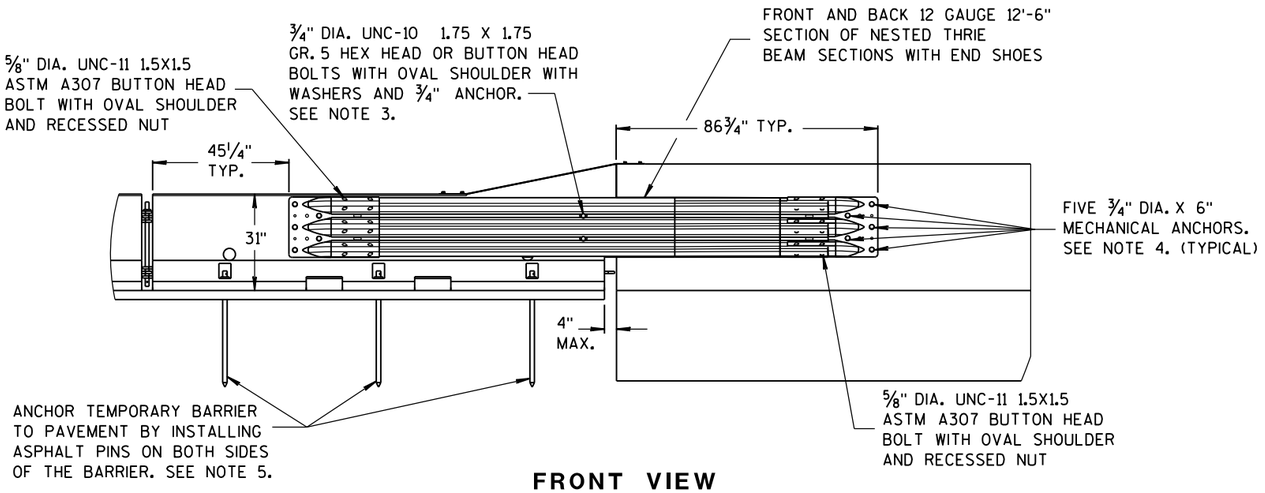
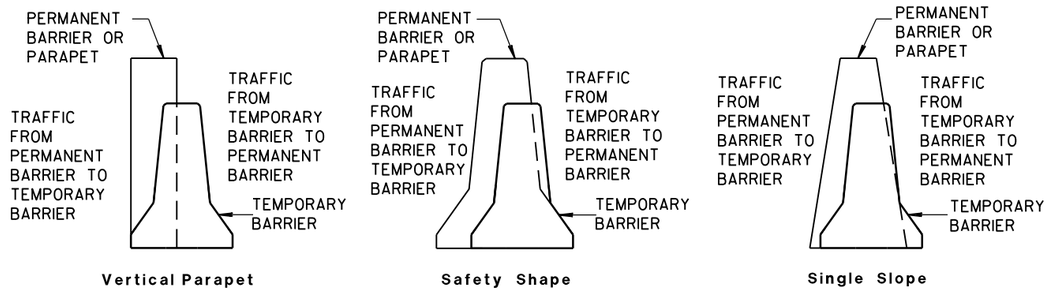


FRONT VIEW

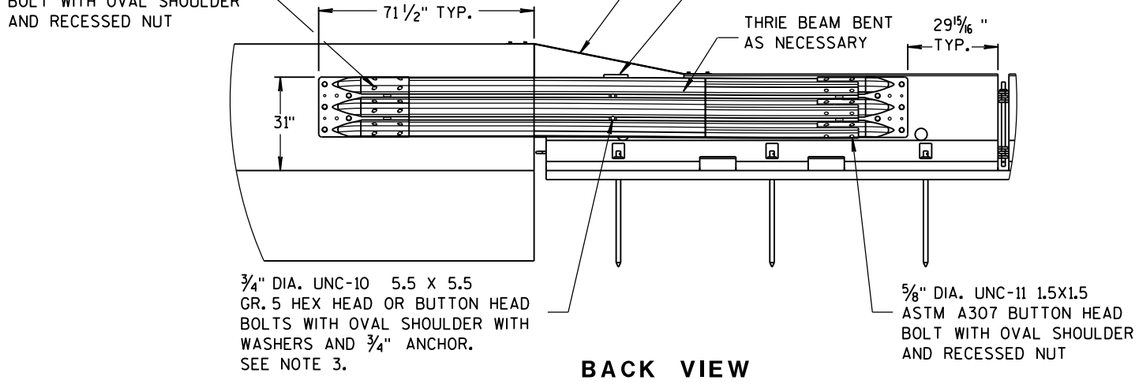


TEMPORARY BARRIER PLACEMENT FOR BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

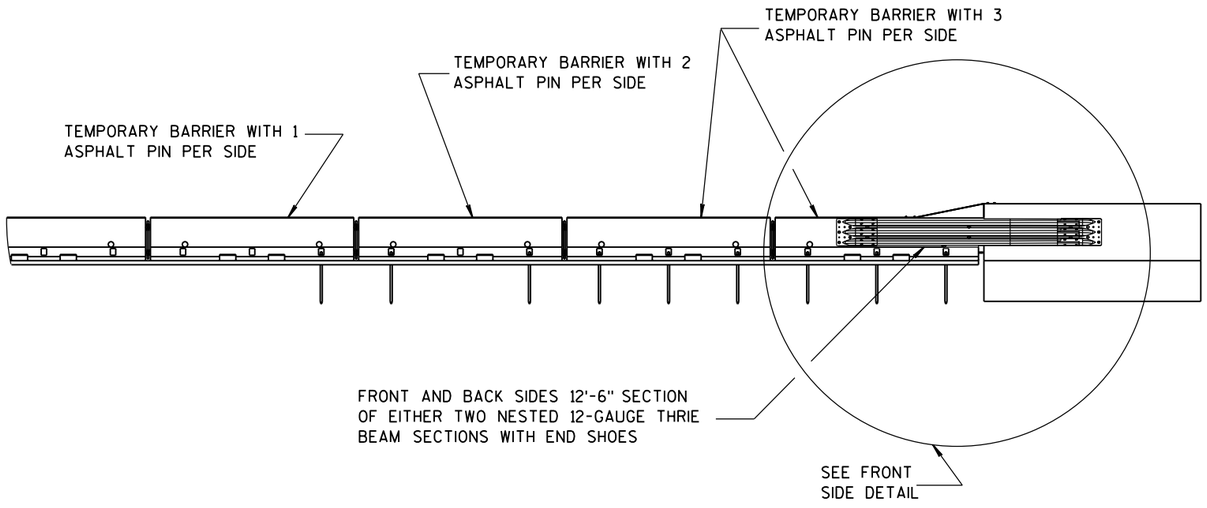
NOTES

NESTED THRIE BEAM IS REQUIRED ON BOTH SIDES OF THE TEMPORARY BARRIER FOR ALL INSTALLATIONS.

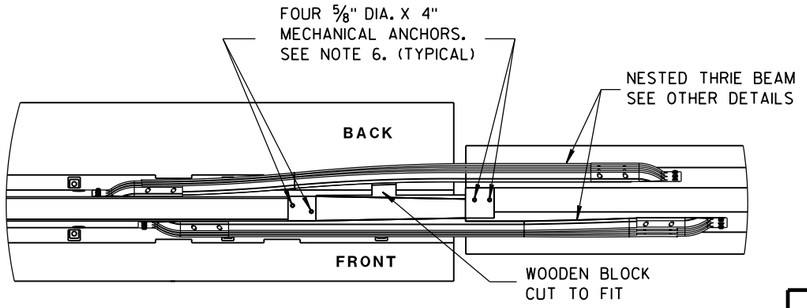
1. CAP END PLATE PLACED FLUSH WITH UPSTREAM END OF PERMANENT BARRIER OR PARAPET.
2. THRIE BEAM PIECES ARE OFFSET 15 1/4" TO PREVENT INTERFERENCE FROM THE ANCHORS ON OPPOSING SIDES.
3. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 9.48 KIPS AND ULTIMATE SHEAR LOAD 10.48 KIPS.
4. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 17.9 KIPS AND ULTIMATE SHEAR LOAD 21.96 KIPS.
5. MAY BE USED ON CONCRETE OR ASPHALT PAVEMENTS. ASPHALT OPTION SHOWN. FOR CONCRETE OPTION SEE OTHER DETAILS.
6. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 12.14 KIPS AND ULTIMATE SHEAR LOAD 17.5 KIPS.



BACK VIEW



FRONT VIEW



PLAN VIEW

BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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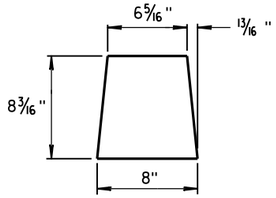
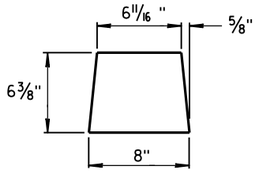
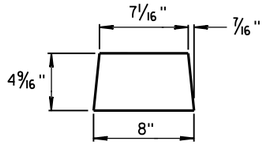
S.D.D. 14 B 7-14e



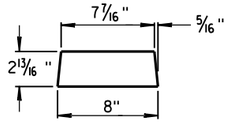
GUSSET 1



GUSSET 2

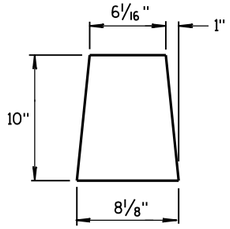


GUSSET 3

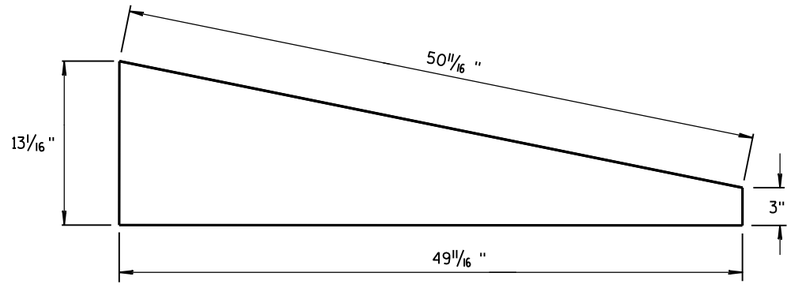


GUSSET 4

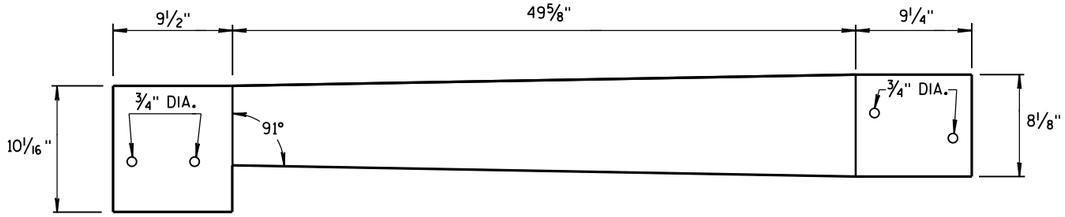
GUSSETS

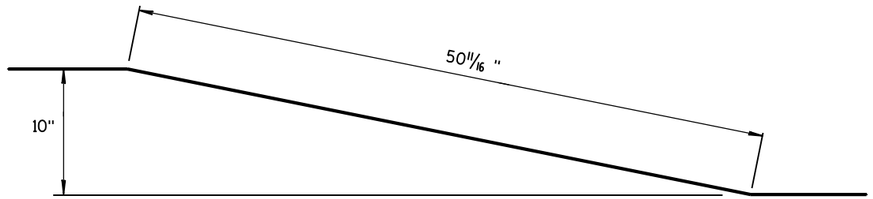


END PLATE



SIDE PLATE

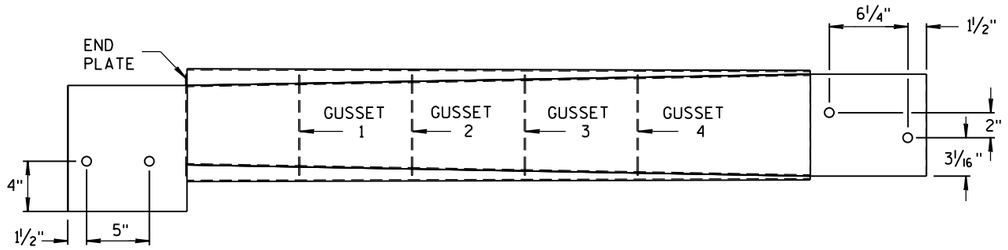


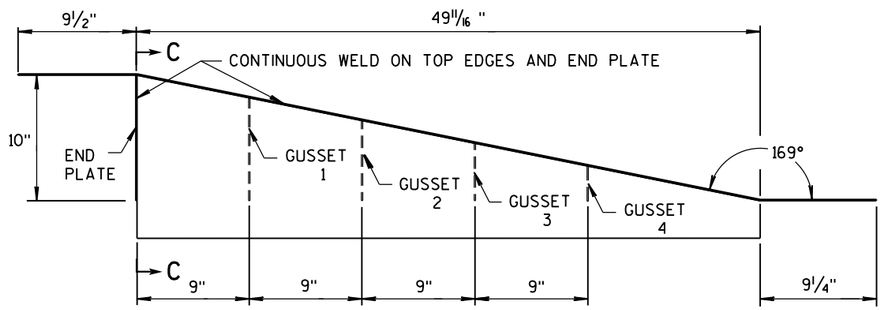


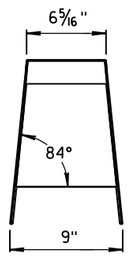
TOP PLATE

SIDE, TOP AND END PLATES FOR CAP FROM TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 GALVANIZED STEEL.







SECTION C-C

NOTES

1. FOUR GUSSETS AND END PLATE ARE STITCH WELDED ON THREE SIDES.
2. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE, AND GUSSETS.

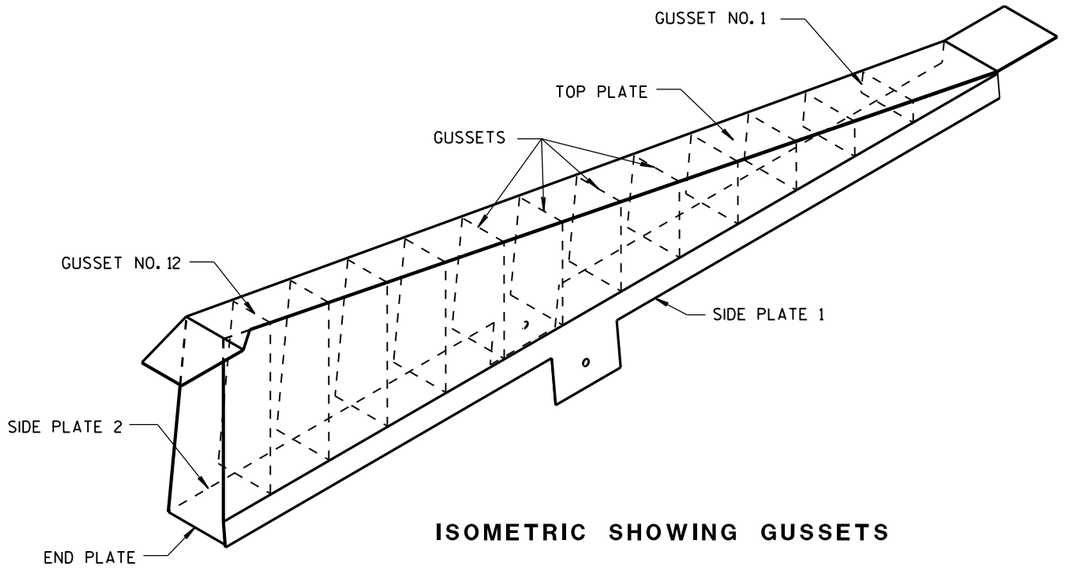
CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

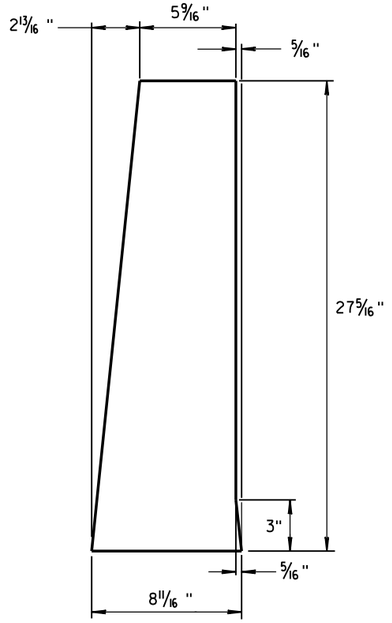
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 14 B 7-14f

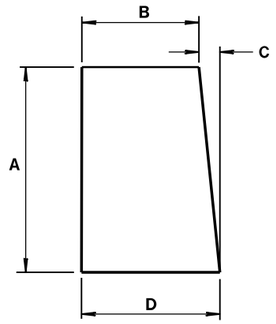


ISOMETRIC SHOWING GUSSETS



END PLATE

1/8" STEEL PLATE



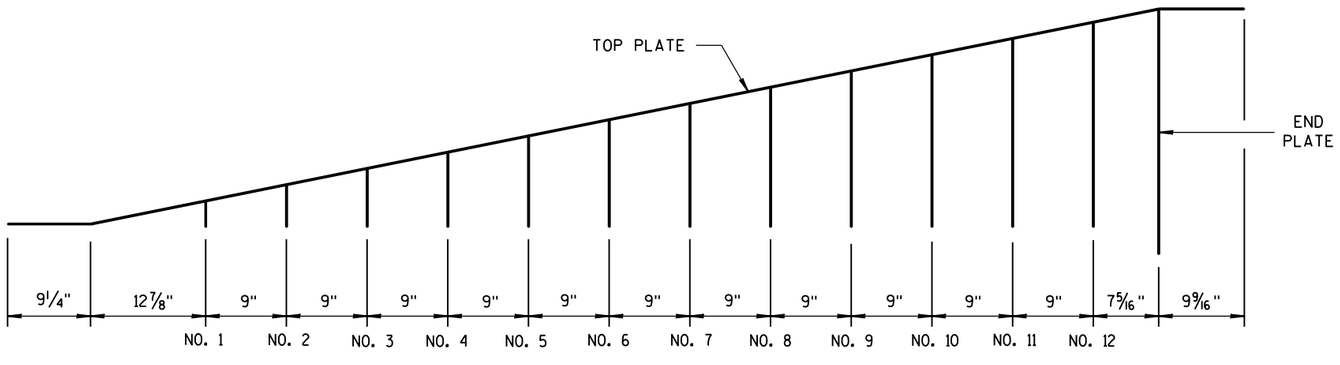
GUSSETS 1 - 12

ALL GUSSETS 1/8" STEEL PLATE

GUSSET DIMENSIONS				
GUSSET NO.	A	B	C	D
1	2 7/8"	7 3/4"	1/4"	8
2	4 11/16 "	7 9/16 "	1/2"	8
3	6 1/2"	7 3/8"	11/16 "	8 1/16 "
4	8 5/16 "	7 3/16 "	7/8"	8 1/16 "
5	10 1/8"	7"	1 1/16 "	8 1/16 "
6	11 15/16 "	6 13/16 "	1 1/4"	8 1/16 "
7	13 3/4"	6 5/8"	1 7/16 "	8 1/16 "
8	15 9/16 "	6 7/16 "	1 9/16 "	8 1/16 "
9	17 3/8"	6 1/4"	1 13/16 "	8 1/16 "
10	19 3/16 "	6 1/16 "	1 15/16 "	8 1/16 "
11	21"	5 7/8"	2 3/16 "	8 1/16 "
12	22 13/16 "	5 11/16 "	2 5/16 "	8 1/16 "

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 STEEL AND GALVANIZED.

GUSSETS AND END PLATE ARE STITCH WELDED ON 3 SIDES. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE AND GUSSETS.



GUSSET LOCATION

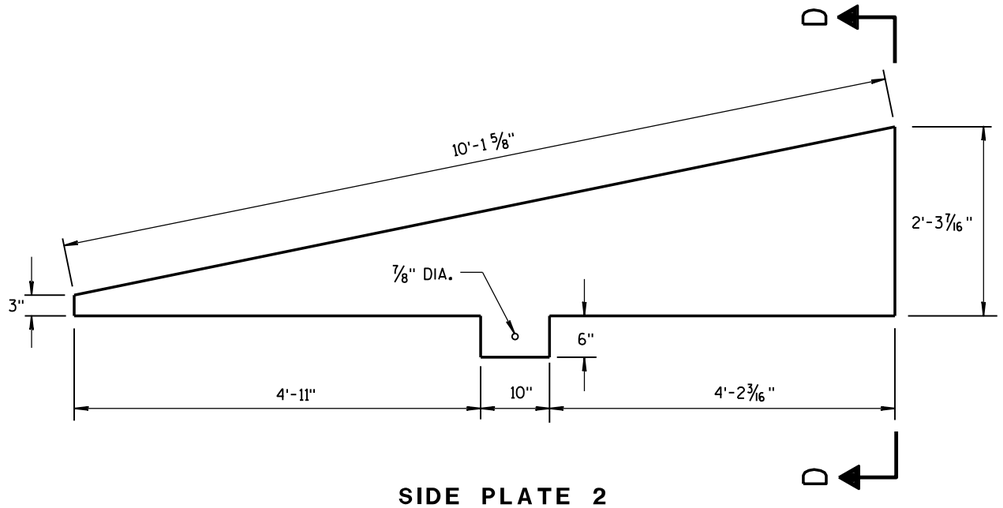
CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

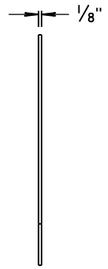
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

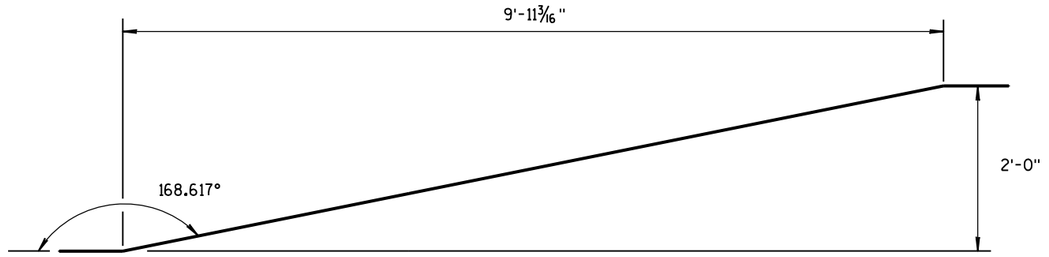
S.D.D. 14 B 7-14g



SIDE PLATE 2

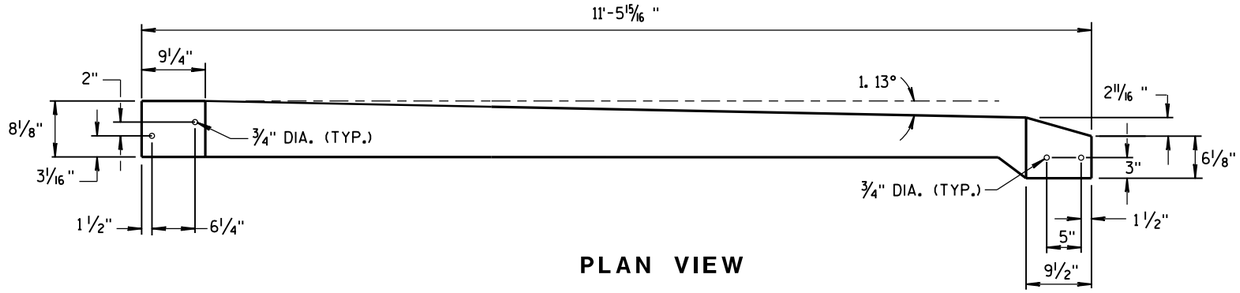


END VIEW



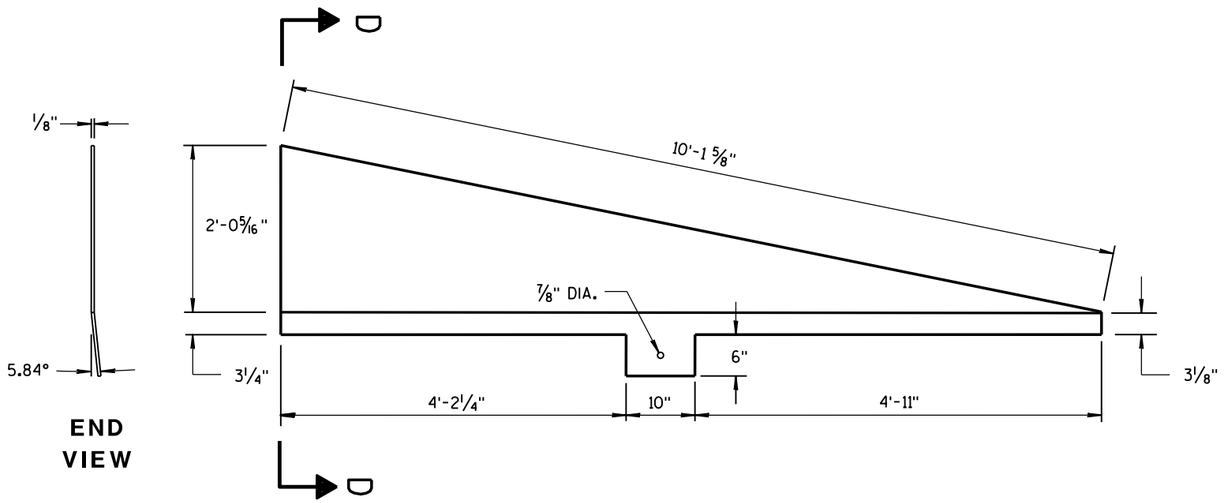
SIDE VIEW

TOP PLATE



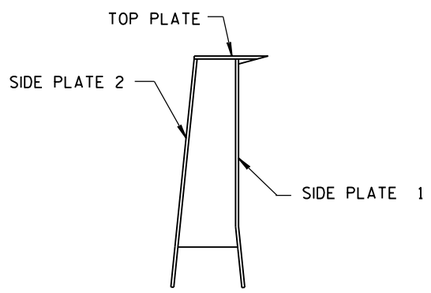
PLAN VIEW

TOP PLATE



END VIEW

SIDE PLATE 1



SECTION D-D

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

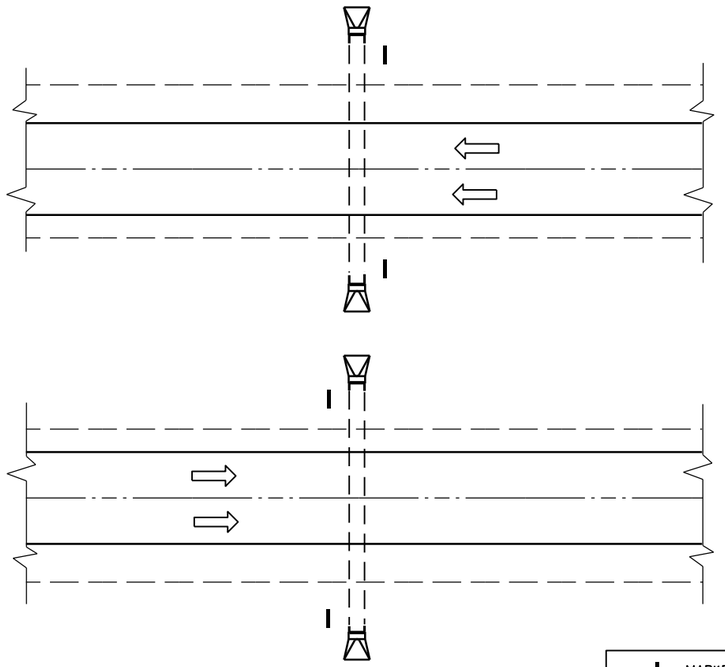
APPROVED
June 2014 — DATE
/S/ Jerry H. Zoaa — ROADWAY STANDARD [illegible] ENGINEER
FHWA

6

S.D.D. 14 B 7-14h

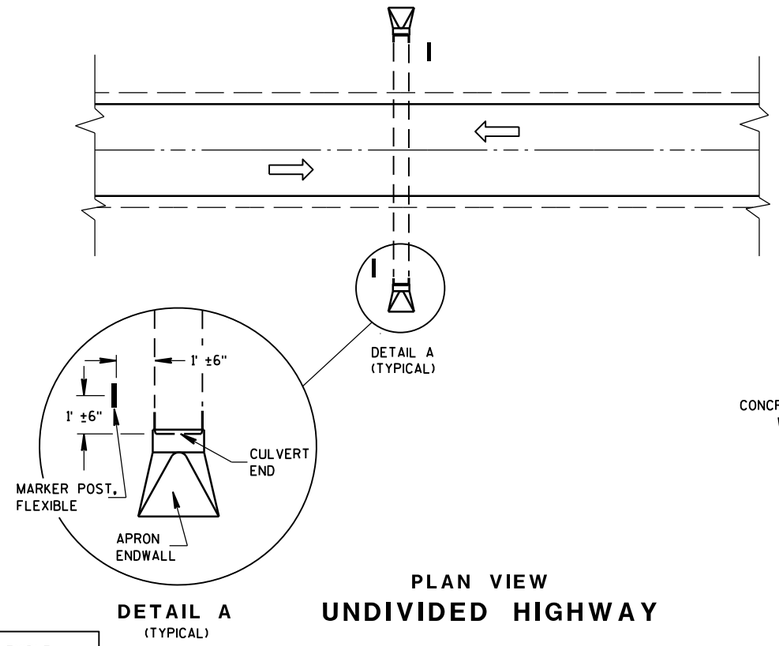
6

S.D.D. 14 B 7-14h



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

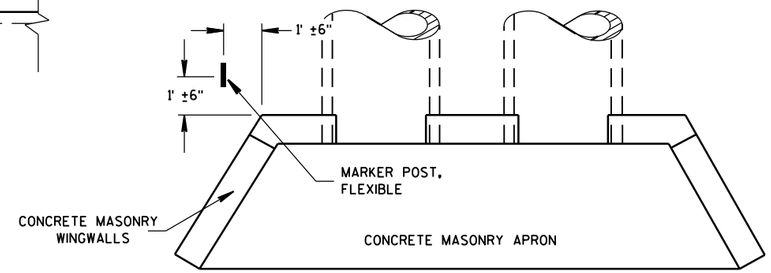
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

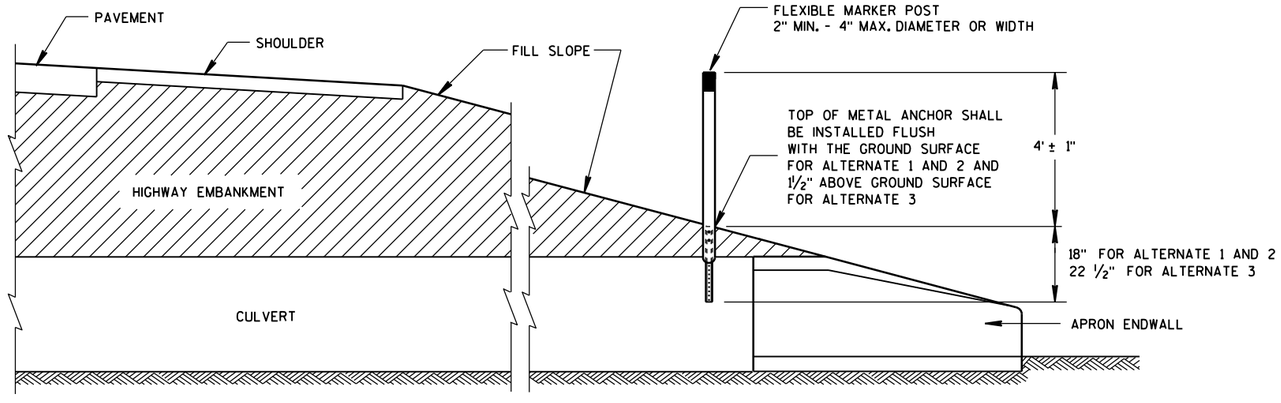
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 15 A 3-2a

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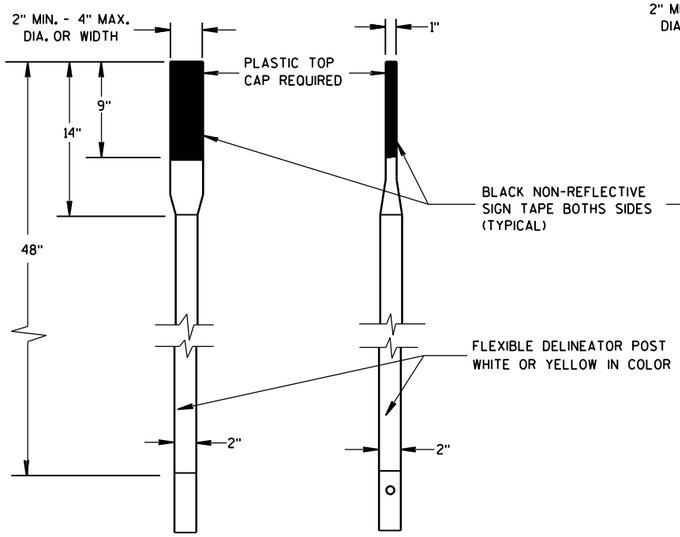
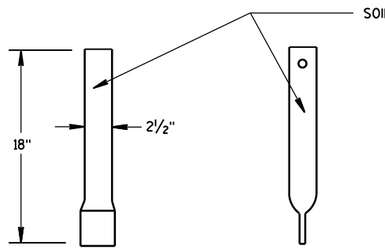
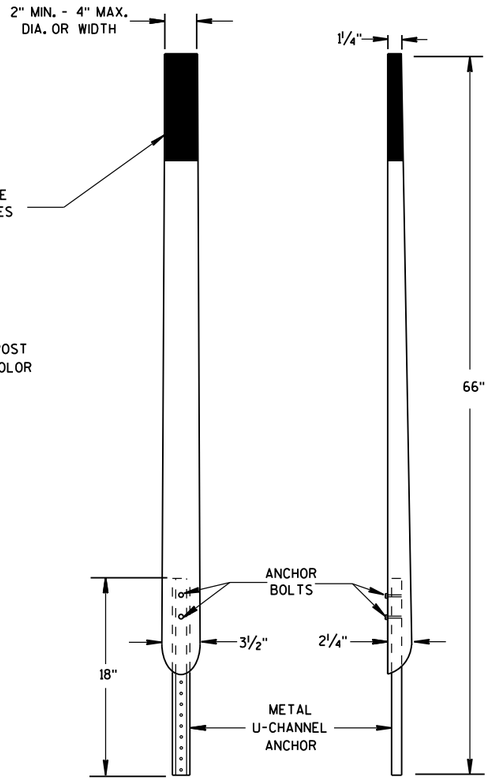
S.D.D. 15 A 3-2a





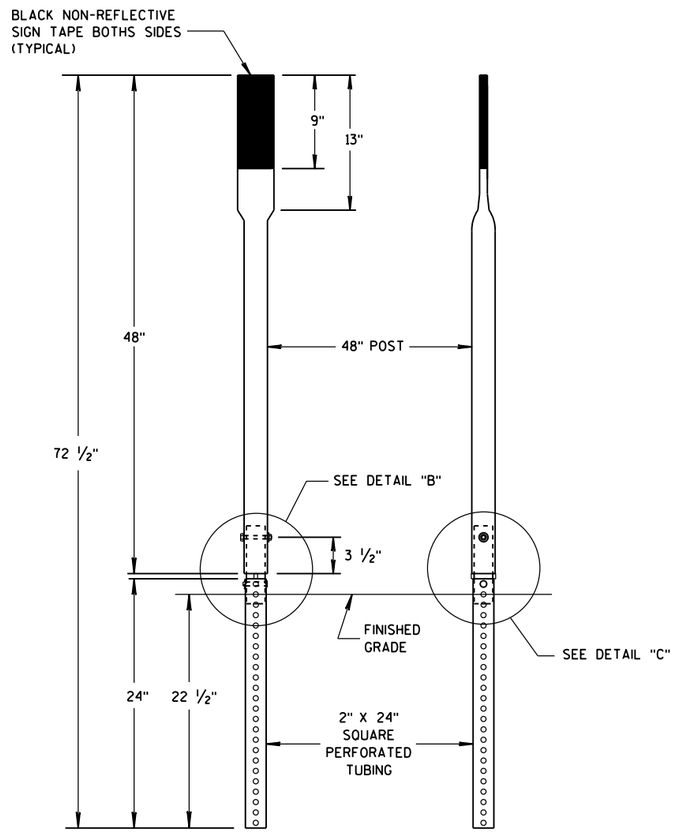
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

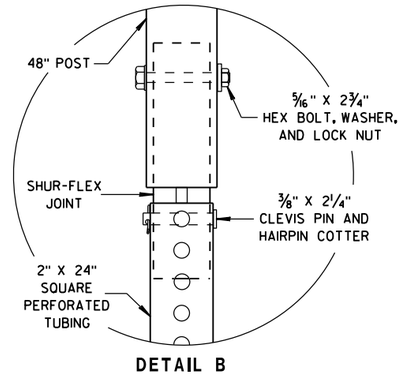
ALTERNATE 2



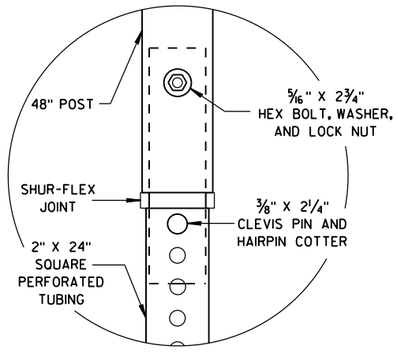
FRONT VIEW SIDE VIEW

ALTERNATE 3

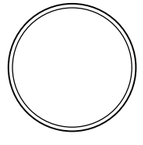
FLEXIBLE MARKER POSTS



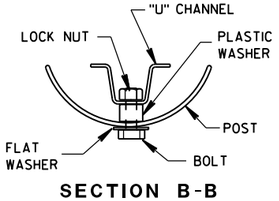
DETAIL B



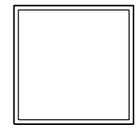
DETAIL C



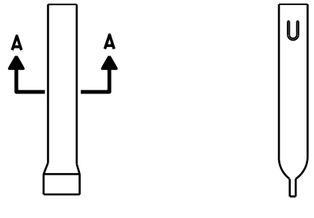
SECTION A-A



SECTION B-B

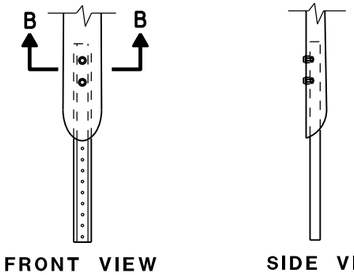


SECTION C-C



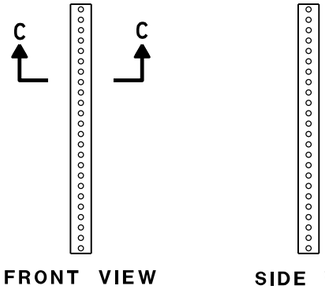
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

ALTERNATE 2



FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/1/2012
DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 15 A 3-2b

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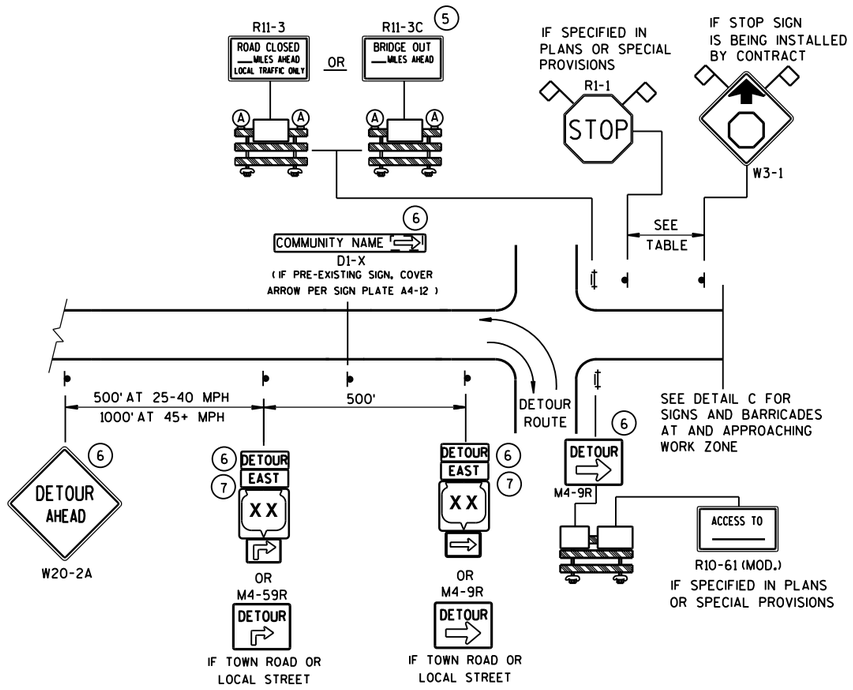
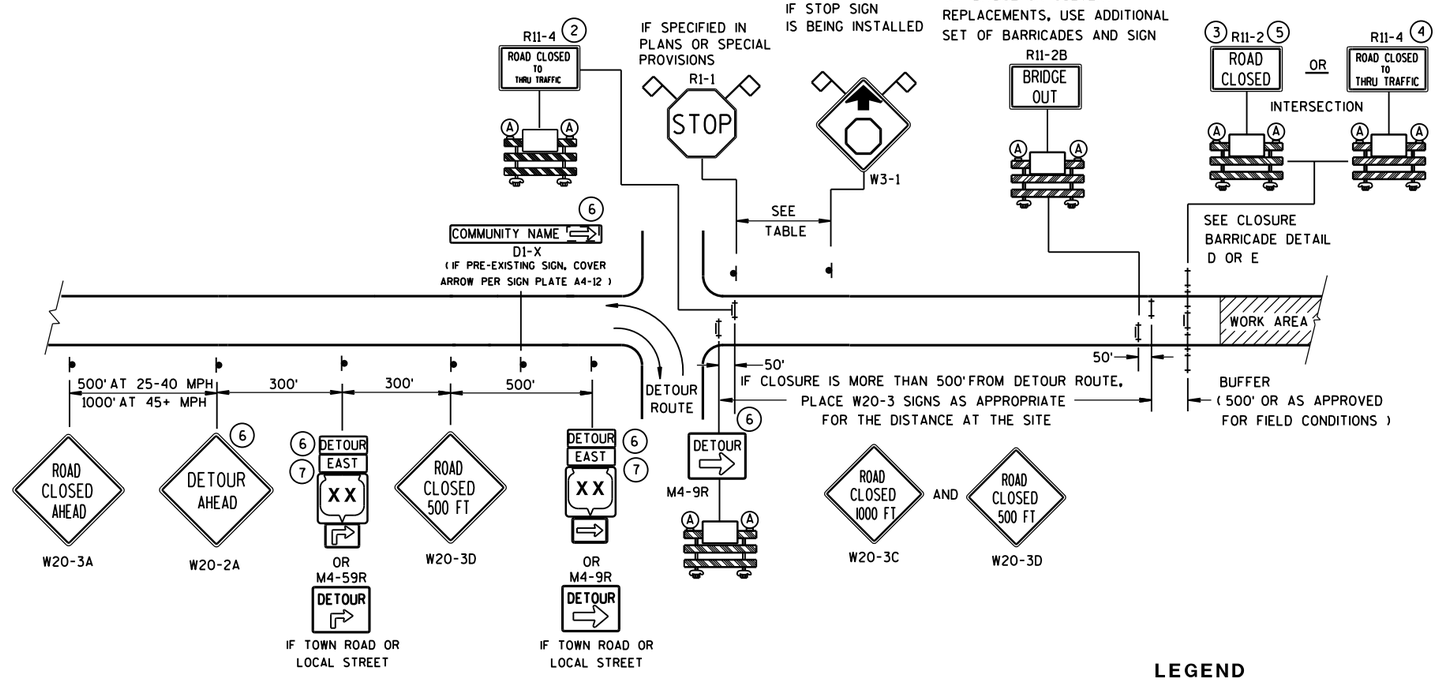
S.D.D. 15 A 3-2b



DETAIL A

MAINLINE CLOSURE WITH POSTED DETOUR

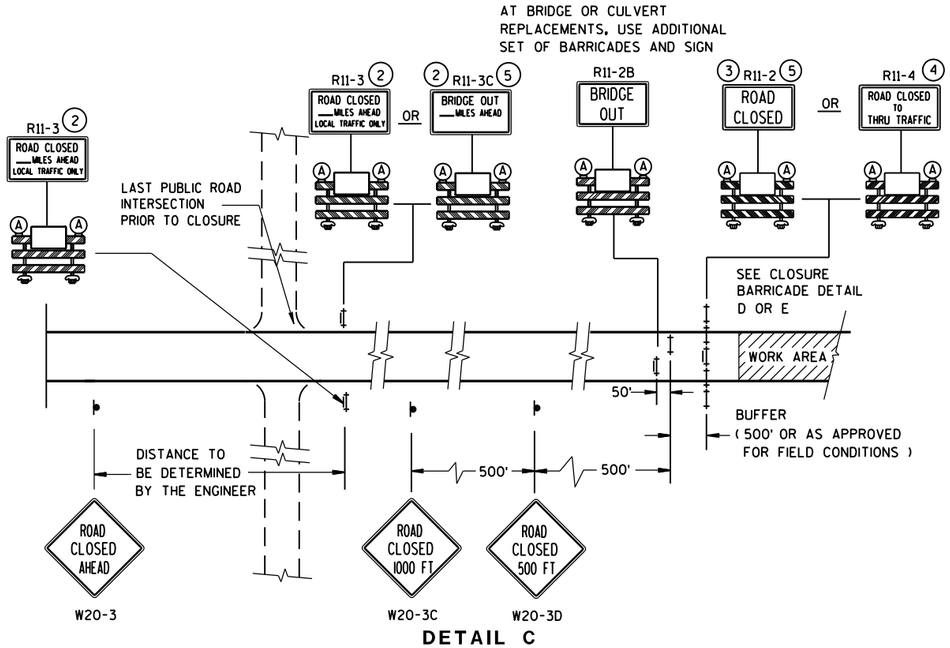
WORK ZONE GREATER THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B

MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C

MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-SHEET "**b**" FOR GENERAL NOTES AND FOOTNOTES (1) THROUGH (7)

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- DETOUR / EAST — M4-8 / M3-X
- XX — M1-4; COUNTY XX — M1-5A; XX — M1-6
- M05-1 OR M06-1
- FLAGS, 16" X 16" MIN., (ORANGE)

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

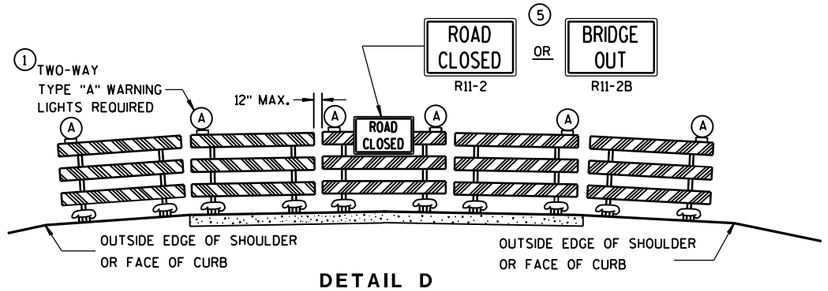
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA

6

S.D.D. 15 C 2-6a

6

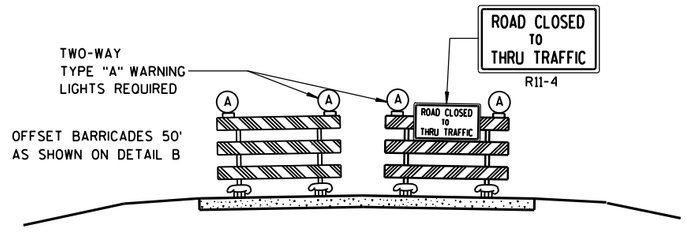
S.D.D. 15 C 2-6a



DETAIL D

ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW



DETAIL E

LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

SEE SDD 15C2-SHEET "**a**" FOR LEGEND

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND BARRICADES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, M4-9, R11-4 AND R10-61 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

"WO AND "MO" SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11-2 SHALL BE 48" X 30".
- R11-3, R11-4 AND R10-61 SHALL BE 60" X 30".
- M4-9 SHALL BE 30" X 24".
- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1-1 SHALL BE 36" X 36".

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8-FOOT LIGHT SPACING).

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL D.

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE LANE CLOSURE BARRICADE DETAIL E.

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11-2 AND R11-3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Sept. 2015 — DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO[illegible] FIC
SAFETY ENGI[illegible]

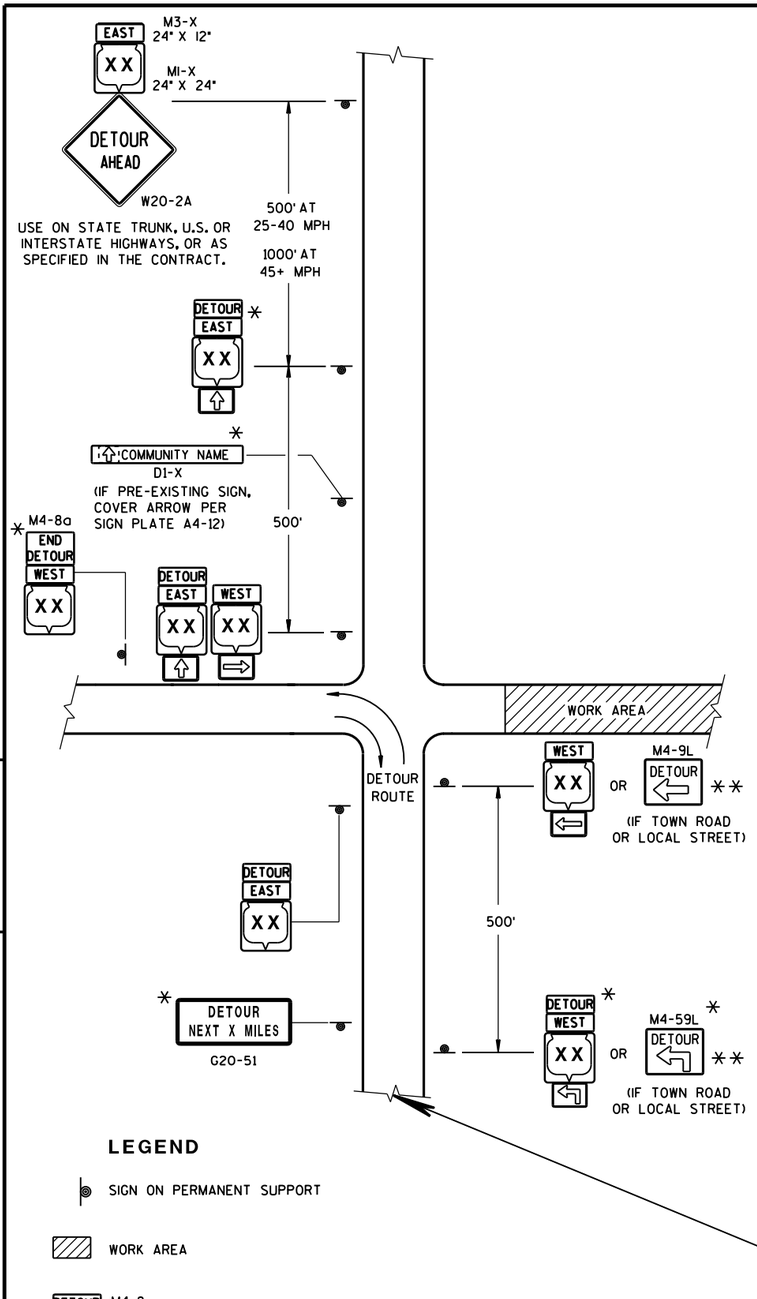
FHWA

6

S.D.D. 15 C 2-6b

6

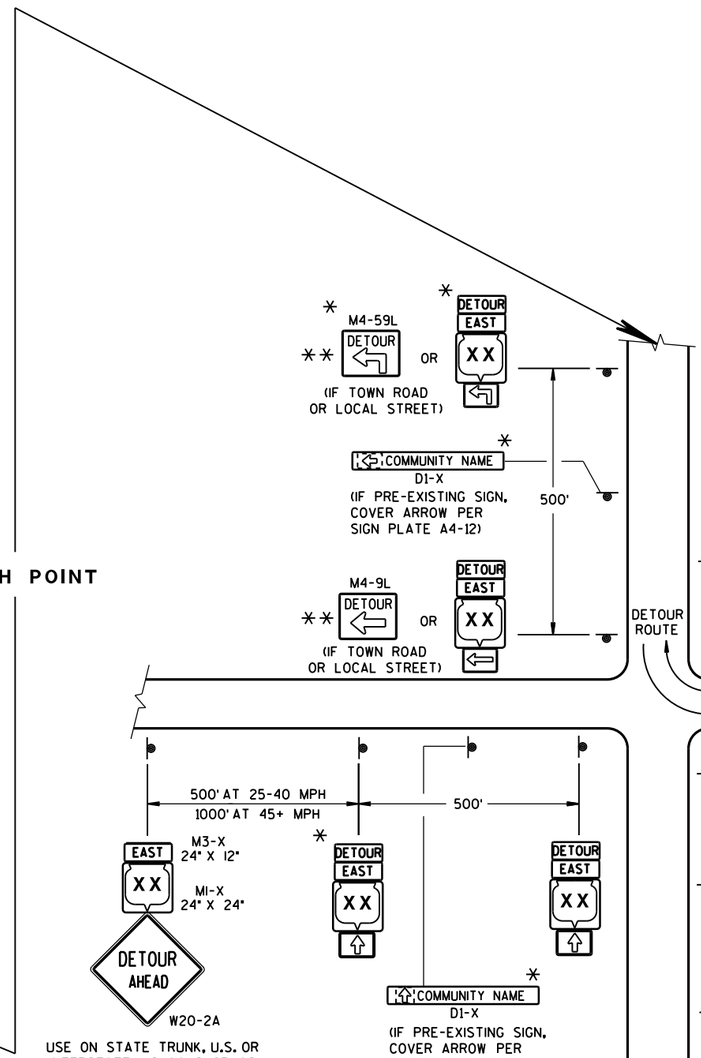
S.D.D. 15 C 2-6b

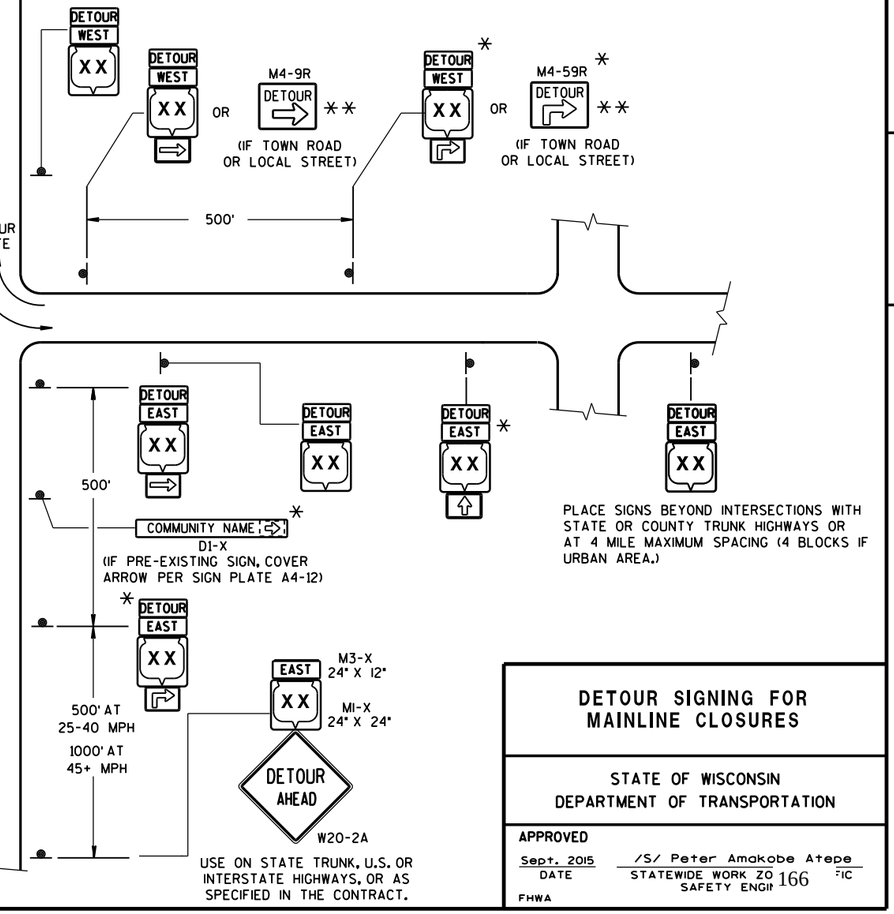


SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD 15C2-SHEET "a"

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

MATCH POINT





GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

THE SPACING BETWEEN TRAFFIC CONTROL AND DETOUR SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE", SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- MO5-1 AND MO6-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-9 SHALL BE 30" X 24".
- M4-8a SHALL BE 24" X 18".
- G20-51 SHALL BE 60" X 24".
- W20-2 SHALL BE 48" X 48".
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.

DETAIL F

DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept. 2015 — DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO[illegible] FIC
SAFETY ENGI[illegible]

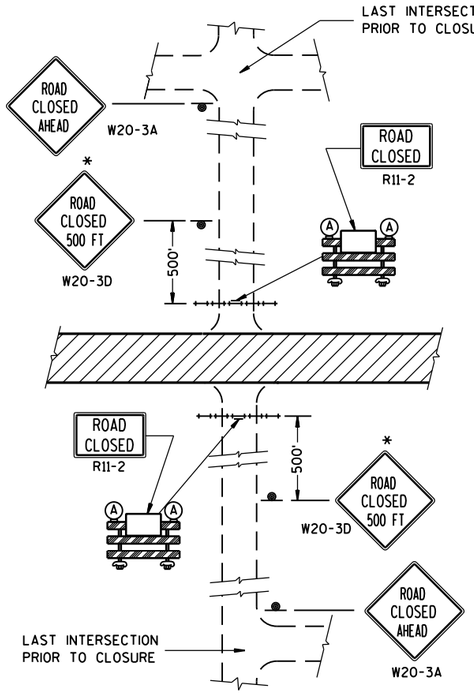
FHWA

6

S.D.D. 15 C 2-6c

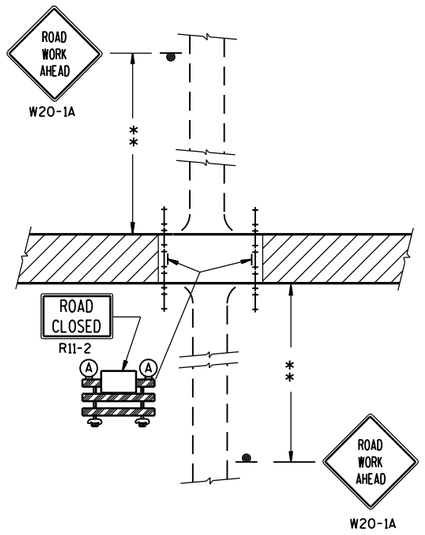
6

S.D.D. 15 C 2-6c



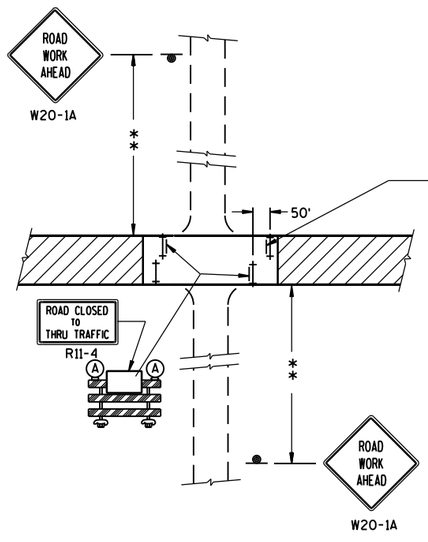
DETAIL 1

(NO ACCESS TO PROJECT)



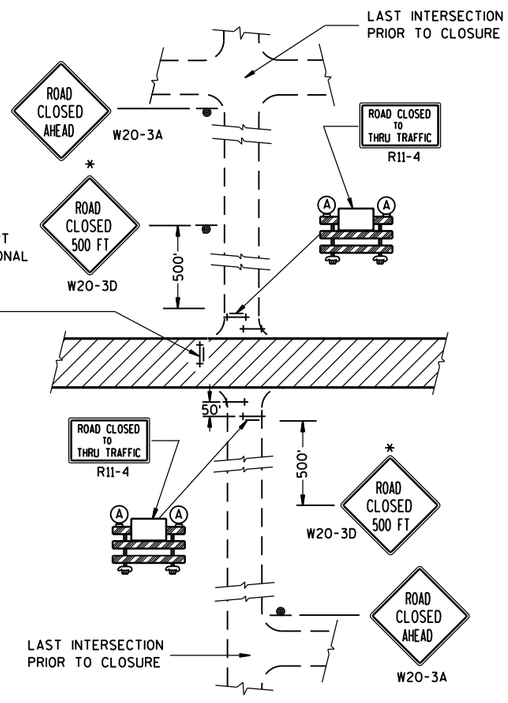
DETAIL 2

(PUBLIC CROSS-TRAFFIC MAINTAINED. NO ACCESS TO PROJECT).



DETAIL 3

(PUBLIC CROSS-TRAFFIC MAINTAINED. CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS).



DETAIL 4

(CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND BARRICADES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3 AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

*OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FT. OR LESS FROM THE WORK ZONE.

**500' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO[illegible]FIC SAFETY ENGI[illegible]
FHWA

6

S.D.D. 15 C 3-3

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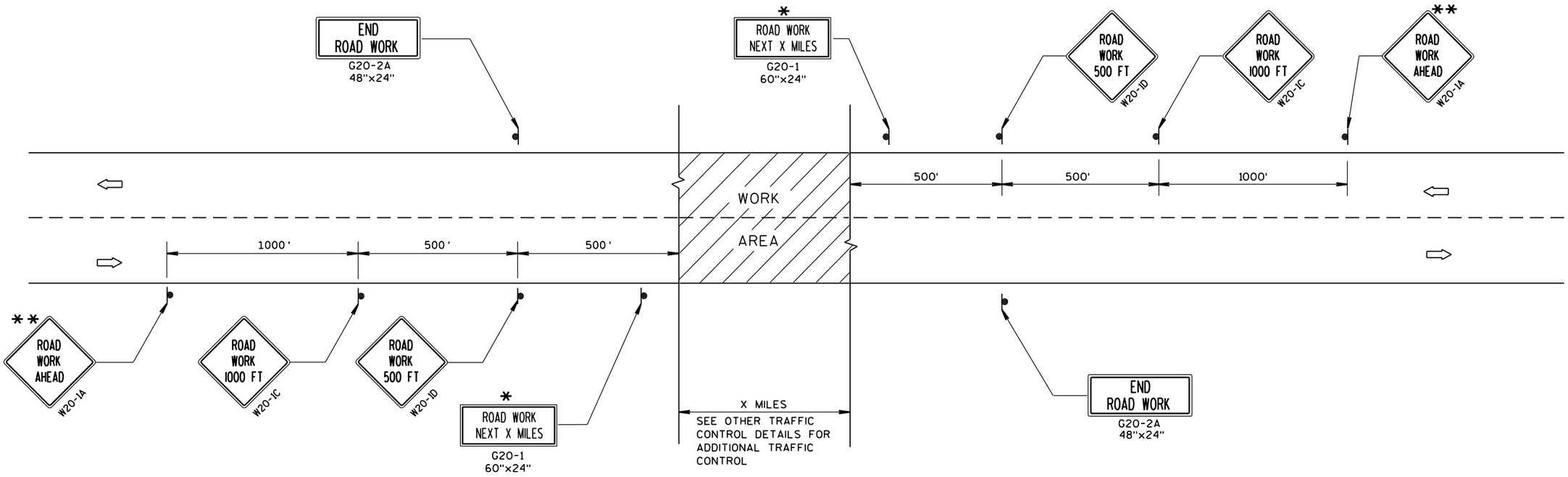
S.D.D. 15 C 3-3

TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL



GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

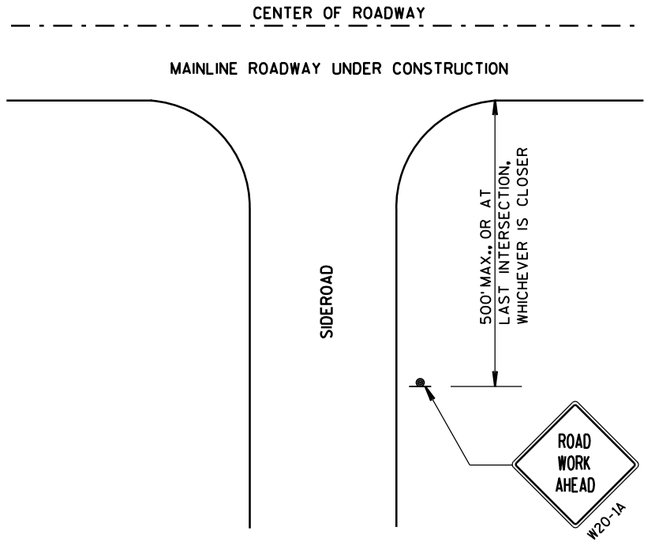
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

** PLACE ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept. 2015	/S/ Peter Amakobe Atepe
DATE	STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

FHWA

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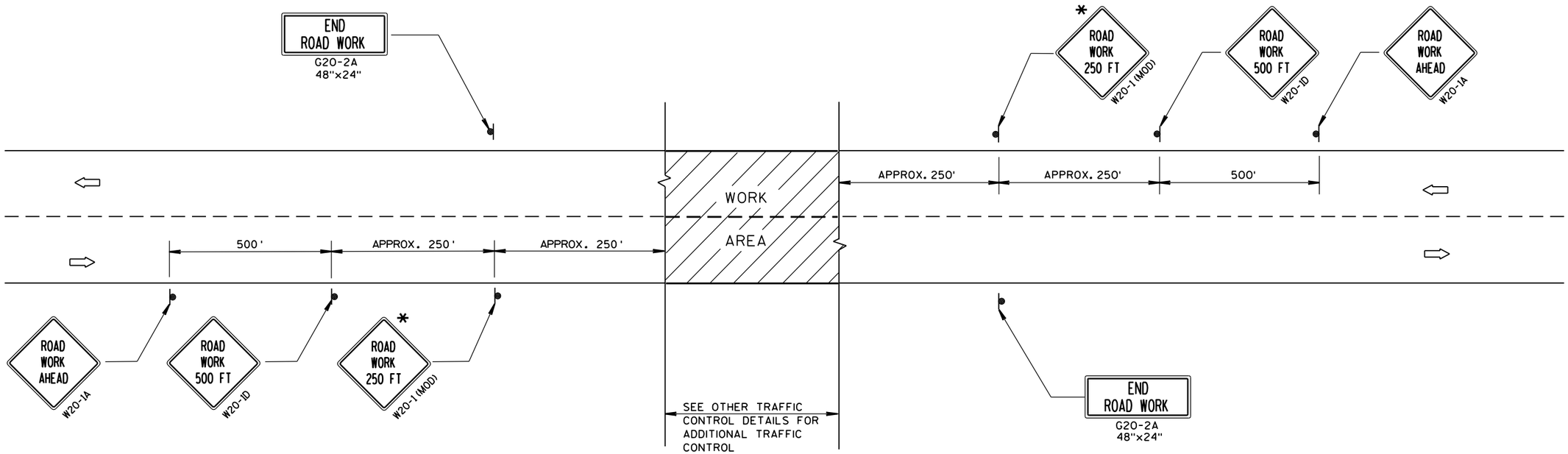
S.D.D. 15 C 4-3



TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

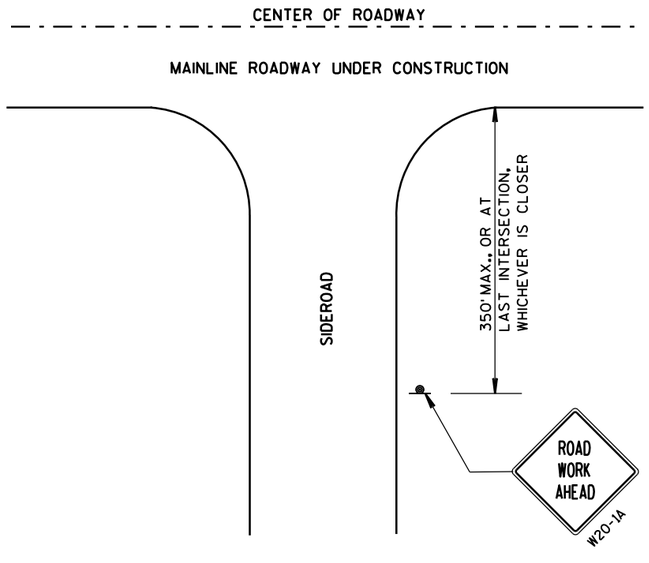
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"x36" SIGNS MAY BE USED INSTEAD OF 48"x48" SIGNS.

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

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

* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FT" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZOI SAFETY ENGIN IC
FHWA

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S.D.D. 15 C 5-3

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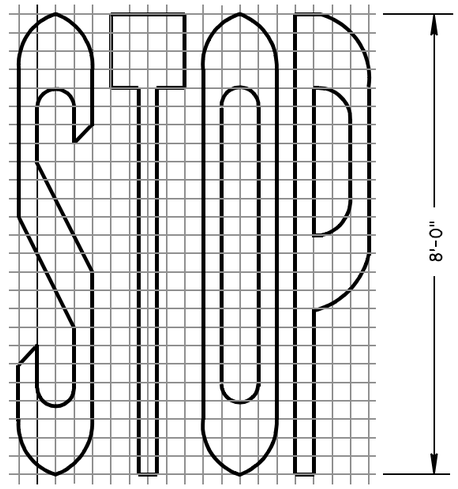
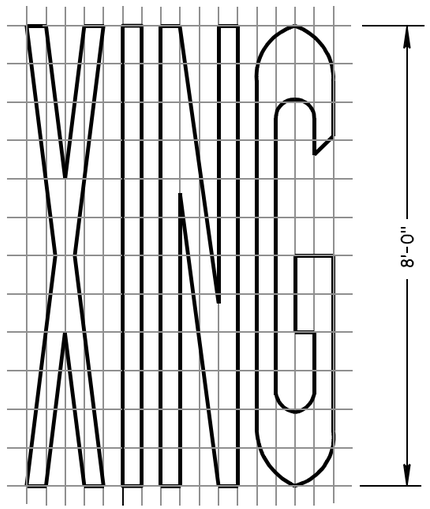
S.D.D. 15 C 5-3

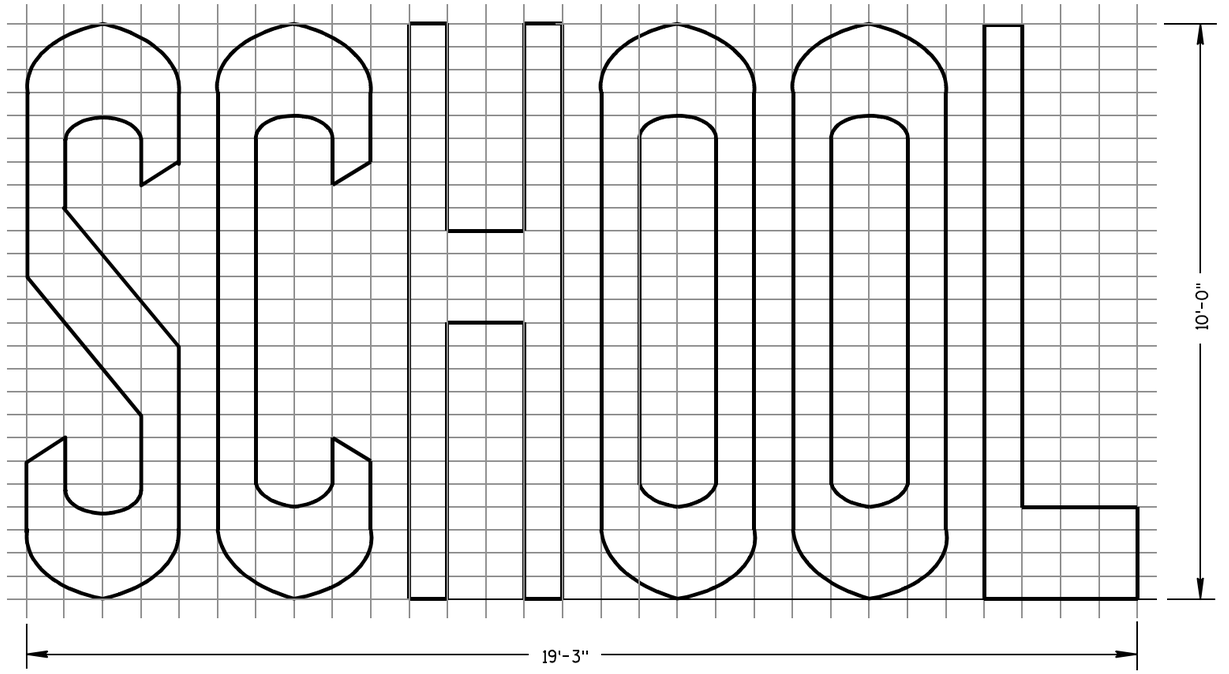
GENERAL NOTES

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

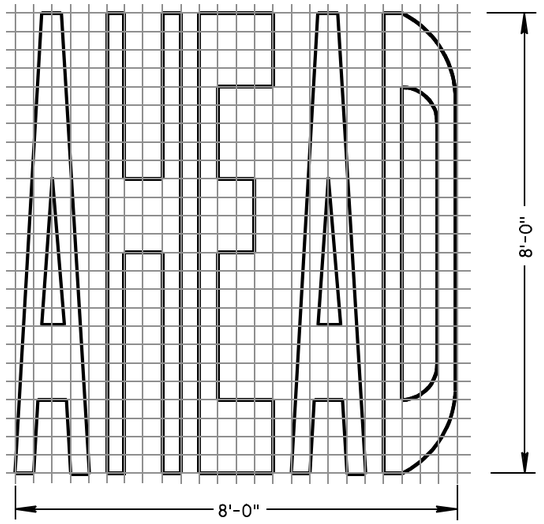
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.

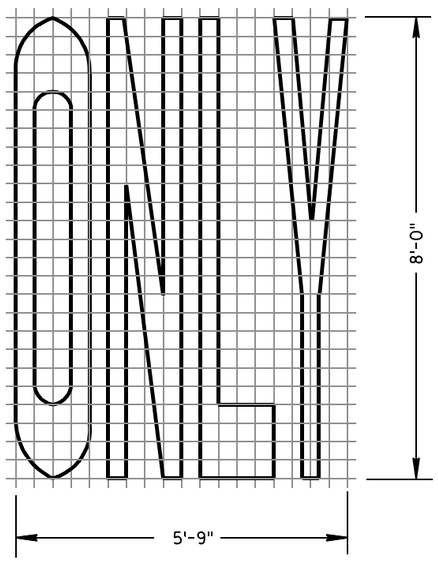


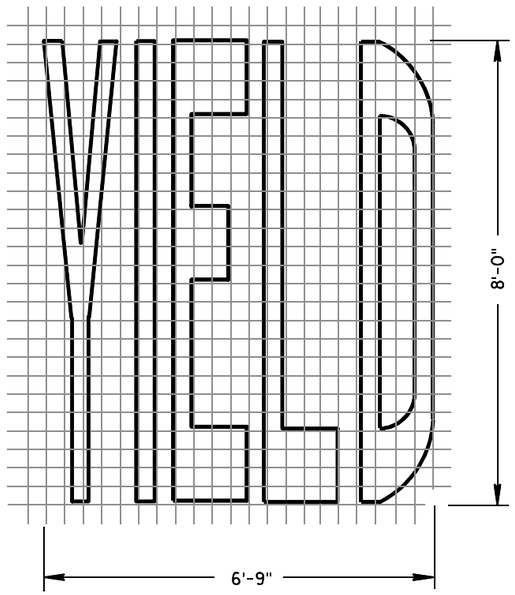


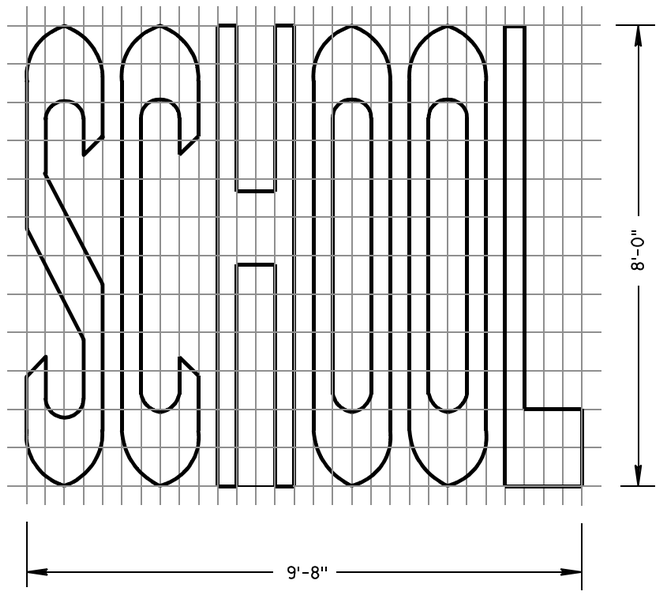


TWO-LANE









SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7-1-11 DATE

/S/ Thomas N. Nothohm
STATE TRAFFIC ENGINEER

FHWA

IGN

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S.D.D. 15 C 7-12b

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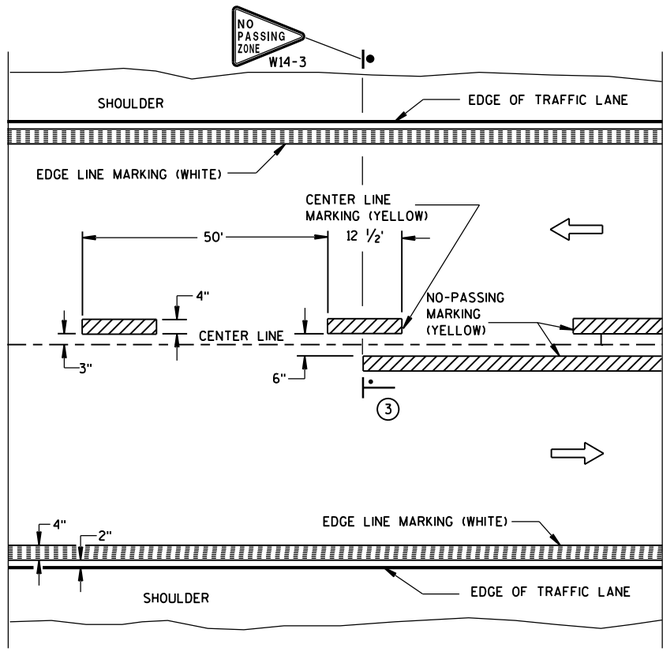
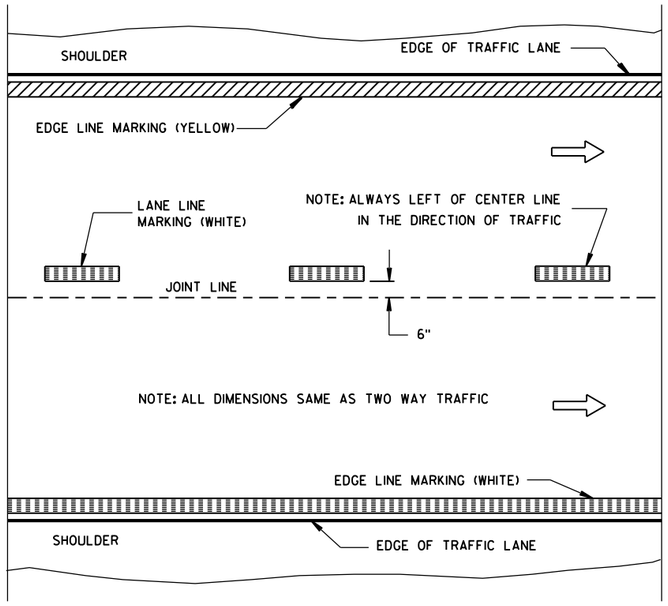
S.D.D. 15 C 7-12b

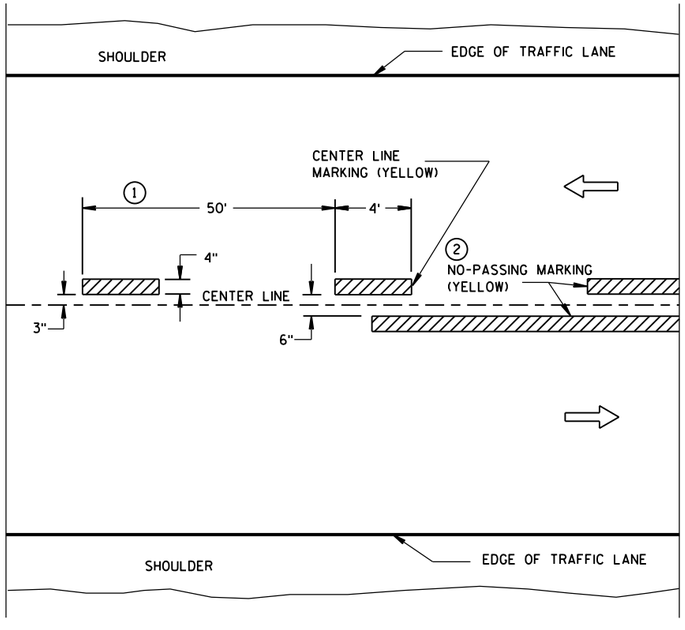


TWO WAY TRAFFIC

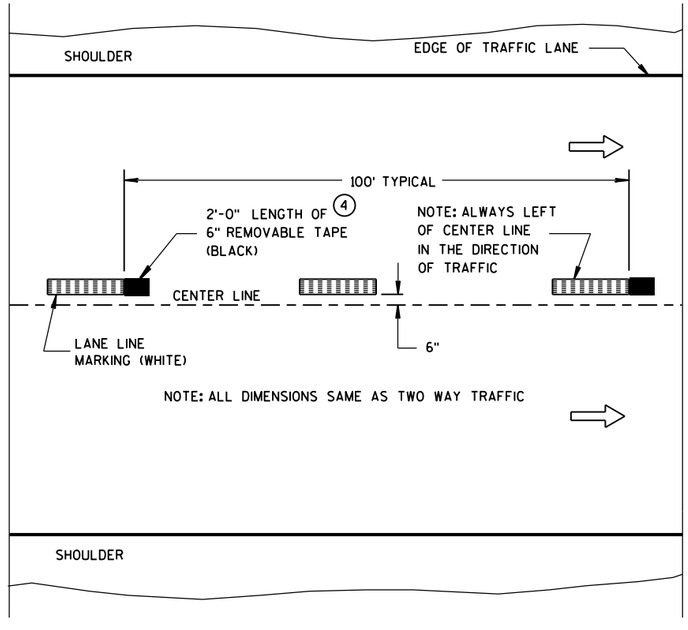


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

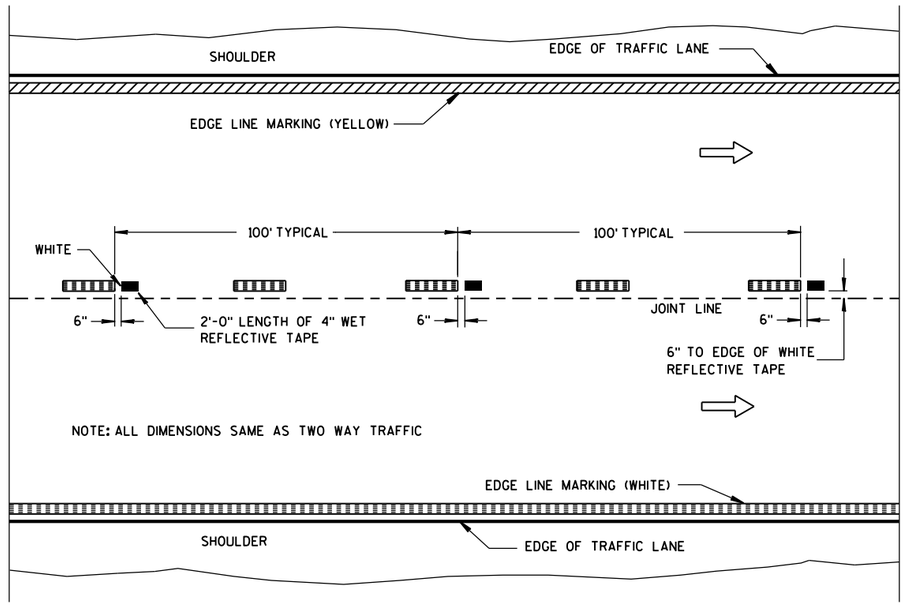
GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

1. HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.
2. NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED, WHERE APPROPRIATE, ALONG WITH CENTERLINE TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.
3. NO PASSING ZONE MARKINGS ARE PLACED ACCORDING TO "T" MARKINGS. IF EXISTING NO PASSING ZONE W14-3 SIGNS ARE BEYOND 50 FEET IN EITHER DIRECTION, THE SIGNS SHALL BE MOVED TO THE "T" MARKINGS.
4. CONCRETE ONLY.

NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL



WET REFLECTIVE TAPE SUPPLEMENT TO
SPRAYED OR NON WET REFLECTIVE TAPE LANE LINE

LEGEND

"T" MARKING

POST MOUNTED SIGN

PAVEMENT MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5-13-2013 DATE

/S/ Travis Feltes STATE TRAFFIC E

FHWA

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S.D.D. 15 C 8-16a

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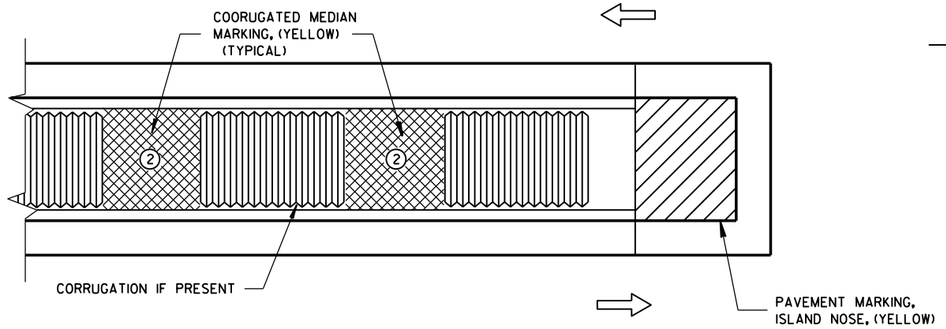
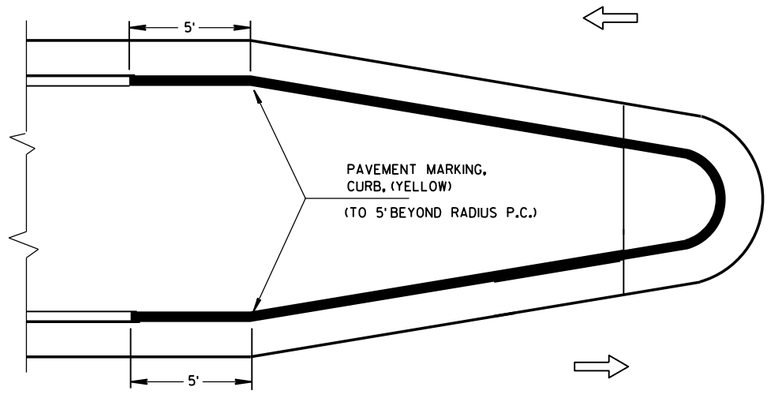
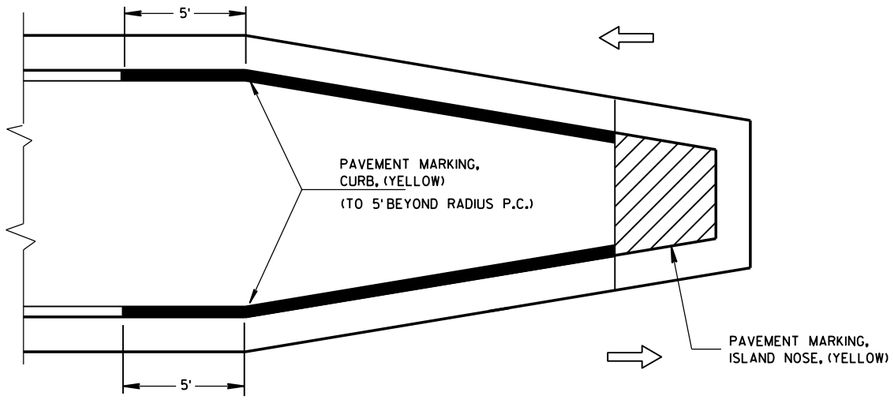
S.D.D. 15 C 8-16a



MEDIAN ISLAND WITH SQUARE BLUNT NOSE

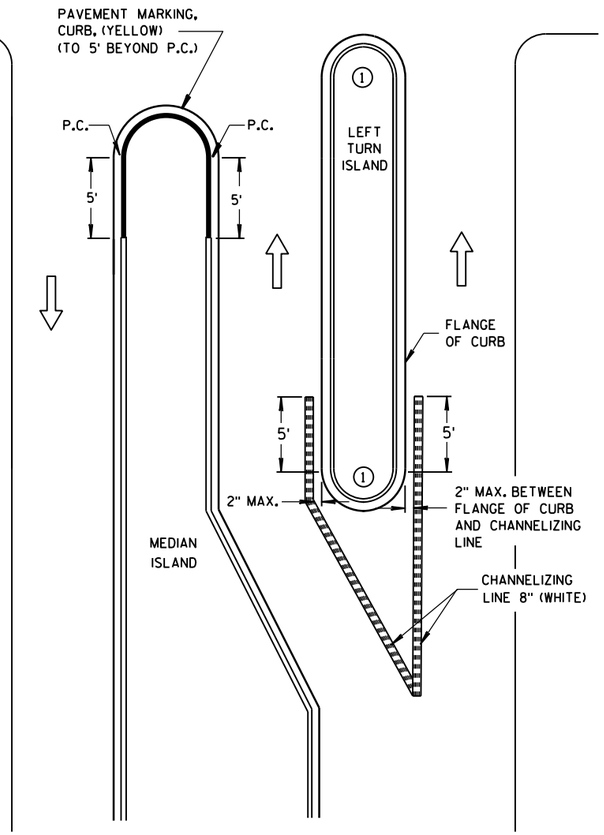


MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

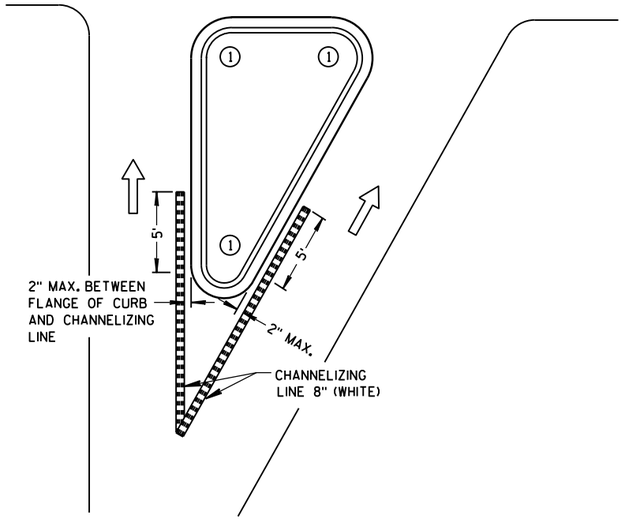


LEFT TURN & MEDIAN ISLAND

GENERAL NOTES

1. DO NOT MARK CURB NOSES THAT SEPARATE LANES OF TRAFFIC TRAVELING IN THE SAME DIRECTION.

2. WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.



RIGHT TURN ISLAND

LEGEND

- ISLAND NOSE MARKING
- CURB MARKING
- CORRUGATED MEDIAN MARKING
- DIRECTION OF TRAVEL

PAVEMENT MARKING
(ISLANDS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 15 C 8-16f

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S.D.D. 15 C 8-16f

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA

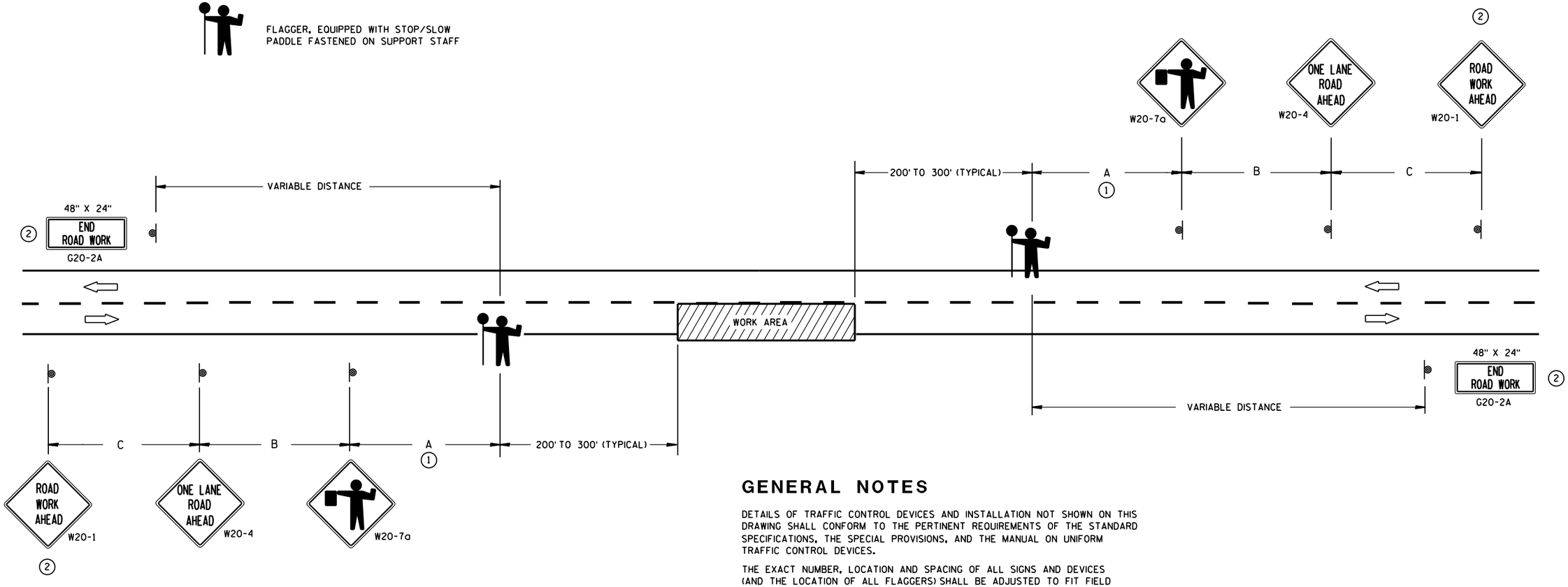
FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN SPACING TABLE

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

W3-4

USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7a AND W20-4 SIGNS. A 500' TYPICAL SPACING SHALL BE PROVIDED BETWEEN THE SIGNS.



