MAD JUL 2016

PROJECT ID: 1206-07-74 / 1206-08-74

COUNTY: DANE

04

ORDER OF SHEETS


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


TOTAL SHEETS = 1322

# STATE OF WISCONSIN
# DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

| STATE PROJECT | FEDERAL PROJECT | |
|---|---|---|
| | PROJECT | CONTRACT |
| 1206-07-74 | WISC 2016249 | 1 |
| 1206-08-74 | ——— | ——— |
| | | |
| | | |

## MOUNT HOREB - MADISON

CTH PD TO RAYMOND RD/STG 2/PHASE 1

USH 18

DANE COUNTY

STATE PROJECT NUMBER
1206-07-74

## MOUNT HOREB - MADISON

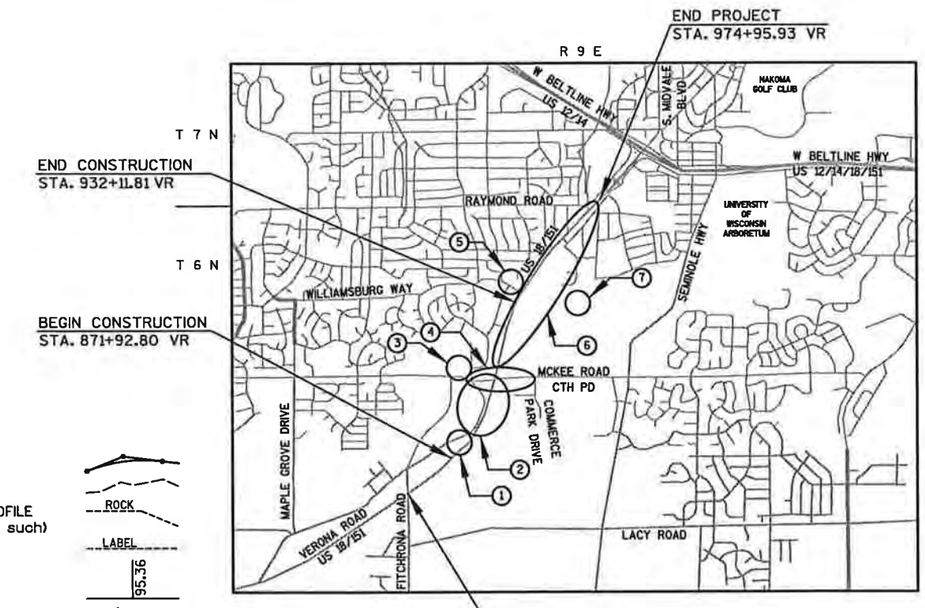
CTH PD TO RAYMOND RD (PHASE 1 UTLS)

USH 18

DANE COUNTY

STATE PROJECT NUMBER
1206-08-74

N




ROADWAY IMPROVEMENT LOCATIONS

1. DETENTION POND A
2. A RAMP, D RAMP, L RAMP, P RAMP VERONA ROAD MEDIAN WIDENING, NESBITT ROAD, C-13-115, R-13-264, AND R-13-265
3. FITCHRONA ROAD
4. CTH PD
5. WILLIAMSBURG WAY WEST OF VERONA ROAD, ANTON DRIVE, AND ROUNDABOUT
6. B RAMP, E RAMP, F RAMP, K RAMP, Q RAMP, T RAMP, VERONA ROAD MEDIAN WIDENING, EAST VERONA ROAD FRONTAGE ROAD, WILLIAMSBURG WAY EAST OF VERONA ROAD, BIORETENTION BASIN B, BIORETENTION BASIN C, R-13-269, R-13-271, AND S-13-447
7. DETENTION POND D

| DESIGN DESIGNATION | | VERONA ROAD | CTH PD |
|---|---|---|---|
| A.A.D.T. (2009) | = | 47,900 | 26,300 |
| A.A.D.T. (2040) | = | 67,600 | 48,500 |
| D.H.V. (2040) | = | 6,828 | 4,899 |
| D.D. (2040) | = | 59/41 | 50/50 |
| T. (2040) | = | 9.9% | 5.3% |
| DESIGN SPEED | = | 45-65 MPH | 35-45 MPH |
| ESALS | = | 11,000,000 | 5,300,000 (RIGID) 3,700,000 (FLEXIBLE) |

CONVENTIONAL SYMBOLS

PLAN

- 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
- HIGH VOLTAGE (CAUTION)

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

TOTAL NET LENGTH OF CENTERLINE = 0.000 MI. (INTERSECTION AND SPOT IMPROVEMENT PROJECT)

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), DANE COUNTY NAD 83 (2007) ADJUSTMENT. THE ELEVATIONS ARE NAVD88.

ACCEPTED FOR THE CITY OF FITCHBURG

DATE: 3/31/2016 Cory Hordow PRINCIPAL ENGINEER

ORIGINAL PLANS PREPARED BY:


STRAND ASSOCIATES®
910 West Wingra Drive
Madison, WI 53715
608 251-4843
608 251-8655 FAX
www.strand.com


WISCONSIN
JOSEPH M. BUNKER
E-34979
MADISON
WI
PROFESSIONAL ENGINEER
3/31/16

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

| | |
|---|---|
| Surveyor | CORRE, INC./Strand Associates, Inc. |
| Designer | Strand Associates, Inc. |
| Project Manager | Mark Vesperman |
| Regional Examiner | |
| Regional Supervisor | |
| C.O. Examiner | |

APPROVED FOR THE DEPARTMENT

DATE: 3/24/16 Katrina Fetters (Signature)

E

2

## DESIGNER CONTACT

JOE BUNKER, P.E.
STRAND ASSOCIATES, INC.
910 WEST WINGRA DRIVE
MADISON, WI 53715
(608) 251-4843
E-MAIL: joe.bunker@strand.com

## WISDOT REGION DESIGN CONTACT

MARK VESPERMAN, P.E.
111 INTERSTATE BOULEVARD
EDGERTON, WI 53534
(608) 884-1227
E-MAIL: mark.vesperman@dot.wi.gov

## DNR LIAISON

LAURA BUB
SOUTH CENTRAL REGION
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711
(608) 275-3485
E-MAIL: laura.bub@wisconsin.gov

## WISDOT REGION CONSTRUCTION CONTACT

CHRIS FREDRICK, P.E.
111 INTERSTATE BOULEVARD
EDGERTON, WI 53534
(608) 884-7130
E-MAIL: christopher.fredrick@dot.wi.gov

## UTILITIES

* ALLIANT ENERGY
ATTENTION: JASON HOGAN
4902 N. BILTMORE LANE
MADISON, WI 53718
OFFICE: (608) 458-4871
MOBILE: (608) 395-7395
E-MAIL: jasonhogan@alliantenergy.com

* AT&T WISCONSIN
ATTENTION: CAROL ANASON
316 W. WASHINGTON AVENUE
MADISON, WI 53703
OFFICE: (608) 252-2385
MOBILE: (920) 475-2799
E-MAIL: ca2624@att.com

* ATC MANAGEMENT, INC.
ATTENTION: MATT DOPP
5303 FEN OAK CT
MADISON, WI 53718
OFFICE: (608) 877-7108
MOBILE: (608) 225-5983
E-MAIL: mdopp@atcllc.com

* CHARTER COMMUNICATIONS
ATTENTION: GLEN JAKUSZ
2701 DANIELS STREET
MADISON, WI 53718
OFFICE: (608) 209-3202
E-MAIL: glen.jakusz@charter.com

* CITY OF FITCHBURG - SEWER & WATER
ATTENTION: TRACY FOSS
5520 LACY ROAD
FITCHBURG, WI 53711
OFFICE: (608) 270-4272
E-MAIL: tracy.foss@fitchburgwi.gov

* CITY OF FITCHBURG - STREET LIGHT & COMM
ATTENTION: HOLLY POWELL
5520 LACY ROAD
FITCHBURG, WI 53711
OFFICE: (608) 270-4263
E-MAIL: holly.powell@fitchburgwi.gov

* CITY OF MADISON TRAFFIC ENGINEERING - STREET LIGHT & COMM
ATTENTION: BRIAN SMITH
215 MARTIN LUTHER KING JR. BOULEVARD, SUITE 100
MADISON, WI 53701-2986
OFFICE: (608) 261-9625
E-MAIL: bsmith@cityofmadison.com

* EXTENET SYSTEMS
ATTENTION: LILI GERTZ
4804 N. 40TH STREET
SHEBOYGAN, WI 53083
OFFICE: (920) 395-7136
MOBILE: (920) 912-1475
E-MAIL: lgiertz@gabes.com

* MADISON GAS AND ELECTRIC COMPANY - ELECTRICITY
ATTENTION: RICH PARKER
P.O. BOX 1231
MADISON, WI 53703
OFFICE: (608) 252-7379
MOBILE: (608) 444-9619
E-MAIL: rparker@mge.com

* MADISON GAS AND ELECTRIC COMPANY - GAS/PETROLEUM
ATTENTION: SHAUN ENDRES
133 BLAIR STREET
MADISON, WI 53703
MOBILE: (608) 213-6708
E-MAIL: sendres@mge.com

* MADISON METROPOLITAN SEWERAGE DISTRICT
ATTENTION: ERIC HJELLEN
1610 MOORLAND ROAD
MADISON, WI 53713
OFFICE: (608) 222-1201
MOBILE: (608) 347-3613
E-MAIL: erich@madsewer.com

* METROPOLITAN UNIFIED FIBER NETWORK
ATTENTION: RANDY SIMMS
PO BOX 185
IRON MOUNTAIN, MI 49801
MOBILE: (906) 282-3802
E-MAIL: randy.simms@cclsystems.com

* WISCONSIN DEPARTMENT OF TRANSPORTATION - COMMUNICATION LINE
ATTENTION: GRAHAM HEITZ
2101 WRIGHT STREET
MADISON, WI 53704-2583
OFFICE: (608) 246-5362
E-MAIL: graham.heitz@dot.wi.gov

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

* DENOTES DIGGERS HOTLINE MEMBER

## GENERAL NOTES

### MISCELLANEOUS

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY MUNICIPAL UTILITY WHICH IS NOT A MEMBER OF THE DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.

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

SUBSURFACE EXPLORATION REPORTS FOR THE PROPOSED RETAINING WALLS ARE AVAILABLE FROM WISDOT SW REGION BY CONTACTING MARK VESPERMAN AT (608) 884-1227. ADDITIONAL GEOTECHNICAL INFORMATION MAY BE AVAILABLE FROM WISDOT FOR THE EXISTING STRUCTURES WITHIN THE PROJECT AREA. CONTACT MARK VESPERMAN OR LAURA SHADEWALD AT (608) 267-9592.

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

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

AVOID EXCAVATING WITHIN 5 FEET OF THE FACE OF A TREE, WHEN PRACTICABLE, DUE TO THE POTENTIAL OF DAMAGING THE ROOT SYSTEM.

### REMOVALS

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

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

REMOVAL OF EXISTING UNDERDRAIN AND UNDERDRAIN APRON ENDWALLS IS INCIDENTAL TO EXCAVATION COMMON.

### GRADING/EROSION CONTROL

EROSION CONTROL FEATURES AS SHOWN IN THE PLANS ARE AT SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S EROSION CONTROL IMPLEMENTATION PLAN (ECIP) AND APPROVED BY THE ENGINEER IN CONSULTATION WITH THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES. EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY.

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

EXCAVATION BELOW SUBGRADE (EBS) IS ESTIMATED AND MAY VARY AS DIRECTED BY THE ENGINEER.

THE LOCATION FOR EBS WILL BE DETERMINED BY THE ENGINEER.

### STORM SEWER

STORM SEWER PIPE ELEVATIONS, LENGTH, AND LOCATIONS AS SHOWN ON THE PLANS MAY BE ADJUSTED TO FIT FIELD CONDITIONS WITH APPROVAL BY THE ENGINEER.

TEMPORARY SHORING FOR STORM SEWER ADJACENT TO LIVE TRAFFIC HAS BEEN INCLUDED UNDER THE TEMPORARY SHORING BID ITEM. USE OF TRENCH BOXES OR STACKED TRENCH BOXES SHALL NOT BE CONSIDERED TEMPORARY SHORING FOR STORM AND SHALL BE INCLUDED IN THE COST OF THE PIPE OR STRUCTURE.

EXISTING STORM SEWER SIZES SHOWN ARE APPROXIMATE AND THE CONTRACTOR WILL BASE IT'S BID ON THE ACTUAL FIELD SIZES.

### PAVING

A SAWED JOINT WILL BE REQUIRED WHERE NEW PAVEMENT IS TO MEET AN EXISTING PAVED SURFACE, EXCEPT WHERE NOTED IN THE PLANS.

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

## ABBREVIATIONS

| | |
|---|---|
| BOC | BACK OF CURB |
| BOW | BACK OF SIDEWALK |
| CBSS | CONCRETE BARRIER SINGLE SLOPE |
| CMCP | CORRUGATED METAL CULVERT PIPE |
| COR. | CORNER |
| CP | CULVERT PIPE |
| V. | DESIGN SPEED |
| Da | DEGREE OF CURVE |
| DIM. | DIMENSION |
| e. | EXTERNAL DISTANCE |
| ESAL | EQUIVALENT SINGLE AXLE LOAD |
| EOP | EDGE OF PAVEMENT |
| EXIST. | EXISTING |
| FCB | FACE OF CONCRETE BARRIER |
| FOC | FACE OF CURB |
| FOW | FACE OF SIDEWALK |
| H.P. | HIGH POINT |
| D. | LANE DISTRIBUTION |
| L.P. | LOW POINT |
| MAX. | MAXIMUM |
| M.D. | MEDIAN DRAIN |
| MIN. | MINIMUM |
| NOR. | NORMAL |
| PAS | |
| RCCP | REINFORCED CONCRETE CULVERT PIPE |
| S. | SHED |
| SSPRC | STORM SEWER PIPE REINFORCED CONCRETE |
| SSPRCHE | STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL |
| TOC | TOP OF CURB |

## SECTION 2 ORDER OF SHEETS

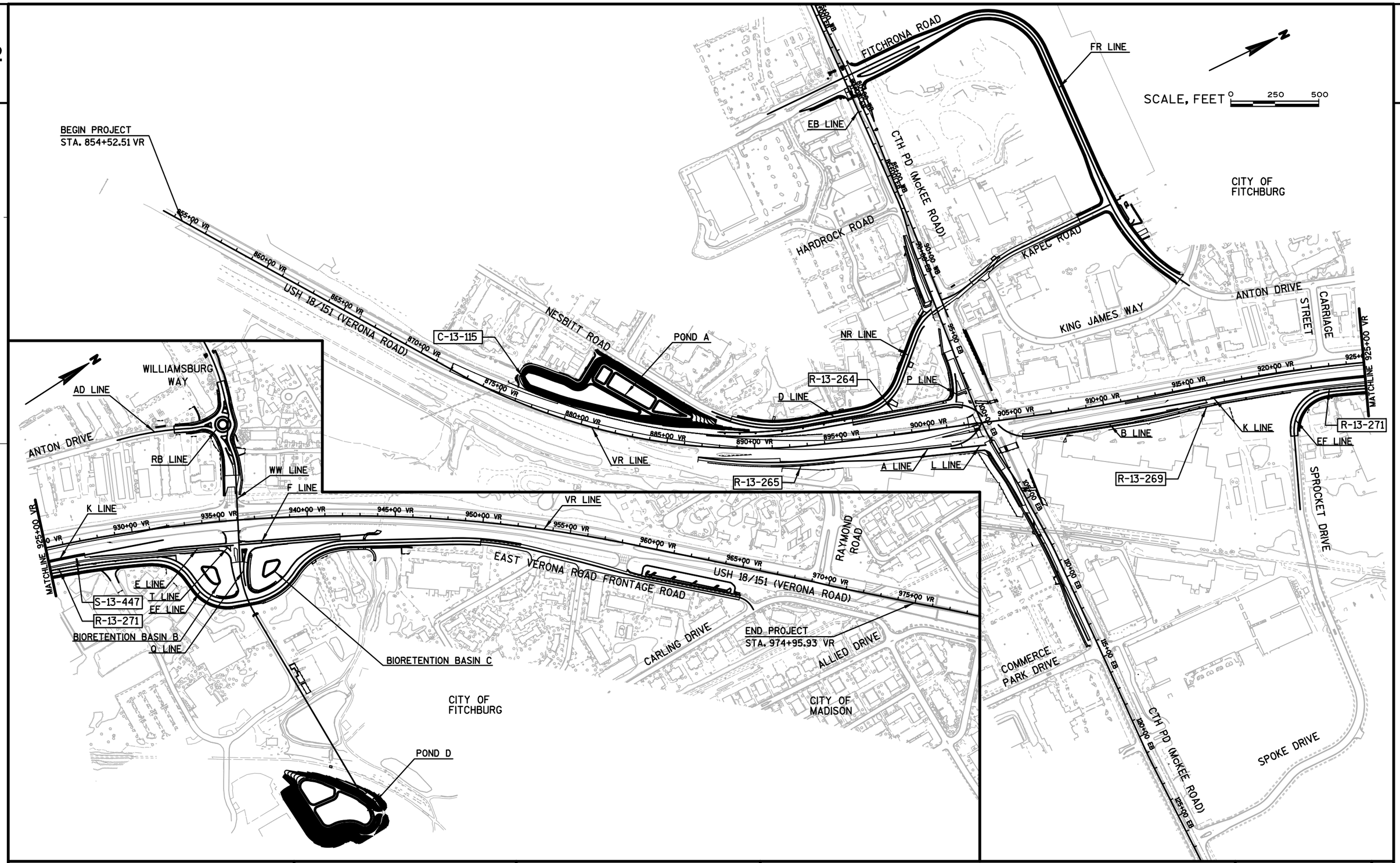

GENERAL NOTES
PROJECT OVERVIEW
SOIL BORINGS OVERVIEW
CONSOLIDATED MATERIAL REMOVAL OVERVIEW
POTENTIAL HAZARDOUS MATERIAL SITES
POTENTIAL UNDERCUT OVERVIEW
TYPICAL SECTIONS
SUPER ELEVATION DETAILS
CONSTRUCTION DETAILS
PLAN DETAILS
PAVING DETAILS
CROSS SECTION MATCHLINES
EROSION CONTROL
STORM SEWER REMOVAL
STORM SEWER
UNDERDRAIN PLAN
UTILITY PLANS
PLANTING/LANDSCAPING
EXISTING SIGNING
PERMANENT SIGNING
ADVANCED WARNING SIGNING
PERMANENT LIGHTING
ELECTRICAL CONDUIT
PAVEMENT MARKING
TRAFFIC CONTROL AND CONSTRUCTION STAGING
ALIGNMENT DETAILS
CONTROL POINT DATA SHEETS


## REFERENCE LINE CALL OUTS

| | |
|---|---|
| VR | VERONA ROAD (STRAND ASSOCIATES, INC.) |
| A | FUTURE USH 18/151 EASTBOUND OFF-RAMP AT CTH PD (STRAND ASSOCIATES, INC.) |
| B | FUTURE USH 18/151 EASTBOUND ON-RAMP AT CTH PD (STRAND ASSOCIATES, INC.) |
| D | FUTURE USH 18/151 WESTBOUND ON-RAMP AT CTH PD (STRAND ASSOCIATES, INC.) |
| E | FUTURE USH 18/151 EASTBOUND OFF-RAMP AT WILLIAMSBURG WAY (STRAND ASSOCIATES, INC.) |
| F | FUTURE USH 18/151 EASTBOUND ON-RAMP AT WILLIAMSBURG WAY (STRAND ASSOCIATES, INC.) |
| K | FUTURE USH 18/151 EASTBOUND COLLECTOR-DISTRIBUTOR ROAD (STRAND ASSOCIATES, INC.) |
| L | FUTURE USH 18/151 EASTBOUND OFF-RAMP AT CTH PD (STRAND ASSOCIATES, INC.) |
| T | FUTURE USH 18/151 EASTBOUND OFF-RAMP AT WILLIAMSBURG WAY (STRAND ASSOCIATES, INC.) |
| WB | WESTBOUND CTH PD (STRAND ASSOCIATES, INC.) |
| EB | EASTBOUND CTH PD (STRAND ASSOCIATES, INC.) |
| P | FUTURE USH 18/151 WESTBOUND ON-RAMP AT CTH PD (STRAND ASSOCIATES, INC.) |
| NR | NESBITT ROAD (KL ENGINEERING) |
| FR | FITCHRONA ROAD (KL ENGINEERING) |
| KR | KAPEC ROAD (KL ENGINEERING) |
| WW | WILLIAMSBURG WAY (STRAND ASSOCIATES, INC.) |
| Q | FUTURE USH 18/151 EASTBOUND ON-RAMP AT WILLIAMSBURG WAY (STRAND ASSOCIATES, INC.) |
| AD | ANTON DRIVE (STRAND ASSOCIATES, INC.) |
| RB | ROUNDABOUT (CENTER ISLAND) (STRAND ASSOCIATES, INC.) |
| EF | EAST VERONA ROAD FRONTAGE ROAD (STRAND ASSOCIATES, INC.) |

( ) DENOTES ENGINEERING FIRM RESPONSIBLE FOR DESIGNS, PLANS AND SPECIFICATIONS ASSOCIATED WITH REFERENCE LINE.

PLANTING/LANDSCAPE PLANS BY KEN SAIKI DESIGN - LANDSCAPE ARCHITECTS.
UTILITY PLAN BY STRAND ASSOCIATES, INC.




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PROJECT OVERVIEW | SHEET 4 | E |
|---|---|---|---|---|---|

2

2

## LEGEND

| | |
|---|---|
| PB*-* | DETENTION POND BORING |
| B*-* | BRIDGE STRUCTURE BORING |
| RB* | ROADWAY BORING |
| MON0* | TRAFFIC SIGNAL BASE BORING |
| R*-* | RETAINING WALL BORING |
| IT* | INFILTRATION TEST BORING |
| S*-* | SIGN STRUCTURE BORING |

SCALE, FEET 0 250 500

CITY OF FITCHBURG

CITY OF MADISON

FITCHRONA ROAD

CTH PD (McKEE ROAD)

HARDROCK ROAD

KAPEC ROAD

KING JAMES WAY

ANTON DRIVE

CARRIAGE STREET

MATCHLINE 925+00 VR

NESBITT ROAD

USH 18/151 (VERONA ROAD)

WILLIAMSBURG WAY

ANTON DRIVE

MATCHLINE 825+00 VR

RAYMOND ROAD

USH 18/151 (VERONA ROAD)

EAST VERONA ROAD FRONTAGE ROAD

CARLING DRIVE

ALLIED DRIVE

SPROCKET DRIVE

COMMERCE PARK DRIVE

CTH PD (MCKEE ROAD)

SPOKE DRIVE

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | SOIL BORINGS OVERVIEW | SHEET 5 E |

FOR ADDITIONAL INFORMATION, SUBSURFACE EXPLORATION REPORTS ARE AVAILABLE FROM WISDOT SW REGION BY CONTACTING MARK VESPERMAN AT (608) 884-1227.

CONSOLIDATED MATERIAL REMOVAL ANTICIPATED: CTH PD/FITCHRONA ROAD INTERSECTION APPROXIMATELY STA. 78+00 EB TO STA. 80+00 EB

CONSOLIDATED MATERIAL REMOVAL ANTICIPATED: APPROXIMATELY STA. 31+40 FR TO STA. 33+75 FR

CONSOLIDATED MATERIAL REMOVAL ANTICIPATED: APPROXIMATELY STA. 41+00 FR TO STA. 53+00 FR

SCALE, FEET 0 250 500

CONSOLIDATED MATERIAL REMOVAL ANTICIPATED: APPROXIMATELY STA. 100+75 WW TO STA. 105+00 WW

CONSOLIDATED MATERIAL REMOVAL ANTICIPATED: APPROXIMATELY STA. 929+00 VR TO STA. 935+00 VR

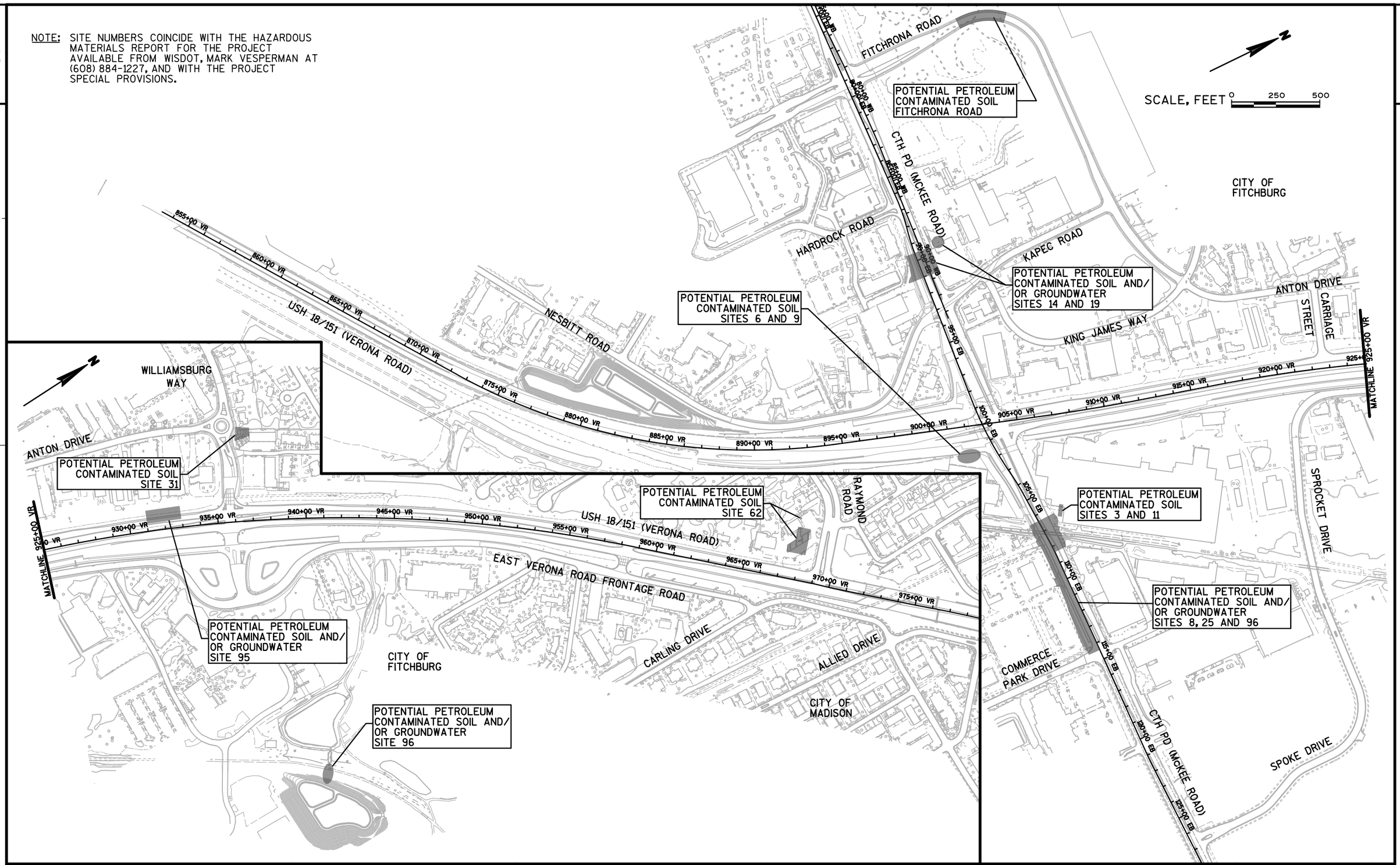
FITCHRONA ROAD
CTH PD (MCKEE ROAD)
HARDROCK ROAD
KAPEC ROAD
ANTON DRIVE
KING JAMES WAY
CARRIAGE STREET
NESBITT ROAD
USH 18/151 (VERONA ROAD)
WILLIAMSBURG WAY
RAYMOND ROAD
EAST VERONA ROAD FRONTAGE ROAD
CARLING DRIVE
ALLIED DRIVE
COMMERCE PARK DRIVE
SPROCKET DRIVE
SPOKE DRIVE
CITY OF FITCHBURG
CITY OF MADISON
MATCHLINE 925+00 VR
MATCHLINE 925+00 VR

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | POTENTIAL CONSOLIDATED MATERIAL REMOVAL OVERVIEW | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\020203_po.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTE: SITE NUMBERS COINCIDE WITH THE HAZARDOUS MATERIALS REPORT FOR THE PROJECT AVAILABLE FROM WISDOT, MARK VESPERMAN AT (608) 884-1227, AND WITH THE PROJECT SPECIAL PROVISIONS.




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | POTENTIAL HAZARDOUS MATERIAL SITES | SHEET 7 | E |
|---|---|---|---|---|---|

UNDERCUT AREAS ARE NUMBERED IN ACCORDANCE WITH THE GEOTECHNICAL REPORTS.

UNDERCUT AREAS 1, 2, 4, 5, 7, AND 8 ARE NOT ANTICIPATED TO BE IMPACTED BY THIS PROJECT.

UNDERCUT AREA 9 IS ANTICIPATED TO BE IMPACTED BY THIS PROJECT.

ANTICIPATED UNDERCUT AREA

ANTICIPATED TOPSOIL UNDERCUT

SCALE, FEET 0 250 500

FITCHRONA ROAD

CTH PD (McKEE ROAD)

HARDROCK ROAD

KAPEC ROAD

ANTON DRIVE

NESBITT ROAD

USH 18/151 (VERONA ROAD)

ANTICIPATED TOPSOIL UNDERCUT

UNDERCUT AREA 2

POTENTIAL UNDERCUT EASTBOUND VERONA ROAD SHOULDER UNDERCUT 0' TO 4' BELOW SUBGRADE STA. 882+00 VR TO STA. 886+00 VR

UNDERCUT FOR R-13-269 AREA 9

UNDERCUT AREAS 5 AND 7

UNDERCUT AREAS 1 AND 8

MATCHLINE 925+00 VR

MATCHLINE 935+00 VR

WILLIAMSBURG WAY

ANTON DRIVE

UNDERCUT AREA 4

RAYMOND ROAD

USH 18/151 (VERONA ROAD)

EAST VERONA ROAD FRONTAGE ROAD

POTENTIAL UNDERCUT VERONA ROAD MEDIAN UNDERCUT 0' TO 4' BELOW SUBGRADE

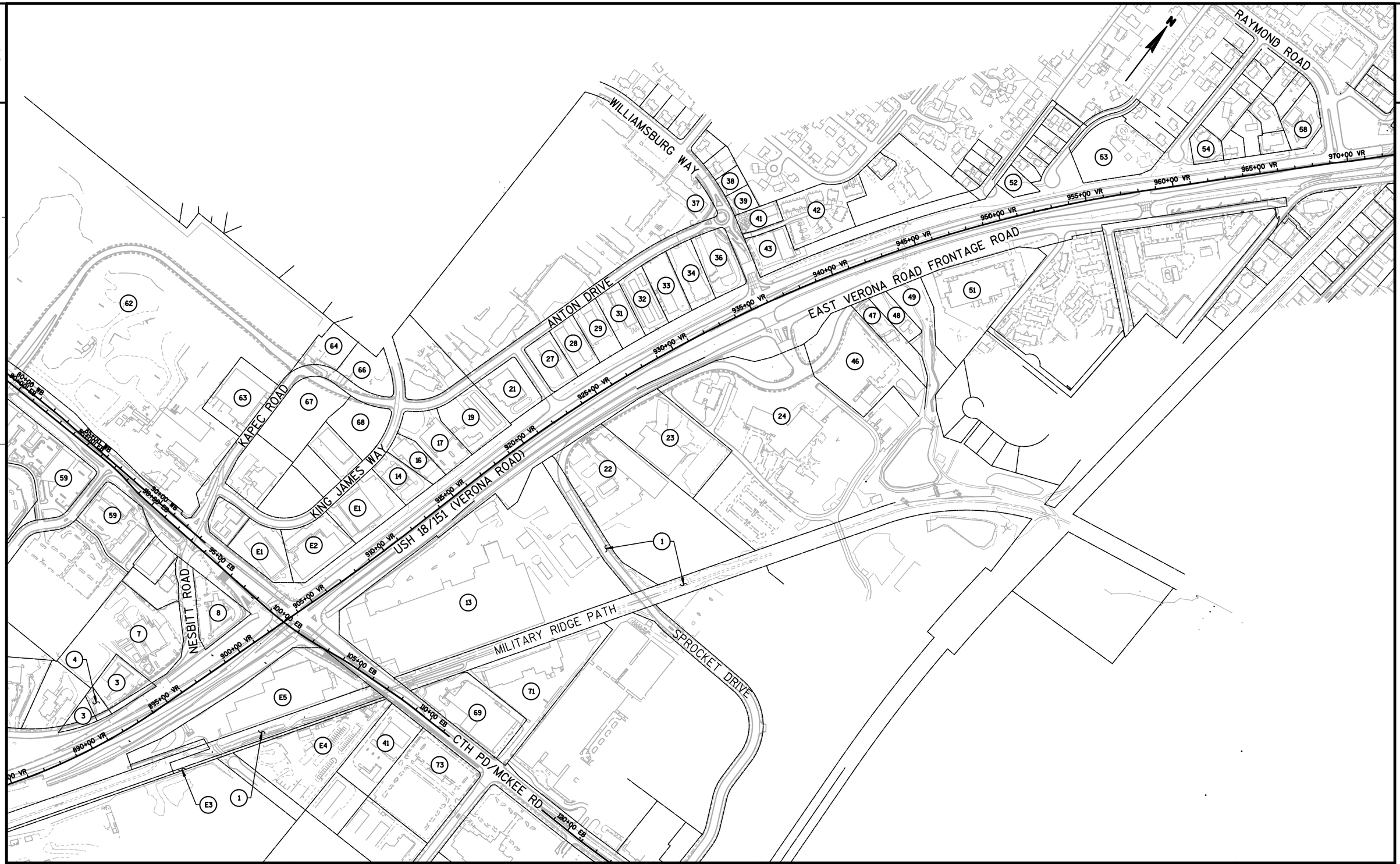
SPROCKET DRIVE

COMMERCE PARK DRIVE

CTH PD (McKEE ROAD)

SPOKE DRIVE

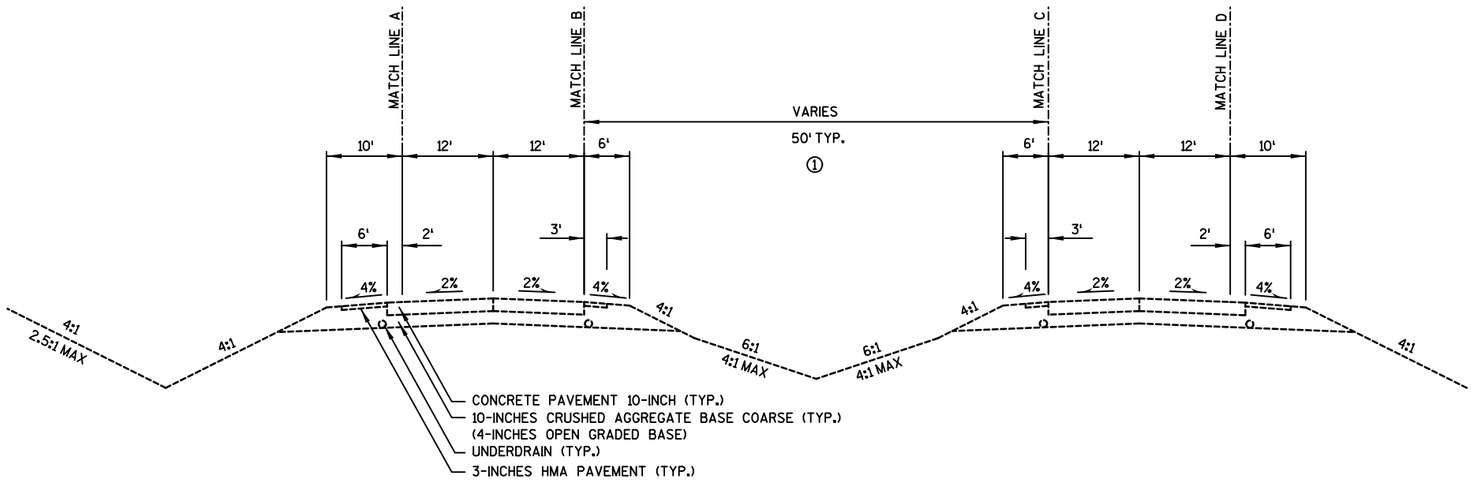
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | POTENTIAL UNDERCUT OVERVIEW | SHEET 8 | E |
|---|---|---|---|---|---|




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PROJECT PARCELS OVERVIEW | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\020206_po.dgn PLOT DATE : 4/19/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



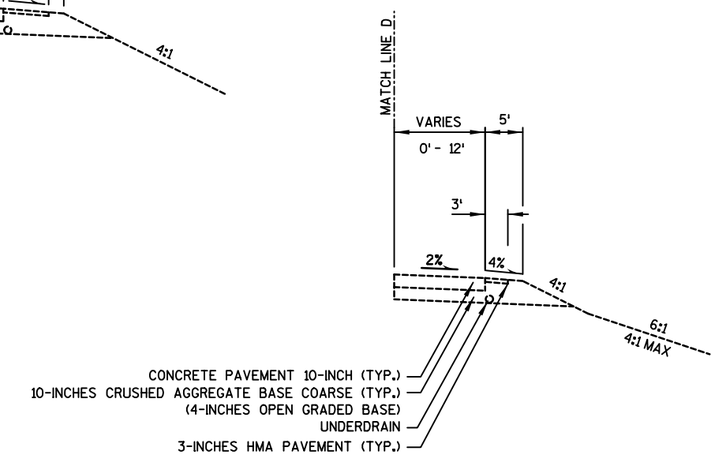

TYPICAL EXISTING SECTION - VERONA ROAD (VR)

STA. 871+50 VR TO STA. 932+12 VR

① STA. 903+34 VR - STA. 904+26 VR
CTH PD INTERSECTION

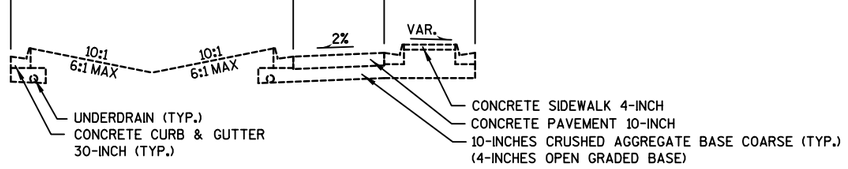
② CONCRETE CORRUGATED MEDIAN
STA. 898+95 VR TO STA. 902+23 VR
STA. 930+16 VR TO STA. 934+31

③ CONCRETE CORRUGATED MEDIAN
STA. 937+32 VR TO STA. 958+59 VR



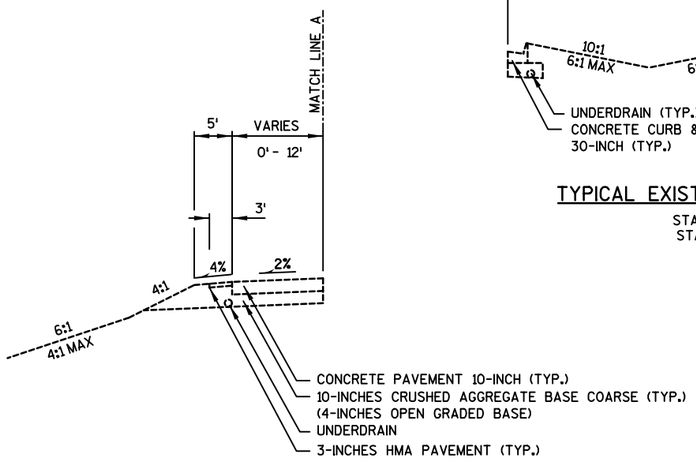

TYPICAL EXISTING SECTION - VERONA ROAD (VR)

STA. 897+84 VR TO STA. 906+44 VR
STA. 929+25 VR TO STA. 932+12 VR



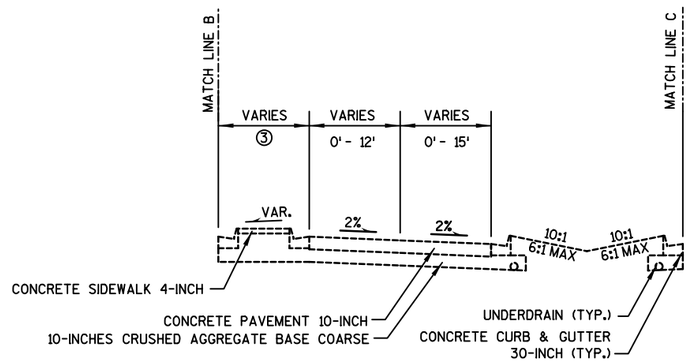

TYPICAL EXISTING SECTION - VERONA ROAD (VR)

STA. 898+95 VR TO STA. 903+34 VR
STA. 930+16 VR TO STA. 932+12 VR




TYPICAL EXISTING SECTION - VERONA ROAD (VR)

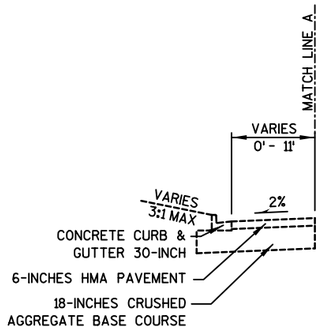
STA. 901+08 VR TO STA. 909+90 VR
STA. 921+08 VR TO STA. 928+72 VR




TYPICAL EXISTING SECTION - VERONA ROAD (VR)

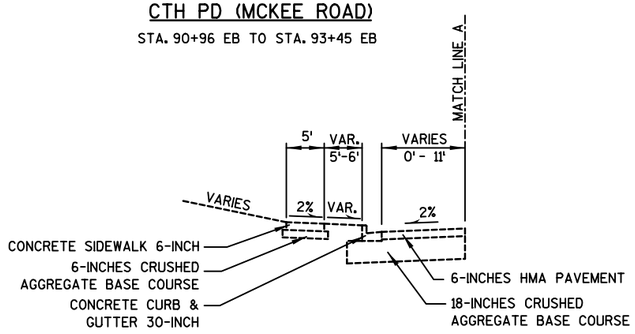
STA. 904+26 VR TO STA. 910+97 VR

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TYPICAL EXISTING SECTIONS - VERONA ROAD (VR) | SHEET 10 | E |
|---|---|---|---|---|---|



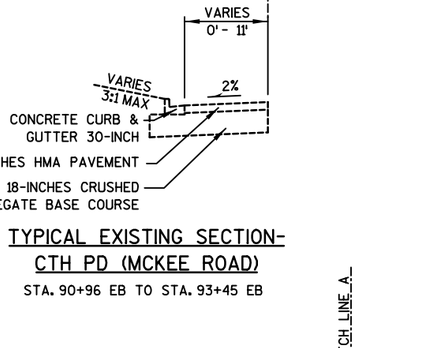

TYPICAL EXISTING SECTION-
CTH PD (MCKEE ROAD)

STA. 90+96 EB TO STA. 93+45 EB



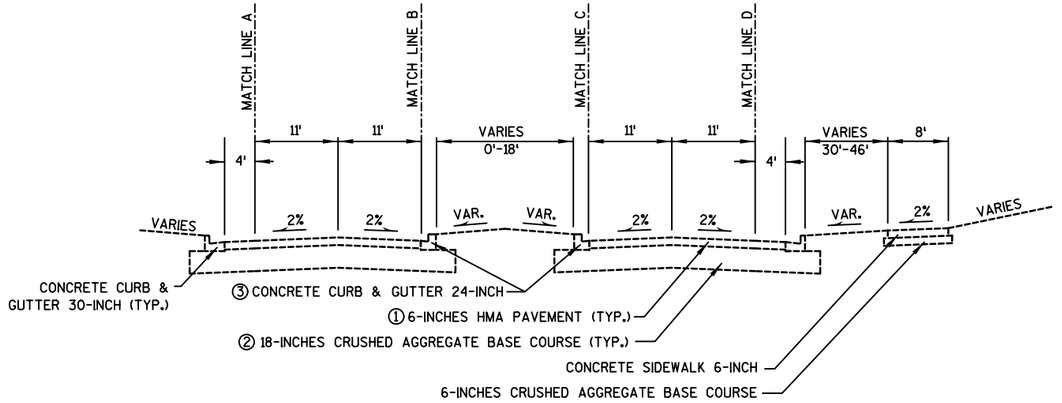

TYPICAL EXISTING SECTION-
CTH PD (MCKEE ROAD)

STA. 93+45 EB TO STA. 98+18 EB



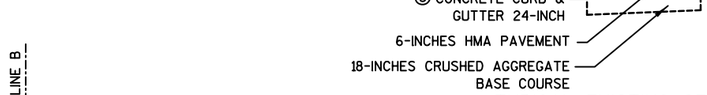

TYPICAL EXISTING SECTION-
CTH PD (MCKEE ROAD)

STA. 87+19 EB TO STA. 89+11 EB
STA. 93+32 EB TO STA. 95+96 EB



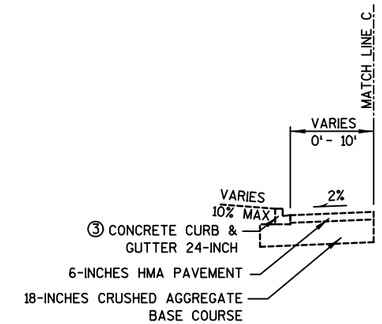

TYPICAL EXISTING SECTION - CTH PD (MCKEE ROAD)

STA. 79+41 EB TO STA. 99+74 EB



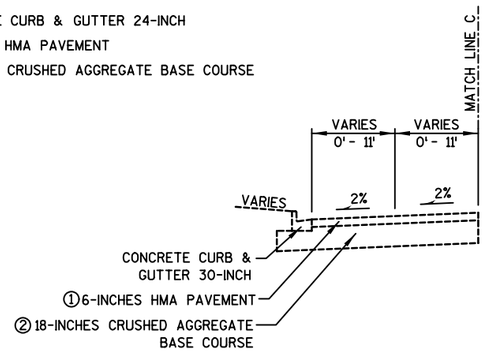

TYPICAL EXISTING SECTION-
CTH PD (MCKEE ROAD)

STA. 79+41 EB TO STA. 84+58 EB




TYPICAL EXISTING SECTION-
CTH PD (MCKEE ROAD)

STA. 83+68 EB TO STA. 86+44 EB
STA. 89+97 EB TO STA. 92+59 EB



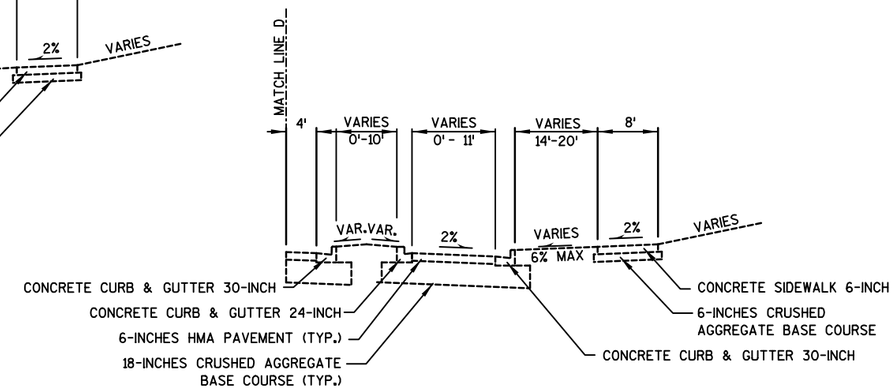

TYPICAL EXISTING SECTION-
CTH PD (MCKEE ROAD)

STA. 94+75 EB TO STA. 99+74 EB

① CONCRETE PAVEMENT 10-INCH
STA. 98+58 EB TO STA. 99+74 EB

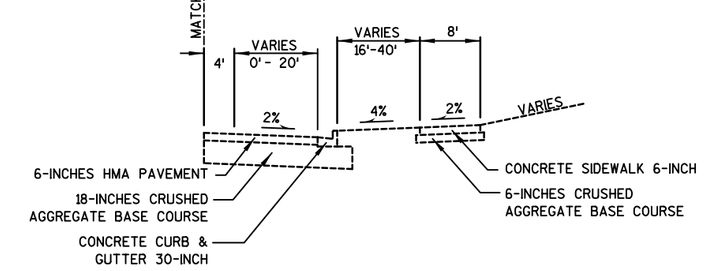
② 6-INCHES CRUSHED AGGREGATE
BASE COURSE
STA. 98+58 EB TO STA. 99+74 EB

③ CONCRETE CURB & GUTTER 30-INCH
STA. 91+67 EB TO STA. 99+74 EB



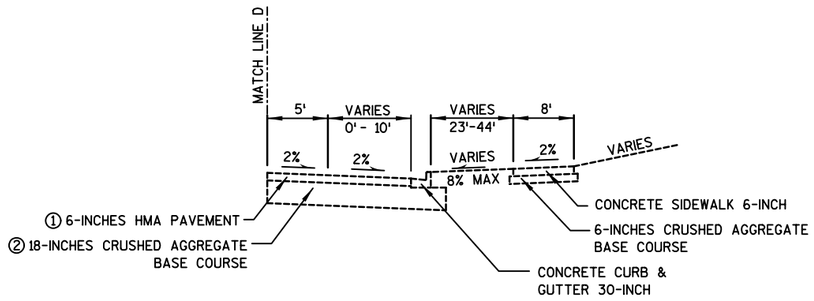

TYPICAL EXISTING SECTION - CTH PD (MCKEE ROAD)

STA. 84+84 EB TO STA. 86+50 EB




TYPICAL EXISTING SECTION - CTH PD (MCKEE ROAD)

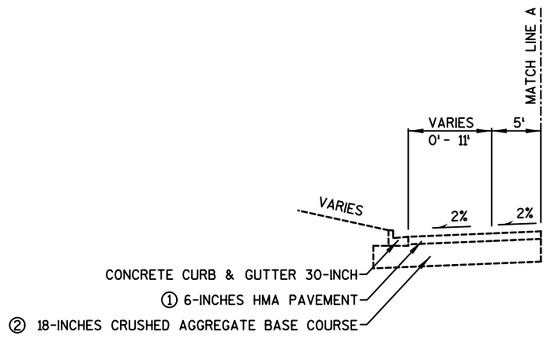
STA. 83+65 EB TO STA. 84+84 EB
STA. 88+96 EB TO STA. 92+50 EB




TYPICAL EXISTING SECTION - CTH PD (MCKEE ROAD)

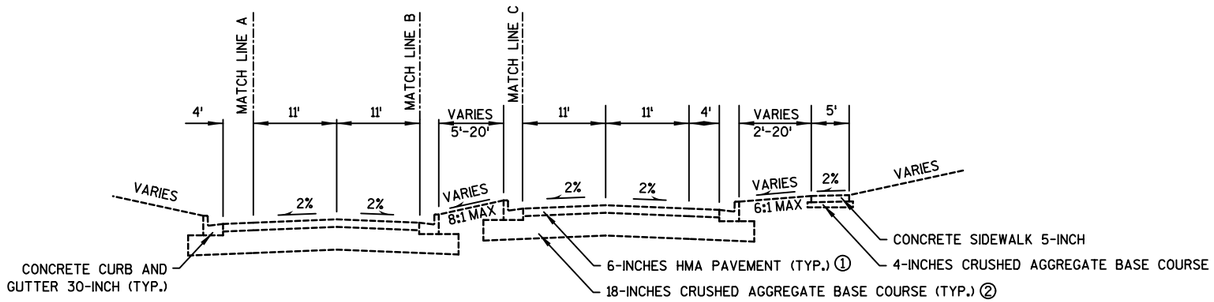
STA. 94+62 EB TO STA. 99+27 EB

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TYPICAL EXISTING SECTIONS - CTH PD (MCKEE ROAD) | SHEET 11 | E |
|---|---|---|---|---|---|




TYPICAL EXISTING SECTION - CTH PD (MCKEE ROAD)

STA. 101+16 EB TO STA. 105+77 EB

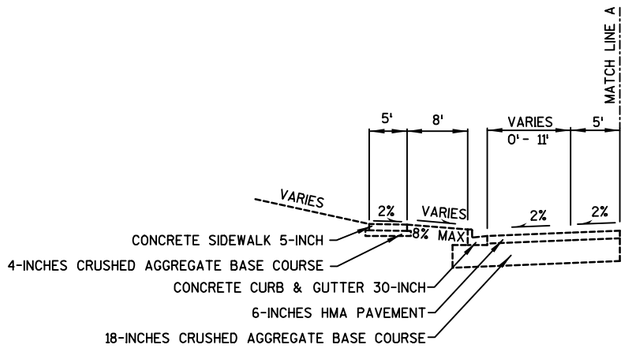



TYPICAL EXISTING SECTION-
CTH PD (MCKEE ROAD)

STA. 101+16 EB TO STA. 115+37 EB

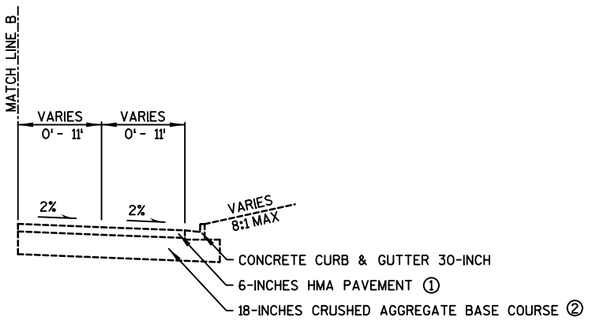
① CONCRETE PAVEMENT 10-INCH
STA. 101+16 EB TO STA. 102+06 EB

② 6-INCHES CRUSHED AGGREGATE
BASE COURSE
STA. 101+16 EB TO STA. 102+06 EB



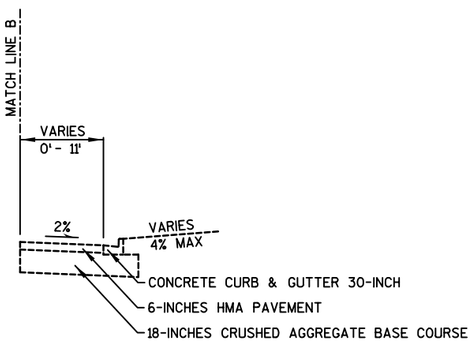

TYPICAL EXISTING SECTION - CTH PD (MCKEE ROAD)

STA. 108+12 EB TO STA. 114+13 EB



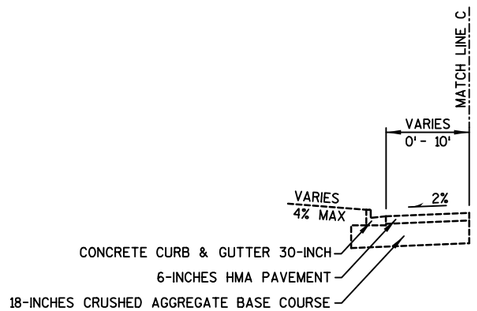

TYPICAL EXISTING SECTION - CTH PD (MCKEE ROAD)

STA. 101+16 EB TO STA. 108+23 EB



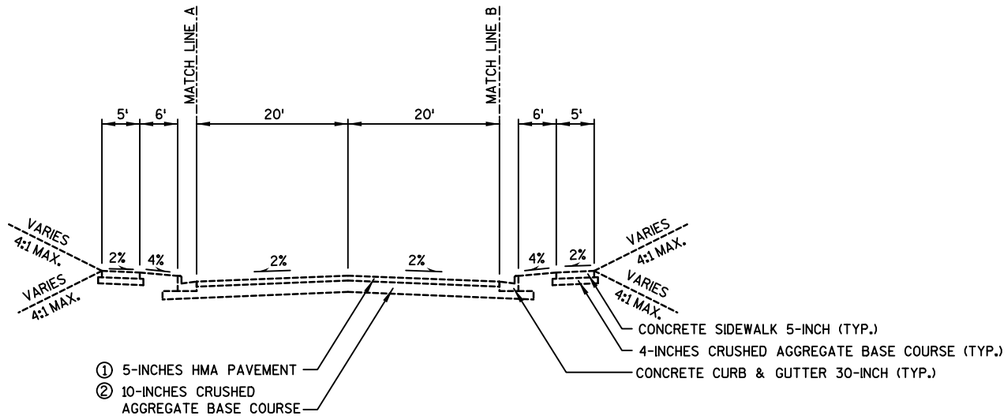

TYPICAL EXISTING SECTION - CTH PD (MCKEE ROAD)

STA. 110+59 EB TO STA. 113+05 EB



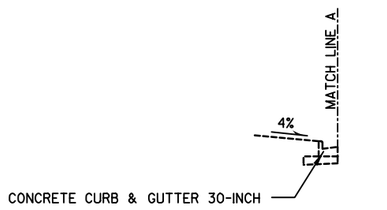

TYPICAL EXISTING SECTION - CTH PD (MCKEE ROAD)

STA. 112+07 EB TO STA. 114+09 EB



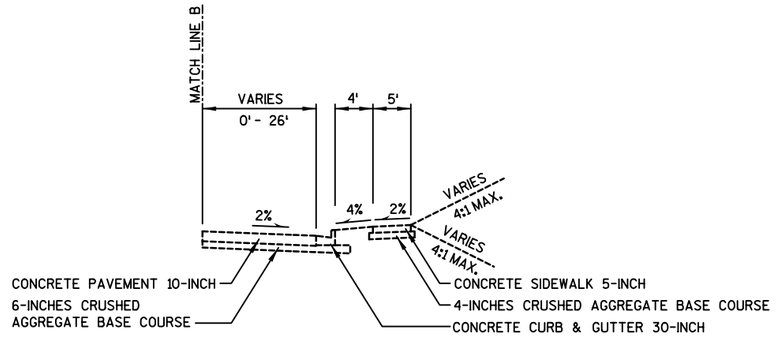

## TYPICAL EXISTING SECTION - WILLIAMSBURG WAY (WW)

STA. 90+18.35 WW TO STA. 99+21 WW



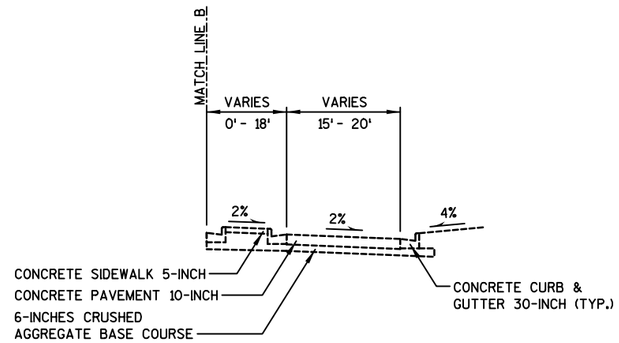

## TYPICAL EXISTING SECTION - WILLIAMSBURG WAY (WW)

STA. 90+18.35 WW TO STA. 94+40 WW




## TYPICAL EXISTING SECTION - WILLIAMSBURG WAY (WW)

STA. 98+11 WW TO STA. 98+94 WW

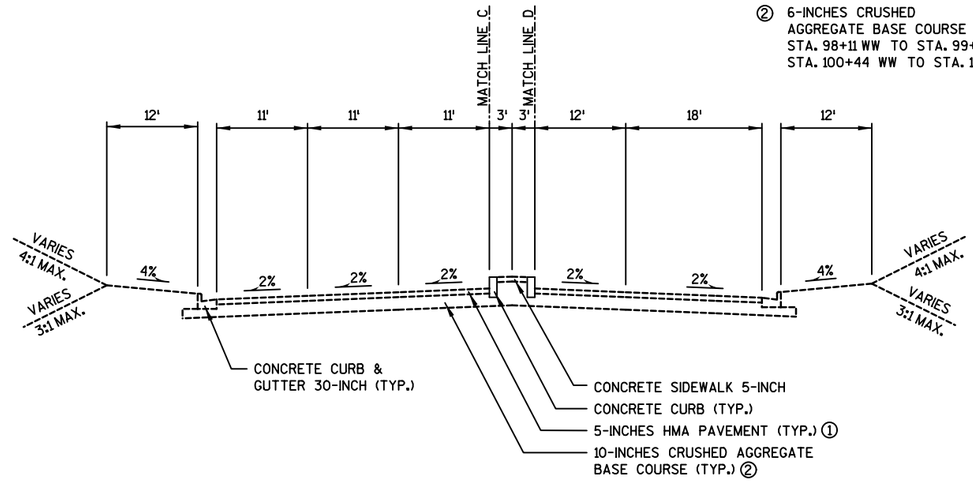



## TYPICAL EXISTING SECTION - WILLIAMSBURG WAY (WW)

STA. 98+94 WW TO 99+21 WW

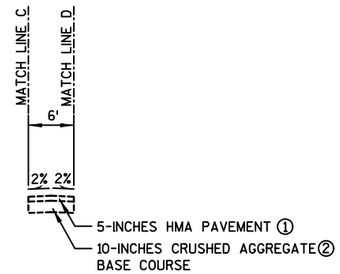
① CONCRETE PAVEMENT 10-INCH
STA. 98+11 WW TO STA. 99+21 WW
STA. 100+44 WW TO STA. 100+97 WW

② 6-INCHES CRUSHED AGGREGATE BASE COURSE
STA. 98+11 WW TO STA. 99+21 WW
STA. 100+44 WW TO STA. 100+97 WW




## TYPICAL EXISTING SECTION - WILLIAMSBURG WAY (WW)

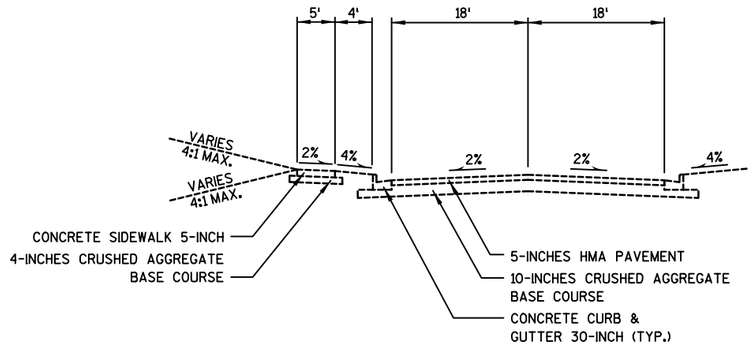
STA. 100+44 WW TO STA. 102+28 WW




## TYPICAL EXISTING SECTION - WILLIAMSBURG WAY (WW)

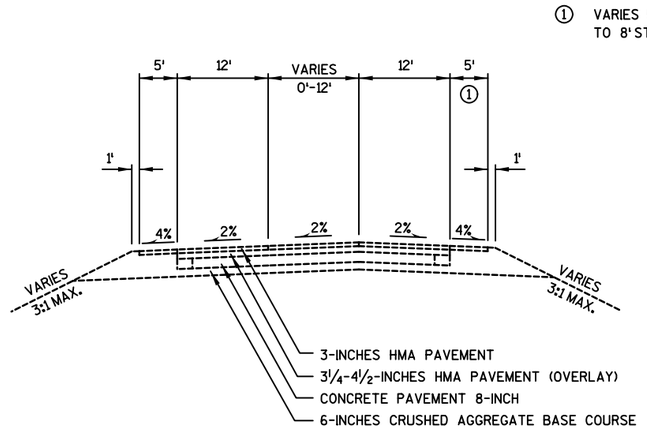
STA. 100+44 WW TO STA. 100+80 WW
STA. 102+03 WW TO STA. 102+28 WW

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TYPICAL EXISTING SECTIONS - WILLIAMSBURG WAY (WW) | SHEET 13 | E |
|---|---|---|---|---|---|



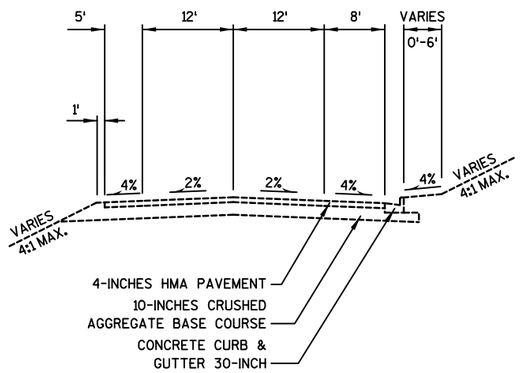

TYPICAL EXISTING SECTION - ANTON DRIVE (AD)

STA. 110+25 AD TO STA. 112+40.86 AD



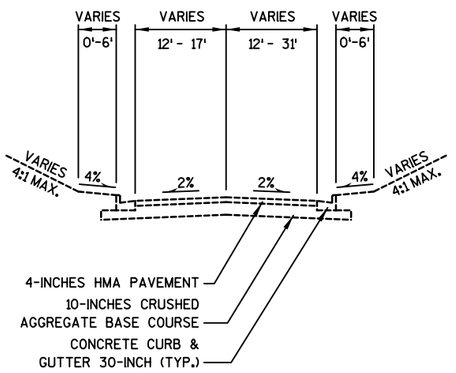

TYPICAL EXISTING SECTION - EAST VERONA ROAD FRONTAGE ROAD (EF)

STA. 38+61 EF TO STA. 70+24 EF




TYPICAL EXISTING SECTION - EAST VERONA ROAD FRONTAGE ROAD (EF)

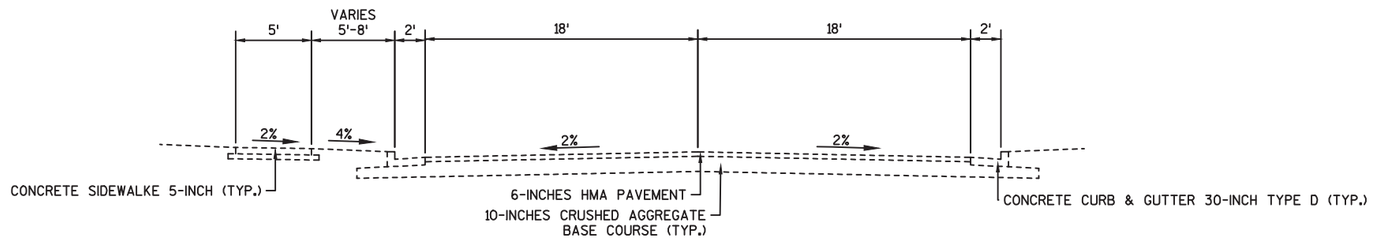
STA. 70+24 EF TO STA. 73+12 EF




TYPICAL EXISTING SECTION - EAST VERONA ROAD FRONTAGE ROAD (EF)

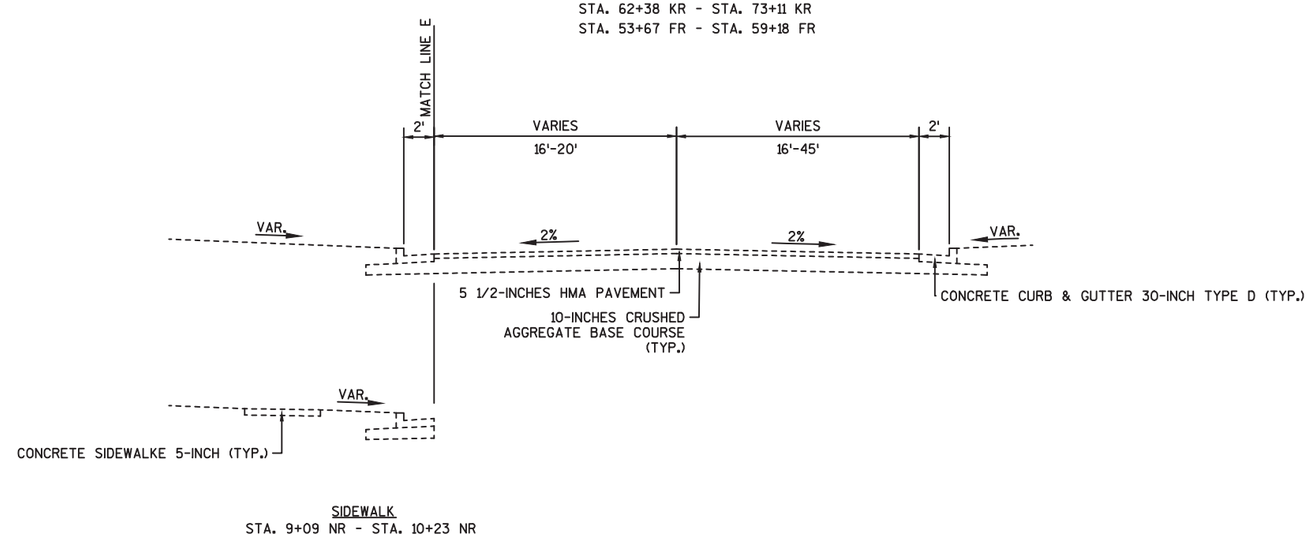
STA. 73+12 EF TO STA. 85+93 EF

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TYPICAL EXISTING SECTIONS - SIDE ROADS (AD AND EF) | SHEET 14 | E |
|---|---|---|---|---|---|




TYPICAL EXISTING SECTION - KAPEC ROAD/FITCHRONA ROAD KR/FR

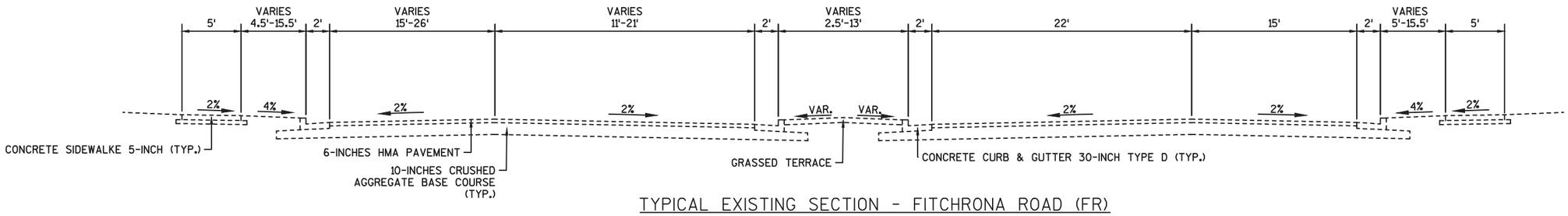
STA. 62+38 KR - STA. 73+11 KR
STA. 53+67 FR - STA. 59+18 FR




SIDEWALK
STA. 9+09 NR - STA. 10+23 NR

TYPICAL EXISTING SECTION - NESBITT ROAD (NR)

STA. 9+09 NR - STA. 24+73 NR

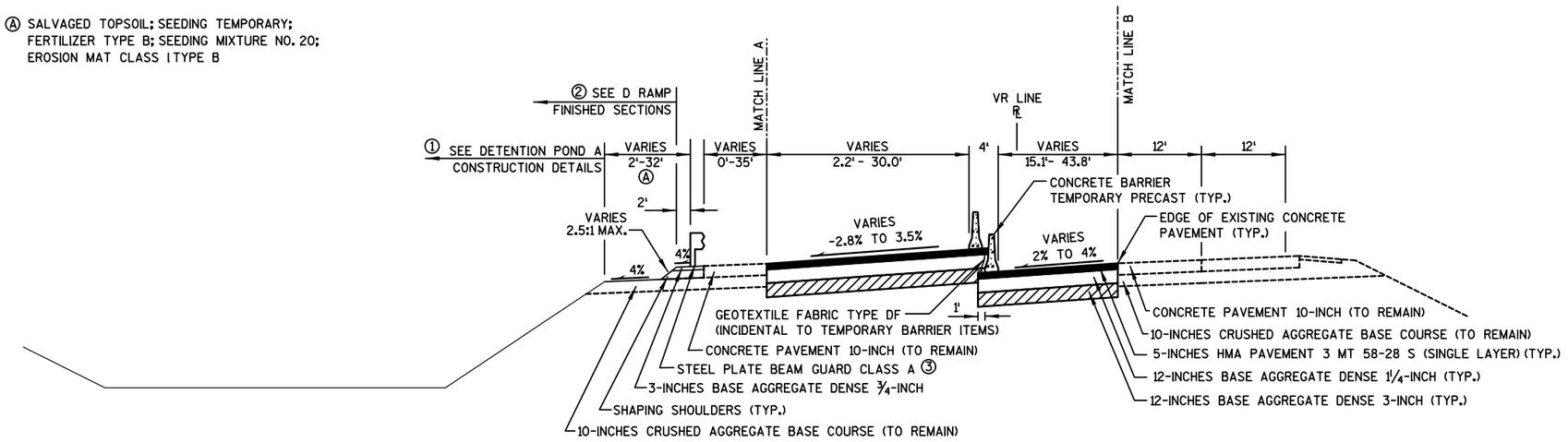



TYPICAL EXISTING SECTION - FITCHRONA ROAD (FR)

STA. 27+72 FR - STA. 30+55 FR

| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | TYPICAL EXISTING SECTIONS - SIDE ROADS (NR, KR, & KR) | SHEET 15 | E |
|---|---|---|---|---|---|

Ⓐ SALVAGED TOPSOIL; SEEDING TEMPORARY; FERTILIZER TYPE B; SEEDING MIXTURE NO. 20; EROSION MAT CLASS I TYPE B




## TYPICAL FINISHED SECTION - VERONA ROAD (VR)

STA. 871+92.8 VR TO STA. 896+75.8 VR

NOTE: SEE PLAN DETAILS FOR ADDITIONAL INFORMATION

① STA. 875+53.6 VR TO STA. 887+95.9 VR

② STA. 887+95.9 VR TO STA. 891+98.0 VR

③ STEEL PLATE BEAM GUARD CLASS A
STA. 875+24.8 VR TO STA. 893+88.6 VR

④ CONCRETE BARRIER TEMPORARY PRECAST
STA. 886+85.7 VR TO STA. 896+75.8 VR

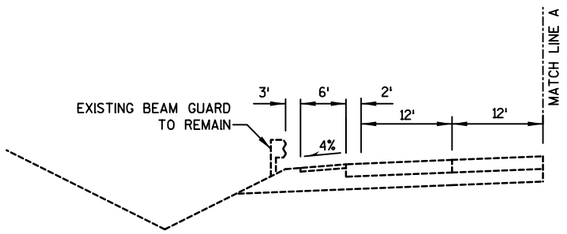
⑤ CONCRETE BARRIER TEMPORARY PRECAST
STA. 896+75.8 VR TO STA. 898+74.0 VR

⑥ SEE B RAMP FINISHED SECTIONS
STA. 911+84.4 VR TO STA. 915+76.7 VR

SEE K RAMP FINISHED SECTIONS
STA. 915+76.7 VR TO STA. 927+10.4 VR

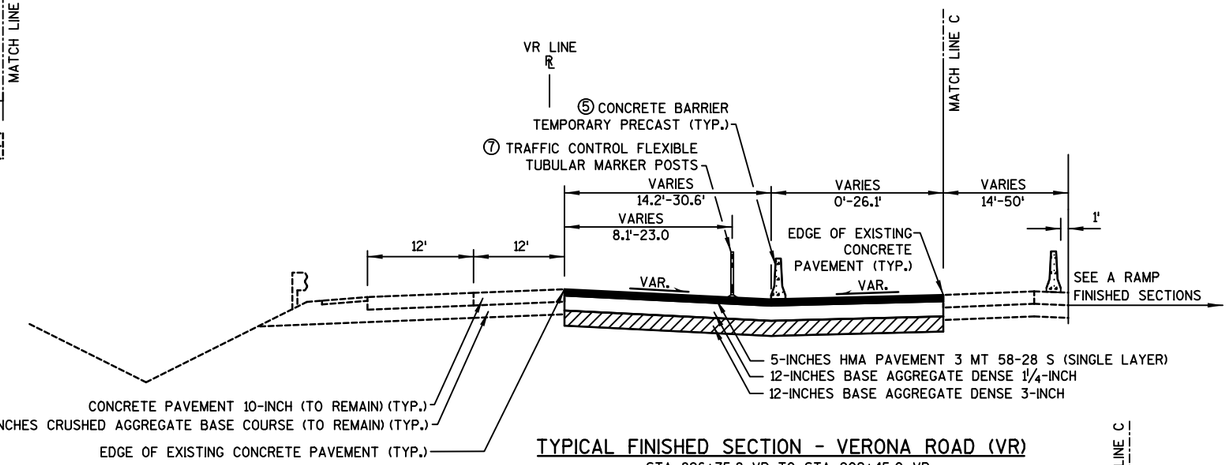
SEE E RAMP FINISHED SECTIONS
STA. 927+10.4 VR TO STA. 932+23.8 VR

⑦ TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS
STA. 898+44.7 VR TO STA. 902+39.1 VR



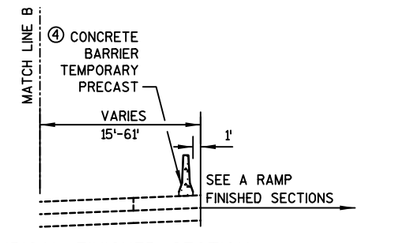

## TYPICAL FINISHED SECTION - VERONA ROAD (VR)

STA. 893+88.6 VR TO STA. 896+75.8 VR



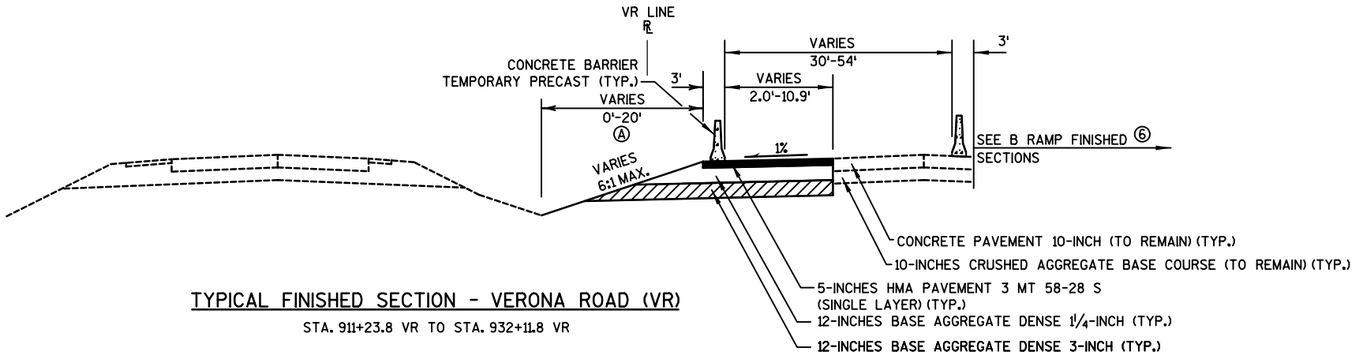

## TYPICAL FINISHED SECTION - VERONA ROAD (VR)

STA. 896+75.8 VR TO STA. 902+45.0 VR



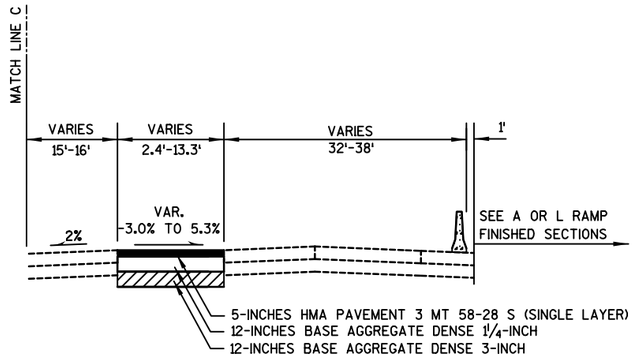

## TYPICAL FINISHED SECTION - VERONA ROAD (VR)

STA. 886+71.0 VR TO STA. 896+75.8 VR




## TYPICAL FINISHED SECTION - VERONA ROAD (VR)

STA. 911+23.8 VR TO STA. 932+11.8 VR




## TYPICAL FINISHED SECTION - VERONA ROAD (VR)

STA. 900+68.8 VR TO STA. 902+22.6 VR

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TYPICAL FINISHED SECTIONS - VERONA ROAD (VR) | SHEET 16 | E |
|---|---|---|---|---|---|

Ⓐ SEEDING TEMPORARY; FERTILIZER TYPE B; SEEDING MIXTURE NO. 20

Ⓑ SALVAGED TOPSOIL; SEEDING TEMPORARY; FERTILIZER TYPE B; SEEDING MIXTURE NO. 20; MULCHING

Ⓒ SALVAGED TOPSOIL; SEEDING TEMPORARY; FERTILIZER TYPE B; SEEDING MIXTURE NO. 20; EROSION MAT CLASS 1 TYPE B

Ⓓ SEEDING TEMPORARY; FERTILIZER TYPE B; SEEDING MIXTURE NO. 20; EROSION MAT CLASS I TYPE B

① POINT REFERRED TO ON A PROFILE

② VARIES 2' - STA. 86+85.75 A
TO 22.6' - STA. 91+52.63 A
SEE PLAN DETAILS FOR GORE SLOPES

③ 0' - STA. 94+57.51 A TO STA. 96+28.24 A
VARIES 2' - STA. 96+28.24 A
TO 12' - STA. 97+53.32 A
12' - STA. 97+53.32 A TO STA. 101+29.13 A
0' - STA. 101+29.13 A TO STA. 101+85.92 A

④ 4' - STA. 94+57.51 A TO 95+03.32 A
VARIES 4' - STA. 95+03.32 A
TO 14' - STA. 96+28.24 A
12' - STA. 96+28.24 A TO STA. 101+26.90 A

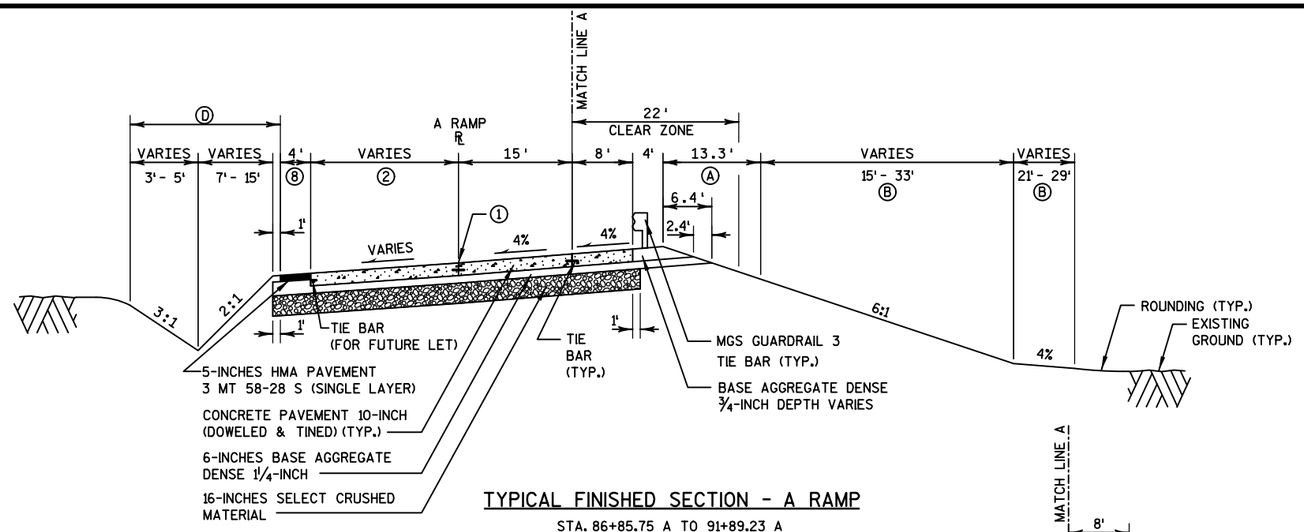
⑤ 0' - STA. 94+57.51 A TO STA. 96+28.24 A
VARIES 2' - STA. 96+28.24 A
TO 12' - STA. 97+53.32 A
12' - STA. 97+53.32 A TO STA. 99+50.00 A
14' - STA. 99+50.00 A TO STA. 101+26.90 A

⑥ SEE L RAMP FINISHED SECTIONS
STA. 101+26.90 A TO STA. 101+85.92 A

⑦ 7' - STA. 96+28.24 A TO STA. 97+53.32 A
VARIES 7' - STA. 97+53.32 A
TO 9' - STA. 97+78.04 A

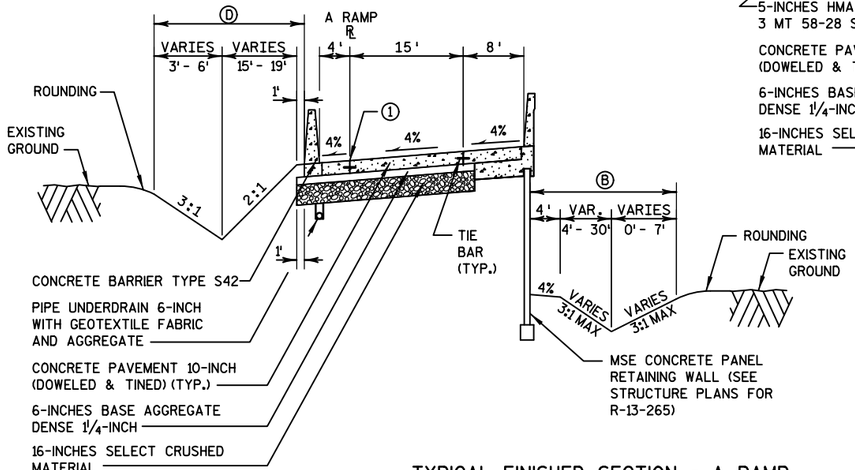
⑧ 0' - STA. 86+85.75 A TO 91+52.30 A

⑨ STA. 99+50.00 A TO 101+85.92 A



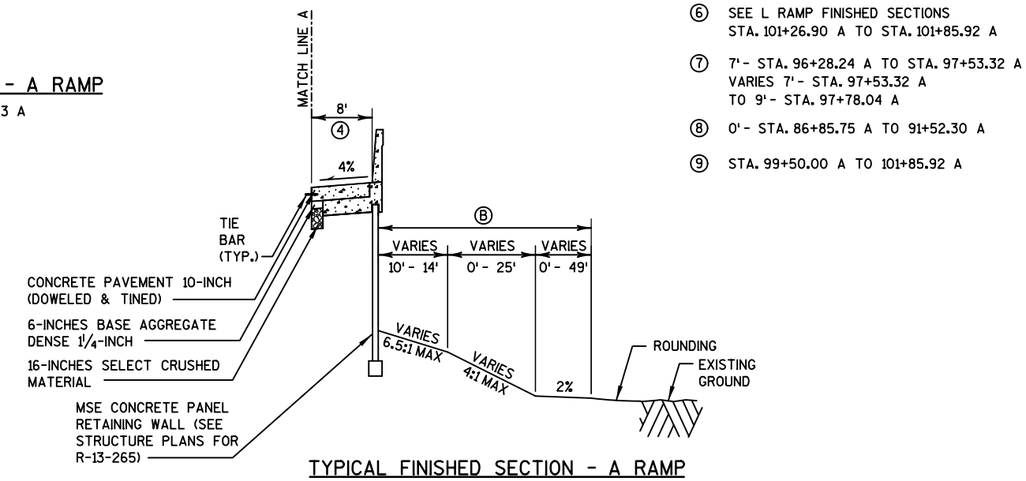

TYPICAL FINISHED SECTION - A RAMP

STA. 86+85.75 A TO 91+89.23 A



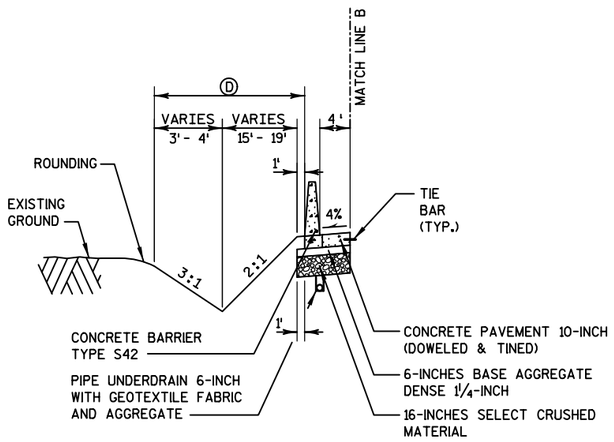

TYPICAL FINISHED SECTION - A RAMP

STA. 91+89.23 A TO 94+57.51 A



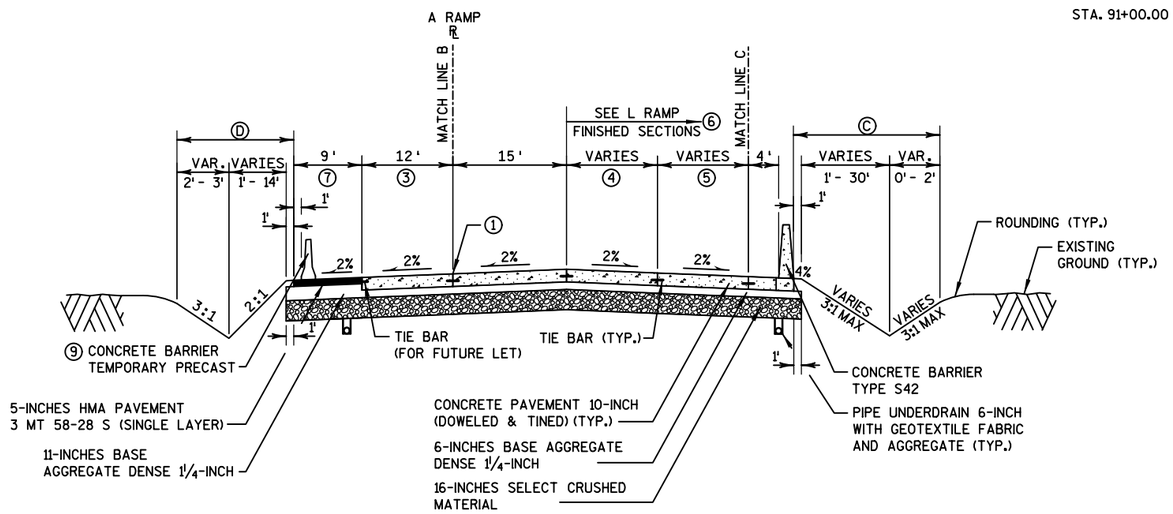

TYPICAL FINISHED SECTION - A RAMP

STA. 91+00.00 A TO 91+52.63 A



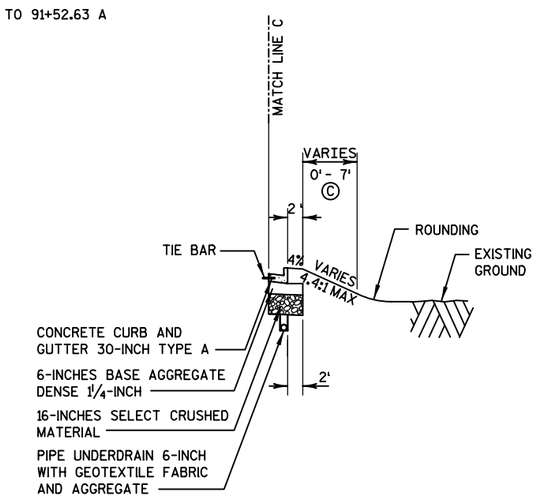

TYPICAL FINISHED SECTION - A RAMP

STA. 94+57.51 A TO 96+28.24 A




TYPICAL FINISHED SECTION - A RAMP

STA. 94+57.51 A TO 101+85.92 A



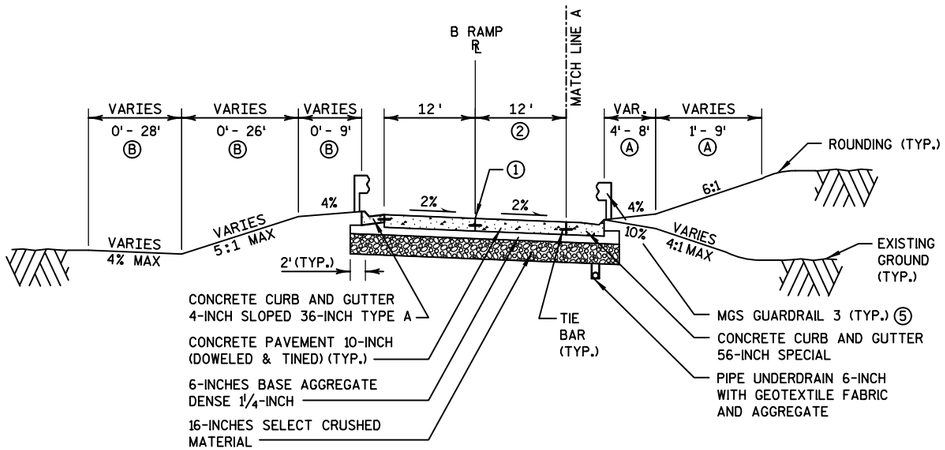

TYPICAL FINISHED SECTION - A RAMP

STA. 99+49.28 A TO 101+26.90 A

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TYPICAL FINISHED SECTIONS - A RAMP (A) | SHEET 17 | E |
|---|---|---|---|---|---|

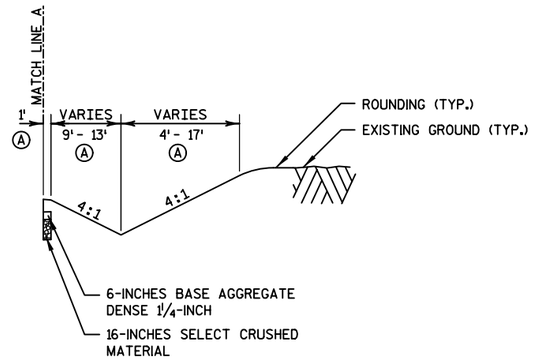
Ⓐ SALVAGED TOPSOIL; SEEDING TEMPORARY; FERTILIZER TYPE B; SEEDING MIXTURE NO. 40; EROSION MAT CLASS 1 TYPE B

Ⓑ SEEDING TEMPORARY; FERTILIZER TYPE B; SEEDING MIXTURE NO. 20; EROSION MAT CLASS 1 TYPE B




TYPICAL FINISHED SECTION - B RAMP

STA. 105+15.61 B TO 107+50.00 B




TYPICAL FINISHED SECTION - B RAMP

STA. 105+15.61 B TO 105+85.98 B

① POINT REFERRED TO ON B PROFILE

② 15' STA. 105+15.61 B TO STA. 105+35.11 B
VARIES 15' - STA. 105+35.11 B
TO 12' STA. 105+85.98 B

③ 12' - STA. 107+50.00 B TO STA. 109+87.65 B
VARIES 12' - STA. 109+87.65 B
TO 0' - STA. 114+07.50 B

④ 12' - STA. 107+50.00 B TO STA. 110+57.45 B
VARIES 12' - STA. 110+57.45 B
TO 14.9' - STA. 111+59.33 B

⑤ STA. 107+15.02 B, LT TO
STA. 107+50.00 B, LT

⑥ 2' - STA. 108+30.00 B TO STA. 108+48.10 B
VARIES 2' - STA. 108+48.10 B
TO 4' - STA. 108+88.09 B

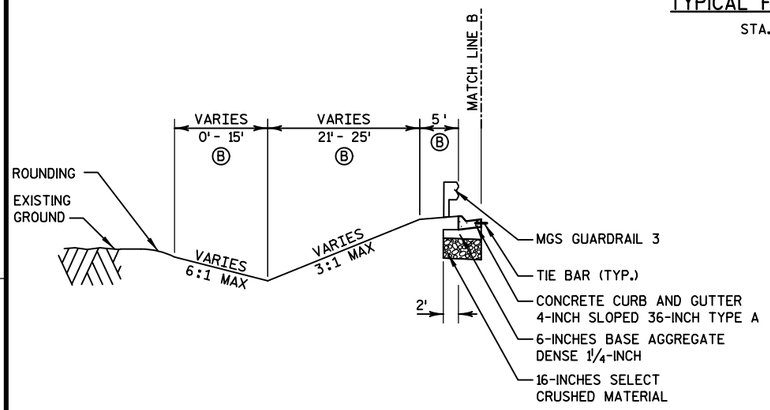
⑦ SEE K RAMP FINISHED SECTIONS
STA. 115+78.76 B TO STA. 115+82.71 B

⑧ VARIES 6.8' - STA. 114+12.97 B
TO 7.0' - STA. 114+44.84 B

⑨ VARIES 6.9' - STA. 111+59.33 B
TO 10.0' - STA. 112+67.39 B

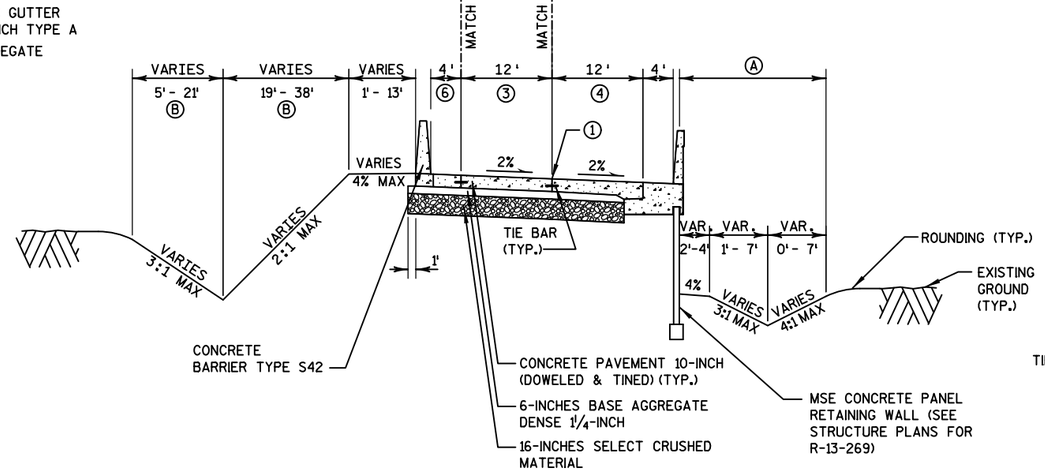
* CONCRETE PAVEMENT 10-INCH (DOWELED & TINED)
STA. 115+78.76 B TO STA. 115+82.71 B

** 6-INCHES BASE AGGREGATE DENSE 1¼-INCH
STA. 115+78.76 B TO STA. 115+82.71 B



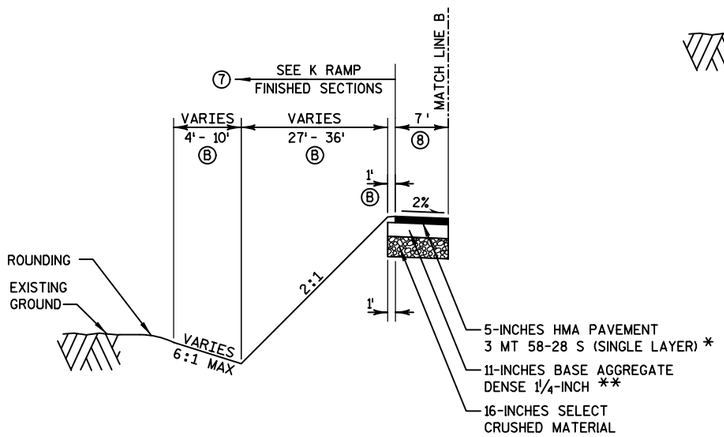

TYPICAL FINISHED SECTION - B RAMP

STA. 107+50.00 B TO 108+30.00 B



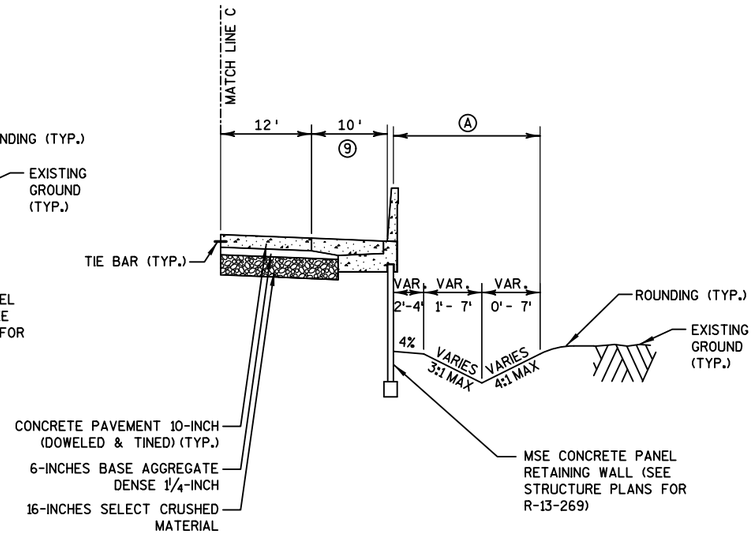

TYPICAL FINISHED SECTION - B RAMP

STA. 107+50.00 B TO 115+82.71 B




TYPICAL FINISHED SECTION - B RAMP

STA. 114+12.97 B TO 115+82.71 B




TYPICAL FINISHED SECTION - B RAMP

STA. STA. 111+59.33 B TO 115+82.71 B

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TYPICAL FINISHED SECTIONS - B RAMP (B) | SHEET 18 | E |
|---|---|---|---|---|---|

Ⓐ SALVAGED TOPSOIL; SEEDING TEMPORARY; FERTILIZER TYPE B; SEEDING MIXTURE NO. 40; EROSION MAT CLASS I TYPE B

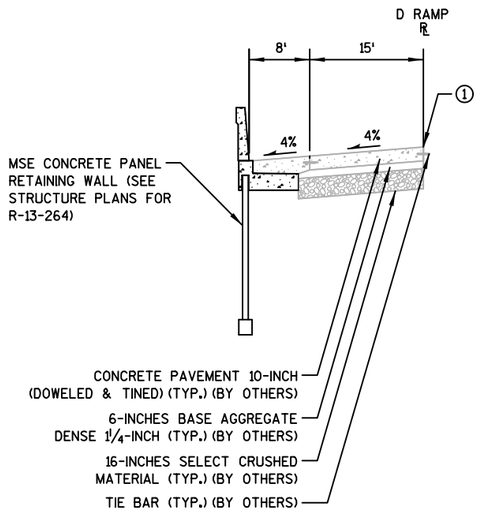
Ⓑ SEEDING TEMPORARY; FERTILIZER TYPE B; SEEDING MIXTURE NO. 20; EROSION MAT CLASS I TYPE B

NOTE: SEE PLAN DETAILS FOR ADDITIONAL INFORMATION

① POINT REFERRED TO ON D PROFILE

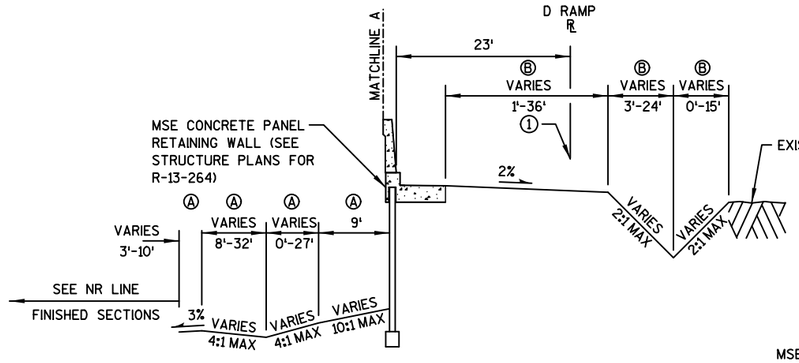
② VARIES 8.0' - STA. 99+82.9 D TO 11.9' - STA. 101+00.4 D

④ VARIES 12.0' - STA. 101+03.2 D TO 17.0' - STA. 101+30.3 D



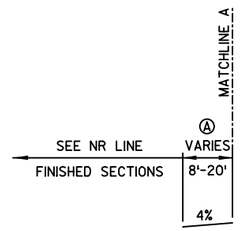

TYPICAL FINISHED SECTION - D RAMP (D)

STA. 87+94.7 D TO 95+60.0 D
FOR INFORMATION ONLY



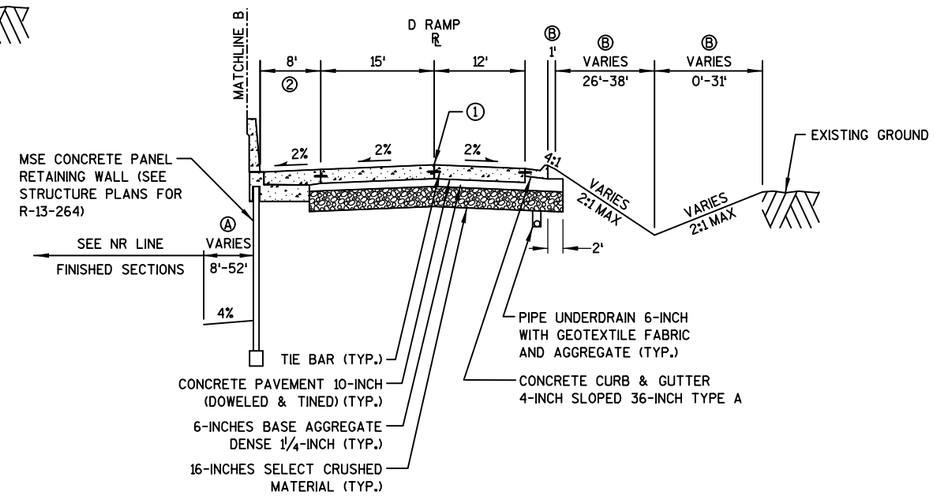

TYPICAL FINISHED SECTION - D RAMP (D)

STA. 87+94.7 D TO 95+60.0 D



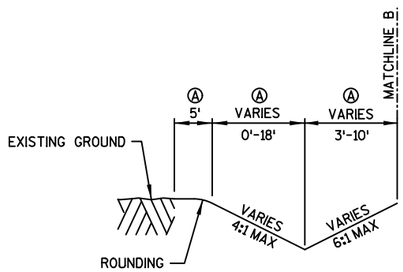

TYPICAL FINISHED SECTION - D RAMP (D)

STA. 90+50.0 D TO 95+60.0 D



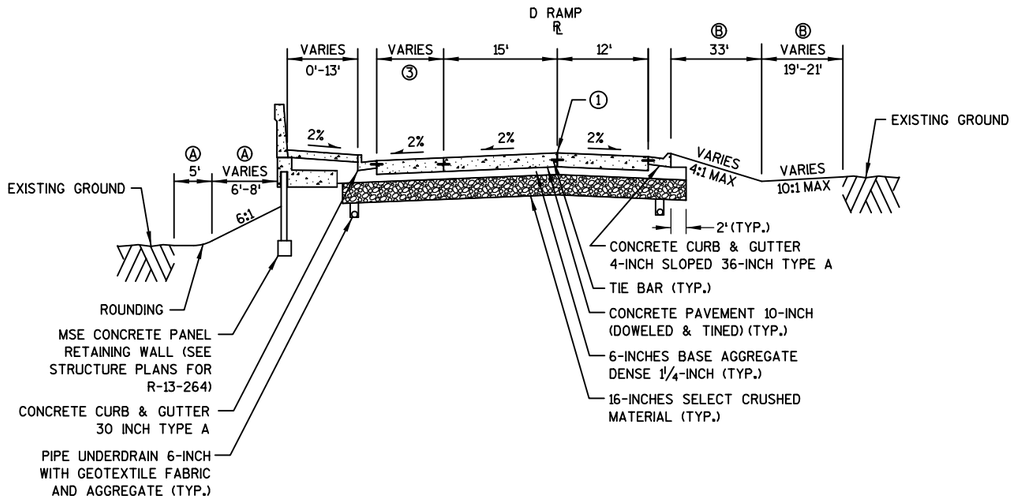

TYPICAL FINISHED SECTION - D RAMP (D)

STA. 95+60.0 D TO 101+00.4 D



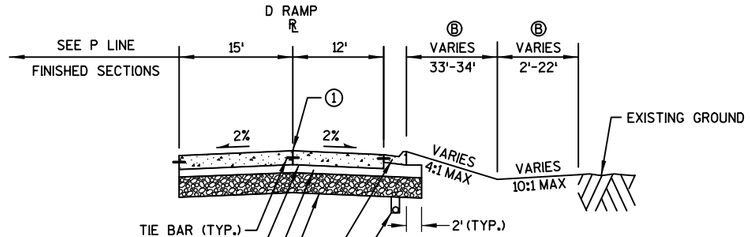

TYPICAL FINISHED SECTION - D RAMP (D)

STA. 98+13.7 D TO 101+00.4 D




TYPICAL FINISHED SECTION - D RAMP (D)

STA. 101+00.4 D TO 101+30.3 D



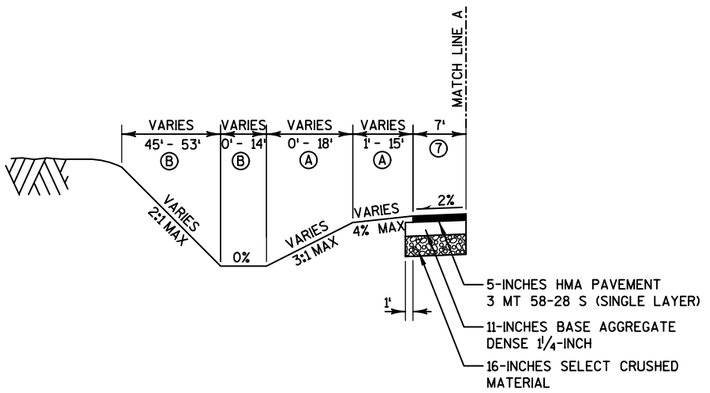

TYPICAL FINISHED SECTION - D RAMP (D)

STA. 101+30.3 D TO 101+92.5 D

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TYPICAL FINISHED SECTIONS - D RAMP (D) | SHEET 19 | E |
|---|---|---|---|---|---|

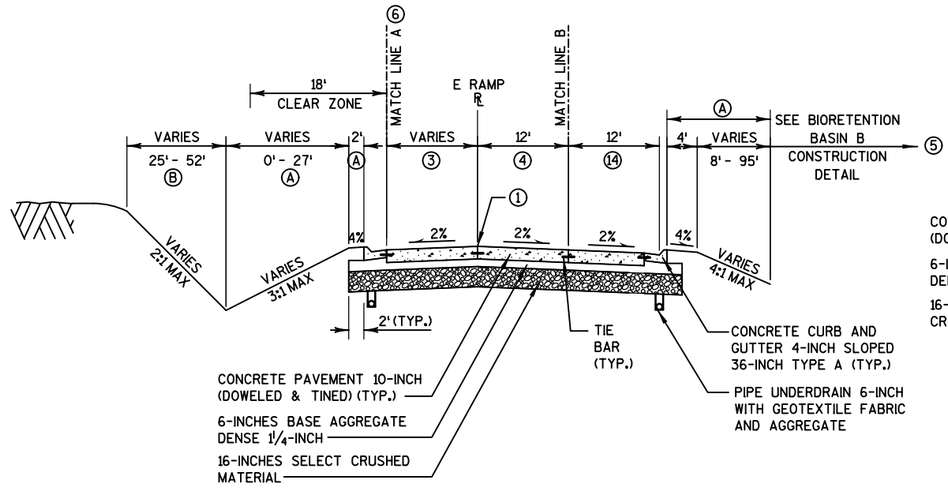
Ⓐ SALVAGED TOPSOIL; SEEDING TEMPORARY; FERTILIZER TYPE B; SEEDING MIXTURE NO. 20; EROSION MAT CLASS 1 TYPE B

Ⓑ SEEDING TEMPORARY; FERTILIZER TYPE B; SEEDING MIXTURE NO. 20; EROSION MAT CLASS 1 TYPE B



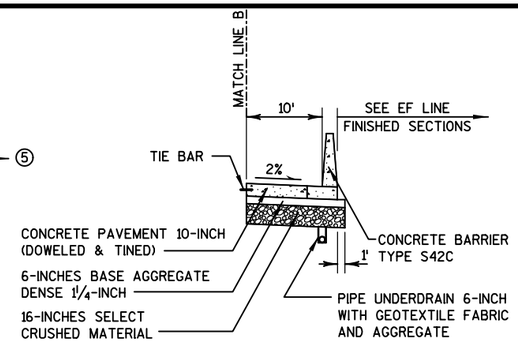

TYPICAL FINISHED SECTION - E RAMP

STA. 127+31.50 E TO STA. 131+21.81 E



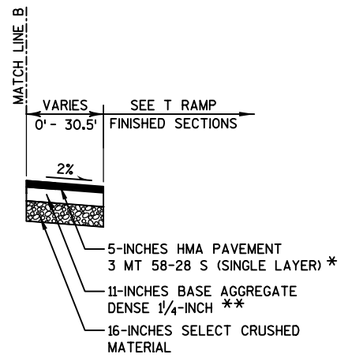

TYPICAL FINISHED SECTION - E RAMP

STA. 127+31.50 E TO STA. 135+30.00 E



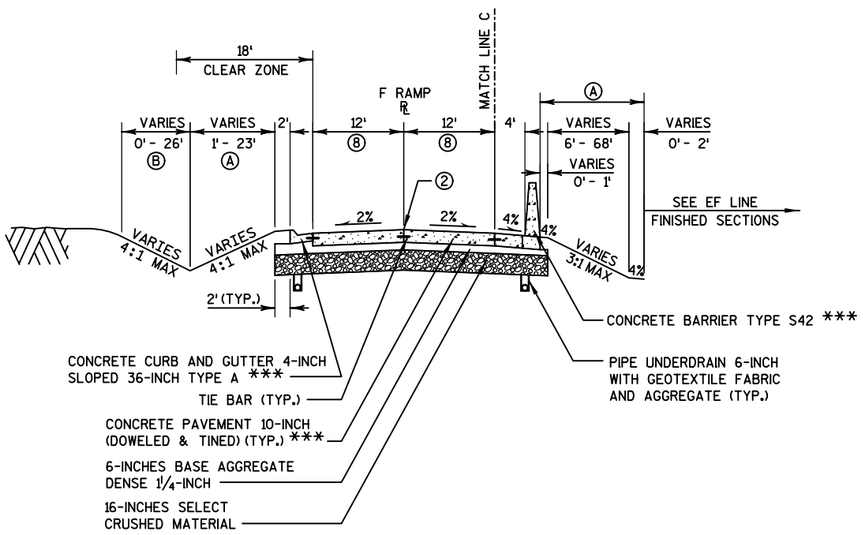

TYPICAL FINISHED SECTION - E RAMP

STA. 127+31.50 E TO STA. 132+40.00 E



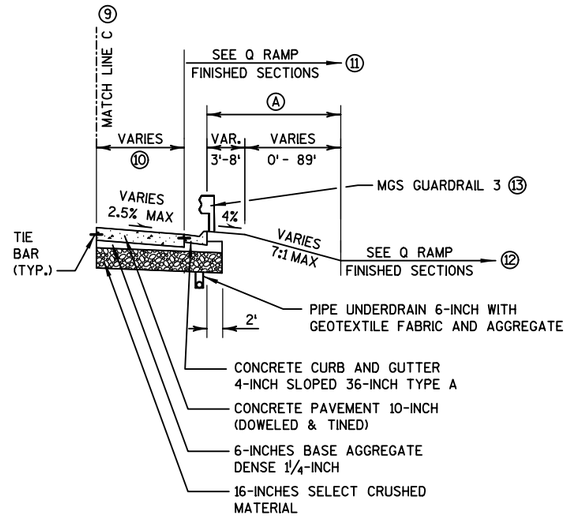

TYPICAL FINISHED SECTION - E RAMP

STA. 134+63.37 E TO STA. 135+30.00 E




TYPICAL FINISHED SECTION - F RAMP

STA. 136+31.41 F TO STA. 142+75.00 F




TYPICAL FINISHED SECTION - F RAMP

STA. 136+31.41 F TO STA. 138+93.44 F

① POINT REFERRED TO ON E PROFILE

② POINT REFERRED TO ON F PROFILE

③ 0' - STA. 127+31.50 E TO STA. 130+86.73 E
VARIES 0' - STA. 130+86.73 E
TO 12' - STA. 132+11.81 E
12' - STA. 132+11.81 E TO STA. 135+30.00 E

④ 0' - STA. 134+63.37 E TO STA. 135+30.00 E

⑤ SEE EF LINE FINISHED SECTIONS
STA. 132+40.00 E TO STA. 133+56.32
SEE WW LINE FINISHED SECTIONS
STA. 134+37.37 E TO STA. 134+63.37 E

⑥ SEE WW LINE FINISHED SECTIONS
STA. 134+98.74 E TO STA. 135+30.00 E

⑦ VARIES 5' - STA. 130+86.73 E TO
3' - STA. 131+11.69 E
3' - STA. 131+11.69 E TO STA. 131+21.81 E

⑧ 25.0' - STA. 136+31.41 F TO STA. 137+04.18 F
VARIES 25.0' STA. 137+04.18 F
TO 14.0' - STA. 138+04.80 F
14' - STA. 138+04.80 F TO STA. 138+93.44 F

⑨ SEE Q RAMP FINISHED SECTIONS
STA. 136+31.41 F TO STA. 136+56.80 F

⑩ VARIES 0.0' - STA. 136+31.41 F
TO 7.0' - STA. 136+58.65 F
VARIES 7.0' - STA. 136+58.65 F
TO 21.3' - STA. 136+76.67 F
VARIES 21.3' - STA. 136+76.67 F
TO 2.0' - STA. 137+07.18 F
0' - STA. 137+07.18 F TO STA. 138+93.44 F

⑪ SEE Q RAMP FINISHED SECTIONS
STA. 136+56.80 F TO STA. 136+76.67 F

⑫ SEE BIORETENTION BASIN C CONSTRUCTION DETAIL STA. 137+58.24 F TO STA. 138+40.66 F
SEE EF LINE FINISHED SECTIONS
STA. 138+40.66 F TO STA. 138+93.44 F

⑬ STA. 137+91.20 F TO STA. 138+93.44 F

⑭ VARIES 12' - STA. 132+40.00 E
TO 14' - STA. 132+68.37 E

⑮ 0' - STA. 134+63.37 E TO STA. 134+79.73 E
VARIES 0' - STA. 134+79.73 E
TO 30.5' - STA. 135+30.00 E

⑯ VARIES 17.5' - STA. 136+31.41 F
TO 2.0' - STA. 136+56.80 F

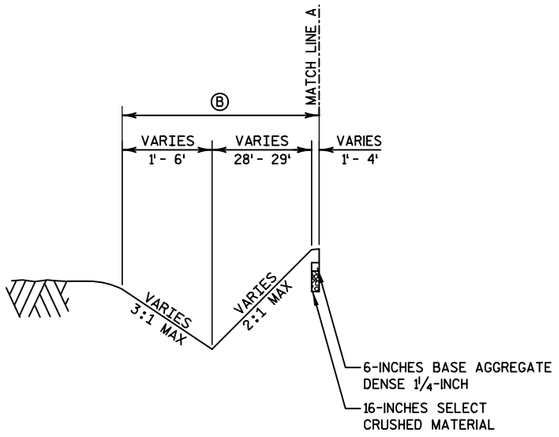
* STA. 134+63.37 E TO STA. 135+09.32 E
CONCRETE PAVEMENT 10-INCH
(DOWELED & TINED)

** STA. 134+63.37 E TO STA. 135+09.32 E
6-INCHES BASE AGGREGATE
DENSE 1¼-INCH

*** DO NOT CONSTRUCT
STA. 141+93.44 F TO STA. 142+75.00 F

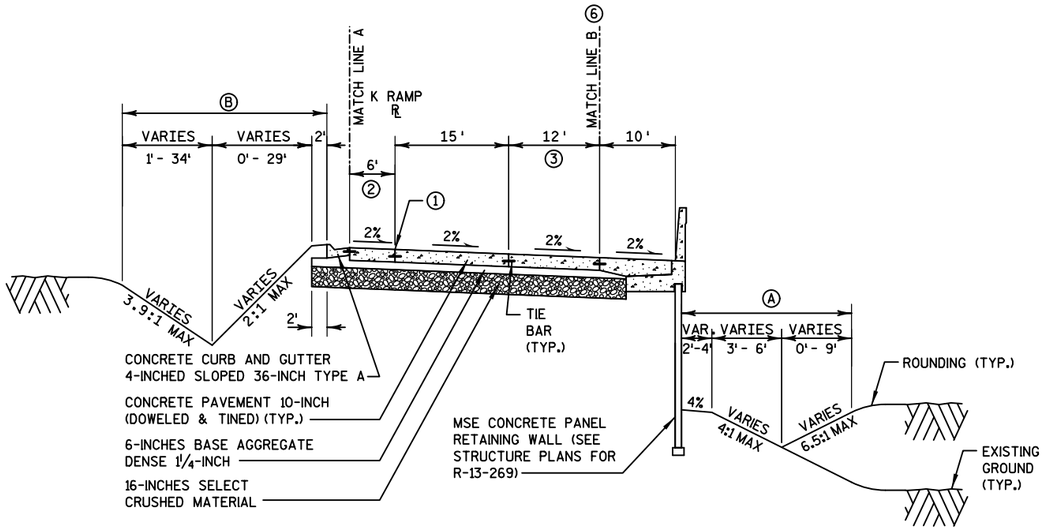
Ⓐ SALVAGED TOPSOIL; SEEDING TEMPORARY; FERTILIZER TYPE B; SEEDING MIXTURE NO. 40; EROSION MAT CLASS I TYPE B

Ⓑ SEEDING TEMPORARY; FERTILIZER TYPE B; SEEDING MIXTURE NO. 20; EROSION MAT CLASS I TYPE B




TYPICAL FINISHED SECTION - K RAMP

STA. 115+78.67 K TO STA. 116+08.93 K




TYPICAL FINISHED SECTION - K RAMP

STA. 115+78.67 K TO STA. 127+01.57 K

NOTE: SEE PLAN DETAILS FOR ADDITIONAL INFORMATION

① POINT REFERRED TO ON K PROFILE

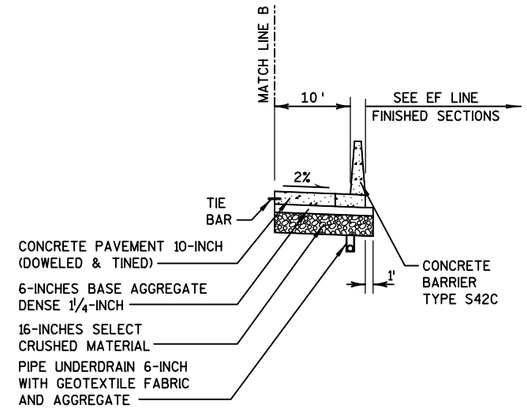
② 0' - STA. 115+78+67 K TO STA. 116+08.93 K
VARIES 2.4' - STA. 116+08.93 K
TO 6' - STA. 118+49.97 K
0' - STA. 127+01.56 K TO STA. 127+31.50 K

③ 0' - STA. 115+78.67 K TO STA. 115+79.67 K
VARIES 15.2' - STA. 115+79.67 K
TO 12' - STA. 117+21.97 K

④ VARIES 5.5' - STA. 127+01.57 K
TO 4.1' - STA. 127+31.50 K

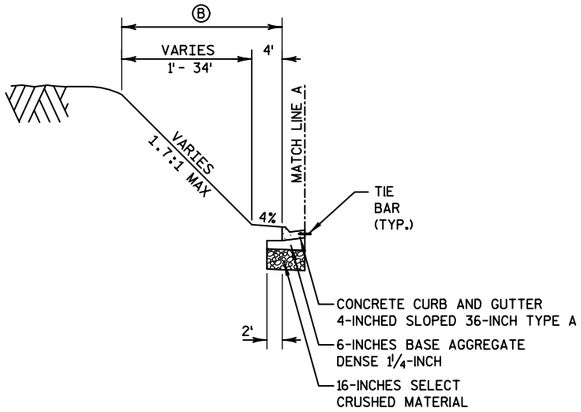
⑤ VARIES 13.5' - STA. 127+01.57 K
TO 15.0' - STA. 127+31.50 K

⑥ SEE B RAMP FINISHED SECTIONS
STA. 115+78.67 K TO STA. 115+79.67 K



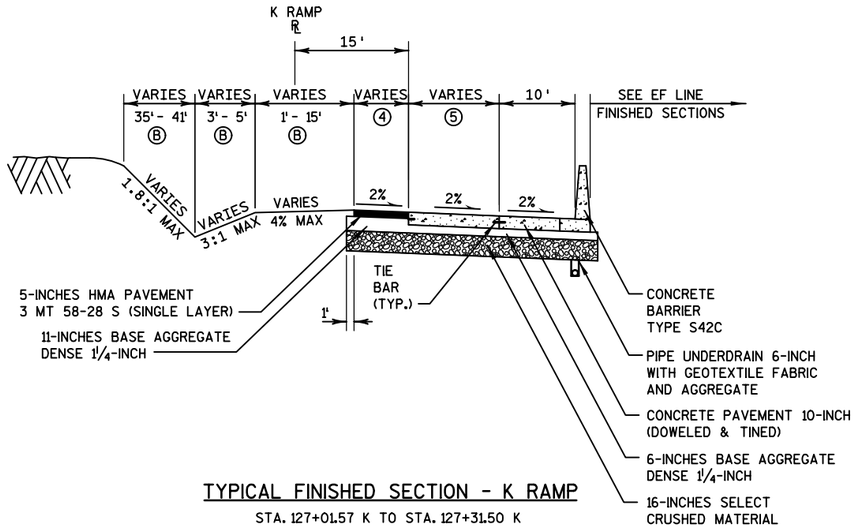

TYPICAL FINISHED SECTION - K RAMP

STA. 120+60.76 K TO STA. 127+01.57 K




TYPICAL FINISHED SECTION - K RAMP

STA. 122+50.00 K TO STA. 127+01.57 K




TYPICAL FINISHED SECTION - K RAMP

STA. 127+01.57 K TO STA. 127+31.50 K

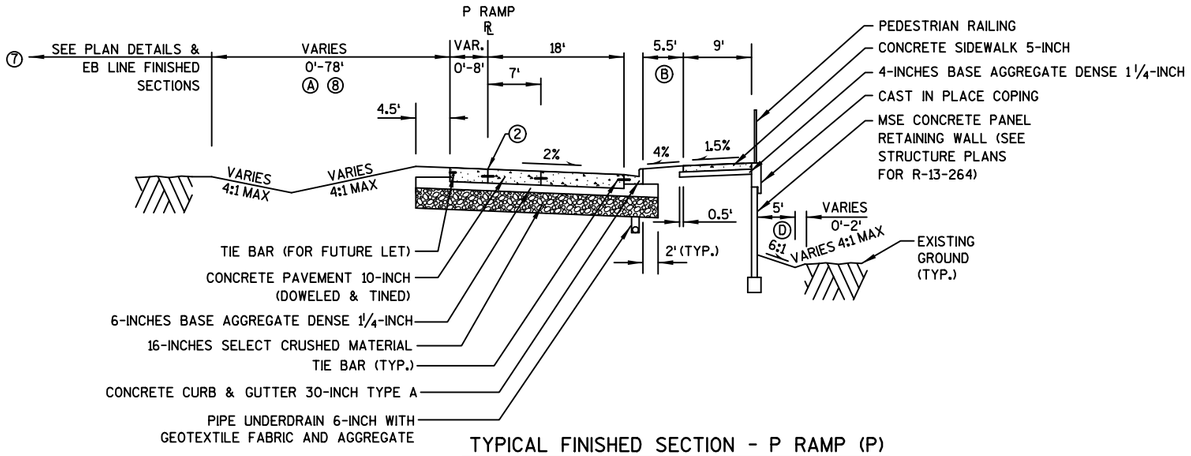
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TYPICAL FINISHED SECTION - K RAMP (K) | SHEET 21 | E |
|---|---|---|---|---|---|

Ⓐ SALVAGED TOPSOIL; SEEDING TEMPORARY; FERTILIZER TYPE B; SEEDING MIXTURE NO. 20; EROSION MAT CLASS I TYPE B

Ⓑ SALVAGED TOPSOIL; SOD LAWN; FERTILIZER TYPE B

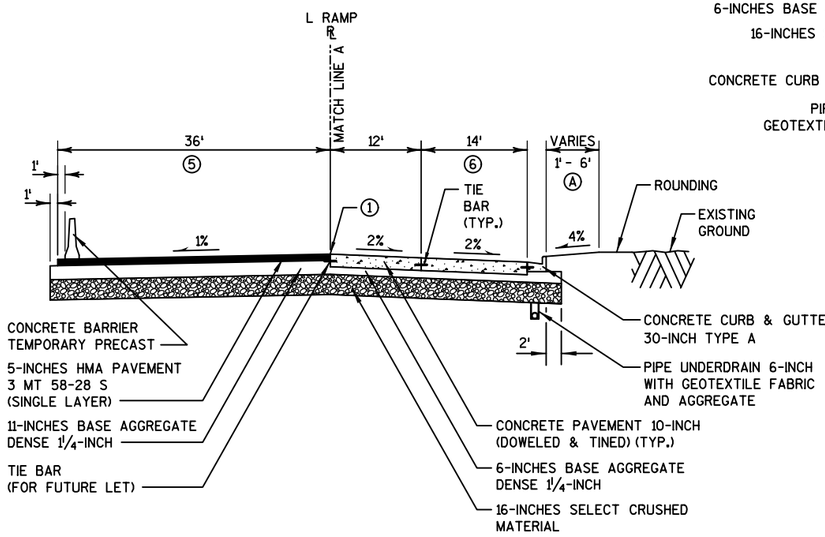
Ⓒ COLORED AND STAMPED CONCRETE 5-INCH 4-INCHES BASE AGGREGATE DENSE 1¼-INCH

Ⓓ SALVAGED TOPSOIL; SEEDING TEMPORARY; FERTILIZER TYPE B; SEEDING MIXTURE NO. 40; EROSION MAT URBAN CLASS I TYPE A



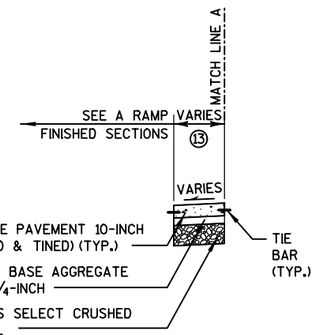

## TYPICAL FINISHED SECTION - P RAMP (P)

STA. 6+85.21 P TO STA. 8+45.23 P



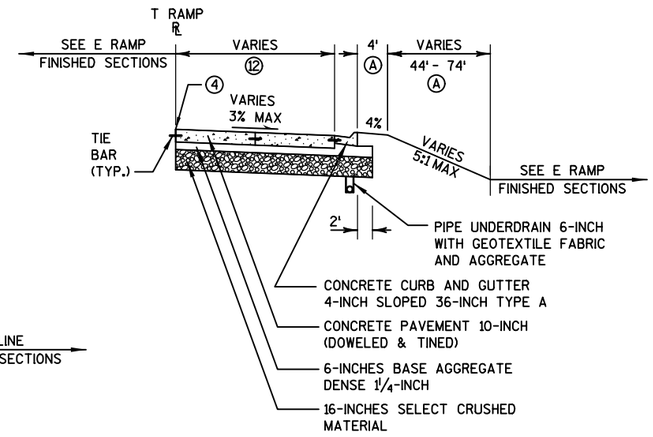

## TYPICAL FINISHED SECTION - L RAMP (L)

STA. 101+26.9 L TO STA. 103+25.0 L



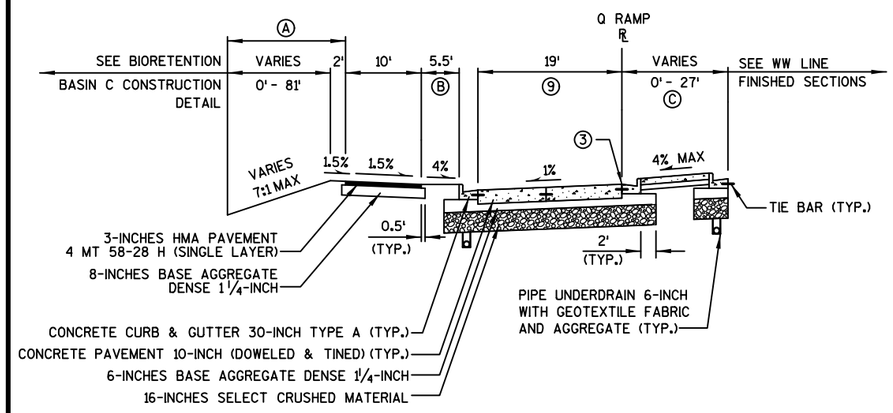

## TYPICAL FINISHED SECTION - L RAMP (L)

STA. 101+26.90 L TO STA. 101+89.28 L



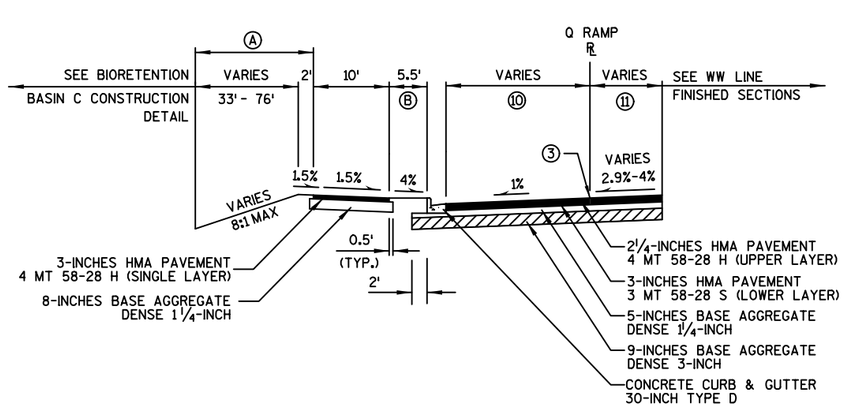

## TYPICAL FINISHED SECTION - T RAMP

STA. 4+63.37 T TO STA. 5+40.72 T




## TYPICAL FINISHED SECTION - Q RAMP (Q)

STA. 11+72.45 Q TO STA. 12+43.02 Q




## TYPICAL FINISHED SECTION - Q RAMP (Q)

STA. 12+43.02 Q TO STA. 13+78.02 Q

NOTE: SEE PLAN DETAILS FOR ADDITIONAL INFORMATION

① POINT REFERRED TO ON L PROFILE

② POINT REFERRED TO ON P PROFILE

③ POINT REFERRED TO ON Q PROFILE

④ POINT REFERRED TO ON T PROFILE

⑤ VARIES 36.0' - STA. 103+10.27 L TO 0.0' - STA. 103+25.00 L

⑥ VARIES 14.0' - STA. 103+15.95 L TO 31.6' - STA. 103+25.00 L

⑦ SEE PLAN DETAILS AND EB LINE FINISHED SECTIONS STA. 6+85.2 P TO STA. 7+85.6 P

⑧ 2-INCHES HMA PAVEMENT 4 MT 58-28 H OVER 4-INCHES BASE AGGREGATE DENSE 1¼-INCH STA. 7+25.8 P TO STA. 7+90.9 P

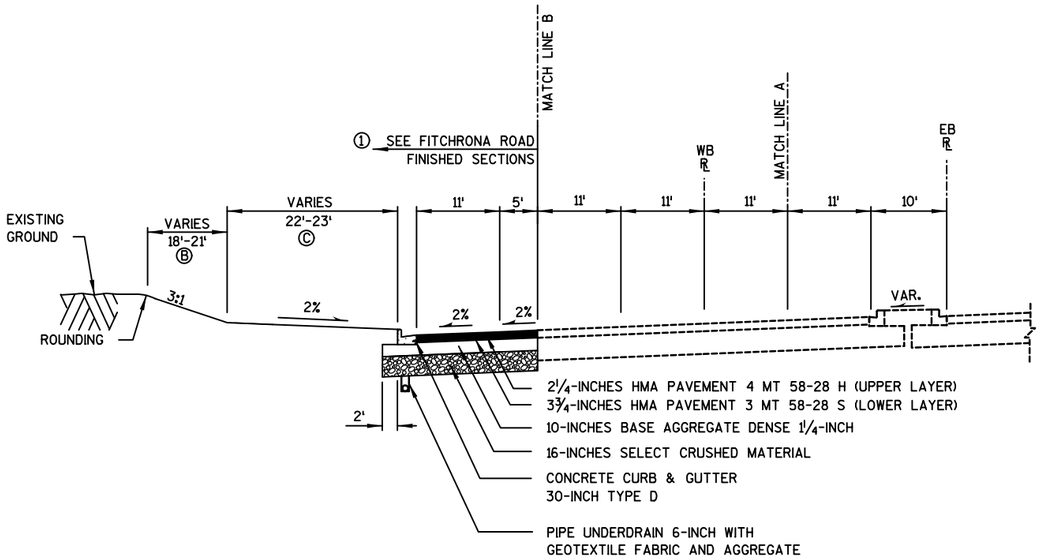
⑨ VARIES 24.2' - STA. 11+72.5 Q TO 19' - STA. 12+01.2 Q

⑩ 19' - STA. 12+43.02 Q TO STA. 12+46.8 Q VARIES 19' - STA. 12+46.8 Q TO 11.7' - STA. 13+78.02 Q

⑪ VARIES 10.0' - STA. 12+43.02 Q TO 0' - STA. 13+78.02 Q

⑫ VARIES 20' - STA. 4+63.37 T TO 25.9' - STA. 5+05.70 T VARIES 25.9' - STA. 5+05.70 T TO 22.5' - STA. 5+40.71 T

⑬ VARIES 0' - STA. 101+26.90 L TO 8.7' - STA. 101+89.28 L




TYPICAL FINISHED SECTION - CTH PD (WB)

STA. 79+11.9 WB TO STA. 81+51.9 WB

NOTE: SEE PLAN DETAILS FOR ADDITIONAL INFORMATION

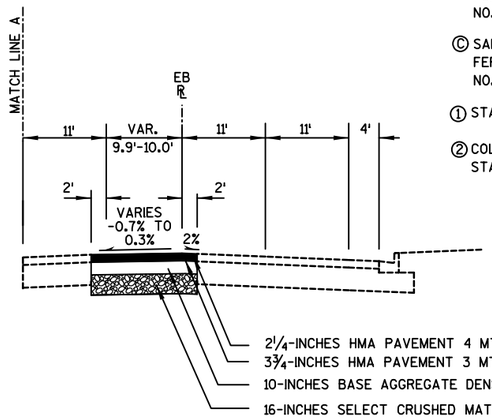
Ⓐ SALVAGED TOPSOIL; SOD LAWN; FERTILIZER TYPE B

Ⓑ SALVAGED TOPSOIL; SEEDING TEMPORARY; FERTILIZER TYPE B; SEEDING MIXTURE NO. 40; EROSION MAT CLASS I TYPE B

Ⓒ SALVAGED TOPSOIL; SEEDING TEMPORARY; FERTILIZER TYPE B; SEEDING MIXTURE NO. 40; EROSION MAT URBAN CLASS I TYPE A

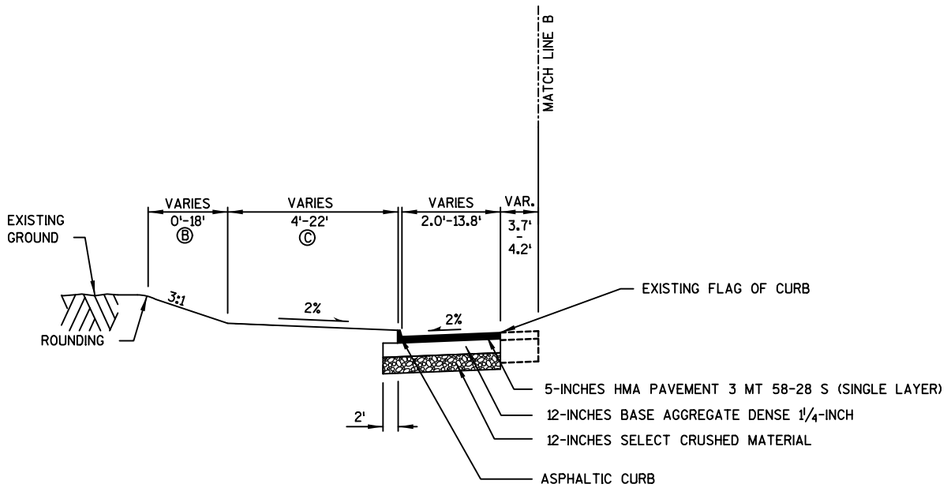
① STA. 79+11.9 WB TO STA. 79+68.9 WB

② COLORED AND STAMPED CONCRETE, 5-INCH STA. 79+40.8 WB TO STA. 79+57.1 WB



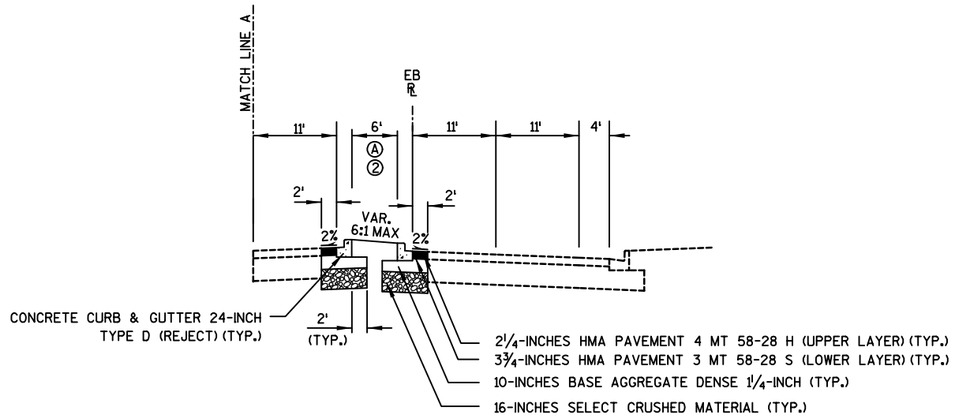

TYPICAL FINISHED SECTION - CTH PD (WB)

STA. 79+11.9 WB TO STA. 79+40.8 WB




TYPICAL FINISHED SECTION - CTH PD (WB)

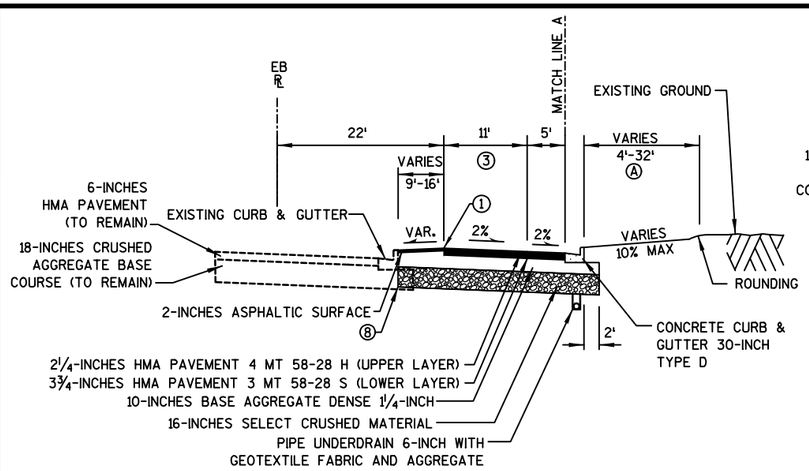
STA. 80+78.0 WB TO STA. 81+51.9 WB




TYPICAL FINISHED SECTION - CTH PD (WB)

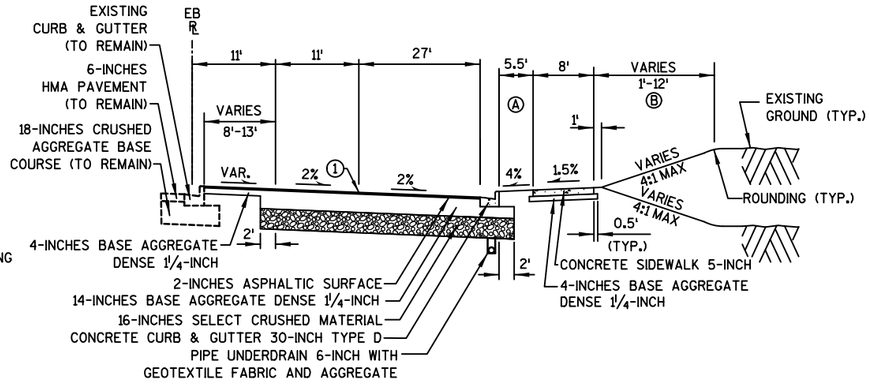
STA. 79+40.8 WB TO STA. 79+82.0 WB

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TYPICAL FINISHED SECTIONS - CTH PD (WB) | SHEET 23 | E |
|---|---|---|---|---|---|




## TYPICAL FINISHED SECTION - CTH PD (EB)

STA. 88+51.39 EB TO STA. 92+48.0 EB




## TYPICAL FINISHED SECTION - CTH PD (EB)

STA. 95+52.23 EB TO STA. 96+00.34 EB

NOTE: SEE PLAN DETAILS FOR ADDITIONAL INFORMATION

Ⓐ SALVAGED TOPSOIL; SOD LAWN; FERTILIZER TYPE B

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

① POINT REFERRED TO ON EB PGL STA. 88+51.39 EB TO STA. 97+86.95 EB

② POINT REFERRED TO ON EB PGL STA. 101+08.54 EB TO STA. 113+81.24 EB

③ VARIES 0.9'- STA. 88+51.39 EB TO 11'- STA. 90+45.9 EB

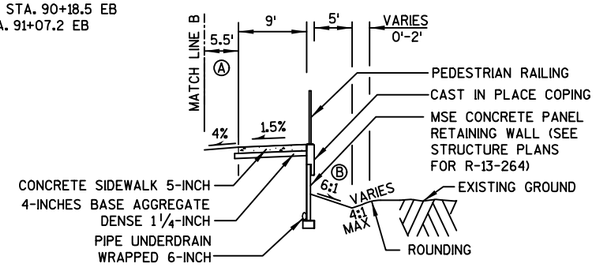
④ VARIES 0'- STA. 90+18.5 EB TO 11'- STA. 91+07.2 EB

⑤ SEE P RAMP FINISHED SECTIONS STA. 96+85.2 EB TO STA. 97+86.9 EB

⑥ COLORED AND STAMPED CONCRETE STA. 102+68.87 EB TO STA. 103+97.7 EB

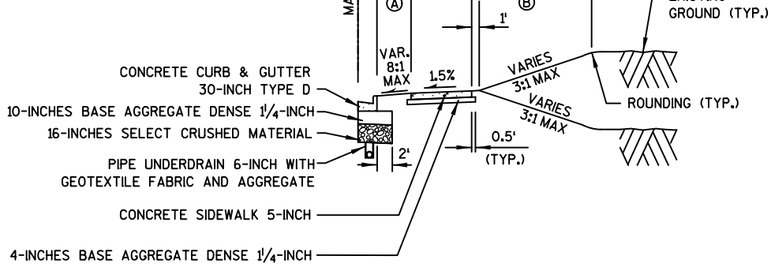
⑦ 5.5'- STA. 96+00.34 EB TO STA. 96+65.55 EB VARIES 0'- STA. 101+63.0 EB TO 4.5'- STA. 102+87.9 EB

⑧ SELECT CRUSHED MATERIAL BEGINS 11.0'RT OF EB REFERENCE LINE STA. 88+72.5 EB TO STA. 90+02.6 EB STA. 91+13.0 EB TO STA. 92+48.0 EB



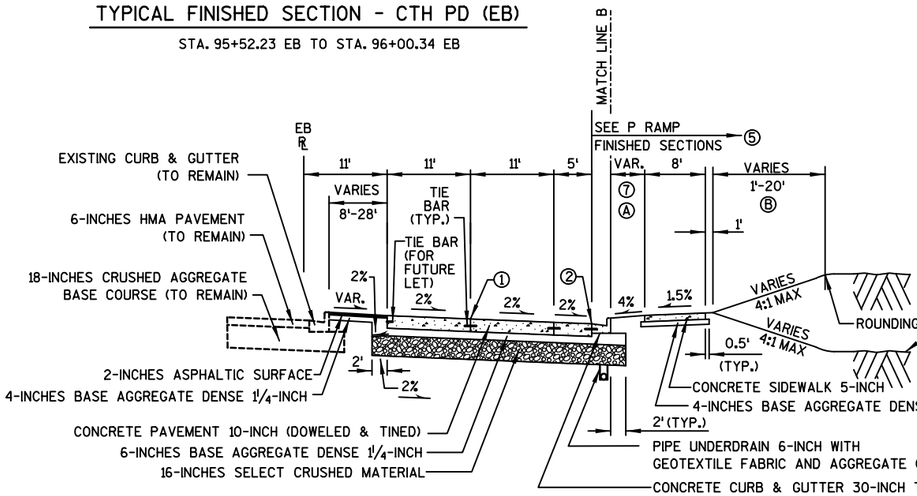

## TYPICAL FINISHED SECTION - CTH PD (EB)

STA. 96+65.55 EB TO STA. 96+85.2 EB



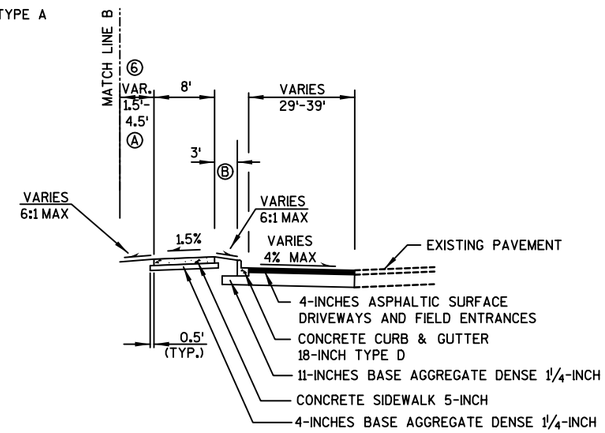

## TYPICAL FINISHED SECTION - CTH PD (EB)

STA. 89+07.52 EB TO STA. 90+18.5 EB



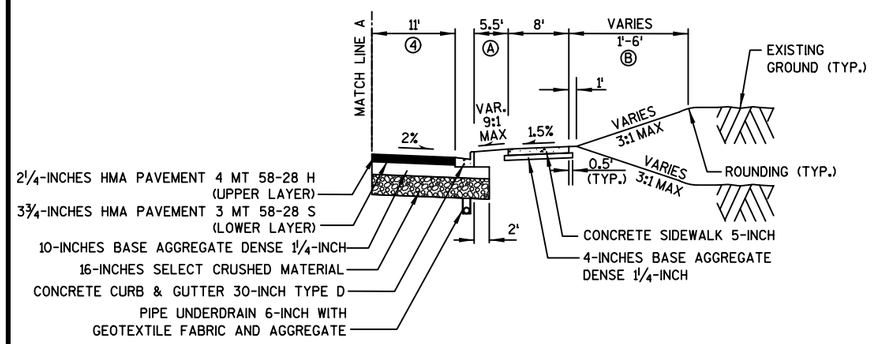

## TYPICAL FINISHED SECTION - CTH PD (EB)

STA. 96+00.34 EB TO STA. 97+86.95 EB
STA. 101+08.54 EB TO STA. 102+87.95 EB



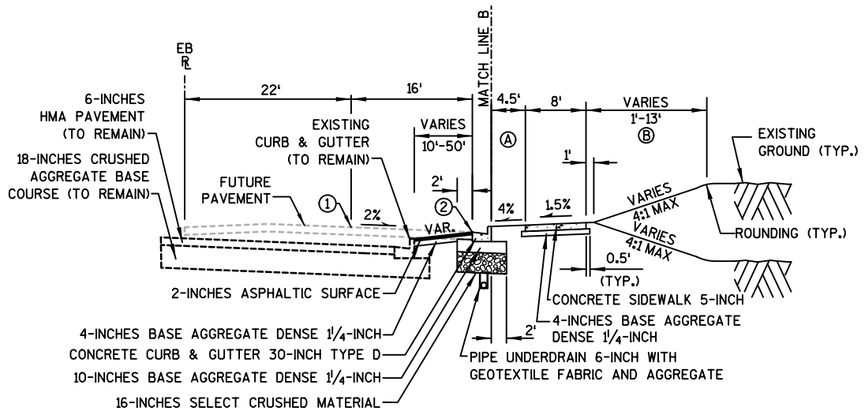

## TYPICAL FINISHED SECTION - CTH PD (EB)

STA. 101+79.42 EB TO STA. 105+83.0 EB




## TYPICAL FINISHED SECTION - CTH PD (EB)

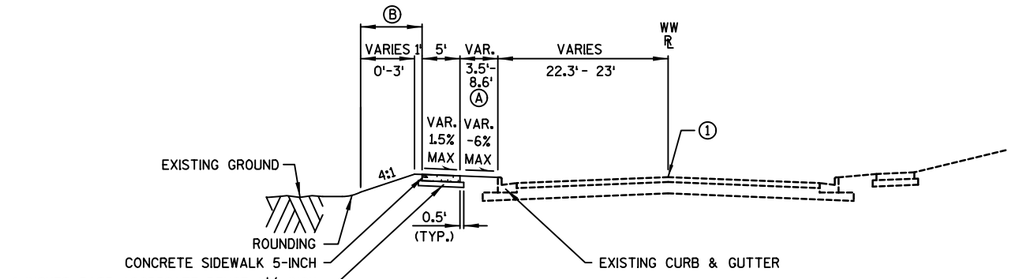
STA. 90+18.5 EB TO STA. 92+48.0 EB




## TYPICAL FINISHED SECTION - CTH PD (EB)

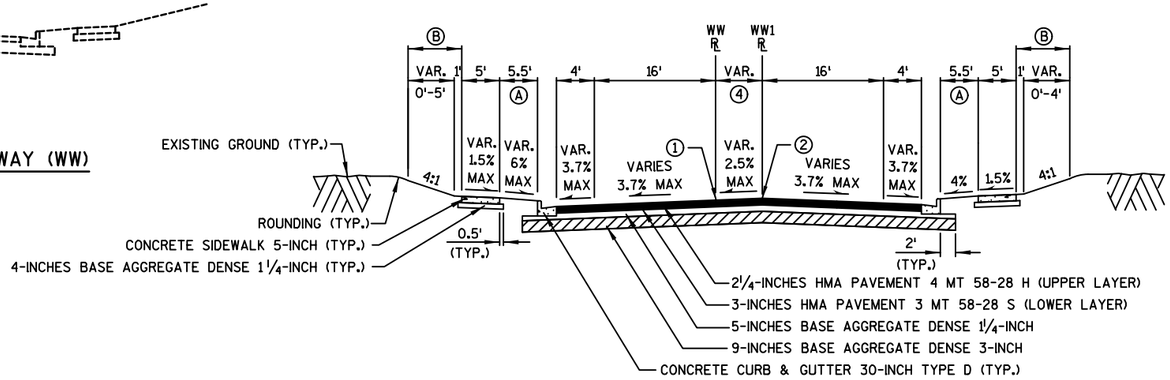
STA. 102+87.95 EB TO STA. 113+81.24 EB

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TYPICAL FINISHED SECTIONS - CTH PD (EB) | SHEET 24 | E |
|---|---|---|---|---|---|




TYPICAL FINISHED SECTION - WILLIAMSBURG WAY (WW)

STA. 90+18.35 WW TO STA. 92+00.0 WW




TYPICAL FINISHED SECTION - WILLIAMSBURG WAY (WW)

STA. 92+00.0 WW TO STA. 93+11.0 WW

NOTE: SEE PLAN DETAILS FOR ADDITIONAL INFORMATION

① POINT REFERRED TO ON WW PROFILE

② POINT REFERRED TO ON WW1 PROFILE

③ POINT REFERRED TO ON RB PROFILE

④ 0'- STA. 92+00.0 WW
TO STA. 92+21.3 WW
VARIES 0'- STA. 92+21.3 WW
TO 9'- STA. 93+11.0 WW

⑤ VARIES 16'- STA. 93+66.8 WW
TO 16.6'- STA. 93+92.7 WW

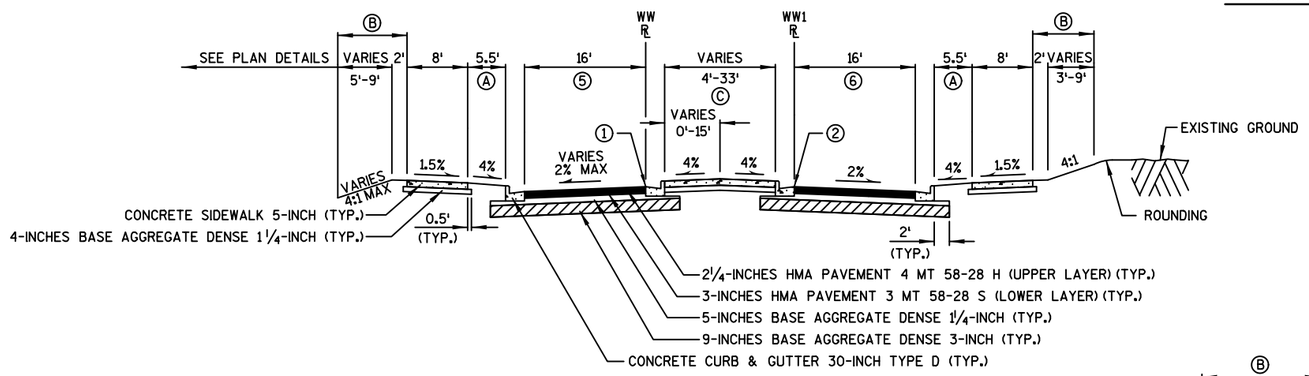
⑥ VARIES 16'- STA. 93+29.0 WW
TO 16.9'- STA. 93+75.0 WW

Ⓐ SALVAGED TOPSOIL; SOD LAWN;
FERTILIZER TYPE B

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

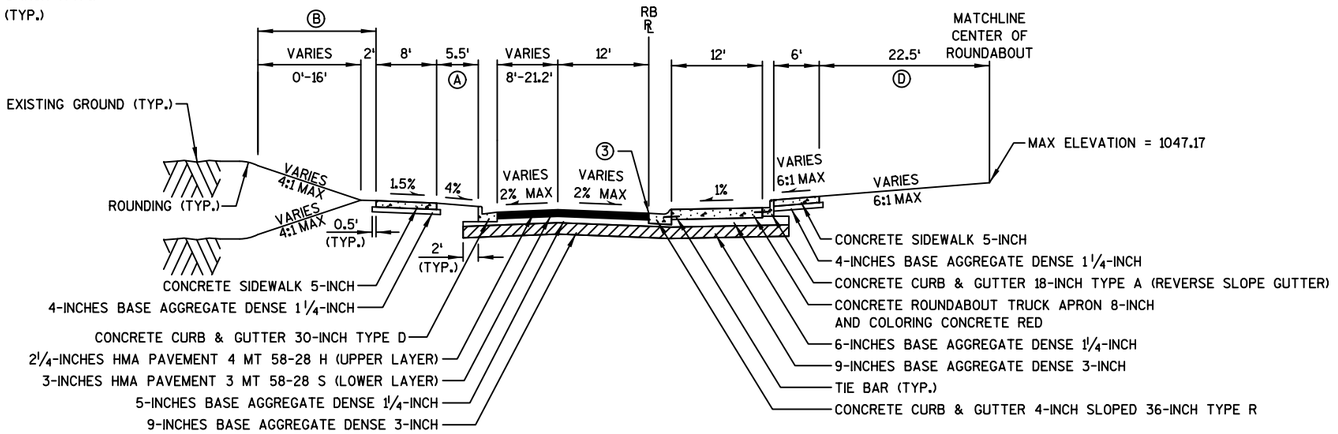
Ⓒ COLORED AND STAMPED CONCRETE 5-INCH
4-INCHES BASE AGGREGATE DENSE 1¼-INCH

Ⓓ SEE LANDSCAPING PLANS
FOR ADDITIONAL INFORMATION




TYPICAL FINISHED SECTION - WILLIAMSBURG WAY (WW)

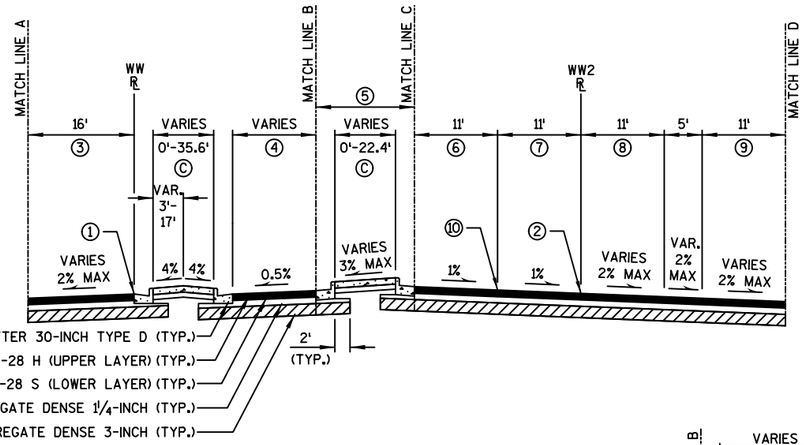
STA. 93+11.0 WW TO STA. 93+92.7 WW




TYPICAL FINISHED SECTION - WILLIAMSBURG WAY ROUNDABOUT (RB)

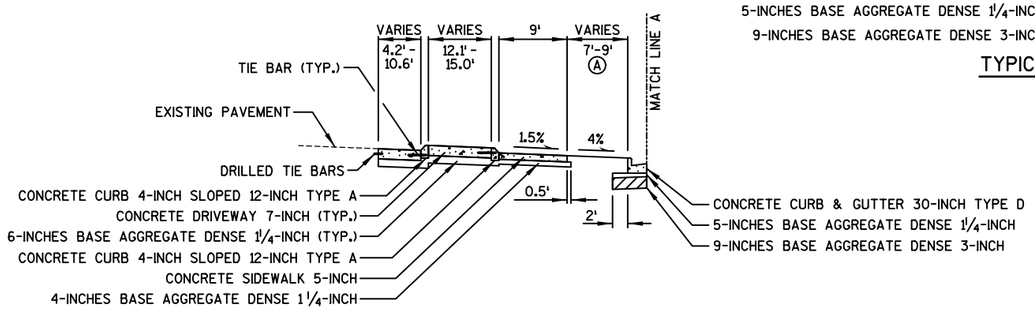
STA. 10+00.0 RB TO STA. 12+82.7 RB

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TYPICAL FINISHED SECTIONS - WILLIAMSBURG WAY (WW & RB) | SHEET 25 | E |
|---|---|---|---|---|---|



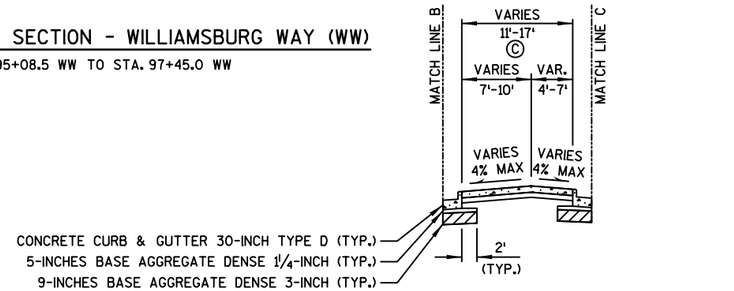

TYPICAL FINISHED SECTION - WILLIAMSBURG WAY (WW)

STA. 95+08.5 WW TO STA. 97+45.0 WW



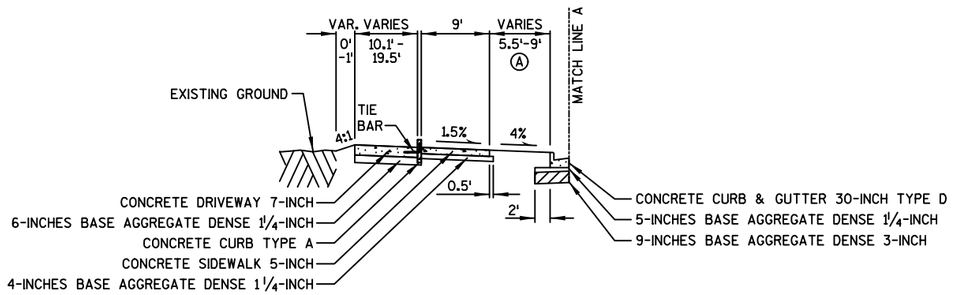

TYPICAL FINISHED SECTION - WILLIAMSBURG WAY (WW)

STA. 95+08.5 WW TO STA. 95+35.6 WW



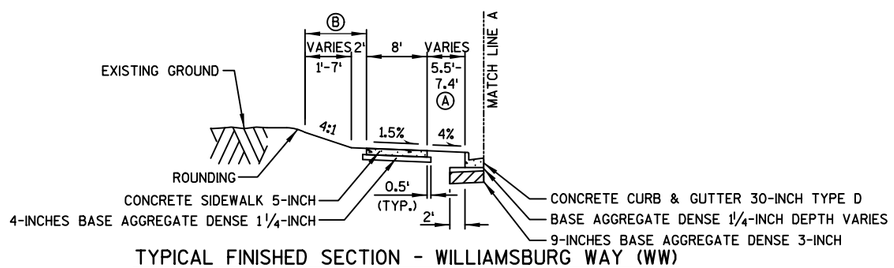

TYPICAL FINISHED SECTION - WILLIAMSBURG WAY (WW)

STA. 96+20.0 WW TO STA. 96+75.0 WW



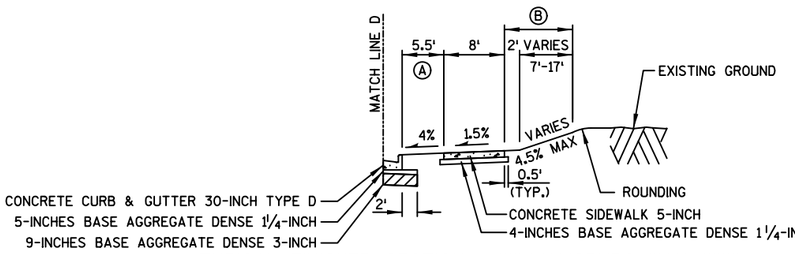

TYPICAL FINISHED SECTION - WILLIAMSBURG WAY (WW)

STA. 95+35.6 WW TO STA. 95+89.2 WW



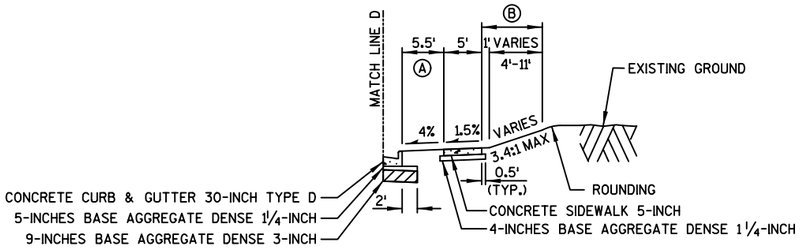

TYPICAL FINISHED SECTION - WILLIAMSBURG WAY (WW)

STA. 95+89.2 WW TO STA. 97+45.0 WW




TYPICAL FINISHED SECTION - WILLIAMSBURG WAY (WW)

STA. 95+08.5 WW TO STA. 95+79.1 WW




TYPICAL FINISHED SECTION - WILLIAMSBURG WAY (WW)

STA. 95+79.1 WW TO STA. 97+45.0 WW

NOTE: SEE PLAN DETAILS FOR ADDITIONAL INFORMATION

① POINT REFERRED TO ON WW PROFILE

② POINT REFERRED TO ON WW2 PROFILE
STA. 95+08.5 WW TO STA. 97+22.9 WW

③ VARIES 18.8' - STA. 95+08.5 WW
TO 16' - STA. 96+13.2 WW
16' - STA. 96+13.2 WW TO STA. 97+13.0 WW
VARIES 16' - STA. 97+13.0 WW
TO 17.7' - STA. 97+45.0 WW

④ 0' - STA. 95+08.5 WW TO STA. 95+22.7 WW
VARIES 0' - STA. 95+22.7 WW
TO 16.1' - STA. 95+77.9 WW
VARIES 16.1' - STA. 95+77.9 WW
TO 11' - STA. 95+80.4 WW
11' - STA. 95+80.4 WW TO STA. 95+93.3 WW
VARIES 11' - STA. 95+93.3 WW
TO 19.2' - STA. 96+01.8 WW
VARIES 19.2' - STA. 96+01.8 WW
TO 0' - STA. 96+35.0 WW
0' - STA. 96+35.0 WW TO STA. 97+45.0 WW

⑤ VARIES 15.8' - STA. 96+75.0 WW
TO 11' - STA. 97+45.0 WW
3-INCHES HMA PAVEMENT 4 MT 58-28 H (SINGLE LAYER)
7¼-INCHES BASE AGGREGATE DENSE 1¼-INCH
9-INCHES BASE AGGREGATE DENSE 3-INCH

⑥ 0' - STA. 95+08.5 WW TO STA. 96+60.6 WW
VARIES 0' - STA. 96+60.6 WW
TO 11' - STA. 97+26.3 WW

⑦ 0' - STA. 95+08.5 WW TO STA. 95+84.9 WW
VARIES 0' - STA. 95+84.9 WW
TO 11' - STA. 96+60.6 WW

⑧ VARIES 17.5' - STA. 95+16.7 WW
TO 11' - STA. 97+01.3 WW

⑨ 0' - STA. 95+08.5 WW TO STA. 96+10.5 WW
VARIES 0' - STA. 96+10.5 WW
TO 11' - STA. 97+00.1 WW

⑩ SAME ELEVATION AS WW PROFILE
STA. 97+22.9 WW TO STA. 97+45.0 WW

Ⓐ SALVAGED TOPSOIL; SOD LAWN;
FERTILIZER TYPE B

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

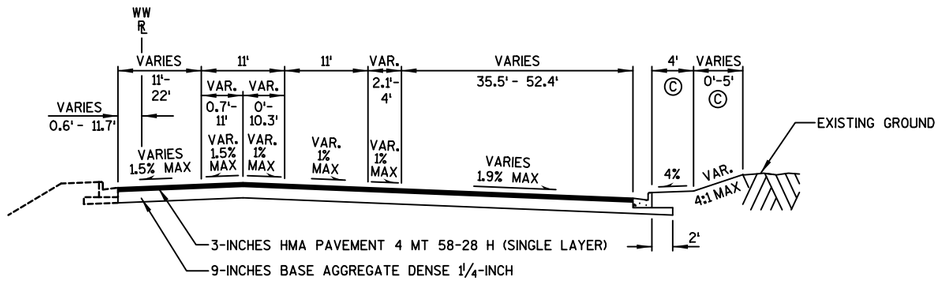
Ⓒ COLORED AND STAMPED CONCRETE 5-INCH
4-INCHES BASE AGGREGATE DENSE 1¼-INCH

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TYPICAL FINISHED SECTIONS - WILLIAMSBURG WAY (WW) | SHEET 26 | E |
|---|---|---|---|---|---|

Ⓐ SALVAGED TOPSOIL; SOD LAWN;
FERTILIZER TYPE B

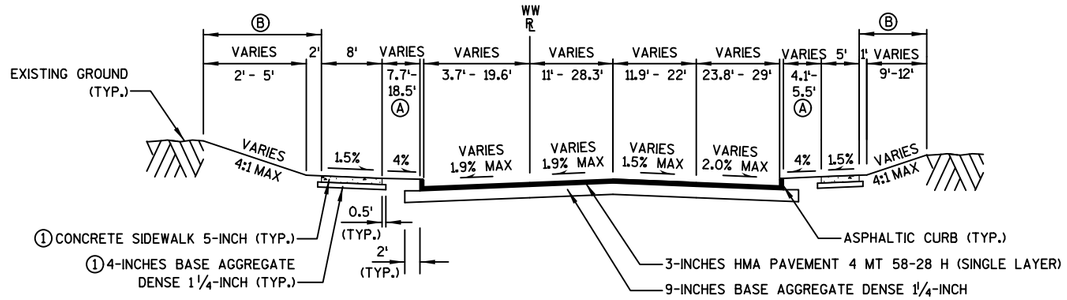
Ⓑ SALVAGED TOPSOIL, SEEDING TEMPORARY;
FERTILIZER TYPE B; SEEDING MIXTURE
NO. 40; EROSION MAT URBAN CLASS I TYPE A

Ⓒ SALVAGED TOPSOIL, SEEDING TEMPORARY;
FERTILIZER TYPE B; SEEDING MIXTURE
NO. 20; EROSION MAT CLASS I TYPE B




TYPICAL FINISHED SECTION - WILLIAMSBURG WAY (WW)

STA. 100+60.07 WW TO STA. 101+29.4 WW




TYPICAL FINISHED SECTION - WILLIAMSBURG WAY (WW)

STA. 97+45.0 WW TO STA. 98+11.48 WW

NOTE: SEE PLAN DETAILS
FOR ADDITIONAL INFORMATION

① SIDEWALK PAVEMENT
STA. 97+75.0 WW TO STA. 98+11.5 WW LT
STA. 97+50.0 WW TO STA. 98+11.5 WW RT

② POINT REFERRED TO ON WW PROFILE

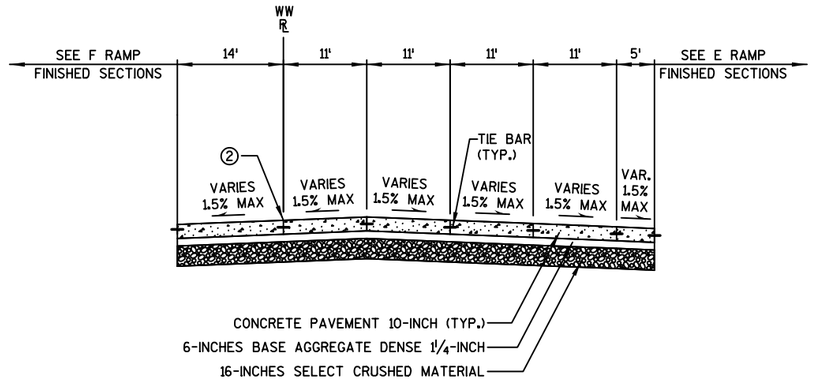
③ VARIES 14' - STA. 101+72.1 WW
TO 16' - STA. 102+38.7 WW

④ VARIES 10.2' - STA. 101+58.2 WW
TO 0' - STA. 101+66.3 WW
0' - STA. 101+66.3 WW TO STA. 102+38.7 WW

⑤ 4' - STA. 101+58.2 WW TO STA. 101+90.3 WW
VARIES 4' - STA. 101+90.3 WW
TO 10.7' - STA. 102+38.7 WW

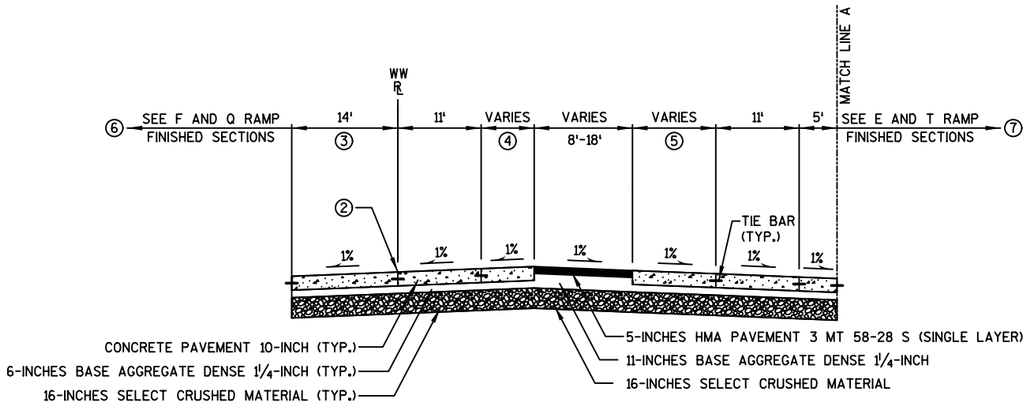
⑥ SEE F RAMP FINISHED SECTIONS
STA. 101+58.2 WW TO STA. 101+72.1 WW
SEE Q RAMP FINISHED SECTIONS
STA. 101+72.1 WW TO STA. 102+38.7 WW

⑦ SEE E RAMP FINISHED SECTIONS
STA. 101+58.2 WW TO STA. 101+73.6 WW
SEE T RAMP FINISHED SECTIONS
STA. 101+73.6 WW TO STA. 102+38.7 WW



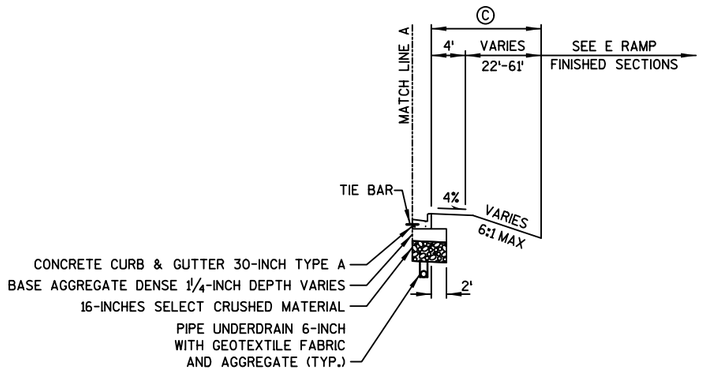

TYPICAL FINISHED SECTION - WILLIAMSBURG WAY (WW)

STA. 101+29.4 WW TO STA. 101+58.2 WW




TYPICAL FINISHED SECTION - WILLIAMSBURG WAY (WW)

STA. 101+58.2 WW TO STA. 102+38.7 WW




TYPICAL FINISHED SECTION - WILLIAMSBURG WAY (WW)

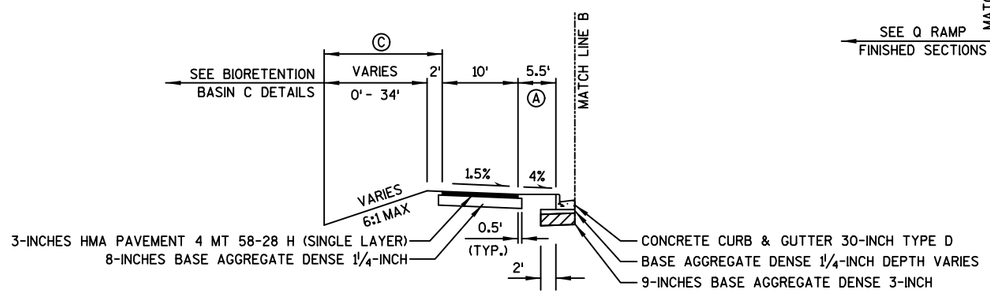
STA. 102+15.0 WW TO STA. 102+38.7 WW

Ⓐ SALVAGED TOPSOIL; SOD LAWN;
FERTILIZER TYPE B

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

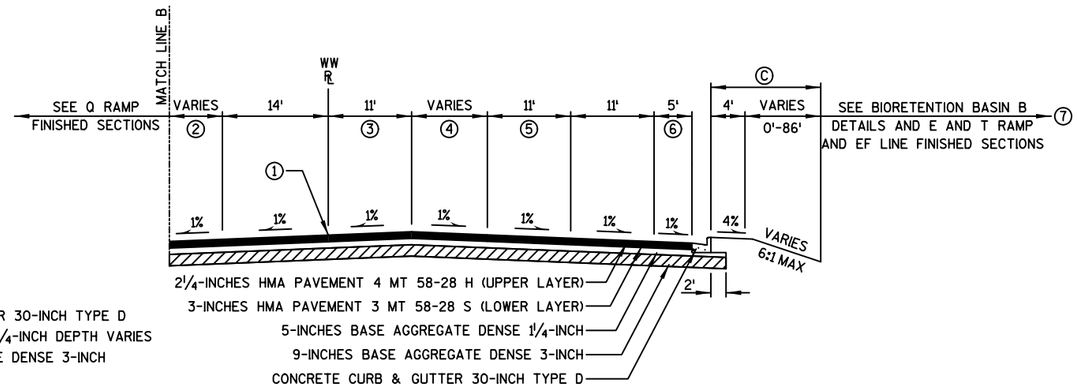
Ⓒ SALVAGED TOPSOIL, SEEDING TEMPORARY;
FERTILIZER TYPE B; SEEDING MIXTURE
NO. 20; EROSION MAT CLASS I TYPE B

Ⓓ COLORED AND STAMPED CONCRETE 5-INCH
4-INCHES BASE AGGREGATE DENSE 1 1/4-INCH




TYPICAL FINISHED SECTION - WILLIAMSBURG WAY (WW)

STA. 103+78.0 WW TO STA. 104+13.8 WW




TYPICAL FINISHED SECTION - WILLIAMSBURG WAY (WW)

STA. 102+38.7 WW TO STA. 104+13.8 WW

NOTE: SEE PLAN DETAILS
FOR ADDITIONAL INFORMATION

① POINT REFERRED TO ON WW PROFILE

② 0' - STA. 102+38.7 WW TO STA. 103+78.0 WW
VARIES 11.7' - STA. 103+78.0 WW
TO 17.0' - STA. 104+13.8 WW

③ VARIES 11' - STA. 103+18.5 WW
TO 0' - STA. 104+11.9 WW
0' - STA. 104+11.9 WW TO STA. 104+13.8 WW

④ VARIES 9.1' - STA. 102+38.7 WW
TO 0' - STA. 103+18.5 WW
0' - STA. 103+18.5 WW TO STA. 104+13.8 WW

⑤ VARIES 10.7' - STA. 102+39.5 WW
TO 11' - STA. 102+42.8 WW
VARIES 11' - STA. 104+11.9 WW
TO 10.8' - STA. 104+13.8 WW

⑥ VARIES 5' - STA. 103+77.9 WW
TO 24.1' - STA. 104+13.8 WW

⑦ SEE T RAMP FINISHED SECTIONS
STA. 102+38.7 WW TO STA. 102+46.3 WW
SEE E RAMP FINISHED SECTIONS
STA. 102+46.3 WW TO STA. 102+64.7 WW
SEE BIORETENTION BASIN B DETAILS
STA. 102+64.7 WW TO STA. 103+33.7 WW
SEE EF LINE FINISHED SECTIONS
STA. 103+33.7 WW TO STA. 104+13.8 WW

⑧ POINT REFERRED TO ON AD1 PROFILE

⑨ POINT REFERRED TO ON AD PROFILE

⑩ 18' - STA. 110+25.0 AD TO STA. 110+95.1 AD
VARIES 18' - STA. 110+95.1 AD
TO 14.5' - STA. 111+29.2 AD
VARIES 14.5' - STA. 111+29.2 AD
TO 16.0' - STA. 111+98.9 AD

⑪ 0' - STA. 110+96.4 AD TO STA. 111+30.8 AD
VARIES 0' - STA. 111+30.8 AD
TO 8.4' - STA. 111+98.9 AD

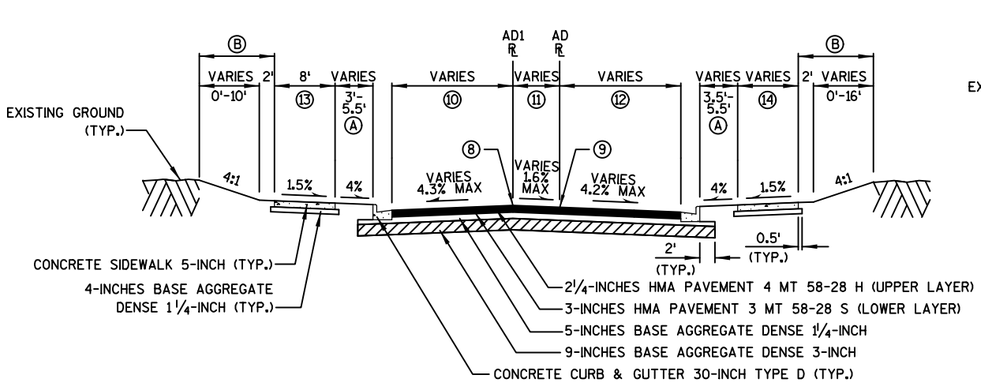
⑫ 18' - STA. 110+25.0 AD TO STA. 111+48.4 AD
VARIES 18' - STA. 111+48.4 AD
TO 13.8' - STA. 111+81.6 AD
VARIES 13.8' - STA. 111+29.2 AD
TO 15.7' - STA. 111+98.9 AD

⑬ EXISTING SIDEWALK TO REMAIN -
STA. 110+25.0 AD TO STA. 110+96.5 AD
5' - STA. 110+96.5 AD TO STA. 111+09.2 AD

⑭ 0' - STA. 110+25.0 AD TO STA. 111+17.2 AD
5' - STA. 111+17.2 AD TO STA. 111+65.0 AD
8' - STA. 111+65.0 AD TO STA. 111+98.9 AD

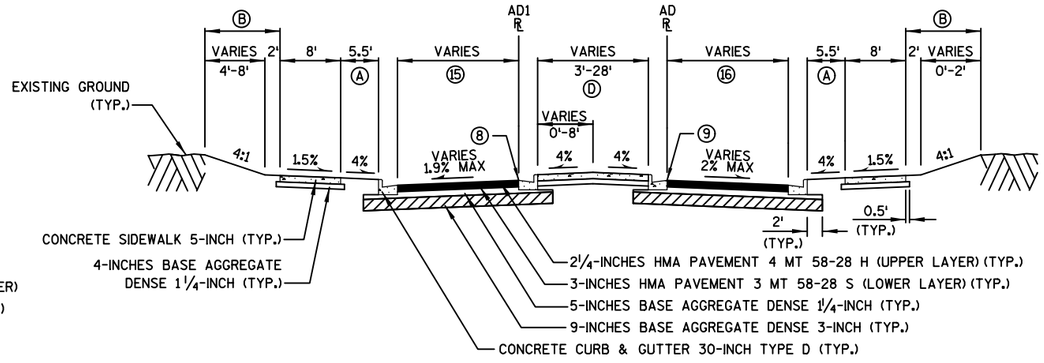
⑮ VARIES 16.0' - STA. 111+98.9 AD
TO 16.8' - STA. 112+30.2 AD

⑯ VARIES 15.7' - STA. 111+98.9 AD
TO 18.6' - STA. 112+40.9 AD




TYPICAL FINISHED SECTION - ANTON DRIVE (AD)

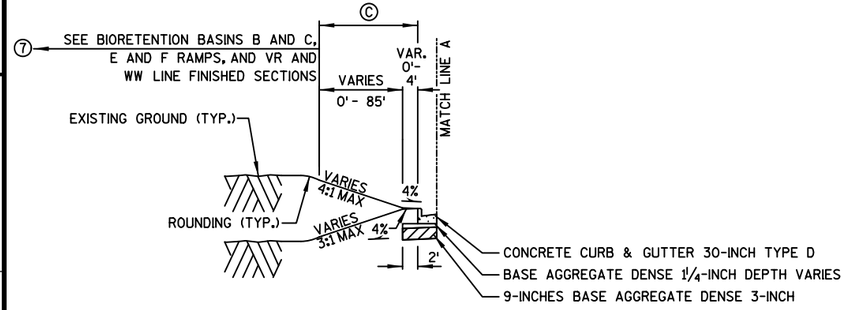
STA. 110+25.0 AD TO STA. 111+98.9 AD




TYPICAL FINISHED SECTION - ANTON DRIVE (AD)

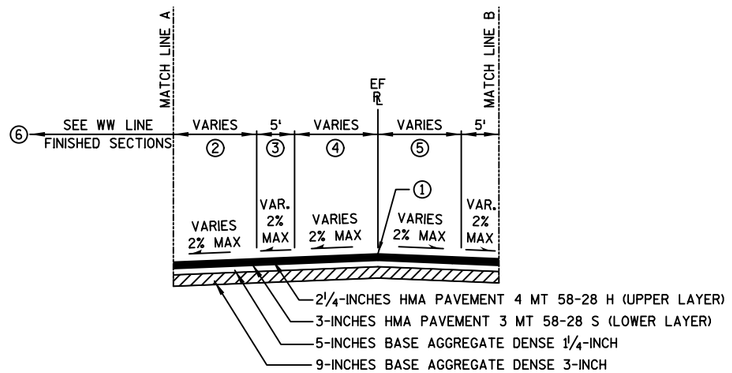
STA. 111+98.9 AD TO STA. 112+40.9 AD

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TYPICAL FINISHED SECTIONS - WILLIAMSBURG WAY, ANTON DR (WW,AD) | SHEET 28 | E |
|---|---|---|---|---|---|




TYPICAL FINISHED SECTION - EAST VERONA ROAD FRONTAGE ROAD (EF)

STA. 38+72.49 EF TO STA. 41+50.0 EF
STA. 51+36.3 EF TO STA. 54+62.6 EF
STA. 58+54.7 EF TO STA. 70+86.2 EF




TYPICAL FINISHED SECTION - EAST VERONA ROAD FRONTAGE ROAD (EF)

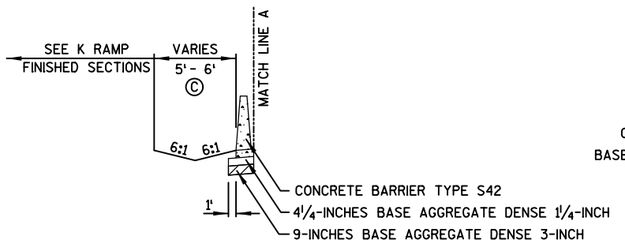
STA. 38+72.49 EF TO STA. 70+86.25 EF

NOTE: SEE PLAN DETAILS FOR ADDITIONAL INFORMATION

Ⓐ SALVAGED TOPSOIL; SOD LAWN; FERTILIZER TYPE B

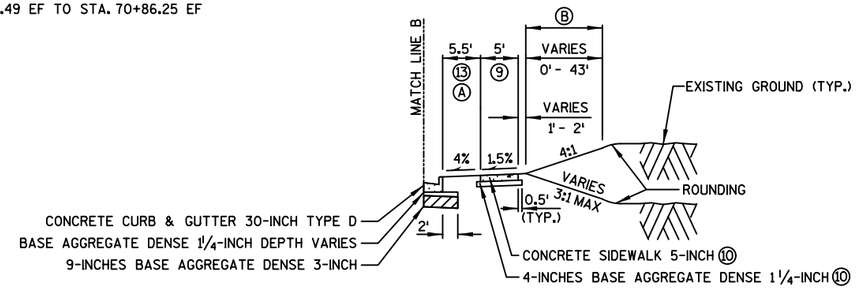
Ⓑ SALVAGED TOPSOIL; SEEDING TEMPORARY; FERTILIZER TYPE B; SEEDING MIXTURE NO. 40; EROSION MAT URBAN CLASS I TYPE A

Ⓒ SALVAGED TOPSOIL; SEEDING TEMPORARY; FERTILIZER TYPE B; SEEDING MIXTURE NO. 20; EROSION MAT CLASS I TYPE B



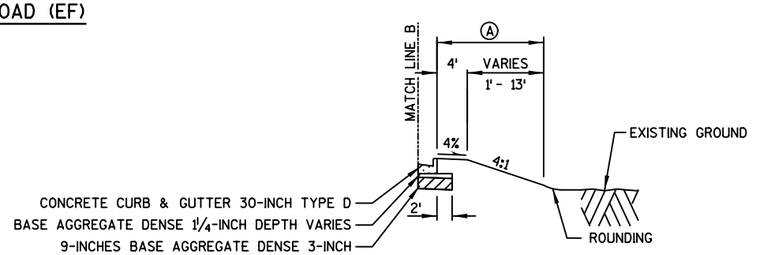

TYPICAL FINISHED SECTION - EAST VERONA ROAD FRONTAGE ROAD (EF)

STA. 41+50.0 EF TO STA. 42+00.0 EF



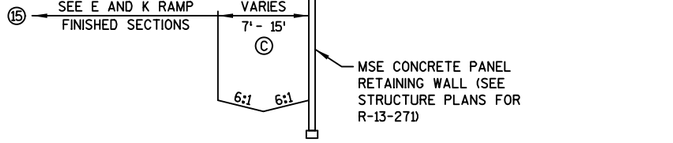

TYPICAL FINISHED SECTION - EAST VERONA ROAD FRONTAGE ROAD (EF)

STA. 38+72.5 EF TO STA. 66+96.1 EF



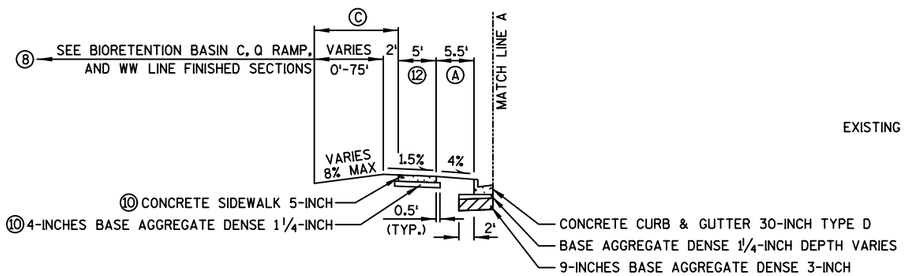

TYPICAL FINISHED SECTION - EAST VERONA ROAD FRONTAGE ROAD (EF)

STA. 66+96.1 EF TO STA. 70+86.25 EF



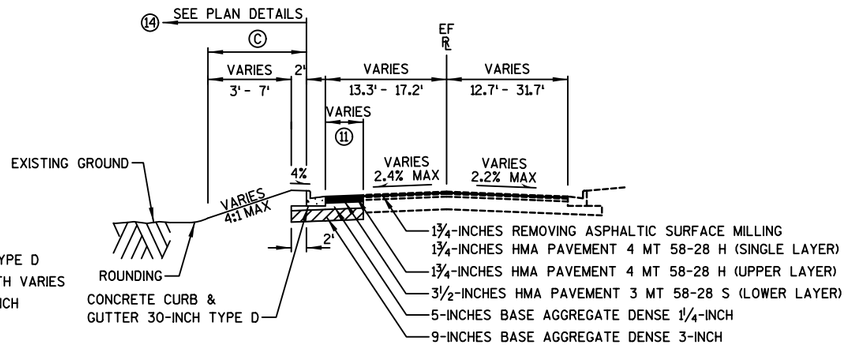

TYPICAL FINISHED SECTION - EAST VERONA ROAD FRONTAGE ROAD (EF)

STA. 42+00.0 EF TO STA. 51+36.3 EF




TYPICAL FINISHED SECTION - EAST VERONA ROAD FRONTAGE ROAD (EF)

STA. 54+62.6 EF TO STA. 55+99.5 EF
STA. 56+75.8 EF TO STA. 58+54.7 EF




TYPICAL FINISHED SECTION - EAST VERONA ROAD FRONTAGE ROAD (EF)

STA. 70+86.25 EF TO STA. 85+93.28 EF

⑪ 5'- STA. 70+86.25 EF TO STA. 73+12.4 EF
0'- STA. 73+12.4 EF TO STA. 79+33.6 EF
2'- STA. 79+33.6 EF TO STA. 80+02.3
VARIES 2'- STA. 80+02.3 EF
TO 4'- STA. 80+28.2 EF
4'- STA. 80+28.2 EF TO STA. 85+67.1 EF
VARIES 4'- STA. 85+67.1 EF
TO 2.7'- STA. 85+93.28 EF

⑫ 10'- STA. 56+75.8 EF TO STA. 57+29.1 EF

⑬ VARIES 5.5'- STA. 66+62.3 EF
TO 9.1'- STA. 66+96.1 EF

⑭ SEE PLAN DETAILS
STA. 80+13.3 EF TO STA. 85+67.2 EF

⑮ SEE K RAMP FINISHED SECTIONS
STA. 42+00.0 EF TO STA. 46+72.8 EF
SEE E RAMP FINISHED SECTIONS
STA. 46+72.8 EF TO STA. 51+36.3 EF

① POINT REFERRED TO ON EF PROFILE

② 0'- STA. 38+72.49 EF TO STA. 55+49.1 EF
VARIES 0'- STA. 55+49.1 EF
TO 28.1'- STA. 56+75.2 EF
VARIES 28.1'- STA. 56+75.2 EF
TO 11'- STA. 57+27.2 EF
11'- STA. 57+27.2 EF TO STA. 60+35.1 EF
VARIES 11'- STA. 60+35.1 EF
TO 0'- STA. 62+63.5 EF
0'- STA. 62+63.5 EF TO STA. 70+86.25 EF

③ VARIES 8.4'- STA. 41+75.9 EF
TO 5.5'- STA. 42+06.1 EF
5.5'- STA. 42+06.1 EF TO STA. 50+39.6 EF
VARIES 5.5'- STA. 50+39.6 EF
TO 8.1'- STA. 50+69.7 EF

④ VARIES 13'- STA. 38+72.49 EF
TO 15'- STA. 39+55.5 EF
15'- STA. 39+55.5 EF TO STA. 41+23.8 EF
VARIES 15'- STA. 41+23.8 EF
TO 11'- STA. 42+23.5 EF
11'- STA. 42+23.5 EF TO STA. 50+00.4 EF
VARIES 11'- STA. 50+00.4 EF
TO 15'- STA. 50+92.7 EF
15'- STA. 50+92.7 EF TO STA. 54+06.5 EF
VARIES 15'- STA. 54+06.5 EF
TO 21.9'- STA. 55+89.4 EF
VARIES 21.9'- STA. 55+89.4 EF
TO 13'- STA. 57+34.3 EF
13'- STA. 57+34.3 EF TO STA. 62+56.8 EF
VARIES 13'- STA. 62+56.8 EF
TO 11'- STA. 63+37.7 EF
11'- STA. 63+37.7 EF TO STA. 70+86.25 EF

⑤ VARIES 13.4'- STA. 38+72.49 EF
TO 15'- STA. 39+30.1 EF
15'- STA. 39+30.1 EF TO STA. 41+80.4 EF
VARIES 15'- STA. 41+80.4 EF
TO 11'- STA. 42+66.2 EF
11'- STA. 42+66.2 EF TO STA. 49+81.8 EF
VARIES 11'- STA. 49+81.8 EF
TO 15'- STA. 50+85.1 EF
15'- STA. 50+85.1 EF TO STA. 55+68.2 EF
VARIES 15'- STA. 55+68.2 EF
TO 13'- STA. 56+85.5 EF
13'- STA. 56+85.5 EF TO STA. 62+34.2 EF
VARIES 13'- STA. 62+34.2 EF
TO 11'- STA. 63+48.3 EF
11'- STA. 63+48.3 EF TO STA. 70+86.25 EF

⑥ SEE WW LINE FINISHED SECTIONS
STA. 55+99.5 EF TO STA. 56+75.8 EF

⑦ SEE VR LINE FINISHED SECTIONS
STA. 41+42.0 EF TO STA. 41+50.0 EF
SEE E RAMP FINISHED SECTIONS
STA. 51+36.3 EF TO STA. 52+56.0 EF
SEE BIORETENTION BASIN B
STA. 52+56.0 EF TO STA. 54+52.2 EF
SEE WW LINE FINISHED SECTIONS
STA. 54+52.2 EF TO STA. 54+62.6 EF
SEE BIORETENTION BASIN C
STA. 58+54.7 EF TO STA. 59+78.7 EF
SEE F RAMP FINISHED SECTIONS
STA. 59+78.7 EF TO STA. 63+54.3 EF

⑧ SEE WW LINE FINISHED SECTIONS
STA. 54+62.6 EF TO STA. 55+99.5 EF
STA. 56+75.8 EF TO STA. 57+32.4 EF
SEE Q RAMP FINISHED SECTIONS
STA. 57+32.4 EF TO STA. 58+00.4 EF
SEE BIORETENTION BASIN C
STA. 58+00.4 EF TO STA. 58+54.7 EF

⑨ 0'- STA. 38+72.5 EF TO STA. 38+99.3 EF
10'- STA. 57+19.7.2 EF TO STA. 64+64.0 EF

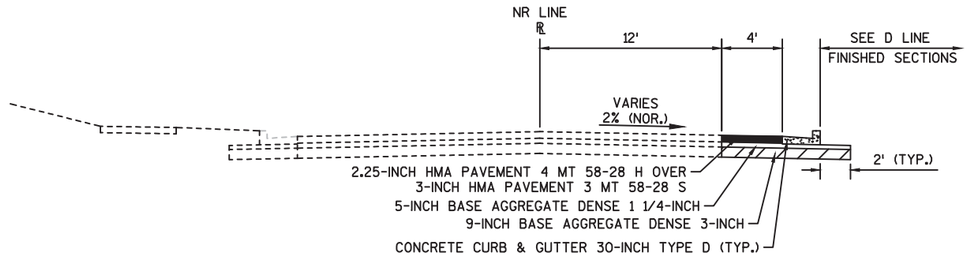
⑩ 3-INCHES HMA PAVEMENT 4 MT 58-28 H (SINGLE LAYER) OVER
8-INCHES BASE AGGREGATE DENSE 1¼-INCH -
STA. 56+75.8 EF TO STA. 57+29.1 EF LT
STA. 57+19.7 EF TO STA. 64+64.0 EF RT

2

NOTE: SEE PLAN DETAILS
FOR ADDITIONAL INFORMATION

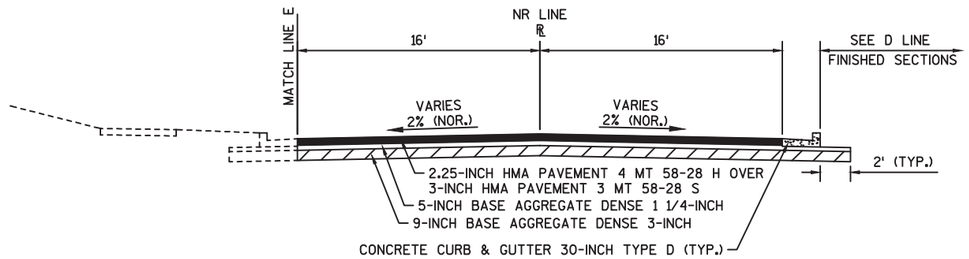
Ⓐ SALVAGED TOPSOIL; SOD LAWN; FERTILIZER TYPE B

Ⓑ SALVAGED TOPSOIL; SEEDING TEMPORARY; FERTILIZER TYPE B; SEEDING MIXTURE NO. 40; EROSION MAT CLASS I TYPE B



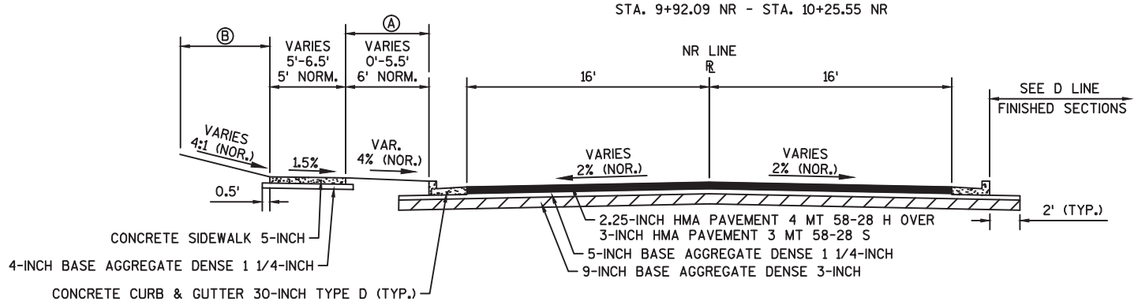

TYPICAL FINISHED SECTION - NESBITT ROAD (NR)

STA. 9+09.12 NR - STA. 9+92.09 NR




TYPICAL FINISHED SECTION - NESBITT ROAD (NR)

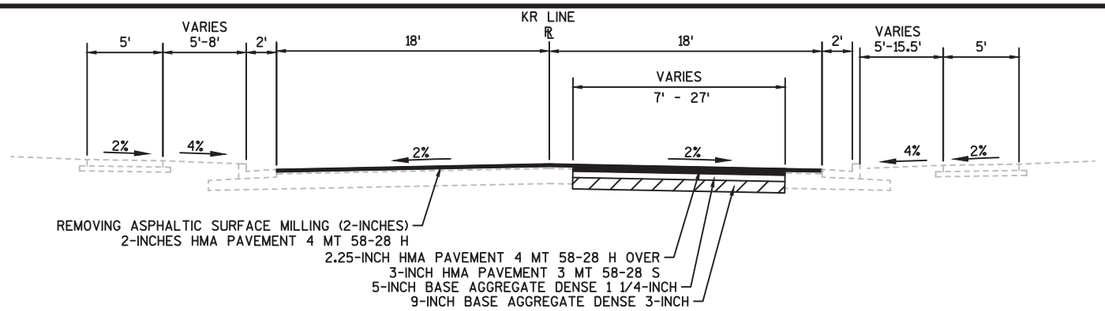
STA. 9+92.09 NR - STA. 10+25.55 NR




TYPICAL FINISHED SECTION - NESBITT ROAD (NR)

STA. 10+25.55 NR - STA. 23+75.79 NR

| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | TYPICAL FINISHED SECTIONS - NESBITT ROAD (NR) | SHEET 30 | E |
|---|---|---|---|---|---|



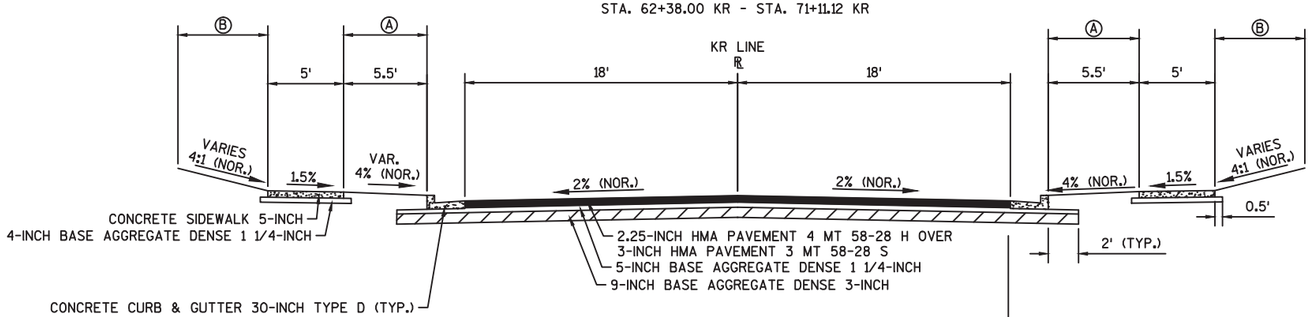

TYPICAL FINISHED SECTION - KAPEC ROAD (KR)

STA. 62+38.00 KR - STA. 71+11.12 KR

NOTE: SEE PLAN DETAILS FOR ADDITIONAL INFORMATION

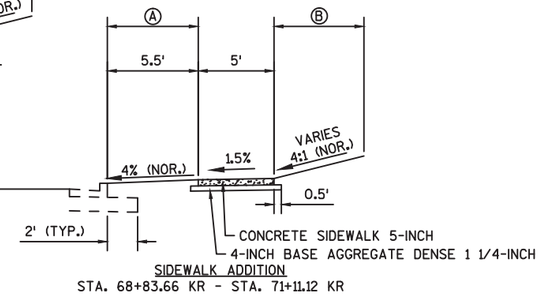
Ⓐ SALVAGED TOPSOIL; SOD LAWN; FERTILIZER TYPE B

Ⓑ SALVAGED TOPSOIL; SEEDING TEMPORARY; FERTILIZER TYPE B; SEEDING MIXTURE NO. 40; EROSION MAT CLASS I TYPE B



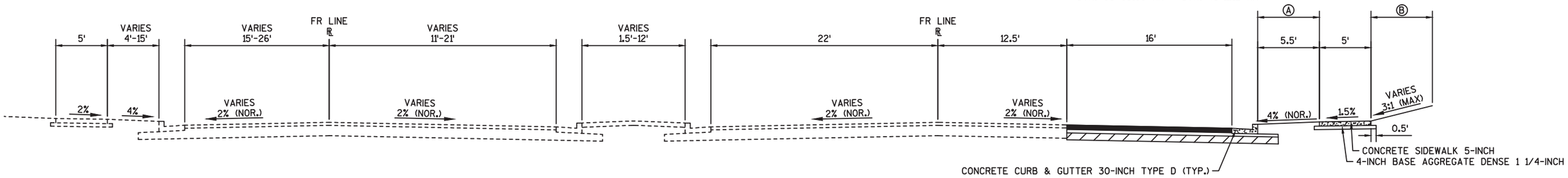

TYPICAL FINISHED SECTION - KAPEC ROAD (KR)

STA. 71+11.12 KR - STA. 73+11.26 KR



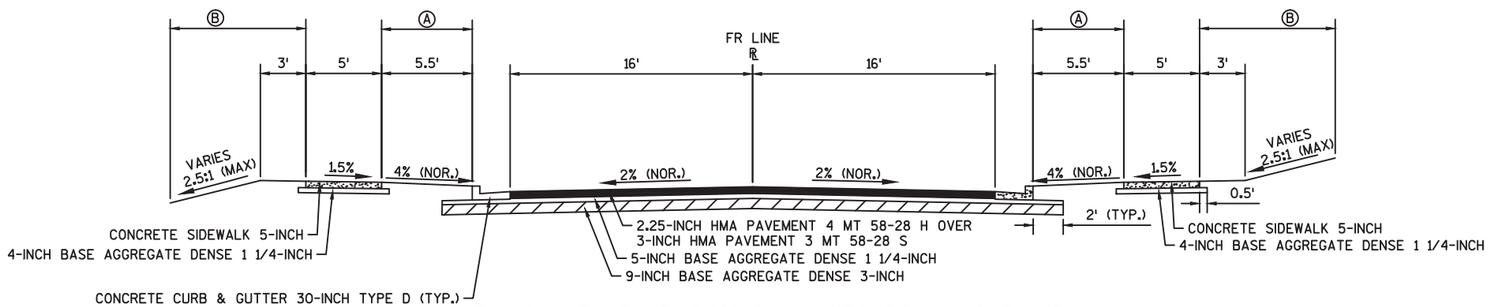

SIDEWALK ADDITION

STA. 68+83.66 KR - STA. 71+11.12 KR




TYPICAL FINISHED SECTION - FITCHRONA ROAD (FR)

STA. 27+72.42 FR - STA. 30+54.89 FR




TYPICAL FINISHED SECTION - FITCHRONA ROAD (FR)

STA. 31+33.70 FR - STA. 59+19.09 FR

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TYPICAL FINISHED SECTIONS - KAPEC ROAD AND FITCHRONA ROAD (KR AND FR) | SHEET 31 | E |
|---|---|---|---|---|---|

2

# MAINLINE

**WB USH 18/151 (VERONA ROAD) WIDENING**

| STATION | LEFT | RIGHT | DESCRIPTION |
|---|---|---|---|
| MAINLINE WB | (e=N/A, T=N/A, L=N/A) | | |
| 894+00 | --- | 3.5 | FULL SUPER |
| 896+75 | --- | -2.8 | MATCH EB WIDENING |

**EB USH 18/151 (VERONA ROAD) WIDENING**

| STATION | LEFT | RIGHT | DESCRIPTION |
|---|---|---|---|
| MAINLINE EB | (e=N/A, T=N/A, L=N/A) | | |
| 871+95 | -4.0 | --- | --- |
| 873+15 | -3.0 | --- | --- |
| 875+30 | -3.0 | --- | --- |
| 876+95 | -3.5 | --- | --- |
| 882+25 | -3.5 | --- | --- |
| 882+65 | -4.0 | --- | --- |
| 883+15 | -4.0 | --- | --- |
| 883+65 | -3.5 | --- | --- |
| 885+90 | -3.5 | --- | --- |
| 886+40 | -3.0 | --- | --- |
| 887+10 | -4.0 | --- | --- |
| 887+80 | -3.5 | --- | --- |
| 888+60 | -3.5 | --- | --- |
| 889+25 | -3.8 | --- | --- |
| 890+15 | -2.8 | --- | --- |
| 890+90 | -2.8 | --- | --- |
| 829+15 | -3.5 | --- | --- |
| 892+75 | -3.0 | --- | --- |
| 893+45 | -3.5 | --- | --- |
| 895+00 | -3.5 | --- | --- |
| 896+50 | -2.0 | --- | --- |

| STATION | | | DESCRIPTION |
|---|---|---|---|
| MAINLINE EB | | | |
| 921+00 | -1.0 | --- | 1% CROWN |
| 922+00 | 1.0 | --- | 1% SUPER |
| 928+00 | 1.0 | --- | 1% SUPER |
| 929+00 | -1.0 | --- | 1% CROWN |

# RAMPS

| STATION | LEFT | RIGHT | DESCRIPTION |
|---|---|---|---|
| A RAMP | (e=4.0%, T=144, L=96) | | |
| 86+86 A | --- | 4.0 | MATCH MAINLINE |
| 93+59 A | 4.0 | 4.0 | FULL SUPER |
| 94+07 A | 2.0 | 2.0 | REVERSE CROWN |

| STATION | LEFT | RIGHT | DESCRIPTION |
|---|---|---|---|
| A RAMP RIGHT TURN LANES | (e=4.0%, T=144, L=96) | | |
| 94+13 A | --- | 2.0 | REVERSE CROWN |
| 94+61 A | --- | 0.0 | 0% SUPER |
| 95+09 A | --- | -2.0 | NORMAL CROWN |

| STATION | LEFT | RIGHT | DESCRIPTION |
|---|---|---|---|
| L RAMP | (e=N/A, T=N/A, L=N/A) | | |
| 102+60 L | --- | -2.0 | NORMAL CROWN |
| 103+25 L | --- | -0.5 | CTH PD 'EB' MATCH |

| STATION | LEFT | RIGHT | DESCRIPTION |
|---|---|---|---|
| B RAMP | (e=N/A, T=N/A, L=N/A) | | |
| 104+70 B | -1.0 | 1.0 | CTH PD 'WB' MATCH |
| 105+86 B | -1.0 | 1.0 | |
| 106+66 B | 2.0 | -2.0 | REVERSE CROWN |

| STATION | LEFT | RIGHT | DESCRIPTION |
|---|---|---|---|
| B RAMP LT SHOULDER | (e=N/A, T=N/A, L=N/A) | | |
| 113+58 B | 2.0 | --- | --- |
| 114+13 B | 0.9 | --- | --- |

| STATION | LEFT | RIGHT | DESCRIPTION |
|---|---|---|---|
| D RAMP | (e=4.0, T=96, L=48) | | |
| 87+23 D | 4.0 | --- | MATCH MAINLINE |
| 90+62 D | 4.0 | 4.0 | 4% SUPER |
| 92+74 D | 4.0 | 4.0 | 4% SUPER |
| 93+23 D | 2.0 | 2.0 | REVERSE CROWN |
| 93+71 D | 2.0 | 0.0 | 0% SUPER |
| 94+19 D | 2.0 | -2.0 | NORMAL CROWN |
| | FOR INFORMATION ONLY | | |

| STATION | LEFT | RIGHT | DESCRIPTION |
|---|---|---|---|
| D RAMP | (e=N/A, T=N/A, L=N/A) | | |
| 101+70 D | 2.0 | -2.0 | NORMAL CROWN |
| 101+78 D | --- | -2.0 | START RT LANE TRANSITION |
| 101+92 D | 0.9 | -1.3 | --- |

| STATION | LEFT | RIGHT | DESCRIPTION |
|---|---|---|---|
| P RAMP | (e=N/A, T=N/A, L=N/A) | | |
| 7+85 P | 2.0 | --- | NORMAL CROWN |
| 8+45 P | 0.1 | --- | D RAMP MATCH |

# RAMPS

| STATION | LEFT | RIGHT | DESCRIPTION |
|---|---|---|---|
| E RAMP | (e=N/A, T=N/A, L=N/A) | | |
| 134+20 E | NC | NC | NORMAL CROWN |
| 134+62 E | 0.0 | -2.0 | 0% SUPER |
| 135+05 E | 2.0 | --- | REVERSE CROWN |
| 135+30 E | 3.2 | --- | 'WW' MATCH |

| STATION | LEFT | RIGHT | DESCRIPTION |
|---|---|---|---|
| F RAMP | (e=N/A, T=N/A, L=N/A) | | |
| 136+31 F | 3.0 | -3.0 | 'WW' MATCH |
| 136+47 F | 3.0 | -3.0 | FULL SUPER |
| 136+60 F | 2.6 | -3.0 | --- |
| 137+10 F | 1.0 | -2.0 | --- |
| 137+39 F | 0.0 | -2.0 | 0% SUPER |
| 138+00 F | -2.0 | -2.0 | NORMAL CROWN |

| STATION | LEFT | RIGHT | DESCRIPTION |
|---|---|---|---|
| F RAMP RT SHOULDER | (e=N/A, T=N/A, L=N/A) | | |
| 138+93 F | --- | -2.0 | --- |
| 139+35 F | --- | -4.0 | --- |

2

## CTH PD

**EB CTH PD**

| STATION | LEFT | RIGHT | DESCRIPTION |
|---|---|---|---|
| CROWN TRANSITION ENTRY | (e=N/A, T=N/A, L=N/A) | | |
| 97+00 EB | 2.0 | -2.0 | 2% CROWN |
| 97+40 EB | 1.0 | -1.6 | 11' CROWN RUNOFF |
| 97+87 | 1.0 | -1.1 | 1% SUPER |

CROWN IS LOCATED 11' RT OF REFERENCE LINE (RL). ROTATION IS ABOUT EB PGL, 22' RT OF REFERENCE LINE.

## SIDEROADS

**WILLIAMSBURG WAY**

| STATION | LEFT | RIGHT | DESCRIPTION |
|---|---|---|---|
| WILLIAMSBURG MATCH TRANSITION | (e=N/A, T=N/A, L=N/A) | | |
| 92+00 WW | -3.7 | --- | MATCH EXISTING |
| 93+01.1 WW | -2.0 | --- | NORMAL CROWN |

| STATION | LEFT | RIGHT | DESCRIPTION |
|---|---|---|---|
| WILLIAMSBURG MATCH TRANSITION | (e=N/A, T=N/A, L=N/A) | | |
| 92+00 WW | --- | -3.7 | MATCH EXISTING |
| 93+01.6 WW1 | --- | -2.0 | NORMAL CROWN |
| 93+82.8 WW1 | --- | -2.0 | 'RB' MATCH |

| STATION | LEFT | RIGHT | DESCRIPTION |
|---|---|---|---|
| WILLIAMSBURG WAY | (e=N/A, T=N/A, L=N/A) | | |
| 93+33.1 WW | -2.0 | --- | NORMAL CROWN |
| 93+92.7 WW | -0.75 | --- | 'RB' MATCH |

| STATION | LEFT | RIGHT | DESCRIPTION |
|---|---|---|---|
| WILLIAMSBURG WAY | (e=N/A, T=N/A, L=N/A) | | |
| 95+08.5 WW | -1.0 | --- | 'RB' MATCH |
| 96+05 WW | -1.0 | --- | 1% CROWN |
| 96+55 WW | -2.0 | --- | 2% CROWN |
| 97+45 WW | -1.1 | --- | --- |

| STATION | LEFT | RIGHT | DESCRIPTION |
|---|---|---|---|
| WILLIAMSBURG WAY | (e=N/A, T=N/A, L=N/A) | | |
| 95+08.1 WW2 | --- | -1.0 | 'RB' MATCH |
| 96+38 WW2 | --- | -1.0 | 1% CROWN |
| 96+79 WW2 | --- | -2.0 | 2% CROWN |
| 97+45 WW | --- | -1.34 | --- |

## SIDEROADS

**ANTON DRIVE**

| STATION | LEFT | RIGHT | DESCRIPTION |
|---|---|---|---|
| ANTON DRIVE MATCH TRANSITION | (e=N/A, T=N/A, L=N/A) | | |
| 110+25 AD | -4.3 | -4.2 | MATCH EXISTING |
| 110+90 AD | -2.0 | -2.0 | NORMAL CROWN |

| STATION | LEFT | RIGHT | DESCRIPTION |
|---|---|---|---|
| ANTON DRIVE | (e=N/A, T=N/A, L=N/A) | | |
| 11+94.9 AD1 | -2.0 | --- | NORMAL CROWN |
| 12+44.9 AD1 | -1.0 | --- | 'RB' MATCH |

| STATION | LEFT | RIGHT | DESCRIPTION |
|---|---|---|---|
| ANTON DRIVE | (e=N/A, T=N/A, L=N/A) | | |
| 112+10.9 AD | --- | -2.0 | NORMAL CROWN |
| 112+40.9 AD | --- | -1.0 | 'RB' MATCH |

**EAST VERONA ROAD FRONTAGE ROAD**

| STATION | LEFT | RIGHT | DESCRIPTION |
|---|---|---|---|
| EAST VR FRONTAGE ROAD MATCH | (e=N/A, T=N/A, L=N/A) | | |
| 38+72.5 EF | -2.61 | --- | MATCH EXISTING |
| 38+90 EF | -2.0 | --- | NORMAL CROWN |

| STATION | LEFT | RIGHT | DESCRIPTION |
|---|---|---|---|
| EAST VR FRONTAGE ROAD MATCH | (e=N/A, T=N/A, L=N/A) | | |
| 38+72.5 EF | --- | -2.94 | MATCH EXISTING |
| 38+99 EF | --- | -2.0 | NORMAL CROWN |

| STATION | LEFT | RIGHT | DESCRIPTION |
|---|---|---|---|
| EAST VR FRONTAGE ROAD | (e=N/A, T=N/A, L=N/A) | | |
| 53+97 EF | -2.0 | -2.0 | NORMAL CROWN |
| 54+87 EF | 0.0 | -2.0 | 0% SUPER |
| 55+77 EF | 2.0 | -2.0 | REVERSE CROWN |
| 57+28 EF | 2.0 | -2.0 | REVERSE CROWN |
| 58+18 EF | 0.0 | -2.0 | 0% SUPER |
| 59+08 EF | -2.0 | -2.0 | NORMAL CROWN |

| STATION | LEFT | RIGHT | DESCRIPTION |
|---|---|---|---|
| EAST VR FRONTAGE ROAD | (e=N/A, T=N/A, L=N/A) | | |
| 63+25 EF | -2.0 | -2.0 | NORMAL CROWN |
| 63+75 EF | 0.0 | -2.0 | 0% SUPER |
| 64+25 EF | 2.0 | -2.0 | REVERSE CROWN |
| 70+56 EF | 2.0 | -2.0 | REVERSE CROWN |
| 70+71 EF | 1.4 | -2.0 | --- |
| 70+86.2 EF | 0.83 | -1.57 | MATCH EXISTING |

## SIDEROADS

**NESBITT ROAD**

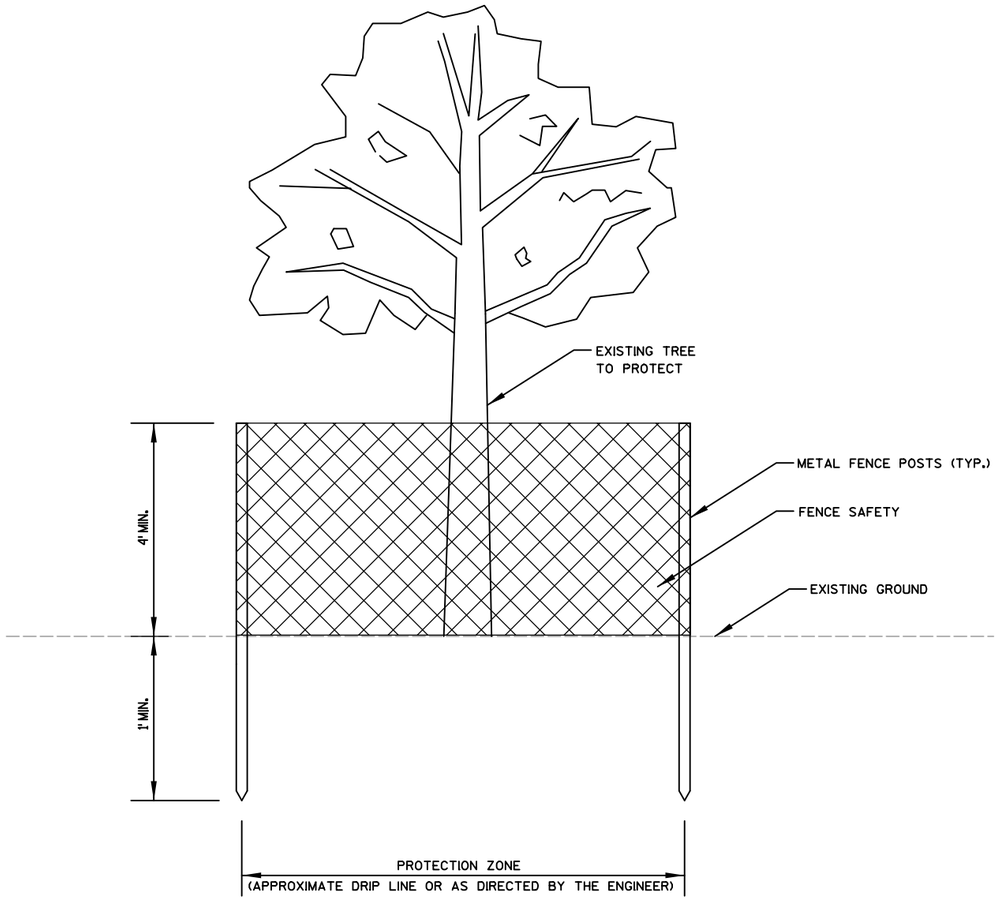
| STATION | LEFT | RIGHT | DESCRIPTION |
|---|---|---|---|
| NESBITT ROAD | (e=N/A, T=N/A, L=N/A) | | |
| 16+78 NR | -2.0 | -2.0 | NORMAL CROWN |
| 17+14 NR | -2.0 | 0.0 | 0% SUPER |
| 17+50 NR | -2.0 | 2.0 | 2% SUPER |
| 20+24 NR | -2.0 | 2.0 | 2% SUPER |
| 20+60 NR | -2.0 | 0.0 | 0% SUPER |
| 20+96 NR | -2.0 | -2.0 | NORMAL CROWN |

2

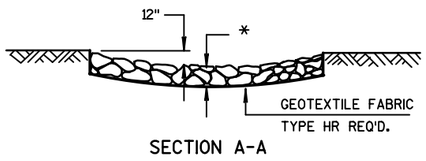
# RUNOFF COEFFICIENT TABLE

| | HYDROLOGIC SOIL GROUP | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | A | | | B | | | C | | | D | | |
| | SLOPE RANGE (PERCENT) | | | SLOPE RANGE (PERCENT) | | | SLOPE RANGE (PERCENT) | | | SLOPE RANGE (PERCENT) | | |
| LAND USE: | 0-2 | 2-6 | 6 & OVER | 0-2 | 2-6 | 6 & OVER | 0-2 | 2-6 | 6 & OVER | 0-2 | 2-6 | 6 & OVER |
| ROW CROPS | .08<br>.22 | .16<br>.30 | .22<br>.38 | .12<br>.26 | .20<br>.34 | .27<br>.44 | .15<br>.30 | .24<br>.37 | .33<br>.50 | .19<br>.34 | .28<br>.41 | .38<br>.56 |
| MEDIAN STRIP-TURF | .19<br>.24 | .20<br>.26 | .24<br>.30 | .19<br>.25 | .22<br>.28 | .26<br>.33 | .20<br>.26 | .23<br>.30 | .30<br>.37 | .20<br>.27 | .25<br>.32 | .30<br>.40 |
| SIDE SLOPE-TURF | | | .25<br>.32 | | | .27<br>.34 | | | .28<br>.36 | | | .30<br>.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 = 74.17 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 71.17 ACRES



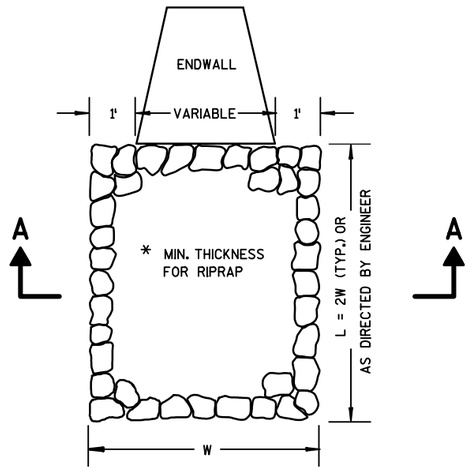

TREE PROTECTION DETAIL



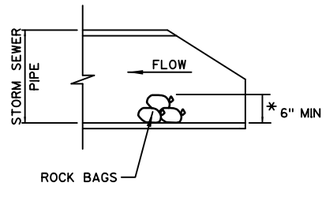

SECTION A-A

* 18-INCH MIN. THICKNESS FOR RIPRAP MEDIUM

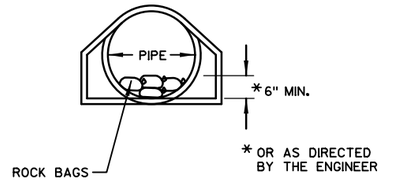
24-INCH MIN. THICKNESS FOR RIPRAP HEAVY




RIPRAP MEDIUM & RIPRAP HEAVY TREATMENT AT CULVERTS



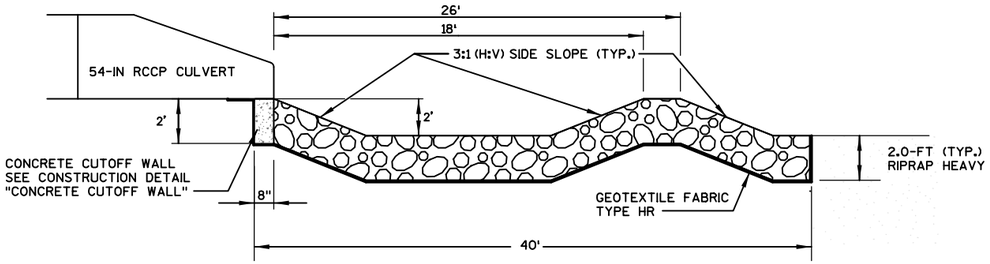

SIDE VIEW
INSTALL ON INLET END



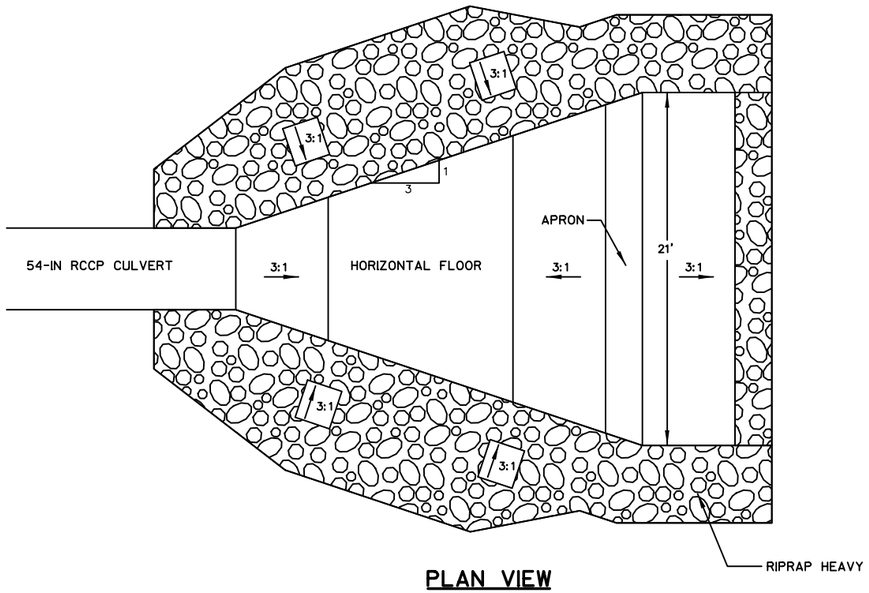

END VIEW

| ESTIMATED BAG SIZE = 18" X 12" X 6" | |
|---|---|
| PIPE SIZE | ESTIMATED NO. OF BAGS |
| 12" | 1 |
| 18" | 2 |
| 24" | 3 |
| 20"x28" | 5 |
| 30" | 5 |
| 29"x45" | 10 |
| 48" | 10 |
| 54" | 10 |
| 60" | 13 |
| 72" | 16 |

CULVERT PIPE CHECKS DETAIL

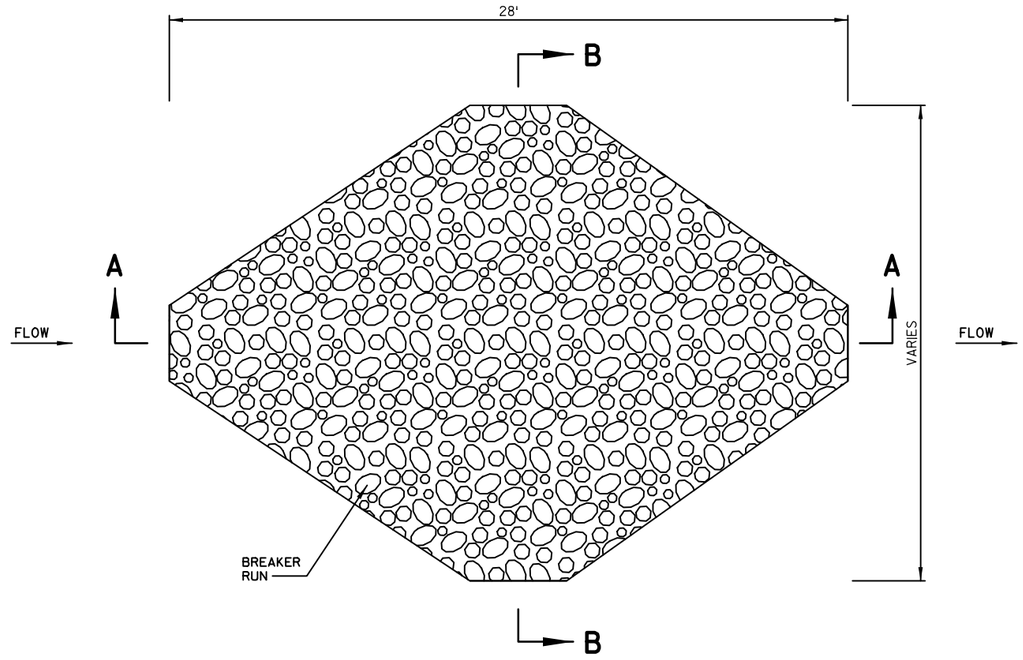



**PROFILE VIEW**
(NO SCALE)

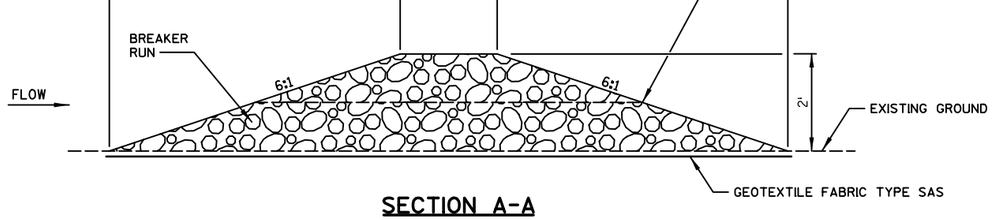



**PLAN VIEW**
(NO SCALE)

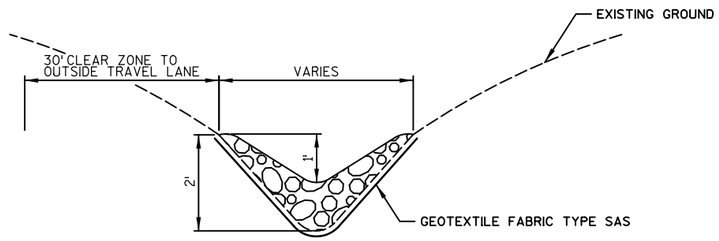
**ENERGY DISSIPATOR AT EF880**




**PLAN**
(NO SCALE)




**SECTION A-A**
(NO SCALE)

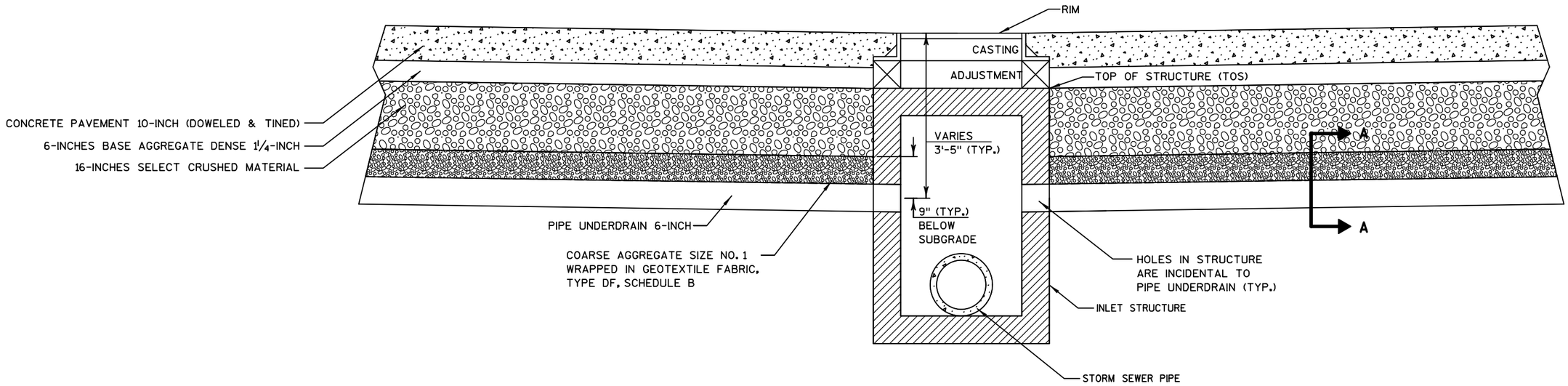



**SECTION B-B**
(NO SCALE)

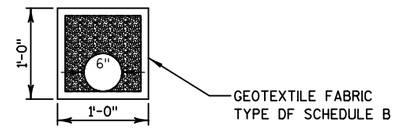
NOTES:

1. SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS

**STONE OR ROCK DITCH CHECKS**

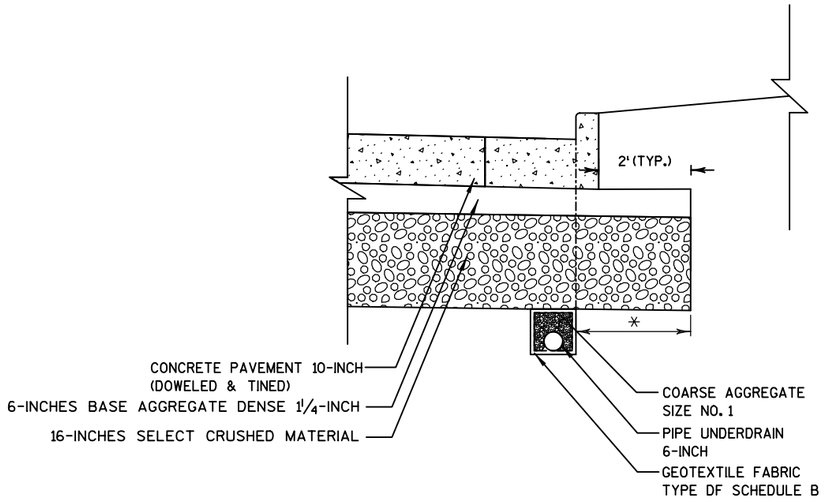



PIPE UNDERDRAIN 6-INCH WITH GEOTEXTILE
FABRIC AND AGGREGATE PROFILE VIEW




SECTION A-A

PIPE UNDERDRAIN 6-INCH ENCLOSED IN A 1'-0" X 1'-0" AREA OF COARSE AGGREGATE SIZE NO. 1 WRAPPED IN GEOTEXTILE FABRIC, TYPE DF, SCHEDULE B.



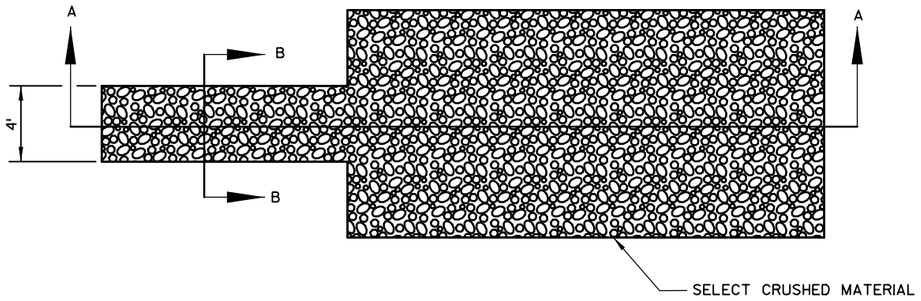

PIPE UNDERDRAIN 6-INCH WITH GEOTEXTILE
FABRIC AND AGGREGATE CROSS SECTION

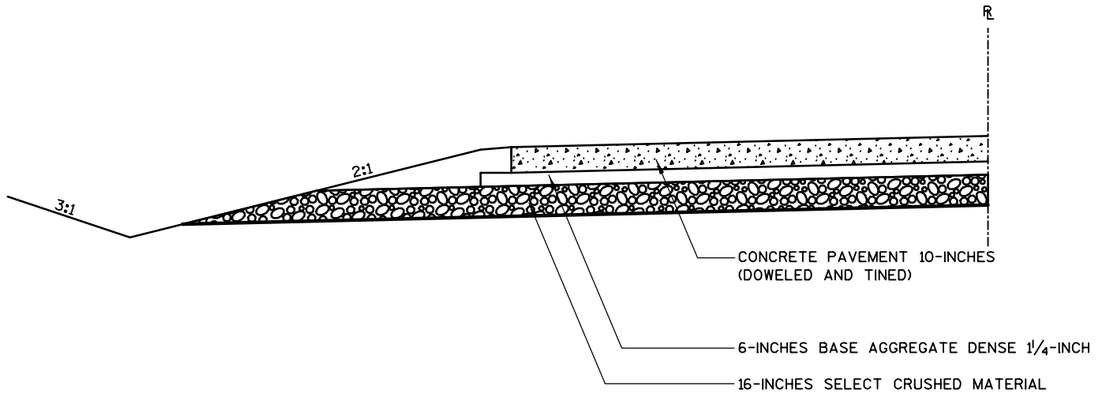
*SEE MISCELLANEOUS QUANTITIES FOR EXACT LOCATIONS.

| ROADWAY | OFFSET* | STATION TO STATION | COMMENTS |
|---|---|---|---|
| WILLIAMSBURG WAY | RT | 102+27 WW - 102+42 WW | SLOPES OPPOSITE ROADWAY PROFILE |
| WILLIAMSBURG WAY | LT | 102+27 WW - 102+44 WW | SLOPES OPPOSITE ROADWAY PROFILE |
| CTH PD (MCKEE ROAD) | LT | 80+70 WB - 80+80 WB | SLOPES OPPOSITE ROADWAY PROFILE |

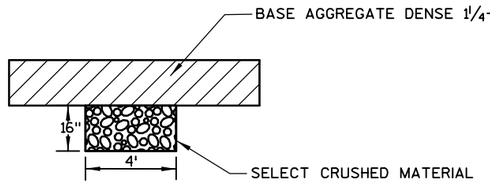
PIPE UNDERDRAIN 6-INCH WITH GEOTEXTILE
FABRIC AND AGGREGATE DETAIL

NOTES:
PIPE UNDERDRAIN IS TO BE DISCHARGED INTO A STORM SEWER STRUCTURE.
SEE UNDERDRAIN PLAN FOR MORE INFORMATION.




**SECTION A-A**



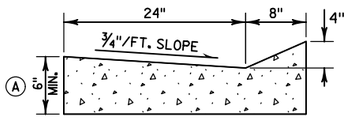

**SECTION B-B**

## FRENCH DRAIN DETAIL

CONSTRUCT AT STA. 86+90 A LT, STA. 88+90 A LT AND AT LOCATIONS DETERMINED IN THE FIELD BY THE ENGINEER (200' NORMAL).

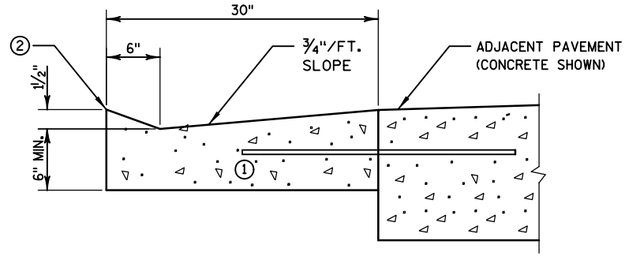
EXCAVATION REQUIRED TO CONSTRUCT FRENCH DRAINS SHALL BE CONSIDERED INCIDENTAL TO THE ITEM SELECT CRUSHED MATERIAL.

Ⓐ 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.




## CONCRETE CURB AND GUTTER 32-INCH SPECIAL

NOTE: SEE S.D.D. "CONCRETE CURB, CONCRETE CURB & GUTTER AND PAVEMENT TIES" FOR ADDITIONAL INFORMATION AND TYPICAL TIE BAR LOCATION.

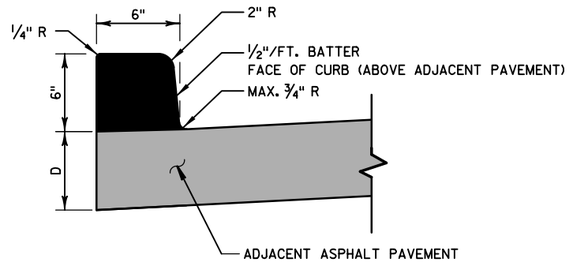



① TIE BARS ARE REQUIRED WHEN CURB AND GUTTER IS PLACED ADJACENT TO CONCRETE PAVEMENT.

② BACK OF CURB ELEVATION TO MATCH FLAG OF CURB ELEVATION.

## CONCRETE CURB & GUTTER 30-INCH TYPE A/D DRIVEWAY CURB AND GUTTER DETAIL

NOTE: SEE S.D.D. "CONCRETE CURB, CONCRETE CURB & GUTTER AND PAVEMENT TIES" FOR ADDITIONAL INFORMATION AND TYPICAL TIE BAR LOCATION.




D = DEPTH OF ADJACENT ASPHALT PAVEMENT

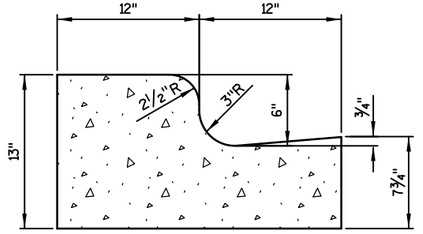
## ASPHALTIC CURB DETAIL

GENERAL NOTES:

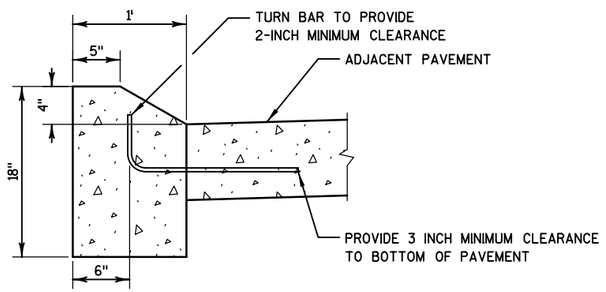
LATERAL CONTRACTION JOINTS SHALL BE PLACED AT INTERVALS OF NOT MORE THAN 15' NOR LESS THAN 6' IN LENGTH. THE JOINTS SHALL BE A MINIMUM OF 3" IN DEPTH.

EXPANSION JOINTS SHALL BE PLACED TRANSVERSALLY AT RADIUS POINTS ON CURVES OF RADIUS 200' OR LESS, AND AT ANGLE POINTS, OR AS DIRECTED BY THE ENGINEER. THE EXPANSION JOINT SHALL BE A ONE PIECE ASPHALTIC MATERIAL HAVING THE SAME DIMENSIONS AS CURB & GUTTER AT THAT STATION AND BE ½" THICK.

IN ALL CASES, CONCRETE CURB & GUTTER SHALL BE PLACED ON THOROUGHLY COMPACTED BASE AGGREGATE.




## CONCRETE CURB & GUTTER 24-INCH TYPE D DETAIL



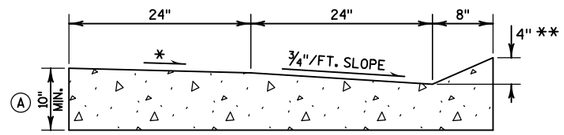

## CONCRETE CURB 4-INCH SLOPED 12-INCH TYPE A DETAIL

NOTE: SEE S.D.D. "CONCRETE CURB, CONCRETE CURB & GUTTER AND PAVEMENT TIES" FOR ADDITIONAL INFORMATION AND TYPICAL TIE BAR LOCATION.

Ⓐ THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 10" MINIMUM GUTTER THICKNESS IS MAINTAINED.

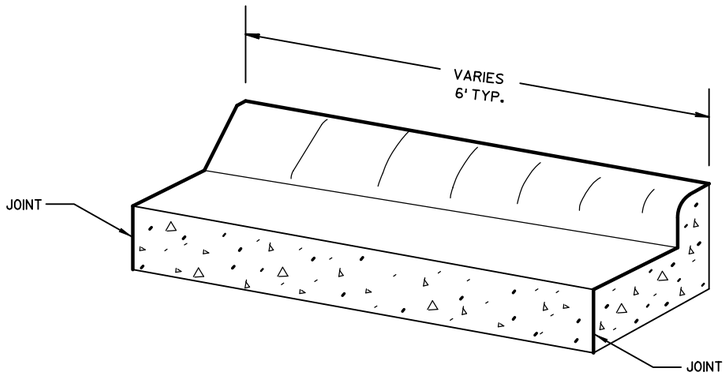
* MATCH THE ADJACENT PAVEMENT CROSS SLOPE

** CURB HEAD HEIGHT IS 1.5" AT DRIVEWAY CURB LOCATIONS




## CONCRETE CURB AND GUTTER 56-INCH SPECIAL

NOTE: SEE S.D.D. "CONCRETE CURB, CONCRETE CURB & GUTTER AND PAVEMENT TIES" FOR ADDITIONAL INFORMATION AND TYPICAL TIE BAR LOCATION.




## CONCRETE CURB AND GUTTER TRANSITION DETAIL

NOTE: TRANSITION FROM CONCRETE CURB AND GUTTER 30-INCH TYPE D
TO CONCRETE CURB AND GUTTER 18-INCH TYPE D
- TO BE MEASURED AND PAID AS CONCRETE CURB AND GUTTER 30-INCH TYPE D

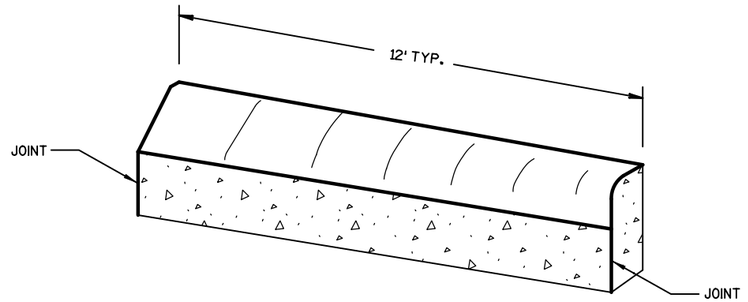
TRANSITION FROM CONCRETE CURB AND GUTTER 30-INCH TYPE A
TO CONCRETE CURB AND GUTTER 32-INCH SPECIAL
- TO BE MEASURED AND PAID AS CONCRETE CURB AND GUTTER 30-INCH TYPE A

TRANSITION FROM CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
TO CONCRETE CURB AND GUTTER 30-INCH TYPE A
- TO BE MEASURED AND PAID AS CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A

TRANSITION FROM CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
TO CONCRETE CURB AND GUTTER 30-INCH TYPE D
- TO BE MEASURED AND PAID AS CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A

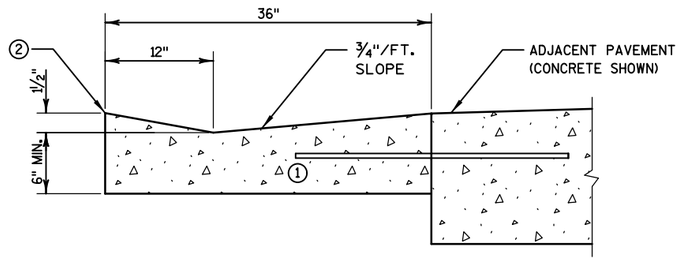
TRANSITION FROM CONCRETE CURB AND GUTTER 24-INCH TYPE D
TO CONCRETE CURB AND GUTTER 18-INCH TYPE D
- TO BE MEASURED AND PAID AS CONCRETE CURB AND GUTTER 24-INCH TYPE D

2




## CONCRETE CURB TRANSITION DETAIL

NOTE: TRANSITION FROM CONCRETE CURB 4-INCH SLOPED 12-INCH TYPE A
TO CONCRETE CURB TYPE A
- TO BE MEASURED AND PAID AS CONCRETE CURB 4-INCH SLOPED 12-INCH TYPE A



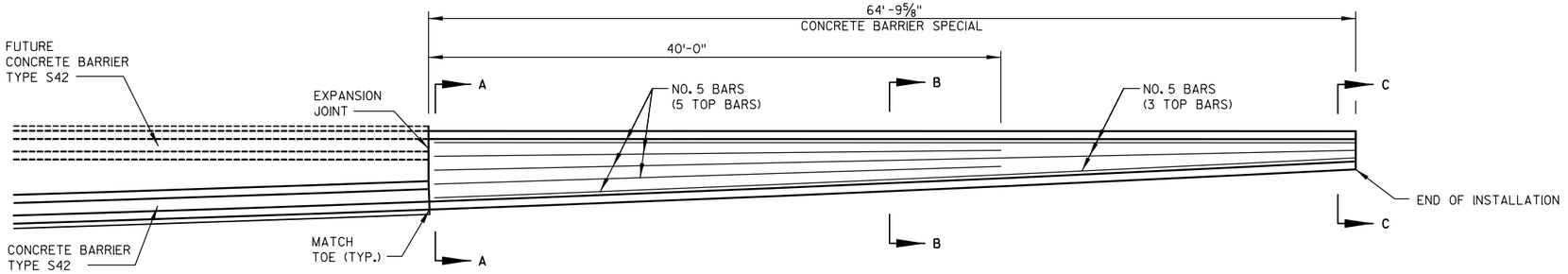

1. TIE BARS ARE REQUIRED WHEN CURB AND GUTTER IS PLACED ADJACENT TO CONCRETE PAVEMENT.
2. BACK OF CURB ELEVATION TO MATCH FLAG OF CURB ELEVATION.

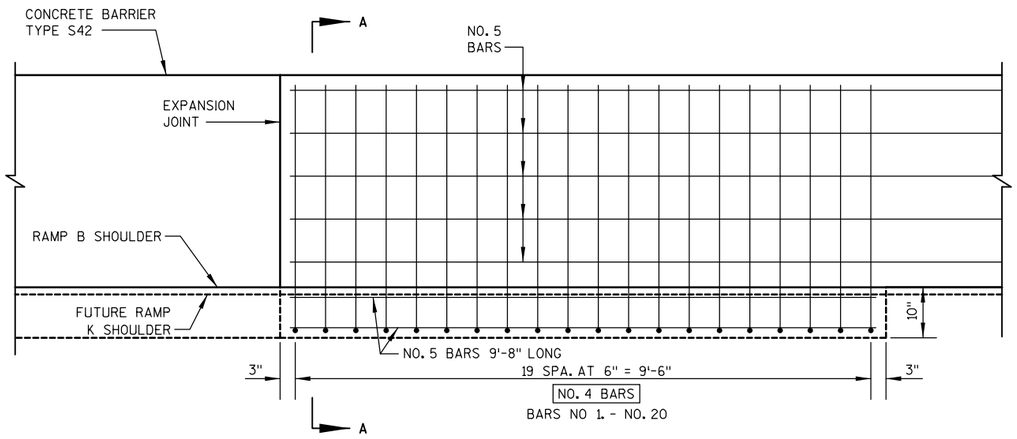
## CONCRETE CURB & GUTTER 36-INCH TYPE A/D
## DRIVEWAY CURB AND GUTTER DETAIL

NOTE: SEE S.D.D. "CONCRETE CURB, CONCRETE CURB & GUTTER AND PAVEMENT TIES" FOR ADDITIONAL INFORMATION AND TYPICAL TIE BAR LOCATION.

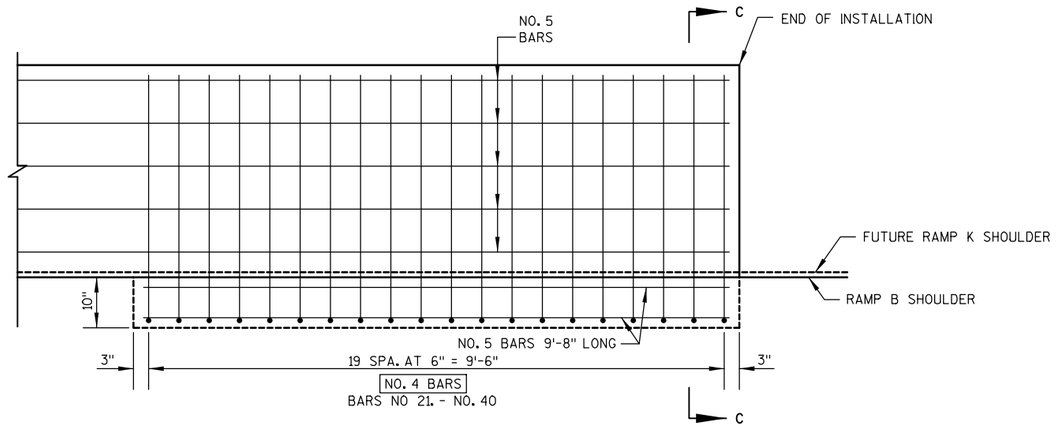


FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\021005a_cd_Curb.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

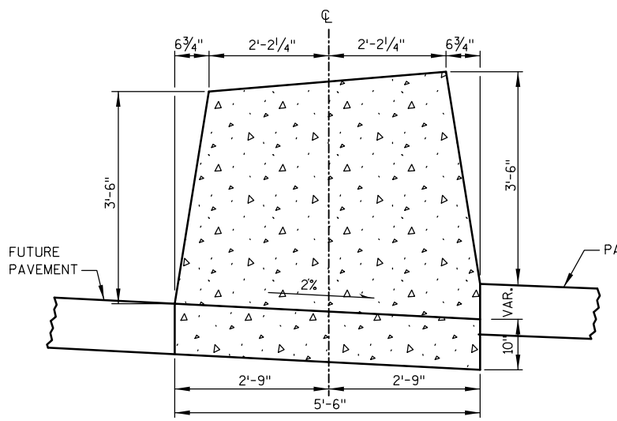


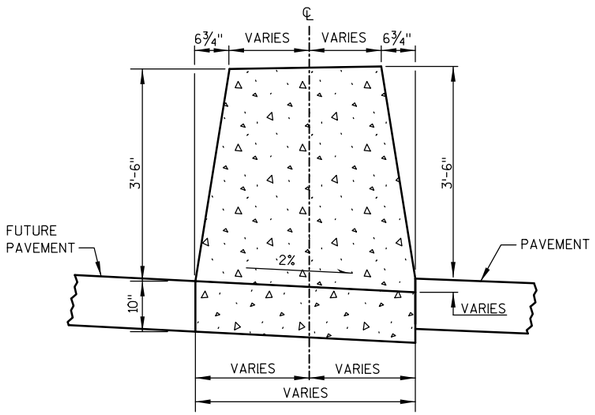

**END ANCHOR CONCRETE BARRIER SPECIAL**



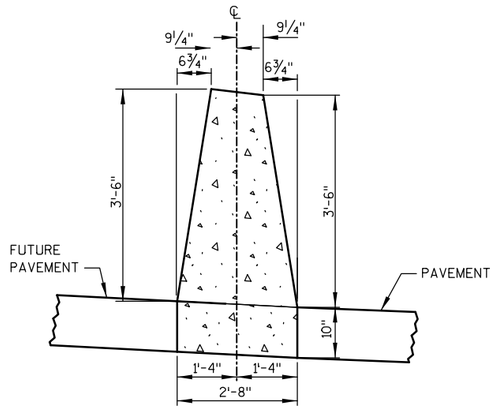

**END ANCHOR CONCRETE BARRIER SPECIAL**




**SECTION A-A**




**SECTION B-B**



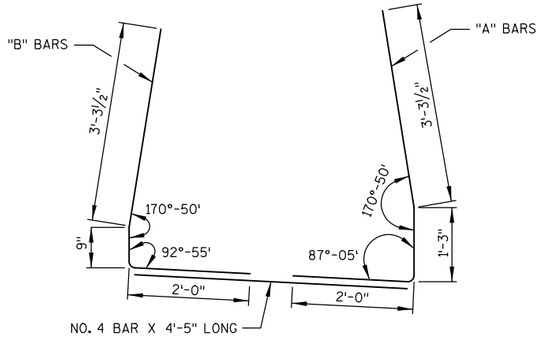

**SECTION C-C**

## CONCRETE BARRIER SPECIAL

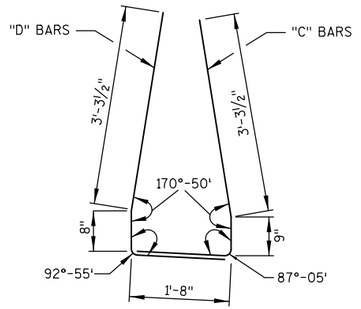
STA. 113+47.84 B TO STA. 114+12.66 B

**NOTES:**

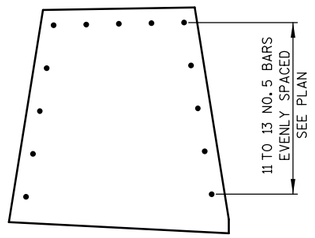
1. CONSTRUCT PER SECTION 603 OF THE STANDARD SPECIFICATION.
2. STAGGER LAPPING OF LONGITUDINAL STEEL. MINIMUM OVERLAP OF STEEL IS 2 FEET. BARS AT LAPS TO BE AND FIRMLY TIED OR CONNECTED.
3. 4,000 PSI CONCRETE AIR ENTRAINMENT PER SECTION 501 OF THE STANDARD SPECIFICATIONS.
4. USE ¾" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS NOTED OTHERWISE.
5. 2" CLEAR COVER TYPICAL.



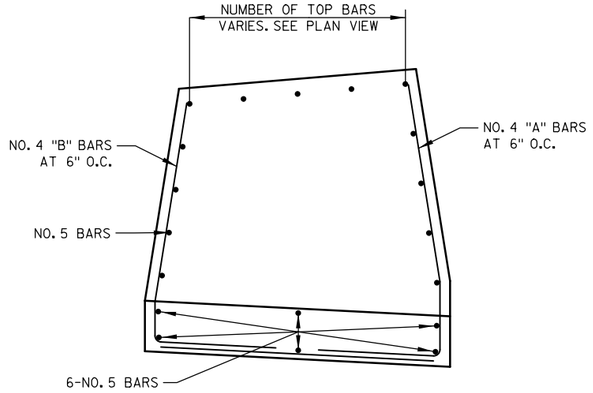

**"A" AND "B" BAR BENDING DETAIL**



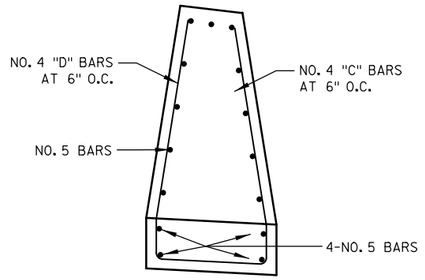

**"C" AND "D" BAR BENDING DETAIL**




**BAR DETAIL SECTION B-B**



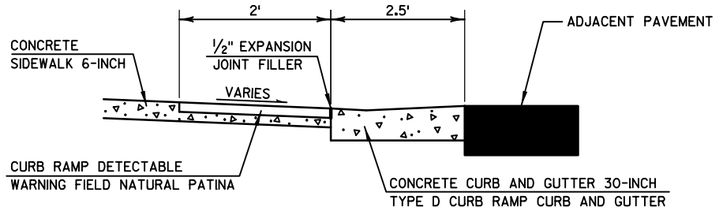

**BAR DETAIL BAR POSITION NO. 1 - NO. 20**



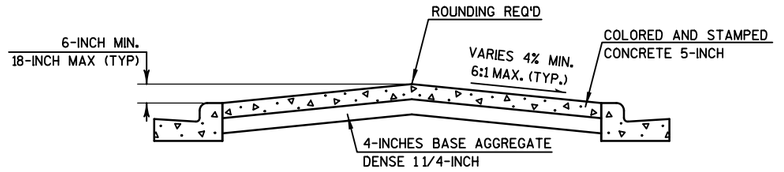

**BAR DETAIL BAR POSITION NO. 21 - NO. 40**

## CONCRETE BARRIER SPECIAL

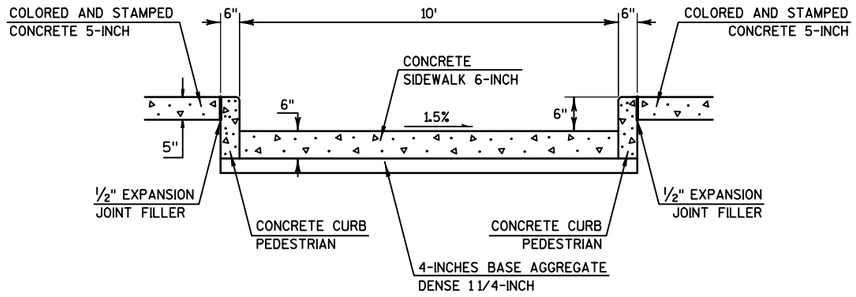
STA. 113+47.84 B TO STA. 114+12.66 B



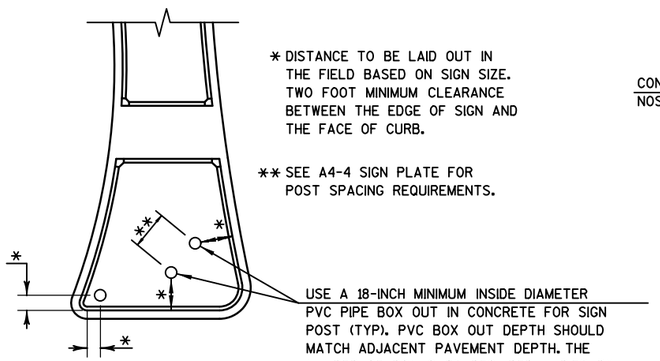

SECTION A-A




SECTION C-C




SECTION B-B




CENTER AND SPLITTER ISLAND
SIGN LOCATION DETAIL (TYP.)



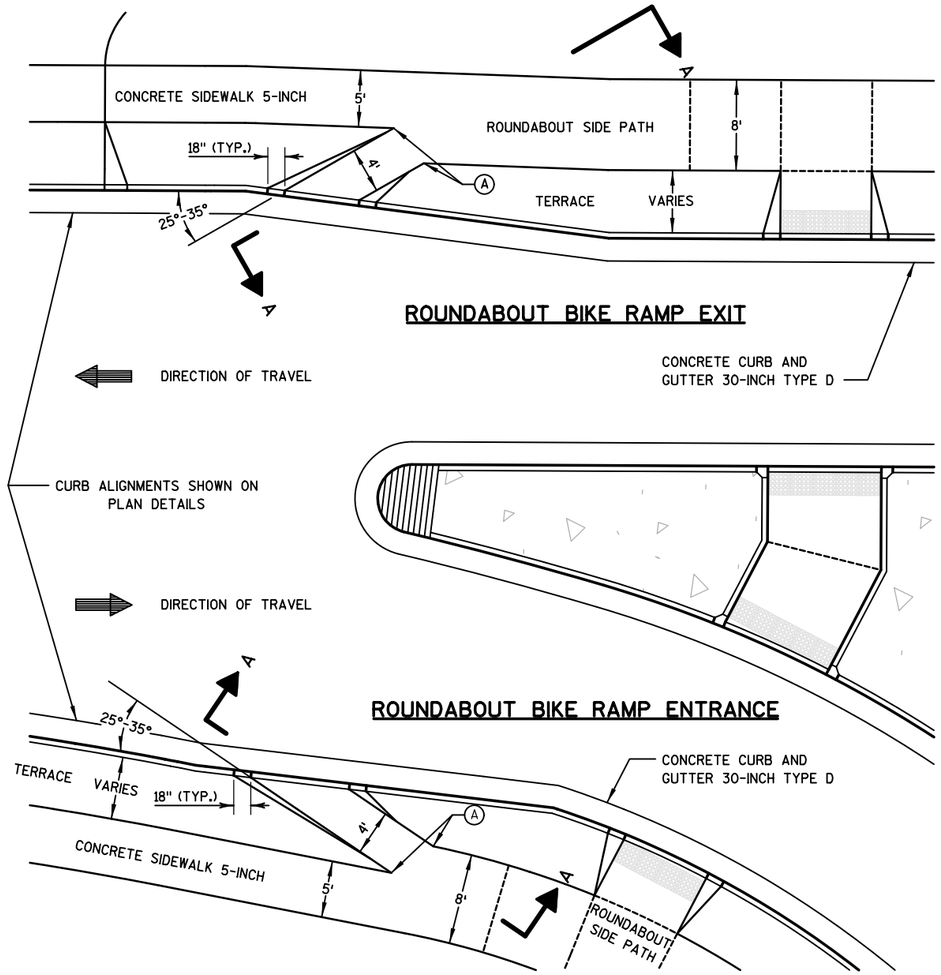

SPLITTER ISLAND DETAIL

----- DRAINAGE BREAK POINT
——← DIRECTION OF DRAINAGE

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

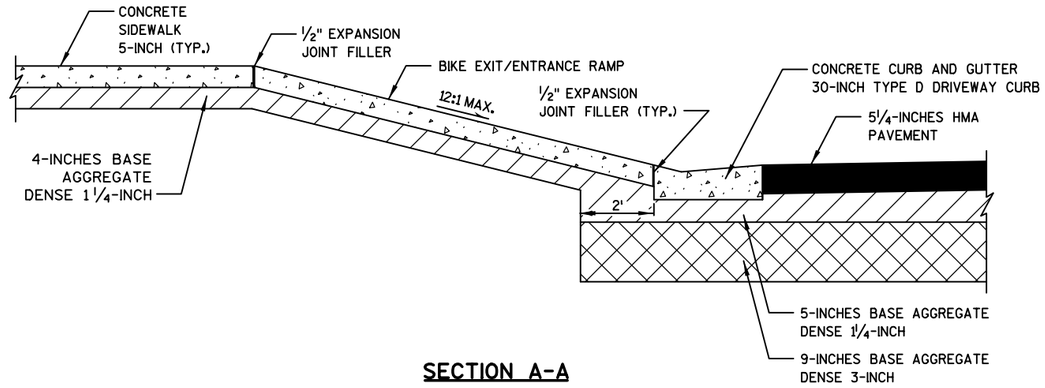
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CONSTRUCTION DETAILS - RAB SPLITTER ISLANDS AND ISLAND SIGNS | SHEET 42 | E |
|---|---|---|---|---|---|

Ⓐ = LOCATION REFERRED TO ON PLAN DETAILS




## ROUNDABOUT BIKE RAMP EXIT

## ROUNDABOUT BIKE RAMP ENTRANCE

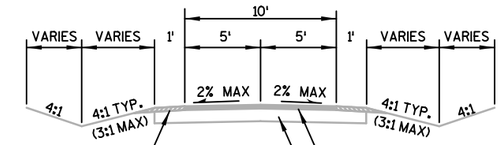



## SECTION A-A

## TYPICAL BIKE RAMP ENTRANCE & EXIT DETAILS

(SEE PLAN DETAILS FOR LOCATIONS)

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CONSTRUCTION DETAILS - BIKE RAMP ENTRANCE AND EXIT | SHEET 43 | E |
|---|---|---|---|---|---|

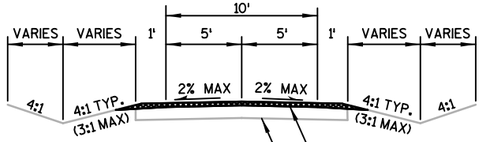



GRADE TO DRAIN

3-INCHES HMA PAVEMENT OR
5-INCH CONCRETE SIDEWALK
(TO BE REMOVED)

10-INCHES BASE AGGREGATE DENSE (HMA PAVEMENT) OR
6-INCHES BASE AGGREGATE DENSE (CONCRETE SIDEWALK)
(TO REMAIN)

## EXISTING TYPICAL SECTION - MILITARY RIDGE PATH




SALVAGE TOPSOIL; SEEDING
TEMPORARY; FERTILIZER TYPE B;
SEEDING MIXTURE NO. 20;
MULCHING

10-INCHES BASE AGGREGATE DENSE (HMA PAVEMENT) OR
6-INCHES BASE AGGREGATE DENSE (CONCRETE SIDEWALK)
(TO REMAIN)

## FINISHED TYPICAL SECTION - MILITARY RIDGE PATH

STA. 890+16 VR TO STA. 890+81 VR

KAPEC ROAD

WB

95+00 EB

EB CTH PD (MCKEE ROAD)

WB CTH PD (MCKEE ROAD)

100+00 EB

NESBITT ROAD

890+00 VR

895+00 VR

900+00 VR

905+00 VR

910+00 VR

915+00 VR

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

MB *

* MB

FENCE TO BE MOVED (BY OTHERS)

EXISTING PEDESTRIAN
RAMP TO REMAIN

EXISTING PEDESTRIAN RAMP TO REMAIN
UNTIL CTH PD STG. 2, - PH. 1 IS COMPLETE
(SEE TRAFFIC CONTROL PLANS FOR ADDITIONAL
INFORMATION)

REMOVE RECREATIONAL TRAIL CROSSING
SIGNS AND BLANKOUT SIGNS AT INTERSECTION
OF CTH PD ONCE PATH IS CLOSED

MILITARY RIDGE PATH

BIKE PATH

105+00 EB

110+00 EB

* CLOSE THE MILITARY RIDGE PATH ADJACENT TO VERONA ROAD AFTER THE MILITARY RIDGE PATH STORM SEWER CROSSING AS SHOWN IN THE EAST VERONA ROAD FRONTAGE ROAD STG. 1 PH. 1 IS COMPLETE.

PLACE TRAFFIC CONTROL SIGNS PCMS SEVEN (7) CALENDAR DAYS PRIOR TO PATH CLOSURE

TRAFFIC CONTROL BARRICADES TYPE III

MILITARY RIDGE PATH REMOVAL (ASPHALT REMOVAL
PAID AS EXCAVATION COMMON AND CONCRETE SIDEWALK
REMOVAL PAID AS REMOVING CONCRETE SIDEWALK)

MB TRAFFIC CONTROL SIGNS PCMS

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CONSTRUCTION DETAILS - MILITARY RIDGE PATH REMOVAL | SHEET 44 | E |
|---|---|---|---|---|---|

VR1048
APRON ENDWALL FOR CULVERT
PIPE REINFORCED CONCRETE 42-INCH
W/ PIPE GRATE AND CUTOFF WALL
IE = 974.00

VR1096

VR1095

VR1051

VR1049

NESBITT ROAD

EXISTING ENDWALL TO REMAIN

VR1032
APRON ENDWALL FOR CULVERT
PIPE REINFORCED CONCRETE 78-INCH
W/ PIPE GRATE AND CUTOFF WALL
IE = 974.00

A1 A2 A3 A4 A5 A6 A7 A8 A9 A10 A11

RIPRAP
MEDIUM

VR1094
APRON ENDWALL FOR CULVERT
PIPE REINFORCED CONCRETE 30-INCH
W/ PIPE GRATE AND CUTOFF WALL
IE = 974.00

VR1062
APRON ENDWALL FOR CULVERT
PIPE REINFORCED CONCRETE 12-INCH
W/ PIPE GRATE AND CUTOFF WALL
IE = 974.00

POND A
NWL = 974.00

TOP OF BERM
ELEVATION = 976.00

RIPRAP
EXTRA HEAVY

VR1063

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

NOTES

1. KEEP ROADWAY CLEAN BY STREET SWEEPING AT END OF EACH WORKING DAY OR WHEN REQUESTED BY THE ENGINEER.
2. SEE STORM SEWER SHEETS FOR MORE INFORMATION REGARDING STORM SEWER SYSTEM.

INFILTRATION BASIN SPILLWAY
880+84.00 VR, 225 'LT
(SEE DETAIL)

INFILTRATION BASIN SPILLWAY
882+09.00 VR, 193 'LT
(SEE DETAIL)

A12 A13 A14

RIPRAP
MEDIUM

INFILTRATION BASIN
BOTTOM ELEV. = 974.00

A24

A15 A16 A17 A18 A19 A20 A21 A22 A23

REMOVING GABION
STRUCTURE REQ'D

RIPRAP
MEDIUM

VR1084

VR1097

VR1098

PYRAMIDAL INLET
GRATE 6X6-FT

STRUCTURE C-13-115
(SEE STRUCTURE PLANS)

EXISTING ENDWALL TO REMAIN
(SEE STRUCTURE C-13-115 PLANS)

| POND LAYOUT COORDINATES | | |
|---|---|---|
| POINT | NORTHING | EASTING |
| A1 | 459,316.39 | 796,252.73 |
| A2 | 459,374.84 | 796,215.49 |
| A3 | 459,409.64 | 796,223.58 |
| A4 | 459,439.89 | 796,266.43 |
| A5 | 459,675.16 | 796,641.99 |
| A6 | 459,713.50 | 796,693.48 |
| A7 | 459,702.11 | 796,706.58 |
| A8 | 459,653.89 | 796,680.18 |
| A9 | 459,526.50 | 796,592.54 |
| A10 | 459,516.08 | 796,581.68 |
| A11 | 459,309.28 | 796,288.06 |
| A12 | 459,382.93 | 796,618.73 |
| A13 | 459,540.45 | 796,823.33 |
| A14 | 459,543.93 | 796,859.84 |
| A15 | 459,226.60 | 796,628.25 |
| A16 | 459,057.91 | 796,475.56 |
| A17 | 459,044.10 | 796,430.27 |
| A18 | 459,045.22 | 796,410.90 |
| A19 | 459,063.19 | 796,404.59 |
| A20 | 459,077.19 | 796,407.44 |
| A21 | 459,130.43 | 796,452.49 |
| A22 | 459,183.01 | 796,504.03 |
| A23 | 459,255.63 | 796,581.27 |
| A24 | 459,347.02 | 796,609.60 |

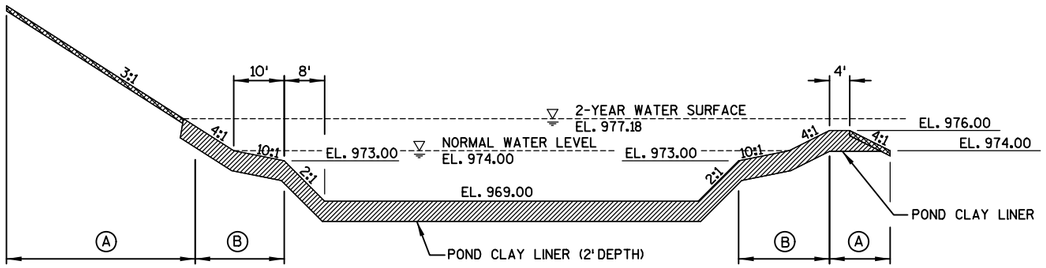
LEGEND

- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (C) COVERING STORM SEWER AND LOCATING STORM SEWER
- (D) CONNECT TO EXISTING PIPE. CULVERT PIPE CONCRETE COLLAR REQ'D
- (E) RECONSTRUCTING MANHOLES
- (F) ADJUSTING INLET COVERS
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- STORM SEWER TO BE CONSTRUCTED IN FUTURE
- INLETS TO BE CONSTRUCTED IN FUTURE
- MANHOLES TO BE CONSTRUCTED IN FUTURE
- STORM SEWER REMOVAL (SEE STORM SEWER REMOVAL SHEETS)

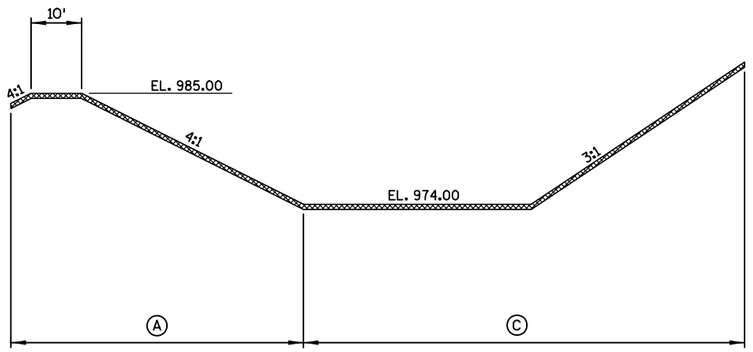
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CONSTRUCTION DETAILS - POND A | SHEET E |
|---|---|---|---|---|



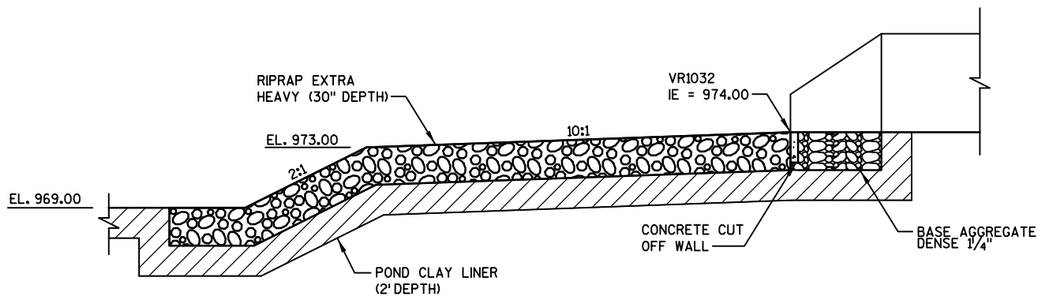
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\021028_cd_PondA.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42




**SECTION A-A**
NO SCALE




**SECTION B-B**
NO SCALE



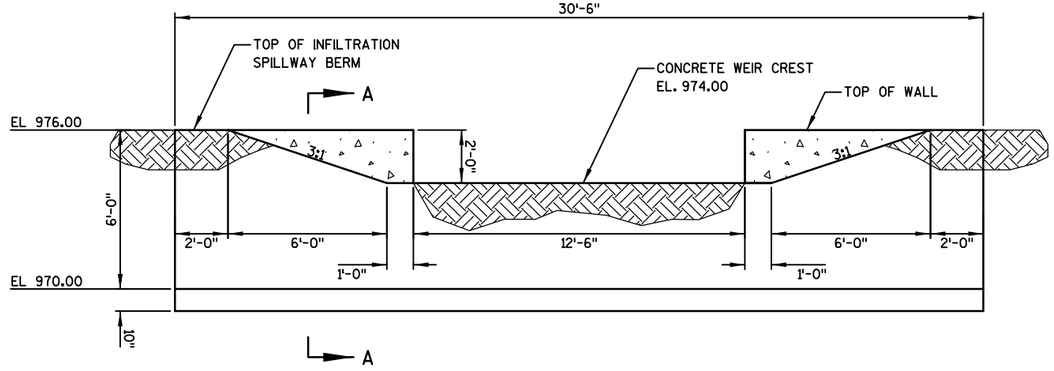

**SECTION C-C**
NO SCALE

Ⓐ SALVAGED TOPSOIL (6" DEPTH), SEEDING MIXTURE DETENTION POND, SHORT GRASS PRAIRIE, SEEDING NURSE CROP, EROSION MAT CLASS I TYPE B

Ⓑ SALVAGED TOPSOIL (6" DEPTH), SEEDING MIXTURE DETENTION POND, WET SEDGE MEADOW, SEEDING NURSE CROP (ELEVATION 973 TO 976). PROVIDE EROSION MAT CLASS I TYPE B FROM ELEVATION 974 TO 976.

Ⓒ SALVAGED TOPSOIL (6" DEPTH), FERTILIZER TYPE B, SEEDING TEMPORARY, SEEDING MIXTURE NO. 20, EROSION MAT CLASS I TYPE B

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CONSTRUCTION DETAILS - POND A | SHEET 46 | E |
|---|---|---|---|---|---|




## WEIR WALL PROFILE

## DESIGN DATA

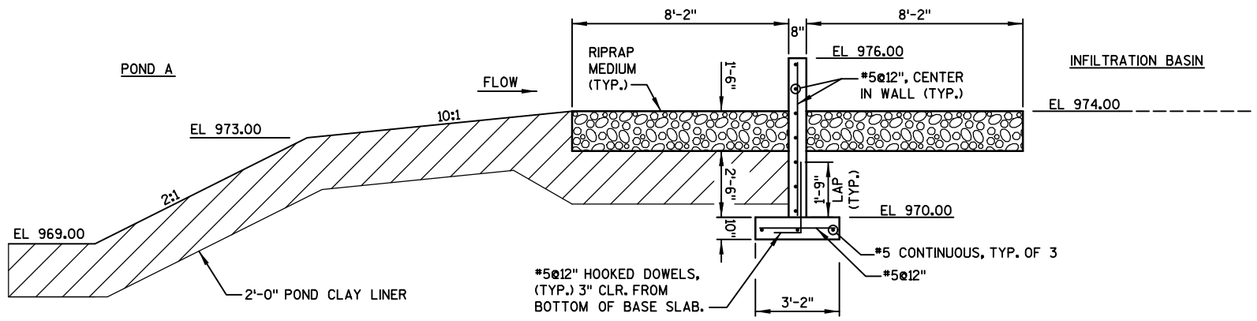
CONCRETE MASONRY: f'c = 3,500 PSI
STEEL REINFORCING: fy = 60 KSI

## GENERAL NOTES

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

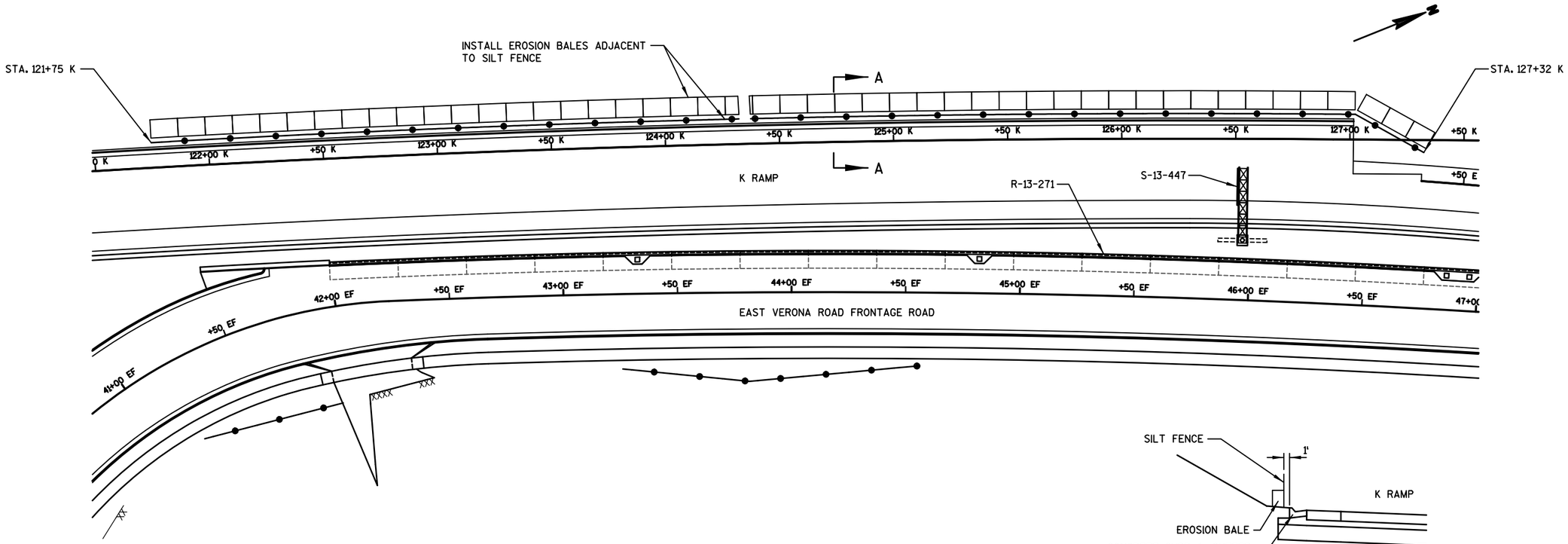
REFER TO POND A PLANS FOR SPILLWAY LOCATIONS.

ALL CONCRETE AND STEEL REINFORCEMENT SHOWN ON THIS DETAIL IS INCLUDED IN THE BID ITEM "INFILTRATION BASIN SPILLWAY."



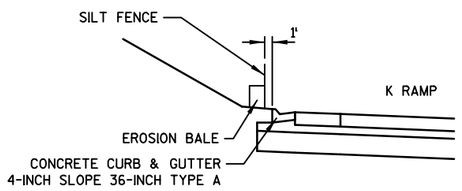

## INFILTRATION BASIN SPILLWAY
(TYP. OF 2)

## SECTION A-A




## SILT FENCE WITH EROSION BAILS

SEE S.D.D. "TYPICAL INSTALLATIONS OF EROSION BALES/TEMPORARY DITCH CHECKS" FOR ADDITIONAL INFORMATION




## SECTION A-A

| BASIN LAYOUT COORDINATES | | |
|---|---|---|
| POINT | NORTHING | EASTING |
| B1 | 463,980.07 | 798,676.24 |
| B2 | 463,998.80 | 798,690.49 |
| B3 | 464,019.12 | 798,704.74 |
| B4 | 464,027.24 | 798,728.45 |
| B5 | 464,011.27 | 798,786.49 |
| B6 | 463,994.81 | 798,793.82 |
| B7 | 463,978.05 | 798,774.13 |
| B8 | 463,975.64 | 798,766.98 |
| B9 | 463,970.33 | 798,710.94 |
| B10 | 463,970.69 | 798,680.81 |

| BASIN LAYOUT COORDINATES | | |
|---|---|---|
| POINT | NORTHING | EASTING |
| C1 | 464,299.28 | 798,849.83 |
| C2 | 464,331.43 | 798,862.86 |
| C3 | 464,349.71 | 798,870.91 |
| C4 | 464,350.26 | 798,887.92 |
| C5 | 464,318.35 | 798,904.13 |
| C6 | 464,298.24 | 798,908.37 |
| C7 | 464,250.07 | 798,907.48 |
| C8 | 464,244.44 | 798,896.82 |
| C9 | 464,275.62 | 798,862.23 |
| C10 | 464,288.94 | 798,851.28 |

E RAMP

F RAMP

WILLIAMSBURG WAY

EAST VERONA ROAD FRONTAGE ROAD

101+00 WW

102+00 WW

+50 WW

103+00 WW

104+00 WW

+50 WW

+50 EF

53+00 EF

54+00 EF

55+00 EF

56+00 EF

57+00 EF

58+00 EF

59+00 EF

E4332

WW345

EF355

WW397

EF865

WW390

F4351

VERTICAL CLEAN-OUT AND PIPE CAP

SEE BIORETENTION BASIN B TYPICAL SECTION

PIPE UNDERDRAIN 6-INCH

BIORETENTION BASIN B BOTTOM EL.=1020.00

BIORETENTION BASIN C BOTTOM EL.=1022.00

SEE BIORETENTION BASIN C TYPICAL SECTION

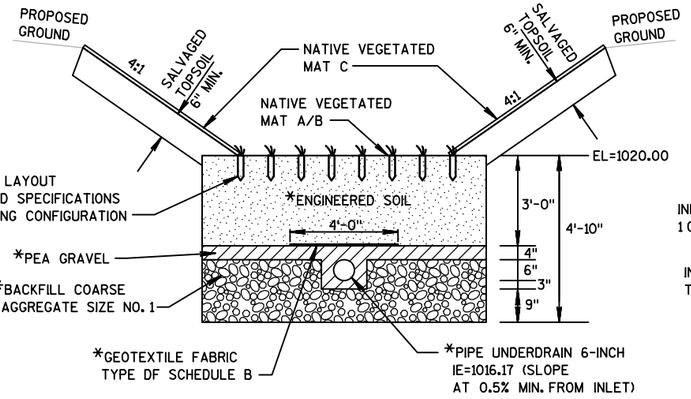
SEE PLANT LAYOUT DETAILS

NATIVE VEGETATED MAT C

NOTES:

1. ALL STORM SEWER STRUCTURES WITHOUT LABELS ARE SHOWN ON OTHER SHEETS. SEE STORM SEWER TABLES FOR MORE INFORMATION ON STORM SEWER.
2. PIPE UNDERDRAIN 6-INCH INCIDENTAL TO ITEMS BIORETENTION BASIN B AND BIORETENTION BASIN C.

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CONSTRUCTION DETAILS - BIORETENTION BASIN B AND C | SHEET 48 | E |
|---|---|---|---|---|---|



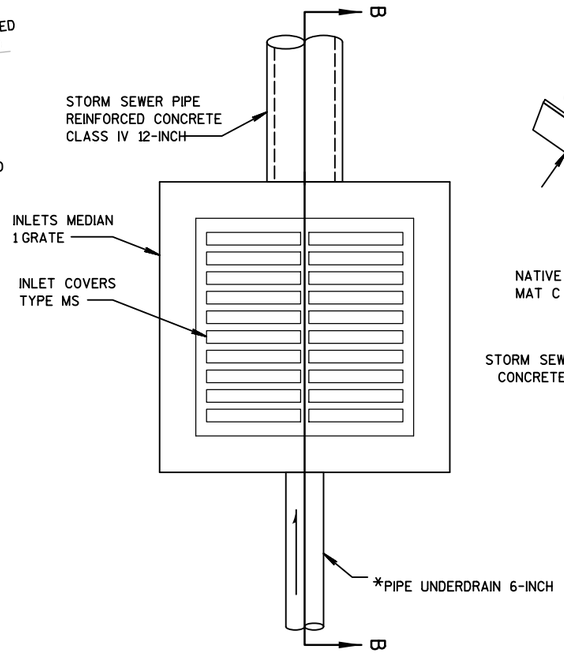

SECTION A-A
NO SCALE

FOR INFORMATION ONLY

| | |
|---|---|
| GEOTEXTILE FABRIC TYPE DF SCHEDULE B | = 52 SY |
| ENGINEERED SOIL | = 538 CY |
| BACKFILL COARSE AGGREGATE SIZE NO. 1 | = 266 CY |
| PEA GRAVEL | = 62 CY |
| PIPE UNDERDRAIN 6-INCH | = 122 LF |
| VERTICAL CLEAN-OUT 6-INCH | = 3 LF |
| PIPE CAP | = 1 EACH |

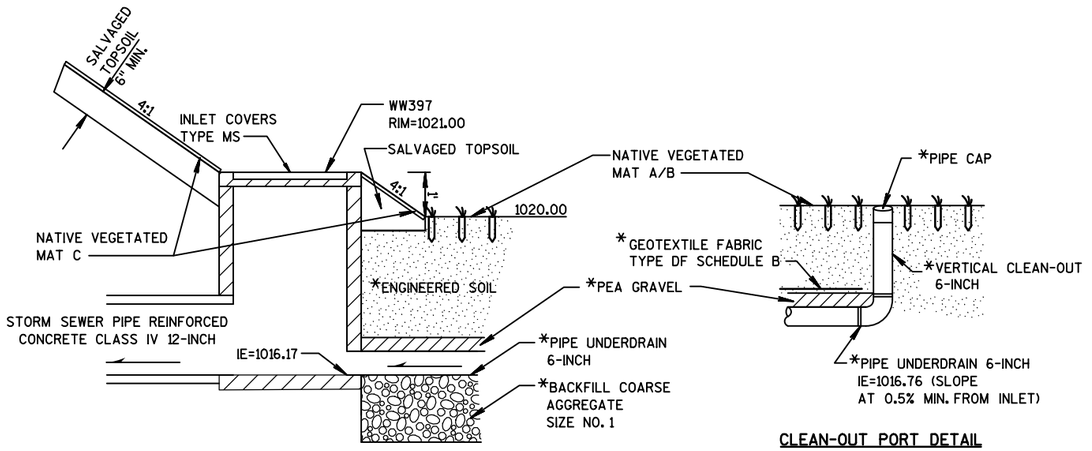
BIORETENTION BASIN B TYPICAL SECTION
NO SCALE

* INCIDENTAL TO ITEM BIORETENTION BASIN B



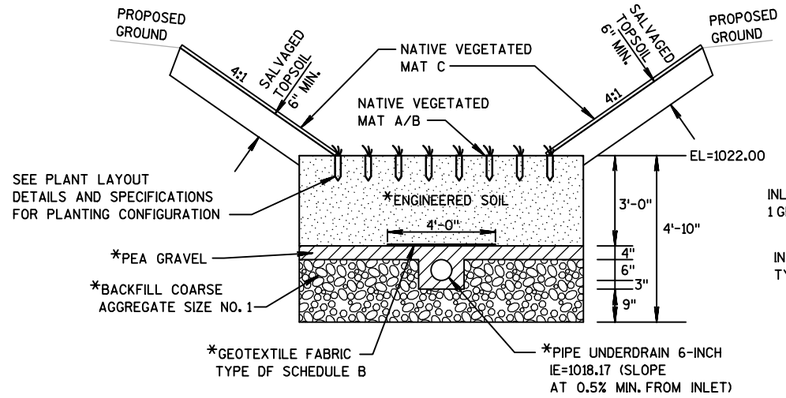

WW397
NO SCALE

BIORETENTION BASIN B




SECTION B-B
NO SCALE

CLEAN-OUT PORT DETAIL



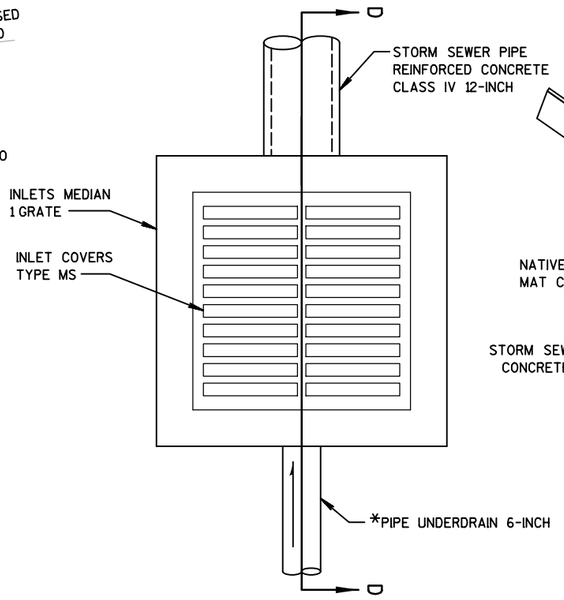

SECTION C-C
NO SCALE

FOR INFORMATION ONLY

| | |
|---|---|
| GEOTEXTILE FABRIC TYPE DF SCHEDULE B | = 46 SY |
| ENGINEERED SOIL | = 477 CY |
| BACKFILL COARSE AGGREGATE SIZE NO. 1 | = 236 CY |
| PEA GRAVEL | = 55 CY |
| PIPE UNDERDRAIN 6-INCH | = 108 LF |
| VERTICAL CLEAN-OUT 6-INCH | = 3 LF |
| PIPE CAP | = 1 EACH |

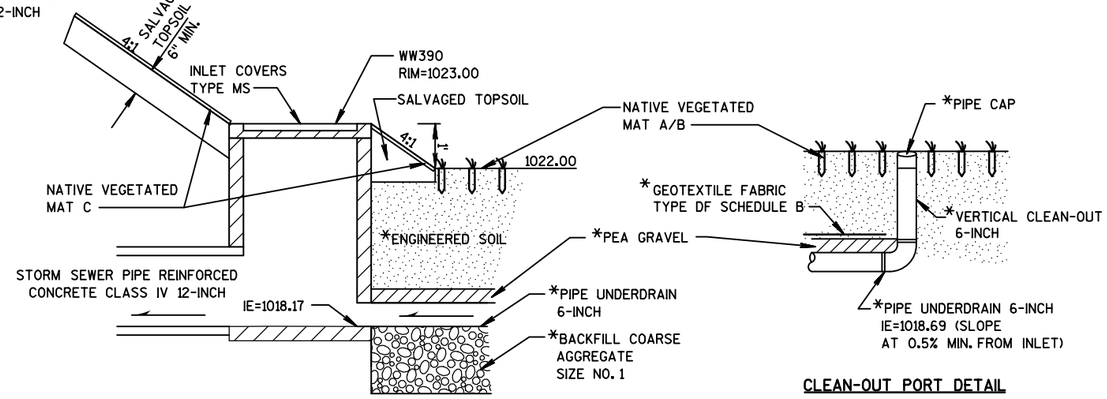
BIORETENTION BASIN C TYPICAL SECTION
NO SCALE

* INCIDENTAL TO ITEM BIORETENTION BASIN C




WW390
NO SCALE

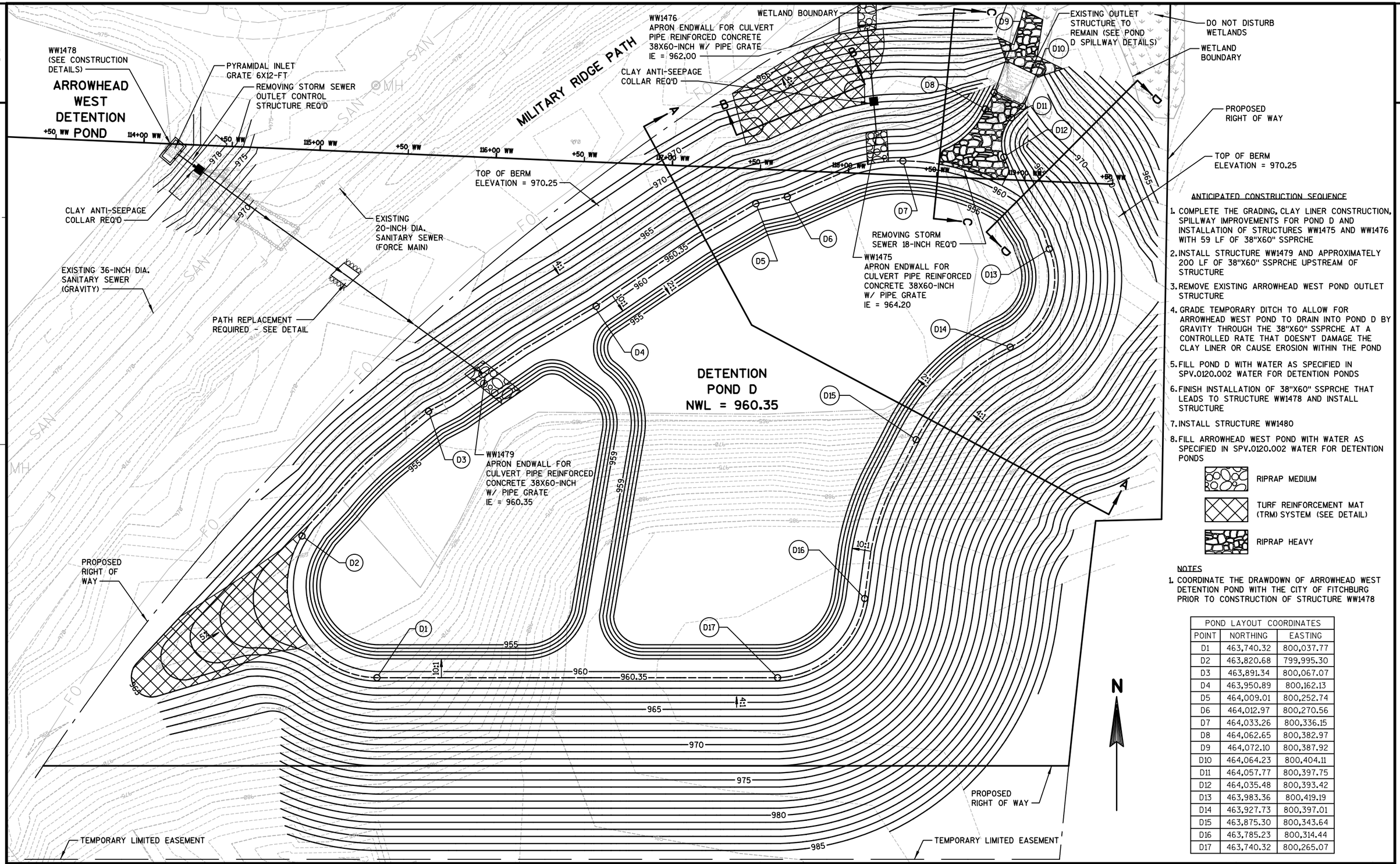
BIORETENTION BASIN C




SECTION D-D
NO SCALE

CLEAN-OUT PORT DETAIL

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CONSTRUCTION DETAILS - BIORETENTION BASIN B AND C | SHEET 49 | E |
|---|---|---|---|---|---|




## ANTICIPATED CONSTRUCTION SEQUENCE

1. COMPLETE THE GRADING, CLAY LINER CONSTRUCTION, SPILLWAY IMPROVEMENTS FOR POND D AND INSTALLATION OF STRUCTURES WW1475 AND WW1476 WITH 59 LF OF 38"X60" SSPRCHE
2. INSTALL STRUCTURE WW1479 AND APPROXIMATELY 200 LF OF 38"X60" SSPRCHE UPSTREAM OF STRUCTURE
3. REMOVE EXISTING ARROWHEAD WEST POND OUTLET STRUCTURE
4. GRADE TEMPORARY DITCH TO ALLOW FOR ARROWHEAD WEST POND TO DRAIN INTO POND D BY GRAVITY THROUGH THE 38"X60" SSPRCHE AT A CONTROLLED RATE THAT DOESN'T DAMAGE THE CLAY LINER OR CAUSE EROSION WITHIN THE POND
5. FILL POND D WITH WATER AS SPECIFIED IN SPV.0120.002 WATER FOR DETENTION PONDS
6. FINISH INSTALLATION OF 38"X60" SSPRCHE THAT LEADS TO STRUCTURE WW1478 AND INSTALL STRUCTURE
7. INSTALL STRUCTURE WW1480
8. FILL ARROWHEAD WEST POND WITH WATER AS SPECIFIED IN SPV.0120.002 WATER FOR DETENTION PONDS

RIPRAP MEDIUM

TURF REINFORCEMENT MAT (TRM) SYSTEM (SEE DETAIL)

RIPRAP HEAVY

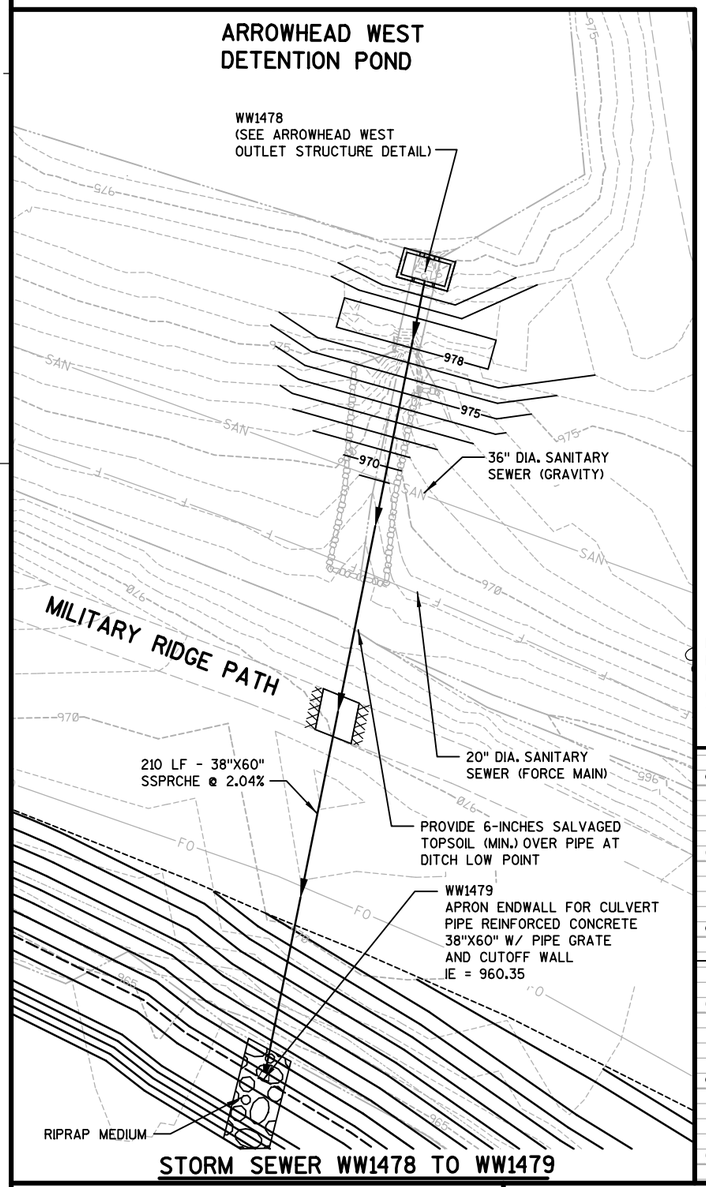
## NOTES

1. COORDINATE THE DRAWDOWN OF ARROWHEAD WEST DETENTION POND WITH THE CITY OF FITCHBURG PRIOR TO CONSTRUCTION OF STRUCTURE WW1478

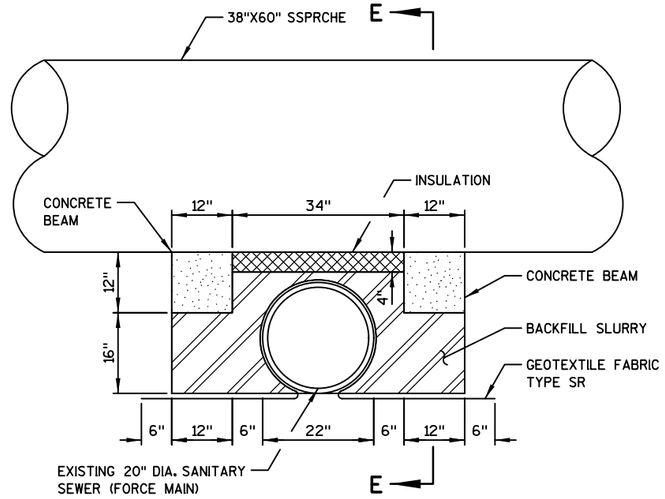
| POND LAYOUT COORDINATES | | |
|---|---|---|
| POINT | NORTHING | EASTING |
| D1 | 463,740.32 | 800,037.77 |
| D2 | 463,820.68 | 799,995.30 |
| D3 | 463,891.34 | 800,067.07 |
| D4 | 463,950.89 | 800,162.13 |
| D5 | 464,009.01 | 800,252.74 |
| D6 | 464,012.97 | 800,270.56 |
| D7 | 464,033.26 | 800,336.15 |
| D8 | 464,062.65 | 800,382.97 |
| D9 | 464,072.10 | 800,387.92 |
| D10 | 464,064.23 | 800,404.11 |
| D11 | 464,057.77 | 800,397.75 |
| D12 | 464,035.48 | 800,393.42 |
| D13 | 463,983.36 | 800,419.19 |
| D14 | 463,927.73 | 800,397.01 |
| D15 | 463,875.30 | 800,343.64 |
| D16 | 463,785.23 | 800,314.44 |
| D17 | 463,740.32 | 800,265.07 |

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CONSTRUCTION DETAILS - POND D | SHEET 50 | E |
|---|---|---|---|---|---|

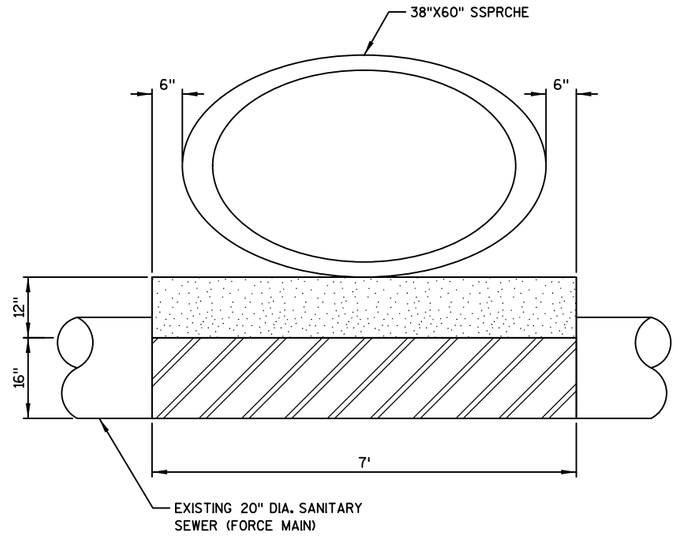
2




STORM SEWER WW1478 TO WW1479




UTILITY SUPPORT DETAIL

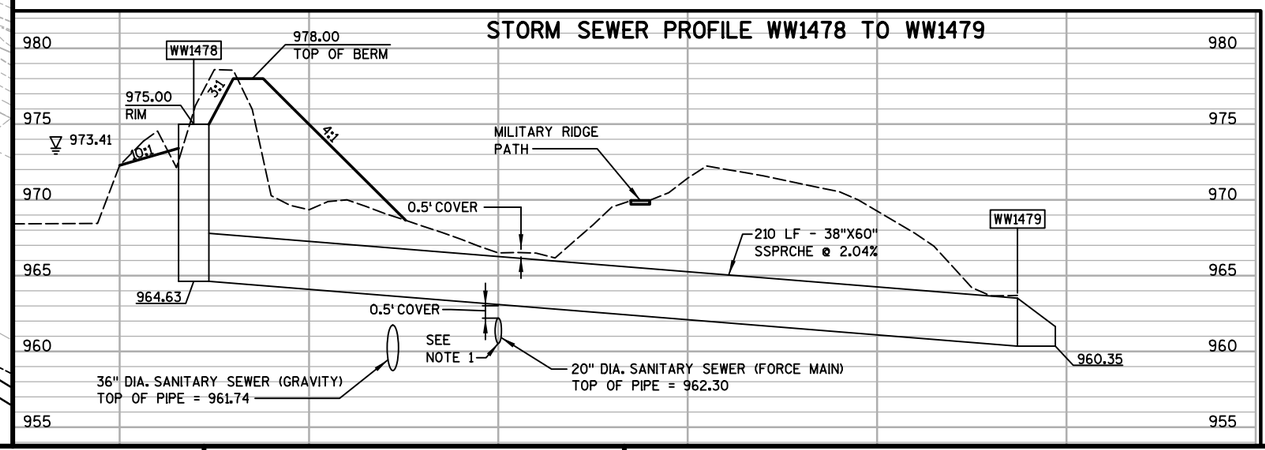



SECTION E-E

## QUANTITIES

| | |
|---|---|
| INSULATION | 2.2 SY |
| BACKFILL SLURRY | 1.5 CY |
| CONCRETE BEAM | 0.5 CY |
| GEOTEXTILE FABRIC, TYPE SR | 6.8 SY |

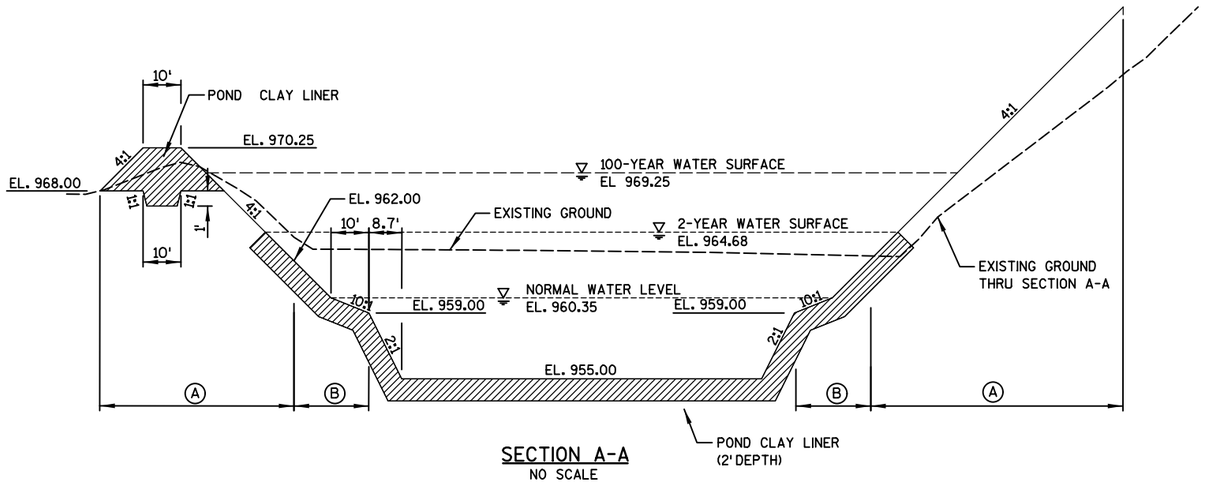
NOTE 1:
PROTECT EXISTING SANITARY SEWER
(FORCE MAIN) AS SHOWN IN THE UTILITY
SUPPORT DETAIL




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CONSTRUCTION DETAILS - FORCE MAIN UTILITY SUPPORT | SHEET | E |
|---|---|---|---|---|---|



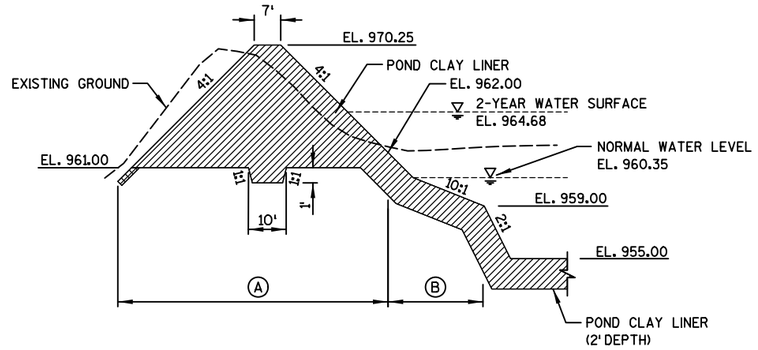
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\021032a_cd_PondD.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



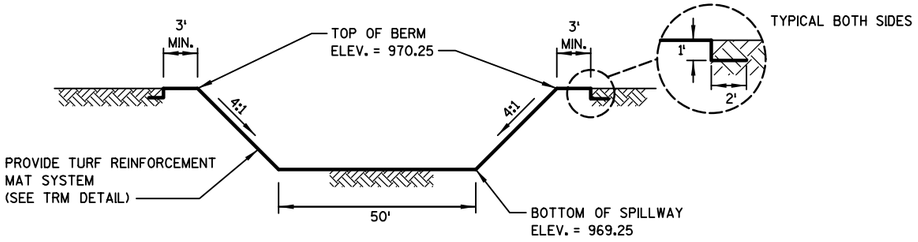

SECTION A-A
NO SCALE

Ⓐ SALVAGED TOPSOIL (6" DEPTH), SEEDING MIXTURE DETENTION POND, SHORT GRASS PRAIRIE, SEEDING NURSE CROP, EROSION MAT CLASS I TYPE B

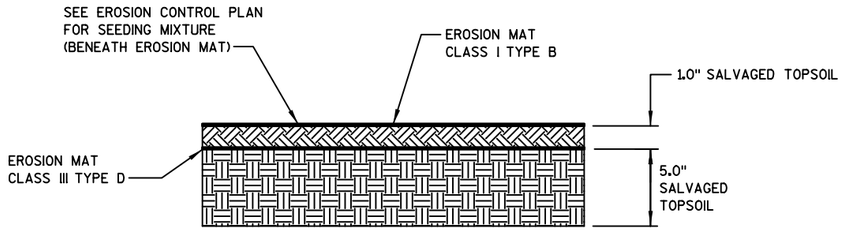
Ⓑ SALVAGED TOPSOIL (6" DEPTH), SEEDING MIXTURE DETENTION POND, WET SEDGE MEADOW, SEEDING NURSE CROP (ELEVATION 959.00 TO 962.00). PROVIDE EROSION MAT CLASS I TYPE B FROM ELEVATION 960.35 TO 962.00.



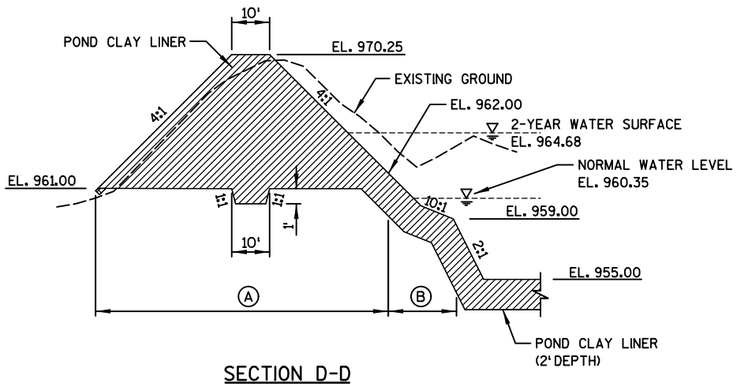

SECTION C-C
NO SCALE



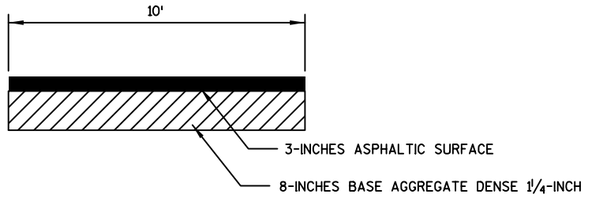

SECTION B-B
NO SCALE




TURF REINFORCEMENT MAT (TRM) SYSTEM
NO SCALE




SECTION D-D
NO SCALE




MILITARY RIDGE PATH REPLACEMENT
NO SCALE

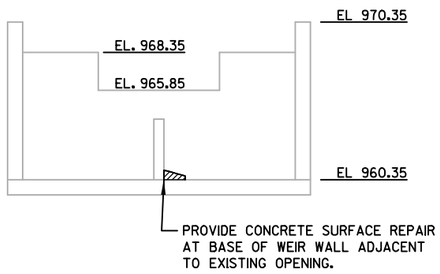
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CONSTRUCTION DETAILS - POND D | SHEET 52 | E |
|---|---|---|---|---|---|

## GENERAL NOTES

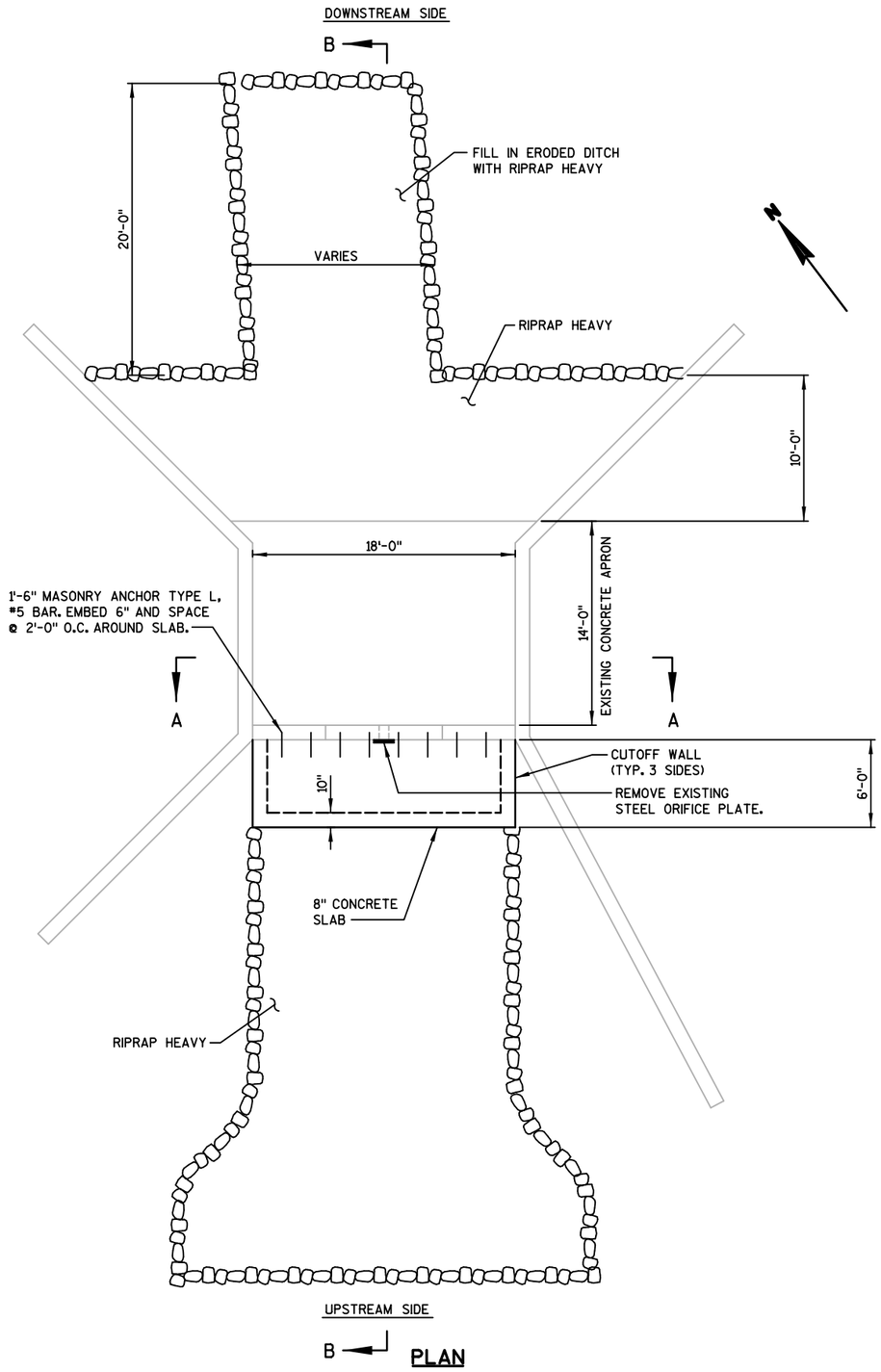
1. ALL BAR STEEL SHALL BE EMBEDDED 2 INCHES UNLESS OTHERWISE SHOWN OR NOTED.
2. REFER TO POND D PLANS FOR SPILLWAY LOCATION.
3. COMPLETE CONCRETE SURFACE REPAIR IN ACCORDANCE WITH STANDARD SPEC SECTION 509.3.7. APPROXIMATE SURFACE REPAIR AREA IS 1 SF.
4. ALL WORK ITEMS SHOWN ON THIS DETAIL EXCEPT RIPRAP AND GEOTEXTILE FABRIC ARE INCLUDED IN THE LUMP SUM BID ITEM "POND D SPILLWAY". RIPRAP AND GEOTEXTILE FABRIC ARE PAID FOR SEPARATELY.