(1) FOR A MOVING WORK OPERATION,
SIGNING FOR BOTH DIRECTIONS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES (AND THE LOCATION OF ALL FLAGGERS) SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, COVER OR REMOVE ALL TEMPORARY TRAFFIC CONTROL SIGNS.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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S.D.D. 15 C 12-4

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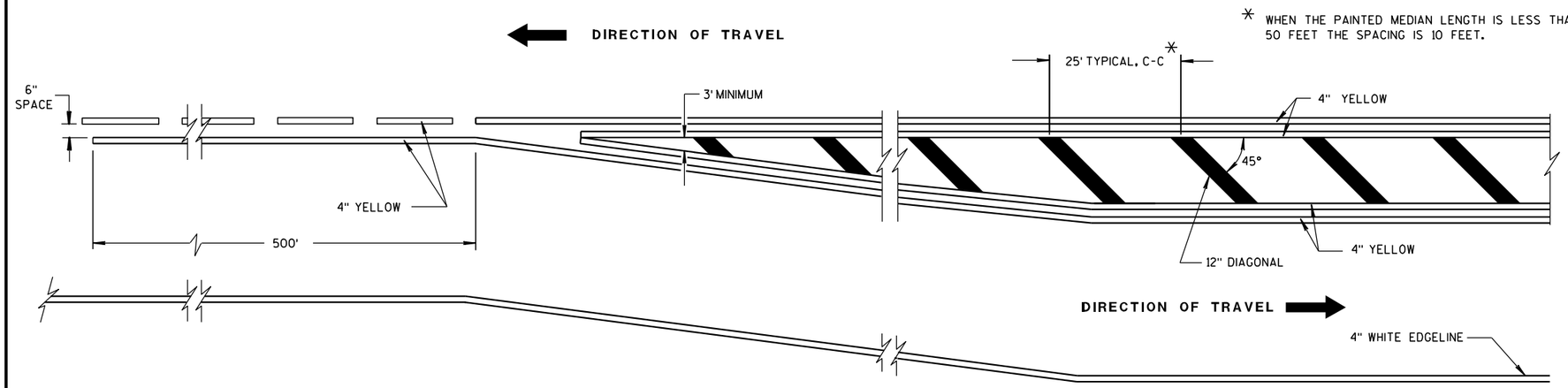
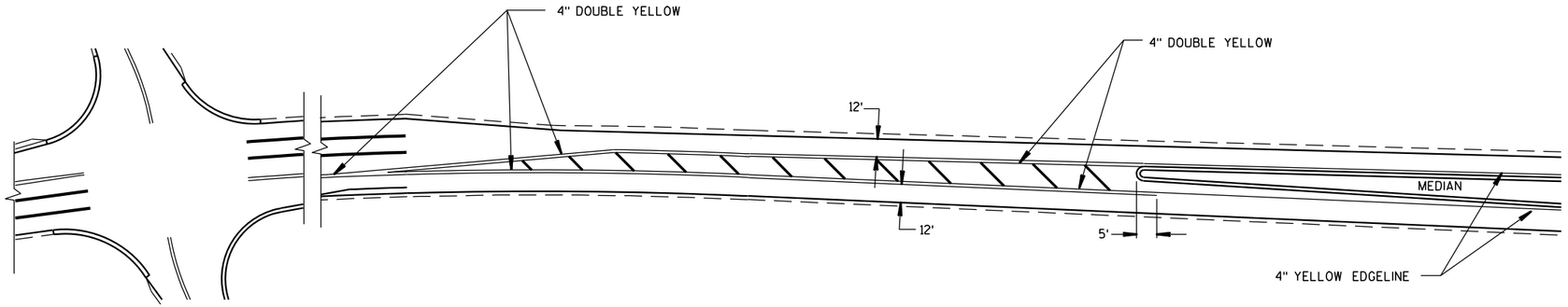
S.D.D. 15 C 12-4



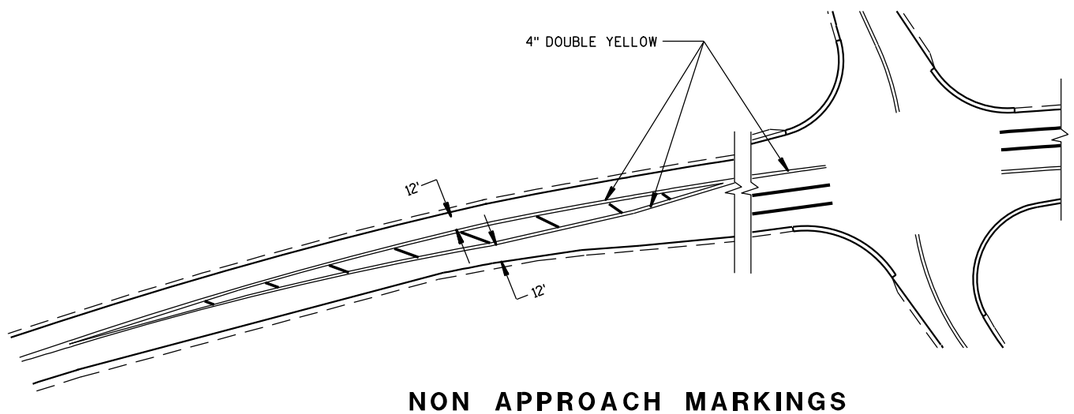
MEDIAN ISLAND DETAIL

GENERAL NOTE

DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT WIDEST POINT.



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON APPROACH MARKINGS

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S.D.D. 15 C 18-3

S.D.D. 15 C 18-3

MEDIAN ISLAND MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

2-5-09 DATE

/S/ Thomas N. Nothohm
STATE TRAFFIC ENGINEER

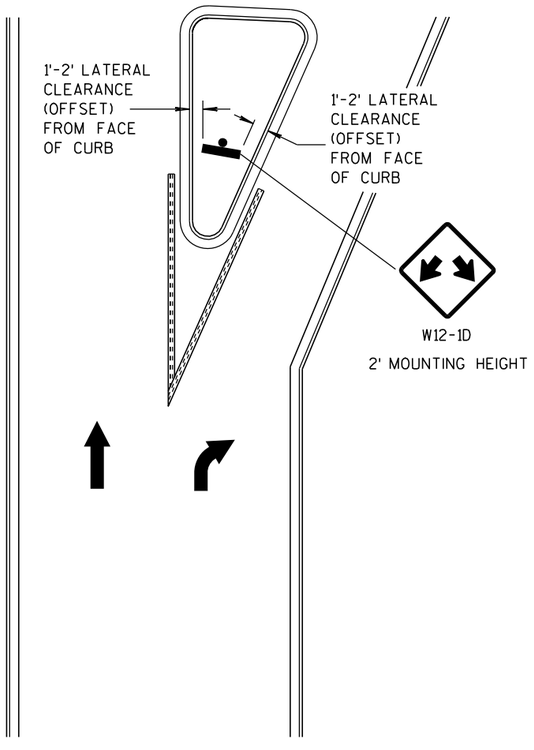
174 IGN

FHWA

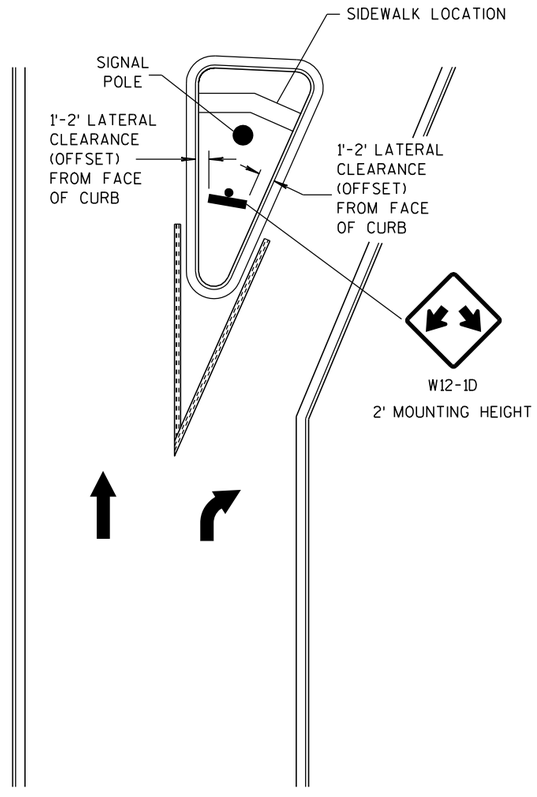
GENERAL NOTE

APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.

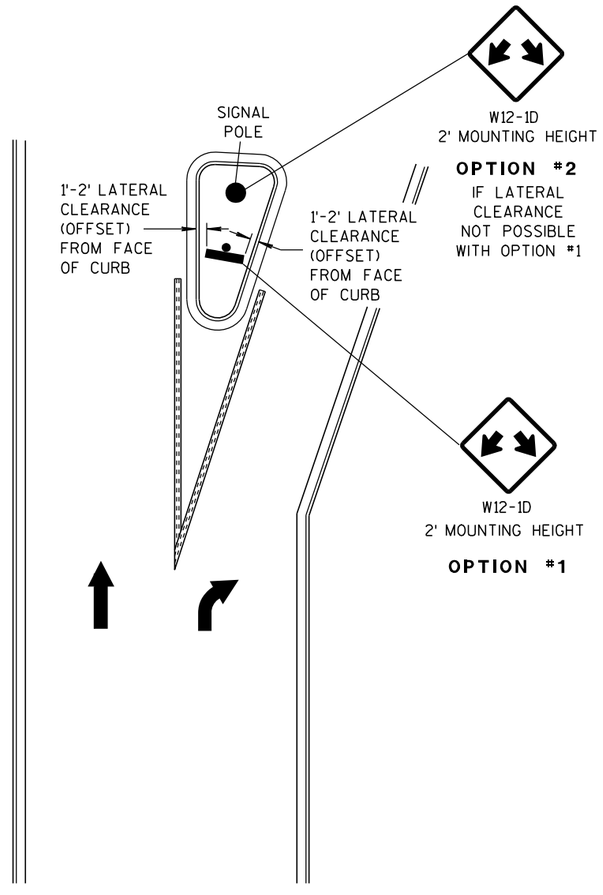
SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.



LARGE RIGHT TURN ISLAND



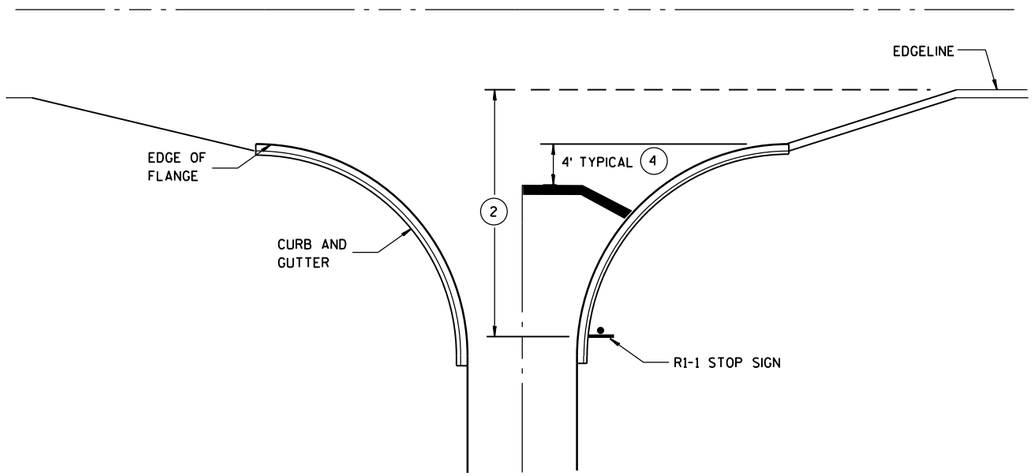
LARGE RIGHT TURN ISLAND
WITH SIGNAL POLE



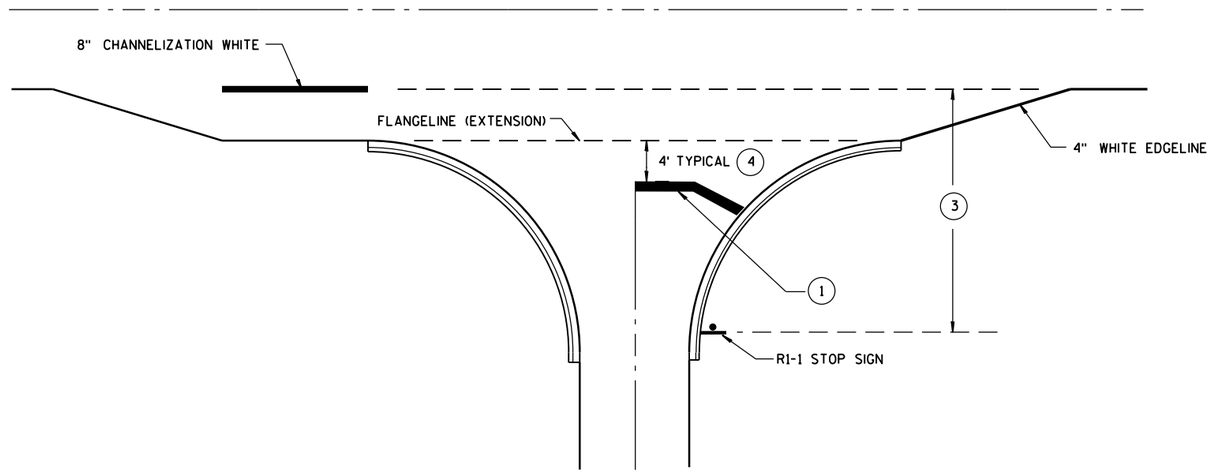
SMALL RIGHT TURN ISLAND

DOUBLE ARROW WARNING SIGN PLACEMENT

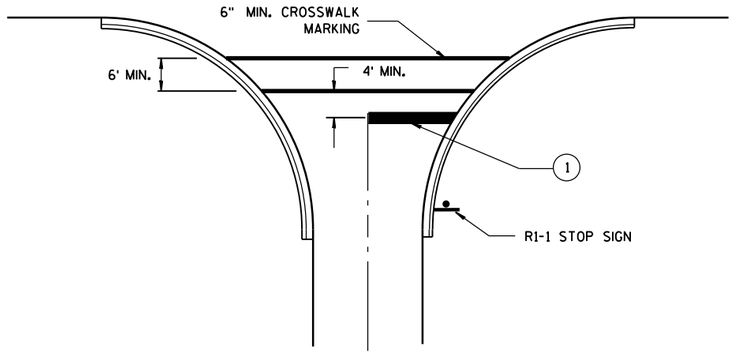
DOUBLE ARROW WARNING SIGN PLACEMENT	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
10-22-08 DATE	/S/ Thomas N. Nothem STATE TRAFFIC ENGINEER
FHWA	175 IGN



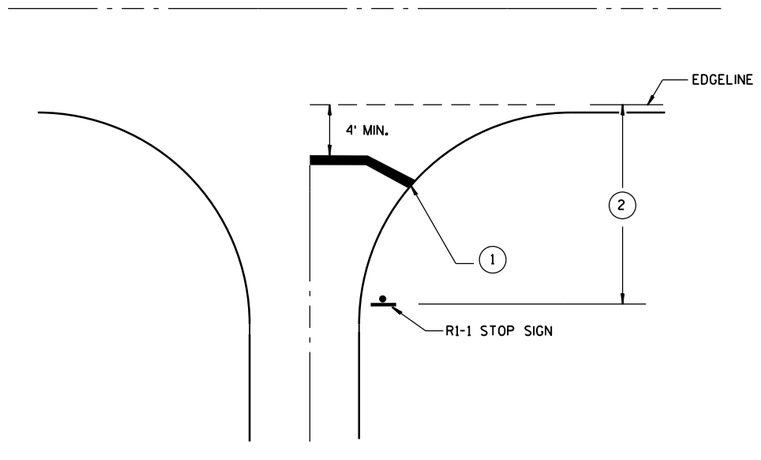
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

GENERAL NOTES

1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE PROJECT ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE THAN NO STOP LINE IS REQUIRED.
3. IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION THAN NO STOP LINE IS REQUIRED.
4. MOVE CLOSER TO EDGE OF TRAVEL LANE AS NEEDED FOR VISIBILITY AND SIGHT LINES.

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4/30/2013
DATE

/S/ Travis Feltes
STATE TRAFFIC E

FHWA

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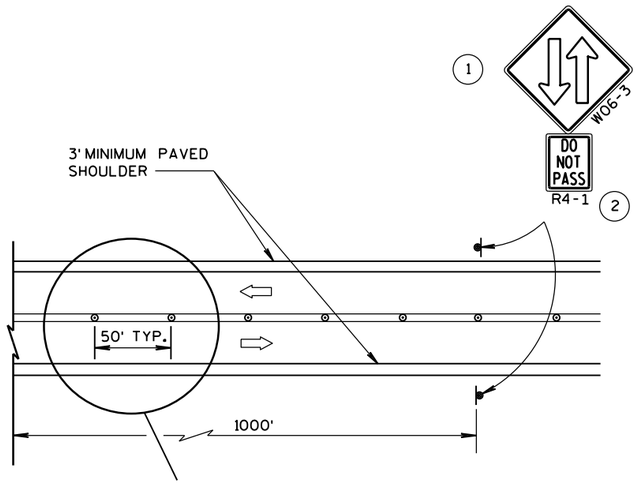
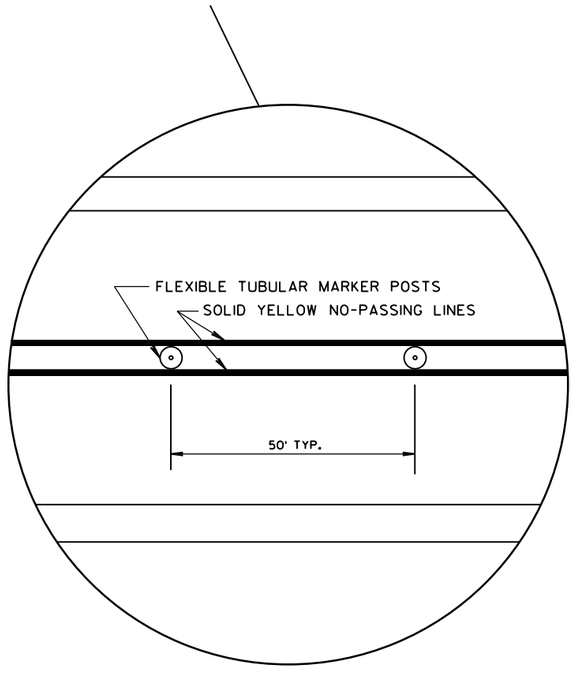
S.D.D. 15 C 33-1



TWO LANE, TWO WAY OPERATION



LEGEND

- SIGN ON PERMANENT SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- DIRECTION OF TRAFFIC

GENERAL NOTES

ALL SIGNS ARE 48"x48" UNLESS OTHERS NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

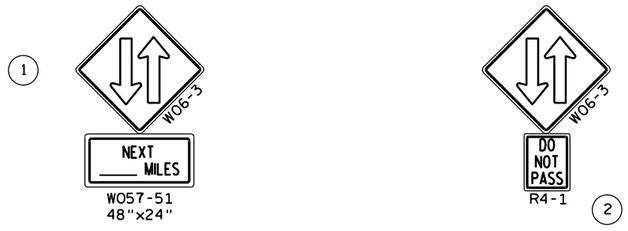
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

A SINGLE ROW OF FLEXIBLE TUBULAR MARKERS ON CENTERLINE EXTEND FOR THE ENTIRE LENGTH OF TWO-WAY TRAFFIC AT 50-FOOT SPACING.

COVER EXISTING CENTERLINE STRIPE WITH TEMPORARY PAVEMENT MARKING, 4-INCH DOUBLE YELLOW.



THE W06-3 WITH THE W057-51 SHALL BE LOCATED 200 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP AND/OR 500 FEET BEYOND ANY SIDEROAD. THE W06-3 WITH THE R4-1 SHALL BE LOCATED 1000 FEET BEYOND THE W06-3 AND THE W057-51 AND THE SIGNS SHALL BE ALTERNATED WITH ONE MILE INTERVALS BETWEEN W06-3 SIGNS.

(2) CONVENTIONAL: 24"x30"
FREEWAY AND EXPRESSWAY: 36"x48"

TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

S.D.D. 15 D 6-3

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- WORK AREA

GENERAL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE RIGHT SHOULDER. FOR CLOSING THE LEFT SHOULDER, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR DIVIDED ROADWAYS WITH ANY NUMBER OF TRAVEL LANES.

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

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

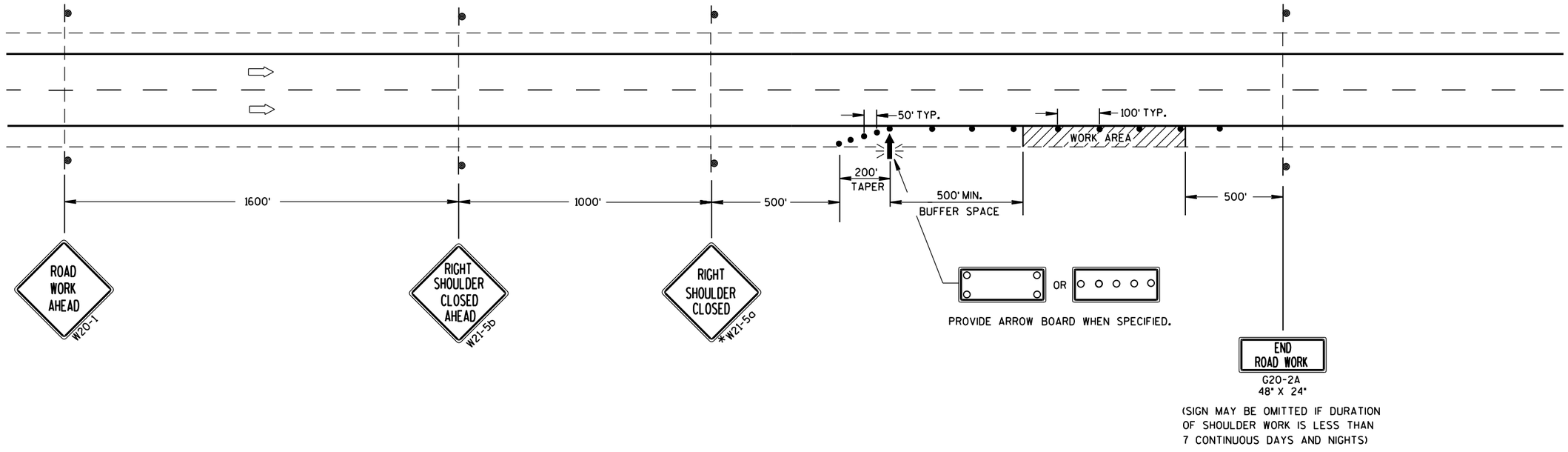
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

*FOR SHORT DURATION SHOULDER WORK OF LESS THAN ONE HOUR, THE W21-5a SIGN MAY BE OMITTED.



TRAFFIC CONTROL SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013 — DATE

/S/ Travis Feltes — STATE TRAFFIC ENGINEER

FHWA

6

S.D.D. 15 D 27-2

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.

W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.

CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

TABLE A

S \ W	SHOULDER TAPER LENGTH (FEET) 4	6	8	10	BUFFER SPACE (FEET)
30	20	30	40	50	200
35	30	45	55	70	250
40	40	55	75	90	305
45	60	90	120	150	360
50	70	100	135	170	425
55	75	110	150	185	495

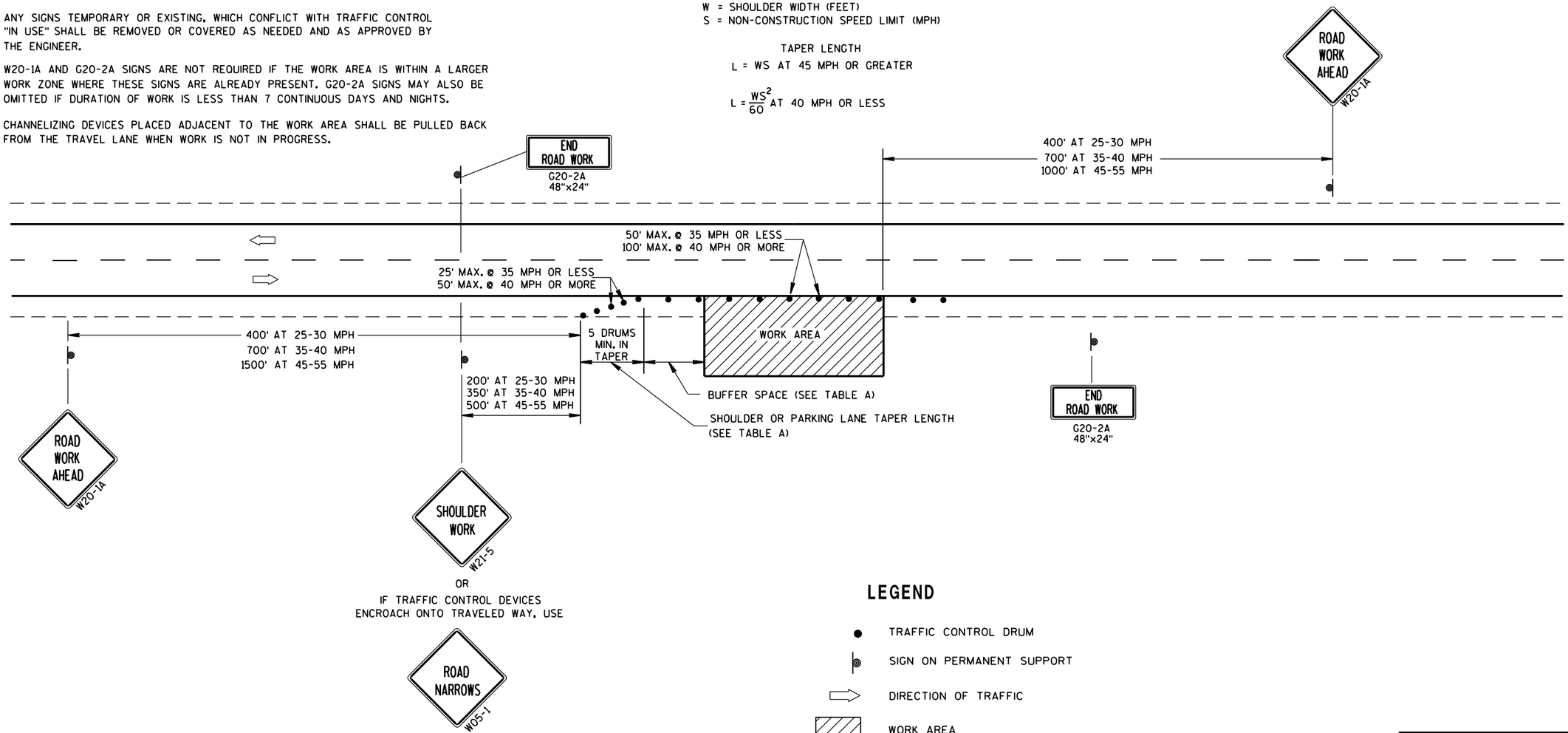
W = SHOULDER WIDTH (FEET)
S = NON-CONSTRUCTION SPEED LIMIT (MPH)

TAPER LENGTH

L = WS AT 45 MPH OR GREATER

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

SHOULDER TAPER LENGTH = $\frac{1}{3}L$



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

July 14, 2015 — DATE

/S/ Peter Amakobe Atepe — STATEWIDE WORK ZO[illegible] SAFETY ENGI[illegible] FIC

FHWA

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S.D.D. 15 D 28-3

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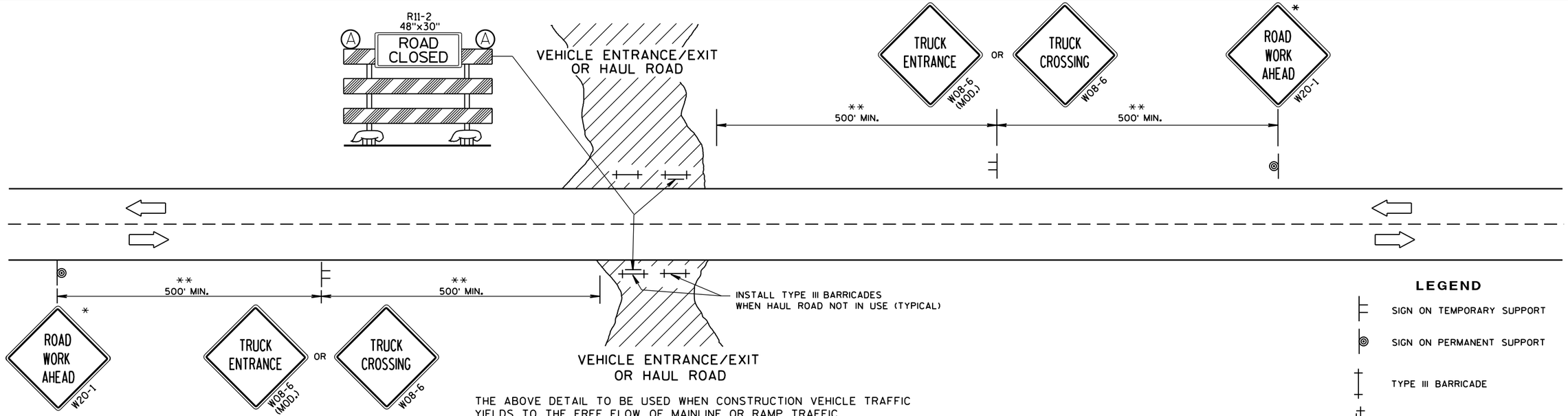
S.D.D. 15 D 28-3



THE ABOVE DETAIL TO BE USED WHEN CONSTRUCTION VEHICLE TRAFFIC YIELDS TO THE FREE FLOW OF MAINLINE OR RAMP TRAFFIC

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC

GENERAL NOTES

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

WHEN ACTIVITY REFLECTED BY THE SIGN IS NOT CURRENTLY TAKING PLACE, THE HIGHWAY SHALL BE RESTORED TO NORMAL CONDITION AND THE SIGNS SHALL BE REMOVED, COVERED OR TURNED AWAY FROM TRAFFIC.

WHEN A SIDE ROAD OR RAMP INTERSECTS WITHIN THE ADVANCE SIGNING AREA, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

* THESE SIGNS ARE TO BE USED ONLY WHEN VEHICLE ENTRANCE/EXIT CONDITIONS ARE SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA OR SIGNING OR AS DIRECTED BY THE ENGINEER.

** 500 FEET SHOWN IS FOR ROADWAYS WITH A NON-CONSTRUCTION REGULATORY SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FEET. FOR 25-30 MPH, USE 200 FEET. USE 1000 FEET/1500 FEET FOR EXPRESSWAY/FREEWAY.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

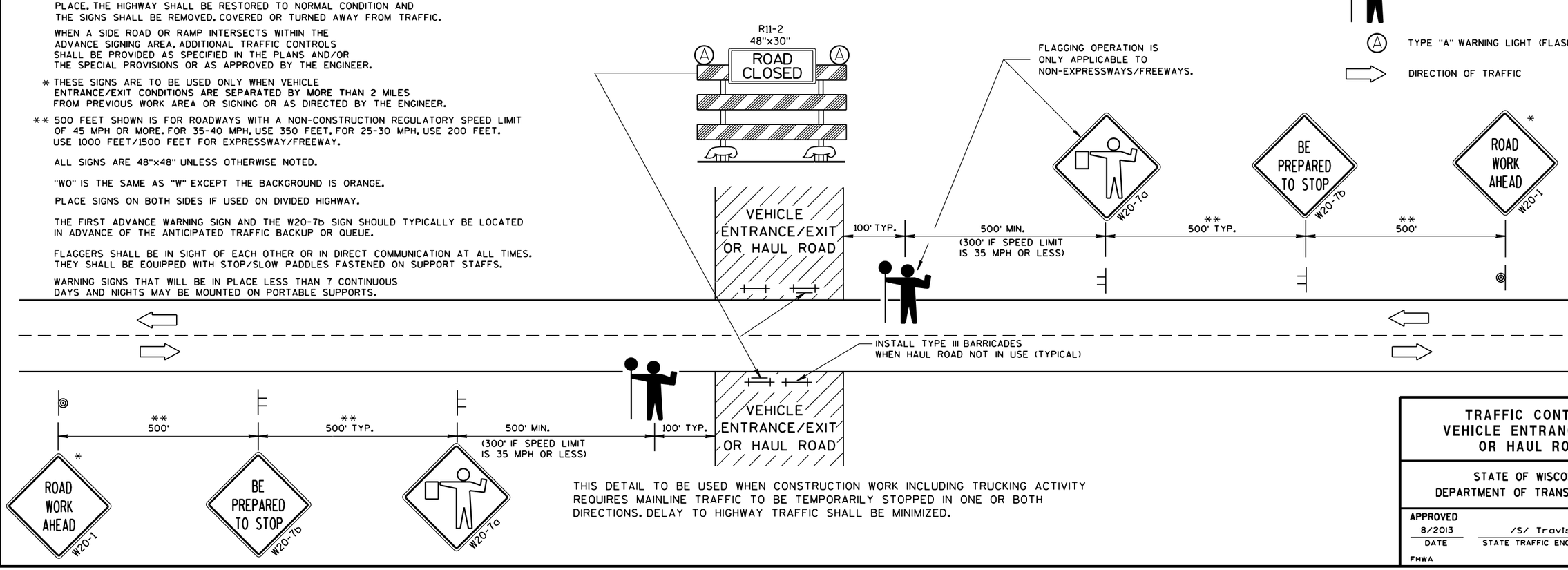
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

PLACE SIGNS ON BOTH SIDES IF USED ON DIVIDED HIGHWAY.

THE FIRST ADVANCE WARNING SIGN AND THE W20-7b SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS.

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



THIS DETAIL TO BE USED WHEN CONSTRUCTION WORK INCLUDING TRUCKING ACTIVITY REQUIRES MAINLINE TRAFFIC TO BE TEMPORARILY STOPPED IN ONE OR BOTH DIRECTIONS. DELAY TO HIGHWAY TRAFFIC SHALL BE MINIMIZED.

TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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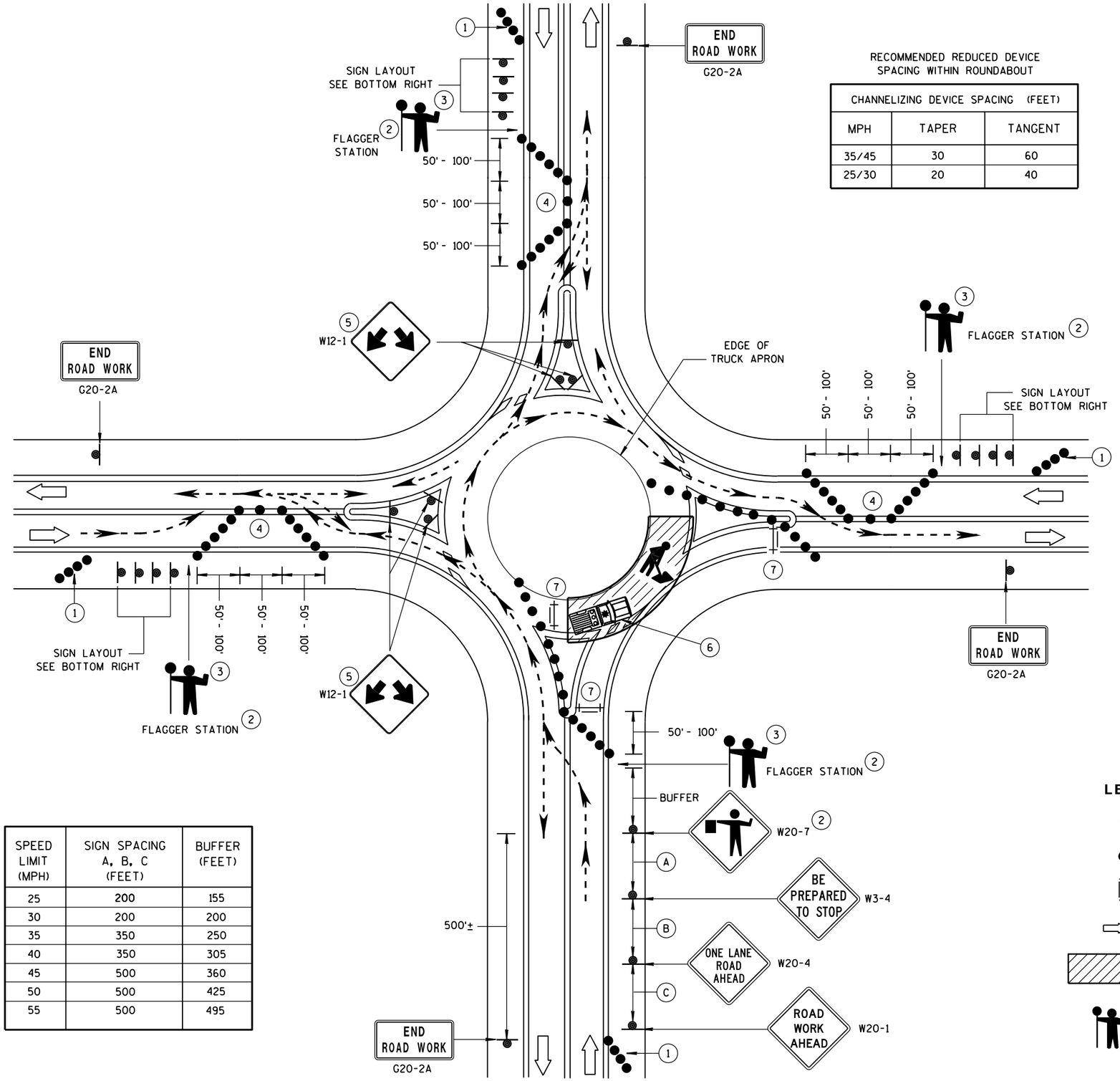
S.D.D. 15 D 29-3



RECOMMENDED REDUCED DEVICE SPACING WITHIN ROUNDABOUT

CHANNELIZING DEVICE SPACING (FEET)		
MPH	TAPER	TANGENT
35/45	30	60
25/30	20	40

SPEED LIMIT (MPH)	SIGN SPACING A, B, C (FEET)	BUFFER (FEET)
25	200	155
30	200	200
35	350	250
40	350	305
45	500	360
50	500	425
55	500	495

GENERAL NOTES

ALL SIGNS ARE 48"x48" BLACK ON ORANGE UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48"X48" SIGNS IF APPROVED BY THE ENGINEER.

REMOVE OR COVER CONFLICTING SIGNS.

THE EXACT LOCATION AND PLACEMENT OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

ONLY ONE QUADRANT OF TRAFFIC SHALL BE RELEASED AT A TIME.

FLAGGERS SHALL CONTROL TRAFFIC ON ALL APPROACHES OF THE ONE-LANE ROUNDABOUT. ONE FLAGGER SHALL BE DESIGNATED LEAD FLAGGER.

RADIO COMMUNICATION SHALL BE USED BY ALL FLAGGERS.

NIGHT TIME WORK REQUIRES ADDITIONAL LIGHTING AT FLAGGER STATION(S).

(1) PLACE A MINIMUM OF 4 DRUMS ON THE SHOULDER IN ADVANCE OF THE PCMS IN A TAPER FOR DELINEATION ON ALL APPROACHES TO THE ROUNDABOUT.

(2) ESTABLISH THE LIMITS OF THE WORK ZONE TO ENSURE THE MAXIMUM POSSIBLE SIGHT DISTANCE TO THE FLAGGER STATION.

(3) FLAGGERS SHALL BE IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING IS NOT IN EFFECT, COVER OR REMOVE ALL TEMPORARY TRAFFIC CONTROL SIGNS.

(4) ADJUST CHANNELIZING DEVICES TO ACCOMMODATE FOR TURNING RADIUS OF LARGE VEHICLES AS DIRECTED BY THE ENGINEER.

(5) GUIDE SIGN WITH ROAD NAMES MAY BE USED IN LIEU OF THE DOUBLE ARROW (W12-1) SIGN.

(6) BUFFER VEHICLE RECOMMENDED TO SHEILD WORK AREA.

(7) TYPE III BARRICADES WITH ROAD CLOSED SIGN.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK AREA
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

TRAFFIC CONTROL, 2-LANE ROUNDABOUT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3-2014 DATE
/S/ Travis Feltes STATE TRAFFIC ENGINEER
SIGN
FHWA

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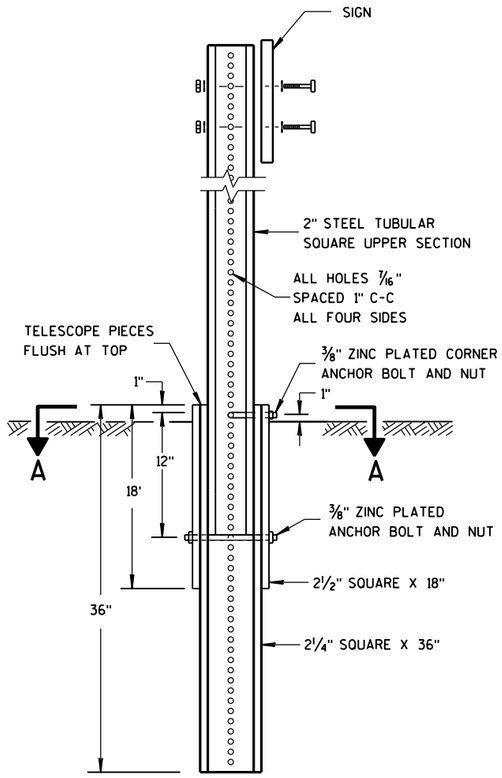
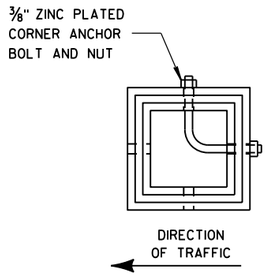
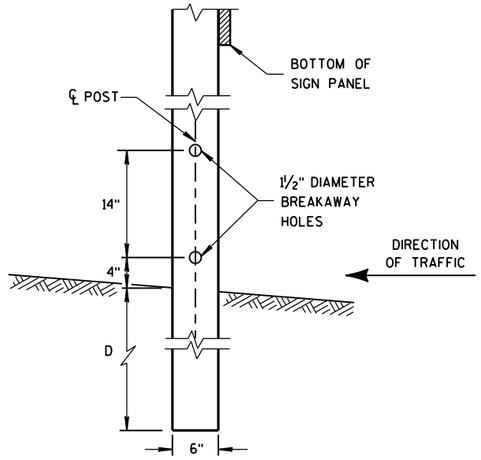
S.D.D. 15 D 37-1



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



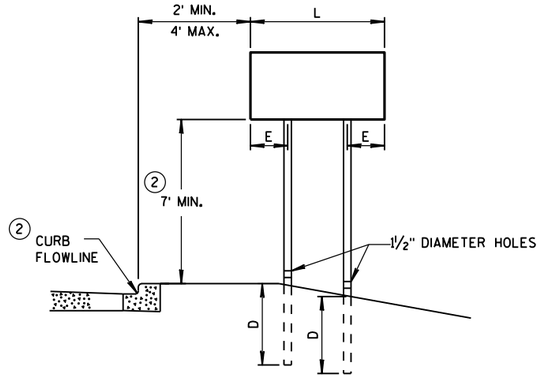
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

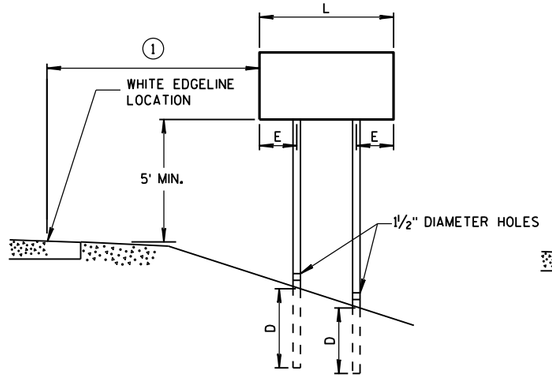
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

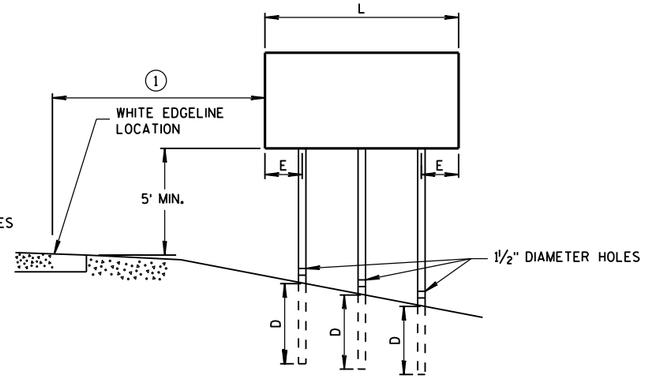
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK AND NO PARKING, VERTICAL CLEARANCE MAY BE REDUCED TO 5 FOOT MINIMUM. OFFSET OF SIGNS IS MEASURED FROM THE CURB FLOWLINE.

(3) FOR SIGNS REQUIRING 4 POSTS, SPACE INTERMEDIATE POSTS EVENLY.



URBAN AREA





RURAL AREA

POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

TUBULAR STEEL POSTS

AREA OF SIGN INSTALLATION (SQ. FT.)	NUMBER OF REQUIRED TUBULAR STEEL POSTS
9 OR LESS	1
GREATER THAN 9 LESS THAN OR EQUAL TO 18	2
GREATER THAN 18 LESS THAN OR EQUAL TO 27	3

SIGNS WIDER THAN 3 FEET OR LARGER THAN 9 SQ. FT. SHALL BE MOUNTED ON MULTIPLE POSTS (SEE ABOVE TABLE).

SIGNS LARGER THAN 27 SQ. FT. SHALL NOT BE MOUNTED ON TUBULAR STEEL POSTS.

WOOD POST EMBEDMENT DEPTH

AREA OF SIGN INSTALLATION (SQ. FT.)	D (MIN)
20 OR LESS	4'
GREATER THAN 20	5'

4" X 6" WOOD POST

POST SPACING REQUIREMENTS		NUMBER OF WOOD POSTS REQUIRED
L	E	
48" OR LESS AND LESS THAN 20 SQ. FT.	-	1
LESS THAN 60"	12"	2
60" TO 120"	L/5	2
GREATER THAN 120" LESS THAN 168"	12"	3
168" AND GREATER	12"	4

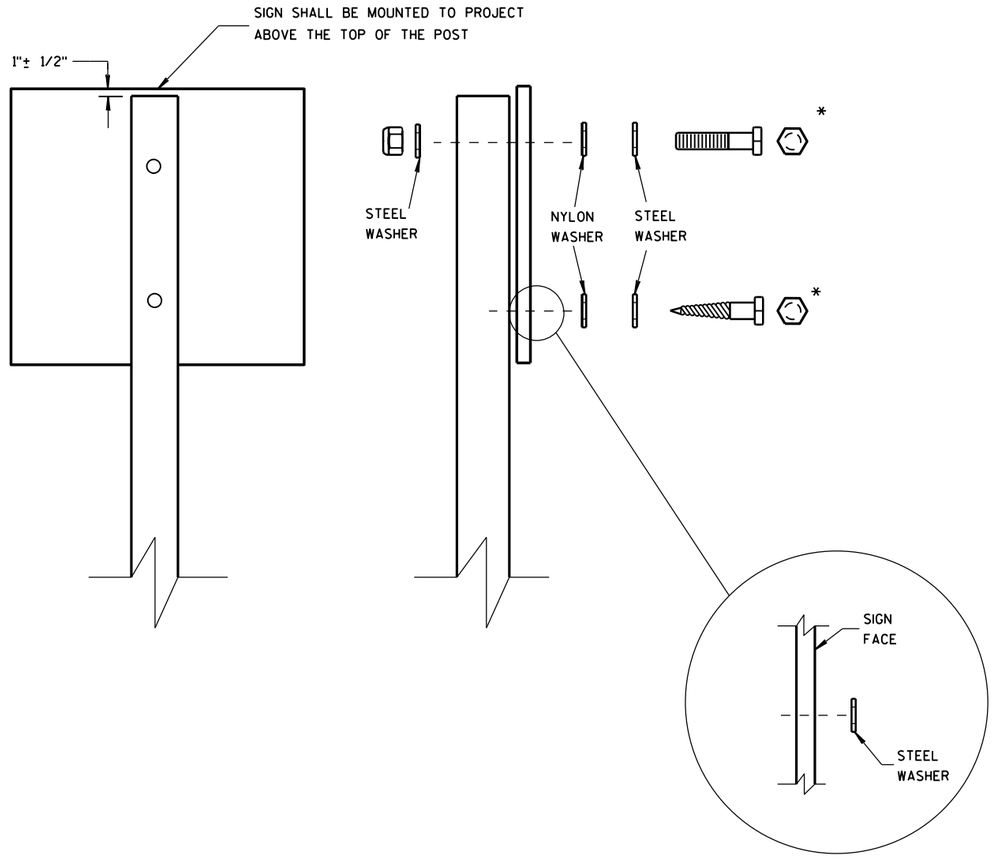
SEE NOTE (3)

TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

STATE OF WISCONSIN DEPARTMENT OF TRANSPOR

6

S.D.D. 15 D 38-1a



WASHER PLACEMENT WHEN SIGN HAS OTHER THAN TYPE H OR TYPE F FACE

NUTS, BOLTS AND LAGS USED FOR MOUNTING SIGNS SHALL HAVE HEXAGONAL HEADS AND SHALL BE EITHER:

A. HOT DIP GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: A 153, CLASS D, OR SC 3

B. ELECTRO-GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: B 633, TYPE III, SC 3

THREADS ON BOLTS AND NUTS SHALL BE MANUFACTURED WITH SUFFICIENT ALLOWANCE FOR THE CADMIUM PLATE OR GALVANIZED COATING TO PERMIT THE NUTS TO RUN FREELY ON THE BOLTS.

WOOD POSTS (4" x 4" or 4" x 6")

LAG SCREWS - 3/8" X 3"

MACHINE BOLTS - 5/16" X 6-1/2" OR 7" LENGTH W/ NUTS

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" LENGTH W/ NUTS

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL

1-1/4" O.D. X 3/8" I.D. X .080 NYLON FOR ALL TYPE H SIGNS

* TWO DIFFERENT FASTENING SYSTEMS ARE SHOWN FOR ILLUSTRATION PURPOSES. ON ANY INDIVIDUAL SIGN, EITHER ONE OR THE OTHER SYSTEM SHALL BE USED. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

6

6

S.D.D. 15 D 38-1b

S.D.D. 15 D 38-1b

ATTACHMENT OF SIGNS TO POSTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Feb. 2015 — DATE

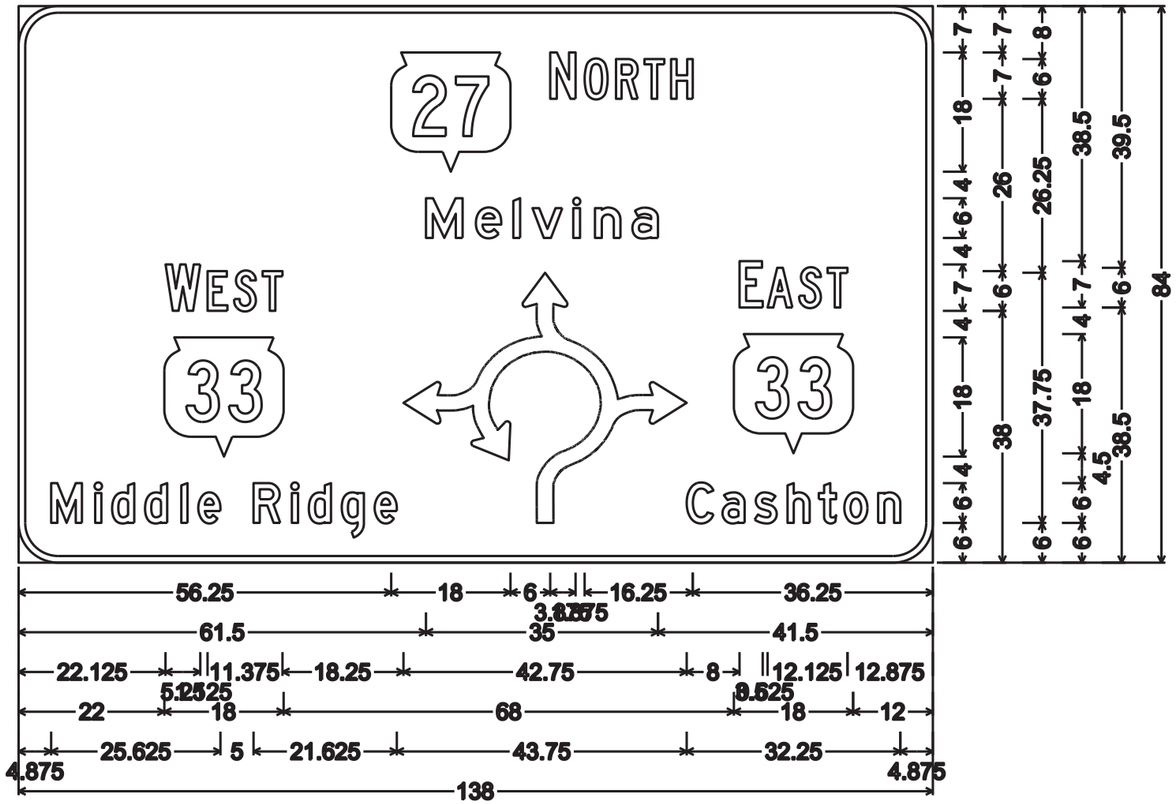
/S/ Travis Feltes — STATE TRAFFIC ENGINEER

FHWA

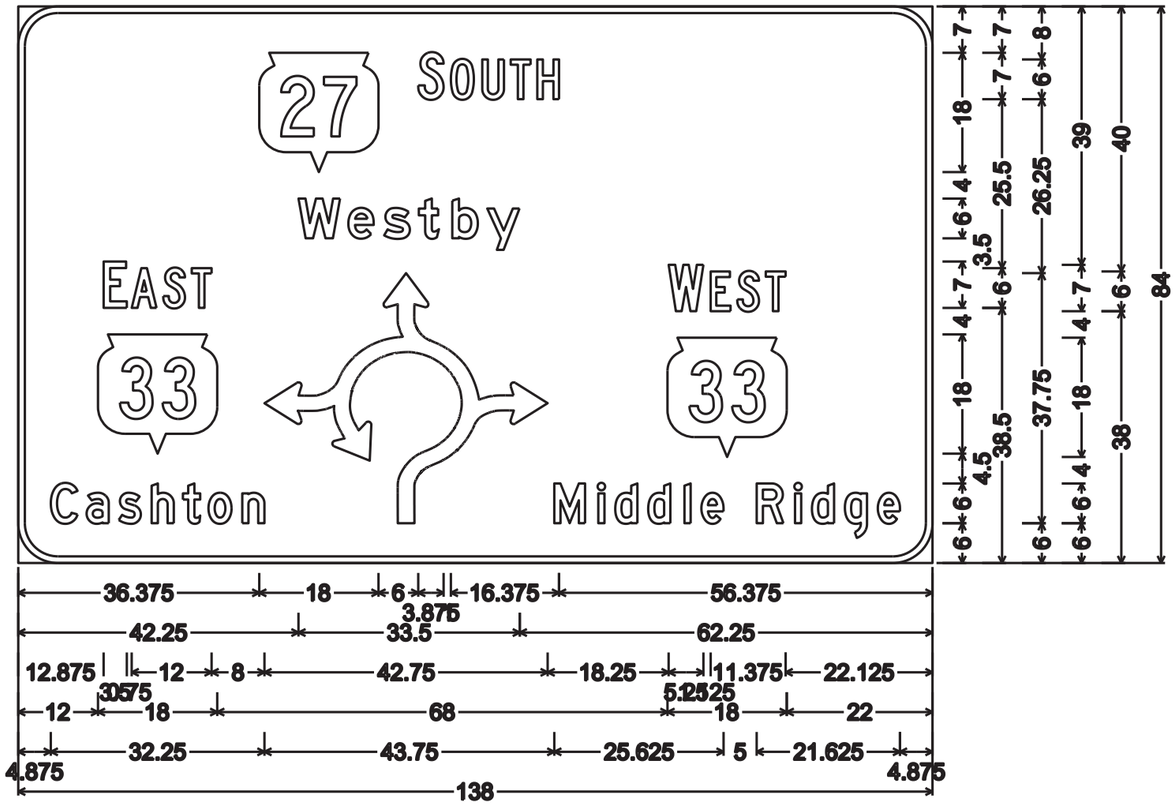
SIGN

NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - As noted



6.000" Radius, 1.000" Border, White on Green;
State Highway 27 M1-56; "NORTH" C; "Melvina" E; "WEST" C;
State Highway 33 M1-56; "Middle" D; "Ridge" D; "EAST" C;
State Highway 33 M1-56; "Cashton" D;



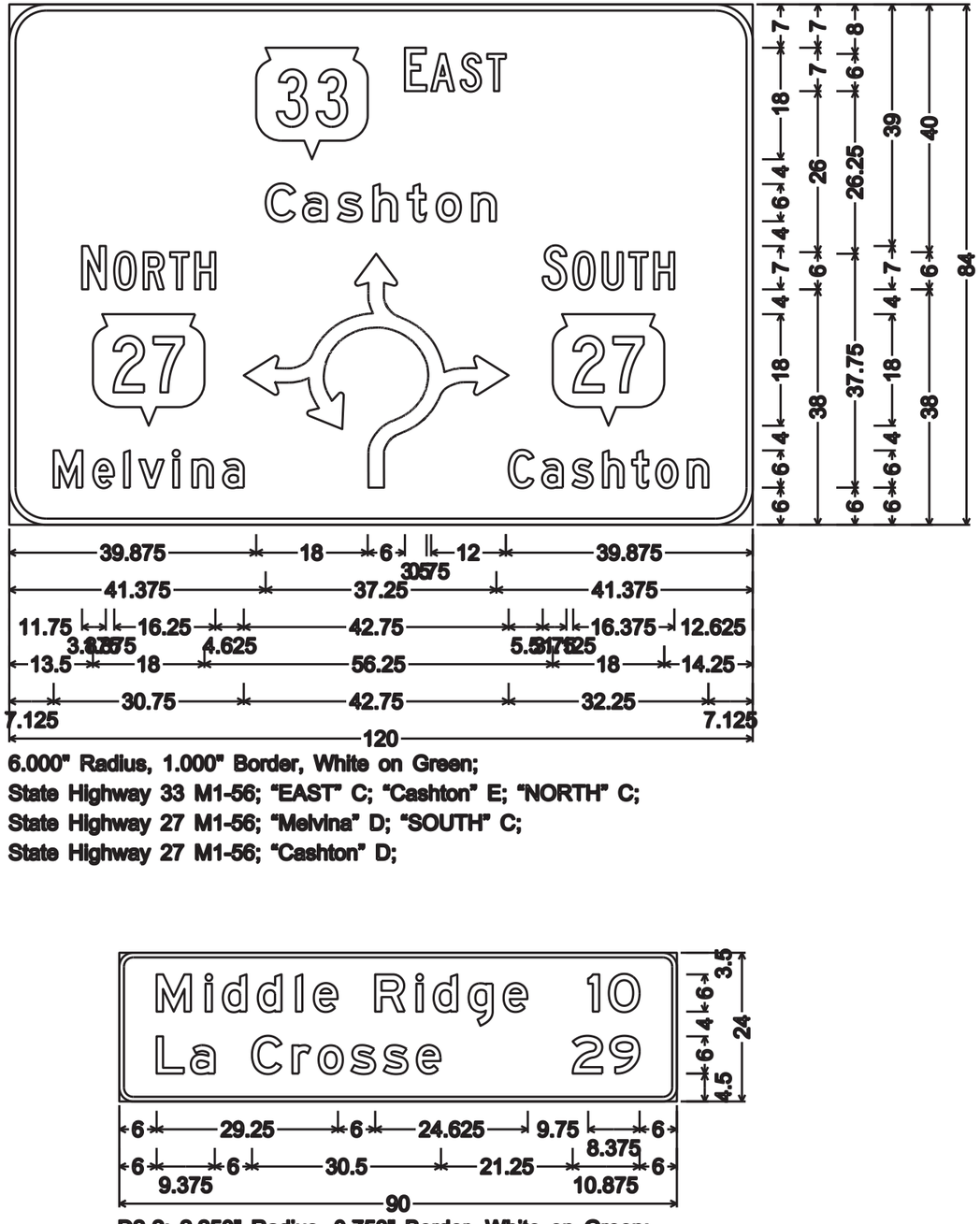
6.000" Radius, 1.000" Border, White on Green;
State Highway 27 M1-56; "SOUTH" C; "Westby" E; "EAST" C;
State Highway 33 M1-56; "Cashton" D; "WEST" C; State Highway 33 M1-56;
"Middle" D; "Ridge" D;

7

7

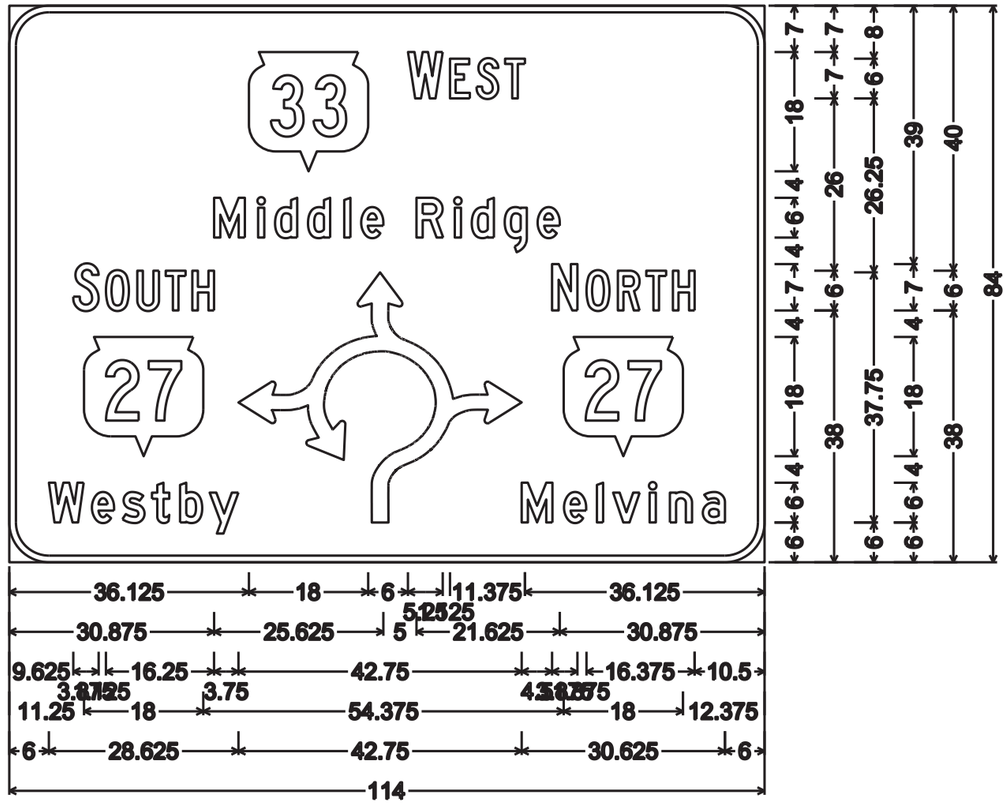
NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - As noted



6.000" Radius, 1.000" Border, White on Green;
State Highway 33 M1-56; "EAST" C; "Cashton" E; "NORTH" C;
State Highway 27 M1-56; "Melvina" D; "SOUTH" C;
State Highway 27 M1-56; "Cashton" D;

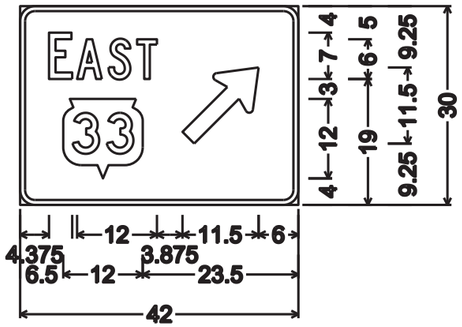
D2-2; 2.250" Radius, 0.750" Border, White on Green;
"Middle" E; "Ridge" E; "10" E; "La" E; "Crosse" E;
"29" E;



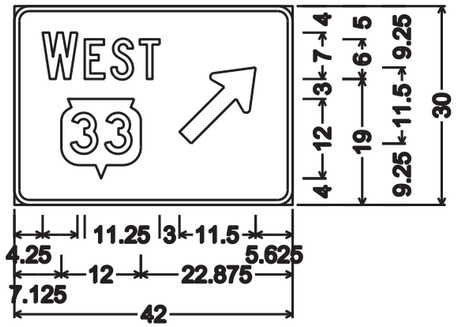
6.000" Radius, 1.000" Border, White on Green;
State Highway 33 M1-56; "WEST" C; "Middle" D; "Ridge" D;
"SOUTH" C; State Highway 27 M1-56; "Westby" D; "NORTH" C;
State Highway 27 M1-56; "Melvina" D;

NOTES

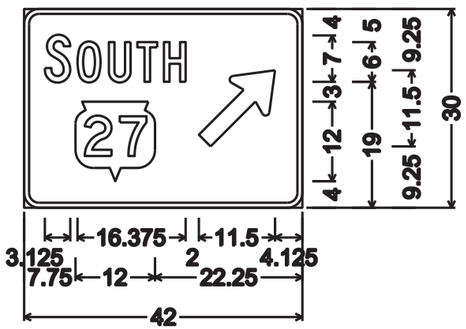
1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - As noted



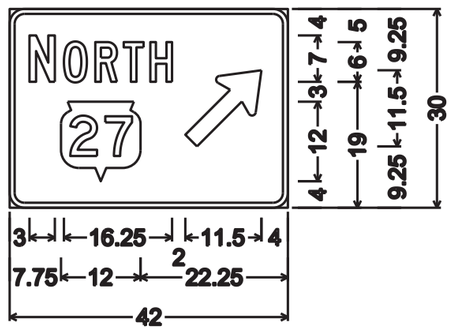
2.250" Radius, 0.750" Border, White on Green;
"EAST" C;
Standard Arrow Custom 15.000" X 8.000" 45°;



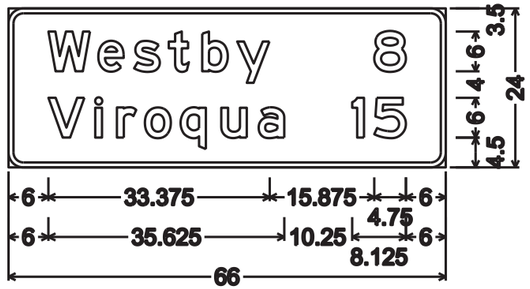
2.250" Radius, 0.750" Border, White on Green;
"WEST" C;
Standard Arrow Custom 15.000" X 8.000" 45°;



2.250" Radius, 0.750" Border, White on Green;
"SOUTH" C;
Standard Arrow Custom 15.000" X 8.000" 45°;



2.250" Radius, 0.750" Border, White on Green;
"NORTH" C;
Standard Arrow Custom 15.000" X 8.000" 45°;



D2-2;
2.250" Radius, 0.750" Border, White on Green;
"Westby" E; "8" E; "Viroqua" E; "15" E;

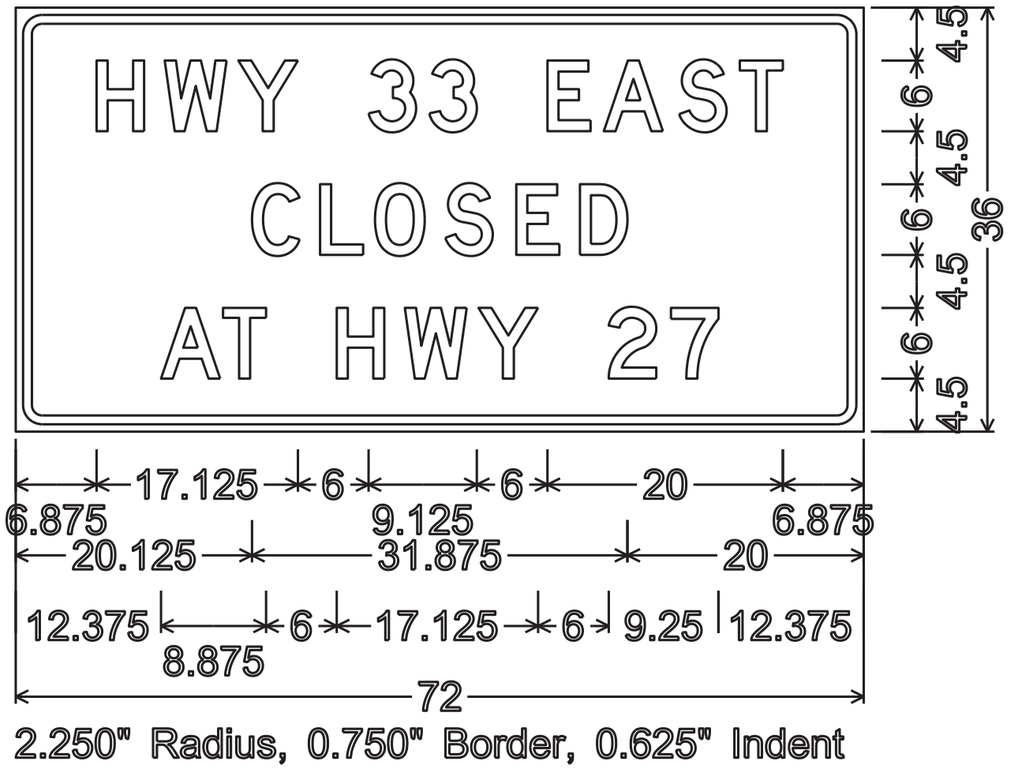
D2-2;
2.250" Radius, 0.750" Border, White on Green;
"Melvina" E; "5" E; "Sparta" E; "17" E;

7

7

NOTES

1. All Signs Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D



2.250" Radius, 0.750" Border, 0.625" Indent

7

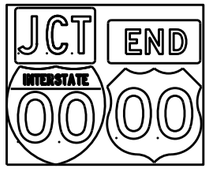
7

PROJECT NO:5140-03-70	HWY:STH 27	COUNTY:MONROE	TEMPORARY SIGNING	SHEET NO.	E

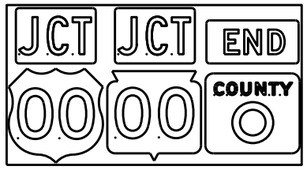
FILE NAME : C:\CAEfiles\Projects\tr_d5\5412a915.dgn PLOT DATE : 22-SEP-2015 17:35 PLOT BY : ss...plotuser...ss PLOT NAME : PLOT SCALE : 20.494320:1.000000
WISDOT/CADDS SHEET 42

TYPICAL ASSEMBLIES

J1-1

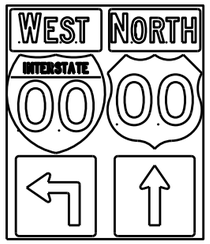


J1-2

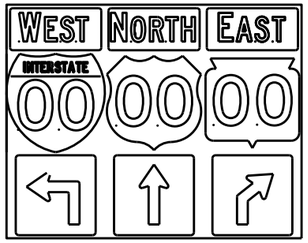


J1-3

J2-1



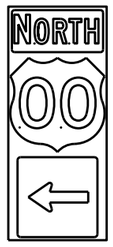
J2-2



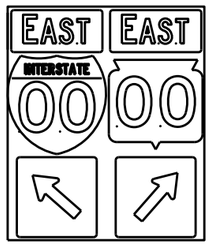
J2-3

JV

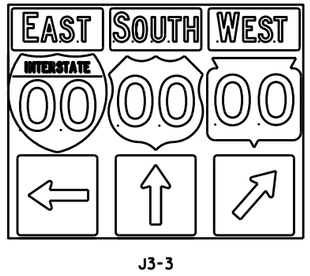
(Typical Vertical J-Assembly
See Note 10 and 11)



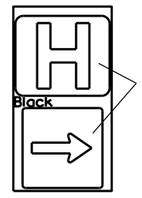
J3-1



J3-2



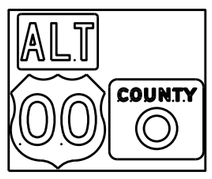
J3-3



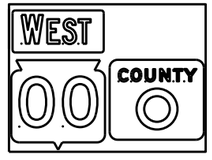
Blue Background

JH-1

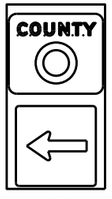
J4-1



J4-2



J4-2



J13-1

J12-1

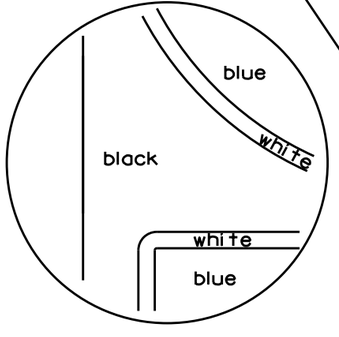
J32-1

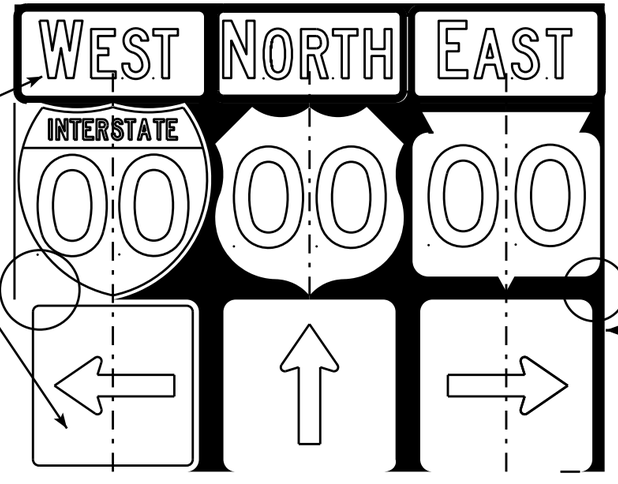
J33-1

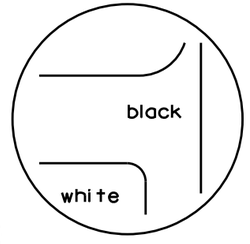
J23-1

J22-1

[blue background with interstate]







[black background]

NOTES

1. Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
8. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of Interstate and non Interstate shields, arrows and cardinals shall be white on blue.

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

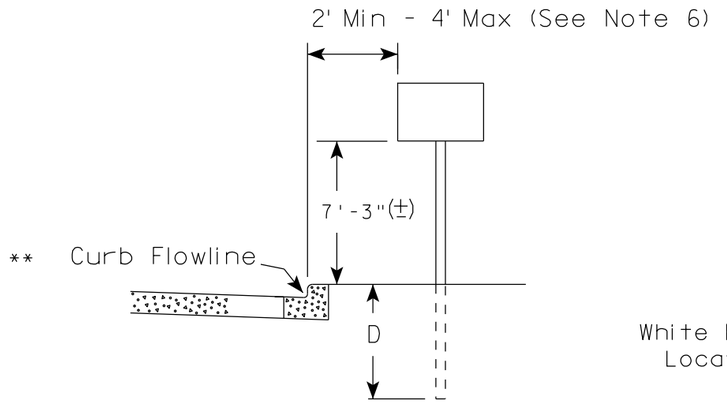
DATE 2/06/14 PL... A2-1S.8

PROJECT NO: | SHEET NO: E

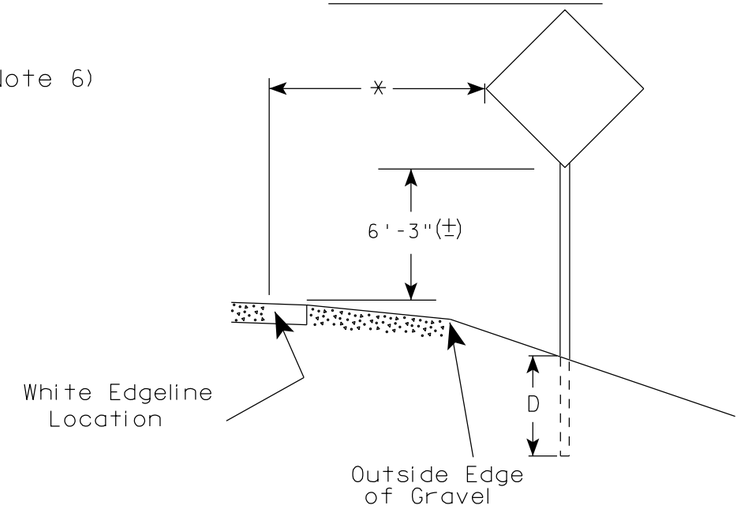
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A21S.DGN PLOT DATE : 06-FEB-2014 14:10 PLOT BY : mscsja PLOT NAME :

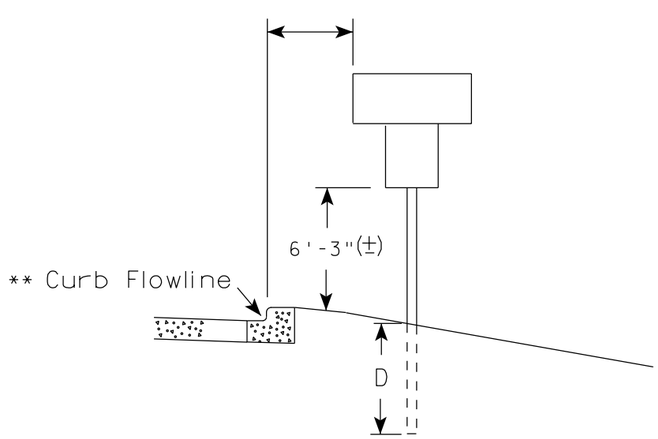
WISDOT/CADDS SHEET 42

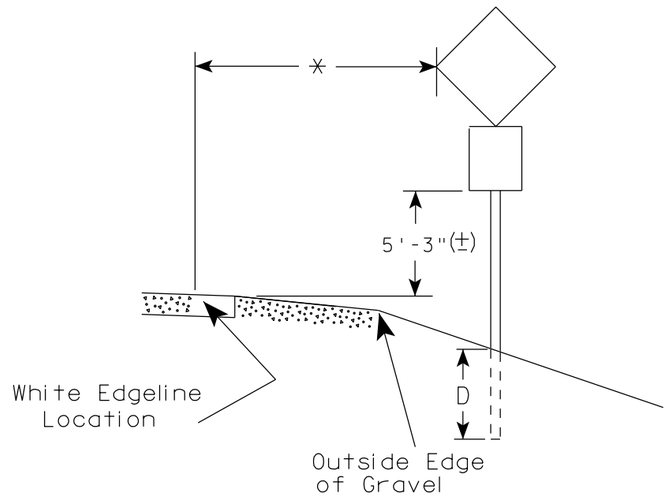
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq.Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

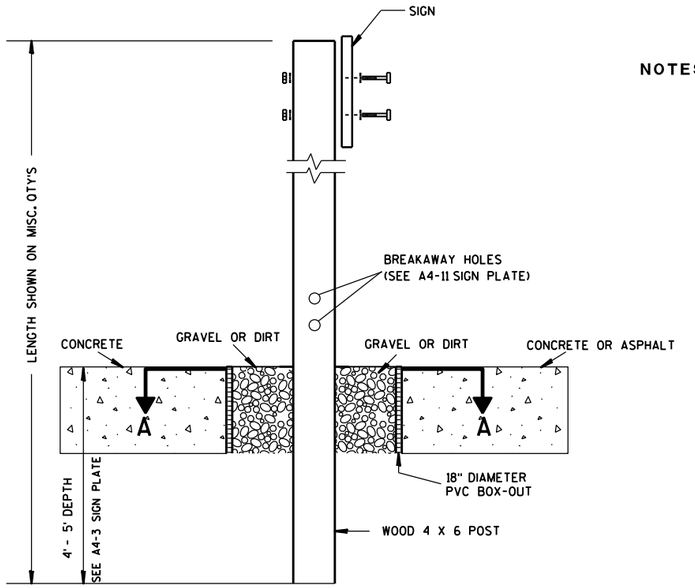
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/23/15 PLATE NO. A4-3.20

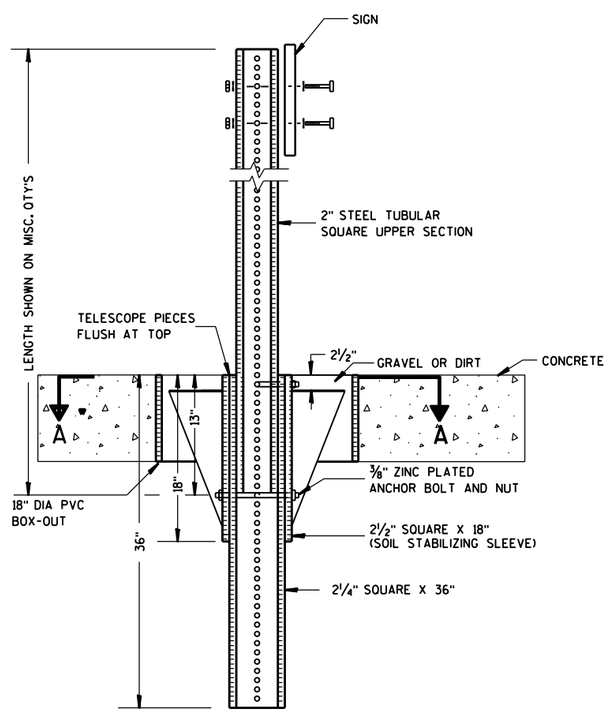
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



ELEVATION VIEW

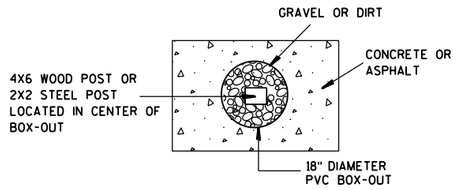
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

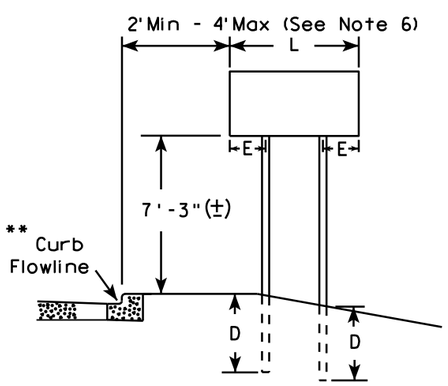
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

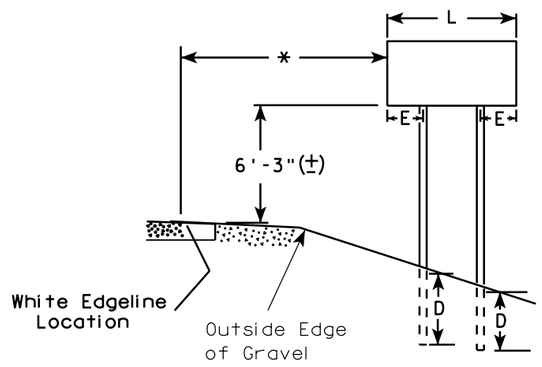
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

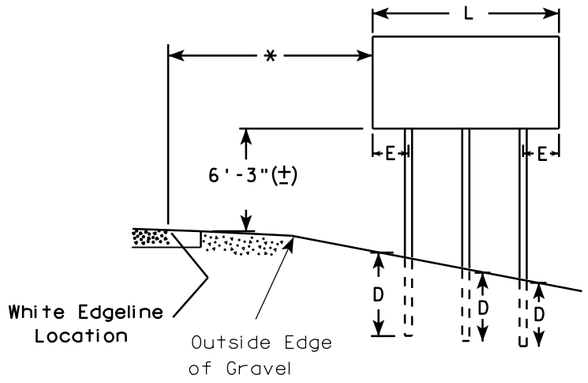
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

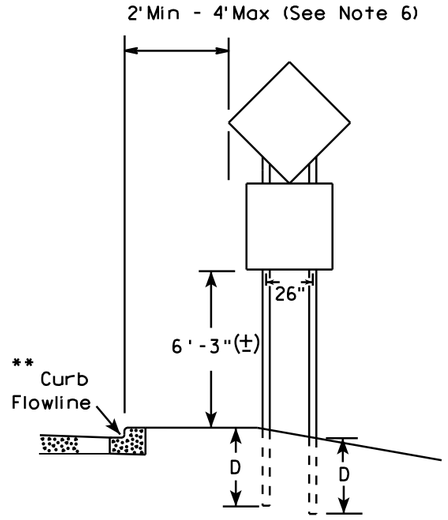
URBAN AREA



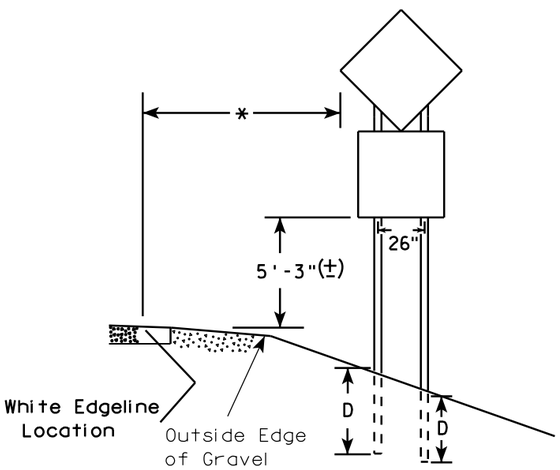
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±).

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
L	E
Greater than 48" Less than 60"	12"
60" to 120"	L/5

***

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 120" less than 168"	12"

SIGN SHAPE OTHER THAN DIAMOND (FOUR POSTS REQUIRED)	
L	E
168" and greater	12"

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

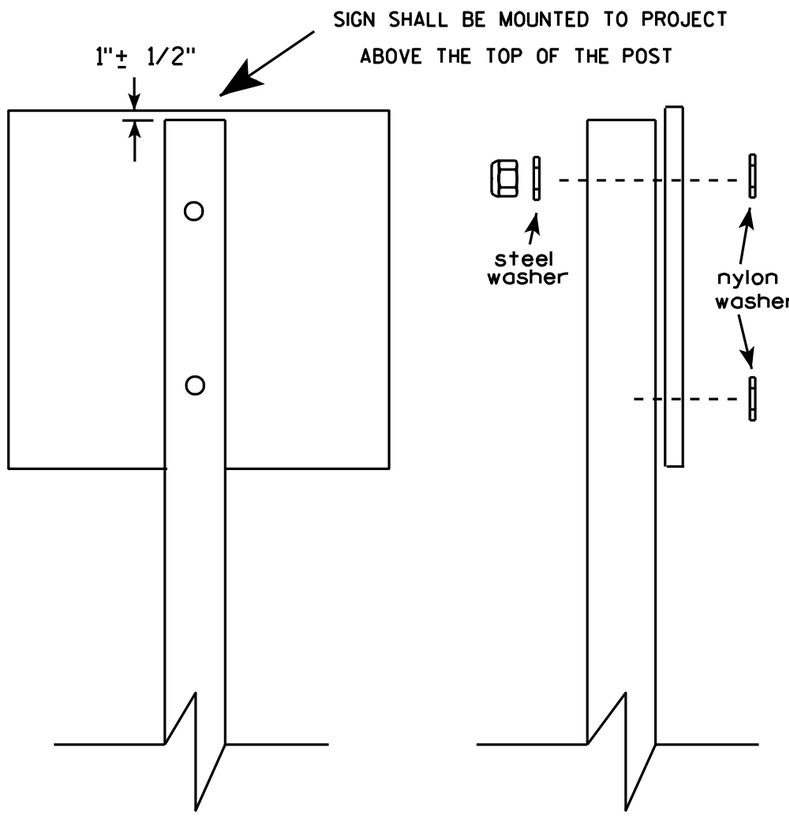
DATE 7/23/15 PLATE NO. A4-4 14

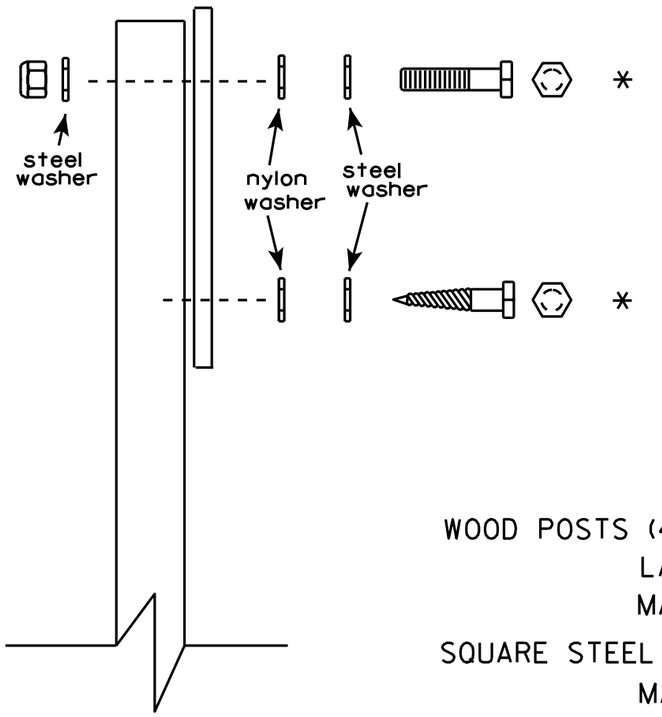
191

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A44.DGN PLOT DATE : 23-JUL-2015 15:23 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 107.021305:1.000000

WISDOT/CADDS SHEET 42





Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

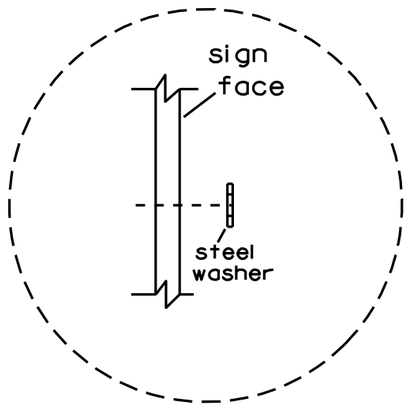
a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

WOOD POSTS (4" x 4" or 4" x 6")
LAG SCREWS - 3/8" X 3"
MACHINE BOLTS - 5/16" X 6-1/2" or 7" Length w/ nuts

SQUARE STEEL POSTS (2" x 2")
MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts
RIVETS - 9/32 " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON for all Type H signs.