## DESIGN DATA

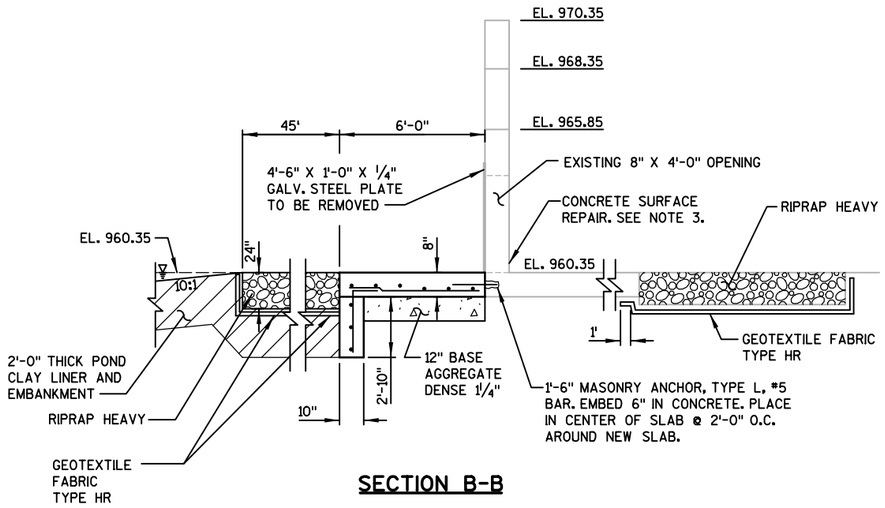
CONCRETE MASONRY: f'c = 3,500 PSI
STEEL REINFORCING: fy = 60 KSI




SECTION A-A

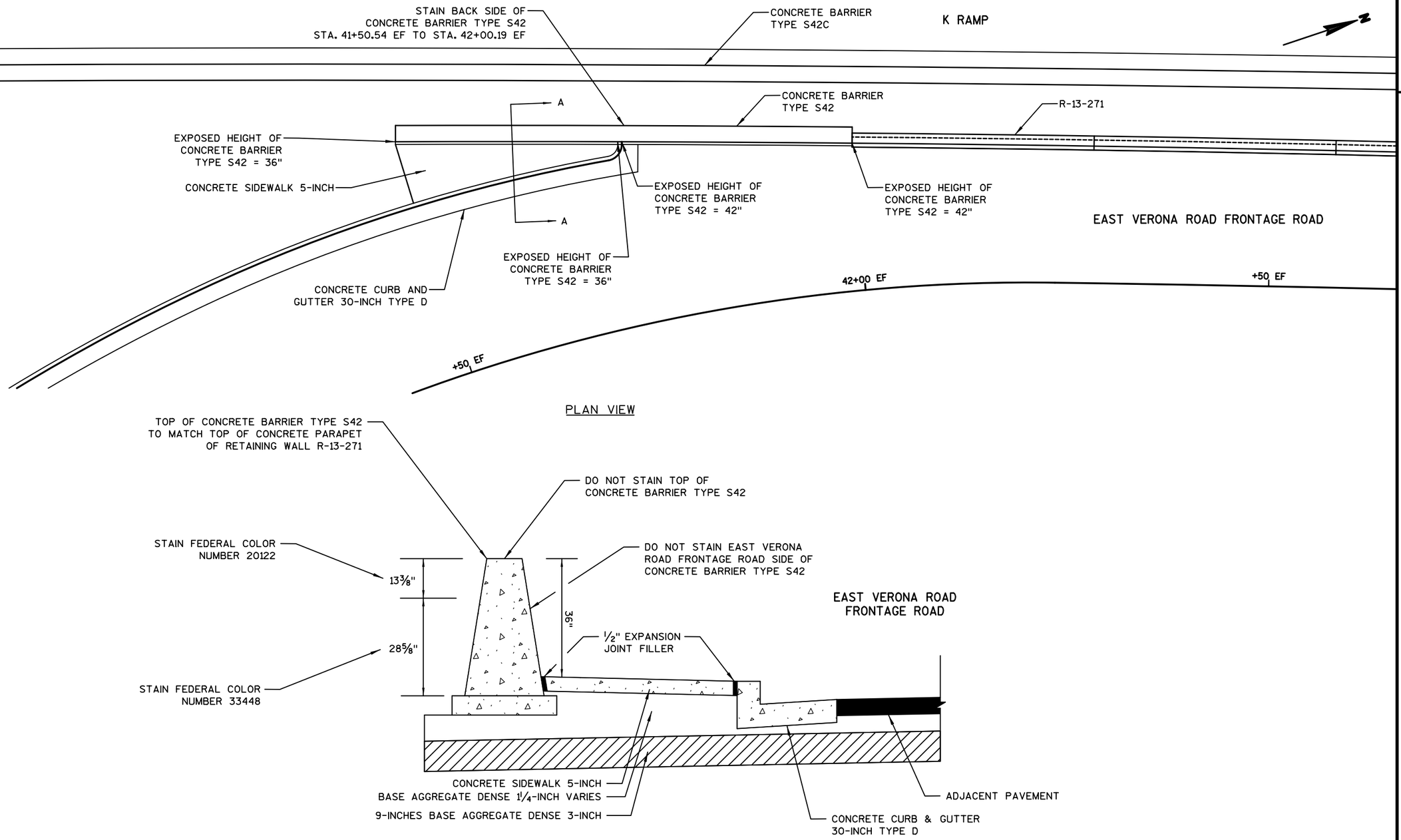



PLAN




SECTION B-B

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CONSTRUCTION DETAILS - POND D SPILLWAY | SHEET 53 | E |
|---|---|---|---|---|---|



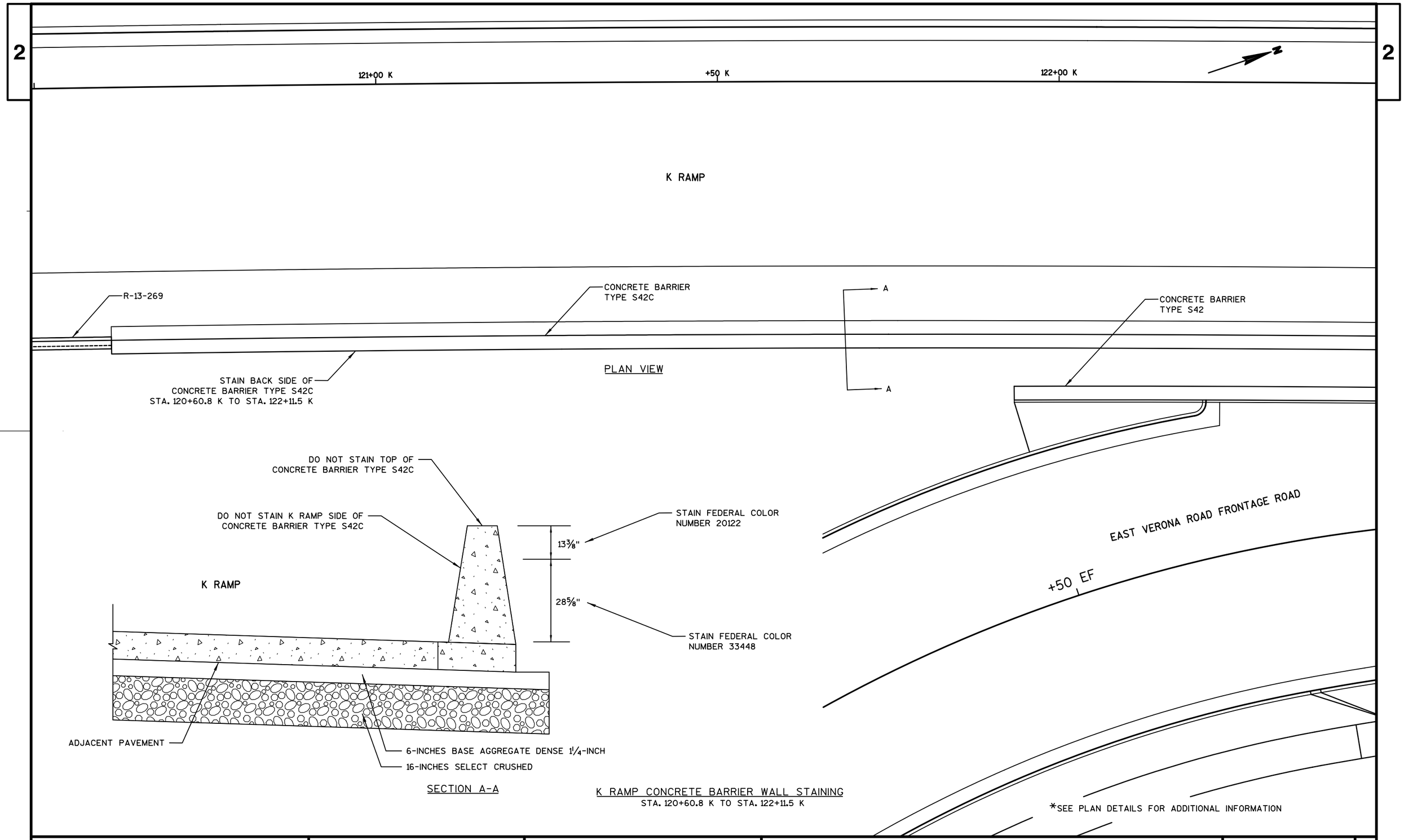

SECTION A-A

CONCRETE BARRIER WALL DETAIL

STA. 41+50.5 EF TO STA. 41+76.0 EF

*SEE PLAN DETAILS FOR ADDITIONAL INFORMATION

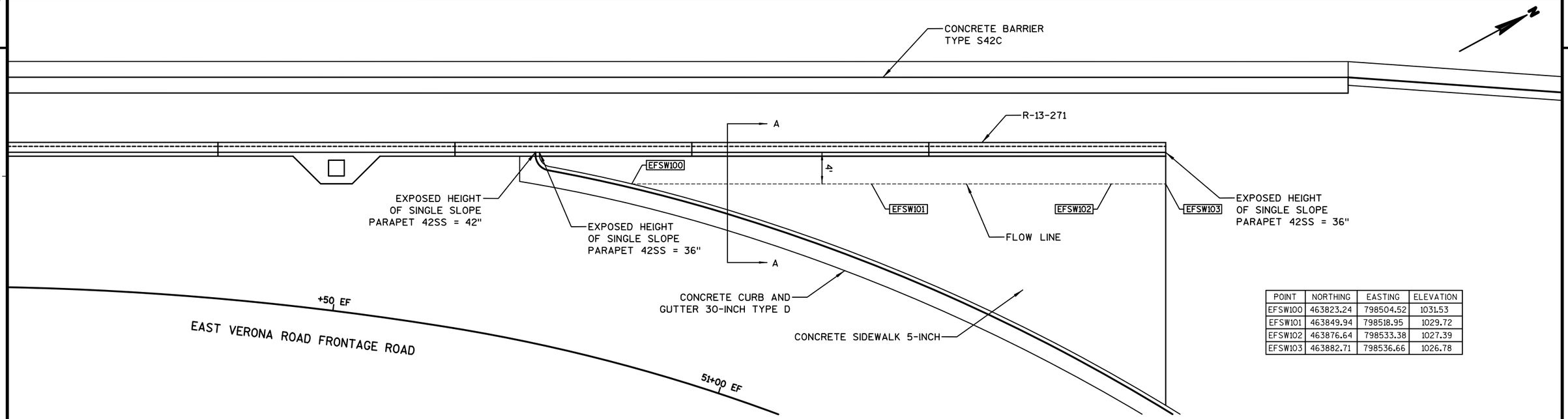
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CONSTRUCTION DETAILS - CONCRETE BARRIER WALL | SHEET 54 | E |
|---|---|---|---|---|---|




K RAMP CONCRETE BARRIER WALL STAINING
STA. 120+60.8 K TO STA. 122+11.5 K

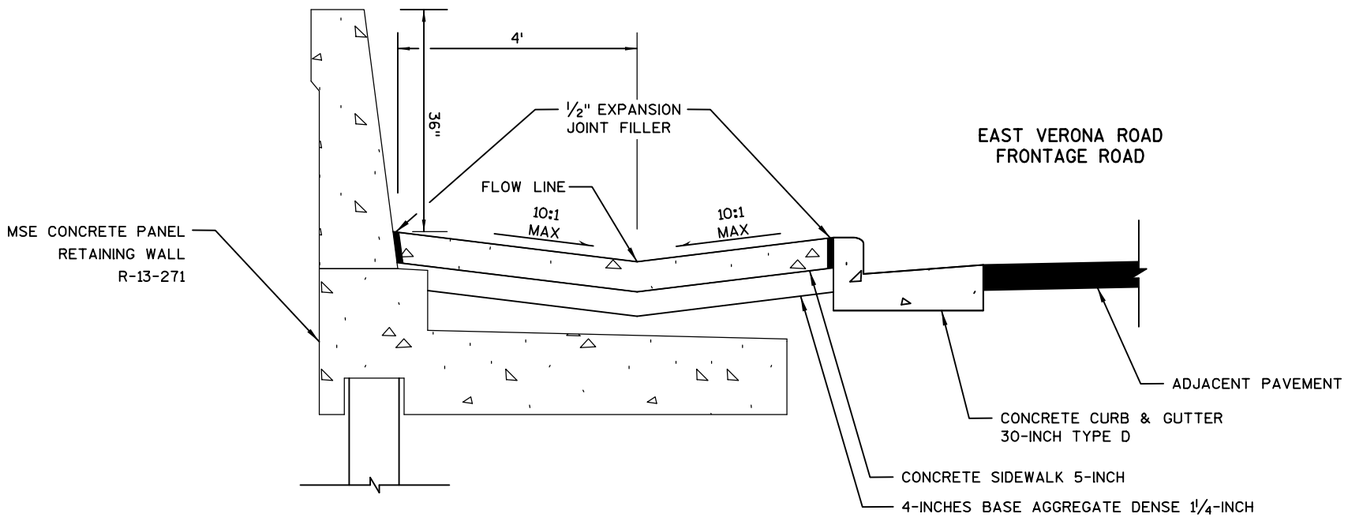
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CONSTRUCTION DETAILS - CONCRETE BARRIER WALL | SHEET 55 | E |
|---|---|---|---|---|---|

E RAMP




| POINT | NORTHING | EASTING | ELEVATION |
|---|---|---|---|
| EFSW100 | 463823.24 | 798504.52 | 1031.53 |
| EFSW101 | 463849.94 | 798518.95 | 1029.72 |
| EFSW102 | 463876.64 | 798533.38 | 1027.39 |
| EFSW103 | 463882.71 | 798536.66 | 1026.78 |

PLAN VIEW

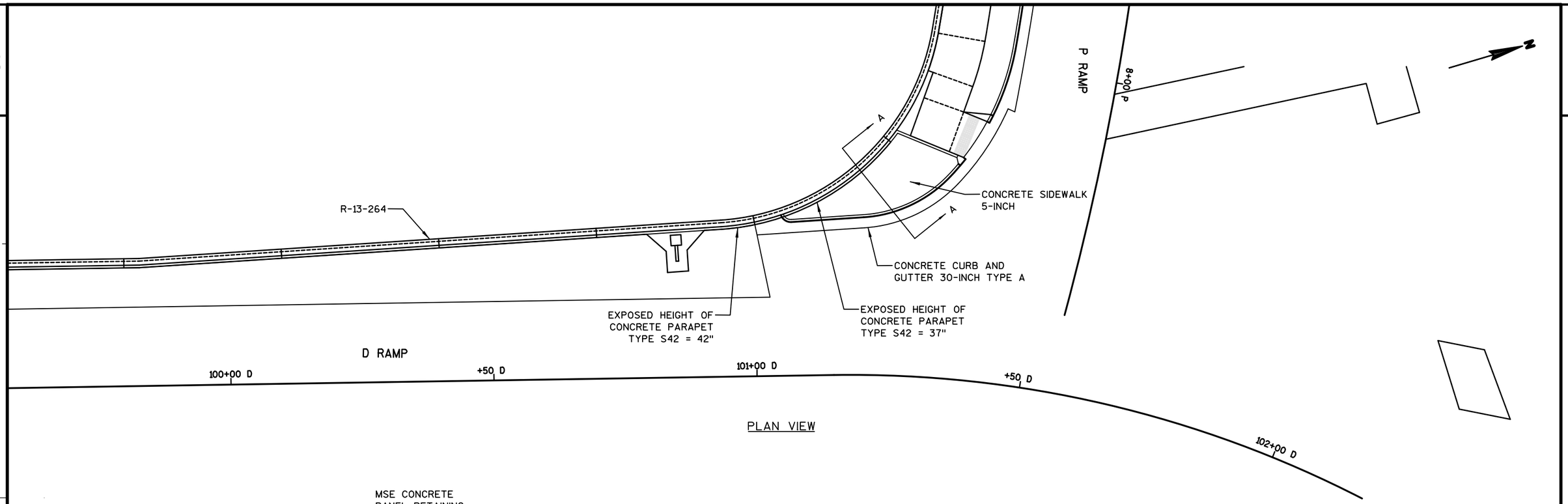



SECTION A-A

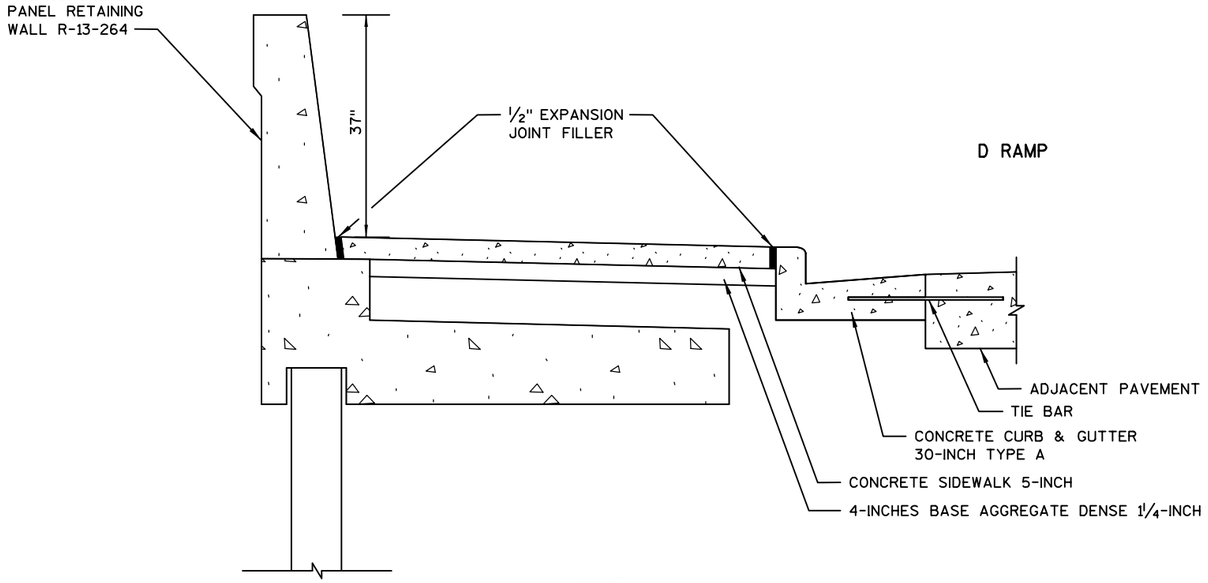
CONCRETE SIDEWALK AT PARAPET DETAIL
STA. 50+71.9 EF TO STA. 51+49.6 EF

*SEE PLAN DETAILS FOR ADDITIONAL INFORMATION

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CONSTRUCTION DETAILS - CONCRETE SIDEWALK AT PARAPET | SHEET 56 | E |
|---|---|---|---|---|---|




PLAN VIEW

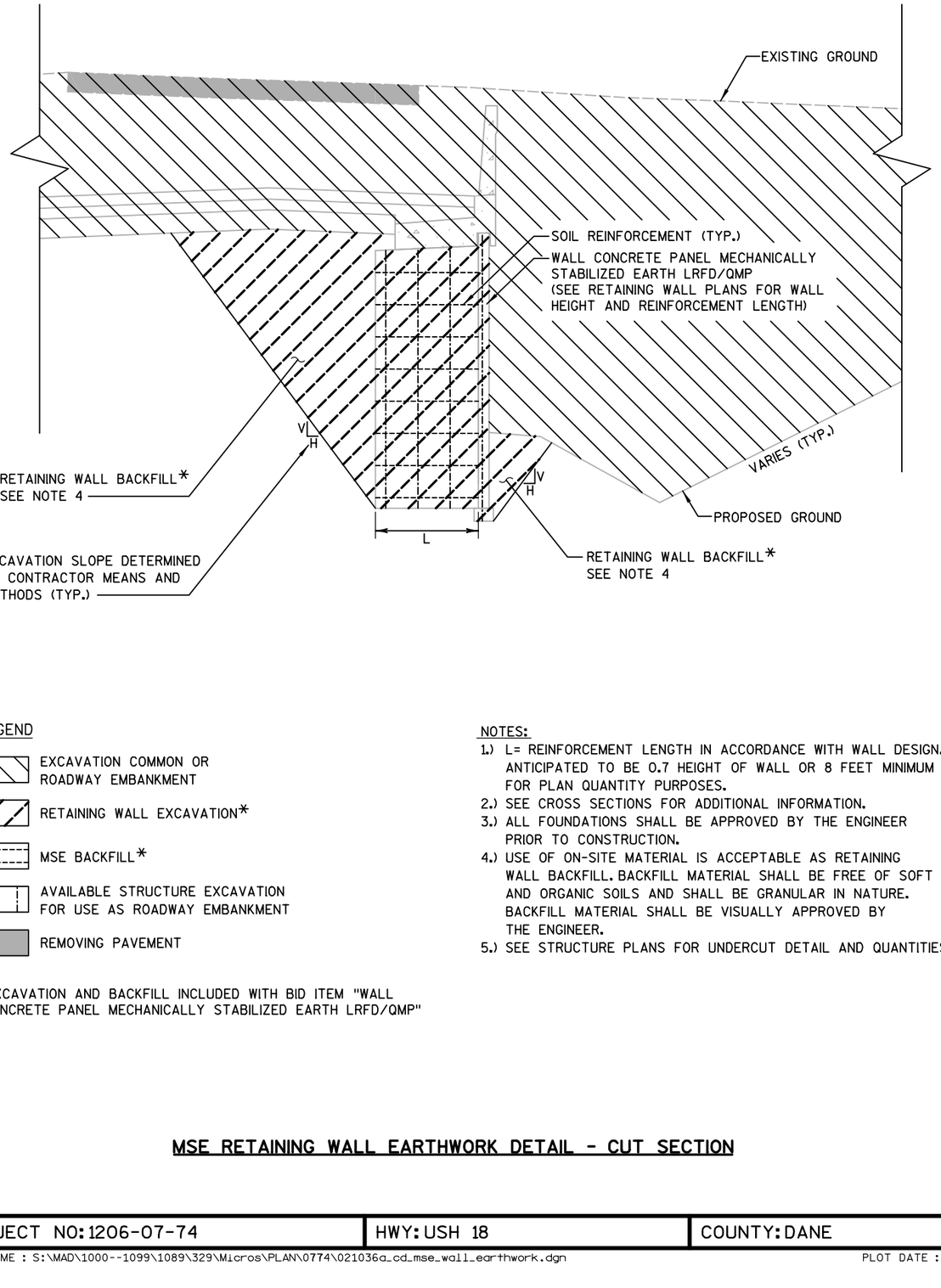



SECTION A-A

CONCRETE SIDEWALK AT PARAPET DETAIL
STA. 101+05.5 D TO STA. 101+25.1 D

*SEE PLAN DETAILS FOR ADDITIONAL INFORMATION

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CONSTRUCTION DETAILS - CONCRETE BARRIER WALL | SHEET 57 | E |
|---|---|---|---|---|---|




LEGEND

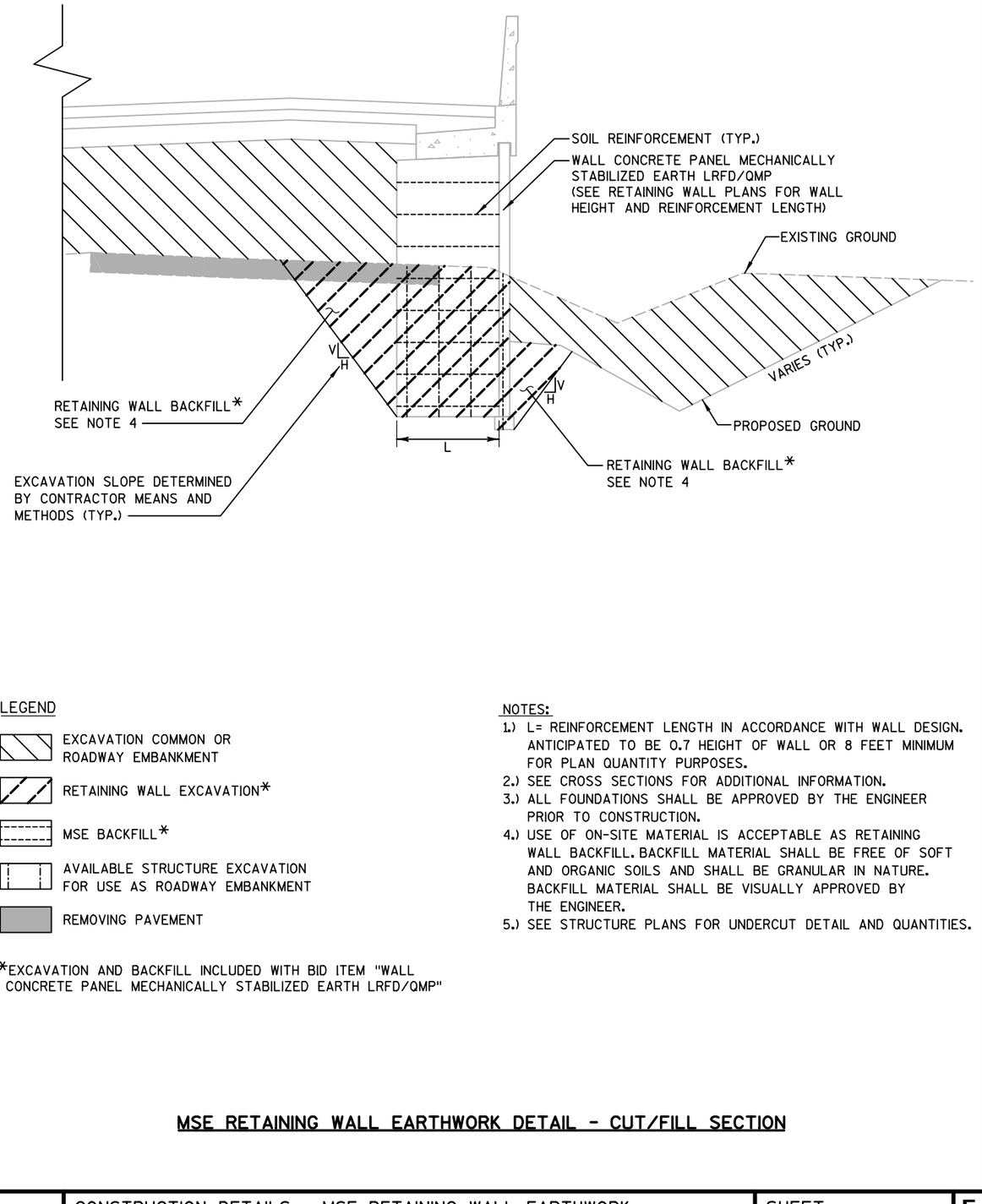
- EXCAVATION COMMON OR ROADWAY EMBANKMENT
- RETAINING WALL EXCAVATION*
- MSE BACKFILL*
- AVAILABLE STRUCTURE EXCAVATION FOR USE AS ROADWAY EMBANKMENT
- REMOVING PAVEMENT

*EXCAVATION AND BACKFILL INCLUDED WITH BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD/QMP"

NOTES:

1.) L= REINFORCEMENT LENGTH IN ACCORDANCE WITH WALL DESIGN. ANTICIPATED TO BE 0.7 HEIGHT OF WALL OR 8 FEET MINIMUM FOR PLAN QUANTITY PURPOSES.
2.) SEE CROSS SECTIONS FOR ADDITIONAL INFORMATION.
3.) ALL FOUNDATIONS SHALL BE APPROVED BY THE ENGINEER PRIOR TO CONSTRUCTION.
4.) USE OF ON-SITE MATERIAL IS ACCEPTABLE AS RETAINING WALL BACKFILL. BACKFILL MATERIAL SHALL BE FREE OF SOFT AND ORGANIC SOILS AND SHALL BE GRANULAR IN NATURE. BACKFILL MATERIAL SHALL BE VISUALLY APPROVED BY THE ENGINEER.
5.) SEE STRUCTURE PLANS FOR UNDERCUT DETAIL AND QUANTITIES.

## MSE RETAINING WALL EARTHWORK DETAIL - CUT SECTION




LEGEND

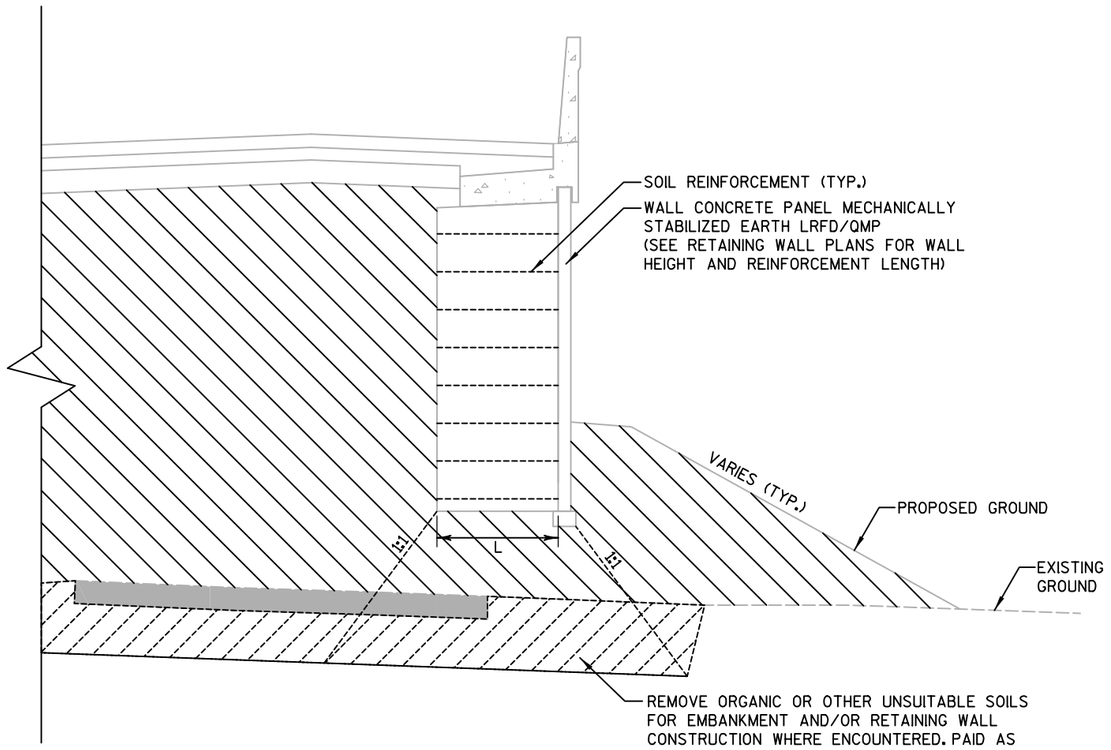
- EXCAVATION COMMON OR ROADWAY EMBANKMENT
- RETAINING WALL EXCAVATION*
- MSE BACKFILL*
- AVAILABLE STRUCTURE EXCAVATION FOR USE AS ROADWAY EMBANKMENT
- REMOVING PAVEMENT

*EXCAVATION AND BACKFILL INCLUDED WITH BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD/QMP"

NOTES:

1.) L= REINFORCEMENT LENGTH IN ACCORDANCE WITH WALL DESIGN. ANTICIPATED TO BE 0.7 HEIGHT OF WALL OR 8 FEET MINIMUM FOR PLAN QUANTITY PURPOSES.
2.) SEE CROSS SECTIONS FOR ADDITIONAL INFORMATION.
3.) ALL FOUNDATIONS SHALL BE APPROVED BY THE ENGINEER PRIOR TO CONSTRUCTION.
4.) USE OF ON-SITE MATERIAL IS ACCEPTABLE AS RETAINING WALL BACKFILL. BACKFILL MATERIAL SHALL BE FREE OF SOFT AND ORGANIC SOILS AND SHALL BE GRANULAR IN NATURE. BACKFILL MATERIAL SHALL BE VISUALLY APPROVED BY THE ENGINEER.
5.) SEE STRUCTURE PLANS FOR UNDERCUT DETAIL AND QUANTITIES.

## MSE RETAINING WALL EARTHWORK DETAIL - CUT/FILL SECTION




LEGEND

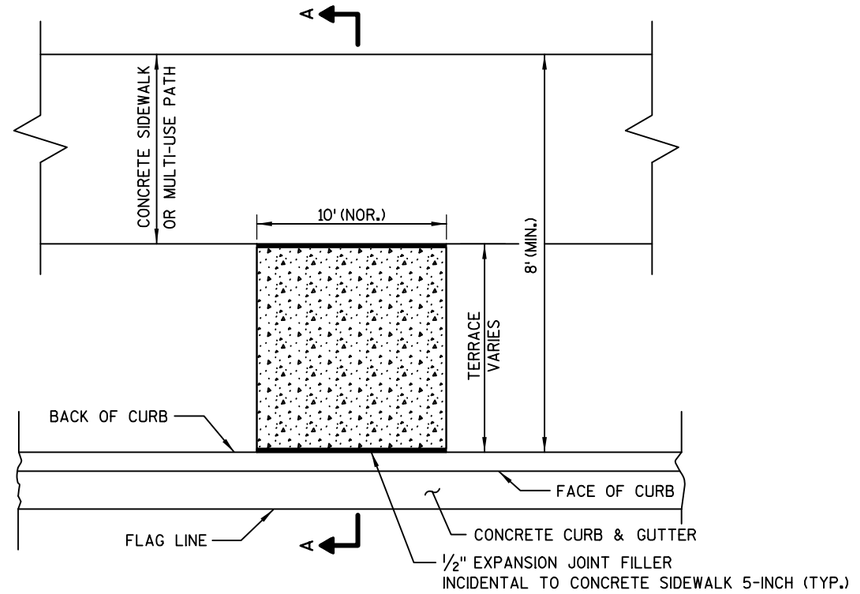
- EXCAVATION COMMON OR ROADWAY EMBANKMENT
- MSE BACKFILL*
- REMOVING PAVEMENT
- REMOVE UNSUITABLE SOILS

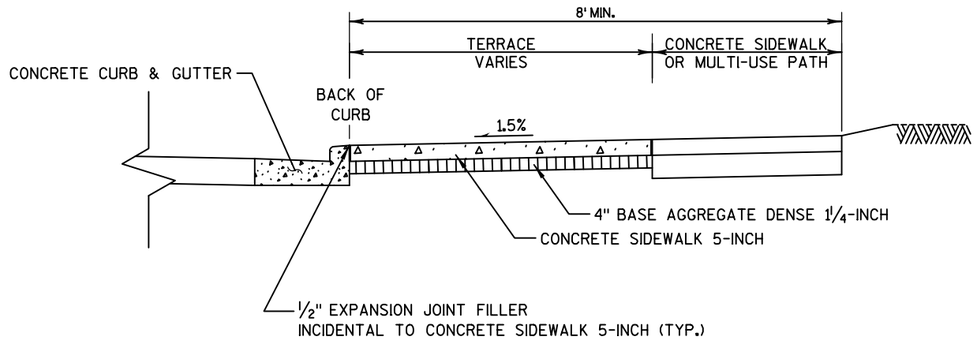
*EXCAVATION AND BACKFILL INCLUDED WITH BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD/QMP"

NOTES:

1.) L= REINFORCEMENT LENGTH IN ACCORDANCE WITH WALL DESIGN. ANTICIPATED TO BE 0.7 HEIGHT OF WALL OR 8 FEET MINIMUM FOR PLAN QUANTITY PURPOSES.
2.) SEE CROSS SECTIONS FOR ADDITIONAL INFORMATION.
3.) ALL FOUNDATIONS SHALL BE APPROVED BY THE ENGINEER PRIOR TO CONSTRUCTION.
4.) USE OF ON-SITE MATERIAL IS ACCEPTABLE AS RETAINING WALL BACKFILL. BACKFILL MATERIAL SHALL BE FREE OF SOFT AND ORGANIC SOILS AND SHALL BE GRANULAR IN NATURE. BACKFILL MATERIAL SHALL BE VISUALLY APPROVED BY THE ENGINEER.
5.) SEE STRUCTURE PLANS FOR UNDERCUT DETAILS AND QUANTITIES.
6.) ALL MATERIALS WITHIN THE 1:1 UNDER THE RETAINING WALL SHALL BE FREE OF SOFT AND ORGANIC SOILS AND SHALL BE GRANULAR IN NATURE. BACKFILL MATERIAL SHALL BE VISUALLY APPROVED BY THE ENGINEER.

## MSE RETAINING WALL EARTHWORK DETAIL - FILL SECTION



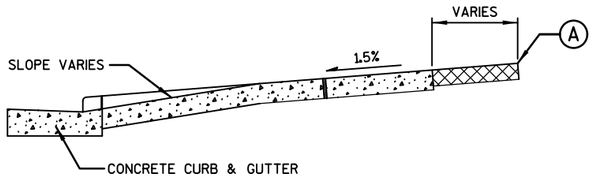




SECTION A-A

## BUS STOP PAD DETAIL

(SEE PLAN DETAILS FOR LOCATIONS)

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CONSTRUCTION DETAILS - MSE RETAINING WALLS & BUS STOP PAD | SHEET 59 | E |
|---|---|---|---|---|---|




## SECTION A-A

DRIVEWAY CONSTRUCTION NOTES:

——— ½" EXPANSION JOINT FILLER

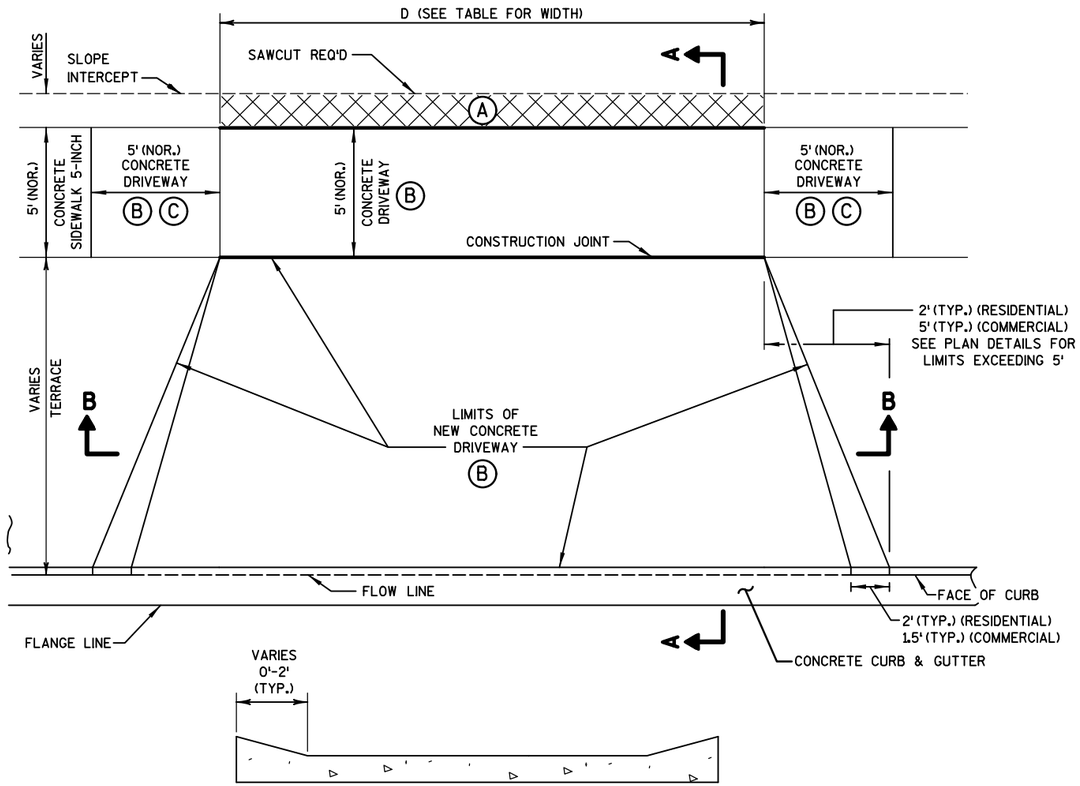
WHEN MATCHING EXISTING CONCRETE DRIVEWAY INSTALL ½" WIDE EXPANSION JOINT FILLER BETWEEN NEW AND OLD DRIVEWAY.

PROVIDE CONTRACTION JOINT FOR CONCRETE DRIVEWAYS WIDER THAN 14 FEET.

(A) THIS AREA TO BE REPLACED IN KIND AS NOTED IN TABLE BELOW AND ON PLAN DETAILS. PLACE CONCRETE DRIVEWAY OVER 6" BASE AGGREGATE DENSE 1¼-INCH. PLACE ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 11" BASE AGGREGATE DENSE 1¼-INCH.

(B) SEE TABLE BELOW AND PLAN DETAILS FOR CONCRETE DRIVEWAY THICKNESS AT DRIVEWAYS. PLACE CONCRETE DRIVEWAY OVER 6" BASE AGGREGATE DENSE 1¼-INCH.

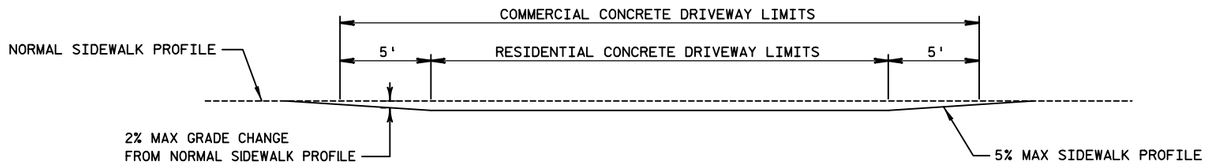
(C) CONSTRUCT 5' OF CONCRETE DRIVEWAY OUTSIDE THE DRIVEWAY APRON FOR COMMERCIAL DRIVEWAYS.




## SECTION B-B

## URBAN DRIVEWAY DETAIL

(SEE PLAN AND PROFILES AND URBAN DRIVEWAY TABLE AT RIGHT FOR LOCATIONS)




## DEPRESSED SIDEWALK PROFILE

URBAN DRIVEWAY TABLE

| ROAD | STATION | LOCATION | D (DRIVEWAY WIDTH AT SIDEWALK OPENING) (FT) | A PAVEMENT MATERIAL | A PAVEMENT THICKNESS (IN) | B PAVEMENT THICKNESS (IN) |
|---|---|---|---|---|---|---|
| CTH PD | 105+44 EB | RT | 43 | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES | 4 | 9 |
| | 107+49 EB | RT | 32 | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES | 4 | 7 |
| | 109+94 EB | RT | 50 | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES | 4 | 7 |
| WILLIAMSBURG WAY | 90+57 WW | LT | 9 | CONCRETE DRIVEWAY 7-INCH | 7 | 7 |
| | 91+68 WW | LT | 10 | CONCRETE DRIVEWAY 7-INCH | 7 | 7 |
| | 92+17 WW | LT | 9 | CONCRETE DRIVEWAY 7-INCH | 7 | 7 |
| | 92+79 WW | LT | 20 | CONCRETE DRIVEWAY 7-INCH | 7 | 7 |
| | 94+08 WW | LT | 24 | CONCRETE DRIVEWAY 7-INCH | 7 | 7 |
| | 94+80 WW | LT | 39 | CONCRETE DRIVEWAY 7-INCH | 7 | 7 |
| | 96+15 WW | LT | 52 | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES | 4 | 7 |
| ANTON DRIVE | 109+53 AD | LT | 30 | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES | 4 | 7 |
| | 110+44 AD | RT | 25 | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES | 4 | --- |
| | 111+31 AD | RT | 30 | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES | 4 | 7 |
| EAST VERONA ROAD FRONTAGE ROAD | 38+98 EF | LT | 102 | --- | --- | 9 |
| | 40+65 EF | LT | 31 | --- | --- | 9 |
| | 42+15 EF | RT | 35 | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES | 4 | 7 |
| | 47+75 EF | RT | 118 | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES | 4 | 9 |
| | 61+03 EF | RT | 28 | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES | 4 | 7 |
| | 61+74 EF | RT | 31 | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES | 4 | 7 |
| | 63+30 EF | RT | 14 | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES | 4 | 7 |
| | 66+48 EF | RT | 26 | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES | 4 | 7 |
| NESBITT ROAD | 12+35 NR | LT | 10 | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES | 4 | 7 |
| | 15+25 NR | LT | 25 | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES | 4 | 7 |
| | 16+30 NR | LT | 24 | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES | 4 | 7 |
| | 19+10 NR | RT | 30 | CONCRETE DRIVEWAY 7-INCH | 7 | 7 |
| | 21+12 NR | LT | 40 | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES | 4 | 7 |
| | 21+39 NR | RT | 30 | CONCRETE DRIVEWAY 7-INCH | 7 | 7 |
| | 21+85 NR | LT | 30 | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES | 4 | 7 |
| | 24+24 NR | LT | 35 | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES | 4 | 7 |
| KAPEC ROAD | 65+83 KR | LT | 25 | --- | --- | 9 |
| | 71+65 KR | LT | 48 | BASE AGGREGATE DENSE 3/4-INCH | --- | 9 |
| FITCHRONA ROAD | 37+92 FR | LT | 45 | --- | --- | 9 |
| | 37+92 FR | RT | 45 | --- | --- | 9 |
| | 44+75 FR | LT | 45 | --- | --- | 9 |
| | 44+75 FR | RT | 45 | --- | --- | 9 |
| | 49+90 FR | RT | 45 | --- | --- | 9 |
| | 49+90 FR | LT | 45 | --- | --- | 9 |
| | 53+40 FR | LT | 28 | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES | 4 | 7 |
| | 54+75 FR | LT | 24 | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES | 4 | 7 |
| | 55+65 FR | LT | 24 | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES | 4 | 7 |

2

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

EAST VERONA ROAD FRONTAGE ROAD

928+00 VR

+50 VR

929+00 VR

+50 VR

927+00 VR

+50 VR

926+00 VR

+50 VR

925+00 VR

+50 EF

49+00 EF

+50 EF

48+00 EF

+50 EF

47+00 EF

+50 EF

46+00 EF

+50 EF

SIGN

THERMO ELECTRON SCIENTIFIC INSTRUMENTS LLC

REMOVING GATE HOUSE LIMITS

NFW ACQUISITION CORP

W

MH

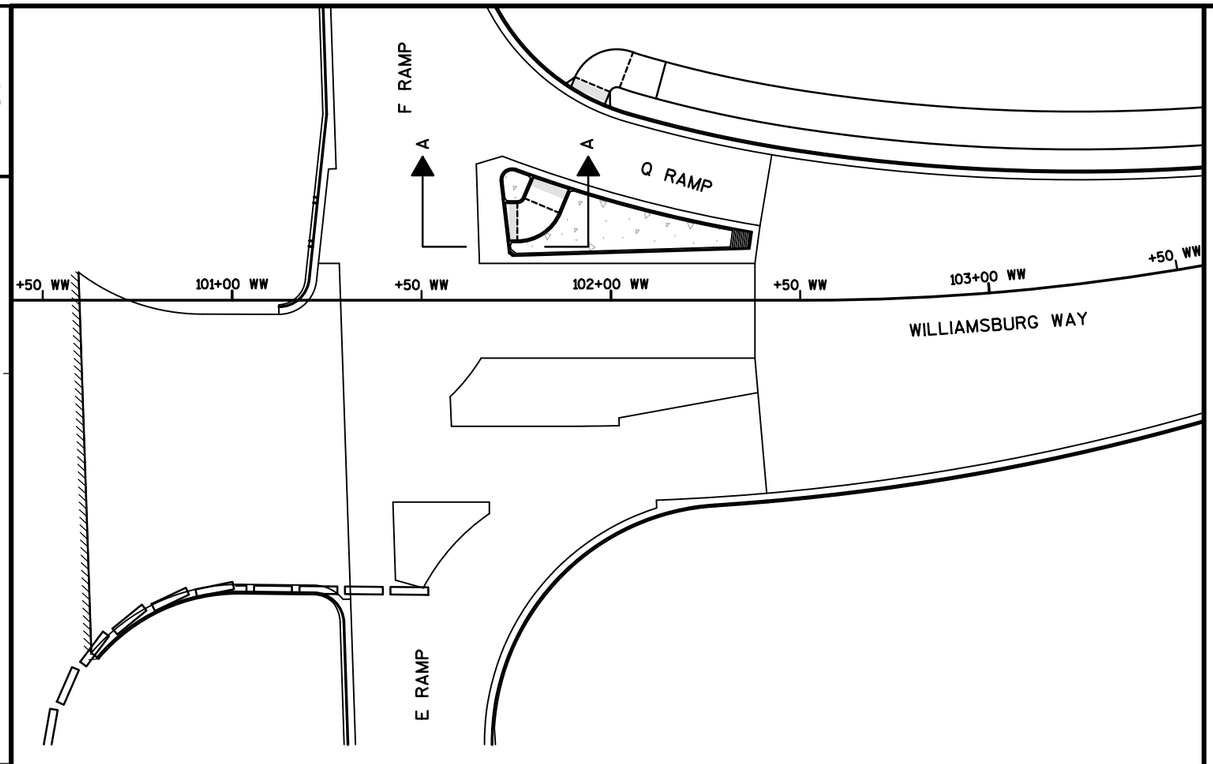
INL

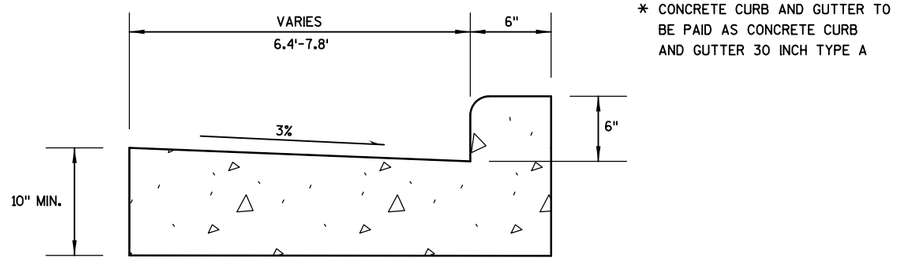
N

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CONSTRUCTION DETAILS - REMOVING GATE HOUSE | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\021038_cd_gate_house_removal.dgn PLOT DATE : 4/1/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



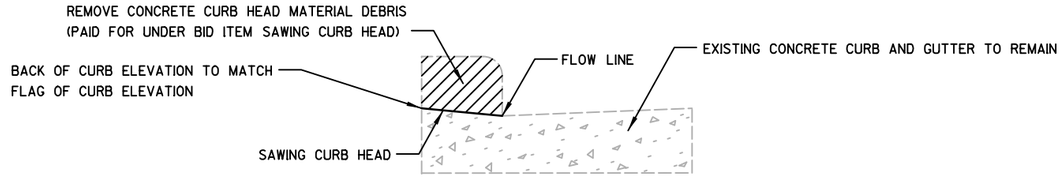




* CONCRETE CURB AND GUTTER TO BE PAID AS CONCRETE CURB AND GUTTER 30 INCH TYPE A

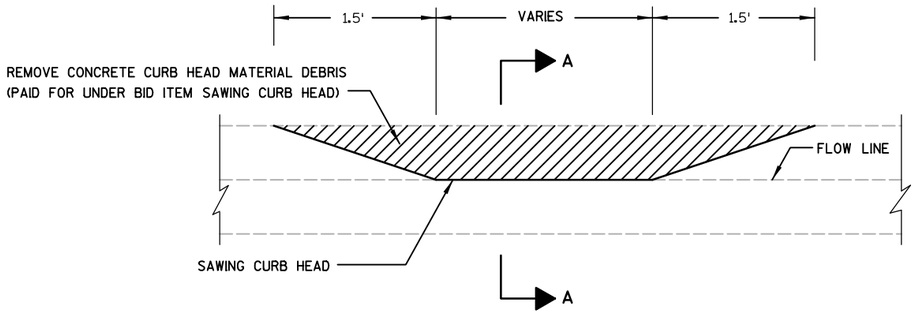
SECTION A-A

## WILLIAMSBURG WAY ISLAND CONCRETE CURB & GUTTER

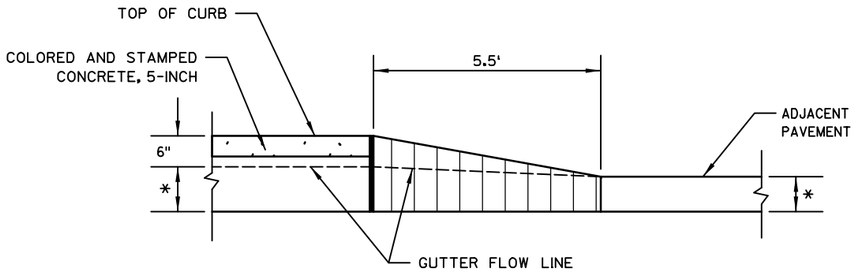
NOTE: SEE S.D.D. "CONCRETE CURB, CONCRETE CURB & GUTTER AND PAVEMENT TIES" FOR ADDITIONAL INFORMATION AND TYPICAL TIE BAR LOCATION.




SECTION A-A

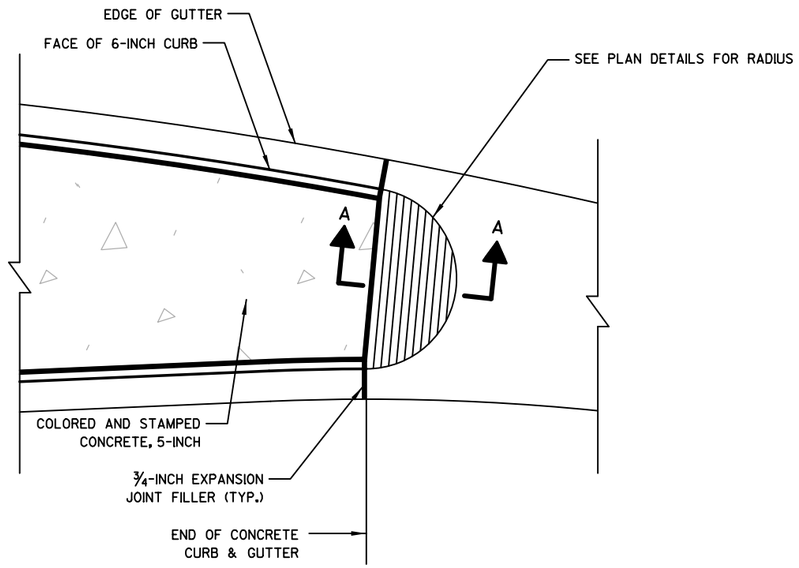



## SAWING CURB HEAD DETAIL



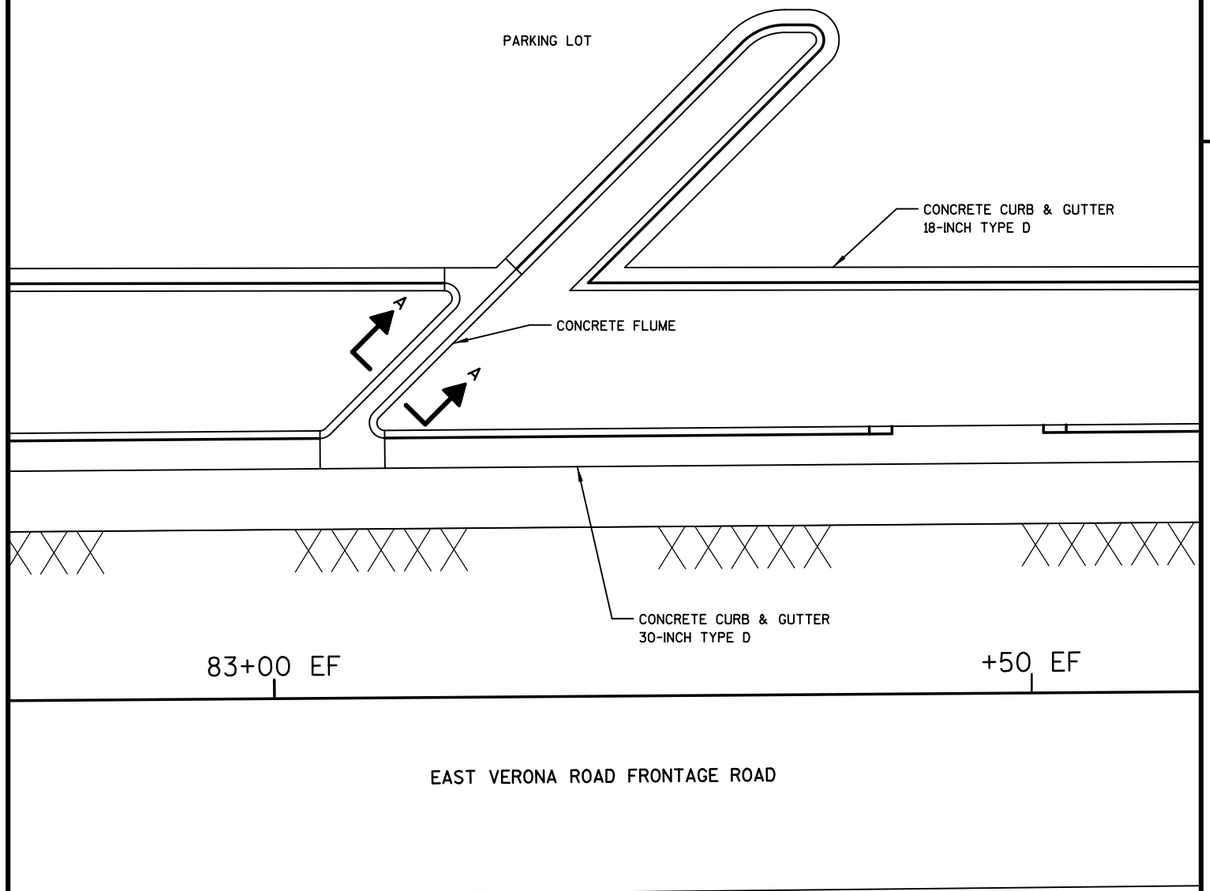

* DEPTH EQUAL TO ADJACENT PAVEMENT

**SECTION A-A**

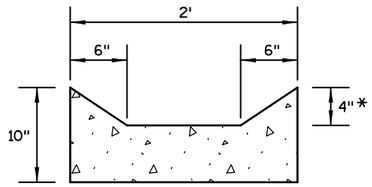



**ASPHALTIC MEDIAN SLOPED NOSE DETAIL**

SEE S.D.D. "CONCRETE MEDIAN NOSE" FOR ADDITIONAL INFORMATION.




* TRANSITION 6-INCH CURB HEAD TO 4-INCH SLOPED CURB HEAD WITHIN CONCRETE FLUME OVER 2 FEET. CURB HEAD TRANSITION IS INCIDENTAL TO CONCRETE FLUME.




**SECTION A-A**

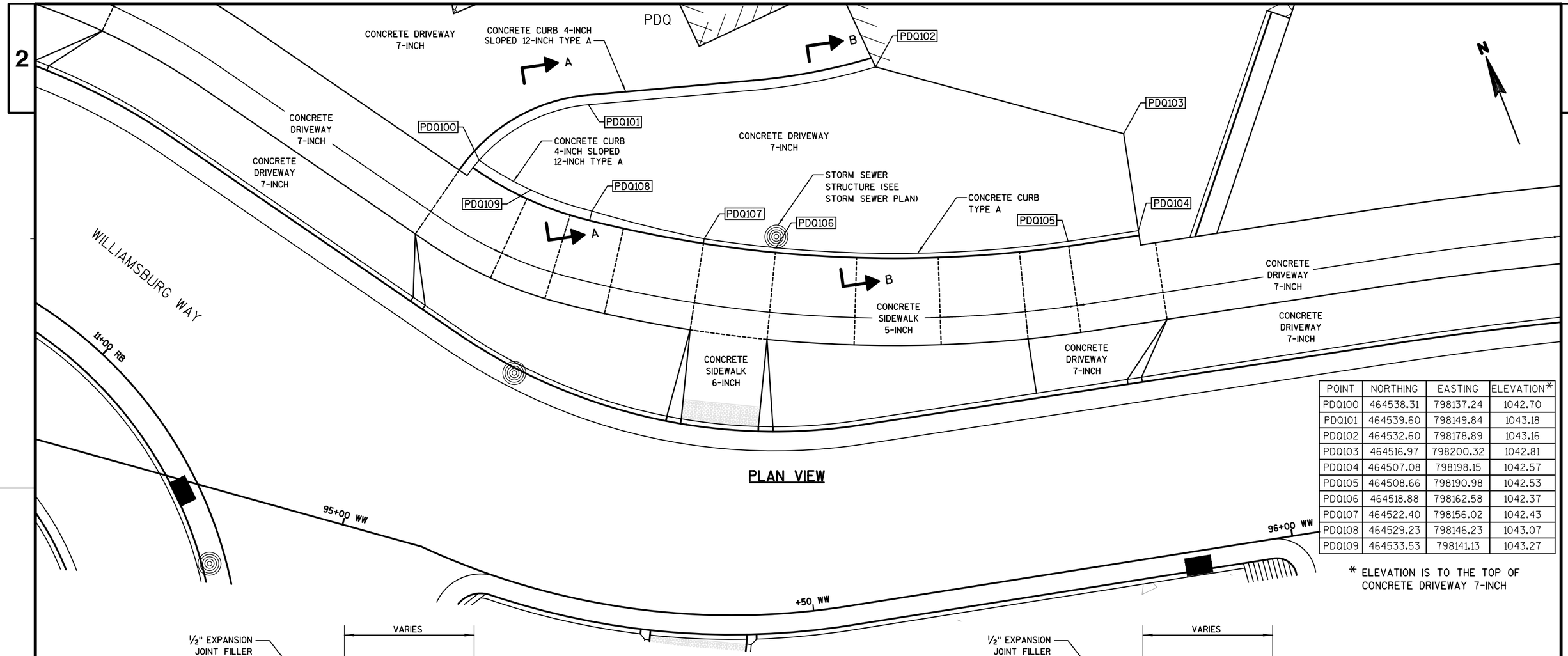
**CONCRETE FLUME DETAIL**

SEE S.D.D. "CONCRETE CURB, CONCRETE CURB & GUTTER AND PAVEMENT TIES" FOR ADDITIONAL INFORMATION.

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CONSTRUCTION DETAILS | SHEET | E |
|---|---|---|---|---|---|



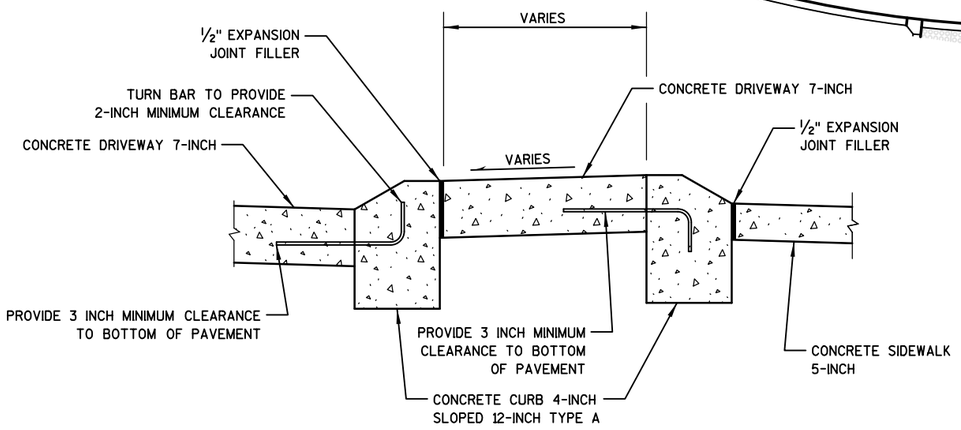
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\021040_cd_asphaltic_median_nose_concrete_flume.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42




PLAN VIEW

| POINT | NORTHING | EASTING | ELEVATION* |
|---|---|---|---|
| PDQ100 | 464538.31 | 798137.24 | 1042.70 |
| PDQ101 | 464539.60 | 798149.84 | 1043.18 |
| PDQ102 | 464532.60 | 798178.89 | 1043.16 |
| PDQ103 | 464516.97 | 798200.32 | 1042.81 |
| PDQ104 | 464507.08 | 798198.15 | 1042.57 |
| PDQ105 | 464508.66 | 798190.98 | 1042.53 |
| PDQ106 | 464518.88 | 798162.58 | 1042.37 |
| PDQ107 | 464522.40 | 798156.02 | 1042.43 |
| PDQ108 | 464529.23 | 798146.23 | 1043.07 |
| PDQ109 | 464533.53 | 798141.13 | 1043.27 |

* ELEVATION IS TO THE TOP OF CONCRETE DRIVEWAY 7-INCH

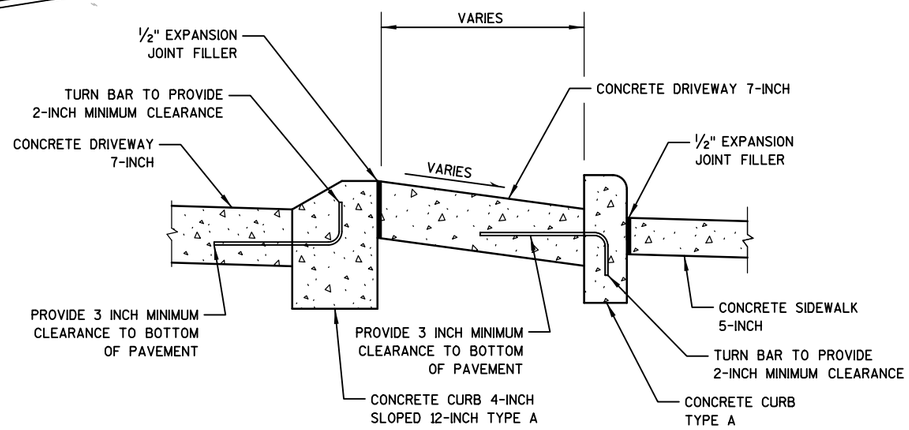



SECTION A-A

NOT TO SCALE

PDQ TRUCK APRON DETAIL

SEE S.D.D. "CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES" FOR ADDITIONAL INFORMATION



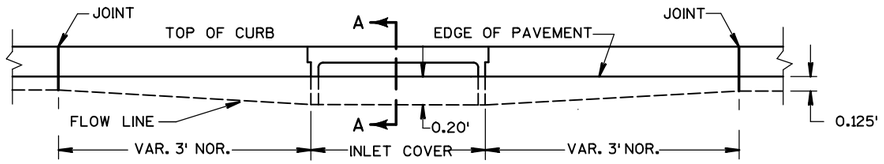

SECTION B-B

NOT TO SCALE

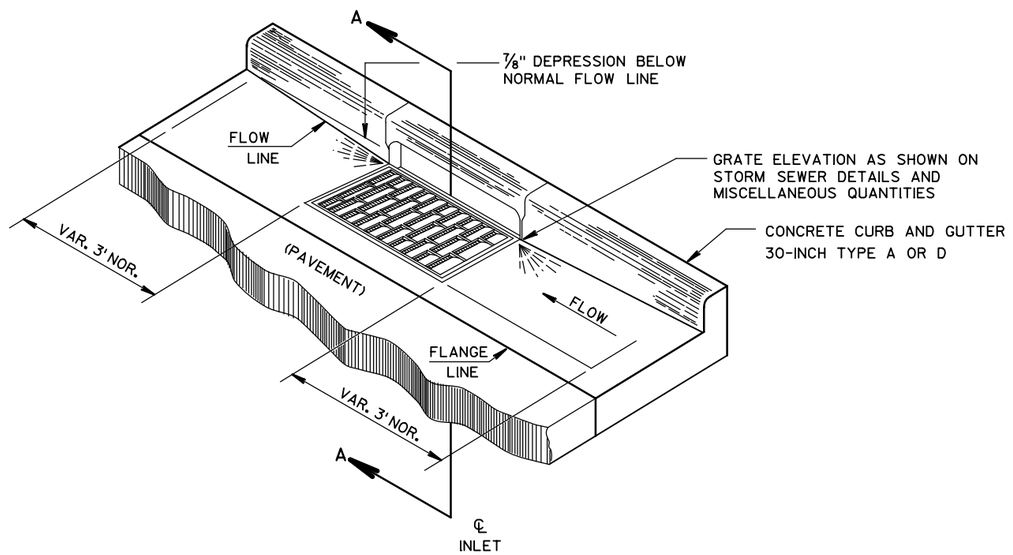
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CONSTRUCTION DETAILS - PDQ TRUCK APRON | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\021041_cd_PDQ_truck_apron.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42




ELEVATION




SEE S.D.D. INLETS 3-FT DIA.
AND INLETS 2x3-FT FOR
ADDITIONAL INFORMATION.

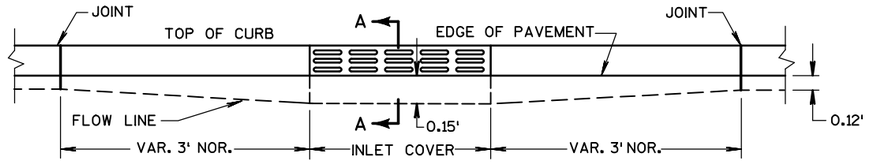
① PIPE UNDERDRAIN 6-INCH WITH
GEOTEXTILE FABRIC AND AGGREGATE
SEE MISCELLANEOUS QUANTITIES
FOR EXACT LOCATIONS.

SECTION A-A

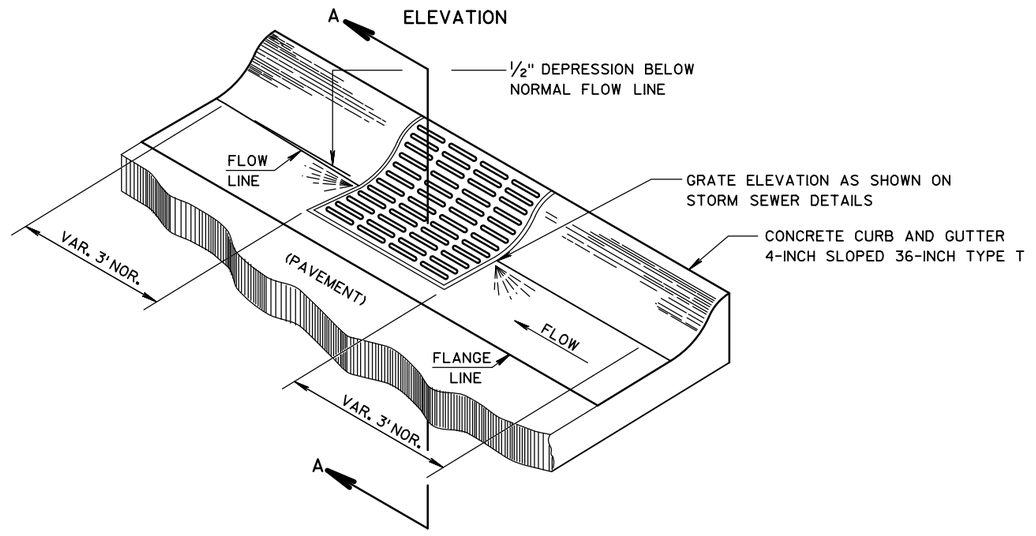
NOT A BID ITEM

(INLETS 2x3-FT WITH COVERS TYPE H SHOWN)

## CONCRETE CURB AND GUTTER 30-INCH TYPE A OR D AT INLETS




ELEVATION




SEE S.D.D. "INLETS TYPE 2x2.5-FT
FOR ADDITIONAL INFORMATION

① PIPE UNDERDRAIN 6-INCH WITH
GEOTEXTILE FABRIC AND AGGREGATE
SEE MISCELLANEOUS QUANTITIES
FOR EXACT LOCATIONS.

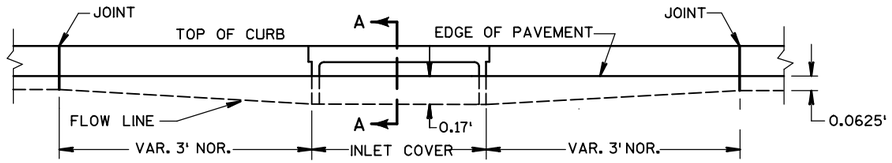
SECTION A-A

NOT A BID ITEM

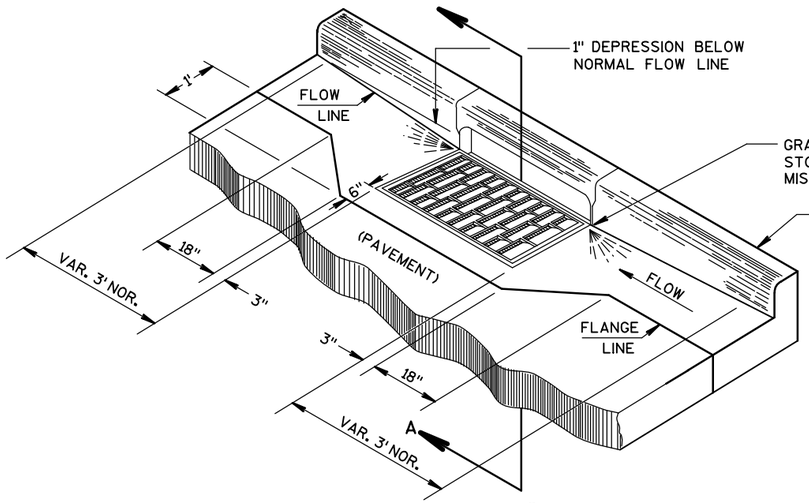
(INLETS 2x2.5-FT WITH COVERS TYPE T SHOWN)

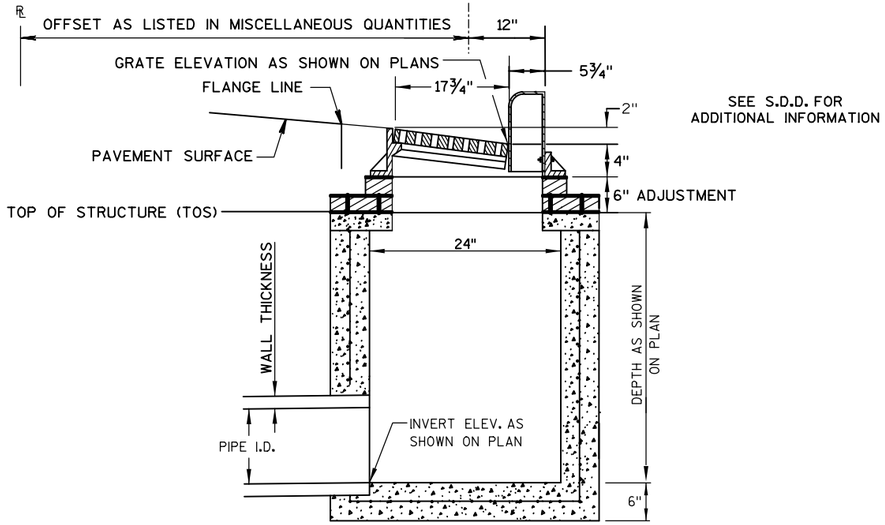
* PIPE WALL THICKNESS

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




ELEVATION

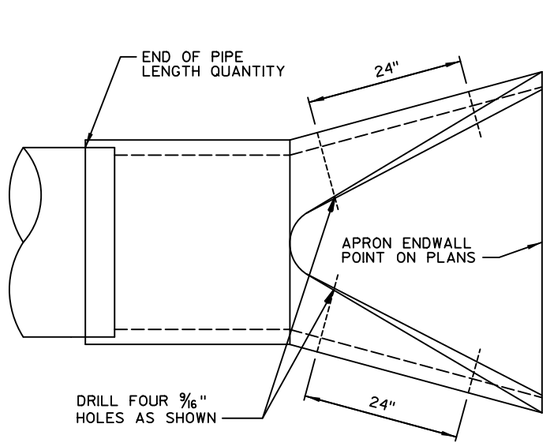


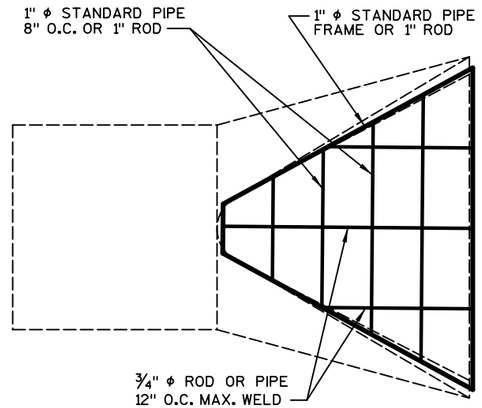




SECTION A-A

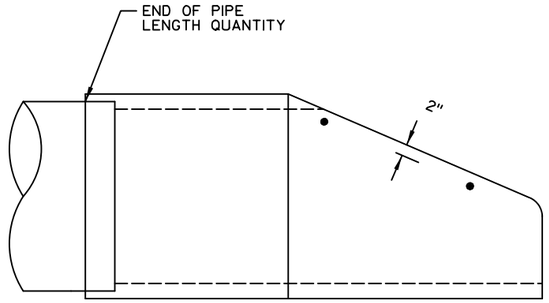
(INLETS 2X3-FT WITH INLET COVERS TYPE H SHOWN. INLET AND INLET COVER TYPE VARIES.)

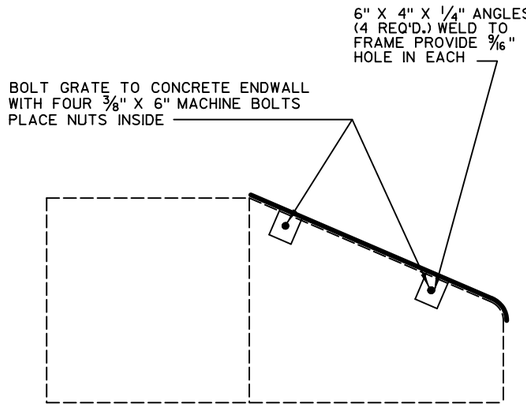
## DETAIL OF CONCRETE CURB AND GUTTER 18-INCH TYPE D AT INLETS

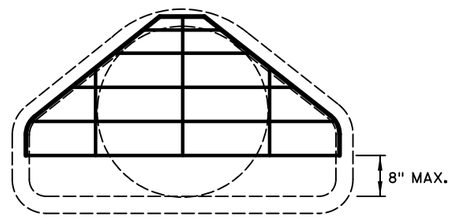


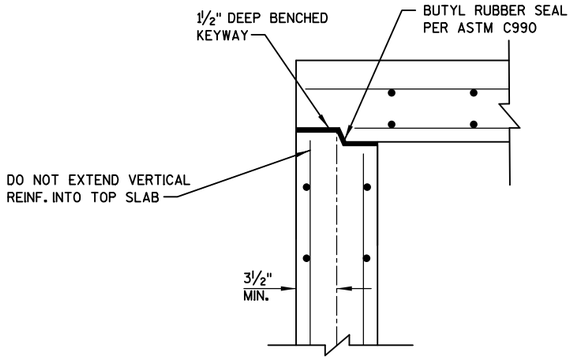

AT EACH PIPE




## PIPE GRATE DETAIL




## ALTERNATE CONSTRUCTION JOINT

## GENERAL NOTES

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

A PRECAST CONCRETE STRUCTURE MAY BE PROVIDED IN LIEU OF CAST-IN-PLACE CONCRETE STRUCTURE. DETAILS OF PRECAST STRUCTURE SHALL COMPLY WITH STANDARD DETAIL DRAWING "MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER" EXCEPT THAT A MINIMUM 4" OVERHANG IS REQUIRED FOR ALL STRUCTURES WITH INTEGRAL OR MONOLITHIC BASES. PRECAST CONCRETE STRUCTURE WALL AND SLAB THICKNESSES AND REINFORCING SHALL MATCH THAT FOR CAST-IN-PLACE STRUCTURE, AS DETAILED ON THIS DRAWING. ALTERNATIVELY, CONTRACTOR MAY PROVIDE AN ALTERNATE DESIGN, COMPLETE WITH DESIGN CALCULATIONS PREPARED BY AND BEARING THE SEAL OF A STATE OF WISCONSIN LICENSED PROFESSIONAL ENGINEER. ALTERNATE DESIGN WILL BE SUBJECT TO APPROVAL BY ENGINEER.

TOP SLAB MAY BE CAST IN ANOTHER LOCATION ON-SITE OR OFF-SITE ON TOP OF A FORMED SURFACE APPROVED BY ENGINEER, AND THEN LIFTED INTO PLACE ON THE STRUCTURE. USE ALTERNATE CONSTRUCTION JOINT DETAIL FOR THIS OPTION.

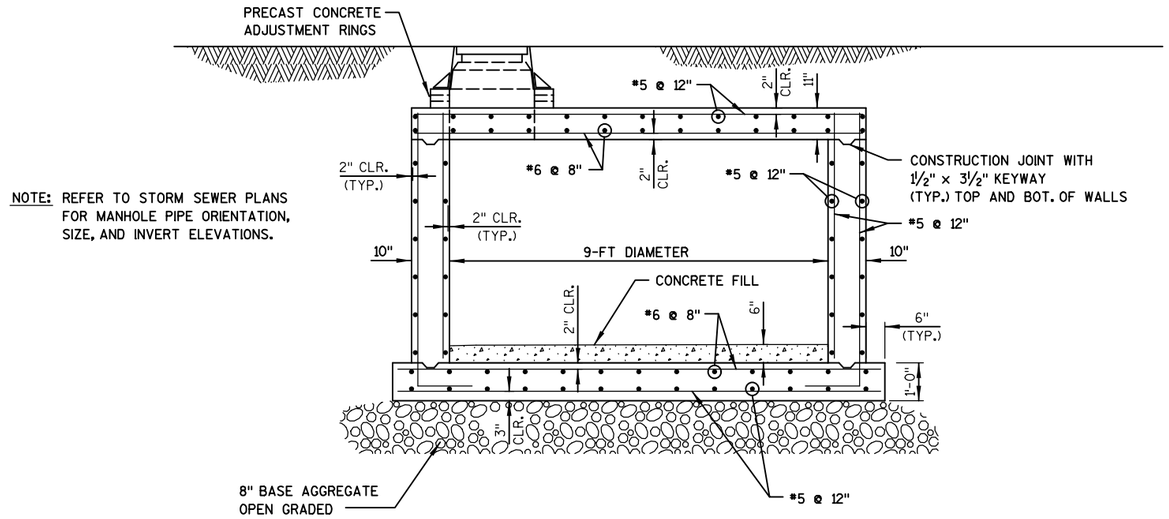
ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

REFER TO STORM SEWER PLANS FOR MANHOLE PIPE ORIENTATION, SIZE, AND INVERT ELEVATIONS.

REFER TO STANDARD DETAIL DRAWING "MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER" FOR ADDITIONAL INFORMATION.

DESIGN DATA:

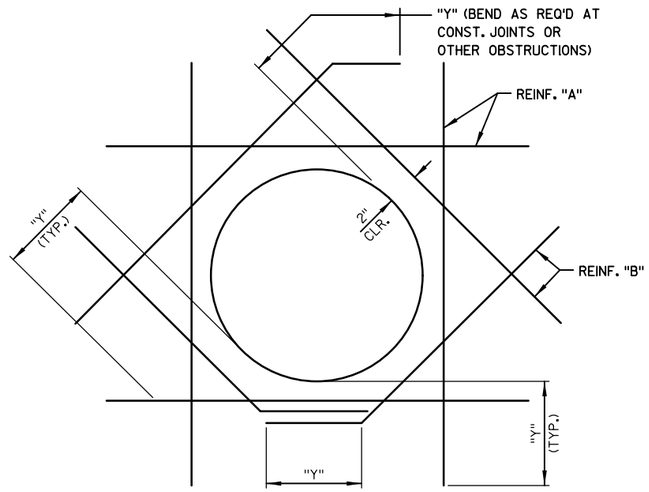
CONCRETE MASONRY: f'c = 4000 psi
STEEL REINFORCING: Fy = 60 ksi




NOTE: REFER TO STORM SEWER PLANS FOR MANHOLE PIPE ORIENTATION, SIZE, AND INVERT ELEVATIONS.

## MANHOLES 9-FT DIAMETER

(NOT TO SCALE)



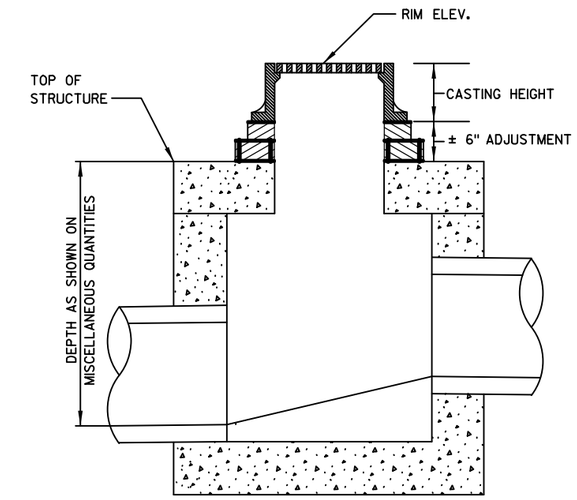

## ADDITIONAL REINFORCEMENT AT CONCRETE OPENINGS

NOTES (SLABS):

1. MOVE REINF. MAX. OF 2" TO CLEAR OPENING TO AVOID CUTTING REINF. CUT REMAINING BARS THAT PASS THROUGH OPENING.
2. WHERE REINF. MUST BE CUT, ADD REINF. "A" AT LEAST EQUAL IN AREA TO THAT WHICH WAS CUT AND EXTEND BEYOND OPENING DISTANCE "Y".
3. DIAGONAL BARS "B" TO BE PLACED:
   A. AT EACH FACE OF WALL WHERE TWO LAYERS OF REINF. ARE PROVIDED.
   B. AT TOP & BOTTOM OF ALL SLABS.
4. UNLESS OTHERWISE NOTED, SIZE OF REINF. "B" SHALL BE THE SIZE OF THE LARGEST REINF. BAR CUT.
5. Y = CLASS B LAP { *5 BAR = 1'-10" / *6 BAR = 2'-3" }

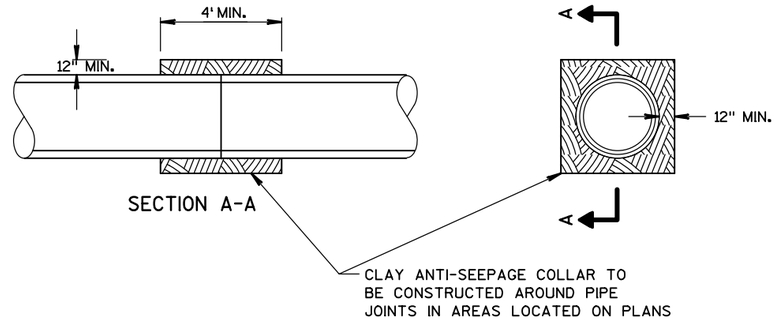
NOTES (WALLS):

1. MOVE REINF. MAX. OF 2" TO CLEAR OPENING TO AVOID CUTTING REINF. CUT REMAINING BARS THAT PASS THROUGH OPENING.
2. REINF. "A" SHALL BE ONE BAR OF SAME SIZE AS CUT BARS. EXTEND REINF. "A" BEYOND OPENING DISTANCE "Y".
3. ADDITIONAL DIAGONAL REINF. BARS "B" ARE NOT REQUIRED.

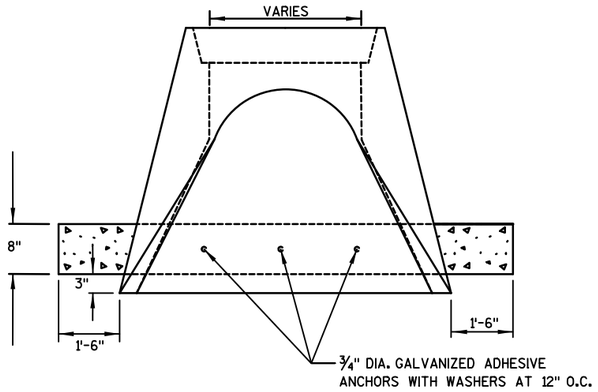



NOTE:
RIM ELEVATION IS AT FLOW LINE

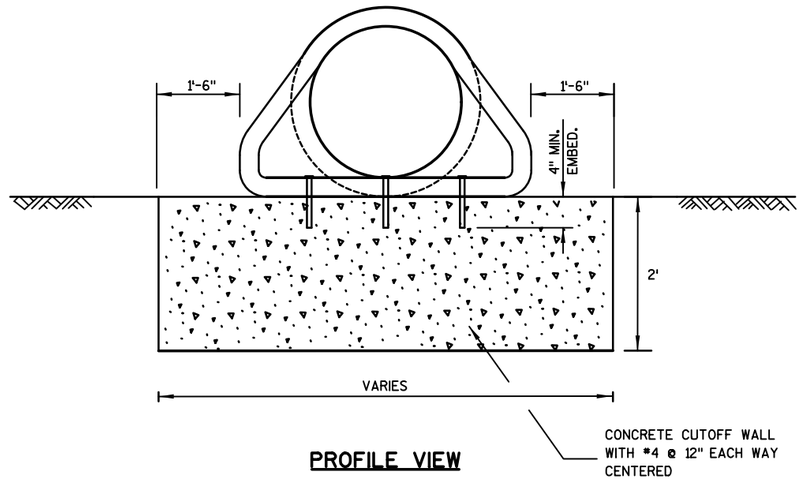
## DETAIL FOR COMPUTING STRUCTURE ELEVATIONS




## CLAY ANTI-SEEPAGE COLLAR DETAIL

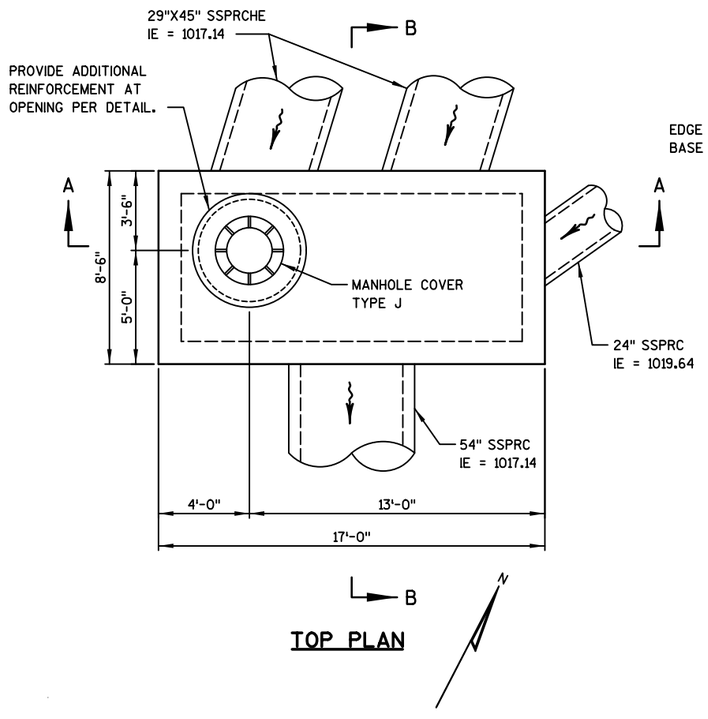



## PLAN VIEW

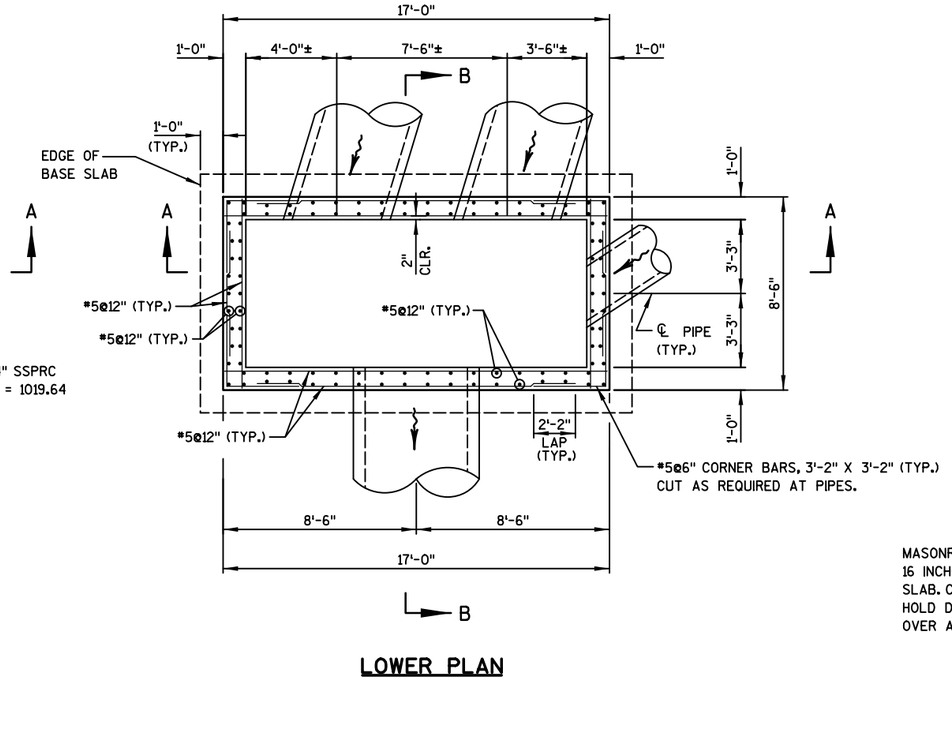



## PROFILE VIEW

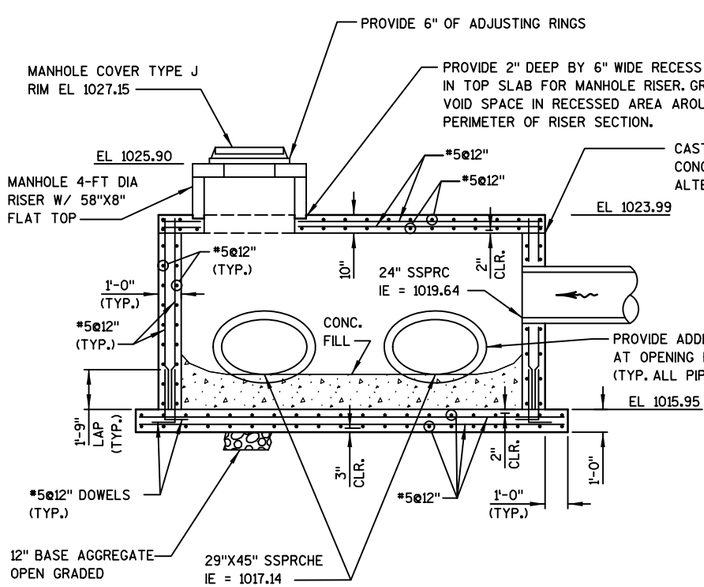
# CONCRETE CUTOFF WALL



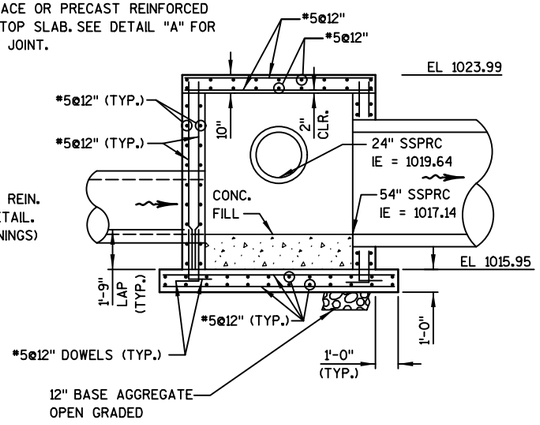

TOP PLAN




LOWER PLAN




SECTION A-A




SECTION B-B

## GENERAL NOTES

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

ALL ITEMS SHOWN IN THIS DETAIL, EXCEPT MANHOLE COVERS, MANHOLE RISERS, AND STORM SEWER PIPES, ARE INCLUDED IN THE BID ITEM "MANHOLE F4400."

CONTRACTOR MAY CHOOSE TO PRECAST TOP SLAB AND LIFT SLAB ONTO STRUCTURE. IF TOP SLAB IS NOT CAST IN PLACE, USE ONE OF THE ALTERNATE SLAB JOINT DETAILS SHOWN IN DETAIL "A".

REFER TO STORM SEWER PLANS FOR PIPE SIZES, INVERT ELEVATIONS AND STATION/OFFSET TO CENTER OF STRUCTURE.

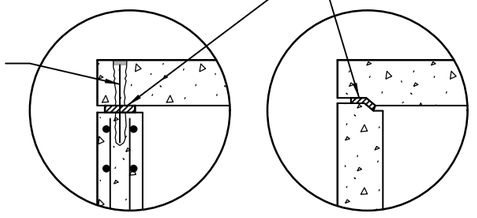
SSPRC = STORM SEWER PIPE REINFORCED CONCRETE

SSPRCHE = STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL

DESIGN DATA:
CONCRETE MASONRY: f'c = 4000 PSI
STEEL REINFORCING: Fy = 60 KSI

JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP.)

MASONRY ANCHOR TYPE L NO. 5 BARS, 16 INCHES LONG AT 4 CORNERS OF SLAB. CENTER DRILLED DOWEL IN WALL. HOLD DOWN 2 INCHES AND GROUT HOLE OVER ANCHOR.

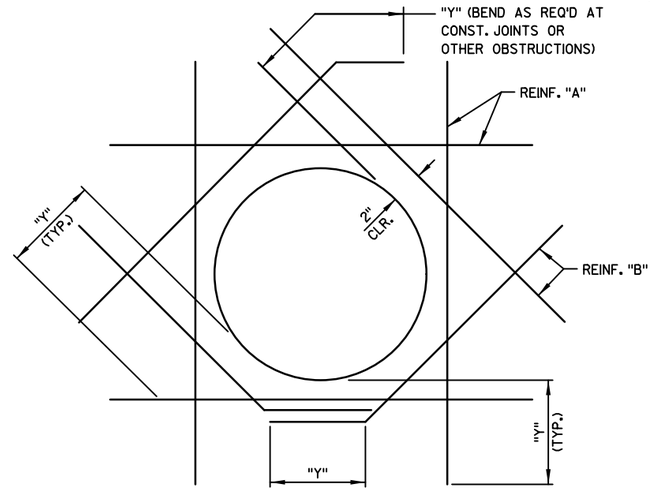


TOP WITH PLAIN END JOINT

TOP WITH 1½" BENCHED KEYWAY

## DETAIL "A"

FOR USE WITH PRECAST TOP SLAB

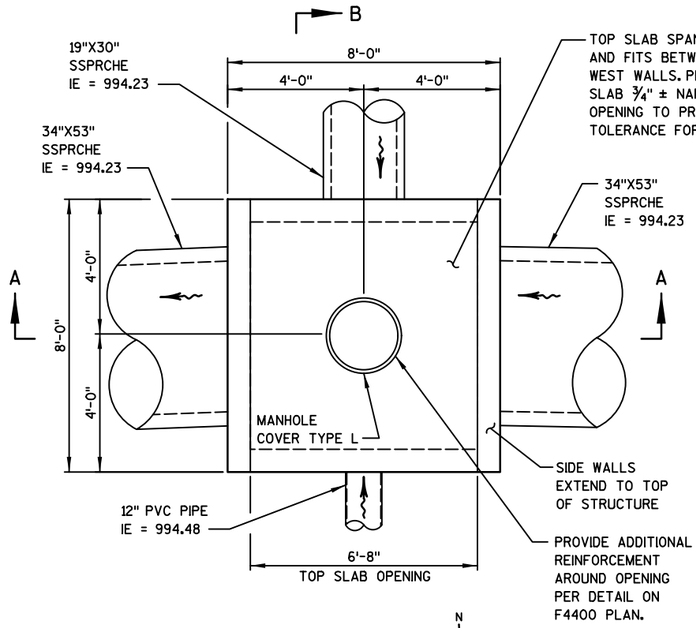



NOTES

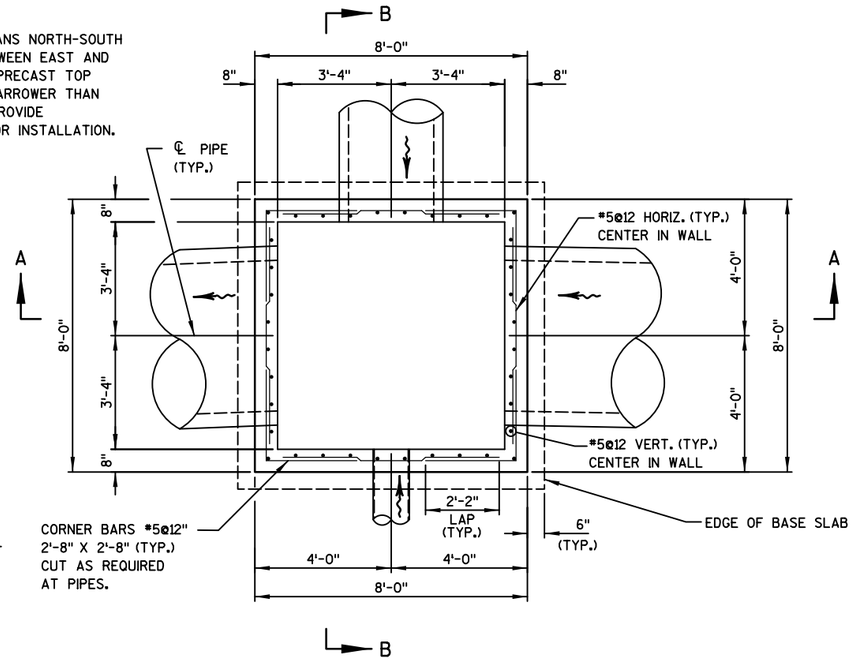
1. MOVE REINF. MAX. OF 2" TO CLEAR OPENING TO AVOID CUTTING REINF. CUT REMAINING BARS THAT PASS THROUGH OPENING.
2. WHERE REINF. MUST BE CUT, ADD REINF. "A" AT LEAST EQUAL IN AREA TO THAT WHICH WAS CUT AND EXTEND BEYOND OPENING DISTANCE "Y".
3. DIAGONAL BARS "B" TO BE PLACED:
   A. AT EACH FACE OF WALL WHERE TWO LAYERS OF REINF. ARE PROVIDED.
   B. AT TOP & BOTTOM OF ALL SLABS.
4. UNLESS OTHERWISE NOTED, SIZE OF REINF. "B" SHALL BE THE SIZE OF THE LARGEST REINF. BAR CUT.
5. Y = CLASS B LAP (#5 BAR = 1'-10")
6. THIS DETAIL IS TO BE USED WHEN NO OTHER DETAIL IS SPECIFIED.

ADDITIONAL REINFORCEMENT AT CONCRETE OPENINGS

# MANHOLE F4400




## TOP PLAN




## LOWER PLAN

## GENERAL NOTES

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

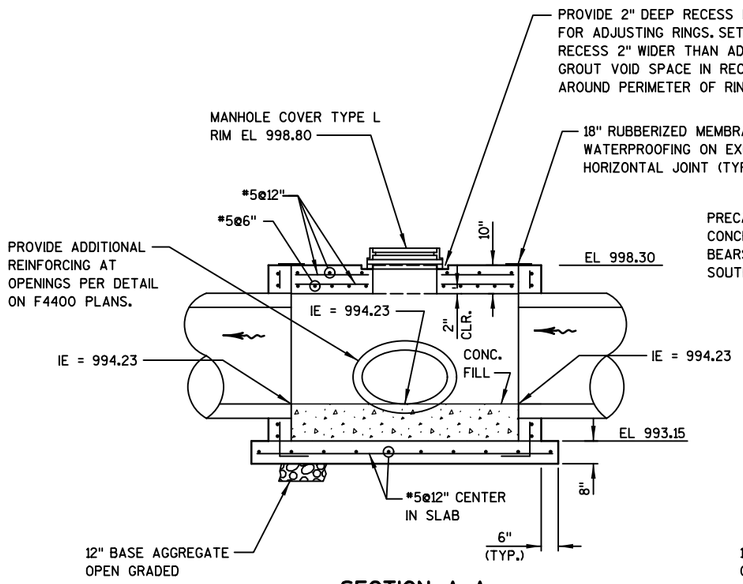
ALL ITEMS SHOWN IN THIS DETAIL, EXCEPT MANHOLE COVERS AND STORM SEWER PIPES, ARE INCLUDED IN THE BID ITEM "MANHOLE EB830."

PRECAST TOP SLAB AND LIFT SLAB ONTO STRUCTURE. USE THE SLAB JOINT DETAIL SHOWN IN THE PLANS. TOP SLAB MAY ALSO BE CAST IN PLACE.

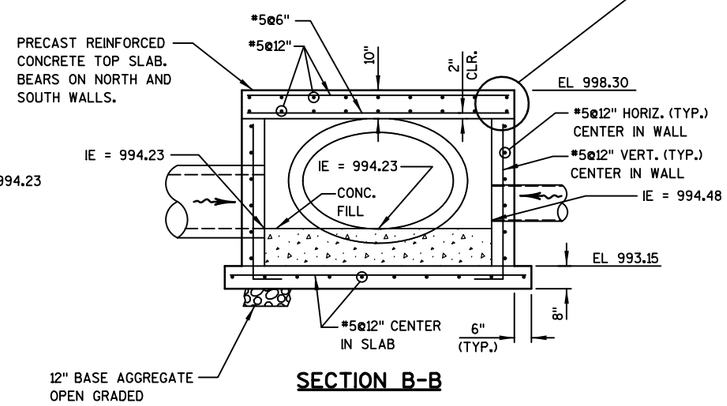
REFER TO STORM SEWER FOR PLANS FOR PIPE SIZES, INVERT ELEVATIONS AND STATION/OFFSET TO CENTER OF STRUCTURE.

SSPRCHE = STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL

DESIGN DATA:
CONCRETE MASONRY: f'c = 4000 PSI
STEEL REINFORCING: Fy = 60 KSI

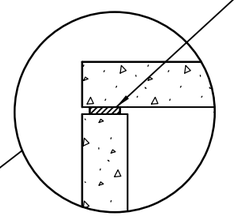


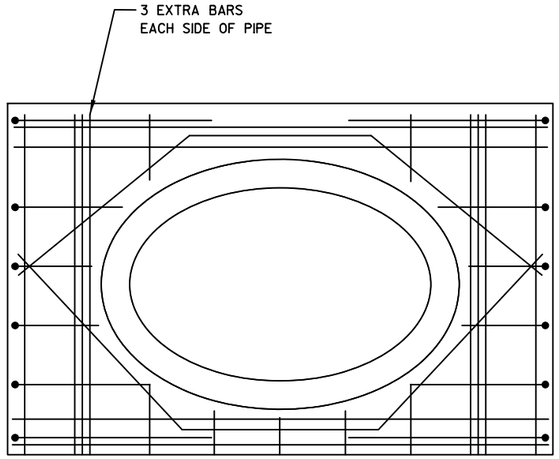

## SECTION A-A




## SECTION B-B

JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP.)

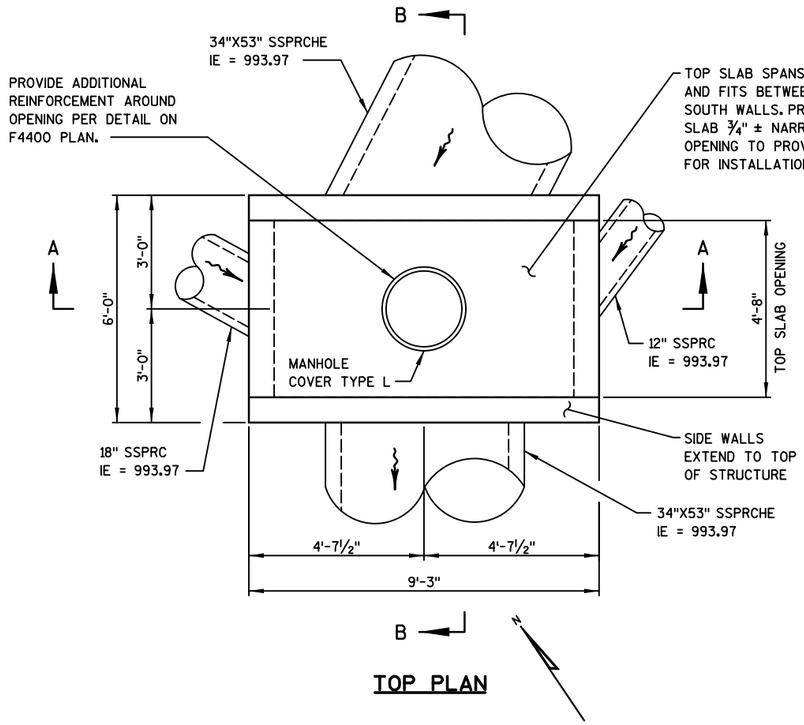




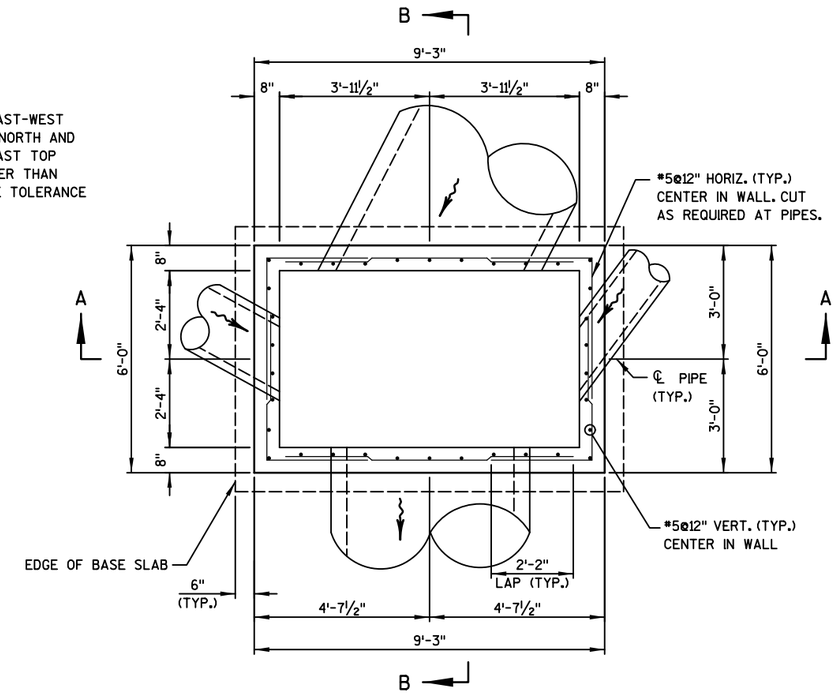

NOTE: ALL BARS SHOWN ARE #5.
SEE PLAN FOR ADDITIONAL DETAILS.

## 34"X53" PIPE OPENING WALL REINFORCING

## MANHOLE EB830




TOP PLAN




LOWER PLAN

## GENERAL NOTES

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

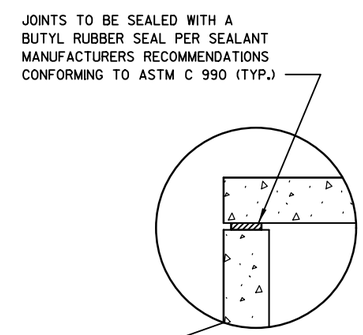
ALL ITEMS SHOWN IN THIS DETAIL, EXCEPT MANHOLE COVERS AND STORM SEWER PIPES, ARE INCLUDED IN THE BID ITEM "MANHOLE EB8001."

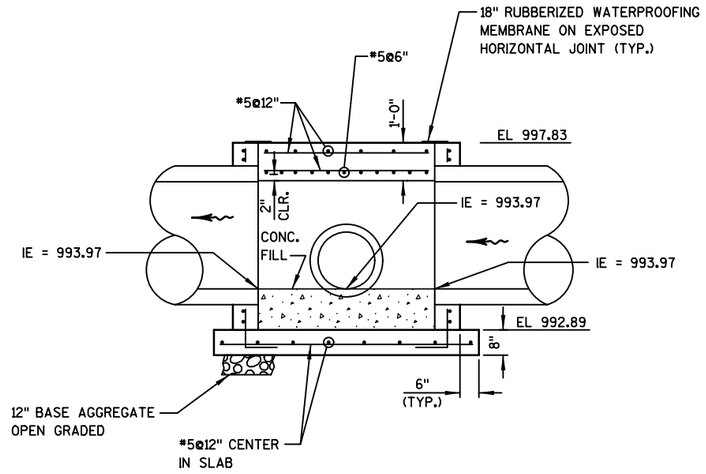
PRECAST TOP SLAB AND LIFT SLAB ONTO STRUCTURE. USE THE SLAB JOINT DETAIL SHOWN IN THE PLANS. TOP SLAB MAY ALSO BE CAST IN PLACE.

REFER TO STORM SEWER FOR PLANS FOR PIPE SIZES, INVERT ELEVATIONS AND STATION/OFFSET TO CENTER OF STRUCTURE.

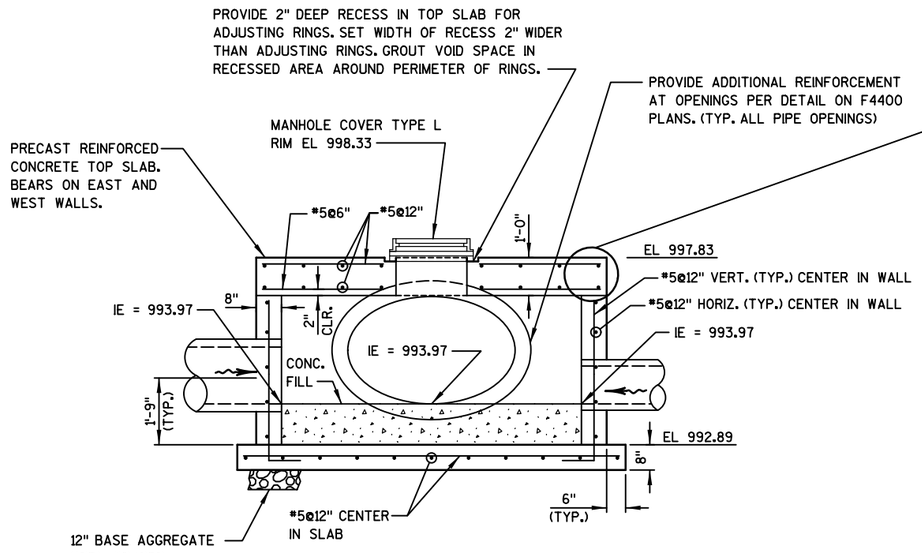
SSPRCHE = STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL

DESIGN DATA:
CONCRETE MASONRY: f'c = 4000 PSI
STEEL REINFORCING: Fy = 60 KSI

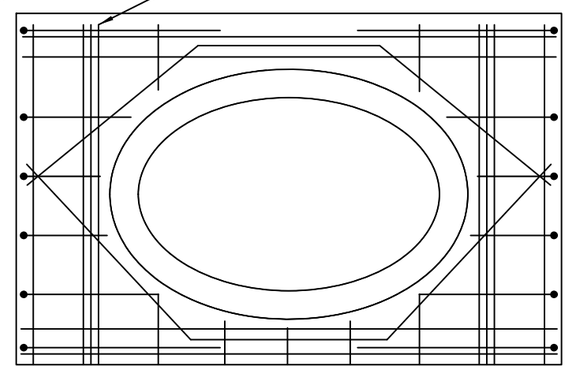



SECTION B-B




SECTION A-A

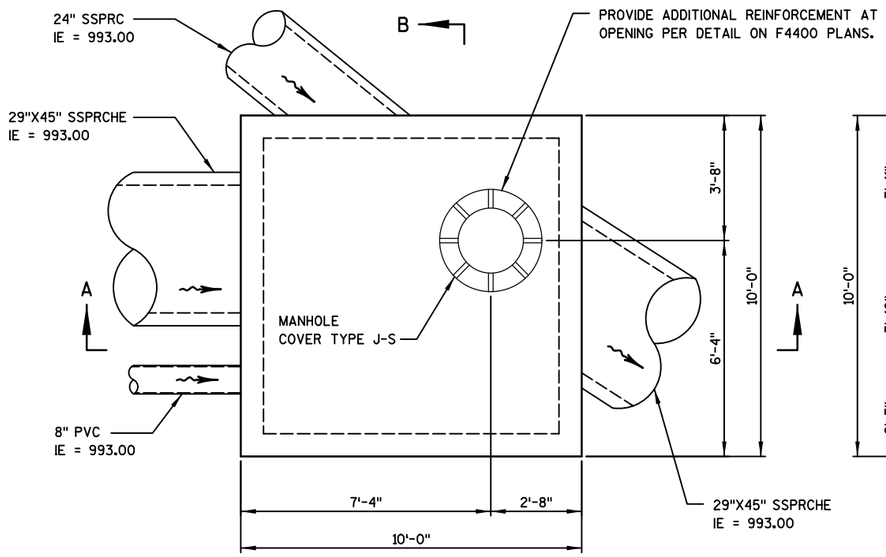



NOTE: ALL BARS SHOWN ARE *5.
SEE PLAN FOR ADDITIONAL DETAILS.

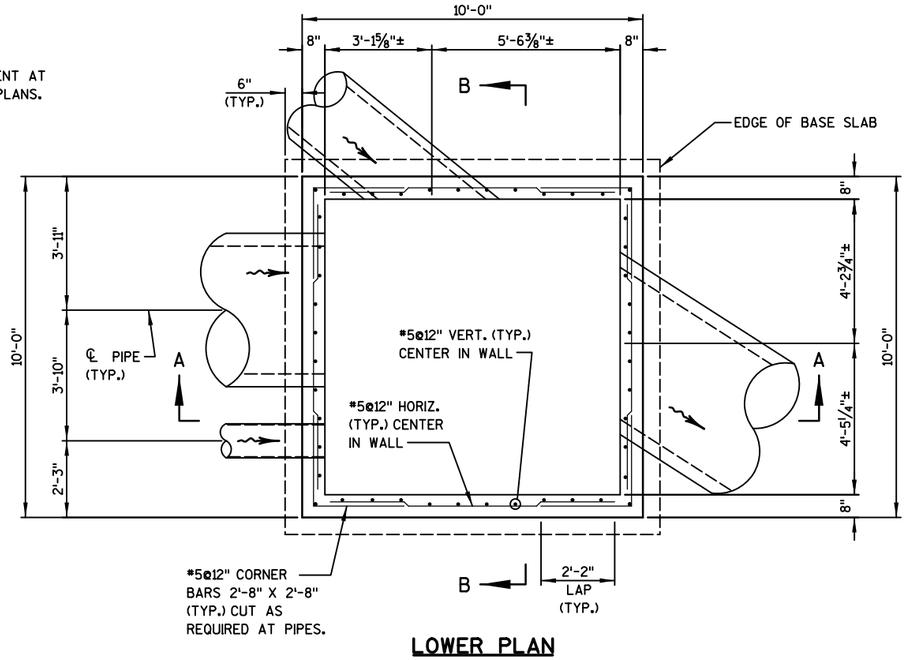
34"X53" PIPE OPENING
WALL REINFORCING

MANHOLE EB8001

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CONSTRUCTION DETAILS - INLETS AND MANHOLES | SHEET 71 | E |
|---|---|---|---|---|---|




TOP PLAN




LOWER PLAN

## GENERAL NOTES

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

ALL ITEMS SHOWN IN THIS DETAIL, EXCEPT FOR MANHOLE COVERS AND STORM SEWER PIPES, ARE INCLUDED IN BID ITEM "MANHOLE EB607."

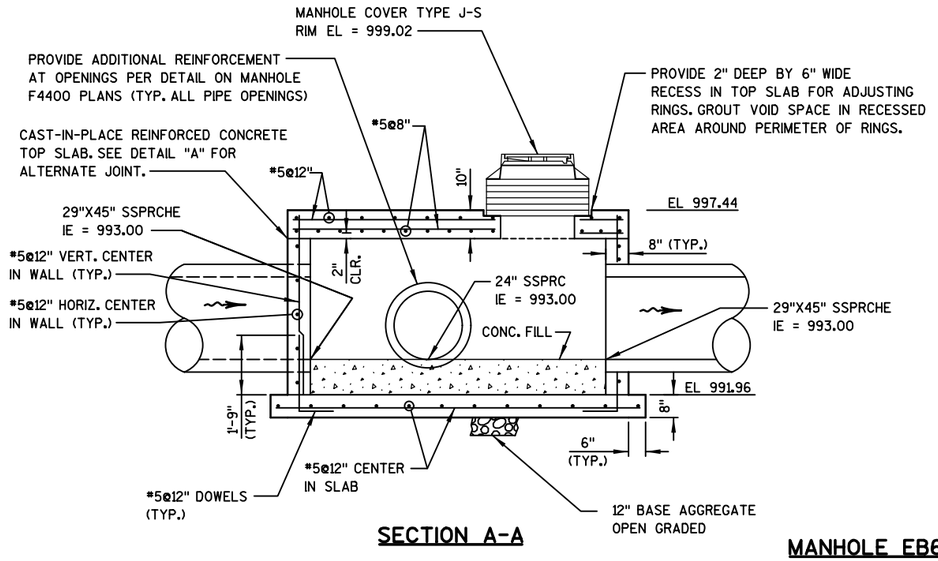
CONTRACTOR MAY CHOOSE TO PRECAST TOP SLAB AND LIFT SLAB ONTO STRUCTURE. IF TOP SLAB IS NOT CAST IN PLACE, USE THE ALTERNATE SLAB JOINT DETAIL SHOWN IN DETAIL "A".

REFER TO STORM SEWER FOR PLANS FOR PIPE SIZES, INVERT ELEVATIONS AND STATION/OFFSET TO CENTER OF STRUCTURE.

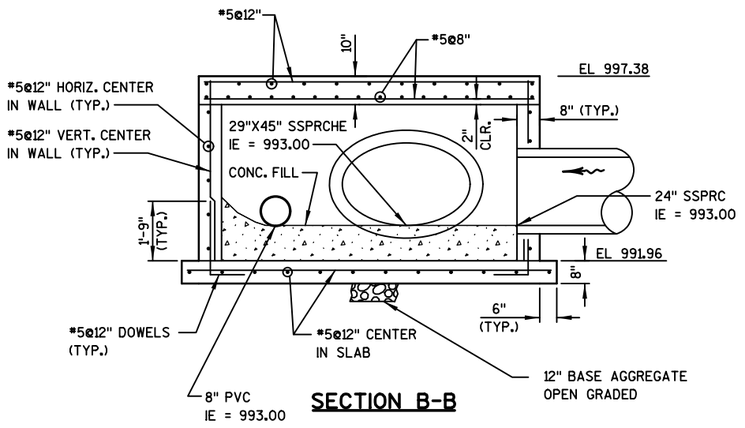
SSPRC = STORM SEWER PIPE REINFORCED CONCRETE.

SSPRCHE = STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL.

DESIGN DATA:
CONCRETE MASONRY: f'c = 4000 PSI
STEEL REINFORCING: Fy = 60 KSI



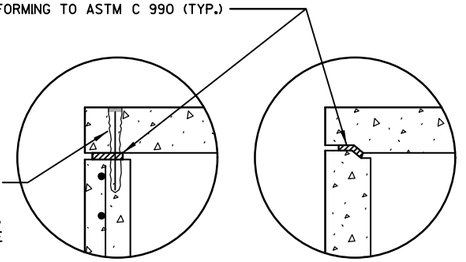

SECTION A-A




SECTION B-B

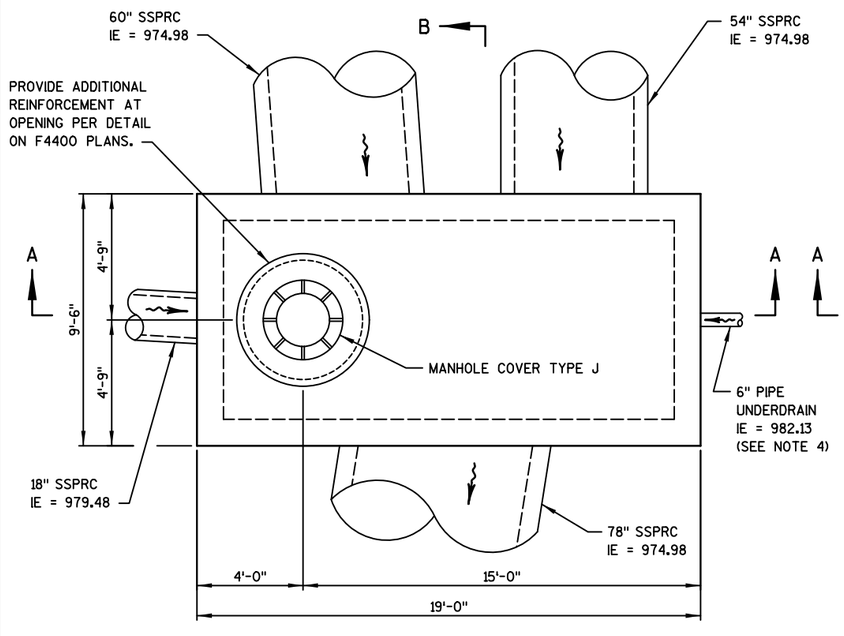
MANHOLE EB607

JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP.)

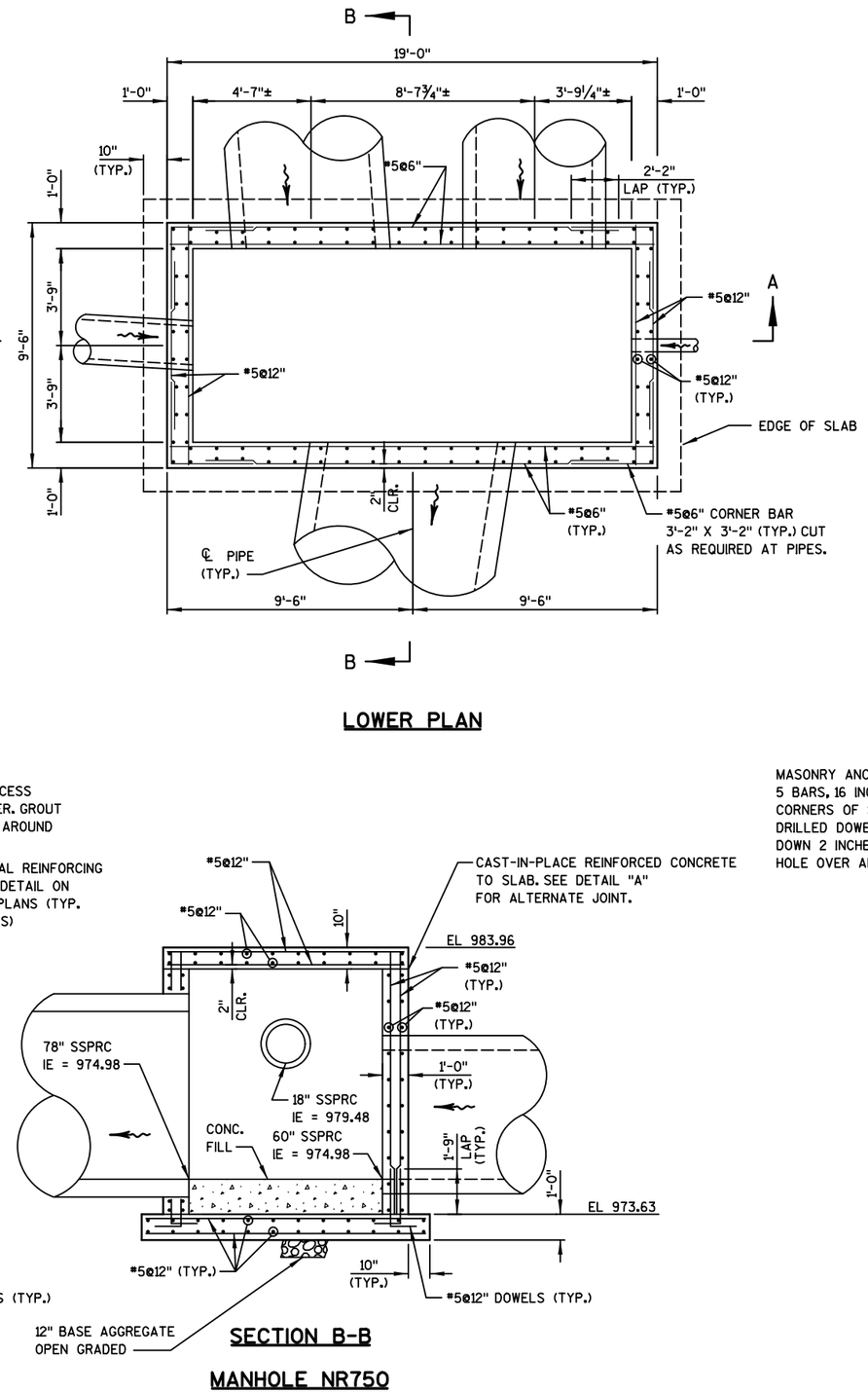



DETAIL "A"

FOR USE WITH PRECAST TOP SLAB




TOP PLAN




LOWER PLAN

## GENERAL NOTES

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

ALL ITEMS SHOWN IN THIS DETAIL, EXCEPT FOR MANHOLE COVERS, MANHOLE RISERS, AND STORM SEWER PIPES, ARE INCLUDED IN THE BID ITEM "MANHOLE NR750."

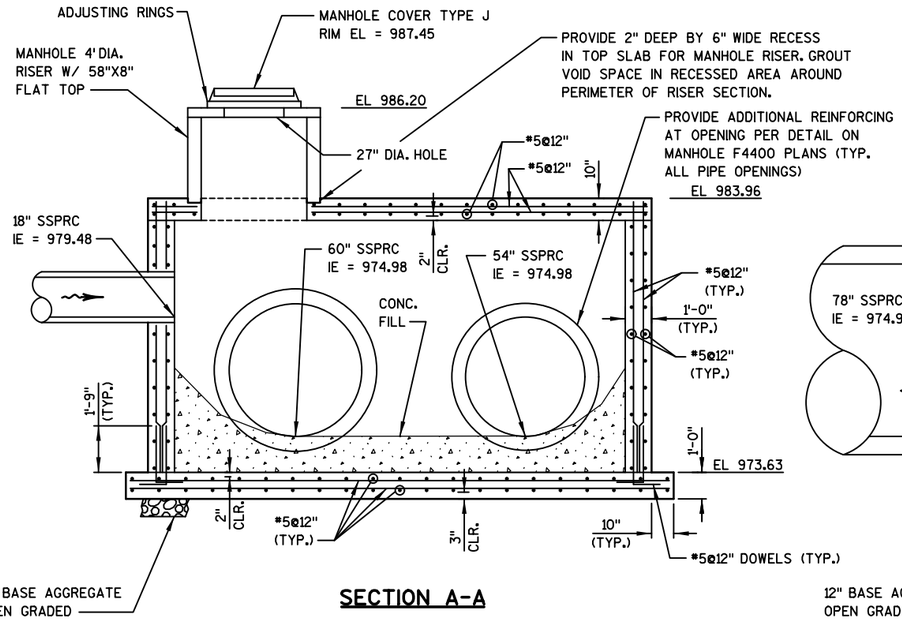
CONTRACTOR MAY CHOOSE TO PRECAST TOP SLAB AND LIFT SLAB ONTO STRUCTURE. IF TOP SLAB IS NOT CAST IN PLACE, USE THE ALTERNATE SLAB JOINT DETAIL SHOWN IN DETAIL "A".

PROVIDE 1'LONG STUB OF PIPE FOR CONNECTION TO PIPE UNDERDRAIN FOR WALL R-13-264.

REFER TO STORM SEWER FOR PLANS FOR PIPE SIZES, INVERT ELEVATIONS AND STATION/OFFSET TO CENTER OF STRUCTURE.

SSPRC = STORM SEWER PIPE REINFORCED CONCRETE

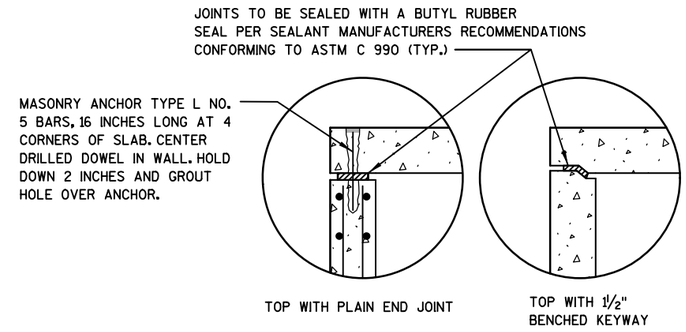
DESIGN DATA:
CONCRETE MASONRY: f'c = 4000 PSI
STEEL REINFORCING: Fy = 60 KSI




SECTION A-A



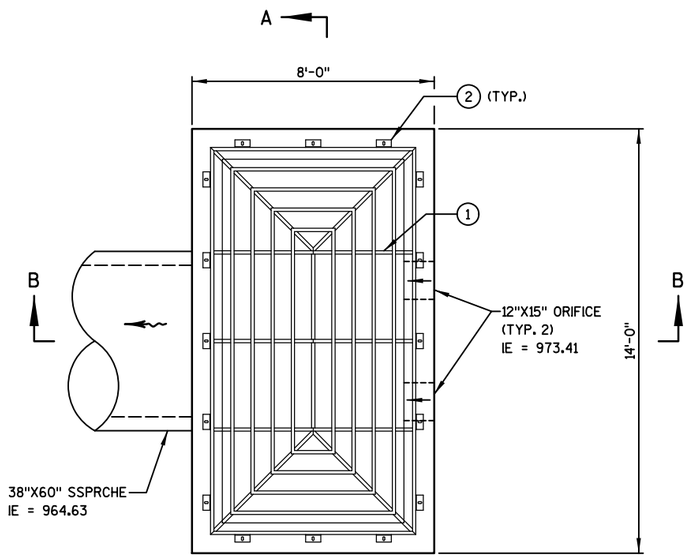

SECTION B-B



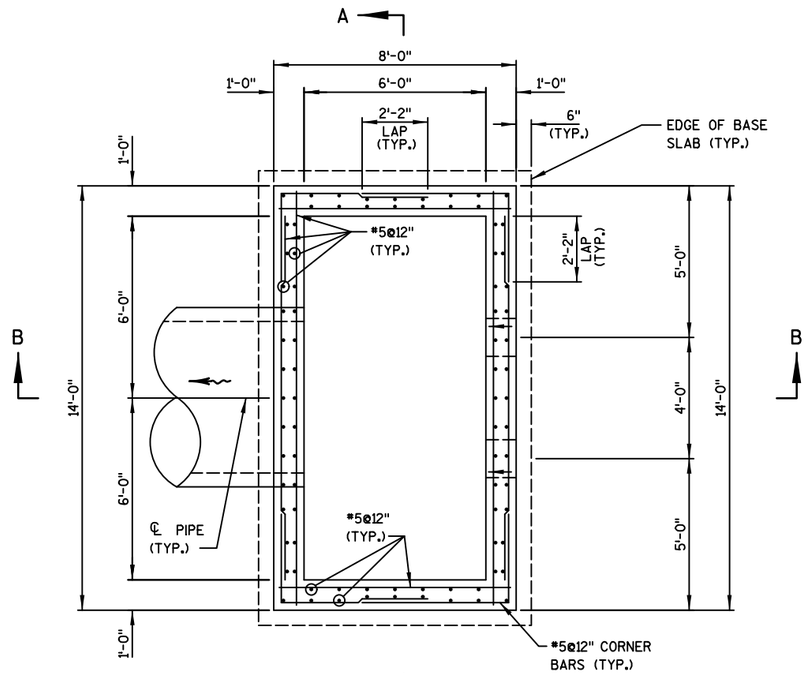

DETAIL "A"
FOR USE WITH PRECAST TOP SLAB

MANHOLE NR750

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CONSTRUCTION DETAILS - INLETS AND MANHOLES | SHEET 73 | E |
|---|---|---|---|---|---|




TOP PLAN




LOWER PLAN

## GENERAL NOTES

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

SSPRCHE = STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL

ALL ITEMS SHOWN IN THIS DETAIL, EXCEPT FOR STORM SEWER PIPES AND PYRAMIDAL INLET GRATE 6 X 12, ARE INCLUDED IN THE BID ITEM "INLET WW1478."

REFER TO STORM SEWER PLANS FOR PIPE SIZES, INVERT ELEVATIONS AND STATION/OFFSET TO CENTER OF STRUCTURE.

## KEYNOTES

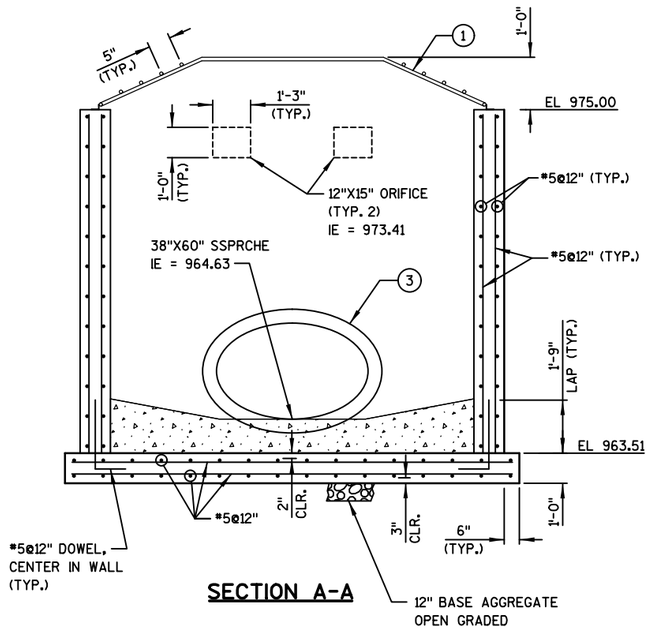
(1) PYRAMIDAL INLET GRATE 6 X 12 CONSTRUCTED OF 1" SCHEDULE 40 PIPE. PROVIDE FULLY-WELDED CONSTRUCTION AND HOT-DIP GALVANIZE AFTER FABRICATION.

(2) CLIP ANGLE 3"X2"X1/4" (SHORT LEG VERTICAL) X6" LONG WITH 5/8" X 1 1/2" SLOTTED HOLES FOR 1/2" DIA. STAINLESS STEEL ADHESIVE ANCHOR. PROVIDE MIN. 4" EDGE DISTANCE AND 4" EMBED FOR ADHESIVE ANCHOR. SPACE MAX. 3'-0" O.C. CLIP ANGLE AND ADHESIVE ANCHORS ARE INCLUDED IN THE BID ITEM "PYRAMIDAL INLET GRATE 6 X 12."

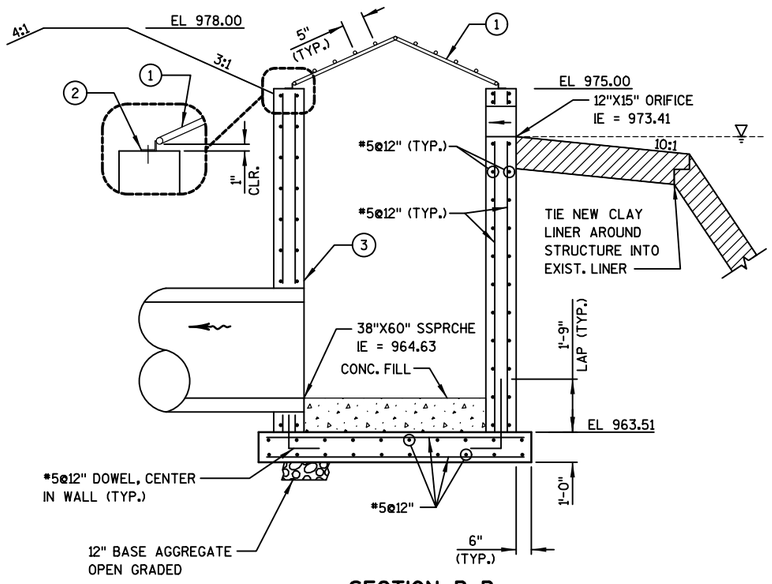
(3) PROVIDE ADDITIONAL REINFORCING AT OPENING PER DETAIL ON MANHOLE F4400 PLANS. (TYP. ALL OPENINGS)

## DESIGN DATA

CONCRETE MASONRY: f'c = 4000 PSI
STEEL REINFORCING: Fy = 60 KSI




SECTION A-A




SECTION B-B

INLET WW1478

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CONSTRUCTION DETAILS - INLETS AND MANHOLES | SHEET 74 | E |
|---|---|---|---|---|---|

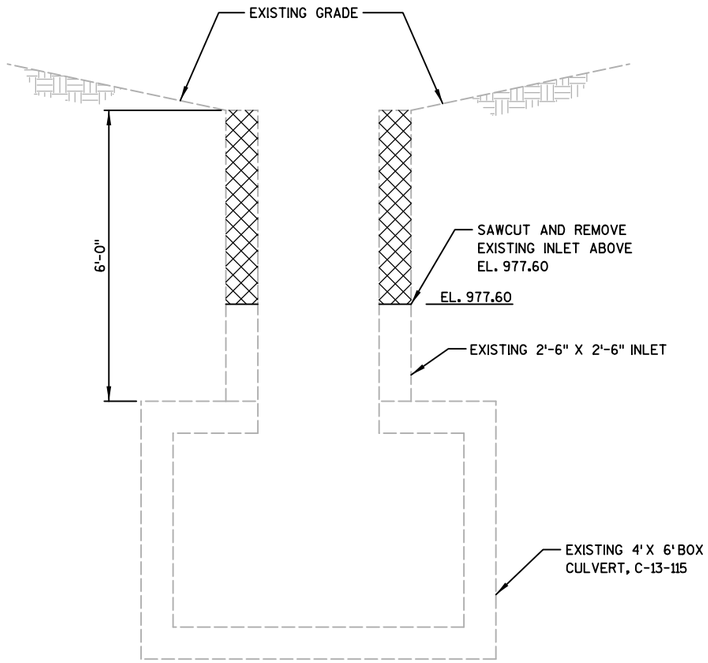
## GENERAL NOTES

1. REFER TO STORM SEWER PLANS FOR PIPE SIZES, INVERT ELEVATIONS AND ORIENTATION.

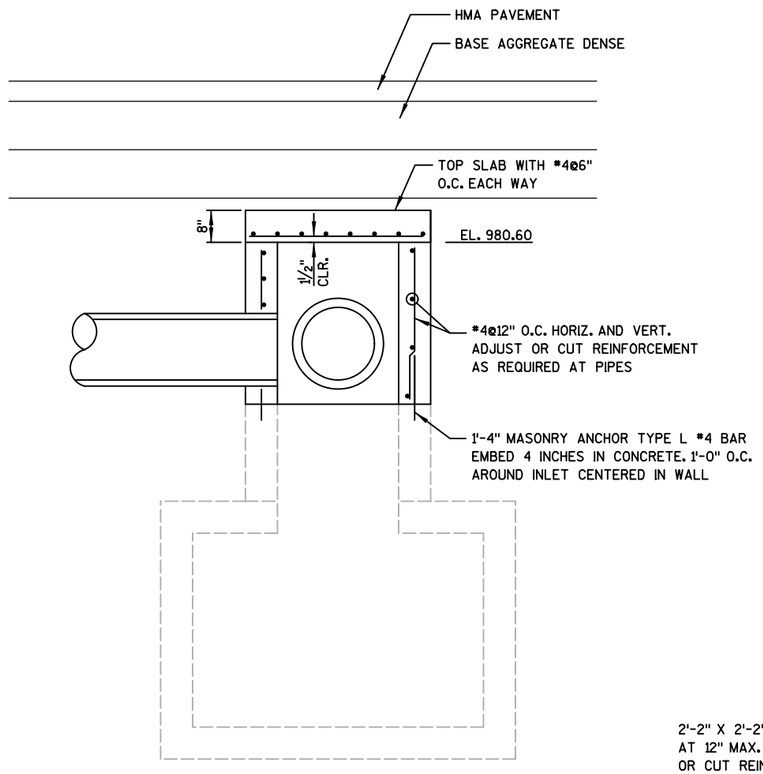
2. ALL WORK REQUIRED TO COMPLETE INLET MODIFICATION AS SHOWN ON THIS DETAIL IS INCLUDED IN THE LUMP SUM BID ITEM "BOX CULVERT INLET MODIFICATION".

## DESIGN DATA

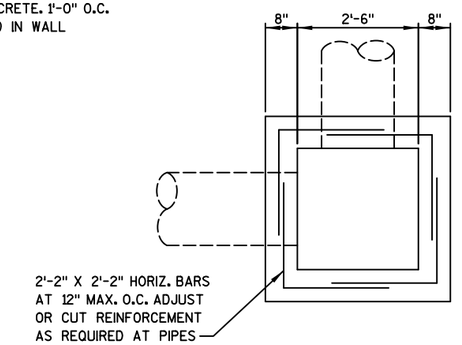
CONCRETE MASONRY: _____ f'c = 3,500 PSI
STEEL REINFORCING: _____ Fy = 60 KSI




SECTION AT EXISTING INLET

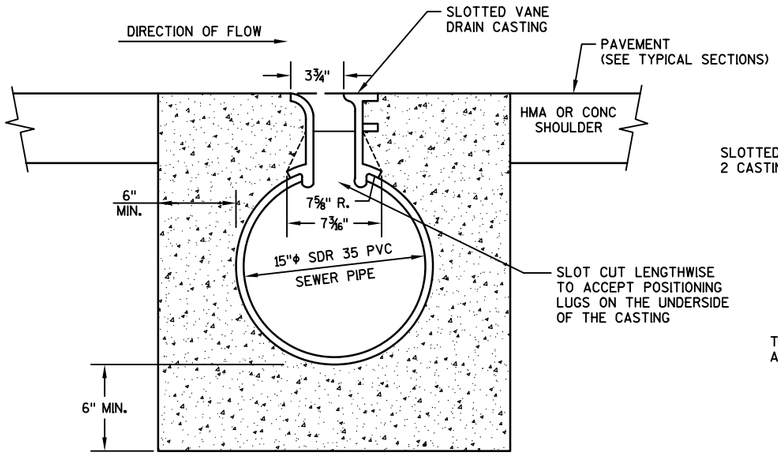



SECTION AT INLET VR970

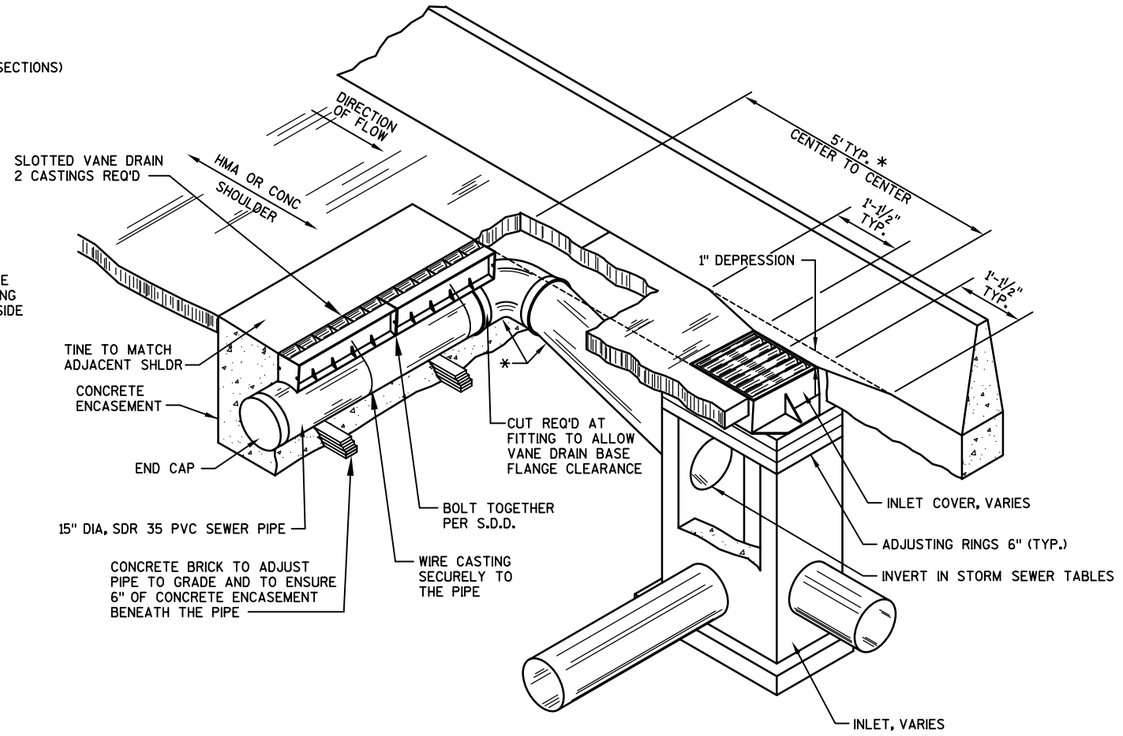



INLET PLAN

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CONSTRUCTION DETAILS - BOX CULVERT INLET MODIFICATIONS | SHEET 75 | E |
|---|---|---|---|---|---|




SECTION A-A




## NOTES

DETAILS PROVIDED ON THIS SHEET ARE INTENDED TO SHOWN ORIENTATION OF SLOTTED VANE DRAIN ONLY. CONSTRUCT VANE DRAIN IN ACCORDANCE WITH DETAILS PROVIDED ON S.D.D. 8D14 "SLOTTED VANE DRAIN."

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.

ENCASEMENT: THE ENCASING MATERIAL AROUND THE PIPE SHALL BE IN ACCORDANCE WITH SPECIFICATIONS OF 415 FOR CONCRETE PAVEMENT.

THE PIPE USED SHALL BE A 15" DIAMETER SDR-35 POLYVINYL CHLORIDE SEWER PIPE. THE PIPE SHALL CONFORM TO ASTM D-3034.

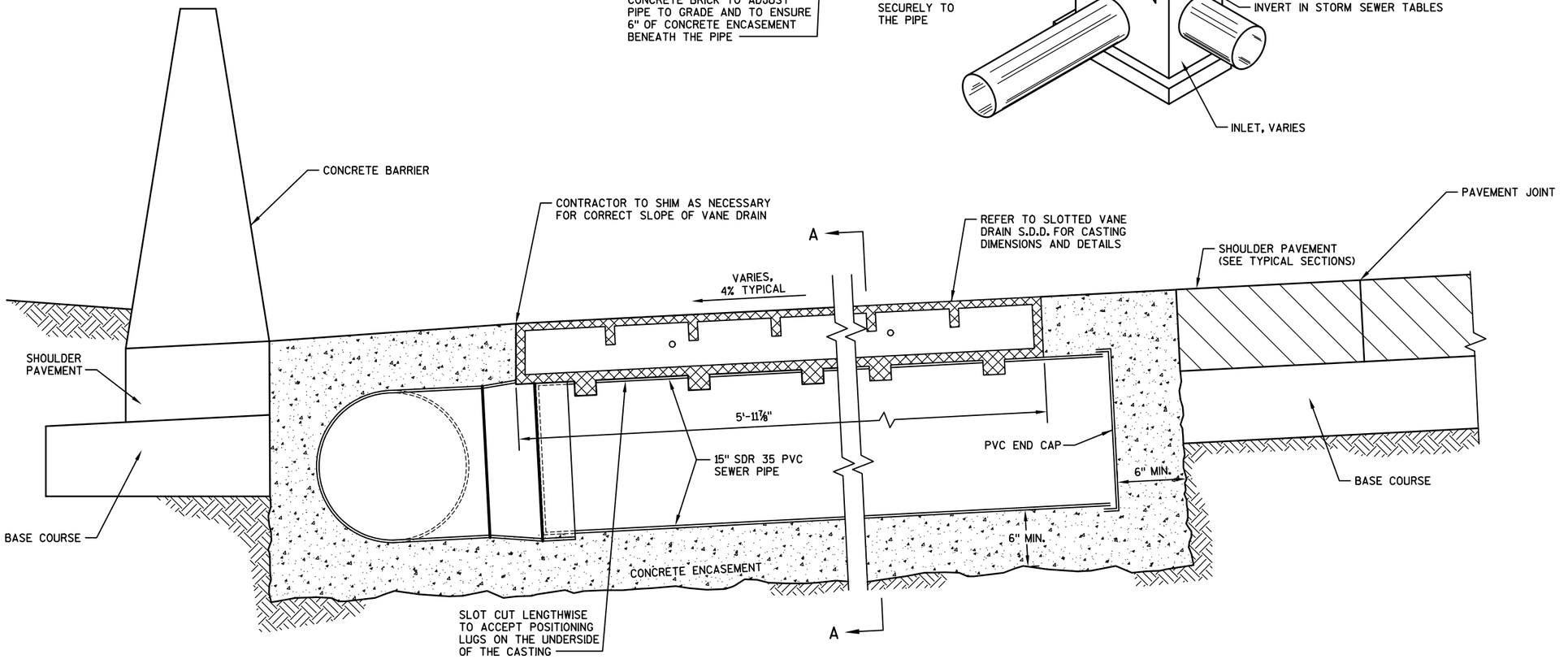
SURFACE DRAIN: BEFORE PAVING OVER THE DRAIN, COVER THE TOP OF THE DRAIN TO KEEP MATERIAL OUT OF THE PIPE.

THE ANGLE OF THE DRAIN TO THE FLOW OF WATER SHOULD BE AS CLOSE TO 90° AS POSSIBLE.

APPROX. WEIGHT OF SLOTTED VANE DRAIN CASTING = 87 POUNDS.

THE CASTING AND PVC PIPE SHALL BE SECURELY STAKED AND ANCHORED INTO PLACE DURING THE PLACEMENT OF THE CONCRETE ENCASEMENT.

*"SLOTTED VANE DRAIN 6-FT" BID ITEM INCLUDES ALL ITEMS REQUIRED TO CONSTRUCT THE VANE DRAIN UPSTREAM OF THE INLET.



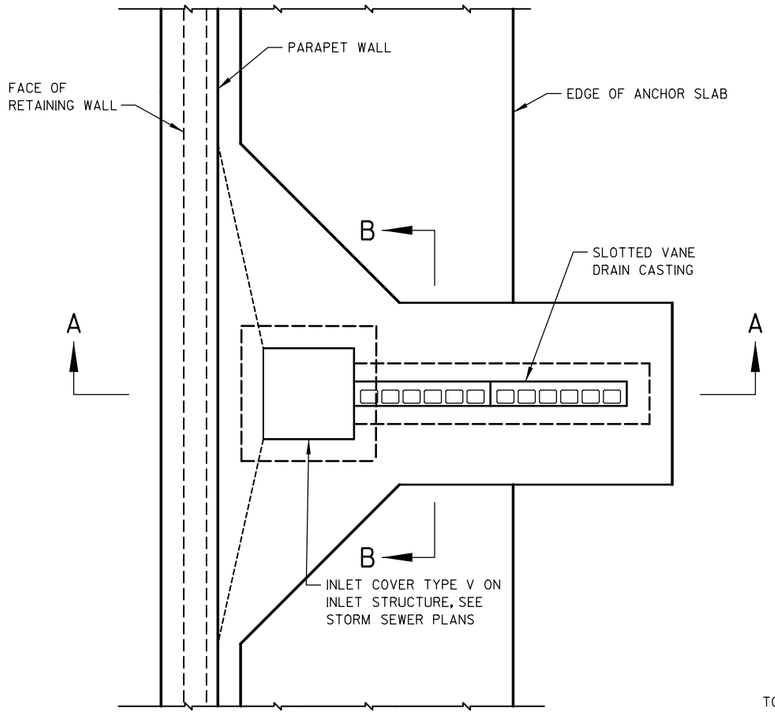

## SLOTTED VANE DRAIN 6-FT

SHOULDER INSTALLATION

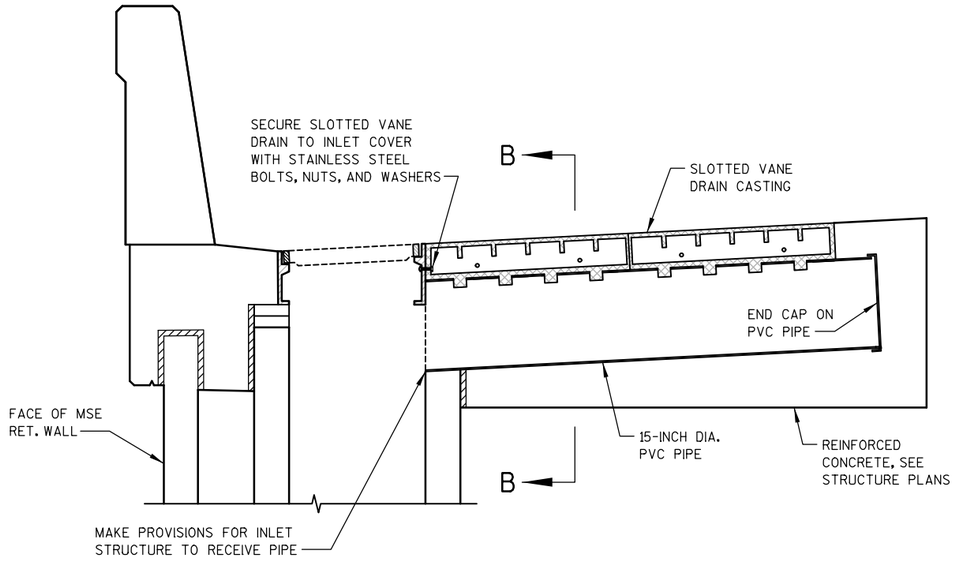
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CONSTRUCTION DETAILS - SLOTTED VANE DRAIN 6-FT | SHEET | E |
|---|---|---|---|---|---|



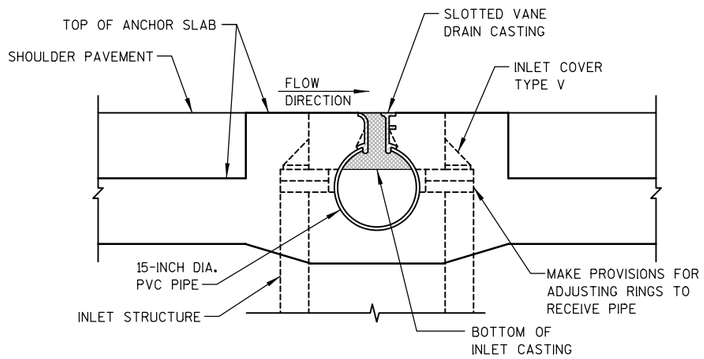
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\021052_cd_Slotted_Vane_Drain.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42




PLAN




SECTION A-A




SECTION B-B

## NOTES

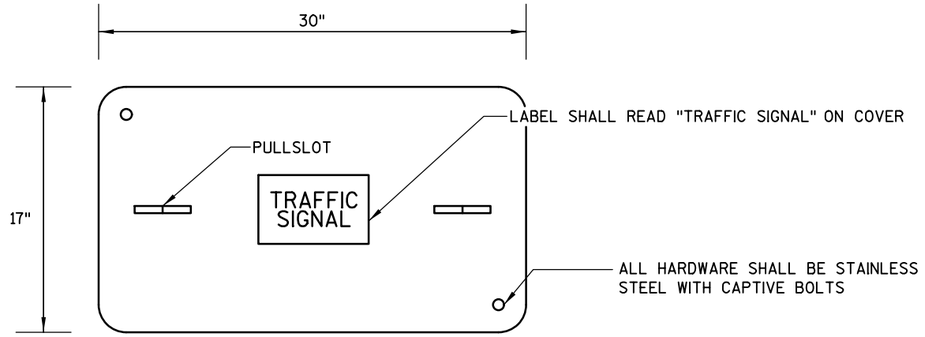
DETAILS PROVIDED ON THIS SHEET ARE INTENDED TO SHOWN ORIENTATION OF SLOTTED VANE DRAIN LOCATED IN RETAINING WALL ANCHOR SLAB. CONSTRUCT VANE DRAIN IN ACCORDANCE WITH DETAILS PROVIDED ON STRUCTURE PLANS AND S.D.D. 8D14 "SLOTTED VANE DRAIN."

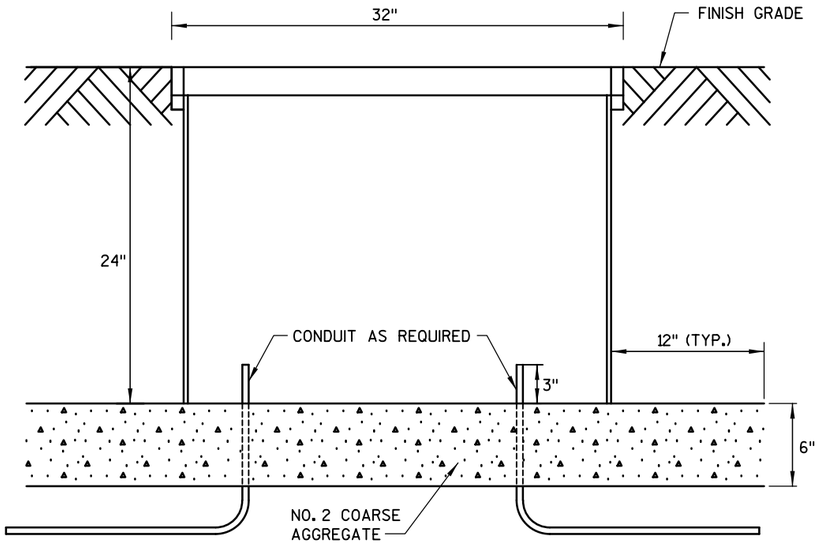
THE PIPE USED SHALL BE A 15-INCH DIAMETER SDR-35 POLYVINYL CHLORIDE SEWER PIPE. THE PIPE SHALL CONFORM TO ASTM D-3034.

THE CASTING AND PVC PIPE SHALL BE SECURELY STAKED AND ANCHORED INTO PLACE DURING THE PLACEMENT OF THE ANCHOR SLAB CONCRETE.

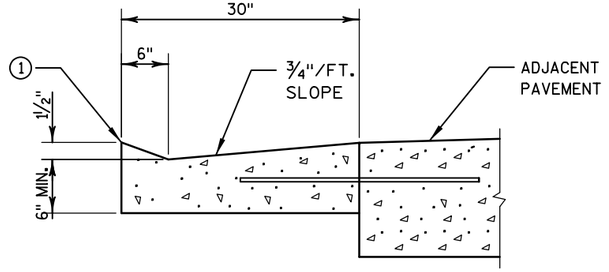
# SLOTTED VANE DRAIN IN RETAINING WALL ANCHOR SLAB

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CONSTRUCTION DETAILS - SLOTTED VANE DRAIN IN ANCHOR SLAB | SHEET 77 | E |
|---|---|---|---|---|---|



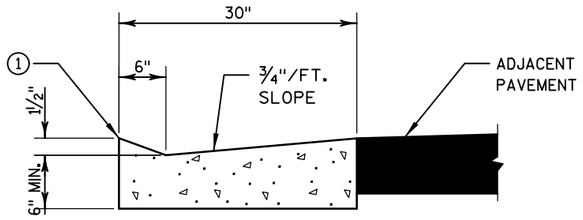




PULL BOX TYPE I



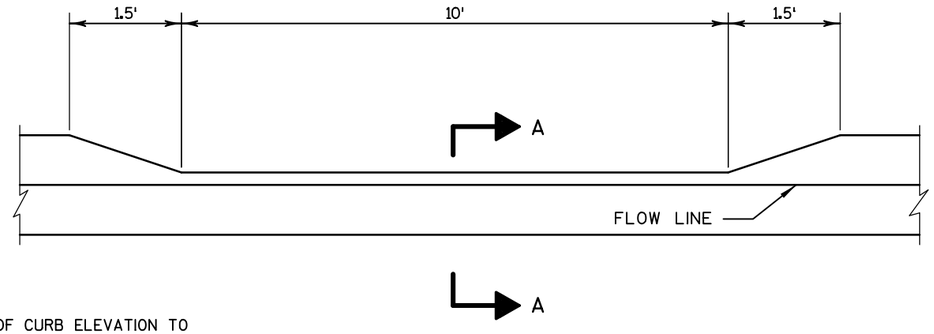

SECTION A-A

(ADJACENT TO CONCRETE PAVEMENT)




SECTION A-A

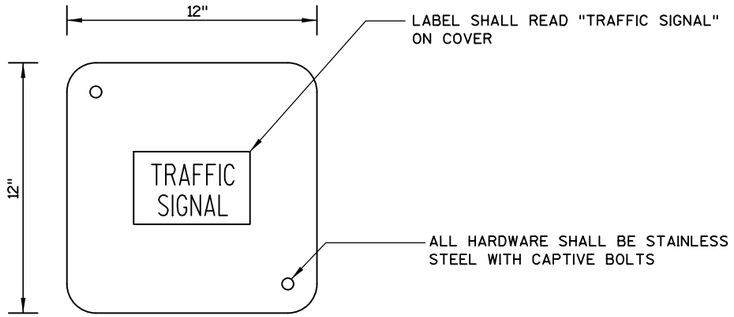
(ADJACENT TO HMA PAVEMENT)

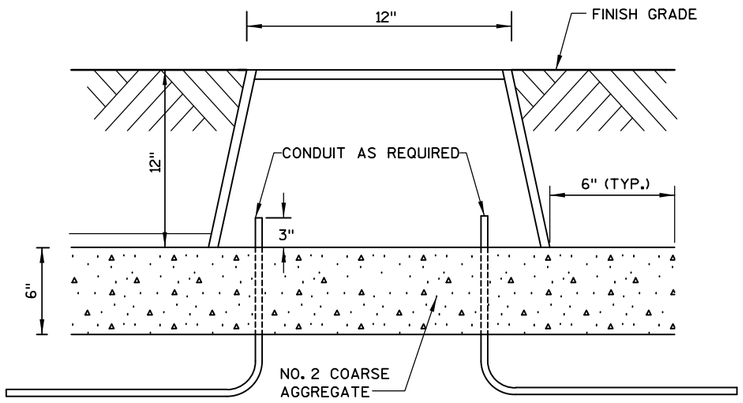



(1) BACK OF CURB ELEVATION TO MATCH FLAG OF CURB ELEVATION.

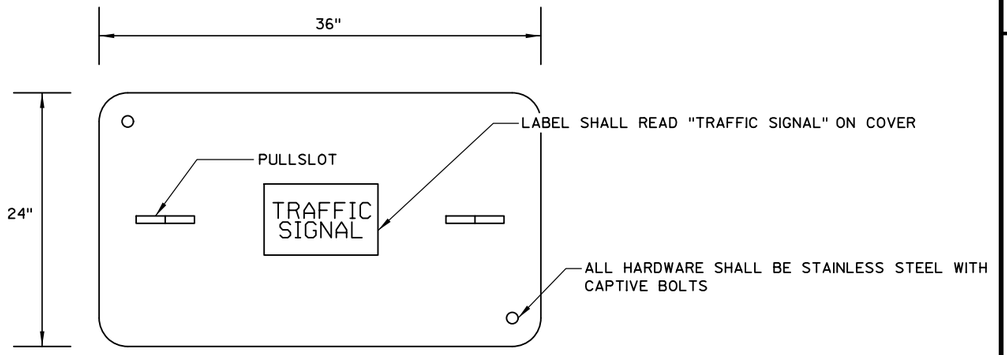
## MAINTENANCE ACCESS DETAIL

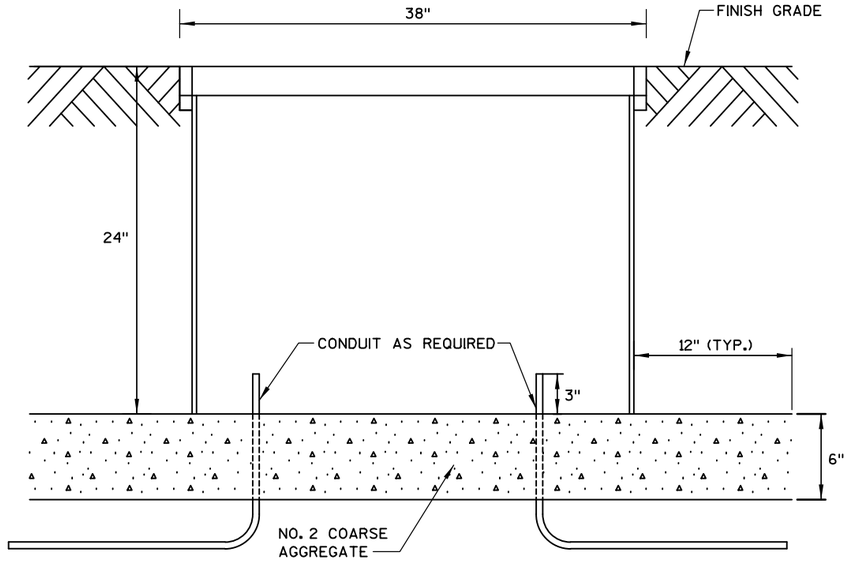
NOTE: SEE S.D.D. "CONCRETE CURB, CONCRETE CURB & GUTTER AND PAVEMENT TIES" FOR ADDITIONAL INFORMATION AND TYPICAL TIE BAR LOCATION.




PULL BOX TYPE III




PULL BOX TYPE V

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CONSTRUCTION DETAILS - PULL BOXES | SHEET 79 | E |
|---|---|---|---|---|---|

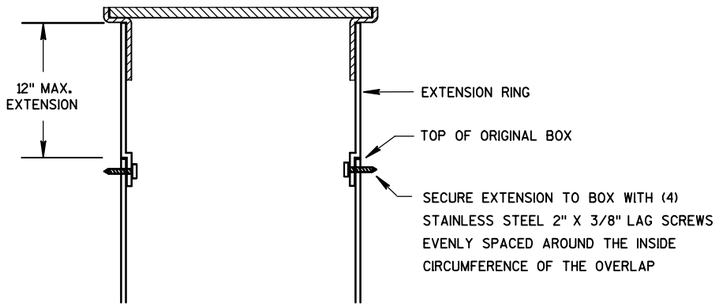
2

## TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

| DIMENSION IN INCHES | | NON-CONDUCTIVE PULL BOX | |
|---|---|---|---|
| BOX DIAMETER ** (INSIDE) | A | 24 | 24 |
| BOX DIAMETER ** (OUTSIDE) | B | 25 | 25 |
| BOX LENGTH | C | 36 | 42 |
| COVER | D | 25 1/2 | 25 1/2 |
| FRAME | E | 27 | 27 |
| FRAME | F | 25 3/4 | 25 3/4 |
| FRAME | G | 22 1/2 | 22 1/2 |
| WEIGHT IN POUNDS * | | | |
| COVER | | 50 | 50 |

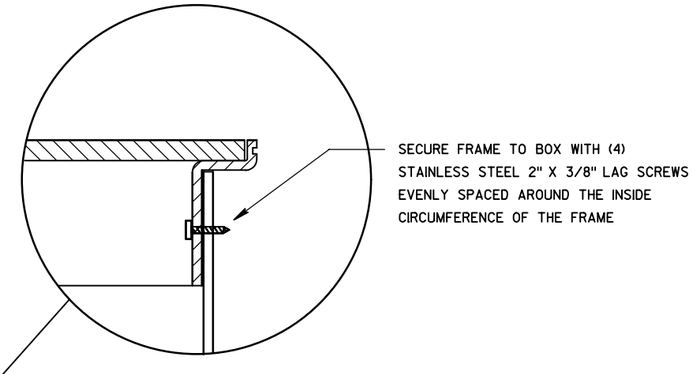
* THE ACTUAL WEIGHT OF THE COVER MAY VARY NOT TO EXCEED 100 LBS.

** DIAMETER VARIES FROM TOP TO BOTTOM WITH THE DIAMETER LARGER AT THE BOTTOM TO PREVENT FROST HEAVE

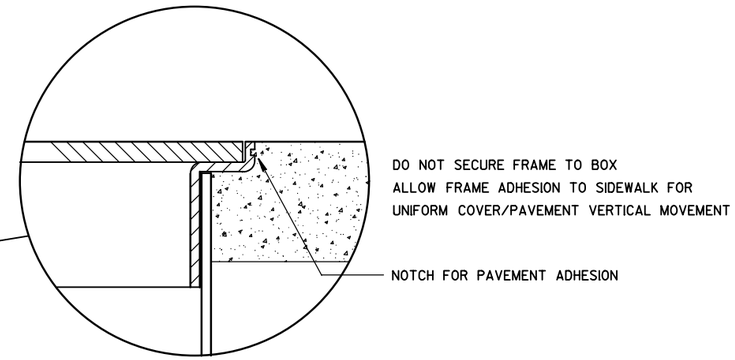


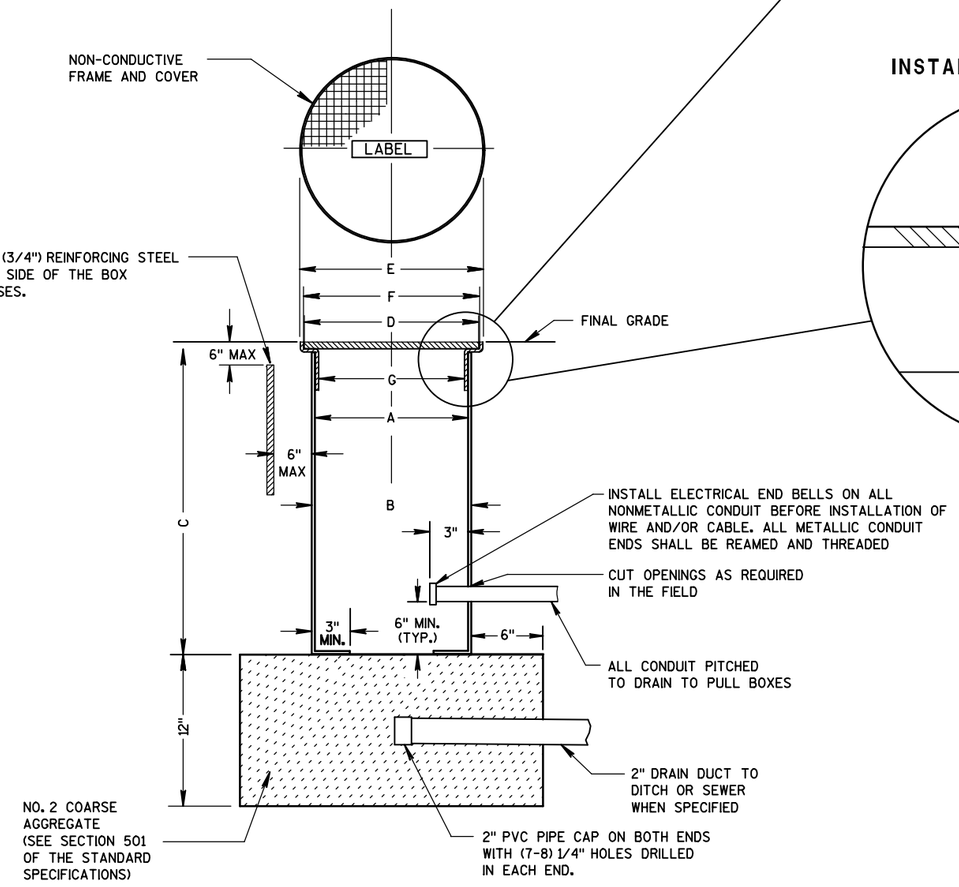

BOX EXTENSION

INSTALLED IN SOD OR CRUSHED AGGREGATE




INSTALLED IN SIDEWALK




NON-CONDUCTIVE PULL BOX

## GENERAL NOTES

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

ALL BOXES, FRAMES AND COVERS SHALL BE SUITABLE FOR TIER 15 LOADING AS SPECIFIED IN ANSI/SCTE 77.

PROVIDE AN OPENING FOR TOOL ASSISTED COVER REMOVAL NOT LARGE ENOUGH TO PERMIT PASSAGE OF A SPHERE MORE THAN 1/2" DIAMETER

ENSURE COVER SURFACE IS SKID RESISTANT WITH A COEFFICIENT OF FRICTION OF AT LEAST 0.5 AND VERTICAL SURFACE DISCONTINUITIES LESS THAN 1/4".

BOXES AND EXTENSIONS ARE TRIMMABLE FOR CUSTOM LENGTHS. TRIMMED PIECES SHALL MAINTAIN A UNIFORM LENGTH.

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.

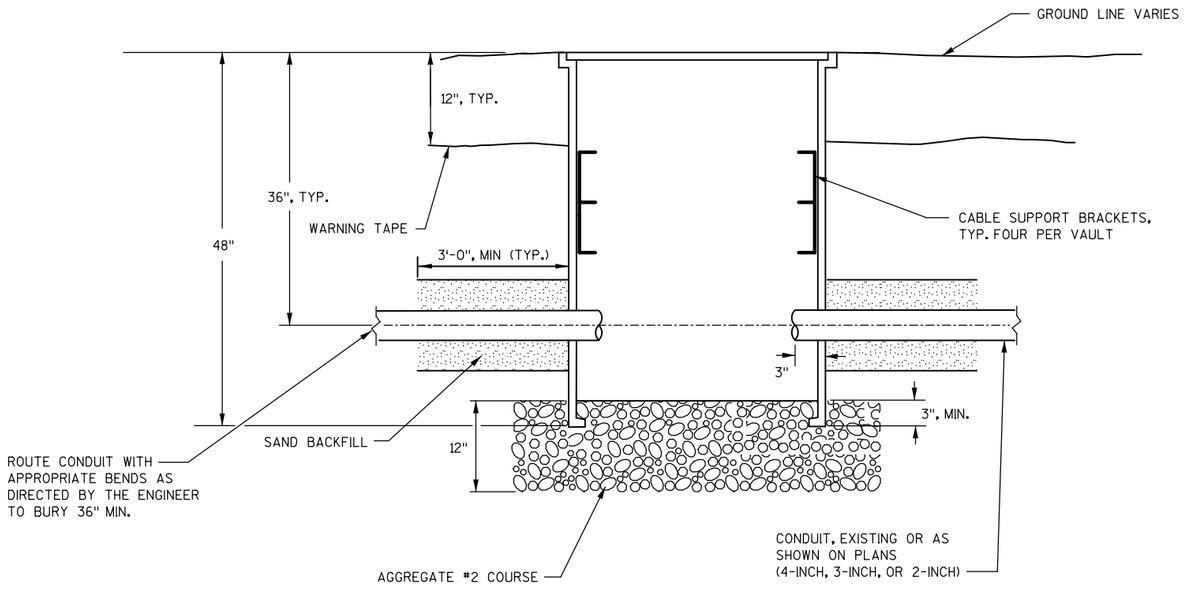
ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

ENTIRE BOX MUST BE CONSTRUCTED OF NON-CONDUCTIVE MATERIALS WITH THE EXCEPTION OF STAINLESS STEEL FASTENERS.

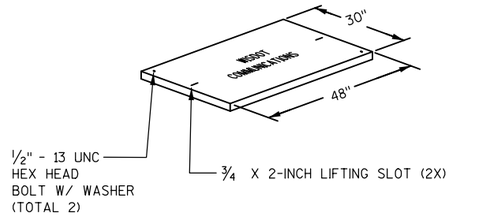
WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE

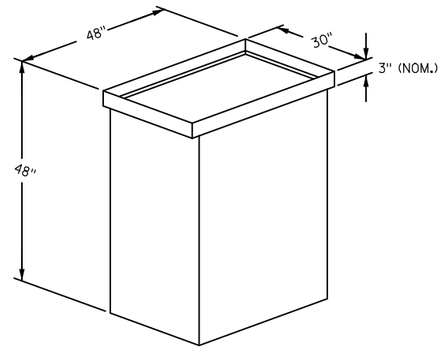
LABEL ON COVER SHALL READ "ELECTRIC" FOR SIGNAL OR LIGHTING SYSTEMS. "WISDOT COMMUNICATIONS" FOR COMMUNICATIONS SYSTEMS,

**NOTE: REFER TO S.D.D. 9 B 4-11 FOR MEASUREMENT OF WIRE/CABLE IN THE PULL BOX**

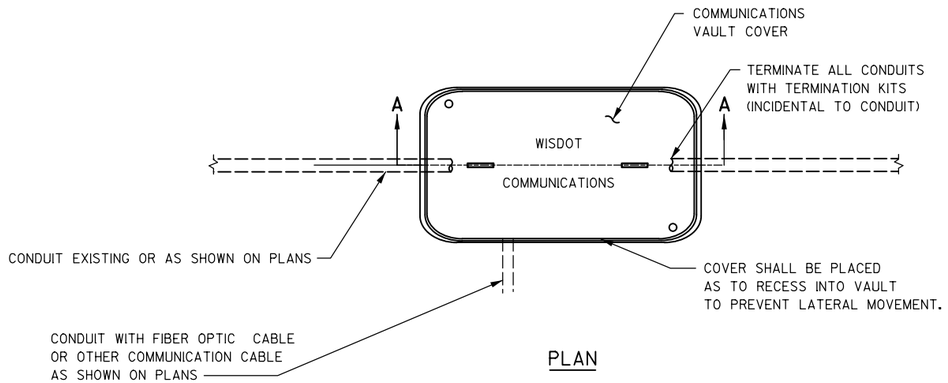



SECTION A-A




ISOMETRIC



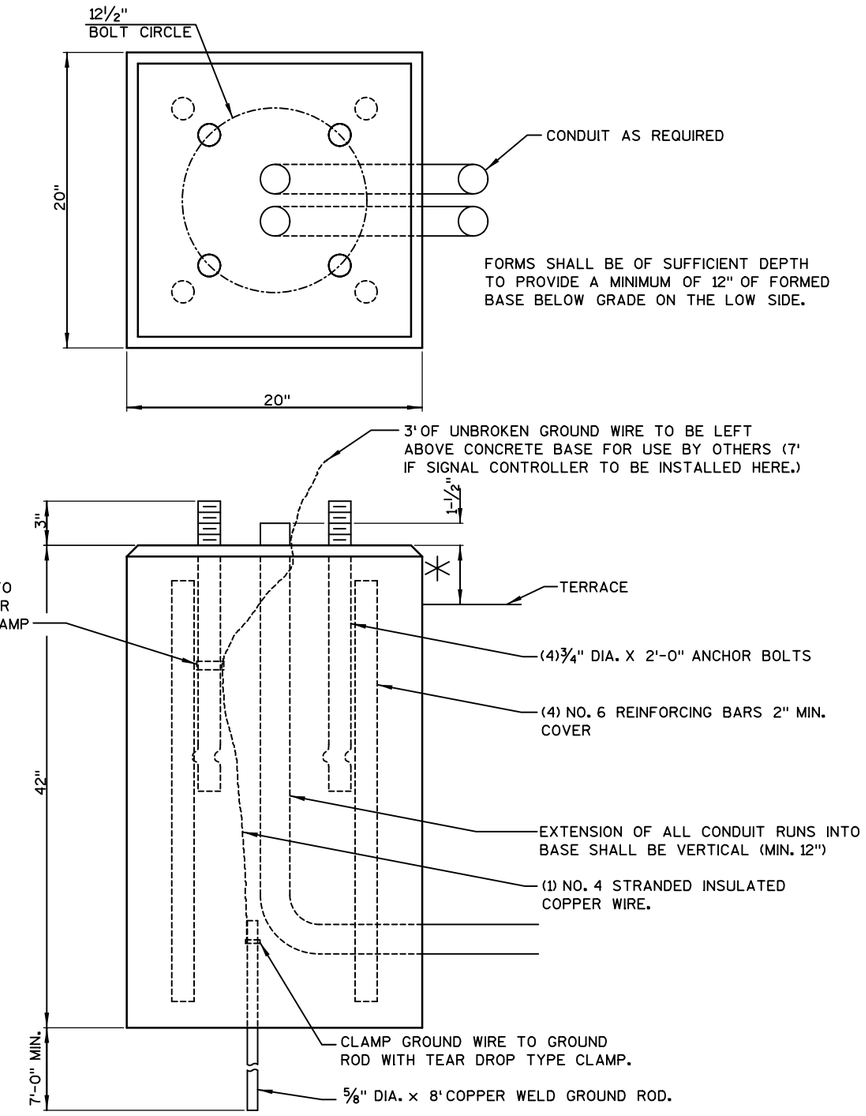

PLAN

COMMUNICATIONS VAULT

NOTES

1) BOX SHALL HAVE AN OPEN BASE.
2) COVER SHALL HAVE A MINIMUM DESIGN LOAD OF 15,000 LBS AND SHALL LOCK.
3) ALL OPENINGS IN STRUCTURE MUST BE MACHINED AT TIME OF FABRICATION, OR PUNCH DRIVEN AT TIME OF PLACEMENT.
4) VAULTS SHALL BE OF ONE-PIECE CONSTRUCTION. TWO-PIECE/STACKABLE VAULTS WILL NOT BE PERMITTED.
5) FIELD PLACEMENT OF COMMUNICATIONS VAULTS SHALL BE AS DIRECTED BY THE ENGINEER.

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CONSTRUCTION DETAILS - COMMUNICATIONS VAULT TYPE I | SHEET 81 | E |
|---|---|---|---|---|---|



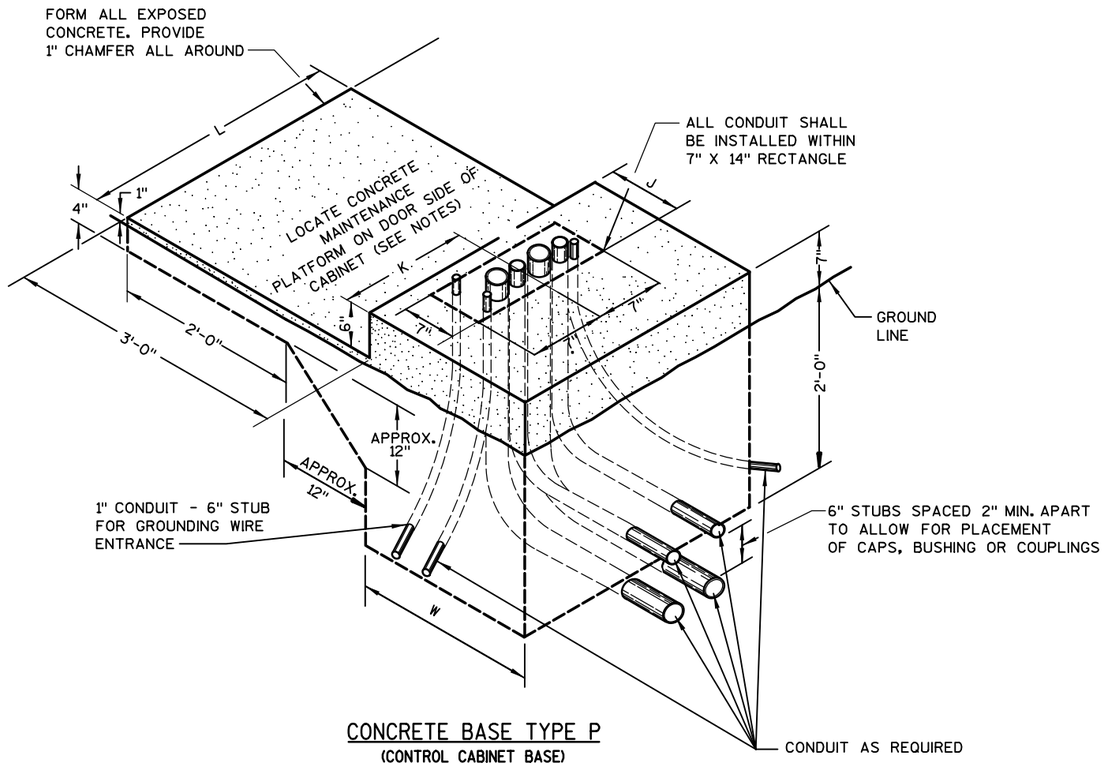

## CONCRETE BASE TYPE G

⚹ = 4" ±½" FOR GRASS TERRACE
2" ±½" FOR CONCRETE TERRACE

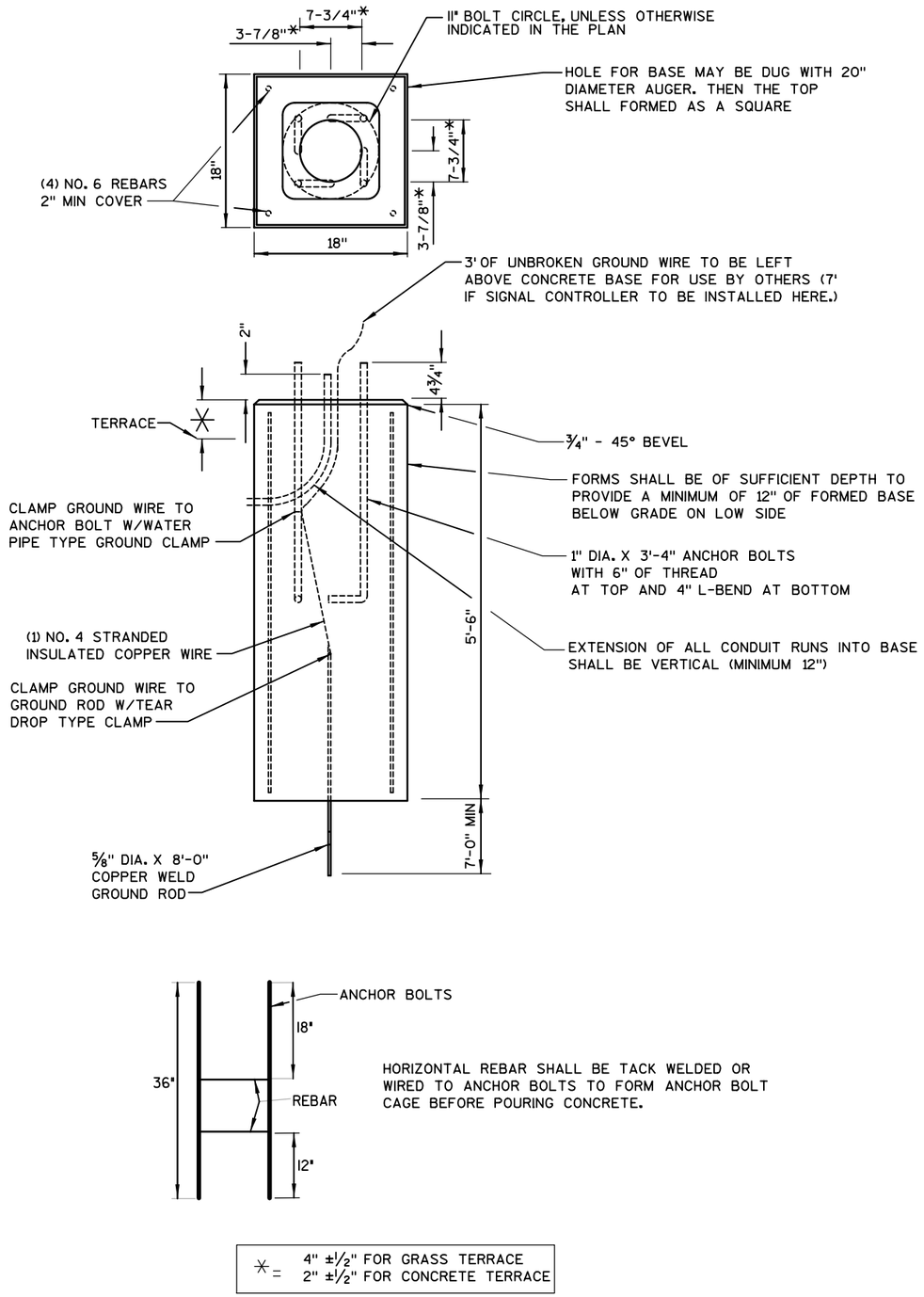
| CONTROL CABINET BASE TYPE | DIMENSIONS | | | | C.Y. CONCRETE (APPROX.) |
|---|---|---|---|---|---|
| | L | W | J | K | |
| TYPE P | 48" | 30" | 16" | 24" | 1.2 |

## GENERAL NOTES

1. DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.
2. ALL CONDUIT SHALL BE PVC, SCHEDULE 40
3. DEPTH OF CONDUIT EXITING THE BASE SHALL MATCH THE DEPTH SPECIFIED FOR CONDUIT INSTALLATION.
4. ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.
5. CONTROL CABINET BASE TOP SURFACES SHALL BE TROWEL FINISHED AND LEVEL.
6. MAINTENANCE PLATFORM SHALL NOT BE INSTALLED WHEN THE SURROUNDING AREA IS PAVED.
7. MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.
8. ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.
9. CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MINIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.
10. CONDUITS SHALL EXIT THE BASE IN THE DIRECTION OF THE STRUCTURE IT IS TERMINATING INTO.
11. MAINTENANCE PLATFORM SIZE MAY VARY ON ACCOUNT OF CONDITIONS. VERIFY THE MAINTENANCE PLATFORM SIZE WITH ENGINEER PRIOR TO POURING BASE.




## CONCRETE BASE TYPE P
**(CONTROL CABINET BASE)**

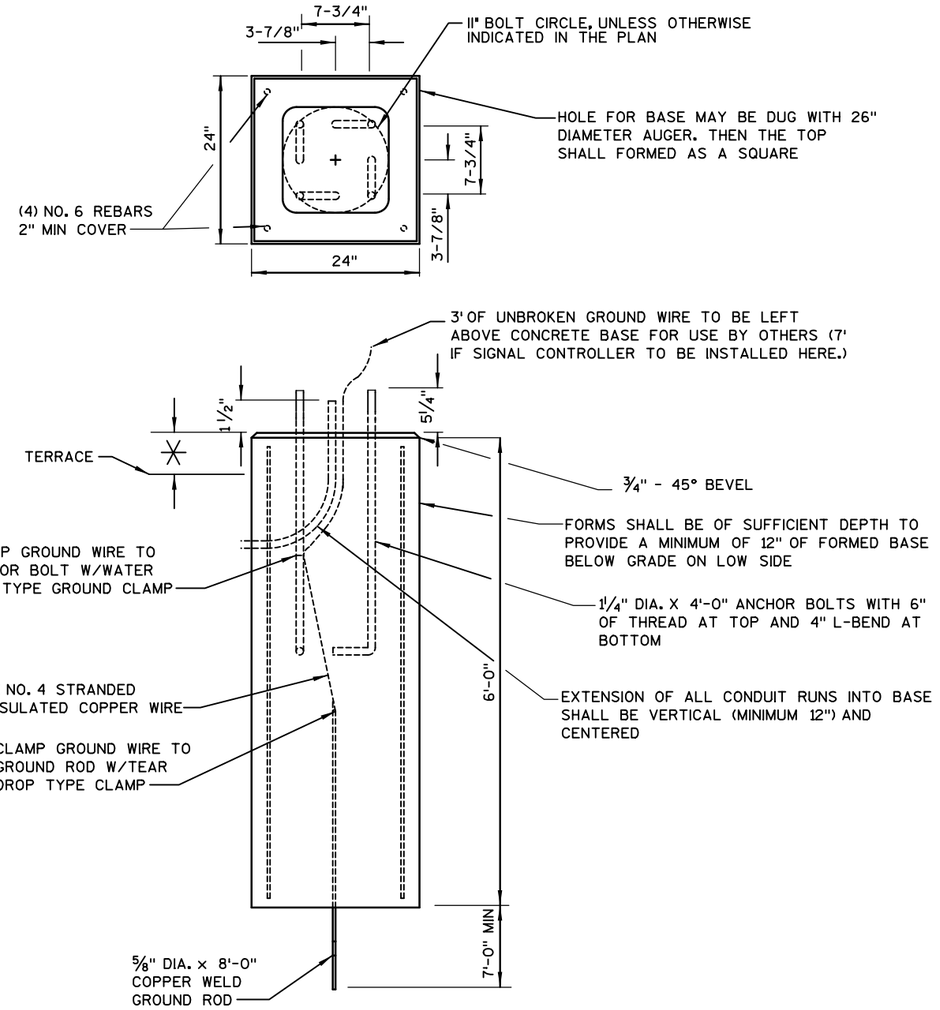


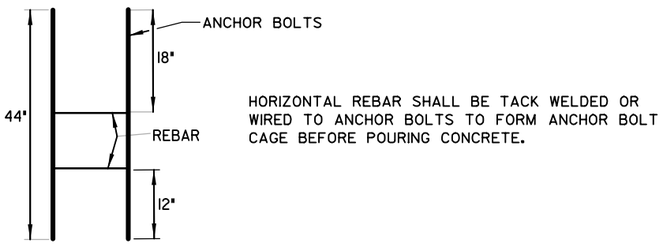




⁎ = 4" ±½" FOR GRASS TERRACE
2" ±½" FOR CONCRETE TERRACE

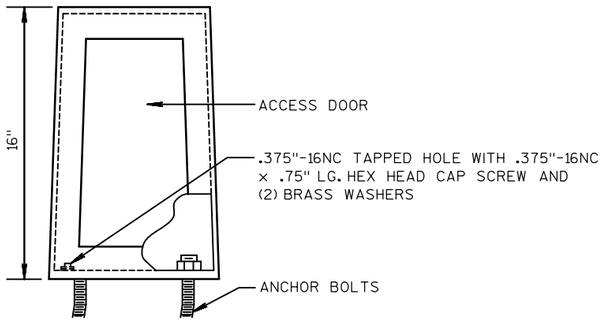
CONCRETE BASE TYPE LB-3



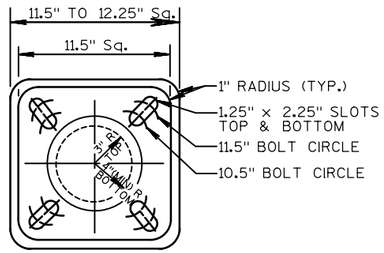




⁎ = 4" ±½" FOR GRASS TERRACE
2" ±½" FOR CONCRETE TERRACE

CONCRETE BASE TYPE LB-8




FRONT VIEW

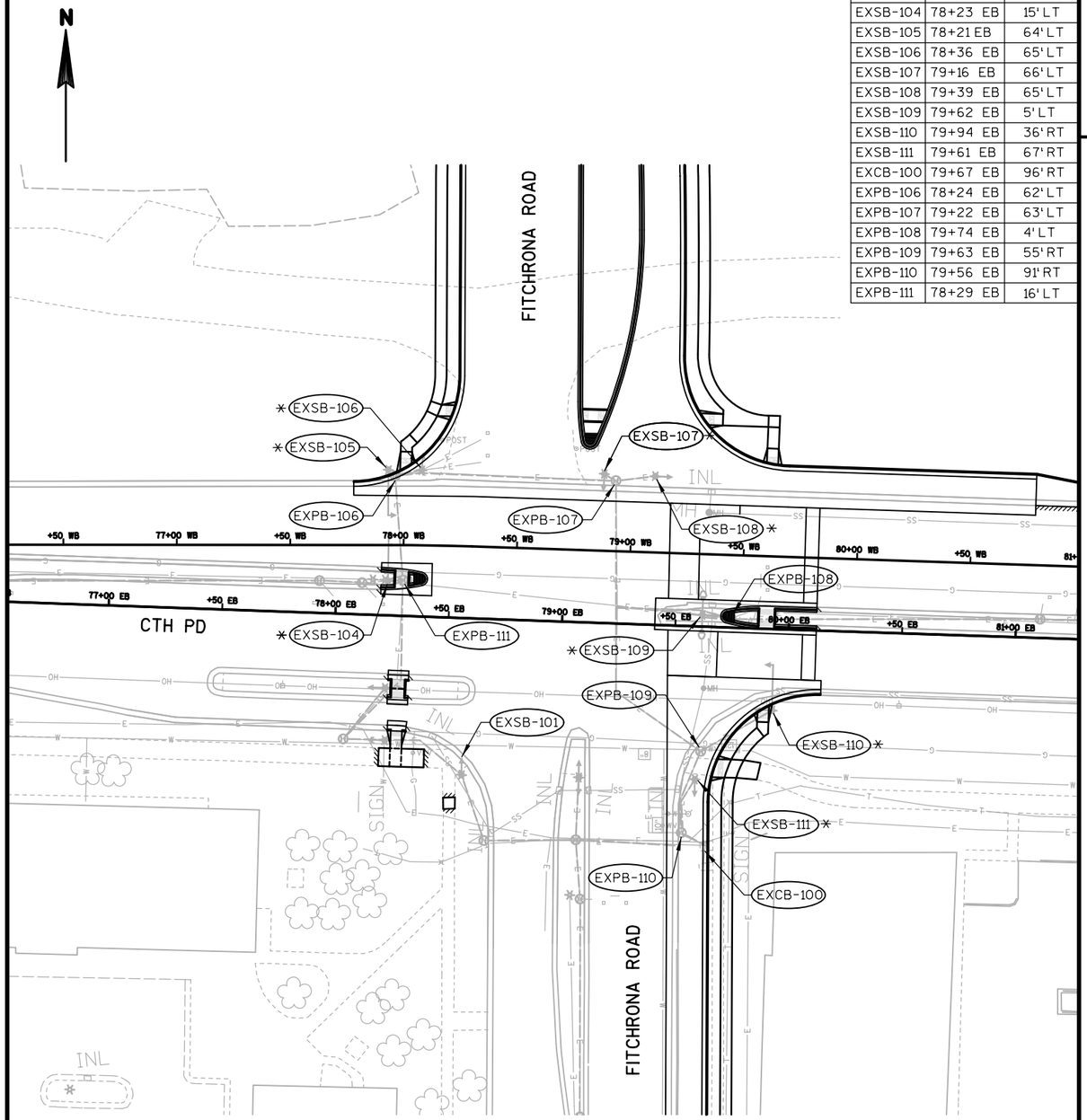



PLAN VIEW

NOTE :
FINISH SHALL BE HOT DIPPED GALVANIZED
SIDEWALL THICKNESS SHALL BE 7 GAUGE (MIN.)
SKIRT MATERIAL SHALL BE HIGH STRENGTH, LOW ALLOY STEEL : 50,000 PSI MINIMUM YIELD 4-1.25" × 4" BOLTS WITH FLAT WASHER AND NUT SHALL BE FURNISHED WITH EACH BASE

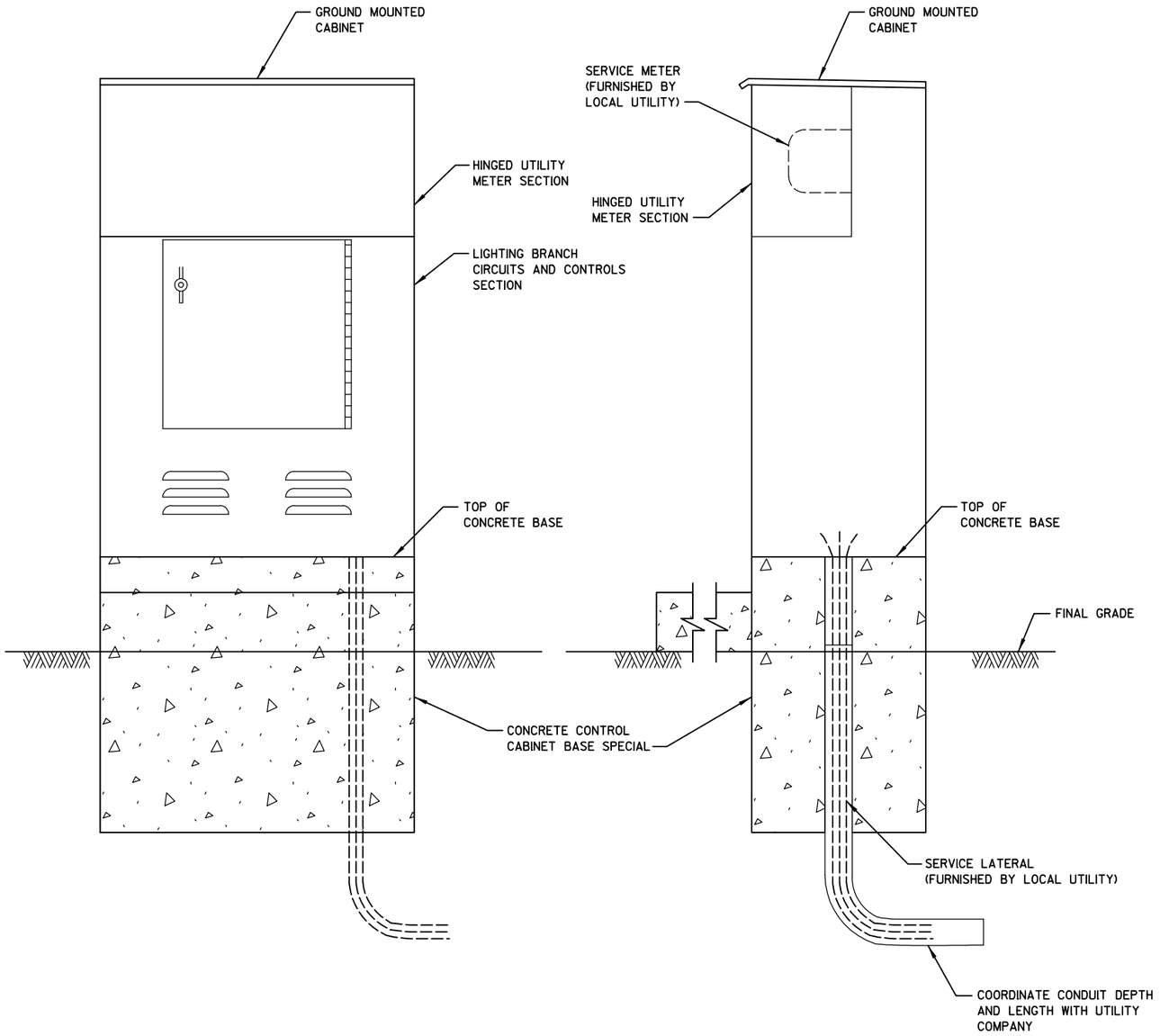
## TRANSFORMER BASE STEEL, 16-INCH

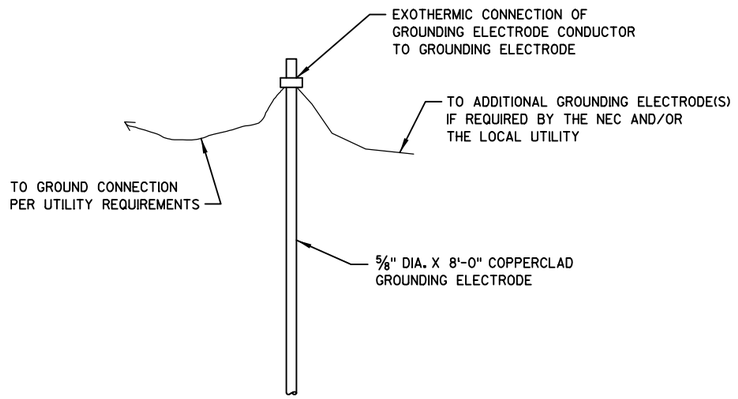
| POINT | STATION | LOCATION |
|---|---|---|
| EXSB-104 | 78+23 EB | 15'LT |
| EXSB-105 | 78+21 EB | 64'LT |
| EXSB-106 | 78+36 EB | 65'LT |
| EXSB-107 | 79+16 EB | 66'LT |
| EXSB-108 | 79+39 EB | 65'LT |
| EXSB-109 | 79+62 EB | 5'LT |
| EXSB-110 | 79+94 EB | 36'RT |
| EXSB-111 | 79+61 EB | 67'RT |
| EXCB-100 | 79+67 EB | 96'RT |
| EXPB-106 | 78+24 EB | 62'LT |
| EXPB-107 | 79+22 EB | 63'LT |
| EXPB-108 | 79+74 EB | 4'LT |
| EXPB-109 | 79+63 EB | 55'RT |
| EXPB-110 | 79+56 EB | 91'RT |
| EXPB-111 | 78+29 EB | 16'LT |




* BASE REMOVAL WILL BE PAID AS "REMOVING CONCRETE BASES" AND THE SIGNAL POLE REMOVALS WILL BE PAID AS "REMOVE AND TRANSPORT TRAFFIC SIGNALS, FITCHRONA ROAD"

## CTH PD (MCKEE ROAD) AND FITCHRONA ROAD INTERSECTION SIGNAL, BASE AND PULL BOX REMOVAL




## 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 UTILITY SERVICE LATERAL SHALL BE DETERMINED BY THE UTILITY COMPANY AND VERIFIED BY THE ENGINEER IN THE FIELD.

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.

CONTRACTOR MUST PROVIDE UTILITY APPROVED CABINET WITH INTEGRAL METER SOCKET PER SPECIAL PROVISION 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.

## TYPICAL CABINET SERVICE INSTALLATION

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CONSTRUCTION DETAIL | SHEET 85 | E |
|---|---|---|---|---|---|

## 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.I. 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.

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.

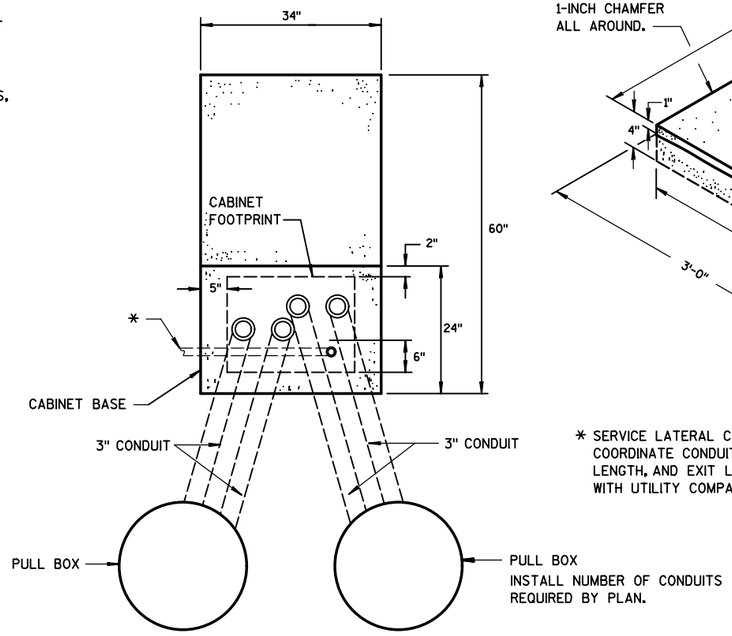
PLUG ALL BELOW GRADE NONMETALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

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 (FOUR THREE INCH) SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

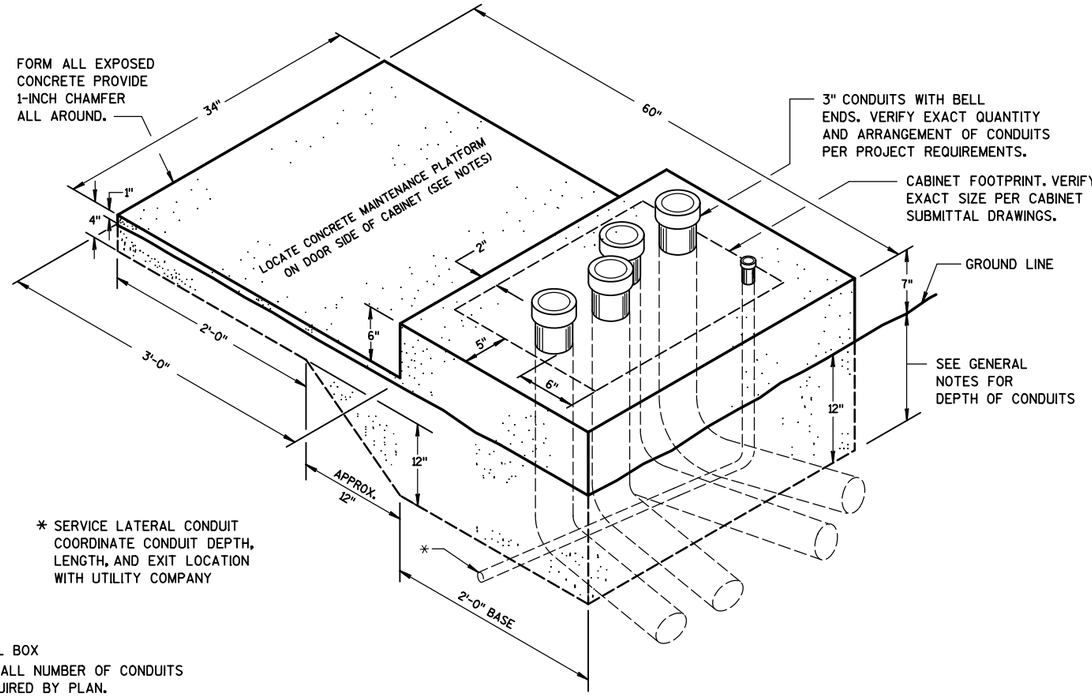
CONCRETE FROM DEPTH BELOW FINISHED GRADE SHALL BE 6" MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

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 SPECIAL

PLAN VIEW

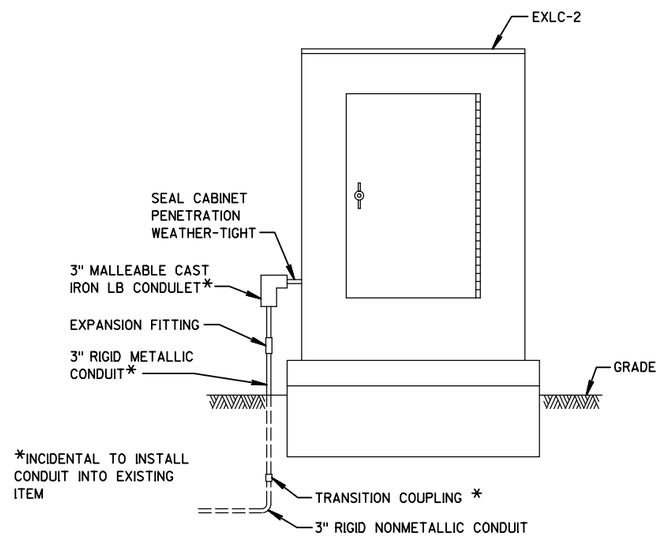



* SERVICE LATERAL CONDUIT COORDINATE CONDUIT DEPTH, LENGTH, AND EXIT LOCATION WITH UTILITY COMPANY

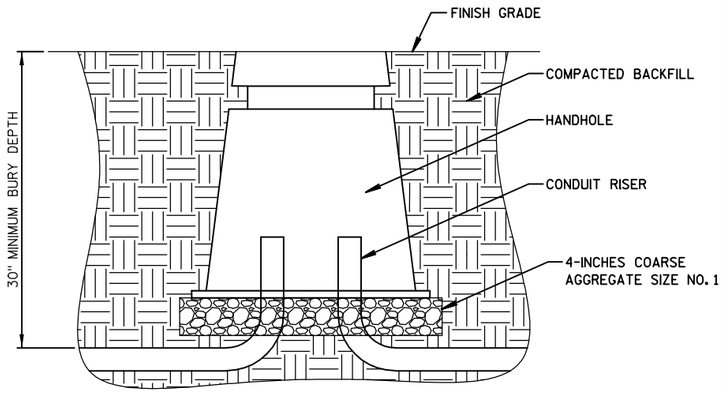
CONCRETE CONTROL CABINET BASE SPECIAL

ISOMETRIC VIEW

( C.Y. CONCRETE = APPROX. 0.4 )




INSTALL CONDUIT INTO EXISTING LIGHTING CABINET




PULL BOXES, POLYMER CONCRETE DETAIL

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CONSTRUCTION DETAILS - LIGHTING | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\021055_cd_Concrete Control Cab.dgn PLOT DATE : 4/1/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

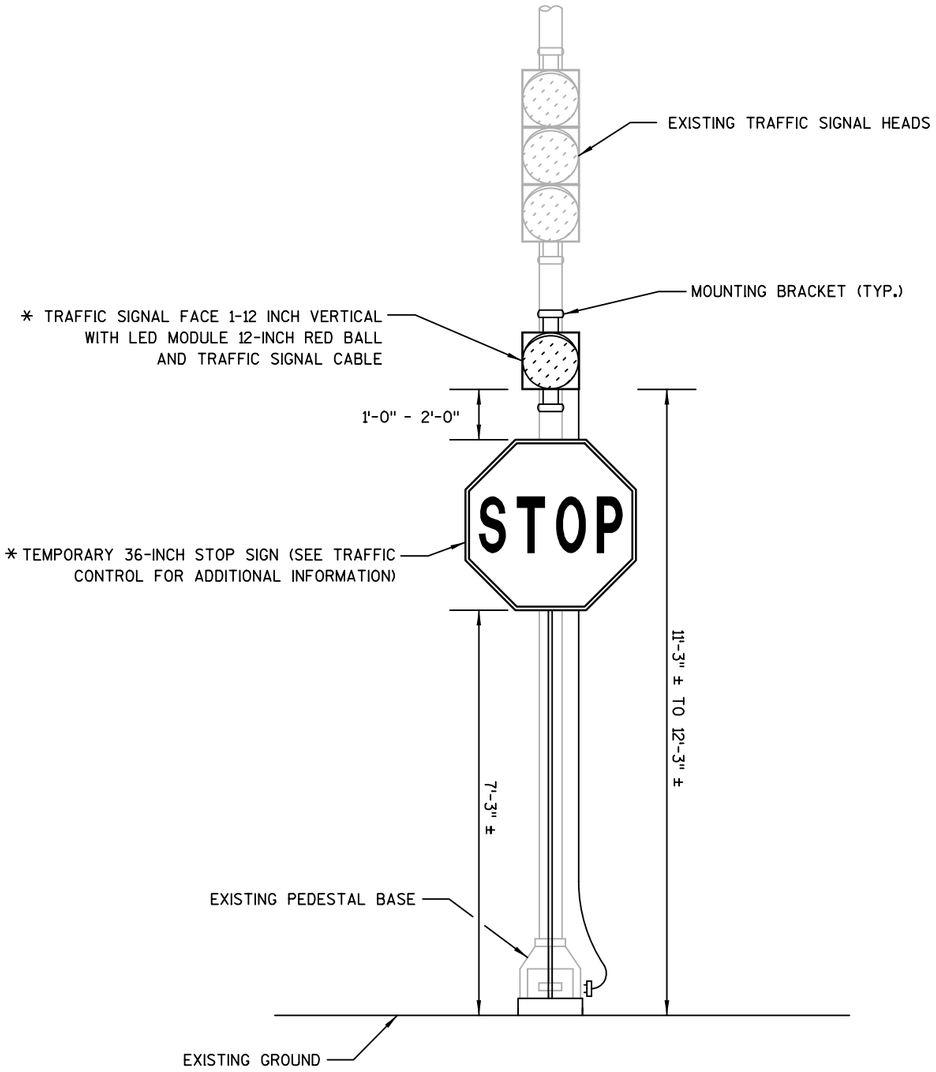
NOTES:

* MOUNT ON NEAR RIGHT OF APPROACHING TRAFFIC

SEE TRAFFIC CONTROL PLANS FOR LOCATIONS

ALL WORK SHALL BE IN ACCORDANCE WITH THE CURRENT EDITION OF THE MUTCD

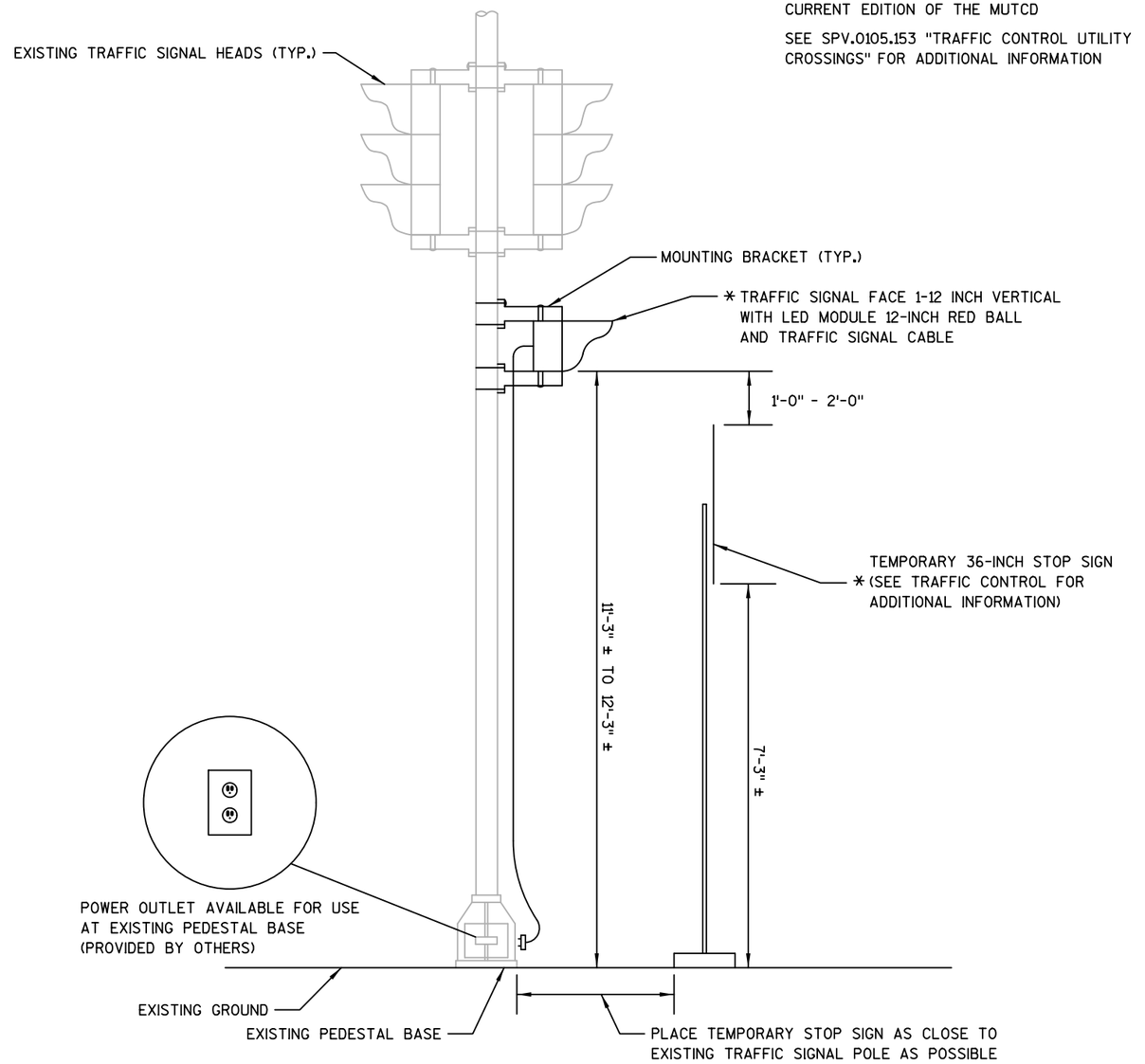
SEE SPV.0105.153 "TRAFFIC CONTROL UTILITY CROSSINGS" FOR ADDITIONAL INFORMATION




TYPICAL DETAIL

TRAFFIC SIGNAL FLASHER ASSEMBLY

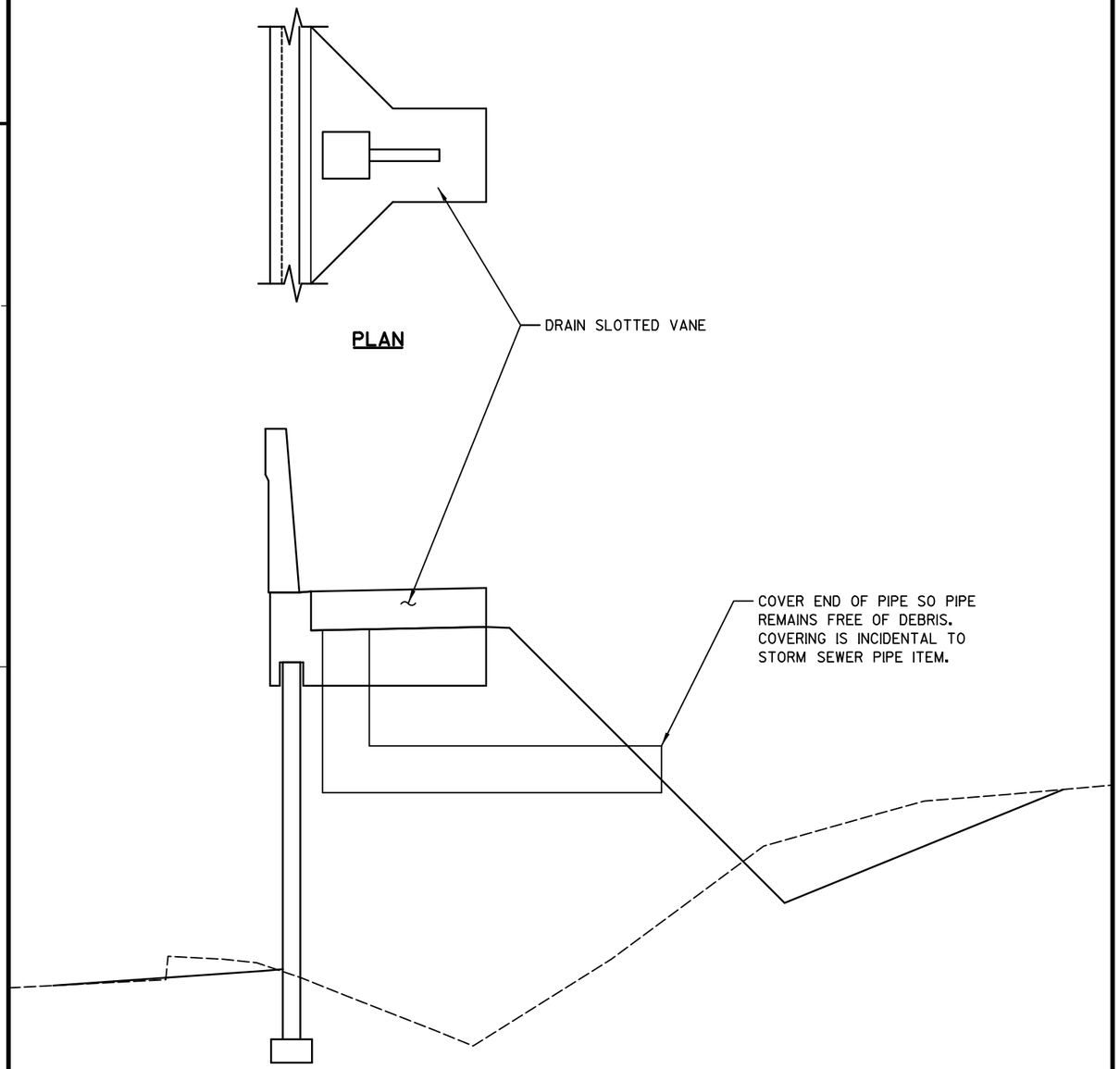
FRONT VIEW




TYPICAL DETAIL

TRAFFIC SIGNAL FLASHER ASSEMBLY

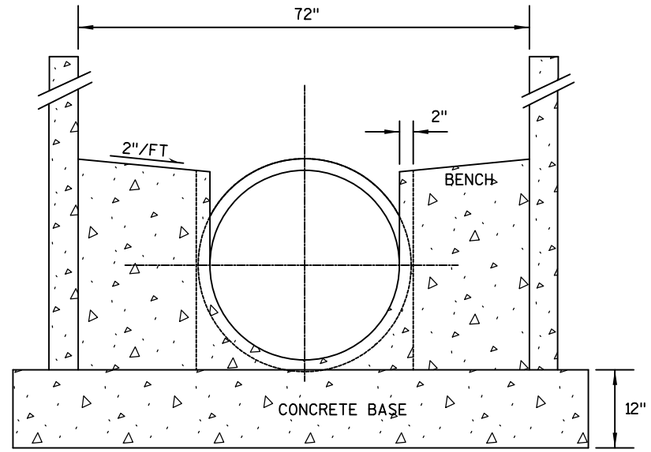
SIDE VIEW

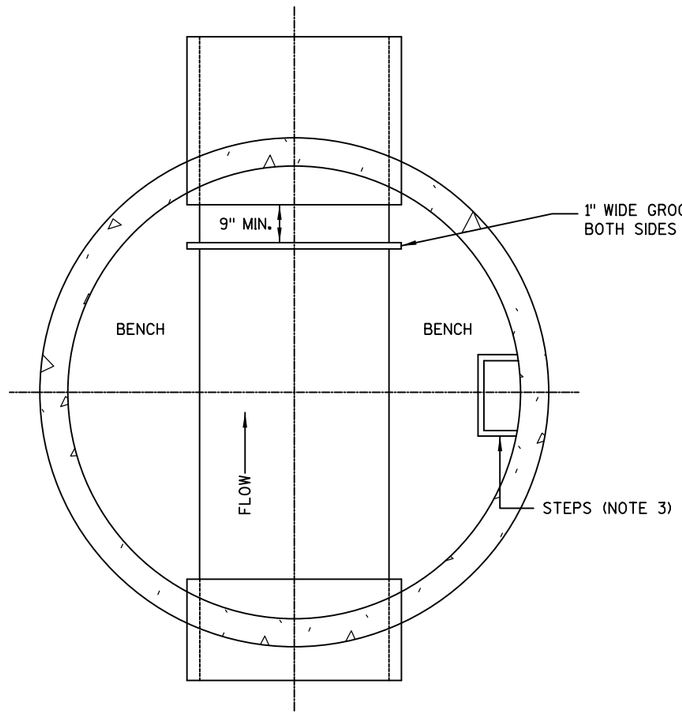



PROFILE

## COVERING PIPE

STA'S 88+25.04 D, 89+10.93 D, 90+01.85 D, 93+94.97 D



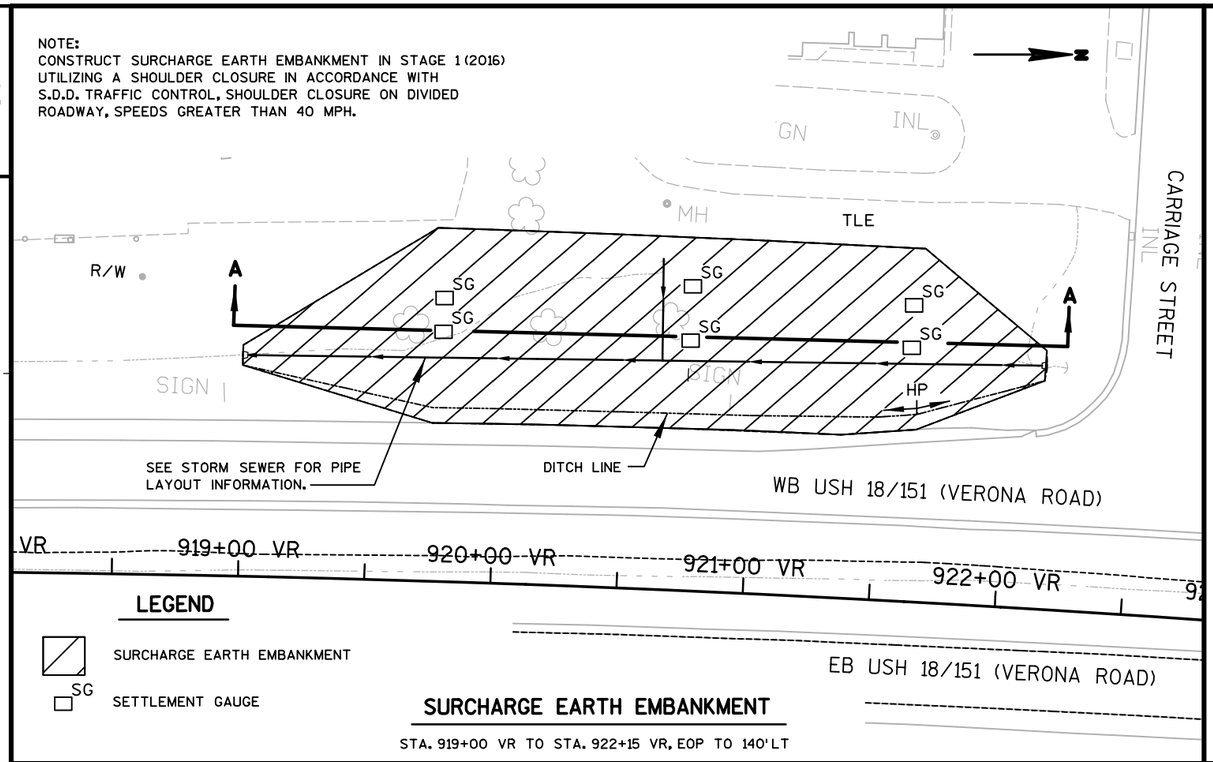




SANITARY SEWER MONITORING MANHOLE

## NOTES:

1. MINIMUM HEIGHT FROM TOP OF BENCH TO UNDERSIDE OF DECK SHALL BE 6'-0".
2. TOP SLAB SHALL HAVE A 24" OFFSET OPENING PLACED OVER THE STEPS.
3. M.A. INDUSTRIES PS1-PF STEPS SHALL BE INSTALLED 16" ON CENTERS. STEPS SHALL BE PLACED PERPENDICULAR TO THE OUTGOING FLOW.
4. MANHOLE BENCH SHALL BE SHAPED AS SHOWN AND HAVE A SMOOTH CHANNEL THROUGH THE MANHOLE.
5. PRECAST MANHOLES SHALL BE CONSTRUCTED IN ACCORDANCE WITH ASTM C-478.
6. MANHOLE FRAME AND COVER SHALL BE NEENAH R-1550.

NOTE:
CONSTRUCT SURCHARGE EARTH EMBANKMENT IN STAGE 1 (2016)
UTILIZING A SHOULDER CLOSURE IN ACCORDANCE WITH
S.D.D. TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED
ROADWAY, SPEEDS GREATER THAN 40 MPH.



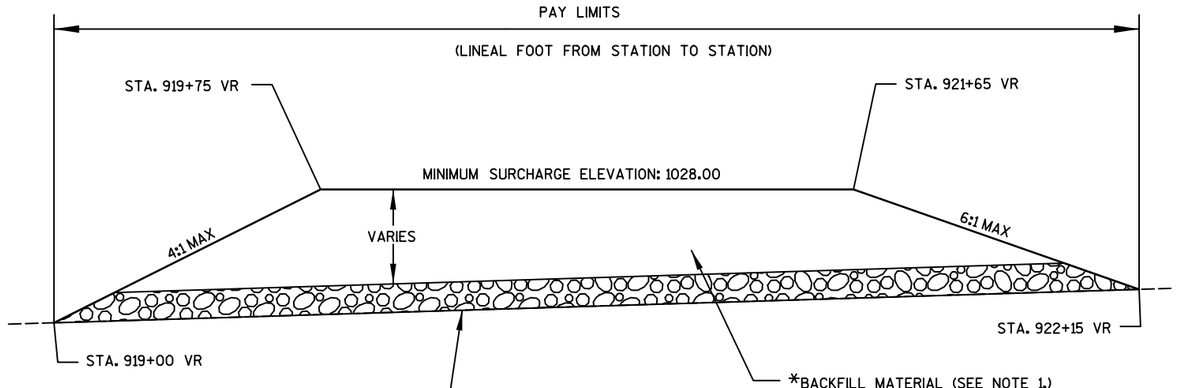

**LEGEND**

SURCHARGE EARTH EMBANKMENT

SG SETTLEMENT GAUGE

## SURCHARGE EARTH EMBANKMENT

STA. 919+00 VR TO STA. 922+15 VR, EOP TO 140' LT




## SECTION A-A

* INCIDENTAL TO BID ITEM SURCHARGE EARTH EMBANKMENT

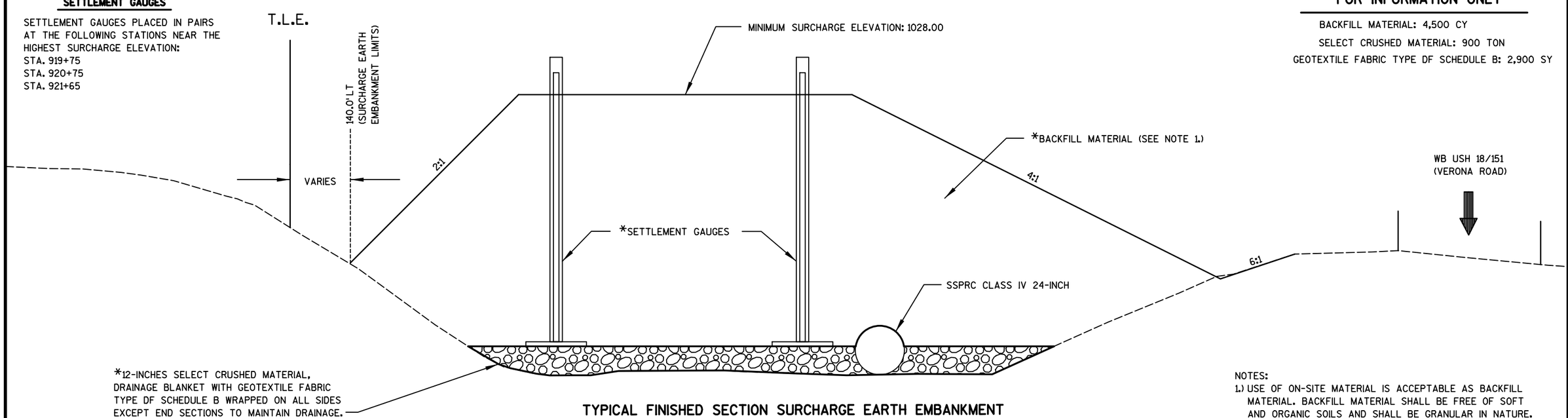
NOTES:
1.) USE OF ON-SITE MATERIAL IS ACCEPTABLE AS BACKFILL MATERIAL. BACKFILL MATERIAL SHALL BE FREE OF SOFT AND ORGANIC SOILS AND SHALL BE GRANULAR IN NATURE. BACKFILL MATERIAL SHALL BE VISUALLY APPROVED BY THE ENGINEER.

**SETTLEMENT GAUGES**

SETTLEMENT GAUGES PLACED IN PAIRS
AT THE FOLLOWING STATIONS NEAR THE
HIGHEST SURCHARGE ELEVATION:
STA. 919+75
STA. 920+75
STA. 921+65

**FOR INFORMATION ONLY**

BACKFILL MATERIAL: 4,500 CY
SELECT CRUSHED MATERIAL: 900 TON
GEOTEXTILE FABRIC TYPE DF SCHEDULE B: 2,900 SY




## TYPICAL FINISHED SECTION SURCHARGE EARTH EMBANKMENT

STA. 919+00 VR TO STA. 922+15 VR, EOP TO 140' LT

* INCIDENTAL TO BID ITEM SURCHARGE EARTH EMBANKMENT

NOTES:
1.) USE OF ON-SITE MATERIAL IS ACCEPTABLE AS BACKFILL MATERIAL. BACKFILL MATERIAL SHALL BE FREE OF SOFT AND ORGANIC SOILS AND SHALL BE GRANULAR IN NATURE. BACKFILL MATERIAL SHALL BE VISUALLY APPROVED BY THE ENGINEER.

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CONSTRUCTION DETAIL - SURCHARGE EARTH EMBANKMENT | SHEET 89 | E |
|---|---|---|---|---|---|

2

N

NOTE: OFFSETS TO THE ATC 69KV AND 138 KV OVERHEAD FACILITIES ARE PROVIDED FOR INFORMATION ONLY AND SHOULD BE FIELD VERIFIED BY THE CONTRACTOR.

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

74+00 WB 75+00 WB 76+00 WB 77+00 WB 78+00 WB 79+00 WB 80+00 WB 81+00 WB 82+00 WB 83+00 WB 84+00 WB 85+00 WB 86+00 WB 87+00 WB

74+00 EB 75+00 EB 76+00 EB 77+00 EB 78+00 EB 79+00 EB 80+00 EB 81+00 EB 82+00 EB 83+00 EB 84+00 EB 85+00 EB 86+00 EB 87+00 EB

35+00 FR 34+00 FR 33+00 FR 32+00 FR 31+00 FR 30+00 FR 29+00 FR 28+00 FR 27+00 FR 26+00 FR

CAUTION

ROADWAY AND TRAFFIC SIGNAL WORK REQUIRED UNDER ATC 69KV AND 138KV OVERHEAD FACILITIES

PROPOSED ATC 69KV AND 139KV OVERHEAD FACILITIES

FITCHRONA ROAD

HARDROCK ROAD

MATCH LINE 88+00 EB

QUARRY

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CONSTRUCTION DETAILS - STRUCTURE OFFSETS TO ATC LINES | SHEET 90 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\021060_cd_ATC_Structure_Offsets.dgn PLOT DATE : 5/4/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

NOTE: OFFSETS TO THE ATC 69KV AND 138KV OVERHEAD FACILITIES ARE PROVIDED FOR INFORMATION ONLY AND SHOULD BE FIELD VERIFIED BY THE CONTRACTOR.

KAPEC ROAD

KING JAMES WAY

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

B RAMP

P RAMP

D RAMP

A RAMP

L RAMP

NESBITT ROAD

MATCHLINE 88+00 EB

MATCHLINE 103+00 EB

CAUTION

ROADWAY AND LIGHTING WORK REQUIRED UNDER ATC OVERHEAD FACILITIES

PROPOSED ATC 69KV AND 139KV OVERHEAD FACILITIES

ROADWAY AND MSE RETAINING WALL WORK REQUIRED UNDER ATC OVERHEAD FACILITIES

FILLER CAPS

SCALE

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CONSTRUCTION DETAILS - STRUCTURE OFFSETS TO ATC LINES | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\021061_cd_ATC_Structure_Offsets.dgn PLOT DATE : 5/6/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

2

N

NOTE: OFFSETS TO THE ATC 69KV AND 138KV OVERHEAD FACILITIES ARE PROVIDED FOR INFORMATION ONLY AND SHOULD BE FIELD VERIFIED BY THE CONTRACTOR.

B-13-666
TO REMAIN

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

MATCHLINE 103+00 EB

103+00 EB
104+00 EB
105+00 EB
106+00 EB
107+00 EB
108+00 EB
109+00 EB
110+00 EB
111+00 EB
112+00 EB
113+00 EB
114+00 EB
115+00 EB
116+00 EB
117+00 EB
118+0

PROPOSED ATC 69KV AND 139KV OVERHEAD FACILITIES

ROADWAY WORK REQUIRED UNDER ATC 69KV AND 138KV OVERHEAD FACILITIES

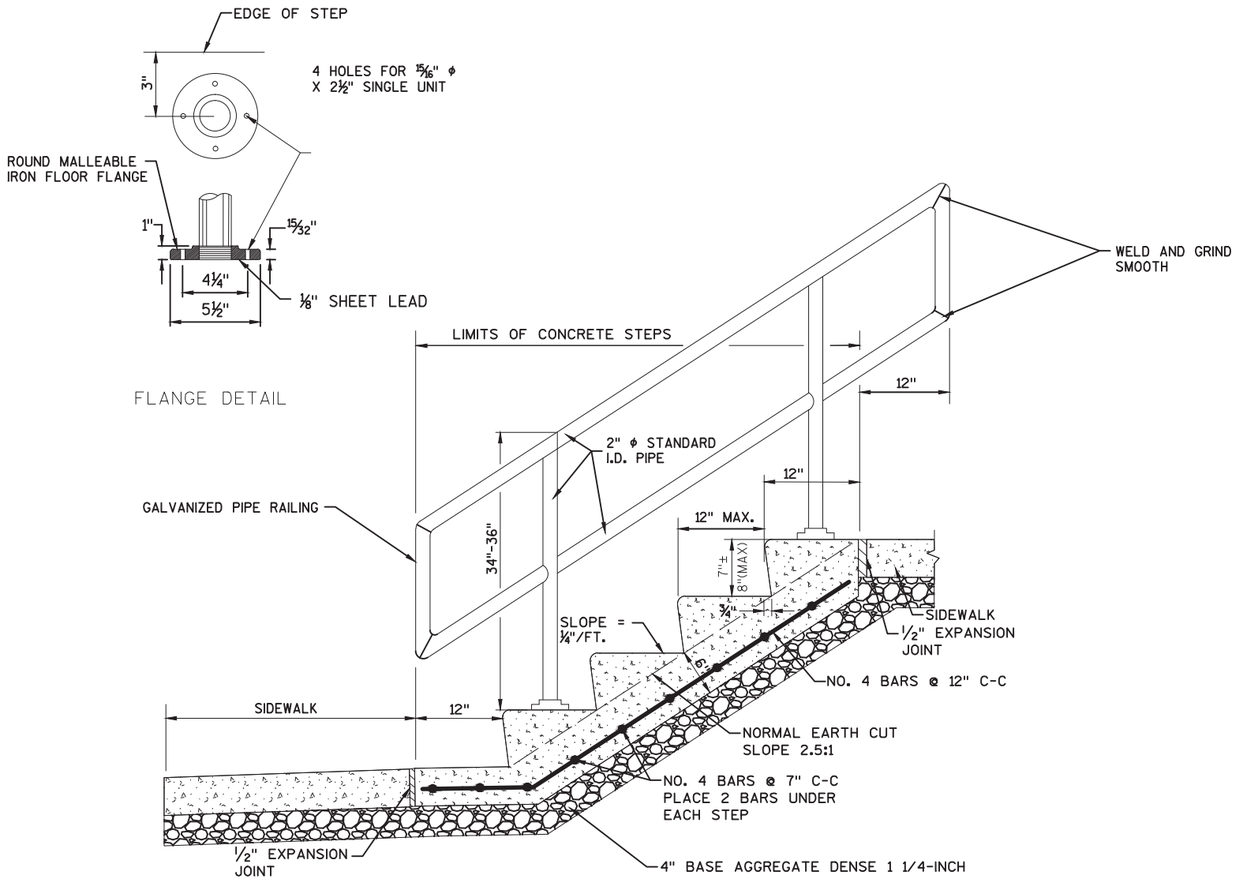
COMMERCE PARK DRIVE

CAUTION

RIPRAP

FILLER CAPS

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CONSTRUCTION DETAILS - STRUCTURE OFFSETS TO ATC LINES | SHEET 92 | E |
|---|---|---|---|---|---|




## CONCRETE STEPS DETAIL

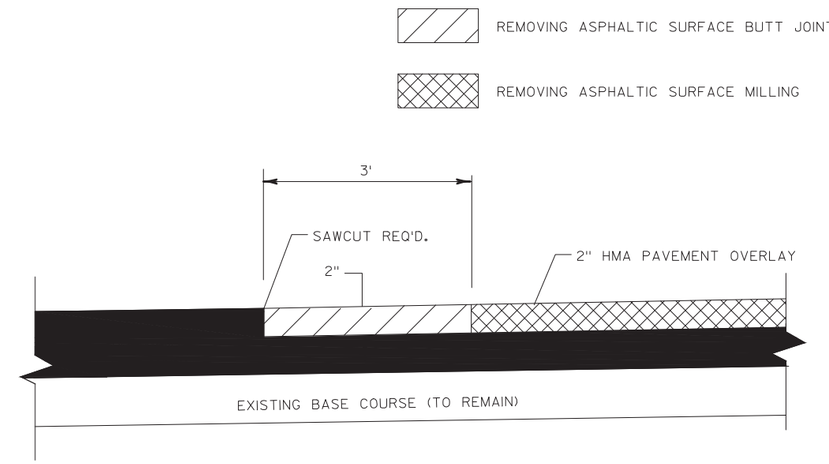
NOTE:

WIDTH OF STEP VARIES 7.0'-7.1'

RAILING TO BE PLACED ON RIGHT ASCENDING SIDE OF STEPS ONLY.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2-INCH CLEAR.

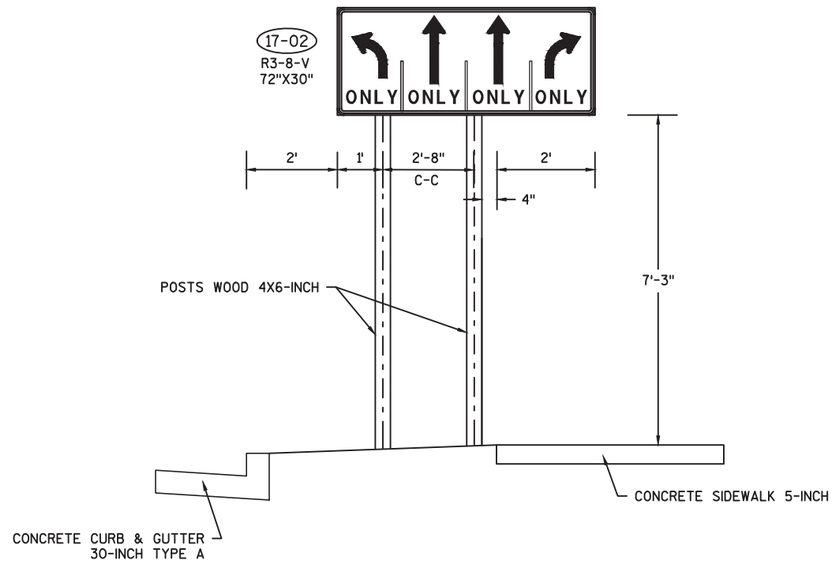
ALL RISERS MUST HAVE A UNIFORM HEIGHT (⅜ INCH ALLOWABLE VARIANCE), MAX RISER HIGHT EQUALS 8-INCHES. RISER HEIGHT TO BE MEASURED AT CENTER OF RISER.



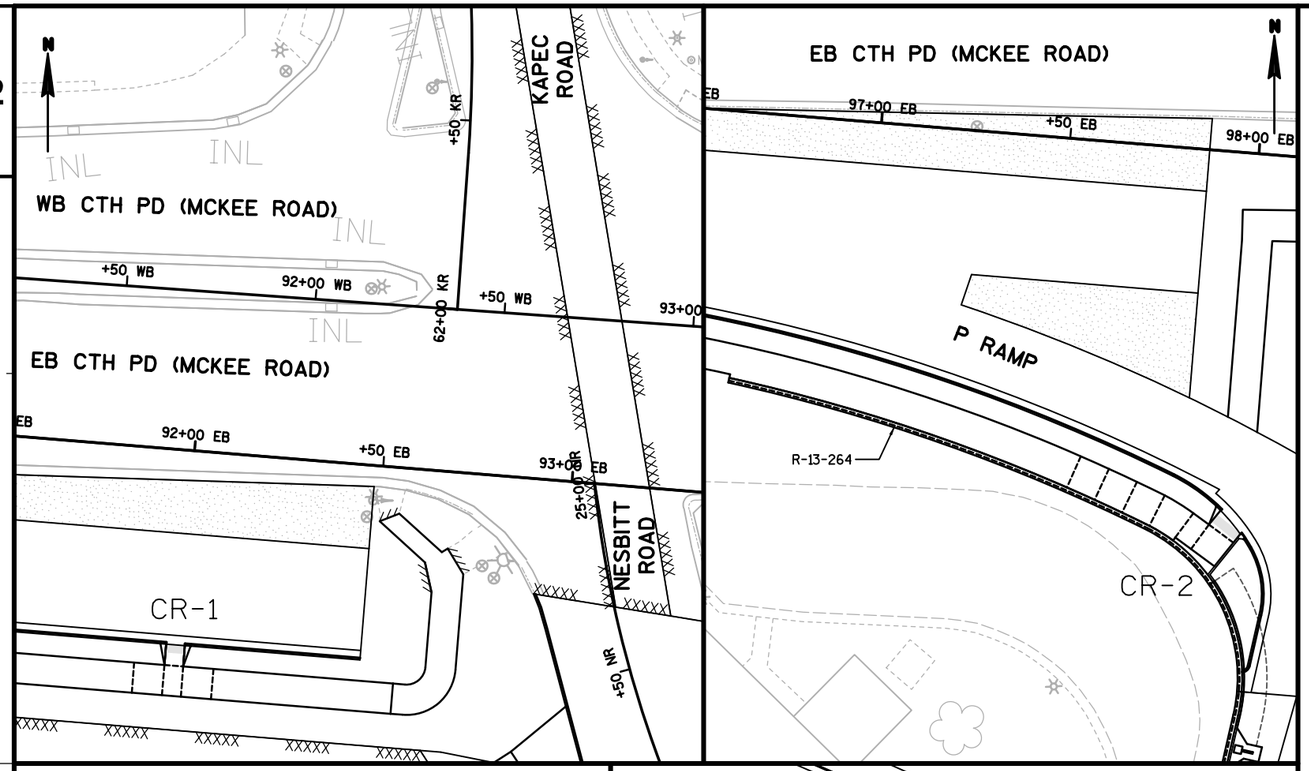

## CONSTRUCTION/BUTT JOINT (MILL/OVERLAY) DETAIL

KAPEC ROAD

STA. 64+00.00 KR - 71+11.12 KR




## SIGN 17-02 INSTALLATION



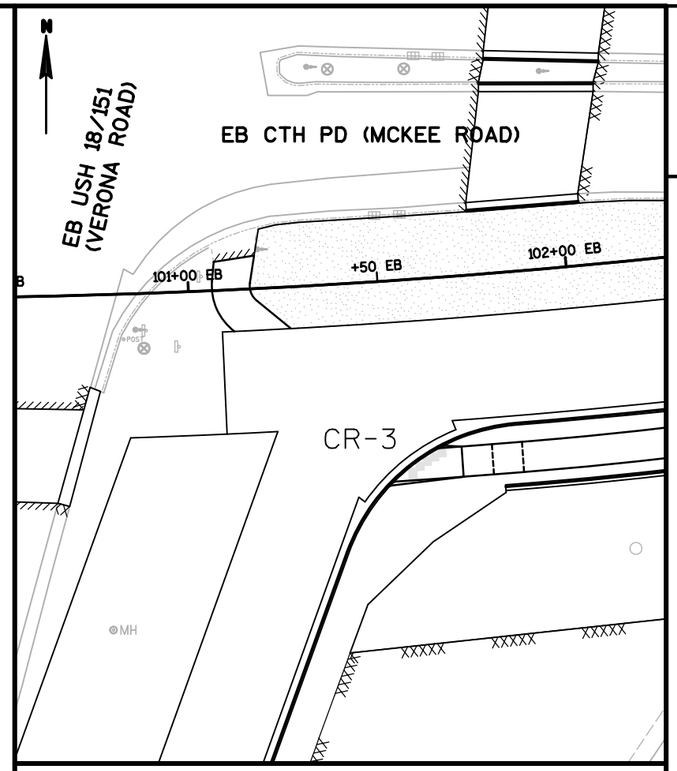


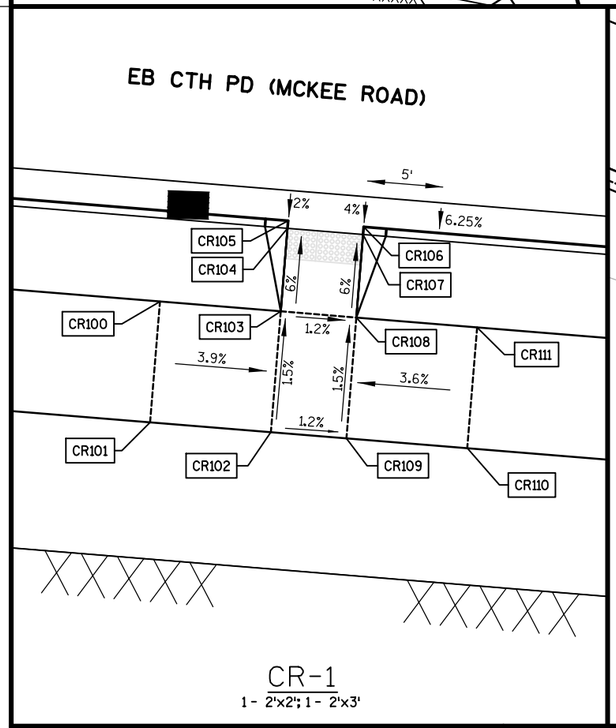


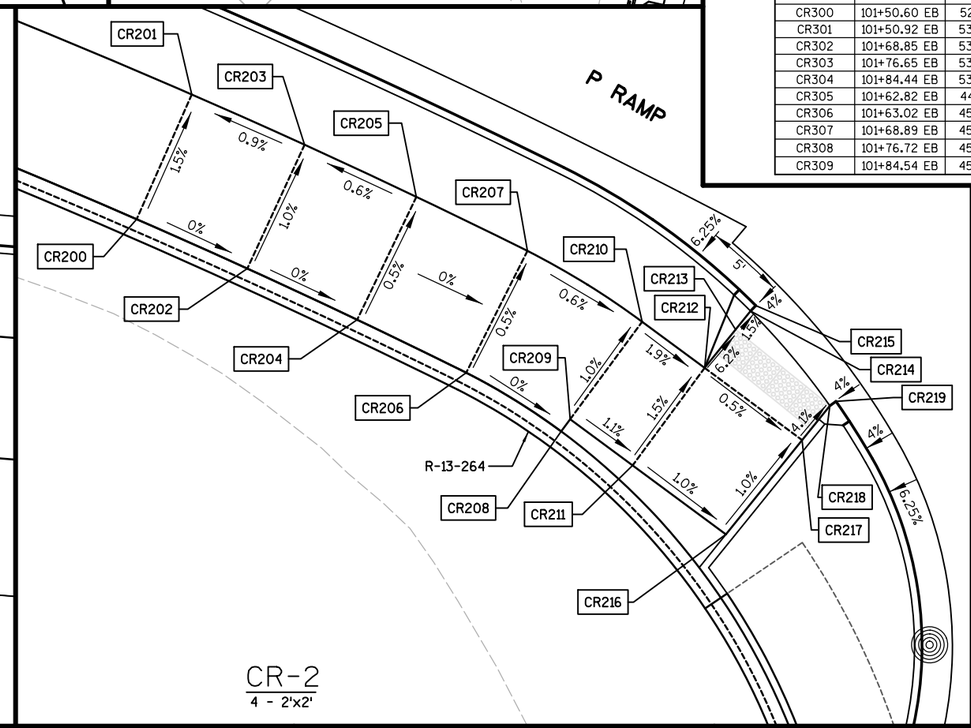
| CR-1 POINTS | | | |
|---|---|---|---|
| POINT NO. | EB CTH PD (MCKEE ROAD) | | |
| | STATION | OFFSET | ELEV. |
| CR100 | 91+88.66 EB | 57.00'RT | 995.63 |
| CR101 | 91+88.66 EB | 65.00'RT | 995.75 |
| CR102 | 91+96.66 EB | 65.00'RT | 995.44 |
| CR103 | 91+96.66 EB | 57.00'RT | 995.32 |
| CR104 | 91+96.66 EB | 51.50'RT | 994.99 |
| CR105 | 91+96.66 EB | 51.00'RT | 994.96 |
| CR106 | 92+01.66 EB | 51.00'RT | 994.90 |
| CR107 | 92+01.66 EB | 51.50'RT | 994.93 |
| CR108 | 92+01.66 EB | 57.00'RT | 995.26 |
| CR109 | 92+01.66 EB | 65.00'RT | 995.38 |
| CR110 | 92+09.66 EB | 65.00'RT | 995.67 |
| CR111 | 92+09.66 EB | 57.00'RT | 995.55 |

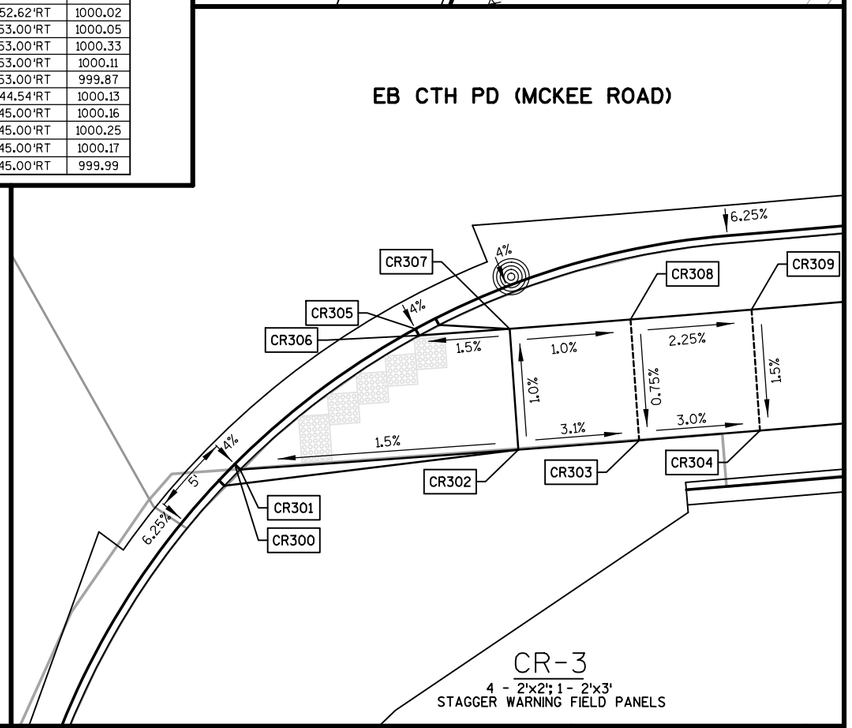
| CR-2 POINTS | | | |
|---|---|---|---|
| POINT NO. | P RAMP (P) | | |
| | STATION | OFFSET | ELEV. |
| CR200 | 7+70.66 P | 35.00'RT | 998.73 |
| CR201 | 7+70.71 P | 26.00'RT | 998.59 |
| CR202 | 7+79.24 P | 35.00'RT | 998.75 |
| CR203 | 7+79.29 P | 26.00'RT | 998.66 |
| CR204 | 7+87.81 P | 35.00'RT | 998.75 |
| CR205 | 7+87.87 P | 26.00'RT | 998.71 |
| CR206 | 7+96.39 P | 35.00'RT | 998.75 |
| CR207 | 7+96.45 P | 26.00'RT | 998.71 |
| CR208 | 8+04.2747 | 35.63'RT | 998.75 |
| CR209 | 8+04.45 P | 34.64'RT | 998.74 |
| CR210 | 8+05.79 P | 26.74'RT | 998.66 |
| CR211 | 8+09.88 P | 35.43'RT | 998.68 |
| CR212 | 8+11.14 P | 27.52'RT | 998.56 |
| CR213 | 8+11.78 P | 24.33'RT | 998.36 |
| CR214 | 8+12.09 P | 22.79'RT | 998.34 |
| CR215 | 8+12.24 P | 22.31'RT | 998.31 |
| CR216 | 8+18.03 P | 36.51'RT | 998.60 |
| CR217 | 8+19.52 P | 28.64'RT | 998.52 |
| CR218 | 8+20.05 P | 25.77'RT | 998.40 |
| CR219 | 8+20.28 P | 25.32'RT | 998.37 |

| CR-3 POINTS | | | |
|---|---|---|---|
| POINT NO. | EB CTH PD (EB) | | |
| | STATION | OFFSET | ELEV. |
| CR300 | 101+50.60 EB | 52.62'RT | 1000.02 |
| CR301 | 101+50.92 EB | 53.00'RT | 1000.05 |
| CR302 | 101+68.85 EB | 53.00'RT | 1000.33 |
| CR303 | 101+76.65 EB | 53.00'RT | 1000.11 |
| CR304 | 101+84.44 EB | 53.00'RT | 999.87 |
| CR305 | 101+62.82 EB | 44.54'RT | 1000.13 |
| CR306 | 101+63.02 EB | 45.00'RT | 1000.16 |
| CR307 | 101+68.89 EB | 45.00'RT | 1000.25 |
| CR308 | 101+76.72 EB | 45.00'RT | 1000.17 |
| CR309 | 101+84.54 EB | 45.00'RT | 999.99 |




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CONSTRUCTION DETAILS - CURB RAMPS | SHEET | E |
|---|---|---|---|---|---|



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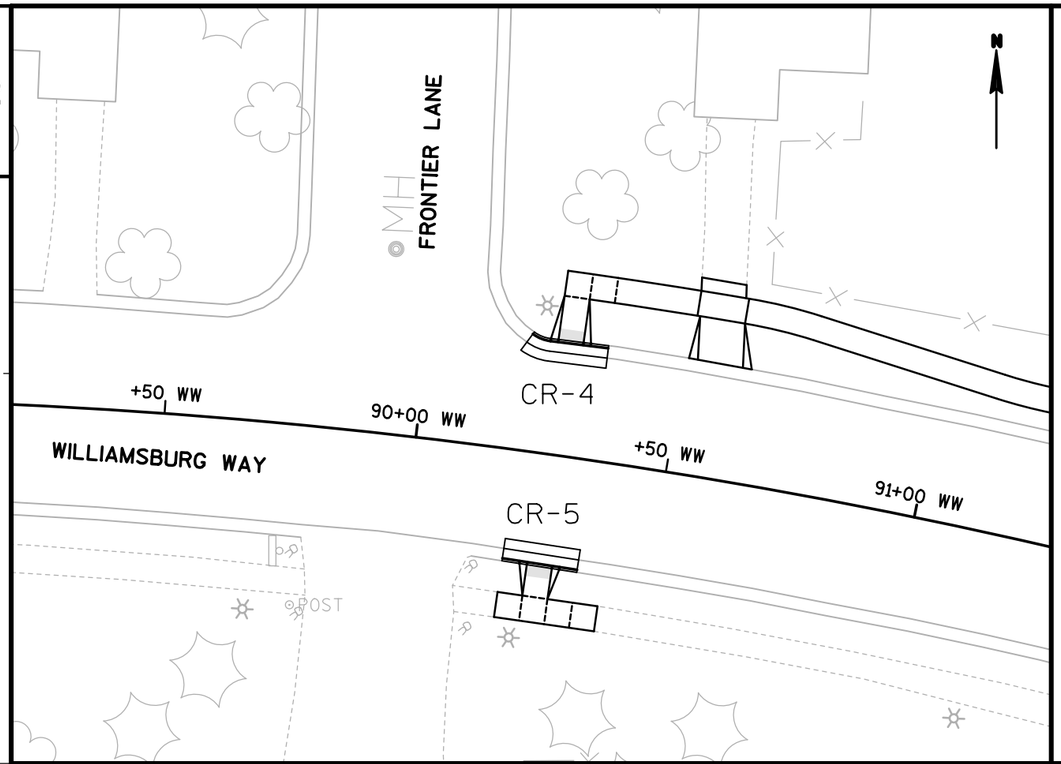
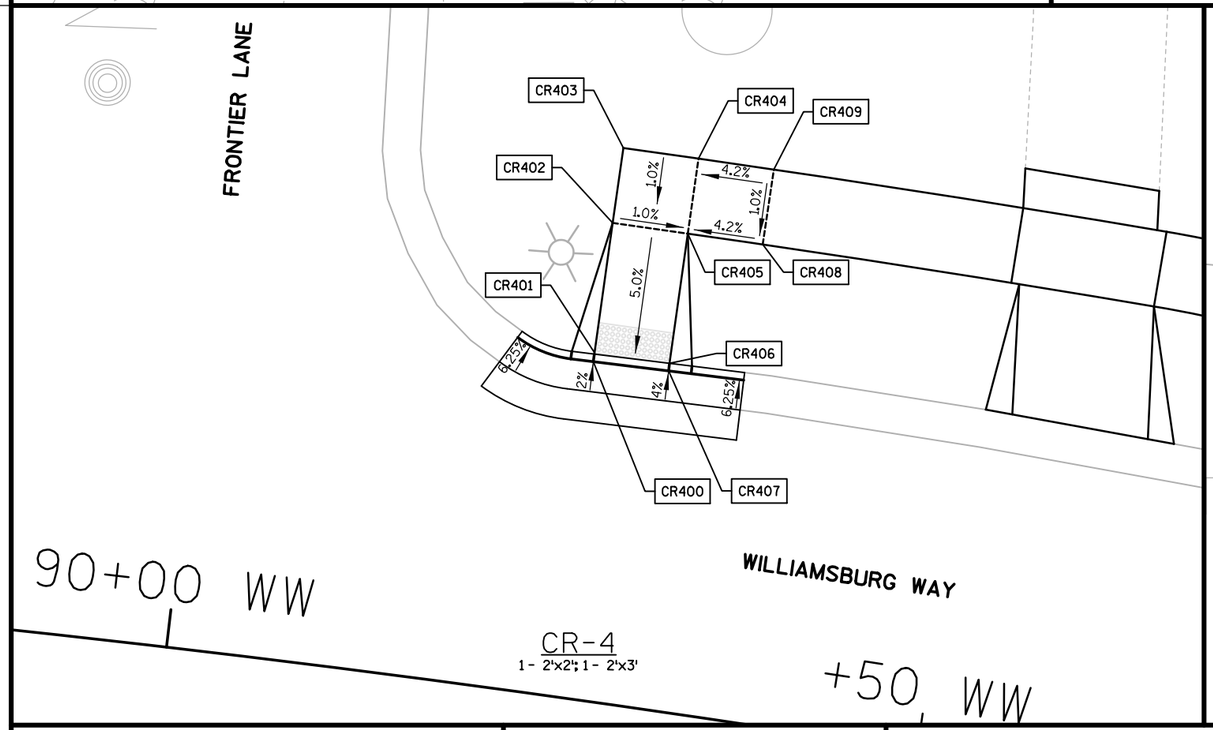
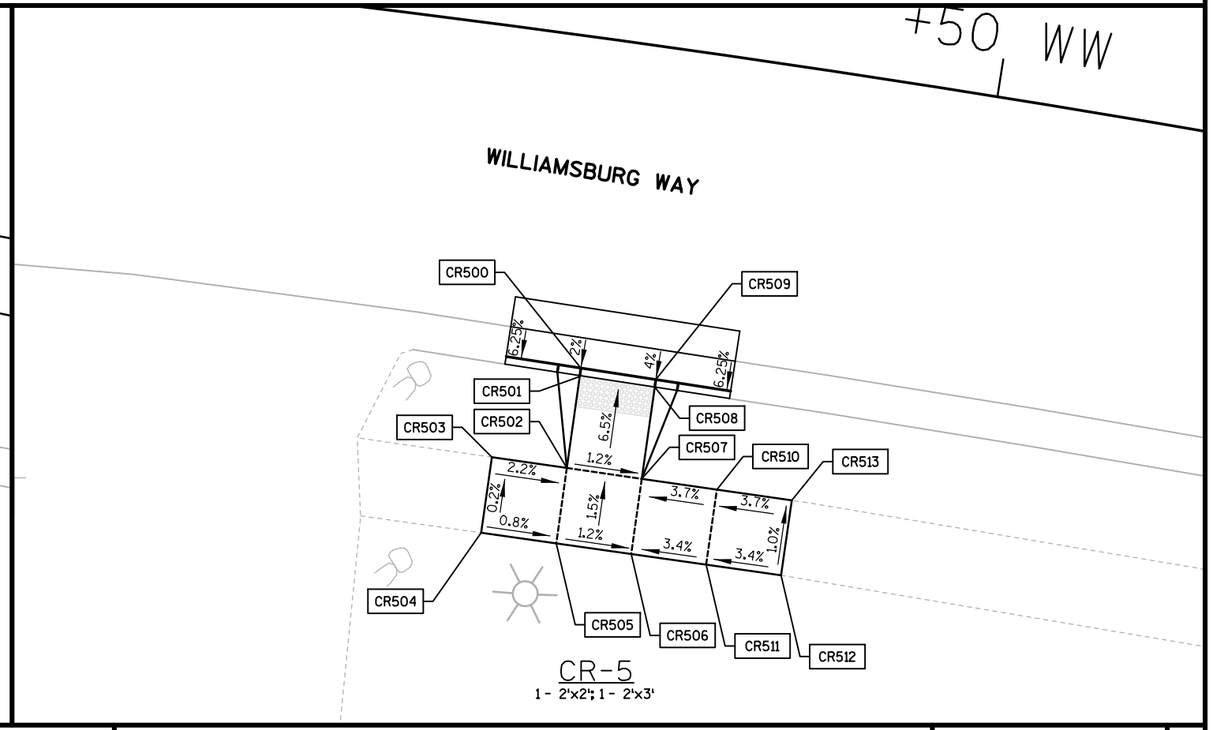



| CR-4 POINTS | | | |
|---|---|---|---|
| POINT NO. | WILLIAMSBURG WAY (WW) | | |
| | STATION | OFFSET | ELEV. |
| CR400 | 90+25.32 WW | 22.26'LT | 1044.72 |
| CR401 | 90+25.32 WW | 22.85'LT | 1044.73 |
| CR402 | 90+25.34 WW | 31.50'LT | 1045.16 |
| CR403 | 90+25.34 WW | 36.50'LT | 1045.21 |
| CR404 | 90+30.21 WW | 36.50'LT | 1045.16 |
| CR405 | 90+30.21 WW | 31.50'LT | 1045.11 |
| CR406 | 90+30.22 WW | 22.85'LT | 1044.68 |
| CR407 | 90+30.23 WW | 22.35'LT | 1044.67 |
| CR408 | 90+35.08 WW | 31.50'LT | 1045.32 |
| CR409 | 90+35.08 WW | 36.50'LT | 1045.37 |

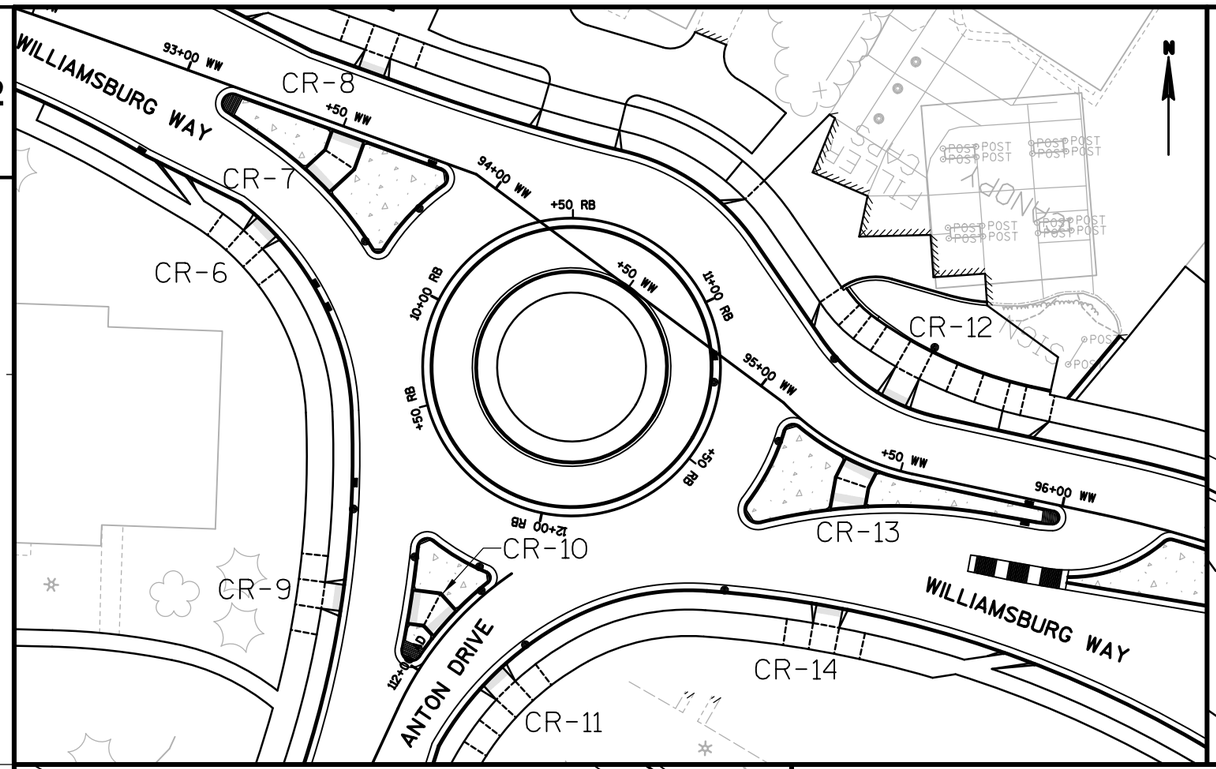
| CR-5 POINTS | | | |
|---|---|---|---|
| POINT NO. | WILLIAMSBURG WAY (WW) | | |
| | STATION | OFFSET | ELEV. |
| CR500 | 90+25.23 WW | 21.77'RT | 1044.80 |
| CR501 | 90+25.22 WW | 22.34'RT | 1044.81 |
| CR502 | 90+25.21 WW | 28.44'RT | 1045.21 |
| CR503 | 90+20.08 WW | 28.40'RT | * |
| CR504 | 90+20.04 WW | 33.43'RT | * |
| CR505 | 90+25.20 WW | 33.46'RT | 1045.29 |
| CR506 | 90+30.35 WW | 33.46'RT | 1045.23 |
| CR507 | 90+30.33 WW | 28.45'RT | 1045.15 |
| CR508 | 90+30.32 WW | 22.34'RT | 1044.75 |
| CR509 | 90+30.32 WW | 21.84'RT | 1044.74 |
| CR510 | 90+35.46 WW | 28.44'RT | 1045.34 |
| CR511 | 90+35.49 WW | 33.45'RT | 1045.40 |
| CR512 | 90+40.63 WW | 33.40'RT | * |
| CR513 | 90+40.59 WW | 28.42'RT | * |

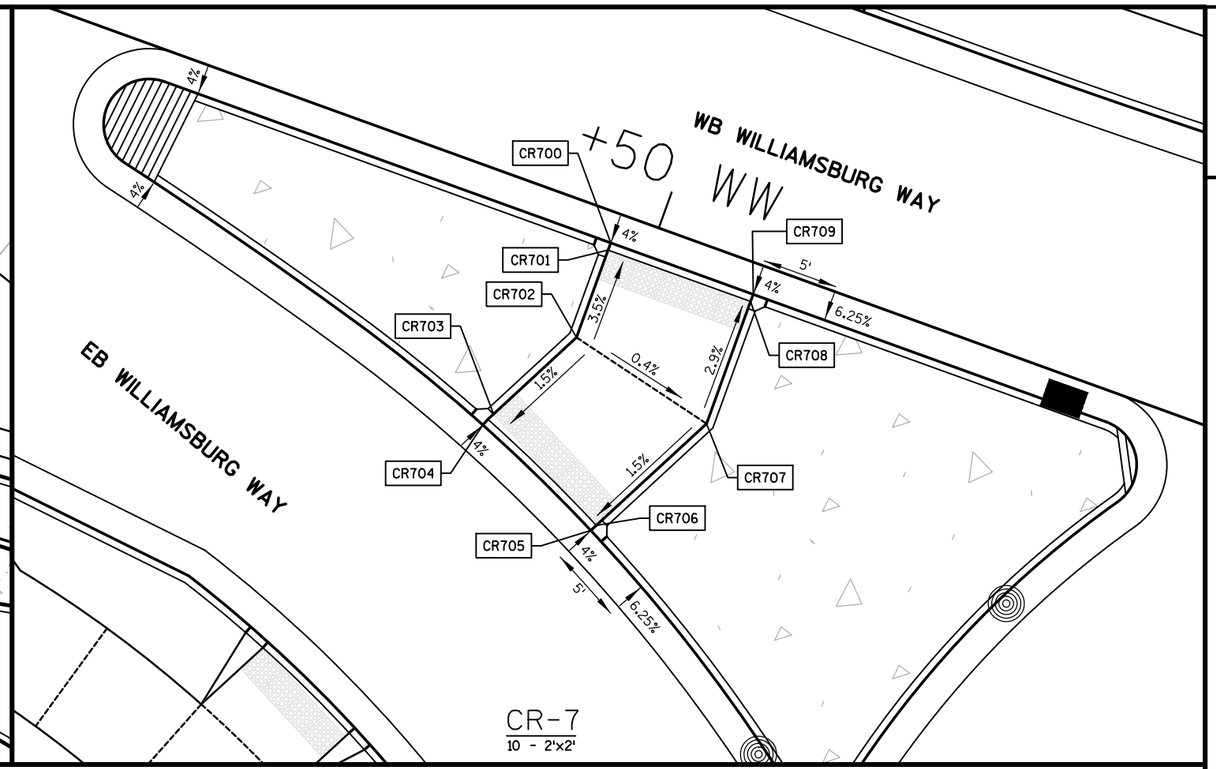
* MATCH EXISTING

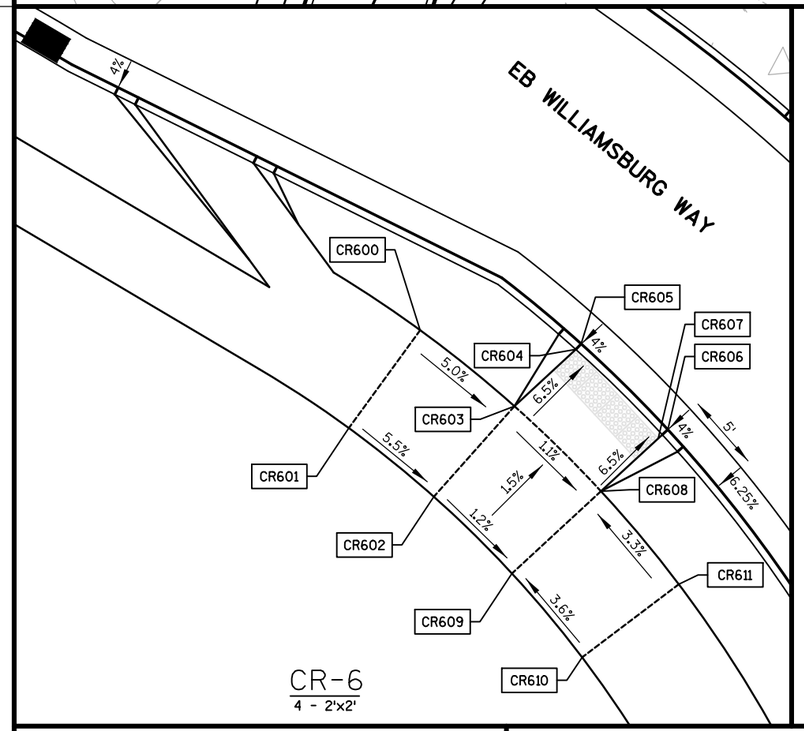



| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CONSTRUCTION DETAILS - CURB RAMPS | SHEET 95 | E |
|---|---|---|---|---|---|

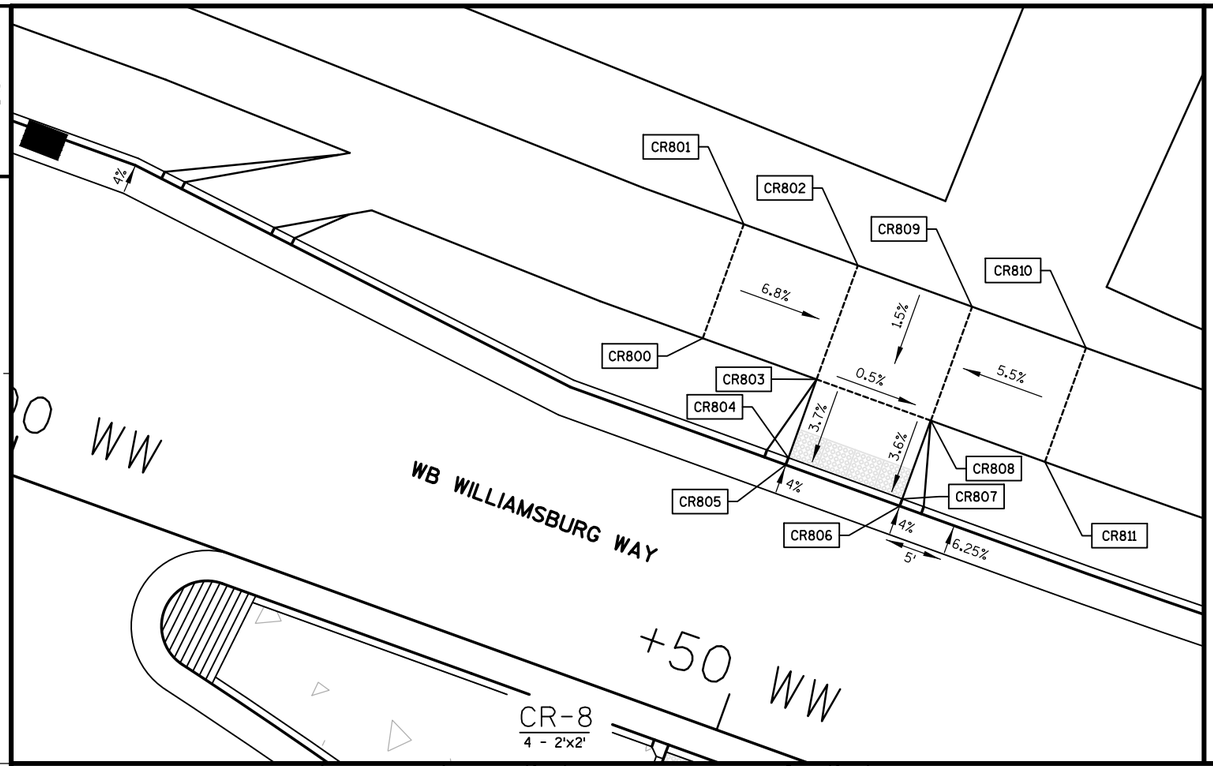



| CR-6 POINTS | | | |
|---|---|---|---|
| POINT NO. | WILLIAMSBURG WAY (WW) | | |
| | STATION | OFFSET | ELEV. |
| CR600 | 93+24.73 WW | 37.23'RT | 1044.02 |
| CR601 | 93+22.49 WW | 44.91'RT | 1044.14 |
| CR602 | 93+29.32 WW | 47.26'RT | 1043.74 |
| CR603 | 93+32.29 WW | 39.83'RT | 1043.62 |
| CR604 | 93+34.83 WW | 34.93'RT | 1043.26 |
| CR605 | 93+35.02 WW | 34.47'RT | 1043.25 |
| CR606 | 93+42.33 WW | 37.85'RT | 1043.18 |
| CR607 | 93+41.94 WW | 38.62'RT | 1043.20 |
| CR608 | 93+39.57 WW | 43.17'RT | 1043.53 |
| CR609 | 93+35.89 WW | 50.27'RT | 1043.65 |
| CR610 | 93+42.12 WW | 53.91'RT | 1043.91 |
| CR611 | 93+46.48 WW | 47.20'RT | 1043.79 |

| CR-7 POINTS | | | |
|---|---|---|---|
| POINT NO. | WILLIAMSBURG WAY (WW) | | |
| | STATION | OFFSET | ELEV. |
| CR700 | 93+47.35 WW | 2.00'RT | 1043.47 |
| CR701 | 93+47.35 WW | 2.50'RT | 1043.48 |
| CR702 | 93+47.35 WW | 8.63'RT | 1043.69 |
| CR703 | 93+43.92 WW | 15.25'RT | 1043.58 |
| CR704 | 93+43.49 WW | 16.18'RT | 1043.57 |
| CR705 | 93+52.57 WW | 20.30'RT | 1043.50 |
| CR706 | 93+52.80 WW | 19.86'RT | 1043.51 |
| CR707 | 93+57.35 WW | 11.07'RT | 1043.66 |
| CR708 | 93+57.35 WW | 2.50'RT | 1043.41 |
| CR709 | 93+57.35 WW | 2.00'RT | 1043.40 |

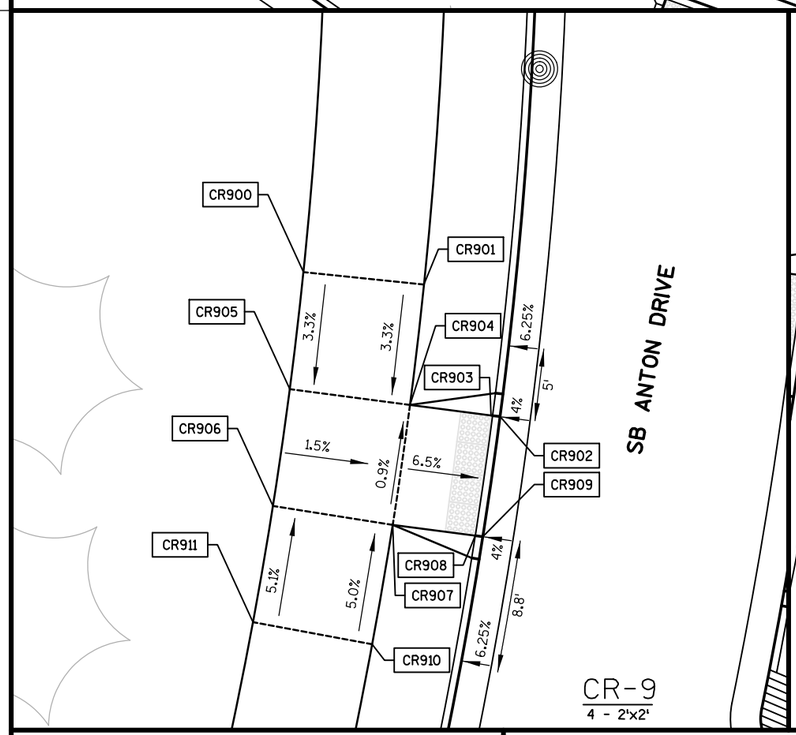


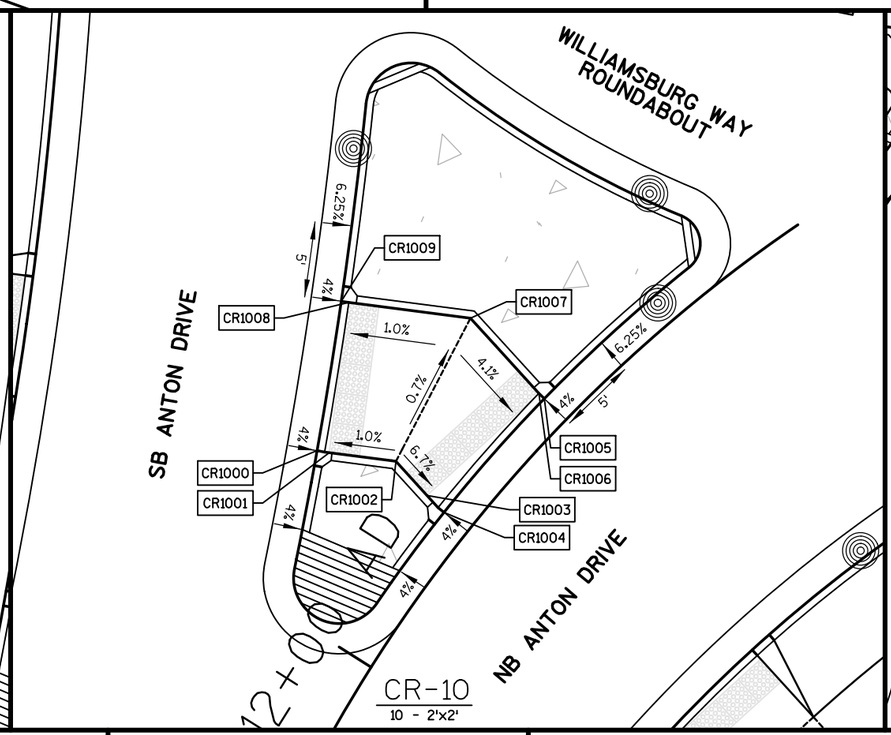

| CR-8 POINTS | | | |
|---|---|---|---|
| POINT NO. | WILLIAMSBURG WAY (WW) | | |
| | STATION | OFFSET | ELEV. |
| CR800 | 93+40.35 WW | 24.00'LT | 1043.95 |
| CR801 | 93+40.35 WW | 32.00'LT | 1044.07 |
| CR802 | 93+48.35 WW | 32.00'LT | 1043.53 |
| CR803 | 93+48.35 WW | 24.00'LT | 1043.41 |
| CR804 | 93+48.35 WW | 18.50'LT | 1043.20 |
| CR805 | 93+48.35 WW | 18.00'LT | 1043.20 |
| CR806 | 93+56.35 WW | 18.00'LT | 1043.16 |
| CR807 | 93+56.35 WW | 18.50'LT | 1043.17 |
| CR808 | 93+56.35 WW | 24.00'LT | 1043.37 |
| CR809 | 93+56.37 WW | 32.00'LT | 1043.49 |
| CR810 | 93+64.37 WW | 32.00'LT | 1043.93 |
| CR811 | 93+64.37 WW | 24.00'LT | 1043.81 |

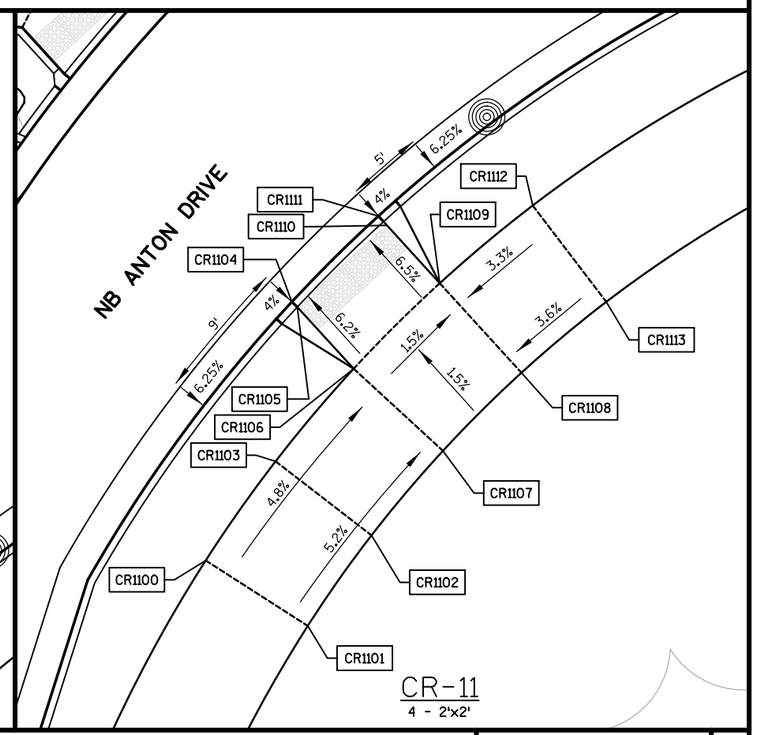
| CR-9 POINTS | | | |
|---|---|---|---|
| POINT NO. | ANTON DRIVE (AD) | | |
| | STATION | OFFSET | ELEV. |
| CR900 | 112+07.40 AD | 49.12'LT | 1043.85 |
| CR901 | 112+10.27 AD | 42.29'LT | 1043.73 |
| CR902 | 112+07.44 AD | 33.01'LT | 1043.11 |
| CR903 | 112+07.22 AD | 33.54'LT | 1043.12 |
| CR904 | 112+05.33 AD | 38.28'LT | 1043.47 |
| CR905 | 112+02.76 AD | 45.40'LT | 1043.59 |
| CR906 | 111+97.82 AD | 42.20'LT | 1043.66 |
| CR907 | 112+00.05 AD | 34.82'LT | 1043.54 |
| CR908 | 112+01.83 AD | 29.85'LT | 1043.19 |
| CR909 | 112+01.99 AD | 29.39'LT | 1043.18 |
| CR910 | 111+94.44 AD | 31.96'LT | 1043.94 |
| CR911 | 111+92.62 AD | 39.57'LT | 1044.06 |

| CR-10 POINTS | | | |
|---|---|---|---|
| POINT NO. | ANTON DRIVE (AD) | | |
| | STATION | OFFSET | ELEV. |
| CR1000 | 112+09.18 AD | 11.11'LT | 1043.44 |
| CR1001 | 112+09.52 AD | 10.40'LT | 1043.45 |
| CR1002 | 112+11.63 AD | 6.59'LT | 1043.50 |
| CR1003 | 112+11.18 AD | 3.58'LT | 1043.29 |
| CR1004 | 112+11.01 AD | 2.00'LT | 1043.27 |
| CR1005 | 112+20.83 AD | 2.00'LT | 1043.14 |
| CR1006 | 112+20.83 AD | 2.50'LT | 1043.14 |
| CR1007 | 112+21.20 AD | 9.19'LT | 1043.42 |
| CR1008 | 112+16.99 AD | 15.77'LT | 1043.34 |
| CR1009 | 112+16.75 AD | 16.18'LT | 1043.33 |

| CR-11 POINTS | | | |
|---|---|---|---|
| POINT NO. | ANTON DRIVE (AD) | | |
| | STATION | OFFSET | ELEV. |
| CR1100 | 111+86.11 AD | 22.39'RT | 1044.09 |
| CR1101 | 111+85.00 AD | 30.31'RT | 1044.21 |
| CR1102 | 111+94.64 AD | 31.43'RT | 1043.83 |
| CR1103 | 111+96.18 AD | 23.51'RT | 1043.71 |
| CR1104 | 112+08.06 AD | 18.59'RT | 1042.98 |
| CR1105 | 112+08.00 AD | 19.08'RT | 1042.99 |
| CR1106 | 112+06.63 AD | 24.50'RT | 1043.33 |
| CR1107 | 112+05.27 AD | 32.44'RT | 1043.45 |
| CR1108 | 112+16.09 AD | 33.30'RT | 1043.33 |
| CR1109 | 112+17.24 AD | 25.34'RT | 1043.21 |
| CR1110 | 112+17.86 AD | 20.19'RT | 1042.88 |
| CR1111 | 112+17.95 AD | 19.37'RT | 1042.86 |
| CR1112 | 112+27.97 AD | 26.03'RT | 1043.47 |
| CR1113 | 112+27.05 AD | 34.00'RT | 1043.59 |




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CONSTRUCTION DETAILS - CURB RAMPS | SHEET | E |
|---|---|---|---|---|---|



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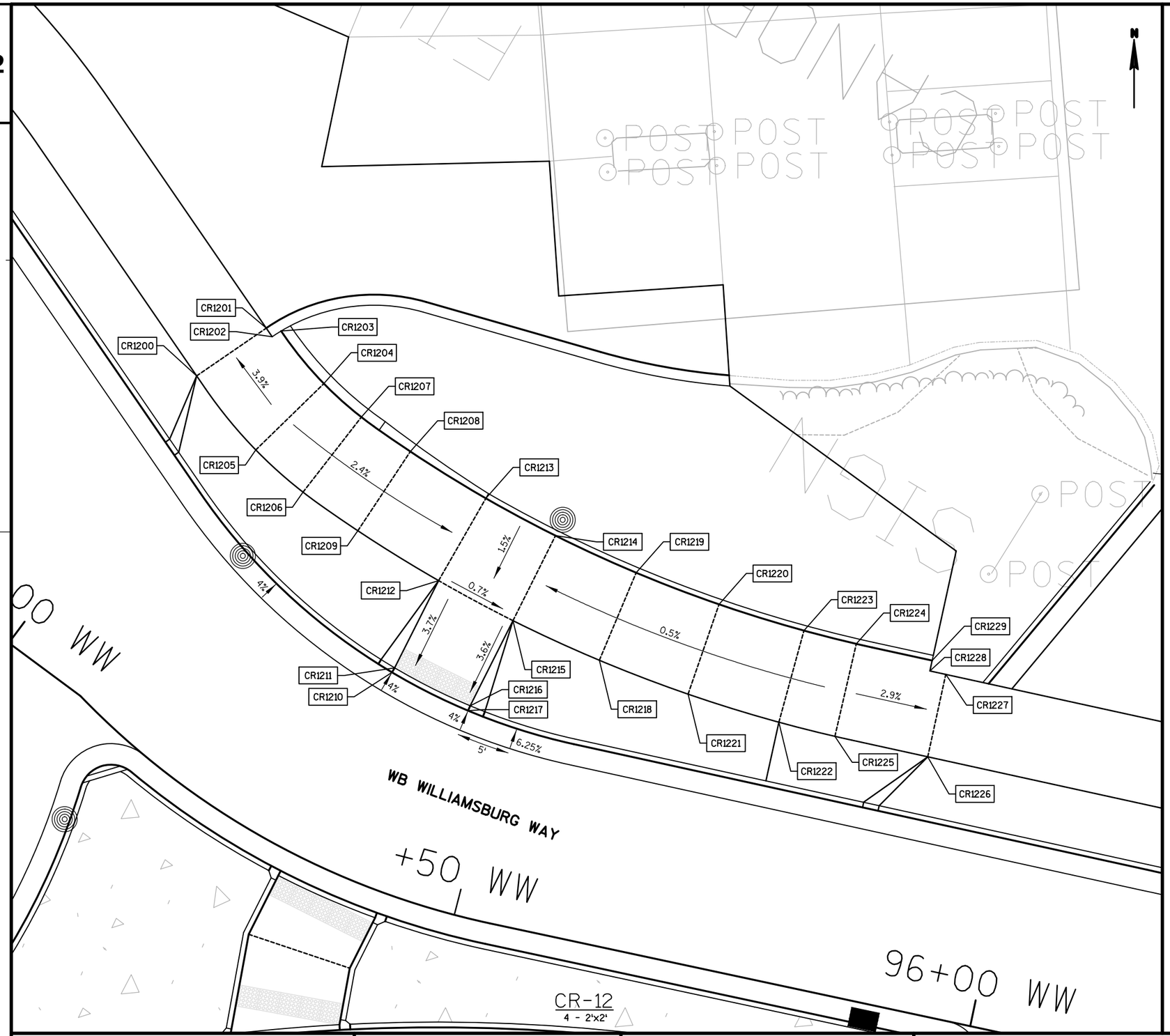
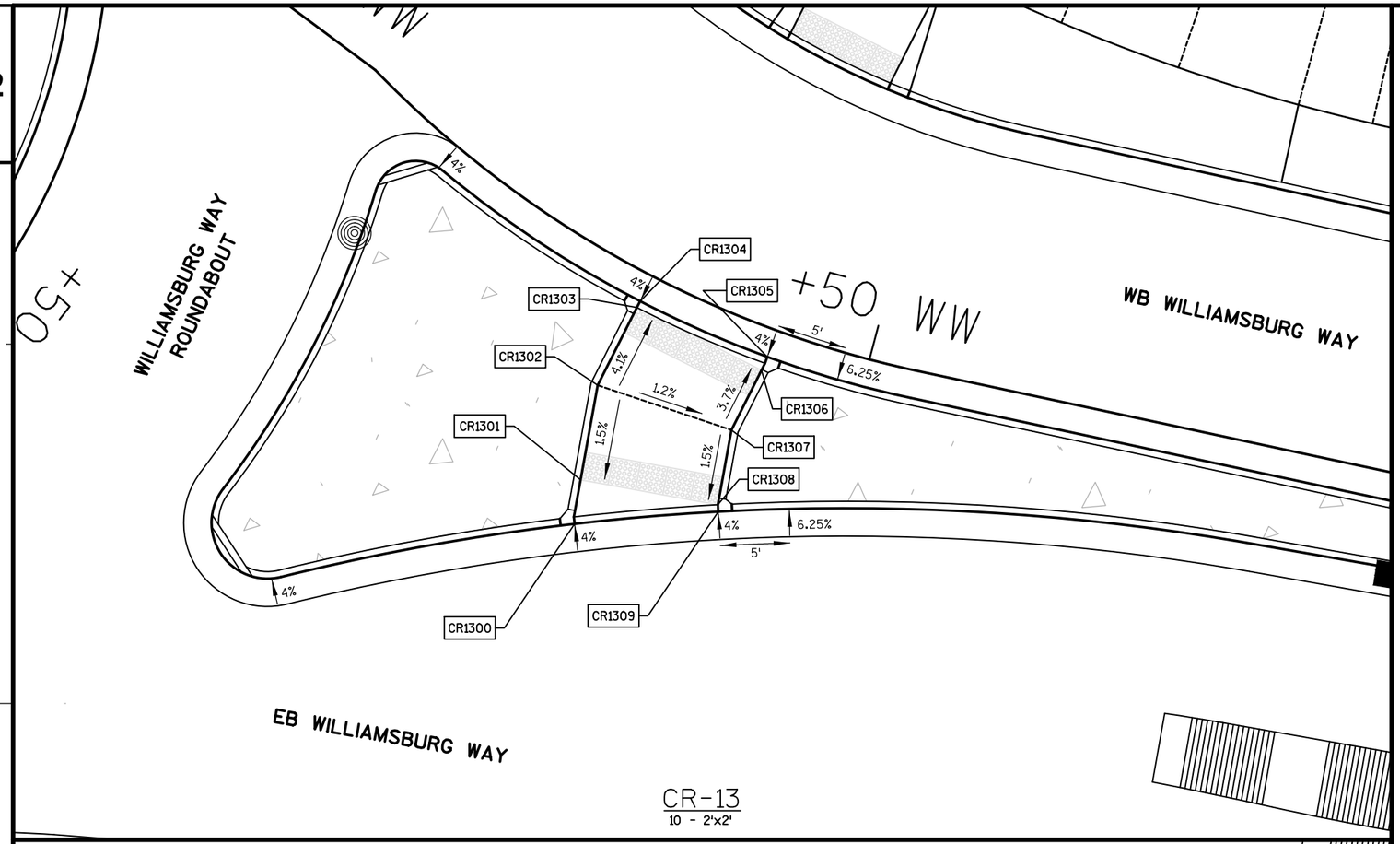


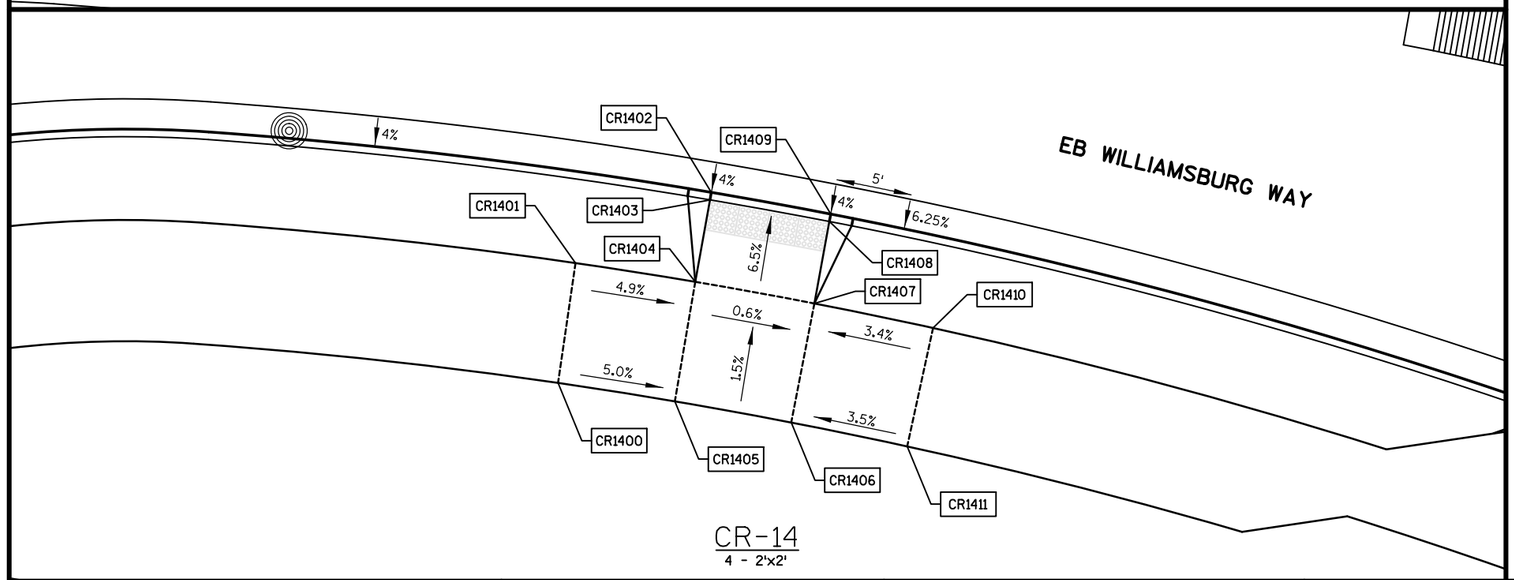

| CR-12 POINTS | | | |
|---|---|---|---|
| POINT NO. | WILLIAMSBURG WAY (WW) | | |
| | STATION | OFFSET | ELEV. |
| CR1200 | 94+99.20 WW | 30.92'LT | 1042.45 |
| CR1201 | 95+01.79 WW | 38.48'LT | 1042.57 |
| CR1202 | 95+02.74 WW | 38.16'LT | 1042.61 |
| CR1203 | 95+03.09 WW | 39.10'LT | 1042.63 |
| CR1204 | 95+08.45 WW | 37.52'LT | 1042.94 |
| CR1205 | 95+07.89 WW | 28.62'LT | 1042.80 |
| CR1206 | 95+09.65 WW | 28.58'LT | 1042.66 |
| CR1207 | 95+08.45 WW | 37.50'LT | 1042.80 |
| CR1208 | 95+18.64 WW | 38.23'LT | 1042.64 |
| CR1209 | 95+19.85 WW | 29.25'LT | 1042.50 |
| CR1210 | 95+34.37 WW | 19.54'LT | 1041.95 |
| CR1211 | 95+34.42 WW | 20.04'LT | 1041.95 |
| CR1212 | 95+34.50 WW | 29.28'LT | 1042.29 |
| CR1213 | 95+35.61 WW | 38.26'LT | 1042.43 |
| CR1214 | 95+50.33 WW | 37.19'LT | 1042.37 |
| CR1215 | 95+47.32 WW | 28.35'LT | 1042.23 |
| CR1216 | 95+45.20 WW | 19.42'LT | 1041.91 |
| CR1217 | 95+45.15 WW | 18.93'LT | 1041.90 |
| CR1218 | 95+58.39 WW | 26.54'LT | 1042.28 |
| CR1219 | 95+60.06 WW | 35.39'LT | 1042.42 |
| CR1220 | 95+68.37 WW | 34.09'LT | 1042.46 |
| CR1221 | 95+67.28 WW | 25.16'LT | 1042.32 |
| CR1222 | 95+76.24 WW | 24.36'LT | 1042.37 |
| CR1223 | 95+76.75 WW | 33.35'LT | 1042.51 |
| CR1224 | 95+81.87 WW | 33.16'LT | 1042.53 |
| CR1225 | 95+81.72 WW | 24.16'LT | 1042.40 |
| CR1226 | 95+90.72 WW | 24.11'LT | 1042.14 |
| CR1227 | 95+90.76 WW | 32.11'LT | 1042.26 |
| CR1228 | 95+89.22 WW | 32.11'LT | 1042.30 |
| CR1229 | 95+89.23 WW | 33.11'LT | 1042.32 |

2

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CONSTRUCTION DETAILS - CURB RAMPS | SHEET 98 | E |
|---|---|---|---|---|---|




CR-13
10 - 2'x2'



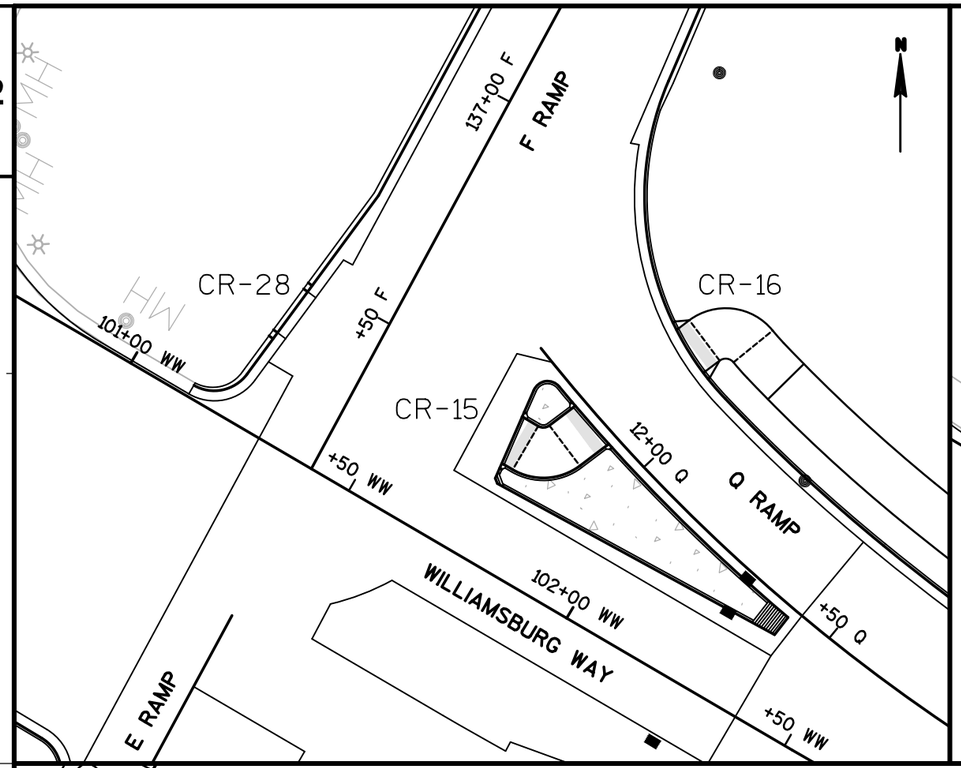

CR-14
4 - 2'x2'

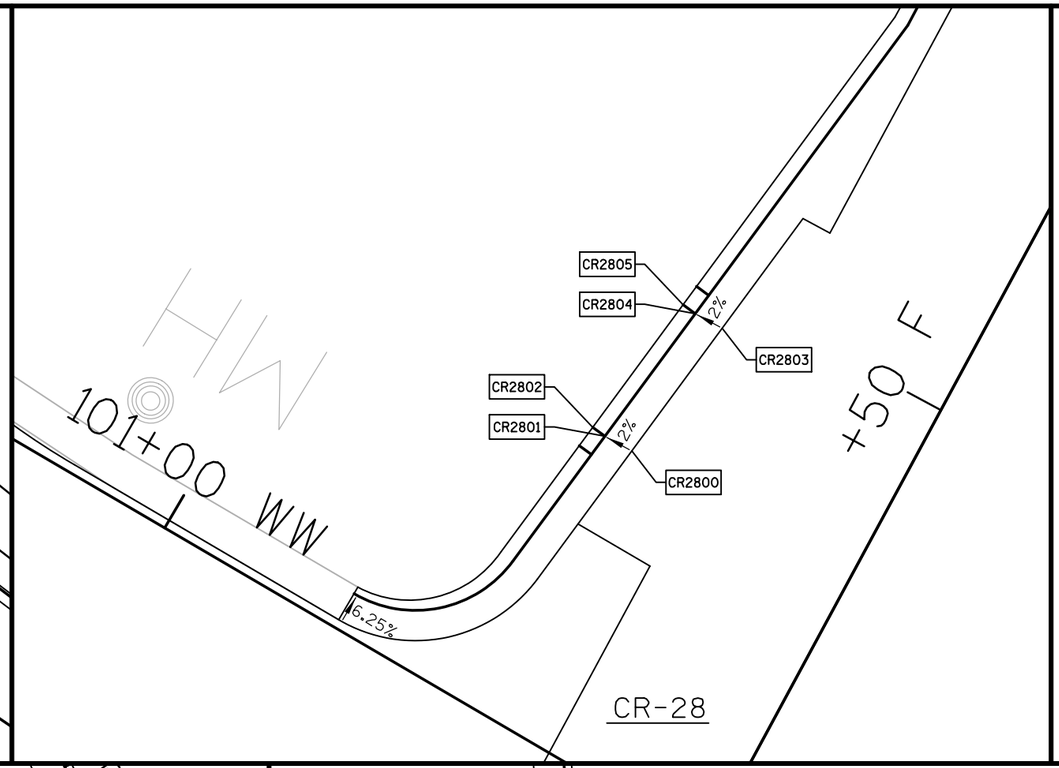
**CR-13 POINTS**

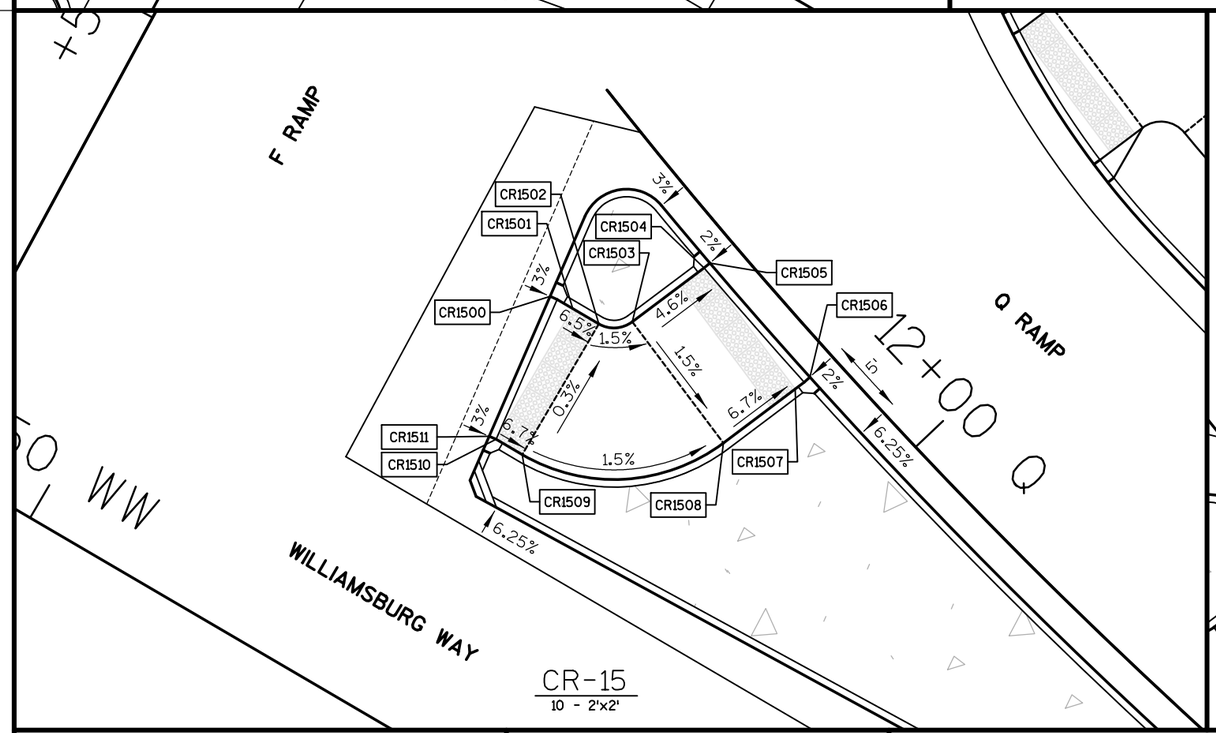
| POINT NO. | WILLIAMSBURG WAY (WW) | | |
|---|---|---|---|
| | STATION | OFFSET | ELEV. |
| CR1300 | 95+35.86 WW | 18.38'RT | 1042.24 |
| CR1301 | 95+35.05 WW | 15.35'RT | 1042.29 |
| CR1302 | 95+33.39 WW | 8.73'RT | 1042.39 |
| CR1303 | 95+33.34 WW | 2.50'RT | 1042.13 |
| CR1304 | 95+33.34 WW | 2.00'RT | 1042.13 |
| CR1305 | 95+43.04 WW | 2.00'RT | 1042.08 |
| CR1306 | 95+42.98 WW | 3.05'RT | 1042.09 |
| CR1307 | 95+42.47 WW | 7.81'RT | 1042.27 |
| CR1308 | 95+43.28 WW | 13.17'RT | 1042.19 |
| CR1309 | 95+43.44 WW | 13.63'RT | 1042.18 |

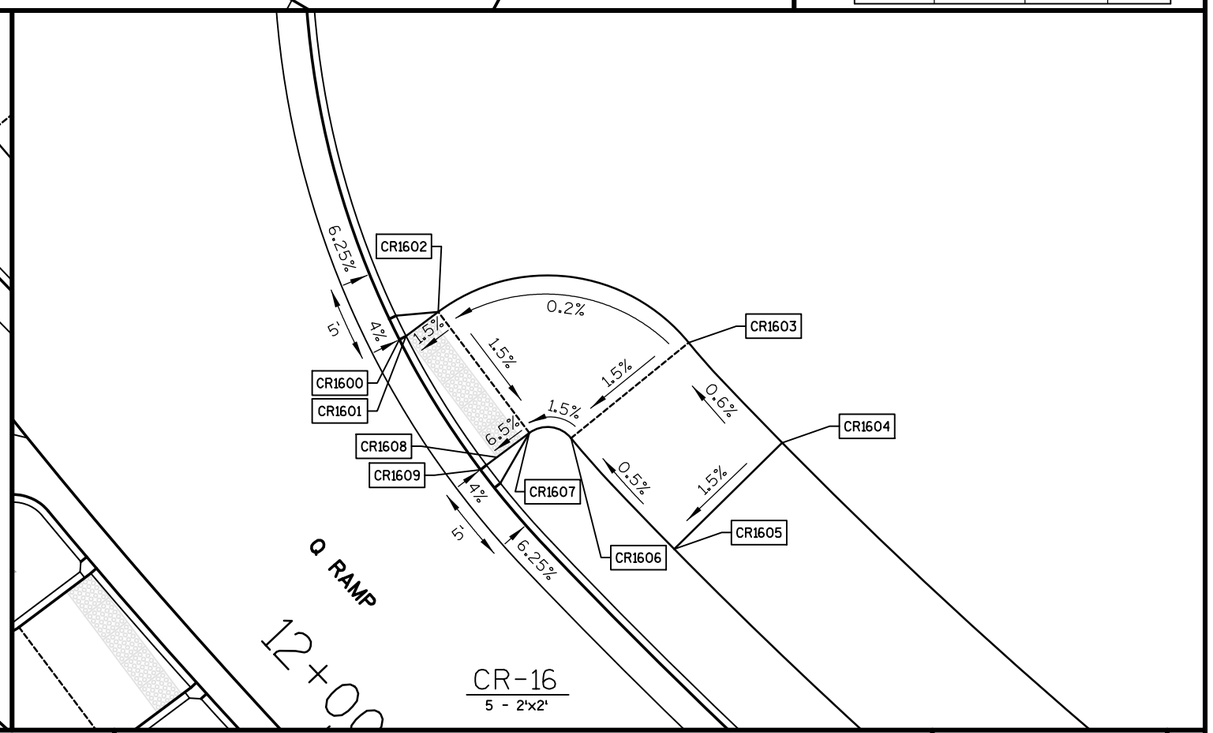
**CR-14 POINTS**

| POINT NO. | WILLIAMSBURG WAY (WW) | | |
|---|---|---|---|
| | STATION | OFFSET | ELEV. |
| CR1400 | 95+38.33 WW | 61.50'RT | 1042.99 |
| CR1401 | 95+37.10 WW | 53.80'RT | 1042.87 |
| CR1402 | 95+40.99 WW | 46.01'RT | 1042.11 |
| CR1403 | 95+41.05 WW | 46.50'RT | 1042.12 |
| CR1404 | 95+41.68 WW | 51.90'RT | 1042.48 |
| CR1405 | 95+42.56 WW | 59.75'RT | 1042.60 |
| CR1406 | 95+46.91 WW | 58.62'RT | 1042.55 |
| CR1407 | 95+46.40 WW | 50.66'RT | 1042.43 |
| CR1408 | 95+45.98 WW | 45.21'RT | 1042.08 |
| CR1409 | 95+45.94 WW | 44.71'RT | 1042.07 |
| CR1410 | 95+51.20 WW | 50.12'RT | 1042.70 |
| CR1411 | 95+51.32 WW | 58.11'RT | 1042.82 |




**CR-15 POINTS**

| POINT NO. | Q RAMP (Q) STATION | OFFSET | ELEV. |
|---|---|---|---|
| CR1500 | 11+76.95 Q | 11.49'RT | 1035.27 |
| CR1501 | 11+78.46 Q | 10.86'RT | 1035.29 |
| CR1502 | 11+80.29 Q | 10.19'RT | 1035.16 |
| CR1503 | 11+81.59 Q | 8.42'RT | 1035.13 |
| CR1504 | 11+81.95 Q | 2.50'RT | 1034.85 |
| CR1505 | 11+81.95 Q | 2.00'RT | 1034.85 |
| CR1506 | 11+91.91 Q | 2.00'RT | 1034.56 |
| CR1507 | 11+91.84 Q | 3.25'RT | 1034.58 |
| CR1508 | 11+91.33 Q | 9.16'RT | 1034.98 |
| CR1509 | 11+83.46 Q | 19.63'RT | 1035.19 |
| CR1510 | 11+81.67 Q | 20.29'RT | 1035.32 |
| CR1511 | 11+81.24 Q | 20.51'RT | 1035.31 |

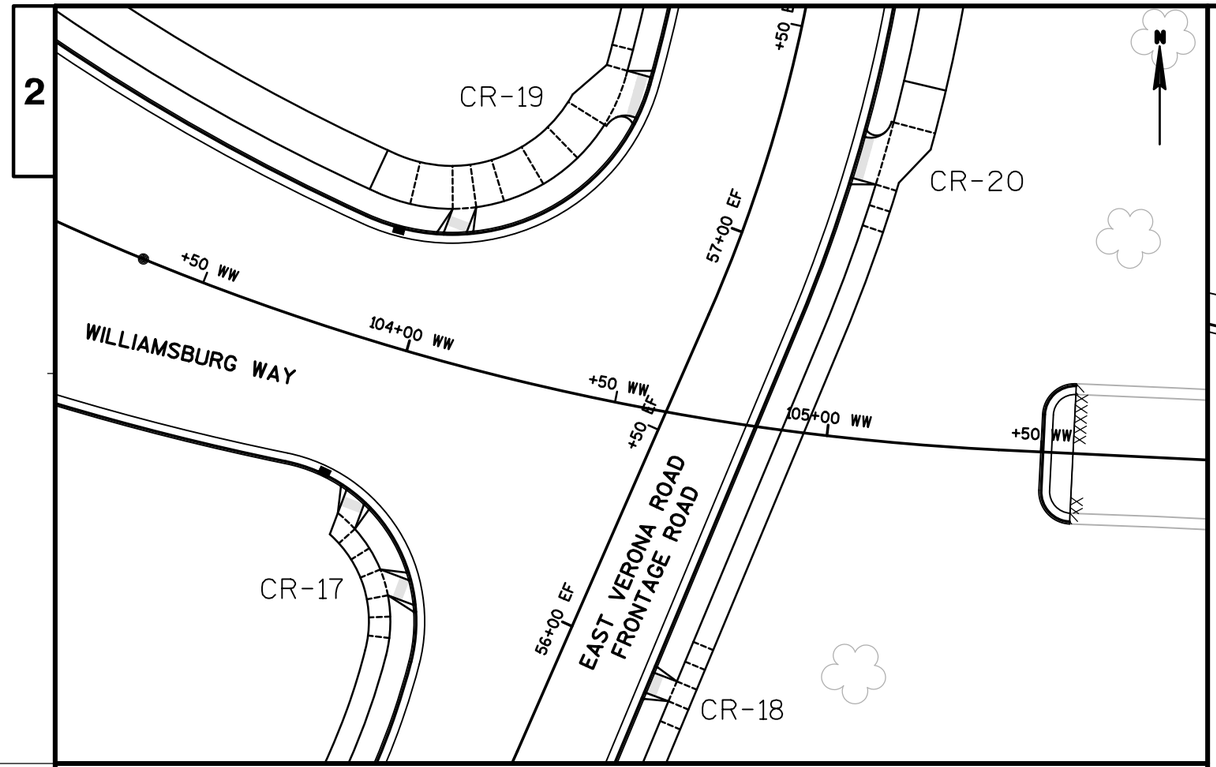
**CR-16 POINTS**

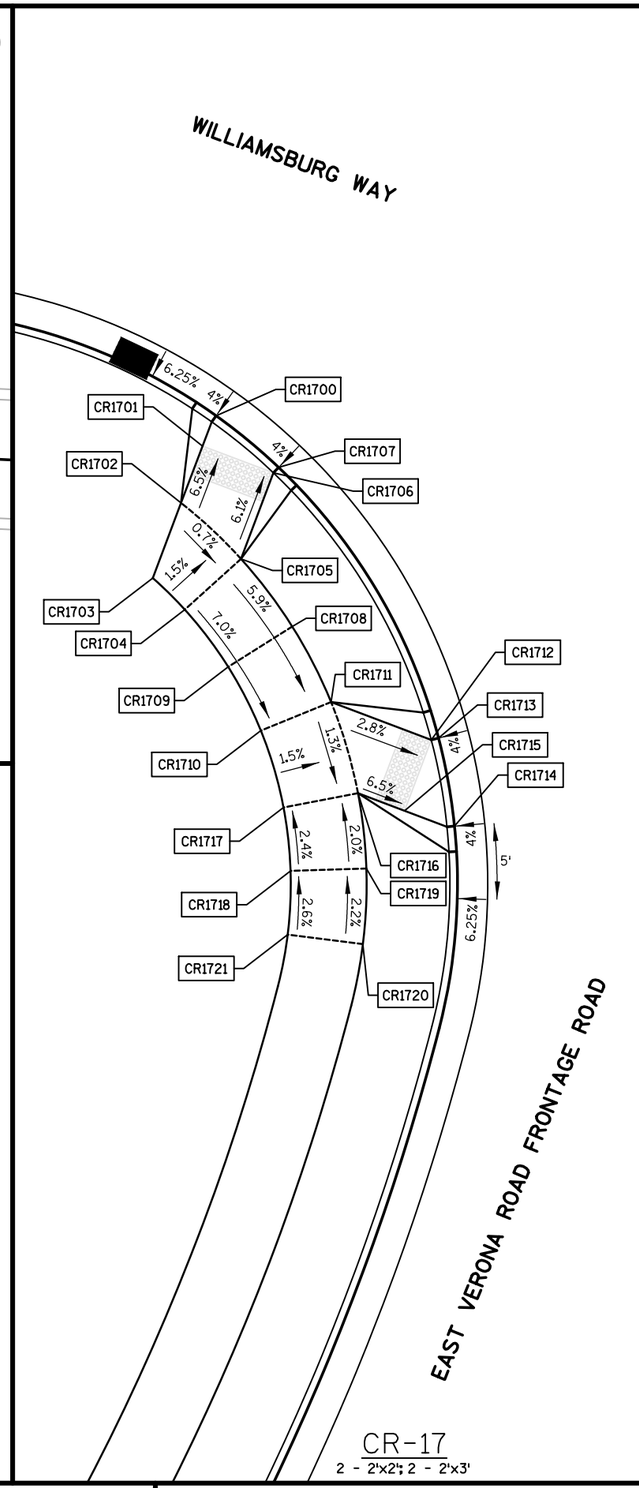
| POINT NO. | Q RAMP (Q) STATION | OFFSET | ELEV. |
|---|---|---|---|
| CR1600 | 11+83.52 Q | 23.01'LT | 1034.56 |
| CR1601 | 11+83.65 Q | 23.49'LT | 1034.57 |
| CR1602 | 11+83.84 Q | 26.15'LT | 1034.61 |
| CR1603 | 11+97.59 Q | 37.11'LT | 1034.66 |
| CR1604 | 12+07.67 Q | 37.00'LT | 1034.71 |
| CR1605 | 12+07.67 Q | 27.00'LT | 1034.56 |
| CR1606 | 11+96.86 Q | 27.13'LT | 1034.51 |
| CR1607 | 11+94.58 Q | 25.34'LT | 1034.46 |
| CR1608 | 11+94.30 Q | 22.69'LT | 1034.29 |
| CR1609 | 11+94.16 Q | 21.32'LT | 1034.27 |