Washer Placement when Sign Has Other Than Type H or Type F Face

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/23/10 PLATE NO. A4-8.7

7

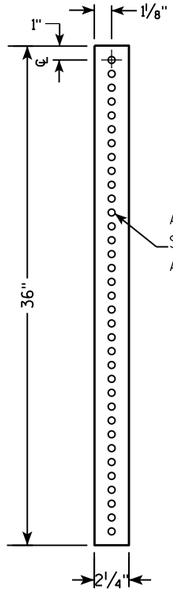
7

PROJECT NO:

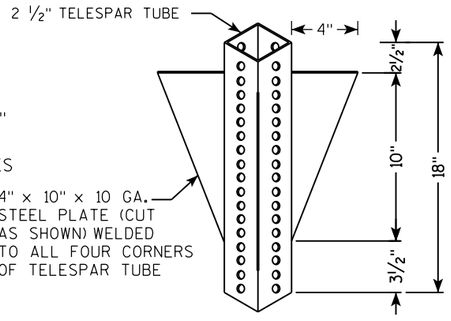
SHEET NO: 192 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

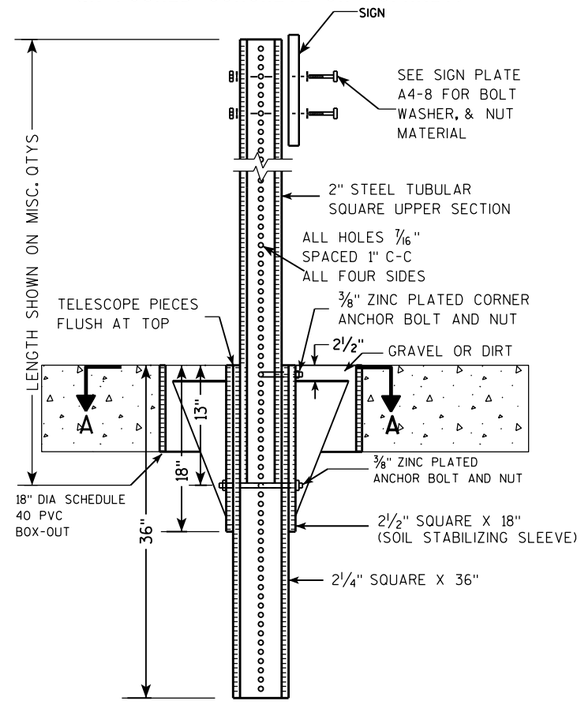
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



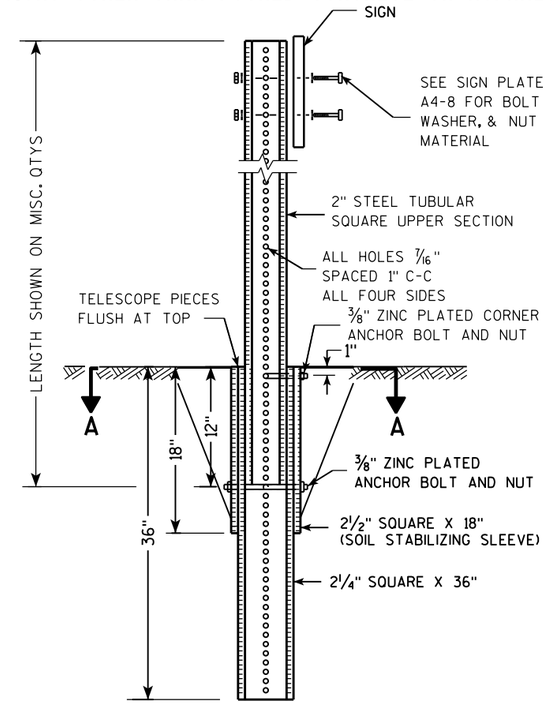
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

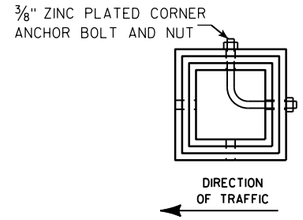


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

TUBULAR STEEL
SIGN POST
A4-9

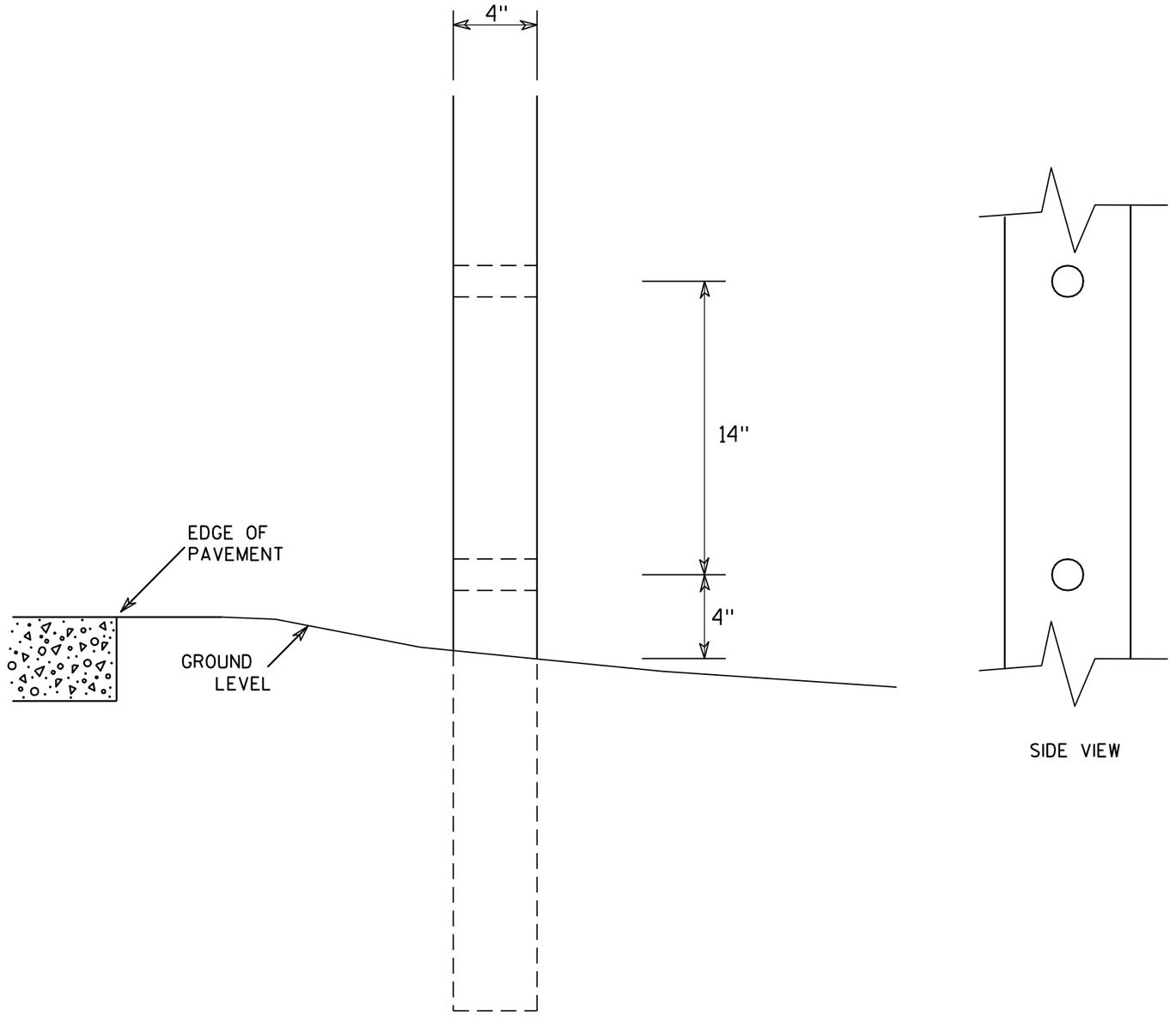
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000
WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

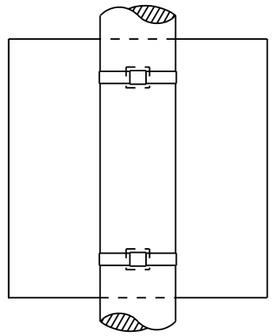
APPROVED Chester J Spang
for State Traffic Engineer

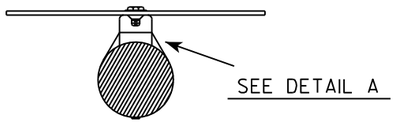
DATE 3/27/97 PLATE NO. A4-11.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 194	E

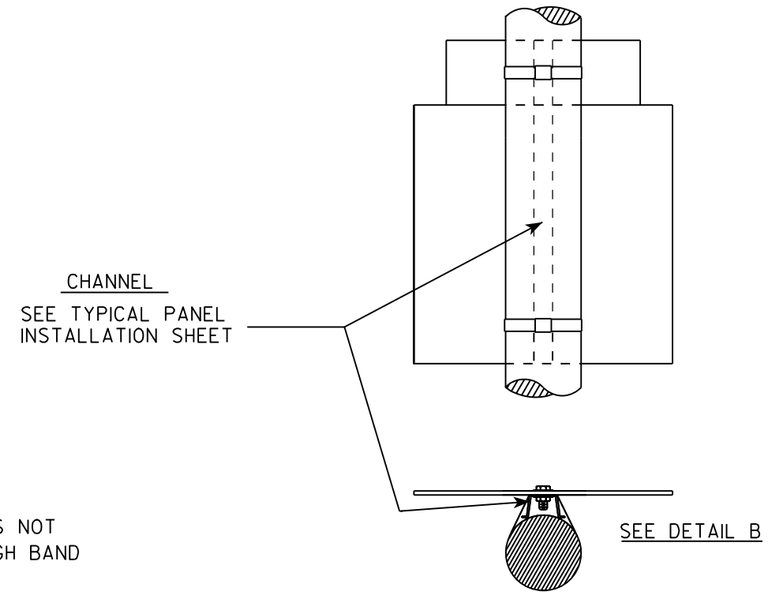
BANDING

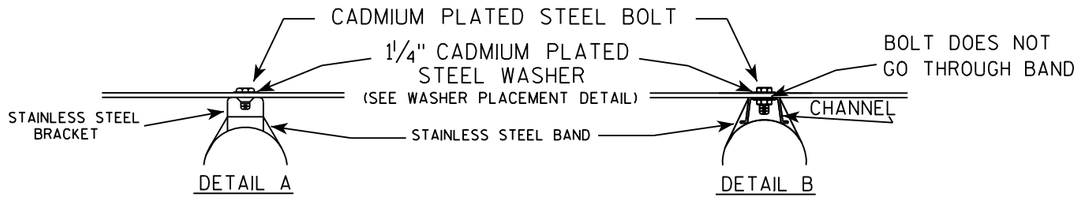
SINGLE SIGN



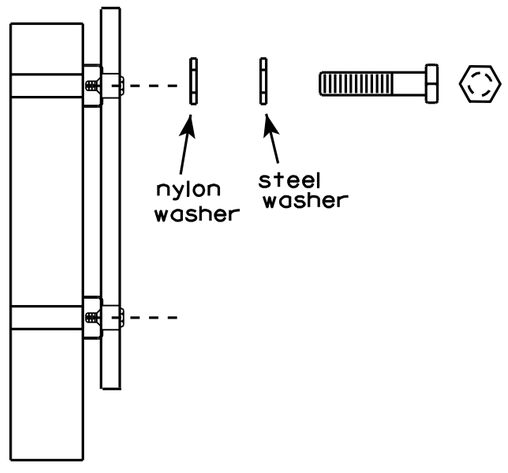


"J" ASSEMBLY





WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be 3/4" in width and 0.025" thickness.

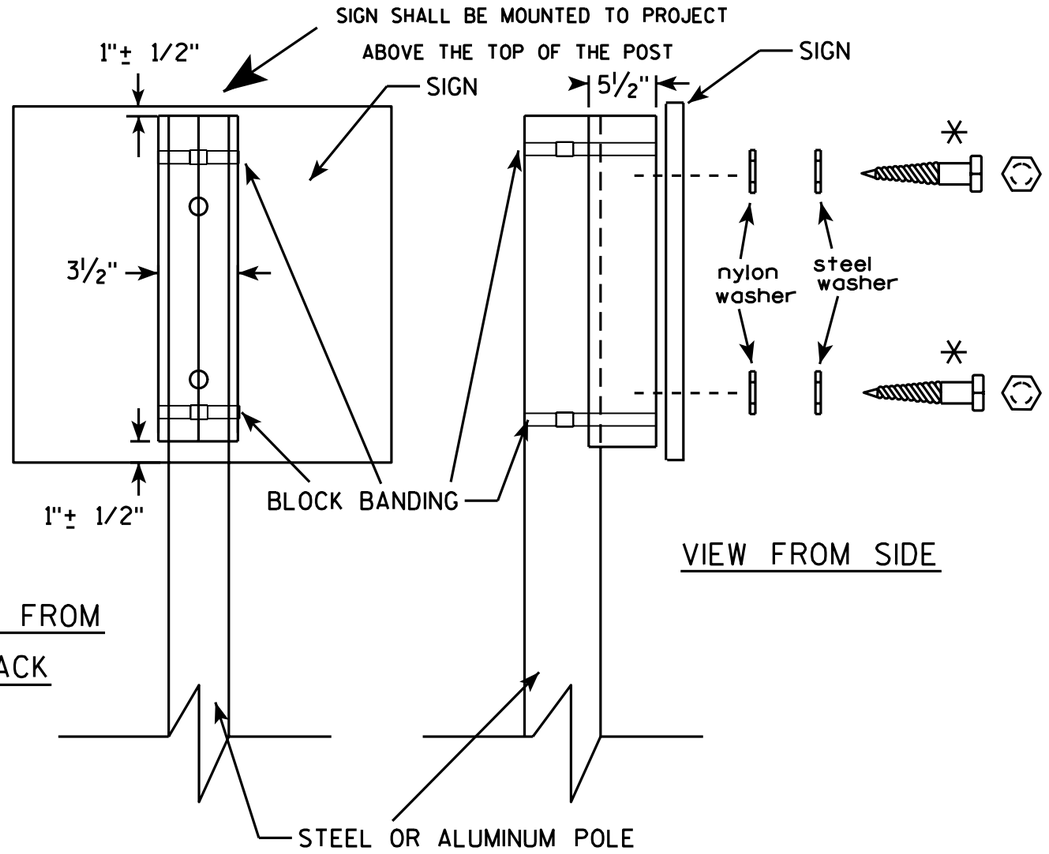
STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

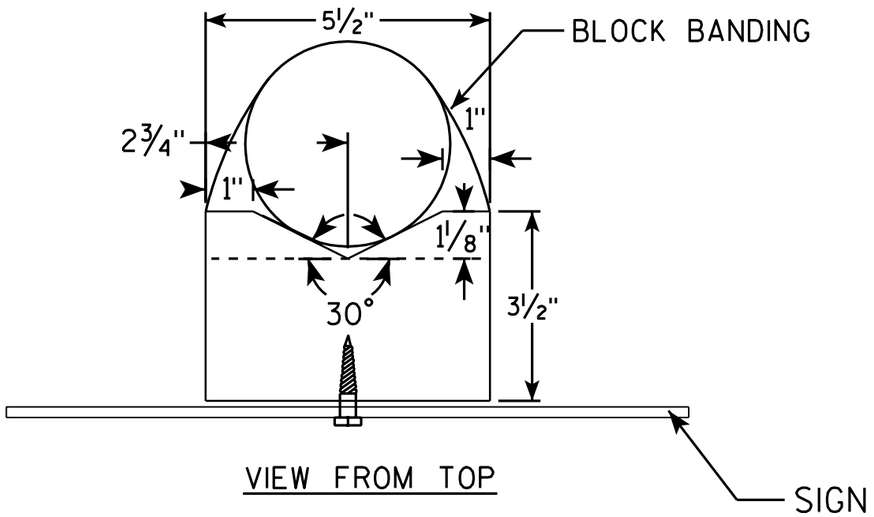
DATE 8/16/13 PLATE NO. A5-9.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 195	E



VIEW FROM SIDE

VIEW FROM BACK



VIEW FROM TOP

GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D, or
   b. Cadmium plated in accordance with ASTM Designation : B 766 TYPE 3, Class 12, or
   c. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

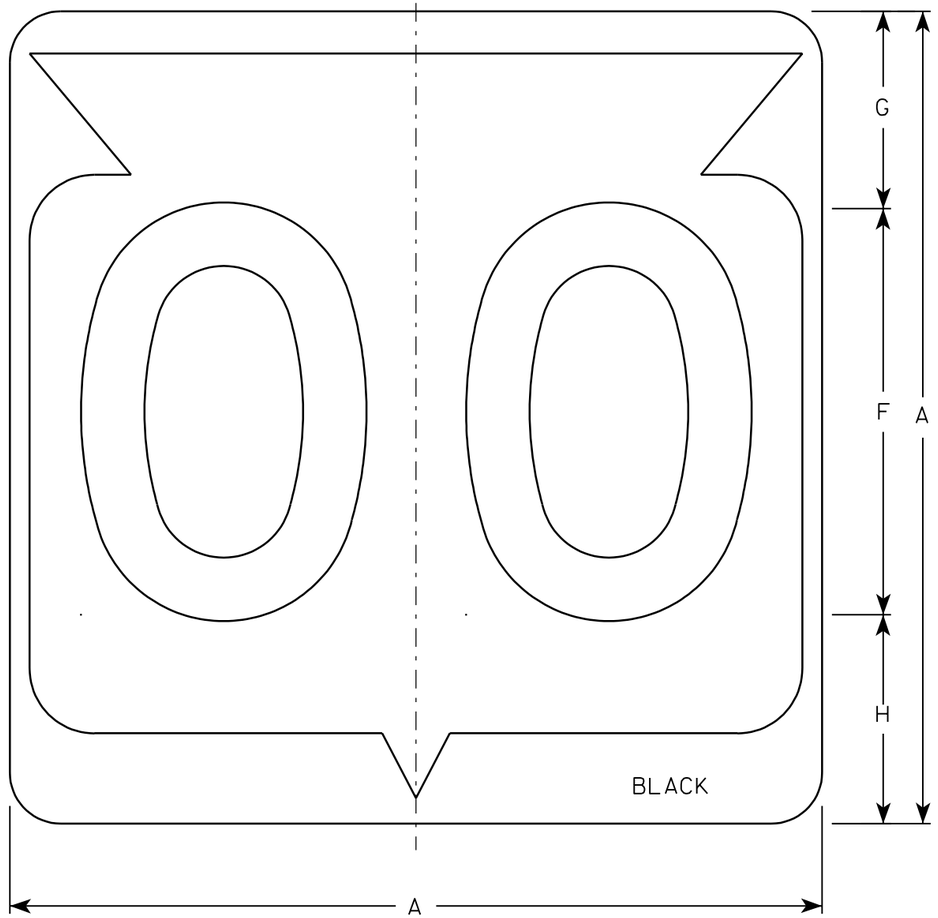
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/12/07 PLATE NO. A5-10.1

PROJECT NO:

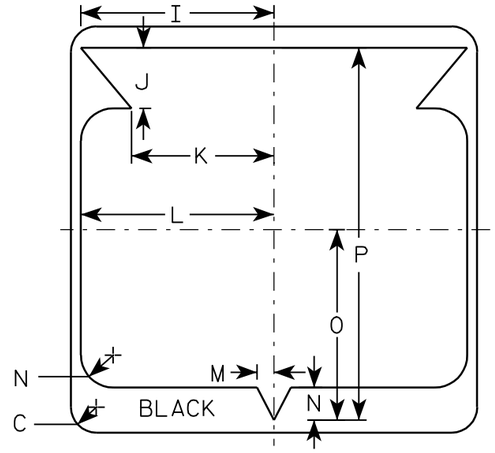
SHEET NO: 196 E



M1-6

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate Series numerals and adjust spacing as per plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective



Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0	.36
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81

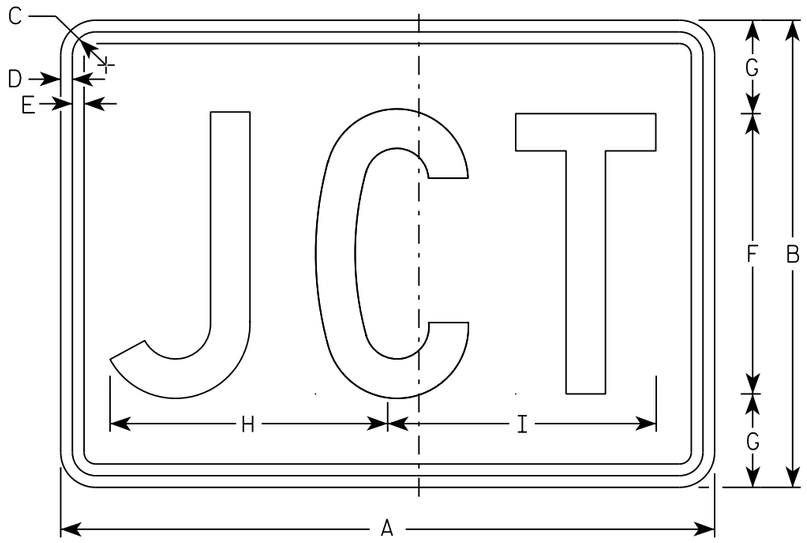
STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

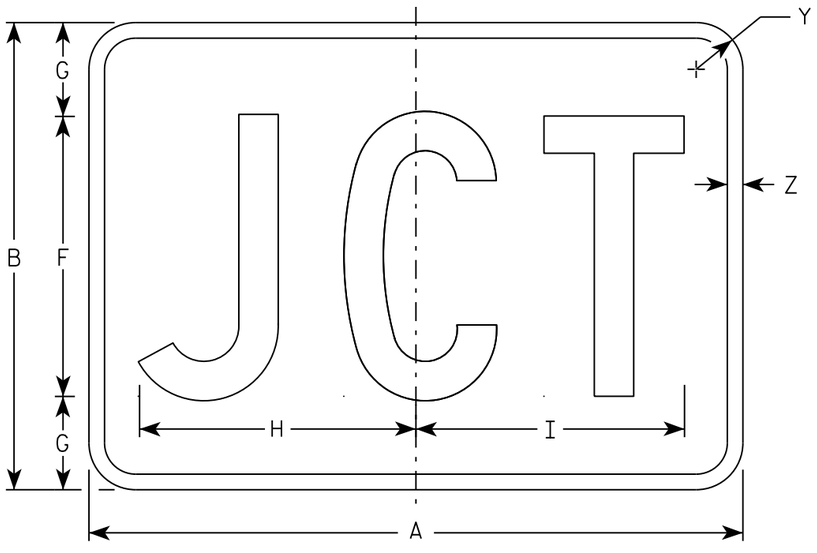
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 197	E



M2-1
MM2-1
MP2-1



MB2-1
MK2-1
MN2-1
MR2-1

NOTES

1. Sign is Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M2-1 Background - White
   Message - Black
   MB2-1 Background - Blue
   Message - White
   MK2-1 Background - Green
   Message - White
   MM2-1 Background - White
   Message - Green
   MN2-1 Background - Brown
   Message - White
   MP2-1 Background - White
   Message - Blue
   MR2-1 Background - Brown
   Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21	15	1 1/8	3/8	3/8	9	3	8 7/8	8 5/8																1 1/2	1/2	2.20
3	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
4	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
5	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40

STANDARD SIGN
M2-1

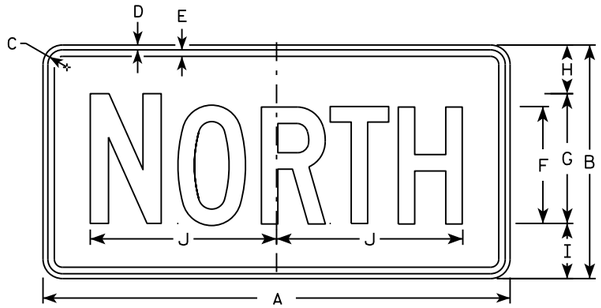
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

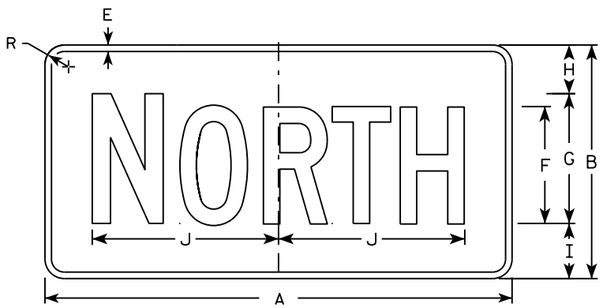
DATE 10/15/15 PLATE 198 12-1.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M21.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 4.864603:1.000000



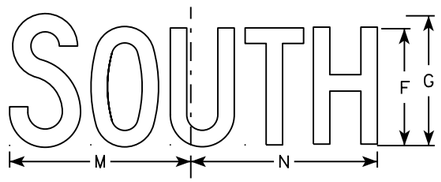
M3-1
MM3-1
MP3-1



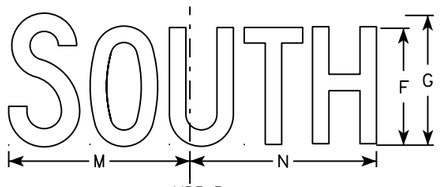
MB3-1
MK3-1
MN3-1

M3-2
MM3-2
MP3-2

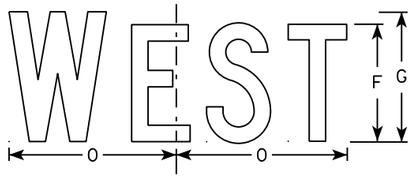
MB3-2
MK3-2
MN3-2



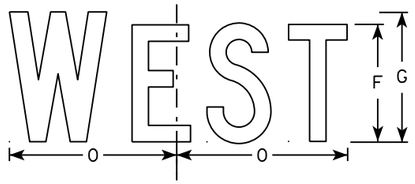
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

STANDARD SIGNS
M3-1 thur M3-4
SERIES

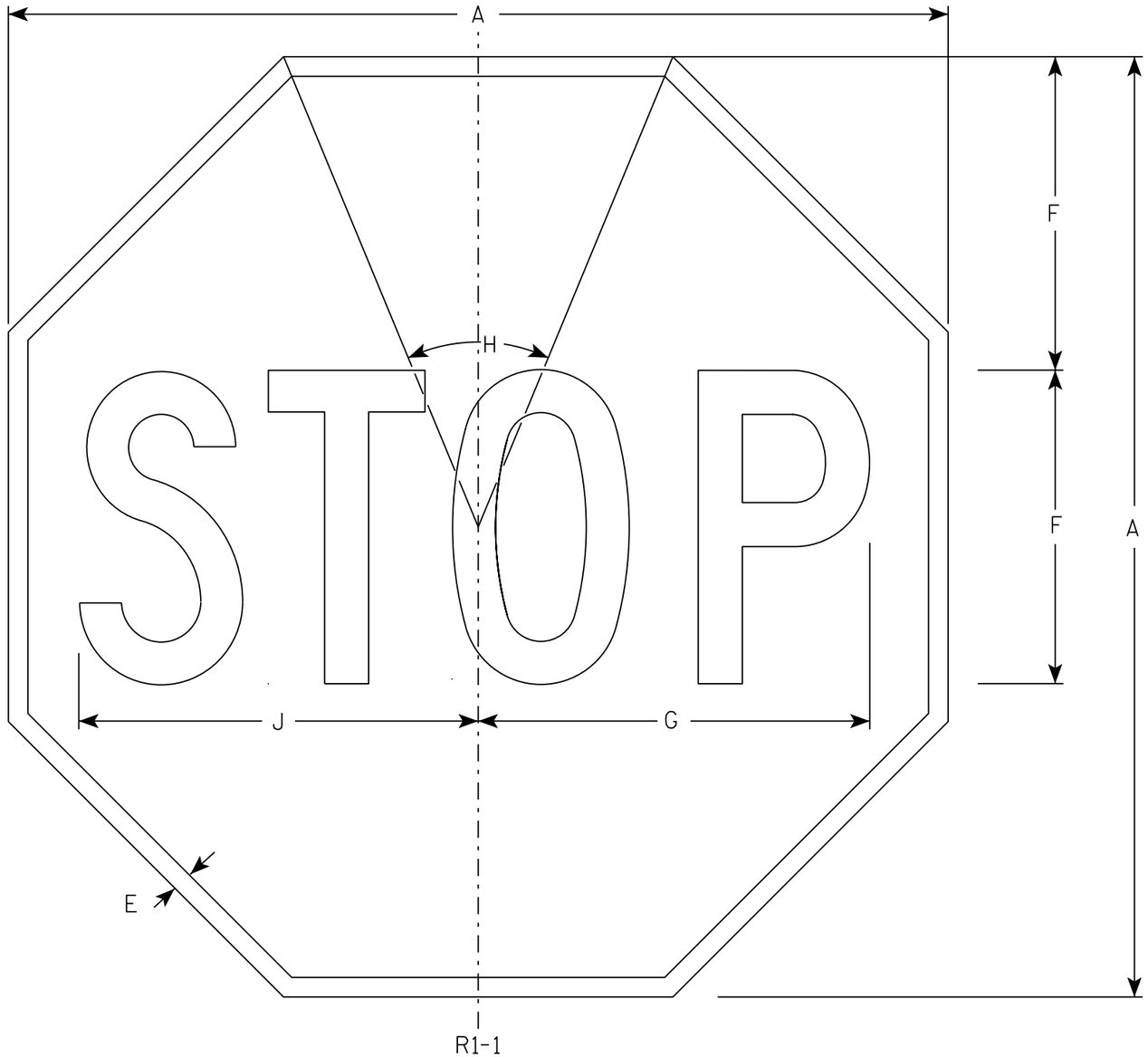
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

DATE 10/15/15 PLATE NO M3-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



R1-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

STANDARD SIGN
R1-1

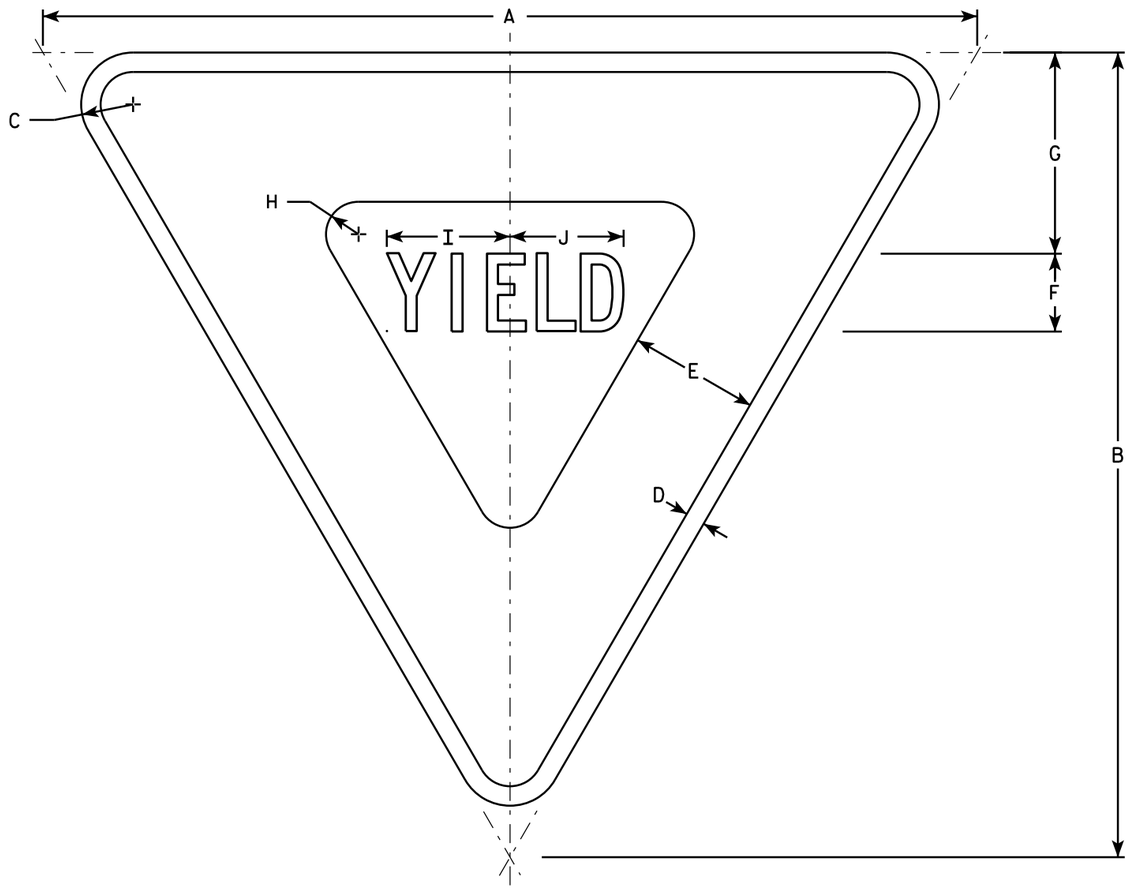
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/15 PLATE 200 R1-1.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R11.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 4.378143:1.000000



R1-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The border strip and word message are reflectorized red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	26	1 1/2	5/8	4	2 1/2	6 3/8	7/8	4	3 5/8																	2.71
2S	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88
2M	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
3	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
5	60	52	3	1 1/2	8	5	13	2 1/2	7 7/8	7 1/4																	10.83
6																											
7	18	15 1/2	1	3/8	2 1/2	1 1/2	3 7/8	5/8	2 3/8	2 1/4																	0.97

STANDARD SIGN
R1-2

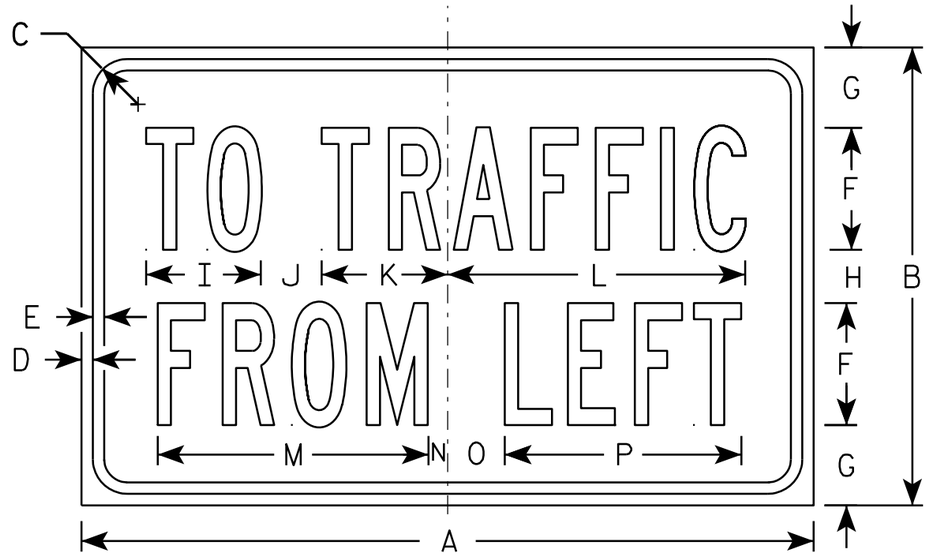
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/13/14 PLATE R1-2.12

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R12.DGN PLOT DATE : 13-OCT-2014 15:12 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.837526:1.000000
WISDOT/CADDS SHEET 42



R1-54

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	15	1 1/8	3/8	3/8	4	2 5/8	1 3/4	3 3/4	2	4 1/8	9 3/4	8 7/8	5/8	1 7/8	7 3/4											2.5
2M	24	15	1 1/8	3/8	3/8	4	2 5/8	1 3/4	3 3/4	2	4 1/8	9 3/4	8 7/8	5/8	1 7/8	7 3/4											2.5
3																											
4																											
5																											

STANDARD SIGN
R1-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-54.2

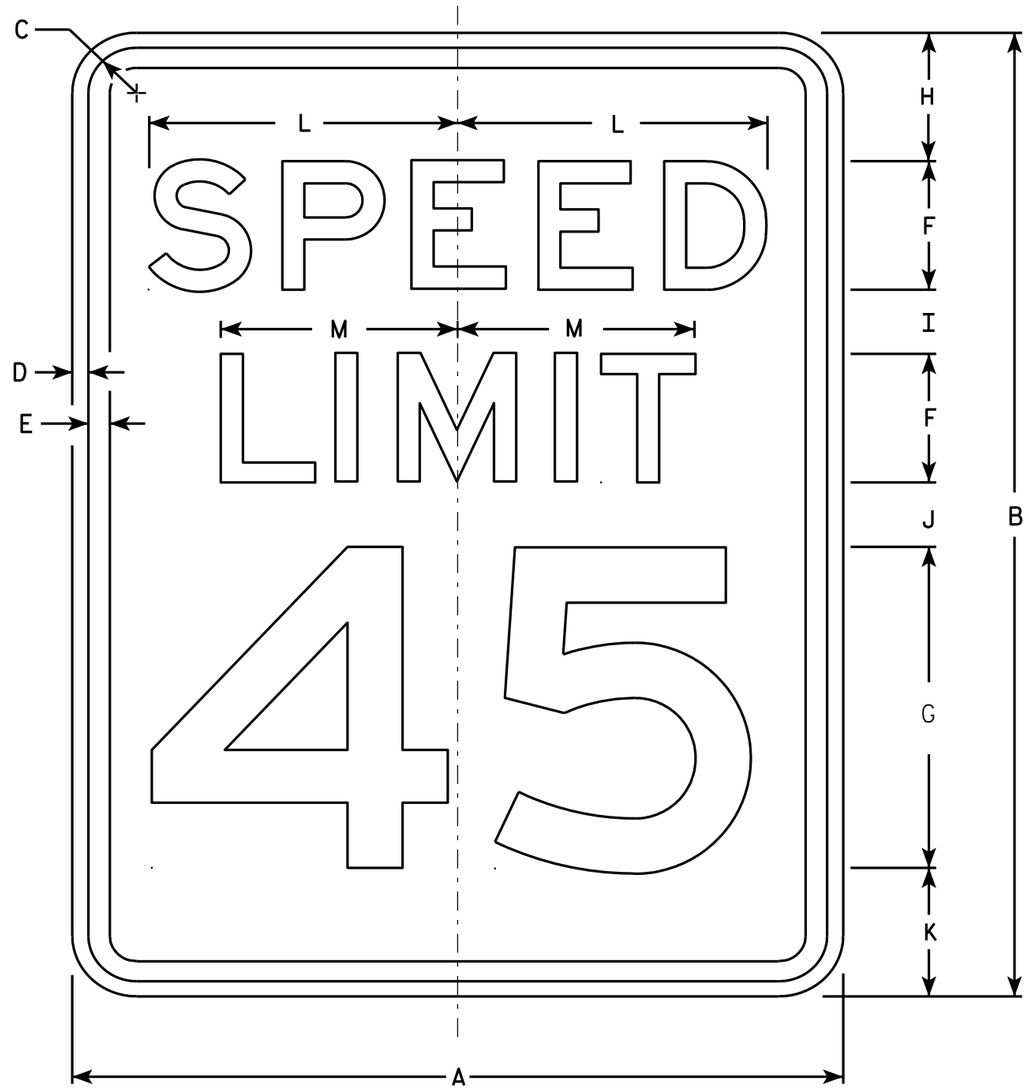
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 202	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R154.DGN PLOT DATE : 03-DEC-2010 08:47 PLOT BY : dotsja PLOT NAME : PLOT SCALE : 4.965868:1.000000

WISDOT/CADDS SHEET 42

7

7



R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

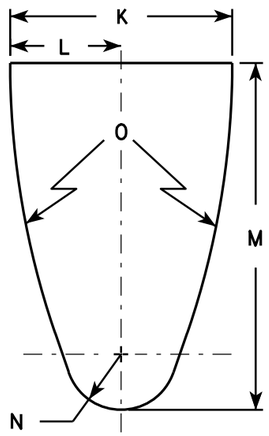
STANDARD SIGN
R2-1

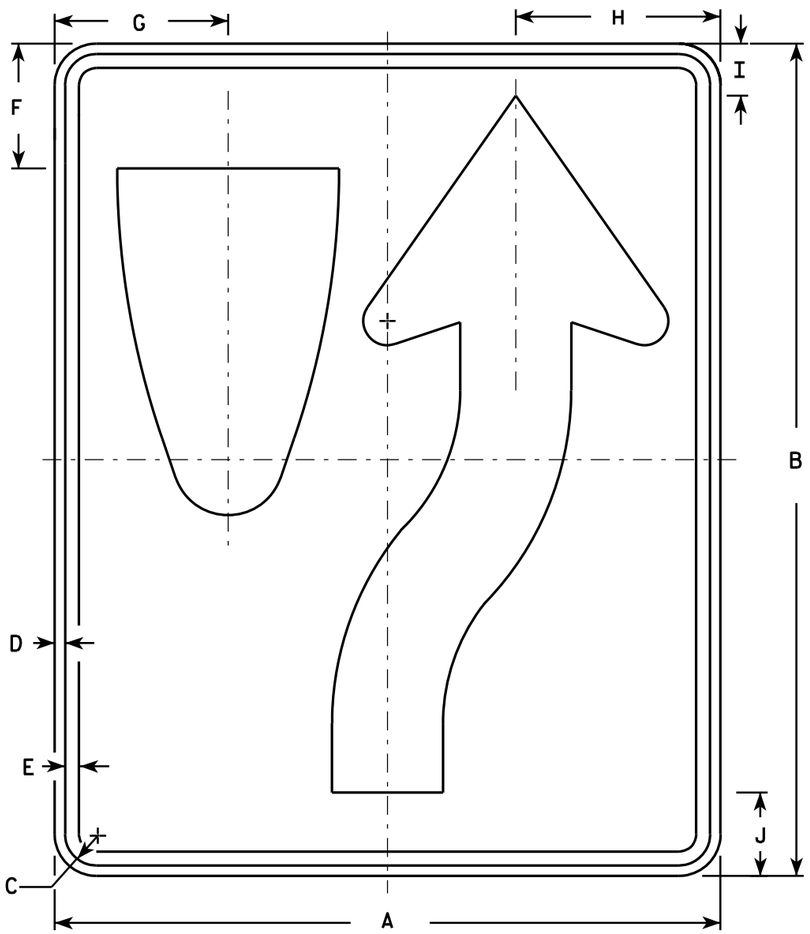
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 203 | E

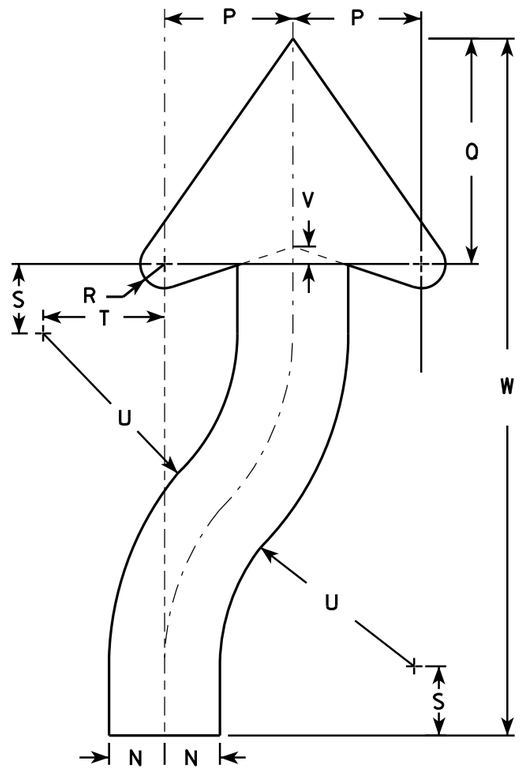




R4-7

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. material is plywood but borders shall be rounded
2. Color:
   Background - White
   Message - Black
3. Corners may be square or rounded when base as shown. When base material is metal, the corners and borders shall be rounded.
4. R4-8 is the same as R4-7 except Legend is reversed.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	2 1/4	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

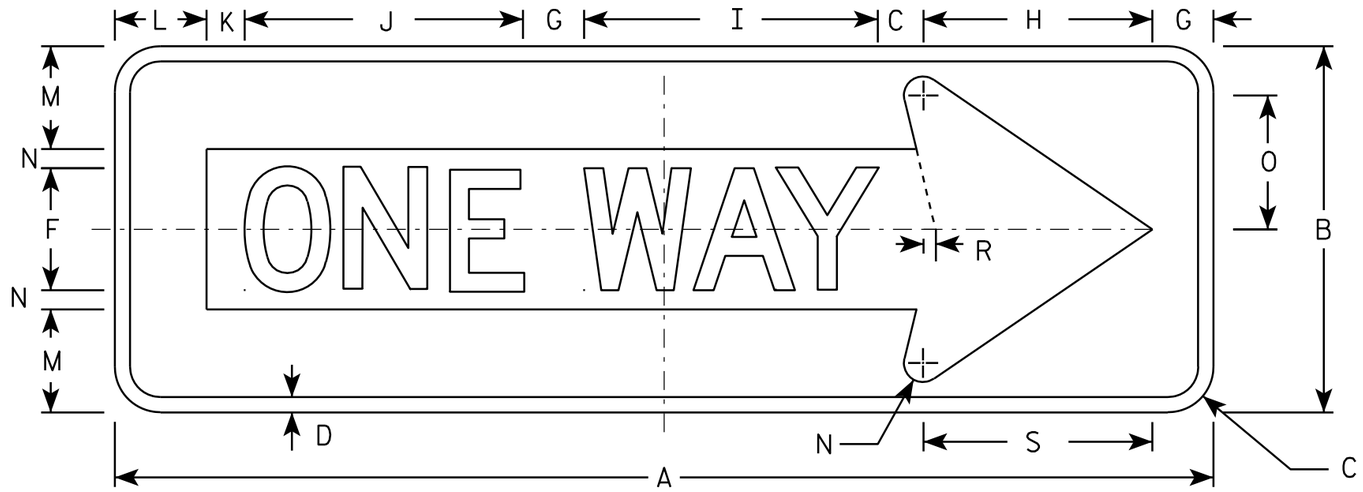
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-7.8

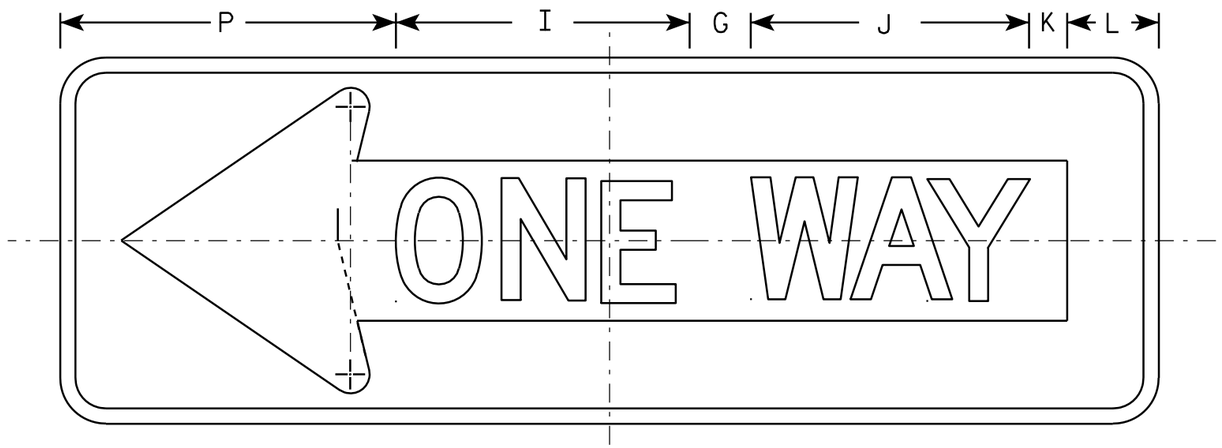
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 204	E



R6-1R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - BLACK
   Message - BLACK LEGEND & WHITE ARROW & BORDER
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R6-1L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36	12	1 ½	½		4	2	7 ½	9 ⅝	9 ⅛	1 ¼	3	3 ⅜	⅝	4 ⅜	11		⅜	7 ½								3.0
2M	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
3	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
4	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
5																											

STANDARD SIGN
R6-1 L & R

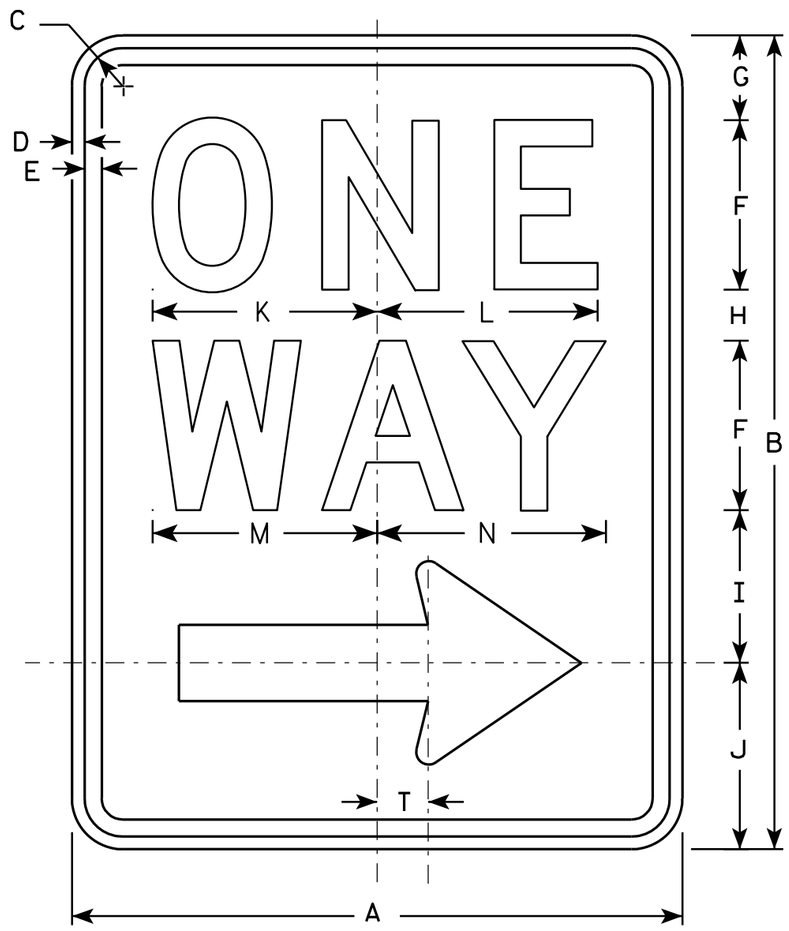
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R6-1.2

PROJECT NO:

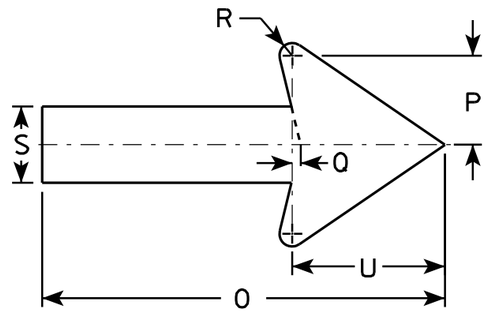
SHEET NO: 205 E



R6-2R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R6-2L same as R6-2R except arrow points to the left.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z
1	18	24	1 1/8	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 3/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

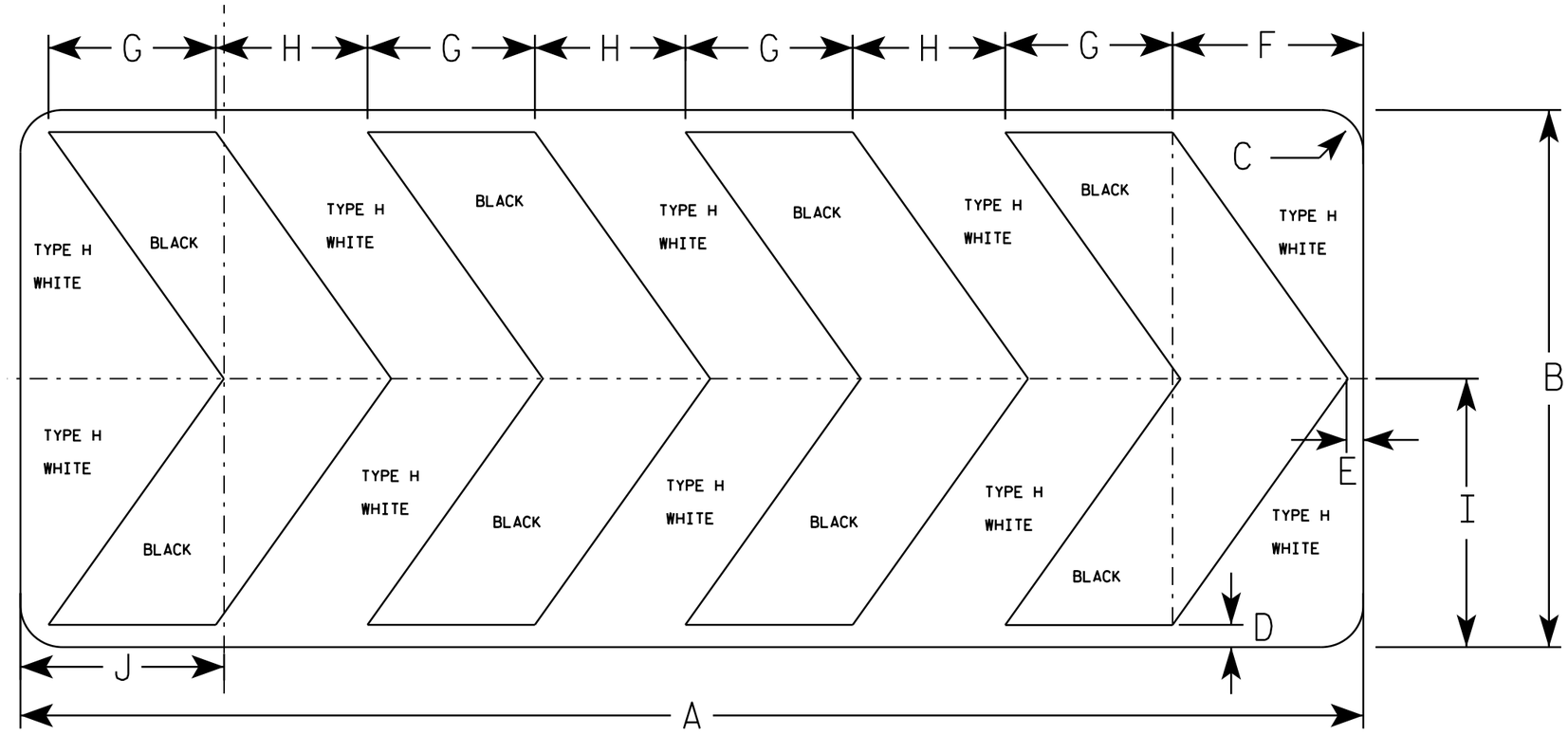
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 206	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - WHITE
   Message - BLACK
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R6-4B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	24	1 7/8	1	3/4	8 1/2	7 1/2	6 3/4	12	9 1/8																	10.0
2M	60	24	1 7/8	1	3/4	8 1/2	7 1/2	6 3/4	12	9 1/8																	10.0
3																											
4																											
5																											

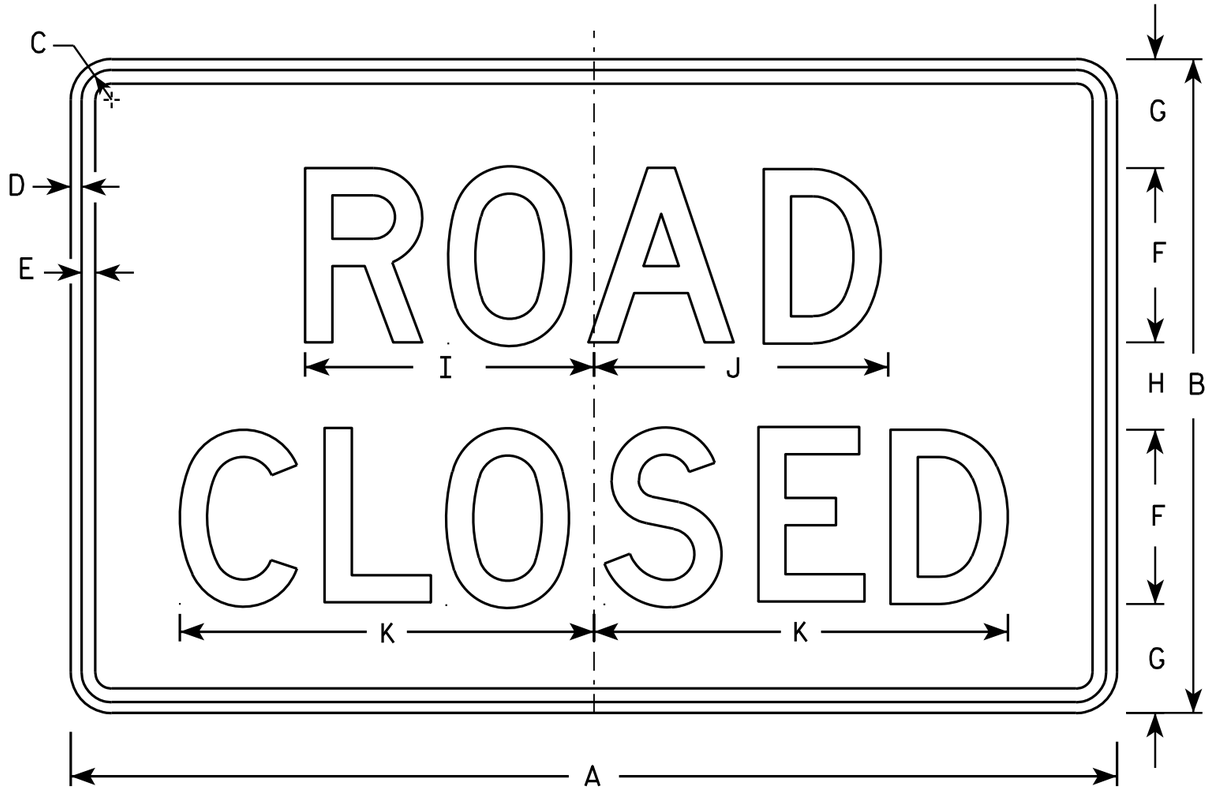
STANDARD SIGN
R6-4B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/14 PLATE NO. R6-4.3

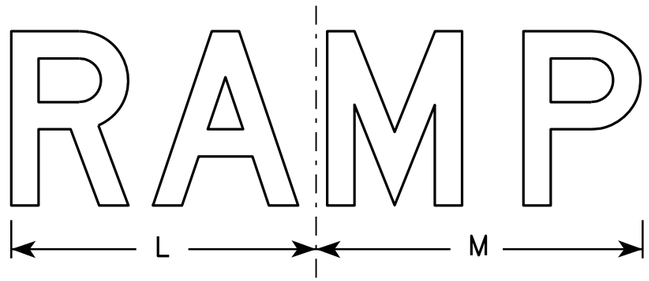
PROJECT NO: SHEET NO: E



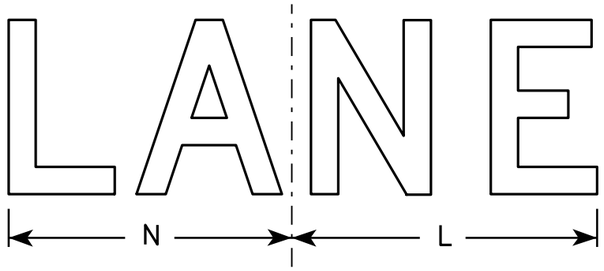
R11-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



R11-2R



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
2M	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
3	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
4	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
5	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0

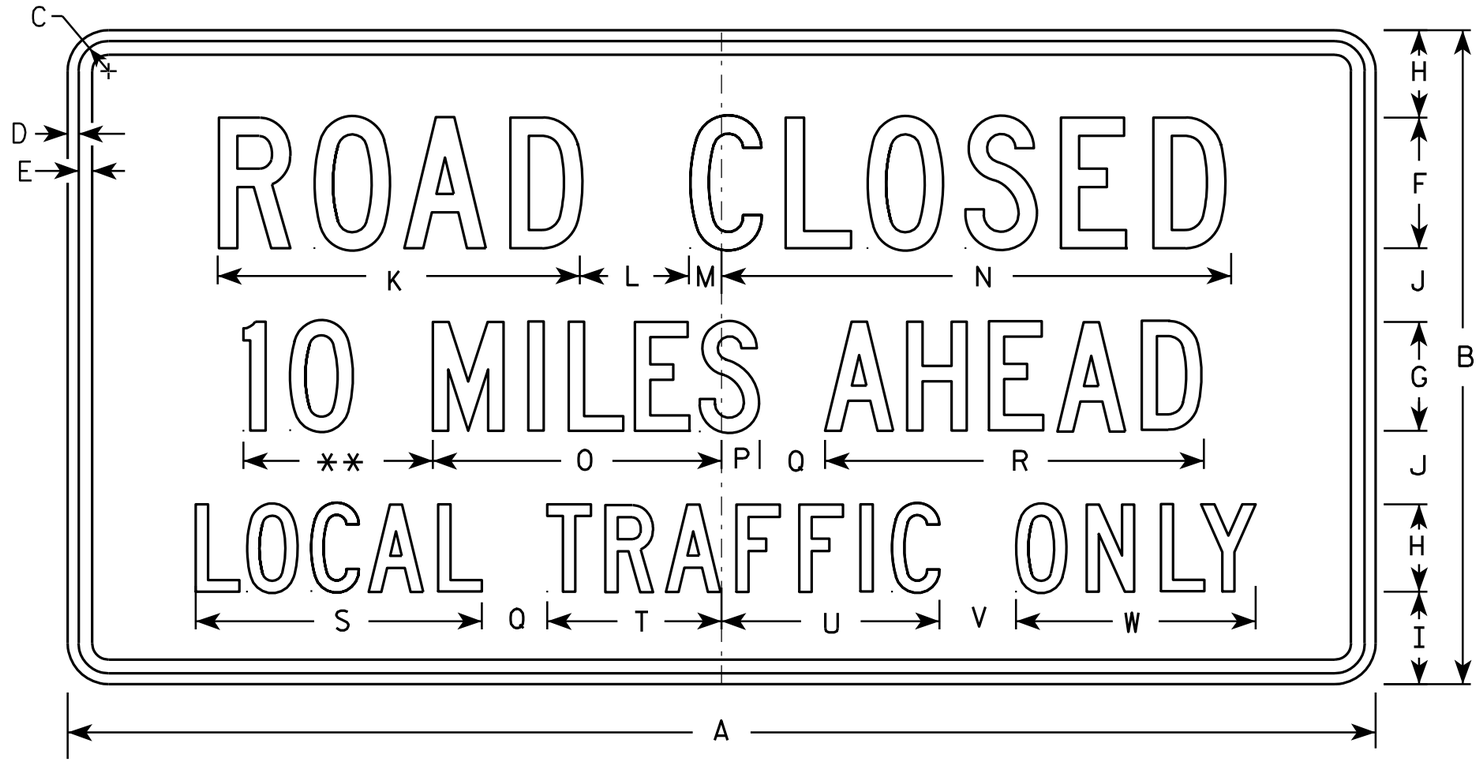
STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-2.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 208	E



R11-3

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

** See Note 5

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 3/8	1/2	5/8	4	3	2 1/2	2	2	11 1/8	3	1 1/8	15 1/4	8	1 1/2	2	10 3/4	8 3/8	4 3/4	6 1/2	2	6 3/4				4.5
2S	60	30	1 3/8	1/2	5/8	6	5	4	4 1/4	3 3/8	16 5/8	5	1 1/2	23	13 1/4	1 3/4	3	17 3/8	13 1/8	8	10	3 1/2	11				12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	4 1/4	3 3/8	16 5/8	5	1 1/2	23	13 1/4	1 3/4	3	17 3/8	13 1/8	8	10	3 1/2	11				12.5
3																											
4																											
5																											

STANDARD SIGN
R11-3

WISCONSIN DEPT OF TRANSPORTATION

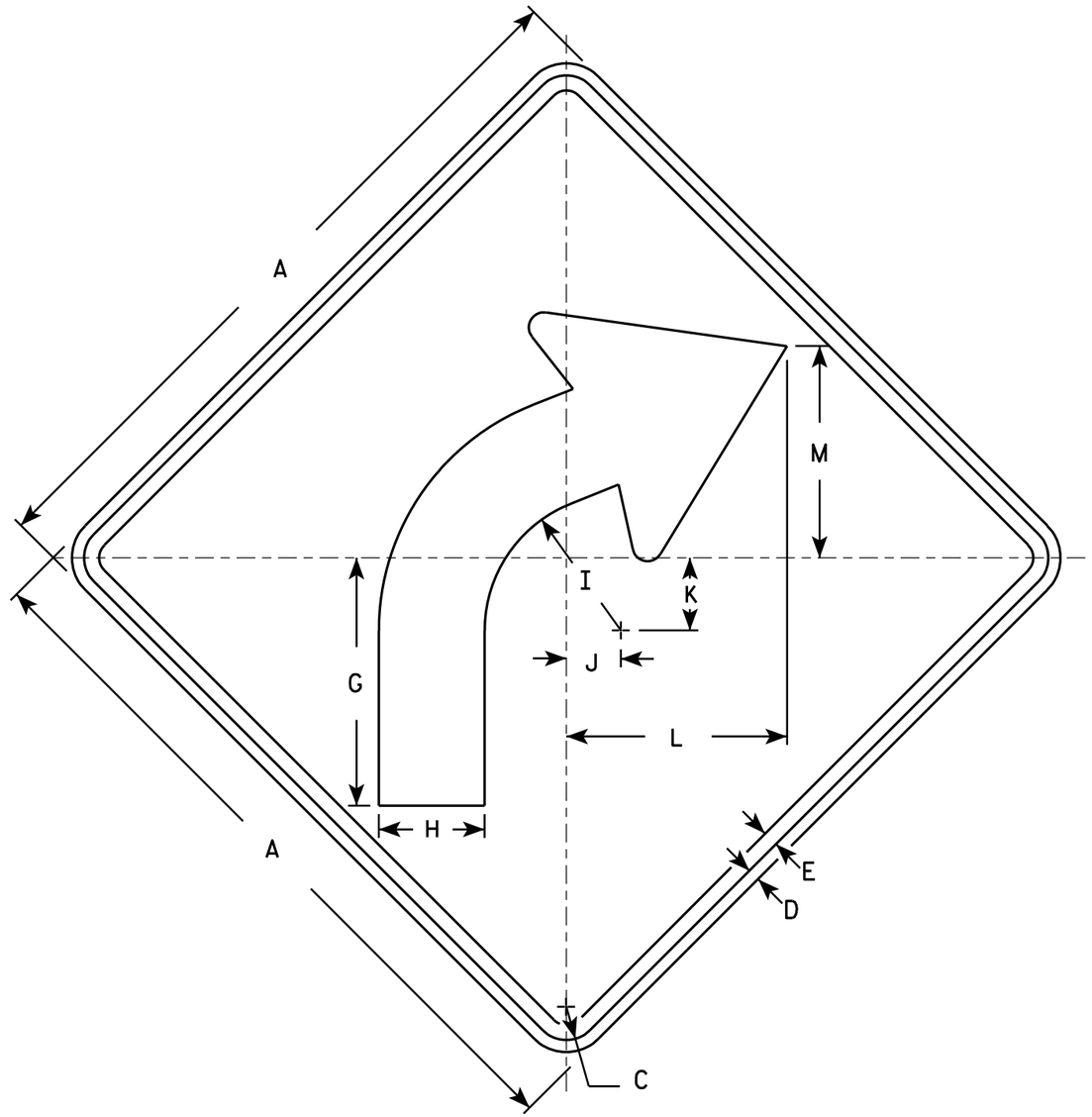
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-3.6

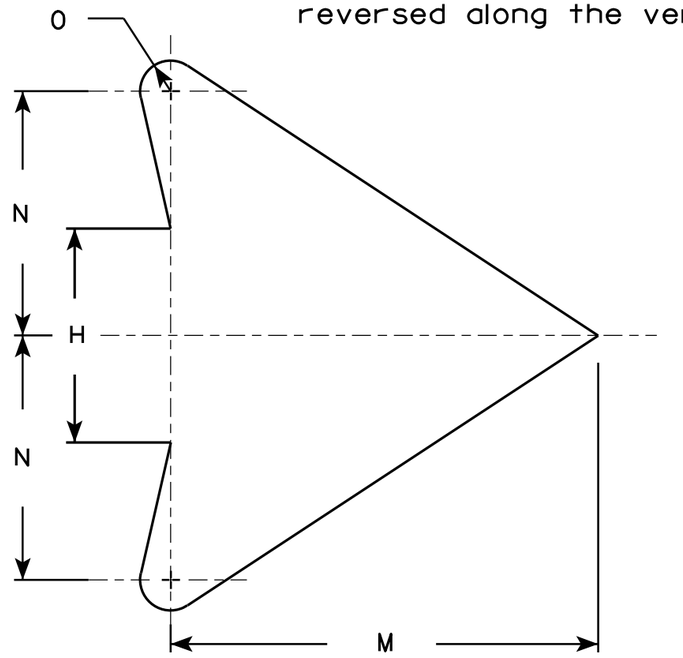
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 209 | E

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W1-2L is the same as W1-2R except the arrow is reversed along the vertical centerline.



W1-2R



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2		8 1/4	3 1/2	4 1/2	1 3/4	2 3/8	7 1/4	7	4	1/2												4.0
2S	30		1 3/8	1/2	5/8		10 1/4	4 3/8	5 5/8	2 1/4	3	9 1/8	8 3/4	5	5/8												6.25
2M	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
3	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
4	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
5	48		2 1/4	3/4	1		16 1/2	7	9	3 1/2	4 5/8	14 1/2	14	8	1												16.0

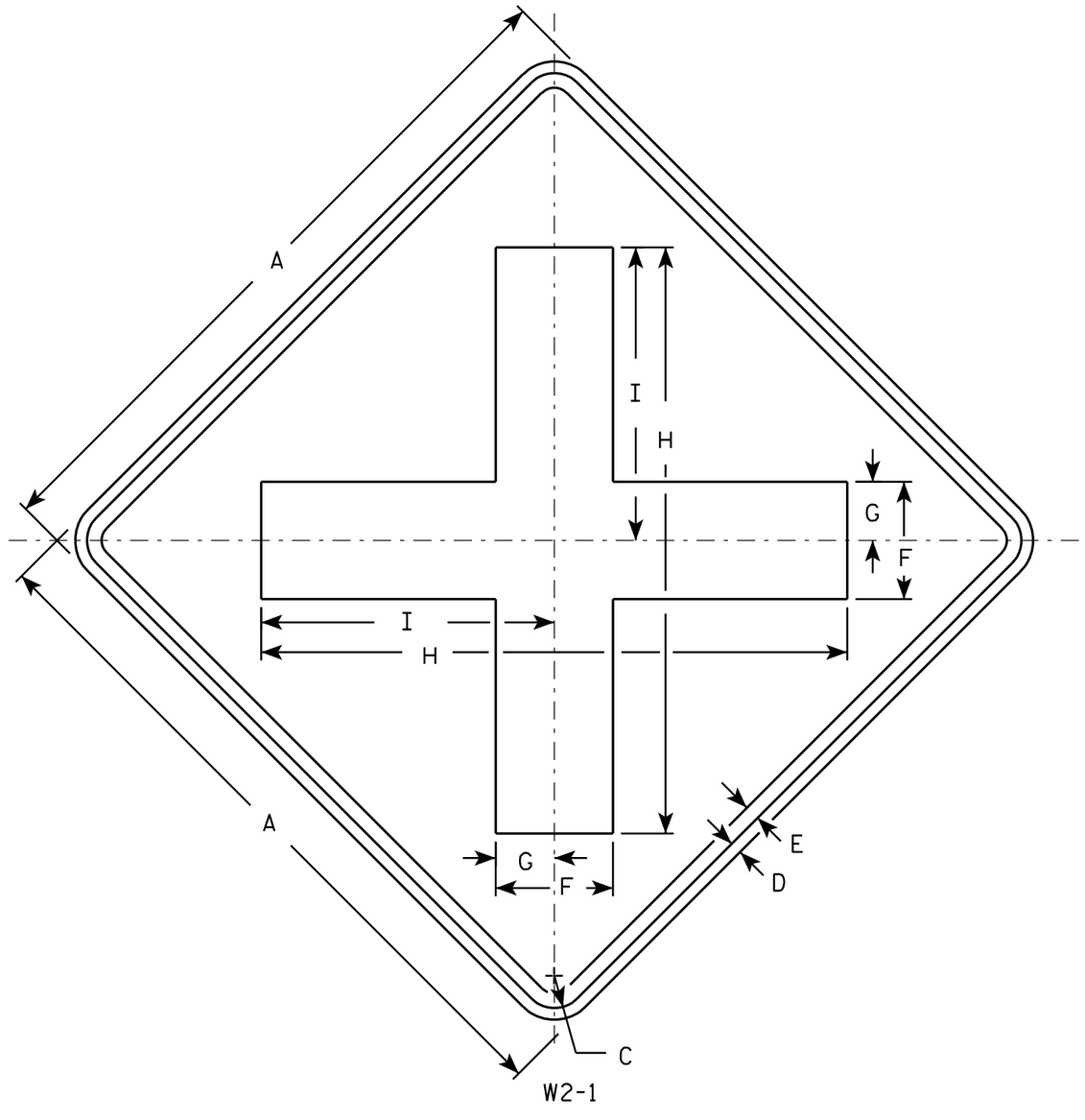
STANDARD SIGN
W1-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/15/12 PLATE NO. W1-2.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 210	E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	4	2	20	10																		4.0
2S	30		1 3/8	1/2	5/8	5	2 1/2	25	12 1/2																		6.25
2M	30		1 3/8	1/2	5/8	5	2 1/2	25	12 1/2																		6.25
3	36		1 5/8	5/8	3/4	6	3	30	15																		9.0
4	48		2 1/4	3/4	1	8	4	40	20																		16.0
5																											

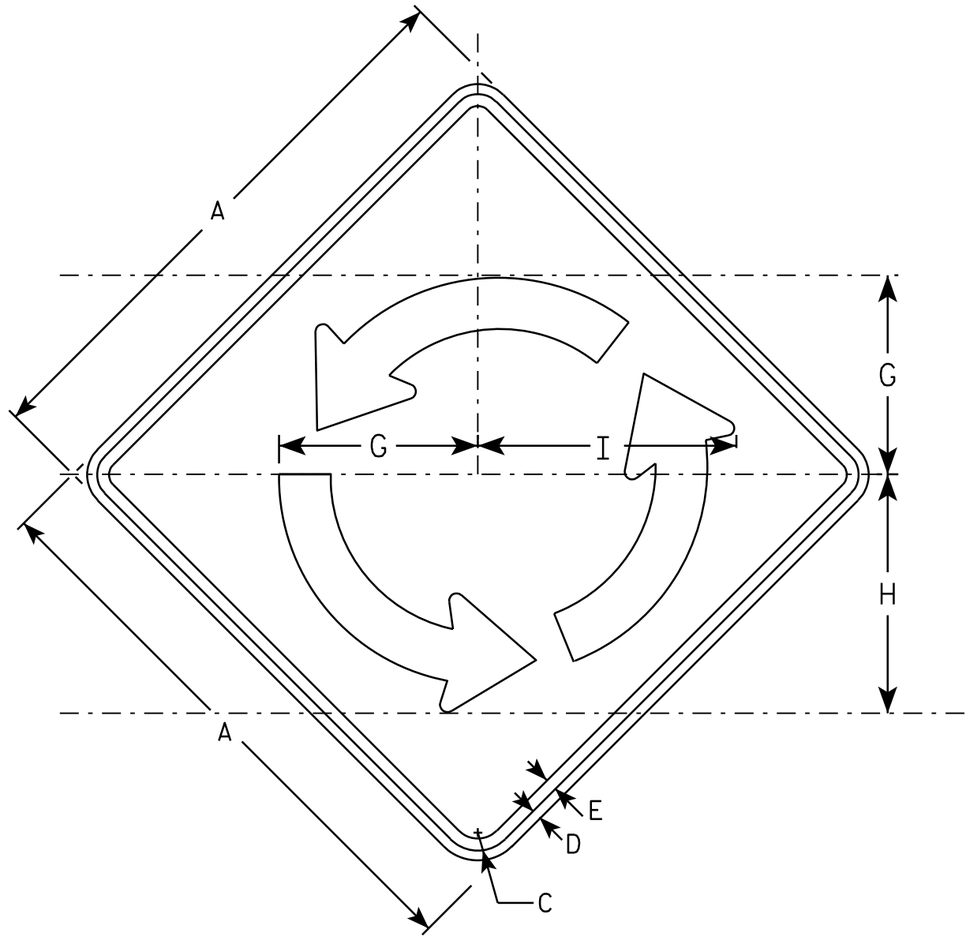
STANDARD SIGN
W2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W2-1.9

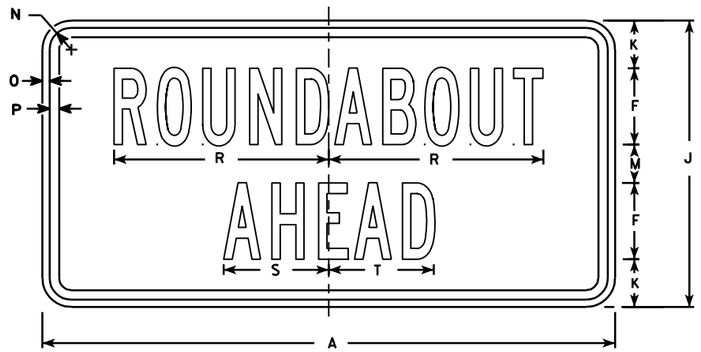
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 211	E



W2-6

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Message - BLACK
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W2-6P

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	W2-6 Area sq. ft.	W2-6P Area sq. ft.
1																										
2S	30		1 3/8	1/2	5/8	4	10 3/8	12 1/2	13 1/2	15	2 1/2		2	1 1/8	3/8	1/2		11 1/4	5 1/2	5 1/2					6.25	3.12
2M	30		1 3/8	1/2	5/8	4	10 3/8	12 1/2	13 1/2	15	2 1/2		2	1 1/8	3/8	1/2		11 1/4	5 1/2	5 1/2					6.25	3.12
3	36		1 5/8	5/8	3/4	5	12 1/2	15	16 1/4	18	2 5/8		2 3/4	1 1/8	3/8	1/2		14	7	6 3/4					9.00	4.50
4	48		2 1/4	3/4	1	6	16 5/8	20	16 1/4	24	4 3/8		3 5/8	1 3/8	1/2	5/8		17	8 1/4	8 1/4					16.0	8.0
5																										

STANDARD SIGN
W2-6

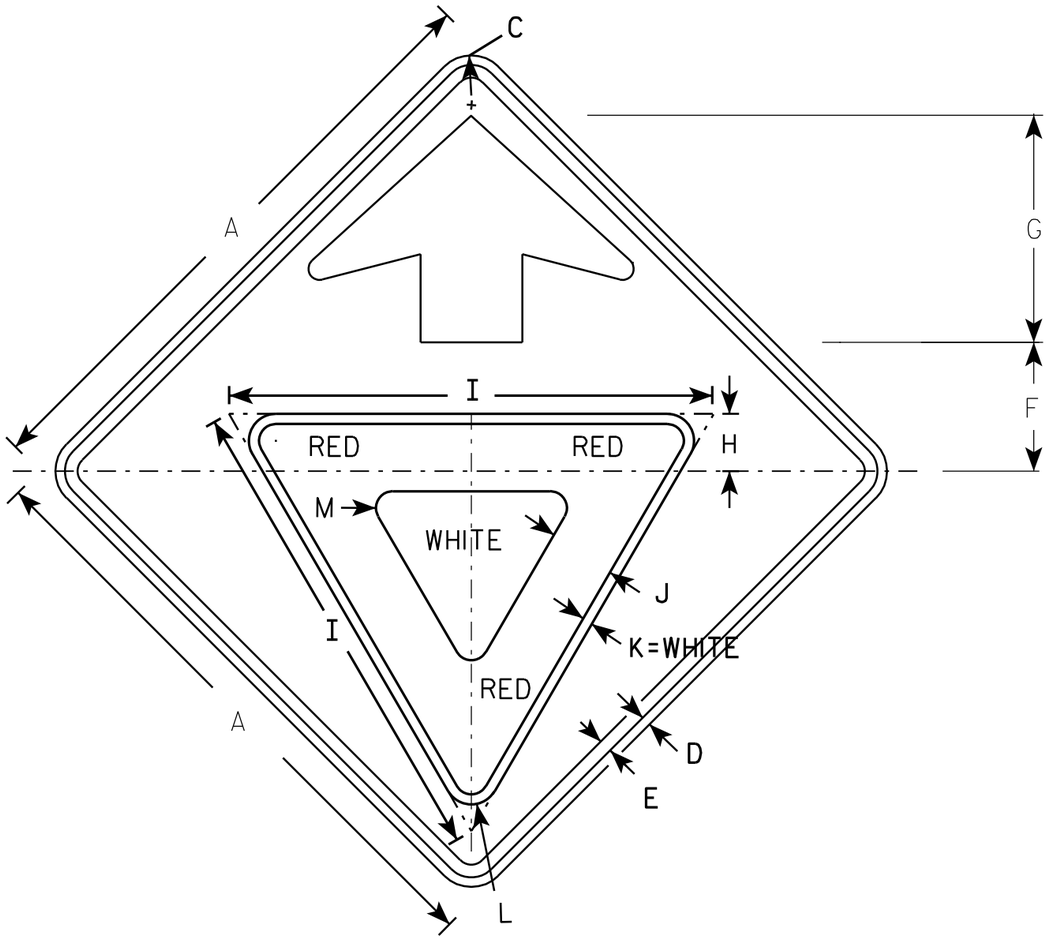
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/29/12 PLATE NO. W2-6.5

PROJECT NO:

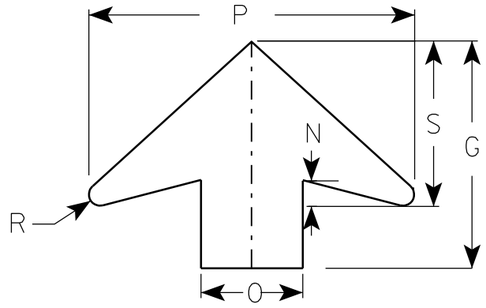
SHEET NO: 212 E



W3-2

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Arrow & Border - BLACK
   Yield Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	6 1/4	11 1/4	3	25	3 3/8	1/2	1 3/8	7/8	1 1/4	5	16		1/2	8								6.25
2S	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
2M	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
3	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0

STANDARD SIGN
W3-2

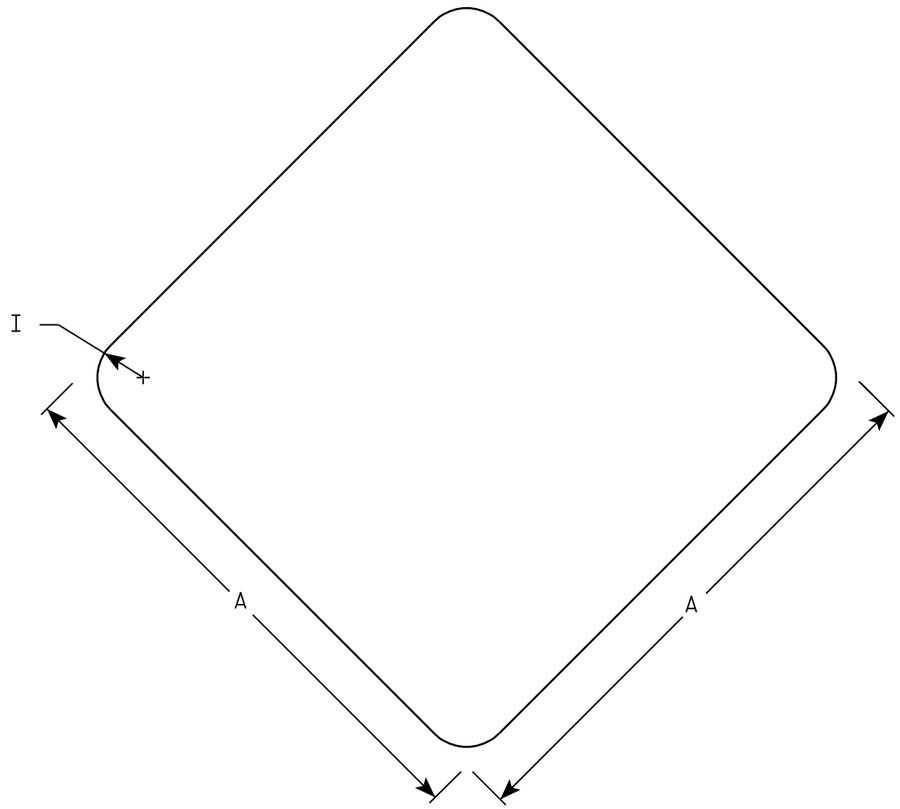
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-2..9

PROJECT NO:

SHEET NO: 213 E



W5-54

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
3. Corners may be square or rounded when base material is plywood. When base material is metal the corners shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12								1																		1.0
2S	18								1 ½																		2.25
2M	18								1 ½																		2.25
3																											
4																											
5																											

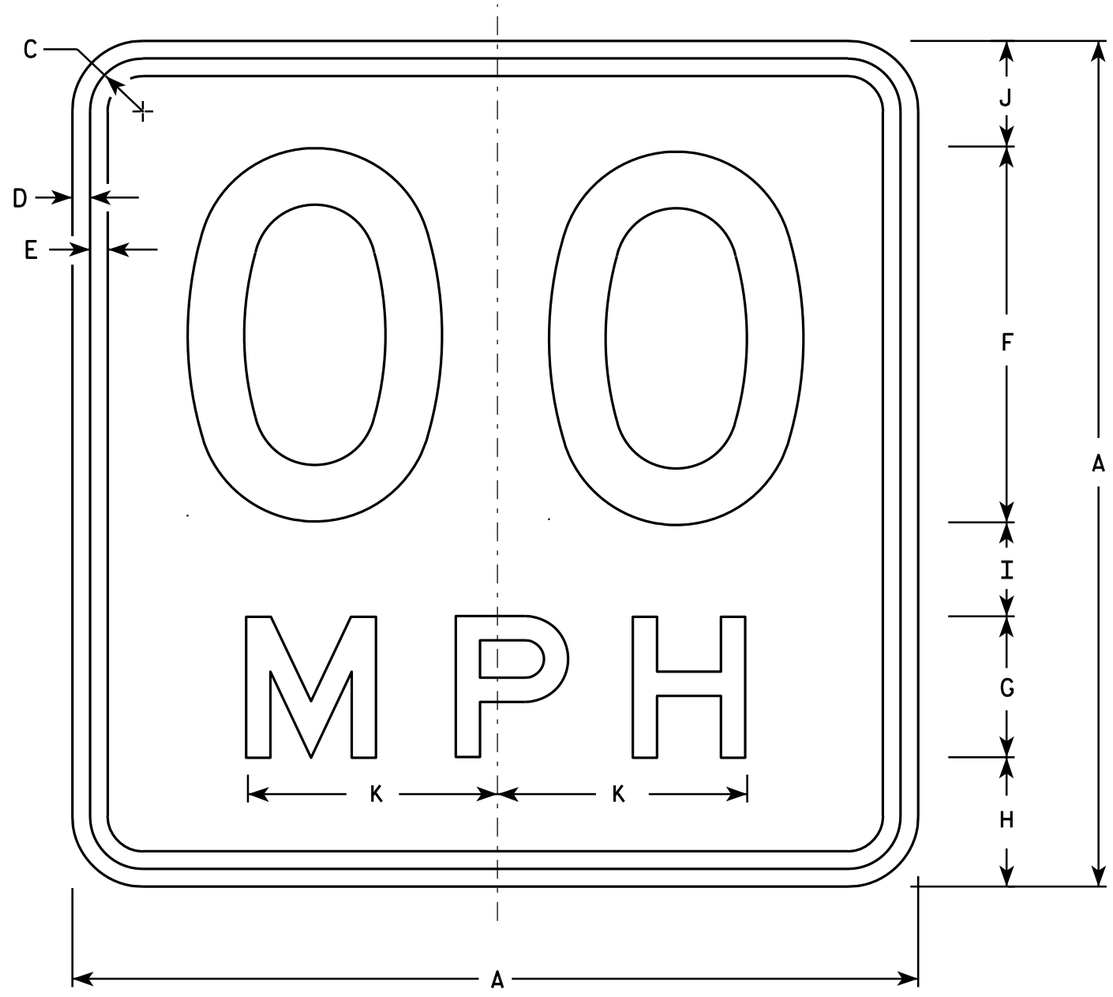
STANDARD SIGN
W5-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/3/10 PLATE NO. W5-54.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 214	E



W13-1

* For 30" x 30" Warning Signs, use 18" x 18" W13-1 signs.
For 36" x 36" Warning Signs, use 24" x 24" W13-1 signs.

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

	SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
	1	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2S	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2M	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
	3	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	6 5/8																4.00
	4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
	5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

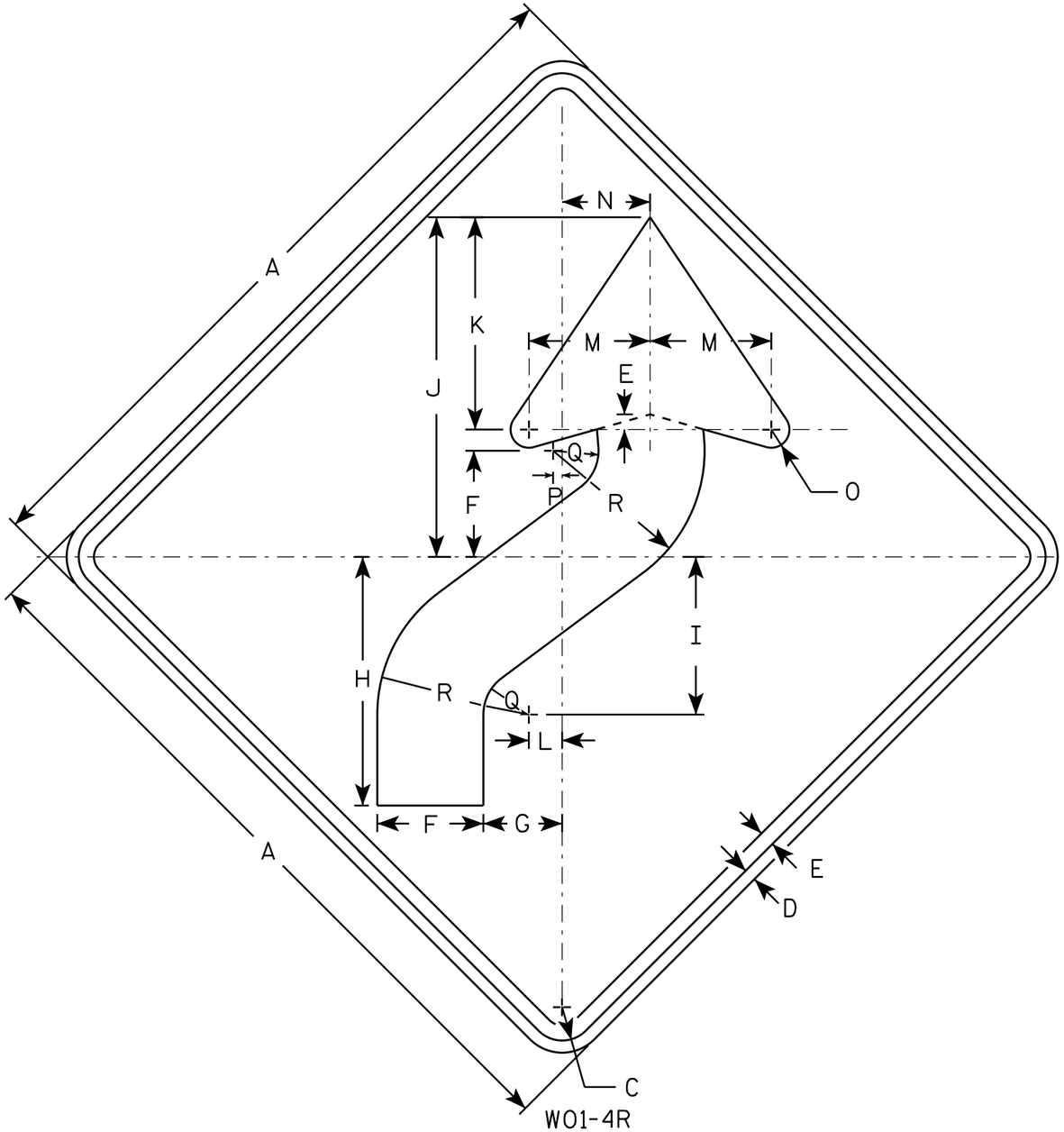
STANDARD SIGN
W13-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/31/12 PLATE NO. W13-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 215 | E



W01-4R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W01-4L is the same as W01-4R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
2S	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
2M	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
3	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
4	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
5	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

STANDARD SIGN
W01-4

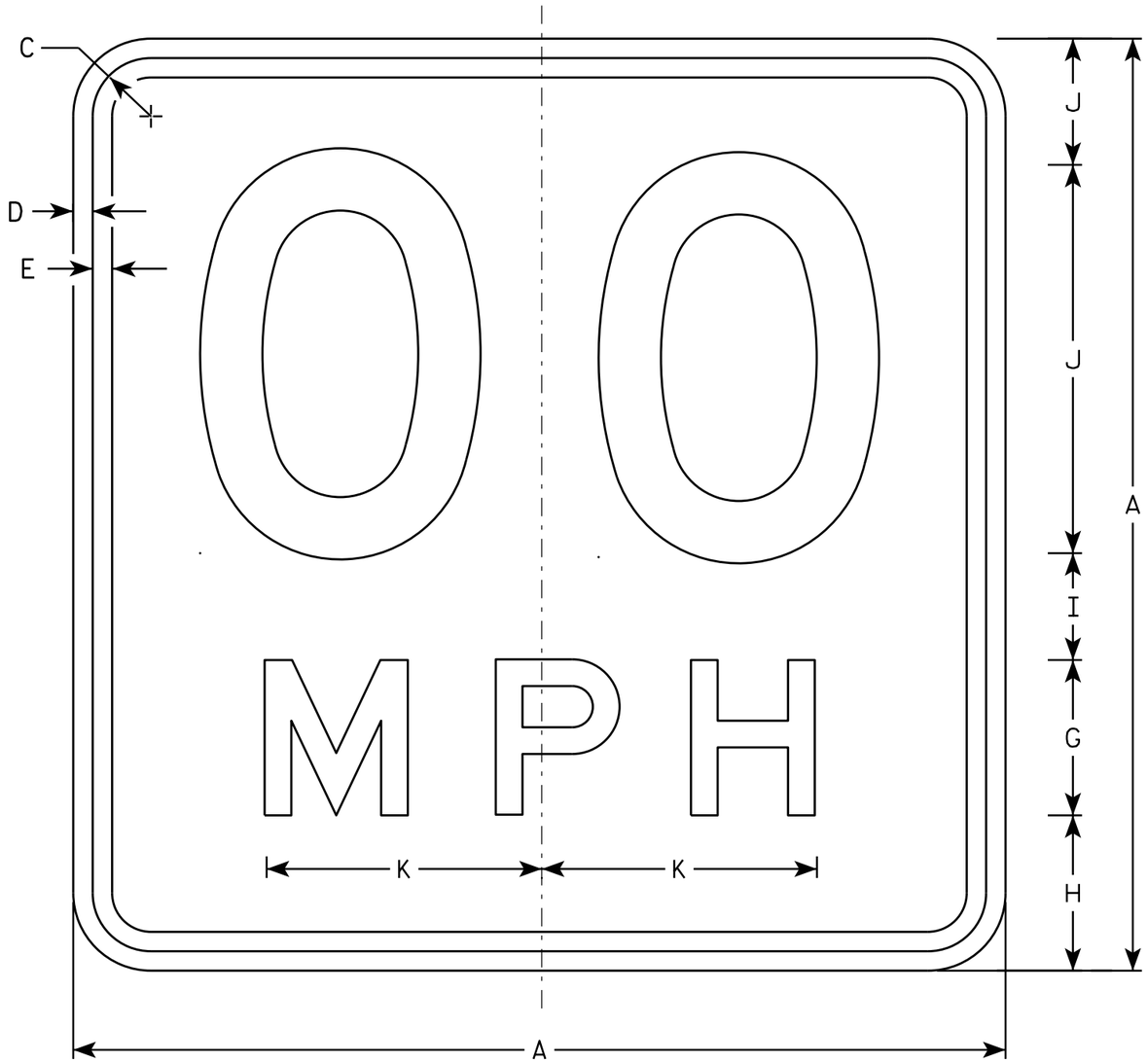
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO W01-4.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W014.DGN PLOT DATE : 28-FEB-2014 11:35 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.755110:1.000000
WISDOT/CADDS SHEET 42



W013-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	7 1/8																4.00
2S	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
2M	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
3	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

STANDARD SIGN
W013-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/21/13 PLATE 217 W013-1.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		MASS ORDINATE NOTE 4
		CUT	SALVAGED PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	
12+99.05EX		0	0	0	0	0	0	0	0	0	0	0
13+50.00 EX	51	7.6	0	5.3	0	7	0	5	0	7	6	1
14+00.00 EX	50	7.5	0	5.8	0	14	0	10	0	21	19	2
14+50.00 EX	50	8.3	0	3.1	0	15	0	8	0	36	29	6
15+00.00 EX	50	9.3	0	1.7	0	16	0	4	0	52	35	17
15+50.00 EX	50	9.6	0	0.9	0	18	0	2	0	70	38	32
16+00.00 EX	50	10.1	0	0.4	0	18	0	1	0	88	39	48
16+50.00 EX	50	10.4	0	0.2	0	19	0	1	0	107	40	67
17+00.00 EX	50	10.1	0	0.3	0	19	0	0	0	126	41	85
17+50.00 EX	50	9.4	0	0.6	0	18	0	1	0	144	42	102
18+00.00 EX	50	9.7	0	0.6	0	18	0	1	0	162	43	118
18+50.00 EX	50	8.9	0	1.3	0	17	0	2	0	179	45	133
19+00.00 EX	50	8.6	0	0.6	0	16	0	2	0	195	48	147
19+50.00 EX	50	9	0	0.5	0	16	0	1	0	211	49	162
20+00.00 EX	50	8.1	0	1.4	0	16	0	2	0	227	51	176
20+50.00 EX	50	6.6	0	2.2	0	14	0	3	0	241	55	185
21+00.00 EX	50	6	0	2.3	0	12	0	4	0	252	60	192
21+49.45 EX	49	0	0	0	0	5	0	2	0	258	63	195
22+67.27 EX		0	0	0	0	0	0	0	0	258	63	195
23+00.00 EX	33	5.5	0	4.1	0	3	0	2	0	261	65	196
23+50.00 EX	50	5.6	0	0.1	0	10	0	4	0	272	70	201
24+00.00 EX	50	5.2	0	1.5	0	10	0	0	0	282	70	211
24+50.00 EX	50	5.4	0	1.6	0	10	0	3	0	291	74	217
25+00.00 EX	50	6.6	0	0.1	0	11	0	2	0	303	76	227
25+50.00 EX	50	5.8	0	3.2	0	11	0	3	0	314	80	234
26+00.00 EX	50	5.7	0	10.1	0	11	0	12	0	325	95	229
26+50.00 EX	50	5.2	0	2.2	0	10	0	11	0	335	109	225
27+00.00 EX	50	5.4	0	6.3	0	10	0	8	0	345	119	225
27+50.00 EX	50	6.5	0	0.1	0	11	0	6	0	356	127	229
27+60.00 EX	10	9.7	0	0	0	3	0	0	0	359	127	232
28+00.00 EX	40	5	0	7.1	0	11	0	5	0	369	133	236
28+50.00 EX	50	5.6	0	5.8	0	10	0	12	0	379	148	231
29+00.00 EX	50	5.8	0	6.8	0	11	0	12	0	390	163	227
29+50.00 EX	50	5.6	0	7.7	0	11	0	13	0	400	179	221
30+00.00 EX	50	6.4	0	11.2	0	11	0	18	0	412	201	210
30+50.00 EX	50	5.3	0	10.7	0	11	0	20	0	422	227	196
31+00.00 EX	50	5.8	0	6.9	0	10	0	16	0	433	247	185
31+50.00 EX	50	5.7	0	5.5	0	11	0	11	0	443	261	182
32+00.00 EX	50	5	0	3.6	0	10	0	8	0	453	272	181
32+50.00	50	3.3	0	0.2	0	8	0	4	0	461	276	184
32+88.36 EX	38	0	0	0	0	2	0	0	0	463	276	187
				COLUMN TOTALS		463	0	221	0			

NOTES:

1) CUT: CUT INCLUDES UNUSABLE PAVEMENT MATERIAL
2) SALVAGED PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

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9

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	EARTHWORK - STAGE 1 STH 27	SHEET 218	E

STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		MASS ORDINATE NOTE 4
		CUT	SALVAGED PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	
50+78.29 EX		0	0	0	0	0	0	0	0	0	0	0
51+00.00 EX	22	2	0	0.5	0	1	0	0	0	1	0	1
51+50.00 EX	50	3.9	0	0.5	0	5	0	1	0	6	1	5
52+00.00 EX	50	4.3	0	0.2	0	8	0	1	0	14	2	12
52+50.00 EX	50	5.3	0	0.6	0	9	0	1	0	23	3	20
53+00.00 EX	50	25.1	0	2.8	0	28	0	5	0	51	10	41
53+50.00 EX	50	46.8	0	3.7	0	67	0	7	0	117	18	99
54+00.00 EX	50	40.1	0	2.5	0	80	0	6	0	198	25	173
54+50.00 EX	50	24.8	0	7.9	0	60	0	10	0	258	37	221
55+00.00 EX	50	13	0	12.7	0	35	0	19	0	293	61	232
55+50.00 EX	50	11.4	0	12.4	0	23	0	23	0	316	90	225
56+00.00 EX	50	6.6	0	12.7	0	17	0	23	0	332	119	213
56+50.00 EX	50	2.7	0	4.4	0	9	0	16	0	341	139	202
56+65.44 EX	15	0	0	0	0	1	0	1	0	342	141	201
				COLUMN TOTALS		342	0	113	0			

NOTES:

1) CUT: CUT INCLUDES UNUSABLE PAVEMENT MATERIAL
2) SALVAGED PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

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PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	EARTHWORK - STAGE 1 STH 33	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090102_ew.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 49

STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		MASS ORDINATE NOTE 4
		CUT	SALVAGED PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	
12+43.71		0	0	0	0	0	0	0	0	0	0	0
12+50.00	6	1.7	0	0.2	0	0	0	0	0	0	0	0
13+00.00	56	7.5	0	0	0	10	0	0	0	10	0	10
13+50.00	50	9.4	0	1.1	0	16	0	1	0	25	1	24
14+00.00	50	51.6	0	0.6	0	56	0	2	0	82	3	78
14+50.00	50	51.1	0	3	0	95	0	3	0	177	8	169
15+00.00	50	54.9	0	1.9	0	98	0	5	0	275	13	262
15+50.00	50	52.3	0	3.6	0	99	0	5	0	374	20	355
16+00.00	50	54.9	0	2.2	0	99	0	5	0	474	26	447
16+50.00	50	54.5	0	2.5	0	101	0	4	0	575	32	543
17+00.00	50	60.5	0	1.3	0	106	0	4	0	681	36	645
17+50.00	50	68.7	0	1.8	0	120	0	3	0	801	40	761
18+00.00	50	72.9	0	1.4	0	131	0	3	0	932	43	889
18+50.00	50	43.5	0	3.7	0	108	0	5	0	1,040	49	991
18+53.00	3	43.4	0	3.6	0	5	0	0	0	1,045	50	995
19+00.00	47	56	0	2.8	0	87	0	6	0	1,131	57	1,074
19+50.00	50	63.9	0	2.4	0	111	0	5	0	1,242	63	1,179
20+00.00	50	62.3	0	4.5	0	117	0	6	0	1,359	71	1,288
20+50.00	50	57.8	0	5.5	0	111	0	9	0	1,470	82	1,388
21+00.00	50	57.4	0	22.1	0	107	0	26	0	1,577	114	1,463
21+11.46	11	56.2	0	31.6	0	24	0	11	0	1,601	129	1,473
21+50.00	39	68.7	0	55	0	89	0	62	0	1,690	206	1,484
22+00.00	50	82	0	62.6	0	140	0	109	0	1,830	342	1,488
22+06.08	6	78.3	0	49.7	0	18	0	13	0	1,848	358	1,490
23+54.40	0	5.8	0	23.72	0	0	0	0	0	1,848	358	1,490
24+00.00	46	306.3	0	41.3	0	264	0	55	0	2,111	426	1,685
24+50.00	50	98	0	29.3	0	374	0	65	0	2,486	508	1,978
25+00.00	50	41.2	0	18.7	0	129	0	44	0	2,615	564	2,051
25+50.00	50	42.1	0	19.4	0	77	0	35	0	2,692	608	2,084
26+00.00	50	45.7	0	21.2	0	81	0	38	0	2,773	655	2,118
26+50.00	50	48.7	0	4.9	0	87	0	24	0	2,861	685	2,176
27+00.00	50	42.4	0	21.4	0	84	0	24	0	2,945	715	2,229
27+50.00	50	44.4	0	25.3	0	80	0	43	0	3,025	769	2,256
28+00.00	50	46.2	0	21.2	0	84	0	43	0	3,109	823	2,286
28+50.00	50	49.5	0	13.1	0	89	0	32	0	3,198	863	2,335
29+00.00	50	53.5	0	8.7	0	95	0	20	0	3,293	888	2,405
29+50.00	50	51.1	0	16.7	0	97	0	24	0	3,390	918	2,472
29+74.88	25	78.4	0	11.1	0	60	0	13	0	3,450	934	2,516
30+00.00	25	51.3	0	13.7	0	60	0	12	0	3,510	948	2,562
30+50.00	50	49.4	0	13.7	0	93	0	25	0	3,603	980	2,623
31+00.00	50	8.8	0	8.2	0	54	0	20	0	3,657	1,005	2,652
31+50.00	50	10.5	0	6.4	0	18	0	14	0	3,675	1,022	2,653
32+00.00	50	12.2	0	0	0	21	0	6	0	3,696	1,029	2,667
32+38.89	39	12.2	0	0	0	18	0	0	0	3,714	1,029	2,684
				COLUMN TOTALS		3,714	0	824	0			

NOTES:

1) CUT: CUT INCLUDES UNUSABLE PAVEMENT MATERIAL
2) SALVAGED PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

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PROJECT NO: 5140-03-70 | HWY: STH 27 | COUNTY: MONROE | EARTHWORK - STAGE 2 STH 27 | SHEET 220 | E

STATION	DISTANCE	AREA (SF) CUT	AREA (SF) SALVAGED PAVEMENT MATERIAL	AREA (SF) FILL	AREA (SF) EBS	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) SALVAGED PAVEMENT MATERIAL NOTE 2	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 3	INCREMENTAL VOL (CY) (UNADJUSTED) EBS	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
49+20.44		94.4	0	0	0	0	0	0	0	0	0	0
49+50.00	30	111.9	0	0	0	113	0	0	0	113	0	113
50+00.00	80	138.6	0	0	0	369	0	0	0	482	0	482
50+50.00	50	139	0	0	0	257	0	0	0	739	0	739
51+00.00	50	116.5	0	0	0	237	0	0	0	976	0	976
51+50.00	50	114.4	0	0	0	214	0	0	0	1,189	0	1,189
51+75.00	25	90.2	0	11.5	0	95	0	5	0	1,284	7	1,277
52+00.00	25	107.2	0	0.4	0	91	0	6	0	1,376	14	1,362
52+50.00	50	82.1	0	5	0	175	0	5	0	1,551	20	1,531
53+00.00	50	68.2	0	6	0	139	0	10	0	1,690	33	1,657
53+50.00	50	44.5	0	12.5	0	104	0	17	0	1,794	54	1,740
54+00.00	50	26.1	0	34.8	0	65	0	44	0	1,860	109	1,751
54+50.00	50	13.1	0	48.9	0	36	0	78	0	1,896	206	1,690
55+00.00	50	25.1	0	42.9	0	35	0	85	0	1,931	312	1,620
55+50.00	50	78.7	0	32.1	0	96	0	69	0	2,027	399	1,629
56+00.00	50	174.4	0	31	0	234	0	58	0	2,262	472	1,790
56+50.00	50	239.8	0	51.4	0	384	0	76	0	2,645	567	2,078
57+00.00	50	176.1	0	6.8	0	385	0	54	0	3,030	634	2,396
57+00.52	1	176.4	0	6.6	0	3	0	0	0	3,034	635	2,399
58+42.67		46.3	0	0	0	0	0	0	0	3,034	635	2,399
59+00.00	57	70.4	0	18.9	0	124	0	20	0	3,158	660	2,498
59+50.00	107	240.5	0	47.3	0	618	0	132	0	3,776	824	2,952
60+00.00	50	115.2	0	14.6	0	329	0	57	0	4,105	896	3,209
60+50.00	50	129.5	0	0.1	0	227	0	14	0	4,332	913	3,419
61+00.00	50	153.5	0	0	0	262	0	0	0	4,594	913	3,681
61+50.00	50	173.7	0	0	0	303	0	0	0	4,897	913	3,984
62+00.00	50	275.37	0	0	0	416	0	0	0	5,312	913	4,400
62+19.00	19	275.37	0	0	0	194	0	0	0	5,506	913	4,593
62+19.01	0	37.6	0	0	0	0	0	0	0	5,506	913	4,593
62+50.00	50	37.6	0	0	0	70	0	0	0	5,576	913	4,663
63+00.00	50	33.8	0	0	0	66	0	0	0	5,642	913	4,729
63+50.00	50	22.8	0	0	0	52	0	0	0	5,694	913	4,782
64+00.00	50	5.4	0	0	0	26	0	0	0	5,720	913	4,808
				COLUMN TOTALS		5,720	0	730	0			

NOTES:

1) CUT: CUT INCLUDES UNUSABLE PAVEMENT MATERIAL
2) SALVAGED PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

STATION	DISTANCE	AREA (SF) CUT	AREA (SF) SALVAGED PAVEMENT MATERIAL	AREA (SF) FILL	AREA (SF) EBS	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) SALVAGED PAVEMENT MATERIAL NOTE 2	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 3	INCREMENTAL VOL (CY) (UNADJUSTED) EBS	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
10+00.00 C		231	0	34	0	0	0	0	0	0	0	0
10+47.40 C	47	138	0	64	0	324	0	87	0	324	108	215
				COLUMN TOTALS		324	0	87	0			

NOTES:

1) CUT: CUT INCLUDES UNUSABLE PAVEMENT MATERIAL
2) SALVAGED PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

STAGE 2 - CHAIN C

STATION	DISTANCE	AREA (SF) CUT	AREA (SF) SALVAGED PAVEMENT MATERIAL	AREA (SF) FILL	AREA (SF) EBS	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) SALVAGED PAVEMENT MATERIAL NOTE 2	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 3	INCREMENTAL VOL (CY) (UNADJUSTED) EBS	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
14+87.44 G		97	0	2	0	0	0	0	0	0	0	0
15+00.00 G	13	97	0	7	0	45	0	2	0	45	3	43
15+39.61 G	40	0	0	41	0	71	0	35	0	116	46	70
				COLUMN TOTALS		116	0	37	0			

NOTES:

1) CUT: CUT INCLUDES UNUSABLE PAVEMENT MATERIAL
2) SALVAGED PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

STAGE 2 - CHAIN G

STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		MASS ORDINATE NOTE 4
		CUT	SALVAGED PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	
13+77.92		51.8	0	0.1	0	0	0	0	0	0	0	0
14+00.00	22	51.8	0	0.1	0	42	0	0	0	42	0	42
14+50.00	72	49.4	0	0.2	0	136	0	0	0	179	1	177
15+00.00	50	51	0	0.1	0	93	0	0	0	271	1	270
15+50.00	50	52.8	0	0	0	96	0	0	0	368	1	366
16+00.00	50	54.2	0	0	0	99	0	0	0	467	1	465
16+50.00	50	55.5	0	0	0	102	0	0	0	568	1	566
17+00.00	50	56.9	0	0	0	104	0	0	0	672	1	670
17+50.00	50	57.2	0	0	0	106	0	0	0	778	1	776
18+00.00	50	62.7	0	0	0	111	0	0	0	889	1	887
18+50.00	50	75.8	0	0	0	128	0	0	0	1,017	1	1,015
19+00.00	50	105.5	0	0	0	168	0	0	0	1,185	1	1,183
19+50.00	50	119.8	0	0	0	209	0	0	0	1,394	1	1,392
20+00.00	50	126.6	0	0	0	228	0	0	0	1,622	1	1,620
20+50.00	50	120.7	0	0	0	229	0	0	0	1,851	1	1,849
21+00.00	50	106.7	0	0	0	211	0	0	0	2,061	1	2,059
21+11.46	11	81.7	0	0.7	0	40	0	0	0	2,101	1	2,099
21+50.00	39	78.8	0	59.7	0	115	0	43	0	2,216	55	2,160
24+50.00		41.7	0	8.1	0	0	0	0	0	2,216	55	2,160
25+00.00	50	45.6	0	0	0	81	0	8	0	2,297	64	2,231
25+50.00	50	43.8	0	11.8	0	83	0	11	0	2,380	78	2,300
26+00.00	50	49.3	0	33	0	86	0	41	0	2,466	130	2,335
26+50.00	50	52.4	0	9.6	0	94	0	39	0	2,560	179	2,380
27+00.00	50	55.1	0	6.2	0	100	0	15	0	2,659	198	2,461
27+50.00	50	59.5	0	2.2	0	106	0	8	0	2,766	207	2,557
27+85.00	35	63.1	0	0	0	79	0	1	0	2,845	209	2,635
28+00.00	15	61.9	0	0.4	0	35	0	0	0	2,880	209	2,669
28+50.00	50	66.8	0	0	0	119	0	0	0	2,999	210	2,788
29+00.00	50	69.5	0	0	0	126	0	0	0	3,125	210	2,914
29+50.00	50	71.9	0	0	0	131	0	0	0	3,256	210	3,045
29+74.88	25	72.7	0	0	0	67	0	0	0	3,323	210	3,112
30+00.00	25	72.4	0	0	0	67	0	0	0	3,390	210	3,179
30+50.00	50	73.2	0	0	0	135	0	0	0	3,525	210	3,314
30+92.32	42	73.2	0	0	0	115	0	0	0	3,640	210	3,429
31+00.00	8	18.63	0	0	0	13	0	0	0	3,653	210	3,442
31+50.00	50	12.63	0	0	0	29	0	0	0	3,682	210	3,471
32+00.00	50	5.97	0	0.4	0	17	0	0	0	3,699	210	3,488
32+46.93	97	5.97	0	0.4	0	21	0	1	0	3,720	212	3,507
				COLUMN TOTALS		3,720	0	170	0			

NOTES:

1) CUT: CUT INCLUDES UNUSABLE PAVEMENT MATERIAL
2) SALVAGED PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

STATION	DISTANCE	AREA (SF) CUT	AREA (SF) SALVAGED PAVEMENT MATERIAL	AREA (SF) FILL	AREA (SF) EBS	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) SALVAGED PAVEMENT MATERIAL NOTE 2	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 3	INCREMENTAL VOL (CY) (UNADJUSTED) EBS	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
10+00.00 E		44	0	93	0	0	0	0	0	0	0	0
10+50.00 E	50	48	0	64	0	85	0	146	0	85	182	-97
10+93.16 E	43	49	0	7	0	77	0	57	0	162	253	-91
				COLUMN TOTALS		162	0	203	0			

NOTES:

1) CUT: CUT INCLUDES UNUSABLE PAVEMENT MATERIAL
2) SALVAGED PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

STAGE 3 - CHAIN E

STATION	DISTANCE	AREA (SF) CUT	AREA (SF) SALVAGED PAVEMENT MATERIAL	AREA (SF) FILL	AREA (SF) EBS	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) SALVAGED PAVEMENT MATERIAL NOTE 2	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 3	INCREMENTAL VOL (CY) (UNADJUSTED) EBS	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
14+64.38 I		74	0	63	0	0	0	0	0	0	0	0
15+00.00 I	36	93	0	23	0	110	0	56	0	110	71	39
15+27.12 I	27	74	0	0	0	84	0	11	0	194	85	109
				COLUMN TOTALS		194	0	68	0			

NOTES:

1) CUT: CUT INCLUDES UNUSABLE PAVEMENT MATERIAL
2) SALVAGED PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

STAGE 3 - CHAIN I

STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		MASS ORDINATE NOTE 4
		CUT	SALVAGED PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	
12+41.78		0	0	0	0	0	0	0	0	0	0	0
12+50.00	8	7.3	0	0	0	1	0	0	0	1	0	1
13+00.00	58	10.9	0	0	0	20	0	0	0	21	0	21
13+50.00	50	18.6	0	0	0	27	0	0	0	48	0	48
14+00.00	50	18.5	0	0	0	34	0	0	0	82	0	82
14+50.00	50	16.5	0	0	0	32	0	0	0	115	0	115
15+00.00	50	15.9	0	0	0	30	0	0	0	145	0	145
15+50.00	50	14.9	0	0	0	29	0	0	0	173	0	173
16+00.00	50	14.1	0	0	0	27	0	0	0	200	0	200
16+50.00	50	14.2	0	0	0	26	0	0	0	226	0	226
17+00.00	50	15.7	0	0	0	28	0	0	0	254	0	254
17+50.00	50	18.1	0	0	0	31	0	0	0	285	0	285
18+00.00	50	15.2	0	0	0	31	0	0	0	316	0	316
18+50.00	50	45	0	0	0	56	0	0	0	372	0	372
18+53.00	3	18.3	0	0.6	0	4	0	0	0	375	0	375
19+00.00	47	12	0	0.9	0	26	0	1	0	402	2	400
19+50.00	50	4.6	0	1.2	0	15	0	2	0	417	4	413
20+00.00	50	6.1	0	1	0	10	0	2	0	427	7	420
20+50.00	50	4.2	0	1.8	0	10	0	3	0	437	10	427
21+00.00	50	7	0	9.5	0	10	0	10	0	447	23	424
21+11.46	11	6.6	0	11.3	0	3	0	4	0	450	28	421
21+50.00	39	6.4	0	45.4	0	9	0	40	0	459	79	380
22+06.08	56	6.4	0	45.4	0	13	0	94	0	472	197	276
23+54.40	0	15.3	0	0	0	0	0	0	0	472	197	276
24+00.00	46	15.3	0	0	0	26	0	0	0	498	197	301
24+50.00	50	13.6	0	0	0	27	0	0	0	525	197	328
25+00.00	50	3.3	0	1	0	16	0	1	0	541	198	343
25+50.00	50	9.5	0	0.8	0	12	0	2	0	553	200	352
26+00.00	50	10.7	0	1	0	19	0	2	0	571	202	369
26+50.00	50	34.6	0	0.7	0	42	0	2	0	613	204	409
27+00.00	50	9.6	0	0.6	0	41	0	1	0	654	206	448
27+50.00	50	8.3	0	0	0	17	0	1	0	671	206	464
28+00.00	50	9.5	0	0	0	16	0	0	0	687	206	481
28+50.00	50	10.1	0	0	0	18	0	0	0	705	206	499
29+00.00	50	9.4	0	0	0	18	0	0	0	723	206	517
29+50.00	50	27.7	0	0	0	34	0	0	0	758	206	551
29+74.88	25	34.5	0	0	0	29	0	0	0	786	206	580
30+00.00	25	31.3	0	0	0	31	0	0	0	817	206	611
30+50.00	50	21.4	0	0	0	49	0	0	0	866	206	659
31+00.00	50	19.4	0	0	0	38	0	0	0	904	206	697
31+50.00	50	15.3	0	0	0	32	0	0	0	936	206	729
32+00.00	50	2.9	0	2.4	0	17	0	2	0	953	209	743
32+38.62	39	2.9	0	2.4	0	4	0	3	0	957	213	743
				COLUMN TOTALS		957	0	171	0			

NOTES:

1) CUT: CUT INCLUDES UNUSABLE PAVEMENT MATERIAL
2) SALVAGED PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

STATION	DISTANCE	AREA (SF) CUT	AREA (SF) SALVAGED PAVEMENT MATERIAL	AREA (SF) FILL	AREA (SF) EBS	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) SALVAGED PAVEMENT MATERIAL NOTE 2	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 3	INCREMENTAL VOL (CY) (UNADJUSTED) EBS	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
10+00.00 A		76	0	47	0	0	0	0	0	0	0	0
10+25.00 A	25	267	0	40	0	159	0	40	0	159	50	108
10+50.00 A	25	88	0	30	0	164	0	33	0	323	91	232
10+75.00 A	25	36	0	84	0	58	0	53	0	381	158	223
11+00.00 A	25	50	0	74	0	40	0	73	0	421	249	172
11+25.00 A	25	94	0	36	0	67	0	51	0	488	313	175
11+50.00 A	25	63	0	46	0	73	0	38	0	560	360	200
11+75.00 A	25	23	0	91	0	40	0	63	0	600	439	161
12+00.00 A	25	17	0	76	0	18	0	77	0	619	536	83
12+25.00 A	25	19	0	39	0	17	0	53	0	635	602	33
12+50.00 A	25	95	0	35	0	53	0	34	0	688	645	43
12+75.00 A	25	122	0	73	0	100	0	50	0	788	708	81
13+00.00 A	25	92	0	49	0	99	0	57	0	887	779	109
13+25.00 A	25	83	0	49	0	81	0	46	0	968	836	133
13+33.01 A	8	83	0	50	0	25	0	15	0	912	797	139
				COLUMN TOTALS		**993**	**0**	**683**	**0**			

NOTES:

1) CUT: CUT INCLUDES UNUSABLE PAVEMENT MATERIAL
2) SALVAGED PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

9

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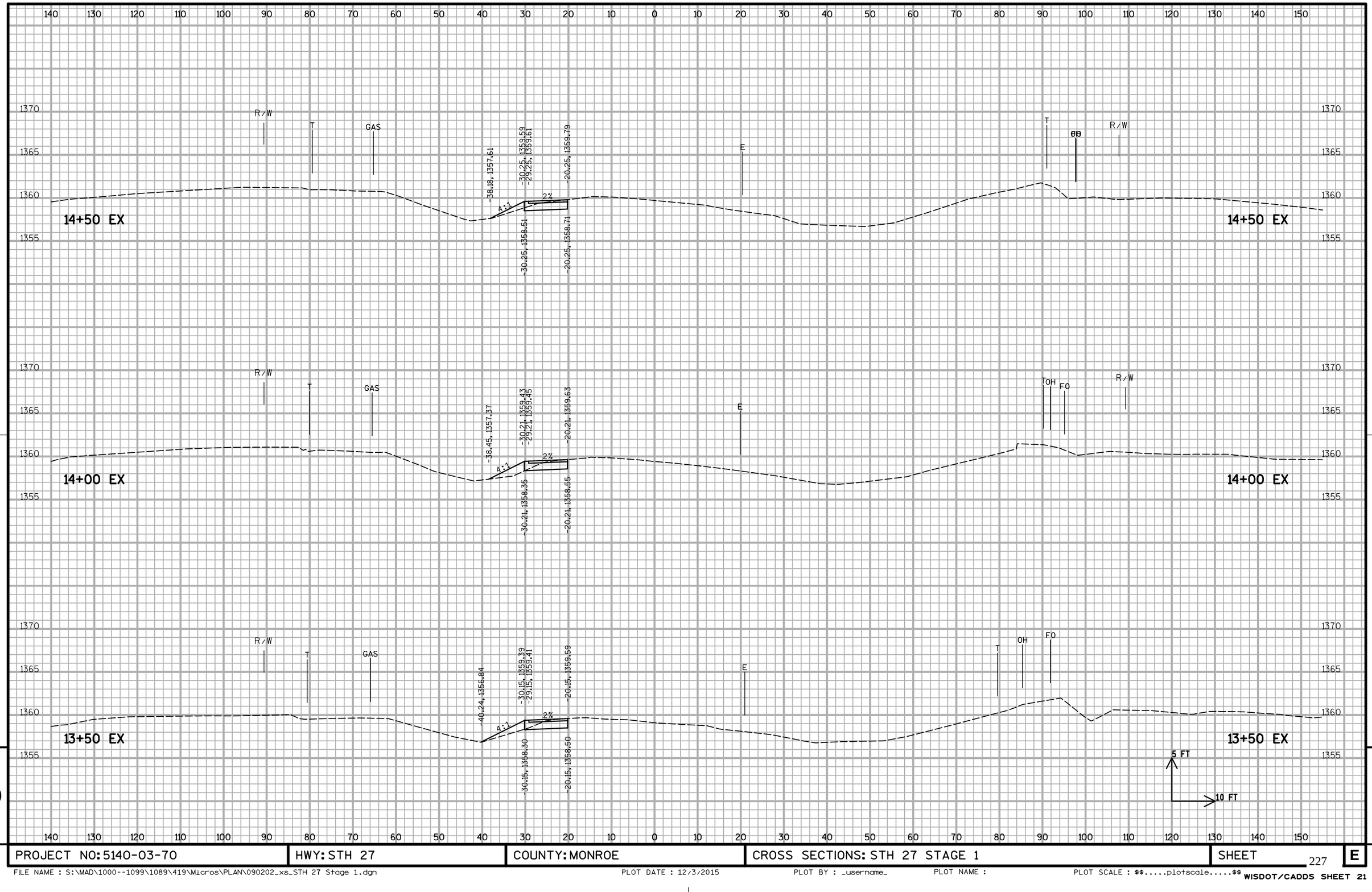

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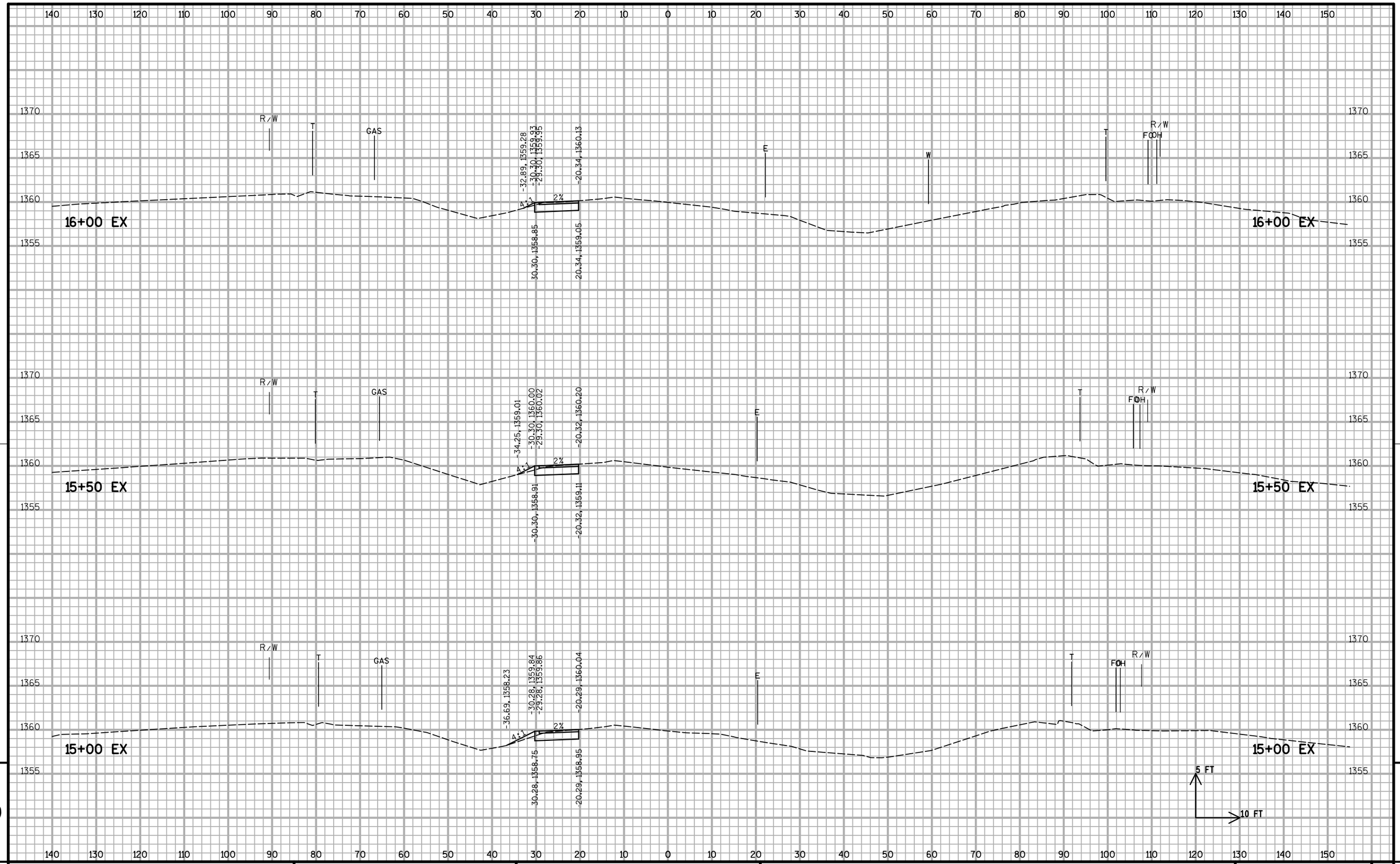
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 1	SHEET 227	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090202_xs_STH 27 Stage 1.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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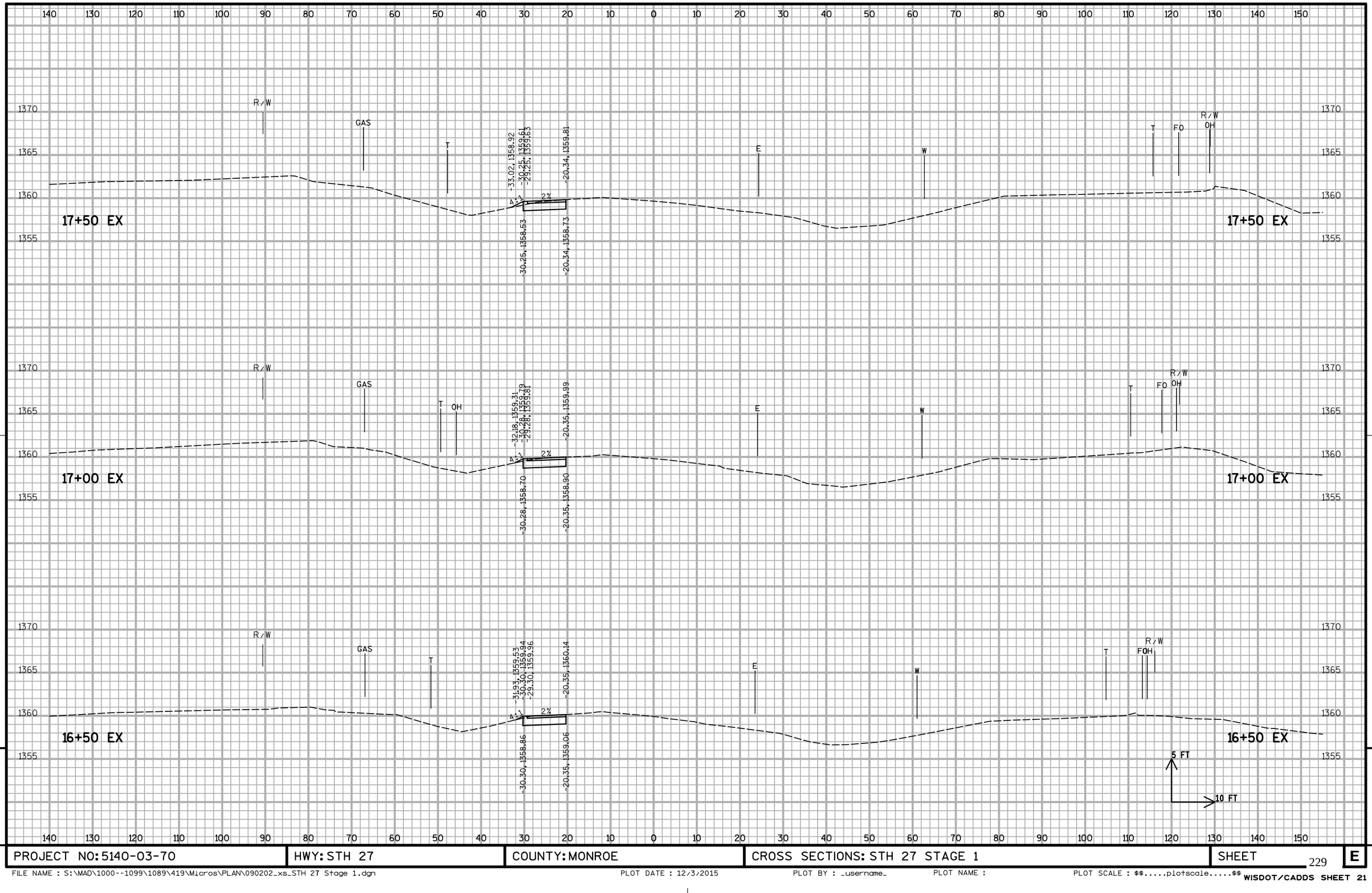
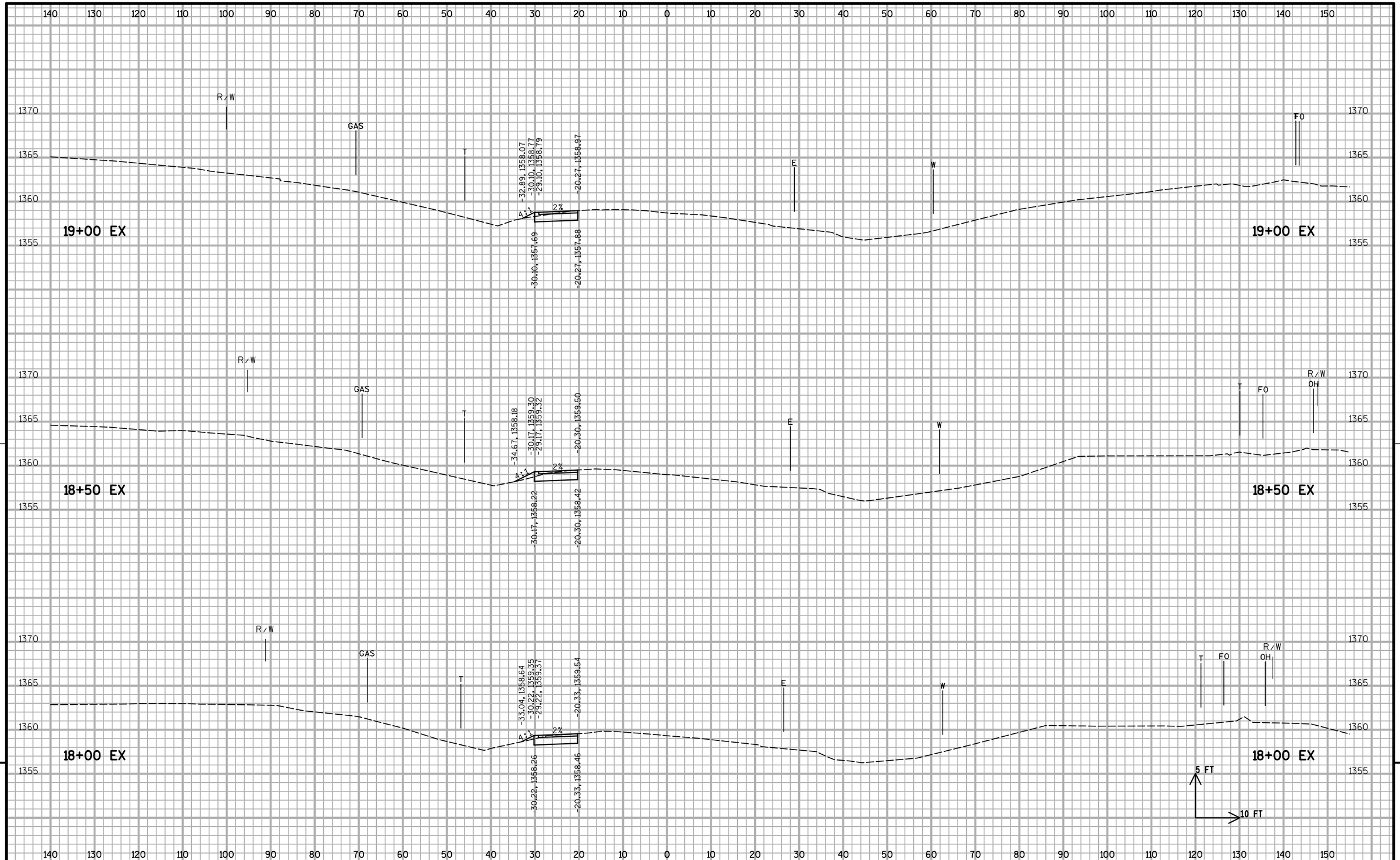
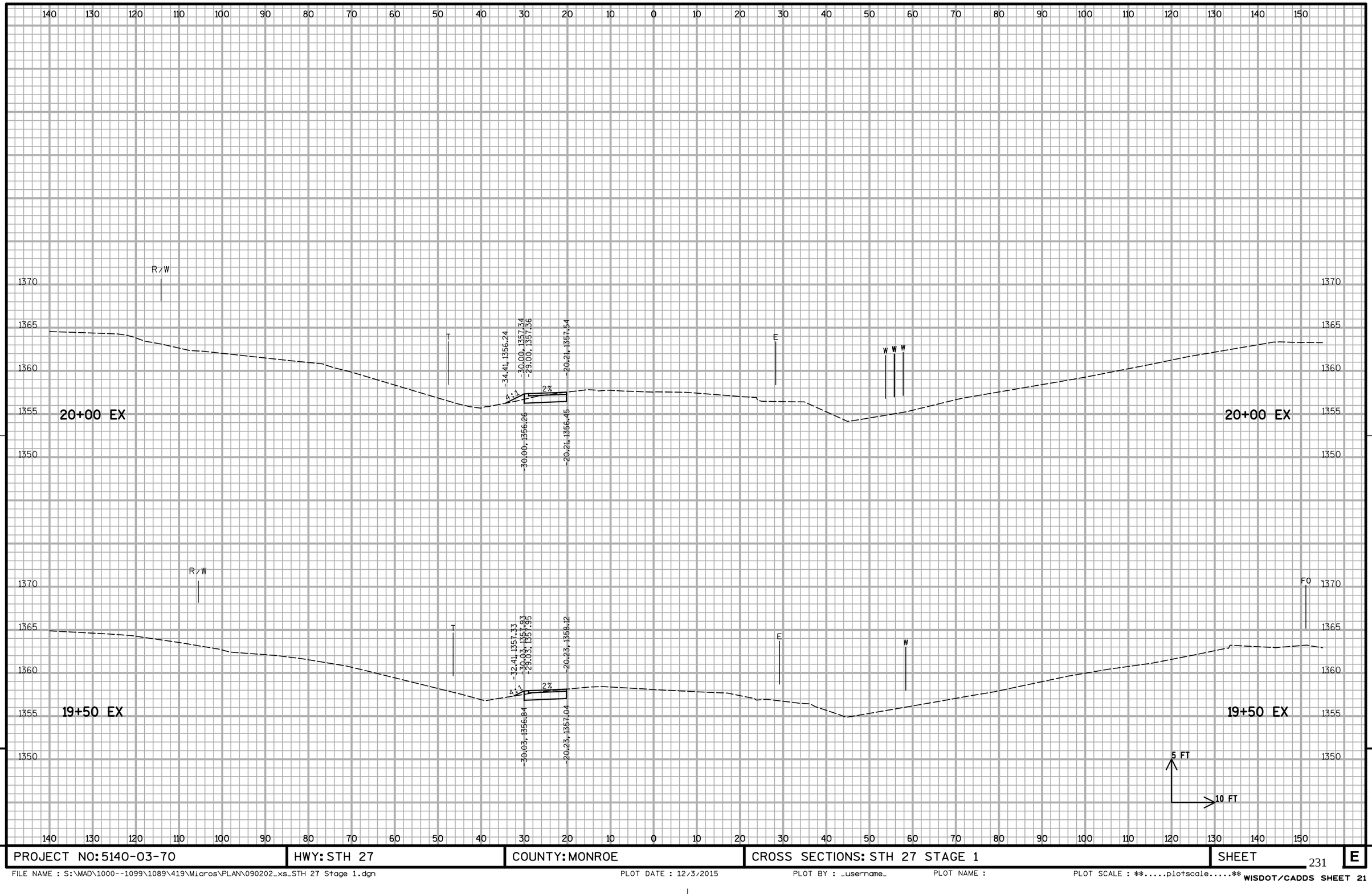
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 1	SHEET 228	E



PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 1	SHEET 229	E



PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 1	SHEET 230	E



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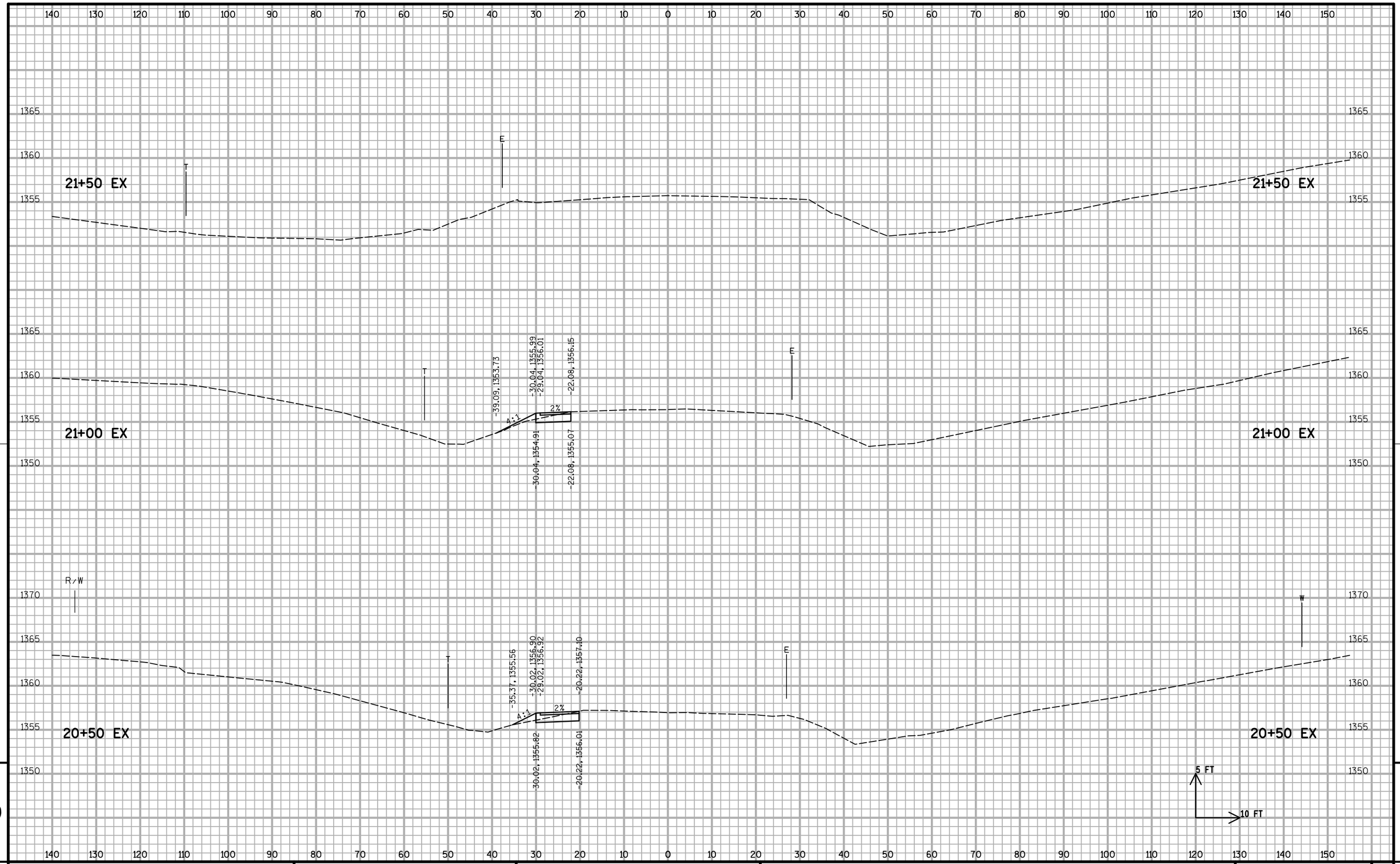
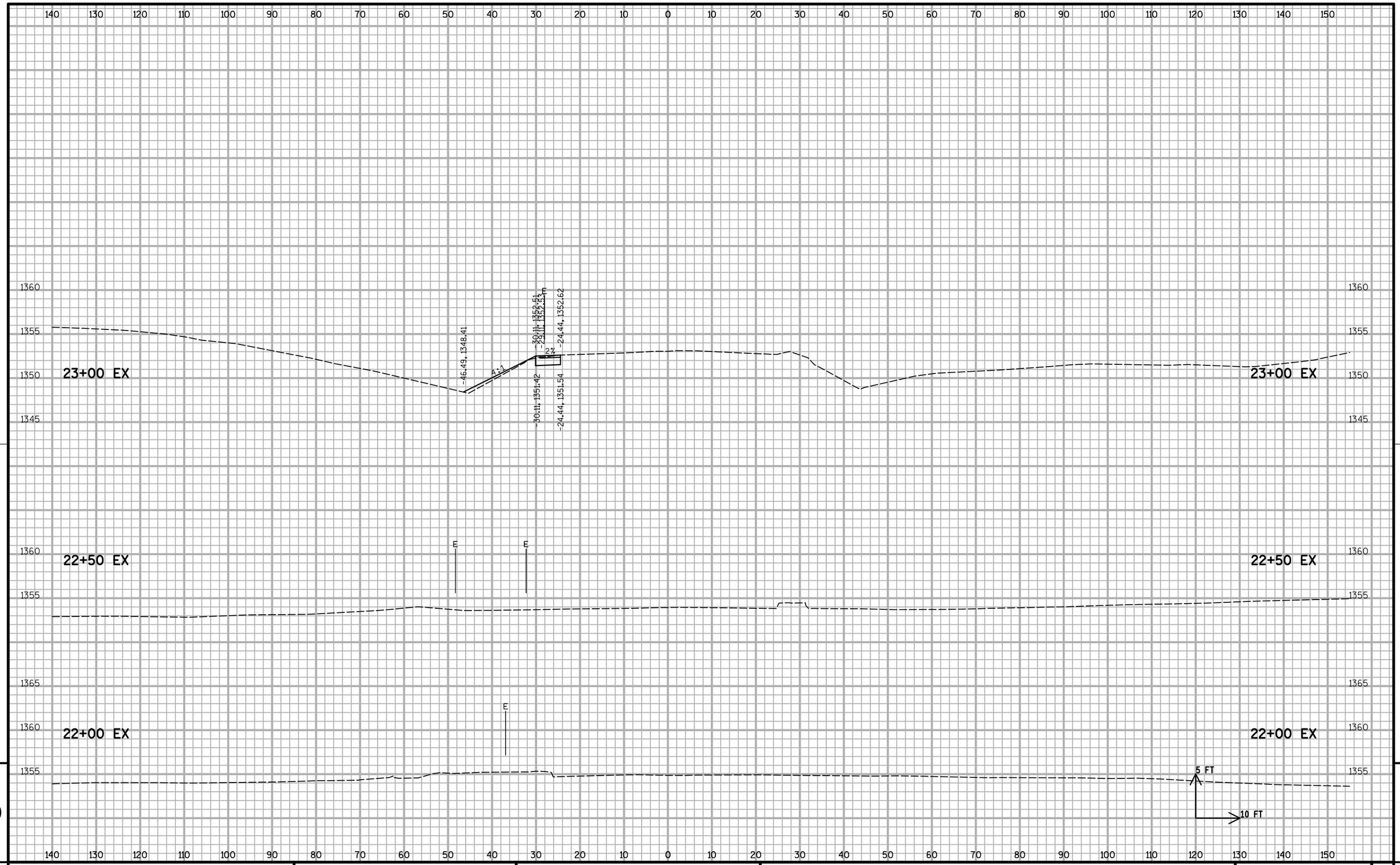
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 1	SHEET 231	E



PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 1	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090202_xs_STH 27 Stage 1.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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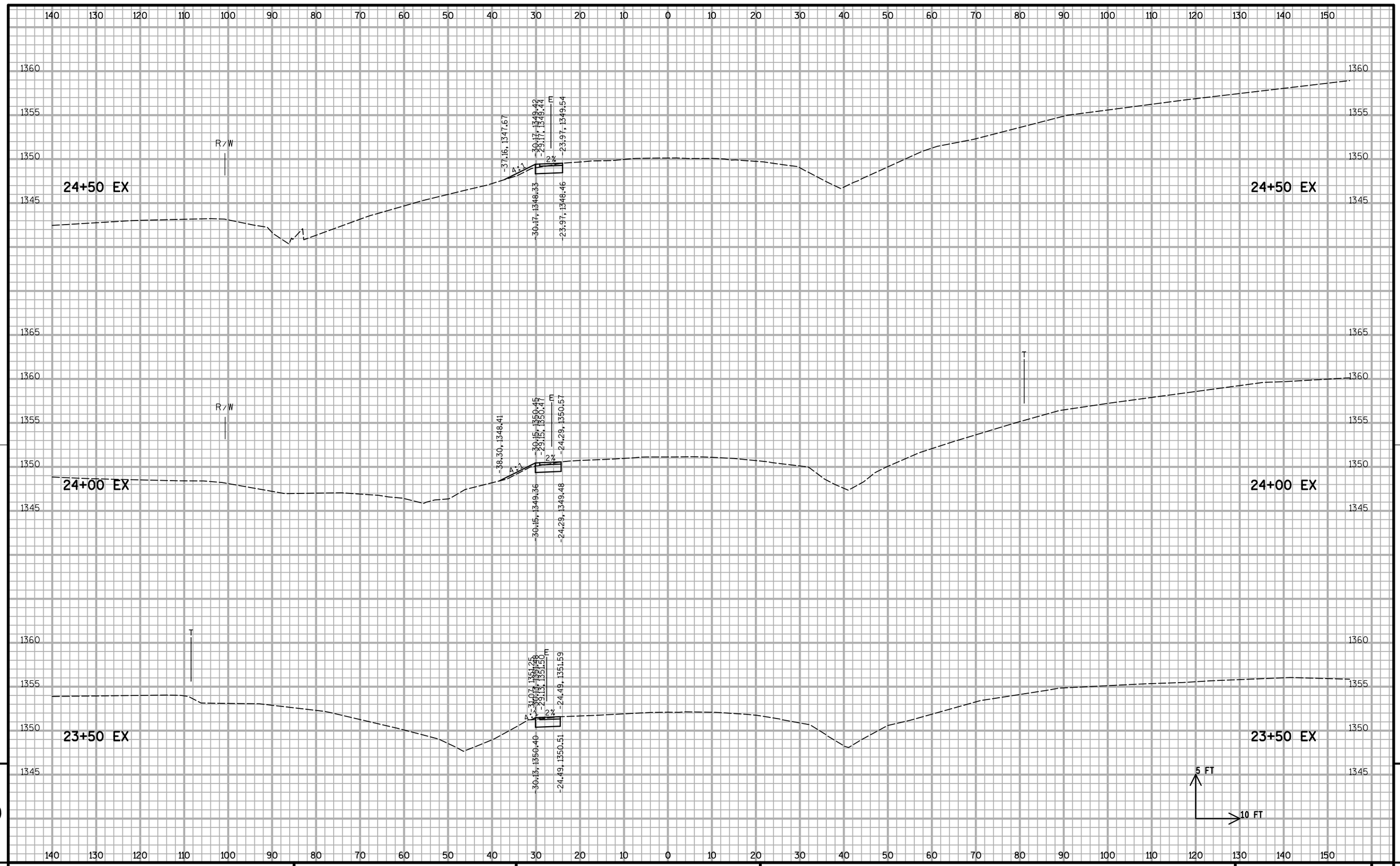
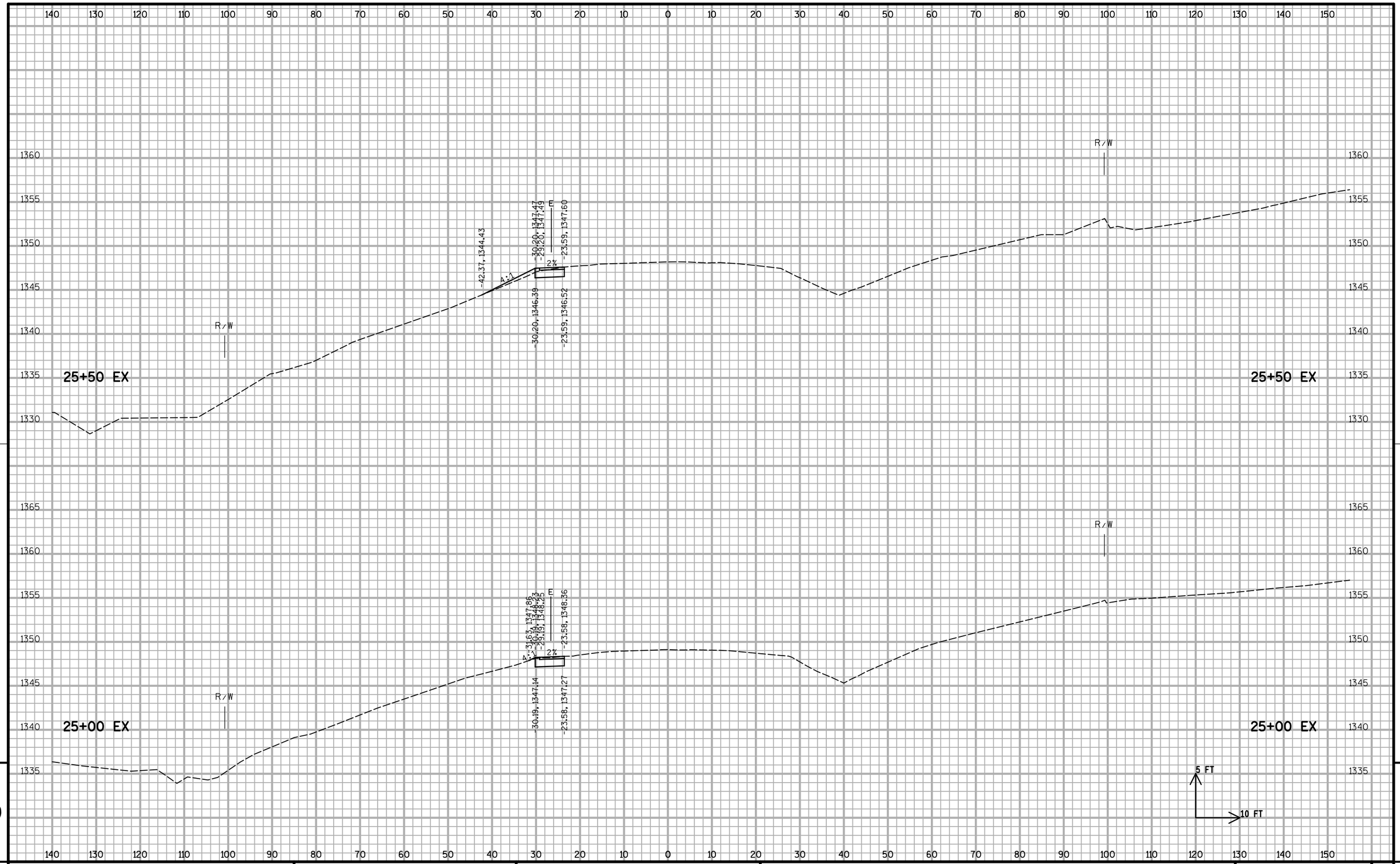
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 1	SHEET 233	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090202_xs_STH 27 Stage 1.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 1	SHEET 234	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090202_xs_STH 27 Stage 1.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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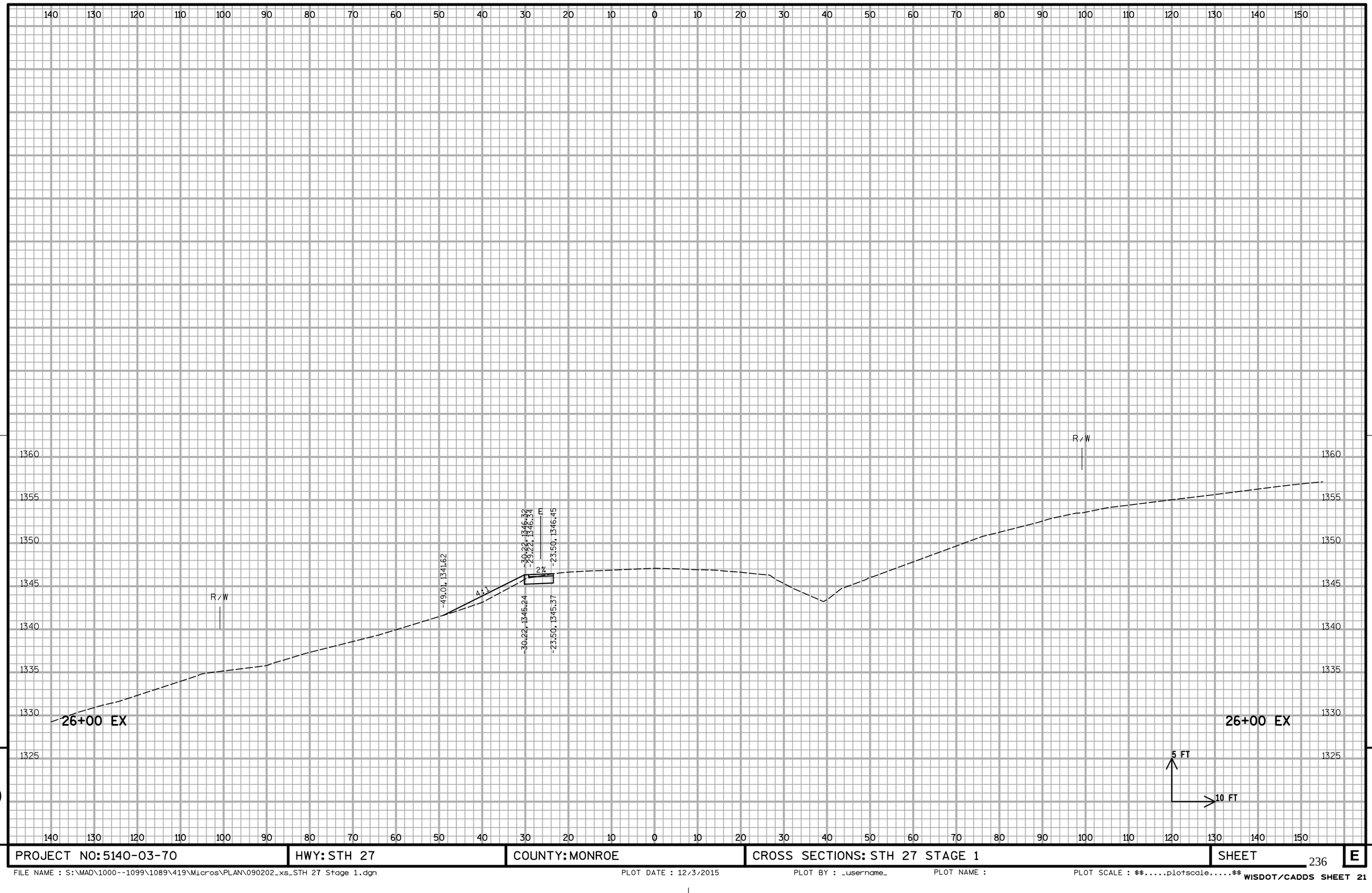
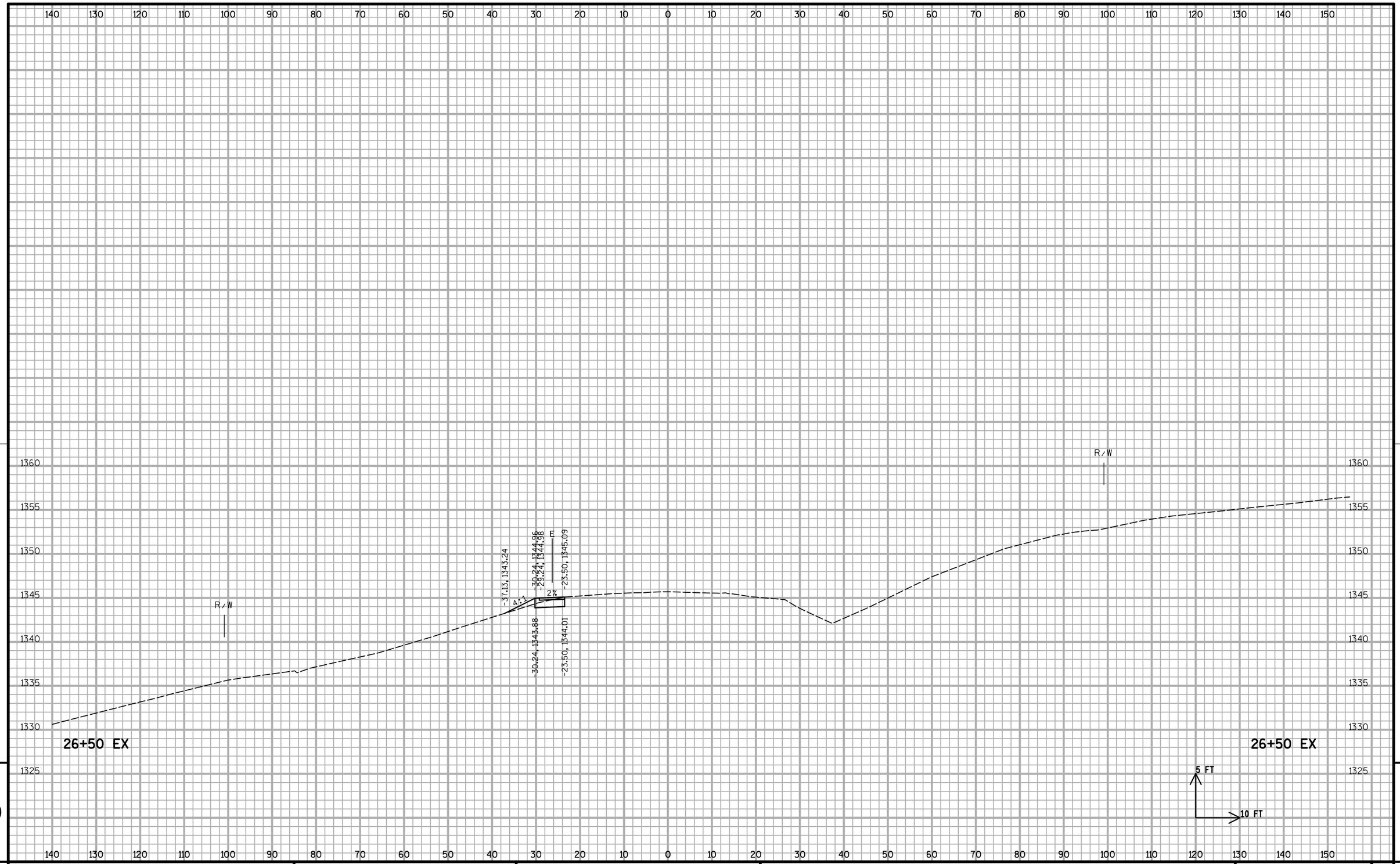
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 1	SHEET 235	E



9 9

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 1	SHEET	E

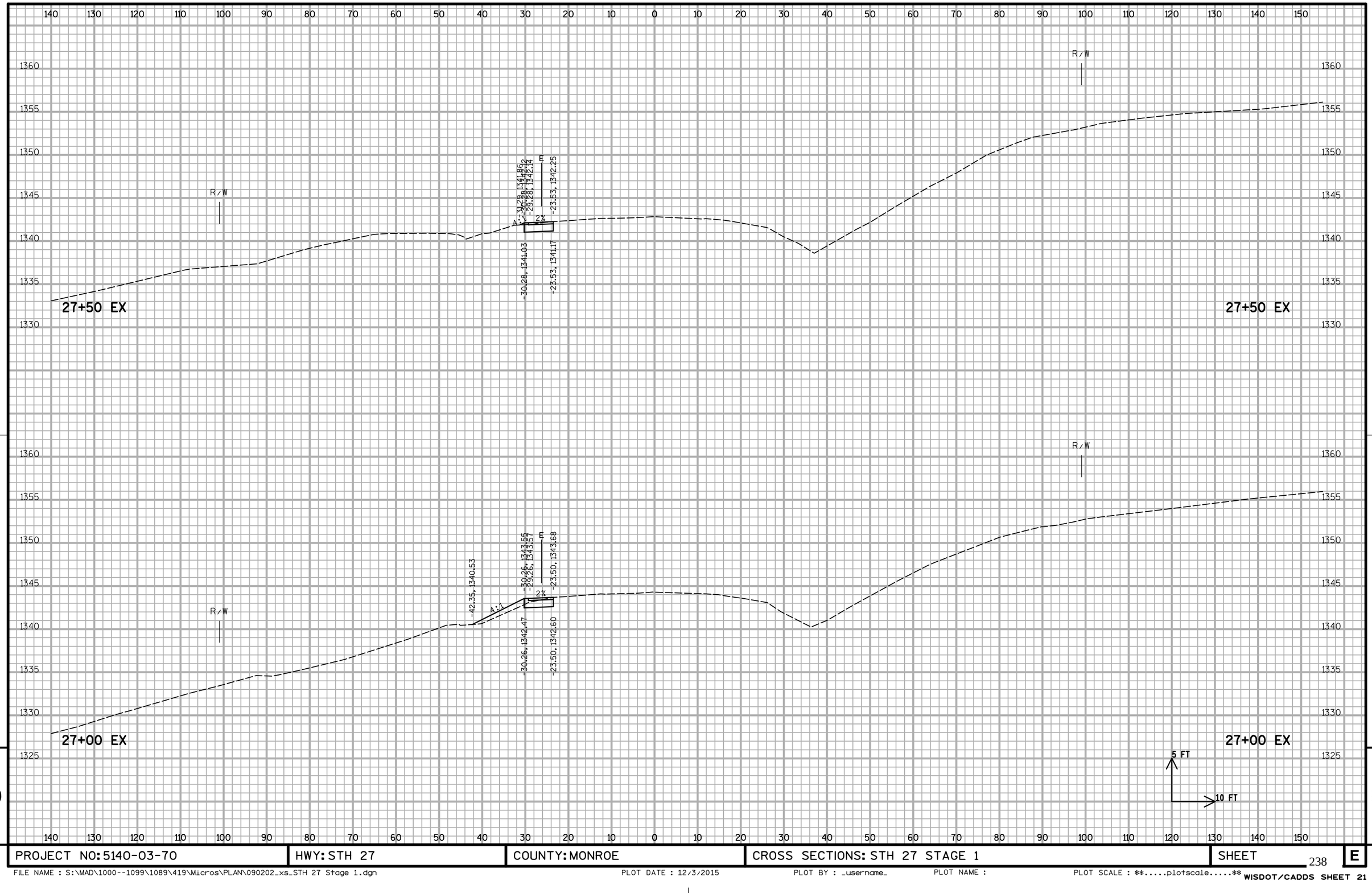
FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090202_xs_STH 27 Stage 1.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



9 9

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 1	SHEET 237	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090202_xs_STH 27 Stage 1.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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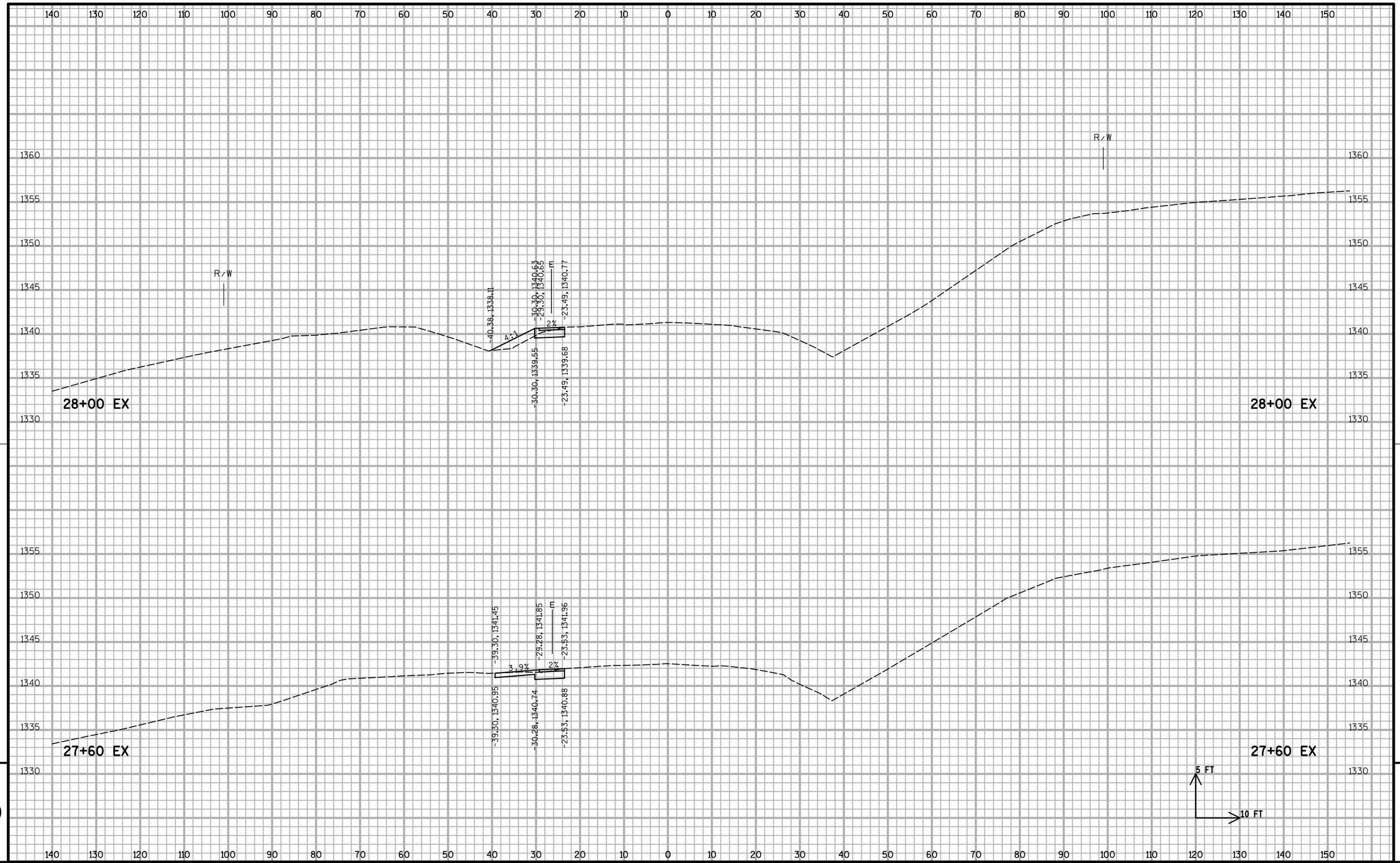
9

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 1	SHEET 238	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090202_xs_STH 27 Stage 1.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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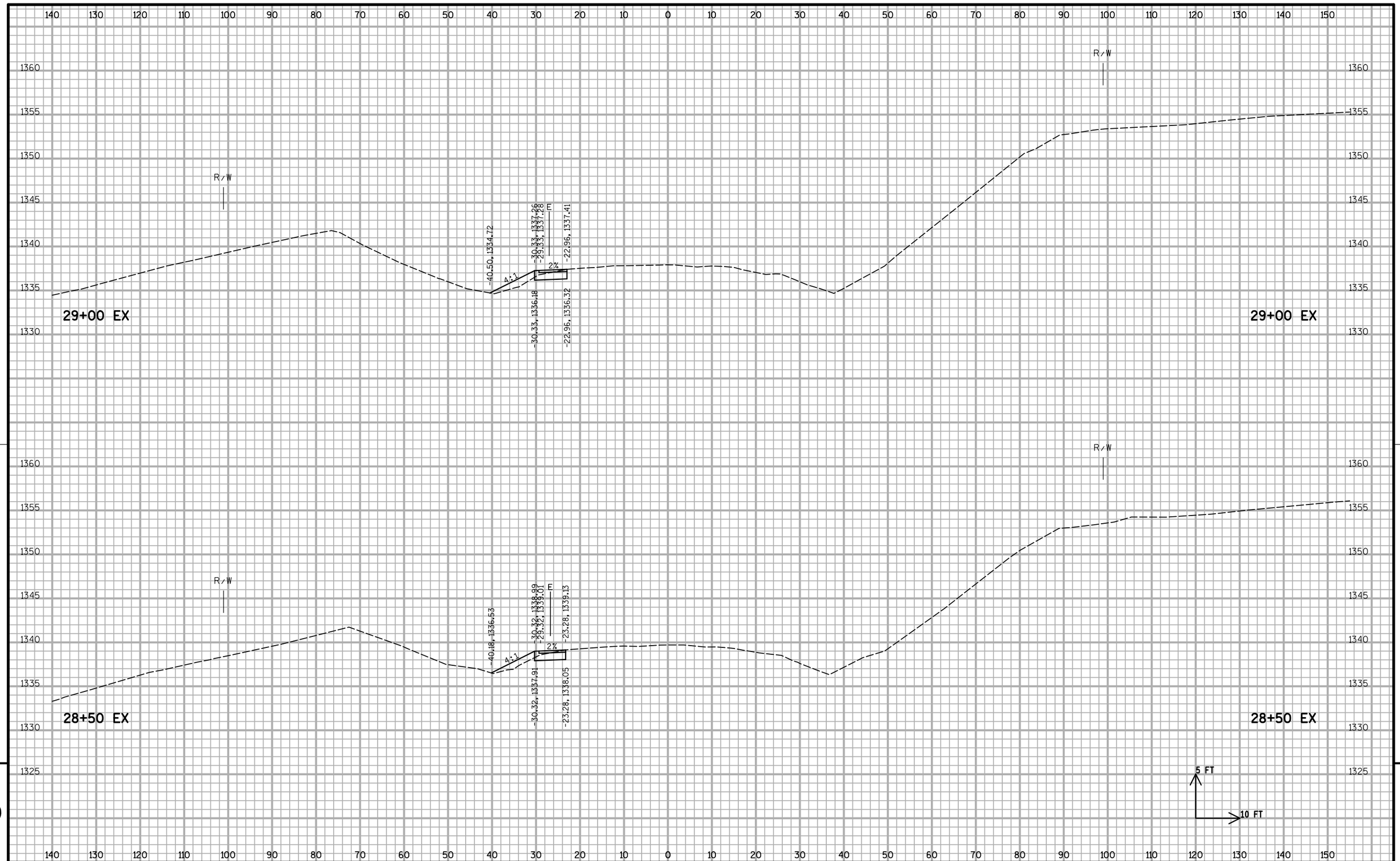
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 1	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090202_xs_STH 27 Stage 1.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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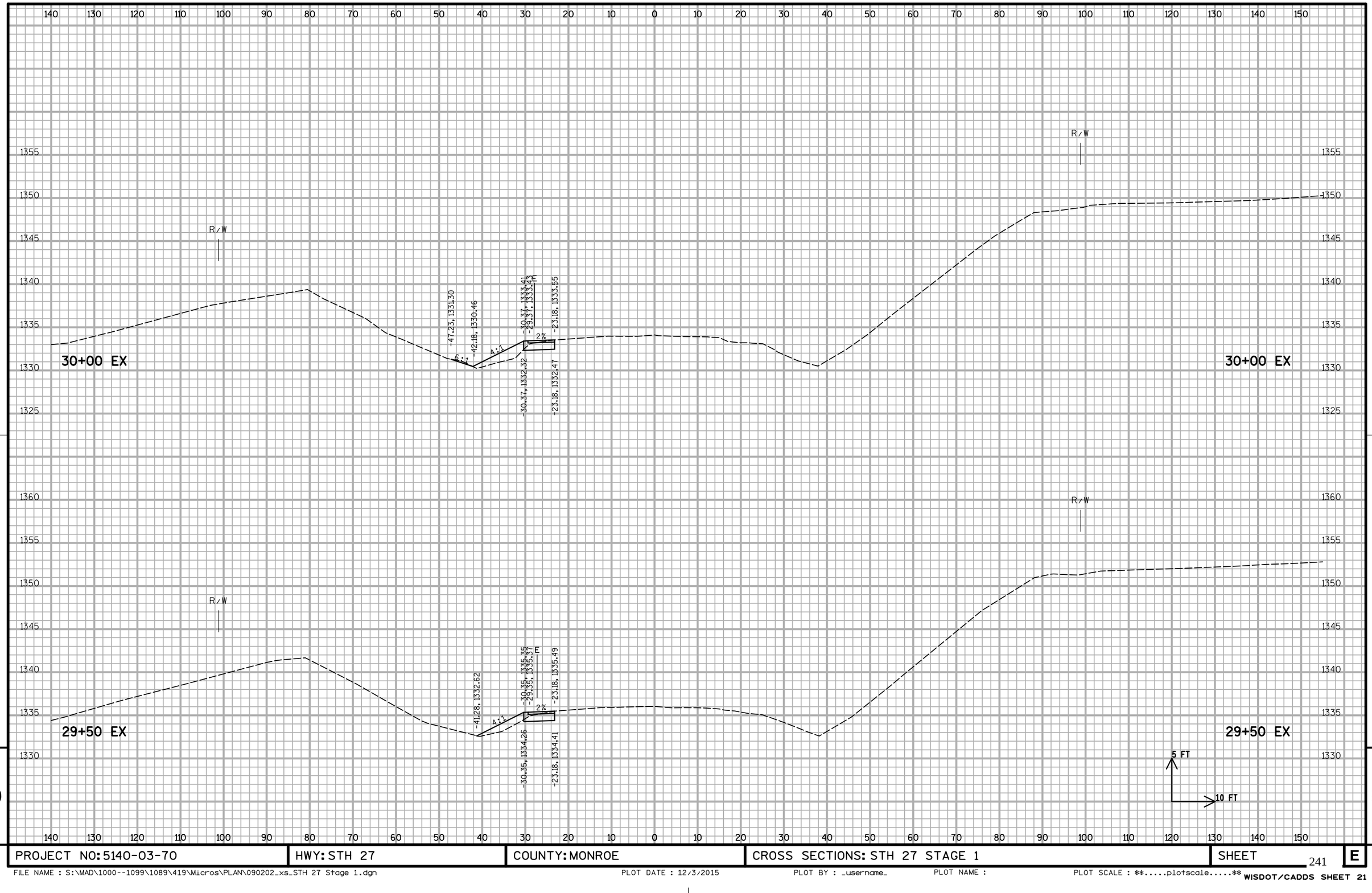
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 1	SHEET 240	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090202_xs_STH 27 Stage 1.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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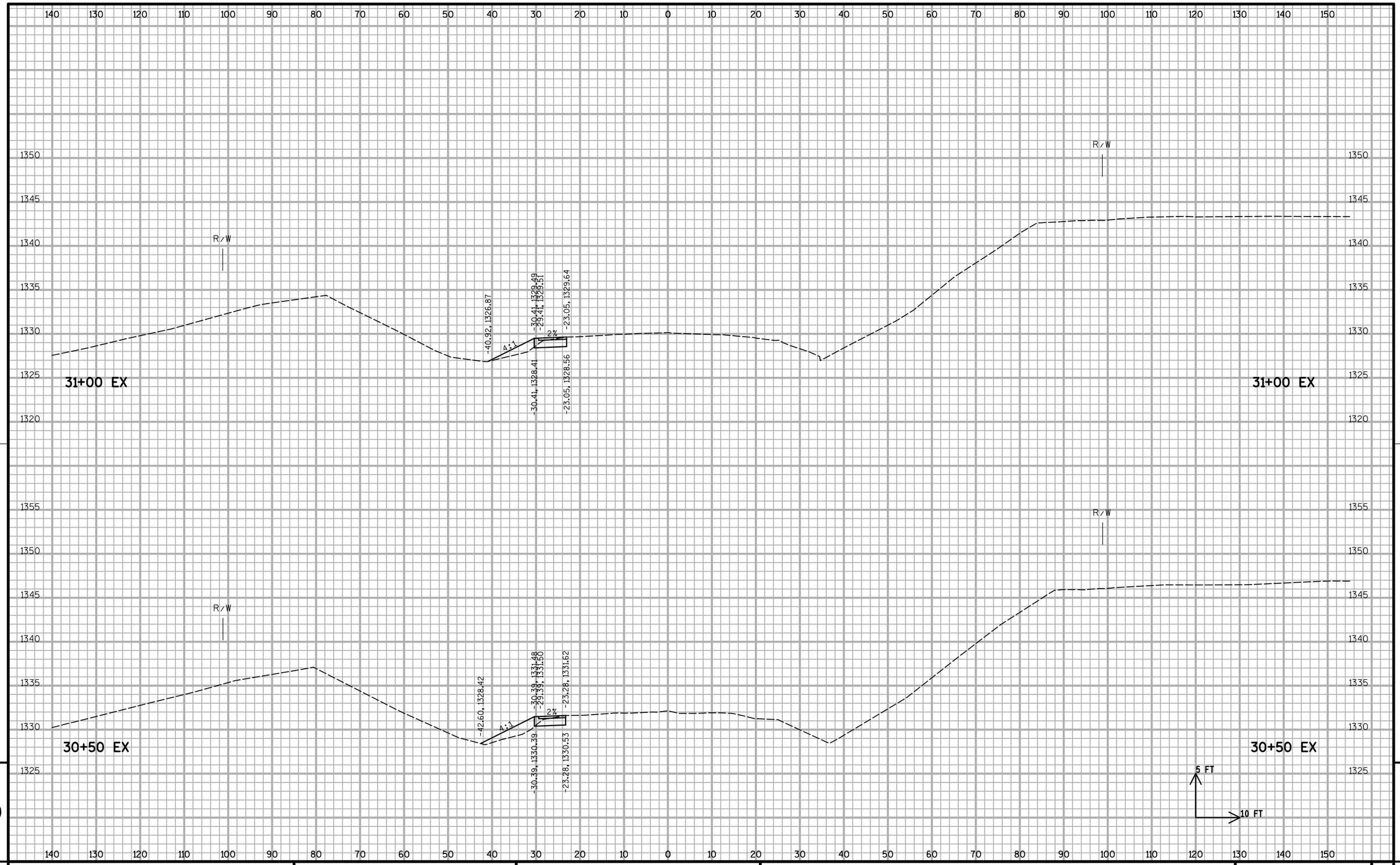
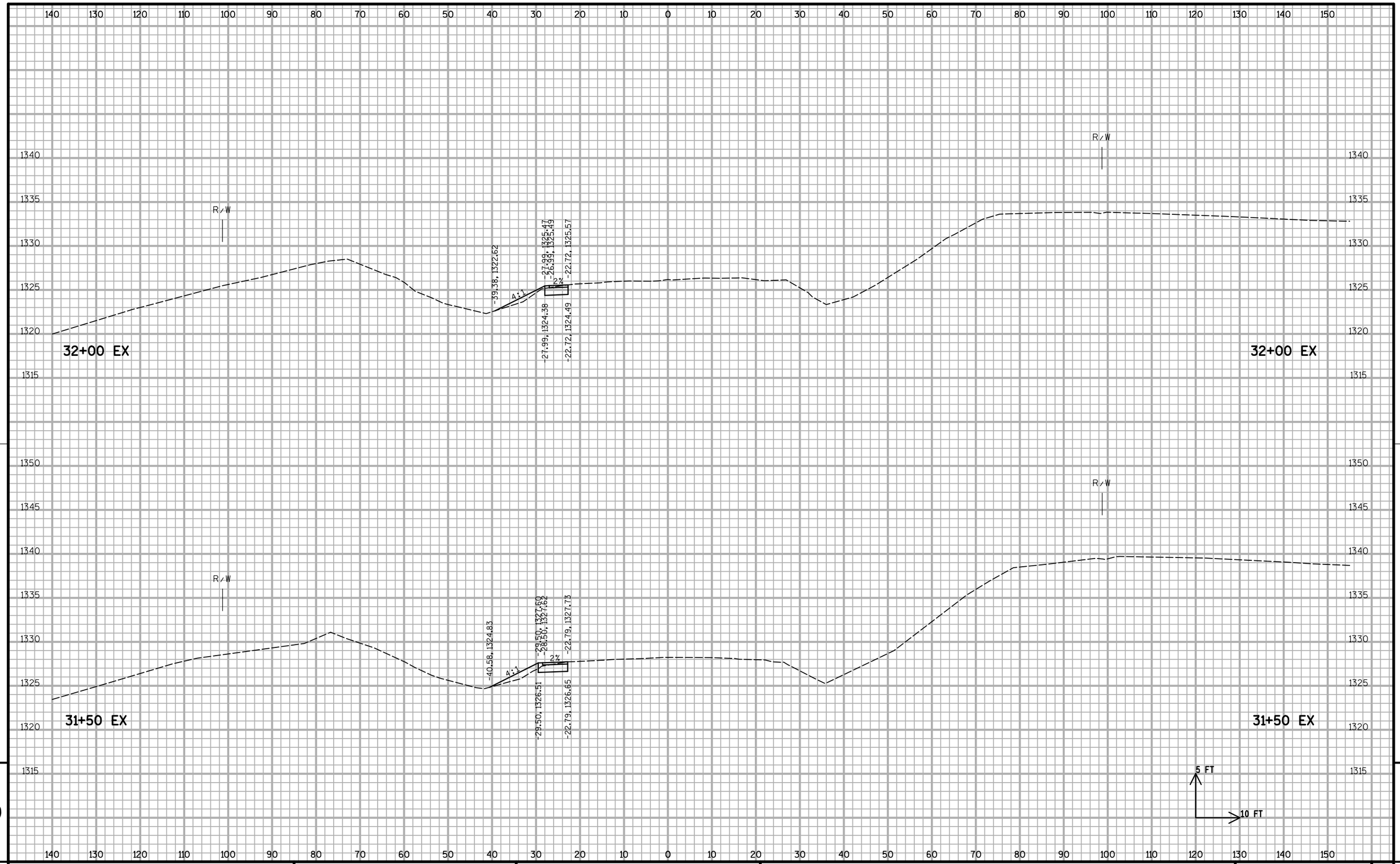
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 1	SHEET 241	E



PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 1	SHEET 242	E



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PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 1	SHEET 243	E