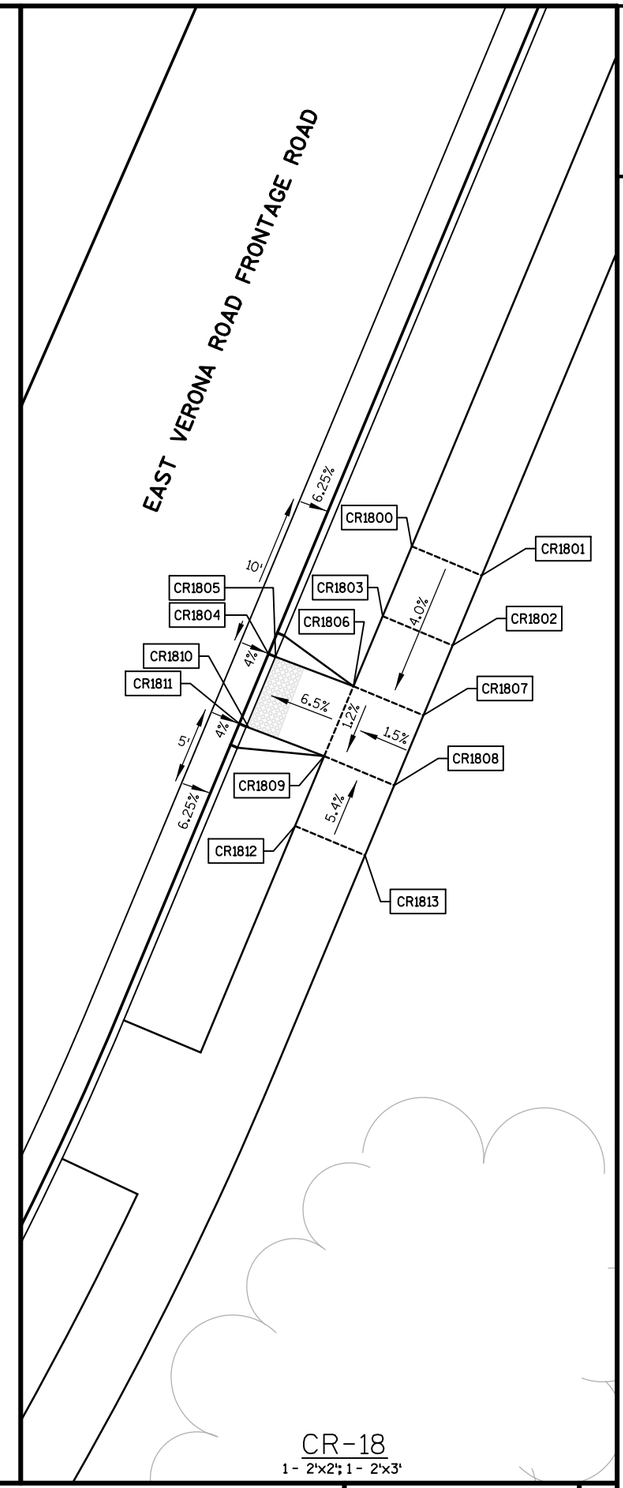
**CR-28 POINTS**

| POINT NO. | F RAMP (F) STATION | OFFSET | ELEV. |
|---|---|---|---|
| CR2800 | 136+37.94 F | 16.67'LT | 1036.78 |
| CR2801 | 136+37.94 F | 18.69'LT | 1036.74 |
| CR2802 | 136+38.07 F | 19.68'LT | 1036.75 |
| CR2803 | 136+47.89 F | 15.27'LT | 1036.66 |
| CR2804 | 136+47.89 F | 17.29'RT | 1036.62 |
| CR2805 | 136+48.03 F | 18.28'LT | 1036.63 |

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CONSTRUCTION DETAILS - CURB RAMPS | SHEET 100 | E |
|---|---|---|---|---|---|



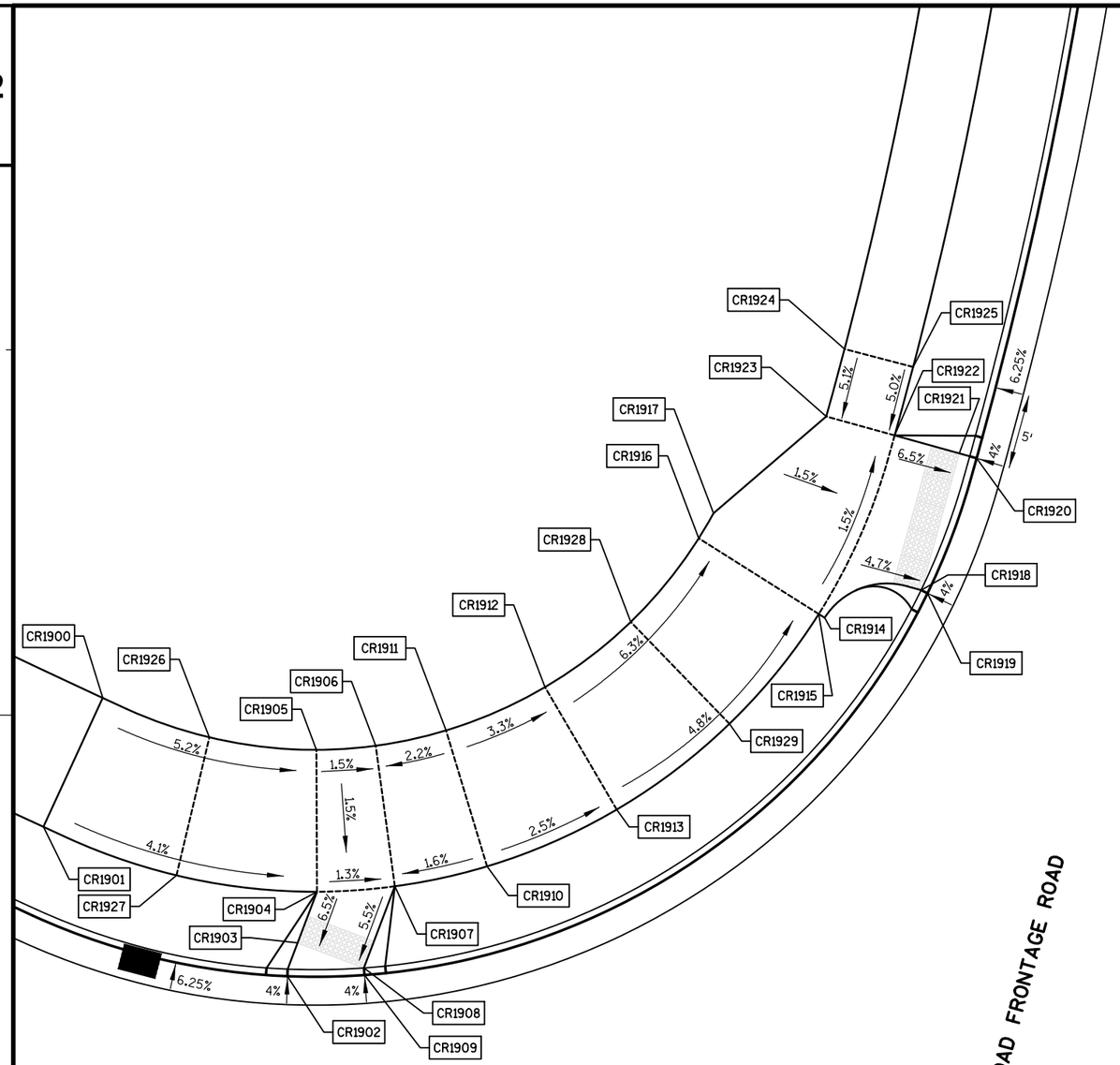




***CR-17 POINTS***

| POINT NO. | EAST VERONA ROAD FRONTAGE ROAD (EF) | | |
|---|---|---|---|
| | STATION | OFFSET | ELEV. |
| CR1700 | 56+08.41 EF | 60.77'LT | 1029.16 |
| CR1701 | 56+06.22 EF | 60.78'LT | 1029.19 |
| CR1702 | 56+02.21 EF | 60.57'LT | 1029.45 |
| CR1703 | 55+96.92 EF | 60.30'LT | 1029.53 |
| CR1704 | 55+95.86 EF | 57.52'LT | 1029.49 |
| CR1705 | 56+00.42 EF | 55.47'LT | 1029.41 |
| CR1706 | 56+06.48 EF | 55.79'LT | 1029.04 |
| CR1707 | 56+06.95 EF | 55.62'LT | 1029.03 |
| CR1708 | 55+97.69 EF | 50.58'LT | 1029.08 |
| CR1709 | 55+93.55 EF | 53.39'LT | 1029.16 |
| CR1710 | 55+90.56 EF | 49.72'LT | 1028.83 |
| CR1711 | 55+94.14 EF | 46.23'LT | 1028.75 |
| CR1712 | 55+94.51 EF | 39.17'LT | 1028.55 |
| CR1713 | 55+94.82 EF | 38.78'LT | 1028.55 |
| CR1714 | 55+89.92 EF | 35.48'LT | 1028.40 |
| CR1715 | 55+89.52 EF | 38.91'LT | 1028.46 |
| CR1716 | 55+89.35 EF | 42.19'LT | 1028.67 |
| CR1717 | 55+86.52 EF | 46.31'LT | 1028.75 |
| CR1718 | 55+82.87 EF | 44.20'LT | 1028.85 |
| CR1719 | 55+85.03 EF | 39.69'LT | 1028.77 |
| CR1720 | 55+80.36 EF | 37.89'LT | 1028.88 |
| CR1721 | 55+78.94 EF | 42.68'LT | 1028.96 |

***CR-18 POINTS***

| POINT NO. | EAST VERONA ROAD FRONTAGE ROAD (EF) | | |
|---|---|---|---|
| | STATION | OFFSET | ELEV. |
| CR1800 | 56+08.00 EF | 27.33'RT | 1028.07 |
| CR1801 | 56+08.09 EF | 32.33'RT | 1028.15 |
| CR1802 | 56+03.09 EF | 32.42'RT | 1027.95 |
| CR1803 | 56+03.00 EF | 27.42'RT | 1027.87 |
| CR1804 | 55+97.71 EF | 21.51'RT | 1027.30 |
| CR1805 | 55+97.72 EF | 22.01'RT | 1027.31 |
| CR1806 | 55+98.01 EF | 27.51'RT | 1027.67 |
| CR1807 | 55+98.09 EF | 32.51'RT | 1027.75 |
| CR1808 | 55+93.09 EF | 32.60'RT | 1027.69 |
| CR1809 | 55+93.00 EF | 27.60'RT | 1027.61 |
| CR1810 | 55+92.72 EF | 22.27'RT | 1027.26 |
| CR1811 | 55+92.71 EF | 21.60'RT | 1027.25 |
| CR1812 | 55+88.00 EF | 27.69'RT | 1027.88 |
| CR1813 | 55+88.09 EF | 32.68'RT | 1027.96 |

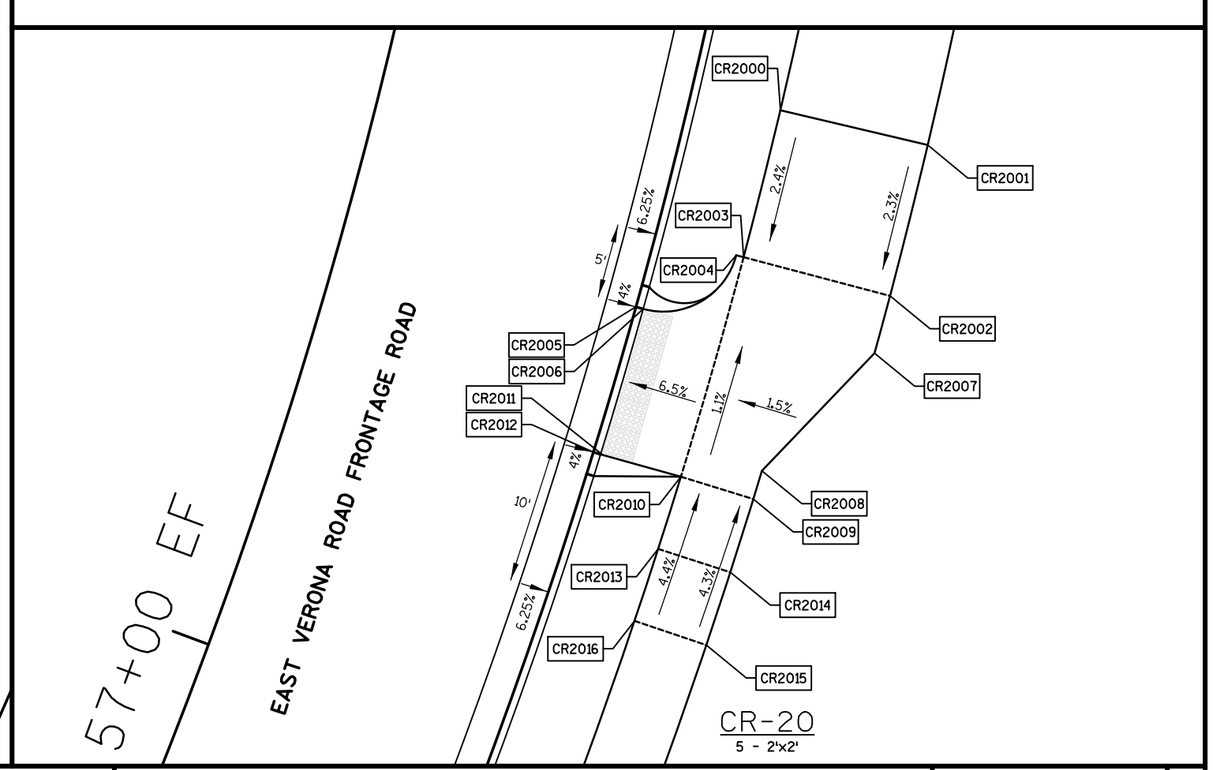



**CR-19 POINTS**

| POINT NO. | EAST VERONA ROAD FRONTAGE ROAD (EF) | | |
|---|---|---|---|
| | STATION | OFFSET | ELEV. |
| CR1900 | 56+85.91 EF | 83.80'LT | 1030.30 |
| CR1901 | 56+74.33 EF | 84.03'LT | 1030.15 |
| CR1902 | 56+71.59 EF | 64.05'LT | 1029.04 |
| CR1903 | 56+74.03 EF | 64.33'LT | 1029.08 |
| CR1904 | 56+77.88 EF | 64.53'LT | 1029.33 |
| CR1905 | 56+88.90 EF | 68.47'LT | 1029.48 |
| CR1906 | 56+91.16 EF | 64.70'LT | 1029.41 |
| CR1907 | 56+80.67 EF | 59.66'LT | 1029.26 |
| CR1908 | 56+74.29 EF | 59.34'LT | 1028.93 |
| CR1909 | 56+73.85 EF | 59.11'LT | 1028.92 |
| CR1910 | 56+85.26 EF | 54.22'LT | 1029.37 |
| CR1911 | 56+94.58 EF | 60.48'LT | 1029.52 |
| CR1912 | 57+00.93 EF | 55.04'LT | 1029.27 |
| CR1913 | 56+93.59 EF | 47.25'LT | 1029.12 |
| CR1914 | 57+13.69 EF | 38.00'LT | 1028.15 |
| CR1915 | 57+13.83 EF | 38.49'LT | 1028.16 |
| CR1916 | 57+16.68 EF | 48.17'LT | 1028.31 |
| CR1917 | 57+18.98 EF | 47.71'LT | 1028.27 |
| CR1918 | 57+18.06 EF | 32.12'LT | 1027.84 |
| CR1919 | 57+17.97 EF | 31.62'LT | 1027.83 |
| CR1920 | 57+29.06 EF | 31.00'LT | 1027.62 |
| CR1921 | 57+29.06 EF | 32.27'LT | 1027.64 |
| CR1922 | 57+29.06 EF | 37.00'LT | 1027.95 |
| CR1923 | 57+29.06 EF | 42.00'LT | 1028.03 |
| CR1924 | 57+34.65 EF | 42.00'LT | 1028.28 |
| CR1925 | 57+34.65 EF | 37.00'LT | 1028.20 |
| CR1926 | 56+86.32 EF | 75.79'LT | 1029.89 |
| CR1927 | 56+74.96 EF | 74.07'LT | 1029.74 |
| CR1928 | 57+08.41 EF | 50.87'LT | 1028.79 |
| CR1929 | 57+03.26 EF | 41.93'LT | 1028.64 |

**CR-20 POINTS**

| POINT NO. | EAST VERONA ROAD FRONTAGE ROAD (EF) | | |
|---|---|---|---|
| | STATION | OFFSET | ELEV. |
| CR2000 | 57+43.09 EF | 26.00'RT | 1027.23 |
| CR2001 | 57+43.09 EF | 36.00'RT | 1027.38 |
| CR2002 | 57+33.78 EF | 36.00'RT | 1027.14 |
| CR2003 | 57+33.78 EF | 26.00'RT | 1026.99 |
| CR2004 | 57+33.78 EF | 25.50'RT | 1026.98 |
| CR2005 | 57+29.06 EF | 20.00'RT | 1026.69 |
| CR2006 | 57+29.06 EF | 20.50'RT | 1026.69 |
| CR2007 | 57+30.23 EF | 36.00'RT | 1027.19 |
| CR2008 | 57+21.54 EF | 31.00'RT | 1027.21 |
| CR2009 | 57+19.75 EF | 31.00'RT | 1027.24 |
| CR2010 | 57+19.75 EF | 26.00'RT | 1027.16 |
| CR2011 | 57+19.61 EF | 20.63'RT | 1026.81 |
| CR2012 | 57+19.61 EF | 20.00'RT | 1026.80 |
| CR2013 | 57+15.09 EF | 26.00'RT | 1027.38 |
| CR2014 | 57+15.09 EF | 31.00'RT | 1027.46 |
| CR2015 | 57+10.44 EF | 31.00'RT | 1027.68 |
| CR2016 | 57+10.44 EF | 26.00'RT | 1027.60 |



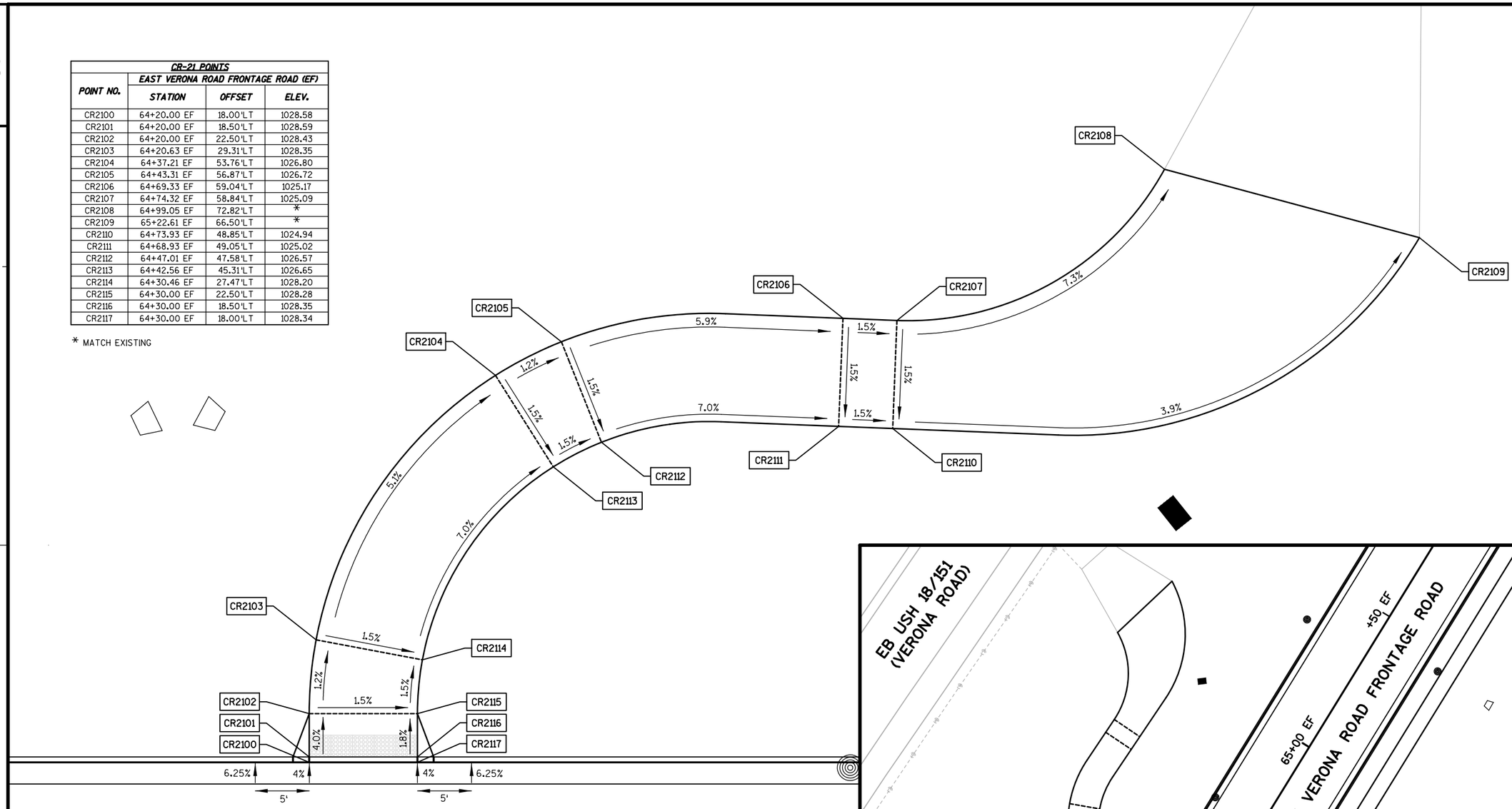

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CONSTRUCTION DETAILS - CURB RAMPS | SHEET | E |
|---|---|---|---|---|---|

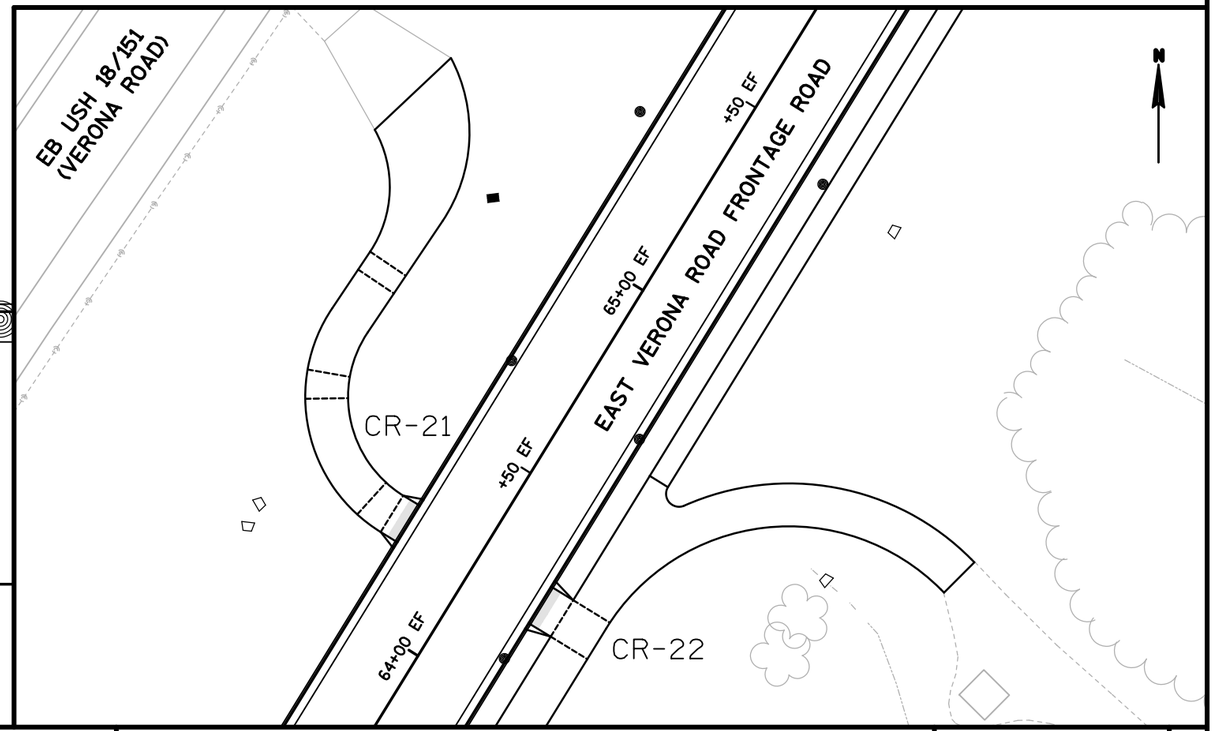


FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\021087_cd_Curb Ramps.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

| CR-21 POINTS | | | |
|---|---|---|---|
| POINT NO. | EAST VERONA ROAD FRONTAGE ROAD (EF) | | |
| | STATION | OFFSET | ELEV. |
| CR2100 | 64+20.00 EF | 18.00'LT | 1028.58 |
| CR2101 | 64+20.00 EF | 18.50'LT | 1028.59 |
| CR2102 | 64+20.00 EF | 22.50'LT | 1028.43 |
| CR2103 | 64+20.63 EF | 29.31'LT | 1028.35 |
| CR2104 | 64+37.21 EF | 53.76'LT | 1026.80 |
| CR2105 | 64+43.31 EF | 56.87'LT | 1026.72 |
| CR2106 | 64+69.33 EF | 59.04'LT | 1025.17 |
| CR2107 | 64+74.32 EF | 58.84'LT | 1025.09 |
| CR2108 | 64+99.05 EF | 72.82'LT | * |
| CR2109 | 65+22.61 EF | 66.50'LT | * |
| CR2110 | 64+73.93 EF | 48.85'LT | 1024.94 |
| CR2111 | 64+68.93 EF | 49.05'LT | 1025.02 |
| CR2112 | 64+47.01 EF | 47.58'LT | 1026.57 |
| CR2113 | 64+42.56 EF | 45.31'LT | 1026.65 |
| CR2114 | 64+30.46 EF | 27.47'LT | 1028.20 |
| CR2115 | 64+30.00 EF | 22.50'LT | 1028.28 |
| CR2116 | 64+30.00 EF | 18.50'LT | 1028.35 |
| CR2117 | 64+30.00 EF | 18.00'LT | 1028.34 |

* MATCH EXISTING



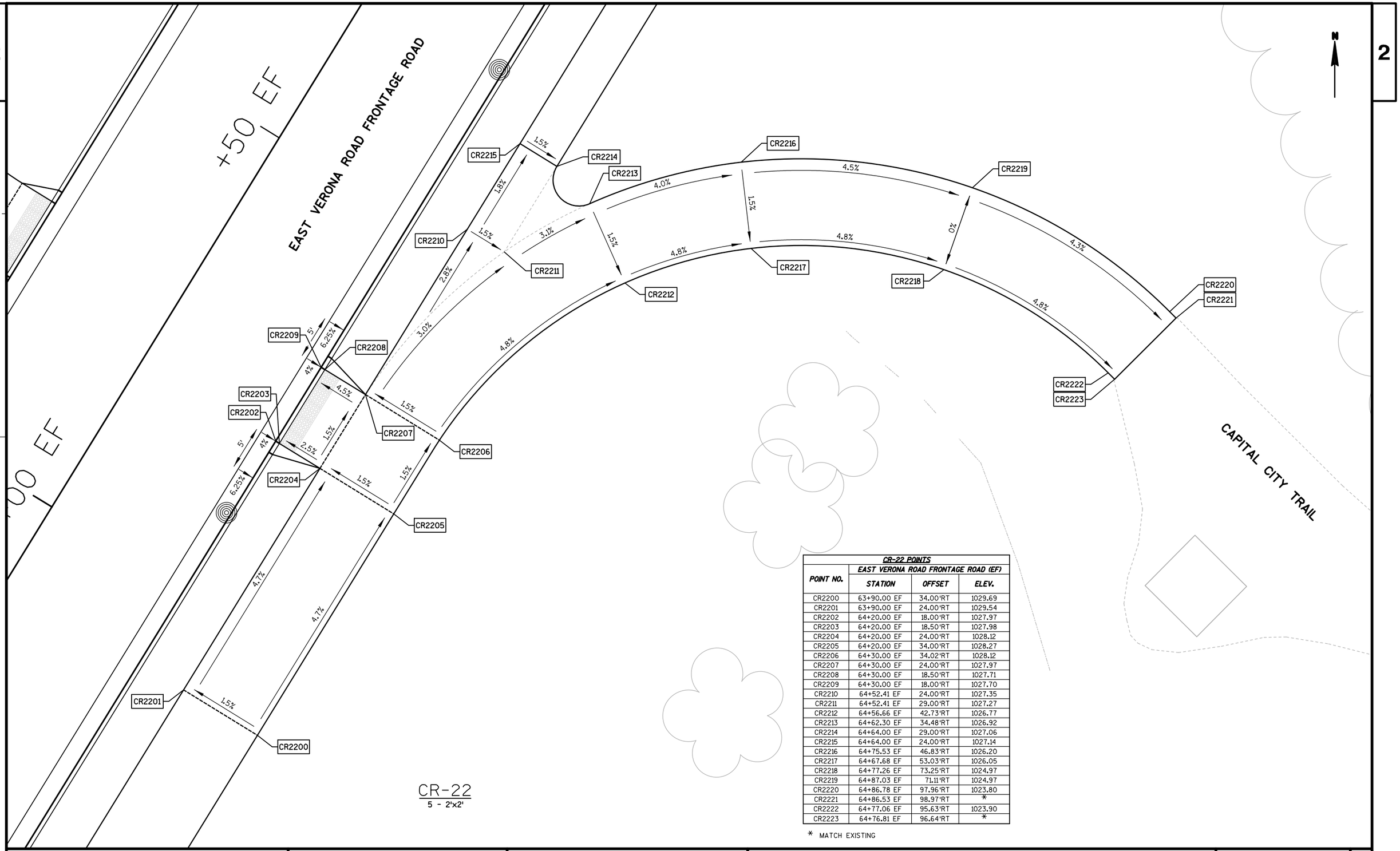




64+00 EF +50 EF

EAST VERONA ROAD FRONTAGE ROAD

CR-21
5 - 2'x2'

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CONSTRUCTION DETAILS - CURB RAMPS | SHEET 103 | E |
|---|---|---|---|---|---|

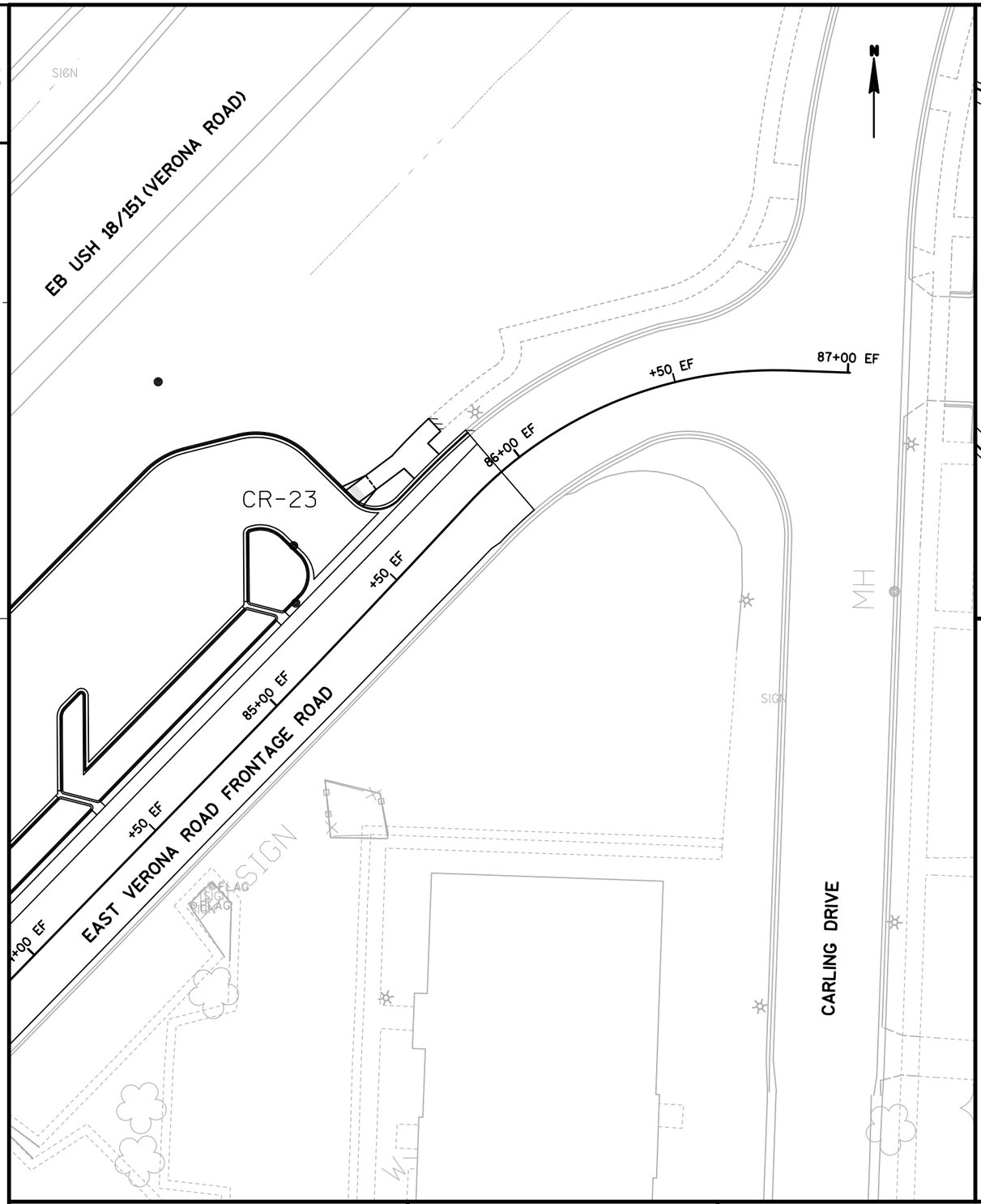


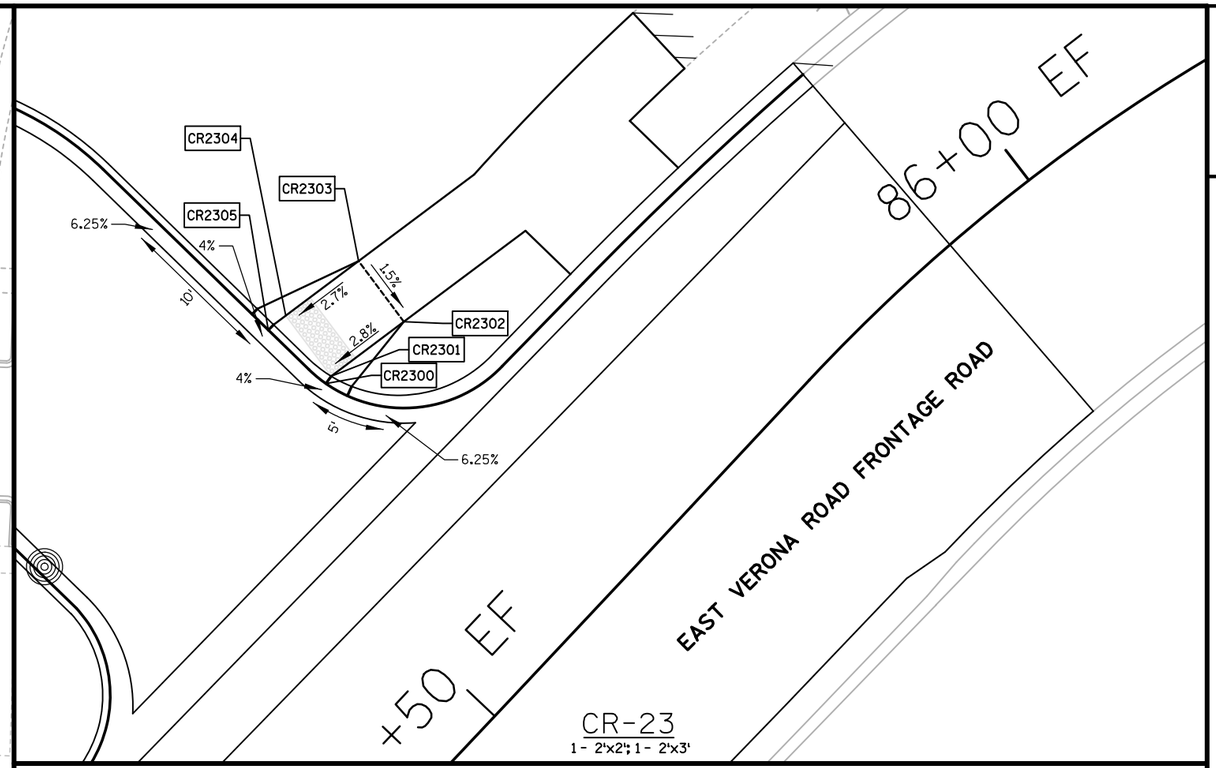

CR-22
5 - 2'x2'

| CR-22 POINTS | | | |
|---|---|---|---|
| POINT NO. | EAST VERONA ROAD FRONTAGE ROAD (EF) | | |
| | STATION | OFFSET | ELEV. |
| CR2200 | 63+90.00 EF | 34.00'RT | 1029.69 |
| CR2201 | 63+90.00 EF | 24.00'RT | 1029.54 |
| CR2202 | 64+20.00 EF | 18.00'RT | 1027.97 |
| CR2203 | 64+20.00 EF | 18.50'RT | 1027.98 |
| CR2204 | 64+20.00 EF | 24.00'RT | 1028.12 |
| CR2205 | 64+20.00 EF | 34.00'RT | 1028.27 |
| CR2206 | 64+30.00 EF | 34.02'RT | 1028.12 |
| CR2207 | 64+30.00 EF | 24.00'RT | 1027.97 |
| CR2208 | 64+30.00 EF | 18.50'RT | 1027.71 |
| CR2209 | 64+30.00 EF | 18.00'RT | 1027.70 |
| CR2210 | 64+52.41 EF | 24.00'RT | 1027.35 |
| CR2211 | 64+52.41 EF | 29.00'RT | 1027.27 |
| CR2212 | 64+56.66 EF | 42.73'RT | 1026.77 |
| CR2213 | 64+62.30 EF | 34.48'RT | 1026.92 |
| CR2214 | 64+64.00 EF | 29.00'RT | 1027.06 |
| CR2215 | 64+64.00 EF | 24.00'RT | 1027.14 |
| CR2216 | 64+75.53 EF | 46.83'RT | 1026.20 |
| CR2217 | 64+67.68 EF | 53.03'RT | 1026.05 |
| CR2218 | 64+77.26 EF | 73.25'RT | 1024.97 |
| CR2219 | 64+87.03 EF | 71.11'RT | 1024.97 |
| CR2220 | 64+86.78 EF | 97.96'RT | 1023.80 |
| CR2221 | 64+86.53 EF | 98.97'RT | * |
| CR2222 | 64+77.06 EF | 95.63'RT | 1023.90 |
| CR2223 | 64+76.81 EF | 96.64'RT | * |

* MATCH EXISTING

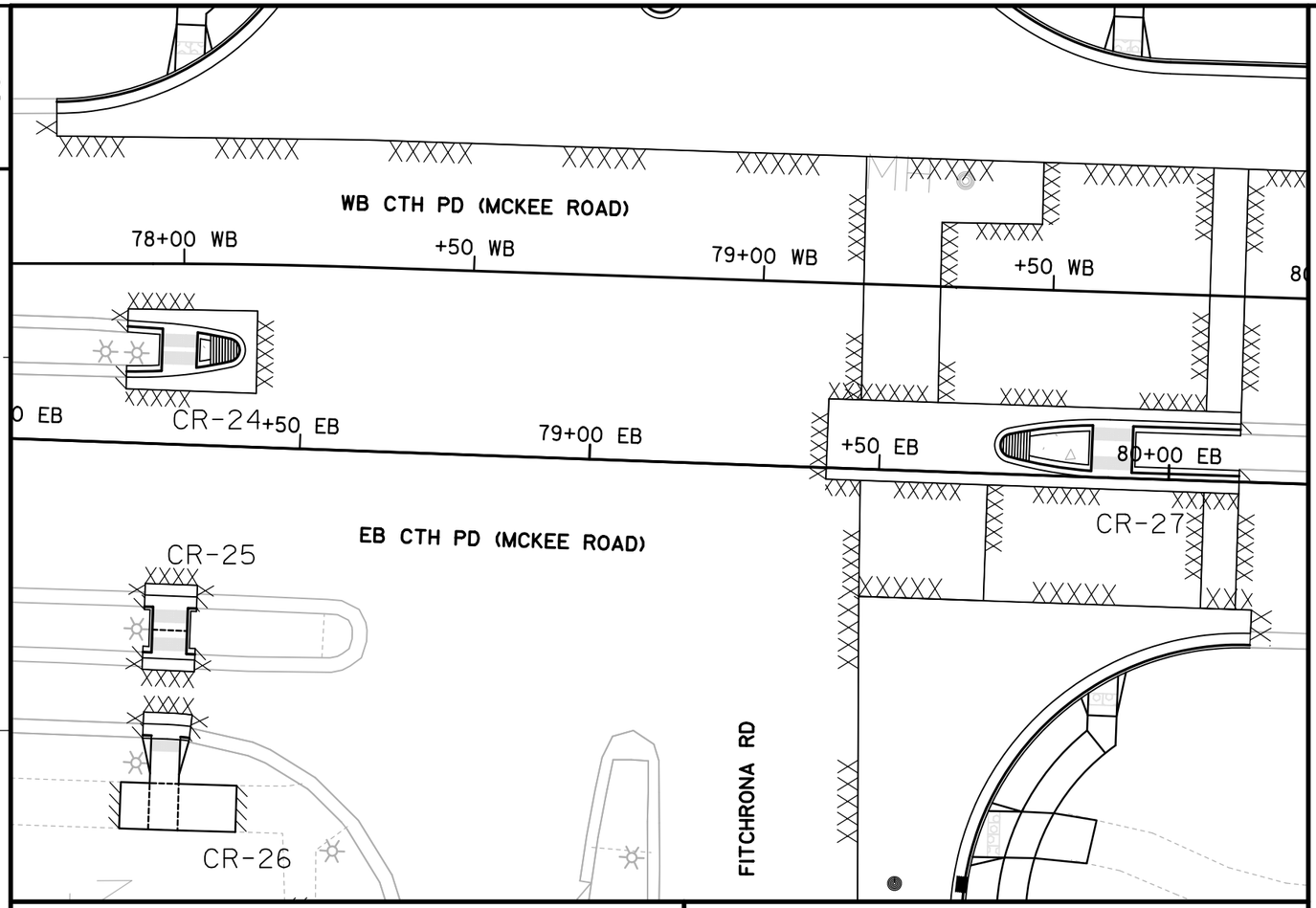
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CONSTRUCTION DETAILS - CURB RAMPS | SHEET 104 | E |
|---|---|---|---|---|---|




| CR-23 POINTS | | | |
|---|---|---|---|
| POINT NO. | EAST VERONA ROAD FRONTAGE ROAD (EF) | | |
| | STATION | OFFSET | ELEV. |
| CR2300 | 85+58.38 EF | 23.15'LT | 1031.35 |
| CR2301 | 85+58.97 EF | 23.24'LT | 1031.36 |
| CR2302 | 85+64.91 EF | 22.19'LT | 1031.53 |
| CR2303 | 85+65.80 EF | 27.11'LT | 1031.61 |
| CR2304 | 85+59.85 EF | 28.16'LT | 1031.45 |
| CR2305 | 85+58.36 EF | 28.34'LT | 1031.43 |

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CONSTRUCTION DETAILS - CURB RAMPS | SHEET 105 | E |
|---|---|---|---|---|---|



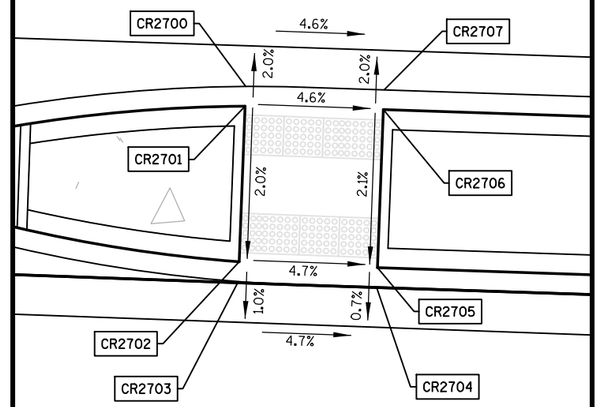

| CR-24 POINTS | | | |
|---|---|---|---|
| POINT NO. | EB CTH PD (MCKEE ROAD) STATION | OFFSET | ELEV. |
| CR2400 | 78+25.70 EB | 20.86'LT | 1060.19 |
| CR2401 | 78+25.70 EB | 19.86'LT | 1060.15 |
| CR2402 | 78+25.70 EB | 12.60'LT | 1060.52 |
| CR2403 | 78+25.70 EB | 11.59'LT | 1060.56 |
| CR2404 | 78+31.70 EB | 20.43'LT | 1060.07 |
| CR2405 | 78+31.70 EB | 19.43'LT | 1060.03 |
| CR2406 | 78+31.70 EB | 13.39'LT | 1060.14 |
| CR2407 | 78+31.70 EB | 12.38'LT | 1060.18 |

| CR-25 POINTS | | | |
|---|---|---|---|
| POINT NO. | EB CTH PD (MCKEE ROAD) STATION | OFFSET | ELEV. |
| CR2500 | 78+25.70 EB | 36.00'RT | 1059.84 |
| CR2501 | 78+25.70 EB | 35.50'RT | 1059.88 |
| CR2502 | 78+25.70 EB | 32.08'RT | 1059.95 |
| CR2503 | 78+25.70 EB | 28.67'RT | 1059.90 |
| CR2504 | 78+25.70 EB | 28.16'RT | 1059.89 |
| CR2505 | 78+31.70 EB | 28.17'RT | 1059.72 |
| CR2506 | 78+31.70 EB | 28.67'RT | 1059.74 |
| CR2507 | 78+31.70 EB | 32.11'RT | 1059.86 |
| CR2508 | 78+31.70 EB | 35.50'RT | 1059.69 |
| CR2509 | 78+31.70 EB | 36.06'RT | 1059.66 |

| CR-26 POINTS | | | |
|---|---|---|---|
| POINT NO. | EB CTH PD (MCKEE ROAD) STATION | OFFSET | ELEV. |
| CR2600 | 78+21.20 EB | 58.56'RT | * |
| CR2601 | 78+21.18 EB | 66.56'RT | * |
| CR2602 | 78+26.18 EB | 66.57'RT | 1059.00 |
| CR2603 | 78+26.20 EB | 58.57'RT | 1058.88 |
| CR2604 | 78+26.20 EB | 50.84'RT | 1059.42 |
| CR2605 | 78+26.20 EB | 50.34'RT | 1059.40 |
| CR2606 | 78+31.23 EB | 50.41'RT | 1059.22 |
| CR2607 | 78+31.20 EB | 50.91'RT | 1059.24 |
| CR2608 | 78+31.20 EB | 58.53'RT | 1058.80 |
| CR2609 | 78+31.26 EB | 66.53'RT | 1058.92 |
| CR2610 | 78+41.26 EB | 66.46'RT | * |
| CR2611 | 78+41.20 EB | 58.46'RT | * |

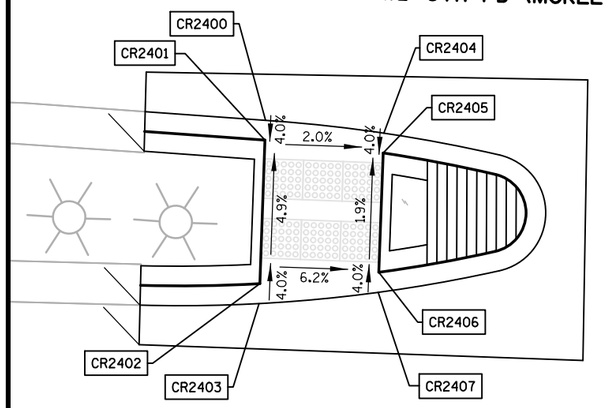
* MATCH EXISTING

| CR-27 POINTS | | | |
|---|---|---|---|
| POINT NO. | EB CTH PD (MCKEE ROAD) STATION | OFFSET | ELEV. |
| CR2700 | 79+86.60 EB | 9.94'LT | 1054.50 |
| CR2701 | 79+86.60 EB | 8.93'LT | 1054.52 |
| CR2702 | 79+86.58 EB | 1.06'LT | 1054.36 |
| CR2703 | 79+86.58 EB | 0.06'LT | 1054.35 |
| CR2704 | 79+93.58 EB | 0.00'RT | 1054.02 |
| CR2705 | 79+93.58 EB | 1.00'LT | 1054.03 |
| CR2706 | 79+93.62 EB | 9.00'LT | 1054.20 |
| CR2707 | 79+93.63 EB | 10.00'LT | 1054.18 |



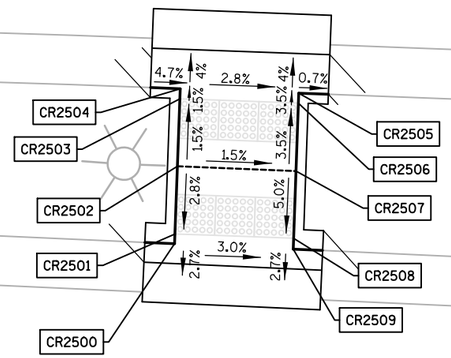

CR-27

4 - 2'x2'; 2 - 2'x3'



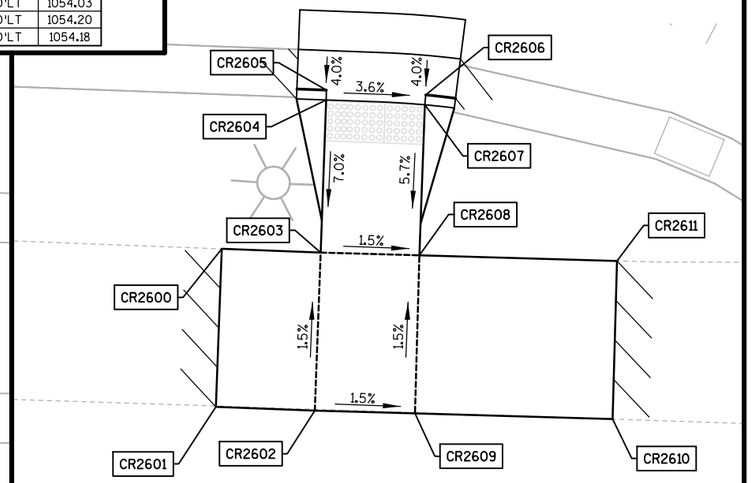

CR-24

6 - 2'x2'




CR-25

6 - 2'x2'



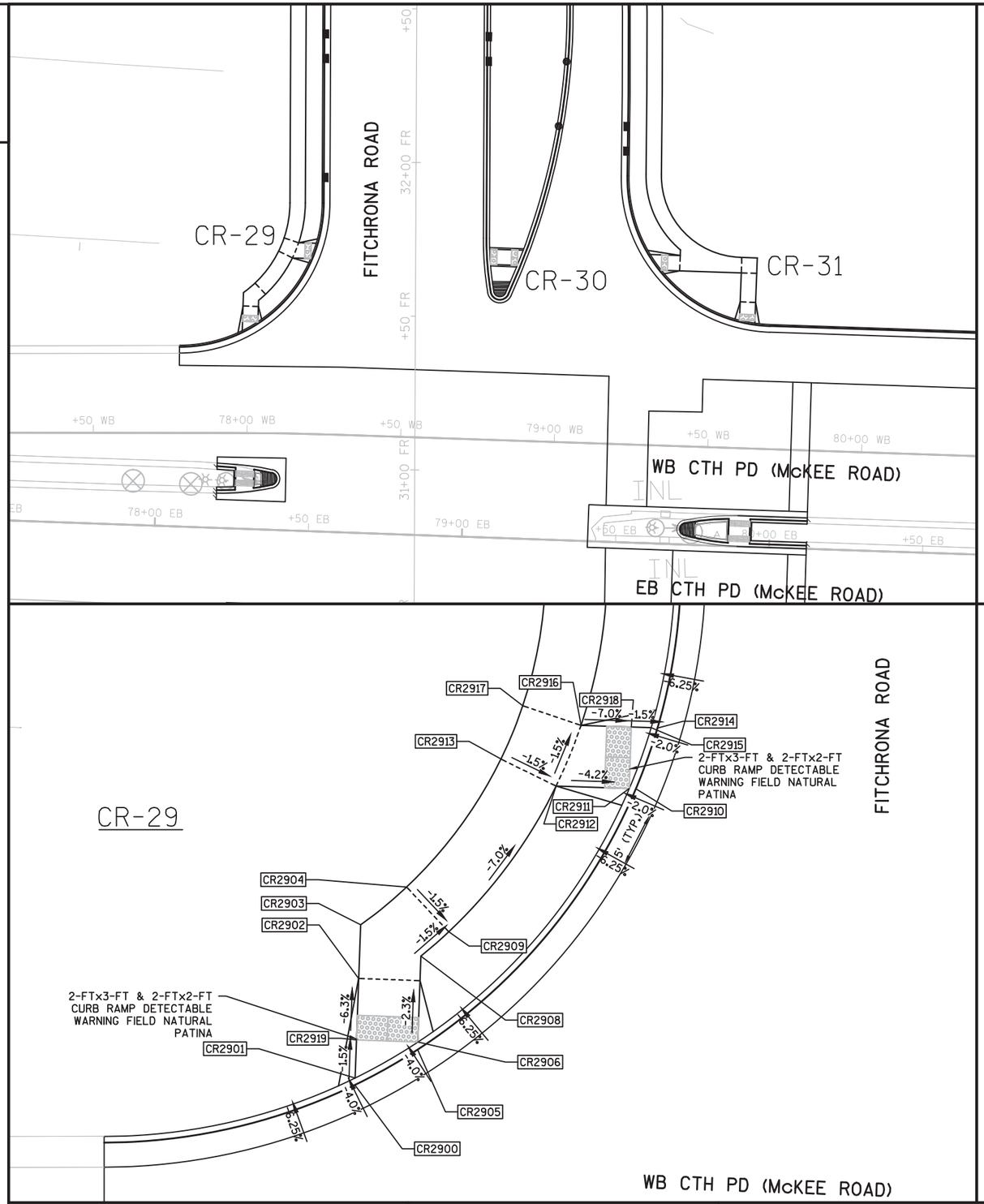

CR-26

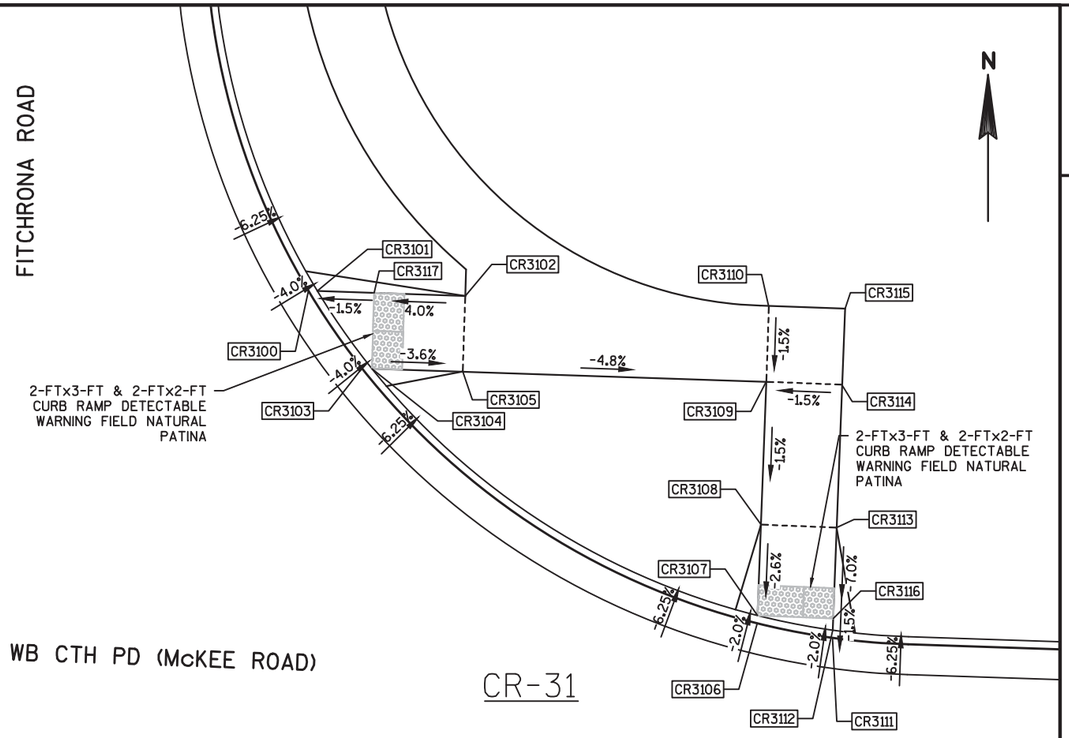
1 - 2'x2'; 1 - 2'x3'

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CONSTRUCTION DETAILS - CURB RAMPS | SHEET | E |
|---|---|---|---|---|---|



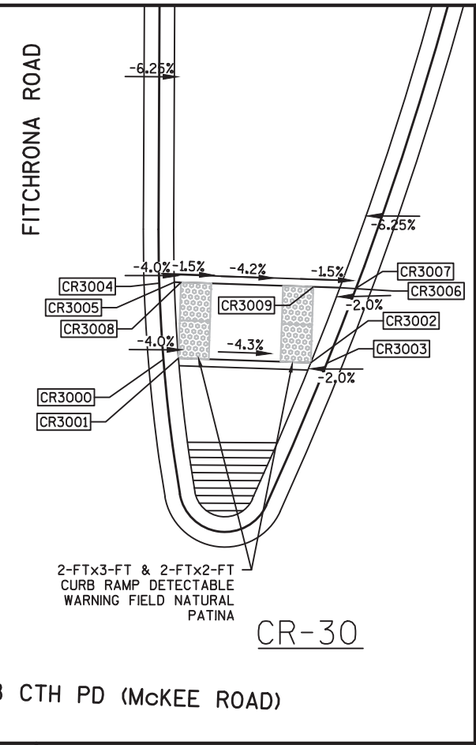
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\021090a_cd_Curb Ramps.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42







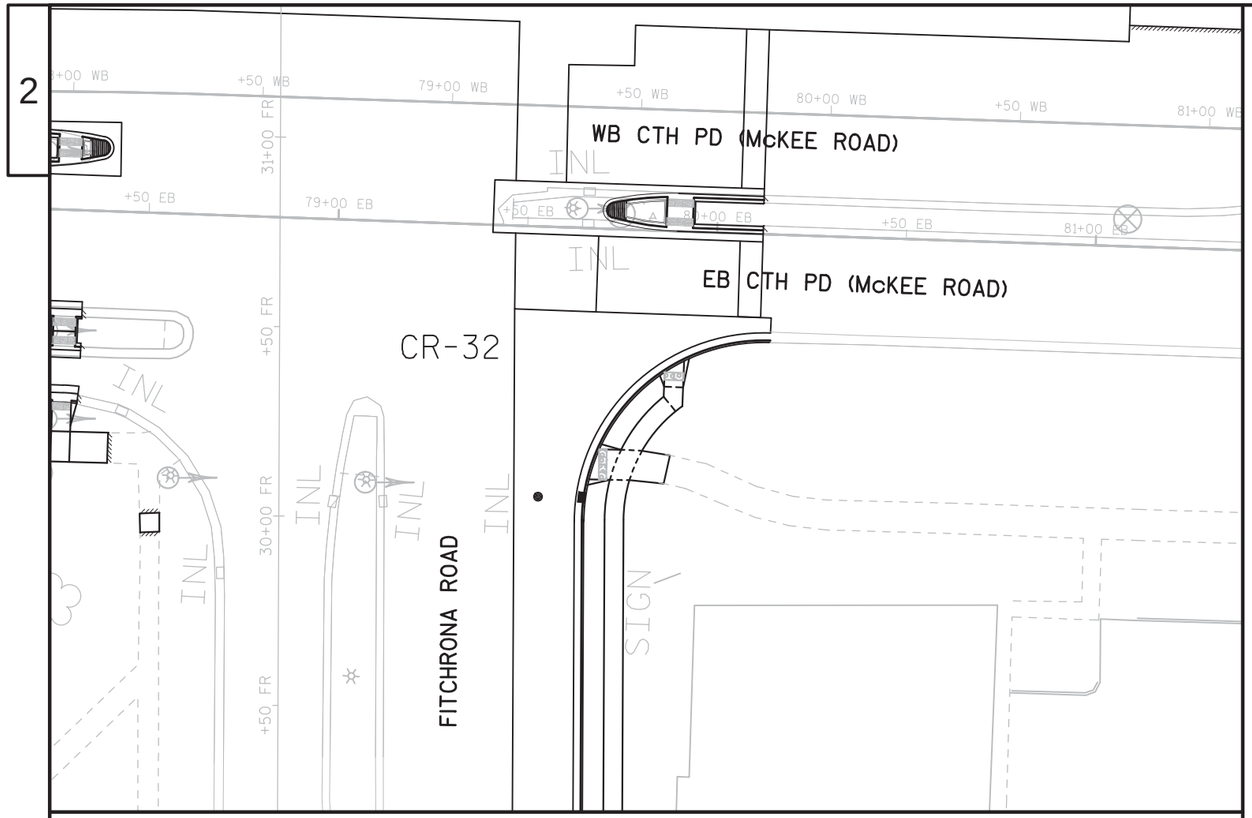



| CR-29 POINTS | | | |
|---|---|---|---|
| POINT NO. | FITCHRONA ROAD (FR) | | |
| | STATION | OFFSET | ELEV. |
| CR2900 | 31+44.41 FR | 56.35' LT | 1059.65 |
| CR2901 | 31+44.97 FR | 56.33' LT | 1059.64 |
| CR2902 | 31+53.07 FR | 56.08' LT | 1059.27 |
| CR2903 | 31+57.43 FR | 55.94' LT | 1059.15 |
| CR2904 | 31+60.52 FR | 52.21' LT | 1059.19 |
| CR2905 | 31+47.30 FR | 51.25' LT | 1059.35 |
| CR2906 | 31+47.92 FR | 51.24' LT | 1059.32 |
| CR2908 | 31+54.91 FR | 51.02' LT | 1059.16 |
| CR2909 | 31+56.90 FR | 48.77' LT | 1059.12 |
| CR2910 | 31+68.60 FR | 33.59' LT | 1057.95 |
| CR2911 | 31+68.62 FR | 34.13' LT | 1057.97 |
| CR2912 | 31+68.79 FR | 40.08' LT | 1058.08 |
| CR2913 | 31+70.96 FR | 44.59' LT | 1058.16 |
| CR2914 | 31+73.55 FR | 31.86' LT | 1057.67 |
| CR2915 | 31+73.57 FR | 32.37' LT | 1057.68 |
| CR2916 | 31+73.73 FR | 38.08' LT | 1058.00 |
| CR2917 | 31+75.30 FR | 42.83' LT | 1058.08 |
| CR2918 | 31+73.61 FR | 33.99' RT | 1057.12 |
| CR2919 | 31+48.07 FR | 56.23' RT | 1059.58 |

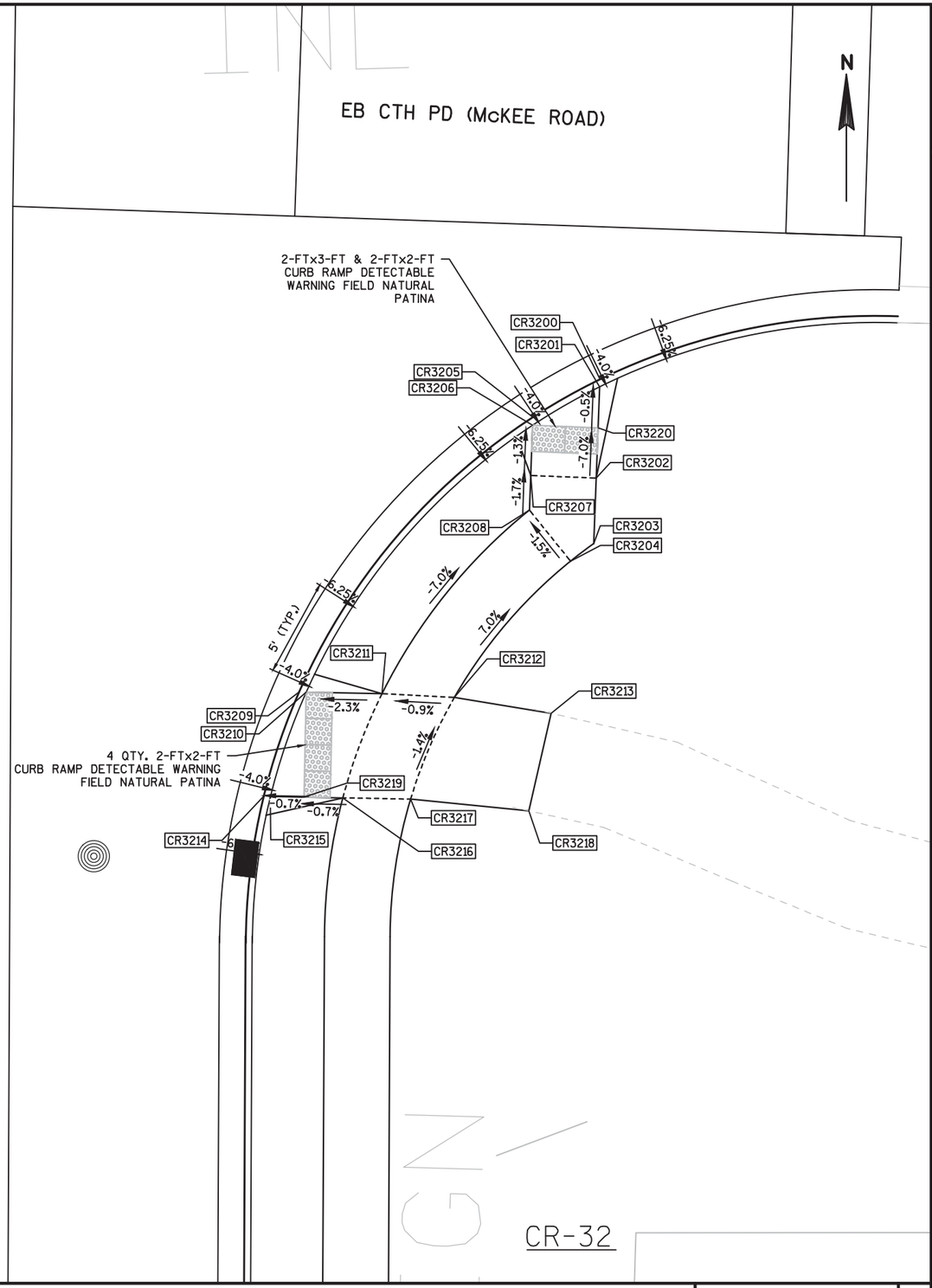
| CR-31 POINTS | | | |
|---|---|---|---|
| POINT NO. | FITCHRONA ROAD (FR) | | |
| | STATION | OFFSET | ELEV. |
| CR3100 | 31+70.45 FR | 75.71' RT | 1055.19 |
| CR3101 | 31+70.43 FR | 76.31' RT | 1055.20 |
| CR3102 | 31+70.15 FR | 86.06' RT | 1054.77 |
| CR3103 | 31+65.34 FR | 79.27' RT | 1055.03 |
| CR3104 | 31+65.32 FR | 79.92' RT | 1054.98 |
| CR3105 | 31+65.15 FR | 85.92' RT | 1054.70 |
| CR3106 | 31+48.64 FR | 105.43' RT | 1053.41 |
| CR3107 | 31+49.15 FR | 105.44' RT | 1053.43 |
| CR3108 | 31+55.14 FR | 105.65' RT | 1053.58 |
| CR3109 | 31+64.57 FR | 105.95' RT | 1053.73 |
| CR3110 | 31+69.57 FR | 106.09' RT | 1053.80 |
| CR3111 | 31+47.70 FR | 110.40' RT | 1053.14 |
| CR3112 | 31+48.20 FR | 110.42' RT | 1053.15 |
| CR3113 | 31+54.98 FR | 110.64' RT | 1053.66 |
| CR3114 | 31+64.37 FR | 110.96' RT | 1053.80 |
| CR3115 | 31+69.43 FR | 111.13' RT | 1053.88 |
| CR3116 | 31+70.32 FR | 80.06' RT | 1053.24 |
| CR3117 | 31+69.43 FR | 111.13' RT | 1055.01 |

| CR-30 POINTS | | | |
|---|---|---|---|
| POINT NO. | FITCHRONA ROAD (FR) | | |
| | STATION | OFFSET | ELEV. |
| CR3000 | 31+66.84 FR | 23.36' RT | 1056.66 |
| CR3001 | 31+66.93 FR | 24.35' RT | 1056.63 |
| CR3002 | 31+66.68 FR | 33.09' RT | 1056.26 |
| CR3003 | 31+66.64 FR | 34.16' RT | 1056.22 |
| CR3004 | 31+71.88 FR | 23.06' RT | 1056.61 |
| CR3005 | 31+71.94 FR | 24.06' RT | 1056.59 |
| CR3006 | 31+71.62 FR | 35.00' RT | 1055.54 |
| CR3007 | 31+71.59 FR | 36.05' RT | 1055.52 |
| CR3008 | 31+71.93 FR | 24.50' RT | 1056.56 |
| CR3009 | 31+71.67 FR | 33.24' RT | 1056.19 |

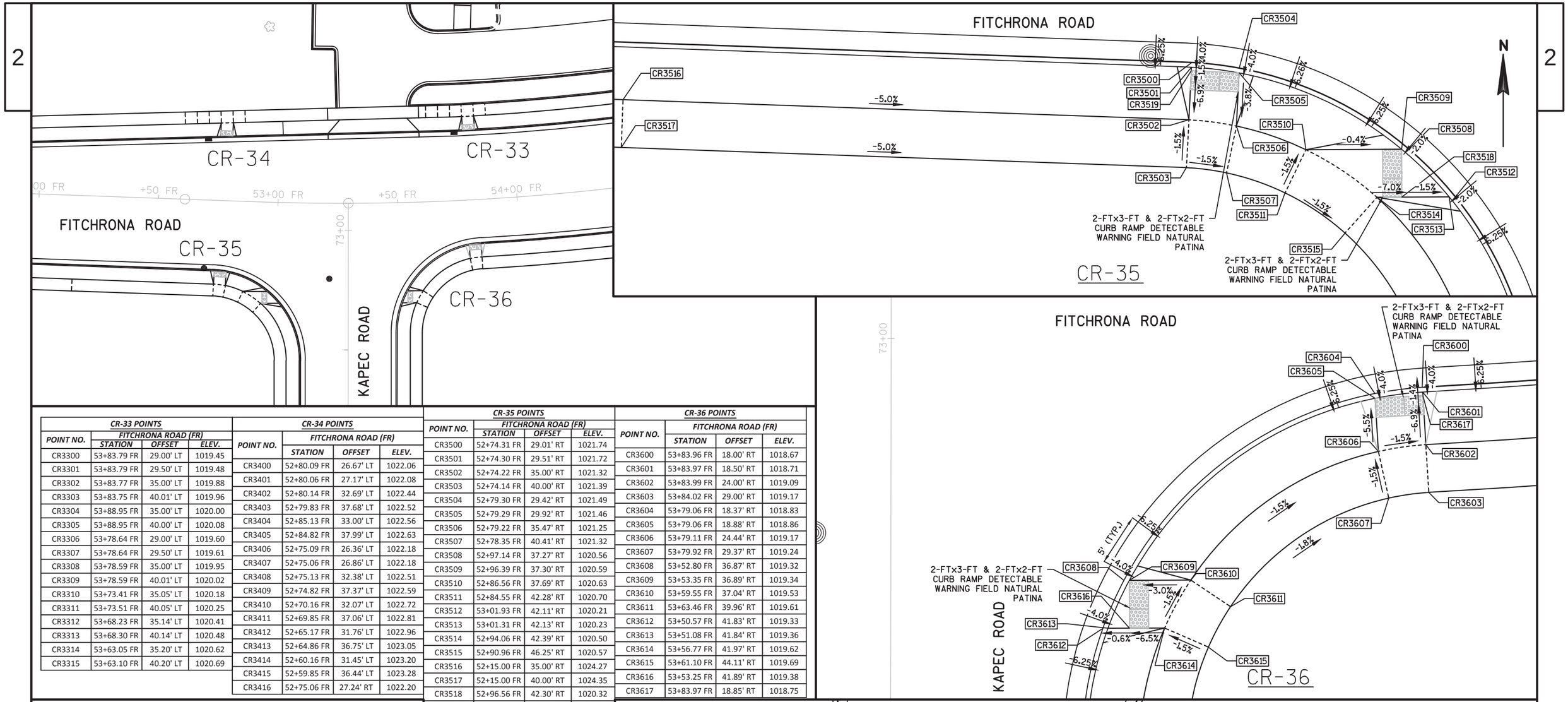
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CONSTRUCTION DETAILS - CURB RAMPS | SHEET 107 | E |
|---|---|---|---|---|---|




| CR-32 POINTS | | | |
|---|---|---|---|
| POINT NO. | FITCHRONA ROAD (FR) | | |
| | STATION | OFFSET | ELEV. |
| CR3200 | 30+41.90 FR | 106.83' RT | 1053.69 |
| CR3201 | 30+41.33 FR | 106.81' RT | 1053.73 |
| CR3202 | 30+34.38 FR | 106.57' RT | 1054.01 |
| CR3203 | 30+29.38 FR | 106.40' RT | 1054.50 |
| CR3204 | 30+28.04 FR | 104.64' RT | 1054.12 |
| CR3205 | 30+38.99 FR | 101.73' RT | 1053.91 |
| CR3206 | 30+38.38 FR | 101.71' RT | 1053.93 |
| CR3207 | 30+34.55 FR | 101.58' RT | 1054.00 |
| CR3208 | 30+31.91 FR | 101.49' RT | 1054.05 |
| CR3209 | 30+17.97 FR | 83.99' RT | 1055.01 |
| CR3210 | 30+17.96 FR | 84.53' RT | 1055.04 |
| CR3211 | 30+17.87 FR | 90.31' RT | 1055.17 |
| CR3212 | 30+17.61 FR | 95.83' RT | 1055.22 |
| CR3213 | 30+17.54 FR | 98.32' RT | 1055.58 |
| CR3214 | 30+10.02 FR | 81.32' RT | 1055.23 |
| CR3215 | 30+10.01 FR | 81.84' RT | 1055.23 |
| CR3216 | 30+09.92 FR | 87.35' RT | 1055.27 |
| CR3217 | 30+09.85 FR | 92.52' RT | 1055.33 |
| CR3218 | 30+08.99 FR | 101.55' RT | 1055.68 |
| CR3219 | 30+09.97 FR | 84.40' RT | 1055.25 |
| CR3220 | 30+38.21 FR | 106.70' RT | 1053.87 |




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CONSTRUCTION DETAILS - CURB RAMPS | SHEET 108 | E |
|---|---|---|---|---|---|

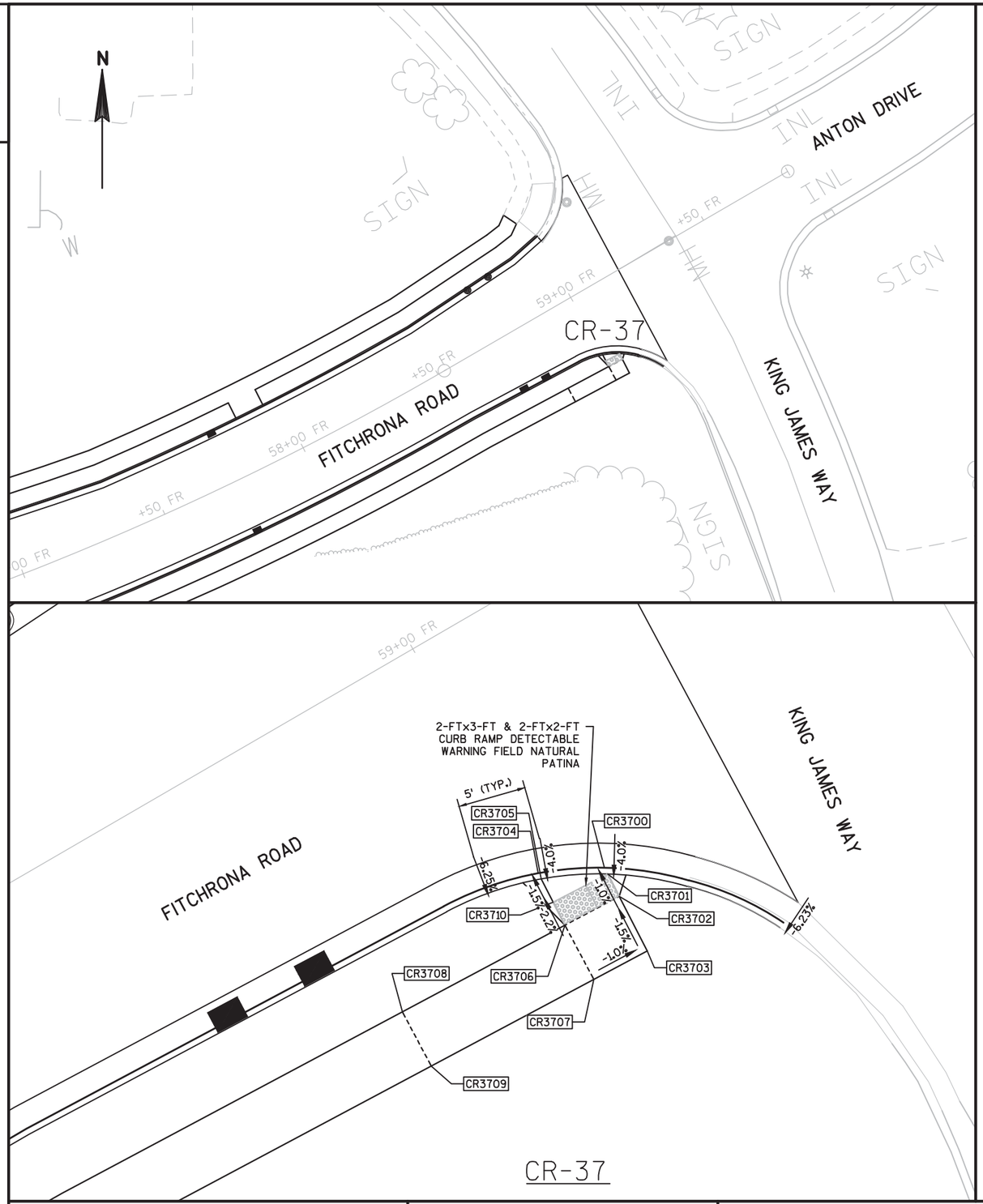



| CR-33 POINTS | | | |
|---|---|---|---|
| POINT NO. | FITCHRONA ROAD (FR) | | |
| | STATION | OFFSET | ELEV. |
| CR3300 | 53+83.79 FR | 29.00' LT | 1019.45 |
| CR3301 | 53+83.79 FR | 29.50' LT | 1019.48 |
| CR3302 | 53+83.77 FR | 35.00' LT | 1019.88 |
| CR3303 | 53+83.75 FR | 40.01' LT | 1019.96 |
| CR3304 | 53+88.95 FR | 35.00' LT | 1020.00 |
| CR3305 | 53+88.95 FR | 40.00' LT | 1020.08 |
| CR3306 | 53+78.64 FR | 29.00' LT | 1019.60 |
| CR3307 | 53+78.64 FR | 29.50' LT | 1019.61 |
| CR3308 | 53+78.59 FR | 35.00' LT | 1019.95 |
| CR3309 | 53+78.59 FR | 40.01' LT | 1020.02 |
| CR3310 | 53+73.41 FR | 35.05' LT | 1020.18 |
| CR3311 | 53+73.51 FR | 40.05' LT | 1020.25 |
| CR3312 | 53+68.23 FR | 35.14' LT | 1020.41 |
| CR3313 | 53+68.30 FR | 40.14' LT | 1020.48 |
| CR3314 | 53+63.05 FR | 35.20' LT | 1020.62 |
| CR3315 | 53+63.10 FR | 40.20' LT | 1020.69 |

| CR-34 POINTS | | | |
|---|---|---|---|
| POINT NO. | FITCHRONA ROAD (FR) | | |
| | STATION | OFFSET | ELEV. |
| CR3400 | 52+80.09 FR | 26.67' LT | 1022.06 |
| CR3401 | 52+80.06 FR | 27.17' LT | 1022.08 |
| CR3402 | 52+80.14 FR | 32.69' LT | 1022.44 |
| CR3403 | 52+79.83 FR | 37.68' LT | 1022.52 |
| CR3404 | 52+85.13 FR | 33.00' LT | 1022.56 |
| CR3405 | 52+84.82 FR | 37.99' LT | 1022.63 |
| CR3406 | 52+75.09 FR | 26.36' LT | 1022.18 |
| CR3407 | 52+75.06 FR | 26.86' LT | 1022.18 |
| CR3408 | 52+75.13 FR | 32.38' LT | 1022.51 |
| CR3409 | 52+74.82 FR | 37.37' LT | 1022.59 |
| CR3410 | 52+70.16 FR | 32.07' LT | 1022.72 |
| CR3411 | 52+69.85 FR | 37.06' LT | 1022.81 |
| CR3412 | 52+65.17 FR | 31.76' LT | 1022.96 |
| CR3413 | 52+64.86 FR | 36.75' LT | 1023.05 |
| CR3414 | 52+60.16 FR | 31.45' LT | 1023.20 |
| CR3415 | 52+59.85 FR | 36.44' LT | 1023.28 |
| CR3416 | 52+75.06 FR | 27.24' RT | 1022.20 |

| CR-35 POINTS | | | |
|---|---|---|---|
| POINT NO. | FITCHRONA ROAD (FR) | | |
| | STATION | OFFSET | ELEV. |
| CR3500 | 52+74.31 FR | 29.01' RT | 1021.74 |
| CR3501 | 52+74.30 FR | 29.51' RT | 1021.72 |
| CR3502 | 52+74.22 FR | 35.00' RT | 1021.32 |
| CR3503 | 52+74.14 FR | 40.00' RT | 1021.39 |
| CR3504 | 52+79.30 FR | 29.42' RT | 1021.49 |
| CR3505 | 52+79.29 FR | 29.92' RT | 1021.46 |
| CR3506 | 52+79.22 FR | 35.47' RT | 1021.25 |
| CR3507 | 52+78.35 FR | 40.41' RT | 1021.32 |
| CR3508 | 52+97.14 FR | 37.27' RT | 1020.56 |
| CR3509 | 52+96.39 FR | 37.30' RT | 1020.59 |
| CR3510 | 52+86.56 FR | 37.69' RT | 1020.63 |
| CR3511 | 52+84.55 FR | 42.28' RT | 1020.70 |
| CR3512 | 53+01.93 FR | 42.11' RT | 1020.21 |
| CR3513 | 53+01.31 FR | 42.13' RT | 1020.23 |
| CR3514 | 52+94.06 FR | 42.39' RT | 1020.50 |
| CR3515 | 52+90.96 FR | 46.25' RT | 1020.57 |
| CR3516 | 52+15.00 FR | 35.00' RT | 1024.27 |
| CR3517 | 52+15.00 FR | 40.00' RT | 1024.35 |
| CR3518 | 52+96.56 FR | 42.30' RT | 1020.32 |
| CR3519 | 52+74.29 FR | 29.85' RT | 1021.70 |

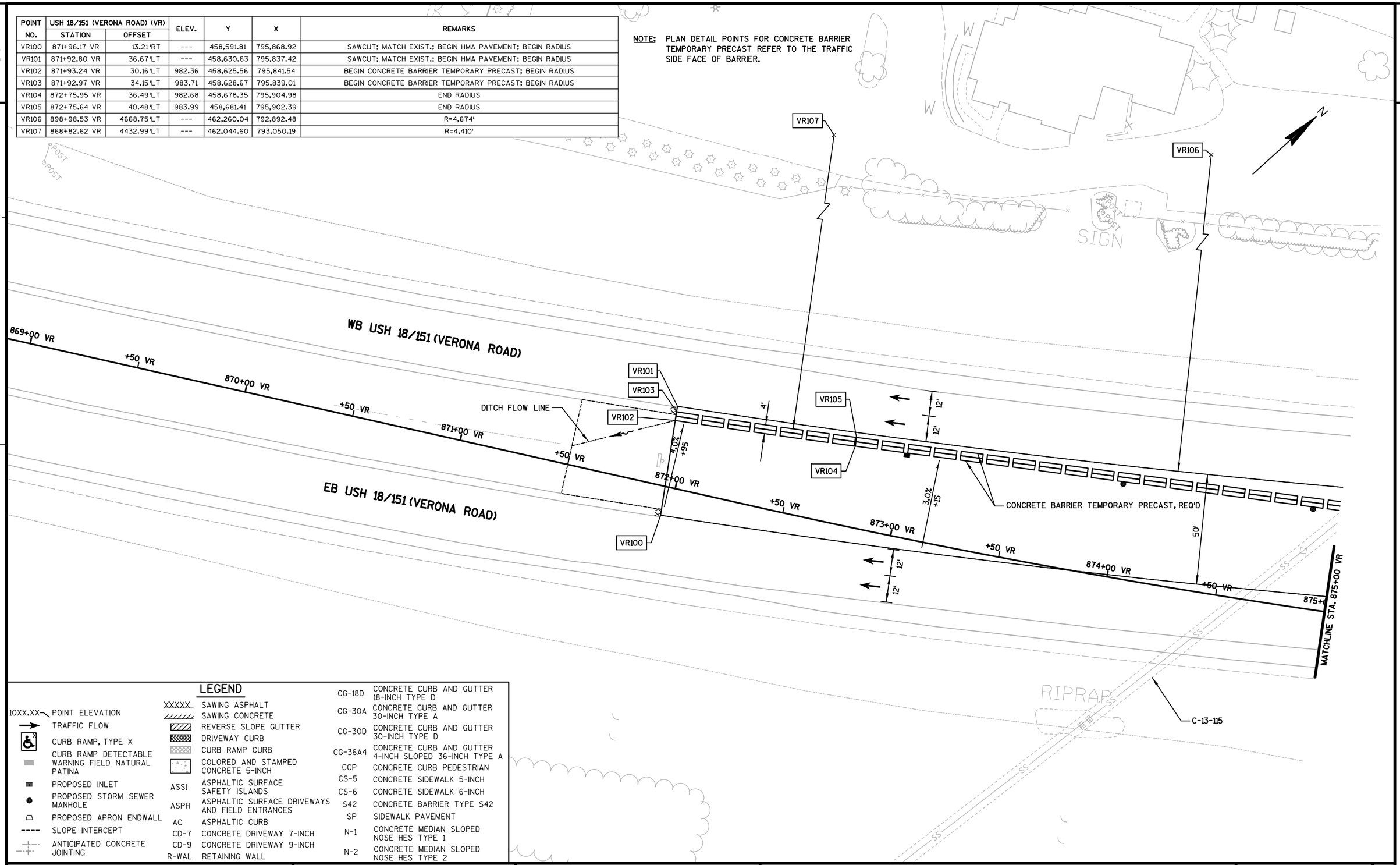
| CR-36 POINTS | | | |
|---|---|---|---|
| POINT NO. | FITCHRONA ROAD (FR) | | |
| | STATION | OFFSET | ELEV. |
| CR3600 | 53+83.96 FR | 18.00' RT | 1018.67 |
| CR3601 | 53+83.97 FR | 18.50' RT | 1018.71 |
| CR3602 | 53+83.99 FR | 24.00' RT | 1019.09 |
| CR3603 | 53+84.02 FR | 29.00' RT | 1019.17 |
| CR3604 | 53+79.06 FR | 18.37' RT | 1018.83 |
| CR3605 | 53+79.06 FR | 18.88' RT | 1018.86 |
| CR3606 | 53+79.11 FR | 24.44' RT | 1019.17 |
| CR3607 | 53+79.92 FR | 29.37' RT | 1019.24 |
| CR3608 | 53+52.80 FR | 36.87' RT | 1019.32 |
| CR3609 | 53+53.35 FR | 36.89' RT | 1019.34 |
| CR3610 | 53+59.55 FR | 37.04' RT | 1019.53 |
| CR3611 | 53+63.46 FR | 39.96' RT | 1019.61 |
| CR3612 | 53+50.57 FR | 41.83' RT | 1019.33 |
| CR3613 | 53+51.08 FR | 41.84' RT | 1019.36 |
| CR3614 | 53+56.77 FR | 41.97' RT | 1019.62 |
| CR3615 | 53+61.10 FR | 44.11' RT | 1019.69 |
| CR3616 | 53+53.25 FR | 41.89' RT | 1019.38 |
| CR3617 | 53+83.97 FR | 18.85' RT | 1018.75 |




| CR-37 POINTS | | | |
|---|---|---|---|
| POINT NO. | FITCHRONA ROAD (FR) | | |
| | STATION | OFFSET | ELEV. |
| CR3700 | 59+04.54 FR | 23.26' RT | 1005.75 |
| CR3701 | 59+04.51 FR | 23.83' RT | 1005.75 |
| CR3702 | 59+04.41 FR | 25.87' RT | 1005.77 |
| CR3703 | 59+04.16 FR | 30.86' RT | 1005.85 |
| CR3704 | 58+99.65 FR | 20.93' RT | 1005.71 |
| CR3705 | 58+99.63 FR | 21.46' RT | 1005.73 |
| CR3706 | 58+99.41 FR | 25.69' RT | 1005.82 |
| CR3707 | 58+99.23 FR | 30.69' RT | 1005.90 |
| CR3708 | 58+84.42 FR | 25.14' RT | 1006.31 |
| CR3709 | 58+84.24 FR | 30.14' RT | 1006.39 |
| CR3710 | 58+99.52 FR | 23.58' RT | 1005.77 |

| POINT NO. | USH 18/151 (VERONA ROAD) (VR) STATION | OFFSET | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| VR100 | 871+96.17 VR | 13.21'RT | --- | 458,591.81 | 795,868.92 | SAWCUT; MATCH EXIST.; BEGIN HMA PAVEMENT; BEGIN RADIUS |
| VR101 | 871+92.80 VR | 36.67'LT | --- | 458,630.63 | 795,837.42 | SAWCUT; MATCH EXIST.; BEGIN HMA PAVEMENT; BEGIN RADIUS |
| VR102 | 871+93.24 VR | 30.16'LT | 982.36 | 458,625.56 | 795,841.54 | BEGIN CONCRETE BARRIER TEMPORARY PRECAST; BEGIN RADIUS |
| VR103 | 871+92.97 VR | 34.15'LT | 983.71 | 458,628.67 | 795,839.01 | BEGIN CONCRETE BARRIER TEMPORARY PRECAST; BEGIN RADIUS |
| VR104 | 872+75.95 VR | 36.49'LT | 982.68 | 458,678.35 | 795,904.98 | END RADIUS |
| VR105 | 872+75.64 VR | 40.48'LT | 983.99 | 458,681.41 | 795,902.39 | END RADIUS |
| VR106 | 898+98.53 VR | 4668.75'LT | --- | 462,260.04 | 792,892.48 | R=4,674' |
| VR107 | 868+82.62 VR | 4432.99'LT | --- | 462,044.60 | 793,050.19 | R=4,410' |

NOTE: PLAN DETAIL POINTS FOR CONCRETE BARRIER TEMPORARY PRECAST REFER TO THE TRAFFIC SIDE FACE OF BARRIER.




## LEGEND

| | | | | | |
|---|---|---|---|---|---|
| 10XX.XX | POINT ELEVATION | XXXXX | SAWING ASPHALT | CG-18D | CONCRETE CURB AND GUTTER 18-INCH TYPE D |
| | TRAFFIC FLOW | | SAWING CONCRETE | CG-30A | CONCRETE CURB AND GUTTER 30-INCH TYPE A |
| | CURB RAMP, TYPE X | | REVERSE SLOPE GUTTER | CG-30D | CONCRETE CURB AND GUTTER 30-INCH TYPE D |
| | CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA | | DRIVEWAY CURB | CG-36A4 | CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A |
| | PROPOSED INLET | | CURB RAMP CURB | CCP | CONCRETE CURB PEDESTRIAN |
| | PROPOSED STORM SEWER MANHOLE | | COLORED AND STAMPED CONCRETE 5-INCH | CS-5 | CONCRETE SIDEWALK 5-INCH |
| | PROPOSED APRON ENDWALL | ASSI | ASPHALTIC SURFACE SAFETY ISLANDS | CS-6 | CONCRETE SIDEWALK 6-INCH |
| | SLOPE INTERCEPT | ASPH | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES | S42 | CONCRETE BARRIER TYPE S42 |
| | ANTICIPATED CONCRETE JOINTING | AC | ASPHALTIC CURB | SP | SIDEWALK PAVEMENT |
| | | CD-7 | CONCRETE DRIVEWAY 7-INCH | N-1 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 1 |
| | | CD-9 | CONCRETE DRIVEWAY 9-INCH | N-2 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 2 |
| | | R-WAL | RETAINING WALL | | |

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN DETAILS - USH 18/151 (VERONA ROAD) (VR) | SHEET | E |
|---|---|---|---|---|---|



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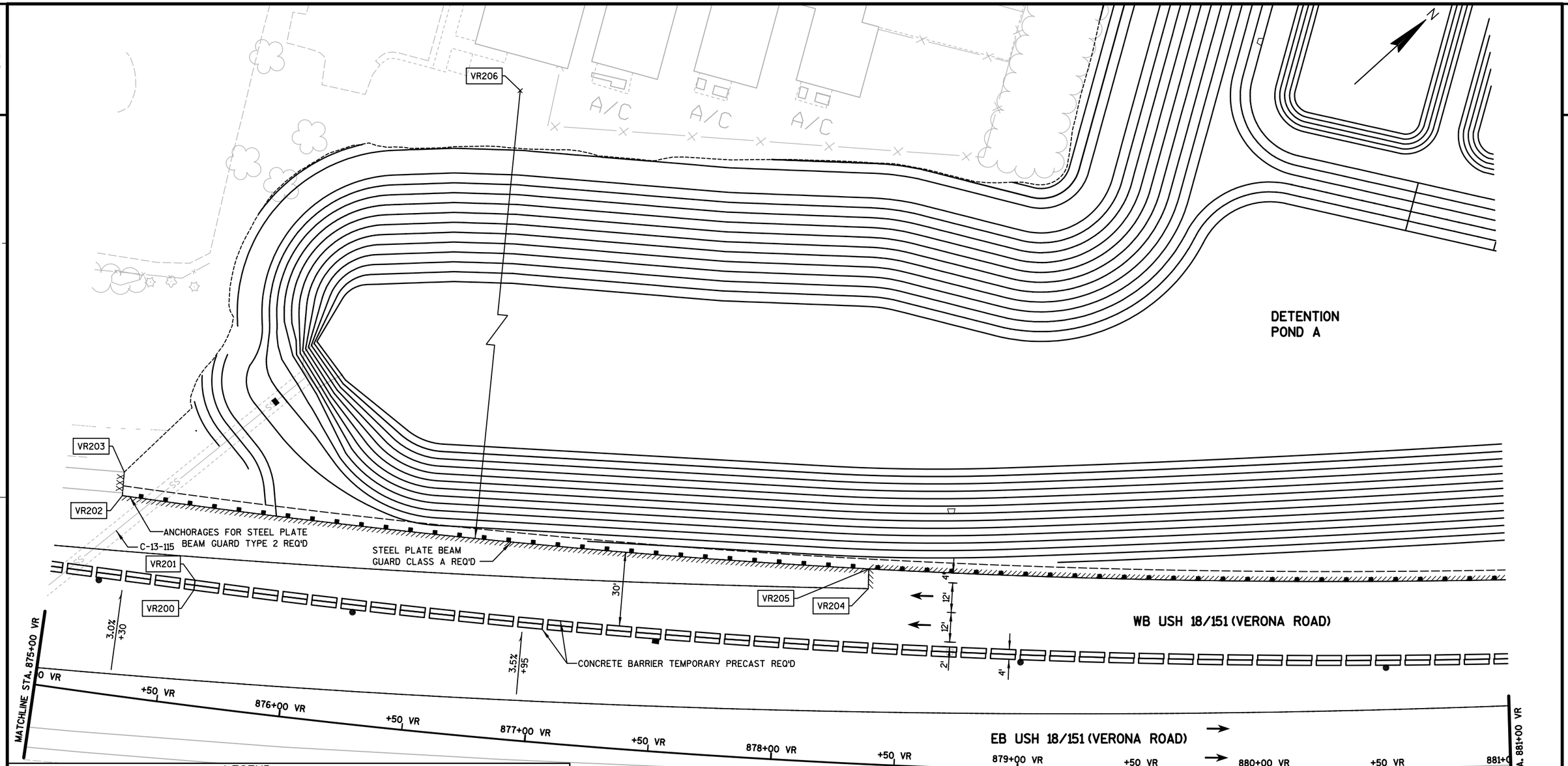



## LEGEND

| | | | |
|---|---|---|---|
| 10XX.XX | POINT ELEVATION | XXXXX | SAWING ASPHALT |
| | TRAFFIC FLOW | | SAWING CONCRETE |
| | CURB RAMP, TYPE X | | REVERSE SLOPE GUTTER |
| | CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA | | DRIVEWAY CURB |
| | PROPOSED INLET | | CURB RAMP CURB |
| | PROPOSED STORM SEWER MANHOLE | | COLORED AND STAMPED CONCRETE 5-INCH |
| | PROPOSED APRON ENDWALL | ASSI | ASPHALTIC SURFACE SAFETY ISLANDS |
| | SLOPE INTERCEPT | ASPH | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES |
| | ANTICIPATED CONCRETE JOINTING | AC | ASPHALTIC CURB |
| | | CD-7 | CONCRETE DRIVEWAY 7-INCH |
| | | CD-9 | CONCRETE DRIVEWAY 9-INCH |
| | | R-WAL | RETAINING WALL |

| | |
|---|---|
| CG-18D | CONCRETE CURB AND GUTTER 18-INCH TYPE D |
| CG-30A | CONCRETE CURB AND GUTTER 30-INCH TYPE A |
| CG-30D | CONCRETE CURB AND GUTTER 30-INCH TYPE D |
| CG-36A4 | CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A |
| CCP | CONCRETE CURB PEDESTRIAN |
| CS-5 | CONCRETE SIDEWALK 5-INCH |
| CS-6 | CONCRETE SIDEWALK 6-INCH |
| S42 | CONCRETE BARRIER TYPE S42 |
| SP | SIDEWALK PAVEMENT |
| N-1 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 1 |
| N-2 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 2 |

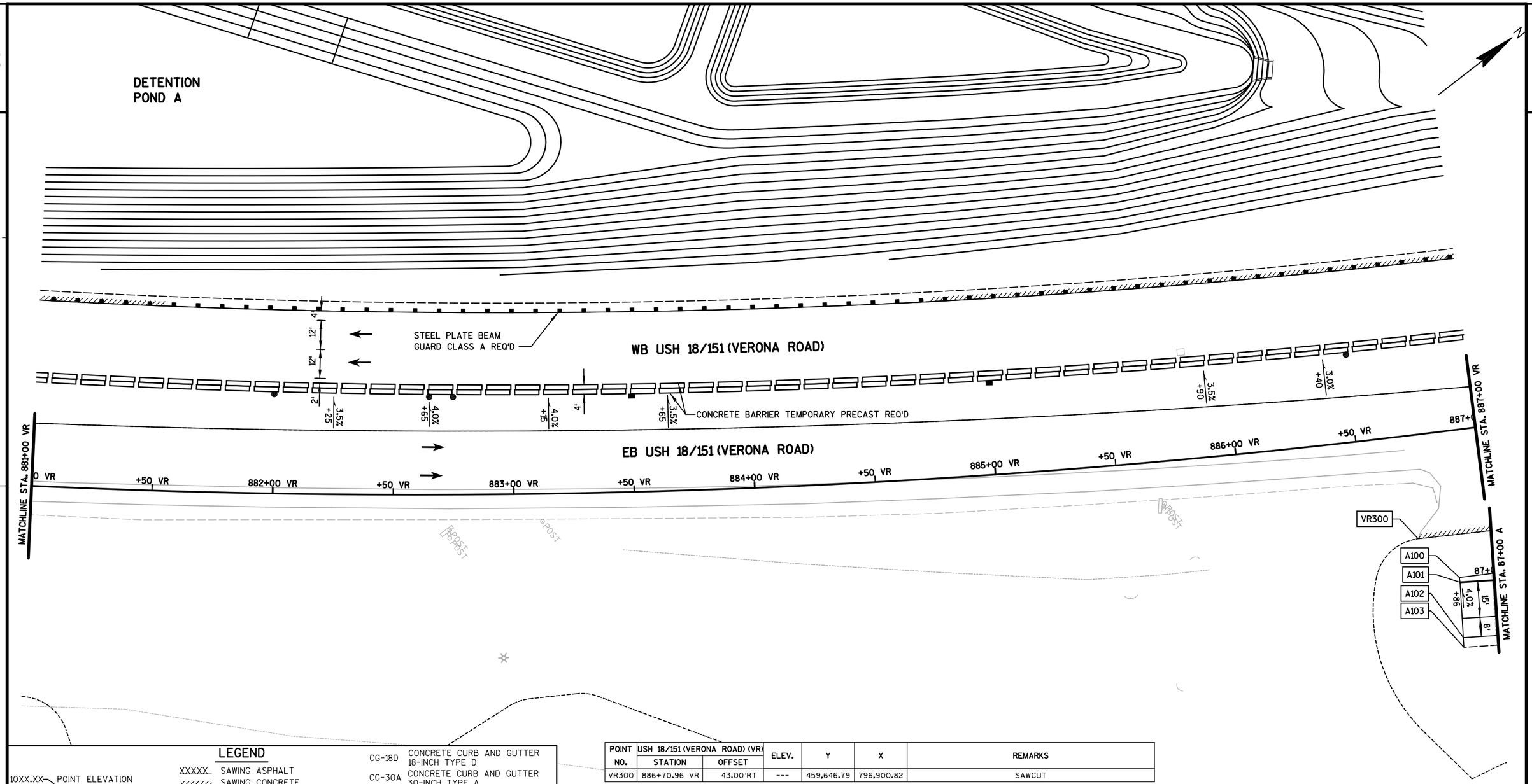
| POINT NO. | USH 18/151 (VERONA ROAD) (VR) STATION | OFFSET | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| VR200 | 875+59.23 VR | 46.67'LT | 983.87 | 458,859.44 | 796,118.51 | BEGIN RADIUS |
| VR201 | 875+59.24 VR | 50.67'LT | 985.12 | 458,862.49 | 796,115.92 | BEGIN RADIUS |
| VR202 | 875+24.84 VR | 80.82'LT | --- | 458,863.68 | 796,070.68 | SAWCUT; MATCH EXIST.; BEGIN STEEL PLATE BEAM GUARD CLASS A; BEGIN RADIUS |
| VR203 | 875+24.31 VR | 90.36'LT | --- | 458,870.66 | 796,064.16 | SAWCUT; MATCH EXIST. |
| VR204 | 878+36.22 VR | 71.14'LT | --- | 459,062.50 | 796,301.44 | SAWCUT; MATCH EXIST. |
| VR205 | 878+35.97 VR | 79.14'LT | --- | 459,067.97 | 796,295.60 | SAWCUT; MATCH EXIST. |
| VR206 | 895+09.61 VR | 3534.76'LT | --- | 461,536.41 | 793,848.28 | R=1,556' |

NOTE: PLAN DETAIL POINTS FOR CONCRETE BARRIER TEMPORARY PRECAST REFER TO THE TRAFFIC SIDE FACE OF BARRIER.

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN DETAILS - USH 18/151 (VERONA ROAD) (VR) | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\021202_pd.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42




## LEGEND

| | | | |
|---|---|---|---|
| 10XX.XX | POINT ELEVATION | XXXXX | SAWING ASPHALT |
| | TRAFFIC FLOW | | SAWING CONCRETE |
| | CURB RAMP, TYPE X | | REVERSE SLOPE GUTTER |
| | CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA | | DRIVEWAY CURB |
| | PROPOSED INLET | | CURB RAMP CURB |
| | PROPOSED STORM SEWER MANHOLE | | COLORED AND STAMPED CONCRETE 5-INCH |
| | PROPOSED APRON ENDWALL | ASSI | ASPHALTIC SURFACE SAFETY ISLANDS |
| | SLOPE INTERCEPT | ASPH | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES |
| | ANTICIPATED CONCRETE JOINTING | AC | ASPHALTIC CURB |
| | | CD-7 | CONCRETE DRIVEWAY 7-INCH |
| | | CD-9 | CONCRETE DRIVEWAY 9-INCH |
| | | R-WAL | RETAINING WALL |

| | | | |
|---|---|---|---|
| CG-18D | CONCRETE CURB AND GUTTER 18-INCH TYPE D | | |
| CG-30A | CONCRETE CURB AND GUTTER 30-INCH TYPE A | | |
| CG-30D | CONCRETE CURB AND GUTTER 30-INCH TYPE D | | |
| CG-36A4 | CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A | | |
| CCP | CONCRETE CURB PEDESTRIAN | | |
| CS-5 | CONCRETE SIDEWALK 5-INCH | | |
| CS-6 | CONCRETE SIDEWALK 6-INCH | | |
| S42 | CONCRETE BARRIER TYPE S42 | | |
| SP | SIDEWALK PAVEMENT | | |
| N-1 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 1 | | |
| N-2 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 2 | | |

| POINT NO. | USH 18/151 (VERONA ROAD) (VR) STATION | OFFSET | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| VR300 | 886+70.96 VR | 43.00'RT | --- | 459,646.79 | 796,900.82 | SAWCUT |

| POINT NO. | A RAMP (A LINE) STATION | OFFSET | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| A100 | 86+85.75 A | 2.00'LT | 994.26 | 459,650.41 | 796,923.97 | EOP; BEGIN CONCRETE PAVEMENT |
| A101 | 86+85.75 A | 0.00'RT | 994.31 | 459,649.39 | 796,925.69 | EOP; BEGIN CONCRETE PAVEMENT |
| A102 | 86+85.75 A | 23.00'RT | 995.23 | 459,636.41 | 796,944.68 | EOP; BEGIN CONCRETE PAVEMENT |
| A103 | 86+85.75 A | 27.00'RT | 995.39 | 459,634.15 | 796,947.98 | BEGIN AGGREGATE SHOULDER |

NOTE: PLAN DETAIL POINTS FOR CONCRETE BARRIER TEMPORARY PRECAST REFER TO THE TRAFFIC SIDE FACE OF BARRIER.

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN DETAILS - VERONA ROAD & A RAMP (VR & A) | SHEET 113 | E |
|---|---|---|---|---|---|

2

N

NESBITT ROAD

MATCHLINE STA. 93+00 D

MATCHLINE STA. 93+00 VR

MATCHLINE STA. 887+00 VR

MATCHLINE STA. 87+00 A

MATCHLINE STA. 93+00 A

D RAMP

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

A RAMP

RETAINING WALL ANCHOR SLAB (TYP.)

R-13-264

R-WAL

D100

GRADE D RAMP DITCH TO DRAIN TO POND A

VR400

VR401

STEEL PLATE BEAM GUARD CLASS A REQ'D

CONCRETE BARRIER TEMPORARY PRECAST REQ'D

VR402

VR403

VR404

VR405

VR406

A212

CONCRETE BARRIER TEMPORARY PRECAST (TYP.)

REMOVING GUARDRAIL REQ'D

A209

A210

A211

DOUBLE COLD JOINT HEIGHT TRANSITION S32-S36 REQ'D (SEE SDD CONCRETE BARRIER SINGLE SLOPE)

DOUBLE COLD JOINT HEIGHT TRANSITION S36-S42 REQ'D (SEE SDD CONCRETE BARRIER SINGLE SLOPE)

A201

A202

A203

A204

A205

A206

A207

A208

27:1 TAPER

SHOULDER

A213

A214

A215

A216

A217

A218

A219

A200

MGS GUARDRAIL 3 REQ'D

MGS THRIE BEAM TRANSITION REQ'D

RETAINING WALL ANCHOR SLAB (TYP.)

ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD REQ'D

NOTE: PLAN DETAIL POINTS FOR CONCRETE BARRIER TEMPORARY PRECAST REFER TO THE TRAFFIC SIDE FACE OF BARRIER.

## LEGEND

| | |
|---|---|
| 10XX.XX | POINT ELEVATION |
| | TRAFFIC FLOW |
| | CURB RAMP, TYPE X |
| | CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA |
| | PROPOSED INLET |
| | PROPOSED STORM SEWER MANHOLE |
| | PROPOSED APRON ENDWALL |
| | SLOPE INTERCEPT |
| | ANTICIPATED CONCRETE JOINTING |

| | |
|---|---|
| XXXXX | SAWING ASPHALT |
| | SAWING CONCRETE |
| | REVERSE SLOPE GUTTER |
| | DRIVEWAY CURB |
| | CURB RAMP CURB |
| | COLORED AND STAMPED CONCRETE 5-INCH |
| ASSI | ASPHALTIC SURFACE SAFETY ISLANDS |
| ASPH | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES |
| AC | ASPHALTIC CURB |
| CD-7 | CONCRETE DRIVEWAY 7-INCH |
| CD-9 | CONCRETE DRIVEWAY 9-INCH |
| R-WAL | RETAINING WALL |

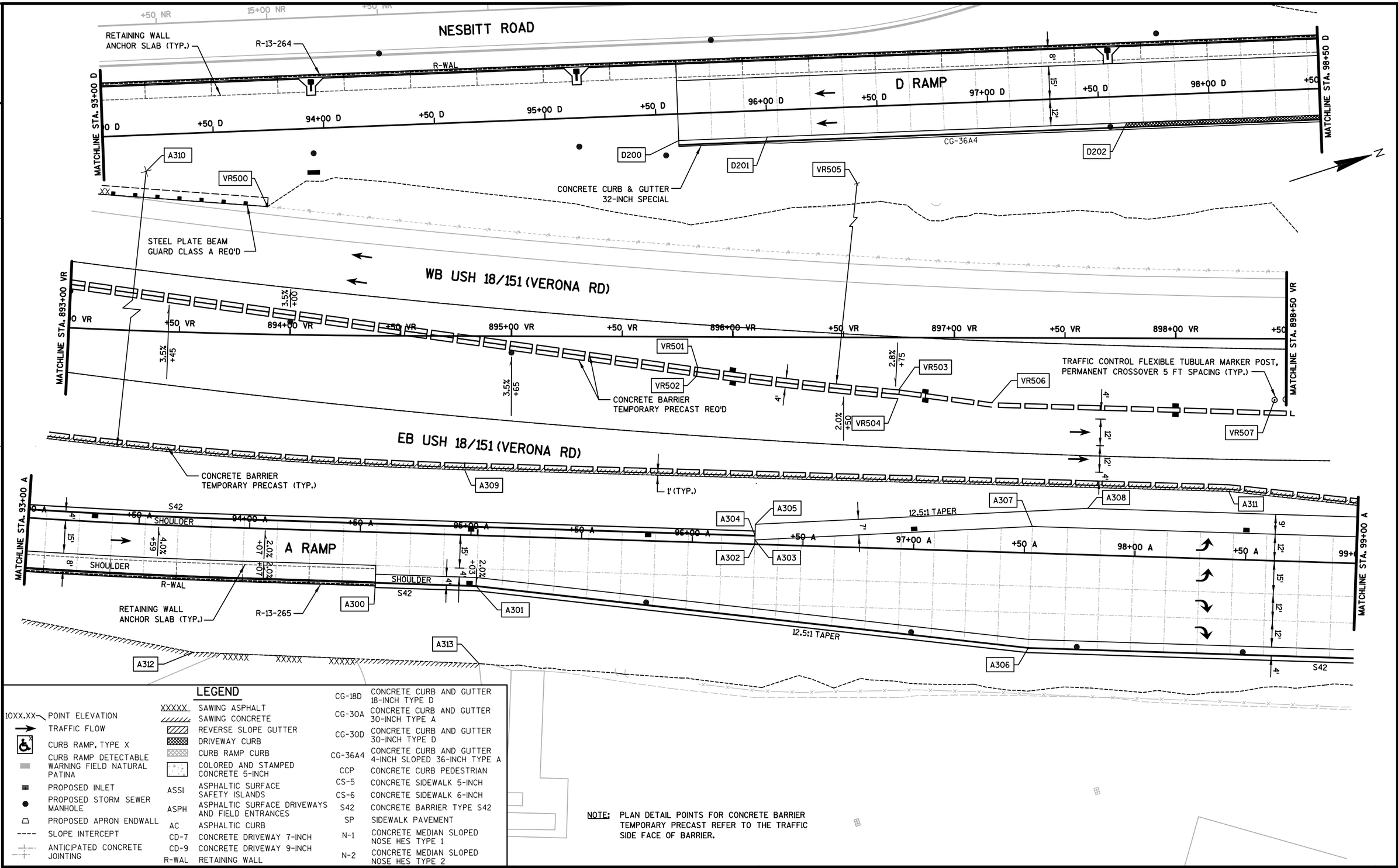
| | |
|---|---|
| CG-18D | CONCRETE CURB AND GUTTER 18-INCH TYPE D |
| CG-30A | CONCRETE CURB AND GUTTER 30-INCH TYPE A |
| CG-30D | CONCRETE CURB AND GUTTER 30-INCH TYPE D |
| CG-36A4 | CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A |
| CCP | CONCRETE CURB PEDESTRIAN |
| CS-5 | CONCRETE SIDEWALK 5-INCH |
| CS-6 | CONCRETE SIDEWALK 6-INCH |
| S42 | CONCRETE BARRIER TYPE S42 |
| SP | SIDEWALK PAVEMENT |
| N-1 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 1 |
| N-2 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 2 |

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN DETAILS - USH 18/151, A RAMP & D RAMP (VR, A & D) | SHEET 114 | E |
|---|---|---|---|---|---|

| POINT NO. | USH 18/151 (VERONA ROAD) (VR) STATION | OFFSET | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| VR400 | 888+36.95 VR | 68.91'LT | --- | 459,845.84 | 796,885.47 | SAWCUT; EOP; MATCH EXIST. |
| VR401 | 888+36.55 VR | 60.91'LT | 992.24 | 459,841.70 | 796,892.32 | SAWCUT; MATCH EXIST.; BEGIN RADIUS |
| VR402 | 890+30.64 VR | 36.12'LT | 993.65 | 460,001.51 | 797,000.44 | END RADIUS |
| VR403 | 890+30.58 VR | 32.12'LT | 991.94 | 459,999.76 | 797,004.03 | END RADIUS |
| VR404 | 891+14.49 VR | 64.84'LT | 992.90 | 460,088.62 | 797,008.42 | EOP; END RADIUS |
| VR405 | 891+97.87 VR | 62.56'LT | 993.13 | 460,163.06 | 797,042.52 | EOP; BEGIN TAPER |
| VR406 | 898+96.92 VR | 4670.06'LT | --- | 462,258.91 | 792,890.73 | R=4,675' |

| POINT NO. | A RAMP (A LINE) STATION | OFFSET | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| A200 | 91+00.00 A | 23.00'RT | 1001.70 | 459,997.46 | 797,153.89 | BEGIN CONCRETE PARAPET; SEE STRUCTURE PLANS |
| A201 | 91+51.87 A | 22.58'LT | 1001.11 | 460,063.84 | 797,134.85 | EOP; END CONCRETE PAVEMENT |
| A202 | 91+52.30 A | 6.27'LT | 1001.71 | 460,057.40 | 797,149.84 | BEGIN TAPER |
| A203 | 91+89.23 A | 5.46'LT | 1002.41 | 460,090.63 | 797,165.79 | BEGIN CONCRETE BARRIER; BEGIN HEIGHT TRANSITION |
| A204 | 91+99.24 A | 5.06'LT | 1002.60 | 460,099.60 | 797,170.20 | END HEIGHT TRANSITION; BEGIN HEIGHT TRANSITION |
| A205 | 92+09.75 A | 4.61'LT | 1002.80 | 460,109.03 | 797,174.83 | END HEIGHT TRANSITION; BEGIN CONCRETE BARRIER |
| A206 | 92+22.56 A | 4.00'LT | 1003.02 | 460,120.52 | 797,180.47 | END TAPER |
| A207 | 91+52.19 A | 10.27'LT | 1001.56 | 460,058.98 | 797,146.16 | BEGIN HMA PAVEMENT |
| A208 | 91+89.37 A | 9.12'LT | 1002.27 | 460,092.24 | 797,162.50 | END HMA PAVEMENT |
| A209 | 88+35.28 A | 23.61'LT | --- | 459,787.31 | 796,986.54 | SAWCUT; MATCH EXISTING; BEGIN TAPER |
| A210 | 90+60.69 A | 48.33'LT | --- | 459,994.07 | 797,072.70 | SAWCUT; MATCH EXISTING; END TAPER; BEGIN RADIUS |
| A211 | 92+69.60 A | 38.50'LT | --- | 460,176.93 | 797,166.78 | SAWCUT; MATCH EXISTING; END RADIUS; BEGIN RADIUS |
| A212 | --- | --- | --- | 462,260.04 | 792,892.48 | R=4,755' |
| A213 | 90+28.18 A | 154.76'RT | --- | 459,872.25 | 797,238.58 | SAWCUT |
| A214 | 90+51.96 A | 157.88'RT | --- | 459,893.19 | 797,252.79 | SAWCUT |
| A215 | 91+50.07 A | 104.24'RT | --- | 460,009.03 | 797,249.23 | SAWCUT |
| A216 | 91+61.89 A | 31.44'RT | --- | 460,050.42 | 797,188.13 | SAWCUT |
| A217 | 87+41.07 A | 23.00'RT | --- | 459,682.77 | 796,975.69 | BEGIN MGS GUARDRAIL 3 |
| A218 | 91+32.84 A | 107.57'RT | --- | 459,993.95 | 797,239.27 | SAWCUT |
| A219 | 91+32.24 A | 105.65'RT | --- | 459,991.65 | 797,242.69 | SAWCUT |

| POINT NO. | D RAMP (D) STATION | OFFSET | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| D100 | 87+94.72 D | 23.00'LT | 992.67 | 459,819.42 | 796,850.02 | BEGIN CONCRETE PARAPET; SEE STRUCTURE PLANS |



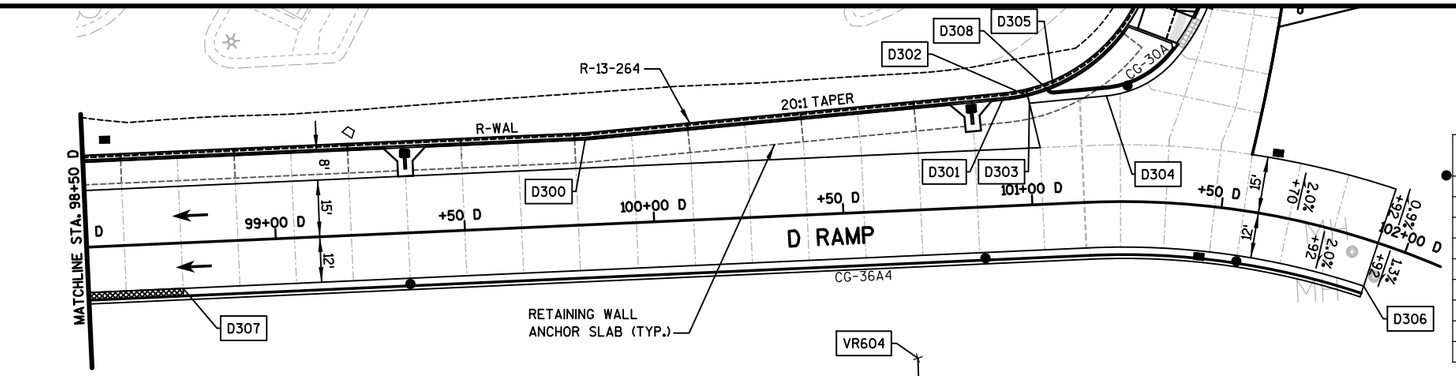

NOTE: PLAN DETAIL POINTS FOR CONCRETE BARRIER TEMPORARY PRECAST REFER TO THE TRAFFIC SIDE FACE OF BARRIER.

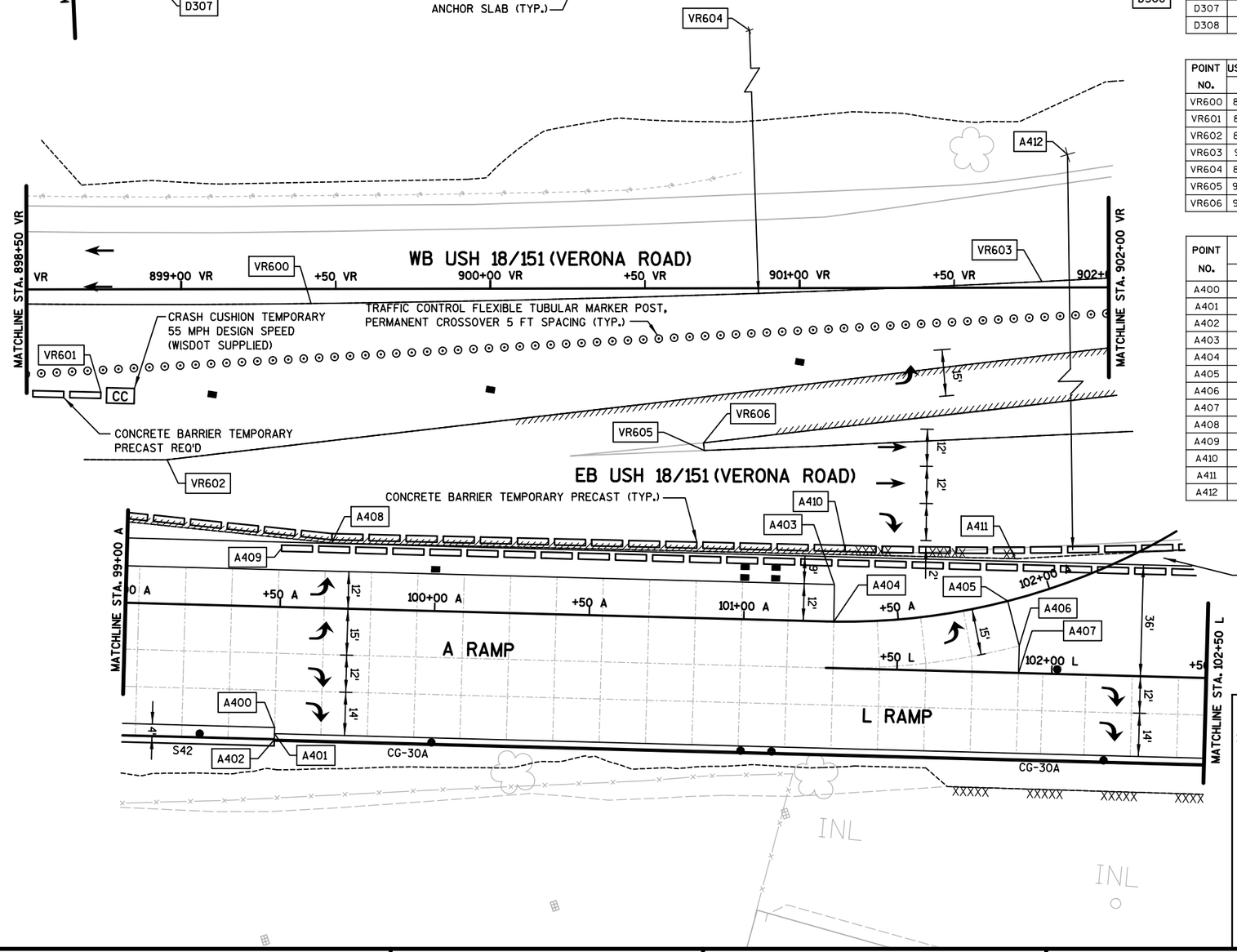
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN DETAILS - USH 18/151, A RAMP & D RAMP (VR, A & D) | SHEET 116 | E |
|---|---|---|---|---|---|

| POINT NO. | USH 18/151 (VERONA ROAD) (VR) STATION | OFFSET | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| VR500 | 893+88.65 VR | 57.67'LT | 993.59 | 460,336.61 | 797,113.49 | END STEEL PLATE BEAM GUARD CLASS A |
| VR501 | 895+84.15 VR | 13.84'RT | 996.58 | 460,498.91 | 797,242.64 | BEGIN RADIUS |
| VR502 | 895+83.62 VR | 17.80'RT | 995.68 | 460,497.18 | 797,246.24 | BEGIN RADIUS |
| VR503 | 896+74.97 VR | 23.71'RT | 996.49 | 460,582.11 | 797,280.38 | END RADIUS; BEGIN TAPER |
| VR504 | 896+74.63 VR | 27.69'RT | 996.32 | 460,580.54 | 797,284.06 | END CONCRETE BARRIER TEMPORARY PRECAST; END RADIUS |
| VR505 | 898+44.57 VR | 1962.63'LT | --- | 461,363.60 | 795,446.38 | R=1,994' |
| VR506 | 897+17.07 VR | 29.34'RT | 997.01 | 460,620.34 | 797,298.88 | END TAPER |
| VR507 | 898+44.73 VR | 27.68'RT | 997.40 | 460,742.13 | 797,337.17 | BEGIN TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS |

| POINT NO. | A RAMP (A LINE) STATION | OFFSET | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| A300 | 94+57.51 A | 23.00'RT | 1005.06 | 460,330.32 | 797,290.28 | END CONCRETE PARAPET; SEE STRUCTURE PLANS; BEGIN CONCRETE BARRIER |
| A301 | 95+03.16 A | 23.00'RT | 1004.75 | 460,373.25 | 797,305.76 | BEGIN TAPER |
| A302 | 96+28.24 A | 0.00'RT | 1003.47 | 460,498.72 | 797,326.56 | EOP |
| A303 | 96+28.24 A | 1.99'LT | 1003.43 | 460,499.40 | 797,324.69 | EOP; BEGIN TAPER; BEGIN HMA PAVEMENT |
| A304 | 96+28.24 A | 4.00'LT | 1003.40 | 460,500.08 | 797,322.80 | END CONCRETE BARRIER |
| A305 | 96+28.24 A | 9.02'LT | 1003.29 | 460,501.78 | 797,318.08 | EOP; BEGIN HMA PAVEMENT |
| A306 | 97+53.16 A | 43.00'RT | 1001.80 | 460,601.64 | 797,409.39 | END TAPER |
| A307 | 97+53.32 A | 12.00'LT | 1001.82 | 460,620.45 | 797,357.71 | END TAPER |
| A308 | 97+78.04 A | 21.00'LT | 1001.36 | 460,646.76 | 797,357.63 | END TAPER |
| A309 | 94+96.19 A | 29.46'LT | --- | 460,384.50 | 797,254.05 | SAWCUT; MATCH EXISTING; END RADIUS |
| A310 | --- | --- | --- | 461,066.70 | 795,341.06 | R=2,031' |
| A311 | 98+41.47 A | 30.70'LT | --- | 460,709.72 | 797,370.03 | SAWCUT; MATCH EXISTING; BEGIN TAPER |
| A312 | 93+76.57 A | 56.88'RT | --- | 460,242.41 | 797,294.55 | SAWCUT |
| A313 | 95+05.56 A | 57.90'RT | --- | 460,363.67 | 797,339.41 | SAWCUT |

| POINT NO. | D RAMP (D LINE) STATION | OFFSET | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| D200 | 95+59.98 D | 12.00'RT | 1002.51 | 460,522.48 | 797,142.52 | EOP; BEGIN CONCRETE CURB & GUTTER 32-INCH SPECIAL |
| D201 | 95+99.98 D | 12.00'RT | 1002.63 | 460,560.98 | 797,153.37 | EOP; END CONCRETE CURB & GUTTER 32-INCH SPECIAL; BEGIN CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A |
| D202 | 97+62.47 D | 12.00'RT | 1002.48 | 460,717.38 | 797,197.46 | EOP; BEGIN DRIVEWAY CURB |




| POINT NO. | D RAMP (D LINE) STATION | OFFSET | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| D300 | 99+82.90 D | 23.00'LT | 1000.44 | 460,939.04 | 797,223.58 | BEGIN TAPER |
| D301 | 100+93.60 D | 28.54'LT | 998.85 | 461,047.09 | 797,248.28 | END TAPER; BEGIN RADIUS |
| D302 | 101+00.03 D | 28.81'LT | 998.79 | 461,053.35 | 797,249.76 | EOP; BEGIN CONCRETE CURB & GUTTER 30 INCH TYPE A |
| D303 | 101+00.41 D | 26.87'LT | 998.82 | 461,053.19 | 797,251.73 | EOP |
| D304 | 101+20.11 D | 27.97'LT | 998.63 | 461,073.12 | 797,256.29 | EOP; BEGIN RADIUS |
| D305 | 101+06.90 D | 31.20'LT | --- | 461,060.62 | 797,249.33 | FOC R=2' |
| D306 | 101+92.47 D | 12.00'RT | 999.07 | 461,121.81 | 797,325.31 | EOP; END RADIUS; END CONCRETE CURB & GUTTER 30 INCH TYPE A |
| D307 | 98+74.98 D | 12.00'RT | 1001.78 | 460,825.67 | 797,227.98 | EOP; END DRIVEWAY CURB |
| D308 | 101+05.00 D | 30.60'LT | --- | 461,058.62 | 797,249.39 | FOC |

| POINT NO. | USH 18/151 (VERONA ROAD) (VR) STATION | OFFSET | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| VR600 | 899+42.04 VR | 4.72'RT | 998.63 | 460,841.75 | 797,345.76 | END RADIUS; BEGIN RADIUS |
| VR601 | 899+07.01 VR | 34.07'RT | 997.65 | 460,799.31 | 797,362.70 | END CONCRETE BARRIER TEMPORARY PRECAST |
| VR602 | 898+95.33 VR | 55.14'RT | --- | 460,781.63 | 797,379.06 | BEGIN TAPER; MATCH EXIST. |
| VR603 | 901+78.39 VR | 1.98'LT | 999.86 | 461,068.37 | 797,413.21 | END RADIUS |
| VR604 | 858+77.70 VR | 6016.88'LT | --- | 462,759.81 | 791,316.10 | R=6,327' |
| VR605 | 900+69.07 VR | 52.44'RT | --- | 460,947.52 | 797,430.77 | MATCH EXIST. |
| VR606 | 900+68.83 VR | 50.01'RT | --- | 460,948.05 | 797,428.38 | MATCH EXIST. |

| POINT NO. | A RAMP (A LINE) STATION | OFFSET | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| A400 | 99+49.28 A | 39.00'RT | 999.66 | 460,787.49 | 797,472.17 | EOP |
| A401 | 99+49.28 A | 41.00'RT | 999.62 | 460,786.81 | 797,474.05 | EOP; BEGIN CONCRETE CURB & GUTTER |
| A402 | 99+49.28 A | 43.00'RT | 999.58 | 460,786.13 | 797,475.93 | EOP; END CONCRETE BARRIER |
| A403 | 101+29.13 A | 11.99'LT | 998.74 | 460,973.85 | 797,485.17 | EOP; END CONCRETE PAVEMENT; BEGIN HMA PAVEMENT |
| A404 | 101+29.13 A | 0.00'RT | 998.98 | 460,969.90 | 797,496.49 | EOP; END CONCRETE PAVEMENT; BEGIN HMA PAVEMENT |
| A405 | 101+85.92 A | 0.00'RT | 999.16 | 461,025.38 | 797,507.83 | EOP; END CONCRETE PAVEMENT; BEGIN HMA PAVEMENT |
| A406 | 101+85.92 A | 15.00'RT | 999.46 | 461,024.36 | 797,522.80 | EOP; END CONCRETE PAVEMENT; BEGIN HMA PAVEMENT |
| A407 | 101+83.76 A | 23.42'RT | 999.53 | 461,021.40 | 797,531.02 | EOP; END CONCRETE PAVEMENT; BEGIN HMA PAVEMENT |
| A408 | 99+66.11 A | 21.14'LT | --- | 460,823.72 | 797,421.30 | SAWCUT; MATCH EXISTING; END TAPER |
| A409 | 99+50.00 A | 19.00'LT | --- | 460,807.84 | 797,417.86 | BEGIN CONCRETE BARRIER TEMPORARY PRECAST |
| A410 | 101+32.80 A | 23.67'LT | --- | 460,980.79 | 797,475.19 | BEGIN RADIUS |
| A411 | 101+92.02 A | 12.61'LT | --- | 461,031.96 | 797,495.56 | SAWCUT; MATCH EXISTING |
| A412 | --- | --- | --- | 461,665.68 | 795,554.66 | R=2,039' |

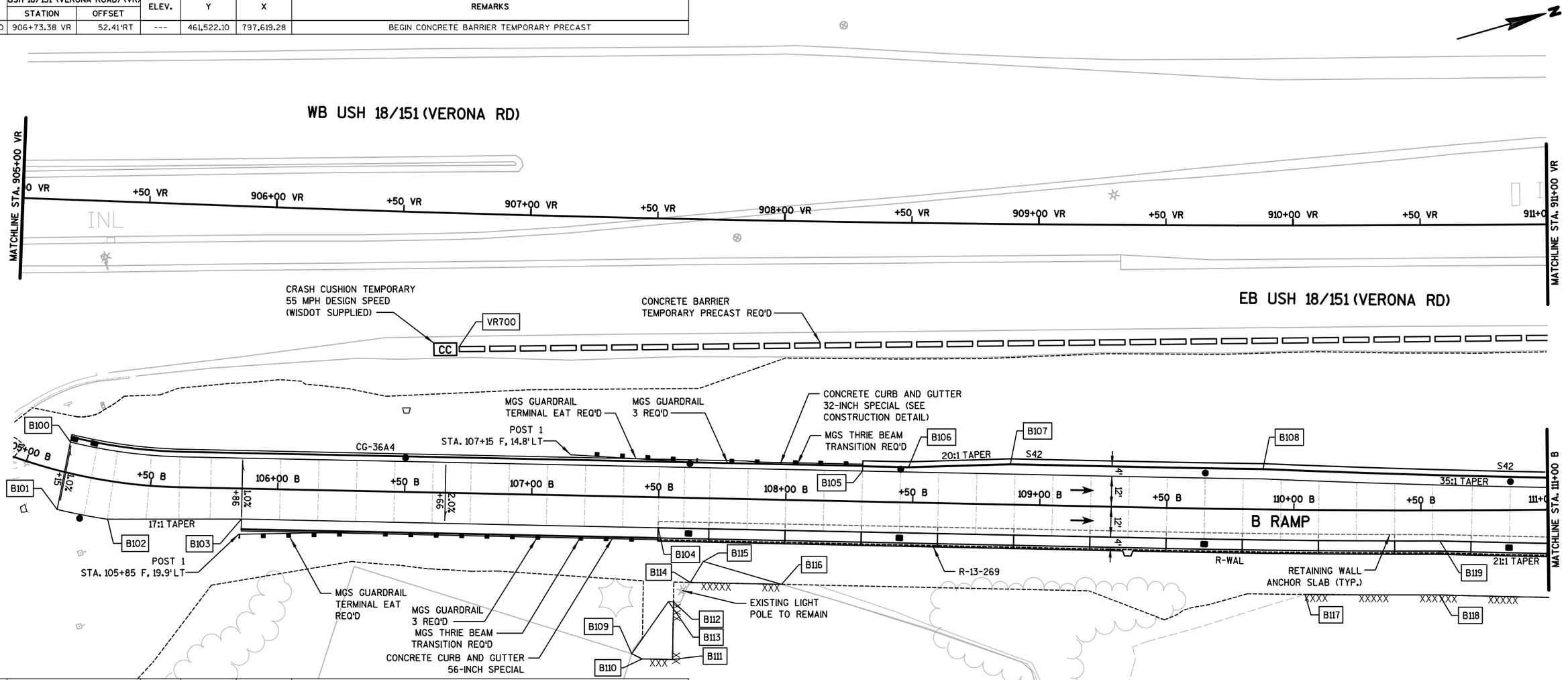
NOTE: PLAN DETAIL POINTS FOR CONCRETE BARRIER TEMPORARY PRECAST REFER TO THE TRAFFIC SIDE FACE OF BARRIER.

## LEGEND

- 10XX.XX — POINT ELEVATION
- TRAFFIC FLOW
- CURB RAMP, TYPE X
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- PROPOSED INLET
- PROPOSED STORM SEWER MANHOLE
- PROPOSED APRON ENDWALL
- SLOPE INTERCEPT
- ANTICIPATED CONCRETE JOINTING
- XXXXX — SAWING ASPHALT
- SAWING CONCRETE
- REVERSE SLOPE GUTTER
- DRIVEWAY CURB
- CURB RAMP CURB
- COLORED AND STAMPED CONCRETE 5-INCH
- ASSI — ASPHALTIC SURFACE SAFETY ISLANDS
- ASPH — ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- AC — ASPHALTIC CURB
- CD-7 — CONCRETE DRIVEWAY 7-INCH
- CD-9 — CONCRETE DRIVEWAY 9-INCH
- R-WAL — RETAINING WALL
- CG-18D — CONCRETE CURB AND GUTTER 18-INCH TYPE D
- CG-30A — CONCRETE CURB AND GUTTER 30-INCH TYPE A
- CG-30D — CONCRETE CURB AND GUTTER 30-INCH TYPE D
- CG-36A4 — CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
- CCP — CONCRETE CURB PEDESTRIAN
- CS-5 — CONCRETE SIDEWALK 5-INCH
- CS-6 — CONCRETE SIDEWALK 6-INCH
- S42 — CONCRETE BARRIER TYPE S42
- SP — SIDEWALK PAVEMENT
- N-1 — CONCRETE MEDIAN SLOPED NOSE HES TYPE 1
- N-2 — CONCRETE MEDIAN SLOPED NOSE HES TYPE 2

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN DETAILS - USH 18/151 & A, D & L RAMPS (VR, A, D & L) | SHEET 118 E |
|---|---|---|---|---|

| POINT NO. | USH 18/151 (VERONA ROAD) (VR) STATION | OFFSET | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| VR700 | 906+73.38 VR | 52.41'RT | --- | 461,522.10 | 797,619.28 | BEGIN CONCRETE BARRIER TEMPORARY PRECAST |



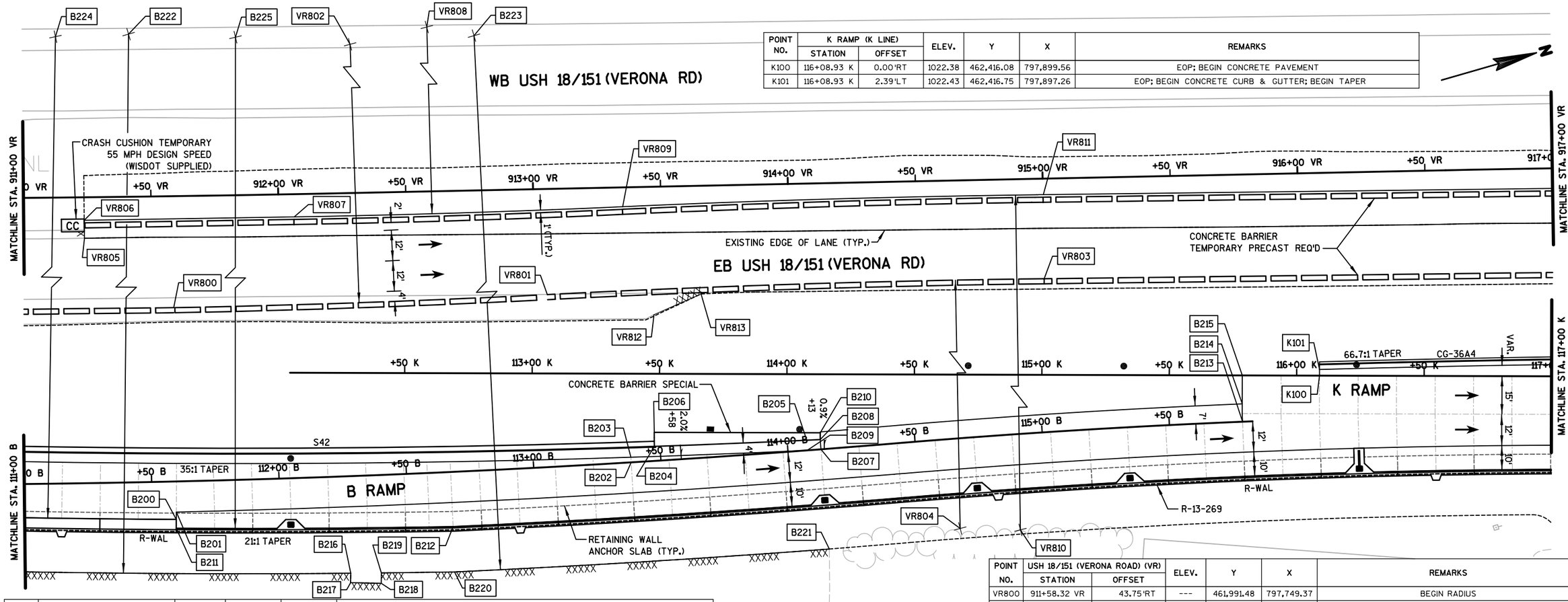

| POINT NO. | B RAMP (B LINE) STATION | OFFSET | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| B100 | 105+15.02 B | 12.00'LT | 1000.55 | 461,364.62 | 797,612.93 | EOP; BEGIN CONCRETE PAVEMENT; BEGIN CONCRETE CURB & GUTTER |
| B101 | 105+16.26 B | 15.00'RT | 1000.82 | 461,352.27 | 797,636.97 | EOP; BEGIN CONCRETE PAVEMENT |
| B102 | 105+35.11 B | 15.00'RT | 1000.82 | 461,370.23 | 797,646.17 | EOP; BEGIN TAPER |
| B103 | 105+85.98 B | 12.00'RT | 1001.07 | 461,420.90 | 797,660.71 | EOP; END TAPER; BEGIN CONCRETE CURB & GUTTER |
| B104 | 107+50.06 B | 12.98'RT | 1004.30 | 461,577.52 | 797,709.43 | EOP; END CONCRETE CURB AND GUTTER; BEGIN CONCRETE PARAPET; SEE STRUCTURE PLANS |
| B105 | 108+30.00 B | 12.00'LT | 1008.02 | 461,661.04 | 797,710.27 | EOP; END CONCRETE CURB & GUTTER; BEGIN CONCRETE BARRIER |
| B106 | 108+48.09 B | 14.00'LT | 1008.93 | 461,678.91 | 797,713.73 | BEGIN TAPER |
| B107 | 108+88.09 B | 16.00'LT | 1010.96 | 461,717.70 | 797,723.70 | END TAPER |
| B108 | 109+87.70 B | 16.00'LT | 1015.91 | 461,812.74 | 797,753.11 | BEGIN TAPER; BEGIN RADIUS |
| B109 | 107+40.68 B | 61.71'RT | --- | 461,553.86 | 797,754.13 | SAWCUT; MATCH EXIST. |
| B110 | 107+44.77 B | 63.72'RT | --- | 461,557.17 | 797,757.26 | SAWCUT; MATCH EXIST. |
| B111 | 107+56.77 B | 63.66'RT | --- | 461,568.64 | 797,760.77 | SAWCUT; MATCH EXIST. |
| B112 | 107+56.66 B | 41.00'RT | --- | 461,575.27 | 797,739.09 | SAWCUT; MATCH EXIST. |
| B113 | 107+54.67 B | 40.94'RT | --- | 461,573.39 | 797,738.45 | MATCH EXIST. |
| B114 | 107+63.14 B | 33.25'RT | --- | 461,583.76 | 797,733.62 | SAWCUT; MATCH EXIST. |
| B115 | 107+68.08 B | 24.84'RT | --- | 461,590.97 | 797,727.06 | MATCH EXIST. |
| B116 | 107+99.04 B | 33.25'RT | --- | 461,618.04 | 797,744.28 | SAWCUT; MATCH EXIST. |
| B117 | 110+04.75 B | 33.25'RT | --- | 461,814.92 | 797,805.19 | SAWCUT; MATCH EXIST. |
| B118 | 110+57.15 B | 33.25'RT | --- | 461,865.57 | 797,820.00 | SAWCUT; BEGIN RADIUS; MATCH EXIST. |
| B119 | 110+57.45 B | 12.00'RT | 1018.35 | 461,871.72 | 797,799.65 | EOP; BEGIN TAPER; BEGIN RADIUS |

NOTE: PLAN DETAIL POINTS FOR CONCRETE BARRIER TEMPORARY PRECAST REFER TO THE TRAFFIC SIDE FACE OF BARRIER.

## LEGEND

| | | | |
|---|---|---|---|
| 10XX.XX | POINT ELEVATION | XXXXX | SAWING ASPHALT |
| | TRAFFIC FLOW | | SAWING CONCRETE |
| | CURB RAMP, TYPE X | | REVERSE SLOPE GUTTER |
| | CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA | | DRIVEWAY CURB |
| | PROPOSED INLET | | CURB RAMP CURB |
| | PROPOSED STORM SEWER MANHOLE | | COLORED AND STAMPED CONCRETE 5-INCH |
| | PROPOSED APRON ENDWALL | ASSI | ASPHALTIC SURFACE SAFETY ISLANDS |
| | SLOPE INTERCEPT | ASPH | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES |
| | ANTICIPATED CONCRETE JOINTING | AC | ASPHALTIC CURB |
| | | CD-7 | CONCRETE DRIVEWAY 7-INCH |
| | | CD-9 | CONCRETE DRIVEWAY 9-INCH |
| | | R-WAL | RETAINING WALL |

| | |
|---|---|
| CG-18D | CONCRETE CURB AND GUTTER 18-INCH TYPE D |
| CG-30A | CONCRETE CURB AND GUTTER 30-INCH TYPE A |
| CG-30D | CONCRETE CURB AND GUTTER 30-INCH TYPE D |
| CG-36A4 | CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A |
| CCP | CONCRETE CURB PEDESTRIAN |
| CS-5 | CONCRETE SIDEWALK 5-INCH |
| CS-6 | CONCRETE SIDEWALK 6-INCH |
| S42 | CONCRETE BARRIER TYPE S42 |
| SP | SIDEWALK PAVEMENT |
| N-1 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 1 |
| N-2 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 2 |




| POINT NO. | K RAMP (K LINE) STATION | K RAMP (K LINE) OFFSET | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| K100 | 116+08.93 K | 0.00'RT | 1022.38 | 462,416.08 | 797,899.56 | EOP; BEGIN CONCRETE PAVEMENT |
| K101 | 116+08.93 K | 2.39'LT | 1022.43 | 462,416.75 | 797,897.26 | EOP; BEGIN CONCRETE CURB & GUTTER; BEGIN TAPER |

| POINT NO. | B RAMP (B LINE) STATION | B RAMP (B LINE) OFFSET | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| B200 | 111+59.33 B | 14.91'RT | 1021.44 | 461,969.45 | 797,829.54 | EOP; END RADIUS; SEE STRUCTURE PLANS |
| B201 | 111+59.41 B | 12.00'RT | 1021.50 | 461,970.27 | 797,826.75 | EOP; SEE STRUCTURE PLANS |
| B202 | 113+38.33 B | 0.00'RT | 1023.74 | 462,147.16 | 797,857.47 | ANTICIPATED 2-FT PAVEMENT KICKER |
| B203 | 113+38.33 B | 2.00'LT | 1023.78 | 462,147.59 | 797,855.53 | ANTICIPATED 2-FT PAVEMENT KICKER |
| B204 | 113+47.84 B | 5.71'LT | 1023.84 | 462,157.67 | 797,853.96 | EOP; END CONCRETE BARRIER; BEGIN FIXED OBJECT PROTECTION |
| B205 | 114+07.67 B | 4.00'LT | 1023.42 | 462,215.75 | 797,868.20 | EOP; FIXED OBJECT PROTECTION |
| B206 | 113+48.12 B | 11.20'LT | 1023.72 | 462,159.14 | 797,848.66 | BEGIN FIXED OBJECT PROTECTION |
| B207 | 114+12.97 B | 0.00'RT | 1023.35 | 462,220.12 | 797,873.19 | EOP; END CONCRETE PAVEMENT; BEGIN HMA PAVEMENT |
| B208 | 114+12.97 B | 3.85'LT | 1023.39 | 462,220.91 | 797,869.42 | EOP; END FIXED OBJECT PROTECTION; BEGIN HMA PAVEMENT |
| B209 | 114+07.56 B | 0.00'RT | 1023.38 | 462,214.83 | 797,872.09 | EOP |
| B210 | 114+13.18 B | 6.50'LT | 1023.42 | 462,221.65 | 797,866.87 | END FIXED OBJECT PROTECTION; BEGIN HMA PAVEMENT |
| B211 | 111+59.22 B | 18.41'RT | 1021.37 | 461,968.46 | 797,832.90 | EOP; BEGIN RADIUS; SEE STRUCTURE PLANS |
| B212 | 112+67.38 B | 21.50'RT | 1023.06 | 462,073.04 | 797,862.37 | EOP; END RADIUS; SEE STRUCTURE PLANS |
| B213 | 115+78.76 B | 0.00'RT | 1022.26 | 462,382.08 | 797,908.58 | EOP; END HMA PAVEMENT; BEGIN CONCRETE PAVEMENT |
| B214 | 115+78.93 B | 7.00'LT | 1022.40 | 462,383.90 | 797,901.82 | EOP; END HMA PAVEMENT; BEGIN CONCRETE PAVEMENT |
| B215 | 115+79.42 B | 18.16'LT | 1022.62 | 462,387.03 | 797,891.09 | EOP; BEGIN CONCRETE PAVEMENT |
| B216 | 112+26.75 B | 38.10'RT | --- | 462,029.38 | 797,868.81 | SAWCUT; END RADIUS; MATCH EXIST. |
| B217 | 112+26.54 B | 41.79'RT | --- | 462,028.28 | 797,872.34 | SAWCUT; MATCH EXIST. |
| B218 | 112+38.41 B | 42.50'RT | --- | 462,039.74 | 797,875.91 | SAWCUT; MATCH EXIST. |
| B219 | 112+38.62 B | 38.43'RT | --- | 462,040.92 | 797,872.01 | SAWCUT; MATCH EXIST. |
| B220 | 112+67.13 B | 39.25'RT | --- | 462,068.66 | 797,879.58 | SAWCUT; BEGIN RADIUS; MATCH EXIST. |
| B221 | 114+13.25 B | 39.25'RT | --- | 462,212.43 | 797,911.68 | SAWCUT; END RADIUS; MATCH EXIST. |
| B222 | 114+99.94 B | 4766.15'LT | --- | 463,321.17 | 793,234.22 | R=4,811.25' |
| B223 | 109+49.70 B | 4770.00'LT | --- | 463,188.48 | 793,202.52 | R=4,809.25' |
| B224 | 114+99.94 B | 4766.15'LT | --- | 463,321.17 | 793,234.22 | R=4,790' |
| B225 | 114+99.94 B | 4766.15'LT | --- | 463,321.17 | 793,234.22 | R=4,793.50' |

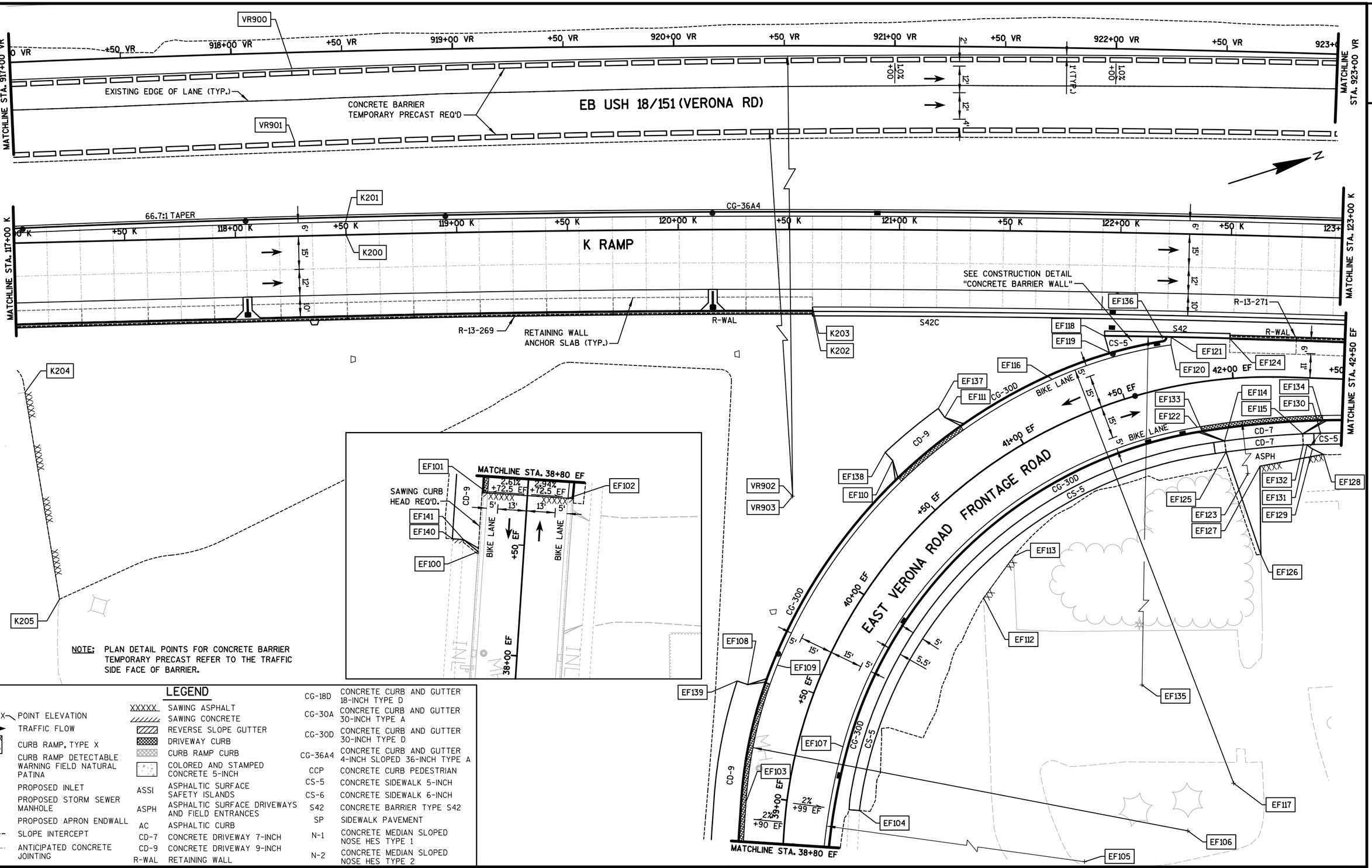
| POINT NO. | USH 18/151 (VERONA ROAD) (VR) STATION | USH 18/151 (VERONA ROAD) (VR) OFFSET | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| VR800 | 911+58.32 VR | 43.75'RT | --- | 461,991.48 | 797,749.37 | BEGIN RADIUS |
| VR801 | 913+04.73 VR | 41.43'RT | --- | 462,133.78 | 797,785.05 | END RADIUS; BEGIN RADIUS |
| VR802 | 911+25.25 VR | 4460.17'LT | --- | 463,157.77 | 793,399.00 | R=4,504' |
| VR803 | 914+99.75 VR | 39.29'RT | --- | 462,322.80 | 797,833.09 | END RADIUS |
| VR804 | 914+57.23 VR | 5035.10'RT | --- | 460,997.93 | 802,650.22 | R=4,996' |
| VR805 | 911+23.76 VR | 16.06'RT | --- | 461,965.39 | 797,713.50 | EOP; MATCH EXIST. |
| VR806 | 911+23.73 VR | 9.00'RT | 1005.48 | 461,967.25 | 797,706.68 | EOP; BEGIN CONCRETE BARRIER TEMPORARY PRECAST |
| VR807 | 912+06.08 VR | 8.89'RT | 1005.92 | 462,046.80 | 797,728.22 | EOP; BEGIN RADIUS |
| VR808 | 912+24.01 VR | 4460.09'LT | --- | 463,214.83 | 793,414.56 | R=4,469' |
| VR809 | 913+35.00 VR | 7.59'RT | 1006.61 | 462,171.73 | 797,760.12 | EOP; END RADIUS; BEGIN RADIUS |
| VR810 | 914+57.23 VR | 5035.10'RT | --- | 460,997.93 | 802,650.22 | R=5,029' |
| VR811 | 915+00.15 VR | 6.29'RT | 1007.81 | 462,331.67 | 797,801.30 | EOP; END RADIUS |
| VR812 | 913+46.39 VR | 50.20'RT | --- | 462,171.79 | 797,804.23 | SAWCUT |
| VR813 | 913+64.94 VR | 42.00'RT | --- | 462,191.83 | 797,801.07 | SAWCUT |

**NOTE:** PLAN DETAIL POINTS FOR CONCRETE BARRIER TEMPORARY PRECAST REFER TO THE TRAFFIC SIDE FACE OF BARRIER.

## LEGEND

- 10XX.XX — POINT ELEVATION
- TRAFFIC FLOW
- CURB RAMP, TYPE X
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- PROPOSED INLET
- PROPOSED STORM SEWER MANHOLE
- PROPOSED APRON ENDWALL
- SLOPE INTERCEPT
- ANTICIPATED CONCRETE JOINTING
- XXXXX — SAWING ASPHALT
- SAWING CONCRETE
- REVERSE SLOPE GUTTER
- DRIVEWAY CURB
- CURB RAMP CURB
- COLORED AND STAMPED CONCRETE 5-INCH
- ASSI — ASPHALTIC SURFACE SAFETY ISLANDS
- ASPH — ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- AC — ASPHALTIC CURB
- CD-7 — CONCRETE DRIVEWAY 7-INCH
- CD-9 — CONCRETE DRIVEWAY 9-INCH
- R-WAL — RETAINING WALL
- CG-18D — CONCRETE CURB AND GUTTER 18-INCH TYPE D
- CG-30A — CONCRETE CURB AND GUTTER 30-INCH TYPE A
- CG-30D — CONCRETE CURB AND GUTTER 30-INCH TYPE D
- CG-36A4 — CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
- CCP — CONCRETE CURB PEDESTRIAN
- CS-5 — CONCRETE SIDEWALK 5-INCH
- CS-6 — CONCRETE SIDEWALK 6-INCH
- S42 — CONCRETE BARRIER TYPE S42
- SP — SIDEWALK PAVEMENT
- N-1 — CONCRETE MEDIAN SLOPED NOSE HES TYPE 1
- N-2 — CONCRETE MEDIAN SLOPED NOSE HES TYPE 2

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN DETAILS - USH 18/151, B RAMP & K RAMP (VR, B & K) | SHEET 120 | E |
|---|---|---|---|---|---|




## LEGEND

| | | | | | |
|---|---|---|---|---|---|
| 10XX.XX | POINT ELEVATION | XXXXX | SAWING ASPHALT | CG-18D | CONCRETE CURB AND GUTTER 18-INCH TYPE D |
| | TRAFFIC FLOW | | SAWING CONCRETE | CG-30A | CONCRETE CURB AND GUTTER 30-INCH TYPE A |
| X | CURB RAMP, TYPE X | | REVERSE SLOPE GUTTER | CG-30D | CONCRETE CURB AND GUTTER 30-INCH TYPE D |
| | CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA | | DRIVEWAY CURB | CG-36A4 | CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A |
| | PROPOSED INLET | | CURB RAMP CURB | CCP | CONCRETE CURB PEDESTRIAN |
| | PROPOSED STORM SEWER MANHOLE | | COLORED AND STAMPED CONCRETE 5-INCH | CS-5 | CONCRETE SIDEWALK 5-INCH |
| | PROPOSED APRON ENDWALL | ASSI | ASPHALTIC SURFACE SAFETY ISLANDS | CS-6 | CONCRETE SIDEWALK 6-INCH |
| | SLOPE INTERCEPT | ASPH | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES | S42 | CONCRETE BARRIER TYPE S42 |
| | ANTICIPATED CONCRETE JOINTING | AC | ASPHALTIC CURB | SP | SIDEWALK PAVEMENT |
| | | CD-7 | CONCRETE DRIVEWAY 7-INCH | N-1 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 1 |
| | | CD-9 | CONCRETE DRIVEWAY 9-INCH | N-2 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 2 |
| | | R-WAL | RETAINING WALL | | |

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN DETAILS - USH 18/151, K RAMP, E. VR FRTG. RD (VR, K, EF) | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\021209_pd.dgn PLOT DATE : 4/14/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

| POINT NO. | USH 18/151 (VERONA ROAD) (VR) STATION | OFFSET | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| VR900 | 918+27.33 VR | 7.32'RT | 1012.83 | 462,646.99 | 797,888.03 | EOP; BEGIN RADIUS |
| VR901 | 918+27.74 VR | 40.32'RT | --- | 462,638.23 | 797,919.85 | BEGIN RADIUS |
| VR902 | 944+36.56 VR | 7820.14'RT | --- | 460,570.67 | 805,436.69 | R=7,829' |
| VR903 | 944+36.56 VR | 7820.14'RT | --- | 460,570.67 | 805,436.69 | R=7,796' |

| POINT NO. | K RAMP (K LINE) STATION | OFFSET | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| K200 | 118+49.97 K | 0.00'RT | 1020.82 | 462,647.50 | 797,966.98 | EOP |
| K201 | 118+49.97 K | 6.00'LT | 1020.94 | 462,649.18 | 797,961.22 | EOP; END TAPER |
| K202 | 120+60.76 K | 37.00'RT | 1018.91 | 462,837.80 | 798,063.83 | END CONCRETE PARAPET; SEE STRUCTURE PLANS; BEGIN CONCRETE BARRIER |
| K203 | 120+60.76 K | 35.00'RT | 1018.95 | 462,838.41 | 798,061.92 | EOP; BEGIN CONCRETE BARRIER |
| K204 | 117+03.29 K | 67.52'RT | --- | 462,487.79 | 797,990.78 | SAWCUT; MATCH EXIST. |
| K205 | 117+16.54 K | 161.32'RT | --- | 462,474.28 | 798,084.54 | SAWCUT; MATCH EXIST. |

| POINT NO. | EAST VERONA ROAD FRONTAGE ROAD (EF) STATION | OFFSET | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| EF100 | 38+45.81 EF | 20.55'LT | --- | 462,720.53 | 798,313.51 | BEGIN SAWING CURB HEAD |
| EF101 | 38+72.49 EF | 17.99'LT | --- | 462,732.65 | 798,289.61 | EOP; BEGIN CONCRETE CURB & GUTTER; MATCH EXIST.; SAWCUT |
| EF102 | 38+72.49 EF | 18.38'RT | --- | 462,766.51 | 798,302.88 | EOP; BEGIN CONCRETE CURB & GUTTER; MATCH EXIST.; SAWCUT |
| EF103 | 38+97.06 EF | 18.32'LT | 1006.66 | 462,741.96 | 798,265.84 | EOP; BEGIN RADIUS |
| EF104 | 38+99.60 EF | 33.07'RT | --- | 462,789.66 | 798,285.13 | BOW; MATCH EXIST. |
| EF105 | 43+05.42 EF | 238.10'RT | --- | 463,026.06 | 798,407.93 | R=280' |
| EF106 | 39+55.53 EF | 180.00'RT | --- | 462,928.17 | 798,338.83 | R=200' |
| EF107 | 39+30.05 EF | 20.00'RT | 1007.58 | 462,791.25 | 798,255.40 | EOP; END RADIUS; BEING RADIUS |
| EF108 | 39+43.93 EF | 29.43'LT | 1008.12 | 462,758.78 | 798,215.56 | DRIVEWAY APRON TAPER |
| EF109 | 39+55.53 EF | 20.00'LT | 1008.51 | 462,774.16 | 798,211.23 | EOP; END RADIUS; BEING RADIUS |
| EF110 | 40+51.31 EF | 29.50'LT | 1013.26 | 462,851.90 | 798,138.99 | BEGIN DRIVEWAY APRON TAPER |
| EF111 | 40+78.24 EF | 29.50'LT | 1014.51 | 462,880.23 | 798,127.61 | BEGIN DRIVEWAY APRON TAPER |
| EF112 | 40+35.85 EF | 43.46'RT | --- | 462,872.20 | 798,210.61 | MATCH EXIST.; SAWCUT |
| EF113 | 40+63.98 EF | 39.19'RT | --- | 462,890.91 | 798,196.84 | MATCH EXIST.; SAWCUT |
| EF114 | 41+93.19 EF | 27.83'RT | 1019.24 | 462,997.41 | 798,176.07 | FOW; DRIVEWAY APRON TAPER |
| EF115 | 42+32.33 EF | 25.33'RT | 1020.76 | 463,032.02 | 798,183.70 | FOW; DRIVEWAY APRON TAPER |
| EF116 | 41+23.84 EF | 20.00'LT | 1016.24 | 462,931.71 | 798,125.91 | EOP; END RADIUS; BEING RADIUS |
| EF117 | 41+23.84 EF | 180.00'RT | --- | 462,954.43 | 798,324.61 | R=200' |
| EF118 | 41+49.91 EF | 29.80'LT | 1017.92 | 462,960.13 | 798,114.56 | BEGIN CONCRETE BARRIER TYPE S42; BEGIN CONCRETE SIDEWALK; BEGIN RADIUS; EDGE OF S42 FOOTING |
| EF119 | 41+49.75 EF | 22.17'LT | 1017.61 | 462,959.93 | 798,122.19 | BOC; BEGIN CONCRETE SIDEWALK |
| EF120 | 41+75.27 EF | 18.70'LT | 1018.21 | 462,987.53 | 798,127.37 | EOP; END RADIUS |
| EF121 | 41+75.90 EF | 22.02'LT | 1018.17 | 462,988.62 | 798,124.16 | EOP; END CONCRETE CURB & GUTTER; EDGE OF S42 FOOTING |
| EF122 | 41+80.41 EF | 20.00'RT | 1018.38 | 462,987.53 | 798,166.40 | EOP; END RADIUS; BEING RADIUS |
| EF123 | 36+90.77 EF | 265.65'RT | --- | 462,930.41 | 798,562.30 | R=400' |
| EF124 | 41+99.97 EF | 17.96'LT | 1019.16 | 463,013.73 | 798,132.78 | EOP; END RADIUS; END CONCRETE BARRIER TYPE S42; EDGE OF S42 FOOTING; BEGIN R-13-271 |
| EF125 | 41+93.37 EF | 32.83'RT | 1019.32 | 462,996.56 | 798,181.00 | BOW |
| EF126 | 42+10.31 EF | 80.19'RT | --- | 462,997.50 | 798,229.96 | MATCH EXIST. |
| EF127 | 42+11.22 EF | 40.25'RT | --- | 463,009.22 | 798,191.78 | MATCH EXIST.; SAWCUT |
| EF128 | 42+42.07 EF | 34.29'RT | --- | 463,038.13 | 798,195.39 | MATCH EXIST.; SAWCUT |
| EF129 | 42+36.98 EF | 31.96'RT | 1020.99 | 463,034.15 | 798,191.49 | END RADIUS |
| EF130 | 42+40.35 EF | 24.69'RT | --- | 463,039.75 | 798,185.78 | R=8' |
| EF131 | 42+34.50 EF | 30.18'RT | 1020.90 | 463,032.42 | 798,188.99 | BOW; BEGIN RADIUS |
| EF132 | 42+32.73 EF | 30.31'RT | 1020.83 | 463,030.73 | 798,188.53 | BOW |
| EF133 | 41+82.62 EF | 22.50'RT | 1018.46 | 462,989.14 | 798,169.17 | BOC; DRIVEWAY APRON TAPER |
| EF134 | 42+41.25 EF | 19.21'RT | 1020.74 | 463,042.44 | 798,180.92 | BOC; DRIVEWAY APRON TAPER |
| EF135 | --- | --- | --- | 461,469.56 | 802,586.34 | R=4,713.67'; TO EDGE OF S42 FOOTING |
| EF136 | 41+72.35 EF | 22.84'LT | --- | 462,984.82 | 798,122.89 | FOC; R=2' |
| EF137 | 40+78.24 EF | 34.50'LT | 1014.63 | 462,878.65 | 798,122.86 | BACK OF DRIVEWAY APRON |
| EF138 | 40+51.31 EF | 34.50'LT | 1013.38 | 462,849.76 | 798,134.48 | BACK OF DRIVEWAY APRON |
| EF139 | 39+43.88 EF | 34.43'LT | 1008.15 | 462,754.74 | 798,212.62 | BACK OF DRIVEWAY APRON |
| EF140 | 38+50.81 EF | 32.55'LT | --- | 462,711.18 | 798,304.48 | BACK OF DRIVEWAY APRON; MATCH EXIST.; SAWCUT |
| EF141 | 38+50.81 EF | 27.55'LT | --- | 462,715.83 | 798,306.30 | DRIVEWAY APRON TAPER; MATCH EXIST.; SAWCUT |

2

WB USH 18/151 (VERONA RD)

MATCHLINE STA. 923+00 VR

MATCHLINE STA. 929+00 VR

EXISTING EDGE OF LANE (TYP.)

EB USH 18/151 (VERONA RD)

CONCRETE BARRIER TEMPORARY PRECAST REQ'D

VR1000

VR1001

VR1002

VR1003

VR1004

K RAMP

E RAMP

MATCHLINE STA. 123+00 K

MATCHLINE STA. 129+00 E

K300

K301

K302

K303

K304

K305

K306

CG-36A4

S42C

R-WAL

S-13-447

R-13-271

BIKE LANE

EAST VERONA ROAD FRONTAGE ROAD

RETAINING WALL ANCHOR SLAB (TYP.)

MATCHLINE STA. 42+50 EF

MATCHLINE STA. 48+50 EF

EF200

EF201

EF202

EF203

EF204

EF205

EF206

EF207

EF208

EF209

EF210

EF211

EF212

EF213

EF214

EF215

EF216

CG-30D

CS-5

CD-9

ASPH

EXISTING PARKING LOT TO REMAIN

REMOVING GATE HOUSE REQ'D

NOTE: PLAN DETAIL POINTS FOR CONCRETE BARRIER TEMPORARY PRECAST REFER TO THE TRAFFIC SIDE FACE OF BARRIER.

## LEGEND

| | |
|---|---|
| 10XX.XX | POINT ELEVATION |
| | TRAFFIC FLOW |
| | CURB RAMP, TYPE X |
| | CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA |
| | PROPOSED INLET |
| | PROPOSED STORM SEWER MANHOLE |
| | PROPOSED APRON ENDWALL |
| | SLOPE INTERCEPT |
| | ANTICIPATED CONCRETE JOINTING |

| | |
|---|---|
| XXXXX | SAWING ASPHALT |
| | SAWING CONCRETE |
| | REVERSE SLOPE GUTTER |
| | DRIVEWAY CURB |
| | CURB RAMP CURB |
| | COLORED AND STAMPED CONCRETE 5-INCH |
| ASSI | ASPHALTIC SURFACE SAFETY ISLANDS |
| ASPH | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES |
| AC | ASPHALTIC CURB |
| CD-7 | CONCRETE DRIVEWAY 7-INCH |
| CD-9 | CONCRETE DRIVEWAY 9-INCH |
| R-WAL | RETAINING WALL |

| | |
|---|---|
| CG-18D | CONCRETE CURB AND GUTTER 18-INCH TYPE D |
| CG-30A | CONCRETE CURB AND GUTTER 30-INCH TYPE A |
| CG-30D | CONCRETE CURB AND GUTTER 30-INCH TYPE D |
| CG-36A4 | CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A |
| CCP | CONCRETE CURB PEDESTRIAN |
| CS-5 | CONCRETE SIDEWALK 5-INCH |
| CS-6 | CONCRETE SIDEWALK 6-INCH |
| S42 | CONCRETE BARRIER TYPE S42 |
| SP | SIDEWALK PAVEMENT |
| N-1 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 1 |
| N-2 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 2 |

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN DETAILS - USH 18/151, E & K RAMPS, E. FRTG. RD (VR,E,K,EF) | SHEET | E |
|---|---|---|---|---|---|

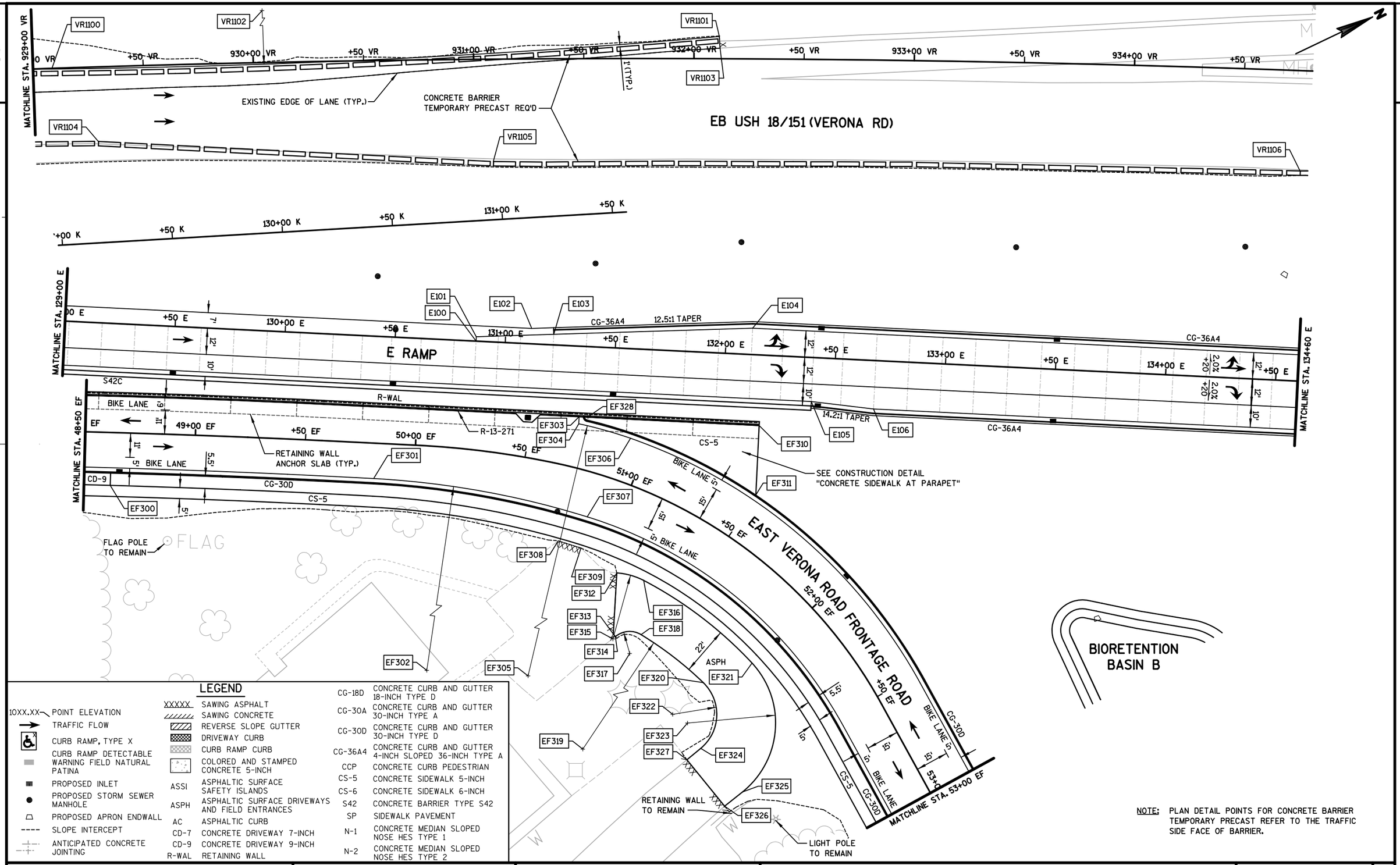


FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\021210_pd.dgn PLOT DATE : 4/14/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

| POINT NO. | USH 18/151 (VERONA ROAD) (VR) STATION | OFFSET | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| VR1000 | 926+63.43 VR | 1.35'LT | 1035.93 | 463,439.57 | 798,152.27 | EOP; END RADIUS; BEGIN RADIUS |
| VR1001 | 926+63.71 VR | 31.65'RT | --- | 463,427.48 | 798,182.98 | END RADIUS; BEGIN RADIUS |
| VR1002 | 928+52.23 VR | 34.79'RT | --- | 463,599.53 | 798,258.17 | SAWCUT |
| VR1003 | 927+30.78 VR | 4027.37'RT | --- | 461,963.16 | 801,901.02 | R=4,029' |
| VR1004 | 928+80.23 VR | 42.87'RT | --- | 463,621.90 | 798,276.66 | SAWCUT |

| POINT NO. | K RAMP (K LINE) STATION | OFFSET | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| K300 | 126+29.92 K | 35.00'RT | 1015.79 | 463,371.58 | 798,253.58 | EOP; BEGIN RADIUS |
| K301 | 126+29.92 K | 27.00'RT | 1015.95 | 463,374.55 | 798,246.15 | EOP; BEGIN RADIUS |
| K302 | 127+01.50 K | 15.00'RT | 1015.80 | 463,445.24 | 798,261.84 | EOP; END CONCRETE PAVEMENT; BEGIN HMA PAVEMENT |
| K303 | 127+01.53 K | 9.44'RT | 1015.91 | 463,447.37 | 798,256.70 | END CONCRETE PAVEMENT; BEGIN HMA PAVEMENT; BEGIN RADIUS |
| K304 | 127+01.60 K | 6.00'LT | 1016.22 | 463,453.28 | 798,242.44 | EOP; END CONCRETE PAVEMENT; END CONCRETE CURB & GUTTER |
| K305 | 127+31.50 K | 18.00'RT | 1015.57 | 463,471.87 | 798,275.97 | EOP; END CONCRETE PAVEMENT; BEGIN HMA PAVEMENT |
| K306 | 127+31.50 K | 15.00'RT | 1015.63 | 463,473.01 | 798,273.20 | EOP; END CONCRETE PAVEMENT; BEGIN HMA PAVEMENT |

| POINT NO. | EAST VERONA ROAD FRONTAGE ROAD (EF) STATION | OFFSET | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| EF200 | 36+90.77 EF | 265.65'RT | --- | 462,930.41 | 798,562.30 | R=400' |
| EF201 | 42+66.20 EF | 16.00'RT | 1021.70 | 463,066.90 | 798,186.31 | EOP; END RADIUS; BEGIN RADIUS |
| EF202 | 47+04.33 EF | 24.00'RT | 1032.12 | 463,466.38 | 798,361.46 | FOW; END CD-9 |
| EF203 | 47+19.05 EF | 29.00'RT | 1031.86 | 463,477.46 | 798,372.25 | BOW |
| EF204 | 47+27.56 EF | 29.00'RT | 1031.90 | 463,485.09 | 798,375.89 | BOW; BEGIN CONCRETE CURB & GUTTER; BEGIN RADIUS |
| EF205 | 46+08.50 EF | 152.58'RT | --- | 463,327.21 | 798,438.94 | R=170' |
| EF206 | 47+71.00 EF | 90.56'RT | --- | 463,496.85 | 798,450.00 | EOP; END CONCRETE CURB & GUTTER; END RADIUS; MATCH EXIST.; SAWCUT |
| EF207 | 48+03.37 EF | 165.02'RT | --- | 463,492.09 | 798,530.69 | MATCH EXIST.; SAWCUT |
| EF208 | 48+33.46 EF | 152.27'RT | --- | 463,523.79 | 798,532.36 | MATCH EXIST.; SAWCUT |
| EF209 | 48+14.39 EF | 109.20'RT | --- | 463,526.62 | 798,485.55 | EOP; END CONCRETE CURB & GUTTER; MATCH EXIST.; SAWCUT |
| EF210 | 48+02.05 EF | 71.98'RT | 1033.10 | 463,532.43 | 798,446.86 | EOP; BEGIN RADIUS |
| EF211 | 48+32.90 EF | 62.03'RT | --- | 463,564.08 | 798,451.62 | R=32' |
| EF212 | 48+15.57 EF | 35.01'RT | 1033.14 | 463,560.93 | 798,419.77 | EOP; END RADIUS |
| EF213 | 48+25.12 EF | 29.00'RT | 1033.08 | 463,572.10 | 798,418.67 | BOW; BEGIN CONCRETE CURB & GUTTER |
| EF214 | 48+37.74 EF | 29.00'RT | 1033.26 | 463,583.29 | 798,424.33 | BOW |
| EF215 | 47+62.71 EF | 73.50'RT | 1032.74 | 463,497.03 | 798,431.09 | EOP; HIGH POINT |
| EF216 | 48+00.48 EF | 61.56'RT | 1033.30 | 463,535.69 | 798,436.84 | EOP; HIGH POINT |




## LEGEND

| | | | |
|---|---|---|---|
| 10XX.XX | POINT ELEVATION | XXXXX | SAWING ASPHALT |
| | TRAFFIC FLOW | | SAWING CONCRETE |
| | CURB RAMP, TYPE X | | REVERSE SLOPE GUTTER |
| | CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA | | DRIVEWAY CURB |
| | PROPOSED INLET | | CURB RAMP CURB |
| | PROPOSED STORM SEWER MANHOLE | | COLORED AND STAMPED CONCRETE 5-INCH |
| | PROPOSED APRON ENDWALL | ASSI | ASPHALTIC SURFACE SAFETY ISLANDS |
| | SLOPE INTERCEPT | ASPH | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES |
| | ANTICIPATED CONCRETE JOINTING | AC | ASPHALTIC CURB |
| | | CD-7 | CONCRETE DRIVEWAY 7-INCH |
| | | CD-9 | CONCRETE DRIVEWAY 9-INCH |
| | | R-WAL | RETAINING WALL |

| | |
|---|---|
| CG-18D | CONCRETE CURB AND GUTTER 18-INCH TYPE D |
| CG-30A | CONCRETE CURB AND GUTTER 30-INCH TYPE A |
| CG-30D | CONCRETE CURB AND GUTTER 30-INCH TYPE D |
| CG-36A4 | CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A |
| CCP | CONCRETE CURB PEDESTRIAN |
| CS-5 | CONCRETE SIDEWALK 5-INCH |
| CS-6 | CONCRETE SIDEWALK 6-INCH |
| S42 | CONCRETE BARRIER TYPE S42 |
| SP | SIDEWALK PAVEMENT |
| N-1 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 1 |
| N-2 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 2 |

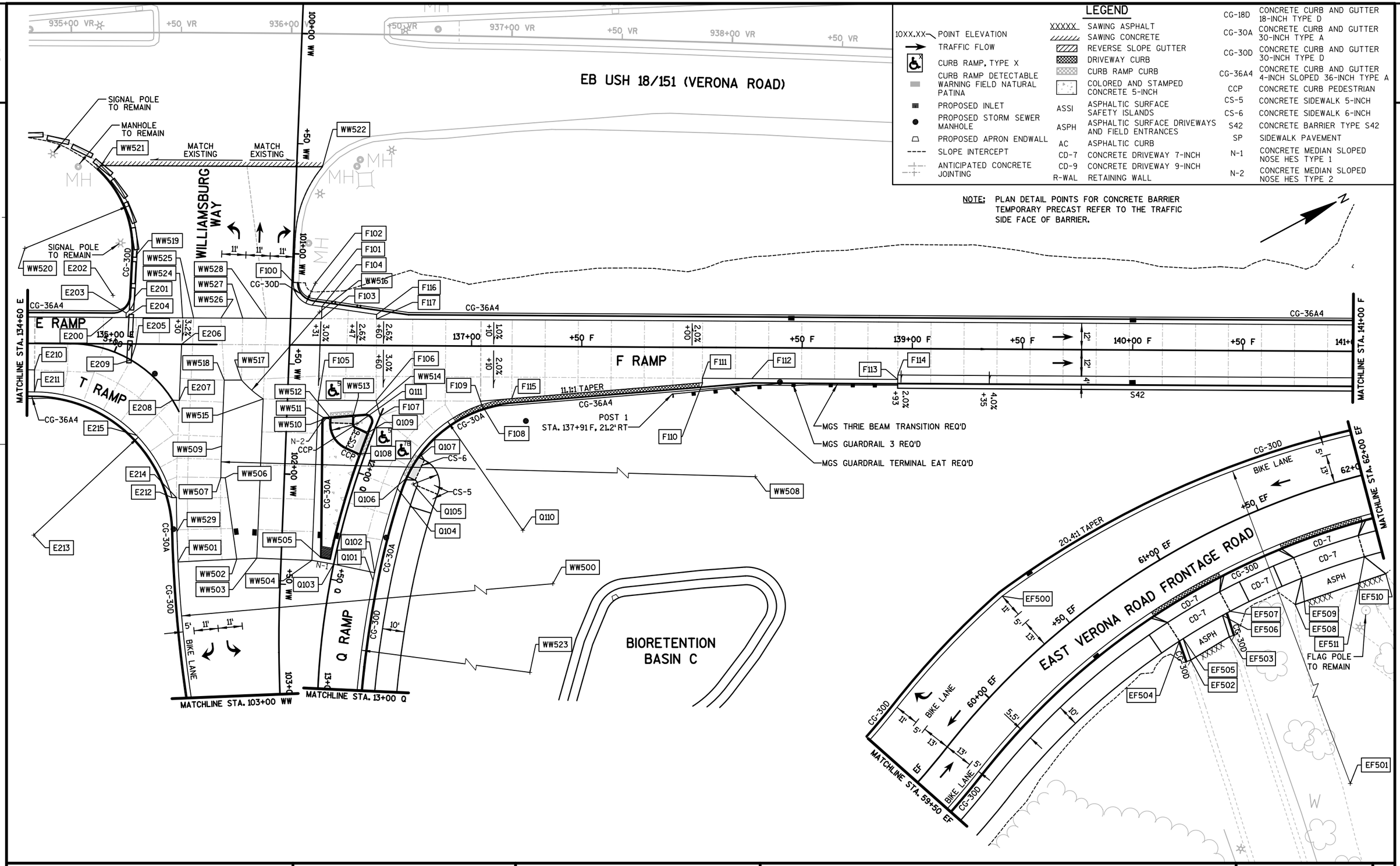
NOTE: PLAN DETAIL POINTS FOR CONCRETE BARRIER TEMPORARY PRECAST REFER TO THE TRAFFIC SIDE FACE OF BARRIER.

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN DETAILS - USH 18/151, E RAMP, E. VR FRTG. RD (VR,E,EF) | SHEET 125 | E |
|---|---|---|---|---|---|

| POINT NO. | USH 18/151 (VERONA ROAD) (VR) STATION | OFFSET | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| VR1100 | 929+08.48 VR | 0.34'RT | 1039.46 | 463,664.75 | 798,248.97 | EOP; END RADIUS; BEGIN RADIUS |
| VR1101 | 932+11.45 VR | 10.08'LT | 1041.55 | 463,944.35 | 798,366.54 | EOP; END RADIUS |
| VR1102 | 929+68.05 VR | 3993.99'LT | --- | 465,351.98 | 794,627.74 | R=3,995' |
| VR1103 | 932+11.81 VR | 4.78'LT | --- | 463,942.36 | 798,371.47 | EOP; MATCH EXIST. |
| VR1104 | 929+28.61 VR | 33.83'RT | --- | 463,669.62 | 798,287.71 | BEGIN TAPER |
| VR1105 | 931+08.54 VR | 46.48'RT | --- | 463,827.33 | 798,373.42 | END TAPER |
| VR1106 | 934+76.77 VR | 45.49'RT | --- | 464,155.65 | 798,535.42 | BEGIN RADIUS |

| POINT NO. | E RAMP (E LINE) STATION | OFFSET | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| E100 | 130+86.73 E | 0.00'RT | 1019.39 | 463,785.07 | 798,443.55 | EOP; END HMA PAVEMENT; BEGIN CONCRETE PAVEMENT |
| E101 | 130+86.73 E | 2.00'LT | 1019.35 | 463,786.02 | 798,441.79 | EOP; END HMA PAVEMENT; BEGIN CONCRETE PAVEMENT; BEGIN TAPER |
| E102 | 131+11.69 E | 7.00'LT | 1020.24 | 463,810.36 | 798,449.26 | EOP |
| E103 | 131+21.81 E | 4.80'LT | 1020.71 | 463,818.22 | 798,456.00 | EOP; BEGIN CONCRETE CURB & GUTTER |
| E104 | 132+11.81 E | 12.00'LT | 1024.90 | 463,900.82 | 798,492.46 | EOP; END TAPER |
| E105 | 132+40.00 E | 20.00'RT | 1026.14 | 463,910.40 | 798,534.01 | EOP; END CONCRETE BARRIER; BEGIN CONCRETE CURB & GUTTER; BEGIN TAPER |
| E106 | 132+68.37 E | 22.00'RT | 1027.51 | 463,934.41 | 798,549.26 | EOP; END TAPER |

| POINT NO. | EAST VERONA ROAD FRONTAGE ROAD (EF) STATION | OFFSET | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| EF300 | 48+62.00 EF | 24.00'RT | 1033.88 | 463,607.05 | 798,430.86 | FOW; END CD-9 |
| EF301 | 49+81.75 EF | 16.06'RT | 1033.40 | 463,716.20 | 798,479.72 | EOP; END RADIUS; BEGIN RADIUS |
| EF302 | 53+55.97 EF | 366.85'RT | --- | 463,524.22 | 798,830.64 | R=400' |
| EF303 | 50+69.73 EF | 22.89'LT | 1031.49 | 463,812.42 | 798,494.70 | EOP; BEGIN CONCRETE CURB & GUTTER; EDGE OF S42 FOOTING |
| EF304 | 50+70.26 EF | 19.75'LT | 1031.53 | 463,810.90 | 798,497.50 | EOP; BEGIN RADIUS |
| EF305 | 50+92.67 EF | 180.00'RT | --- | 463,688.35 | 798,655.55 | R=200' |
| EF306 | 50+92.67 EF | 20.00'LT | 1030.87 | 463,829.25 | 798,513.62 | EOP; END RADIUS; BEGIN RADIUS |
| EF307 | 50+85.10 EF | 20.00'RT | 1031.09 | 463,796.11 | 798,537.24 | EOP; END RADIUS; BEGIN RADIUS |
| EF308 | 50+74.04 EF | 34.07'RT | --- | 463,779.53 | 798,541.38 | SAWCUT |
| EF309 | 50+86.87 EF | 34.38'RT | --- | 463,787.43 | 798,548.81 | SAWCUT |
| EF310 | 51+36.10 EF | 50.40'LT | 1027.18 | 463,884.62 | 798,533.14 | END CS-5 |
| EF311 | 51+49.63 EF | 22.50'LT | 1029.58 | 463,869.38 | 798,561.33 | BOC; END CS-5 |
| EF312 | 51+09.94 EF | 39.24'RT | --- | 463,797.19 | 798,566.04 | MATCH EXIST.; BEGIN RADIUS; SAWCUT |
| EF313 | 51+23.68 EF | 64.97'RT | --- | 463,783.77 | 798,590.35 | MATCH EXIST.; SAWCUT |
| EF314 | 51+25.68 EF | 65.54'RT | --- | 463,784.15 | 798,591.83 | MATCH EXIST.; BEGIN RADIUS; SAWCUT |
| EF315 | 51+24.98 EF | 67.00'RT | --- | 463,782.69 | 798,592.31 | R=30' |
| EF316 | 51+24.98 EF | 37.00'RT | 1030.76 | 463,806.71 | 798,574.34 | END RADIUS; BEGIN RADIUS |
| EF317 | 51+39.20 EF | 69.00'RT | --- | 463,786.68 | 798,601.50 | R=10' |
| EF318 | 51+39.20 EF | 59.00'RT | 1029.88 | 463,795.05 | 798,596.04 | END RADIUS; BEGIN RADIUS |
| EF319 | 50+65.42 EF | 220.00'RT | --- | 463,660.16 | 798,683.94 | R=161' |
| EF320 | 51+88.06 EF | 59.00'RT | 1027.45 | 463,811.10 | 798,627.91 | END RADIUS; BEGIN RADIUS |
| EF321 | 51+99.71 EF | 37.00'RT | 1027.80 | 463,834.86 | 798,629.43 | END RADIUS; BEGIN RADIUS |
| EF322 | 51+88.06 EF | 79.00'RT | --- | 463,792.35 | 798,634.87 | R=20' |
| EF323 | 51+99.71 EF | 77.00'RT | --- | 463,796.67 | 798,641.34 | R=40' |
| EF324 | 52+19.36 EF | 79.83'RT | 1025.16 | 463,797.16 | 798,654.29 | END RADIUS |
| EF325 | 52+58.48 EF | 74.50'RT | 1025.18 | 463,805.68 | 798,680.31 | END RADIUS |
| EF326 | 52+60.25 EF | 84.73'RT | --- | 463,795.57 | 798,682.65 | MATCH EXIST.; SAWCUT |
| EF327 | 52+19.76 EF | 87.99'RT | --- | 463,789.24 | 798,656.25 | MATCH EXIST.; SAWCUT |
| EF328 | 50+73.25 EF | 23.81'LT | --- | 463,816.02 | 798,496.45 | R=2' |




## LEGEND

| | | | | | |
|---|---|---|---|---|---|
| 10XX.XX | POINT ELEVATION | XXXXX | SAWING ASPHALT | CG-18D | CONCRETE CURB AND GUTTER 18-INCH TYPE D |
| | TRAFFIC FLOW | | SAWING CONCRETE | CG-30A | CONCRETE CURB AND GUTTER 30-INCH TYPE A |
| X | CURB RAMP, TYPE X | | REVERSE SLOPE GUTTER | CG-30D | CONCRETE CURB AND GUTTER 30-INCH TYPE D |
| | CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA | | DRIVEWAY CURB | CG-36A4 | CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A |
| | PROPOSED INLET | | CURB RAMP CURB | CCP | CONCRETE CURB PEDESTRIAN |
| | PROPOSED STORM SEWER MANHOLE | | COLORED AND STAMPED CONCRETE 5-INCH | CS-5 | CONCRETE SIDEWALK 5-INCH |
| | PROPOSED APRON ENDWALL | ASSI | ASPHALTIC SURFACE SAFETY ISLANDS | CS-6 | CONCRETE SIDEWALK 6-INCH |
| | SLOPE INTERCEPT | ASPH | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES | S42 | CONCRETE BARRIER TYPE S42 |
| | ANTICIPATED CONCRETE JOINTING | AC | ASPHALTIC CURB | SP | SIDEWALK PAVEMENT |
| | | CD-7 | CONCRETE DRIVEWAY 7-INCH | N-1 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 1 |
| | | CD-9 | CONCRETE DRIVEWAY 9-INCH | N-2 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 2 |
| | | R-WAL | RETAINING WALL | | |

**NOTE:** PLAN DETAIL POINTS FOR CONCRETE BARRIER TEMPORARY PRECAST REFER TO THE TRAFFIC SIDE FACE OF BARRIER.

2

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN DETAILS - E, F, Q & T RAMPS & SIDEROADS (E,F,Q,T,EF,WW) | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\021212_pd.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

| POINT NO. | E RAMP (E LINE) | | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| | STATION | OFFSET | | | | |
| E200 | 134+98.74 E | 12.00'LT | 1035.87 | 464,153.25 | 798,628.86 | EOP; BEGIN RADIUS |
| E201 | 135+08.73 E | 21.56'LT | 1036.46 | 464,166.58 | 798,625.20 | EOP; END RADIUS |
| E202 | 134+98.74 E | 22.00'LT | --- | 464,158.00 | 798,620.06 | R=10' |
| E203 | 135+04.74 E | 14.00'LT | 1036.12 | 464,159.48 | 798,629.96 | EOP |
| E204 | 135+04.74 E | 12.00'LT | 1036.01 | 464,158.52 | 798,631.71 | EOP; END CONCRETE PAVEMENT; BEGIN HMA PAVEMENT |
| E205 | 135+09.32 E | 0.00'RT | 1035.84 | 464,156.85 | 798,644.45 | EOP; END CONCRETE PAVEMENT; BEGIN HMA PAVEMENT |
| E206 | 135+29.99 E | 0.00'RT | 1036.13 | 464,175.04 | 798,654.28 | EOP; END HMA PAVEMENT; BEGIN CONCRETE PAVEMENT |
| E207 | 135+29.13 E | 25.47'RT | 1035.37 | 464,162.18 | 798,676.27 | EOP; END HMA PAVEMENT; BEGIN CONCRETE PAVEMENT |
| E208 | 135+26.06 E | 25.36'RT | 1035.31 | 464,159.52 | 798,674.72 | EOP; END CONCRETE PAVEMENT; BEGIN HMA PAVEMENT |
| E209 | 135+07.04 E | 7.26'RT | 1035.57 | 464,151.40 | 798,649.76 | EOP; END CONCRETE PAVEMENT; BEGIN HMA PAVEMENT |
| E210 | 134+63.37 E | 12.00'RT | 1034.73 | 464,110.72 | 798,633.16 | --- |
| E211 | 134+63.37 E | 22.00'RT | 1034.53 | 464,105.97 | 798,641.96 | EOP; BEGIN RADIUS |
| E212 | 135+26.05 E | 69.58'RT | 1034.07 | 464,138.49 | 798,713.61 | EOP |
| E213 | 134+63.43 E | 87.00'RT | --- | 464,075.12 | 798,699.17 | R=65' |
| E214 | 135+28.12 E | 69.56'RT | 1034.09 | 464,140.32 | 798,714.59 | EOP |
| E215 | 135+09.76 E | 41.41'RT | 1035.08 | 464,137.55 | 798,681.09 | EOP; HIGH POINT |

| POINT NO. | F RAMP (F LINE) | | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| | STATION | OFFSET | | | | |
| F100 | 136+18.92 F | 28.39'LT | --- | 464,233.01 | 798,653.33 | BEGIN CONCRETE CURB & GUTTER; BEGIN RADIUS; MATCH EXISTING |
| F101 | 136+27.53 F | 18.14'LT | 1036.97 | 464,235.70 | 798,666.44 | EOP; END RADIUS |
| F102 | 136+28.92 F | 28.04'LT | --- | 464,241.63 | 798,658.39 | R=10' |
| F103 | 136+31.81 F | 12.00'LT | 1036.69 | 464,236.56 | 798,673.88 | EOP; END HMA PAVEMENT; BEGIN CONCRETE PAVEMENT |
| F104 | 136+32.00 F | 17.51'LT | 1036.85 | 464,239.34 | 798,669.12 | EOP; END HMA PAVEMENT; BEGIN CONCRETE PAVEMENT |
| F105 | 136+30.56 F | 25.00'RT | 1035.58 | 464,217.87 | 798,705.84 | EOP; END CONCRETE CURB & GUTTER |
| F106 | 136+56.80 F | 25.00'RT | 1035.39 | 464,240.95 | 798,718.31 | EOP; END CONCRETE CURB & GUTTER |
| F107 | 136+58.65 F | 31.98'RT | 1035.16 | 464,239.26 | 798,725.33 | EOP; END CONCRETE CURB & GUTTER |
| F108 | 137+04.71 F | 26.58'RT | 1035.23 | 464,282.35 | 798,742.48 | EOP |
| F109 | 137+04.18 F | 25.00'RT | 1035.27 | 464,282.64 | 798,740.84 | EOP; BEGIN TAPER |
| F110 | 138+04.80 F | 16.00'RT | 1034.74 | 464,375.43 | 798,780.76 | EOP |
| F111 | 138+04.80 F | 14.00'RT | 1034.78 | 464,376.39 | 798,779.00 | EOP |
| F112 | 138+27.36 F | 14.00'RT | 1034.61 | 464,396.23 | 798,789.72 | EOP; END TAPER |
| F113 | 138+93.44 F | 14.00'RT | 1034.13 | 464,454.37 | 798,821.14 | EOP; END CONCRETE CURB & GUTTER; BEGIN CONCRETE BARRIER |
| F114 | 138+93.44 F | 12.00'RT | 1034.17 | 464,455.32 | 798,819.38 | EOP |
| F115 | 137+18.38 F | 23.73'RT | 1035.22 | 464,295.72 | 798,746.47 | EOP; END RADIUS; BEGIN TAPER |
| F116 | 136+56.80 F | 14.02'LT | 1036.52 | 464,259.50 | 798,683.99 | EOP |
| F117 | 136+56.80 F | 12.00'LT | 1036.47 | 464,258.54 | 798,685.76 | EOP |

| POINT NO. | Q RAMP (Q LINE) | | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| | STATION | OFFSET | | | | |
| Q101 | 12+46.75 Q | 19.00'LT | 1032.85 | 464,201.40 | 798,789.66 | EOP; END RADIUS; BEGIN RADIUS |
| Q102 | 12+43.02 Q | 19.00'LT | 1032.95 | 464,203.65 | 798,786.93 | EOP; END CONCRETE PAVEMENT; BEGIN HMA PAVEMENT |
| Q103 | 12+43.02 Q | 0.00'RT | 1033.14 | 464,189.05 | 798,774.77 | EOP; END CONCRETE PAVEMENT ; BEGIN CONCRETE CURB & GUTTER; BEGIN HMA PAVEMENT |
| Q104 | 12+01.24 Q | 19.00'LT | 1034.15 | 464,230.69 | 798,758.08 | EOP; END RADIUS; BEGIN RADIUS |
| Q105 | 11+96.72 Q | 25.14'LT | --- | 464,237.99 | 798,759.65 | R=12' |
| Q106 | 11+94.22 Q | 21.82'LT | 1034.28 | 464,237.46 | 798,755.62 | BOC; CURB RAMP OPENING |
| Q107 | 11+83.65 Q | 23.49'LT | 1034.57 | 464,245.98 | 798,750.31 | BOC; CURB RAMP OPENING |
| Q108 | 11+91.91 Q | 2.50'RT | 1034.57 | 464,222.79 | 798,736.11 | BOC; CURB RAMP OPENING |
| Q109 | 11+81.95 Q | 2.50'RT | 1034.85 | 464,230.33 | 798,729.50 | BOC; CURB RAMP OPENING |
| Q110 | 12+01.24 Q | 79.00'LT | --- | 464,272.01 | 798,801.58 | R=60' |
| Q111 | 11+79.64 Q | 8.31'RT | --- | 464,228.36 | 798,723.55 | R=12' |

| POINT NO. | WILLIAMSBURG WAY (WW) | | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| | STATION | OFFSET | | | | |
| WW500 | 101+88.52 WW | 567.00'LT | --- | 464,683.85 | 799,004.47 | R=616' |
| WW501 | 102+41.77 WW | 46.69'RT | 1033.26 | 464,127.20 | 798,740.65 | EOP; CONCRETE PAVEMENT LIMIT |
| WW502 | 102+39.46 WW | 20.10'RT | 1033.53 | 464,151.32 | 798,752.09 | CONCRETE PAVEMENT LIMIT |
| WW503 | 102+38.67 WW | 11.00'RT | 1033.65 | 464,159.58 | 798,756.00 | CONCRETE PAVEMENT LIMIT |
| WW504 | 102+38.67 WW | 14.00'LT | 1033.40 | 464,181.16 | 798,768.62 | EOP; CONCRETE PAVEMENT LIMIT; BEGIN CONCRETE CURB & GUTTER |
| WW505 | 102+37.18 WW | 17.96'LT | 1033.29 | 464,185.32 | 798,769.33 | FOC |
| WW506 | 102+02.77 WW | 26.80'RT | 1034.57 | 464,164.05 | 798,717.03 | CONCRETE PAVEMENT LIMIT |
| WW507 | 102+02.82 WW | 28.83'RT | 1034.54 | 464,162.28 | 798,716.05 | CONCRETE PAVEMENT LIMIT; BEGIN RADIUS |
| WW508 | 101+88.52 WW | 567.00'LT | --- | 464,683.85 | 799,004.47 | R=596' |
| WW509 | 101+88.52 WW | 29.00'RT | 1034.97 | 464,169.35 | 798,703.62 | CONCRETE PAVEMENT LIMIT; END RADIUS |
| WW510 | 101+74.70 WW | 16.08'LT | 1035.19 | 464,215.24 | 798,714.44 | FOC |
| WW511 | 101+73.82 WW | 16.79'LT | 1035.33 | 464,216.30 | 798,714.04 | FOC |
| WW512 | 101+73.94 WW | 20.00'LT | 1035.32 | 464,219.01 | 798,715.77 | BOC; CURB RAMP OPENING |
| WW513 | 101+72.75 WW | 30.00'LT | 1035.27 | 464,228.24 | 798,719.79 | BOC; CURB RAMP OPENING |
| WW514 | 101+71.58 WW | 35.66'LT | 1035.24 | 464,233.72 | 798,721.63 | FOC |
| WW515 | 101+66.34 WW | 11.00'RT | 1035.82 | 464,196.09 | 798,693.56 | CONCRETE PAVEMENT LIMIT; BEGIN RADIUS |
| WW516 | 101+25.93 WW | 13.00'LT | --- | 464,237.20 | 798,670.79 | R=47' |
| WW517 | 101+58.20 WW | 21.17'RT | 1035.96 | 464,191.42 | 798,681.40 | CONCRETE PAVEMENT LIMIT; END RADIUS |
| WW518 | 101+58.54 WW | 29.00'RT | 1035.87 | 464,184.49 | 798,677.74 | CONCRETE PAVEMENT LIMIT |
| WW519 | 101+02.91 WW | 70.78'RT | 1037.21 | 464,176.51 | 798,608.62 | EOP; BEGIN RADIUS |
| WW520 | 101+02.37 WW | 121.77'RT | --- | 464,132.75 | 798,582.42 | R=51' |
| WW521 | 100+63.47 WW | 88.80'RT | --- | 464,180.86 | 798,565.48 | EOP; END RADIUS; END CONCRETE CURB & GUTTER; MATCH EXISTING |
| WW522 | 100+60.07 WW | 11.68'LT | --- | 464,269.31 | 798,613.27 | EOP; MATCH EXIST. |
| WW523 | 105+74.61 WW | 509.96'LT | --- | 464,588.79 | 799,105.78 | R=500' |
| WW524 | 101+31.05 WW | 49.00'RT | 1036.50 | 464,181.10 | 798,643.91 | EDGE OF CONCRETE PAVEMENT; BEGIN JOINT |
| WW525 | 101+30.88 WW | 44.00'RT | 1036.55 | 464,185.50 | 798,646.29 | EDGE OF CONCRETE PAVEMENT; BEGIN JOINT |
| WW526 | 101+30.47 WW | 31.65'RT | 1036.69 | 464,196.37 | 798,652.17 | EDGE OF CONCRETE PAVEMENT; BEGIN JOINT |
| WW527 | 101+30.13 WW | 21.72'RT | 1036.80 | 464,205.11 | 798,656.89 | EDGE OF CONCRETE PAVEMENT; BEGIN JOINT |
| WW528 | 101+29.77 WW | 11.00'RT | 1036.91 | 464,214.55 | 798,661.99 | EDGE OF CONCRETE PAVEMENT; BEGIN JOINT |
| WW529 | 102+28.08 WW | 47.73'RT | 1033.65 | 464,133.22 | 798,728.31 | EOP; END RADIUS |

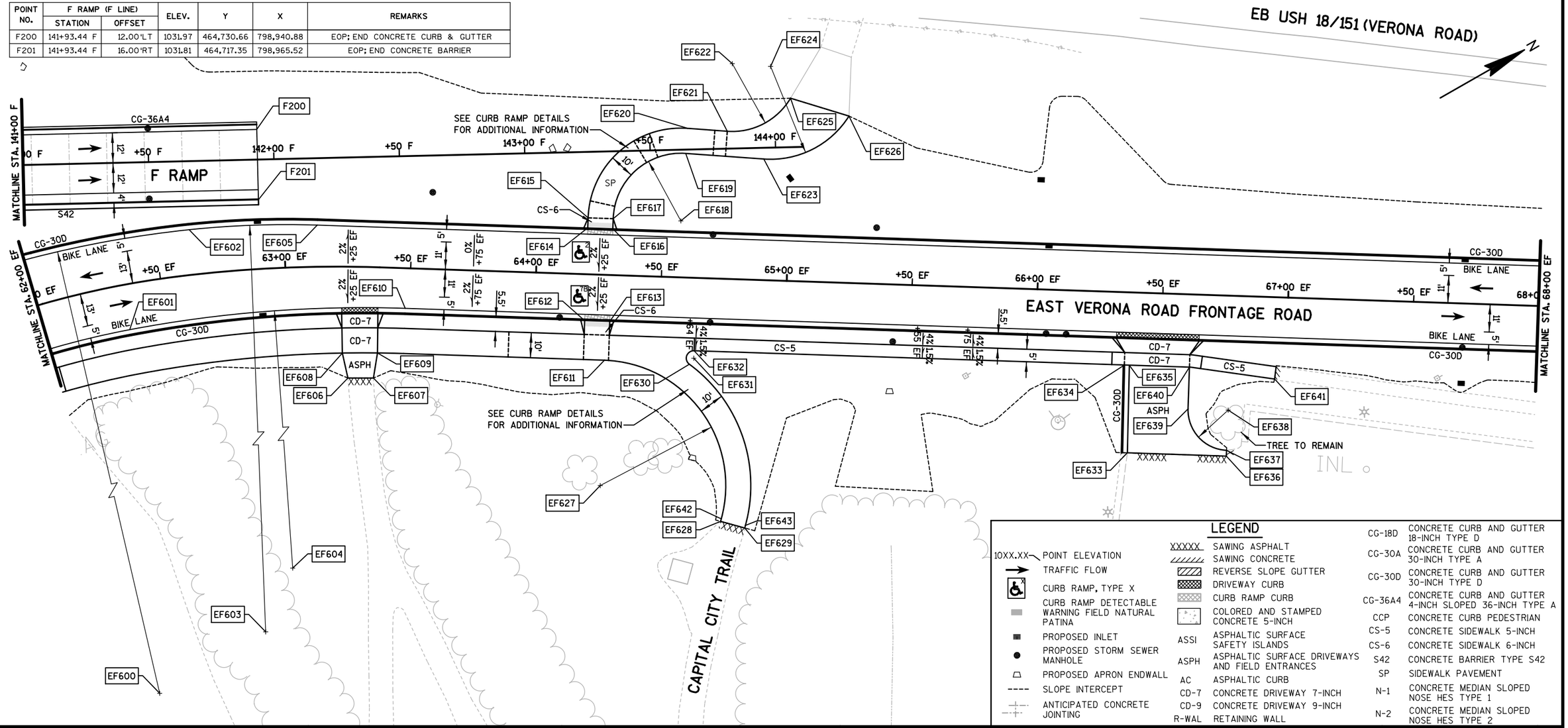
| POINT NO. | EAST VERONA ROAD FRONTAGE ROAD (EF) | | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| | STATION | OFFSET | | | | |
| EF500 | 60+35.07 EF | 29.00'LT | 1031.94 | 464,450.03 | 798,930.18 | EOP; BEGIN TURN LANE TAPER; END RADIUS; BEGIN RADIUS |
| EF501 | 59+49.07 EF | 396.70'RT | --- | 464,513.00 | 799,359.16 | R=433.58' |
| EF502 | 60+87.04 EF | 46.00'RT | --- | 464,511.92 | 798,996.00 | END CONCRETE CURB & GUTTER; SAWCUT; MATCH EXIST. |
| EF503 | 61+10.55 EF | 46.00'RT | --- | 464,532.34 | 798,994.93 | END CONCRETE CURB & GUTTER; SAWCUT; MATCH EXIST. |
| EF504 | 60+87.44 EF | 36.00'RT | 1033.65 | 464,511.42 | 798,986.00 | BOW; FOC |
| EF505 | 60+89.73 EF | 36.00'RT | 1033.68 | 464,513.47 | 798,985.84 | BOW; BEGIN CONCRETE CURB & GUTTER |
| EF506 | 61+12.81 EF | 36.00'RT | 1034.00 | 464,534.17 | 798,984.90 | BOW; BEGIN CONCRETE CURB & GUTTER |
| EF507 | 61+17.13 EF | 36.00'RT | 1034.04 | 464,538.05 | 798,984.87 | BOW |
| EF508 | 61+48.81 EF | 46.00'RT | --- | 464,565.57 | 798,996.10 | MATCH EXIST.; SAWCUT |
| EF509 | 61+57.08 EF | 36.00'RT | 1034.42 | 464,573.86 | 798,986.89 | BOW |
| EF510 | 61+98.79 EF | 46.00'RT | --- | 464,608.44 | 799,003.02 | MATCH EXIST.; SAWCUT |
| EF511 | 61+90.50 EF | 36.00'RT | 1034.35 | 464,603.47 | 798,991.67 | BOW |

| POINT NO. | EAST VERONA ROAD FRONTAGE ROAD (EF) STATION | OFFSET | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| EF600 | 59+49.07 EF | 396.70'RT | --- | 464,513.00 | 799,359.16 | R=433.58' |
| EF601 | 62+34.23 EF | 18.00'RT | 1033.37 | 464,647.16 | 798,985.09 | EOP; END RADIUS, BEGIN RADIUS |
| EF602 | 62+63.53 EF | 17.98'LT | 1032.85 | 464,687.44 | 798,962.22 | EOP; END RADIUS, BEGIN RADIUS |
| EF603 | 62+56.76 EF | 353.00'RT | --- | 464,538.18 | 799,301.87 | R=371' |
| EF604 | 59+23.33 EF | 481.70'RT | --- | 464,484.50 | 799,457.90 | R=500' |
| EF605 | 63+13.01 EF | 16.61'LT | 1031.59 | 464,732.72 | 798,985.97 | EOP; END RADIUS |
| EF606 | 63+25.39 EF | 44.37'RT | --- | 464,713.10 | 799,044.95 | SAWCUT; MATCH EXIST. |
| EF607 | 63+36.52 EF | 44.14'RT | --- | 464,721.95 | 799,049.98 | SAWCUT; MATCH EXIST. |
| EF608 | 63+22.91 EF | 34.42'RT | 1031.65 | 464,716.11 | 799,035.19 | BOW; END CD-7 |
| EF609 | 63+37.88 EF | 34.11'RT | 1031.14 | 464,728.29 | 799,042.10 | BOW; END CD-7 |
| EF610 | 63+48.33 EF | 16.00'RT | 1030.39 | 464,746.69 | 799,032.15 | EOP; END RADIUS |
| EF611 | 64+28.43 EF | 34.00'RT | 1028.14 | 464,805.45 | 799,089.48 | BEGIN RADIUS |
| EF612 | 64+20.00 EF | 18.50'RT | 1027.98 | 464,806.40 | 799,071.86 | BOC; CURB RAMP OPENING |
| EF613 | 64+30.00 EF | 18.50'RT | 1027.71 | 464,814.92 | 799,077.11 | BOC; CURB RAMP OPENING |
| EF614 | 64+20.00 EF | 18.50'LT | 1028.59 | 464,825.80 | 799,040.36 | BOC; CURB RAMP OPENING |

| POINT NO. | F RAMP (F LINE) STATION | OFFSET | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| F200 | 141+93.44 F | 12.00'LT | 1031.97 | 464,730.66 | 798,940.88 | EOP; END CONCRETE CURB & GUTTER |
| F201 | 141+93.44 F | 16.00'RT | 1031.81 | 464,717.35 | 798,965.52 | EOP; END CONCRETE BARRIER |

| POINT NO. | EAST VERONA ROAD FRONTAGE ROAD (EF) STATION | OFFSET | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| EF615 | 64+20.00 EF | 22.50'LT | 1028.43 | 464,827.90 | 799,036.95 | BACK OF CURB RAMP; END CS-6 |
| EF616 | 64+30.00 EF | 18.50'LT | 1028.35 | 464,834.32 | 799,045.60 | BOC; CURB RAMP OPENING |
| EF617 | 64+30.00 EF | 22.50'LT | 1028.28 | 464,836.41 | 799,042.20 | BACK OF CURB RAMP; END CS-6 |
| EF618 | 64+57.00 EF | 22.50'LT | --- | 464,859.40 | 799,056.35 | R=27' |
| EF619 | 64+58.07 EF | 49.48'LT | 1025.78 | 464,874.46 | 799,033.94 | FOW; BEGIN LANDING |
| EF620 | 64+58.46 EF | 59.47'LT | 1025.81 | 464,880.03 | 799,025.64 | BOW; BEING LANDING |
| EF621 | 64+74.32 EF | 58.84'LT | 1025.09 | 464,893.21 | 799,034.49 | BOW; BEGIN RADIUS |
| EF622 | 64+75.39 EF | 85.82'LT | --- | 464,908.27 | 799,012.08 | R=27' |
| EF623 | 64+89.23 EF | 48.25'LT | 1024.35 | 464,900.35 | 799,051.33 | FOW; BEGIN RADIUS |
| EF624 | 64+90.69 EF | 85.22'LT | --- | 464,920.98 | 799,020.62 | R=37' |
| EF625 | 64+99.05 EF | 72.82'LT | --- | 464,921.60 | 799,035.56 | END RADIUS; MATCH EXIST. |
| EF626 | 65+22.61 EF | 66.50'LT | --- | 464,938.34 | 799,053.29 | END RADIUS; MATCH EXIST. |
| EF627 | 64+28.43 EF | 84.00'RT | --- | 464,779.23 | 799,132.05 | R=50' |
| EF628 | 64+76.81 EF | 96.64'RT | --- | 464,813.80 | 799,168.19 | SAWCUT; MATCH EXIST. |
| EF629 | 64+86.53 EF | 98.97'RT | --- | 464,820.86 | 799,175.27 | SAWCUT; MATCH EXIST. |

| POINT NO. | EAST VERONA ROAD FRONTAGE ROAD (EF) STATION | OFFSET | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| EF630 | 64+62.30 EF | 34.48'RT | 1026.92 | 464,834.04 | 799,107.65 | END RADIUS; BEGIN RADIUS |
| EF631 | 64+64.00 EF | 32.00'RT | --- | 464,836.78 | 799,106.43 | R=3' |
| EF632 | 64+64.00 EF | 29.00'RT | 1027.06 | 464,838.36 | 799,103.87 | BOW; BEGIN RADIUS |
| EF633 | 66+37.95 EF | 63.93'RT | --- | 464,968.16 | 799,224.83 | SAWCUT; END CURB & GUTTER; MATCH EXIST. |
| EF634 | 66+35.58 EF | 29.02'RT | 1025.87 | 464,984.44 | 799,193.86 | BOW; FOC |
| EF635 | 66+37.58 EF | 29.00'RT | 1025.88 | 464,986.16 | 799,194.89 | BOW; BEGIN CONCRETE CURB & GUTTER |
| EF636 | 66+77.45 EF | 63.93'RT | --- | 465,001.79 | 799,245.55 | SAWCUT; MATCH EXIST. |
| EF637 | 66+77.45 EF | 61.60'RT | --- | 465,003.02 | 799,243.56 | SAWCUT; END RADIUS; MATCH EXIST. |
| EF638 | 66+77.58 EF | 45.60'RT | --- | 465,011.51 | 799,230.00 | R=16' |
| EF639 | 66+61.58 EF | 45.60'RT | 1026.22 | 464,997.89 | 799,221.61 | EOP, BEGIN RADIUS |
| EF640 | 66+61.58 EF | 29.00'RT | 1026.04 | 465,006.59 | 799,207.48 | BOW |
| EF641 | 66+95.62 EF | 32.58'RT | --- | 465,033.71 | 799,228.38 | SAWCUT; MATCH EXIST. |
| EF642 | 64+77.06 EF | 95.63'RT | 1023.90 | 464,814.54 | 799,167.46 | END RADIUS |
| EF643 | 64+86.78 EF | 97.96'RT | 1023.80 | 464,821.60 | 799,174.54 | END RADIUS |




## LEGEND

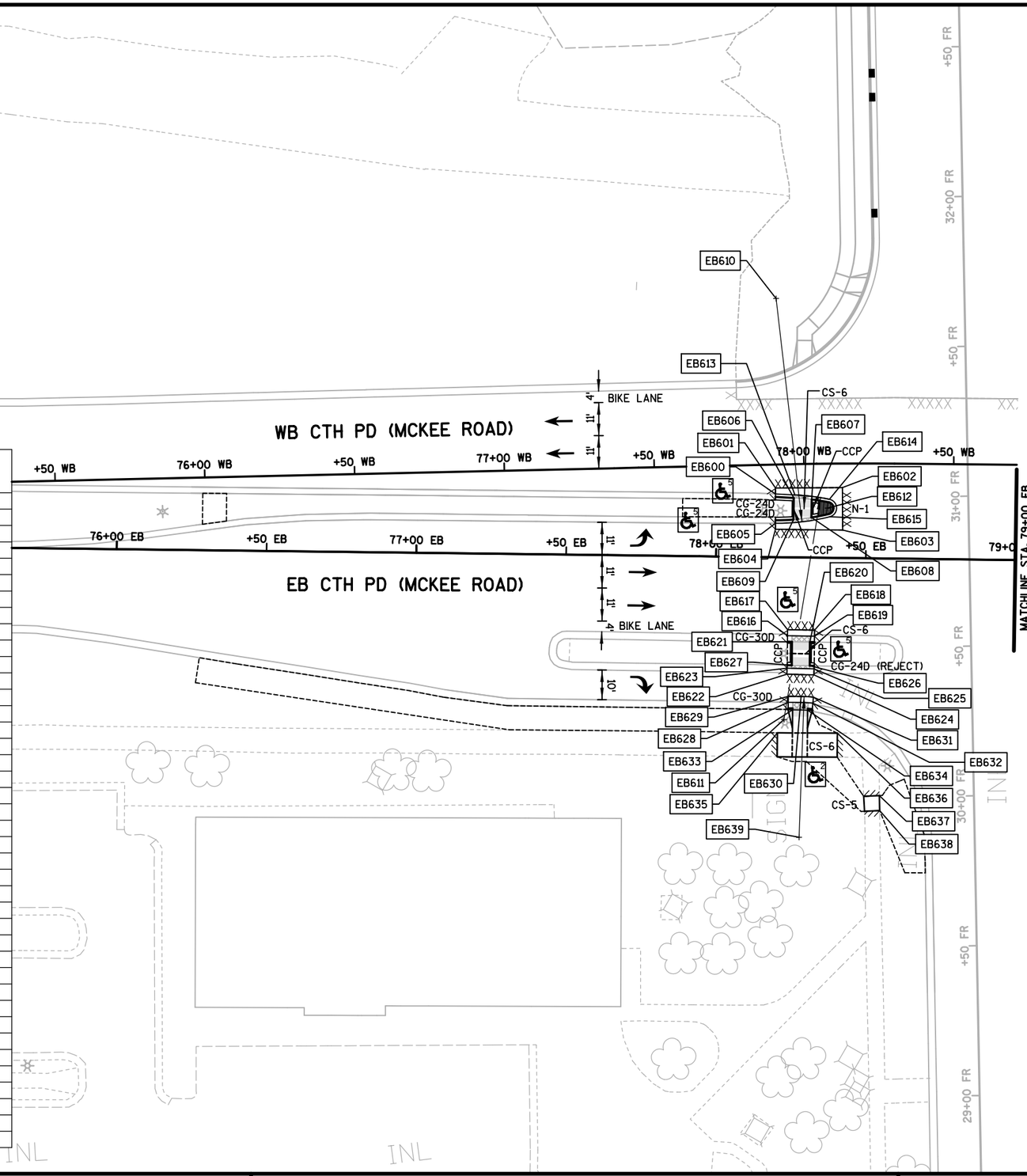
| | | | | | |
|---|---|---|---|---|---|
| 10XX.XX | POINT ELEVATION | XXXXX | SAWING ASPHALT | CG-18D | CONCRETE CURB AND GUTTER 18-INCH TYPE D |
| | TRAFFIC FLOW | | SAWING CONCRETE | CG-30A | CONCRETE CURB AND GUTTER 30-INCH TYPE A |
| | CURB RAMP, TYPE X | | REVERSE SLOPE GUTTER | CG-30D | CONCRETE CURB AND GUTTER 30-INCH TYPE D |
| | CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA | | DRIVEWAY CURB | CG-36A4 | CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A |
| | PROPOSED INLET | | CURB RAMP CURB | CCP | CONCRETE CURB PEDESTRIAN |
| | PROPOSED STORM SEWER MANHOLE | | COLORED AND STAMPED CONCRETE 5-INCH | CS-5 | CONCRETE SIDEWALK 5-INCH |
| | PROPOSED APRON ENDWALL | ASSI | ASPHALTIC SURFACE SAFETY ISLANDS | CS-6 | CONCRETE SIDEWALK 6-INCH |
| | SLOPE INTERCEPT | ASPH | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES | S42 | CONCRETE BARRIER TYPE S42 |
| | ANTICIPATED CONCRETE JOINTING | AC | ASPHALTIC CURB | SP | SIDEWALK PAVEMENT |
| | | CD-7 | CONCRETE DRIVEWAY 7-INCH | N-1 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 1 |
| | | CD-9 | CONCRETE DRIVEWAY 9-INCH | N-2 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 2 |
| | | R-WAL | RETAINING WALL | | |

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN DETAILS - F RAMP & E. VERONA ROAD FRONTAGE RD (F, EF) | SHEET 129 | E |
|---|---|---|---|---|---|

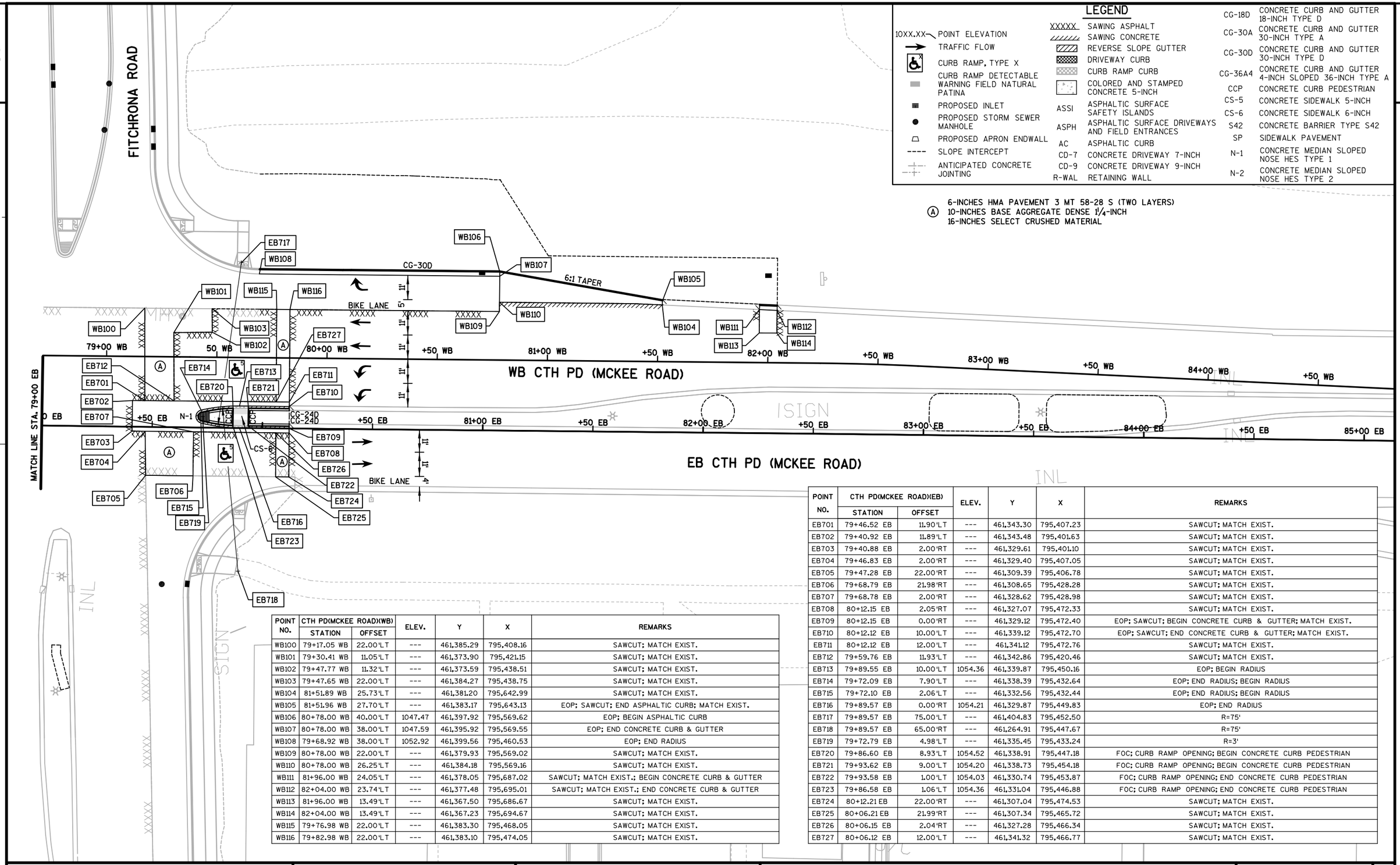
## LEGEND

| | | | | | |
|---|---|---|---|---|---|
| 10XX.XX | POINT ELEVATION | XXXXX | SAWING ASPHALT | CG-18D | CONCRETE CURB AND GUTTER 18-INCH TYPE D |
| → | TRAFFIC FLOW | ////// | SAWING CONCRETE | CG-30A | CONCRETE CURB AND GUTTER 30-INCH TYPE A |
| | CURB RAMP, TYPE X | | REVERSE SLOPE GUTTER | CG-30D | CONCRETE CURB AND GUTTER 30-INCH TYPE D |
| | CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA | | DRIVEWAY CURB | CG-36A4 | CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A |
| | PROPOSED INLET | | CURB RAMP CURB | CCP | CONCRETE CURB PEDESTRIAN |
| | PROPOSED STORM SEWER MANHOLE | | COLORED AND STAMPED CONCRETE 5-INCH | CS-5 | CONCRETE SIDEWALK 5-INCH |
| | PROPOSED APRON ENDWALL | ASSI | ASPHALTIC SURFACE SAFETY ISLANDS | CS-6 | CONCRETE SIDEWALK 6-INCH |
| ---- | SLOPE INTERCEPT | ASPH | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES | S42 | CONCRETE BARRIER TYPE S42 |
| | ANTICIPATED CONCRETE JOINTING | AC | ASPHALTIC CURB | SP | SIDEWALK PAVEMENT |
| | | CD-7 | CONCRETE DRIVEWAY 7-INCH | N-1 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 1 |
| | | CD-9 | CONCRETE DRIVEWAY 9-INCH | N-2 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 2 |
| | | R-WAL | RETAINING WALL | | |

| POINT NO. | CTH PD(MCKEE ROAD)(EB) | | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| | STATION | OFFSET | | | | |
| EB600 | 78+19.60 EB | 21.09'LT | --- | 461,357.00 | 795,280.72 | EOP; SAWCUT; BEGIN CONCRETE CURB & GUTTER; MATCH EXIST. |
| EB601 | 78+19.58 EB | 23.09'LT | --- | 461,359.01 | 795,280.77 | SAWCUT; MATCH EXIST. |
| EB602 | 78+41.91 EB | 23.50'LT | --- | 461,358.61 | 795,303.10 | SAWCUT; MATCH EXIST. |
| EB603 | 78+42.17 EB | 9.30'LT | --- | 461,344.42 | 795,302.85 | SAWCUT; MATCH EXIST. |
| EB604 | 78+19.70 EB | 9.30'LT | --- | 461,345.22 | 795,280.40 | SAWCUT; MATCH EXIST. |
| EB605 | 78+19.69 EB | 11.30'LT | --- | 461,347.22 | 795,280.45 | EOP; SAWCUT; END CONCRETE CURB & GUTTER; MATCH EXIST. |
| EB606 | 78+25.70 EB | 19.86'LT | 1060.15 | 461,355.56 | 795,286.77 | FOC; CURB RAMP OPENING; BEGIN CONCRETE CURB PEDESTRIAN |
| EB607 | 78+31.70 EB | 19.43'LT | 1060.03 | 461,354.91 | 795,292.75 | FOC; CURB RAMP OPENING; BEGIN CONCRETE CURB PEDESTRIAN |
| EB608 | 78+25.70 EB | 12.60'LT | 1060.14 | 461,348.30 | 795,286.51 | FOC; CURB RAMP OPENING; END CONCRETE CURB PEDESTRIAN |
| EB609 | 78+31.70 EB | 13.39'LT | 1060.52 | 461,348.88 | 795,292.54 | FOC; CURB RAMP OPENING; END CONCRETE CURB PEDESTRIAN |
| EB610 | 78+19.01 EB | 86.30'LT | --- | 461,422.19 | 795,282.45 | R=75' |
| EB611 | 78+23.35 EB | 54.10'RT | --- | 461,281.73 | 795,281.79 | R=75' |
| EB612 | 78+37.03 EB | 16.59'LT | --- | 461,351.89 | 795,297.98 | R=3' |
| EB613 | 78+26.10 EB | 20.85'LT | 1060.18 | 461,356.53 | 795,287.21 | EOP; BEGIN RADIUS |
| EB614 | 78+37.60 EB | 19.53'LT | 1059.84 | 461,354.81 | 795,298.65 | EOP; END RADIUS; BEGIN RADIUS |
| EB615 | 78+37.78 EB | 13.68'LT | 1059.94 | 461,348.96 | 795,298.63 | EOP; END RADIUS; BEGIN RADIUS |
| EB616 | 78+24.21 EB | 26.15'RT | --- | 461,309.63 | 795,283.64 | EOP; SAWCUT; BEGIN CONCRETE CURB & GUTTER; MATCH EXIST. |
| EB617 | 78+24.21 EB | 24.15'RT | --- | 461,311.63 | 795,283.71 | SAWCUT; MATCH EXIST. |
| EB618 | 78+33.21 EB | 24.17'RT | --- | 461,311.29 | 795,292.71 | SAWCUT; MATCH EXIST. |
| EB619 | 78+33.21 EB | 26.17'RT | --- | 461,309.29 | 795,292.63 | EOP; SAWCUT; END CONCRETE CURB & GUTTER; MATCH EXIST. |
| EB620 | 78+25.70 EB | 28.16'RT | 1059.72 | 461,307.57 | 795,285.06 | FOC; CURB RAMP OPENING; BEGIN CONCRETE CURB PEDESTRIAN |
| EB621 | 78+31.70 EB | 28.17'RT | 1059.89 | 461,307.35 | 795,291.06 | FOC; CURB RAMP OPENING; BEGIN CONCRETE CURB PEDESTRIAN |
| EB622 | 78+24.16 EB | 38.99'RT | --- | 461,296.80 | 795,283.14 | SAWCUT; MATCH EXIST. |
| EB623 | 78+24.18 EB | 36.99'RT | --- | 461,298.80 | 795,283.23 | EOP; SAWCUT; BEGIN CONCRETE CURB & GUTTER; MATCH EXIST. |
| EB624 | 78+33.16 EB | 39.07'RT | --- | 461,296.40 | 795,292.13 | SAWCUT; MATCH EXIST. |
| EB625 | 78+33.18 EB | 37.07'RT | --- | 461,298.39 | 795,292.22 | EOP; SAWCUT; END CONCRETE CURB & GUTTER; MATCH EXIST. |
| EB626 | 78+31.70 EB | 36.06'RT | 1059.66 | 461,299.46 | 795,290.77 | FOC; CURB RAMP OPENING; END CONCRETE CURB PEDESTRIAN |
| EB627 | 78+25.70 EB | 36.00'RT | 1059.84 | 461,299.73 | 795,284.78 | FOC; CURB RAMP OPENING; END CONCRETE CURB PEDESTRIAN |
| EB628 | 78+24.70 EB | 48.34'RT | --- | 461,287.44 | 795,283.35 | EOP; SAWCUT; BEGIN CONCRETE CURB & GUTTER; MATCH EXIST. |
| EB629 | 78+24.71 EB | 46.34'RT | --- | 461,289.44 | 795,283.42 | SAWCUT; MATCH EXIST. |
| EB630 | 78+28.94 EB | 46.35'RT | --- | 461,289.28 | 795,287.65 | SAWCUT; BEGIN RADIUS; MATCH EXIST. |
| EB631 | 78+33.10 EB | 46.54'RT | --- | 461,288.94 | 795,291.80 | SAWCUT; END RADIUS; MATCH EXIST. |
| EB632 | 78+32.92 EB | 48.53'RT | --- | 461,286.96 | 795,291.55 | EOP; SAWCUT; END CONCRETE CURB & GUTTER; MATCH EXIST. |
| EB633 | 78+26.20 EB | 50.84'RT | 1059.42 | 461,284.88 | 795,284.75 | BOC; CURB RAMP OPENING |
| EB634 | 78+31.20 EB | 50.91'RT | 1059.24 | 461,284.64 | 795,289.75 | BOC; CURB RAMP OPENING |
| EB635 | 78+21.20 EB | 58.56'RT | --- | 461,277.35 | 795,279.48 | FOW; SAWCUT; MATCH EXIST. |
| EB636 | 78+41.20 EB | 58.46'RT | --- | 461,276.74 | 795,299.47 | FOW; SAWCUT; MATCH EXIST. |
| EB637 | 78+55.51 EB | 79.08'RT | --- | 461,255.62 | 795,313.03 | FOW; SAWCUT; MATCH EXIST. |
| EB638 | 78+55.63 EB | 84.09'RT | --- | 461,250.61 | 795,312.98 | FOW; SAWCUT; MATCH EXIST. |
| EB639 | 78+28.87 EB | 93.35'RT | --- | 461,242.31 | 795,285.90 | R=47' |




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN DETAILS - CTH PD (MCKEE RD) (EB AND WB) | SHEET 130 | E |
|---|---|---|---|---|---|




## LEGEND

| | | | | | |
|---|---|---|---|---|---|
| 10XX.XX | POINT ELEVATION | XXXXX | SAWING ASPHALT | CG-18D | CONCRETE CURB AND GUTTER 18-INCH TYPE D |
| | TRAFFIC FLOW | | SAWING CONCRETE | CG-30A | CONCRETE CURB AND GUTTER 30-INCH TYPE A |
| | CURB RAMP, TYPE X | | REVERSE SLOPE GUTTER | CG-30D | CONCRETE CURB AND GUTTER 30-INCH TYPE D |
| | CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA | | DRIVEWAY CURB | CG-36A4 | CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A |
| | PROPOSED INLET | | CURB RAMP CURB | CCP | CONCRETE CURB PEDESTRIAN |
| | PROPOSED STORM SEWER MANHOLE | | COLORED AND STAMPED CONCRETE 5-INCH | CS-5 | CONCRETE SIDEWALK 5-INCH |
| | PROPOSED APRON ENDWALL | ASSI | ASPHALTIC SURFACE SAFETY ISLANDS | CS-6 | CONCRETE SIDEWALK 6-INCH |
| | SLOPE INTERCEPT | ASPH | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES | S42 | CONCRETE BARRIER TYPE S42 |
| | ANTICIPATED CONCRETE JOINTING | AC | ASPHALTIC CURB | SP | SIDEWALK PAVEMENT |
| | | CD-7 | CONCRETE DRIVEWAY 7-INCH | N-1 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 1 |
| | | CD-9 | CONCRETE DRIVEWAY 9-INCH | N-2 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 2 |
| | | R-WAL | RETAINING WALL | | |

(A) 6-INCHES HMA PAVEMENT 3 MT 58-28 S (TWO LAYERS)
10-INCHES BASE AGGREGATE DENSE 1¼-INCH
16-INCHES SELECT CRUSHED MATERIAL

| POINT NO. | CTH PD(MCKEE ROAD)(WB) STATION | CTH PD(MCKEE ROAD)(WB) OFFSET | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| WB100 | 79+17.05 WB | 22.00'LT | --- | 461,385.29 | 795,408.16 | SAWCUT; MATCH EXIST. |
| WB101 | 79+30.41 WB | 11.05'LT | --- | 461,373.90 | 795,421.15 | SAWCUT; MATCH EXIST. |
| WB102 | 79+47.77 WB | 11.32'LT | --- | 461,373.59 | 795,438.51 | SAWCUT; MATCH EXIST. |
| WB103 | 79+47.65 WB | 22.00'LT | --- | 461,384.27 | 795,438.75 | SAWCUT; MATCH EXIST. |
| WB104 | 81+51.89 WB | 25.73'LT | --- | 461,381.20 | 795,642.99 | SAWCUT; MATCH EXIST. |
| WB105 | 81+51.96 WB | 27.70'LT | --- | 461,383.17 | 795,643.13 | EOP; SAWCUT; END ASPHALTIC CURB; MATCH EXIST. |
| WB106 | 80+78.00 WB | 40.00'LT | 1047.47 | 461,397.92 | 795,569.62 | EOP; BEGIN ASPHALTIC CURB |
| WB107 | 80+78.00 WB | 38.00'LT | 1047.59 | 461,395.92 | 795,569.55 | EOP; END CONCRETE CURB & GUTTER |
| WB108 | 79+68.92 WB | 38.00'LT | 1052.92 | 461,399.56 | 795,460.53 | EOP; END RADIUS |
| WB109 | 80+78.00 WB | 22.00'LT | --- | 461,379.93 | 795,569.02 | SAWCUT; MATCH EXIST. |
| WB110 | 80+78.00 WB | 26.25'LT | --- | 461,384.18 | 795,569.16 | SAWCUT; MATCH EXIST. |
| WB111 | 81+96.00 WB | 24.05'LT | --- | 461,378.05 | 795,687.02 | SAWCUT; MATCH EXIST.; BEGIN CONCRETE CURB & GUTTER |
| WB112 | 82+04.00 WB | 23.74'LT | --- | 461,377.48 | 795,695.01 | SAWCUT; MATCH EXIST.; END CONCRETE CURB & GUTTER |
| WB113 | 81+96.00 WB | 13.49'LT | --- | 461,367.50 | 795,686.67 | SAWCUT; MATCH EXIST. |
| WB114 | 82+04.00 WB | 13.49'LT | --- | 461,367.23 | 795,694.67 | SAWCUT; MATCH EXIST. |
| WB115 | 79+76.98 WB | 22.00'LT | --- | 461,383.30 | 795,468.05 | SAWCUT; MATCH EXIST. |
| WB116 | 79+82.98 WB | 22.00'LT | --- | 461,383.10 | 795,474.05 | SAWCUT; MATCH EXIST. |

| POINT NO. | CTH PD(MCKEE ROAD)(EB) STATION | CTH PD(MCKEE ROAD)(EB) OFFSET | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| EB701 | 79+46.52 EB | 11.90'LT | --- | 461,343.30 | 795,407.23 | SAWCUT; MATCH EXIST. |
| EB702 | 79+40.92 EB | 11.89'LT | --- | 461,343.48 | 795,401.63 | SAWCUT; MATCH EXIST. |
| EB703 | 79+40.88 EB | 2.00'RT | --- | 461,329.61 | 795,401.10 | SAWCUT; MATCH EXIST. |
| EB704 | 79+46.83 EB | 2.00'RT | --- | 461,329.40 | 795,407.05 | SAWCUT; MATCH EXIST. |
| EB705 | 79+47.28 EB | 22.00'RT | --- | 461,309.39 | 795,406.78 | SAWCUT; MATCH EXIST. |
| EB706 | 79+68.79 EB | 21.98'RT | --- | 461,308.65 | 795,428.28 | SAWCUT; MATCH EXIST. |
| EB707 | 79+68.78 EB | 2.00'RT | --- | 461,328.62 | 795,428.98 | SAWCUT; MATCH EXIST. |
| EB708 | 80+12.15 EB | 2.05'RT | --- | 461,327.07 | 795,472.33 | SAWCUT; MATCH EXIST. |
| EB709 | 80+12.15 EB | 0.00'RT | --- | 461,329.12 | 795,472.40 | EOP; SAWCUT; BEGIN CONCRETE CURB & GUTTER; MATCH EXIST. |
| EB710 | 80+12.12 EB | 10.00'LT | --- | 461,339.12 | 795,472.70 | EOP; SAWCUT; END CONCRETE CURB & GUTTER; MATCH EXIST. |
| EB711 | 80+12.12 EB | 12.00'LT | --- | 461,341.12 | 795,472.76 | SAWCUT; MATCH EXIST. |
| EB712 | 79+59.76 EB | 11.93'LT | --- | 461,342.86 | 795,420.46 | SAWCUT; MATCH EXIST. |
| EB713 | 79+89.55 EB | 10.00'LT | 1054.36 | 461,339.87 | 795,450.16 | EOP; BEGIN RADIUS |
| EB714 | 79+72.09 EB | 7.90'LT | --- | 461,338.39 | 795,432.64 | EOP; END RADIUS; BEGIN RADIUS |
| EB715 | 79+72.10 EB | 2.06'LT | --- | 461,332.56 | 795,432.44 | EOP; END RADIUS; BEGIN RADIUS |
| EB716 | 79+89.57 EB | 0.00'RT | 1054.21 | 461,329.87 | 795,449.83 | EOP; END RADIUS |
| EB717 | 79+89.57 EB | 75.00'LT | --- | 461,404.83 | 795,452.50 | R=75' |
| EB718 | 79+89.57 EB | 65.00'RT | --- | 461,264.91 | 795,447.67 | R=75' |
| EB719 | 79+72.79 EB | 4.98'LT | --- | 461,335.45 | 795,433.24 | R=3' |
| EB720 | 79+86.60 EB | 8.93'LT | 1054.52 | 461,338.91 | 795,447.18 | FOC; CURB RAMP OPENING; BEGIN CONCRETE CURB PEDESTRIAN |
| EB721 | 79+93.62 EB | 9.00'LT | 1054.20 | 461,338.73 | 795,454.18 | FOC; CURB RAMP OPENING; BEGIN CONCRETE CURB PEDESTRIAN |
| EB722 | 79+93.58 EB | 1.00'LT | 1054.03 | 461,330.74 | 795,453.87 | FOC; CURB RAMP OPENING; END CONCRETE CURB PEDESTRIAN |
| EB723 | 79+86.58 EB | 1.06'LT | 1054.36 | 461,331.04 | 795,446.88 | FOC; CURB RAMP OPENING; END CONCRETE CURB PEDESTRIAN |
| EB724 | 80+12.21 EB | 22.00'RT | --- | 461,307.04 | 795,474.53 | SAWCUT; MATCH EXIST. |
| EB725 | 80+06.21 EB | 21.99'RT | --- | 461,307.34 | 795,465.72 | SAWCUT; MATCH EXIST. |
| EB726 | 80+06.15 EB | 2.04'RT | --- | 461,327.28 | 795,466.34 | SAWCUT; MATCH EXIST. |
| EB727 | 80+06.12 EB | 12.00'LT | --- | 461,341.32 | 795,466.77 | SAWCUT; MATCH EXIST. |

| POINT NO. | CTH PD(MCKEE ROAD)(EB) | | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| | STATION | OFFSET | | | | |
| EB100 | 88+51.39 EB | 22.00'RT | 1002.79 | 461,256.49 | 796,305.01 | EOP |
| EB101 | 88+51.39 EB | 27.95'RT | 1002.67 | 461,250.64 | 796,303.94 | EOP; BEGIN CONCRETE CURB & GUTTER; BEGIN RADIUS |
| EB102 | 90+18.50 EB | 37.68'RT | 997.49 | 461,221.47 | 796,471.84 | EOP; END RADIUS; BEGIN RADIUS; BEGIN TAPER |
| EB103 | 89+34.22 EB | 33.22'RT | 999.75 | 461,233.20 | 796,387.39 | EOP; RADIUS MIDPOINT |
| EB104 | 90+46.94 EB | 1217.00'LT | --- | 462,469.68 | 796,602.19 | R=1,255' |
| EB105 | 90+40.01 EB | 40.60'RT | 996.99 | 461,216.81 | 796,493.04 | EOP; END RADIUS |
| EB106 | 91+66.53 EB | 971.52'LT | --- | 462,215.30 | 796,701.43 | R=1,020' |
| EB107 | 89+07.52 EB | 37.88'RT | --- | 461,231.84 | 796,359.47 | SAWCUT; MATCH EXIST. |
| EB108 | 89+07.33 EB | 45.88'RT | --- | 461,223.94 | 796,358.24 | SAWCUT; MATCH EXIST. |
| EB109 | 89+39.49 EB | 47.16'RT | 1000.42 | 461,218.77 | 796,391.36 | BOW |
| EB110 | 89+53.64 EB | 61.67'RT | --- | 461,202.91 | 796,404.76 | SAWCUT; MATCH EXIST. |
| EB111 | 89+56.98 EB | 58.12'RT | --- | 461,206.13 | 796,408.58 | SAWCUT; MATCH EXIST. |
| EB112 | 89+46.79 EB | 47.59'RT | 1000.19 | 461,217.59 | 796,398.90 | BOW |
| EB113 | 90+04.98 EB | 51.80'RT | 998.76 | 461,208.49 | 796,457.21 | BOW; BEGIN RADIUS |
| EB114 | 90+38.03 EB | 56.48'RT | 997.98 | 461,201.15 | 796,489.77 | BOW; END RADIUS |
| EB115 | 90+79.61 EB | 53.61'RT | 996.65 | 461,200.62 | 796,531.45 | FOW; BUS STOP PAD |
| EB116 | 90+89.53 EB | 54.85'RT | 996.47 | 461,198.58 | 796,541.24 | FOW; BUS STOP PAD |
| EB117 | 90+80.29 EB | 48.15'RT | 996.56 | 461,206.01 | 796,532.57 | BOC; BUS STOP PAD |
| EB118 | 90+90.22 EB | 49.40'RT | 996.39 | 461,203.96 | 796,542.36 | BOC; BUS STOP PAD |
| EB119 | 88+51.39 EB | 13.17'RT | --- | 461,265.17 | 796,306.61 | BEGIN HMA PAVEMENT; MATCH EXIST. |

## LEGEND

| | | | | | |
|---|---|---|---|---|---|
| 10XX.XX | POINT ELEVATION | XXXXX | SAWING ASPHALT | CG-18D | CONCRETE CURB AND GUTTER 18-INCH TYPE D |
| | TRAFFIC FLOW | | SAWING CONCRETE | CG-30A | CONCRETE CURB AND GUTTER 30-INCH TYPE A |
| | CURB RAMP, TYPE X | | REVERSE SLOPE GUTTER | CG-30D | CONCRETE CURB AND GUTTER 30-INCH TYPE D |
| | CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA | | DRIVEWAY CURB | CG-36A4 | CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A |
| | PROPOSED INLET | | CURB RAMP CURB | CCP | CONCRETE CURB PEDESTRIAN |
| | PROPOSED STORM SEWER MANHOLE | | COLORED AND STAMPED CONCRETE 5-INCH | CS-5 | CONCRETE SIDEWALK 5-INCH |
| | PROPOSED APRON ENDWALL | ASSI | ASPHALTIC SURFACE SAFETY ISLANDS | CS-6 | CONCRETE SIDEWALK 6-INCH |
| | SLOPE INTERCEPT | ASPH | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES | S42 | CONCRETE BARRIER TYPE S42 |
| | ANTICIPATED CONCRETE JOINTING | AC | ASPHALTIC CURB | SP | SIDEWALK PAVEMENT |
| | | CD-7 | CONCRETE DRIVEWAY 7-INCH | N-1 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 1 |
| | | CD-9 | CONCRETE DRIVEWAY 9-INCH | N-2 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 2 |
| | | R-WAL | RETAINING WALL | | |

N

SCALE

2-INCHES ASPHALTIC SURFACE
VARIABLE DEPTH BASE AGGREGATE DENSE 1¼-INCH
16-INCHES SELECT CRUSHED MATERIAL

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

HARDROCK ROAD

MATCHLINE STA. 91+00 EB

EXISTING RETAINING WALL TO REMAIN

SEE "BUS STOP PAD DETAIL"

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN DETAILS - CTH PD (MCKEE RD) (EB) | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\021216_pd.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

## LEGEND

| | | | | | |
|---|---|---|---|---|---|
| 10XX.XX | POINT ELEVATION | XXXXX | SAWING ASPHALT | CG-18D | CONCRETE CURB AND GUTTER 18-INCH TYPE D |
| | TRAFFIC FLOW | | SAWING CONCRETE | CG-30A | CONCRETE CURB AND GUTTER 30-INCH TYPE A |
| | CURB RAMP, TYPE X | | REVERSE SLOPE GUTTER | CG-30D | CONCRETE CURB AND GUTTER 30-INCH TYPE D |
| | CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA | | DRIVEWAY CURB | CG-36A4 | CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A |
| | PROPOSED INLET | | CURB RAMP CURB | CCP | CONCRETE CURB PEDESTRIAN |
| | PROPOSED STORM SEWER MANHOLE | | COLORED AND STAMPED CONCRETE 5-INCH | CS-5 | CONCRETE SIDEWALK 5-INCH |
| | PROPOSED APRON ENDWALL | ASSI | ASPHALTIC SURFACE SAFETY ISLANDS | CS-6 | CONCRETE SIDEWALK 6-INCH |
| | SLOPE INTERCEPT | ASPH | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES | S42 | CONCRETE BARRIER TYPE S42 |
| | ANTICIPATED CONCRETE JOINTING | AC | ASPHALTIC CURB | SP | SIDEWALK PAVEMENT |
| | | CD-7 | CONCRETE DRIVEWAY 7-INCH | N-1 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 1 |
| | | CD-9 | CONCRETE DRIVEWAY 9-INCH | N-2 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 2 |
| | | R-WAL | RETAINING WALL | | |

Ⓐ 5-INCHES HMA PAVEMENT 3 MT 58-28 S (SINGLE LAYER)
12-INCHES BASE AGGREGATE DENSE 1¼-INCH
12-INCHES BASE AGGREGATE DENSE 3-INCH

CAPS

N

INL

MH

+50 KR

63+00 KR

62+00 KR

EB246

EB245

CS-5

14'

WB CTH PD (MCKEE ROAD)

91+00 WB

+50 WB

92+00 WB

+50 WB

93+00 WB

EB239

EB240

EB242

EB241

EB230

CS-5

CG-30D

EB231

EB232

MATCHLINE STA. 91+00 EB

2-INCHES ASPHALTIC SURFACE
VARIABLE DEPTH BASE AGGREGATE DENSE 1¼-INCH
16-INCHES SELECT CRUSHED MATERIAL

EXISTING SIGNAL POLE TO REMAIN

+50 EB

92+00 EB

+50 EB

93+00 EB

+50 EB

94+00 EB

+50 EB

95+00 EB

+50 EB

96+00 EB

+50 EB

97+00 EB

MATCHLINE STA. 97+15 EB

EB210

EB209

EB206

EB212

EB237

EB243

EB211

EB213

EB214

EB207

EB217

EB216

EB208

EB215

EB248

EB247

EB219

EB218

EB220

EB244

EB224

EB227

EB238

EB235

EB233

EB221

EB222

EB223

EB225

EB226

EB228

EB229

EB234

EB200

EB202

EB203

EB201

EB205

EB204

22'

11'

5'

BIKE LANE

5.5'

8'

6'

CG-30D

CS-5

CS-6

SP

250+00 NR

24+00 NR

+50 NR

NESBITT ROAD

BEGIN DITCH
STA. 95+25 EB 44.5'RT
EL. 998.18

DITCH FLOW LINE

EB EB CTH PD (MCKEE ROAD)

2-INCHES ASPHALTIC SURFACE
VARIABLE DEPTH BASE AGGREGATE DENSE 1¼-INCH
16-INCHES SELECT CRUSHED MATERIAL

11'

5'

BIKE LANE

5.5'

8'

CG-30D

CG-30A

CS-5

2%

7+00 P

18'

9'

R-WAL

R-13-264

MATCHLINE STA. 7+25 P

A/C

W

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN DETAILS - CTH PD (MCKEE RD) & P RAMP (EB & P) | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\021217_pd.dgn PLOT DATE : 4/1/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

| POINT NO. | CTH PD(MCKEE ROAD)(EB) | | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| | STATION | OFFSET | | | | |
| EB200 | 91+07.21 EB | 49.00'RT | 995.74 | 461,202.98 | 796,559.33 | EOP; END TAPER |
| EB201 | 91+06.21 EB | 65.00'RT | 996.47 | 461,187.11 | 796,557.04 | BOW |
| EB202 | 91+96.66 EB | 51.50'RT | 994.99 | 461,193.21 | 796,648.28 | BOC; CURB RAMP OPENING |
| EB203 | 92+01.66 EB | 51.50'RT | 994.93 | 461,192.80 | 796,653.27 | BOC; CURB RAMP OPENING |
| EB204 | 91+44.37 EB | 112.16'RT | --- | 461,137.01 | 796,591.24 | SAWCUT; MATCH EXIST. |
| EB205 | 91+44.37 EB | 74.00'RT | --- | 461,175.04 | 796,594.34 | SAWCUT; MATCH EXIST. |
| EB206 | 92+48.00 EB | 22.00'RT | 995.47 | 461,218.44 | 796,701.85 | EOP |
| EB207 | 92+48.00 EB | 49.00'RT | 994.93 | 461,191.53 | 796,699.66 | EOP; END CONCRETE CURB & GUTTER |
| EB208 | 92+57.21 EB | 65.00'RT | 995.65 | 461,174.83 | 796,707.54 | BOW; END CONCRETE SIDEWALK 5-INCH |
| EB209 | 92+50.23 EB | 14.57'RT | --- | 461,225.66 | 796,704.67 | SAWCUT; MATCH EXIST. |
| EB210 | 92+55.24 EB | 12.12'RT | --- | 461,227.69 | 796,709.87 | SAWCUT; MATCH EXIST. |
| EB211 | 92+63.05 EB | 24.44'RT | --- | 461,214.78 | 796,716.66 | SAWCUT; MATCH EXIST. |
| EB212 | 92+67.28 EB | 21.38'RT | --- | 461,217.49 | 796,721.12 | MATCH EXIST. |
| EB213 | 92+65.40 EB | 32.17'RT | --- | 461,206.89 | 796,718.36 | SAWCUT; MATCH EXIST. |
| EB214 | 92+73.40 EB | 26.73'RT | --- | 461,211.66 | 796,726.78 | SAWCUT; MATCH EXIST. |
| EB215 | 92+60.40 EB | 65.00'RT | 995.62 | 461,174.57 | 796,710.71 | BOW; BEGIN RADIUS |
| EB216 | 92+73.40 EB | 52.00'RT | 995.41 | 461,186.47 | 796,724.73 | BOW; END RADIUS |
| EB217 | 92+60.40 EB | 52.00'RT | --- | 461,187.53 | 796,711.77 | R=13' |
| EB218 | 94+12.28 EB | 30.23'RT | --- | 461,196.88 | 796,864.92 | SAWCUT; MATCH EXIST. |
| EB219 | 94+17.57 EB | 23.93'RT | --- | 461,202.73 | 796,870.70 | SAWCUT; MATCH EXIST. |
| EB220 | 94+13.43 EB | 31.17'RT | 997.89 | 461,195.85 | 796,865.99 | BOW |
| EB221 | 95+00.12 EB | 51.90'RT | 999.07 | 461,168.14 | 796,950.71 | BOW |
| EB222 | 95+00.84 EB | 60.95'RT | --- | 461,159.07 | 796,950.69 | SAWCUT; MATCH EXIST. |
| EB223 | 95+05.83 EB | 60.55'RT | --- | 461,159.06 | 796,955.69 | SAWCUT; MATCH EXIST. |
| EB224 | 95+05.24 EB | 53.12'RT | 998.93 | 461,166.51 | 796,955.71 | BOW |
| EB225 | 95+54.90 EB | 65.00'RT | 997.59 | 461,150.63 | 797,004.24 | BOW |
| EB226 | 95+55.85 EB | 65.00'RT | 997.57 | 461,150.56 | 797,005.18 | BOW; BEGIN CONCRETE SIDEWALK 5-INCH |
| EB227 | 95+52.23 EB | 49.00'RT | 996.83 | 461,166.80 | 797,002.88 | EOP; BEGIN CONCRETE CURB & GUTTER |
| EB228 | 96+00.34 EB | 65.00'RT | 997.88 | 461,146.94 | 797,049.53 | BOW |
| EB229 | 96+65.55 EB | 69.41'RT | 998.24 | 461,137.24 | 797,114.17 | BOW |
| EB230 | 96+97.98 EB | 124.30'LT | 999.49 | 461,327.67 | 797,162.23 | BOW |
| EB231 | 96+95.57 EB | 109.49'LT | --- | 461,313.11 | 797,158.63 | SAWCUT; MATCH EXIST. |
| EB232 | 96+95.51 EB | 111.49'LT | 998.78 | 461,315.11 | 797,158.73 | EOP |
| EB233 | 96+00.34 EB | 49.00'RT | 997.16 | 461,162.88 | 797,050.83 | EOP; BEGIN CONCRETE PAVEMENT; BEGIN RADIUS |
| EB234 | 96+00.34 EB | 549.00'RT | --- | 460,664.54 | 797,010.19 | R=500' |
| EB235 | 96+00.34 EB | 11.00'RT | 997.92 | 461,200.76 | 797,053.92 | EOP; BEGIN CONCRETE PAVEMENT |
| EB236 | 92+48.00 EB | 5.56'RT | --- | 461,234.83 | 796,703.19 | END HMA PAVEMENT; MATCH EXIST. |
| EB237 | 92+68.76 EB | 20.31'RT | --- | 461,218.43 | 796,722.68 | SAWCUT; MATCH EXIST. |
| EB238 | 95+52.23 EB | 1.51'LT | --- | 461,217.14 | 797,006.99 | BEGIN HMA PAVEMENT; MATCH EXIST. |
| EB239 | 94+73.92 EB | 111.95'LT | --- | 461,333.58 | 796,937.91 | SAWCUT; MATCH EXIST.; BEING CONCRETE SIDEWALK 5-INCH |
| EB240 | 94+74.27 EB | 106.91'LT | --- | 461,328.53 | 796,937.85 | SAWCUT; MATCH EXIST.; BEGIN CONCRETE SIDEWALK 5-INCH |
| EB241 | 94+67.83 EB | 95.72'LT | --- | 461,317.89 | 796,930.53 | SAWCUT; MATCH EXIST. |
| EB242 | 94+67.71 EB | 97.71'LT | --- | 461,319.89 | 796,930.57 | SAWCUT; MATCH EXIST. |
| EB243 | 94+56.64 EB | 19.51'RT | 995.81 | 461,220.22 | 796,710.66 | BOW |
| EB244 | 94+50.00 EB | 39.91'RT | 999.31 | 461,184.16 | 796,901.73 | BOW |
| EB245 | 92+15.08 EB | 122.90'LT | --- | 461,365.54 | 796,680.83 | BOW; SAWCUT; MATCH EXIST. |
| EB246 | 92+10.72 EB | 143.27'LT | --- | 461,386.19 | 796,678.13 | BOW; SAWCUT; MATCH EXIST. |
| EB247 | 93+28.91 EB | 33.27'RT | --- | 461,200.63 | 796,781.58 | SAWCUT; MATCH EXIST. |
| EB248 | 93+14.19 EB | 32.11'RT | --- | 461,202.99 | 796,767.00 | SAWCUT; MATCH EXIST. |

## LEGEND

| | | | | | |
|---|---|---|---|---|---|
| 10XX.XX | POINT ELEVATION | XXXXX | SAWING ASPHALT | CG-18D | CONCRETE CURB AND GUTTER 18-INCH TYPE D |
| | TRAFFIC FLOW | | SAWING CONCRETE | CG-30A | CONCRETE CURB AND GUTTER 30-INCH TYPE A |
| | CURB RAMP, TYPE X | | REVERSE SLOPE GUTTER | CG-30D | CONCRETE CURB AND GUTTER 30-INCH TYPE D |
| | CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA | | DRIVEWAY CURB | CG-36A4 | CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A |
| | PROPOSED INLET | | CURB RAMP CURB | CCP | CONCRETE CURB PEDESTRIAN |
| | PROPOSED STORM SEWER MANHOLE | | COLORED AND STAMPED CONCRETE 5-INCH | CS-5 | CONCRETE SIDEWALK 5-INCH |
| | PROPOSED APRON ENDWALL | ASSI | ASPHALTIC SURFACE SAFETY ISLANDS | CS-6 | CONCRETE SIDEWALK 6-INCH |
| | SLOPE INTERCEPT | ASPH | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES | S42 | CONCRETE BARRIER TYPE S42 |
| | ANTICIPATED CONCRETE JOINTING | AC | ASPHALTIC CURB | SP | SIDEWALK PAVEMENT |
| | | CD-7 | CONCRETE DRIVEWAY 7-INCH | N-1 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 1 |
| | | CD-9 | CONCRETE DRIVEWAY 9-INCH | N-2 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 2 |
| | | R-WAL | RETAINING WALL | | |

**NOTE:** PLAN DETAIL POINTS FOR CONCRETE BARRIER TEMPORARY PRECAST REFER TO THE TRAFFIC SIDE FACE OF BARRIER.

Ⓐ 5-INCHES HMA PAVEMENT 3 MT 58-28 S (SINGLE LAYER)
12-INCHES BASE AGGREGATE DENSE 1¼-INCH
12-INCHES BASE AGGREGATE DENSE 3-INCH

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

MATCHLINE STA. 905+00 VR

MATCHLINE STA. 97+15 EB

MATCHLINE STA. 103+20 EB

MATCHLINE STA. 902+00 VR

MATCHLINE STA. 102+50 L

MATCH LINE STA. 7+25 P

P RAMP

D RAMP

B RAMP

L RAMP

2-INCHES ASPHALTIC SURFACE VARIABLE DEPTH BASE AGGREGATE DENSE 1¼-INCH

2-INCHES ASPHALTIC SURFACE SAFETY ISLANDS

2-INCHES ASPHALTIC SURFACE 4-INCHES BASE AGGREGATE DENSE 1¼-INCH

DITCH FLOW LINE

STA. 902+39 VR, 6' RT

TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST, PERMANENT CROSSOVER 5 FT SPACING (TYP.)

MATCH EXISTING CURB, TO BE PAID AS CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE J

EXISTING SIGNAL TO REMAIN

EXISTING LIGHT POLE TO REMAIN

EXISTING INLET TO REMAIN

COLORED AND STAMPED CONCRETE 5-INCH

FILL MATERIAL BETWEEN CONCRETE BARRIER TEMPORARY PRECAST TO BE BASE AGGREGATE DENSE 1¼-INCH

CONCRETE BARRIER TEMPORARY PRECAST (TYP.)

SEE CURB RAMP DETAILS FOR LAYOUT

R-13-264

| | | | |
|---|---|---|---|
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN DETAILS - CTH PD (MCKEE RD) & P RAMP (EB & P) |

SHEET 135 E

| POINT NO. | CTH PD(MCKEE ROAD)(EB) STATION | CTH PD(MCKEE ROAD)(EB) OFFSET | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| EB300 | 97+86.95 EB | 11.00'RT | 999.09 | 461,185.59 | 797,239.91 | EOP |
| EB301 | 100+83.53 EB | 38.00'RT | 999.92 | 461,147.43 | 797,538.20 | END HMA PAVEMENT |
| EB302 | 97+96.95 EB | 15.09'RT | 998.97 | 461,180.70 | 797,249.55 | EDGE OF SIDEWALK PAVEMENT |
| EB303 | 97+97.40 EB | 23.19'RT | 999.13 | 461,172.58 | 797,249.34 | EDGE OF SIDEWALK PAVEMENT |
| EB304 | 99+96.65 EB | 57.90'RT | --- | 461,126.57 | 797,449.47 | BEGIN CONCRETE CURB & GUTTER; MATCH EXIST. |
| EB305 | 97+86.95 EB | 38.00'RT | 998.79 | 461,158.68 | 797,237.72 | EOP |
| EB306 | 97+26.95 EB | 38.00'RT | 998.24 | 461,163.56 | 797,177.91 | EOP |
| EB307 | 101+07.02 EB | 7.58'LT | --- | 461,193.88 | 797,560.10 | SAWCUT; MATCH EXIST. |
| EB308 | 99+20.96 EB | 116.73'LT | --- | 461,303.31 | 797,380.13 | SAWCUT; END CONCRETE CURB & GUTTER; MATCH EXIST. |
| EB309 | 101+06.36 EB | 2.49'LT | 1000.76 | 461,188.77 | 797,559.68 | BEGIN RADIUS; EDGE OF SIDEWALK PAVEMENT |
| EB310 | 98+69.49 EB | 18.35'RT | --- | 461,171.59 | 797,321.71 | BOW; SAWCUT; MATCH EXIST. |
| EB311 | 101+11.67 EB | 11.00'RT | 1000.65 | 461,175.53 | 797,565.60 | EDGE OF SIDEWALK PAVEMENT; EOP; END RADIUS |
| EB312 | 101+21.25 EB | 0.54'LT | --- | 461,187.53 | 797,574.62 | R=15' |
| EB313 | 101+26.57 EB | 11.00'RT | 1000.63 | 461,176.29 | 797,580.56 | EDGE OF SIDEWALK; EOP |
| EB314 | 101+08.54 EB | 11.00'RT | 1000.65 | 461,175.39 | 797,562.45 | EOP; BEGIN CONCRETE PAVEMENT |
| EB315 | 101+08.54 EB | 38.00'RT | 1000.38 | 461,148.42 | 797,563.67 | EOP; BEGIN CONCRETE PAVEMENT |
| EB316 | 101+21.70 EB | 38.00'RT | 1000.37 | 461,149.07 | 797,577.07 | EOP; END HMA PAVEMENT |
| EB317 | 98+05.40 EB | 22.75'RT | 998.97 | 461,172.38 | 797,257.35 | EDGE OF SIDEWALK PAVEMENT |
| EB318 | 101+41.60 EB | 56.51'RT | 1000.10 | 461,131.73 | 797,598.45 | EOP |
| EB319 | 101+43.09 EB | 57.80'RT | 1000.04 | 461,130.55 | 797,600.06 | EOP; BEGIN RADIUS |
| EB320 | 101+67.75 EB | 40.47'RT | 1000.25 | 461,149.57 | 797,624.08 | EOP; END RADIUS |
| EB321 | 101+83.38 EB | 92.00'RT | --- | 461,099.46 | 797,644.22 | R=54' |
| EB322 | 101+50.92 EB | 53.00'RT | --- | 461,135.85 | 797,607.78 | BOC; CURB RAMP OPENING |
| EB323 | 101+63.02 EB | 45.00'RT | --- | 461,144.69 | 797,619.59 | BOC; CURB RAMP OPENING |
| EB324 | 101+66.99 EB | 38.00'RT | 1000.26 | 461,151.97 | 797,623.12 | EOP |
| EB325 | 102+87.95 EB | 11.00'RT | 999.94 | 461,191.58 | 797,742.06 | EOP; END CONCRETE PAVEMENT |
| EB326 | 102+87.95 EB | 38.00'RT | 999.67 | 461,164.83 | 797,745.69 | EOP; END CONCRETE PAVEMENT |
| EB327 | 101+94.52 EB | 53.00'RT | 999.75 | 461,139.30 | 797,652.40 | BOW; BEGIN RADIUS |
| EB328 | 102+82.18 EB | 50.92'RT | 1000.24 | 461,151.23 | 797,741.56 | BOW; END RADIUS; BEGIN RADIUS |
| EB329 | 101+94.52 EB | 947.00'LT | --- | 462,135.43 | 797,564.46 | R=1,000' |
| EB330 | 102+68.87 EB | 43.50'RT | 1000.15 | 461,156.85 | 797,727.10 | BEGIN COLORED AND STAMPED CONCRETE |
| EB331 | 104+84.18 EB | 1553.00'RT | --- | 459,671.99 | 798,007.74 | R=1,503' |
| EB332 | 101+79.42 EB | 57.50'RT | 999.45 | 461,133.51 | 797,637.32 | BEGIN 18-INCH CONCRETE CURB AND GUTTER |
| EB333 | 102+11.00 EB | 57.43'RT | 998.58 | 461,136.45 | 797,669.67 | CURB LOW POINT |
| EB334 | 103+00.00 EB | 54.77'RT | 999.90 | 461,149.91 | 797,760.21 | CURB HIGH POINT |
| EB335 | 101+59.79 EB | 69.56'RT | 999.63 | 461,119.96 | 797,618.04 | EDGE OF PARKING LOT |
| EB336 | 101+42.19 EB | 84.91'RT | 1000.00 | 461,103.43 | 797,600.81 | EDGE OF PARKING LOT |
| EB337 | 101+36.99 EB | 97.40'RT | --- | 461,090.64 | 797,596.14 | SAWCUT; MATCH EXIST. |
| EB338 | 102+45.00 EB | 95.00'RT | --- | 461,102.78 | 797,708.71 | SAWCUT; MATCH EXIST. |
| EB339 | 102+98.12 EB | 93.37'RT | --- | 461,111.42 | 797,763.68 | SAWCUT; MATCH EXIST. |
| EB340 | 101+83.38 EB | 38.00'RT | --- | 461,153.28 | 797,639.77 | EOP; END RADIUS |
| EB341 | 98+56.02 EB | 19.54'RT | --- | 461,171.00 | 797,308.27 | BOW; SAWCUT; MATCH EXIST. |
| EB342 | 98+13.38 EB | 22.30'RT | --- | 461,172.18 | 797,265.33 | SAWCUT; MATCH EXIST. |
| EB343 | 99+38.72 EB | 28.76'RT | --- | 461,157.20 | 797,391.05 | SAWCUT; BEGIN RADIUS; BEGIN CONCRETE C&G; MATCH EXIST. |
| EB344 | 99+41.45 EB | 53.61'RT | 999.33 | 461,132.25 | 797,392.86 | END RADIUS; END CONCRETE CURB & GUTTER |
| EB345 | 99+40.66 EB | 63.51'RT | --- | 461,122.40 | 797,391.66 | SAWCUT; MATCH EXIST. |
| EB346 | 99+37.77 EB | 63.16'RT | --- | 461,122.87 | 797,388.69 | SAWCUT; MATCH EXIST. |
| EB347 | 99+73.74 EB | 71.88'RT | --- | 461,112.99 | 797,425.59 | SAWCUT; MATCH EXIST. |

| POINT NO. | P RAMP (P LINE) STATION | P RAMP (P LINE) OFFSET | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| P100 | 7+25.77 P | 0.00'RT | 998.18 | 461,155.55 | 797,175.22 | EOP |
| P101 | 7+96.11 P | 18.00'RT | 998.27 | 461,112.55 | 797,232.19 | EOP; BEGIN RADIUS |
| P102 | 8+09.11 P | 18.00'RT | 998.41 | 461,106.84 | 797,243.36 | EOP |
| P103 | 8+08.79 P | 19.36'RT | 998.36 | 461,105.78 | 797,242.45 | EOP |
| P104 | 8+12.09 P | 22.79'RT | 998.34 | 461,101.27 | 797,243.64 | BOC; CURB RAMP OPENING |
| P105 | 8+20.05 P | 25.77'RT | 998.40 | 461,095.02 | 797,248.88 | BOC; CURB RAMP OPENING; BEGIN CONCRETE CURB PEDESTRIAN |
| P106 | 8+25.51 P | 25.73'RT | 998.49 | 461,092.52 | 797,253.42 | EOP; END RADIUS; BEGIN RADIUS |
| P107 | 7+96.11 P | 68.00'RT | --- | 461,067.75 | 797,209.99 | R=50' |
| P108 | 8+18.10 P | 39.00'RT | 999.25 | 461,084.33 | 797,240.89 | CONCRETE CURB PEDESTRIAN |
| P109 | 8+10.29 P | 48.74'RT | --- | 461,079.14 | 797,229.97 | R=27' |
| P110 | 8+45.23 P | 0.00'RT | 998.83 | 461,104.82 | 797,283.09 | EOP |
| P111 | 8+10.88 P | 0.00'RT | 998.64 | 461,121.93 | 797,253.32 | EOP; EDGE OF SIDEWALK PAVEMENT |
| P112 | 8+02.20 P | 0.00'RT | 998.60 | 461,125.95 | 797,245.61 | EOP; EDGE OF SIDEWALK PAVEMENT |
| P113 | 7+90.86 P | 0.00'RT | 998.53 | 461,130.99 | 797,235.46 | EOP; END HMA PAVEMENT |
| P114 | 8+20.14 P | 39.90'RT | 999.25 | 461,082.62 | 797,242.10 | END CONCRETE PEDESTRIAN CURB |

| POINT NO. | CTH PD(MCKEE ROAD)(EB) STATION | CTH PD(MCKEE ROAD)(EB) OFFSET | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| EB348 | 99+84.65 EB | 28.26'RT | --- | 461,156.37 | 797,437.62 | SAWCUT; MATCH EXIST. |
| EB349 | 99+85.56 EB | 24.71'RT | --- | 461,159.91 | 797,438.61 | SAWCUT; MATCH EXIST. |
| EB350 | 99+88.43 EB | 25.47'RT | --- | 461,159.11 | 797,441.50 | SAWCUT; BEGIN CONCRETE CURB & GUTTER; MATCH EXIST. |
| EB351 | 100+02.23 EB | 28.59'RT | --- | 461,155.83 | 797,455.45 | SAWCUT; BEGIN CONCRETE CURB & GUTTER; MATCH EXIST. |
| EB352 | 100+03.57 EB | 22.09'RT | --- | 461,162.32 | 797,456.86 | SAWCUT; MATCH EXIST. |
| EB353 | 99+97.86 EB | 51.48'RT | --- | 461,132.97 | 797,450.78 | SAWCUT; MATCH EXIST. |
| EB354 | 100+18.49 EB | 24.85'RT | --- | 461,159.50 | 797,471.94 | SAWCUT; BEGIN CONCRETE CURB & GUTTER; MATCH EXIST. |
| EB355 | 100+13.24 EB | 51.90'RT | --- | 461,132.46 | 797,466.56 | SAWCUT; END CONCRETE CURB & GUTTER; MATCH EXIST. |
| EB356 | 99+09.25 EB | 131.15'LT | --- | 461,318.28 | 797,369.91 | BOW; SAWCUT; MATCH EXIST. |
| EB357 | 100+22.47 EB | 54.35'RT | --- | 461,130.01 | 797,476.03 | SAWCUT; BOC; END CONCRETE SIDEWALK 5-INCH; MATCH EXIST. |
| EB358 | 100+30.01 EB | 27.31'RT | --- | 461,157.07 | 797,483.62 | SAWCUT; BOC; BEGIN CONCRETE SIDEWALK 5-INCH; MATCH EXIST. |
| EB359 | 99+08.04 EB | 116.31'LT | --- | 461,303.52 | 797,367.96 | SAWCUT; BEGIN CONCRETE CURB & GUTTER; MATCH EXIST. |
| EB360 | 100+25.40 EB | 52.90'RT | --- | 461,131.46 | 797,479.04 | SAWCUT; END CONCRETE CURB & GUTTER; MATCH EXIST. |
| EB361 | 100+32.13 EB | 28.87'RT | --- | 461,155.52 | 797,485.78 | SAWCUT; BEGIN CONCRETE CURB & GUTTER; MATCH EXIST. |
| EB362 | 100+64.30 EB | 54.73'RT | --- | 461,130.16 | 797,519.00 | SAWCUT; MATCH EXIST. |
| EB363 | 100+71.57 EB | 30.25'RT | --- | 461,154.81 | 797,525.81 | SAWCUT; MATCH EXIST. |
| EB364 | 100+73.35 EB | 24.34'RT | --- | 461,160.77 | 797,527.46 | SAWCUT; MATCH EXIST. |
| EB365 | 100+76.05 EB | 25.52'RT | --- | 461,159.67 | 797,530.23 | MATCH EXIST. |
| EB366 | 100+67.31 EB | 55.65'RT | --- | 461,129.32 | 797,522.12 | SAWCUT; MATCH EXIST. |
| EB367 | 98+78.22 EB | 49.27'RT | --- | 461,140.11 | 797,328.33 | R=65' |
| EB368 | 101+19.29 EB | 15.66'LT | --- | 461,202.53 | 797,571.91 | BEGIN HMA PAVEMENT; MATCH EXIST. |
| EB369 | 97+99.76 EB | 124.22'LT | 1000.01 | 461,319.32 | 797,263.67 | BOW |
| EB370 | 99+23.36 EB | 132.58'LT | --- | 461,319.04 | 797,383.14 | BOW; SAWCUT; MATCH EXIST. |
| EB371 | 98+47.89 EB | 126.35'LT | --- | 461,317.53 | 797,311.82 | SAWCUT; MATCH EXIST. |
| EB372 | 98+48.18 EB | 121.36'LT | --- | 461,312.53 | 797,311.70 | SAWCUT; MATCH EXIST. |
| EB373 | 97+45.41 EB | 109.41'LT | --- | 461,308.97 | 797,208.30 | SAWCUT; MATCH EXIST. |
| EB374 | 97+45.41 EB | 111.41'LT | --- | 461,310.97 | 797,208.46 | EOP; SAWCUT; MATCH EXIST. |
| EB375 | 99+76.55 EB | 72.62'RT | --- | 461,112.19 | 797,428.48 | BEGIN CURB AND GUTTER |
| EB376 | 101+74.86 EB | 19.16'LT | --- | 461,209.57 | 797,626.65 | BEGIN CONCRETE CURB AND GUTTER; SAWCUT; MATCH EXIST. |
| EB377 | 102+04.80 EB | 18.93'LT | --- | 461,211.87 | 797,656.22 | END CONCRETE CURB AND GUTTER; SAWCUT; MATCH EXIST. |
| EB378 | 101+80.65 EB | 48.09'LT | --- | 461,238.85 | 797,630.03 | BEGIN CONCRETE CURB AND GUTTER; SAWCUT; MATCH EXIST. |
| EB379 | 102+11.53 EB | 45.43'LT | --- | 461,238.88 | 797,660.30 | END CONCRETE CURB AND GUTTER; SAWCUT; MATCH EXIST. |
| EB380 | 101+82.83 EB | 58.75'LT | --- | 461,249.66 | 797,631.27 | BEGIN CONCRETE CURB AND GUTTER; SAWCUT; MATCH EXIST. |
| EB381 | 102+13.97 EB | 55.36'LT | --- | 461,249.00 | 797,661.70 | END CONCRETE CURB AND GUTTER; SAWCUT; MATCH EXIST. |
| EB382 | 101+95.44 EB | 118.20'LT | --- | 461,309.92 | 797,638.21 | BEGIN CONCRETE C&G; SAWCUT; BEGIN RADIUS; MATCH EXIST. |
| EB383 | 102+13.56 EB | 114.41'LT | 1000.53 | 461,307.73 | 797,655.56 | END CONCRETE C&G; SAWCUT; END RADIUS |
| EB384 | 102+19.59 EB | 178.17'LT | --- | 461,371.73 | 797,654.81 | R=64' |
| EB385 | 99+93.08 EB | 77.07'RT | --- | 461,107.45 | 797,445.56 | BEGIN 2-INCH ASPHALTIC SURFACE |
| EB386 | 97+86.95 EB | 8.24'LT | --- | 461,204.77 | 797,241.48 | END HMA PAVEMENT; MATCH EXIST. |
| EB387 | 100+28.25 EB | 53.01'RT | --- | 461,131.37 | 797,481.96 | EOP; SAWCUT; MATCH EXIST. |
| EB388 | 100+06.89 EB | 84.81'RT | --- | 461,099.57 | 797,459.85 | SAWCUT; MATCH EXIST. |
| EB389 | 100+16.58 EB | 87.47'RT | --- | 461,096.88 | 797,469.95 | SAWCUT; MATCH EXIST. |
| EB390 | 100+19.17 EB | 88.26'RT | --- | 461,096.08 | 797,472.66 | EOP |
| EB391 | 101+35.92 EB | 70.14'RT | 999.95 | 461,117.78 | 797,593.42 | EOP; BEGIN RADIUS |
| EB392 | 102+28.64 EB | 113.13'LT | --- | 461,307.90 | 797,669.83 | EOP; SAWCUT; MATCH EXIST. |
| EB393 | 99+04.33 EB | 90.01'LT | --- | 461,277.47 | 797,362.97 | SAWCUT; BEGIN CONCRETE CURB & GUTTER; MATCH EXIST. |
| EB394 | 99+17.07 EB | 90.41'LT | --- | 461,277.14 | 797,375.14 | SAWCUT; END CONCRETE CURB & GUTTER; MATCH EXIST. |
| EB395 | 98+98.98 EB | 76.36'LT | --- | 461,264.14 | 797,357.06 | SAWCUT; BEGIN CONCRETE CURB & GUTTER; MATCH EXIST. |
| EB396 | 99+12.89 EB | 76.75'LT | --- | 461,263.77 | 797,370.44 | SAWCUT; END CONCRETE CURB & GUTTER; MATCH EXIST. |
| EB397 | 98+71.13 EB | 15.35'LT | --- | 461,205.08 | 797,325.84 | SAWCUT; BEGIN CONCRETE CURB & GUTTER; BEGIN RADIUS; MATCH EXIST. |
| EB398 | 98+84.24 EB | 15.11'LT | --- | 461,203.92 | 797,338.80 | SAWCUT; END CONCRETE CURB & GUTTER; END RADIUS; MATCH EXIST. |
| EB399 | 98+76.08 EB | 74.51'RT | --- | 461,113.22 | 797,326.82 | R=90' |

2

N

INL

6-INCHES BASE AGGREGATE DENSE 3/4-INCH

EB485 EB479 EB486 EB478 EB487 EB477

MH POST GUY

EB455 EB456 EB482 EB481 EB471 EB483 EB476 EB475 EB484 EB457 EB458 EB480 EB459 EB461 EB472 EB470 EB469 EB460

5' CG-30D 5' ASPH

WB CTH PD (MCKEE ROAD)

2-INCHES ASPHALTIC SURFACE SAFETY ISLANDS
4-INCHES BASE AGGREGATE DENSE 1 1/4-INCH (TYP.)

CG-30D ASSI CG-30D EB462 EB468 EB463 EB467 EB464 EB465 EB466

SAWING CURB HEAD REQ'D

104+00 EB +50 EB 105+00 EB +50 EB 106+00 EB +50 EB 107+00 EB +50 EB 108+00 EB +50 EB 109+00 EB

MATCHLINE STA. 103+20 EB

MATCHLINE STA. 109+25 EB

EB421 EB420 EB418 EB422 EB424 EB425 EB429 EB427 EB431 EB436 EB438 EB439 EB450 EB449 EB447 EB452 EB451 EB448

DRAIN SLOTTED VANE REQ'D

EB426 EB428 EB423 EB419 EB417

4.5' 4.5' SP SP

EB BOUND CTH PD (MCKEE ROAD)

38' 38'

ASPH CD-7 CD-7 CG-30D CS-5

COLORED AND STAMPED CONCRETE 5-INCH

EB410 EB411 EB413 EB437 EB435 EB434 EB445 EB442 EB446 EB444

CG-30D CS-5 CD-9 CS-5 8' +00 EB 0.5% 0.5% 3' CG-18D

EB415 EB409 EB416 EB408 EB414 EB474 EB407 EB430 EB432 EB433 EB443 EB453 EB440 EB441 EB454

ASPH

EB401 EB412 EB400 EB473 EB406 EB405 EB402 EB403 EB404

2-INCHES ASPHALTIC SURFACE (TYP.)
4-INCHES BASE AGGREGATE DENSE 1 1/4-INCH (TYP.)