140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

1335
1330
1325
1320
1315
1310

R/W

-27.91, 1322.75
-26.49, 1323.11
-25.49, 1323.13
-22.97, 1323.18

A1 1 2 2

-26.49, 1322.02
-22.97, 1322.09

32+50 EX

R/W

32+50 EX

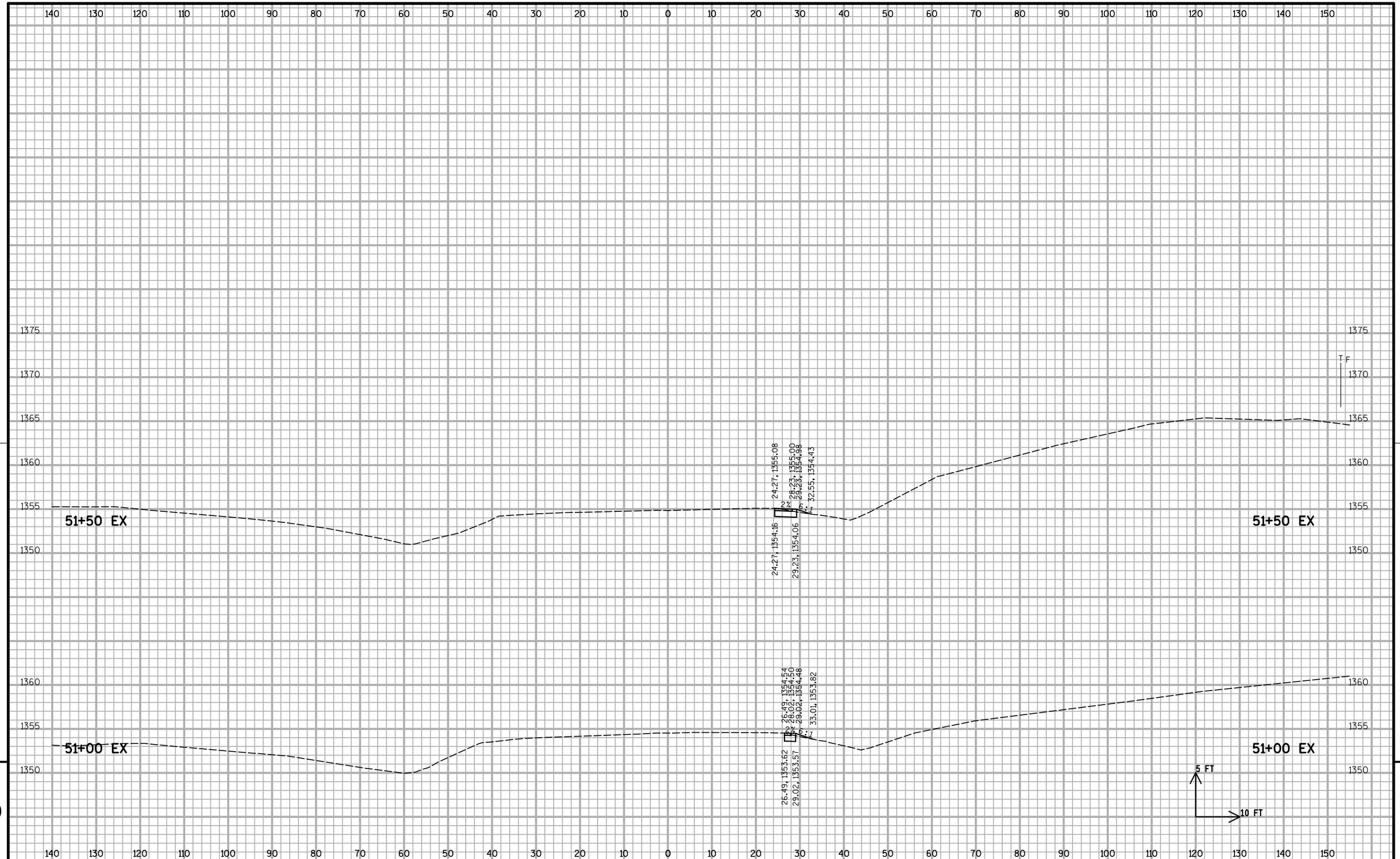
5 FT
10 FT

9

9

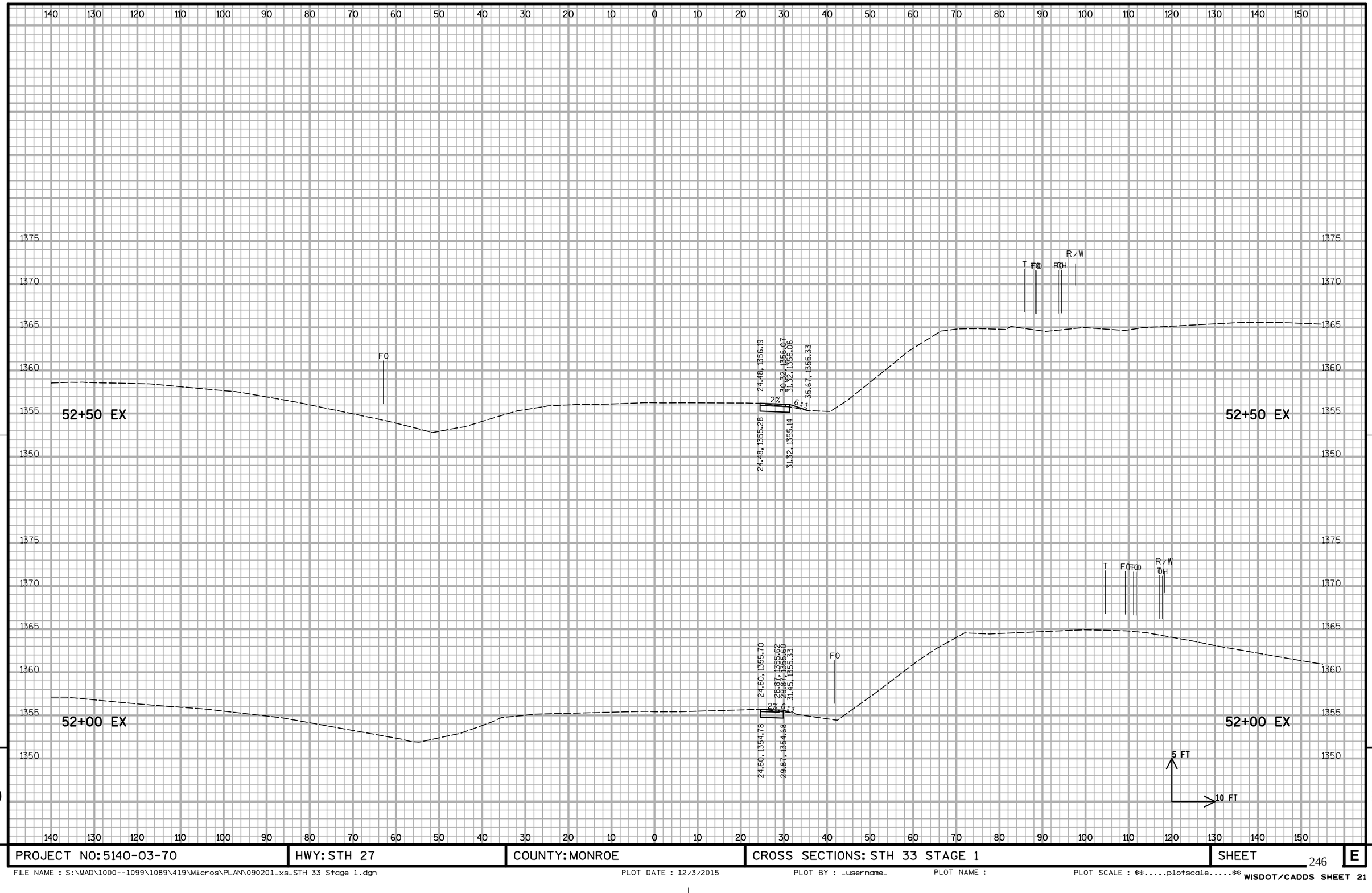
140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 1	SHEET 244	E

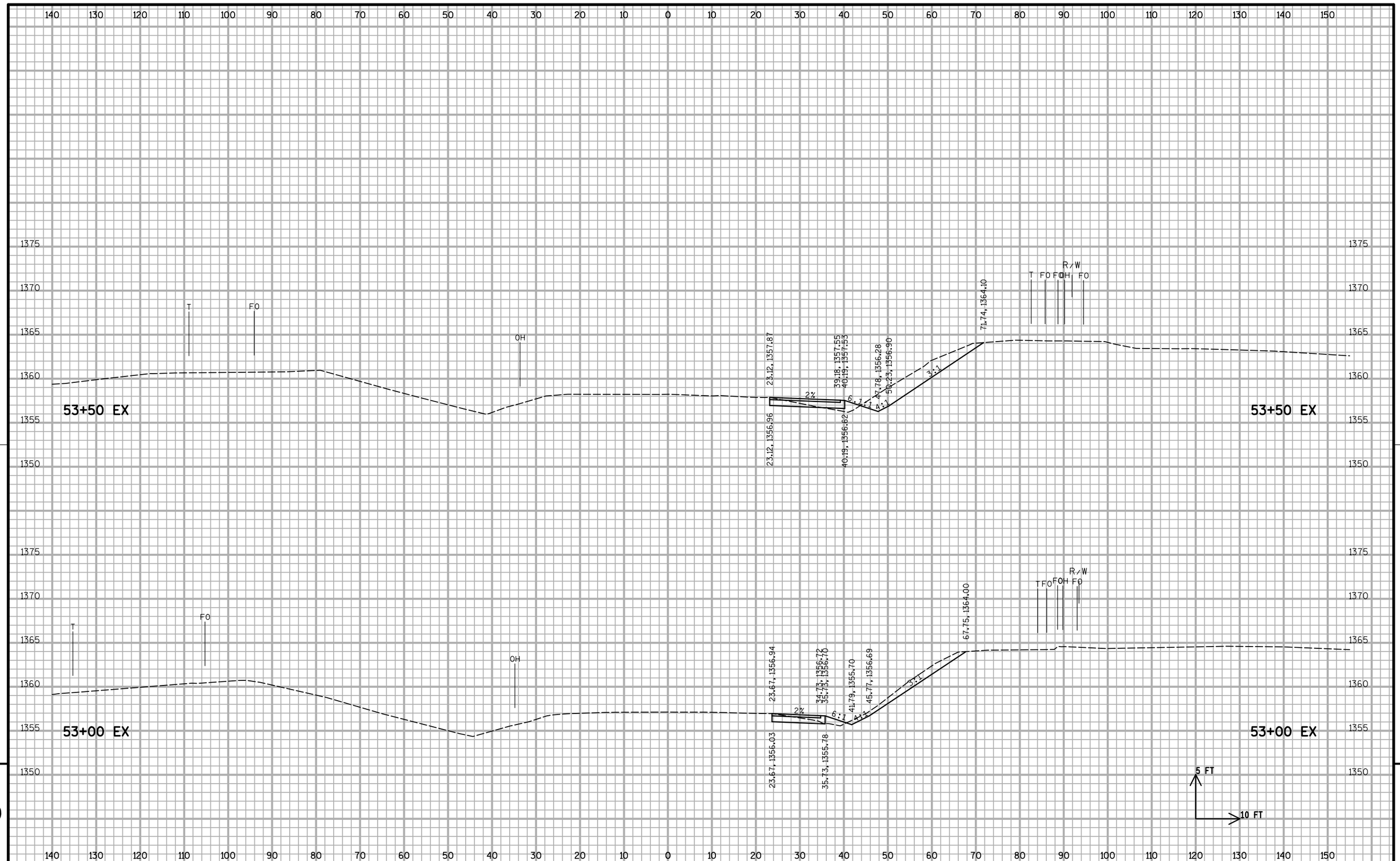


PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 33 STAGE 1	SHEET 245	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090201_xs_STH 33 Stage 1.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

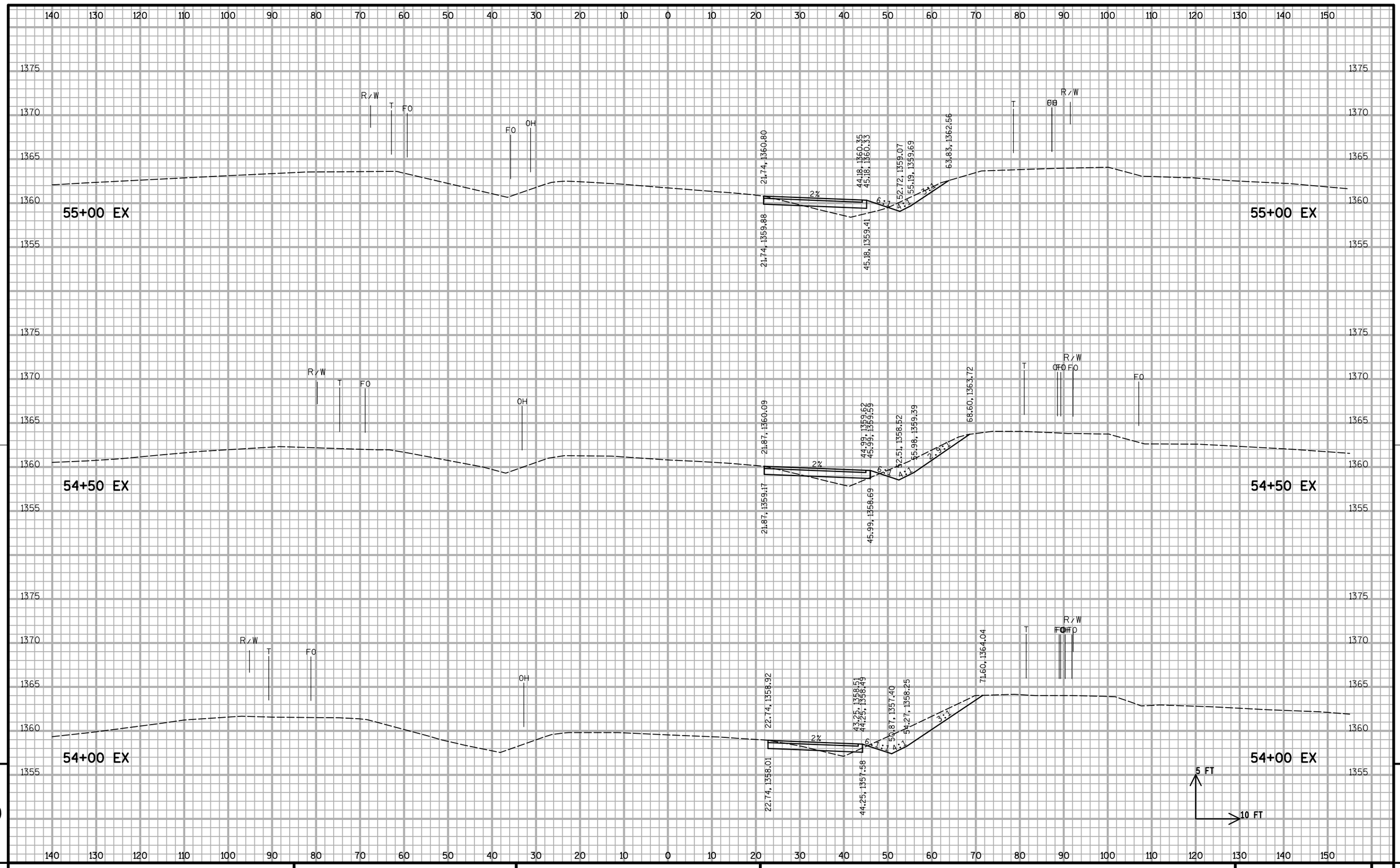


PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 33 STAGE 1	SHEET 246	E



PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 33 STAGE 1	SHEET 247	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090201_xs_STH 33 Stage 1.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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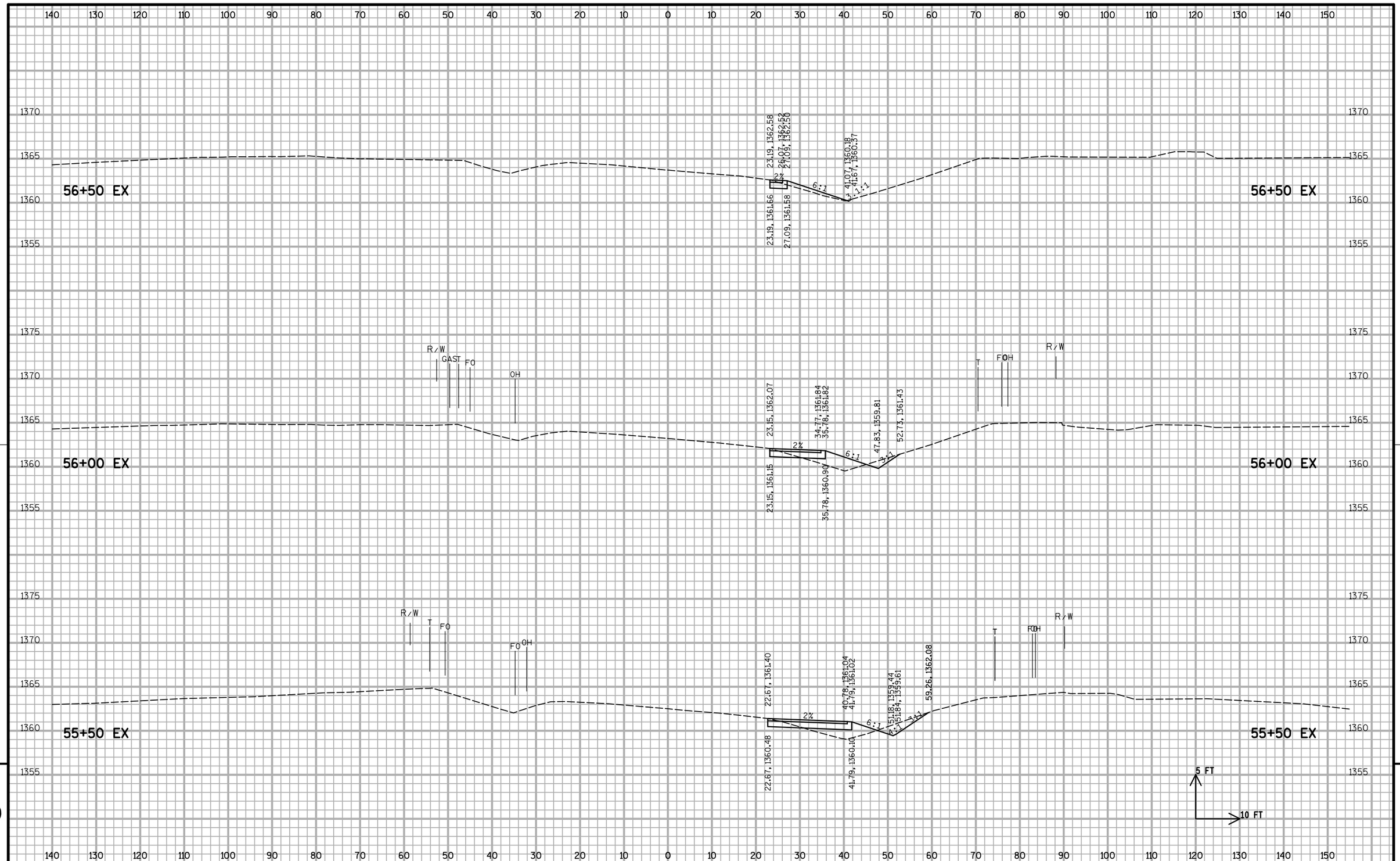
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 33 STAGE 1	SHEET 248	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090201_xs_STH 33 Stage 1.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



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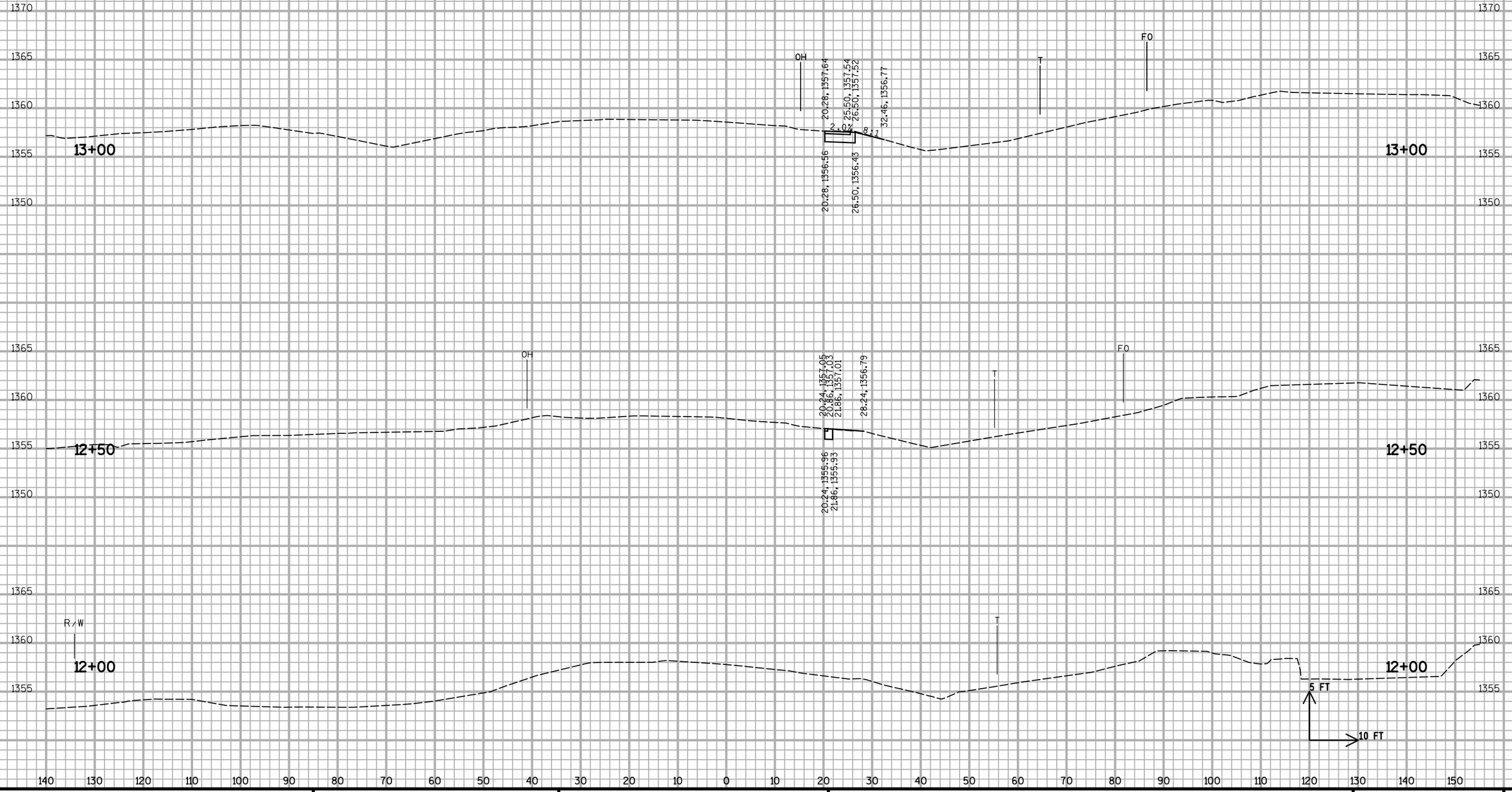
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 33 STAGE 1	SHEET 249	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090201_xs_STH 33 Stage 1.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

NOTE:
EXISTING GROUND REFLECTS WORK COMPLETED IN PREVIOUS STAGES.



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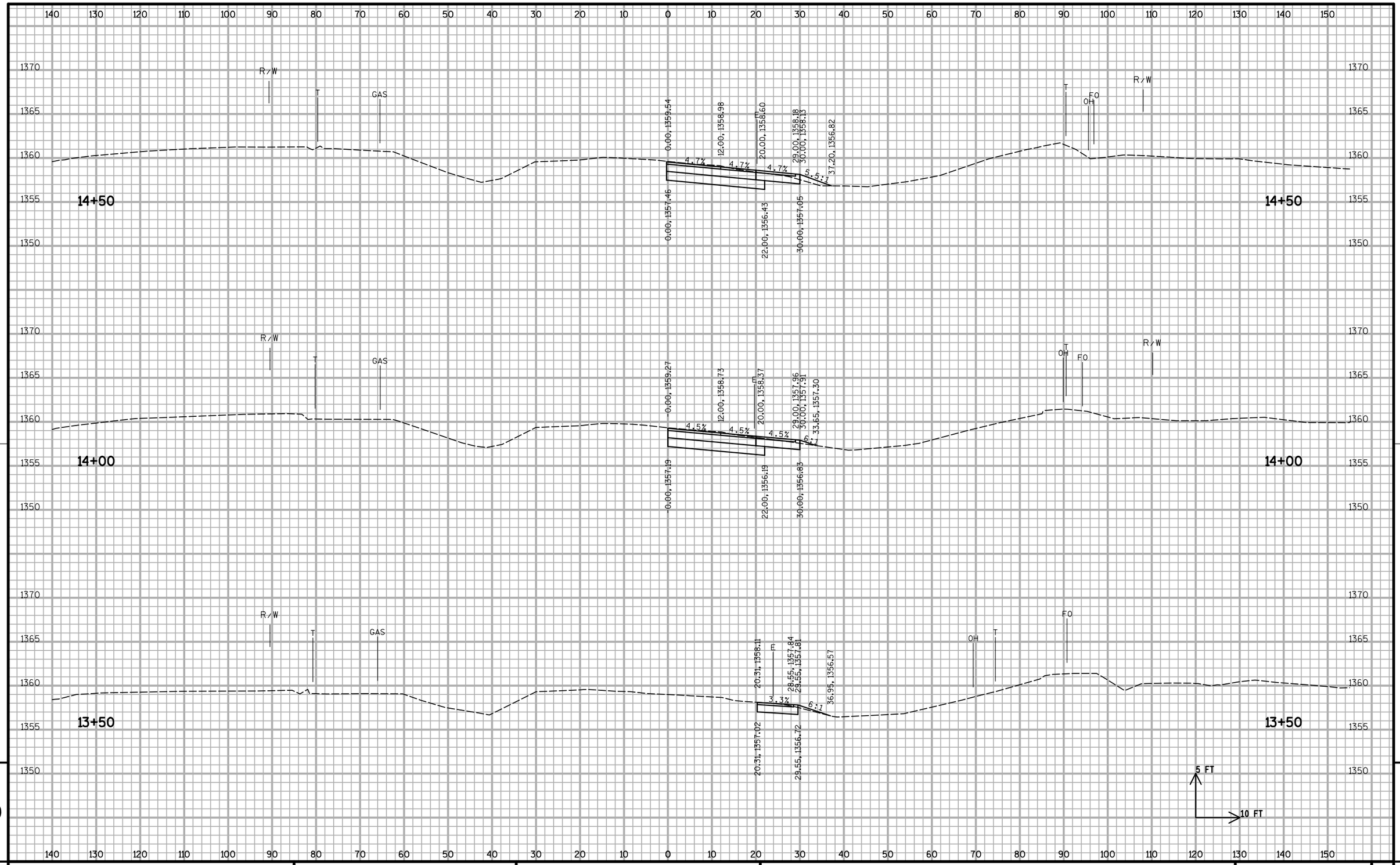
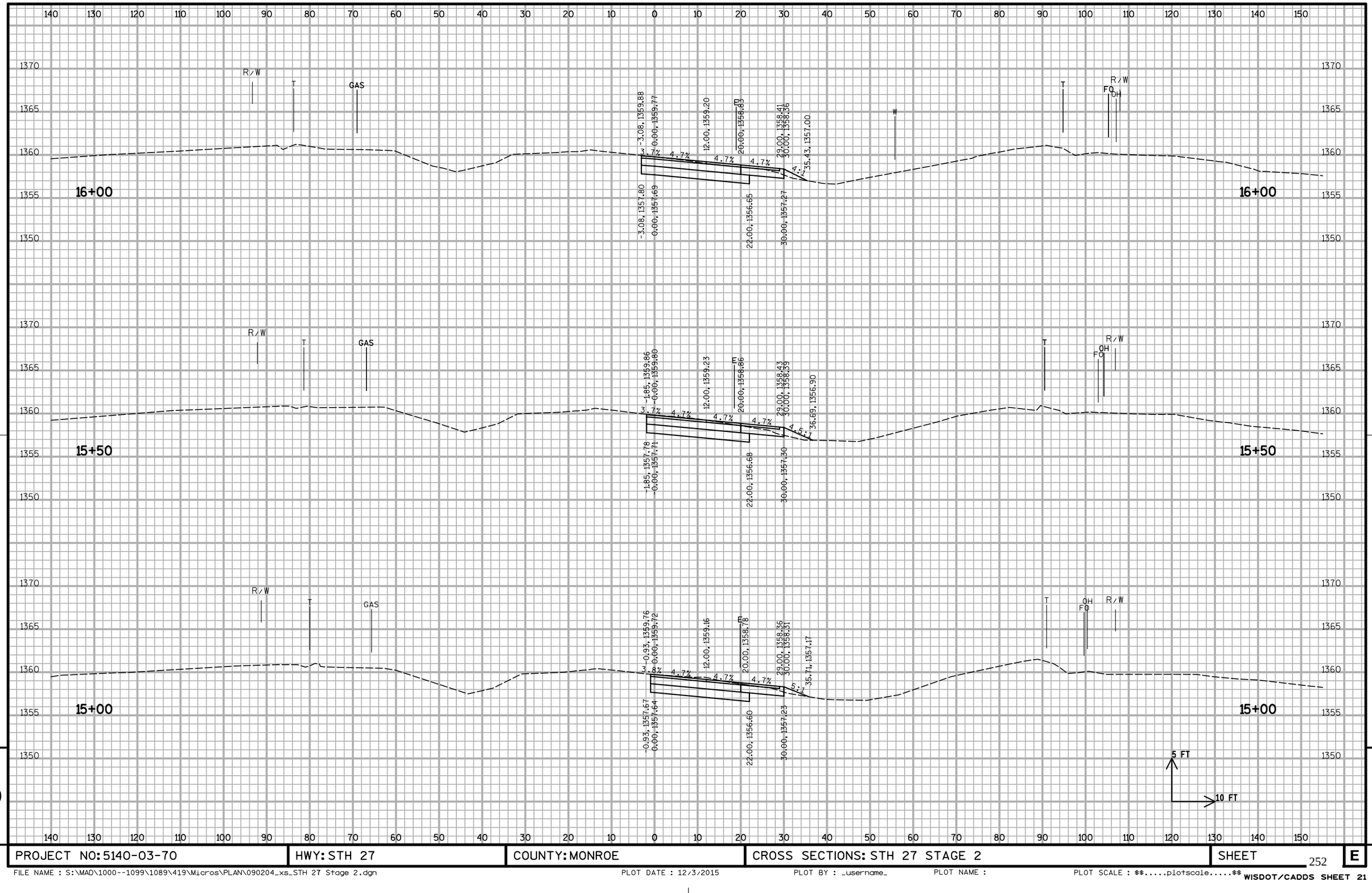
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 2	SHEET 250	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090204_xs_STH 27 Stage 2.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



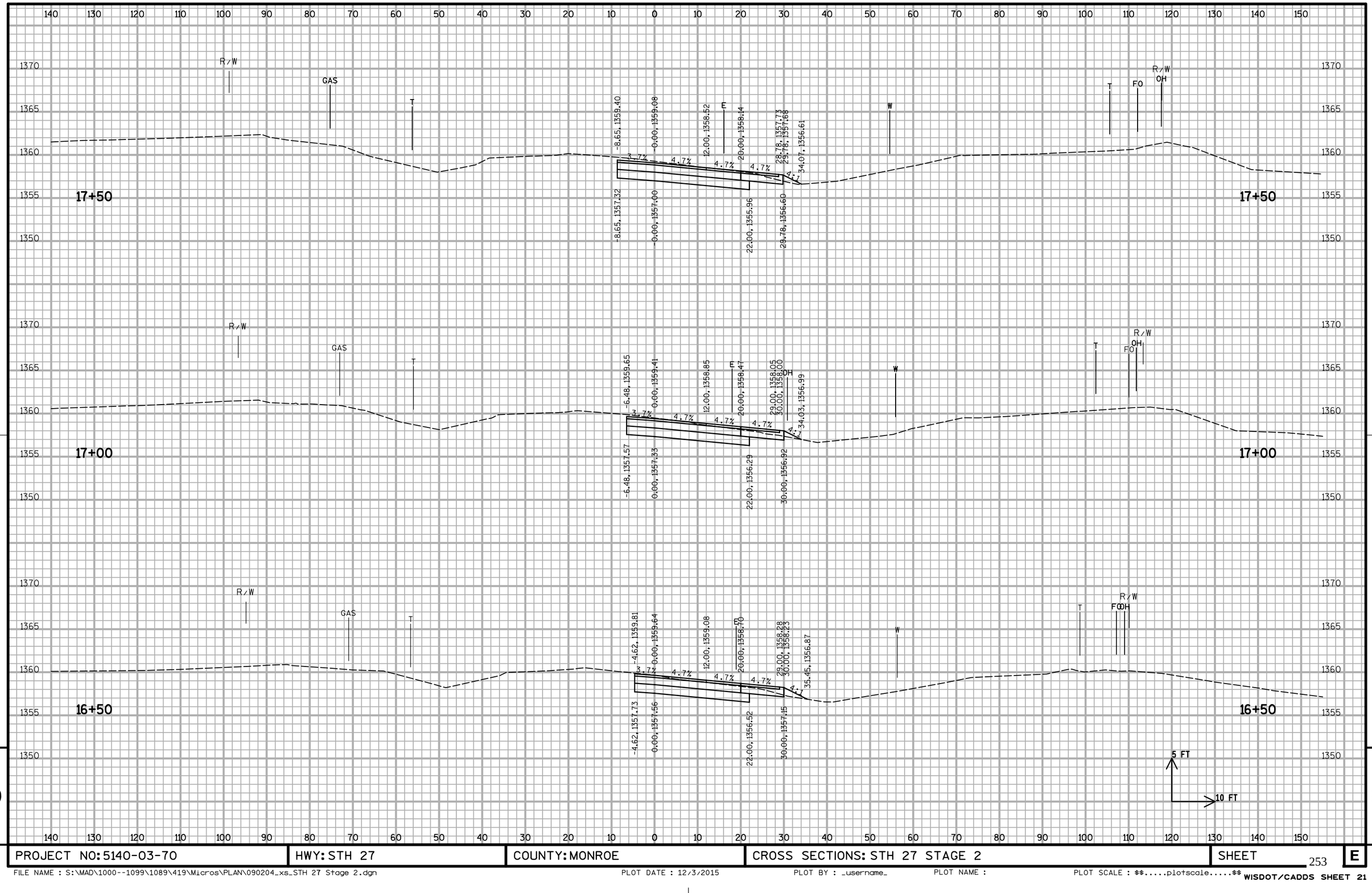
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 2	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090204_xs_STH 27 Stage 2.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 2	SHEET 252	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090204_xs_STH 27 Stage 2.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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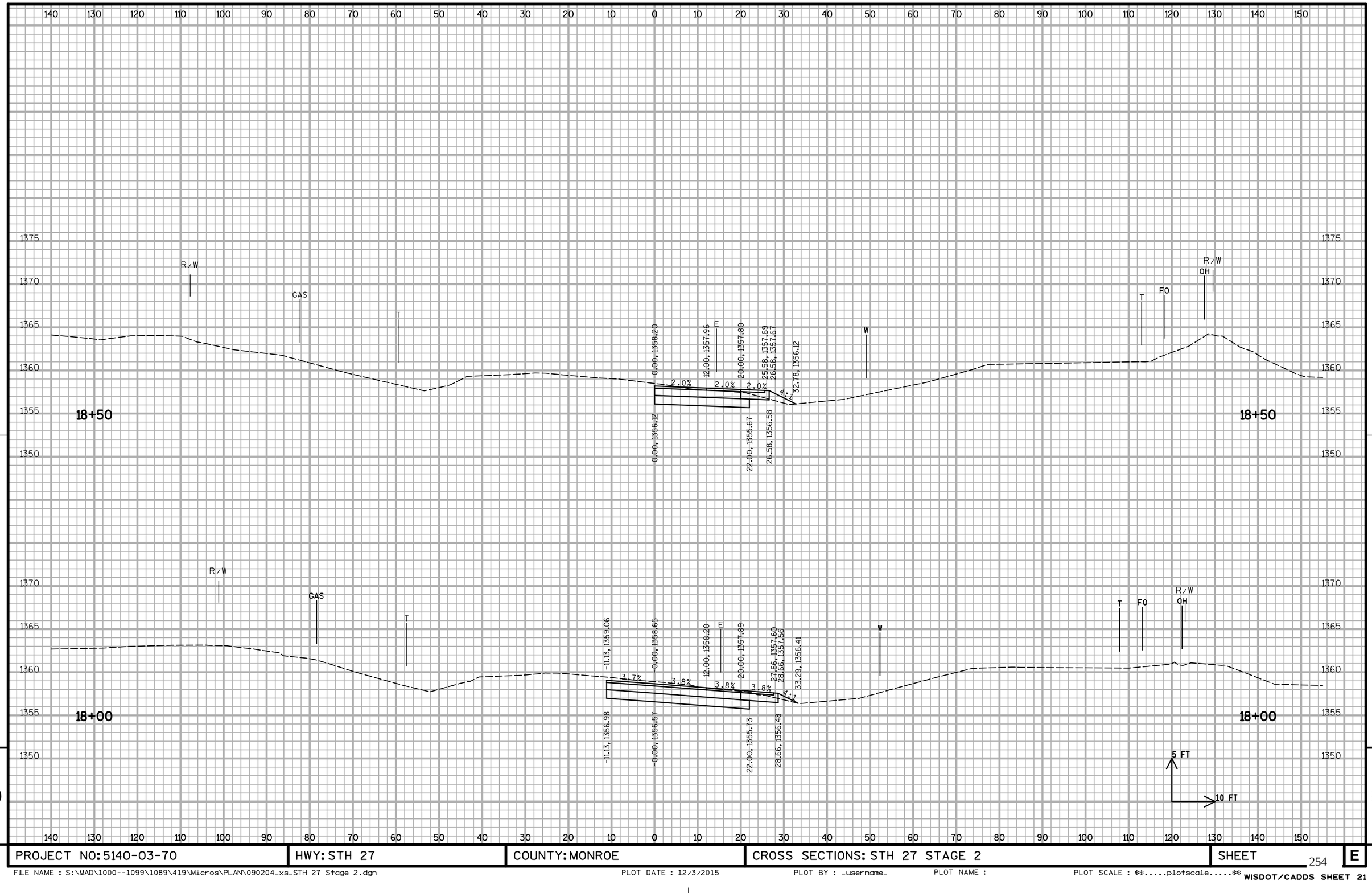
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 2	SHEET 253	E

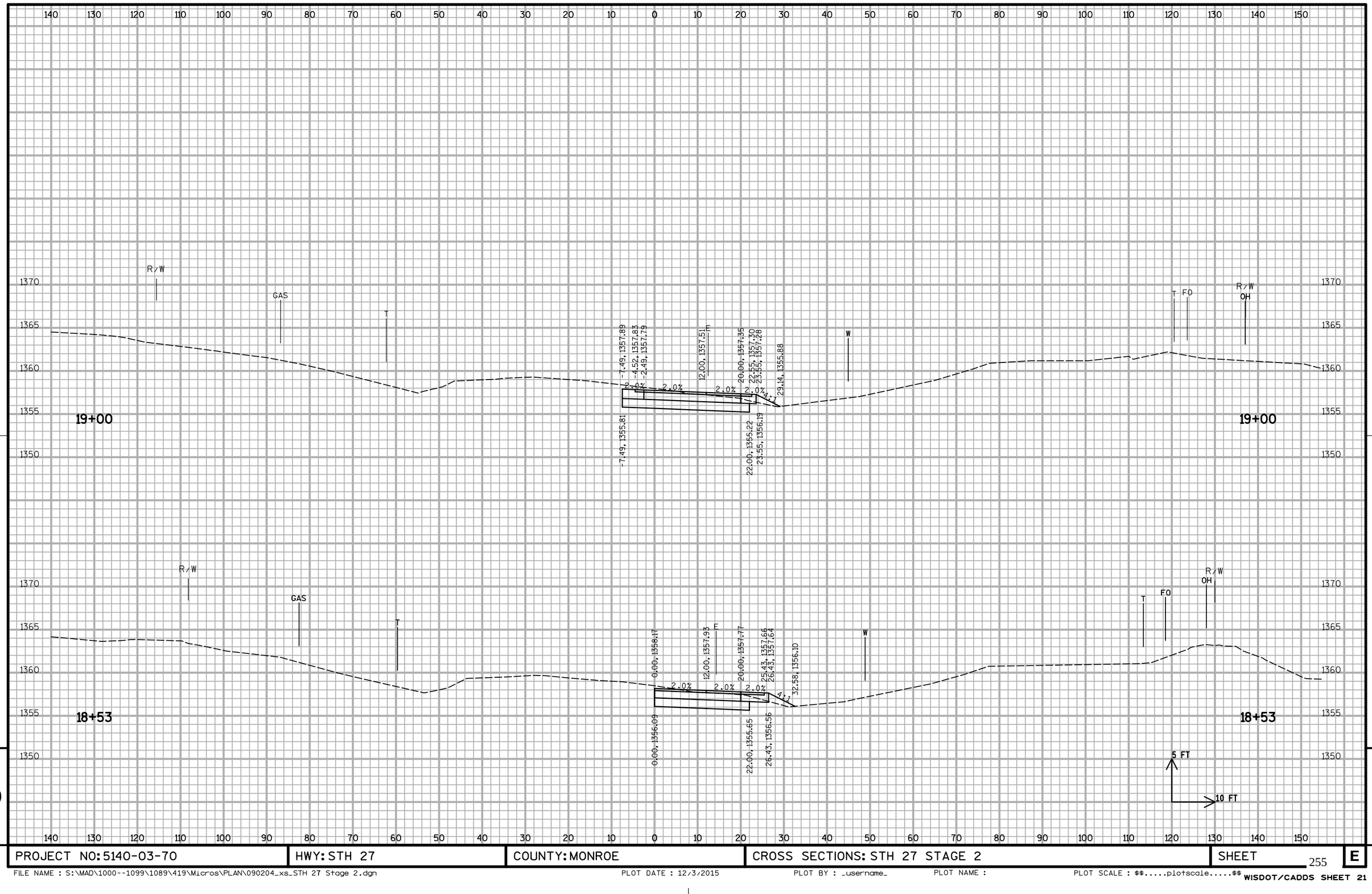
FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090204_xs_STH 27 Stage 2.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 2	SHEET 254	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090204_xs_STH 27 Stage 2.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



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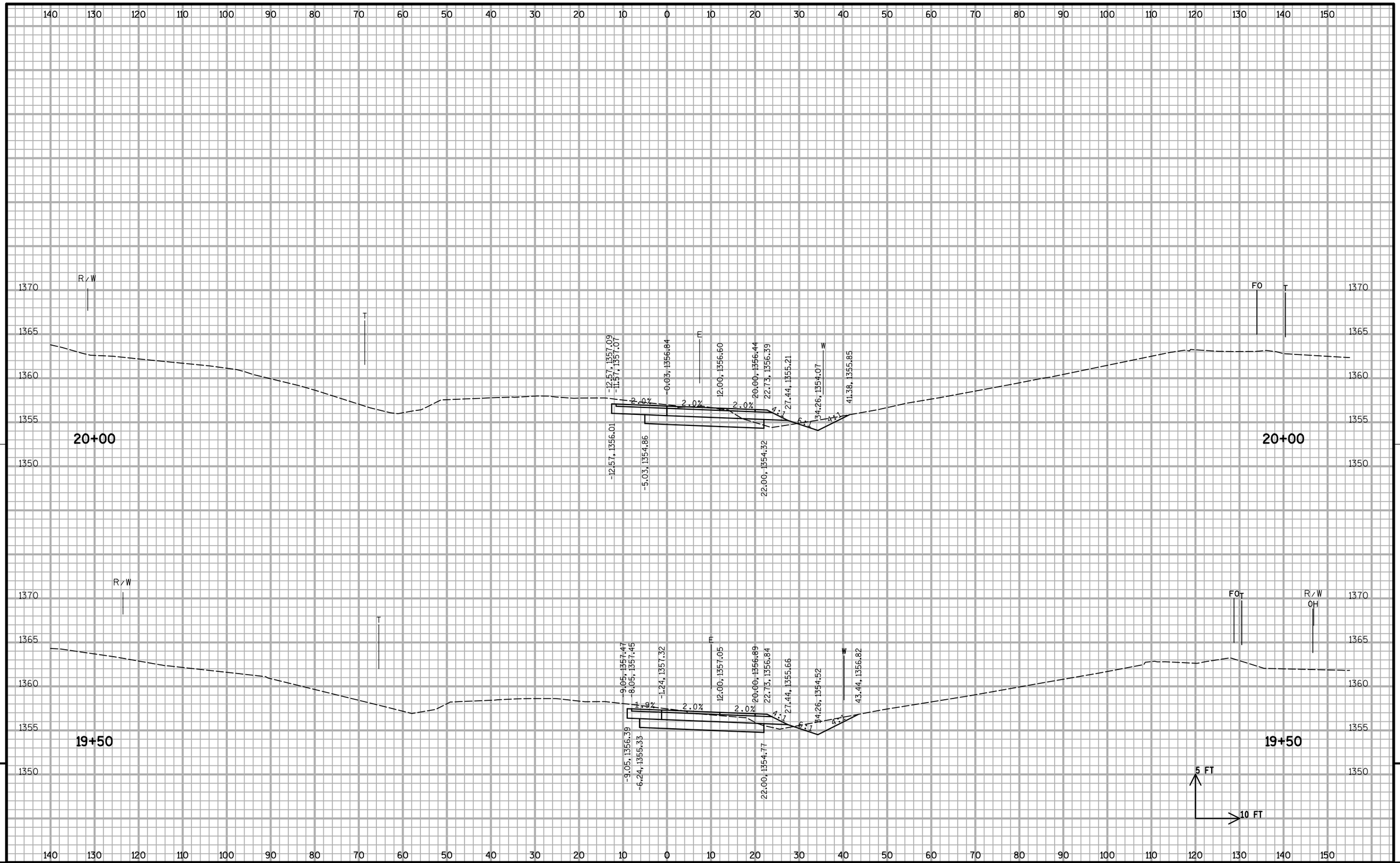
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 2	SHEET 255	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090204_xs_STH 27 Stage 2.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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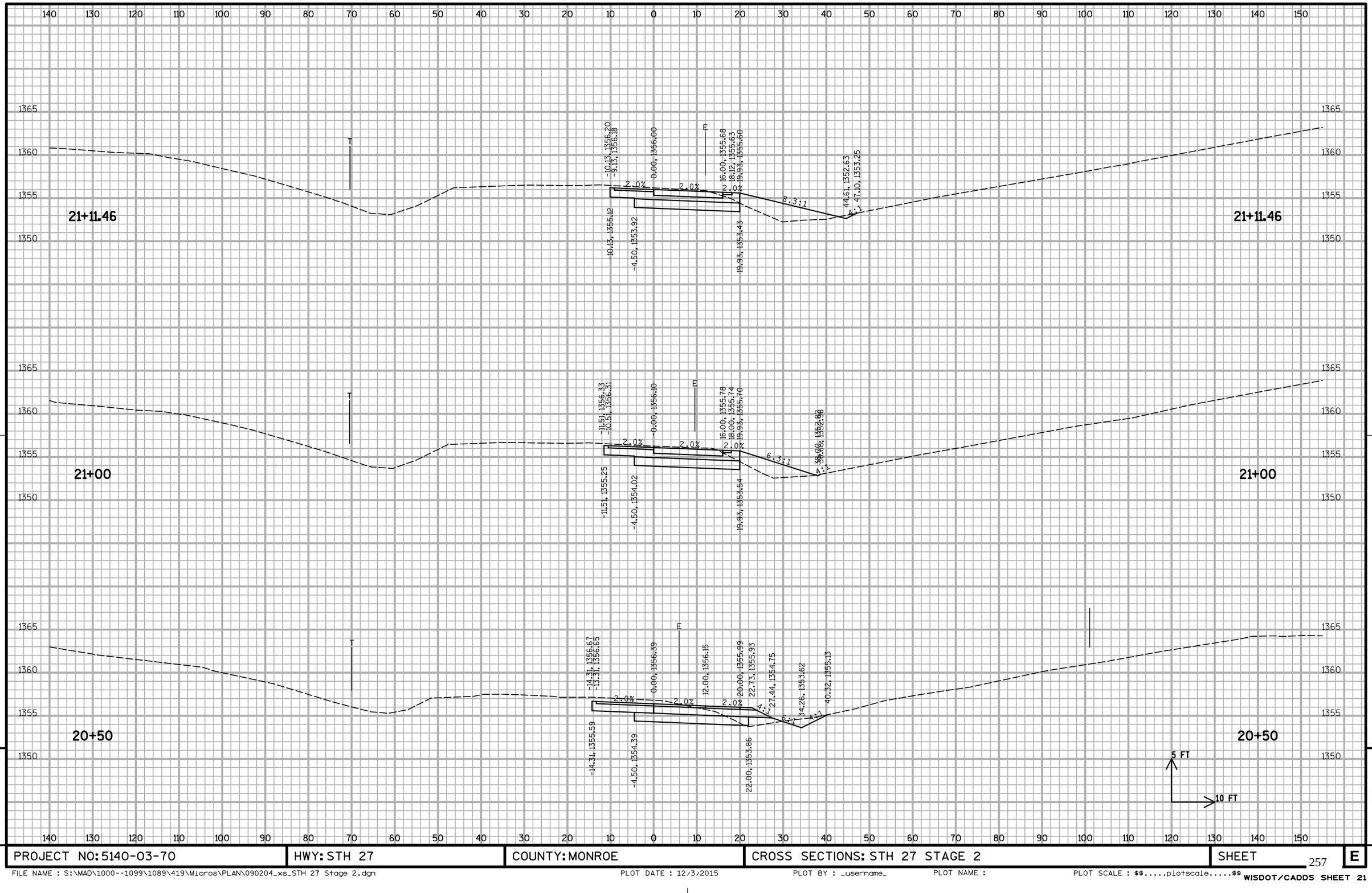
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 2	SHEET	E

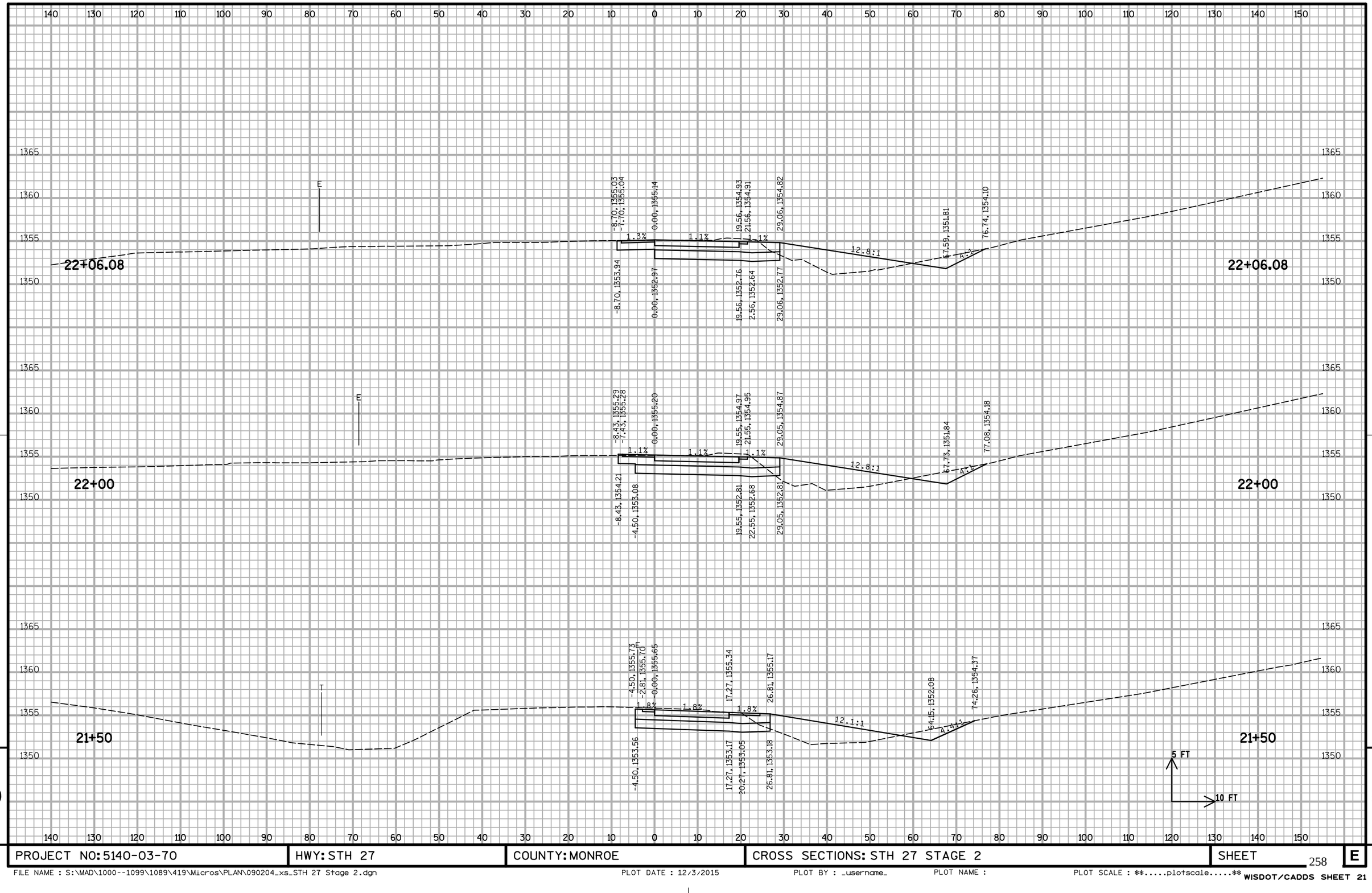
FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090204_xs_STH 27 Stage 2.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



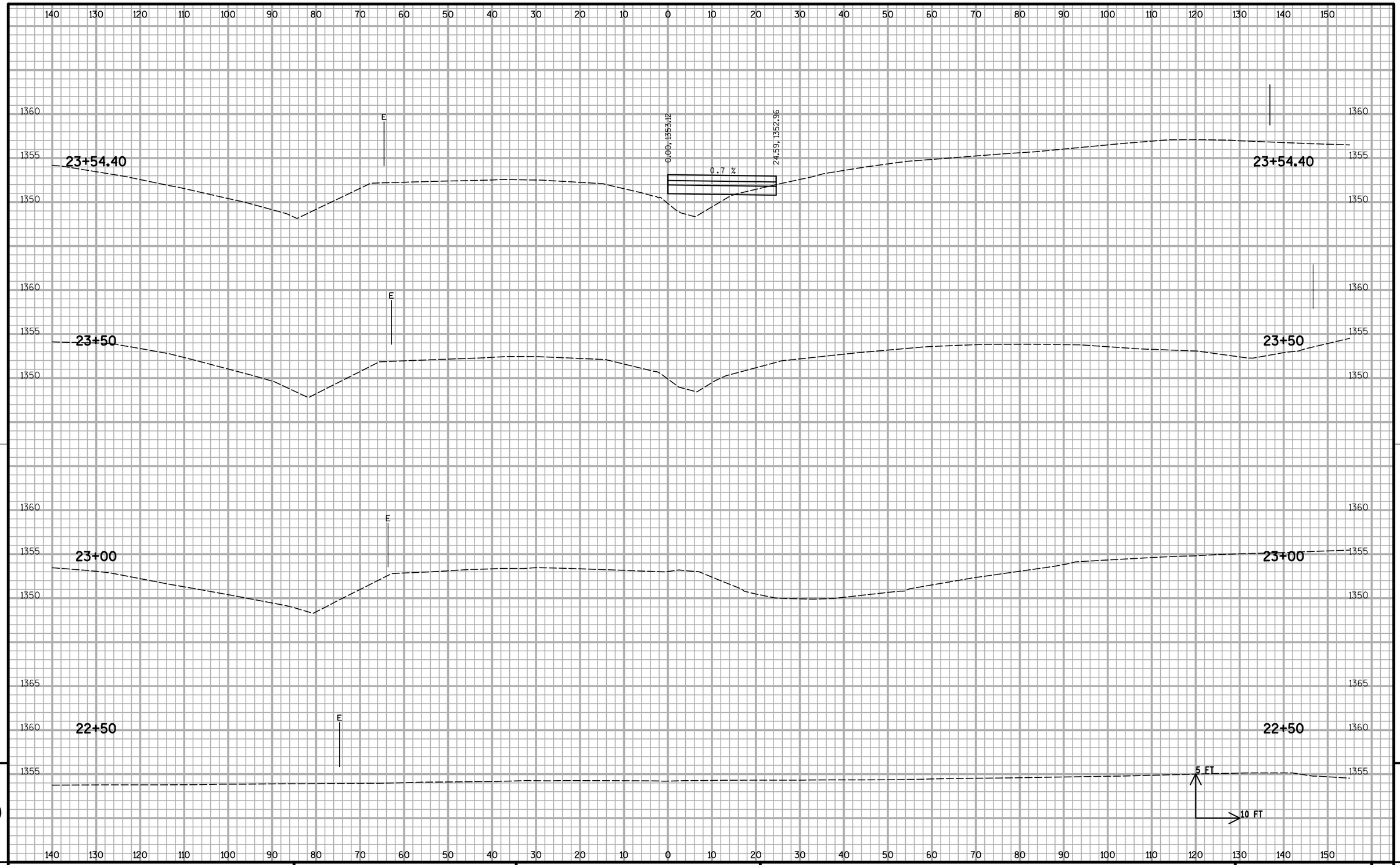
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 2	SHEET 257	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090204_xs_STH 27 Stage 2.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 2	SHEET 258	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090204_xs_STH 27 Stage 2.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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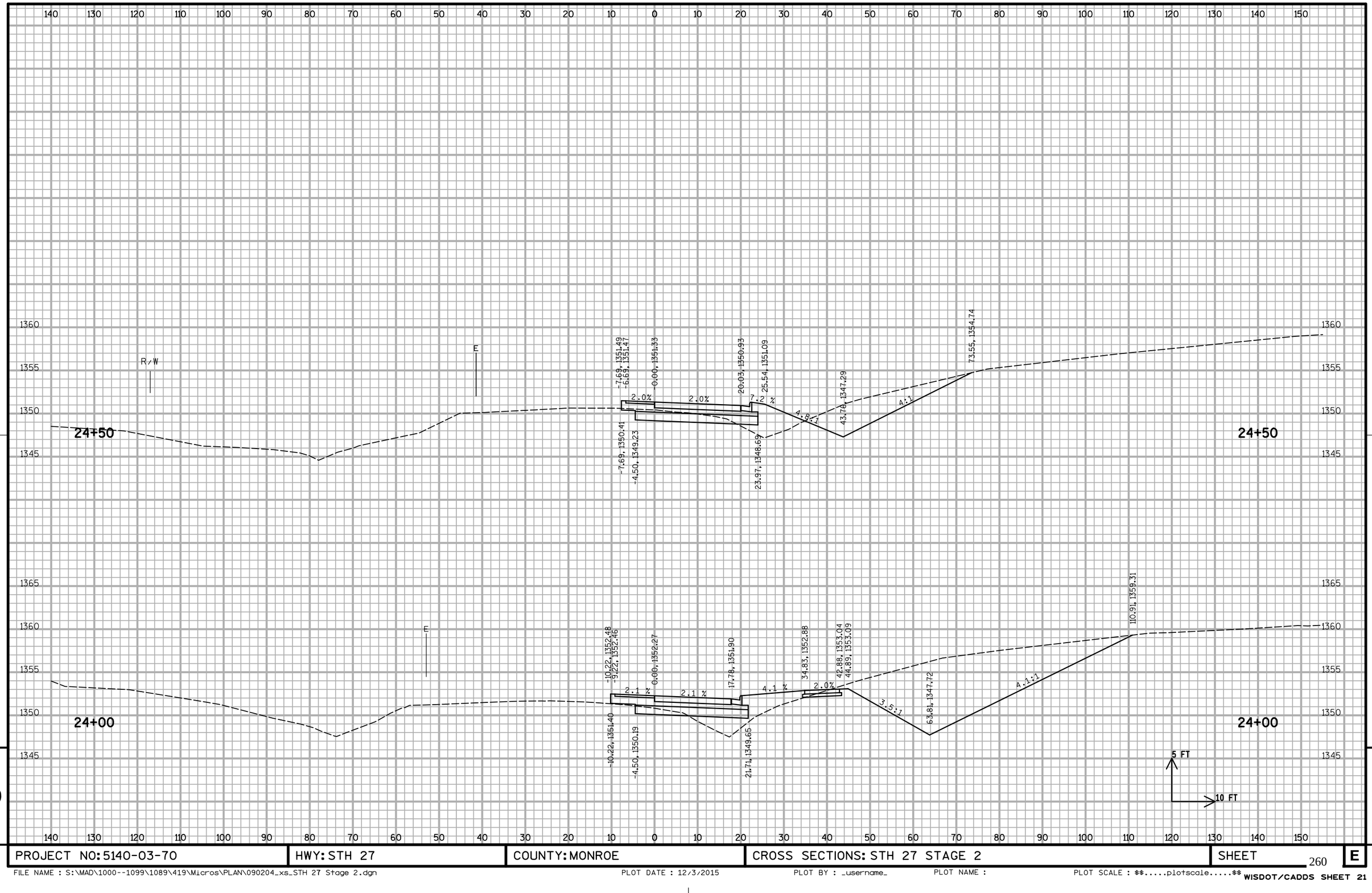
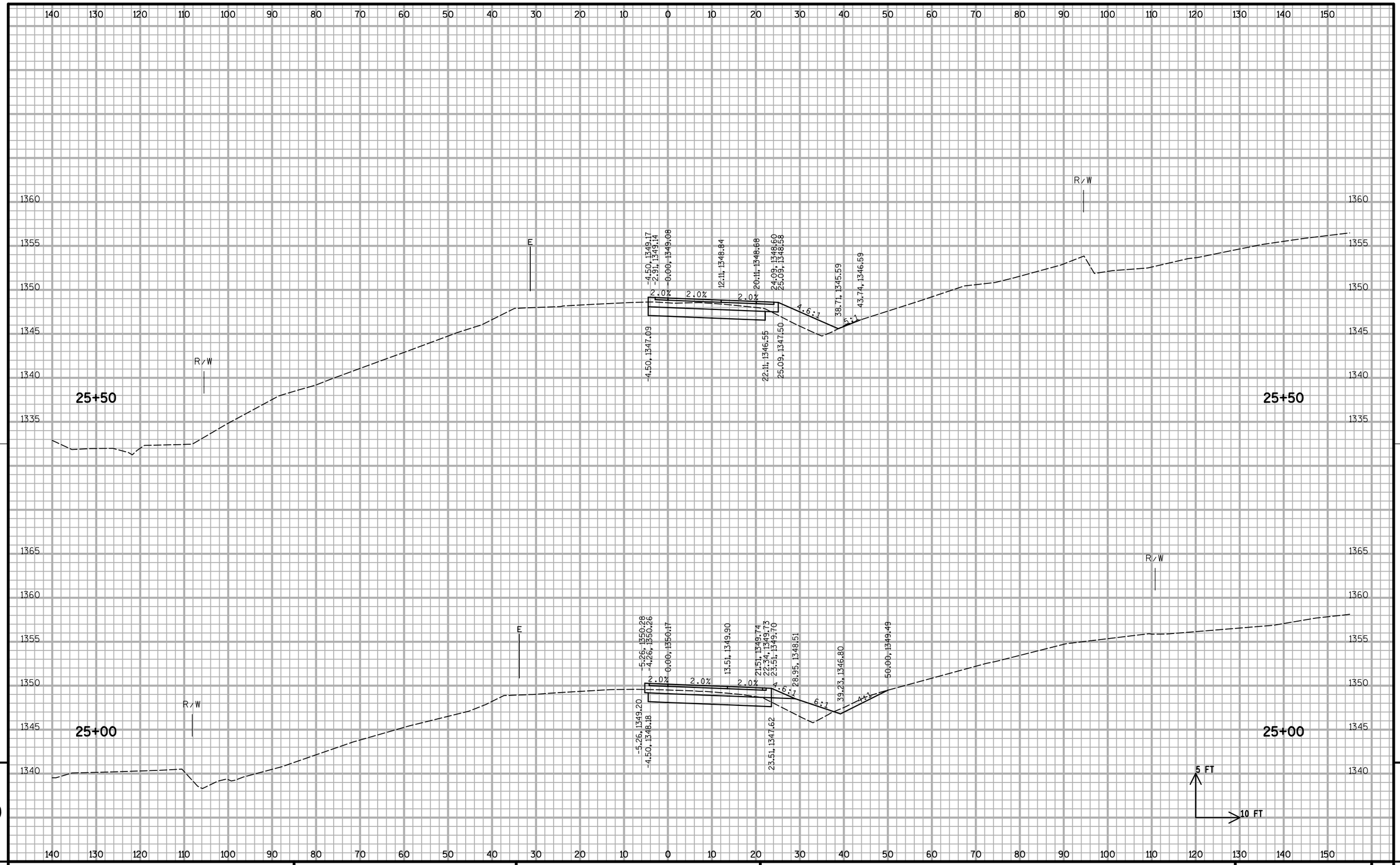
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 2	SHEET 259	E



PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 2	SHEET 260	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090204_xs_STH 27 Stage 2.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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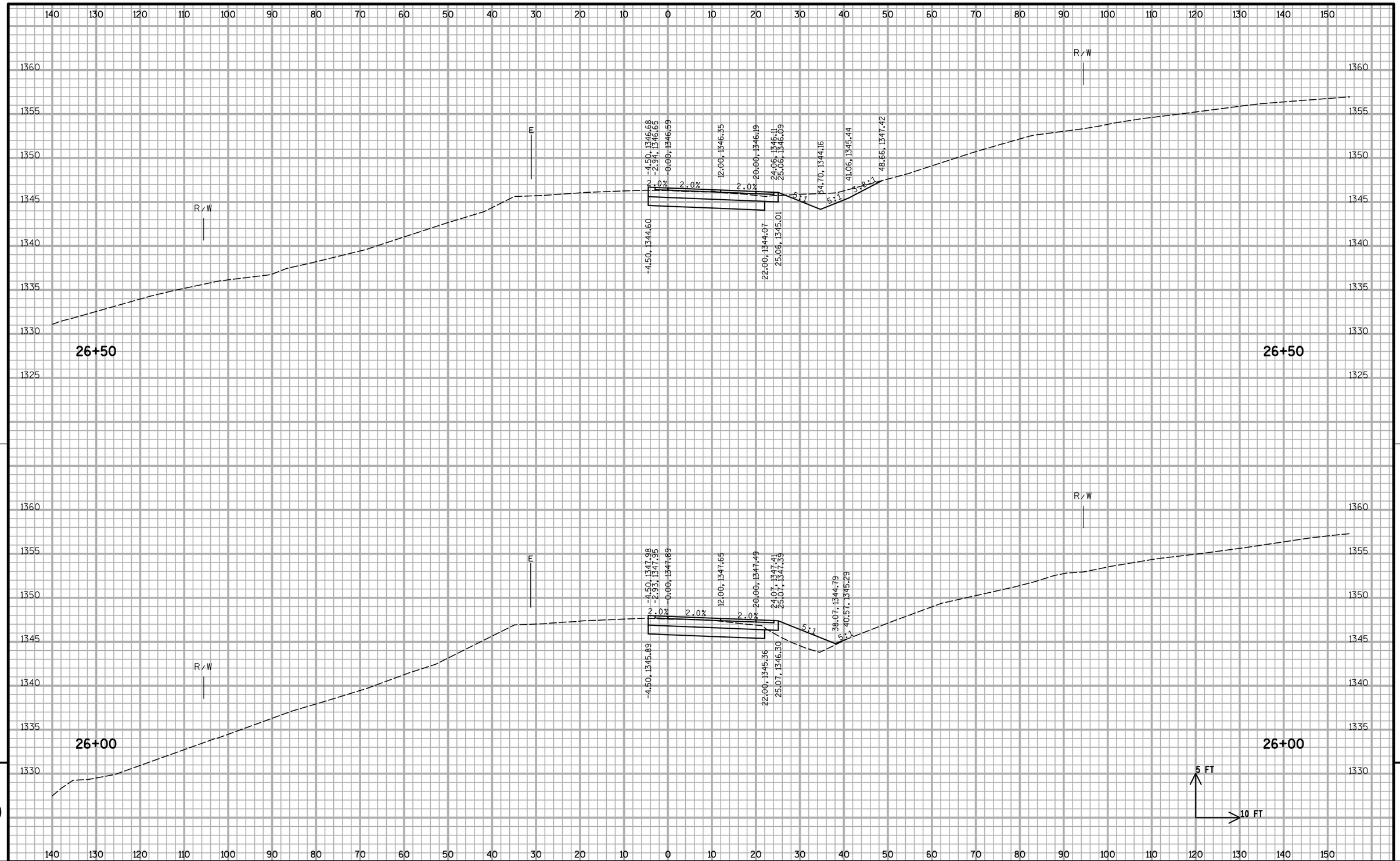
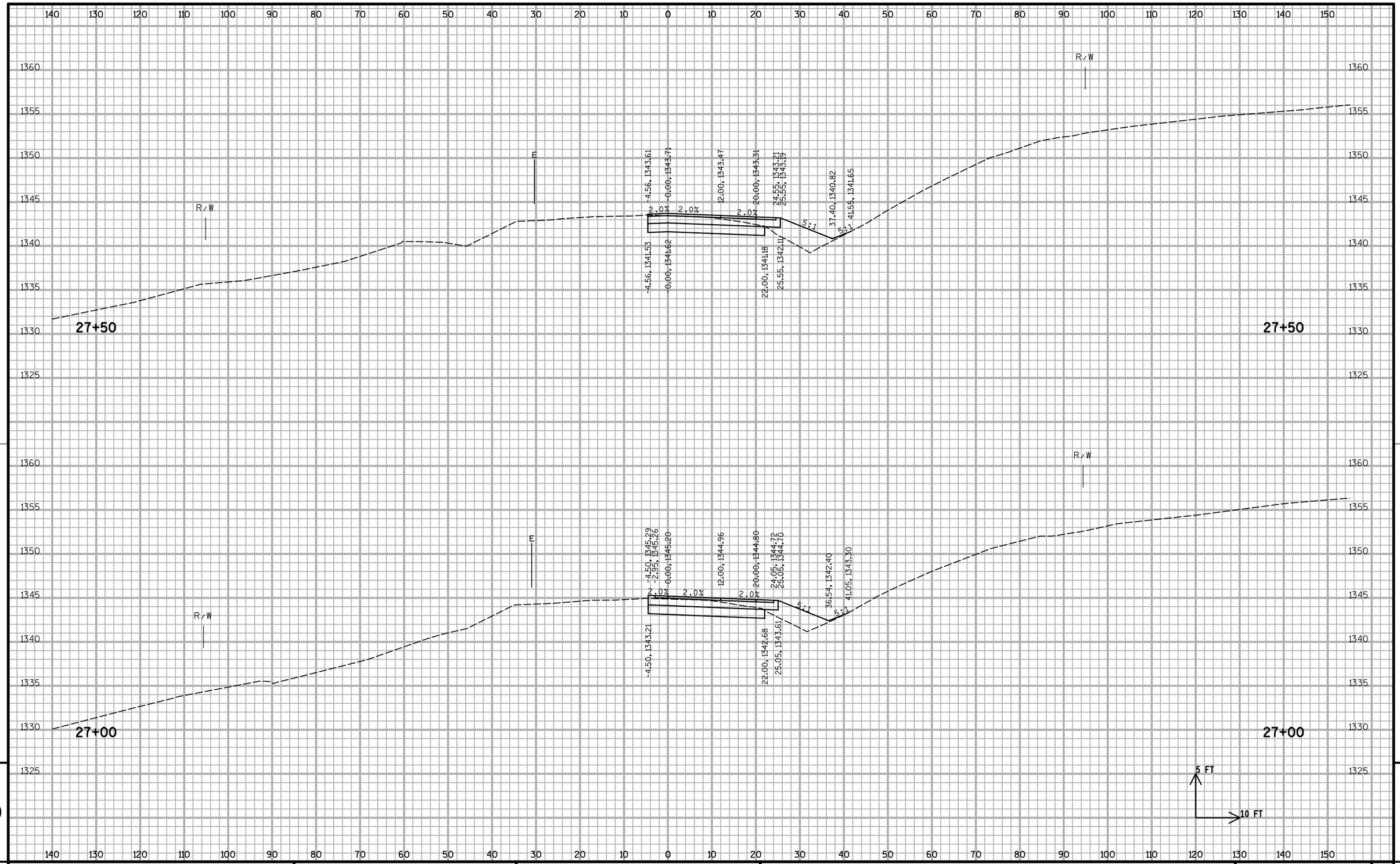
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 2	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090204_xs_STH 27 Stage 2.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 2	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090204_xs_STH 27 Stage 2.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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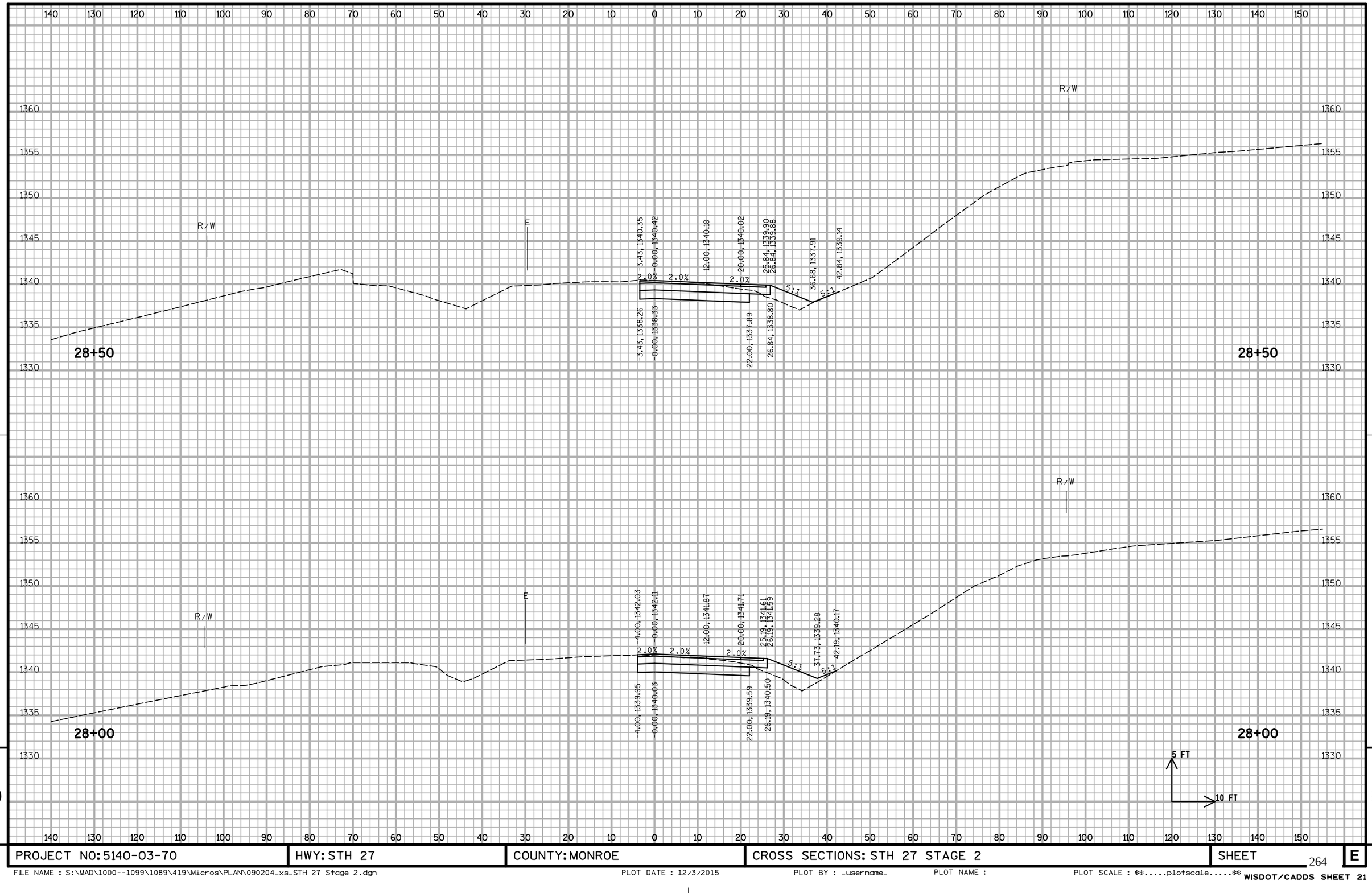
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 2	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090204_xs_STH 27 Stage 2.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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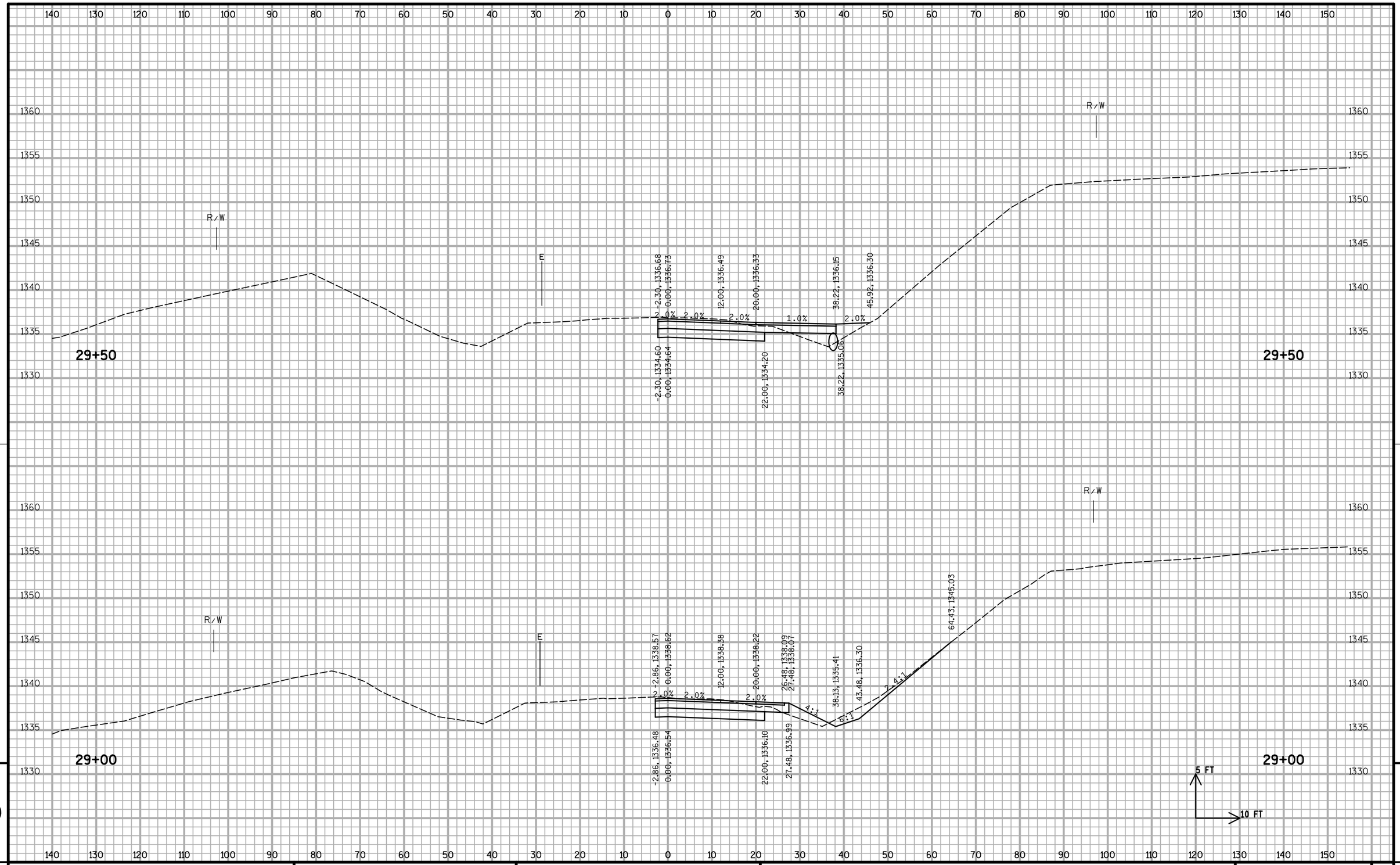
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 2	SHEET 264	E



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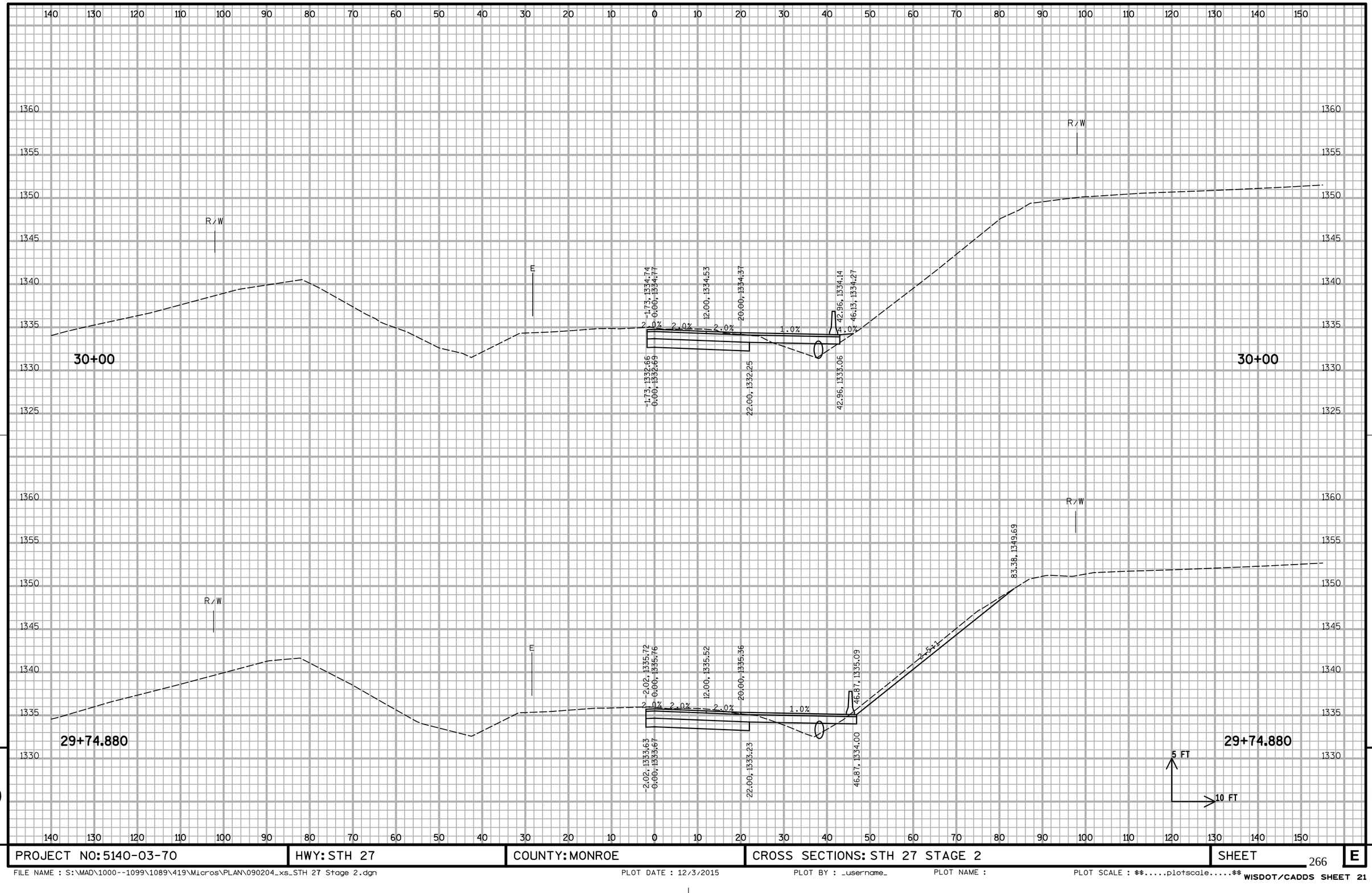
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 2	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090204_xs_STH 27 Stage 2.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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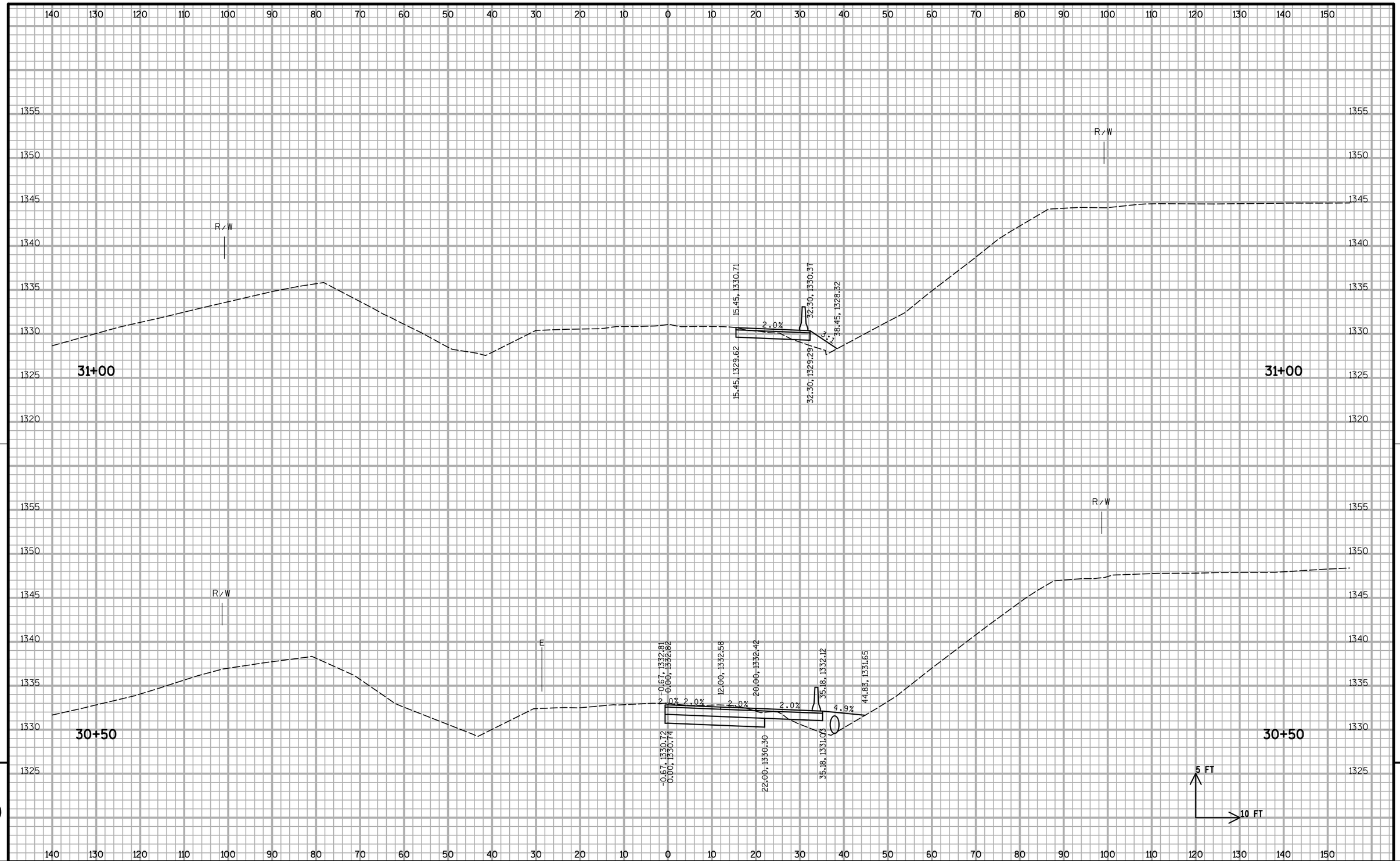
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 2	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090204_xs_STH 27 Stage 2.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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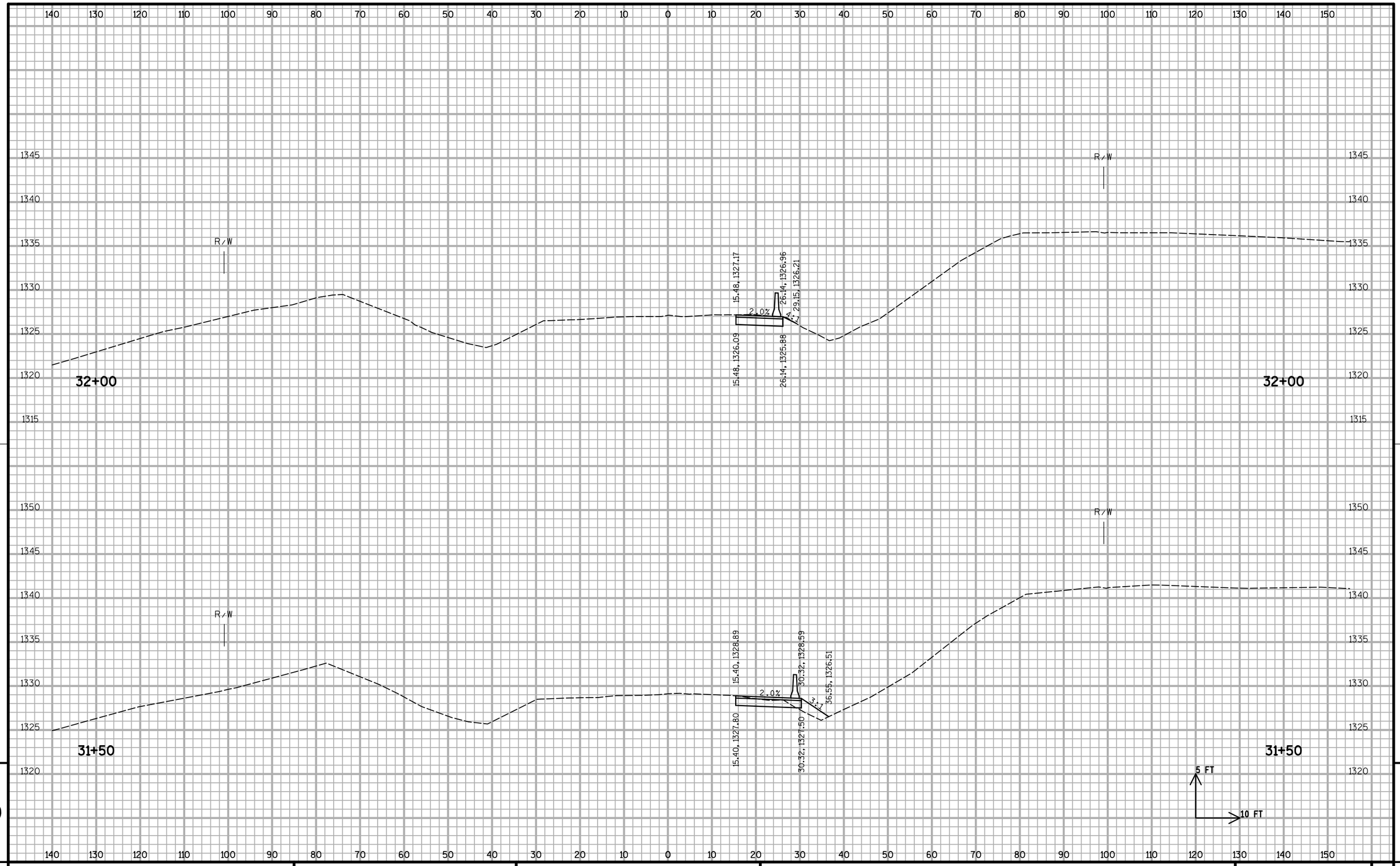
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 2	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090204_xs_STH 27 Stage 2.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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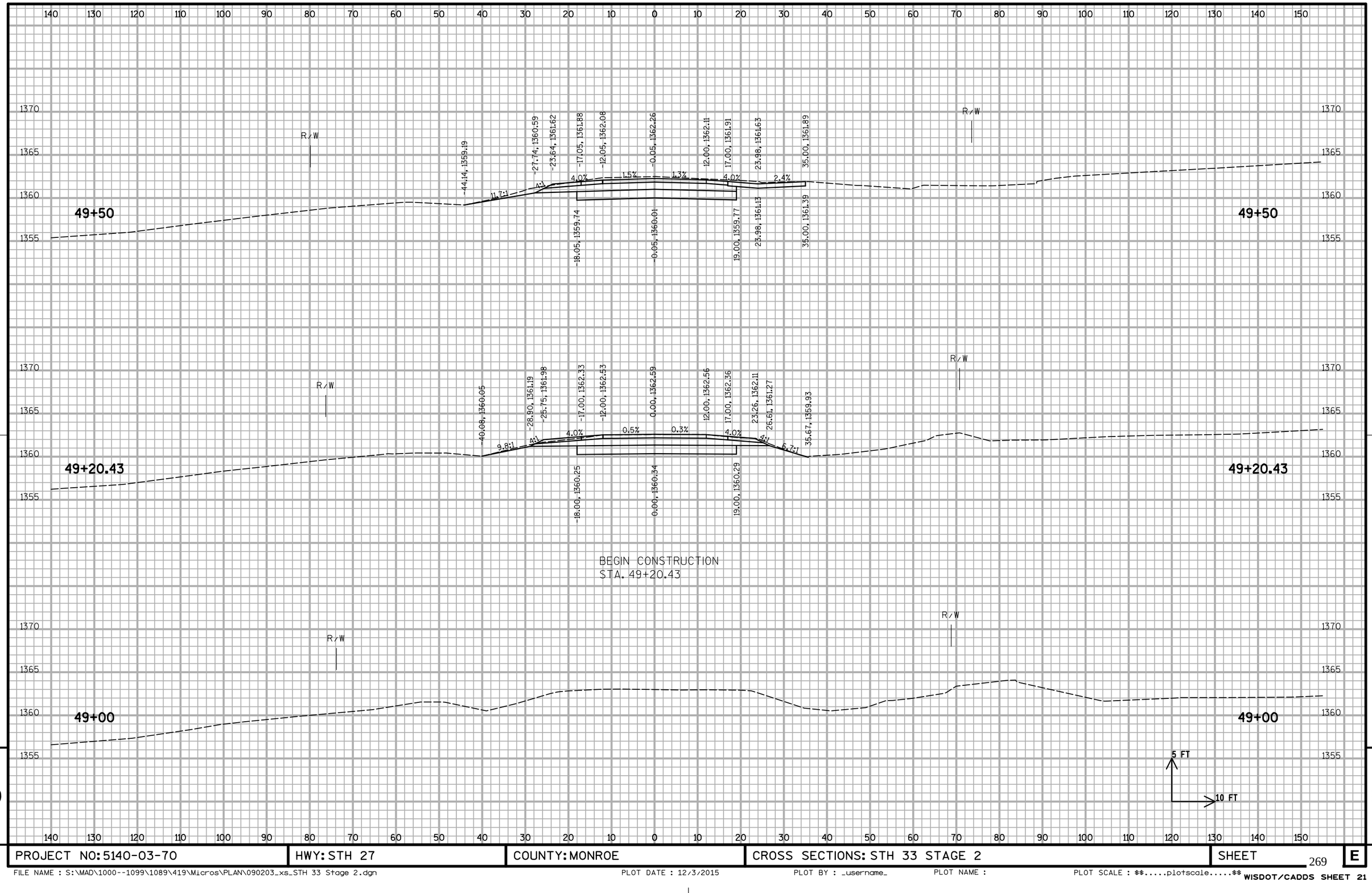
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 2	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090204_xs_STH 27 Stage 2.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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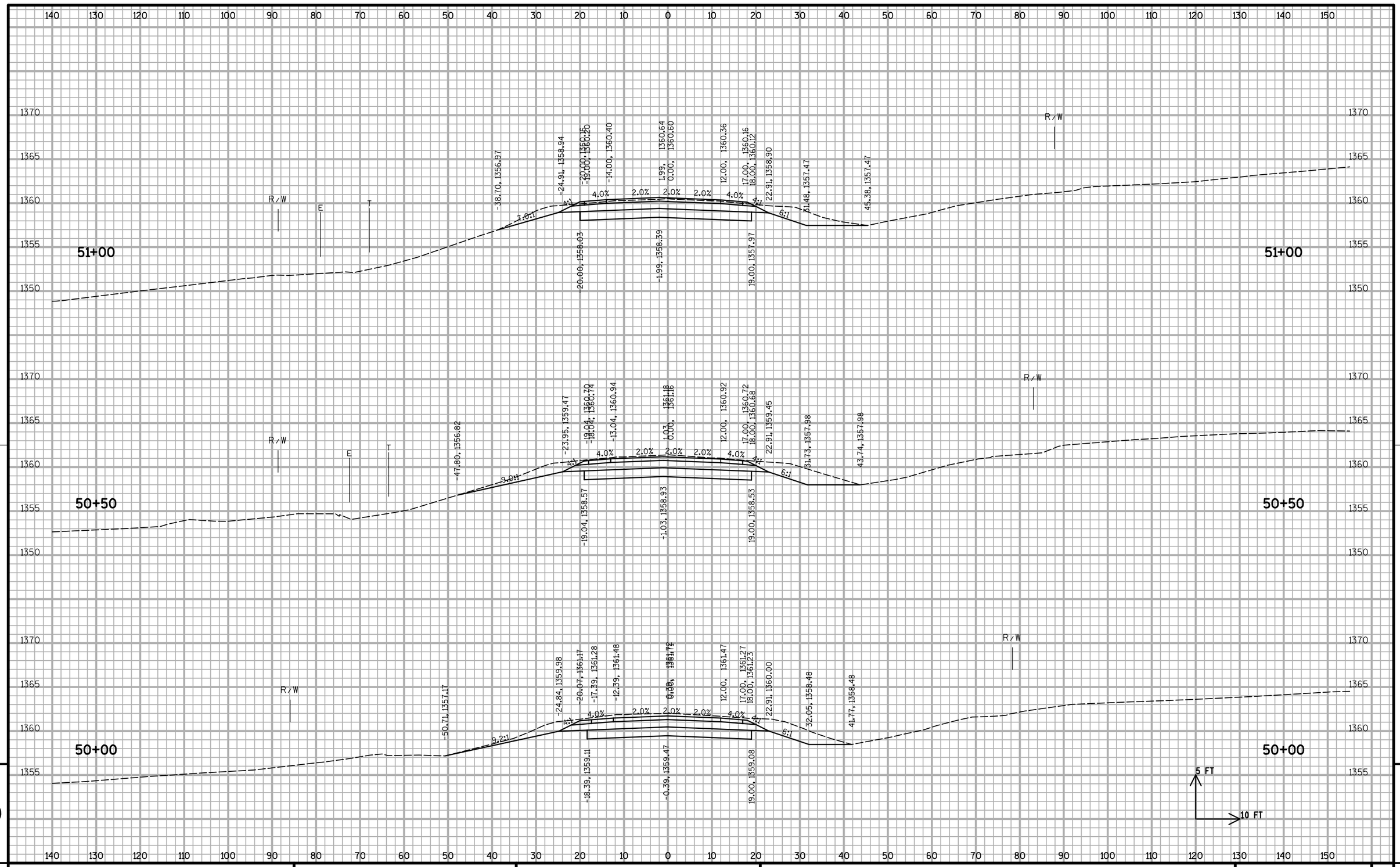
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 33 STAGE 2	SHEET	E