4-INCHES ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
11-INCHES BASE AGGREGATE DENSE 1 1/4-INCH

(A) 5-INCHES HMA PAVEMENT 3 MT 58-28 S (SINGLE LAYER)
12-INCHES BASE AGGREGATE DENSE 1 1/4-INCH
12-INCHES BASE AGGREGATE DENSE 3-INCH

## LEGEND

| | | | |
|---|---|---|---|
| 10XX.XX | POINT ELEVATION | XXXXX | SAWING ASPHALT |
| | TRAFFIC FLOW | | SAWING CONCRETE |
| X | CURB RAMP, TYPE X | | REVERSE SLOPE GUTTER |
| | CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA | | DRIVEWAY CURB |
| | PROPOSED INLET | | CURB RAMP CURB |
| | PROPOSED STORM SEWER MANHOLE | | COLORED AND STAMPED CONCRETE 5-INCH |
| | PROPOSED APRON ENDWALL | ASSI | ASPHALTIC SURFACE SAFETY ISLANDS |
| | SLOPE INTERCEPT | ASPH | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES |
| | ANTICIPATED CONCRETE JOINTING | AC | ASPHALTIC CURB |
| | | CD-7 | CONCRETE DRIVEWAY 7-INCH |
| | | CD-9 | CONCRETE DRIVEWAY 9-INCH |
| | | R-WAL | RETAINING WALL |

| | |
|---|---|
| CG-18D | CONCRETE CURB AND GUTTER 18-INCH TYPE D |
| CG-30A | CONCRETE CURB AND GUTTER 30-INCH TYPE A |
| CG-30D | CONCRETE CURB AND GUTTER 30-INCH TYPE D |
| CG-36A4 | CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A |
| CCP | CONCRETE CURB PEDESTRIAN |
| CS-5 | CONCRETE SIDEWALK 5-INCH |
| CS-6 | CONCRETE SIDEWALK 6-INCH |
| S42 | CONCRETE BARRIER TYPE S42 |
| SP | SIDEWALK PAVEMENT |
| N-1 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 1 |
| N-2 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 2 |

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN DETAILS - CTH PD (MCKEE RD) (EB) | SHEET 137 | E |
|---|---|---|---|---|---|

| POINT NO. | CTH PD(MCKEE ROAD)(EB) | | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| | STATION | OFFSET | | | | |
| EB400 | 103+33.55 EB | 93.02'RT | 999.04 | 461,116.98 | 797,799.01 | EDGE OF PARKING LOT |
| EB401 | 103+41.26 EB | 84.99'RT | 999.28 | 461,125.95 | 797,805.07 | EDGE OF PARKING LOT |
| EB402 | 103+48.91 EB | 91.34'RT | --- | 461,120.63 | 797,813.08 | SAWCUT; MATCH EXIST. |
| EB403 | 103+82.76 EB | 94.06'RT | --- | 461,121.83 | 797,845.01 | SAWCUT; MATCH EXIST. |
| EB404 | 103+94.74 EB | 94.86'RT | --- | 461,122.25 | 797,856.28 | SAWCUT; MATCH EXIST. |
| EB405 | 104+67.10 EB | 97.80'RT | --- | 461,124.79 | 797,924.16 | SAWCUT; MATCH EXIST. |
| EB406 | 105+64.82 EB | 95.26'RT | --- | 461,131.91 | 798,020.58 | SAWCUT; MATCH EXIST. |
| EB407 | 105+83.02 EB | 68.88'RT | 999.84 | 461,159.11 | 798,037.54 | EDGE OF PARKING LOT |
| EB408 | 105+65.81 EB | 57.00'RT | 998.60 | 461,170.17 | 798,019.79 | EDGE OF PARKING LOT |
| EB409 | 105+22.81 EB | 57.50'RT | 998.79 | 461,167.67 | 797,976.86 | FLAG OF CURB; EDGE OF PARKING LOT |
| EB410 | 103+61.54 EB | 50.00'RT | 999.79 | 461,163.18 | 797,819.70 | BOW; END RADIUS; BEGIN RADIUS |
| EB411 | 103+75.56 EB | 50.40'RT | 999.70 | 461,164.42 | 797,833.21 | BOW; END RADIUS |
| EB412 | 103+61.54 EB | 250.00'RT | --- | 460,964.75 | 797,844.72 | R=200' |
| EB413 | 103+97.70 EB | 43.50'RT | 999.45 | 461,173.62 | 797,853.81 | END COLORED AND STAMPED CONCRETE |
| EB414 | 104+66.94 EB | 53.00'RT | 999.27 | 461,169.51 | 797,921.44 | BOW; BEGIN RADIUS |
| EB415 | 105+22.81 EB | 53.00'RT | 998.74 | 461,172.17 | 797,976.65 | BOW; END CONCRETE CURB & GUTTER |
| EB416 | 105+65.81 EB | 53.00'RT | 998.52 | 461,174.17 | 798,019.61 | BOW; EDGE OF PARKING LOT |
| EB417 | 105+22.81 EB | 45.00'RT | 998.62 | 461,180.16 | 797,976.28 | FOW |
| EB418 | 105+65.81 EB | 45.00'RT | 998.40 | 461,182.16 | 798,019.23 | FOW |
| EB419 | 105+17.81 EB | 38.00'RT | 998.33 | 461,186.92 | 797,970.96 | END CONCRETE CURB AND GUTTER |
| EB420 | 105+28.40 EB | 26.76'RT | 1000.29 | 461,198.64 | 797,981.01 | EDGE OF DRIVEWAY |
| EB421 | 105+26.96 EB | 21.16'RT | --- | 461,204.17 | 797,979.32 | MATCH EXIST. |
| EB422 | 105+81.83 EB | 23.73'RT | --- | 461,204.14 | 798,034.25 | MATCH EXIST. |
| EB423 | 105+75.81 EB | 38.00'RT | 998.03 | 461,189.61 | 798,028.90 | BEGIN CONCRETE CURB AND GUTTER |
| EB424 | 106+29.61 EB | 24.43'RT | --- | 461,205.66 | 798,082.01 | BOC; BEGIN SAWING CURB HEAD |
| EB425 | 106+39.83 EB | 24.56'RT | --- | 461,206.01 | 798,092.23 | BOC; END SAWING CURB HEAD |
| EB426 | 106+53.10 EB | 38.00'RT | 997.70 | 461,193.20 | 798,106.11 | FLAG OF CURB |
| EB427 | 106+63.10 EB | 38.00'RT | 997.68 | 461,193.67 | 798,116.10 | FLAG OF CURB |
| EB428 | 106+57.43 EB | 40.50'RT | 997.69 | 461,190.91 | 798,110.55 | BOC; BIKE RAMP OPENING |
| EB429 | 106+67.43 EB | 40.50'RT | 997.67 | 461,191.37 | 798,120.54 | BOC; BIKE RAMP OPENING |
| EB430 | 106+65.23 EB | 45.00'RT | 998.23 | 461,186.77 | 798,118.54 | FOW |
| EB431 | 106+75.23 EB | 45.00'RT | 998.31 | 461,187.24 | 798,128.53 | FOW |
| EB432 | 106+74.76 EB | 53.00'RT | 998.43 | 461,179.23 | 798,128.44 | BOW |
| EB433 | 106+84.29 EB | 61.00'RT | --- | 461,171.68 | 798,138.33 | SAWCUT; MATCH EXIST. |
| EB434 | 106+94.52 EB | 61.00'RT | --- | 461,172.15 | 798,148.55 | SAWCUT; MATCH EXIST. |
| EB435 | 107+04.06 EB | 53.00'RT | 998.35 | 461,180.59 | 798,157.70 | BOW |
| EB436 | 107+03.59 EB | 45.00'RT | 998.24 | 461,188.56 | 798,156.87 | FOW |
| EB437 | 107+13.59 EB | 45.00'RT | 998.22 | 461,189.02 | 798,166.86 | FOW |
| EB438 | 107+11.38 EB | 40.50'RT | 997.67 | 461,193.41 | 798,164.44 | BOC; BIKE RAMP OPENING |
| EB439 | 107+21.38 EB | 40.50'RT | 997.68 | 461,193.88 | 798,174.43 | BOC; BIKE RAMP OPENING |
| EB440 | 107+31.19 EB | 96.50'RT | --- | 461,138.39 | 798,186.83 | SAWCUT; MATCH EXIST. |
| EB441 | 107+54.63 EB | 96.50'RT | --- | 461,139.48 | 798,210.24 | SAWCUT; MATCH EXIST. |
| EB442 | 107+32.53 EB | 68.00'RT | 997.16 | 461,166.93 | 798,186.85 | EDGE OF DRIVEWAY |
| EB443 | 107+32.53 EB | 53.00'RT | 998.00 | 461,181.91 | 798,186.15 | BOW |
| EB444 | 107+64.53 EB | 53.00'RT | 998.11 | 461,183.40 | 798,218.12 | BOW |
| EB445 | 107+32.53 EB | 45.00'RT | 997.88 | 461,189.90 | 798,185.78 | FOW |
| EB446 | 107+64.53 EB | 45.00'RT | 997.99 | 461,191.39 | 798,217.74 | FOW |
| EB447 | 107+28.53 EB | 40.50'RT | 997.70 | 461,194.21 | 798,181.57 | BOC; DRIVEWAY OPENING |
| EB448 | 107+68.59 EB | 40.50'RT | 997.83 | 461,196.07 | 798,221.53 | BOC; DRIVEWAY OPENING |
| EB449 | 107+28.53 EB | 38.00'RT | 997.70 | 461,196.71 | 798,181.46 | FLAG OF CURB |
| EB450 | 107+25.67 EB | 25.91'RT | --- | 461,208.65 | 798,178.03 | MATCH EXIST. |
| EB451 | 107+73.73 EB | 26.50'RT | --- | 461,210.27 | 798,225.94 | MATCH EXIST. |
| EB452 | 107+68.59 EB | 38.00'RT | 997.83 | 461,198.57 | 798,221.42 | FLAG OF CURB |
| EB453 | 107+31.65 EB | 86.75'RT | 996.10 | 461,148.15 | 798,186.84 | LOW POINT |
| EB454 | 107+56.85 EB | 86.75'RT | 996.71 | 461,149.33 | 798,212.01 | LOW POINT |
| EB455 | 103+65.71 EB | 92.59'LT | --- | 461,305.20 | 797,806.24 | EOP; SAWCUT; BEGIN CONCRETE CURB & GUTTER; MATCH EXIST. |
| EB456 | 103+99.21 EB | 88.06'LT | 1002.05 | 461,304.66 | 797,841.98 | EOP |

| POINT NO. | CTH PD(MCKEE ROAD)(EB) | | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| | STATION | OFFSET | | | | |
| EB457 | 105+77.01 EB | 63.16'LT | --- | 461,290.72 | 798,025.40 | EOP; SAWCUT; END CONCRETE CURB & GUTTER; MATCH EXIST. |
| EB458 | 105+76.77 EB | 61.18'LT | --- | 461,288.73 | 798,025.25 | SAWCUT; MATCH EXIST. |
| EB459 | 105+29.46 EB | 67.00'LT | --- | 461,292.34 | 797,977.72 | SAWCUT; MATCH EXIST. |
| EB460 | 106+20.53 EB | 38.48'LT | --- | 461,268.08 | 798,070.02 | R=54' |
| EB461 | 104+83.41 EB | 69.64'LT | --- | 461,292.84 | 797,931.57 | SAWCUT; MATCH EXIST. |
| EB462 | 104+60.87 EB | 21.80'LT | --- | 461,243.82 | 797,910.98 | EOP; SAWCUT; END CONCRETE CURB & GUTTER; MATCH EXIST. |
| EB463 | 104+60.11 EB | 12.26'LT | --- | 461,234.25 | 797,910.81 | EOP; SAWCUT; END CONCRETE CURB & GUTTER; MATCH EXIST. |
| EB464 | 104+59.96 EB | 10.27'LT | --- | 461,232.25 | 797,910.78 | SAWCUT; MATCH EXIST. |
| EB465 | 104+54.15 EB | 10.73'LT | --- | 461,232.34 | 797,904.92 | SAWCUT; MATCH EXIST. |
| EB466 | 104+47.59 EB | 1.73'RT | --- | 461,219.46 | 797,899.20 | SAWCUT; MATCH EXIST. |
| EB467 | 104+33.28 EB | 0.48'RT | --- | 461,219.64 | 797,884.84 | SAWCUT; MATCH EXIST. |
| EB468 | 104+40.97 EB | 13.84'LT | --- | 461,234.51 | 797,897.45 | EOP; SAWCUT; BEGIN CONCRETE CURB & GUTTER; MATCH EXIST. |
| EB469 | 104+45.86 EB | 23.10'LT | --- | 461,244.11 | 797,895.71 | EOP; SAWCUT; BEGIN CONCRETE CURB & GUTTER; MATCH EXIST. |
| EB470 | 104+70.33 EB | 71.38'LT | --- | 461,293.54 | 797,917.91 | SAWCUT; MATCH EXIST. |
| EB471 | 103+98.53 EB | 83.11'LT | --- | 461,299.66 | 797,841.77 | SAWCUT; MATCH EXIST. |
| EB472 | 105+29.09 EB | 64.02'LT | --- | 461,289.35 | 797,977.49 | SAWCUT; MATCH EXIST. |
| EB473 | 104+84.18 EB | 1553.00'RT | --- | 459,671.99 | 798,007.74 | R=1,500' |
| EB474 | 104+84.18 EB | 53.00'RT | 999.18 | 461,170.37 | 797,938.06 | BOW; END RADIUS |
| EB475 | 105+74.09 EB | 66.04'LT | 1000.02 | 461,293.46 | 798,022.35 | BOC; DRIVEWAY OPENING |
| EB476 | 105+31.16 EB | 71.32'LT | 1000.66 | 461,296.74 | 797,979.22 | BOC; DRIVEWAY OPENING |
| EB477 | 108+30.62 EB | 19.25'LT | --- | 461,257.28 | 798,281.64 | R=115' |
| EB478 | 107+29.54 EB | 71.19'LT | --- | 461,305.83 | 798,177.39 | EDGE OF BASE AGGREGATE; END RADIUS; MATCH EXIST. |
| EB479 | 107+42.51 EB | 90.79'LT | --- | 461,326.01 | 798,189.44 | EDGE OF BASE AGGREGATE; BEGIN RADIUS; MATCH EXIST. |
| EB480 | 105+63.13 EB | 50.78'LT | --- | 461,277.71 | 798,012.11 | R=38' |
| EB481 | 103+98.94 EB | 86.08'LT | --- | 461,302.66 | 797,841.89 | SAWCUT; MATCH EXIST. |
| EB482 | 103+65.42 EB | 90.62'LT | --- | 461,303.21 | 797,806.18 | SAWCUT; MATCH EXIST. |
| EB483 | 105+51.70 EB | 87.02'LT | --- | 461,313.38 | 797,999.01 | SAWCUT; END RADIUS; MATCH EXIST. |
| EB484 | 105+94.12 EB | 85.58'LT | --- | 461,313.91 | 798,041.45 | SAWCUT; END RADIUS; MATCH EXIST. |
| EB485 | 107+30.50 EB | 101.16'LT | --- | 461,335.80 | 798,176.96 | EDGE OF BASE AGGREGATE; BEGIN RADIUS; MATCH EXIST. |
| EB486 | 107+07.56 EB | 72.61'LT | --- | 461,306.22 | 798,155.37 | EDGE OF BASE AGGREGATE; END RADIUS; MATCH EXIST. |
| EB487 | 109+69.56 EB | 98.77'RT | --- | 461,136.83 | 798,418.57 | R=313' |

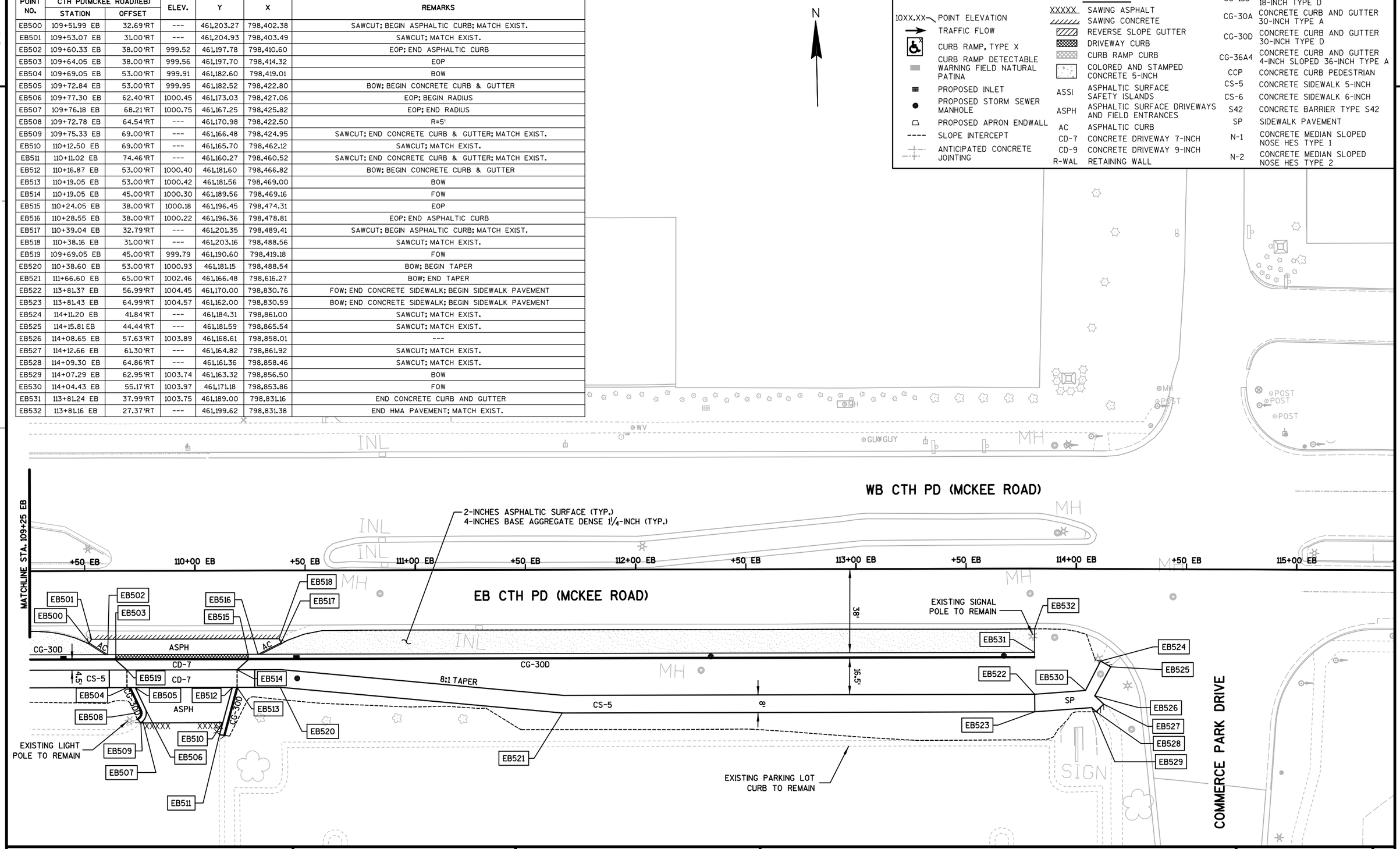
| POINT NO. | CTH PD(MCKEE ROAD)(EB) STATION | OFFSET | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| EB500 | 109+51.99 EB | 32.69'RT | --- | 461,203.27 | 798,402.38 | SAWCUT; BEGIN ASPHALTIC CURB; MATCH EXIST. |
| EB501 | 109+53.07 EB | 31.00'RT | --- | 461,204.93 | 798,403.49 | SAWCUT; MATCH EXIST. |
| EB502 | 109+60.33 EB | 38.00'RT | 999.52 | 461,197.78 | 798,410.60 | EOP; END ASPHALTIC CURB |
| EB503 | 109+64.05 EB | 38.00'RT | 999.56 | 461,197.70 | 798,414.32 | EOP |
| EB504 | 109+69.05 EB | 53.00'RT | 999.91 | 461,182.60 | 798,419.01 | BOW |
| EB505 | 109+72.84 EB | 53.00'RT | 999.95 | 461,182.52 | 798,422.80 | BOW; BEGIN CONCRETE CURB & GUTTER |
| EB506 | 109+77.30 EB | 62.40'RT | 1000.45 | 461,173.03 | 798,427.06 | EOP; BEGIN RADIUS |
| EB507 | 109+76.18 EB | 68.21'RT | 1000.75 | 461,167.25 | 798,425.82 | EOP; END RADIUS |
| EB508 | 109+72.78 EB | 64.54'RT | --- | 461,170.98 | 798,422.50 | R=5' |
| EB509 | 109+75.33 EB | 69.00'RT | --- | 461,166.48 | 798,424.95 | SAWCUT; END CONCRETE CURB & GUTTER; MATCH EXIST. |
| EB510 | 110+12.50 EB | 69.00'RT | --- | 461,165.70 | 798,462.12 | SAWCUT; MATCH EXIST. |
| EB511 | 110+11.02 EB | 74.46'RT | --- | 461,160.27 | 798,460.52 | SAWCUT; END CONCRETE CURB & GUTTER; MATCH EXIST. |
| EB512 | 110+16.87 EB | 53.00'RT | 1000.40 | 461,181.60 | 798,466.82 | BOW; BEGIN CONCRETE CURB & GUTTER |
| EB513 | 110+19.05 EB | 53.00'RT | 1000.42 | 461,181.56 | 798,469.00 | BOW |
| EB514 | 110+19.05 EB | 45.00'RT | 1000.30 | 461,189.56 | 798,469.16 | FOW |
| EB515 | 110+24.05 EB | 38.00'RT | 1000.18 | 461,196.45 | 798,474.31 | EOP |
| EB516 | 110+28.55 EB | 38.00'RT | 1000.22 | 461,196.36 | 798,478.81 | EOP; END ASPHALTIC CURB |
| EB517 | 110+39.04 EB | 32.79'RT | --- | 461,201.35 | 798,489.41 | SAWCUT; BEGIN ASPHALTIC CURB; MATCH EXIST. |
| EB518 | 110+38.16 EB | 31.00'RT | --- | 461,203.16 | 798,488.56 | SAWCUT; MATCH EXIST. |
| EB519 | 109+69.05 EB | 45.00'RT | 999.79 | 461,190.60 | 798,419.18 | FOW |
| EB520 | 110+38.60 EB | 53.00'RT | 1000.93 | 461,181.15 | 798,488.54 | BOW; BEGIN TAPER |
| EB521 | 111+66.60 EB | 65.00'RT | 1002.46 | 461,166.48 | 798,616.27 | BOW; END TAPER |
| EB522 | 113+81.37 EB | 56.99'RT | 1004.45 | 461,170.00 | 798,830.76 | FOW; END CONCRETE SIDEWALK; BEGIN SIDEWALK PAVEMENT |
| EB523 | 113+81.43 EB | 64.99'RT | 1004.57 | 461,162.00 | 798,830.59 | BOW; END CONCRETE SIDEWALK; BEGIN SIDEWALK PAVEMENT |
| EB524 | 114+11.20 EB | 41.84'RT | --- | 461,184.31 | 798,861.00 | SAWCUT; MATCH EXIST. |
| EB525 | 114+15.81 EB | 44.44'RT | --- | 461,181.59 | 798,865.54 | SAWCUT; MATCH EXIST. |
| EB526 | 114+08.65 EB | 57.63'RT | 1003.89 | 461,168.61 | 798,858.01 | --- |
| EB527 | 114+12.66 EB | 61.30'RT | --- | 461,164.82 | 798,861.92 | SAWCUT; MATCH EXIST. |
| EB528 | 114+09.30 EB | 64.86'RT | --- | 461,161.36 | 798,858.46 | SAWCUT; MATCH EXIST. |
| EB529 | 114+07.29 EB | 62.95'RT | 1003.74 | 461,163.32 | 798,856.50 | BOW |
| EB530 | 114+04.43 EB | 55.17'RT | 1003.97 | 461,171.18 | 798,853.86 | FOW |
| EB531 | 113+81.24 EB | 37.99'RT | 1003.75 | 461,189.00 | 798,831.16 | END CONCRETE CURB AND GUTTER |
| EB532 | 113+81.16 EB | 27.37'RT | --- | 461,199.62 | 798,831.38 | END HMA PAVEMENT; MATCH EXIST. |

N

## LEGEND

| | | | |
|---|---|---|---|
| 10XX.XX | POINT ELEVATION | XXXXX | SAWING ASPHALT |
| | TRAFFIC FLOW | | SAWING CONCRETE |
| | CURB RAMP, TYPE X | | REVERSE SLOPE GUTTER |
| | CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA | | DRIVEWAY CURB |
| | PROPOSED INLET | | CURB RAMP CURB |
| | PROPOSED STORM SEWER MANHOLE | | COLORED AND STAMPED CONCRETE 5-INCH |
| | PROPOSED APRON ENDWALL | ASSI | ASPHALTIC SURFACE SAFETY ISLANDS |
| | SLOPE INTERCEPT | ASPH | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES |
| | ANTICIPATED CONCRETE JOINTING | AC | ASPHALTIC CURB |
| | | CD-7 | CONCRETE DRIVEWAY 7-INCH |
| | | CD-9 | CONCRETE DRIVEWAY 9-INCH |
| | | R-WAL | RETAINING WALL |

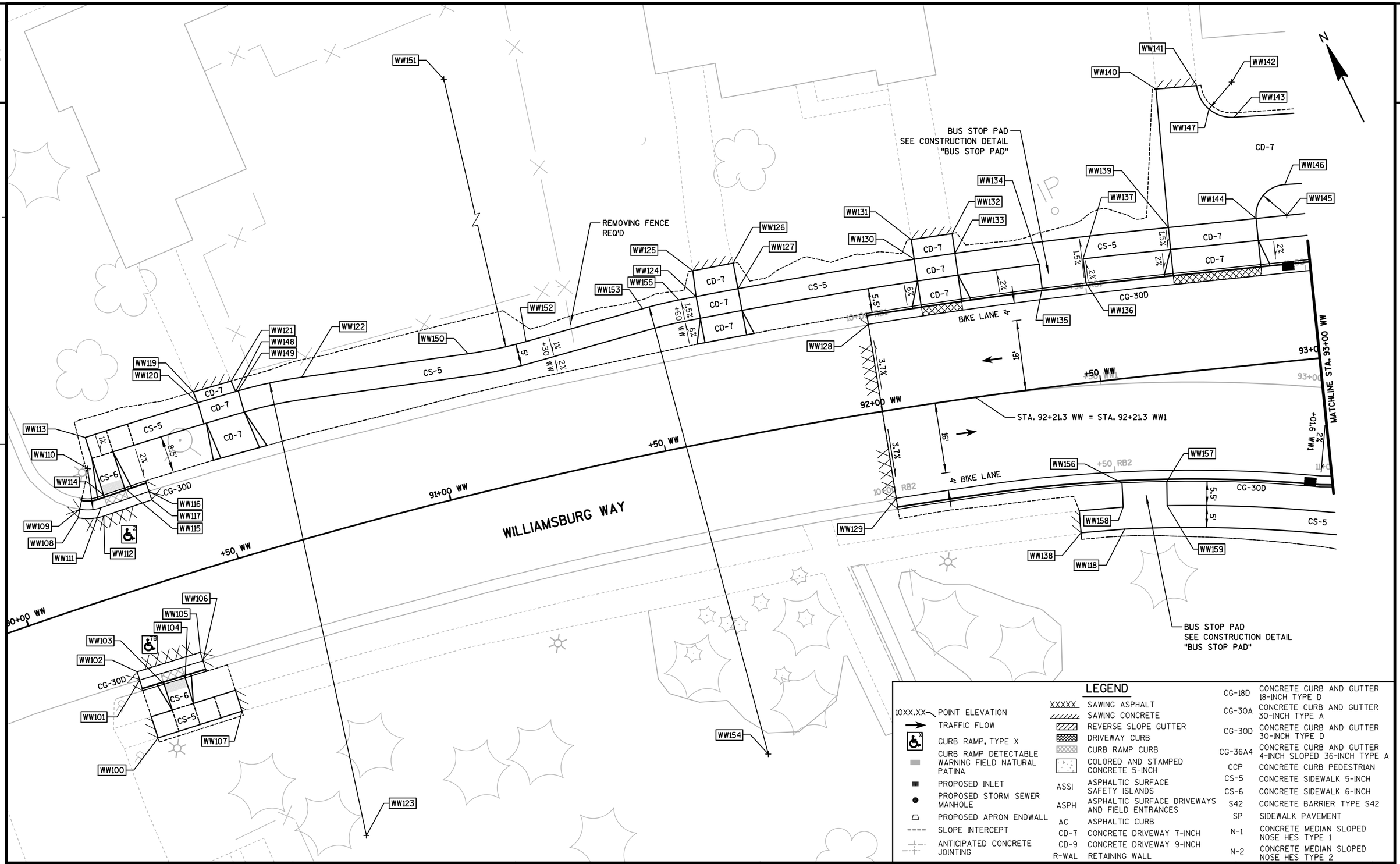
| | |
|---|---|
| CG-18D | CONCRETE CURB AND GUTTER 18-INCH TYPE D |
| CG-30A | CONCRETE CURB AND GUTTER 30-INCH TYPE A |
| CG-30D | CONCRETE CURB AND GUTTER 30-INCH TYPE D |
| CG-36A4 | CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A |
| CCP | CONCRETE CURB PEDESTRIAN |
| CS-5 | CONCRETE SIDEWALK 5-INCH |
| CS-6 | CONCRETE SIDEWALK 6-INCH |
| S42 | CONCRETE BARRIER TYPE S42 |
| SP | SIDEWALK PAVEMENT |
| N-1 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 1 |
| N-2 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 2 |




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN DETAILS - CTH PD (MCKEE RD) (EB) | SHEET | E |
|---|---|---|---|---|---|

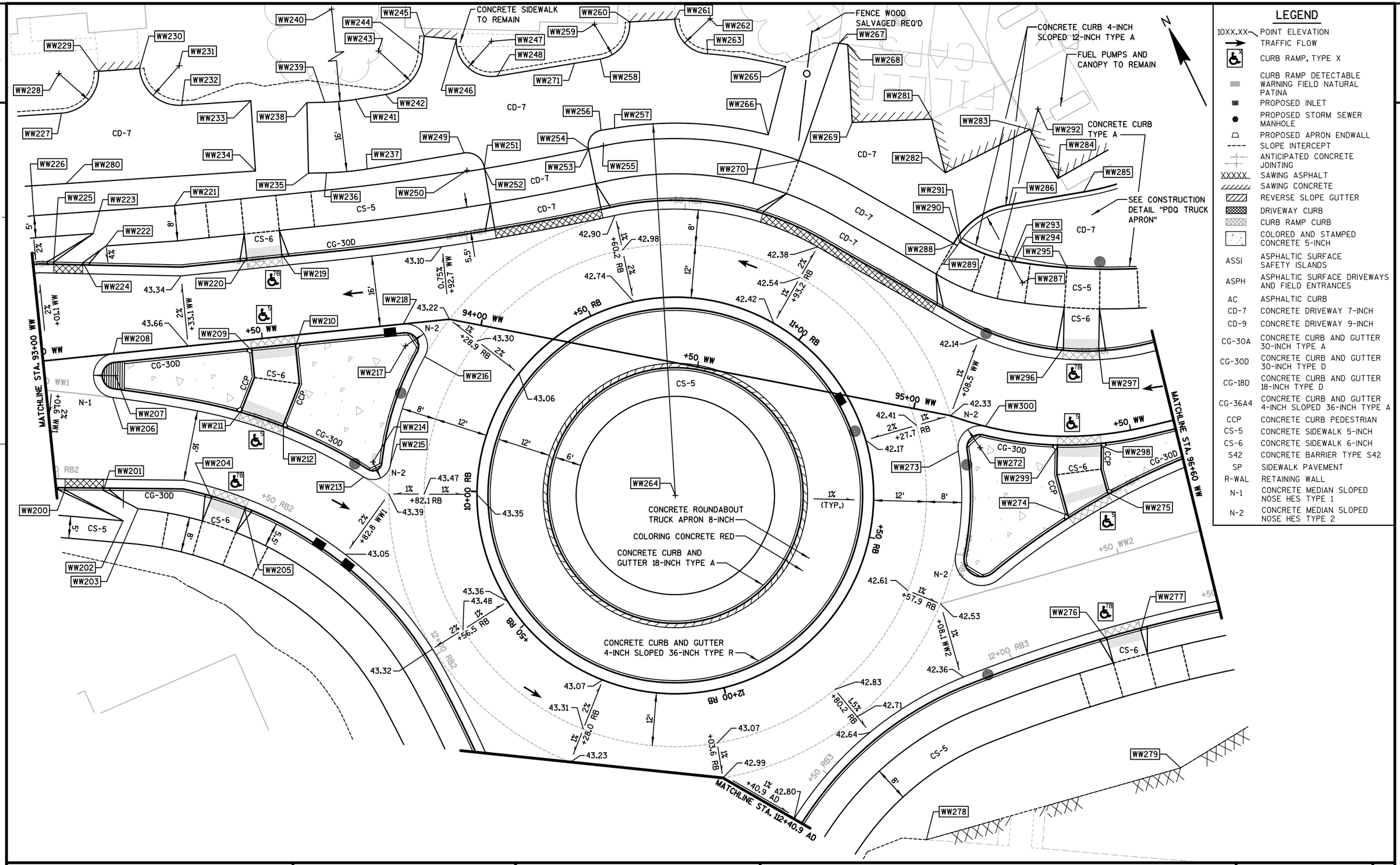


FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\021220_pd.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN DETAILS - WILLIAMSBURG WAY (WW) | SHEET 140 E |
|---|---|---|---|---|

| POINT NO. | WILLIAMSBURG WAY (WW) | | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| | STATION | OFFSET | | | | |
| WW100 | 90+20.04 WW | 33.43'RT | --- | 464,640.52 | 797,662.39 | BOW; SAWCUT; MATCH EXIST. |
| WW101 | 90+20.18 WW | 19.69'RT | --- | 464,654.13 | 797,664.34 | EOP; SAWCUT; BEGIN CONCRETE CURB & GUTTER; MATCH EXIST. |
| WW102 | 90+20.22 WW | 17.69'RT | --- | 464,656.11 | 797,664.65 | SAWCUT; MATCH EXIST. |
| WW103 | 90+25.22 WW | 22.27'RT | 1044.81 | 464,650.90 | 797,668.90 | BOC; CURB RAMP OPENING |
| WW104 | 90+30.32 WW | 22.34'RT | 1044.75 | 464,650.14 | 797,673.84 | BOC; CURB RAMP OPENING |
| WW105 | 90+35.44 WW | 17.88'RT | --- | 464,653.83 | 797,679.46 | SAWCUT; MATCH EXIST. |
| WW106 | 90+35.43 WW | 19.88'RT | --- | 464,651.85 | 797,679.16 | EOP; SAWCUT; END CONCRETE CURB & GUTTER; MATCH EXIST. |
| WW107 | 90+40.63 WW | 33.40'RT | --- | 464,637.72 | 797,682.18 | BOW; SAWCUT; MATCH EXIST. |
| WW108 | 90+18.35 WW | 19.67'LT | --- | 464,693.39 | 797,667.72 | SAWCUT; BEGIN RADIUS; MATCH EXIST. |
| WW109 | 90+19.30 WW | 21.42'LT | --- | 464,694.99 | 797,668.92 | EOP; SAWCUT; BEGIN RADIUS; BEGIN CONCRETE CURB & GUTTER |
| WW110 | 90+23.75 WW | 29.61'LT | --- | 464,702.50 | 797,674.52 | R=9.37' |
| WW111 | 90+23.88 WW | 20.24'LT | 1044.76 | 464,693.20 | 797,673.38 | EOP; END RADIUS |
| WW112 | 90+23.91 WW | 18.24'LT | --- | 464,691.22 | 797,673.14 | SAWCUT; END RADIUS; MATCH EXIST. |
| WW113 | 90+25.34 WW | 36.50'LT | 1045.21 | 464,709.10 | 797,677.09 | BOW; BEGIN CS-5 |
| WW114 | 90+25.32 WW | 22.76'LT | 1044.73 | 464,695.50 | 797,675.17 | BOC; CURB RAMP OPENING |
| WW115 | 90+30.22 WW | 22.85'LT | 1044.68 | 464,694.89 | 797,680.14 | BOC; CURB RAMP OPENING |
| WW116 | 90+35.18 WW | 20.46'LT | --- | 464,691.80 | 797,684.80 | EOP; SAWCUT; END CONCRETE CURB & GUTTER; MATCH EXIST. |
| WW117 | 90+35.23 WW | 18.46'LT | --- | 464,689.81 | 797,684.55 | SAWCUT; MATCH EXIST. |
| WW118 | 92+51.58 WW | 33.98'RT | 1044.22 | 464,588.03 | 797,880.54 | BOW; BEGIN RADIUS |
| WW119 | 90+50.95 WW | 39.10'LT | --- | 464,707.75 | 797,703.63 | SAWCUT; MATCH EXIST. |
| WW120 | 90+51.22 WW | 36.50'LT | 1044.80 | 464,705.14 | 797,703.49 | BOW;BEGIN CD-7 |
| WW121 | 90+59.62 WW | 39.08'LT | --- | 464,706.27 | 797,712.47 | SAWCUT; MATCH EXIST. |
| WW122 | 90+74.75 WW | 35.56'LT | 1044.98 | 464,704.92 | 797,697.87 | BOW; END RADIUS |
| WW123 | 90+60.52 WW | 68.50'RT | --- | 464,600.05 | 797,695.37 | R=105' |
| WW124 | 91+63.46 WW | 33.00'LT | 1043.96 | 464,677.74 | 797,815.83 | BOW; BEGIN CD-7 |
| WW125 | 91+63.81 WW | 38.90'LT | --- | 464,683.35 | 797,817.69 | SAWCUT; MATCH EXIST. |
| WW126 | 91+72.85 WW | 38.90'LT | --- | 464,680.93 | 797,826.72 | SAWCUT; MATCH EXIST. |
| WW127 | 91+72.85 WW | 33.00'LT | 1043.99 | 464,675.24 | 797,825.16 | BOW; END CD-7 |
| WW128 | 92+00.00 WW | 20.00'LT | --- | 464,655.12 | 797,848.31 | EOP; SAWCUT; BEGIN RADIUS; BEGIN CONCRETE CURB & GUTTER |
| WW129 | 92+00.00 WW | 20.00'RT | --- | 464,616.79 | 797,836.89 | EOP; SAWCUT; BEGIN RADIUS; BEGIN CONCRETE CURB & GUTTER |
| WW130 | 92+12.27 WW | 33.00'LT | 1043.93 | 464,663.91 | 797,864.10 | BOW; BEGIN CD-7 |
| WW131 | 92+12.27 WW | 37.50'LT | --- | 464,668.21 | 797,865.43 | SAWCUT; MATCH EXIST. |
| WW132 | 92+21.34 WW | 37.50'LT | --- | 464,665.40 | 797,874.37 | SAWCUT; MATCH EXIST. |
| WW133 | 92+21.34 WW | 33.00'LT | 1043.90 | 464,661.12 | 797,873.00 | BOW; END CD-7 |
| WW134 | 92+39.50 WW | 28.00'LT | 1044.19 | 464,650.57 | 797,889.16 | FOW; BUS STOP PAD |
| WW135 | 92+39.48 WW | 22.50'LT | 1044.11 | 464,645.36 | 797,887.39 | BOC; BUS STOP PAD |
| WW136 | 92+49.28 WW | 22.50'LT | 1044.07 | 464,642.14 | 797,896.86 | BOC; BUS STOP PAD |
| WW137 | 92+49.26 WW | 28.00'LT | 1044.15 | 464,647.35 | 797,898.63 | FOW; BUS STOP PAD |
| WW138 | 92+41.38 WW | 33.63'RT | --- | 464,591.56 | 797,871.28 | BOW; SAWCUT; MATCH EXIST. |
| WW139 | 92+68.85 WW | 33.00'LT | 1043.91 | 464,645.37 | 797,919.18 | BOW; BEGIN CD-7 |
| WW140 | 92+69.24 WW | 64.52'LT | --- | 464,674.88 | 797,930.25 | SAWCUT; MATCH EXIST. |
| WW141 | 92+78.51 WW | 64.37'LT | --- | 464,671.60 | 797,938.92 | SAWCUT; BEGIN RADIUS; MATCH EXIST. |
| WW142 | 92+86.51 WW | 64.36'LT | --- | 464,668.86 | 797,946.43 | R=8' |
| WW143 | 92+86.22 WW | 56.36'LT | 1044.29 | 464,661.44 | 797,943.44 | EOP; END RADIUS |
| WW144 | 92+88.85 WW | 33.00'LT | 1043.83 | 464,638.57 | 797,937.99 | BOW; END CD-7; BEGIN RADIUS |
| WW145 | 92+95.85 WW | 33.00'LT | --- | 464,636.19 | 797,944.57 | R=7' |
| WW146 | 92+96.11 WW | 40.00'LT | 1044.10 | 464,642.69 | 797,947.18 | EOP; END RADIUS |
| WW147 | 92+80.74 WW | 58.81'LT | 1044.18 | 464,665.60 | 797,939.13 | EOP; RADIUS MIDPOINT |
| WW148 | 90+59.92 WW | 36.50'LT | 1044.75 | 464,703.67 | 797,712.35 | BOW; BEGIN RADIUS |
| WW149 | 90+60.52 WW | 36.50'LT | 1044.75 | 464,703.57 | 797,712.95 | BOW; END CD-7; BEGIN RADIUS |
| WW150 | 91+11.59 WW | 31.30'LT | 1044.78 | 464,688.52 | 797,763.59 | BOW; BEGIN RADIUS |
| WW151 | 91+20.17 WW | 130.88'LT | --- | 464,783.80 | 797,793.95 | R=100' |
| WW152 | 91+24.66 WW | 31.00'LT | 1044.76 | 464,685.31 | 797,776.63 | BOW; END RADIUS |
| WW153 | 91+51.38 WW | 32.69'LT | 1044.24 | 464,680.54 | 797,803.73 | BOW; BEGIN RADIUS |
| WW154 | 91+59.58 WW | 72.00'RT | --- | 464,577.13 | 797,785.54 | R=105' |
| WW155 | 91+59.58 WW | 33.00'LT | 1043.96 | 464,678.75 | 797,811.97 | BOW; END RADIUS |
| WW156 | 92+52.20 WW | 23.49'RT | 1044.07 | 464,597.73 | 797,884.55 | BOC; BUS STOP PAD |
| WW157 | 92+62.56 WW | 24.27'RT | 1044.03 | 464,593.62 | 797,893.85 | BOC; BUS STOP PAD |
| WW158 | 92+51.83 WW | 28.98'RT | 1044.15 | 464,592.67 | 797,882.40 | FOW; BUS STOP PAD |
| WW159 | 92+62.07 WW | 29.75'RT | 1044.11 | 464,588.62 | 797,891.55 | FOW; BUS STOP PAD |




## LEGEND

| | |
|---|---|
| 10XX.XX | POINT ELEVATION |
| | TRAFFIC FLOW |
| | CURB RAMP, TYPE X |
| | CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA |
| | PROPOSED INLET |
| | PROPOSED STORM SEWER MANHOLE |
| | PROPOSED APRON ENDWALL |
| | SLOPE INTERCEPT |
| | ANTICIPATED CONCRETE JOINTING |
| XXXXX | SAWING ASPHALT |
| | SAWING CONCRETE |
| | REVERSE SLOPE GUTTER |
| | DRIVEWAY CURB |
| | CURB RAMP CURB |
| | COLORED AND STAMPED CONCRETE 5-INCH |
| ASSI | ASPHALTIC SURFACE SAFETY ISLANDS |
| ASPH | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES |
| AC | ASPHALTIC CURB |
| CD-7 | CONCRETE DRIVEWAY 7-INCH |
| CD-9 | CONCRETE DRIVEWAY 9-INCH |
| CG-30A | CONCRETE CURB AND GUTTER 30-INCH TYPE A |
| CG-30D | CONCRETE CURB AND GUTTER 30-INCH TYPE D |
| CG-18D | CONCRETE CURB AND GUTTER 18-INCH TYPE D |
| CG-36A4 | CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A |
| CCP | CONCRETE CURB PEDESTRIAN |
| CS-5 | CONCRETE SIDEWALK 5-INCH |
| CS-6 | CONCRETE SIDEWALK 6-INCH |
| S42 | CONCRETE BARRIER TYPE S42 |
| SP | SIDEWALK PAVEMENT |
| R-WAL | RETAINING WALL |
| N-1 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 1 |
| N-2 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 2 |

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN DETAILS - WILLIAMSBURG WAY (WW) | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\021222_pd.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

| POINT NO. | WILLIAMSBURG WAY (WW) | | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| | STATION | OFFSET | | | | |
| WW200 | 93+01.97 WW | 29.62'RT | --- | 464,575.23 | 797,929.04 | BOC; BIKE RAMP OPENING |
| WW201 | 93+10.63 WW | 30.60'RT | --- | 464,571.36 | 797,936.85 | BOC; BIKE RAMP OPENING |
| WW202 | 93+14.39 WW | 37.94'RT | 1044.02 | 464,563.18 | 797,937.89 | FOW; BIKE RAMP OPENING |
| WW203 | 93+18.07 WW | 35.59'RT | 1043.97 | 464,564.14 | 797,942.15 | FOW; BIKE RAMP OPENING |
| WW204 | 93+34.83 WW | 34.93'RT | --- | 464,559.06 | 797,958.14 | BOC; CURB RAMP OPENING |
| WW205 | 93+42.10 WW | 38.29'RT | --- | 464,553.43 | 797,963.84 | BOC; CURB RAMP OPENING |
| WW206 | 93+14.89 WW | 9.87'RT | 1043.84 | 464,589.41 | 797,947.90 | EOP; BEGIN RADIUS |
| WW207 | 93+16.03 WW | 5.00'RT | --- | 464,593.60 | 797,950.63 | R=5' |
| WW208 | 93+16.03 WW | 0.00'RT | 1043.78 | 464,598.30 | 797,952.33 | EOP; END RADIUS |
| WW209 | 93+47.35 WW | 2.50'RT | --- | 464,585.30 | 797,980.94 | BOC; CURB RAMP OPENING |
| WW210 | 93+57.35 WW | 2.50'RT | --- | 464,581.90 | 797,990.34 | BOC; CURB RAMP OPENING |
| WW211 | 93+43.68 WW | 15.71'RT | --- | 464,574.13 | 797,972.99 | BOC; CURB RAMP OPENING |
| WW212 | 93+52.80 WW | 19.86'RT | --- | 464,567.13 | 797,980.16 | BOC; CURB RAMP OPENING |
| WW213 | 93+69.69 WW | 33.60'RT | 1043.44 | 464,548.47 | 797,991.37 | EOP; BEGIN RADIUS |
| WW214 | 93+72.16 WW | 30.45'RT | --- | 464,550.58 | 797,994.77 | R=4' |
| WW215 | 93+76.07 WW | 31.30'RT | 1043.37 | 464,548.46 | 797,998.16 | EOP; END RADIUS |
| WW216 | 93+86.27 WW | 7.86'RT | 1043.26 | 464,567.04 | 798,015.71 | EOP; END RADIUS |
| WW217 | 93+82.16 WW | 5.00'RT | --- | 464,571.12 | 798,012.82 | R=5' |
| WW218 | 93+82.16 WW | 0.00'RT | 1043.30 | 464,575.82 | 798,014.52 | EOP; BEGIN RADIUS |
| WW219 | 93+56.35 WW | 18.50'LT | --- | 464,601.99 | 797,996.54 | BOC; CURB RAMP OPENING |
| WW220 | 93+48.35 WW | 18.50'LT | --- | 464,604.71 | 797,989.01 | BOC; CURB RAMP OPENING |
| WW221 | 93+33.29 WW | 32.00'LT | 1044.05 | 464,622.53 | 797,979.43 | BOW |
| WW222 | 93+16.94 WW | 24.51'LT | 1043.95 | 464,621.04 | 797,961.51 | FOW; BIKE RAMP OPENING |
| WW223 | 93+14.28 WW | 27.59'LT | 1044.00 | 464,624.84 | 797,960.06 | FOW; BIKE RAMP OPENING |
| WW224 | 93+11.29 WW | 21.25'LT | --- | 464,619.89 | 797,955.09 | BOC; BIKE RAMP OPENING |
| WW225 | 93+04.72 WW | 22.07'LT | --- | 464,622.90 | 797,949.19 | BOC; BIKE RAMP OPENING |
| WW226 | 93+01.29 WW | 33.00'LT | 1044.16 | 464,634.35 | 797,949.68 | BOW |
| WW227 | 93+09.90 WW | 55.51'LT | 1044.20 | 464,652.59 | 797,965.43 | EOP; BEGIN RADIUS |
| WW228 | 93+10.23 WW | 64.50'LT | --- | 464,660.93 | 797,968.79 | R=9' |
| WW229 | 93+19.22 WW | 64.12'LT | --- | 464,657.51 | 797,977.12 | SAWCUT; END RADIUS; MATCH EXIST. |
| WW230 | 93+28.57 WW | 63.80'LT | --- | 464,654.04 | 797,985.81 | SAWCUT; BEGIN RADIUS; MATCH EXIST. |
| WW231 | 93+37.57 WW | 63.51'LT | --- | 464,650.71 | 797,994.17 | R=9' |
| WW232 | 93+37.24 WW | 54.52'LT | 1042.97 | 464,642.36 | 797,990.81 | EOP; END RADIUS |
| WW233 | 93+52.92 WW | 53.95'LT | 1042.23 | 464,636.50 | 798,005.36 | EOP |
| WW234 | 93+52.35 WW | 37.96'LT | 1042.87 | 464,621.66 | 797,999.38 | EOP |
| WW235 | 93+64.28 WW | 36.24'LT | 1043.40 | 464,615.99 | 798,010.02 | EOP |
| WW236 | 93+68.34 WW | 35.92'LT | 1043.47 | 464,614.31 | 798,013.73 | EOP; BEGIN RADIUS |
| WW237 | 93+77.58 WW | 35.84'LT | 1043.73 | 464,611.09 | 798,022.40 | EOP; END RADIUS |
| WW238 | 93+65.54 WW | 52.19'LT | 1042.76 | 464,630.56 | 798,016.63 | EOP |
| WW239 | 93+69.59 WW | 51.87'LT | 1042.93 | 464,628.88 | 798,020.33 | EOP; BEGIN RADIUS |
| WW240 | 93+73.53 WW | 101.72'LT | --- | 464,674.42 | 798,040.97 | R=50' |
| WW241 | 93+76.60 WW | 51.81'LT | 1043.22 | 464,626.45 | 798,026.90 | EOP; END RADIUS |
| WW242 | 93+83.51 WW | 52.24'LT | 1043.50 | 464,624.50 | 798,033.54 | EOP; BEGIN RADIUS |
| WW243 | 93+82.89 WW | 62.22'LT | --- | 464,634.09 | 798,036.36 | R=10' |
| WW244 | 93+92.70 WW | 60.26'LT | 1044.04 | 464,628.92 | 798,044.91 | EOP; END RADIUS |
| WW245 | 93+92.70 WW | 64.48'LT | --- | 464,632.59 | 798,047.13 | SAWCUT; MATCH EXIST. |
| WW246 | 93+92.70 WW | 63.54'LT | --- | 464,628.80 | 798,053.40 | SAWCUT; BEGIN RADIUS; MATCH EXIST. |
| WW247 | 93+92.70 WW | 63.82'LT | --- | 464,624.95 | 798,060.41 | R=8' |
| WW248 | 93+92.93 WW | 56.26'LT | 1044.06 | 464,617.27 | 798,058.16 | EOP; END RADIUS |
| WW249 | 93+92.70 WW | 37.90'LT | 1043.97 | 464,604.81 | 798,043.82 | EOP; BEGIN RADIUS |
| WW250 | 93+92.70 WW | 34.04'LT | --- | 464,600.97 | 798,042.69 | R=4' |
| WW251 | 93+93.98 WW | 35.34'LT | 1043.68 | 464,599.85 | 798,046.53 | EOP; END RADIUS |
| WW252 | 93+94.08 WW | 35.08'LT | 1043.65 | 464,599.58 | 798,046.45 | BOW; BEGIN CD-7 |
| WW253 | 94+16.40 WW | 43.90'LT | 1043.53 | 464,593.36 | 798,069.63 | BOW; END CD-7 |
| WW254 | 94+16.37 WW | 43.96'LT | 1043.54 | 464,593.42 | 798,069.65 | EOP; BEGIN RADIUS |
| WW255 | 94+19.60 WW | 45.32'LT | --- | 464,592.59 | 798,073.05 | R=3.5' |
| WW256 | 94+18.39 WW | 48.60'LT | 1043.80 | 464,595.95 | 798,074.03 | EOP; END RADIUS |
| WW257 | 94+21.33 WW | 49.68'LT | 1043.75 | 464,595.06 | 798,077.04 | EOP; BEGIN RADIUS |
| WW258 | 94+15.15 WW | 64.46'LT | 1044.08 | 464,610.61 | 798,080.89 | EOP; BEGIN RADIUS |
| WW259 | 94+12.38 WW | 71.97'LT | --- | 464,618.28 | 798,083.14 | R=8' |

| POINT NO. | WILLIAMSBURG WAY (WW) | | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| | STATION | OFFSET | | | | |
| WW260 | 94+20.13 WW | 73.97'LT | --- | 464,615.27 | 798,090.56 | SAWCUT; END RADIUS; MATCH EXIST. |
| WW261 | 94+30.09 WW | 76.51'LT | --- | 464,611.37 | 798,100.07 | SAWCUT; BEGIN RADIUS; MATCH EXIST. |
| WW262 | 94+37.92 WW | 78.17'LT | --- | 464,608.04 | 798,107.34 | R=8' |
| WW263 | 94+38.85 WW | 70.22'LT | 1043.31 | 464,601.10 | 798,103.35 | EOP; END RADIUS; BEGIN RADIUS |
| WW264 | 94+50.58 WW | 29.59'RT | 1047.17 | 464,513.98 | 798,053.26 | R=84.5'; CENTER OF ROUNDABOUT |
| WW265 | 94+56.82 WW | 70.71'LT | 1043.02 | 464,590.78 | 798,118.07 | EOP; END RADIUS |
| WW266 | 94+55.83 WW | 54.75'LT | 1043.18 | 464,578.56 | 798,107.75 | EOP; END RADIUS |
| WW267 | 94+67.67 WW | 78.18'LT | --- | 464,590.31 | 798,131.24 | SAWCUT; MATCH EXIST. |
| WW268 | 94+69.67 WW | 78.30'LT | --- | 464,589.21 | 798,132.91 | SAWCUT; MATCH EXIST. |
| WW269 | 94+74.01 WW | 61.12'LT | --- | 464,572.83 | 798,126.15 | SAWCUT; MATCH EXIST. |
| WW270 | 94+63.74 WW | 50.33'LT | 1042.84 | 464,570.30 | 798,111.47 | BOW |
| WW271 | 94+09.60 WW | 62.41'LT | 1044.16 | 464,612.27 | 798,075.21 | EOP; HIGH POINT |
| WW272 | 95+16.77 WW | 5.00'RT | --- | 464,493.73 | 798,120.26 | R=5' |
| WW273 | 95+12.56 WW | 7.07'RT | 1042.34 | 464,495.17 | 798,115.48 | EOP; END RADIUS |
| WW274 | 95+35.64 WW | 17.96'RT | --- | 464,471.22 | 798,131.58 | BOC; CURB RAMP OPENING |
| WW275 | 95+43.28 WW | 13.17'RT | --- | 464,472.09 | 798,141.90 | BOC; CURB RAMP OPENING |
| WW276 | 95+41.05 WW | 46.50'RT | --- | 464,441.99 | 798,127.28 | BOC; CURB RAMP OPENING |
| WW277 | 95+45.98 WW | 45.21'RT | --- | 464,440.56 | 798,135.15 | BOC; CURB RAMP OPENING |
| WW278 | 95+21.11 WW | 94.55'RT | --- | 464,418.86 | 798,070.68 | SAWCUT |
| WW279 | 95+48.24 WW | 77.45'RT | --- | 464,408.52 | 798,129.73 | SAWCUT |
| WW280 | 93+09.33 WW | 39.52'LT | 1044.04 | 464,637.74 | 797,959.45 | EOP |
| WW281 | 94+91.61 WW | 65.28'LT | --- | 464,565.67 | 798,142.76 | SAWCUT; MATCH EXIST. |
| WW282 | 94+96.90 WW | 53.89'LT | --- | 464,553.38 | 798,140.22 | SAWCUT; MATCH EXIST. |
| WW283 | 95+08.45 WW | 67.38'LT | --- | 464,553.90 | 798,161.78 | SAWCUT; MATCH EXIST. |
| WW284 | 95+26.82 WW | 58.41'LT | --- | 464,541.13 | 798,162.67 | SAWCUT; MATCH EXIST. |
| WW285 | 95+49.65 WW | 55.10'LT | 1042.76 | 464,535.83 | 798,166.65 | EOP; BEGIN RADIUS; FACE OF CURB |
| WW286 | 95+08.45 WW | 49.66'LT | 1042.85 | 464,540.56 | 798,150.11 | EOP; END RADIUS; HIGH POINT; FACE OF CURB |
| WW287 | 95+17.25 WW | 33.62'LT | --- | 464,523.26 | 798,145.15 | R=17' |
| WW288 | 95+01.79 WW | 38.48'LT | 1042.57 | 464,538.10 | 798,134.96 | BOW |
| WW289 | 95+02.74 WW | 38.16'LT | 1042.61 | 464,537.27 | 798,135.53 | BOW; BEGIN CONCRETE CURB 4-INCH SLOPED 12-INCH TYPE A |
| WW290 | 95+03.09 WW | 39.10'LT | 1042.63 | 464,537.81 | 798,136.37 | BOW; BEGIN CONCRETE CURB 4-INCH SLOPED 12-INCH TYPE A |
| WW291 | 95+03.51 WW | 38.96'LT | 1042.65 | 464,537.45 | 798,136.62 | BOW; BEGIN RADIUS |
| WW292 | 95+08.45 WW | 72.35'LT | --- | 464,557.27 | 798,165.46 | R=35' |
| WW293 | 95+10.33 WW | 37.72'LT | 1042.76 | 464,528.76 | 798,145.16 | BOW; END RADIUS; BEGIN RADIUS |
| WW294 | 95+11.51 WW | 37.82'LT | 1042.74 | 464,528.41 | 798,145.65 | BOW; BEGIN CONCRETE CURB TRANSITION |
| WW295 | 95+35.61 WW | 38.26'LT | 1042.43 | 464,521.96 | 798,155.77 | BOW; END CONCRETE CURB TRANSITION |
| WW296 | 95+34.42 WW | 20.04'LT | --- | 464,505.90 | 798,147.13 | BOC; CURB RAMP OPENING |
| WW297 | 95+45.20 WW | 19.42'LT | --- | 464,502.30 | 798,154.27 | BOC; CURB RAMP OPENING |
| WW298 | 95+43.04 WW | 2.50'RT | --- | 464,482.22 | 798,145.28 | BOC; CURB RAMP OPENING |
| WW299 | 95+33.34 WW | 2.50'RT | --- | 464,486.23 | 798,136.10 | BOC; CURB RAMP OPENING |
| WW300 | 95+16.77 WW | 0.00'RT | 1042.29 | 464,497.57 | 798,123.46 | EOP; BEGIN RADIUS |

2

## LEGEND

| | | | |
|---|---|---|---|
| 10XX.XX — POINT ELEVATION | XXXXX — SAWING ASPHALT | CG-18D | CONCRETE CURB AND GUTTER 18-INCH TYPE D |
| TRAFFIC FLOW | SAWING CONCRETE | CG-30A | CONCRETE CURB AND GUTTER 30-INCH TYPE A |
| CURB RAMP, TYPE X | REVERSE SLOPE GUTTER | CG-30D | CONCRETE CURB AND GUTTER 30-INCH TYPE D |
| CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA | DRIVEWAY CURB | CG-36A4 | CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A |
| PROPOSED INLET | CURB RAMP CURB | CCP | CONCRETE CURB PEDESTRIAN |
| PROPOSED STORM SEWER MANHOLE | COLORED AND STAMPED CONCRETE 5-INCH | CS-5 | CONCRETE SIDEWALK 5-INCH |
| PROPOSED APRON ENDWALL | ASSI — ASPHALTIC SURFACE SAFETY ISLANDS | CS-6 | CONCRETE SIDEWALK 6-INCH |
| SLOPE INTERCEPT | ASPH — ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES | S42 | CONCRETE BARRIER TYPE S42 |
| ANTICIPATED CONCRETE JOINTING | AC — ASPHALTIC CURB | SP | SIDEWALK PAVEMENT |
| | CD-7 — CONCRETE DRIVEWAY 7-INCH | N-1 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 1 |
| | CD-9 — CONCRETE DRIVEWAY 9-INCH | N-2 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 2 |
| | R-WAL — RETAINING WALL | | |

WW405 WW427 WW480 WW415 WW465 WW452 WW450 WW420 WW421 WW446 WW447 WW481 WW455 WW479 WW416 WW478 WW419 WW466 WW470 WW471 WW472 WW400 WW401 WW402 WW403 WW404 WW406 WW407 WW408 WW409 WW410 WW411 WW412 WW413 WW414 WW425 WW482 WW422 WW424 WW423 WW443 WW442 WW441 WW440 WW485 WW426 WW428 WW429 WW430 WW431 WW432 WW484 WW437 WW438 WW435 WW436 WW434 WW433 WW439 WW483 WW448 WW449 WW445 WW444 WW456 WW457 WW454 WW458 WW459 WW460 WW462 WW461 WW463 WW451 WW453 WW417 WW467 WW468 WW469 WW473 WW418 WW474 WW475 WW464 WW476 WW477

FUEL PUMPS AND CANOPY TO REMAIN

SALVAGE AND REPLACE LANDSCAPING STONE REQ'D

CONCRETE CURB AND PARKING LOT TO REMAIN

CONCRETE CURB 4-INCH SLOPED 12-INCH TYPE A SIGN TO REMAIN

CONCRETE CURB TYPE A

ASPH

CG-30D

CD-7

CS-5

SP

AC

PARKING LOT TO REMAIN

SIGN TO REMAIN

8'

16'

11'

5'

5.5'

2% +55 WW

2% +47 WW

1% +45 WW

1.12% +52.6 WW

1.88% +11.2 WW

1.51% +11.2 WW

1.96% +11.2 WW

1% +78.6 WW

1.34% +45 WW

1% +38 WW2

2% +79 WW2

+50 WW

97+00 WW

98+00 WW

96+00 WW

+50 WW2

97+00 WW2

+50 RB3

13+00 RB3

SEE CONSTRUCTION DETAIL "PDQ TRUCK APRON"

N-1

ASPHALTIC MEDIAN SLOPED NOSE

CONCRETE CORRUGATED MEDIAN REQ'D

BIKE LANE

MATCHLINE STA. 96+60 WW

WILLIAMSBURG WAY

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN DETAILS - WILLIAMSBURG WAY (WW) | SHEET | E |
|---|---|---|---|---|---|

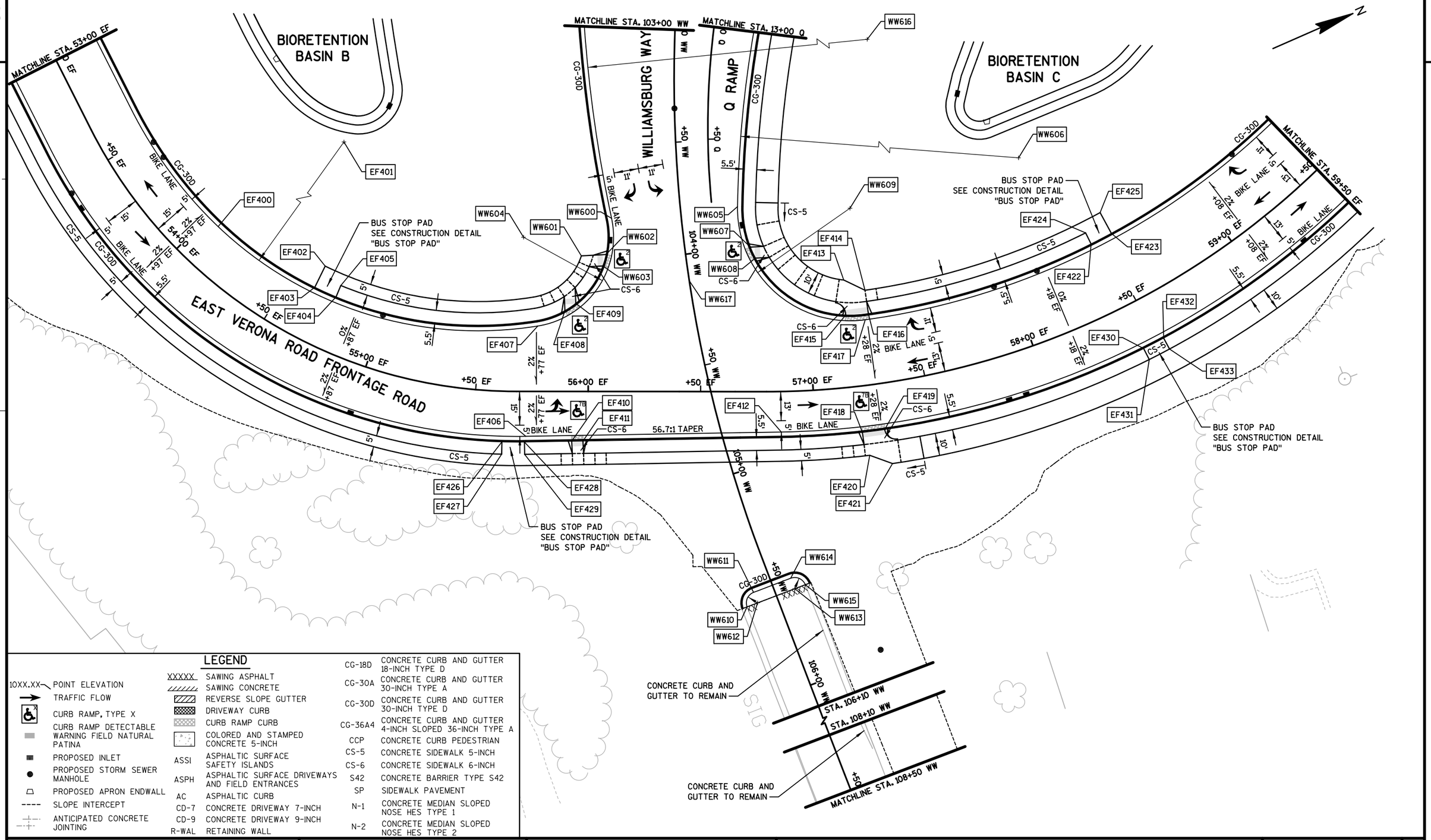


FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\021223_pd.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

| POINT NO. | WILLIAMSBURG WAY (WW) | | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| | STATION | OFFSET | | | | |
| WW400 | 95+06.52 WW | 114.18'LT | --- | 464,596.04 | 798,183.89 | R=62.6' |
| WW401 | 95+62.40 WW | 63.77'LT | --- | 464,542.18 | 798,178.24 | SAWCUT; MATCH EXIST. |
| WW402 | 95+64.77 WW | 55.51'LT | --- | 464,533.61 | 798,178.82 | SAWCUT; END CONCRETE CURB 4-INCH SLOPED 12-INCH TYPE A; MATCH EXIST. |
| WW403 | 95+65.05 WW | 54.54'LT | 1043.16 | 464,532.60 | 798,178.89 | EOP |
| WW404 | 95+89.28 WW | 43.73'LT | 1042.81 | 464,516.97 | 798,200.32 | EOP |
| WW405 | 95+84.04 WW | 162.14'LT | --- | 464,633.84 | 798,219.99 | R=129' |
| WW406 | 95+83.41 WW | 33.14'LT | 1042.48 | 464,507.83 | 798,192.37 | BOW; END RADIUS |
| WW407 | 95+89.23 WW | 33.61'LT | 1042.57 | 464,507.08 | 798,198.15 | BOC; END CONCRETE CURB TYPE A |
| WW408 | 95+89.23 WW | 33.11'LT | 1042.32 | 464,506.59 | 798,198.05 | BOW; END CONCRETE CURB TYPE A |
| WW409 | 95+89.22 WW | 32.11'LT | 1042.30 | 464,505.61 | 798,197.83 | BOW |
| WW410 | 95+90.76 WW | 32.11'LT | 1042.26 | 464,505.28 | 798,199.33 | BOW |
| WW411 | 95+97.17 WW | 32.07'LT | 1042.23 | 464,503.91 | 798,205.59 | BOW; BEGIN CONCRETE CURB & GUTTER |
| WW412 | 96+08.09 WW | 52.84'LT | --- | 464,521.93 | 798,220.62 | SAWCUT; END CONCRETE CURB & GUTTER; MATCH EXIST. |
| WW413 | 96+19.42 WW | 78.74'LT | --- | 464,544.41 | 798,238.84 | SAWCUT; MATCH EXIST. |
| WW414 | 96+37.18 WW | 69.07'LT | --- | 464,529.56 | 798,257.16 | SAWCUT; END CONCRETE CURB & GUTTER; MATCH EXIST. |
| WW415 | 97+75.49 WW | 38.41'LT | 1042.63 | 464,436.04 | 798,381.10 | BOW |
| WW416 | 98+14.90 WW | 30.23'LT | 1043.64 | 464,409.08 | 798,411.00 | BOW |
| WW417 | 97+78.60 WW | 63.06'RT | 1041.68 | 464,346.88 | 798,332.57 | FOC; HIGH POINT |
| WW418 | 98+11.20 WW | 64.08'RT | 1041.45 | 464,329.54 | 798,360.19 | FOC |
| WW419 | 98+11.65 WW | 3.62'LT | 1041.50 | 464,387.75 | 798,394.75 | FOC; LOW POINT |
| WW420 | 96+38.71 WW | 32.00'LT | 1041.98 | 464,493.50 | 798,248.36 | BOW; END CONCRETE CURB & GUTTER |
| WW421 | 96+40.55 WW | 32.00'LT | 1047.97 | 464,492.92 | 798,250.28 | BOW |
| WW422 | 96+35.02 WW | 0.00'RT | 1041.75 | 464,463.85 | 798,235.71 | EOP; END RADIUS |
| WW423 | 96+35.02 WW | 5.00'RT | --- | 464,459.05 | 798,234.34 | R=5' |
| WW424 | 96+30.82 WW | 2.23'RT | 1041.77 | 464,462.83 | 798,231.07 | EOP; BEGIN RADIUS; END RADIUS |
| WW425 | 95+97.20 WW | 22.59'LT | --- | 464,494.63 | 798,203.63 | R=42' |
| WW426 | 95+98.74 WW | 19.38'RT | 1041.98 | 464,453.27 | 798,196.36 | EOP; BEGIN RADIUS |
| WW427 | 95+86.27 WW | 174.77'LT | --- | 464,645.73 | 798,224.81 | R=200' |
| WW428 | 95+80.20 WW | 20.07'RT | 1042.08 | 464,456.48 | 798,178.08 | EOP; END RADIUS |
| WW429 | 95+75.99 WW | 20.28'RT | 1042.10 | 464,457.15 | 798,173.93 | EOP; BEGIN RADIUS; BEGIN CONCRETE CORRUGATED MEDIAN |
| WW430 | 95+76.18 WW | 25.28'RT | 1042.12 | 464,452.23 | 798,173.06 | EOP; BEGIN RADIUS; BEGIN CONCRETE CORRUGATED MEDIAN |
| WW431 | 95+84.93 WW | 25.23'RT | 1042.07 | 464,450.44 | 798,181.63 | EOP; BEGIN RADIUS |
| WW432 | 95+95.52 WW | 25.02'RT | 1042.02 | 464,448.43 | 798,192.03 | EOP; END RADIUS |
| WW433 | 95+72.49 WW | 58.95'RT | 1042.66 | 464,420.07 | 798,162.40 | BOW |
| WW434 | 95+79.07 WW | 56.49'RT | 1042.58 | 464,421.10 | 798,169.35 | BOW |
| WW435 | 95+80.67 WW | 51.62'RT | 1042.50 | 464,425.52 | 798,171.93 | FOW; BIKE RAMP OPENING |
| WW436 | 95+89.49 WW | 52.59'RT | 1042.44 | 464,422.73 | 798,180.35 | FOW; BIKE RAMP OPENING |
| WW437 | 95+92.03 WW | 47.37'RT | --- | 464,427.30 | 798,183.93 | BOC; BIKE RAMP OPENING |
| WW438 | 96+00.31 WW | 48.54'RT | --- | 464,424.42 | 798,191.79 | BOC; BIKE RAMP OPENING |
| WW439 | 95+90.80 WW | 61.69'RT | --- | 464,413.56 | 798,179.74 | SAWCUT |
| WW440 | 96+70.03 WW | 17.07'RT | 1041.90 | 464,436.71 | 798,262.54 | EOP; BEGIN RADIUS |
| WW441 | 96+76.54 WW | 15.80'RT | 1041.92 | 464,435.55 | 798,268.76 | EOP; END CONCRETE CURB & GUTTER |
| WW442 | 96+76.15 WW | 13.83'RT | 1041.96 | 464,437.50 | 798,269.17 | FOC; BEGIN RADIUS |
| WW443 | 96+75.00 WW | 7.97'RT | --- | 464,443.35 | 798,270.40 | R=6' |
| WW444 | 96+75.00 WW | 2.00'RT | 1041.79 | 464,448.86 | 798,272.68 | FOC; END RADIUS |
| WW445 | 96+75.00 WW | 0.00'RT | 1041.75 | 464,450.71 | 798,273.44 | EOP; END CONCRETE CURB & GUTTER |

| POINT NO. | WILLIAMSBURG WAY (WW) | | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| | STATION | OFFSET | | | | |
| WW446 | 96+70.10 WW | 24.00'LT | 1042.04 | 464,474.85 | 798,277.77 | FOW; BIKE RAMP OPENING |
| WW447 | 96+76.16 WW | 24.00'LT | 1042.06 | 464,472.41 | 798,283.77 | FOW; BIKE RAMP OPENING |
| WW448 | 96+76.72 WW | 18.50'LT | --- | 464,467.11 | 798,282.18 | BOC; BIKE RAMP OPENING |
| WW449 | 96+83.02 WW | 18.50'LT | --- | 464,464.48 | 798,288.28 | BOC; BIKE RAMP OPENING |
| WW450 | 96+77.07 WW | 32.00'LT | 1042.19 | 464,479.41 | 798,287.76 | BOW; END RADIUS; BEGIN RADIUS |
| WW451 | 95+49.18 WW | 966.69'RT | --- | 463,550.29 | 797,896.86 | R=1008' |
| WW452 | 97+21.26 WW | 33.90'LT | 1042.50 | 464,459.59 | 798,331.87 | BOW; END RADIUS |
| WW453 | 97+26.27 WW | 161.00'RT | --- | 464,288.74 | 798,237.95 | R=150' |
| WW454 | 97+26.27 WW | 11.00'RT | 1042.06 | 464,418.23 | 798,313.67 | END RADIUS |
| WW455 | 97+44.84 WW | 19.65'LT | 1041.70 | 464,435.31 | 798,345.17 | FOC; BEGIN ASPHALT CURB |
| WW456 | 97+45.00 WW | 17.65'LT | 1041.83 | 464,433.51 | 798,344.30 | EOP; END CONCRETE CURB & GUTTER; END RADIUS |
| WW457 | 97+45.00 WW | 0.00'RT | 1042.02 | 464,418.27 | 798,335.39 | CHANGE PAVEMENT STRUCTURE |
| WW458 | 97+45.00 WW | 11.00'RT | 1042.13 | 464,408.78 | 798,329.84 | CHANGE PAVEMENT STRUCTURE |
| WW459 | 97+45.00 WW | 60.00'RT | 1041.55 | 464,366.48 | 798,305.10 | EOP; END CONCRETE CURB & GUTTER |
| WW460 | 97+45.00 WW | 62.00'RT | 1041.42 | 464,364.75 | 798,304.09 | FOC; BEGIN ASPHALT CURB |
| WW461 | 97+68.63 WW | 82.64'RT | --- | 464,335.00 | 798,314.07 | SAWCUT |
| WW462 | 97+50.00 WW | 73.00'RT | 1042.25 | 464,352.73 | 798,302.86 | BOW; END CS-5 |
| WW463 | 97+78.50 WW | 73.57'RT | 1042.46 | 464,337.85 | 798,327.17 | BOW |
| WW464 | 98+46.73 WW | 74.93'RT | 1042.12 | 464,302.24 | 798,385.39 | BOW |
| WW465 | 97+74.34 WW | 38.32'LT | 1042.63 | 464,436.54 | 798,380.06 | BOW; END CS-5 |
| WW466 | 98+11.48 WW | 8.09'RT | --- | 464,377.73 | 798,388.70 | SAWCUT; MATCH EXIST. |
| WW467 | 98+10.92 WW | 48.39'RT | --- | 464,343.22 | 798,367.87 | SAWCUT; MATCH EXIST. |
| WW468 | 98+15.42 WW | 48.90'RT | --- | 464,340.51 | 798,371.50 | SAWCUT; MATCH EXIST. |
| WW469 | 98+15.25 WW | 49.84'RT | --- | 464,339.78 | 798,370.87 | SAWCUT; MATCH EXIST. |
| WW470 | 98+48.79 WW | 5.29'RT | --- | 464,361.31 | 798,422.31 | SAWCUT; END ASPHALT CURB; MATCH EXIST. |
| WW471 | 98+49.07 WW | 7.21'RT | --- | 464,359.51 | 798,421.59 | SAWCUT; MATCH EXIST. |
| WW472 | 98+49.00 WW | 8.23'RT | --- | 464,358.67 | 798,421.01 | SAWCUT; MATCH EXIST. |
| WW473 | 98+58.64 WW | 63.97'RT | --- | 464,305.68 | 798,401.20 | SAWCUT; MATCH EXIST. |
| WW474 | 98+58.13 WW | 65.56'RT | --- | 464,304.57 | 798,399.96 | SAWCUT; END ASPHALT CURB; MATCH EXIST. |
| WW475 | 98+56.36 WW | 70.12'RT | 1041.71 | 464,301.53 | 798,396.13 | FOW |
| WW476 | 98+58.14 WW | 70.70'RT | --- | 464,300.13 | 798,397.37 | SAWCUT; MATCH EXIST. |
| WW477 | 98+56.73 WW | 75.13'RT | --- | 464,297.02 | 798,393.92 | SAWCUT; MATCH EXIST. |
| WW478 | 98+55.37 WW | 13.66'LT | --- | 464,374.35 | 798,437.56 | FOW; MATCH EXIST. |
| WW479 | 98+55.45 WW | 21.81'LT | --- | 464,381.35 | 798,441.75 | BOW; MATCH EXIST. |
| WW480 | 97+12.99 WW | 616.00'LT | --- | 464,974.64 | 798,603.48 | R=600' |
| WW481 | 97+12.99 WW | 16.00'LT | 1041.66 | 464,448.34 | 798,315.37 | EOP; END RADIUS; BEGIN RADIUS |
| WW482 | 95+76.24 WW | 24.36'LT | 1042.37 | 464,500.75 | 798,183.52 | FOW; BEGIN CD-7 |
| WW483 | 95+85.94 WW | 175.96'RT | --- | 464,302.84 | 798,151.05 | R=156' |
| WW484 | 96+06.17 WW | 24.52'RT | 1041.97 | 464,446.68 | 798,202.55 | EOP; END CONCRETE CORRUGATED MEDIAN |
| WW485 | 96+05.95 WW | 18.49'RT | 1041.94 | 464,452.63 | 798,203.59 | EOP; END CONCRETE CORRUGATED MEDIAN |

2




## LEGEND

| | | | | | |
|---|---|---|---|---|---|
| 10XX.XX | POINT ELEVATION | XXXXX | SAWING ASPHALT | CG-18D | CONCRETE CURB AND GUTTER 18-INCH TYPE D |
| | TRAFFIC FLOW | | SAWING CONCRETE | CG-30A | CONCRETE CURB AND GUTTER 30-INCH TYPE A |
| | CURB RAMP, TYPE X | | REVERSE SLOPE GUTTER | CG-30D | CONCRETE CURB AND GUTTER 30-INCH TYPE D |
| | CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA | | DRIVEWAY CURB | CG-36A4 | CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A |
| | PROPOSED INLET | | CURB RAMP CURB | CCP | CONCRETE CURB PEDESTRIAN |
| | PROPOSED STORM SEWER MANHOLE | | COLORED AND STAMPED CONCRETE 5-INCH | CS-5 | CONCRETE SIDEWALK 5-INCH |
| | PROPOSED APRON ENDWALL | ASSI | ASPHALTIC SURFACE SAFETY ISLANDS | CS-6 | CONCRETE SIDEWALK 6-INCH |
| | SLOPE INTERCEPT | ASPH | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES | S42 | CONCRETE BARRIER TYPE S42 |
| | ANTICIPATED CONCRETE JOINTING | AC | ASPHALTIC CURB | SP | SIDEWALK PAVEMENT |
| | | CD-7 | CONCRETE DRIVEWAY 7-INCH | N-1 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 1 |
| | | CD-9 | CONCRETE DRIVEWAY 9-INCH | N-2 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 2 |
| | | R-WAL | RETAINING WALL | | |

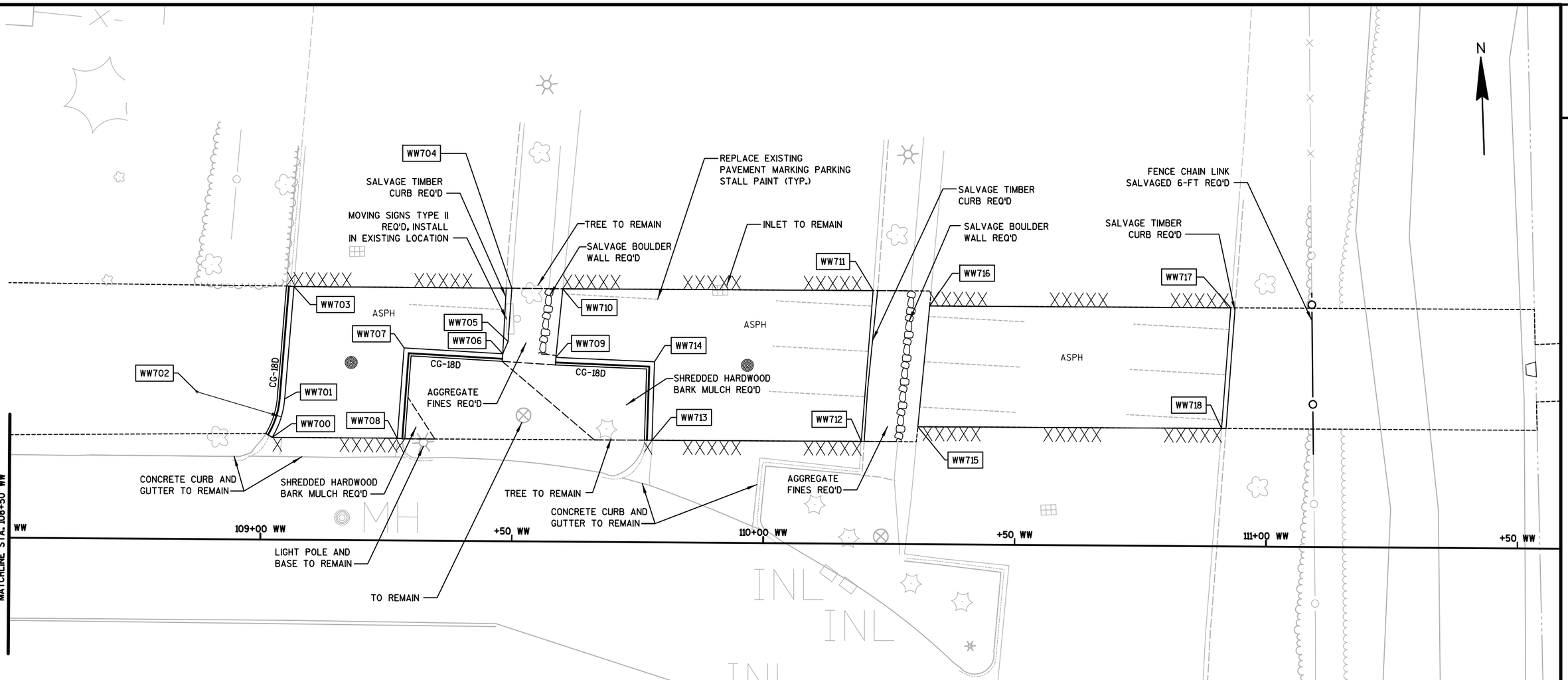
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN DETAILS - FRONTAGE RD, WILLIAMSBURG WAY, Q RAMP(EF,WW,Q) | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\021224_pd.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

| POINT NO. | EAST VERONA ROAD FRONTAGE ROAD (EF) | | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| | STATION | OFFSET | | | | |
| EF400 | 54+06.51 EF | 20.00'LT | 1025.64 | 463,918.77 | 798,814.23 | EOP; END RADIUS; BEGIN RADIUS |
| EF401 | 54+06.51 EF | 187.00'LT | --- | 464,072.91 | 798,749.96 | R=167' |
| EF402 | 54+62.56 EF | 34.01'LT | 1026.94 | 463,955.31 | 798,849.39 | BOW; BUS STOP PAD |
| EF403 | 54+63.06 EF | 23.52'LT | 1026.79 | 463,947.29 | 798,856.17 | BOC; BUS STOP PAD |
| EF404 | 54+74.70 EF | 23.97'LT | 1026.95 | 463,954.21 | 798,863.85 | BOC; BUS STOP PAD |
| EF405 | 54+74.39 EF | 29.47'LT | 1027.03 | 463,958.18 | 798,860.04 | FOW; BUS STOP PAD |
| EF406 | 55+72.31 EF | 19.96'RT | 1027.14 | 464,006.63 | 798,954.44 | EOP; END RADIUS; BEGIN TAPER |
| EF407 | 55+77.62 EF | 29.07'LT | 1028.17 | 464,031.18 | 798,911.66 | EOP; END RADIUS; BEGIN RADIUS |
| EF408 | 55+89.68 EF | 35.92'LT | 1028.41 | 464,044.97 | 798,910.24 | BOC; CURB RAMP OPENING |
| EF409 | 55+94.51 EF | 39.17'LT | 1028.55 | 464,050.71 | 798,909.20 | BOC; CURB RAMP OPENING |
| EF410 | 55+92.72 EF | 22.10'RT | 1027.26 | 464,024.46 | 798,964.59 | BOC; CURB RAMP OPENING |
| EF411 | 55+97.72 EF | 22.01'RT | 1027.31 | 464,029.08 | 798,966.52 | BOC; CURB RAMP OPENING |
| EF412 | 56+85.54 EF | 18.00'RT | 1027.35 | 464,111.44 | 798,998.18 | EOP; END TAPER; BEGIN RADIUS |
| EF413 | 57+18.98 EF | 47.71'LT | 1028.27 | 464,163.91 | 798,947.39 | BOW |
| EF414 | 57+29.06 EF | 42.00'LT | 1028.03 | 464,170.74 | 798,955.34 | BOW |
| EF415 | 57+18.06 EF | 32.12'LT | 1027.84 | 464,158.50 | 798,962.03 | BOC; CURB RAMP OPENING |
| EF416 | 57+29.06 EF | 31.50'LT | 1027.63 | 464,167.92 | 798,965.46 | BOC; CURB RAMP OPENING |
| EF417 | 57+27.15 EF | 29.00'LT | 1027.73 | 464,165.56 | 798,967.39 | EOP; END RADIUS; BEGIN RADIUS |
| EF418 | 57+19.61 EF | 20.50'RT | 1026.81 | 464,144.37 | 799,012.74 | BOC; CURB RAMP OPENING |
| EF419 | 57+29.06 EF | 20.50'RT | 1026.69 | 464,153.97 | 799,015.55 | BOC; CURB RAMP OPENING |
| EF420 | 57+21.54 EF | 31.00'RT | 1027.21 | 464,143.29 | 799,023.39 | BOW |
| EF421 | 57+30.23 EF | 36.00'RT | 1027.19 | 464,151.05 | 799,030.83 | BOW |
| EF422 | 58+43.49 EF | 31.50'LT | 1027.42 | 464,271.03 | 798,976.76 | BOC; BUS STOP PAD |
| EF423 | 58+54.66 EF | 31.50'LT | 1027.50 | 464,281.18 | 798,976.05 | BOC; BUS STOP PAD |
| EF424 | 58+43.49 EF | 37.00'LT | 1027.50 | 464,270.74 | 798,971.27 | FOW; BUS STOP PAD |
| EF425 | 58+54.66 EF | 42.00'LT | 1027.66 | 464,280.29 | 798,965.59 | BOW; BUS STOP PAD |
| EF426 | 55+62.34 EF | 22.50'RT | 1027.42 | 463,995.94 | 798,952.43 | BOC; BUS STOP PAD |
| EF427 | 55+62.34 EF | 28.00'RT | 1027.50 | 463,993.60 | 798,957.40 | FOW; BUS STOP PAD |
| EF428 | 55+71.72 EF | 22.47'RT | 1027.51 | 464,005.08 | 798,956.50 | BOC; BUS STOP PAD |
| EF429 | 55+71.80 EF | 27.97'RT | 1027.59 | 464,002.95 | 798,961.57 | FOW; BUS STOP PAD |
| EF430 | 58+43.49 EF | 20.50'RT | 1027.22 | 464,273.81 | 799,028.68 | BOC; BUS STOP PAD |
| EF431 | 58+43.49 EF | 26.00'RT | 1027.31 | 464,274.10 | 799,034.18 | FOW; BUS STOP PAD |
| EF432 | 58+52.94 EF | 20.50'RT | 1027.35 | 464,283.79 | 799,028.02 | BOC; BUS STOP PAD |
| EF433 | 58+52.94 EF | 26.00'RT | 1027.43 | 464,284.23 | 799,033.50 | FOW; BUS STOP PAD |

| POINT NO. | WILLIAMSBURG WAY (WW) | | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| | STATION | OFFSET | | | | |
| WW600 | 103+80.93 WW | 30.86'RT | 1029.61 | 464,080.36 | 798,880.95 | EOP; END RADIUS; END CONCRETE CURB & GUTTER |
| WW601 | 103+95.08 WW | 46.03'RT | 1029.53 | 464,061.40 | 798,890.82 | BOW; END RADIUS |
| WW602 | 103+95.82 WW | 35.04'RT | --- | 464,071.70 | 798,894.70 | BOC; CURB RAMP OPENING |
| WW603 | 104+00.40 WW | 37.12'RT | --- | 464,068.34 | 798,898.78 | BOC; CURB RAMP OPENING |
| WW604 | 103+84.93 WW | 70.63'RT | --- | 464,041.17 | 798,872.93 | R=40' |
| WW605 | 103+81.23 WW | 25.35'LT | 1029.52 | 464,133.74 | 798,898.58 | EOP, BEGIN RADIUS; BEGIN CONCRETE CURB & GUTTER |
| WW606 | 105+74.61 WW | 509.96'LT | --- | 464,588.79 | 799,105.78 | R=500' |
| WW607 | 104+00.65 WW | 28.99'LT | --- | 464,131.78 | 798,917.38 | BOC; CURB RAMP OPENING |
| WW608 | 104+06.07 WW | 30.54'LT | --- | 464,131.87 | 798,922.75 | BOC; CURB RAMP OPENING |
| WW609 | 103+87.72 WW | 75.00'LT | --- | 464,179.24 | 798,919.30 | R=50' |
| WW610 | 105+57.50 WW | 13.94'RT | --- | 464,066.33 | 799,063.29 | SAWCUT; BEGIN RADIUS; BEGIN CONCRETE CURB & GUTTER |
| WW611 | 105+52.50 WW | 8.94'RT | 1012.78 | 464,071.57 | 799,058.54 | EOP; END RADIUS |
| WW612 | 105+57.50 WW | 8.94'RT | --- | 464,071.33 | 799,063.53 | R=5' |
| WW613 | 105+57.50 WW | 8.73'LT | --- | 464,088.97 | 799,064.39 | R=5' |
| WW614 | 105+52.50 WW | 8.73'LT | 1012.87 | 464,089.22 | 799,059.39 | EOP; BEGIN RADIUS |
| WW615 | 105+57.50 WW | 13.73'LT | --- | 464,093.97 | 799,064.63 | SAWCUT; END RADIUS; END CONCRETE CURB & GUTTER |
| WW616 | 101+88.52 WW | 567.00'LT | --- | 464,683.85 | 799,004.47 | R=616' |
| WW617 | 104+11.91 WW | 0.00'RT | 1029.16 | 464,100.91 | 798,920.18 | CROWN POINT |




## LEGEND

| | | | | | |
|---|---|---|---|---|---|
| 10XX.XX | POINT ELEVATION | XXXXX | SAWING ASPHALT | CG-18D | CONCRETE CURB AND GUTTER 18-INCH TYPE D |
| | TRAFFIC FLOW | | SAWING CONCRETE | CG-30A | CONCRETE CURB AND GUTTER 30-INCH TYPE A |
| | CURB RAMP, TYPE X | | REVERSE SLOPE GUTTER | CG-30D | CONCRETE CURB AND GUTTER 30-INCH TYPE D |
| | CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA | | DRIVEWAY CURB | CG-36A4 | CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A |
| | PROPOSED INLET | | CURB RAMP CURB | CCP | CONCRETE CURB PEDESTRIAN |
| | PROPOSED STORM SEWER MANHOLE | | COLORED AND STAMPED CONCRETE 5-INCH | CS-5 | CONCRETE SIDEWALK 5-INCH |
| | PROPOSED APRON ENDWALL | ASSI | ASPHALTIC SURFACE SAFETY ISLANDS | CS-6 | CONCRETE SIDEWALK 6-INCH |
| | SLOPE INTERCEPT | ASPH | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES | S42 | CONCRETE BARRIER TYPE S42 |
| | ANTICIPATED CONCRETE JOINTING | AC | ASPHALTIC CURB | SP | SIDEWALK PAVEMENT |
| | | CD-7 | CONCRETE DRIVEWAY 7-INCH | N-1 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 1 |
| | | CD-9 | CONCRETE DRIVEWAY 9-INCH | N-2 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 2 |
| | | R-WAL | RETAINING WALL | | |

| POINT NO. | WILLIAMSBURG WAY (WW) STATION | OFFSET | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| WW700 | 109+02.23 WW | 20.34'LT | --- | 464,085.24 | 799,409.22 | SAWCUT; MATCH EXIST.; BEGIN RADIUS |
| WW701 | 109+04.65 WW | 27.97'LT | 987.92 | 464,092.77 | 799,411.96 | EOP; END RADIUS |
| WW702 | 108+87.20 WW | 29.29'LT | --- | 464,094.83 | 799,394.59 | R=17.49' |
| WW703 | 109+06.33 WW | 50.34'LT | --- | 464,115.04 | 799,414.60 | SAWCUT; MATCH EXIST. |
| WW704 | 109+49.65 WW | 50.33'LT | --- | 464,113.17 | 799,457.88 | SAWCUT; MATCH EXIST. |
| WW705 | 109+48.98 WW | 39.71'LT | 987.67 | 464,102.60 | 799,456.76 | EOP |
| WW706 | 109+47.94 WW | 37.28'LT | 987.66 | 464,100.21 | 799,455.61 | EOP; END CONCRETE CURB & GUTTER |
| WW707 | 109+28.31 WW | 38.31'LT | 987.46 | 464,102.09 | 799,436.05 | EOP |
| WW708 | 109+27.09 WW | 20.33'LT | --- | 464,084.17 | 799,434.06 | SAWCUT; MATCH EXIST.; BEGIN CONCRETE CURB & GUTTER |
| WW709 | 109+58.52 WW | 36.63'LT | 984.42 | 464,099.11 | 799,466.16 | EOP; BEGIN CONCRETE CURB & GUTTER |
| WW710 | 109+59.80 WW | 50.27'LT | --- | 464,112.68 | 799,468.02 | SAWCUT; MATCH EXIST. |
| WW711 | 110+21.51 WW | 50.35'LT | --- | 464,110.12 | 799,529.68 | SAWCUT; MATCH EXIST. |
| WW712 | 110+19.37 WW | 20.35'LT | --- | 464,080.24 | 799,526.25 | SAWCUT; MATCH EXIST. |
| WW713 | 109+77.75 WW | 20.29'LT | --- | 464,081.96 | 799,484.67 | SAWCUT; MATCH EXIST. |
| WW714 | 109+78.12 WW | 35.89'LT | 984.22 | 464,097.53 | 799,485.71 | EOP |
| WW715 | 110+30.60 WW | 23.36'LT | --- | 464,082.77 | 799,537.61 | SAWCUT; MATCH EXIST. |
| WW716 | 110+32.78 WW | 47.36'LT | --- | 464,106.65 | 799,540.81 | SAWCUT; MATCH EXIST. |
| WW717 | 110+92.68 WW | 47.44'LT | --- | 464,104.16 | 799,600.66 | SAWCUT; MATCH EXIST. |
| WW718 | 110+91.01 WW | 23.44'LT | --- | 464,080.26 | 799,597.96 | SAWCUT; MATCH EXIST. |

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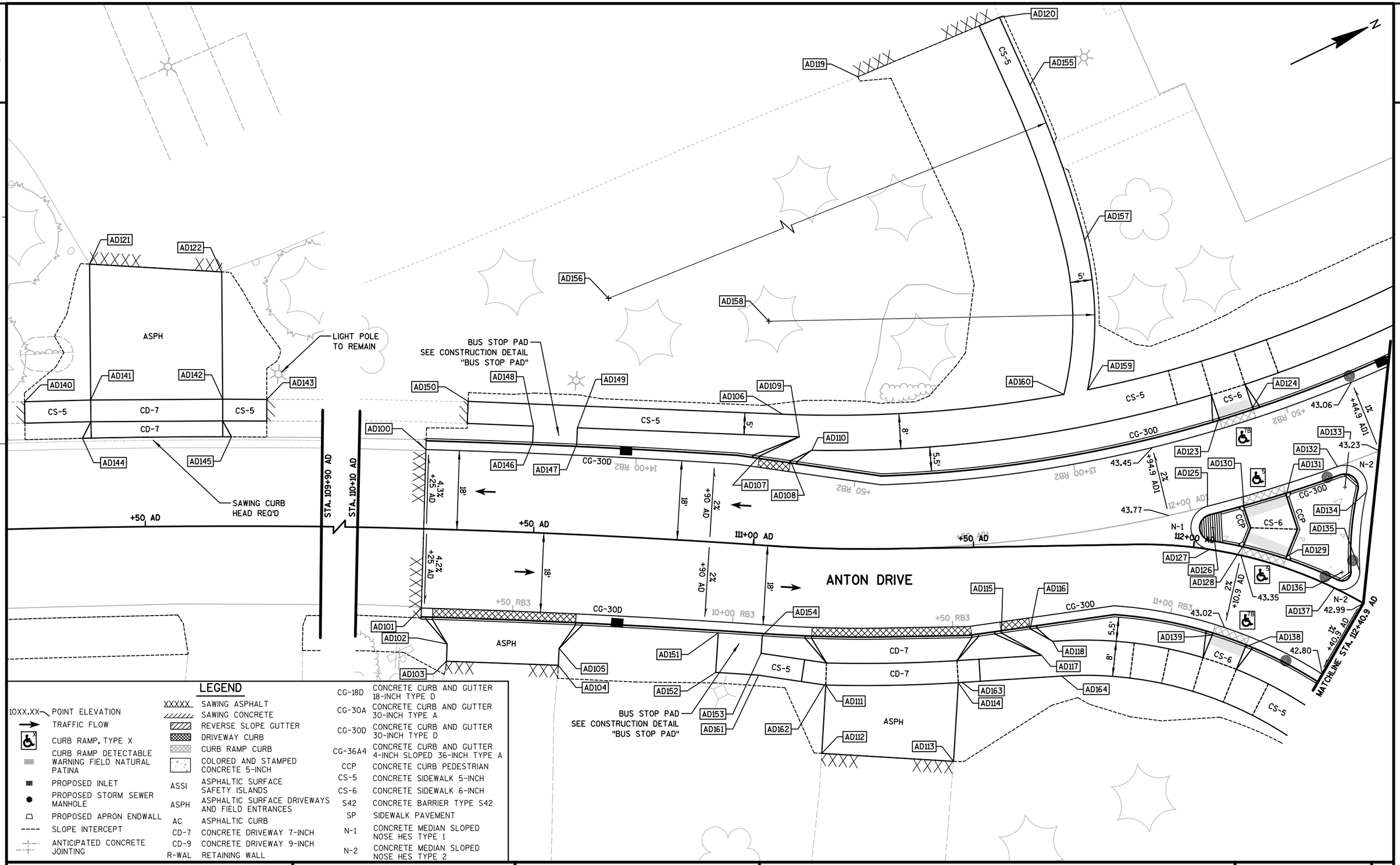



## LEGEND

| | | | |
|---|---|---|---|
| 10XX.XX | POINT ELEVATION | XXXXX | SAWING ASPHALT |
| | TRAFFIC FLOW | | SAWING CONCRETE |
| | CURB RAMP, TYPE X | | REVERSE SLOPE GUTTER |
| | CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA | | DRIVEWAY CURB |
| | PROPOSED INLET | | CURB RAMP CURB |
| | PROPOSED STORM SEWER MANHOLE | | COLORED AND STAMPED CONCRETE 5-INCH |
| | PROPOSED APRON ENDWALL | ASSI | ASPHALTIC SURFACE SAFETY ISLANDS |
| | SLOPE INTERCEPT | ASPH | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES |
| | ANTICIPATED CONCRETE JOINTING | AC | ASPHALTIC CURB |
| | | CD-7 | CONCRETE DRIVEWAY 7-INCH |
| | | CD-9 | CONCRETE DRIVEWAY 9-INCH |
| | | R-WAL | RETAINING WALL |

| | |
|---|---|
| CG-18D | CONCRETE CURB AND GUTTER 18-INCH TYPE D |
| CG-30A | CONCRETE CURB AND GUTTER 30-INCH TYPE A |
| CG-30D | CONCRETE CURB AND GUTTER 30-INCH TYPE D |
| CG-36A4 | CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A |
| CCP | CONCRETE CURB PEDESTRIAN |
| CS-5 | CONCRETE SIDEWALK 5-INCH |
| CS-6 | CONCRETE SIDEWALK 6-INCH |
| S42 | CONCRETE BARRIER TYPE S42 |
| SP | SIDEWALK PAVEMENT |
| N-1 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 1 |
| N-2 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 2 |

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN DETAILS - ANTON DRIVE (AD) | SHEET | E |
|---|---|---|---|---|---|

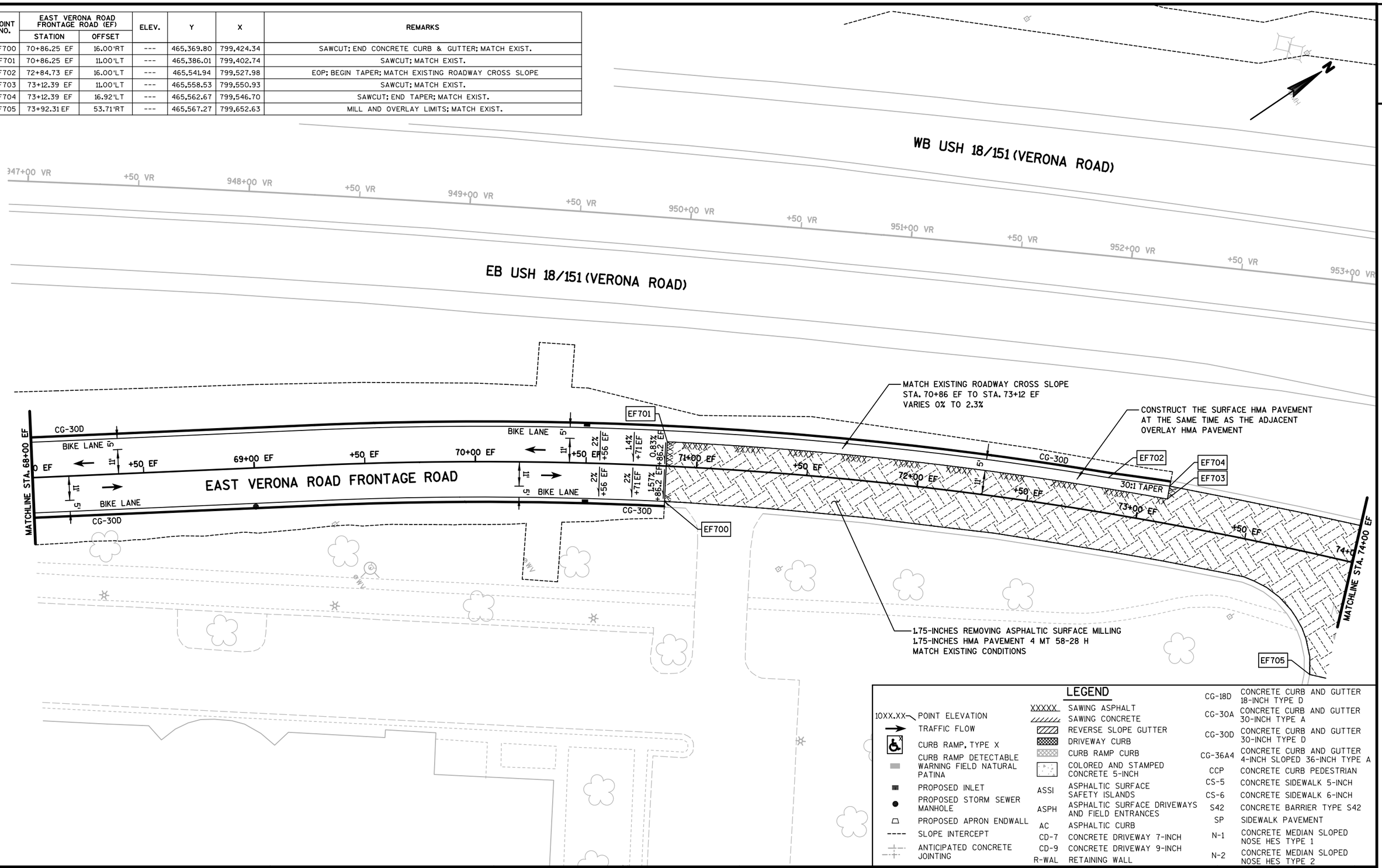


FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\021226_pd.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

| POINT NO. | ANTON DRIVE (AD) | | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| | STATION | OFFSET | | | | |
| AD100 | 110+25.00 AD | 18.00'LT | --- | 464,274.90 | 797,911.36 | EOP; SAWCUT; BEGIN CONCRETE CURB & GUTTER; MATCH EXIST. |
| AD101 | 110+25.00 AD | 18.00'RT | --- | 464,258.36 | 797,943.34 | EOP; SAWCUT; BEGIN CONCRETE CURB & GUTTER; MATCH EXIST. |
| AD102 | 110+31.16 AD | 26.00'RT | 1048.14 | 464,260.07 | 797,953.24 | --- |
| AD103 | 110+31.16 AD | 29.90'RT | --- | 464,258.27 | 797,956.70 | SAWCUT; MATCH EXIST. |
| AD104 | 110+56.96 AD | 29.85'RT | --- | 464,280.74 | 797,968.55 | SAWCUT; MATCH EXIST. |
| AD105 | 110+56.96 AD | 26.00'RT | 1047.52 | 464,282.56 | 797,965.16 | --- |
| AD106 | 111+04.66 AD | 30.01'LT | 1046.66 | 464,351.35 | 797,939.26 | BOW; BEGIN RADIUS |
| AD107 | 110+99.99 AD | 20.12'LT | --- | 464,342.49 | 797,945.60 | BOC; BIKE RAMP OPENING |
| AD108 | 111+07.31 AD | 19.57'LT | --- | 464,348.39 | 797,949.57 | BOC; BIKE RAMP OPENING |
| AD109 | 111+09.17 AD | 25.11'LT | 1046.39 | 464,352.58 | 797,945.55 | FOW; BIKE RAMP |
| AD110 | 111+12.39 AD | 22.18'LT | 1046.25 | 464,353.81 | 797,949.54 | FOW; BIKE RAMP |
| AD111 | 111+17.23 AD | 31.00'RT | 1045.84 | 464,333.52 | 797,998.94 | BOW |
| AD112 | 111+16.76 AD | 46.56'RT | --- | 464,325.94 | 798,012.54 | SAWCUT; MATCH EXIST. |
| AD113 | 111+44.62 AD | 48.53'RT | --- | 464,352.14 | 798,027.16 | SAWCUT; MATCH EXIST. |
| AD114 | 111+46.00 AD | 30.67'RT | 1044.81 | 464,360.86 | 798,011.51 | BOW |
| AD115 | 111+55.97 AD | 19.57'RT | --- | 464,374.56 | 798,005.60 | BOC; BIKE RAMP OPENING |
| AD116 | 111+62.55 AD | 18.75'RT | --- | 464,380.88 | 798,007.60 | BOC; BIKE RAMP OPENING |
| AD117 | 111+65.01 AD | 24.79'RT | 1044.62 | 464,380.59 | 798,014.12 | FOW; BIKE RAMP |
| AD118 | 111+67.60 AD | 21.67'RT | 1044.51 | 464,384.25 | 798,012.36 | FOW; BIKE RAMP |
| AD119 | 111+22.97 AD | 107.22'LT | --- | 464,400.02 | 797,877.67 | SAWCUT; MATCH EXIST. |
| AD120 | 111+58.00 AD | 120.22'LT | --- | 464,434.84 | 797,879.45 | SAWCUT; MATCH EXIST.; END CONCRETE SIDEWALK |
| AD121 | 109+38.32 AD | 59.78'LT | --- | 464,213.81 | 797,834.99 | SAWCUT; MATCH EXIST. |
| AD122 | 109+67.43 AD | 57.74'LT | --- | 464,240.09 | 797,849.61 | SAWCUT; MATCH EXIST. |
| AD123 | 112+01.83 AD | 29.85'LT | --- | 464,440.27 | 797,983.05 | BOC; CURB RAMP OPENING |
| AD124 | 112+07.26 AD | 33.44'LT | --- | 464,448.19 | 797,984.18 | BOC; CURB RAMP OPENING |
| AD125 | 112+01.89 AD | 9.62'LT | 1043.63 | 464,429.22 | 797,999.99 | EOP; BEGIN RADIUS |
| AD126 | 112+03.66 AD | 5.00'LT | --- | 464,428.22 | 798,004.89 | R=5' |
| AD127 | 112+03.66 AD | 0.00'RT | 1043.47 | 464,425.40 | 798,009.01 | EOP; END RADIUS |
| AD128 | 112+11.01 AD | 2.50'LT | --- | 464,432.87 | 798,011.43 | BOC; CURB RAMP OPENING |
| AD129 | 112+20.83 AD | 2.50'LT | --- | 464,440.42 | 798,018.08 | BOC; CURB RAMP OPENING |
| AD130 | 112+09.38 AD | 10.67'LT | --- | 464,436.54 | 798,003.93 | BOC; CURB RAMP OPENING |
| AD131 | 112+16.99 AD | 15.77'LT | --- | 464,446.42 | 798,005.53 | BOC; CURB RAMP OPENING |
| AD132 | 112+24.42 AD | 25.66'LT | 1043.30 | 464,459.74 | 798,004.67 | EOP; BEGIN RADIUS |
| AD133 | 112+27.07 AD | 21.89'LT | --- | 464,459.22 | 798,009.65 | R=5' |
| AD134 | 112+31.09 AD | 22.80'LT | 1043.16 | 464,463.13 | 798,012.76 | EOP; END RADIUS |
| AD135 | 112+36.78 AD | 5.99'LT | 1043.04 | 464,453.97 | 798,028.27 | EOP; BEGIN RADIUS |
| AD136 | 112+33.47 AD | 4.00'LT | --- | 464,450.28 | 798,026.74 | R=4' |
| AD137 | 112+33.47 AD | 0.00'RT | 1043.07 | 464,447.15 | 798,029.23 | EOP; END RADIUS |
| AD138 | 112+17.90 AD | 19.87'RT | --- | 464,423.11 | 798,032.50 | BOC; CURB RAMP OPENING |
| AD139 | 112+08.00 AD | 19.08'RT | --- | 464,417.48 | 798,026.81 | BOC; CURB RAMP OPENING |
| AD140 | 109+23.29 AD | 28.84'LT | --- | 464,186.97 | 797,856.74 | BOW; SAWCUT; MATCH EXIST. |
| AD141 | 109+38.07 AD | 28.92'LT | 1051.41 | 464,200.65 | 797,862.90 | BOW |
| AD142 | 109+67.62 AD | 28.84'LT | 1050.58 | 464,227.76 | 797,875.75 | BOW |
| AD143 | 109+77.47 AD | 28.78'LT | --- | 464,236.74 | 797,880.15 | BOW; SAWCUT; MATCH EXIST. |
| AD144 | 109+36.08 AD | 20.26'LT | --- | 464,195.20 | 797,869.93 | BOC; BEGIN SAWING CURB HEAD; MATCH EXIST. |
| AD145 | 109+69.58 AD | 20.27'LT | --- | 464,225.83 | 797,884.33 | BOC; END SAWING CURB HEAD; MATCH EXIST. |
| AD146 | 110+48.94 AD | 20.50'LT | 1048.07 | 464,297.47 | 797,820.39 | BOC; BUS STOP PAD |
| AD147 | 110+58.83 AD | 20.50'LT | 1047.78 | 464,306.28 | 797,925.12 | BOC; BUS STOP PAD |
| AD148 | 110+48.94 AD | 24.18'LT | 1048.12 | 464,299.20 | 797,917.14 | FOW; BUS STOP PAD |
| AD149 | 110+58.83 AD | 24.22'LT | 1047.84 | 464,308.04 | 797,921.85 | FOW; BUS STOP PAD |
| AD150 | 110+34.15 AD | 29.24'LT | --- | 464,288.31 | 797,905.66 | BOW; SAWCUT; MATCH EXIST. |
| AD151 | 110+93.29 AD | 20.50'RT | 1046.76 | 464,316.65 | 797,977.66 | BOC; BUS STOP PAD |
| AD152 | 110+93.29 AD | 29.50'RT | 1046.90 | 464,312.24 | 797,985.50 | BOW; BUS STOP PAD |
| AD153 | 111+03.40 AD | 24.50'RT | 1046.48 | 464,323.39 | 797,986.07 | FOW; BUS STOP PAD |
| AD154 | 111+03.40 AD | 20.50'RT | 1046.42 | 464,325.37 | 797,982.60 | BOC; BUS STOP PAD |

| POINT NO. | ANTON DRIVE (AD) | | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| | STATION | OFFSET | | | | |
| AD155 | 111+64.66 AD | 104.76'LT | 1045.79 | 464,434.43 | 797,896.29 | EDGE OF SIDEWALK; BEGIN RADIUS |
| AD156 | 109+65.91 AD | 11.02'LT | --- | 464,218.50 | 797,891.07 | R=216' |
| AD157 | 111+76.44 AD | 69.30'LT | 1045.40 | 464,430.31 | 797,933.42 | EDGE OF SIDEWALK; PCC |
| AD158 | 111+00.08 AD | 50.86'LT | --- | 464,357.74 | 797,918.91 | R=74' |
| AD159 | 111+76.51 AD | 35.31'LT | 1044.43 | 464,416.16 | 797,964.33 | BOW; END RADIUS |
| AD160 | 111+71.12 AD | 34.36'LT | 1044.55 | 464,410.87 | 797,962.94 | BOW; END RADIUS |
| AD161 | 111+03.22 AD | 29.50'RT | 1046.55 | 464,320.74 | 797,990.32 | BOW; BUS STOP PAD |
| AD162 | 111+16.95 AD | 31.00'RT | 1045.84 | 464,333.25 | 797,998.80 | BOW; BEGIN RADIUS |
| AD163 | 111+46.85 AD | 30.63'RT | 1044.85 | 464,361.65 | 798,011.83 | BOW; END RADIUS |
| AD164 | 111+69.47 AD | 29.59'RT | 1044.60 | 464,382.63 | 798,020.34 | BOW; BEGIN RADIUS |

| POINT NO. | EAST VERONA ROAD FRONTAGE ROAD (EF) | | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| | STATION | OFFSET | | | | |
| EF700 | 70+86.25 EF | 16.00'RT | --- | 465,369.80 | 799,424.34 | SAWCUT; END CONCRETE CURB & GUTTER; MATCH EXIST. |
| EF701 | 70+86.25 EF | 11.00'LT | --- | 465,386.01 | 799,402.74 | SAWCUT; MATCH EXIST. |
| EF702 | 72+84.73 EF | 16.00'LT | --- | 465,541.94 | 799,527.98 | EOP; BEGIN TAPER; MATCH EXISTING ROADWAY CROSS SLOPE |
| EF703 | 73+12.39 EF | 11.00'LT | --- | 465,558.53 | 799,550.93 | SAWCUT; MATCH EXIST. |
| EF704 | 73+12.39 EF | 16.92'LT | --- | 465,562.67 | 799,546.70 | SAWCUT; END TAPER; MATCH EXIST. |
| EF705 | 73+92.31 EF | 53.71'RT | --- | 465,567.27 | 799,652.63 | MILL AND OVERLAY LIMITS; MATCH EXIST. |

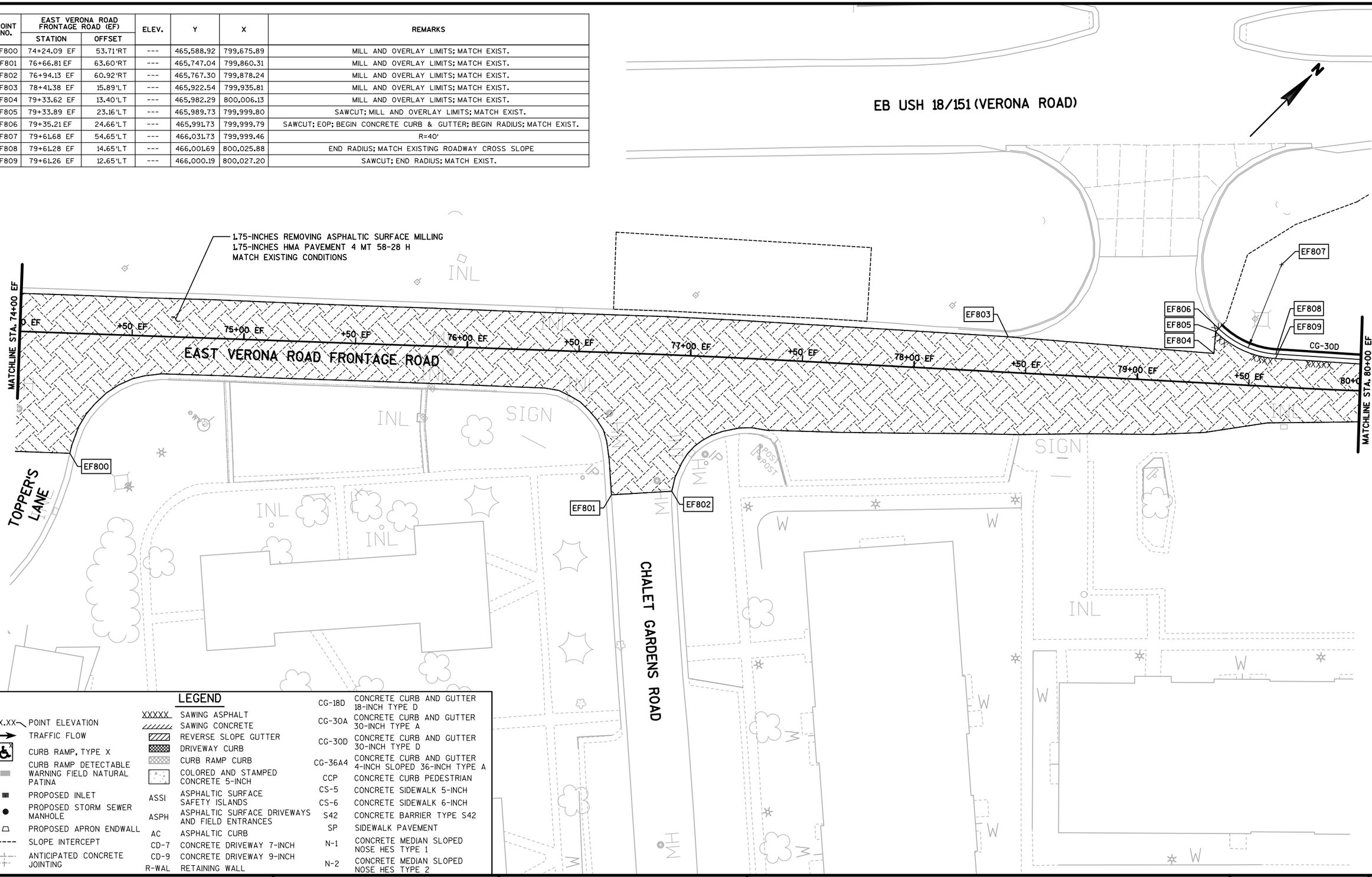



## LEGEND

| | | | | | |
|---|---|---|---|---|---|
| 10XX.XX | POINT ELEVATION | XXXXX | SAWING ASPHALT | CG-18D | CONCRETE CURB AND GUTTER 18-INCH TYPE D |
| | TRAFFIC FLOW | | SAWING CONCRETE | CG-30A | CONCRETE CURB AND GUTTER 30-INCH TYPE A |
| | CURB RAMP, TYPE X | | REVERSE SLOPE GUTTER | CG-30D | CONCRETE CURB AND GUTTER 30-INCH TYPE D |
| | CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA | | DRIVEWAY CURB | CG-36A4 | CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A |
| | PROPOSED INLET | | CURB RAMP CURB | CCP | CONCRETE CURB PEDESTRIAN |
| | PROPOSED STORM SEWER MANHOLE | | COLORED AND STAMPED CONCRETE 5-INCH | CS-5 | CONCRETE SIDEWALK 5-INCH |
| | PROPOSED APRON ENDWALL | ASSI | ASPHALTIC SURFACE SAFETY ISLANDS | CS-6 | CONCRETE SIDEWALK 6-INCH |
| | SLOPE INTERCEPT | ASPH | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES | S42 | CONCRETE BARRIER TYPE S42 |
| | ANTICIPATED CONCRETE JOINTING | AC | ASPHALTIC CURB | SP | SIDEWALK PAVEMENT |
| | | CD-7 | CONCRETE DRIVEWAY 7-INCH | N-1 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 1 |
| | | CD-9 | CONCRETE DRIVEWAY 9-INCH | N-2 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 2 |
| | | R-WAL | RETAINING WALL | | |

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN DETAILS - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 151 | E |
|---|---|---|---|---|---|

| POINT NO. | EAST VERONA ROAD FRONTAGE ROAD (EF) | | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| | STATION | OFFSET | | | | |
| EF800 | 74+24.09 EF | 53.71'RT | --- | 465,588.92 | 799,675.89 | MILL AND OVERLAY LIMITS; MATCH EXIST. |
| EF801 | 76+66.81 EF | 63.60'RT | --- | 465,747.04 | 799,860.31 | MILL AND OVERLAY LIMITS; MATCH EXIST. |
| EF802 | 76+94.13 EF | 60.92'RT | --- | 465,767.30 | 799,878.24 | MILL AND OVERLAY LIMITS; MATCH EXIST. |
| EF803 | 78+41.38 EF | 15.89'LT | --- | 465,922.54 | 799,935.81 | MILL AND OVERLAY LIMITS; MATCH EXIST. |
| EF804 | 79+33.62 EF | 13.40'LT | --- | 465,982.29 | 800,006.13 | MILL AND OVERLAY LIMITS; MATCH EXIST. |
| EF805 | 79+33.89 EF | 23.16'LT | --- | 465,989.73 | 799,999.80 | SAWCUT; MILL AND OVERLAY LIMITS; MATCH EXIST. |
| EF806 | 79+35.21 EF | 24.66'LT | --- | 465,991.73 | 799,999.79 | SAWCUT; EOP; BEGIN CONCRETE CURB & GUTTER; BEGIN RADIUS; MATCH EXIST. |
| EF807 | 79+61.68 EF | 54.65'LT | --- | 466,031.73 | 799,999.46 | R=40' |
| EF808 | 79+61.28 EF | 14.65'LT | --- | 466,001.69 | 800,025.88 | END RADIUS; MATCH EXISTING ROADWAY CROSS SLOPE |
| EF809 | 79+61.26 EF | 12.65'LT | --- | 466,000.19 | 800,027.20 | SAWCUT; END RADIUS; MATCH EXIST. |




## LEGEND

| | |
|---|---|
| 10XX.XX | POINT ELEVATION |
| | TRAFFIC FLOW |
| | CURB RAMP, TYPE X |
| | CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA |
| | PROPOSED INLET |
| | PROPOSED STORM SEWER MANHOLE |
| | PROPOSED APRON ENDWALL |
| ---- | SLOPE INTERCEPT |
| | ANTICIPATED CONCRETE JOINTING |

| | |
|---|---|
| XXXXX | SAWING ASPHALT |
| | SAWING CONCRETE |
| | REVERSE SLOPE GUTTER |
| | DRIVEWAY CURB |
| | CURB RAMP CURB |
| | COLORED AND STAMPED CONCRETE 5-INCH |
| ASSI | ASPHALTIC SURFACE SAFETY ISLANDS |
| ASPH | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES |
| AC | ASPHALTIC CURB |
| CD-7 | CONCRETE DRIVEWAY 7-INCH |
| CD-9 | CONCRETE DRIVEWAY 9-INCH |
| R-WAL | RETAINING WALL |

| | |
|---|---|
| CG-18D | CONCRETE CURB AND GUTTER 18-INCH TYPE D |
| CG-30A | CONCRETE CURB AND GUTTER 30-INCH TYPE A |
| CG-30D | CONCRETE CURB AND GUTTER 30-INCH TYPE D |
| CG-36A4 | CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A |
| CCP | CONCRETE CURB PEDESTRIAN |
| CS-5 | CONCRETE SIDEWALK 5-INCH |
| CS-6 | CONCRETE SIDEWALK 6-INCH |
| S42 | CONCRETE BARRIER TYPE S42 |
| SP | SIDEWALK PAVEMENT |
| N-1 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 1 |
| N-2 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 2 |

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN DETAILS - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 152 | E |
|---|---|---|---|---|---|

# EB USH 18/151 (VERONA ROAD)



EF997 EF998 EF999 EF995 EF990 EF983 EF981 EF986 EF988 EF984 EF985 EF978 EF976 EF1000 EF987 EF1001 EF977 EF1010 EF974 EF967 EF982 EF980 EF979 EF970 EF969 EF968 EF964 EF965 EF966 EF963 EF961 EF962 EF958 EF957 EF956 EF951 EF949 EF950 EF952 EF953 EF954 EF955 EF948 EF947 EF946 EF939 EF937 EF938 EF940 EF941 EF942 EF943 EF936 EF907 EF906 EF917 EF915 EF918 EF919 EF920 EF921 EF912 EF929 EF931 EF930 EF932 EF933 EF934 EF924 EF935 EF923 EF922 EF905 EF916 EF914 EF913 EF911 EF910 EF903 EF902 EF900 EF901 EF904 EF909 EF908 EF925 EF928 EF927 EF926 EF944 EF945 EF959 EF960 EF971 EF972 EF975 EF973 EF989 EF1003 EF1002 EF1004 EF991 EF1009 EF1008 EF1007 EF994 EF993 EF1006 EF996

4-INCHES ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
11-INCHES BASE AGGREGATE DENSE 1¼-INCH

PROVIDE OPENING FOR MAINTENANCE ACCESS. SEE CONSTRUCTION DETAIL "MAINTENANCE ACCESS DETAIL"

UTILITY POLE TO REMAIN

CG-18D CG-30D CG-36A4 CS-5 CS-6

CONCRETE FLUME

MATCHLINE STA. 80+00 EF

0 EF +50 EF 81+00 EF +50 EF 82+00 EF +50 EF 83+00 EF +50 EF 84+00 EF +50 EF 85+00 EF +50 EF 86+00 EF

EAST VERONA ROAD FRONTAGE ROAD

1.75-INCHES REMOVING ASPHALTIC SURFACE MILLING
1.75-INCHES HMA PAVEMENT 4 MT 58-28 H
MATCH EXISTING CONDITIONS

BUS STOP PAD
SEE CONSTRUCTION DETAIL "BUS STOP PAD"

CONCRETE CURB & GUTTER 24-INCH TYPE D

EF1005 EF992

## LEGEND

| | |
|---|---|
| 10XX.XX | POINT ELEVATION |
| | TRAFFIC FLOW |
| | CURB RAMP, TYPE X |
| | CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA |
| | PROPOSED INLET |
| | PROPOSED STORM SEWER MANHOLE |
| | PROPOSED APRON ENDWALL |
| | SLOPE INTERCEPT |
| | ANTICIPATED CONCRETE JOINTING |
| XXXXX | SAWING ASPHALT |
| | SAWING CONCRETE |
| | REVERSE SLOPE GUTTER |
| | DRIVEWAY CURB |
| | CURB RAMP CURB |
| | COLORED AND STAMPED CONCRETE 5-INCH |
| ASSI | ASPHALTIC SURFACE SAFETY ISLANDS |
| ASPH | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES |
| AC | ASPHALTIC CURB |
| CD-7 | CONCRETE DRIVEWAY 7-INCH |
| CD-9 | CONCRETE DRIVEWAY 9-INCH |
| R-WAL | RETAINING WALL |
| CG-18D | CONCRETE CURB AND GUTTER 18-INCH TYPE D |
| CG-30A | CONCRETE CURB AND GUTTER 30-INCH TYPE A |
| CG-30D | CONCRETE CURB AND GUTTER 30-INCH TYPE D |
| CG-36A4 | CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A |
| CCP | CONCRETE CURB PEDESTRIAN |
| CS-5 | CONCRETE SIDEWALK 5-INCH |
| CS-6 | CONCRETE SIDEWALK 6-INCH |
| S42 | CONCRETE BARRIER TYPE S42 |
| SP | SIDEWALK PAVEMENT |
| N-1 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 1 |
| N-2 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 2 |

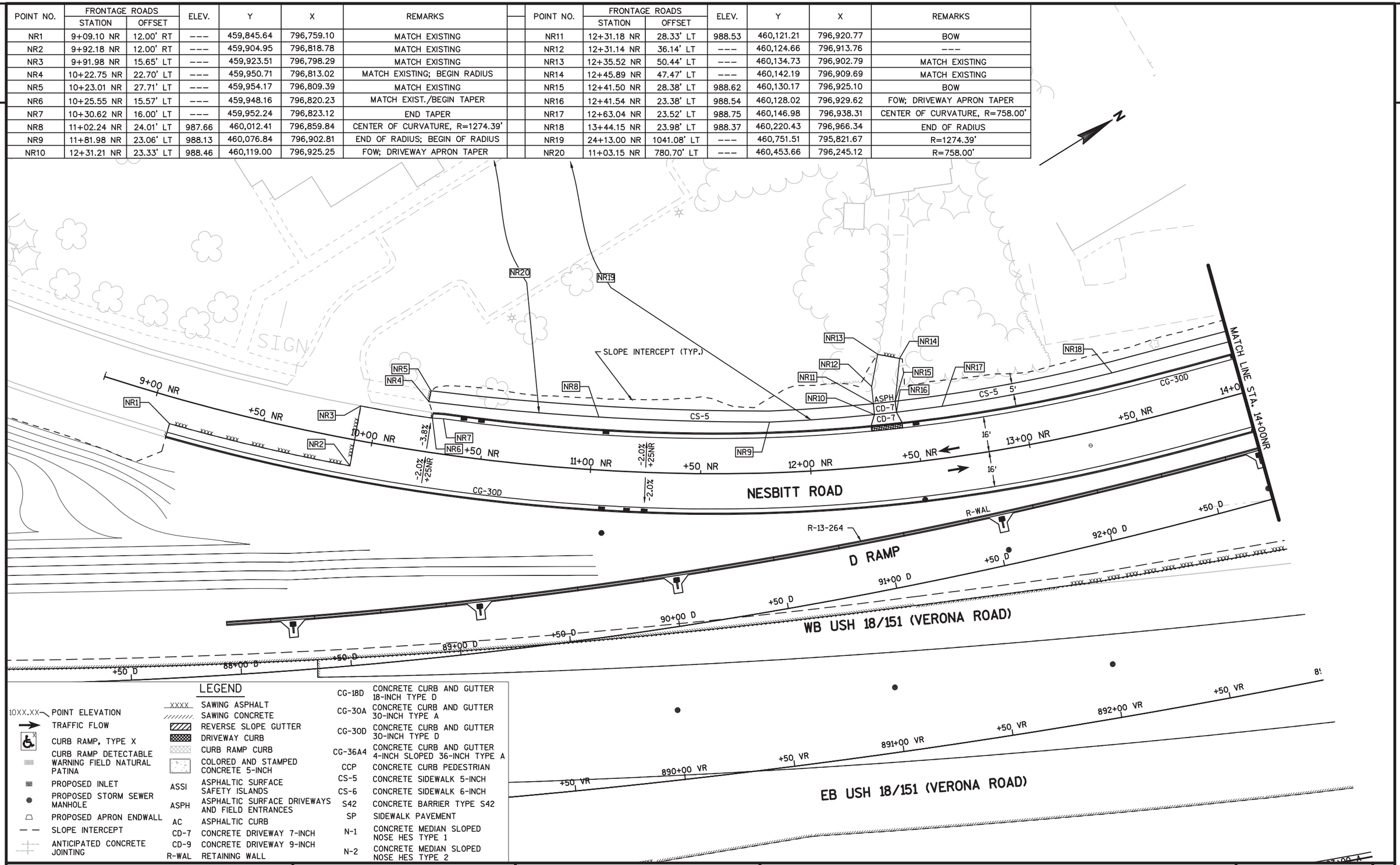
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN DETAILS - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 153 | E |
|---|---|---|---|---|---|

| POINT NO. | EAST VERONA ROAD FRONTAGE ROAD (EF) | | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| | STATION | OFFSET | | | | |
| EF900 | 80+02.32 EF | 13.88'LT | --- | 466,028.57 | 800,056.44 | EOP; MATCH EXIST. ROADWAY CROSS SLOPE |
| EF901 | 80+13.41 EF | 14.30'LT | 1030.20 | 466,036.43 | 800,064.09 | EOP; BEGIN RADIUS; BEGIN CURB TRANSITION |
| EF902 | 80+13.06 EF | 24.29'LT | --- | 466,043.40 | 800,056.92 | R=10' |
| EF903 | 80+23.26 EF | 24.59'LT | 1030.83 | 466,050.57 | 800,063.89 | EOP; END RADIUS; END CURB TRANSITION |
| EF904 | 80+28.25 EF | 10.71'LT | --- | 466,044.09 | 800,077.12 | SAWCUT; MILL AND OVERLAY LIMITS; MATCH EXIST. |
| EF905 | 80+22.43 EF | 55.55'LT | 1032.05 | 466,072.16 | 800,041.70 | EOP; BEGIN RADIUS |
| EF906 | 80+43.40 EF | 55.90'LT | --- | 466,086.49 | 800,055.65 | R=20' |
| EF907 | 80+43.35 EF | 75.90'LT | 1033.30 | 466,100.54 | 800,041.40 | EOP; END RADIUS |
| EF908 | 80+53.89 EF | 14.98'LT | 1030.50 | 466,065.10 | 800,091.98 | EOP; BEGIN RADIUS; BEGIN CURB TRANSITION |
| EF909 | 80+53.88 EF | 24.98'LT | --- | 466,072.07 | 800,084.81 | R=10' |
| EF910 | 80+43.68 EF | 24.94'LT | 1031.35 | 466,064.90 | 800,077.84 | EOP; END RADIUS; END CURB TRANSITION |
| EF911 | 80+43.63 EF | 30.69'LT | 1031.67 | 466,068.91 | 800,073.72 | EOP; BEGIN RADIUS |
| EF912 | 80+53.88 EF | 30.73'LT | --- | 466,076.08 | 800,080.69 | R=10' |
| EF913 | 80+45.00 EF | 35.76'LT | 1031.96 | 466,073.42 | 800,071.05 | EOP; END RADIUS |
| EF914 | 80+50.18 EF | 44.40'LT | 1032.50 | 466,083.05 | 800,068.40 | EOP; BEING RADIUS |
| EF915 | 80+54.61 EF | 41.88'LT | --- | 466,084.38 | 800,073.22 | R=5' |
| EF916 | 80+54.64 EF | 46.88'LT | 1032.79 | 466,087.89 | 800,069.66 | EOP; END RADIUS |
| EF917 | 80+59.85 EF | 46.85'LT | 1032.82 | 466,091.60 | 800,073.32 | EOP; BEGIN RADIUS |
| EF918 | 80+59.84 EF | 44.85'LT | --- | 466,090.20 | 800,074.74 | R=2' |
| EF919 | 80+61.25 EF | 43.42'LT | 1032.78 | 466,090.21 | 800,076.74 | EOP; END RADIUS |
| EF920 | 80+50.95 EF | 33.31'LT | 1032.69 | 466,075.82 | 800,076.84 | EOP; BEGIN RADIUS |
| EF921 | 80+52.39 EF | 31.89'LT | --- | 466,075.84 | 800,078.84 | R=2' |
| EF922 | 80+52.38 EF | 29.89'LT | 1032.66 | 466,074.44 | 800,080.27 | EOP; END RADIUS |
| EF923 | 80+69.62 EF | 29.79'LT | 1032.57 | 466,086.69 | 800,092.35 | EOP; CONCRETE FLUME |
| EF924 | 80+73.03 EF | 29.77'LT | 1032.55 | 466,089.12 | 800,094.75 | EOP; CONCRETE FLUME |
| EF925 | 80+59.69 EF | 14.99'LT | 1030.53 | 466,069.26 | 800,096.03 | EOP; CONCRETE FLUME |
| EF926 | 80+63.96 EF | 14.99'LT | 1030.55 | 466,072.32 | 800,099.00 | EOP; CONCRETE FLUME |
| EF927 | 80+71.08 EF | 15.00'LT | 1030.59 | 466,077.42 | 800,103.97 | EOP; CONCRETE FLUME |
| EF928 | 80+75.35 EF | 15.00'LT | 1030.61 | 466,080.48 | 800,106.95 | EOP; CONCRETE FLUME |
| EF929 | 80+88.66 EF | 45.21'LT | 1032.95 | 466,111.09 | 800,094.59 | EOP; BEGIN RADIUS |
| EF930 | 80+92.18 EF | 41.65'LT | --- | 466,111.13 | 800,099.59 | R=5' |
| EF931 | 80+92.21 EF | 46.65'LT | 1033.00 | 466,114.64 | 800,096.03 | EOP; END RADIUS |
| EF932 | 80+98.03 EF | 46.62'LT | 1033.04 | 466,118.79 | 800,100.12 | EOP; BEGIN RADIUS |
| EF933 | 80+98.02 EF | 44.62'LT | --- | 466,117.39 | 800,101.55 | R=2' |
| EF934 | 80+99.43 EF | 43.20'LT | 1032.98 | 466,117.40 | 800,103.55 | EOP; END RADIUS |
| EF935 | 80+85.76 EF | 29.69'LT | 1032.63 | 466,098.19 | 800,103.68 | EOP; CONCRETE FLUME |
| EF936 | 81+87.58 EF | 29.08'LT | 1033.22 | 466,170.70 | 800,175.17 | EOP |
| EF937 | 82+03.21 EF | 44.53'LT | 1033.58 | 466,192.67 | 800,175.01 | EOP; BEGIN RADIUS |
| EF938 | 82+06.73 EF | 40.97'LT | --- | 466,192.71 | 800,180.01 | R=5' |
| EF939 | 82+06.76 EF | 45.97'LT | 1033.60 | 466,196.22 | 800,176.45 | EOP; END RADIUS |
| EF940 | 82+12.58 EF | 45.94'LT | 1033.57 | 466,200.37 | 800,180.54 | EOP; BEGIN RADIUS |
| EF941 | 82+12.57 EF | 43.94'LT | --- | 466,198.96 | 800,181.97 | R=2' |
| EF942 | 82+13.98 EF | 42.51'LT | 1033.57 | 466,198.98 | 800,183.97 | EOP; END RADIUS |
| EF943 | 82+00.31 EF | 29.01'LT | 1033.29 | 466,179.76 | 800,184.11 | EOP |
| EF944 | 83+03.14 EF | 15.15'LT | 1031.75 | 466,243.75 | 800,265.79 | EOP; CONCRETE FLUME |
| EF945 | 83+07.41 EF | 15.15'LT | 1031.77 | 466,246.81 | 800,268.77 | EOP; CONCRETE FLUME |
| EF946 | 83+11.45 EF | 28.35'LT | 1032.74 | 466,258.91 | 800,262.13 | EOP; CONCRETE FLUME |
| EF947 | 83+14.86 EF | 28.33'LT | 1032.72 | 466,261.34 | 800,264.53 | EOP; CONCRETE FLUME |
| EF948 | 83+15.48 EF | 28.94'LT | 1032.73 | 466,262.21 | 800,264.52 | EOP; CONCRETE FLUME |
| EF949 | 83+30.49 EF | 43.77'LT | 1032.95 | 466,283.31 | 800,264.37 | EOP; BEGIN RADIUS |
| EF950 | 83+34.00 EF | 40.21'LT | --- | 466,283.34 | 800,269.37 | R=5' |
| EF951 | 83+34.03 EF | 45.21'LT | 1032.96 | 466,286.85 | 800,265.81 | EOP; END RADIUS |
| EF952 | 83+35.62 EF | 45.20'LT | 1032.95 | 466,287.98 | 800,266.92 | EOP; BEGIN RADIUS |
| EF953 | 83+35.61 EF | 43.20'LT | --- | 466,286.58 | 800,268.35 | R=2' |
| EF954 | 83+37.01 EF | 41.78'LT | 1032.95 | 466,286.59 | 800,270.35 | EOP; END RADIUS |
| EF955 | 83+23.35 EF | 28.28'LT | 1032.68 | 466,267.38 | 800,270.48 | EOP |

| POINT NO. | EAST VERONA ROAD FRONTAGE ROAD (EF) | | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| | STATION | OFFSET | | | | |
| EF956 | 84+37.16 EF | 27.60'LT | 1032.11 | 466,348.43 | 800,350.39 | EOP; CONCRETE FLUME |
| EF957 | 84+37.89 EF | 27.59'LT | 1032.10 | 466,348.96 | 800,350.90 | EOP; CONCRETE FLUME |
| EF958 | 84+38.52 EF | 28.21'LT | 1032.11 | 466,349.83 | 800,350.90 | EOP; CONCRETE FLUME |
| EF959 | 84+41.40 EF | 15.24'LT | 1031.88 | 466,342.85 | 800,362.20 | EOP; CONCRETE FLUME |
| EF960 | 84+44.87 EF | 15.24'LT | 1031.87 | 466,345.33 | 800,364.62 | EOP; CONCRETE FLUME |
| EF961 | 84+53.52 EF | 43.04'LT | 1032.33 | 466,370.93 | 800,350.75 | EOP; BEGIN RADIUS |
| EF962 | 84+57.04 EF | 39.48'LT | --- | 466,370.96 | 800,355.75 | R=5' |
| EF963 | 84+57.07 EF | 44.48'LT | 1032.35 | 466,374.47 | 800,352.19 | EOP; END RADIUS |
| EF964 | 84+62.89 EF | 44.45'LT | 1032.32 | 466,378.62 | 800,356.28 | EOP; BEGIN RADIUS |
| EF965 | 84+62.88 EF | 42.45'LT | --- | 466,377.22 | 800,357.70 | R=2' |
| EF966 | 84+64.29 EF | 41.02'LT | 1032.30 | 466,377.23 | 800,359.70 | EOP; END RADIUS |
| EF967 | 84+50.62 EF | 27.52'LT | 1032.04 | 466,358.02 | 800,359.84 | EOP |
| EF968 | 85+13.73 EF | 27.03'LT | 1031.73 | 466,402.81 | 800,404.00 | EOP; CONCRETE FLUME |
| EF969 | 85+14.47 EF | 27.02'LT | 1031.72 | 466,403.34 | 800,404.52 | EOP; CONCRETE FLUME |
| EF970 | 85+15.10 EF | 27.63'LT | 1031.73 | 466,404.22 | 800,404.51 | EOP; CONCRETE FLUME |
| EF971 | 85+17.61 EF | 15.14'LT | 1031.49 | 466,397.37 | 800,415.25 | EOP; CONCRETE FLUME |
| EF972 | 85+21.08 EF | 15.11'LT | 1031.47 | 466,399.86 | 800,417.66 | EOP; CONCRETE FLUME |
| EF973 | 85+26.99 EF | 15.06'LT | 1031.44 | 466,404.08 | 800,421.77 | EOP; BEGIN RADIUS; BEGIN CURB TRANSITION |
| EF974 | 85+27.10 EF | 25.06'LT | --- | 466,411.05 | 800,414.60 | R=10' |
| EF975 | 85+37.16 EF | 24.94'LT | 1031.13 | 466,418.22 | 800,421.58 | EOP; END RADIUS; END CURB TRANSITION |
| EF976 | 85+37.26 EF | 32.44'LT | 1031.26 | 466,423.45 | 800,416.20 | EOP; END RADIUS |
| EF977 | 85+27.17 EF | 32.56'LT | --- | 466,416.28 | 800,409.22 | R=10' |
| EF978 | 85+31.52 EF | 41.58'LT | 1031.89 | 466,425.63 | 800,405.66 | EOP; END RADIUS; BEGIN RADIUS |
| EF979 | 85+30.65 EF | 39.78'LT | --- | 466,423.76 | 800,406.37 | R=2' |
| EF980 | 85+29.25 EF | 41.22'LT | 1031.90 | 466,423.74 | 800,404.37 | EOP; BEGIN RADIUS |
| EF981 | 85+22.64 EF | 72.90'LT | 1032.60 | 466,440.89 | 800,376.94 | EOP; BEGIN RADIUS |
| EF982 | 85+22.28 EF | 50.41'LT | --- | 466,425.10 | 800,392.97 | R=22.5' |
| EF983 | 85+34.49 EF | 69.42'LT | 1032.39 | 466,446.92 | 800,387.50 | EOP; END RADIUS |
| EF984 | 85+48.31 EF | 60.75'LT | 1032.10 | 466,450.84 | 800,403.13 | EOP; BEGIN RADIUS |
| EF985 | 85+37.41 EF | 43.89'LT | --- | 466,431.44 | 800,407.99 | R=20' |
| EF986 | 85+57.62 EF | 43.59'LT | 1031.74 | 466,445.77 | 800,421.93 | EOP; END RADIUS |
| EF987 | 85+57.28 EF | 24.63'LT | 1031.40 | 466,432.55 | 800,435.52 | EOP; BEGIN RADIUS; BEGIN CURB TRANSITION |
| EF988 | 85+67.34 EF | 24.44'LT | --- | 466,439.72 | 800,442.49 | R=10' |
| EF989 | 85+67.09 EF | 14.44'LT | 1031.13 | 466,432.72 | 800,449.63 | EOP; END RADIUS; END CURB TRANSITION |
| EF990 | 85+22.90 EF | 89.40'LT | 1030.35 | 466,452.48 | 800,365.19 | DITCH |
| EF991 | 85+93.25 EF | 14.51'RT | --- | 466,430.51 | 800,488.00 | MILL AND OVERLAY LIMITS; MATCH EXISTING |
| EF992 | 85+69.64 EF | 235.66'RT | --- | 466,263.93 | 800,634.22 | R=250' |
| EF993 | 85+93.28 EF | 10.63'LT | --- | 466,449.55 | 800,471.59 | SAWCUT; MATCH EXIST. |
| EF994 | 85+93.28 EF | 13.85'LT | --- | 466,451.99 | 800,469.49 | SAWCUT; MATCH EXIST. |
| EF995 | 82+00.58 EF | 75.01'LT | 1034.21 | 466,212.06 | 800,151.35 | EOP; HIGH POINT |
| EF996 | 83+86.91 EF | 15.20'LT | 1032.17 | 466,303.79 | 800,324.20 | EOP; HIGH POINT |
| EF997 | 79+95.66 EF | 84.51'LT | --- | 466,075.72 | 800,003.47 | DITCH; MATCH EXIST. |
| EF998 | 80+43.31 EF | 92.40'LT | 1031.17 | 466,112.12 | 800,029.65 | DITCH |
| EF999 | 82+00.68 EF | 91.51'LT | 1032.07 | 466,223.64 | 800,139.60 | DITCH; HIGH POINT |
| EF1000 | 85+58.86 EF | 28.33'LT | 1031.44 | 466,436.23 | 800,433.90 | BOC; CURB RAMP OPENING |
| EF1001 | 85+58.97 EF | 23.24'LT | 1031.36 | 466,432.82 | 800,437.69 | BOC; CURB RAMP OPENING |
| EF1002 | 85+74.81 EF | 20.42'LT | 1031.58 | 466,442.43 | 800,450.52 | FOW; BUS STOP PAD |
| EF1003 | 85+74.72 EF | 16.29'LT | 1031.52 | 466,439.55 | 800,453.49 | BOC; BUS STOP PAD |
| EF1004 | 85+74.83 EF | 14.28'LT | 1031.05 | 466,438.26 | 800,455.03 | EOP; BEGIN RADIUS |
| EF1005 | 86+94.29 EF | 132.32'RT | --- | 466,337.99 | 800,567.75 | R=162' |
| EF1006 | 85+84.21 EF | 15.96'LT | 1031.44 | 466,446.58 | 800,460.60 | BOC; BUS STOP PAD |
| EF1007 | 85+88.46 EF | 25.36'LT | --- | 466,456.80 | 800,457.62 | BOW; END RADIUS; SAWCUT; MATCH EXIST. |
| EF1008 | 85+84.17 EF | 20.40'LT | 1031.50 | 466,449.68 | 800,457.41 | FOW; BUS STOP PAD |
| EF1009 | 85+75.20 EF | 25.43'LT | 1031.66 | 466,446.13 | 800,447.13 | BOW; BEGIN RADIUS |
| EF1010 | 85+37.21 EF | 28.69'LT | 1031.05 | 466,420.83 | 800,418.89 | EOP; LOW POINT |

| POINT NO. | FRONTAGE ROADS STATION | FRONTAGE ROADS OFFSET | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| NR1 | 9+09.10 NR | 12.00' RT | --- | 459,845.64 | 796,759.10 | MATCH EXISTING |
| NR2 | 9+92.18 NR | 12.00' RT | --- | 459,904.95 | 796,818.78 | MATCH EXISTING |
| NR3 | 9+91.98 NR | 15.65' LT | --- | 459,923.51 | 796,798.29 | MATCH EXISTING |
| NR4 | 10+22.75 NR | 22.70' LT | --- | 459,950.71 | 796,813.02 | MATCH EXISTING; BEGIN RADIUS |
| NR5 | 10+23.01 NR | 27.71' LT | --- | 459,954.17 | 796,809.39 | MATCH EXISTING |
| NR6 | 10+25.55 NR | 15.57' LT | --- | 459,948.16 | 796,820.23 | MATCH EXIST./BEGIN TAPER |
| NR7 | 10+30.62 NR | 16.00' LT | --- | 459,952.24 | 796,823.12 | END TAPER |
| NR8 | 11+02.24 NR | 24.01' LT | 987.66 | 460,012.41 | 796,859.84 | CENTER OF CURVATURE, R=1274.39' |
| NR9 | 11+81.98 NR | 23.06' LT | 988.13 | 460,076.84 | 796,902.81 | END OF RADIUS; BEGIN OF RADIUS |
| NR10 | 12+31.21 NR | 23.33' LT | 988.46 | 460,119.00 | 796,925.25 | FOW; DRIVEWAY APRON TAPER |

| POINT NO. | FRONTAGE ROADS STATION | FRONTAGE ROADS OFFSET | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| NR11 | 12+31.18 NR | 28.33' LT | 988.53 | 460,121.21 | 796,920.77 | BOW |
| NR12 | 12+31.14 NR | 36.14' LT | --- | 460,124.66 | 796,913.76 | --- |
| NR13 | 12+35.52 NR | 50.44' LT | --- | 460,134.73 | 796,902.79 | MATCH EXISTING |
| NR14 | 12+45.89 NR | 47.47' LT | --- | 460,142.19 | 796,909.69 | MATCH EXISTING |
| NR15 | 12+41.50 NR | 28.38' LT | 988.62 | 460,130.17 | 796,925.10 | BOW |
| NR16 | 12+41.54 NR | 23.38' LT | 988.54 | 460,128.02 | 796,929.62 | FOW; DRIVEWAY APRON TAPER |
| NR17 | 12+63.04 NR | 23.52' LT | 988.75 | 460,146.98 | 796,938.31 | CENTER OF CURVATURE, R=758.00' |
| NR18 | 13+44.15 NR | 23.98' LT | 988.37 | 460,220.43 | 796,966.34 | END OF RADIUS |
| NR19 | 24+13.00 NR | 1041.08' LT | --- | 460,751.51 | 795,821.67 | R=1274.39' |
| NR20 | 11+03.15 NR | 780.70' LT | --- | 460,453.66 | 796,245.12 | R=758.00' |

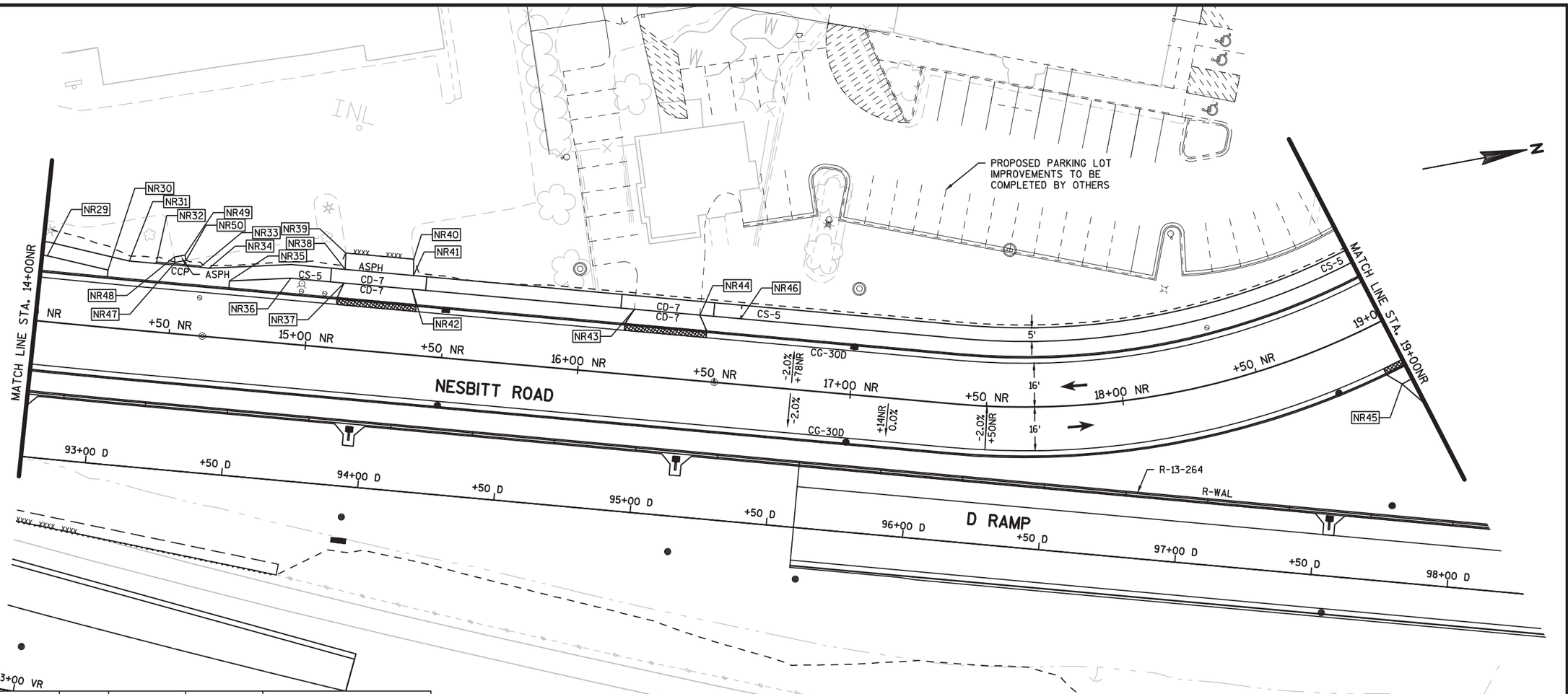



## LEGEND

| | | | | | |
|---|---|---|---|---|---|
| 10XX.XX | POINT ELEVATION | XXXX | SAWING ASPHALT | CG-18D | CONCRETE CURB AND GUTTER 18-INCH TYPE D |
| | TRAFFIC FLOW | | SAWING CONCRETE | CG-30A | CONCRETE CURB AND GUTTER 30-INCH TYPE A |
| | CURB RAMP, TYPE X | | REVERSE SLOPE GUTTER | CG-30D | CONCRETE CURB AND GUTTER 30-INCH TYPE D |
| | CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA | | DRIVEWAY CURB | CG-36A4 | CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A |
| | PROPOSED INLET | | CURB RAMP CURB | CCP | CONCRETE CURB PEDESTRIAN |
| | PROPOSED STORM SEWER MANHOLE | | COLORED AND STAMPED CONCRETE 5-INCH | CS-5 | CONCRETE SIDEWALK 5-INCH |
| | PROPOSED APRON ENDWALL | ASSI | ASPHALTIC SURFACE SAFETY ISLANDS | CS-6 | CONCRETE SIDEWALK 6-INCH |
| | SLOPE INTERCEPT | ASPH | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES | S42 | CONCRETE BARRIER TYPE S42 |
| | ANTICIPATED CONCRETE JOINTING | AC | ASPHALTIC CURB | SP | SIDEWALK PAVEMENT |
| | | CD-7 | CONCRETE DRIVEWAY 7-INCH | N-1 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 1 |
| | | CD-9 | CONCRETE DRIVEWAY 9-INCH | N-2 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 2 |
| | | R-WAL | RETAINING WALL | | |

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN DETAILS - NESBITT ROAD (NR) | SHEET 155 | E |
|---|---|---|---|---|---|

2




| POINT NO. | FRONTAGE ROADS STATION | FRONTAGE ROADS OFFSET | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| NR29 | 14+02.74 NR | 24.00' LT | 989.80 | 460,275.67 | 796,983.42 | BEGIN TAPER |
| NR30 | 14+25.57 NR | 21.00' LT | 989.80 | 460,296.55 | 796,992.59 | END TAPER |
| NR31 | 14+33.15 NR | 25.00' LT | 989.90 | 460,304.86 | 796,990.78 | --- |
| NR32 | 14+42.98 NR | 25.00' LT | 989.97 | 460,314.32 | 796,993.43 | BEGIN PEDESTRIAN CURB |
| NR33 | 14+59.00 NR | 25.00' LT | 990.09 | 460,329.74 | 796,997.76 | END PEDESTRIAN CURB |
| NR34 | 14+62.46 NR | 25.00' LT | 990.11 | 460,333.08 | 796,998.70 | --- |
| NR35 | 14+70.23 NR | 21.00' LT | 990.11 | 460,339.48 | 797,004.65 | BEGIN TAPER |
| NR36 | 14+92.53 NR | 24.00' LT | 990.42 | 460,361.76 | 797,007.79 | END TAPER |
| NR37 | 15+12.01 NR | 24.00' LT | 990.12 | 460,380.51 | 797,013.05 | FOW; DRIVEWAY APRON TAPER |
| NR38 | 15+12.01 NR | 29.00' LT | 990.20 | 460,381.86 | 797,008.24 | BOW |
| NR39 | 15+11.64 NR | 35.00' LT | --- | 460,383.13 | 797,002.36 | MATCH EXISTING |
| NR40 | 15+36.61 NR | 35.00' LT | --- | 460,407.17 | 797,009.11 | MATCH EXISTING |
| NR41 | 15+37.01 NR | 29.00' LT | 990.35 | 460,405.93 | 797,014.99 | BOW |
| NR42 | 15+37.01 NR | 24.00' LT | 990.28 | 460,404.58 | 797,019.81 | FOW; DRIVEWAY APRON TAPER |
| NR43 | 16+18.66 NR | 24.00' LT | 990.96 | 460,483.20 | 797,041.87 | FOW; DRIVEWAY APRON TAPER |
| NR44 | 16+42.66 NR | 24.00' LT | 991.08 | 460,506.30 | 797,048.36 | FOW; DRIVEWAY APRON TAPER |
| NR45 | 18+95.94 NR | 24.00' RT | 991.86 | 460,754.13 | 797,120.04 | BEGIN DRIVEWAY APRON TAPER |
| NR46 | 16+57.66 NR | 24.00' LT | 991.31 | 460,520.74 | 797,052.41 | --- |
| NR47 | 14+49.89 NR | 26.05' LT | 990.68 | 460,321.26 | 796,994.29 | --- |
| NR48 | 14+49.33 NR | 27.94' LT | 990.65 | 460,321.23 | 796,992.32 | --- |
| NR49 | 14+53.19 NR | 28.98' LT | 990.58 | 460,325.23 | 796,992.36 | --- |
| NR50 | 14+53.76 NR | 27.07' LT | 990.62 | 460,325.26 | 796,994.36 | --- |

## LEGEND

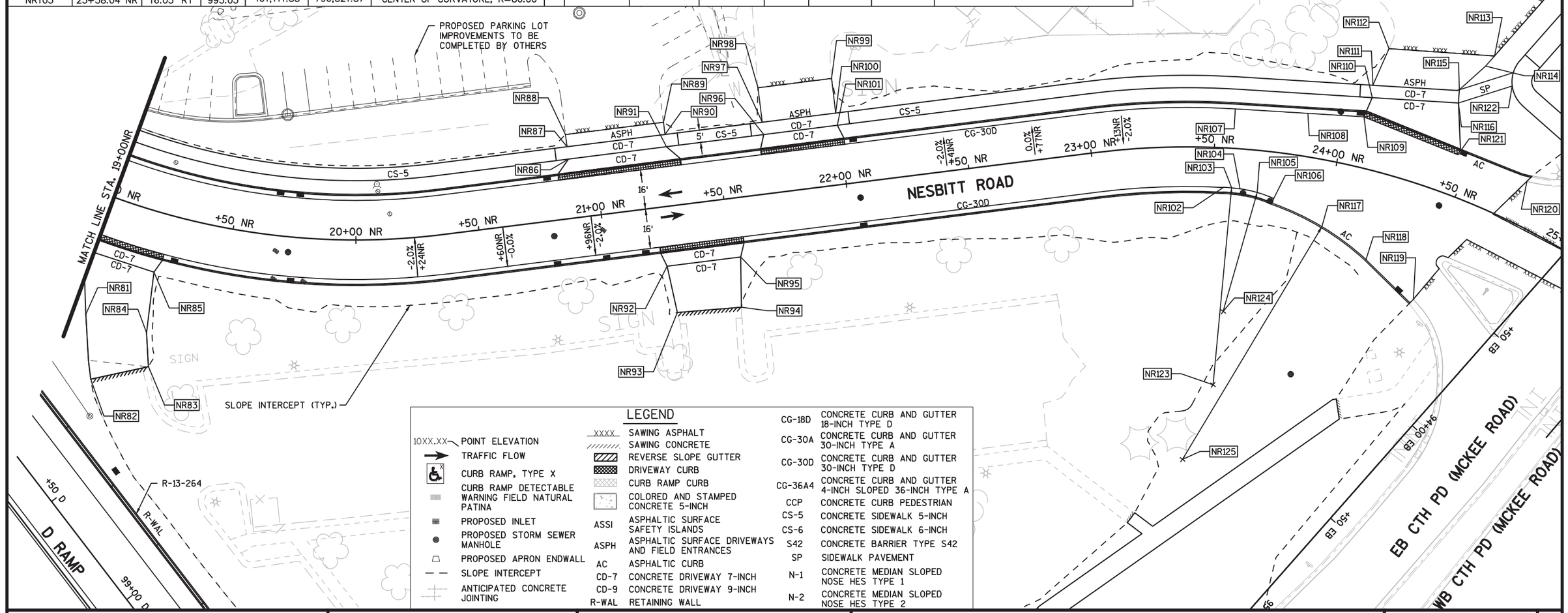
| | | | | | |
|---|---|---|---|---|---|
| 10XX.XX | POINT ELEVATION | XXXX | SAWING ASPHALT | CG-18D | CONCRETE CURB AND GUTTER 18-INCH TYPE D |
| | TRAFFIC FLOW | | SAWING CONCRETE | CG-30A | CONCRETE CURB AND GUTTER 30-INCH TYPE A |
| | CURB RAMP, TYPE X | | REVERSE SLOPE GUTTER | CG-30D | CONCRETE CURB AND GUTTER 30-INCH TYPE D |
| | CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA | | DRIVEWAY CURB | CG-36A4 | CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A |
| | PROPOSED INLET | | CURB RAMP CURB | CCP | CONCRETE CURB PEDESTRIAN |
| | PROPOSED STORM SEWER MANHOLE | | COLORED AND STAMPED CONCRETE 5-INCH | CS-5 | CONCRETE SIDEWALK 5-INCH |
| | PROPOSED APRON ENDWALL | ASSI | ASPHALTIC SURFACE SAFETY ISLANDS | CS-6 | CONCRETE SIDEWALK 6-INCH |
| | SLOPE INTERCEPT | ASPH | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES | S42 | CONCRETE BARRIER TYPE S42 |
| | ANTICIPATED CONCRETE JOINTING | AC | ASPHALTIC CURB | SP | SIDEWALK PAVEMENT |
| | | CD-7 | CONCRETE DRIVEWAY 7-INCH | N-1 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 1 |
| | | CD-9 | CONCRETE DRIVEWAY 9-INCH | N-2 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 2 |
| | | R-WAL | RETAINING WALL | | |

| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN DETAILS - NESBITT ROAD (NR) | SHEET 156 | E |
|---|---|---|---|---|---|

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\PLAN DETAILS\1206-07-74\021201_PD NESBITT ROAD.DWG
LAYOUT NAME - NESBITT RD - (11)
PLOT DATE : 3/31/2016 8:17 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

| POINT NO. | FRONTAGE ROADS STATION | FRONTAGE ROADS OFFSET | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| NR81 | 19+04.71 NR | 48.50' RT | 992.03 | 460,770.68 | 797,140.64 | --- |
| NR82 | 19+13.04 NR | 72.81' RT | --- | 460,787.96 | 797,160.49 | MATCH EXISTING |
| NR83 | 19+30.18 NR | 61.57' RT | --- | 460,803.68 | 797,142.40 | MATCH EXISTING |
| NR84 | 19+26.66 NR | 48.50' RT | 991.91 | 460,794.81 | 797,131.91 | --- |
| NR85 | 19+23.61 NR | 24.00' RT | 991.68 | 460,782.54 | 797,110.43 | BEGIN DRIVEWAY APRON TAPER |
| NR86 | 20+99.96 NR | 24.00' LT | 992.16 | 460,897.13 | 796,966.09 | FOW; DRIVEWAY APRON TAPER |
| NR87 | 20+99.96 NR | 29.00' LT | 992.23 | 460,893.66 | 796,962.48 | BOW |
| NR88 | 21+26.96 NR | 42.00' LT | --- | 460,904.09 | 796,934.39 | MATCH EXISTING |
| NR89 | 21+23.96 NR | 38.99' LT | 992.66 | 460,904.01 | 796,938.64 | MATCH EXISTING |
| NR90 | 21+23.96 NR | 29.00' LT | 993.01 | 460,910.94 | 796,945.84 | BOW |
| NR91 | 21+23.96 NR | 24.00' LT | 992.94 | 460,914.41 | 796,949.44 | FOW; DRIVEWAY APRON TAPER |
| NR92 | 21+23.85 NR | 24.00' RT | 992.94 | 460,947.63 | 796,984.09 | BEGIN DRIVEWAY APRON TAPER |
| NR93 | 21+25.59 NR | 43.12' RT | --- | 460,962.14 | 796,996.66 | MATCH EXISTING |
| NR94 | 21+51.59 NR | 44.19' RT | --- | 460,981.61 | 796,979.39 | MATCH EXISTING |
| NR95 | 21+53.85 NR | 24.00' RT | 993.52 | 460,969.23 | 796,963.28 | BEGIN DRIVEWAY APRON TAPER |
| NR96 | 21+69.33 NR | 24.00' LT | 993.82 | 460,947.09 | 796,917.97 | FOW; DRIVEWAY APRON TAPER |
| NR97 | 21+69.33 NR | 29.00' LT | 993.9 | 460,943.62 | 796,914.37 | BOW |
| NR98 | 21+69.33 NR | 43.07' LT | --- | 460,933.86 | 796,904.23 | MATCH EXISTING |
| NR99 | 21+99.38 NR | 43.07' LT | --- | 460,955.50 | 796,883.39 | MATCH EXISTING |
| NR100 | 21+99.33 NR | 29.00' LT | 994.48 | 460,965.23 | 796,893.55 | BOW |
| NR101 | 21+99.33 NR | 24.00' LT | 994.41 | 460,968.70 | 796,897.16 | FOW; DRIVEWAY APRON TAPER |
| NR102 | 23+54.43 NR | 16.00' RT | 995.05 | 461,109.01 | 796,823.71 | END OF RADIUS |
| NR103 | 23+58.04 NR | 16.05' RT | 995.03 | 461,111.88 | 796,821.87 | CENTER OF CURVATURE, R=80.00' |

| POINT NO. | FRONTAGE ROADS STATION | FRONTAGE ROADS OFFSET | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| NR104 | 23+61.64 NR | 16.21' RT | 995.01 | 461,114.83 | 796,820.16 | END OF RADIUS |
| NR105 | 23+69.09 NR | 17.06' RT | 995.03 | 461,121.27 | 796,817.18 | CENTER OF CURVATURE, R=50.00' |
| NR106 | 23+76.41 NR | 18.72' RT | 995.05 | 461,128.05 | 796,815.14 | END OF RADIUS; BEGIN ASPHALTIC CURB |
| NR107 | 23+57.46 NR | 16.00' LT | 995.05 | 461,093.87 | 796,795.35 | END OF RADIUS |
| NR108 | 23+85.32 NR | 17.37' LT | 994.94 | 461,118.50 | 796,779.23 | PI |
| NR109 | 24+06.60 NR | 20.26' LT | 994.86 | 461,137.58 | 796,766.78 | PI/BEGIN ASPHLTIC CURB |
| NR110 | 24+07.96 NR | 28.65' LT | 995.29 | 461,135.56 | 796,758.50 | FOW; DRIVEWAY APRON TAPER |
| NR111 | 24+07.21 NR | 33.58' LT | --- | 461,132.82 | 796,754.32 | BOW |
| NR112 | 24+09.79 NR | 49.50' LT | --- | 461,129.18 | 796,738.54 | MATCH EXISTING |
| NR113 | 24+45.14 NR | 59.11' LT | --- | 461,165.17 | 796,715.36 | MATCH EXISTING |
| NR114 | 24+43.47 NR | 54.03' LT | --- | 461,164.72 | 796,720.79 | --- |
| NR115 | 24+37.54 NR | 17.37' LT | --- | 461,161.91 | 796,734.85 | BOW |
| NR116 | 24+38.80 NR | 36.29' LT | 995.38 | 461,164.84 | 796,739.33 | FOW; DRIVEWAY APRON TAPER |
| NR117 | 23+99.27 NR | 26.75' RT | 995.13 | 461,150.50 | 796,812.55 | CENTER OF CURVATURE, R=111.80' |
| NR118 | 24+22.18 NR | 35.49' RT | 995.37 | 461,172.81 | 796,812.55 | END OF RADIUS |
| NR119 | 24+49.04 NR | 44.61' RT | --- | 461,197.75 | 796,813.90 | MATCH EXISTING |
| NR120 | 24+73.44 NR | 17.50' LT | --- | 461,206.04 | 796,748.14 | MATCH EXISTING |
| NR121 | 24+45.72 NR | 18.86' LT | 994.82 | 461,177.17 | 796,753.78 | DRIVEWAY APRON TAPER |
| NR122 | 24+54.51 NR | 50.36' LT | --- | 461,178.19 | 796,720.81 | MATCH PATH |
| NR123 | 23+54.43 NR | 96.00' RT | --- | 461,153.50 | 796,890.19 | R = 80.00' |
| NR124 | 23+57.71 NR | 66.10' RT | --- | 461,139.00 | 796,863.93 | R = 50.00' |
| NR125 | 23+35.74 NR | 126.44' RT | --- | 461,161.64 | 796,921.79 | R = 111.80' |




## LEGEND

| | | | | | |
|---|---|---|---|---|---|
| 10XX.XX | POINT ELEVATION | XXXX | SAWING ASPHALT | CG-18D | CONCRETE CURB AND GUTTER 18-INCH TYPE D |
| | TRAFFIC FLOW | | SAWING CONCRETE | CG-30A | CONCRETE CURB AND GUTTER 30-INCH TYPE A |
| | CURB RAMP, TYPE X | | REVERSE SLOPE GUTTER | CG-30D | CONCRETE CURB AND GUTTER 30-INCH TYPE D |
| | CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA | | DRIVEWAY CURB | CG-36A4 | CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A |
| | PROPOSED INLET | | CURB RAMP CURB | CCP | CONCRETE CURB PEDESTRIAN |
| | PROPOSED STORM SEWER MANHOLE | | COLORED AND STAMPED CONCRETE 5-INCH | CS-5 | CONCRETE SIDEWALK 5-INCH |
| | PROPOSED APRON ENDWALL | ASSI | ASPHALTIC SURFACE SAFETY ISLANDS | CS-6 | CONCRETE SIDEWALK 6-INCH |
| | SLOPE INTERCEPT | ASPH | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES | S42 | CONCRETE BARRIER TYPE S42 |
| | ANTICIPATED CONCRETE JOINTING | AC | ASPHALTIC CURB | SP | SIDEWALK PAVEMENT |
| | | CD-7 | CONCRETE DRIVEWAY 7-INCH | N-1 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 1 |
| | | CD-9 | CONCRETE DRIVEWAY 9-INCH | N-2 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 2 |
| | | R-WAL | RETAINING WALL | | |

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN DETAILS - NESBITT ROAD (NR) | SHEET 157 | E |
|---|---|---|---|---|---|

| POINT NO. | FRONTAGE ROADS STATION | FRONTAGE ROADS OFFSET | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| FR1 | 27+72.42 FR | 64.82' RT | --- | 461,026.91 | 795,408.35 | MATCH EXISTING; BEGIN TAPER |
| FR2 | 27+72.42 FR | 62.00' RT | --- | 461,026.92 | 795,405.53 | MATCH EXISTING |
| FR3 | 28+28.09 FR | 82.23' RT | --- | 461,082.51 | 795,426.01 | MATCH EXISTING; BEGIN TAPER |
| FR4 | 28+50.38 FR | 78.00' RT | 1058.80 | 461,104.81 | 795,421.88 | END TAPER |
| FR5 | 28+49.71 FR | 86.00' RT | 1059.41 | 461,104.11 | 795,429.87 | END TAPER |
| FR6 | 29+99.34 FR | 78.00' RT | 1055.52 | 461,253.77 | 795,422.54 | END OF RADIUS |
| FR7 | 30+48.80 FR | 129.58' RT | --- | 461,303.00 | 795,474.33 | MATCH EXISTING; END OF RADIUS |
| FR8 | 29+98.82 FR | 128.00' RT | --- | 461,253.03 | 795,472.53 | R = 50.00' |
| FR9 | 30+54.79 FR | 62.00' RT | --- | 461,309.29 | 795,406.78 | MATCH EXISTING |
| FR10 | 30+52.84 FR | 129.76' RT | --- | 461,307.04 | 795,474.53 | MATCH EXISTING |
| FR11 | 30+54.24 FR | 83.50' RT | --- | 461,308.65 | 795,428.28 | MATCH EXISTING |

26+00 FR +50 FR 27+00 FR +50 FR 28+00 FR +50 FR 29+00 FR +50 FR 30+00 FR +50 FR 31+0

FITCHRONA ROAD

78+00 EB +50 EB 79+00 EB 80+00 EB 81+00 EB +50 EB

MATCH LINE STA. 31+00FR

FR1 FR2 FR3 FR4 FR5 FR6 FR7 FR8 FR9 FR10 FR11

6:1 TAPER

SLOPE INTERCEPT (TYP.)

CR-32

EB CTH PD (MCKEE ROAD)

WB CTH PD (MCKEE ROAD)

N

## LEGEND

| | |
|---|---|
| 10XX.XX | POINT ELEVATION |
| | TRAFFIC FLOW |
| | CURB RAMP, TYPE X |
| | CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA |
| | PROPOSED INLET |
| | PROPOSED STORM SEWER MANHOLE |
| | PROPOSED APRON ENDWALL |
| | SLOPE INTERCEPT |
| | ANTICIPATED CONCRETE JOINTING |

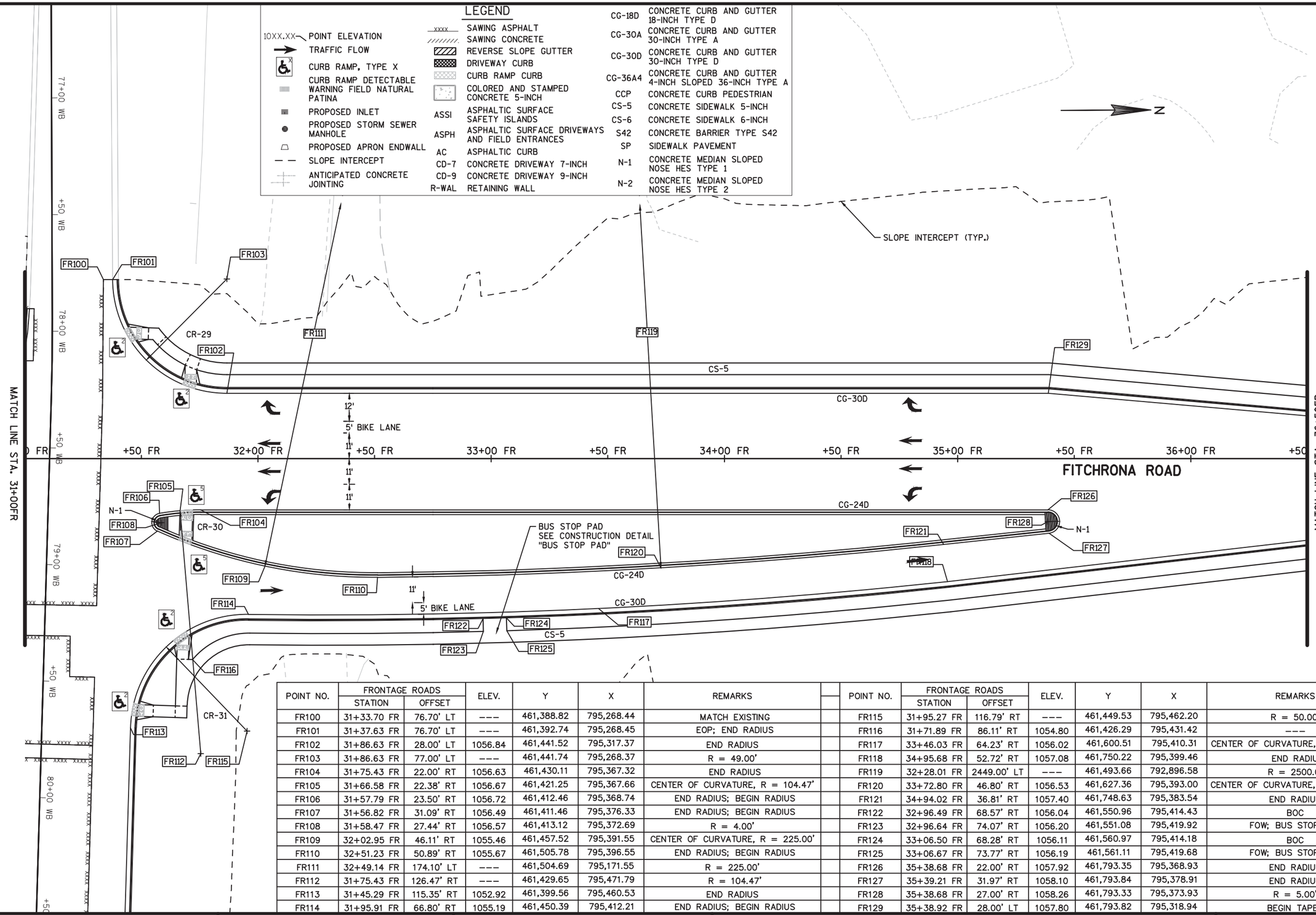
| | |
|---|---|
| XXXX | SAWING ASPHALT |
| | SAWING CONCRETE |
| | REVERSE SLOPE GUTTER |
| | DRIVEWAY CURB |
| | CURB RAMP CURB |
| | COLORED AND STAMPED CONCRETE 5-INCH |
| ASSI | ASPHALTIC SURFACE SAFETY ISLANDS |
| ASPH | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES |
| AC | ASPHALTIC CURB |
| CD-7 | CONCRETE DRIVEWAY 7-INCH |
| CD-9 | CONCRETE DRIVEWAY 9-INCH |
| R-WAL | RETAINING WALL |

| | |
|---|---|
| CG-18D | CONCRETE CURB AND GUTTER 18-INCH TYPE D |
| CG-30A | CONCRETE CURB AND GUTTER 30-INCH TYPE A |
| CG-30D | CONCRETE CURB AND GUTTER 30-INCH TYPE D |
| CG-36A4 | CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A |
| CCP | CONCRETE CURB PEDESTRIAN |
| CS-5 | CONCRETE SIDEWALK 5-INCH |
| CS-6 | CONCRETE SIDEWALK 6-INCH |
| S42 | CONCRETE BARRIER TYPE S42 |
| SP | SIDEWALK PAVEMENT |
| N-1 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 1 |
| N-2 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 2 |

| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN DETAILS - FITCHRONA ROAD (FR) | SHEET 158 | E |
|---|---|---|---|---|---|

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\PLAN DETAILS\1206-07-74\021201_PD FRONTAGE ROAD EXT.DWG PLOT DATE : 3/31/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : *********

WISDOT/CADDS SHEET 42

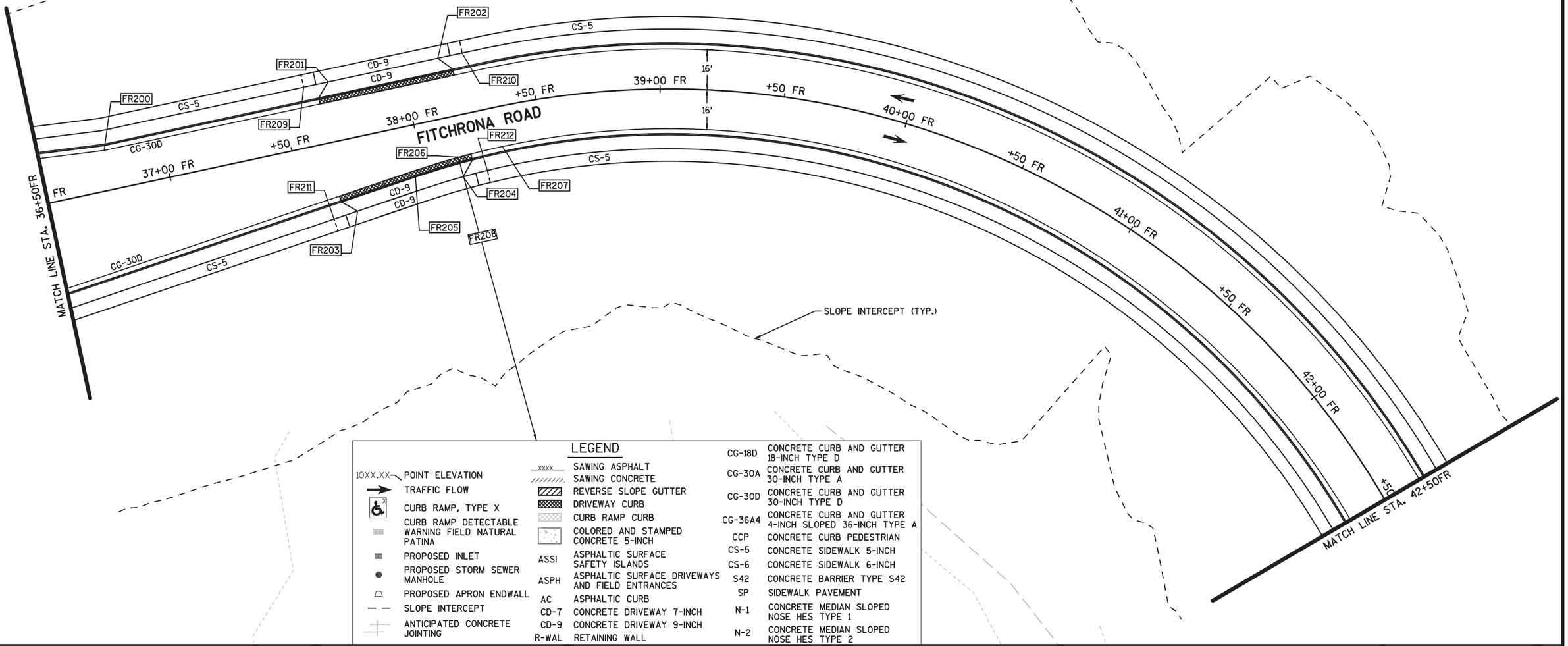



| POINT NO. | FRONTAGE ROADS STATION | FRONTAGE ROADS OFFSET | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| FR100 | 31+33.70 FR | 76.70' LT | --- | 461,388.82 | 795,268.44 | MATCH EXISTING |
| FR101 | 31+37.63 FR | 76.70' LT | --- | 461,392.74 | 795,268.45 | EOP; END RADIUS |
| FR102 | 31+86.63 FR | 28.00' LT | 1056.84 | 461,441.52 | 795,317.37 | END RADIUS |
| FR103 | 31+86.63 FR | 77.00' LT | --- | 461,441.74 | 795,268.37 | R = 49.00' |
| FR104 | 31+75.43 FR | 22.00' RT | 1056.63 | 461,430.11 | 795,367.32 | END RADIUS |
| FR105 | 31+66.58 FR | 22.38' RT | 1056.67 | 461,421.25 | 795,367.66 | CENTER OF CURVATURE, R = 104.47' |
| FR106 | 31+57.79 FR | 23.50' RT | 1056.72 | 461,412.46 | 795,368.74 | END RADIUS; BEGIN RADIUS |
| FR107 | 31+56.82 FR | 31.09' RT | 1056.49 | 461,411.46 | 795,376.33 | END RADIUS; BEGIN RADIUS |
| FR108 | 31+58.47 FR | 27.44' RT | 1056.57 | 461,413.12 | 795,372.69 | R = 4.00' |
| FR109 | 32+02.95 FR | 46.11' RT | 1055.46 | 461,457.52 | 795,391.55 | CENTER OF CURVATURE, R = 225.00' |
| FR110 | 32+51.23 FR | 50.89' RT | 1055.67 | 461,505.78 | 795,396.55 | END RADIUS; BEGIN RADIUS |
| FR111 | 32+49.14 FR | 174.10' LT | --- | 461,504.69 | 795,171.55 | R = 225.00' |
| FR112 | 31+75.43 FR | 126.47' RT | --- | 461,429.65 | 795,471.79 | R = 104.47' |
| FR113 | 31+45.29 FR | 115.35' RT | 1052.92 | 461,399.56 | 795,460.53 | END RADIUS |
| FR114 | 31+95.91 FR | 66.80' RT | 1055.19 | 461,450.39 | 795,412.21 | END RADIUS; BEGIN RADIUS |

| POINT NO. | FRONTAGE ROADS STATION | FRONTAGE ROADS OFFSET | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| FR115 | 31+95.27 FR | 116.79' RT | --- | 461,449.53 | 795,462.20 | R = 50.00' |
| FR116 | 31+71.89 FR | 86.11' RT | 1054.80 | 461,426.29 | 795,431.42 | --- |
| FR117 | 33+46.03 FR | 64.23' RT | 1056.02 | 461,600.51 | 795,410.31 | CENTER OF CURVATURE, R = 2516.00' |
| FR118 | 34+95.68 FR | 52.72' RT | 1057.08 | 461,750.22 | 795,399.46 | END RADIUS |
| FR119 | 32+28.01 FR | 2449.00' LT | --- | 461,493.66 | 792,896.58 | R = 2500.00' |
| FR120 | 33+72.80 FR | 46.80' RT | 1056.53 | 461,627.36 | 795,393.00 | CENTER OF CURVATURE, R = 2500.00' |
| FR121 | 34+94.02 FR | 36.81' RT | 1057.40 | 461,748.63 | 795,383.54 | END RADIUS |
| FR122 | 32+96.49 FR | 68.57' RT | 1056.04 | 461,550.96 | 795,414.43 | BOC |
| FR123 | 32+96.64 FR | 74.07' RT | 1056.20 | 461,551.08 | 795,419.92 | FOW; BUS STOP PAD |
| FR124 | 33+06.50 FR | 68.28' RT | 1056.11 | 461,560.97 | 795,414.18 | BOC |
| FR125 | 33+06.67 FR | 73.77' RT | 1056.19 | 461,561.11 | 795,419.68 | FOW; BUS STOP PAD |
| FR126 | 35+38.68 FR | 22.00' RT | 1057.92 | 461,793.35 | 795,368.93 | END RADIUS |
| FR127 | 35+39.21 FR | 31.97' RT | 1058.10 | 461,793.84 | 795,378.91 | END RADIUS |
| FR128 | 35+38.68 FR | 27.00' RT | 1058.26 | 461,793.33 | 795,373.93 | R = 5.00' |
| FR129 | 35+38.92 FR | 28.00' LT | 1057.80 | 461,793.82 | 795,318.94 | BEGIN TAPER |

| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN DETAILS - FITCHRONA ROAD (FR) | SHEET 159 | E |
|---|---|---|---|---|---|

| POINT NO. | FRONTAGE ROADS | | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| | STATION | OFFSET | | | | |
| FR200 | 36+76.42 FR | 16.00' LT | 1058.73 | 461,931.26 | 795,331.55 | END TAPER |
| FR201 | 37+69.99 FR | 24.00' LT | 1059.79 | 462,024.86 | 795,323.96 | BEGIN DRIVEWAY APRON TAPER |
| FR202 | 38+14.99 FR | 24.00' LT | 1059.97 | 462,069.86 | 795,324.16 | BEGIN DRIVEWAY APRON TAPER |
| FR203 | 37+70.73 FR | 29.11' RT | 1059.69 | 462,025.37 | 795,377.07 | BEGIN DRIVEWAY APRON TAPER |
| FR204 | 38+14.99 FR | 24.52' RT | 1059.96 | 462,069.65 | 795,372.68 | BEGIN DRIVEWAY APRON TAPER |
| FR205 | 37+96.59 FR | 18.08' RT | 1059.28 | 462,051.28 | 795,366.16 | BEGIN RADIUS |
| FR206 | 38+14.69 FR | 16.52' RT | 1059.41 | 462,069.38 | 795,364.68 | CENTER OF CURVATURE, R = 317.00' |
| FR207 | 38+32.84 FR | 16.00' RT | 1059.51 | 462,087.54 | 795,364.24 | END RADIUS |
| FR208 | 43+66.29 FR | 333.00' RT | --- | 462,086.13 | 795,681.24 | R= 317.00' |
| FR209 | 37+59.99 FR | 24.00' LT | 1059.74 | 462,014.86 | 795,323.92 | FOW |
| FR210 | 38+24.99 FR | 24.00' LT | 1060.06 | 462,079.86 | 795,324.21 | FOW |
| FR211 | 37+60.80 FR | 30.25' RT | 1059.65 | 462,015.43 | 795,378.17 | FOW |
| FR212 | 38+24.98 FR | 24.10' RT | 1060.14 | 462,079.64 | 795,372.31 | FOW |




## LEGEND

| | | | |
|---|---|---|---|
| 10XX.XX | POINT ELEVATION | XXXX | SAWING ASPHALT |
| | TRAFFIC FLOW | | SAWING CONCRETE |
| | CURB RAMP, TYPE X | | REVERSE SLOPE GUTTER |
| | CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA | | DRIVEWAY CURB |
| | PROPOSED INLET | | CURB RAMP CURB |
| | PROPOSED STORM SEWER MANHOLE | | COLORED AND STAMPED CONCRETE 5-INCH |
| | PROPOSED APRON ENDWALL | ASSI | ASPHALTIC SURFACE SAFETY ISLANDS |
| | SLOPE INTERCEPT | ASPH | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES |
| | ANTICIPATED CONCRETE JOINTING | AC | ASPHALTIC CURB |
| | | CD-7 | CONCRETE DRIVEWAY 7-INCH |
| | | CD-9 | CONCRETE DRIVEWAY 9-INCH |
| | | R-WAL | RETAINING WALL |

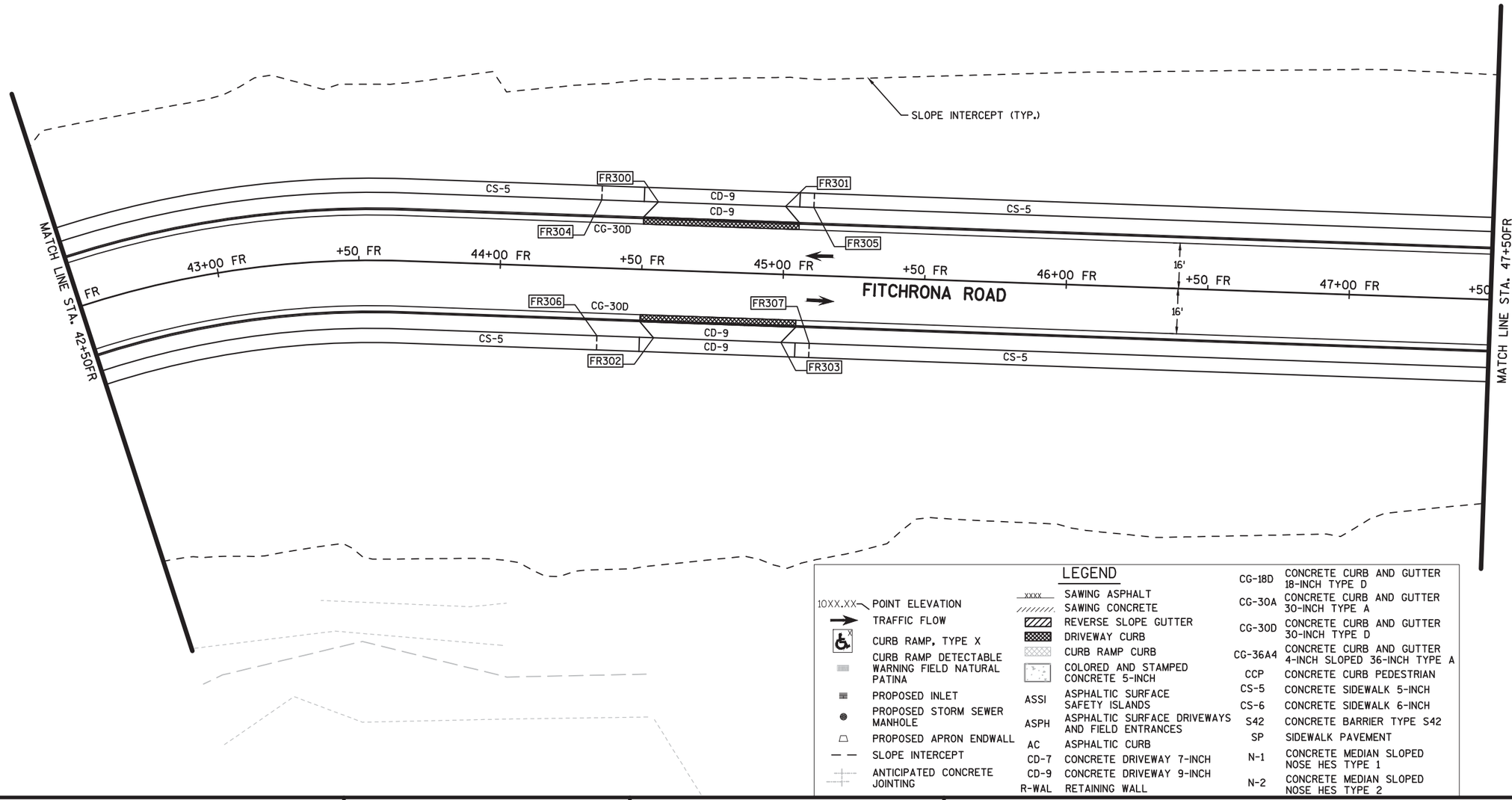
| | |
|---|---|
| CG-18D | CONCRETE CURB AND GUTTER 18-INCH TYPE D |
| CG-30A | CONCRETE CURB AND GUTTER 30-INCH TYPE A |
| CG-30D | CONCRETE CURB AND GUTTER 30-INCH TYPE D |
| CG-36A4 | CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A |
| CCP | CONCRETE CURB PEDESTRIAN |
| CS-5 | CONCRETE SIDEWALK 5-INCH |
| CS-6 | CONCRETE SIDEWALK 6-INCH |
| S42 | CONCRETE BARRIER TYPE S42 |
| SP | SIDEWALK PAVEMENT |
| N-1 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 1 |
| N-2 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 2 |

| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN DETAILS - FITCHRONA ROAD (FR) | SHEET 160 | E |
|---|---|---|---|---|---|

2

N

| POINT NO. | FRONTAGE ROADS | | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| | STATION | OFFSET | | | | |
| FR300 | 44+55.00 FR | 24.00' LT | 1054.80 | 462,439.75 | 795,782.59 | BEGIN DRIVEWAY APRON TAPER |
| FR301 | 45+00.00 FR | 24.00' LT | 1052.99 | 462,438.15 | 795,827.56 | BEGIN DRIVEWAY APRON TAPER |
| FR302 | 44+55.00 FR | 24.00' RT | 1054.80 | 462,391.78 | 795,780.88 | BEGIN DRIVEWAY APRON TAPER |
| FR303 | 45+00.00 FR | 24.00' RT | 1052.99 | 462,390.18 | 795,825.86 | BEGIN DRIVEWAY APRON TAPER |
| FR304 | 44+35.00 FR | 24.00' LT | 1055.65 | 462,440.46 | 795,762.60 | FOW |
| FR305 | 45+10.00 FR | 24.00' LT | 1052.63 | 462,437.80 | 795,837.56 | FOW |
| FR306 | 44+35.00 FR | 24.00' RT | 1055.65 | 462,392.49 | 795,760.90 | FOW |
| FR307 | 45+10.00 FR | 24.00' RT | 1052.63 | 462,389.83 | 795,835.85 | FOW |

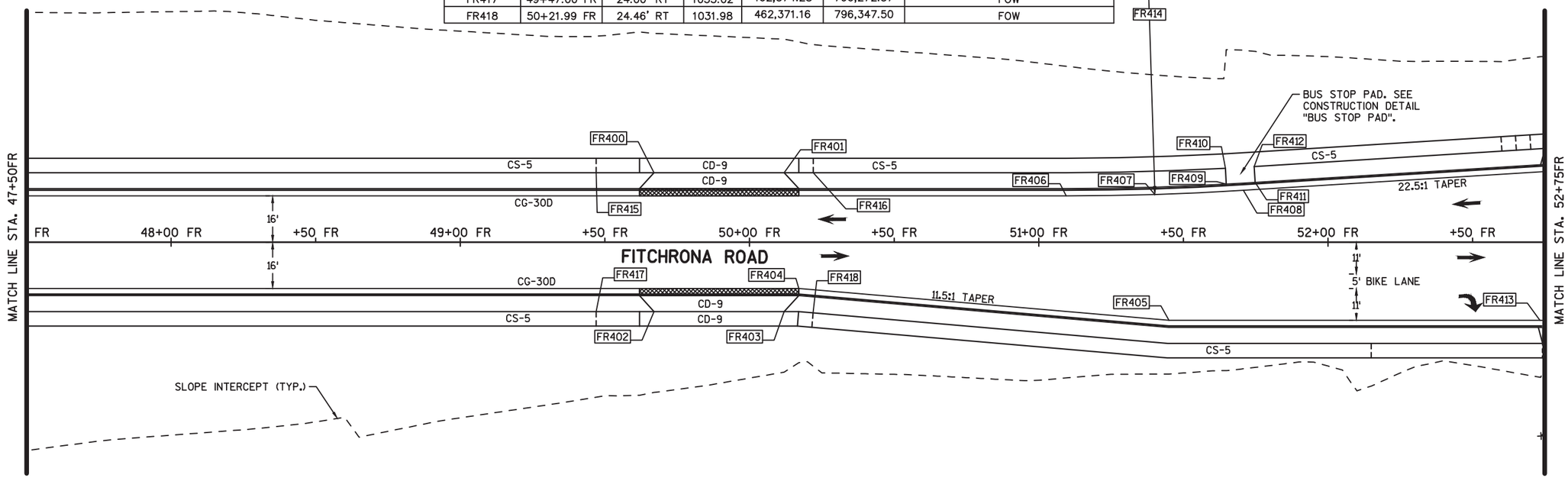



LEGEND

| | | | | | |
|---|---|---|---|---|---|
| 10XX.XX | POINT ELEVATION | XXXX | SAWING ASPHALT | CG-18D | CONCRETE CURB AND GUTTER 18-INCH TYPE D |
| | TRAFFIC FLOW | | SAWING CONCRETE | CG-30A | CONCRETE CURB AND GUTTER 30-INCH TYPE A |
| | CURB RAMP, TYPE X | | REVERSE SLOPE GUTTER | CG-30D | CONCRETE CURB AND GUTTER 30-INCH TYPE D |
| | CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA | | DRIVEWAY CURB | CG-36A4 | CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A |
| | PROPOSED INLET | | CURB RAMP CURB | CCP | CONCRETE CURB PEDESTRIAN |
| | PROPOSED STORM SEWER MANHOLE | | COLORED AND STAMPED CONCRETE 5-INCH | CS-5 | CONCRETE SIDEWALK 5-INCH |
| | PROPOSED APRON ENDWALL | ASSI | ASPHALTIC SURFACE SAFETY ISLANDS | CS-6 | CONCRETE SIDEWALK 6-INCH |
| | SLOPE INTERCEPT | ASPH | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES | S42 | CONCRETE BARRIER TYPE S42 |
| | ANTICIPATED CONCRETE JOINTING | AC | ASPHALTIC CURB | SP | SIDEWALK PAVEMENT |
| | | CD-7 | CONCRETE DRIVEWAY 7-INCH | N-1 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 1 |
| | | CD-9 | CONCRETE DRIVEWAY 9-INCH | N-2 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 2 |
| | | R-WAL | RETAINING WALL | | |

| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN DETAILS - FITCHRONA ROAD (FR) | SHEET 161 | E |
|---|---|---|---|---|---|

| POINT NO. | FRONTAGE ROADS | | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| | STATION | OFFSET | | | | |
| FR400 | 49+67.00 FR | 24.00' LT | 1034.20 | 462,421.54 | 796,294.27 | BEGIN DRIVEWAY APRON TAPER |
| FR401 | 50+12.00 FR | 24.00' LT | 1032.39 | 462,419.94 | 796,339.24 | BEGIN DRIVEWAY APRON TAPER |
| FR402 | 49+67.00 FR | 24.00' RT | 1034.20 | 462,373.57 | 796,292.56 | BEGIN DRIVEWAY APRON TAPER |
| FR403 | 50+12.00 FR | 24.00' RT | 1032.39 | 462,371.97 | 796,337.53 | BEGIN DRIVEWAY APRON TAPER |
| FR404 | 50+17.00 FR | 16.00' RT | 1031.64 | 462,379.79 | 796,342.81 | BEGIN TAPER |
| FR405 | 51+45.00 FR | 27.00' RT | 1026.27 | 462,364.24 | 796,470.34 | END TAPER |
| FR406 | 51+09.51 FR | 16.00' LT | 1027.92 | 462,408.48 | 796,436.40 | BEGIN RADIUS |
| FR407 | 51+40.15 FR | 16.47' LT | 1026.68 | 462,407.86 | 796,467.04 | CENTER OF CURVATURE, R = 991.00' |
| FR408 | 51+70.77 FR | 17.90' LT | 1025.44 | 462,408.20 | 796,497.70 | END RADIUS |
| FR409 | 51+64.86 FR | 20.05' LT | 1026.05 | 462,410.56 | 796,491.86 | BOC |
| FR410 | 51+64.55 FR | 25.54' LT | 1026.20 | 462,416.06 | 796,491.75 | FOW; BUS STOP PAD |
| FR411 | 51+74.85 FR | 20.65' LT | 1025.66 | 462,410.81 | 796,501.86 | BOC |
| FR412 | 51+74.51 FR | 26.14' LT | 1025.76 | 462,416.30 | 796,501.72 | FOW; BUS STOP PAD |
| FR413 | 52+73.33 FR | 27.00' RT | 1021.86 | 462,359.68 | 796,598.59 | BEGIN RADIUS |
| FR414 | 51+09.51 FR | 1007.00' LT | --- | 463,398.85 | 796,471.64 | R = 991.00' |
| FR415 | 49+47.00 FR | 24.00' LT | 1035.01 | 462,422.25 | 796,274.28 | FOW |
| FR416 | 50+22.00 FR | 24.00' LT | 1031.99 | 462,419.59 | 796,349.23 | FOW |
| FR417 | 49+47.00 FR | 24.00' RT | 1035.02 | 462,374.28 | 796,272.57 | FOW |
| FR418 | 50+21.99 FR | 24.46' RT | 1031.98 | 462,371.16 | 796,347.50 | FOW |

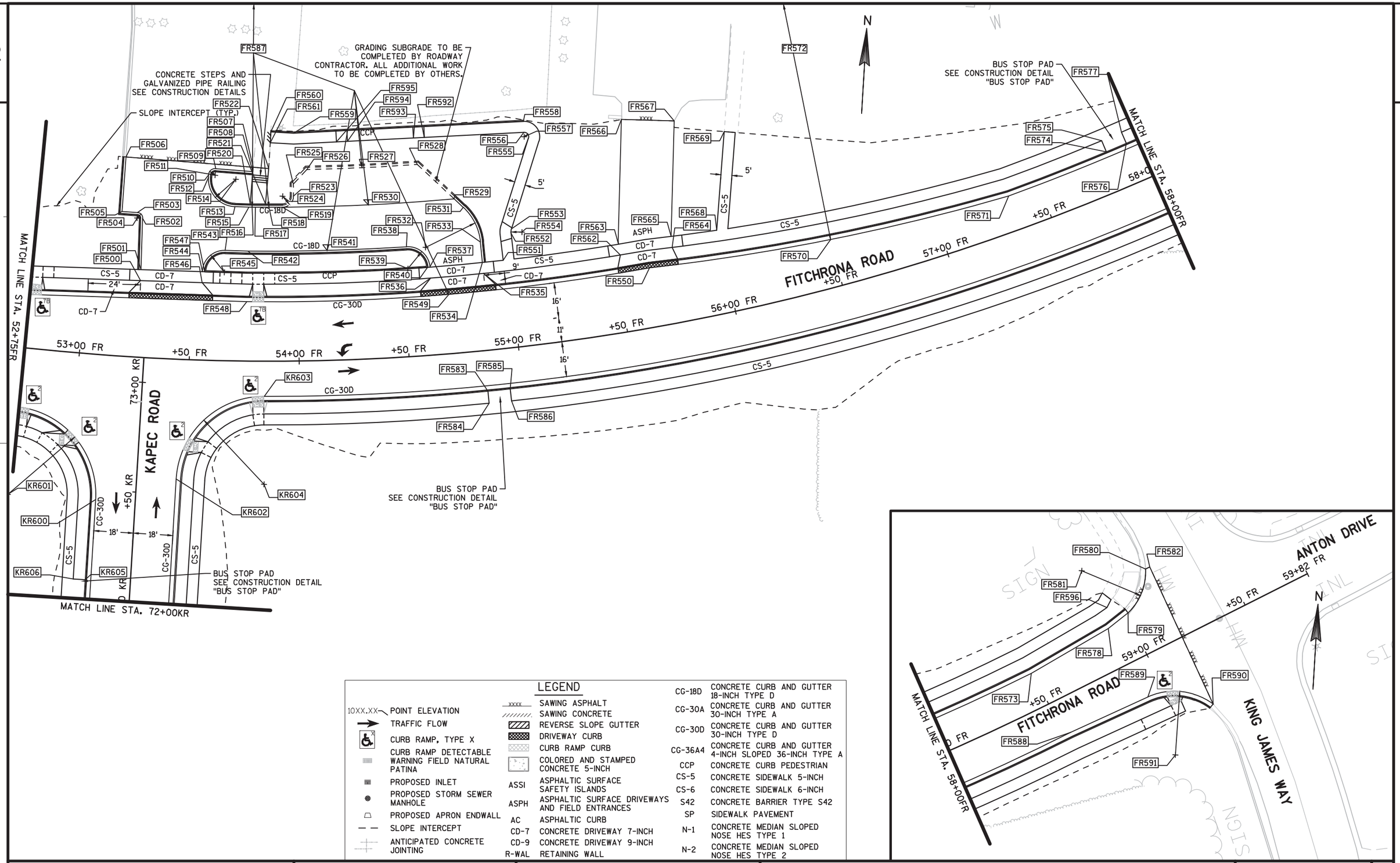



## LEGEND

| | | | |
|---|---|---|---|
| 10XX.XX | POINT ELEVATION | XXXX | SAWING ASPHALT |
| | TRAFFIC FLOW | | SAWING CONCRETE |
| | CURB RAMP, TYPE X | | REVERSE SLOPE GUTTER |
| | CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA | | DRIVEWAY CURB |
| | PROPOSED INLET | | CURB RAMP CURB |
| | PROPOSED STORM SEWER MANHOLE | | COLORED AND STAMPED CONCRETE 5-INCH |
| | PROPOSED APRON ENDWALL | ASSI | ASPHALTIC SURFACE SAFETY ISLANDS |
| | SLOPE INTERCEPT | ASPH | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES |
| | ANTICIPATED CONCRETE JOINTING | AC | ASPHALTIC CURB |
| | | CD-7 | CONCRETE DRIVEWAY 7-INCH |
| | | CD-9 | CONCRETE DRIVEWAY 9-INCH |
| | | R-WAL | RETAINING WALL |

| | |
|---|---|
| CG-18D | CONCRETE CURB AND GUTTER 18-INCH TYPE D |
| CG-30A | CONCRETE CURB AND GUTTER 30-INCH TYPE A |
| CG-30D | CONCRETE CURB AND GUTTER 30-INCH TYPE D |
| CG-36A4 | CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A |
| CCP | CONCRETE CURB PEDESTRIAN |
| CS-5 | CONCRETE SIDEWALK 5-INCH |
| CS-6 | CONCRETE SIDEWALK 6-INCH |
| S42 | CONCRETE BARRIER TYPE S42 |
| SP | SIDEWALK PAVEMENT |
| N-1 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 1 |
| N-2 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 2 |

2







## LEGEND

| | | | |
|---|---|---|---|
| 10XX.XX | POINT ELEVATION | XXXX | SAWING ASPHALT |
| | TRAFFIC FLOW | | SAWING CONCRETE |
| | CURB RAMP, TYPE X | | REVERSE SLOPE GUTTER |
| | CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA | | DRIVEWAY CURB |
| | PROPOSED INLET | | CURB RAMP CURB |
| | PROPOSED STORM SEWER MANHOLE | | COLORED AND STAMPED CONCRETE 5-INCH |
| | PROPOSED APRON ENDWALL | ASSI | ASPHALTIC SURFACE SAFETY ISLANDS |
| | SLOPE INTERCEPT | ASPH | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES |
| | ANTICIPATED CONCRETE JOINTING | AC | ASPHALTIC CURB |
| | | CD-7 | CONCRETE DRIVEWAY 7-INCH |
| | | CD-9 | CONCRETE DRIVEWAY 9-INCH |
| | | R-WAL | RETAINING WALL |

| | |
|---|---|
| CG-18D | CONCRETE CURB AND GUTTER 18-INCH TYPE D |
| CG-30A | CONCRETE CURB AND GUTTER 30-INCH TYPE A |
| CG-30D | CONCRETE CURB AND GUTTER 30-INCH TYPE D |
| CG-36A4 | CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A |
| CCP | CONCRETE CURB PEDESTRIAN |
| CS-5 | CONCRETE SIDEWALK 5-INCH |
| CS-6 | CONCRETE SIDEWALK 6-INCH |
| S42 | CONCRETE BARRIER TYPE S42 |
| SP | SIDEWALK PAVEMENT |
| N-1 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 1 |
| N-2 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 2 |

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN DETAILS - FITCHRONA ROAD (FR) | SHEET 163 | E |
|---|---|---|---|---|---|

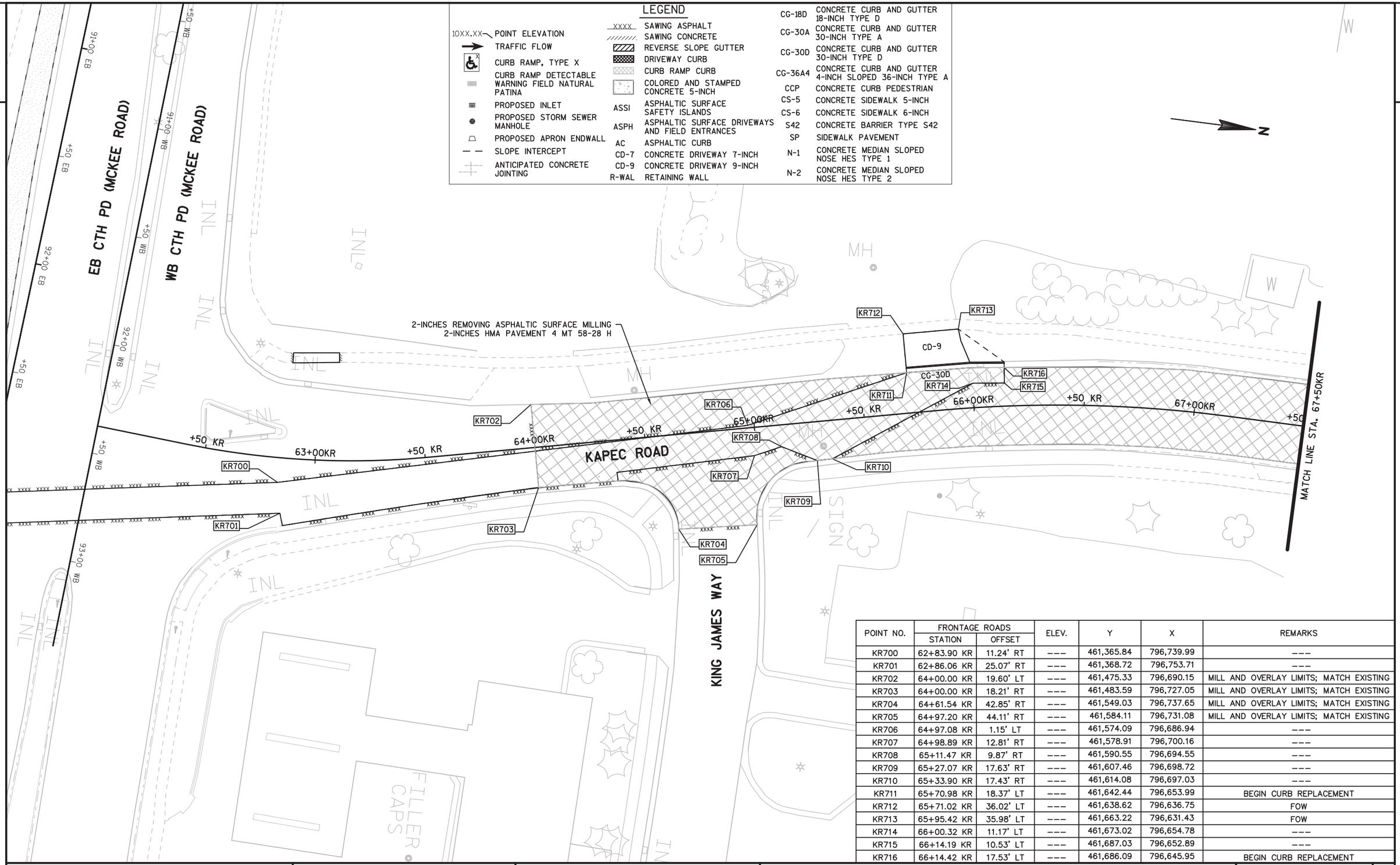
| POINT NO. | FRONTAGE ROADS STATION | FRONTAGE ROADS OFFSET | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| FR500 | 53+25.73 FR | 34.87' LT | 1021.62 | 462,420.26 | 796,651.99 | BEGIN DRIVEWAY APRON TAPER |
| FR501 | 53+25.59 FR | 39.87' LT | 1021.70 | 462,425.25 | 796,651.85 | BEGIN CURB AND GUTTER |
| FR502 | 53+24.89 FR | 63.21' LT | 1024.22 | 462,448.59 | 796,651.24 | BEGIN RADIUS |
| FR503 | 53+22.25 FR | 65.64' LT | 1024.49 | 462,451.03 | 796,648.77 | END RADIUS |
| FR504 | 53+22.23 FR | 63.14' LT | 1024.80 | 462,448.53 | 796,648.74 | R = 2.50' |
| FR505 | 53+14.69 FR | 65.67' LT | 1024.91 | 462,451.12 | 796,641.71 | --- |
| FR506 | 53+14.71 FR | 90.49' LT | --- | 462,475.95 | 796,642.04 | MATCH EXISTING |
| FR507 | 53+78.36 FR | 88.15' LT | --- | 462,474.73 | 796,700.03 | MATCH EXISTING |
| FR508 | 53+78.20 FR | 86.17' LT | 1026.52 | 462,472.74 | 796,699.99 | END CURB AND GUTTER |
| FR509 | 53+59.74 FR | 87.23' LT | 1025.45 | 462,473.09 | 796,683.10 | BEGIN RADIUS |
| FR510 | 53+56.29 FR | 84.33' LT | 1025.34 | 462,470.10 | 796,680.03 | END RADIUS |
| FR511 | 53+59.57 FR | 84.23' LT | 1025.89 | 462,470.09 | 796,683.03 | R = 3.00' |
| FR512 | 53+56.25 FR | 83.10' LT | 1025.28 | 462,468.87 | 796,680.03 | BEGIN RADIUS |
| FR513 | 53+69.65 FR | 70.12' LT | 1023.85 | 462,456.34 | 796,692.86 | END RADIUS |
| FR514 | 53+69.87 FR | 82.62' LT | 1025.83 | 462,468.84 | 796,692.53 | R = 12.50' |
| FR515 | 53+76.42 FR | 70.00' LT | 1023.58 | 462,456.51 | 796,699.15 | BEGIN RADIUS |
| FR516 | 53+77.99 FR | 70.00' LT | 1023.52 | 462,456.58 | 796,700.62 | CENTER OF CURVATURE, R = 930.00' |
| FR517 | 53+79.57 FR | 70.00' LT | 1023.45 | 462,456.66 | 796,702.09 | END RADIUS; BEGIN RADIUS |
| FR518 | 53+86.25 FR | 70.00' LT | 1023.19 | 462,457.00 | 796,708.29 | CENTER OF CURVATURE, R = 930.00' |
| FR519 | 53+92.93 FR | 70.00' LT | 1022.92 | 462,457.39 | 796,714.48 | END RADIUS; BEGIN RADIUS |
| FR520 | 53+77.06 FR | 71.50' LT | 1023.99 | 462,458.04 | 796,699.68 | BOC |
| FR521 | 53+84.57 FR | 71.50' LT | 1023.69 | 462,458.41 | 796,706.64 | BOC |
| FR522 | 53+86.11 FR | 87.56' LT | 1026.50 | 462,474.53 | 796,707.12 | BOW |
| * FR523 | 53+98.33 FR | 75.01' LT | 1021.34 | 462,462.74 | 796,719.14 | END RADIUS |
| FR524 | 53+92.93 FR | 75.00' LT | --- | 462,462.38 | 796,714.16 | R = 5.00' |
| * FR525 | 53+98.33 FR | 80.49' LT | 1021.10 | 462,468.19 | 796,718.75 | --- |
| * FR526 | 54+05.11 FR | 87.00' LT | 1020.72 | 462,475.15 | 796,724.46 | BEGIN RADIUS |
| * FR527 | 54+32.64 FR | 87.00' LT | 1019.65 | 462,477.45 | 796,749.49 | CENTER OF CURVATURE, R = 913.00' |
| * FR528 | 54+60.17 FR | 87.00' LT | 1018.58 | 462,480.44 | 796,774.44 | END RADIUS |
| FR529 | 54+76.90 FR | 70.00' LT | 1018.85 | 462,465.78 | 796,792.10 | END RADIUS |
| FR530 | 54+34.91 FR | 70.00' LT | 1020.57 | 462,460.77 | 796,753.38 | CENTER OF CURVATURE, R = 930.00' |
| FR531 | 54+80.89 FR | 65.81' LT | 1018.61 | 462,462.20 | 796,796.41 | BEGIN RADIUS |
| FR532 | 54+61.20 FR | 49.06' LT | 1018.58 | 462,442.97 | 796,780.44 | R = 25.00' |
| FR533 | 54+87.49 FR | 49.39' LT | 1017.85 | 462,446.96 | 796,805.12 | END RADIUS |
| FR534 | 54+87.49 FR | 40.00' LT | 1017.34 | 462,437.69 | 796,806.62 | END CURB AND GUTTER |
| FR535 | 54+87.49 FR | 35.00' LT | 1017.16 | 462,432.75 | 796,807.42 | BEGIN DRIVEWAY APRON TAPER |
| FR536 | 54+62.48 FR | 35.00' LT | 1017.92 | 462,429.20 | 796,783.55 | BEGIN DRIVEWAY APRON TAPER |
| FR537 | 54+62.48 FR | 40.00' LT | 1017.99 | 462,434.15 | 796,782.87 | END RADIUS |
| FR538 | 54+52.06 FR | 50.00' LT | 1019.12 | 462,442.78 | 796,771.71 | BEGIN RADIUS |
| FR539 | 54+52.06 FR | 40.00' LT | 1018.24 | 462,432.86 | 796,772.96 | R = 10.00' |
| FR540 | 54+61.44 FR | 40.00' LT | 1018.15 | 462,434.02 | 796,781.88 | BEGIN PEDESTRIAN CURB |
| FR541 | 54+14.12 FR | 50.00' LT | 1021.58 | 462,438.97 | 796,735.87 | CENTER OF CURVATURE, R = 950.00' |
| FR542 | 53+76.17 FR | 50.00' LT | 1022.88 | 462,436.52 | 796,699.91 | BEGIN RADIUS |
| FR543 | 53+65.30 FR | 50.18' LT | 1022.47 | 462,436.25 | 796,689.58 | END RADIUS |
| FR544 | 53+54.76 FR | 40.24' LT | 1020.98 | 462,425.99 | 796,679.84 | BEGIN RADIUS |
| FR545 | 53+65.17 FR | 40.18' LT | 1020.62 | 462,426.25 | 796,689.84 | R = 10.00' |
| FR546 | 53+54.75 FR | 35.24' LT | 1020.91 | 462,420.99 | 796,679.98 | BEGIN DRIVEWAY APRON TAPER |
| FR547 | 53+55.80 FR | 40.24' LT | 1021.42 | 462,426.02 | 796,680.84 | END PEDESTRIAN CURB |
| FR548 | 53+75.90 FR | 27.00' LT | 1019.73 | 462,413.54 | 796,700.77 | BEGIN RADIUS |
| FR549 | 54+70.45 FR | 27.00' LT | 1017.02 | 462,422.35 | 796,792.31 | CENTER OF CURVATURE, R = 973.00' |
| FR550 | 55+65.00 FR | 27.00' LT | 1013.47 | 462,439.77 | 796,882.61 | END RADIUS; BEGIN RADIUS |
| FR551 | 54+97.39 FR | 40.00' LT | 1016.88 | 462,439.25 | 796,815.99 | BOW |

| POINT NO. | FRONTAGE ROADS STATION | FRONTAGE ROADS OFFSET | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| FR552 | 55+02.59 FR | 51.76' LT | 1017.31 | 462,451.69 | 796,818.86 | BEGIN RADIUS |
| FR553 | 55+03.05 FR | 53.80' LT | 1017.44 | 462,453.77 | 796,818.94 | END RADIUS |
| FR554 | 55+07.87 FR | 51.75' LT | 1017.12 | 462,452.57 | 796,823.79 | R = 5.00' |
| FR555 | 55+16.73 FR | 93.81' LT | 1020.29 | 462,495.42 | 796,824.13 | BEGIN RADIUS |
| FR556 | 55+14.90 FR | 96.64' LT | 1020.61 | 462,497.89 | 796,821.97 | END RADIUS |
| FR557 | 55+14.73 FR | 94.65' LT | 1020.42 | 462,495.90 | 796,822.19 | R = 2.00' |
| FR558 | 55+15.33 FR | 101.62' LT | 1020.69 | 462,502.86 | 796,821.41 | END PEDESTRIAN CURB |
| FR559 | 53+98.75 FR | 103.66' LT | 1026.48 | 462,491.34 | 796,717.48 | --- |
| FR560 | 53+87.26 FR | 104.29' LT | --- | 462,491.29 | 796,707.16 | BEGIN PEDESTRIAN CURB |
| FR561 | 53+86.93 FR | 99.30' LT | --- | 462,486.29 | 796,707.17 | MATCH EXISTING |
| FR562 | 55+52.55 FR | 35.00' LT | 1014.42 | 462,444.78 | 796,869.02 | BEGIN DRIVEWAY APRON TAPER |
| FR563 | 55+52.55 FR | 40.00' LT | 1014.50 | 462,449.66 | 796,867.91 | BOW |
| FR564 | 55+77.20 FR | 34.23' LT | 1013.42 | 462,449.64 | 796,892.33 | BEGIN DRIVEWAY APRON TAPER |
| FR565 | 55+77.72 FR | 39.21' LT | 1013.48 | 462,454.59 | 796,891.59 | BOW |
| FR566 | 55+64.37 FR | 95.65' LT | --- | 462,506.35 | 796,865.88 | MATCH EXISTING |
| FR567 | 55+90.21 FR | 90.48' LT | --- | 462,507.14 | 796,889.86 | MATCH EXISTING |
| FR568 | 55+99.43 FR | 37.81' LT | 1012.78 | 462,458.63 | 796,912.11 | --- |
| FR569 | 56+13.37 FR | 80.85' LT | --- | 462,503.62 | 796,912.85 | END SIDEWALK |
| FR570 | 56+50.24 FR | 21.50' LT | 1010.64 | 462,457.50 | 796,964.03 | CENTER OF CURVATURE, R = 980.00' |
| FR571 | 57+35.00 FR | 16.00' LT | 1008.21 | 462,482.08 | 797,043.64 | END RADIUS; BEGIN RADIUS |
| FR572 | 59+16.48 FR | 986.32' LT | --- | 463,405.32 | 796,714.98 | R = 980.00' |
| FR573 | 58+49.13 FR | 16.00' LT | 1005.90 | 462,532.40 | 797,143.98 | END RADIUS |
| FR574 | 57+84.58 FR | 18.50' LT | 1007.18 | 462,504.78 | 797,086.83 | BOC |
| FR575 | 57+84.58 FR | 24.00' LT | 1007.27 | 462,509.71 | 797,084.40 | FOW; BUS STOP PAD |
| FR576 | 57+94.58 FR | 18.50' LT | 1006.97 | 462,509.15 | 797,095.61 | BOC |
| FR577 | 57+94.58 FR | 24.00' LT | 1007.05 | 462,514.06 | 797,093.13 | FOW; BUS STOP PAD |
| FR578 | 58+89.67 FR | 18.48' LT | 1005.91 | 462,554.86 | 797,177.74 | PI |
| FR579 | 59+00.89 FR | 20.77' LT | 1006.17 | 462,562.47 | 797,186.29 | MATCH EXISTING; BEGIN RADIUS |
| FR580 | 59+16.94 FR | 35.01' LT | --- | 462,582.85 | 797,193.02 | MATCH EXISTING; END RADIUS |
| FR581 | 58+90.70 FR | 47.34' LT | --- | 462,580.34 | 797,164.14 | R = 29.00' |
| FR582 | 59+19.09 FR | 34.94' LT | --- | 462,583.87 | 797,194.92 | MATCH EXISTING |
| FR583 | 54+84.19 FR | 18.50' RT | 1016.12 | 462,379.41 | 796,812.64 | BOC |
| FR584 | 54+84.19 FR | 24.00' RT | 1016.34 | 462,373.98 | 796,813.50 | FOW; BUS STOP PAD |
| FR585 | 54+94.19 FR | 18.50' RT | 1015.82 | 462,381.05 | 796,822.69 | BOC |
| FR586 | 54+94.19 FR | 24.00' RT | 1016.04 | 462,375.63 | 796,823.61 | FOW; BUS STOP PAD |
| FR587 | 52+91.61 FR | 1000.00' LT | --- | 463,385.38 | 796,653.38 | R = 930.00',913.00',950.00',973.00' |
| FR588 | 58+53.20 FR | 16.00' RT | 1005.88 | 462,506.73 | 797,163.51 | END RADIUS |
| FR589 | 58+91.72 FR | 17.40' RT | 1005.75 | 462,524.86 | 797,197.53 | BEGIN RADIUS |
| FR590 | 59+16.77 FR | 33.61' RT | --- | 462,523.42 | 797,227.33 | MATCH EXISTING; END RADIUS |
| FR591 | 58+91.09 FR | 46.56' RT | --- | 462,499.33 | 797,211.62 | R = 28.75' |
| FR592 | 54+64.73 FR | 99.00' LT | 1023.32 | 462,492.89 | 796,776.92 | --- |
| FR593 | 54+59.18 FR | 99.13' LT | 1023.47 | 462,492.34 | 796,771.95 | --- |
| FR594 | 54+25.88 FR | 99.27' LT | 1024.93 | 462,489.04 | 796,742.13 | --- |
| FR595 | 54+20.33 FR | 99.20' LT | 1025.07 | 462,488.49 | 796,737.16 | --- |
| FR596 | 58+93.37 FR | 27.23' LT | 1006.55 | 462,564.29 | 797,176.54 | --- |
| KR600 | 72+45.49 KR | 18.00' LT | 1018.99 | 462,319.64 | 796,637.53 | END RADIUS |
| KR601 | 72+45.49 KR | 58.00' LT | --- | 462,319.69 | 796,597.53 | CENTER OF RADIUS, R = 40.00' |
| KR602 | 72+57.05 KR | 18.00' RT | 1019.31 | 462,331.15 | 796,673.55 | BEGIN RADIUS |
| KR603 | 72+96.98 KR | 55.67' RT | 1018.75 | 462,371.03 | 796,711.27 | END RADIUS; BEGIN RADIUS |
| KR604 | 72+57.05 KR | 58.00' RT | --- | 462,331.10 | 796,713.55 | CENTER OF RADIUS, R = 40.00' |
| KR605 | 72+08.82 KR | 20.50' LT | 1017.91 | 462,282.97 | 796,634.98 | BOC |
| KR606 | 72+08.82 KR | 26.00' LT | 1017.80 | 462,282.98 | 796,629.48 | FOW; BUS STOP PAD |

* - ELEVATIONS GIVEN ARE TO THE SUBGRADE

## LEGEND

| | | | | | |
|---|---|---|---|---|---|
| 10XX.XX | POINT ELEVATION | XXXX | SAWING ASPHALT | CG-18D | CONCRETE CURB AND GUTTER 18-INCH TYPE D |
| | TRAFFIC FLOW | | SAWING CONCRETE | CG-30A | CONCRETE CURB AND GUTTER 30-INCH TYPE A |
| | CURB RAMP, TYPE X | | REVERSE SLOPE GUTTER | CG-30D | CONCRETE CURB AND GUTTER 30-INCH TYPE D |
| | CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA | | DRIVEWAY CURB | CG-36A4 | CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A |
| | PROPOSED INLET | | CURB RAMP CURB | CCP | CONCRETE CURB PEDESTRIAN |
| | PROPOSED STORM SEWER MANHOLE | | COLORED AND STAMPED CONCRETE 5-INCH | CS-5 | CONCRETE SIDEWALK 5-INCH |
| | PROPOSED APRON ENDWALL | ASSI | ASPHALTIC SURFACE SAFETY ISLANDS | CS-6 | CONCRETE SIDEWALK 6-INCH |
| | SLOPE INTERCEPT | ASPH | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES | S42 | CONCRETE BARRIER TYPE S42 |
| | ANTICIPATED CONCRETE JOINTING | AC | ASPHALTIC CURB | SP | SIDEWALK PAVEMENT |
| | | CD-7 | CONCRETE DRIVEWAY 7-INCH | N-1 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 1 |
| | | CD-9 | CONCRETE DRIVEWAY 9-INCH | N-2 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 2 |
| | | R-WAL | RETAINING WALL | | |



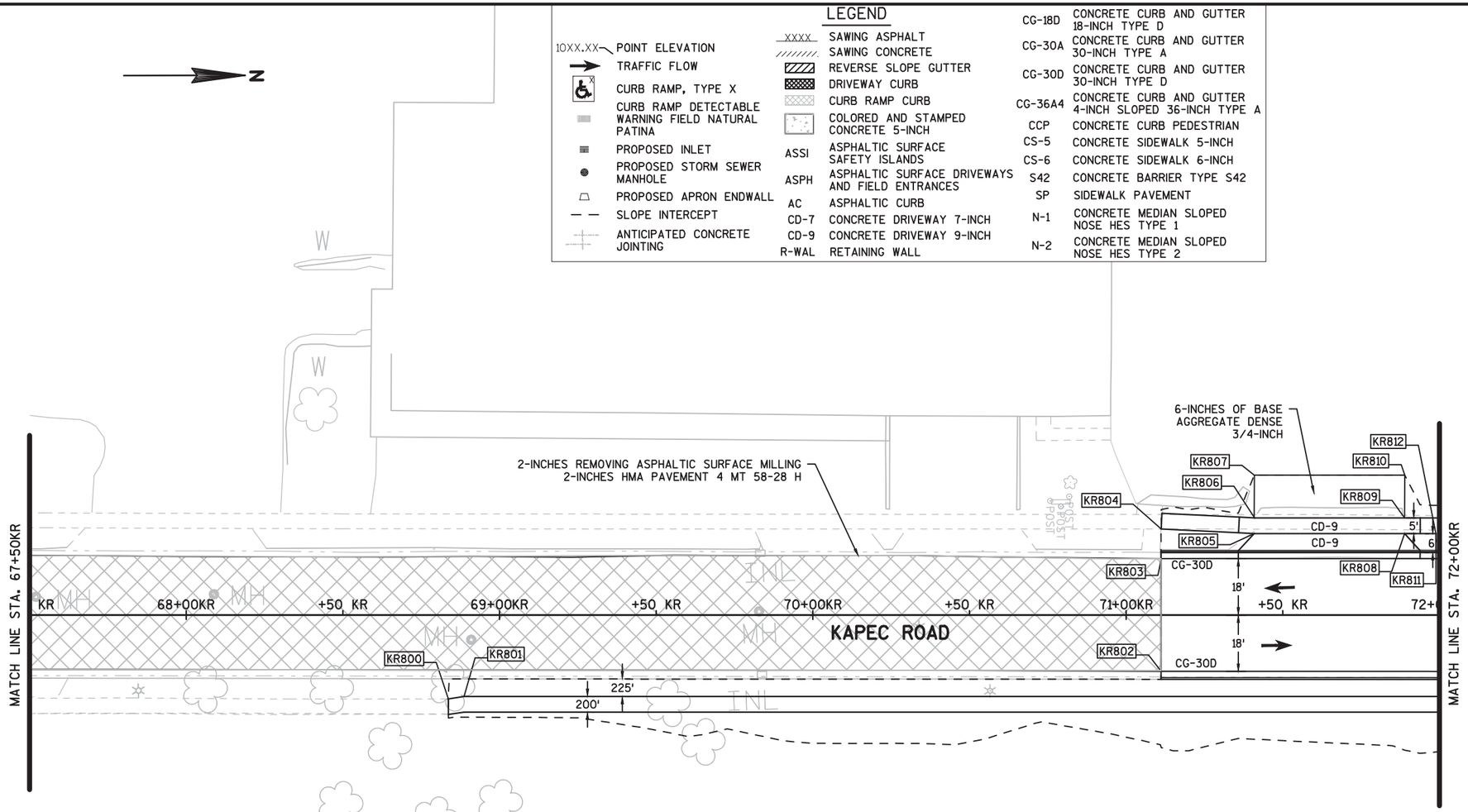

| POINT NO. | FRONTAGE ROADS STATION | FRONTAGE ROADS OFFSET | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| KR700 | 62+83.90 KR | 11.24' RT | --- | 461,365.84 | 796,739.99 | --- |
| KR701 | 62+86.06 KR | 25.07' RT | --- | 461,368.72 | 796,753.71 | --- |
| KR702 | 64+00.00 KR | 19.60' LT | --- | 461,475.33 | 796,690.15 | MILL AND OVERLAY LIMITS; MATCH EXISTING |
| KR703 | 64+00.00 KR | 18.21' RT | --- | 461,483.59 | 796,727.05 | MILL AND OVERLAY LIMITS; MATCH EXISTING |
| KR704 | 64+61.54 KR | 42.85' RT | --- | 461,549.03 | 796,737.65 | MILL AND OVERLAY LIMITS; MATCH EXISTING |
| KR705 | 64+97.20 KR | 44.11' RT | --- | 461,584.11 | 796,731.08 | MILL AND OVERLAY LIMITS; MATCH EXISTING |
| KR706 | 64+97.08 KR | 1.15' LT | --- | 461,574.09 | 796,686.94 | --- |
| KR707 | 64+98.89 KR | 12.81' RT | --- | 461,578.91 | 796,700.16 | --- |
| KR708 | 65+11.47 KR | 9.87' RT | --- | 461,590.55 | 796,694.55 | --- |
| KR709 | 65+27.07 KR | 17.63' RT | --- | 461,607.46 | 796,698.72 | --- |
| KR710 | 65+33.90 KR | 17.43' RT | --- | 461,614.08 | 796,697.03 | --- |
| KR711 | 65+70.98 KR | 18.37' LT | --- | 461,642.44 | 796,653.99 | BEGIN CURB REPLACEMENT |
| KR712 | 65+71.02 KR | 36.02' LT | --- | 461,638.62 | 796,636.75 | FOW |
| KR713 | 65+95.42 KR | 35.98' LT | --- | 461,663.22 | 796,631.43 | FOW |
| KR714 | 66+00.32 KR | 11.17' LT | --- | 461,673.02 | 796,654.78 | --- |
| KR715 | 66+14.19 KR | 10.53' LT | --- | 461,687.03 | 796,652.89 | --- |
| KR716 | 66+14.42 KR | 17.53' LT | --- | 461,686.09 | 796,645.95 | BEGIN CURB REPLACEMENT |

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN DETAILS - KAPEC ROAD (KR) | SHEET 165 | E |
|---|---|---|---|---|---|

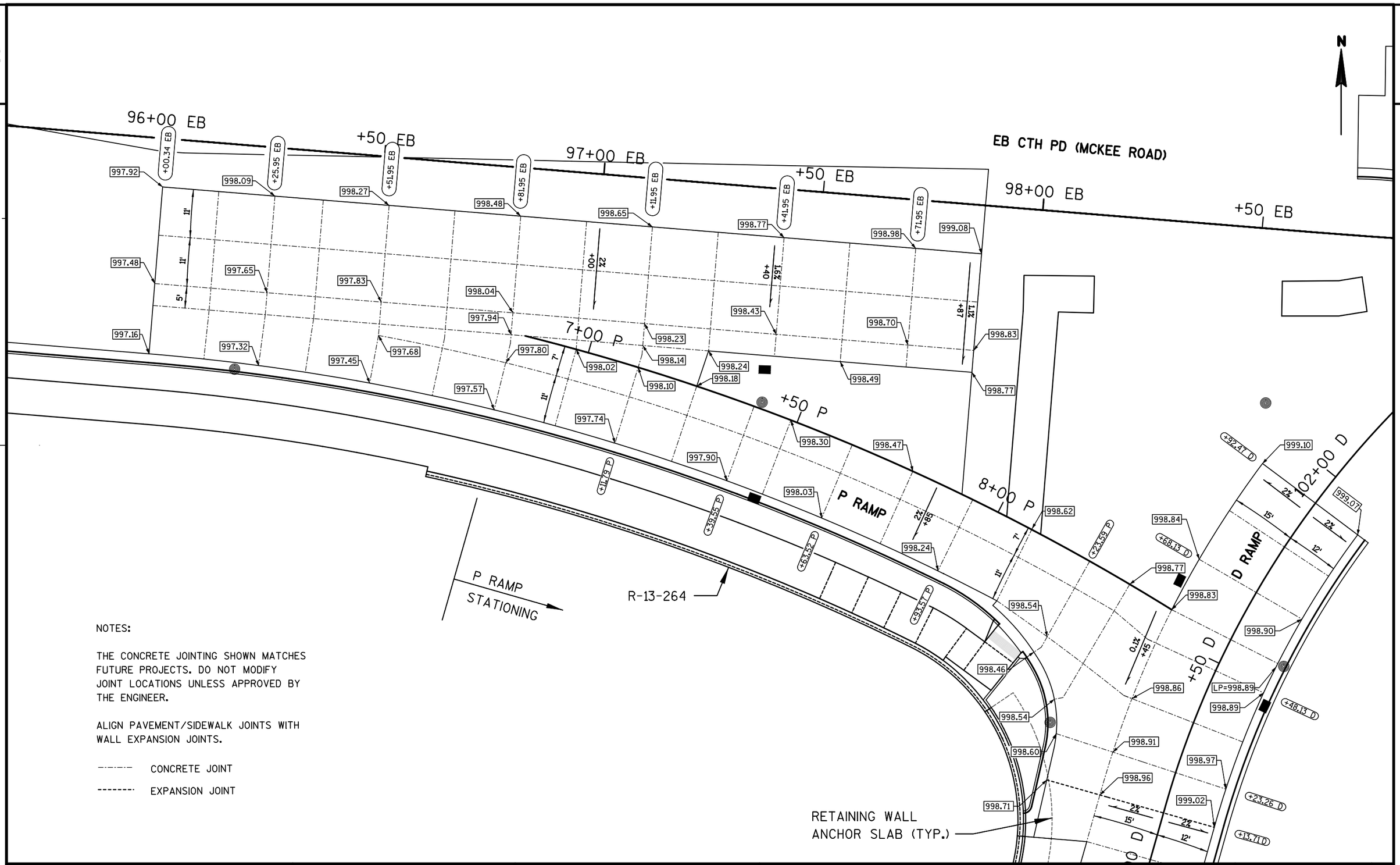
2

## LEGEND

| | | | | | |
|---|---|---|---|---|---|
| 10XX.XX | POINT ELEVATION | XXXX | SAWING ASPHALT | CG-18D | CONCRETE CURB AND GUTTER 18-INCH TYPE D |
| | TRAFFIC FLOW | | SAWING CONCRETE | CG-30A | CONCRETE CURB AND GUTTER 30-INCH TYPE A |
| | CURB RAMP, TYPE X | | REVERSE SLOPE GUTTER | CG-30D | CONCRETE CURB AND GUTTER 30-INCH TYPE D |
| | CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA | | DRIVEWAY CURB | CG-36A4 | CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A |
| | PROPOSED INLET | | CURB RAMP CURB | CCP | CONCRETE CURB PEDESTRIAN |
| | PROPOSED STORM SEWER MANHOLE | | COLORED AND STAMPED CONCRETE 5-INCH | CS-5 | CONCRETE SIDEWALK 5-INCH |
| | PROPOSED APRON ENDWALL | ASSI | ASPHALTIC SURFACE SAFETY ISLANDS | CS-6 | CONCRETE SIDEWALK 6-INCH |
| | SLOPE INTERCEPT | ASPH | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES | S42 | CONCRETE BARRIER TYPE S42 |
| | ANTICIPATED CONCRETE JOINTING | AC | ASPHALTIC CURB | SP | SIDEWALK PAVEMENT |
| | | CD-7 | CONCRETE DRIVEWAY 7-INCH | N-1 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 1 |
| | | CD-9 | CONCRETE DRIVEWAY 9-INCH | N-2 | CONCRETE MEDIAN SLOPED NOSE HES TYPE 2 |
| | | R-WAL | RETAINING WALL | | |




| POINT NO. | FRONTAGE ROADS STATION | FRONTAGE ROADS OFFSET | ELEV. | Y | X | REMARKS |
|---|---|---|---|---|---|---|
| KR800 | 68+83.66 KR | 26.77' RT | 1002.94 | 461,957.75 | 796,681.82 | MATCH EXISTING |
| KR801 | 68+88.66 KR | 26.00' RT | 1003.02 | 461,962.75 | 796,681.05 | --- |
| KR802 | 71+11.15 KR | 18.00' RT | 1011.00 | 462,185.25 | 796,673.35 | MILL AND OVERLAY LIMITS; BEGIN RECONSTRUCTION |
| KR803 | 71+11.15 KR | 18.00' LT | 1011.00 | 462,185.30 | 796,637.35 | MILL AND OVERLAY LIMITS; BEGIN RECONSTRUCTION |
| KR804 | 71+11.15 KR | 27.44' LT | 1011.57 | 462,185.31 | 796,627.91 | MATCH EXISTING |
| KR805 | 71+40.83 KR | 26.00' LT | 1013.22 | 462,214.99 | 796,629.39 | FOW |
| KR806 | 71+40.95 KR | 31.00' LT | 1013.30 | 462,215.12 | 796,624.39 | FOW |
| KR807 | 71+40.83 KR | 44.67' LT | 1013.50 | 462,215.02 | 796,610.72 | BOW; END CD-7 |
| KR808 | 71+88.82 KR | 26.00' LT | 1016.53 | 462,262.98 | 796,629.45 | MATCH EXISTING |
| KR809 | 71+88.83 KR | 31.00' LT | 1016.60 | 462,263.00 | 796,624.46 | BOW; END CD-7 |
| KR810 | 71+88.87 KR | 44.63' LT | 1015.48 | 462,263.06 | 796,610.83 | MATCH EXISTING |
| KR811 | 71+98.82 KR | 20.50' LT | 1017.39 | 462,272.97 | 796,634.97 | FOW; BUS STOP PAD |
| KR812 | 71+98.82 KR | 26.00' LT | 1017.28 | 462,272.98 | 796,629.47 | BOC |




NOTES:

THE CONCRETE JOINTING SHOWN MATCHES FUTURE PROJECTS. DO NOT MODIFY JOINT LOCATIONS UNLESS APPROVED BY THE ENGINEER.

ALIGN PAVEMENT/SIDEWALK JOINTS WITH WALL EXPANSION JOINTS.

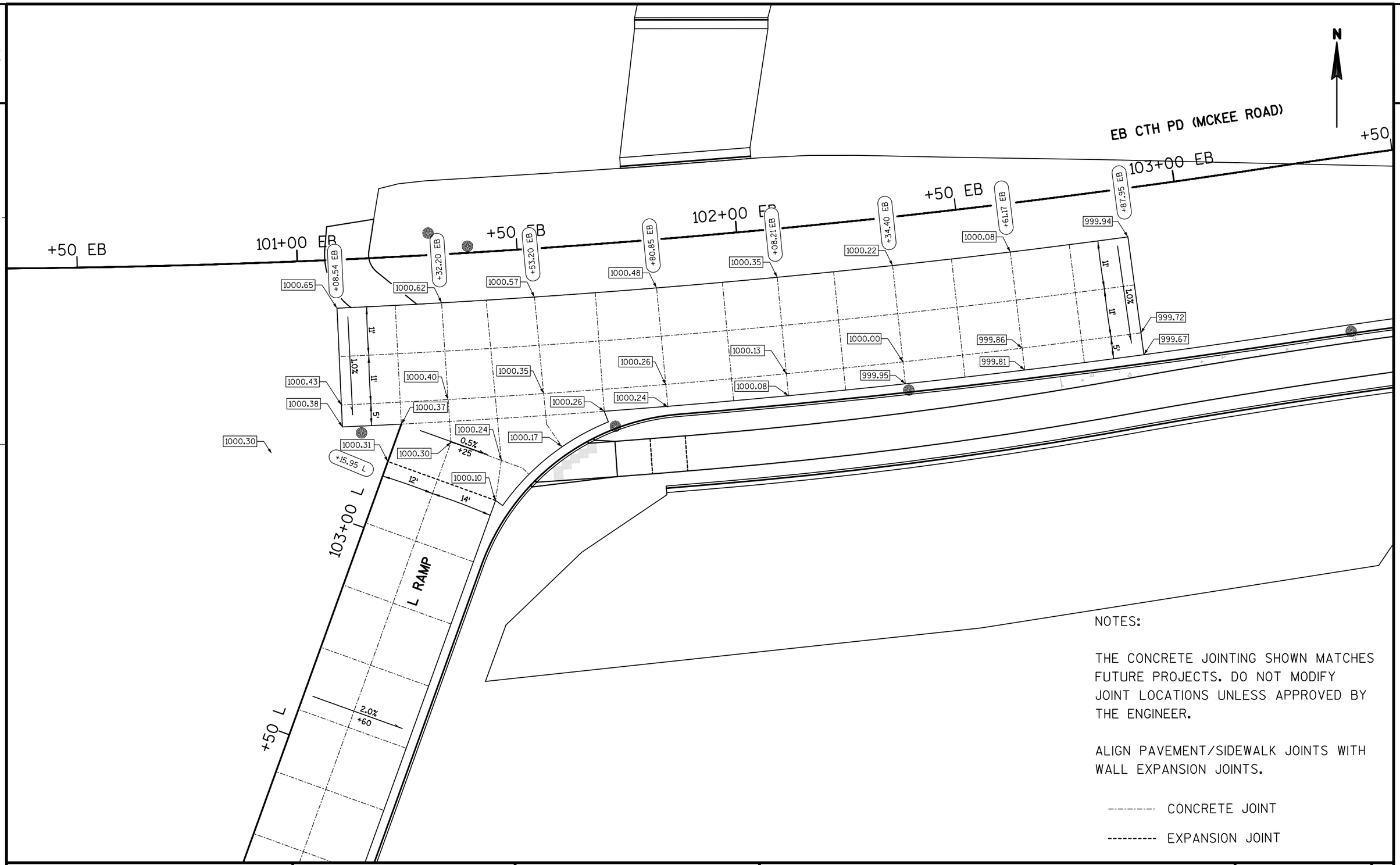
-·-·-·- CONCRETE JOINT

-------- EXPANSION JOINT

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PAVING DETAILS - EB CTH PD (MCKEE ROAD) | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\021301_jd.dgn PLOT DATE : 4/14/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42




NOTES:

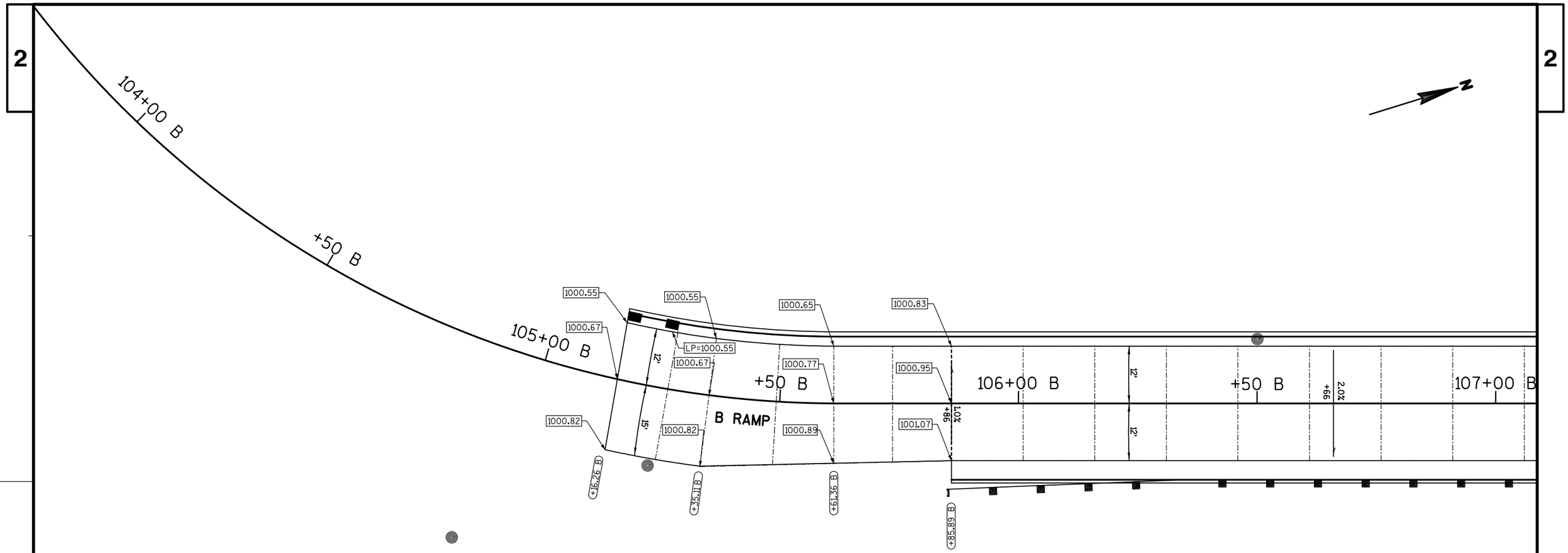
THE CONCRETE JOINTING SHOWN MATCHES FUTURE PROJECTS. DO NOT MODIFY JOINT LOCATIONS UNLESS APPROVED BY THE ENGINEER.

ALIGN PAVEMENT/SIDEWALK JOINTS WITH WALL EXPANSION JOINTS.

-·-·-·-·- CONCRETE JOINT

---------- EXPANSION JOINT

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PAVING DETAILS - EB CTH PD (MCKEE ROAD) | SHEET 168 | E |
|---|---|---|---|---|---|




NOTES:

THE CONCRETE JOINTING SHOWN MATCHES FUTURE PROJECTS. DO NOT MODIFY JOINT LOCATIONS UNLESS APPROVED BY THE ENGINEER.

ALIGN PAVEMENT/SIDEWALK JOINTS WITH WALL EXPANSION JOINTS.

-·-·-·-·- CONCRETE JOINT

---------- EXPANSION JOINT

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PAVING DETAILS - B RAMP | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\021303_jd.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

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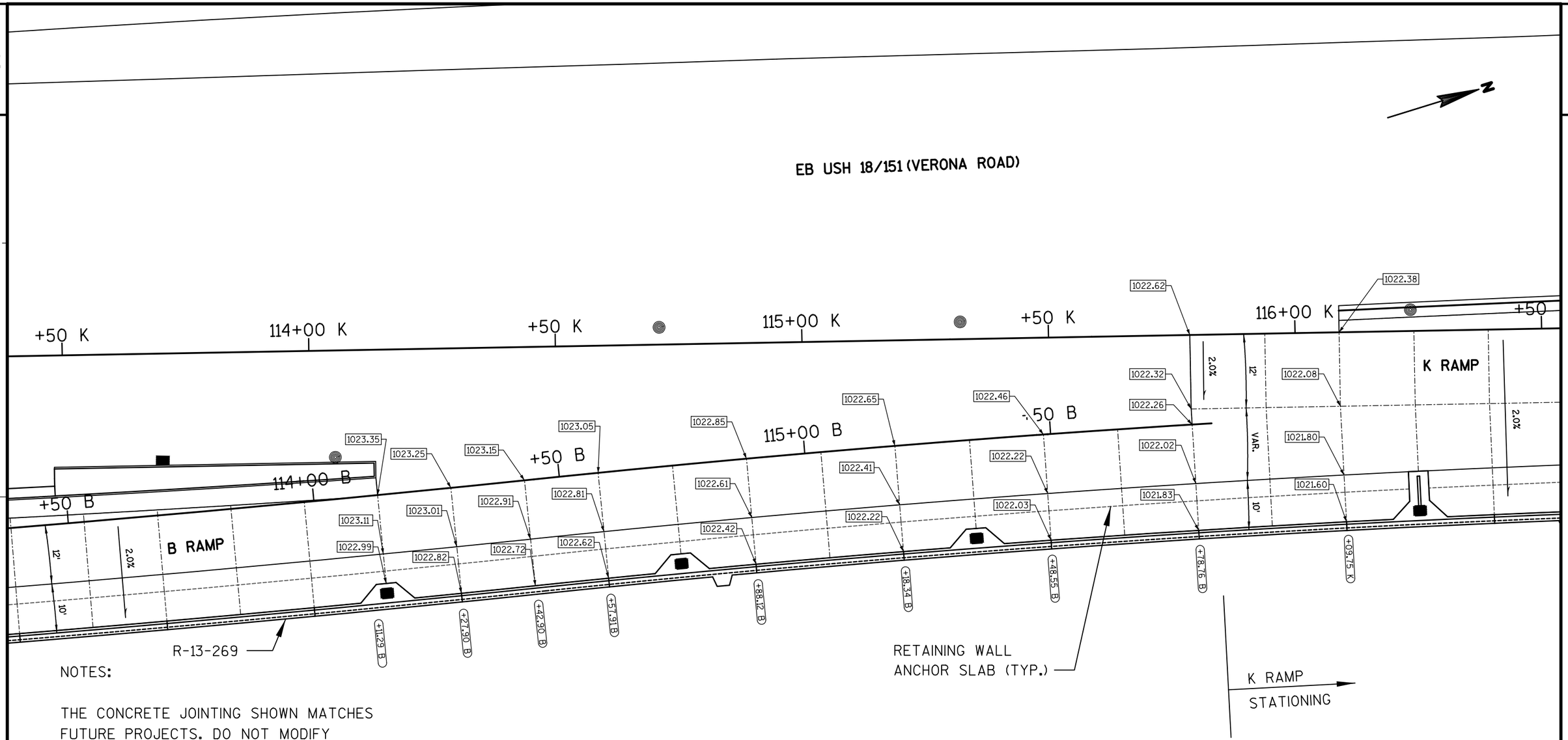


NOTES:

THE CONCRETE JOINTING SHOWN MATCHES FUTURE PROJECTS. DO NOT MODIFY JOINT LOCATIONS UNLESS APPROVED BY THE ENGINEER.

ALIGN PAVEMENT/SIDEWALK JOINTS WITH WALL EXPANSION JOINTS.

-·-·-·-·- CONCRETE JOINT

---------- EXPANSION JOINT

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PAVING DETAILS - B AND K RAMPS | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : \\strand.com\projects\MAD\1000--1099\1089\329\Micros\PLAN\0774\021304_jd.dgn PLOT DATE : 4/1/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

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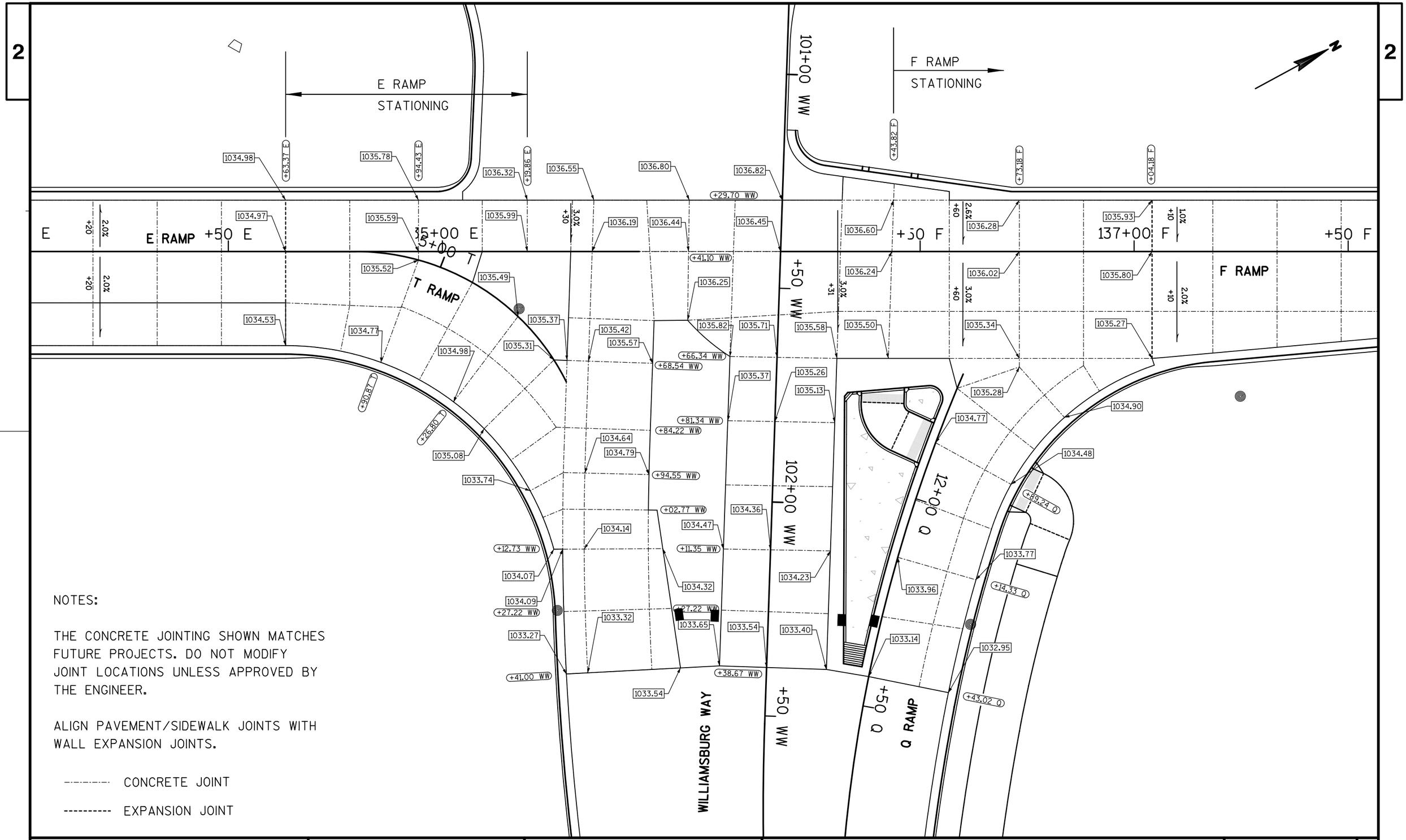


NOTES:

THE CONCRETE JOINTING SHOWN MATCHES FUTURE PROJECTS. DO NOT MODIFY JOINT LOCATIONS UNLESS APPROVED BY THE ENGINEER.

ALIGN PAVEMENT/SIDEWALK JOINTS WITH WALL EXPANSION JOINTS.

-·-·-·- CONCRETE JOINT

---------- EXPANSION JOINT

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PAVING DETAILS - E, F, AND Q RAMPS AND WILLIAMSBURG WAY | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\021305_jd.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

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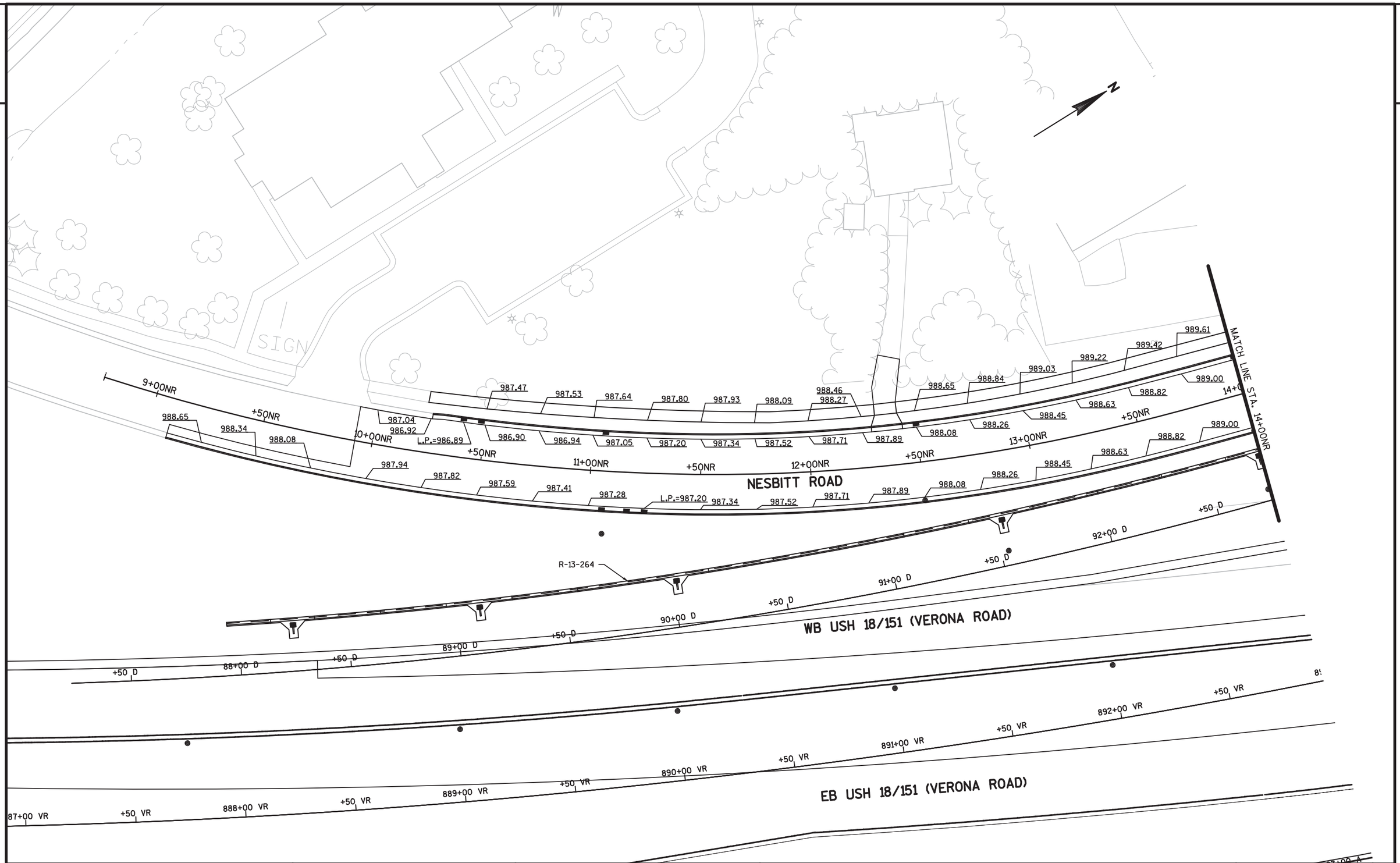


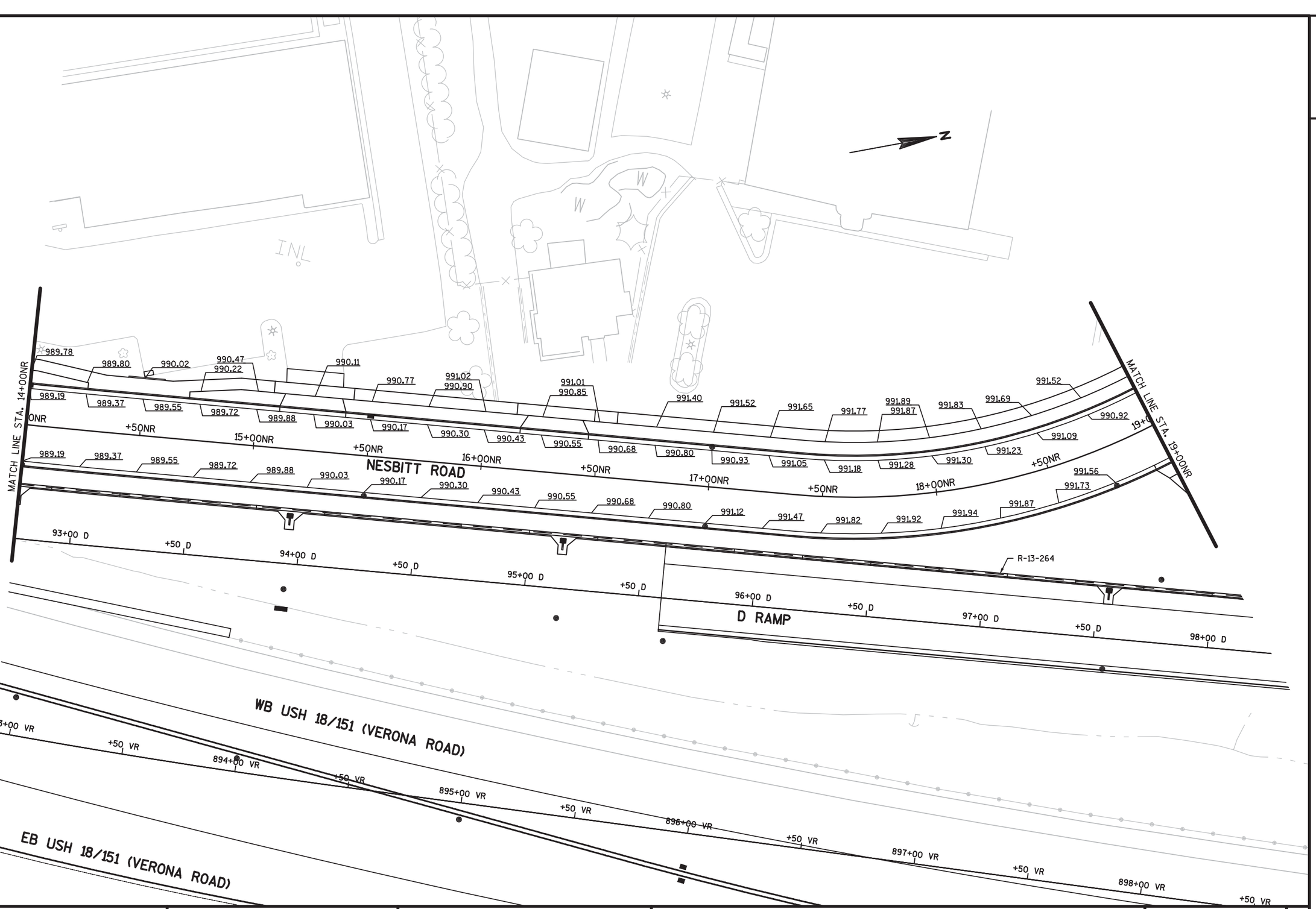

| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | PAVING DETAIL - NESBITT ROAD (NR) | SHEET 172 | E |
|---|---|---|---|---|---|

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\PAVING DETAILS\1206-07-74\021201_PV_NESBITT.DWG
LAYOUT NAME - NESBITT RD - (13)

PLOT DATE : 3/31/2016 8:25 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2




| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | PAVING DETAIL - NESBITT ROAD (NR) | SHEET 173 | E |
|---|---|---|---|---|---|

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\PAVING DETAILS\1206-07-74\021201_PV_NESBITT.DWG
LAYOUT NAME - NESBITT RD - (14)

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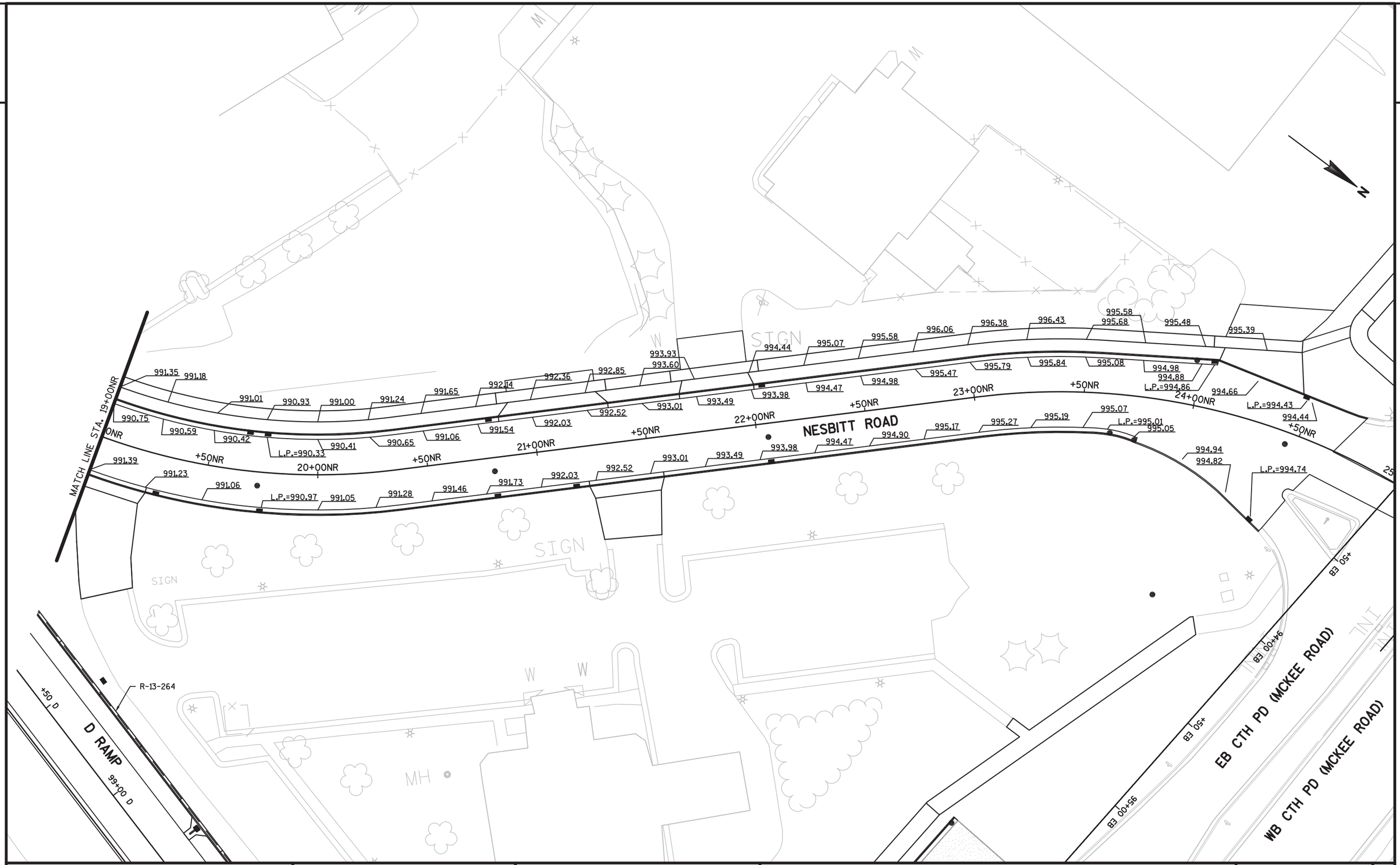


| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | PAVING DETAIL - NESBITT ROAD (NR) | SHEET 174 | E |
|---|---|---|---|---|---|

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\PAVING DETAILS\1206-07-74\021201_PV_NESBITT.DWG
LAYOUT NAME - NESBITT RD - (15)
PLOT DATE : 3/31/2016 8:27 AM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

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N

INL

SIGN

INL

INL

SIGN

INL

INL

26+00FR

+50FR

27+00FR

+50FR

28+00FR

+50FR

29+00FR

+50FR

30+00FR

+50FR

31+0

FITCHRONA ROAD

78+00 EB

+50 EB

79+00 EB

MATCH LINE STA. 31+00 FR

MH SIGN

INL

INL

1059.92

1059.41

1058.80

1058.27

1057.74

1057.21

1056.68

1056.14

1055.54

1059.41

1058.86

1058.33

1057.81

1057.27

1056.73

1055.77

1055.11

1054.35

1054.33

1053.60

1052.84

INL

INL

INL

+50 EB

80+00 EB

+50 EB

81+00 EB

+50

SIGN

SIGN

SIGN

U/C

EB CTH PD (MCKEE ROAD)

WB CTH PD (MCKEE ROAD)

| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | PAVING DETAILS - FITCHRONA ROAD (FR) | SHEET 175 | E |
|---|---|---|---|---|---|

2

N

WB CTH PD (MCKEE ROAD)

77+00 WB
+50 WB
78+00 WB
+50 WB
79+00 WB
+50 WB
80+00 WB
+50

1060.41 1059.87 1058.92 1059.04 1058.04 1057.98 1057.03 1056.77 1056.95 1057.36 1056.35 1056.96 1057.07 1056.37 1057.20 1056.48 1057.32 1056.60 1057.45 1056.73 1057.57 1056.85 1057.70 1056.98 1057.82 1057.10 1057.95 1057.23 1058.07 1057.35 1058.20 1057.48 1058.32 1057.60 1058.39 1057.73 1058.47 1057.87 1058.64 1058.04 1058.80 1058.21 1058.97 1058.38 1059.14 1058.55

MATCH LINE STA. 31+00FR

0FR +50FR 32+00FR +50FR 33+00FR +50FR 34+00FR +50FR 35+00FR +50FR 36+00FR +5

MATCH LINE STA. 36+50FR

FITCHRONA ROAD

1056.72 1056.63 1056.51 1056.38 1056.44 1056.60 1056.72 1056.85 1056.97 1057.10 1057.22 1057.35 1057.47 1057.60 1057.72 1057.85 1057.85 1056.49 1056.65 1056.08 1055.42 1055.67 1055.84 1056.02 1056.19 1056.37 1056.55 1056.73 1056.91 1057.08 1057.26 1057.44 1057.62 1057.67 1057.85 1058.03 1057.11 1057.29 1057.48 1056.93 1056.75 1056.57 1056.40 1056.22 1056.04 1055.87 1055.69 1055.51 1055.34 1055.18 1055.19 1055.25 1054.88 1054.96 1053.90 1052.92 1055.77 1055.78 1055.94 1056.11 1056.15 1056.46 1056.64 1056.81 1056.99 1057.17 1057.34 1057.52 1057.70 1057.88 1058.08 1058.26 1058.44 1058.63

| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | PAVING DETAIL - FITCHRONA ROAD (FR) | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\PAVING DETAILS\1206-07-74\021201_PV FRONTAGE ROAD.DWG PLOT DATE : 3/31/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

2

N

FITCHRONA ROAD

MATCH LINE STA. 36+50FR

MATCH LINE STA. 42+50FR

1059.32 1059.44 1059.56 1059.69 1059.44 1059.56 1060.06 1060.19 1060.31 1060.44 1060.56 1060.68 1060.81 1060.93 1061.06 1061.18 1061.31 1061.43 1061.56 1061.68 1061.78 1061.75 1061.59 1061.32

1059.31 1059.22 1059.34 1059.47 1059.59 1059.72 1059.84 1059.97 1060.09 1060.22 1060.34 1060.47 1060.59 1060.72 1060.84 1060.97 1061.09 1061.19 1061.16 1061.01 1060.73

1058.71 1058.84 1058.97 1059.09 1059.47 1059.59 1059.72 1059.84 1059.97 1060.09 1060.22 1060.34 1060.47 1060.59 1060.81 1060.94 1061.06 1061.19 1061.31 1061.44 1061.56 1061.69 1061.78 1061.76 1061.60

1058.58 1058.76 1058.94 1059.13 1059.31 1059.53 1059.35 1059.54 1059.36 1059.17 1058.99 1058.81 1058.40 1058.21

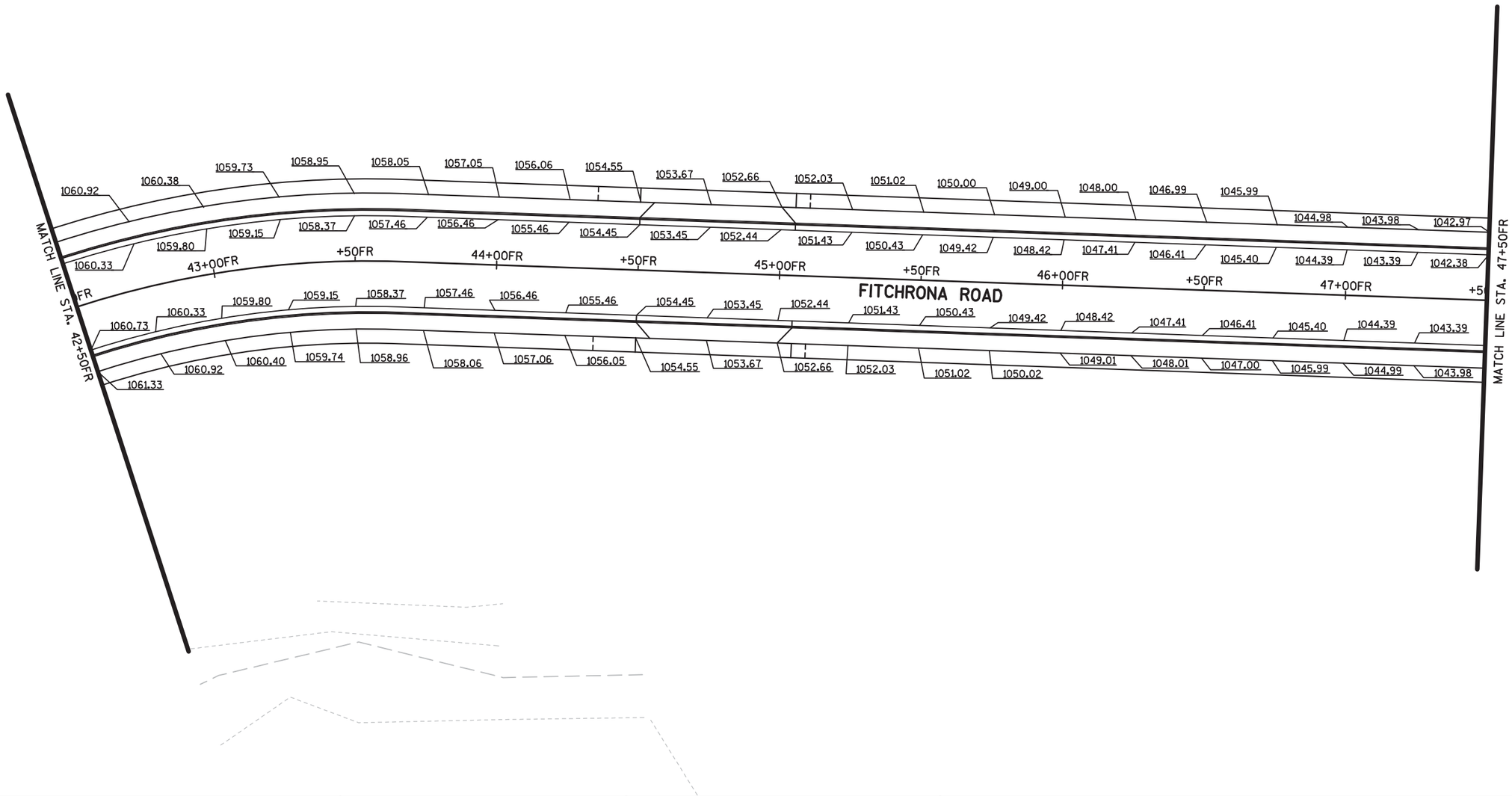
37+00FR 38+00FR 39+00FR 40+00FR 41+00FR 42+00FR +50FR

| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | PAVING DETAIL - FITCHRONA ROAD (FR) | SHEET 177 | E |
|---|---|---|---|---|---|

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\PAVING DETAILS\1206-07-74\021201_PV FRONTAGE ROAD.DWG PLOT DATE : 3/31/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

2

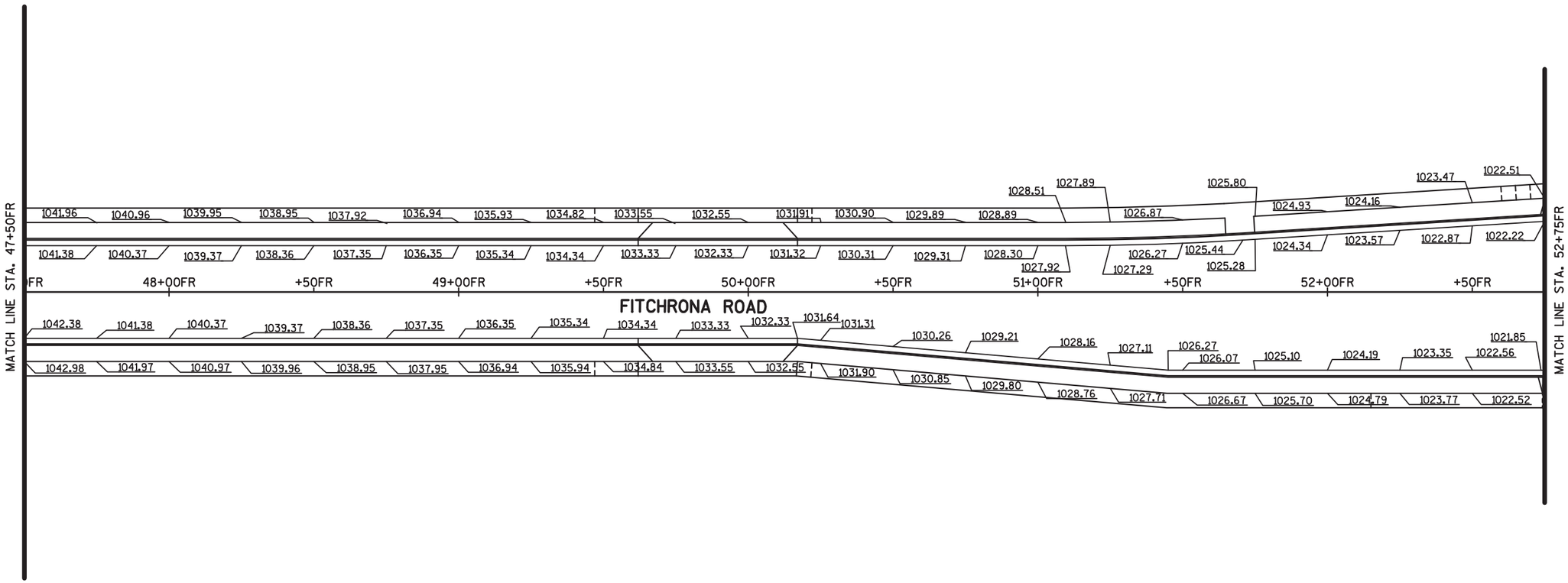
N




| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | PAVING DETAIL - FITCHRONA ROAD (FR) | SHEET 178 | E |
|---|---|---|---|---|---|

2

N




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PAVING DETAIL - FITCHRONA ROAD (FR) | SHEET 179 | E |
|---|---|---|---|---|---|

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\PAVING DETAILS\1206-07-74\021201_PV FRONTAGE ROAD.DWG PLOT DATE : 3/31/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

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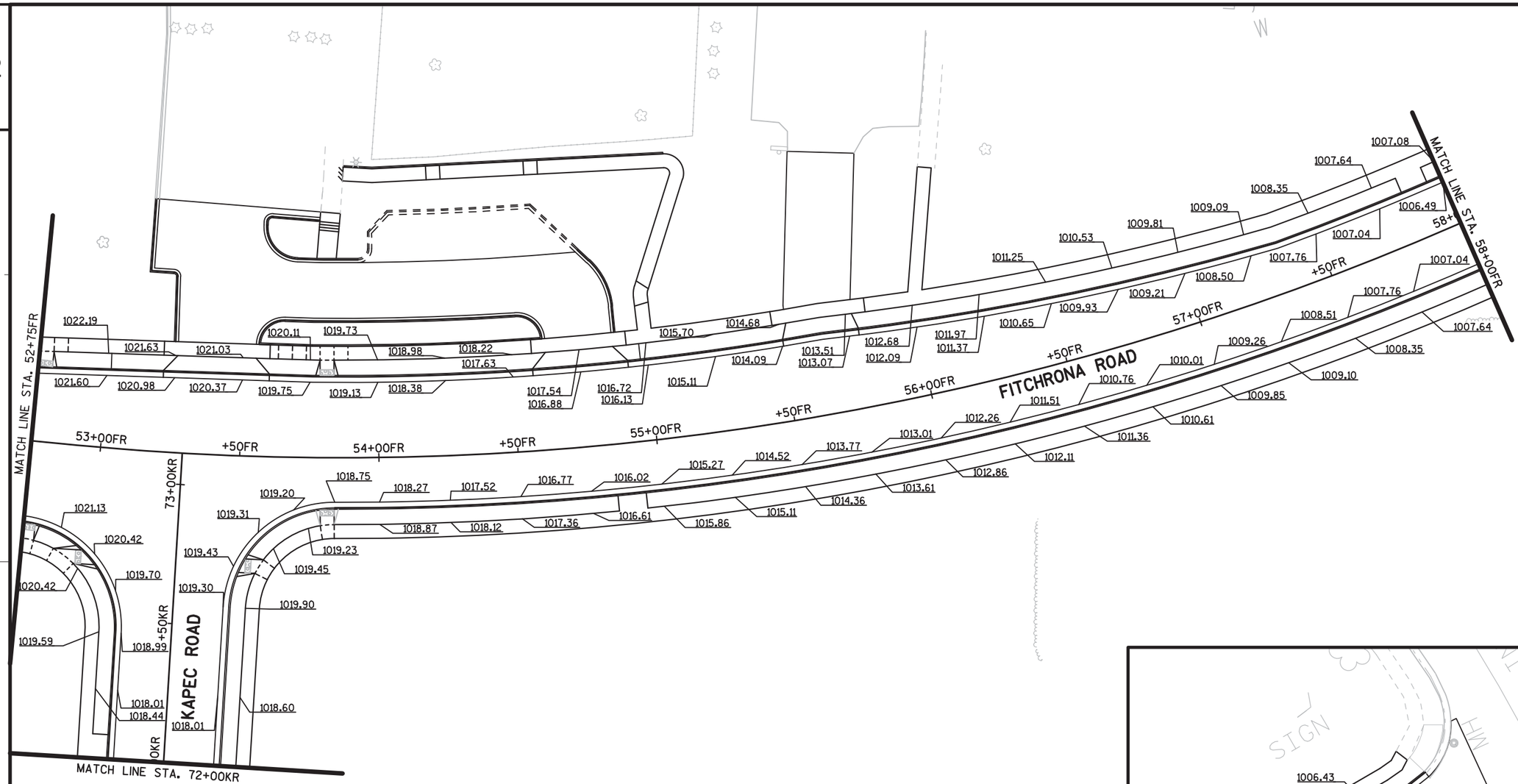
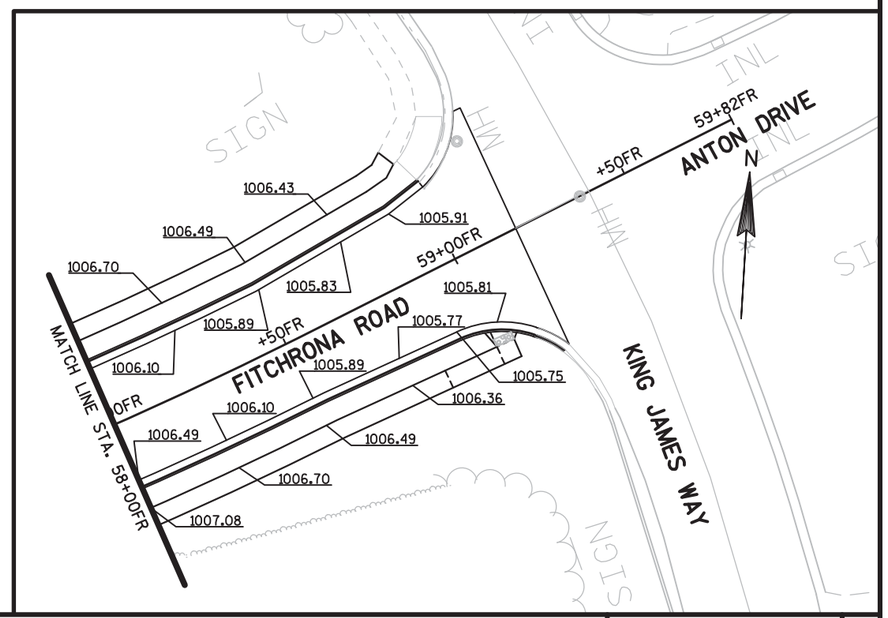



| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PAVING DETAIL - FITCHRONA ROAD (FR) | SHEET 180 | E |
|---|---|---|---|---|---|

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\PAVING DETAILS\1206-07-74\021201_PV FRONTAGE ROAD.DWG PLOT DATE : 3/31/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

2

N

W

W

W

W

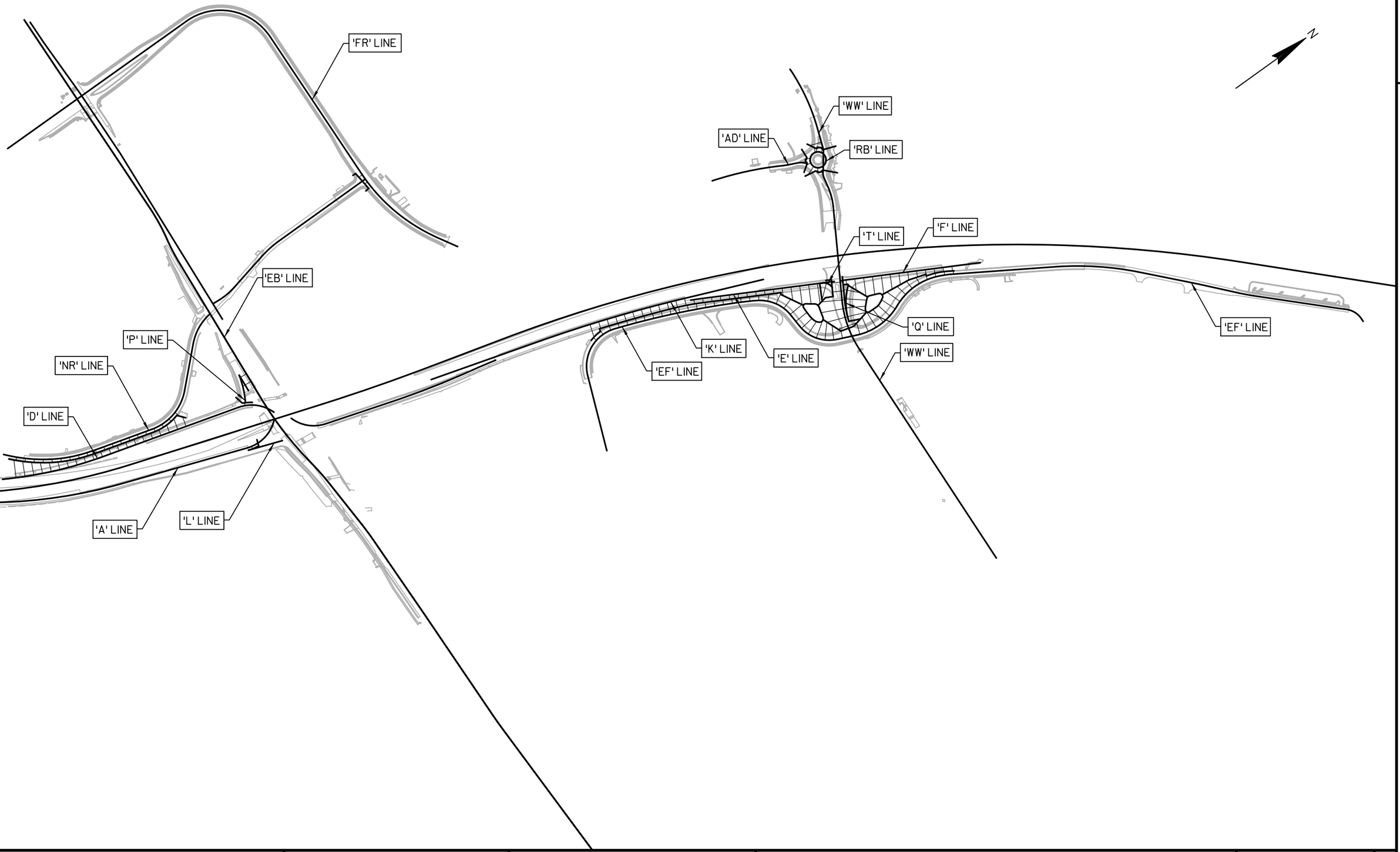
INL

KAPEC ROAD

+50 KR MH 68+00KR MH +50 KR 69+00KR +50 KR MH 70+00KR +50 KR 71+00KR +50 KR 72+

MATCH LINE STA. 72+00KR

| | | |

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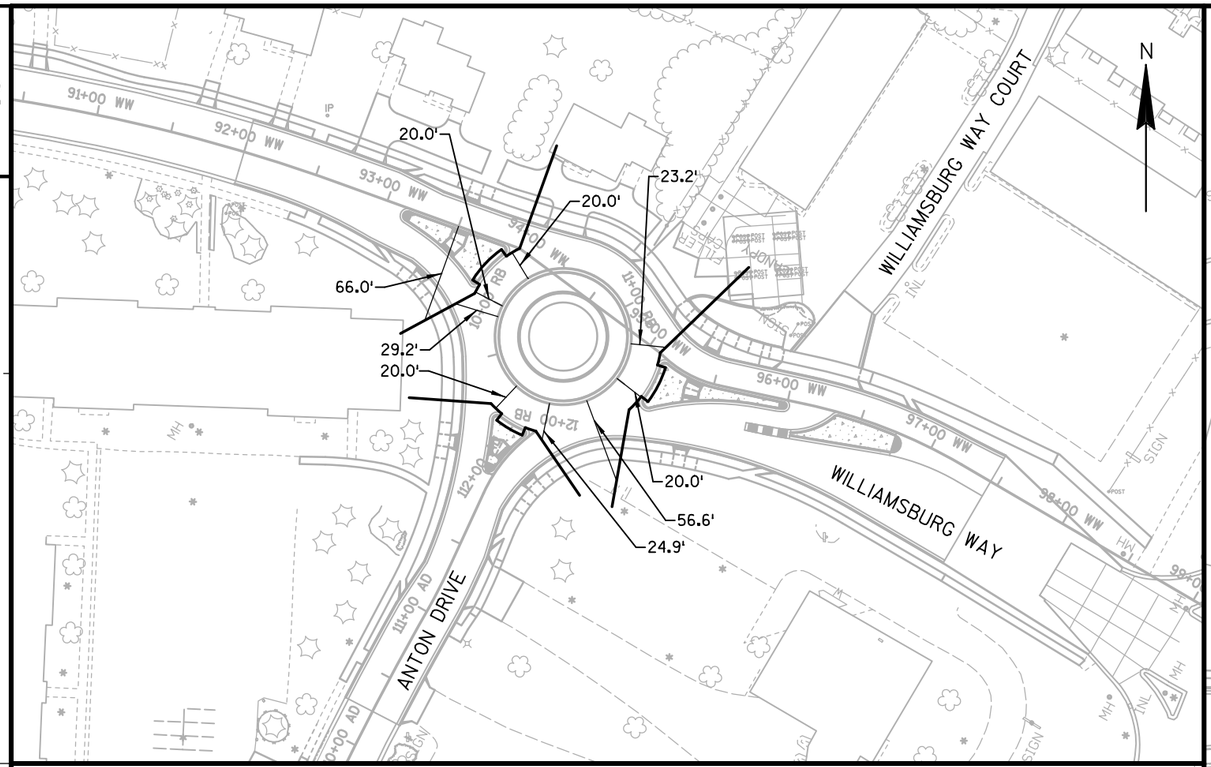
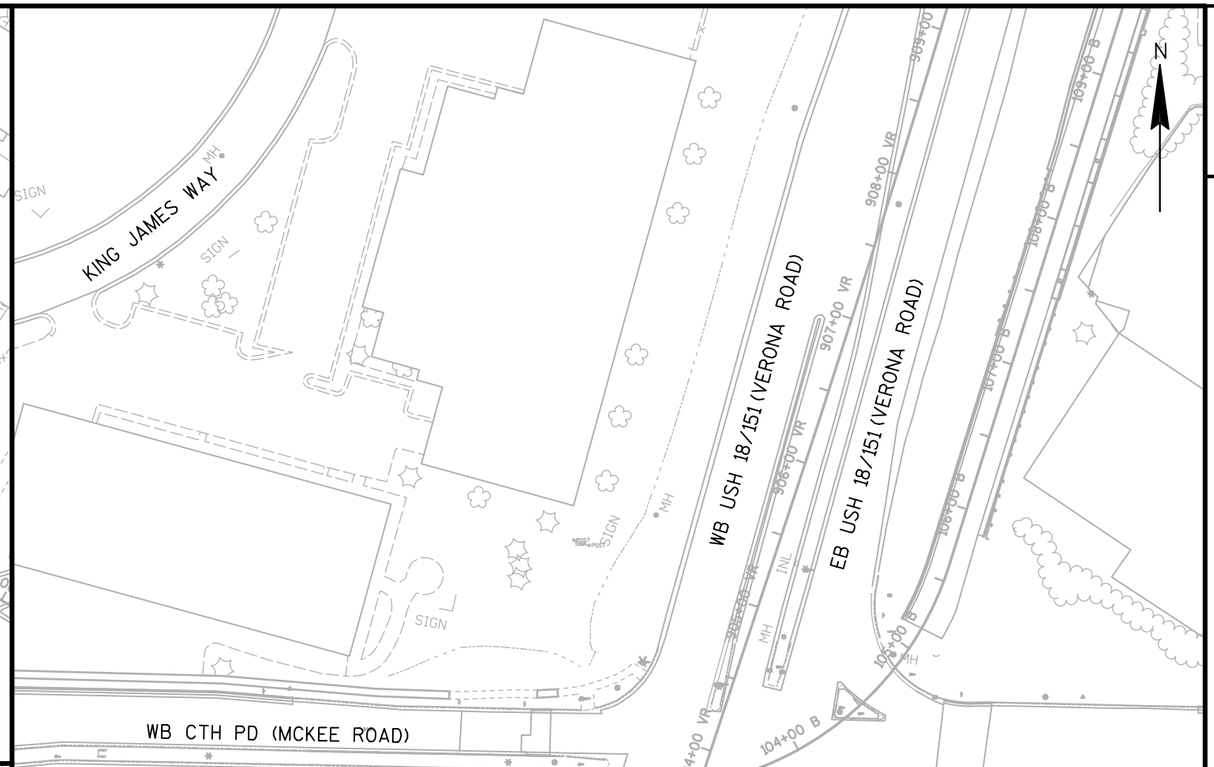
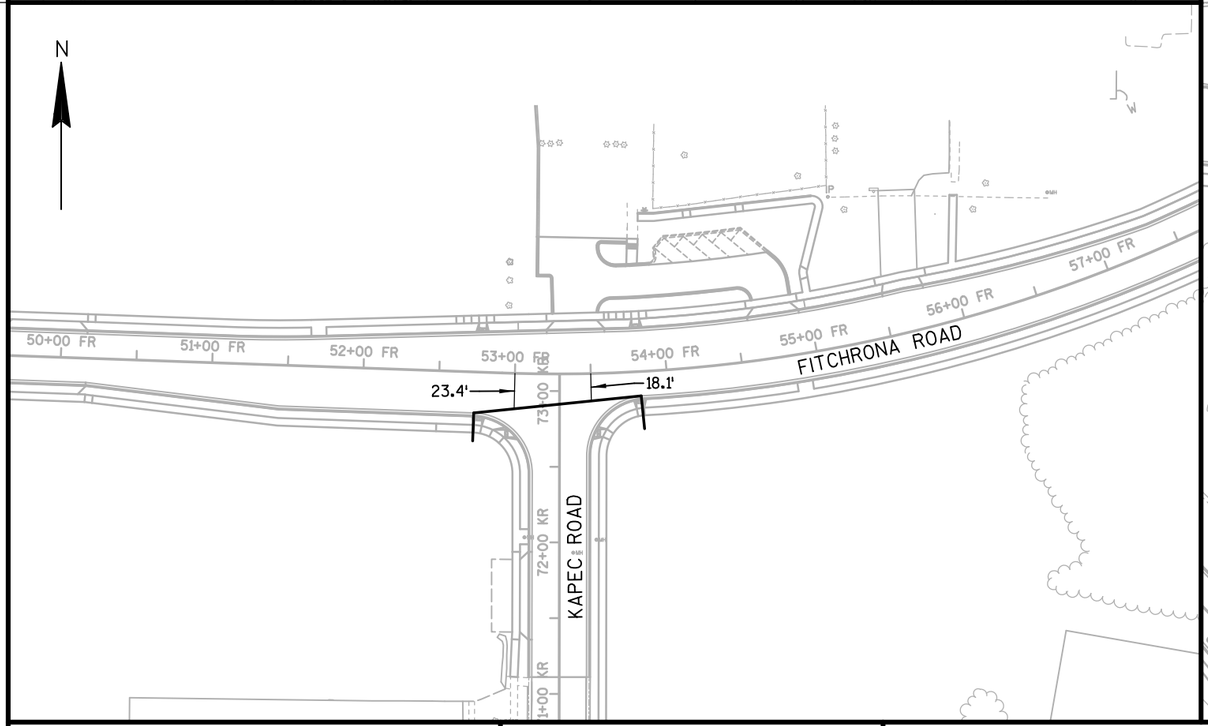
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTION MATCHLINES OVERVIEW | SHEET | E |
|---|---|---|---|---|---|

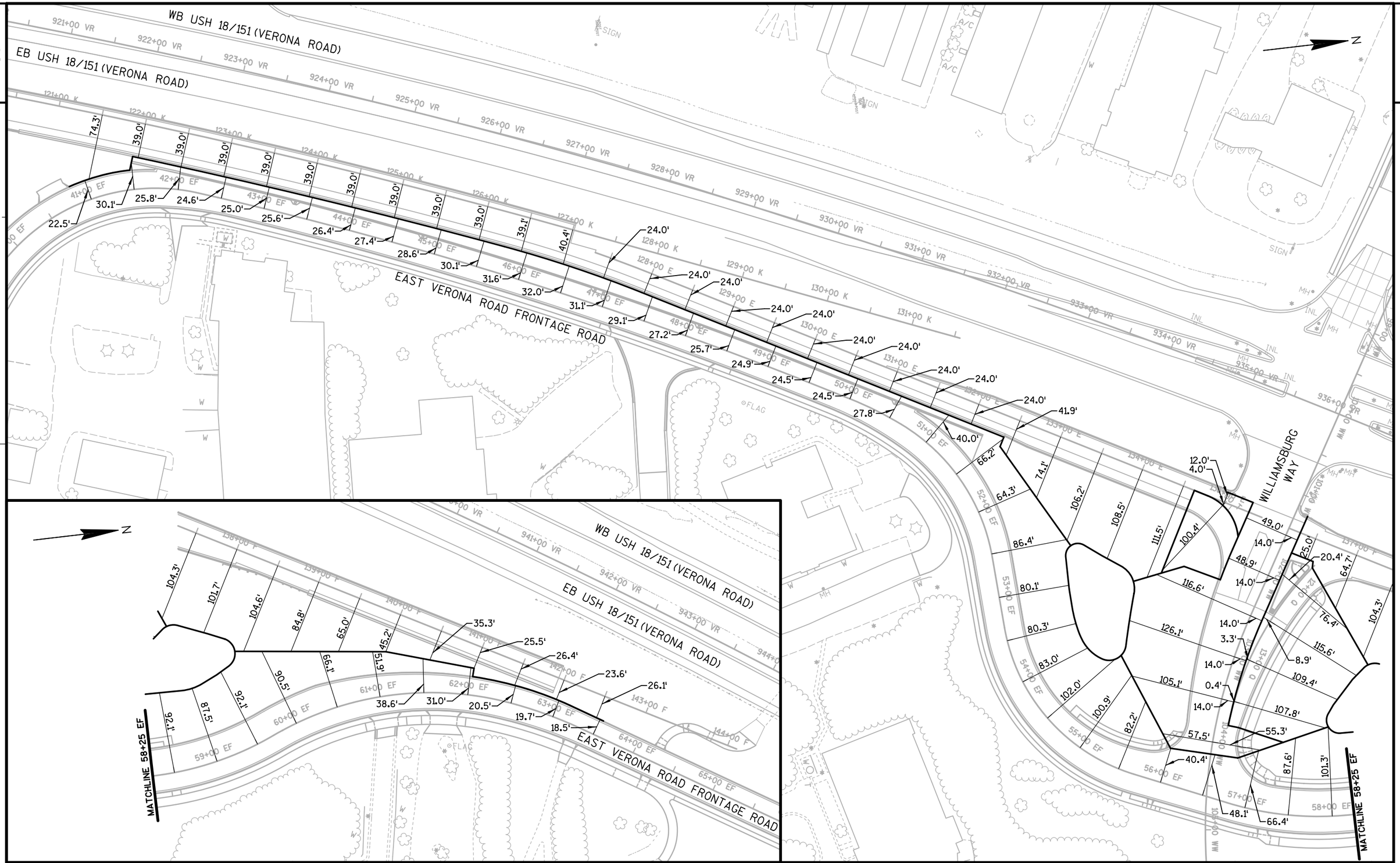


FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\021700_xm.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42


N
WILLIAMSBURG WAY COURT
WILLIAMSBURG WAY
ANTON DRIVE
20.0'
20.0'
23.2'
66.0'
29.2'
20.0'
20.0'
56.6'
24.9'


N
KING JAMES WAY
WB USH 18/151 (VERONA ROAD)
EB USH 18/151 (VERONA ROAD)
WB CTH PD (MCKEE ROAD)
EB CTH PD (MCKEE ROAD)
38.0'
38.0'
2.7'
15.2'
15.6'
15.0'
1.2'


N
FITCHRONA ROAD
KAPEC ROAD
23.4'
18.1'




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTION MATCHLINES | SHEET 184 E |
|---|---|---|---|---|

2

STONE OR ROCK DITCH CHECKS TO BE PLACED DOWNSTREAM EVERY 2-FEET OF ELEVATION CHANGE. SEE CONSTRUCTION DETAILS AND MISCELLANEOUS QUANTITIES FOR MORE INFORMATION.

SEE POND A CONSTRUCTION DETAILS FOR MORE INFORMATION

NESBITT ROAD

RIPRAP MEDIUM REQUIRED

RIPRAP EXTRA HEAVY REQUIRED

RIPRAP MEDIUM REQUIRED

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

MATCHLINE STA. 872+50 VR

870+00 VR 871+00 VR 872+00 VR 873+00 VR 874+00 VR 875+00 VR 876+00 VR 877+00 VR 878+00 VR 879+00 VR 880+00 VR 881+00 VR 882+00 VR 883+00 VR 884+00 VR 885+00 VR 886+00 VR 887+00 VR

9+00 NR

D RAMP

MATCHLINE STA. 888+00 D

MATCHLINE STA. 888+00 VR

MATCHLINE STA. 88+00 A

A RAMP

BIKE PATH

CLEARING; GRUBBING; SALVAGED TOPSOIL; SEEDING TEMPORARY; FERTILIZER TYPE B; SEEDING MIXTURE NO. 20 REQ'D

NOTE:

SEE FINISHED TYPICAL SECTIONS, LANDSCAPE PLANS, AND MISCELLANEOUS QUANTITIES TABLES FOR ADDITIONAL ITEMS NOT SHOWN.

## EROSION CONTROL LEGEND

- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (AB) PLACE INLET PROTECTION TYPE A UNTIL FINAL GRADING IS COMPLETED. THEN PLACE INLET PROTECTION TYPE B.
- (AC) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.
- (AD) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE D.
- (P) TREE PROTECTION
- ----- SLOPE INTERCEPT
- HARDSCAPING
- PROPOSED INLET
- PROPOSED STORM SEWER MANHOLE
- PROPOSED APRON ENDWALL
- SILT FENCE
- EROSION BALES
- RIPRAP MEDIUM, HEAVY, OR EXTRA HEAVY
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- RB ROCK BAGS
- EROSION MAT URBAN CLASS I TYPE A
- #### EROSION MAT CLASS I TYPE B
- SOD LAWN
- MULCHING

SALVAGED TOPSOIL (6" DEPTH), SEEDING MIXTURE DETENTION POND, SHORT GRASS PRAIRIE, SEEDING NURSE CROP, EROSION MAT CLASS I TYPE B

SALVAGED TOPSOIL (6" DEPTH), SEEDING MIXTURE DETENTION POND, WET SEDGE MEADOW, SEEDING NURSE CROP (ELEVATION 973 TO 976). PROVIDE EROSION MAT CLASS I TYPE B FROM ELEVATION 974 TO 976.

SALVAGED TOPSOIL (6" DEPTH), FERTILIZER TYPE B, SEEDING TEMPORARY, SEEDING MIXTURE NO. 20, EROSION MAT CLASS I TYPE B

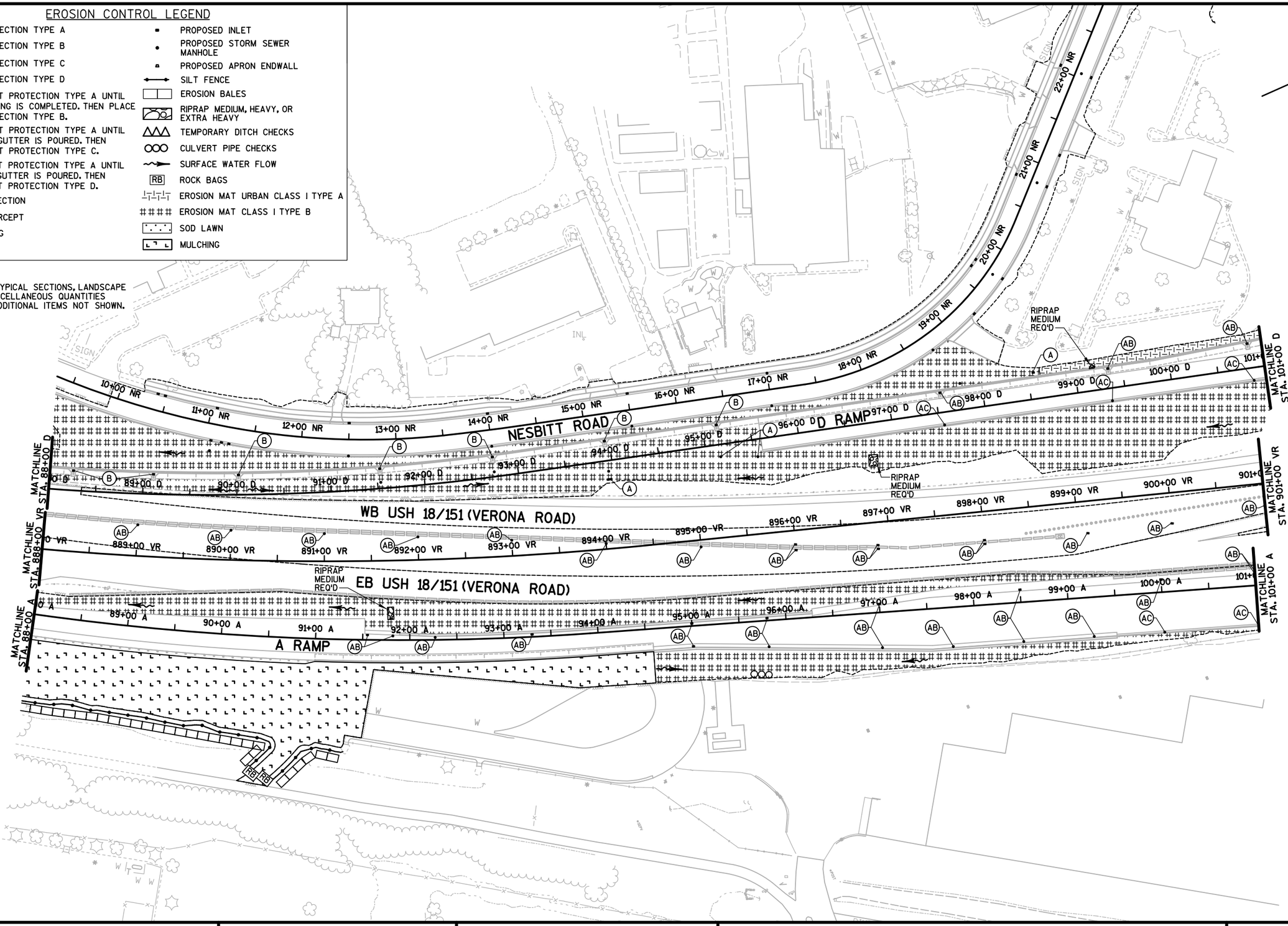
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | EROSION CONTROL - USH 18/151 & A & D RAMPS (VR, A & D) | SHEET 185 | E |
|---|---|---|---|---|---|

## EROSION CONTROL LEGEND

- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (AB) PLACE INLET PROTECTION TYPE A UNTIL FINAL GRADING IS COMPLETED. THEN PLACE INLET PROTECTION TYPE B.
- (AC) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.
- (AD) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE D.
- (P) TREE PROTECTION
- SLOPE INTERCEPT
- HARDSCAPING
- PROPOSED INLET
- PROPOSED STORM SEWER MANHOLE
- PROPOSED APRON ENDWALL
- SILT FENCE
- EROSION BALES
- RIPRAP MEDIUM, HEAVY, OR EXTRA HEAVY
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- (RB) ROCK BAGS
- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- SOD LAWN
- MULCHING

NOTE:

SEE FINISHED TYPICAL SECTIONS, LANDSCAPE PLANS, AND MISCELLANEOUS QUANTITIES TABLES FOR ADDITIONAL ITEMS NOT SHOWN.




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | EROSION CONTROL - USH 18/151 & A & D RAMPS (VR, A & D) | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\022002_ec.dgn PLOT DATE : 4/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

NOTE:

SEE FINISHED TYPICAL SECTIONS, LANDSCAPE PLANS, AND MISCELLANEOUS QUANTITIES TABLES FOR ADDITIONAL ITEMS NOT SHOWN.

## EROSION CONTROL LEGEND

- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (AB) PLACE INLET PROTECTION TYPE A UNTIL FINAL GRADING IS COMPLETED. THEN PLACE INLET PROTECTION TYPE B.
- (AC) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.
- (AD) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE D.
- (P) TREE PROTECTION
- SLOPE INTERCEPT
- HARDSCAPING
- PROPOSED INLET
- PROPOSED STORM SEWER MANHOLE
- PROPOSED APRON ENDWALL
- SILT FENCE
- EROSION BALES
- RIPRAP MEDIUM, HEAVY, OR EXTRA HEAVY
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- (RB) ROCK BAGS
- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- SOD LAWN
- MULCHING

MATCHLINE 68+00 KR

MATCHLINE 68+00 KR

KING JAMES WAY

KAPEC ROAD

NESBITT ROAD

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

P RAMP

D RAMP

L RAMP

B RAMP

CLEARING; GRUBBING; SALVAGED TOPSOIL; FERTILIZER TYPE B REQ'D

RIPRAP MEDIUM REQ'D

RIPRAP MEDIUM REQ'D

MATCHLINE STA. 906+00 VR

MATCHLINE STA. 106+00 B

MATCHLINE STA. 101+00 D

MATCHLINE STA. 901+00 VR

MATCHLINE STA. 101+00 A

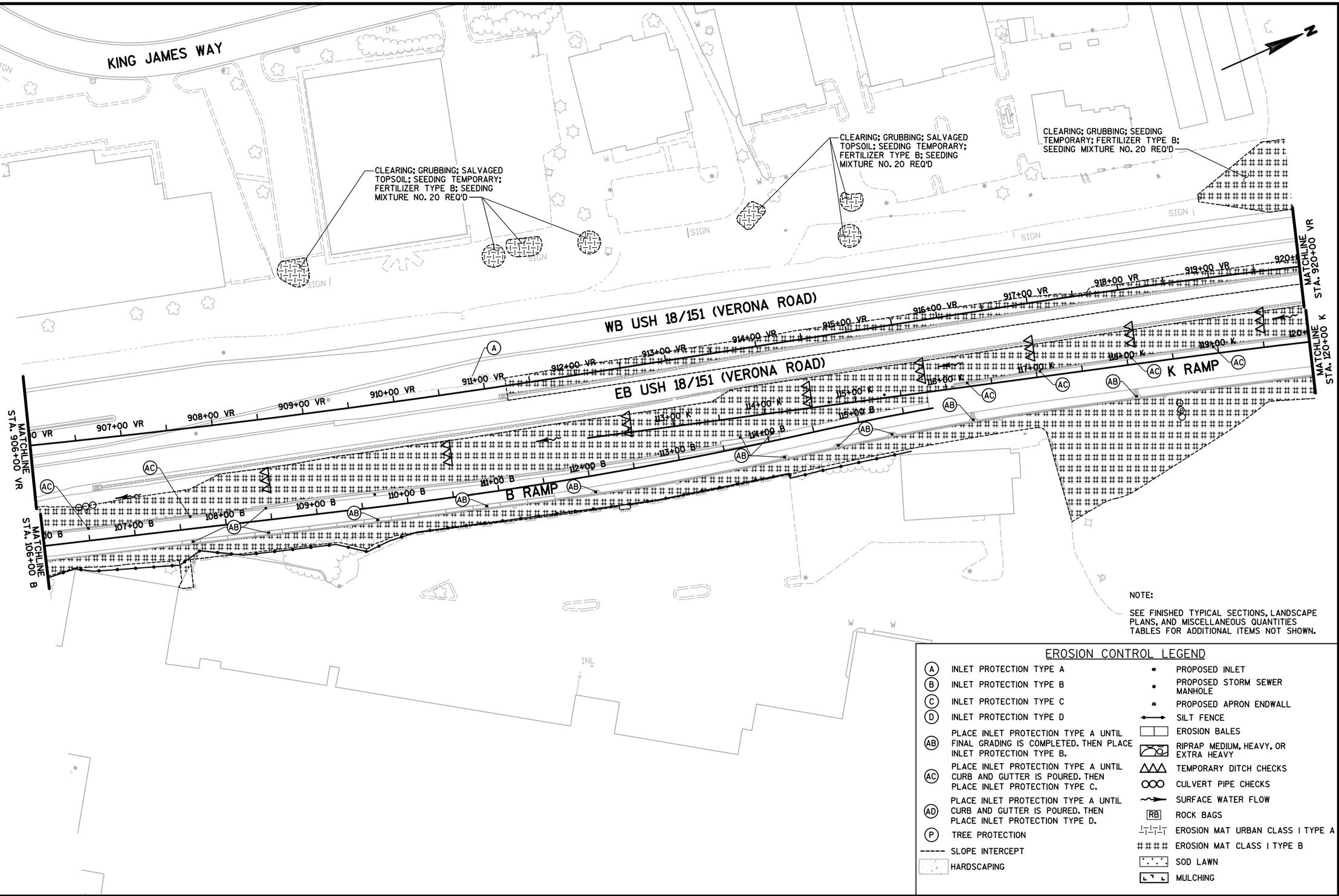
MATCHLINE 88+00 EB

MATCHLINE 103+00 EB

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | EROSION CONTROL-USH 18/151,RAMPS,SIDEROADS(VR,A,B,D,L,P,EB,WB,KR | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\022003_ec.dgn PLOT DATE : 4/14/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42




NOTE:

SEE FINISHED TYPICAL SECTIONS, LANDSCAPE PLANS, AND MISCELLANEOUS QUANTITIES TABLES FOR ADDITIONAL ITEMS NOT SHOWN.

## EROSION CONTROL LEGEND

| | | | |
|---|---|---|---|
| (A) | INLET PROTECTION TYPE A | ▪ | PROPOSED INLET |
| (B) | INLET PROTECTION TYPE B | • | PROPOSED STORM SEWER MANHOLE |
| (C) | INLET PROTECTION TYPE C | ▫ | PROPOSED APRON ENDWALL |
| (D) | INLET PROTECTION TYPE D | | SILT FENCE |
| (AB) | PLACE INLET PROTECTION TYPE A UNTIL FINAL GRADING IS COMPLETED. THEN PLACE INLET PROTECTION TYPE B. | | EROSION BALES |
| (AC) | PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C. | | RIPRAP MEDIUM, HEAVY, OR EXTRA HEAVY |
| (AD) | PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE D. | | TEMPORARY DITCH CHECKS |
| (P) | TREE PROTECTION | | CULVERT PIPE CHECKS |
| ----- | SLOPE INTERCEPT | | SURFACE WATER FLOW |
| | HARDSCAPING | RB | ROCK BAGS |
| | | | EROSION MAT URBAN CLASS I TYPE A |
| | | | EROSION MAT CLASS I TYPE B |
| | | | SOD LAWN |
| | | | MULCHING |

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | EROSION CONTROL - USH 18/151 & B & K RAMPS (VR, B & K) | SHEET 188 | E |
|---|---|---|---|---|---|

## EROSION CONTROL LEGEND

| | |
|---|---|
| (A) INLET PROTECTION TYPE A | PROPOSED INLET |
| (B) INLET PROTECTION TYPE B | PROPOSED STORM SEWER MANHOLE |
| (C) INLET PROTECTION TYPE C | PROPOSED APRON ENDWALL |
| (D) INLET PROTECTION TYPE D | SILT FENCE |
| (AB) PLACE INLET PROTECTION TYPE A UNTIL FINAL GRADING IS COMPLETED. THEN PLACE INLET PROTECTION TYPE B. | EROSION BALES |
| (AC) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C. | RIPRAP MEDIUM, HEAVY, OR EXTRA HEAVY |
| (AD) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE D. | TEMPORARY DITCH CHECKS |
| (P) TREE PROTECTION | CULVERT PIPE CHECKS |
| ----- SLOPE INTERCEPT | SURFACE WATER FLOW |
| HARDSCAPING | (RB) ROCK BAGS |
| | EROSION MAT URBAN CLASS I TYPE A |
| | #### EROSION MAT CLASS I TYPE B |
| | SOD LAWN |
| | MULCHING |

NOTE:

SEE FINISHED TYPICAL SECTIONS, LANDSCAPE PLANS, AND MISCELLANEOUS QUANTITIES TABLES FOR ADDITIONAL ITEMS NOT SHOWN.

CLEARING; GRUBBING; SALVAGED TOPSOIL; SEEDING TEMPORARY; FERTILIZER TYPE B; SEEDING MIXTURE NO. 20 REQ'D

CLEARING; GRUBBING; SALVAGED TOPSOIL; SEEDING TEMPORARY; FERTILIZER TYPE B; SEEDING MIXTURE NO. 20 REQ'D

SEE CONSTRUCTION DETAIL "SILT FENCE WITH EROSION BALES" FOR ADDITIONAL INFORMATION

CLEARING; GRUBBING; SEEDING TEMPORARY; FERTILIZER TYPE B; SEEDING MIXTURE NO. 20 REQ'D

CARRIAGE STREET

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

MATCHLINE STA. 920+00 VR

MATCHLINE STA. 935+00 VR

RIPRAP MEDIUM REQ'D

RIPRAP MEDIUM REQ'D

MATCHLINE STA. 120+00 K

K RAMP

E RAMP

MATCHLINE STA. 134+50 E

EAST VERONA ROAD FRONTAGE ROAD

SEE BIORETENTION BASIN B AND C CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION

SPROCKET DRIVE

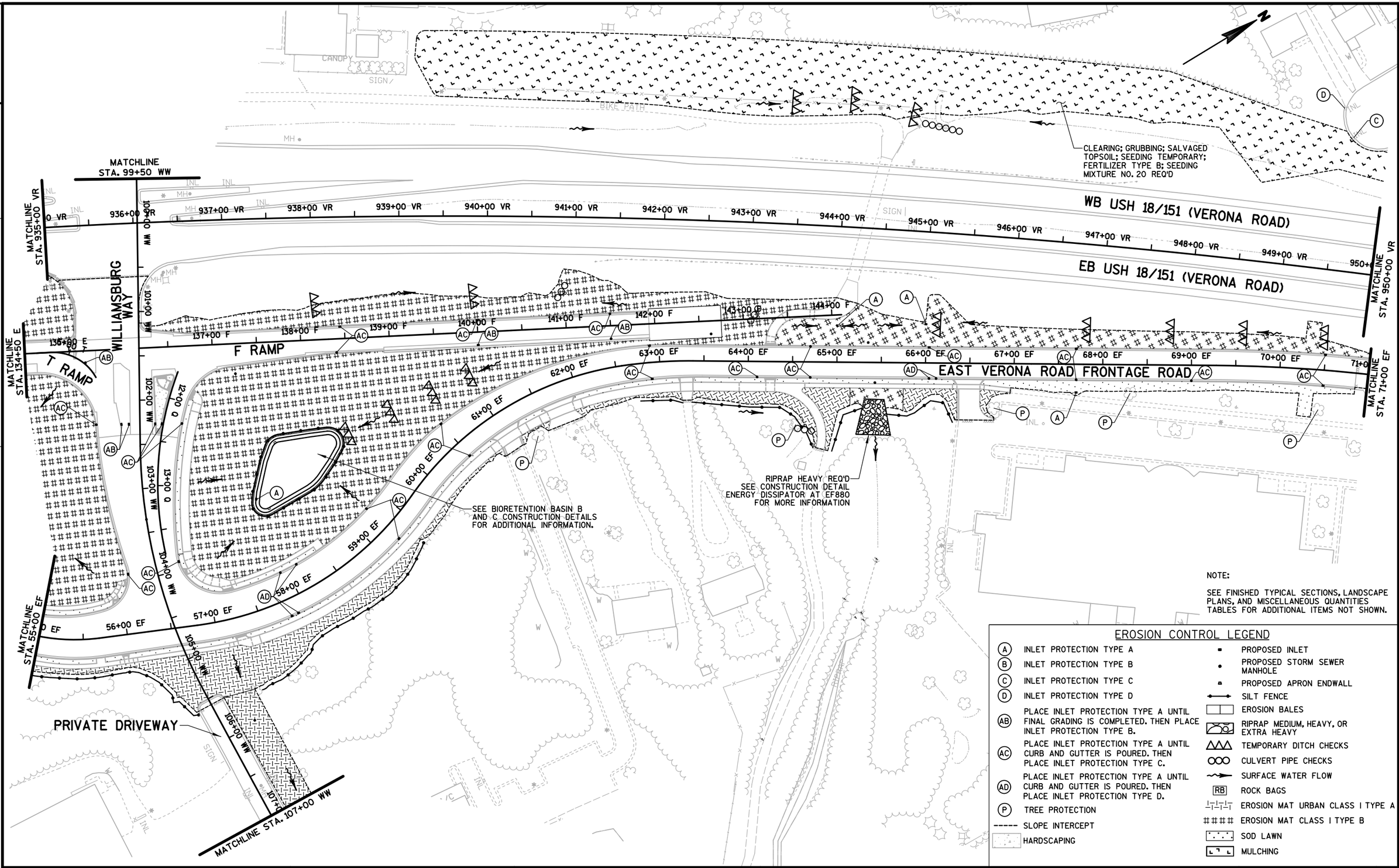
MATCHLINE STA. 55+00 EF

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | EROSION CONTROL - USH 18/151, RAMPS, E FRONTAGE RD (VR,E,K,EF) | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\022005_ec.dgn PLOT DATE : 4/14/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2




NOTE:

SEE FINISHED TYPICAL SECTIONS, LANDSCAPE PLANS, AND MISCELLANEOUS QUANTITIES TABLES FOR ADDITIONAL ITEMS NOT SHOWN.

## EROSION CONTROL LEGEND

- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (AB) PLACE INLET PROTECTION TYPE A UNTIL FINAL GRADING IS COMPLETED. THEN PLACE INLET PROTECTION TYPE B.
- (AC) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.
- (AD) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE D.
- (P) TREE PROTECTION
- ----- SLOPE INTERCEPT
- HARDSCAPING
- PROPOSED INLET
- PROPOSED STORM SEWER MANHOLE
- PROPOSED APRON ENDWALL
- SILT FENCE
- EROSION BALES
- RIPRAP MEDIUM, HEAVY, OR EXTRA HEAVY
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- RB ROCK BAGS
- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- SOD LAWN
- MULCHING

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | EROSION CONTROL - USH 18/151, RAMPS, SIDEROADS(VR,E,F,Q,T,EF,WW) | SHEET 190 | E |
|---|---|---|---|---|---|

2

WESTCHESTER ROAD

SHAFER DRIVE

CLEARING; GRUBBING; SALVAGED TOPSOIL; SEEDING TEMPORARY; FERTILIZER TYPE B; SEEDING MIXTURE NO. 20 REQ'D

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

RIPRAP MEDIUM REQ'D

MATCHLINE STA. 950+00 VR

MATCHLINE STA. 965+00 VR

950+00 VR 951+00 VR 952+00 VR 953+00 VR 954+00 VR 955+00 VR 956+00 VR 957+00 VR 958+00 VR 959+00 VR 960+00 VR 961+00 VR 962+00 VR 963+00 VR 964+00 VR

MATCHLINE STA. 71+00 EF

70+00 EF 71+00 EF 72+00 EF 73+00 EF 74+00 EF 75+00 EF 76+00 EF 77+00 EF 78+00 EF 79+00 EF 80+00 EF 81+00 EF 82+00 EF 83+00 EF 84+00 EF 85+00 EF 86+00 EF

EAST VERONA ROAD FRONTAGE ROAD

TOPPER'S LANE

CHALET GARDENS ROAD

CARLING DRIVE

PLAYGROUND

POOL

NOTE:

SEE FINISHED TYPICAL SECTIONS, LANDSCAPE PLANS, AND MISCELLANEOUS QUANTITIES TABLES FOR ADDITIONAL ITEMS NOT SHOWN.

## EROSION CONTROL LEGEND

- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (AB) PLACE INLET PROTECTION TYPE A UNTIL FINAL GRADING IS COMPLETED. THEN PLACE INLET PROTECTION TYPE B.
- (AC) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.
- (AD) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE D.
- (P) TREE PROTECTION
- ----- SLOPE INTERCEPT
- HARDSCAPING
- PROPOSED INLET
- PROPOSED STORM SEWER MANHOLE
- PROPOSED APRON ENDWALL
- SILT FENCE
- EROSION BALES
- RIPRAP MEDIUM, HEAVY, OR EXTRA HEAVY
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- RB ROCK BAGS
- EROSION MAT URBAN CLASS I TYPE A
- #### EROSION MAT CLASS I TYPE B
- SOD LAWN
- MULCHING

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | EROSION CONTROL - USH 18/151, E VERONA RD FRONTAGE RD (VR,EF) | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\022007_ec.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

REETZ ROAD

FREEPORT ROAD

RAYMOND ROAD

CANOPY

FILLER CAPS

SIGN

CLEARING; GRUBBING; SALVAGED TOPSOIL; SEEDING TEMPORARY; FERTILIZER TYPE B; SEEDING MIXTURE NO. 20 REQ'D

WB USH 18/151 (VERONA ROAD)

MATCHLINE STA. 965+00 VR

966+00 VR 967+00 VR 968+00 VR 969+00 VR 970+00 VR 971+00 VR 972+00 VR 973+00 VR 974+00 VR 975+00 VR 976+00 VR 977+00 VR 978+00 VR 979+00 VR 980+0

EB USH 18/151 (VERONA ROAD)

EAST VERONA ROAD FRONTAGE ROAD

87+00 EB

CARLING DRIVE

BIKE PATH

NOTE:

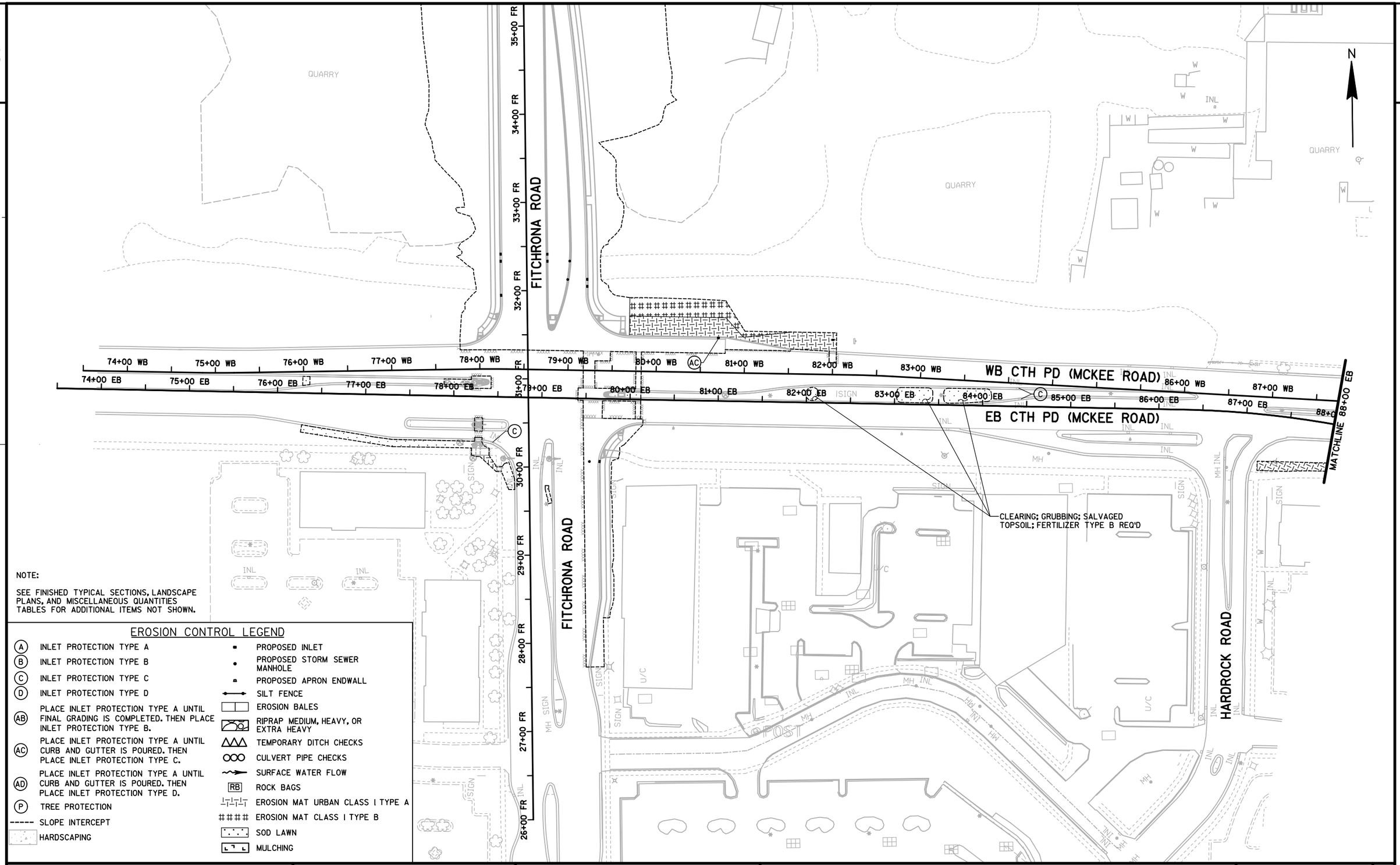
SEE FINISHED TYPICAL SECTIONS, LANDSCAPE PLANS, AND MISCELLANEOUS QUANTITIES TABLES FOR ADDITIONAL ITEMS NOT SHOWN.

## EROSION CONTROL LEGEND

- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (AB) PLACE INLET PROTECTION TYPE A UNTIL FINAL GRADING IS COMPLETED. THEN PLACE INLET PROTECTION TYPE B.
- (AC) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.
- (AD) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE D.
- (P) TREE PROTECTION
- ----- SLOPE INTERCEPT
- HARDSCAPING
- PROPOSED INLET
- PROPOSED STORM SEWER MANHOLE
- PROPOSED APRON ENDWALL
- SILT FENCE
- EROSION BALES
- RIPRAP MEDIUM, HEAVY, OR EXTRA HEAVY
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- RB ROCK BAGS
- EROSION MAT URBAN CLASS I TYPE A
- #### EROSION MAT CLASS I TYPE B
- SOD LAWN
- MULCHING

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | EROSION CONTROL - USH 18/151 (VR) | SHEET 192 | E |
|---|---|---|---|---|---|

2




NOTE:

SEE FINISHED TYPICAL SECTIONS, LANDSCAPE PLANS, AND MISCELLANEOUS QUANTITIES TABLES FOR ADDITIONAL ITEMS NOT SHOWN.

## EROSION CONTROL LEGEND

- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (AB) PLACE INLET PROTECTION TYPE A UNTIL FINAL GRADING IS COMPLETED. THEN PLACE INLET PROTECTION TYPE B.
- (AC) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.
- (AD) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE D.
- (P) TREE PROTECTION
- ----- SLOPE INTERCEPT
- HARDSCAPING
- PROPOSED INLET
- PROPOSED STORM SEWER MANHOLE
- PROPOSED APRON ENDWALL
- SILT FENCE
- EROSION BALES
- RIPRAP MEDIUM, HEAVY, OR EXTRA HEAVY
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- RB ROCK BAGS
- EROSION MAT URBAN CLASS I TYPE A
- #### EROSION MAT CLASS I TYPE B
- SOD LAWN
- MULCHING

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | EROSION CONTROL - CTH PD (MCKEE RD) (EB, WB) | SHEET 193 | E |
|---|---|---|---|---|---|

## EROSION CONTROL LEGEND

| | |
|---|---|
| (A) INLET PROTECTION TYPE A | PROPOSED INLET |
| (B) INLET PROTECTION TYPE B | PROPOSED STORM SEWER MANHOLE |
| (C) INLET PROTECTION TYPE C | PROPOSED APRON ENDWALL |
| (D) INLET PROTECTION TYPE D | SILT FENCE |
| (AB) PLACE INLET PROTECTION TYPE A UNTIL FINAL GRADING IS COMPLETED. THEN PLACE INLET PROTECTION TYPE B. | EROSION BALES |
| (AC) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C. | RIPRAP MEDIUM, HEAVY, OR EXTRA HEAVY |
| (AD) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE D. | TEMPORARY DITCH CHECKS |
| (P) TREE PROTECTION | CULVERT PIPE CHECKS |
| ----- SLOPE INTERCEPT | SURFACE WATER FLOW |
| HARDSCAPING | (RB) ROCK BAGS |
| | EROSION MAT URBAN CLASS I TYPE A |
| | #### EROSION MAT CLASS I TYPE B |
| | SOD LAWN |
| | MULCHING |

NOTE:

SEE FINISHED TYPICAL SECTIONS, LANDSCAPE PLANS, AND MISCELLANEOUS QUANTITIES TABLES FOR ADDITIONAL ITEMS NOT SHOWN.

N

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

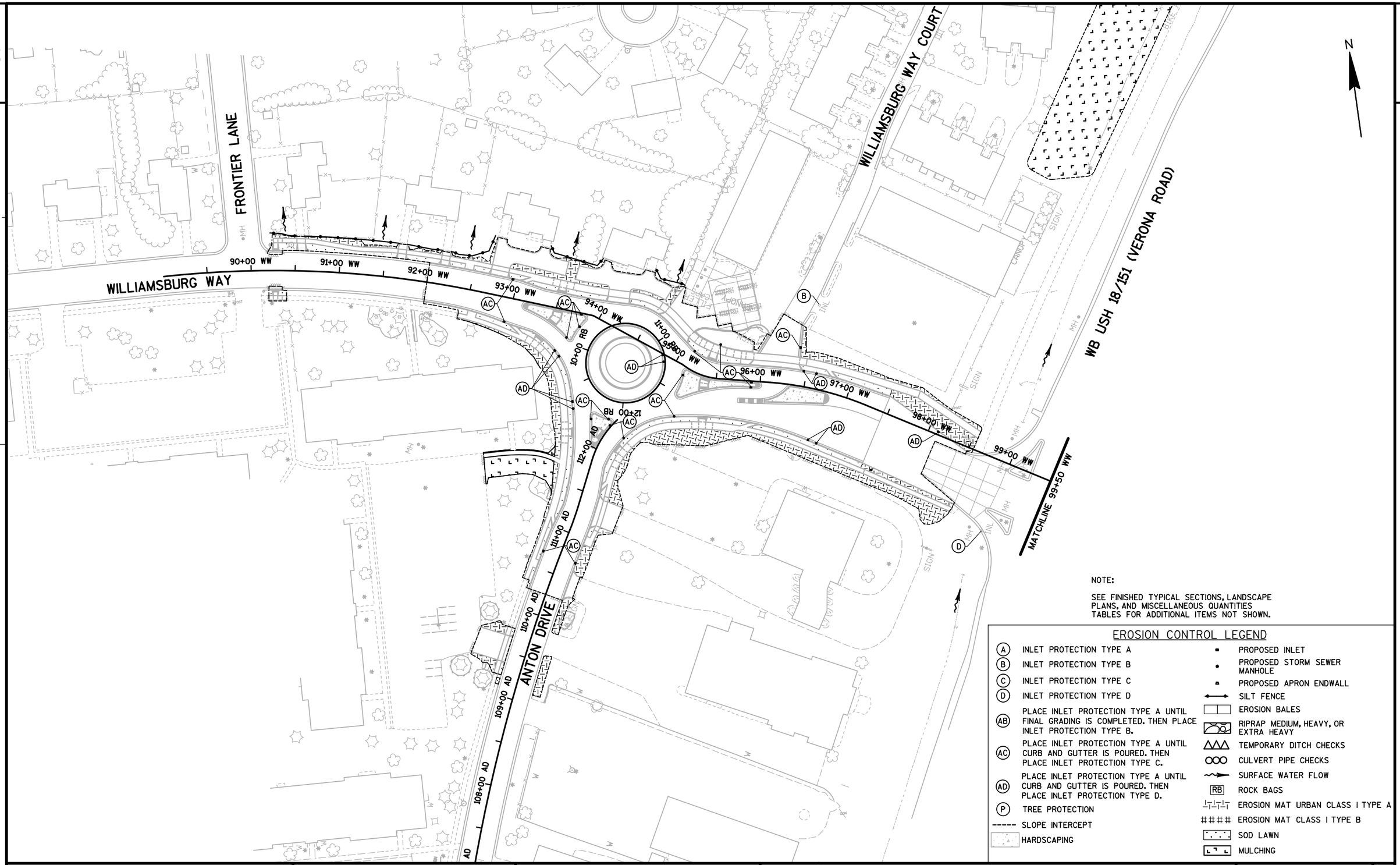
COMMERCE PARK DRIVE

MATCHLINE 103+00 EB

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | EROSION CONTROL - CTH PD (MCKEE RD) (EB) | SHEET 194 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\022010_ec.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2




NOTE:

SEE FINISHED TYPICAL SECTIONS, LANDSCAPE PLANS, AND MISCELLANEOUS QUANTITIES TABLES FOR ADDITIONAL ITEMS NOT SHOWN.

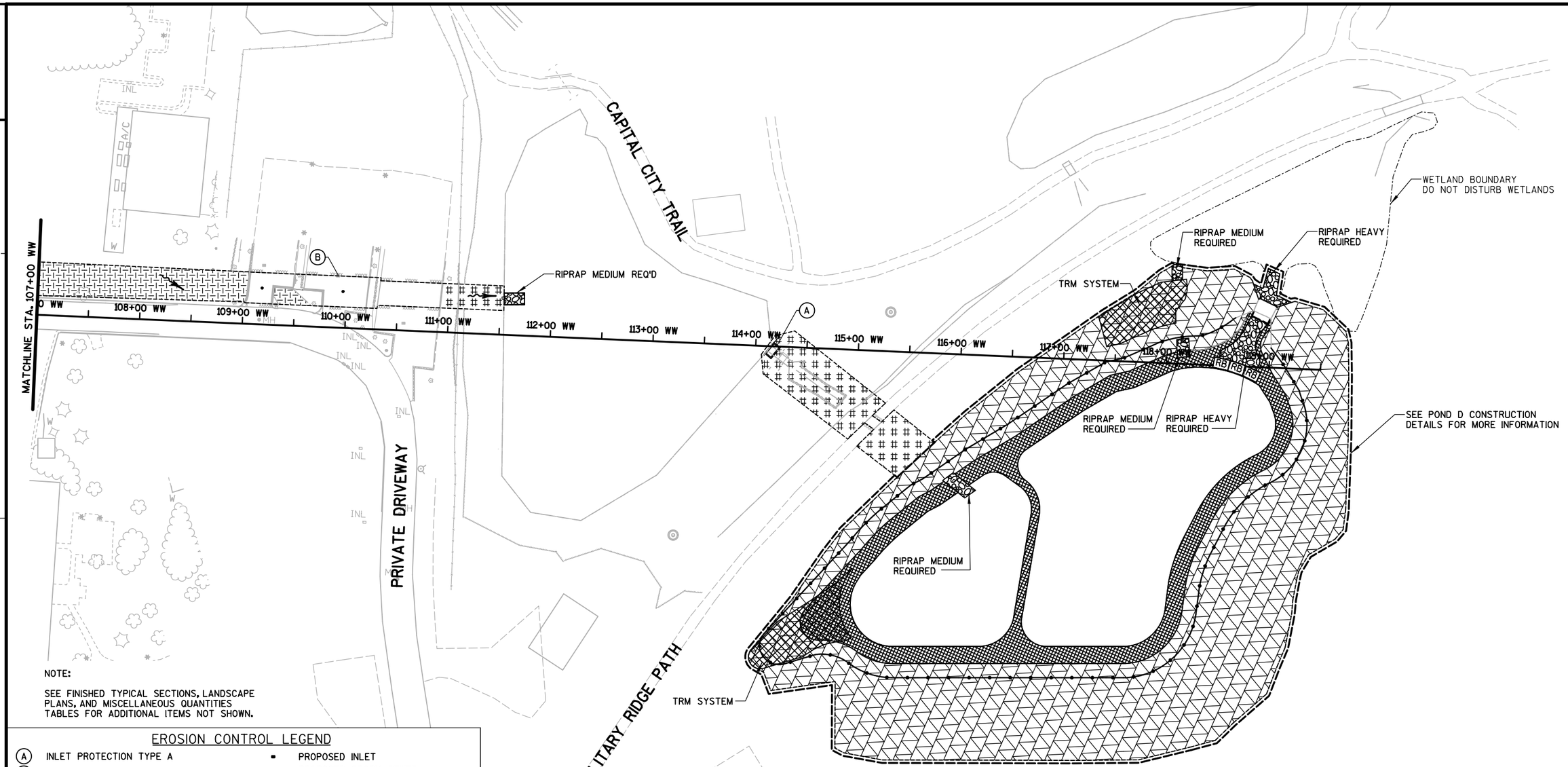
## EROSION CONTROL LEGEND

- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (AB) PLACE INLET PROTECTION TYPE A UNTIL FINAL GRADING IS COMPLETED. THEN PLACE INLET PROTECTION TYPE B.
- (AC) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.
- (AD) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE D.
- (P) TREE PROTECTION
- ----- SLOPE INTERCEPT
- HARDSCAPING
- PROPOSED INLET
- PROPOSED STORM SEWER MANHOLE
- PROPOSED APRON ENDWALL
- SILT FENCE
- EROSION BALES
- RIPRAP MEDIUM, HEAVY, OR EXTRA HEAVY
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- RB ROCK BAGS
- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- SOD LAWN
- MULCHING

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | EROSION CONTROL - WILLIAMSBURG WAY, ANTON DR (WW, AD) | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\022011_ec.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$




NOTE:

SEE FINISHED TYPICAL SECTIONS, LANDSCAPE PLANS, AND MISCELLANEOUS QUANTITIES TABLES FOR ADDITIONAL ITEMS NOT SHOWN.

## EROSION CONTROL LEGEND

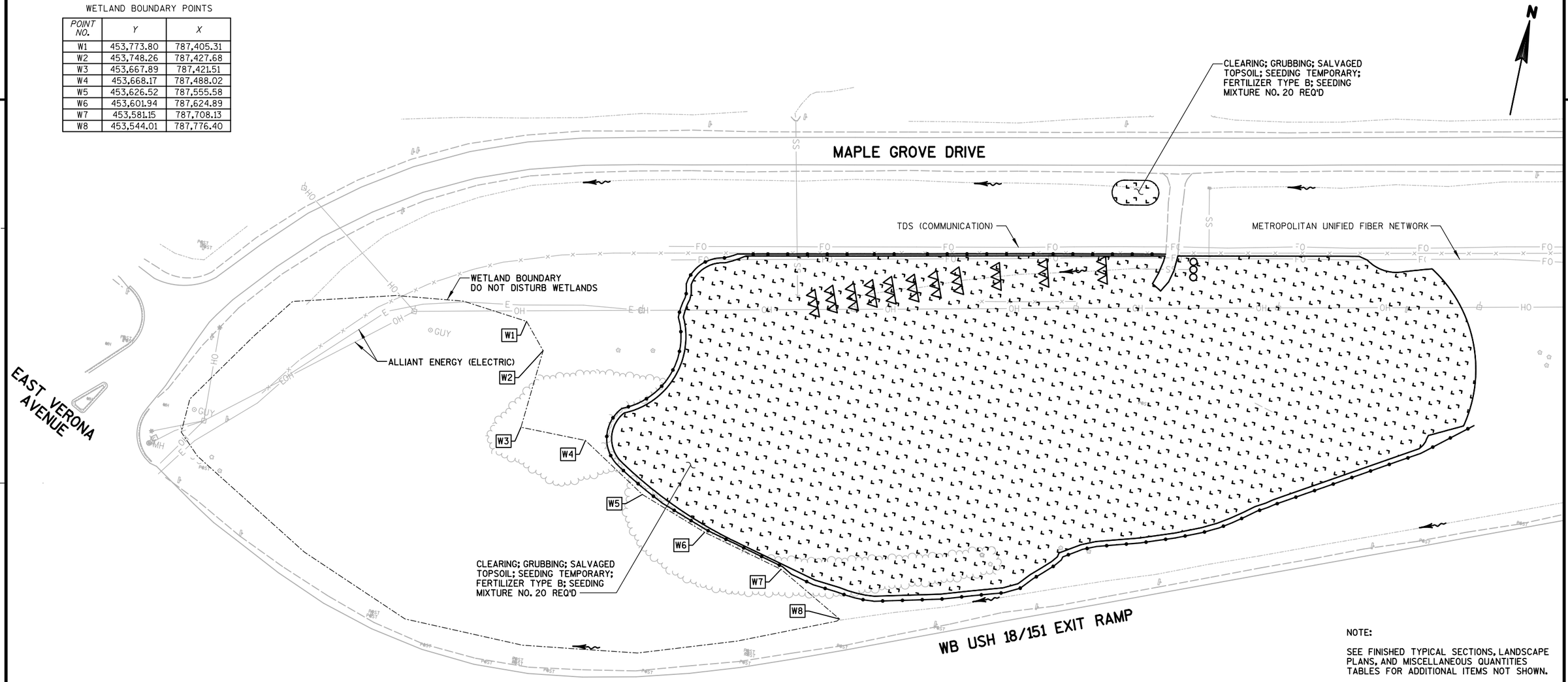
- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (AB) PLACE INLET PROTECTION TYPE A UNTIL FINAL GRADING IS COMPLETED. THEN PLACE INLET PROTECTION TYPE B.
- (AC) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.
- (AD) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE D.
- (P) TREE PROTECTION
- ----- SLOPE INTERCEPT
- HARDSCAPING
- PROPOSED INLET
- PROPOSED STORM SEWER MANHOLE
- PROPOSED APRON ENDWALL
- SILT FENCE
- EROSION BALES
- RIPRAP MEDIUM, HEAVY, OR EXTRA HEAVY
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- RB ROCK BAGS
- EROSION MAT URBAN CLASS I TYPE A
- #### EROSION MAT CLASS I TYPE B
- SOD LAWN
- MULCHING

- TURF REINFORCEMENT MAT (TRM) SYSTEM. SEE POND D CONSTRUCTION DETAILS
- SALVAGED TOPSOIL (6" DEPTH), SEEDING MIXTURE DETENTION POND, SHORT GRASS PRAIRIE, SEEDING NURSE CROP, EROSION MAT CLASS I TYPE B
- SALVAGED TOPSOIL (6" DEPTH), SEEDING MIXTURE DETENTION POND, WET SEDGE MEADOW, SEEDING NURSE CROP (ELEVATION 959.00 TO 962.00). PROVIDE EROSION MAT CLASS I TYPE B FROM ELEVATION 960.35 TO 962.00.

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | EROSION CONTROL - WILLIAMSBURG WAY (WW) | SHEET 196 | E |
|---|---|---|---|---|---|

WETLAND BOUNDARY POINTS

| POINT NO. | Y | X |
|---|---|---|
| W1 | 453,773.80 | 787,405.31 |
| W2 | 453,748.26 | 787,427.68 |
| W3 | 453,667.89 | 787,421.51 |
| W4 | 453,668.17 | 787,488.02 |
| W5 | 453,626.52 | 787,555.58 |
| W6 | 453,601.94 | 787,624.89 |
| W7 | 453,581.15 | 787,708.13 |
| W8 | 453,544.01 | 787,776.40 |




NOTE:

SEE FINISHED TYPICAL SECTIONS, LANDSCAPE PLANS, AND MISCELLANEOUS QUANTITIES TABLES FOR ADDITIONAL ITEMS NOT SHOWN.

EROSION CONTROL LEGEND

| | |
|---|---|
| (A) | INLET PROTECTION TYPE A |
| (B) | INLET PROTECTION TYPE B |
| (C) | INLET PROTECTION TYPE C |
| (D) | INLET PROTECTION TYPE D |
| (AB) | PLACE INLET PROTECTION TYPE A UNTIL FINAL GRADING IS COMPLETED. THEN PLACE INLET PROTECTION TYPE B. |
| (AC) | PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C. |
| (AD) | PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE D. |
| (P) | TREE PROTECTION |
| ----- | SLOPE INTERCEPT |
| | HARDSCAPING |
| ▪ | PROPOSED INLET |
| • | PROPOSED STORM SEWER MANHOLE |
| ▫ | PROPOSED APRON ENDWALL |
| | SILT FENCE |
| | EROSION BALES |
| | RIPRAP MEDIUM, HEAVY, OR EXTRA HEAVY |
| | TEMPORARY DITCH CHECKS |
| | CULVERT PIPE CHECKS |
| | SURFACE WATER FLOW |
| RB | ROCK BAGS |
| | EROSION MAT URBAN CLASS I TYPE A |
| #### | EROSION MAT CLASS I TYPE B |
| | SOD LAWN |
| | MULCHING |

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | EROSION CONTROL - SALT SHED SITE | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\022013_ec.dgn PLOT DATE : 4/1/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

## EROSION CONTROL LEGEND

- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (AB) PLACE INLET PROTECTION TYPE A UNTIL FINAL GRADING IS COMPLETED. THEN PLACE INLET PROTECTION TYPE B.
- (AC) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.
- (AD) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE D.
- (P) TREE PROTECTION
- SLOPE INTERCEPT
- HARDSCAPING
- PROPOSED INLET
- PROPOSED STORM SEWER MANHOLE
- PROPOSED APRON ENDWALL
- SILT FENCE
- EROSION BALES
- RIPRAP MEDIUM, HEAVY, OR EXTRA HEAVY
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- (RB) ROCK BAGS
- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- SOD LAWN
- MULCHING

N

NESBITT ROAD

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

D RAMP

EB CTH PD (MCKEE ROAD)

WB CTH PD (MCKEE ROAD)

| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | EROSION CONTROL - NESBITT ROAD (NR) | SHEET 198 | E |
|---|---|---|---|---|---|

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\EROSION CONTROL\1206-07-74\022001_EC (NESBITT).DWG
LAYOUT NAME - NESBITT RD - (17)

PLOT DATE : 3/31/2016 8:35 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

## EROSION CONTROL LEGEND

- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (AB) PLACE INLET PROTECTION TYPE A UNTIL FINAL GRADING IS COMPLETED. THEN PLACE INLET PROTECTION TYPE B.
- (AC) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.
- (AD) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE D.
- (P) TREE PROTECTION
- SLOPE INTERCEPT
- HARDSCAPING
- PROPOSED INLET
- PROPOSED STORM SEWER MANHOLE
- PROPOSED APRON ENDWALL
- SILT FENCE
- EROSION BALES
- RIPRAP MEDIUM, HEAVY, OR EXTRA HEAVY
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- (RB) ROCK BAGS
- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- SOD LAWN
- MULCHING

N

QUARRY

RIPRAP MEDIUM CUT TO FILL TRANSITION (TYP.)

EB CTH PD (MCKEE ROAD)

WB CTH PD (MCKEE ROAD)

FITCHRONA ROAD

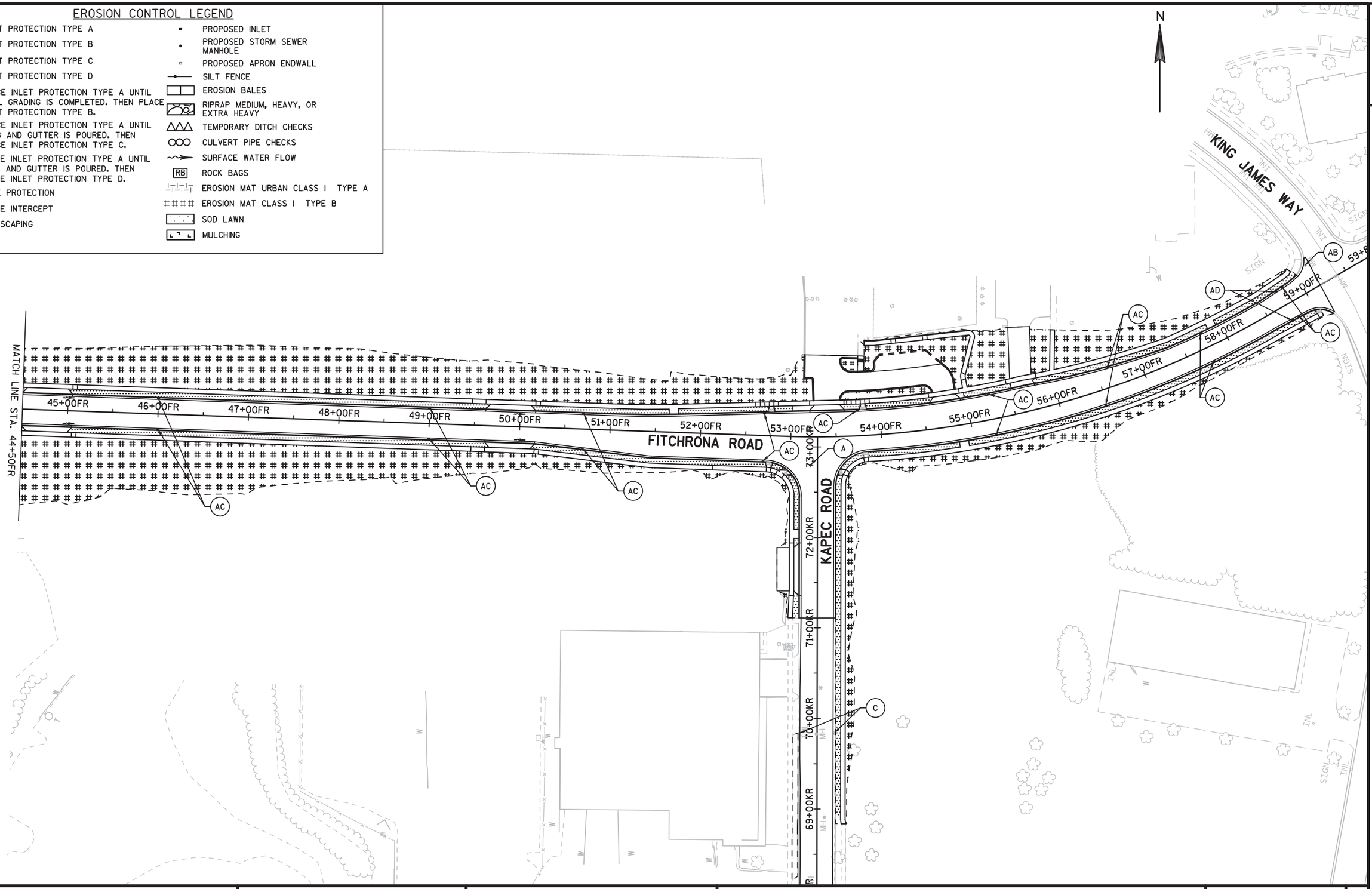
MATCH LINE STA. 44+50 FR

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | EROSION CONTROL - FITCHRONA ROAD (FR) | SHEET 199 | E |
|---|---|---|---|---|---|

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\EROSION CONTROL\1206-07-74\022001_EC (FITCHRONA).DWG PLOT DATE : 4/14/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 100'_XREF

## EROSION CONTROL LEGEND

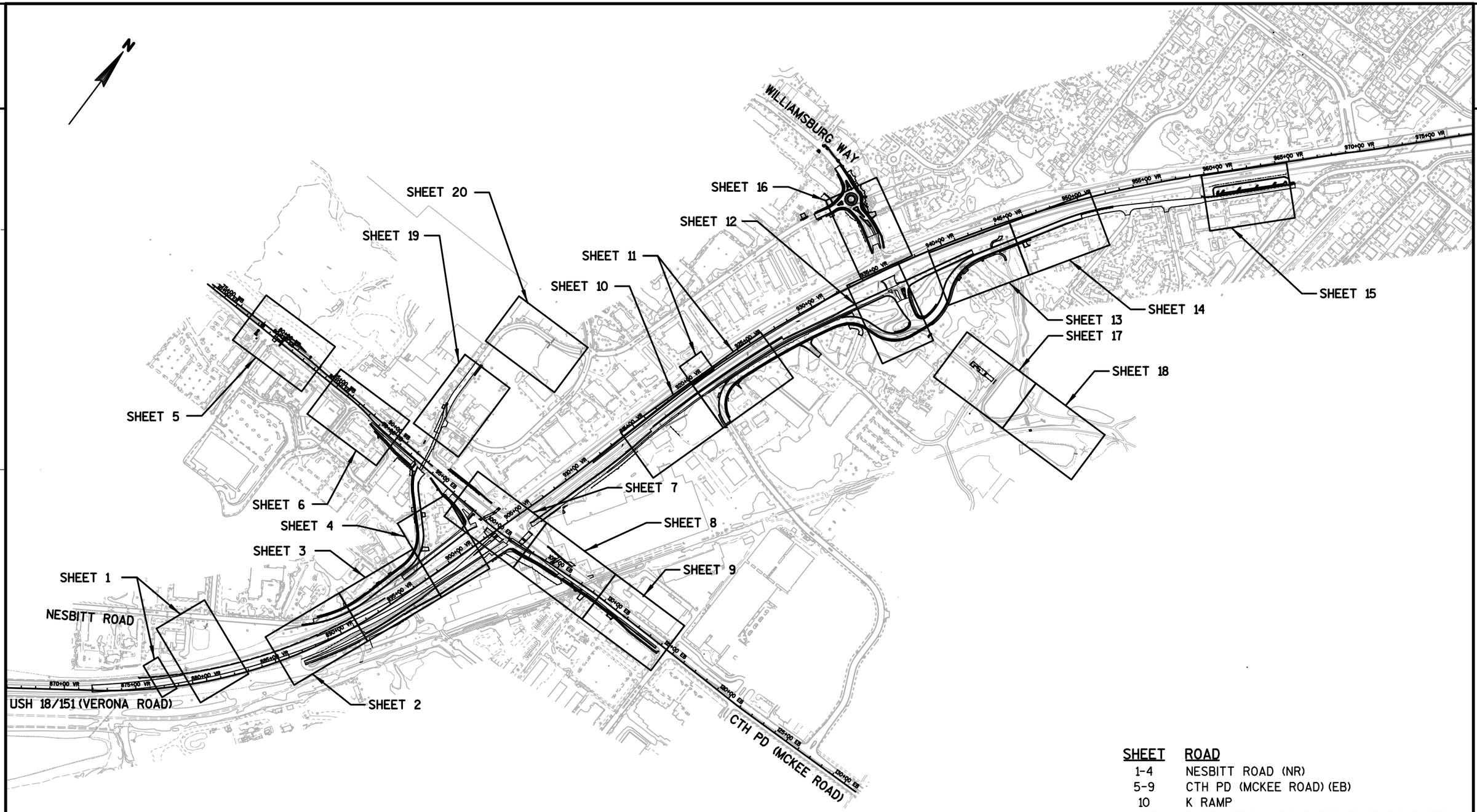
- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (AB) PLACE INLET PROTECTION TYPE A UNTIL FINAL GRADING IS COMPLETED. THEN PLACE INLET PROTECTION TYPE B.
- (AC) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.
- (AD) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE D.
- (P) TREE PROTECTION
- SLOPE INTERCEPT
- HARDSCAPING
- PROPOSED INLET
- PROPOSED STORM SEWER MANHOLE
- PROPOSED APRON ENDWALL
- SILT FENCE
- EROSION BALES
- RIPRAP MEDIUM, HEAVY, OR EXTRA HEAVY
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- (RB) ROCK BAGS
- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- SOD LAWN
- MULCHING




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | EROSION CONTROL - FITCHRONA ROAD (FR) | SHEET 200 | E |
|---|---|---|---|---|---|

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\EROSION CONTROL\1206-07-74\022001_EC (FITCHRONA).DWG PLOT DATE : 3/31/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 42




| SHEET | ROAD |
|---|---|
| 1-4 | NESBITT ROAD (NR) |
| 5-9 | CTH PD (MCKEE ROAD) (EB) |
| 10 | K RAMP |
| 11-15 | EAST VERONA ROAD FRONTAGE ROAD (EF) |
| 16-18 | WILLIAMSBURG WAY (WW) |
| 19 | KAPEC ROAD (KR) |
| 20 | FITCHRONA ROAD (FR) |

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER REMOVAL OVERVIEW | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\022400_ss_removals_Overview.dgn PLOT DATE : 4/1/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

## STORM SEWER REMOVAL DESCRIPTIONS

1. REMOVING MANHOLES REQ'D
2. REMOVING INLETS REQ'D
3. SEALING PIPES REQ'D
4. REMOVING STORM SEWER 8-INCH REQ'D
5. REMOVING STORM SEWER 12-INCH REQ'D
6. REMOVING STORM SEWER 15-INCH REQ'D
7. REMOVING STORM SEWER 18-INCH REQ'D
8. REMOVING STORM SEWER 24-INCH REQ'D
9. REMOVING STORM SEWER 27-INCH REQ'D
10. REMOVING STORM SEWER 30-INCH REQ'D
11. REMOVING STORM SEWER 36-INCH REQ'D
12. REMOVING STORM SEWER 42-INCH REQ'D
13. REMOVING STORM SEWER 60-INCH REQ'D
14. REMOVING STORM SEWER 14X23-INCH REQ'D
15. REMOVING STORM SEWER 19X30-INCH REQ'D
16. REMOVING STORM SEWER 24X38-INCH REQ'D
17. REMOVING STORM SEWER 29X45-INCH REQ'D

NESBITT ROAD

REMOVING APRON ENDWALLS REQ'D

REMOVING APRON ENDWALLS REQ'D

REMOVING GABION STRUCTURE REQ'D

APRON ENDWALLS FOR CULVERT PIPE SALVAGED 24-INCH

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

877+00 VR

878+00 VR

879+00 VR

880+00 VR

881+00 VR

882+00 VR

+50 VR

RIPRAP

SIGN

INL

SS

W

G

OH

SAN

MH

WATER

POST

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER REMOVAL - NESBITT ROAD (NR) | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\022401_ss_removals.dgn PLOT DATE : 4/1/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$
WISDOT/CADDS SHEET 42

SHEET 2 OF 20

NESBITT ROAD

REMOVING APRON ENDWALLS REQ'D

9+00 NR

+50 NR

10+00 NR

+50 NR

11+00 NR

+50 NR

12+00 NR

MATCHLINE STA. 12+50 NR

WB USH 18/151 (VERONA ROAD)

R-13-264

+50 VR

886+00 VR

+50 VR

887+00 VR

+50 VR

888+00 VR

+50 VR

889+00 VR

+50 VR

890+00 VR

+50 VR

891+00 VR

EB USH 18/151 (VERONA ROAD)

R-13-265

## STORM SEWER REMOVAL DESCRIPTIONS

1. REMOVING MANHOLES REQ'D
2. REMOVING INLETS REQ'D
3. SEALING PIPES REQ'D
4. REMOVING STORM SEWER 8-INCH REQ'D
5. REMOVING STORM SEWER 12-INCH REQ'D
6. REMOVING STORM SEWER 15-INCH REQ'D
7. REMOVING STORM SEWER 18-INCH REQ'D
8. REMOVING STORM SEWER 24-INCH REQ'D
9. REMOVING STORM SEWER 27-INCH REQ'D
10. REMOVING STORM SEWER 30-INCH REQ'D
11. REMOVING STORM SEWER 36-INCH REQ'D
12. REMOVING STORM SEWER 42-INCH REQ'D
13. REMOVING STORM SEWER 60-INCH REQ'D
14. REMOVING STORM SEWER 14X23-INCH REQ'D
15. REMOVING STORM SEWER 19X30-INCH REQ'D
16. REMOVING STORM SEWER 24X38-INCH REQ'D
17. REMOVING STORM SEWER 29X45-INCH REQ'D

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER REMOVAL - NESBITT ROAD (NR) | SHEET 203 | E |
|---|---|---|---|---|---|

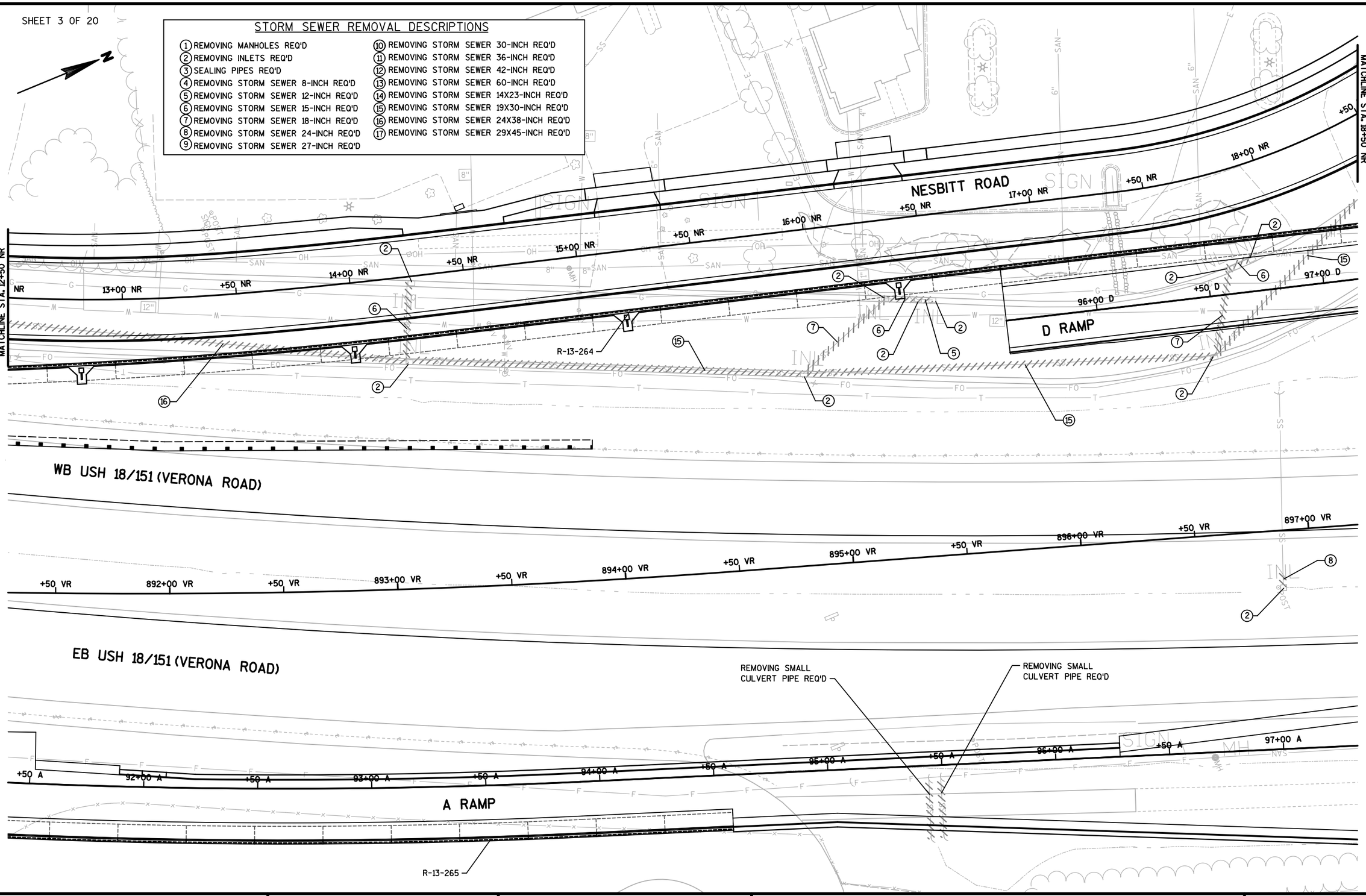
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\022402_ss_removals.dgn PLOT DATE : 4/1/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

SHEET 3 OF 20

## STORM SEWER REMOVAL DESCRIPTIONS

1. REMOVING MANHOLES REQ'D
2. REMOVING INLETS REQ'D
3. SEALING PIPES REQ'D
4. REMOVING STORM SEWER 8-INCH REQ'D
5. REMOVING STORM SEWER 12-INCH REQ'D
6. REMOVING STORM SEWER 15-INCH REQ'D
7. REMOVING STORM SEWER 18-INCH REQ'D
8. REMOVING STORM SEWER 24-INCH REQ'D
9. REMOVING STORM SEWER 27-INCH REQ'D
10. REMOVING STORM SEWER 30-INCH REQ'D
11. REMOVING STORM SEWER 36-INCH REQ'D
12. REMOVING STORM SEWER 42-INCH REQ'D
13. REMOVING STORM SEWER 60-INCH REQ'D
14. REMOVING STORM SEWER 14X23-INCH REQ'D
15. REMOVING STORM SEWER 19X30-INCH REQ'D
16. REMOVING STORM SEWER 24X38-INCH REQ'D
17. REMOVING STORM SEWER 29X45-INCH REQ'D




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER REMOVAL - NESBITT ROAD (NR) | SHEET 204 | E |
|---|---|---|---|---|---|

## STORM SEWER REMOVAL DESCRIPTIONS

1. REMOVING MANHOLES REQ'D
2. REMOVING INLETS REQ'D
3. SEALING PIPES REQ'D
4. REMOVING STORM SEWER 8-INCH REQ'D
5. REMOVING STORM SEWER 12-INCH REQ'D
6. REMOVING STORM SEWER 15-INCH REQ'D
7. REMOVING STORM SEWER 18-INCH REQ'D
8. REMOVING STORM SEWER 24-INCH REQ'D
9. REMOVING STORM SEWER 27-INCH REQ'D
10. REMOVING STORM SEWER 30-INCH REQ'D
11. REMOVING STORM SEWER 36-INCH REQ'D
12. REMOVING STORM SEWER 42-INCH REQ'D
13. REMOVING STORM SEWER 60-INCH REQ'D
14. REMOVING STORM SEWER 14X23-INCH REQ'D
15. REMOVING STORM SEWER 19X30-INCH REQ'D
16. REMOVING STORM SEWER 24X38-INCH REQ'D
17. REMOVING STORM SEWER 29X45-INCH REQ'D

SHEET 4 OF 20

R-13-264

APRON ENDWALLS FOR CULVERT PIPE SALVAGED 12-INCH

NESBITT ROAD

D RAMP

A RAMP

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

BIKE PATH

MATCHLINE STA. 18+50 NR

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER REMOVAL - NESBITT ROAD (NR) | SHEET 205 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\022404_ss_removals.dgn PLOT DATE : 4/1/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

SHEET 5 OF 20

## STORM SEWER REMOVAL DESCRIPTIONS

1. REMOVING MANHOLES REQ'D
2. REMOVING INLETS REQ'D
3. SEALING PIPES REQ'D
4. REMOVING STORM SEWER 8-INCH REQ'D
5. REMOVING STORM SEWER 12-INCH REQ'D
6. REMOVING STORM SEWER 15-INCH REQ'D
7. REMOVING STORM SEWER 18-INCH REQ'D
8. REMOVING STORM SEWER 24-INCH REQ'D
9. REMOVING STORM SEWER 27-INCH REQ'D
10. REMOVING STORM SEWER 30-INCH REQ'D
11. REMOVING STORM SEWER 36-INCH REQ'D
12. REMOVING STORM SEWER 42-INCH REQ'D
13. REMOVING STORM SEWER 60-INCH REQ'D
14. REMOVING STORM SEWER 14X23-INCH REQ'D
15. REMOVING STORM SEWER 19X30-INCH REQ'D
16. REMOVING STORM SEWER 24X38-INCH REQ'D
17. REMOVING STORM SEWER 29X45-INCH REQ'D

ABANDONING SEWER REQ'D

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

FITCHRONA ROAD

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER REMOVAL - CTH PD (MCKEE ROAD) (EB) | SHEET E |
|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\022405_ss_removals.dgn PLOT DATE : 4/1/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

## STORM SEWER REMOVAL DESCRIPTIONS

1. REMOVING MANHOLES REQ'D
2. REMOVING INLETS REQ'D
3. SEALING PIPES REQ'D
4. REMOVING STORM SEWER 8-INCH REQ'D
5. REMOVING STORM SEWER 12-INCH REQ'D
6. REMOVING STORM SEWER 15-INCH REQ'D
7. REMOVING STORM SEWER 18-INCH REQ'D
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13. REMOVING STORM SEWER 60-INCH REQ'D
14. REMOVING STORM SEWER 14X23-INCH REQ'D
15. REMOVING STORM SEWER 19X30-INCH REQ'D
16. REMOVING STORM SEWER 24X38-INCH REQ'D
17. REMOVING STORM SEWER 29X45-INCH REQ'D



N

SCALE

WB CTH PD (MCKEE ROAD)

+50 WB 85+00 WB +50 WB 86+00 WB +50 WB 87+00 WB +50 WB 88+00 WB +50 WB 89+00 WB +50 WB 90+00 WB

EB CTH PD (MCKEE ROAD)

+50 EB 85+00 EB +50 EB 86+00 EB +50 EB 87+00 EB +50 EB 88+00 EB +50 EB 89+00 EB +50 EB 90+00 EB +50 EB

HARDROCK ROAD

REMOVE 8-INCH PVC
ONLY IF INACTIVE

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER REMOVAL - CTH PD (MCKEE ROAD) (EB) | SHEET 207 | E |
|---|---|---|---|---|---|

## STORM SEWER REMOVAL DESCRIPTIONS

1. REMOVING MANHOLES REQ'D
2. REMOVING INLETS REQ'D
3. SEALING PIPES REQ'D
4. REMOVING STORM SEWER 8-INCH REQ'D
5. REMOVING STORM SEWER 12-INCH REQ'D
6. REMOVING STORM SEWER 15-INCH REQ'D
7. REMOVING STORM SEWER 18-INCH REQ'D
8. REMOVING STORM SEWER 24-INCH REQ'D
9. REMOVING STORM SEWER 27-INCH REQ'D
10. REMOVING STORM SEWER 30-INCH REQ'D
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13. REMOVING STORM SEWER 60-INCH REQ'D
14. REMOVING STORM SEWER 14X23-INCH REQ'D
15. REMOVING STORM SEWER 19X30-INCH REQ'D
16. REMOVING STORM SEWER 24X38-INCH REQ'D
17. REMOVING STORM SEWER 29X45-INCH REQ'D

SHEET 7 OF 20

N

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

B RAMP

APRON ENDWALLS FOR CULVERT PIPE SALVAGED 24-INCH

RELAID PIPE REQ'D SEE STORM SEWER SHEETS

APRON ENDWALLS FOR CULVERT PIPE SALVAGED 18-INCH

REMOVING SMALL CULVERT PIPE REQ'D

SALVAGE INLET COVER SEE STORM SEWER SHEETS

SALVAGE INLET COVERS SEE STORM SEWER SHEETS

REMOVING DELINEATORS AND MARKERS REQ'D

REMOVING APRON ENDWALLS REQ'D

R-13-264

MATCHLINE STA. 102+00 EB

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER REMOVAL - CTH PD (MCKEE ROAD) (EB) | SHEET 208 | E |
|---|---|---|---|---|---|

## STORM SEWER REMOVAL DESCRIPTIONS

1. REMOVING MANHOLES REQ'D
2. REMOVING INLETS REQ'D
3. SEALING PIPES REQ'D
4. REMOVING STORM SEWER 8-INCH REQ'D
5. REMOVING STORM SEWER 12-INCH REQ'D
6. REMOVING STORM SEWER 15-INCH REQ'D
7. REMOVING STORM SEWER 18-INCH REQ'D
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14. REMOVING STORM SEWER 14X23-INCH REQ'D
15. REMOVING STORM SEWER 19X30-INCH REQ'D
16. REMOVING STORM SEWER 24X38-INCH REQ'D
17. REMOVING STORM SEWER 29X45-INCH REQ'D

N

MILITARY RIDGE PATH

SALVAGE INLET COVERS
SEE STORM SEWER SHEETS

RELAID PIPE REQ'D
SEE STORM SEWER SHEETS

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

MATCHLINE STA. 102+50 EB

MATCHLINE STA. 108+50 EB

103+00 EB
+50 EB
104+00 EB
+50 EB
105+00 EB
+50 EB
106+00 EB
+50 EB
107+00 EB
+50 EB
108+00 EB
+50

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER REMOVAL - CTH PD (MCKEE ROAD) (EB) | SHEET 209 | E |
|---|---|---|---|---|---|

## STORM SEWER REMOVAL DESCRIPTIONS

1. REMOVING MANHOLES REQ'D
2. REMOVING INLETS REQ'D
3. SEALING PIPES REQ'D
4. REMOVING STORM SEWER 8-INCH REQ'D
5. REMOVING STORM SEWER 12-INCH REQ'D
6. REMOVING STORM SEWER 15-INCH REQ'D
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15. REMOVING STORM SEWER 19X30-INCH REQ'D
16. REMOVING STORM SEWER 24X38-INCH REQ'D
17. REMOVING STORM SEWER 29X45-INCH REQ'D

N

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

MATCHLINE STA. 108+50 EB

EB 109+00 EB +50 EB 110+00 EB +50 EB 111+00 EB +50 EB 112+00 EB +50 EB 113+00 EB +50 EB 114+00 EB +50 EB

SIGN

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER REMOVAL - CTH PD (MCKEE ROAD) (EB) | SHEET 210 | E |
|---|---|---|---|---|---|

SHEET 10 OF 20

EB US 18/151 (VERONA ROAD)

915+00 VR | +50 VR | 916+00 VR | +50 VR | 917+00 VR | +50 VR | 918+00 VR | +50 VR | 919+00 VR | +50 VR | 920+00

REMOVING SMALL CULVERT PIPE REQ'D

REMOVING APRON ENDWALLS REQ'D

REMOVING DELINEATORS AND MARKERS REQ'D

MATCHLINE STA. 120+00 K

K RAMP

R-13-269

REMOVING SMALL CULVERT PIPE REQ'D

## STORM SEWER REMOVAL DESCRIPTIONS

1. REMOVING MANHOLES REQ'D
2. REMOVING INLETS REQ'D
3. SEALING PIPES REQ'D
4. REMOVING STORM SEWER 8-INCH REQ'D
5. REMOVING STORM SEWER 12-INCH REQ'D
6. REMOVING STORM SEWER 15-INCH REQ'D
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14. REMOVING STORM SEWER 14X23-INCH REQ'D
15. REMOVING STORM SEWER 19X30-INCH REQ'D
16. REMOVING STORM SEWER 24X38-INCH REQ'D
17. REMOVING STORM SEWER 29X45-INCH REQ'D

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER REMOVAL- K RAMP | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\022410_ss_removals.dgn PLOT DATE : 4/1/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

EB US 18/151 (VERONA ROAD)

WB US 18/151 (VERONA ROAD)

K RAMP

MATCHLINE STA. 120+00 K

EAST VERONA ROAD FRONTAGE ROAD

APRON ENDWALLS FOR CULVERT PIPE SALVAGED 18-INCH

REMOVING DELINEATORS AND MARKERS REQ'D

REMOVING SMALL CULVERT PIPE REQ'D

R-13-269

R-13-271

REMOVING APRON ENDWALLS REQ'D

REMOVING APRON ENDWALLS REQ'D

REMOVING APRON ENDWALLS REQ'D

## STORM SEWER REMOVAL DESCRIPTIONS

1. REMOVING MANHOLES REQ'D
2. REMOVING INLETS REQ'D
3. SEALING PIPES REQ'D
4. REMOVING STORM SEWER 8-INCH REQ'D
5. REMOVING STORM SEWER 12-INCH REQ'D
6. REMOVING STORM SEWER 15-INCH REQ'D
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11. REMOVING STORM SEWER 36-INCH REQ'D
12. REMOVING STORM SEWER 42-INCH REQ'D
13. REMOVING STORM SEWER 60-INCH REQ'D
14. REMOVING STORM SEWER 14X23-INCH REQ'D
15. REMOVING STORM SEWER 19X30-INCH REQ'D
16. REMOVING STORM SEWER 24X38-INCH REQ'D
17. REMOVING STORM SEWER 29X45-INCH REQ'D

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER REMOVAL- EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 212 | E |
|---|---|---|---|---|---|

SHEET 12 OF 20

REMOVING APRON ENDWALLS REQ'D

REMOVING APRON ENDWALLS REQ'D

APRON ENDWALLS FOR CULVERT PIPE SALVAGED 18-INCH

MAINTAIN DRAINAGE UNTIL FINAL REMOVAL CONDITION STG. 2, PH. 1

WILLIAMSBURG WAY

EB US 18/151 (VERONA ROAD)

EAST VERONA ROAD FRONTAGE ROAD

SIGN

## STORM SEWER REMOVAL DESCRIPTIONS

1. REMOVING MANHOLES REQ'D
2. REMOVING INLETS REQ'D
3. SEALING PIPES REQ'D
4. REMOVING STORM SEWER 8-INCH REQ'D
5. REMOVING STORM SEWER 12-INCH REQ'D
6. REMOVING STORM SEWER 15-INCH REQ'D
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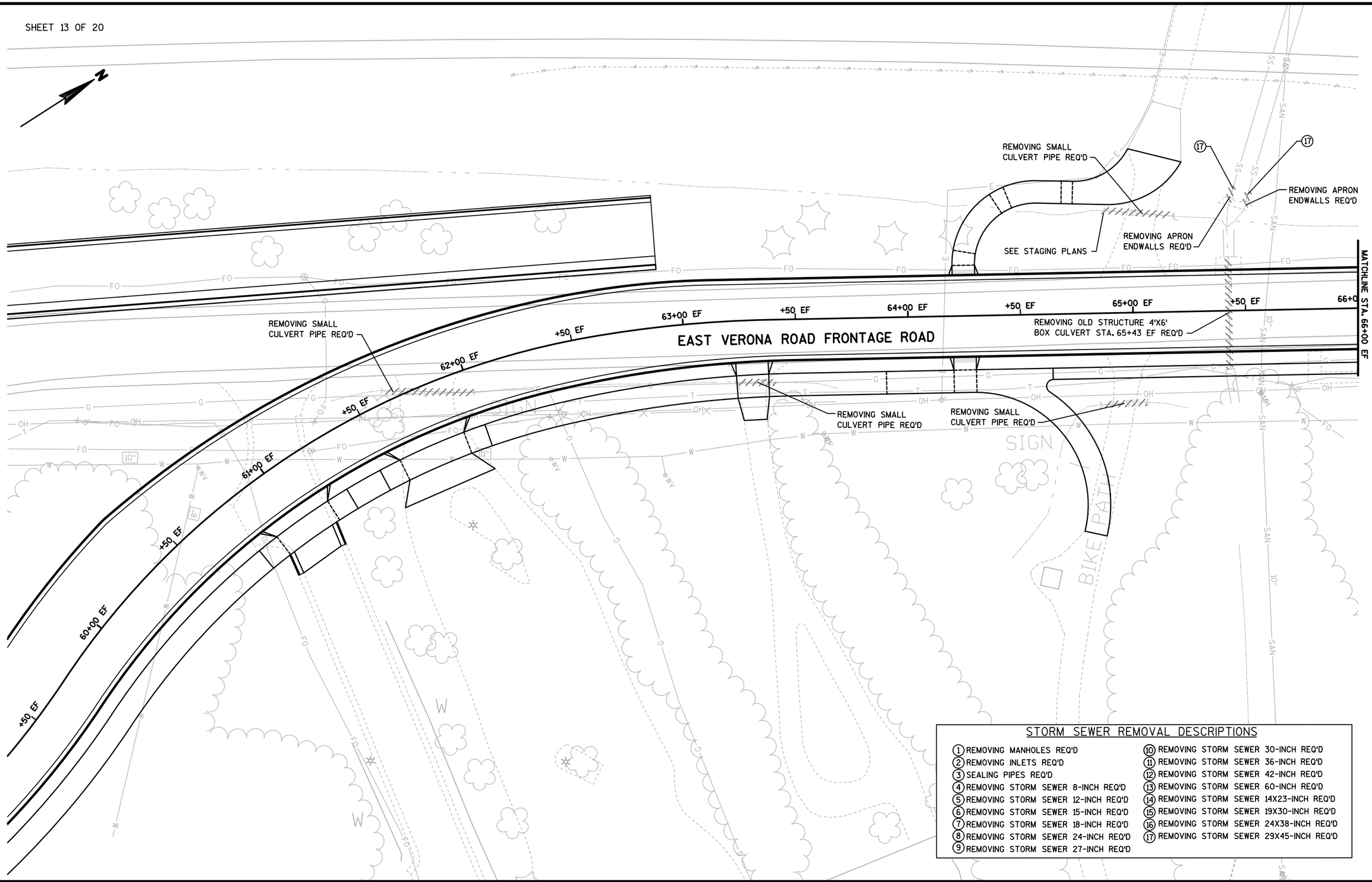
12. REMOVING STORM SEWER 42-INCH REQ'D
13. REMOVING STORM SEWER 60-INCH REQ'D
14. REMOVING STORM SEWER 14X23-INCH REQ'D
15. REMOVING STORM SEWER 19X30-INCH REQ'D
16. REMOVING STORM SEWER 24X38-INCH REQ'D
17. REMOVING STORM SEWER 29X45-INCH REQ'D

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER REMOVAL- EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 213 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\022412_ss_removals.dgn PLOT DATE : 4/1/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

SHEET 13 OF 20




## STORM SEWER REMOVAL DESCRIPTIONS

1. REMOVING MANHOLES REQ'D
2. REMOVING INLETS REQ'D
3. SEALING PIPES REQ'D
4. REMOVING STORM SEWER 8-INCH REQ'D
5. REMOVING STORM SEWER 12-INCH REQ'D
6. REMOVING STORM SEWER 15-INCH REQ'D
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13. REMOVING STORM SEWER 60-INCH REQ'D
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15. REMOVING STORM SEWER 19X30-INCH REQ'D
16. REMOVING STORM SEWER 24X38-INCH REQ'D
17. REMOVING STORM SEWER 29X45-INCH REQ'D

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER REMOVAL- EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 214 | E |
|---|---|---|---|---|---|

SHEET 14 OF 20

EB USH 18/151 (VERONA ROAD)

EAST VERONA ROAD FRONTAGE ROAD

MATCHLINE STA. 66+00 EF

## STORM SEWER REMOVAL DESCRIPTIONS

1. REMOVING MANHOLES REQ'D
2. REMOVING INLETS REQ'D
3. SEALING PIPES REQ'D
4. REMOVING STORM SEWER 8-INCH REQ'D
5. REMOVING STORM SEWER 12-INCH REQ'D
6. REMOVING STORM SEWER 15-INCH REQ'D
7. REMOVING STORM SEWER 18-INCH REQ'D
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15. REMOVING STORM SEWER 19X30-INCH REQ'D
16. REMOVING STORM SEWER 24X38-INCH REQ'D
17. REMOVING STORM SEWER 29X45-INCH REQ'D

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER REMOVAL- EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\022414_ss_removals.dgn PLOT DATE : 4/1/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

EB USH 18/151 (VERONA ROAD)

REMOVING INLET COVERS REQ'D

REMOVING APRON ENDWALLS REQ'D

+50 EF | 80+00 EF | +50 EF | 81+00 EF | +50 EF | 82+00 EF | +50 EF | 83+00 EF | +50 EF | 84+00 EF | +50 EF | 85+00 EF | +50 EF

EAST VERONA ROAD FRONTAGE ROAD

PLAYGROUND

SIGN

## STORM SEWER REMOVAL DESCRIPTIONS

1. REMOVING MANHOLES REQ'D
2. REMOVING INLETS REQ'D
3. SEALING PIPES REQ'D
4. REMOVING STORM SEWER 8-INCH REQ'D
5. REMOVING STORM SEWER 12-INCH REQ'D
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11. REMOVING STORM SEWER 36-INCH REQ'D
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15. REMOVING STORM SEWER 19X30-INCH REQ'D
16. REMOVING STORM SEWER 24X38-INCH REQ'D
17. REMOVING STORM SEWER 29X45-INCH REQ'D

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER REMOVAL- EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\022415_ss_removals.dgn PLOT DATE : 4/1/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

## STORM SEWER REMOVAL DESCRIPTIONS

1. REMOVING MANHOLES REQ'D
2. REMOVING INLETS REQ'D
3. SEALING PIPES REQ'D
4. REMOVING STORM SEWER 8-INCH REQ'D
5. REMOVING STORM SEWER 12-INCH REQ'D
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12. REMOVING STORM SEWER 42-INCH REQ'D
13. REMOVING STORM SEWER 60-INCH REQ'D
14. REMOVING STORM SEWER 14X23-INCH REQ'D
15. REMOVING STORM SEWER 19X30-INCH REQ'D
16. REMOVING STORM SEWER 24X38-INCH REQ'D
17. REMOVING STORM SEWER 29X45-INCH REQ'D



WILLIAMSBURG WAY

ANTON DRIVE

REMOVING INLET COVERS REQ'D

REMOVING INLET COVERS REQ'D

REMOVE VERTICAL PORTION OF 8-INCH PIPE

94+00 WW +50 RB

11+00 RB

10+00 RB

+50 WW

95+00 WW

96+00 WW

97+00 WW

98+00 WW

99+00 WW

+50 RB

12+00 RB

936+00 VR

937+00 VR

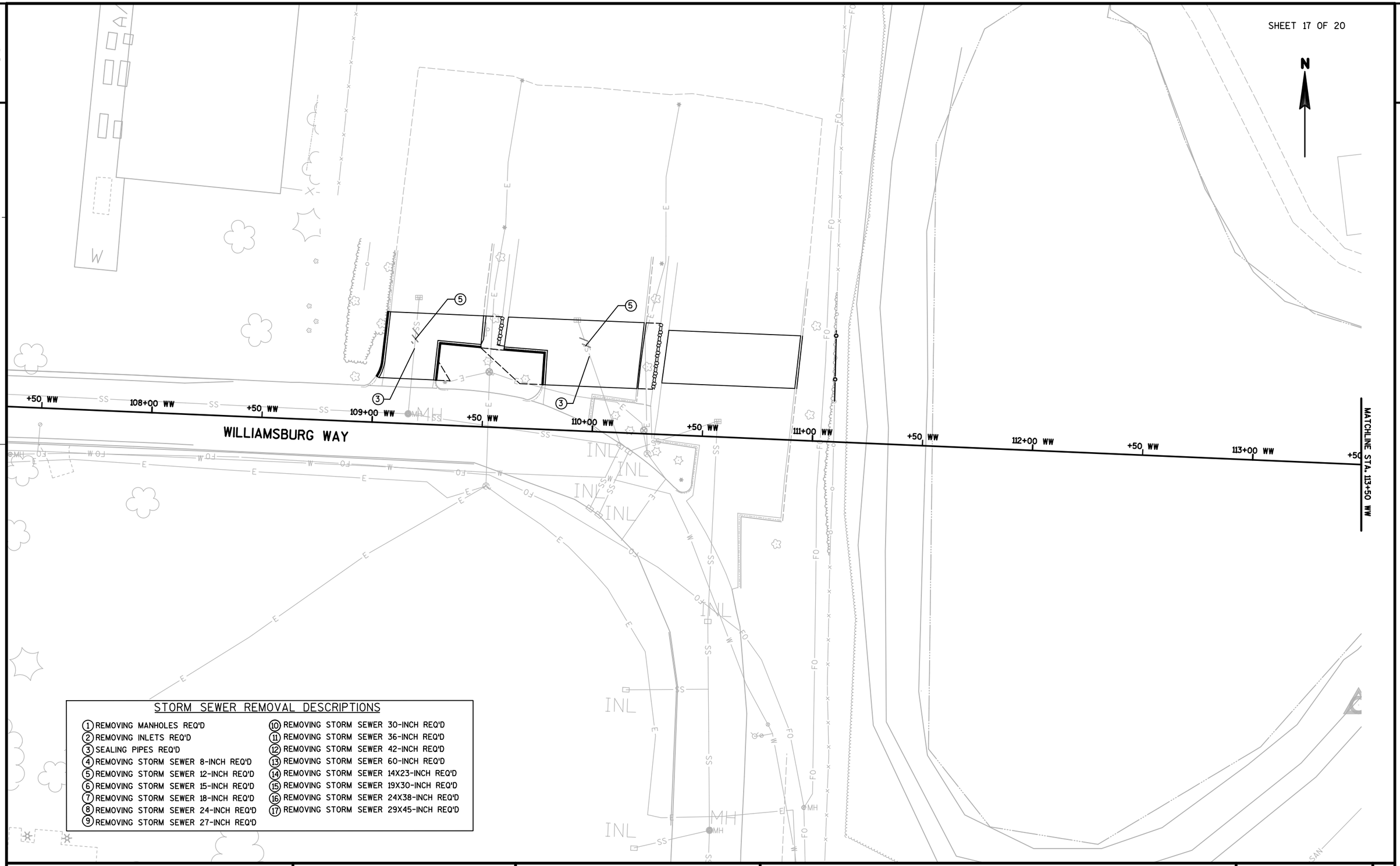
935+00 VR

4+00 VR

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER REMOVAL - WILLIAMSBURG WAY (WW) | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\022416_ss_removals.dgn PLOT DATE : 4/1/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42




## STORM SEWER REMOVAL DESCRIPTIONS

1. REMOVING MANHOLES REQ'D
2. REMOVING INLETS REQ'D
3. SEALING PIPES REQ'D
4. REMOVING STORM SEWER 8-INCH REQ'D
5. REMOVING STORM SEWER 12-INCH REQ'D
6. REMOVING STORM SEWER 15-INCH REQ'D
7. REMOVING STORM SEWER 18-INCH REQ'D
8. REMOVING STORM SEWER 24-INCH REQ'D
9. REMOVING STORM SEWER 27-INCH REQ'D
10. REMOVING STORM SEWER 30-INCH REQ'D
11. REMOVING STORM SEWER 36-INCH REQ'D
12. REMOVING STORM SEWER 42-INCH REQ'D
13. REMOVING STORM SEWER 60-INCH REQ'D
14. REMOVING STORM SEWER 14X23-INCH REQ'D
15. REMOVING STORM SEWER 19X30-INCH REQ'D
16. REMOVING STORM SEWER 24X38-INCH REQ'D
17. REMOVING STORM SEWER 29X45-INCH REQ'D

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER REMOVAL - WILLIAMSBURG WAY (WW) | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\022417_ss_removals.dgn PLOT DATE : 4/1/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

## STORM SEWER REMOVAL DESCRIPTIONS

1. REMOVING MANHOLES REQ'D
2. REMOVING INLETS REQ'D
3. SEALING PIPES REQ'D
4. REMOVING STORM SEWER 8-INCH REQ'D
5. REMOVING STORM SEWER 12-INCH REQ'D
6. REMOVING STORM SEWER 15-INCH REQ'D
7. REMOVING STORM SEWER 18-INCH REQ'D
8. REMOVING STORM SEWER 24-INCH REQ'D
9. REMOVING STORM SEWER 27-INCH REQ'D
10. REMOVING STORM SEWER 30-INCH REQ'D
11. REMOVING STORM SEWER 36-INCH REQ'D
12. REMOVING STORM SEWER 42-INCH REQ'D
13. REMOVING STORM SEWER 60-INCH REQ'D
14. REMOVING STORM SEWER 14X23-INCH REQ'D
15. REMOVING STORM SEWER 19X30-INCH REQ'D
16. REMOVING STORM SEWER 24X38-INCH REQ'D
17. REMOVING STORM SEWER 29X45-INCH REQ'D

N

REMOVING STORM SEWER OUTLET CONTROL STRUCTURE REQ'D

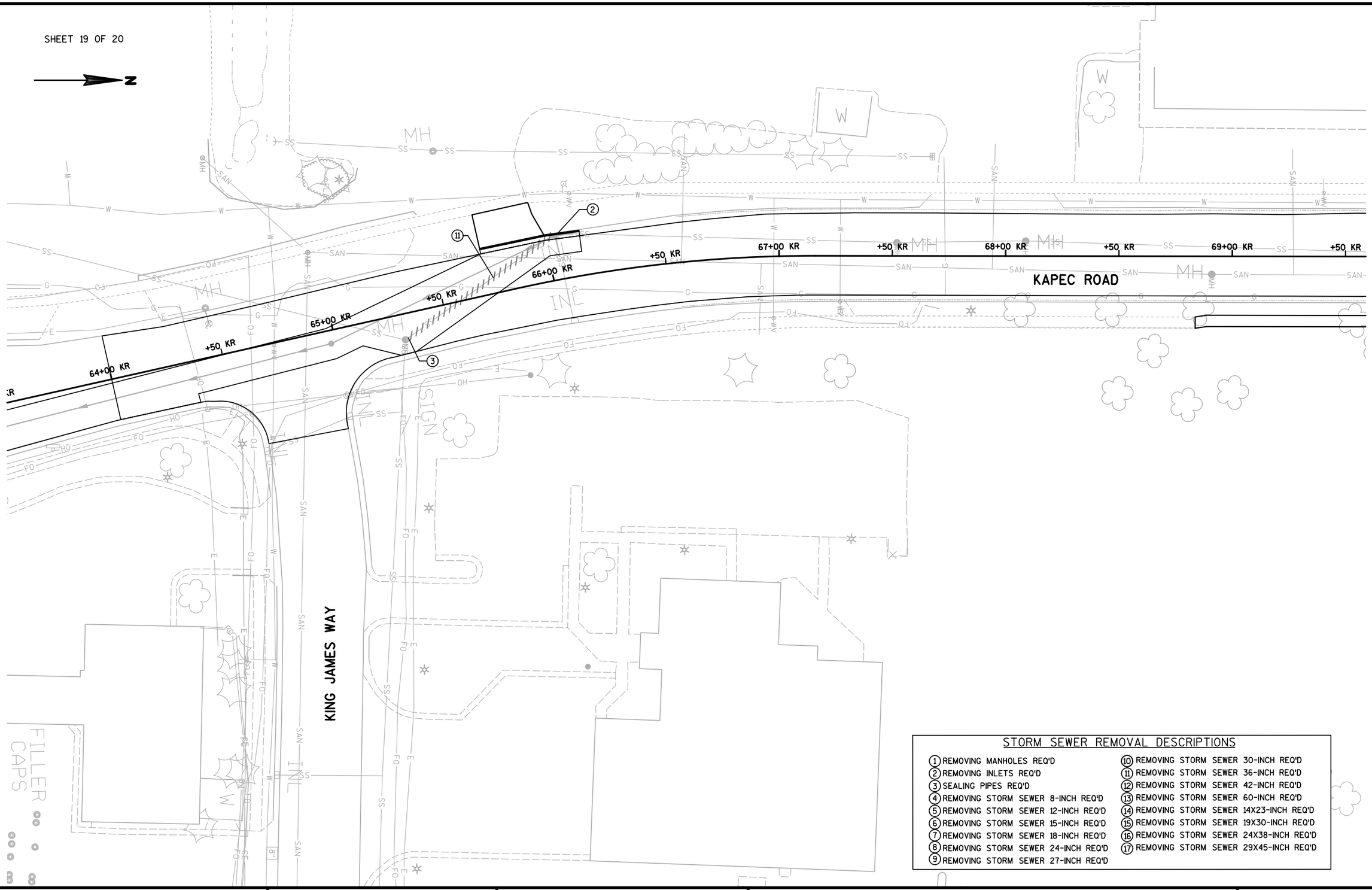
MATCHLINE STA. 113+50 WW

WW 114+00 WW +50 WW 115+00 WW +50 WW 116+00 WW +50 WW 117+00 WW +50 WW 118+00 WW +50 WW 119+00 WW +50 WW

SAN FO J MH

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER REMOVAL - WILLIAMSBURG WAY (WW) | SHEET 219 | E |
|---|---|---|---|---|---|

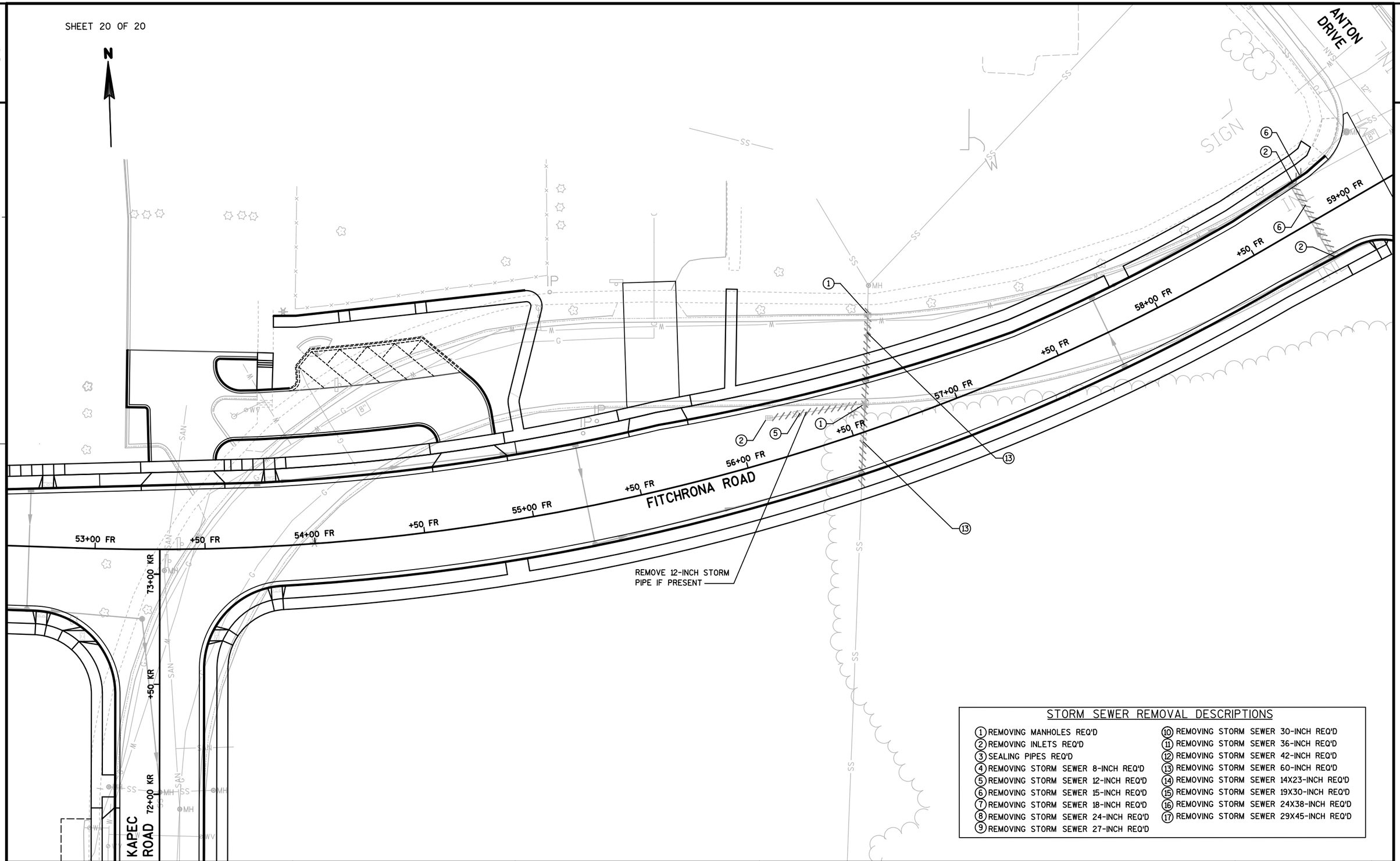
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\022418_ss_removals.dgn PLOT DATE : 4/1/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$




## STORM SEWER REMOVAL DESCRIPTIONS

1. REMOVING MANHOLES REQ'D
2. REMOVING INLETS REQ'D
3. SEALING PIPES REQ'D
4. REMOVING STORM SEWER 8-INCH REQ'D
5. REMOVING STORM SEWER 12-INCH REQ'D
6. REMOVING STORM SEWER 15-INCH REQ'D
7. REMOVING STORM SEWER 18-INCH REQ'D
8. REMOVING STORM SEWER 24-INCH REQ'D
9. REMOVING STORM SEWER 27-INCH REQ'D
10. REMOVING STORM SEWER 30-INCH REQ'D
11. REMOVING STORM SEWER 36-INCH REQ'D
12. REMOVING STORM SEWER 42-INCH REQ'D
13. REMOVING STORM SEWER 60-INCH REQ'D
14. REMOVING STORM SEWER 14X23-INCH REQ'D
15. REMOVING STORM SEWER 19X30-INCH REQ'D
16. REMOVING STORM SEWER 24X38-INCH REQ'D
17. REMOVING STORM SEWER 29X45-INCH REQ'D

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER REMOVAL - KAPEC ROAD (KR) | SHEET 220 | E |
|---|---|---|---|---|---|




## STORM SEWER REMOVAL DESCRIPTIONS

1. REMOVING MANHOLES REQ'D
2. REMOVING INLETS REQ'D
3. SEALING PIPES REQ'D
4. REMOVING STORM SEWER 8-INCH REQ'D
5. REMOVING STORM SEWER 12-INCH REQ'D
6. REMOVING STORM SEWER 15-INCH REQ'D
7. REMOVING STORM SEWER 18-INCH REQ'D
8. REMOVING STORM SEWER 24-INCH REQ'D
9. REMOVING STORM SEWER 27-INCH REQ'D
10. REMOVING STORM SEWER 30-INCH REQ'D
11. REMOVING STORM SEWER 36-INCH REQ'D
12. REMOVING STORM SEWER 42-INCH REQ'D
13. REMOVING STORM SEWER 60-INCH REQ'D
14. REMOVING STORM SEWER 14X23-INCH REQ'D
15. REMOVING STORM SEWER 19X30-INCH REQ'D
16. REMOVING STORM SEWER 24X38-INCH REQ'D
17. REMOVING STORM SEWER 29X45-INCH REQ'D

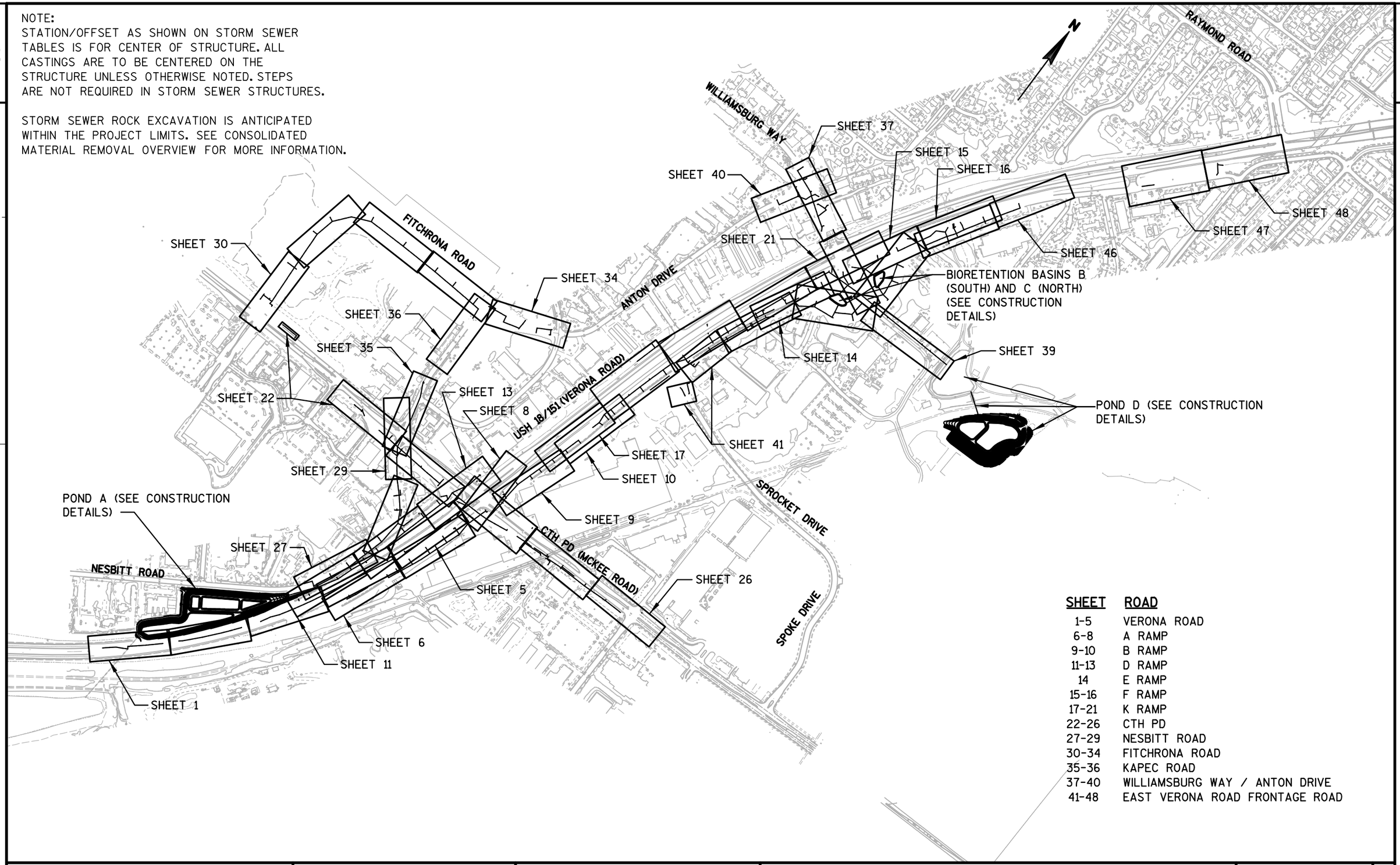
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER REMOVAL - FITCHRONA ROAD (FR) | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\022420_ss_removals.dgn PLOT DATE : 4/1/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTE:
STATION/OFFSET AS SHOWN ON STORM SEWER TABLES IS FOR CENTER OF STRUCTURE. ALL CASTINGS ARE TO BE CENTERED ON THE STRUCTURE UNLESS OTHERWISE NOTED. STEPS ARE NOT REQUIRED IN STORM SEWER STRUCTURES.

STORM SEWER ROCK EXCAVATION IS ANTICIPATED WITHIN THE PROJECT LIMITS. SEE CONSOLIDATED MATERIAL REMOVAL OVERVIEW FOR MORE INFORMATION.




| SHEET | ROAD |
|---|---|
| 1-5 | VERONA ROAD |
| 6-8 | A RAMP |
| 9-10 | B RAMP |
| 11-13 | D RAMP |
| 14 | E RAMP |
| 15-16 | F RAMP |
| 17-21 | K RAMP |
| 22-26 | CTH PD |
| 27-29 | NESBITT ROAD |
| 30-34 | FITCHRONA ROAD |
| 35-36 | KAPEC ROAD |
| 37-40 | WILLIAMSBURG WAY / ANTON DRIVE |
| 41-48 | EAST VERONA ROAD FRONTAGE ROAD |

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER OVERVIEW | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\022500_ss_Overview.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

**LEGEND**

- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (C) COVERING STORM SEWER AND LOCATING STORM SEWER
- (D) CONNECT TO EXISTING PIPE. CULVERT PIPE CONCRETE COLLAR REQ'D
- (E) RECONSTRUCTING MANHOLES
- (F) ADJUSTING INLET COVERS
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- STORM SEWER TO BE CONSTRUCTED IN FUTURE
- INLETS TO BE CONSTRUCTED IN FUTURE
- MANHOLES TO BE CONSTRUCTED IN FUTURE
- STORM SEWER REMOVAL (SEE STORM SEWER REMOVAL SHEETS)

NOTE:
ALL STORM SEWER STRUCTURES WITHOUT LABELS ARE SHOWN ON OTHER SHEETS.

N

POND A

C-13-115

WB USH 18/151 (VERONA ROAD)

VR980 VR975 VR971 VR965 VR960 VR955

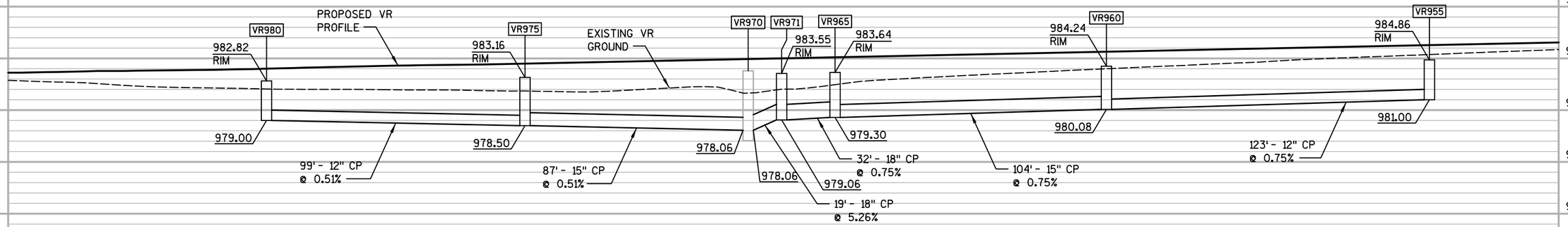
VR970

0 VR +50 VR 873+00 VR +50 VR 874+00 VR +50 VR 875+00 VR +50 VR 876+00 VR +50 VR 877+00 VR +50 VR 878+00 VR

MATCHLINE STA. 878+00 VR

EB USH 18/151 (VERONA ROAD)

SEE CONSTRUCTION DETAILS FOR BOX CULVERT INLET MODIFICATIONS




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER - USH 18/151 (VERONA ROAD) (VR) | SHEET |
|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\022501_ss.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41

2

POND A

VR1098

VR1097

D

RIPRAP

SS

INL

LEGEND

- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (C) COVERING STORM SEWER AND LOCATING STORM SEWER
- (D) CONNECT TO EXISTING PIPE. CULVERT PIPE CONCRETE COLLAR REQ'D
- (E) RECONSTRUCTING MANHOLES
- (F) ADJUSTING INLET COVERS
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- STORM SEWER TO BE CONSTRUCTED IN FUTURE
- INLETS TO BE CONSTRUCTED IN FUTURE
- MANHOLES TO BE CONSTRUCTED IN FUTURE
- STORM SEWER REMOVAL (SEE STORM SEWER REMOVAL SHEETS)

SHEET 2 OF 48

N

WB USH 18/151 (VERONA ROAD)

B

VR950

VR945

VR940

VR935

VR930

VR925

VR920

EB USH 18/151 (VERONA ROAD)

MATCHLINE STA. 878+00 VR

0 VR

+50 VR

879+00 VR

+50 VR

880+00 VR

+50 VR

881+00 VR

+50 VR

882+00 VR

+50 VR

883+00 VR

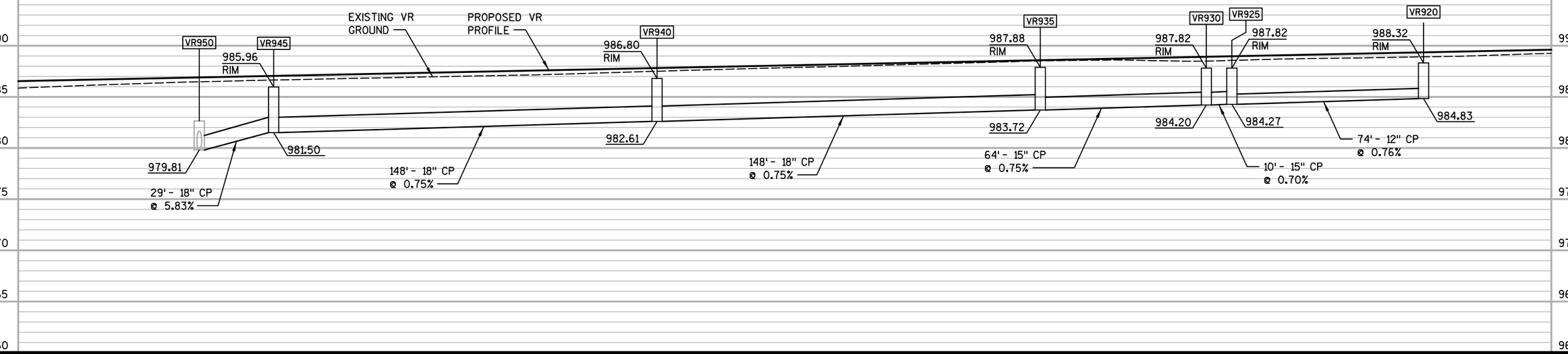
+50 VR

884+

MATCHLINE STA. 884+00 VR

FROST

NOTE:
ALL STORM SEWER STRUCTURES WITHOUT LABELS ARE SHOWN ON OTHER SHEETS.

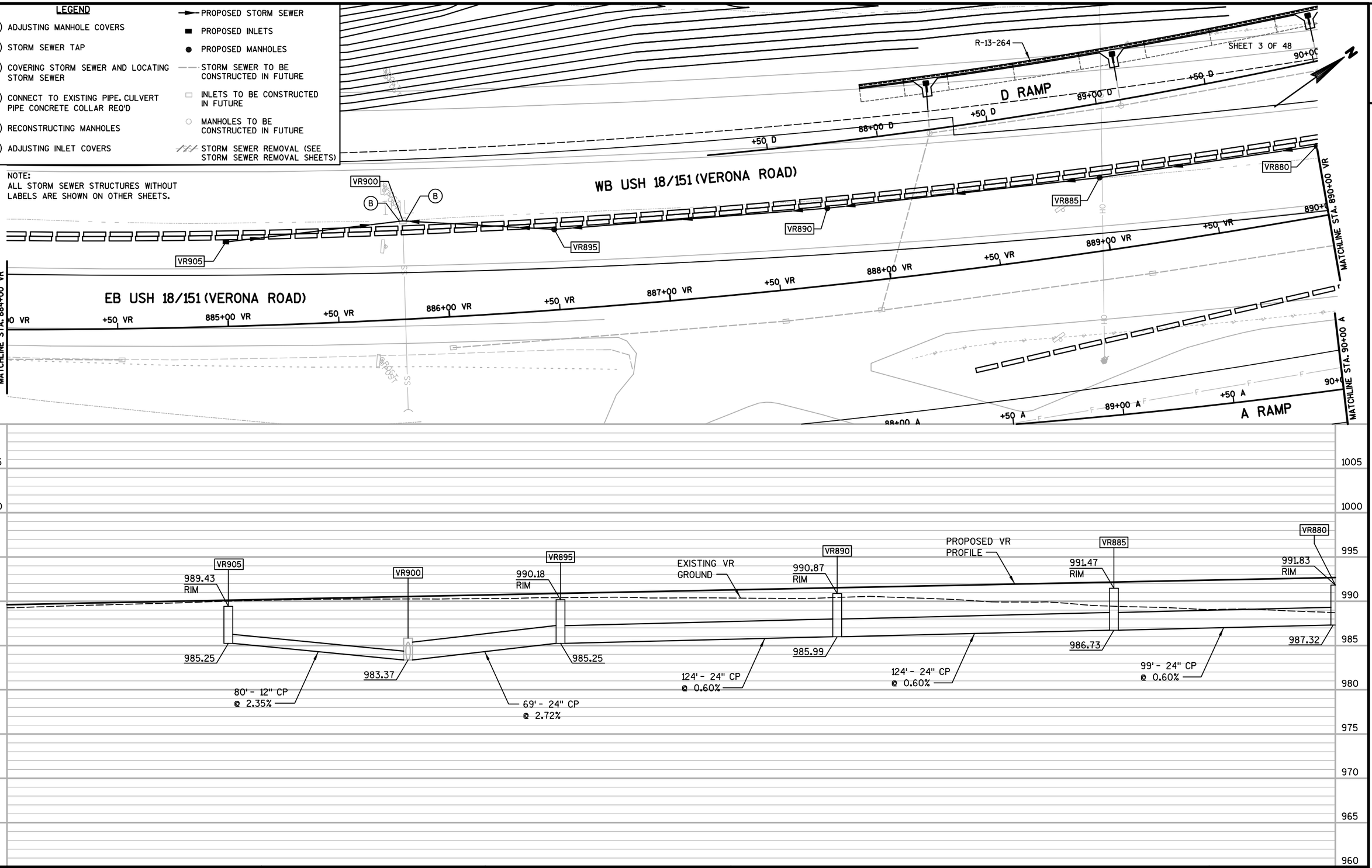



| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER - USH 18/151 (VERONA ROAD) (VR) | SHEET 224 | E |
|---|---|---|---|---|---|

**LEGEND**

- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (C) COVERING STORM SEWER AND LOCATING STORM SEWER
- (D) CONNECT TO EXISTING PIPE. CULVERT PIPE CONCRETE COLLAR REQ'D
- (E) RECONSTRUCTING MANHOLES
- (F) ADJUSTING INLET COVERS
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- STORM SEWER TO BE CONSTRUCTED IN FUTURE
- INLETS TO BE CONSTRUCTED IN FUTURE
- MANHOLES TO BE CONSTRUCTED IN FUTURE
- STORM SEWER REMOVAL (SEE STORM SEWER REMOVAL SHEETS)

NOTE:
ALL STORM SEWER STRUCTURES WITHOUT LABELS ARE SHOWN ON OTHER SHEETS.

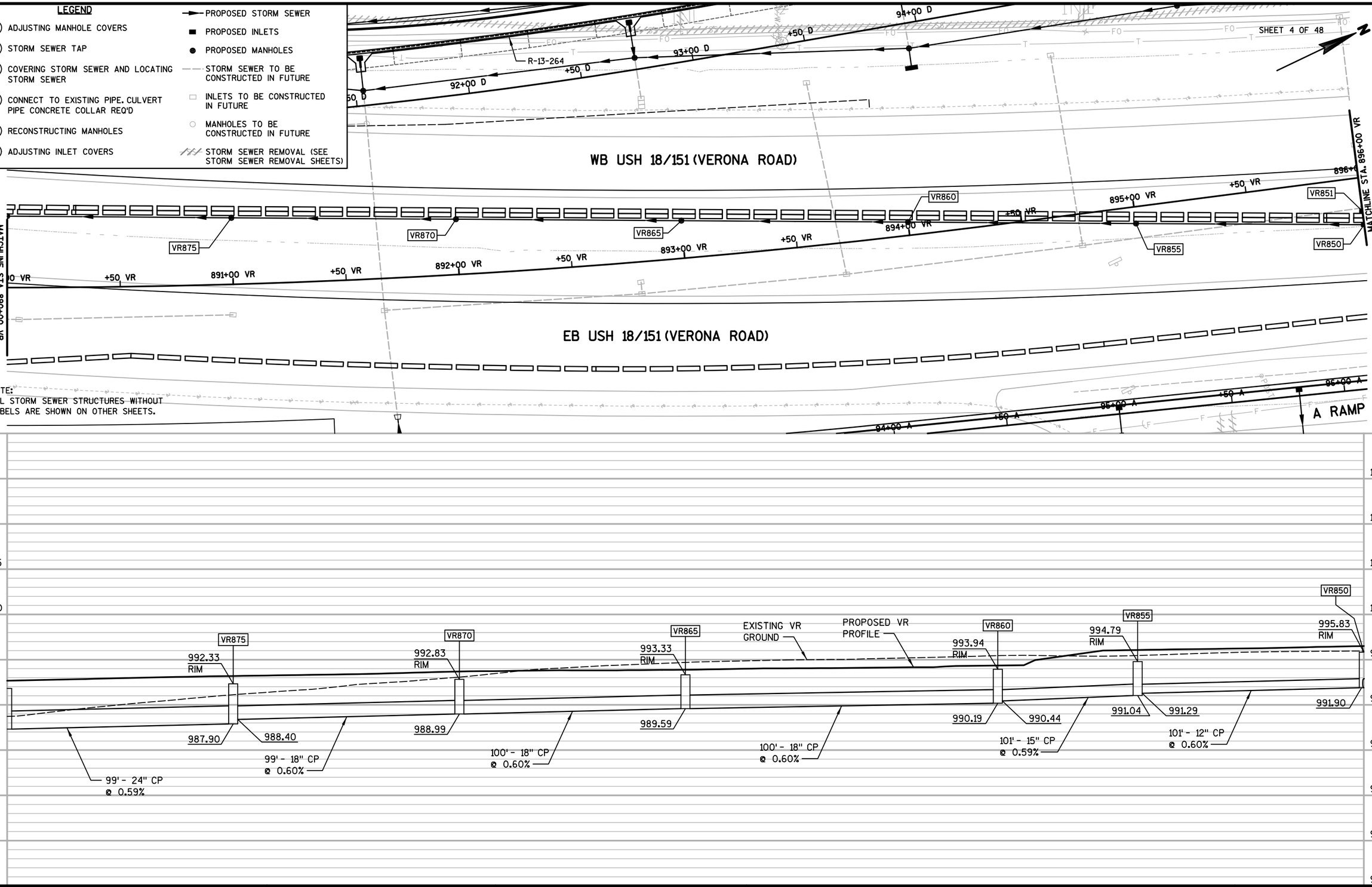



| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER - USH 18/151 (VERONA ROAD) (VR) | SHEET 225 | E |
|---|---|---|---|---|---|

**LEGEND**

- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (C) COVERING STORM SEWER AND LOCATING STORM SEWER
- (D) CONNECT TO EXISTING PIPE. CULVERT PIPE CONCRETE COLLAR REQ'D
- (E) RECONSTRUCTING MANHOLES
- (F) ADJUSTING INLET COVERS
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- STORM SEWER TO BE CONSTRUCTED IN FUTURE
- INLETS TO BE CONSTRUCTED IN FUTURE
- MANHOLES TO BE CONSTRUCTED IN FUTURE
- STORM SEWER REMOVAL (SEE STORM SEWER REMOVAL SHEETS)

SHEET 4 OF 48




NOTE:
ALL STORM SEWER STRUCTURES WITHOUT LABELS ARE SHOWN ON OTHER SHEETS.

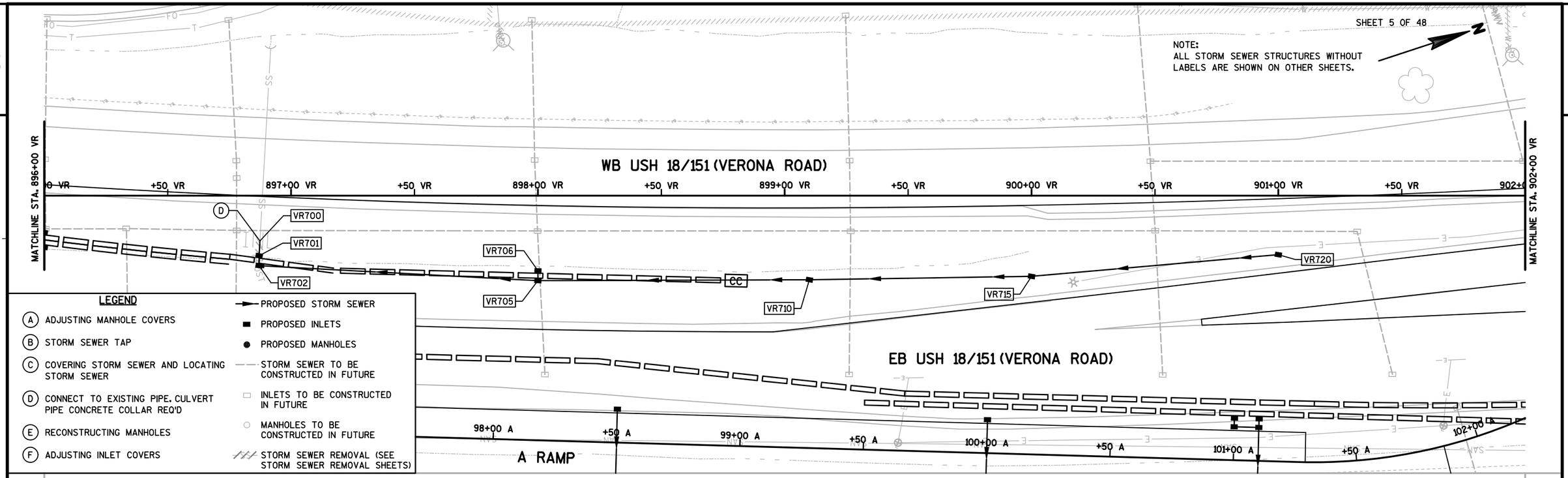
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER - USH 18/151 (VERONA ROAD) (VR) | SHEET E |
|---|---|---|---|---|

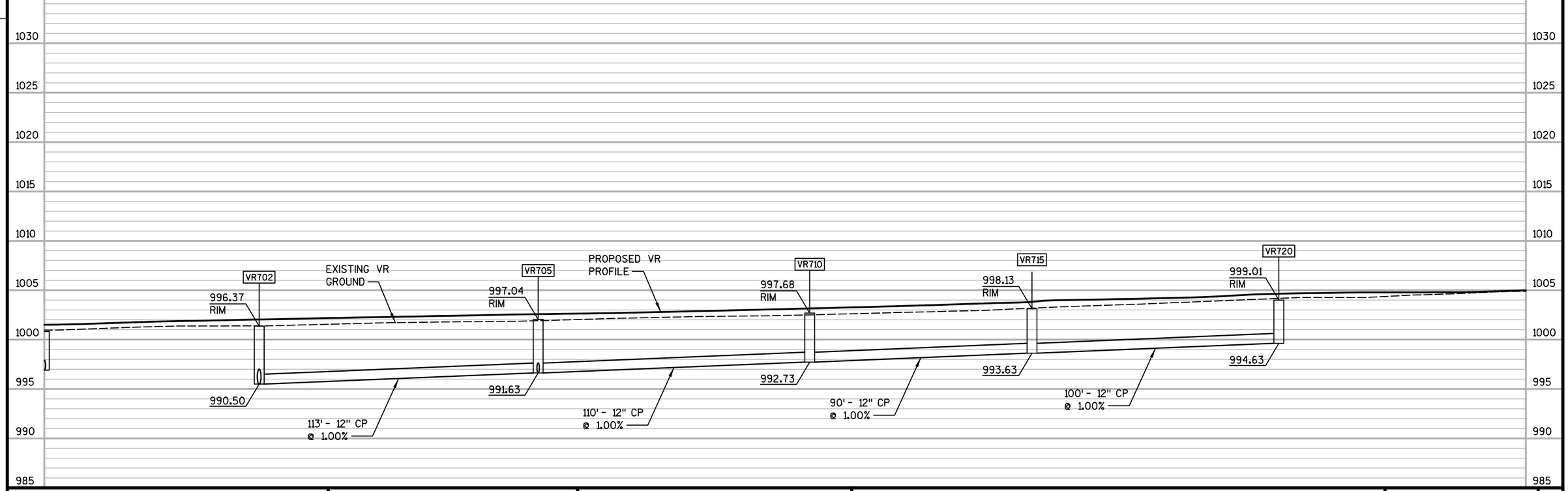


FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\022504_ss.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41

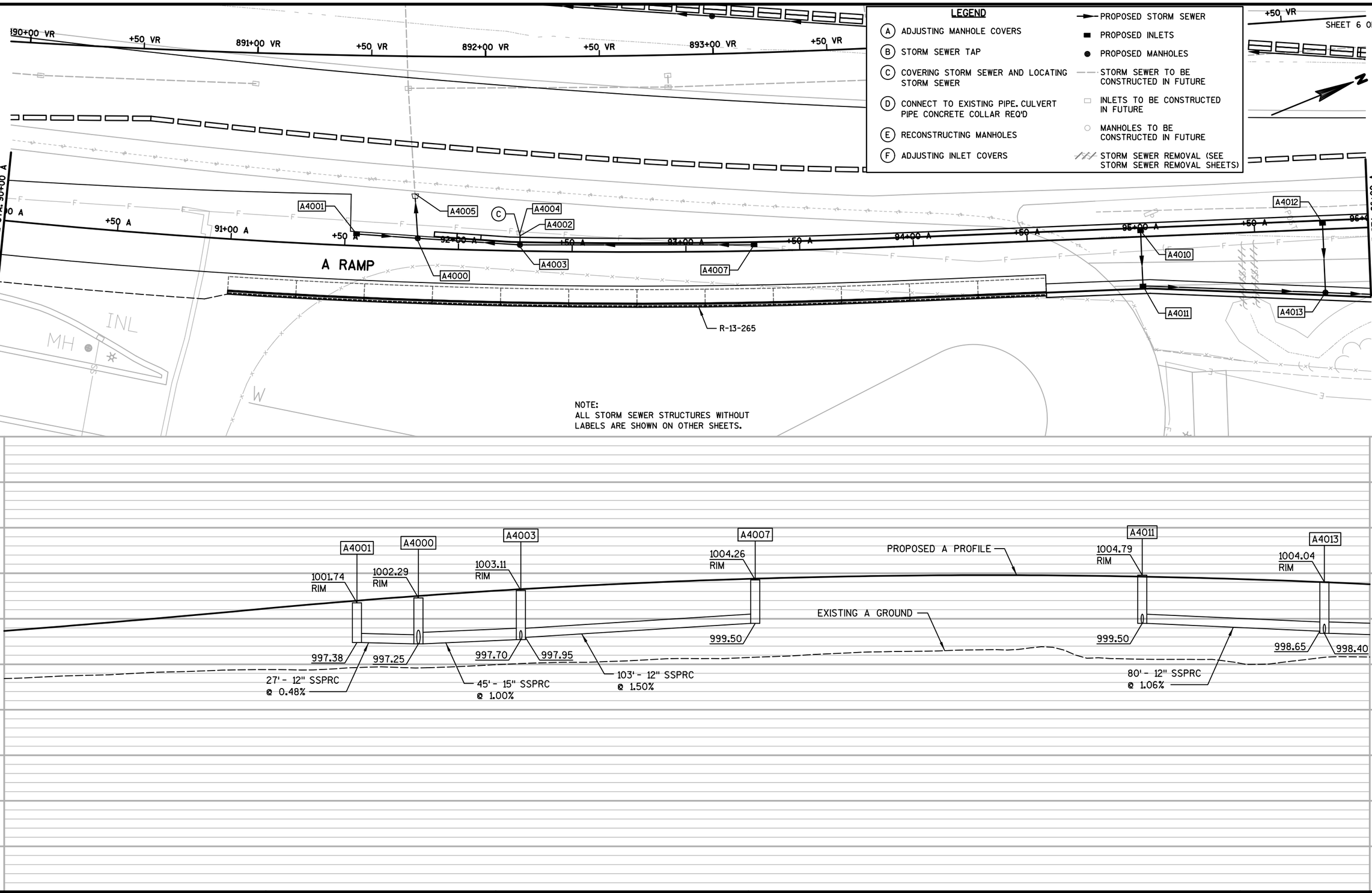
SHEET 5 OF 48

NOTE:
ALL STORM SEWER STRUCTURES WITHOUT LABELS ARE SHOWN ON OTHER SHEETS.




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER - USH 18/151 (VERONA ROAD) (VR) | SHEET 227 E |
|---|---|---|---|---|



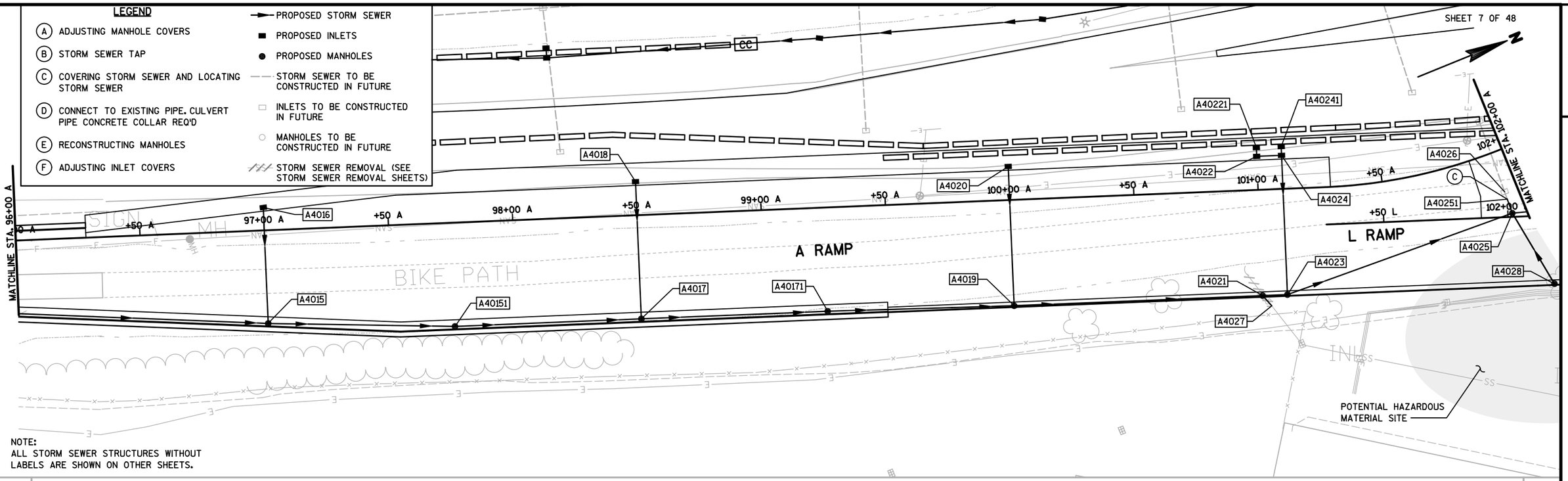

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER - A RAMP (A) | SHEET E |
|---|---|---|---|---|

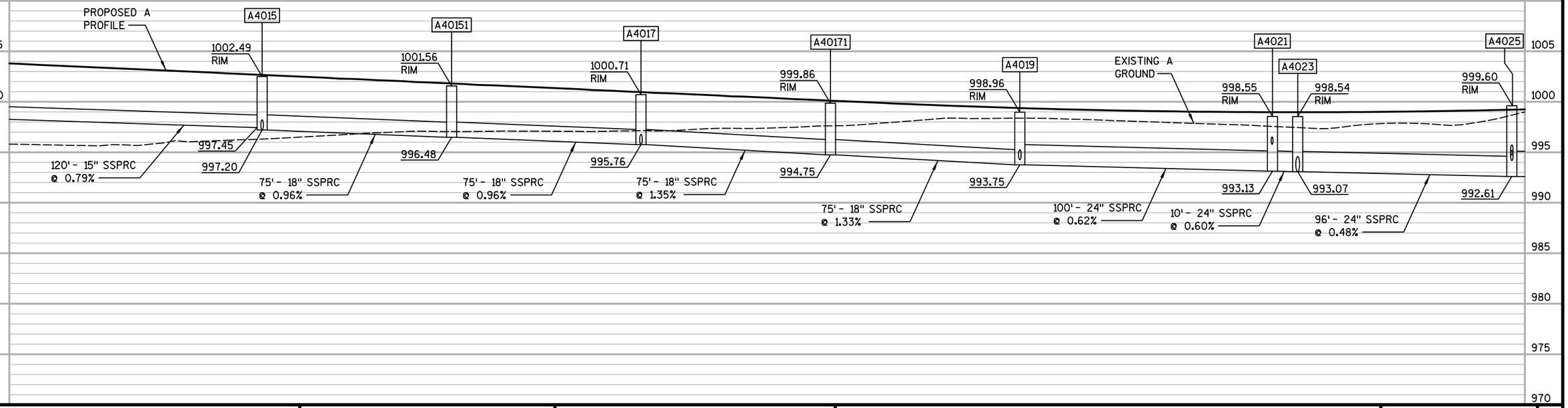


FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\022506_ss.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41

**LEGEND**

- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (C) COVERING STORM SEWER AND LOCATING STORM SEWER
- (D) CONNECT TO EXISTING PIPE, CULVERT PIPE CONCRETE COLLAR REQ'D
- (E) RECONSTRUCTING MANHOLES
- (F) ADJUSTING INLET COVERS
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- STORM SEWER TO BE CONSTRUCTED IN FUTURE
- INLETS TO BE CONSTRUCTED IN FUTURE
- MANHOLES TO BE CONSTRUCTED IN FUTURE
- STORM SEWER REMOVAL (SEE STORM SEWER REMOVAL SHEETS)

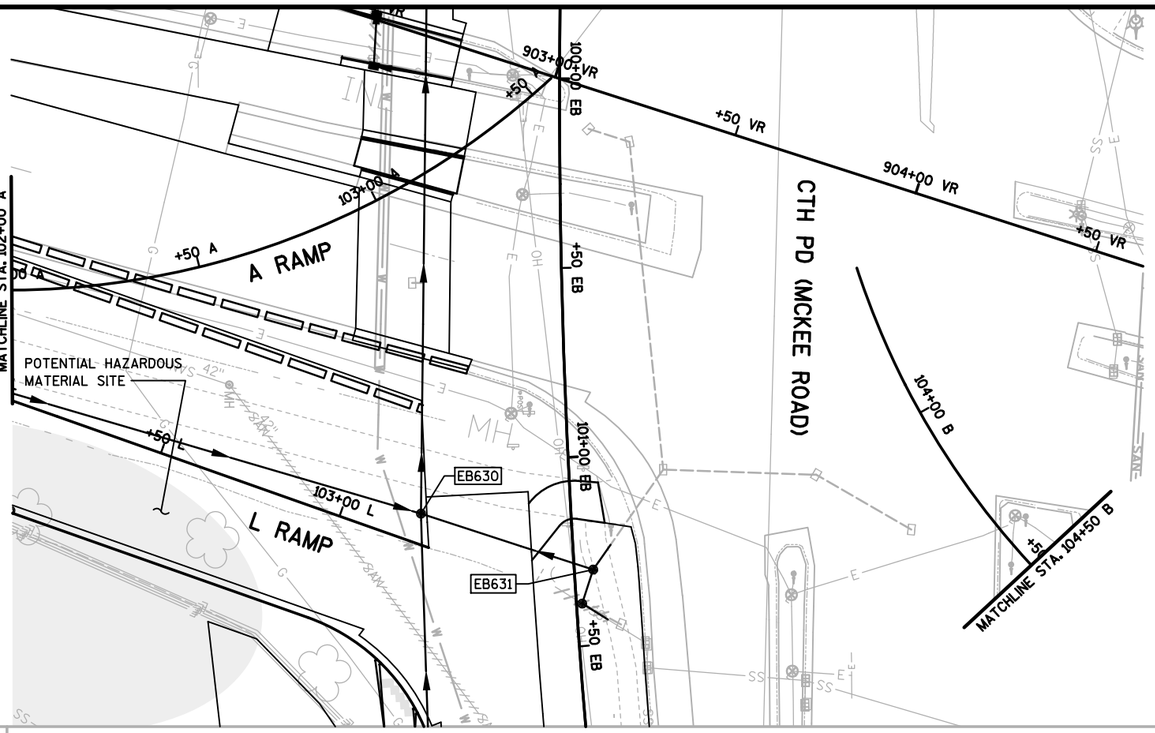



| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER - A RAMP (A) | SHEET E |
|---|---|---|---|---|



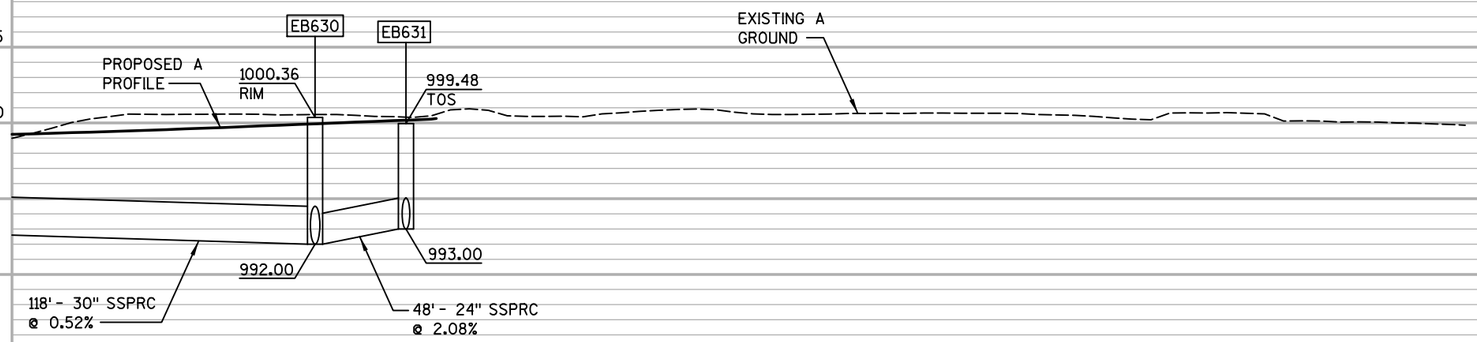
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\022507_ss.dgn PLOT DATE : 4/15/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41



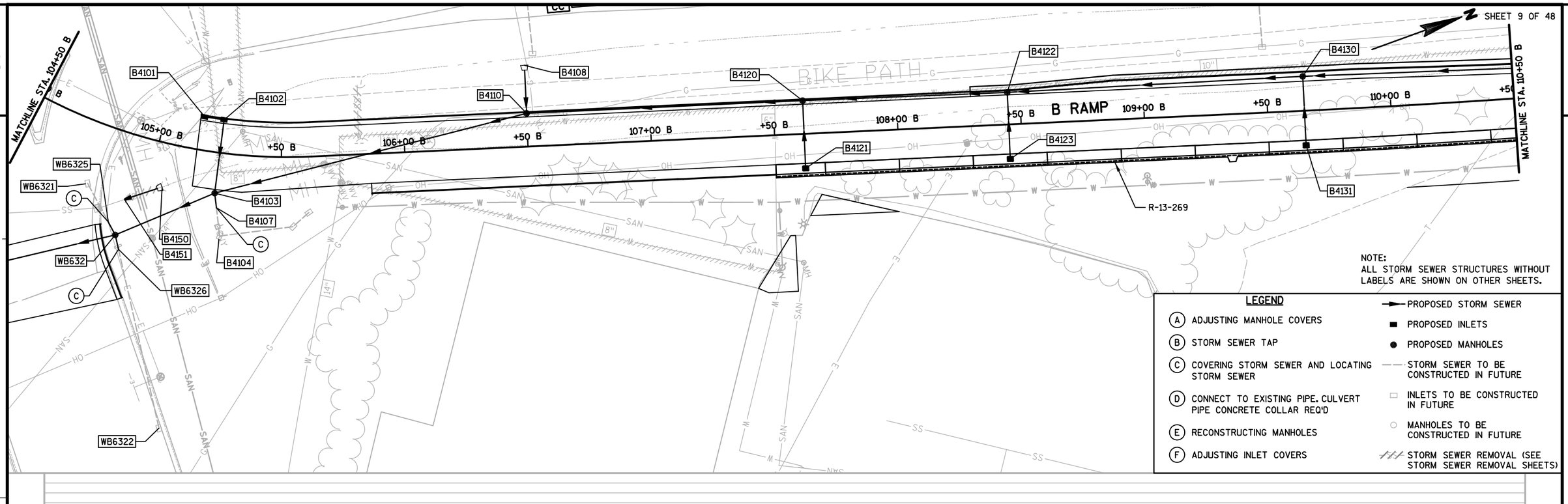

NOTE:
ALL STORM SEWER STRUCTURES WITHOUT LABELS ARE SHOWN ON OTHER SHEETS.

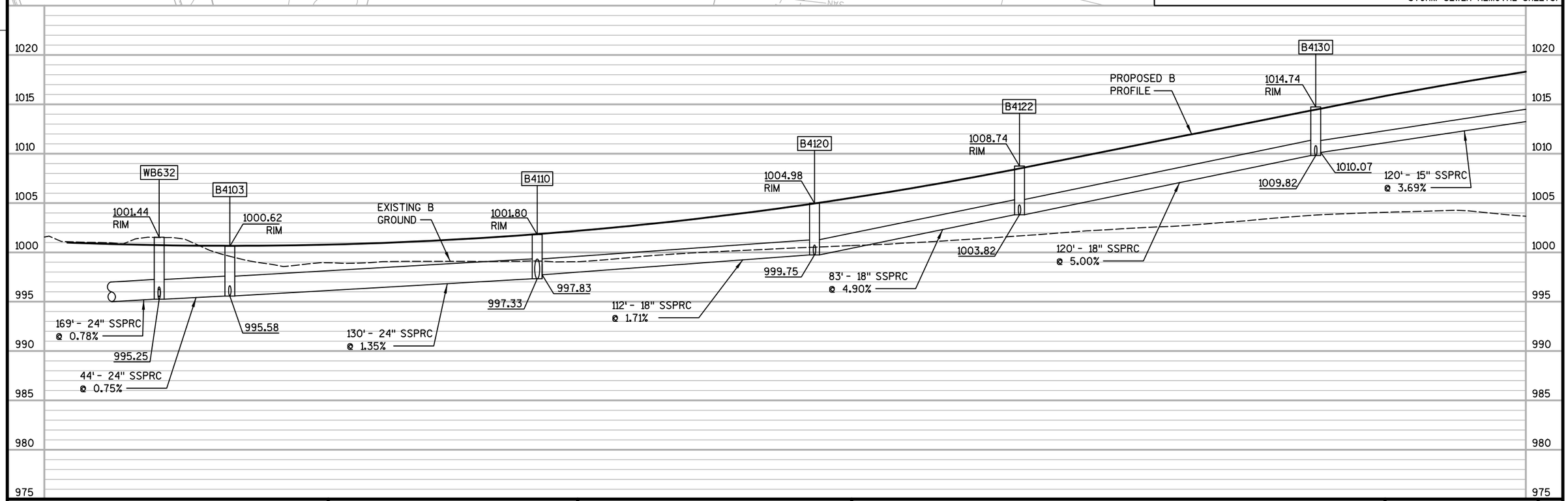
**LEGEND**

- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (C) COVERING STORM SEWER AND LOCATING STORM SEWER
- (D) CONNECT TO EXISTING PIPE. CULVERT PIPE CONCRETE COLLAR REQ'D
- (E) RECONSTRUCTING MANHOLES
- (F) ADJUSTING INLET COVERS
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- STORM SEWER TO BE CONSTRUCTED IN FUTURE
- INLETS TO BE CONSTRUCTED IN FUTURE
- MANHOLES TO BE CONSTRUCTED IN FUTURE
- STORM SEWER REMOVAL (SEE STORM SEWER REMOVAL SHEETS)



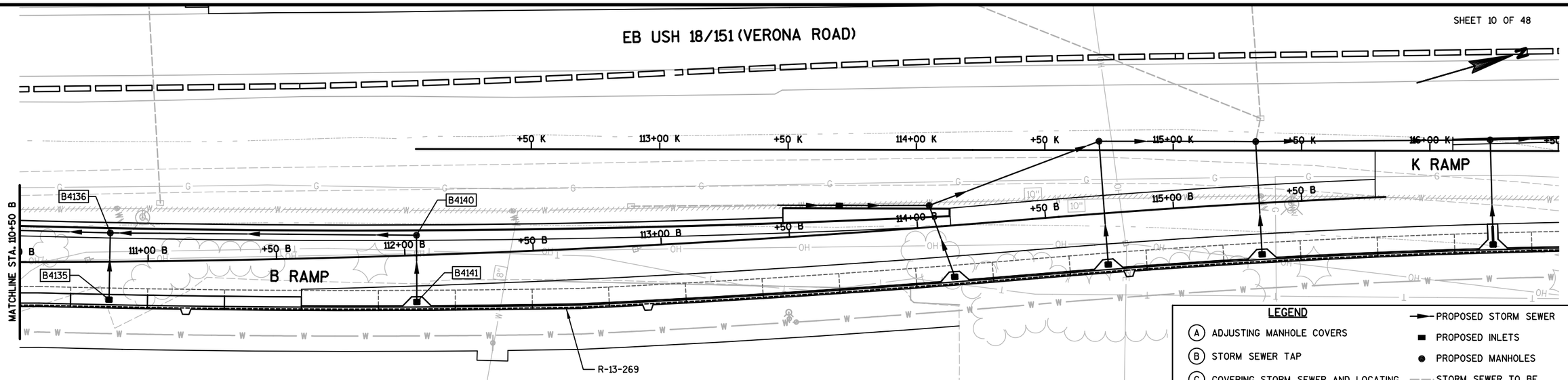

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER - A RAMP (A) | SHEET 230 | E |
|---|---|---|---|---|---|




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER - B RAMP (B) | SHEET 231 E |
|---|---|---|---|---|

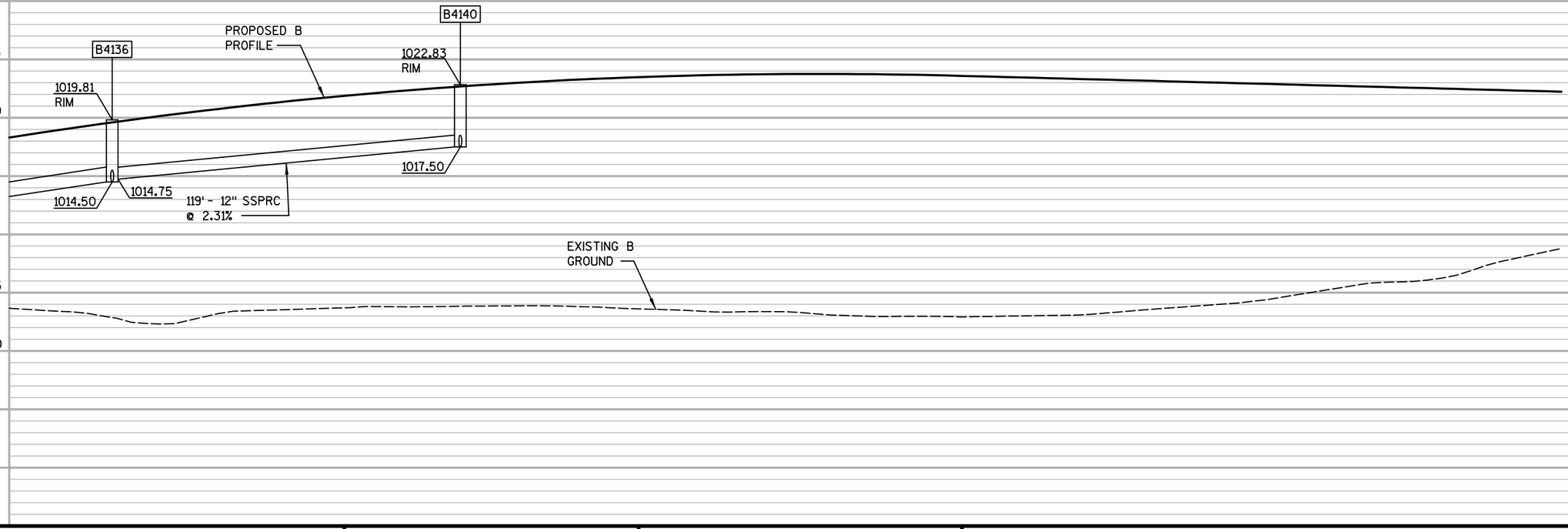
# EB USH 18/151 (VERONA ROAD)




NOTE:
ALL STORM SEWER STRUCTURES WITHOUT LABELS ARE SHOWN ON OTHER SHEETS.

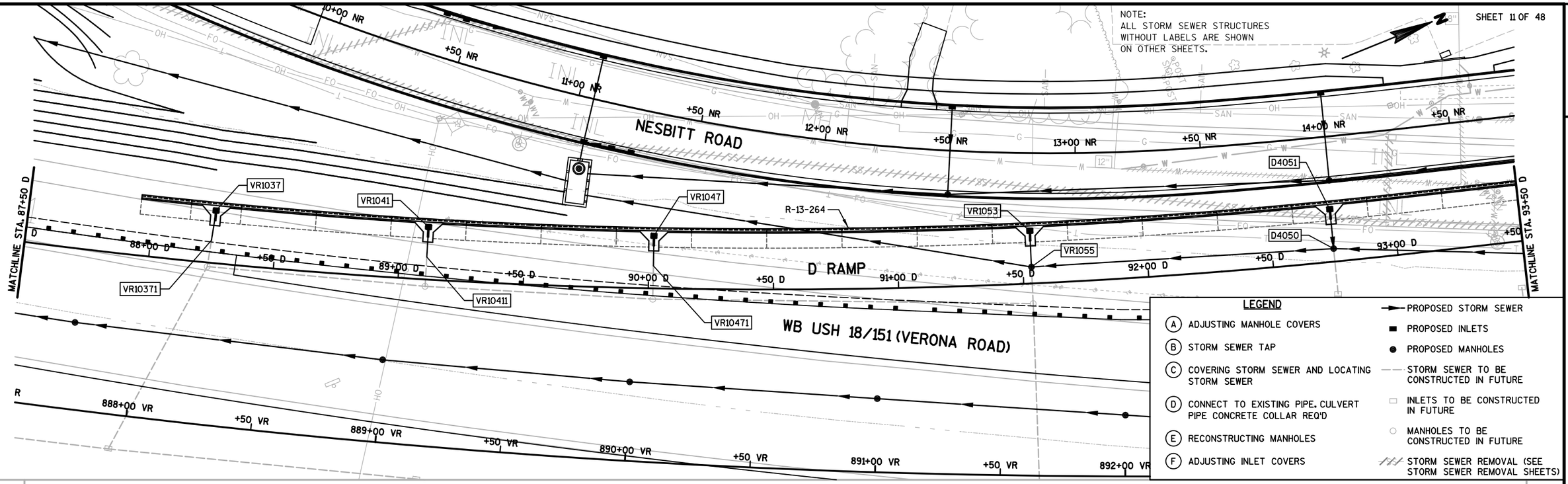
## LEGEND

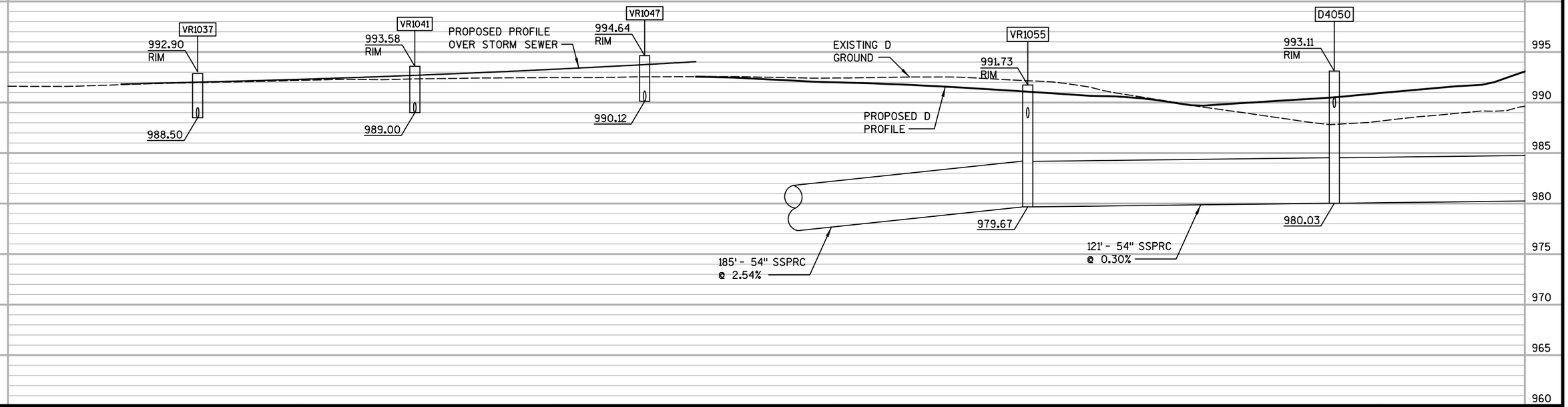
- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (C) COVERING STORM SEWER AND LOCATING STORM SEWER
- (D) CONNECT TO EXISTING PIPE. CULVERT PIPE CONCRETE COLLAR REQ'D
- (E) RECONSTRUCTING MANHOLES
- (F) ADJUSTING INLET COVERS
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- STORM SEWER TO BE CONSTRUCTED IN FUTURE
- INLETS TO BE CONSTRUCTED IN FUTURE
- MANHOLES TO BE CONSTRUCTED IN FUTURE
- STORM SEWER REMOVAL (SEE STORM SEWER REMOVAL SHEETS)




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER - B RAMP (B) | SHEET 232 | E |
|---|---|---|---|---|---|

NOTE:
ALL STORM SEWER STRUCTURES
WITHOUT LABELS ARE SHOWN
ON OTHER SHEETS.




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER - D RAMP (D) | SHEET 233 E |
|---|---|---|---|---|

NOTE:
ALL STORM SEWER STRUCTURES WITHOUT LABELS ARE SHOWN ON OTHER SHEETS.



NESBITT ROAD

D RAMP

WB USH 18/151 (VERONA ROAD)

MATCHLINE STA. 93+50 D

MATCHLINE STA. 99+50 D

D4054 D4055 D40551 D4056 D4057 D4058 D4060 D4061 D4062 D4064 D4065

NR726 NR727 NR728 NR729

R-13-264

| LEGEND | |
|---|---|
| (A) ADJUSTING MANHOLE COVERS | PROPOSED STORM SEWER |
| (B) STORM SEWER TAP | PROPOSED INLETS |
| (C) COVERING STORM SEWER AND LOCATING STORM SEWER | PROPOSED MANHOLES |
| (D) CONNECT TO EXISTING PIPE. CULVERT PIPE CONCRETE COLLAR REQ'D | STORM SEWER TO BE CONSTRUCTED IN FUTURE |
| (E) RECONSTRUCTING MANHOLES | INLETS TO BE CONSTRUCTED IN FUTURE |
| (F) ADJUSTING INLET COVERS | MANHOLES TO BE CONSTRUCTED IN FUTURE |
| | STORM SEWER REMOVAL (SEE STORM SEWER REMOVAL SHEETS) |

PROPOSED D PROFILE

EXISTING D GROUND

D4054 991.27 TOS

D4056 1000.25 RIM

D4060 1002.35 RIM

D4062 1002.31 RIM

D4064 1001.01 RIM

980.39

980.76

980.88

981.49

982.03

121' - 54" SSPRC @ 0.30%

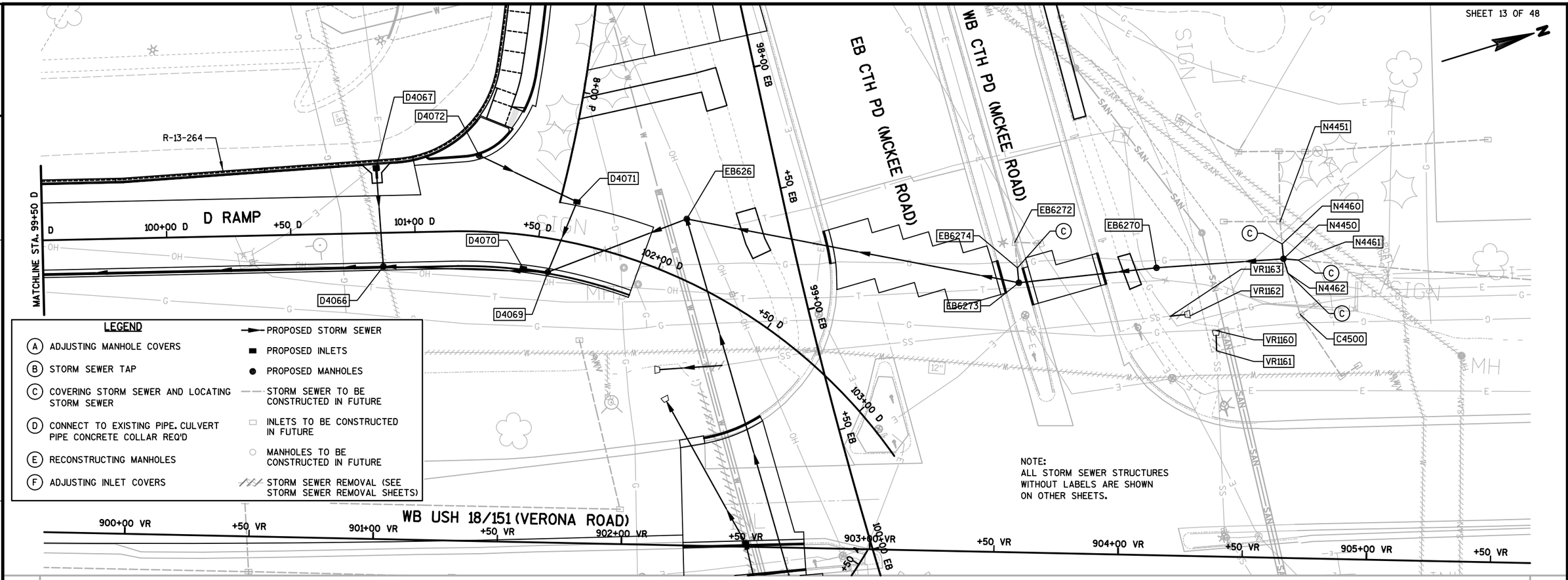
120' - 54" SSPRC @ 0.31%

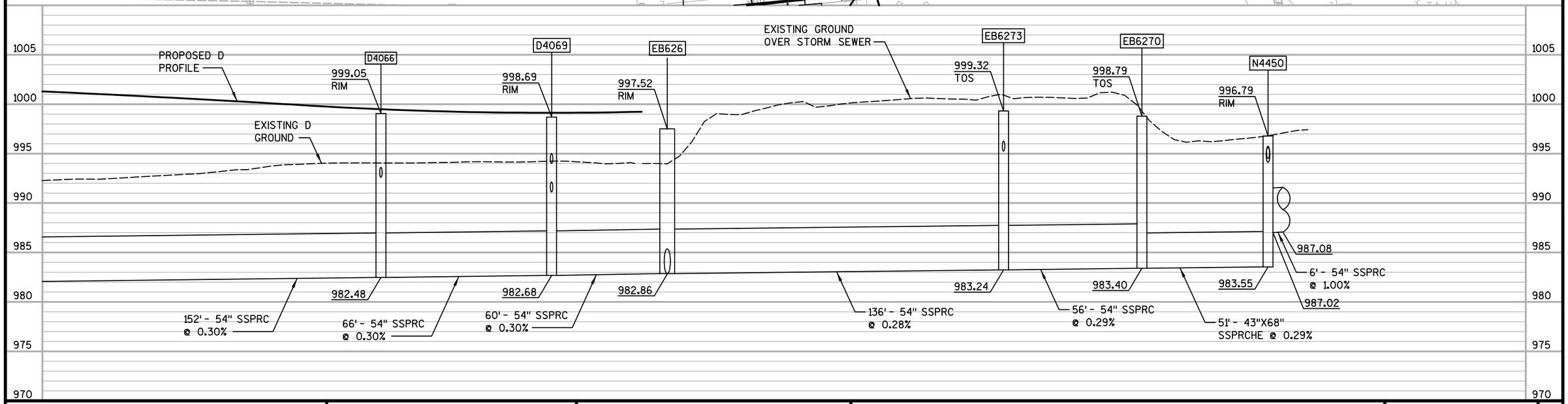
39' - 54" SSPRC @ 0.31%

201' - 54" SSPRC @ 0.30%

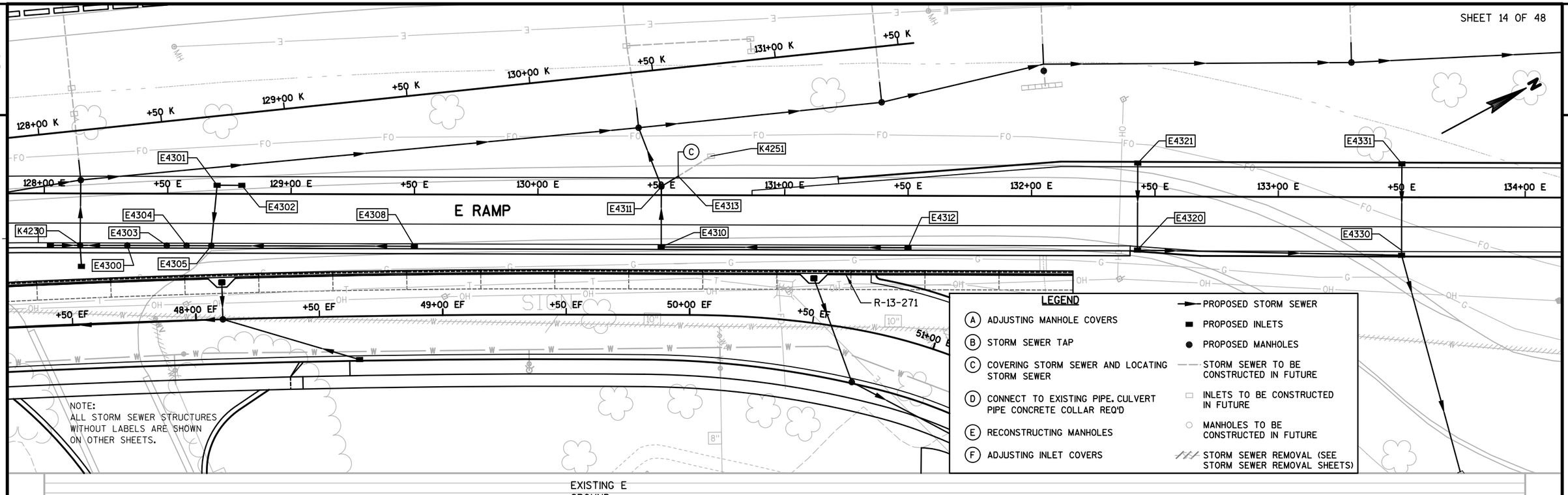
180' - 54" SSPRC @ 0.30%

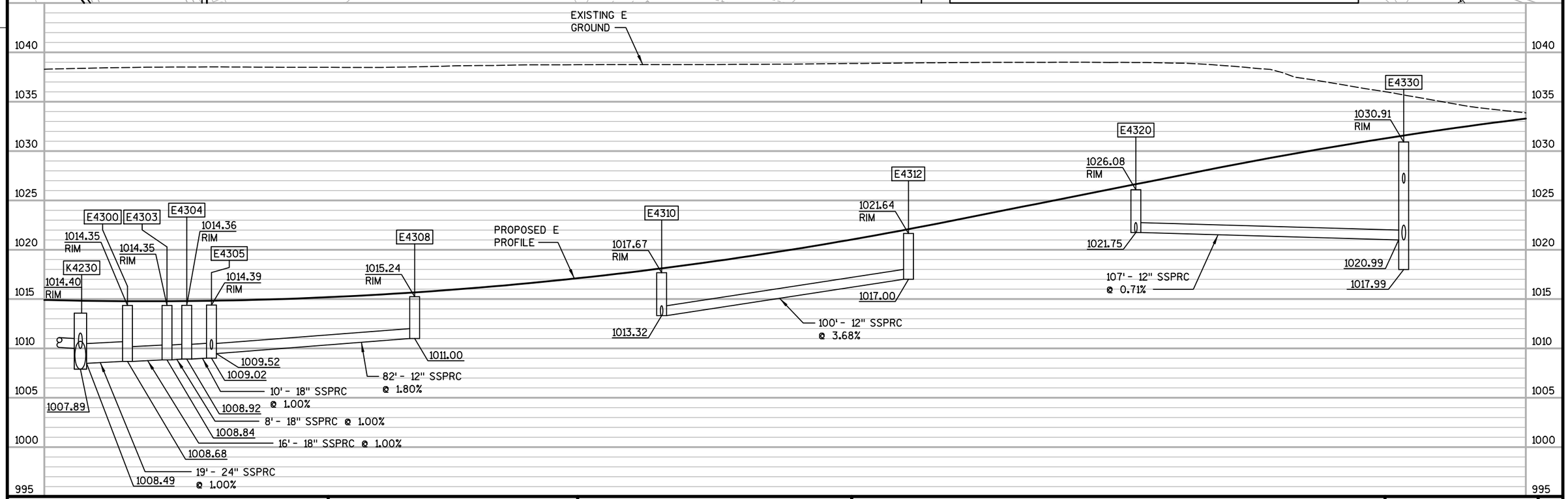
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER - D RAMP (D) | SHEET 234 | E |
|---|---|---|---|---|---|




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER - D RAMP (D) | SHEET 235 E |
|---|---|---|---|---|




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER - E RAMP (E) | SHEET E |
|---|---|---|---|---|

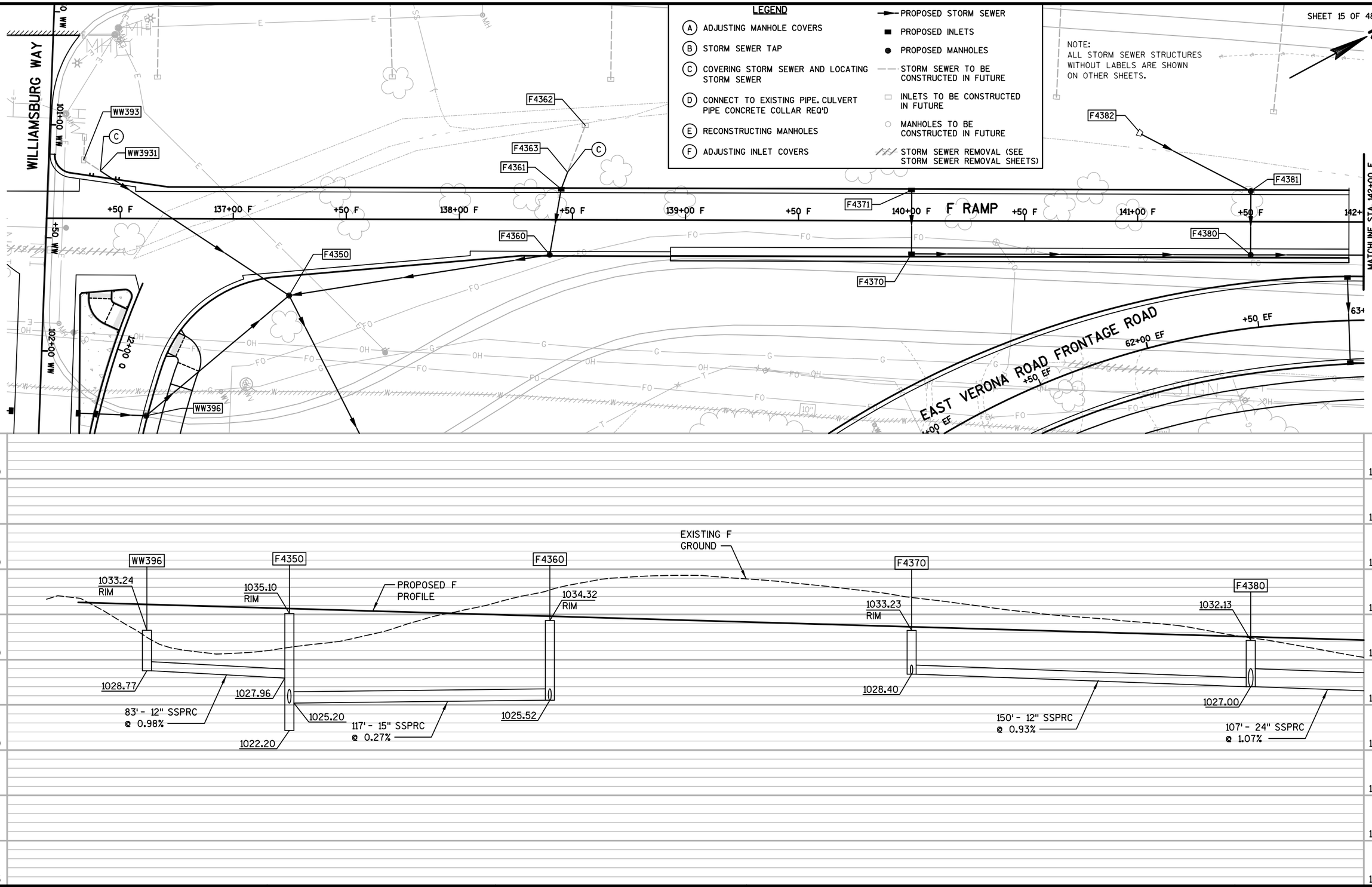


FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\022514_ss.dgn PLOT DATE : 4/18/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41

LEGEND

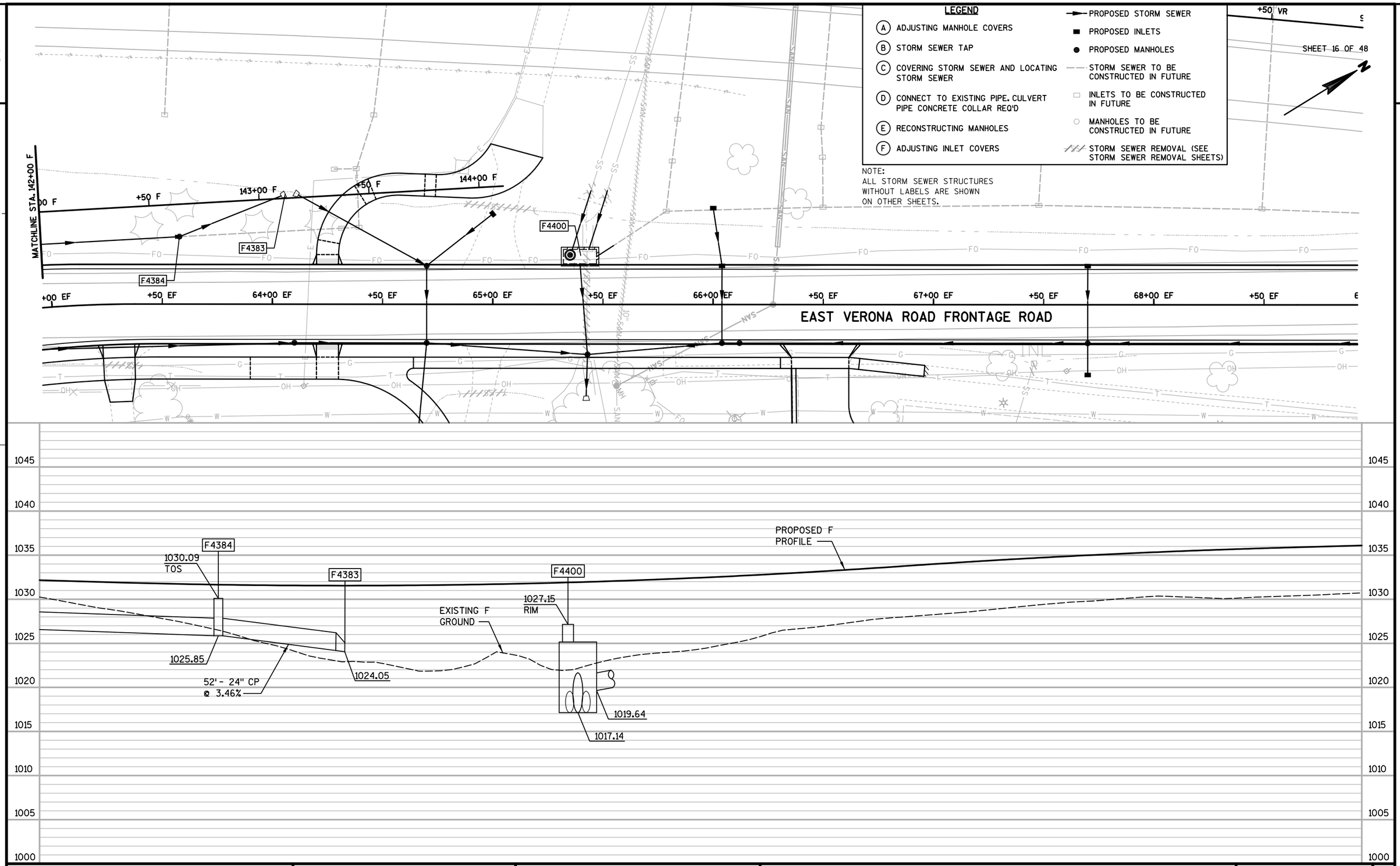
- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (C) COVERING STORM SEWER AND LOCATING STORM SEWER
- (D) CONNECT TO EXISTING PIPE. CULVERT PIPE CONCRETE COLLAR REQ'D
- (E) RECONSTRUCTING MANHOLES
- (F) ADJUSTING INLET COVERS
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- STORM SEWER TO BE CONSTRUCTED IN FUTURE
- INLETS TO BE CONSTRUCTED IN FUTURE
- MANHOLES TO BE CONSTRUCTED IN FUTURE
- STORM SEWER REMOVAL (SEE STORM SEWER REMOVAL SHEETS)

NOTE:
ALL STORM SEWER STRUCTURES WITHOUT LABELS ARE SHOWN ON OTHER SHEETS.




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER - F RAMP (F) | SHEET 237 E |
|---|---|---|---|---|

2

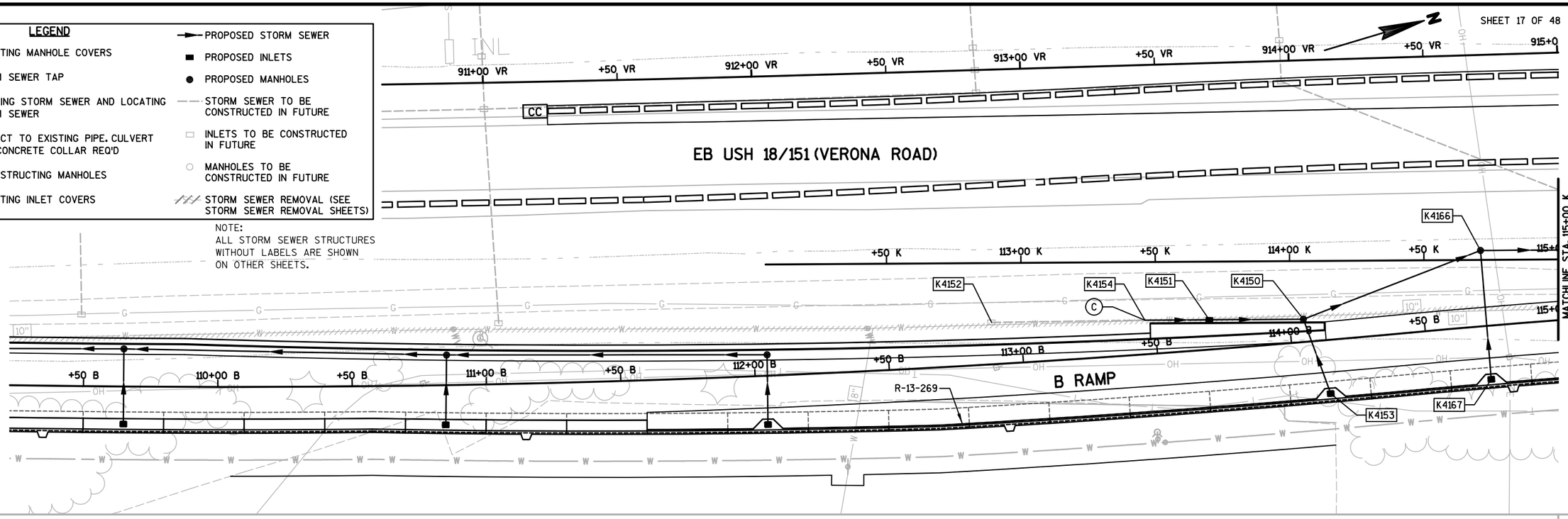


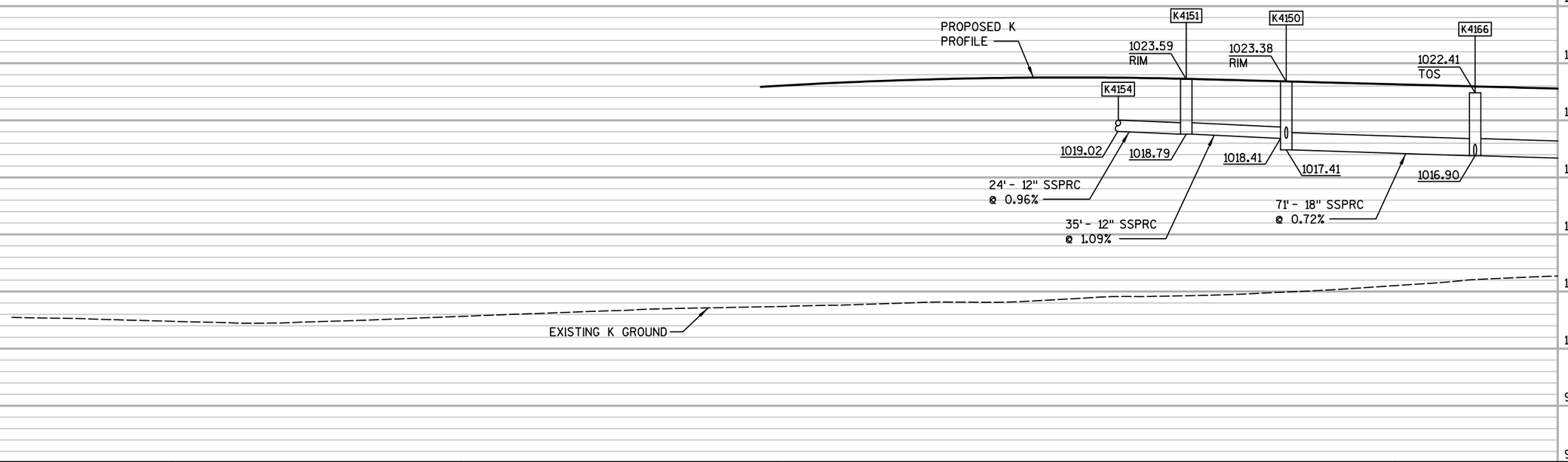

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER - F RAMP (F) | SHEET 238 E |
|---|---|---|---|---|

## LEGEND

- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (C) COVERING STORM SEWER AND LOCATING STORM SEWER
- (D) CONNECT TO EXISTING PIPE. CULVERT PIPE CONCRETE COLLAR REQ'D
- (E) RECONSTRUCTING MANHOLES
- (F) ADJUSTING INLET COVERS
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- STORM SEWER TO BE CONSTRUCTED IN FUTURE
- INLETS TO BE CONSTRUCTED IN FUTURE
- MANHOLES TO BE CONSTRUCTED IN FUTURE
- STORM SEWER REMOVAL (SEE STORM SEWER REMOVAL SHEETS)

NOTE:
ALL STORM SEWER STRUCTURES WITHOUT LABELS ARE SHOWN ON OTHER SHEETS.



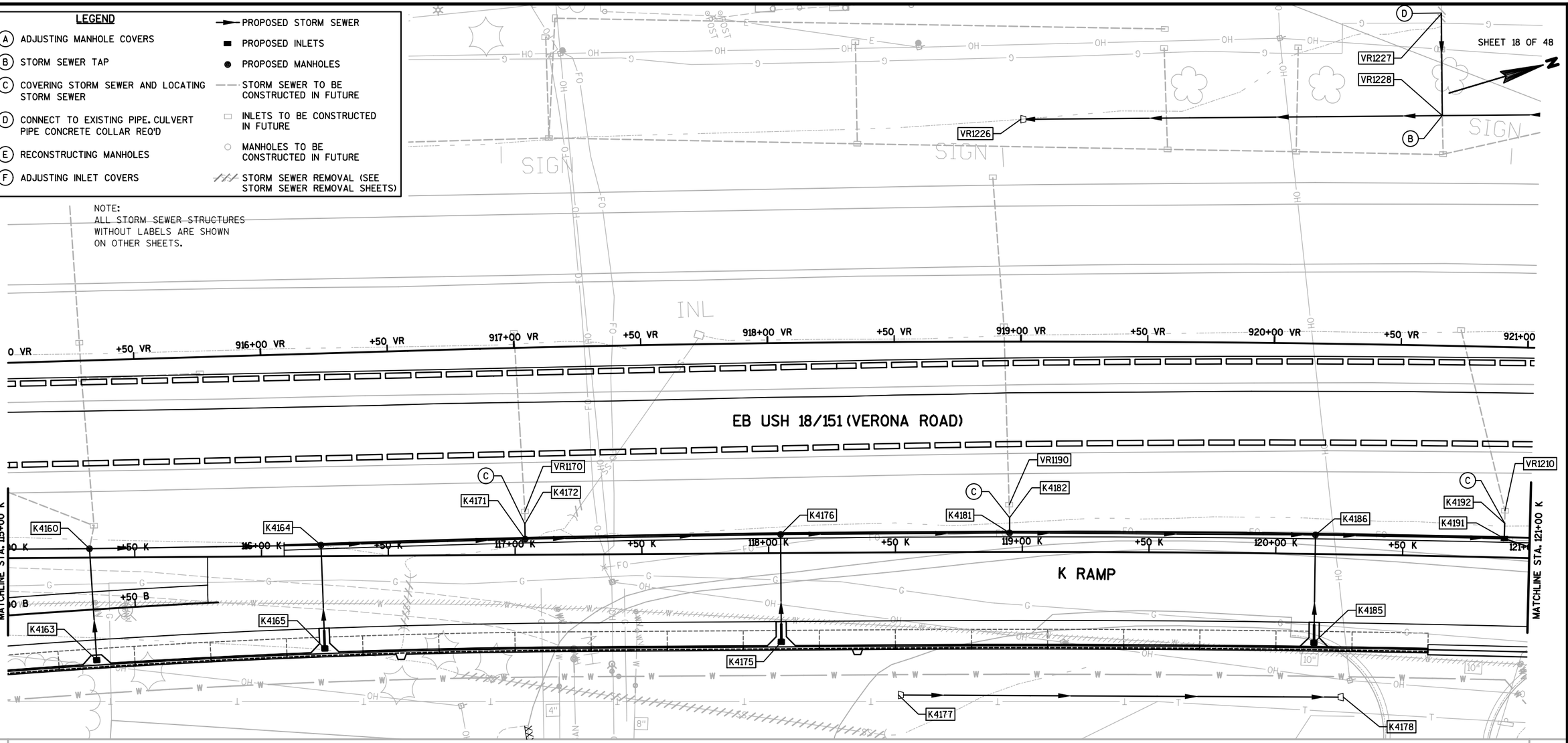

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER - K RAMP (K) | SHEET 239 E |
|---|---|---|---|---|

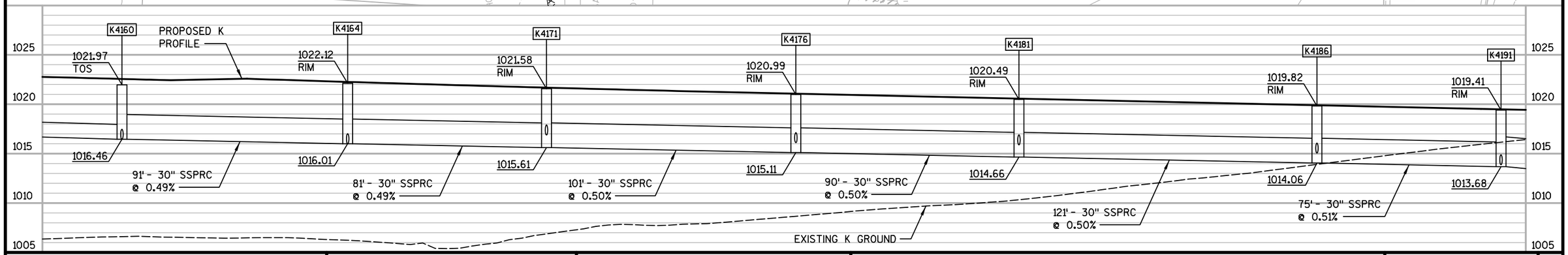
## LEGEND

- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (C) COVERING STORM SEWER AND LOCATING STORM SEWER
- (D) CONNECT TO EXISTING PIPE. CULVERT PIPE CONCRETE COLLAR REQ'D
- (E) RECONSTRUCTING MANHOLES
- (F) ADJUSTING INLET COVERS
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- STORM SEWER TO BE CONSTRUCTED IN FUTURE
- INLETS TO BE CONSTRUCTED IN FUTURE
- MANHOLES TO BE CONSTRUCTED IN FUTURE
- STORM SEWER REMOVAL (SEE STORM SEWER REMOVAL SHEETS)

NOTE:
ALL STORM SEWER STRUCTURES WITHOUT LABELS ARE SHOWN ON OTHER SHEETS.

SHEET 18 OF 48




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER - K RAMP (K) | SHEET 240 | E |
|---|---|---|---|---|---|

## LEGEND

- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (C) COVERING STORM SEWER AND LOCATING STORM SEWER
- (D) CONNECT TO EXISTING PIPE, CULVERT PIPE CONCRETE COLLAR REQ'D
- (E) RECONSTRUCTING MANHOLES
- (F) ADJUSTING INLET COVERS
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- STORM SEWER TO BE CONSTRUCTED IN FUTURE
- INLETS TO BE CONSTRUCTED IN FUTURE
- MANHOLES TO BE CONSTRUCTED IN FUTURE
- STORM SEWER REMOVAL (SEE STORM SEWER REMOVAL SHEETS)

NOTE:
ALL STORM SEWER STRUCTURES WITHOUT LABELS ARE SHOWN ON OTHER SHEETS.

N

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

K RAMP

MATCHLINE STA. 121+00 K

MATCHLINE STA. 127+00 K

VR1225 VR1240 VR1241 VR1242 VR1243 VR1220 VR1250 VR1260

K4197 K4202 K4201 K4213 K4211 K4221 K4195 K4200 K42001 K4210 K42101 K4220 K42201 K41951 K4196

RIM=1017.94 RIM=1017.56

OFFSET CASTING 121+99.00VR, 28.5'RT

OFFSET CASTING 124+35.00VR, 28.5'RT

OFFSET CASTING 125+70.00VR, 28.5'RT

OFFSET CASTING 126+95.00VR, 29.7'RT

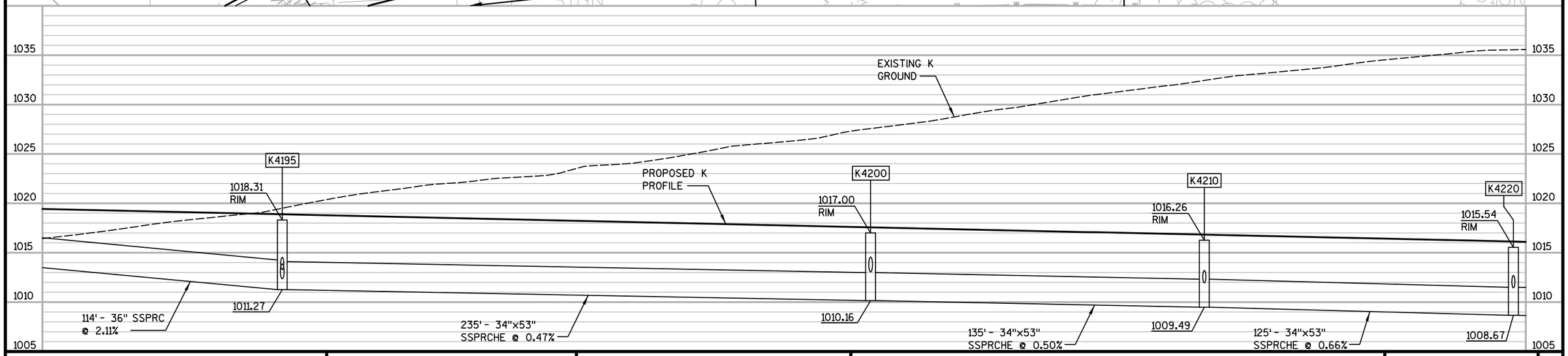
R-13-271

VR 922+00 VR 923+00 VR 924+00 VR 925+00 VR 926+00 VR 927+00 VR

121+00 K 122+00 K 123+00 K 124+00 K 125+00 K 126+00 K 127+

42+00 EF 43+00 EF 44+00 EF 45+00 EF 46+00 EF

+50 VR +50 K +50 EF




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER - K RAMP (K) | SHEET 241 E |
|---|---|---|---|---|

## LEGEND

- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (C) COVERING STORM SEWER AND LOCATING STORM SEWER
- (D) CONNECT TO EXISTING PIPE. CULVERT PIPE CONCRETE COLLAR REQ'D
- (E) RECONSTRUCTING MANHOLES
- (F) ADJUSTING INLET COVERS
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- STORM SEWER TO BE CONSTRUCTED IN FUTURE
- INLETS TO BE CONSTRUCTED IN FUTURE
- MANHOLES TO BE CONSTRUCTED IN FUTURE
- STORM SEWER REMOVAL (SEE STORM SEWER REMOVAL SHEETS)

NOTE:
ALL STORM SEWER STRUCTURES WITHOUT LABELS ARE SHOWN ON OTHER SHEETS.

MATCHLINE STA. 127+00 K

MATCHLINE STA. 933+10 VR

EAST VERONA ROAD FRONTAGE ROAD

OFFSET CASTING
932+22.00VR, 83.2'RT

EXISTING K GROUND

PROPOSED K PROFILE

K4235
1014.95 RIM
1007.69
120' - 34"x53" SSPRCHE @ 0.82%
227' - 34"x53" SSPRCHE @ 0.75%

K4250
1013.13 RIM
1005.99
99' - 34"x53" SSPRCHE @ 0.76%

VR1300
1012.42 TOS
1005.24
67' - 34"x53" SSPRCHE @ 0.75%

VR1310
1012.10 TOS
1004.74
125' - 48" SSPRC @ 0.74%

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER - K RAMP (K) | SHEET E |
|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\022520_ss.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

MATCHLINE STA. 933+10 VR

EB USH 18/151 (VERONA ROAD)

WILLIAMSBURG WAY

E RAMP

F RAMP

VR1321 +50 VR 934+00 VR +50 VR 935+00 VR +50 VR 936+00 VR

VR1345 +50 VR 937+00 VR +50 VR 938+00 VR +50 VR 939+00 VR

VR1327 (C) VR1320 (C) VR13301 (D) VR1335 VR1330 VR1336

+00 E +50 E 134+00 E +50 E 135+00 E

+50 F 137+00 F +50 F

NOTE:
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LEGEND

- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (C) COVERING STORM SEWER AND LOCATING STORM SEWER
- (D) CONNECT TO EXISTING PIPE. CULVERT PIPE CONCRETE COLLAR REQ'D
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- PROPOSED MANHOLES
- STORM SEWER TO BE CONSTRUCTED IN FUTURE
- INLETS TO BE CONSTRUCTED IN FUTURE
- MANHOLES TO BE CONSTRUCTED IN FUTURE
- STORM SEWER REMOVAL (SEE STORM SEWER REMOVAL SHEETS)

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER - K RAMP (K) | SHEET 243 E |
|---|---|---|---|---|

NOTE:
ALL STORM SEWER STRUCTURES WITHOUT LABELS ARE SHOWN ON OTHER SHEETS.

POTENTIAL HAZARDOUS MATERIAL SITE

MATCHLINE STA. 87+00 EB

MATCHLINE STA. 93+00 EB

87+00 WB | +50 WB | 88+00 WB | +50 WB | 89+00 WB | +50 WB | 90+00 WB | +50 WB | 91+00 WB | +50 WB | 92+00 WB | 62+00 KR | +50 WB

87+00 EB | +50 EB | 88+00 EB | +50 EB | 89+00 EB | +50 EB | 90+00 EB | +50 EB | 91+00 EB | +50 EB | 92+00 EB | +50 EB | 93+00 EB

EB6072 | EB6073 | MANHOLE EB607 | EB608 | EB6085 | EB6071 | EB6074 | EB6153 | EB6151 | EB615 | EB616 | EB6154 | EB6152

EB CTH PD (MCKEE ROAD)

TIE-IN 8" PVC PIPE TO MANHOLE EB607 IF PIPE IS STILL ACTIVE (ULO)

CASTING STA. 89+63.77 EB, 26.5' RT

WB6022 | WB6021 | WB6023

WB CTH PD (MCKEE ROAD)

81+00 WB | +50 WB | 82+00 WB

81+00 EB | +50 EB | 82+00 EB | +50 EB

## LEGEND

- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (C) COVERING STORM SEWER AND LOCATING STORM SEWER
- (D) CONNECT TO EXISTING PIPE. CULVERT PIPE CONCRETE COLLAR REQ'D
- (E) RECONSTRUCTING MANHOLES
- (F) ADJUSTING INLET COVERS
- PROPOSED STORM SEWER
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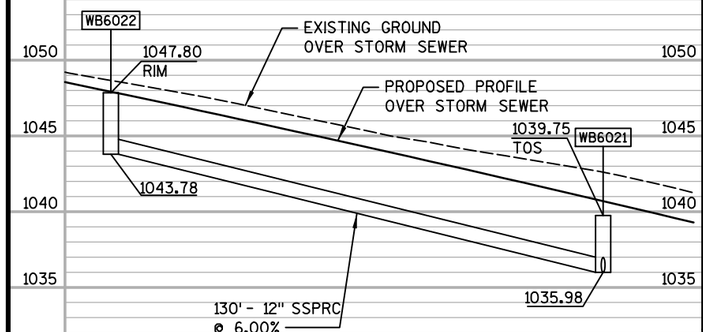
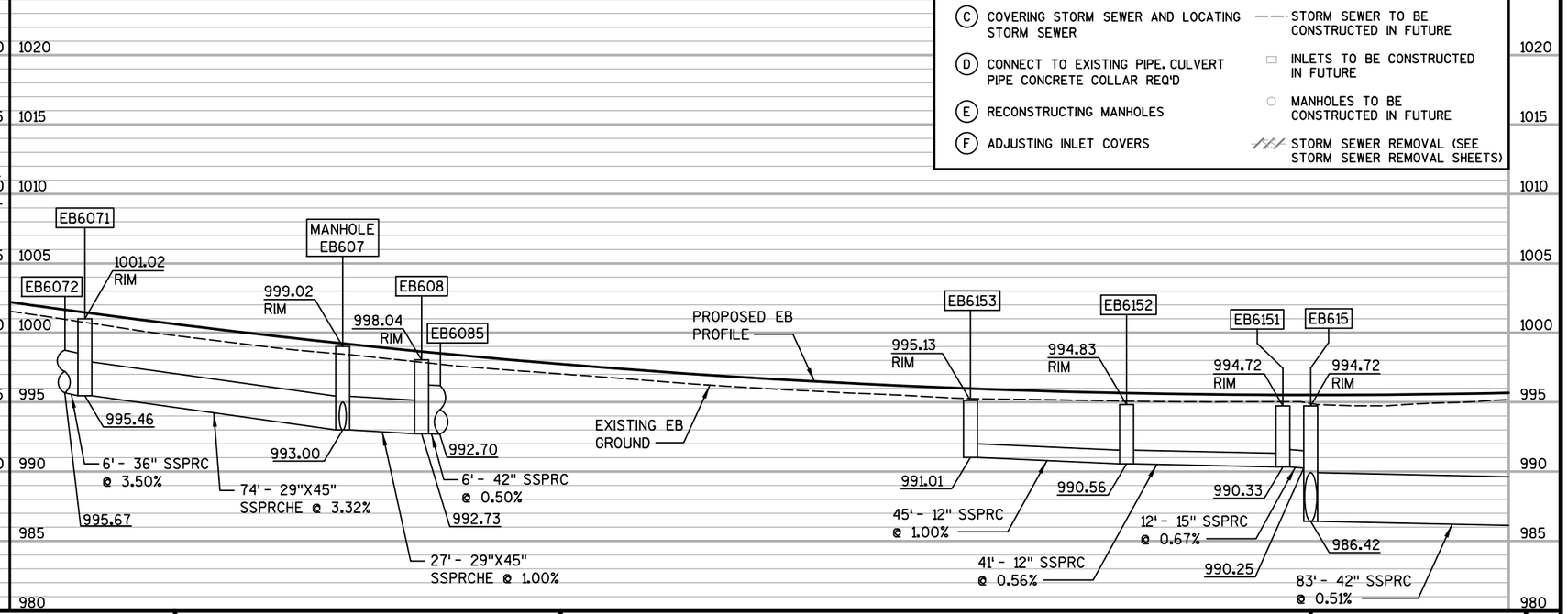
- PROPOSED MANHOLES
- STORM SEWER TO BE CONSTRUCTED IN FUTURE
- INLETS TO BE CONSTRUCTED IN FUTURE
- MANHOLES TO BE CONSTRUCTED IN FUTURE
- STORM SEWER REMOVAL (SEE STORM SEWER REMOVAL SHEETS)

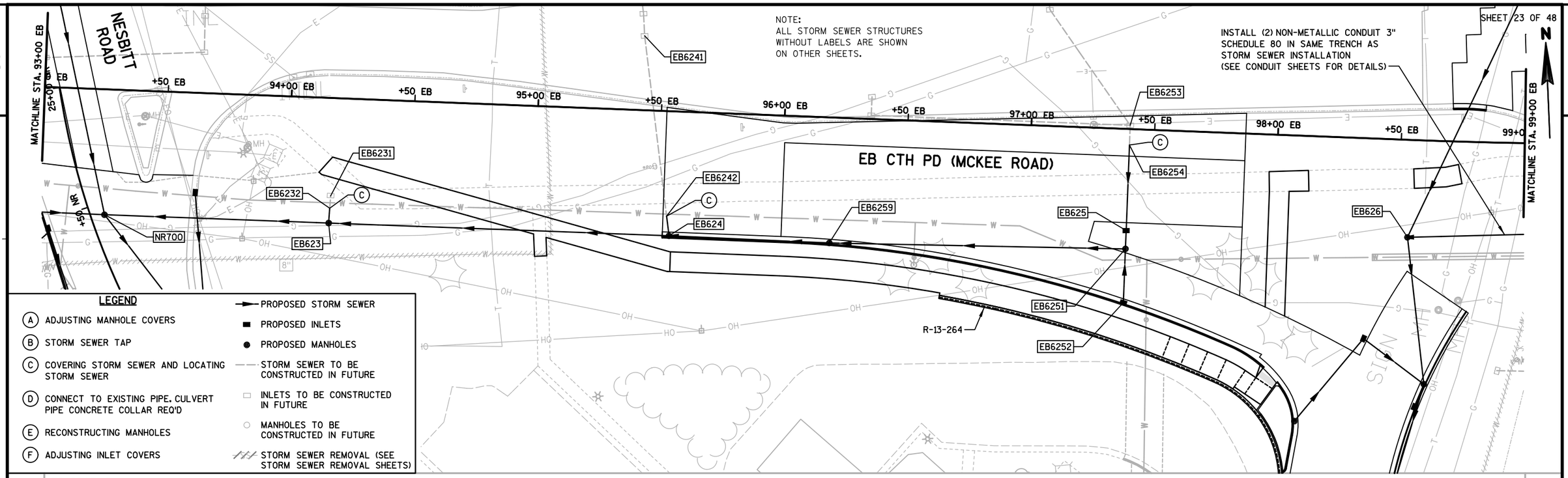


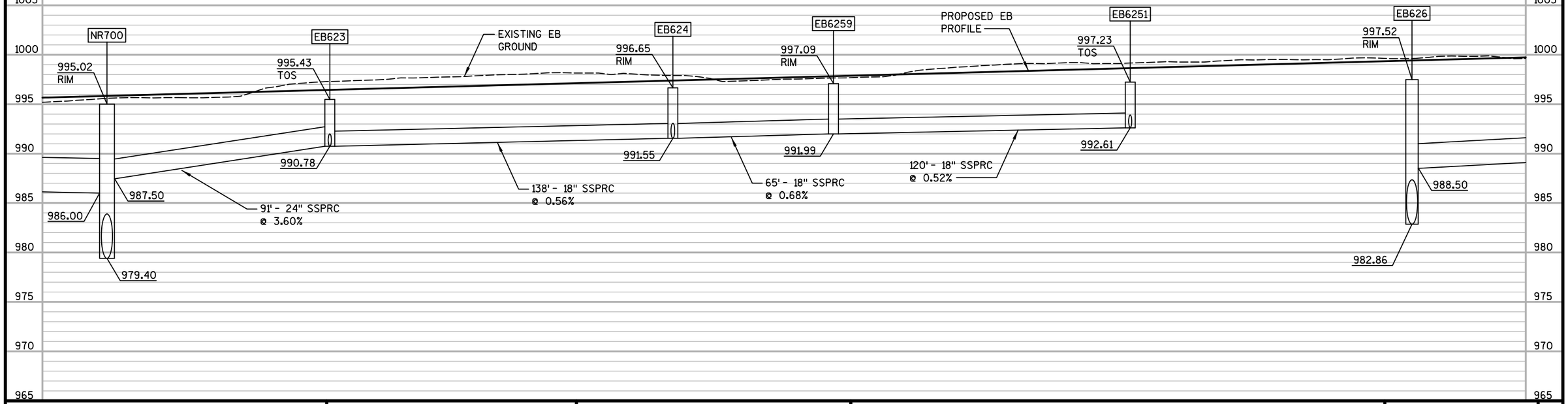

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER - CTH PD (MCKEE ROAD) (EB) | SHEET 244 | E |
|---|---|---|---|---|---|

NOTE:
ALL STORM SEWER STRUCTURES WITHOUT LABELS ARE SHOWN ON OTHER SHEETS.

INSTALL (2) NON-METALLIC CONDUIT 3" SCHEDULE 80 IN SAME TRENCH AS STORM SEWER INSTALLATION (SEE CONDUIT SHEETS FOR DETAILS)




EB PROFILE




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER - CTH PD (MCKEE ROAD) (EB) | SHEET 245 E |
|---|---|---|---|---|

## LEGEND

- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (C) COVERING STORM SEWER AND LOCATING STORM SEWER
- (D) CONNECT TO EXISTING PIPE, CULVERT PIPE CONCRETE COLLAR REQ'D
- (E) RECONSTRUCTING MANHOLES
- (F) ADJUSTING INLET COVERS
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- STORM SEWER TO BE CONSTRUCTED IN FUTURE
- INLETS TO BE CONSTRUCTED IN FUTURE
- MANHOLES TO BE CONSTRUCTED IN FUTURE
- STORM SEWER REMOVAL (SEE STORM SEWER REMOVAL SHEETS)

EB USH 18/151 (VERONA ROAD)

EB CTH PD (MCKEE ROAD)

MATCHLINE STA. 99+00 EB

MATCHLINE STA. 105+00 EB

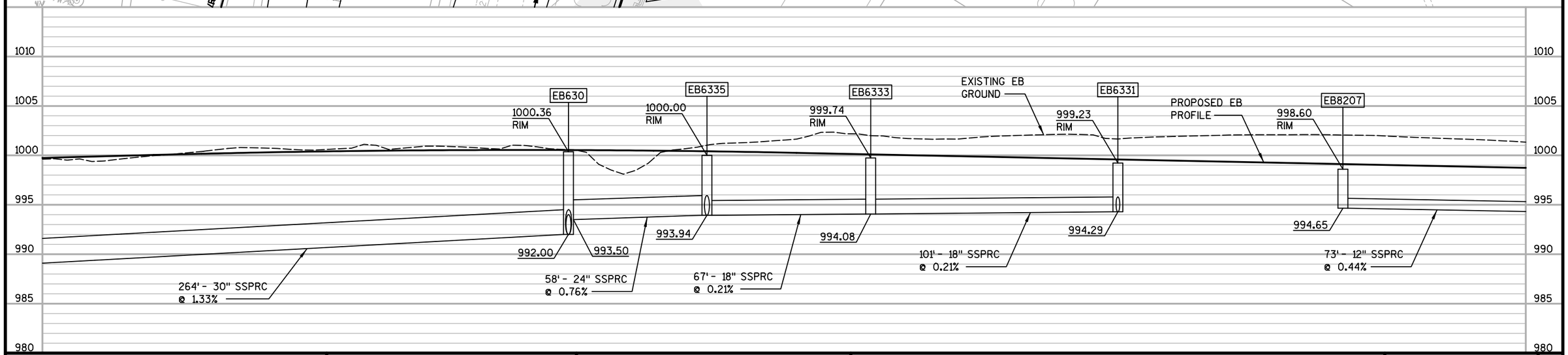
EB632 EB6303 EB631 EB6304 EB6311 EB630 EB6335 EB6333 EB6331 EB6334 EB6332 EB8207 EB8211 EB8212

VR1135 VR1136 VR1144 VR1145 VR1146 VR1147

INSTALL (2) NON-METALLIC CONDUIT 3" SCHEDULE 80 IN SAME TRENCH AS STORM SEWER INSTALLATION (SEE CONDUIT SHEETS FOR DETAILS)

POTENTIAL HAZARDOUS MATERIAL SITE

NOTE:
ALL STORM SEWER STRUCTURES WITHOUT LABELS ARE SHOWN ON OTHER SHEETS.




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER - CTH PD (MCKEE ROAD) (EB) | SHEET 246 E |
|---|---|---|---|---|

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

N

POTENTIAL HAZARDOUS MATERIAL SITE

MATCHLINE STA. 105+00 EB

MATCHLINE STA. 111+00 EB

EB821 · EB8204 · EB8206 · EB820 · EB8205 · EB8201 · EB8112 · VANE SLOTTED DRAIN REQ'D (3) · EB8111 · EB8202 · EB8203 · EB8102 · EB811 · EB812 · EB8101 · EB810 · EB800 · MANHOLE EB8001 · EB8002 · BACK FLOW PREVENTER REQ'D · EB8003 · EB8301 · EB8302 · MANHOLE EB830 · EB831 · EB8303 · EB8402 · EB8401 · EB840 · EB841

0 EB · +50 EB · 106+00 EB · +50 EB · 107+00 EB · +50 EB · 108+00 EB · +50 EB · 109+00 EB · +50 EB · 110+00 EB · +50 EB · 111+00

NOTE:
ALL STORM SEWER STRUCTURES WITHOUT LABELS ARE SHOWN ON OTHER SHEETS.

LEGEND

- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (C) COVERING STORM SEWER AND LOCATING STORM SEWER
- (D) CONNECT TO EXISTING PIPE. CULVERT PIPE CONCRETE COLLAR REQ'D
- (E) RECONSTRUCTING MANHOLES
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- PROPOSED STORM SEWER
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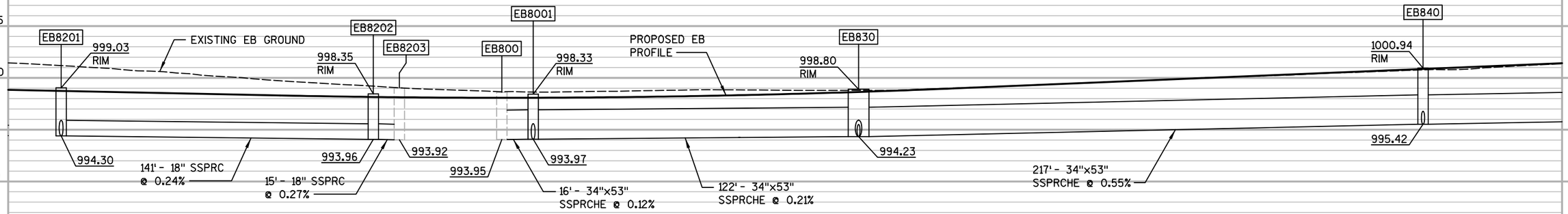
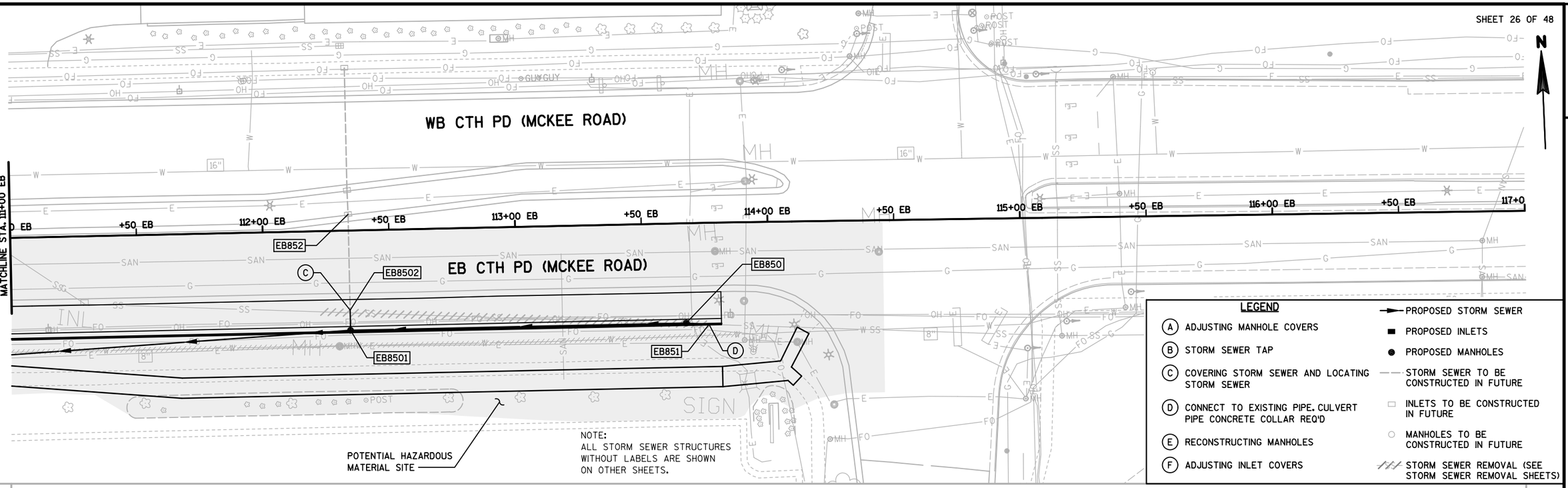
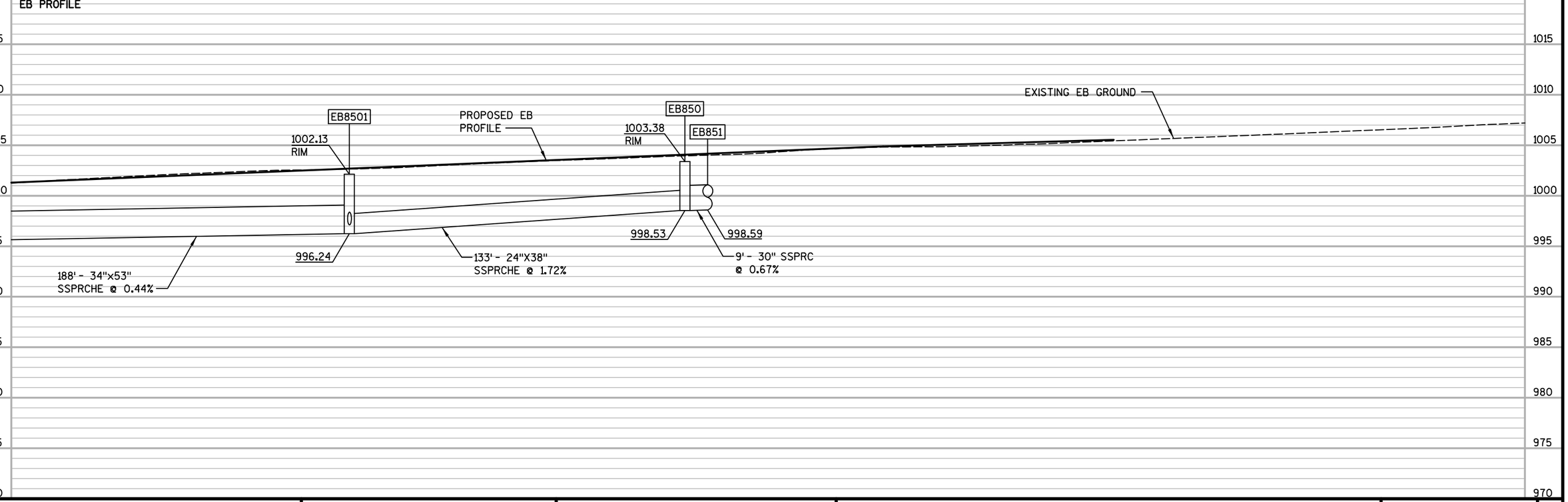
- STORM SEWER TO BE CONSTRUCTED IN FUTURE
- INLETS TO BE CONSTRUCTED IN FUTURE
- MANHOLES TO BE CONSTRUCTED IN FUTURE
- STORM SEWER REMOVAL (SEE STORM SEWER REMOVAL SHEETS)




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER - CTH PD (MCKEE ROAD) (EB) | SHEET 247 E |
|---|---|---|---|---|



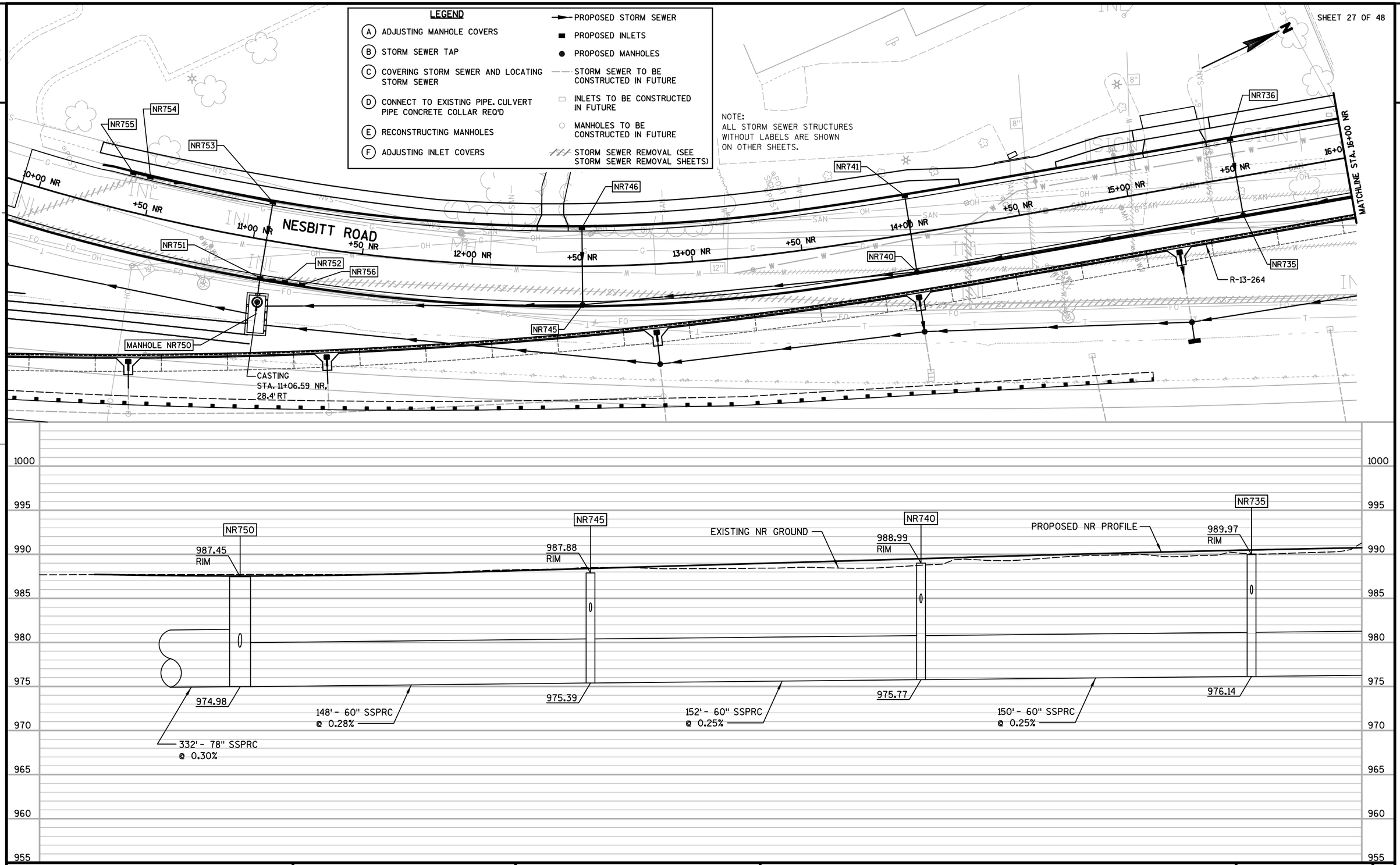

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER - CTH PD (MCKEE ROAD) (EB) | SHEET 248 E |
|---|---|---|---|---|

**LEGEND**

- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (C) COVERING STORM SEWER AND LOCATING STORM SEWER
- (D) CONNECT TO EXISTING PIPE. CULVERT PIPE CONCRETE COLLAR REQ'D
- (E) RECONSTRUCTING MANHOLES
- (F) ADJUSTING INLET COVERS

- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- STORM SEWER TO BE CONSTRUCTED IN FUTURE
- INLETS TO BE CONSTRUCTED IN FUTURE
- MANHOLES TO BE CONSTRUCTED IN FUTURE
- STORM SEWER REMOVAL (SEE STORM SEWER REMOVAL SHEETS)

NOTE:
ALL STORM SEWER STRUCTURES WITHOUT LABELS ARE SHOWN ON OTHER SHEETS.




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER - NESBITT ROAD (NR) | SHEET 249 E |
|---|---|---|---|---|

## LEGEND

- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (C) COVERING STORM SEWER AND LOCATING STORM SEWER
- (D) CONNECT TO EXISTING PIPE. CULVERT PIPE CONCRETE COLLAR REQ'D
- (E) RECONSTRUCTING MANHOLES
- (F) ADJUSTING INLET COVERS
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- STORM SEWER TO BE CONSTRUCTED IN FUTURE
- INLETS TO BE CONSTRUCTED IN FUTURE
- MANHOLES TO BE CONSTRUCTED IN FUTURE
- STORM SEWER REMOVAL (SEE STORM SEWER REMOVAL SHEETS)

NOTE:
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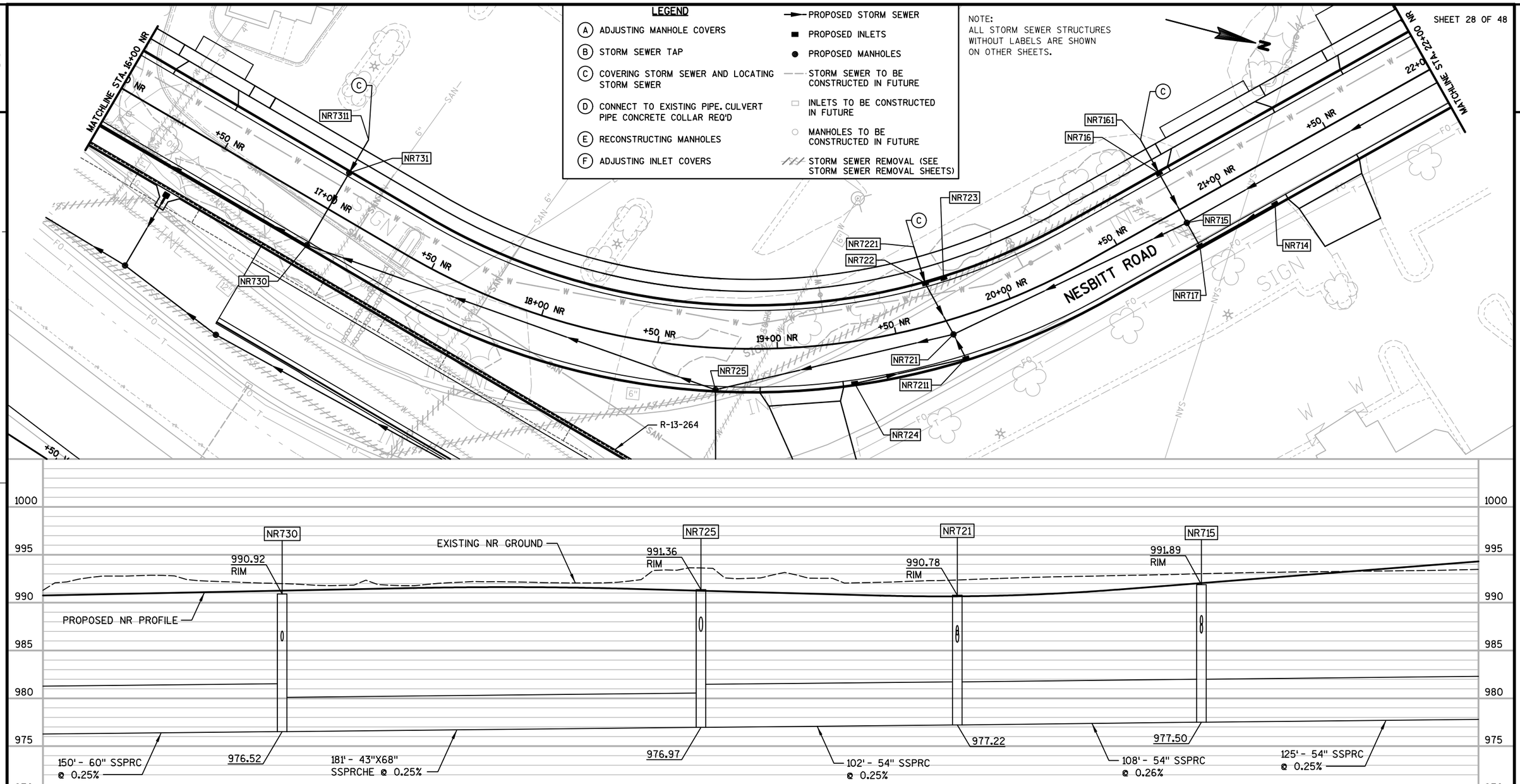
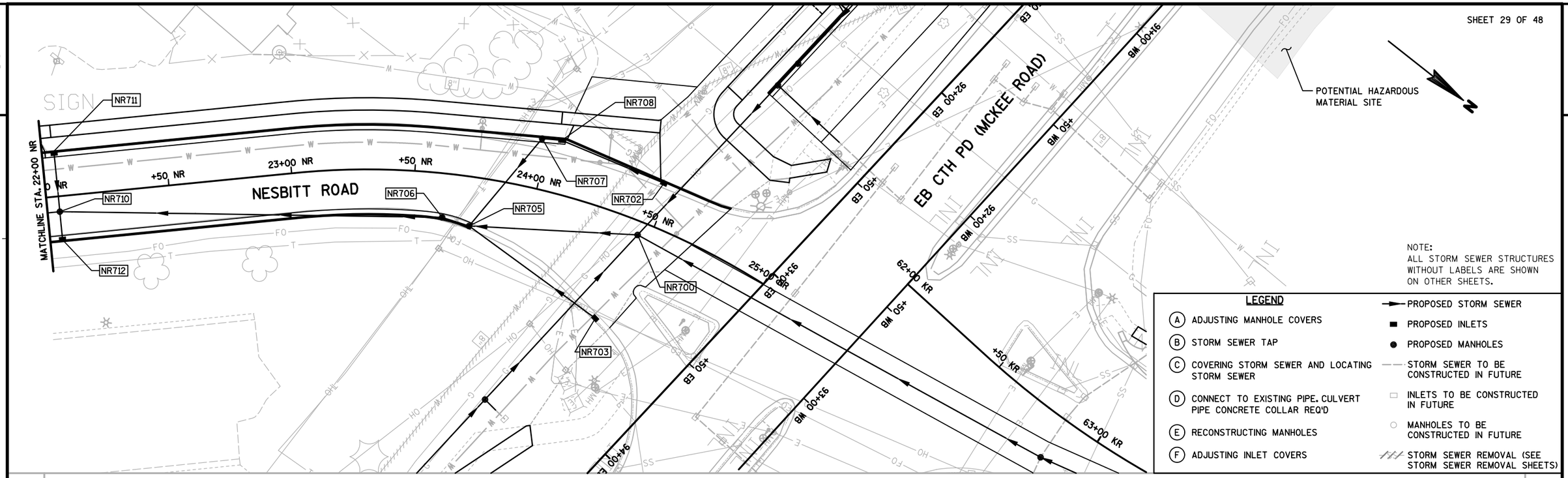
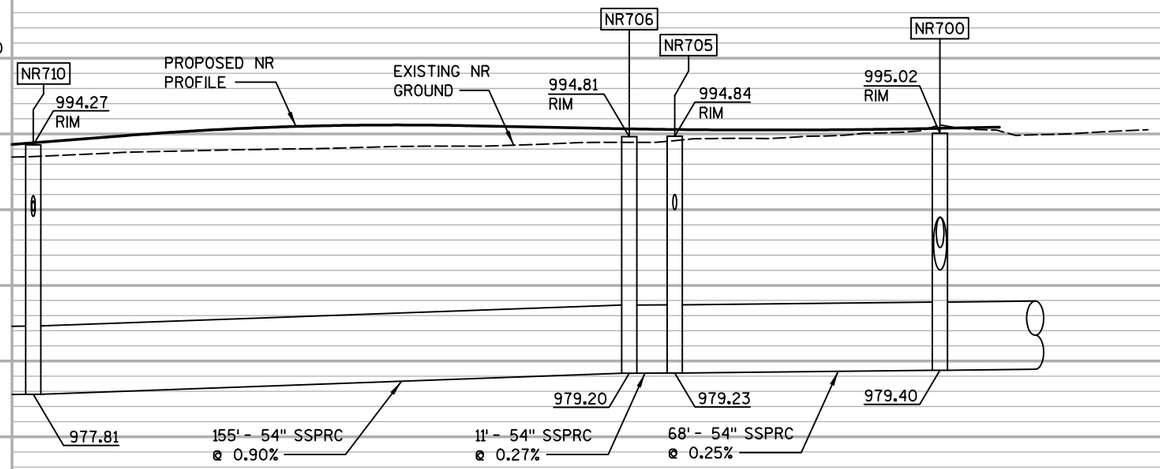



| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER - NESBITT ROAD (NR) | SHEET 250 E |
|---|---|---|---|---|




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER - NESBITT ROAD (NR) | SHEET 251 | E |
|---|---|---|---|---|---|

NOTE:
ALL STORM SEWER STRUCTURES WITHOUT LABELS ARE SHOWN ON OTHER SHEETS.

N

FITCHRONA ROAD

MATCHLINE STA. 30+00 FR

MATCHLINE STA. 36+00 FR

0 FR | +50 FR | 31+00 FR | +50 FR | 32+00 FR | +50 FR | 33+00 FR | +50 FR | 34+00 FR | +50 FR | 35+00 FR | +50 FR | 36+0

78+00 WB | +50 EB | +50 WB | 79+00 EB | 79+00 WB | +50 EB | +50 WB | 80+0

FR9682 | FR9681 | FR969 | FR963 | FR9684 | FR9683 | FR9685 | FR960 | FR9686 | FR961 | FR9687 | FR9688

EB6002 (D) | EB600 | EB6003 (A) | EB6004 | (D) | EB6001

QUARRY

EXISTING FR GROUND

PROPOSED FR PROFILE

EB600
1055.59 RIM
EB6003
1051.78
1051.83
6' - 14"X23" SSPRCHE @ 0.83%

FR9685
1055.21 RIM
1050.60
21' - 24" SSPRC @ 0.76%

FR9686
1055.33 RIM
1050.44

300' - 24" SSPRC @ 0.24%

FR960
1057.53 RIM
1049.73
298' - 24" SSPRC @ 0.34%

1065 | 1060 | 1055 | 1050 | 1045 | 1040 | 1035 | 1030 | 1025 | 1020

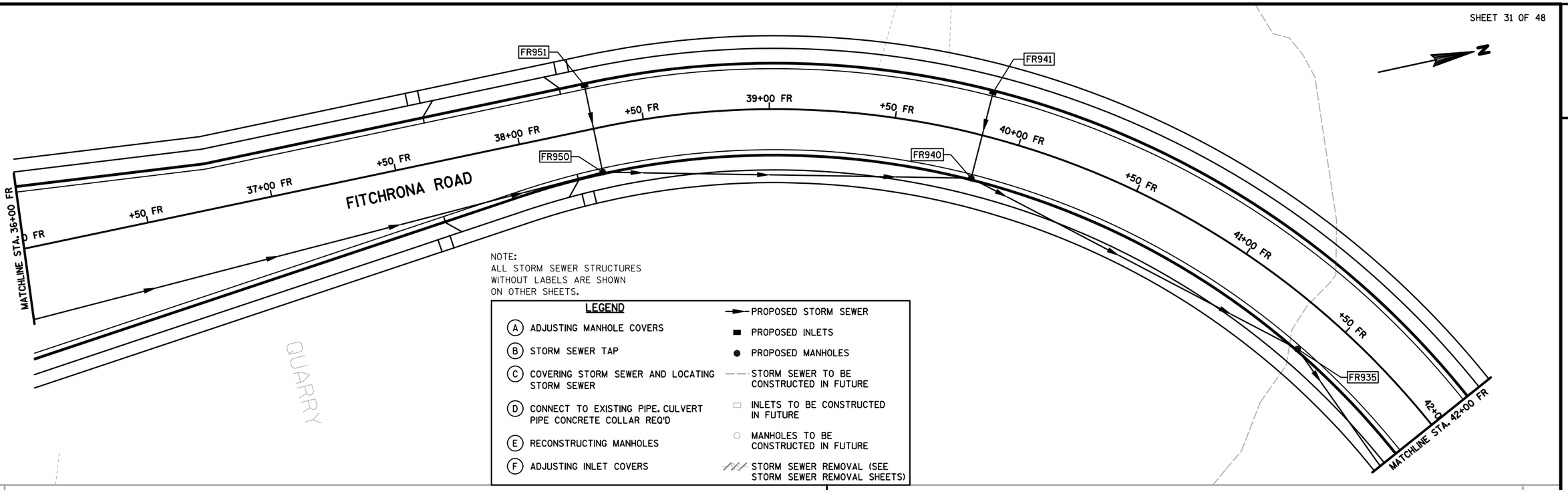
**LEGEND**

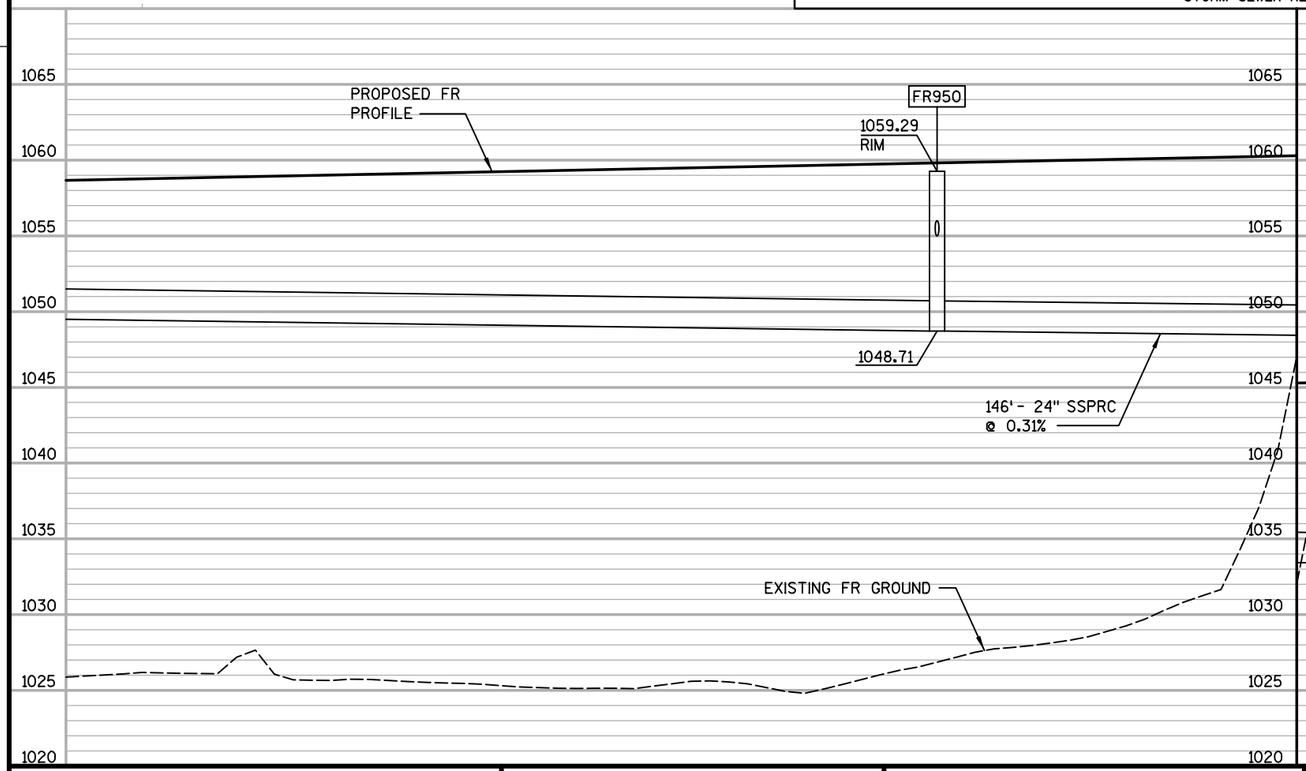
- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (C) COVERING STORM SEWER AND LOCATING STORM SEWER
- (D) CONNECT TO EXISTING PIPE. CULVERT PIPE CONCRETE COLLAR REQ'D
- (E) RECONSTRUCTING MANHOLES
- (F) ADJUSTING INLET COVERS
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- STORM SEWER TO BE CONSTRUCTED IN FUTURE
- INLETS TO BE CONSTRUCTED IN FUTURE
- MANHOLES TO BE CONSTRUCTED IN FUTURE
- STORM SEWER REMOVAL (SEE STORM SEWER REMOVAL SHEETS)

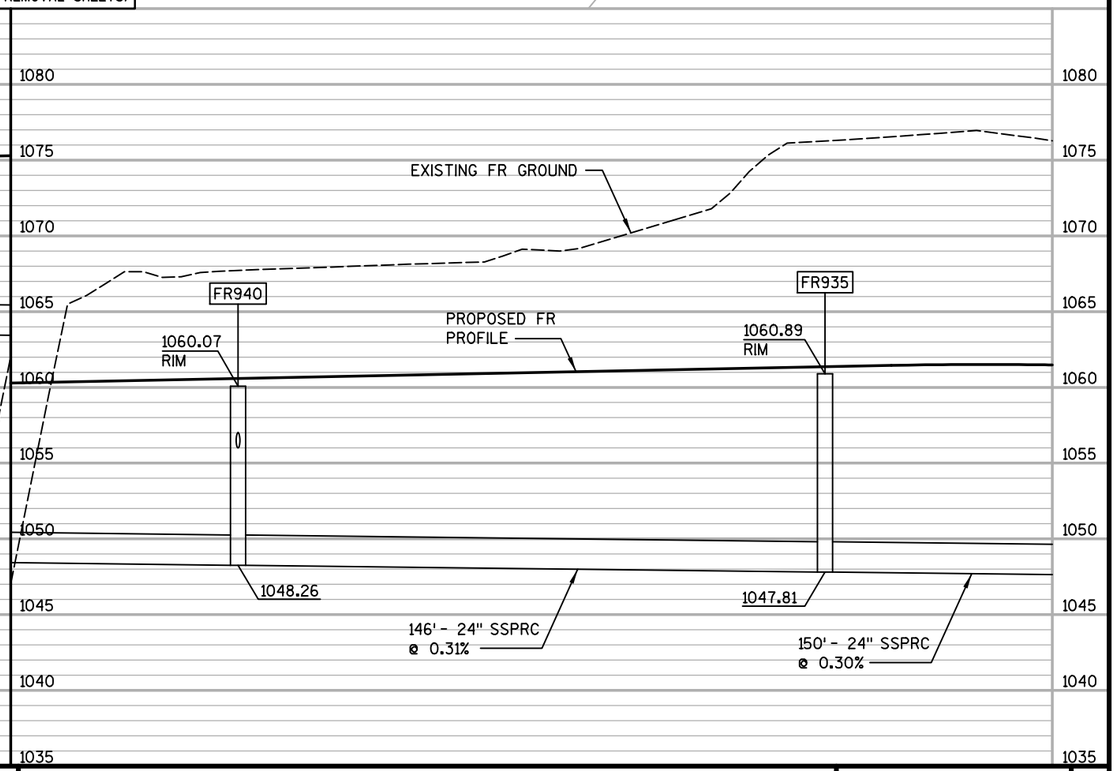
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER - FITCHRONA ROAD (FR) | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\022530_ss.dgn | PLOT DATE : 5/6/2016 | PLOT BY : _username_ | PLOT NAME : | PLOT SCALE : $$.....plotscale.....$$ | WISDOT/CADDS SHEET 41



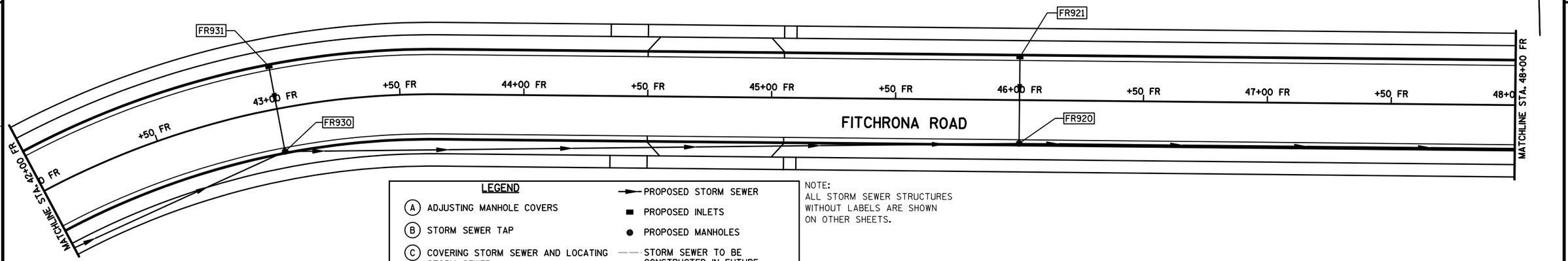




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER - FITCHRONA ROAD (FR) | SHEET |
|---|---|---|---|---|



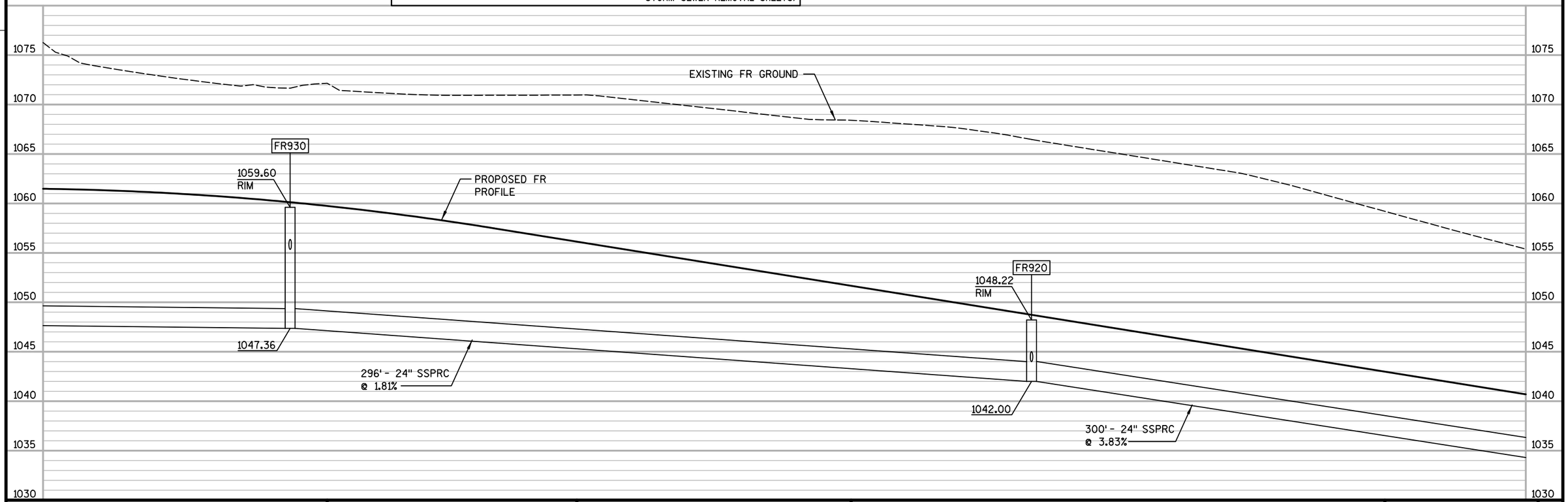
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\022531_ss.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41




**LEGEND**

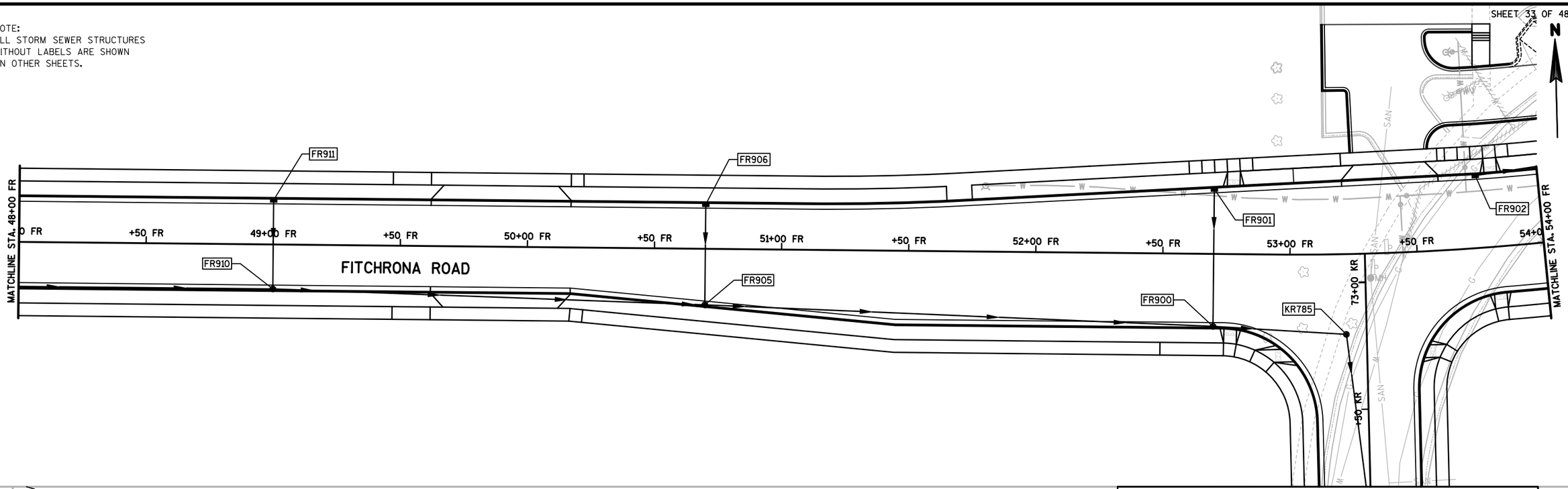
- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (C) COVERING STORM SEWER AND LOCATING STORM SEWER
- (D) CONNECT TO EXISTING PIPE. CULVERT PIPE CONCRETE COLLAR REQ'D
- (E) RECONSTRUCTING MANHOLES
- (F) ADJUSTING INLET COVERS
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- STORM SEWER TO BE CONSTRUCTED IN FUTURE
- INLETS TO BE CONSTRUCTED IN FUTURE
- MANHOLES TO BE CONSTRUCTED IN FUTURE
- STORM SEWER REMOVAL (SEE STORM SEWER REMOVAL SHEETS)

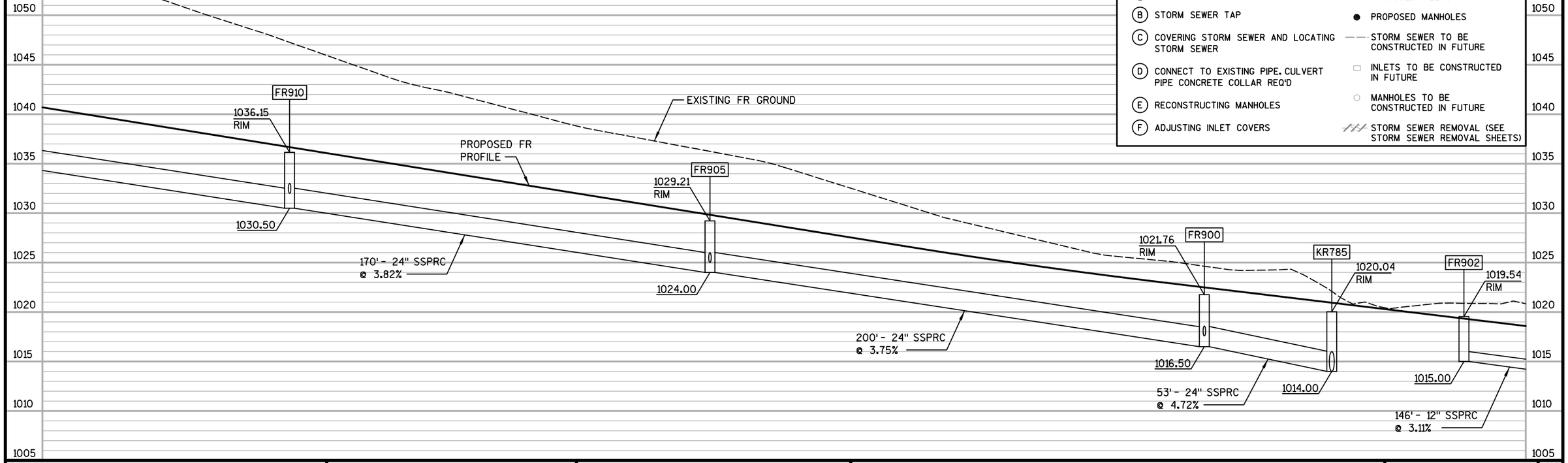
NOTE:
ALL STORM SEWER STRUCTURES WITHOUT LABELS ARE SHOWN ON OTHER SHEETS.




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER - FITCHRONA ROAD (FR) | SHEET 254 E |
|---|---|---|---|---|

NOTE:
ALL STORM SEWER STRUCTURES
WITHOUT LABELS ARE SHOWN
ON OTHER SHEETS.

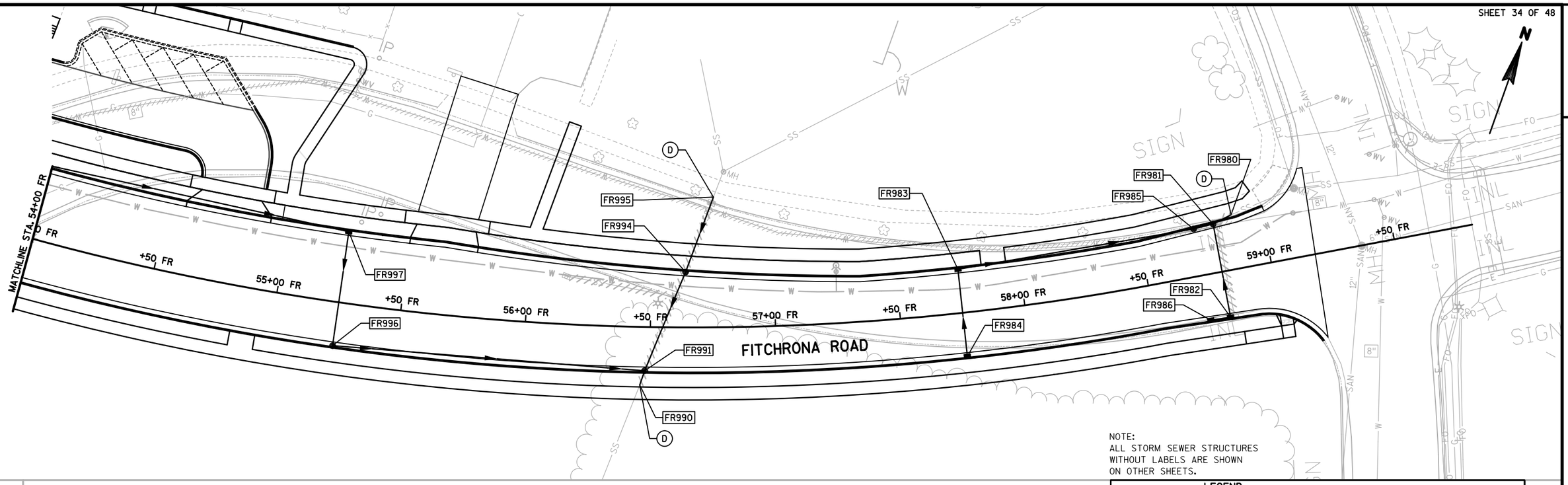


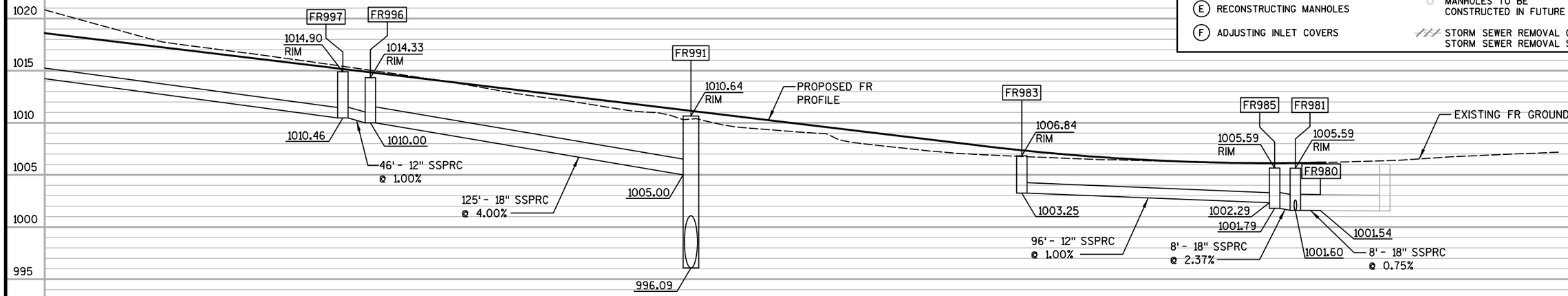




**LEGEND**

- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (C) COVERING STORM SEWER AND LOCATING STORM SEWER
- (D) CONNECT TO EXISTING PIPE. CULVERT PIPE CONCRETE COLLAR REQ'D
- (E) RECONSTRUCTING MANHOLES
- (F) ADJUSTING INLET COVERS
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- STORM SEWER TO BE CONSTRUCTED IN FUTURE
- INLETS TO BE CONSTRUCTED IN FUTURE
- MANHOLES TO BE CONSTRUCTED IN FUTURE
- STORM SEWER REMOVAL (SEE STORM SEWER REMOVAL SHEETS)

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER - FITCHRONA ROAD (FR) | SHEET 255 | E |
|---|---|---|---|---|---|

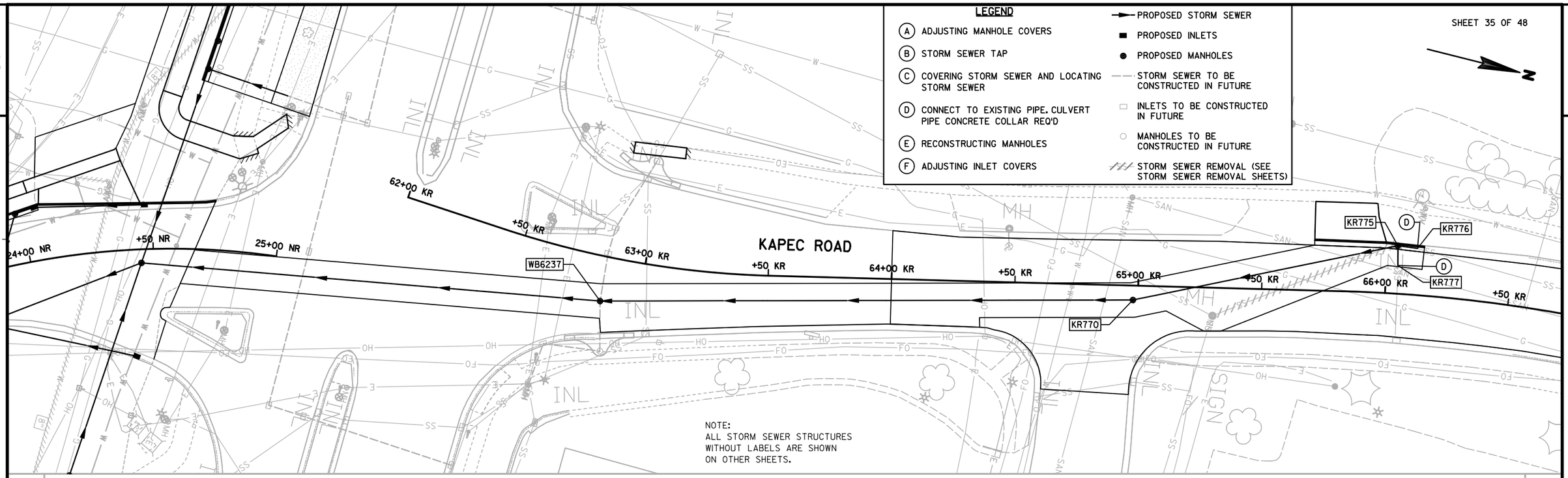


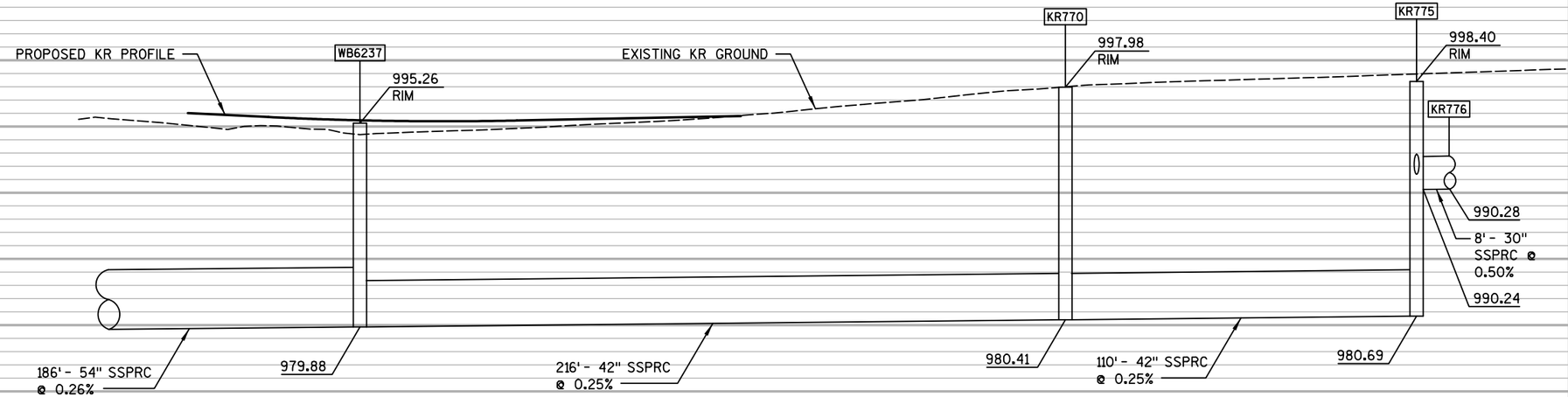




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER - FITCHRONA ROAD (FR) | SHEET 256 | E |
|---|---|---|---|---|---|

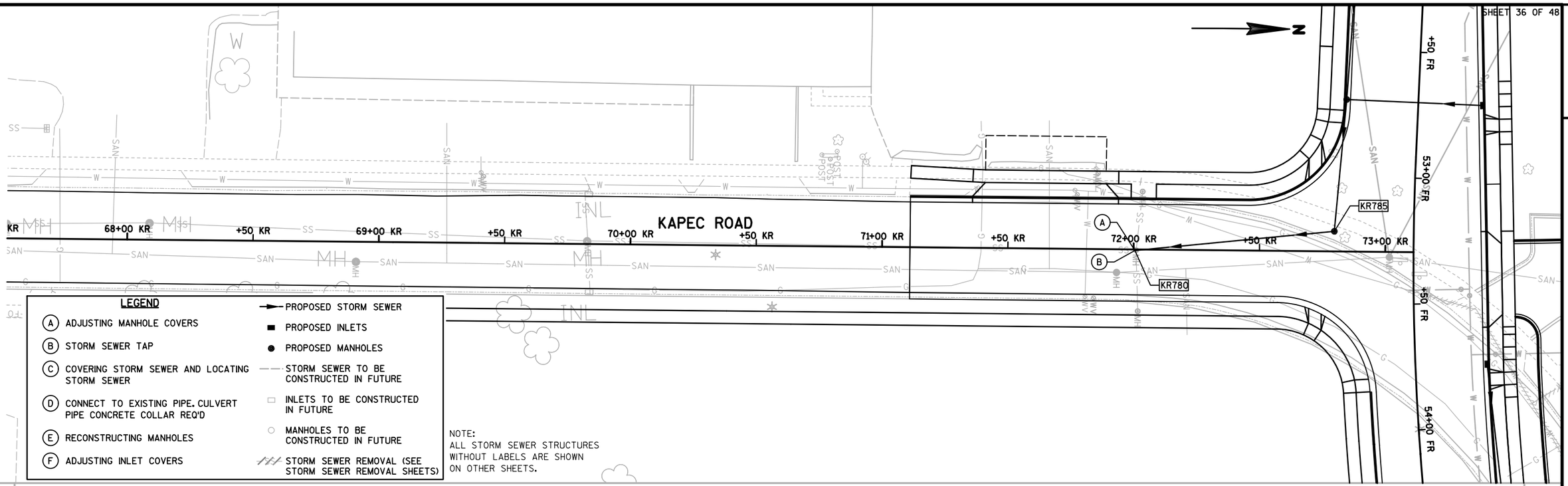
**LEGEND**

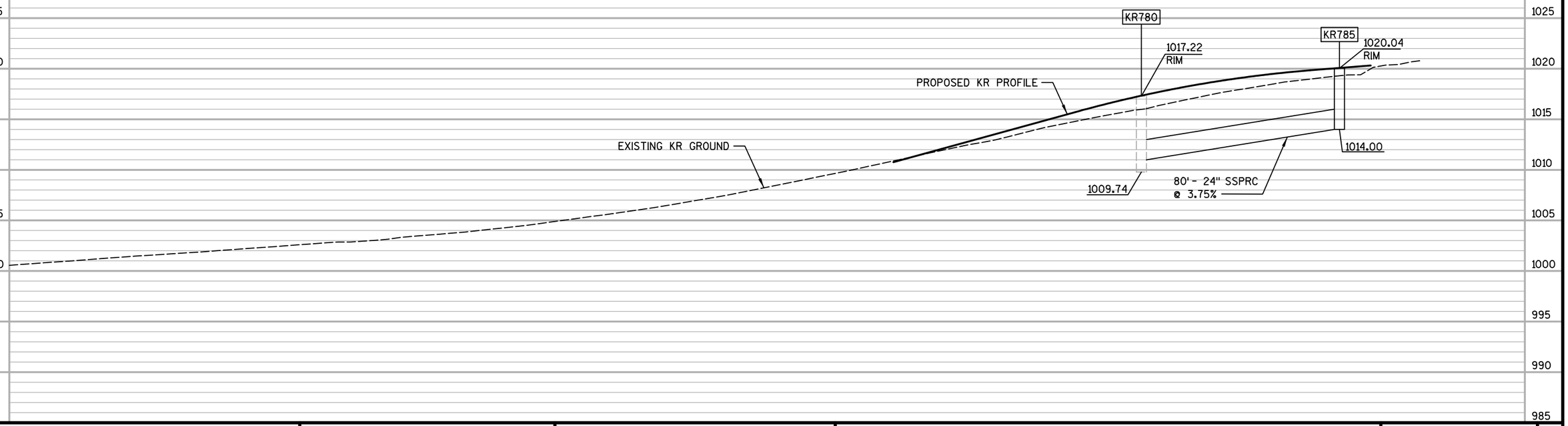
- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (C) COVERING STORM SEWER AND LOCATING STORM SEWER
- (D) CONNECT TO EXISTING PIPE. CULVERT PIPE CONCRETE COLLAR REQ'D
- (E) RECONSTRUCTING MANHOLES
- (F) ADJUSTING INLET COVERS
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- STORM SEWER TO BE CONSTRUCTED IN FUTURE
- INLETS TO BE CONSTRUCTED IN FUTURE
- MANHOLES TO BE CONSTRUCTED IN FUTURE
- STORM SEWER REMOVAL (SEE STORM SEWER REMOVAL SHEETS)




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER - KAPEC ROAD (KR) | SHEET 257 E |
|---|---|---|---|---|




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER - KAPEC ROAD (KR) | SHEET 258 | E |
|---|---|---|---|---|---|

POTENTIAL HAZARDOUS MATERIAL SITE

NOTE:
ALL STORM SEWER STRUCTURES WITHOUT LABELS ARE SHOWN ON OTHER SHEETS.

WILLIAMSBURG WAY

WW3252 WW3251 WW329 WW328 WW3161 WW307 WW301 WW306 WW311 WW310 WW316 WW315 WW314 WW313 WW300 WW305 WW308 WW309 WW317 WW332 WW333 WW3343 WW3342 WW3333 WW3332 WW3351 WW3331 WW335

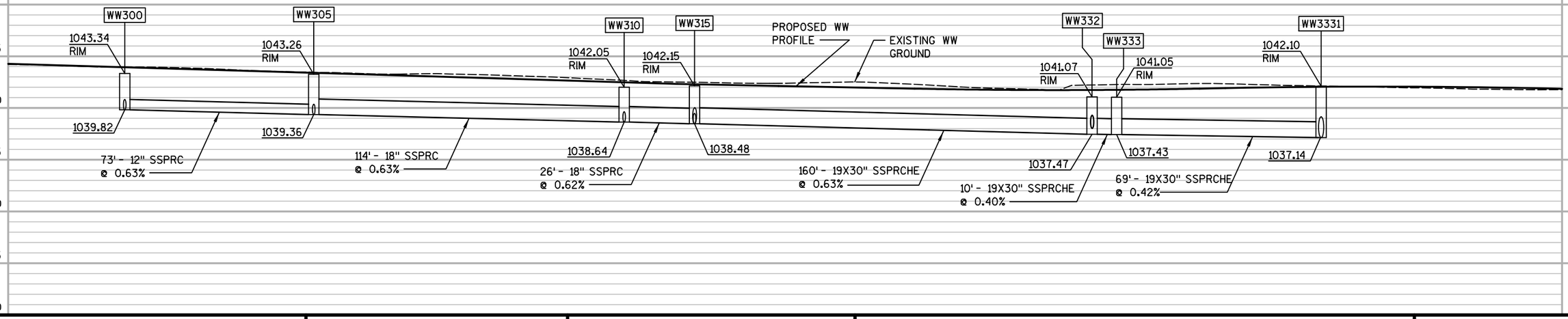
93+00 WW +50 WW 94+00 WW +50 RB 11+00 RB 95+00 WW 96+00 WW 97+00 WW 98+00 WW 10+00 RB 12+00 RB +50 RB

MATCHLINE STA. 98+50 WW

LEGEND

- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (C) COVERING STORM SEWER AND LOCATING STORM SEWER
- (D) CONNECT TO EXISTING PIPE. CULVERT PIPE CONCRETE COLLAR REQ'D
- (E) RECONSTRUCTING MANHOLES
- (F) ADJUSTING INLET COVERS

- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- STORM SEWER TO BE CONSTRUCTED IN FUTURE
- INLETS TO BE CONSTRUCTED IN FUTURE
- MANHOLES TO BE CONSTRUCTED IN FUTURE
- STORM SEWER REMOVAL (SEE STORM SEWER REMOVAL SHEETS)




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER - WILLIAMSBURG WAY (WW) | SHEET 259 | E |
|---|---|---|---|---|---|

NOTE:
ALL STORM SEWER STRUCTURES WITHOUT LABELS ARE SHOWN ON OTHER SHEETS.

MATCHLINE STA. 98+50 WW

MATCHLINE STA. 104+50 WW

WILLIAMSBURG WAY

VERONA ROAD (USH 18/151)

WW395 WW394 WW391 WW348 WW347 WW346 WW349 WW3492 WW3491

LEGEND

- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (C) COVERING STORM SEWER AND LOCATING STORM SEWER
- (D) CONNECT TO EXISTING PIPE. CULVERT PIPE CONCRETE COLLAR REQ'D
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- PROPOSED INLETS
- PROPOSED MANHOLES
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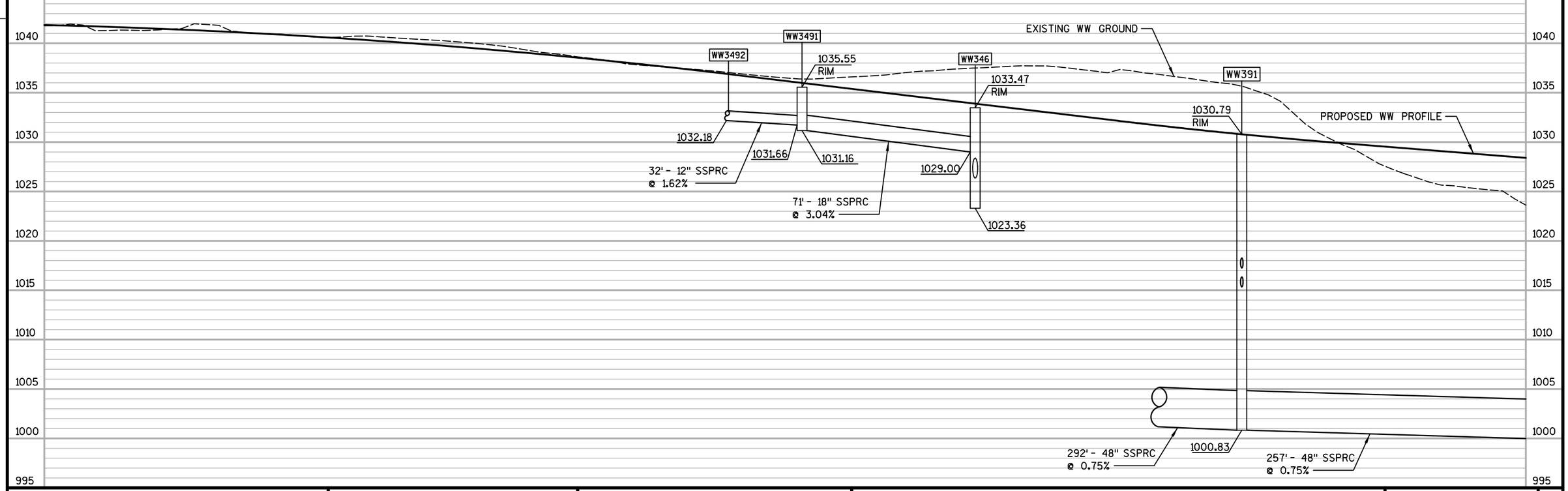
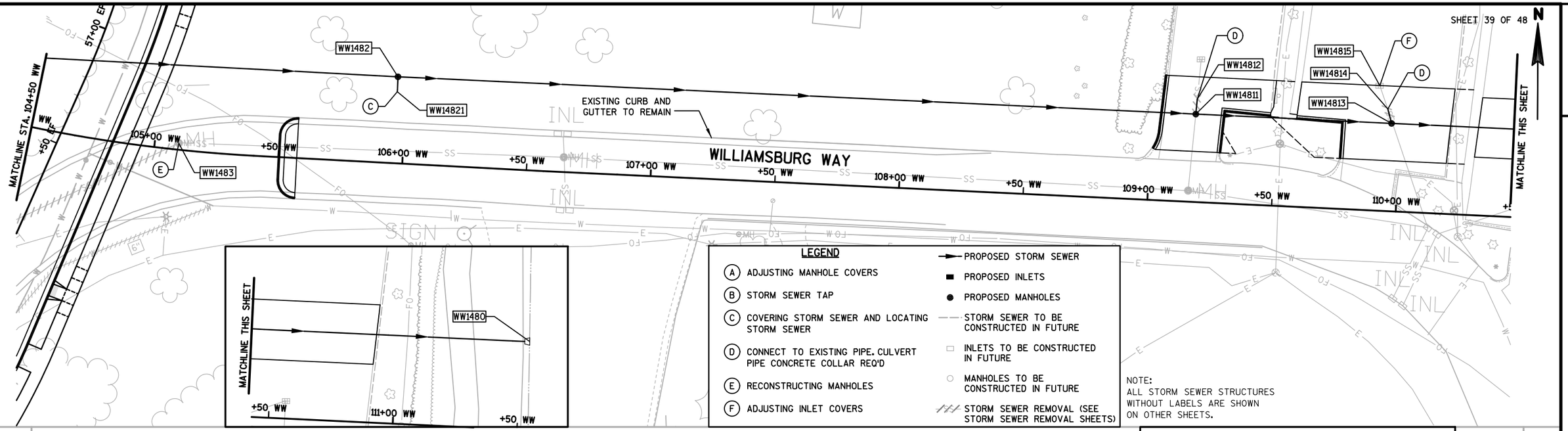
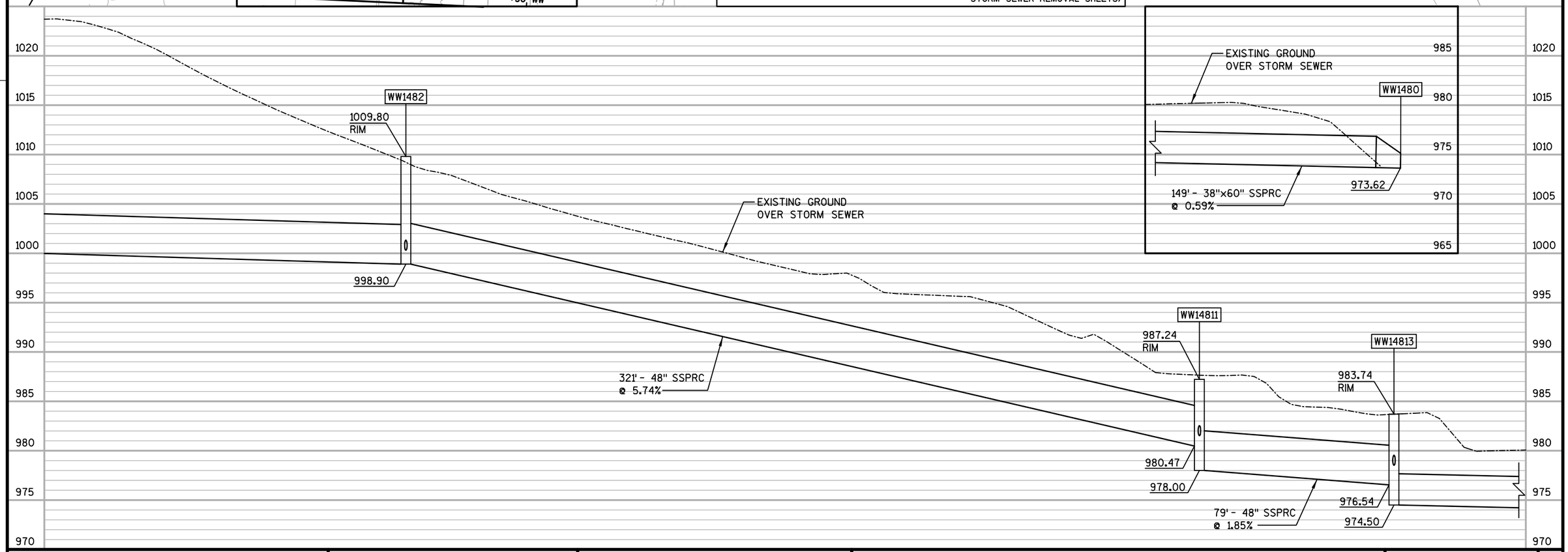
- INLETS TO BE CONSTRUCTED IN FUTURE
- MANHOLES TO BE CONSTRUCTED IN FUTURE
- STORM SEWER REMOVAL (SEE STORM SEWER REMOVAL SHEETS)




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER - WILLIAMSBURG WAY (WW) | SHEET 260 | E |
|---|---|---|---|---|---|




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER - WILLIAMSBURG WAY (WW) | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\022539_ss.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41

**LEGEND**

- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (C) COVERING STORM SEWER AND LOCATING STORM SEWER
- (D) CONNECT TO EXISTING PIPE, CULVERT PIPE CONCRETE COLLAR REQ'D
- (E) RECONSTRUCTING MANHOLES
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- PROPOSED STORM SEWER
- PROPOSED INLETS
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- STORM SEWER TO BE CONSTRUCTED IN FUTURE
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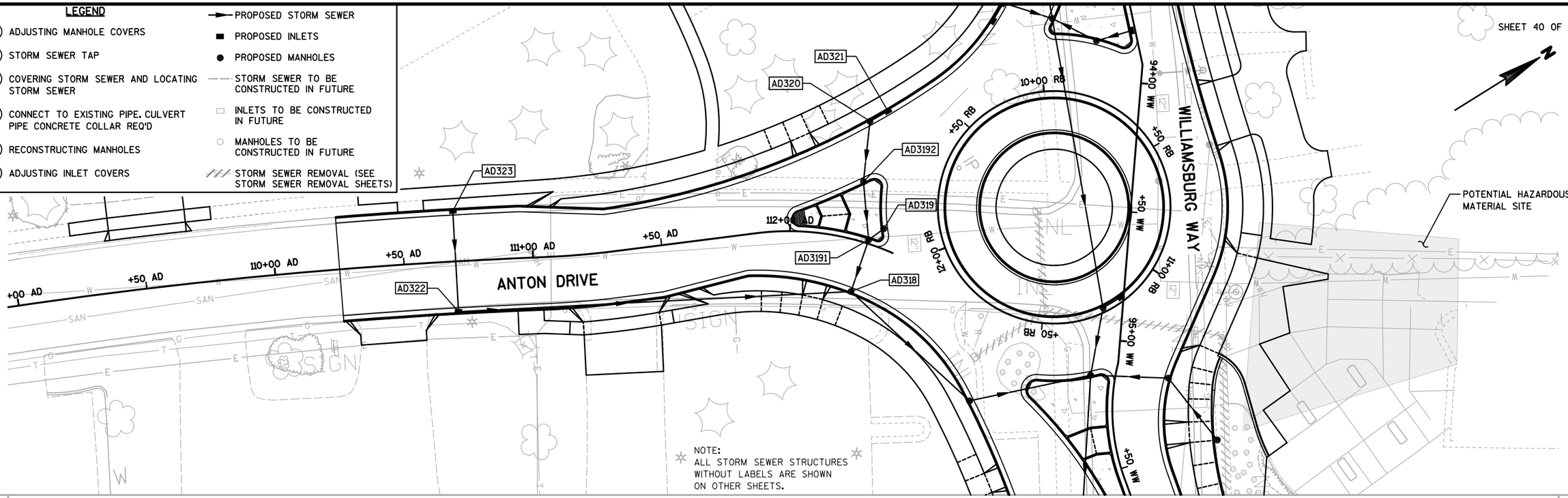
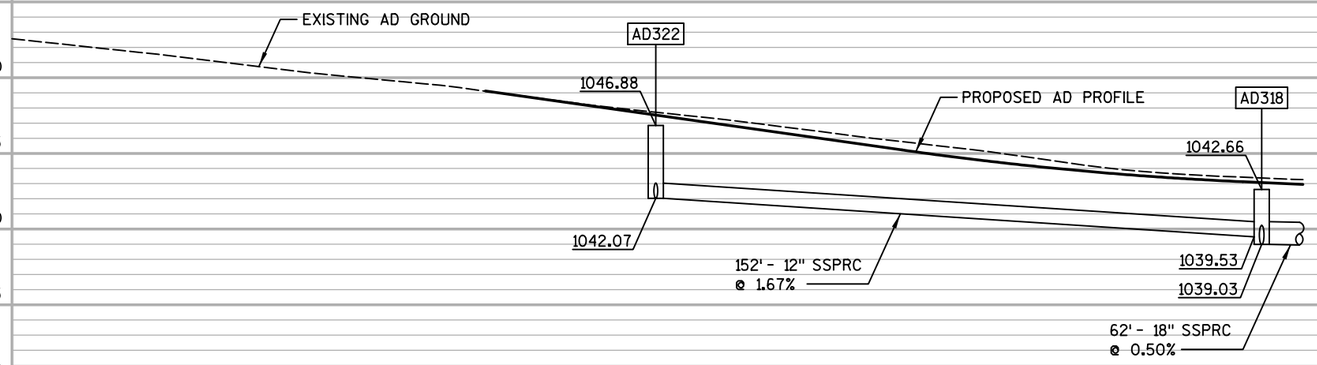
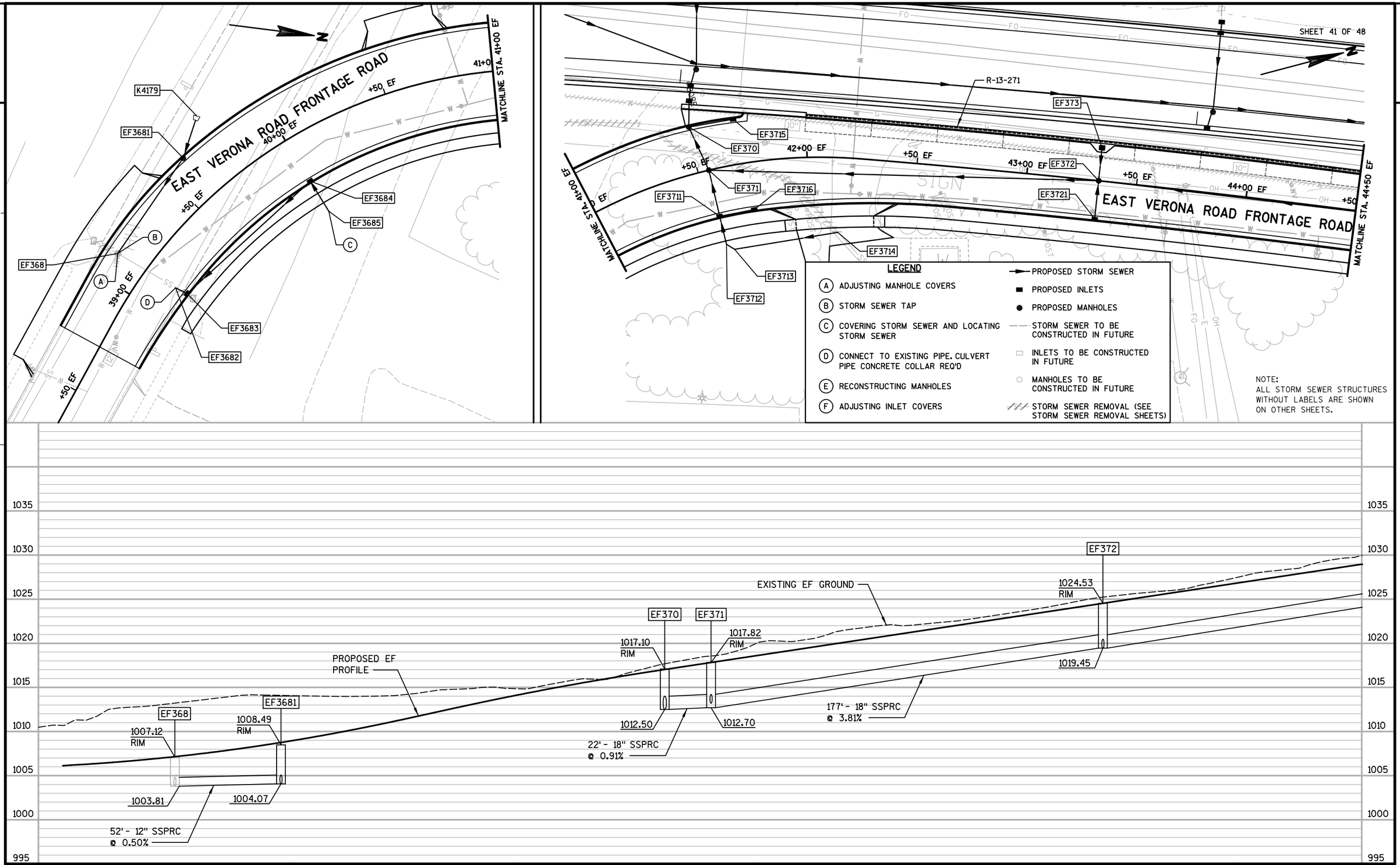
- MANHOLES TO BE CONSTRUCTED IN FUTURE
- STORM SEWER REMOVAL (SEE STORM SEWER REMOVAL SHEETS)







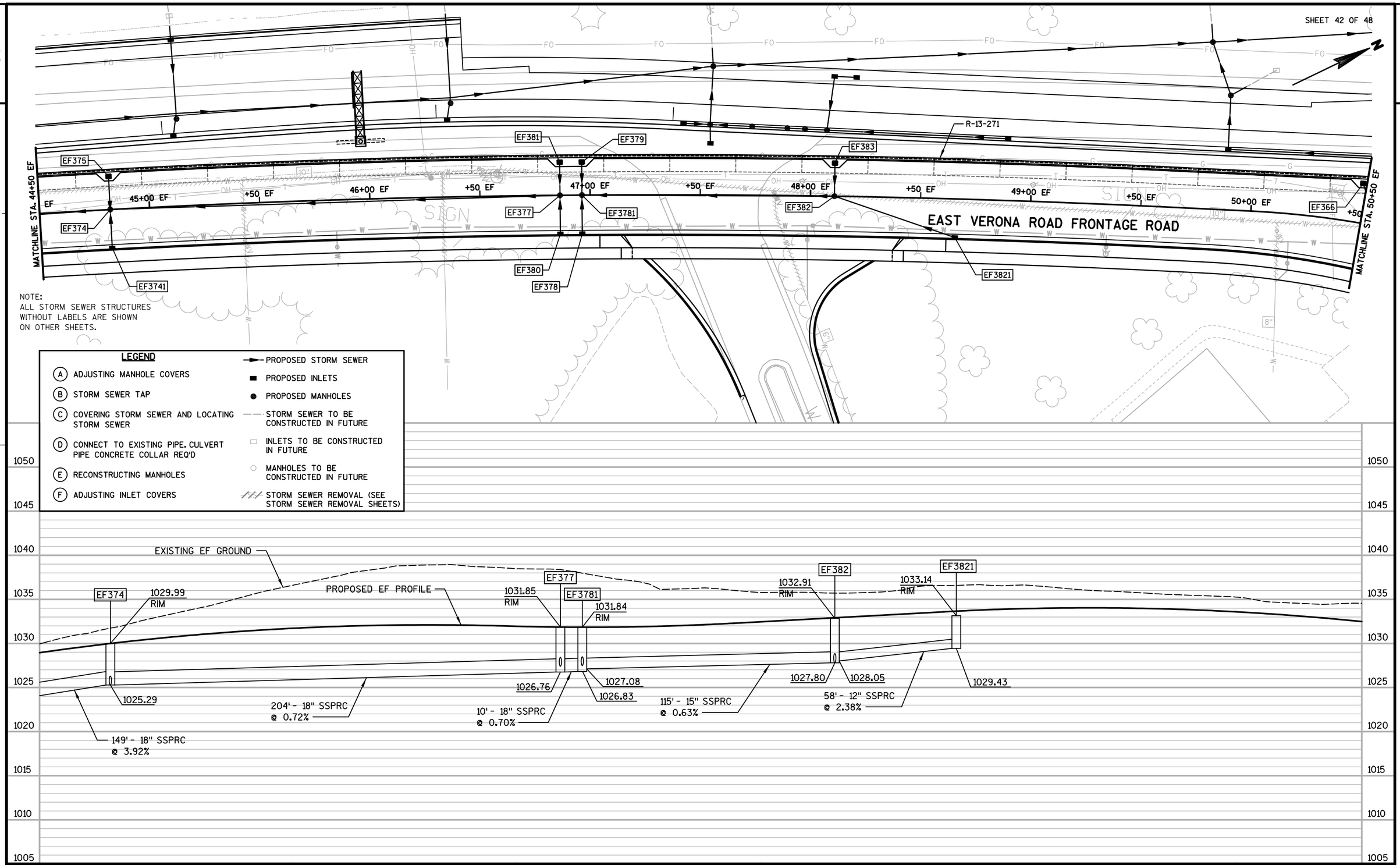




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET E |
|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\022541_ss.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41




NOTE:
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**LEGEND**

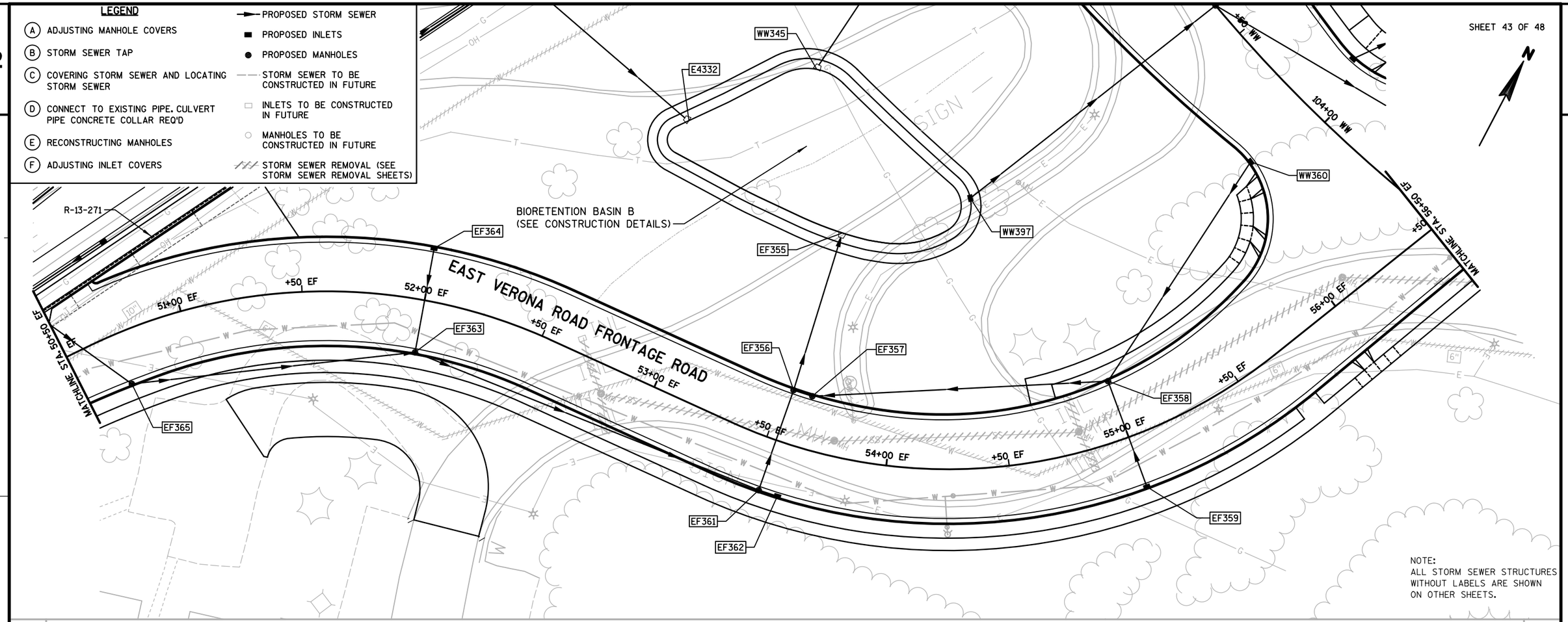
- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (C) COVERING STORM SEWER AND LOCATING STORM SEWER
- (D) CONNECT TO EXISTING PIPE. CULVERT PIPE CONCRETE COLLAR REQ'D
- (E) RECONSTRUCTING MANHOLES
- (F) ADJUSTING INLET COVERS
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- STORM SEWER TO BE CONSTRUCTED IN FUTURE
- INLETS TO BE CONSTRUCTED IN FUTURE
- MANHOLES TO BE CONSTRUCTED IN FUTURE
- STORM SEWER REMOVAL (SEE STORM SEWER REMOVAL SHEETS)

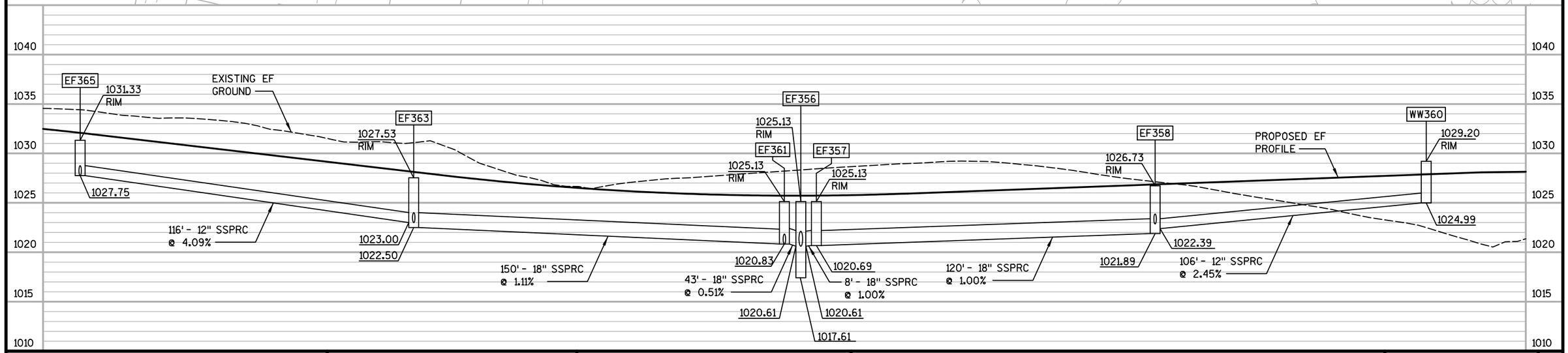



| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 264 E |
|---|---|---|---|---|

## LEGEND

- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (C) COVERING STORM SEWER AND LOCATING STORM SEWER
- (D) CONNECT TO EXISTING PIPE, CULVERT PIPE CONCRETE COLLAR REQ'D
- (E) RECONSTRUCTING MANHOLES
- (F) ADJUSTING INLET COVERS
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- STORM SEWER TO BE CONSTRUCTED IN FUTURE
- INLETS TO BE CONSTRUCTED IN FUTURE
- MANHOLES TO BE CONSTRUCTED IN FUTURE
- STORM SEWER REMOVAL (SEE STORM SEWER REMOVAL SHEETS)




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\022543_ss.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41

2

LEGEND

- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (C) COVERING STORM SEWER AND LOCATING STORM SEWER
- (D) CONNECT TO EXISTING PIPE. CULVERT PIPE CONCRETE COLLAR REQ'D
- (E) RECONSTRUCTING MANHOLES
- (F) ADJUSTING INLET COVERS
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- STORM SEWER TO BE CONSTRUCTED IN FUTURE
- INLETS TO BE CONSTRUCTED IN FUTURE
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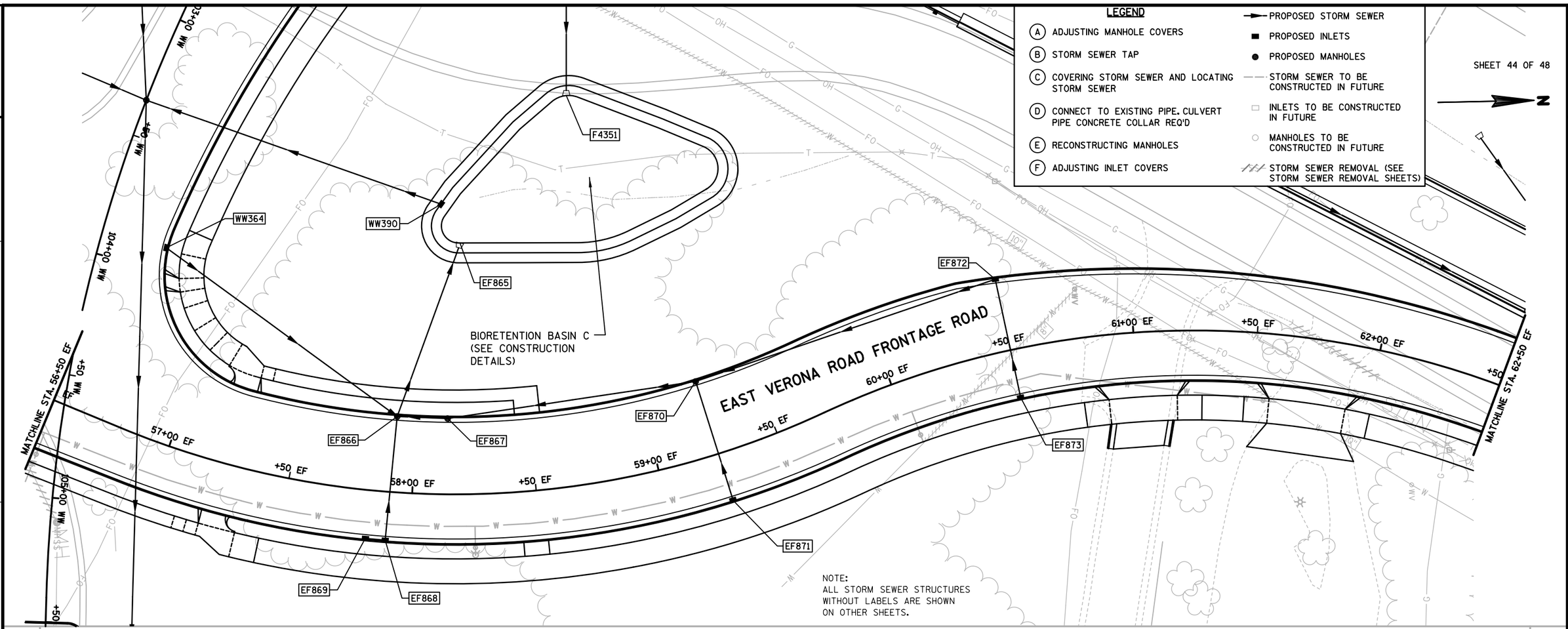
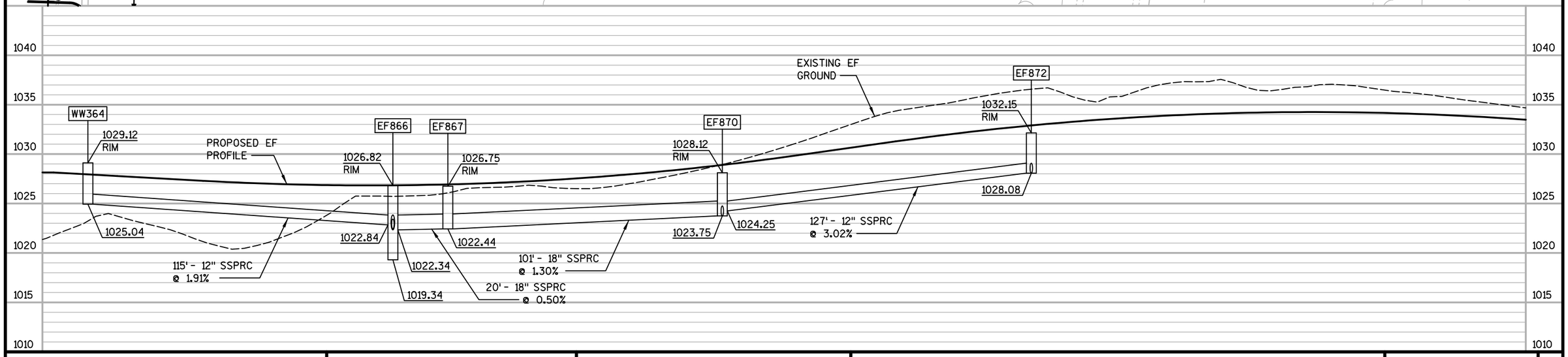
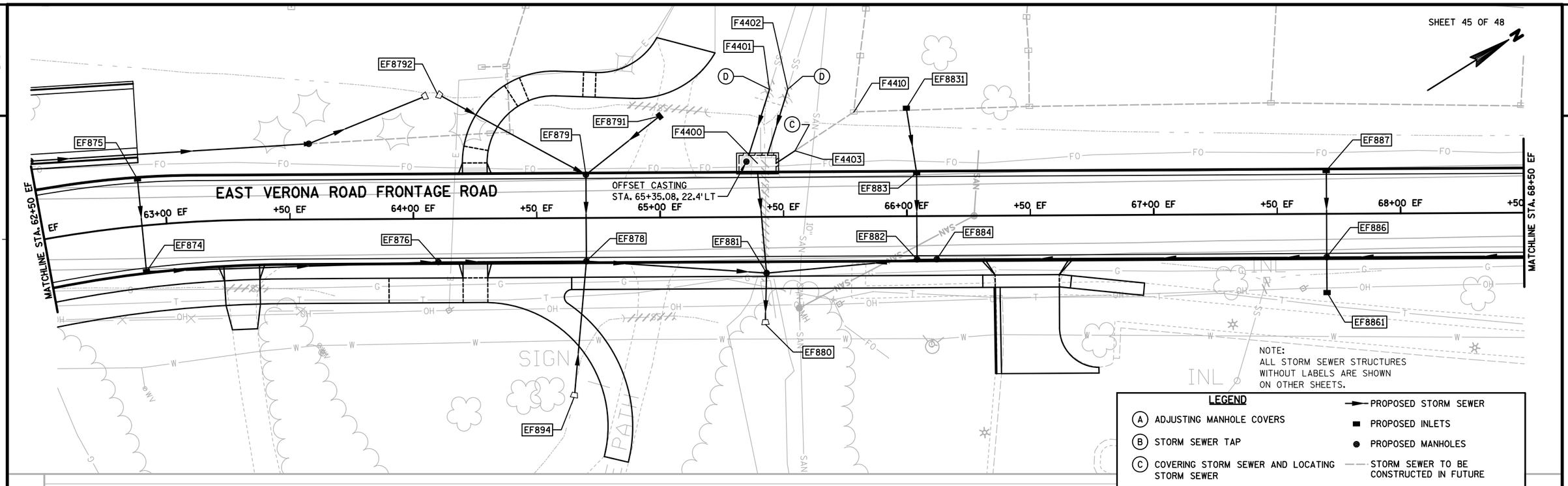
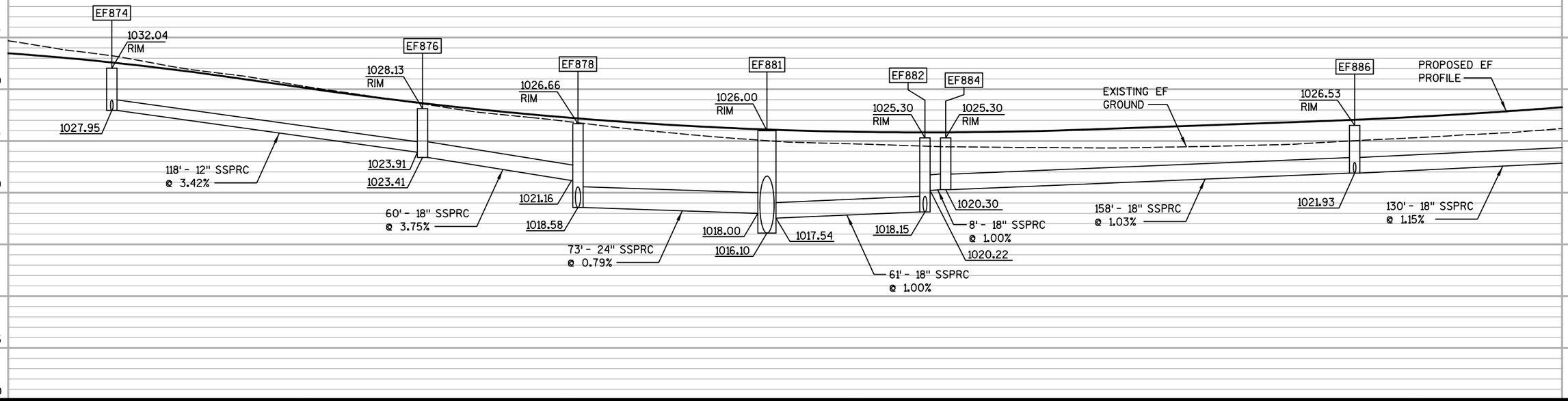
- STORM SEWER REMOVAL (SEE STORM SEWER REMOVAL SHEETS)




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 266 E |
|---|---|---|---|---|



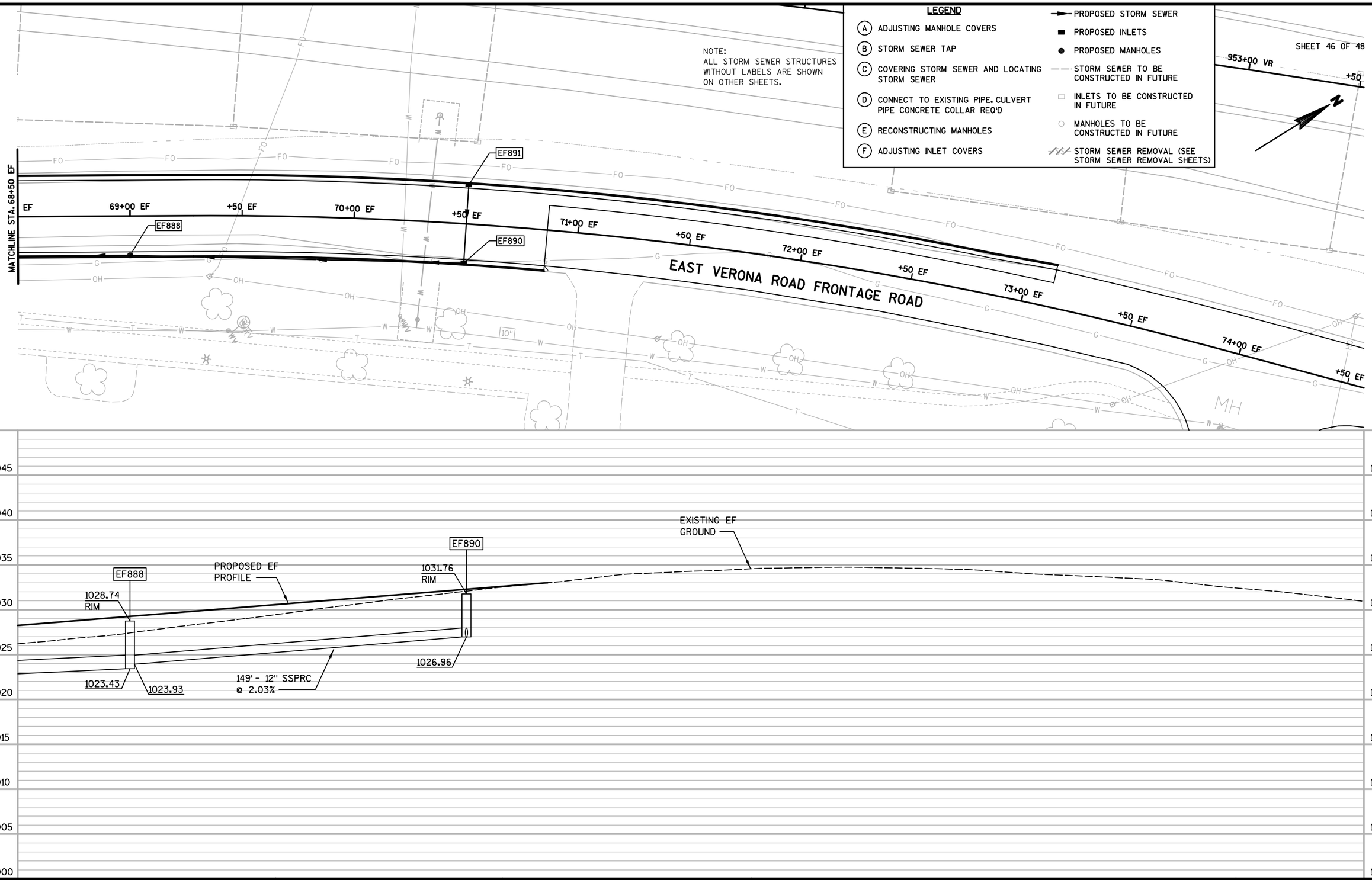




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 267 E |
|---|---|---|---|---|

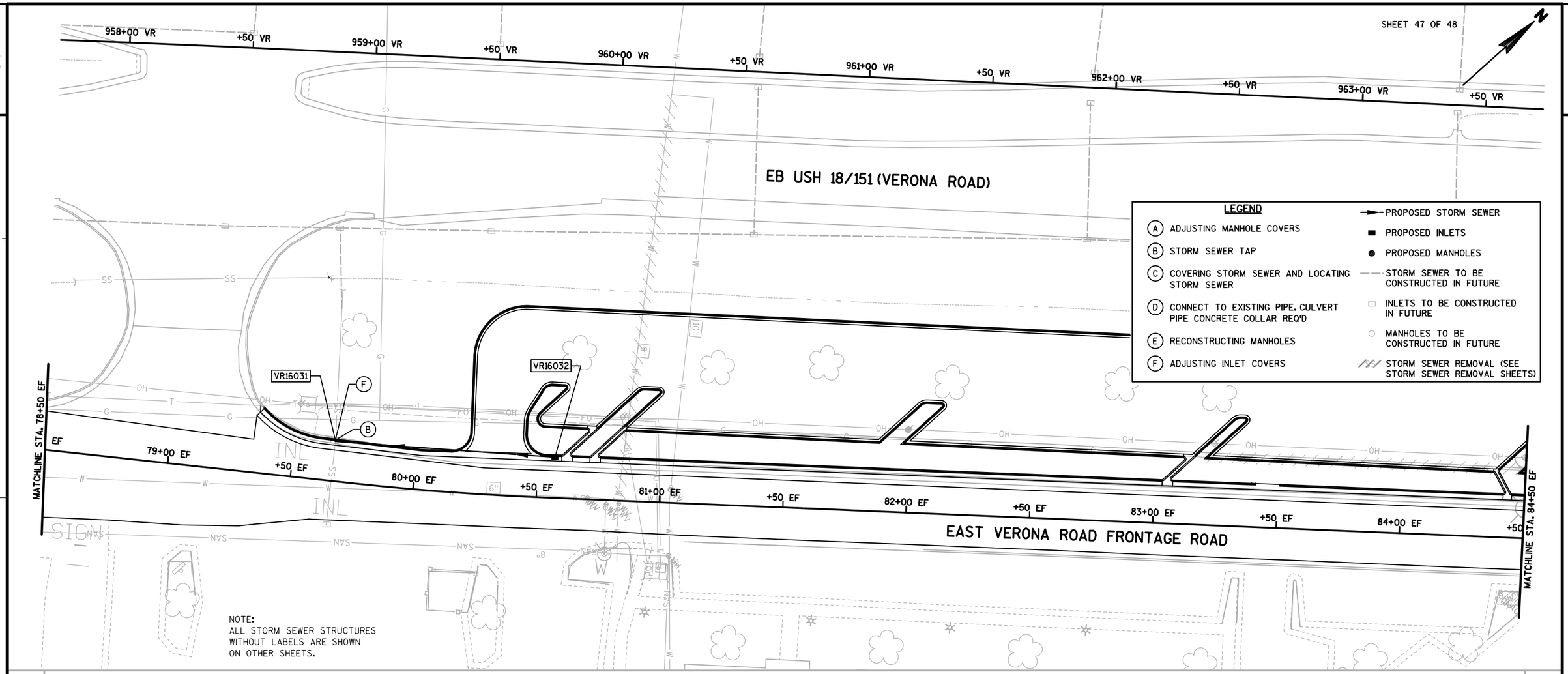
NOTE:
ALL STORM SEWER STRUCTURES WITHOUT LABELS ARE SHOWN ON OTHER SHEETS.

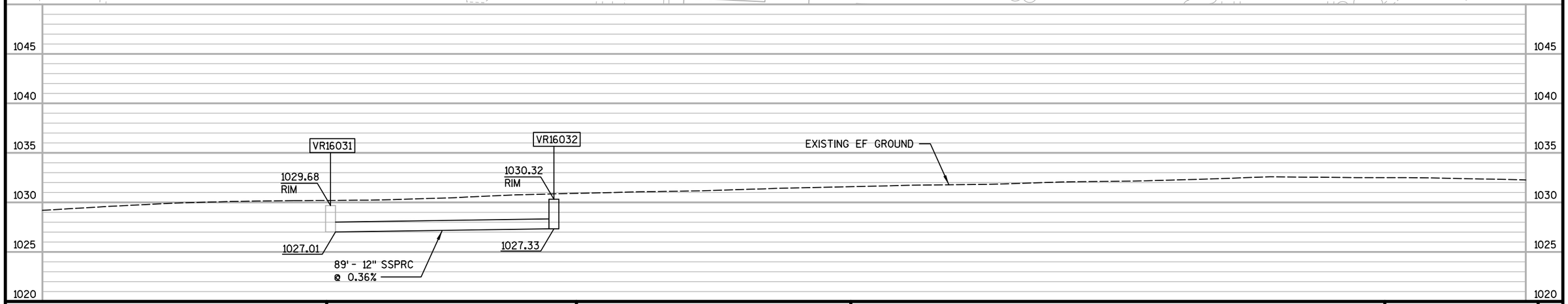
**LEGEND**

- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (C) COVERING STORM SEWER AND LOCATING STORM SEWER
- (D) CONNECT TO EXISTING PIPE. CULVERT PIPE CONCRETE COLLAR REQ'D
- (E) RECONSTRUCTING MANHOLES
- (F) ADJUSTING INLET COVERS
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- STORM SEWER TO BE CONSTRUCTED IN FUTURE
- INLETS TO BE CONSTRUCTED IN FUTURE
- MANHOLES TO BE CONSTRUCTED IN FUTURE
- STORM SEWER REMOVAL (SEE STORM SEWER REMOVAL SHEETS)




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 268 E |
|---|---|---|---|---|




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 269 | E |
|---|---|---|---|---|---|

SHEET 48 OF 48

964+00 VR | +50 VR | 965+00 VR | +50 VR | 966+00 VR | +50 VR | 967+00 VR | +50 VR | 968+00 VR | +50 VR | 969+00 VR | +50 VR

EB USH 18/151 (VERONA ROAD)

CARLING DRIVE

VR1637 (D)

VR1636

VR1635

VR1632

VR1633

MATCHLINE STA. 84+50 EF

EF | 85+00 EF | +50 EF | 86+00 EF | +50 EF | 87+00 EF

EAST VERONA ROAD FRONTAGE ROAD

NOTE:
ALL STORM SEWER STRUCTURES WITHOUT LABELS ARE SHOWN ON OTHER SHEETS.

LEGEND

- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (C) COVERING STORM SEWER AND LOCATING STORM SEWER
- (D) CONNECT TO EXISTING PIPE. CULVERT PIPE CONCRETE COLLAR REQ'D
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- PROPOSED INLETS
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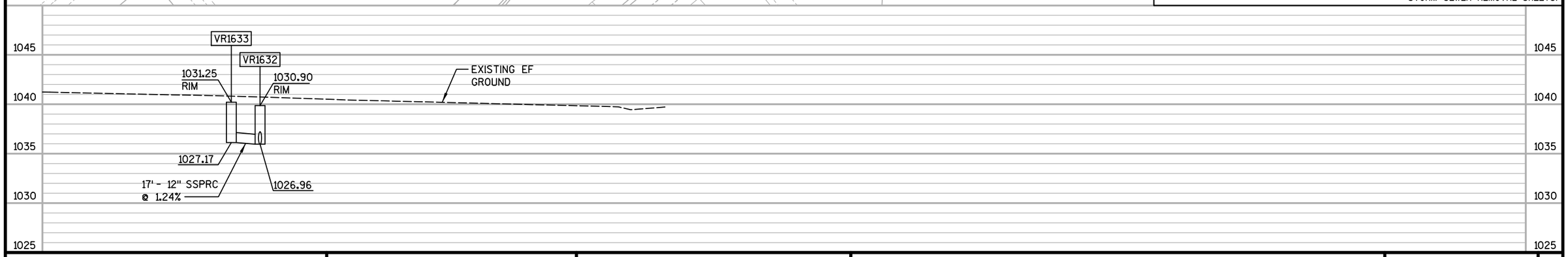


| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | STORM SEWER - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 270 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\022548_ss.dgn | PLOT DATE : 3/31/2016 | PLOT BY : _username_ | PLOT NAME : | PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 41

| STRUCT NO. | STATION | OFFSET | C-C (FT) | TO STRUCT | INLET TYPE | COVER | MH TYPE | COVER | 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 | PIPE CUTOUTS FOR UNDERDRAIN |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A4000 | 91+82.00 A | 4.4 ' LT | 13.5 | A4005 | - | BW | 4-FT | - | 1002.29 | 1001.04 | 3.79 | 18 | 997.25 | 997.05 | 14 | 1.43% | FLAT TOP SLAB REQ'D | YES (2) |
| A4001 | 91+55.00 A | 5.2 ' LT | 27.0 | A4000 | 2X2.5-FT | BW | - | - | 1001.74 | 1000.49 | 3.11 | 12 | 997.38 | 997.25 | 27 | 0.48% | VANE SLOTTED DRAIN REQ'D (1) | YES (1) |
| A4002 | 92+27.00 A | 6.7 ' LT | 4.0 | A4003 | - | - | - | - | - | - | - | 12 | 997.72 | 997.70 | 4 | 0.50% | COVERING AND LOCATING STORM SEWER REQ'D | |
| A4003 | 92+27.00 A | 2.7 ' LT | 45.0 | A4000 | - | BW | 4-FT | - | 1003.11 | 1001.86 | 4.16 | 15 | 997.70 | 997.25 | 45 | 1.00% | FLAT TOP SLAB REQ'D | YES (2) |
| A4004 | | | 1.3 | A4002 | | | | | | | | 12 | 997.73 | 997.72 | 1 | 1.00% | FUTURE STRUCTURE; FOR INFORMATION ONLY | |
| A4005 | 91+80.19 A | 23.8 ' LT | - | - | - | - | - | - | - | - | - | - | 997.05 | - | - | - | APRON ENDWALLS FOR RCCP 18-INCH REQ'D | |
| A4007 | 93+30.00 A | 2.7 ' LT | 102.9 | A4003 | 2X2.5-FT | BW | - | - | 1004.26 | 1003.01 | 3.51 | 12 | 999.50 | 997.95 | 103 | 1.50% | | YES (2) |
| A4010 | 94+99.99 A | 2.7 ' LT | 24.3 | A4011 | 2X2.5-FT | BW | - | - | 1004.56 | 1003.31 | 3.52 | 12 | 999.79 | 999.50 | 24 | 1.21% | | YES (2) |
| A4011 | 95+00.05 A | 21.7 ' RT | 80.2 | A4013 | 2X2.5-FT | BW | - | - | 1004.79 | 1003.54 | 4.04 | 12 | 999.50 | 998.65 | 80 | 1.06% | | YES (2) |
| A4012 | 95+79.99 A | 2.7 ' LT | 30.5 | A4013 | 2X2.5-FT | BW | - | - | 1003.94 | 1002.69 | 3.99 | 12 | 998.70 | 998.40 | 30 | 1.00% | | YES (2) |
| A4013 | 95+80.06 A | 27.8 ' RT | 120.4 | A4015 | - | BW | 4-FT | - | 1004.04 | 1002.79 | 4.39 | 15 | 998.40 | 997.45 | 120 | 0.79% | FLAT TOP SLAB REQ'D | YES (2) |
| A4015 | 97+00.08 A | 37.4 ' RT | 75.1 | A40151 | - | BW | 4-FT | - | 1002.49 | 1001.24 | 4.04 | 18 | 997.20 | 996.48 | 75 | 0.96% | FLAT TOP SLAB REQ'D | YES (2) |
| A40151 | 97+75.09 A | 41.7 ' RT | 75.0 | A4017 | - | BW | 4-FT | - | 1001.56 | 1000.31 | 3.83 | 18 | 996.48 | 995.76 | 75 | 0.96% | FLAT TOP SLAB REQ'D | YES (2) |
| A4016 | 96+99.98 A | 9.2 ' LT | 46.7 | A4015 | 2X3-FT | 2X3-FT | - | - | 1002.47 | 1001.34 | 3.60 | 12 | 997.74 | 997.20 | 47 | 1.15% | | YES (2) |
| A4017 | 98+50.09 A | 41.7 ' RT | 75.0 | A40171 | - | BW | 4-FT | - | 1000.71 | 999.46 | 3.70 | 18 | 995.76 | 994.75 | 75 | 1.35% | FLAT TOP SLAB REQ'D | YES (2) |
| A40171 | 99+25.09 A | 41.7 ' RT | 75.0 | A4019 | - | BW | 4-FT | - | 999.86 | 998.61 | 3.86 | 18 | 994.75 | 993.75 | 75 | 1.33% | FLAT TOP SLAB REQ'D | YES (2) |
| A4018 | 98+49.97 A | 13.5 ' LT | 55.2 | A4017 | 2X3-FT | 2X3-FT | - | - | 1000.70 | 999.57 | 3.26 | 12 | 996.31 | 995.76 | 55 | 1.00% | | YES (2) |
| A4019 | 100+00.09 A | 42.5 ' RT | 100.0 | A4021 | - | H | 4-FT | - | 998.96 | 998.13 | 4.38 | 24 | 993.75 | 993.13 | 100 | 0.62% | FLAT TOP SLAB REQ'D | YES (2) |
| A4020 | 99+99.98 A | 13.5 ' LT | 56.0 | A4019 | 2X3-FT | 2X3-FT | - | - | 999.10 | 997.97 | 3.37 | 12 | 994.60 | 994.25 | 56 | 0.63% | | YES (2) |
| A4021 | 101+00.09 A | 42.5 ' RT | 10.0 | A4023 | - | H-S | 6-FT | - | 998.55 | 997.72 | 4.59 | 24 | 993.13 | 993.07 | 10 | 0.60% | FLAT TOP SLAB REQ'D | YES (2) |
| A4022 | 100+99.97 A | 13.5 ' LT | 10.0 | A4024 | 2X3-FT | 2X3-FT | - | - | 998.70 | 997.57 | 3.32 | 12 | 994.25 | 994.17 | 10 | 0.80% | | YES (2) |
| A40221 | 101+00.00 A | 17.0 ' LT | 3.5 | A4022 | 2X3-FT | 2X3-FT | - | - | 998.63 | 997.50 | 3.19 | 12 | 994.31 | 994.25 | 3 | 2.00% | | |
| A4023 | 101+10.09 A | 42.5 ' RT | 96.2 | A4025 | - | H-S | 6-FT | - | 998.54 | 997.71 | 4.64 | 24 | 993.07 | 992.61 | 96 | 0.48% | FLAT TOP SLAB REQ'D | YES (2) |
| A4024 | 101+09.98 A | 13.5 ' LT | 56.0 | A4023 | 2X3-FT | 2X3-FT | - | - | 998.69 | 997.56 | 3.39 | 18 | 994.17 | 993.07 | 56 | 1.96% | | YES (2) |
| A40241 | 101+10.00 A | 17.0 ' LT | 3.5 | A4024 | 2X3-FT | 2X3-FT | - | - | 998.62 | 997.49 | 3.26 | 12 | 994.23 | 994.17 | 3 | 2.00% | | |
| A4025 | 101+94.86 A | 25.6 ' RT | 118.5 | EB630 | - | 2X3-FT | 6-FT | - | 999.60 | 998.47 | 5.86 | 30 | 992.61 | 992.00 | 118 | 0.52% | FLAT TOP SLAB REQ'D; TOP SLAB CUTOUT H | |
| A40251 | 101+94.95 A | 19.6 ' RT | 6.0 | A4025 | - | - | - | - | - | - | - | 12 | 994.91 | 994.73 | 6 | 3.00% | COVERING AND LOCATING STORM SEWER REQ'D | |
| A4026 | | | 3.1 | A40251 | | | | | | | | 12 | 995.00 | 994.91 | 3 | 3.00% | FUTURE STRUCTURE; FOR INFORMATION ONLY | |
| A4027 | 101+03.60 A | 46.8 ' RT | 5.5 | A4021 | - | - | - | - | - | - | - | 8 | 996.00 | 995.75 | 6 | 4.17% | STORM SEWER PIPE PVC 8-INCH REQ'D | |
| A4028 | 101+99.44 A | 58.2 ' RT | 33.0 | A4025 | - | H | 4-FT | - | 998.99 | 998.16 | 3.66 | 12 | 994.50 | 994.17 | 33 | 1.00% | FLAT TOP SLAB REQ'D | YES (2) |
| AD318 | 112+30.00 AD | 19.6 ' RT | 62.4 | WW317 | - | H | 4-FT | - | 1042.66 | 1041.83 | 2.80 | 18 | 1039.03 | 1038.72 | 62 | 0.50% | FLAT TOP SLAB REQ'D | |
| AD319 | 112+34.41 AD | 7.4 ' LT | 7.2 | AD3191 | - | H-S | 4-FT | - | 1042.86 | 1042.03 | 2.72 | 12 | 1039.31 | 1039.24 | 7 | 1.00% | FLAT TOP SLAB REQ'D | |
| AD3191 | 112+30.46 AD | 1.5 ' LT | 21.1 | AD318 | - | H | 5-FT | - | 1042.90 | 1042.07 | 2.83 | 18 | 1039.24 | 1039.03 | 21 | 1.00% | FLAT TOP SLAB REQ'D | |
| AD3192 | 112+23.32 AD | 22.6 ' LT | 22.5 | AD3191 | - | H | 4-FT | - | 1043.13 | 1042.30 | 2.83 | 18 | 1039.47 | 1039.24 | 23 | 1.00% | FLAT TOP SLAB REQ'D | |
| AD320 | 112+21.18 AD | 46.0 ' LT | 23.6 | AD3192 | - | H-S | 4-FT | - | 1042.86 | 1042.03 | 2.44 | 12 | 1039.59 | 1039.47 | 24 | 0.50% | FLAT TOP SLAB REQ'D | |
| AD321 | 112+25.10 AD | 51.4 ' LT | 8.0 | AD320 | 2X3-FT | H-S | - | - | 1042.91 | 1042.08 | 2.45 | 12 | 1039.63 | 1039.59 | 8 | 0.50% | | |
| AD322 | 110+70.00 AD | 19.5 ' RT | 152.1 | AD318 | 2X3-FT | H | - | - | 1046.88 | 1046.05 | 3.98 | 12 | 1042.07 | 1039.53 | 152 | 1.67% | | |
| AD323 | 110+70.00 AD | 19.5 ' LT | 39.0 | AD322 | 2X3-FT | H | - | - | 1046.88 | 1046.05 | 3.20 | 12 | 1042.85 | 1042.07 | 39 | 2.00% | | |
| B4101 | 105+16.45 B | 13.5 ' LT | 8.0 | B4102 | 2X3-FT | HM-S | - | - | 1000.36 | 999.53 | 3.53 | 12 | 996.00 | 995.92 | 8 | 1.00% | | YES (1) |
| B4102 | 105+25.00 B | 13.5 ' LT | 30.0 | B4103 | 2X3-FT | HM-S | - | - | 1000.36 | 999.53 | 3.61 | 12 | 995.92 | 995.62 | 30 | 1.00% | | YES (2) |
| B4103 | 105+25.00 B | 16.5 ' RT | 43.7 | WB632 | - | 2X3-FT | 5-FT | - | 1000.62 | 999.49 | 3.91 | 24 | 995.58 | 995.25 | 44 | 0.75% | FLAT TOP SLAB REQ'D; TOP SLAB CUTOUT H-S | YES (1) |
| B4104 | | | 11.5 | B4107 | | | | | | | | 12 | 995.75 | 995.64 | 11 | 1.00% | FUTURE STRUCTURE; FOR INFORMATION ONLY | |
| B4107 | 105+26.31 B | 22.3 ' RT | 6.0 | B4103 | - | - | - | - | - | - | - | 12 | 995.64 | 995.58 | 6 | 1.00% | COVERING AND LOCATING STORM SEWER REQ'D | |
| B4108 | 106+50.00 B | 33.0 ' LT | 19.5 | B4110 | - | - | - | - | - | - | - | 24 | 1000.18 | 997.33 | 20 | 14.25% | 24-INCH CULVERT PIPE REQ'D; APRON ENDWALLS FOR CULVERT PIPE 24-INCH REQ'D | |
| B4110 | 106+50.07 B | 13.5 ' LT | 130.5 | B4103 | - | HM | 5-FT | - | 1001.80 | 1000.97 | 3.64 | 24 | 997.33 | 995.58 | 130 | 1.35% | FLAT TOP SLAB REQ'D | |
| B4120 | 107+62.00 B | 13.5 ' LT | 111.9 | B4110 | - | HM | 4-FT | - | 1004.98 | 1004.15 | 4.40 | 18 | 999.75 | 997.83 | 112 | 1.71% | FLAT TOP SLAB REQ'D | |
| B4121 | 107+62.00 B | 14.0 ' RT | 27.5 | B4120 | 2X2-FT | V | - | - | 1004.64 | 1003.39 | 3.37 | 12 | 1000.02 | 999.75 | 27 | 1.00% | CONNECT WALL UNDERDRAIN | YES (1) |
| B4122 | 108+45.00 B | 13.0 ' LT | 83.0 | B4120 | - | V | 4-FT | - | 1008.74 | 1007.49 | 3.67 | 18 | 1003.82 | 999.75 | 83 | 4.90% | FLAT TOP SLAB REQ'D | |
| B4123 | 108+45.00 B | 14.0 ' RT | 27.0 | B4122 | 2X2-FT | V | - | - | 1008.19 | 1006.94 | 2.85 | 12 | 1004.09 | 1003.82 | 27 | 1.00% | | |
| B4130 | 109+64.94 B | 14.0 ' LT | 119.9 | B4122 | - | - | 4-FT | J-S | 1014.74 | 1013.49 | 3.67 | 15 | 1009.82 | 1003.82 | 120 | 5.00% | | |
| B4131 | 109+64.95 B | 14.0 ' RT | 28.0 | B4130 | 2X2-FT | V | - | - | 1014.15 | 1012.90 | 2.80 | 12 | 1010.10 | 1009.82 | 28 | 1.00% | | |

NOTE:
1. ALL CASTINGS TO BE CENTERED ON THE STRUCTURE UNLESS OTHERWISE NOTED. STEPS ARE NOT REQUIRED IN STORM SEWER STRUCTURES. 2. ALL MANHOLE AND INLET RECONSTRUCTS ARE ASSUMED TO HAVE 6" OF ADJ. RINGS PER "DETAIL FOR COMPUTING STRUCTURE ELEVATIONS".

| STRUCT NO. | STATION | OFFSET | C-C (FT) | TO STRUCT | INLET TYPE | COVER | MH TYPE | COVER | 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 | PIPE CUTOUTS FOR UNDERDRAIN |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| B4135 | 110+84.59 B | 14.8 ' RT | 26.0 | B4136 | 2X2-FT | V | - | - | 1019.25 | 1018.00 | 3.24 | 12 | 1014.76 | 1014.50 | 26 | 1.00% | | |
| B4136 | 110+85.33 B | 11.2 ' LT | 120.1 | B4130 | - | - | 4-FT | J-S | 1019.81 | 1018.56 | 4.06 | 15 | 1014.50 | 1010.07 | 120 | 3.69% | | |
| B4140 | 112+04.80 B | 7.8 ' LT | 119.3 | B4136 | - | - | 3-FT | J-S | 1022.83 | 1021.58 | 4.08 | 12 | 1017.50 | 1014.75 | 119 | 2.31% | | |
| B4141 | 112+04.06 B | 18.2 ' RT | 26.0 | B4140 | 2X2-FT | V | - | - | 1022.28 | 1021.03 | 3.27 | 12 | 1017.76 | 1017.50 | 26 | 1.00% | | |
| B4150 | 105+05.09 B | 17.8 ' RT | 16.0 | B4151 | - | - | - | - | - | - | - | 24 | 997.74 | 997.66 | 16 | 0.50% | APRON ENDWALLS FOR CULVERT PIPE SALVAGED 24-INCH REQ'D; RELAID STORM SEWER 24-INCH REQ'D | |
| B4151 | 104+92.94 B | 26.5 ' RT | - | - | - | - | - | - | - | - | - | 24 | 997.66 | - | - | - | | |
| C4500 | | | 17.4 | N4462 | | | | | | | | 15 | 994.93 | 994.61 | 17 | 1.88% | FUTURE STRUCTURE; FOR INFORMATION ONLY | |
| C4510 | | | 162.1 | N4461 | | | | | | | | 54 | 988.79 | 987.08 | 162 | 1.06% | FUTURE STRUCTURE; FOR INFORMATION ONLY (NOT SHOWN IN PLANS) | |
| D4050 | 92+74.65 D | 5.2 ' LT | 120.9 | VR1055 | - | - | 8-FT | J-S | 993.11 | 991.86 | 11.83 | 54 | 980.03 | 979.67 | 121 | 0.30% | | |
| D4051 | 92+74.65 D | 21.0 ' LT | 15.8 | D4050 | 2X2-FT | V | - | - | 999.25 | 998.00 | 7.00 | 12 | 991.00 | 989.50 | 16 | 9.38% | VANE SLOTTED DRAIN REQ'D (1) | |
| D4054 | 93+94.98 D | 11.3 ' RT | 121.4 | D4050 | - | - | 8-FT | - | - | 991.27 | 10.88 | 54 | 980.39 | 980.03 | 121 | 0.30% | FLAT TOP SLAB REQ'D; COVER PLATES REQ'D; TOP SLAB CUTOUT BW | |
| D4055 | 93+94.97 D | 21.0 ' LT | 16.0 | D40551 | 2X2-FT | V | - | - | 1001.17 | 999.92 | 3.92 | 12 | 996.00 | 995.84 | 16 | 1.00% | VANE SLOTTED DRAIN REQ'D (1) | |
| D40551 | 93+94.98 D | 5.0 ' LT | - | - | - | - | - | - | - | - | - | 12 | 995.84 | - | - | - | SEE COVERING CONSTRUCTION DETAIL | |
| D4056 | 95+14.97 D | 13.0 ' RT | 120.0 | D4054 | - | BW | 8-FT | - | 1000.25 | 999.00 | 18.24 | 54 | 980.76 | 980.39 | 120 | 0.31% | FLAT TOP SLAB REQ'D | |
| D4057 | 95+14.98 D | 21.0 ' LT | 34.0 | D4056 | 2X2-FT | V | - | - | 1002.10 | 1000.85 | 3.85 | 12 | 997.00 | 995.64 | 34 | 4.00% | VANE SLOTTED DRAIN REQ'D (1) | |
| D4058 | 93+94.67 D | 19.9 ' RT | 8.7 | D4054 | MEDIAN 2 GRATE | MS | - | - | 987.90 | 987.90 | 3.90 | 30 | 984.00 | 983.73 | 9 | 3.00% | 2 MS GRATES REQ'D; 30-INCH CULVERT PIPE REQ'D | |
| D4060 | 95+54.00 D | 18.5 ' RT | 39.4 | D4056 | - | S | 8-FT | - | 1002.35 | 1001.35 | 20.47 | 54 | 980.88 | 980.76 | 39 | 0.31% | FLAT TOP SLAB REQ'D | YES (1) |
| D4061 | 97+54.98 D | 21.0 ' LT | 34.5 | D4062 | 2X2-FT | V | - | - | 1002.31 | 1001.06 | 3.56 | 12 | 997.50 | 997.15 | 35 | 1.00% | VANE SLOTTED DRAIN REQ'D (1) | |
| D4062 | 97+54.97 D | 13.5 ' RT | 201.0 | D4060 | - | HM | 8-FT | - | 1002.31 | 1001.48 | 19.99 | 54 | 981.49 | 980.88 | 201 | 0.30% | FLAT TOP SLAB REQ'D | YES (2) |
| D4064 | 99+34.98 D | 13.5 ' RT | 180.0 | D4062 | - | HM | 8-FT | - | 1001.01 | 1000.18 | 18.15 | 54 | 982.03 | 981.49 | 180 | 0.30% | FLAT TOP SLAB REQ'D | YES (2) |
| D4065 | 99+34.98 D | 21.0 ' LT | 34.5 | D4064 | 2X2-FT | V | - | - | 1001.02 | 999.77 | 3.77 | 12 | 996.00 | 995.65 | 34 | 1.03% | VANE SLOTTED DRAIN REQ'D (1) | |
| D4066 | 100+86.97 D | 13.5 ' RT | 152.0 | D4064 | - | HM | 8-FT | - | 999.05 | 998.22 | 15.74 | 54 | 982.48 | 982.03 | 152 | 0.30% | FLAT TOP SLAB REQ'D | YES (2) |
| D4067 | 100+84.99 D | 26.1 ' LT | 39.6 | D4066 | 2X2-FT | V | - | - | 998.97 | 997.72 | 4.72 | 12 | 993.00 | 992.60 | 40 | 1.00% | VANE SLOTTED DRAIN REQ'D (1) | |
| D4069 | 101+56.00 D | 13.5 ' RT | 66.3 | D4066 | - | HM-S | 8-FT | - | 998.69 | 997.86 | 15.18 | 54 | 982.68 | 982.48 | 66 | 0.30% | FLAT TOP SLAB REQ'D | YES (2) |
| D4070 | 101+45.32 D | 13.5 ' RT | 10.0 | D4069 | 2X3-FT | HM-S | - | - | 998.69 | 997.86 | 3.76 | 12 | 994.10 | 994.00 | 10 | 1.00% | | YES (2) |
| D4071 | 101+62.23 D | 16.5 ' LT | 30.6 | D4069 | 2X3-FT | 2X3-FT | - | - | 998.63 | 997.50 | 4.88 | 15 | 992.62 | 991.12 | 31 | 4.84% | | |
| D4072 | 101+25.00 D | 30.6 ' LT | 43.7 | D4071 | - | H | 4-FT | - | 998.38 | 997.55 | 3.55 | 12 | 994.00 | 993.62 | 44 | 0.86% | FLAT TOP SLAB REQ'D | YES (2) |
| E4300 | 128+33.68 E | 21.0 ' RT | 19.1 | K4230 | - | BW | 4-FT | - | 1014.35 | 1013.10 | 4.42 | 24 | 1008.68 | 1008.49 | 19 | 1.00% | FLAT TOP SLAB REQ'D | YES (2) |
| E4301 | 128+70.00 E | 3.5 ' LT | 24.6 | E4305 | 2X3-FT | 2X3-FT | - | - | 1014.91 | 1013.78 | 3.38 | 12 | 1010.40 | 1009.90 | 25 | 2.00% | | |
| E4302 | 128+80.00 E | 3.5 ' LT | 10.0 | E4301 | 2X3-FT | 2X3-FT | - | - | 1014.96 | 1013.83 | 3.33 | 12 | 1010.50 | 1010.40 | 10 | 1.00% | | |
| E4303 | 128+49.68 E | 21.0 ' RT | 16.0 | E4300 | - | BW | 4-FT | - | 1014.35 | 1013.10 | 4.26 | 18 | 1008.84 | 1008.68 | 16 | 1.00% | FLAT TOP SLAB REQ'D | YES (2) |
| E4304 | 128+57.68 E | 21.0 ' RT | 8.0 | E4303 | - | BW | 4-FT | - | 1014.36 | 1013.11 | 4.19 | 18 | 1008.92 | 1008.84 | 8 | 1.00% | FLAT TOP SLAB REQ'D | YES (2) |
| E4305 | 128+67.68 E | 21.0 ' RT | 10.0 | E4304 | - | BW | 4-FT | - | 1014.39 | 1013.14 | 4.12 | 18 | 1009.02 | 1008.92 | 10 | 1.00% | FLAT TOP SLAB REQ'D | YES (2) |
| E4308 | 129+50.00 E | 21.0 ' RT | 82.3 | E4305 | 2X2.5-FT | BW | - | - | 1015.24 | 1013.99 | 2.99 | 12 | 1011.00 | 1009.52 | 82 | 1.80% | | YES (2) |
| E4310 | 130+50.00 E | 21.0 ' RT | 24.5 | E4311 | 2X2.5-FT | BW | - | - | 1017.67 | 1016.42 | 3.10 | 12 | 1013.32 | 1013.20 | 24 | 0.50% | | YES (2) |
| E4311 | 130+50.00 E | 3.5 ' LT | 25.5 | K4250 | - | 2X3-FT | 4-FT | - | 1018.04 | 1016.91 | 6.99 | 15 | 1009.92 | 1008.00 | 26 | 7.38% | FLAT TOP SLAB REQ'D; TOP SLAB CUTOUT H-M | YES (1) |
| E4312 | 131+50.00 E | 21.0 ' RT | 100.0 | E4310 | 2X2.5-FT | BW | - | - | 1021.64 | 1020.39 | 3.39 | 12 | 1017.00 | 1013.32 | 100 | 3.68% | | YES (2) |
| E4313 | 130+56.82 E | 7.7 ' LT | 8.0 | E4311 | - | - | - | - | - | - | - | 12 | 1013.24 | 1013.20 | 8 | 0.50% | COVERING AND LOCATING STORM SEWER REQ'D | |
| E4320 | 132+43.00 E | 21.7 ' RT | 107.0 | E4330 | 2X3-FT | HM | - | - | 1026.08 | 1025.25 | 3.50 | 12 | 1021.75 | 1020.99 | 107 | 0.71% | | YES (2) |
| E4321 | 132+43.00 E | 13.5 ' LT | 35.2 | E4320 | 2X3-FT | HM | - | - | 1026.25 | 1025.42 | 3.53 | 12 | 1021.89 | 1021.75 | 35 | 0.40% | | YES (2) |
| E4330 | 133+50.00 E | 23.5 ' RT | 86.8 | E4332 | 2X3-FT | HM | - | - | 1030.91 | 1030.08 | 12.09 | 18 | 1020.99 | 1020.00 | 87 | 1.14% | 3-FT SUMP REQ'D (INVERT OF INLET=1017.99) | YES (2) |
| E4331 | 133+50.00 E | 13.5 ' LT | 37.0 | E4330 | 2X3-FT | HM | - | - | 1031.11 | 1030.28 | 3.28 | 12 | 1027.00 | 1026.75 | 37 | 0.68% | | YES (2) |
| E4332 | 133+74.72 E | 112.9 ' RT | - | - | - | - | - | - | - | - | - | 18 | 1020.00 | - | - | - | APRON ENDWALLS FOR RCCP 18-INCH REQ'D | |
| EB600 | 79+55.20 EB | 71.3 ' RT | 6.0 | EB6003 | - | - | 5-FT | J-S | 1055.59 | 1054.34 | 2.51 | 14X23 | 1051.83 | 1051.78 | 6 | 0.83% | | |
| EB6001 | 79+66.75 EB | 71.0 ' RT | 11.6 | EB600 | 2X3-FT | H | - | - | 1055.32 | 1054.49 | 2.54 | 12 | 1051.95 | 1051.83 | 12 | 1.00% | | |
| EB6002 | 79+51.26 EB | 72.0 ' RT | 4.0 | EB600 | - | - | - | - | - | - | - | 14X23 | 1051.86 | 1051.83 | 4 | 0.75% | CULVERT PIPE CONCRETE COLLAR REQ'D | |
| EB6003 | 79+55.72 EB | 65.3 ' RT | - | - | - | - | - | - | - | - | - | - | 1051.78 | - | - | - | CULVERT PIPE CONCRETE COLLAR REQ'D | |
| EB6004 | 79+63.36 EB | 27.2 ' RT | - | - | - | - | - | - | 1054.95 | - | - | - | - | - | - | - | ADJUSTING MANHOLE COVERS REQ'D | |
| EB607 | 89+61.51 EB | 27.9 ' RT | 27.5 | EB608 | - | - | - | J-S | 999.02 | - | - | 29X45 | 993.00 | 992.73 | 27 | 1.00% | MANHOLE EB607 REQ'D; OFFSET CASTING REQ'D | |
| EB6071 | 88+90.00 EB | 31.8 ' RT | 73.5 | EB607 | - | H | 7-FT | - | 1001.02 | 1000.19 | 4.73 | 29X45 | 995.46 | 993.00 | 74 | 3.32% | FLAT TOP SLAB REQ'D | YES (2) |

NOTE:
1. ALL CASTINGS TO BE CENTERED ON THE STRUCTURE UNLESS OTHERWISE NOTED. STEPS ARE NOT REQUIRED IN STORM SEWER STRUCTURES. 2. ALL MANHOLE AND INLET RECONSTRUCTS ARE ASSUMED TO HAVE 6" OF ADJ. RINGS PER "DETAIL FOR COMPUTING STRUCTURE ELEVATIONS".

| STRUCT NO. | STATION | OFFSET | C-C (FT) | TO STRUCT | INLET TYPE | COVER | MH TYPE | COVER | 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 | PIPE CUTOUTS FOR UNDERDRAIN |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EB6072 | 88+84.22 EB | 32.6 ' RT | 6.0 | EB6071 | - | - | - | - | - | - | - | 36 | 995.67 | 995.46 | 6 | 3.50% | CULVERT PIPE CONCRETE COLLAR REQ'D | |
| EB6073 | 89+51.98 EB | 17.4 ' RT | 14.3 | EB607 | - | - | - | - | - | - | - | 24 | 993.45 | 993.00 | 14 | 3.21% | CULVERT PIPE CONCRETE COLLAR REQ'D (18-INCH TO 24-INCH) | |
| EB6074 | 89+51.54 EB | 31.1 ' RT | 10.7 | EB607 | - | - | - | - | - | - | - | 8 | 993.06 | 993.00 | 11 | 0.55% | STORM SEWER PIPE PVC 8-INCH REQ'D | |
| EB608 | 89+87.00 EB | 38.1 ' RT | 6.0 | EB6085 | - | H | 7-FT | - | 998.04 | 997.54 | 4.81 | 42 | 992.73 | 992.70 | 6 | 0.50% | FLAT TOP SLAB REQ'D; 2-INCH ADJ. RINGS REQ'D | YES (2) |
| EB6085 | 89+92.21 EB | 41.0 ' RT | - | - | - | - | - | - | - | - | - | 42 | 992.70 | - | - | - | CULVERT PIPE CONCRETE COLLAR REQ'D | |
| EB615 | 92+43.00 EB | 50.5 ' RT | 83.1 | NR700 | - | H-S | 8-FT | - | 994.72 | 993.89 | 7.47 | 42 | 986.42 | 986.00 | 83 | 0.51% | FLAT TOP SLAB REQ'D | YES (2) |
| EB6151 | 92+31.00 EB | 50.5 ' RT | 12.0 | EB615 | - | H-S | 4-FT | - | 994.72 | 993.89 | 3.56 | 15 | 990.33 | 990.25 | 12 | 0.67% | FLAT TOP SLAB REQ'D | YES (2) |
| EB6152 | 91+90.00 EB | 50.5 ' RT | 41.0 | EB6151 | 2X3-FT | H | - | - | 994.83 | 994.00 | 3.44 | 12 | 990.56 | 990.33 | 41 | 0.56% | | YES (2) |
| EB6153 | 91+45.00 EB | 50.5 ' RT | 45.0 | EB6152 | 2X3-FT | H | - | - | 995.13 | 994.30 | 3.29 | 12 | 991.01 | 990.56 | 45 | 1.00% | | YES (2) |
| EB6154 | 92+43.00 EB | 16.7 ' RT | 33.9 | EB615 | - | - | - | - | - | - | - | 42 | 986.59 | 986.42 | 34 | 0.50% | COVERING AND LOCATING STORM SEWER REQ'D | |
| EB616 | | | 24.0 | EB6154 | | | | | | | | 42 | 986.71 | 986.59 | 24 | 0.50% | FUTURE STRUCTURE; FOR INFORMATION ONLY | |
| EB623 | 94+17.00 EB | 50.7 ' RT | 90.9 | NR700 | - | - | 4-FT | - | - | 995.43 | 4.65 | 24 | 990.78 | 987.50 | 91 | 3.60% | COVER PLATES REQ'D; TOP SLAB CUTOUT J | |
| EB6231 | | | 5.2 | EB6232 | | | | | | | | 15 | 990.89 | 990.84 | 5 | 1.00% | FUTURE STRUCTURE; FOR INFORMATION ONLY | |
| EB6232 | 94+17.20 EB | 44.7 ' RT | 6.0 | EB623 | - | - | - | - | - | - | - | 15 | 990.84 | 990.78 | 6 | 1.00% | COVERING AND LOCATING STORM SEWER REQ'D | |
| EB624 | 95+55.00 EB | 50.5 ' RT | 138.0 | EB623 | - | H | 5-FT | - | 996.65 | 995.82 | 4.27 | 18 | 991.55 | 990.78 | 138 | 0.56% | FLAT TOP SLAB REQ'D | YES (2) |
| EB6241 | | | 73.7 | EB6242 | | | | | | | | 18 | 992.31 | 991.71 | 74 | 0.81% | FUTURE STRUCTURE; FOR INFORMATION ONLY | |
| EB6242 | 95+53.72 EB | 42.6 ' RT | 8.0 | EB624 | - | - | - | - | - | - | - | 18 | 991.71 | 991.65 | 8 | 0.75% | COVERING AND LOCATING STORM SEWER REQ'D | |
| EB625 | 97+40.00 EB | 41.2 ' RT | 7.4 | EB6251 | 2X3-FT | - | - | - | - | 997.27 | 4.62 | 15 | 992.65 | 992.61 | 7 | 0.57% | COVER PLATES REQ'D; TOP SLAB CUTOUT H | YES (2) |
| EB6251 | 97+40.00 EB | 48.6 ' RT | 120.0 | EB6259 | - | - | 4-FT | - | - | 997.23 | 4.62 | 18 | 992.61 | 991.99 | 120 | 0.52% | COVER PLATES REQ'D; TOP SLAB CUTOUT H | |
| EB6252 | 97+40.00 EB | 70.5 ' RT | 21.8 | EB6251 | 2X3-FT | H | - | - | 997.74 | 996.91 | 4.15 | 12 | 992.76 | 992.61 | 22 | 0.68% | | YES (2) |
| EB6253 | | | 8.0 | EB6254 | | | | | | | | 15 | 992.97 | 992.91 | 8 | 0.75% | FUTURE STRUCTURE; FOR INFORMATION ONLY | |
| EB6254 | 97+40.00 EB | 6.5 ' RT | 34.7 | EB625 | - | - | - | - | - | - | - | 15 | 992.91 | 992.65 | 35 | 0.74% | COVERING AND LOCATING STORM SEWER REQ'D | |
| EB6259 | 96+20.00 EB | 50.9 ' RT | 65.0 | EB624 | - | H | 4-FT | - | 997.09 | 996.26 | 4.27 | 18 | 991.99 | 991.55 | 65 | 0.68% | FLAT TOP SLAB REQ'D | YES (2) |
| EB626 | 98+54.00 EB | 39.5 ' RT | 59.9 | D4069 | - | 2X3-FT | 9-FT | - | 997.52 | 996.39 | 13.53 | 54 | 982.86 | 982.68 | 60 | 0.30% | FLAT TOP SLAB REQ'D; TOP SLAB CUTOUT H | |
| EB6270 | 99+18.00 EB | 140.1 ' LT | 55.7 | EB6273 | - | - | 9-FT | - | - | 998.79 | 15.39 | 54 | 983.40 | 983.24 | 56 | 0.29% | COVER PLATES REQ'D; TOP SLAB CUTOUT H | |
| EB6272 | | | 10.4 | EB6274 | | | | | | | | 12 | 995.41 | 995.31 | 10 | 1.00% | FUTURE STRUCTURE; FOR INFORMATION ONLY | |
| EB6273 | 99+09.95 EB | 84.9 ' LT | 136.1 | EB626 | - | - | 8-FT | - | - | 999.32 | 16.08 | 54 | 983.24 | 982.86 | 136 | 0.28% | COVER PLATES REQ'D; TOP SLAB CUTOUT J | |
| EB6274 | 99+03.74 EB | 85.8 ' LT | 6.0 | EB6273 | - | - | - | - | - | - | - | 12 | 995.31 | 995.25 | 6 | 1.00% | COVERING AND LOCATING STORM SEWER REQ'D | |
| EB630 | 101+12.76 EB | 39.6 ' RT | 263.7 | EB626 | - | 2X3-FT | 6-FT | - | 1000.36 | 999.23 | 7.23 | 30 | 992.00 | 988.50 | 264 | 1.33% | FLAT TOP SLAB REQ'D; TOP SLAB CUTOUT H | |
| EB6303 | 101+43.45 EB | 8.0 ' LT | 8.0 | EB6311 | - | - | - | - | - | - | - | 24 | 995.04 | 994.95 | 8 | 1.12% | CULVERT PIPE CONCRETE COLLAR REQ'D | |
| EB6304 | 101+23.71 EB | 10.0 ' LT | 8.0 | EB631 | - | - | - | - | - | - | - | 15 | 995.26 | 995.17 | 8 | 1.13% | COVERING AND LOCATING STORM SEWER REQ'D | |
| EB631 | 101+30.00 EB | 5.0 ' LT | 47.8 | EB630 | - | - | 5-FT | - | - | 999.48 | 6.48 | 24 | 993.00 | 992.00 | 48 | 2.08% | COVER PLATES REQ'D; TOP SLAB CUTOUT J | |
| EB6311 | 101+38.78 EB | 1.5 ' LT | 9.4 | EB631 | - | - | 5-FT | - | - | 999.47 | 4.52 | 24 | 994.95 | 994.80 | 9 | 1.67% | COVER PLATES REQ'D; TOP SLAB CUTOUT H | |
| EB632 | | | 24.2 | EB6304 | | | | | | | | 15 | 995.52 | 995.26 | 24 | 1.08% | FUTURE STRUCTURE; FOR INFORMATION ONLY | |
| EB633 | | | 33.0 | EB6334 | | | | | | | | 18 | 994.38 | 994.31 | 33 | 0.21% | FUTURE STRUCTURE; FOR INFORMATION ONLY | |
| EB6331 | 103+35.00 EB | 39.5 ' RT | 101.3 | EB6333 | - | H | 4-FT | - | 999.23 | 998.40 | 4.11 | 18 | 994.29 | 994.08 | 101 | 0.21% | FLAT TOP SLAB REQ'D | YES (2) |
| EB6333 | 102+35.00 EB | 39.5 ' RT | 67.1 | EB6335 | - | H | 4-FT | - | 999.74 | 998.91 | 4.83 | 18 | 994.08 | 993.94 | 67 | 0.21% | FLAT TOP SLAB REQ'D | YES (2) |
| EB6334 | 103+35.00 EB | 31.5 ' RT | 8.0 | EB6331 | - | - | - | - | - | - | - | 18 | 994.31 | 994.29 | 8 | 0.25% | COVERING AND LOCATING STORM SEWER REQ'D | |
| EB6335 | 101+69.23 EB | 41.6 ' RT | 57.6 | EB630 | - | H | 5-FT | - | 1000.00 | 999.17 | 5.23 | 24 | 993.94 | 993.50 | 58 | 0.76% | FLAT TOP SLAB REQ'D | YES (2) |
| EB800 | 106+90.25 EB | 58.9 ' RT | - | - | - | - | - | - | - | - | - | 34X53 | 993.95 | - | - | - | STORM SEWER TAP REQ'D | |
| EB8001 | 107+04.59 EB | 51.1 ' RT | 16.3 | EB800 | - | - | - | L | 998.33 | - | - | 34X53 | 993.97 | 993.95 | 16 | 0.12% | STORM SEWER CHECK VALVE 12-INCH REQ'D; MANHOLE EB8001 REQ'D | |
| EB8002 | 107+32.63 EB | 59.0 ' RT | 29.1 | EB8001 | - | - | 3-FT | J-S | 997.50 | 996.25 | 2.17 | 12 | 994.08 | 993.97 | 29 | 0.38% | 2-INCH ADJ. RINGS REQ'D | |
| EB8003 | 107+33.00 EB | 86.8 ' RT | 27.8 | EB8002 | MEDIAN 1 GRATE | MS | - | - | 996.10 | 996.10 | 1.92 | 12 | 994.18 | 994.08 | 28 | 0.36% | | |
| EB810 | 107+03.00 EB | 39.5 ' RT | 11.7 | EB8001 | - | H-S | 4-FT | - | 997.46 | 996.63 | 2.63 | 18 | 994.00 | 993.97 | 12 | 0.25% | FLAT TOP SLAB REQ'D | YES (2) |
| EB8101 | 107+03.20 EB | 31.5 ' RT | 8.0 | EB810 | - | - | - | - | - | - | - | 15 | 994.02 | 994.00 | 8 | 0.25% | COVERING AND LOCATING STORM SEWER REQ'D | |
| EB8102 | 106+87.00 EB | 25.8 ' RT | 14.6 | EB811 | - | - | - | - | - | - | - | 12 | 996.79 | 994.75 | 15 | 13.60% | CULVERT PIPE CONCRETE COLLAR REQ'D | |
| EB811 | 106+92.00 EB | 39.5 ' RT | 11.0 | EB810 | - | H-S | 4-FT | - | 997.46 | 996.63 | 2.57 | 15 | 994.06 | 994.00 | 11 | 0.55% | FLAT TOP SLAB REQ'D | YES (2) |
| EB8111 | 106+50.00 EB | 39.5 ' RT | 42.0 | EB811 | - | H | 4-FT | - | 997.51 | 996.68 | 2.50 | 15 | 994.18 | 994.06 | 42 | 0.29% | FLAT TOP SLAB REQ'D | YES (2) |
| EB8112 | 105+80.00 EB | 39.5 ' RT | 70.0 | EB8111 | 2X3-FT | H | - | - | 997.81 | 996.98 | 2.60 | 12 | 994.38 | 994.18 | 70 | 0.29% | | YES (2) |
| EB812 | | | 33.0 | EB8101 | | | | | | | | 15 | 994.10 | 994.02 | 33 | 0.24% | FUTURE STRUCTURE; FOR INFORMATION ONLY | |

NOTE:
1. ALL CASTINGS TO BE CENTERED ON THE STRUCTURE UNLESS OTHERWISE NOTED. STEPS ARE NOT REQUIRED IN STORM SEWER STRUCTURES. 2. ALL MANHOLE AND INLET RECONSTRUCTS ARE ASSUMED TO HAVE 6" OF ADJ. RINGS PER "DETAIL FOR COMPUTING STRUCTURE ELEVATIONS".

| STRUCT NO. | STATION | OFFSET | C-C (FT) | TO STRUCT | INLET TYPE | COVER | MH TYPE | COVER | 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 | PIPE CUTOUTS FOR UNDERDRAIN |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EB820 | 105+00.00 EB | 39.5 ' RT | 9.5 | EB8201 | - | H | 4-FT | - | 998.22 | 997.39 | 3.06 | 18 | 994.33 | 994.30 | 10 | 0.30% | FLAT TOP SLAB REQ'D | YES (2) |
| EB8201 | 105+00.00 EB | 49.0 ' RT | 141.0 | EB8202 | - | - | 4-FT | J | 999.03 | 997.78 | 3.48 | 18 | 994.30 | 993.96 | 141 | 0.24% | | |
| EB8202 | 106+41.00 EB | 49.0 ' RT | 15.4 | EB8203 | - | - | 4-FT | J | 998.35 | 997.10 | 3.14 | 18 | 993.96 | 993.92 | 15 | 0.27% | | |
| EB8203 | 106+51.02 EB | 60.7 ' RT | - | - | - | - | - | - | - | - | - | - | 993.92 | - | - | - | STORM SEWER TAP REQ'D | |
| EB8204 | 105+59.27 EB | 43.0 ' RT | 40.4 | EB8205 | - | - | - | - | 998.64 | - | - | 15 | 994.78 | 994.38 | 40 | 1.00% | VANE SLOTTED DRAIN REQ'D (3); STORM SEWER PIPE PVC 15-INCH REQ'D | |
| EB8205 | 105+15.00 EB | 39.5 ' RT | 15.0 | EB820 | - | H | 4-FT | - | 998.14 | 997.31 | 2.93 | 15 | 994.38 | 994.33 | 15 | 0.33% | FLAT TOP SLAB REQ'D | YES (2) |
| EB8206 | 105+00.00 EB | 31.5 ' RT | 8.0 | EB820 | - | - | - | - | - | - | - | 15 | 994.36 | 994.33 | 8 | 0.37% | COVERING AND LOCATING STORM SEWER REQ'D | |
| EB8207 | 104+26.00 EB | 39.5 ' RT | 72.5 | EB820 | 2X3-FT | H | - | - | 998.60 | 997.77 | 3.12 | 12 | 994.65 | 994.33 | 73 | 0.44% | | YES (2) |
| EB821 | | | 33.0 | EB8206 | | | | | | | | 15 | 994.48 | 994.36 | 33 | 0.36% | FUTURE STRUCTURE; FOR INFORMATION ONLY | |
| EB8211 | 104+85.66 EB | 75.9 ' LT | 6.0 | EB8212 | 2X3-FT | - | - | - | 1001.03 | - | - | 12 | 999.11 | 999.07 | 6 | 0.67% | SALVAGED INLET COVERS REQ'D; RELAID STORM SEWER 12-INCH REQ'D | |
| EB8212 | 104+85.20 EB | 69.9 ' LT | - | - | - | - | - | - | - | - | - | - | 999.07 | - | - | - | | |
| EB830 | 108+28.43 EB | 49.0 ' RT | 121.8 | EB8001 | - | - | - | L | 998.80 | - | - | 34X53 | 994.23 | 993.97 | 122 | 0.21% | MANHOLE EB830 REQ'D | |
| EB8301 | 108+28.50 EB | 39.5 ' RT | 9.5 | EB830 | - | H | 5-FT | - | 998.01 | 997.18 | 2.93 | 19X30 | 994.25 | 994.23 | 10 | 0.20% | FLAT TOP SLAB REQ'D | YES (2) |
| EB8302 | 108+29.08 EB | 26.2 ' RT | 13.3 | EB8301 | - | - | - | - | - | - | - | 19X30 | 994.82 | 994.25 | 13 | 4.38% | STORM SEWER TAP REQ'D | |
| EB8303 | 109+40.25 EB | 39.5 ' RT | 110.7 | EB8301 | 2X3-FT | H | - | - | 999.11 | 998.28 | 3.53 | 12 | 994.75 | 994.25 | 111 | 0.45% | | YES (2) |
| EB831 | 108+28.13 EB | 56.3 ' RT | 7.3 | EB830 | - | - | - | - | - | - | - | 12 | 994.60 | 994.48 | 7 | 1.71% | STORM SEWER PIPE PVC 12-INCH REQ'D | |
| EB840 | 110+46.33 EB | 49.0 ' RT | 216.6 | EB830 | - | - | 8-FT | L | 1000.94 | 1000.11 | 4.69 | 34X53 | 995.42 | 994.23 | 217 | 0.55% | | |
| EB8401 | 110+46.00 EB | 39.5 ' RT | 9.5 | EB840 | 2X3-FT | H | - | - | 1000.20 | 999.37 | 3.70 | 15 | 995.67 | 995.42 | 9 | 2.78% | | YES (2) |
| EB8402 | 110+46.00 EB | 31.5 ' RT | 8.0 | EB8401 | - | - | - | - | - | - | - | 15 | 995.71 | 995.67 | 8 | 0.50% | COVERING AND LOCATING STORM SEWER REQ'D | |
| EB841 | | | 33.0 | EB8402 | | | | | | | | 15 | 995.88 | 995.71 | 33 | 0.52% | FUTURE STRUCTURE; FOR INFORMATION ONLY | |
| EB850 | 113+67.00 EB | 39.5 ' RT | 133.0 | EB8501 | - | H | 6-FT | - | 1003.38 | 1002.55 | 4.02 | 24X38 | 998.53 | 996.24 | 133 | 1.72% | FLAT TOP SLAB REQ'D | YES (2) |
| EB8501 | 112+34.00 EB | 39.5 ' RT | 187.9 | EB840 | - | H | 8-FT | - | 1002.13 | 1001.30 | 5.06 | 34X53 | 996.24 | 995.42 | 188 | 0.44% | FLAT TOP SLAB REQ'D | YES (2) |
| EB8502 | 112+34.00 EB | 31.5 ' RT | 8.0 | EB8501 | - | - | - | - | - | - | - | 15 | 997.16 | 997.12 | 8 | 0.50% | COVERING AND LOCATING STORM SEWER REQ'D | |
| EB851 | 113+76.00 EB | 40.2 ' RT | 9.0 | EB850 | - | - | - | - | - | - | - | 30 | 998.59 | 998.53 | 9 | 0.67% | CULVERT PIPE CONCRETE COLLAR REQ'D | |
| EB852 | | | 37.9 | EB8502 | | | | | | | | 15 | 997.35 | 997.16 | 38 | 0.50% | FUTURE STRUCTURE; FOR INFORMATION ONLY | |
| EF355 | 53+50.00 EF | 88.3 ' LT | - | - | - | - | - | - | - | - | - | 18 | 1020.00 | - | - | - | APRON ENDWALLS FOR RCCP 18-INCH REQ'D | |
| EF356 | 53+54.00 EF | 21.5 ' LT | 60.9 | EF355 | - | H-S | 4-FT | - | 1025.13 | 1024.30 | 6.69 | 18 | 1020.61 | 1020.00 | 61 | 1.00% | 3-FT SUMP REQ'D (INVERT OF INLET=1017.61); FLAT TOP SLAB REQ'D | |
| EF357 | 53+62.90 EF | 21.5 ' LT | 8.0 | EF356 | - | H-S | 4-FT | - | 1025.13 | 1024.30 | 3.61 | 18 | 1020.69 | 1020.61 | 8 | 1.00% | FLAT TOP SLAB REQ'D | |
| EF358 | 55+00.00 EF | 24.2 ' LT | 120.2 | EF357 | - | H | 4-FT | - | 1026.73 | 1025.90 | 4.01 | 18 | 1021.89 | 1020.69 | 120 | 1.00% | FLAT TOP SLAB REQ'D | |
| EF359 | 55+00.00 EF | 21.5 ' RT | 45.7 | EF358 | 2X3-FT | H | - | - | 1026.27 | 1025.44 | 2.31 | 12 | 1023.13 | 1022.87 | 46 | 0.57% | | |
| EF361 | 53+54.00 EF | 21.5 ' RT | 43.0 | EF356 | - | H-S | 4-FT | - | 1025.13 | 1024.30 | 3.47 | 18 | 1020.83 | 1020.61 | 43 | 0.51% | FLAT TOP SLAB REQ'D | |
| EF362 | 53+61.27 EF | 21.5 ' RT | 8.0 | EF361 | 2X3-FT | H-S | | - | 1025.13 | 1024.30 | 3.39 | 12 | 1020.91 | 1020.83 | 8 | 1.00% | | |
| EF363 | 52+00.00 EF | 21.5 ' RT | 150.3 | EF361 | - | H | 4-FT | - | 1027.53 | 1026.70 | 4.20 | 18 | 1022.50 | 1020.83 | 150 | 1.11% | FLAT TOP SLAB REQ'D | |
| EF364 | 52+00.00 EF | 21.5 ' LT | 43.0 | EF363 | 2X3-FT | H | - | - | 1027.53 | 1026.70 | 2.85 | 12 | 1023.85 | 1023.00 | 43 | 1.98% | | |
| EF365 | 50+70.00 EF | 21.3 ' RT | 115.7 | EF363 | - | H | 4-FT | - | 1031.33 | 1030.50 | 2.75 | 12 | 1027.75 | 1023.00 | 116 | 4.09% | FLAT TOP SLAB REQ'D | |
| EF366 | 50+48.28 EF | 18.0 ' LT | 44.7 | EF365 | 2X2-FT | V | - | - | 1032.15 | 1030.90 | 2.74 | 12 | 1028.16 | 1027.75 | 45 | 0.91% | | |
| EF368 | 39+11.86 EF | 14.8 ' LT | - | - | - | - | - | - | 1007.12 | - | - | - | - | - | - | - | ADJUSTING MANHOLE COVERS REQ'D; STORM SEWER TAP REQ'D | |
| EF3681 | 39+60.00 EF | 21.5 ' LT | 52.4 | EF368 | - | H | 4-FT | - | 1008.49 | 1007.66 | 3.59 | 12 | 1004.07 | 1003.81 | 52 | 0.50% | FLAT TOP SLAB REQ'D | |
| EF3682 | 39+14.61 EF | 15.6 ' RT | - | - | - | - | - | - | - | - | - | 12 | 1004.22 | - | - | - | CULVERT PIPE CONCRETE COLLAR REQ'D | |
| EF3683 | 39+15.65 EF | 21.4 ' RT | 5.9 | EF3682 | 2X3-FT | H | - | - | 1006.93 | 1006.10 | 1.80 | 12 | 1004.30 | 1004.22 | 6 | 1.33% | | |
| EF3684 | 40+00.00 EF | 21.5 ' RT | 75.7 | EF3683 | 2X3-FT | H | - | - | 1010.33 | 1009.50 | 3.00 | 12 | 1006.50 | 1004.30 | 76 | 2.89% | | |
| EF3685 | 40+00.00 EF | 37.5 ' RT | 16.0 | EF3684 | - | - | - | - | - | - | - | 12 | 1006.66 | 1006.50 | 16 | 1.00% | COVERING AND LOCATING STORM SEWER REQ'D | |
| EF370 | 41+51.00 EF | 21.1 ' LT | 11.8 | K4196 | - | H | 4-FT | - | 1017.10 | 1016.27 | 3.77 | 18 | 1012.50 | 1012.42 | 12 | 0.67% | FLAT TOP SLAB REQ'D | |
| EF371 | 41+55.00 EF | 0.0 ' RT | 21.5 | EF370 | - | - | 4-FT | J-S | 1017.82 | 1016.57 | 3.87 | 18 | 1012.70 | 1012.50 | 22 | 0.91% | | |
| EF3711 | 41+55.00 EF | 21.5 ' RT | 21.5 | EF371 | 2X3-FT | H | - | - | 1017.22 | 1016.39 | 2.85 | 12 | 1013.54 | 1013.20 | 21 | 1.62% | | |
| EF3712 | 41+55.08 EF | 34.6 ' RT | 13.0 | EF3711 | - | - | - | - | - | - | - | 8 | 1013.92 | 1013.79 | 13 | 1.00% | STORM SEWER PIPE PVC 8-INCH REQ'D | |
| EF3713 | 41+58.79 EF | 37.6 ' RT | 4.3 | EF3712 | - | - | - | - | - | - | - | 8 | 1014.24 | 1013.92 | 4 | 8.00% | STORM SEWER PIPE PVC 8-INCH REQ'D | |
| EF3714 | 42+15.34 EF | 33.9 ' RT | 47.4 | EF3713 | - | - | - | - | - | - | - | 8 | 1018.08 | 1014.24 | 47 | 8.17% | STORM SEWER PIPE PVC 8-INCH REQ'D | |
| EF3715 | 41+69.61 EF | 20.5 ' LT | 20.4 | EF370 | 2X3-FT | H | - | - | 1017.79 | 1016.96 | 2.96 | 12 | 1014.00 | 1013.00 | 20 | 5.00% | | |
| EF3716 | 41+72.74 EF | 21.5 ' RT | 16.0 | EF3711 | 2X3-FT | H | - | - | 1017.90 | 1017.07 | 2.87 | 12 | 1014.20 | 1014.04 | 16 | 1.00% | | |

NOTE:
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| STRUCT NO. | STATION | OFFSET | C-C (FT) | TO STRUCT | INLET TYPE | COVER | MH TYPE | COVER | 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 | PIPE CUTOUTS FOR UNDERDRAIN |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EF372 | 43+32.67 EF | 0.0 ' RT | 176.8 | EF371 | - | - | 4-FT | J-S | 1024.53 | 1023.28 | 3.83 | 18 | 1019.45 | 1012.70 | 177 | 3.81% | | |
| EF3721 | 43+32.68 EF | 17.5 ' RT | 17.5 | EF372 | 2X3-FT | H | - | - | 1024.01 | 1023.18 | 3.55 | 12 | 1019.63 | 1019.45 | 18 | 1.00% | | |
| EF373 | 43+32.69 EF | 15.0 ' LT | 15.0 | EF372 | 2X2-FT | V | - | - | 1024.21 | 1022.96 | 3.19 | 12 | 1019.77 | 1019.45 | 15 | 2.13% | | |
| EF374 | 44+82.11 EF | 0.0 ' RT | 149.4 | EF372 | - | - | 4-FT | J-S | 1029.99 | 1028.74 | 3.45 | 18 | 1025.29 | 1019.45 | 149 | 3.92% | | |
| EF3741 | 44+82.12 EF | 17.5 ' RT | 17.5 | EF374 | 2X3-FT | H | - | - | 1029.47 | 1028.64 | 3.18 | 12 | 1025.46 | 1025.29 | 17 | 1.00% | | |
| EF375 | 44+82.12 EF | 15.0 ' LT | 15.0 | EF374 | 2X2-FT | V | - | - | 1029.67 | 1028.42 | 2.81 | 12 | 1025.61 | 1025.29 | 15 | 2.13% | | |
| EF377 | 46+86.34 EF | 0.0 ' RT | 204.2 | EF374 | - | - | 4-FT | J-S | 1031.85 | 1030.60 | 3.84 | 18 | 1026.76 | 1025.29 | 204 | 0.72% | | |
| EF378 | 46+96.30 EF | 17.5 ' RT | 17.5 | EF3781 | 2X3-FT | H-S | - | - | 1031.32 | 1030.49 | 2.99 | 12 | 1027.50 | 1027.33 | 17 | 1.00% | | |
| EF3781 | 46+96.30 EF | 0.0 ' RT | 10.0 | EF377 | - | - | 4-FT | J-S | 1031.84 | 1030.59 | 3.76 | 18 | 1026.83 | 1026.76 | 10 | 0.70% | | |
| EF379 | 46+96.32 EF | 15.0 ' LT | 15.0 | EF3781 | 2X2-FT | V | - | - | 1031.53 | 1030.28 | 2.80 | 12 | 1027.48 | 1027.33 | 15 | 1.00% | | |
| EF380 | 46+86.34 EF | 17.5 ' RT | 17.5 | EF377 | 2X3-FT | H-S | - | - | 1031.34 | 1030.51 | 3.16 | 12 | 1027.35 | 1027.26 | 18 | 0.50% | | |
| EF381 | 46+86.35 EF | 15.0 ' LT | 15.0 | EF377 | 2X2-FT | V | - | - | 1031.53 | 1030.28 | 2.87 | 12 | 1027.41 | 1027.26 | 15 | 1.00% | | |
| EF382 | 48+10.87 EF | 0.0 ' RT | 114.6 | EF3781 | - | - | 4-FT | J-S | 1032.91 | 1031.66 | 3.86 | 15 | 1027.80 | 1027.08 | 115 | 0.63% | | |
| EF3821 | 48+66.00 EF | 17.5 ' RT | 57.7 | EF382 | 2X3-FT | H | - | - | 1033.14 | 1032.31 | 2.88 | 12 | 1029.43 | 1028.05 | 58 | 2.38% | | |
| EF383 | 48+10.88 EF | 15.0 ' LT | 15.0 | EF382 | 2X2-FT | V | - | - | 1032.60 | 1031.35 | 3.27 | 12 | 1028.08 | 1027.80 | 15 | 1.87% | | |
| EF865 | 58+20.00 EF | 101.2 ' LT | - | - | - | - | - | - | - | - | - | 18 | 1022.00 | - | - | - | APRON ENDWALLS FOR RCCP 18-INCH REQ'D | |
| EF866 | 57+91.75 EF | 30.5 ' LT | 68.3 | EF865 | - | H-S | 5-FT | - | 1026.82 | 1025.99 | 6.65 | 18 | 1022.34 | 1022.00 | 68 | 0.50% | 3-FT SUMP REQ'D (INVERT OF INLET=1019.34); FLAT TOP SLAB REQ'D | |
| EF867 | 58+14.00 EF | 30.5 ' LT | 20.3 | EF866 | - | H-S | 4-FT | - | 1026.75 | 1025.92 | 3.48 | 18 | 1022.44 | 1022.34 | 20 | 0.50% | FLAT TOP SLAB REQ'D | |
| EF868 | 57+90.58 EF | 19.5 ' RT | 50.0 | EF866 | 2X3-FT | H-S | - | - | 1026.28 | 1025.45 | 2.76 | 12 | 1022.69 | 1022.34 | 50 | 0.70% | | |
| EF869 | 57+83.00 EF | 19.5 ' RT | 8.0 | EF868 | 2X3-FT | H-S | - | - | 1026.27 | 1025.44 | 2.71 | 12 | 1022.73 | 1022.69 | 8 | 0.50% | | |
| EF870 | 59+25.00 EF | 30.5 ' LT | 101.0 | EF867 | - | H | 4-FT | - | 1028.12 | 1027.29 | 3.54 | 18 | 1023.75 | 1022.44 | 101 | 1.30% | FLAT TOP SLAB REQ'D | |
| EF871 | 59+25.00 EF | 19.5 ' RT | 50.0 | EF870 | 2X3-FT | H | - | - | 1028.34 | 1027.51 | 3.06 | 12 | 1024.45 | 1023.75 | 50 | 1.40% | | |
| EF872 | 60+50.00 EF | 29.1 ' LT | 127.5 | EF870 | 2X3-FT | H | - | - | 1032.15 | 1031.32 | 3.24 | 12 | 1028.08 | 1024.25 | 127 | 3.02% | | |
| EF873 | 60+50.00 EF | 19.5 ' RT | 48.6 | EF872 | 2X3-FT | H | - | - | 1032.34 | 1031.51 | 2.94 | 12 | 1028.57 | 1028.08 | 49 | 1.00% | | |
| EF874 | 62+90.00 EF | 18.6 ' RT | 118.3 | EF876 | 2X3-FT | H | - | - | 1032.04 | 1031.21 | 3.26 | 12 | 1027.95 | 1023.91 | 118 | 3.42% | | |
| EF875 | 62+90.00 EF | 19.0 ' LT | 37.6 | EF874 | 2X3-FT | H | - | - | 1032.04 | 1031.21 | 2.88 | 12 | 1028.33 | 1027.95 | 38 | 1.00% | | |
| EF876 | 64+10.00 EF | 17.5 ' RT | 60.0 | EF878 | - | H | 4-FT | - | 1028.13 | 1027.30 | 3.89 | 18 | 1023.41 | 1021.16 | 60 | 3.75% | FLAT TOP SLAB REQ'D | |
| EF878 | 64+70.00 EF | 17.5 ' RT | 73.2 | EF881 | - | H | 5-FT | - | 1026.66 | 1025.83 | 7.25 | 24 | 1018.58 | 1018.00 | 73 | 0.79% | FLAT TOP SLAB REQ'D | |
| EF879 | 64+70.00 EF | 17.5 ' LT | 35.0 | EF878 | - | H | 5-FT | - | 1027.30 | 1026.47 | 7.54 | 24 | 1018.93 | 1018.58 | 35 | 1.00% | FLAT TOP SLAB REQ'D | |
| EF8791 | 64+99.98 EF | 41.0 ' LT | 38.1 | EF879 | MEDIAN 1 GRATE | MS | - | - | 1022.77 | 1022.77 | 3.56 | 18 | 1019.21 | 1018.93 | 38 | 0.74% | | |
| EF8792 | 64+10.00 EF | 50.5 ' LT | 68.5 | EF879 | - | - | - | - | - | - | - | 20x28 | 1023.62 | 1021.98 | 68 | 2.41% | PIPE ARCH CORRUGATED STEEL REQ'D; APRON ENDWALLS FOR PAS 20X28 REQ'D | |
| EF880 | 65+42.45 EF | 43.6 ' RT | - | - | - | - | - | - | - | - | - | 54 | 1016.00 | - | - | - | APRON ENDWALLS FOR RCCP 54-INCH REQ'D | |
| EF881 | 65+43.00 EF | 22.7 ' RT | 12.8 | EF880 | - | - | 9-FT | J | 1026.00 | 1024.75 | 8.65 | 54 | 1016.10 | 1016.00 | 13 | 0.77% | | |
| EF882 | 66+04.00 EF | 17.5 ' RT | 61.2 | EF881 | - | H-S | 4-FT | - | 1025.30 | 1024.47 | 6.32 | 18 | 1018.15 | 1017.54 | 61 | 1.00% | | |
| EF883 | 66+04.00 EF | 17.5 ' LT | 35.0 | EF882 | 2X3-FT | H-S | - | - | 1025.94 | 1025.11 | 6.61 | 18 | 1018.50 | 1018.15 | 35 | 1.00% | | |
| EF8831 | 66+00.00 EF | 43.7 ' LT | 26.5 | EF883 | MEDIAN 1 GRATE | MS | - | - | 1021.28 | 1021.28 | 2.52 | 18 | 1018.76 | 1018.50 | 26 | 1.00% | | |
| EF884 | 66+12.00 EF | 17.5 ' RT | 8.0 | EF882 | - | H-S | 4-FT | - | 1025.30 | 1024.47 | 4.17 | 18 | 1020.30 | 1020.22 | 8 | 1.00% | FLAT TOP SLAB REQ'D | |
| EF886 | 67+70.00 EF | 17.5 ' RT | 158.0 | EF884 | - | H | 4-FT | - | 1026.53 | 1025.70 | 3.77 | 18 | 1021.93 | 1020.30 | 158 | 1.03% | FLAT TOP SLAB REQ'D | |
| EF8861 | 67+70.01 EF | 31.8 ' RT | 14.3 | EF886 | MEDIAN 1 GRATE | MS | - | - | 1024.86 | 1024.86 | 2.86 | 12 | 1022.00 | 1021.93 | 14 | 0.50% | | |
| EF887 | 67+70.00 EF | 17.5 ' LT | 35.0 | EF886 | 2X3-FT | H | - | - | 1027.16 | 1026.33 | 4.05 | 12 | 1022.28 | 1021.93 | 35 | 1.00% | | |
| EF888 | 69+00.00 EF | 17.5 ' RT | 130.0 | EF886 | - | H | 4-FT | - | 1028.74 | 1027.91 | 4.48 | 18 | 1023.43 | 1021.93 | 130 | 1.15% | FLAT TOP SLAB REQ'D | |
| EF890 | 70+50.00 EF | 17.5 ' RT | 148.7 | EF888 | 2X3-FT | H | - | - | 1031.76 | 1030.93 | 3.97 | 12 | 1026.96 | 1023.93 | 149 | 2.03% | | |
| EF891 | 70+50.00 EF | 17.5 ' LT | 35.0 | EF890 | 2X3-FT | H | - | - | 1032.39 | 1031.56 | 3.90 | 12 | 1027.66 | 1026.96 | 35 | 2.00% | | |
| EF894 | 64+64.68 EF | 72.6 ' RT | 49.4 | EF878 | - | - | - | - | - | - | - | 12 | 1022.75 | 1022.09 | 49 | 1.35% | APRON ENDWALLS FOR RCCP 12-INCH REQ'D | |
| F4350 | 137+24.81 F | 33.8 ' RT | 84.7 | F4351 | - | - | 5-FT | J | 1035.10 | 1033.85 | 11.65 | 18 | 1025.20 | 1022.00 | 85 | 3.76% | 3-FT SUMP REQ'D (INVERT OF INLET=1022.20) | |
| F4351 | 137+66.19 F | 114.5 ' RT | - | - | - | - | - | - | - | - | - | 18 | 1022.00 | - | - | - | APRON ENDWALLS FOR RCCP 18-INCH REQ'D | |
| F4360 | 138+40.00 F | 15.5 ' RT | 116.6 | F4350 | - | HM | 4-FT | - | 1034.32 | 1033.49 | 7.97 | 15 | 1025.52 | 1025.20 | 117 | 0.27% | FLAT TOP SLAB REQ'D | YES (2) |
| F4361 | 138+45.00 F | 13.5 ' LT | 29.4 | F4360 | 2X3-FT | HM | - | - | 1034.32 | 1033.49 | 7.89 | 15 | 1025.60 | 1025.52 | 29 | 0.28% | | YES (2) |
| F4362 | | | 22.1 | F4363 | | | | | | | | 15 | 1025.70 | 1025.63 | 22 | 0.32% | FUTURE STRUCTURE; FOR INFORMATION ONLY | |
| F4363 | 138+47.80 F | 21.0 ' LT | 8.0 | F4361 | - | - | - | - | - | - | - | 15 | 1025.63 | 1025.60 | 8 | 0.38% | COVERING AND LOCATING STORM SEWER REQ'D | |

NOTE:
1. ALL CASTINGS TO BE CENTERED ON THE STRUCTURE UNLESS OTHERWISE NOTED. STEPS ARE NOT REQUIRED IN STORM SEWER STRUCTURES. 2. ALL MANHOLE AND INLET RECONSTRUCTS ARE ASSUMED TO HAVE 6" OF ADJ. RINGS PER "DETAIL FOR COMPUTING STRUCTURE ELEVATIONS".