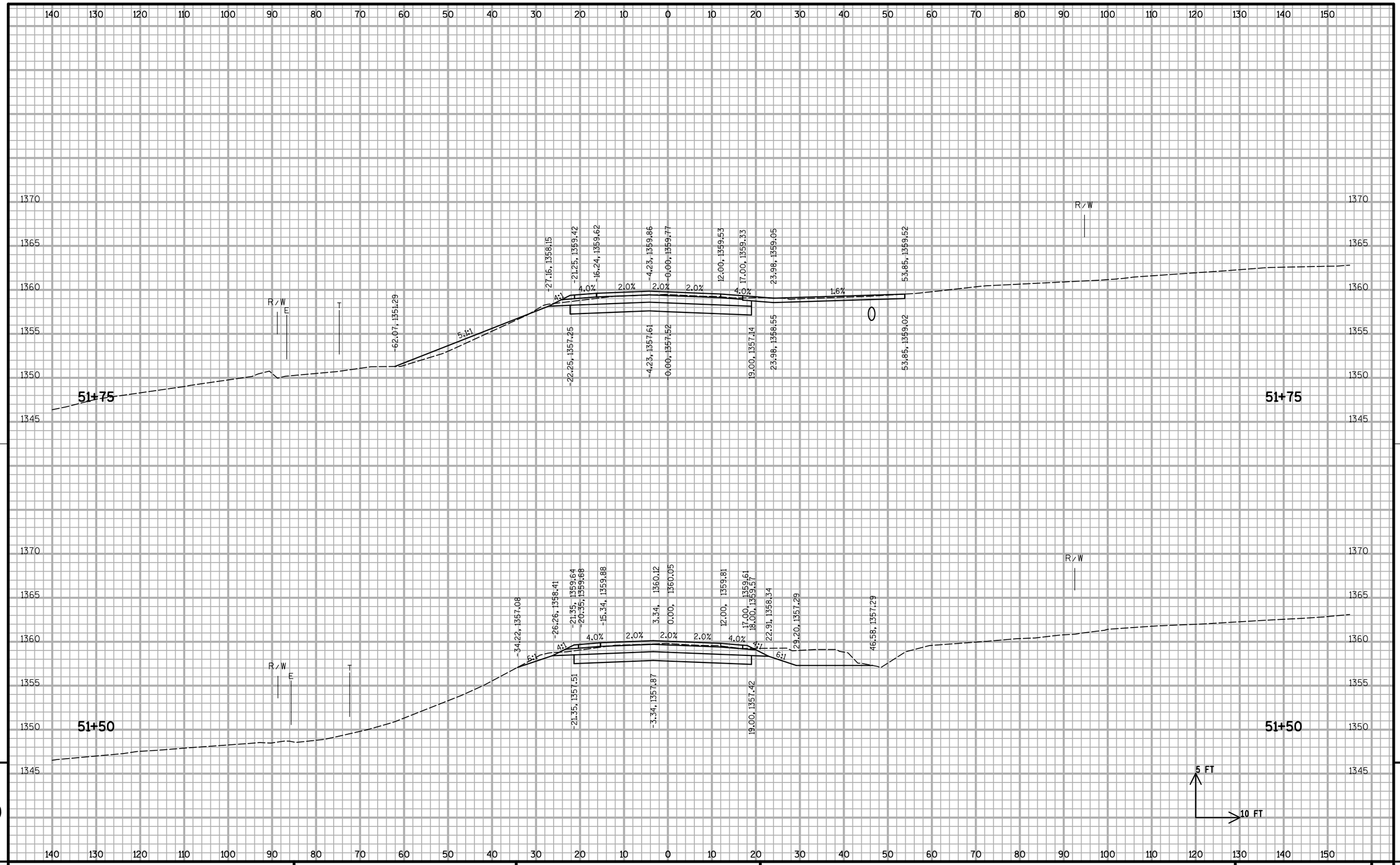
FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090203_xs_STH 33 Stage 2.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 33 STAGE 2	SHEET 270	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090203_xs_STH 33 Stage 2.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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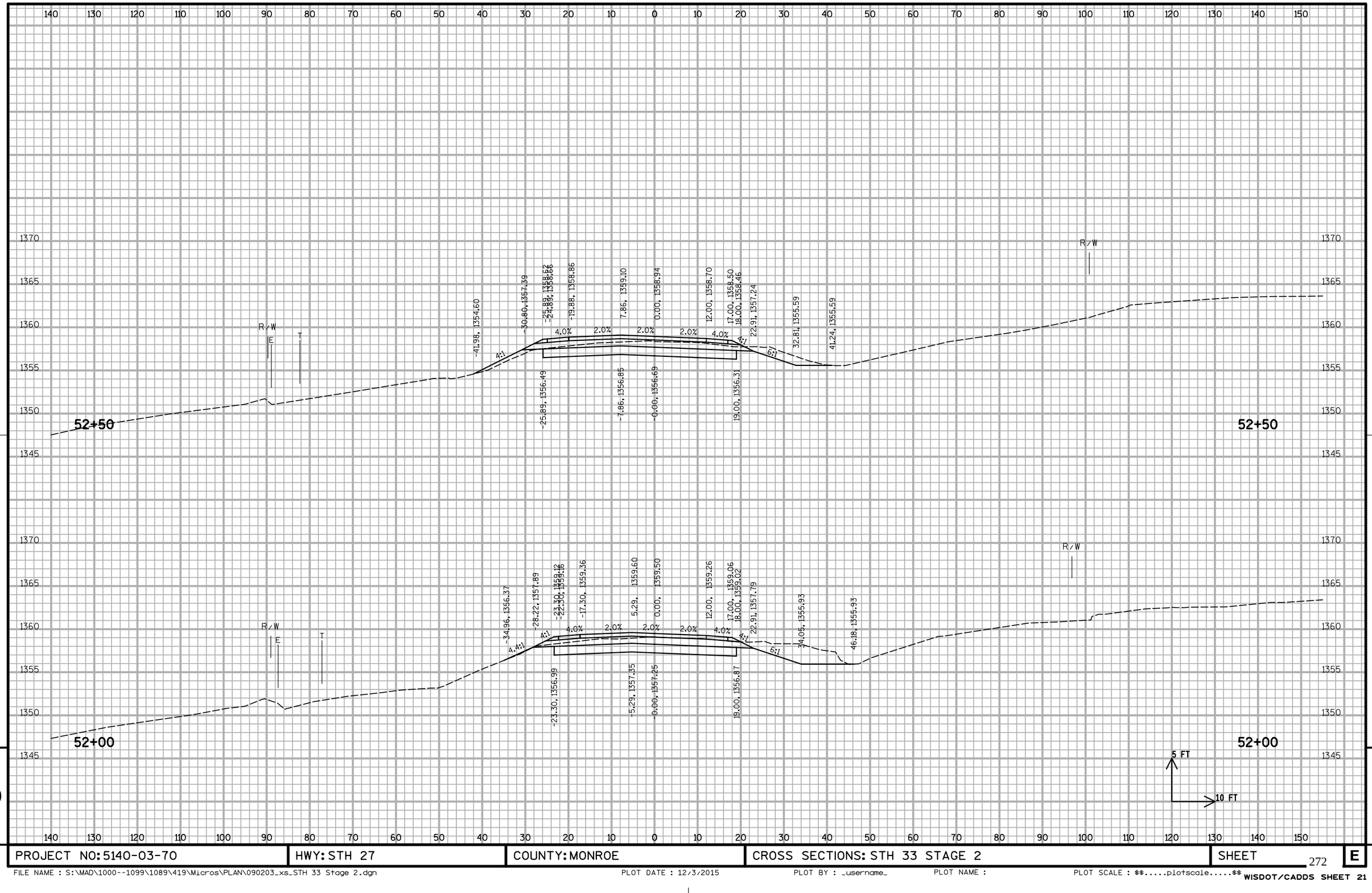
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 33 STAGE 2	SHEET 271	E



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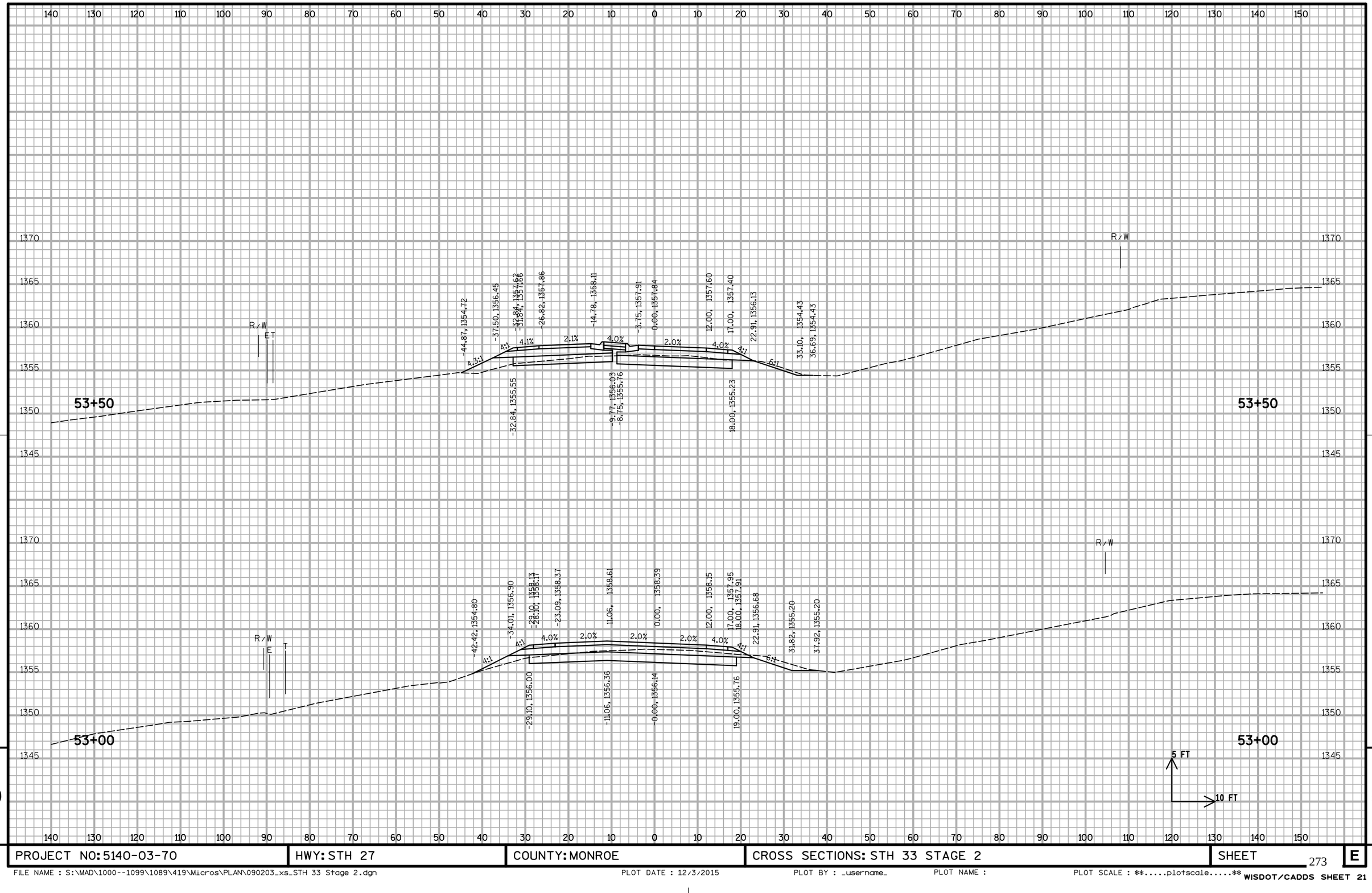
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 33 STAGE 2	SHEET 272	E



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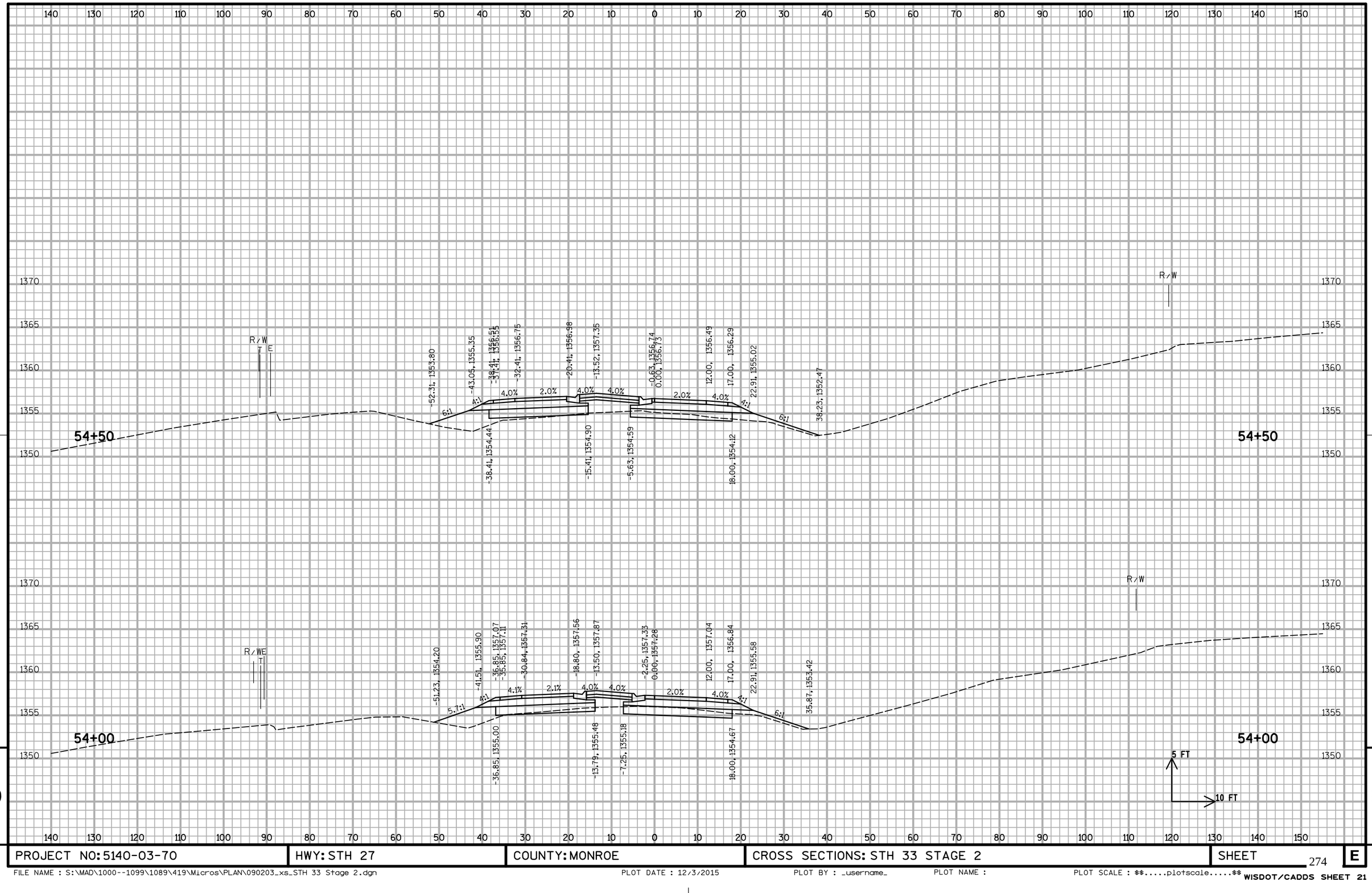
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 33 STAGE 2	SHEET 273	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090203_xs_STH 33 Stage 2.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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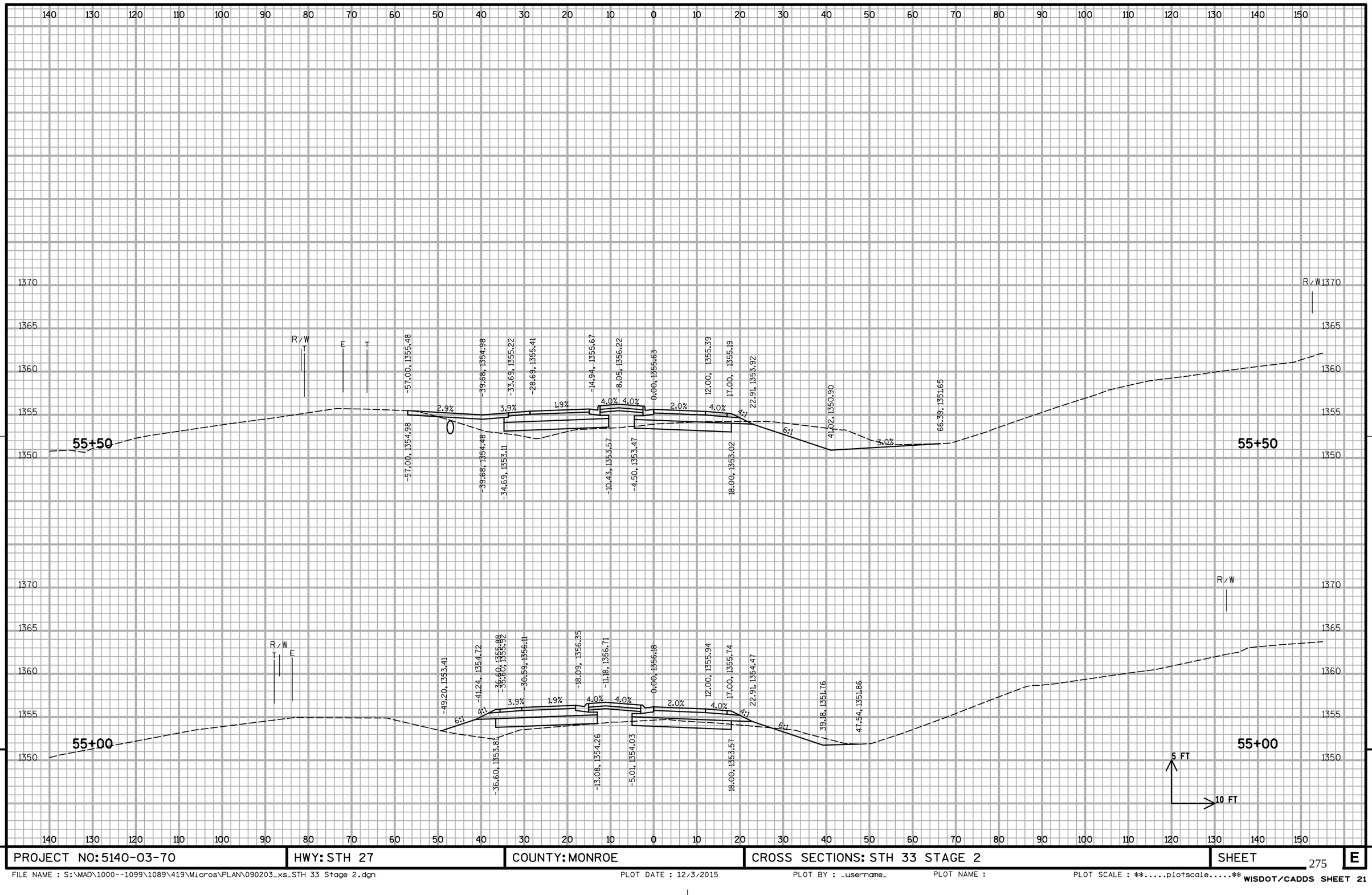
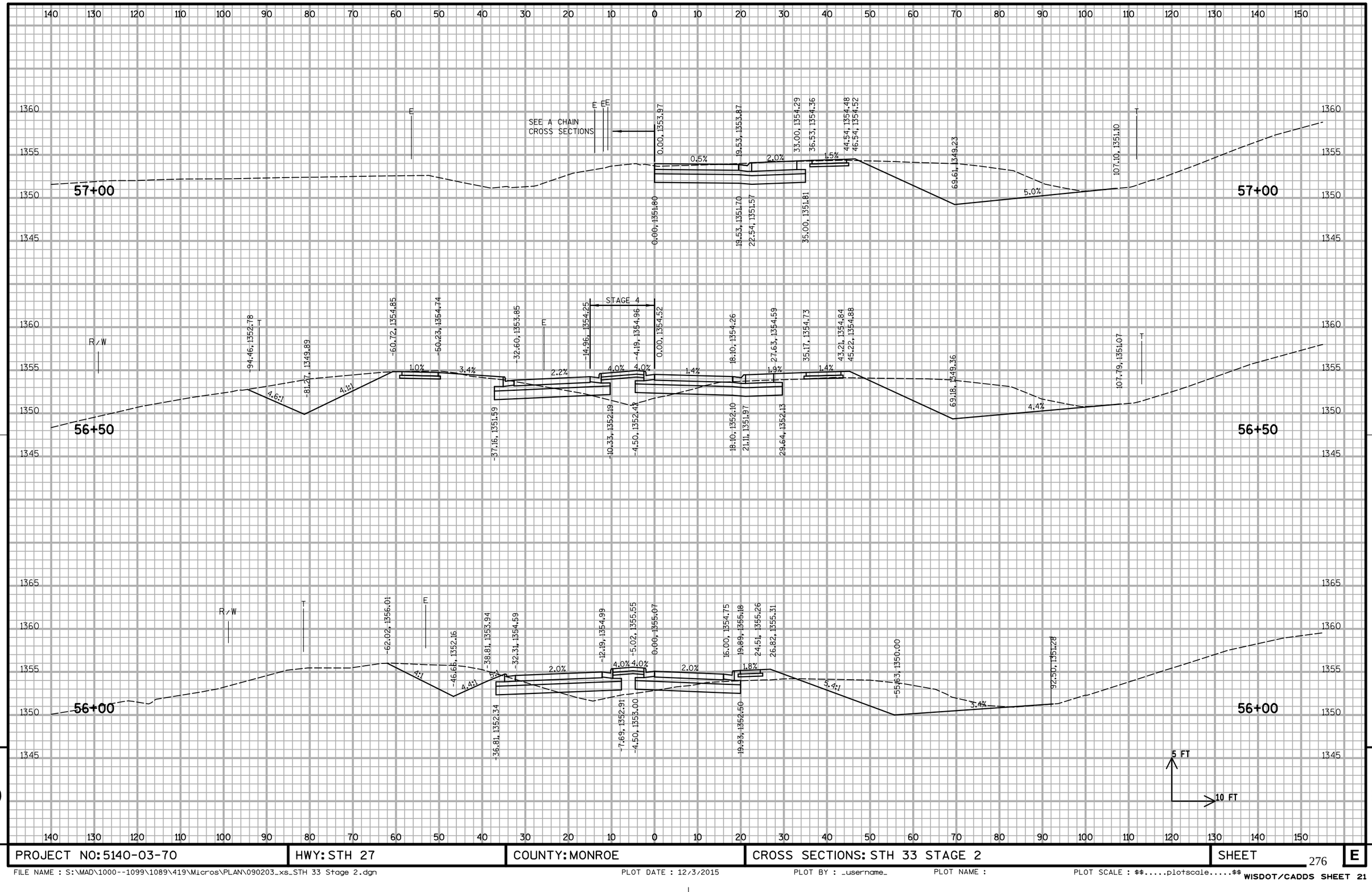
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 33 STAGE 2	SHEET 274	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090203_xs_STH 33 Stage 2.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 33 STAGE 2	SHEET 275	E



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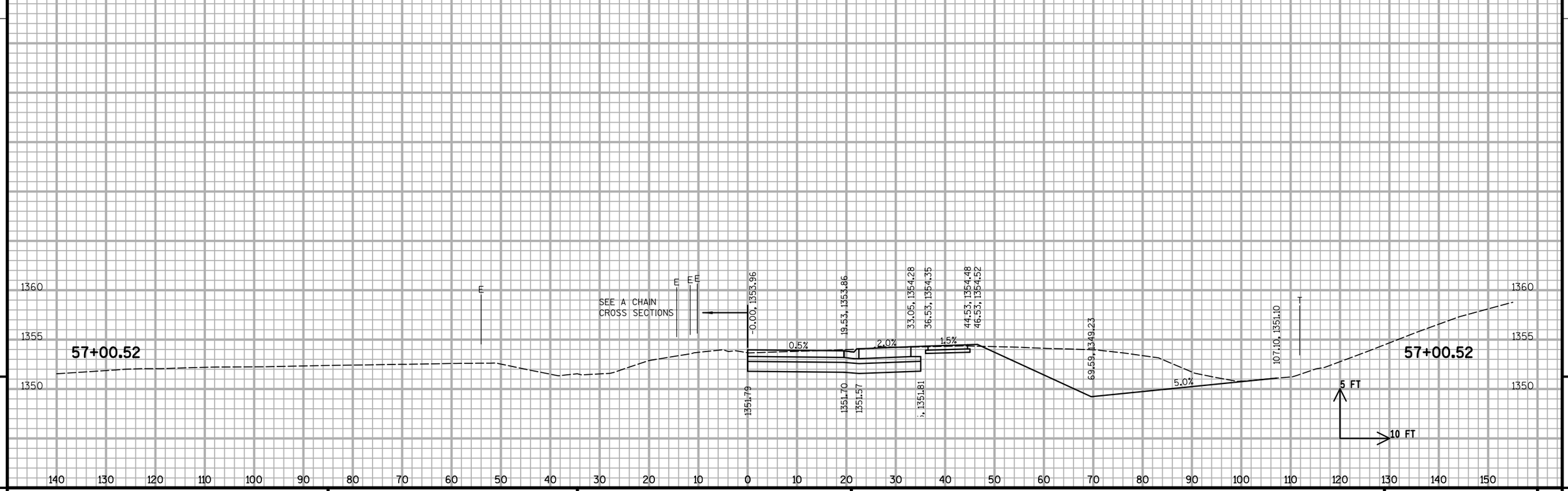
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 33 STAGE 2	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090203_xs_STH 33 Stage 2.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



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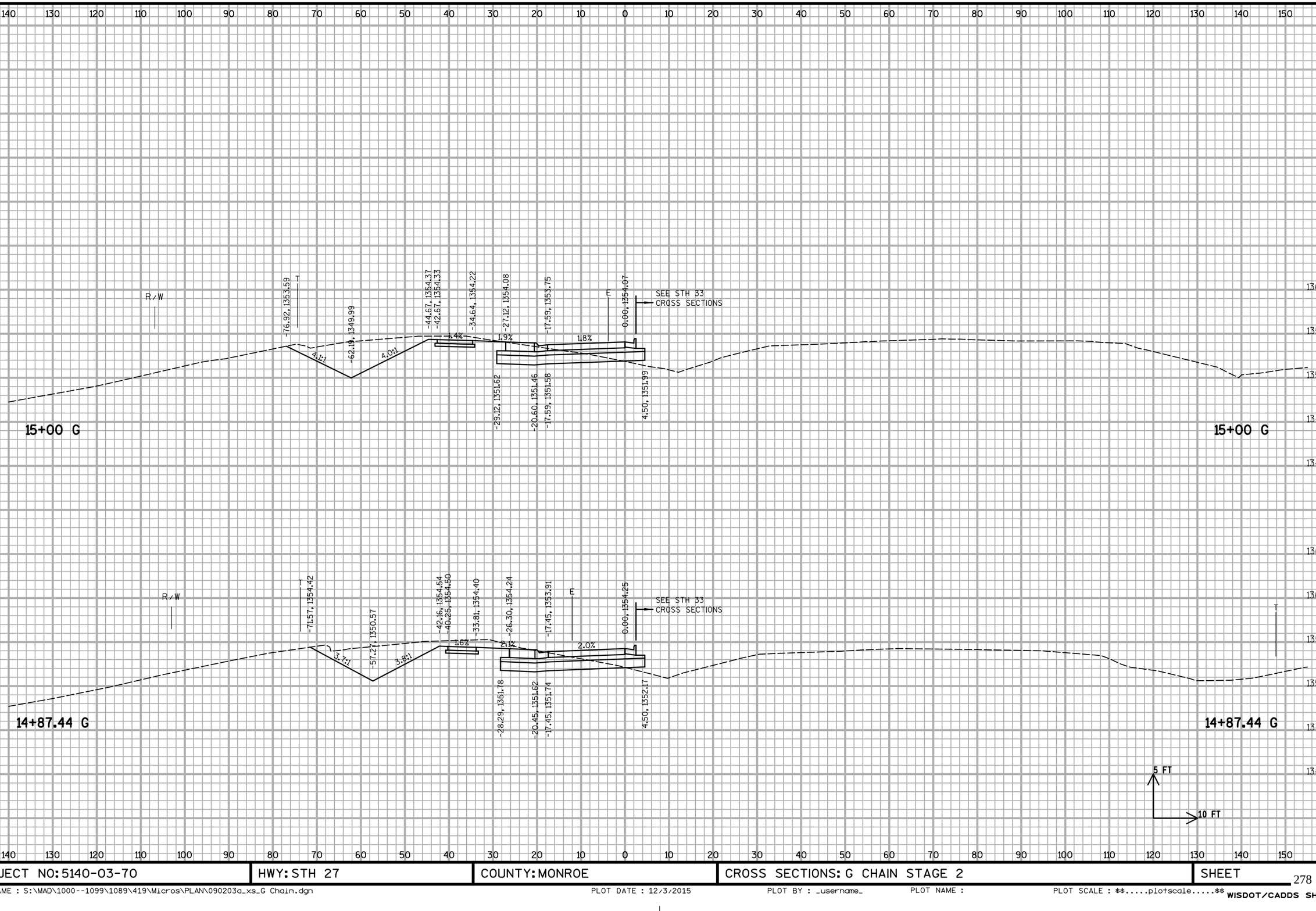
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 33 STAGE 2	SHEET 277	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090203_xs_STH 33 Stage 2.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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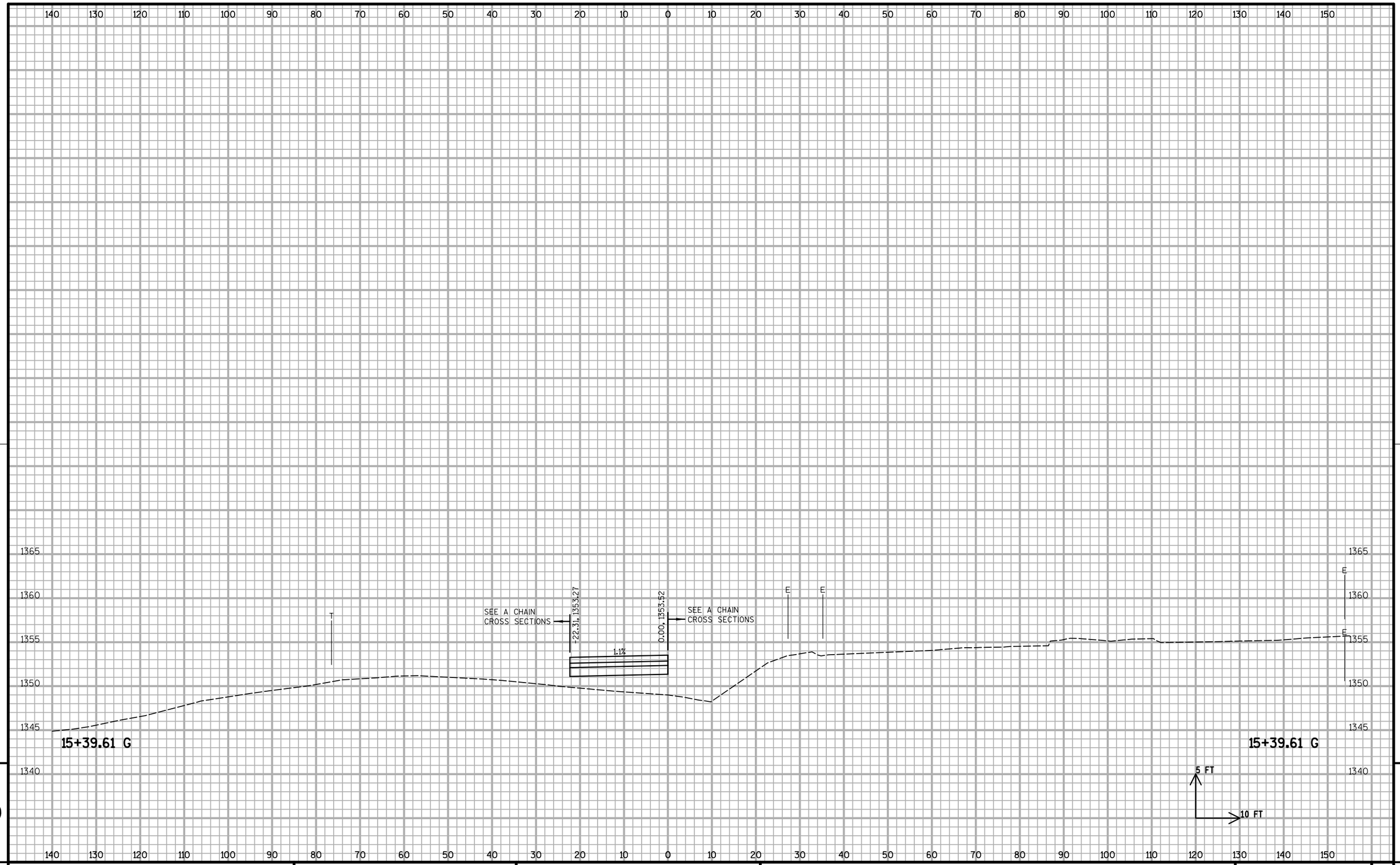
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: G CHAIN STAGE 2	SHEET 278	E



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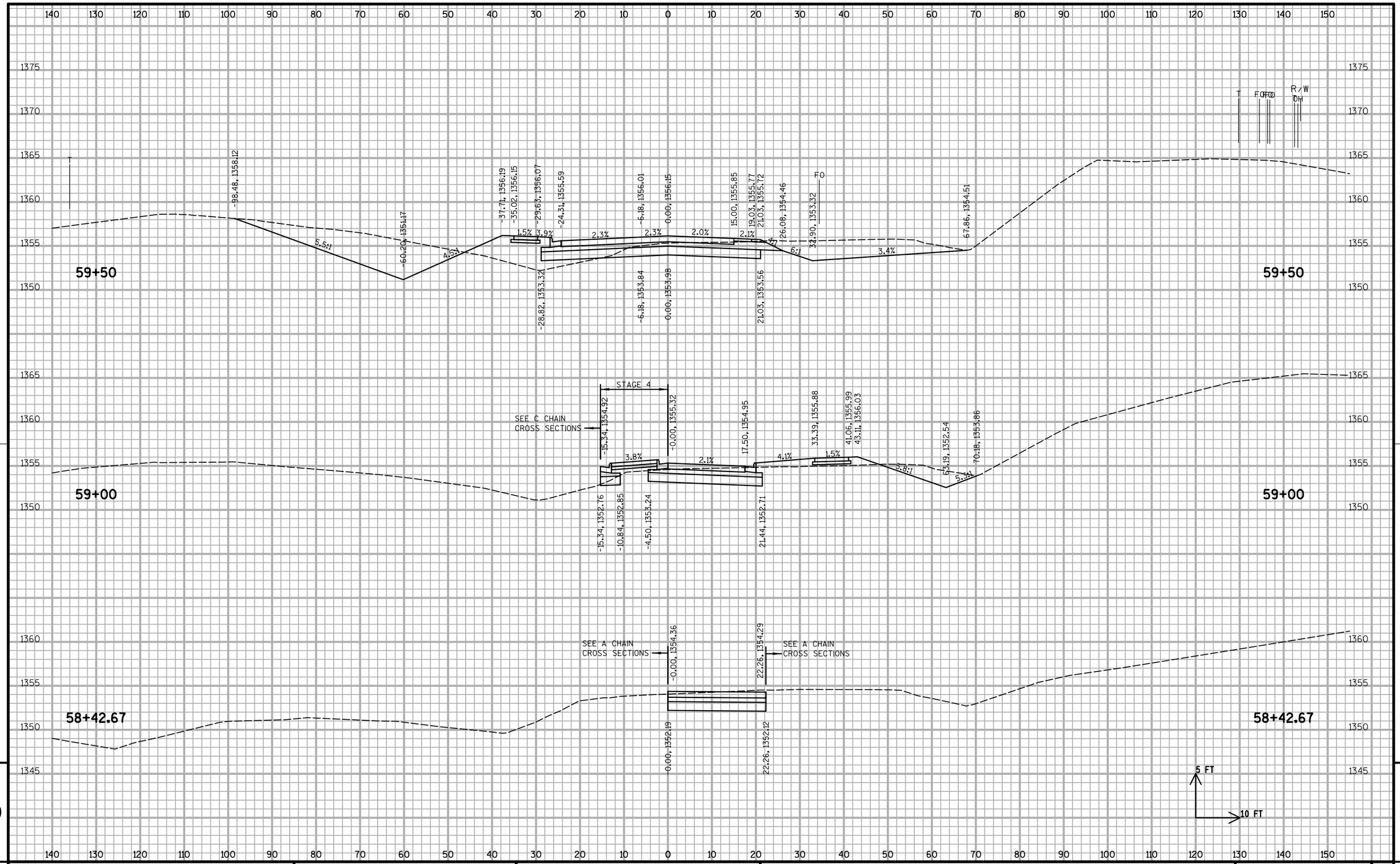
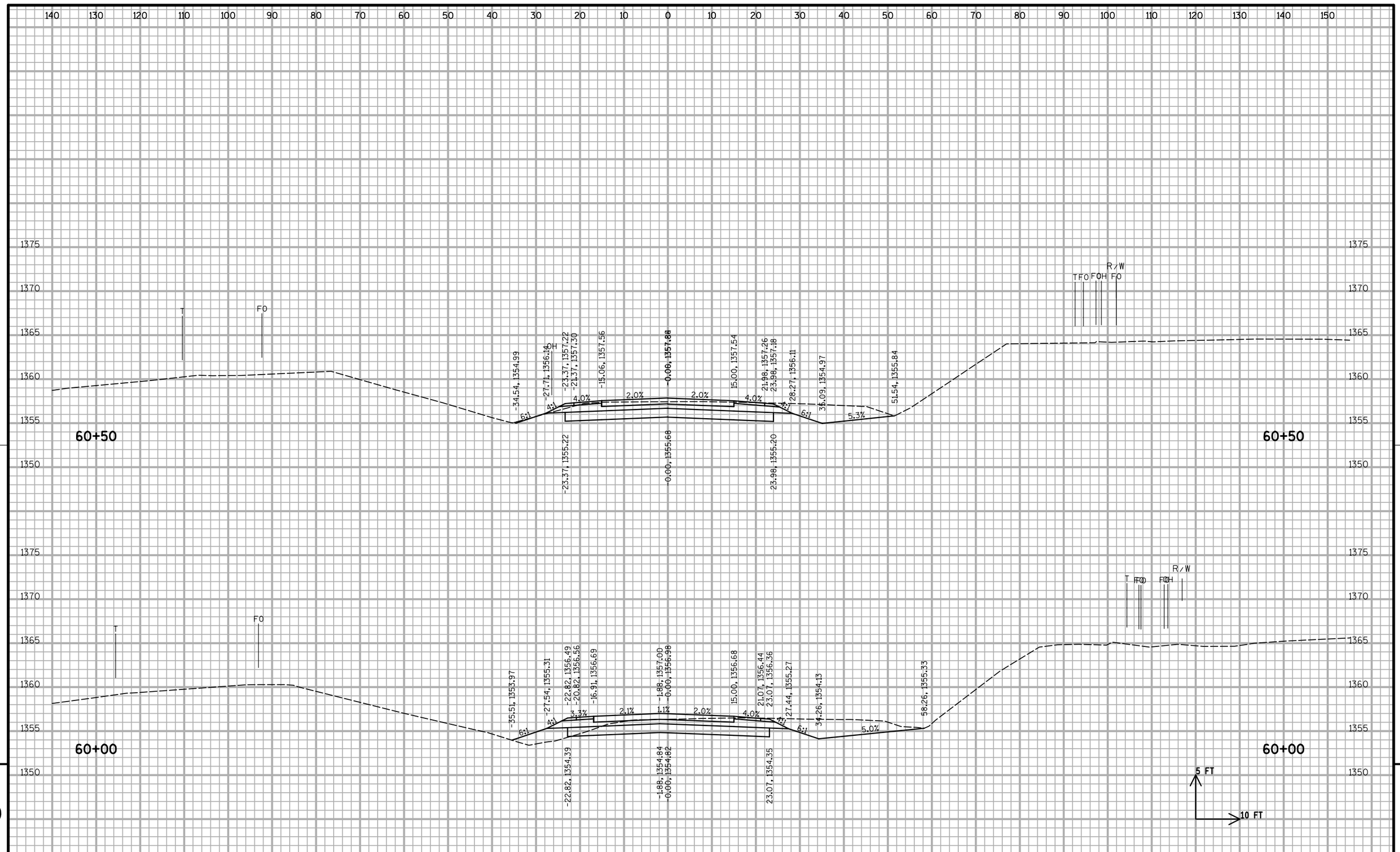
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: G CHAIN STAGE 2	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090203a_xs_G Chain.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



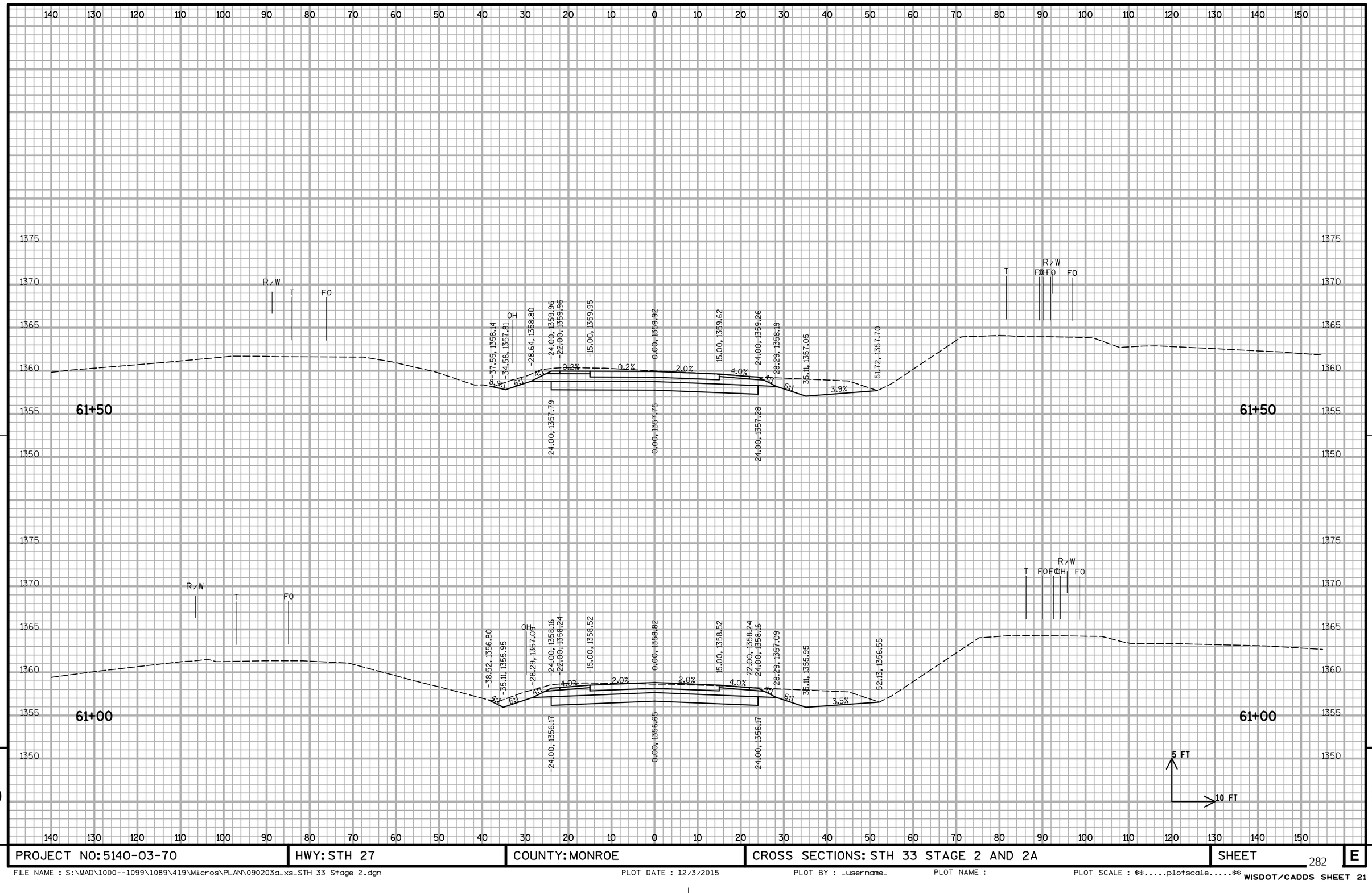
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 33 STAGE 2 AND 2A	SHEET 280	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090203a_xs_STH 33 Stage 2.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 33 STAGE 2 AND 2A	SHEET 281	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090203a_xs_STH 33 Stage 2.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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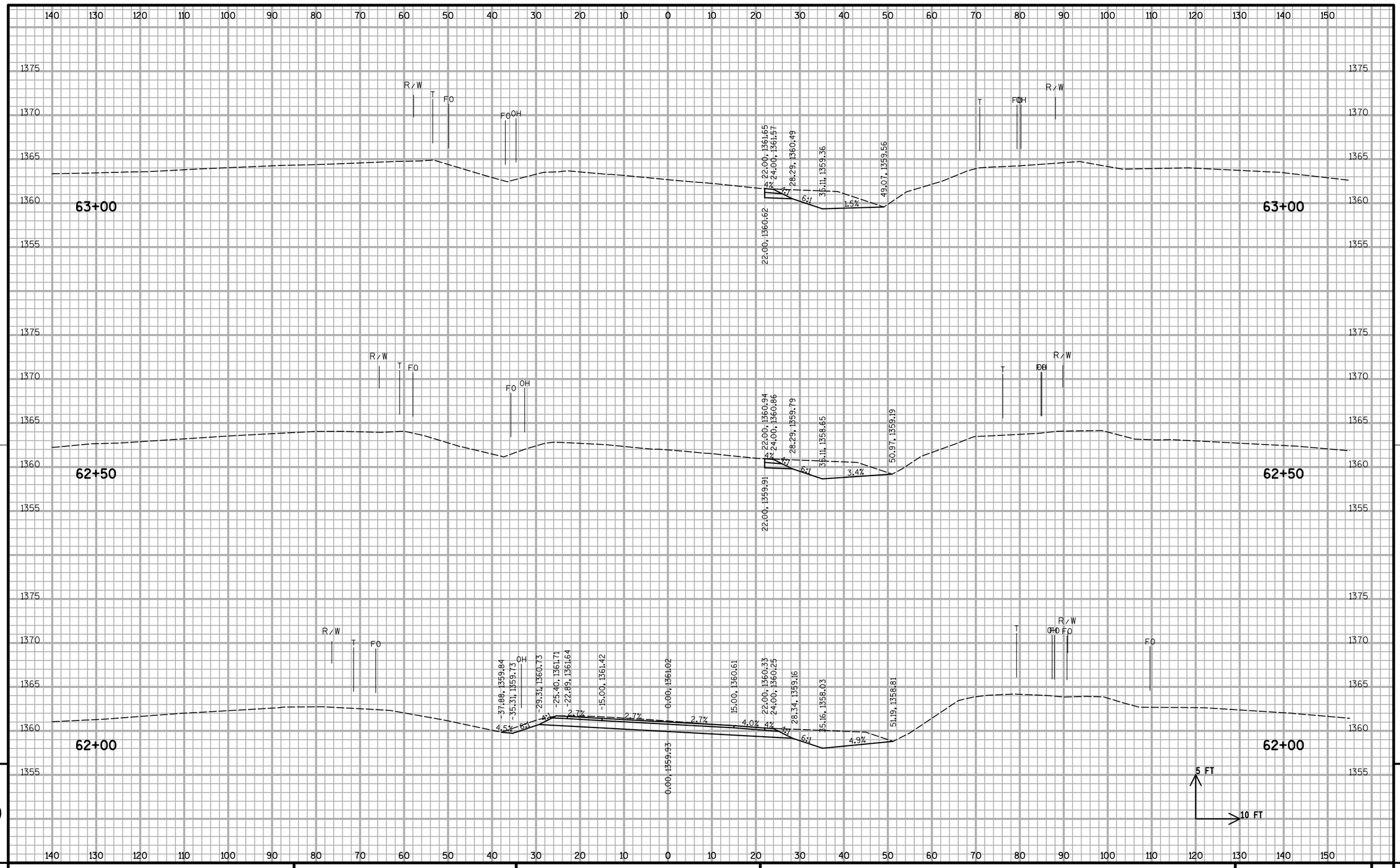
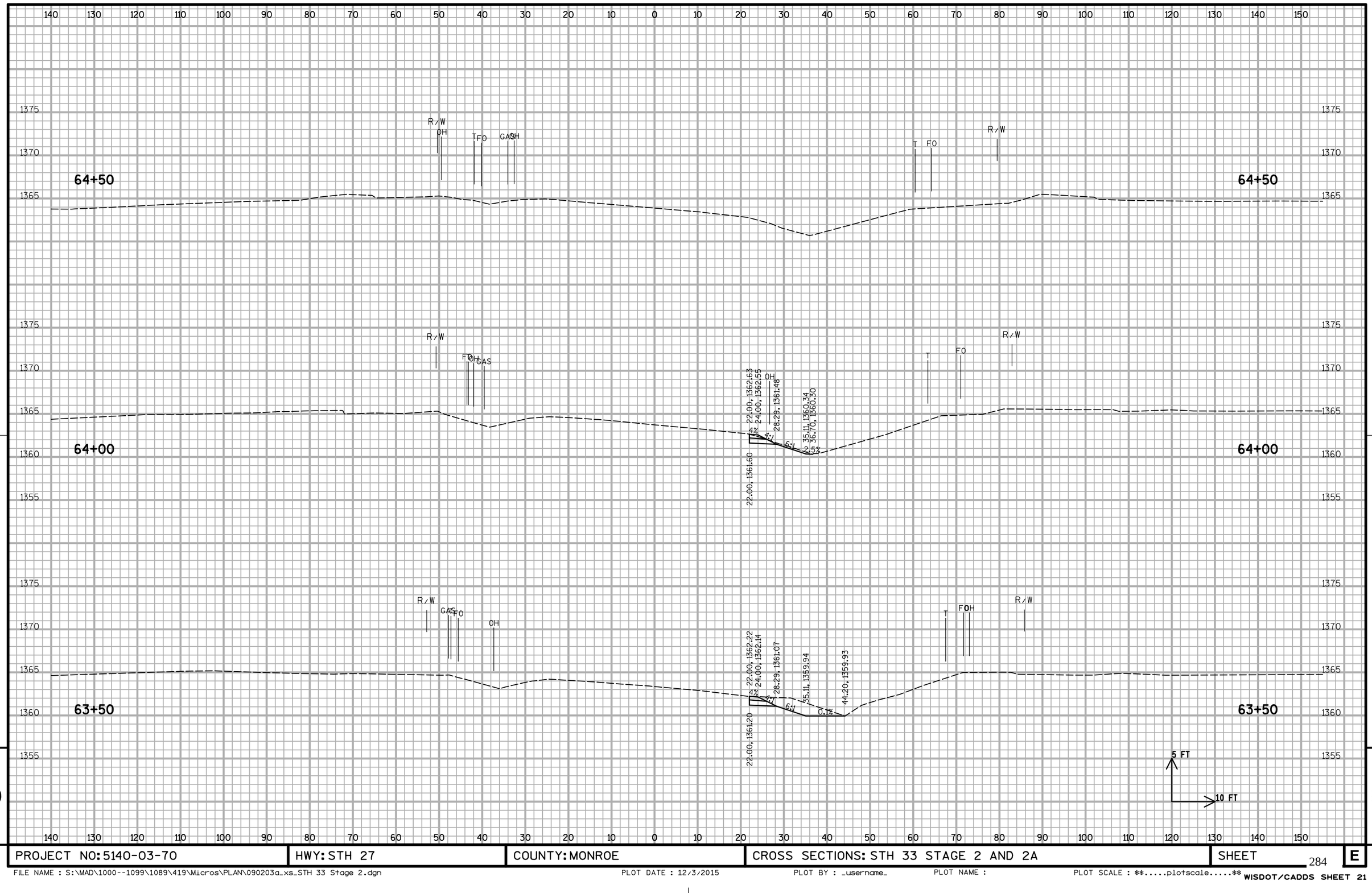
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 33 STAGE 2 AND 2A	SHEET 282	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090203a_xs_STH 33 Stage 2.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

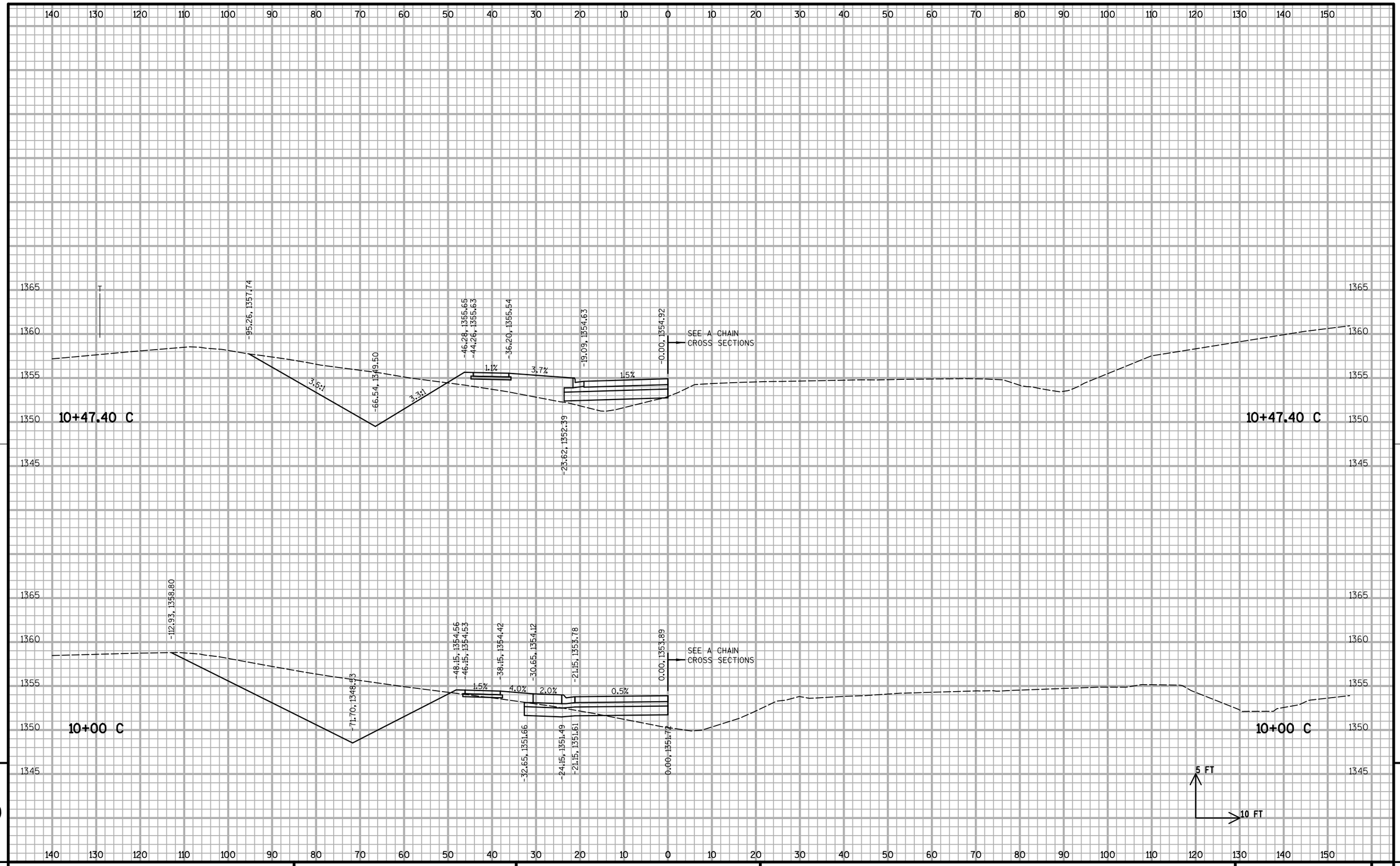


PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 33 STAGE 2 AND 2A	SHEET 283	E



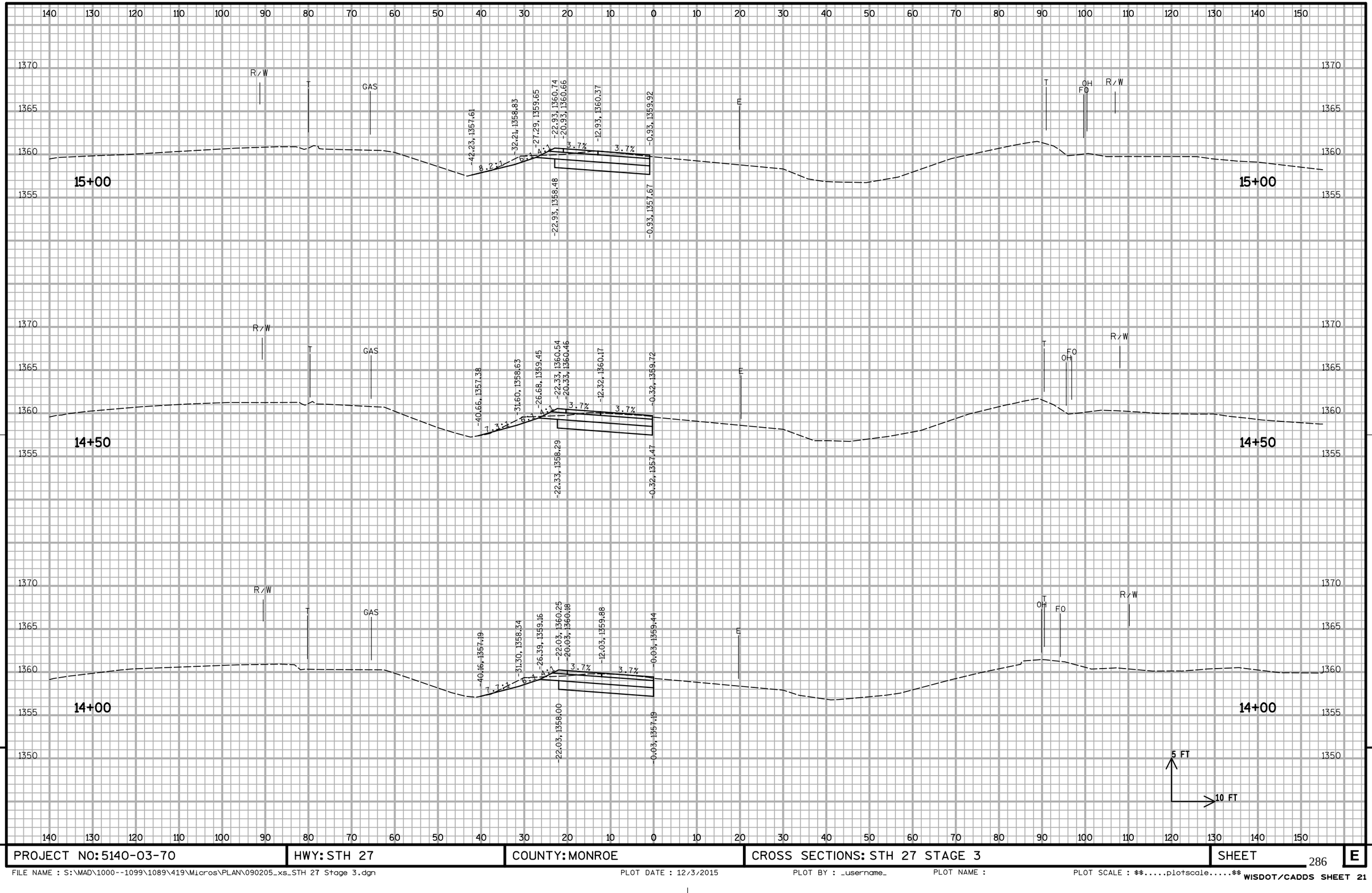
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 33 STAGE 2 AND 2A	SHEET 284	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090203a_xs_STH 33 Stage 2.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: C CHAIN STAGE 2	SHEET 285	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090203b_xs_C Chain.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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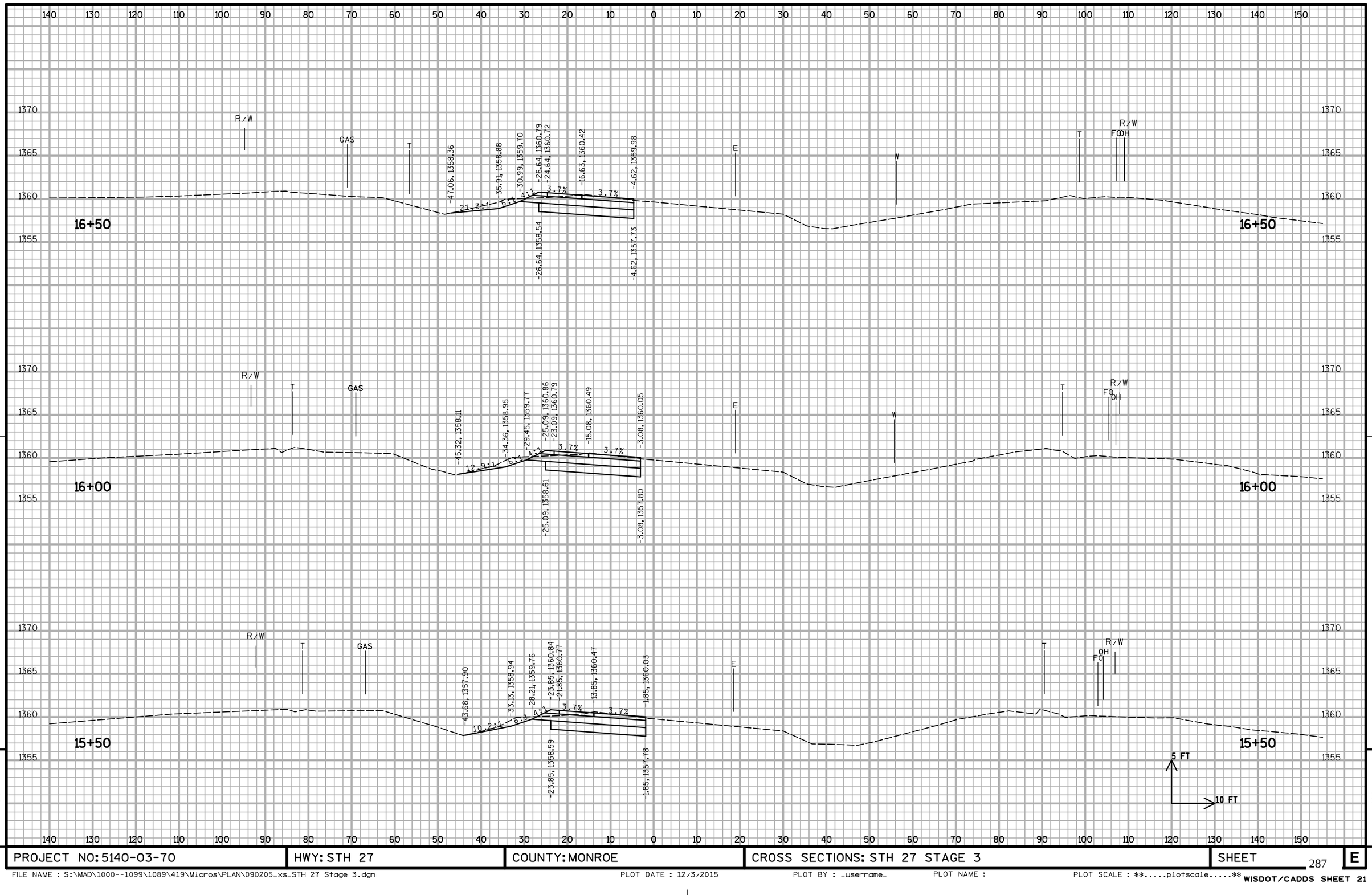
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 3	SHEET 286	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090205_xs_STH 27 Stage 3.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



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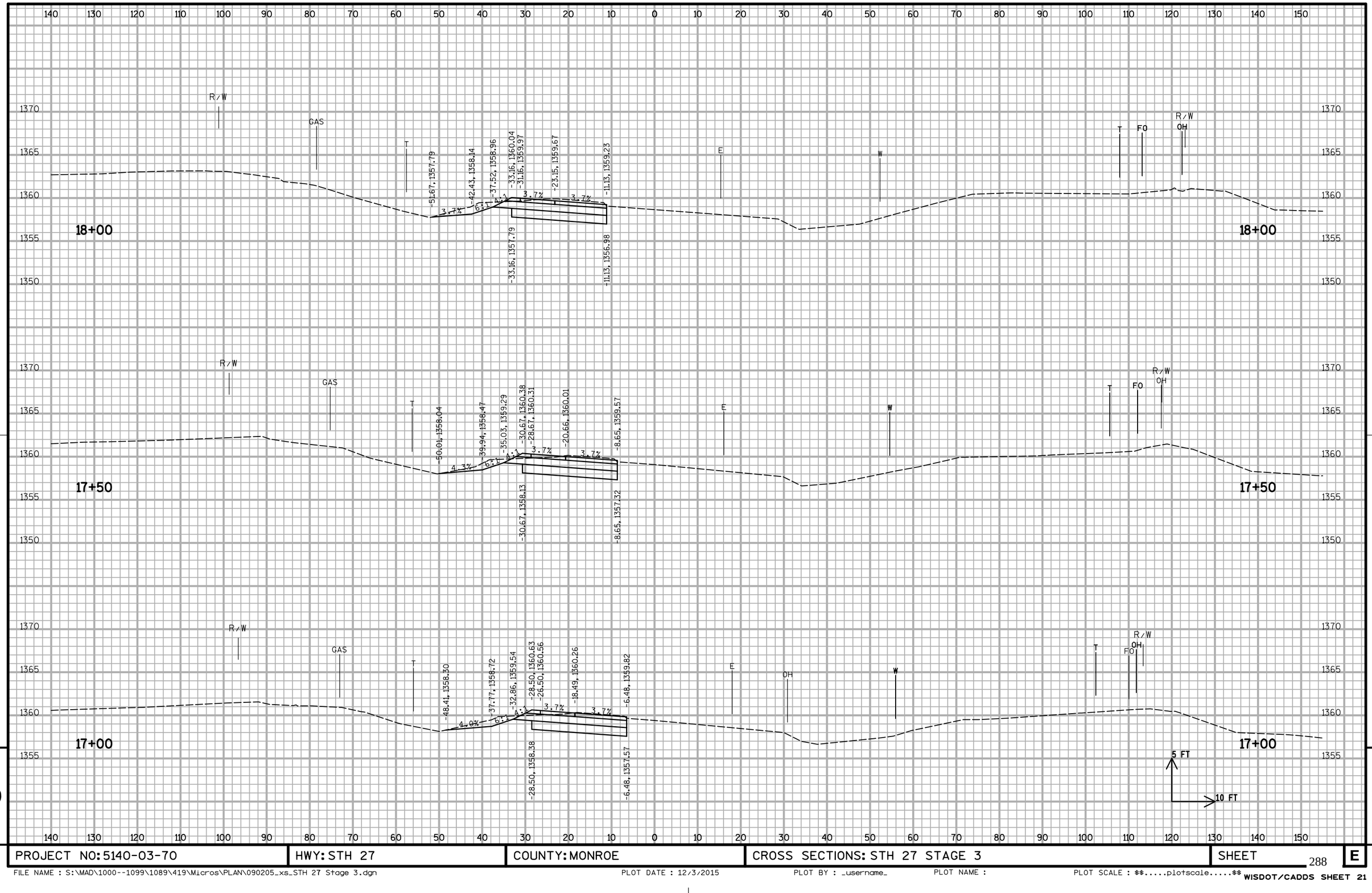
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 3	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090205_xs_STH 27 Stage 3.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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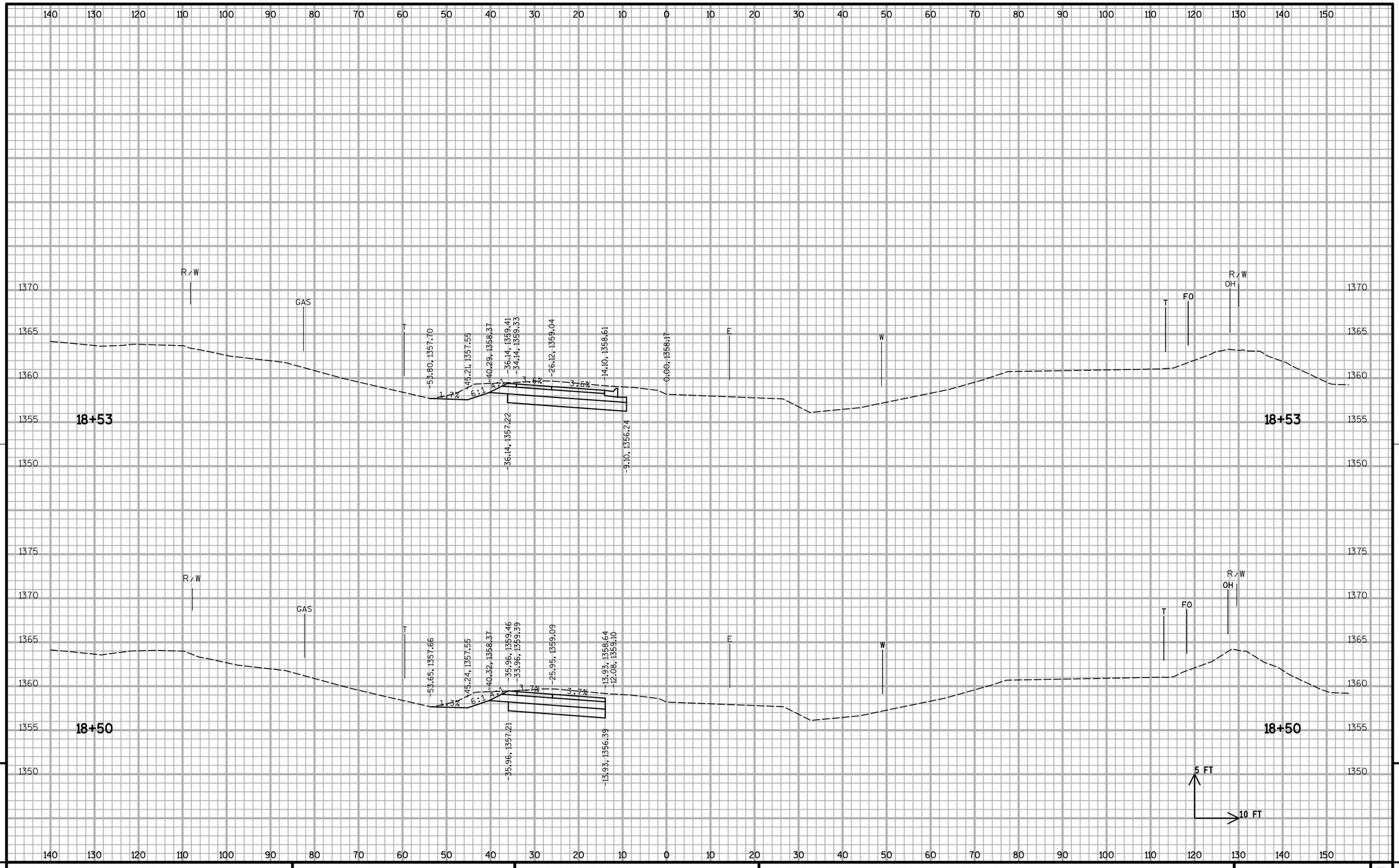
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 3	SHEET 288	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090205_xs_STH 27 Stage 3.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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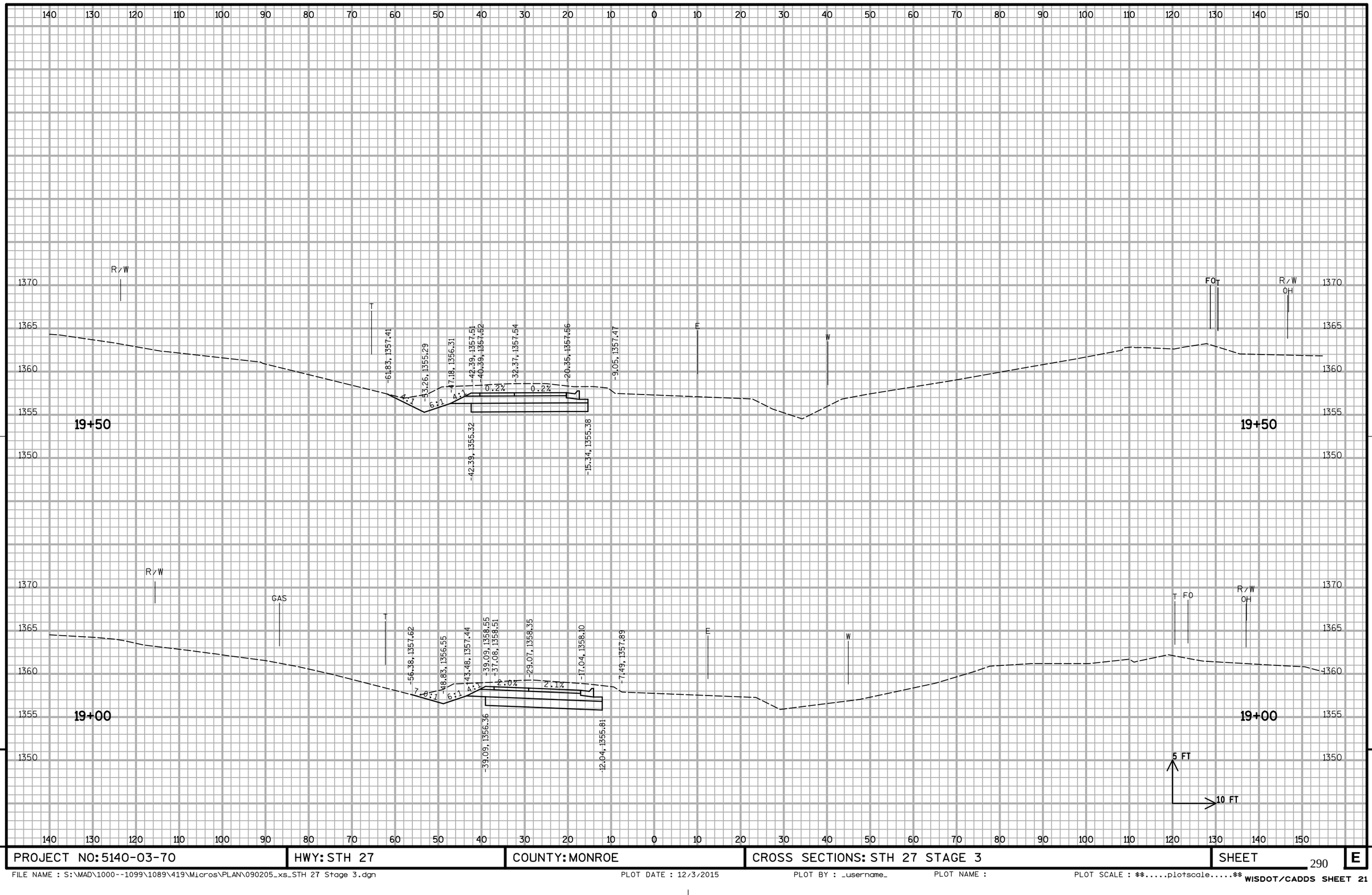
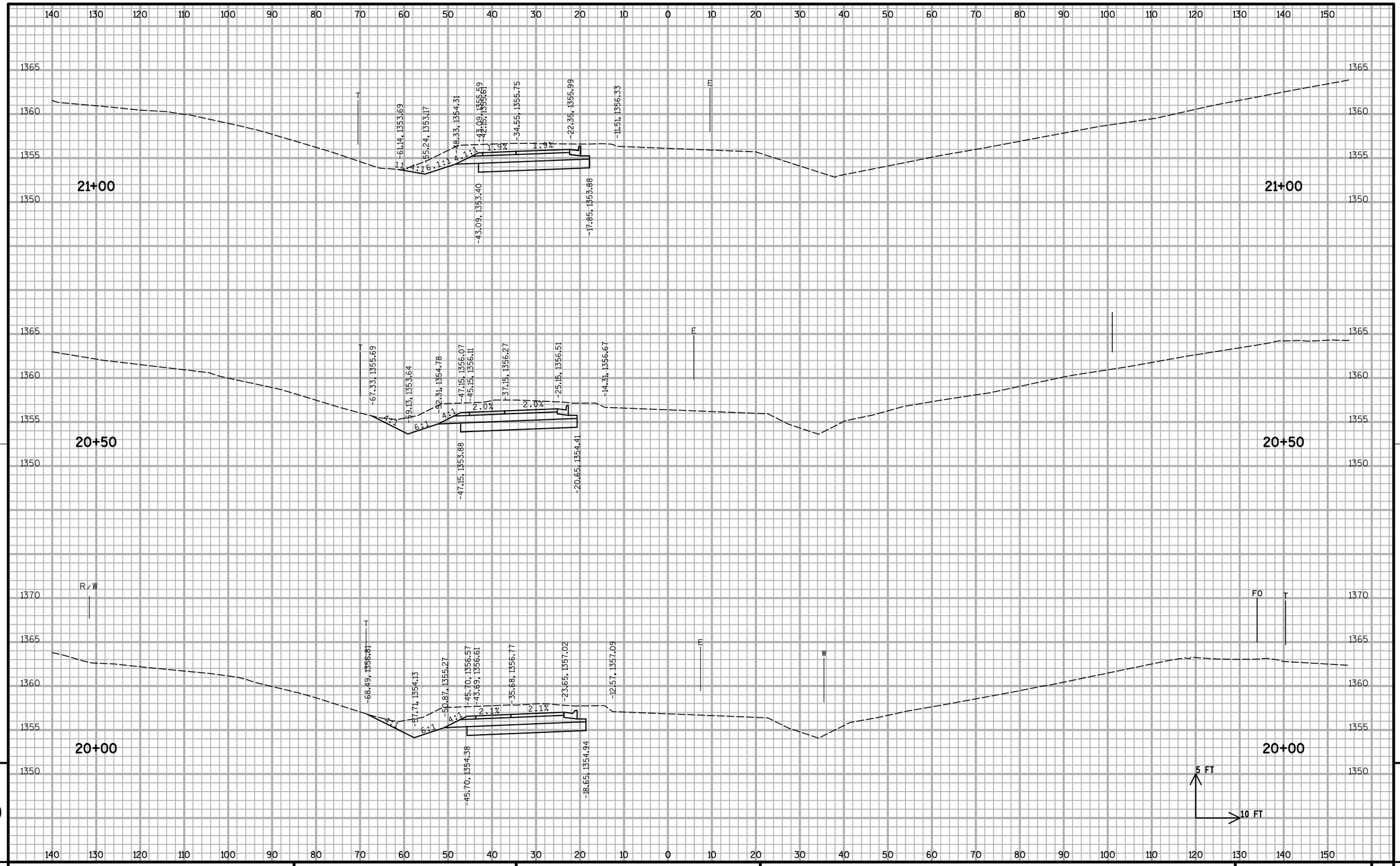
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 3	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090205_xs_STH 27 Stage 3.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 3	SHEET 290 E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090205_xs_STH 27 Stage 3.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 3	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090205_xs_STH 27 Stage 3.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

1365
1360
1355
1350

E

22+00

22+00

-84.27, 1351.84
T
-73.62, 1351.11
14.7:1
4:1
-54.57, 1355.88
-52.59, 1355.85
-47.77, 1355.77
1.5%
4%
-36.56, 1355.05
2.1%
-18.16, 1355.43
-6.84, 1355.93
T
-41.06, 1352.79
-13.66, 1353.36

21+50

21+50

-61.03, 1353.07
T
5.2:1
-45.47, 1356.07
-38.97, 1355.53
4%
1.9%
-21.35, 1355.86
-10.13, 1356.20
E
-43.47, 1353.27
-16.85, 1353.78

21+11.46

21+11.46

5 FT
10 FT

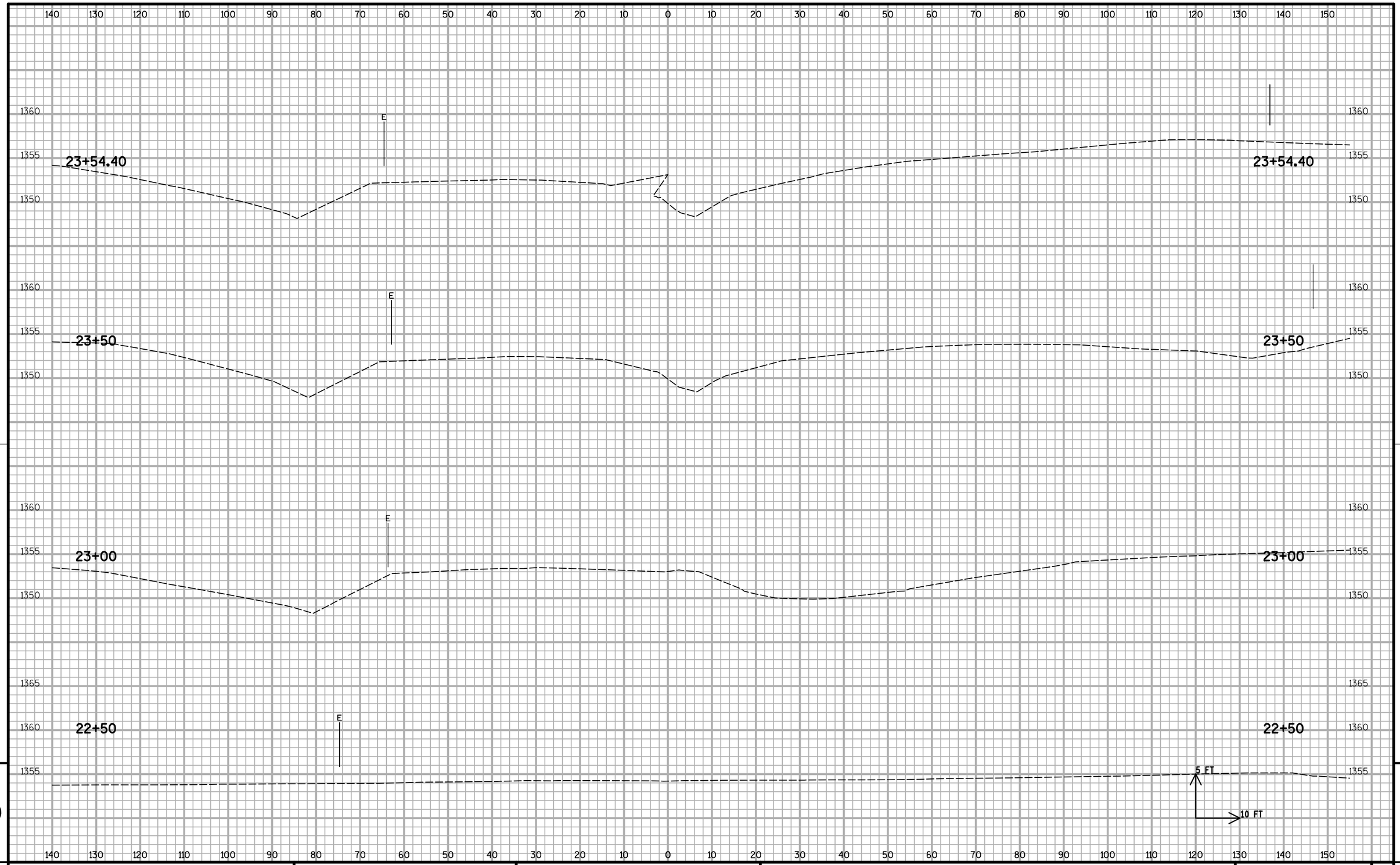
9

9

140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 3	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090205_xs_STH 27 Stage 3.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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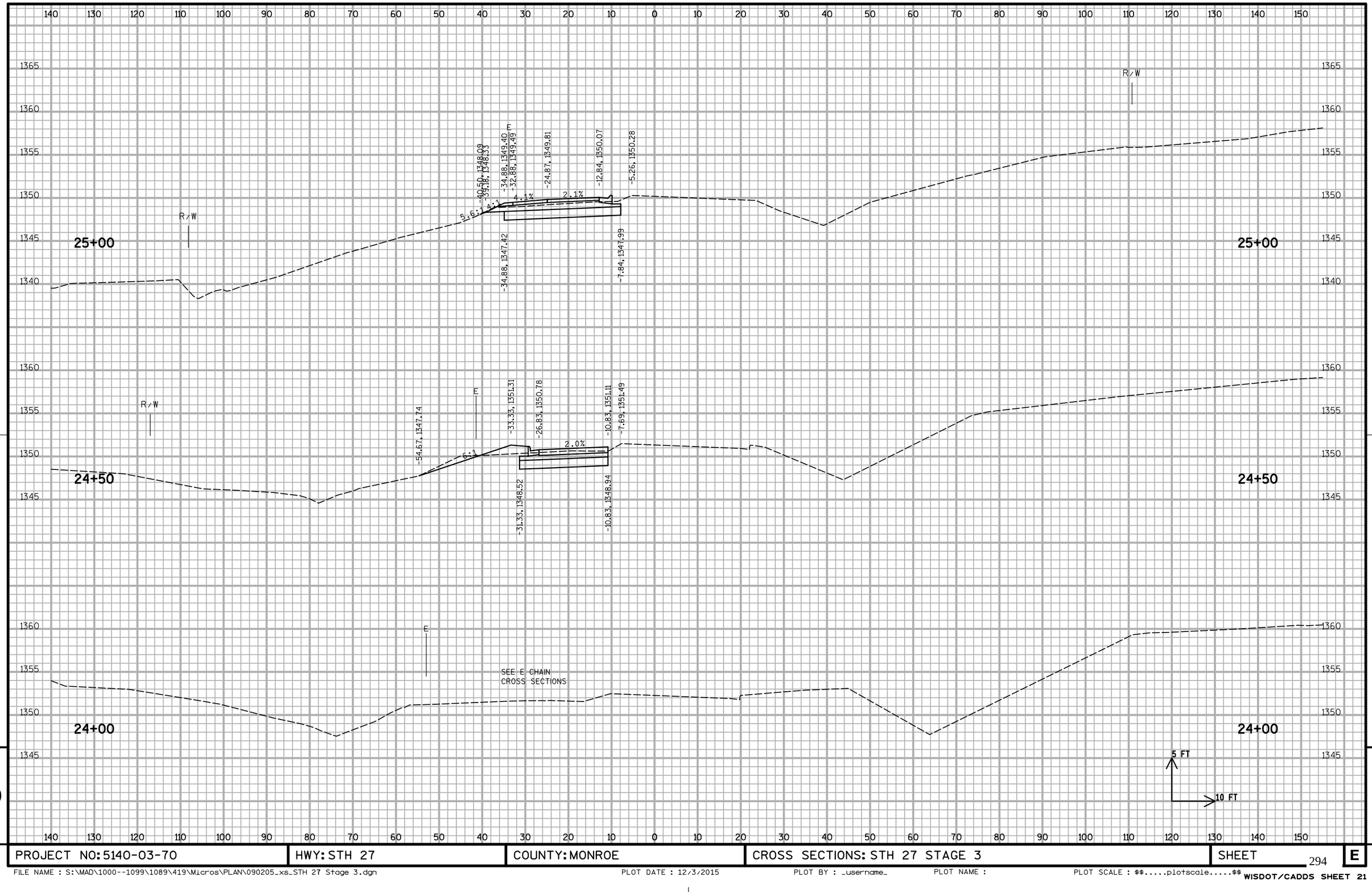
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 3	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090205_xs_STH 27 Stage 3.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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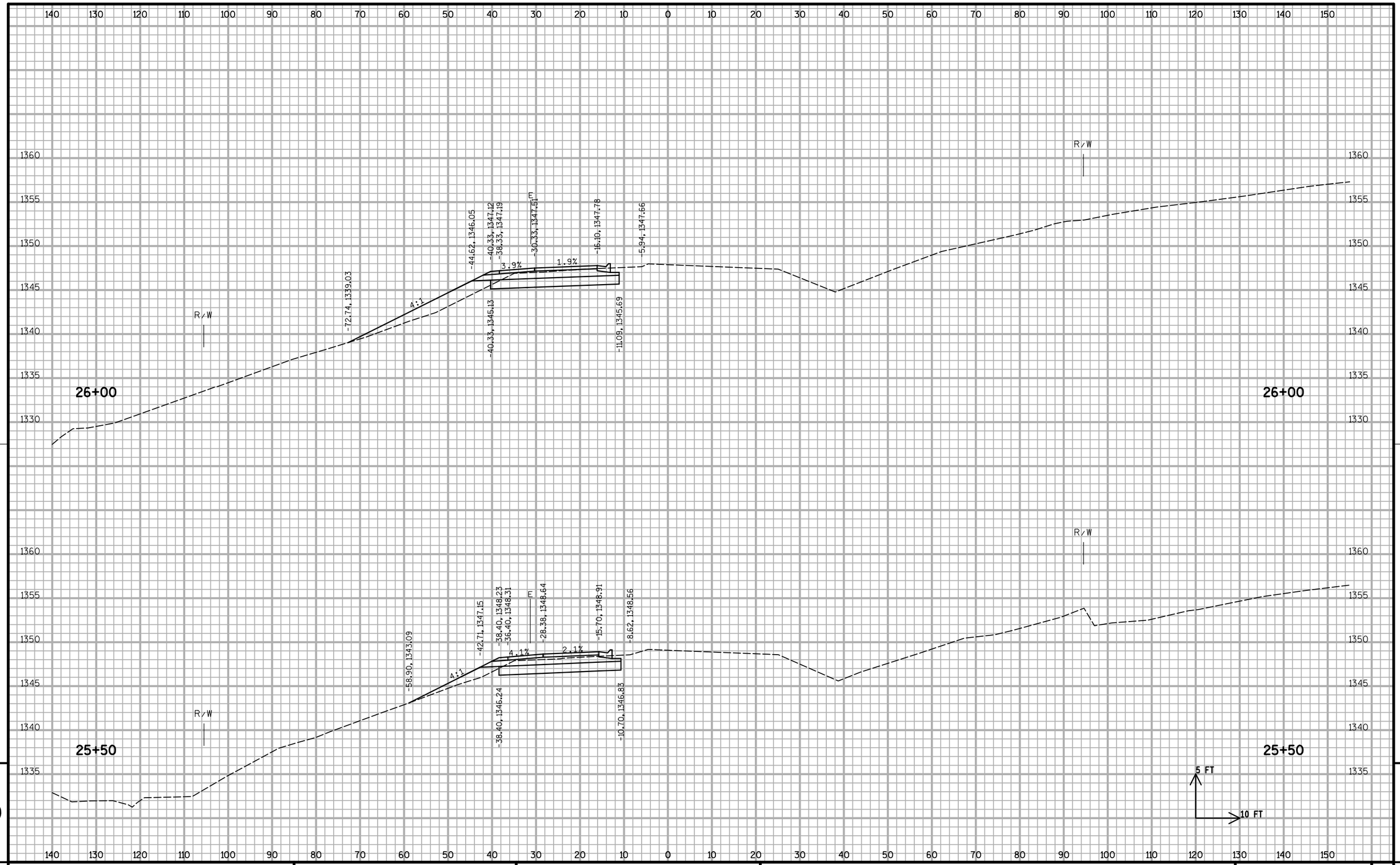
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 3	SHEET 294	E



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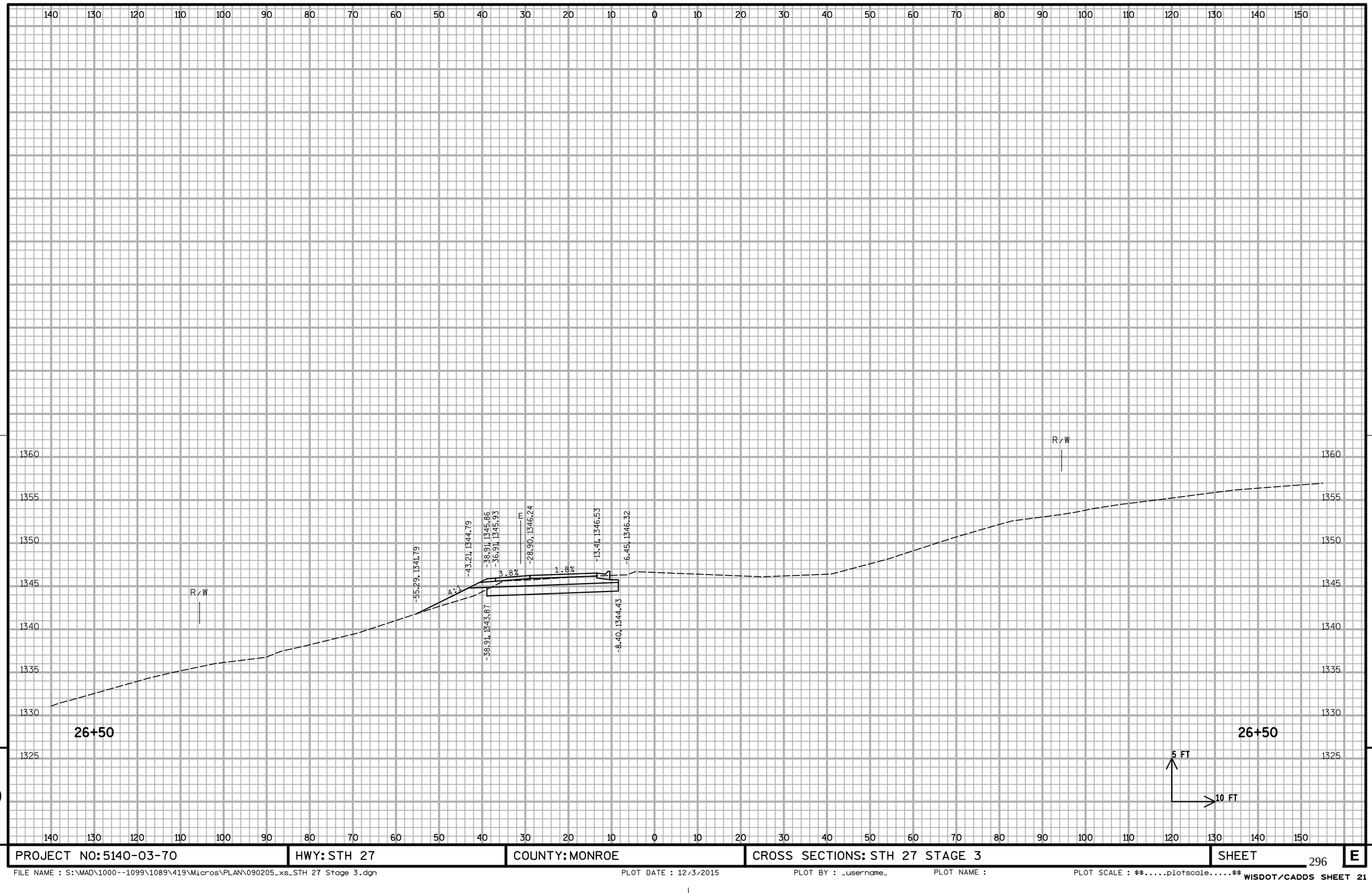
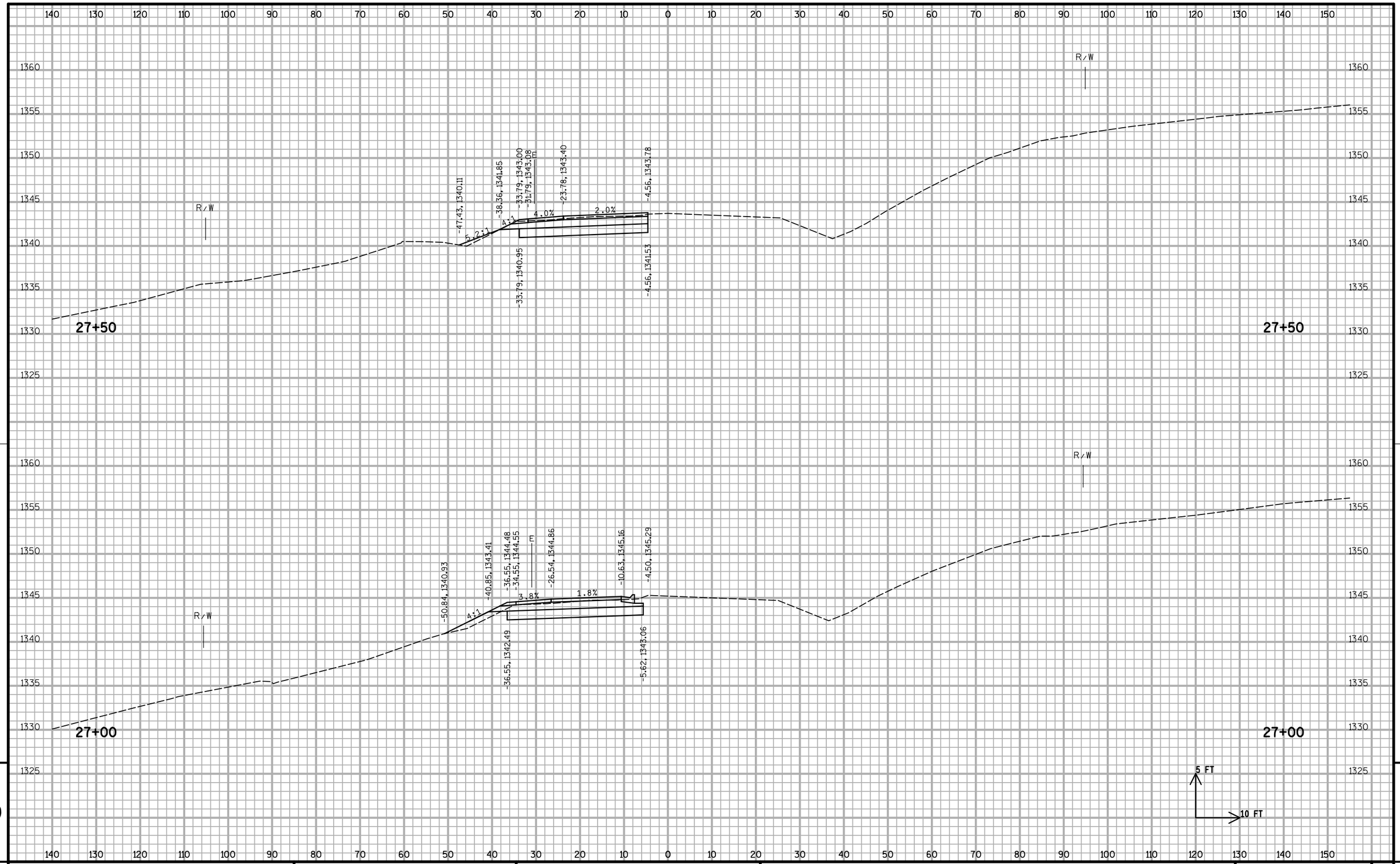
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 3	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090205_xs_STH 27 Stage 3.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 3	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090205_xs_STH 27 Stage 3.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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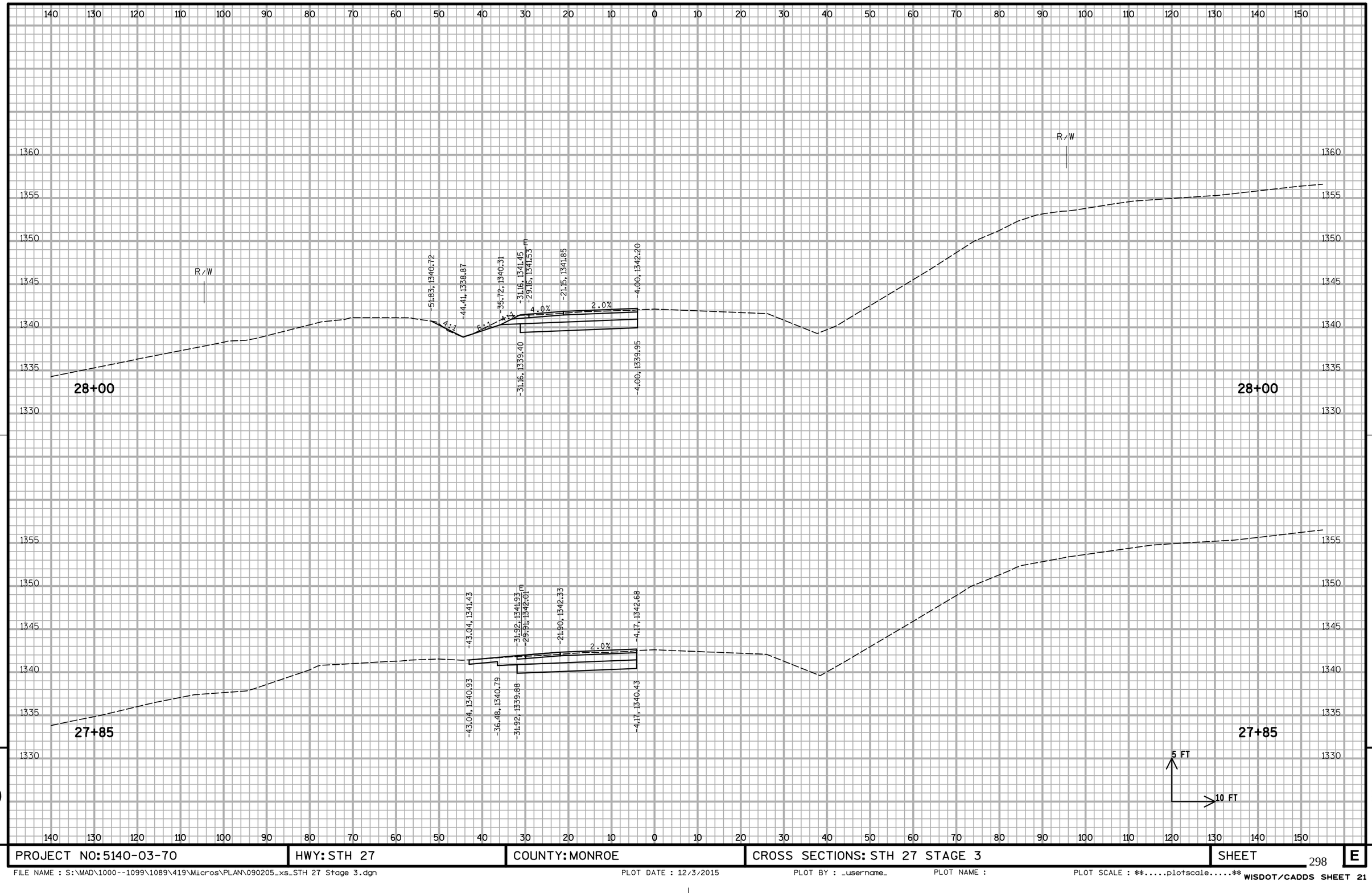
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 3	SHEET 297	E

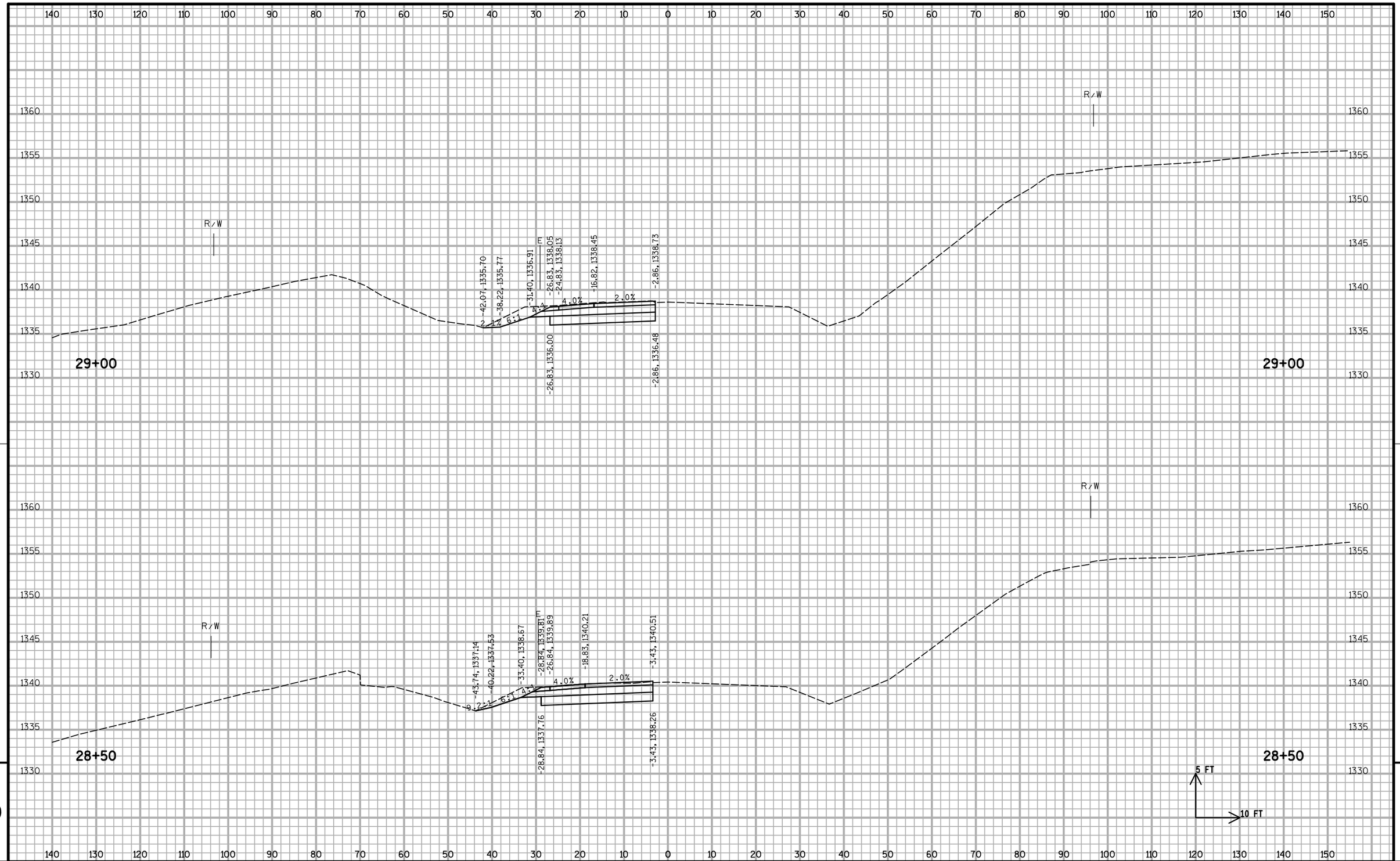
FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090205_xs_STH 27 Stage 3.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 3	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090205_xs_STH 27 Stage 3.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



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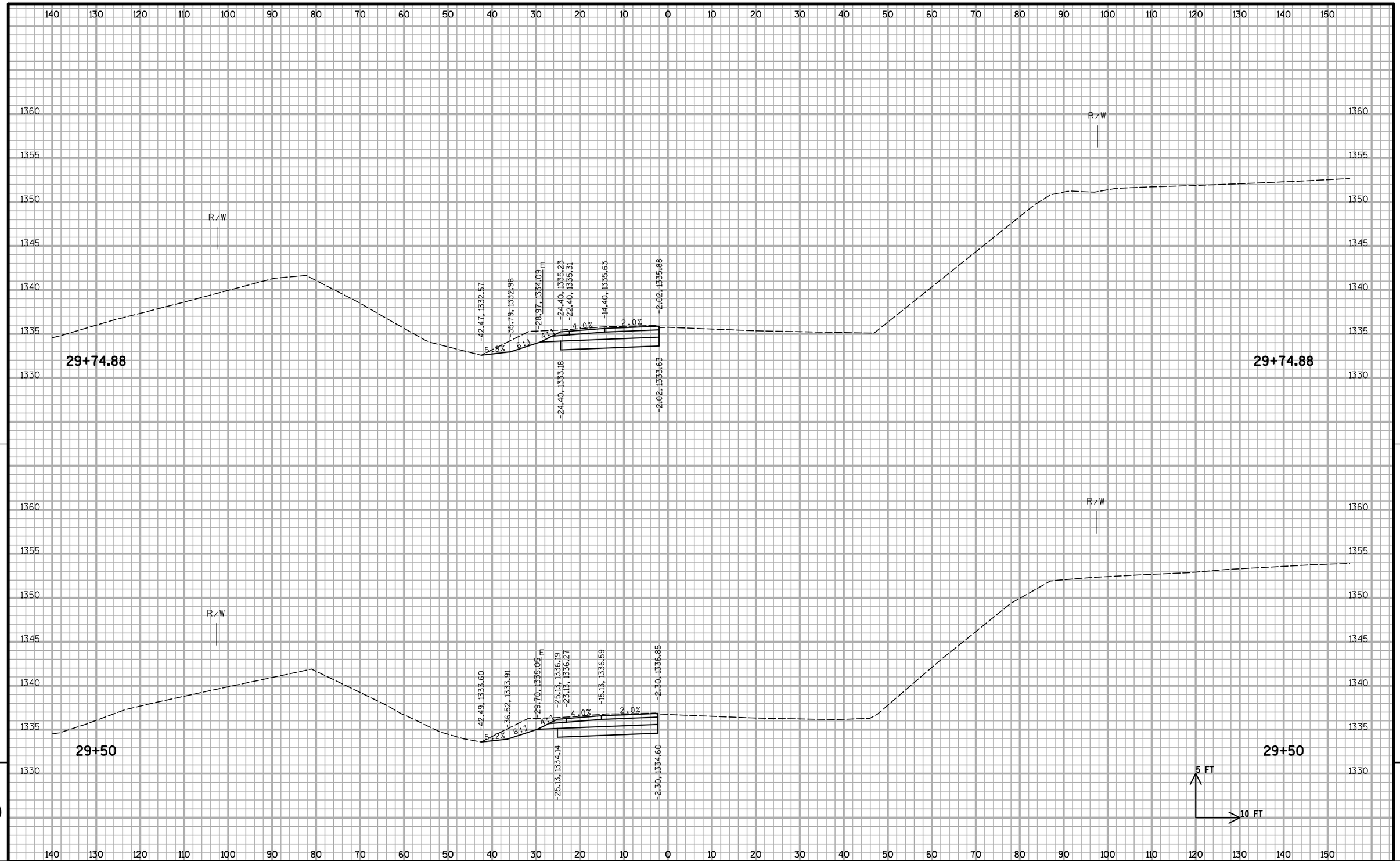
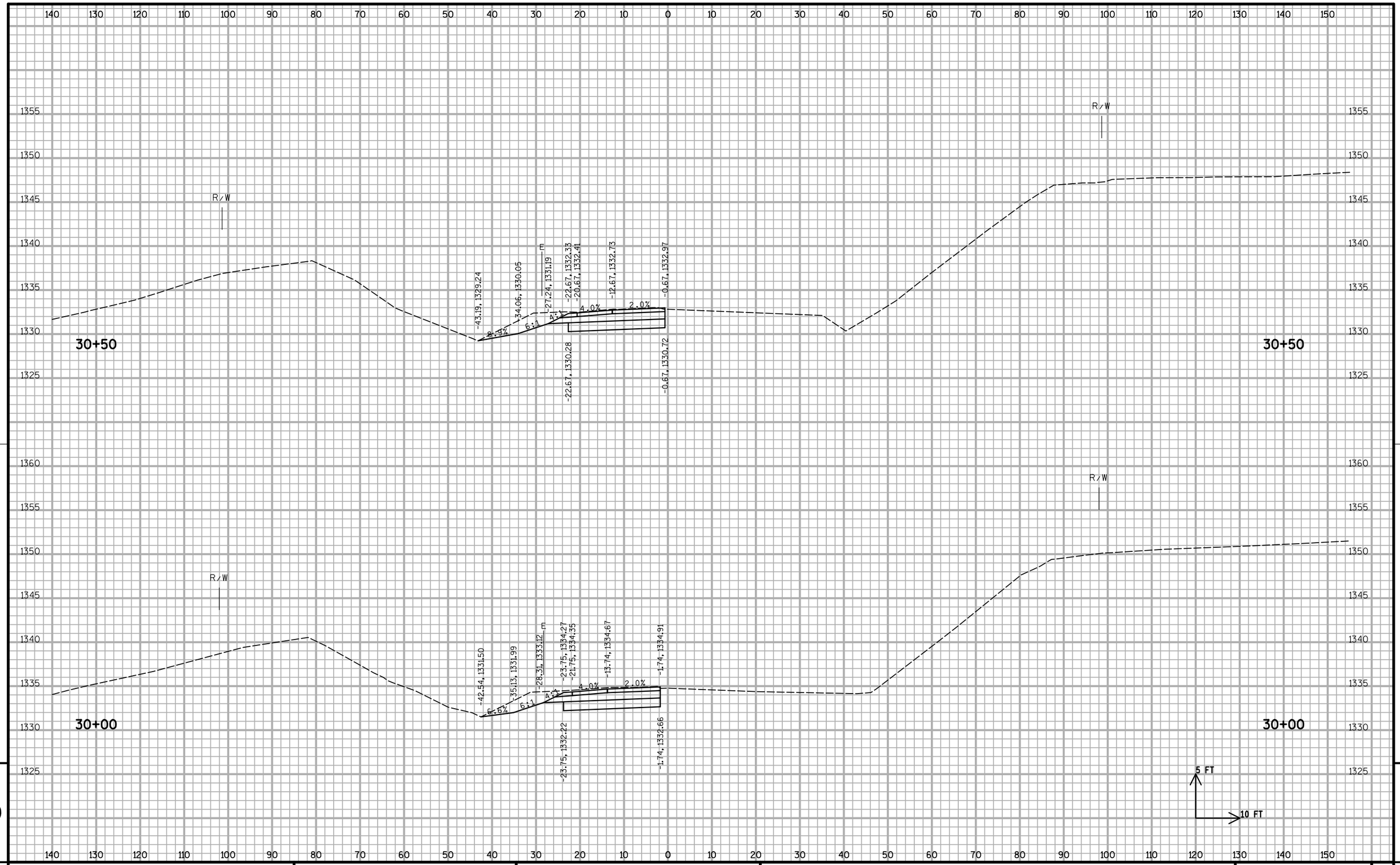
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 3	SHEET 299	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090205_xs_STH 27 Stage 3.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 3	SHEET 300	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090205_xs_STH 27 Stage 3.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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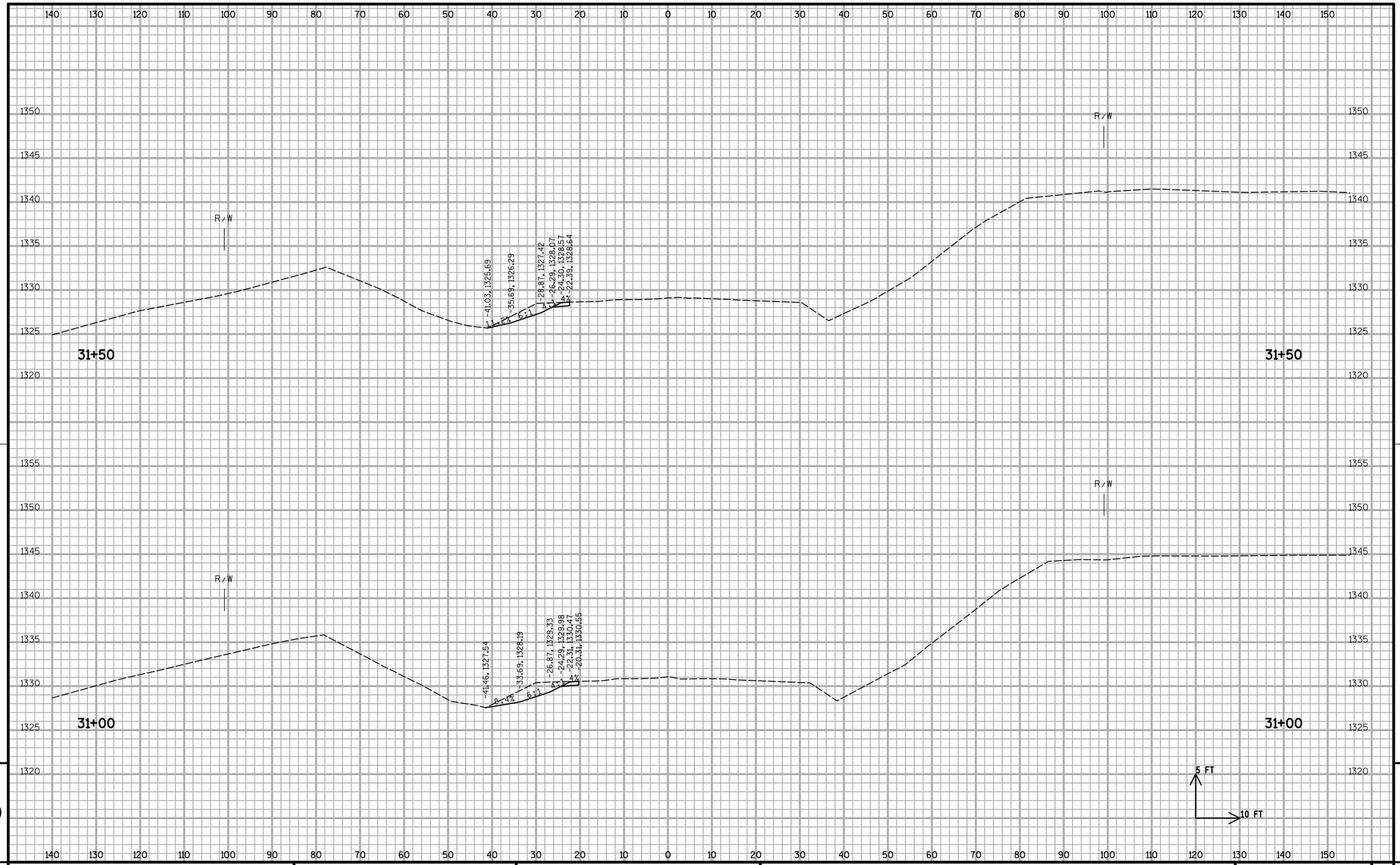
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 3	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090205_xs_STH 27 Stage 3.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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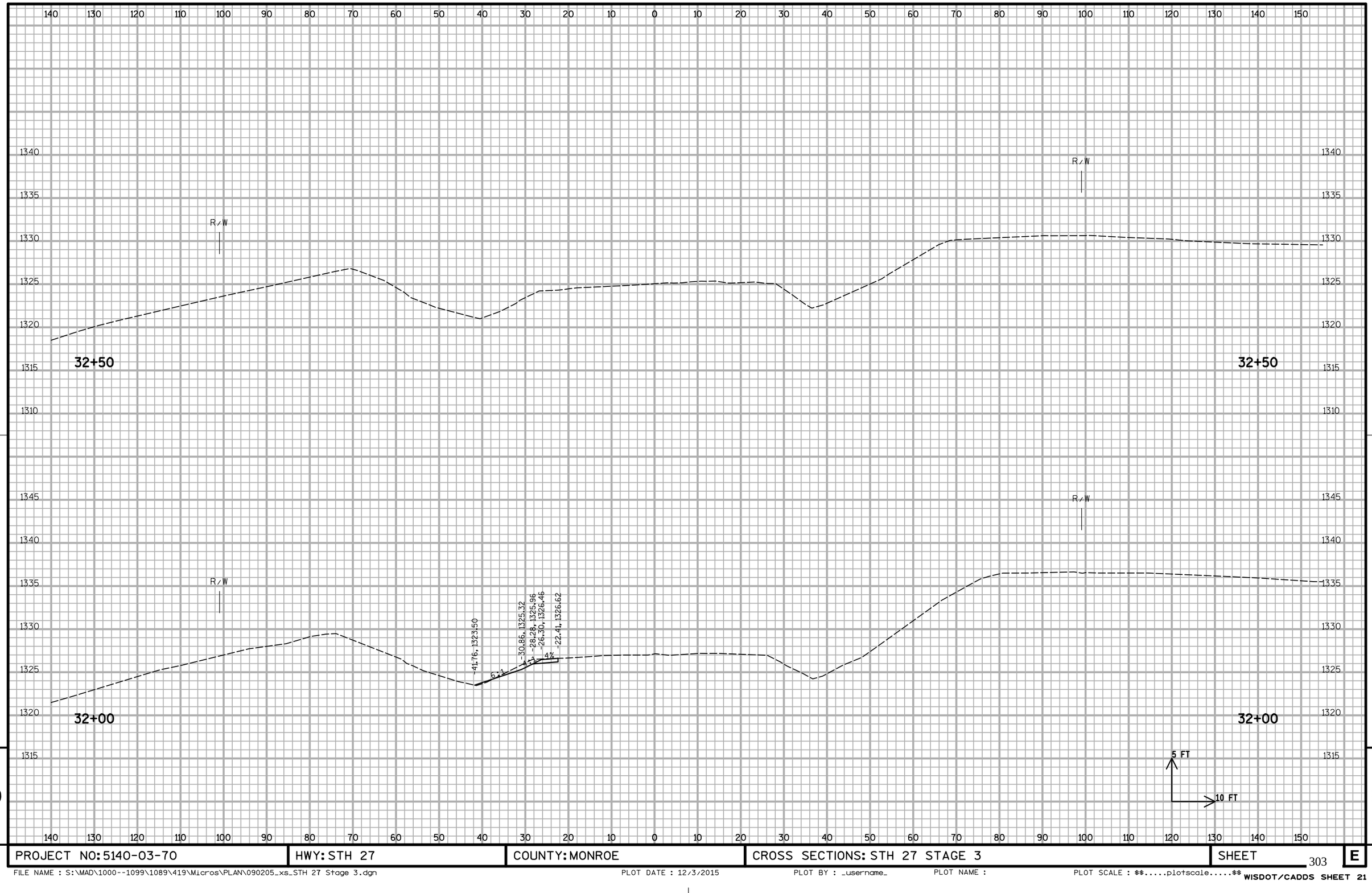
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 3	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090205_xs_STH 27 Stage 3.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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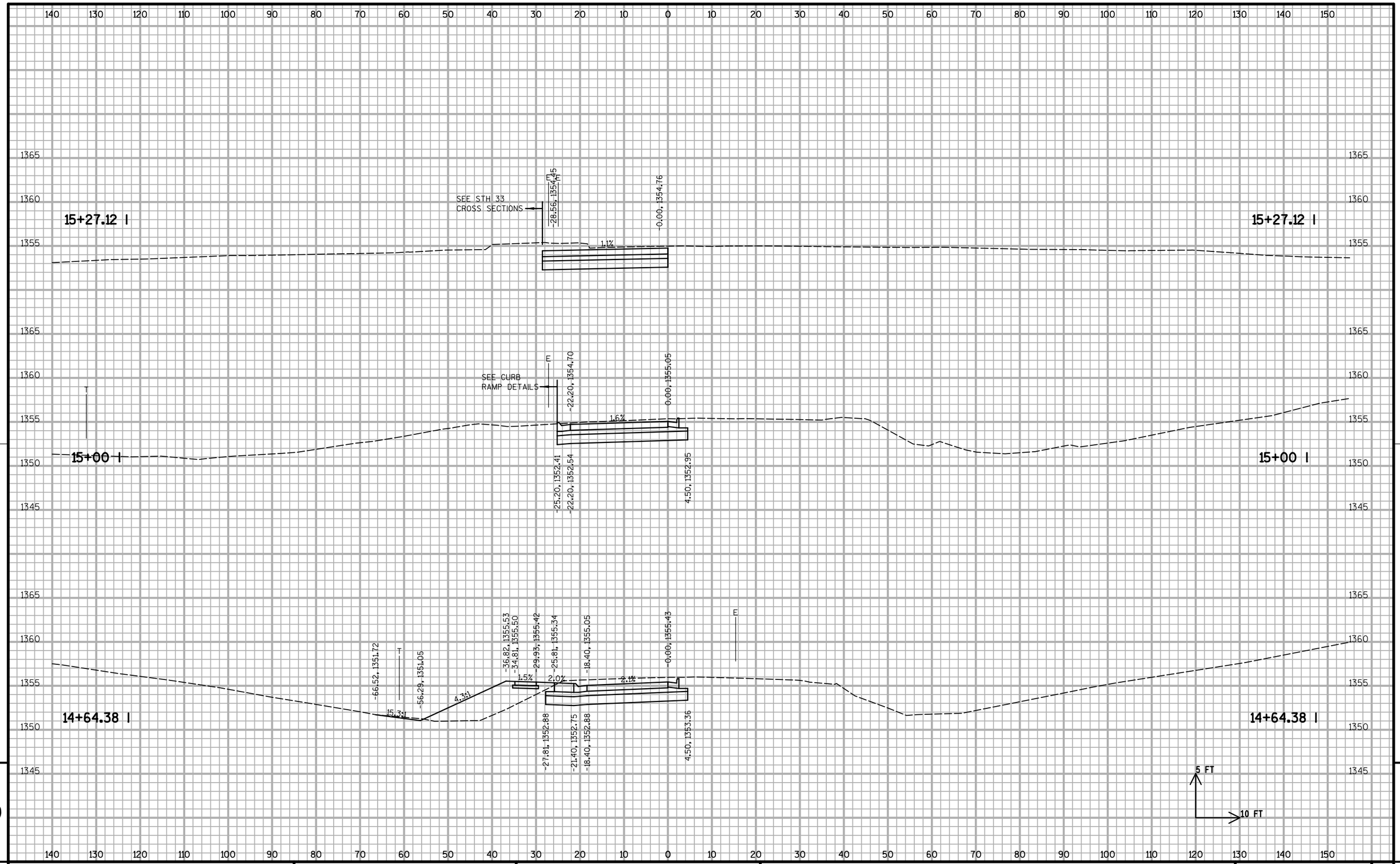
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 3	SHEET 303	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090205_xs_STH 27 Stage 3.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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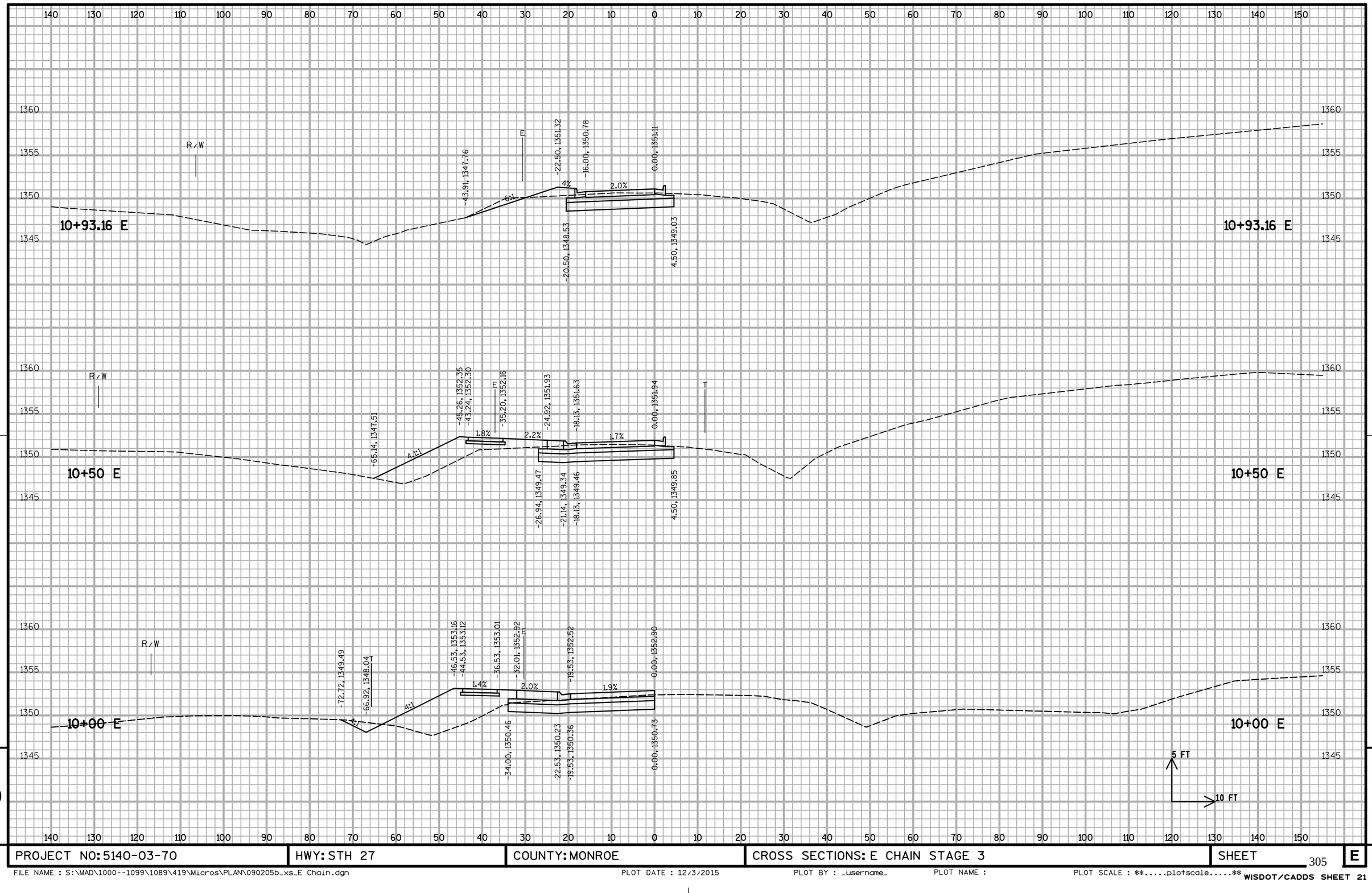
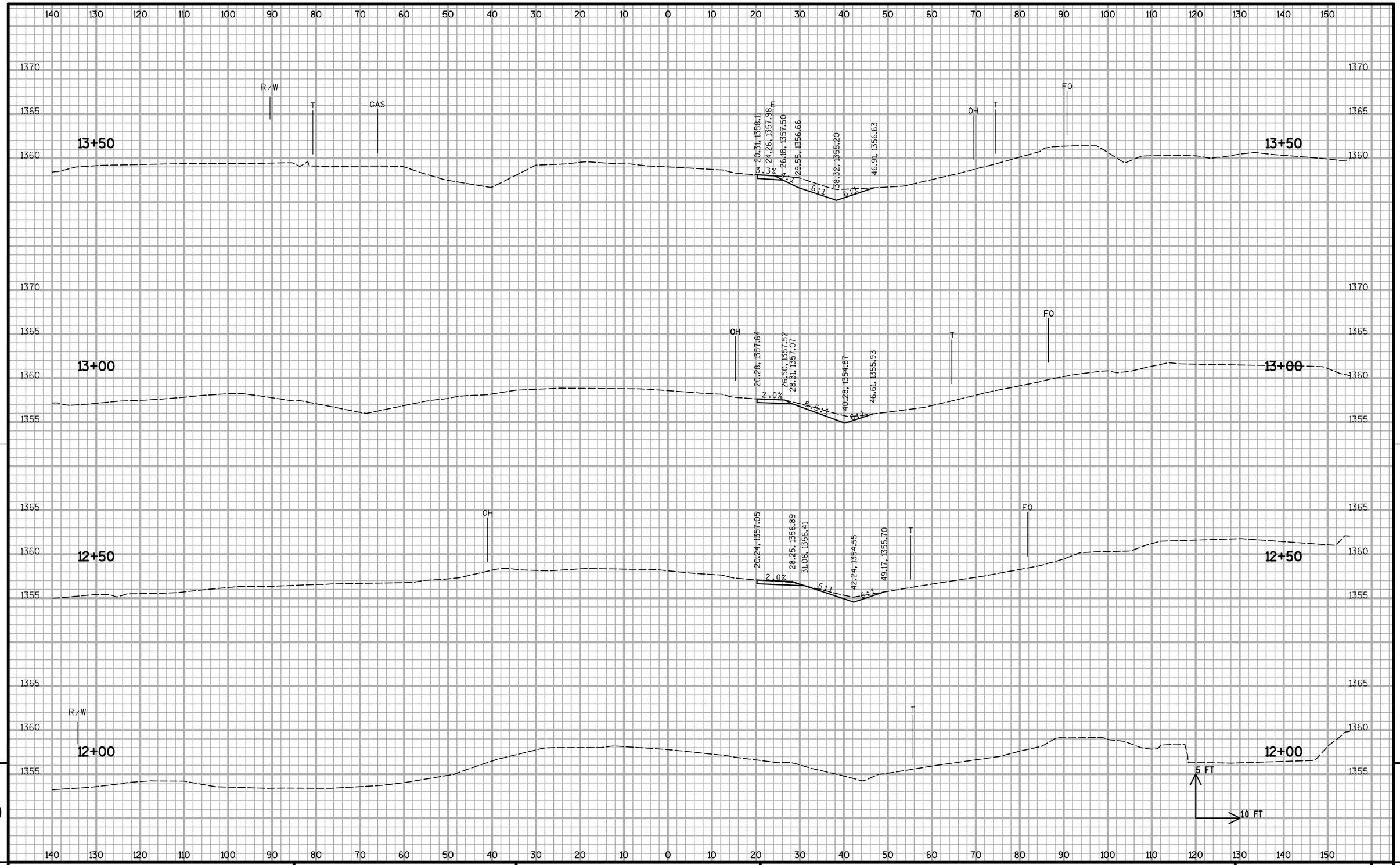
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: I CHAIN STAGE 3	SHEET 304	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090205a_xs_I Chain.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: E CHAIN STAGE 3	SHEET 305	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090205b_xs_E Chain.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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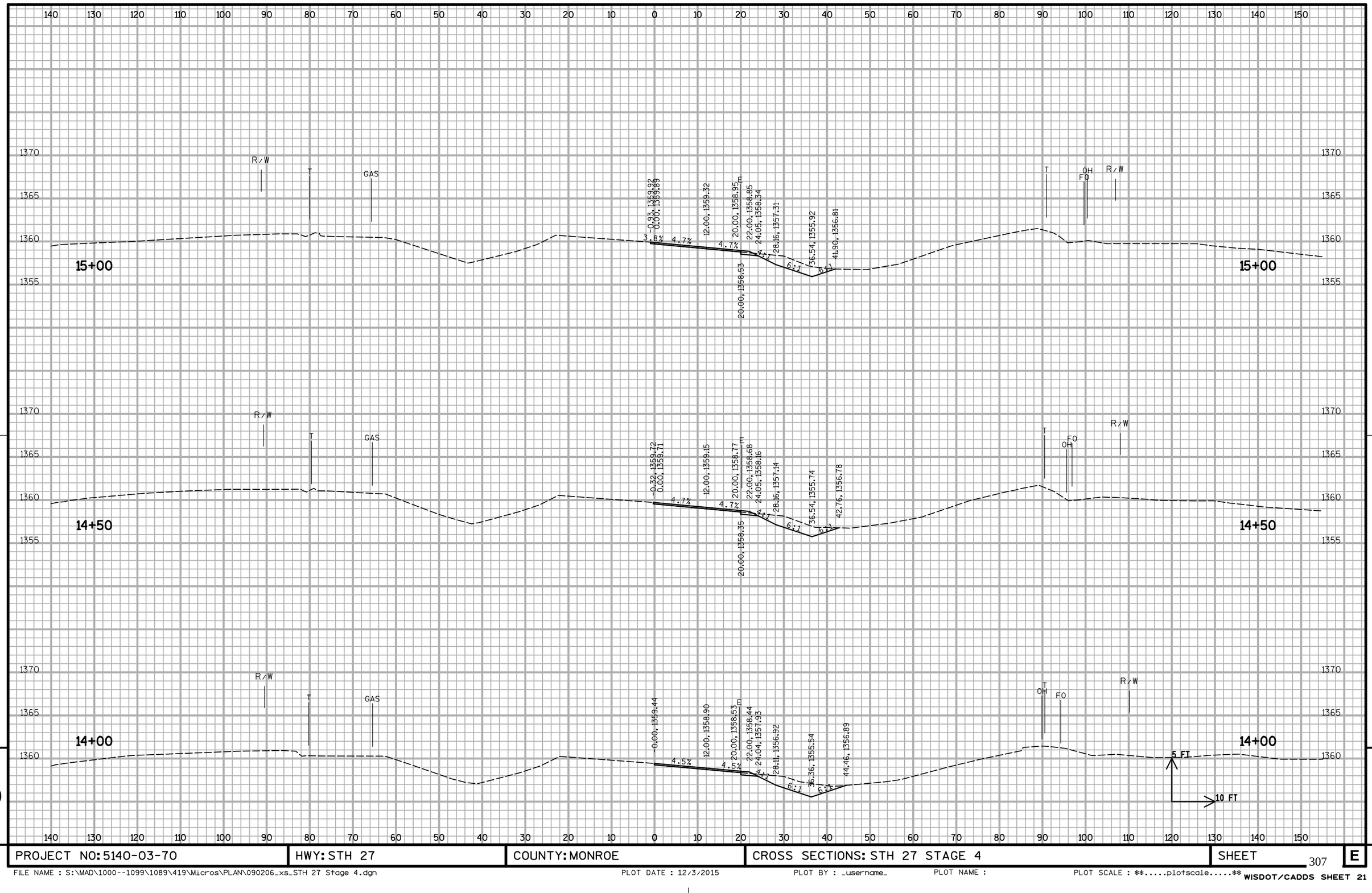
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 4	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090206_xs_STH 27 Stage 4.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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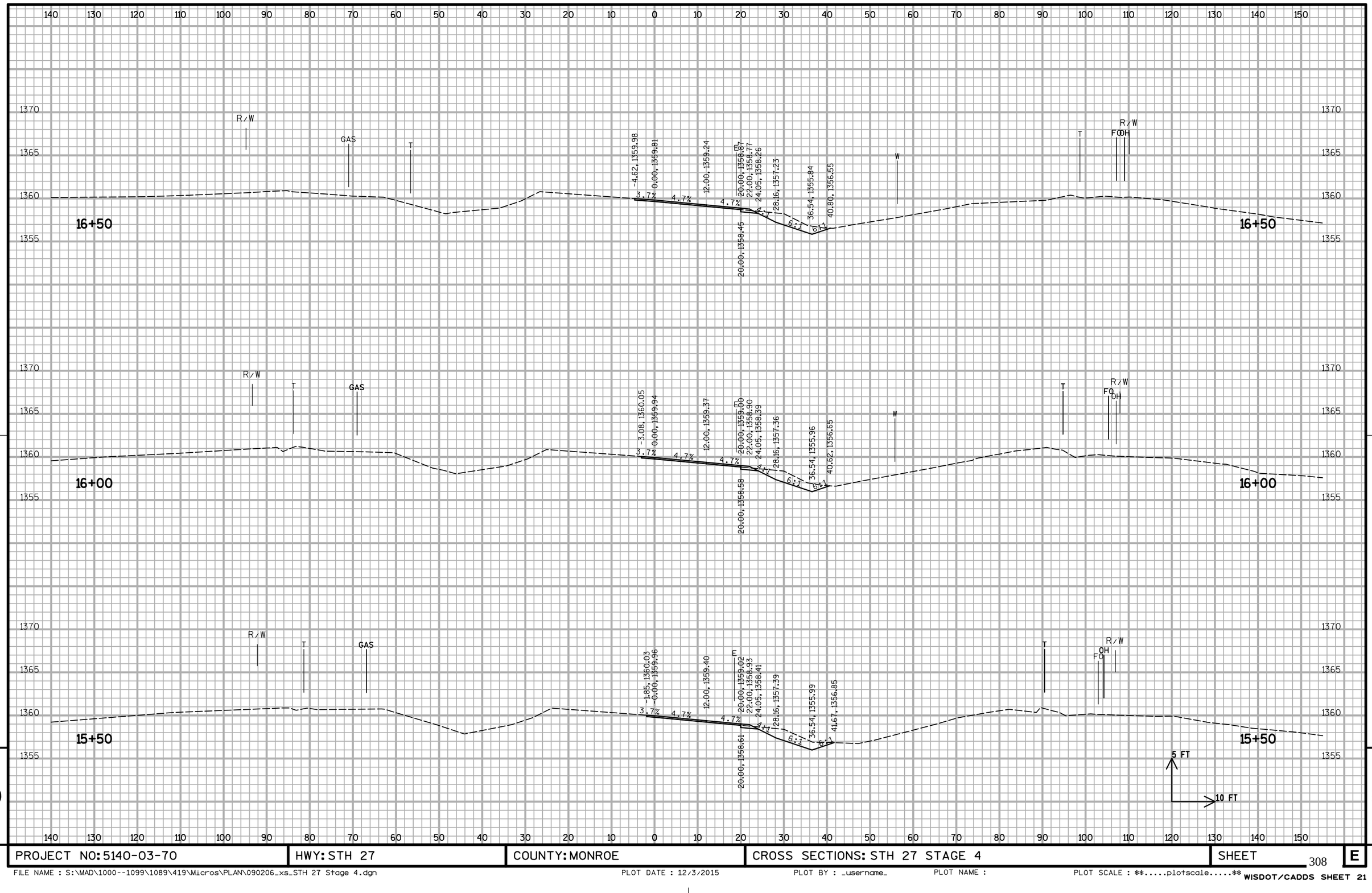
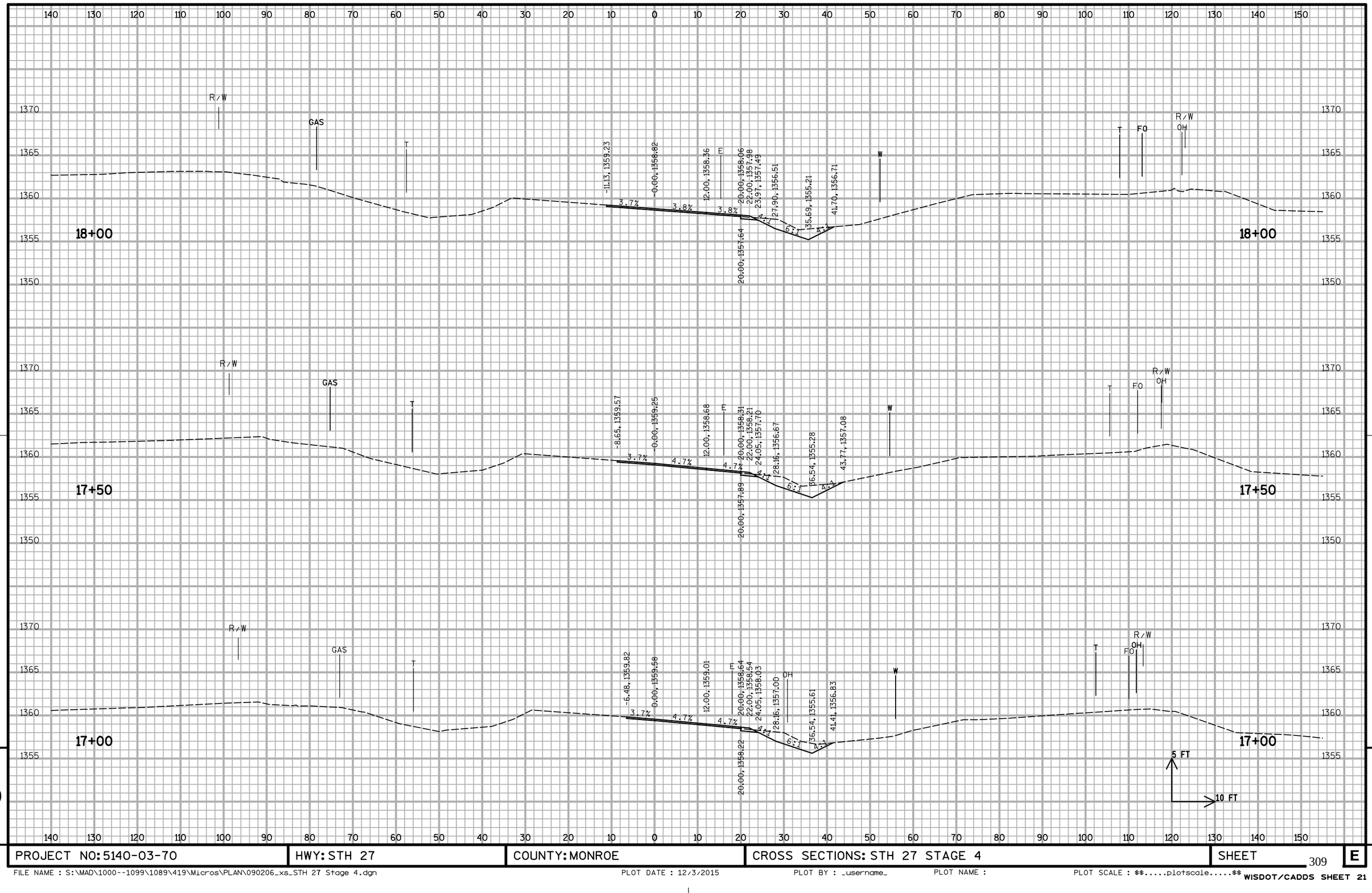
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 4	SHEET 307	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090206_xs_STH 27 Stage 4.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



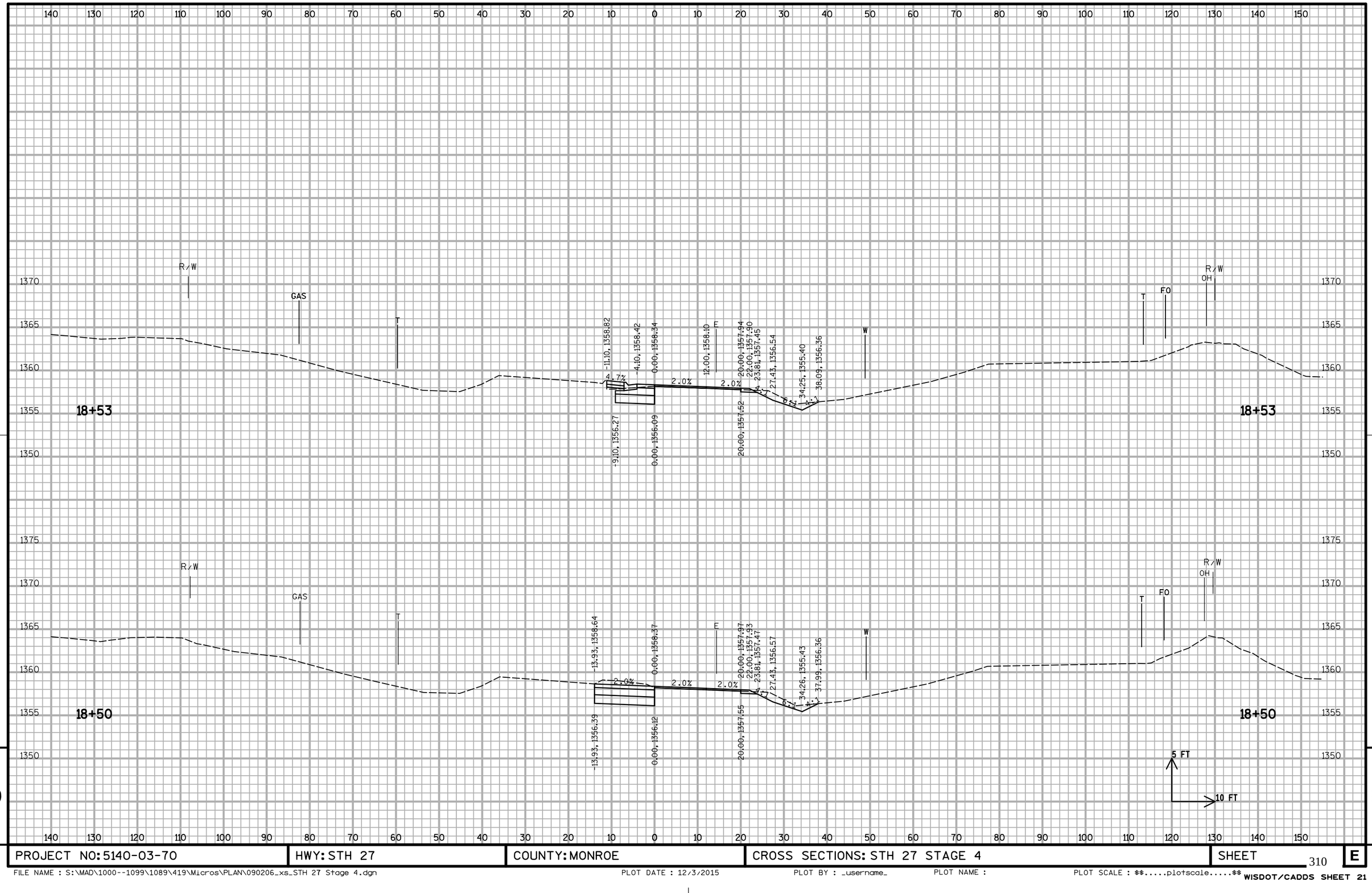
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 4	SHEET 308	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090206_xs_STH 27 Stage 4.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 4	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090206_xs_STH 27 Stage 4.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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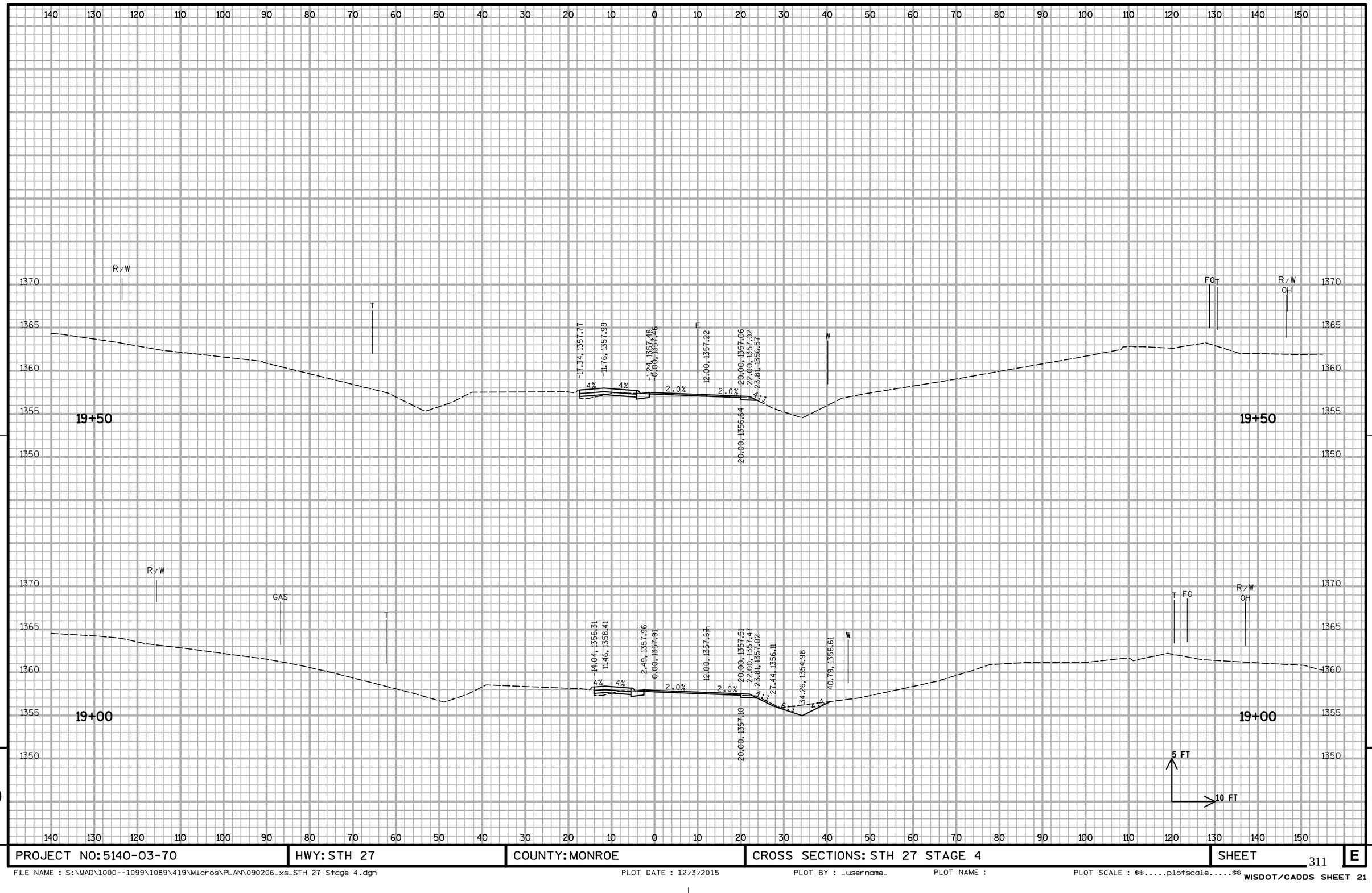
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 4	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090206_xs_STH 27 Stage 4.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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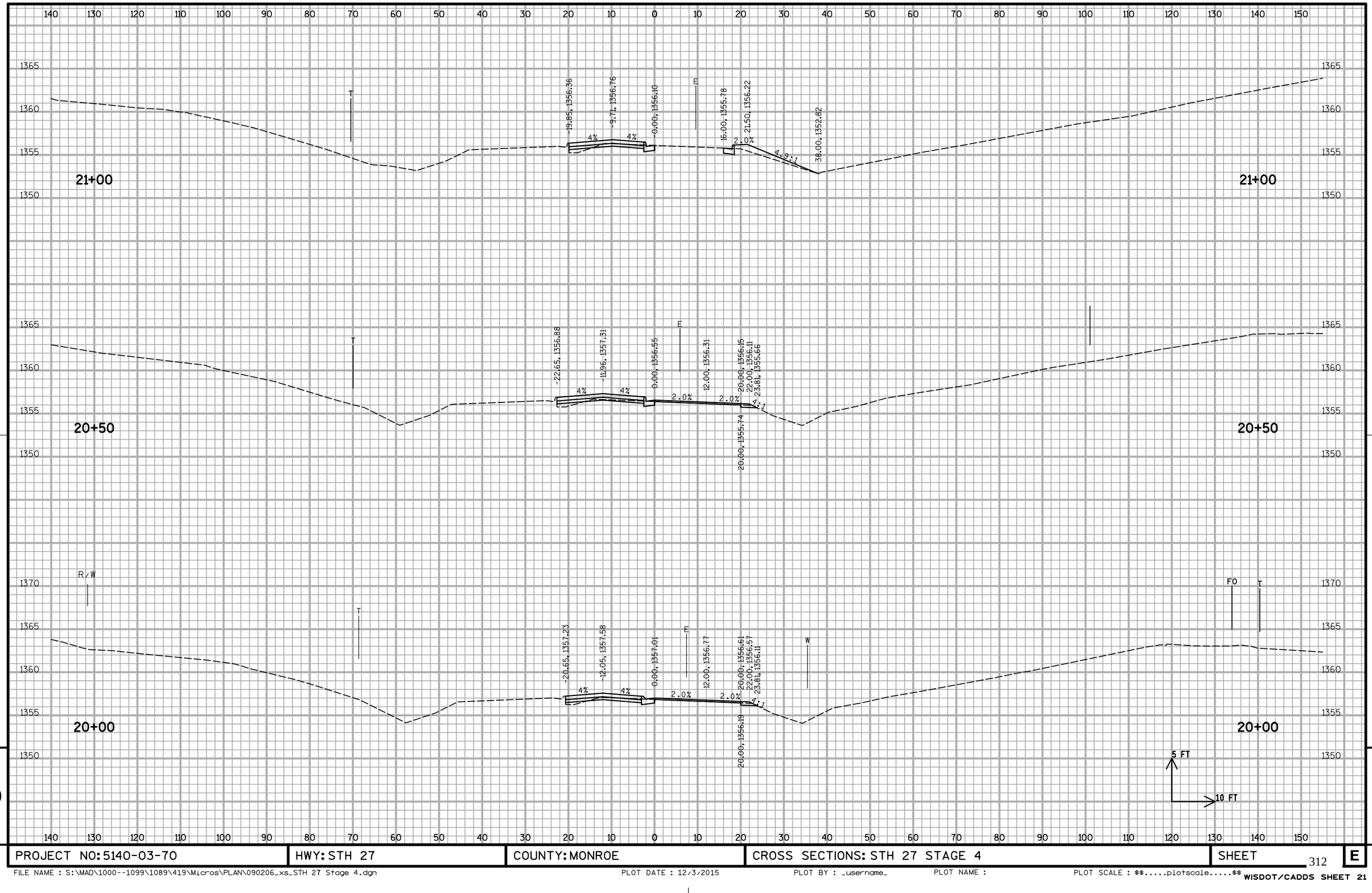
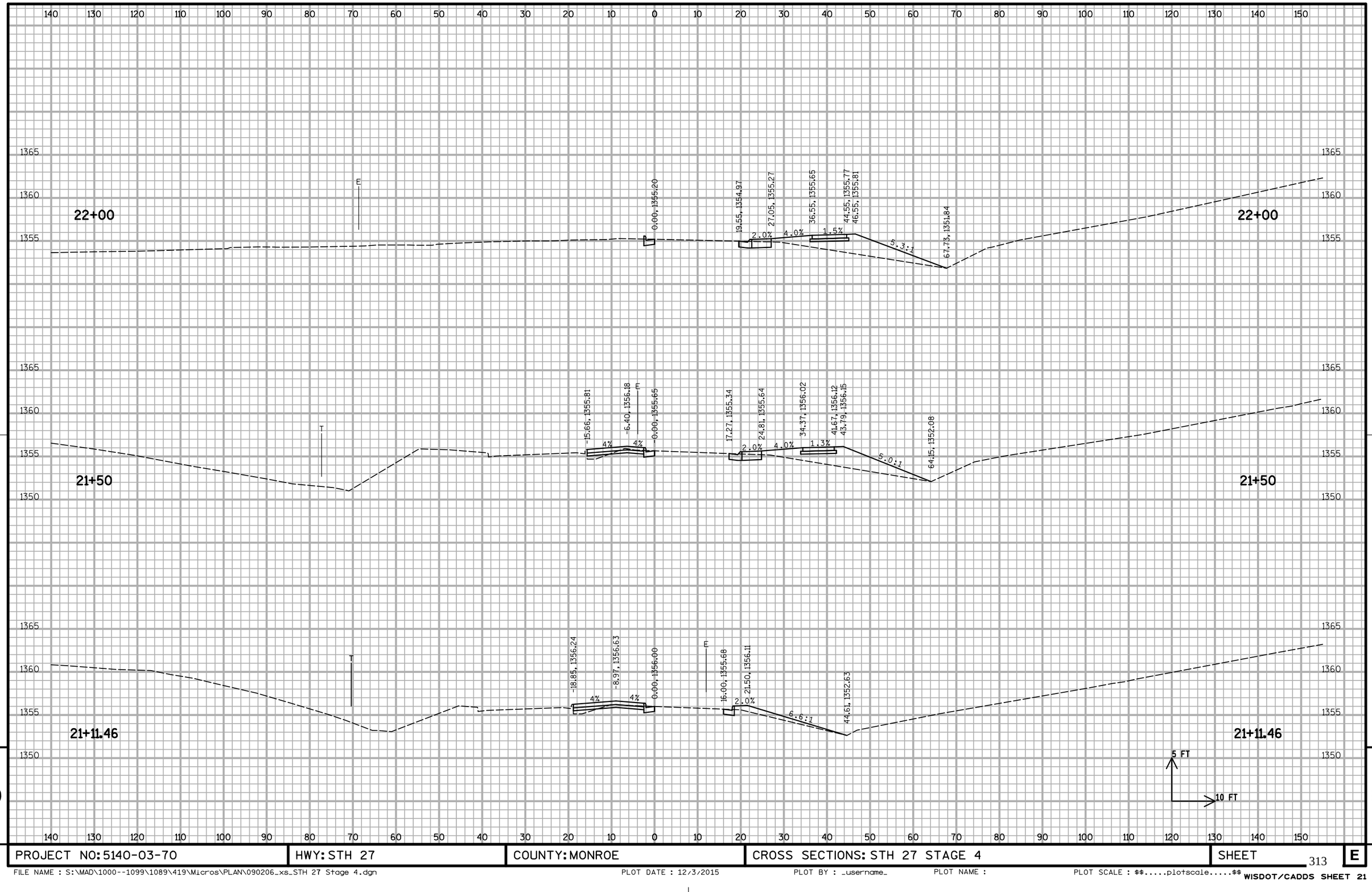
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 4	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090206_xs_STH 27 Stage 4.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 4	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090206_xs_STH 27 Stage 4.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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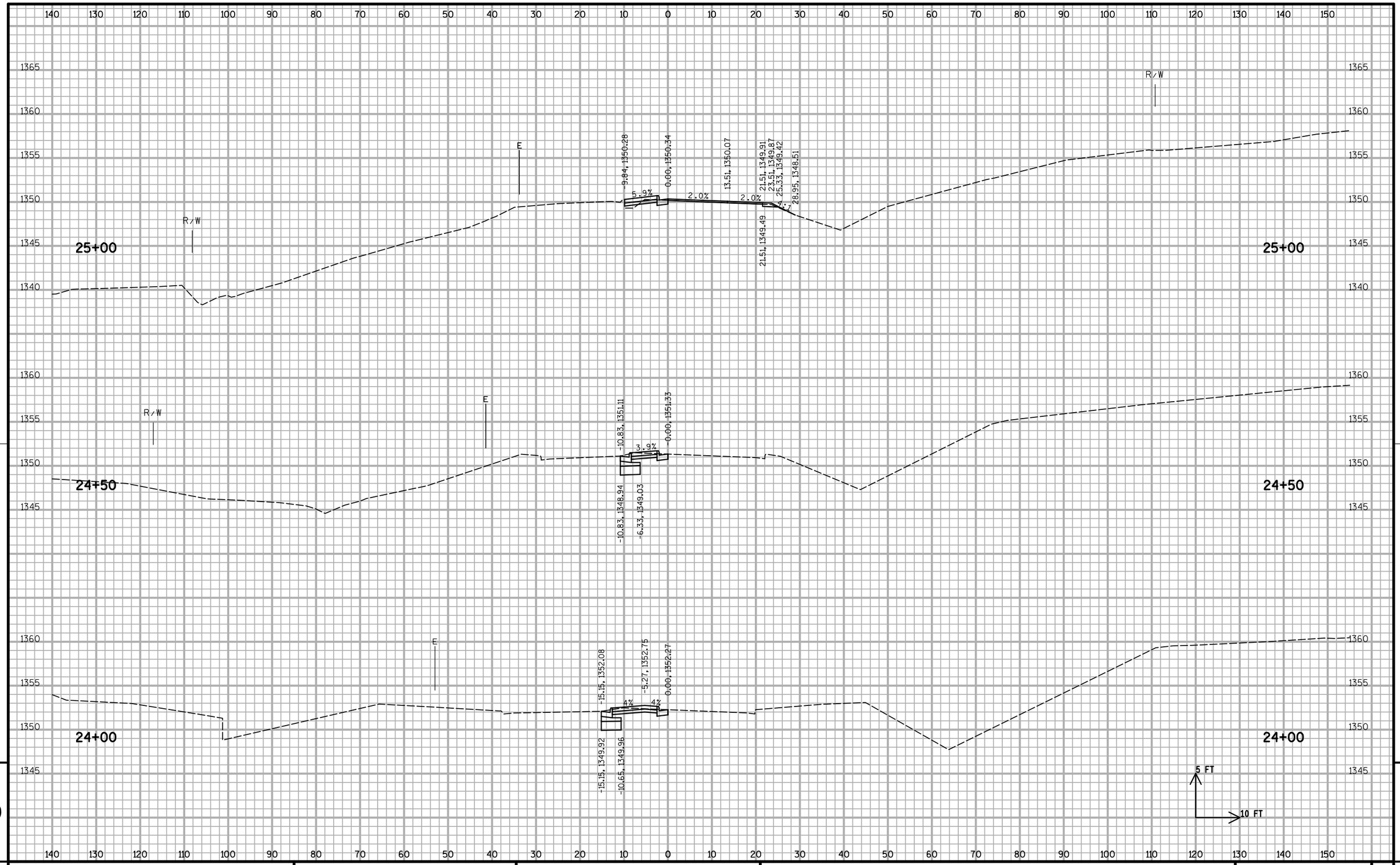
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 4	SHEET	E

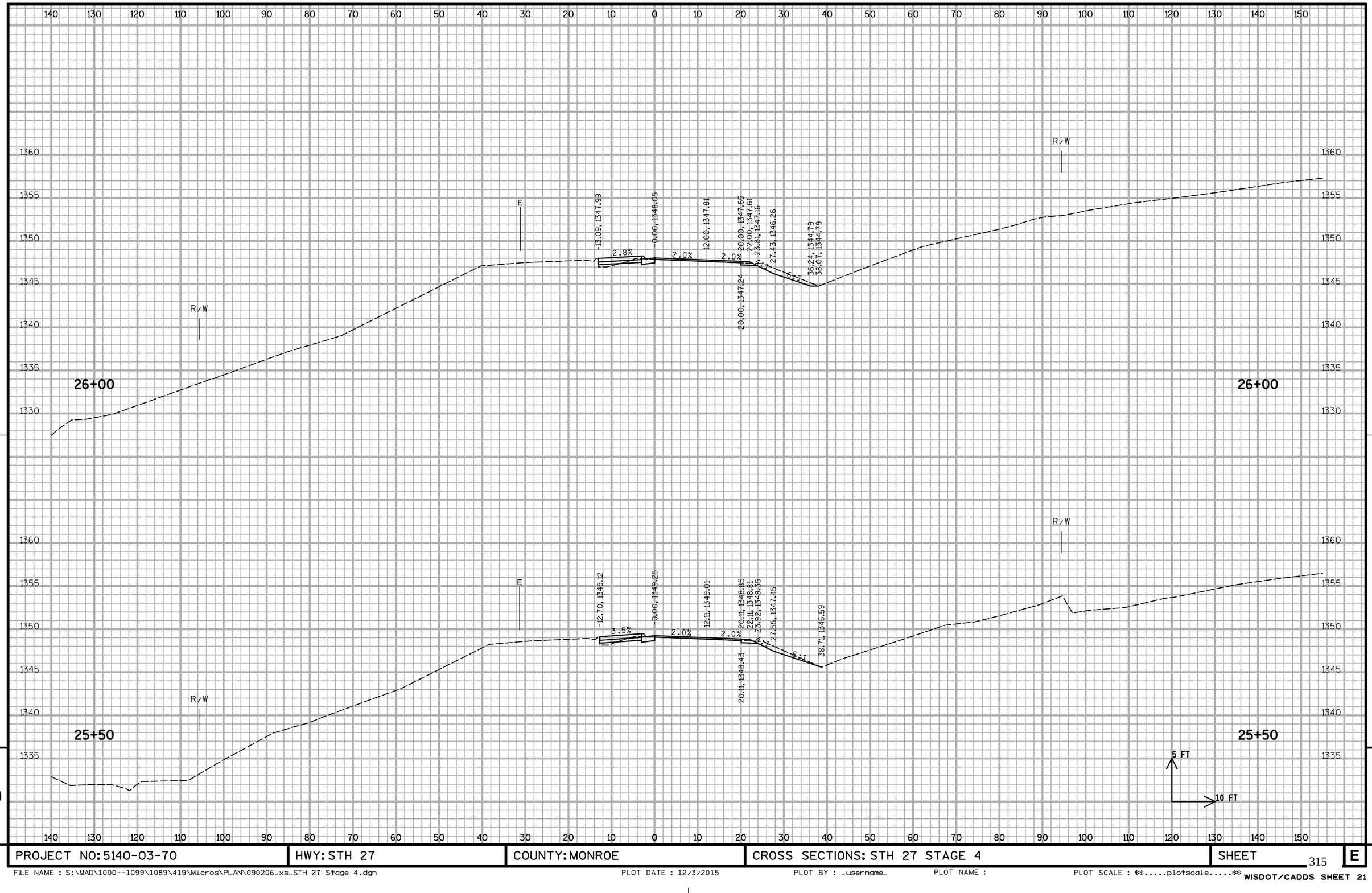
FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090206_xs_STH 27 Stage 4.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 4	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090206_xs_STH 27 Stage 4.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



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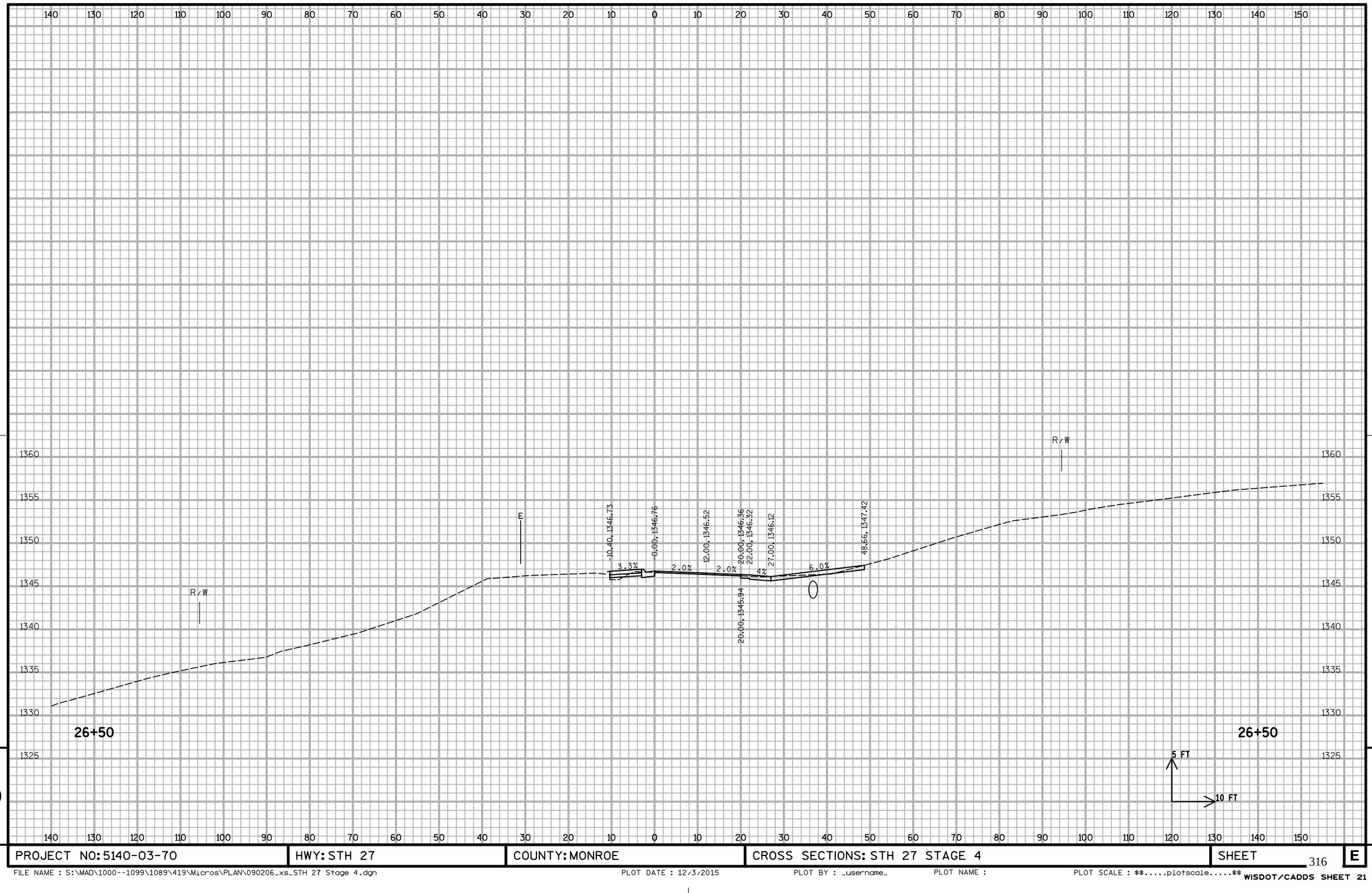
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 4	SHEET 315	E



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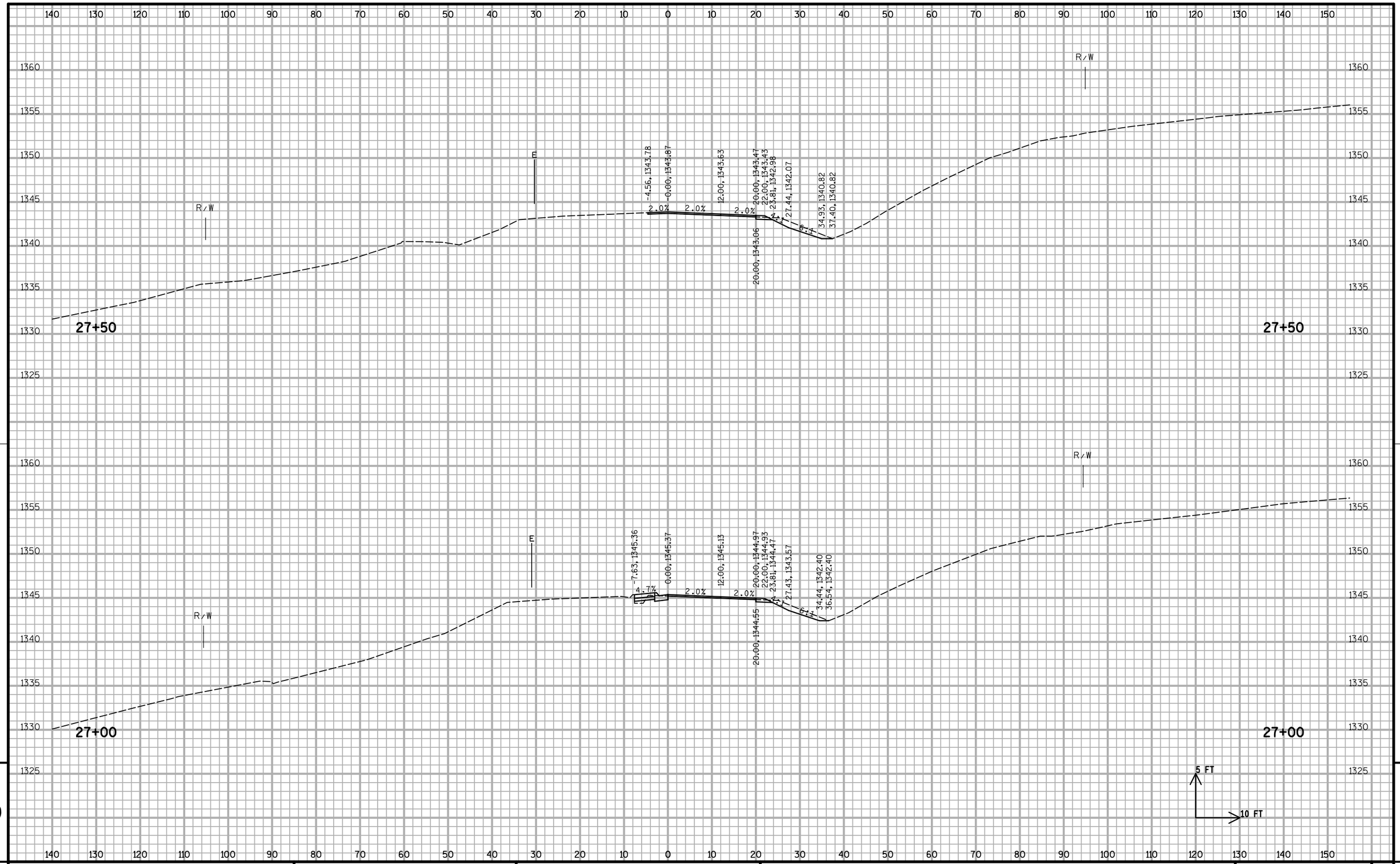
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 4	SHEET E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090206_xs_STH 27 Stage 4.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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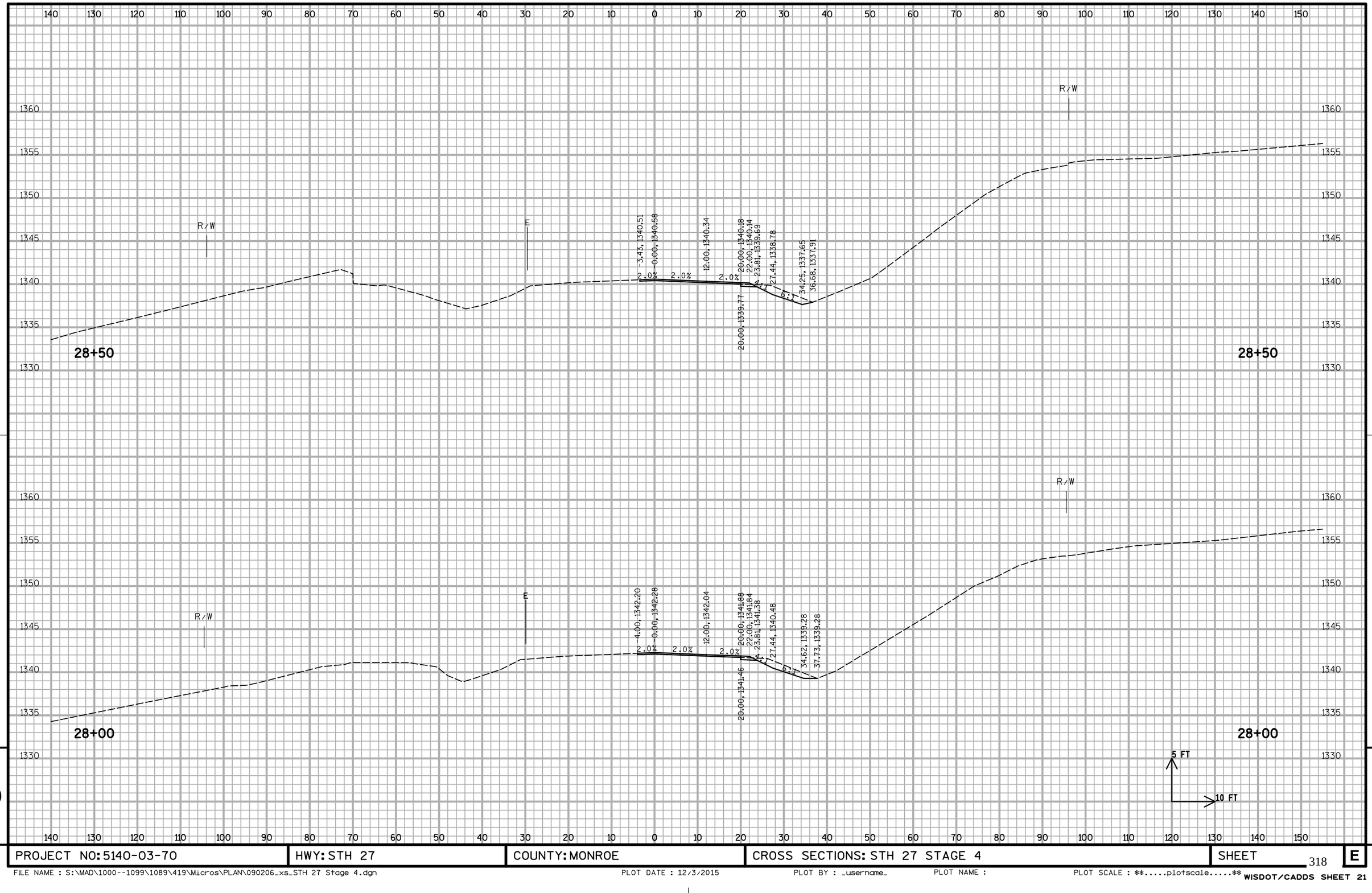
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 4	SHEET 317 E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090206_xs_STH 27 Stage 4.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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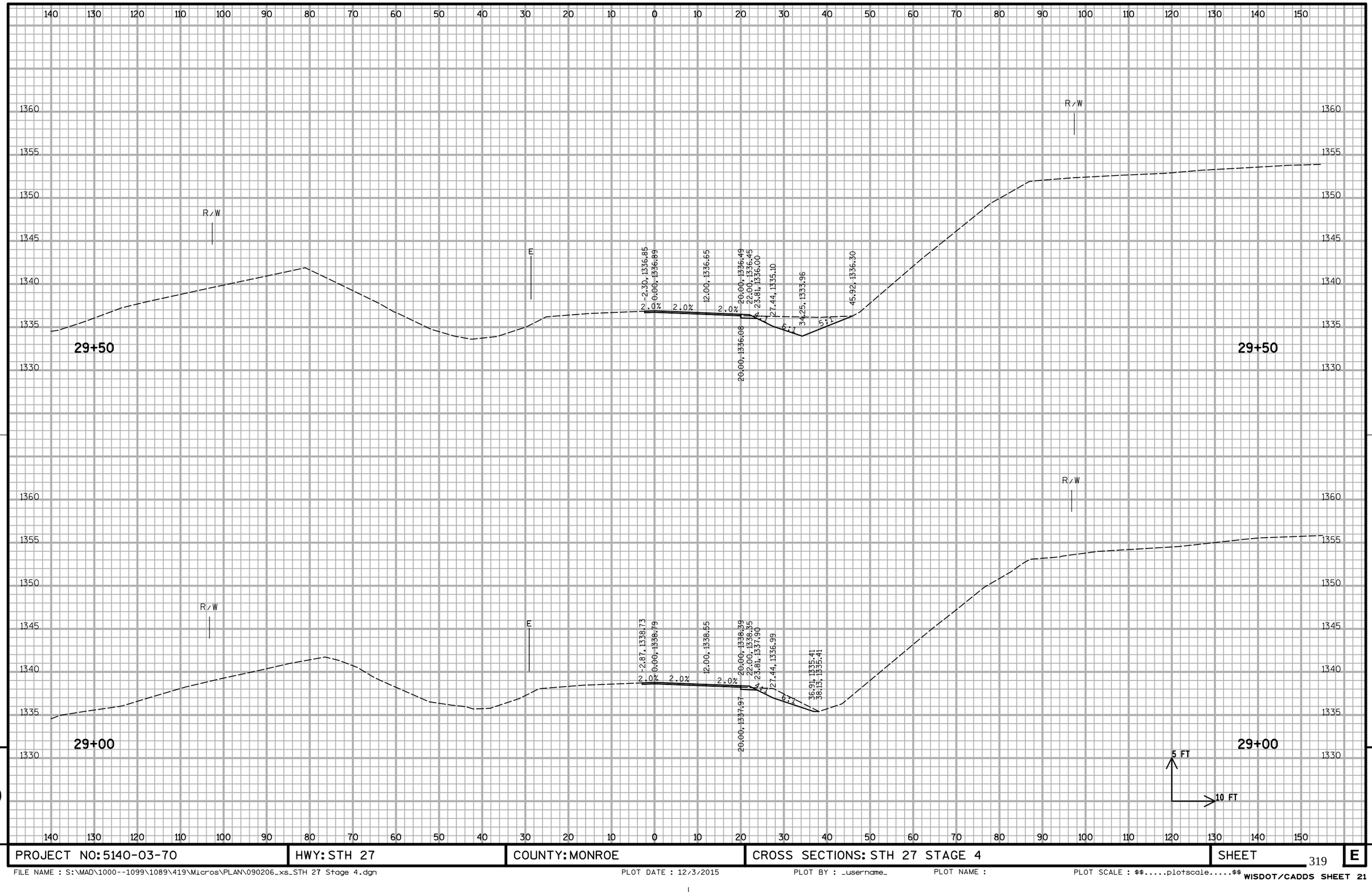
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 4	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090206_xs_STH 27 Stage 4.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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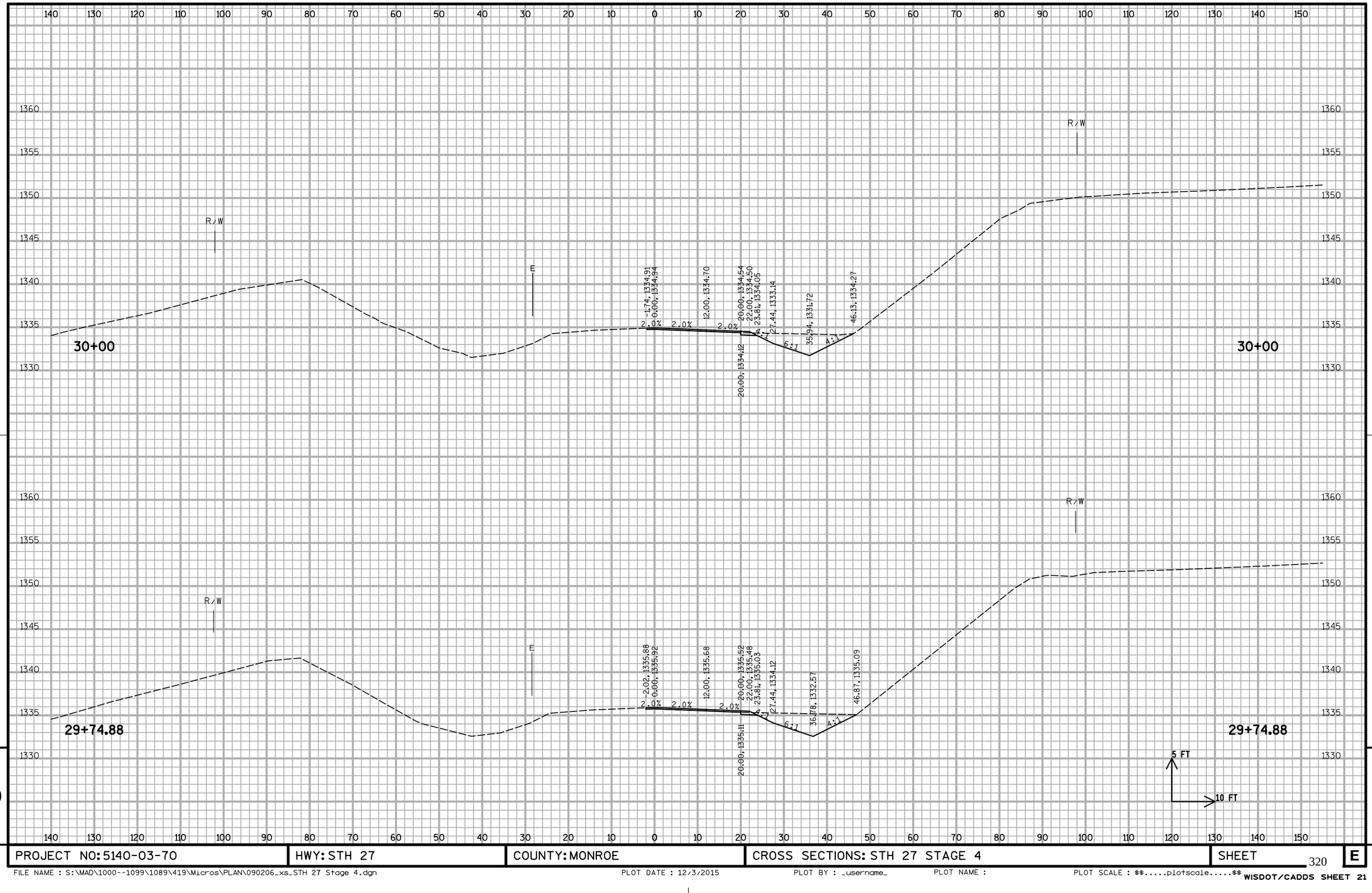
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 4	SHEET 319	E