| STRUCT NO. | STATION | OFFSET | C-C (FT) | TO STRUCT | INLET TYPE | COVER | MH TYPE | COVER | RIM/ GRATE ELEV. | T.O.S. ELEV. | DEPTH (FT) | DISCHARGE PIPE SIZE (IN) | INLET ELEV. | DISCHARGE ELEV. | LENGTH (FT) | SLOPE (%) | REMARKS | PIPE CUTOUTS FOR UNDERDRAIN |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| F4370 | 140+00.00 F | 14.7 ' RT | 150.0 | F4380 | 2X2.5-FT | BW | - | - | 1033.23 | 1031.98 | 3.58 | 12 | 1028.40 | 1027.00 | 150 | 0.93% | | YES (2) |
| F4371 | 140+00.00 F | 13.5 ' LT | 28.2 | F4370 | 2X3-FT | HM | - | - | 1033.18 | 1032.35 | 3.67 | 12 | 1028.68 | 1028.40 | 28 | 1.00% | | YES (2) |
| F4380 | 141+50.00 F | 14.7 ' RT | 107.0 | F4384 | - | BW | 5-FT | - | 1032.13 | 1030.88 | 3.88 | 24 | 1027.00 | 1025.85 | 107 | 1.07% | FLAT TOP SLAB REQ'D | YES (2) |
| F4381 | 141+50.00 F | 13.5 ' LT | 28.2 | F4380 | - | HM | 5-FT | - | 1032.09 | 1031.26 | 3.96 | 24 | 1027.30 | 1027.00 | 28 | 1.07% | FLAT TOP SLAB REQ'D | YES (2) |
| F4382 | 141+00.00 F | 39.5 ' LT | 50.3 | F4381 | - | - | - | - | - | - | - | 24 | 1028.55 | 1027.30 | 50 | 2.50% | 24-INCH CULVERT PIPE REQ'D; APRON ENDWALLS FOR CULVERT PIPE 24-INCH REQ'D | |
| F4383 | 143+12.00 F | 2.0 ' LT | - | - | - | - | - | - | - | - | - | 24 | 1024.05 | - | - | - | APRON ENDWALLS FOR CULVERT PIPE 24-INCH REQ'D | |
| F4384 | 142+63.00 F | 14.7 ' RT | 51.7 | F4383 | - | - | 5-FT | - | - | 1030.09 | 4.24 | 24 | 1025.85 | 1024.05 | 52 | 3.46% | 24-INCH CULVERT PIPE REQ'D; COVER PLATES REQ'D; TOP SLAB CUTOUT BW | YES (1) |
| F4400 | 65+39.57 EF | 21.7 ' LT | 44.5 | EF881 | - | - | - | J | 1027.15 | - | - | 54 | 1017.14 | 1016.10 | 45 | 2.31% | MANHOLE F4400 REQ'D | |
| F4401 | 65+44.55 EF | 51.6 ' LT | 30.3 | F4400 | - | - | - | - | - | - | - | 29X45 | 1017.72 | 1017.14 | 30 | 1.93% | CULVERT PIPE CONCRETE COLLAR REQ'D | |
| F4402 | 65+52.01 EF | 51.6 ' LT | 32.4 | F4400 | - | - | - | - | - | - | - | 29X45 | 1017.75 | 1017.14 | 32 | 1.91% | CULVERT PIPE CONCRETE COLLAR REQ'D | |
| F4403 | 65+54.76 EF | 26.7 ' LT | 16.0 | F4400 | - | - | - | - | - | - | - | 24 | 1019.96 | 1019.64 | 16 | 2.00% | COVERING AND LOCATING STORM SEWER REQ'D | |
| F4410 | | | 28.6 | F4403 | | | | | | | | 24 | 1020.54 | 1019.96 | 29 | 2.00% | FUTURE STRUCTURE; FOR INFORMATION ONLY | |
| FR900 | 52+70.00 FR | 28.5 ' RT | 52.6 | KR785 | - | H | 4-FT | - | 1021.76 | 1020.93 | 4.43 | 24 | 1016.50 | 1014.00 | 53 | 4.72% | FLAT TOP SLAB REQ'D | |
| FR901 | 52+70.00 FR | 25.5 ' LT | 54.0 | FR900 | 2X3-FT | H | - | - | 1022.15 | 1021.32 | 3.28 | 12 | 1018.04 | 1017.50 | 54 | 1.00% | | |
| FR902 | 53+75.00 FR | 28.5 ' LT | 145.6 | FR997 | 2X3-FT | H | - | - | 1019.54 | 1018.71 | 3.71 | 12 | 1015.00 | 1010.46 | 146 | 3.11% | | |
| FR905 | 50+70.00 FR | 22.1 ' RT | 200.1 | FR900 | - | H | 4-FT | - | 1029.21 | 1028.38 | 4.38 | 24 | 1024.00 | 1016.50 | 200 | 3.75% | FLAT TOP SLAB REQ'D | |
| FR906 | 50+70.00 FR | 17.5 ' LT | 39.6 | FR905 | 2X3-FT | H | - | - | 1029.31 | 1028.48 | 3.08 | 12 | 1025.40 | 1025.00 | 40 | 1.00% | | |
| FR910 | 49+00.00 FR | 17.5 ' RT | 170.1 | FR905 | - | H | 4-FT | - | 1036.15 | 1035.32 | 4.82 | 24 | 1030.50 | 1024.00 | 170 | 3.82% | FLAT TOP SLAB REQ'D | |
| FR911 | 49+00.00 FR | 17.5 ' LT | 35.0 | FR910 | 2X3-FT | H | - | - | 1036.15 | 1035.32 | 2.97 | 12 | 1032.35 | 1032.00 | 35 | 1.00% | | |
| FR920 | 46+00.00 FR | 17.5 ' RT | 300.0 | FR910 | - | H | 4-FT | - | 1048.22 | 1047.39 | 5.39 | 24 | 1042.00 | 1030.50 | 300 | 3.83% | FLAT TOP SLAB REQ'D | |
| FR921 | 46+00.00 FR | 17.5 ' LT | 35.0 | FR920 | 2X3-FT | H | - | - | 1048.22 | 1047.39 | 3.04 | 12 | 1044.35 | 1044.00 | 35 | 1.00% | | |
| FR930 | 43+00.00 FR | 17.5 ' RT | 296.2 | FR920 | - | H | 4-FT | - | 1059.60 | 1058.77 | 11.41 | 24 | 1047.36 | 1042.00 | 296 | 1.81% | FLAT TOP SLAB REQ'D | |
| FR931 | 43+00.00 FR | 17.5 ' LT | 35.0 | FR930 | 2X3-FT | H | - | - | 1059.60 | 1058.77 | 3.07 | 12 | 1055.70 | 1055.35 | 35 | 1.00% | | |
| FR935 | 41+40.00 FR | 17.5 ' RT | 150.1 | FR930 | - | H | 4-FT | - | 1060.89 | 1060.06 | 12.25 | 24 | 1047.81 | 1047.36 | 150 | 0.30% | FLAT TOP SLAB REQ'D | |
| FR940 | 39+85.00 FR | 17.5 ' RT | 145.5 | FR935 | - | H | 4-FT | - | 1060.07 | 1059.24 | 10.98 | 24 | 1048.26 | 1047.81 | 146 | 0.31% | FLAT TOP SLAB REQ'D | |
| FR941 | 39+85.00 FR | 17.5 ' LT | 35.0 | FR940 | 2X3-FT | H | - | - | 1060.07 | 1059.24 | 2.89 | 12 | 1056.35 | 1056.00 | 35 | 1.00% | | |
| FR950 | 38+30.00 FR | 17.5 ' RT | 145.7 | FR940 | - | H | 4-FT | - | 1059.29 | 1058.46 | 9.75 | 24 | 1048.71 | 1048.26 | 146 | 0.31% | FLAT TOP SLAB REQ'D | |
| FR951 | 38+30.00 FR | 17.5 ' LT | 35.0 | FR950 | 2X3-FT | H | - | - | 1059.29 | 1058.46 | 3.11 | 12 | 1055.35 | 1055.00 | 35 | 1.00% | | |
| FR960 | 35+32.00 FR | 31.2 ' RT | 298.3 | FR950 | - | H | 4-FT | - | 1057.53 | 1056.70 | 6.97 | 24 | 1049.73 | 1048.71 | 298 | 0.34% | FLAT TOP SLAB REQ'D | |
| FR961 | 35+32.00 FR | 50.1 ' RT | 18.8 | FR960 | 2X3-FT | H | - | - | 1057.20 | 1056.37 | 3.18 | 12 | 1053.19 | 1053.00 | 19 | 1.00% | | |
| FR963 | 35+32.00 FR | 29.5 ' LT | 60.7 | FR960 | 2X3-FT | H | - | - | 1057.56 | 1056.73 | 3.12 | 12 | 1053.61 | 1053.00 | 61 | 1.00% | | |
| FR9681 | 32+41.70 FR | 29.5 ' LT | 8.0 | FR9682 | 2X3-FT | H-S | - | - | 1056.15 | 1055.32 | 4.02 | 12 | 1051.30 | 1051.23 | 8 | 0.87% | | |
| FR9682 | 32+33.69 FR | 29.5 ' LT | 53.0 | FR9684 | 2X3-FT | H-S | - | - | 1056.15 | 1055.32 | 4.09 | 18 | 1051.23 | 1050.71 | 53 | 0.98% | | |
| FR9683 | 32+41.00 FR | 23.5 ' RT | 8.0 | FR9684 | 2X3-FT | H-S | - | - | 1056.19 | 1055.36 | 4.57 | 12 | 1050.79 | 1050.71 | 8 | 1.00% | | |
| FR9684 | 32+33.00 FR | 23.5 ' RT | 25.3 | FR9686 | 2X3-FT | H-S | - | - | 1056.16 | 1055.33 | 4.62 | 24 | 1050.71 | 1050.44 | 25 | 1.08% | | |
| FR9685 | 32+12.00 FR | 46.3 ' RT | 21.2 | FR9686 | - | H-S | 4-FT | - | 1055.21 | 1054.38 | 3.78 | 24 | 1050.60 | 1050.44 | 21 | 0.76% | FLAT TOP SLAB REQ'D | |
| FR9686 | 32+33.00 FR | 48.8 ' RT | 299.5 | FR960 | - | H-S | 5-FT | - | 1055.33 | 1054.50 | 4.06 | 24 | 1050.44 | 1049.73 | 300 | 0.24% | FLAT TOP SLAB REQ'D | |
| FR9687 | 32+12.00 FR | 68.5 ' RT | 22.2 | FR9685 | 2X3-FT | H-S | - | - | 1054.95 | 1054.12 | 3.41 | 12 | 1050.71 | 1050.60 | 22 | 0.50% | | |
| FR9688 | 32+04.00 FR | 68.4 ' RT | 8.0 | FR9687 | 2X3-FT | H-S | - | - | 1054.97 | 1054.14 | 3.39 | 12 | 1050.75 | 1050.71 | 8 | 0.50% | | |
| FR969 | 31+95.00 FR | 29.5 ' LT | 38.7 | FR9682 | 2X3-FT | H | - | - | 1056.32 | 1055.49 | 3.48 | 12 | 1052.01 | 1051.23 | 39 | 2.00% | | |
| FR980 | 58+87.66 FR | 21.7 ' LT | - | - | - | - | - | - | - | - | - | 18 | 1001.54 | - | - | - | CULVERT PIPE CONCRETE COLLAR REQ'D | |
| FR981 | 58+80.00 FR | 19.4 ' LT | 8.0 | FR980 | - | H-S | 4-FT | - | 1005.59 | 1004.76 | 3.16 | 18 | 1001.60 | 1001.54 | 8 | 0.75% | FLAT TOP SLAB REQ'D | |
| FR982 | 58+80.00 FR | 18.5 ' RT | 37.9 | FR981 | 2X3-FT | H-S | - | - | 1005.61 | 1004.78 | 2.88 | 12 | 1001.90 | 1001.60 | 38 | 0.79% | | |
| FR983 | 57+75.00 FR | 17.5 ' LT | 95.6 | FR985 | 2X3-FT | H | - | - | 1006.84 | 1006.01 | 2.76 | 12 | 1003.25 | 1002.29 | 96 | 1.00% | | |
| FR984 | 57+75.00 FR | 17.5 ' RT | 35.0 | FR983 | 2X3-FT | H | - | - | 1006.84 | 1006.01 | 2.61 | 12 | 1003.40 | 1003.25 | 35 | 0.43% | | |
| FR985 | 58+72.01 FR | 18.9 ' LT | 8.0 | FR981 | - | H-S | 4-FT | - | 1005.59 | 1004.76 | 2.97 | 18 | 1001.79 | 1001.60 | 8 | 2.37% | FLAT TOP SLAB REQ'D | |
| FR986 | 58+72.00 FR | 18.2 ' RT | 8.0 | FR982 | 2X3-FT | H-S | - | - | 1005.60 | 1004.77 | 2.79 | 12 | 1001.98 | 1001.90 | 8 | 1.00% | | |
| FR990 | 56+46.25 FR | 23.2 ' RT | - | - | - | - | - | - | - | - | - | 60 | 996.06 | - | - | - | CULVERT PIPE CONCRETE COLLAR REQ'D | |
| FR991 | 56+48.00 FR | 17.5 ' RT | 6.0 | FR990 | - | H | 8-FT | - | 1010.64 | 1009.81 | 13.72 | 60 | 996.09 | 996.06 | 6 | 0.50% | FLAT TOP SLAB REQ'D | |
| FR994 | 56+64.00 FR | 22.1 ' LT | 42.7 | FR991 | - | H | 8-FT | - | 1010.06 | 1009.23 | 12.93 | 60 | 996.30 | 996.09 | 43 | 0.49% | FLAT TOP SLAB REQ'D | |

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| STRUCT NO. | STATION | OFFSET | C-C (FT) | TO STRUCT | INLET TYPE | COVER | MH TYPE | COVER | 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 | PIPE CUTOUTS FOR UNDERDRAIN |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FR995 | 56+75.67 FR | 52.1 ' LT | 32.0 | FR994 | - | - | - | - | - | - | - | 60 | 996.39 | 996.30 | 32 | 0.28% | CULVERT PIPE CONCRETE COLLAR REQ'D | |
| FR996 | 55+25.00 FR | 17.5 ' RT | 125.1 | FR991 | - | H | 4-FT | - | 1014.33 | 1013.50 | 3.50 | 18 | 1010.00 | 1005.00 | 125 | 4.00% | FLAT TOP SLAB REQ'D | |
| FR997 | 55+25.00 FR | 28.5 ' LT | 46.0 | FR996 | 2X3-FT | H | - | - | 1014.90 | 1014.07 | 3.61 | 12 | 1010.46 | 1010.00 | 46 | 1.00% | | |
| K4150 | 114+05.00 K | 21.7 ' RT | 70.7 | K4166 | - | BW | 4-FT | - | 1023.38 | 1022.13 | 4.72 | 18 | 1017.41 | 1016.90 | 71 | 0.72% | FLAT TOP SLAB REQ'D | YES (1) |
| K4151 | 113+70.00 K | 21.7 ' RT | 35.0 | K4150 | 2X2.5-FT | BW | - | - | 1023.59 | 1022.34 | 3.55 | 12 | 1018.79 | 1018.41 | 35 | 1.09% | | YES (2) |
| K4152 | | | 57.1 | K4154 | | | | | | | | 12 | 1019.58 | 1019.02 | 57 | 0.98% | FUTURE STRUCTURE; FOR INFORMATION ONLY | |
| K4153 | 114+15.00 K | 49.4 ' RT | 29.5 | K4150 | 2X2-FT | V | - | - | 1022.93 | 1021.68 | 2.98 | 12 | 1018.70 | 1018.41 | 30 | 0.97% | | |
| K4154 | 113+46.00 K | 21.7 ' RT | 24.0 | K4151 | - | - | - | - | - | - | - | 12 | 1019.02 | 1018.79 | 24 | 0.96% | COVERING AND LOCATING STORM SEWER REQ'D | |
| K4160 | 115+32.15 K | 3.5 ' LT | 91.3 | K4164 | - | - | 6-FT | - | - | 1021.97 | 5.51 | 30 | 1016.46 | 1016.01 | 91 | 0.49% | COVER PLATES REQ'D; TOP SLAB CUTOUT HM | |
| K4163 | 115+34.71 K | 40.5 ' RT | 44.0 | K4160 | 2X2-FT | V | - | - | 1022.13 | 1020.88 | 4.20 | 12 | 1016.68 | 1016.46 | 44 | 0.50% | | |
| K4164 | 116+23.46 K | 4.3 ' LT | 80.6 | K4171 | - | HM | 5-FT | - | 1022.12 | 1021.29 | 5.28 | 30 | 1016.01 | 1015.61 | 81 | 0.49% | FLAT TOP SLAB REQ'D | |
| K4165 | 116+24.70 K | 36.5 ' RT | 40.8 | K4164 | 2X2-FT | V | - | - | 1021.51 | 1020.26 | 4.05 | 12 | 1016.21 | 1016.01 | 41 | 0.49% | VANE SLOTTED DRAIN REQ'D (2) | |
| K4166 | 114+71.09 K | 3.5 ' LT | 61.0 | K4160 | - | - | 4-FT | - | - | 1022.41 | 5.51 | 18 | 1016.90 | 1016.46 | 61 | 0.72% | COVER PLATES REQ'D; TOP SLAB CUTOUT HM | |
| K4167 | 114+74.80 K | 44.5 ' RT | 48.2 | K4166 | 2X2-FT | V | - | - | 1022.53 | 1021.28 | 4.14 | 12 | 1017.14 | 1016.90 | 48 | 0.50% | | |
| K4171 | 117+04.00 K | 6.2 ' LT | 100.8 | K4176 | - | HM | 5-FT | - | 1021.58 | 1020.75 | 5.14 | 30 | 1015.61 | 1015.11 | 101 | 0.50% | FLAT TOP SLAB REQ'D | |
| K4172 | 117+03.90 K | 12.2 ' LT | 6.0 | K4171 | - | - | - | - | - | - | - | 12 | 1016.95 | 1016.89 | 6 | 1.00% | COVERING AND LOCATING STORM SEWER REQ'D | |
| K4175 | 118+04.77 K | 35.0 ' RT | 42.4 | K4176 | 2X2-FT | V | - | - | 1020.35 | 1019.10 | 2.77 | 12 | 1016.33 | 1016.11 | 42 | 0.52% | VANE SLOTTED DRAIN REQ'D (2) | |
| K4176 | 118+04.77 K | 7.4 ' LT | 90.3 | K4181 | - | HM | 5-FT | - | 1020.99 | 1020.16 | 5.05 | 30 | 1015.11 | 1014.66 | 90 | 0.50% | FLAT TOP SLAB REQ'D | |
| K4177 | 118+50.82 K | 56.3 ' RT | 175.4 | K4178 | - | - | - | - | - | - | - | 12 | 1006.90 | 1005.08 | 175 | 1.04% | CULVERT PIPE CORRUGATED STEEL 12-INCH REQ'D; APRON ENDWALLS FOR 12-INCH CULVERT PIPE STEEL REQ'D | |
| K4178 | 120+27.48 K | 56.3 ' RT | - | - | - | - | - | - | - | - | - | 12 | 1005.08 | - | - | - | APRON ENDWALLS FOR 12-INCH CULVERT PIPE STEEL REQ'D | |
| K4179 | 120+42.74 EF | 171.8 ' RT | 20.0 | EF3681 | - | - | - | - | - | - | - | 12 | 1004.28 | 1004.07 | 20 | 1.05% | CULVERT PIPE CORRUGATED STEEL 12-INCH REQ'D; APRON ENDWALLS FOR 12-INCH CULVERT PIPE STEEL REQ'D | |
| K4181 | 118+95.00 K | 7.5 ' LT | 120.6 | K4186 | - | HM | 5-FT | - | 1020.49 | 1019.66 | 5.00 | 30 | 1014.66 | 1014.06 | 121 | 0.50% | FLAT TOP SLAB REQ'D | |
| K4182 | 118+95.00 K | 13.5 ' LT | 6.0 | K4181 | - | - | - | - | - | - | - | 12 | 1015.95 | 1015.89 | 6 | 1.00% | COVERING AND LOCATING STORM SEWER REQ'D | |
| K4185 | 120+15.55 K | 35.0 ' RT | 42.5 | K4186 | 2X2-FT | V | - | - | 1019.18 | 1017.93 | 2.66 | 12 | 1015.27 | 1015.06 | 42 | 0.50% | VANE SLOTTED DRAIN REQ'D (2) | |
| K4186 | 120+15.54 K | 7.5 ' LT | 74.5 | K4191 | - | HM | 5-FT | - | 1019.82 | 1018.99 | 4.93 | 30 | 1014.06 | 1013.68 | 75 | 0.51% | FLAT TOP SLAB REQ'D | |
| K4191 | 120+90.00 K | 7.5 ' LT | 113.9 | K4195 | - | HM | 6-FT | - | 1019.41 | 1018.58 | 4.90 | 36 | 1013.68 | 1011.27 | 114 | 2.11% | FLAT TOP SLAB REQ'D | |
| K4192 | 120+90.00 K | 13.5 ' LT | 6.0 | K4191 | - | - | - | - | - | - | - | 12 | 1013.95 | 1013.89 | 6 | 1.00% | COVERING AND LOCATING STORM SEWER REQ'D | |
| K4195 | 121+99.00 K | 26.0 ' RT | 235.2 | K4200 | - | - | 8-FT | J-S | 1018.31 | 1017.06 | 5.79 | 34X53 | 1011.27 | 1010.16 | 235 | 0.47% | FLAT TOP SLAB REQ'D; OFFSET CASTING REQ'D | YES (2) |
| K41951 | 121+97.00 K | 36.0 ' RT | 10.2 | K4195 | 2X2.5-FT | BW | - | - | 1018.16 | 1016.91 | 4.55 | 18 | 1012.36 | 1012.06 | 10 | 3.00% | SLOTTED VANE DRAIN 6-FT REQ'D; PVC INVERT=1009.11 | |
| K4196 | 121+96.76 K | 43.0 ' RT | 7.0 | K41951 | 2X2.5-FT | S | - | - | 1017.61 | 1016.61 | 4.19 | 18 | 1012.42 | 1012.36 | 7 | 0.86% | | |
| K4197 | 121+96.54 K | 12.0 ' LT | 38.1 | K4195 | - | - | - | - | - | - | - | 15 | 1014.24 | 1013.28 | 38 | 2.53% | COVERING AND LOCATING STORM SEWER REQ'D | |
| K4200 | 124+35.00 K | 26.0 ' RT | 134.6 | K4210 | - | - | 8-FT | J-S | 1017.00 | 1015.75 | 5.59 | 34X53 | 1010.16 | 1009.49 | 135 | 0.50% | FLAT TOP SLAB REQ'D; OFFSET CASTING REQ'D | YES (2) |
| K42001 | 124+33.00 K | 36.0 ' RT | 10.2 | K4200 | 2X2.5-FT | BW | - | - | 1016.85 | 1015.60 | 3.75 | 15 | 1011.85 | 1011.55 | 10 | 3.00% | SLOTTED VANE DRAIN 6-FT REQ'D; PVC INVERT=1008.60 | |
| K4201 | 124+35.00 K | 7.5 ' LT | 33.5 | K4200 | 2X3-FT | HM | - | - | 1017.49 | 1016.66 | 3.16 | 18 | 1013.50 | 1013.06 | 33 | 1.33% | | |
| K4202 | 124+35.00 K | 12.5 ' LT | 5.0 | K4201 | MEDIAN 1 GRATE | MS | - | - | 1017.75 | 1017.75 | 4.20 | 18 | 1013.55 | 1013.50 | 5 | 1.00% | 18-INCH CULVERT PIPE REQ'D; 10:1 SLOPED CASTING REQ'D (RIM IS CENTER OF CASTING) | |
| K4210 | 125+70.00 K | 26.0 ' RT | 124.6 | K4220 | - | - | 8-FT | J-S | 1016.26 | 1015.01 | 5.52 | 34X53 | 1009.49 | 1008.67 | 125 | 0.66% | FLAT TOP SLAB REQ'D; OFFSET CASTING REQ'D | YES (2) |
| K42101 | 125+68.00 K | 36.0 ' RT | 10.2 | K4210 | 2X2.5-FT | BW | - | - | 1016.10 | 1014.85 | 3.75 | 15 | 1011.10 | 1010.80 | 10 | 3.00% | SLOTTED VANE DRAIN 6-FT REQ'D; PVC INVERT=1012.85 | |
| K4211 | 125+70.00 K | 7.5 ' LT | 33.5 | K4210 | 2X3-FT | HM | - | - | 1016.74 | 1015.91 | 3.52 | 15 | 1012.39 | 1011.95 | 34 | 1.29% | | |
| K4213 | 125+70.00 K | 13.5 ' LT | 6.0 | K4211 | - | - | - | - | - | - | - | 15 | 1012.45 | 1012.39 | 6 | 1.00% | COVERING AND LOCATING STORM SEWER REQ'D | |
| K4220 | 126+95.00 K | 27.2 ' RT | 120.2 | K4235 | - | - | 8-FT | J-S | 1015.54 | 1014.29 | 5.62 | 34X53 | 1008.67 | 1007.69 | 120 | 0.82% | FLAT TOP SLAB REQ'D; OFFSET CASTING REQ'D | YES (2) |
| K42201 | 126+93.00 K | 37.1 ' RT | 10.1 | K4220 | 2X2.5-FT | BW | - | - | 1015.38 | 1014.13 | 3.75 | 15 | 1010.38 | 1010.08 | 10 | 3.00% | SLOTTED VANE DRAIN 6-FT REQ'D; PVC INVERT=1012.13 | |
| K4221 | 126+95.01 K | 10.8 ' LT | 38.0 | K4220 | - | - | - | - | - | - | - | 15 | 1011.92 | 1011.44 | 38 | 1.26% | COVERING AND LOCATING STORM SEWER REQ'D | |
| K4230 | 128+12.00 K | 46.3 ' RT | 26.5 | K4235 | - | BW | 6-FT | - | 1014.40 | 1013.15 | 5.26 | 30 | 1007.89 | 1007.69 | 26 | 0.77% | FLAT TOP SLAB REQ'D | YES (2) |
| K42301 | 128+00.00 K | 45.0 ' RT | 12.1 | K4230 | 2X2.5-FT | BW | - | - | 1014.46 | 1013.21 | 2.85 | 12 | 1010.36 | 1010.00 | 12 | 3.00% | SLOTTED VANE DRAIN 6-FT REQ'D; PVC INVERT=1011.21 | YES (2) |
| K4231 | 128+11.63 K | 54.8 ' RT | 8.5 | K4230 | MEDIAN 1 GRATE | MS | - | - | 1016.42 | 1016.42 | 6.34 | 18 | 1010.08 | 1010.00 | 9 | 0.89% | CONNECT WALL UNDERDRAIN | YES (1) |
| K4235 | 128+15.00 K | 20.0 ' RT | 227.0 | K4250 | - | - | 9-FT | J-S | 1014.95 | 1013.70 | 6.01 | 34X53 | 1007.69 | 1005.99 | 227 | 0.75% | | |
| K4236 | | | 18.9 | K4237 | | | | | | | | 15 | 1011.00 | 1010.81 | 19 | 1.00% | FUTURE STRUCTURE; FOR INFORMATION ONLY | |
| K4237 | 128+14.99 K | 12.0 ' RT | 8.0 | K4235 | - | - | - | - | - | - | - | 15 | 1010.81 | 1010.73 | 8 | 1.00% | COVERING AND LOCATING STORM SEWER REQ'D | |
| K4250 | 130+42.00 K | 22.5 ' RT | 99.0 | VR1300 | - | 2X3-FT | 8-FT | - | 1013.13 | 1012.50 | 6.51 | 34X53 | 1005.99 | 1005.24 | 99 | 0.76% | NO ADJUSTING RINGS; FLAT TOP SLAB REQ'D; TOP SLAB CUTOUT H-M | |
| K4251 | | | 15.6 | E4313 | | | | | | | | 12 | 1013.32 | 1013.24 | 16 | 0.50% | FUTURE STRUCTURE; FOR INFORMATION ONLY | |

NOTE:
1. ALL CASTINGS TO BE CENTERED ON THE STRUCTURE UNLESS OTHERWISE NOTED. STEPS ARE NOT REQUIRED IN STORM SEWER STRUCTURES. 2. ALL MANHOLE AND INLET RECONSTRUCTS ARE ASSUMED TO HAVE 6" OF ADJ. RINGS PER "DETAIL FOR COMPUTING STRUCTURE ELEVATIONS".

| STRUCT NO. | STATION | OFFSET | C-C (FT) | TO STRUCT | INLET TYPE | COVER | MH TYPE | COVER | 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 | PIPE CUTOUTS FOR UNDERDRAIN |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| K4253 | 130+42.00 K | 14.5 ' RT | 8.0 | K4250 | - | - | - | - | - | - | - | 15 | 1008.74 | 1008.66 | 8 | 1.00% | COVERING AND LOCATING STORM SEWER REQ'D | |
| KR770 | 64+97.98 KR | 5.8 ' RT | 215.9 | WB6237 | - | - | 6-FT | J-S | 997.98 | 996.73 | 16.32 | 42 | 980.41 | 979.88 | 216 | 0.25% | | |
| KR775 | 66+04.04 KR | 19.4 ' LT | 109.6 | KR770 | - | H | 7-FT | - | 998.40 | 997.57 | 16.88 | 42 | 980.69 | 980.41 | 110 | 0.25% | FLAT TOP SLAB REQ'D | |
| KR776 | 66+11.77 KR | 18.9 ' LT | 8.0 | KR775 | - | - | - | - | - | - | - | 30 | 990.28 | 990.24 | 8 | 0.50% | CULVERT PIPE CONCRETE COLLAR REQ'D | |
| KR777 | 66+04.54 KR | 11.5 ' LT | 8.0 | KR775 | - | - | - | - | - | - | - | 18 | 991.44 | 991.40 | 8 | 0.50% | CULVERT PIPE CONCRETE COLLAR REQ'D | |
| KR780 | 72+00.49 KR | 0.4 ' RT | - | - | - | - | - | - | 1017.22 | - | - | - | 1009.74 | - | - | - | STORM SEWER TAP REQ'D; ADJUSTING MANHOLE COVERS REQ'D | |
| KR785 | 72+79.68 KR | 8.0 ' LT | 79.6 | KR780 | - | - | 5-FT | J-S | 1020.04 | 1018.79 | 4.79 | 24 | 1014.00 | 1011.00 | 80 | 3.75% | | |
| N4450 | 99+41.06 EB | 194.6 ' LT | 51.3 | EB6270 | - | - | 9-FT | J | 996.79 | 995.54 | 11.99 | 43X68 | 983.55 | 983.40 | 51 | 0.29% | | |
| N4451 | | | 9.0 | N4460 | | | | | | | | 18 | 994.27 | 994.18 | 9 | 1.00% | FUTURE STRUCTURE; FOR INFORMATION ONLY | |
| N4460 | 99+21.36 EB | 191.6 ' LT | 6.0 | N4450 | - | - | - | - | - | - | - | 18 | 994.18 | 994.12 | 6 | 1.00% | COVERING AND LOCATING STORM SEWER REQ'D | |
| N4461 | 99+30.10 EB | 196.3 ' LT | 6.0 | N4450 | - | - | - | - | - | - | - | 54 | 987.08 | 987.02 | 6 | 1.00% | COVERING AND LOCATING STORM SEWER REQ'D | |
| N4462 | 99+34.53 EB | 190.8 ' LT | 6.0 | N4450 | - | - | - | - | - | - | - | 15 | 994.61 | 994.50 | 6 | 1.83% | COVERING AND LOCATING STORM SEWER REQ'D | |
| NR700 | 24+45.00 NR | 5.5 ' RT | 68.4 | NR705 | - | - | 8-FT | J-S | 995.02 | 993.77 | 14.37 | 54 | 979.40 | 979.23 | 68 | 0.25% | | |
| NR702 | 24+47.00 NR | 17.9 ' LT | 44.9 | NR708 | 2X3-FT | H | - | - | 994.23 | 993.40 | 2.15 | 12 | 991.25 | 990.55 | 45 | 1.56% | 12-INCH CULVERT PIPE REQ'D | |
| NR703 | 24+41.00 NR | 43.2 ' RT | 63.3 | NR705 | 2X3-FT | H | - | - | 994.54 | 993.71 | 1.81 | 12 | 991.90 | 991.50 | 63 | 0.63% | 12-INCH CULVERT PIPE REQ'D | |
| NR705 | 23+75.00 NR | 19.9 ' RT | 11.4 | NR706 | - | H-S | 8-FT | - | 994.84 | 994.01 | 14.78 | 54 | 979.23 | 979.20 | 11 | 0.27% | FLAT TOP SLAB REQ'D | |
| NR706 | 23+63.00 NR | 17.8 ' RT | 154.9 | NR710 | - | H-S | 8-FT | - | 994.81 | 993.98 | 14.78 | 54 | 979.20 | 977.81 | 155 | 0.90% | FLAT TOP SLAB REQ'D | |
| NR707 | 23+97.60 NR | 20.4 ' LT | 46.1 | NR705 | - | H-S | 4-FT | - | 994.68 | 993.85 | 3.38 | 12 | 990.47 | 990.00 | 46 | 1.02% | FLAT TOP SLAB REQ'D | |
| NR708 | 24+05.00 NR | 21.5 ' LT | 8.0 | NR707 | 2X3-FT | H-S | - | - | 994.66 | 993.83 | 3.28 | 12 | 990.55 | 990.47 | 8 | 1.00% | | |
| NR710 | 22+05.00 NR | 6.3 ' RT | 125.0 | NR715 | - | - | 8-FT | J-S | 994.27 | 993.02 | 15.21 | 54 | 977.81 | 977.50 | 125 | 0.25% | | |
| NR711 | 22+05.00 NR | 17.5 ' LT | 23.7 | NR710 | 2X3-FT | H | - | - | 993.90 | 993.07 | 3.17 | 12 | 989.90 | 989.55 | 24 | 1.46% | | |
| NR712 | 22+05.00 NR | 17.5 ' RT | 11.3 | NR710 | 2X3-FT | H | - | - | 993.90 | 993.07 | 3.07 | 12 | 990.00 | 989.89 | 11 | 1.00% | | |
| NR714 | 21+16.00 NR | 17.5 ' RT | 36.0 | NR717 | 2X3-FT | H | - | - | 992.14 | 991.31 | 3.11 | 12 | 988.20 | 988.02 | 36 | 0.50% | | |
| NR715 | 20+80.00 NR | 6.3 ' RT | 108.1 | NR721 | - | - | 8-FT | J-S | 991.89 | 990.64 | 13.14 | 54 | 977.50 | 977.22 | 108 | 0.26% | | |
| NR716 | 20+80.00 NR | 17.5 ' LT | 23.7 | NR715 | 2X3-FT | H | - | - | 991.44 | 990.61 | 3.11 | 12 | 987.50 | 987.19 | 24 | 1.29% | | |
| NR7161 | 20+80.07 NR | 33.5 ' LT | 16.0 | NR716 | - | - | - | - | - | - | - | 12 | 987.66 | 987.50 | 16 | 1.00% | COVERING AND LOCATING STORM SEWER REQ'D | |
| NR717 | 20+80.00 NR | 17.5 ' RT | 11.3 | NR715 | 2X3-FT | H | - | - | 991.58 | 990.75 | 2.73 | 15 | 988.02 | 987.91 | 11 | 1.00% | | |
| NR721 | 19+73.00 NR | 6.3 ' RT | 102.2 | NR725 | - | - | 8-FT | J-S | 990.78 | 989.53 | 12.31 | 54 | 977.22 | 976.97 | 102 | 0.25% | | |
| NR7211 | 19+75.00 NR | 17.5 ' RT | 11.4 | NR721 | 2X3-FT | H-S | - | - | 990.78 | 989.95 | 3.24 | 15 | 986.71 | 986.60 | 11 | 1.00% | | |
| NR722 | 19+67.48 NR | 17.5 ' LT | 24.4 | NR721 | 2X3-FT | H-S | - | - | 990.14 | 989.31 | 3.46 | 15 | 985.85 | 985.50 | 24 | 1.46% | | |
| NR7221 | 19+66.94 NR | 33.5 ' LT | 16.0 | NR722 | - | - | - | - | - | - | - | 12 | 986.01 | 985.85 | 16 | 1.00% | COVERING AND LOCATING STORM SEWER REQ'D | |
| NR723 | 19+76.00 NR | 17.5 ' LT | 8.0 | NR722 | 2X3-FT | H-S | - | - | 990.13 | 989.30 | 3.37 | 12 | 985.93 | 985.85 | 8 | 1.00% | | |
| NR724 | 19+30.00 NR | 17.5 ' RT | 47.7 | NR7211 | 2X3-FT | H | - | - | 990.99 | 990.16 | 3.16 | 12 | 987.00 | 986.71 | 48 | 0.60% | | |
| NR725 | 18+75.00 NR | 17.5 ' RT | 181.1 | NR730 | - | H | 9-FT | - | 991.36 | 990.53 | 13.56 | 43X68 | 976.97 | 976.52 | 181 | 0.25% | FLAT TOP SLAB REQ'D | |
| NR726 | 18+77.00 NR | 63.0 ' RT | 45.6 | NR725 | - | - | 4-FT | J | 993.64 | 992.39 | 3.93 | 18 | 988.46 | 987.08 | 46 | 3.00% | | |
| NR727 | 19+28.22 NR | 105.8 ' RT | 78.7 | NR726 | MEDIAN 1 GRATE | MS | - | - | 990.96 | 990.96 | 2.10 | 12 | 988.86 | 988.46 | 79 | 0.51% | CONNECT WALL UNDERDRAIN | YES (1) |
| NR728 | 19+60.68 NR | 149.4 ' RT | - | - | - | - | - | - | - | - | - | 12 | 991.36 | - | - | - | APRON ENDWALLS FOR CULVERT PIPE SALVAGED 12-INCH REQ'D | |
| NR729 | 19+65.52 NR | 147.5 ' RT | 7.6 | NR728 | - | - | - | - | - | - | - | 12 | 991.40 | 991.36 | 8 | 0.50% | CULVERT PIPE CONCRETE COLLAR REQ'D | |
| NR730 | 17+00.00 NR | 17.5 ' RT | 150.0 | NR735 | - | H | 9-FT | - | 990.92 | 990.09 | 13.57 | 60 | 976.52 | 976.14 | 150 | 0.25% | FLAT TOP SLAB REQ'D | |
| NR731 | 17+00.00 NR | 17.5 ' LT | 35.0 | NR730 | - | H | 4-FT | - | 990.73 | 989.90 | 3.55 | 12 | 986.35 | 986.00 | 35 | 1.00% | FLAT TOP SLAB REQ'D | |
| NR7311 | 17+00.00 NR | 33.5 ' LT | 16.0 | NR731 | - | - | - | - | - | - | - | 12 | 986.51 | 986.35 | 16 | 1.00% | COVERING AND LOCATING STORM SEWER REQ'D | |
| NR735 | 15+50.00 NR | 17.5 ' RT | 150.3 | NR740 | - | H | 8-FT | - | 989.97 | 989.14 | 13.00 | 60 | 976.14 | 975.77 | 150 | 0.25% | FLAT TOP SLAB REQ'D | |
| NR736 | 15+50.00 NR | 17.5 ' LT | 35.0 | NR735 | 2X3-FT | H | - | - | 989.97 | 989.14 | 3.29 | 12 | 985.85 | 985.50 | 35 | 1.00% | | |
| NR740 | 14+00.00 NR | 17.5 ' RT | 152.5 | NR745 | - | H | 8-FT | - | 988.99 | 988.16 | 12.39 | 60 | 975.77 | 975.39 | 152 | 0.25% | FLAT TOP SLAB REQ'D | |
| NR741 | 14+00.00 NR | 17.5 ' LT | 35.0 | NR740 | 2X3-FT | H | - | - | 988.99 | 988.16 | 3.31 | 12 | 984.85 | 984.50 | 35 | 1.00% | | |
| NR745 | 12+50.00 NR | 17.5 ' RT | 148.1 | NR750 | - | H | 8-FT | - | 987.88 | 987.05 | 11.66 | 60 | 975.39 | 974.98 | 148 | 0.28% | FLAT TOP SLAB REQ'D | |
| NR746 | 12+50.00 NR | 17.5 ' LT | 35.0 | NR745 | 2X3-FT | H | - | - | 987.88 | 987.05 | 3.20 | 12 | 983.85 | 983.50 | 35 | 1.00% | | |
| NR750 | 11+07.14 NR | 33.9 ' RT | 331.5 | VR1032 | - | - | - | J | 987.45 | - | - | 78 | 974.98 | 974.00 | 332 | 0.30% | MANHOLE NR750 REQ'D; OFFSET CASTING REQ'D; CONNECT WALL UNDERDRAIN | YES (1) |
| NR751 | 11+06.00 NR | 17.5 ' RT | 16.4 | NR750 | 2x3-FT | H | - | - | 987.06 | 986.23 | 6.53 | 18 | 979.70 | 979.48 | 16 | 1.38% | | |
| NR752 | 11+17.15 NR | 17.5 ' RT | 11.4 | NR751 | 2x3-FT | H-S | - | - | 987.02 | 986.19 | 2.47 | 12 | 983.72 | 983.61 | 11 | 1.00% | | |

NOTE:
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| STRUCT NO. | STATION | OFFSET | C-C (FT) | TO STRUCT | INLET TYPE | COVER | MH TYPE | COVER | 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 | PIPE CUTOUTS FOR UNDERDRAIN |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NR753 | 11+06.00 NR | 17.5 ' LT | 35.0 | NR751 | 2x3-FT | H | - | - | 986.88 | 986.05 | 3.04 | 15 | 983.01 | 982.66 | 35 | 1.00% | | |
| NR754 | 10+48.15 NR | 17.5 ' LT | 56.7 | NR753 | 2x3-FT | H-S | - | - | 986.69 | 985.86 | 2.44 | 12 | 983.42 | 983.01 | 57 | 0.72% | | |
| NR755 | 10+40.00 NR | 17.5 ' LT | 8.0 | NR754 | 2x3-FT | H-S | - | - | 986.69 | 985.86 | 2.36 | 12 | 983.50 | 983.42 | 8 | 1.00% | | |
| NR756 | 11+25.00 NR | 17.5 ' RT | 8.0 | NR752 | 2x3-FT | H-S | - | - | 987.01 | 986.18 | 2.38 | 12 | 983.80 | 983.72 | 8 | 1.00% | | |
| VR1032 | 886+23.74 VR | 158.4 ' LT | - | - | - | - | - | - | - | - | - | 78 | 974.00 | - | - | - | APRON ENDWALLS FOR RCCP 78-INCH REQ'D | |
| VR1037 | 888+26.67 VR | 85.7 ' LT | 12.0 | VR10371 | 2X2-FT | V | - | - | 992.90 | 991.65 | 3.15 | 12 | 988.50 | 988.38 | 12 | 1.00% | VANE SLOTTED DRAIN REQ'D (1) | |
| VR10371 | 888+26.07 VR | 73.7 ' LT | - | - | - | - | - | - | - | - | - | 12 | 988.38 | - | - | - | SEE COVERING CONSTRUCTION DETAIL | |
| VR1041 | 889+13.93 VR | 87.4 ' LT | 12.0 | VR10411 | 2X2-FT | V | - | - | 993.58 | 992.33 | 3.33 | 12 | 989.00 | 988.88 | 12 | 1.00% | VANE SLOTTED DRAIN REQ'D (1) | |
| VR10411 | 889+14.25 VR | 75.4 ' LT | - | - | - | - | - | - | - | - | - | 12 | 988.88 | - | - | - | SEE COVERING CONSTRUCTION DETAIL | |
| VR1047 | 890+06.35 VR | 90.3 ' LT | 12.0 | VR10471 | 2X2-FT | V | - | - | 994.64 | 993.39 | 3.27 | 12 | 990.12 | 990.00 | 12 | 1.00% | VANE SLOTTED DRAIN REQ'D (1) | |
| VR10471 | 890+06.83 VR | 78.4 ' LT | - | - | - | - | - | - | - | - | - | 12 | 990.00 | - | - | - | SEE COVERING CONSTRUCTION DETAIL | |
| VR1048 | 880+24.44 VR | 361.0 ' LT | - | - | - | - | - | - | - | - | - | 42 | 974.00 | - | - | - | APRON ENDWALLS FOR RCCP 42-INCH REQ'D | |
| VR1049 | 879+64.54 VR | 418.3 ' LT | 70.2 | VR1048 | - | - | 8-FT | J | 986.10 | 984.85 | 5.39 | 42 | 979.46 | 974.00 | 70 | 7.80% | | |
| VR1051 | 879+64.47 VR | 430.3 ' LT | 12.0 | VR1049 | - | - | - | - | - | - | - | 42 | 979.52 | 979.46 | 12 | 0.50% | CULVERT PIPE CONCRETE COLLAR REQ'D | |
| VR1053 | 891+60.53 VR | 97.7 ' LT | 14.4 | VR1055 | 2X2-FT | V | - | - | 997.18 | 995.93 | 5.93 | 12 | 990.00 | 988.50 | 14 | 10.71% | VANE SLOTTED DRAIN REQ'D (1) | |
| VR1055 | 891+61.40 VR | 83.3 ' LT | 184.6 | NR750 | - | - | 8-FT | J-S | 991.73 | 990.48 | 10.81 | 54 | 979.67 | 974.98 | 185 | 2.54% | CLASS V PIPE REQ'D; OFFSET CASTING REQ'D; TOP SLAB CUTOUT J-S | |
| VR1062 | 879+99.27 VR | 296.5 ' LT | - | - | - | - | - | - | - | - | - | 12 | 974.00 | - | - | - | APRON ENDWALLS FOR RCCP 12-INCH REQ'D | |
| VR1063 | 879+32.02 VR | 312.7 ' LT | 57.4 | VR1062 | 2X2-FT | B | - | - | 981.90 | 980.74 | 4.74 | 12 | 976.00 | 974.00 | 57 | 3.51% | | |
| VR1084 | 875+83.22 VR | 126.5 ' LT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | SEE STRUCTURE C-13-115 | |
| VR1094 | 880+76.29 VR | 357.8 ' LT | - | - | - | - | - | - | - | - | - | 30 | 974.00 | - | - | - | APRON ENDWALLS FOR RCCP 30-INCH REQ'D | |
| VR1095 | 880+86.26 VR | 389.6 ' LT | 27.0 | VR1094 | - | - | 5-FT | L | 985.00 | 984.17 | 9.09 | 30 | 975.08 | 974.00 | 27 | 4.00% | | |
| VR1096 | 880+90.21 VR | 394.5 ' LT | 6.0 | VR1095 | - | - | - | - | - | - | - | 30 | 980.80 | 980.42 | 6 | 6.33% | CULVERT PIPE CONCRETE COLLAR REQ'D (27-INCH TO 30-INCH) | |
| VR1097 | 878+69.51 VR | 96.9 ' LT | 2.0 | VR1098 | - | - | - | - | - | - | - | 24 | 979.53 | 979.50 | 2 | 1.50% | CULVERT PIPE CONCRETE COLLAR REQ'D | |
| VR1098 | 878+69.28 VR | 104.9 ' LT | - | - | - | - | - | - | - | - | - | 24 | 979.50 | - | - | - | APRON ENDWALLS FOR CULVERT PIPE SALVAGED 24-INCH REQ'D | |
| VR1135 | 902+12.00 VR | 70.4 ' LT | - | - | - | - | - | - | - | - | - | 24 | 992.45 | - | - | - | APRON ENDWALLS FOR CULVERT PIPE SALVAGED 24-INCH REQ'D | |
| VR1136 | 902+39.00 VR | 72.7 ' LT | 21.1 | VR1135 | - | - | - | - | - | - | - | 24 | 992.90 | 992.45 | 21 | 2.14% | CULVERT PIPE CONCRETE COLLAR REQ'D | |
| VR1144 | 902+16.00 VR | 59.6 ' LT | - | - | - | - | - | - | - | - | - | 18 | 993.96 | - | - | - | APRON ENDWALLS FOR CULVERT PIPE SALVAGED 18-INCH REQ'D | |
| VR1145 | 902+50.08 VR | 1.2 ' LT | 67.6 | VR1144 | 2x3-FT | - | - | - | 1000.43 | 999.60 | 4.10 | 18 | 995.50 | 993.96 | 68 | 2.26% | SALVAGED INLET COVERS REQ'D; RELAID STORM SEWER 18-INCH REQ'D | |
| VR1146 | 902+53.50 VR | 11.8 ' RT | 13.4 | VR1145 | 2x3-FT | - | - | - | 999.85 | 999.02 | 3.17 | 12 | 995.85 | 995.50 | 13 | 2.69% | SALVAGED INLET COVERS REQ'D; RELAID STORM SEWER 12-INCH REQ'D | |
| VR1147 | 902+69.19 VR | 9.5 ' RT | 15.9 | VR1146 | - | - | - | - | - | - | - | 12 | 995.91 | 995.85 | 16 | 0.37% | RELAID STORM SEWER 12-INCH REQ'D | |
| VR1160 | 904+37.52 VR | 90.9 ' LT | - | - | - | - | - | - | - | - | - | 18 | 995.88 | - | - | - | APRON ENDWALLS FOR CULVERT PIPE SALVAGED 18-INCH REQ'D | |
| VR1161 | 904+38.01 VR | 83.0 ' LT | 8.0 | VR1160 | - | - | - | - | - | - | - | 18 | 995.92 | 995.88 | 8 | 0.50% | RELAID STORM SEWER 18-INCH REQ'D | |
| VR1162 | 904+26.90 VR | 97.3 ' LT | 8.0 | VR1163 | - | - | - | - | - | - | - | 24 | 995.81 | 995.77 | 8 | 0.50% | APRON ENDWALLS FOR CULVERT PIPE SALVAGED 24-INCH REQ'D; RELAID STORM SEWER 24-INCH REQ'D | |
| VR1163 | 904+18.97 VR | 96.3 ' LT | - | - | - | - | - | - | - | - | - | 24 | 995.77 | - | - | - | | |
| VR1170 | | | 4.9 | K4172 | | | | | | | | 12 | 1017.00 | 1016.95 | 5 | 1.00% | FUTURE STRUCTURE; FOR INFORMATION ONLY | |
| VR1190 | | | 5.1 | K4182 | | | | | | | | 12 | 1016.00 | 1015.95 | 5 | 1.00% | FUTURE STRUCTURE; FOR INFORMATION ONLY | |
| VR1210 | | | 5.2 | K4192 | | | | | | | | 12 | 1014.00 | 1013.95 | 5 | 1.00% | FUTURE STRUCTURE; FOR INFORMATION ONLY | |
| VR1220 | | | 7.3 | K4197 | | | | | | | | 15 | 1014.38 | 1014.24 | 7 | 2.00% | FUTURE STRUCTURE; FOR INFORMATION ONLY | |
| VR1225 | 922+14.94 VR | 96.5 ' LT | 306.6 | VR1226 | - | - | - | - | - | - | - | 24 | 1019.60 | 1010.26 | 307 | 3.04% | APRON ENDWALLS FOR RCCP 24-INCH REQ'D | |
| VR1226 | 919+00.00 VR | 87.7 ' LT | - | - | - | - | - | - | - | - | - | 24 | 1010.26 | - | - | - | APRON ENDWALLS FOR RCCP 24-INCH REQ'D | |
| VR1227 | 920+63.24 VR | 131.1 ' LT | 40.3 | VR1228 | - | - | - | - | - | - | - | 12 | 1015.23 | 1015.10 | 40 | 0.32% | CULVERT PIPE CONCRETE COLLAR REQ'D | |
| VR1228 | 920+64.38 VR | 90.7 ' LT | - | - | - | - | - | - | - | - | - | 12 | 1014.23 | - | - | - | STORM SEWER TAP REQ'D | |
| VR1240 | 924+77.45 VR | 19.3 ' LT | 12.0 | VR1241 | MEDIAN 2 GRATE | MS | - | - | 1029.15 | 1029.15 | 4.35 | 24 | 1024.80 | 1024.72 | 12 | 0.67% | 2 MS GRATES REQ'D | |
| VR1241 | 924+71.98 VR | 8.7 ' LT | - | - | - | - | - | - | - | - | - | 24 | 1024.72 | - | - | - | CULVERT PIPE CONCRETE COLLAR REQ'D | |
| VR1242 | 924+48.07 VR | 39.3 ' RT | - | VR1243 | - | - | - | - | - | - | - | 24 | 1024.35 | 1024.35 | - | - | CULVERT PIPE CONCRETE COLLAR REQ'D | |
| VR1243 | 924+45.38 VR | 44.7 ' RT | - | - | - | - | - | - | - | - | - | 24 | 1024.35 | - | - | - | APRON ENDWALLS FOR CULVERT PIPE SALVAGED 24-INCH REQ'D | |
| VR1250 | | | 5.3 | K4213 | | | | | | | | 15 | 1012.50 | 1012.45 | 5 | 1.00% | FUTURE STRUCTURE; FOR INFORMATION ONLY | |
| VR1260 | | | 8.1 | K4221 | | | | | | | | 15 | 1012.00 | 1011.92 | 8 | 1.00% | FUTURE STRUCTURE; FOR INFORMATION ONLY | |
| VR1290 | | | 25.5 | K4253 | | | | | | | | 15 | 1009.00 | 1008.74 | 26 | 1.00% | FUTURE STRUCTURE; FOR INFORMATION ONLY | |
| VR1300 | 931+55.08 VR | 93.0 ' RT | 67.4 | VR1310 | - | - | 8-FT | - | - | 1012.42 | 7.18 | 34X53 | 1005.24 | 1004.74 | 67 | 0.75% | COVER PLATES REQ'D; TOP SLAB CUTOUT HM | |

NOTE:
1. ALL CASTINGS TO BE CENTERED ON THE STRUCTURE UNLESS OTHERWISE NOTED. STEPS ARE NOT REQUIRED IN STORM SEWER STRUCTURES. 2. ALL MANHOLE AND INLET RECONSTRUCTS ARE ASSUMED TO HAVE 6" OF ADJ. RINGS PER "DETAIL FOR COMPUTING STRUCTURE ELEVATIONS".

| STRUCT NO. | STATION | OFFSET | C-C (FT) | TO STRUCT | INLET TYPE | COVER | MH TYPE | COVER | 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 | PIPE CUTOUTS FOR UNDERDRAIN |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| VR1301 | | | 91.3 | VR1302 | | | | | | | | 15 | 1011.20 | 1009.38 | 91 | 2.00% | FUTURE STRUCTURE; FOR INFORMATION ONLY | |
| VR1302 | 931+54.63 VR | 85.0 ' RT | 8.0 | VR1300 | - | - | - | - | - | - | - | 15 | 1009.38 | 1009.22 | 8 | 2.00% | COVERING AND LOCATING STORM SEWER REQ'D | |
| VR1310 | 932+22.00 VR | 80.5 ' RT | 124.8 | VR1320 | - | - | 9-FT | - | - | 1012.10 | 7.36 | 48 | 1004.74 | 1003.81 | 125 | 0.74% | OFFSET CASTING REQ'D; COVER PLATES REQ'D; TOP SLAB CUTOUT J-S | |
| VR1316 | | | 72.5 | VR1318 | | | | | | | | 15 | 1010.88 | 1009.37 | 72 | 2.10% | FUTURE STRUCTURE; FOR INFORMATION ONLY | |
| VR1318 | 932+22.00 VR | 72.5 ' RT | 8.0 | VR1310 | - | - | - | - | - | - | - | 15 | 1009.37 | 1009.20 | 8 | 2.12% | COVERING AND LOCATING STORM SEWER REQ'D | |
| VR1320 | 933+48.00 VR | 83.9 ' RT | 104.0 | VR1330 | - | - | 8-FT | - | - | 1012.58 | 8.77 | 48 | 1003.81 | 1003.03 | 104 | 0.75% | COVER PLATES REQ'D; TOP SLAB CUTOUT HM | |
| VR1321 | | | 81.7 | VR1327 | | | | | | | | 30 | 1009.50 | 1006.77 | 82 | 3.33% | FUTURE STRUCTURE; FOR INFORMATION ONLY | |
| VR1327 | 933+48.00 VR | 75.9 ' RT | 8.0 | VR1320 | - | - | - | - | - | - | - | 30 | 1006.77 | 1006.50 | 8 | 3.37% | COVERING AND LOCATING STORM SEWER REQ'D | |
| VR1330 | 934+53.00 VR | 80.8 ' RT | 291.7 | WW391 | - | - | 9-FT | - | - | 1013.19 | 10.16 | 48 | 1003.03 | 1000.83 | 292 | 0.75% | COVER PLATES REQ'D; TOP SLAB CUTOUT HM; CLASS V PIPE REQ'D | |
| VR13301 | 934+58.69 VR | 75.1 ' RT | 8.0 | VR1330 | - | - | - | - | - | - | - | 30 | 1007.68 | 1007.50 | 8 | 2.25% | COVERING AND LOCATING STORM SEWER REQ'D | |
| VR1335 | 934+91.00 VR | 59.3 ' RT | 33.5 | VR1336 | - | - | - | - | - | - | - | 18 | 1030.92 | 1030.77 | 34 | 0.44% | CULVERT PIPE CONCRETE COLLAR REQ'D | |
| VR1336 | 934+71.00 VR | 93.5 ' RT | - | - | - | - | - | - | - | - | - | 18 | 1030.77 | - | - | - | APRON ENDWALLS FOR CULVERT PIPE SALVAGED 18-INCH REQ'D | |
| VR1345 | | | 124.4 | VR13301 | | | | | | | | 30 | 1010.50 | 1007.68 | 124 | 2.27% | FUTURE STRUCTURE; FOR INFORMATION ONLY | |
| VR16031 | 958+90.72 VR | 157.7 ' RT | - | - | - | H | - | - | 1029.68 | - | - | - | - | - | - | - | ADJUSTING INLET COVERS REQ'D; STORM SEWER TAP REQ'D | |
| VR16032 | 959+80.00 VR | 159.9 ' RT | 89.3 | VR16031 | 2X3-FT | H | - | - | 1030.32 | 1029.49 | 2.16 | 12 | 1027.33 | 1027.01 | 89 | 0.36% | | |
| VR1632 | 964+59.32 VR | 144.8 ' RT | 61.2 | VR1636 | - | H-S | 4-FT | - | 1030.90 | 1030.07 | 3.11 | 15 | 1026.96 | 1025.74 | 61 | 2.00% | FLAT TOP SLAB REQ'D | |
| VR1633 | 964+48.00 VR | 156.8 ' RT | 16.5 | VR1632 | - | H | 4-FT | - | 1031.25 | 1030.42 | 3.25 | 12 | 1027.17 | 1026.96 | 17 | 1.24% | FLAT TOP SLAB REQ'D | |
| VR1635 | 965+05.00 VR | 93.5 ' RT | - | - | - | - | - | - | - | - | - | 24 | 1024.40 | - | - | - | APRON ENDWALLS FOR CULVERT PIPE 24-INCH REQ'D | |
| VR1636 | 964+65.54 VR | 83.9 ' RT | 40.6 | VR1635 | - | S | 5-FT | - | 1029.90 | 1028.90 | 3.16 | 24 | 1025.74 | 1024.40 | 41 | 3.27% | 24-INCH CULVERT PIPE REQ'D; FLAT TOP SLAB REQ'D | |
| VR1637 | 964+67.41 VR | 74.1 ' RT | 10.0 | VR1636 | - | - | - | - | - | - | - | 24 | 1025.81 | 1025.74 | 10 | 0.70% | CULVERT PIPE CONCRETE COLLAR REQ'D | |
| VR700 | 896+87.37 VR | 18.3 ' RT | - | - | - | - | - | - | - | - | - | 24 | 989.90 | - | - | - | CULVERT PIPE CONCRETE COLLAR REQ'D | |
| VR701 | 896+87.00 VR | 24.3 ' RT | 6.0 | VR700 | 2X3-FT | 2X3-FT | - | - | 996.34 | 995.21 | 5.25 | 24 | 989.96 | 989.90 | 6 | 1.00% | | |
| VR702 | 896+87.00 VR | 28.3 ' RT | 4.0 | VR701 | 2X2.5-FT | BW | - | - | 996.37 | 995.12 | 4.62 | 18 | 990.50 | 990.46 | 4 | 1.00% | 18-INCH CULVERT PIPE REQ'D | |
| VR705 | 898+00.00 VR | 34.4 ' RT | 113.2 | VR702 | 2X2.5-FT | BW | - | - | 997.04 | 995.79 | 4.16 | 12 | 991.63 | 990.50 | 113 | 1.00% | 12-INCH CULVERT PIPE REQ'D | |
| VR706 | 898+00.00 VR | 30.4 ' RT | 4.0 | VR705 | 2X2.5-FT | BW | - | - | 997.00 | 995.75 | 4.04 | 12 | 991.71 | 991.63 | 4 | 2.00% | 12-INCH CULVERT PIPE REQ'D | |
| VR710 | 899+10.00 VR | 34.0 ' RT | 110.0 | VR705 | 2X2-FT | B | - | - | 997.68 | 996.52 | 3.79 | 12 | 992.73 | 991.63 | 110 | 1.00% | 12-INCH CULVERT PIPE REQ'D | |
| VR715 | 900+00.00 VR | 32.7 ' RT | 90.0 | VR710 | 2X2-FT | B | - | - | 998.13 | 996.97 | 3.34 | 12 | 993.63 | 992.73 | 90 | 1.00% | 12-INCH CULVERT PIPE REQ'D | |
| VR720 | 901+00.00 VR | 23.9 ' RT | 100.4 | VR715 | 2X2-FT | B | - | - | 999.01 | 997.85 | 3.22 | 12 | 994.63 | 993.63 | 100 | 1.00% | 12-INCH CULVERT PIPE REQ'D | |
| VR850 | 896+00.00 VR | 20.7 ' RT | 100.9 | VR855 | 2X2.5-FT | BW | - | - | 995.83 | 994.58 | 2.68 | 12 | 991.90 | 991.29 | 101 | 0.60% | 12-INCH CULVERT PIPE REQ'D | |
| VR851 | 896+00.00 VR | 14.9 ' RT | 5.9 | VR850 | 2X2.5-FT | BW | - | - | 996.34 | 995.09 | 3.13 | 12 | 991.96 | 991.90 | 6 | 1.00% | 12-INCH CULVERT PIPE REQ'D | |
| VR855 | 895+00.00 VR | 7.4 ' RT | 100.8 | VR860 | - | BW | 4-FT | - | 994.79 | 993.54 | 2.50 | 15 | 991.04 | 990.44 | 101 | 0.59% | 15-INCH CULVERT PIPE REQ'D; FLAT TOP SLAB REQ'D | |
| VR860 | 894+00.00 VR | 5.9 ' LT | 100.2 | VR865 | - | BW | 4-FT | - | 993.94 | 992.69 | 2.50 | 18 | 990.19 | 989.59 | 100 | 0.60% | 18-INCH CULVERT PIPE REQ'D; FLAT TOP SLAB REQ'D | |
| VR865 | 893+00.00 VR | 16.6 ' LT | 99.7 | VR870 | - | BW | 4-FT | - | 993.33 | 992.08 | 2.49 | 18 | 989.59 | 988.99 | 100 | 0.60% | 18-INCH CULVERT PIPE REQ'D; FLAT TOP SLAB REQ'D | |
| VR870 | 892+00.00 VR | 24.5 ' LT | 99.3 | VR875 | - | BW | 4-FT | - | 992.83 | 991.58 | 2.59 | 18 | 988.99 | 988.40 | 99 | 0.60% | 18-INCH CULVERT PIPE REQ'D; FLAT TOP SLAB REQ'D | |
| VR875 | 891+00.00 VR | 29.4 ' LT | 99.1 | VR880 | - | BW | 4-FT | - | 992.33 | 991.08 | 3.18 | 24 | 987.90 | 987.32 | 99 | 0.59% | 24-INCH CULVERT PIPE REQ'D; FLAT TOP SLAB REQ'D | |
| VR880 | 890+00.00 VR | 31.6 ' LT | 99.1 | VR885 | - | BW | 4-FT | - | 991.83 | 990.58 | 3.26 | 24 | 987.32 | 986.73 | 99 | 0.60% | 24-INCH CULVERT PIPE REQ'D; FLAT TOP SLAB REQ'D | |
| VR885 | 889+00.00 VR | 33.0 ' LT | 123.8 | VR890 | - | BW | 4-FT | - | 991.47 | 990.22 | 3.49 | 24 | 986.73 | 985.99 | 124 | 0.60% | 24-INCH CULVERT PIPE REQ'D; FLAT TOP SLAB REQ'D | |
| VR890 | 887+75.00 VR | 34.7 ' LT | 123.7 | VR895 | - | BW | 4-FT | - | 990.87 | 989.62 | 3.63 | 24 | 985.99 | 985.25 | 124 | 0.60% | 24-INCH CULVERT PIPE REQ'D; FLAT TOP SLAB REQ'D | |
| VR895 | 886+50.00 VR | 36.4 ' LT | 68.5 | VR900 | - | BW | 4-FT | - | 990.18 | 988.93 | 3.68 | 24 | 985.25 | 983.37 | 69 | 2.72% | 24-INCH CULVERT PIPE REQ'D; FLAT TOP SLAB REQ'D | |
| VR900 | 885+81.16 VR | 44.4 ' LT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | STORM SEWER TAP REQ'D (2); COVER PLATES REQ'D | |
| VR905 | 885+00.00 VR | 38.1 ' LT | 80.4 | VR900 | 2X2.5-FT | BW | - | - | 989.43 | 988.18 | 2.93 | 12 | 985.25 | 983.37 | 80 | 2.35% | 12-INCH CULVERT PIPE REQ'D | |
| VR920 | 883+50.00 VR | 39.8 ' LT | 74.1 | VR925 | 2X2.5-FT | BW | - | - | 988.32 | 987.07 | 2.24 | 12 | 984.83 | 984.27 | 74 | 0.76% | 12-INCH CULVERT PIPE REQ'D | |
| VR925 | 882+75.00 VR | 40.5 ' LT | 9.9 | VR930 | - | BW | 4-FT | - | 987.87 | 986.62 | 2.35 | 15 | 984.27 | 984.20 | 10 | 0.70% | 15-INCH CULVERT PIPE REQ'D; FLAT TOP SLAB REQ'D | |
| VR930 | 882+65.00 VR | 40.6 ' LT | 64.2 | VR935 | - | BW | 4-FT | - | 987.82 | 986.57 | 2.37 | 15 | 984.20 | 983.72 | 64 | 0.75% | 15-INCH CULVERT PIPE REQ'D; FLAT TOP SLAB REQ'D | |
| VR935 | 882+00.00 VR | 41.3 ' LT | 148.2 | VR940 | - | BW | 4-FT | - | 987.88 | 986.63 | 2.91 | 18 | 983.72 | 982.61 | 148 | 0.75% | 18-INCH CULVERT PIPE REQ'D; FLAT TOP SLAB REQ'D | |
| VR940 | 880+50.00 VR | 42.6 ' LT | 148.1 | VR945 | - | BW | 4-FT | - | 986.80 | 985.55 | 2.94 | 18 | 982.61 | 981.50 | 148 | 0.75% | 18-INCH CULVERT PIPE REQ'D; FLAT TOP SLAB REQ'D | |
| VR945 | 879+00.00 VR | 43.7 ' LT | 28.9 | VR950 | - | BW | 4-FT | - | 985.96 | 984.71 | 3.21 | 18 | 981.50 | 979.81 | 29 | 5.83% | 18-INCH CULVERT PIPE REQ'D; FLAT TOP SLAB REQ'D | |
| VR950 | 878+70.86 VR | 46.9 ' LT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | STORM SEWER TAP REQ'D; COVER PLATES REQ'D | |
| VR955 | 877+50.00 VR | 44.7 ' LT | 123.4 | VR960 | 2X2.5-FT | BW | - | - | 984.86 | 983.61 | 2.61 | 12 | 981.00 | 980.08 | 123 | 0.75% | 12-INCH CULVERT PIPE REQ'D | |
| VR960 | 876+25.00 VR | 45.4 ' LT | 103.6 | VR965 | - | BW | 4-FT | - | 984.24 | 982.99 | 2.91 | 15 | 980.08 | 979.30 | 104 | 0.75% | 15-INCH CULVERT PIPE REQ'D; FLAT TOP SLAB REQ'D | |

NOTE:
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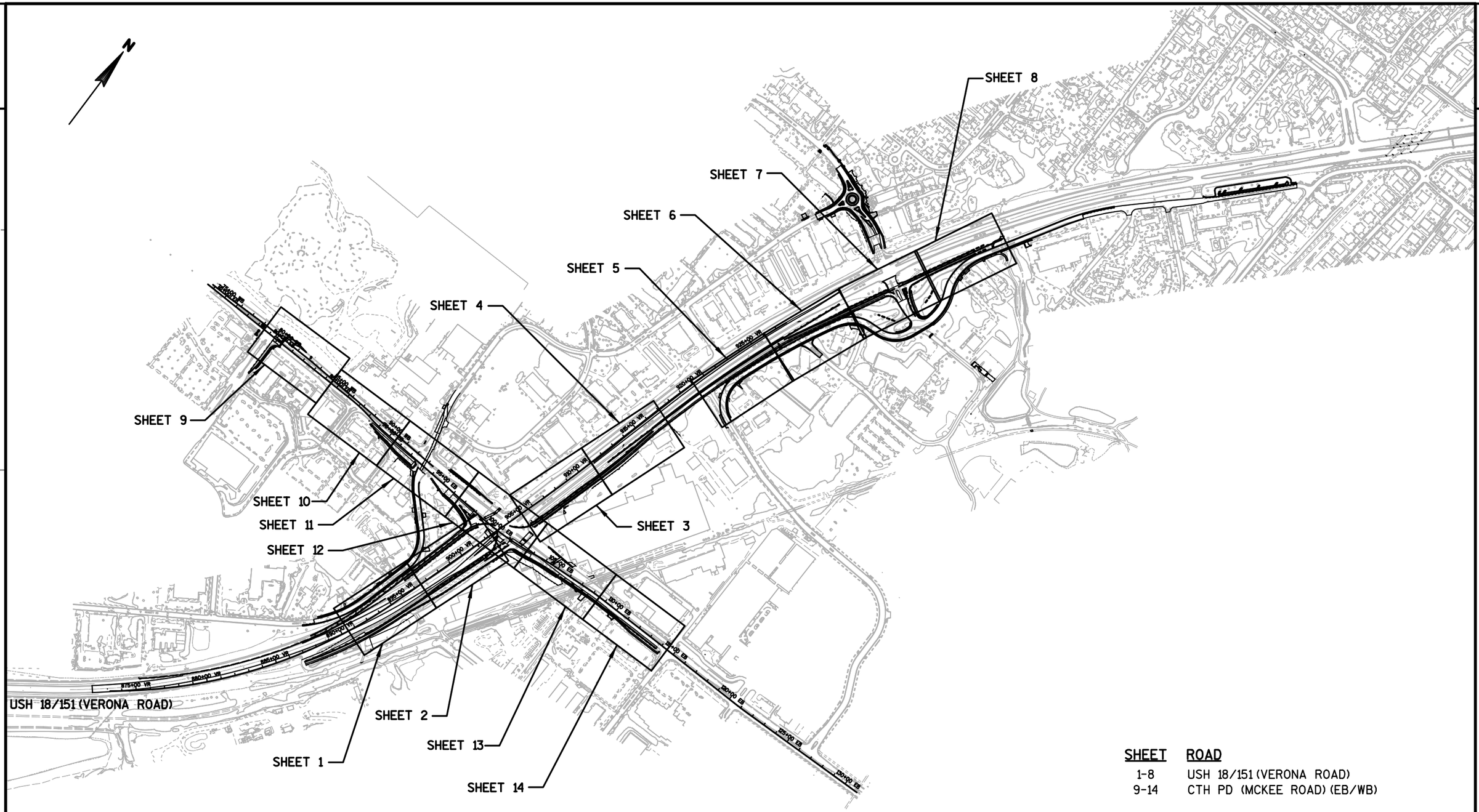
| STRUCT NO. | STATION | OFFSET | C-C (FT) | TO STRUCT | INLET TYPE | COVER | MH TYPE | COVER | RIM/ GRATE ELEV. | T.O.S. ELEV. | DEPTH (FT) | DISCHARGE PIPE SIZE (IN) | DISCHARGE PIPE INLET ELEV. | DISCHARGE PIPE DISCHARGE ELEV. | DISCHARGE PIPE LENGTH (FT) | DISCHARGE PIPE SLOPE (%) | REMARKS | PIPE CUTOUTS FOR UNDERDRAIN |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| VR965 | 875+20.00 VR | 45.6 ' LT | 31.6 | VR971 | - | BW | 4-FT | - | 983.64 | 982.39 | 3.09 | 18 | 979.30 | 979.06 | 32 | 0.75% | 18-INCH CULVERT PIPE REQ'D; FLAT TOP SLAB REQ'D | |
| VR970 | 874+86.34 VR | 26.0 ' LT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | BOX CULVERT INLET MODIFICATIONS REQ'D | |
| VR971 | 874+88.00 VR | 45.3 ' LT | 19.3 | VR970 | - | BW | 4-FT | - | 983.55 | 982.30 | 3.24 | 18 | 979.06 | 978.06 | 19 | 5.26% | 18-INCH CULVERT PIPE REQ'D; FLAT TOP SLAB REQ'D | |
| VR975 | 874+00.00 VR | 42.8 ' LT | 87.1 | VR970 | - | BW | 4-FT | - | 983.16 | 981.91 | 3.41 | 15 | 978.50 | 978.06 | 87 | 0.51% | 15-INCH CULVERT PIPE REQ'D; FLAT TOP SLAB REQ'D | |
| VR980 | 873+00.00 VR | 37.3 ' LT | 99.0 | VR975 | 2X2.5-FT | BW | - | - | 982.82 | 981.57 | 2.57 | 12 | 979.00 | 978.50 | 99 | 0.51% | 12-INCH CULVERT PIPE REQ'D | |
| WB6021 | 82+00.00 WB | 39.5 ' LT | 22.0 | WB6023 | 2X3-FT | - | - | - | - | 1039.75 | 3.77 | 12 | 1035.98 | 1035.10 | 22 | 4.00% | COVER PLATES REQ'D | |
| WB6022 | 80+70.00 WB | 39.5 ' LT | 130.0 | WB6021 | 2X3-FT | H | - | - | 1047.80 | 1046.97 | 3.19 | 12 | 1043.78 | 1035.98 | 130 | 6.00% | | YES (2) |
| WB6023 | 82+00.00 WB | 17.5 ' LT | - | - | - | - | - | - | - | - | - | 12 | 1035.10 | - | - | - | CULVERT PIPE CONCRETE COLLAR REQ'D | |
| WB6237 | 92+53.00 VR | 87.0 ' LT | 186.5 | NR700 | - | - | 8-FT | J-S | 995.26 | 994.01 | 14.13 | 54 | 979.88 | 979.40 | 186 | 0.26% | | |
| WB632 | 102+03.20 EB | 123.8 ' LT | 168.7 | EB6335 | - | - | 5-FT | J-S | 1001.44 | 1000.19 | 4.94 | 24 | 995.25 | 993.94 | 169 | 0.78% | | |
| WB6321 | | | 17.7 | WB6325 | | | | | | | | 12 | 995.75 | 995.57 | 18 | 1.00% | FUTURE STRUCTURE; FOR INFORMATION ONLY | |
| WB6322 | | | 74.3 | WB6326 | | | | | | | | 12 | 996.05 | 995.31 | 74 | 1.00% | FUTURE STRUCTURE; FOR INFORMATION ONLY | |
| WB6325 | 101+96.82 EB | 123.5 ' LT | 6.0 | WB632 | - | - | - | - | - | - | - | 12 | 995.57 | 995.51 | 6 | 1.00% | COVERING AND LOCATING STORM SEWER REQ'D | |
| WB6326 | 102+09.45 EB | 122.5 ' LT | 6.0 | WB632 | - | - | - | - | - | - | - | 12 | 995.31 | 995.25 | 6 | 1.00% | COVERING AND LOCATING STORM SEWER REQ'D | |
| WW1475 | 118+15.00 WW | 21.7 ' LT | 47.1 | WW1476 | - | - | - | - | - | - | - | 38X60 | 964.20 | 962.00 | 47 | 4.68% | APRON ENDWALLS FOR RCCPHE 38X60-INCH REQ'D | |
| WW1476 | 118+07.00 WW | 84.3 ' LT | - | - | - | - | - | - | - | - | - | 38X60 | 962.00 | - | - | - | APRON ENDWALLS FOR RCCPHE 38X60-INCH REQ'D | |
| WW1478 | 114+16.54 WW | 4.1 ' RT | 210.2 | WW1479 | - | - | - | - | - | 975.00 | 10.37 | 38X60 | 964.63 | 960.35 | 210 | 2.04% | INLET WW1478 REQ'D; PYRAMIDAL INLET GRATE 12X6-FT REQ'D | |
| WW1479 | 115+99.00 WW | 123.8 ' RT | - | - | - | - | - | - | - | - | - | 38X60 | 960.35 | - | - | - | APRON ENDWALLS FOR RCCPHE 38X60-INCH REQ'D | |
| WW1480 | 111+53.48 WW | 35.6 ' LT | - | - | - | - | - | - | - | - | - | 38X60 | 973.62 | - | - | - | APRON ENDWALLS FOR RCCPHE 38X60-INCH REQ'D | |
| WW14811 | 109+17.82 WW | 35.3 ' LT | 78.8 | WW14813 | - | - | 7-FT | J-S | 987.24 | 985.99 | 7.99 | 48 | 978.00 | 976.54 | 79 | 1.85% | | |
| WW14812 | 109+18.13 WW | 41.3 ' LT | 6.0 | WW14811 | - | - | - | - | - | - | - | 12 | 981.55 | 981.53 | 6 | 0.33% | CULVERT PIPE CONCRETE COLLAR REQ'D | |
| WW14813 | 109+96.62 WW | 35.3 ' LT | 148.9 | WW1480 | - | - | 8-FT | J-S | 983.74 | 982.49 | 7.99 | 38X60 | 974.50 | 973.62 | 149 | 0.59% | | |
| WW14814 | 109+94.86 WW | 41.1 ' LT | 6.0 | WW14813 | - | - | - | - | - | - | - | 12 | 978.83 | 978.53 | 6 | 5.00% | CULVERT PIPE CONCRETE COLLAR REQ'D | |
| WW14815 | 109+91.21 WW | 50.3 ' LT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | ADJUSTING INLET COVERS RED'D | |
| WW1482 | 105+96.42 WW | 34.7 ' LT | 321.2 | WW14811 | - | - | 7-FT | J | 1009.80 | 1008.55 | 9.65 | 48 | 998.90 | 980.47 | 321 | 5.74% | | |
| WW14821 | 105+96.50 WW | 28.7 ' LT | 6.0 | WW1482 | - | - | - | - | - | - | - | 12 | 1000.33 | 1000.30 | 6 | 0.50% | COVERING AND LOCATING STORM SEWER REQ'D | |
| WW1483 | 105+09.94 WW | 2.8 ' LT | - | - | - | - | - | - | 1023.95 | - | - | - | - | - | - | - | RECONSTRUCTING MANHOLE REQ'D | |
| WW300 | 92+95.00 WW | 27.7 ' RT | 73.0 | WW305 | 2X3-FT | H | - | - | 1043.34 | 1042.51 | 2.69 | 12 | 1039.82 | 1039.36 | 73 | 0.63% | | |
| WW301 | 92+95.00 WW | 21.5 ' LT | 49.2 | WW300 | 2X3-FT | H | - | - | 1043.31 | 1042.48 | 2.41 | 12 | 1040.07 | 1039.82 | 49 | 0.51% | | |
| WW305 | 93+68.00 WW | 30.4 ' RT | 113.7 | WW310 | - | H | 6-FT | - | 1043.26 | 1042.43 | 3.07 | 18 | 1039.36 | 1038.64 | 114 | 0.63% | FLAT TOP SLAB REQ'D | |
| WW306 | 93+80.00 WW | 15.5 ' RT | 19.1 | WW305 | - | H-S | 4-FT | - | 1043.10 | 1042.27 | 2.81 | 12 | 1039.46 | 1039.36 | 19 | 0.53% | FLAT TOP SLAB REQ'D | |
| WW307 | 93+79.00 WW | 1.5 ' RT | 14.0 | WW306 | 2X3-FT | H | - | - | 1043.12 | 1042.29 | 2.76 | 12 | 1039.53 | 1039.46 | 14 | 0.50% | | |
| WW308 | 93+58.13 WW | 47.7 ' RT | 19.9 | WW305 | 2X3-FT | H-S | - | - | 1042.90 | 1042.07 | 2.51 | 12 | 1039.56 | 1039.36 | 20 | 1.00% | | |
| WW309 | 93+64.06 WW | 53.1 ' RT | 8.0 | WW308 | 2X3-FT | H-S | - | - | 1042.87 | 1042.04 | 2.40 | 12 | 1039.64 | 1039.56 | 8 | 1.00% | | |
| WW310 | 94+87.85 WW | 7.6 ' RT | 26.5 | WW315 | - | T | 5-FT | - | 1042.05 | 1041.13 | 2.49 | 18 | 1038.64 | 1038.48 | 26 | 0.62% | FLAT TOP SLAB REQ'D | |
| WW311 | 94+83.16 WW | 1.1 ' RT | 8.0 | WW310 | 2X2.5-FT | T | - | - | 1041.98 | 1041.06 | 2.34 | 12 | 1038.72 | 1038.64 | 8 | 1.00% | | |
| WW313 | 95+90.00 WW | 7.2 ' RT | 5.7 | WW314 | 2X3-FT | H | - | - | 1041.78 | 1040.95 | 2.25 | 12 | 1038.70 | 1038.64 | 6 | 1.00% | | |
| WW314 | 95+90.00 WW | 1.5 ' RT | 60.9 | WW329 | 2X3-FT | H | - | - | 1041.72 | 1040.89 | 2.25 | 12 | 1038.64 | 1038.30 | 61 | 0.56% | | |
| WW315 | 95+15.00 WW | 9.5 ' RT | 159.8 | WW332 | - | H-S | 6-FT | - | 1042.15 | 1041.32 | 2.84 | 19X30 | 1038.48 | 1037.47 | 160 | 0.63% | FLAT TOP SLAB REQ'D | |
| WW316 | 95+10.00 WW | 20.3 ' LT | 30.1 | WW315 | - | H | 4-FT | - | 1041.93 | 1041.10 | 2.32 | 12 | 1038.78 | 1038.48 | 30 | 1.00% | FLAT TOP SLAB REQ'D | |
| WW3161 | 95+50.93 WW | 38.8 ' LT | 30.5 | WW316 | - | C | 3-FT | - | 1042.37 | 1041.12 | 2.17 | 12 | 1038.95 | 1038.78 | 31 | 0.55% | FLAT TOP SLAB REQ'D | |
| WW317 | 95+25.00 WW | 55.3 ' RT | 47.9 | WW315 | - | H | 4-FT | - | 1042.13 | 1041.30 | 2.58 | 18 | 1038.72 | 1038.48 | 48 | 0.50% | FLAT TOP SLAB REQ'D | |
| WW3251 | 96+39.56 WW | 43.1 ' LT | 26.7 | WW329 | 2X3-FT | H | - | - | 1041.72 | 1040.89 | 2.19 | 12 | 1038.70 | 1038.30 | 27 | 1.48% | | |
| WW3252 | 96+41.40 WW | 50.8 ' LT | 8.0 | WW3251 | - | - | - | - | - | - | - | 8 | 1039.26 | 1039.10 | 8 | 2.00% | STORM SEWER PIPE PVC 8-INCH REQ'D | |
| WW328 | 96+60.81 WW | 17.5 ' LT | 75.8 | WW332 | - | H-S | 4-FT | - | 1041.22 | 1040.39 | 2.13 | 14X23 | 1038.26 | 1038.05 | 76 | 0.28% | FLAT TOP SLAB REQ'D | |
| WW329 | 96+46.73 WW | 17.5 ' LT | 14.8 | WW328 | - | H-S | 4-FT | - | 1041.23 | 1040.40 | 2.10 | 15 | 1038.30 | 1038.26 | 15 | 0.27% | FLAT TOP SLAB REQ'D | |
| WW332 | 96+68.49 WW | 58.0 ' RT | 10.0 | WW333 | - | H-S | 7-FT | - | 1041.07 | 1040.57 | 3.10 | 19X30 | 1037.47 | 1037.43 | 10 | 0.40% | 2-INCHES ADJ. RINGS REQ'D; FLAT TOP SLAB REQ'D | |
| WW333 | 96+80.39 WW | 59.4 ' RT | 69.4 | WW3331 | - | H-S | 5-FT | - | 1041.05 | 1040.55 | 3.12 | 19X30 | 1037.43 | 1037.14 | 69 | 0.42% | 2-INCHES ADJ. RINGS REQ'D; FLAT TOP SLAB REQ'D | |
| WW3331 | 97+57.00 WW | 65.7 ' RT | 16.6 | WW3332 | - | - | 6-FT | J | 1042.10 | 1040.85 | 3.71 | 24 | 1037.14 | 1037.09 | 17 | 0.29% | 24-INCH CULVERT PIPE REQ'D | |
| WW3332 | 97+58.28 WW | 49.2 ' RT | - | - | - | - | - | - | - | - | - | - | 1037.09 | - | - | - | STORM SEWER TAP REQ'D; COVER PLATES REQ'D | |

NOTE:
1. ALL CASTINGS TO BE CENTERED ON THE STRUCTURE UNLESS OTHERWISE NOTED. STEPS ARE NOT REQUIRED IN STORM SEWER STRUCTURES. 2. ALL MANHOLE AND INLET RECONSTRUCTS ARE ASSUMED TO HAVE 6" OF ADJ. RINGS PER "DETAIL FOR COMPUTING STRUCTURE ELEVATIONS".

| STRUCT NO. | STATION | OFFSET | C-C (FT) | TO STRUCT | INLET TYPE | COVER | MH TYPE | COVER | 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 | PIPE CUTOUTS FOR UNDERDRAIN |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WW3333 | 97+59.41 WW | 6.8 ' RT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | COVER PLATES REQ'D | |
| WW3342 | 98+44.49 WW | 3.4 ' LT | - | - | - | - | - | - | - | - | - | 12 | 1038.54 | - | - | - | | |
| WW3343 | 98+11.00 WW | 3.3 ' LT | 33.5 | WW3342 | 2X3-FT | H | - | - | 1041.36 | 1040.53 | 1.83 | 12 | 1038.70 | 1038.54 | 33 | 0.48% | 12-INCH CULVERT PIPE REQ'D | |
| WW335 | 97+88.47 WW | 79.8 ' RT | 27.2 | WW3351 | - | - | - | - | - | - | - | 6 | 1039.66 | 1037.72 | 27 | 7.19% | STORM SEWER PIPE PVC 6-INCH REQ'D; CONNECT PVC TO CAST IRON PIPE | |
| WW3351 | 97+65.00 WW | 66.0 ' RT | 8.0 | WW3331 | - | - | - | - | - | - | - | 6 | 1037.72 | 1037.14 | 8 | 7.25% | STORM SEWER PIPE PVC 6-INCH REQ'D | |
| WW345 | 102+67.23 WW | 145.6 ' RT | - | - | - | - | - | - | - | - | - | 18 | 1020.00 | - | - | - | APRON ENDWALLS FOR RCCP 18-INCH REQ'D | |
| WW346 | 102+27.00 WW | 49.3 ' RT | 99.6 | WW345 | - | H | 4-FT | - | 1033.47 | 1032.64 | 9.28 | 18 | 1026.36 | 1020.00 | 100 | 6.36% | 3-FT SUMP REQ'D (INVERT OF INLET=1023.36); FLAT TOP SLAB REQ'D | YES (2) |
| WW347 | 102+27.00 WW | 20.9 ' RT | 28.4 | WW346 | 2X3-FT | 2X3-FT | - | - | 1033.90 | 1032.77 | 2.97 | 12 | 1029.80 | 1029.52 | 28 | 1.00% | | |
| WW348 | 102+27.00 WW | 12.5 ' RT | 8.4 | WW347 | 2X3-FT | 2X3-FT | - | - | 1033.98 | 1032.85 | 2.97 | 12 | 1029.88 | 1029.80 | 8 | 1.00% | | |
| WW349 | | | 2.4 | WW3492 | | | | | | | | 12 | 1032.21 | 1032.18 | 2 | 1.50% | FUTURE STRUCTURE; FOR INFORMATION ONLY | |
| WW3491 | 101+56.85 WW | 60.6 ' RT | 71.1 | WW346 | - | 2X3-FT | 4-FT | - | 1035.55 | 1034.42 | 3.26 | 18 | 1031.16 | 1029.00 | 71 | 3.04% | FLAT TOP SLAB REQ'D; TOP SLAB CUTOUT H | |
| WW3492 | 101+26.26 WW | 51.2 ' RT | 32.0 | WW3491 | - | - | - | - | - | - | - | 12 | 1032.18 | 1031.66 | 32 | 1.62% | COVERING AND LOCATING STORM SEWER REQ'D | |
| WW360 | 103+90.00 WW | 32.5 ' RT | 106.3 | EF358 | 2X3-FT | H | - | - | 1029.20 | 1028.37 | 3.38 | 12 | 1024.99 | 1022.39 | 106 | 2.45% | | |
| WW364 | 103+90.00 WW | 26.6 ' LT | 115.2 | EF866 | 2X3-FT | H | - | - | 1029.12 | 1028.29 | 3.25 | 12 | 1025.04 | 1022.84 | 115 | 1.91% | | |
| WW390 | 103+30.14 WW | 125.8 ' LT | 125.9 | WW391 | MEDIAN 1 GRATE | MS | - | - | 1023.00 | 1023.00 | 4.83 | 12 | 1018.17 | 1017.26 | 126 | 0.72% | | YES (1) |
| WW391 | 103+35.00 WW | 0.0 ' RT | 257.5 | WW1482 | - | - | 7-FT | J-S | 1030.79 | 1029.54 | 28.71 | 48 | 1000.83 | 998.90 | 257 | 0.75% | CLASS V PIPE REQ'D | |
| WW393 | | | 8.9 | WW3931 | | | | | | | | 12 | 1032.90 | 1032.72 | 9 | 2.00% | FUTURE STRUCTURE; FOR INFORMATION ONLY | |
| WW3931 | 101+19.60 WW | 23.1 ' LT | 100.0 | F4350 | - | - | - | - | - | - | - | 12 | 1032.72 | 1030.76 | 100 | 1.96% | COVERING AND LOCATING STORM SEWER REQ'D | |
| WW394 | 102+27.00 WW | 17.2 ' LT | 7.7 | WW395 | 2X3-FT | H | - | - | 1033.53 | 1032.70 | 3.64 | 12 | 1029.06 | 1029.00 | 8 | 0.75% | | YES (2) |
| WW395 | 102+27.00 WW | 24.8 ' LT | 22.5 | WW396 | 2X3-FT | H | - | - | 1033.32 | 1032.49 | 3.49 | 12 | 1029.00 | 1028.77 | 22 | 1.05% | | |
| WW396 | 102+27.00 WW | 47.3 ' LT | 82.5 | F4350 | - | H | 4-FT | - | 1033.24 | 1032.41 | 3.64 | 12 | 1028.77 | 1027.96 | 83 | 0.98% | FLAT TOP SLAB REQ'D | YES (2) |
| WW397 | 103+31.80 WW | 126.6 ' RT | 126.7 | WW391 | MEDIAN 1 GRATE | MS | - | - | 1021.00 | 1021.00 | 4.83 | 12 | 1016.17 | 1015.34 | 127 | 0.65% | | YES (1) |

NOTE:
1. ALL CASTINGS TO BE CENTERED ON THE STRUCTURE UNLESS OTHERWISE NOTED. STEPS ARE NOT REQUIRED IN STORM SEWER STRUCTURES. 2. ALL MANHOLE AND INLET RECONSTRUCTS ARE ASSUMED TO HAVE 6" OF ADJ. RINGS PER "DETAIL FOR COMPUTING STRUCTURE ELEVATIONS".




| SHEET | ROAD |
|---|---|
| 1-8 | USH 18/151 (VERONA ROAD) |
| 9-14 | CTH PD (MCKEE ROAD) (EB/WB) |

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | UNDERDRAIN OVERVIEW | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\022600_ud_Overview.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

SHEET 1 OF 14

N

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

D RAMP

A RAMP

96+00 D

R-13-264

STUB PIPE UNDERDRAIN
2-FEET PAST CURB FOR
FUTURE CONNECTION

D4060

R-13-265

A4001
A4000
A4003
A4007
A4010
A4012
A4011
A4013

MATCHLINE STA. 896+00 VR

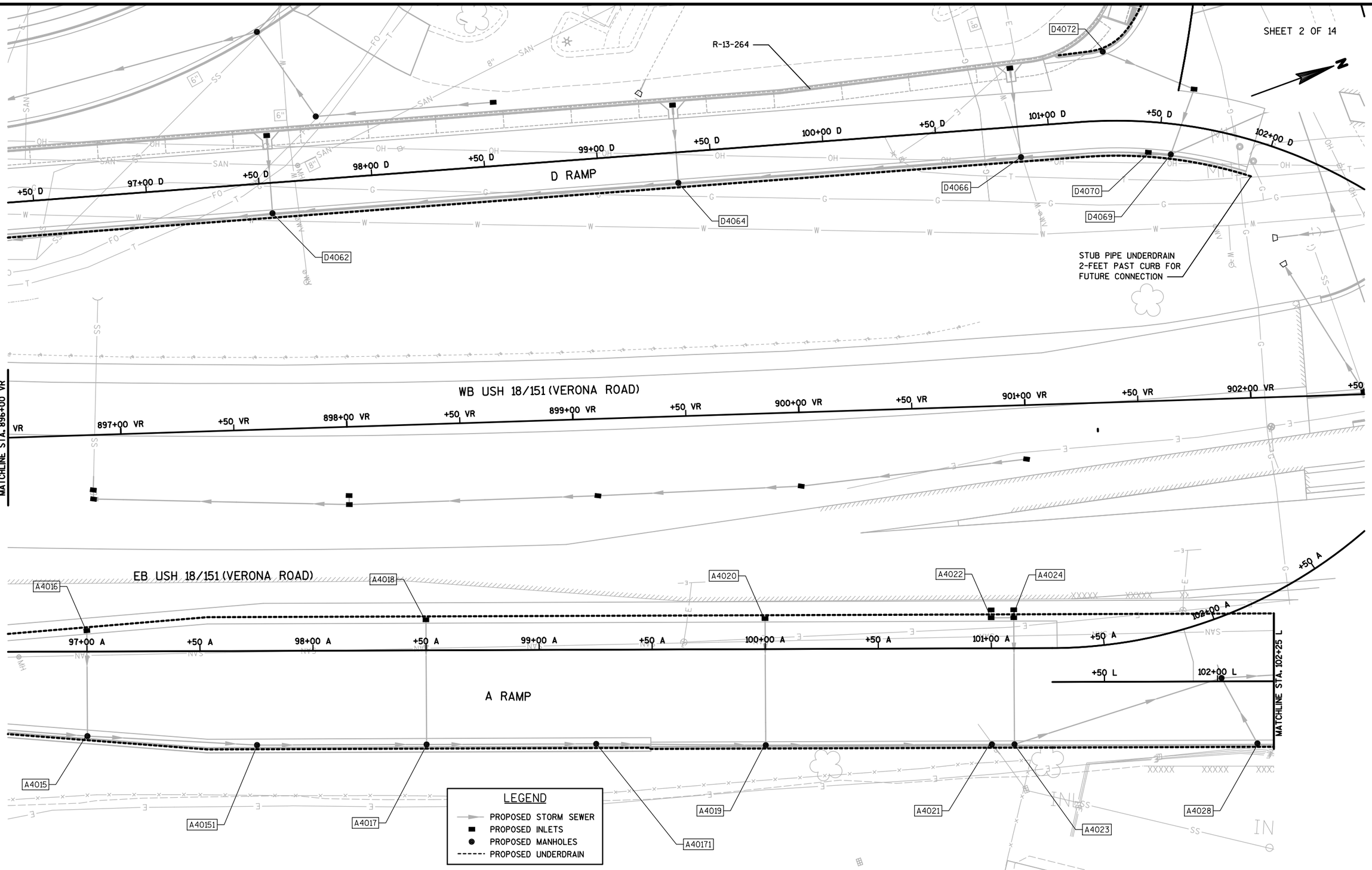
LEGEND

- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- PROPOSED UNDERDRAIN

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | UNDERDRAIN PLAN - USH 18/151 (VERONA ROAD) | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\022601_ud.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | UNDERDRAIN PLAN - USH 18/151 (VERONA ROAD) | SHEET 285 | E |
|---|---|---|---|---|---|

SHEET 3 OF 14

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

B RAMP

+50 VR | 906+00 VR | +50 VR | 907+00 VR | +50 VR | 908+00 VR | +50 VR | 909+00 VR | +50 VR | 910+00 VR | +50 VR | 911+00 VF

+00 B | +50 B | 106+00 B | +50 B | 107+00 B | +50 B | 108+00 B | +50 B | 109+00 B | +50 B | 110+00 B | +50 B | 111+0

MATCHLINE STA. 896+00 VR

B4101

B4102

B4103

R-13-269

LEGEND

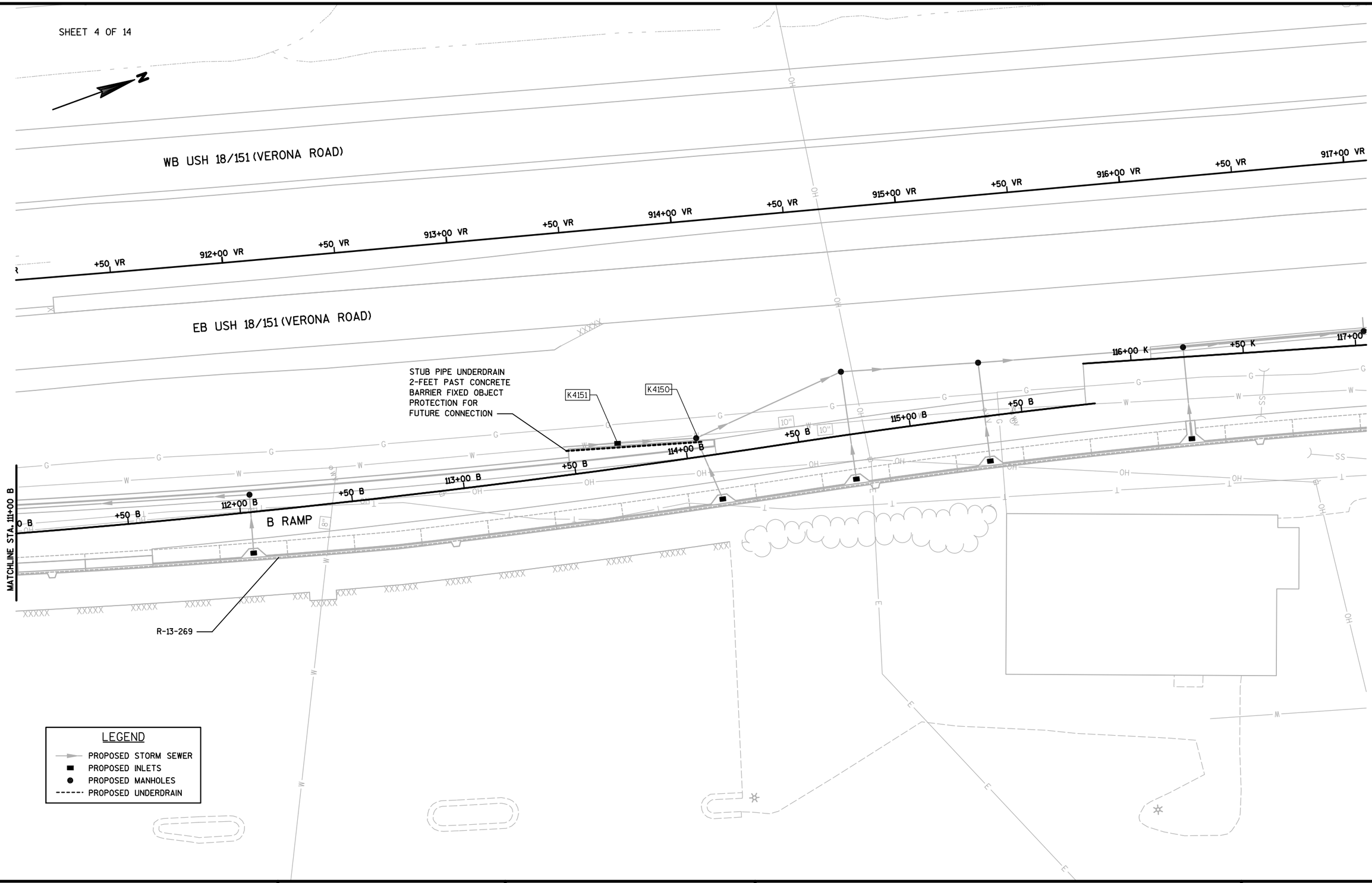
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- PROPOSED UNDERDRAIN

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | UNDERDRAIN PLAN - USH 18/151 (VERONA ROAD) | SHEET 286 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\022603_ud.dgn | PLOT DATE : 3/31/2016 | PLOT BY : _username_ | PLOT NAME : | PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

SHEET 4 OF 14




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | UNDERDRAIN PLAN - USH 18/151 (VERONA ROAD) | SHEET 287 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\022604_ud.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

SHEET 5 OF 14

EB USH 18/151 (VERONA ROAD)

K RAMP

EAST VERONA ROAD FRONTAGE ROAD

R-13-269

R-13-271

K4195

K4200

K4210

MATCHLINE STA. 45+50 EF

LEGEND

- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- PROPOSED UNDERDRAIN

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | UNDERDRAIN PLAN - USH 18/151 (VERONA ROAD) | SHEET 288 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\022605_ud.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

EB USH 18/151 (VERONA ROAD)

+50 VR | 927+00 VR | +50 VR | 928+00 VR | +50 VR | 929+00 VR | +50 VR | 930+00 VR | +50 VR | 931+00 VR | +50 VR

S-13-447

+50 K | 127+00 K

K RAMP

K4220 | K4230 | K42301 | E4300 | E4303 | E4304 | E4305 | E4308

+50 E | 128+00 E | +50 E | 129+00 E | +50 E | 130+00 E | +50 E | 131+00 E | +50 E | 132+

R-13-271 | E4310 | E4311 | E4312

E RAMP

MATCHLINE STA. 45+00 EF

MATCHLINE STA. 132+00 E

EF | 46+00 EF | +50 EF | 47+00 EF | +50 EF | 48+00 EF | +50 EF | 49+00 EF | +50 EF | 50+00 EF | +50 EF | 51+00 EF | +50

EAST VERONA ROAD FRONTAGE ROAD

FLAG

LEGEND

- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- PROPOSED UNDERDRAIN

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | UNDERDRAIN PLAN - USH 18/151 (VERONA ROAD) | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\022606_ud.dgn | PLOT DATE : 3/31/2016 | PLOT BY : _username_ | PLOT NAME : | PLOT SCALE : $$.....plotscale.....$$ | WISDOT/CADDS SHEET 42

SHEET 7 OF 14

EB USH 18/151 (VERONA ROAD)

933+00 VR +50 VR 934+00 VR +50 VR 935+00 VR +50 VR 936+00 VR 937+00 VR +50 VR 938+00

E RAMP

MATCHLINE STA. 132+00 E

E4321 E4331 E4320 E4330

+50 E 133+00 E +50 E 134+00 E +50 E 135+00 E

F RAMP

MATCHLINE STA. 138+25 F

+50 F 137+00 F +50 F 138+00 F

WILLIAMSBURG WAY

101+00 WW +50 WW 102+00 WW +50 WW 103+00 WW +50 WW

Q RAMP

+50 Q 12+00 Q +50 Q 13+00 Q +50 Q

+50 EF 52+00 EF +50 EF 53+00 EF

EAST VERONA ROAD FRONTAGE ROAD

WW346 WW397 WW396 WW394 WW390

LEGEND

- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- PROPOSED UNDERDRAIN

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | UNDERDRAIN PLAN - USH 18/151 (VERONA ROAD) | SHEET 290 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\022607_ud.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

EB USH 18/151 (VERONA ROAD)

VR +50 VR 939+00 VR +50 VR 940+00 VR +50 VR 941+00 VR +50 VR 942+00 VR +50 VR 943+00 VR +50 VR 944+00

MATCHLINE STA. 138+25 F

F4361 F4371 F4381 F4384

+50 F 139+00 F +50 F 140+00 F +50 F 141+00 F +50 F 142+00 F +50 F

F RAMP

DAYLIGHT UNDERDRAIN INTO DRAINAGE SWALE

DAYLIGHT UNDERDRAIN INTO DRAINAGE SWALE

F4360 F4370 F4380

EAST VERONA ROAD FRONTAGE ROAD

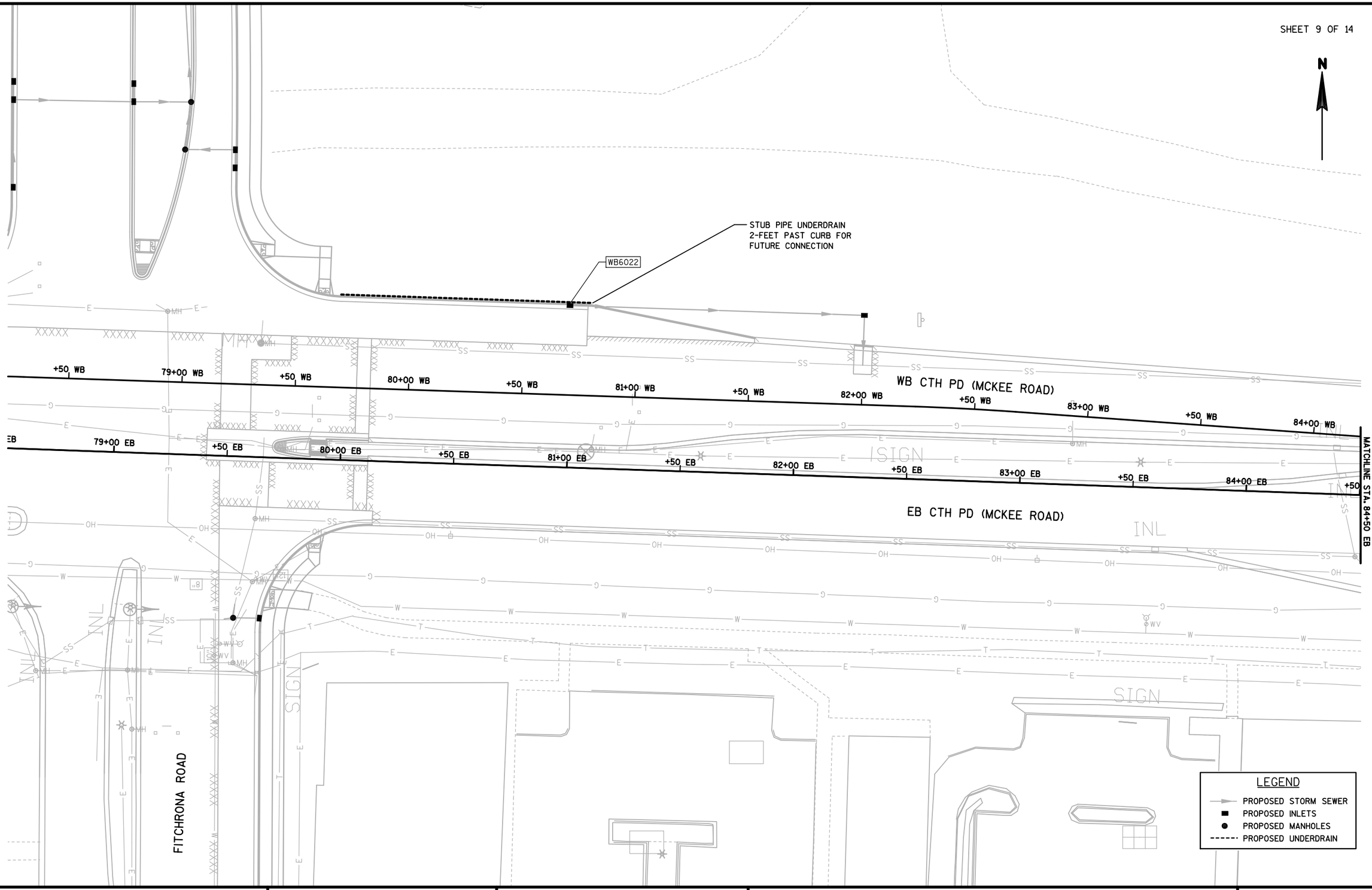
+50 EF 62+00 EF +50 EF 63+00 EF +50 EF 64+00 EF +50 EF 65+00 EF

+50 EF 61+00 EF +50 EF 60+00 EF +50 EF

LEGEND

- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- PROPOSED UNDERDRAIN

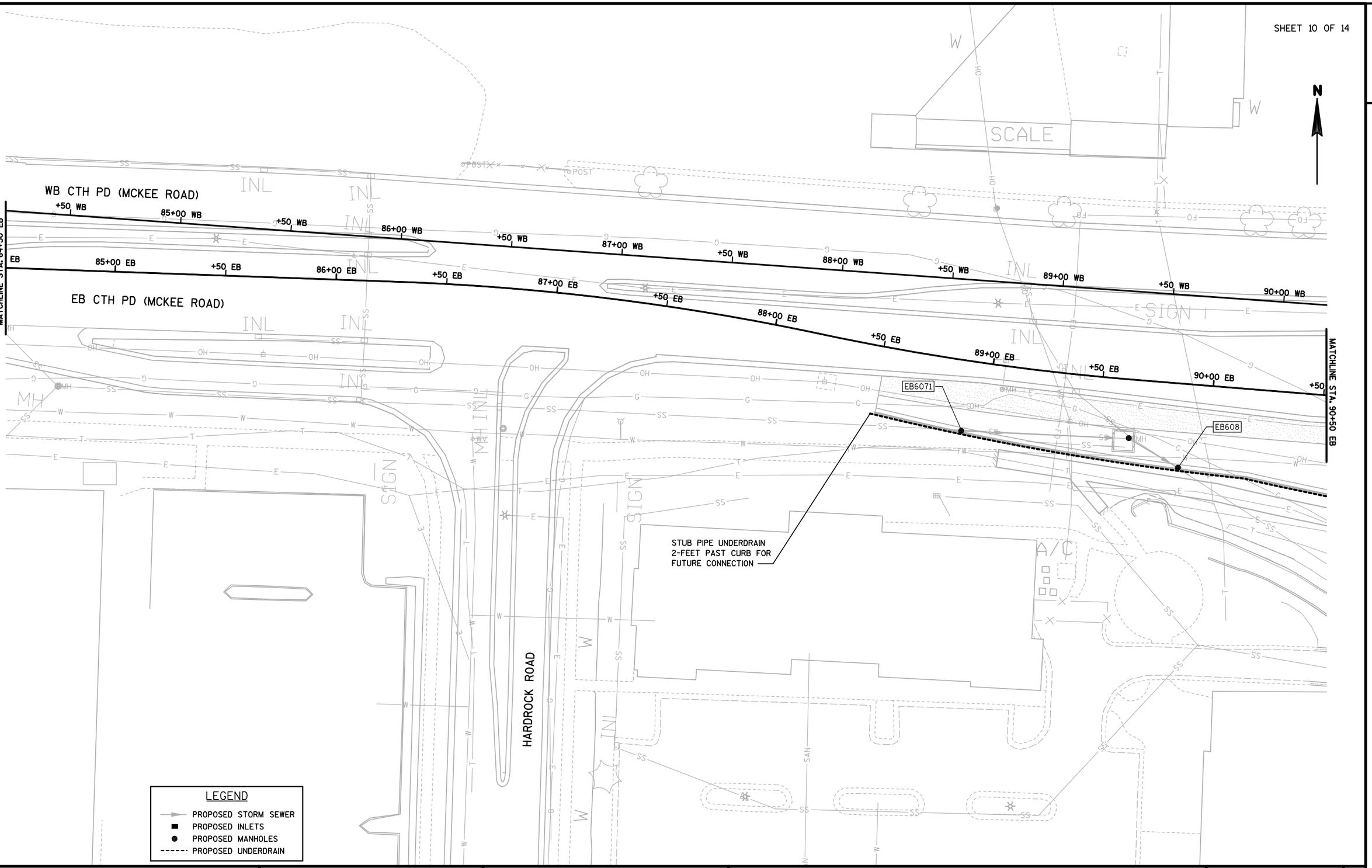
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | UNDERDRAIN PLAN - USH 18/151 (VERONA ROAD) | SHEET 291 | E |
|---|---|---|---|---|---|




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | UNDERDRAIN PLAN - CTH PD (MCKEE ROAD) (WB) | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\022609_ud.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | UNDERDRAIN PLAN - CTH PD (MCKEE ROAD) (EB) | SHEET 293 E |
|---|---|---|---|---|

SHEET 11 OF 14

N

KAPEC ROAD

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

NESBITT ROAD

+50 WB
91+00 WB
+50 WB
92+00 WB
+50 WB
93+00 WB

EB
91+00 EB
+50 EB
92+00 EB
+50 EB
93+00 EB
+50 EB
94+00 EB
+50 EB
95+00 EB
+50 EB
96+00 EB
+50

MATCHLINE STA. 90+50 EB

MATCHLINE STA. 96+50 EB

STUB PIPE UNDERDRAIN
2-FEET PAST INLET FOR
FUTURE CONNECTION

STUB PIPE UNDERDRAIN
2-FEET PAST INLET FOR
FUTURE CONNECTION

EB6153
EB6152
EB6151
EB615
EB624
EB6259

LEGEND
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- PROPOSED UNDERDRAIN

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | UNDERDRAIN PLAN - CTH PD (MCKEE ROAD) (EB) | SHEET 294 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\022611_ud.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

LEGEND
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- PROPOSED UNDERDRAIN

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

MATCHLINE STA. 96+50 EB

MATCHLINE STA. 102+50 EB

MATCHLINE STA. 102+25 L

97+00 EB

98+00 EB

99+00 EB

100+00 EB

101+00 EB

102+00 EB

+50 EB

902+00 VR

903+00 VR

904+00 VR

905+00 VR

+50 VR

7+00 P

8+00 P

+50 P

P RAMP

+50 D

+50 L

103+00 L

EB625

EB6252

D4072

EB6333

EB6335

STUB PIPE UNDERDRAIN
2-FEET PAST PAVEMENT FOR
FUTURE CONNECTION

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | UNDERDRAIN PLAN - CTH PD (MCKEE ROAD) (EB) | SHEET 295 | E |
|---|---|---|---|---|---|

2

N

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

MATCHLINE STA. 102+50 EB

MATCHLINE STA. 108+50 EB

103+00 EB

+50 EB

104+00 EB

+50 EB

105+00 EB

+50 EB

106+00 EB

+50 EB

107+00 EB

+50 EB

108+00 EB

EB6331

EB8207

EB820

EB8205

EB8112

EB8111

EB811

EB810

EB8301

INL

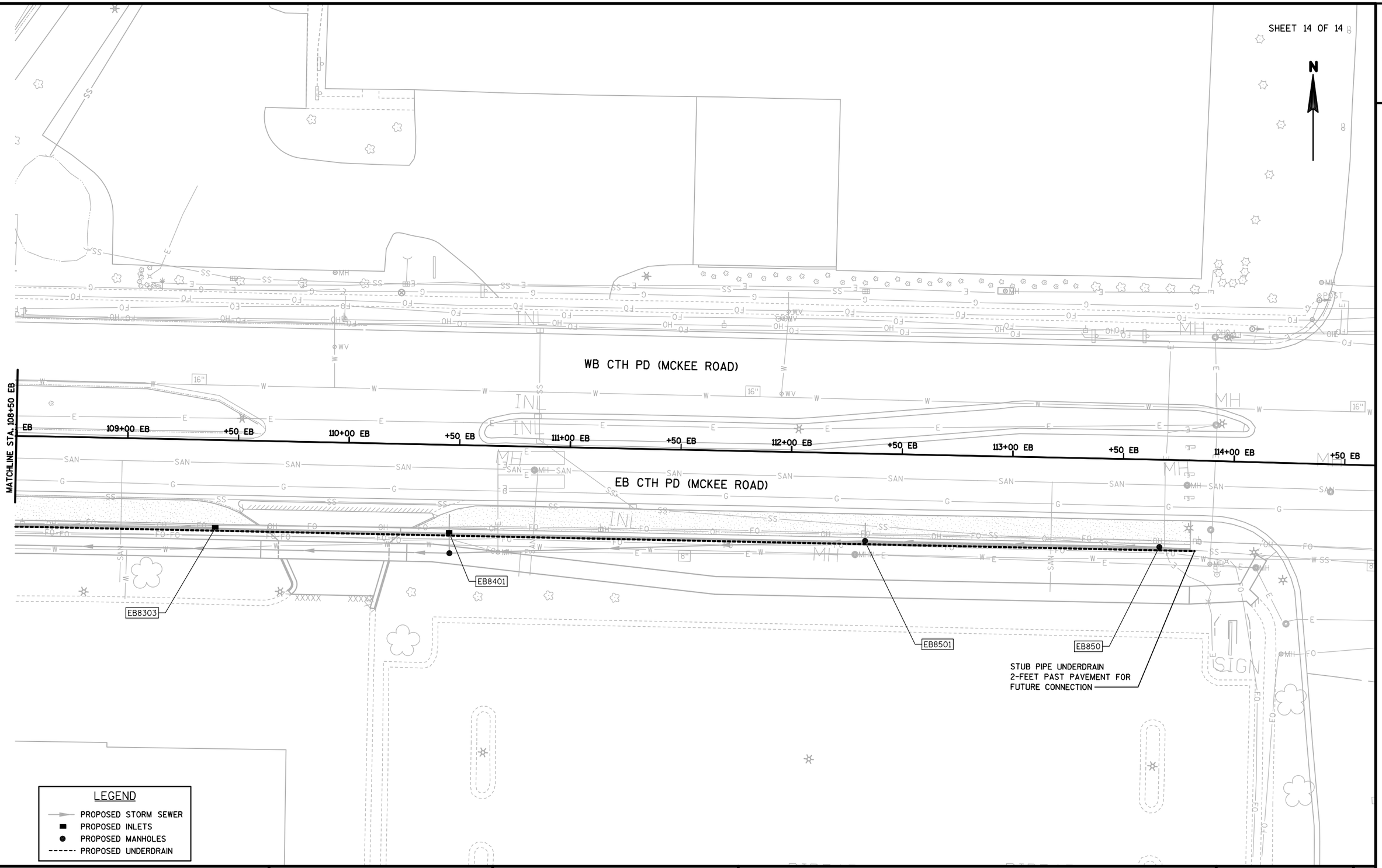
LEGEND

- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- PROPOSED UNDERDRAIN

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | UNDERDRAIN PLAN - CTH PD (MCKEE ROAD) (EB) | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\022613_ud.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | UNDERDRAIN PLAN - CTH PD (MCKEE ROAD) (EB) | SHEET 297 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\022614_ud.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

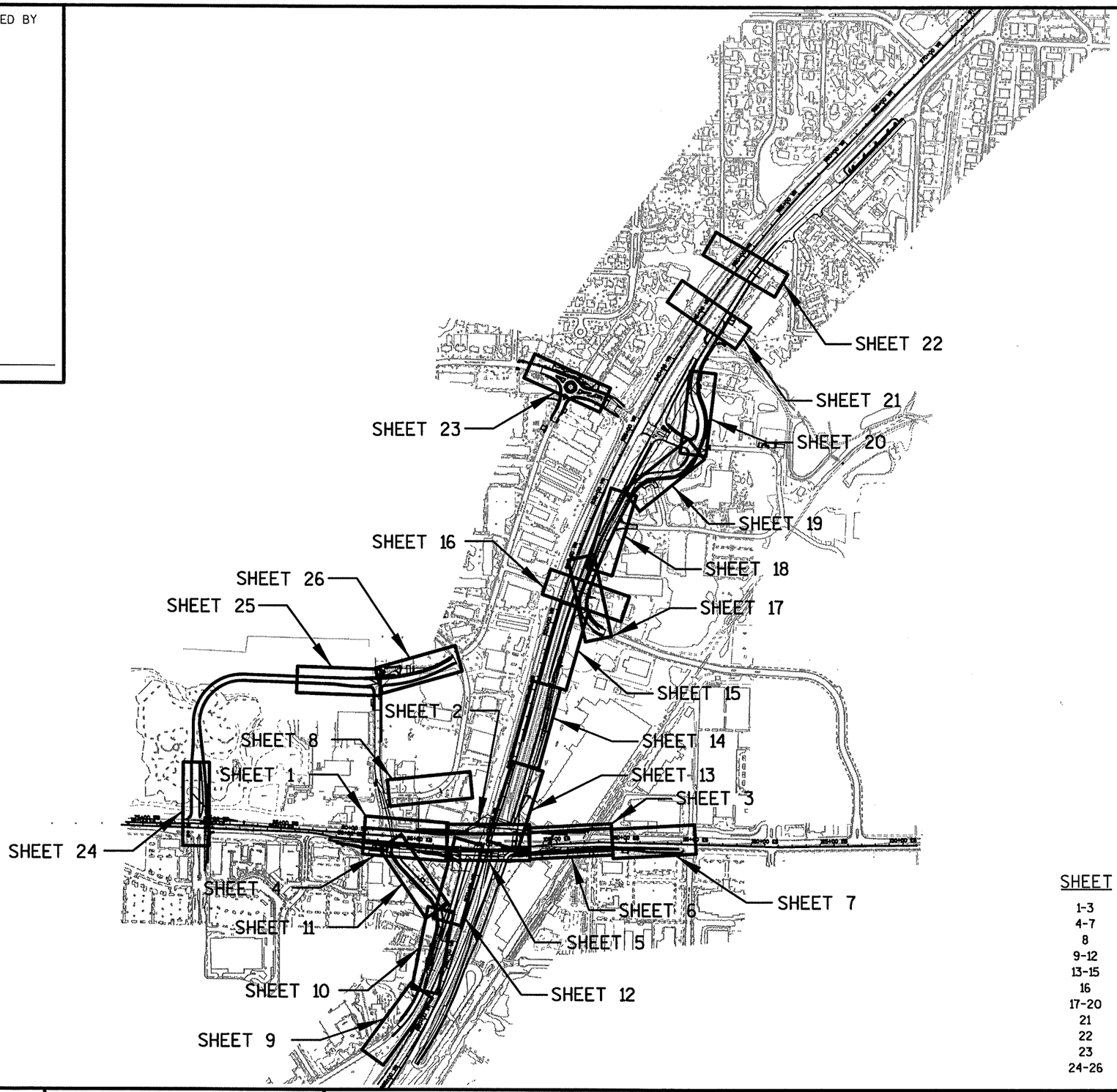
WISDOT/CADDS SHEET 42

SANITARY SEWER AND WATER PLANS PREPARED BY

WISCONSIN
JOSHUA J. STRAKA
PE-39021
MADISON, WI
PROFESSIONAL ENGINEER

3/29/16
DATE

SIGNATURE




| SHEET | ROAD |
|---|---|
| 1-3 | CTH PD (MCKEE ROAD) - SANITARY |
| 4-7 | CTH PD (MCKEE ROAD) - WATER |
| 8 | KING JAMES WAY |
| 9-12 | NESBITT ROAD |
| 13-15 | EB USH 18/151 (VERONA ROAD) - WATER |
| 16 | CARRIAGE STREET WATER MAIN CROSSING |
| 17-20 | EAST VERONA ROAD FRONTAGE ROAD |
| 21 | USH 18/151 SANITARY SEWER CROSSING |
| 22 | HARLEY DRIVE WATER MAIN CROSSING |
| 23 | WILLIAMSBURG WAY |
| 24-26 | FITCHRONA ROAD |

| PROJECT NO: 1206-08-74 | HWY: USH 18 | COUNTY: DANE | UTILITY PLAN - OVERVIEW | SHEET 298 | E |
|---|---|---|---|---|---|

NOTES:

1. FIELD VERIFY ALL SANITARY AND WATER LATERAL LOCATIONS.
2. COORDINATE SERVICE INTERRUPTIONS WITH THE CITY OF FITCHBURG. SOME CONNECTIONS MAY NEED TO BE PERFORMED AT NIGHT TO MINIMIZE DISRUPTION TO UTILITY CUSTOMERS.
3. /// UNDERGROUND FACILITIES ANTICIPATED TO BE ABANDONED IN PLACE (VERIFY WITH UTILITY OWNER)

6202 MCKEE ROAD
PDQ

SANITARY SEWER
STRUCTURE M-6, 4' DIA.
STA. 94+79.42 EB/102.30' LT
CONNECT TO EXISTING
SANITARY SEWER, NORTH
PROVIDE PIPE PLUG, SOUTH

STA. 94+97.64 EB/104.40' LT
REMOVE EXISTING HYDRANT
ABANDON EXISTING WATER MAIN
PROVIDE 6" MJ CAP, SOUTH

5400 KING JAMES WAY
HALLOWEEN EXPRESS

SANITARY SEWER SERVICE
LATERAL, 6-INCH
ELECTRONIC MARKERS

WB CTH PD (MCKEE ROAD)

ABANDON EXISTING SANITARY
SEWER AND LATERALS - SLURRY (TYP.)

EB CTH PD (MCKEE ROAD)

) EB | +50 EB | 92+00 EB | +50 EB | 93+00 EB | +50 EB | 94+00 EB | +50 EB | 95+00 EB | +50 EB | 96+00 EB | +50 EB | 97+0

MATCHLINE 97+00 EB

SAN MH - M-6
RIM = 997.34
FUTURE RIM = 997.42

SAN MH 320
RIM = 997.34

EXISTING PROFILE
OVER PROPOSED
SANITARY SEWER

349 LF - 15" SDR26 @ 0.37%

FLOW LINE OF PROPOSED
SANITARY SEWER

APPROXIMATE FLOW
LINE OF EXISTING
SANITARY SEWER

IE 12" N 992.15
IE 15" E 992.05

IE N 992.13
IE S 992.11

1010 1005 1000 995 990 985 980 975 970 965

92+00 EB | 93+00 EB | 94+00 EB | 95+00 EB | 96+00 EB

| PROJECT NO: 1206-08-74 | HWY: USH 18 | COUNTY: DANE | UTILITY PLAN - CTH PD (MCKEE ROAD) - SANITARY | SHEET 1 | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1200--1299\1275\015\Micros\PLAN\0874-Let 1\023001_up.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41

5400 KING JAMES WAY
HALLOWEEN EXPRESS

BORE AND JACK SANITARY SEWER, STEEL CASING PIPE 36-INCH

SANITARY SEWER STRUCTURE M-4, 4' DIA. STA. 99+08.00 EB/161.30' LT

SANITARY SEWER STRUCTURE M-5, 5' DIA. STA. 98+28.08 EB/126.40' LT TEMPORARY SANITARY SEWER CONNECTION, SOUTHWEST

STA. 99+50.84 EB/160.40' LT END OF CASING

STA. 101+98.50 EB/138.80' LT END OF CASING

SANITARY SEWER STRUCTURE M-3, 5' DIA. STA. 102+11.47 EB/136.80' LT CONNECT TO EXISTING SANITARY SEWER, NORTHWEST ABANDON EXISTING SANITARY SEWER - SLURRY, SOUTHEAST

ABANDON EXISTING SANITARY SEWER AND LATERALS - SLURRY (TYP.)

ABANDON EXISTING WATER MAIN (TYP.)

EB CTH PD (MCKEE ROAD)

WB CTH PD (MCKEE ROAD)

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

MATCHLINE 97+00 EB

MATCHLINE 103+00 EB

NOTES:

1. FIELD VERIFY ALL SANITARY AND WATER LATERAL LOCATIONS.
2. COORDINATE SERVICE INTERRUPTIONS WITH THE CITY OF FITCHBURG. SOME CONNECTIONS MAY NEED TO BE PERFORMED AT NIGHT TO MINIMIZE DISRUPTION TO UTILITY CUSTOMERS.
3. /// UNDERGROUND FACILITIES ANTICIPATED TO BE ABANDONED IN PLACE (VERIFY WITH UTILITY OWNER)

SAN MH M-5
RIM = 1000.31
FUTURE RIM = 999.36
IE 15" W 990.75
IE 15" E 990.65
IE 14" SW 990.89 (TEMPORARY)

SAN MH M-4
RIM = 996.35
FUTURE RIM = 1000.00
IE 15" W 990.34
IE 15" E 990.24

SAN MH M-3
RIM = 1002.10
FUTURE RIM = 1001.69
IE 15" W 989.20
IE 14" NW 989.27
IE 15" E 989.10

SAN MH 243
RIM = 999.88
IE 14" W 991.13
IE 14" NE 991.03
IE 8" NW 992.93

SAN MH 227
RIM = 1001.40
IE 42" SW 986.50
IE 14" N 988.62
IE 42" E 986.47

EXISTING PROFILE OVER PROPOSED SANITARY SEWER

STA. 99+51 EB
TOC = 992.1±

STA. 101+99 EB
TOC = 991.2±

84 LF - 15" SDR26 @ 0.37%

282 LF - 15" SDR26 @ 0.37%

230 LF - 36" STEEL CASING PIPE @ 0.37%

APPROXIMATE TOP OF EXISTING 12" WATER MAIN POTENTIAL CONFLICT

APPROXIMATE FLOW LINE OF EXISTING SANITARY SEWER

FLOW LINE OF PROPOSED SANITARY SEWER

1015 1010 1005 1000 995 990 985 980 975 970

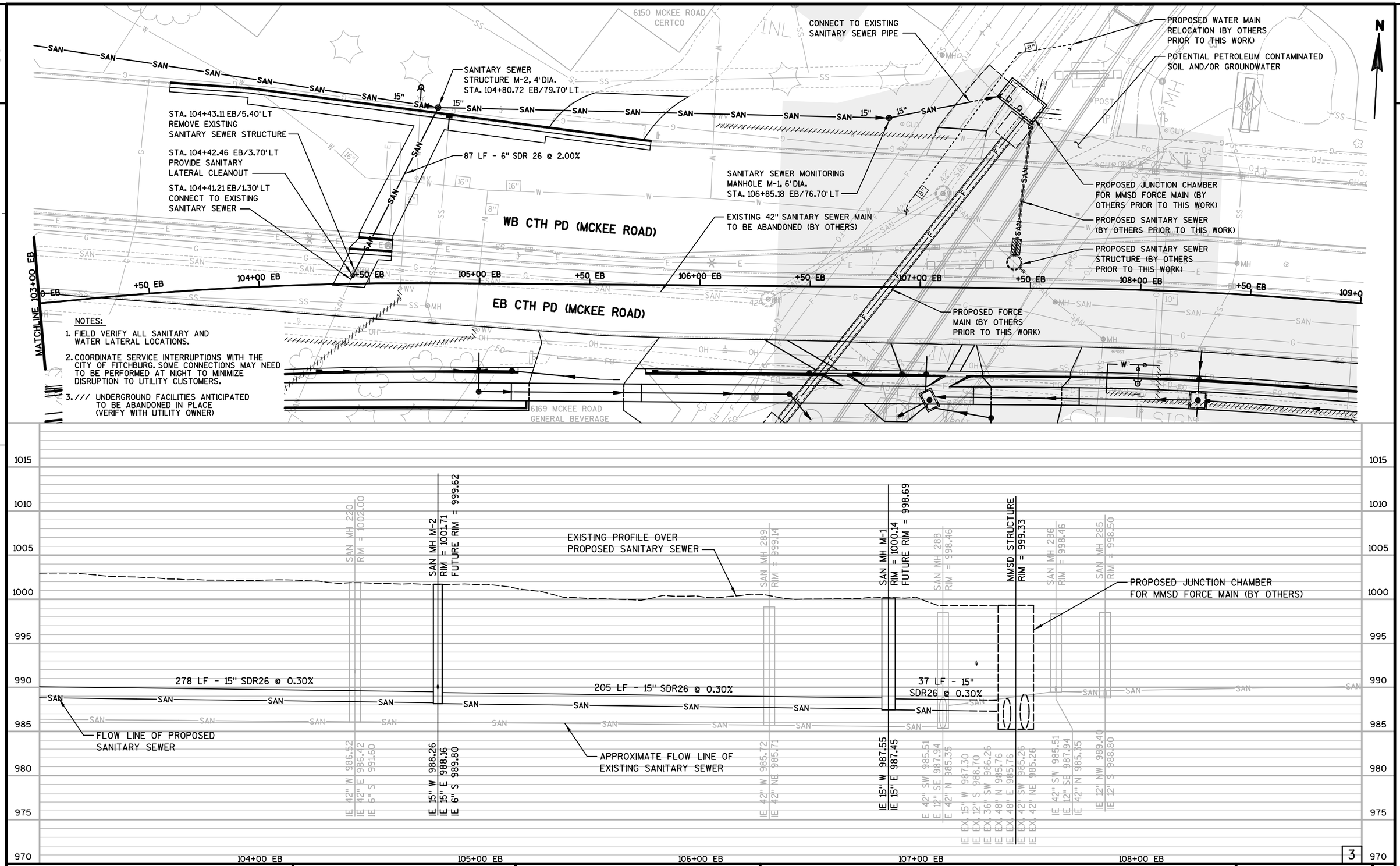
98+00 EB 99+00 EB 100+00 EB 101+00 EB 102+00 EB

| PROJECT NO: 1206-08-74 | HWY: USH 18 | COUNTY: DANE | UTILITY PLAN - CTH PD (MCKEE ROAD) - SANITARY | SHEET 2 |
|---|---|---|---|---|



E

FILE NAME : S:\MAD\1200--1299\1275\015\Micros\PLAN\0874-Let 1\023002_up.dgn PLOT DATE : 5/4/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41






| PROJECT NO: 1206-08-74 | HWY: USH 18 | COUNTY: DANE | UTILITY PLAN - CTH PD (MCKEE ROAD) - SANITARY | SHEET 301 E |
|---|---|---|---|---|

FILE NAME : S:\MAD\1200--1299\1275\015\Micros\PLAN\0874-Let 1\023003_up.dgn PLOT DATE : 4/22/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41

NOTES:

1. FIELD VERIFY ALL SANITARY AND WATER LATERAL LOCATIONS.
2. COORDINATE SERVICE INTERRUPTIONS WITH THE CITY OF FITCHBURG. SOME CONNECTIONS MAY NEED TO BE PERFORMED AT NIGHT TO MINIMIZE DISRUPTION TO UTILITY CUSTOMERS.
3. /// UNDERGROUND FACILITIES ANTICIPATED TO BE ABANDONED IN PLACE (VERIFY WITH UTILITY OWNER)

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

MATCHLINE 91+00 EB

MATCHLINE 97+00 EB

STA. 91+22.73 EB/30.40' RT
ADJUST EXISTING VALVE BOX

STA. 91+29.52 EB/24.20' RT
REMOVE EXISTING HYDRANT
AND VALVE BOX
ABANDON EXISTING WATER MAIN
PROVIDE 6" MJ CAP, SOUTH

STA. 91+68.24 EB/26.10' RT
CONNECT TO EXISTING
8" WATER MAIN

PROVIDE 12"X8" CROSS
STA. 91+68.05 EB/31.40' RT
12" WATER VALVE, EAST
8" WATER VALVE, NORTH
ABANDON EXISTING WATER MAIN
PROVIDE 8" MJ CAP, SOUTHEAST

COPPER WATER SERVICE
1.5-INCH

STA. 93+11.41 EB/39.50' RT
12"X12" TEE
12" WATER VALVE, EAST

STA. 96+54.48 EB/41.20' RT
12"X6" TEE
6" WATER VALVE, SOUTH

STA. 91+65.39 EB/31.40' RT
CONNECT TO EXISTING
12" WATER MAIN

STA. 91+68.06 EB/55.50' RT
FIRE HYDRANT
GROUND EL. 995.7±
6" WATER VALVE, NORTH
6"X8" REDUCER, NORTH

STA. 92+63.67 EB/71.50' RT
REMOVE EXISTING
VALVE BOX

6211 MCKEE ROAD

NESBITT ROAD

STA. 96+54.56 EB/58.50' RT
FIRE HYDRANT
GROUND EL. 998.0±

STA. 96+96.90 EB/41.00' RT
12" 22.5° BEND

EXISTING PROFILE OVER
PROPOSED WATER MAIN

PROPOSED PROFILE OVER
PROPOSED WATER MAIN

6.5' MIN. COVER

STA. 92+34 EB
45° BEND
EL. 988.6±

INSULATE
CROSSING

STA. 92+51 EB
45° BEND
EL. 988.0±

STA. 95+06 EB
EL. 988.0±

APPROXIMATE
TOP OF EXISTING
8" WATER MAIN

536 LF - 12" D.I. WATER MAIN

APPROXIMATE
TOP OF EXISTING
12" WATER MAIN

STA. 92+38 EB
45° BEND
EL. 984.6±

STA. 92+48 EB
22.5° BEND
EL. 984.6±

TOP OF PROPOSED
WATER MAIN

| PROJECT NO: 1206-08-74 | HWY: USH 18 | COUNTY: DANE | UTILITY PLAN - CTH PD (MCKEE ROAD) - WATER | SHEET 4 E |
|---|---|---|---|---|



FILE NAME : S:\MAD\1200--1299\1275\015\Micros\PLAN\0874-Let 1\023004_up.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

STA. 97+30.85 EB/53.50' RT
12" 22.5° BEND

STA. 97+48.89 EB/52.70' RT
12"X8" TEE

STA. 97+62.69 EB/52.00' RT
12" WATER VALVE

OPEN CUT WATER MAIN
CASING PIPE, 24-INCH

MATCHLINE 97+00 EB

97+00 EB

+50 EB

98+00 EB

+50 EB

99+00 EB

+50 EB

STA. 98+40.12 EB/48.20' RT
END OF CASING

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

904+00 VR

+50 VR

903+00 VR

100+00 EB

+50 EB

101+00 EB

STA. 101+97.13 EB/11.10' LT
12" 45° BEND

STA. 101+73.20 EB/5.80' RT
12"X8" TEE

STA. 101+12.57 EB/51.50' RT
12" 45° BEND

+50 EB

102+00 EB

+50 EB

103+00

MATCHLINE 103+00 EB

STA. 102+09.51 EB/42.40' RT
FIRE HYDRANT
GROUND EL. 1000.1±

STA. 100+74.93 EB/48.80' RT
END OF CASING

STA. 102+71.51 EB/61.80' RT
8"X8" TEE
8" WATER VALVE, SOUTH

STA. 100+95.35 EB/50.10' RT
12" WATER VALVE

STA. 102+02.31 EB/47.50' RT
8"X6" TEE
6" WATER VALVE, NORTHEAST
8" WATER VALVE, NORTHWEST

STA. 102+12.46 EB/62.60' RT
8" 45° AND 11.25° BEND

STA. 102+71.50 EB/66.80' RT
CONNECT TO EXISTING WATER MAIN
8" 45° BEND
ABANDON EXISTING WATER MAIN
PROVIDE 8" MJ CAP, NORTHEAST

6169 MCKEE ROAD
GENERAL BEVERAGE

N

NOTES:

1. FIELD VERIFY ALL SANITARY AND WATER LATERAL LOCATIONS.
2. COORDINATE SERVICE INTERRUPTIONS WITH THE CITY OF FITCHBURG. SOME CONNECTIONS MAY NEED TO BE PERFORMED AT NIGHT TO MINIMIZE DISRUPTION TO UTILITY CUSTOMERS.
3. /// UNDERGROUND FACILITIES ANTICIPATED TO BE ABANDONED IN PLACE (VERIFY WITH UTILITY OWNER)

1010
1005
1000
995
990
985
980
975
970

PROPOSED PROFILE OVER
PROPOSED WATER MAIN

EXISTING PROFILE OVER
PROPOSED WATER MAIN

STA. 98+40 EB
TOC = 990.3±

6.5' MIN. COVER

STA. 98+15 EB
EL. 990.0±

142 LF - 12" D.I. WATER MAIN

240 LF - 24" STEEL CASING PIPE

TOP OF PROPOSED
WATER MAIN

INSULATE
CROSSING (TYP.)

STA. 100+75 EB
TOC = 990.3±

STA. 101+35 EB
11.25° BEND
EL. 992.0±

153 LF - 8" D.I. WATER MAIN

115 LF - 12" D.I.
WATER MAIN

STA. 101+18 EB
11.25° BEND
EL. 990.0±

98+00 EB | 99+00 EB | 100+00 EB | 101+00 EB | 102+00 EB

5

| PROJECT NO: 1206-08-74 | HWY: USH 18 | COUNTY: DANE | UTILITY PLAN - CTH PD (MCKEE ROAD) - WATER | SHEET E |
|---|---|---|---|---|



FILE NAME : S:\MAD\1200--1299\1275\015\Micros\PLAN\0874-Let 1\023005_up.dgn PLOT DATE : 5/4/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 41

NOTES:

1. FIELD VERIFY ALL SANITARY AND WATER LATERAL LOCATIONS.
2. COORDINATE SERVICE INTERRUPTIONS WITH THE CITY OF FITCHBURG. SOME CONNECTIONS MAY NEED TO BE PERFORMED AT NIGHT TO MINIMIZE DISRUPTION TO UTILITY CUSTOMERS.
3. /// UNDERGROUND FACILITIES ANTICIPATED TO BE ABANDONED IN PLACE (VERIFY WITH UTILITY OWNER)

STA. 104+73.11 EB/83.20' LT
CONNECT TO EXISTING
6" WATER MAIN

STA. 104+73.11 EB/83.20' LT
REMOVE EXISTING HYDRANT

STA. 104+73.40 EB/88.90' LT
FIRE HYDRANT
FUTURE GROUND EL. 1000.2±
EXISTING GROUND EL. 1001.7±

PROTECT EXISTING WATER VALVE AND BOX

PROTECT EXISTING WATER VALVE AND BOX

STA. 106+05.77 EB/72.40' LT
ABANDON EXISTING WATER MAIN
PROVIDE 8" MJ CAP AT TEE, EAST
REMOVE EXISTING VALVE BOX, EAST

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

POTENTIAL PETROLEUM CONTAMINATED SOIL AND/OR GROUNDWATER

STA. 108+00.00 EB/34.05' RT
10"X6" TEE
6" WATER VALVE, SOUTH
10" WATER VALVE, EAST

STA. 108+00.00 EB/42.60' RT
FIRE HYDRANT
GROUND EL. 998.5±

STA. 108+09.72 EB/34.00' RT
CONNECT TO EXISTING
10" WATER MAIN
10" 90° BEND
ABANDON EXISTING WATER MAIN
PROVIDE 10" MJ CAP, SOUTH

STA. 107+85.75 EB/34.00' RT
10" 90° BEND

STA. 107+97.80 EB/47.40' RT
REMOVE EXISTING VALVE BOX

STA. 108+19.91 EB/45.10' RT
REMOVE EXISTING HYDRANT AND VALVE BOX

STA. 103+00.00 EB/40.60' RT
REMOVE EXISTING HYDRANT

STA. 103+68.80 EB/63.20' RT
8" 45° BEND

STA. 103+87.50 EB/79.20' RT
CONNECT TO EXISTING WATER MAIN
8"X6" REDUCER
6" 90° BEND
ABANDON EXISTING WATER MAIN
PROVIDE 6" MJ CAP, NORTHEAST

STA. 107+85.35 EB/47.20' RT
CONNECT TO EXISTING
10" WATER MAIN
ABANDON EXISTING WATER MAIN
PROVIDE 8" MJ CAP, EAST

6169 MCKEE ROAD
GENERAL BEVERAGE

6149 MCKEE ROAD

MATCHLINE 103+00 EB

MATCHLINE 108+85 EB

104+00 EB | 105+00 EB | 106+00 EB | 107+00 EB | 108+00 EB | +50 EB

PROPOSED PROFILE OVER PROPOSED WATER MAIN

EXISTING PROFILE OVER PROPOSED WATER MAIN

TOP OF PROPOSED WATER MAIN

98 LF - 8" D.I. WATER MAIN

PROPOSED REFERENCE LINE PROFILE

EXISTING REFERENCE LINE PROFILE

TOP OF PROPOSED WATER MAIN

37 LF - 10" D.I. WATER MAIN

1010 | 1005 | 1000 | 995 | 990 | 985 | 980 | 975 | 970 | 965

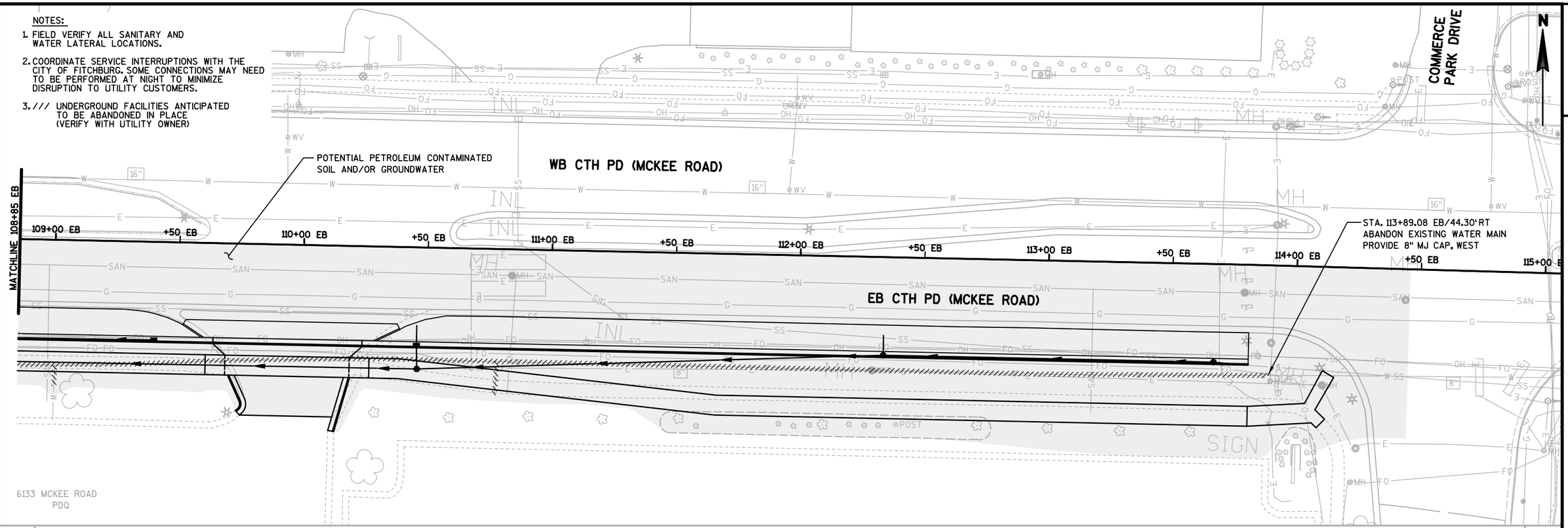
| PROJECT NO: 1206-08-74 | HWY: USH 18 | COUNTY: DANE | UTILITY PLAN - CTH PD (MCKEE ROAD) - WATER | SHEET 6 |
|---|---|---|---|---|

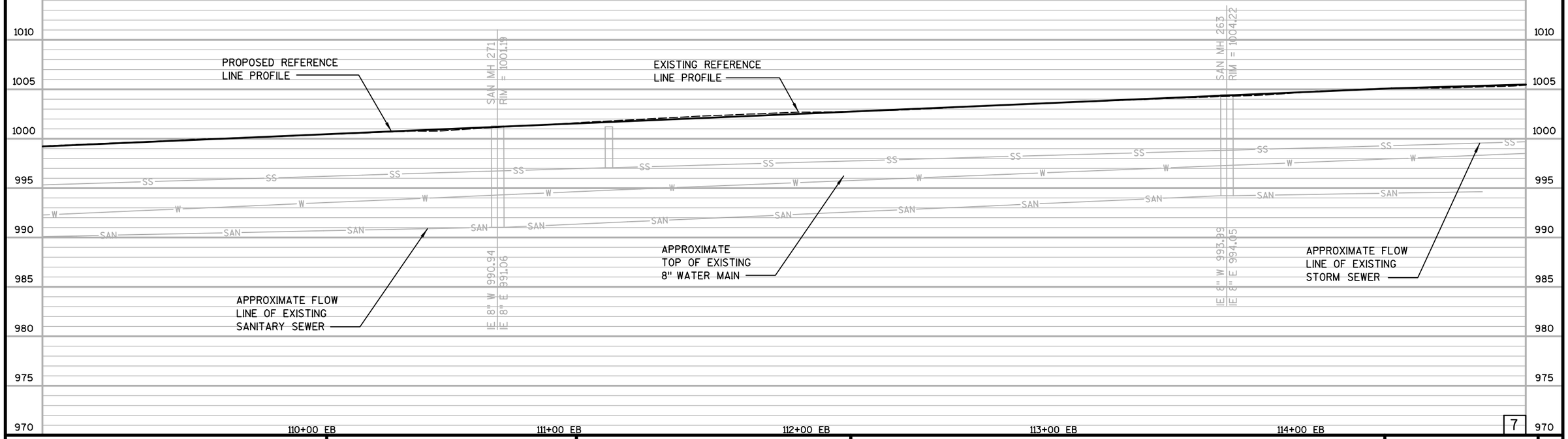


FILE NAME : S:\MAD\1200--1299\1275\015\Micros\PLAN\0874-Let 1\023006_up.dgn PLOT DATE : 4/22/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41

NOTES:

1. FIELD VERIFY ALL SANITARY AND WATER LATERAL LOCATIONS.
2. COORDINATE SERVICE INTERRUPTIONS WITH THE CITY OF FITCHBURG. SOME CONNECTIONS MAY NEED TO BE PERFORMED AT NIGHT TO MINIMIZE DISRUPTION TO UTILITY CUSTOMERS.
3. /// UNDERGROUND FACILITIES ANTICIPATED TO BE ABANDONED IN PLACE (VERIFY WITH UTILITY OWNER)



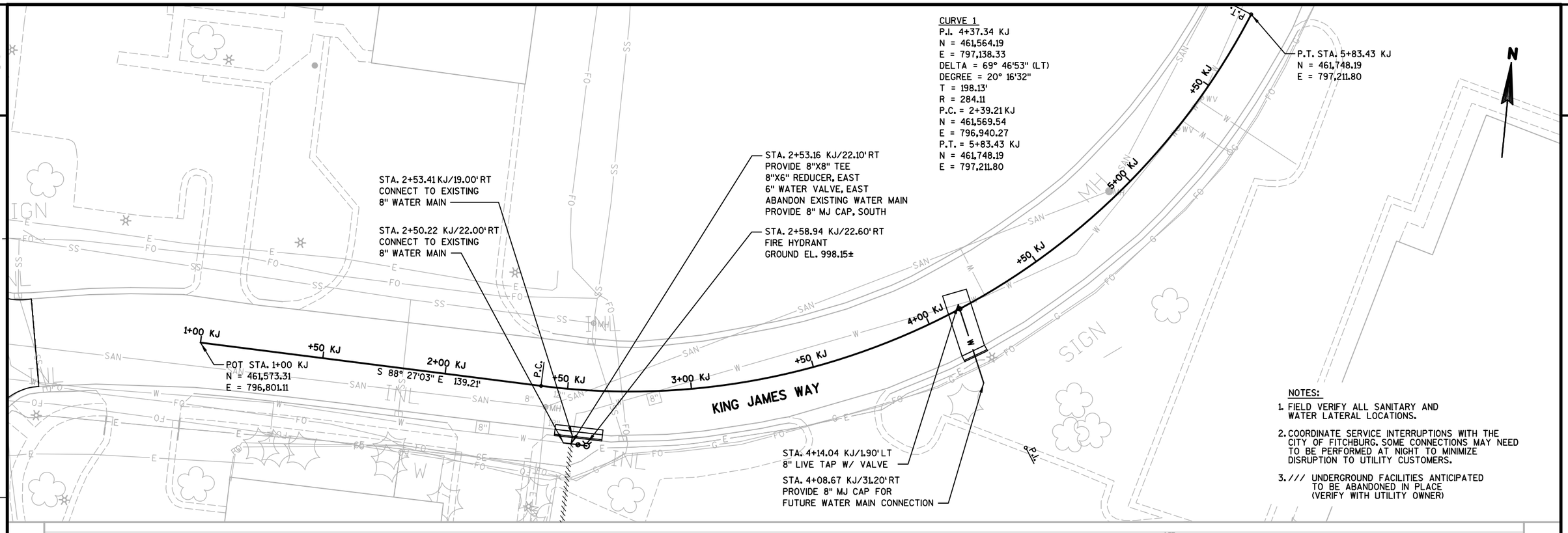



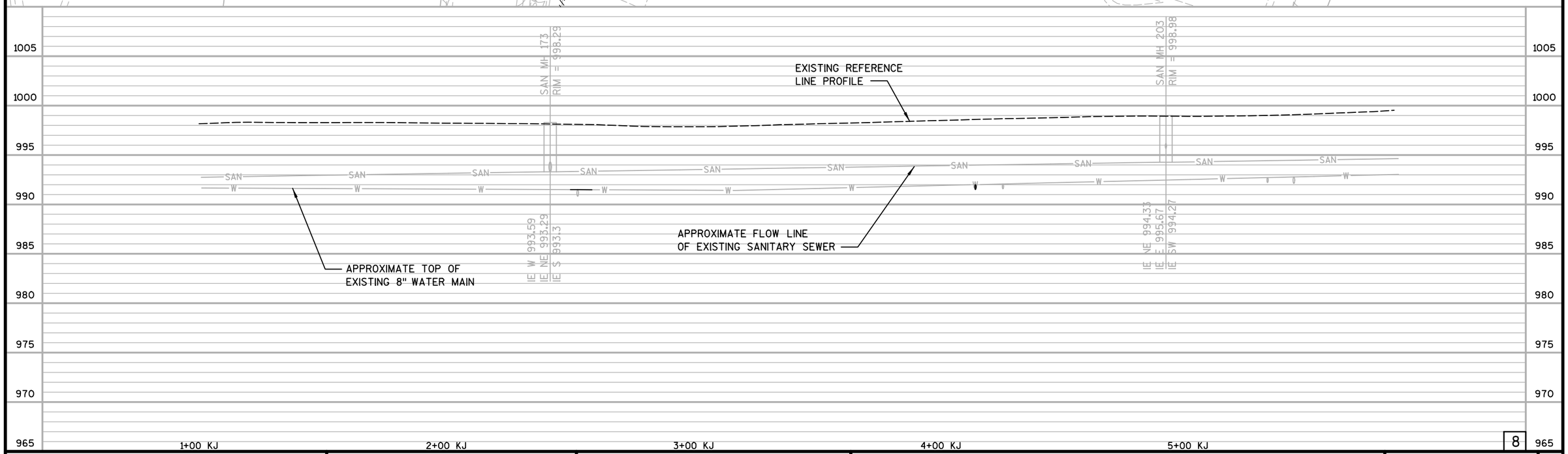

| PROJECT NO: 1206-08-74 | HWY: USH 18 | COUNTY: DANE | UTILITY PLAN - CTH PD (MCKEE ROAD) - WATER | SHEET 7 | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1200--1299\1275\015\Micros\PLAN\0874-Let 1\023007_up.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 41



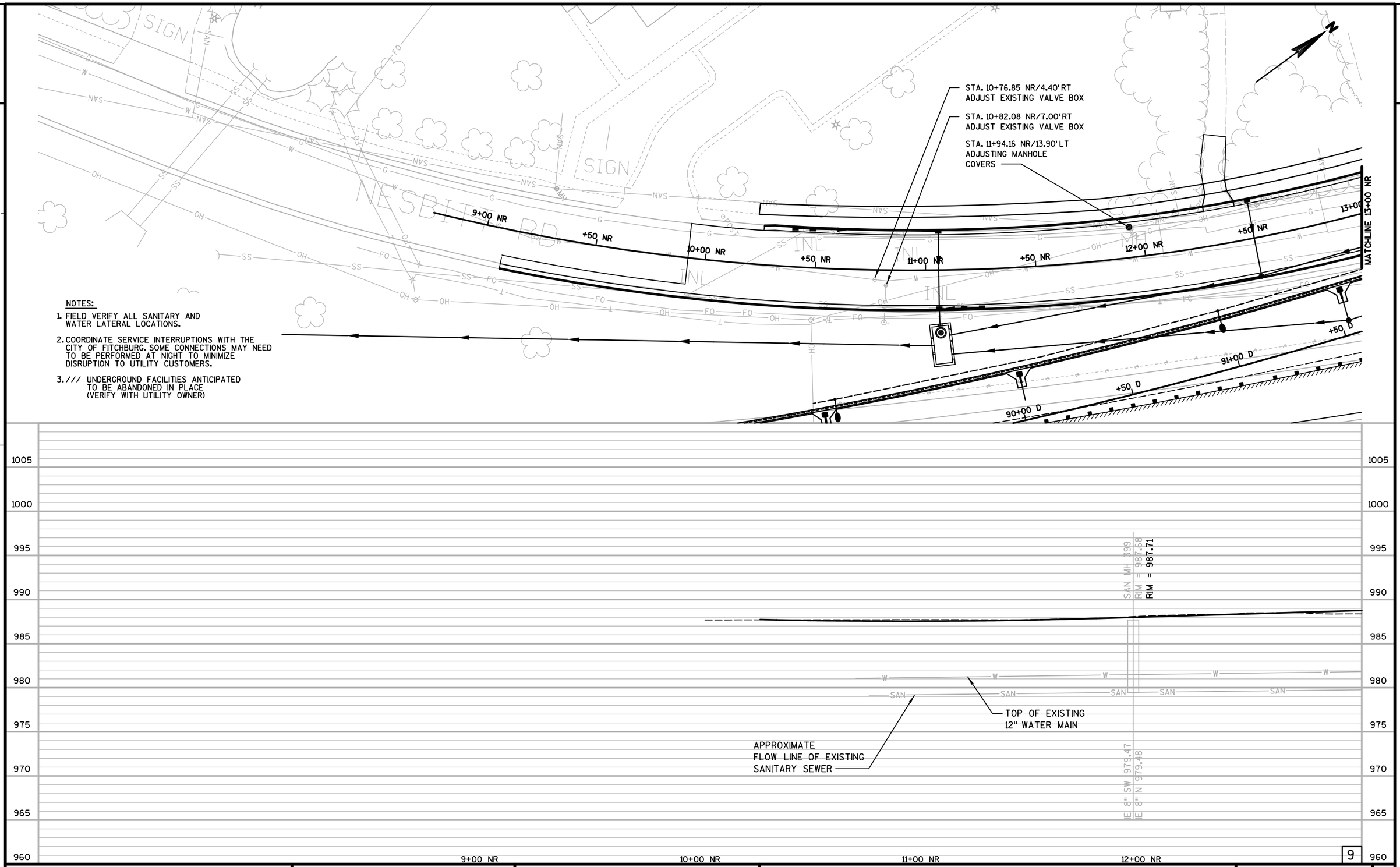




| PROJECT NO: 1206-08-74 | HWY: USH 18 | COUNTY: DANE | UTILITY PLAN - KING JAMES WAY | SHEET 8 | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1200--1299\1275\015\Micros\PLAN\0874-Let 1\023008_up.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41

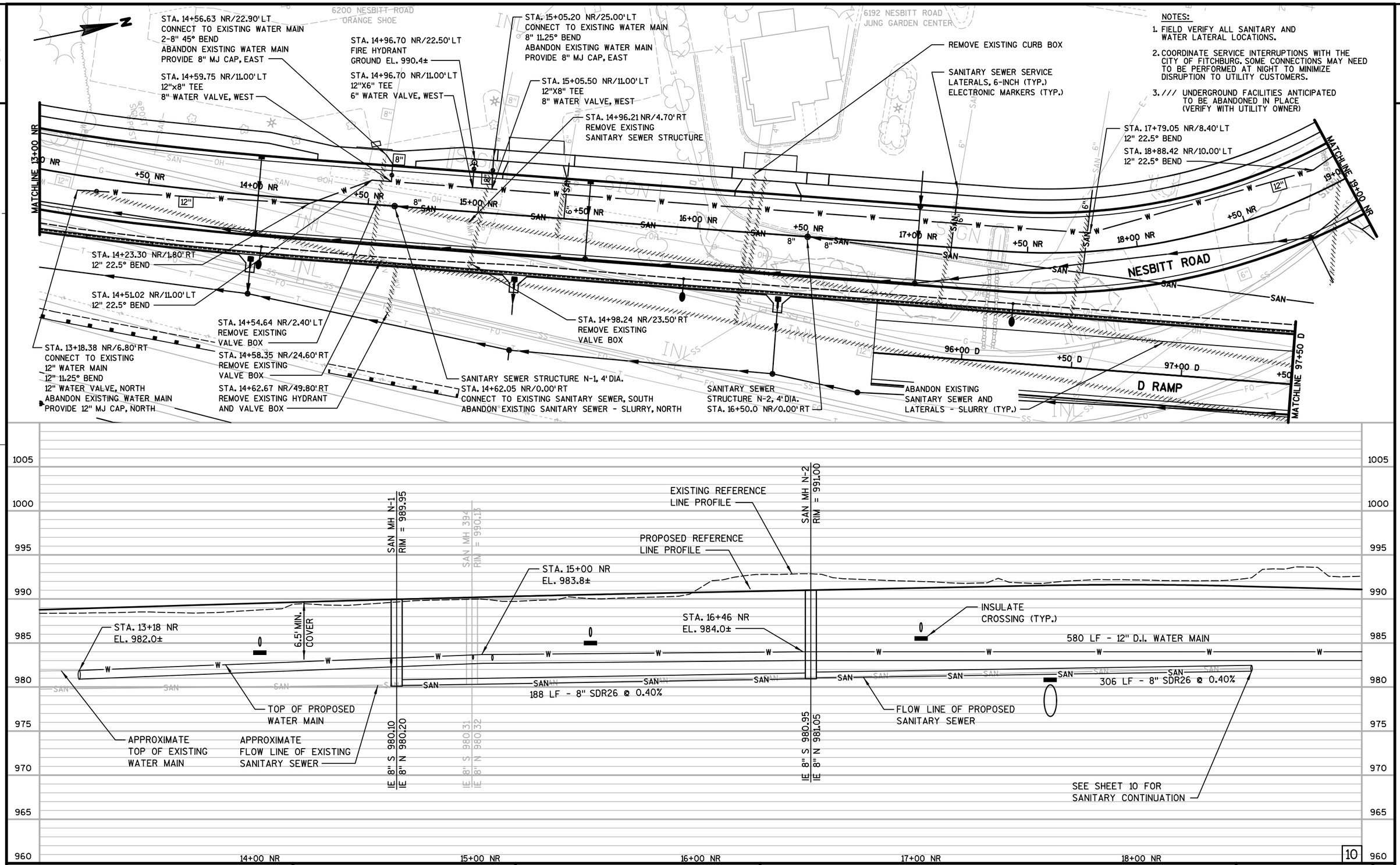
2




| PROJECT NO: 1206-08-74 | HWY: USH 18 | COUNTY: DANE | UTILITY PLAN - NESBITT ROAD | SHEET 9 | E |
|---|---|---|---|---|---|



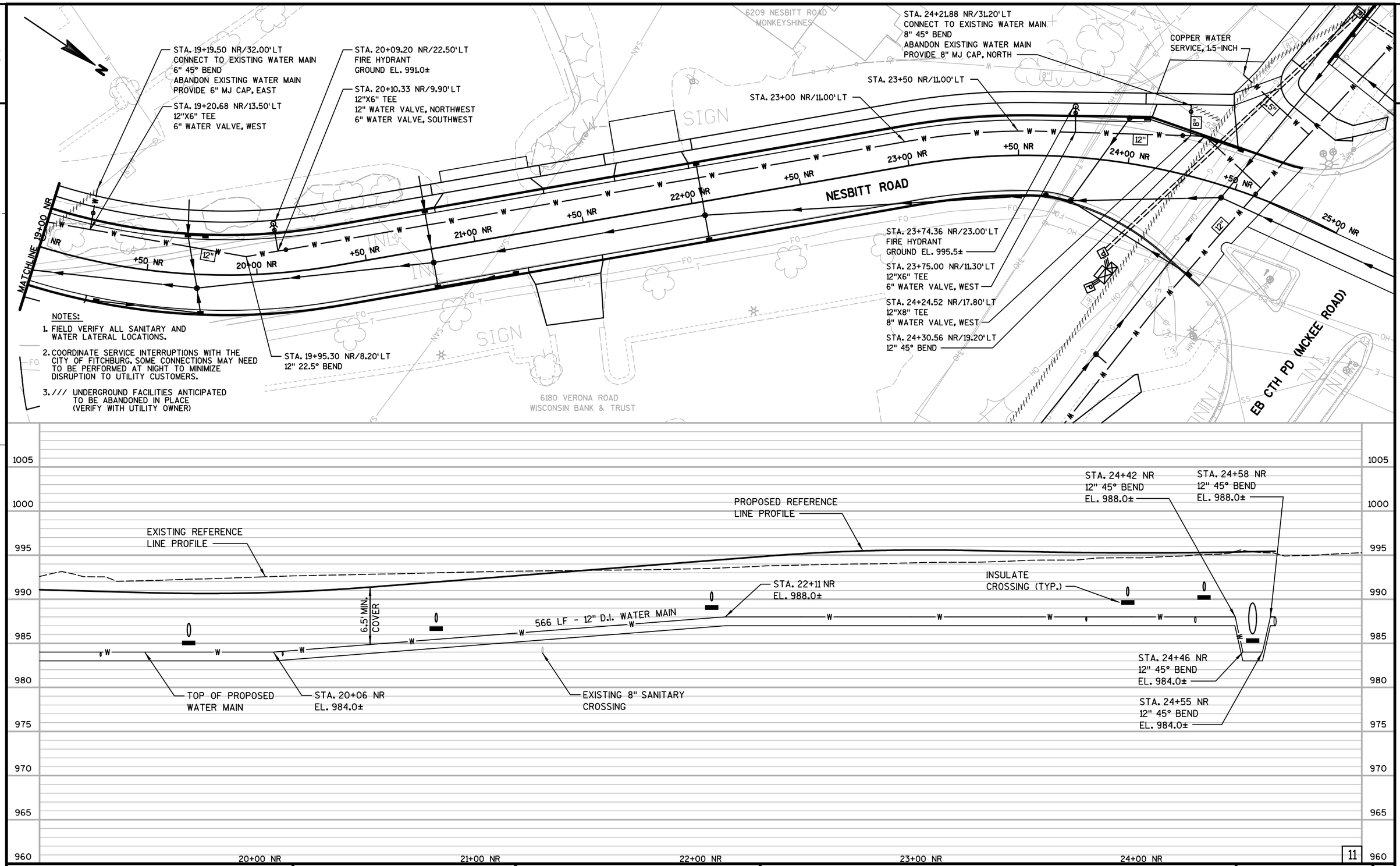
FILE NAME : S:\MAD\1200--1299\1275\015\Micros\PLAN\0874-Let 1\023009_up.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41




| PROJECT NO: 1206-08-74 | HWY: USH 18 | COUNTY: DANE | UTILITY PLAN - NESBITT ROAD | SHEET 10 | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1200--1299\1275\015\Micros\PLAN\0874-Let 1\023010_up.dgn PLOT DATE : 4/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41




| PROJECT NO: 1206-08-74 | HWY: USH 18 | COUNTY: DANE | UTILITY PLAN - NESBITT ROAD | SHEET 11 E |
|---|---|---|---|---|



FILE NAME : S:\MAD\1200--1299\1275\015\Micros\PLAN\0874-Let 1\023011_up.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41

NESBITT ROAD

6180 VERONA ROAD
WISCONSIN BANK & TRUST

SANITARY SEWER
STRUCTURE N-3, 4' DIA.
STA. 98+31.97 D/33.30' LT
CONNECT TO EXISTING SEWER, NORTH
ABANDON EXISTING SEWER - SLURRY, SOUTH

LIMIT BANK DRIVEWAY DISTURBANCE
TO 10 CALENDAR DAYS FROM
BEGINNING TO END OF WORK
INCLUDING ASPHALT PAVEMENT

STA. 100+64.12 D/85.60' LT
CONNECT TO EXISTING WATER MAIN
8" 45° BEND
ABANDON EXISTING WATER MAIN
PROVIDE 8" MJ CAP, EAST

STA. 100+72.45 D/80.60' LT
8" 45° BEND

TEMPORARY CONSTRUCTION
EASEMENT (TYP.)

STA. 101+40.50 D/100.50' LT
8" WATER VALVE

EB CTH PD (MCKEE ROAD)

MATCHLINE 97+50 D

98+00 D | +50 D | 99+00 D | +50 D | 100+00 D | +50 D | 101+00 D

D RAMP

STA. 97+67.70 D/6.80' LT
REMOVE EXISTING
SANITARY SEWER STRUCTURE

STA. 97+65.65 D/16.70' RT
REMOVE EXISTING
VALVE BOX

STA. 97+68.70 D/47.70' RT
REMOVE EXISTING HYDRANT
AND VALVE BOX

ABANDON EXISTING
SANITARY SEWER AND
LATERALS - SLURRY (TYP.)

NOTES:

1. FIELD VERIFY ALL SANITARY AND WATER LATERAL LOCATIONS.
2. COORDINATE SERVICE INTERRUPTIONS WITH THE CITY OF FITCHBURG. SOME CONNECTIONS MAY NEED TO BE PERFORMED AT NIGHT TO MINIMIZE DISRUPTION TO UTILITY CUSTOMERS.
3. /// UNDERGROUND FACILITIES ANTICIPATED TO BE ABANDONED IN PLACE (VERIFY WITH UTILITY OWNER)

STA. 100+93.55 D/39.00' RT
ABANDON EXISTING
VALVE BOX

STA. 101+84.82 D/41.00' RT
ABANDON EXISTING
VALVE BOX

STA. 102+02.89 D/57.00' RT
ABANDON EXISTING HYDRANT
AND VALVE BOX

1015

1010

1005

1000

995

990

985

980

975

970

EXISTING PROFILE
OVER PROPOSED SANITARY

PROPOSED PROFILE
OVER PROPOSED SANITARY

SAN MH 383
RIM = 992.59

SAN MH N-3
RIM = 991.52

FLOW LINE OF PROPOSED
SANITARY SEWER

SAN

SAN

SEE SHEET 8 FOR
SANITARY CONTINUATION

IE 8" SW 982.19
IE 8" N 982.27

IE 8" SW 982.28
IE 8" N 982.40

98+00 D | 99+00 D | 100+00 D | 101+00 D | 102+00 D

PROPOSED PROFILE OVER
PROPOSED WATER MAIN

EXISTING PROFILE OVER
PROPOSED WATER MAIN

TOP OF PROPOSED
WATER MAIN

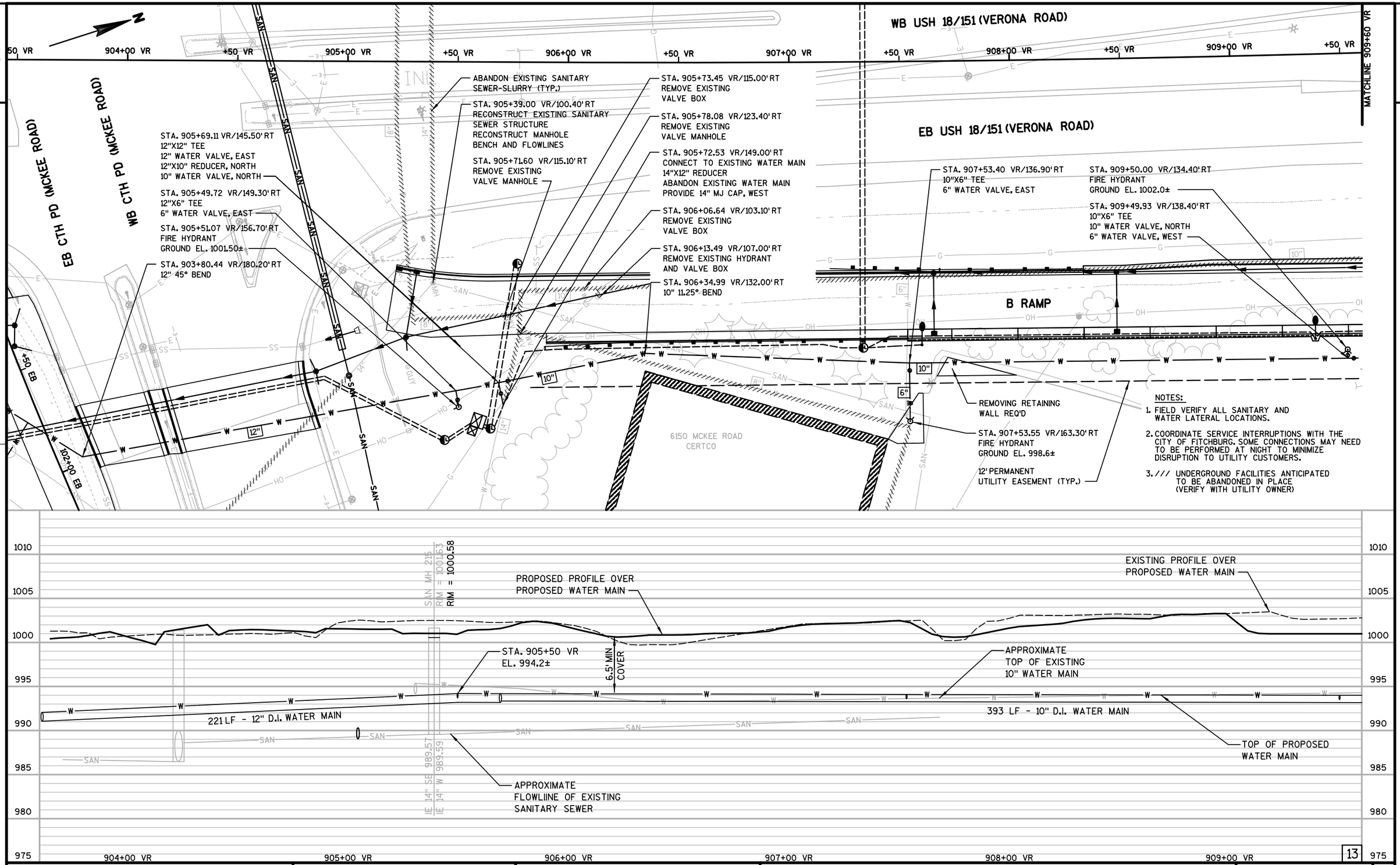
W W
116 LF - 8" D.I. WATER MAIN

12

| PROJECT NO: 1206-08-74 | HWY: USH 18 | COUNTY: DANE | UTILITY PLAN - NESBITT ROAD | SHEET E |
|---|---|---|---|---|



FILE NAME : S:\MAD\1200--1299\1275\015\Micros\PLAN\0874-Let 1\023012_up.dgn PLOT DATE : 4/14/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$




13

| PROJECT NO: 1206-08-74 | HWY: USH 18 | COUNTY: DANE | UTILITY PLAN - EB USH 18/151 (VERONA ROAD) - WATER | SHEET E |
|---|---|---|---|---|



FILE NAME : S:\MAD\1200--1299\1275\015\Micros\PLAN\0874-Let 1\023013_up.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 41

MATCHLINE 909+60 VR

MATCHLINE 915+60 VR

910+00 VR | +50 VR | 911+00 VR | +50 VR | 912+00 VR | +50 VR | 913+00 VR | +50 VR | 914+00 VR | +50 VR | 915+00 VR | +50 VR

NOTES:

1. FIELD VERIFY ALL SANITARY AND WATER LATERAL LOCATIONS.
2. COORDINATE SERVICE INTERRUPTIONS WITH THE CITY OF FITCHBURG. SOME CONNECTIONS MAY NEED TO BE PERFORMED AT NIGHT TO MINIMIZE DISRUPTION TO UTILITY CUSTOMERS.
3. /// UNDERGROUND FACILITIES ANTICIPATED TO BE ABANDONED IN PLACE (VERIFY WITH UTILITY OWNER)

EB USH 18/151 (VERONA ROAD)

B RAMP

STA. 910+97.31 VR/94.80' RT
REMOVE EXISTING HYDRANT AND VALVE BOX

STA. 910+87.11 VR/91.60' RT
REMOVE EXISTING VALVE BOX

STA. 912+39.83 VR/95.00' RT
REMOVE EXISTING VALVE BOX

STA. 912+31.62 VR/143.30' RT
10"X8" TEE
8" WATER VALVE, EAST

STA. 912+31.37 VR/149.20' RT
CONNECT TO EXISTING WATER MAIN
8" 11.25° BEND
ABANDON EXISTING WATER MAIN
PROVIDE 8" MJ CAP, WEST

STA. 913+50.00 VR/136.70' RT
FIRE HYDRANT
GROUND EL. 1003.8±

STA. 915+43.20 VR/98.60' RT
REMOVE EXISTING HYDRANT AND VALVE BOX

STA. 915+31.29 VR/95.40' RT
REMOVE EXISTING VALVE BOX

STA. 910+00 VR/139.10' RT

12' PERMANENT UTILITY EASEMENT (TYP.)

STA. 912+00 VR/142.90' RT

STA. 913+50.17 VR/140.70' RT
10"X6" TEE
10" WATER VALVE, NORTH
6" WATER VALVE, WEST

STA. 914+00 VR/138.30' RT

1015 | 1010 | 1005 | 1000 | 995 | 990 | 985 | 980 | 975

EXISTING PROFILE OVER PROPOSED WATER MAIN

PROPOSED PROFILE OVER PROPOSED WATER MAIN

6.5' MIN. COVER

600 LF - 10" D.I. WATER MAIN

TOP OF PROPOSED WATER MAIN

STA. 909+97 VR
EL. 994.0±

APPROXIMATE TOP OF EXISTING 10" WATER MAIN

STA. 914+65 VR
EL. 997.2±

910+00 VR | 911+00 VR | 912+00 VR | 913+00 VR | 914+00 VR | 915+00 VR

14

| PROJECT NO: 1206-08-74 | HWY: USH 18 | COUNTY: DANE | UTILITY PLAN - EB USH 18/151 (VERONA ROAD) - WATER | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1200--1299\1275\015\Micros\PLAN\0874-Let 1\023014_up.dgn | PLOT DATE : 3/31/2016 | PLOT BY : _username_ | PLOT NAME : | PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 41

MATCHLINE 915+60 VR

916+00 VR | +50 VR | 917+00 VR | +50 VR | 918+00 VR | +50 VR | 919+00 VR | +50 VR | 920+00 VR | +50 VR | 921+00 VR | +50 VR

SANITARY SEWER STRUCTURE VR-1, 4' DIA.
STA. 917+20.92 VR/141.30' RT
CONNECT TO EXISTING SANITARY SEWER, EAST
ABANDON EXISTING SANITARY SEWER - SLURRY (TYP.), WEST

STA. 917+20.96 VR/119.40' RT
REMOVE EXISTING
SANITARY SEWER
STRUCTURE

STA. 917+46.44 VR/112.60' RT
REMOVE EXISTING
VALVE BOX

STA. 917+14.36 VR/103.40' RT
REMOVE EXISTING
VALVE BOX

STA. 917+45.38 VR/160.60' RT
10"X6" TEE
6" WATER VALVE, EAST

STA. 917+50.00 VR/126.70' RT
FIRE HYDRANT
GROUND EL. 1010.4±

EB USH 18/151 VERONA ROAD)

STA. 921+09.11 VR/130.80' RT
REMOVE EXISTING HYDRANT
AND VALVE BOX

STA. 921+56.59 VR/197.60' RT
12"X10" TEE
12" WATER VALVE, SOUTH
10" WATER VALVE, WEST

STA. 920+99.81 VR/125.10' RT
REMOVE EXISTING
VALVE BOX

STA. 920+94.02 VR/131.30' RT
10" 45° BEND

K RAMP

STA. 918+00 VR/131.35' RT

STA. 917+49.95 VR/130.60' RT
10"X6" TEE
6" WATER VALVE, WEST
10" WATER VALVE, NORTH

STA. 917+45.24 VR/137.00' RT
CONNECT TO EXISTING WATER MAIN
ABANDON EXISTING WATER MAIN
PROVIDE 6" MJ CAP, WEST

STA. 920+00 VR/131.25' RT

STA. 916+00 VR/129.80' RT

12' PERMANENT
UTILITY EASEMENT (TYP.)

STA. 917+14.83 VR/130.10' RT
10"X6" TEE
6"X4" REDUCER
6" WATER VALVE, EAST

STA. 917+14.82 VR/136.50' RT
CONNECT TO EXISTING WATER MAIN
ABANDON EXISTING WATER MAIN
PROVIDE 4" MJ CAP, WEST

NOTES:

1. FIELD VERIFY ALL SANITARY AND WATER LATERAL LOCATIONS.
2. COORDINATE SERVICE INTERRUPTIONS WITH THE CITY OF FITCHBURG. SOME CONNECTIONS MAY NEED TO BE PERFORMED AT NIGHT TO MINIMIZE DISRUPTION TO UTILITY CUSTOMERS.
3. /// UNDERGROUND FACILITIES ANTICIPATED TO BE ABANDONED IN PLACE (VERIFY WITH UTILITY OWNER)

STA. 921+21.67 VR/160.40' RT
FIRE HYDRANT
GROUND EL. 1015.3±

STA. 921+25.17 VR/164.50' RT
10"X6" TEE
6" WATER VALVE, NORTH
10" WATER VALVE, EAST

EAST VERONA ROAD FRONTAGE ROAD

41+00 EF | +50 EF

1020 | 1015 | 1010 | 1005 | 1000 | 995 | 990 | 985

SAN MH VR-1
RIM = 1008.62
FUTURE RIM = 1006.30
IE 8" E 999.85

SAN MH 130
RIM = 1008.40
IE 8" E 999.87
IE 6" W 999.90

EXISTING PROFILE OVER
PROPOSED WATER MAIN

PROPOSED PROFILE OVER
PROPOSED WATER MAIN

6.5' MIN
COVER

STA. 920+96 VR
EL. 1007.7±

619 LF - 10" D.I. WATER MAIN

TOP OF PROPOSED
WATER MAIN

APPROXIMATE
TOP OF EXISTING
10" WATER MAIN

916+00 VR | 917+00 VR | 918+00 VR | 919+00 VR | 920+00 VR | 921+00 VR

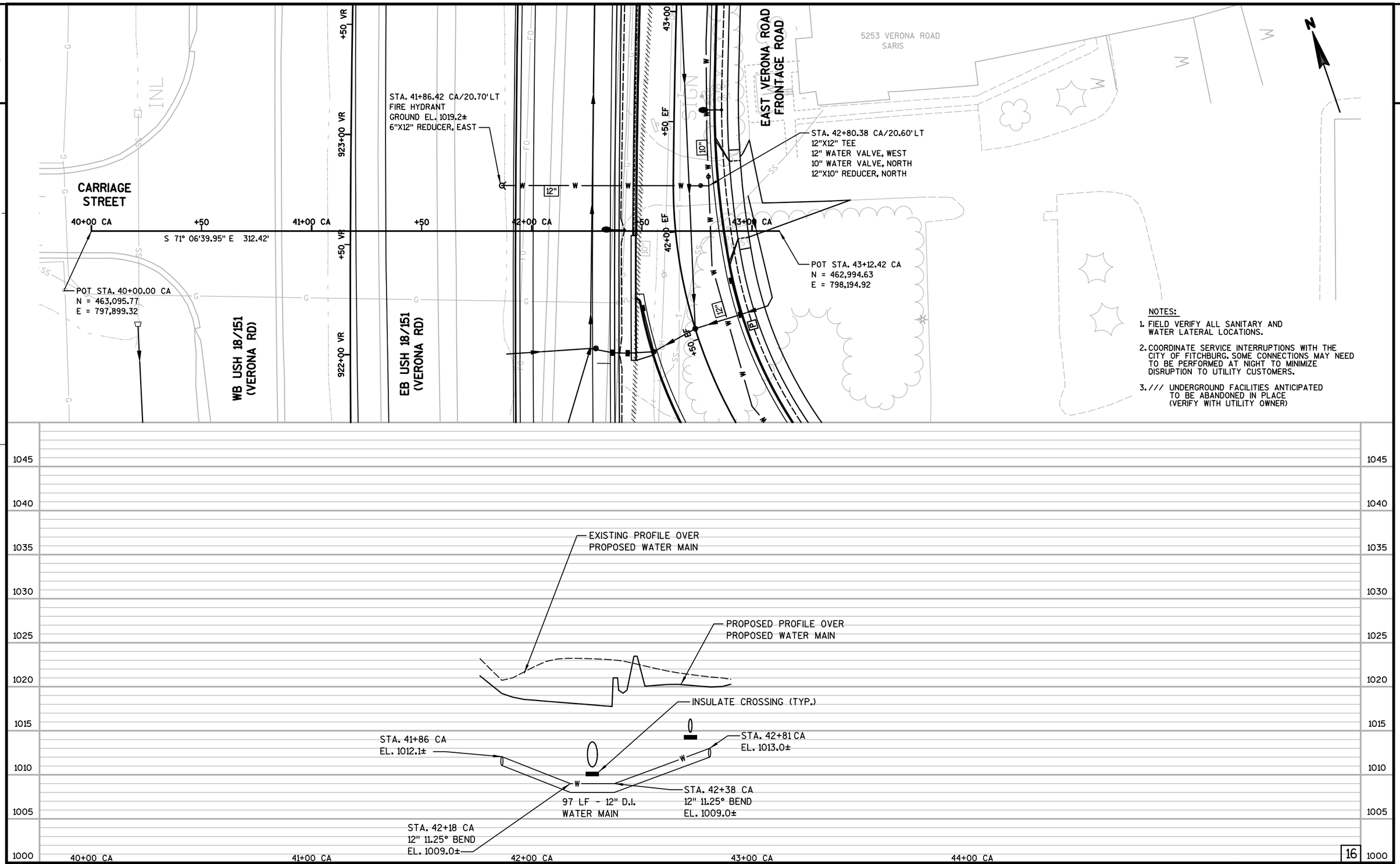
15

| PROJECT NO: 1206-08-74 | HWY: USH 18 | COUNTY: DANE | UTILITY PLAN - EB USH 18/151 (VERONA ROAD) - WATER | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1200--1299\1275\015\Micros\PLAN\0874-Let 1\023015_up.dgn | PLOT DATE : 3/31/2016 | PLOT BY : _username_ | PLOT NAME : | PLOT SCALE : $$.....plotscale.....$$

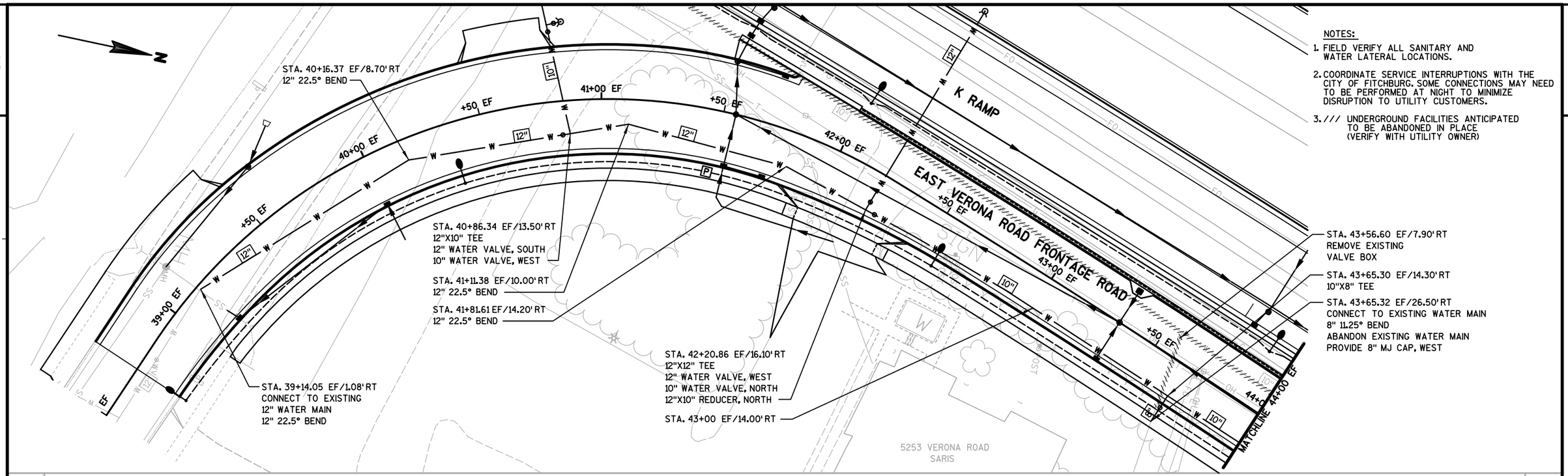
WISDOT/CADDS SHEET 41





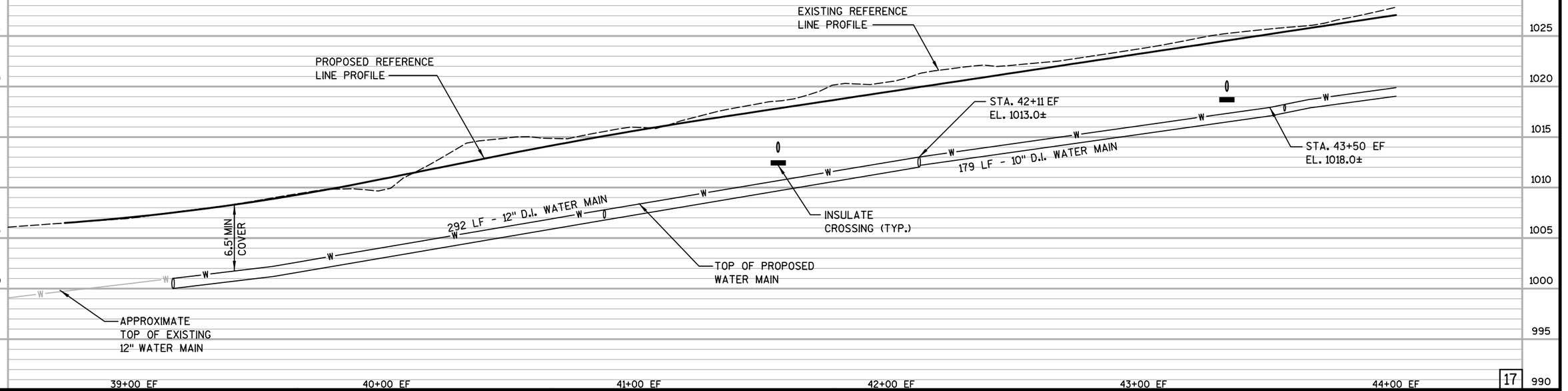

| PROJECT NO: 1206-08-74 | HWY: USH 18 | COUNTY: DANE | UTILITY PLAN - CARRIAGE STREET WATER MAIN CROSSING | SHEET 314 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1200--1299\1275\015\Micros\PLAN\0874-Let 1\023016_up.dgn
PLOT DATE : 3/31/2016
PLOT BY : _username_
PLOT NAME :
PLOT SCALE : $$.....plotscale.....$$
WISDOT/CADDS SHEET 41




NOTES:

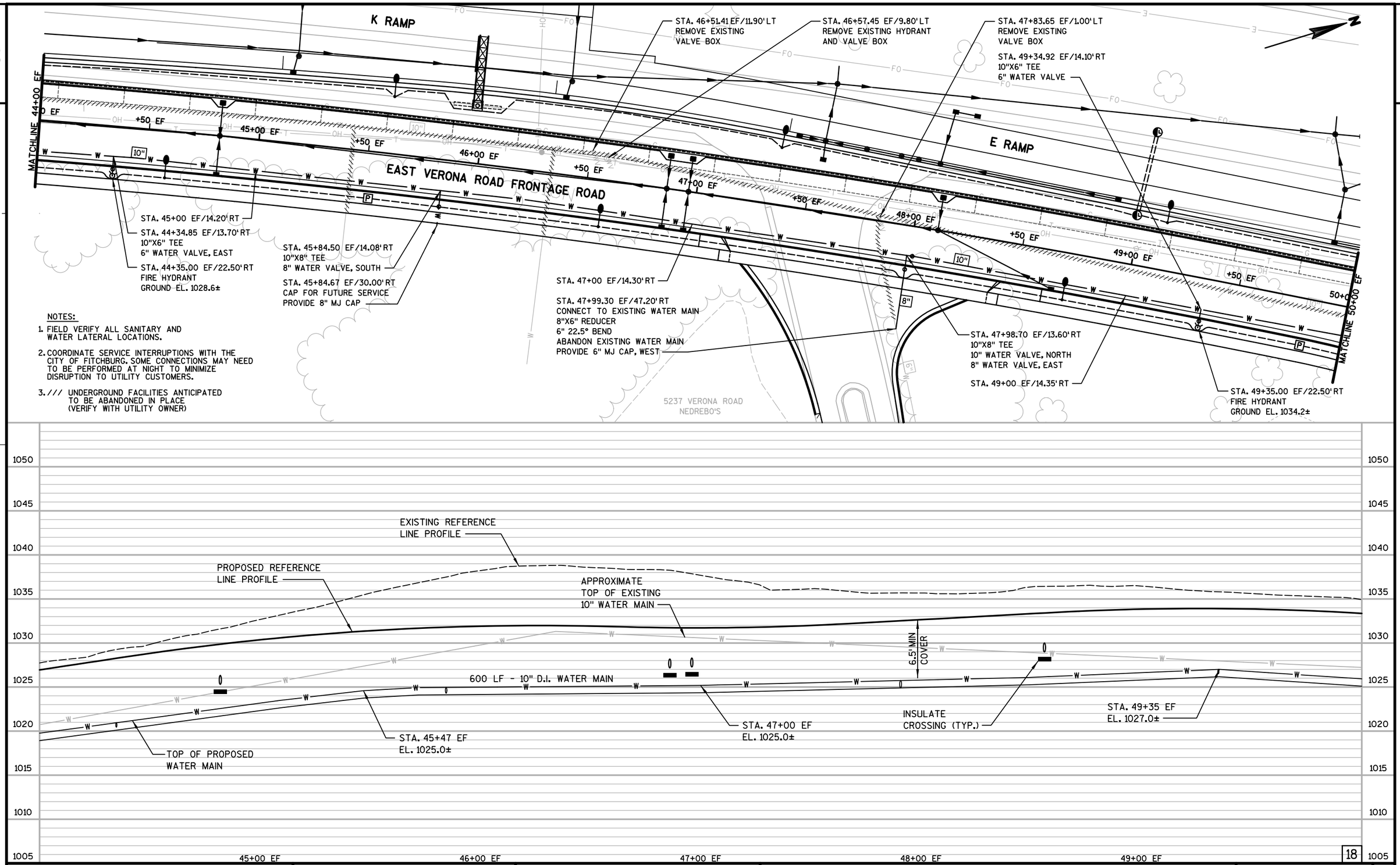
1. FIELD VERIFY ALL SANITARY AND WATER LATERAL LOCATIONS.
2. COORDINATE SERVICE INTERRUPTIONS WITH THE CITY OF FITCHBURG. SOME CONNECTIONS MAY NEED TO BE PERFORMED AT NIGHT TO MINIMIZE DISRUPTION TO UTILITY CUSTOMERS.
3. /// UNDERGROUND FACILITIES ANTICIPATED TO BE ABANDONED IN PLACE (VERIFY WITH UTILITY OWNER)




| PROJECT NO: 1206-08-74 | HWY: USH 18 | COUNTY: DANE | UTILITY PLAN - EAST VERONA ROAD FRONTAGE ROAD | SHEET 17 | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1200--1299\1275\015\Micros\PLAN\0874-Let 1\023017_up.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41

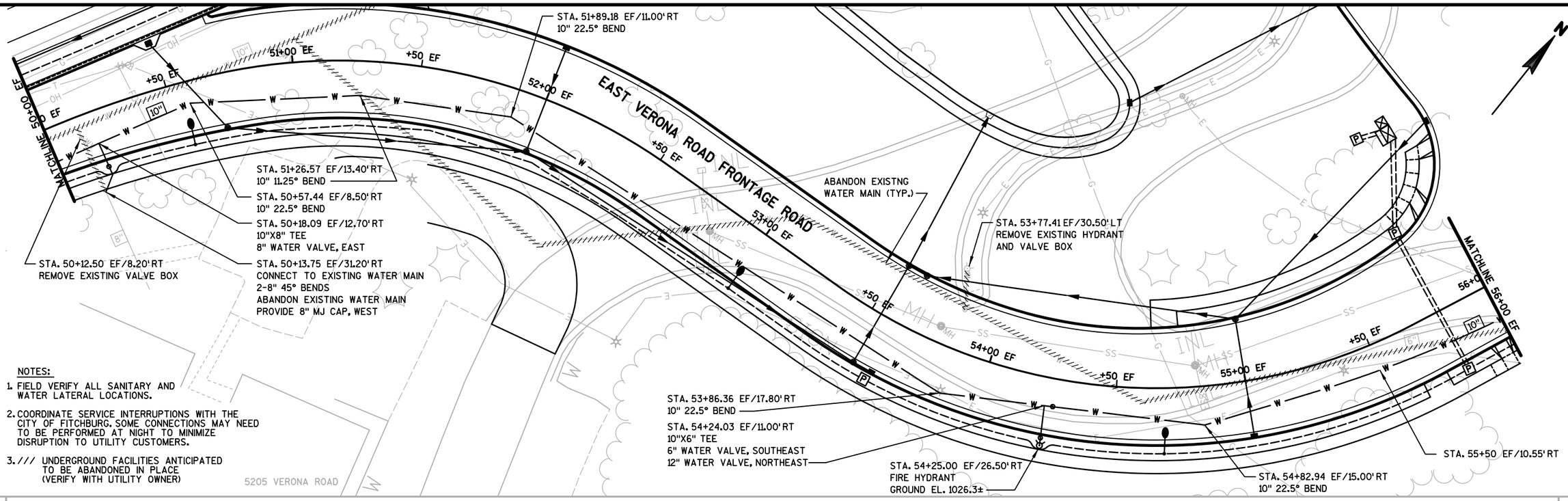





| PROJECT NO: 1206-08-74 | HWY: USH 18 | COUNTY: DANE | UTILITY PLAN - EAST VERONA ROAD FRONTAGE ROAD | SHEET E |
|---|---|---|---|---|

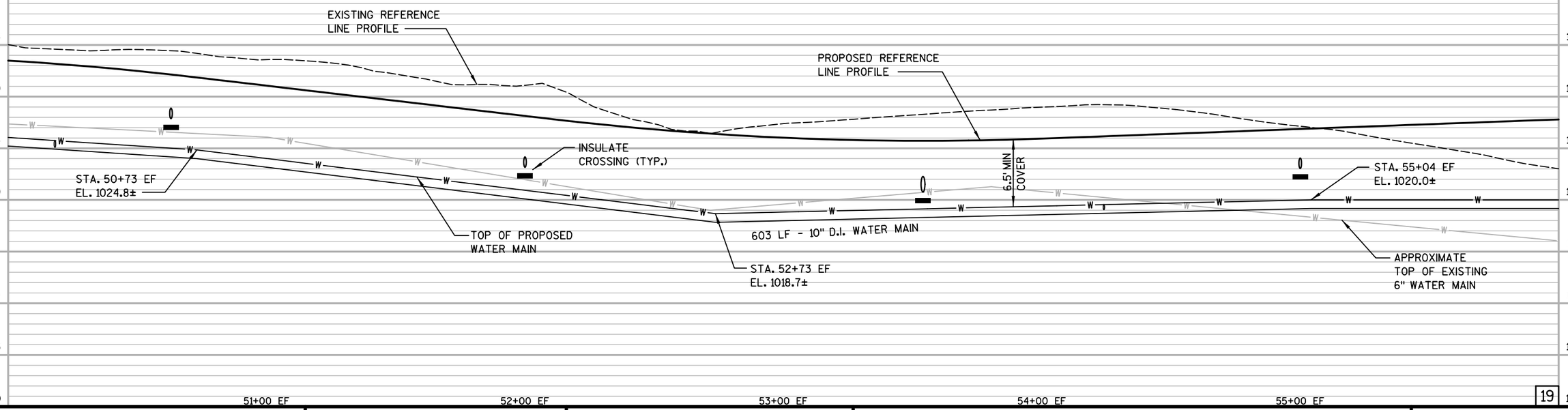


FILE NAME : S:\MAD\1200--1299\1275\015\Micros\PLAN\0874-Let 1\023018_up.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41




NOTES:

1. FIELD VERIFY ALL SANITARY AND WATER LATERAL LOCATIONS.
2. COORDINATE SERVICE INTERRUPTIONS WITH THE CITY OF FITCHBURG. SOME CONNECTIONS MAY NEED TO BE PERFORMED AT NIGHT TO MINIMIZE DISRUPTION TO UTILITY CUSTOMERS.
3. /// UNDERGROUND FACILITIES ANTICIPATED TO BE ABANDONED IN PLACE (VERIFY WITH UTILITY OWNER)






| PROJECT NO: 1206-08-74 | HWY: USH 18 | COUNTY: DANE | UTILITY PLAN - EAST VERONA ROAD FRONTAGE ROAD | SHEET 317 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1200--1299\1275\015\Micros\PLAN\0874-Let 1\023019_up.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41

NOTES:

1. FIELD VERIFY ALL SANITARY AND WATER LATERAL LOCATIONS.
2. COORDINATE SERVICE INTERRUPTIONS WITH THE CITY OF FITCHBURG. SOME CONNECTIONS MAY NEED TO BE PERFORMED AT NIGHT TO MINIMIZE DISRUPTION TO UTILITY CUSTOMERS.
3. /// UNDERGROUND FACILITIES ANTICIPATED TO BE ABANDONED IN PLACE (VERIFY WITH UTILITY OWNER)

EAST VERONA ROAD FRONTAGE ROAD

MATCHLINE 56+00 EF

STA. 56+51.53 EF/13.50' RT
10"X8" TEE
10" WATER VALVE, SOUTH
8" WATER VALVE, EAST

STA. 56+52.50 EF/67.70' RT
CONNECT TO EXISTING WATER MAIN
8"X6" REDUCER
6" 45° BEND

ABANDON EXISTING WATER MAIN
PROVIDE 6" MJ CAP, WEST

STA. 57+00 EF/12.90' RT

STA. 58+00 EF/12.90' RT

STA. 58+25.02 EF/13.00' RT
10"X6" TEE
6" WATER VALVE, EAST

STA. 59+00 EF/13.00' RT

STA. 58+25.00 EF/24.50' RT
FIRE HYDRANT
GROUND EL. 1027.2±

STA. 60+04.09 EF/13.00' RT
10"X8" TEE
8" WATER VALVE, EAST

STA. 60+78.92 EF/19.60' LT
REMOVE EXISTING VALVE BOX

ABANDON EXISTING WATER MAIN (TYP.)

STA. 60+60.12 EF/11.70' RT
10" 22.5° BEND

STA. 60+04.45 EF/26.50' RT
CONNECT TO EXISTING WATER MAIN
8" 45° BEND
ABANDON EXISTING WATER MAIN
PROVIDE 8" MJ CAP, NORTHWEST

STA. 61+60.44 EF/27.20' RT
CONNECT TO EXISTING WATER MAIN
10" WATER VALVE, SOUTH
10" 22.5° BEND
ABANDON EXISTING WATER MAIN
PROVIDE 10" MJ CAP, SOUTHWEST

5141 VERONA ROAD

5137 VERONA ROAD

PROPOSED REFERENCE LINE PROFILE

EXISTING REFERENCE LINE PROFILE

6.5' MIN COVER

TOP OF PROPOSED WATER MAIN

STA. 58+61 EF
EL. 1020.0±

INSULATE CROSSING (TYP.)

563 LF - 10" D.I. WATER MAIN

APPROXIMATE TOP OF EXISTING 10" WATER MAIN

PROVIDE INSULATION

1040 1035 1030 1025 1020 1015 1010 1005 1000 995

57+00 EF 58+00 EF 59+00 EF 60+00 EF 61+00 EF

20

| PROJECT NO: 1206-08-74 | HWY: USH 18 | COUNTY: DANE | UTILITY PLAN - EAST VERONA ROAD FRONTAGE ROAD | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1200--1299\1275\015\Micros\PLAN\0874-Let 1\023020_up.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41

NOTES:

1. FIELD VERIFY ALL SANITARY AND WATER LATERAL LOCATIONS.
2. COORDINATE SERVICE INTERRUPTIONS WITH THE CITY OF FITCHBURG. SOME CONNECTIONS MAY NEED TO BE PERFORMED AT NIGHT TO MINIMIZE DISRUPTION TO UTILITY CUSTOMERS.
3. /// UNDERGROUND FACILITIES ANTICIPATED TO BE ABANDONED IN PLACE (VERIFY WITH UTILITY OWNER)

WB USH 18/151 (VERONA RD)

EB USH 18/151 (VERONA RD)

EAST VERONA ROAD FRONTAGE ROAD

5117 VERONA ROAD

SANITARY SEWER STRUCTURE VR-3, 4' DIA.
STA. 33+40.36 UT/21.50' LT

STA. 33+13.93 UT/22.20' LT
CAP SANITARY SEWER FOR FUTURE CONNECTION

POT STA. 34+82.87 UT
N = 465,167.26
E = 798,871.89

SANITARY SEWER STRUCTURE VR-2, 4' DIA.
STA. 33+80.74 UT/47.60' RT
CONNECT TO EXISTING SANITARY SEWER, NORTHWEST AND SOUTHEAST
REMOVE EXISTING SANITARY SEWER STRUCTURE

30+00 UT | +50 | 31+00 UT | +50 | 32+00 UT | +50 | 33+00 UT | +50 | 34+00 UT | +50

946+00 | +50 VR | 945+00 VR | +50 VR

S 55° 34'02.54" E 482.87'

POT STA. 30+00.00 UT
N = 465,167.26
E = 798,871.89

SAN MH 59
RIM = 1024.57
IE 10' SW 1015.63
IE 10' W 1015.12
IE 8" NE 1017.17
IE 10' E 1015.08

SAN MH VR-3
RIM = 1025.86
IE 10" NW 1013.08
IE 10" S 1012.98

SAN MH 483
RIM = 1019.43
IE NW 1012.58
IE SE 1012.48

SAN MH VR-2
RIM = 1023.53
IE 10" NW 1012.58 (TEMPORARY)
IE 10" N 1012.58
IE 10" SE 1012.48

EXISTING PROFILE OVER PROPOSED SANITARY SEWER

PROPOSED PROFILE OVER PROPOSED SANITARY

APPROXIMATE FLOW LINE OF EXISTING SANITARY SEWER

26 LF - 10" SDR26 @ 0.60%

80 LF - 10" SDR26 @ 0.50%

CAP SANITARY SEWER FOR FUTURE CONNECTION

FLOW LINE OF PROPOSED SANITARY SEWER

EXISTING 12" WM

1045 | 1040 | 1035 | 1030 | 1025 | 1020 | 1015 | 1010 | 1005 | 1000

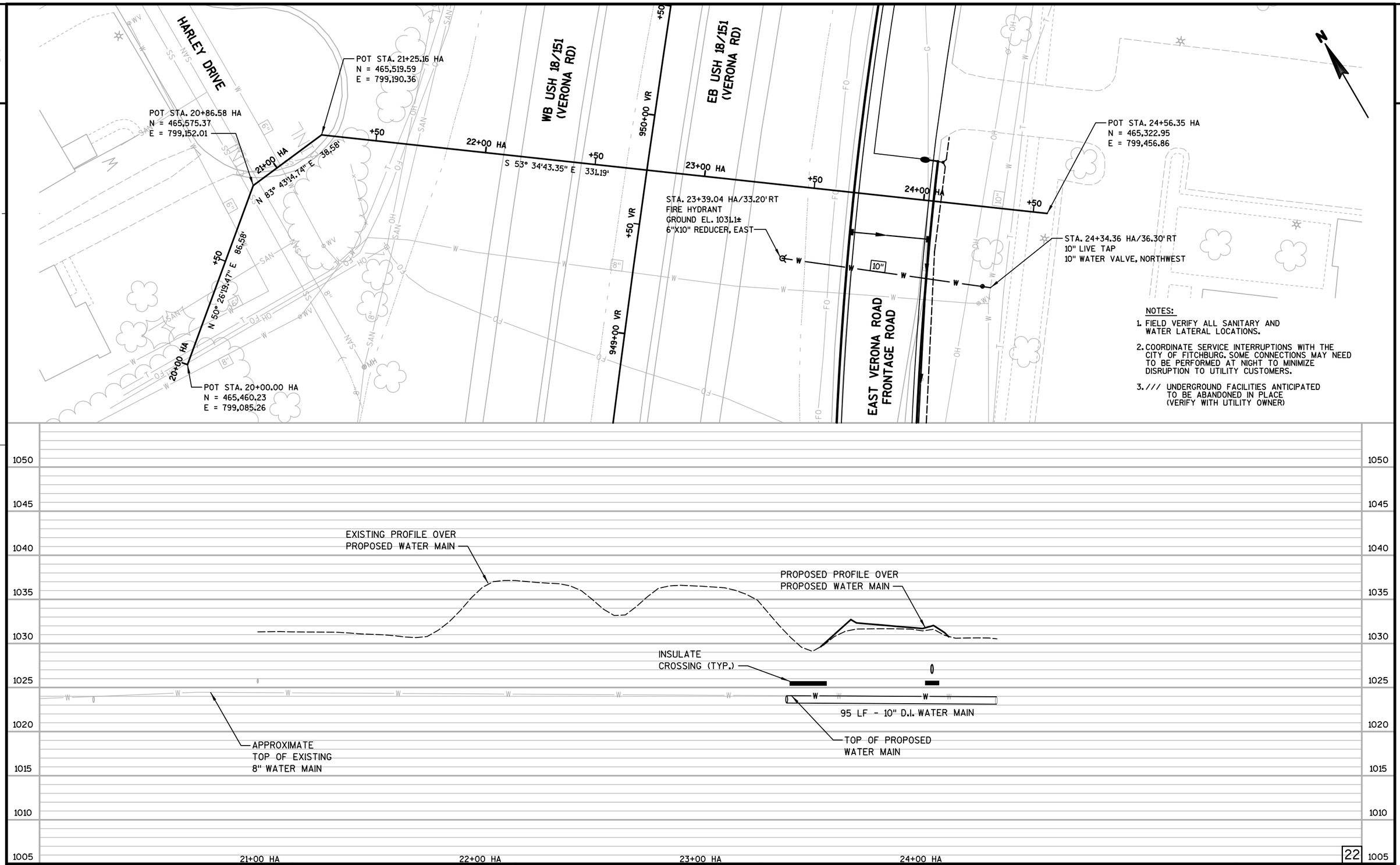
30+00 UT | 31+00 UT | 32+00 UT | 33+00 UT | 34+00 UT

21

| PROJECT NO: 1206-08-74 | HWY: USH 18 | COUNTY: DANE | UTILITY PLAN - USH 18/151 SANITARY SEWER CROSSING | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1200--1299\1275\015\Micros\PLAN\0874-Let 1\023021_up.dgn | PLOT DATE : 3/31/2016 | PLOT BY : _username_ | PLOT NAME : | PLOT SCALE : $$.....plotscale.....$$ | WISDOT/CADDS SHEET 41




| PROJECT NO: 1206-08-74 | HWY: USH 18 | COUNTY: DANE | UTILITY PLAN - HARLEY DRIVE WATER MAIN CROSSING | SHEET 22 | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1200--1299\1275\015\Micros\PLAN\0874-Let 1\023022_up.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41

2

5312 WILLIAMSBURG WAY

5308 WILLIAMSBURG WAY

5304 WILLIAMSBURG WAY

5280 WILLIAMSBURG WAY

5276 WILLIAMSBURG WAY

STA. 93+93.04 WW/23.50'LT
FIRE HYDRANT
GROUND EL. 1043.6±

STA. 94+21.57 WW/28.40'LT
RECONSTRUCT EXISTING SANITARY SEWER STRUCTURE. ROTATE MANHOLE CONE SECTION TO AVOID CURB FLANGE

STA. 94+77.52 WW/43.10'LT
REMOVE EXISTING HYDRANT AND VALVE BOX.
PROVIDE 6" MJ CAP AT TEE

WILLIAMSBURG WAY

92+00 WW

93+00 WW

94+00 WW

95+00 WW

96+00 WW

97+00 WW

+50 WW

NOTES:

1. FIELD VERIFY ALL SANITARY AND WATER LATERAL LOCATIONS.
2. COORDINATE SERVICE INTERRUPTIONS WITH THE CITY OF FITCHBURG. SOME CONNECTIONS MAY NEED TO BE PERFORMED AT NIGHT TO MINIMIZE DISRUPTION TO UTILITY CUSTOMERS.
3. /// UNDERGROUND FACILITIES ANTICIPATED TO BE ABANDONED IN PLACE (VERIFY WITH UTILITY OWNER)

5401 WILLIAMSBURG WAY
WILLOW RUN APARTMENTS

STA. 93+67.62 WW/33.80'RT
REMOVE EXISTING WATER VALVE MANHOLE TOP SECTION AND INSTALL VALVE BOX

STA. 93+95.78 WW/4.90'LT
12"X6" LIVE TAP W/ VALVE

STA. 94+37.09 WW/10.00'LT
REMOVE EXISTING WATER VALVE MANHOLE TOP SECTION AND INSTALL VALVE BOX

ANTON DRIVE

5250 WILLIAMSBURG WAY
BMO HARRIS BANK

STA. 96+86.41 WW/26.20'RT
ADJUSTING MANHOLE COVERS

N

EXISTING REFERENCE LINE PROFILE

PROPOSED REFERENCE LINE PROFILE

SAN MH
RIM = 1044.75
IE 8" SE 1034.20
IE 8" NW 1034.10

WAT MH
RIM = 1043.77
VALVE BOX = 1043.42
TOP 4" 1036.75

SAN MH 80
RIM = 1043.38
RIM = 1043.35
IE 8" SE 1035.88
IE 8" NW 1035.54
IE 6" N 1035.6

WAT MH 73
RIM = 1043.16
VALVE BOX = 1042.81
TOP 12" 1034.55

SAN MH 72
RIM = 1042.09
RIM = 1041.83
IE 8" NW 1036.53

1060
1055
1050
1045
1040
1035
1030
1025
1020
1015

92+00 WW | 93+00 WW | 94+00 WW | 95+00 WW | 96+00 WW

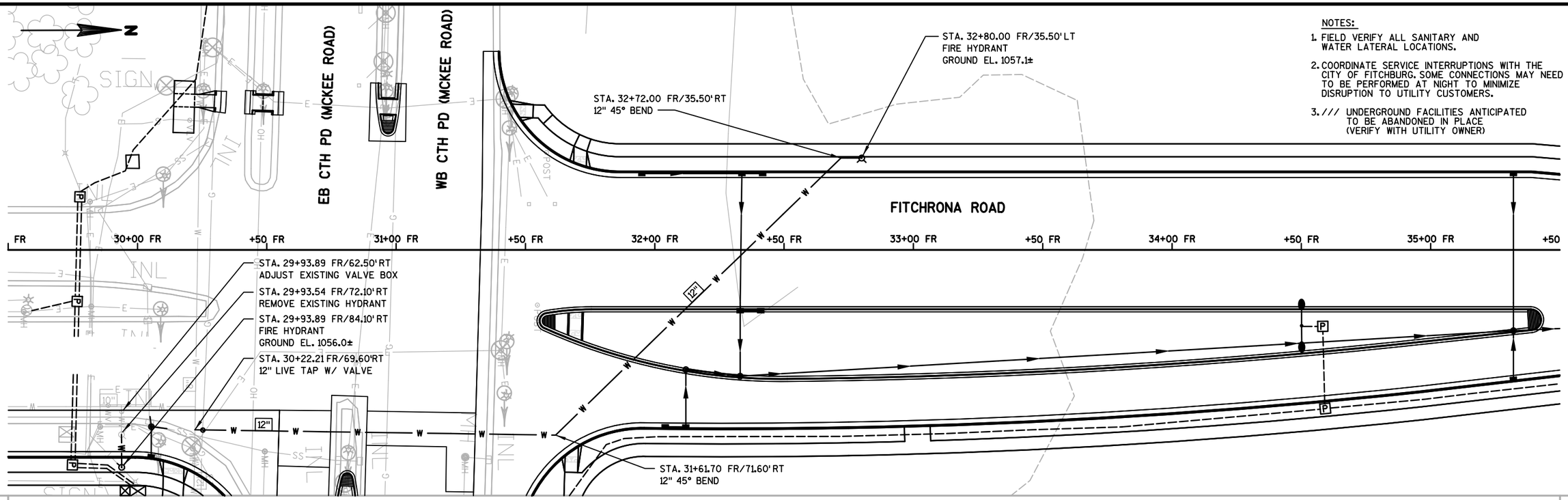
23

| PROJECT NO: 1206-08-74 | HWY: USH 18 | COUNTY: DANE | UTILITY PLAN - WILLIAMSBURG WAY | SHEET | E |
|---|---|---|---|---|---|



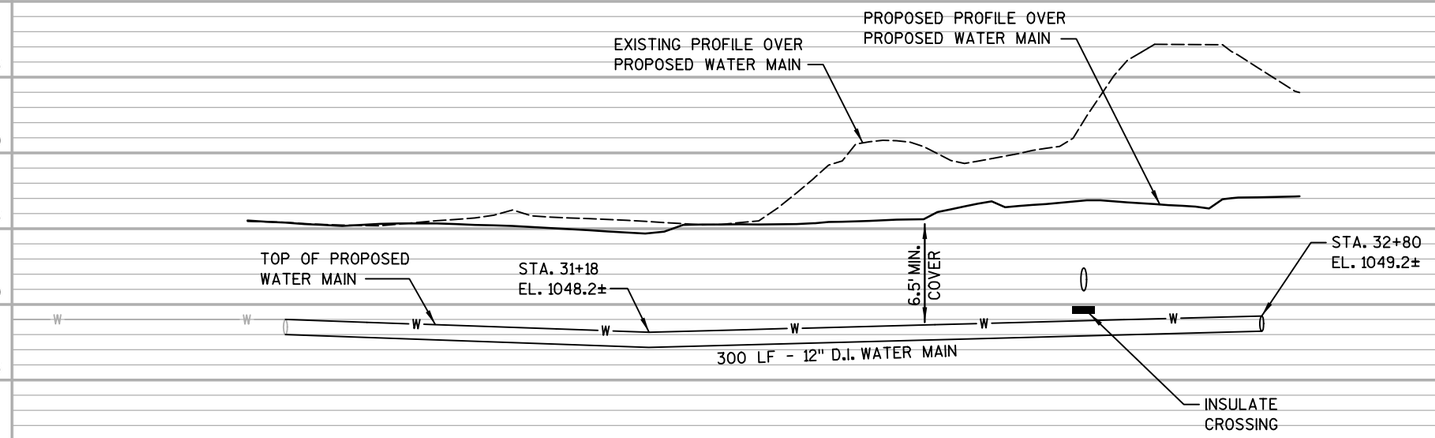
FILE NAME : S:\MAD\1200--1299\1275\015\Micros\PLAN\0874-Let 1\023023_up.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 41




NOTES:

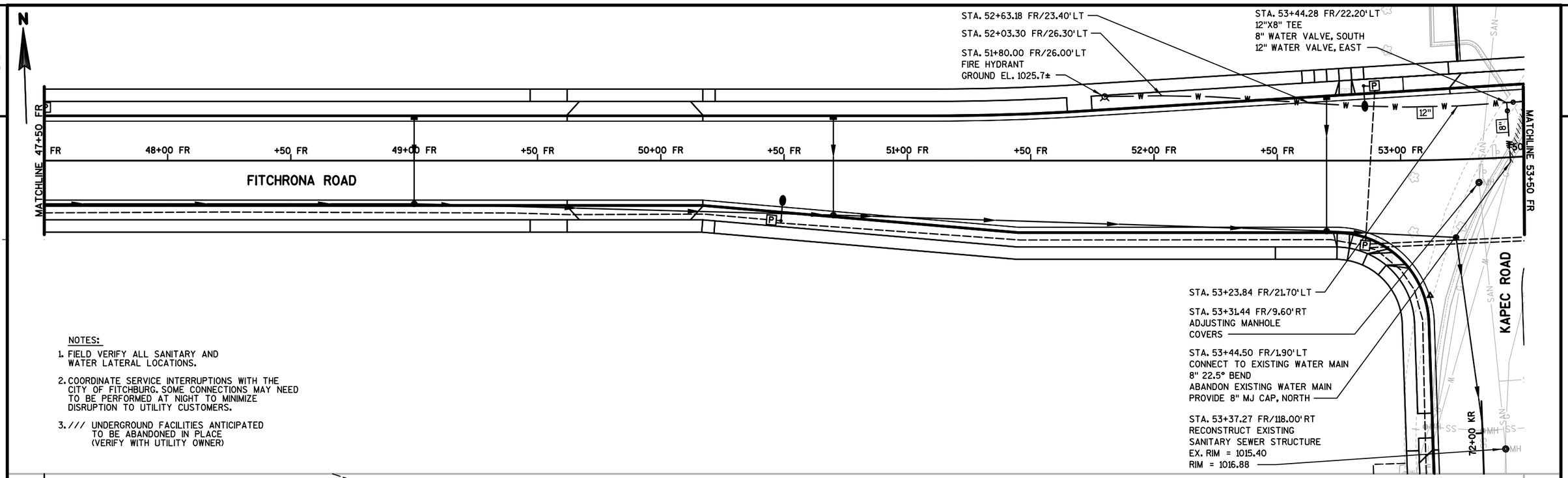
1. FIELD VERIFY ALL SANITARY AND WATER LATERAL LOCATIONS.
2. COORDINATE SERVICE INTERRUPTIONS WITH THE CITY OF FITCHBURG. SOME CONNECTIONS MAY NEED TO BE PERFORMED AT NIGHT TO MINIMIZE DISRUPTION TO UTILITY CUSTOMERS.
3. /// UNDERGROUND FACILITIES ANTICIPATED TO BE ABANDONED IN PLACE (VERIFY WITH UTILITY OWNER)




| PROJECT NO: 1206-08-74 | HWY: USH 18 | COUNTY: DANE | UTILITY PLAN - FITCHRONA ROAD | SHEET 24 | E |
|---|---|---|---|---|---|

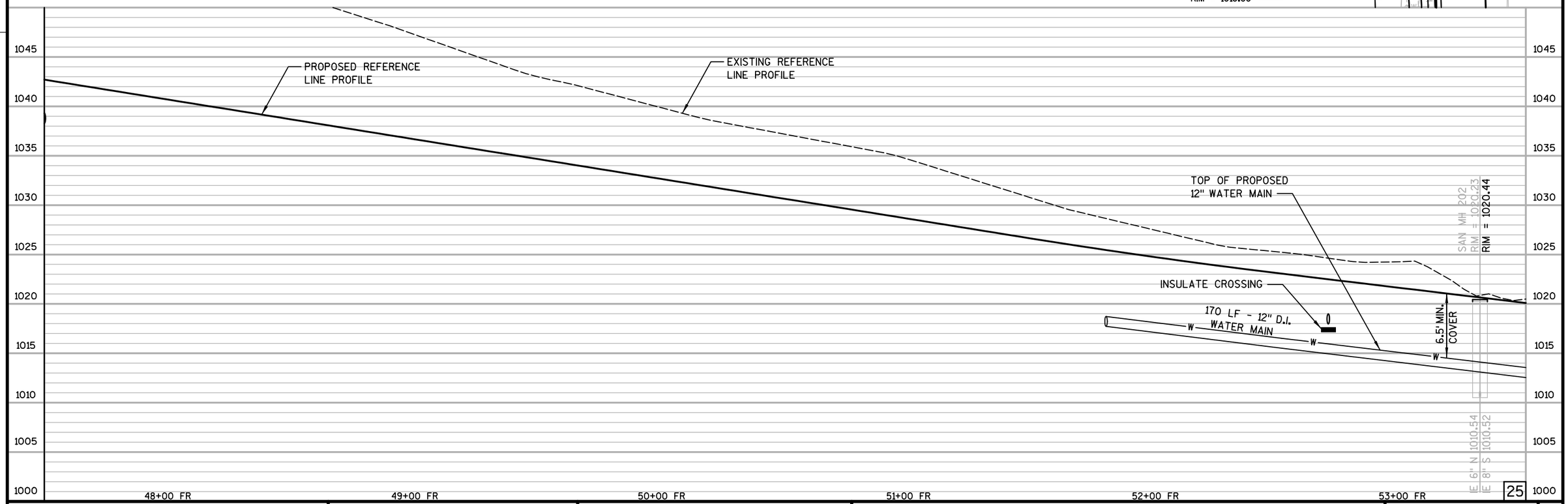


FILE NAME : S:\MAD\1200--1299\1275\015\Micros\PLAN\0874-Let 1\023024_up.dgn PLOT DATE : 5/6/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41




NOTES:

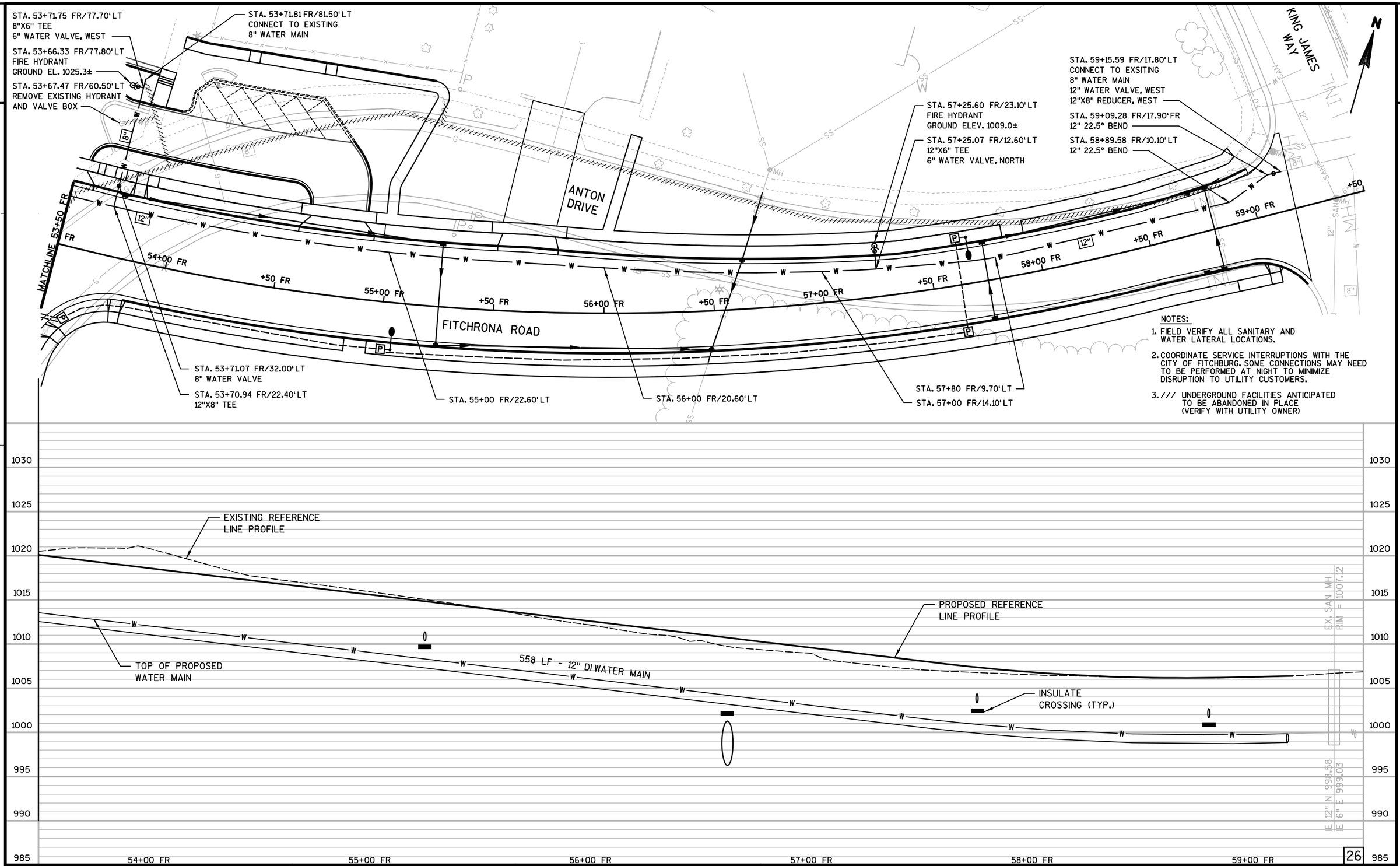
1. FIELD VERIFY ALL SANITARY AND WATER LATERAL LOCATIONS.
2. COORDINATE SERVICE INTERRUPTIONS WITH THE CITY OF FITCHBURG. SOME CONNECTIONS MAY NEED TO BE PERFORMED AT NIGHT TO MINIMIZE DISRUPTION TO UTILITY CUSTOMERS.
3. /// UNDERGROUND FACILITIES ANTICIPATED TO BE ABANDONED IN PLACE (VERIFY WITH UTILITY OWNER)




| PROJECT NO: 1206-08-74 | HWY: USH 18 | COUNTY: DANE | UTILITY PLAN - FITCHRONA ROAD | SHEET 25 | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1200--1299\1275\015\Micros\PLAN\0874-Let 1\023025_up.dgn PLOT DATE : 5/6/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41



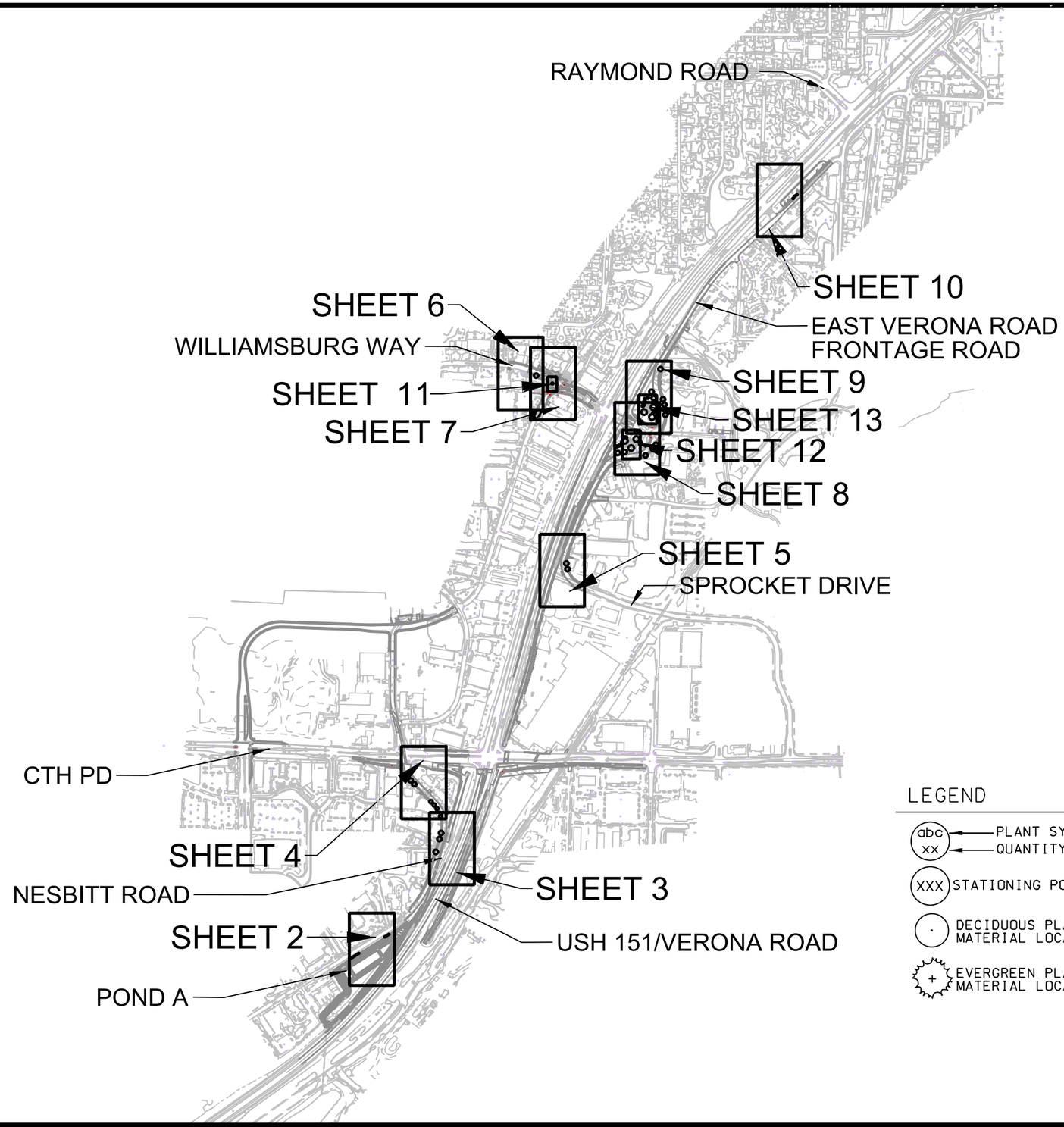

| PROJECT NO: 1206-08-74 | HWY: USH 18 | COUNTY: DANE | UTILITY PLAN - FITCHRONA ROAD | SHEET 26 |
|---|---|---|---|---|



E

FILE NAME : S:\MAD\1200--1299\1275\015\Micros\PLAN\0874-Let 1\023026_up.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 41




## NOTES

REPAIR AND RESTORE ALL AREAS DISTURBED BY PLANTING OR LANDSCAPE INSTALLATION OPERATIONS WITH LIKE MATERIALS AS DIRECTED BY THE ENGINEER OR INDICATED IN THE EROSION CONTROL PLANS INCLUDED IN THIS CONTRACT.

FIELD LOCATE ALL PUBLIC AND PRIVATE EXISTING AND PROPOSED UTILITIES BEFORE DIGGING AND ADJUST PLANT LOCATIONS AS NECESSARY TO AVOID CONFLICTS. MINIMUM UTILITY OFFSETS ARE AS FOLLOWS (GIVEN FROM CENTER OF LINE TO CENTER OF TREE):
-- GAS: 24-INCHES
-- ELECTRIC: 36-INCHES
-- FIBER OPTIC: 24-INCHES
-- SANITARY, STORM, WATER: 10-FEET

VERIFY THAT A MINIMUM DEPTH OF 12-INCHES OF PLANTING MIXTURE HAS BEEN PROVIDED IN PLANTING BEDS AS INDICATED IN THE DRAWINGS BEFORE BEGINNING PLANTING OPERATIONS.

VERIFY THAT A MINIMUM DEPTH OF 18-INCHES OF TOPSOIL SPECIAL HAS BEEN PROVIDED FOR TREES PLANTED IN STREET TERRACES AS INDICATED IN THE DRAWINGS BEFORE BEGINNING PLANTING OPERATIONS.

SEE EROSION CONTROL PLANS FOR LOCATION AND EXTENTS OF TURF GRASS SEED/SOD.

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

FIELD ADJUSTMENTS TO TREE LOCATIONS MUST BE APPROVED BY THE FIELD ENGINEER PRIOR TO PLANTING AND MUST REMAIN OUTSIDE OF VISION TRIANGLES.

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

## LEGEND

- abc / xx — PLANT SYMBOL / QUANTITY
- XXX — STATIONING POINT
- DECIDUOUS PLANT MATERIAL LOCATION
- EVERGREEN PLANT MATERIAL LOCATION
- PLANTING BED – SEE PLANT LAYOUT ENLARGEMENT SHEETS
- 1 — TOPSOIL SPECIAL
- 2 — SHREDDED HARDWOOD BARK MULCH
- 3 — PLANTING MIXTURE
- 4 — RIPRAP LIGHT OVER TYPE R GEOTEXTILE FABRIC
- 5 — NATIVE VEGETATED MAT, TYPE A
- 6 — NATIVE VEGETATED MAT, TYPE B
- 7 — NATIVE VEGETATED MAT, TYPE C
- 8 — RODENT PROTECTION

N

0' 500' 1000' 2000'

SCALE 1" = 1000'-0"

1 OF 16

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | SHEET LAYOUT OVERVIEW | SHEET 325 | E |
|---|---|---|---|---|---|

## LEGEND

- abc / xx — PLANT SYMBOL / QUANTITY
- XXX — STATIONING POINT
- · — DECIDUOUS PLANT MATERIAL LOCATION
- + — EVERGREEN PLANT MATERIAL LOCATION
- 1 — TOPSOIL SPECIAL
- 8 — RODENT PROTECTION

## PLANT KEY

| SYM | COMMON NAME |
|---|---|
| CS | Crabapple, 'Sargent' |

100 101 102 103 CS 5 104 8

105 106 CS 3 107 8

POND A

NESBITT ROAD

WB USH 18/151 (VERONA RD)

EB USH 18/151 (VERONA RD)

82+00 VR

883+00 VR

0' 20' 40' 80'

SCALE 1" = 40'-0"

2 OF 16

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLANT LAYOUT - POND A | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : Q:2012-002 CTH PD-Verona Road \ CAD \ 1 - Working Drawings \ 2012-002 ksd base.dgn PLOT DATE : 23-MARCH-2016 PLOT BY : nswartz PLOT NAME : PLOT SCALE :

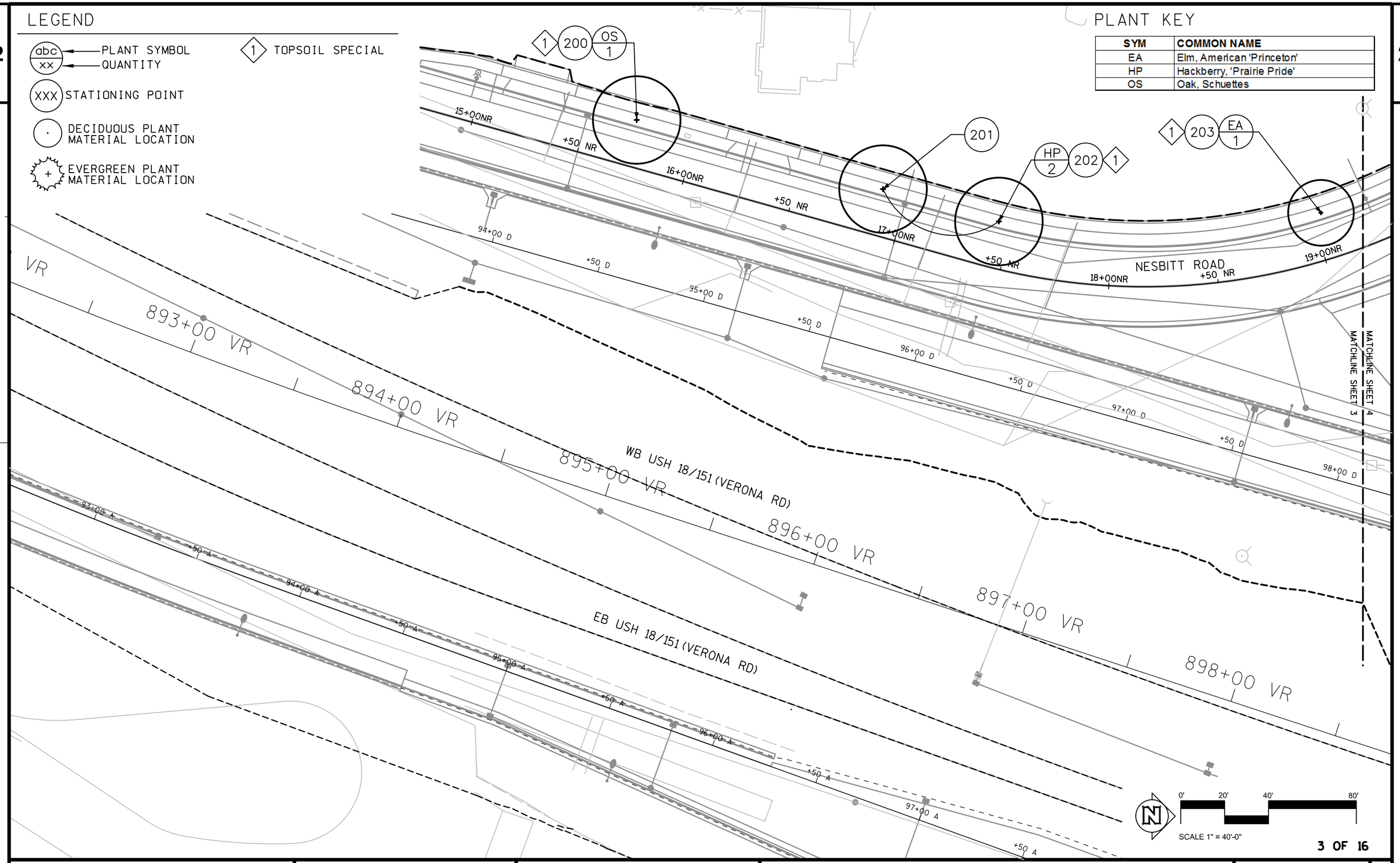
WISDOT/CADDS SHEET 42

## LEGEND

- abc / xx — PLANT SYMBOL / QUANTITY
- XXX — STATIONING POINT
- · — DECIDUOUS PLANT MATERIAL LOCATION
- + — EVERGREEN PLANT MATERIAL LOCATION
- 1 — TOPSOIL SPECIAL

## PLANT KEY

| SYM | COMMON NAME |
|---|---|
| EA | Elm, American 'Princeton' |
| HP | Hackberry, 'Prairie Pride' |
| OS | Oak, Schuettes |




3 OF 16

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLANT LAYOUT - NESBITT ROAD | SHEET 327 | E |
|---|---|---|---|---|---|

FILE NAME : Q:2012-002 CTH PD-Verona Road \ CAD \ 1 - Working Drawings \ 2012-002 ksd base.dgn PLOT DATE : 23-MARCH-2016 PLOT BY : nswartz PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

## LEGEND

- abc / xx — PLANT SYMBOL / QUANTITY
- XXX — STATIONING POINT
- DECIDUOUS PLANT MATERIAL LOCATION
- EVERGREEN PLANT MATERIAL LOCATION
- 1 — TOPSOIL SPECIAL

## PLANT KEY

1 304 CE 2

1 303

1 302 EA 3

301

300

MATCHLINE SHEET 4

MATCHLINE SHEET 3

NESBITT ROAD

22+00NR

23+00NR

24+00NR

21+00NR

20+00NR

19+00NR

+50 NR

EB CTH PD (MCKEE ROAD)

WB CTH PD (MCKEE ROAD)

94+00 EB

95+00 EB

96+00 EB

+00 WB

MH

0' 20' 40' 80'

SCALE 1" = 40'-0"

4 OF 16

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLANT LAYOUT - NESBITT ROAD | SHEET 328 | E |
|---|---|---|---|---|---|

FILE NAME : Q:2012-002 CTH PD-Verona Road \ CAD \ 1 - Working Drawings \ 2012-002 ksd base.dgn PLOT DATE : 23-MARCH-2016 PLOT BY : nswartz PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

## LEGEND

- abc / xx — PLANT SYMBOL / QUANTITY
- 1 — TOPSOIL SPECIAL
- XXX — STATIONING POINT
- DECIDUOUS PLANT MATERIAL LOCATION
- EVERGREEN PLANT MATERIAL LOCATION

## PLANT KEY

| SYM | COMMON NAME |
|---|---|
| CE | Coffeetree, 'Espresso' |

921+00 VR
922+00 VR
923+00 VR
924+00
WB USH 18/151 (VERONA RD)
EB USH 18/151 (VERONA RD)
120+00 K
+50 K
121+00 K
+50 K
122+00 K
+50 K
123+00 K
+50 K
124+00 K
41+00 EF
42+00 EF
43+00 EF
44+0
40+00 EF
39+00 EF
EAST VERONA ROAD FRONTAGE ROAD
400
CE 2
401
1

0' 20' 40' 80'
SCALE 1" = 40'-0"

5 OF 16

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLANT LAYOUT - EAST VERONA ROAD FRONTAGE ROAD | SHEET 329 | E |
|---|---|---|---|---|---|

FILE NAME : Q:2012-002 CTH PD-Verona Road \ CAD \ 1 - Working Drawings \ 2012-002 ksd base.dgn
PLOT DATE : 23-MARCH-2016
PLOT BY : nswartz
PLOT NAME :
PLOT SCALE :

## LEGEND

- abc / xx — PLANT SYMBOL / QUANTITY
- 1 — TOPSOIL SPECIAL
- XXX — STATIONING POINT
- DECIDUOUS PLANT MATERIAL LOCATION
- EVERGREEN PLANT MATERIAL LOCATION

## PLANT KEY

| SYM | COMMON NAME |
|---|---|
| OS | Oak, Schuettes |

FRONTIER LANE

WILLIAMSBURG WAY

MM 90+06

MM 91+00

MM 92+00

MM 93+00

1 500 OS 1

MATCHLINE SHEET 6

MATCHLINE SHEET 7

111+00 AD

0' 20' 40' 80'

SCALE 1" = 40'-0"

6 OF 16

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLANT LAYOUT - WILLIAMSBURG WAY | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : Q:2012-002 CTH PD-Verona Road \ CAD \ 1 - Working Drawings \ 2012-002 ksd base.dgn PLOT DATE : 23-MARCH-2016 PLOT BY : nswartz PLOT NAME : PLOT SCALE :

## LEGEND

- abc / xx — PLANT SYMBOL / QUANTITY
- 1 — TOPSOIL SPECIAL
- XXX — STATIONING POINT
- DECIDUOUS PLANT MATERIAL LOCATION
- EVERGREEN PLANT MATERIAL LOCATION

## PLANT KEY

| SYM | COMMON NAME |
|---|---|
| LS | Lilac, 'Ivory Silk' (Shrub Form Tree) |

MATCHLINE SHEET 6

MATCHLINE SHEET 7

ANTON DRIVE

112+00 AD

12+00 RB

10+00 RB

94+00 MM

93+00 MM

11+00 RB

96+00 MM

600 LS 1

PLANTING BED 1 - SEE ENLARGEMENT

WILLIAMSBURG WAY

0' 20' 40' 80'

SCALE 1" = 40'-0"

7 OF 16

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLANT LAYOUT - WILLIAMSBURG WAY | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : Q:2012-002 CTH PD-Verona Road \ CAD \ 1 - Working Drawings \ 2012-002 ksd base.dgn PLOT DATE : 23-MARCH-2016 PLOT BY : nswartz PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

## LEGEND

- abc / xx — PLANT SYMBOL / QUANTITY
- XXX — STATIONING POINT
- DECIDUOUS PLANT MATERIAL LOCATION
- EVERGREEN PLANT MATERIAL LOCATION
- 1 — TOPSOIL SPECIAL

## PLANT KEY

| SYM | COMMON NAME |
|---|---|
| EC | Elm, 'Cathedral' |
| HP | Hackberry, 'Prairie Pride' |
| HT | Hawthorn, Thornless Cockspur |
| OB | Oak, Bur |
| OS | Oak, Schuettes |
| VB | Viburnum, Blackhaw (Shrub Form Tree) |

EAST VERONA ROAD FRONTAGE ROAD
52+00 EF
53+00 EF
54+00 EF
55+00 EF
56+00 EF
57+00 EF
700
701 HP 2
702 OS 2
703 VB 3
704
705 EC 3
706
707
708 OB 1
709
710 HT 5
711
712
713
714
715
BIORETENTION BASIN B
PLANTING BED 2 - SEE ENLARGEMENT
VISION TRIANGLE
MATCHLINE SHEET 8
MATCHLINE SHEET 9
WILLIAMSBURG WAY
ONLY
ONLY
135+00 E
+50 E
+50 F
137+00 F
+50 F
102+00 WW
12+00.0
+50.0
103+00 WW
13+00.0
+50.0
104+00 WW
BIORETENTION BASIN C
0' 20' 40' 80'
SCALE 1" = 40'-0"
8 OF 16

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLANT LAYOUT - EAST VERONA ROAD FRONTAGE ROAD | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : Q:2012-002 CTH PD-Verona Road \ CAD \ 1 - Working Drawings \ 2012-002 ksd base.dgn
PLOT DATE : 23-MARCH-2016
PLOT BY : nswartz
PLOT NAME :
PLOT SCALE :
WISDOT/CADDS SHEET 42

## PLANT KEY

| SYM | COMMON NAME |
|---|---|
| EC | Elm, 'Cathedral' |
| HP | Hackberry, 'Prairie Pride' |
| HT | Hawthorn, Thornless Cockspur |
| MC | Maple, Freeman 'Celebration' |
| OB | Oak, Bur |
| OS | Oak, Schuettes |
| VB | Viburnum, Blackhaw (Shrub Form Tree) |

## LEGEND

- abc / xx — PLANT SYMBOL / QUANTITY
- XXX — STATIONING POINT
- DECIDUOUS PLANT MATERIAL LOCATION
- EVERGREEN PLANT MATERIAL LOCATION
- 1 — TOPSOIL SPECIAL

WILLIAMSBURG WAY

EB USH 18/151 (VERONA RD)

EAST VERONA ROAD FRONTAGE ROAD

BIORETENTION BASIN C

PLANTING BED 3 - SEE ENLARGEMENT

VISION TRIANGLE

MATCHLINE SHEET 9

MATCHLINE SHEET 8

800 801 802 MC 4 803 1 804 OS 2 805 1 EC 3 806 807 808 1 OS 1 809 810 811 812 813 HT 5 814 HP 2 815 816 817 OB 1 818 VB 2 819

SCALE 1" = 40'-0"

9 OF 16

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLANT LAYOUT - EAST VERONA ROAD FRONTAGE ROAD | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : Q:2012-002 CTH PD-Verona Road \ CAD \ 1 - Working Drawings \ 2012-002 ksd base.dgn PLOT DATE : 23-MARCH-2016 PLOT BY : nswartz PLOT NAME : PLOT SCALE :

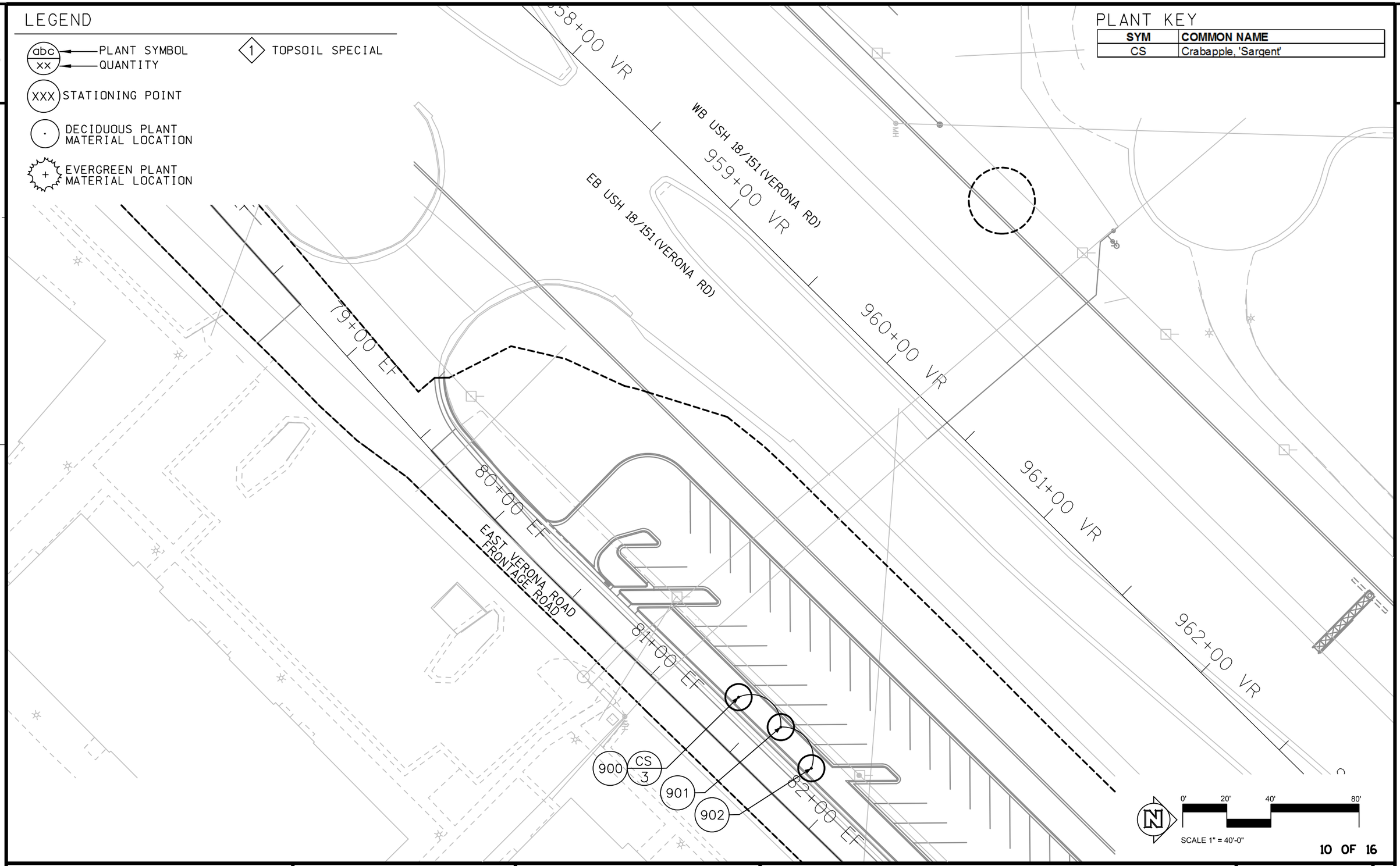
WISDOT/CADDS SHEET 42

## LEGEND

- abc / xx — PLANT SYMBOL / QUANTITY
- 1 — TOPSOIL SPECIAL
- XXX — STATIONING POINT
- DECIDUOUS PLANT MATERIAL LOCATION
- EVERGREEN PLANT MATERIAL LOCATION

## PLANT KEY

| SYM | COMMON NAME |
|---|---|
| CS | Crabapple, 'Sargent' |




10 OF 16

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLANT LAYOUT - EAST VERONA ROAD FRONTAGE ROAD | SHEET 334 | E |
|---|---|---|---|---|---|

FILE NAME : Q:2012-002 CTH PD-Verona Road \ CAD \ 1 - Working Drawings \ 2012-002 ksd base.dgn PLOT DATE : 23-MARCH-2016 PLOT BY : nswartz PLOT NAME : PLOT SCALE :

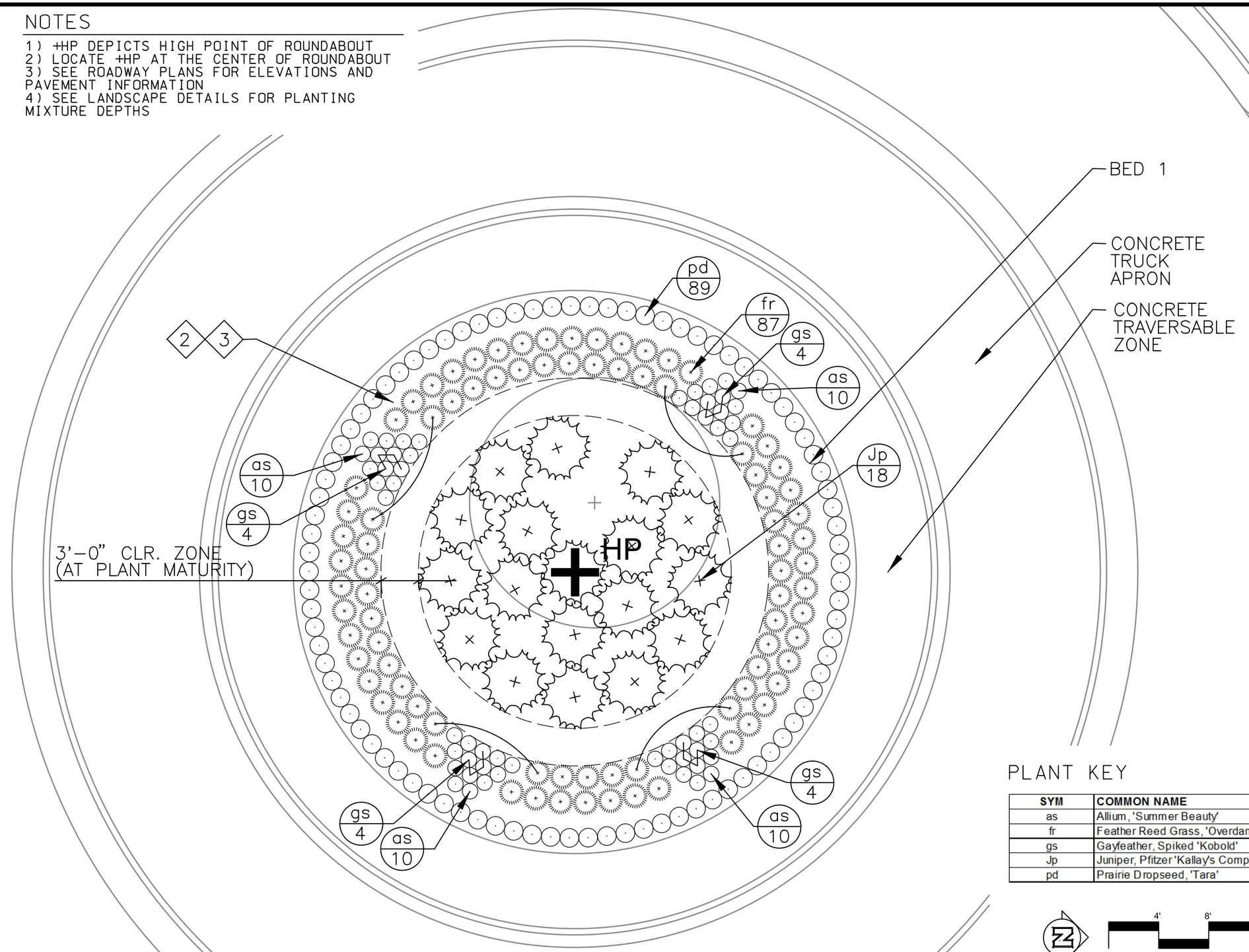
WISDOT/CADDS SHEET 42

## LEGEND

- abc / xx — PLANT SYMBOL / QUANTITY
- DECIDUOUS PLANT MATERIAL LOCATION
- EVERGREEN PLANT MATERIAL LOCATION
- 2 — SHREDDED HARDWOOD BARK MULCH
- 3 — PLANTING MIXTURE

## NOTES

1) +HP DEPICTS HIGH POINT OF ROUNDABOUT
2) LOCATE +HP AT THE CENTER OF ROUNDABOUT
3) SEE ROADWAY PLANS FOR ELEVATIONS AND PAVEMENT INFORMATION
4) SEE LANDSCAPE DETAILS FOR PLANTING MIXTURE DEPTHS




## PLANT KEY

| SYM | COMMON NAME |
|---|---|
| as | Allium, 'Summer Beauty' |
| fr | Feather Reed Grass, 'Overdam' |
| gs | Gayfeather, Spiked 'Kobold' |
| Jp | Juniper, Pfitzer 'Kallay's Compact' |
| pd | Prairie Dropseed, 'Tara' |

4' 8' 16'

SCALE 1/8" = 1'-0"

11 OF 16

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLANT LAYOUT ENLARGEMENT - BED 1 WILLIAMSBURG WAY RBT | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : Q:2012-002 CTH PD-Verona Road \ CAD \ 1 - Working Drawings \ 2012-002 ksd base.dgn PLOT DATE : 23-MARCH-2016 PLOT BY : nswartz PLOT NAME : PLOT SCALE :
WISDOT/CADDS SHEET 42

## LEGEND

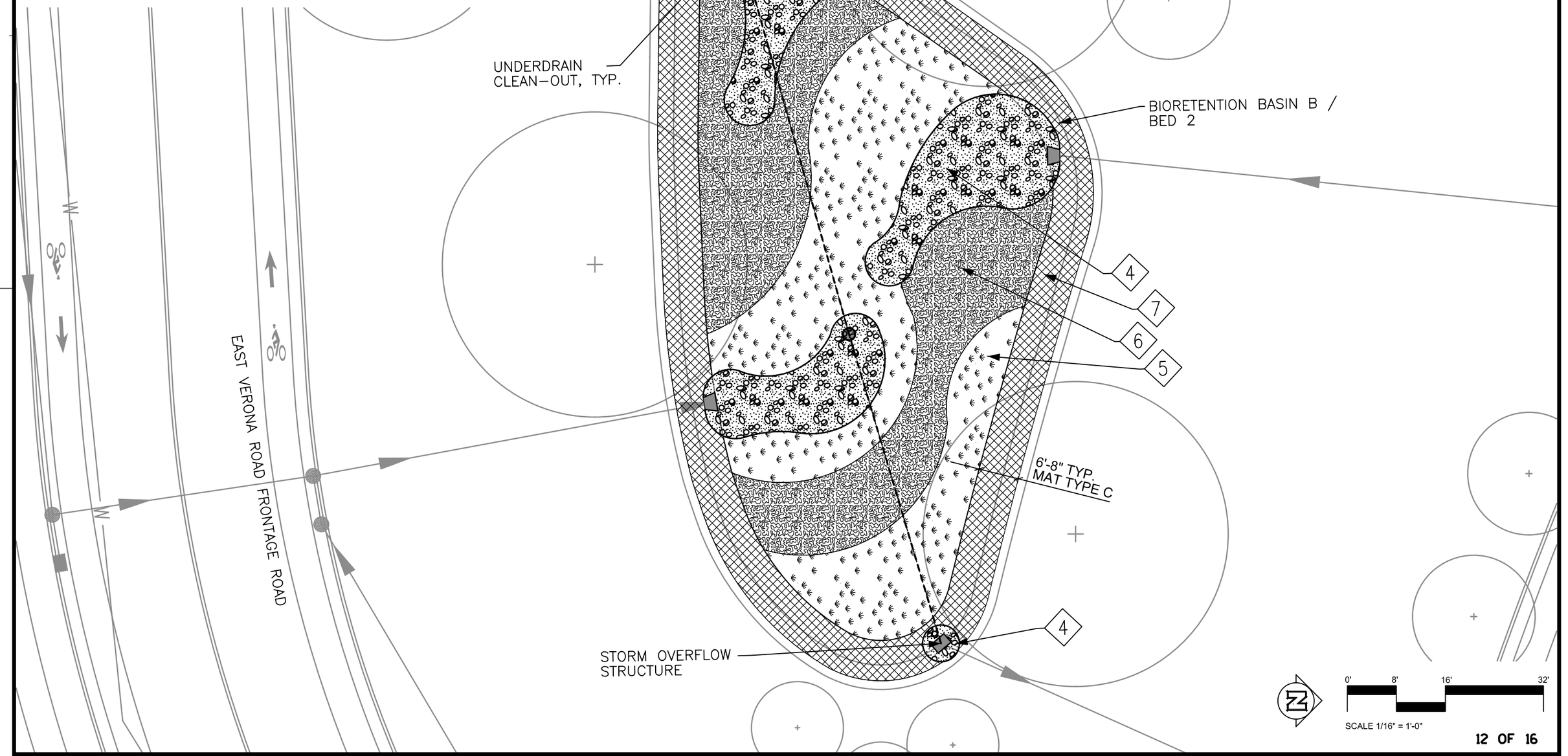
- 4 RIPRAP LIGHT OVER TYPE R GEOTEXTILE FABRIC
- 5 NATIVE VEGETATED MAT, TYPE A
- 6 NATIVE VEGETATED MAT, TYPE B
- 7 NATIVE VEGETATED MAT, TYPE C

## NOTES

SEE ROADWAY PLANS FOR ENGINEERED SOIL PROFILE LOCATIONS AND DEPTHS.

SEE EROSION CONTROL PLANS FOR EXTENT OF TURF GRASS SEED/SOD.

SEE PLANT LAYOUT SHEETS FOR TREE PLANTINGS.




12 OF 16

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLANT LAYOUT ENLARGEMENT - BED 2 BIORETENTION BASIN B | SHEET 336 | E |
|---|---|---|---|---|---|

## LEGEND

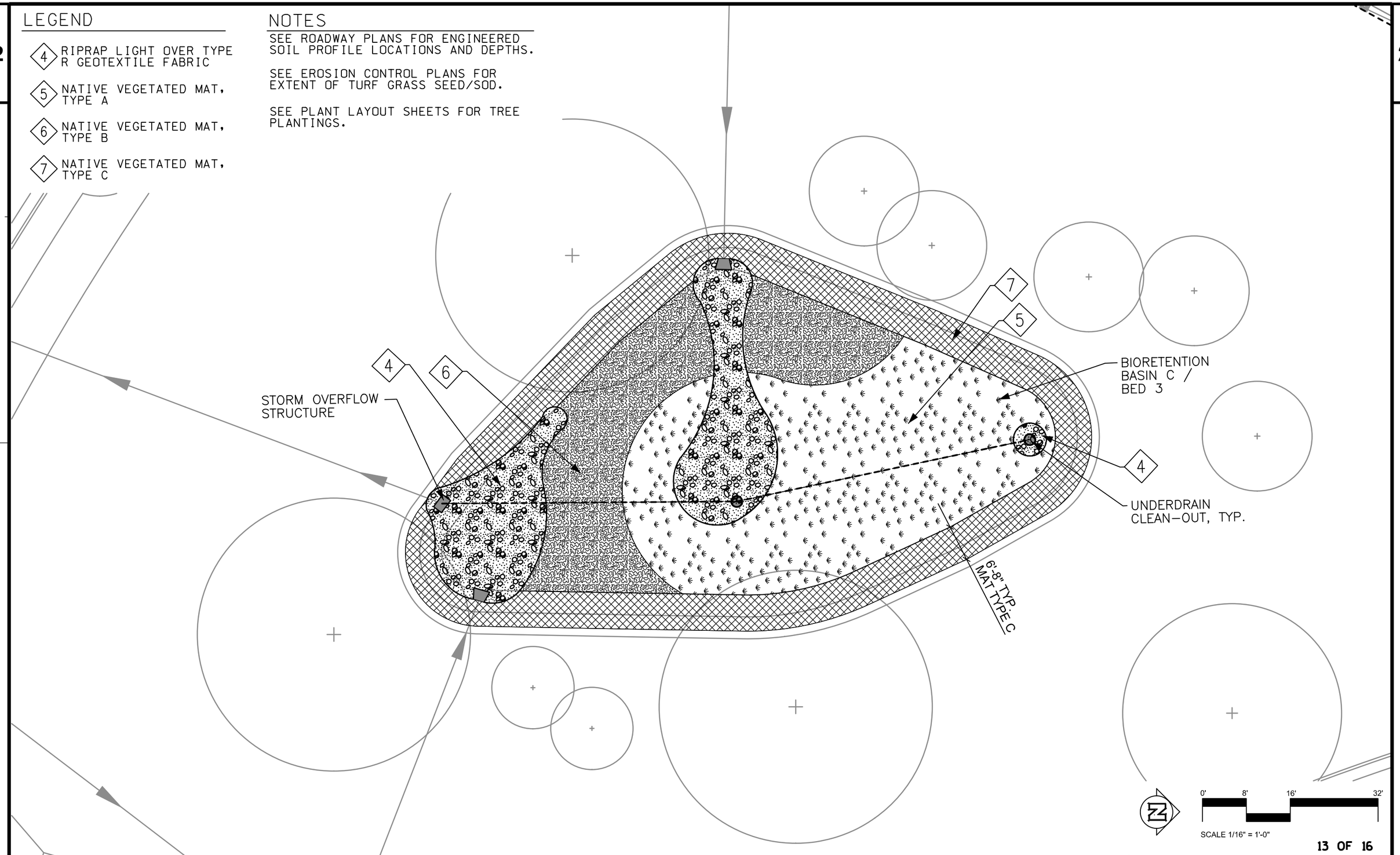
- 4 RIPRAP LIGHT OVER TYPE R GEOTEXTILE FABRIC
- 5 NATIVE VEGETATED MAT, TYPE A
- 6 NATIVE VEGETATED MAT, TYPE B
- 7 NATIVE VEGETATED MAT, TYPE C

## NOTES

SEE ROADWAY PLANS FOR ENGINEERED SOIL PROFILE LOCATIONS AND DEPTHS.

SEE EROSION CONTROL PLANS FOR EXTENT OF TURF GRASS SEED/SOD.

SEE PLANT LAYOUT SHEETS FOR TREE PLANTINGS.




13 OF 16

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLANT LAYOUT ENLARGEMENT - BED 3 BIORETENTION BASIN C | SHEET 337 | E |
|---|---|---|---|---|---|

2

**SHEET 2**

| POINT | STATION | OFFSET | DESCRIPTION |
|---|---|---|---|
| 100 | 881+87.46 'VR' | 377.74 LT | CENTER OF TREE |
| 101 | 882+08.83 'VR' | 371.27 LT | CENTER OF TREE |
| 102 | 882+28.94 'VR' | 364.60 LT | CENTER OF TREE |
| 103 | 882+50.26 'VR' | 357.94 LT | CENTER OF TREE |
| 104 | 882+72.52 'VR' | 351.09 LT | CENTER OF TREE |
| 105 | 885+39.00 'VR' | 248.62 LT | CENTER OF TREE |
| 106 | 885+63.95 'VR' | 240.15 LT | CENTER OF TREE |
| 107 | 885+84.37 'VR' | 231.61 LT | CENTER OF TREE |

**SHEET 3**

| POINT | STATION | OFFSET | DESCRIPTION |
|---|---|---|---|
| 200 | 15+72.07 'NR' | 21.25 LT | CENTER OF TREE |
| 201 | 16+88.62 'NR' | 21.25 LT | CENTER OF TREE |
| 202 | 17+43.82 'NR' | 21.25 LT | CENTER OF TREE |
| 203 | 19+4.51 'NR' | 21.25 LT | CENTER OF TREE |

**SHEET 4**

| POINT | STATION | OFFSET | DESCRIPTION |
|---|---|---|---|
| 300 | 19+83.71 'NR' | 21.25 LT | CENTER OF TREE |
| 301 | 20+26.86 'NR' | 21.25 LT | CENTER OF TREE |
| 302 | 20+67.53 'NR' | 21.25 LT | CENTER OF TREE |
| 303 | 22+78.10 'NR' | 21.25 LT | CENTER OF TREE |
| 304 | 23+21.72 'NR' | 21.25 LT | CENTER OF TREE |

**SHEET 5**

| POINT | STATION | OFFSET | DESCRIPTION |
|---|---|---|---|
| 400 | 40+81.57 'EF' | 25.25 RT | CENTER OF TREE |
| 401 | 41+38.03 'EF' | 25.25 RT | CENTER OF TREE |

**SHEET 6**

| POINT | STATION | OFFSET | DESCRIPTION |
|---|---|---|---|
| 500 | 92+77.27 'WW' | 28.63 RT | CENTER OF TREE |

**SHEET 7**

| POINT | STATION | OFFSET | DESCRIPTION |
|---|---|---|---|
| 600 | 94+45.19 'WW' | 31.63 RT | CENTER OF TREE |

**SHEET 8**

| POINT | STATION | OFFSET | DESCRIPTION |
|---|---|---|---|
| 700 | 52+9.68 'EF' | 39.70 LT | CENTER OF TREE |
| 701 | 52+61.78 'EF' | 39.36 LT | CENTER OF TREE |
| 702 | 53+20.12 'EF' | 70.10 LT | CENTER OF TREE |
| 703 | 54+42.05 'EF' | 82.61 LT | CENTER OF TREE |
| 704 | 54+68.72 'EF' | 87.89 LT | CENTER OF TREE |
| 705 | 54+34.27 'EF' | 25.25 RT | CENTER OF TREE |
| 706 | 55+09.75 'EF' | 25.25 RT | CENTER OF TREE |
| 707 | 55+48.49 'EF' | 25.25 RT | CENTER OF TREE |
| 708 | 54+34.87 'EF' | 137.79 LT | CENTER OF TREE |
| 709 | 54+72.66 'EF' | 101.39 LT | CENTER OF TREE |
| 710 | 52+81.92 'EF' | 165.96 LT | CENTER OF TREE |
| 711 | 52+62.00 'EF' | 168.10 LT | CENTER OF TREE |
| 712 | 52+46.84 'EF' | 124.77 LT | CENTER OF TREE |
| 713 | 52+28.76 'EF' | 99.99 LT | CENTER OF TREE |
| 714 | 52+15.45 'EF' | 96.12 LT | CENTER OF TREE |
| 715 | 52+69.84 'EF' | 136.90 LT | CENTER OF TREE |

**SHEET 9**

| POINT | STATION | OFFSET | DESCRIPTION |
|---|---|---|---|
| 800 | 102+74.15 'WW' | 51.81 RT | CENTER OF TREE |
| 801 | 102+97.09 'WW' | 49.21 RT | CENTER OF TREE |
| 802 | 102+90.72 'WW' | 41.46 LT | CENTER OF TREE |
| 803 | 102+63.27 'WW' | 45.07 LT | CENTER OF TREE |
| 804 | 57+83.69 'EF' | 91.36 LT | CENTER OF TREE |
| 805 | 58+14.95 'EF' | 23.25 RT | CENTER OF TREE |
| 806 | 58+97.41 'EF' | 23.25 RT | CENTER OF TREE |
| 807 | 59+44.27 'EF' | 23.25 RT | CENTER OF TREE |
| 808 | 62+30.32 'EF' | 23.25 RT | CENTER OF TREE |
| 809 | 58+49.03 'EF' | 161.77 LT | CENTER OF TREE |
| 810 | 59+50.21 'EF' | 162.00 LT | CENTER OF TREE |
| 811 | 59+64.21 'EF' | 148.25 LT | CENTER OF TREE |
| 812 | 59+85.39 'EF' | 131.92 LT | CENTER OF TREE |
| 813 | 59+97.97 'EF' | 122.85 LT | CENTER OF TREE |
| 814 | 59+99.59 'EF' | 94.05 LT | CENTER OF TREE |
| 815 | 60+34.70 'EF' | 48.93 LT | CENTER OF TREE |
| 816 | 59+81.25 'EF' | 48.39 LT | CENTER OF TREE |
| 817 | 58+93.50 'EF' | 74.68 LT | CENTER OF TREE |
| 818 | 58+46.01 'EF' | 75.51 LT | CENTER OF TREE |
| 819 | 58+32.53 'EF' | 83.39 LT | CENTER OF TREE |

**SHEET 10**

| POINT | STATION | OFFSET | DESCRIPTION |
|---|---|---|---|
| 900 | 81+35.43 'EF' | 20.76 LT | CENTER OF TREE |
| 901 | 81+58.65 'EF' | 24.41 LT | CENTER OF TREE |
| 902 | 81+81.60 'EF' | 20.71 LT | CENTER OF TREE |

2



FILE NAME : Q:2012-002 CTH PD-Verona Road \ CAD \ 1 - Working Drawings \ 2012-002 ksd base.dgn PLOT DATE : 23-MARCH-2016 PLOT BY : nswartz PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

## PLANT DATA TABLE

| Symbol | Common Name | Scientific Name | Type | Average Mature Height | Plant Spacing | Size When Planted | Root Zone Mode | Minimum Size | | | | | Brace Or Guy | Fertilizer Units Required | Rodent Protection Required | Mulch Ring Required | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | Ball/Pot | | Root | Plant Hole | | | | | | |
| | | | | | | | | Diameter | Depth | Spread | Diameter | Depth | | | | | |
| | **Canopy Trees** | | | | | | | | | | | | | | | | |
| CE | Coffeetree, 'Espresso' | *Gymnocladus dioicus 'Espresso'* | 1T | 50'-60' Ht. | Per Plans | 2" Cal. | B&B | 28" | 17" | ---------- | 52" | 17" | * | 4 | * | 64" | |
| EA | Elm, American 'Princeton' | *Ulmus americana 'Princeton'* | 1T | 50'-60' Ht. | Per Plans | 2.5" Cal. | B&B | 28" | 17" | ---------- | 52" | 17" | * | 6 | * | 64" | ---------- |
| EC | Elm, 'Cathedral' | *Ulmus 'Cathedral'* | 1T | 50'-60' Ht. | Per Plans | 2.5" Cal. | B&B | 28" | 17" | ---------- | 52" | 17" | * | 6 | * | 64" | ---------- |
| HP | Hackberry, 'Prairie Pride' | *Celtis occidentalis 'Prairie Pride'* | 1T | 40'-60' Ht. | Per Plans | 2.5" Cal. | B&B | 28" | 17" | ---------- | 52" | 17" | * | 6 | * | 64" | |
| MC | Maple, Freeman 'Celebration' | *Acer x freemanii 'Celzam'* | 1T | 40'-50' Ht. | Per Plans | 2.5" Cal. | B&B | 28" | 17" | ---------- | 52" | 17" | * | 6 | * | 64" | ---------- |
| OB | Oak, Bur | *Quercus macrocarpa* | 1T | 60-80' Ht. | Per Plans | 2" Cal. | B&B | 28" | 17" | ---------- | 52" | 17" | * | 4 | * | 64" | ---------- |
| OS | Oak, Schuettes | *Quercus x schuettei* | 1T | 50'-60' Ht. | Per Plans | 2" Cal. | B&B | 28" | 17" | ---------- | 52" | 17" | * | 4 | * | 64" | ---------- |
| | | | | | | | | | | | | | | | | | |
| | **Deciduous Ornamental Trees** | | | | | | | | | | | | | | | | |
| CS | Crabapple, 'Sargent' | *Malus sargentii* | 3T | 6'-8' Ht. | Per Plans | 2" Cal. | B&B | 24" | 14" | ---------- | 48" | 14" | * | 4 | * | 60" | ---------- |
| HT | Hawthorn, Thornless Cockspur | *Crataegus crus-galli var. inermis* | 3T | 15'-20' Ht. | Per Plans | 2" Cal. | B&B | 24" | 14" | ---------- | 48" | 14" | * | 4 | * | 60" | ---------- |
| LS | Lilac, 'Ivory Silk' (Shrub Form Tree) | *Syringa reticulata 'Ivory Silk' (Shrub Form Tree)* | 3T | 15'-20' Ht. | Per Plans | 6' Ht. | B&B | 24" | 14" | ---------- | 48" | 14" | * | 4 | * | BED | ---------- |
| VB | Viburnum, Blackhaw (Shrub Form Tree) | *Viburnum prunifolium (Shrub Form Tree)* | 3T | 10'-12' Ht. | Per Plans | 6' Ht. | B&B | 24" | 14" | ---------- | 48" | 14" | * | 4 | * | 60" | ---------- |
| | | | | | | | | | | | | | | | | | |
| | **Evergreen Shrubs** | | | | | | | | | | | | | | | | |
| Jp | Juniper, Pfitzer 'Kallay's Compact' | *Juniperus chinensis 'Pfitzeriana Kallay'* | 3E | 2'-3' Ht. | 5'-0" o.c. | 24" Sp. / #3 | CG | 12" | 12" | ---------- | 36" | 12" | ---------- | 2 | No | BED | ---------- |
| | | | | | | | | | | | | | | | | | |
| | **Perennials, CG, 1 Gal.** | | | | | | | | | | | | | | | | |
| as | Allium, 'Summer Beauty' | *Allium tanguticum 'Summer Beauty'* | 1V | 8"-12"Ht. | 15" o.c. | 1 gal. | CG | 8" | 10" | ---------- | 16" | 10" | ---------- | 1 | No | BED | |
| fr | Feather Reed Grass, 'Overdam' | *Calamagrostis acutiflora 'Overdam'* | 1V | 18"-42" Ht. | 24" o.c. | 1 gal. | CG | 8" | 10" | ---------- | 16" | 10" | ---------- | 1 | No | BED | ---------- |
| gs | Gayfeather, Spiked 'Kobold' | *Liatris spicata 'Kobold'* | 1V | 12"-24" Ht. | 15" o.c. | 1 gal. | CG | 8" | 10" | ---------- | 16" | 10" | ---------- | 1 | No | BED | ---------- |
| pd | Prairie Dropseed, 'Tara' | *Sporobolus heterolepis 'Tara'* | 1V | 12"-24" Ht. | 18" o.c. | 1 gal. | CG | 8" | 10" | ---------- | 16" | 10" | ---------- | 1 | No | BED | ---------- |
| | | | | | | | | | | | | | | | | | |

* SEE ARTICLE "FURNISHING AND PLANTING PLANT MATERIALS"

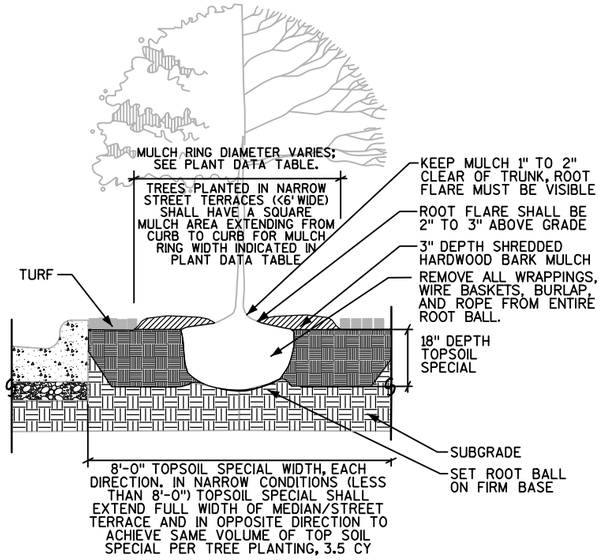
## PLANT QUANTITIES TABLE

| Symbol | | Common Name | Scientific Name | Size When Planted | Root Zone Mode | Quantities | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Sheet 2 | Sheet 3 | Sheet 4 | Sheet 5 | Sheet 6 | Sheet 7 | Sheet 8 | Sheet 9 | Sheet 10 | Sheet 11 | Totals |
| **Canopy Trees 632.0101** | | | | | | | | | | | | | | | | |
| CE | 632.0101.001 | Coffeetree, 'Espresso' | *Gymnocladus dioicus 'Espresso'* | 2" Cal. | B&B | | | 2 | 2 | | | | | | | **4** |
| EA | 632.0101.002 | Elm, American 'Princeton' | *Ulmus americana 'Princeton'* | 2.5" Cal. | B&B | | 1 | 3 | | | | | | | | **4** |
| EC | 632.0101.003 | Elm, 'Cathedral' | *Ulmus 'Cathedral'* | 2.5" Cal. | B&B | | | | | | | 3 | 3 | | | **6** |
| HP | 632.0101.004 | Hackberry, 'Prairie Pride' | *Celtis occidentalis 'Prairie Pride'* | 2.5" Cal. | B&B | | 2 | | | | | 2 | 2 | | | **6** |
| MC | 632.0101.005 | Maple, Freeman 'Celebration' | *Acer x freemanii 'Celzam'* | 2.5" Cal. | B&B | | | | | | | | 4 | | | **4** |
| OB | 632.0101.006 | Oak, Bur | *Quercus macrocarpa* | 2" Cal. | B&B | | | | | | | 1 | 1 | | | **2** |
| OS | 632.0101.007 | Oak, Schuettes | *Quercus x schuettei* | 2" Cal. | B&B | | 1 | | | 1 | | 2 | 3 | | | **7** |
| | | | | | | | | | | | | | | | | |
| **Ornamental Trees 632.0101** | | | | | | | | | | | | | | | | |
| CS | 632.0101.008 | Crabapple, 'Sargent' | *Malus sargentii* | 2" Cal. | B&B | 8 | | | | | | | | 3 | | **11** |
| HT | 632.0101.009 | Hawthorn, Thornless Cockspur | *Crataegus crus-galli var. inermis* | 2" Cal. | B&B | | | | | | | 5 | 5 | | | **10** |
| LS | 632.0101.010 | Lilac, 'Ivory Silk' (Shrub Form Tree) | *Syringa reticulata 'Ivory Silk' (Shrub Form Tree)* | 6' Ht. | B&B | | | | | | 1 | | | | | **1** |
| VB | 632.0101.011 | Viburnum, Blackhaw (Shrub Form Tree) | *Viburnum prunifolium (Shrub Form Tree)* | 6' Ht. | B&B | | | | | | | 3 | 2 | | | **5** |
| | | | | | | | | | | | | | | | | |
| **Evergreen Shrubs 632.0201** | | | | | | | | | | | | | | | | |
| Jp | 632.0201.001 | Juniper, Pfitzer 'Kallay's Compact' | *Juniperus chinensis 'Pfitzeriana Kallay'* | 24" Sp. / #3 | CG | | | | | | | | | | 18 | **18** |
| | | | | | | | | | | | | | | | | |
| **Perennials, CG, 1 Gal.** | | | | | | | | | | | | | | | | |
| as | SPV.0060.500 | Allium, 'Summer Beauty' | *Allium tanguticum 'Summer Beauty'* | 1 Gal. | CG | | | | | | | | | | 40 | **40** |
| fr | SPV.0060.501 | Feather Reed Grass, 'Overdam' | *Calamagrostis acutiflora 'Overdam'* | 1 Gal. | CG | | | | | | | | | | 87 | **87** |
| gs | SPV.0060.502 | Gayfeather, Spiked 'Kobold' | *Liatris spicata 'Kobold'* | 1 Gal. | CG | | | | | | | | | | 16 | **16** |
| pd | SPV.0060.503 | Prairie Dropseed, 'Tara' | *Sporobolus heterolepis 'Tara'* | 1 Gal. | CG | | | | | | | | | | 89 | **89** |
| | | | | | | | | | | | | | | | | |

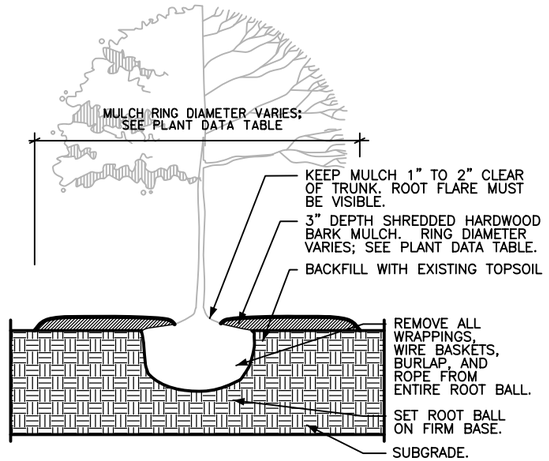


FILE NAME : Q:2012-002 CTH PD-Verona Road \ CAD \ 1 - Working Drawings \ 2012-002 ksd base.dgn PLOT DATE : 23-MARCH-2016 PLOT BY : nswartz PLOT NAME : PLOT SCALE :

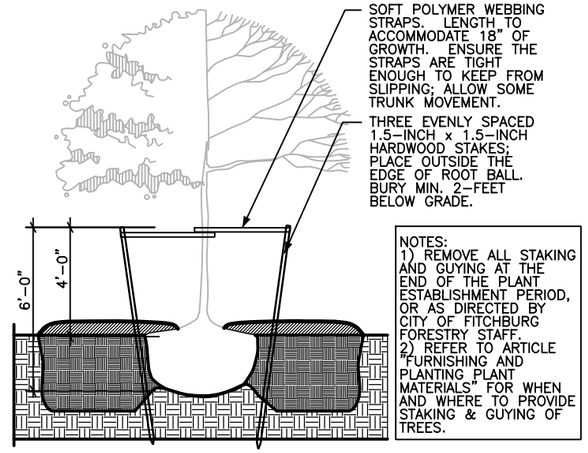
WISDOT/CADDS SHEET 42



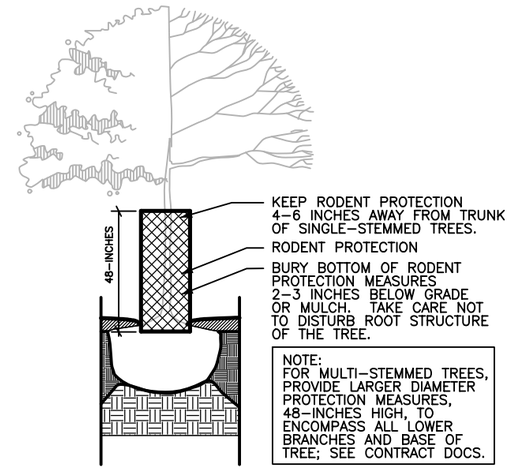

1 TREE PLANTING (STREET TERRACE CONDITION) DETAIL NOT TO SCALE



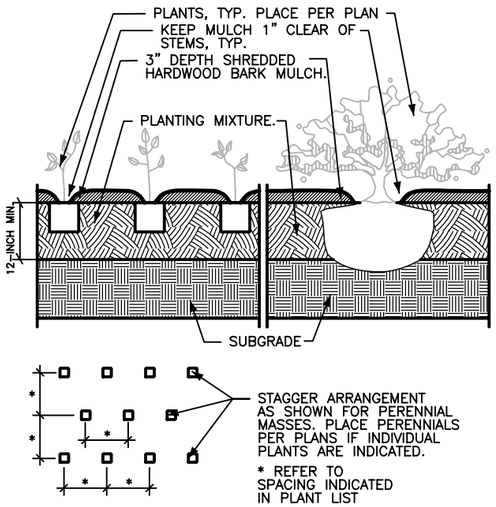

2 TREE PLANTING (NON STREET TERRACE CONDITION) DETAIL NOT TO SCALE




3 TREE STAKING & GUYING DETAIL NOT TO SCALE

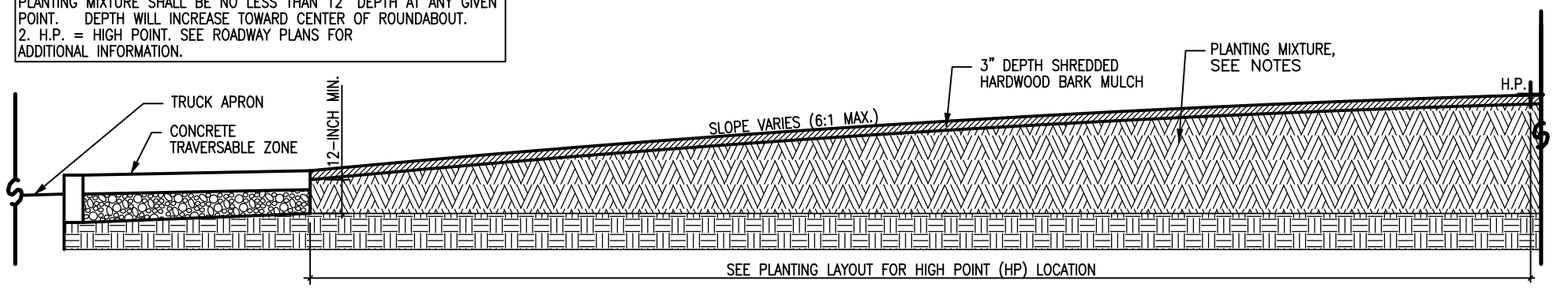



4 RODENT PROTECTION DETAIL NOT TO SCALE




5 PERENNIALS & SHRUBS IN PLANTING BEDS DETAIL NOT TO SCALE

NOTES:
1. INSTALL PLANTING MIXTURE IN 6-8" LIFTS. TAMP EACH LIFT TO REMOVE AIR POCKETS AND PREVENT SETTLING. PLANTING MIXTURE SHALL BE NO LESS THAN 12" DEPTH AT ANY GIVEN POINT. DEPTH WILL INCREASE TOWARD CENTER OF ROUNDABOUT.
2. H.P. = HIGH POINT. SEE ROADWAY PLANS FOR ADDITIONAL INFORMATION.




6 ROUNDABOUT SECTION DETAIL NOT TO SCALE

16 OF 16

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | LANDSCAPE DETAILS | SHEET 340 | E |
|---|---|---|---|---|---|

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE

EXISTING SIGN MOUNTED ON STRUCTURAL STEEL POSTS

(EX-XX) DENOTES SIGN NUMBER

ALL SIGNS SHOWN SHALL BE REMOVED UNLESS NOTED OTHERWISE

* EXISTING MADISON METRO BUS STOP SIGNS REMOVED BY OTHERS. SEE MISCELLANEOUS QUANTITIES FOR REMOVING SMALL SIGN SUPPORTS.

** SIGN INSTALLED ON SHARED-USE PATH

NESBITT ROAD

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

VERONA NEXT 4 EXITS
TO REMAIN

E1-1 NORTH 151 MILE 82 .8 MOVE

E1-2 SOUTH 151 MILE 82 .8 MOVE

E1-3 SOUTH 151 MILE 83 0 MOVE

E1-4 NORTH 151 MILE 83 0 MOVE

E1-5 SPEED LIMIT 50 TO REMAIN

SPEED LIMIT 50

868+00 VR 869+00 VR 870+00 VR 871+00 VR 872+00 VR 873+00 VR 874+00 VR 875+00 VR 876+00 VR 877+00 VR 878+00 VR 879+00 VR 880+00 VR 881+00 VR 882+00 VR

MATCHLINE 883+00 VR

C-13-115

RIPRAP

BIKE PATH

WALLS

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | SIGN REMOVAL DETAILS - USH 18/151 (VERONA RD) (VR) | SHEET 341 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\023201_ps.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE

EXISTING SIGN MOUNTED ON STRUCTURAL STEEL POSTS

(EX-XX) DENOTES SIGN NUMBER

ALL SIGNS SHOWN SHALL BE REMOVED UNLESS NOTED OTHERWISE

* EXISTING MADISON METRO BUS STOP SIGNS REMOVED BY OTHERS. SEE MISCELLANEOUS QUANTITIES FOR REMOVING SMALL SIGN SUPPORTS.

** SIGN INSTALLED ON SHARED-USE PATH

N

NESBITT ROAD

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

MATCHLINE 883+00 VR

884+00 VR

885+00 VR

886+00 VR

887+00 VR

888+00 VR

889+00 VR

890+00 VR

891+00 VR

892+00 VR

893+00 VR

894+00 VR

895+00 VR

896+00 VR

897+00 VR

898+00 VR

MATCHLINE 898+00 VR

SPEED LIMIT 65

E2-2

E2-3 MOVE

SPEED LIMIT 50

E2-1

SPEED LIMIT 50

TO REMAIN

JCT COUNTY PD

E2-4

E2-5 MOVE

**

E2-6

MCKEE RD

MOVE

E2-7

E2-8

E2-9 MOVE

GAS

REMOVED BY OTHERS

COORDINATE REMOVAL OF THIS SPECIFIC SERVICE SIGN IN ACCORDANCE WITH THE SPECIAL PROVISIONS.

BIKE PATH

INL

MH

W

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | SIGN REMOVAL DETAILS - USH 18/151 (VERONA RD) (VR) | SHEET 342 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\023202_ps.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE

EXISTING SIGN MOUNTED ON STRUCTURAL STEEL POSTS

(EX-XX) DENOTES SIGN NUMBER

ALL SIGNS SHOWN SHALL BE REMOVED UNLESS NOTED OTHERWISE

* EXISTING MADISON METRO BUS STOP SIGNS REMOVED BY OTHERS. SEE MISCELLANEOUS QUANTITIES FOR REMOVING SMALL SIGN SUPPORTS.

** SIGN INSTALLED ON SHARED-USE PATH

Ⓐ LEAVE IN PLACE UNTIL TRAIL IS CLOSED

N

NESBITT ROAD

EB CTH PD (MCKEE ROAD)

WB CTH PD (MCKEE ROAD)

KING JAMES WAY

MATCHLINE 99+00 EB

MATCHLINE 101+00 EB

MATCHLINE 102+00 EB

MATCHLINE 898+00 VR

MATCHLINE 913+00 VR

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

898+00 VR, 899+00 VR, 900+00 VR, 901+00 VR, 902+00 VR, 903+00 VR, 905+00 VR, 906+00 VR, 907+00 VR, 908+00 VR, 909+00 VR, 910+00 VR, 911+00 VR, 912+00 VR, 913+00 VR

BIKE PATH

INL, MH, IW

WEST SOUTH 18 151 — TO REMAIN

SPEED LIMIT 50 — TO REMAIN

SPEED LIMIT 50 — E3-18

STOP — TO REMAIN

STOP — TO REMAIN

USE CROSSWALK — TO REMAIN

BIKE LANE — TO REMAIN

STOP — TO REMAIN

COUNTY PD — MOVE — E3-19

STOP — TO REMAIN

DO NOT ENTER — TO REMAIN

TO REMAIN

STOP — TO REMAIN

TO REMAIN

LEFT TURN LANE — TO REMAIN

TO REMAIN

LEFT ON GREEN ARROW ONLY — TO REMAIN

DO NOT ENTER — TO REMAIN

STOP — TO REMAIN

TO REMAIN

TO REMAIN

STOP — E3-5 — MOVE

** Ⓐ STOP AHEAD — E3-3

Ⓐ — E3-4

USE CROSSWALK — TO REMAIN

LEFT TURN LANE — E3-1

WRONG WAY — E3-2

COUNTY PD

STOP — TO REMAIN

** Ⓐ STOP — E3-7

Ⓐ RECREATIONAL TRAIL XING — E3-8

MOVE — E3-9

** Ⓐ WELCOME TO THE MILITARY RIDGE STATE TRAIL ENTERING FEE AREA — E3-6

STOP — MOVE — E3-10

SPEED LIMIT 40 — TO REMAIN

** NO MOTOR VEHICLES — E3-11 — Ⓐ

18 151 — TO REMAIN

Ⓐ RECREATIONAL TRAIL XING — E3-12

E3-13

STOP — MOVE

STOP — TO REMAIN

Ⓐ RECREATIONAL TRAIL XING — E3-15

SPEED LIMIT 50 — E3-14 — TO REMAIN

EAST NORTH 18 151 — E3-16 — MOVE

WRONG WAY — TO REMAIN

NO ENGINE BRAKING EXCEPT IN EMERGENCY — E3-17 — MOVE

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | SIGN REMOVAL DETAILS - USH 18/151 (VERONA ROAD) (VR) | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\023203_ps.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE

EXISTING SIGN MOUNTED ON STRUCTURAL STEEL POSTS

(EX-XX) DENOTES SIGN NUMBER

ALL SIGNS SHOWN SHALL BE REMOVED UNLESS NOTED OTHERWISE

* EXISTING MADISON METRO BUS STOP SIGNS REMOVED BY OTHERS. SEE MISCELLANEOUS QUANTITIES FOR REMOVING SMALL SIGN SUPPORTS.

** SIGN INSTALLED ON SHARED-USE PATH

Ⓐ LEAVE IN PLACE UNTIL TRAIL IS CLOSED

MCKEE RD
TO REMAIN

JCT
COUNTY
PD
TO REMAIN

GAS
TO REMAIN

FOOD
FOOD
FOOD
TO REMAIN

LODGING
LT ON NESBITT RD
MOVED BY OTHERS
COORDINATE MOVEMENT OF THIS SPECIFIC SERVICE SIGN IN ACCORDANCE WITH THE SPECIAL PROVISIONS.

STOP
ONE WAY
TO REMAIN

CARRIAGE STREET

ONE WAY
TO REMAIN

CARRIAGE ST
U.S. HWY 18-151
TO REMAIN

WILLIAMSBURG WAY
E4-8 MOVE
E4-9 MOVE

DO NOT ENTER
TO REMAIN

WRONG WAY
TO REMAIN

WB USH 18/151 (VERONA ROAD)

MATCHLINE 913+00 VR

914+00 VR | 915+00 VR | 916+00 VR | 917+00 VR | 918+00 VR | 919+00 VR | 920+00 VR | 921+00 VR | 922+00 VR | 923+00 VR | 924+00 VR | 925+00 VR | 926+00 VR | 927+00 VR | 928+00 VR

MATCHLINE 928+00 VR

EB USH 18/151 (VERONA ROAD)

** Ⓐ E4-2 BIKE ROUTE

** Ⓐ NO MOTOR VEHICLES E4-1

E4-3 Ⓐ ** DO NOT BLOCK BIKE PATH

E4-4 BIKE LANE

SPROCKET DR E4-5
VERONA FRONTAGE RD
STOP

EAST VERONA ROAD FRONTAGE ROAD

38+00 EF | 39+00 EF | 40+00 EF | 41+00 EF | 42+00 EF | 43+00 EF | 44+00 EF | 45+00 EF | 46+00 EF | 47+00 EF

MATCHLINE 47+00 EF

SPROCKET DRIVE

ONE WAY
RECEIVING AND SHIPPING
ENTER ONLY
REMOVED BY OTHERS

E4-6 MOVE

E4-7 BIKE LANE

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | SIGN REMOVAL DETAILS - USH 18/151 (VR) AND FRONTAGE RD (EF) | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\023204_ps.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE

EXISTING SIGN MOUNTED ON STRUCTURAL STEEL POSTS

(EX-XX) DENOTES SIGN NUMBER

ALL SIGNS SHOWN SHALL BE REMOVED UNLESS NOTED OTHERWISE

* EXISTING MADISON METRO BUS STOP SIGNS REMOVED BY OTHERS. SEE MISCELLANEOUS QUANTITIES FOR REMOVING SMALL SIGN SUPPORTS.

** SIGN INSTALLED ON SHARED-USE PATH

WILLIAMSBURG WAY

MATCHLINE 99+00 WW

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

EAST VERONA ROAD FRONTAGE ROAD

PRIVATE ROAD

FRONTAGE RD

VERONA RD

WILLIAMSBURG WAY

REMOVING STRUCTURAL STEEL SIGN SUPPORTS REQ'D

REMOVED BY OTHERS

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | SIGN REMOVAL DETAILS - USH 18/151 (VR) AND FRONTAGE RD (EF) | SHEET 345 | E |
|---|---|---|---|---|---|

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE

EXISTING SIGN MOUNTED ON STRUCTURAL STEEL POSTS

EX-XX DENOTES SIGN NUMBER

ALL SIGNS SHOWN SHALL BE REMOVED UNLESS NOTED OTHERWISE

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** SIGN INSTALLED ON SHARED-USE PATH

HARLEY DRIVE

WESTCHESTER ROAD

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

EAST VERONA ROAD FRONTAGE ROAD

MATCH LINE 64+00 EF

MATCH LINE 78+00 EF

TOPPERS LANE

CHALET GARDENS ROAD

E6-1 STOP

E6-2 STOP — MILITARY RIDGE STATE TRAIL 1/2 MILE → — MOVE

E6-3 BIKE ROUTE — MOVE

E6-4 BIKE ROUTE — MOVE

E6-5

E6-6 CAPITAL CITY TRAIL — USH 18/151 FRONTAGE — MOVE

E6-7 BIKE ROUTE — MOVE

E6-8 MILITARY RIDGE STATE TRAIL 1/2 MILE — MOVE

E6-9 ENTERING FEE AREA — MOVE

E6-10 NO MOTOR VEHICLES

E6-11 BIKE ROUTE — MOVE

E6-12

E6-13 BIKE LANE

E6-14

E6-15 CAPITAL CITY TRAIL — MOVE

E6-16 NO PARKING ANY TIME — BIKE LANE

E6-17 STOP

E6-18 SPEED LIMIT 25

E6-19 NO PARKING ANY TIME →

E6-20 NO PARKING

E6-21 BIKE ROUTE — BIKE LANE — ENDS

E6-22 STOP

E6-23 NO PARKING ANY TIME ↔

M METRO — REMOVED BY OTHERS

CAPITAL CITY STATE TRAIL — MOVED BY OTHERS

Verona Rd Frontage Rd — TO REMAIN

Topper's Ln — TO REMAIN

NAKOMA HEIGHTS RENTAL OFFICE → — TO REMAIN

BIKE ROUTE — TO REMAIN

NO PARKING ANY TIME → — TO REMAIN

FRONTAGE VERONA RD — TO REMAIN

CHALET GARDENS RD — TO REMAIN

CANOPY

RIPRAP

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | SIGN REMOVAL DETAILS - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\023206_ps.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE

EXISTING SIGN MOUNTED ON STRUCTURAL STEEL POSTS

(EX-XX) DENOTES SIGN NUMBER

ALL SIGNS SHOWN SHALL BE REMOVED UNLESS NOTED OTHERWISE

* EXISTING MADISON METRO BUS STOP SIGNS REMOVED BY OTHERS. SEE MISCELLANEOUS QUANTITIES FOR REMOVING SMALL SIGN SUPPORTS.

** SIGN INSTALLED ON SHARED-USE PATH

SHAFER DRIVE

RAYMOND ROAD

REETZ ROAD

FREEPORT ROAD

CANOPY

FILLER CAPS

SIGN

REMOVING SMALL SIGN SUPPORTS REQ'D

WB USH 18/151 (VERONA ROAD)

958+00 VR 959+00 VR 960+00 VR 961+00 VR 962+00 VR 963+00 VR 964+00 VR 965+00 VR 966+00 VR 967+00 VR 968+00 VR 969+00 VR 970+00 VR 971+00 VR 972+00 VR

EB USH 18/151 (VERONA ROAD)

E7-2 NAKOMA HEIGHTS RESIDENT & GUEST PARKING ONLY MOVE

E7-1 MOVE

E7-4 NAKOMA HEIGHTS RESIDENT AND GUEST PARKING ONLY UNAUTHORIZED VEHICLES WILL BE TOWED AWAY MOVE

STOP TO REMAIN

MATCH LINE 78+00 EF

78+00 EF 79+00 EF 80+00 EF 81+00 EF 82+00 EF 83+00 EF 84+00 EF 85+00 EF 86+00 EF 87+00 EA

EAST VERONA ROAD FRONTAGE ROAD

E7-3 NAKOMA HEIGHTS RESIDENT AND GUEST PARKING ONLY UNAUTHORIZED VEHICLES WILL BE TOWED AWAY MOVE

PRIVATE PARKING TO REMAIN

PLAYGROUND

CARLING DRIVE

BIKE PATH

ALLIED DRIVE

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | SIGN REMOVAL DETAILS - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 347 | E |
|---|---|---|---|---|---|

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE

EXISTING SIGN MOUNTED ON STRUCTURAL STEEL POSTS

(EX-XX) DENOTES SIGN NUMBER

ALL SIGNS SHOWN SHALL BE REMOVED UNLESS NOTED OTHERWISE

* EXISTING MADISON METRO BUS STOP SIGNS REMOVED BY OTHERS. SEE MISCELLANEOUS QUANTITIES FOR REMOVING SMALL SIGN SUPPORTS.

** SIGN INSTALLED ON SHARED-USE PATH

(A) LEAVE SIGN IN PLACE UNTIL FITCHRONA ROAD, NORTH OF CTH PD, IS OPEN

N

2

2

QUARRY

WB CTH PD (MCKEE ROAD)

74+00 WB 75+00 WB 76+00 WB 77+00 WB 78+00 WB 79+00 WB 80+00 WB 81+00 WB 82+00 WB 83+00 WB 84+00 WB 85+00 WB 86+00 WB 87+00 WB

74+00 EB 75+00 EB 76+00 EB 77+00 EB 78+00 EB 79+00 EB 80+00 EB 81+00 EB 82+00 EB 83+00 EB 84+00 EB 85+00 EB 86+00 EB 87+00 EB 88+00 EB

EB CTH PD (MCKEE ROAD)

MATCHLINE 88+00 EB

(A) E8-1 FITCHRONA RD

(A) E8-2 FITCHRONA RD

(A) E8-3 FITCHRONA RD

E8-4 ONCOMING TRAFFIC HAS LONGER GREEN

E8-5

(A) E8-6 FITCHRONA RD

(A) E8-7 FITCHRONA RD

HARDROCK RD TO REMAIN

WARNING NO TRESPASSING DANGER QUARRY OPERATION REMOVED BY OTHERS

SPEED LIMIT 40 TO REMAIN

FITCHRONA ROAD

HARDROCK ROAD

REDUCED SPEED AHEAD 30 M.P.H. TO REMAIN

BEGIN RIGHT TURN LANE YIELD TO BIKES TO REMAIN

RIGHT LANE MUST TURN RIGHT TO REMAIN

YIELD BIKES ONLY TO REMAIN

TO REMAIN

STOP TO REMAIN

YIELD HERE TO BIKES ONLY TO REMAIN

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | SIGN REMOVAL DETAILS - CTH PD(MCKEE RD)(EB) | SHEET E |
|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\023208_ps.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE

EXISTING SIGN MOUNTED ON STRUCTURAL STEEL POSTS

(EX-XX) DENOTES SIGN NUMBER

ALL SIGNS SHOWN SHALL BE REMOVED UNLESS NOTED OTHERWISE

* EXISTING MADISON METRO BUS STOP SIGNS REMOVED BY OTHERS. SEE MISCELLANEOUS QUANTITIES FOR REMOVING SMALL SIGN SUPPORTS.

** SIGN INSTALLED ON SHARED-USE PATH

N

KING JAMES WAY

KAPEC ROAD

NESBITT ROAD

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

MATCH LINE 99+00 EB

88+00 WB 89+00 WB 90+00 WB 91+00 WB 92+00 WB 93+00 WB

88+00 EB 89+00 EB 90+00 EB 91+00 EB 92+00 EB 93+00 EB 94+00 EB 95+00 EB 96+00 EB 97+00 EB 98+00 EB 99+00 EB

905+00 VR 906+00 VR 907+00 VR 908+00 VR 909+00 VR

904+00 VR 903+00 VR 902+00 VR 901+00 VR 900+00 VR

100+00 EB 101+00 EB 102+00 EB 103+00 EB

E9-1 SPEED LIMIT 30 TO REMAIN; CURB LANE BICYCLES AND RIGHT TURNS ONLY MOVE

E9-2 JCT 18 151 MOVE; NESBITT RD; KAPEC RD; CTH PD TO REMAIN; MCKEE RD / CTH PD TO REMAIN; KAPEC RD / NESBITT RD TO REMAIN; STOP TO REMAIN

STOP TO REMAIN

BEGIN RIGHT TURN LANE TO REMAIN

E9-3 WEST SOUTH 18 151 MOVE

E9-4 COUNTY PD MOVE

E9-5 WEST SOUTH 18 151 MOVE

SPEED LIMIT 30 TO REMAIN

FILLER CAPS

SCALE

BIKE PATH

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | SIGN REMOVAL DETAILS - CTH PD (MCKEE RD) (EB) | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\023209_ps.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE

EXISTING SIGN MOUNTED ON STRUCTURAL STEEL POSTS

(EX-XX) DENOTES SIGN NUMBER

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** SIGN INSTALLED ON SHARED-USE PATH

PARCEL E5 - PRIVATE OWNED SIGNS
9 REMOVING SIGNS TYPE II REQ'D
9 REMOVING SMALL SIGN SUPPORTS REQ'D

E10-1 COUNTY PD SPONSOR: FIRST CHURCH OF CHRIST-SCIENTIST MOVE

E10-2 MILITARY RIDGE PATH MOVE

E10-3 ** NO MOTOR VEHICLES

E10-4 ** YIELD TO REMAIN

E10-5 MOVE

E10-6 EAST NORTH 18 151 MOVE

E10-7 BEGIN RIGHT TURN LANE MOVE

E10-8 EAST NORTH 18 151 MOVE

E10-9 BIKE LANE MOVE

E10-10 TO REMAIN

E10-11 TO REMAIN

WEST 18 SOUTH 151 USE 2 LEFT LANES TO REMAIN

ONLY TO REMAIN

** YIELD TO REMAIN

** ONE WAY TO REMAIN

TO REMAIN

TO REMAIN

TO REMAIN

MILITARY RIDGE PATH TO REMAIN

JCT 18 151 TO REMAIN

BEGIN LEFT TURN LANE TO REMAIN

SPEED LIMIT 40 TO REMAIN

COMMERCE PARK DR TO REMAIN

COMMERCE PARK DRIVE

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

MATCH LINE 103+00 EB

105+00 B

103+00 EB 104+00 EB 105+00 EB 106+00 EB 107+00 EB 108+00 EB 109+00 EB 110+00 EB 111+00 EB 112+00 EB 113+00 EB 114+00 EB 115+00 EB 116+00 EB

FILLER CAPS

RIPRAP

N

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | SIGN REMOVAL DETAILS - CTH PD (MCKEE RD) (EB) | SHEET 350 | E |
|---|---|---|---|---|---|

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE

EXISTING SIGN MOUNTED ON STRUCTURAL STEEL POSTS

(EX-XX) DENOTES SIGN NUMBER

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* EXISTING MADISON METRO BUS STOP SIGNS REMOVED BY OTHERS. SEE MISCELLANEOUS QUANTITIES FOR REMOVING SMALL SIGN SUPPORTS.