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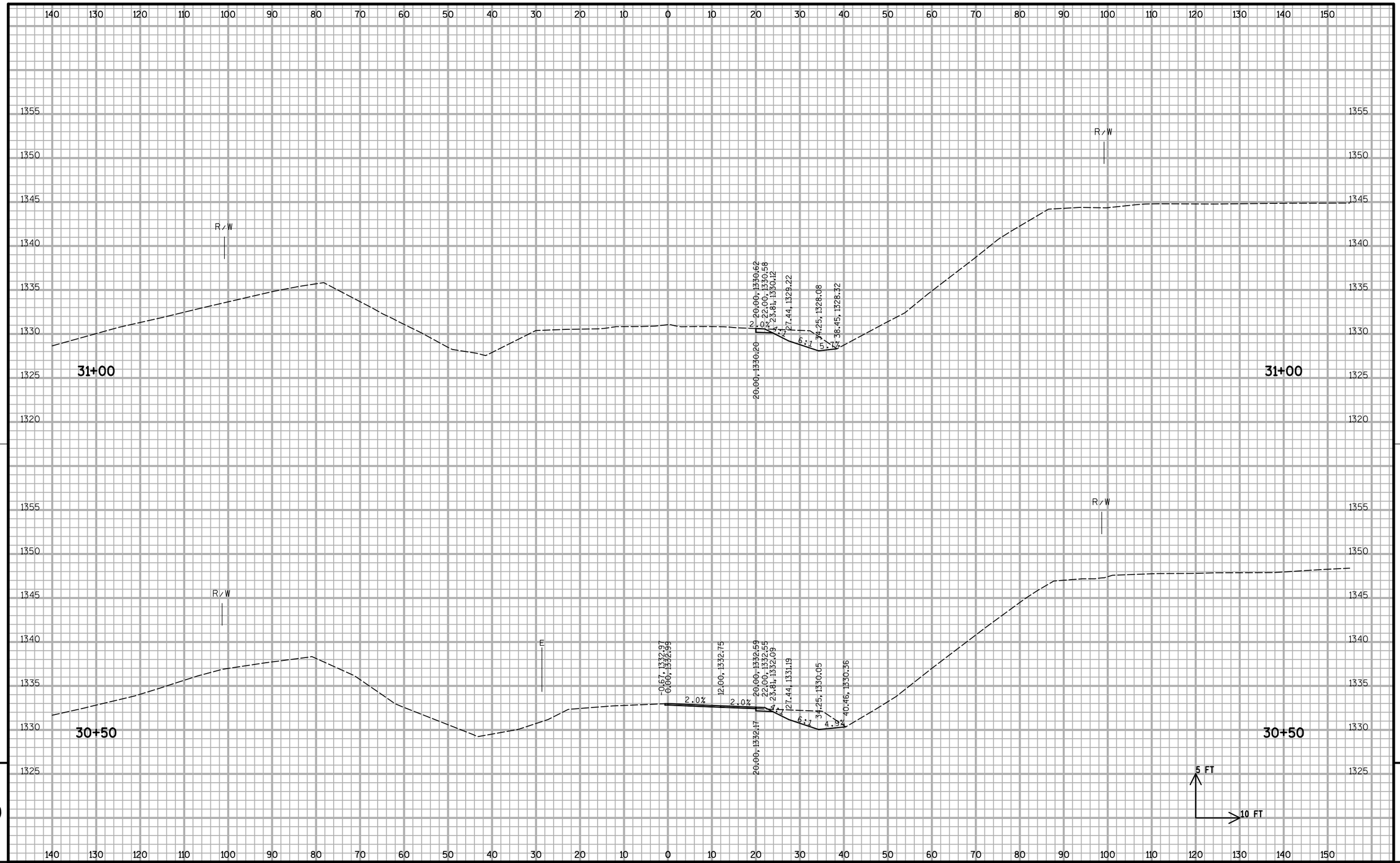
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 4	SHEET 320	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090206_xs_STH 27 Stage 4.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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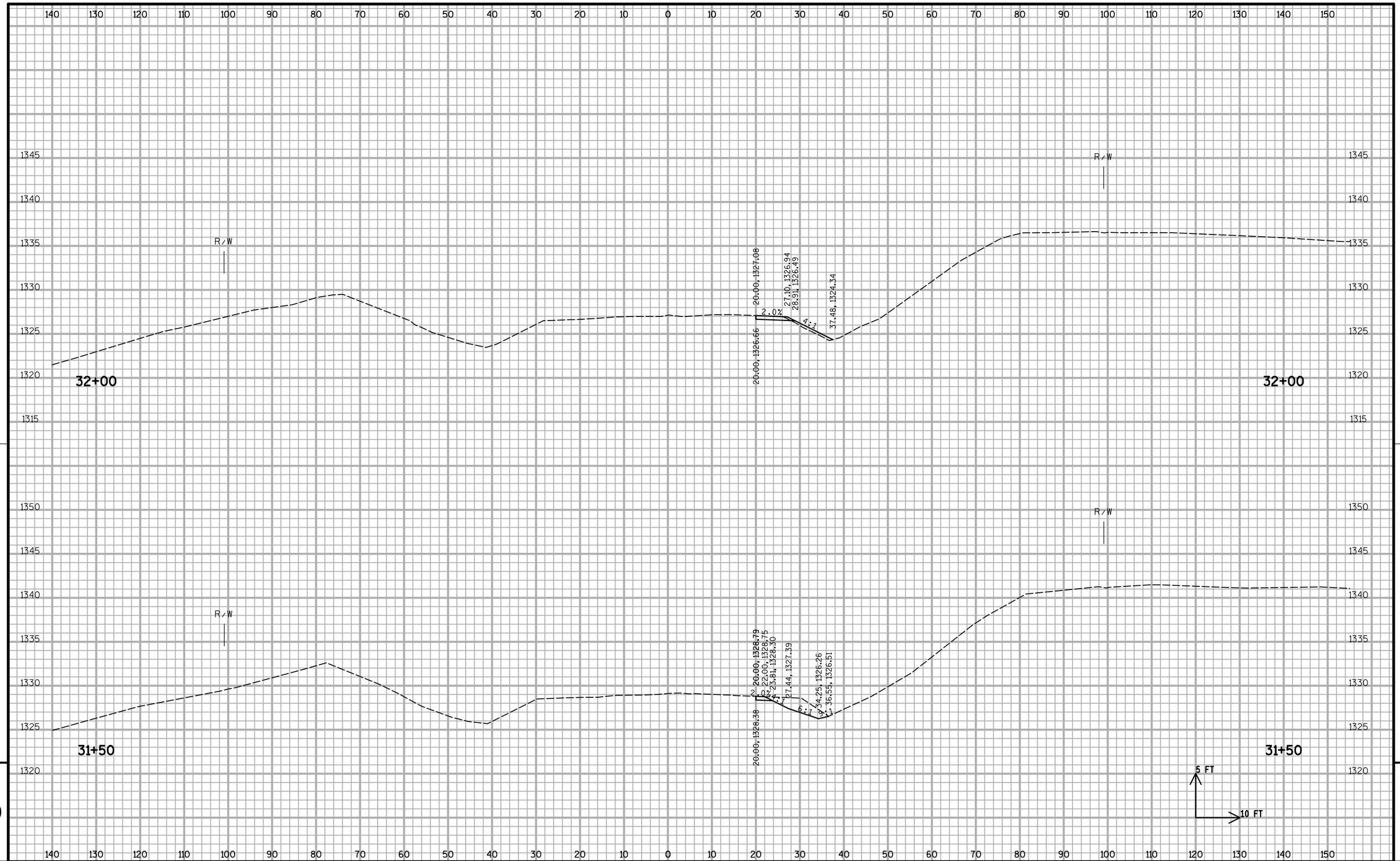
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 4	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090206_xs_STH 27 Stage 4.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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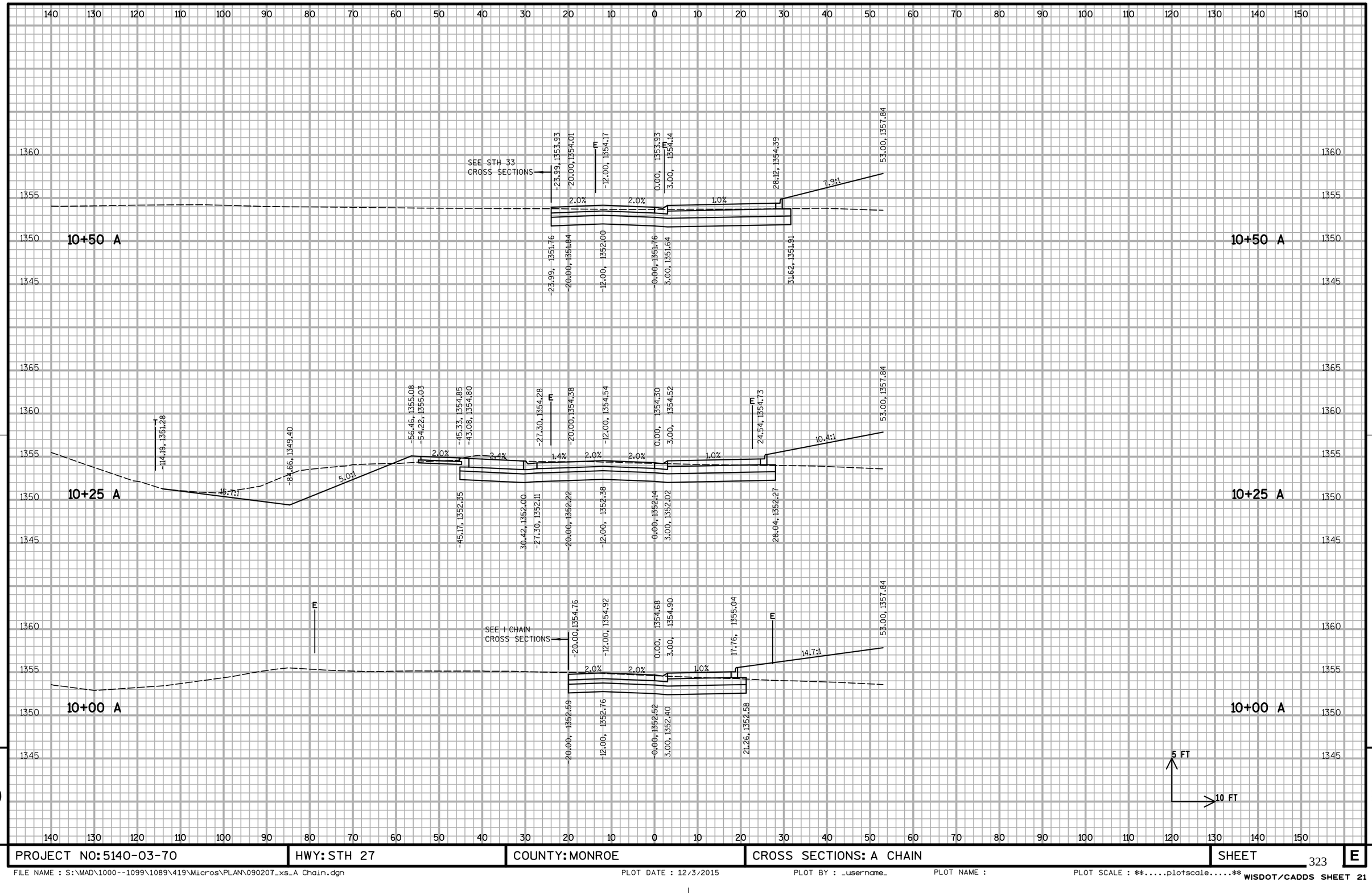
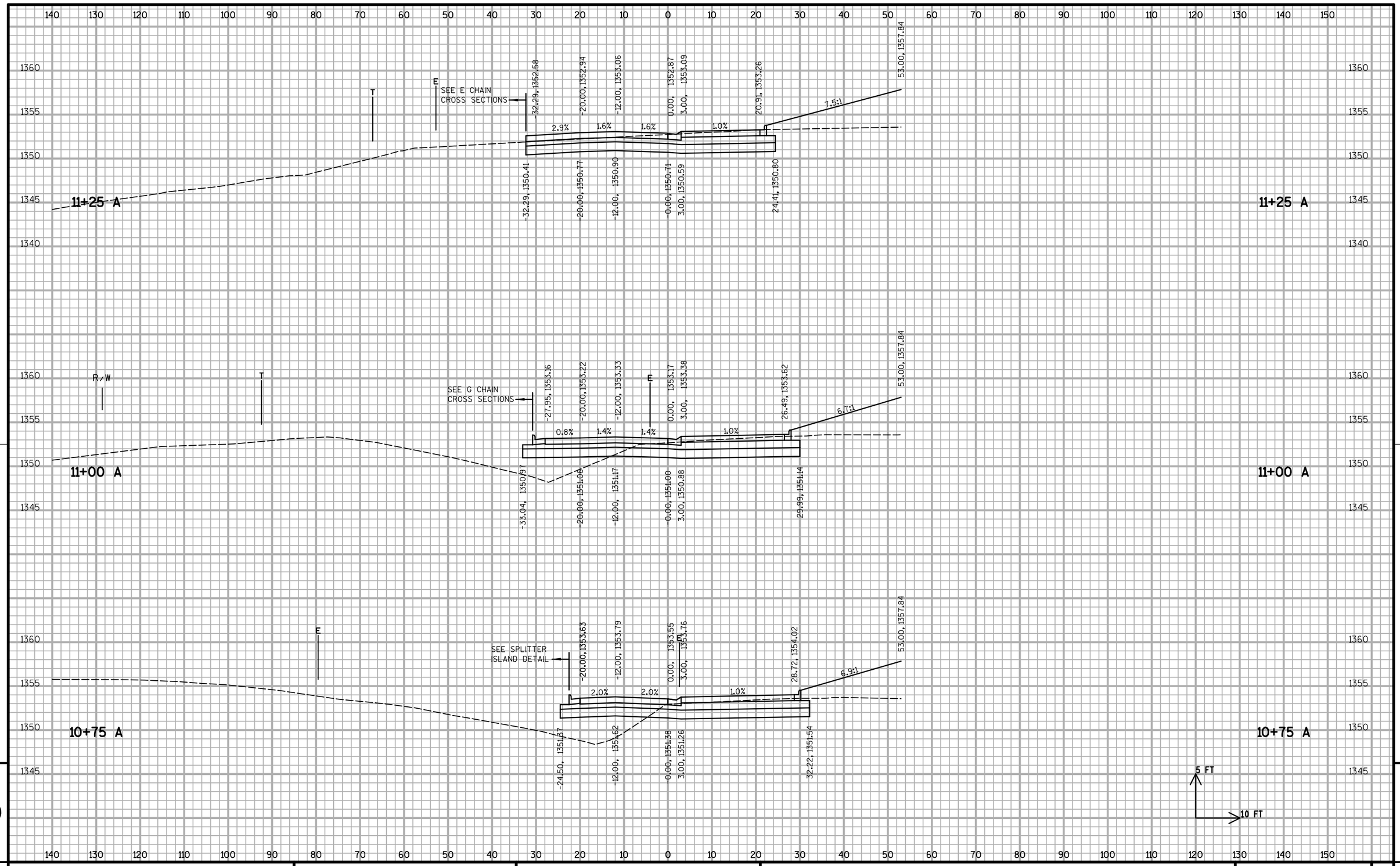
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 STAGE 4	SHEET 322	E



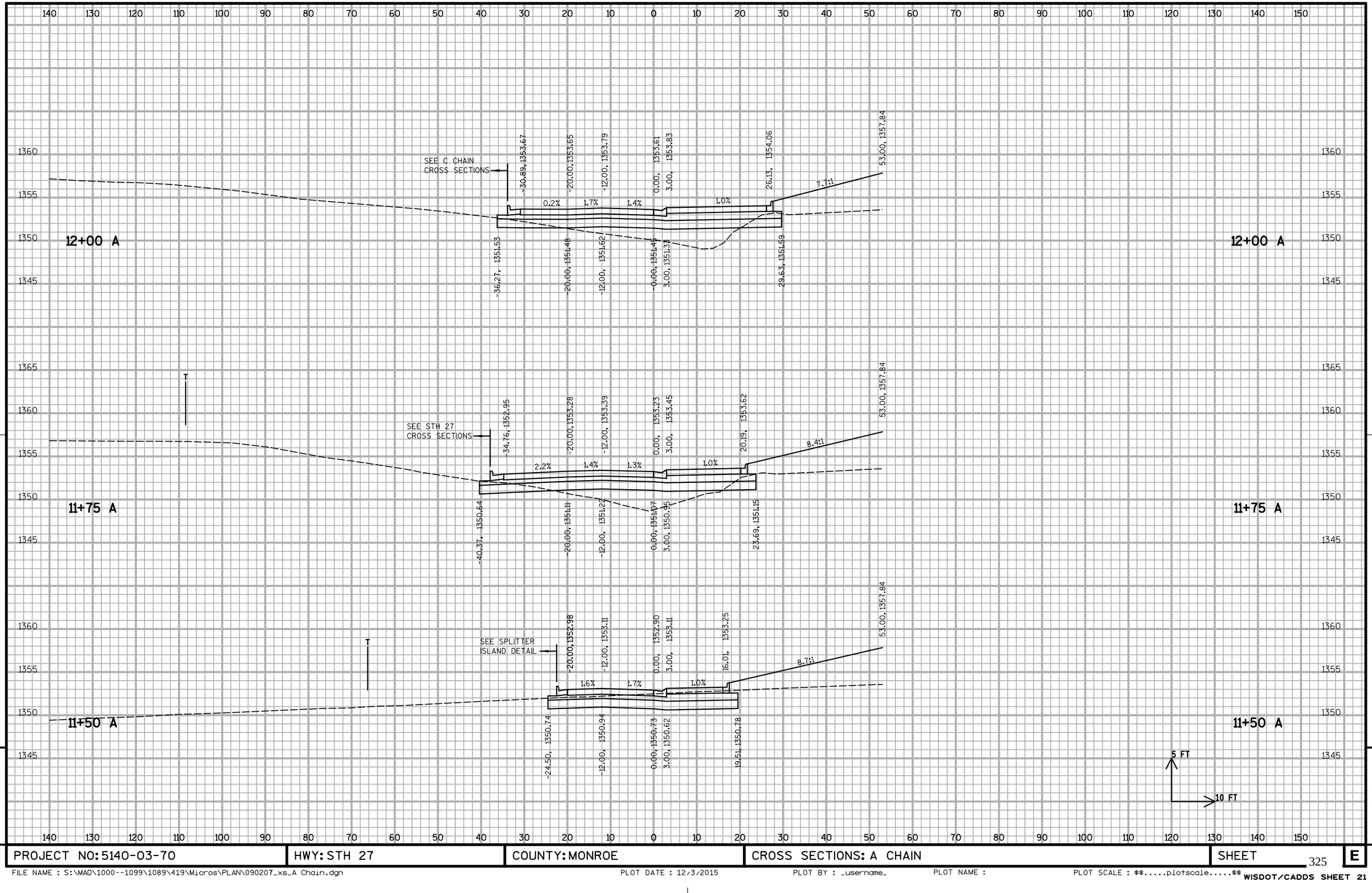
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: A CHAIN	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090207_xs_A Chain.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: A CHAIN	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090207_xs_A Chain.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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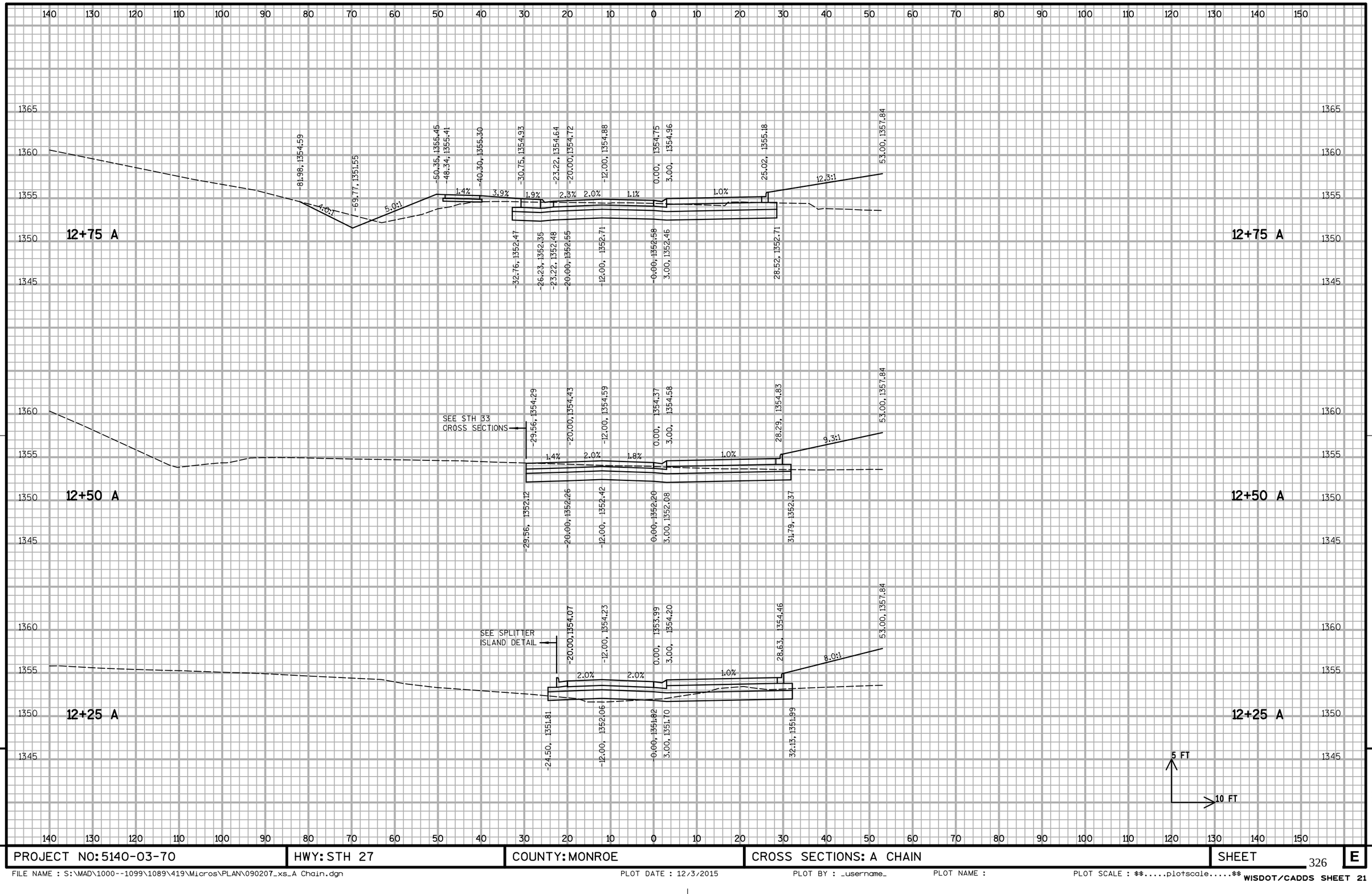
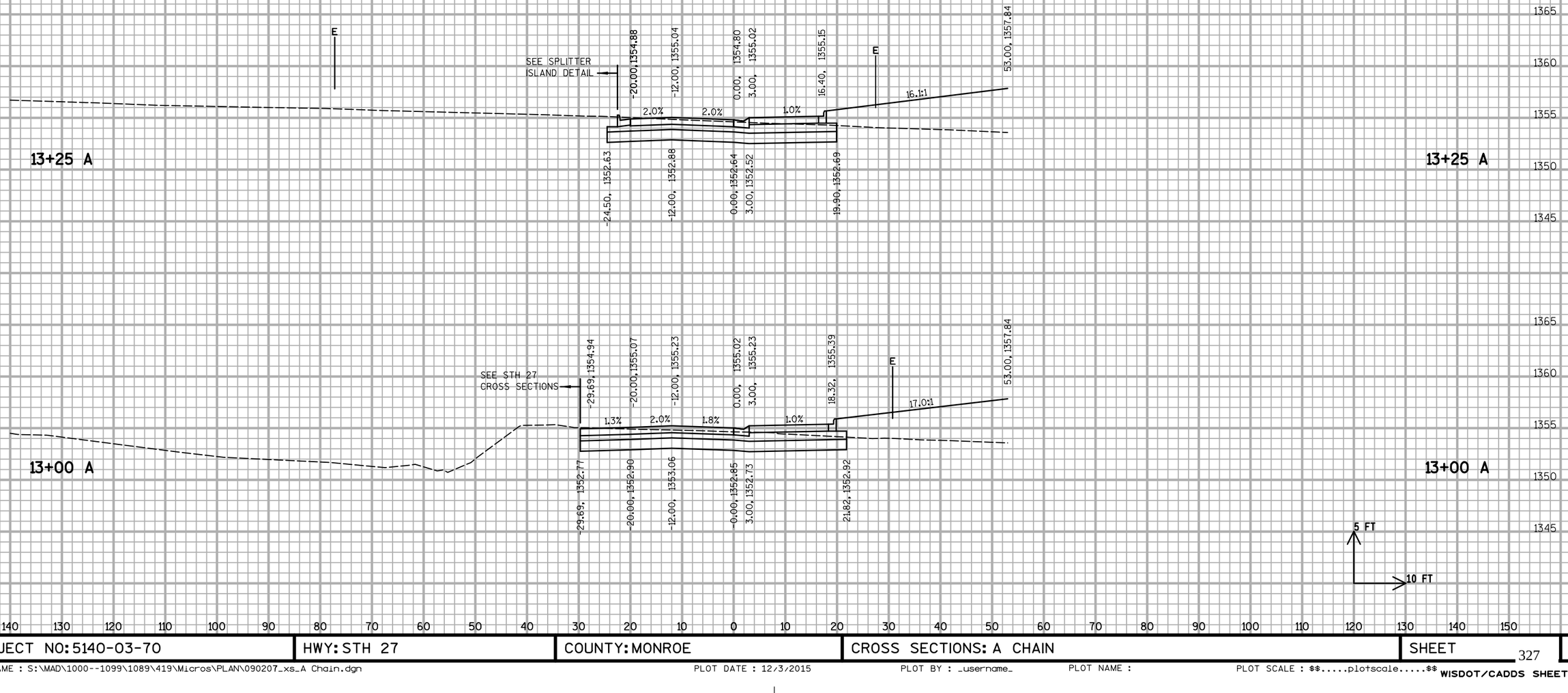
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: A CHAIN	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090207_xs_A Chain.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: A CHAIN	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090207_xs_A Chain.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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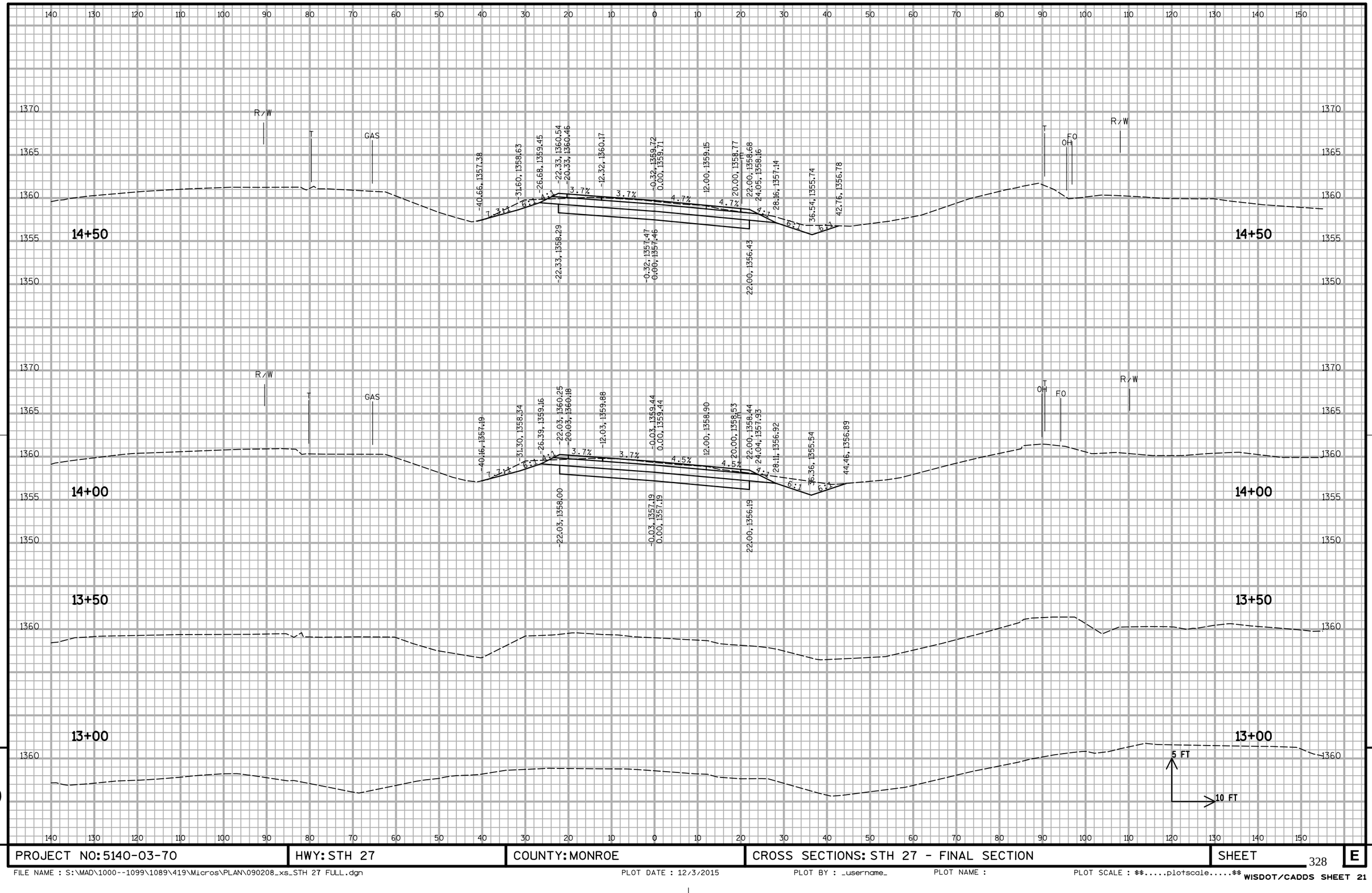
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: A CHAIN	SHEET 327	E



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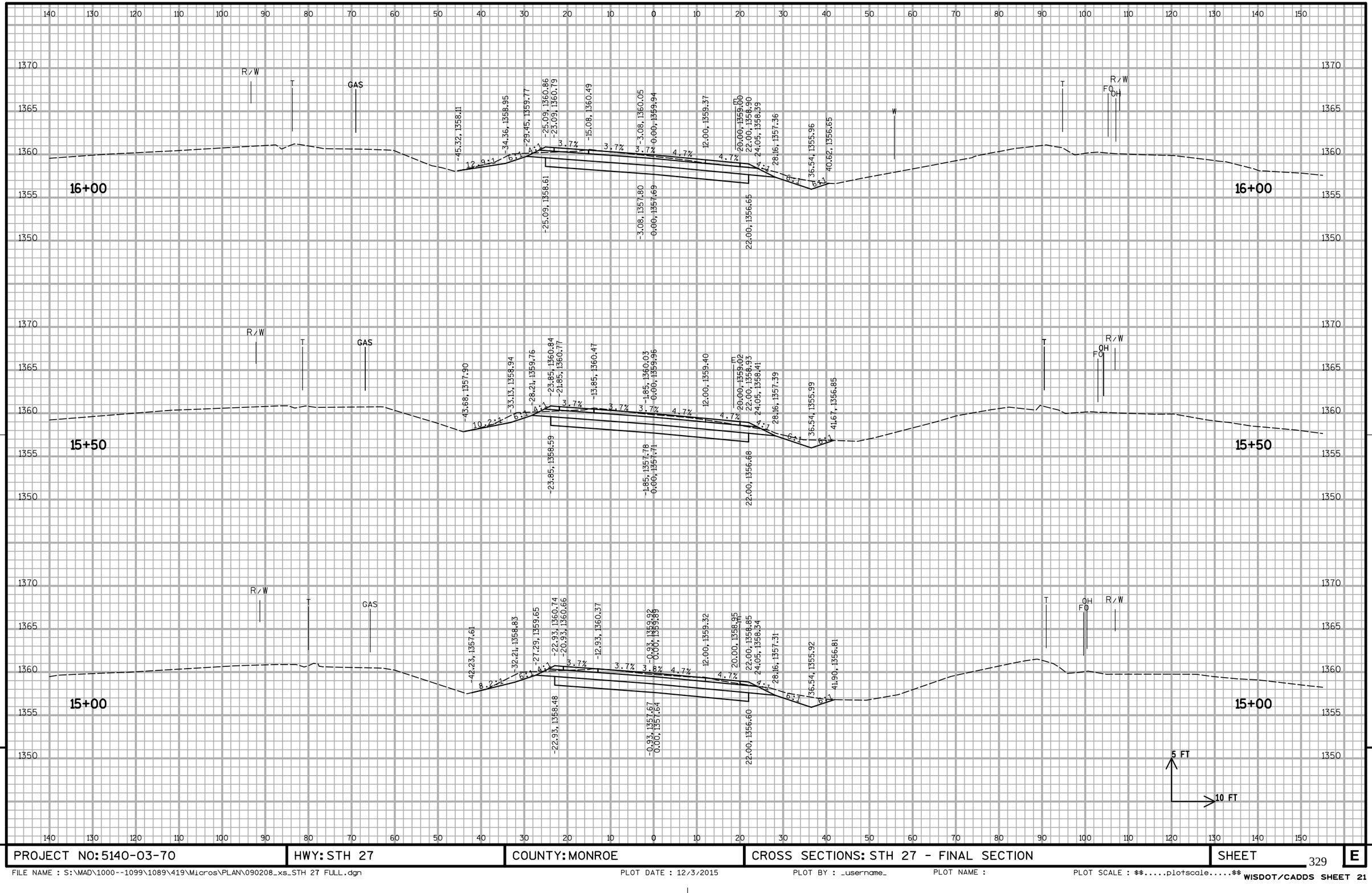
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 - FINAL SECTION	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090208_xs_STH 27 FULL.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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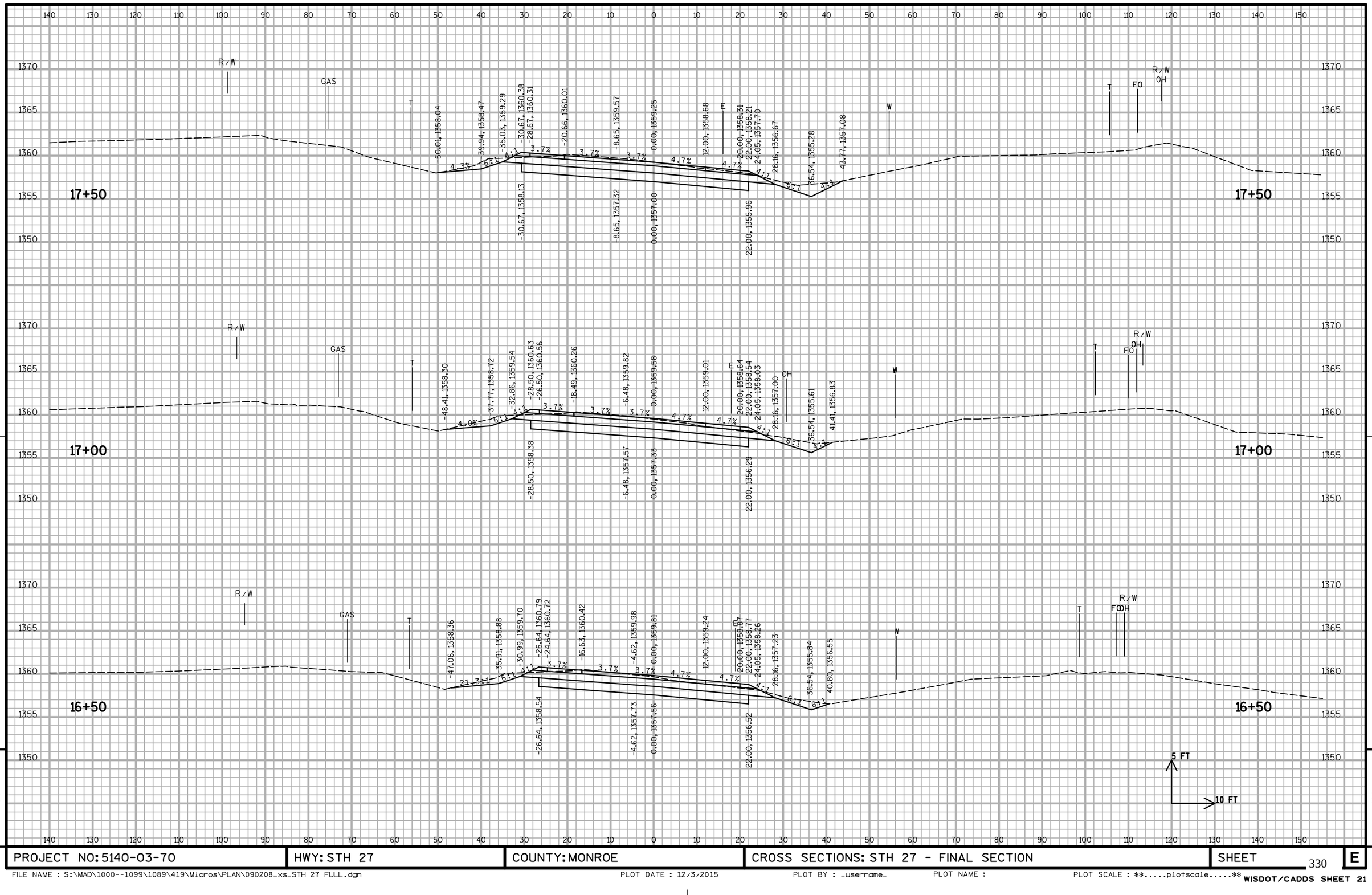
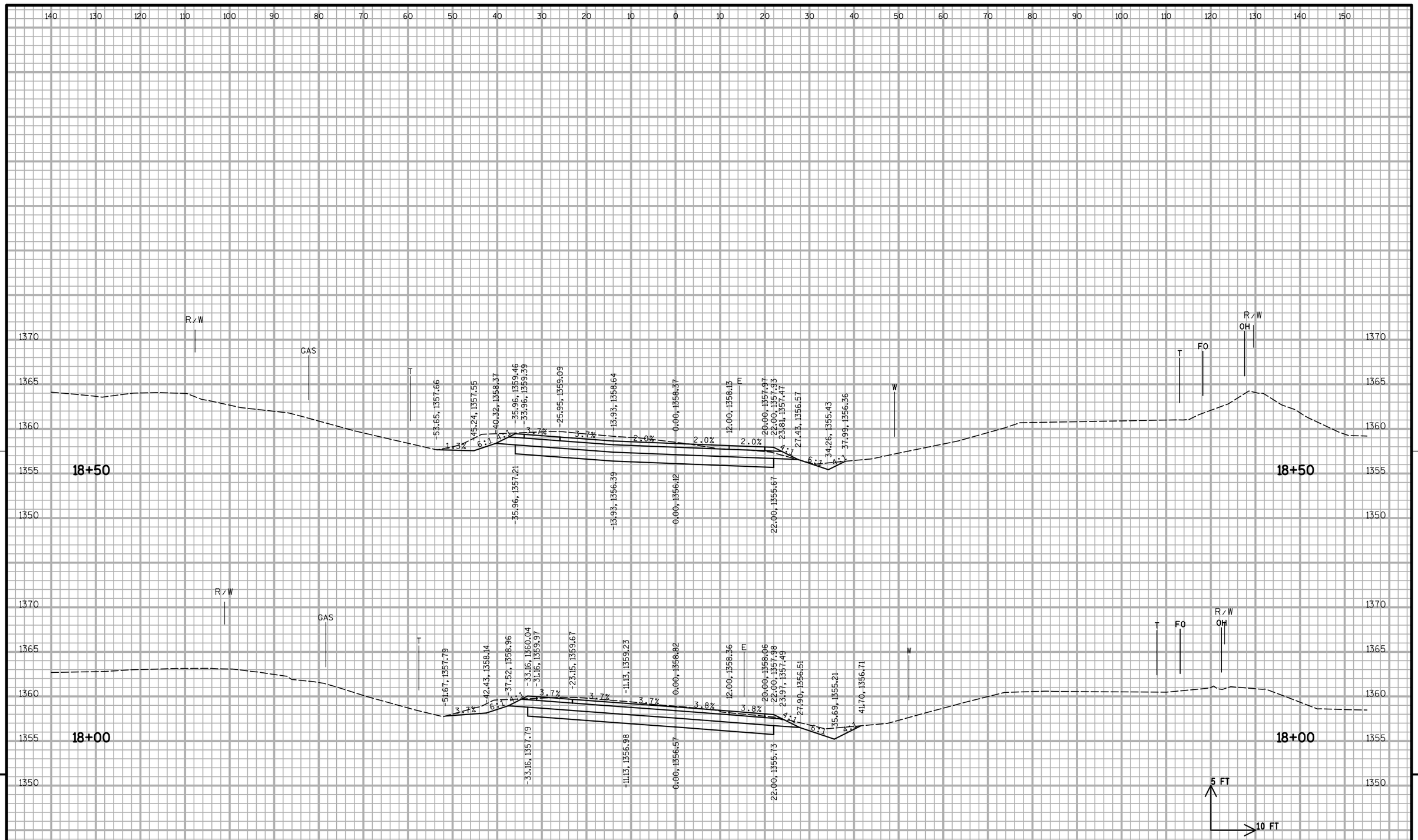
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 - FINAL SECTION	SHEET 329	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090208_xs_STH 27 FULL.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



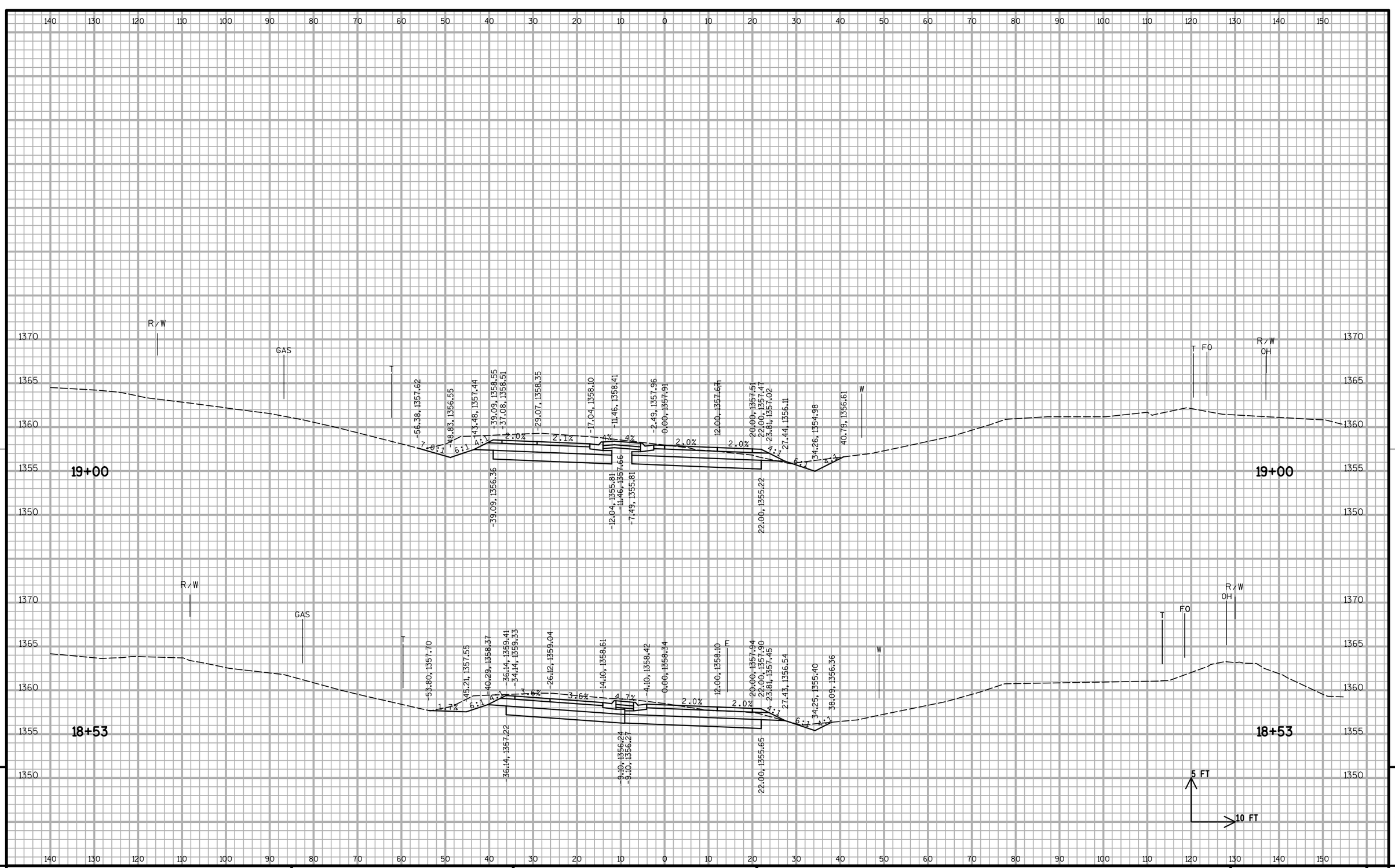
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 - FINAL SECTION	SHEET 330	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090208_xs_STH 27 FULL.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 - FINAL SECTION	SHEET 331	E

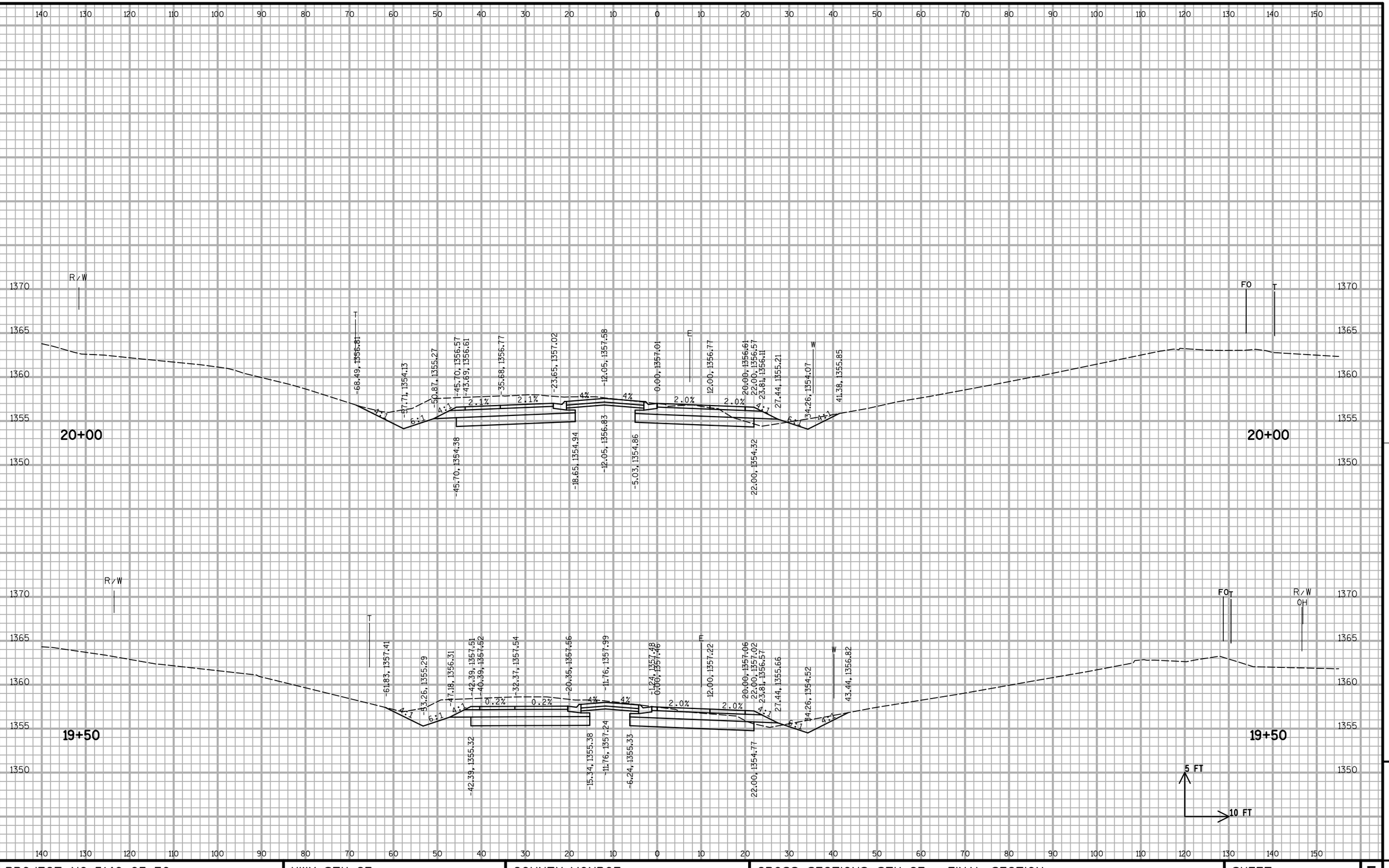
FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090208_xs_STH 27 FULL.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 - FINAL SECTION	SHEET	E

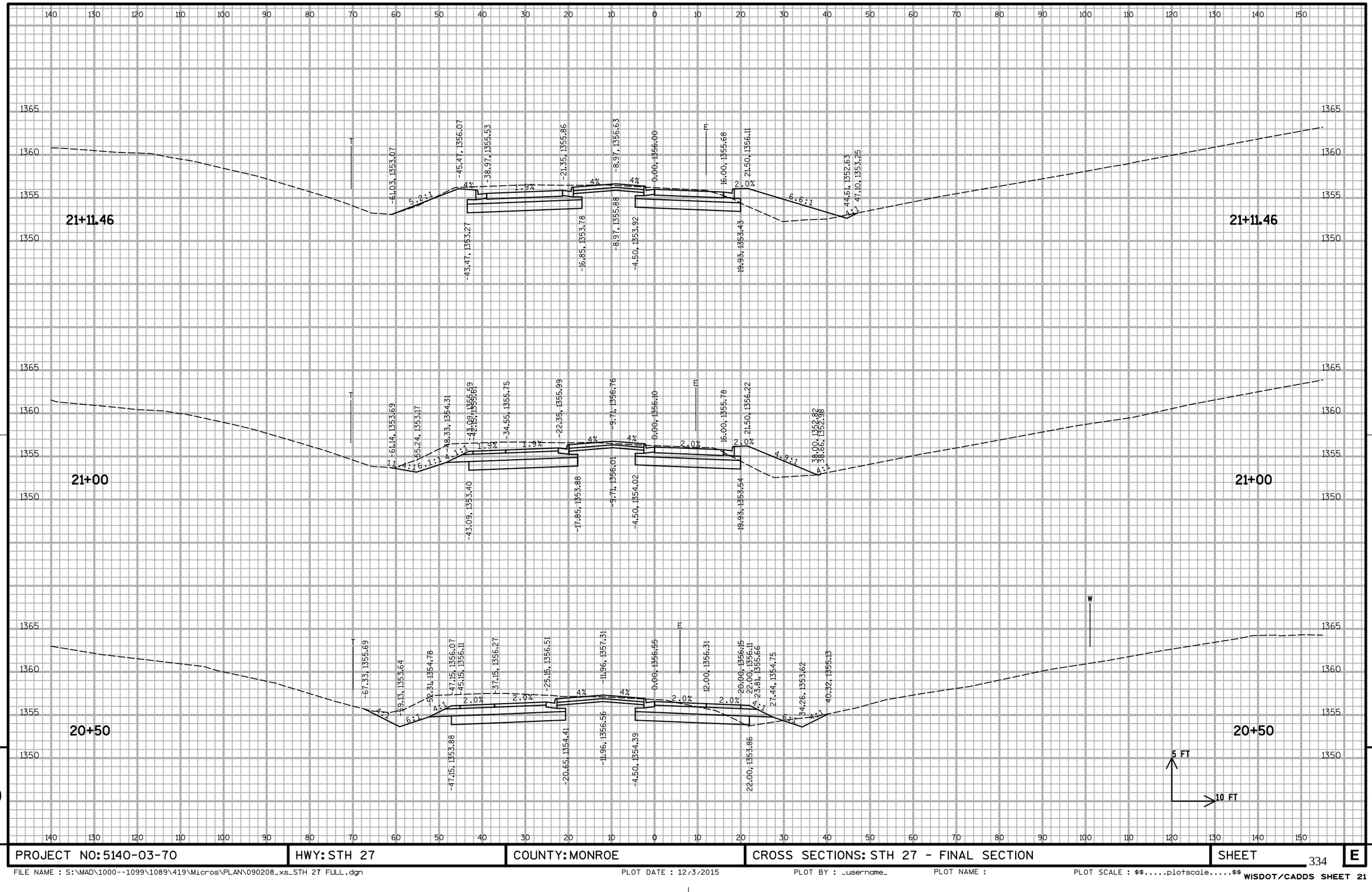
FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090208_xs_STH 27 FULL.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



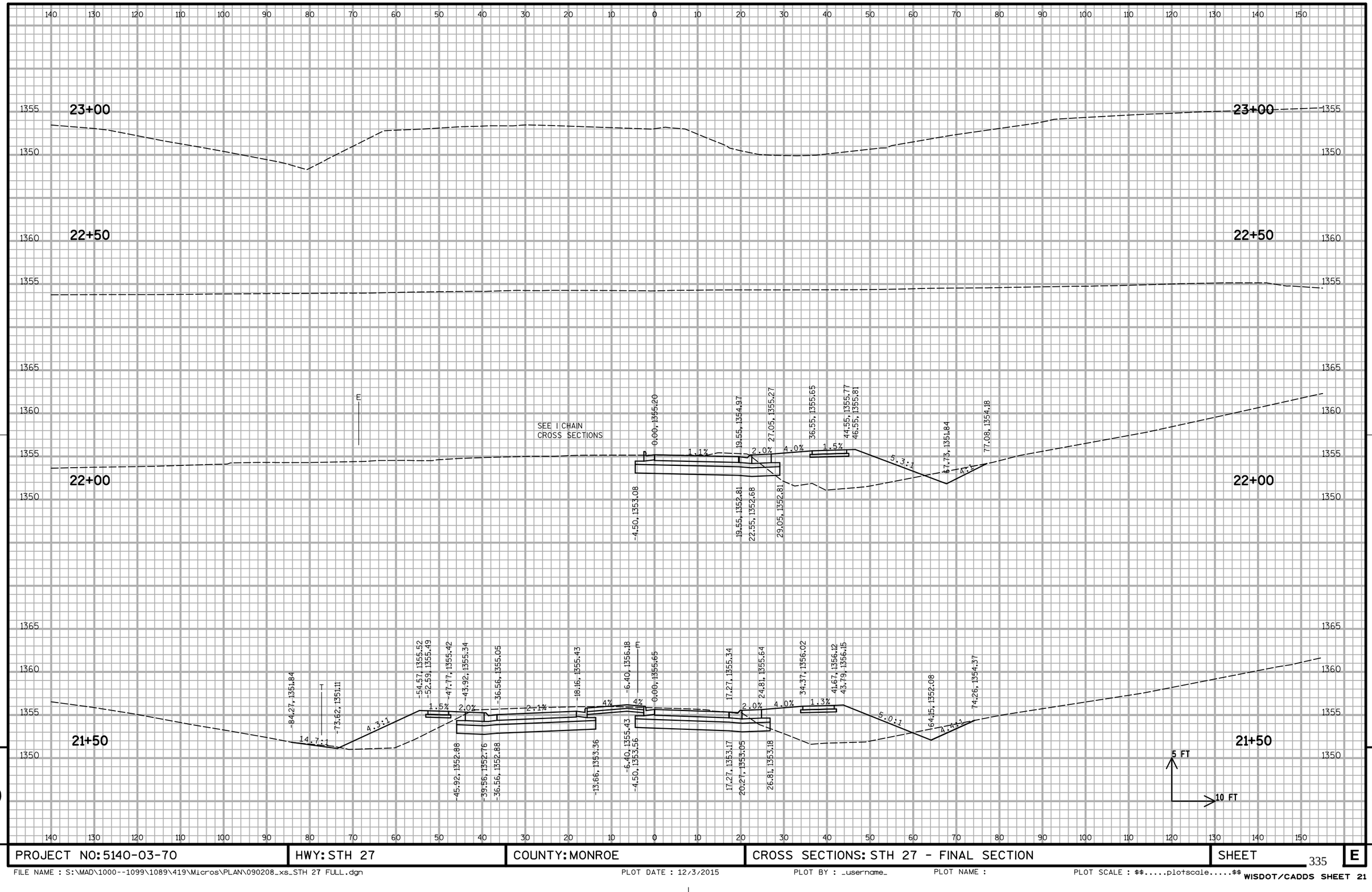
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 - FINAL SECTION	SHEET 333	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090208_xs_STH 27 FULL.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 - FINAL SECTION	SHEET 334	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090208_xs_STH 27 FULL.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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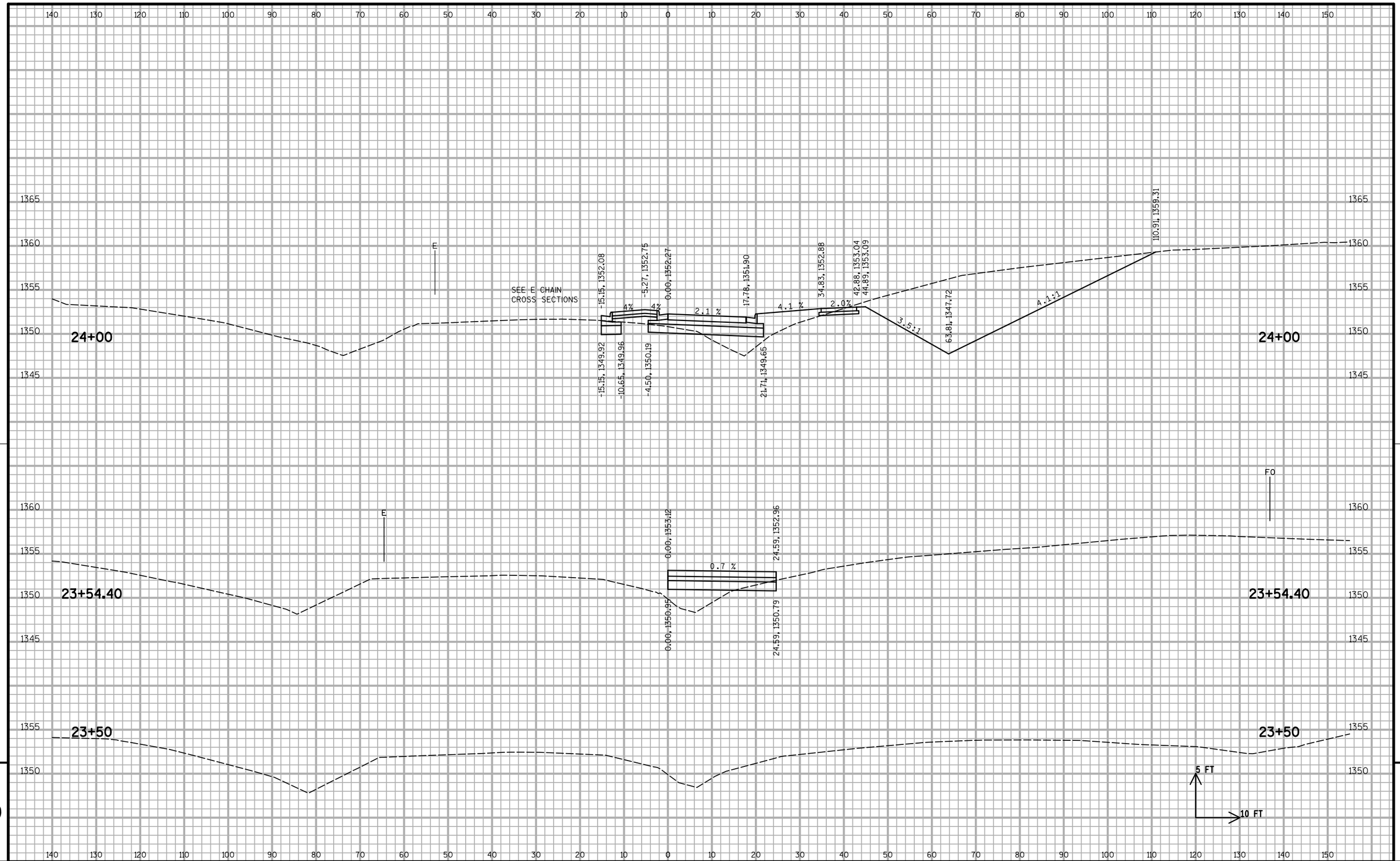
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 - FINAL SECTION	SHEET 335	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090208_xs_STH 27 FULL.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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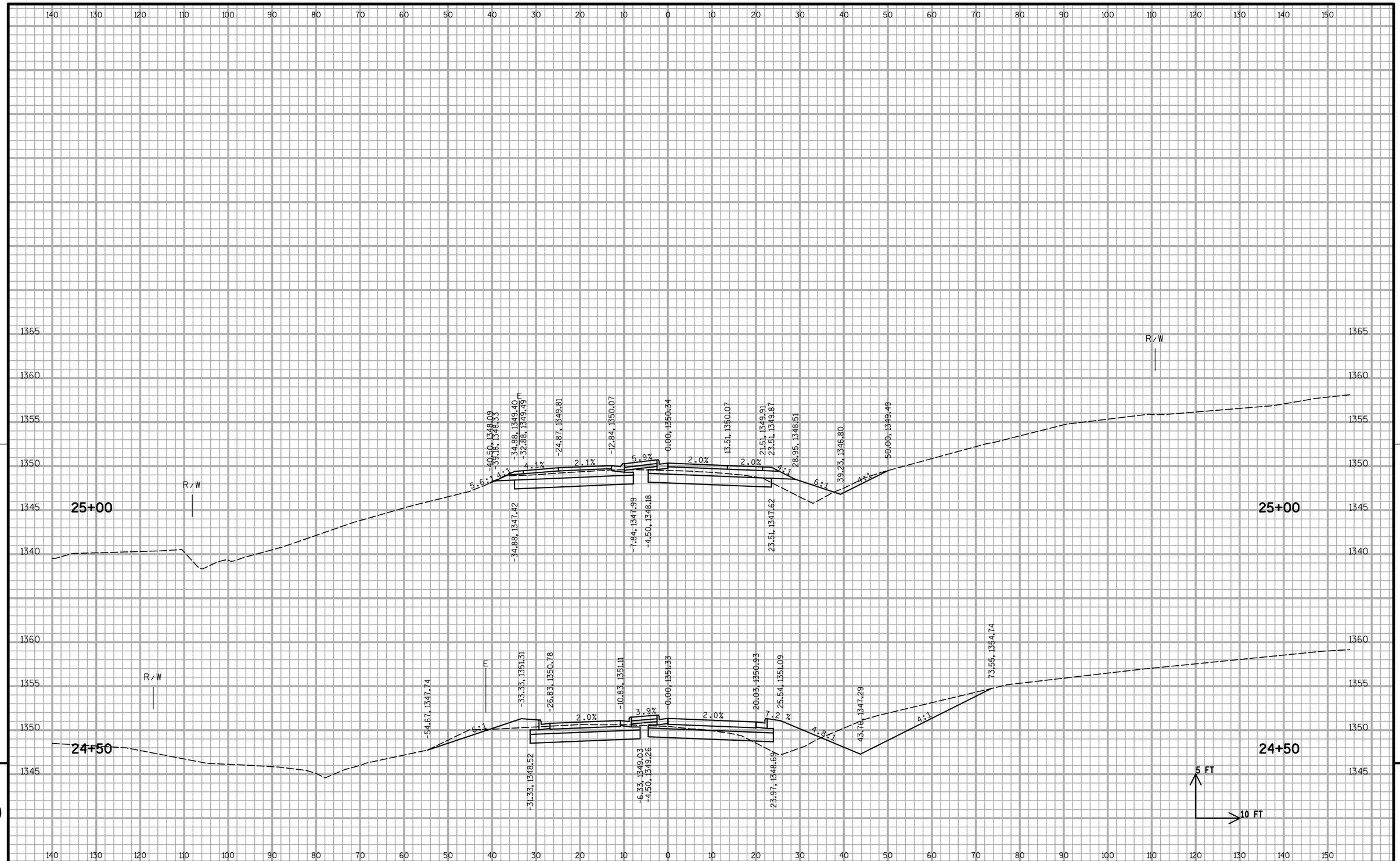
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 - FINAL SECTION	SHEET 336	E



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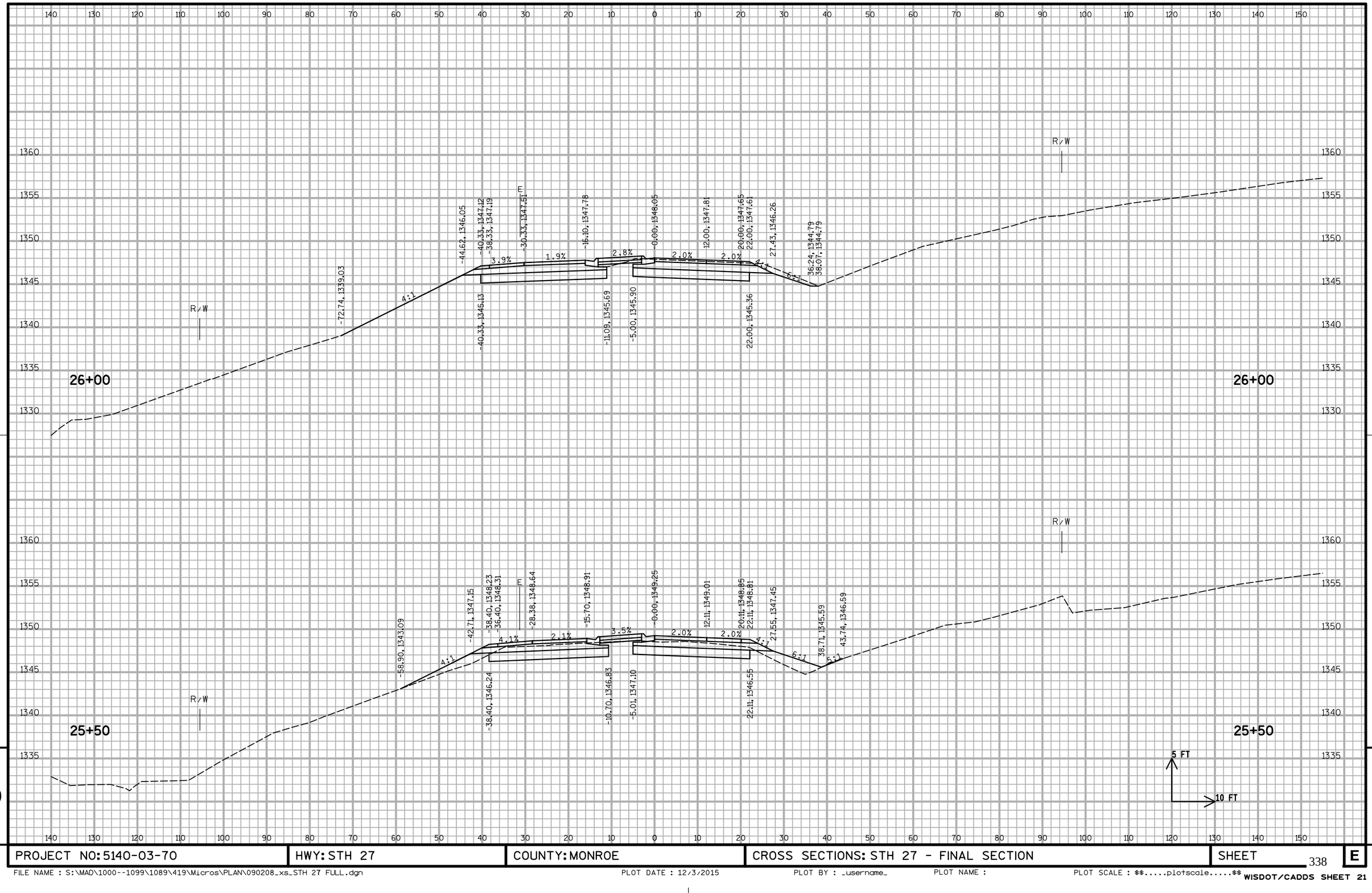
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 - FINAL SECTION	SHEET 337	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090208_xs_STH 27 FULL.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



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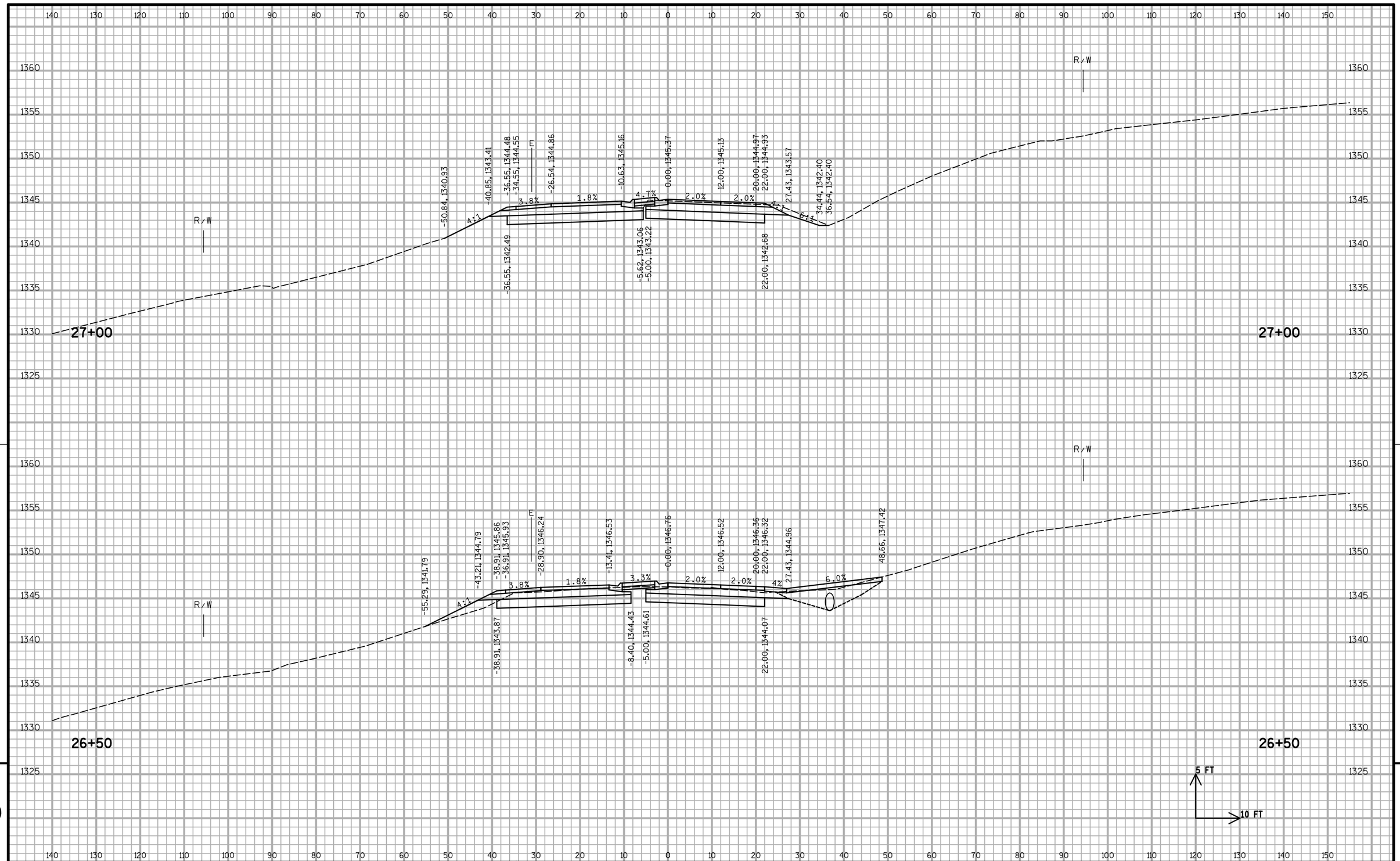
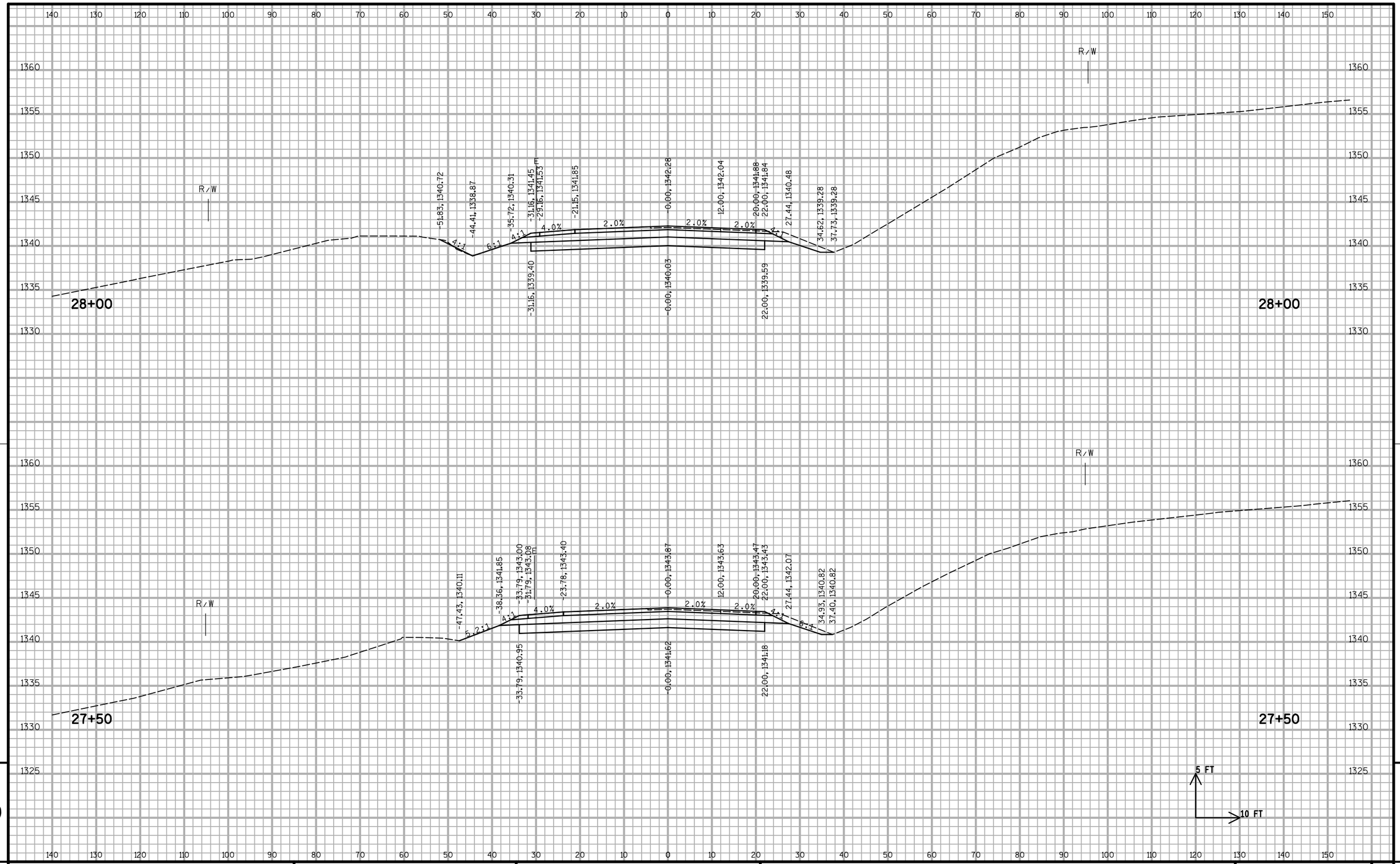
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 - FINAL SECTION	SHEET 338	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090208_xs_STH 27 FULL.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

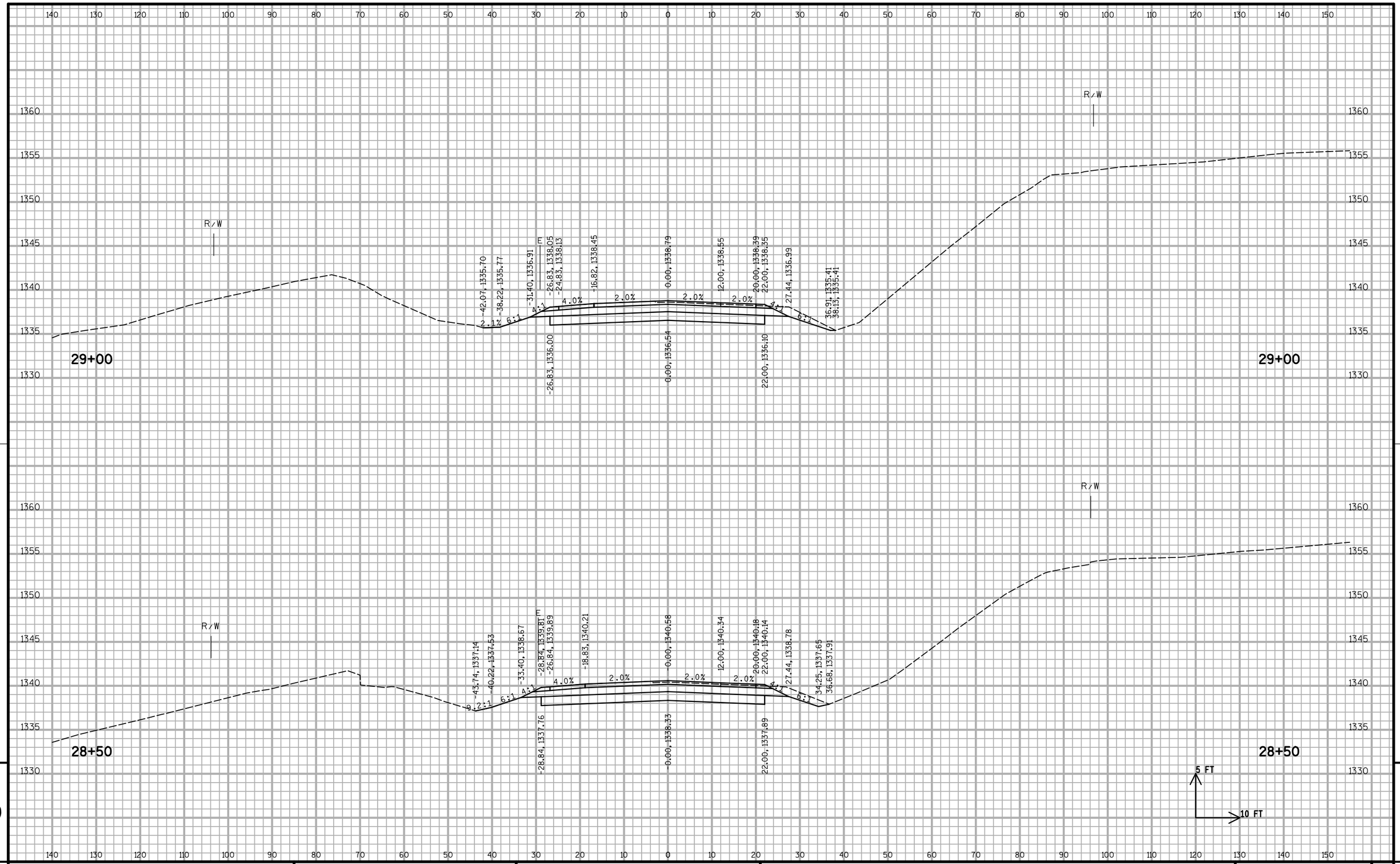


PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 - FINAL SECTION	SHEET 339	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090208_xs_STH 27 FULL.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 - FINAL SECTION	SHEET 340	E



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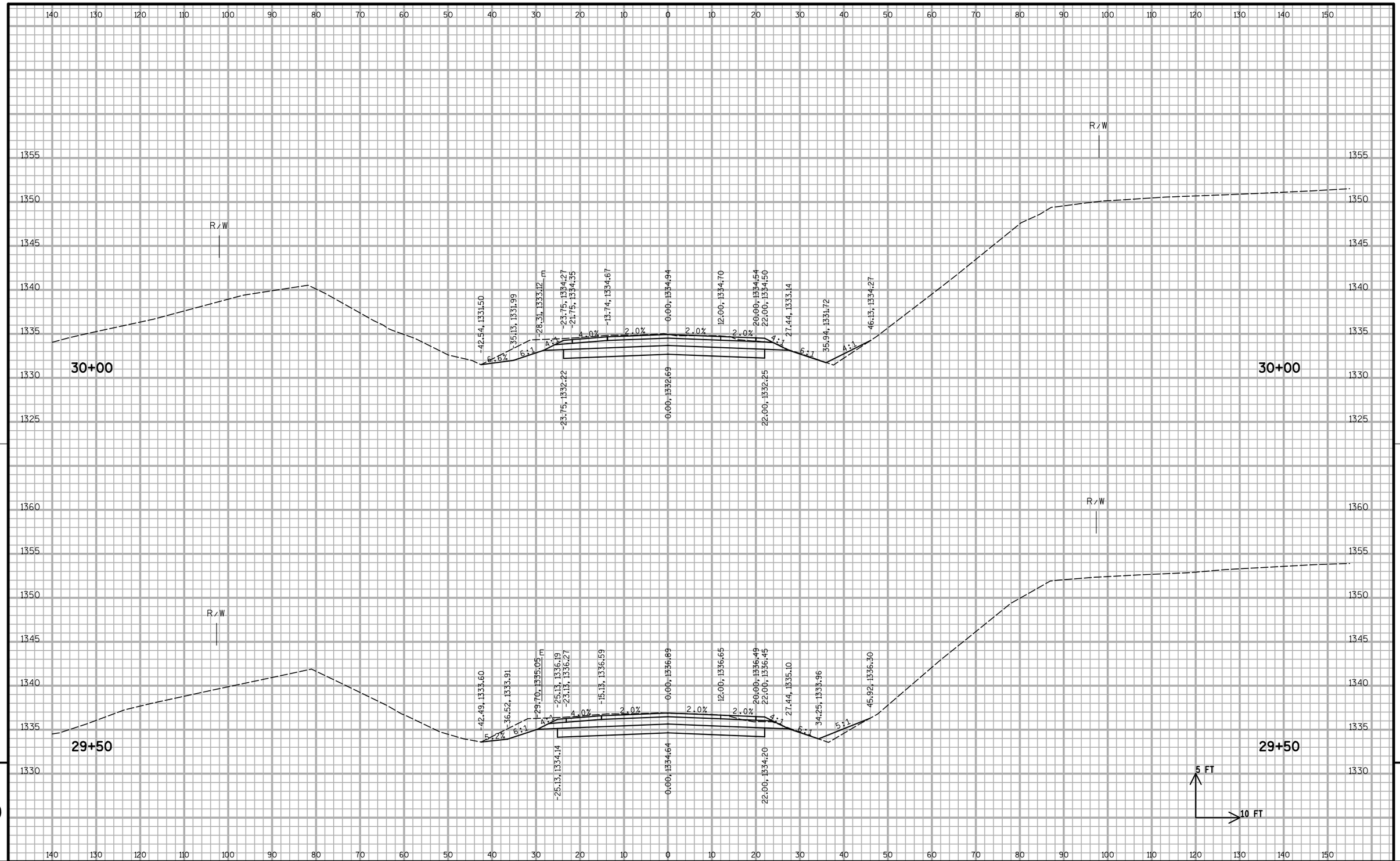
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 - FINAL SECTION	SHEET 341	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090208_xs_STH 27 FULL.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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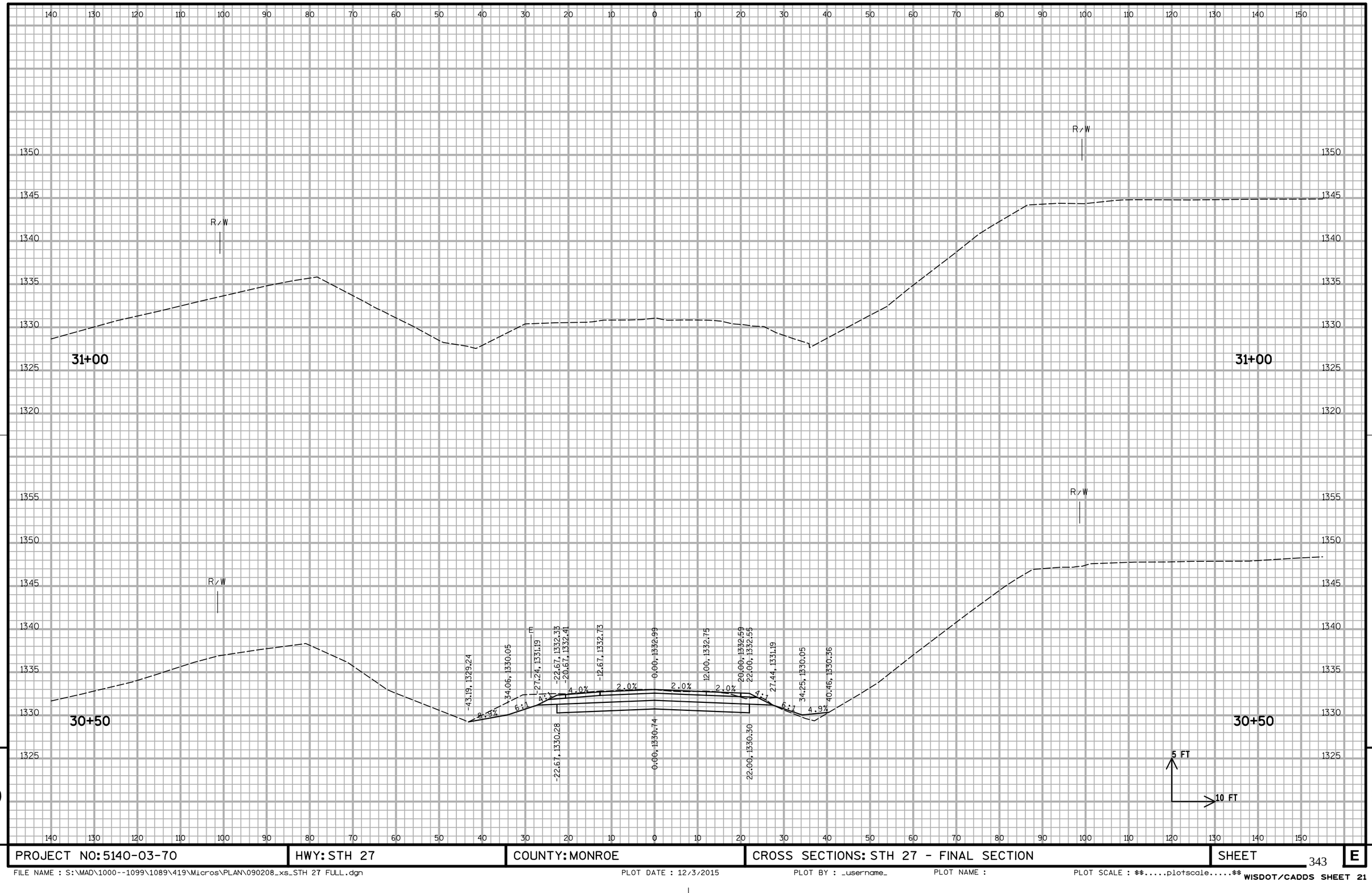
PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 - FINAL SECTION	SHEET 342	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090208_xs_STH 27 FULL.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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PROJECT NO: 5140-03-70	HWY: STH 27	COUNTY: MONROE	CROSS SECTIONS: STH 27 - FINAL SECTION	SHEET 343	E

FILE NAME : S:\MAD\1000--1099\1089\419\Micros\PLAN\090208_xs_STH 27 FULL.dgn PLOT DATE : 12/3/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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