** SIGN INSTALLED ON SHARED-USE PATH

WILLIAMSBURG CT

ANTON DR

WILLIAMSBURG WAY

FRONTIER LANE

WILLIAMSBURG WAY COURT

ANTON DRIVE

WILLIAMSBURG WAY

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

EAST VERONA ROAD FRONTAGE ROAD

MATCH LINE 99+00 WW

E11-1 SPEED LIMIT 25

E11-2 STOP

E11-3 BIKE ROUTE

E11-4 BIKE ROUTE

E11-5 NO PARKING ANY TIME

E11-6

E11-7

E11-8 NO PARKING ANY TIME

E11-9 SPEED LIMIT 25

E11-10 BIKE ROUTE MOVE

E11-11 BIKE ROUTE STOP MOVE

E11-12 PRIVATE PERMIT PARKING NEW FOUNTAINS RESIDENTS & THEIR GUESTS

YIELD TO REMAIN

90+00 WW, 91+00 WW, 92+00 WW, 93+00 WW, 94+00 WW, 95+00 WW, 96+00 WW, 97+00 WW, 98+00 WW, 99+00 WW, 100+00 WW, 101+00 WW, 102+00 WW, 103+00 WW, 104+00 WW, 105+00 WW, 106+00 WW

10+00 RB, 12+00 RB, 112+00 AD, 111+00 AD, 110+00 AD, 109+00 AD, 108+00 AD, AD

942+00 VR, 941+00 VR, 940+00 VR, 939+00 VR, 938+00 VR, 937+00 VR, 936+00 VR, 935+00 VR, 934+00 VR, 933+00 VR, 932+00 VR

63+00 EF, 62+00 EF, 61+00 EF, 60+00 EF, 59+00 EF, 58+00 EF, 57+00 EF, 56+00 EF, 55+00 EF, 54+00 EF, 53+00 EF, 52+00 EF

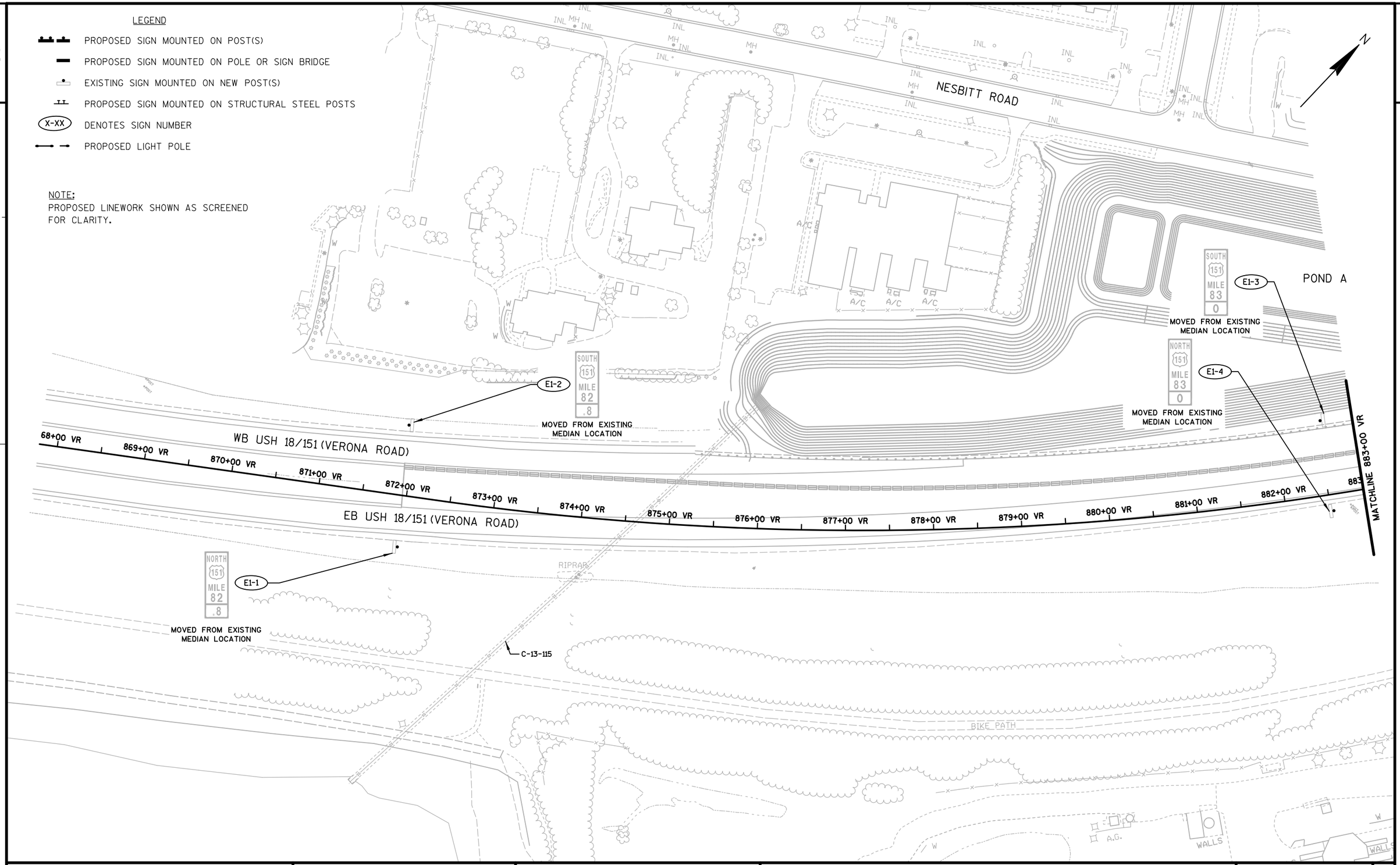
N

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | SIGN REMOVAL DETAILS - WILLIAMSBURG WAY (WW) & ANTON DR (AD) | SHEET 351 | E |
|---|---|---|---|---|---|

LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
- EXISTING SIGN MOUNTED ON NEW POST(S)
- PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- X-XX DENOTES SIGN NUMBER
- PROPOSED LIGHT POLE

NOTE:
PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PERMANENT SIGNING - USH 18/151 (VERONA RD) (VR) | SHEET 352 | E |
|---|---|---|---|---|---|

LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
- EXISTING SIGN MOUNTED ON NEW POST(S)
- PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- X-XX DENOTES SIGN NUMBER
- PROPOSED LIGHT POLE

NOTE:

PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

POND A

SPEED LIMIT 65

E2-3

MOVED FROM EXISTING LOCATION

NESBITT ROAD

D RAMP

MATCHLINE 883+00 VR

MATCHLINE 98+00 D

R-13-264

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

A RAMP

MATCHLINE 898+00 VR

MATCHLINE 98+00 A

R-13-265

JCT COUNTY PD

E2-5

MOVED FROM EXISTING LOCATION SIGN POST BOX OUT REQ'D

W3-3 36" X 36"

2-1

E2-9

E2-7

MCKEE RD

MOVED FROM EXISTING LOCATIONS

2-2

McKee Rd

D1-61 78" X 30"

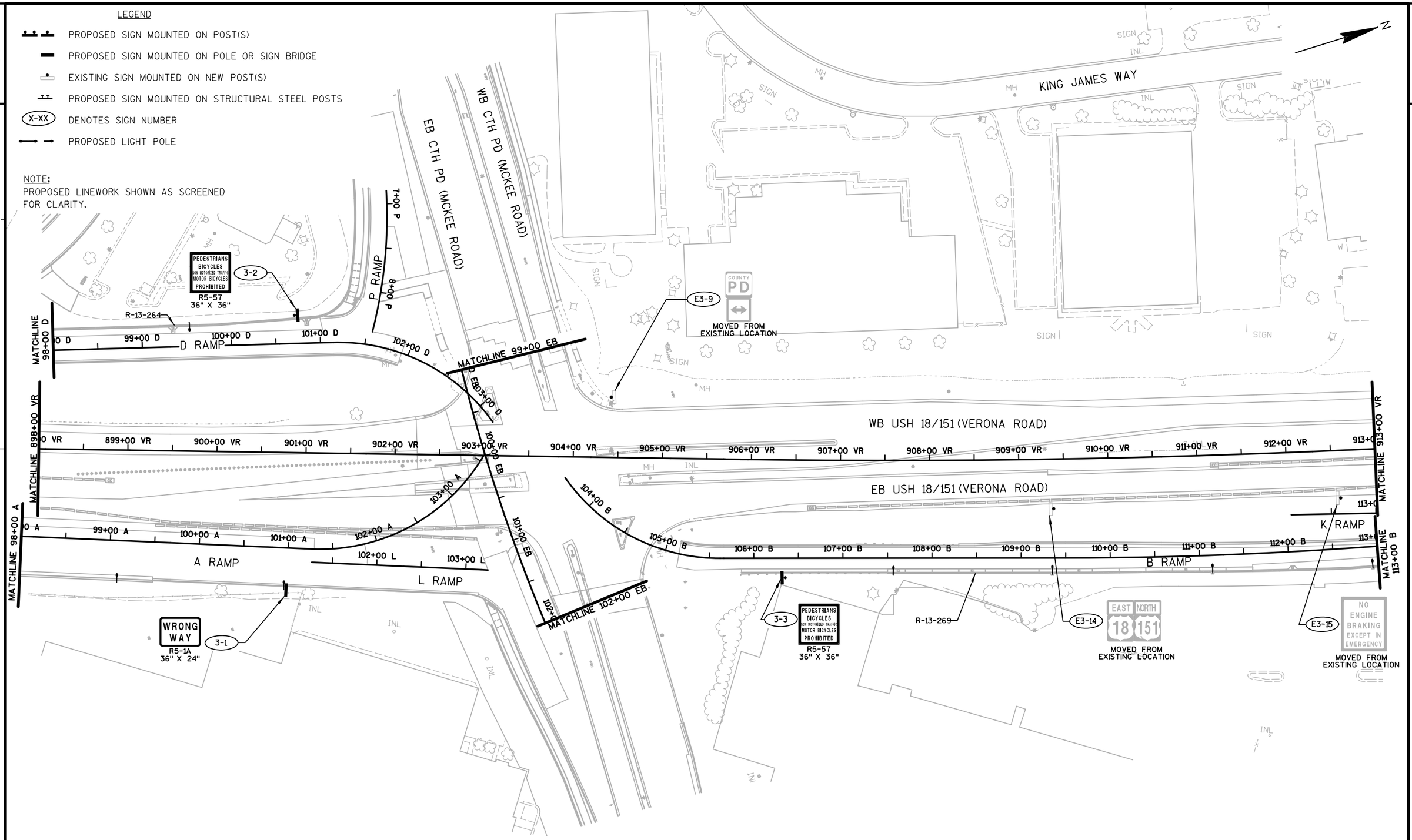
BIKE PATH

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PERMANENT SIGNING - USH 18/151, A RAMP, & D RAMP (VR, A, & D) | SHEET 353 | E |
|---|---|---|---|---|---|

LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
- EXISTING SIGN MOUNTED ON NEW POST(S)
- PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- X-XX DENOTES SIGN NUMBER
- PROPOSED LIGHT POLE

NOTE:
PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PERMANENT SIGNING - USH 18/151, A, B & D RAMPS (VR, A, B & D) | SHEET 354 | E |
|---|---|---|---|---|---|

LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
- EXISTING SIGN MOUNTED ON NEW POST(S)
- PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- X-XX DENOTES SIGN NUMBER
- PROPOSED LIGHT POLE

NOTE:

PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

CARRIAGE STREET

WILLIAMSBURG WAY E4-9

MOVED FROM EXISTING LOCATION

E4-8

MOVED FROM EXISTING LOCATION

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

MATCHLINE 913+00 VR

MATCHLINE 928+00 VR

MATCHLINE 113+00 B

MATCHLINE 47+00 EF

K RAMP

B RAMP

E RAMP

EAST VERONA ROAD FRONTAGE ROAD

R-13-269

R-13-271

S-13-447

4-1

SPEED LIMIT 40

R2-1
30" X 36"

E4-6

MOVED FROM EXISTING LOCATION

E1-5P
132" X 30"

EXIT 83 B

Williamsburg Way

EXIT ONLY

4-2

E6-1
192" X 114"
COVERING SIGNS, REQ'D

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PERMANENT SIGNING - USH 18/151, RAMPS, FRONTAGE RD (VR,B,E,K,EF) | SHEET 355 | E |
|---|---|---|---|---|---|

2

2

MATCH LINE 98+00 WW

E10-11
BIKE ROUTE
STOP
MOVED FROM EXISTING LOCATION

E5-22
LEFT TURN LANE
MOVED FROM EXISTING LOCATION

E5-23
WRONG WAY
MOVED FROM EXISTING LOCATION

WILLIAMSBURG WAY

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

MATCHLINE 928+00 VR

928+00 VR 929+00 VR 930+00 VR 931+00 VR 932+00 VR 933+00 VR 934+00 VR 935+00 VR 936+00 VR 937+00 VR 938+00 VR 939+00 VR 940+00 VR 941+00 VR 942+00 VR 943+

MATCHLINE 128+00 K

128+00 K 129+00 K 130+00 K 131+00 K

R-13-271

128+00 E 129+00 E 130+00 E 131+00 E 132+00 E 133+00 E 134+00 E 135+00 E

E RAMP

F RAMP

137+00 F 138+00 F 139+00 F 140+00 F 141+00 F 142+00 F 143+0

MATCHLINE 47+00 EF

47+00 EF 48+00 EF 49+00 EF 50+00 EF 51+00 EF 52+00 EF 53+00 EF 54+00 EF 55+00 EF 56+00 EF 57+00 EF 58+00 EF 59+00 EF 60+00 EF 61+00 EF 62+00 EF 63+00 EF 64+00 EF

MATCH LINE 64+00 EF

EAST VERONA ROAD FRONTAGE ROAD

99+00 WW 100+00 WW 101+00 WW 102+00 WW 103+00 WW 104+00 WW 105+00 WW 106+00 WW 107+00

5-15 Williamsburg Way D1-61 126" X 30"

5-16 WRONG WAY R5-1A 36" X 24"

5-17 W12-1D 24" X 24"

5-18 ONLY ONLY ONLY R3-8W 54" X 30"

5-19 PEDESTRIANS BICYCLES AND MOTORIZED TRAFFIC MOTOR BICYCLES PROHIBITED R5-57 36" X 36"

E5-1 STOP MOVED FROM EXISTING LOCATION

5-14 W3-3 36" X 36"

ONLY ONLY R3-8F 36" X 30"

5-13

BIORETENTION BASIN B

BIORETENTION BASIN C

BIKE LANE R3-17 30" X 24"

5-3

5-1 W3-1 36" X 36"

5-2 SPEED LIMIT 25 R2-1 24" X 30"

STOP R1-1 30" X 30"

5-4

5-5 TRAFFIC FROM LEFT DOES NOT STOP W4-4AL 30" X 12"

5-6 W1-7 48" X 24"

5-7 STOP R1-1 30" X 30"

5-8 TRAFFIC FROM RIGHT DOES NOT STOP W4-4AR 30" X 12"

5-9 BIKE LANE R3-17 30" X 24"

5-10 SPEED LIMIT 25 R2-1 24" X 30"

5-11 W3-1 36" X 36"

E5-18 STOP MOVED FROM EXISTING LOCATION

E6-7 BIKE ROUTE MOVED FROM EXISTING LOCATION

5-12 W11-1 30" X 30"

E5-20 CAPITAL CITY TRAIL MOVED FROM EXISTING LOCATION

NOTE:

PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
- EXISTING SIGN MOUNTED ON NEW POST(S)
- PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- X-XX DENOTES SIGN NUMBER
- PROPOSED LIGHT POLE

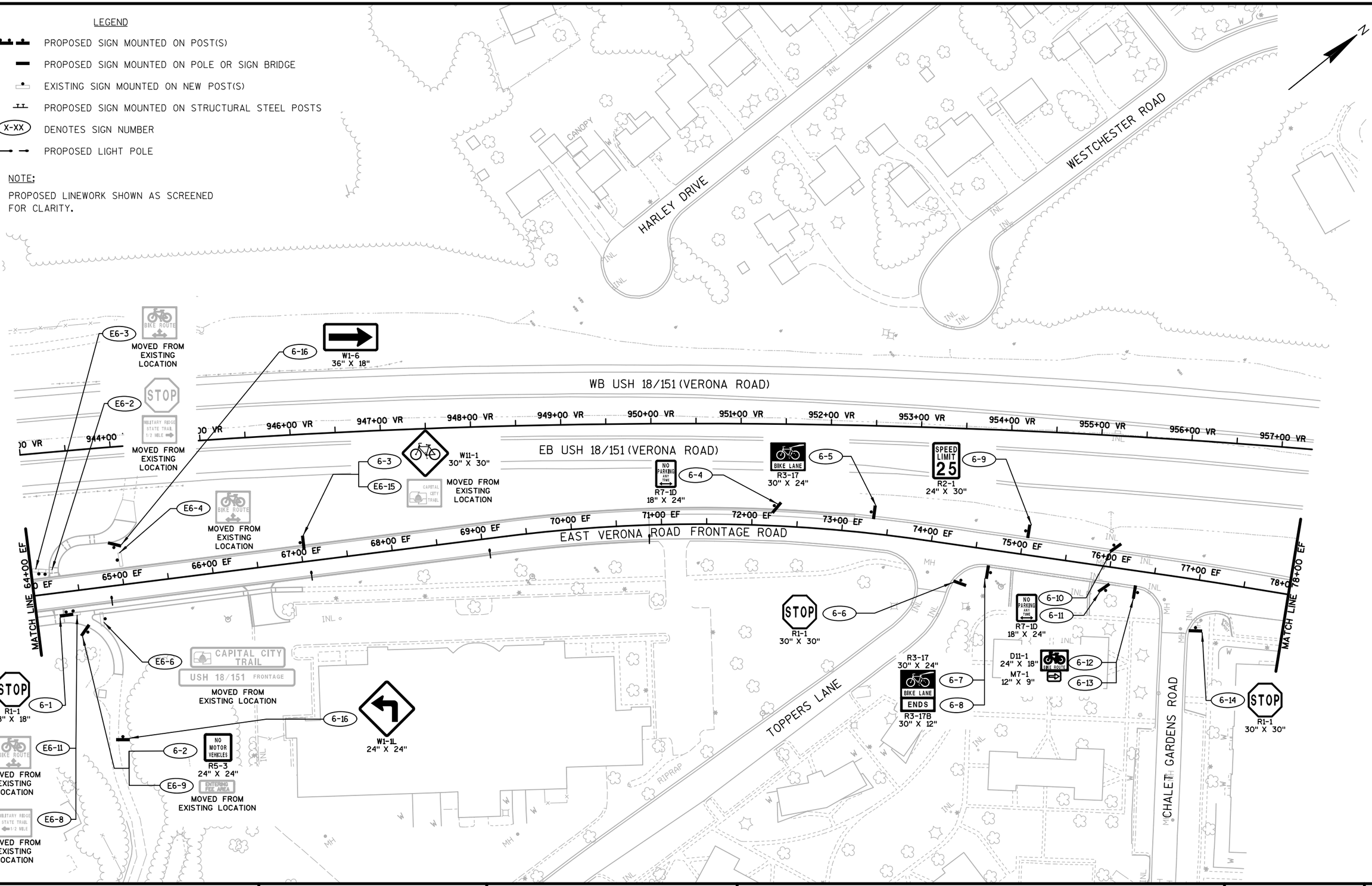
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PERMANENT SIGNING - USH 18/151, WILLIAMSBURG WAY, FRONTAGE RD | SHEET 356 | E |
|---|---|---|---|---|---|

LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
- EXISTING SIGN MOUNTED ON NEW POST(S)
- PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- X-XX DENOTES SIGN NUMBER
- PROPOSED LIGHT POLE

NOTE:

PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PERMANENT SIGNING - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET E |
|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\023217_ps.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
- EXISTING SIGN MOUNTED ON NEW POST(S)
- PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- X-XX DENOTES SIGN NUMBER
- PROPOSED LIGHT POLE

NOTE:

PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

SHAFER DRIVE

RAYMOND ROAD

FREEPORT ROAD

CANOPY

FILLER CAPS

SIGN

INL

MH

W

N

E7-5 STOP MOVED FROM EXISTING LOCATION

E7-1 MOVED FROM EXISTING LOCATION

WB USH 18/151 (VERONA ROAD)

958+00 VR 959+00 VR 960+00 VR 961+00 VR 962+00 VR 963+00 VR 964+00 VR 965+00 VR 966+00 VR 967+00 VR 968+00 VR 969+00 VR 970+00 VR 971+00 VR 972+00 VR

EB USH 18/151 (VERONA ROAD)

MATCH LINE 78+00 EF

78+00 EF 79+00 EF 80+00 EF 81+00 EF 82+00 EF 83+00 EF 84+00 EF 85+00 EF 86+00 EF 87+00 EF

EAST VERONA ROAD FRONTAGE ROAD

E7-4 MOVED FROM EXISTING LOCATION

NAKOMA HEIGHTS RESIDENT AND GUEST PARKING ONLY UNAUTHORIZED VEHICLES WILL BE TOWED AWAY

DO NOT ENTER 7-1 R5-1 30" X 30"

NO PARKING ANY TIME 7-2 R7-1D 18" X 24"

SPEED LIMIT 25 7-3 R2-1 24" X 30"

E7-3 MOVED FROM EXISTING LOCATION

E7-2 MOVED FROM EXISTING LOCATION

NAKOMA HEIGHTS RESIDENT & GUEST PARKING ONLY

PLAYGROUND

CARLING DRIVE

BIKE PATH

ALLIED DRIVE

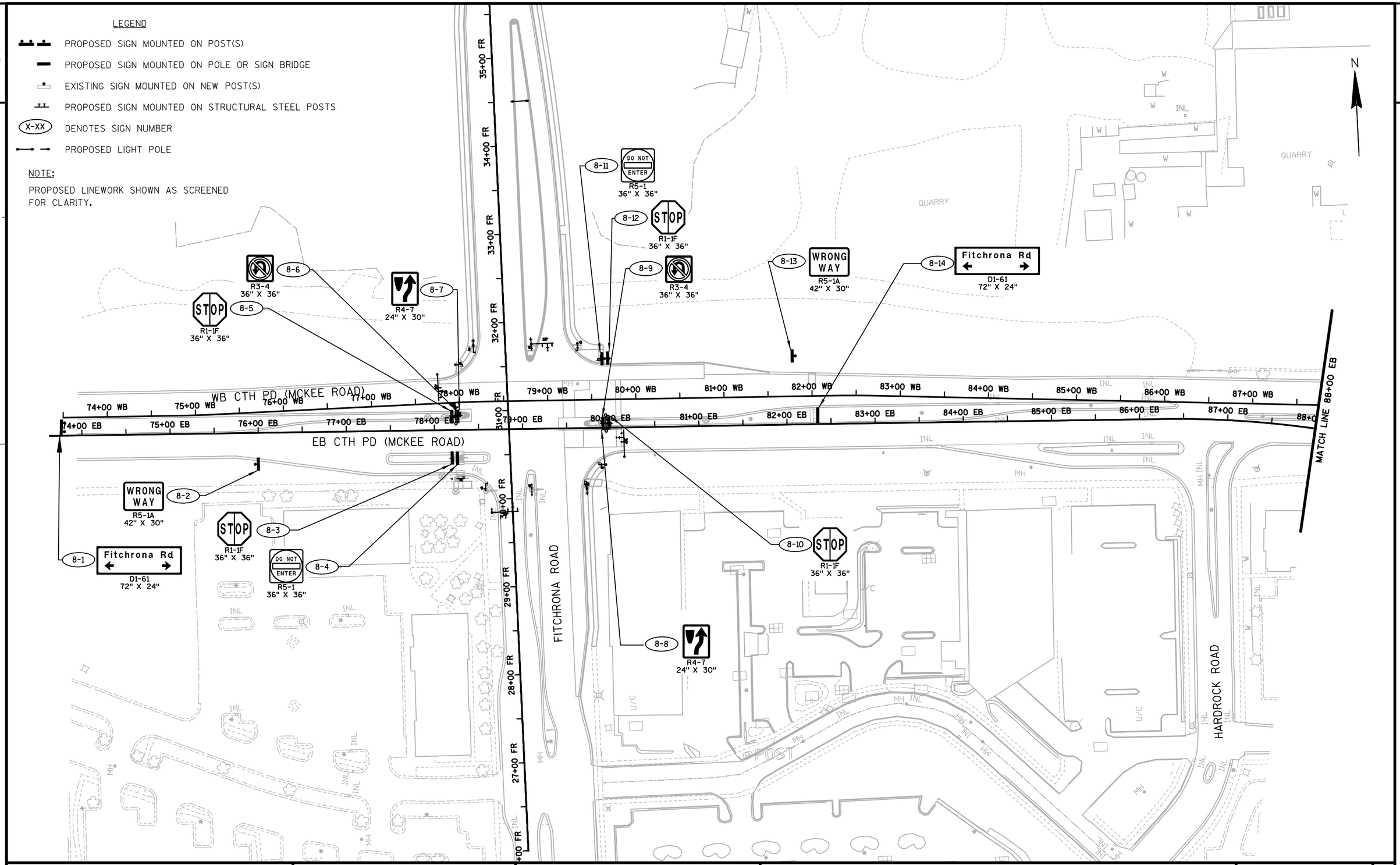
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PERMANENT SIGNING - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 358 E |
|---|---|---|---|---|

LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
- EXISTING SIGN MOUNTED ON NEW POST(S)
- PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- X-XX DENOTES SIGN NUMBER
- PROPOSED LIGHT POLE

NOTE:

PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PERMANENT SIGNING - CTH PD (MCKEE RD) (EB) | SHEET 359 | E |
|---|---|---|---|---|---|

LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
- EXISTING SIGN MOUNTED ON NEW POST(S)
- PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- X-XX DENOTES SIGN NUMBER
- PROPOSED LIGHT POLE

NOTE:
PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

KING JAMES WAY

KAPEC ROAD

NESBITT ROAD

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

MATCH LINE 88+00 EB

MATCH LINE 99+00 EB

E9-1 MOVED FROM EXISTING LOCATION

E9-2 MOVED FROM EXISTING LOCATION

E9-3 MOVED FROM EXISTING LOCATION

E9-4 MOVED FROM EXISTING LOCATION

E9-5 MOVED FROM EXISTING LOCATION

2

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PERMANENT SIGNING - CTH PD (MCKEE RD) (EB) | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\023220_ps.dgn PLOT DATE : 4/14/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
- EXISTING SIGN MOUNTED ON NEW POST(S)
- PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- X-XX DENOTES SIGN NUMBER
- PROPOSED LIGHT POLE

NOTE:
PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

N

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

MATCH LINE 103+00 EB

103+00 EB
104+00 EB
105+00 EB
106+00 EB
107+00 EB
108+00 EB
109+00 EB
110+00 EB
111+00 EB
112+00 EB
113+00 EB
114+00 EB
115+00 EB
116+00 EB

E10-6 — EAST 18 NORTH 151 — MOVED FROM EXISTING LOCATION

E10-8 — EAST 18 NORTH 151 — MOVED FROM EXISTING LOCATION

E10-7 — BEGIN RIGHT TURN LANE — MOVED FROM EXISTING LOCATION

E10-5 — MOVED FROM EXISTING LOCATION

10-2 — YIELD — R1-2 18" X 15.5"

10-1 — NO MOTOR VEHICLES — R5-3 24" X 24"

E10-1 — COUNTY PD — MOVED FROM EXISTING LOCATION

E10-9 — BIKE LANE — MOVED FROM EXISTING LOCATION

E10-2 — MILITARY RIDGE PATH — MOVED FROM EXISTING LOCATION

COMMERCE PARK DRIVE

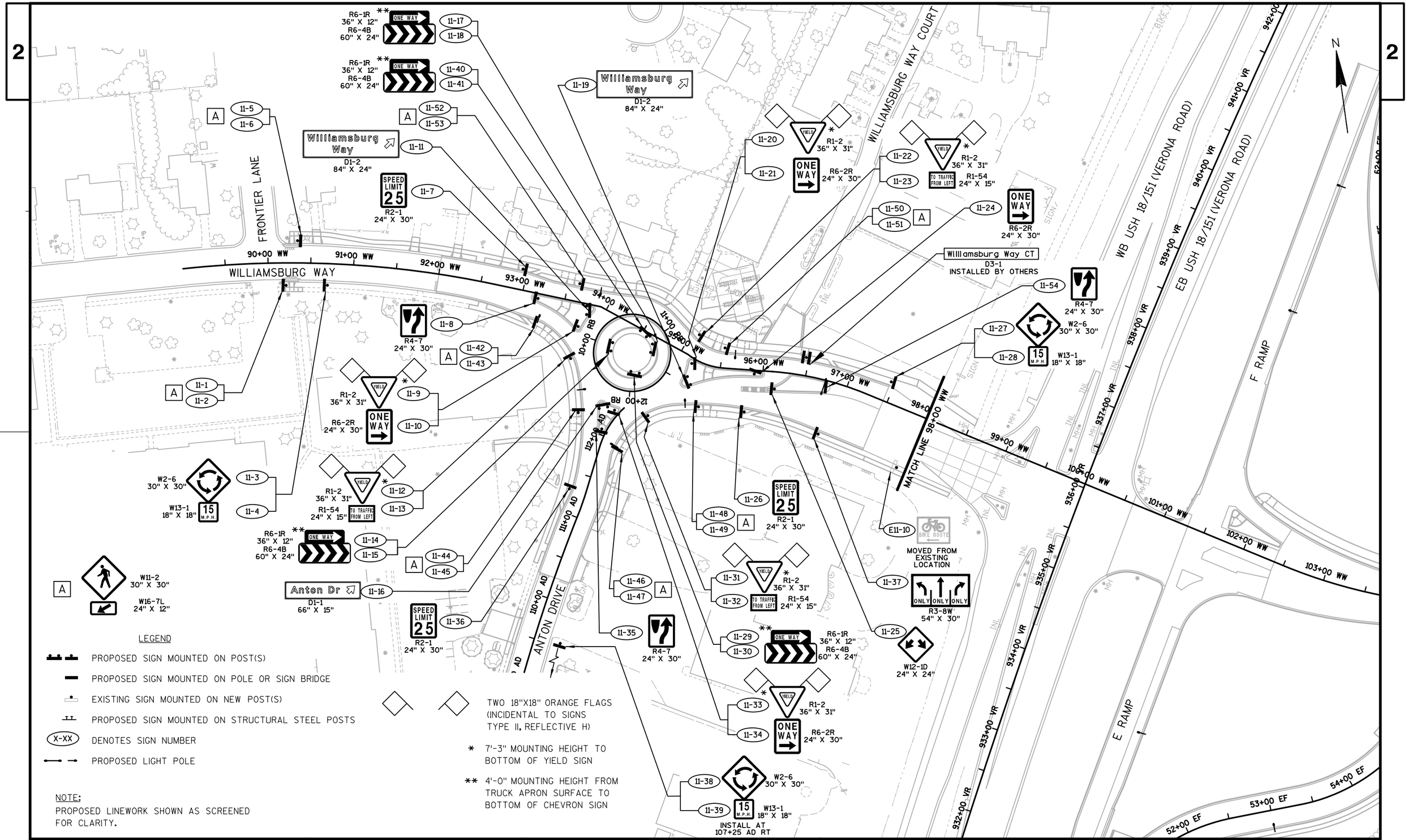
RIPRAP

FILLER CAPS

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PERMANENT SIGNING - CTH PD (MCKEE RD) (EB) | SHEET 361 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\023221_ps.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PERMANENT SIGNING - WILLIAMSBURG WAY & ANTON DR (WW & AD) | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\023222_ps.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

2

LEGEND

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE

EXISTING SIGN MOUNTED ON NEW POST(S)

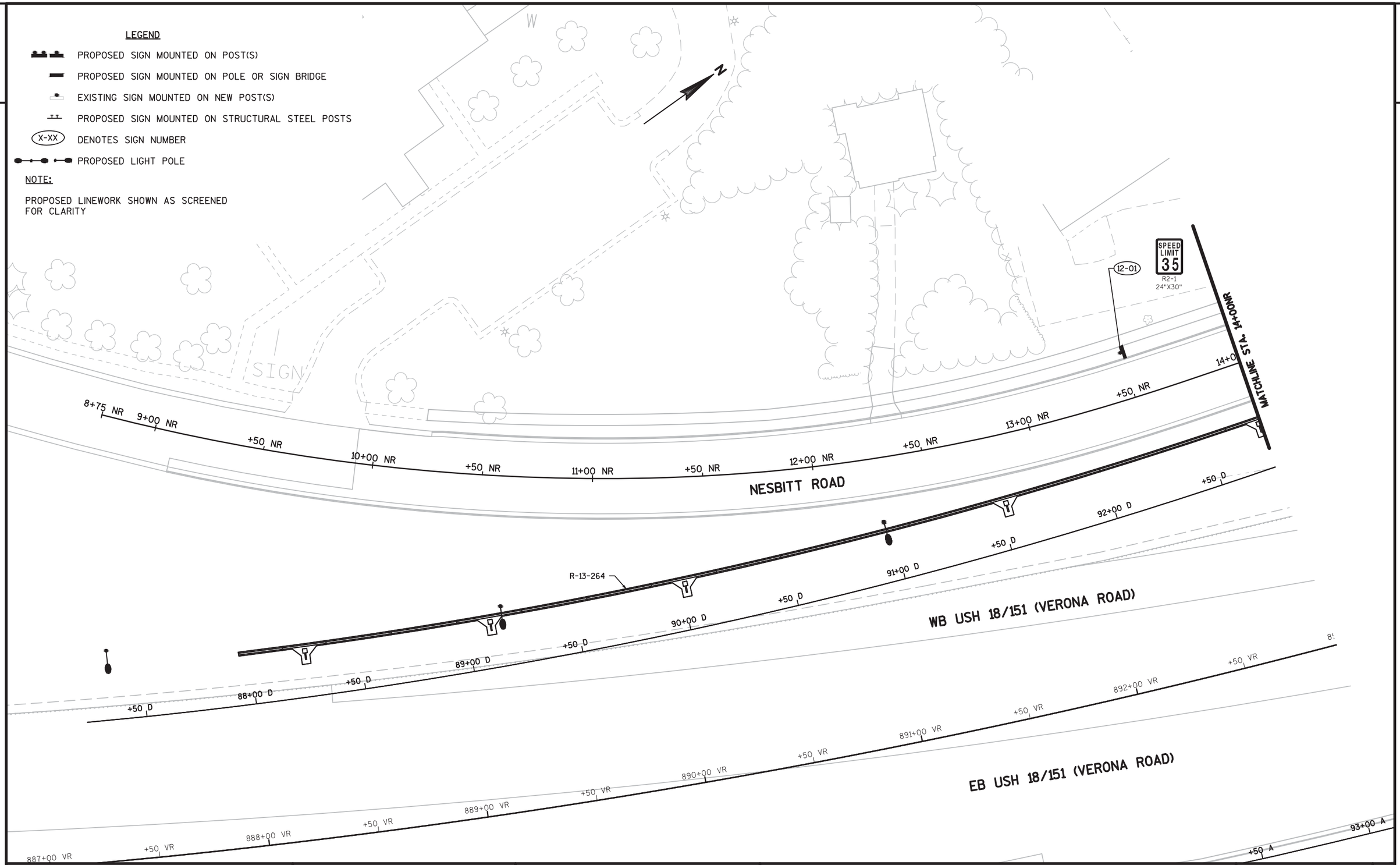
PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL POSTS

X-XX DENOTES SIGN NUMBER

PROPOSED LIGHT POLE

NOTE:

PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PERMANENT SIGNING - NESBITT ROAD (NR) | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\PERMANENT SIGNING\1206-07-74\023201_PS_74 NESBITT.DWG
LAYOUT NAME - SHEET - (10)

PLOT DATE : 3/31/2016 8:38 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

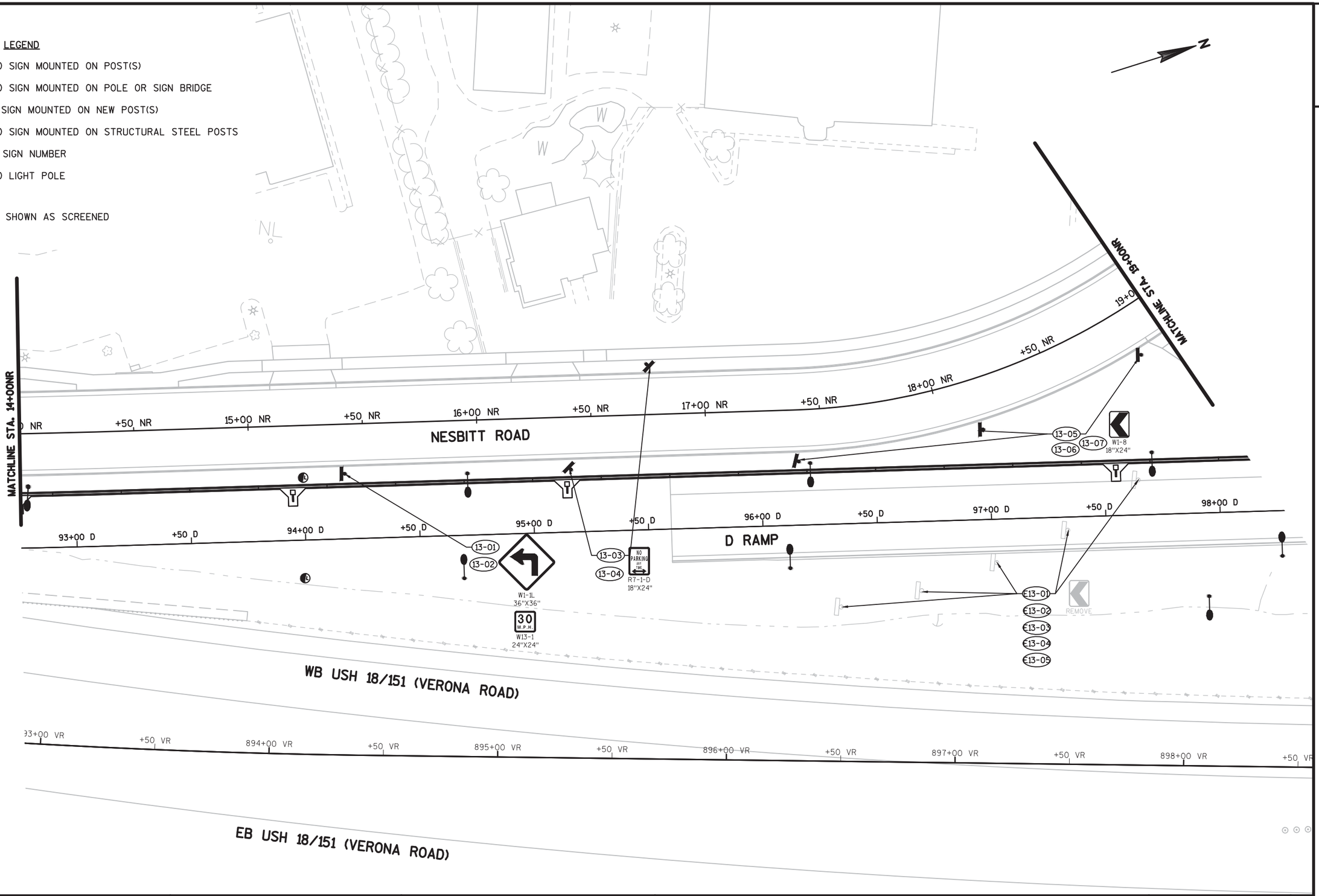
WISDOT/CADDS SHEET 42

LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
- EXISTING SIGN MOUNTED ON NEW POST(S)
- PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- X-XX DENOTES SIGN NUMBER
- PROPOSED LIGHT POLE

NOTE:

PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PERMANENT SIGNING - NESBITT ROAD (NR) | SHEET 364 | E |
|---|---|---|---|---|---|

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\PERMANENT SIGNING\1206-07-74\023201_PS_74 NESBITT.DWG
LAYOUT NAME - SHEET - (11)

PLOT DATE : 3/31/2016 8:39 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE

EXISTING SIGN MOUNTED ON NEW POST(S)

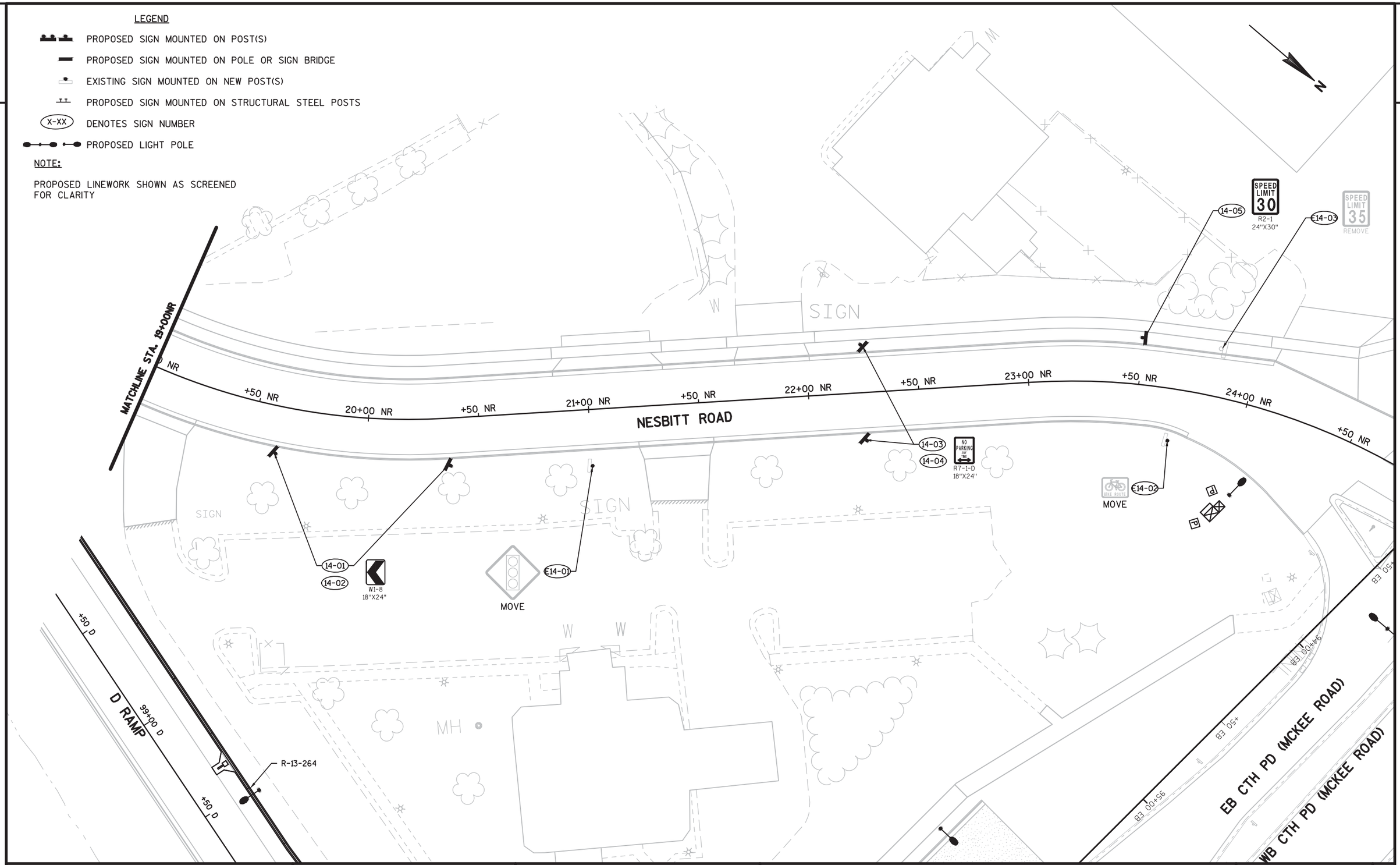
PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL POSTS

X-XX DENOTES SIGN NUMBER

PROPOSED LIGHT POLE

NOTE:

PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PERMANENT SIGNING - NESBITT ROAD (NR) | SHEET 365 | E |
|---|---|---|---|---|---|

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\PERMANENT SIGNING\1206-07-74\023201_PS_74 NESBITT.DWG
LAYOUT NAME - SHEET - (12)

PLOT DATE : 3/31/2016 8:39 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
- EXISTING SIGN MOUNTED ON NEW POST(S)
- PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- X-XX DENOTES SIGN NUMBER
- PROPOSED LIGHT POLE

NOTE:

PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY

26+00 FR +50 FR 27+00 FR +50 FR 28+00 FR +50 FR 29+00 FR +50 FR 30+00 FR +50

FITCHRONA ROAD

MATCHLINE STA. 30+50FR

30'

MH

INL

SIGN

U/C

E15-01

15-01

15-02

15-03

15-04

ONLY ONLY ONLY ONLY
R3-8-WW
72"X30"

RIGHT LANE MUST TURN RIGHT
R3-7-R
30"X30"

STOP
R1-1F
30"X30"

REMOVE

| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | PERMANENT SIGNING - FITCHRONA ROAD (FR) | SHEET 366 | E |
|---|---|---|---|---|---|

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\PERMANENT SIGNING\1206-07-74\023201_PS_74 FITCHRONA.DWG
LAYOUT NAME - SHEET - (1)
PLOT DATE : 3/31/2016 8:41 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
- EXISTING SIGN MOUNTED ON NEW POST(S)
- PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- X-XX DENOTES SIGN NUMBER
- PROPOSED LIGHT POLE

NOTE:

PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY

MATCHLINE STA. 30+50FR

MATCHLINE STA. 36+50FR

FITCHRONA ROAD

FR 31+00 FR +50 FR 32+00 FR +50 FR 33+00 FR +50 FR 34+00 FR +50 FR 35+00 FR +50 FR 36+00 FR +50

EB CTH PD (MCKEE ROAD)

WB CTH PD (MCKEE ROAD)

77+00 EB +50 EB 78+00 EB +50 EB 79+00 EB +50 EB 80+00 EB +50 EB

77+00 WB +50 WB 78+00 WB +50 WB 79+00 WB +50 WB 80+00 WB +50

30'

15'

25'

16-01 R4-7 24"X30"

16-02 STOP R1-1F 30"X30"

16-03 STOP R1-1F 30"X30"

16-04 SPEED LIMIT 25 R2-1 24"X30"

16-05 * M METRO

SIGN, POST, AND BASE PROVIDED AND INSTALLED BY OTHERS

16-06 NO PARKING ANY TIME R7-1-D 18"X24"

16-07 R4-7 24"X30"

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PERMANENT SIGNING - FITCHRONA ROAD (FR) | SHEET 367 | E |
|---|---|---|---|---|---|

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\PERMANENT SIGNING\1206-07-74\023201_PS_74 FITCHRONA.DWG
LAYOUT NAME - SHEET - (1)
PLOT DATE : 3/31/2016 8:41 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
- EXISTING SIGN MOUNTED ON NEW POST(S)
- PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- X-XX DENOTES SIGN NUMBER
- PROPOSED LIGHT POLE

NOTE:

PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY

N

FITCHRONA ROAD

MATCHLINE STA. 36+50FR

37+00 FR

+50 FR

38+00 FR

+50 FR

39+00 FR

+50 FR

40+00 FR

+50 FR

41+00 FR

+50 FR

42+00 FR

+50 FR

MATCHLINE STA. 42+50FR

17-01

BEGIN RIGHT TURN LANE

R3-20-R
24"X36"

17-02

ONLY ONLY ONLY ONLY

R3-8-V
72"X30"

SEE CONSTRUCTION DETAIL "SIGN 17-02 INSTALLATION"

17-03

17-04

NO PARKING ANY TIME

R7-1-D
18"X24"

17-05

SPEED LIMIT 25

R2-1
24"X30"

17-06

SPEED LIMIT 25

R2-1
24"X30"

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PERMANENT SIGNING - FITCHRONA ROAD (FR) | SHEET 368 | E |
|---|---|---|---|---|---|

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\PERMANENT SIGNING\1206-07-74\023201_PS_74 FITCHRONA.DWG
LAYOUT NAME - SHEET - (2)

PLOT DATE : 3/31/2016 8:42 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

LEGEND

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE

EXISTING SIGN MOUNTED ON NEW POST(S)

PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL POSTS

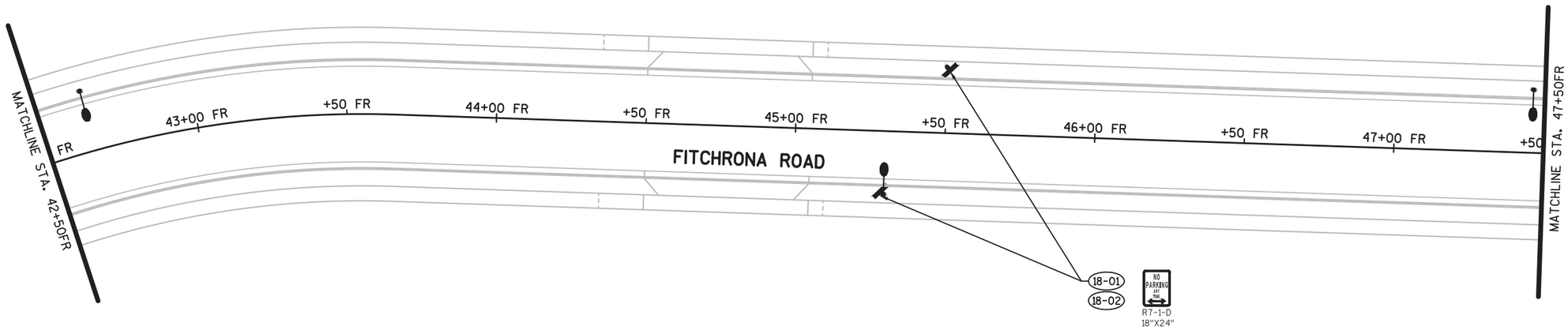
X-XX DENOTES SIGN NUMBER

PROPOSED LIGHT POLE

NOTE:

PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY

N




| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | PERMANENT SIGNING - FITCHRONA ROAD (FR) | SHEET 369 | E |
|---|---|---|---|---|---|

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\PERMANENT SIGNING\1206-07-74\023201_PS_74 FITCHRONA.DWG
LAYOUT NAME - SHEET - (3)

PLOT DATE : 3/31/2016 8:42 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE

EXISTING SIGN MOUNTED ON NEW POST(S)

PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL POSTS

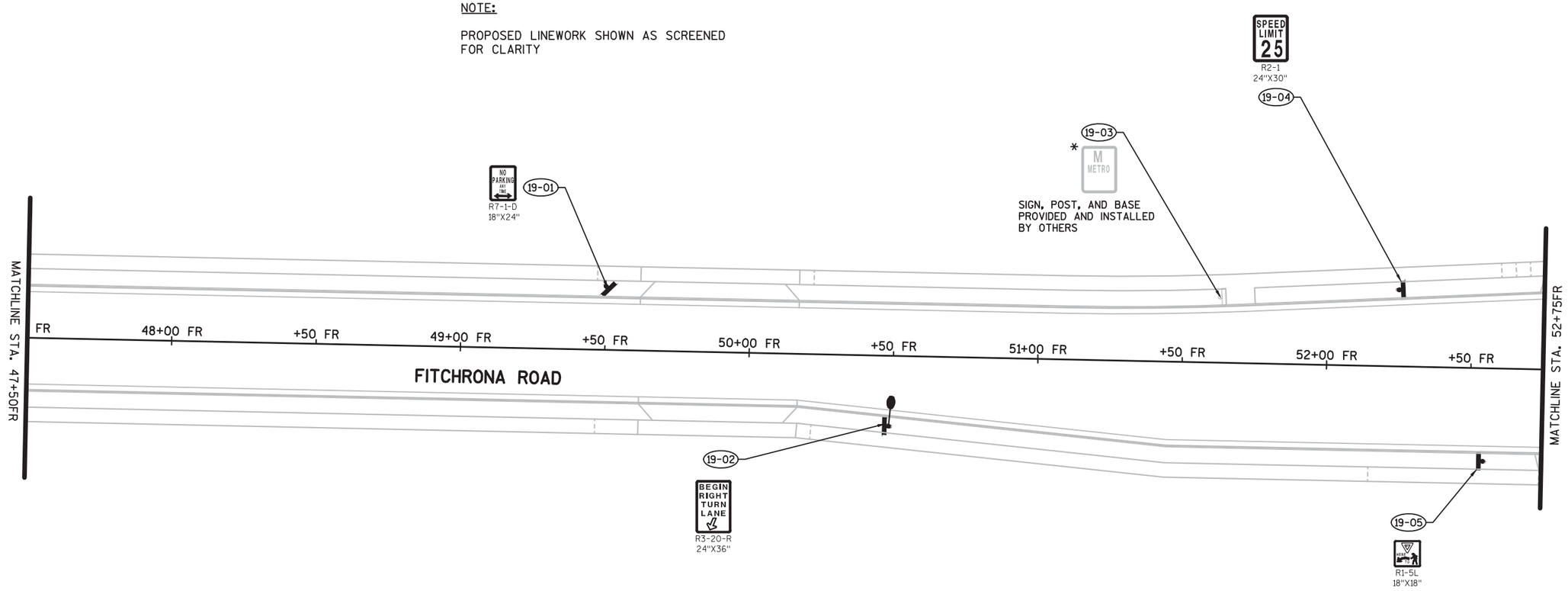
X-XX DENOTES SIGN NUMBER

PROPOSED LIGHT POLE

NOTE:

PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY

N



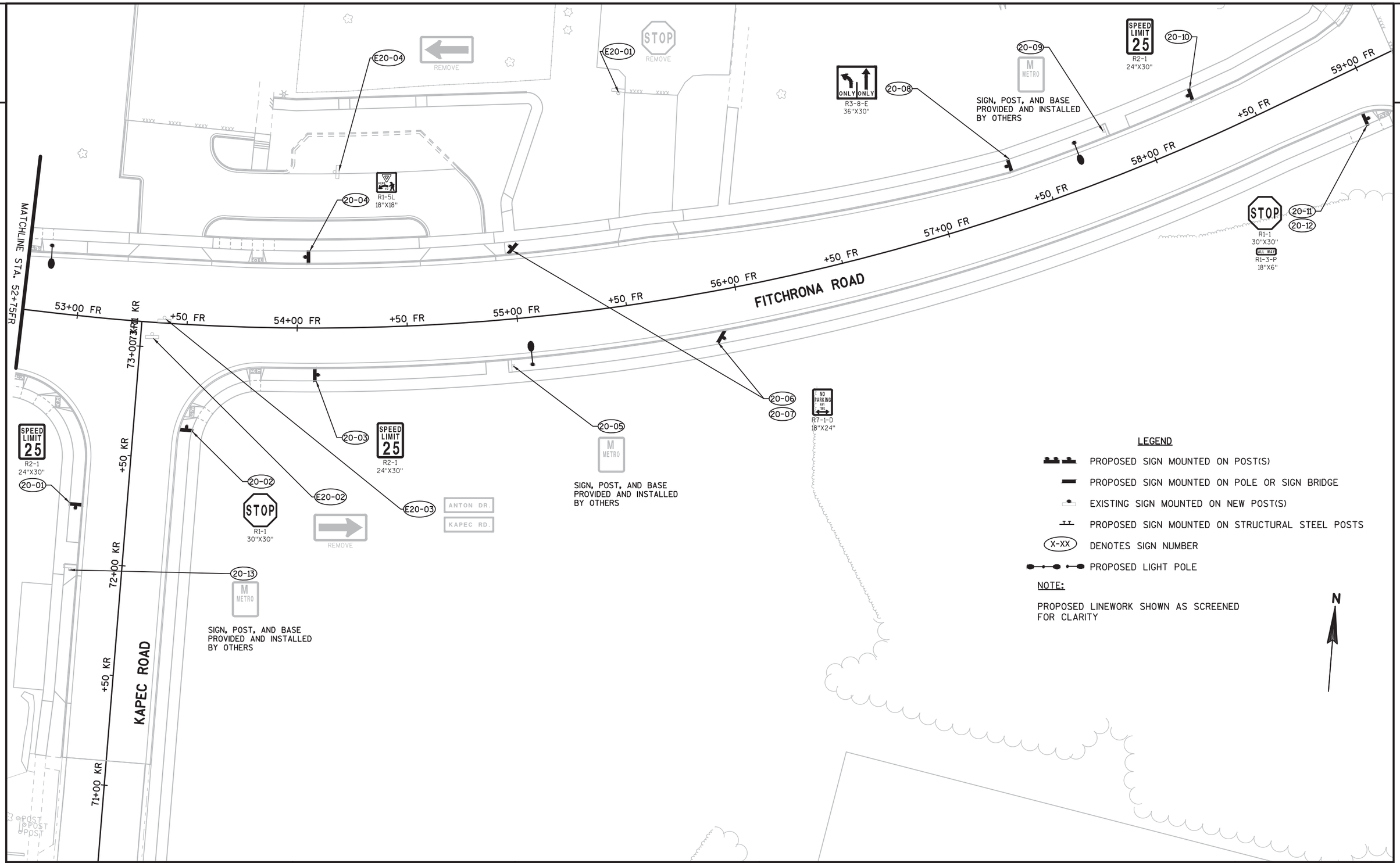

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PERMANENT SIGNING - FITCHRONA ROAD (FR) | SHEET 370 | E |
|---|---|---|---|---|---|

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\PERMANENT SIGNING\1206-07-74\023201_PS_74 FITCHRONA.DWG
LAYOUT NAME - SHEET - (4)

PLOT DATE : 3/31/2016 8:43 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



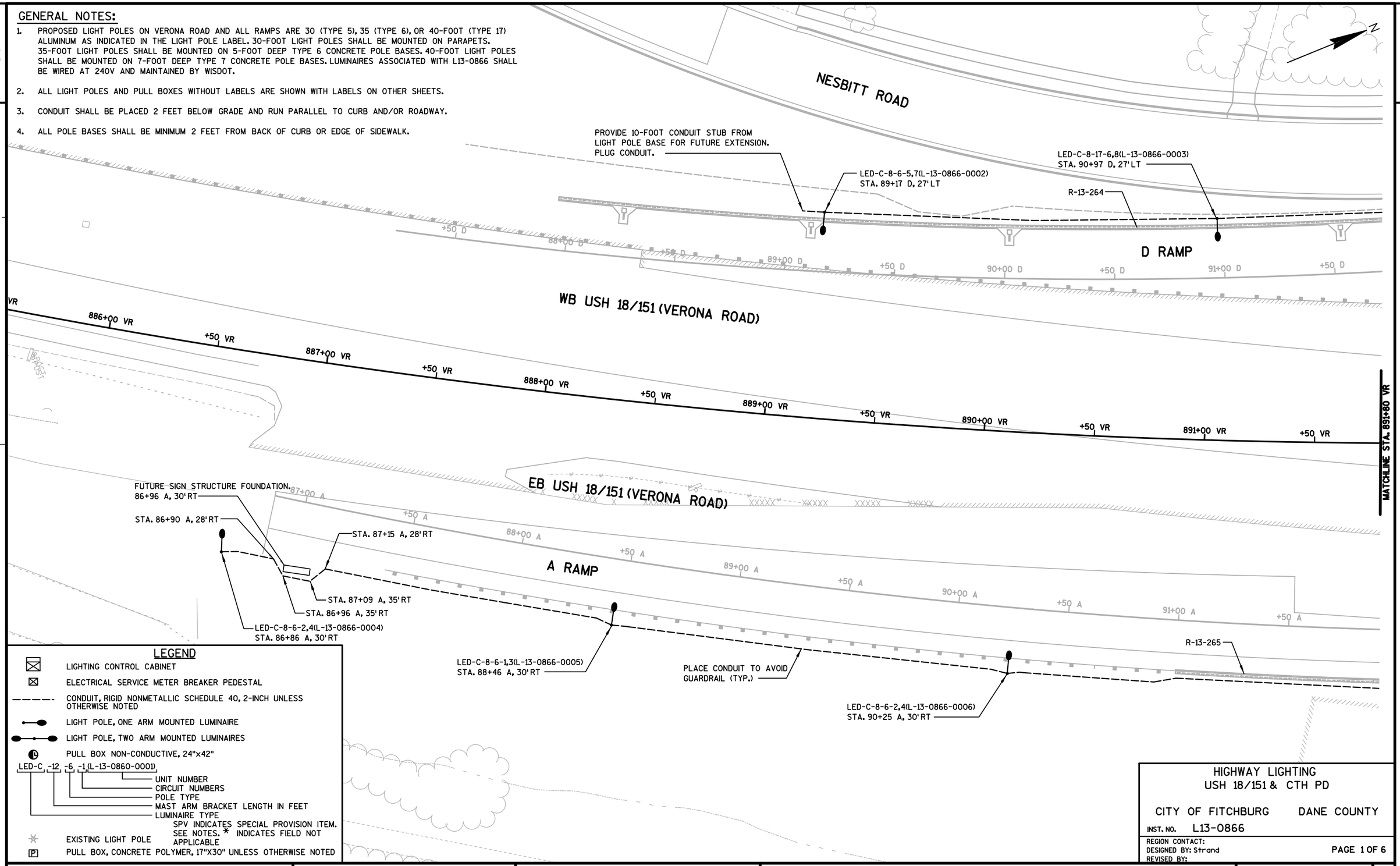

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PERMANENT SIGNING - KAPEC ROAD (KR) /FITCHRONA ROAD (FR) | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\PERMANENT SIGNING\1206-07-74\023201_PS_74 FITCHRONA.DWG
LAYOUT NAME - SHEET - (5)
PLOT DATE : 3/31/2016 8:44 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : **********

## GENERAL NOTES:

1. PROPOSED LIGHT POLES ON VERONA ROAD AND ALL RAMPS ARE 30 (TYPE 5), 35 (TYPE 6), OR 40-FOOT (TYPE 17) ALUMINUM AS INDICATED IN THE LIGHT POLE LABEL. 30-FOOT LIGHT POLES SHALL BE MOUNTED ON PARAPETS. 35-FOOT LIGHT POLES SHALL BE MOUNTED ON 5-FOOT DEEP TYPE 6 CONCRETE POLE BASES. 40-FOOT LIGHT POLES SHALL BE MOUNTED ON 7-FOOT DEEP TYPE 7 CONCRETE POLE BASES. LUMINAIRES ASSOCIATED WITH L13-0866 SHALL BE WIRED AT 240V AND MAINTAINED BY WISDOT.
2. ALL LIGHT POLES AND PULL BOXES WITHOUT LABELS ARE SHOWN WITH LABELS ON OTHER SHEETS.
3. CONDUIT SHALL BE PLACED 2 FEET BELOW GRADE AND RUN PARALLEL TO CURB AND/OR ROADWAY.
4. ALL POLE BASES SHALL BE MINIMUM 2 FEET FROM BACK OF CURB OR EDGE OF SIDEWALK.




### LEGEND

- LIGHTING CONTROL CABINET
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT, RIGID NONMETALLIC SCHEDULE 40, 2-INCH UNLESS OTHERWISE NOTED
- LIGHT POLE, ONE ARM MOUNTED LUMINAIRE
- LIGHT POLE, TWO ARM MOUNTED LUMINAIRES
- PULL BOX NON-CONDUCTIVE, 24"x42"
- LED-C, -12, -6, -1,(L-13-0860-0001)
  - UNIT NUMBER
  - CIRCUIT NUMBERS
  - POLE TYPE
  - MAST ARM BRACKET LENGTH IN FEET
  - LUMINAIRE TYPE
  - SPV INDICATES SPECIAL PROVISION ITEM. SEE NOTES. * INDICATES FIELD NOT APPLICABLE
- EXISTING LIGHT POLE
- PULL BOX, CONCRETE POLYMER, 17"X30" UNLESS OTHERWISE NOTED

HIGHWAY LIGHTING
USH 18/151 & CTH PD

CITY OF FITCHBURG DANE COUNTY

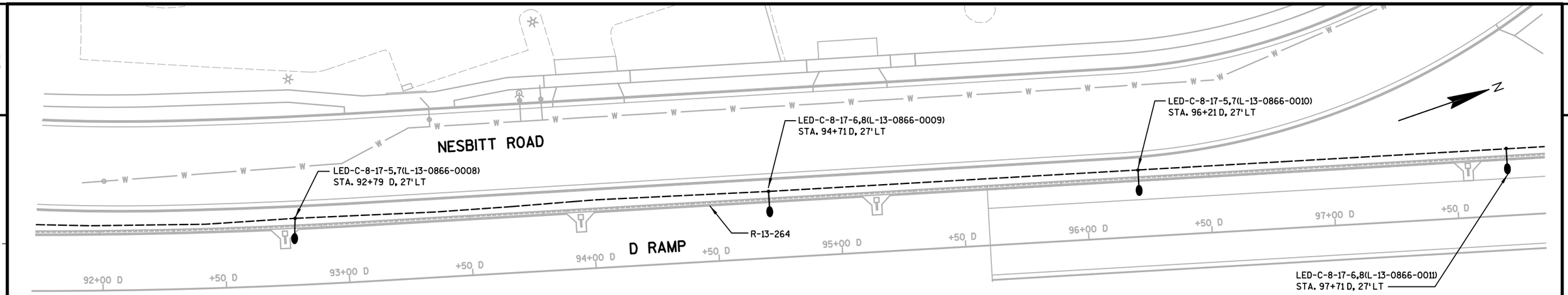
INST. NO. L13-0866

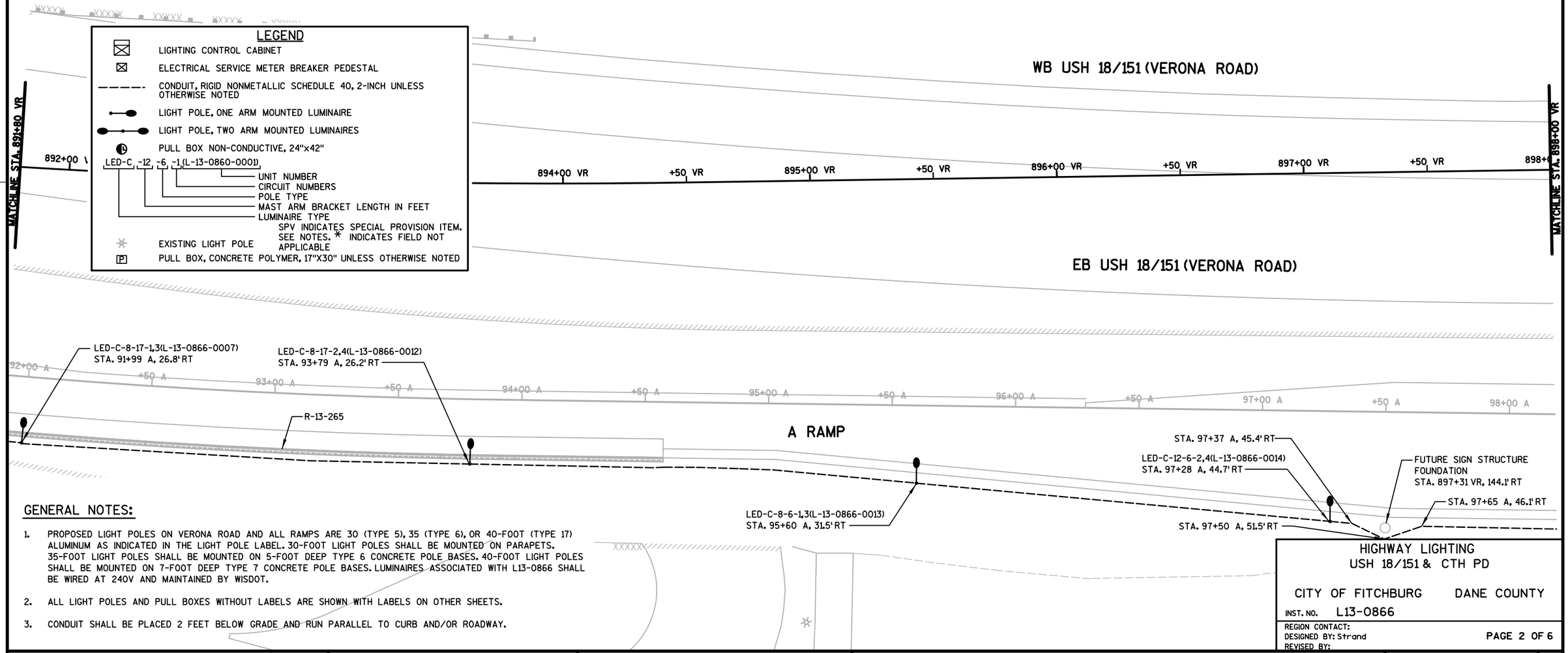
REGION CONTACT:
DESIGNED BY: Strand
REVISED BY:

PAGE 1 OF 6

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | LIGHTING - USH 18/151 (VERONA ROAD) - 1 OF 20 | SHEET 372 | E |
|---|---|---|---|---|---|

2




## LEGEND

- LIGHTING CONTROL CABINET
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT, RIGID NONMETALLIC SCHEDULE 40, 2-INCH UNLESS OTHERWISE NOTED
- LIGHT POLE, ONE ARM MOUNTED LUMINAIRE
- LIGHT POLE, TWO ARM MOUNTED LUMINAIRES
- PULL BOX NON-CONDUCTIVE, 24"x42"

LED-C -12 -6 -1 (L-13-0860-0001)

- UNIT NUMBER
- CIRCUIT NUMBERS
- POLE TYPE
- MAST ARM BRACKET LENGTH IN FEET
- LUMINAIRE TYPE
- SPV INDICATES SPECIAL PROVISION ITEM. SEE NOTES. * INDICATES FIELD NOT APPLICABLE

- EXISTING LIGHT POLE
- PULL BOX, CONCRETE POLYMER, 17"X30" UNLESS OTHERWISE NOTED

## GENERAL NOTES:

1. PROPOSED LIGHT POLES ON VERONA ROAD AND ALL RAMPS ARE 30 (TYPE 5), 35 (TYPE 6), OR 40-FOOT (TYPE 17) ALUMINUM AS INDICATED IN THE LIGHT POLE LABEL. 30-FOOT LIGHT POLES SHALL BE MOUNTED ON PARAPETS. 35-FOOT LIGHT POLES SHALL BE MOUNTED ON 5-FOOT DEEP TYPE 6 CONCRETE POLE BASES. 40-FOOT LIGHT POLES SHALL BE MOUNTED ON 7-FOOT DEEP TYPE 7 CONCRETE POLE BASES. LUMINAIRES ASSOCIATED WITH L13-0866 SHALL BE WIRED AT 240V AND MAINTAINED BY WISDOT.
2. ALL LIGHT POLES AND PULL BOXES WITHOUT LABELS ARE SHOWN WITH LABELS ON OTHER SHEETS.
3. CONDUIT SHALL BE PLACED 2 FEET BELOW GRADE AND RUN PARALLEL TO CURB AND/OR ROADWAY.

HIGHWAY LIGHTING
USH 18/151 & CTH PD

CITY OF FITCHBURG DANE COUNTY

INST. NO. L13-0866

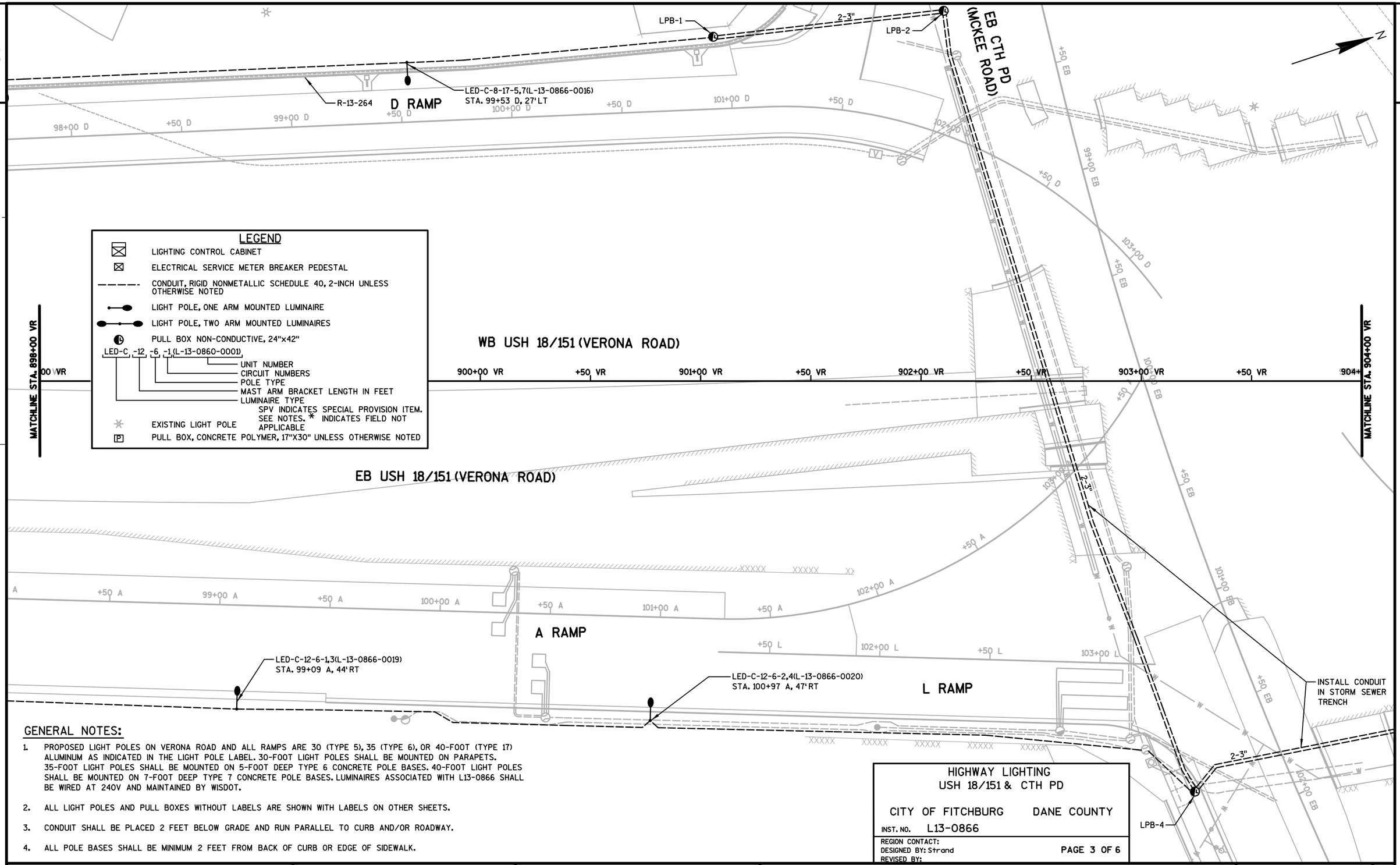
REGION CONTACT:
DESIGNED BY: Strand
REVISED BY:

PAGE 2 OF 6

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | LIGHTING - USH 18/151 (VERONA ROAD) - 2 OF 20 | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\023502_lp.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42




## LEGEND

- LIGHTING CONTROL CABINET
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT, RIGID NONMETALLIC SCHEDULE 40, 2-INCH UNLESS OTHERWISE NOTED
- LIGHT POLE, ONE ARM MOUNTED LUMINAIRE
- LIGHT POLE, TWO ARM MOUNTED LUMINAIRES
- PULL BOX NON-CONDUCTIVE, 24"x42"

LED-C, -12, -6, -1,(L-13-0860-0001)

- UNIT NUMBER
- CIRCUIT NUMBERS
- POLE TYPE
- MAST ARM BRACKET LENGTH IN FEET
- LUMINAIRE TYPE
- SPV INDICATES SPECIAL PROVISION ITEM. SEE NOTES. * INDICATES FIELD NOT APPLICABLE

- EXISTING LIGHT POLE
- PULL BOX, CONCRETE POLYMER, 17"X30" UNLESS OTHERWISE NOTED

## GENERAL NOTES:

1. PROPOSED LIGHT POLES ON VERONA ROAD AND ALL RAMPS ARE 30 (TYPE 5), 35 (TYPE 6), OR 40-FOOT (TYPE 17) ALUMINUM AS INDICATED IN THE LIGHT POLE LABEL. 30-FOOT LIGHT POLES SHALL BE MOUNTED ON PARAPETS. 35-FOOT LIGHT POLES SHALL BE MOUNTED ON 5-FOOT DEEP TYPE 6 CONCRETE POLE BASES. 40-FOOT LIGHT POLES SHALL BE MOUNTED ON 7-FOOT DEEP TYPE 7 CONCRETE POLE BASES. LUMINAIRES ASSOCIATED WITH L13-0866 SHALL BE WIRED AT 240V AND MAINTAINED BY WISDOT.
2. ALL LIGHT POLES AND PULL BOXES WITHOUT LABELS ARE SHOWN WITH LABELS ON OTHER SHEETS.
3. CONDUIT SHALL BE PLACED 2 FEET BELOW GRADE AND RUN PARALLEL TO CURB AND/OR ROADWAY.
4. ALL POLE BASES SHALL BE MINIMUM 2 FEET FROM BACK OF CURB OR EDGE OF SIDEWALK.

HIGHWAY LIGHTING
USH 18/151 & CTH PD

CITY OF FITCHBURG DANE COUNTY

INST. NO. L13-0866

REGION CONTACT:
DESIGNED BY: Strand
REVISED BY:

PAGE 3 OF 6

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | LIGHTING - USH 18/151 (VERONA ROAD) - 3 OF 20 | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\023503_lp.dgn PLOT DATE : 4/14/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

N

LPB-9
STA. 907+34 VR, 80'LT

WB USH 18/151 (VERONA ROAD)

MATCHLINE STA. 904+00 VR

00 VR | +50 VR | 905+00 VR | +50 VR | 906+00 VR | +50 VR | 907+00 VR | +50 VR

+50 VR | 910+

MATCHLINE STA. 910+00 VR

EB USH 18/151 (VERONA ROAD)

2-3" CONDUIT SPECIAL

## LEGEND

- LIGHTING CONTROL CABINET
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT, RIGID NONMETALLIC SCHEDULE 40, 2-INCH UNLESS OTHERWISE NOTED
- LIGHT POLE, ONE ARM MOUNTED LUMINAIRE
- LIGHT POLE, TWO ARM MOUNTED LUMINAIRES
- PULL BOX NON-CONDUCTIVE, 24"x42"

LED-C, -12, -6, -1,(L-13-0860-0001)

- UNIT NUMBER
- CIRCUIT NUMBERS
- POLE TYPE
- MAST ARM BRACKET LENGTH IN FEET
- LUMINAIRE TYPE
- SPV INDICATES SPECIAL PROVISION ITEM. SEE NOTES. * INDICATES FIELD NOT APPLICABLE

- EXISTING LIGHT POLE
- [P] PULL BOX, CONCRETE POLYMER, 17"X30" UNLESS OTHERWISE NOTED

104+00 B | +50 B | 105+00 B | +50 B | 106+00 B | +50 B | 107+00 B | +50 B | 108+00 B | +50 B | 109+00 B | +50 B | 110+

EXISTING LIGHTING CABINET TO REMAIN

WB CTH PD (MCKEE ROAD)

INSTALL CONDUIT IN STORM SEWER TRENCH

2-3"

LPB-7

2-3"

2-3"

B RAMP

PLACE CONDUIT TO AVOID GUARDRAIL

LPB-6

L13-0866

LPB-5

LPB-8

CONNECT CONDUIT TO STUB FROM STRUCTURE. SEE R-13-269 PLANS.

LED-C-8-6-17,19(L-13-0866-0032)
STA. 107+56 B, 20'RT

LED-C-8-5-18,20(L-13-0866-0033)
STA. 109+35 B, 18.2'RT
MOUNT POLE ON PARAPET.
SEE STRUCTURE PLANS.

R-13-269

## GENERAL NOTES:

1. PROPOSED LIGHT POLES ON VERONA ROAD AND ALL RAMPS ARE 30 (TYPE 5), 35 (TYPE 6), OR 40-FOOT (TYPE 17) ALUMINUM AS INDICATED IN THE LIGHT POLE LABEL. 30-FOOT LIGHT POLES SHALL BE MOUNTED ON PARAPETS. 35-FOOT LIGHT POLES SHALL BE MOUNTED ON 5-FOOT DEEP TYPE 6 CONCRETE POLE BASES. 40-FOOT LIGHT POLES SHALL BE MOUNTED ON 7-FOOT DEEP TYPE 7 CONCRETE POLE BASES. LUMINAIRES ASSOCIATED WITH L13-0866 SHALL BE WIRED AT 240V AND MAINTAINED BY WISDOT.
2. ALL LIGHT POLES AND PULL BOXES WITHOUT LABELS ARE SHOWN WITH LABELS ON OTHER SHEETS.
3. CONDUIT SHALL BE PLACED 2 FEET BELOW GRADE AND RUN PARALLEL TO CURB AND/OR ROADWAY.
4. COORDINATE WITH UTILITY COMPANY TO PROVIDE A 120/240V 100A, SINGLE-PHASE, 3-WIRE SERVICE TO L13-0866.
5. ALL RECESSED/EMBEDDED BOXES ASSOCIATED WITH LIGHT POLES MOUNTED ON BRIDGE PARAPET ARE INCLUDED WITH STRUCTURE.

HIGHWAY LIGHTING
USH 18/151 & CTH PD

CITY OF FITCHBURG DANE COUNTY

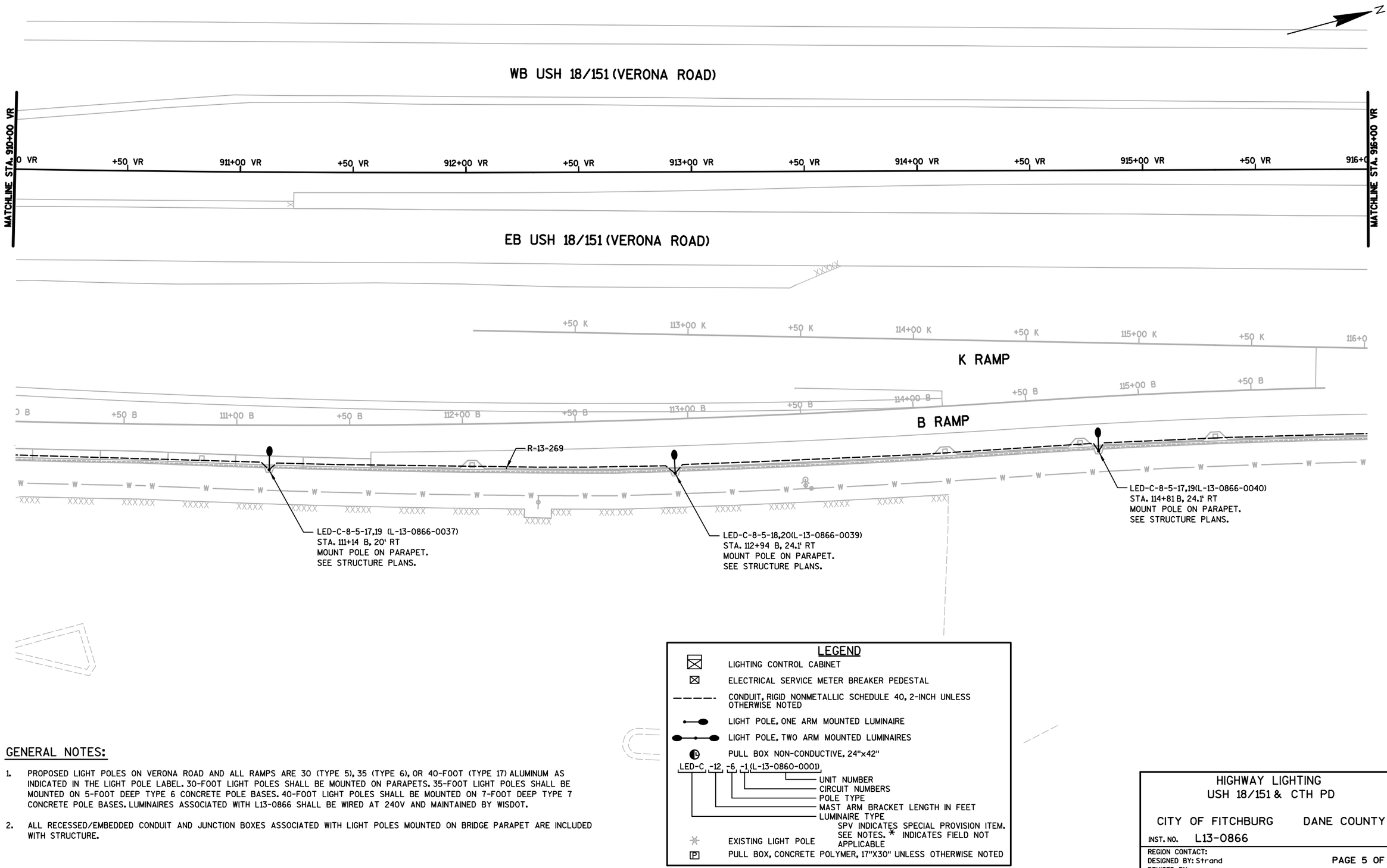
INST. NO. L13-0866

REGION CONTACT:
DESIGNED BY: Strand
REVISED BY:

PAGE 4 OF 6

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | LIGHTING - USH 18 / 151 (VERONA ROAD) - 4 OF 20 | SHEET 375 | E |
|---|---|---|---|---|---|

2




## LEGEND

- LIGHTING CONTROL CABINET
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT, RIGID NONMETALLIC SCHEDULE 40, 2-INCH UNLESS OTHERWISE NOTED
- LIGHT POLE, ONE ARM MOUNTED LUMINAIRE
- LIGHT POLE, TWO ARM MOUNTED LUMINAIRES
- PULL BOX NON-CONDUCTIVE, 24"x42"

LED-C, -12, -6, -1, (L-13-0860-0001)

- UNIT NUMBER
- CIRCUIT NUMBERS
- POLE TYPE
- MAST ARM BRACKET LENGTH IN FEET
- LUMINAIRE TYPE
- SPV INDICATES SPECIAL PROVISION ITEM. SEE NOTES. * INDICATES FIELD NOT APPLICABLE

- EXISTING LIGHT POLE
- [P] PULL BOX, CONCRETE POLYMER, 17"X30" UNLESS OTHERWISE NOTED

## GENERAL NOTES:

1. PROPOSED LIGHT POLES ON VERONA ROAD AND ALL RAMPS ARE 30 (TYPE 5), 35 (TYPE 6), OR 40-FOOT (TYPE 17) ALUMINUM AS INDICATED IN THE LIGHT POLE LABEL. 30-FOOT LIGHT POLES SHALL BE MOUNTED ON PARAPETS. 35-FOOT LIGHT POLES SHALL BE MOUNTED ON 5-FOOT DEEP TYPE 6 CONCRETE POLE BASES. 40-FOOT LIGHT POLES SHALL BE MOUNTED ON 7-FOOT DEEP TYPE 7 CONCRETE POLE BASES. LUMINAIRES ASSOCIATED WITH L13-0866 SHALL BE WIRED AT 240V AND MAINTAINED BY WISDOT.

2. ALL RECESSED/EMBEDDED CONDUIT AND JUNCTION BOXES ASSOCIATED WITH LIGHT POLES MOUNTED ON BRIDGE PARAPET ARE INCLUDED WITH STRUCTURE.

HIGHWAY LIGHTING
USH 18/151 & CTH PD

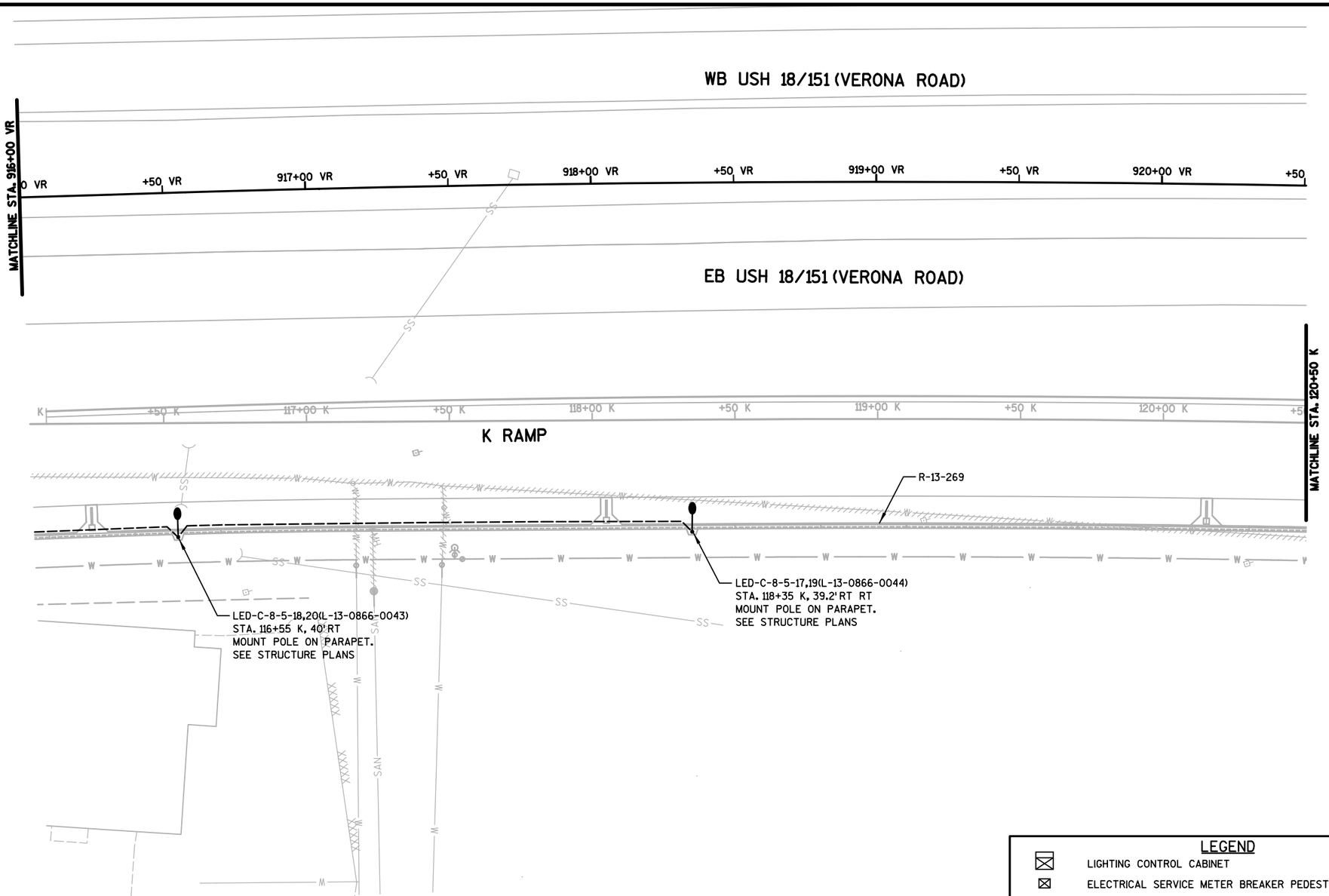
CITY OF FITCHBURG DANE COUNTY

INST. NO. L13-0866

REGION CONTACT:
DESIGNED BY: Strand
REVISED BY:

PAGE 5 OF 6

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | LIGHTING - USH 18/151 (VERONA ROAD) - 5 OF 20 | SHEET 376 | E |
|---|---|---|---|---|---|




## GENERAL NOTES:

1. PROPOSED LIGHT POLES ON VERONA ROAD AND ALL RAMPS ARE 30 (TYPE 5), 35 (TYPE 6), OR 40-FOOT (TYPE 17) ALUMINUM AS INDICATED IN THE LIGHT POLE LABEL. 30-FOOT LIGHT POLES SHALL BE MOUNTED ON PARAPETS. 35-FOOT LIGHT POLES SHALL BE MOUNTED ON 5-FOOT DEEP TYPE 6 CONCRETE POLE BASES. 40-FOOT LIGHT POLES SHALL BE MOUNTED ON 7-FOOT DEEP TYPE 7 CONCRETE POLE BASES. LUMINAIRES ASSOCIATED WITH L13-0866 SHALL BE WIRED AT 240V AND MAINTAINED BY WISDOT.
2. ALL LIGHT POLES AND PULL BOXES WITHOUT LABELS ARE SHOWN WITH LABELS ON OTHER SHEETS.
3. CONDUIT SHALL BE PLACED 2 FEET BELOW GRADE AND RUN PARALLEL TO CURB AND/OR ROADWAY.
4. ALL POLE BASES SHALL BE MINIMUM 2 FEET FROM BACK OF CURB OR EDGE OF SIDEWALK.
5. ALL RECESSED/EMBEDDED CONDUIT AND JUNCTION BOXES ARE ASSOCIATED WITH LIGHT POLES MOUNTED ON BRIDGE PARAPET ARE INCLUDED WITH STRUCTURE.

## LEGEND

- LIGHTING CONTROL CABINET
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT, RIGID NONMETALLIC SCHEDULE 40, 2-INCH UNLESS OTHERWISE NOTED
- LIGHT POLE, ONE ARM MOUNTED LUMINAIRE
- LIGHT POLE, TWO ARM MOUNTED LUMINAIRES
- PULL BOX NON-CONDUCTIVE, 24"x42"

LED-C -12 -6 -1 (L-13-0860-0001)

- UNIT NUMBER
- CIRCUIT NUMBERS
- POLE TYPE
- MAST ARM BRACKET LENGTH IN FEET
- LUMINAIRE TYPE
- SPV INDICATES SPECIAL PROVISION ITEM. SEE NOTES. * INDICATES FIELD NOT APPLICABLE

- EXISTING LIGHT POLE
- PULL BOX, CONCRETE POLYMER, 17"X30" UNLESS OTHERWISE NOTED

HIGHWAY LIGHTING
USH 18/151 & CTH PD

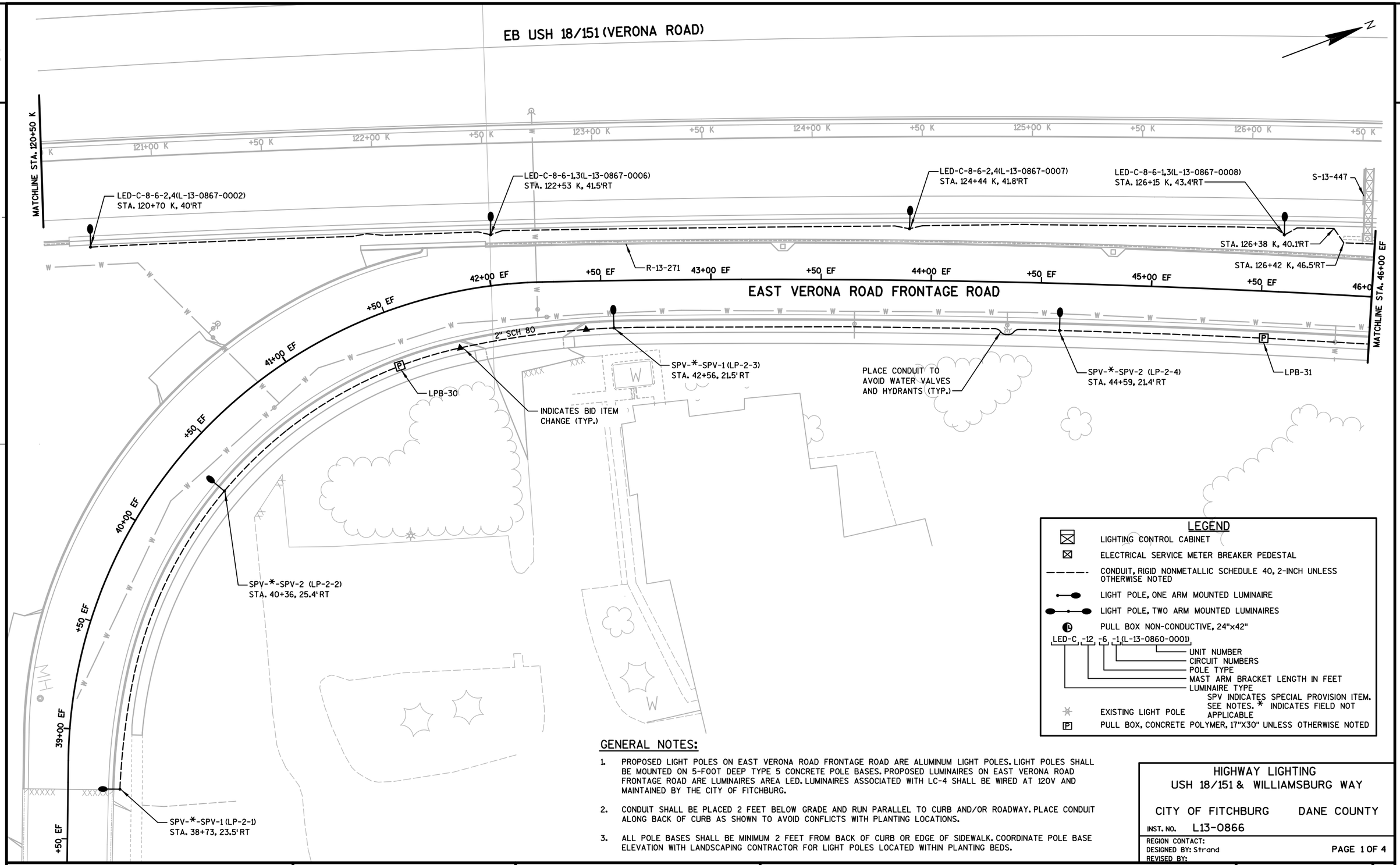
CITY OF FITCHBURG DANE COUNTY

INST. NO. L13-0866

REGION CONTACT:
DESIGNED BY: Strand
REVISED BY:

PAGE 6 OF 6

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | LIGHTING - USH 18/151 (VERONA ROAD) - 6 OF 20 | SHEET 377 | E |
|---|---|---|---|---|---|




## LEGEND

- LIGHTING CONTROL CABINET
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT, RIGID NONMETALLIC SCHEDULE 40, 2-INCH UNLESS OTHERWISE NOTED
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- LED-C, -12, -6, -1 (L-13-0860-0001)
  - LUMINAIRE TYPE
  - MAST ARM BRACKET LENGTH IN FEET
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## GENERAL NOTES:

1. PROPOSED LIGHT POLES ON EAST VERONA ROAD FRONTAGE ROAD ARE ALUMINUM LIGHT POLES. LIGHT POLES SHALL BE MOUNTED ON 5-FOOT DEEP TYPE 5 CONCRETE POLE BASES. PROPOSED LUMINAIRES ON EAST VERONA ROAD FRONTAGE ROAD ARE LUMINAIRES AREA LED. LUMINAIRES ASSOCIATED WITH LC-4 SHALL BE WIRED AT 120V AND MAINTAINED BY THE CITY OF FITCHBURG.
2. CONDUIT SHALL BE PLACED 2 FEET BELOW GRADE AND RUN PARALLEL TO CURB AND/OR ROADWAY. PLACE CONDUIT ALONG BACK OF CURB AS SHOWN TO AVOID CONFLICTS WITH PLANTING LOCATIONS.
3. ALL POLE BASES SHALL BE MINIMUM 2 FEET FROM BACK OF CURB OR EDGE OF SIDEWALK. COORDINATE POLE BASE ELEVATION WITH LANDSCAPING CONTRACTOR FOR LIGHT POLES LOCATED WITHIN PLANTING BEDS.

HIGHWAY LIGHTING
USH 18/151 & WILLIAMSBURG WAY

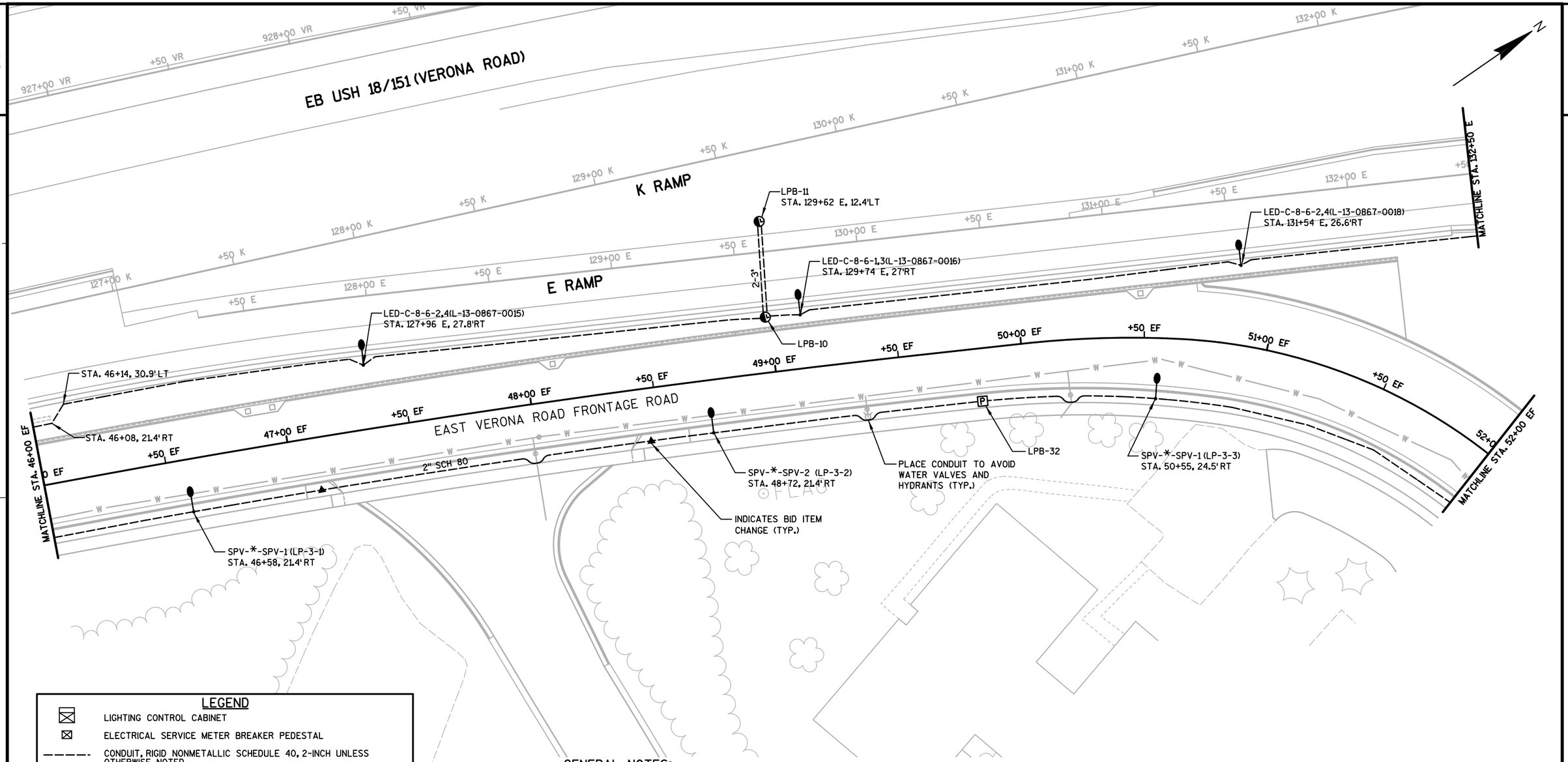
CITY OF FITCHBURG DANE COUNTY

INST. NO. L13-0866

REGION CONTACT:
DESIGNED BY: Strand
REVISED BY:

PAGE 1 OF 4

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | LIGHTING - EAST VERONA ROAD FRONTAGE ROAD - 7 OF 20 | SHEET 378 | E |
|---|---|---|---|---|---|




## LEGEND

- LIGHTING CONTROL CABINET
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
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4. ALL POLE BASES SHALL BE MINIMUM 2 FEET FROM BACK OF CURB OR EDGE OF SIDEWALK. COORDINATE POLE BASE ELEVATION WITH LANDSCAPING CONTRACTOR FOR LIGHT POLES LOCATED WITHIN PLANTING BEDS.

HIGHWAY LIGHTING
USH 18/151 & WILLIAMSBURG WAY

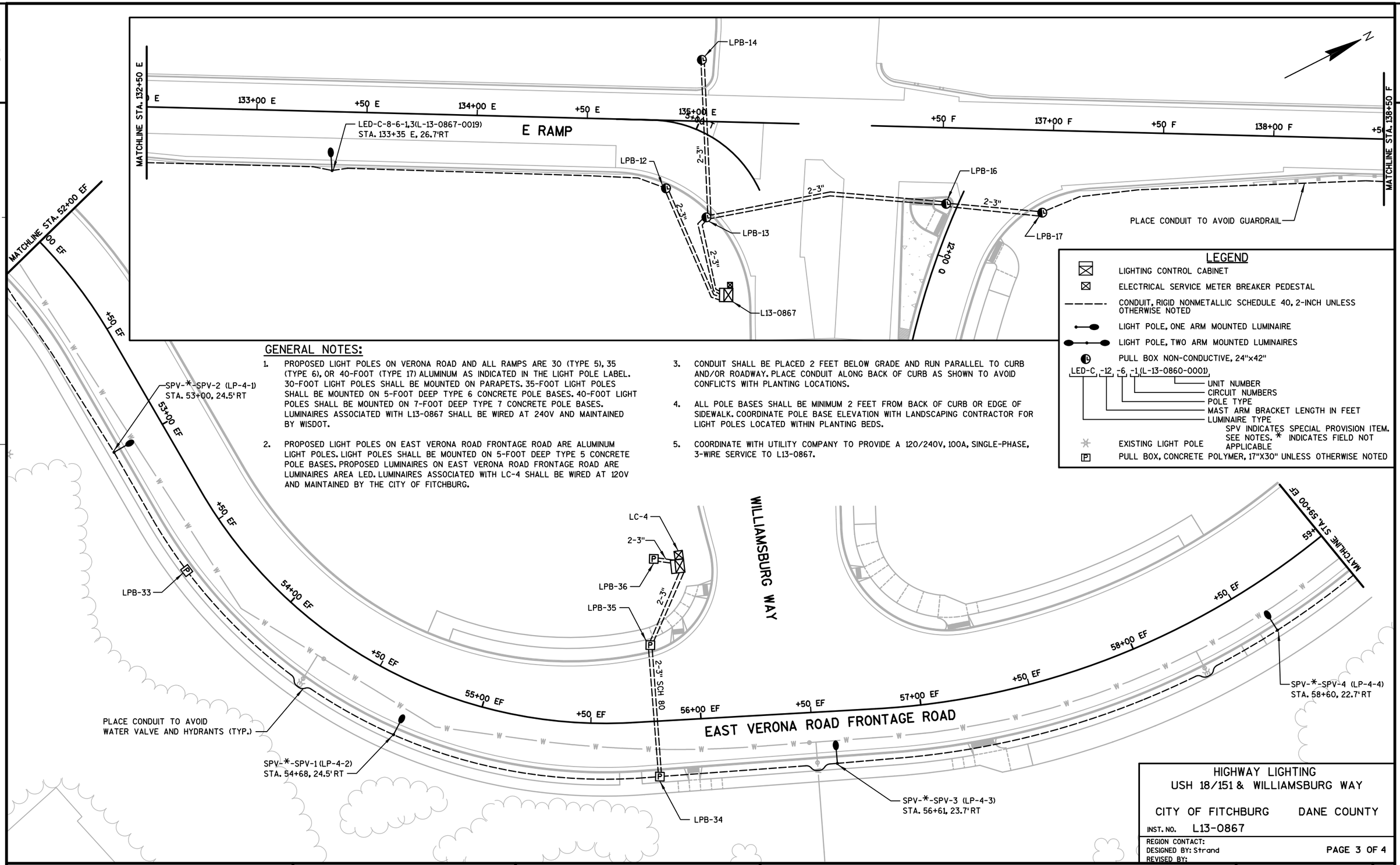
CITY OF FITCHBURG DANE COUNTY

INST. NO. L13-0867

REGION CONTACT:
DESIGNED BY: Strand
REVISED BY:

PAGE 2 OF 4

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | LIGHTING - EAST VERONA ROAD FRONTAGE ROAD - 8 OF 20 | SHEET 379 | E |
|---|---|---|---|---|---|




## LEGEND

- LIGHTING CONTROL CABINET
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT, RIGID NONMETALLIC SCHEDULE 40, 2-INCH UNLESS OTHERWISE NOTED
- LIGHT POLE, ONE ARM MOUNTED LUMINAIRE
- LIGHT POLE, TWO ARM MOUNTED LUMINAIRES
- PULL BOX NON-CONDUCTIVE, 24"x42"

LED-C -12 -6 -1 (L-13-0860-0001)

- UNIT NUMBER
- CIRCUIT NUMBERS
- POLE TYPE
- MAST ARM BRACKET LENGTH IN FEET
- LUMINAIRE TYPE
  - SPV INDICATES SPECIAL PROVISION ITEM. SEE NOTES. * INDICATES FIELD NOT APPLICABLE

- EXISTING LIGHT POLE
- PULL BOX, CONCRETE POLYMER, 17"X30" UNLESS OTHERWISE NOTED

## GENERAL NOTES:

1. PROPOSED LIGHT POLES ON VERONA ROAD AND ALL RAMPS ARE 30 (TYPE 5), 35 (TYPE 6), OR 40-FOOT (TYPE 17) ALUMINUM AS INDICATED IN THE LIGHT POLE LABEL. 30-FOOT LIGHT POLES SHALL BE MOUNTED ON PARAPETS. 35-FOOT LIGHT POLES SHALL BE MOUNTED ON 5-FOOT DEEP TYPE 6 CONCRETE POLE BASES. 40-FOOT LIGHT POLES SHALL BE MOUNTED ON 7-FOOT DEEP TYPE 7 CONCRETE POLE BASES. LUMINAIRES ASSOCIATED WITH L13-0867 SHALL BE WIRED AT 240V AND MAINTAINED BY WISDOT.
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4. ALL POLE BASES SHALL BE MINIMUM 2 FEET FROM BACK OF CURB OR EDGE OF SIDEWALK. COORDINATE POLE BASE ELEVATION WITH LANDSCAPING CONTRACTOR FOR LIGHT POLES LOCATED WITHIN PLANTING BEDS.
5. COORDINATE WITH UTILITY COMPANY TO PROVIDE A 120/240V, 100A, SINGLE-PHASE, 3-WIRE SERVICE TO L13-0867.

HIGHWAY LIGHTING
USH 18/151 & WILLIAMSBURG WAY

CITY OF FITCHBURG DANE COUNTY

INST. NO. L13-0867

REGION CONTACT:
DESIGNED BY: Strand
REVISED BY:



| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | LIGHTING - EAST VERONA ROAD FRONTAGE ROAD - 9 OF 20 | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\023509_lp.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

EB USH 18/151 (VERONA ROAD)

N

MATCHLINE STA. 138+50 F

139+00 F

+50 F

140+00 F

+50 F

141+00 F

+50 F

142+00 F

+50 F

143+00 F

+50 F

144+00 VR

144+00 F

+50 F

LPB-19
STA. 140+74 F, 26.5'LT

2-3"

LED-C-8-6-13,15(L-13-0867-0027)
STA. 138+95 F, 20.1'RT

LED-C-8-6-14,16(L-13-0867-0034)
STA. 140+52 F, 22.0'RT

LPB-18

PROVIDE 10-FOOT CONDUIT STUB FROM LIGHT POLE BASE FOR FUTURE EXTENSION. PLUG CONDUIT.

LED-C-8-6-13,15(L-13-0867-0036)
STA. 142+31 F, 21.5'RT

EAST VERONA ROAD FRONTAGE ROAD

+50 EF

63+00 EF

+50 EF

64+00 EF

+50 EF

65+00 EF

+50

MATCHLINE STA. 65+50 EF

62+00 EF

+50 EF

61+00 EF

+50 EF

2" SCH 80

SPV-*-SPV-4 (LP-5-2)
STA. 62+60, 22.7'RT

INDICATES BID ITEM CHANGE (TYP.)

LPB-3

SPV-*-SPV-3 (LP-5-3)
STA. 64+85, 21.0'RT

60+00 EF

+50 EF

SPV-*-SPV-3 (LP-5-1)
STA. 60+60, 23.0'RT

PLACE CONDUIT TO AVOID WATER VALVES AND HYDRANTS (TYP.)

LPB-37

59+00 EF

MATCHLINE STA. 59+00 EF

FLAG

W

## LEGEND

- LIGHTING CONTROL CABINET
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT, RIGID NONMETALLIC SCHEDULE 40, 2-INCH UNLESS OTHERWISE NOTED
- LIGHT POLE, ONE ARM MOUNTED LUMINAIRE
- LIGHT POLE, TWO ARM MOUNTED LUMINAIRES
- PULL BOX NON-CONDUCTIVE, 24"x42"
- LED-C, -12, -6, -1,(L-13-0860-0001)
  - UNIT NUMBER
  - CIRCUIT NUMBERS
  - POLE TYPE
  - MAST ARM BRACKET LENGTH IN FEET
  - LUMINAIRE TYPE
  - SPV INDICATES SPECIAL PROVISION ITEM. SEE NOTES. * INDICATES FIELD NOT APPLICABLE
- EXISTING LIGHT POLE
- PULL BOX, CONCRETE POLYMER, 17"X30" UNLESS OTHERWISE NOTED

## GENERAL NOTES:

1. PROPOSED LIGHT POLES ON VERONA ROAD AND ALL RAMPS ARE 30-, 35-, OR 40-FOOT ALUMINUM AS INDICATED IN THE LIGHT POLE LABEL. 30- AND 35-FOOT LIGHT POLES SHALL BE MOUNTED ON 5-FOOT DEEP TYPE 5 OR 6 CONCRETE POLE BASES. 40-FOOT LIGHT POLES SHALL BE MOUNTED ON 7-FOOT DEEP TYPE 7 CONCRETE POLE BASES. LUMINAIRES ASSOCIATED WITH L13-0867 SHALL BE WIRED AT 240V AND MAINTAINED BY WISDOT.
2. PROPOSED LIGHT POLES ON EAST VERONA ROAD FRONTAGE ROAD ARE ALUMINUM LIGHT POLES. LIGHT POLES SHALL BE MOUNTED ON 5-FOOT DEEP TYPE 5 CONCRETE POLE BASES. PROPOSED LUMINAIRES ON EAST VERONA ROAD FRONTAGE ROAD ARE LUMINAIRES AREA LED. LUMINAIRES ASSOCIATED WITH LC-4 SHALL BE WIRED AT 120V AND MAINTAINED BY THE CITY OF FITCHBURG.
3. CONDUIT SHALL BE PLACED 2 FEET BELOW GRADE AND RUN PARALLEL TO CURB AND/OR ROADWAY.
4. ALL POLE BASES SHALL BE MINIMUM 2 FEET FROM BACK OF CURB OR EDGE OF SIDEWALK.

HIGHWAY LIGHTING
USH 18/151 & WILLIAMSBURG WAY

CITY OF FITCHBURG DANE COUNTY

INST. NO. L13-0867

REGION CONTACT:
DESIGNED BY: Strand
REVISED BY:

PAGE 4 OF 4

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | LIGHTING - EAST VERONA ROAD FRONTAGE ROAD - 10 OF 20 | SHEET 381 | E |
|---|---|---|---|---|---|

2

WB USH 18/151 (VERONA ROAD)

945+00 VR +50 VR 946+00 VR +50 VR 947+00 VR +50 VR 948+00 VR +50 VR 949+00 VR +50 VR 950+00 VR +50

EB USH 18/151 (VERONA ROAD)

MATCHLINE STA. 65+50 EF

EF 66+00 EF +50 EF 67+00 EF +50 EF 68+00 EF +50 EF 69+00 EF +50 EF 70+00 EF +50 EF 71+00 EF +50

EAST VERONA ROAD FRONTAGE ROAD

2" SCH 80

INDICATES BID ITEM CHANGE (TYP.)

SPV-*-SPV-4 (LP-6-1) STA. 67+08, 20.5' RT

LPB-15

SPV-*-SPV-3 (LP-6-2) STA. 69+07, 20.5' RT

SPV-*-SPV-4 (LP-6-3) STA. 70+86, 20.5' RT

PROVIDE 10-FOOT CONDUIT STUB FROM LIGHT POLE BASE FOR FUTURE EXTENSION. PLUG CONDUIT

## LEGEND

- LIGHTING CONTROL CABINET
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT, RIGID NONMETALLIC SCHEDULE 40, 2-INCH UNLESS OTHERWISE NOTED
- LIGHT POLE, ONE ARM MOUNTED LUMINAIRE
- LIGHT POLE, TWO ARM MOUNTED LUMINAIRES
- PULL BOX NON-CONDUCTIVE, 24"x42"
- LED-C, -12, -6, -1, (L-13-0860-0001)
  - UNIT NUMBER
  - CIRCUIT NUMBERS
  - POLE TYPE
  - MAST ARM BRACKET LENGTH IN FEET
  - LUMINAIRE TYPE
  - SPV INDICATES SPECIAL PROVISION ITEM. SEE NOTES. * INDICATES FIELD NOT APPLICABLE
- EXISTING LIGHT POLE
- PULL BOX, CONCRETE POLYMER, 17"X30" UNLESS OTHERWISE NOTED

## GENERAL NOTES:

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2. CONDUIT SHALL BE PLACED 2 FEET BELOW GRADE AND RUN PARALLEL TO CURB AND/OR ROADWAY. PLACE CONDUIT ALONG BACK OF CURB AS SHOWN TO AVOID CONFLICTS WITH PLANTING LOCATIONS.
3. ALL POLE BASES SHALL BE MINIMUM 2 FEET FROM BACK OF CURB OR EDGE OF SIDEWALK. COORDINATE POLE BASE ELEVATION WITH LANDSCAPING CONTRACTOR FOR LIGHT POLES LOCATED WITHIN PLANTING BEDS.

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | LIGHTING - EAST VERONA ROAD FRONTAGE ROAD - 11 OF 20 | SHEET 382 | E |
|---|---|---|---|---|---|

## LEGEND

- LIGHTING CONTROL CABINET
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT, RIGID NONMETALLIC SCHEDULE 40, 2-INCH UNLESS OTHERWISE NOTED
- LIGHT POLE, ONE ARM MOUNTED LUMINAIRE
- LIGHT POLE, TWO ARM MOUNTED LUMINAIRES
- PULL BOX NON-CONDUCTIVE, 24"x42"

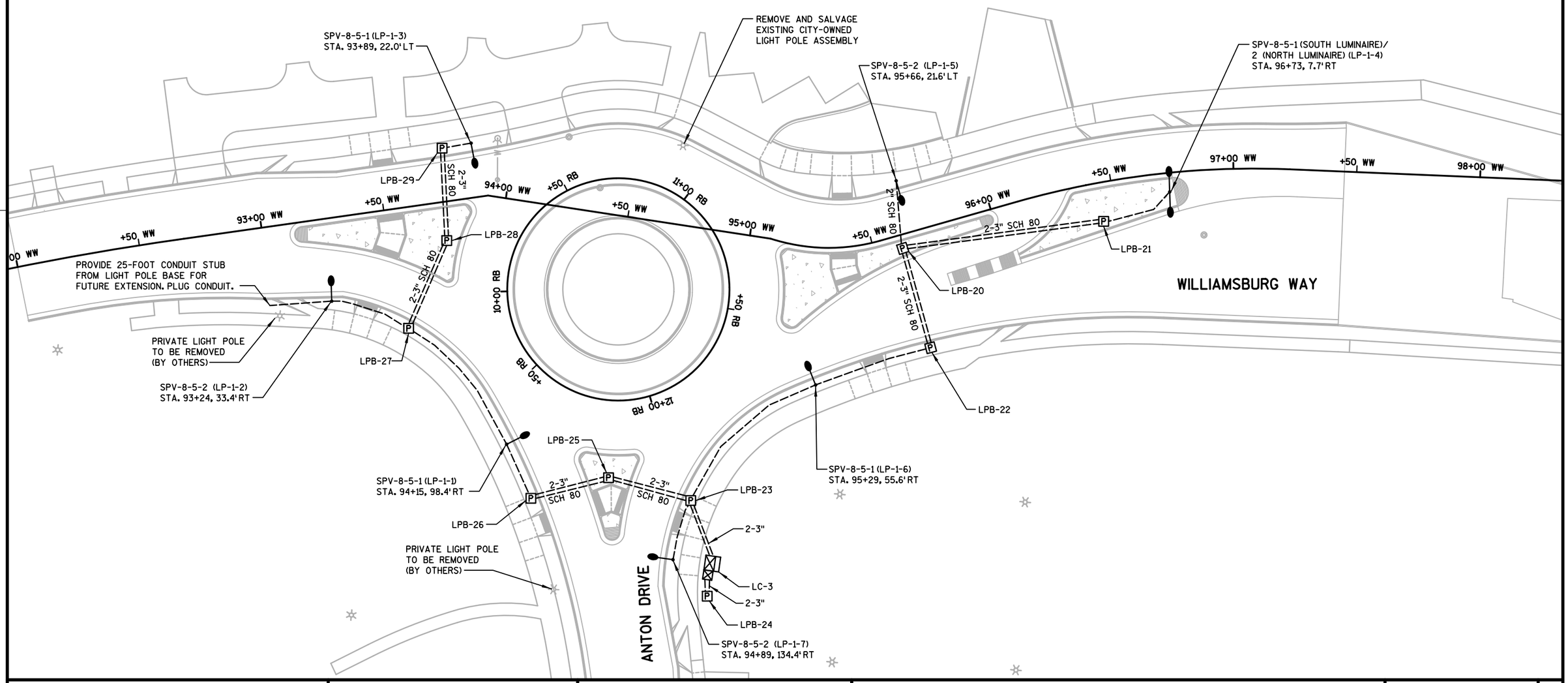
LED-C, -12, -6, -1 (L-13-0860-0001)

- UNIT NUMBER
- CIRCUIT NUMBERS
- POLE TYPE
- MAST ARM BRACKET LENGTH IN FEET
- LUMINAIRE TYPE
  SPV INDICATES SPECIAL PROVISION ITEM. SEE NOTES. * INDICATES FIELD NOT APPLICABLE

- EXISTING LIGHT POLE
- PULL BOX, CONCRETE POLYMER, 17"X30" UNLESS OTHERWISE NOTED

## GENERAL NOTES:

1. PROPOSED LIGHT POLES ON WILLIAMSBURG WAY ARE 30-FOOT (TYPE 5) STEEL POLES. LIGHT POLES SHALL BE MOUNTED ON 5-FOOT DEEP TYPE 5 CONCRETE POLE BASES. PROPOSED LUMINAIRES ON WILLIAMSBURG WAY ARE LUMINAIRES UTILITY LED - CITY OF FITCHBURG. LUMINAIRES ASSOCIATED WITH LC-3 SHALL BE WIRED AT 120V AND MAINTAINED BY THE CITY OF FITCHBURG.
2. CONDUIT SHALL BE PLACED 2 FEET BELOW GRADE AND RUN PARALLEL TO CURB AND/OR ROADWAY. PLACE CONDUIT ALONG BACK OF CURB AS SHOWN TO AVOID CONFLICTS WITH PLANTING LOCATIONS.
3. ALL POLE BASES SHALL BE MINIMUM 2 FEET FROM BACK OF CURB OR EDGE OF SIDEWALK. COORDINATE POLE BASE ELEVATION WITH LANDSCAPING CONTRACTOR FOR LIGHT POLES LOCATED WITHIN PLANTING BEDS.
4. COORDINATE WITH THE UTILITY COMPANY TO PROVIDE A 120/240V, 100A, SINGLE-PHASE, 3-WIRE SERVICE TO LC-3.




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | LIGHTING - WILLIAMSBURG WAY - 12 OF 20 | SHEET 383 | E |
|---|---|---|---|---|---|

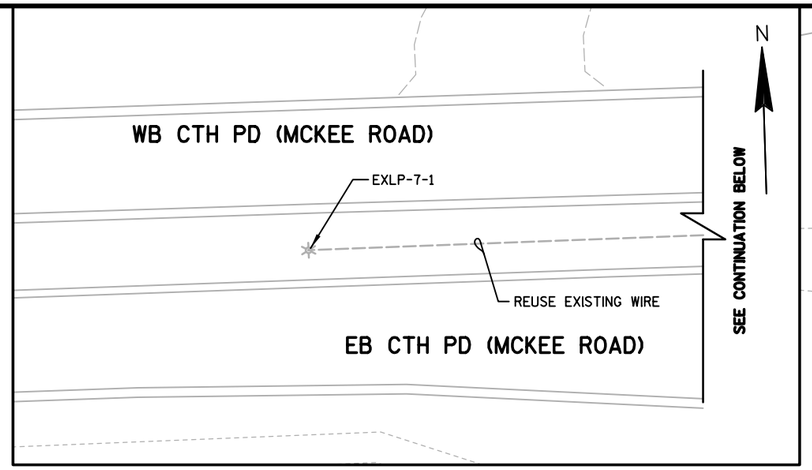
## LEGEND

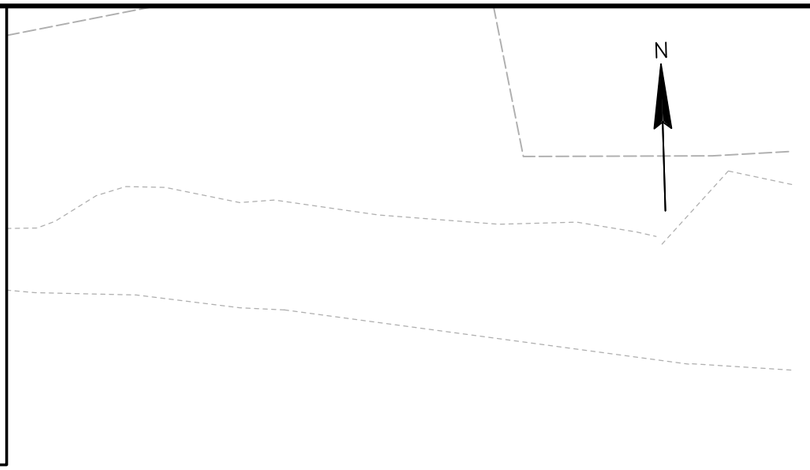
- LIGHTING CONTROL CABINET
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT, RIGID NONMETALLIC SCHEDULE 40, 2-INCH UNLESS OTHERWISE NOTED
- LIGHT POLE, ONE ARM MOUNTED LUMINAIRE
- LIGHT POLE, TWO ARM MOUNTED LUMINAIRES
- PULL BOX NON-CONDUCTIVE, 24"x42"

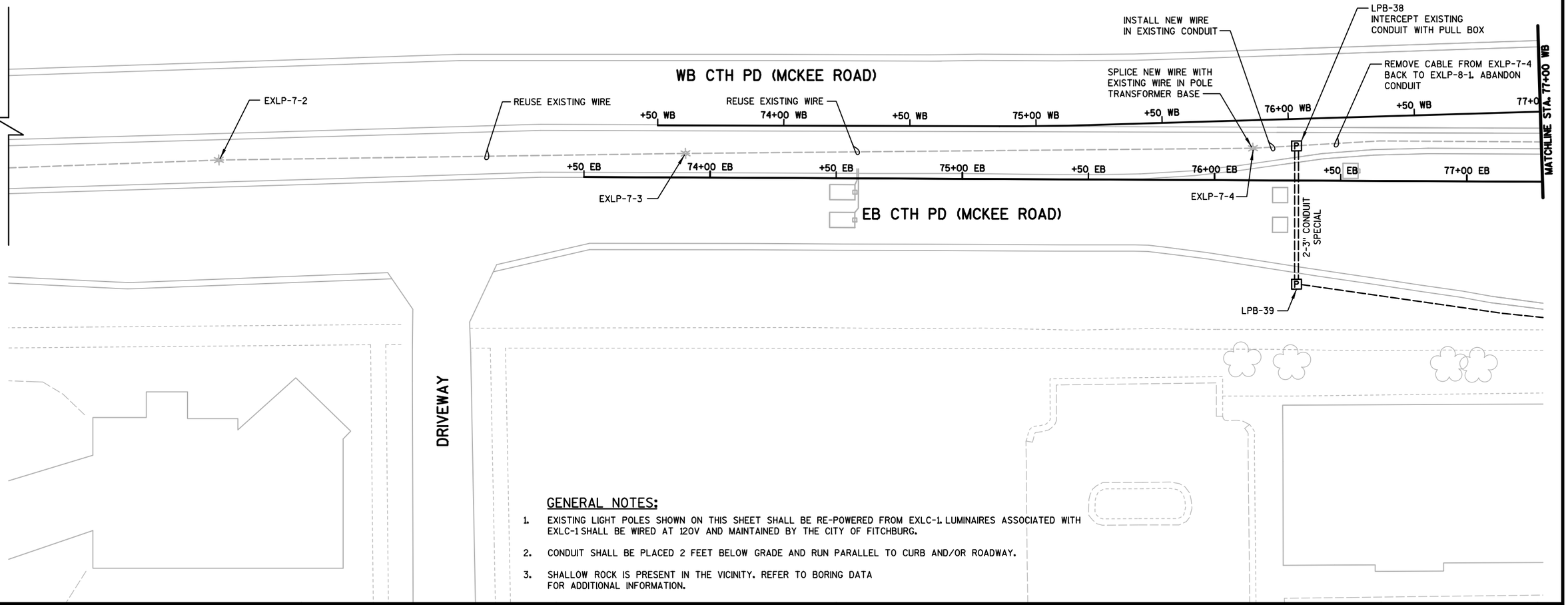
LED-C -12 -6 -1 (L-13-0860-0001)

- UNIT NUMBER
- CIRCUIT NUMBERS
- POLE TYPE
- MAST ARM BRACKET LENGTH IN FEET
- LUMINAIRE TYPE
- SPV INDICATES SPECIAL PROVISION ITEM. SEE NOTES. * INDICATES FIELD NOT APPLICABLE

- EXISTING LIGHT POLE
- PULL BOX, CONCRETE POLYMER, 17"X30" UNLESS OTHERWISE NOTED




## GENERAL NOTES:

1. EXISTING LIGHT POLES SHOWN ON THIS SHEET SHALL BE RE-POWERED FROM EXLC-1. LUMINAIRES ASSOCIATED WITH EXLC-1 SHALL BE WIRED AT 120V AND MAINTAINED BY THE CITY OF FITCHBURG.
2. CONDUIT SHALL BE PLACED 2 FEET BELOW GRADE AND RUN PARALLEL TO CURB AND/OR ROADWAY.
3. SHALLOW ROCK IS PRESENT IN THE VICINITY. REFER TO BORING DATA FOR ADDITIONAL INFORMATION.

## LEGEND

- LIGHTING CONTROL CABINET
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT, RIGID NONMETALLIC SCHEDULE 40, 2-INCH UNLESS OTHERWISE NOTED
- LIGHT POLE, ONE ARM MOUNTED LUMINAIRE
- LIGHT POLE, TWO ARM MOUNTED LUMINAIRES
- PULL BOX NON-CONDUCTIVE, 24"x42"

LED-C, -12, -6, -1 (L-13-0860-0001)

- -1: UNIT NUMBER
- -6: CIRCUIT NUMBERS
- -12: POLE TYPE
- LED-C: MAST ARM BRACKET LENGTH IN FEET
- (L-13-0860-0001): LUMINAIRE TYPE SPV INDICATES SPECIAL PROVISION ITEM. SEE NOTES. * INDICATES FIELD NOT APPLICABLE

- EXISTING LIGHT POLE
- PULL BOX, CONCRETE POLYMER, 17"X30" UNLESS OTHERWISE NOTED

## GENERAL NOTES:

1. PROPOSED LIGHT POLES ON FITCHRONA ROAD ARE CONCRETE LIGHT POLES. LIGHT POLES SHALL BE DIRECT-BURIED 5-FEET. PROPOSED LUMINAIRES ON FITCHRONA ROAD ARE LUMINAIRES DECORATIVE LED. LUMINAIRES ASSOCIATED WITH EXLC-1 AND LC-2 SHALL BE WIRED AT 120V AND MAINTAINED BY THE CITY OF FITCHBURG.
2. CONDUIT SHALL BE PLACED 2 FEET BELOW GRADE AND RUN PARALLEL TO CURB AND/OR ROADWAY.
3. RELOCATE AND MODIFY EXISTING LIGHTING CABINET EXLC-1. COORDINATE WITH UTILITY COMPANY TO RELOCATE EXISTING 120/240V, 100A, SINGLE-PHASE, 3-WIRE SERVICE TO EXLC-1. PROVIDE NEW WIRE TO EXLP-8-3 FOR CIRCUIT *1 AND *3 TO REPOWER EXISTING LIGHTING ON FITCHRONA ROAD SOUTH OF CTH PD. PROVIDE TWO 20A, SINGLE-POLE CIRCUIT BREAKERS IN EXLC-1 FOR CIRCUIT *13 AND *14 OF PROPOSED LIGHTING ON FITCHRONA ROAD. PROVIDE TWO 20A, SINGLE-POLE CIRCUIT BREAKERS IN EXLC-1 FOR CIRCUIT *15 AND *16 TO REPOWER EXISTING LIGHTING ON CTH PD WEST OF FITCHRONA ROAD. INSTALL CIRCUITS THROUGH EXISTING LIGHTING CONTACTORS SUCH THAT PROPOSED LIGHTING IS CONTROLLED THROUGH THE EXISTING PHOTOCELL AND TIMECLOCK IN EXLC-1 AND PROVIDE ADDITIONAL CONTACTORS AS REQUIRED.
4. SHALLOW ROCK IS PRESENT IN THE VICINITY. REFER TO BORING DATA FOR ADDITIONAL INFORMATION.

NOTE:
(2) REMOVE AND SALVAGE EXISTING CITY-OWNED LIGHT POLE ASSEMBLY.

N

MATCHLINE STA. 32+50 FR

FITCHRONA ROAD

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

MATCHLINE STA. 77+00 WB

REMOVE CABLE FROM EXLP-7-4 BACK TO EXLP-8-1
ABANDON CONDUIT

EXLP-8-1 (2)

EXLP-8-2
TO REMAIN

LPB-44

LPB-43

LPB-42

LPB-41

LPB-40

2-3" SCH 80

2-3"

2-3" CONDUIT SPECIAL

SEE TRAFFIC SIGNAL PLAN (TYP.)

RELOCATE AND MODIFY EXISTING LIGHTING CABINET EXLC-1

EXLPB-1. INSTALL CONDUIT INTO EXISTING ITEM

SPLICE NEW WIRE WITH EXISTING WIRE IN EXLPB-1

EXLP-8-3

REMOVE CABLE FROM EXLP-8-3 BACK TO EXLC-1

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | LIGHTING - CTH PD (MCKEE ROAD) - 14 OF 20 | SHEET 385 | E |
|---|---|---|---|---|---|

2

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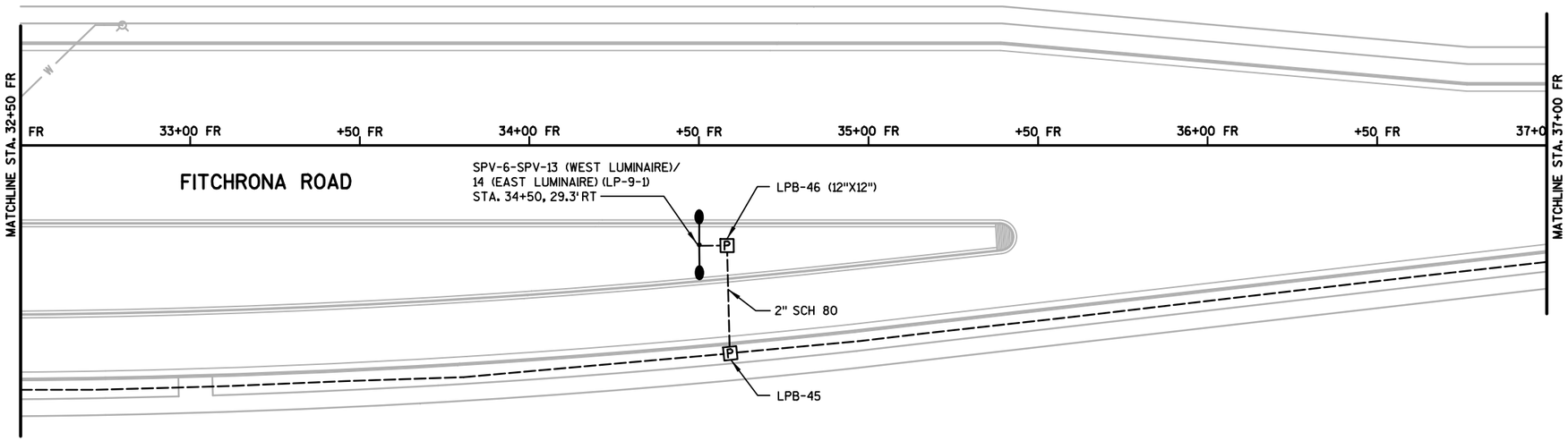


## GENERAL NOTES:

1. PROPOSED LIGHT POLES ON FITCHRONA ROAD ARE CONCRETE LIGHT POLES. LIGHT POLES SHALL BE DIRECT-BURIED 5-FEET. PROPOSED LUMINAIRES ON FITCHRONA ROAD ARE LUMINAIRES DECORATIVE LED. LUMINAIRES ASSOCIATED WITH EXLC-1 AND LC-2 SHALL BE WIRED AT 120V AND MAINTAINED BY THE CITY OF FITCHBURG.
2. CONDUIT SHALL BE PLACED 2 FEET BELOW GRADE AND RUN PARALLEL TO CURB AND/OR ROADWAY.
3. SHALLOW ROCK IS PRESENT IN THE VICINITY. REFER TO BORING DATA FOR ADDITIONAL INFORMATION.

## LEGEND

- LIGHTING CONTROL CABINET
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT, RIGID NONMETALLIC SCHEDULE 40, 2-INCH UNLESS OTHERWISE NOTED
- LIGHT POLE, ONE ARM MOUNTED LUMINAIRE
- LIGHT POLE, TWO ARM MOUNTED LUMINAIRES
- PULL BOX NON-CONDUCTIVE, 24"x42"

LED-C -12 -6 -1 (L-13-0860-0001)

- UNIT NUMBER
- CIRCUIT NUMBERS
- POLE TYPE
- MAST ARM BRACKET LENGTH IN FEET
- LUMINAIRE TYPE
- SPV INDICATES SPECIAL PROVISION ITEM. SEE NOTES. * INDICATES FIELD NOT APPLICABLE

- EXISTING LIGHT POLE
- PULL BOX, CONCRETE POLYMER, 17"X30" UNLESS OTHERWISE NOTED

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | LIGHTING - FITCHRONA ROAD - 15 OF 20 | SHEET 386 | E |
|---|---|---|---|---|---|

## LEGEND

- LIGHTING CONTROL CABINET
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT, RIGID NONMETALLIC SCHEDULE 40, 2-INCH UNLESS OTHERWISE NOTED
- LIGHT POLE, ONE ARM MOUNTED LUMINAIRE
- LIGHT POLE, TWO ARM MOUNTED LUMINAIRES
- PULL BOX NON-CONDUCTIVE, 24"x42"

LED-C, -12, -6, -1(L-13-0860-0001)

- UNIT NUMBER
- CIRCUIT NUMBERS
- POLE TYPE
- MAST ARM BRACKET LENGTH IN FEET
- LUMINAIRE TYPE
  SPV INDICATES SPECIAL PROVISION ITEM. SEE NOTES. * INDICATES FIELD NOT APPLICABLE

- EXISTING LIGHT POLE
- PULL BOX, CONCRETE POLYMER, 17"X30" UNLESS OTHERWISE NOTED

## GENERAL NOTES:

1. PROPOSED LIGHT POLES ON FITCHRONA ROAD ARE CONCRETE LIGHT POLES. LIGHT POLES SHALL BE DIRECT-BURIED 5-FEET. PROPOSED LUMINAIRES ON FITCHRONA ROAD ARE LUMINAIRES DECORATIVE LED. LUMINAIRES ASSOCIATED WITH EXLC-1 AND LC-2 SHALL BE WIRED AT 120V AND MAINTAINED BY THE CITY OF FITCHBURG.
2. CONDUIT SHALL BE PLACED 2 FEET BELOW GRADE AND RUN PARALLEL TO CURB AND/OR ROADWAY.
3. SHALLOW ROCK IS PRESENT IN THE VICINITY. REFER TO BORING DATA FOR ADDITIONAL INFORMATION.

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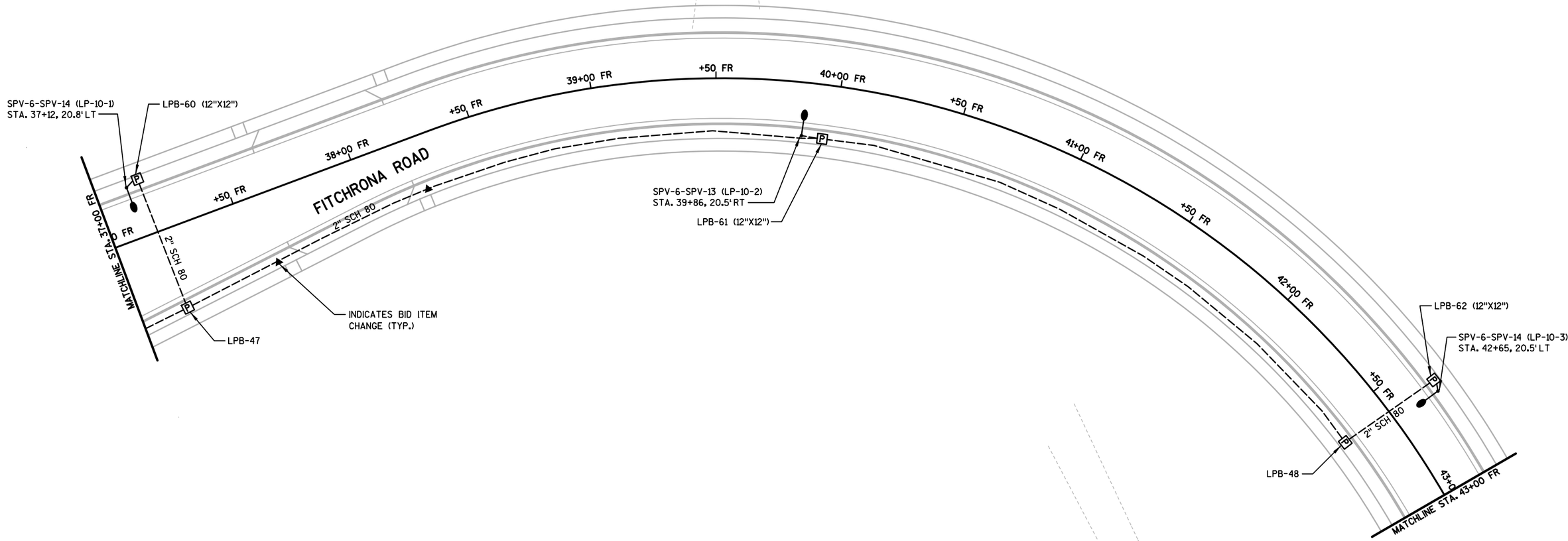



| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | LIGHTING - FITCHRONA ROAD - 16 OF 20 | SHEET 387 | E |
|---|---|---|---|---|---|

## LEGEND

- LIGHTING CONTROL CABINET
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT, RIGID NONMETALLIC SCHEDULE 40, 2-INCH UNLESS OTHERWISE NOTED
- LIGHT POLE, ONE ARM MOUNTED LUMINAIRE
- LIGHT POLE, TWO ARM MOUNTED LUMINAIRES
- PULL BOX NON-CONDUCTIVE, 24"x42"

LED-C, -12, -6, -1,(L-13-0860-0001)

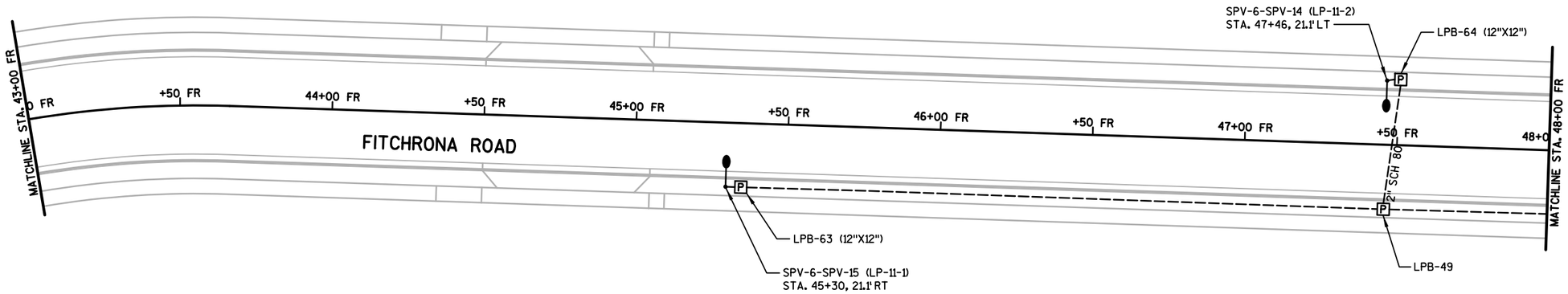
- UNIT NUMBER
- CIRCUIT NUMBERS
- POLE TYPE
- MAST ARM BRACKET LENGTH IN FEET
- LUMINAIRE TYPE
  SPV INDICATES SPECIAL PROVISION ITEM. SEE NOTES. * INDICATES FIELD NOT APPLICABLE

- EXISTING LIGHT POLE
- PULL BOX, CONCRETE POLYMER, 17"X30" UNLESS OTHERWISE NOTED

## GENERAL NOTES:

1. PROPOSED LIGHT POLES ON FITCHRONA ROAD ARE CONCRETE LIGHT POLES. LIGHT POLES SHALL BE DIRECT-BURIED 5-FEET. PROPOSED LUMINAIRES ON FITCHRONA ROAD ARE LUMINAIRES DECORATIVE LED. LUMINAIRES ASSOCIATED WITH EXLC-1 AND LC-2 SHALL BE WIRED AT 120V AND MAINTAINED BY THE CITY OF FITCHBURG.
2. CONDUIT SHALL BE PLACED 2 FEET BELOW GRADE AND RUN PARALLEL TO CURB AND/OR ROADWAY.
3. SHALLOW ROCK IS PRESENT IN THE VICINITY. REFER TO BORING DATA FOR ADDITIONAL INFORMATION.

N



## LEGEND

- LIGHTING CONTROL CABINET
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT, RIGID NONMETALLIC SCHEDULE 40, 2-INCH UNLESS OTHERWISE NOTED
- LIGHT POLE, ONE ARM MOUNTED LUMINAIRE
- LIGHT POLE, TWO ARM MOUNTED LUMINAIRES
- PULL BOX NON-CONDUCTIVE, 24"x42"

LED-C, -12, -6, -1 (L-13-0860-0001)

- UNIT NUMBER
- CIRCUIT NUMBERS
- POLE TYPE
- MAST ARM BRACKET LENGTH IN FEET
- LUMINAIRE TYPE
- SPV INDICATES SPECIAL PROVISION ITEM. SEE NOTES. * INDICATES FIELD NOT APPLICABLE

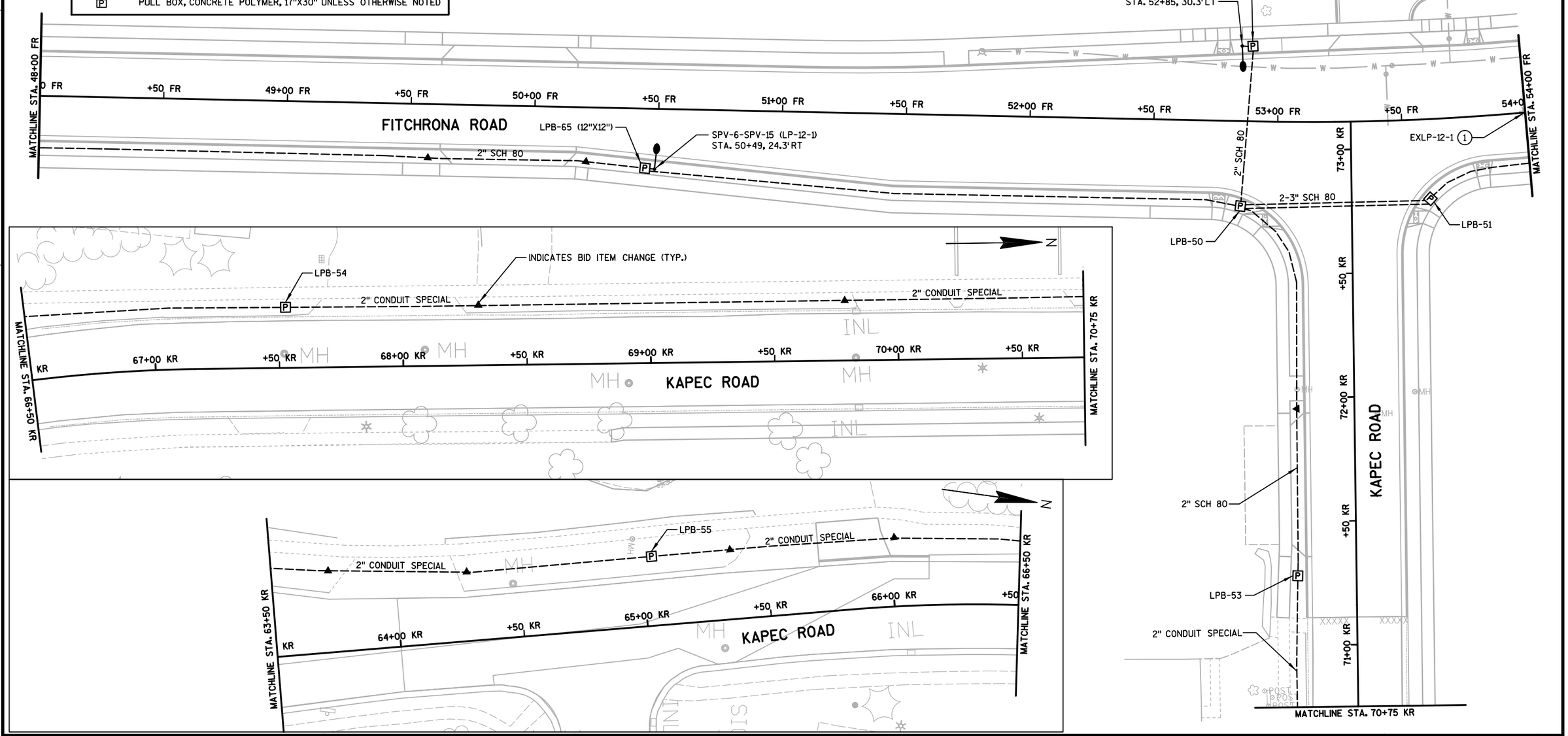
- EXISTING LIGHT POLE
- PULL BOX, CONCRETE POLYMER, 17"X30" UNLESS OTHERWISE NOTED

## GENERAL NOTES:

1. PROPOSED LIGHT POLES ON FITCHRONA ROAD ARE CONCRETE LIGHT POLES. LIGHT POLES SHALL BE DIRECT-BURIED 5-FEET. PROPOSED LUMINAIRES ON FITCHRONA ROAD ARE LUMINAIRES DECORATIVE LED. LUMINAIRES ASSOCIATED WITH EXLC-1 AND LC-2 SHALL BE WIRED AT 120V AND MAINTAINED BY THE CITY OF FITCHBURG.
2. CONDUIT SHALL BE PLACED 2 FEET BELOW GRADE AND RUN PARALLEL TO CURB AND/OR ROADWAY.
3. SHALLOW ROCK IS PRESENT IN THE VICINITY. REFER TO BORING DATA FOR ADDITIONAL INFORMATION.

## NOTES:

(1) REMOVE AND SALVAGE EXISTING CITY-OWNED LIGHT POLE ASSEMBLY.




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | LIGHTING - FITCHRONA ROAD - 18 OF 20 | SHEET | E |
|---|---|---|---|---|---|



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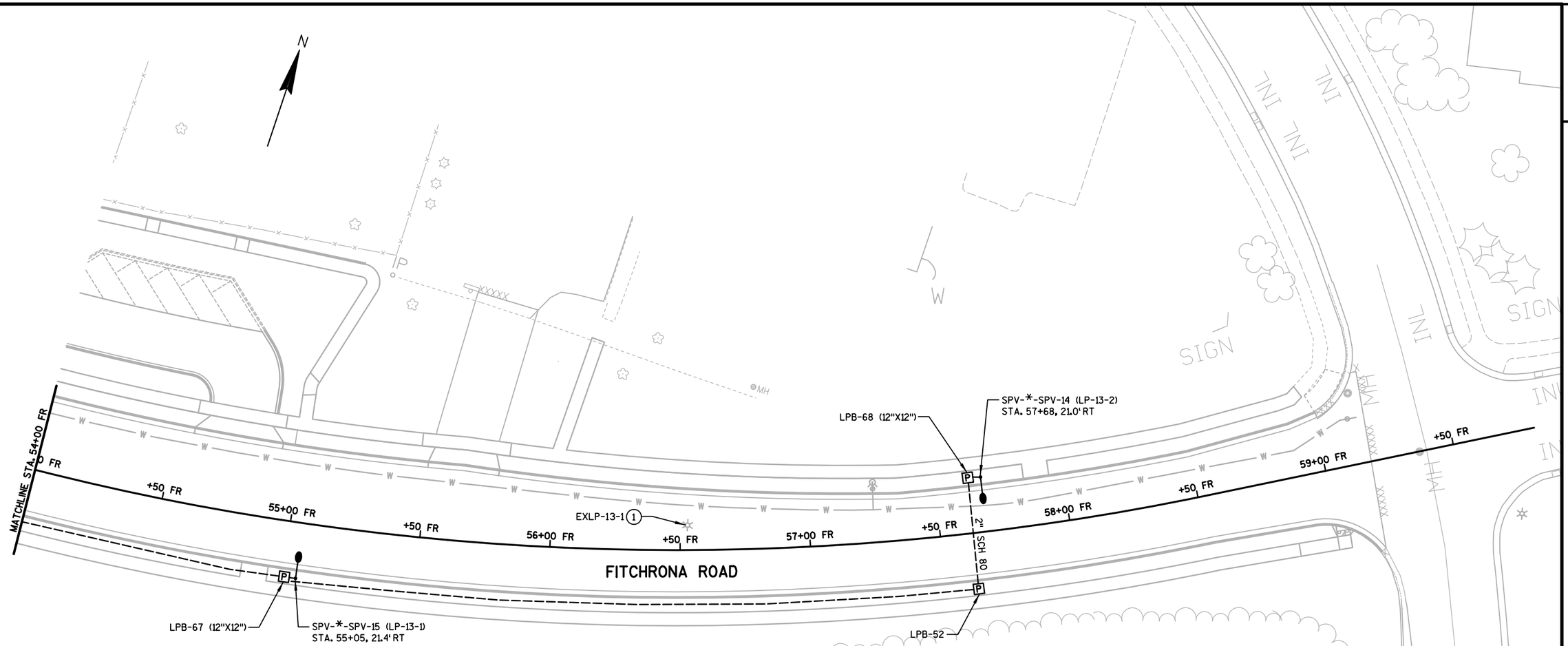
2




## LEGEND

- LIGHTING CONTROL CABINET
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT, RIGID NONMETALLIC SCHEDULE 40, 2-INCH UNLESS OTHERWISE NOTED
- LIGHT POLE, ONE ARM MOUNTED LUMINAIRE
- LIGHT POLE, TWO ARM MOUNTED LUMINAIRES
- PULL BOX NON-CONDUCTIVE, 24"x42"
- LED-C, -12, -6, -1 (L-13-0860-0001)
  - UNIT NUMBER
  - CIRCUIT NUMBERS
  - POLE TYPE
  - MAST ARM BRACKET LENGTH IN FEET
  - LUMINAIRE TYPE
  - SPV INDICATES SPECIAL PROVISION ITEM. SEE NOTES. * INDICATES FIELD NOT APPLICABLE
- EXISTING LIGHT POLE
- [P] PULL BOX, CONCRETE POLYMER, 17"X30" UNLESS OTHERWISE NOTED

## NOTES:

(1) REMOVE AND SALVAGE EXISTING CITY-OWNED LIGHT POLE ASSEMBLY.

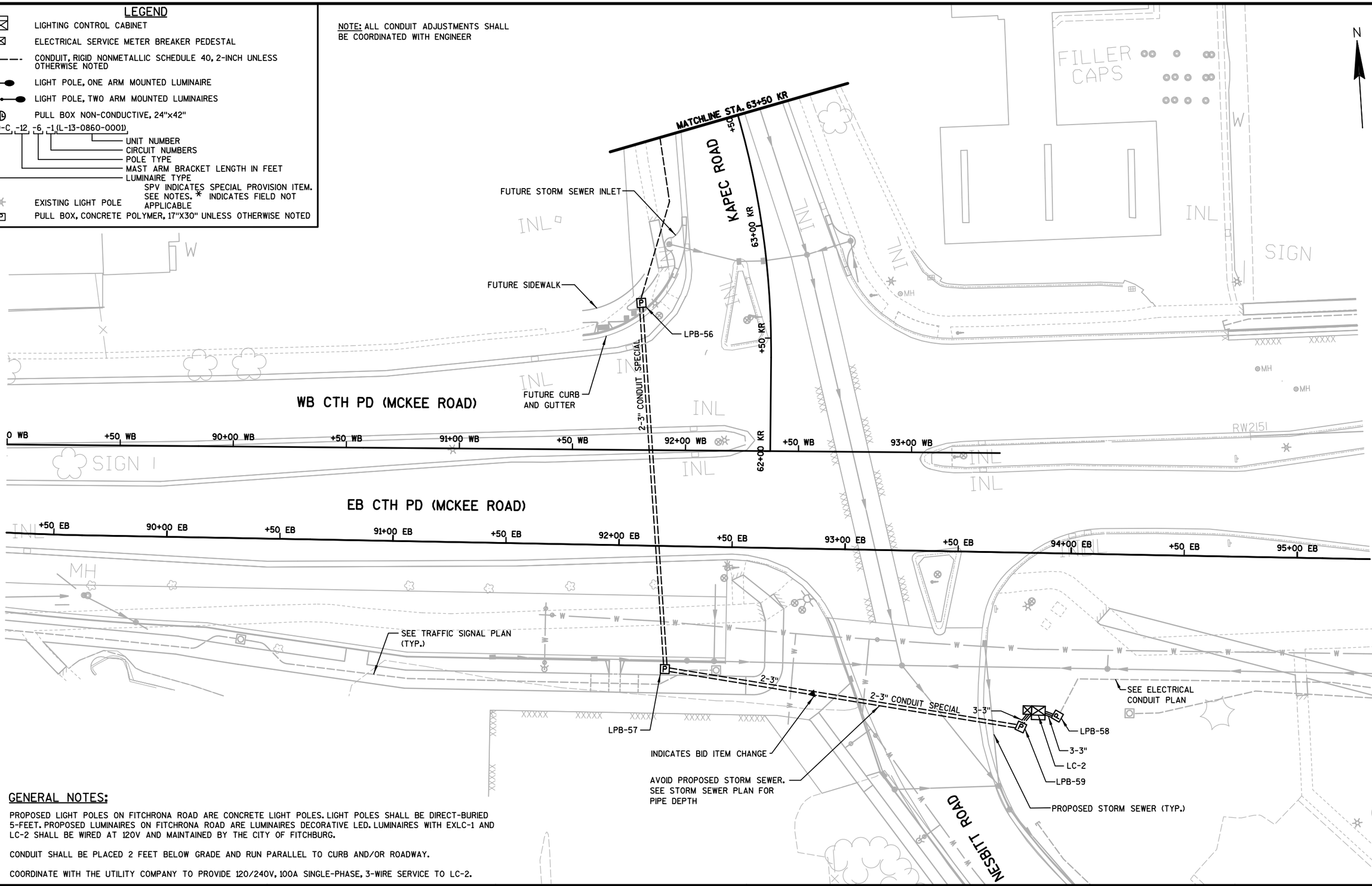
## GENERAL NOTES:

1. PROPOSED LIGHT POLES ON FITCHRONA ROAD ARE CONCRETE LIGHT POLES. LIGHT POLES SHALL BE DIRECT-BURIED 5-FEET. PROPOSED LUMINAIRES ON FITCHRONA ROAD ARE LUMINAIRES DECORATIVE LED. LUMINAIRES ASSOCIATED WITH EXLC-1 AND LC-2 SHALL BE WIRED AT 120V AND MAINTAINED BY THE CITY OF FITCHBURG.
2. CONDUIT SHALL BE PLACED 2 FEET BELOW GRADE AND RUN PARALLEL TO CURB AND/OR ROADWAY.
3. SHALLOW ROCK IS PRESENT IN THE VICINITY. REFER TO BORING DATA FOR ADDITIONAL INFORMATION.

## LEGEND

- LIGHTING CONTROL CABINET
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT, RIGID NONMETALLIC SCHEDULE 40, 2-INCH UNLESS OTHERWISE NOTED
- LIGHT POLE, ONE ARM MOUNTED LUMINAIRE
- LIGHT POLE, TWO ARM MOUNTED LUMINAIRES
- PULL BOX NON-CONDUCTIVE, 24"x42"
- LED-C, -12, -6, -1 (L-13-0860-0001)
  - -1 UNIT NUMBER
  - -1 CIRCUIT NUMBERS
  - -6 POLE TYPE
  - -12 MAST ARM BRACKET LENGTH IN FEET
  - LED-C LUMINAIRE TYPE
  - SPV INDICATES SPECIAL PROVISION ITEM. SEE NOTES. * INDICATES FIELD NOT APPLICABLE
- EXISTING LIGHT POLE
- PULL BOX, CONCRETE POLYMER, 17"X30" UNLESS OTHERWISE NOTED

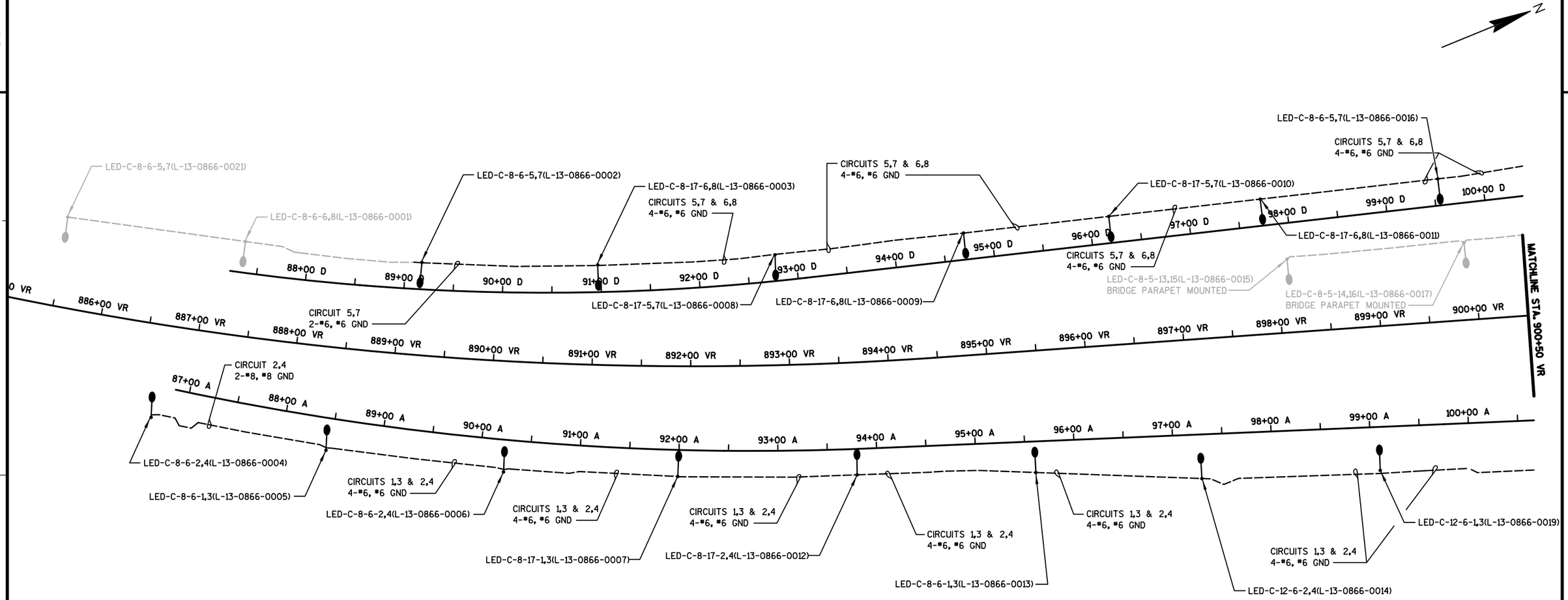
NOTE: ALL CONDUIT ADJUSTMENTS SHALL BE COORDINATED WITH ENGINEER




## GENERAL NOTES:

1. PROPOSED LIGHT POLES ON FITCHRONA ROAD ARE CONCRETE LIGHT POLES. LIGHT POLES SHALL BE DIRECT-BURIED 5-FEET. PROPOSED LUMINAIRES ON FITCHRONA ROAD ARE LUMINAIRES DECORATIVE LED. LUMINAIRES WITH EXLC-1 AND LC-2 SHALL BE WIRED AT 120V AND MAINTAINED BY THE CITY OF FITCHBURG.
2. CONDUIT SHALL BE PLACED 2 FEET BELOW GRADE AND RUN PARALLEL TO CURB AND/OR ROADWAY.
3. COORDINATE WITH THE UTILITY COMPANY TO PROVIDE 120/240V, 100A SINGLE-PHASE, 3-WIRE SERVICE TO LC-2.

2




NOTE:
LIGHTING EQUIPMENT SHOWN GRAY-SCREENED
WILL BE INSTALLED IN FUTURE PROJECT LETS

HIGHWAY LIGHTING
USH 18/151 & CTH PD

CITY OF FITCHBURG DANE COUNTY

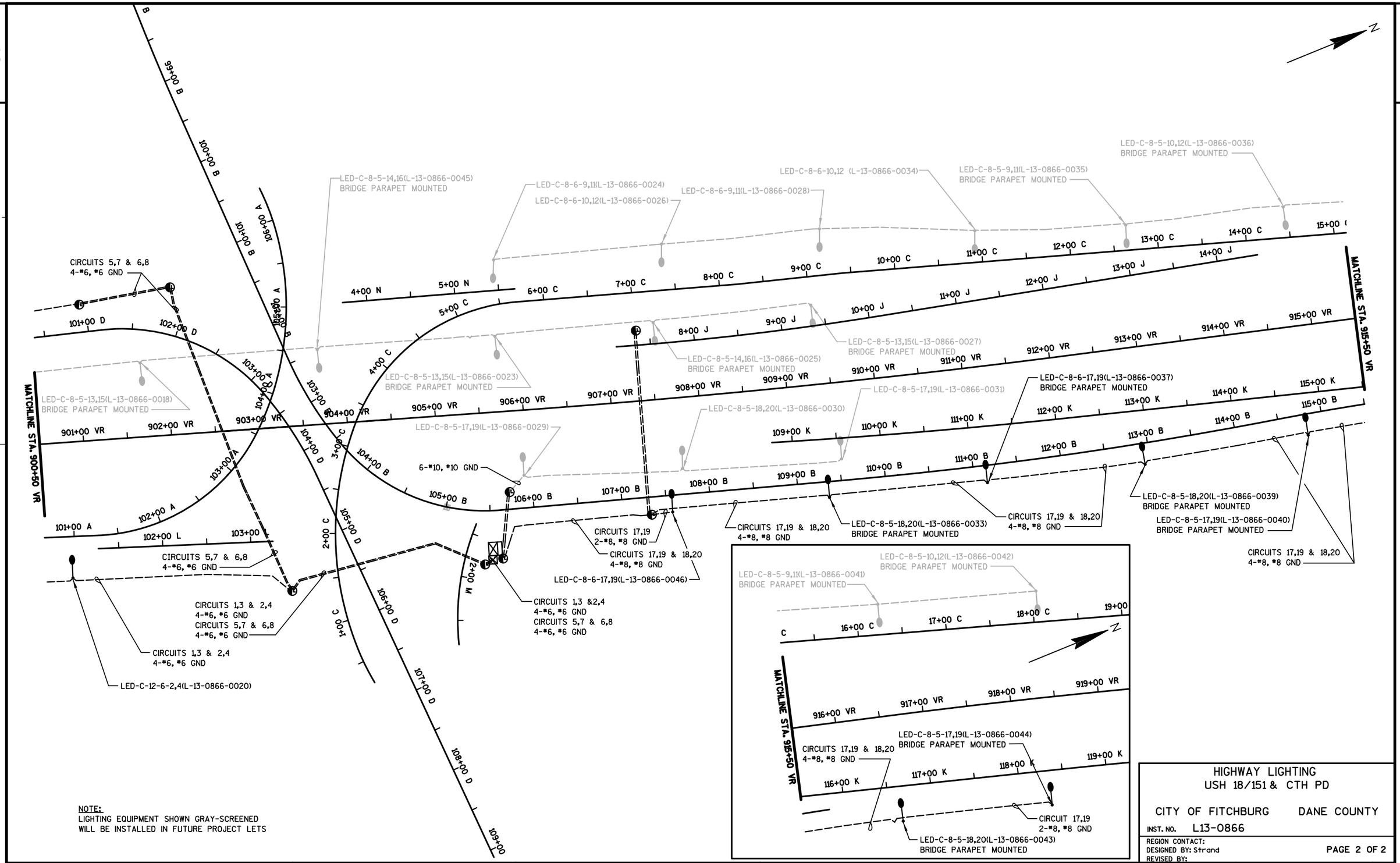
INST. NO. L13-0866

REGION CONTACT:
DESIGNED BY: Strand
REVISED BY:

PAGE 1 OF 2

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | LIGHTING PLAN DIAGRAM - L13-0866 | SHEET 392 | E |
|---|---|---|---|---|---|

2




NOTE:
LIGHTING EQUIPMENT SHOWN GRAY-SCREENED
WILL BE INSTALLED IN FUTURE PROJECT LETS

HIGHWAY LIGHTING
USH 18/151 & CTH PD

CITY OF FITCHBURG DANE COUNTY

INST. NO. L13-0866

REGION CONTACT:
DESIGNED BY: Strand
REVISED BY:

PAGE 2 OF 2

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | LIGHTING PLAN DIAGRAM - L13-0866 | SHEET | E |
|---|---|---|---|---|---|



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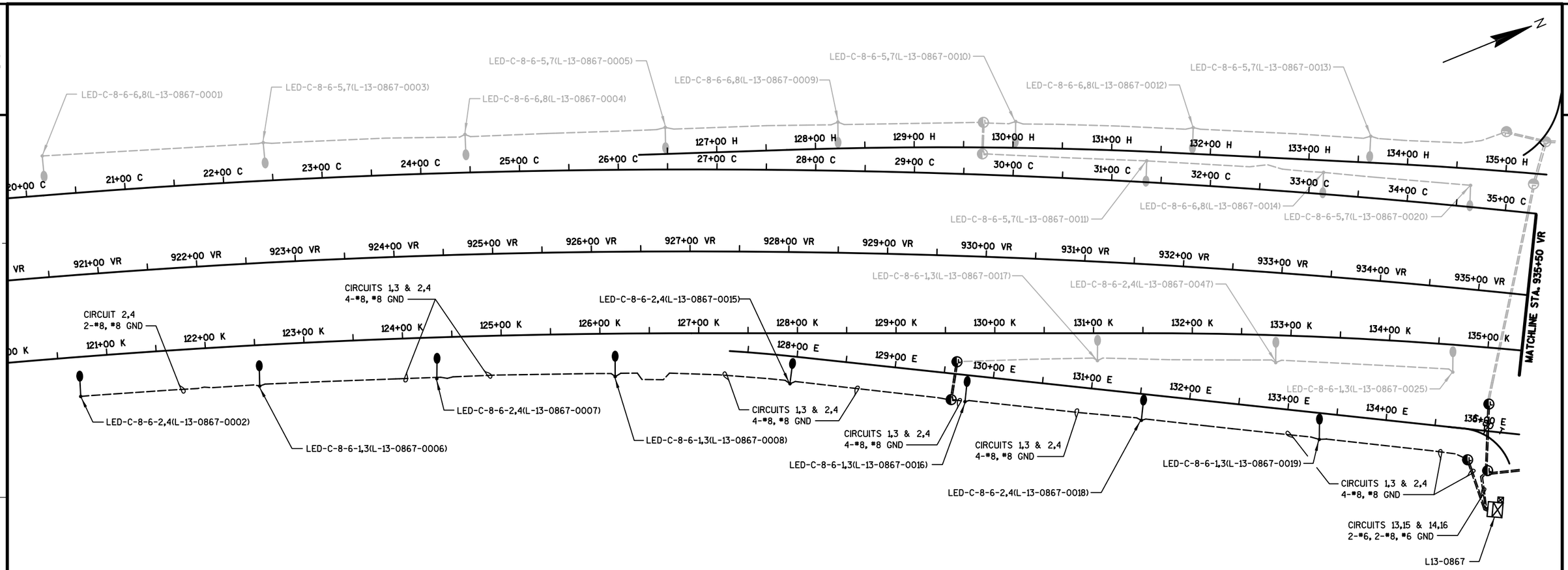


NOTE:
LIGHTING EQUIPMENT SHOWN GRAY-SCREENED
WILL BE INSTALLED IN FUTURE PROJECT LETS

HIGHWAY LIGHTING
USH 18/151 & CTH PD

CITY OF FITCHBURG DANE COUNTY

INST. NO. L13-0867

REGION CONTACT:
DESIGNED BY: Strand
REVISED BY:

PAGE 1 OF 2

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | LIGHTING PLAN DIAGRAM - L13-0867 | SHEET 394 | E |
|---|---|---|---|---|---|

2

N

8+00 S

6+00 R

12+00 O

13+00 O

MATCHLINE STA. 935+50 VR

MATCHLINE STA. 950+50 VR

136+00 G
137+00 G
138+00 G
139+00 G
140+00 G
141+00 G
142+00 G
143+00 G
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150+00 F

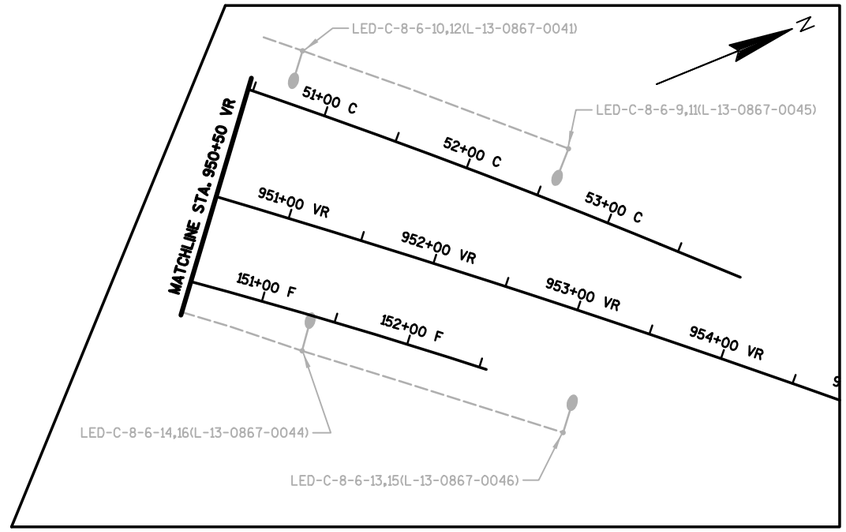
LED-C-8-6-10,12(L-13-0867-0021)
LED-C-8-6-9,11(L-13-0867-0022)
LED-C-8-6-10,12(L-13-0867-0024)
LED-C-8-6-10,12(L-13-0867-0029)
LED-C-8-6-9,11(L-13-0867-0030)
LED-C-8-6-10,12(L-13-0867-0032)
LED-C-8-6-9,11(L-13-0867-0023)
LED-C-8-6-9,11(L-13-0867-0031)
LED-C-8-6-9,11(L-13-0867-0033)
LED-C-8-6-10,12(L-13-0867-0039)
LED-C-8-6-9,11(L-13-0867-0040)
LED-C-8-6-13,15(L-13-0867-0026)
LED-C-8-6-14,16(L-13-0867-0028)
LED-C-8-6-13,15(L-13-0867-0035)
LED-C-8-6-13,15(L-13-0867-0027)
LED-C-8-6-14,16(L-13-0867-0034)
LED-C-8-6-13,15(L-13-0867-0036)
LED-C-8-6-14,16(L-13-0867-0037)
LED-C-8-6-13,15(L-13-0867-0038)
LED-C-8-6-14,16(L-13-0867-0042)
LED-C-8-6-13,15(L-13-0867-0043)

CIRCUITS 13,15 & 14,16
2-#6, 2-#8 #6 GND

CIRCUITS 13,15 & 14,16
2-#6, 2-#8, #6 GND

CIRCUITS 13,15
2-#6, #6 GND

CIRCUITS 13,15
2-#6, #6 GND




NOTE:
LIGHTING EQUIPMENT SHOWN GRAY-SCREENED
WILL BE INSTALLED IN FUTURE PROJECT LETS

HIGHWAY LIGHTING
USH 18/151 & CTH PD

CITY OF FITCHBURG DANE COUNTY

INST. NO. L13-0867

REGION CONTACT:
DESIGNED BY: Strand
REVISED BY:

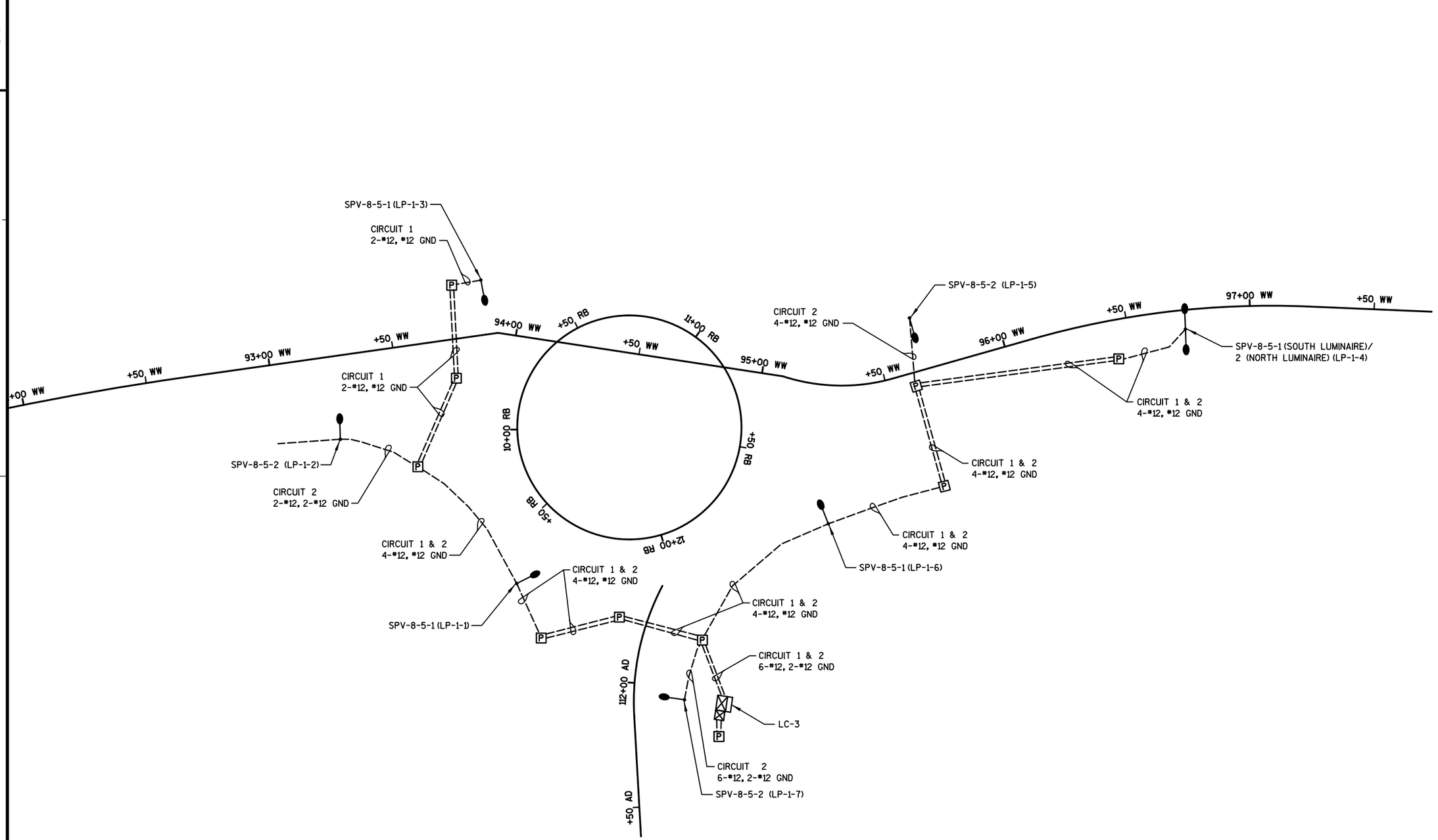
PAGE 2 OF 2

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | LIGHTING PLAN DIAGRAM - L13-0867 | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\023524_lp.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | LIGHTING PLAN DIAGRAM - WILLIAMSBURG WAY | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\023525_lp.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

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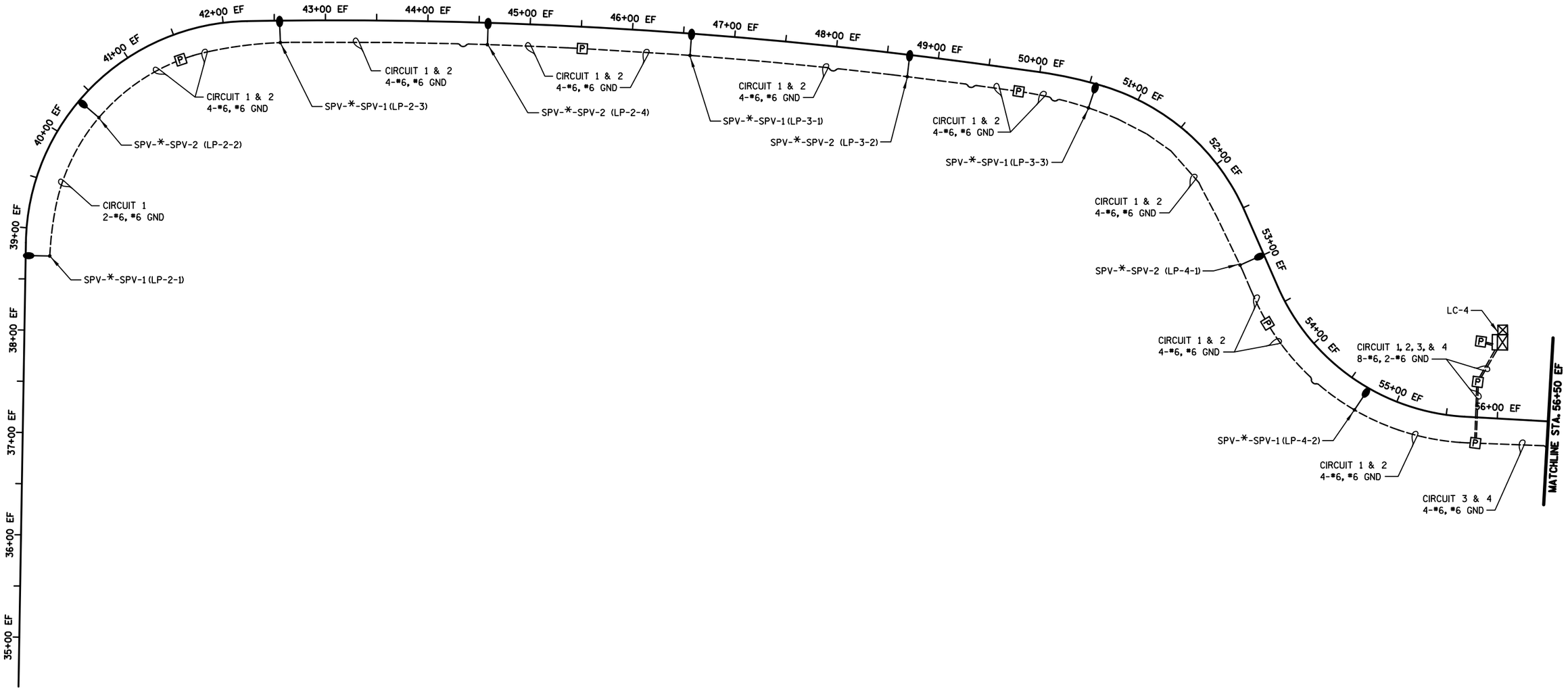
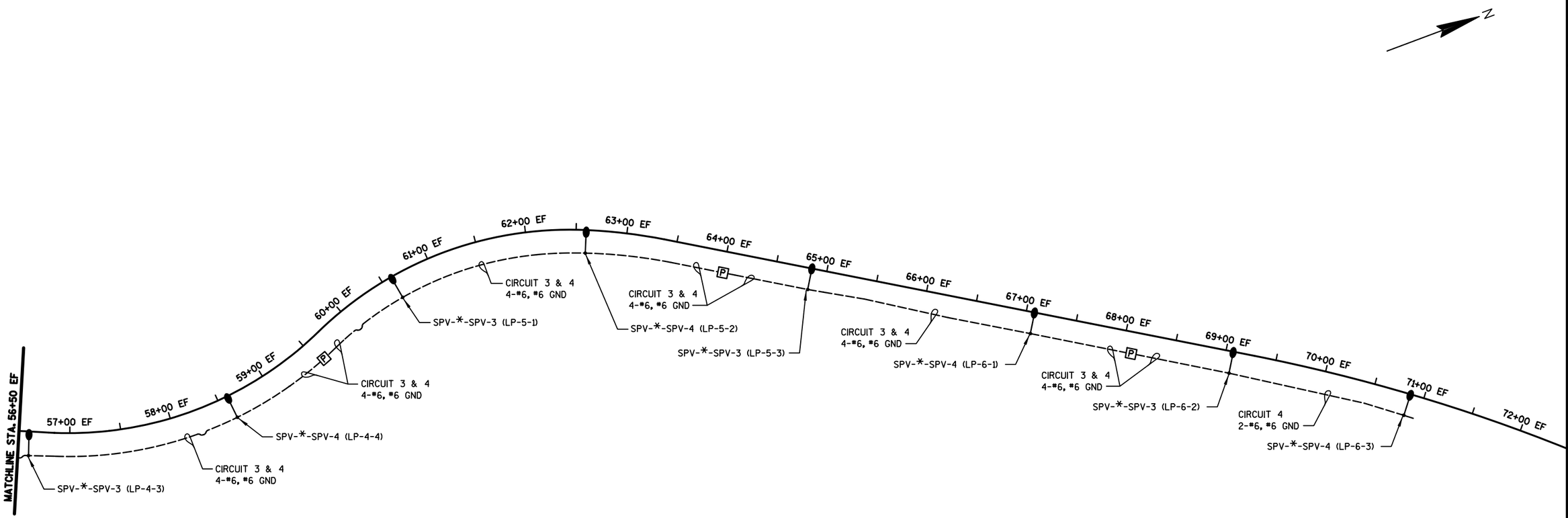



| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | LIGHTING PLAN DIAGRAM - EAST FRONTAGE ROAD | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\023526_lp.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | LIGHTING PLAN DIAGRAM - EAST FRONTAGE ROAD | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\023527_lp.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

MATCHLINE STA. 75+50 WB

EXLP-7-4

CIRCUITS 15 & 16
4-*2, *2 GND

CIRCUITS 15 & 16
4-*2, *2 GND

EXLP-8-3

CIRCUIT 1 & 2
3-*2, *2 GND

EXLC-1

CIRCUIT 1 & 3
3-*2, *2 GND
CIRCUITS 15 & 16
4-*2, *2 GND

CIRCUITS 13 & 14
2-*8, 2-*10, *8 GND

CIRCUITS 13 & 14
2-*8, 2-*10, *8 GND

SPV-6-SPV-13 (WEST LUMINAIRE)/
14 (EAST LUMINAIRE) (LP-9-1)

CIRCUITS 13 & 14
4-*8, 4-*10, *8 GND

SPV-6-SPV-14 (LP-10-1)

CIRCUIT 14
4-*8, *8 GND

CIRCUITS 13 & 14
2-*8, 2-*10, *8 GND

SPV-6-SPV-13 (LP-10-2)

CIRCUIT 14
2-*8, *8 GND

SPV-6-SPV-14 (LP-10-3)

CIRCUIT 14
2-*8, *8 GND

SPV-6-SPV-15 (LP-11-1)

CIRCUIT 15 (LC-2)
2-*6, *6 GND

MATCHLINE STA. 47+00 FR

EXLP-7-1

4-*2, *2 GND
EXISTING

EXLP-7-2

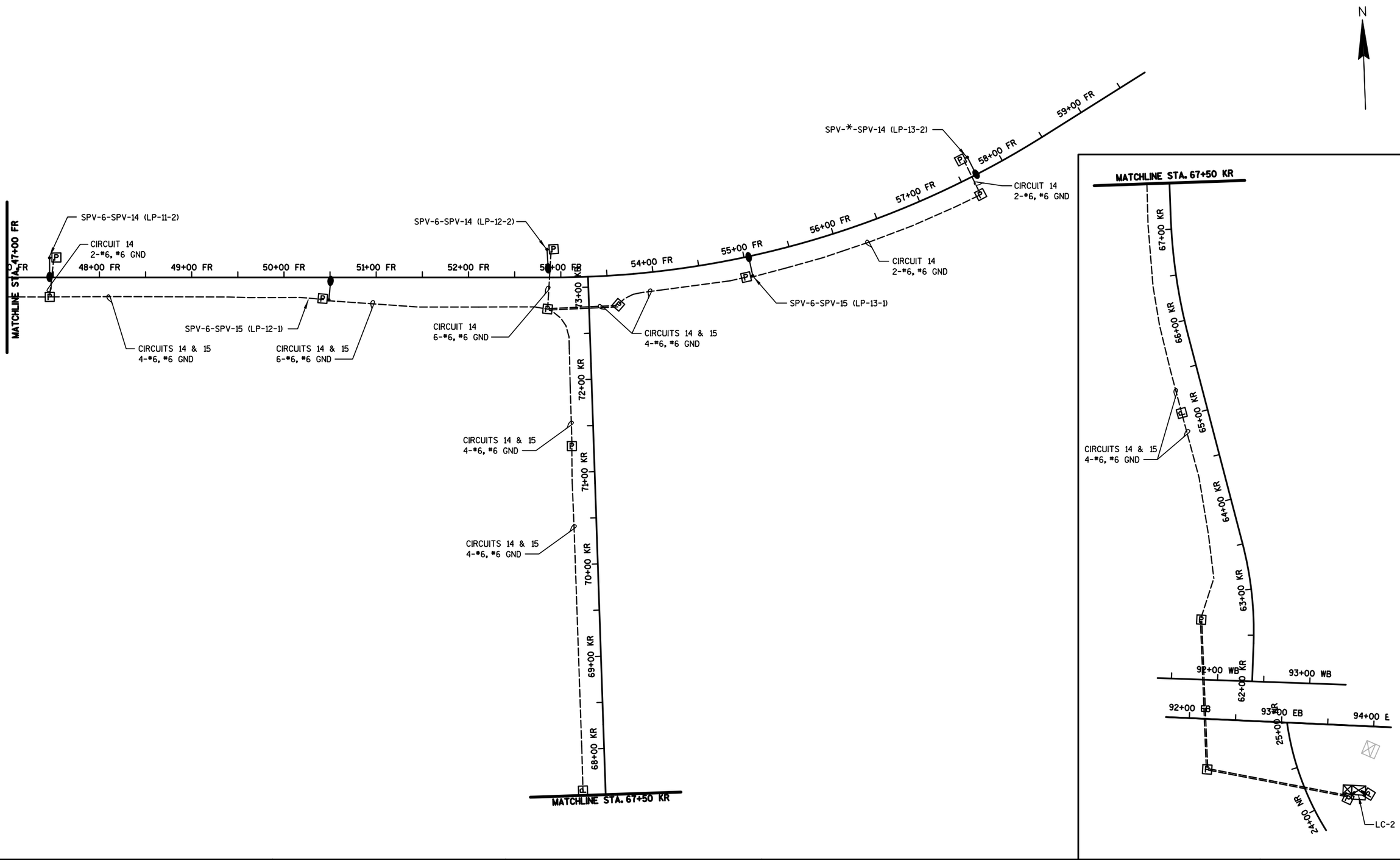
4-*2, *2 GND
EXISTING

4-*2, *2 GND
EXISTING

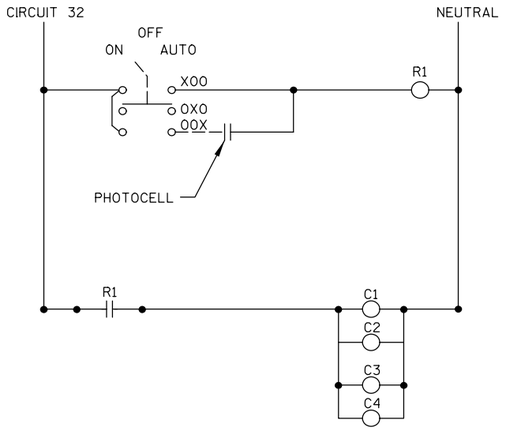
EXLP-7-3

MATCHLINE STA. 75+50 WB

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | LIGHTING PLAN DIAGRAM - FITCHRONA ROAD | SHEET 399 | E |
|---|---|---|---|---|---|

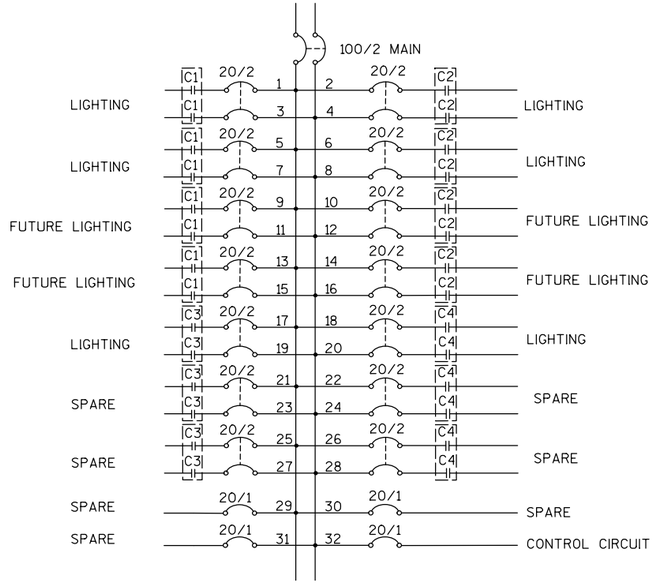



| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | LIGHTING PLAN DIAGRAM - FITCHRONA ROAD | SHEET 400 | E |
|---|---|---|---|---|---|



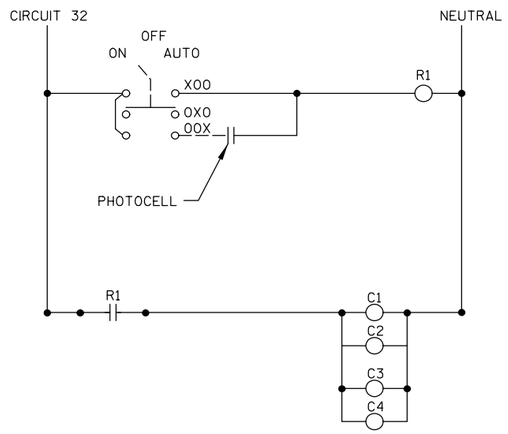

**L13-0866 CONTROL SCHEMATIC**

NO SCALE



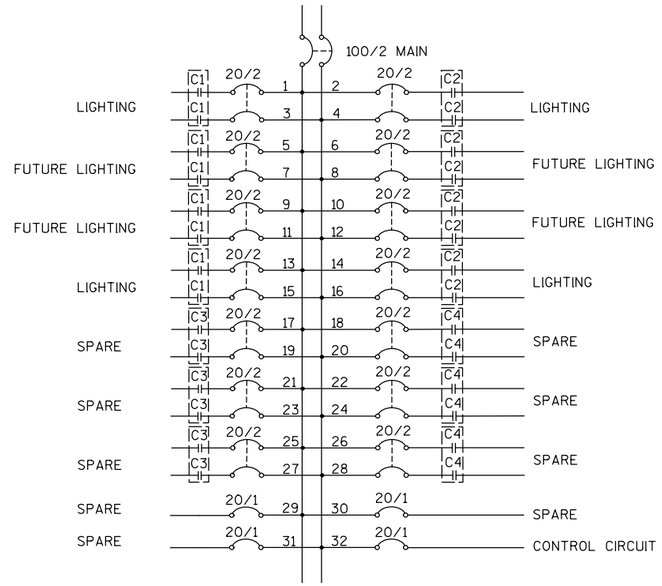

**L13-0866**

NO SCALE




**L13-0867 CONTROL SCHEMATIC**

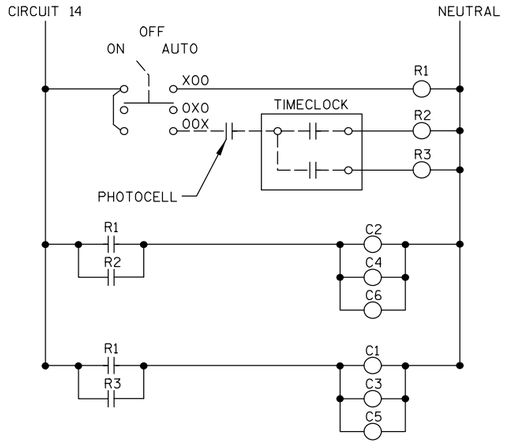
NO SCALE




**L13-0867**

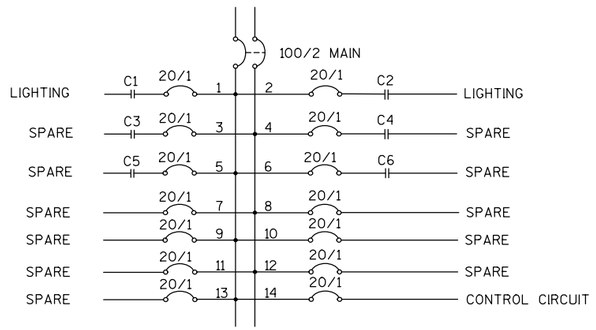
NO SCALE

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | LIGHTING - DETAILS | SHEET 401 | E |
|---|---|---|---|---|---|



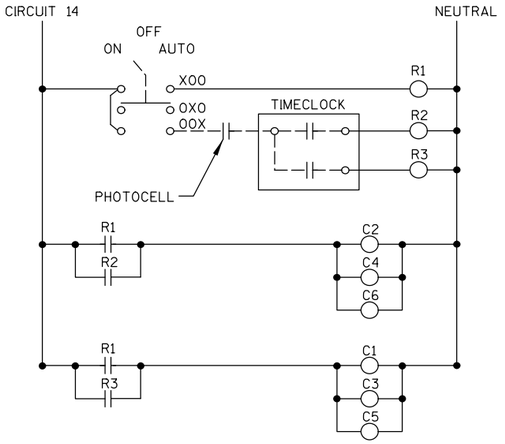

## LC-3 CONTROL SCHEMATIC

NO SCALE



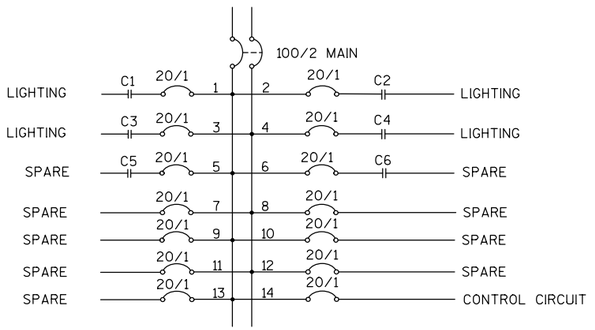

## LC-3

NO SCALE



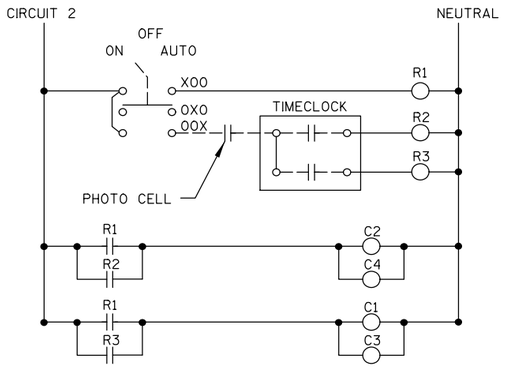

## LC-4 CONTROL SCHEMATIC

NO SCALE



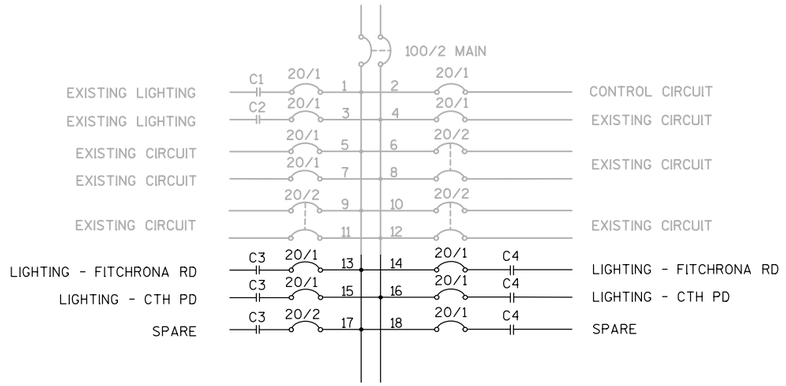

## LC-4

NO SCALE

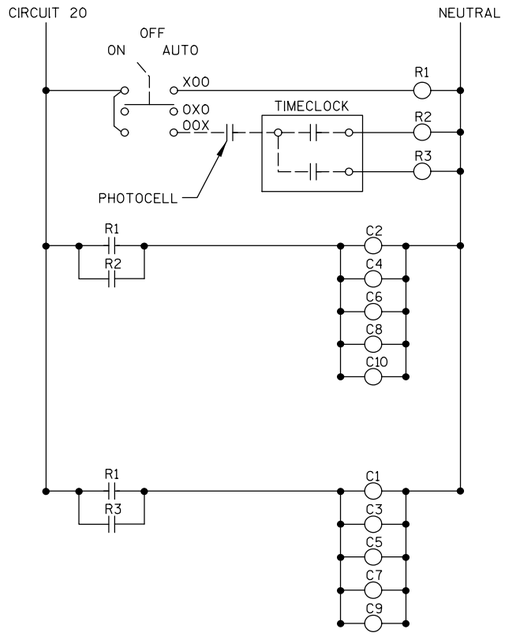



**EXLC-1 CONTROL SCHEMATIC**

NO SCALE

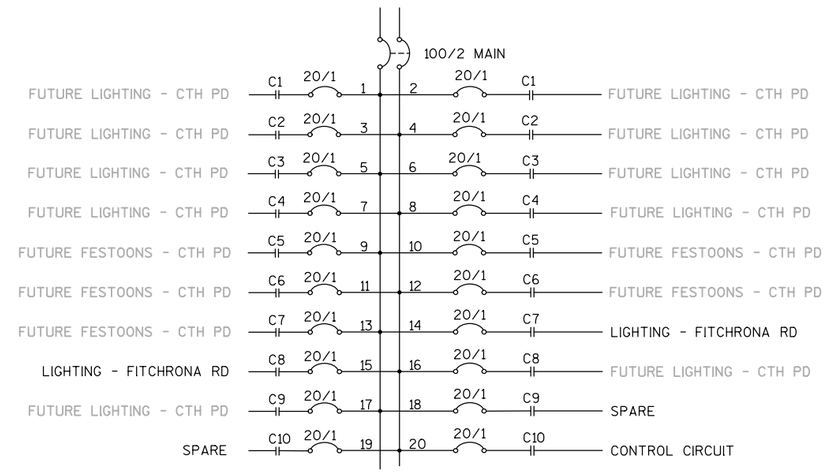



**EXLC-1**
NO SCALE




**LC-2 CONTROL SCHEMATIC**

NO SCALE




**LC-2**
NO SCALE

| TEMPORARY SIGNAL MAJOR ITEMS SUMMARY (FOR INFORMATION ONLY) | |
|---|---|
| 4 | TYPE 4 WOOD POLES |
| 625' | SPAN WIRE DISTANCE ANCHOR AND GUY AS NEEDED |
| 4 | TEMPORARY LUMINAIRES, 250W |
| 25 | TEMPORARY SIGNAL HEADS 12" |
| 2 | TEMPORARY SIGNAL BASES |
| 1 | DETECTION SYSTEM |
| 1 | EMERGENCY VEHICLE PREEMPTION SYSTEM |
| 1 | TEMPORARY CONTROL CABINET AND BASE |

**CAUTION**

CONDUCTIVE MATERIALS MAY CARRY INDUCTIVE VOLTAGE WHILE ADJACENT TO TRANSMISSION LINES

LEGEND

- OVERHEAD SIGNAL CABLE
- LUMINAIRE & ARM
- CONTROL CABINET & TEMPORARY BASE
- TYPE 4 WOOD POLE
- SIGNAL HEAD
- TEMPORARY SIGNAL BASE
- LANE USE ARROW
- DETECTION ZONE
- TRAFFIC SIGNAL HEAD
- DON'T WALK INDICATOR 16" WALK INDICATOR 16"
- BORING LOCATION

NOTE: ALL LENSES ARE 12-INCH.

CONSTRUCTION NOTES:

1. FINAL LOCATION OF WOOD POLES, SIGNAL HEADS, AND TEMPORARY CABINET SHALL BE AS DIRECTED BY THE ENGINEER. USE CAUTION WHEN LOCATING WOOD POLES WITH THE STAKING INFORMATION SHOWN.
2. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER. MULTIPLE ADJUSTMENTS MAY BE REQUIRED AND ARE CONSIDERED INCIDENTAL TO THE TEMPORARY TRAFFIC SIGNAL BID ITEM.
3. NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES.
4. ADJUST POSITION OF SIGNAL HEADS AND DETECTION ZONES AS REQUIRED TO MATCH BOTH ON AND OFF PEAK LANE CONFIGURATIONS.
5. SHALLOW ROCK IS PRESENT IN THE VICINITY OF THIS INTERSECTION. REFER TO BORING DATA FOR ADDITIONAL INFORMATION. ROCK EXCAVATION IS INCIDENTAL TO TEMPORARY TRAFFIC SIGNAL BID ITEM.
6. COORDINATE ALL APPLICABLE ACTIVITIES WITH AMERICAN TRANSMISSION COMPANY (ATC) ACCORDING TO PROCEDURES IN THIS CONTRACT.
7. LOCATE WP2 ADJACENT TO SIDEWALK TO ALLOW FOR ADA COMPLIANT PEDESTRIAN BUTTON PLACEMENT. PLACE ALL PEDESTRIAN BUTTONS AND SIGNALS IN COMPLIANCE WITH ADA GUIDELINES.
8. VERIFY THAT PROPER GUY ANCHOR PLACEMENT IS POSSIBLE BEFORE PLACING WP1. ADJUST WP1 LOCATION AS NECESSARY.
9. CONTRACTOR SHALL PROVIDE NON-INTRUSIVE DETECTION FOR ALL DETECTION ZONES. DETECTION EQUIPMENT PLACEMENT MAY REQUIRE ADDITIONAL POLE INSTALLATIONS WHICH ARE CONSIDERED INCIDENTAL TO THE TEMPORARY TRAFFIC SIGNAL BID ITEM.

WOOD POLE STAKING DATA

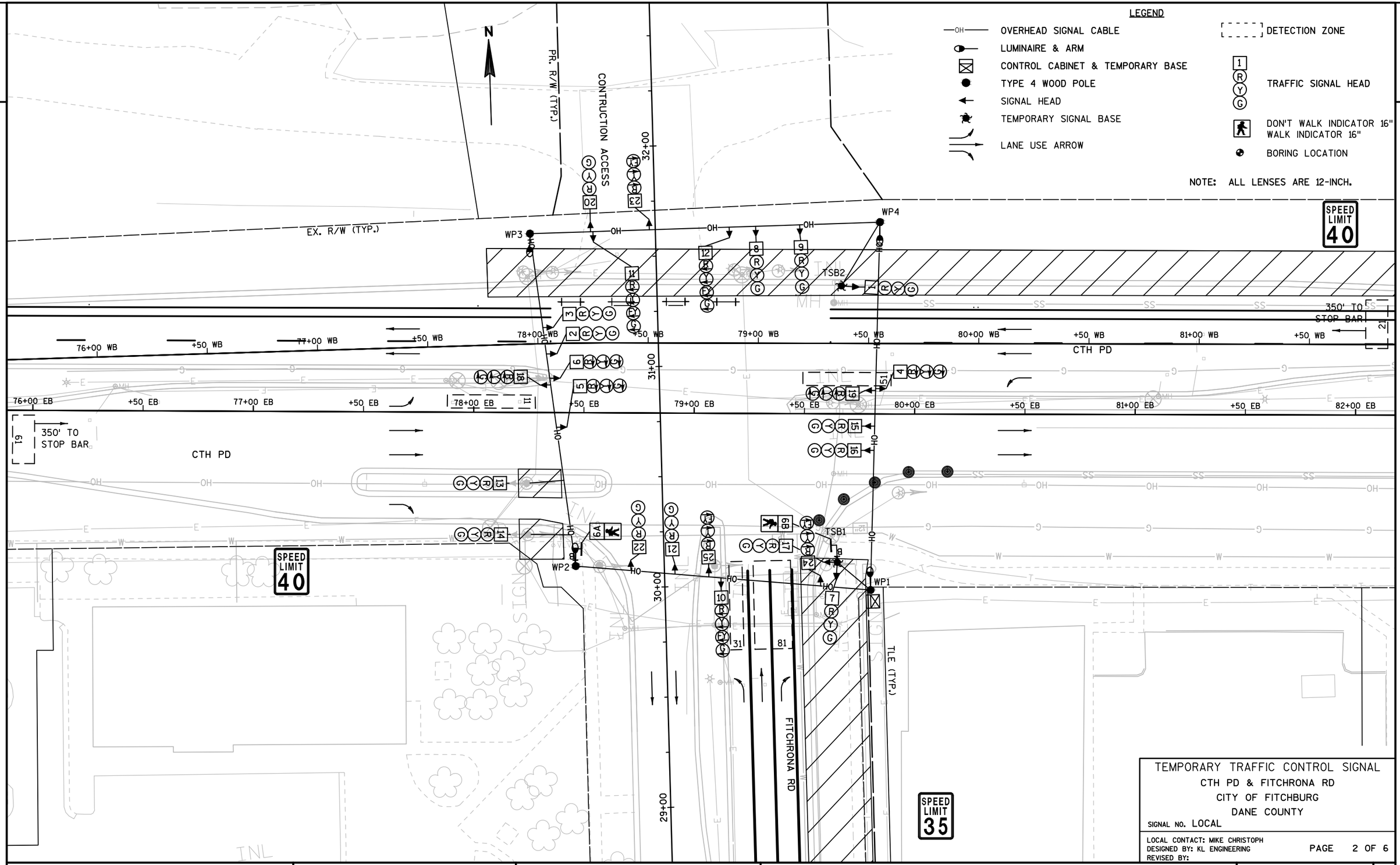
| ITEM | STATION | OFFSET |
|---|---|---|
| WP1 | 79+80.5'EB | 80.0'RT |
| WP2 | 78+46.5'EB | 69.5'RT |
| WP3 | 77+98.0'WB | 50.0'LT |
| WP4 | 79+55.0'WB' | 55.0'LT |

TEMPORARY TRAFFIC CONTROL SIGNAL
CTH PD & FITCHRONA RD
CITY OF FITCHBURG
DANE COUNTY
SIGNAL NO. LOCAL

LOCAL CONTACT: MIKE CHRISTOPH
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 1 OF 6

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TEMPORARY TRAFFIC SIGNAL PLAN - PRE STAGE | SHEET 404 | E |
|---|---|---|---|---|---|

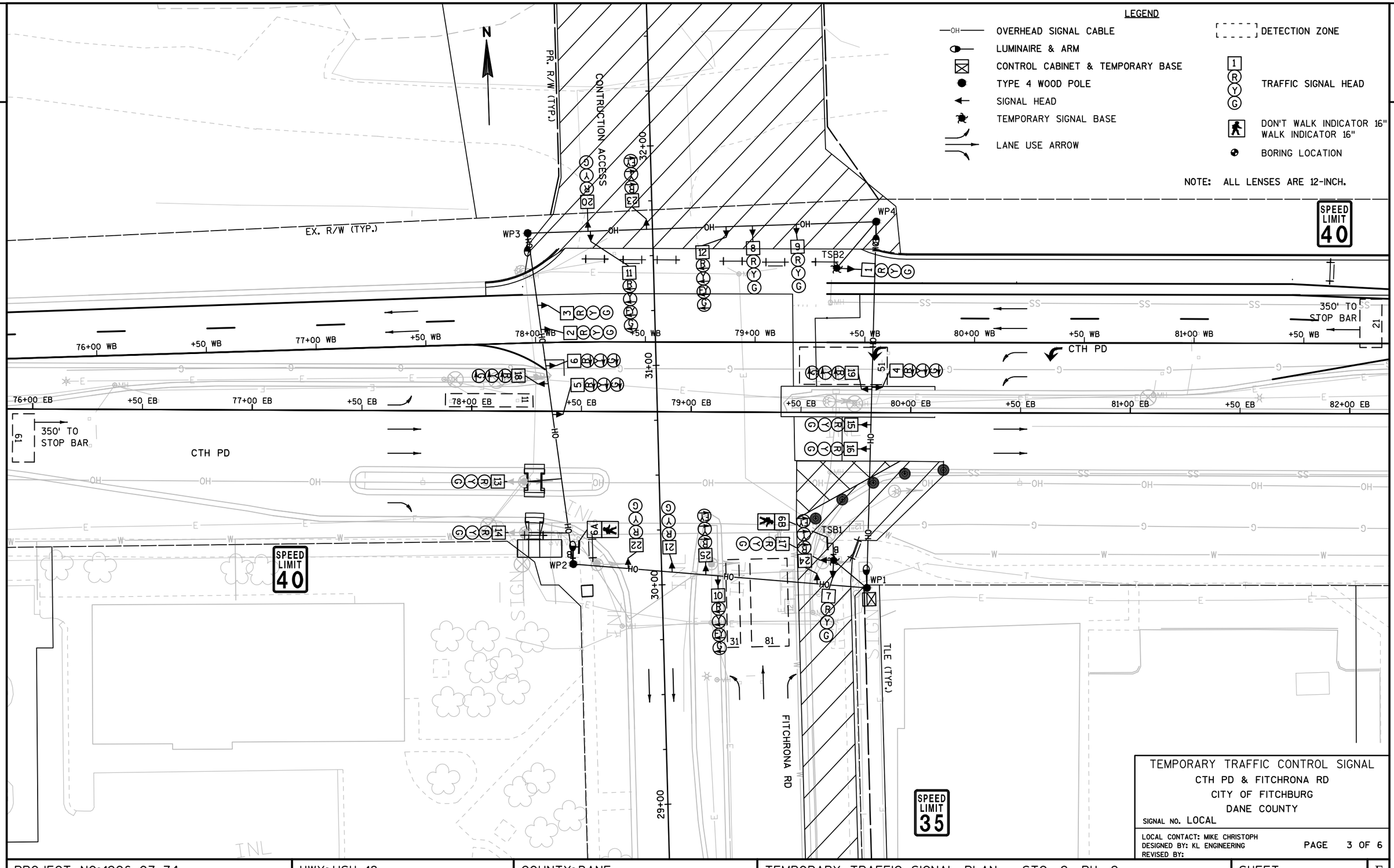



TEMPORARY TRAFFIC CONTROL SIGNAL
CTH PD & FITCHRONA RD
CITY OF FITCHBURG
DANE COUNTY
SIGNAL NO. LOCAL

LOCAL CONTACT: MIKE CHRISTOPH
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 2 OF 6

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TEMPORARY TRAFFIC SIGNAL PLAN - STG. 2, PH. 1 | SHEET 405 | E |
|---|---|---|---|---|---|




TEMPORARY TRAFFIC CONTROL SIGNAL
CTH PD & FITCHRONA RD
CITY OF FITCHBURG
DANE COUNTY
SIGNAL NO. LOCAL

LOCAL CONTACT: MIKE CHRISTOPH
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 3 OF 6

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TEMPORARY TRAFFIC SIGNAL PLAN - STG. 2, PH. 2 | SHEET 406 | E |
|---|---|---|---|---|---|

FILE NAME : \\KL1NAS\DATA1\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\TRAFFIC SIGNALS\024103-ST.DWG PLOT DATE : 3/21/2016 3:38 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

LEGEND

- OVERHEAD SIGNAL CABLE
- LUMINAIRE & ARM
- CONTROL CABINET & TEMPORARY BASE
- TYPE 4 WOOD POLE
- SIGNAL HEAD
- TEMPORARY SIGNAL BASE
- LANE USE ARROW
- DETECTION ZONE
- TRAFFIC SIGNAL HEAD
- DON'T WALK INDICATOR 16" / WALK INDICATOR 16"
- BORING LOCATION

NOTE: ALL LENSES ARE 12-INCH.

PR. R/W (TYP.)

CONSTRUCTION ACCESS

EX. R/W (TYP.)

WP1 WP2 WP3 WP4 TSB1 TSB2

SPEED LIMIT 40

SPEED LIMIT 35

76+00 WB +50 WB 77+00 WB +50 WB 78+00 WB +50 WB 79+00 WB +50 WB 80+00 WB +50 WB 81+00 WB +50 WB

76+00 EB +50 EB 77+00 EB +50 EB 78+00 EB +50 EB 79+00 EB +50 EB 80+00 EB +50 EB 81+00 EB +50 EB 82+00 EB

29+00 30+00 31+00 32+00

350' TO STOP BAR

CTH PD

FITCHRONA RD

TLE (TYP.)

INL

TEMPORARY TRAFFIC CONTROL SIGNAL
CTH PD & FITCHRONA RD
CITY OF FITCHBURG
DANE COUNTY
SIGNAL NO. LOCAL

LOCAL CONTACT: MIKE CHRISTOPH
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 4 OF 6

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TEMPORARY TRAFFIC SIGNAL PLAN - STG. 2, PH. 3 | SHEET 407 | E |
|---|---|---|---|---|---|

FILE NAME : \\KL1NAS\DATA1\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\TRAFFIC SIGNALS\024104-ST.DWG PLOT DATE : 3/21/2016 3:39 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

**LEGEND**

- OVERHEAD SIGNAL CABLE
- LUMINAIRE & ARM
- CONTROL CABINET & TEMPORARY BASE
- TYPE 4 WOOD POLE
- SIGNAL HEAD
- TEMPORARY SIGNAL BASE
- LANE USE ARROW
- DETECTION ZONE
- TRAFFIC SIGNAL HEAD
- DON'T WALK INDICATOR 16" / WALK INDICATOR 16"
- BORING LOCATION

NOTE: ALL LENSES ARE 12-INCH.

N

PR. R/W (TYP.)

EX. R/W (TYP.)

CTH PD

CTH PD

FITCHRONA RD

TLE (TYP.)

WP1 WP2 WP3 WP4

76+00 WB 76+50 WB 77+00 WB 77+50 WB 78+00 WB 78+50 WB 79+00 WB 79+50 WB 80+00 WB 80+50 WB 81+00 WB 81+50 WB

76+00 EB 76+50 EB 77+00 EB 77+50 EB 78+00 EB 78+50 EB 79+00 EB 79+50 EB 80+50 EB 81+00 EB 81+50 EB 82+00 EB

32+00 31+00 30+00 29+00

25' 30' 30' 30'

NOTE: SHEET PROVIDED FOR INFORMATIONAL PURPOSES ONLY. PERMANENT SIGNAL, LIGHTING, AND ROADWAY LAYOUT SHOWN WITH TEMPORARY SIGNAL WOOD POLES AND OVERHEAD SPANS.

TEMPORARY TRAFFIC CONTROL SIGNAL
CTH PD & FITCHRONA RD
CITY OF FITCHBURG
DANE COUNTY
SIGNAL NO. LOCAL

LOCAL CONTACT: MIKE CHRISTOPH
DESIGNED BY: KL ENGINEERING
REVISED BY:

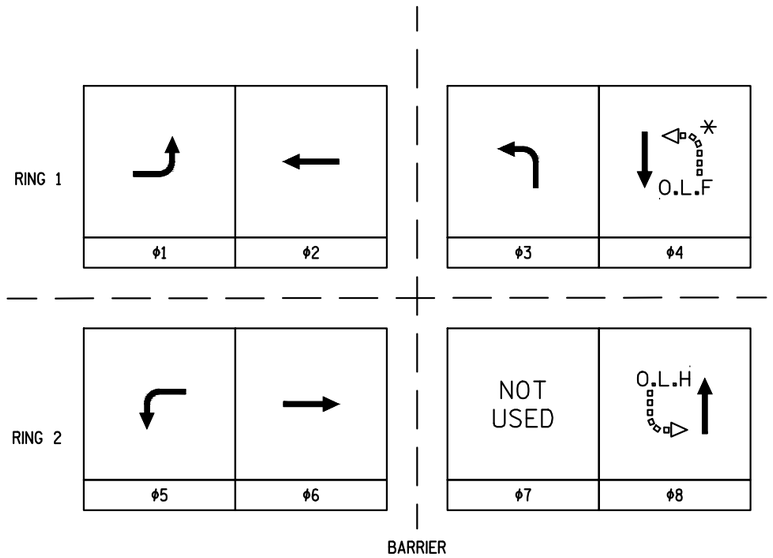
PAGE 5 OF 6

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TEMPORARY TRAFFIC SIGNAL PLAN - FINAL GEOMETRY | SHEET 408 | E |
|---|---|---|---|---|---|

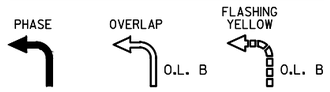
FILE NAME : \\KL1NAS\DATA1\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\TRAFFIC SIGNALS\024105-ST.DWG PLOT DATE : 3/21/2016 3:41 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

| | HEAD NUMBERS | FLASH |
|---|---|---|
| ϕ1 | 18-20 | R |
| ϕ2 | 1-3 | R |
| ϕ3 | 10-12 | R |
| ϕ4 | 21-23 | R |
| ϕ5 | 4-6 | R |
| ϕ6 | 13-17 | R |
| ϕ7 | | |
| ϕ8 | 7-9 | R |
| ϕ2 PED | | |
| ϕ4 PED | | |
| ϕ6 PED | | |
| ϕ8 PED | | |

| O.L. ASSIGNMENTS | | | |
|---|---|---|---|
| O.L.A | | | |
| O.L.B | | | |
| O.L.C | | | |
| O.L.D | | | |
| O.L.E | | | |
| O.L.F* | 10-12 | | ϕ3+ϕ4 |
| O.L.G | | | |
| O.L.H | 24-26 | | ϕ8 |




LEGEND




* O.L.F SHALL BE OMITTED WHILE PRE-STAGE LANE ASSIGNMENTS ARE IN PLACE DUE TO NB DUAL LEFT MOVEMENT

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

CONTROLLER LOGIC

| PHASE NUMBER | PHASE LOCKING | DUAL ENTRY W/ϕ | PHASE RECALL | PHASE ACTIVE |
|---|---|---|---|---|
| 1 | | | | X |
| 2 | X | 6 | MIN | X |
| 3 | | | | X |
| 4 | | 8 | MAX | X |
| 5 | | | | X |
| 6 | X | 2 | MIN | X |
| 7 | | | | |
| 8 | | 4 | | X |

PREEMPTION ASSIGNMENTS

| PREEMPTION DESIGNATION | PREEMPTION TYPE | EVP CHANNEL | PHASE(S) CALLED |
|---|---|---|---|
| 1 | RESERVED | - | - |
| 2 | RESERVED | - | - |
| 3 | EVP | A | 1+6 |
| 4 | EVP | B | 2+5 |
| 5 | EVP | C | 3+8 |
| 6 | NOT USED | - | - |
| 7 | NOT USED | - | - |
| 8 | NOT USED | - | - |
| 9 | NOT USED | - | - |
| 10 | NOT USED | - | - |

| TYPE OF INTERCONNECT | |
|---|---|
| NONE | X |
| TBC | |
| CLOSED LOOP TWISTED PAIR | |
| CLOSED LOOP FIBER OPTIC | |
| RADIO | |

| TYPE OF REMOTE COMMUNICATION | |
|---|---|
| NONE | X |
| FIBER | |
| CELL MODEM | |
| PHONE | |

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

DETECTOR LOGIC

| DETECTOR INPUT | 3 | 1 | 7 | 5 | 11 | 9 | 15 | 13 |
|---|---|---|---|---|---|---|---|---|
| DETECTOR #(S) | 11 | 21 | 31 | 51 | 61 | 81 | | |
| PHASE CALLED | 1 | 2 | 3 | 5 | 6 | 8 | | |
| PHASE EXTENDED | 1 | 2 | 3 | 5 | 6 | 8 | | |
| DISCONNECT TIME | | | | | | | | |
| CALLING DELAY | | | | | | | | |
| EXTENSION STRETCH | | | | | | | | |
| LOOP FUNCTION | | | | | | | | |

| 19 | 17 | 23 | 21 | 27 | 25 | 31 | 29 | DETECTOR INPUT |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | DETECTOR #(S) |
| | | | | | | | | PHASE CALLED |
| | | | | | | | | PHASE EXTENDED |
| | | | | | | | | DISCONNECT TIME |
| | | | | | | | | CALLING DELAY |
| | | | | | | | | EXTENSION STRETCH |
| | | | | | | | | LOOP FUNCTION |

| DETECTOR INPUT | 4 | 2 | 8 | 6 | 12 | 10 | 16 | 14 |
|---|---|---|---|---|---|---|---|---|
| DETECTOR #(S) | | | | | | | | |
| PHASE CALLED | | | | | | | | |
| PHASE EXTENDED | | | | | | | | |
| DISCONNECT TIME | | | | | | | | |
| CALLING DELAY | | | | | | | | |
| EXTENSION STRETCH | | | | | | | | |
| LOOP FUNCTION | | | | | | | | |

| 20 | 18 | 24 | 22 | 28 | 26 | 32 | 30 | DETECTOR INPUT |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | DETECTOR #(S) |
| | | | | | | | | PHASE CALLED |
| | | | | | | | | PHASE EXTENDED |
| | | | | | | | | DISCONNECT PHASE |
| | | | | | | | | CALLING DELAY |
| | | | | | | | | EXTENSION STRETCH |
| | | | | | | | | LOOP FUNCTION |

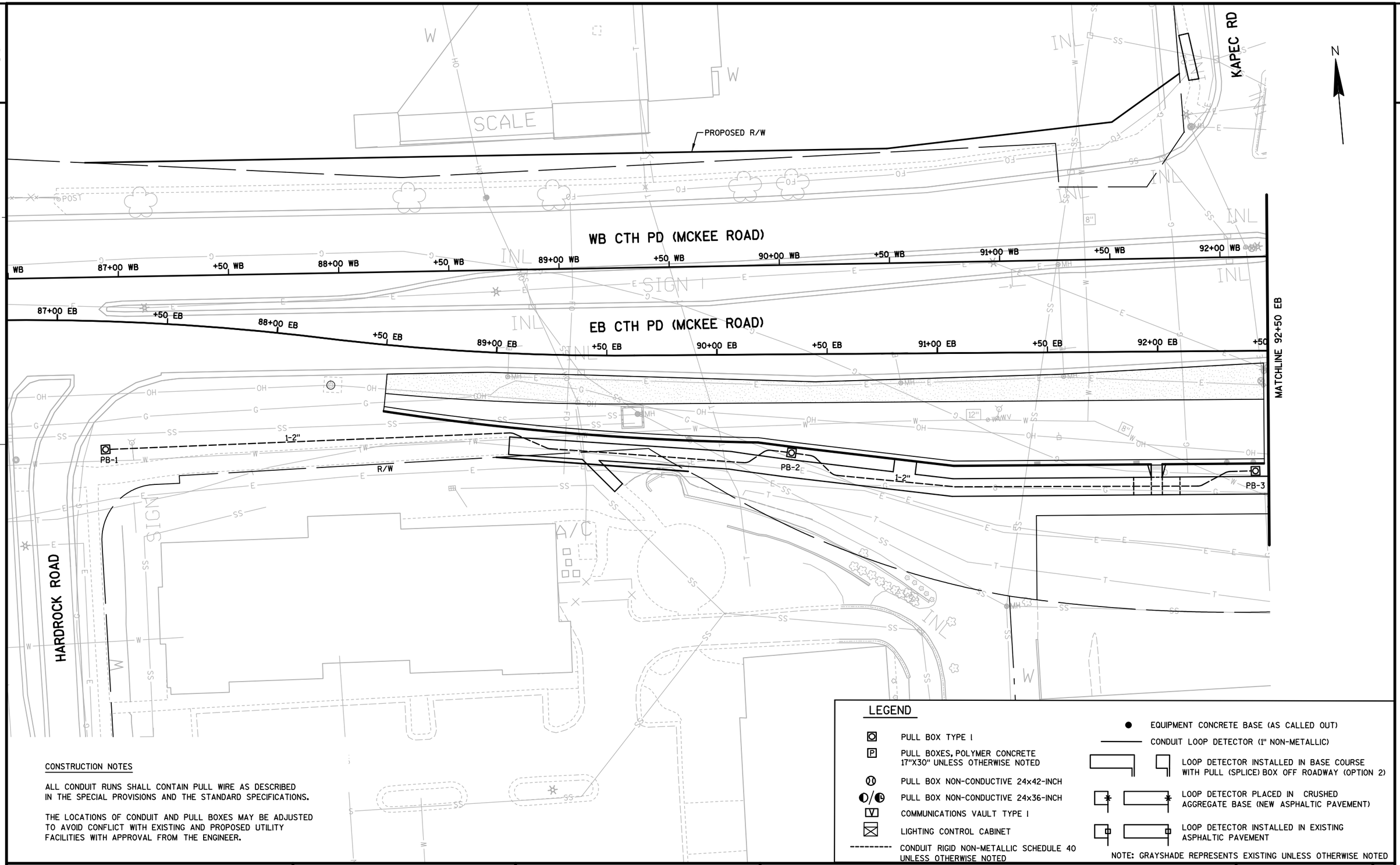
TEMPORARY TRAFFIC CONTROL SIGNAL
CTH PD & FITCHRONA RD
CITY OF FITCHBURG
DANE COUNTY
SIGNAL NO. LOCAL

LOCAL CONTACT: MIKE CHRISTOPH
DESIGNED BY: KL ENGINEERING
REVISED BY:



| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TEMPORARY SEQUENCE OF OPERATIONS | SHEET 409 | E |
|---|---|---|---|---|---|

FILE NAME : \\KL1NAS\DATA1\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\TRAFFIC SIGNALS\024301-PH.DWG
LAYOUT NAME - 024301-PH - SEQUENCE
PLOT DATE : 3/21/2016 3:41 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 42




CONSTRUCTION NOTES

ALL CONDUIT RUNS SHALL CONTAIN PULL WIRE AS DESCRIBED IN THE SPECIAL PROVISIONS AND THE STANDARD SPECIFICATIONS.

THE LOCATIONS OF CONDUIT AND PULL BOXES MAY BE ADJUSTED TO AVOID CONFLICT WITH EXISTING AND PROPOSED UTILITY FACILITIES WITH APPROVAL FROM THE ENGINEER.

LEGEND

- PULL BOX TYPE I
- PULL BOXES, POLYMER CONCRETE 17"X30" UNLESS OTHERWISE NOTED
- PULL BOX NON-CONDUCTIVE 24x42-INCH
- PULL BOX NON-CONDUCTIVE 24x36-INCH
- COMMUNICATIONS VAULT TYPE I
- LIGHTING CONTROL CABINET
- CONDUIT RIGID NON-METALLIC SCHEDULE 40 UNLESS OTHERWISE NOTED
- EQUIPMENT CONCRETE BASE (AS CALLED OUT)
- CONDUIT LOOP DETECTOR (1" NON-METALLIC)
- LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
- LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
- LOOP DETECTOR INSTALLED IN EXISTING ASPHALTIC PAVEMENT

NOTE: GRAYSHADE REPRESENTS EXISTING UNLESS OTHERWISE NOTED

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | ELECTRICAL CONDUIT | SHEET 410 | E |
|---|---|---|---|---|---|

2

N

63+00

+50 KR

62+00 KR

+50 WB

93+00 WB

EXPB-1

INSTALL VIDEO DETECTION CAMERA REQ'D, SEE DETAIL A

SIGN

R/W

1-2"

EXPB-2

PB-12

①

INSTALL CONDUIT INTO EXISTING ITEM

REMOVING PULL BOXES REQ'D

200' TO NEAR RIGHT

23

6'X20' 4 TURNS

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

INSTALL (2) CONDUIT RIGID NON-METALLIC SCHEDULE 80 3-INCH IN SAME TRENCH AS STORM SEWER INSTALLATION (SEE STORM SEWER SHEETS)

MATCHLINE 92+50 EB

EB

93+00 EB

+50 EB

94+00 EB

+50 EB

95+00 EB

+50 EB

96+00 EB

+50 EB

97+00 EB

+50 EB

98+00 EB

+50

MATCHLINE 98+50 EB

25+00 NR

81

EXPB-3

INSTALL (3) CONDUIT LOOP DETECTOR STUBS

PB-6

1-2"

PB-11

2-3"

PB-10

2-3"

PB-7

93

1-2"

PB-8

1-2"

PB-9

1-2"

PB-5

SEE LIGHTING PLAN

24+00 NR

23+00 NR

22+00 NR

INSTALL CONDUIT INTO EXISTING ITEM

PROPOSED R/W

②

PB-42

EXPB-21

175' TO NEAR RIGHT

82

6'X8' 3 TURNS

REMOVING PULL BOXES REQ'D

NESBITT ROAD

* PB-4 NOT USED

EXISTING SIGNAL HEAD

CAMERA

RISER REQ'D

EXISTING TROMBONE ARM

DETAIL A

CONSTRUCTION NOTES

ALL CONDUIT RUNS SHALL CONTAIN PULL WIRE AS DESCRIBED IN THE SPECIAL PROVISIONS AND THE STANDARD SPECIFICATIONS.

THE LOCATIONS OF CONDUIT AND PULL BOXES MAY BE ADJUSTED TO AVOID CONFLICT WITH EXISTING AND PROPOSED UTILITY FACILITIES WITH APPROVAL FROM THE ENGINEER.

① DISCONNECT LOOP DETECTOR LEAD-IN CABLE FROM LOOP DETECTOR WIRE, PULL AND COIL LEAD-IN CABLE IN EXPB-1. CABLE REMOVAL WILL BE PAID UNDER REMOVE CABLE BID ITEM. ONCE THE SANITARY SEWER RELOCATION IS COMPLETED AND THE CONDUIT AND PULL BOX HAVE BEEN REESTABLISHED, CABLE SHALL BE IMMEDIATELY REINSTALLED AND SPLICED (PAID UNDER REINSTALL CABLE BID ITEM). PULL BOX LOCATION SHOWN IN MISCELLANEOUS QUANTITIES PLACES PULL BOX IN FUTURE TERRACE.

② DISCONNECT LOOP DETECTOR LEAD-IN CABLE FROM LOOP DETECTOR WIRE, PULL AND COIL LEAD-IN CABLE IN EXPB-3. CABLE REMOVAL WILL BE PAID UNDER REMOVE CABLE BID ITEM. ONCE THE CONDUIT AND PULL BOX HAVE BEEN REESTABLISHED, CABLE SHALL BE REINSTALLED AND SPLICED (PAID UNDER REINSTALL CABLE BID ITEM).

LEGEND

- PULL BOX TYPE I
- PULL BOXES, POLYMER CONCRETE (FITCHBURG STANDARD)
- PULL BOX NON-CONDUCTIVE 24x42-INCH
- PULL BOX NON-CONDUCTIVE 24x36-INCH
- COMMUNICATIONS VAULT TYPE I
- LIGHTING CONTROL CABINET
- CONDUIT RIGID NON-METALLIC SCHEDULE 40 UNLESS OTHERWISE NOTED
- VIDEO DETECTION CAMERA (AUTOSCOPE)
- VIDEO DETECTION ZONE
- EQUIPMENT CONCRETE BASE (AS CALLED OUT)
- CONDUIT LOOP DETECTOR (1" NON-METALLIC)
- LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
- LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
- LOOP DETECTOR INSTALLED IN EXISTING ASPHALTIC PAVEMENT

NOTE: GRAYSHADE REPRESENTS EXISTING UNLESS OTHERWISE NOTED

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | ELECTRICAL CONDUIT | SHEET 411 | E |
|---|---|---|---|---|---|

## CONSTRUCTION NOTES

1. ALL CONDUIT RUNS SHALL CONTAIN PULL WIRE AS DESCRIBED IN THE SPECIAL PROVISIONS AND THE STANDARD SPECIFICATIONS.

   THE LOCATIONS OF CONDUIT AND PULL BOXES MAY BE ADJUSTED WITH APPROVAL FROM THE ENGINEER.

2. PRIOR TO THE INSTALLATION OF MEDIAN PAVEMENT, PLACE CONDUIT RIGID NON-METALLIC SCHEDULE 40 2-INCH BELOW PAVEMENT STRUCTURE. MAINTAIN CONDUIT INTEGRITY THROUGHOUT STORM SEWER AND WATER MAIN INSTALLATION. ONCE THE STORM SEWER AND WATER MAIN INSTALLATION IS COMPLETE, LOCATE CONDUIT RIGID NON-METALLIC SCHEDULE 40 2-INCH AND INSTALL CONCRETE BASES TYPE 2, TRANSFORMER BASE BREAKAWAY 11½-INCH BOLT CIRCLE, POLES TYPE 2, TROMBONE ARMS 20-FT AND DEPARTMENT FURNISHED VEHICLE DETECTION.

3. PRIOR TO REMOVING THE EXISTING LIGHT POLE (EXLP-1), DISCONNECT THE LIGHTING SPLICE IN EXSB-1 THAT FEEDS EXLP-1 TO DE-ENERGIZE THE RUN.

## LEGEND

- PULL BOX TYPE I
- PULL BOXES, POLYMER CONCRETE (FITCHBURG STANDARD)
- PULL BOX NON-CONDUCTIVE 24x42-INCH
- PULL BOX NON-CONDUCTIVE 24x36-INCH
- COMMUNICATIONS VAULT TYPE I
- LIGHTING CONTROL CABINET
- CONDUIT RIGID NON-METALLIC SCHEDULE 40 UNLESS OTHERWISE NOTED
- EQUIPMENT CONCRETE BASE (AS CALLED OUT)
- CONDUIT LOOP DETECTOR (1" NON-METALLIC)
- LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
- LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
- LOOP DETECTOR INSTALLED IN EXISTING ASPHALTIC PAVEMENT

NOTE: GRAYSHADE REPRESENTS EXISTING UNLESS OTHERWISE NOTED

N

MATCHLINE 904+00 VR

EB CTH PD (MCKEE ROAD)

INSTALL (2) CONDUIT RIGID NON-METALLIC SCHEDULE 80 3-INCH AND CONDUIT HDPE 3-DUCT 2-INCH IN SAME TRENCH AS STORM SEWER INSTALLATION

3-DUCT 2-INCH

2-3"

REMOVE AND SALVAGE EXISTING BLANK OUT SIGN

REMOVE AND SALVAGE EXISTING BLANK OUT SIGN

EXSB-1

MATCHLINE 98+50 EB

99+00 EB

+50 EB

100+00 EB

+50 EB

101+00 EB

+50 EB

102+00 EB

MATCHLINE 102+00 EB

INSTALL (2) CONDUIT RIGID NON-METALLIC SCHEDULE 80 3-INCH IN SAME TRENCH AS STORM SEWER INSTALLATION (SEE STORM SEWER SHEETS)

EXPB-4

INSTALL CONDUIT INTO EXISTING ITEM

INSTALL (2) CONDUIT RIGID NON-METALLIC SCHEDULE 80 3-INCH IN SAME TRENCH AS STORM SEWER INSTALLATION (SEE STORM SEWER SHEETS)

PB-14

1-2"

2-3"

PB-18

PB-17

PB-15

T5

T6

1-2"

ABANDON LOOP

PB-13

CV-3

EXPB-5

ABANDONED LOOP

REMOVING PULL BOXES REQ'D

75&76
6'x30'

PB-16

1-2"

1-2"

1-2"

R-13-264

+50 D

101+00 D

D RAMP

100+00 D

MATCHLINE 99+75 D

② STA. 901+67 VR, 10.5' RT

SEE TRAFFIC SIGNALS - NON-INTRUSIVE DETECTION SHEETS FOR ADDITIONAL INFORMATION

WB USH 18/151 (VERONA RD)

EB USH 18/151 (VERONA RD)

MATCHLINE 900+50 VR

EXPB-6

REMOVING PULL BOXES REQ'D

CONCRETE BASES TYPE 5

SB-1

1-2"

1-2"

CONDUIT HDPE 3-DUCT 2-INCH

MATCHLINE 900+50 VR

EXLP-1

③

REMOVE EXISTING WISDOT-OWNED LIGHT POLE ASSEMBLY REQ'D, REMOVING CONCRETE BASES REQ'D

PB-19

76&77
6'x6'

77

78

57

58

57&58
6'x6'

2-3"

PB-20

1-2"

1-2"

EB USH 18/151 (VERONA RD)

1-2"

PB-21

MD-2

CONCRETE BASES TYPE 5

EXPB-7

REMOVING PULL BOXES REQ'D

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | ELECTRICAL CONDUIT | SHEET 412 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\024002a_sp.dgn PLOT DATE : 4/14/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

3-DUCT 2-INCH
2-3"

END AND CAP CONDUIT. PROVIDE CONDUIT LOCATION (STATION/OFFSET) TO FIELD ENGINEER

INSTALL (2) CONDUIT RIGID NON-METALLIC SCHEDULE 80 3-INCH AND CONDUIT HDPE 3-DUCT 2-INCH IN SAME TRENCH AS STORM SEWER INSTALLATION

WB USH 18/151 (VERONA RD)

EB USH 18/151 (VERONA RD)

MATCHLINE 904+00 VR

0 VR | +50 VR | 905+00 VR | +50 VR | 906+00 VR | +50 VR | 907+00 VR | +50 VR | 908+00 VR | +50 VR | 909+00 VR | +50 VR | 910+0

1-2"

REMOVE AND SALVAGE EXISTING BLANK OUT SIGN

104+00 B | +50 B | 105+00 B | +50 B | 106+00 B | +50 B | 107+00 B | +50 B | 108+00 B | +50 B | 109+00 B | +50 B | 11

REMOVE AND SALVAGE EXISTING BLANK OUT SIGN

INSTALL (2) CONDUIT SPECIAL 3-INCH (SEE LIGHTING PLAN FOR ADDITIONAL CONDUIT)

1-2"

SB-5

CONCRETE BASES TYPE 5

R-13-269

1-3"
1-3"

PB-23

PB-22

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

CONSTRUCTION NOTES

ALL CONDUIT RUNS SHALL CONTAIN PULL WIRE AS DESCRIBED IN THE SPECIAL PROVISIONS AND THE STANDARD SPECIFICATIONS.

THE LOCATIONS OF CONDUIT AND PULL BOXES MAY BE ADJUSTED TO AVOID CONFLICT WITH EXISTING AND PROPOSED UTILITY FACILITIES WITH APPROVAL FROM THE ENGINEER.

LEGEND

- PULL BOX TYPE I
- PULL BOXES, POLYMER CONCRETE 17"X30" UNLESS OTHERWISE NOTED
- PULL BOX NON-CONDUCTIVE 24x42-INCH
- PULL BOX NON-CONDUCTIVE 24x36-INCH
- COMMUNICATIONS VAULT TYPE I
- LIGHTING CONTROL CABINET
- CONDUIT RIGID NON-METALLIC SCHEDULE 40 UNLESS OTHERWISE NOTED
- EQUIPMENT CONCRETE BASE (AS CALLED OUT)
- CONDUIT LOOP DETECTOR (1" NON-METALLIC)
- LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
- LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
- LOOP DETECTOR INSTALLED IN EXISTING ASPHALTIC PAVEMENT

NOTE: GRAYSHADE REPRESENTS EXISTING UNLESS OTHERWISE NOTED

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | ELECTRICAL CONDUIT | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\024002b_sp.dgn PLOT DATE : 4/14/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

## LEGEND

- PULL BOX TYPE I
- PULL BOXES, POLYMER CONCRETE 17"X30" UNLESS OTHERWISE NOTED
- PULL BOX NON-CONDUCTIVE 24x42-INCH
- PULL BOX NON-CONDUCTIVE 24x36-INCH
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- LIGHTING CONTROL CABINET
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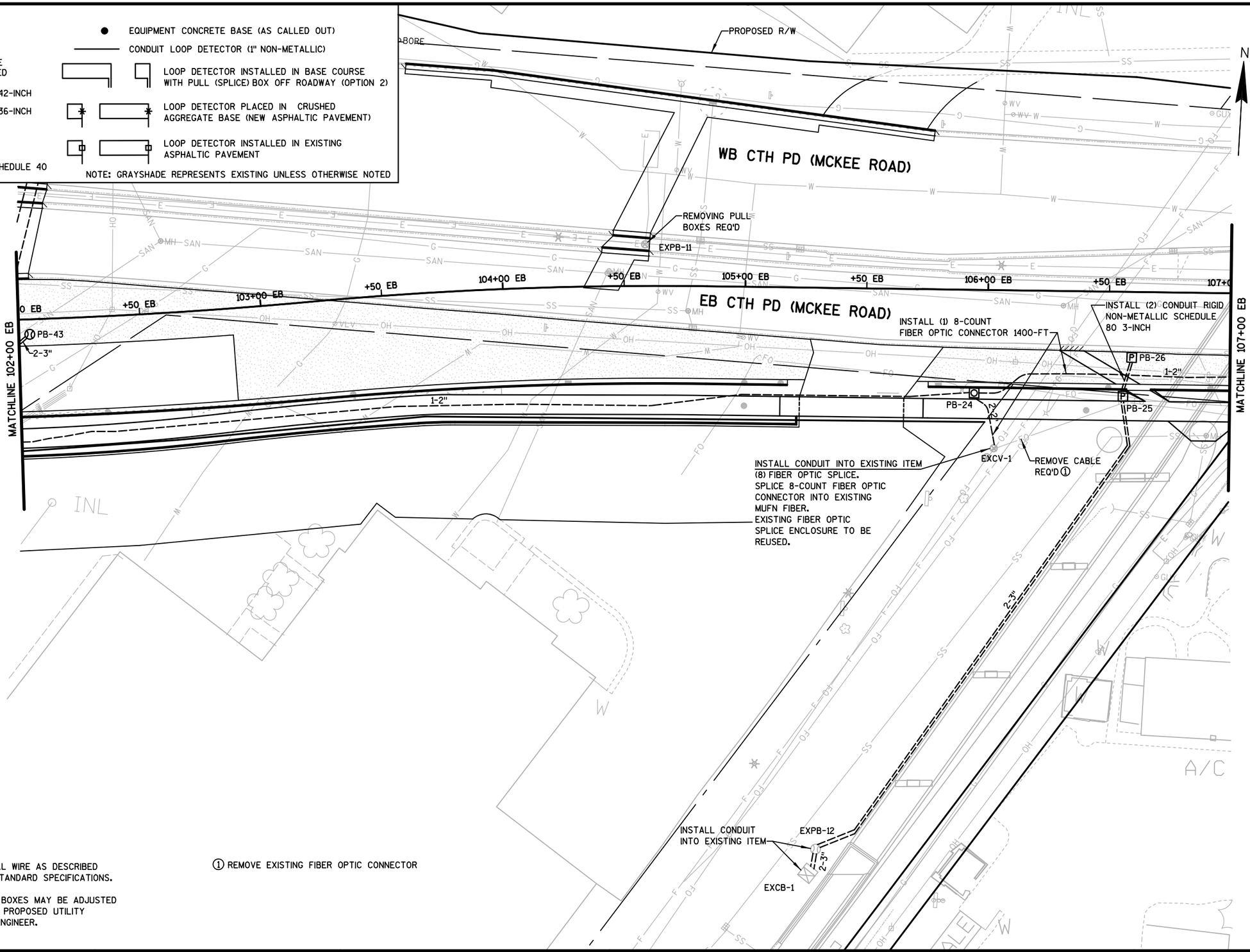


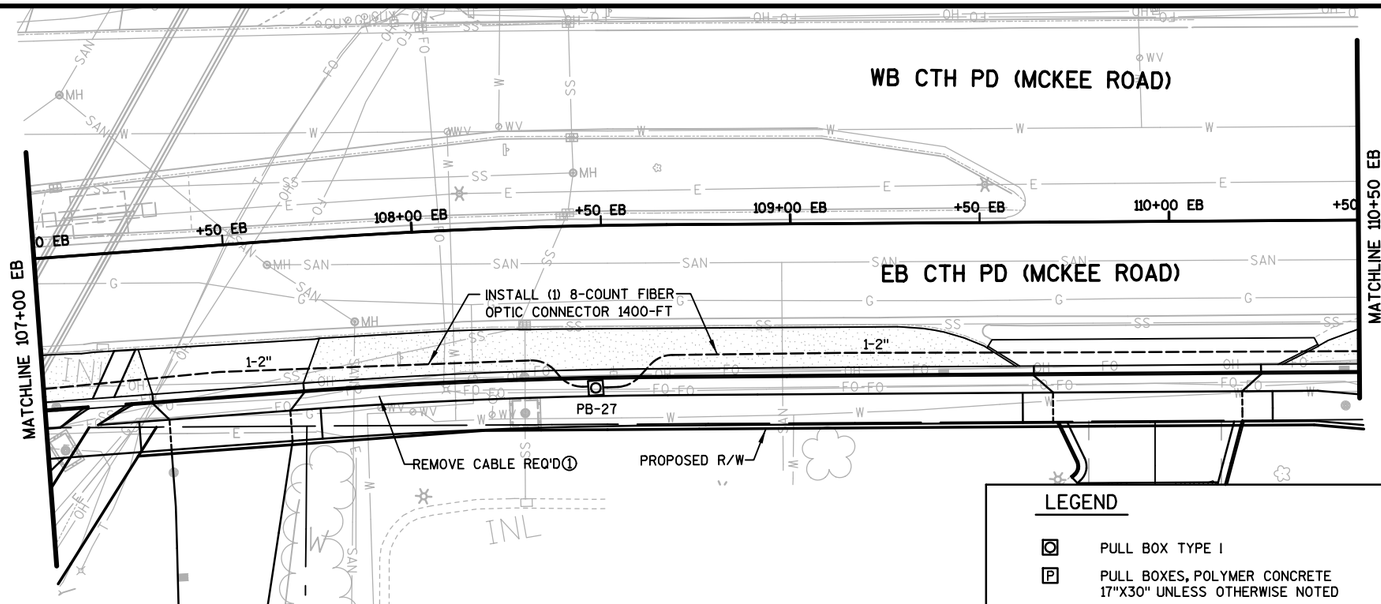

### CONSTRUCTION NOTES

ALL CONDUIT RUNS SHALL CONTAIN PULL WIRE AS DESCRIBED IN THE SPECIAL PROVISIONS AND THE STANDARD SPECIFICATIONS.

THE LOCATIONS OF CONDUIT AND PULL BOXES MAY BE ADJUSTED TO AVOID CONFLICT WITH EXISTING AND PROPOSED UTILITY FACILITIES WITH APPROVAL FROM THE ENGINEER.

① REMOVE EXISTING FIBER OPTIC CONNECTOR

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | ELECTRICAL CONDUIT | SHEET 414 | E |
|---|---|---|---|---|---|




① REMOVE EXISTING FIBER OPTIC CONNECTOR

## LEGEND

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- PULL BOX NON-CONDUCTIVE 24x42-INCH
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- COMMUNICATIONS VAULT TYPE I
- LIGHTING CONTROL CABINET
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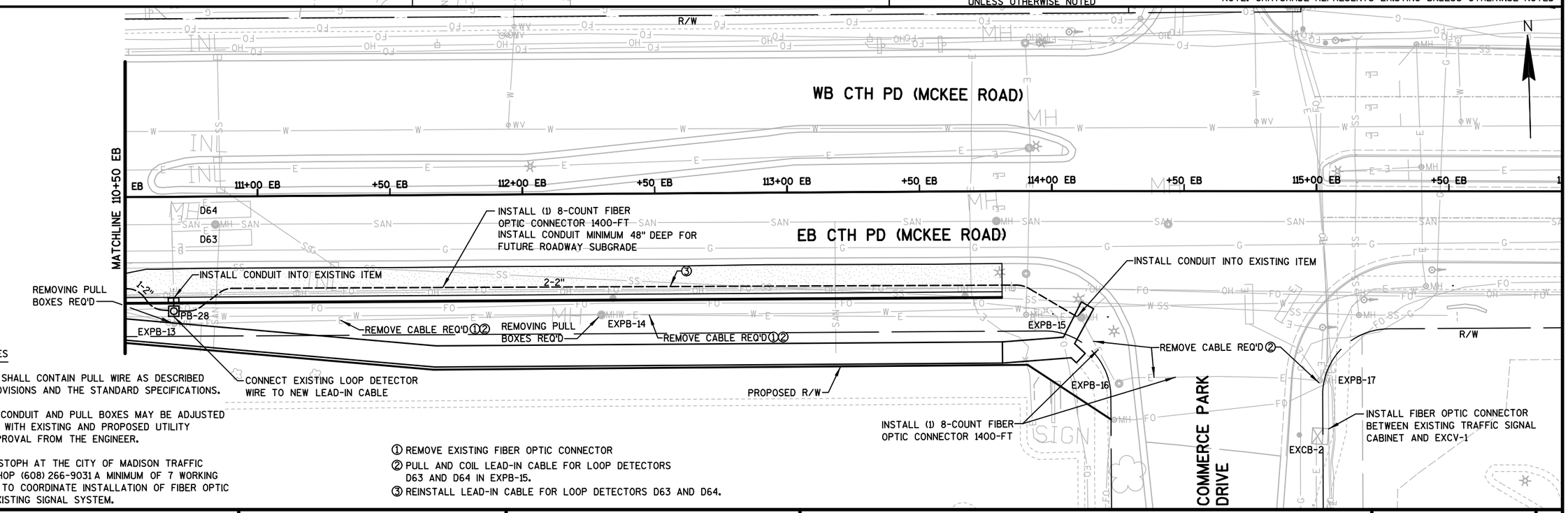


### CONSTRUCTION NOTES

ALL CONDUIT RUNS SHALL CONTAIN PULL WIRE AS DESCRIBED IN THE SPECIAL PROVISIONS AND THE STANDARD SPECIFICATIONS.

THE LOCATIONS OF CONDUIT AND PULL BOXES MAY BE ADJUSTED TO AVOID CONFLICT WITH EXISTING AND PROPOSED UTILITY FACILITIES WITH APPROVAL FROM THE ENGINEER.

CONTACT MIKE CHRISTOPH AT THE CITY OF MADISON TRAFFIC ENGINEERING WORKSHOP (608) 266-9031 A MINIMUM OF 7 WORKING DAYS IN ADVANCED TO COORDINATE INSTALLATION OF FIBER OPTIC CONNECTOR INTO EXISTING SIGNAL SYSTEM.

① REMOVE EXISTING FIBER OPTIC CONNECTOR
② PULL AND COIL LEAD-IN CABLE FOR LOOP DETECTORS D63 AND D64 IN EXPB-15.
③ REINSTALL LEAD-IN CABLE FOR LOOP DETECTORS D63 AND D64.

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | ELECTRICAL CONDUIT | SHEET 415 | E |
|---|---|---|---|---|---|

## LEGEND

- PULL BOX TYPE I
- PULL BOXES, POLYMER CONCRETE 17"X30" UNLESS OTHERWISE NOTED
- PULL BOX NON-CONDUCTIVE 24x42-INCH
- PULL BOX NON-CONDUCTIVE 24x36-INCH
- COMMUNICATIONS VAULT TYPE I
- LIGHTING CONTROL CABINET
- CONDUIT RIGID NON-METALLIC SCHEDULE 40 UNLESS OTHERWISE NOTED
- EQUIPMENT CONCRETE BASE (AS CALLED OUT)
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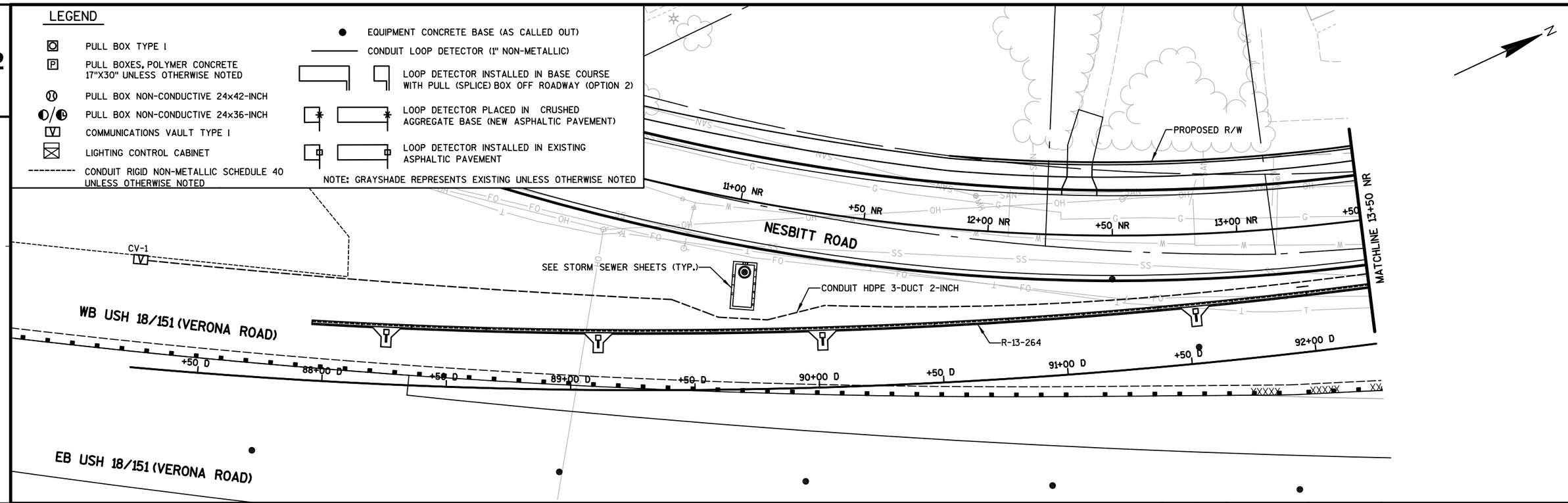
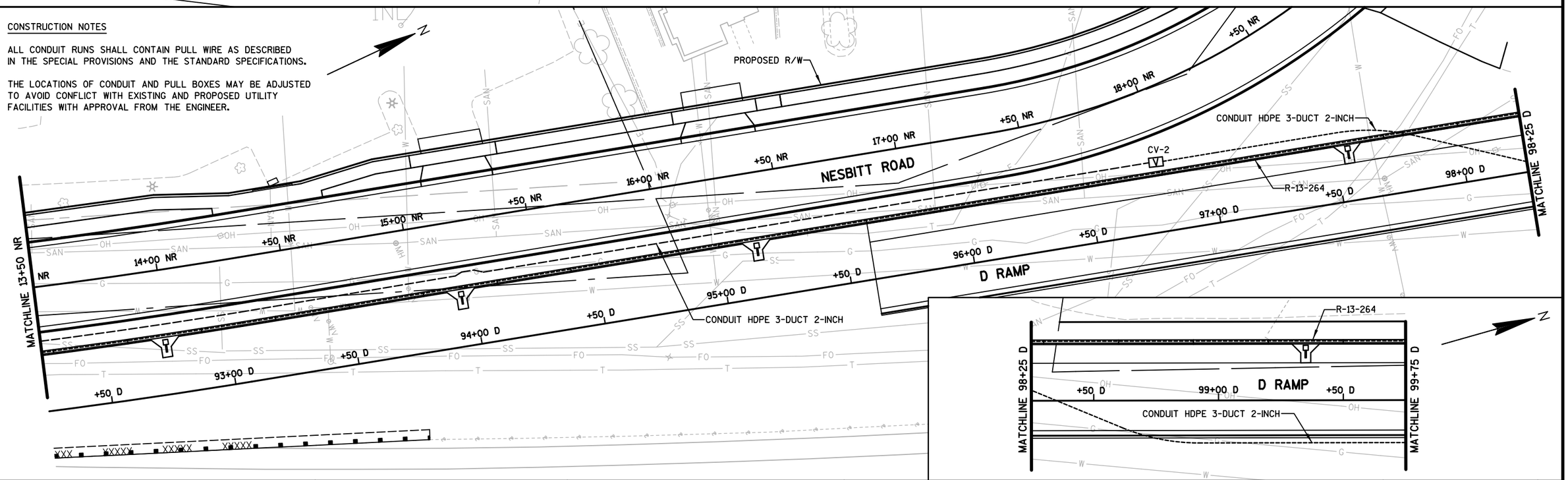


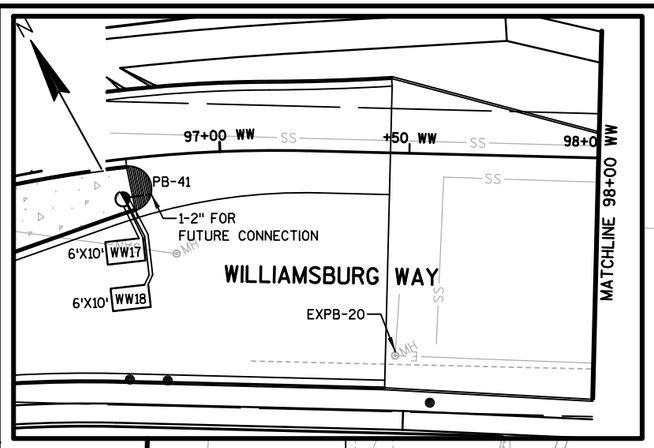

CONSTRUCTION NOTES

ALL CONDUIT RUNS SHALL CONTAIN PULL WIRE AS DESCRIBED IN THE SPECIAL PROVISIONS AND THE STANDARD SPECIFICATIONS.

THE LOCATIONS OF CONDUIT AND PULL BOXES MAY BE ADJUSTED TO AVOID CONFLICT WITH EXISTING AND PROPOSED UTILITY FACILITIES WITH APPROVAL FROM THE ENGINEER.




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | ELECTRICAL CONDUIT | SHEET 416 | E |
|---|---|---|---|---|---|




LEGEND

- PULL BOX TYPE I
- PULL BOXES, POLYMER CONCRETE 17"X30" UNLESS OTHERWISE NOTED
- PULL BOX NON-CONDUCTIVE 24x42-INCH
- PULL BOX NON-CONDUCTIVE 24x36-INCH
- COMMUNICATIONS VAULT TYPE I
- LIGHTING CONTROL CABINET
- CONDUIT RIGID NON-METALLIC SCHEDULE 40 UNLESS OTHERWISE NOTED
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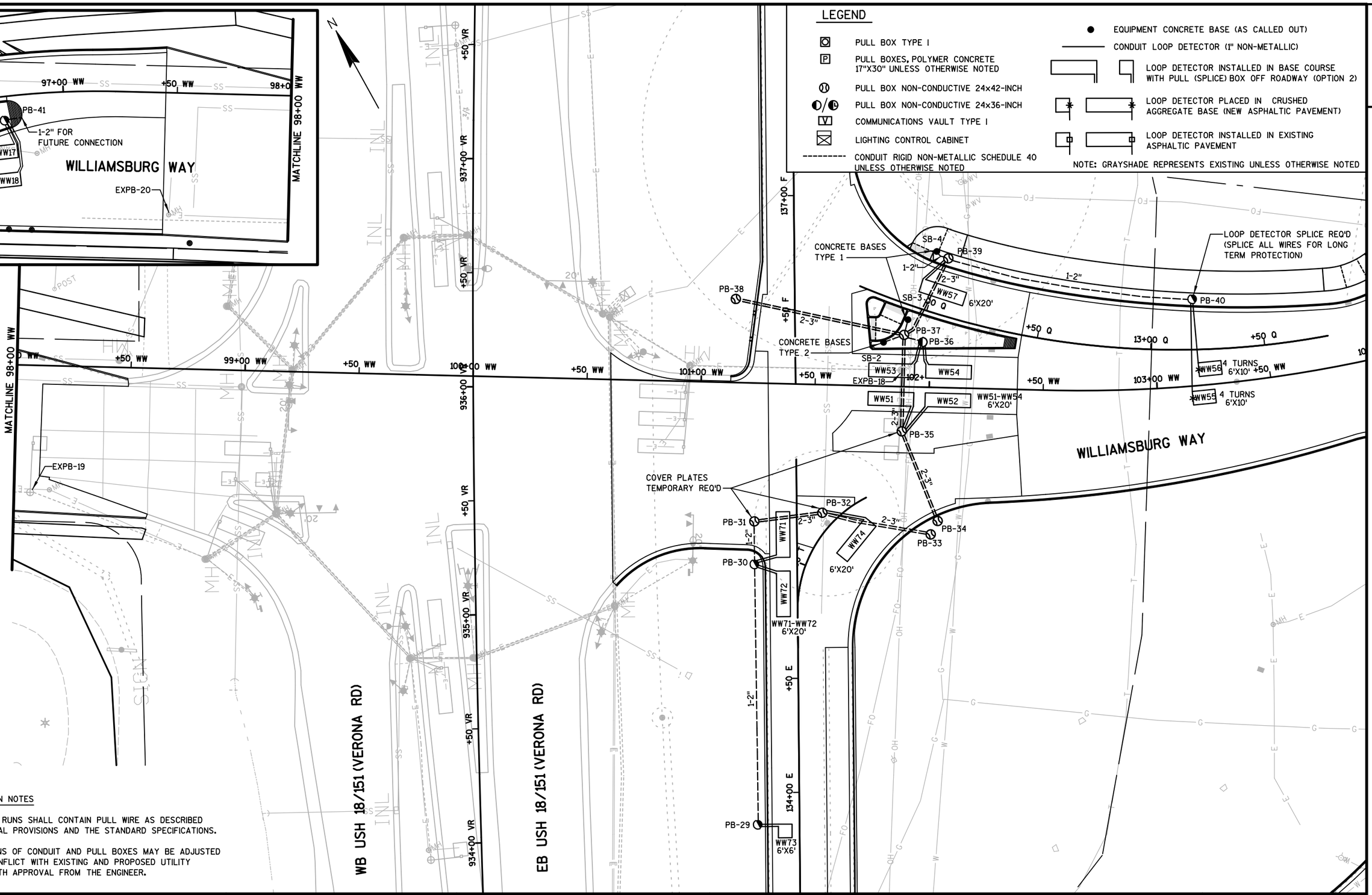
- LOOP DETECTOR INSTALLED IN EXISTING ASPHALTIC PAVEMENT

NOTE: GRAYSHADE REPRESENTS EXISTING UNLESS OTHERWISE NOTED




CONSTRUCTION NOTES

ALL CONDUIT RUNS SHALL CONTAIN PULL WIRE AS DESCRIBED IN THE SPECIAL PROVISIONS AND THE STANDARD SPECIFICATIONS.

THE LOCATIONS OF CONDUIT AND PULL BOXES MAY BE ADJUSTED TO AVOID CONFLICT WITH EXISTING AND PROPOSED UTILITY FACILITIES WITH APPROVAL FROM THE ENGINEER.

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | ELECTRICAL CONDUIT | SHEET 417 | E |
|---|---|---|---|---|---|

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

A RAMP

R-13-264

88+00 D
+50 D
89+00 D
+50 D
90+00 D
+50 D
91+00 D

888+00 VR
+50 VR
889+00 VR
+50 VR
890+00 VR
+50 VR
891+00 VR
+50 VR
892+00 VR
+50 VR
893+00 VR
+50 VR
894+00 VR

88+00 A
+50 A
89+00 A
+50 A
90+00 A
+50 A
91+00 A
+50 A
92+00 A
+50 A
93+00 A
+50 A
94+00 A

REMOVING PULL BOXES REQ'D

EXLP-3
EXPB-22
EXLP-4

REMOVE EXISTING WISDOT-OWNED LIGHT POLE ASSEMBLY REQ'D
REMOVING CONCRETE BASES REQ'D

EXLP-5
EXLP-6

EXCB-3

REMOVE EXISTING WISDOT-OWNED LIGHTING CABINET REQ'D
REMOVING CONCRETE BASES REQ'D

REMOVING PULL BOXES REQ'D

EXPB-23
EXLP-7

REMOVE EXISTING WISDOT-OWNED LIGHT POLE ASSEMBLY REQ'D
REMOVING CONCRETE BASES REQ'D

REMOVE EXISTING WISDOT-OWNED LIGHT POLE ASSEMBLY REQ'D
REMOVING CONCRETE BASES REQ'D

EXLP-8

EXLP-9

REMOVE EXISTING WISDOT-OWNED LIGHT POLE ASSEMBLY REQ'D
REMOVING CONCRETE BASES REQ'D

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | ELECTRICAL PULL BOX AND BASE REMOVAL | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\024005b_sp.dgn
PLOT DATE : 3/31/2016
PLOT BY : _username_
PLOT NAME :
PLOT SCALE : $$.....plotscale.....$$
WISDOT/CADDS SHEET 42

## LEGEND

- PULL BOX TYPE I
- PULL BOXES, POLYMER CONCRETE
- PULL BOX NON-CONDUCTIVE 24x42-INCH
- PULL BOX NON-CONDUCTIVE 24x36-INCH
- CONDUIT RIGID NON-METALLIC SCHEDULE 40 UNLESS OTHERWISE NOTED
- 20' — CONCRETE BASES TYPE 2, POLES TYPE 2, TROMBONE ARMS 20-FT, AND TRANSFORMER BASES BREAKWAY 11½-INCH BOLT CIRCLE
- VIDEO DETECTION ZONE
- MICROWAVE DETECTION ZONE
- VIDEO CAMERA
- MICROWAVE DETECTOR

NOTE: GRAYSHADE REPRESENTS EXISTING UNLESS OTHERWISE NOTED

N

WB USH 18/151 (VERONA RD)

EB USH 18/151 (VERONA RD)

MATCHLINE 905+50 VR

+50 VR

54V

53V

52V

51V

VD-2 (GRIDSMART)

MD-3 (WAVETRONIXS UNIT)

VD-1 (GRIDSMART)

INSTALL DEPARTMENT FURNISHED VEHICLE DETECTOR

904+00 VR

903+00 VR

EXCB-3

SEE ELECTRICAL CONDUIT SHEETS FOR ADDITIONAL INFORMATION (TYP.)

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

43V 44V 41V 42V 71V 72V 73V 74V

32V 31V 34V 33V 83V 81V 84V 82V

11V

12V

2-3"

99+00 EB

100+00 EB

101+00 EB

102+00 EB

103+00 EB

104+00 EB

105+00 EB

MATCHLINE 902+00 VR

INL

MH

POST SIGN POST

2

① ONCE THE STORM SEWER AND WATER MAIN INSTALLATION IN STAGE 1 PHASE 4 IS COMPLETE, LOCATE CONDUIT RIGID NON-METALLIC SCHEDULE 40 2-INCH AND INSTALL CONCRETE BASES TYPE 2, TRANSFORMER BASE BREAKAWAY 11 1/2-INCH BOLT CIRCLE, POLES TYPE 2, TROMBONE ARMS 20-FT, AND INSTALL DEPARTMENT FURNISHED VEHICLE DETECTION, USH 18 & CTH PD.

LEGEND

- PULL BOX TYPE I
- PULL BOXES, POLYMER CONCRETE
- PULL BOX NON-CONDUCTIVE 24x42-INCH
- PULL BOX NON-CONDUCTIVE 24x36-INCH
- CONDUIT RIGID NON-METALLIC SCHEDULE 40 UNLESS OTHERWISE NOTED
- 20' CONCRETE BASES TYPE 2, POLES TYPE 2, TROMBONE ARMS 20-FT, AND TRANSFORMER BASES BREAKAWAY 11½-INCH BOLT CIRCLE
- VIDEO DETECTION ZONE
- MICROWAVE DETECTION ZONE
- VIDEO CAMERA
- MICROWAVE DETECTOR

NOTE: GRAYSHADE REPRESENTS EXISTING UNLESS OTHERWISE NOTED

N

SEE ELECTRICAL CONDUIT SHEETS FOR ADDITIONAL INFORMATION (TYP.)

WB USH 18/151 (VERONA RD)

+50 VR | 897+00 VR | +50 VR | 898+00 VR | +50 VR | 899+00 VR | +50 VR | 900+00 VR | +50 VR | 901+00 VR | +50 VR | 902+00 VR

MATCHLINE 902+00 VR

① MD-1 20'

(WAVETRONIXS UNIT)

61M 500' TO NEAR RIGHT SIGNAL

EB USH 18/151 (VERONA RD)

SEE ELECTRICAL CONDUIT SHEETS FOR ADDITIONAL INFORMATION (TYP.)

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC SIGNALS - NON-INTRUSIVE DETECTION | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\024006a_sp.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

## LEGEND

- PULL BOX TYPE I
- PULL BOXES, POLYMER CONCRETE
- PULL BOX NON-CONDUCTIVE 24x42-INCH
- PULL BOX NON-CONDUCTIVE 24x36-INCH
- CONDUIT RIGID NON-METALLIC SCHEDULE 40 UNLESS OTHERWISE NOTED
- 20' — CONCRETE BASES TYPE 2, POLES TYPE 2, TROMBONE ARMS 20-FT, AND TRANSFORMER BASES BREAKWAY 11½-INCH BOLT CIRCLE
- VIDEO DETECTION ZONE
- MICROWAVE DETECTION ZONE
- VIDEO CAMERA
- MICROWAVE DETECTOR

NOTE: GRAYSHADE REPRESENTS EXISTING UNLESS OTHERWISE NOTED

N

500' TO NEAR RIGHT SIGNAL 2M

WB USH 18/151 (VERONA RD)

INL

MATCHLINE 905+50 VR

VR 906+00 VR +50 VR 907+00 VR +50 VR 908+00 VR +50 VR 909+00 VR +50 VR 910+00 VR +50 VR 911+00 VR +50

EB USH 18/151 (VERONA RD)

SEE ELECTRICAL CONDUIT SHEETS FOR ADDITIONAL INFORMATION (TYP.)

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC SIGNALS - NON-INTRUSIVE DETECTION | SHEET 421 | E |
|---|---|---|---|---|---|

2

## LEGEND

- PULL BOX TYPE I
- PULL BOXES, POLYMER CONCRETE
- PULL BOX NON-CONDUCTIVE 24x42-INCH
- PULL BOX NON-CONDUCTIVE 24x36-INCH
- CONDUIT RIGID NON-METALLIC SCHEDULE 40 UNLESS OTHERWISE NOTED
- 20' CONCRETE BASES TYPE 2, POLES TYPE 2, TROMBONE ARMS 20-FT, AND TRANSFORMER BASES BREAKWAY 11½-INCH BOLT CIRCLE
- VIDEO DETECTION ZONE
- MICROWAVE DETECTION ZONE
- VIDEO CAMERA
- MICROWAVE DETECTOR

NOTE: GRAYSHADE REPRESENTS EXISTING UNLESS OTHERWISE NOTED

MATCHLINE 937+50 VR

937+00 VR

936+00 VR

935+00 VR

+50 VR

0 VR

WILLIAMSBURG WAY

WB USH 18/151 (VERONA RD)

EB USH 18/151 (VERONA RD)

MATCHLINE 934+00 VR

+50 WW

98+00 WW

99+00 WW

100+00 WW

101+00 WW

102+00 WW

103+00 WW

51V

52V

81V

82V

83V

11V

12V

41V

42V

43V

VD-4 (GRIDSMART)

MD-4 (INTERSECTOR)

VD-3 (GRIDSMART)

MD-2 (INTERSECTOR)

INSTALL DEPARTMENT FURNISHED VEHICLE DETECTOR

INSTALL DEPARTMENT FURNISHED VEHICLE DETECTOR

SEE ELECTRICAL CONDUIT SHEETS FOR ADDITIONAL INFORMATION (TYP.)

SIGN

POST

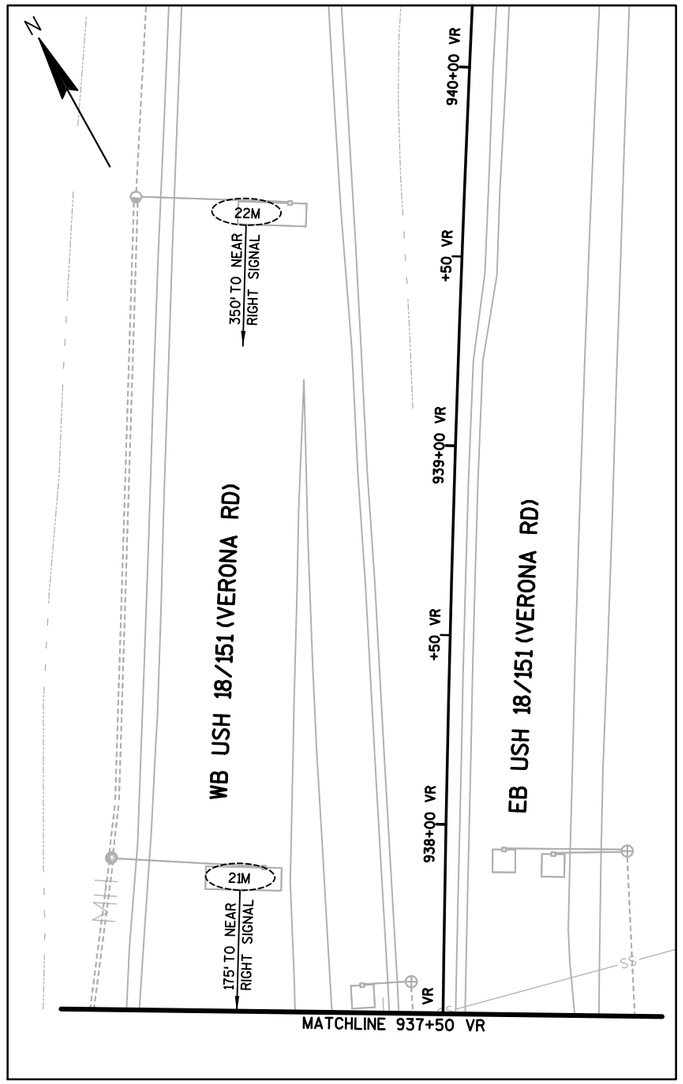
20'

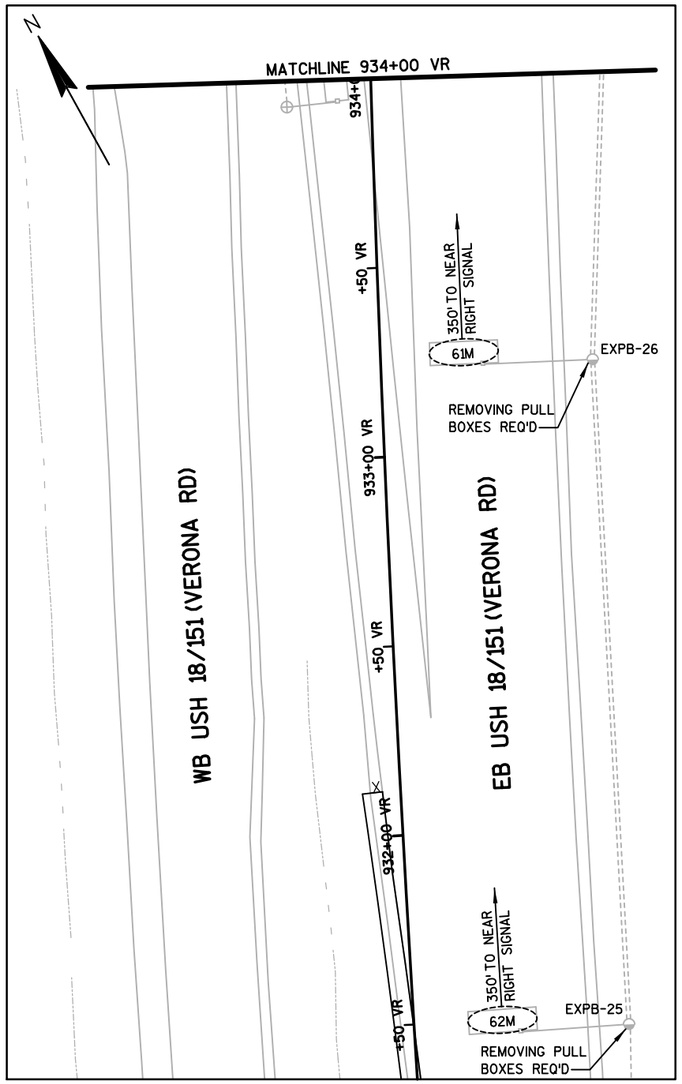
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC SIGNALS - NON-INTRUSIVE DETECTION | SHEET 422 | E |
|---|---|---|---|---|---|

## LEGEND

- PULL BOX TYPE I
- PULL BOXES, POLYMER CONCRETE
- PULL BOX NON-CONDUCTIVE 24x42-INCH
- PULL BOX NON-CONDUCTIVE 24x36-INCH
- CONDUIT RIGID NON-METALLIC SCHEDULE 40 UNLESS OTHERWISE NOTED
- 20' — CONCRETE BASES TYPE 2, POLES TYPE 2, TROMBONE ARMS 20-FT, AND TRANSFORMER BASES BREAKWAY 11½-INCH BOLT CIRCLE
- VIDEO DETECTION ZONE
- MICROWAVE DETECTION ZONE
- VIDEO CAMERA
- MICROWAVE DETECTOR

NOTE: GRAYSHADE REPRESENTS EXISTING UNLESS OTHERWISE NOTED




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC SIGNALS - NON-INTRUSIVE DETECTION | SHEET 423 | E |
|---|---|---|---|---|---|

## LEGEND

- PULL BOX TYPE I
- PULL BOX TYPE III
- PULL BOX TYPE V
- SIGNAL HEAD, CONCRETE BASE, TYPE G
- CONCRETE BASES TYPE P
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- LANE DESIGNATION FOR INFORMATION ONLY
- CONDUIT RIGID NON-METALLIC SCHEDULE 40 2-INCH UNLESS OTHERWISE NOTED
- CONDUIT LOOP DETECTOR (1" NON-METALLIC)
- YIELD SIGN
- STOP SIGN
- VIDEO DETECTION CAMERA (AUTOSCOPE)

NOTE: GRAYSHADE REPRESENTS EXISTING UNLESS OTHERWISE NOTED

- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
- LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE
- LOOP DETECTOR INSTALLED IN EXISTING ASPHALTIC PAVEMENT
- VIDEO DETECTION ZONE
- MONOTUBE BASE, POLE (TYPE 9), 15'-30' ARM, CONCRETE BASE (TYPE 10), 24" BOLT CIRCLE
- SIGNAL HEAD, TROMBONE ARM, 7 GA 20' POLE, CONCRETE BASE (TYPE LB-8), 11" BOLT CIRCLE
- SIGNAL HEAD, TROMBONE ARM, 7 GA 30' POLE, 20" STEEL TRANSFORMER BASE, CONCRETE BASE (TYPE LB-8), 15" BOLT CIRCLE, LUMINAIRE AND 12' ARM (120V, LED-C)
- SIGNAL HEAD, 11 GA 30' POLE, 16" STEEL TRANSFORMER BASE, CONCRETE BASE (TYPE LB-3), 11" BOLT CIRCLE, LUMINAIRE AND 12' ARM (120V, LED-C)
- PEDESTRIAN HEAD WITH PUSH BUTTON
- EVP DETECTOR HEAD, EVP DESIGNATOR

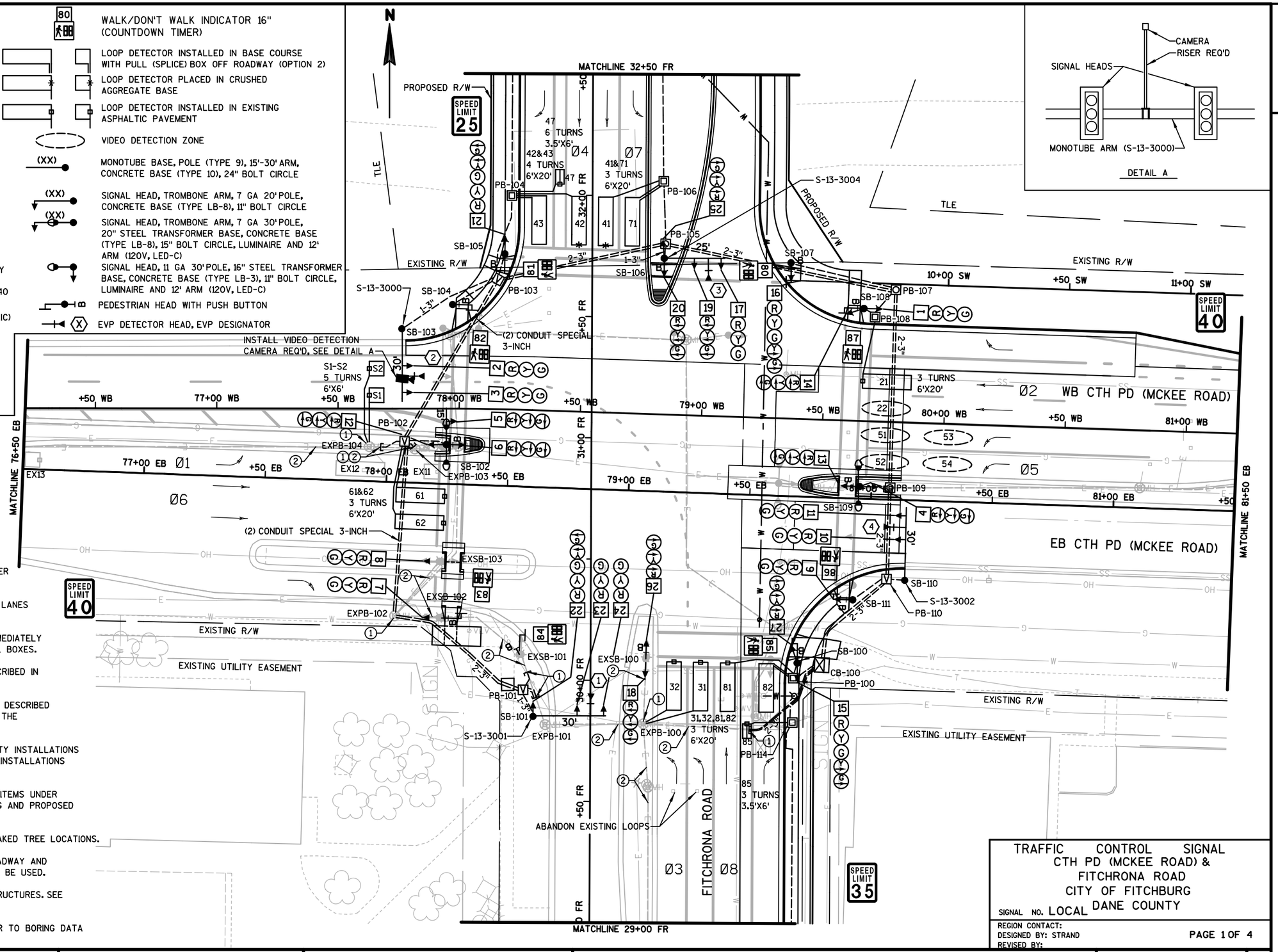
| MONOTUBE STRUCTURE NUMBERS | |
|---|---|
| SB-101 | S-13-3001 |
| SB-103 | S-13-3000 |
| SB-106 | S-13-3004 |
| SB-110 | S-13-3002 |

① INSTALL CONDUIT INTO EXISTING ITEM

② REMOVE CABLE REQ'D

CONSTRUCTION NOTES:

1. LOCATION OF LOOP DETECTOR IS TO FRONT CENTER OF LOOP, UNLESS OTHERWISE NOTED.
2. LOOPS SHALL BE CENTERED IN THEIR RESPECTIVE LANES UNLESS OTHERWISE NOTED.
3. ALL LOOP DETECTOR WIRES SHALL BE SEALED IMMEDIATELY AFTER INSTALLATION OF NEARBY HANDHOLES/PULL BOXES.
4. ALL LOOP DETECTORS SHALL BE TESTED AS DESCRIBED IN SECTION 655 OF THE STANDARD SPECIFICATIONS.
5. ALL CONDUIT RUNS SHALL CONTAIN PULL WIRE AS DESCRIBED IN THE SPECIAL PROVISIONS AND SECTION 652 OF THE STANDARD SPECIFICATIONS.
6. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
7. THE ENGINEER SHALL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING AND PROPOSED UTILITY FACILITIES.
8. ADJUST CONDUIT IN TERRACE TO AVOID FINAL STAKED TREE LOCATIONS.
9. ALL CONDUIT IS SCHEDULE 40 EXCEPT UNDER ROADWAY AND DRIVEWAY ENTRANCES, WHERE SCHEDULE 80 SHALL BE USED.
10. SPECIAL BASES ARE REQUIRED FOR MONOTUBE STRUCTURES. SEE STRUCTURE PLANS FOR ADDITIONAL INFORMATION.
11. SHALLOW ROCK IS PRESENT IN THE VICINITY. REFER TO BORING DATA FOR ADDITIONAL INFORMATION.




TRAFFIC CONTROL SIGNAL
CTH PD (MCKEE ROAD) & FITCHRONA ROAD
CITY OF FITCHBURG
DANE COUNTY
SIGNAL NO. LOCAL

REGION CONTACT:
DESIGNED BY: STRAND
REVISED BY:

PAGE 1 OF 4

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC SIGNAL PLAN | SHEET | E |
|---|---|---|---|---|---|



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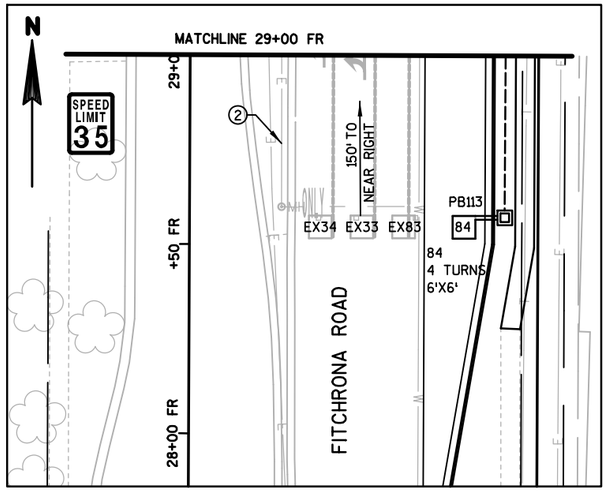
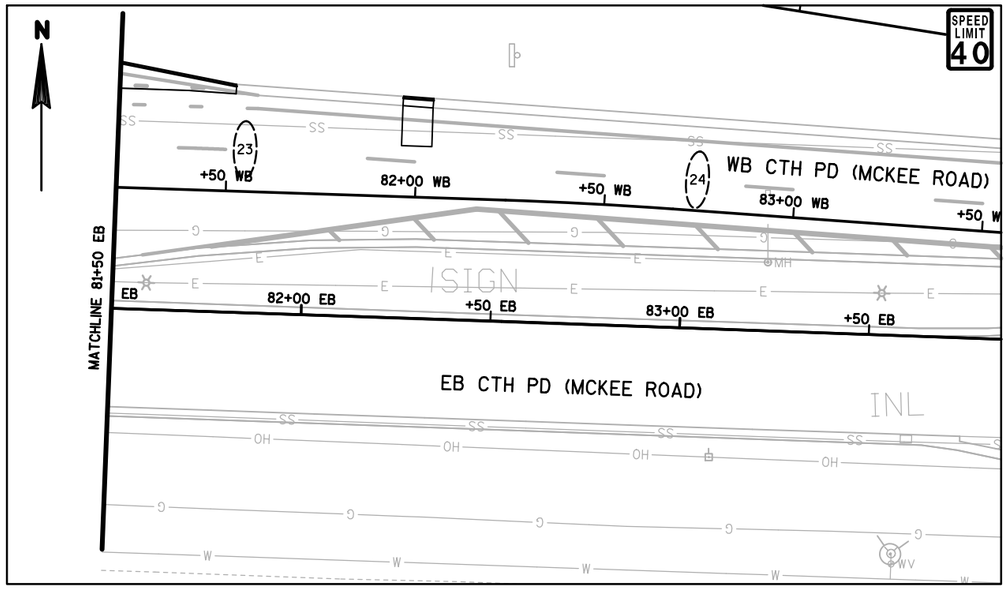
## LEGEND

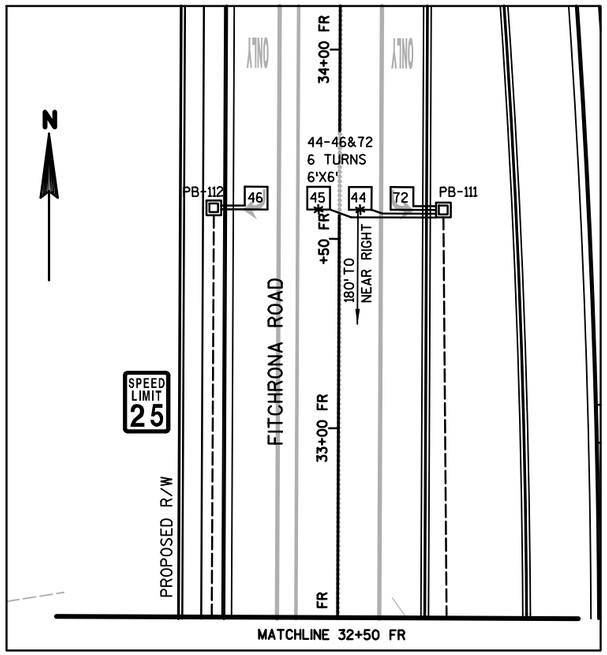
- PULL BOX TYPE I
- PULL BOX TYPE III
- PULL BOX TYPE V
- SIGNAL HEAD, CONCRETE BASE, TYPE G
- CONCRETE BASES TYPE P
- 2 — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- R — RED ARROW
- Y — YELLOW ARROW
- G — GREEN ARROW
- LANE DESIGNATION FOR INFORMATION ONLY
- CONDUIT RIGID NON-METALLIC SCHEDULE 40 2-INCH UNLESS OTHERWISE NOTED
- CONDUIT LOOP DETECTOR (1" NON-METALLIC)
- (XX) — MONOTUBE BASE, POLE (TYPE 9), 15'-30' ARM, CONCRETE BASE (TYPE 10), 24" BOLT CIRCLE
- (XX) — MONOTUBE BASE, POLE (TYPE 12), 35'-55' ARM, CONCRETE BASE (TYPE 13), 24" BOLT CIRCLE
- (XX) — SIGNAL HEAD, TROMBONE ARM, 7 GA 20' POLE, CONCRETE BASE (TYPE LB-8), 11" BOLT CIRCLE
- (XX) — SIGNAL HEAD, TROMBONE ARM, 7 GA 30' POLE, 20" STEEL TRANSFORMER BASE, CONCRETE BASE (TYPE LB-8), 15" BOLT CIRCLE, LUMINAIRE AND 12' ARM (120V, LED-C)
- SIGNAL HEAD, 11 GA 30' POLE, 16" STEEL TRANSFORMER BASE, CONCRETE BASE (TYPE LB-3), 11" BOLT CIRCLE, LUMINAIRE AND 12' ARM (120V, LED-C)
- PEDESTRIAN HEAD WITH PUSH BUTTON
- Y — YIELD SIGN
- S — STOP SIGN
- 60 — WALK/DON'T WALK INDICATOR 12"
- COUNTDOWN TIMER 12"

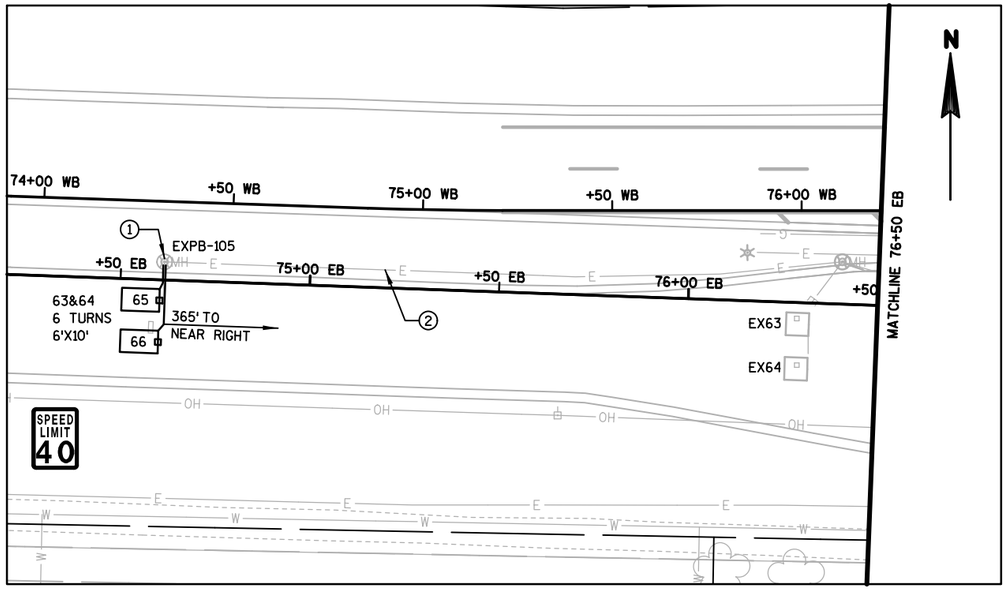
- LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
- LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE
- LOOP DETECTOR INSTALLED IN EXISTING ASPHALTIC PAVEMENT
- X — EVP DETECTOR HEAD, EVP DESIGNATOR

NOTE: GRAYSHADE REPRESENTS EXISTING UNLESS OTHERWISE NOTED




CONSTRUCTION NOTES:

1. LOCATION OF LOOP DETECTOR IS TO FRONT CENTER OF LOOP, UNLESS OTHERWISE NOTED.
2. LOOPS SHALL BE CENTERED IN THEIR RESPECTIVE LANES UNLESS OTHERWISE NOTED.
3. ALL LOOP DETECTOR WIRES SHALL BE SEALED IMMEDIATELY AFTER INSTALLATION OF NEARBY HANDHOLES/PULL BOXES.
4. ALL LOOP DETECTORS SHALL BE TESTED AS DESCRIBED IN SECTION 655 OF THE STANDARD SPECIFICATIONS.
5. ALL CONDUIT RUNS SHALL CONTAIN PULL WIRE AS DESCRIBED IN THE SPECIAL PROVISIONS AND SECTION 652 OF THE STANDARD SPECIFICATIONS.
6. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
7. THE ENGINEER SHALL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING AND PROPOSED UTILITY FACILITIES.
8. ADJUST CONDUIT IN TERRACE TO AVOID FINAL STAKED TREE LOCATIONS.

(1) INSTALL CONDUIT INTO EXISTING ITEM

(2) REMOVE CABLE REQ'D

CONSTRUCTION NOTES (CONTINUED):

9. ALL CONDUIT IS SCHEDULE 40 EXCEPT UNDER ROADWAY AND DRIVEWAY ENTRANCES, WHERE SCHEDULE 80 SHALL BE USED.
10. SHALLOW ROCK IS PRESENT IN THE VICINITY. REFER TO BORING DATA FOR ADDITIONAL INFORMATION.

TRAFFIC CONTROL SIGNAL
CTH PD (MCKEE ROAD) &
FITCHRONA ROAD
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. LOCAL

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: STRAND
REVISED BY:

PAGE 2 OF 3

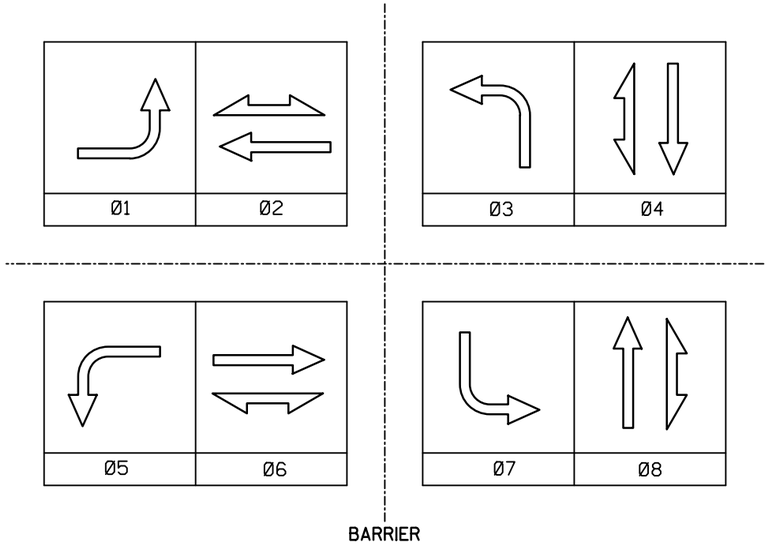
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC SIGNAL PLAN | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\024010_sp.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

RING 1

| | HEAD NUMBERS | FLASH |
|---|---|---|
| Ø1 | 12-14, 21RT, 22RT | R |
| Ø2 | 1-3 | R |
| Ø3 | 18-20 | R |
| Ø4 | 21-24 | R |
| Ø5 | 4-6, 15RT, 16RT | R |
| Ø6 | 7-11 | R |
| Ø7 | 25-27 | R |
| Ø8 | 15-17 | R |
| O.L. A | | |
| O.L. B | | |
| O.L. C | | |
| O.L. D | | |
| Ø2P | 80,81 | |
| Ø4P | 82,83 | |
| Ø6P | 84,85 | |
| Ø8P | 86,87 | |
| Ø1R | | |




CONTROLLER LOGIC

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

| TYPE OF INTERCONNECT COMMUNICATION | |
|---|---|
| NONE | |
| TBC | |
| CLOSED LOOP TWISTED PAIR* | |
| CLOSED LOOP FIBER OPTIC* | X |
| RADIO | |
| *LOCATION OF MASTER CONTROLLER NO: | S13-0165 |
| SIGNAL SYSTEM *: | SS- - |

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

OVERLAPS

O.L. "A" =
O.L. "B" =
O.L. "C" =
O.L. "D" =
NONE

SPECIAL OVERLAPS

| | PROTECTED | PERMISSIVE |
|---|---|---|
| O.L. "A" | | |
| O.L. "B" | | |
| O.L. "C" | | |
| O.L. "D" | | |

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

| EMERGENCY VEHICLE DETECTOR | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| MOVEMENT | | | | |
| PHASE | 4+7 | 2+5 | 8+3 | 6+1 |

AFTER PREEMPTION SEQUENCE 2+5 OR 6+1, CONTROLLER SHALL RETURN TO PHASES 2+6.
AFTER PREEMPTION SEQUENCE 4+7 OR 8+3, CONTROLLER SHALL RETURN TO PHASES 4+8.

DETECTOR LOGIC

| DETECTOR INPUT | 3 | 1 | 7 | 5 | 11 | 9 | 15 | 13 |
|---|---|---|---|---|---|---|---|---|
| DETECTOR *(S) | EX12 | EX13 | 24 | 23 | EX33 | EX34 | 44 | 45 |
| PHASE CALLED | 1 | | | | | | | |
| PHASE EXTENDED | 1 | 1 | 2 | 2 | 3 | 3 | 4 | 4 |
| DISCONNECT TIME | | | | | | | | |
| CALLING DELAY | | | | | | | | |
| EXTENSION STRETCH | | | | | | | | |
| LOOP FUNCTION | | | | | | | | |

| DETECTOR INPUT | 19 | 17 | 23 | 21 | 27 | 25 | 31 | 29 |
|---|---|---|---|---|---|---|---|---|
| DETECTOR *(S) | 46 | 47 | 53 | 54 | EX63 | EX64 | 65 | 66 |
| PHASE CALLED | | 4P | | | | | | |
| PHASE EXTENDED | 4 | | 5 | 5 | 6 | 6 | 6 | 6 |
| DISCONNECT TIME | | | | | | | | |
| CALLING DELAY | | | | | | | | |
| EXTENSION STRETCH | | | | | | | | |
| LOOP FUNCTION | | | | | | | | |

| DETECTOR INPUT | 35 | 33 | 39 | 37 | 43 | 41 | 47 | 45 |
|---|---|---|---|---|---|---|---|---|
| DETECTOR *(S) | 72 | EX83 | 84 | 85 | | | | |
| PHASE CALLED | | | | 8P | | | | |
| PHASE EXTENDED | 7 | 8 | 8 | | | | | |
| DISCONNECT TIME | | | | | | | | |
| CALLING DELAY | | | | | | | | |
| EXTENSION STRETCH | | | | | | | | |
| LOOP FUNCTION | | | | | | | | |

| DETECTOR INPUT | 51 | 49 | 55 | 53 | 59 | 57 | 63 | 61 |
|---|---|---|---|---|---|---|---|---|
| DETECTOR *(S) | | | | | | | | |
| PHASE CALLED | | | | | | | | |
| PHASE EXTENDED | | | | | | | | |
| DISCONNECT TIME | | | | | | | | |
| CALLING DELAY | | | | | | | | |
| EXTENSION STRETCH | | | | | | | | |
| LOOP FUNCTION | | | | | | | | |

| DETECTOR INPUT | 4 | 2 | 8 | 6 | 12 | 10 | 16 | 14 |
|---|---|---|---|---|---|---|---|---|
| DETECTOR *(S) | EX11 | --- | 21 | 22 | 31 | 32 | 41 | 42 |
| PHASE CALLED | 1 | | 2 | 2 | 3 | 3 | 4 | 4 |
| PHASE EXTENDED | 1 | | 2 | 2 | 3 | 3 | 4 | 4 |
| DISCONNECT TIME | | | | | | | | |
| CALLING DELAY | | | | | | | | |
| EXTENSION STRETCH | | | | | | | | |
| LOOP FUNCTION | | | | | | | | |

| DETECTOR INPUT | 20 | 18 | 24 | 22 | 28 | 26 | 32 | 30 |
|---|---|---|---|---|---|---|---|---|
| DETECTOR *(S) | 43 | --- | 51 | 52 | 61 | 62 | --- | --- |
| PHASE CALLED | 4 | | 5 | 5 | 6 | 6 | | |
| PHASE EXTENDED | 4 | | 5 | 5 | 6 | 6 | | |
| DISCONNECT TIME | | | | | | | | |
| CALLING DELAY | 15 | | | | | | | |
| EXTENSION STRETCH | | | | | | | | |
| LOOP FUNCTION | | | | | | | | |

| DETECTOR INPUT | 36 | 34 | 40 | 38 | 44 | 42 | 48 | 46 |
|---|---|---|---|---|---|---|---|---|
| DETECTOR *(S) | 71 | 81 | 82 | | | | | |
| PHASE CALLED | 8 | 8 | 8 | | | | | |
| PHASE EXTENDED | 8 | 8 | 8 | | | | | |
| DISCONNECT TIME | | | | | | | | |
| CALLING DELAY | | | 15 | | | | | |
| EXTENSION STRETCH | | | | | | | | |
| LOOP FUNCTION | | | | | | | | |

| DETECTOR INPUT | 52 | 50 | 56 | 54 | 60 | 58 | 64 | 62 |
|---|---|---|---|---|---|---|---|---|
| DETECTOR *(S) | | | | | | | | |
| PHASE CALLED | | | | | | | | |
| PHASE EXTENDED | | | | | | | | |
| DISCONNECT TIME | | | | | | | | |
| CALLING DELAY | | | | | | | | |
| EXTENSION STRETCH | | | | | | | | |
| LOOP FUNCTION | | | | | | | | |

GENERAL NOTES:
1. SEQUENCE OF OPERATIONS PROVIDED FOR INFORMATION ONLY

THIS SHEET FOR INFORMATION ONLY

CTH PD (MCKEE ROAD) &
FITCHRONA ROAD
CITY OF FITCHBURG
DANE

SIGNAL NO. LOCAL

CONTROLLER TYPE: Econolite

DATE ----





FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\024011_ph.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

| CTH PD (MCKEE ROAD) & FITCHRONA ROAD TRAFFIC SIGNAL CABLING CHART NO. 14 CABLE | | | | | | |
|---|---|---|---|---|---|---|
| CABLE RUN | CABLE | HEAD NO. | MOVEMENT | LENS | CONDUCTOR COLOR | REMARKS |
| CONTROL CABINET TO SB-100 | 12/C | 15 | NB | R | R | Ø 8 |
| | | | | Y | O | |
| | | | | G | G | |
| | | | | Y→ | BLU/BLK | |
| | | | | G→ | BLK/W | |
| | | 27 | SBL | ←R | R/BLK | Ø 7 |
| | | | | ←Y | O/BLK | |
| | | | | ←G | G/BLK | |
| | | 85 | Ø 6 PED | D/WALK | BLK | |
| | | | | WALK | BLU | |
| | | | | PED BUTTON | W/BLK | BUTTON |
| CONTROL CABINET TO EXSB-100 | 9/C | 18 | NBL | ←R | R | Ø 3 |
| | | | | ←Y | O | |
| | | | | ←G | G | |
| | | 26 | SBL | ←R | R/BLK | Ø 7 |
| | | | | ←Y | BLU | |
| | | | | ←G | G/BLK | |
| | | | Ø 6 PED | PED BUTTON | W/BLK | BUTTON |
| CONTROL CABINET TO SB-101 | 7/C | 22 | SB | R | R | Ø 4 |
| | | | | Y | O | |
| | | | | G | G | |
| | | | | Y→ | BLU | |
| | | | | G→ | W/BLK | |
| | | 23 | SB | R | R | Ø 4 |
| | | | | Y | O | |
| | | | | G | G | |
| | | 24 | SB | R | R | Ø 4 |
| | | | | Y | O | |
| | | | | G | G | |
| CONTROL CABINET TO EXSB-101 | 5/C | 84 | Ø 6 PED | D/WALK | BLK | |
| | | | | WALK | R | |
| | | | | PED BUTTON | G | BUTTON |
| CONTROL CABINET TO EXSB-102 | 7/C | 7 | EB | R | R | Ø 6 |
| | | | | Y | O | |
| | | | | G | G | |
| | | 83 | Ø 4 PED | D/WALK | BLK | |
| | | | | WALK | BLU | |
| | | | | PED BUTTON | W/BLK | BUTTON |
| CONTROL CABINET TO EXSB-103 | 5/C | 8 | EB | R | R | Ø 6 |
| | | | | Y | O | |
| | | | | G | G | |
| CONTROL CABINET TO SB-102 | 9/C | 5 | WBL | ←R | R | Ø 5 |
| | | | | ←Y | O | |
| | | | | ←G | G | |
| | | 6 | WBL | ←R | R | Ø 5 |
| | | | | ←Y | O | |
| | | | | ←G | G | |
| | | 12 | EBL | ←R | R/BLK | Ø 1 |
| | | | | ←Y | BLU | |
| | | | | ←G | G/BLK | |
| | | | Ø 6 PED | PED BUTTON | W/BLK | BUTTON |
| CONTROL CABINET TO SB-103 | 5/C | 2 | WB | R | R | Ø 2 |
| | | | | Y | O | |
| | | | | G | G | |
| | | 3 | WB | R | R | Ø 2 |
| | | | | Y | O | |
| | | | | G | G | |
| CONTROL CABINET TO SB-104 | 5/C | 82 | Ø 4 PED | D/WALK | BLK | |
| | | | | WALK | R | |
| | | | | PED BUTTON | G | BUTTON |
| CONTROL CABINET TO SB-105 | 9/C | 21 | EB | R | R | Ø 4 |
| | | | | Y | O | |
| | | | | G | G | |
| | | | | Y→ | R/BLK | |
| | | | | G→ | G/BLK | |
| | | 81 | Ø 2 PED | D/WALK | BLK | |
| | | | | WALK | BLU | |
| | | | | PED BUTTON | W/BLK | BUTTON |

| CTH PD (MCKEE ROAD) & FITCHRONA ROAD TRAFFIC SIGNAL CABLING CHART NO. 14 CABLE | | | | | | |
|---|---|---|---|---|---|---|
| CABLE RUN | CABLE | HEAD NO. | MOVEMENT | LENS | CONDUCTOR COLOR | REMARKS |
| CONTROL CABINET TO SB-106 | 12/C | 17 | NB | R | R | Ø 8 |
| | | | | Y | O | |
| | | | | G | G | |
| | | 19 | NBL | ←R | R/BLK | Ø 3 |
| | | | | ←Y | O/BLK | |
| | | | | ←G | G/BLK | |
| | | 20 | NBL | ←R | R/BLK | Ø 3 |
| | | | | ←Y | O/BLK | |
| | | | | ←G | G/BLK | |
| | | 25 | SBL | ←R | BLK | Ø 7 |
| | | | | ←Y | BLU | |
| | | | | ←G | BLU/BLK | |
| | | | Ø 6 PED | PED BUTTON | W/BLK | BUTTON |
| CONTROL CABINET TO SB-107 | 9/C | 16 | NB | R | R | Ø 8 |
| | | | | Y | O | |
| | | | | G | G | |
| | | | | Y→ | R/BLK | |
| | | | | G→ | G/BLK | |
| | | 80 | Ø 2 PED | D/WALK | BLK | |
| | | | | WALK | BLU | |
| | | | | PED BUTTON | W/BLK | BUTTON |
| CONTROL CABINET TO SB-108 | 12/C | 1 | WB | R | R | Ø 2 |
| | | | | Y | O | |
| | | | | G | G | |
| | | 14 | EBL | ←R | R/BLK | Ø 1 |
| | | | | ←Y | O/BLK | |
| | | | | ←G | G/BLK | |
| | | 87 | Ø 8 PED | D/WALK | BLK | |
| | | | | WALK | BLU | |
| | | | | PED BUTTON | W/BLK | BUTTON |
| CONTROL CABINET TO SB-109 | 9/C | 4 | WBL | ←R | R | Ø 5 |
| | | | | ←Y | O | |
| | | | | ←G | G | |
| | | 13 | EBL | ←R | R/BLK | Ø 1 |
| | | | | ←Y | BLU | |
| | | | | ←G | G/BLK | |
| | | | Ø 8 PED | PED BUTTON | W/BLK | BUTTON |
| CONTROL CABINET TO SB-110 | 5/C | 10 | EB | R | R | Ø 6 |
| | | | | Y | O | |
| | | | | G | G | |
| | | 11 | EB | R | R | Ø 6 |
| | | | | Y | O | |
| | | | | G | G | |
| CONTROL CABINET TO SB-111 | 7/C | 9 | EB | R | R | Ø 6 |
| | | | | Y | O | |
| | | | | G | G | |
| | | 86 | Ø 8 PED | D/WALK | BLK | |
| | | | | WALK | BLU | |
| | | | | PED BUTTON | W/BLK | BUTTON |

| EQUIPMENT GROUNDING CONDUCTOR 10 AWG | |
|---|---|
| FROM | TO |
| | |
| CB-100 | SB-100 |
| SB-100 | EXSB-100 |
| EXSB-100 | SB-101 |
| SB-101 | EXSB-101 |
| EXSB-101 | EXSB-102 |
| EXSB-102 | EXSB-103 |
| EXSB-103 | SB-102 |
| SB-102 | SB-103 |
| SB-103 | SB-104 |
| SB-104 | SB-105 |
| SB-105 | SB-106 |
| SB-106 | SB-107 |
| SB-107 | SB-108 |
| SB-108 | SB-109 |
| SB-109 | SB-110 |
| SB-110 | SB-111 |
| SB-111 | CB-100 |

| LIGHTING UF 12 AWG W/ GROUND | |
|---|---|
| FROM | TO |
| | |
| CB-1 | SB-102 |
| CB-1 | SB-109 |

| VIDEO DETECTION | |
|---|---|
| FROM | TO |
| | |
| CB-1 | SB-103 |

| EMERGENCY VEHICLE PREEMPTION | |
|---|---|
| FROM | TO |
| | |
| CB-100 | SB-101 (EVP1) |
| CB-100 | SB-103 (EVP2) |
| CB-100 | SB-106 (EVP3) |
| CB-100 | SB-110 (EVP4) |

1. ENSURE THE GROUNDED CONDUCTORS AND THE POLE CABLES ARE BOTH 12" LONGER THAN THE UNGROUNDED CONDUCTORS.
2. AT THE SIGNAL BASES, CONNECT ONE TERMINAL FROM THE PEDESTRIAN PUSH BUTTONS TO THE COLOR INDICATED IN THE CHART.
3. USE SEPARATE WHITE CONDUCTOR AS THE GROUNDED CONDUCTOR (NEUTRAL) FOR ALL TRAFFIC SIGNAL INDICATIONS.

BLK = BLACK
W = WHITE
R = RED
G = GREEN
O = ORANGE
BLU = BLUE

TRAFFIC CONTROL SIGNAL
CTH PD (MCKEE ROAD) &
FITCHRONA ROAD
CITY OF FITCHBURG
DANE COUNTY
SIGNAL NO. LOCAL

DESIGNED BY: STRAND
REVISED BY:

PAGE 4 OF 4

PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CABLE ROUTING | SHEET 427 | E

2

KAPEC ROAD

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

MATCHLINE STA. 102+50 EB

N

* MATCH EXISTING PAVEMENT MARKING

NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

**PAVEMENT MARKING LEGEND**

1. PAVEMENT MARKING EPOXY 4-INCH, WHITE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
4. PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 3'SEG., 9'GAP
5. PAVEMENT MARKING EPOXY 8-INCH, WHITE
6. PAVEMENT MARKING EPOXY 8-INCH, WHITE SKIP, 3'SEG., 9'GAP
7. PAVEMENT MARKING EPOXY 4-INCH, YELLOW SKIP, 12½'SEG., 37½'GAP
8. PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 12½'SEG., 37½'GAP
9. PAVEMENT MAKING EPOXY 4-INCH, WHITE SKIP, 2'SEG., 6'GAP
10. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, YELLOW
11. PAVEMENT MARKING STOP LINE PAINT 12-INCH
12. PAVEMENT MARKING STOP LINE EPOXY 18-INCH
13. PAVEMENT MARKING CURB EPOXY, YELLOW
14. PAVEMENT MARKING ARROWS EPOXY TYPE 2, WHITE
15. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH, WHITE
16. PAVEMENT MARKING ARROWS EPOXY TYPE 1, WHITE
17. PAVEMENT MARKING ARROWS BIKE LANE EPOXY
18. PAVEMENT MARKING WORDS EPOXY
19. PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY
20. PAVEMENT MARKING CROSSWALK EPOXY 12-INCH
21. PAVEMENT MARKING EPOXY 18-INCH, WHITE SKIP, 2'SEG., 2'GAP
22. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
23. PAVEMENT MARKING CROSSWALK EPOXY 6-INCH

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PAVEMENT MARKING - CTH PD (MCKEE ROAD) (EB) | SHEET 428 | E |
|---|---|---|---|---|---|

2

2

N

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

MATCH EXISTING PAVEMENT MARKING

MATCHLINE STA. 102+50 EB

NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

**PAVEMENT MARKING LEGEND**

1. PAVEMENT MARKING EPOXY 4-INCH, WHITE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
4. PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 3' SEG., 9' GAP
5. PAVEMENT MARKING EPOXY 8-INCH, WHITE
6. PAVEMENT MARKING EPOXY 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
7. PAVEMENT MARKING EPOXY 4-INCH, YELLOW SKIP, 12½' SEG., 37½' GAP
8. PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 12½' SEG., 37½' GAP
9. PAVEMENT MAKING EPOXY 4-INCH, WHITE SKIP, 2' SEG., 6' GAP
10. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, YELLOW
11. PAVEMENT MARKING STOP LINE PAINT 12-INCH
12. PAVEMENT MARKING STOP LINE EPOXY 18-INCH
13. PAVEMENT MARKING CURB EPOXY, YELLOW
14. PAVEMENT MARKING ARROWS EPOXY TYPE 2, WHITE
15. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH, WHITE
16. PAVEMENT MARKING ARROWS EPOXY TYPE 1, WHITE
17. PAVEMENT MARKING ARROWS BIKE LANE EPOXY
18. PAVEMENT MARKING WORDS EPOXY
19. PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY
20. PAVEMENT MARKING CROSSWALK EPOXY 12-INCH
21. PAVEMENT MARKING EPOXY 18-INCH, WHITE SKIP, 2' SEG., 2' GAP
22. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
23. PAVEMENT MARKING CROSSWALK EPOXY 6-INCH

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PAVEMENT MARKING - CTH PD (MCKEE ROAD) (EB) | SHEET 429 | E |
|---|---|---|---|---|---|

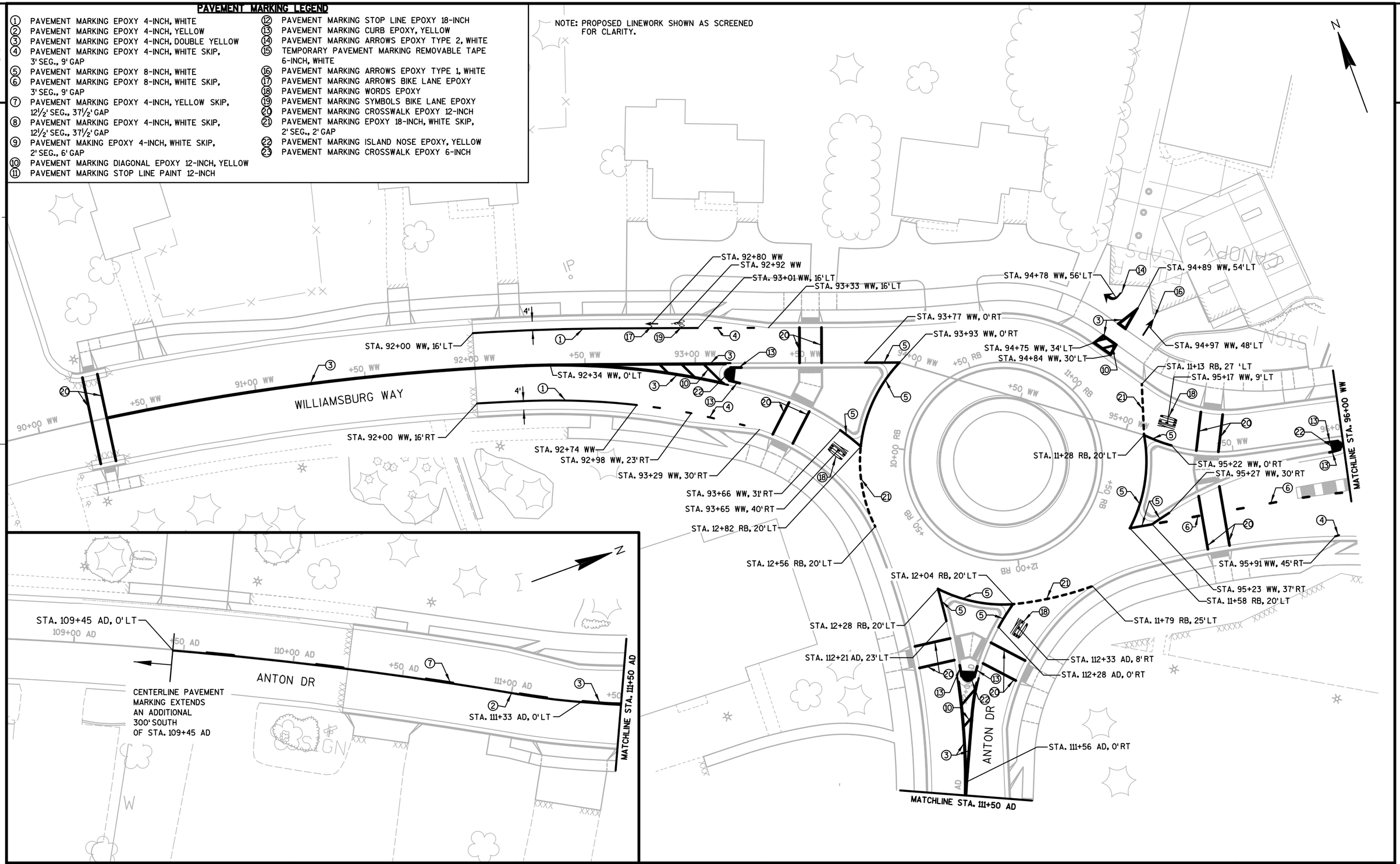
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\024501a_pm.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

## PAVEMENT MARKING LEGEND

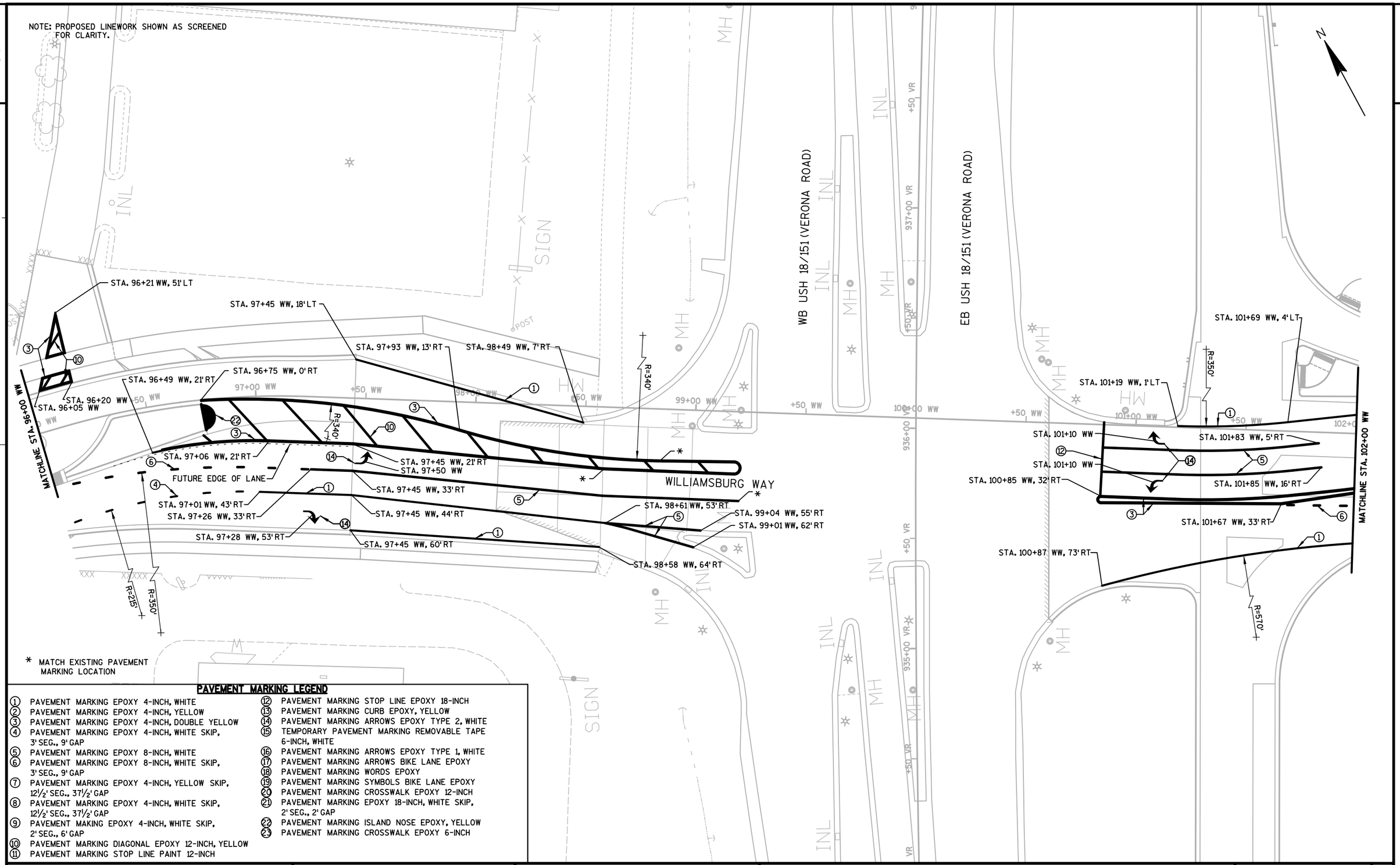
1. PAVEMENT MARKING EPOXY 4-INCH, WHITE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
4. PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 3' SEG., 9' GAP
5. PAVEMENT MARKING EPOXY 8-INCH, WHITE
6. PAVEMENT MARKING EPOXY 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
7. PAVEMENT MARKING EPOXY 4-INCH, YELLOW SKIP, 12½' SEG., 37½' GAP
8. PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 12½' SEG., 37½' GAP
9. PAVEMENT MAKING EPOXY 4-INCH, WHITE SKIP, 2' SEG., 6' GAP
10. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, YELLOW
11. PAVEMENT MARKING STOP LINE PAINT 12-INCH
12. PAVEMENT MARKING STOP LINE EPOXY 18-INCH
13. PAVEMENT MARKING CURB EPOXY, YELLOW
14. PAVEMENT MARKING ARROWS EPOXY TYPE 2, WHITE
15. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH, WHITE
16. PAVEMENT MARKING ARROWS EPOXY TYPE 1, WHITE
17. PAVEMENT MARKING ARROWS BIKE LANE EPOXY
18. PAVEMENT MARKING WORDS EPOXY
19. PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY
20. PAVEMENT MARKING CROSSWALK EPOXY 12-INCH
21. PAVEMENT MARKING EPOXY 18-INCH, WHITE SKIP, 2' SEG., 2' GAP
22. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
23. PAVEMENT MARKING CROSSWALK EPOXY 6-INCH

NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PAVEMENT MARKING - WILLIAMSBURG WAY (WW) & ANTON DRIVE (AD) | SHEET 430 | E |
|---|---|---|---|---|---|

NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.




* MATCH EXISTING PAVEMENT MARKING LOCATION

**PAVEMENT MARKING LEGEND**

1. PAVEMENT MARKING EPOXY 4-INCH, WHITE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
4. PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 3' SEG., 9' GAP
5. PAVEMENT MARKING EPOXY 8-INCH, WHITE
6. PAVEMENT MARKING EPOXY 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
7. PAVEMENT MARKING EPOXY 4-INCH, YELLOW SKIP, 12½' SEG., 37½' GAP
8. PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 12½' SEG., 37½' GAP
9. PAVEMENT MAKING EPOXY 4-INCH, WHITE SKIP, 2' SEG., 6' GAP
10. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, YELLOW
11. PAVEMENT MARKING STOP LINE PAINT 12-INCH
12. PAVEMENT MARKING STOP LINE EPOXY 18-INCH
13. PAVEMENT MARKING CURB EPOXY, YELLOW
14. PAVEMENT MARKING ARROWS EPOXY TYPE 2, WHITE
15. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH, WHITE
16. PAVEMENT MARKING ARROWS EPOXY TYPE 1, WHITE
17. PAVEMENT MARKING ARROWS BIKE LANE EPOXY
18. PAVEMENT MARKING WORDS EPOXY
19. PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY
20. PAVEMENT MARKING CROSSWALK EPOXY 12-INCH
21. PAVEMENT MARKING EPOXY 18-INCH, WHITE SKIP, 2' SEG., 2' GAP
22. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
23. PAVEMENT MARKING CROSSWALK EPOXY 6-INCH

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PAVEMENT MARKING - WILLIAMSBURG WAY (WW) | SHEET 431 | E |
|---|---|---|---|---|---|

EB USH 18/151 (VERONA ROAD)

N

EAST VERONA ROAD FRONTAGE ROAD

MATCHLINE STA. 46+00 EF

STA. 42+06 EF, 12'LT
STA. 41+24 EF, 15'LT
STA. 40+79 EF
STA. 40+68 EF
STA. 40+97 EF
STA. 40+84 EF
STA. 39+55 EF, 15'LT
STA. 38+97 EF, 13'LT
STA. 39+30 EF, 15'RT
STA. 38+93 EF
STA. 38+82 EF
STA. 38+94 EF
STA. 38+82 EF
STA. 38+72 EF, 13'RT
STA. 38+72 EF, 0'RT
STA. 38+72 EF, 13'LT
STA. 41+80 EF, 15'RT
STA. 42+66 EF, 11'RT
STA. 43+24 EF
STA. 43+12 EF
STA. 43+27 EF
STA. 43+15 EF
STA. 45+80 EF
STA. 45+68 EF
STA. 45+65 EF
STA. 45+77 EF

42+00 EF
+50 EF
43+00 EF
+50 EF
44+00 EF
+50 EF
45+00 EF
+50 EF
41+00 EF
40+00 EF
39+00 EF

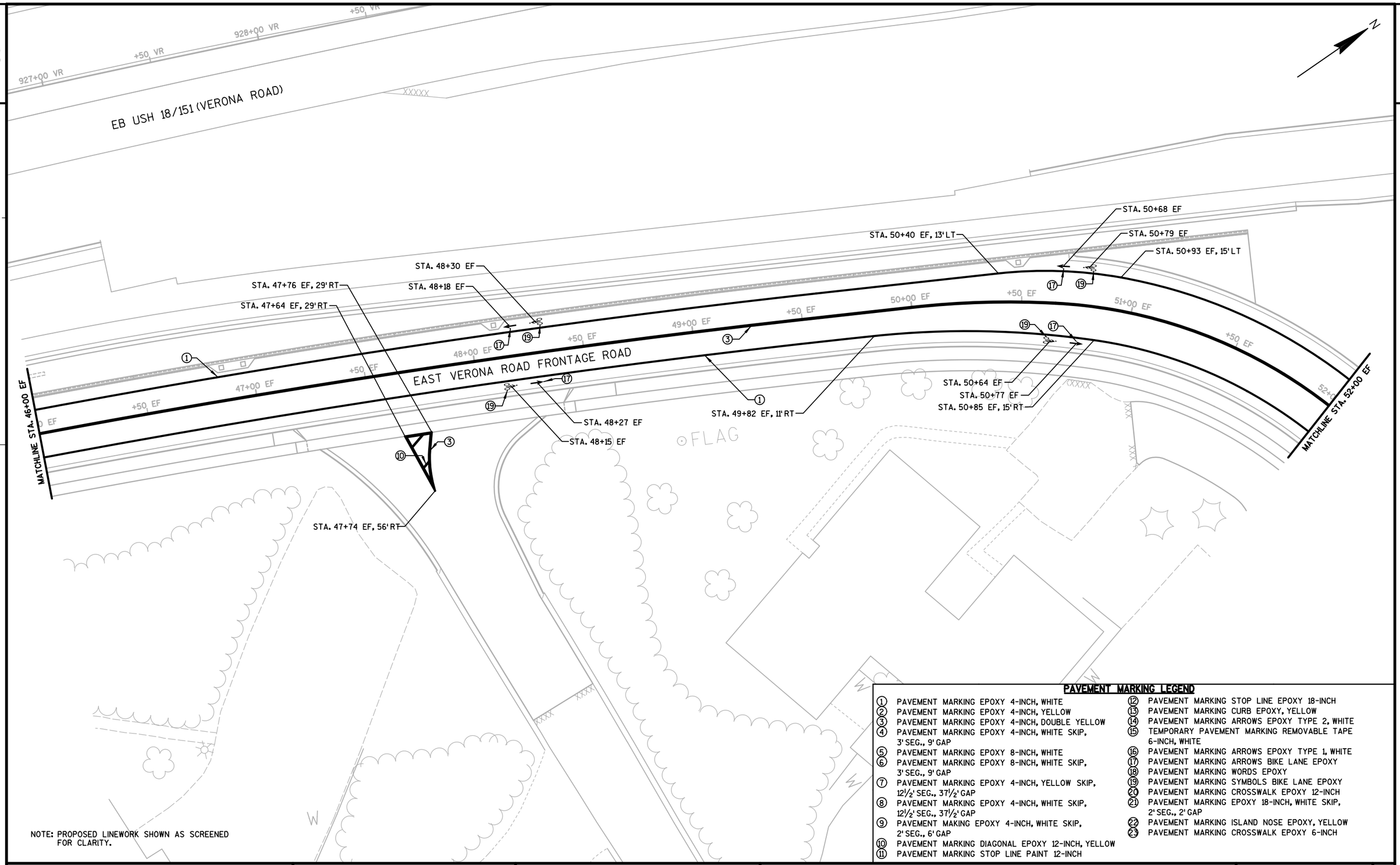
NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

## PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, WHITE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
4. PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 3'SEG., 9'GAP
5. PAVEMENT MARKING EPOXY 8-INCH, WHITE
6. PAVEMENT MARKING EPOXY 8-INCH, WHITE SKIP, 3'SEG., 9'GAP
7. PAVEMENT MARKING EPOXY 4-INCH, YELLOW SKIP, 12½'SEG., 37½'GAP
8. PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 12½'SEG., 37½'GAP
9. PAVEMENT MAKING EPOXY 4-INCH, WHITE SKIP, 2'SEG., 6'GAP
10. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, YELLOW
11. PAVEMENT MARKING STOP LINE PAINT 12-INCH
12. PAVEMENT MARKING STOP LINE EPOXY 18-INCH
13. PAVEMENT MARKING CURB EPOXY, YELLOW
14. PAVEMENT MARKING ARROWS EPOXY TYPE 2, WHITE
15. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH, WHITE
16. PAVEMENT MARKING ARROWS EPOXY TYPE 1, WHITE
17. PAVEMENT MARKING ARROWS BIKE LANE EPOXY
18. PAVEMENT MARKING WORDS EPOXY
19. PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY
20. PAVEMENT MARKING CROSSWALK EPOXY 12-INCH
21. PAVEMENT MARKING EPOXY 18-INCH, WHITE SKIP, 2'SEG., 2'GAP
22. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
23. PAVEMENT MARKING CROSSWALK EPOXY 6-INCH

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PAVEMENT MARKING - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 432 | E |
|---|---|---|---|---|---|

2




NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

**PAVEMENT MARKING LEGEND**

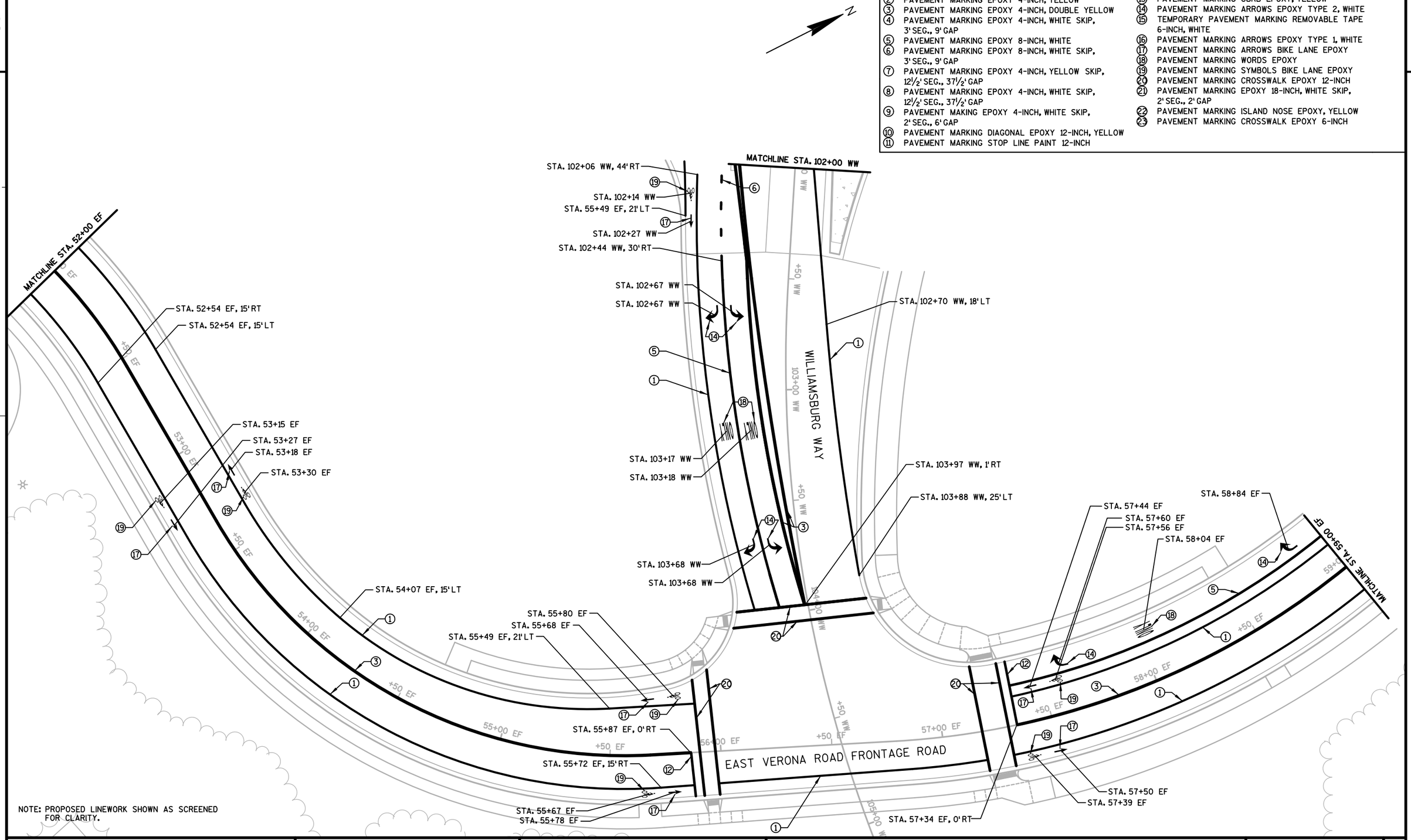
1. PAVEMENT MARKING EPOXY 4-INCH, WHITE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
4. PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 3'SEG., 9'GAP
5. PAVEMENT MARKING EPOXY 8-INCH, WHITE
6. PAVEMENT MARKING EPOXY 8-INCH, WHITE SKIP, 3'SEG., 9'GAP
7. PAVEMENT MARKING EPOXY 4-INCH, YELLOW SKIP, 12½'SEG., 37½'GAP
8. PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 12½'SEG., 37½'GAP
9. PAVEMENT MAKING EPOXY 4-INCH, WHITE SKIP, 2'SEG., 6'GAP
10. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, YELLOW
11. PAVEMENT MARKING STOP LINE PAINT 12-INCH
12. PAVEMENT MARKING STOP LINE EPOXY 18-INCH
13. PAVEMENT MARKING CURB EPOXY, YELLOW
14. PAVEMENT MARKING ARROWS EPOXY TYPE 2, WHITE
15. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH, WHITE
16. PAVEMENT MARKING ARROWS EPOXY TYPE 1, WHITE
17. PAVEMENT MARKING ARROWS BIKE LANE EPOXY
18. PAVEMENT MARKING WORDS EPOXY
19. PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY
20. PAVEMENT MARKING CROSSWALK EPOXY 12-INCH
21. PAVEMENT MARKING EPOXY 18-INCH, WHITE SKIP, 2'SEG., 2'GAP
22. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
23. PAVEMENT MARKING CROSSWALK EPOXY 6-INCH

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PAVEMENT MARKING - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 433 | E |
|---|---|---|---|---|---|

2

## PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, WHITE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
4. PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 3'SEG., 9'GAP
5. PAVEMENT MARKING EPOXY 8-INCH, WHITE
6. PAVEMENT MARKING EPOXY 8-INCH, WHITE SKIP, 3'SEG., 9'GAP
7. PAVEMENT MARKING EPOXY 4-INCH, YELLOW SKIP, 12½'SEG., 37½'GAP
8. PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 12½'SEG., 37½'GAP
9. PAVEMENT MAKING EPOXY 4-INCH, WHITE SKIP, 2'SEG., 6'GAP
10. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, YELLOW
11. PAVEMENT MARKING STOP LINE PAINT 12-INCH
12. PAVEMENT MARKING STOP LINE EPOXY 18-INCH
13. PAVEMENT MARKING CURB EPOXY, YELLOW
14. PAVEMENT MARKING ARROWS EPOXY TYPE 2, WHITE
15. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH, WHITE
16. PAVEMENT MARKING ARROWS EPOXY TYPE 1, WHITE
17. PAVEMENT MARKING ARROWS BIKE LANE EPOXY
18. PAVEMENT MARKING WORDS EPOXY
19. PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY
20. PAVEMENT MARKING CROSSWALK EPOXY 12-INCH
21. PAVEMENT MARKING EPOXY 18-INCH, WHITE SKIP, 2'SEG., 2'GAP
22. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
23. PAVEMENT MARKING CROSSWALK EPOXY 6-INCH




NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PAVEMENT MARKING - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 434 | E |
|---|---|---|---|---|---|

EB USH 18/151 (VERONA ROAD)

N

PAVEMENT MARKING CROSSWALK PAINT 6-INCH

STA. 62+64 EF, 18'LT
STA. 62+64 EF, 13'LT
STA. 62+67 EF
STA. 62+78 EF
STA. 63+13 EF, 12'LT
STA. 62+34 EF, 13'RT
STA. 63+48 EF, 11'RT
STA. 62+49 EF
STA. 62+37 EF
STA. 65+03 EF
STA. 64+91 EF
STA. 64+98 EF
STA. 64+86 EF
MATCHLINE STA. 66+00 EF

EAST VERONA ROAD FRONTAGE ROAD

62+00 EF
63+00 EF
64+00 EF
65+00 EF
+50 EF

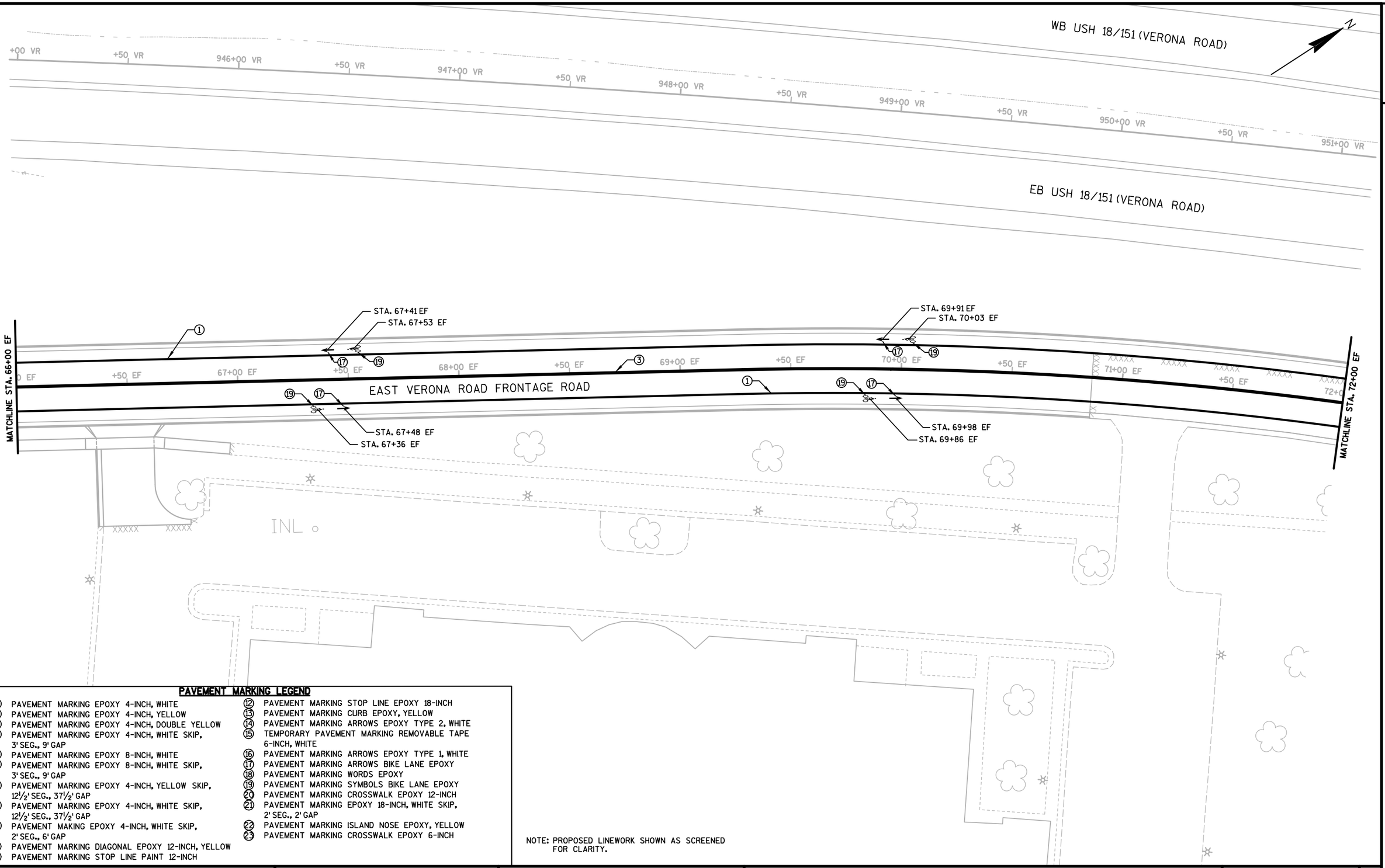
STA. 60+35 EF, 18'LT
STA. 60+26 EF
STA. 60+14 EF
STA. 60+12 EF
STA. 60+35 EF, 13'LT
STA. 59+75 EF
STA. 59+97 EF
STA. 59+85 EF
MATCHLINE STA. 59+00 EF

NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

## PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, WHITE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
4. PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 3'SEG., 9'GAP
5. PAVEMENT MARKING EPOXY 8-INCH, WHITE
6. PAVEMENT MARKING EPOXY 8-INCH, WHITE SKIP, 3'SEG., 9'GAP
7. PAVEMENT MARKING EPOXY 4-INCH, YELLOW SKIP, 12½'SEG., 37½'GAP
8. PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 12½'SEG., 37½'GAP
9. PAVEMENT MAKING EPOXY 4-INCH, WHITE SKIP, 2'SEG., 6'GAP
10. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, YELLOW
11. PAVEMENT MARKING STOP LINE PAINT 12-INCH
12. PAVEMENT MARKING STOP LINE EPOXY 18-INCH
13. PAVEMENT MARKING CURB EPOXY, YELLOW
14. PAVEMENT MARKING ARROWS EPOXY TYPE 2, WHITE
15. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH, WHITE
16. PAVEMENT MARKING ARROWS EPOXY TYPE 1, WHITE
17. PAVEMENT MARKING ARROWS BIKE LANE EPOXY
18. PAVEMENT MARKING WORDS EPOXY
19. PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY
20. PAVEMENT MARKING CROSSWALK EPOXY 12-INCH
21. PAVEMENT MARKING EPOXY 18-INCH, WHITE SKIP, 2'SEG., 2'GAP
22. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
23. PAVEMENT MARKING CROSSWALK EPOXY 6-INCH

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PAVEMENT MARKING - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 435 | E |
|---|---|---|---|---|---|




## PAVEMENT MARKING LEGEND

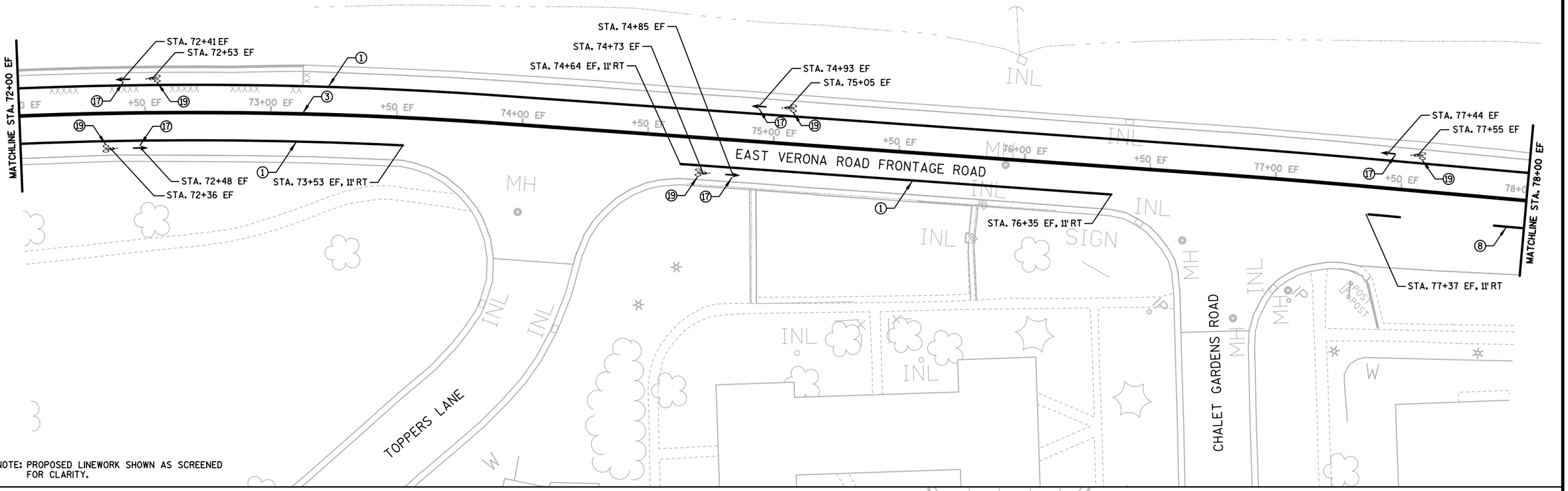
1. PAVEMENT MARKING EPOXY 4-INCH, WHITE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
4. PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 3' SEG., 9' GAP
5. PAVEMENT MARKING EPOXY 8-INCH, WHITE
6. PAVEMENT MARKING EPOXY 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
7. PAVEMENT MARKING EPOXY 4-INCH, YELLOW SKIP, 12½' SEG., 37½' GAP
8. PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 12½' SEG., 37½' GAP
9. PAVEMENT MAKING EPOXY 4-INCH, WHITE SKIP, 2' SEG., 6' GAP
10. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, YELLOW
11. PAVEMENT MARKING STOP LINE PAINT 12-INCH
12. PAVEMENT MARKING STOP LINE EPOXY 18-INCH
13. PAVEMENT MARKING CURB EPOXY, YELLOW
14. PAVEMENT MARKING ARROWS EPOXY TYPE 2, WHITE
15. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH, WHITE
16. PAVEMENT MARKING ARROWS EPOXY TYPE 1, WHITE
17. PAVEMENT MARKING ARROWS BIKE LANE EPOXY
18. PAVEMENT MARKING WORDS EPOXY
19. PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY
20. PAVEMENT MARKING CROSSWALK EPOXY 12-INCH
21. PAVEMENT MARKING EPOXY 18-INCH, WHITE SKIP, 2' SEG., 2' GAP
22. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
23. PAVEMENT MARKING CROSSWALK EPOXY 6-INCH

NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

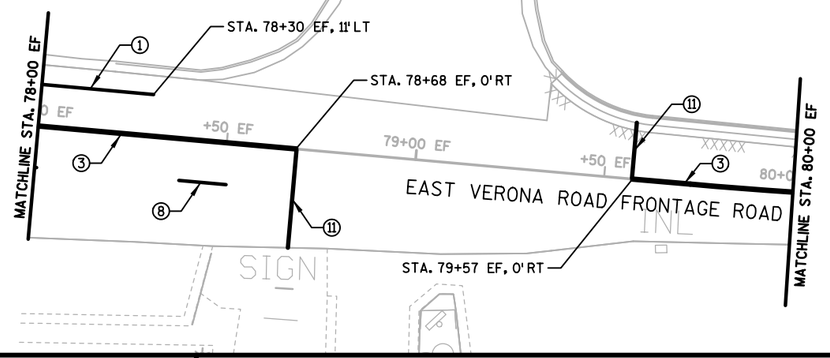
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PAVEMENT MARKING - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 436 | E |
|---|---|---|---|---|---|

2

EB USH 18/151 (VERONA ROAD)




NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.




**PAVEMENT MARKING LEGEND**

| | |
|---|---|
| ① PAVEMENT MARKING EPOXY 4-INCH, WHITE | ⑫ PAVEMENT MARKING STOP LINE EPOXY 18-INCH |
| ② PAVEMENT MARKING EPOXY 4-INCH, YELLOW | ⑬ PAVEMENT MARKING CURB EPOXY, YELLOW |
| ③ PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW | ⑭ PAVEMENT MARKING ARROWS EPOXY TYPE 2, WHITE |
| ④ PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 3' SEG., 9' GAP | ⑮ TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH, WHITE |
| ⑤ PAVEMENT MARKING EPOXY 8-INCH, WHITE | ⑯ PAVEMENT MARKING ARROWS EPOXY TYPE 1, WHITE |
| ⑥ PAVEMENT MARKING EPOXY 8-INCH, WHITE SKIP, 3' SEG., 9' GAP | ⑰ PAVEMENT MARKING ARROWS BIKE LANE EPOXY |
| ⑦ PAVEMENT MARKING EPOXY 4-INCH, YELLOW SKIP, 12½' SEG., 37½' GAP | ⑱ PAVEMENT MARKING WORDS EPOXY |
| ⑧ PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 12½' SEG., 37½' GAP | ⑲ PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY |
| ⑨ PAVEMENT MAKING EPOXY 4-INCH, WHITE SKIP, 2' SEG., 6' GAP | ⑳ PAVEMENT MARKING CROSSWALK EPOXY 12-INCH |
| ⑩ PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, YELLOW | ㉑ PAVEMENT MARKING EPOXY 18-INCH, WHITE SKIP, 2' SEG., 2' GAP |
| ⑪ PAVEMENT MARKING STOP LINE PAINT 12-INCH | ㉒ PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW |
| | ㉓ PAVEMENT MARKING CROSSWALK EPOXY 6-INCH |

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PAVEMENT MARKING - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 437 | E |
|---|---|---|---|---|---|

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

+50 VR | 960+00 VR | +50 VR | 961+00 VR | +50 VR | 962+00 VR | +50 VR | 963+00 VR | +50 VR | 964+00 VR | +50 VR | 965+00 VR

SIGN

INL

45° (TYP.)

PAVEMENT MARKING PARKING STALL PAINT (TYP.)

17'

9'

24'

12.7'

3' (TYP.)

MATCHLINE STA. 80+00 EF

+50 EF | 81+00 EF | +50 EF | 82+00 EF | +50 EF | 83+00 EF | +50 EF | 84+00 EF | +50 EF | 85+00 EF | +50 EF | 86+00 EF

EAST VERONA ROAD FRONTAGE ROAD

MATCH EXISTING PAVEMENT MARKING

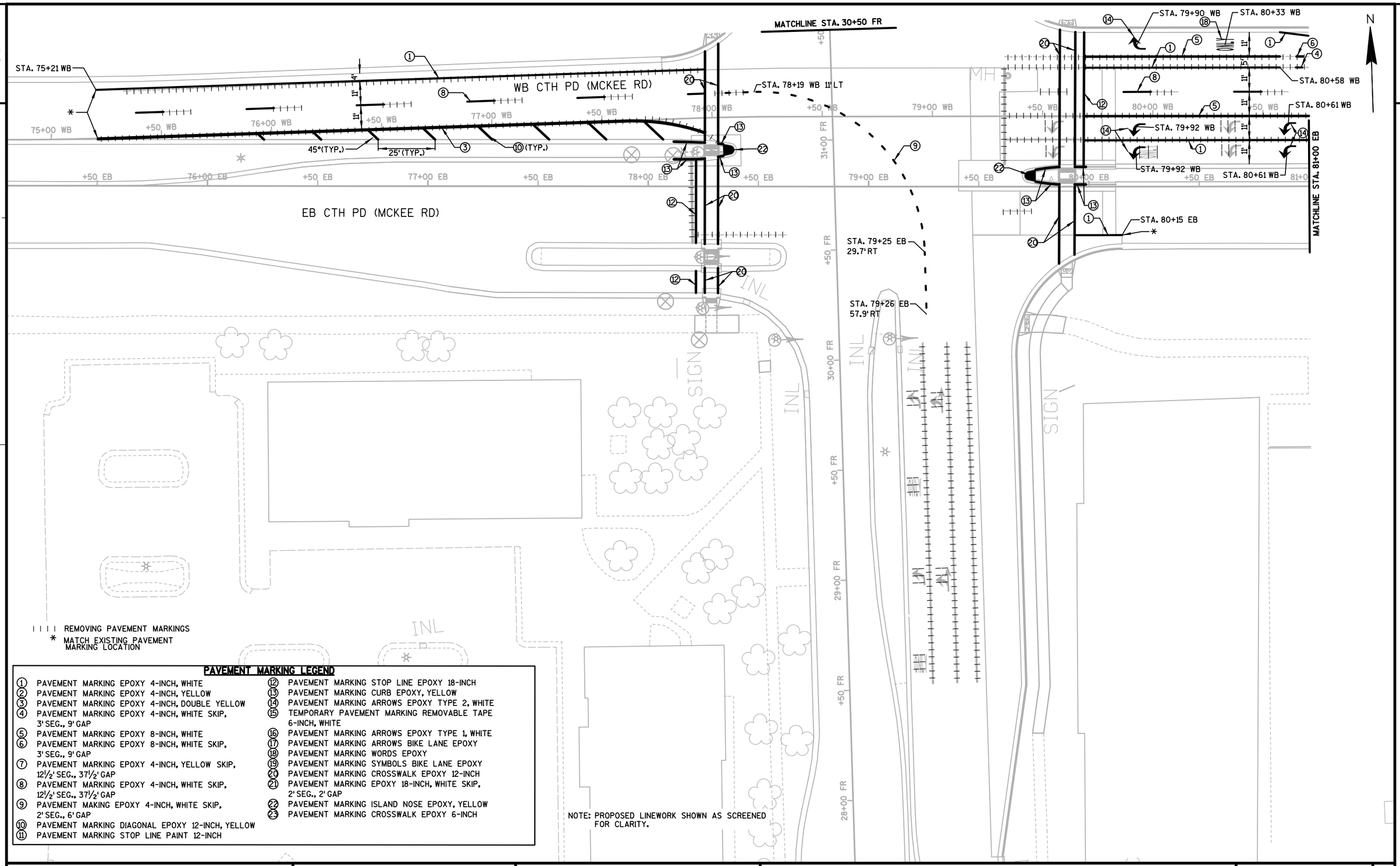
CARLING DRIVE

NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

## PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, WHITE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
4. PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 3' SEG., 9' GAP
5. PAVEMENT MARKING EPOXY 8-INCH, WHITE
6. PAVEMENT MARKING EPOXY 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
7. PAVEMENT MARKING EPOXY 4-INCH, YELLOW SKIP, 12½' SEG., 37½' GAP
8. PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 12½' SEG., 37½' GAP
9. PAVEMENT MAKING EPOXY 4-INCH, WHITE SKIP, 2' SEG., 6' GAP
10. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, YELLOW
11. PAVEMENT MARKING STOP LINE PAINT 12-INCH
12. PAVEMENT MARKING STOP LINE EPOXY 18-INCH
13. PAVEMENT MARKING CURB EPOXY, YELLOW
14. PAVEMENT MARKING ARROWS EPOXY TYPE 2, WHITE
15. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH, WHITE
16. PAVEMENT MARKING ARROWS EPOXY TYPE 1, WHITE
17. PAVEMENT MARKING ARROWS BIKE LANE EPOXY
18. PAVEMENT MARKING WORDS EPOXY
19. PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY
20. PAVEMENT MARKING CROSSWALK EPOXY 12-INCH
21. PAVEMENT MARKING EPOXY 18-INCH, WHITE SKIP, 2' SEG., 2' GAP
22. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
23. PAVEMENT MARKING CROSSWALK EPOXY 6-INCH

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PAVEMENT MARKING - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 438 | E |
|---|---|---|---|---|---|




REMOVING PAVEMENT MARKINGS

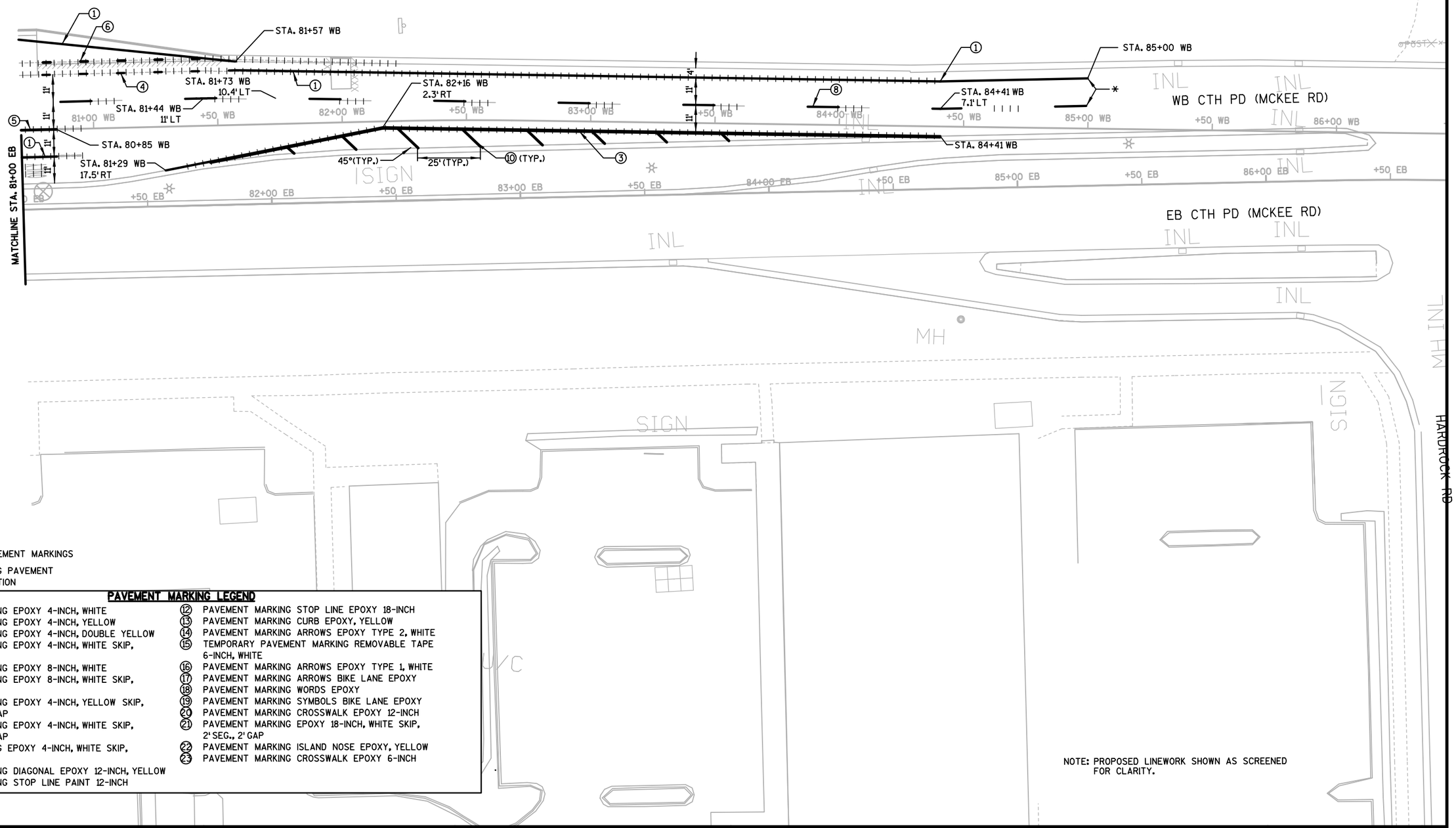
* MATCH EXISTING PAVEMENT MARKING LOCATION

**PAVEMENT MARKING LEGEND**

1. PAVEMENT MARKING EPOXY 4-INCH, WHITE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
4. PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 3' SEG., 9' GAP
5. PAVEMENT MARKING EPOXY 8-INCH, WHITE
6. PAVEMENT MARKING EPOXY 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
7. PAVEMENT MARKING EPOXY 4-INCH, YELLOW SKIP, 12½' SEG., 37½' GAP
8. PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 12½' SEG., 37½' GAP
9. PAVEMENT MAKING EPOXY 4-INCH, WHITE SKIP, 2' SEG., 6' GAP
10. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, YELLOW
11. PAVEMENT MARKING STOP LINE PAINT 12-INCH
12. PAVEMENT MARKING STOP LINE EPOXY 18-INCH
13. PAVEMENT MARKING CURB EPOXY, YELLOW
14. PAVEMENT MARKING ARROWS EPOXY TYPE 2, WHITE
15. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH, WHITE
16. PAVEMENT MARKING ARROWS EPOXY TYPE 1, WHITE
17. PAVEMENT MARKING ARROWS BIKE LANE EPOXY
18. PAVEMENT MARKING WORDS EPOXY
19. PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY
20. PAVEMENT MARKING CROSSWALK EPOXY 12-INCH
21. PAVEMENT MARKING EPOXY 18-INCH, WHITE SKIP, 2' SEG., 2' GAP
22. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
23. PAVEMENT MARKING CROSSWALK EPOXY 6-INCH

NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PAVEMENT MARKING - CTH PD (MCKEE ROAD) (EB AND WB) | SHEET 439 | E |
|---|---|---|---|---|---|




| | REMOVING PAVEMENT MARKINGS

* MATCH EXISTING PAVEMENT MARKING LOCATION

**PAVEMENT MARKING LEGEND**

1. PAVEMENT MARKING EPOXY 4-INCH, WHITE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
4. PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 3' SEG., 9' GAP
5. PAVEMENT MARKING EPOXY 8-INCH, WHITE
6. PAVEMENT MARKING EPOXY 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
7. PAVEMENT MARKING EPOXY 4-INCH, YELLOW SKIP, 12½' SEG., 37½' GAP
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9. PAVEMENT MAKING EPOXY 4-INCH, WHITE SKIP, 2' SEG., 6' GAP
10. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, YELLOW
11. PAVEMENT MARKING STOP LINE PAINT 12-INCH
12. PAVEMENT MARKING STOP LINE EPOXY 18-INCH
13. PAVEMENT MARKING CURB EPOXY, YELLOW
14. PAVEMENT MARKING ARROWS EPOXY TYPE 2, WHITE
15. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH, WHITE
16. PAVEMENT MARKING ARROWS EPOXY TYPE 1, WHITE
17. PAVEMENT MARKING ARROWS BIKE LANE EPOXY
18. PAVEMENT MARKING WORDS EPOXY
19. PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY
20. PAVEMENT MARKING CROSSWALK EPOXY 12-INCH
21. PAVEMENT MARKING EPOXY 18-INCH, WHITE SKIP, 2' SEG., 2' GAP
22. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
23. PAVEMENT MARKING CROSSWALK EPOXY 6-INCH

NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PAVEMENT MARKING - CTH PD (MCKEE ROAD) (EB AND WB) | SHEET 440 | E |
|---|---|---|---|---|---|

## PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, WHITE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
4. PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 3' SEG., 9' GAP
5. PAVEMENT MARKING EPOXY 8-INCH, WHITE
6. PAVEMENT MARKING EPOXY 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
7. PAVEMENT MARKING EPOXY 4-INCH, YELLOW SKIP, 12½' SEG., 37½' GAP
8. PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 12½' SEG., 37½' GAP
9. PAVEMENT MAKING EPOXY 4-INCH, WHITE SKIP, 2' SEG., 6' GAP
10. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, YELLOW
11. PAVEMENT MARKING STOP LINE PAINT 12-INCH
12. PAVEMENT MARKING STOP LINE EPOXY 18-INCH
13. PAVEMENT MARKING CURB EPOXY, YELLOW
14. PAVEMENT MARKING ARROWS EPOXY TYPE 2, WHITE
15. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH, WHITE
16. PAVEMENT MARKING ARROWS EPOXY TYPE 1, WHITE
17. PAVEMENT MARKING ARROWS BIKE LANE EPOXY
18. PAVEMENT MARKING WORDS EPOXY
19. PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY
20. PAVEMENT MARKING CROSSWALK EPOXY 12-INCH
21. PAVEMENT MARKING EPOXY 18-INCH, WHITE SKIP, 2' SEG., 2' GAP
22. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
23. PAVEMENT MARKING CROSSWALK EPOXY 6-INCH

N

SIGN

9+00NR +50NR 10+00NR +50NR 11+00NR +50NR 12+00NR +50NR 13+00NR +50NR 14+

STA. 9+92 NR, 0' RT

3

16'

16'

MATCH LINE STA. 14+00NR

NESBITT ROAD

R-13-264

+50 D 88+00 D +50 D 89+00 D +50 D 90+00 D +50 D 91+00 D +50 D 92+00 D +50 D

WB USH 18/151 (VERONA ROAD)

87+00 VR +50 VR 888+00 VR +50 VR 889+00 VR +50 VR 890+00 VR +50 VR 891+00 VR +50 VR 892+00 VR +50 VR

EB USH 18/151 (VERONA ROAD)

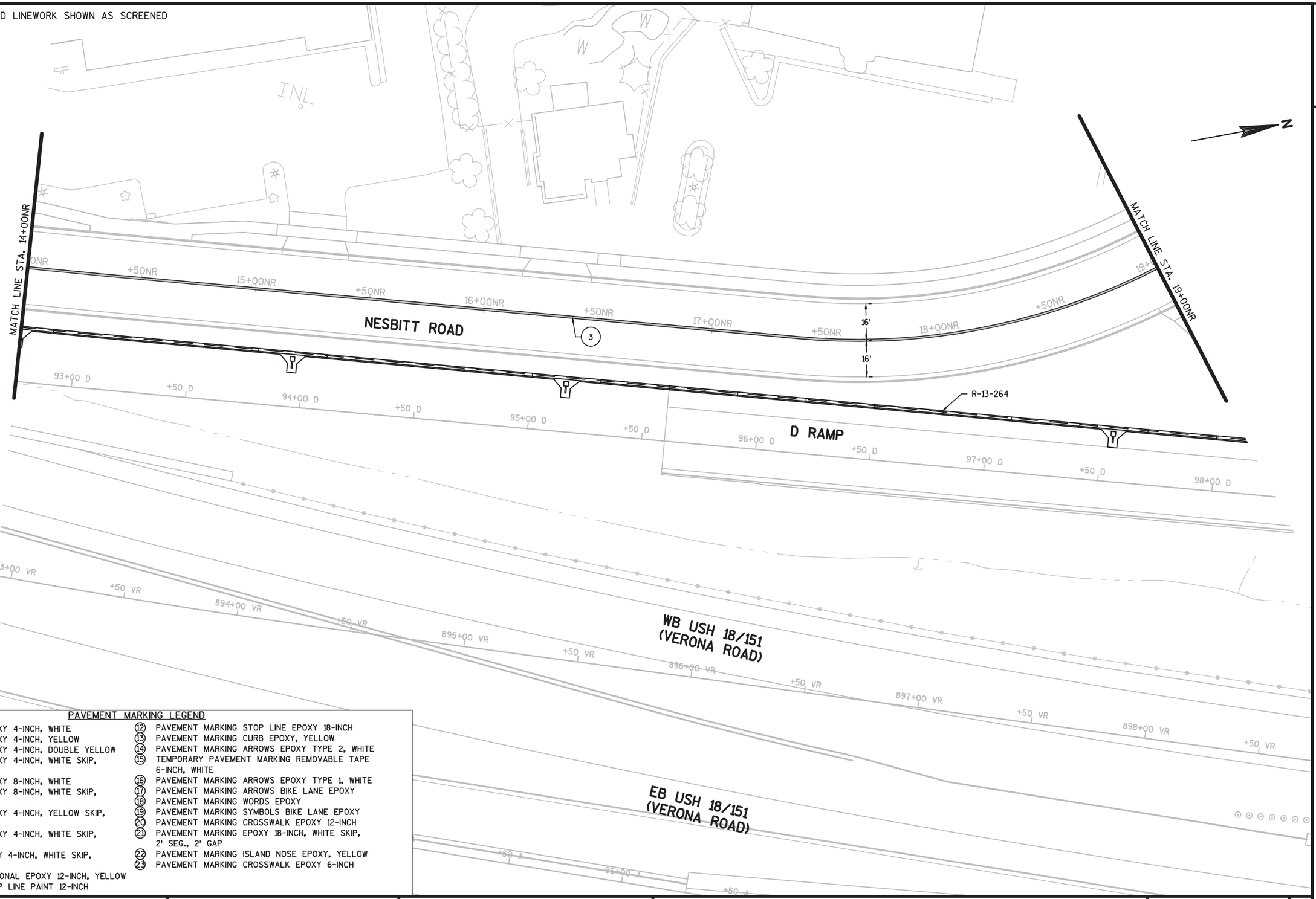
NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PAVEMENT MARKING - NESBITT ROAD (NR) | SHEET 441 | E |
|---|---|---|---|---|---|

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\PAVEMENT MARKING\1206-07-74\024501_PM_NESBITT RD.DWG
LAYOUT NAME - NESBITT RD - (10)

PLOT DATE : 3/31/2016 8:45 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.




PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, WHITE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
4. PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 3' SEG., 9' GAP
5. PAVEMENT MARKING EPOXY 8-INCH, WHITE
6. PAVEMENT MARKING EPOXY 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
7. PAVEMENT MARKING EPOXY 4-INCH, YELLOW SKIP, 12½' SEG., 37½' GAP
8. PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 12½' SEG., 37½' GAP
9. PAVEMENT MAKING EPOXY 4-INCH, WHITE SKIP, 2' SEG., 6' GAP
10. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, YELLOW
11. PAVEMENT MARKING STOP LINE PAINT 12-INCH
12. PAVEMENT MARKING STOP LINE EPOXY 18-INCH
13. PAVEMENT MARKING CURB EPOXY, YELLOW
14. PAVEMENT MARKING ARROWS EPOXY TYPE 2, WHITE
15. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH, WHITE
16. PAVEMENT MARKING ARROWS EPOXY TYPE 1, WHITE
17. PAVEMENT MARKING ARROWS BIKE LANE EPOXY
18. PAVEMENT MARKING WORDS EPOXY
19. PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY
20. PAVEMENT MARKING CROSSWALK EPOXY 12-INCH
21. PAVEMENT MARKING EPOXY 18-INCH, WHITE SKIP, 2' SEG., 2' GAP
22. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
23. PAVEMENT MARKING CROSSWALK EPOXY 6-INCH

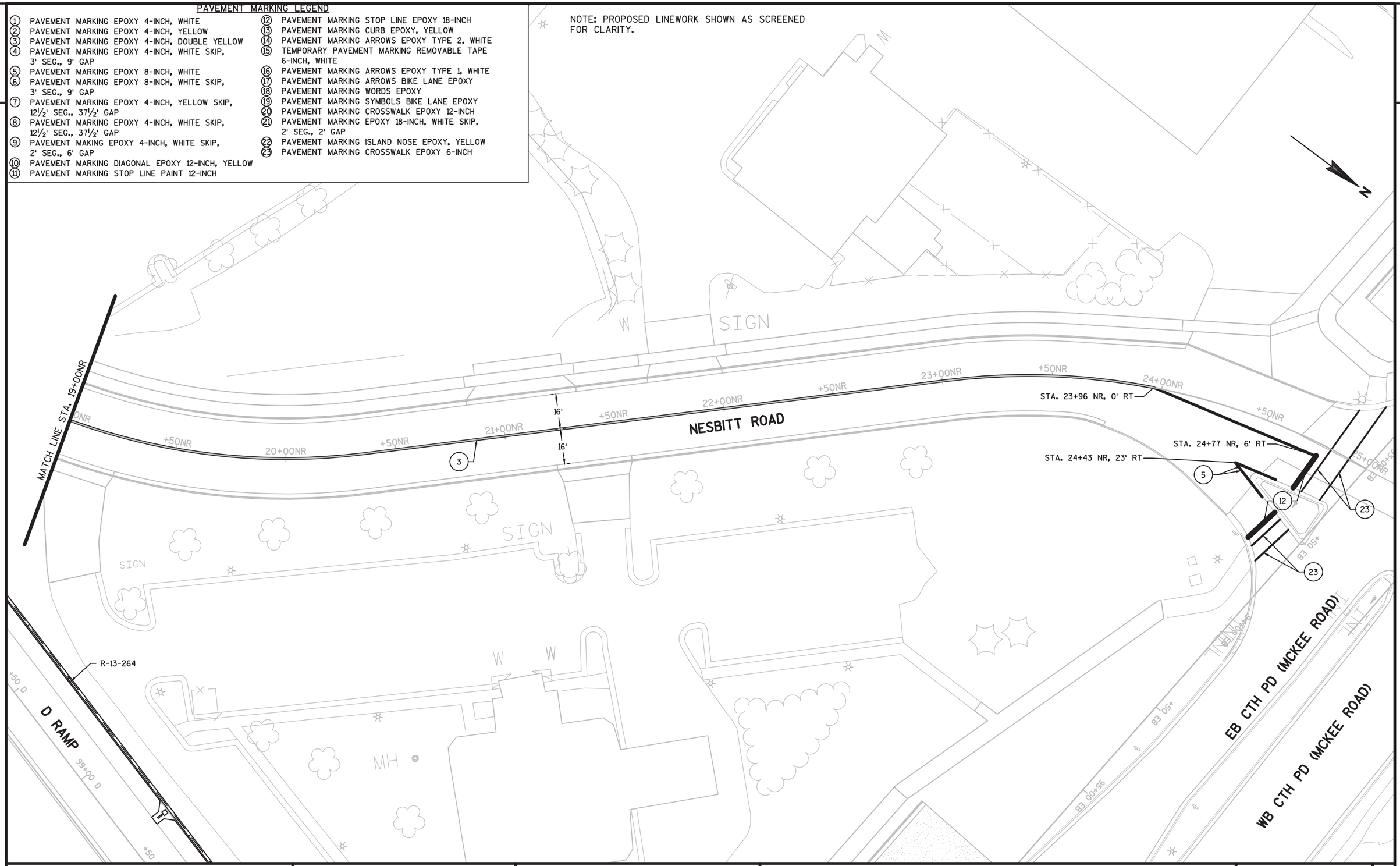
| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | PAVEMENT MARKING - NESBITT ROAD (NR) | SHEET 442 | E |
|---|---|---|---|---|---|

2

## PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, WHITE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
4. PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 3' SEG., 9' GAP
5. PAVEMENT MARKING EPOXY 8-INCH, WHITE
6. PAVEMENT MARKING EPOXY 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
7. PAVEMENT MARKING EPOXY 4-INCH, YELLOW SKIP, 12½' SEG., 37½' GAP
8. PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 12½' SEG., 37½' GAP
9. PAVEMENT MAKING EPOXY 4-INCH, WHITE SKIP, 2' SEG., 6' GAP
10. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, YELLOW
11. PAVEMENT MARKING STOP LINE PAINT 12-INCH
12. PAVEMENT MARKING STOP LINE EPOXY 18-INCH
13. PAVEMENT MARKING CURB EPOXY, YELLOW
14. PAVEMENT MARKING ARROWS EPOXY TYPE 2, WHITE
15. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH, WHITE
16. PAVEMENT MARKING ARROWS EPOXY TYPE 1, WHITE
17. PAVEMENT MARKING ARROWS BIKE LANE EPOXY
18. PAVEMENT MARKING WORDS EPOXY
19. PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY
20. PAVEMENT MARKING CROSSWALK EPOXY 12-INCH
21. PAVEMENT MARKING EPOXY 18-INCH, WHITE SKIP, 2' SEG., 2' GAP
22. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
23. PAVEMENT MARKING CROSSWALK EPOXY 6-INCH

NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PAVEMENT MARKING - NESBITT ROAD (NR) | SHEET 443 | E |
|---|---|---|---|---|---|

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\PAVEMENT MARKING\1206-07-74\024501_PM_NESBITT RD.DWG
LAYOUT NAME - NESBITT RD - (12)

PLOT DATE : 3/31/2016 8:46 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

## PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, WHITE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
4. PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 3' SEG., 9' GAP
5. PAVEMENT MARKING EPOXY 8-INCH, WHITE
6. PAVEMENT MARKING EPOXY 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
7. PAVEMENT MARKING EPOXY 4-INCH, YELLOW SKIP, 12½' SEG., 37½' GAP
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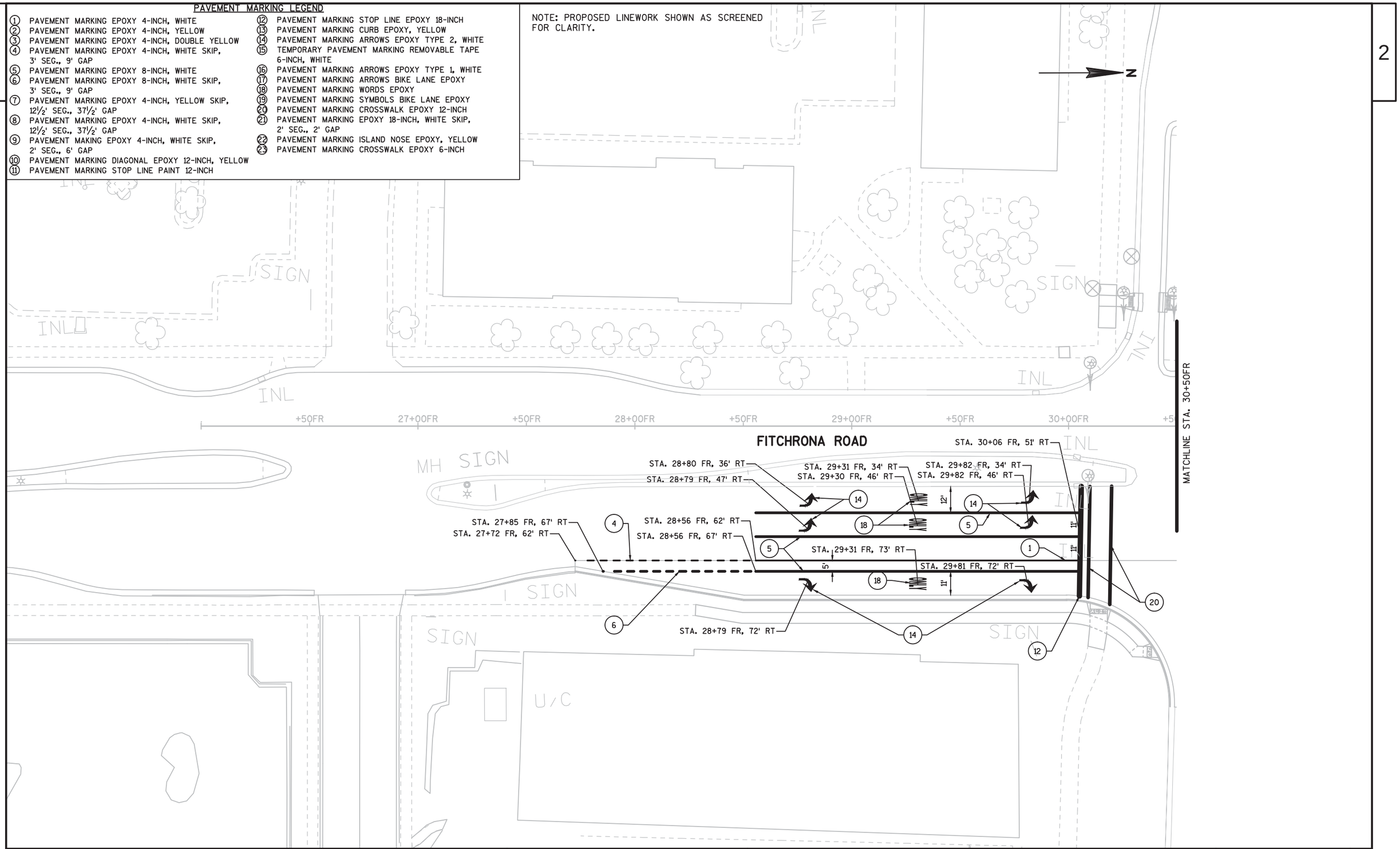
10. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, YELLOW
11. PAVEMENT MARKING STOP LINE PAINT 12-INCH
12. PAVEMENT MARKING STOP LINE EPOXY 18-INCH
13. PAVEMENT MARKING CURB EPOXY, YELLOW
14. PAVEMENT MARKING ARROWS EPOXY TYPE 2, WHITE
15. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH, WHITE
16. PAVEMENT MARKING ARROWS EPOXY TYPE 1, WHITE
17. PAVEMENT MARKING ARROWS BIKE LANE EPOXY
18. PAVEMENT MARKING WORDS EPOXY
19. PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY
20. PAVEMENT MARKING CROSSWALK EPOXY 12-INCH
21. PAVEMENT MARKING EPOXY 18-INCH, WHITE SKIP, 2' SEG., 2' GAP
22. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
23. PAVEMENT MARKING CROSSWALK EPOXY 6-INCH

NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PAVEMENT MARKING - FITCHRONA ROAD (FR) | SHEET 444 | E |
|---|---|---|---|---|---|

2

## PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, WHITE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
4. PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 3' SEG., 9' GAP
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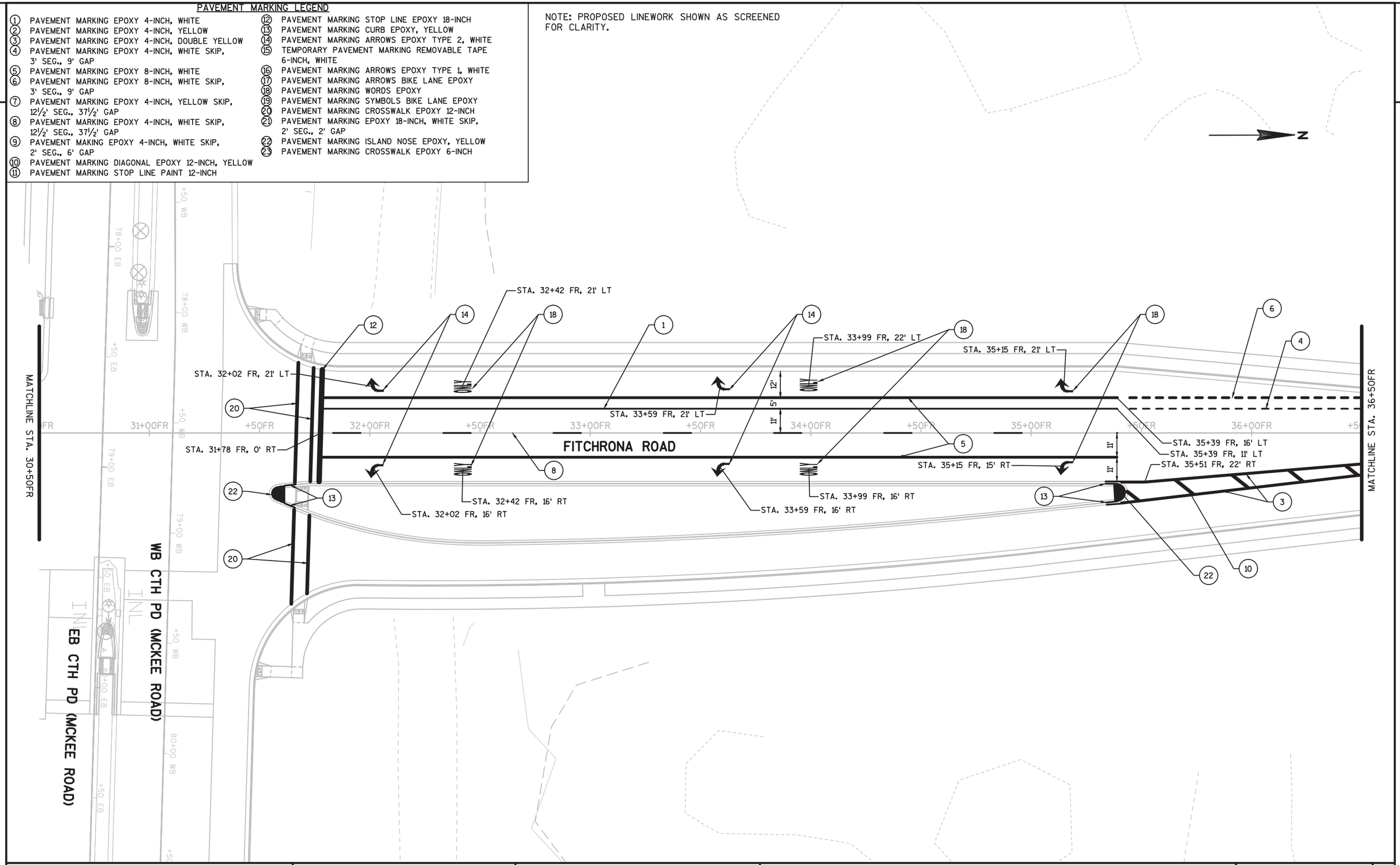
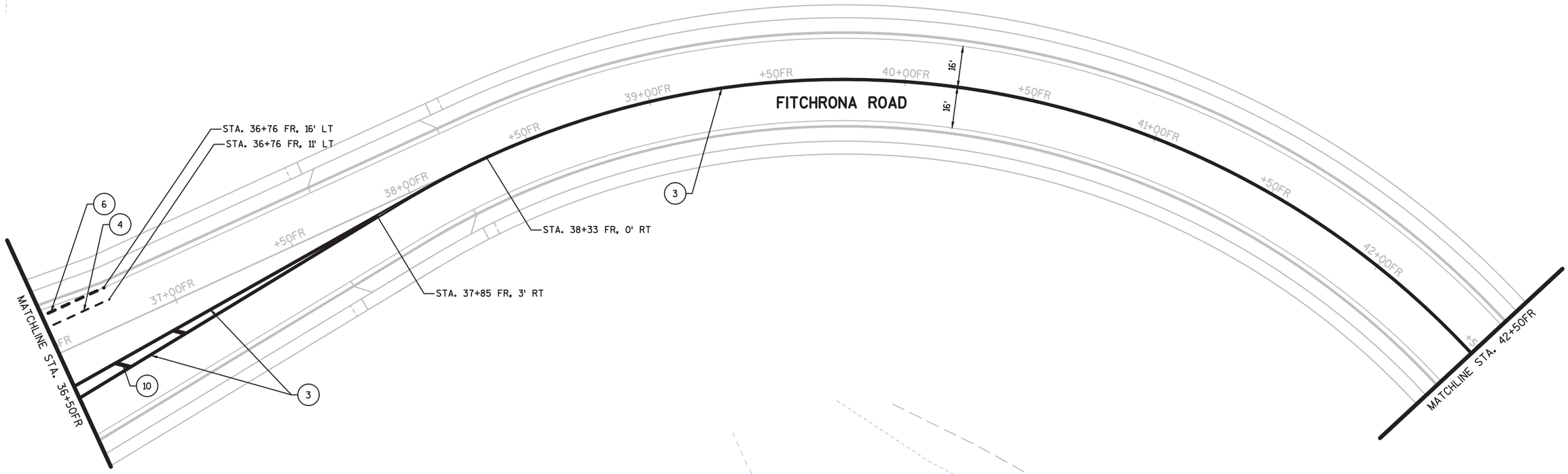
12. PAVEMENT MARKING STOP LINE EPOXY 18-INCH
13. PAVEMENT MARKING CURB EPOXY, YELLOW
14. PAVEMENT MARKING ARROWS EPOXY TYPE 2, WHITE
15. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH, WHITE
16. PAVEMENT MARKING ARROWS EPOXY TYPE 1, WHITE
17. PAVEMENT MARKING ARROWS BIKE LANE EPOXY
18. PAVEMENT MARKING WORDS EPOXY
19. PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY
20. PAVEMENT MARKING CROSSWALK EPOXY 12-INCH
21. PAVEMENT MARKING EPOXY 18-INCH, WHITE SKIP, 2' SEG., 2' GAP
22. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
23. PAVEMENT MARKING CROSSWALK EPOXY 6-INCH

NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PAVEMENT MARKING - FITCHRONA ROAD (FR) | SHEET 445 | E |
|---|---|---|---|---|---|

2




## PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, WHITE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
4. PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 3' SEG., 9' GAP
5. PAVEMENT MARKING EPOXY 8-INCH, WHITE
6. PAVEMENT MARKING EPOXY 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
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12. PAVEMENT MARKING STOP LINE EPOXY 18-INCH
13. PAVEMENT MARKING CURB EPOXY, YELLOW
14. PAVEMENT MARKING ARROWS EPOXY TYPE 2, WHITE
15. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH, WHITE
16. PAVEMENT MARKING ARROWS EPOXY TYPE 1, WHITE
17. PAVEMENT MARKING ARROWS BIKE LANE EPOXY
18. PAVEMENT MARKING WORDS EPOXY
19. PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY
20. PAVEMENT MARKING CROSSWALK EPOXY 12-INCH
21. PAVEMENT MARKING EPOXY 18-INCH, WHITE SKIP, 2' SEG., 2' GAP
22. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
23. PAVEMENT MARKING CROSSWALK EPOXY 6-INCH

NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PAVEMENT MARKING - FITCHRONA ROAD (FR) | SHEET 446 | E |
|---|---|---|---|---|---|

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\PAVEMENT MARKING\1206-07-74\024501_PM_FITCHRONA RD.DWG
LAYOUT NAME - SHEET - (12)
PLOT DATE : 3/31/2016 8:48 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

## PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, WHITE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
4. PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 3' SEG., 9' GAP
5. PAVEMENT MARKING EPOXY 8-INCH, WHITE
6. PAVEMENT MARKING EPOXY 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
7. PAVEMENT MARKING EPOXY 4-INCH, YELLOW SKIP, 12½' SEG., 37½' GAP
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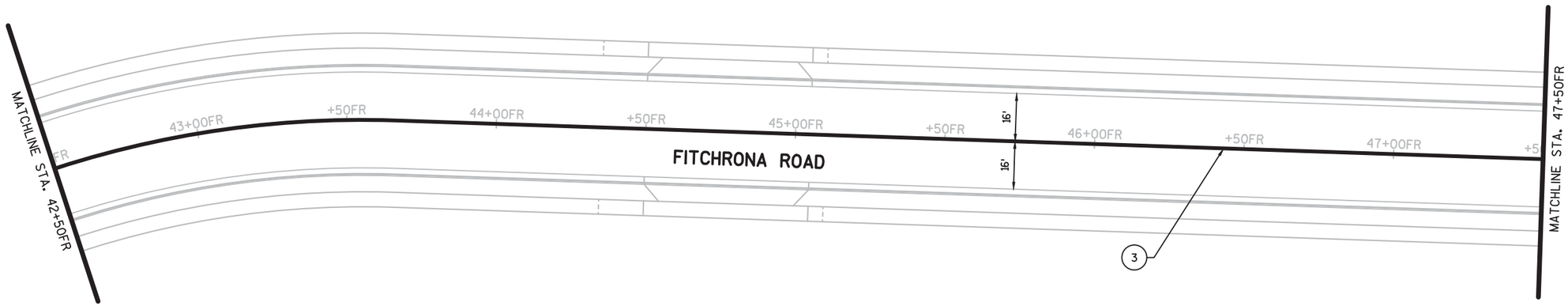
12. PAVEMENT MARKING STOP LINE EPOXY 18-INCH
13. PAVEMENT MARKING CURB EPOXY, YELLOW
14. PAVEMENT MARKING ARROWS EPOXY TYPE 2, WHITE
15. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH, WHITE
16. PAVEMENT MARKING ARROWS EPOXY TYPE 1, WHITE
17. PAVEMENT MARKING ARROWS BIKE LANE EPOXY
18. PAVEMENT MARKING WORDS EPOXY
19. PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY
20. PAVEMENT MARKING CROSSWALK EPOXY 12-INCH
21. PAVEMENT MARKING EPOXY 18-INCH, WHITE SKIP, 2' SEG., 2' GAP
22. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
23. PAVEMENT MARKING CROSSWALK EPOXY 6-INCH

NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

N




2

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PAVEMENT MARKING - FITCHRONA ROAD (FR) | SHEET 447 | E |
|---|---|---|---|---|---|

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\PAVEMENT MARKING\1206-07-74\024501_PM_FITCHRONA RD.DWG
LAYOUT NAME - SHEET - (13)

PLOT DATE : 3/31/2016 8:49 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

## PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, WHITE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
4. PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 3' SEG., 9' GAP
5. PAVEMENT MARKING EPOXY 8-INCH, WHITE
6. PAVEMENT MARKING EPOXY 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
7. PAVEMENT MARKING EPOXY 4-INCH, YELLOW SKIP, 12½' SEG., 37½' GAP
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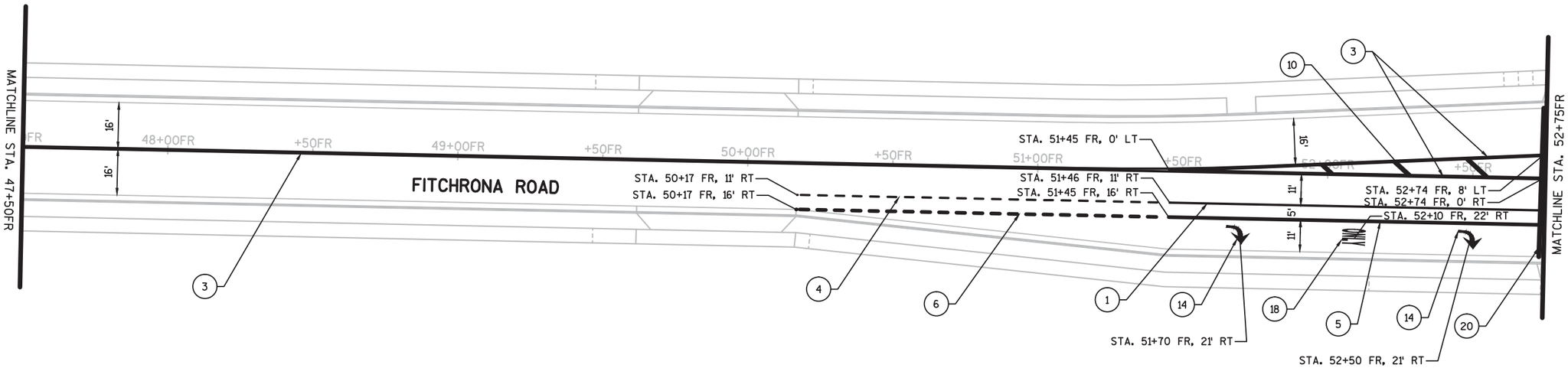
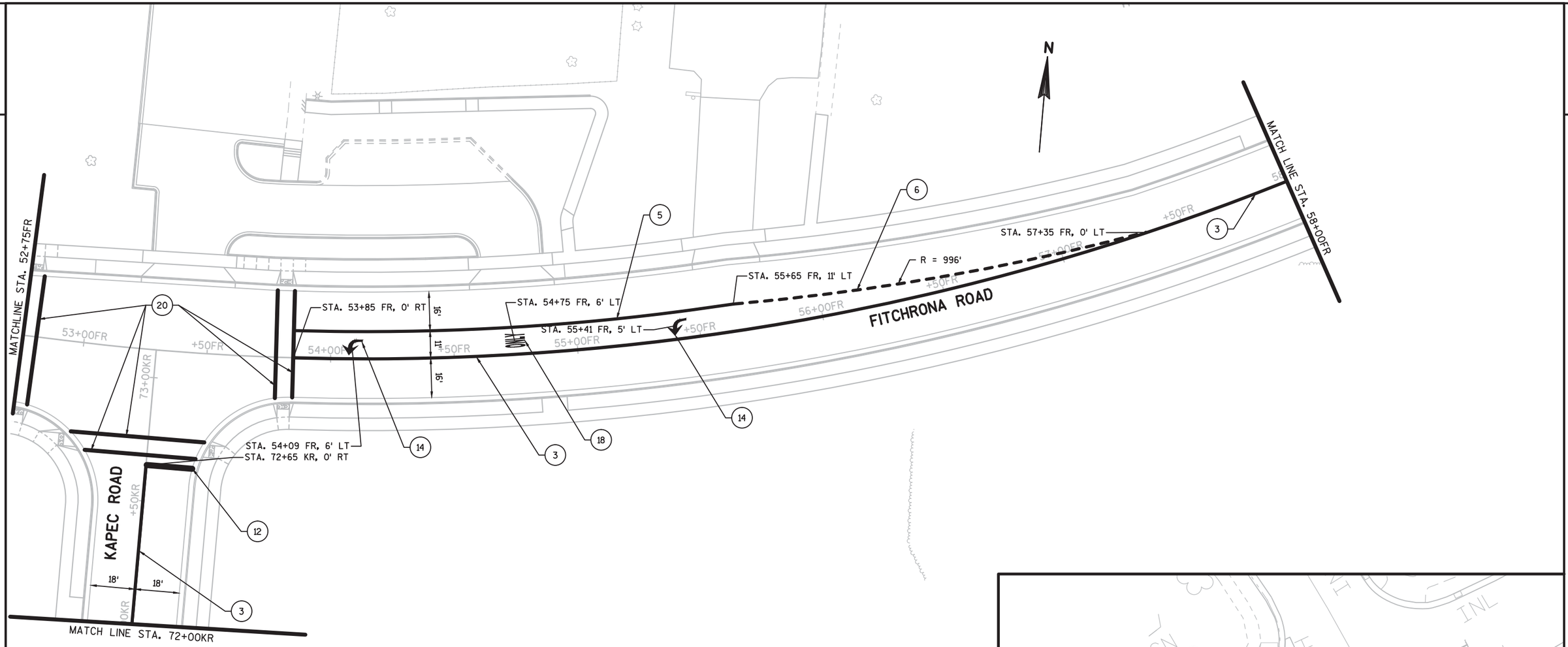
12. PAVEMENT MARKING STOP LINE EPOXY 18-INCH
13. PAVEMENT MARKING CURB EPOXY, YELLOW
14. PAVEMENT MARKING ARROWS EPOXY TYPE 2, WHITE
15. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH, WHITE
16. PAVEMENT MARKING ARROWS EPOXY TYPE 1, WHITE
17. PAVEMENT MARKING ARROWS BIKE LANE EPOXY
18. PAVEMENT MARKING WORDS EPOXY
19. PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY
20. PAVEMENT MARKING CROSSWALK EPOXY 12-INCH
21. PAVEMENT MARKING EPOXY 18-INCH, WHITE SKIP, 2' SEG., 2' GAP
22. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
23. PAVEMENT MARKING CROSSWALK EPOXY 6-INCH

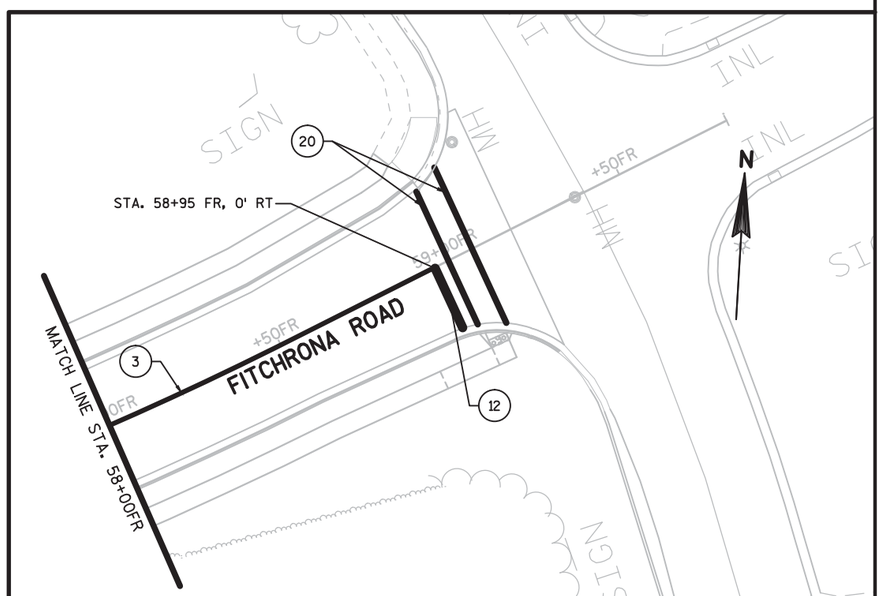
NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

N




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PAVEMENT MARKING - FITCHRONA ROAD (FR) | SHEET 448 | E |
|---|---|---|---|---|---|




## PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, WHITE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
4. PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 3' SEG., 9' GAP
5. PAVEMENT MARKING EPOXY 8-INCH, WHITE
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10. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, YELLOW
11. PAVEMENT MARKING STOP LINE PAINT 12-INCH
12. PAVEMENT MARKING STOP LINE EPOXY 18-INCH
13. PAVEMENT MARKING CURB EPOXY, YELLOW
14. PAVEMENT MARKING ARROWS EPOXY TYPE 2, WHITE
15. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH, WHITE
16. PAVEMENT MARKING ARROWS EPOXY TYPE 1, WHITE
17. PAVEMENT MARKING ARROWS BIKE LANE EPOXY
18. PAVEMENT MARKING WORDS EPOXY
19. PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY
20. PAVEMENT MARKING CROSSWALK EPOXY 12-INCH
21. PAVEMENT MARKING EPOXY 18-INCH, WHITE SKIP, 2' SEG., 2' GAP
22. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
23. PAVEMENT MARKING CROSSWALK EPOXY 6-INCH

NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PAVEMENT MARKING - KAPEC ROAD (KR)/FITCHRONA ROAD (FR) | SHEET 449 | E |
|---|---|---|---|---|---|

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\PAVEMENT MARKING\1206-07-74\024501_PM_FITCHRONA RD.DWG
LAYOUT NAME - SHEET - (15)
PLOT DATE : 3/31/2016 8:51 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 42

2

EB CTH PD (MCKEE ROAD)

WB CTH PD (MCKEE ROAD)

KAPEC ROAD

STA. 64+00 KR, 0' RT

MATCH LINE STA. 67+50KR

NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, WHITE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
4. PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 3' SEG., 9' GAP
5. PAVEMENT MARKING EPOXY 8-INCH, WHITE
6. PAVEMENT MARKING EPOXY 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
7. PAVEMENT MARKING EPOXY 4-INCH, YELLOW SKIP, 12½' SEG., 37½' GAP
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12. PAVEMENT MARKING STOP LINE EPOXY 18-INCH
13. PAVEMENT MARKING CURB EPOXY, YELLOW
14. PAVEMENT MARKING ARROWS EPOXY TYPE 2, WHITE
15. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH, WHITE
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17. PAVEMENT MARKING ARROWS BIKE LANE EPOXY
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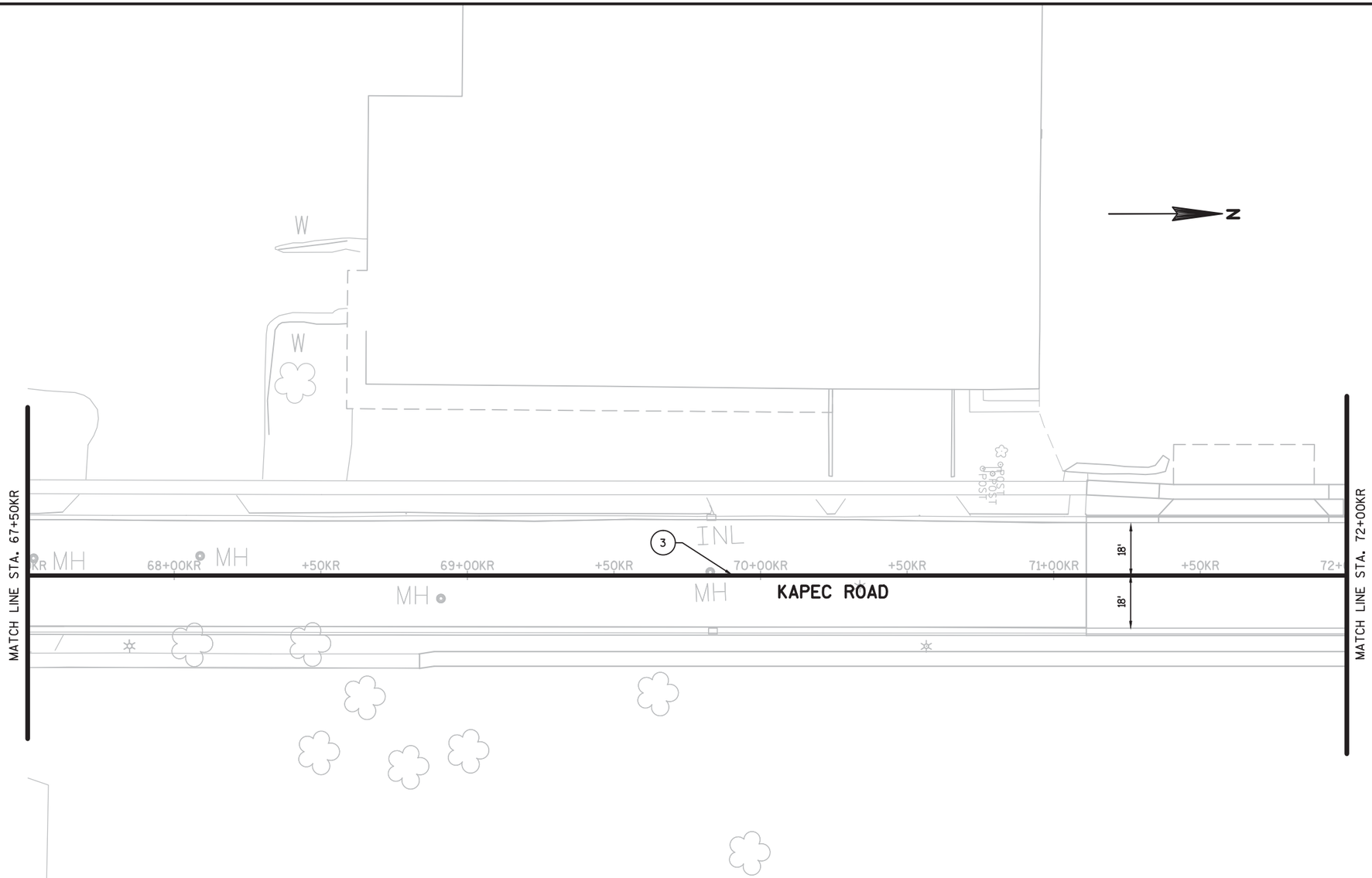
19. PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY
20. PAVEMENT MARKING CROSSWALK EPOXY 12-INCH
21. PAVEMENT MARKING EPOXY 18-INCH, WHITE SKIP, 2' SEG., 2' GAP
22. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
23. PAVEMENT MARKING CROSSWALK EPOXY 6-INCH

| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | PAVEMENT MARKING - KAPEC ROAD (KR) | SHEET 450 | E |
|---|---|---|---|---|---|

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\PAVEMENT MARKING\1206-07-74\024501_PM_KAPEC RD.DWG
LAYOUT NAME - NESBITT RD - (4)
PLOT DATE : 3/31/2016 8:52 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2




PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, WHITE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
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17. PAVEMENT MARKING ARROWS BIKE LANE EPOXY
18. PAVEMENT MARKING WORDS EPOXY
19. PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY
20. PAVEMENT MARKING CROSSWALK EPOXY 12-INCH
21. PAVEMENT MARKING EPOXY 18-INCH, WHITE SKIP, 2' SEG., 2' GAP
22. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
23. PAVEMENT MARKING CROSSWALK EPOXY 6-INCH

NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PAVEMENT MARKING - KAPEC ROAD (KR) | SHEET 451 | E |
|---|---|---|---|---|---|

2

## GENERAL NOTES FOR TRAFFIC CONTROL

1. THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
2. DRAWINGS SHOW TRAFFIC CONTROL FOR A TYPICAL SITUATION. ADDITIONAL TRAFFIC CONTROL DEVICES MAY BE REQUIRED AND/OR LAYOUT DETAILS MODIFIED DEPENDING ON CONTRACTORS METHODS OR SEQUENCES OF OPERATION.
3. 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.
4. EXISTING TRAFFIC SIGNS WHICH CONFILCT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.
5. EXISTING TRAFFIC SIGNS MAY REQUIRE RELOCATION DURING STAGES OF CONSTRUCTION AND SHALL BE LOCATED AS REQUIRED BY THE ENGINEER IN THE FIELD.
6. CONSIDER GEOMETRICS WHEN LOCATING SIGNS, ARROW BOARDS AND SIGN MESSAGE BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS, SIGN MESSAGE BOARDS, AND LANE CLOSURE DRUMS FOR A MINIMUM OF 1500 FEET IN FRONT OF THE DRUMS.
7. FOR ANY LANE CLOSURES THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.
8. THE TURNING OF TRAFFIC CONTROL DEVICES WHEN NOT IN USE TO OBSCURE THE MESSAGE WILL NOT BE ALLOWED.
9. PAVEMENT MARKING CONFLICTING WITH STAGED TRAFFIC PATTERNS SHALL BE REMOVED.
10. A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE WORK AREAS IF WARRANTED BY CONDITIONS OR AS DIRECTED BY THE ENGINEER. HOWEVER, CONTRACTOR SHALL NOT USE FLAG PERSONS TO DIRECT, STOP OR CONTROL TRAFFIC ON CTH PD (MCKEE ROAD) OR ON USH 18/151 (VERONA ROAD) AT ANY TIME.
11. ROAD MACHINERY, TRUCK ENTRANCE, FLAGMEN AHEAD, ETC., SIGNS SHALL BE USED AS NEEDED AND SHALL BE REMOVED OR COVERED WHEN THE ACTIVITY OR CONDITION DOES NOT EXIST. NO WARNING LIGHT SHALL BE USED WITH A COVERED SIGN.
12. LOCAL ACCESS SHALL BE MAINTAINED AT ALL TIMES.
13. ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
14. "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
15. DETAILS OF TRAFFIC CONTROL NOT SHOWN SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECAIL PROVISIONS AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
16. FOR NIGHTTIME OPERATION ALL DRUMS IN TAPERS SHALL HAVE A TYPE C WARNING LIGHT.
17. ALL TYPE III BARRICADES SHALL BE 8' WIDE, UNLESS OTHERWISE NOTED, AND EQUIPPED WITH TWO TYPE "A" (LOW INTENSITY FLASHING) LIGHTS.
18. ANCHOR CONCRETE BARRIER TEMPORARY PRECAST PER SDD "CONCRETE BARRIER TEMPORARY PRECAST"
19. CONCRETE BARRIER TEMPORARY PRECAST LOCATIONS IN TRAFFIC CONTROL PLANS ARE TYPICAL AND MAY VARY. PROVIDE 2' CLEAR TO THE TOE OF THE BARRIER.
20. TEMPORARY SHORING LOCATIONS AND LENGTHS SHOWN ON THE PLANS ARE FOR INFORMATIONAL PURPOSE ONLY. CONTRACTOR TO VERIFY LOCATION AND SIZE OF SHORING.
21. PROTECTION OF THE EXCAVATIONS IS THE CONTRACTORS RESPONSIBILITY AND IS INCIDENTAL TO THE OPERATION FOR WHICH IT IS REQUIRED.
22. CONTRACTORS EQUIPMENT AND MATERIAL STOCKPILES MAY NOT BE STORED WITH IN THE CLEAR ZONE OR WITHIN 10' OF BACK OF SIDEWALK WHILE THE CONTRACTOR IS NOT WORKING, UNLESS THEY ARE PROTECTED BY CONCRETE BARRIER TEMPORARY PRECAST.

## LEGEND: TEMPORARY PAVEMENT MARKING (ALL STAGES)

| | |
|---|---|
| RT-4W | REMOVABLE TAPE 4-INCH (WHITE) |
| RT-4Y | REMOVABLE TAPE 4-INCH (YELLOW) |
| RT-4DY | REMOVABLE TAPE 4-INCH (DOUBLE YELLOW) |
| RT-6CW | REMOVABLE TAPE 6-INCH CROSSWALK (WHITE) |
| 4W | PAINT 4-INCH (WHITE) |
| 4Y | PAINT 4-INCH (YELLOW) |
| 8W | PAINT 8-INCH (WHITE) |
| 4Y-E | EPOXY 4-INCH (YELLOW) |
| 4DY | PAINT 4-INCH (DOUBLE YELLOW) |
| RT-8W | REMOVABLE TAPE 8-INCH (WHITE) |
| RT-D-12Y | REMOVABLE TAPE DIAGONAL 12-INCH (YELLOW) |
| SL-18 | STOP LINE 18-INCH |
| AP | ARROWS PAINT |

## LEGEND: PAVEMENT MARKING

1. PAVEMENT MARKING EPOXY 4-INCH, WHITE
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP 12½' SEG., 37½' GAP
4. PAVEMENT MARKING EPOXY 8-INCH, WHITE

## LEGEND: SYMBOLS ALL STAGES

- TRAFFIC CONTROL BARRICADES TYPE II
- TRAFFIC CONTROL BARRICADES TYPE II, W/TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRICADES TYPE III
- TRAFFIC CONTROL BARRICADES TYPE III, W/TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL DRUMS W/TRAFFIC CONTROL WARNING LIGHTS TYPE C
- TRAFFIC CONTROL ARROW BOARDS
- TRAFFIC CONTROL SIGNS ON PERMANENT SUPPORT
- TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT
- CONCRETE BARRIER (SEE PLAN SHEETS FOR PAY ITEMS)
- WORK AREA
- DIRECTION OF TRAFFIC
- MB TRAFFIC CONTROL SIGNS PCMS
- FLAGGING OPERATION
- TEMPORARY PEDESTRIAN SURFACE OR TEMPORARY PEDESTRIAN SURFACE SPECIAL
- TEMPORARY PEDESTRIAN SAFETY FENCE
- FENCE SAFETY
- XXXXX X SAWING ASPHALT
- SAWING CONCRETE
- ASPHALTIC SURFACE TEMPORARY FROM PREVIOUS STAGE
- ASPHALTIC SURFACE TEMPORARY
- BASE AGGREGATE DENSE 1¼-INCH
- REMOVING PAVEMENT MARKINGS
- AREA MAINTAINED FOR TURNING VEHICLES
- SIGN FLAGS TEMPORARY 18-INCH X 18-INCH

2

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL GENERAL NOTES & LEGENDS | SHEET 452 | E |
|---|---|---|---|---|---|

2

## VERONA ROAD

STAGE 1

TRAFFIC
EB AND WB VERONA ROAD REDUCED TO SINGLE LANE IN EACH DIRECTION DURING OFF PEAK NIGHT HOURS.
INSIDE SHOULDER CLOSURES FOR EB AND WB VERONA ROAD DURING DAY.
SINGLE LEFT TURN LANE CLOSURES ON CTH PD DURING SINGLE LANE CLOSURES ON VERONA RD.

CONSTRUCTION
COMPLETE GRADING, STORM SEWER, BASE AGGREGATE, TEMPORARY BARRIER WALL PLACEMENT, AND HMA PAVING IN VERONA ROAD MEDIAN BETWEEN STA. 871+90 VR AND 902+45 VR.
INSTALL EPOXY EDGE LINE PAVEMENT MARKING STA. 871+90 VR TO 902+45 VR LT AND RT.
COMPLETE GRADING, BASE AGGREGATE, AND HMA PAVING IN VERONA ROAD MEDIAN STA. 906+40 VR TO 932+25 VR.

## WILLIAMSBURG WAY

STAGE 1 PHASE 1

TRAFFIC
MAINTAINED IN EXISTING LANES OF WILLIAMSBURG WAY AND ANTON DRIVE.
SHOULDER CLOSURES UTILIZED FOR CONSTRUCTION.

CONSTRUCTION
CONSTRUCT PROPOSED SIDEWALK AND DRIVEWAYS FROM STA. 90+00 WW TO 94+62 WW LT.
CONSTRUCT PEDESTRIAN CURB RAMP STA. 90+25 WW LT.
CONSTRUCT TEMPORARY PEDESTRIAN SURFACE SPECIAL ON EAST SIDE OF ANTON DRIVE.
INSTALL STORM SEWER AND SIDEWALK FROM 110+93 AD TO 98+50 WW RT.

PEDESTRIANS
MAINTAINED ON EXISTING SIDEWALKS ON SOUTH SIDE OF WILLIAMSBURG WAY WEST OF ANTON DRIVE AND NORTH SIDE OF WILLIAMSBURG WAY EAST OF ANTON DRIVE.
MAINTAINED ON EXISTING SIDEWALKS ON WEST SIDE OF ANTON DRIVE.

STAGE 1 PHASE 2A

TRAFFIC
ANTON DRIVE CLOSED TO TRAFFIC BETWEEN WILLIAMSBURG WAY AND 111+75 AD. ACCESS TO BUSINESSES MAINTAINED FROM SOUTH ON ANTON DRIVE.
WILLIAMSBURG WAY TRAFFIC MAINTAINED ON NORTH SIDE OF EXISTING ROADWAY.

CONSTRUCTION
CONSTRUCT ANTON DRIVE SOUTH OF WILLIAMSBURG WAY, INCLUDING SURFACE PAVEMENT TO STA. 112+30 AD.
CONSTRUCT SOUTH PORTION OF ROUNDABOUT, INCLUDING TEMPORARY PAVEMENT FOR USE IN LATER PHASES. PAVE ONLY LOWER LAYER OF HMA PAVEMENT.
CONSTRUCT SOUTHERN PORTION OF TRUCK APRON OF ROUNDABOUT.

PEDESTRIANS
WILLIAMSBURG WAY PEDESTRIANS MAINTAINED ON NORTH SIDE OF ROADWAY USING NEWLY CONSTRUCTED AND EXISTING SIDEWALKS.
ANTON DRIVE PEDESTRIANS MAINTAINED ON EAST SIDE OF ANTON DRIVE USING TEMPORARY PEDESTRIAN SURFACE SPECIAL AND NEWLY CONSTRUCTED SIDEWALKS.

STAGE 1 PHASE 2B

TRAFFIC
WILLIAMSBURG WAY TRAFFIC REMAINS IN PHASE 2A CONFIGURATION.
ANTON DRIVE OPEN TO TRAFFIC WITH STOP CONTROL AT WILLIAMSBURG WAY INTERSECTION.

CONSTRUCTION
COMPLETE CONSTRUCTION OF REMAINING PORTIONS OF THE SOUTH SIDE OF WILLIAMSBURG WAY.
INSTALL TEMPORARY ASPHALT IN MEDIANS FOR USE IN FUTURE PHASES.

PEDESTRIANS
MAINTAINED ON ALL PORTIONS OF THE PROJECT ON NEWLY CONSTRUCTED SIDEWALK EXCEPT NORTH SIDE OF WILLIAMSBURG WAY EAST OF ANTON DRIVE WHERE EXISTING SIDEWALK IS UTILIZED.

## WILLIAMSBURG WAY (CON'T)

STAGE 1 PHASE 3

TRAFFIC
WILLIAMSBURG WAY TRAFFIC MAINTAINED ON NEWLY COMPLETED SOUTHERN PORTION OF ROADWAY, UTILIZING NEW PAVEMENT AND TEMPORARY ASPHALT IN MEDIANS AND ROUNDABOUT ISLAND.
ANTON DRIVE TRAFFIC MAINTAINED ON NEW ROADWAY.
INTERSECTION WITH WILLIAMSBURG WAY REMAINS STOP CONTROLLED.
ACCESS TO WILLIAMSBURG WAY COURT MAINTAINED THROUGH WORK ZONE.

CONSTRUCTION
CONSTRUCT NORTH PORTION OF WILLIAMSBURG WAY.
CONSTRUCT NORTHERN PORTION OF TRUCK APRON.
STAGE CONSTRUCTION OF WILLIAMSBURG WAY COURT AND BUSINESS DRIVEWAYS TO MAINTAIN ACCESS TO BUSINESSES, INCLUDING FUEL TRUCK ACCESS.
INSTALL PERMANENT SIGNING FOR ROUNDABOUT.

PEDESTRIANS
MAINTAINED ON NEW SIDEWALKS EXCEPT THE NORTH SIDE OF WILLIAMSBURG WAY EAST OF ANTON DRIVE.
ACCESS TO RESIDENTS AND BUSINESSESES ON NORTH SIDE OF WILLIAMSBURG WAY PROVIDED FROM WEST.

STAGE 1 PHASE 4

TRAFFIC
MAINTAINED IN FINAL LANE CONFIGURATIONS UTILIZING ROUNDABOUT.
SHOULDER CLOSURES USED TO COMPLETE ISLAND AND MEDIANS.
WILLIAMSBURG WAY AND ANTON DRIVE TO BE CLOSED TO TRAFFIC FOR ONE NIGHT TO ALLOW FOR SURFACE LAYER HMA PAVING.

CONSTRUCTION
ADJUST STORM SEWER STRUCTURES TO FINAL GRADE.
COMPLETE TRUCK APRON AND MEDIAN CURBS.
PLACE FINAL SURFACE LAYER OF HMA PAVEMENT.

PEDESTRIANS
MAINTAINED ON NEWLY CONSTRUCTED SIDEWALKS ON PROJECT.
MEDIAN CROSSINGS CLOSED TO COMPLETE CONSTRUCTION. ACCESS ACROSS WILLIAMSBURG WAY PROVIDED AT EAST AND WEST PROJECT LIMITS.

## NESBITT ROAD

STAGE 1

TRAFFIC
ROADWAY CLOSED TO THROUGH TRAFFIC BETWEEN LIMESTONE LANE AND CTH PD (MCKEE ROAD).
ACCESS TO BUSINESSES WITHIN CONSTRUCTION ZONE TO BE MAINTAINED AT ALL TIMES.

CONSTRUCTION
CONSTRUCT PORTION OF POND A AND STORM SEWER FROM POND TO CTH PD.
CONSTRUCT ALL ITEMS OF WORK ON NESBITT ROAD, INCLUDING STORM SEWER, WATER MAIN, SANITARY SEWER, GRADING, BASE, SIDEWALK, CURB AND GUTTER, FINAL PAVEMENT, AND RESTORATION.

## KAPEC ROAD STORM SEWER CONNECTION

PHASE 1

TRAFFIC
CLOSE KAPEC ROAD TO THROUGH TRAFFIC BETWEEN KING JAMES WAY AND ANTON DRIVE FOR A MAXIMUM DURATION OF 5 CALENDAR DAYS. KAPEC ROAD CLOSED TO ALL TRAFFIC WITHIN WORK ZONE.

CONSTRUCTION
CONSTRUCT TEMPORARY PEDESTRIAN SURFACE SPECIAL ADJACENT TO EXISTING SIDEWALK.
INSTALL STORM SEWER FROM KAPEC ROAD TO BEHIND EXISTING SIDEWALK.
INSTALL ASPHALTIC SURFACE TEMPORARY AND ASPHALTIC CURB TO RESTORE ROADWAY.
INSTALL TEMPORARY PEDESTRIAN SURFACE ASPHALT.

PEDESTRIANS
MAINTAINED ON EXISTING SIDEWALK WHILE CONSTRUCTING TEMPORARY PEDESTRIAN SURFACE SPECIAL.
MAINTAINED ON TEMPORARY PEDESTRIAN SURFACE SPECIAL DURING STORM SEWER INSTALLATION.

PHASE 2

TRAFFIC
MAINTAINED ON EXISTING ROADWAY.

CONSTRUCTION
COMPLETE REMAINING STORM SEWER INSTALLATION BEHIND SIDEWALK.

PEDESTRIANS
MAINTAINED ON EXISTING SIDEWALK.

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## CTH PD (MCKEE ROAD)

STAGE 1 PHASE 1 (88+00 EB TO 99+50 EB RT)

TRAFFIC
MAINTAINED ON EXISTING CTH PD LANES.
SINGLE LANE CLOSURES DURING OFF PEAK HOURS AS NEEDED.

CONSTRUCTION
INSTALL EROSION CONTROL FOR PROJECT LOCATION.
CONSTRUCT TEMPORARY PEDESTRIAN SURFACE FROM STA. 88+00 EB TO 98+50 EB RT.

PEDESTRIANS
MAINTAINED ON EXISTING SIDEWALKS.

STAGE 1 PHASE 2

TRAFFIC
CTH PD TRAFFIC MAINTAINED ON EXISTING LANES.
CONSTRUCTION TAKES PLACE BEHIND CURB AND GUTTER.
SINGLE LANE CLOSURES ON CTH PD DURING OFF PEAK HOURS AS NEEDED. TURNING MOVEMENTS MAINTAINED.
COORDINATE STORM SEWER AND WATER MAIN CROSSINGS OF NESBITT ROAD WITH NESBITT ROAD CONSTRUCTION TO MAINTAIN ACCESS TO BUSINESSES ON NESBITT ROAD.

CONSTRUCTION
INSTALL STORM SEWER AND WATER MAIN ON SOUTH SIDE OF CTH PD.
INSTALL STORM SEWER FROM POND A TO CTH PD.
INSTALL SANITARY SEWER ON NORTH SIDE OF CTH PD.
INSTALL SANITARY SEWER LATERAL AT STA 104+40 EB LT ACROSS WESTBOUND LANES OF CTH PD.
REPLACE SIDEWALK AND CURB AND GUTTER ON NORTH SIDE CTH PD REMOVED FOR SANITARY SEWER INSTALLATION.
REPLACE TRAFFIC LOOP ON WB CTH PD.
RESTORE DISTURBED AREAS PRIOR TO WINTER SHUTDOWN.

PEDESTRIANS
MAINTAINED ON TEMPORARY PEDESTRIAN SURFACE ON SOUTH SIDE OF CTH PD WEST OF VERONA ROAD.
MAINTAINED ON EXISTING SIDEWALK ON SOUTH SIDE OF CTH PD EAST OF VERONA ROAD.

STAGE 1 PHASE 3 (101+50 EB to 108+00 EB LT)

TRAFFIC
CTH PD TRAFFIC MAINTAINED ON EXISTING LANES.
SINGLE WB LANE CLOSURE AS NEEDED DURING OFF PEAK HOURS.

CONSTRUCTION
INSTALL STORM SEWER AT STA. 102+00 EB LT.
CONSTRUCT TEMPORARY PEDESTRIAN SURFACE ASPHALT FROM STA. 101+50 EB TO 108+00 EB LT.

PEDESTRIANS
MAINTAINED ON EXISTING SIDEWALK ALONG SOUTH SIDE OF CTH PD.

## CTH PD (MCKEE ROAD) (CON'T)

STAGE 1 PHASE 4A

TRAFFIC
CTH PD TRAFFIC MAINTAINED IN EXISTING LANES.
EB AND WB VERONA ROAD OPEN TO TRAFFIC NORTH OF CTH PD, MAINTAINING ACCESS TO CTH PD.
FULL CLOSURE OF VERONA ROAD FROM CTH PD TO CTH PB.
VERONA ROAD THROUGH TRAFFIC UTILIZES ALTERNATE ROUTE.
WB LT AND EB RT TURN LANES CLOSED ON CTH PD.
ENTRANCE RAMP TO EB USH 18/151 FROM OLD CO RD PB CLOSED.
ENTRANCE RAMP TO EB USH 18/151 FROM E. VERONA AVE CLOSED.
THE ALTERNATE ROUTE IS IMPLEMENTED.

CONSTRUCTION
INSTALL WATER MAIN, STORM SEWER, AND ELECTRICAL CONDUIT CROSSING OF VERONA ROAD STA. 902+50 VR LT AND RT.
RE-LAY STORM SEWER REMOVED FROM WATER MAIN INSTALLATION.
INSTALL BASE AGGREGATE AND HMA PVAEMENT UPON COMPLETION OF UNDERGROUND INSTALLATION.

PEDESTRIANS
MAINTAINED ON TEMPORARY PEDESTRIAN SURFACE ASPHALT ON SOUTH SIDE OF CTH PD WEST OF VERONA ROAD.
MAINTAINED ON TEMPORARY PEDESTRIAN SURFACE ASPHALT ON NORTH SIDE OF CTH PD EAST OF VERONA ROAD.

STAGE 1 PHASE 4B (STA. 101+00 EB TO 105+00 EB, 902+00 VR TO 903+00 VR)

TRAFFIC
CTH PD AND VERONA ROAD TRAFFIC MAINTAINED IN EXISTING LANES.
SINGLE OFF PEAK EB AND WB LANE CLOSURES AS NEEDED.

CONSTRUCTION
INSTALL WATER MAIN AND STORM SEWER ON SOUTH SIDE OF CTH PD.
DO NOT IMPACT EXISTING PARKING LOT AT 6169 MCKEE ROAD, PACEL 5 OF TRANSPORTATION PROJECT PLAT 1206-07-30, DURING CONSTRUCTION.
INSTALL CURB AND GUTTER IN MEDIAN AND ON WEST SIDE OF VERONA ROAD AT STA. 902+50 VR.

PEDESTRIANS
MAINTAINED ON TEMPORARY PEDESTRIAN SURFACE ASPHALT ON NORTH SIDE OF CTH PD.
TRAFFIC CONTROL FOR SIDEWALK CLOSURES TO REMAIN IN PLACE UNTIL NEW SIDEWALK IS INSTALLED DURING STAGE 2.

## EAST VERONA ROAD FRONTAGE ROAD

STAGE 1 PHASE 1

TRAFFIC
EAST VERONA ROAD FRONTAGE ROAD TRAFFIC MAINTAINED ON EXISTING ROADWAY.
ONE LANE FLAGGING OPERATIONS USED FOR UNDERGROUND UTILITY CROSSINGS OF FRONTAGE ROAD.
MILITARY RIDGE PATH CLOSED FOR INSTALLATION OF STORM SEWER.
ACCESS TO DRIVEWAYS MAINTAINED DURING WATER MAIN INSTALLATION.

CONSTRUCTION
INSTALL STORM SEWER, WATER MAIN, AND SANITARY SEWER LOCATED WITHIN EAST VERONA ROAD FRONTAGE ROAD LIMITS.
CONSTRUCT POND D.

## CTH PD UTILITY CROSSING

STAGE 1, PHASE 1

TRAFFIC
SINGLE LANE CLOSURES ON EB AND WB CTH PD BETWEEN FITCHRONA ROAD AND COMMERCE PARK DRIVE.
BIDIRECTIONAL TRAFFIC ON WESTBOUND CTH PD (MCKEE ROAD) BETWEEN FITCHRONA ROAD AND COMMERCE PARK DRIVE DURING OFF PEAK HOURS.
FITCHRONA ROAD, NESBITT ROAD, VERONA ROAD, AND COMMERCE PARK ROAD INTERSECTIONS OPERATE UNDER ALL WAY STOP CONTROL.
NESBITT ROAD CLOSED TO ALL TRAFFIC (INCLUDING LOCAL ACCESS)

CONSTRUCTION
INSTALL WATER MAIN ACROSS EB LANES OF CTH PD NEAR STA. 79+50 EB.
INSTALL ELECTRICAL CONDUIT ACROSS EB LANES OF CTH PD NEAR STA. 80+10 EB.
INSTALL STORM SEWER ACROSS EB LANES OF CTH PD NEAR STA. 93+10.
INSTALL STORM SEWER AND ELECTRICAL CONDUIT ACROSS EB LANES OF CTH PD NEAR STA. 98+75 EB.
INSTALL STORM SEWER, ELECTRICAL CONDUIT, AND WATER MAIN ACROSS EB LANES OF CTH PD NEAR STA. 101+90 EB.
COMPLETE THE INSTALLATION OF THE SANITARY LATERAL AT STA. 104+40 EB.
INSTALL BACKFILL, BASE AGGREGATE, AND HMA PAVEMENT UPON COMPLETION OF UNDERGROUND INSTALLATIONS.

## CTH PD UTILITY CROSSING (CON'T)

STAGE 1, PHASE 2

TRAFFIC
SINGLE LANE CLOSURES ON EB AND WB CTH PD BETWEEN FITCHRONA ROAD AND COMMERCE PARK DRIVE.
BIDIRECTIONAL TRAFFIC ON EASTBOUND CTH PD (MCKEE ROAD) BETWEEN FITCHRONA ROAD AND COMMERCE PARK DRIVE DURING OFF PEAK HOURS.
FITCHRONA ROAD, NESBITT ROAD, VERONA ROAD, AND COMMERCE PARK ROAD INTERSECTIONS OPERATE UNDER ALL WAY STOP CONTROL.
KAPEC ROAD CLOSED TO THROUGH TRAFFIC. ACCESS FROM CTH PD ONTO KAPEC ROAD WILL NOT BE PERMITTED. ACCESS FOR EMEGENCY VEHICLES TO BE MAINTAINED AT ALL TIMES.

CONSTRUCTION
INSTALL REMAINING WATER MAIN ACROSS WB LANES OF CTH PD NEAR STA. 79+50 EB.
INSTALL REMAINING ELECTRICAL CONDUIT ACROSS WB LANES OF CTH PD NEAR STA. 80+10 EB.
INSTALL REMAINING STORM SEWER ACROSS WB LANES OF CTH PD NEAR STA. 93+10.
INSTALL REMAINING STORM SEWER AND ELECTRICAL CONDUIT ACROSS WB LANES OF CTH PD NEAR STA. 98+75 EB.
INSTALL STORM SEWER, ELECTRICAL CONDUIT, AND WATER MAIN ACROSS WB LANES OF CTH PD NEAR STA. 101+90 EB.
INSTALL BACKFILL, BASE AGGREGATE, AND HMA PAVEMENT UPON COMPLETION OF UNDERGROUND INSTALLATIONS.

STAGE 1, PHASE 3

TRAFFIC
CTH PD TRAFFIC MAINTAINED IN EXISTING LANES.
KAPEC ROAD CLOSED TO THROUGH TRAFFIC FROM CTH PD TO STA. 67+00 KR.
ACCESS FOR EMERGENCY VEHICLES TO BE MAINTAINED AT ALL TIMES.

CONSTRUCTION
INSTALL STORM SEWER ON KAPEC ROAD.

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## VERONA ROAD

STAGE 2

TRAFFIC
EB AND WB VERONA ROAD REDUCED TO SINGLE LANE 1 DURING OFF PEAK HOURS.
EB AND WB VERONA ROAD TRAFFIC MAINTAINED ON A COMBINATION OF EXISTING ROADWAY AND MEDIAN WIDENING.

CONSTRUCTION
SAW AND REMOVE PORTIONS OF EXISTING PAVEMENT BETWEEN STA. 875+25 VR AND 893+90 VR.
INSTALL STEEL PLATE BEAM GUARD CLASS A BETWEEN STA. 875+25 VR AND 893+90 VR.
COMPLETE AGGREGATE SHOULDER AT BEAM GUARD.
INSTALL REMAINING CONCRETE BARRIER TEMPORARY PRECAST.
COMPLETE ALL WORK ON A, B, D, E, F, AND K RAMPS AND REMAINDER OF POND A.

## CTH PD (MCKEE ROAD)

STAGE 2 PHASE 1A (88+50 EB TO 99+00 EB RT)

TRAFFIC
CTH PD EB TRAFFIC MAINTAINED ON EXISTING LANES.
SINGLE LANE CLOSURES AS NEEDED.

CONSTRUCTION
COMPLETE ROADWAY GRADING, CURB AND GUTTER, SIDEWALK, AND CONCRETE AND ASPHALT PAVEMENT.

PEDESTRIANS
MAINTAINED ON TEMPORARY PEDESTRIAN SURFACE SPECIAL INSTALLED IN STAGE 1, PHASE 1.

STAGE 2 PHASE 1B (88+50 EB TO 99+00 EB RT)

TRAFFIC
CTH PD EB TRAFFIC MAINTAINED IN EXISTING LANES.
SINGLE LANE CLOSURES AS NEEDED.

CONSTRUCTION
REMOVE TEMPORARY PEDESTRIAN SURFACE ASPHALT.
COMPLETE GRADING AND HMA PAVEMENT BETWEEN EXISTING BACK OF CURB AND NEW ROADWAY.

PEDESTRIANS
MAINTAINED ON NEW SIDEWALK CONSTRUCTED IN STAGE 2, PHASE 1A.

STAGE 2 (101+00 EB TO 114+00 EB RT)

TRAFFIC
CTH PD EB TRAFFIC MAINTAINED ON EXISTING LANES.
SINGLE LANE CLOSURES AS NEEDED.
COMMERCIAL DRIVEWAY STAGED TO MAINTAIN ACCESS DURING CONSTRUCTION.

CONSTRUCTION
INSTALL STORM SEWER AND WATER MAIN ALONG THE SOUTH SIDE OF CTH PD.
COMPLETE ROADWAY GRADING, BASE AGGREGATE, CURB AND GUTTER, SIDEWALK, DRIVEWAYS, AND PAVEMENTS ALONG THE SOUTH SIDE OF CTH PD.

PEDESTRIANS
MAINTAINED ON TEMPORARY PEDESTRIAN SURFACE ALONG NORTH SIDE OF CTH PD INSTALLED IN STAGE 1, PHASE 3A.

## EAST VERONA ROAD FRONTAGE ROAD

STAGE 2 PHASE 1

TRAFFIC
EAST VERONA ROAD FRONTAGE ROAD CLOSED TO TRAFFIC BETWEEN STA. 48+50 EF AND 61+00 EF.
EB RT TURN LANE AND WB LT TURN LANE ON VERONA ROAD ONTO EB WILLIAMSBURG WAY CLOSED.
EB WILLIAMSBURG WAY CLOSED EAST OF VERONA ROAD.

CONSTRUCTION
INSTALL STORM SEWER ACROSS WILLIAMSBURG WAY AND EAST FRONTAGE ROAD INTERSECTION.
INSTALL TEMPORARY ASPHALTIC SURFACE.

STAGE 2 PHASE 2

TRAFFIC
EAST VERONA ROAD FRONTAGE ROAD TRAFFIC MAINTAINED ON EXISTING ROADWAY. CLOSED TO THROUGH TRAFFIC FROM 61+00 EF TO 73+25 EF.
ACCESS TO VERONA ROAD FROM EAST VERONA ROAD FRONTAGE ROAD TO BE MAINTAINED.
CAPITAL CITY TRAIL TO BE MAINTAINED ON EXISTING, TEMPORARY, AND PROPOSED PATH USING PHASING DETAILED IN TRAFFIC CONTROL PLANS.

CONSTRUCTION
INSTALL STORM SEWER BETWEEN STA. 61+87 EF AND 73+12 EF.
CONSTRUCT EAST VERONA ROAD FRONTAGE ROAD BETWEEN STA. 62+87EF AND 73+12 EF.
CONSTRUCT TEMPORARY CONNECTION FROM NEW ROADWAY TO EXISTING PAVEMENT AT STA. 62+05 EF.

STAGE 2 PHASE 3

TRAFFIC
CLOSE EAST VERONA ROAD FRONTAGE ROAD FROM SOUTH LIMITS TO WILLIAMSBURG WAY.
BUSINESS ACCESS WITHIN WORK ZONE PROVIDED FROM SPROCKET DRIVE TO SOUTH AND PRIVATE DRIVE AT WILLIAMSBURG WAY.
ACCESS TO VERONA ROAD FROM EAST FRONTAGE ROAD NORTH OF WILLIAMSBURG WAY TO BE MAINTAINED.
COMPLETE ALL WORK FROM SOUTH LIMITS TO STA. 40+00 EF TO ESTABLISH DRIVEWAY ACCESS TO PARCEL 13 PRIOR TO CLOSING THE EAST FRONTAGE ROAD.

CONSTRUCTION
INSTALL REMAINING STORM SEWER FROM WILLIAMSBURG WAY TO SOUTH.
COMPLETE WALL R-13-271.
CONSTRUCT VERONA ROAD FRONTAGE ROAD FROM SOUTH LIMITS TO STA. 52+00 EF.

STAGE 2 PHASE 4

TRAFFIC
CLOSE EAST VERONA ROAD FRONTAGE ROAD BETWEEN STA. 52+00 EF TO 60+50 EF.
EAST VERONA ROAD FRONTAGE ROAD ACCESS TO VERONA ROAD FROM NORTH OF WILLIAMSBURG WAY MAINTAINED ON EXISTING ROADWAY. ACCESS TO EAST VERONA ROAD FRONTAGE ROAD SOUTH OF WILLIAMSBURG WAY PROVIDED FROM SPROCKET DRIVE.

CONSTRUCTION
INSTALL STORM SEWER ALONG EAST VERONA ROAD FRONTAGE ROAD.
CONSTRUCT EAST VERONA ROAD FRONTAGE ROAD BETWEEN STA. 52+00 EF AND 60+50 EF.

## EAST VERONA ROAD FRONTAGE ROAD (CON'T)

STAGE 2 PHASE 5

TRAFFIC
EAST VERONA ROAD FRONTAGE ROAD CLOSED TO ALL TRAFFIC BETWEEN STA. 48+50 EF AND 61+00 EF.
EB VERONA ROAD RT TURN LANE ONTO WILLIAMSBURG WAY CLOSED.
WB VERONA ROAD LT TURN LANE ONTO WILLIAMSBURG WAY CLOSED.
WILLIAMSBURG WAY CLOSED BETWEEN VERONA ROAD AND EAST VERONA ROAD FRONTAGE ROAD.
ACCESS TO EAST VERONA ROAD FRONTAGE ROAD SOUTH OF WILLIAMSBURG WAY PROVIDED FROM SPROCKET DRIVE.
ACCESS TO EAST VERONA ROAD FRONTAGE ROAD NORTH OF WILLIAMSBURG WAY PROVIDED FROM CHALET GARDENS ROAD.

CONSTRUCTION
COMPLETE STORM SEWER AND POND CONSTRUCTION ON EAST VERONA ROAD FRONTAGE ROAD.
COMPLETE CONSTRUCTION OF WILLIAMSBURG WAY BETWEEN VERONA ROAD AND STA. 103+00 WW.
COMPLETE CONSTRUCTION OF EAST VERONA ROAD FRONTAGE ROAD BETWEEN STA. 60+50 EF AND 63+00 EF.

STAGE 2 PHASE 6

TRAFFIC
EAST VERONA ROAD FRONTAGE ROAD TRAFFIC MAINTAINED ON NEW ROADWAY FROM SOUTH LIMITS TO STA. 71+00 EF.
ONE LANE OF TRAFFIC MAINTAINED USING FLAGGING OPERATIONS BETWEEN STA. 71+00 EF AND 73+25 EF.

CONSTRUCTION
COMPLETE MILLING AND HMA PAVING OF EAST VERONA ROAD FRONTAGE ROAD BETWEEN STA. 71+00 EF AND NORTH PROJECT LIMITS.

EAST VERONA ROAD FRONTAGE ROAD PARKING LOT

TRAFFIC
EAST VERONA ROAD FRONTAGE ROAD TRAFFIC MAINTAINED ON EXISTING ROADWAY USING SHOULDER CLOSURE.
PARKING LOT USE MAINTAINED AS DETAILED IN THE PARKING LOT CONSTRUCTION PHASING PLANS.

CONSTRUCTION
CONSTRUCT PARKING LOT ADJACENT TO EAST VERONA ROAD FRONTAGE ROAD.
COMPLETE PARKING LOT CONSTRUCTION PRIOR TO FINAL SURFACE PAVING (PHASE 6)

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## CTH PD/FITCHRONA ROAD

STAGE 2 PHASE 1

TRAFFIC
WB CTH PD TRAFFIC MAINTAINED ON EXISTING LANES AND EXISTING WB LEFT TURN LANE.
WB CTH PD DUAL LEFT TURN LANE REDUCED TO SINGLE LANE.
EB CTH PD TRAFFIC MAINTAINED ON EXISTING LANES.
SINGLE EB LANE CLOSURES DURING OFF PEAK HOURS AS NEEDED FOR CONSTRUCTION.
NB FITCHRONA ROAD DUAL LEFT TURN LANES REDUCED TO SINGLE TURN LANE.
EB CTH PD RIGHT TURN LANE CLOSED DURING OFF PEAK HOURS AS NEEDED FOR CONSTRUCTION.

CONSTRUCTION
COMPLETE ROADWAY GRADING, STORM SEWER, CURB AND GUTTER, SIDEWALK AND ASPHALT PAVING ADJACENT TO WB CTH PD LANES FROM STA. 77+50 WB TO 82+00 WB.
COMPLETE CURB AND GUTTER AND CONCRETE SIDEWALK IN SW QUADRANT OF INTERSECTION.
BEGIN STORM SEWER, ROADWAY GRADING, CURB AND GUTTER, AND HMA PAVEMENT IN SE QUADRANT OF INTERSECTION.
COMPLETE SIDEWALK ON EAST SIDE OF FITCHRONA ROAD.

PEDESTRIANS
MAINTAINED ON EXISTING SIDEWALKS ON SOUTH SIDE OF CTH PD AND WEST SIDE OF FITCHRONA ROAD.

STAGE 2 PHASE 2

TRAFFIC
EB AND WB CTH PD TRAFFIC MAINTAINED ON EXISTING LANES.
EB SINGLE LANE CLOSURES DURING OFF PEAK HOURS AS NEEDED FOR CONSTRUCTION.
NB FITCHRONA ROAD REDUCED TO SINGLE LEFT TURN LANE.

CONSTRUCTION
COMPLETE CONSTRUCTION OF RIGHT TURN LANE IN SE QUADRANT OF INTERSECTION.
CONTINUE CONSTRUCTION OF FITCHRONA ROAD NORTH OF CTH PD.

PEDESTRIANS
MAINTAINED ON SOUTH SIDE OF CTH PD AND EAST AND WEST SIDES OF FITCHRONA ROAD ON NEW AND EXISTING SIDEWALKS.

STAGE 2 PHASE 3

TRAFFIC
EB AND WB CTH PD TRAFFIC MAINTAINTED ON EXISTING LANES.
SINGLE EB LANE CLOSURES AND SINGLE WB LEFT TURN LANE CLOSURES DURING OFF PEAK HOURS AS NEEDED FOR CONSTRUCTION.
NB FITCHRONA ROAD DUAL LEFT TURN LANE REDUCED TO SINGLE LANE.

CONSTRUCTION
CONSTRUCT CURB AND GUTTER, CONCRETE SIDEWALKS, TRAFFIC SIGNALS, AND HMA PAVEMENT IN MEDIAN ISLANDS OF CTH PD.

PEDESTRIANS
MAINTAINED ON NEW AND EXISTING SIDEWALKS ON EAST AND WEST SIDES OF FITCHRONA ROAD AND SOUTH SIDE OF CTH PD.

## FITCHRONA ROAD (STA. 52+50 FR TO 59+00 FR)

STAGE 2 PHASE 1

TRAFFIC
MAINTAINED ON EXISTING KAPEC ROAD BETWEEN KING JAMES WAY INTERSECTIONS.
SHOULDER/PARKING LANE CLOSED ON THE EAST/SOUTH SIDE OF ROADWAY.

CONSTRUCTION
COMPLETE CLEARING AND GRUBBING ALONG FITCHRONA ROAD.
GRADE AND INSTALL SIDEWALK EXTENSION ALONG EAST SIDE OF KAPEC ROAD AND SOUTH SIDE OF FITCHRONA ROAD.

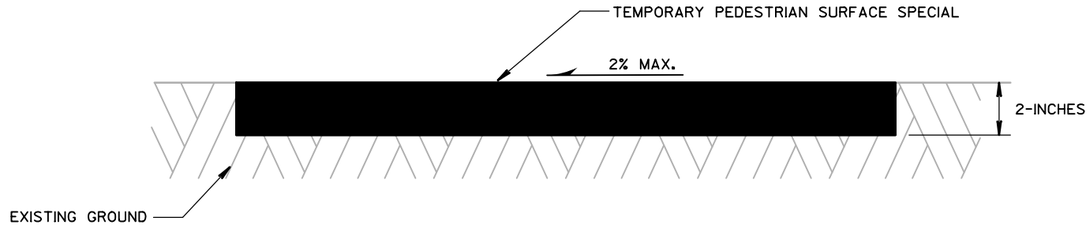
PEDESTRIANS
MAINTAINED ON EXISTING SIDEWALK ALONG THE WEST SIDE OF KAPEC ROAD AND NORTH SIDE OF FITCHRONA ROAD.

STAGE 2 PHASE 2

TRAFFIC
FITCHRONA ROAD AND KAPEC ROAD CLOSED TO THROUGH TRAFFIC BETWEEN KING JAMES WAY AND ANTON DRIVE.
MAINTAIN ACCESS TO BUSINESSES DURING CONSTRUCTION.

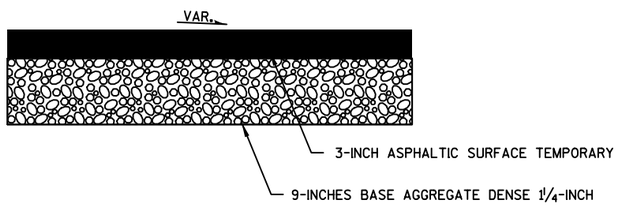
CONSTRUCTION
CONSTRUCT FITCHRONA ROAD BETWEEN STA. 52+50 FR AND 59+00 FR
CONSTRUCT KAPEC ROAD BETWEEN STA. 71+11 KR AND 72+92 KR.

PEDESTRIANS
MAINTAINED ON NEW SIDEWALK ALONG THE EAST SIDE OF KAPEC ROAD AND SOUTH SIDE OF FITCHRONA ROAD.



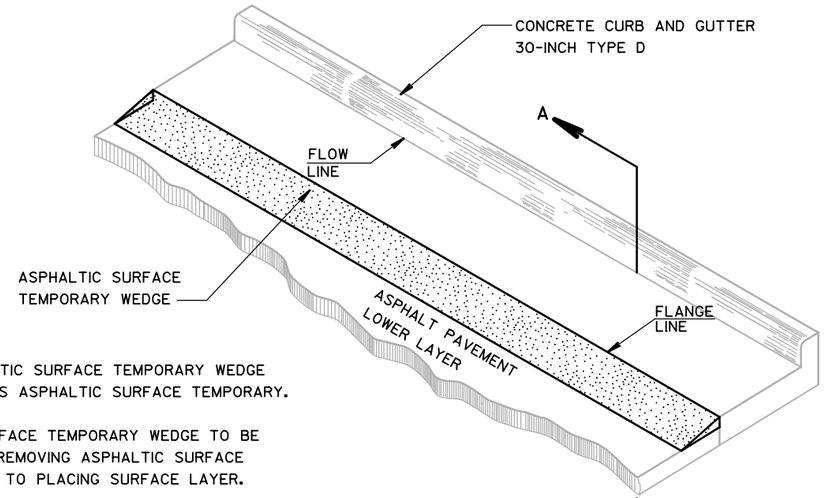

NOTE: REMOVE EXISTING GROUND TO A MINIMUM DEPTH OF 2-INCHES AND PLACE TEMPORARY PEDESTRIAN SURFACE SPECIAL

## TEMPORARY PEDESTRIAN SURFACE SPECIAL DETAIL



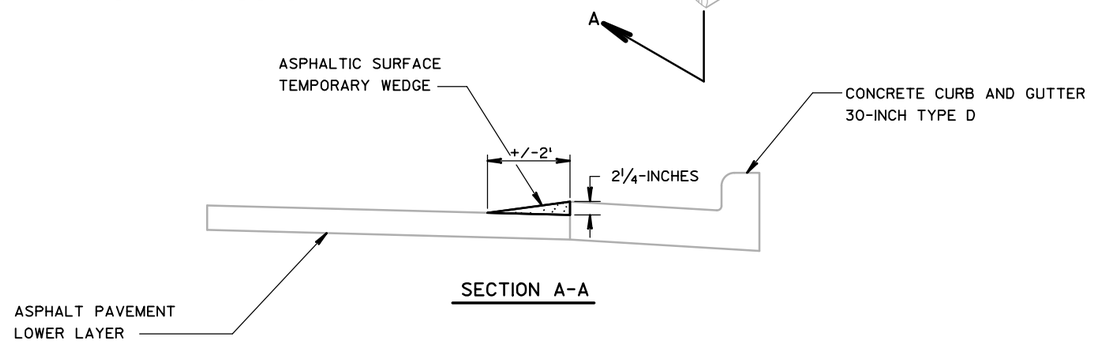

## TEMPORARY ASPHALTIC PAVEMENT STRUCTURE

SIDE ROADS AND DRIVEWAYS



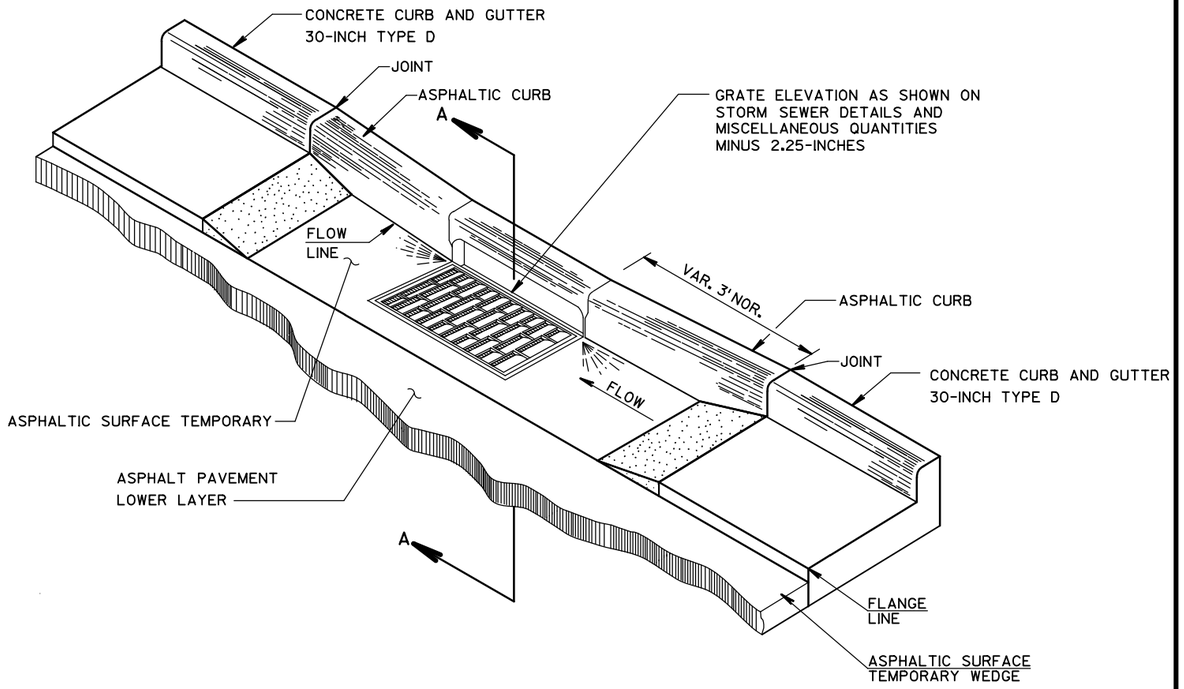

NOTE: ASPHALTIC SURFACE TEMPORARY WEDGE TO BE PAID AS ASPHALTIC SURFACE TEMPORARY.

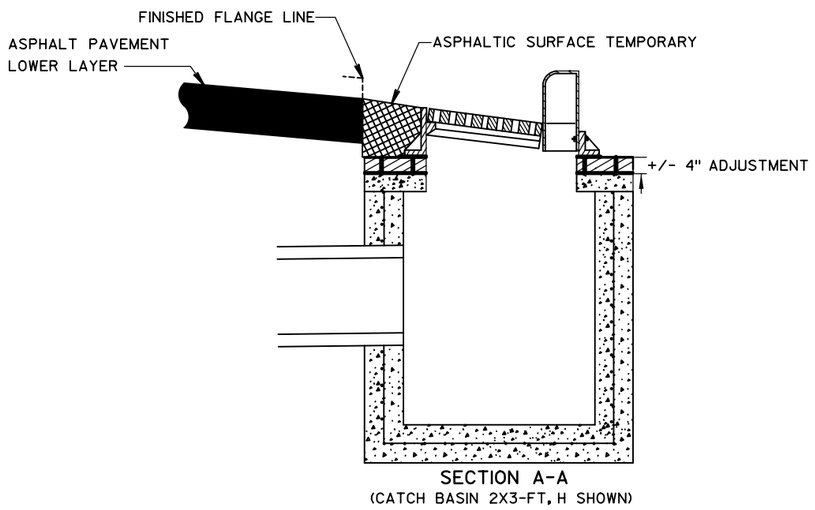
ASPHALTIC SUFACE TEMPORARY WEDGE TO BE REMOVED BY REMOVING ASPHALTIC SURFACE MILLING PRIOR TO PLACING SURFACE LAYER.




SECTION A-A

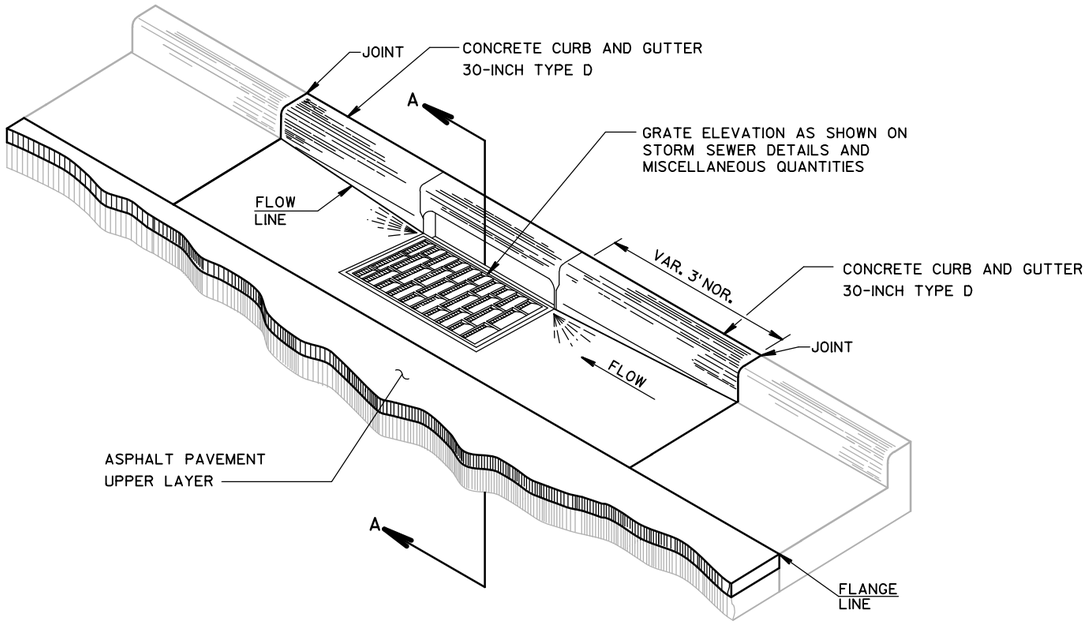
## ASPHALTIC SURFACE TEMPORARY WEDGE DETAIL

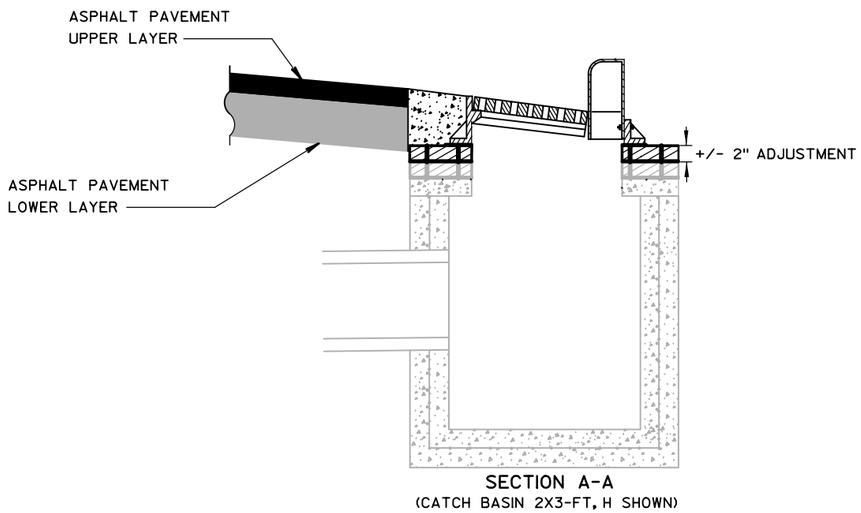



SECTION A-A
(CATCH BASIN 2X3-FT, H SHOWN)

**LOW POINT INLET STAGED**

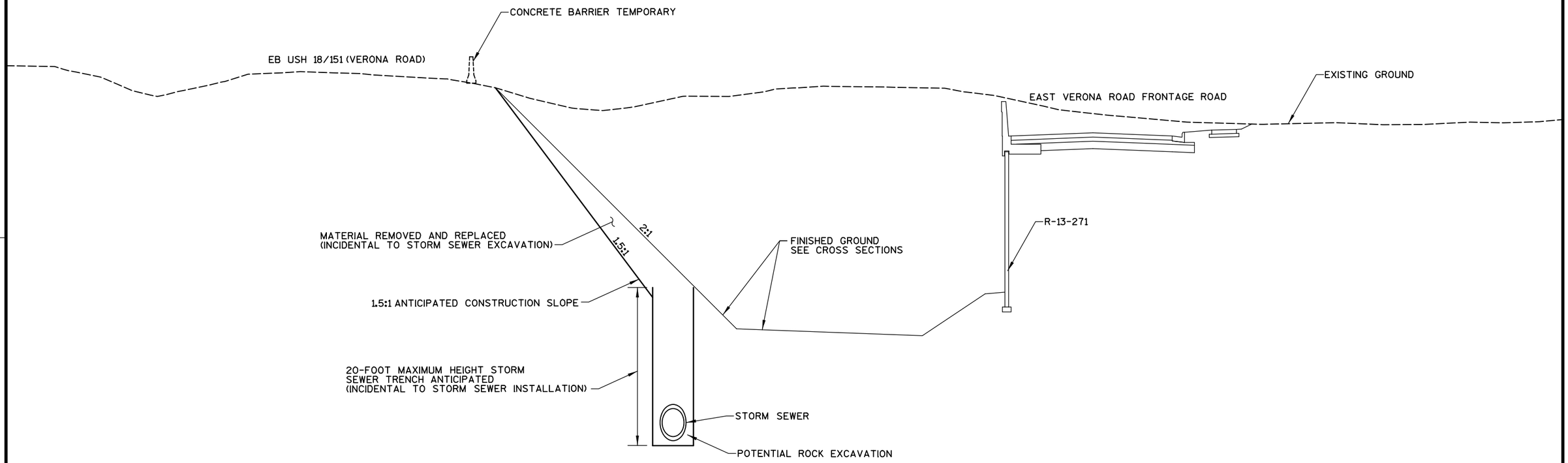



SECTION A-A
(CATCH BASIN 2X3-FT, H SHOWN)

**LOW POINT INLET FINAL**

2




## EAST VERONA ROAD FRONTAGE ROAD ANTICIPATED STORM SEWER INSTALLATION

STA 930+00 TO STA 934+53
SS STR. K4250 - SS STR. VR1330

2

RIPRAP

SEE PLAN DETAILS FOR ADDITIONAL INFORMATION

WB USH 18/151 (VERONA ROAD)

N

VR | 878+00 VR | +50 VR | 879+00 VR | +50 VR | 880+00 VR | +50 VR | 881+00 VR | +50 VR | 882+00 VR | +50 VR | 883+00 VR | +50 VR

REMOVE EXISTING CONCRETE PAVEMENT AND PLACE 11/4" BASE AGGREGATE DENSE OVER EXISTING BASE TO GRADE FOR 5-INCHES HMA PAVEMENT.

2

SEE PLAN DETAILS FOR ADDITIONAL INFORMATION

WB USH 18/151 (VERONA ROAD)

N

+50 VR | 884+00 VR | +50 VR | 885+00 VR | +50 VR | 886+00 VR | +50 VR | 887+00 VR | +50 VR | 888+00 VR | +50 VR | 889+00 VR | +5

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CONSTRUCTION DETAIL - CONCRETE PAVEMENT REMOVAL | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\Staging\026103_cd.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

VERONA ROAD

ROAD WORK 1 MILE W20-1F

5000' WEST OF FITCHRONA RD CROSSING

855 860 865 870 875+00 VR 880 885 890 895 900+00 VR 905 910+00 VR 915 920 925 930 935 940 945 950+00 VR 955 960 965 970 975+00 VR 980 985

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

75+00 EB 80 CTH PD/MCKEE RD 95 100+00 EB 105 110 115 120

USH 18/151 (VERONA ROAD)

ROAD WORK AHEAD W20-1A

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

USH 12/14 (BELTLINE)

CTH PD (MCKEE ROAD)

KAPEC RD

SPOKE DR

N

ROAD WORK AHEAD W20-1A

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

75+00 WB 75+00 EB 80+00 WB 80+00 EB 85+00 WB 85+00 EB 90+00 WB 90+00 EB CTH PD/MCKEE RD 100+00 EB 105+00 EB 110+00 EB 115+00 EB 120+00 EB 125+00 EB 130+00 EB

2400' EAST OF SPOKE DR

2400' WEST OF FITCHRONA RD

FITCHRONA RD

HARDROCK RD

NESBITT RD

905+00 VR

900+00 VR

895+00 VR

USH 18/151 (VERONA ROAD)

COMMERCE PARK DR

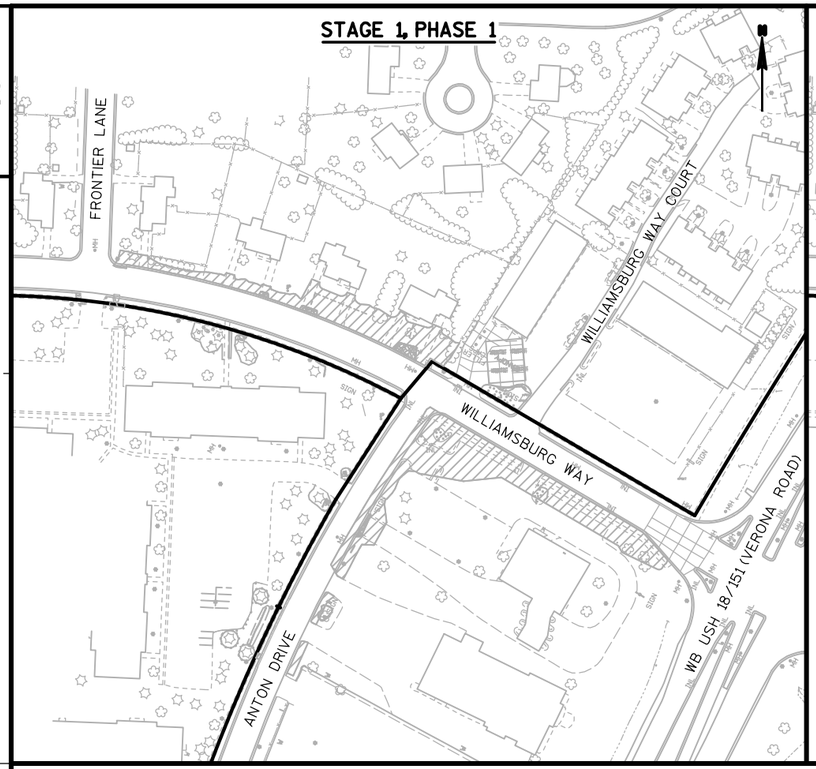
END ROAD WORK G20-2A 48" X 24"

ROAD WORK AHEAD W20-1A

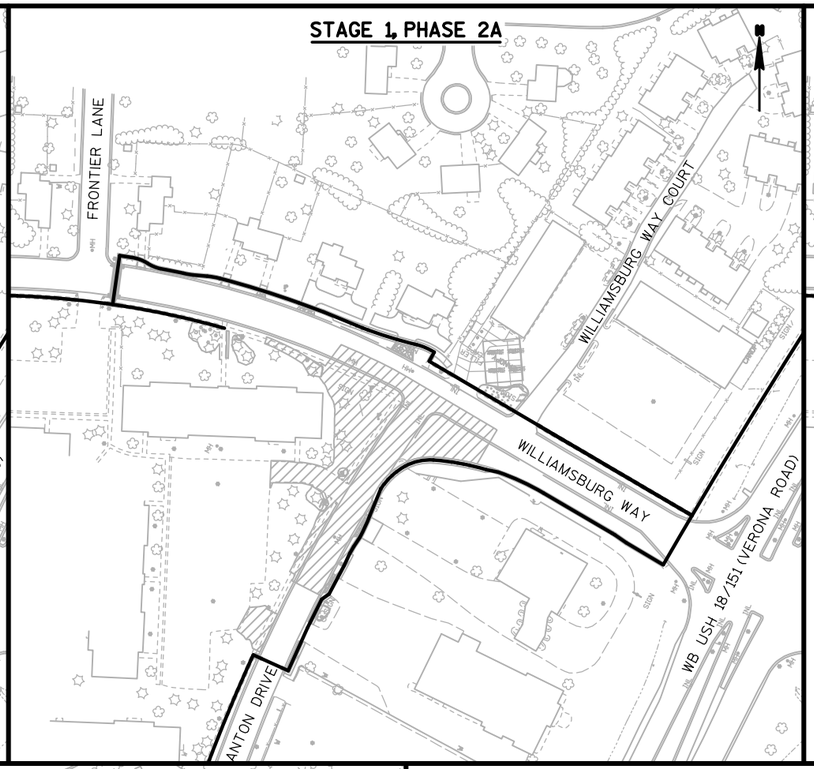
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - ADVANCED WARNING - STAGES 1 AND 2 | SHEET 461 | E |
|---|---|---|---|---|---|

2

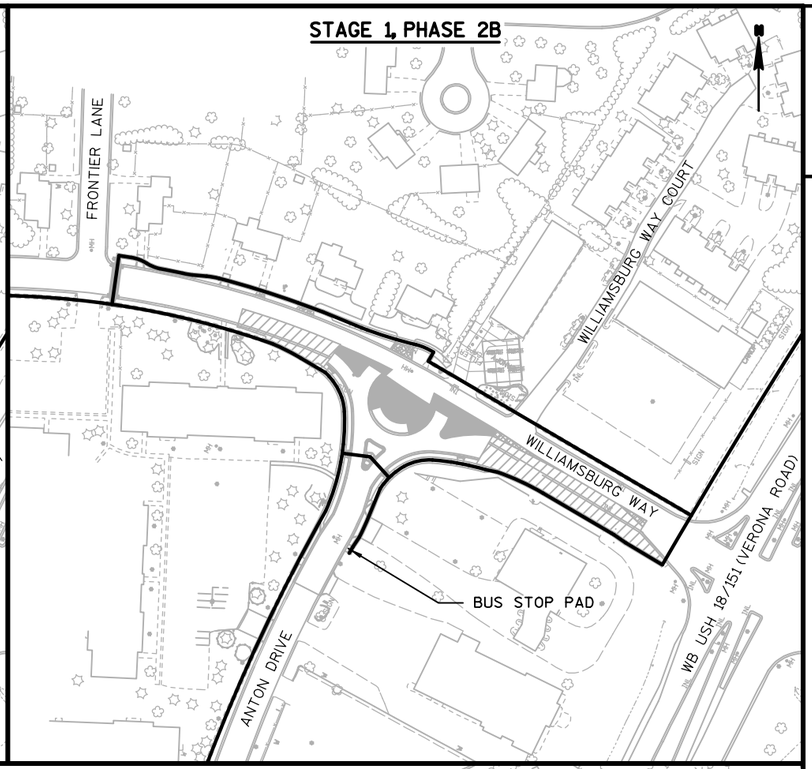
## STAGE 1, PHASE 1




## STAGE 1, PHASE 2A

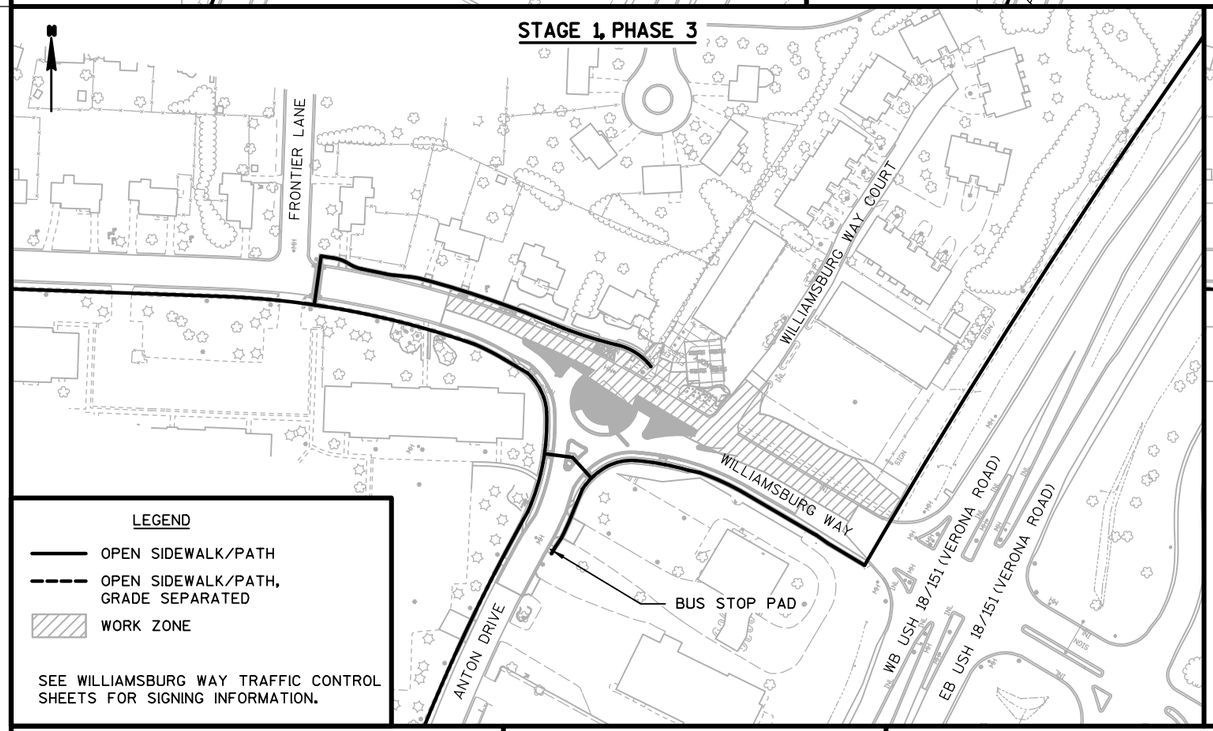



## STAGE 1, PHASE 2B




2

## STAGE 1, PHASE 3

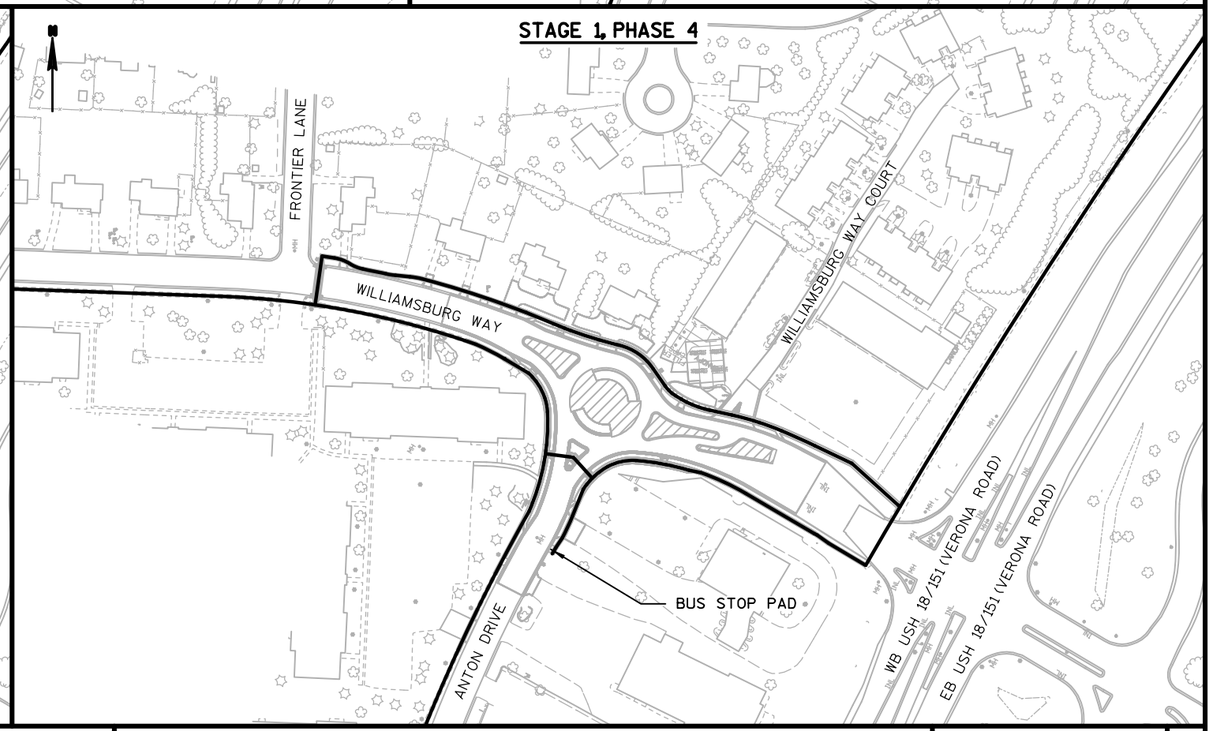



LEGEND

- OPEN SIDEWALK/PATH
- OPEN SIDEWALK/PATH, GRADE SEPARATED
- WORK ZONE

SEE WILLIAMSBURG WAY TRAFFIC CONTROL SHEETS FOR SIGNING INFORMATION.

## STAGE 1, PHASE 4




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - WILLIAMSBURG WAY - PED./BICYCLE ROUTING | SHEET 462 | E |
|---|---|---|---|---|---|

LEGEND

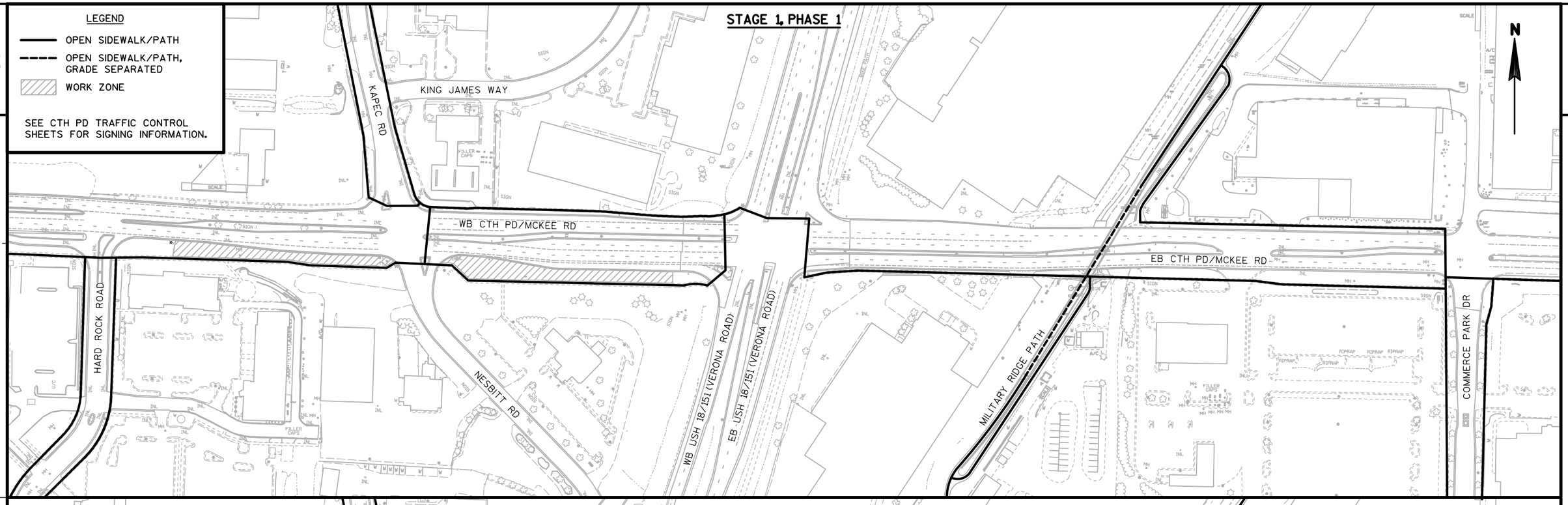
OPEN SIDEWALK/PATH

OPEN SIDEWALK/PATH, GRADE SEPARATED

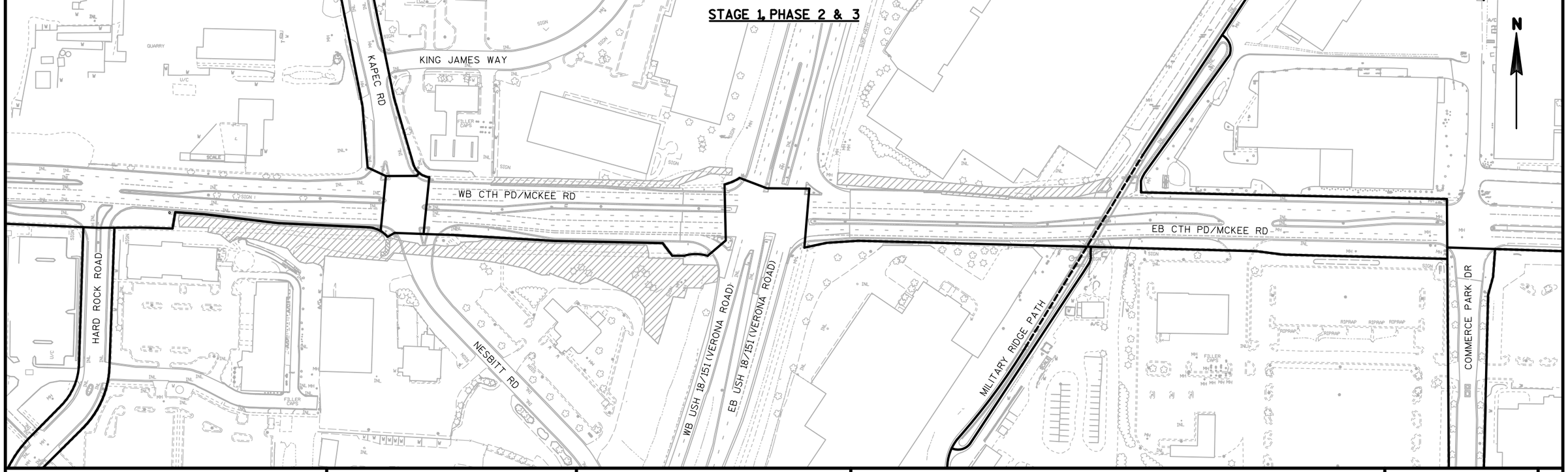
WORK ZONE

SEE CTH PD TRAFFIC CONTROL SHEETS FOR SIGNING INFORMATION.

## STAGE 1, PHASE 1




## STAGE 1, PHASE 2 & 3




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - CTH PD - PED./BICYCLE ROUTING | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\Staging\026106_ped route_pd_s1_p1.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEGEND

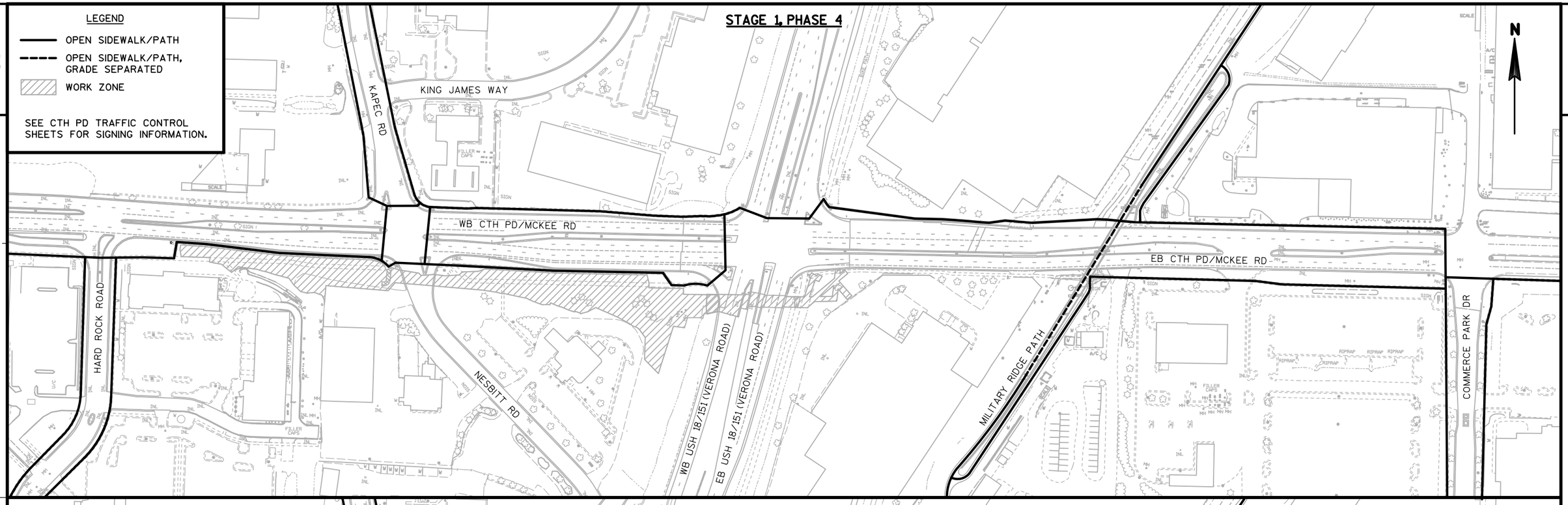
OPEN SIDEWALK/PATH

OPEN SIDEWALK/PATH, GRADE SEPARATED

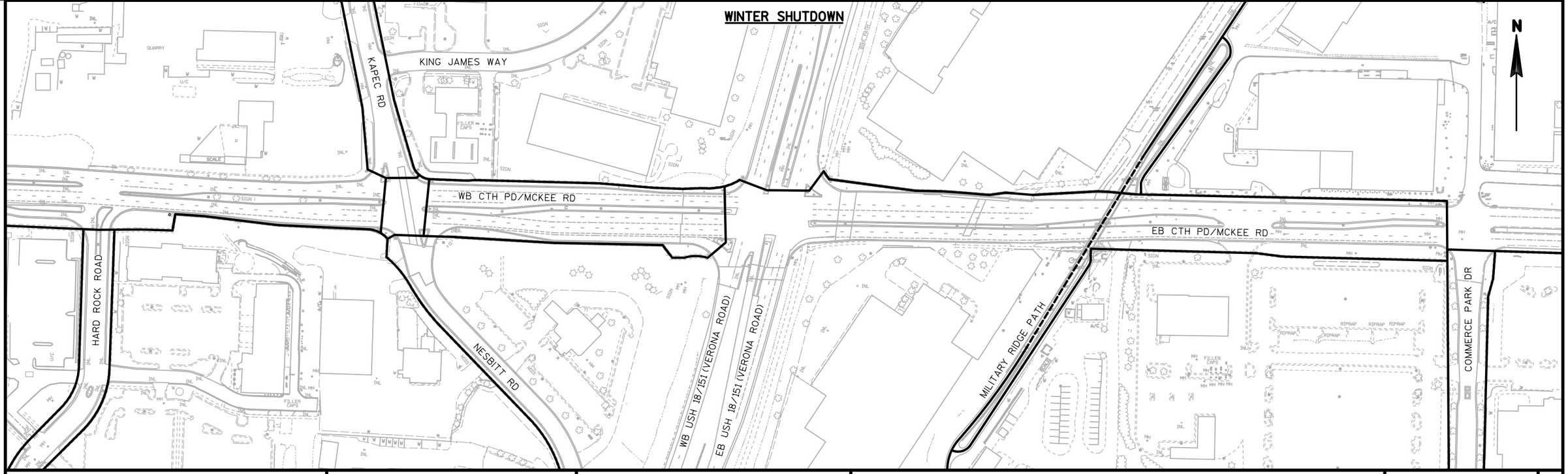
WORK ZONE

SEE CTH PD TRAFFIC CONTROL SHEETS FOR SIGNING INFORMATION.

## STAGE 1, PHASE 4




## WINTER SHUTDOWN




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - CTH PD - PED./BICYCLE ROUTING | SHEET 464 | E |
|---|---|---|---|---|---|

LEGEND

OPEN SIDEWALK/PATH

OPEN SIDEWALK/PATH, GRADE SEPARATED

WORK ZONE

SEE CTH PD TRAFFIC CONTROL SHEETS FOR SIGNING INFORMATION.

## STAGE 2, PHASE 1A

## STAGE 2, PHASE 1B

KAPEC RD

KING JAMES WAY

WB CTH PD/MCKEE RD

EB CTH PD/MCKEE RD

HARD ROCK ROAD

NESBITT RD

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

MILITARY RIDGE PATH

COMMERCE PARK DR

N

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - CTH PD - PED./BICYCLE ROUTING | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\Staging\026108_ped route_pd_s2_p1.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEGEND

- OPEN ACCOMMODATIONS
- OPEN ACCOMMODATIONS, GRADE SEPARATED
- WORK ZONE

SEE EAST VERONA RD FRONTAGE RD TRAFFIC CONTROL SHEETS FOR ADDITIONAL SIGNING INFORMATION.

STAGE 1

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

WILLIAMSBURG WAY

EAST VERONA ROAD FRONTAGE ROAD

END DETOUR M4-8A 24" X 18"
BIKE ROUTE D11-1 24" X 18"

ACCESS TO BE MAINTAINED THROUGHOUT CONSTRUCTION

PRIVATE DRIVEWAY

PRIVATE DRIVEWAY

CAPITAL CITY TRAIL

DETOUR M4-8 24" X 12"
BIKE ROUTE D11-1 24" X 18"
M7-1 12" X 9"

DETOUR M4-8 24" X 12"
BIKE ROUTE D11-1 24" X 18"
M7-1 12" X 9"

DETOUR M4-8 24" X 12"
BIKE ROUTE D11-1 24" X 18"
M7-1 12" X 9"

TOPPERS LANE

SPROCKET DRIVE

DETOUR M4-8 24" X 12"
BIKE ROUTE D11-1 24" X 18"
M7-1 12" X 9"

2 CONSECUTIVE DAYTIME CLOSURES REQUIRED FOR STORM SEWER CROSSING CLOSURES ALLOWED 9AM TO 4PM

MILITARY RIDGE PATH

DETOUR M4-8 24" X 12"
BIKE ROUTE D11-1 24" X 18"
M7-1 12" X 9"

END DETOUR M4-8A 24" X 18"
BIKE ROUTE D11-1 24" X 18"

DETOUR M4-8 24" X 12"
BIKE ROUTE D11-1 24" X 18"
M7-1 12" X 9"

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - EAST FRONTAGE RD - PED./BICYCLE ROUTING | SHEET E |
|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\Staging\026109_ped route_ef_s1.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEGEND

OPEN ACCOMMODATIONS

OPEN ACCOMMODATIONS, GRADE SEPARATED

WORK ZONE

SEE EAST VERONA RD FRONTAGE RD TRAFFIC CONTROL SHEETS FOR ADDITIONAL SIGNING INFORMATION.

STAGE 2

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

WILLIAMSBURG WAY

EAST VERONA ROAD FRONTAGE ROAD

PRIVATE DRIVEWAY

PRIVATE DRIVEWAY

CAPITAL CITY TRAIL

TOPPERS LANE

SPROCKET DRIVE

MILITARY RIDGE PATH

DETOUR
EAST FRONTAGE ROAD
M4-8 24" X 12"
M1-95A 24" X 30"
M7-2 12" X 9"

DETOUR
BIKE LANE
M4-8 24" X 12"
R3-17 30" X 24"
M7-1 12" X 9"

ACCESS TO BE MAINTAINED THROUGHOUT CONSTRUCTION

END DETOUR
EAST FRONTAGE ROAD
M4-8A 24" X 18"
M1-95A 24" X 30"

DETOUR
EAST FRONTAGE ROAD
M4-8 24" X 12"
M1-95A 24" X 30"
M7-2 12" X 9"

END DETOUR
EAST FRONTAGE ROAD
M4-8A 24" X 18"
M1-95A 24" X 30"

DETOUR
EAST FRONTAGE ROAD
M4-8 24" X 12"
M1-95A 24" X 30"
M7-1 12" X 9"

DETOUR
BIKE LANE
M4-8 24" X 12"
R3-17 30" X 24"
M7-1 12" X 9"

DETOUR
EAST FRONTAGE ROAD
M4-8 24" X 12"
M1-95A 24" X 30"
M7-1 12" X 9"

DETOUR
EAST FRONTAGE ROAD
M4-8 24" X 12"
M1-95A 24" X 30"
M7-1 12" X 9"

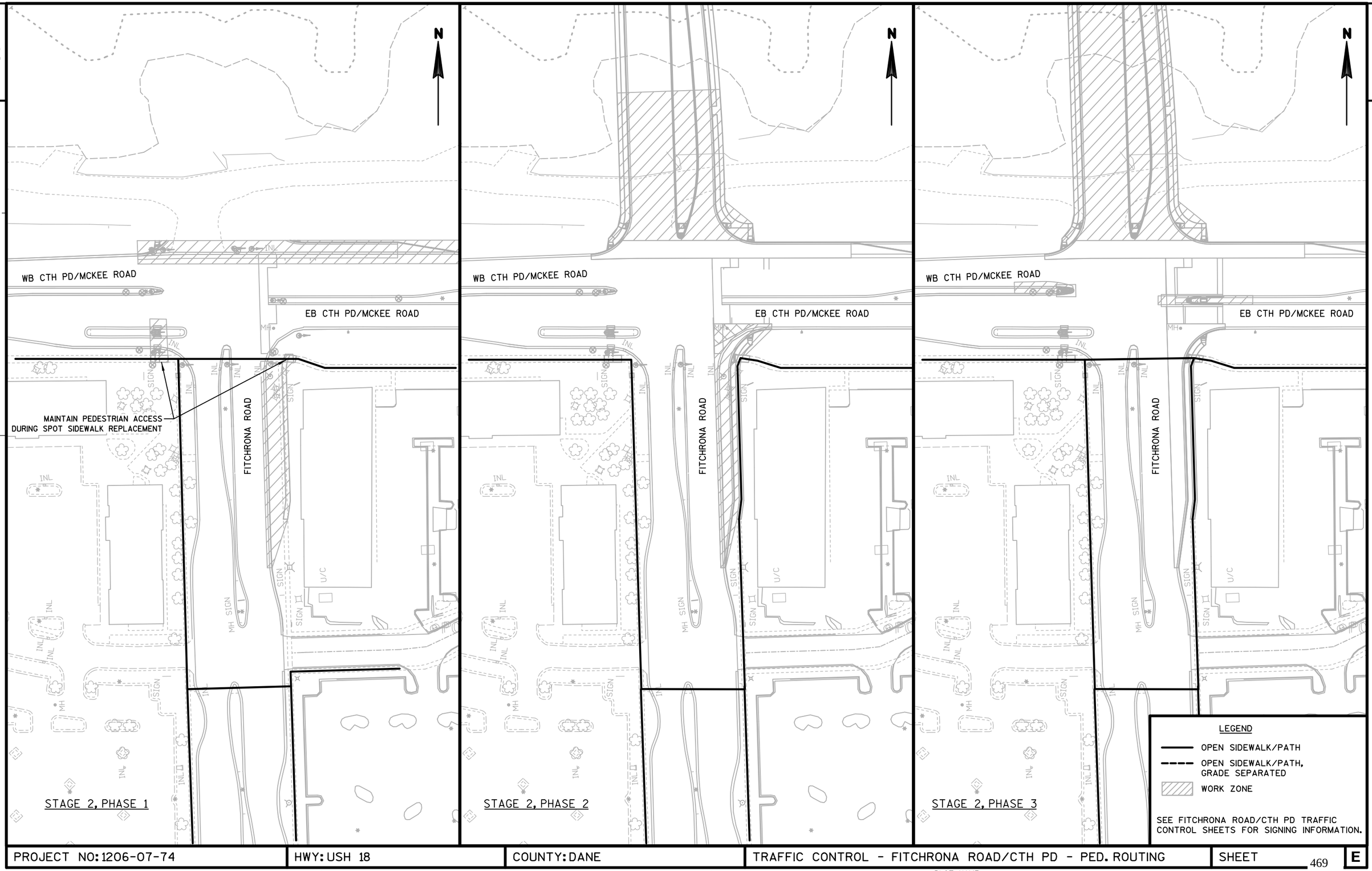
DETOUR
EAST FRONTAGE ROAD
M4-8 24" X 12"
M1-95A 24" X 30"
M7-1 12" X 9"

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - EAST FRONTAGE RD - PED./BICYCLE ROUTING | SHEET | E |
|---|---|---|---|---|---|

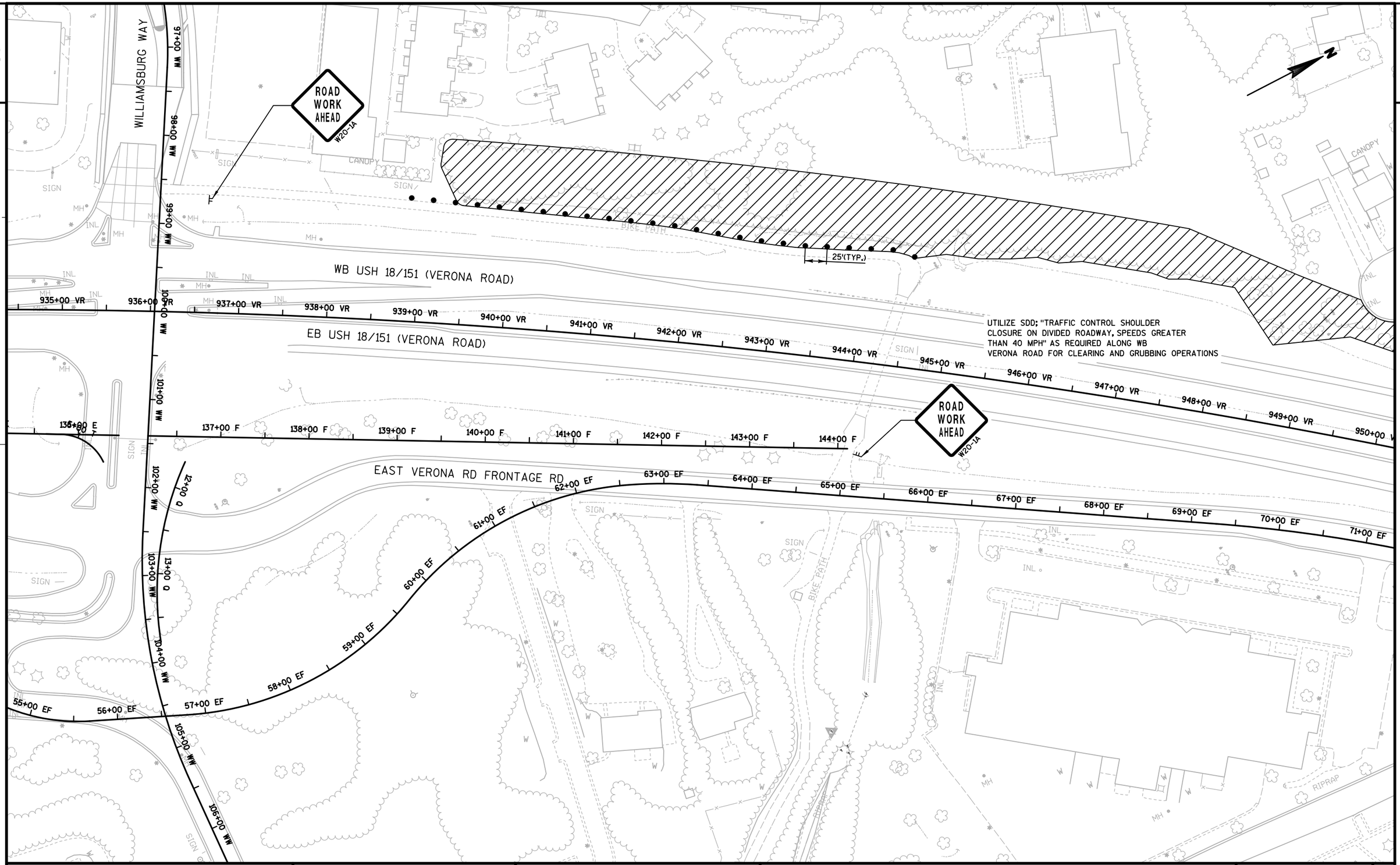


FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\Staging\026110_ped route_ef_s2.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

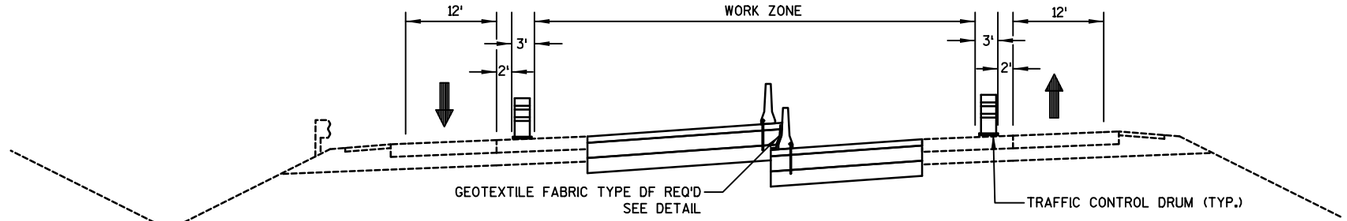
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - FITCHRONA ROAD - PED./BICYCLE ROUTING | SHEET 468 | E |
|---|---|---|---|---|---|




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - FITCHRONA ROAD/CTH PD - PED. ROUTING | SHEET 469 | E |
|---|---|---|---|---|---|

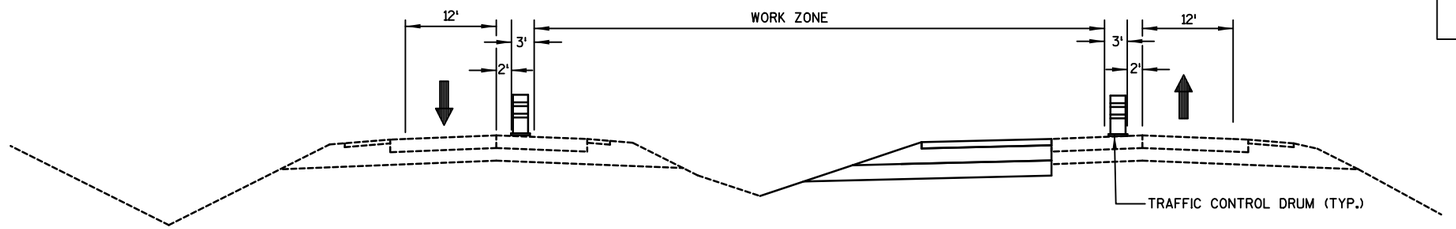



| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - BIKE PATH CLEARING AND GRUBBING | SHEET 470 | E |
|---|---|---|---|---|---|



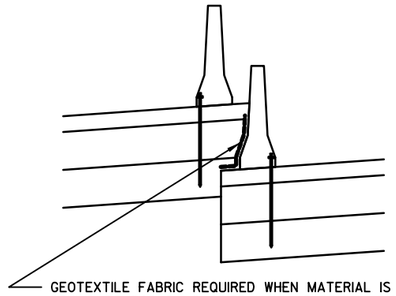

TYPICAL STAGE 1 SECTION - VERONA ROAD
OFF PEAK TRAFFIC CONDITION

STA. 871+92.8 VR TO STA. 902+45 VR

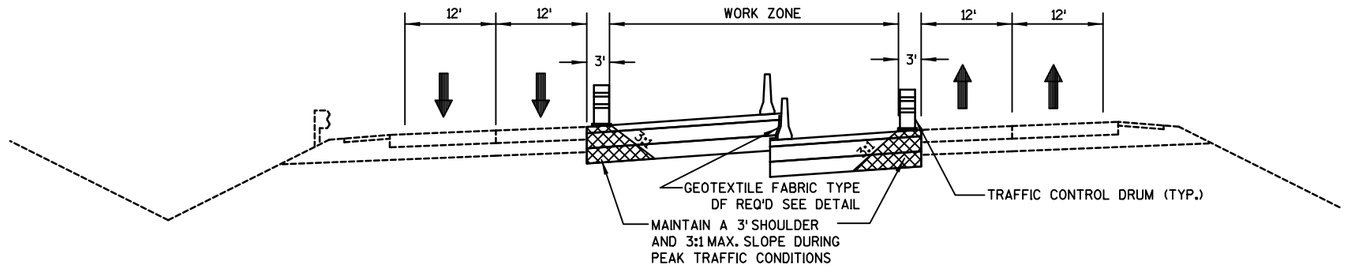



TYPICAL STAGE 1 SECTION - VERONA ROAD
OFF PEAK TRAFFIC CONDITION

STA. 906+40 VR TO STA. 932+23.8 VR

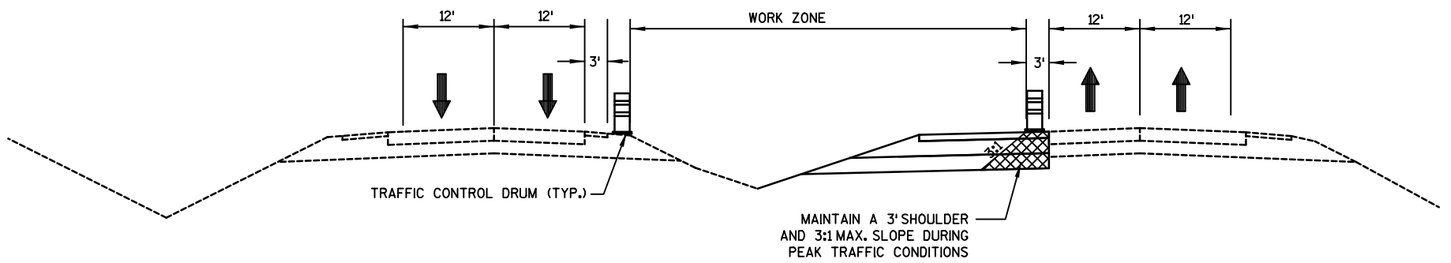



GEOTEXTILE FABRIC DETAIL



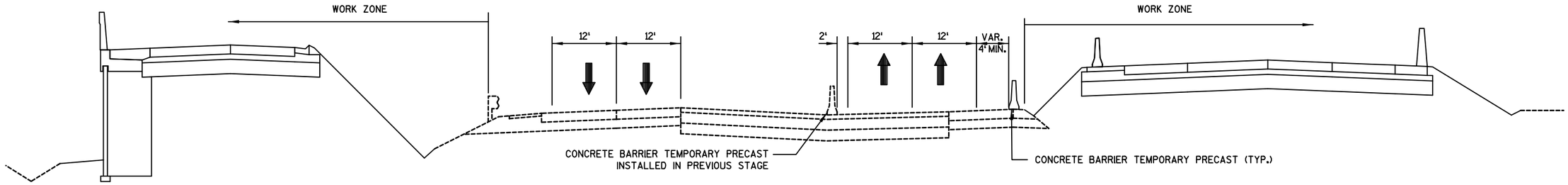

TYPICAL STAGE 1 SECTION - VERONA ROAD
PEAK TRAFFIC CONDITION

STA. 871+92.8 VR TO STA. 902+45 VR



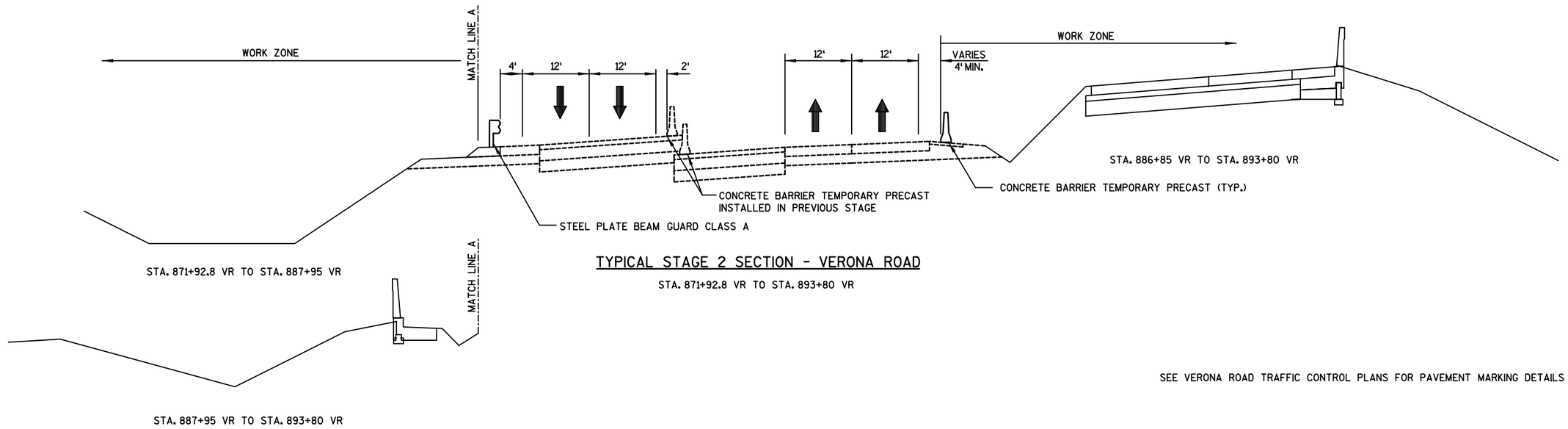

TYPICAL STAGE 1 SECTION - VERONA ROAD
PEAK TRAFFIC CONDITION

STA. 906+40 VR TO STA. 932+23.8 VR




TYPICAL STAGE 2 SECTION - VERONA ROAD

STA. 893+80 VR TO STA. 898+24 VR

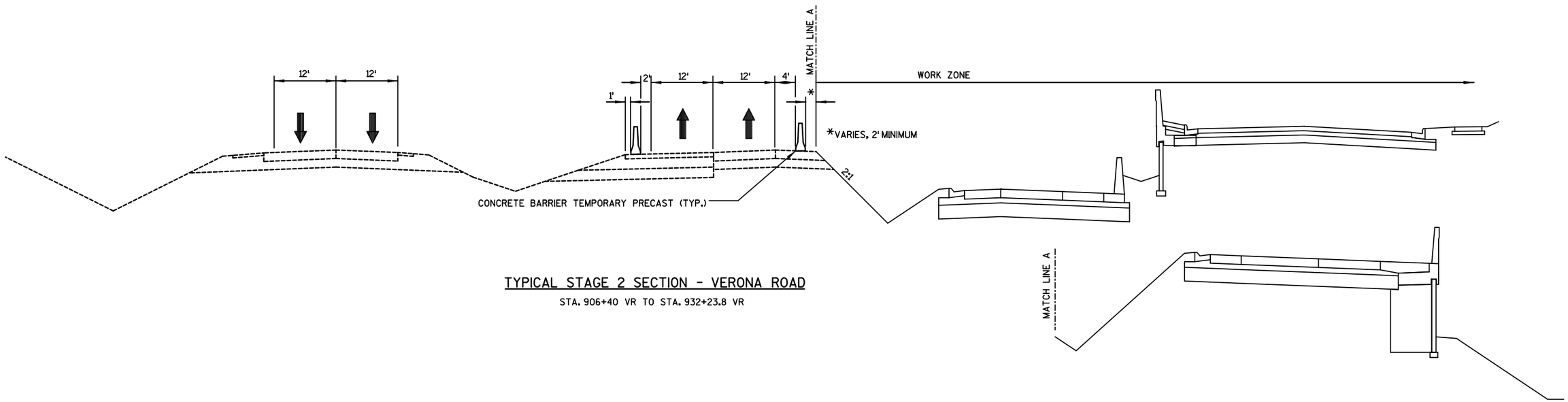



TYPICAL STAGE 2 SECTION - VERONA ROAD

STA. 871+92.8 VR TO STA. 893+80 VR

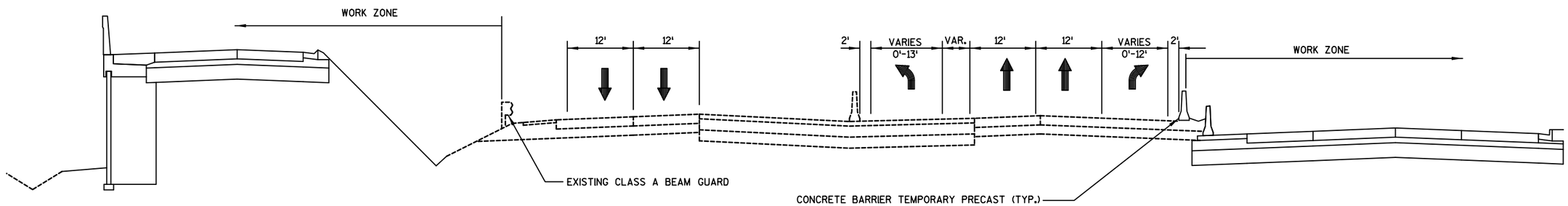
SEE VERONA ROAD TRAFFIC CONTROL PLANS FOR PAVEMENT MARKING DETAILS

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - TYPICAL SECTIONS - VERONA ROAD (VR) | SHEET 472 | E |
|---|---|---|---|---|---|




TYPICAL STAGE 2 SECTION - VERONA ROAD

STA. 906+40 VR TO STA. 932+23.8 VR



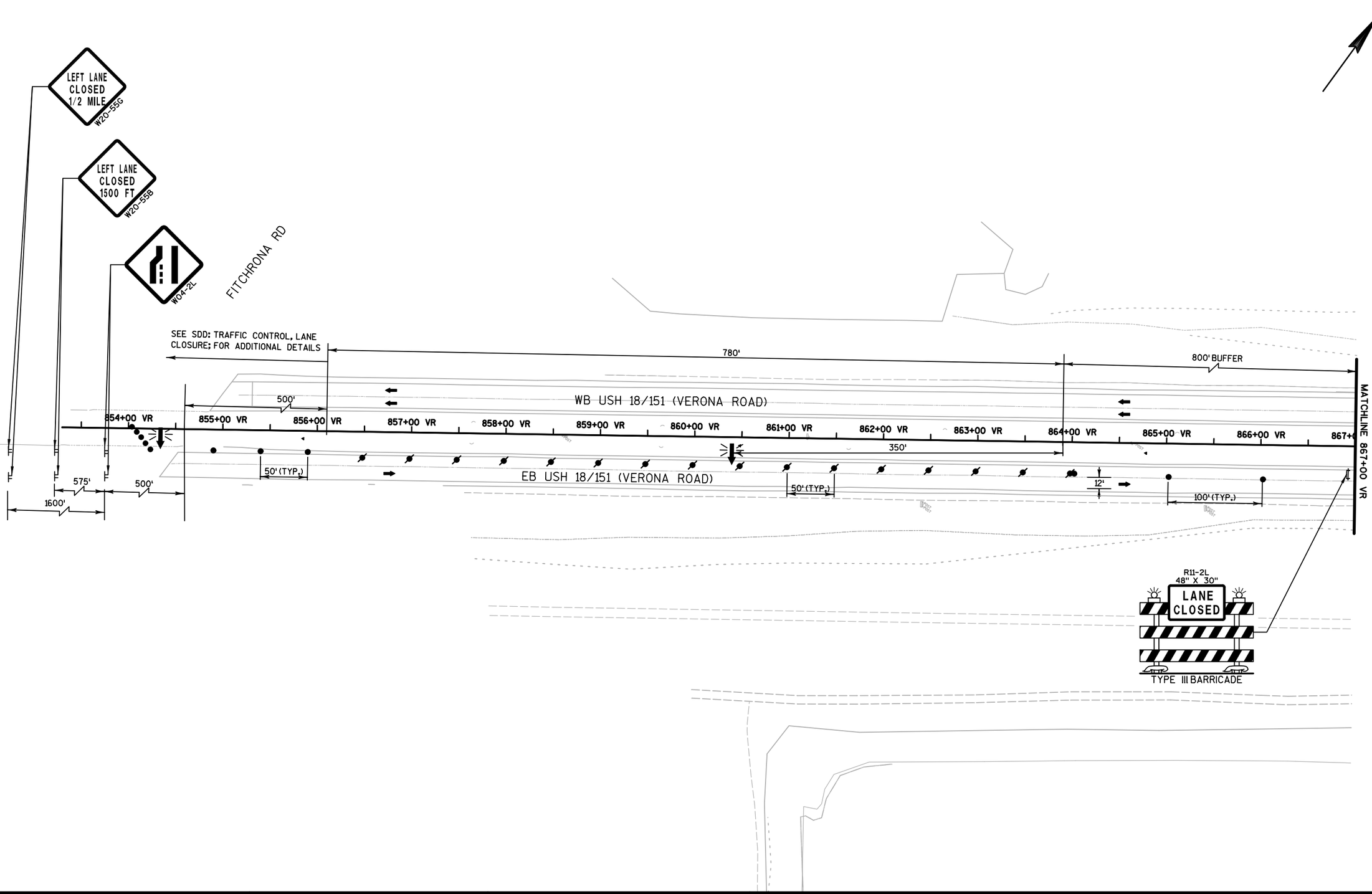

TYPICAL STAGE 2 SECTION - VERONA ROAD

STA. 898+24 VR TO STA. 902+45.0 VR

SEE VERONA ROAD TRAFFIC CONTROL PLANS FOR PAVEMENT MARKING DETAILS

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - TYPICAL SECTIONS - VERONA ROAD (VR) | SHEET 473 | E |
|---|---|---|---|---|---|

2




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - VERONA ROAD - STG. 1 | SHEET 474 | E |
|---|---|---|---|---|---|

2

NESBITT RD

SEE PLAN DETAILS FOR
TEMP. BARRIER WALL LAYOUT

MATCHLINE 867+00 VR

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

868+00 VR 869+00 VR 870+00 VR 871+00 VR 872+00 VR 873+00 VR 874+00 VR 875+00 VR 876+00 VR 877+00 VR 878+00 VR 879+00 VR 880+00 VR 881+00 VR 882+00 VR

MATCHLINE 882+00 VR

100' (TYP.)

800' BUFFER

+93

96+

RETRACE EXISTING PAVEMENT MARKING

12'

R11-2L
48" X 30"
LANE
CLOSED

TYPE III BARRICADE

BIKE PATH

WALLS

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - VERONA ROAD - STG. 1 | SHEET 475 | E |
|---|---|---|---|---|---|

2

NESBITT RD

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

MATCHLINE 882+00 VR

MATCHLINE 897+00 VR

882+00 VR
883+00 VR
884+00 VR
885+00 VR
886+00 VR
887+00 VR
888+00 VR
889+00 VR
890+00 VR
891+00 VR
892+00 VR
893+00 VR
894+00 VR
895+00 VR
896+00 VR
897+00 VR

100' (TYP.)

12'

SEE PLAN DETAILS FOR TEMP. BARRIER WALL LAYOUT

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

SIGN
INL
MH
W
BIKE PATH
WALLS

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - VERONA ROAD - STG. 1 | SHEET 476 | E |
|---|---|---|---|---|---|

2

N

MATCHLINE 912+00 VR

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

WO1-6
48" X 24"
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

BEGIN LEFT TURN LANE
R3-20L
24" X 36"

BEGIN LEFT TURN LANE
R3-20L
24" X 36"

CTH PD (MCKEE RD)

NESBITT RD

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

SEE CTH PD TRAFFIC CONTROL PLANS FOR ADDITIONAL DETAILS

SEE CTH PD TRAFFIC CONTROL PLANS FOR ADDITIONAL DETAILS

SEE PLAN DETAILS FOR TEMP. BARRIER WALL LAYOUT

RETRACE EXISTING PAVEMENT MARKING

RETRACE EXISTING PAVEMENT MARKING

MATCHLINE 897+00 VR

BIKE PATH

BIKE PATH

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - VERONA ROAD - STG. 1 | SHEET 477 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\Staging\026206_vr_s1.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

2

KING JAMES WAY

ANTON DR

CARRIAGE ST

ROAD WORK AHEAD W20-1A

R11-2L 48" X 30" LANE CLOSED TYPE III BARRICADE

R11-2L 48" X 30" LANE CLOSED TYPE III BARRICADE

200'

100' (TYP.)

100' (TYP.)

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

12'

12'

MATCHLINE 912+00 VR

MATCHLINE 927+00 VR

912+00 VR 913+00 VR 914+00 VR 915+00 VR 916+00 VR 917+00 VR 918+00 VR 919+00 VR 920+00 VR 921+00 VR 922+00 VR 923+00 VR 924+00 VR 925+00 VR 926+00 VR 927+00 VR

EAST VERONA RD FRONTAGE RD

SPROCKET DR

39+00 EF 40+00 EF 41+00 EF 42+00 EF 43+00 EF 44+00 EF 45+00 EF 46+00 EF

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - VERONA ROAD - STG. 1 | SHEET 478 | E |
|---|---|---|---|---|---|

2

WILLIAMSBURG WAY

SEE WILLIAMSBURG WAY TRAFFIC CONTROL PLANS FOR ADDITIONAL DETAILS

W01-6 48" X 24"
TYPE III BARRICADE

R11-2L 48" X 30"
LANE CLOSED
TYPE III BARRICADE

BEGIN LEFT TURN LANE
R3-20L 24" X 36"

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

MATCHLINE 927+00 VR

MATCHLINE 942+00 VR

SEE EAST FRONTAGE ROAD TRAFFIC CONTROL PLANS FOR ADDITIONAL DETAILS

EAST VERONA RD FRONTAGE RD

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - VERONA ROAD - STG. 1 | SHEET 479 | E |
|---|---|---|---|---|---|

2

HARLEY DR

WESTCHESTER RD

CANOPY

SEE SDD: TRAFFIC CONTROL, LANE CLOSURES; FOR ADDITIONAL DETAILS

600'

500'

1600'

500'

575'

25'(TYP.)

50'(TYP.)

350'

50'(TYP.)

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

MATCHLINE 942+00 VR

942+00 VR

943+00 VR

944+00 VR

945+00 VR

946+00 VR

947+00 VR

948+00 VR

949+00 VR

950+00 VR

951+00 VR

952+00 VR

953+00 VR

954+00 VR

955+00 VR

956+00 VR

957+00 VR

EAST VERONA RD FRONTAGE RD

64+00 EF

65+00 EF

66+00 EF

67+00 EF

68+00 EF

69+00 EF

70+00 EF

71+00 EF

72+00 EF

73+00 EF

74+00 EF

75+00 EF

76+00 EF

77+00 EF

78+00 EF

W04-2L

LEFT LANE CLOSED 1500 FT W20-55B

LEFT LANE CLOSED 1/2 MILE W20-55G

SIGN

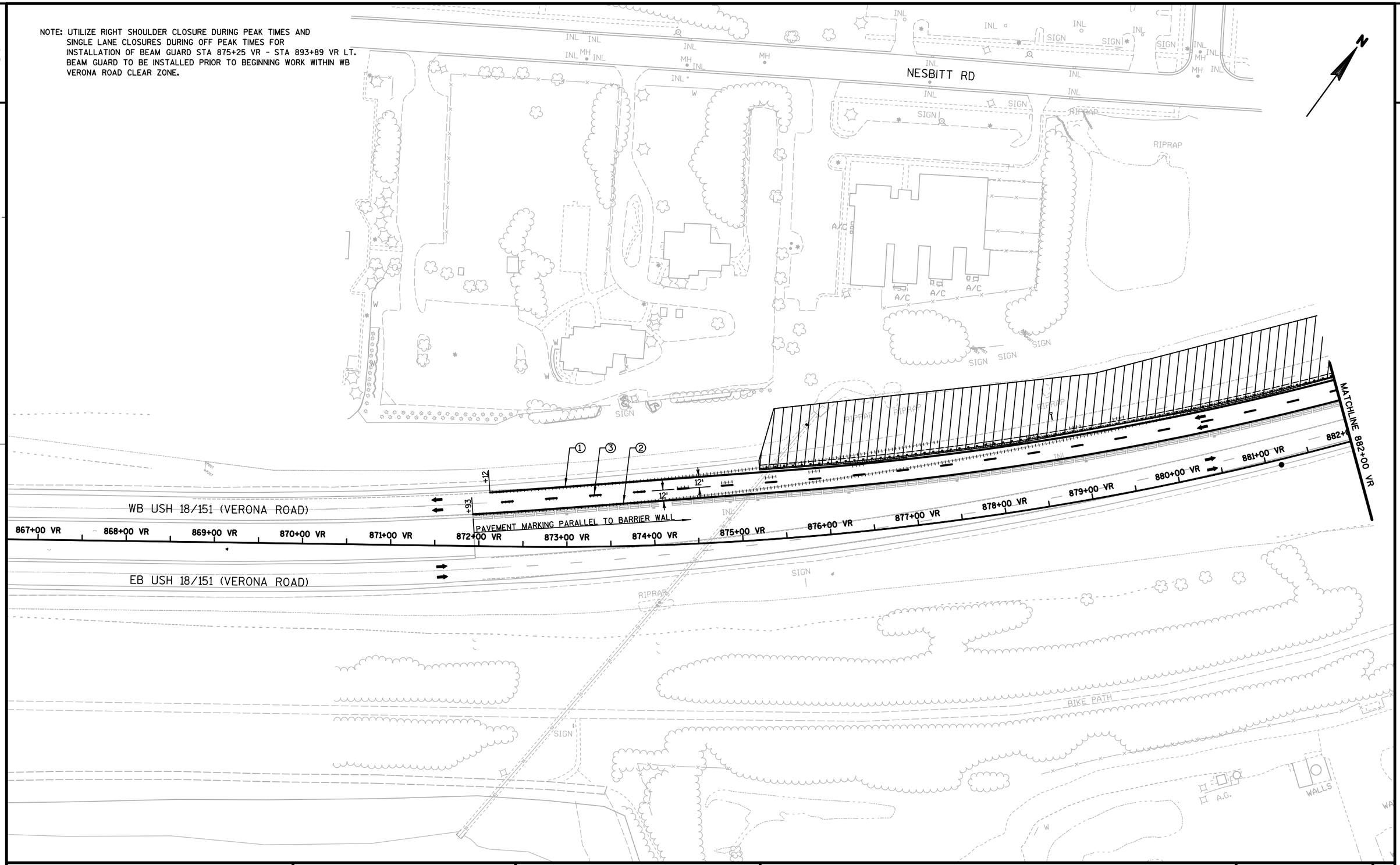
BIKE PATH

RIPRAP

TOPPERS LN

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - VERONA ROAD - STG. 1 | SHEET 480 | E |
|---|---|---|---|---|---|

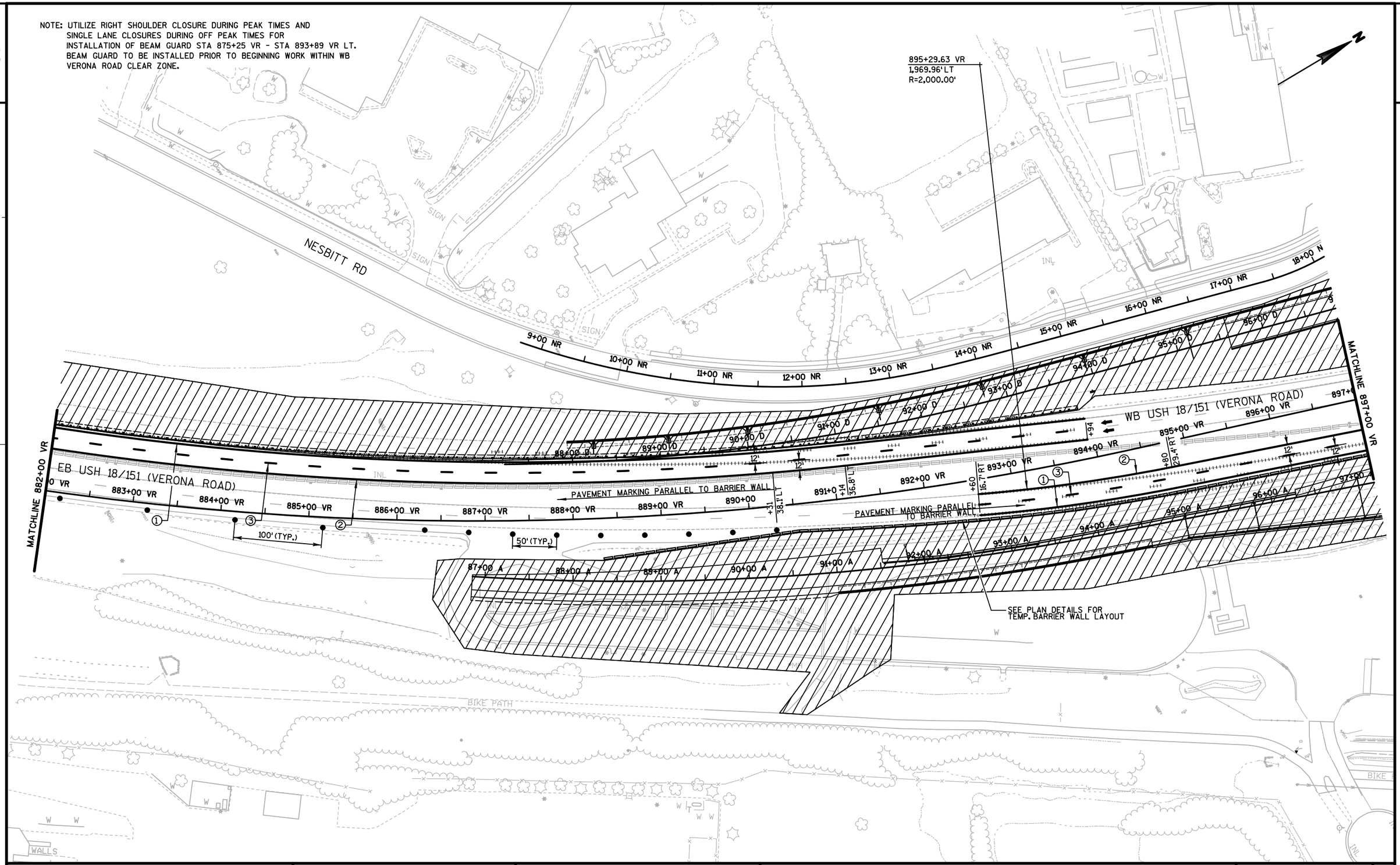
NOTE: UTILIZE RIGHT SHOULDER CLOSURE DURING PEAK TIMES AND SINGLE LANE CLOSURES DURING OFF PEAK TIMES FOR INSTALLATION OF BEAM GUARD STA 875+25 VR - STA 893+89 VR LT. BEAM GUARD TO BE INSTALLED PRIOR TO BEGINNING WORK WITHIN WB VERONA ROAD CLEAR ZONE.




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - VERONA ROAD - STG. 2 | SHEET 481 | E |
|---|---|---|---|---|---|

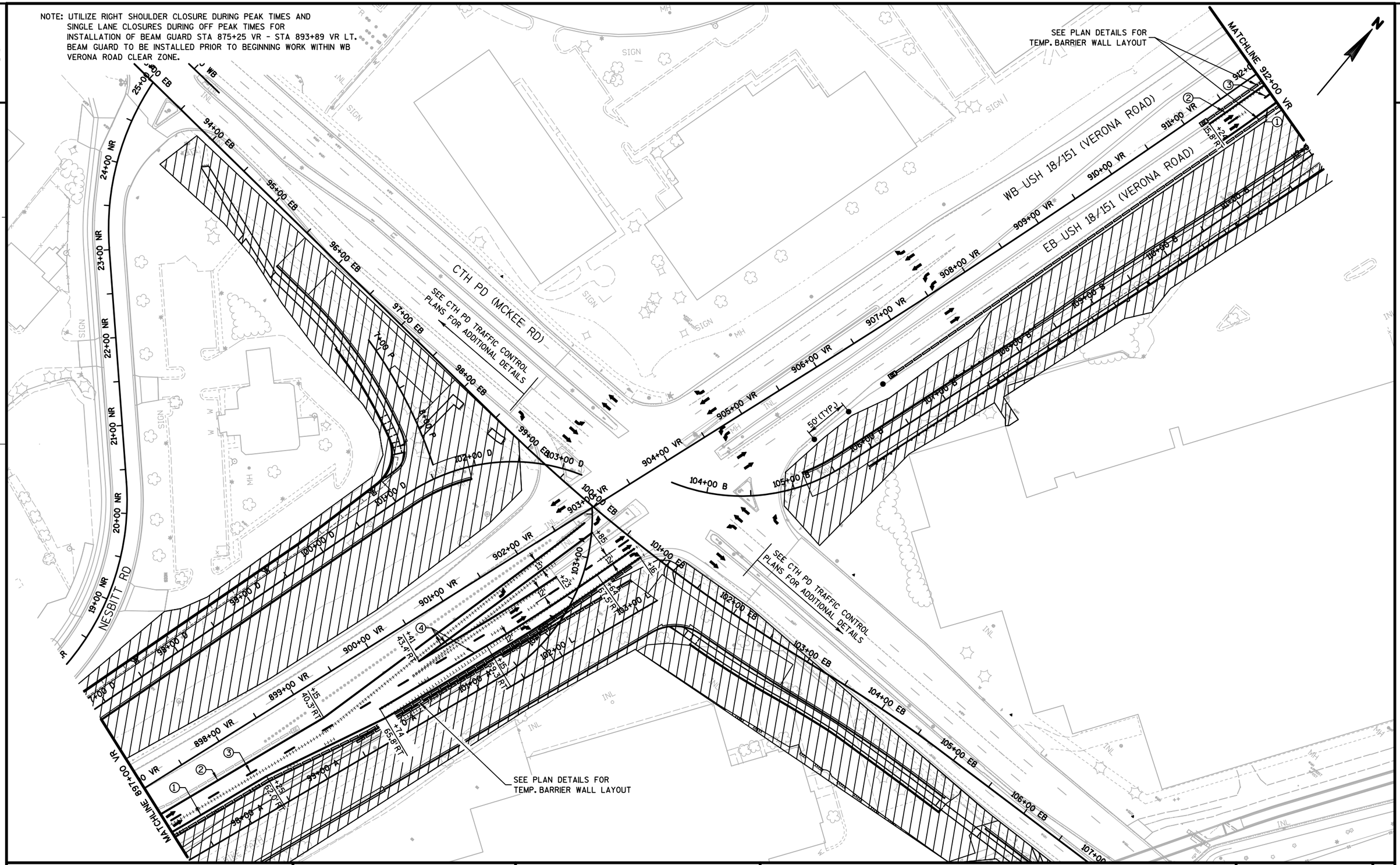
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\Staging\026210_vr_s2.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

NOTE: UTILIZE RIGHT SHOULDER CLOSURE DURING PEAK TIMES AND SINGLE LANE CLOSURES DURING OFF PEAK TIMES FOR INSTALLATION OF BEAM GUARD STA 875+25 VR - STA 893+89 VR LT. BEAM GUARD TO BE INSTALLED PRIOR TO BEGINNING WORK WITHIN WB VERONA ROAD CLEAR ZONE.




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - VERONA ROAD - STG. 2 | SHEET 482 | E |
|---|---|---|---|---|---|

NOTE: UTILIZE RIGHT SHOULDER CLOSURE DURING PEAK TIMES AND SINGLE LANE CLOSURES DURING OFF PEAK TIMES FOR INSTALLATION OF BEAM GUARD STA 875+25 VR - STA 893+89 VR LT. BEAM GUARD TO BE INSTALLED PRIOR TO BEGINNING WORK WITHIN WB VERONA ROAD CLEAR ZONE.




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - VERONA ROAD - STG. 2 | SHEET 483 E |
|---|---|---|---|---|

2

911+25.3 VR
4,460.17' LT
R=4,476'

ANTON DR

CARRIAGE ST

PAVEMENT MARKING PARALLEL TO BARRIER WALL

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

SEE PLAN DETAILS FOR
TEMP. BARRIER WALL LAYOUT

MATCHLINE 912+00 VR

MATCHLINE 927+00 VR

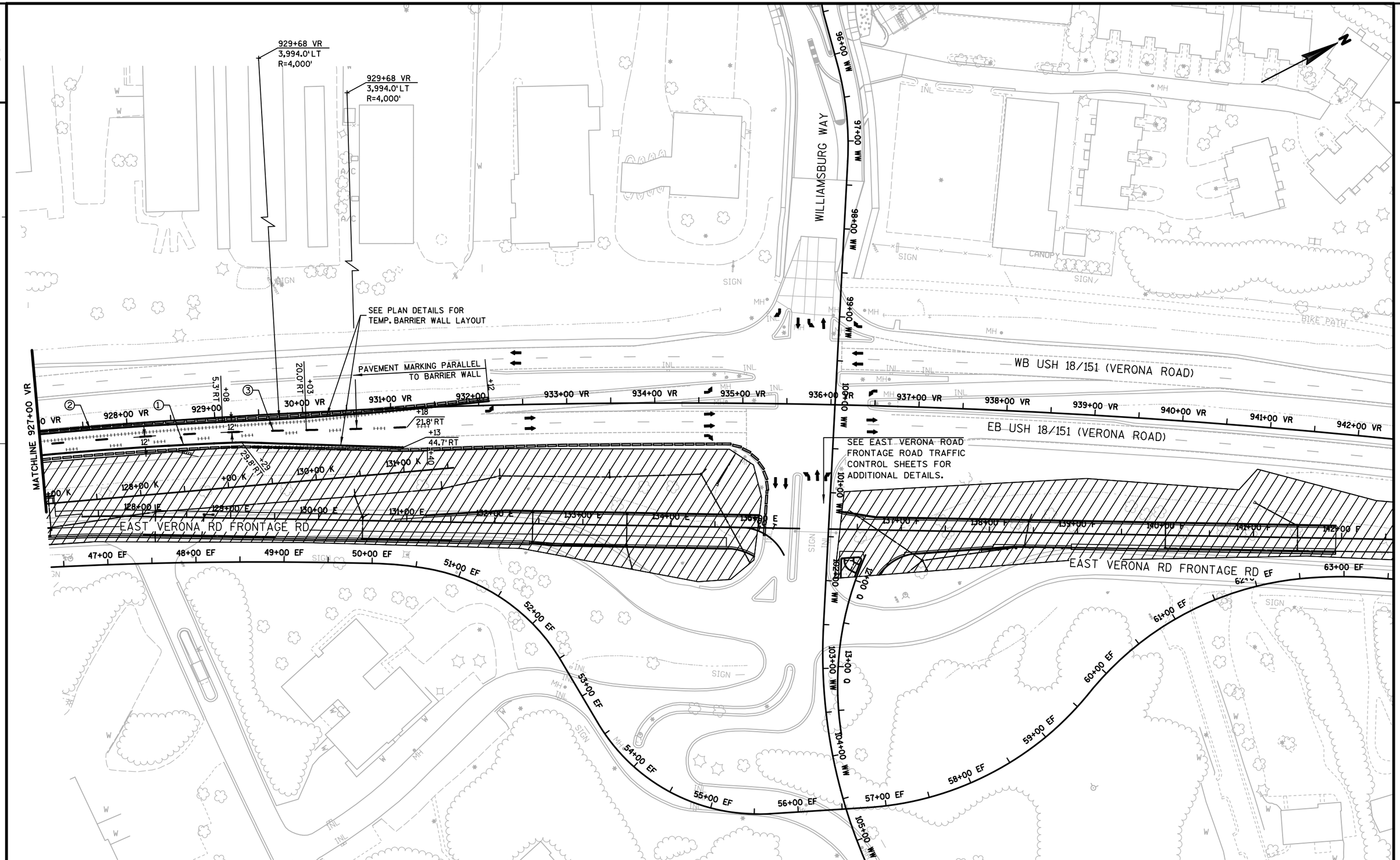
EAST VERONA RD FRONTAGE RD

SPROCKET DR

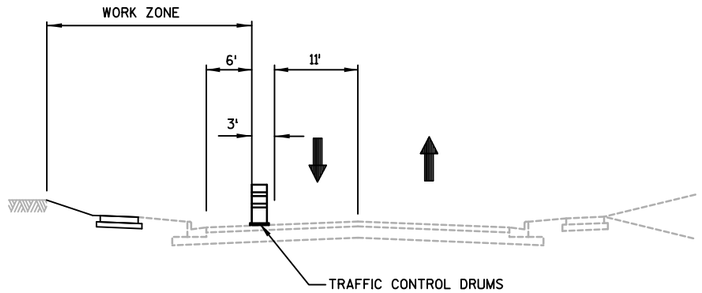
914+57.2 VR
5,035.1' RT
R=5,024'

934+04.6 VR
7526.1' RT
R=7824'

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - VERONA ROAD - STG. 2 | SHEET 484 | E |
|---|---|---|---|---|---|

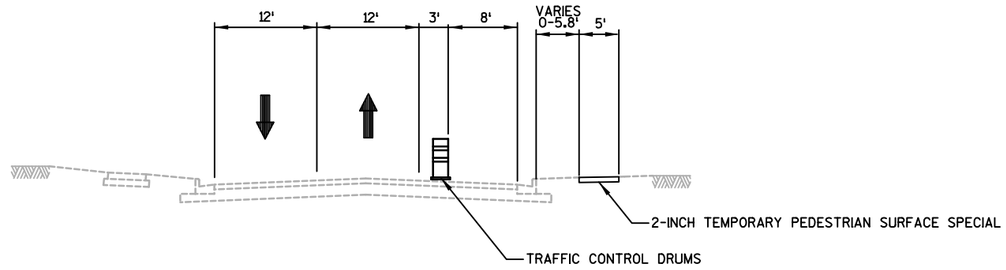



| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - VERONA ROAD - STG. 2 | SHEET 485 | E |
|---|---|---|---|---|---|



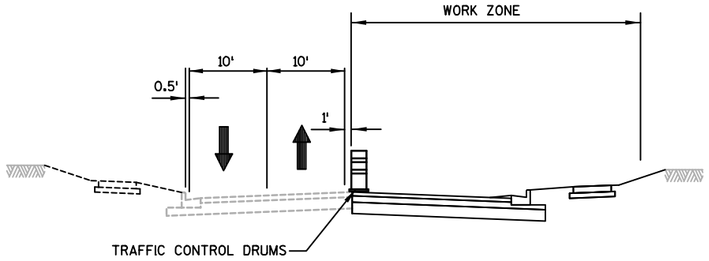

TYPICAL STAGE 1 PHASE 1 SECTION - WILLIAMSBURG WAY

STA. 90+00 WW TO STA. 94+62 WW



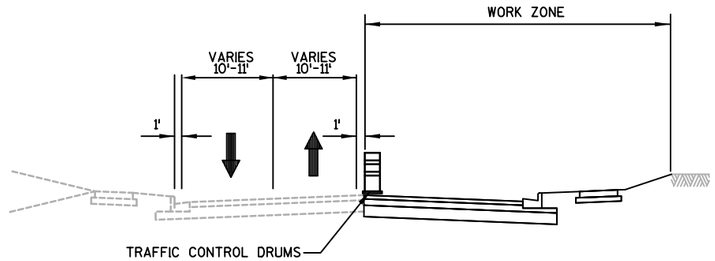

TYPICAL STAGE 1 PHASE 1 SECTION - ANTON DRIVE

STA. 109+13 AD TO STA. 110+93 AD




TYPICAL STAGE 1 PHASE 2 SECTION - WILLIAMSBURG WAY

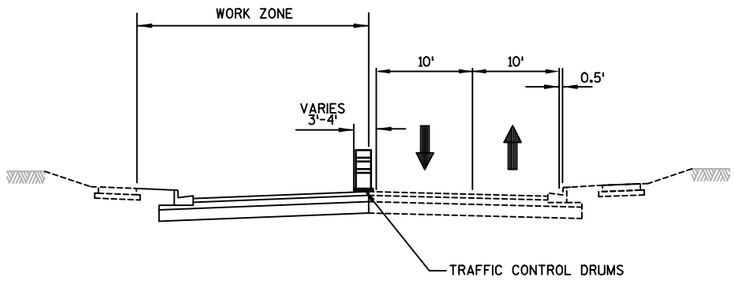
STA. 92+00 WW TO STA. 94+37 WW




TYPICAL STAGE 1 PHASE 2 SECTION - WILLIAMSBURG WAY

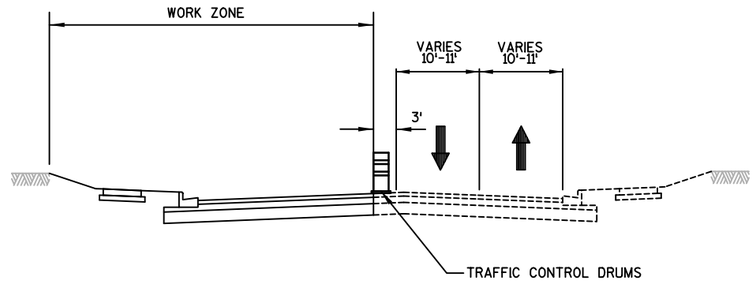
STA. 94+37 WW TO STA. 98+11 WW

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - TYPICAL SECTIONS WILLIAMSBURG WAY | SHEET 486 | E |
|---|---|---|---|---|---|




TYPICAL STAGE 1 PHASE 3 SECTION - WILLIAMSBURG WAY

STA. 92+00 WW TO STA. 94+62 WW




TYPICAL STAGE 1 PHASE 3 SECTION - WILLIAMSBURG WAY

STA. 94+62 WW TO STA. 98+11 WW

2

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - TYPICAL SECTIONS WILLIAMSBURG WAY | SHEET 487 | E |
|---|---|---|---|---|---|

2

WILLIAMSBURG WAY

ROAD WORK AHEAD W20-1A

350'

200'

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

90+00 WW

91+00 WW

92+00 WW

93+00 WW

94+00 WW

25'

SEE DRIVEWAY STAGING DETAIL

SIDEWALK CLOSED AHEAD CROSS HERE R9-11 24" X 12"

TEMPORARY PEDESTRIAN SURFACE SPECIAL (5-FT WIDTH)

EXISTING STREET LIGHT TO REMAIN UNTIL STAGE 1, PHASE 3

WILLIAMSBURG WAY COURT

500'

ROAD WORK 500 FT W20-1D

ROAD WORK AHEAD W20-1A

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

CONSTRUCT AFTER SIDEWALK ON THE NORTHSIDE OF WILLIAMSBURG WAY IS COMPLETE AND PEDESTRIAN ACCESSIBLE. ROUTE PEDESTRIAN TRAFFIC FROM EXISTING DRIVEWAY AT 90+00 RT TO COMPLETED SIDEWALK RAMP AT 90+30 LT WHILE CONSTRUCTING SIDEWALK RAMP.

INSTALL PERMANENT CROSSWALK PAVEMENT MARKING PRIOR TO STAGE 1, PHASE 2A.

SIDEWALK CLOSED AHEAD CROSS HERE R9-11 24" X 12"

10+00 RB

11+00 RB

95+00 WW

96+00 WW

97+00 WW

98+00 WW

99+00 WW

100+00 WW

101+00

50'

200'

ROAD WORK AHEAD W20-1A

SIDEWALK CLOSED AHEAD CROSS HERE R9-11 24" X 12"

WILLIAMSBURG WAY

112+00 AD

111+00 AD

25'

TEMPORARY PEDESTRIAN SURFACE SPECIAL (5-FT WIDTH) SEE DETAIL

110+00 AD

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

SIGN TO REMAIN

RT-6CW

109+00 AD

ANTON DR

108+00 AD

200'

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

TEMPORARY CURB RAMP REQ'D (INSTALL PRIOR TO SWITCHING TO STAGE 1, PHASE 2A

SHOULDER WORK W21-5

107+00 AD

50'

ROAD WORK AHEAD W20-1A

400'

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

51+00 EF

52+00 EF

N

## DRIVEWAY STAGING DETAIL

STAGE DRIVEWAYS TO MAINTAIN ACCESS DURING CONSTRUCTION.

## TEMPORARY PEDESTRIAN SURFACE SPECIAL DETAIL

+13.3 AD -25.0' LT

+13.3 AD -20.3' LT

109+00 AD

110+00 AD

111+00 A

+13.0 AD 27.5' RT

+59.3 AD 27.1' RT

+85.9 AD 26.2' RT

+21.7 AD 26.2' RT

+31.1 AD 30.8' RT

+56.9 AD 30.8' RT

+75.3 AD 31.3' RT

+93.3 AD 29.5' RT

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - WILLIAMSBURG WAY - STG.1, PH.1 | SHEET 488 | E |
|---|---|---|---|---|---|

2

WILLIAMSBURG WAY

ROAD WORK AHEAD W20-1A

500'

ROAD WORK 500 FT W20-1D

W01-4L

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

+31.4 -10.4' LT

+31.6 -0.2' LT

350'

200'

+96.4 -6.2' LT

90+00 WW

91+00 WW

92+00 WW

93+00 WW

94+00 WW

95+00 WW

96+00 WW

97+00 WW

98+00 WW

99+00 WW

100+00 WW

101+00

25'

35'

10'

10'

SIDEWALK CLOSED AHEAD CROSS HERE R9-11 24" X 12"

R11-2L 48" X 30" LANE CLOSED

TYPE III BARRICADE

W01-6 48" X 24"

TYPE III BARRICADE

RT-4W

RT-4DY

4W

4DY

+37 -19.7' LT

+89 -11.3 LT

SEE LOW POINT INLET CONSTRUCTION DETAIL

10+00 RB

12+00 RB

112+00 AD

R9-9 24" X 12" SIDEWALK CLOSED

TYPE III BARRICADE

TYPE III BARRICADE (x4)

PLACE HMA SURFACE PAVEMENT ON ANTON DRIVE THROUGH ANTON DRIVE CROSSWALK (110+25 AD - 112+30 AD)

110+00 AD

SAW CUT REQ'D TO MAINTAIN HARD SURFACE PAVEMENT FOR PEDESTRIANS. CONSTRUCT DRIVEWAY ONCE SIDEWALK IS COMPLETE AND PEDESTRIAN ACCESSIBLE ON THE WEST SIDE OF ANTON DRIVE.

SIDEWALK CLOSED AHEAD CROSS HERE R9-11 24" X 12"

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

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

108+00 AD

107+00 AD

ANTON DRIVE

TYPE III BARRICADE (x4)

R11-4 60" X 30" ROAD CLOSED TO THRU TRAFFIC

TYPE III BARRICADE

ROAD CLOSED 500 FT W20-3D

SEE DETAIL A FOR ADVANCED WARNING SIGNS.

SIDEWALK CLOSED AHEAD CROSS HERE R9-11

COVER PLATES TEMPORARY REQ'D

INLET COVERS, FLAT TEMPORARY, REQ'D (2)

R11-2 48" X 30" ROAD CLOSED

TYPE III BARRICADE

EXISTING STREET LIGHT TO REMAIN UNTIL STAGE 1, PHASE 3

W01-7 48" X 24"

TYPE III BARRICADE

WILLIAMSBURG WAY COURT

ROAD WORK AHEAD W20-1A

RT-D-12Y

+00.0 19.3 RT

+15.0 32.0' RT

RT-4W

RT-8W

+21.0 21.0' RT

+21.0 28.2' RT

RT-4DY

+90.1 74.4' RT

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

R11-2L 48" X 30" LANE CLOSED

TYPE III BARRICADE

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

51+00 EF

52+00 EF

## DETAIL A

ROAD CLOSED 1000 FT W20-3C

R11-3 60" X 30" ROAD CLOSED 0.25 MILES AHEAD LOCAL TRAFFIC ONLY

TYPE III BARRICADE

240'

ROAD CLOSED AHEAD W20-3A

R11-3 60" X 30" ROAD CLOSED 0.35 MILES AHEAD LOCAL TRAFFIC ONLY

TYPE III BARRICADE

90'

CARRIAGE STREET

PLACE BARRICADE AT INTERSECTION OF ANTON DRIVE AND KING JAMES WAY.

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - WILLIAMSBURG WAY - STG. 1, PH. 2A | SHEET 489 E |
|---|---|---|---|---|

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

ROAD WORK AHEAD
W20-1A

WILLIAMSBURG WAY

500'

ROAD WORK 500 FT
W20-1D

ROAD WORK AHEAD
W20-1A

W01-4L

W01-6
48" X 24"
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

ASPHALTIC SURFACE TEMPORARY WEDGE REQUIRED ALONG CURB AND GUTTER FROM STATION 92+00 WW TO STATION 93+30 WW (PAID AS ASPHALTIC SURFACE TEMPORARY)

350'

200'

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

90+00 WW
91+00 WW
92+00 WW
93+00 WW
94+00 WW
95+00 WW
96+00 WW
97+00 WW
98+00 WW
99+00 WW
100+00 WW
101+00 WW

25'
25'

+28.2
0.6' RT

SIDEWALK CLOSED AHEAD
CROSS HERE
R9-11
24" X 12"

+74.6
47.4' RT

4W

+81.4
74.4' RT

4Y

RT-6CW

10+00 RB
12+00 RB

+14.4
32.0' RT

EXISTING STREET LIGHT TO REMAIN UNTIL STAGE 1, PHASE 3

DO NOT ENTER
R5-1
36" X 36"

W01-7
48" X 24"
TYPE III BARRICADE

WILLIAMSBURG WAY COURT

+73.1
-0.4' LT

COVER PLATES TEMPORARY REQ'D

ROAD WORK AHEAD
W20-1A

112+00 AD
111+00 AD
110+00 AD
109+00 AD
108+00 AD
107+00 AD

+90.5
97.5' RT

SL-18

4W

RT-6CW

SIDEWALK CLOSED AHEAD
CROSS HERE
R9-11
24" X 12"

STOP
R1-1
36" X 36"

SEE LOW POINT INLET CONSTRUCTION DETAIL

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

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

ANTON DRIVE

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

ROAD WORK 500 FT
W20-1D

ROAD WORK AHEAD
W20-1A

500'

500'

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

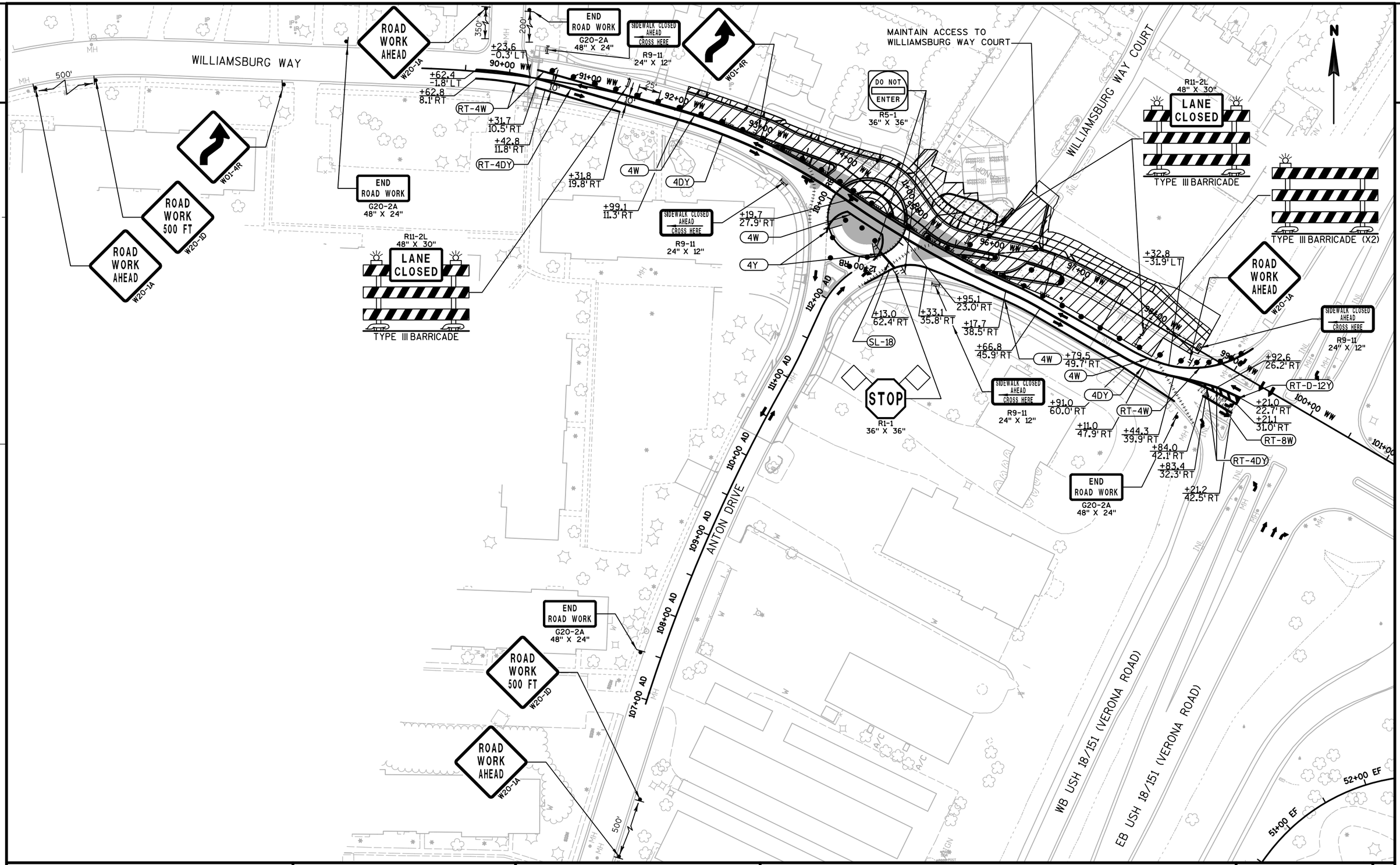
51+00 EF
52+00 EF

N

2

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - WILLIAMSBURG WAY - STG. 1, PH. 2B | SHEET 490 E |
|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\Staging\026304_ww_s1_p2b.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - WILLIAMSBURG WAY - STG. 1, PH. 3 | SHEET 491 | E |
|---|---|---|---|---|---|

2

WILLIAMSBURG WAY

WILLIAMSBURG WAY COURT

ANTON DRIVE

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

ROAD WORK AHEAD W20-1A

350'

200'

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

500'

ROAD WORK 500 FT W20-1D

ROAD WORK AHEAD W20-1A

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

90+00 WW

91+00 WW

92+00 WW

93+00 WW

94+00 WW

10+00 RB

11+00 BEGIN WW

12+00 RB

96+00 WW

97+00 WW

98+00 WW

99+00 WW

100+00 WW

101+00

ASPHALTIC SURFACE TEMPORARY WEDGE TO BE REMOVED BY REMOVING ASPHALTIC SURFACE MILLING PRIOR TO SURFACE LAYER

R9-9 24" x 12" SIDEWALK CLOSED

TYPE III BARRICADE

ADJUSTING INLET COVERS REQ'D. SEE LOW POINT INLET CONSTRUCTION DETAIL

112+00 AD

111+00 AD

110+00 AD

109+00 AD

108+00 AD

107+00 AD

R9-9 24" x 12" SIDEWALK CLOSED

TYPE III BARRICADE

ADJUSTING INLET COVERS REQ'D. SEE LOW POINT INLET CONSTRUCTION DETAIL

R9-9 24" x 12" SIDEWALK CLOSED

TYPE III BARRICADE

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

ROAD WORK AHEAD W20-1A

+48.6 -4.0' LT

4W

+18.7 9.2' RT

+39.3 41.1' RT

+48.8 5.4' RT

RT-4Y

+75.3 32.2' RT

4Y

+56.3 53.3' RT

+11.1 38.4' RT

4W

+20.0 20.0' RT

+21.6 32.5' RT

+21.6 43.5' RT

+53.9 62.4' RT

+52.1 46.5' RT

RT-8W

W01-6 48" X 24"

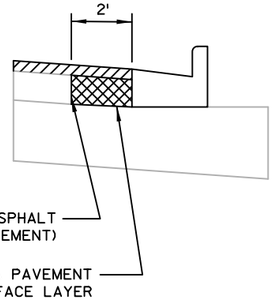
TYPE III BARRICADE

500'

52+00 EF

51+00 EF

MEDIAN CURB INSTALLATION DETAIL




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - WILLIAMSBURG WAY - STG. 1, PH. 4 | SHEET 492 | E |
|---|---|---|---|---|---|

2

WILLIAMSBURG WAY

ROAD WORK AHEAD W20-1A

350'

200'

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

90+00 WW

91+00 WW

92+00 WW

93+00 WW

94+00 WW

95+00 WW

96+00 WW

97+00 WW

98+00 WW

99+00 WW

100+00 WW

101+00

500'

ROAD CLOSED 500 FT W20-3D

ROAD CLOSED AHEAD W20-3A

R11-2 48" X 30" ROAD CLOSED

TYPE III BARRICADE

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

TYPE III BARRICADE

TYPE III BARRICADE

ASPHALTIC SURFACE TEMPORARY WEDGE TO BE REMOVED BY REMOVING ASPHALTIC SURFACE MILLING PRIOR TO SURFACE LAYER

R9-9 24" x 12" SIDEWALK CLOSED

TYPE III BARRICADE

TYPE III BARRICADE

16+00 RB

12+00 RB

12+00 AD

111+00 AD

110+00 AD

109+00 AD

108+00 AD

107+00 AD

ANTON DRIVE

R9-9 24" x 12" SIDEWALK CLOSED

TYPE III BARRICADE

R11-2 48" X 30" ROAD CLOSED

TYPE III BARRICADE

R9-9 24" x 12" SIDEWALK CLOSED

TYPE III BARRICADE

WILLIAMSBURG WAY COURT

R3-1 24" X 24" PLACE SIGN AT BEGINNING OF RIGHT TURN LANE TAPER

PLACE DRUMS TO BEGINNING OF RIGHT TURN LANE TAPER

R11-2L 48" X 30" LANE CLOSED

TYPE III BARRICADE

ROAD CLOSED AHEAD W20-3A

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

R11-2L 48" X 30" LANE CLOSED

TYPE III BARRICADE

R11-2 48" X 30" ROAD CLOSED

TYPE III BARRICADE

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

52+00 EF

51+00 EF

SEVEN (7) DAY ADVANCED NOTIFICATION REQ'D PRIOR TO WILLIAMSBURG WAY CLOSURE

DETAIL A

R11-3 60" X 30" ROAD CLOSED 0.25 MILES AHEAD LOCAL TRAFFIC ONLY

TYPE III BARRICADE

R11-3 60" X 30" ROAD CLOSED 0.35 MILES AHEAD LOCAL TRAFFIC ONLY

TYPE III BARRICADE

CARRIAGE STREET

PLACE BARRICADE AT INTERSECTION OF ANTON DRIVE AND KING JAMES WAY.

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

ROAD CLOSED 500 FT W20-3D

ROAD CLOSED AHEAD W20-3A

500'

SEE DETAIL A FOR ADVANCED WARNING SIGNS.

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - WILLIAMSBURG WAY - STG. 1, PH. 4 CLOSURE | SHEET | E |
|---|---|---|---|---|---|



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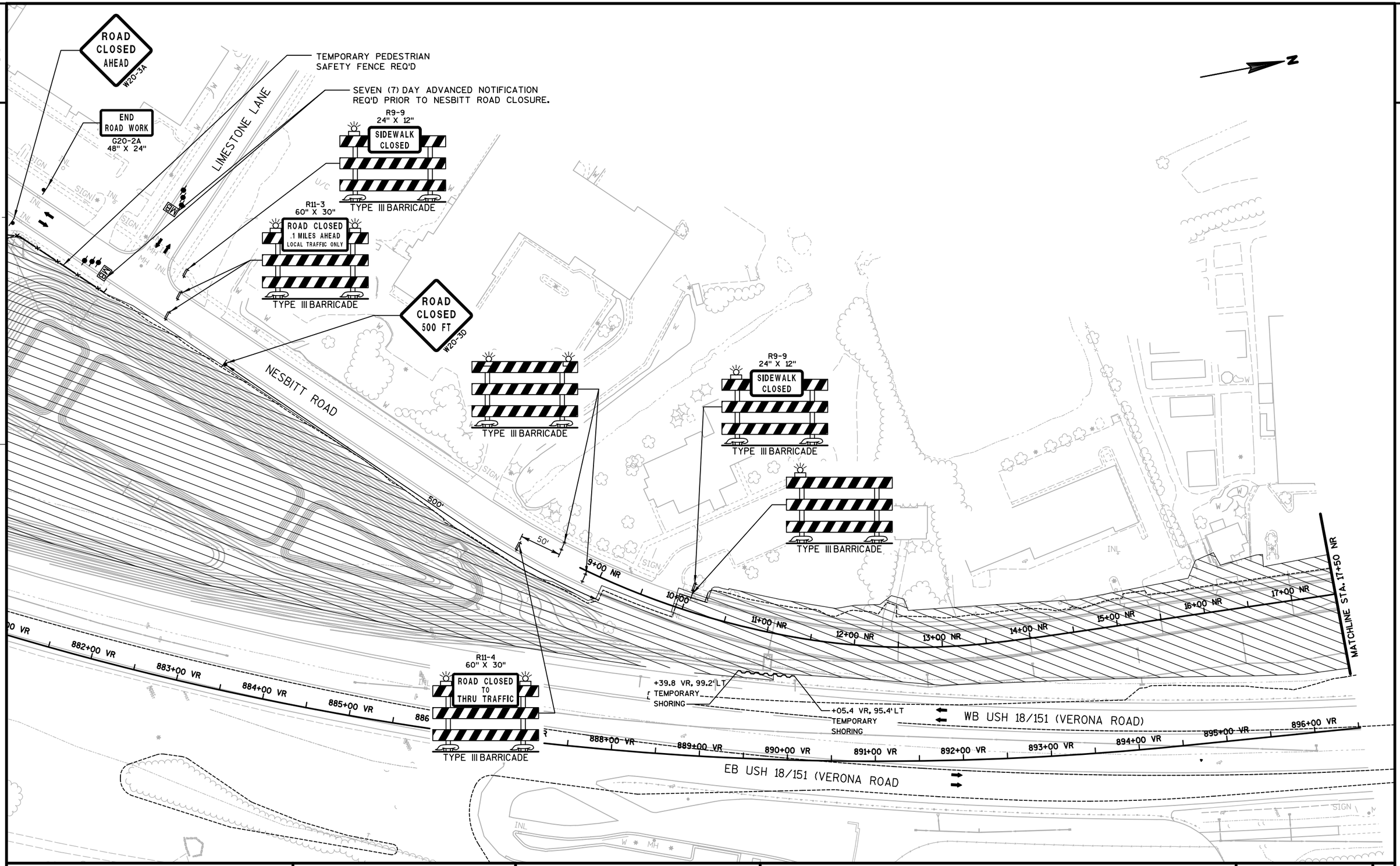
2




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - NESBITT ROAD - STG. 1, PH. 1 | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\Staging\026400_nr_s1_p1.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

MATCHLINE STA. 89+00 EB

SEVEN (7) DAY ADVANCED NOTIFICATION
REQ'D PRIOR TO NESBITT ROAD CLOSURE.

R11-4
60" X 30"
ROAD CLOSED TO THRU TRAFFIC
TYPE III BARRICADE

TYPE III BARRICADE

NESBITT ROAD

KAPEC ROAD

WB CTH PD (MCKEE ROAD)

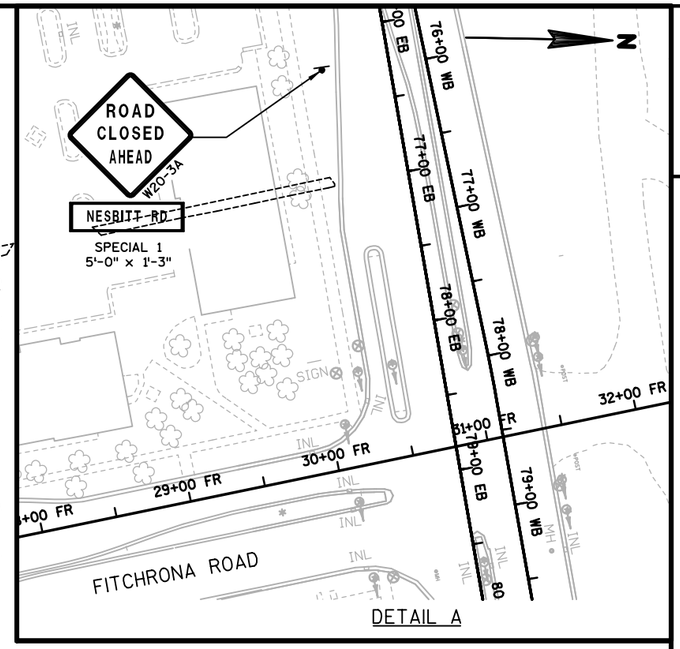
EB CTH PD (MCKEE ROAD)

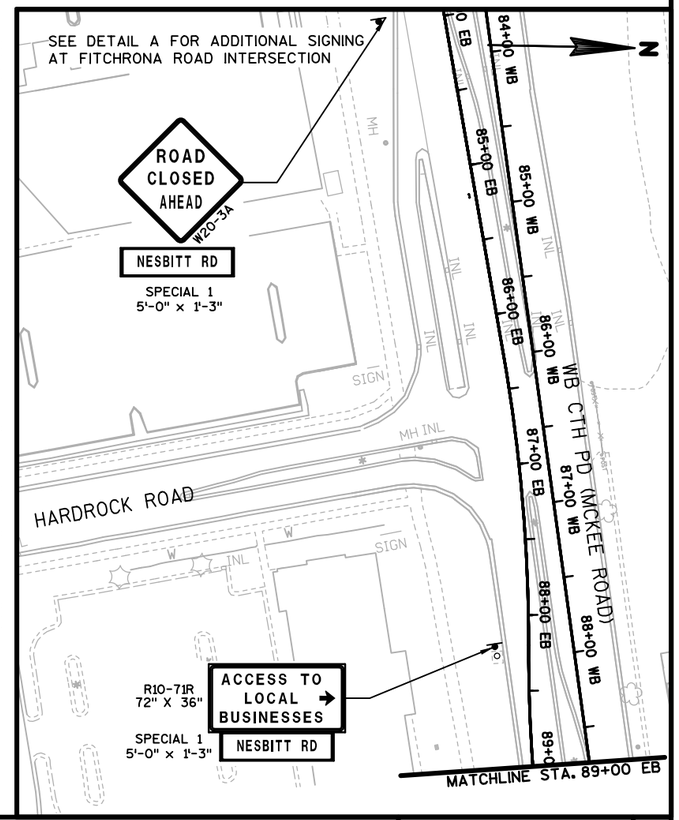
KING JAMES WAY

R10-71L
72" X 36"
ACCESS TO LOCAL BUSINESSES
NESBITT RD
SPECIAL 1
5'-0" x 1'-3"

ROAD CLOSED AHEAD
W20-3A
NESBITT RD
SPECIAL 1
5'-0" x 1'-3"

MATCHLINE STA. 17+50 NR




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - NESBITT ROAD - STG. 1, PH. 1 | SHEET 495 E |
|---|---|---|---|---|

2

R11-4
60" X 30"
ROAD CLOSED TO THRU TRAFFIC
TYPE III BARRICADE

+00 KR
63+00 KR
64+00 KR
65+00 KR
66+00 KR
67+00 KR
68+00 KR
69+00 KR
70+00 KR
71+00 KR
72+00 KR
73+00 KR

KAPEC ROAD

WB CTH PD (MCKEE ROAD)

SEVEN (7) DAY ADVANCED NOTIFICATION REQ'D PRIOR TO KAPEC ROAD CLOSURE.

ROAD CLOSED 500 FT
W20-3D

ROAD CLOSED AHEAD
W20-3A

TYPE III BARRICADE (x3)

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

R9-9
24" X 12"
SIDEWALK CLOSED
TYPE III BARRICADE

TEMPORARY PEDESTRIAN SURFACE SPECIAL

TEMPORARY PEDESTRIAN SURFACE ASPHALT

TEMPORARY PEDESTRIAN SAFETY FENCE

SEE DETAIL A

53+00 FR
54+00 FR
55+00 FR
56+00 FR
57+00 FR
58+00 FR
59+00 FR

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

TYPE III BARRICADE (x3)

SEVEN (7) DAY ADVANCED NOTIFICATION REQ'D PRIOR TO KAPEC ROAD CLOSURE.

ROAD CLOSED 500 FT
W20-3D

R11-4
60" X 30"
ROAD CLOSED TO THRU TRAFFIC
TYPE III BARRICADE

KAPEC ROAD

KING JAMES WAY

ROAD CLOSED AHEAD
W20-3A

ANTON DRIVE

DETAIL A

TEMPORARY PEDESTRIAN SURFACE SPECIAL

TEMPORARY PEDESTRIAN SAFETY FENCE

TEMPORARY PEDESTRIAN SURFACE ASPHALT

5'

+54.4 KR
-24.0' LT

ASPHALTIC CURB

+72.7 KR
11.6' RT

40' RAD.

+10.3 KR
-2.1' LT

ASPHALTIC SURFACE TEMPORARY

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - KAPEC ROAD STORM SEWER CONNECTION, PH. 1 | SHEET 496 | E |
|---|---|---|---|---|---|

2

2

SEE DETAIL A

TEMPORARY PEDESTRIAN SAFETY FENCE

N

+00 KR
63+00 KR
64+00 KR
65+00 KR
66+00 KR
67+00 KR
68+00 KR
69+00 KR
70+00 KR
71+00 KR
72+00 KR
73+00 KR

53+00 FR
54+00 FR
55+00 FR
56+00 FR
57+00 FR
58+00 FR
59+00 FR

KAPEC ROAD

WB CTH PD (MCKEE ROAD)

KAPEC ROAD

KING JAMES WAY

ANTON DRIVE

ROAD WORK AHEAD
W20-1A

ROAD WORK AHEAD
W20-1A

DETAIL A

TEMPORARY PEDESTRIAN SAFETY FENCE

N

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - KAPEC ROAD STORM SEWER CONNECTION, PH. 2 | SHEET 497 | E |
|---|---|---|---|---|---|

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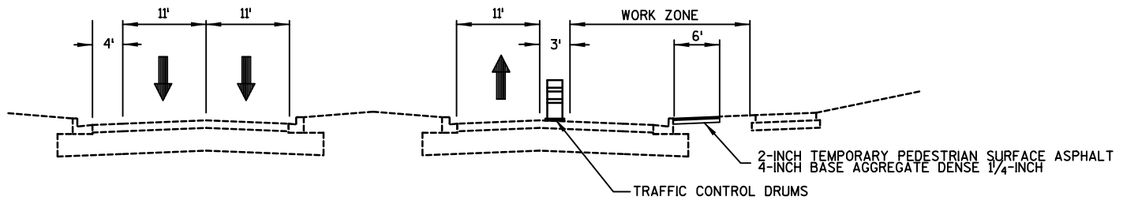
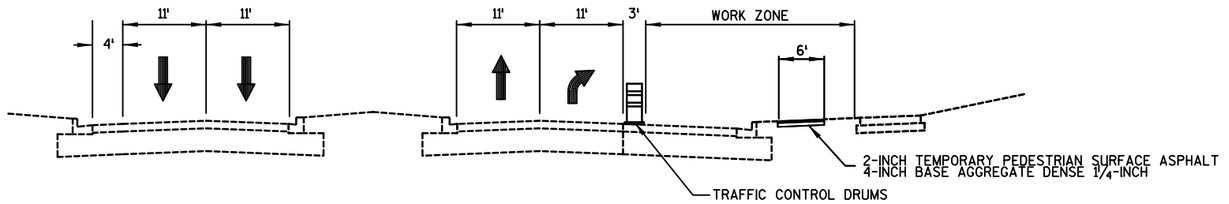
2



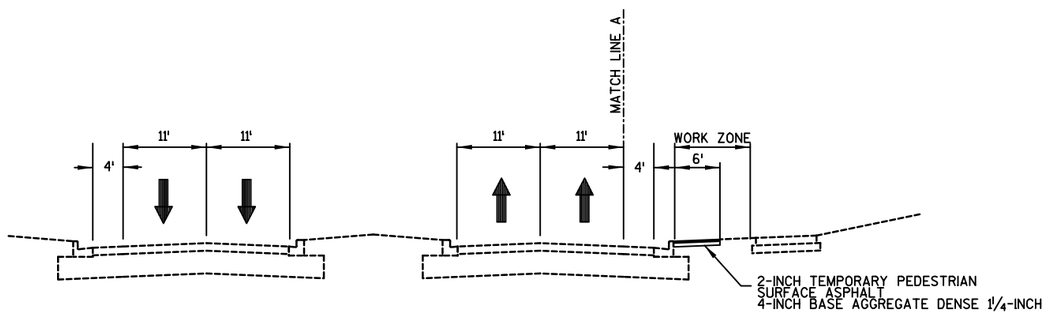

TYPICAL STAGE 1 PHASE 1 SECTION - CTH PD (MCKEE ROAD)
OFF-PEAK TRAFFIC CONDITION

STA. 88+35 EB TO STA. 94+62 EB



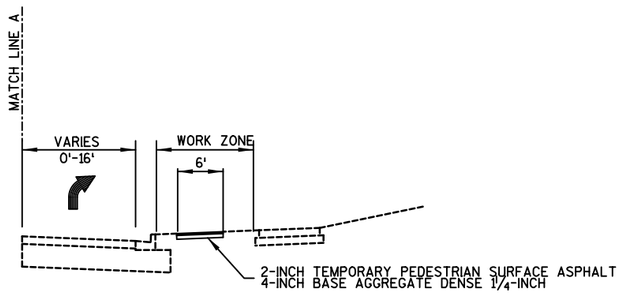

TYPICAL STAGE 1 PHASE 1 SECTION - CTH PD (MCKEE ROAD)
OFF-PEAK TRAFFIC CONDITION

STA. 94+62 EB TO STA. 98+46 EB

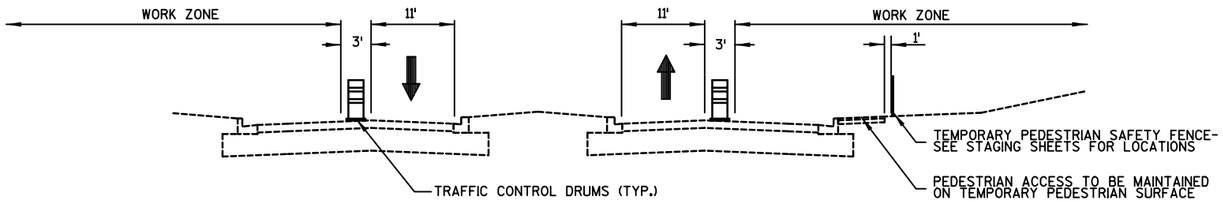



TYPICAL STAGE 1 PHASE 1 SECTION - CTH PD (MCKEE ROAD)
PEAK TRAFFIC CONDITION

STA. 88+35 EB TO STA. 88+96 EB
STA. 92+50 EB TO STA. 94+62 EB

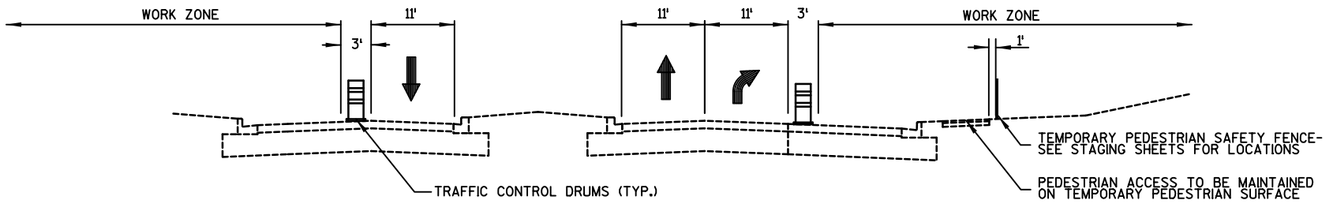



STA. 88+96 EB TO STA. 92+50 EB
STA. 94+62 EB TO STA. 98+46 EB



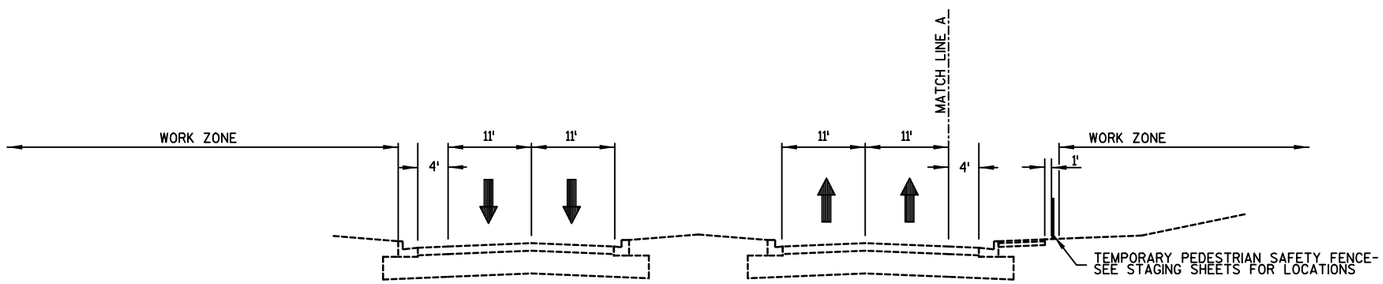

TYPICAL STAGE 1 PHASE 2 SECTION - CTH PD (MCKEE ROAD)
OFF-PEAK TRAFFIC CONDITION

STA. 88+51 EB TO STA. 94+62 EB
STA. 99+74 EB TO STA. 113+81 EB



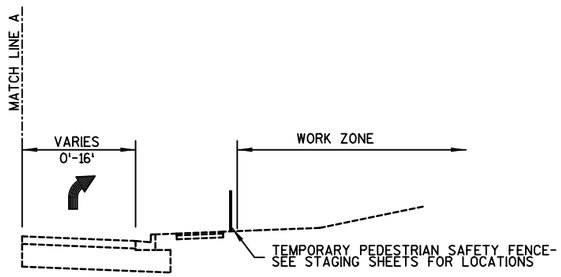

TYPICAL STAGE 1 PHASE 2 SECTION - CTH PD (MCKEE ROAD)
OFF-PEAK TRAFFIC CONDITION

STA. 94+62 EB TO STA. 99+74 EB

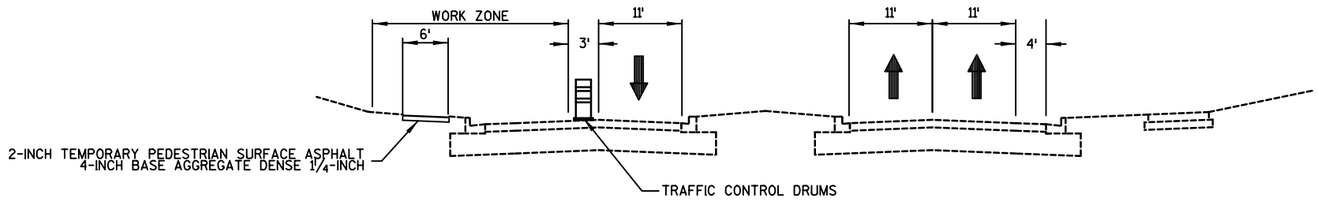



TYPICAL STAGE 1 PHASE 2 SECTION - CTH PD (MCKEE ROAD)
PEAK TRAFFIC CONDITION

STA. 88+51 EB TO STA. 113+81 EB

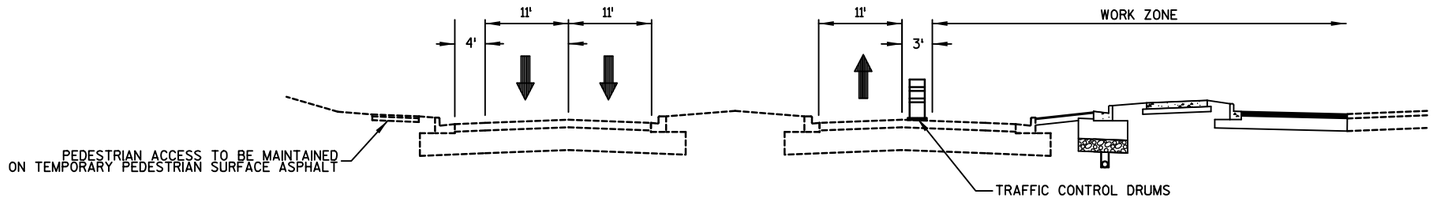



STA. 88+96 EB TO STA. 92+50 EB
STA. 94+62 EB TO STA. 99+74 EB



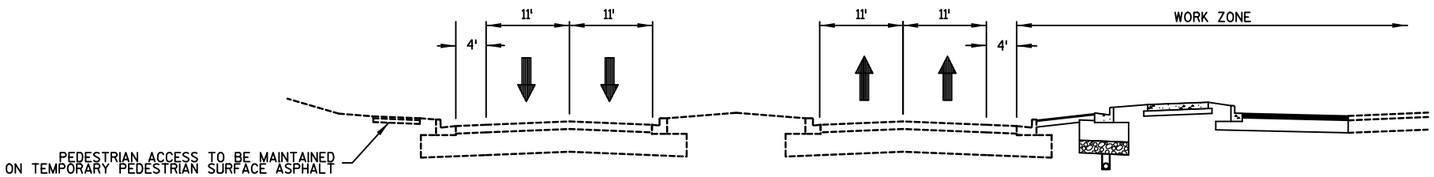

TYPICAL STAGE 1 PHASE 3 SECTION - CTH PD (MCKEE ROAD)
OFF-PEAK TRAFFIC CONDITION

STA. 101+00 EB TO STA. 107+85 EB




TYPICAL STAGE 2 PHASE 1 SECTION - CTH PD (MCKEE ROAD)
OFF-PEAK TRAFFIC CONDITION

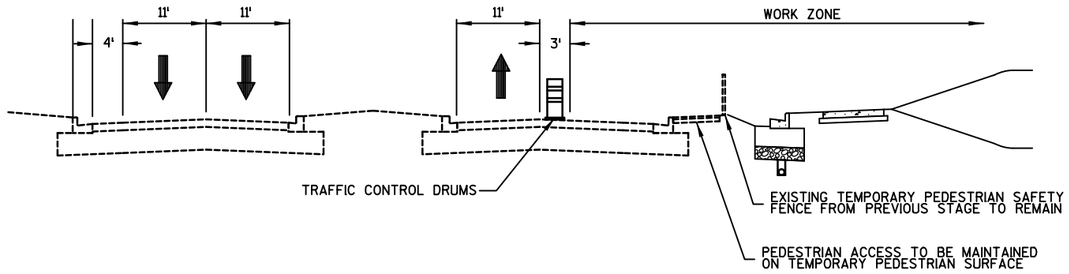
STA. 100+50 EB TO STA. 114+50 EB




TYPICAL STAGE 2 PHASE 1 SECTION - CTH PD (MCKEE ROAD)
PEAK TRAFFIC CONDITION

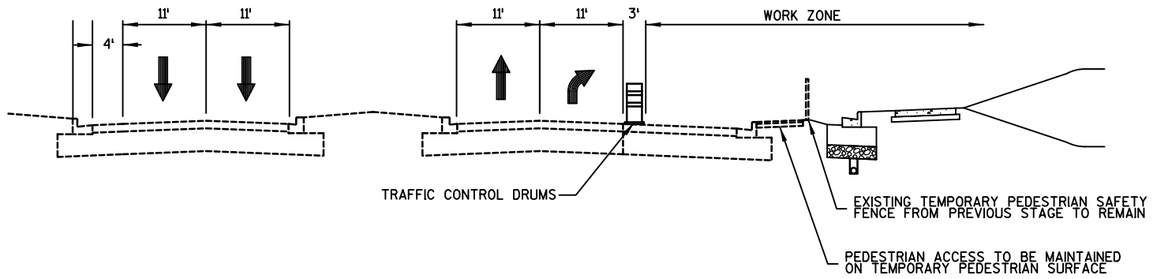
STA. 100+50 EB TO STA. 114+50 EB

2



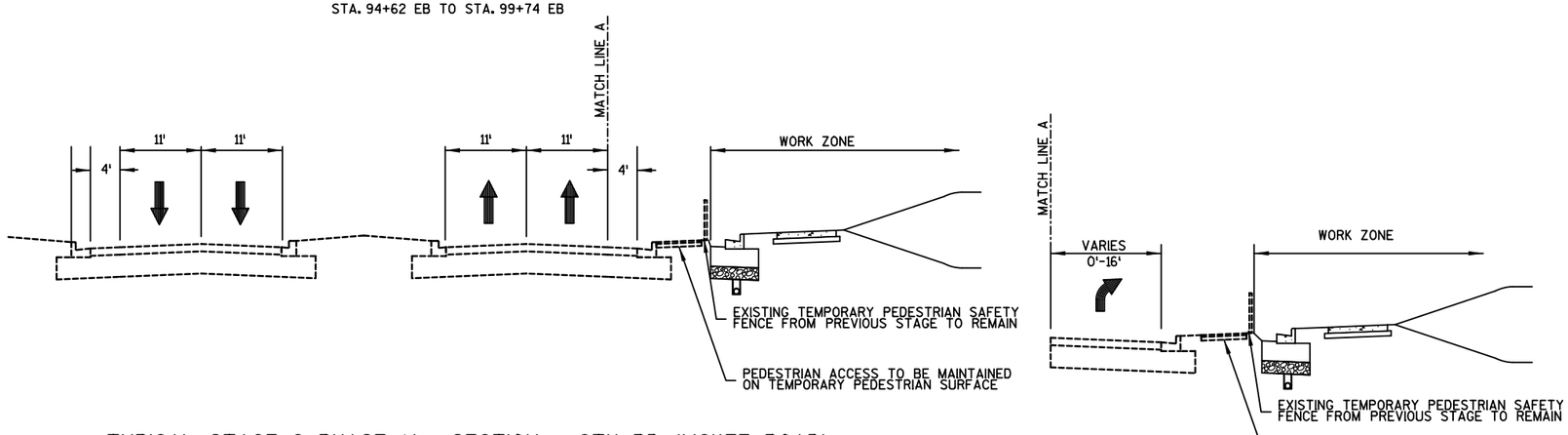

TYPICAL STAGE 2 PHASE 1A SECTION - CTH PD (MCKEE ROAD)
OFF-PEAK TRAFFIC CONDITION

STA. 88+51 EB TO STA. 94+62 EB




TYPICAL STAGE 2 PHASE 1A SECTION - CTH PD (MCKEE ROAD)
OFF-PEAK TRAFFIC CONDITION

STA. 94+62 EB TO STA. 99+74 EB

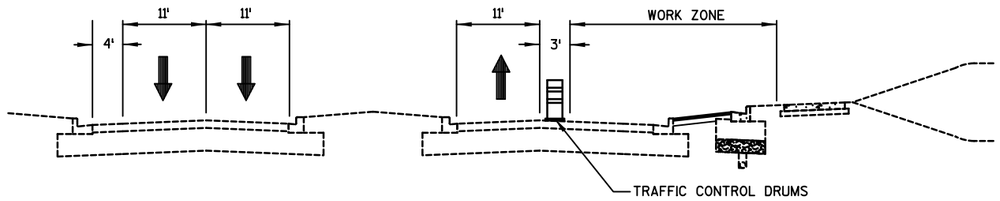



TYPICAL STAGE 2 PHASE 1A SECTION - CTH PD (MCKEE ROAD)
PEAK TRAFFIC CONDITION

STA. 88+51 EB TO STA. 99+74 EB

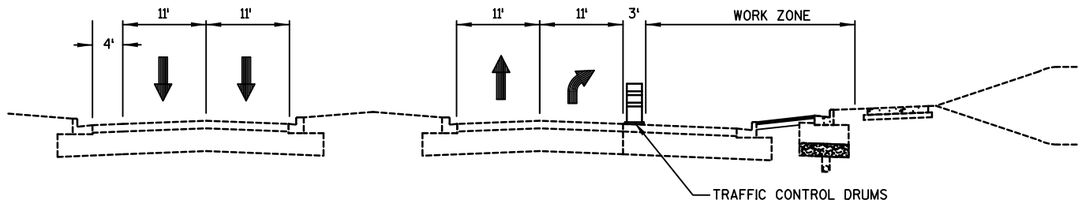
STA. 88+96 EB TO STA. 92+50 EB
STA. 94+62 EB TO STA. 99+74 EB

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - TYPICAL SECTIONS CTH PD (MCKEE ROAD) | SHEET 501 | E |
|---|---|---|---|---|---|



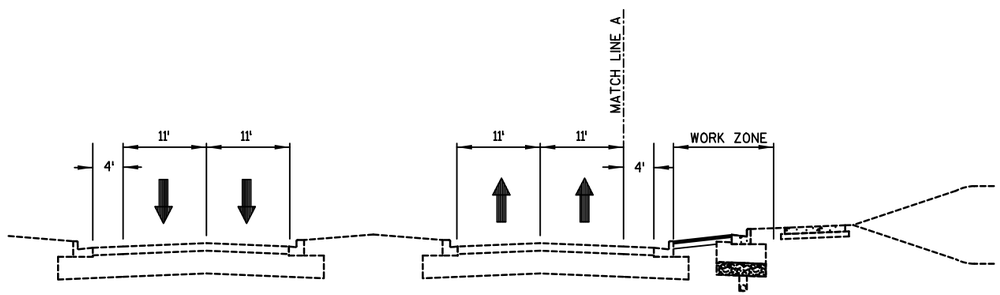

TYPICAL STAGE 2 PHASE 1B SECTION - CTH PD (MCKEE ROAD)
OFF-PEAK TRAFFIC CONDITION

STA. 88+51 EB TO STA. 94+62 EB



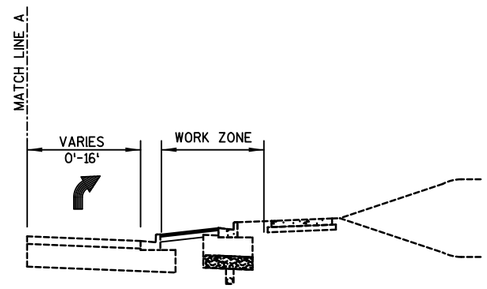

TYPICAL STAGE 2 PHASE 1B SECTION - CTH PD (MCKEE ROAD)
OFF-PEAK TRAFFIC CONDITION

STA. 94+62 EB TO STA. 99+74 EB




TYPICAL STAGE 2 PHASE 1B SECTION - CTH PD (MCKEE ROAD)
PEAK TRAFFIC CONDITION

STA. 88+51 EB TO STA. 99+74 EB




STA. 88+96 EB TO STA. 92+50 EB
STA. 94+62 EB TO STA. 99+74 EB

SEE S.D.D. TRAFFIC CONTROL,
SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY
FOR ADDITIONAL INFORMATION.

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

CTH PD/MCKEE RD

700' 350' 320'MERGING TAPER

74+00 WB 75+00 WB 76+00 WB 77+00 WB 78+00 WB 79+00 WB 80+00 WB 81+00 WB 82+00 WB 83+00 WB 84+00 WB 85+00 WB 86+00 WB 87+00 WB

75+00 EB 76+00 EB 77+00 EB 78+00 EB 79+00 EB 80+00 EB 81+00 EB 82+00 EB 83+00 EB 84+00 EB 85+00 EB 86+00 EB 87+00 EB

31+00 FR 30+00 FR 29+00 FR 28+00 FR

50'(TYP.)

MATCHLINE 88+00 EB

RIGHT LANE CLOSED AHEAD W20-5A

W04-2R

FITCHRONA RD

200'

ROAD WORK AHEAD W20-1A

COUNTY PD M1-5A 24" X 24"

HARDROCK RD

N

KAPEC RD

200'

SCALE

FILLER CAPS

CTH PD/MCKEE RD

88+00 WB 89+00 WB 90+00 WB 91+00 WB 92+00 WB 93+00 WB 94+00 EB 95+00 96+00 EB 97+00 EB 98+00 EB 99+00 EB 100+00 EB 101+00 EB 102+00 EB

88+00 EB 89+00 EB 90+00 EB 91+00 EB 92+00 EB 25+00 EB

MATCHLINE 88+00 EB

MATCHLINE 103+00 EB

10'(TYP.)

50'(TYP.)

25'(TYP.)

24+00 NR

NESBITT RD

BEGIN RIGHT TURN LANE R3-20R 24" X 36"

WB USH 18/151 (VERONA ROAD)

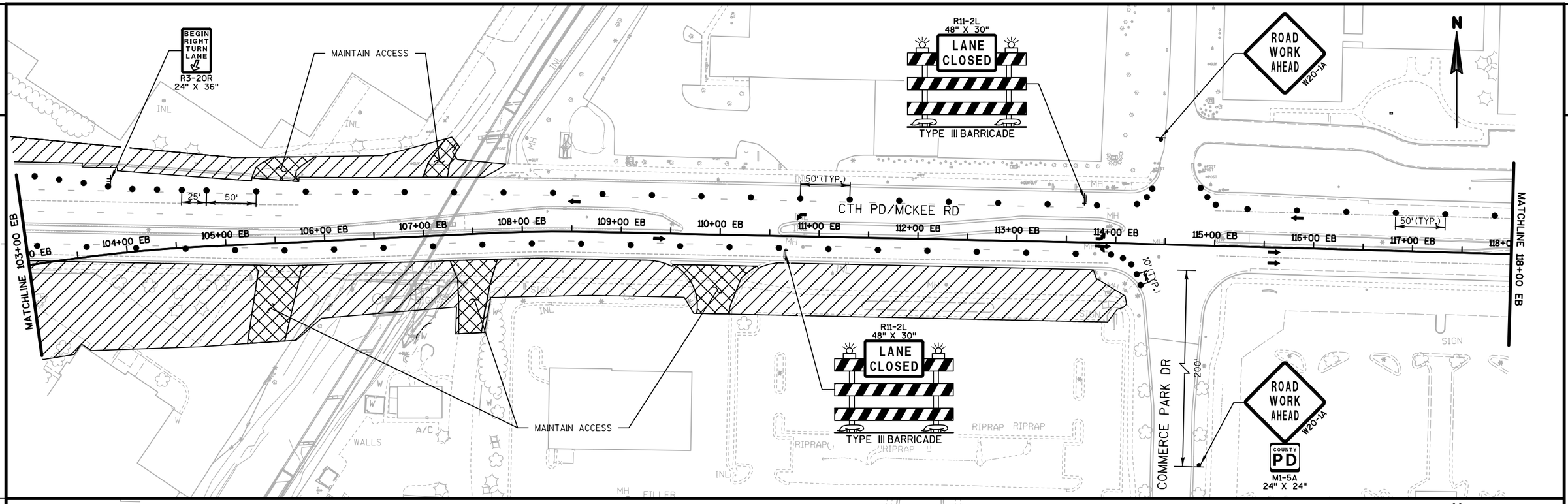
EB USH 18/151 (VERONA ROAD)

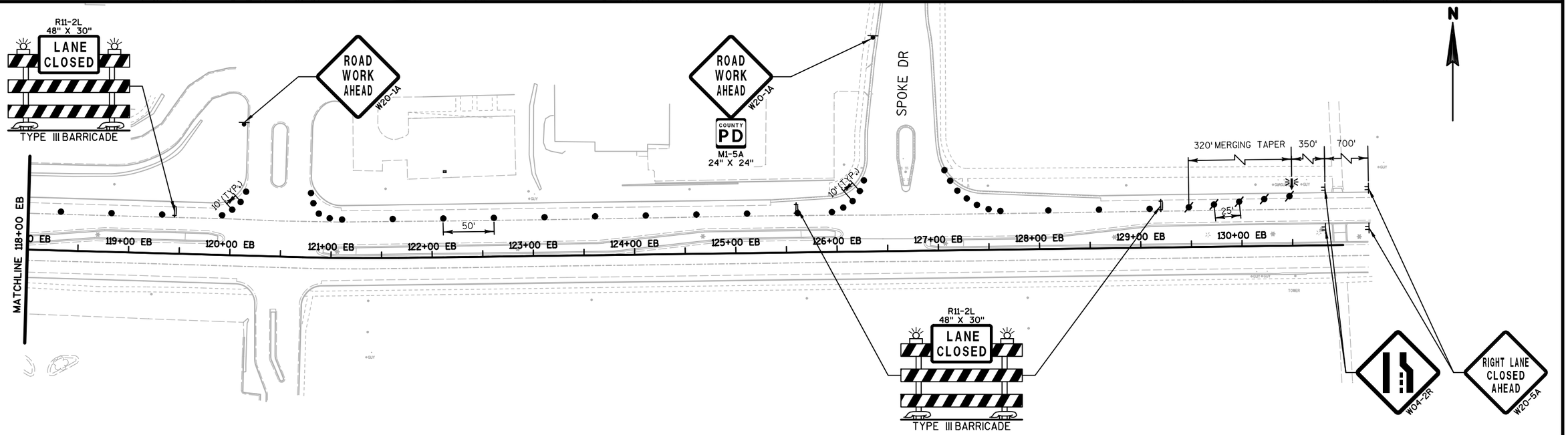
905+00 VR 904+00 VR 903+00 VR

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - CTH PD - OFF PEAK LANE CLOSURES | SHEET E |
|---|---|---|---|---|



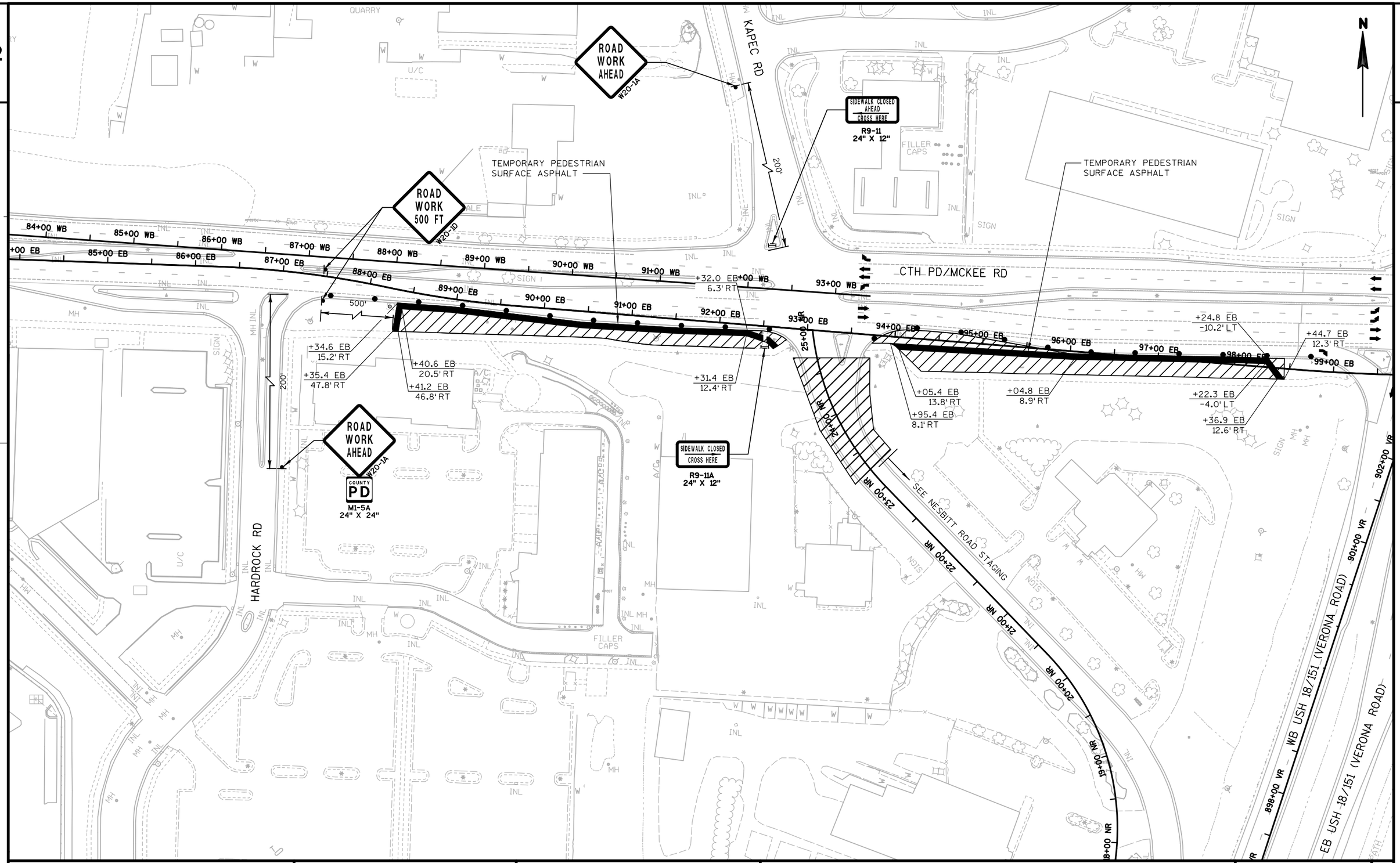
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\Staging\026505_pd.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - CTH PD - OFF PEAK LANE CLOSURES | SHEET 504 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\Staging\026506_pd.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - CTH PD - STG. 1, PH. 1 | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\Staging\026507_pd_s1_p1.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTE: SIDEWALK TRAFFIC CONTROL SIGNS TO REMAIN IN PLACE UNTIL PERMANENT PEDESTRIAN ACCOMODATIONS ARE INSTALLED IN STAGE 2.

ROAD WORK AHEAD W20-1A

KAPEC RD

200'

ROAD WORK 500 FT W20-1D

PEDESTRIAN SAFETY FENCE REQ'D

R9-11A 24" X 12" SIDEWALK CLOSED CROSS HERE

TYPE III BARRICADE

SIDEWALK CLOSED AHEAD CROSS HERE R9-11 24" X 12"

R9-9 24" X 12" SIDEWALK CLOSED

TYPE III BARRICADE

SAFETY FENCE FOR BORE PIT REQ'D. EXACT LOCATION TO BE DETERMINED BY CONTRACTOR

WB USH 18/151 (VERONA ROAD)

CTH PD/MCKEE RD

BORE AND JACK SANITARY SEWER, 30-INCH REQ'D

TEMPORARY SHORING REQ'D

MATCHLINE 101+00 EB

500'

200'

R9-9 24" X 12" SIDEWALK CLOSED

TYPE III BARRICADE

ROAD WORK AHEAD W20-1A

COUNTY PD M1-5A 24" X 24"

HARDROCK RD

CONSTRUCT PERMANENT SIDEWALK PAVEMENT UPON COMPLETION OF UNDERGROUND UTILITY INSTALLATION

SEE NESBITT ROAD STAGING

EB USH 18/151 (VERONA ROAD)

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - CTH PD - STG. 1, PH. 2 | SHEET 506 E |
|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\Staging\026508_pd_s1_p2.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

2

2

907+00 VR

VR

EB USH 18/151 (VERONA ROAD)

BIKE PATH

BORE AND JACK SANITARY SEWER, 30-INCH REQ'D

SAFETY FENCE FOR BORE PIT REQ'D. EXACT LOCATION TO BE DETERMINED BY CONTRACTOR

MATCHLINE 101+00 EB

0 EB

102+00 EB

103+00 EB

104+00 EB

105+00 EB

106+00 EB

107+00 EB

108+00 EB

109+00 EB

110+00 EB

111+00 EB

112+00 EB

113+00 EB

114+00 EB

115+00 EB

116+00 EB

ROAD WORK 500 FT W20-1D

ROAD WORK AHEAD W20-1A

N

200'

ROAD WORK AHEAD W20-1A

COUNTY PD M1-5A 24" X 24"

COMMERCE PARK DR

MH

INL

SIGN

W

A/C

SCALE

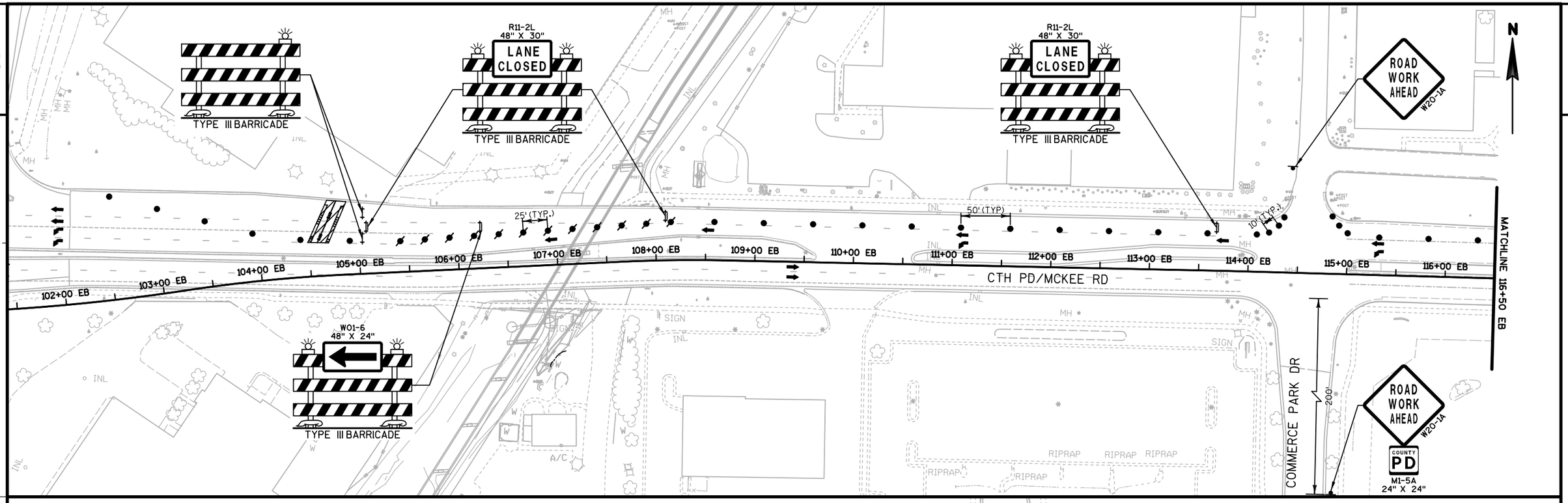
RIPRAP

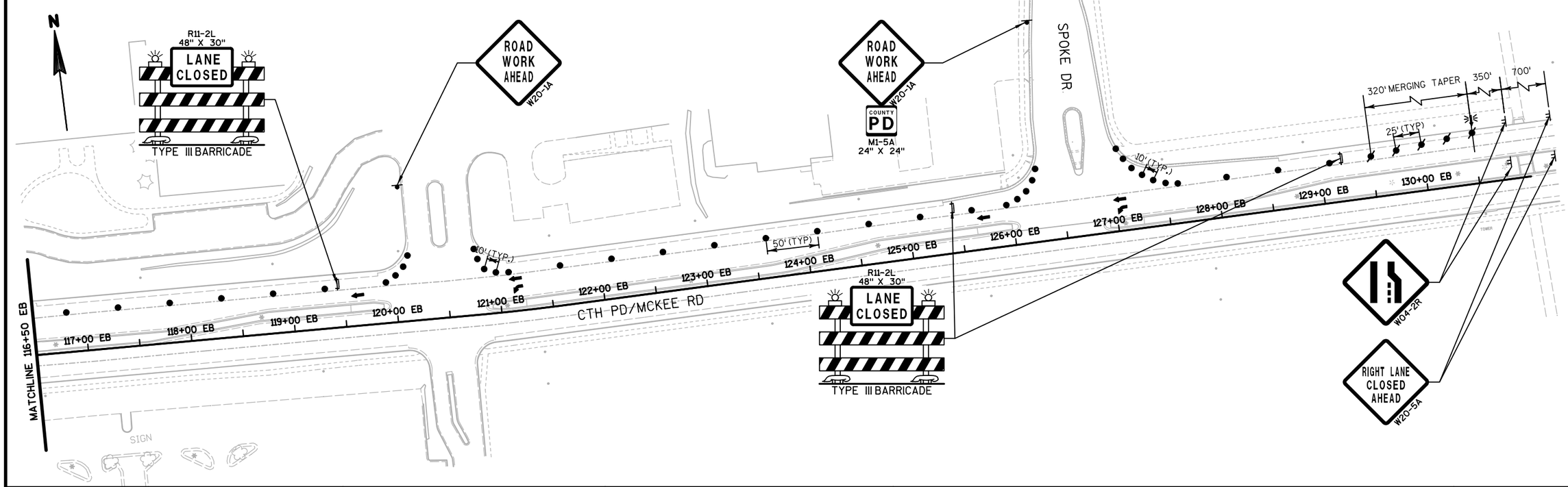
FILLER CAPS

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - CTH PD - STG. 1, PH. 2 | SHEET | E |
|---|---|---|---|---|---|

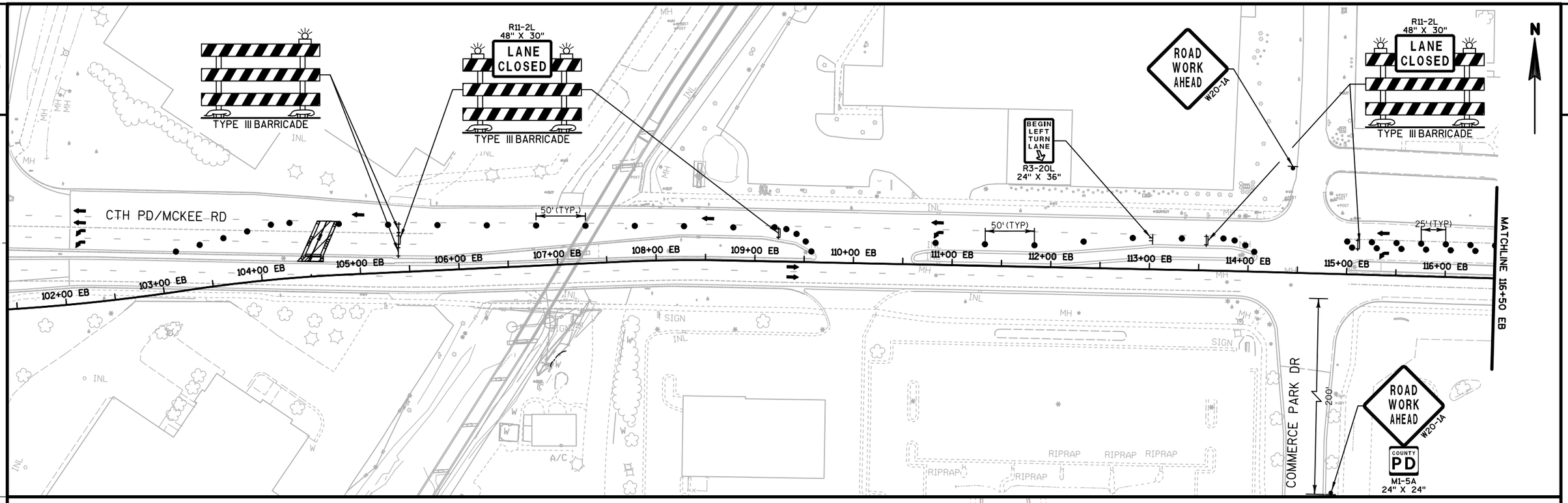


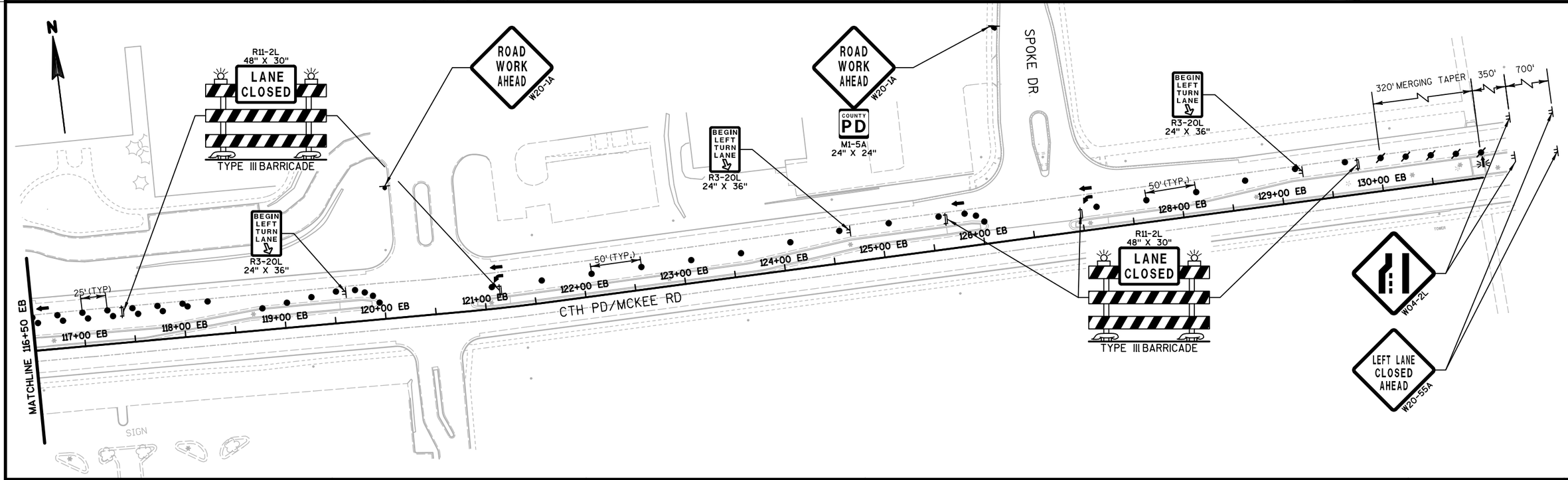
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\Staging\026509_pd_s1_p2.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



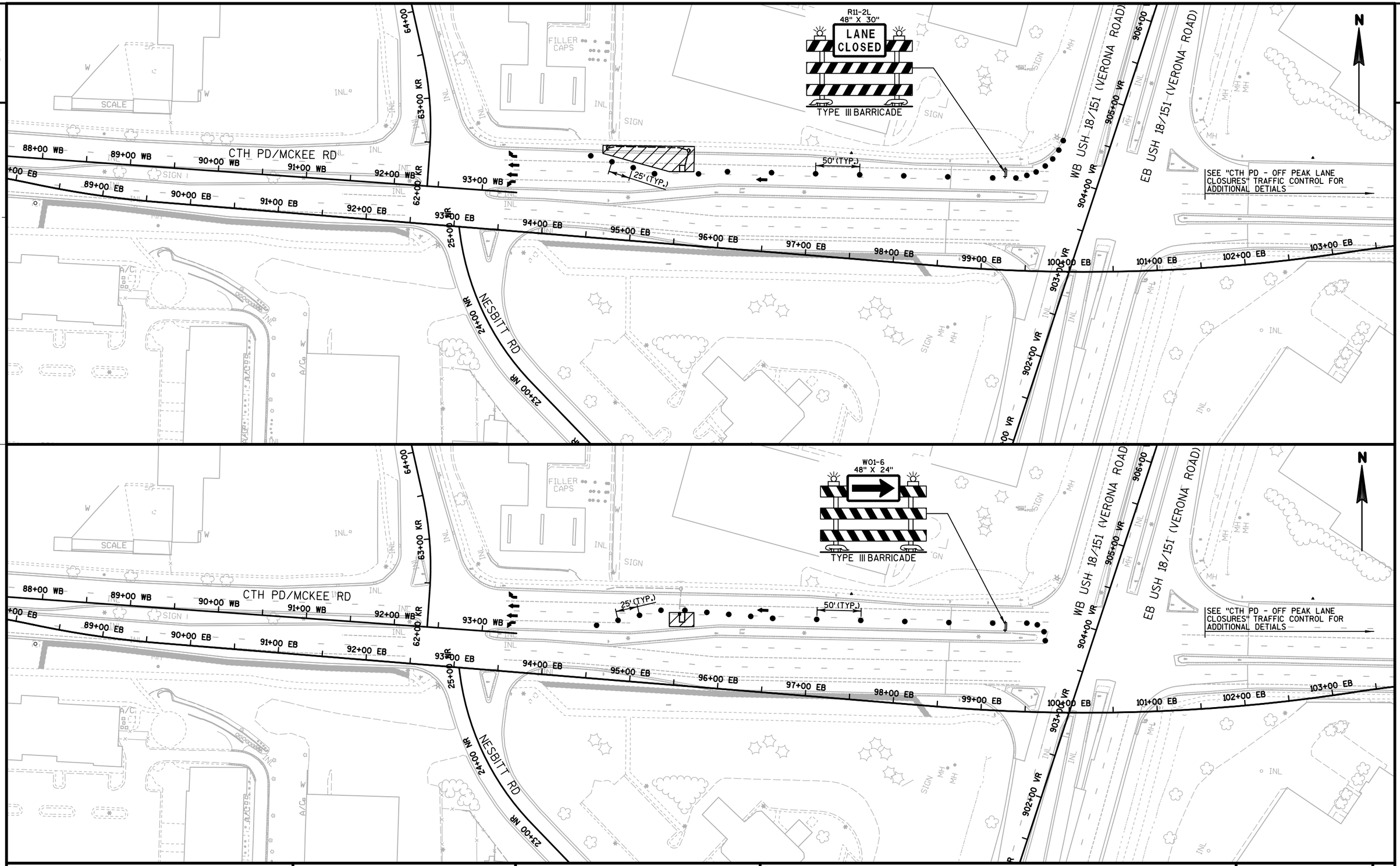

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - CTH PD - STG. 1, PH. 2 - SANITARY LATERAL 1 | SHEET 508 | E |
|---|---|---|---|---|---|




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - CTH PD - STG. 1, PH. 2 - SANITARY LATERAL 2 | SHEET 509 | E |
|---|---|---|---|---|---|

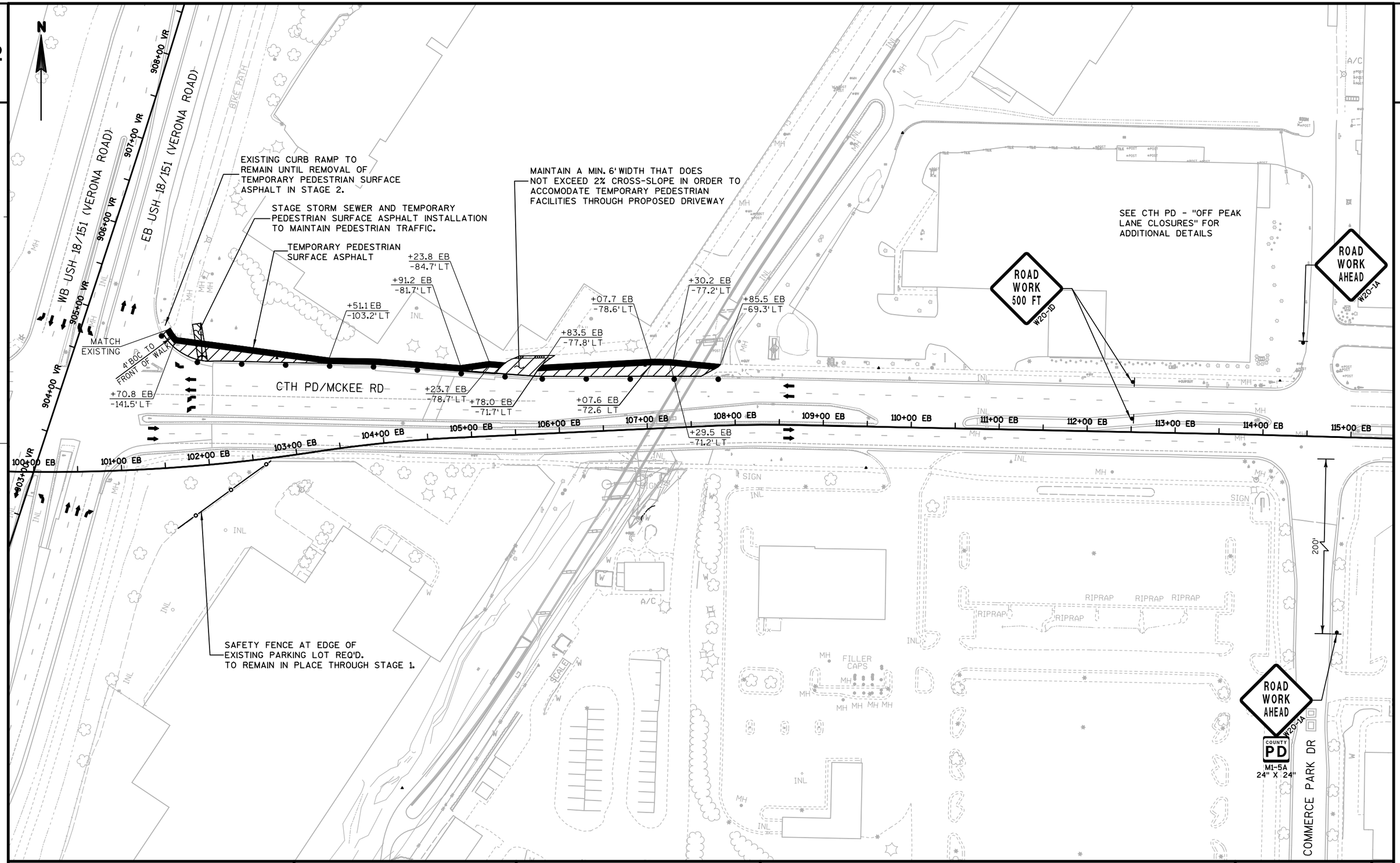
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\Staging\026511_pd_s1_p2_sanitary lateral 2.dgn
PLOT DATE : 3/31/2016
PLOT BY : _username_
PLOT NAME :
PLOT SCALE : $$.....plotscale.....$$
WISDOT/CADDS SHEET 42




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - CTH PD - STAGE 1, PH. 2 - LOOP INSTALLATION | SHEET E |
|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\Staging\026512_pd_s1_p2_loop.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42




2

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - CTH PD - STG. 1, PH. 3 | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\Staging\026513_pd_s1_p3.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

Ⓒ PLACE FOLLOWING SIGNING AT APPROXIMATE STATIONING INDICATED FOR WB USH 18/151 (VERONA ROAD)

| ROAD CLOSED 1 MILE W20-3F | ROAD CLOSED 1/2 MILE W20-3G | ROAD CLOSED 1500 FT W20-3B | ROAD CLOSED 1000 FT W20-3C |
|---|---|---|---|
| M3-4 24" X 12" WEST | M3-4 24" X 12" WEST | WEST M3-4 24" X 12" | WEST M3-4 24" X 12" |
| M1-4 24" X 24" 18 | M1-4 24" X 24" 18 | 18 M1-4 24" X 24" | 18 M1-4 24" X 24" |
| M3-3 24" X 12" SOUTH | M3-3 24" X 12" SOUTH | SOUTH M3-3 24" X 12" | SOUTH M3-3 24" X 12" |
| M1-4 24" X 24" 151 | M1-4 24" X 24" 151 | 151 M1-4 24" X 24" | 151 M1-4 24" X 24" |
| STA. 956+00 VR | STA. 929+50 VR | STA. 918+00 VR | STA. 913+00 VR |

Ⓐ ROAD CLOSED AHEAD W20-3A
M3-4 24" X 12" WEST
M1-4 24" X 24" 18
M3-3 24" X 12" SOUTH
M1-4 24" X 24" 151

Ⓑ ROAD CLOSED 500 FT W20-3D
M3-4 24" X 12" WEST
M1-4 24" X 24" 18
M3-3 24" X 12" SOUTH
M1-4 24" X 24" 151

MB PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)

* PLACE PCMS SEVEN (7) CALENDAR DAYS PRIOR TO CLOSING USH 18/151 (VERONA RD)

COORDINATE PLACEMENT AND MESSAGE FOR PCMS WITH ENGINEER, REGIONAL TRAFFIC ENGINEER AND STOC.

N

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

TYPE III BARRICADE

KING JAMES WAY

R11-2L 48" X 30" LANE CLOSED — TYPE III BARRICADE

R11-2 48" X 30" ROAD CLOSED — TYPE III BARRICADE

R11-2L 48" X 30" LANE CLOSED — TYPE III BARRICADE

R3-1 24" X 24"

R3-2 24" X 24"

W01-7 48" X 24"

WB CTH PD/MCKEE RD

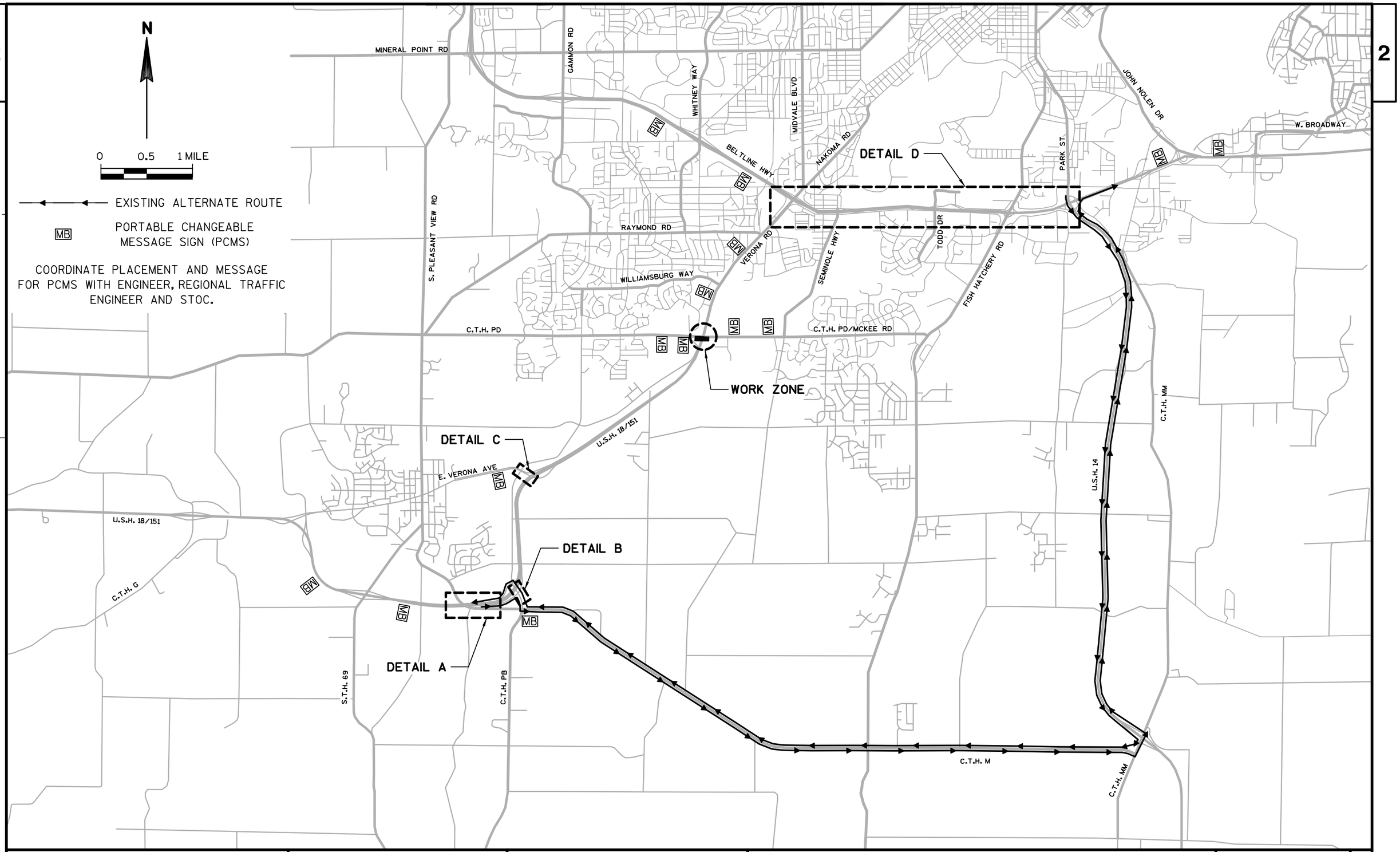
EB CTH PD/MCKEE RD

500'

25' (TYP.)

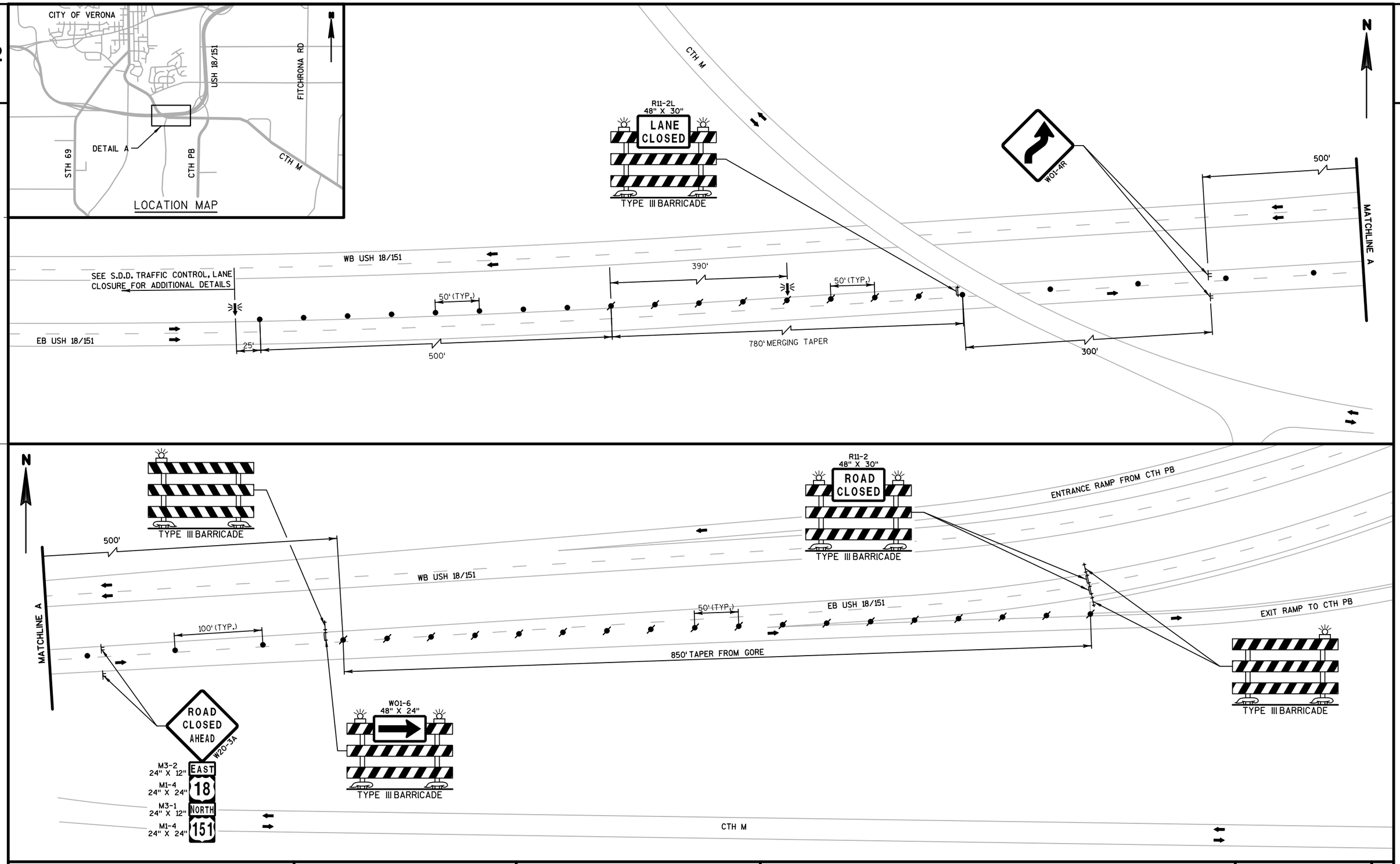
INSTALL ASPHALTIC CURB UNTIL CONCRETE CURB AND GUTTER IS REPLACED IN STAGE 1, PHASE 4B

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - CTH PD - STG. 1, PH. 4A | SHEET 512 E |
|---|---|---|---|---|




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - CTH PD - STG. 1, PH. 4A - ALTERNATE ROUTE | SHEET 513 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\Staging\026515_pd_s1_p4a_alternate route.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - CTH PD - STG. 1, PH. 4A - DETAIL A | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\Staging\026516_pd_s1_p4a_detail a.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

* PLACE PCMS SEVEN (7) CALENDAR DAYS PRIOR TO RAMP CLOSURE

Ⓐ

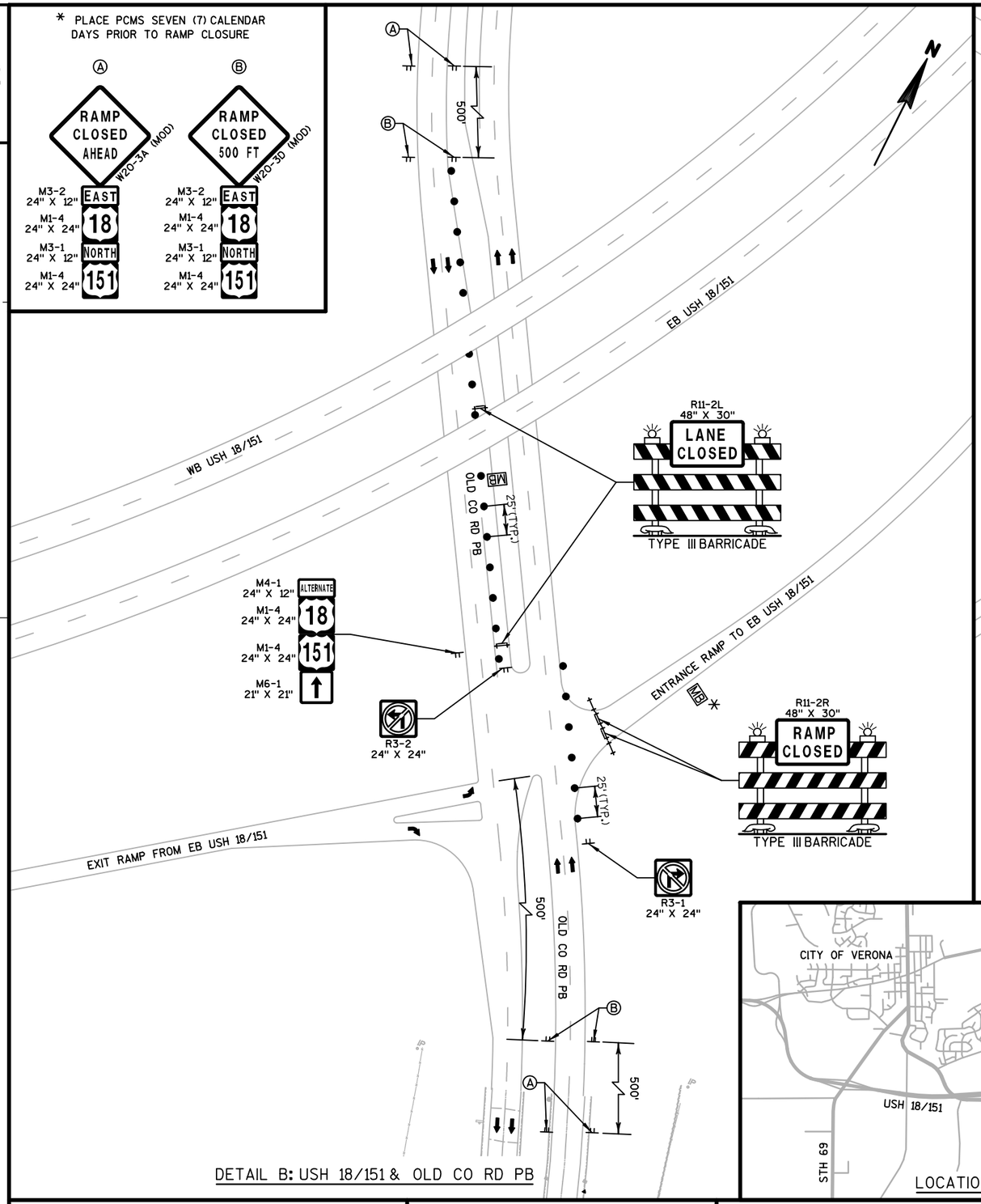
RAMP CLOSED AHEAD W20-3A (MOD)

M3-2 24" X 12" EAST
M1-4 24" X 24" 18
M3-1 24" X 12" NORTH
M1-4 24" X 24" 151

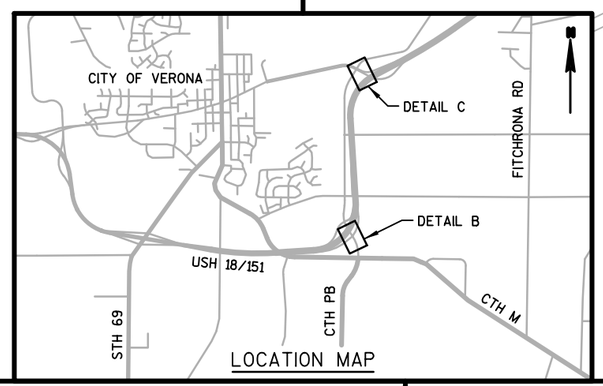
Ⓑ

RAMP CLOSED 500 FT W20-3D (MOD)

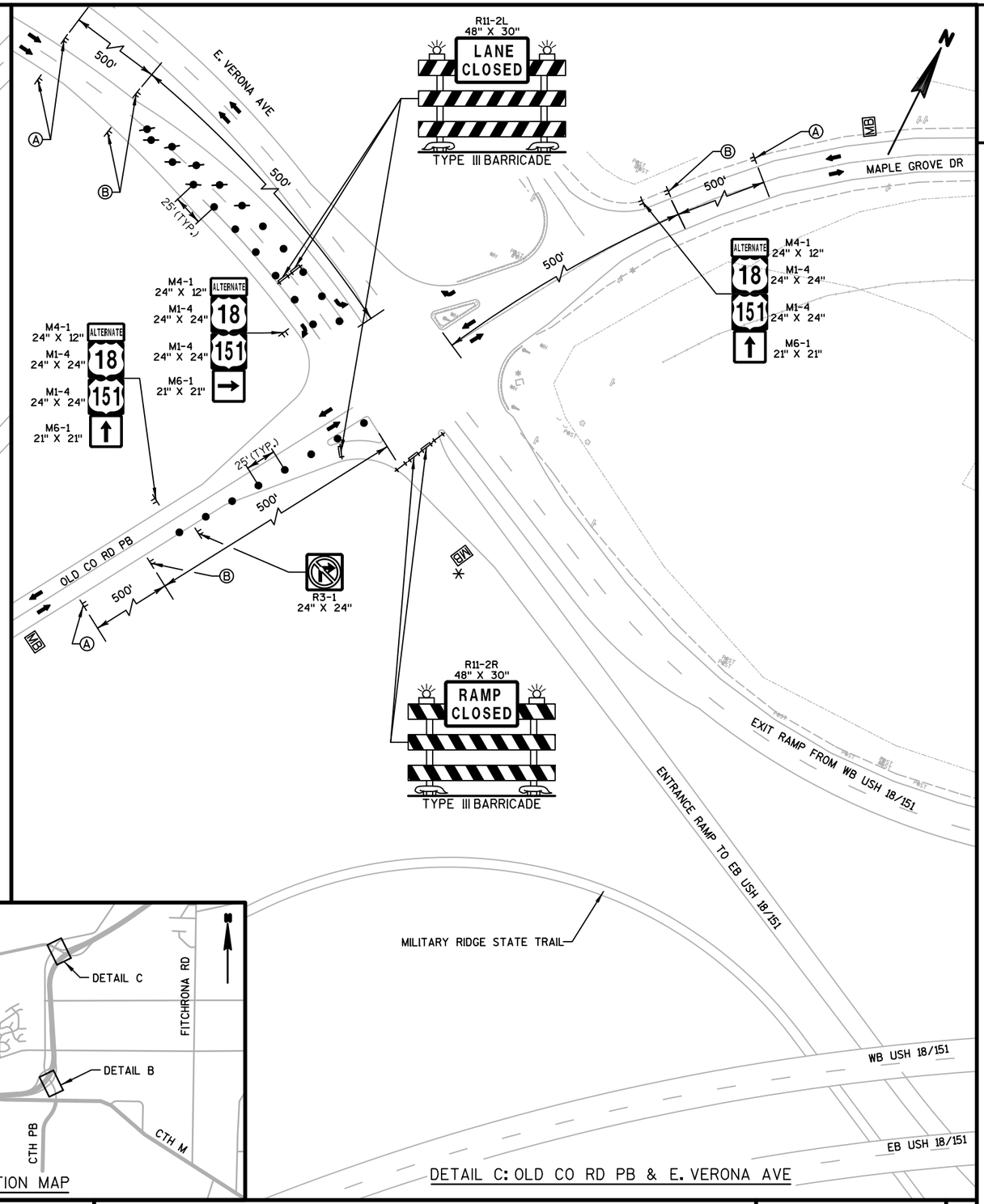
M3-2 24" X 12" EAST
M1-4 24" X 24" 18
M3-1 24" X 12" NORTH
M1-4 24" X 24" 151




DETAIL B: USH 18/151 & OLD CO RD PB




LOCATION MAP




DETAIL C: OLD CO RD PB & E. VERONA AVE

2

2

N

MIDVALE BLVD

NAKOMA RD

USH 12/14 (BELTLINE HWY)

SEMINOLE HWY

USH 18/151 (VERONA RD)

USH 12/14/18/151 (BELTLINE HWY)

TODD DR

FISH HATCHERY RD

PARK ST

USH 14

MB

ALTERNATE 18 151

M4-1 24" X 12"
M1-4 24" X 24"
M1-4 24" X 24"
M6-1 21" X 21"

M4-1 24" X 12"
M1-4 24" X 24"
M1-4 24" X 24"
M6-1 21" X 21"

M4-1 24" X 12"
M1-4 24" X 24"
M1-4 24" X 24"
M6-1 21" X 21"

M4-1 24" X 12"
M1-4 24" X 24"
M1-4 24" X 24"
M6-2 21" X 21"

0 1/8 1/4 MILE

MB PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)

COORDINATE PLACEMENT AND MESSAGE FOR PCMS WITH ENGINEER, REGIONAL TRAFFIC ENGINEER AND STOC.

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - CTH PD - STG. 1, PH. 4A - DETAIL D | SHEET 516 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\Staging\026518_pd_s1_p4a_detail d.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

NOTE: SIDEWALK TRAFFIC CONTROL SIGNS TO REMAIN IN PLACE UNTIL PERMANENT PEDESTRIAN ACCOMODATIONS ARE INSTALLED IN STAGE 2.

N

EB USH 18/151 (VERONA ROAD)

CTH PD/MCKEE RD

COMMERCE PARK DR

R9-9
24" X 12"
SIDEWALK CLOSED

R9-9
24" X 12"
SIDEWALK CLOSED
TYPE III BARRICADE

ROAD WORK AHEAD
W20-1A

SIDEWALK CLOSED AHEAD
CROSS HERE
R9-11
24" X 12"

SIDEWALK CLOSED AHEAD
CROSS HERE
R9-11
24" X 12"

ROAD WORK AHEAD
W20-1A

COUNTY PD
M1-5A
24" X 24"

907+00 VR
906+00 VR
905+00 VR
904+00 VR
101+0
102+00 EB
103+00 EB
104+00 EB
105+00 EB
106+00 EB
107+00 EB
108+00 EB
109+00 EB
110+00 EB
111+00 EB
112+00 EB
113+00 EB
114+00 EB
115+00 EB
116
50' (TYP.)
200'

FILLER CAPS
RIPRAP
A/C
SCALE
SIGN

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - CTH PD - STG. 1, PH. 4B | SHEET 517 | E |
|---|---|---|---|---|---|

2

SEE S.D.D.: TRAFFIC CONTROL, LANE CLOSURE; FOR ADDITIONAL DETAILS

N

NESBITT RD

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

600' MERGING TAPER

1600'

575'

500'

25'

500'

50' (TYP.)

9+00 NR
10+00 NR
11+00 NR
12+00 NR
13+00 NR
14+00 NR
15+00 NR
16+00 NR
17+00 NR

882+00 VR
883+00 VR
884+00 VR
885+00 VR
886+00 VR
887+00 VR
888+00 VR
889+00 VR
890+00 VR
891+00 VR
892+
894+00 VR
895+00 VR
896+00 VR

MATCHLINE 896+50 VR

LEFT LANE CLOSED 1/2 MILE
W20-55G

LEFT LANE CLOSED 1500 FT
W20-55B

W04-2L

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

RIPRAP

BIKE PATH

U/C

SIGN

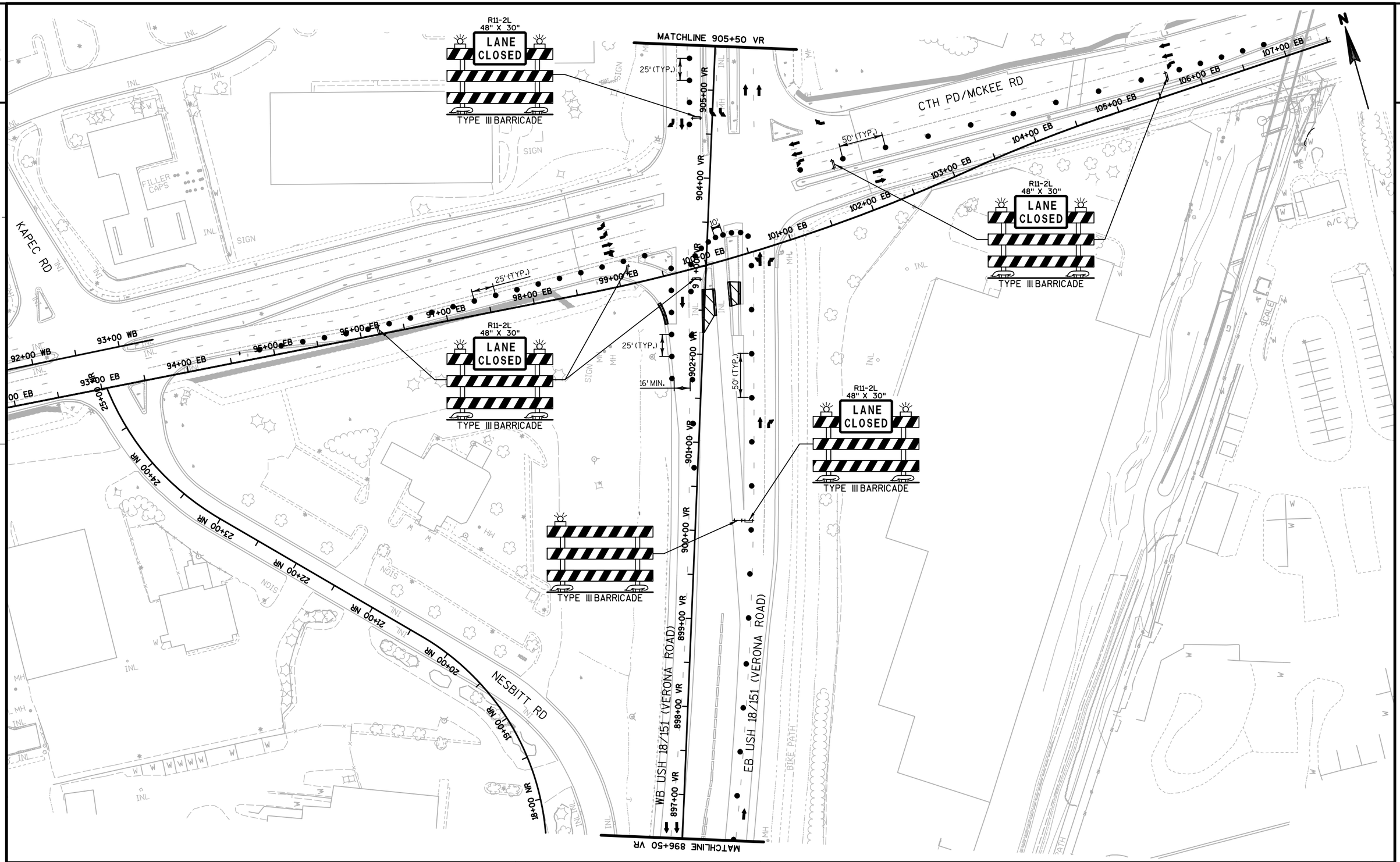
INL

MH

W

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - CTH PD - STG. 1, PH. 4B NIGHTTIME CLOSURE | SHEET 518 | E |
|---|---|---|---|---|---|

2




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - CTH PD - STG. 1, PH. 4B NIGHTTIME CLOSURE | SHEET 519 | E |
|---|---|---|---|---|---|

2

KING JAMES WAY

ANTON DR

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

BEGIN LEFT TURN LANE
R3-20L
24" X 36"

WB USH 18/151 (VERONA ROAD)

600' MERGING TAPER

25' (TYP.)

50' (TYP.)

906+00 VR
907+00 VR
908+00 VR
909+00 VR
910+00 VR
911+00 VR
912+00 VR
913+00 VR
914+00 VR
915+00 VR
916+00 VR
917+00 VR
918+00 VR
919+00 VR
920+00 VR

MATCHLINE 905+50 VR

MATCHLINE 920+00 VR

EB USH 18/151 (VERONA ROAD)

BIKE PATH

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - CTH PD - STG. 1, PH. 4B NIGHTTIME CLOSURE | SHEET 520 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\Staging\026521_pd_s1_p4b_night closure.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

ROAD WORK AHEAD
W20-1A

200'

CARRIAGE ST

SEE S.D.D.: TRAFFIC CONTROL, LANE CLOSURES; FOR ADDITIONAL DETAILS

500'

1600'

575'

25'

+40

50' (TYP.)

500'

MATCHLINE 920+00

920+00 VR

921+00 VR

922+00 VR

923+00 VR

924+00 VR

925+00 VR

926+00 VR

927+00 VR

928+00 VR

929+00 VR

930+00 VR

931+00 VR

932+00 VR

933+00 VR

934+00 VR

935+00 VR

EB USH 18/151 (VERONA ROAD)

WB USH 18/151 (VERONA ROAD)

W04-2L

LEFT LANE CLOSED 1500 FT
W20-55B

LEFT LANE CLOSED 1/2 MILE
W20-55G

N

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - CTH PD - STG. 1, PH. 4B NIGHTTIME CLOSURE | SHEET 521 | E |
|---|---|---|---|---|---|

2

SEE "CTH PD - OFF PEAK LANE CLOSURES" FOR ADDITIONAL DETAILS

ROAD WORK AHEAD
W20-1A
COUNTY PD
M1-5A
24" X 24"

ROAD WORK 500 FT
W20-1D

KAPEC RD

200'

PEDESTRIAN SAFETY FENCE REQ'D (PLACE 1-FT BEHIND SIDEWALK.)

R9-9
24" X 12"
SIDEWALK CLOSED
TYPE III BARRICADE

CTH PD/MCKEE RD

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

MATCHLINE 101+00 EB

86+00 WB
87+00 WB
88+00 WB
89+00 WB
90+00 WB
91+00 WB
92+00 WB
93+00 WB
86+00 EB
87+00 EB
88+00 EB
89+00 EB
90+00 EB
91+00 EB
92+00 EB
93+00 EB
94+00 EB
95+00 EB
96+00 EB
97+00 EB
98+00 EB
99+00 EB
100+00 EB
101+00 EB
906+00 VR
905+00 VR
904+00 VR
903+00 VR
902+00 VR
901+00 VR
900+00 VR
899+00 VR
898+00 VR
25+00 NR
24+00 NR
23+00 NR
22+00 NR
21+00 NR
20+00 NR
19+00 NR

500'

200'

HARDROCK RD

QUARRY

FILLER CAPS

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - CTH PD - STG. 2, PH. 1A | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\Staging\026523_pd_s2_p1a.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

SEE "CTH PD - OFF PEAK LANE CLOSURES" FOR ADDITIONAL DETAILS

ROAD WORK AHEAD
W20-1A
COUNTY PD
M1-5A
24" X 24"

200'

ROAD WORK 500 FT
W20-1D

500'

200'

ROAD WORK AHEAD
W20-1A
COUNTY PD
M1-5A
24" X 24"

ROAD WORK AHEAD
W20-1A
COUNTY PD
M1-5A
24" X 24"

KAPEC RD

HARDROCK RD

CTH PD/MCKEE RD

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

MATCHLINE 101+00 EB

N

QUARRY

FILLER CAPS

A/C

SIGN

INL

MH

W

U/C

86+00 WB
87+00 WB
88+00 WB
89+00 WB
90+00 WB
91+00 WB
92+00 WB
93+00 WB
86+00 EB
87+00 EB
88+00 EB
89+00 EB
90+00 EB
91+00 EB
92+00 EB
93+00 EB
94+00 EB
95+00 EB
96+00 EB
97+00 EB
98+00 EB
99+00 EB
100+00 EB
25+00 NR
24+00 NR
23+00 NR
22+00 NR
21+00 NR
20+00 NR
19+00 NR
906+00 VR
905+00 VR
904+00 VR
903+00 VR
902+00 VR
901+00 VR
900+00 VR
899+00 VR
898+00 VR

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - CTH PD - STG. 2, PH. 1B | SHEET 523 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\Staging\026524_pd_s2_p1b.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

N

EB USH 18/151 (VERONA ROAD)

907+00 W

R9-9
24" X 12"
SIDEWALK CLOSED

PEDESTRIAN SAFETY FENCE REQ'D

R9-9
24" X 12"
SIDEWALK CLOSED
TYPE III BARRICADE

SEE "CTH PD - OFF PEAK LANE CLOSURES" FOR ADDITIONAL DETAILS

ROAD WORK 500 FT
W20-1D

ROAD WORK AHEAD
W20-1A

CTH PD/MCKEE RD

MATCHLINE 101+00 EB

102+00 EB 103+00 EB 104+00 EB 105+00 EB 106+00 EB 107+00 EB 108+00 EB 109+00 EB 110+00 EB 111+00 EB 112+00 EB 113+00 EB 114+00 EB 115+00 EB 116

INSTALL WATER MAIN

INSTALL WATER MAIN

MAINTAIN ACCESS

R9-11A
24" X 12"
SIDEWALK CLOSED
CROSS HERE
TYPE III BARRICADE

R9-9
24" X 12"
SIDEWALK CLOSED
TYPE III BARRICADE

R9-9
24" X 12"
SIDEWALK CLOSED
TYPE III BARRICADE

200'

ROAD WORK AHEAD
W20-1A

COUNTY
PD
M1-5A
24" X 24"

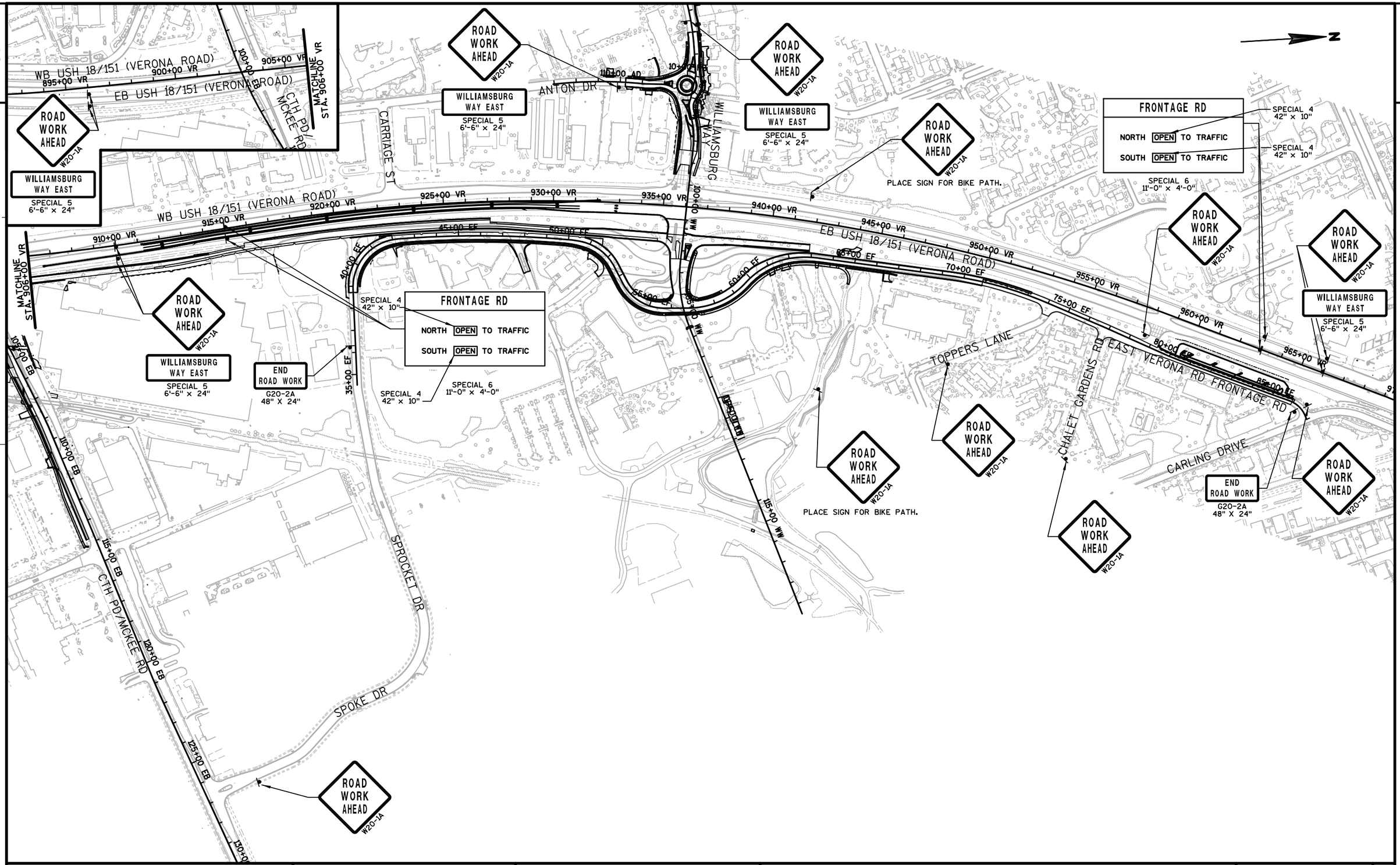
SIDEWALK CLOSED AHEAD
CROSS HERE
R9-11
24" X 12"

SIDEWALK CLOSED AHEAD
CROSS HERE
R9-11
24" X 12"

COMMERCE PARK DR

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - CTH PD - STG. 2, PH. 1 | SHEET 524 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\Staging\026525_pd_s2_p1.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

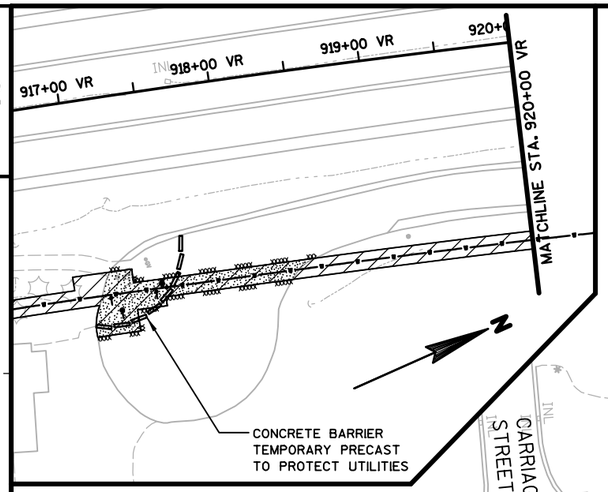



| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL- EAST VERONA RD FRONTAGE RD- ADV. WARNING | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\Staging\026600_ef_adv warning.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2




WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

EAST VERONA ROAD FRONTAGE ROAD

CARRIAGE STREET

SPROCKET DRIVE

PRIVATE DRIVEWAY

PRIVATE DRIVEWAY

MATCHLINE STA. 920+00 VR

MATCHLINE STA. 55+00 EF

920+00 VR
921+00 VR
922+00 VR
923+00 VR
924+00 VR
925+00 VR
926+00 VR
927+00 VR
928+00 VR
929+00 VR
930+00 VR
931+00 VR
932+00 VR
933+00 VR
934+00 VR
935+

42+00
43+00 EF
44+00 EF
45+00 EF
46+00 EF
47+00 EF
48+00 EF
49+00 EF
50+00 EF
51+00 EF
52+00 EF
53+00 EF
54+00 EF
55+0
40+00 EF
39+00 EF
38+00 EF
EF

200'

200'

PERFORM WATER MAIN INSTALLATION OPERATIONS UNDER TRAFFIC IN ACCORDANCE WITH S.D.D TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS).

SEE UTILITY PLAN

DO NOT CLOSE DRIVEWAYS SIMULTANEOUSLY.

GUARD SHACK TO BE REMOVED PRIOR TO ACCESS RESTRICTIONS ON PRIVATE DRIVEWAY.

DO NOT CLOSE DRIVEWAYS SIMULTANEOUSLY.

NOTE: THE COSTS FOR FLAGGING AND GUIDANCE SERVICES, AND SIGNS ASSOCIATED WITH FLAGGING AND GUIDANCE ARE INCIDENTAL TO THE CONTRACT IN ACCORDANCE WITH SECTION 104.6.1 OF THE WISDOT STANDARD SPECIFICATION, 2016 EDITION.

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL- EAST VERONA RD FRONTAGE RD- STG. 1, PH. 1 | SHEET 526 | E |
|---|---|---|---|---|---|

2

N

WILLIAMSBURG WAY

PRIVATE DRIVE

MATCHLINE STA. 55+00 EF

PRIVATE DRIVE TO REMAIN OPEN TO TRAFFIC DURING STORM SEWER INSTALLATION DURING EAST VERONA RD FRONTAGE RD, STG. 1, PH. 1 CONSTRUCTION.

DO NOT CLOSE DRIVEWAY SIMULTANEOUSLY WITH DRIVEWAY AT STA. 47+50 EF, RT.

50'

*POTENTIAL ROUTE FOR POND D HAUL ROAD

MAINTAIN EXISTING CURB AND GUTTER (TYP.)

PRIVATE DRIVEWAY

MATCHLINE STA. 110+00 WW

*POND D HAUL ROAD PAID UNDER LUMP SUM ITEM SPV.0105.004

WB USH 18/151 (VERONA ROAD

EB USH 18/151 (VERONA ROAD

EAST VERONA ROAD FRONTAGE ROAD

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL- EAST VERONA RD FRONTAGE RD- STG. 1, PH. 1 | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\Staging\026602_ef_s1_p1.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

** POND D HAUL ROAD PAID UNDER LUMP SUM ITEM SPV.0105.004

CAPITAL CITY TRAIL

MATCHLINE STA. 110+00 WW

110+00 WW 111+00 WW 112+00 WW 113+00 WW 114+00 WW 115+00 WW 116+00 WW 117+00 WW 118+00 WW 119+00 WW

** POTENTIAL ROUTE FOR POND D HAUL ROAD

200'

200'

W20-7A *

W20-7A *

MILITARY RIDGE PATH

PRIVATE DRIVEWAY

PRIVATE DRIVEWAY

PLACE PCMS SEVEN (7) CALENDAR DAYS PRIOR TO MULTIUSE PATH CLOSURE FOR STORM SEWER CROSSING.

SPECIAL 2
30" X 18"
PATH CLOSED

TYPE III BARRICADE

TYPE III BARRICADE (X2)

TYPE III BARRICADE (X2)

SPECIAL 2
30" X 18"
PATH CLOSED

TYPE III BARRICADE

NOTE: MULTIUSE PATH CLOSURE ONLY PERMITTED FOR STORM SEWER CROSSING. ALL OTHER MULTIUSE PATH CROSSINGS MUST UTILIZE FLAGGING OPERATIONS.

* INCIDENTAL TO STORM SEWER INSTALLATION AND POND D HAUL ROAD

PLACE PCMS SEVEN (7) CALENDAR DAYS PRIOR TO AND DURRING MULTIUSE PATH CLOSURE FOR STORM SEWER CROSSING.

MILITARY RIDGE PATH

CTH PD (MCKEE ROAD)

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL- EAST VERONA RD FRONTAGE RD- STG. 1, PH. 1 | SHEET 528 | E |
|---|---|---|---|---|---|

ROAD CLOSED AHEAD W20-3A
WILLIAMSBURG WAY EAST
SPECIAL 5
6'-6" x 24"

PLACE "ROAD CLOSED AHEAD" SIGNS AT +/- STA. 896+00 VR AND +/- STA. 910+00 VR DURING EAST VERONA RD FRONTAGE RD STG. 2, PH. 1 CONSTRUCTION.

ROAD CLOSED 500 FT W20-3D
WILLIAMSBURG WAY EAST
SPECIAL 5
6'-6" x 24"
STA. 923+90 VR

R11-2L 48" X 30"
LANE CLOSED
TYPE III BARRICADE

INSTALL SIGNS ON WILLIAMSBURG WAY AND ANTON DRIVE

ROAD CLOSED AHEAD W20-3A
WILLIAMSBURG WAY EAST
SPECIAL 5
6'-6" x 24"

PLACE "ROAD CLOSED AHEAD" SIGNS AT +/- STA. 91+50 WW AND +/- STA. 109+90 AD DURING EAST VERONA RD FRONTAGE RD STG. 2, PH. 1 CONSTRUCTION.

THRU LANE CLOSED AHEAD
STA. 95+77 WW

WB USH 18/151 (VERONA ROAD)

927+00 VR 928+00 VR 929+00 VR 930+00 VR 931+00 VR 932+00 VR 933+00 VR 934+00 VR 935+00 VR 936+00 VR 937+00 VR 938+00 VR 939+00 VR 940+00 VR 941+00 VR 942

EB USH 18/151 (VERONA ROAD)

500' 25' TYP. 50' TYP.

R3-1 24" X 24"

CONCRETE BARRIER TEMPORARY PRECAST TO BE INSTALLED PRIOR TO ANY WORK TAKING PLACE ADJACENT TO VERONA ROAD. SEE TRAFFIC CONTROL VERONA ROAD STAGING SHEETS.

TEMP SHORING
MAINTAIN DRAINAGE

R11-2 48" X 30"
ROAD CLOSED
TYPE III BARRICADE (x3)

R11-2L 48" X 30"
LANE CLOSED
TYPE III BARRICADE

MAINTAIN DRAINAGE

R3-2 24" X 24"

EAST VERONA ROAD FRONTAGE ROAD

500' 500'

47+00 EF 48+00 EF 49+00 EF 50+00 EF 51+00 EF 52+00 EF 53+00 EF 54+00 EF 55+00 EF 56+00 EF 57+00 EF 58+00 EF 59+00 EF 60+00 EF 61+00 EF 62+00 EF 63+00 EF

MATCHLINE STA. 63+00 EF

98+00 WW 99+00 WW 100+00 WW 101+00 WW 102+00 WW 103+00 WW 104+00 WW 105+00 WW 106+00 WW 107+00 WW

8W 4DY SL-18

ROAD CLOSED 500 FT W20-3D
ROAD CLOSED 1000 FT W20-3C

R11-2 48" X 30"
ROAD CLOSED
TYPE III BARRICADE (x4)

TYPE III BARRICADE (x8)

R11-2 48" X 30"
ROAD CLOSED
TYPE III BARRICADE (X2)

PRIVATE DRIVEWAY
PRIVATE DRIVEWAY
PRIVATE DRIVEWAY

WILLIAMSBURG WAY EAST OF VERONA ROAD CAN BE CLOSED FROM FROM 8PM MONDAY THRU 6AM FRIDAY TO COMPLETE THE STORM SEWER CROSSING.

R11-2 48" X 30"
ROAD CLOSED
TYPE III BARRICADE

TYPE III BARRICADE (x2)

TYPE III BARRICADE (x2)

R11-3 60" X 30"
ROAD CLOSED 0.5 MILES AHEAD LOCAL TRAFFIC ONLY
TYPE III BARRICADE

PLACE BARRICADE AT THE INTERSECTION OF CTH PD & SPOKE DR DURING EAST VERONA RD FRONTAGE RD STG. 2, PH. 1 CONSTRUCTION

ROAD CLOSED AHEAD W20-3A

PLACE "ROAD CLOSED AHEAD" SIGN AT CTH PD & SPOKE DR INTERSECTION DURING EAST VERONA RD FRONTAGE RD STG. 2, PH. 1 CONSTRUCTION.

SPECIAL 7
42" x 10"

FRONTAGE RD
NORTH CLOSED TO TRAFFIC
SOUTH CLOSED TO TRAFFIC

SPECIAL 7
42" x 10"

SPECIAL 6
11'-0" x 4'-0"

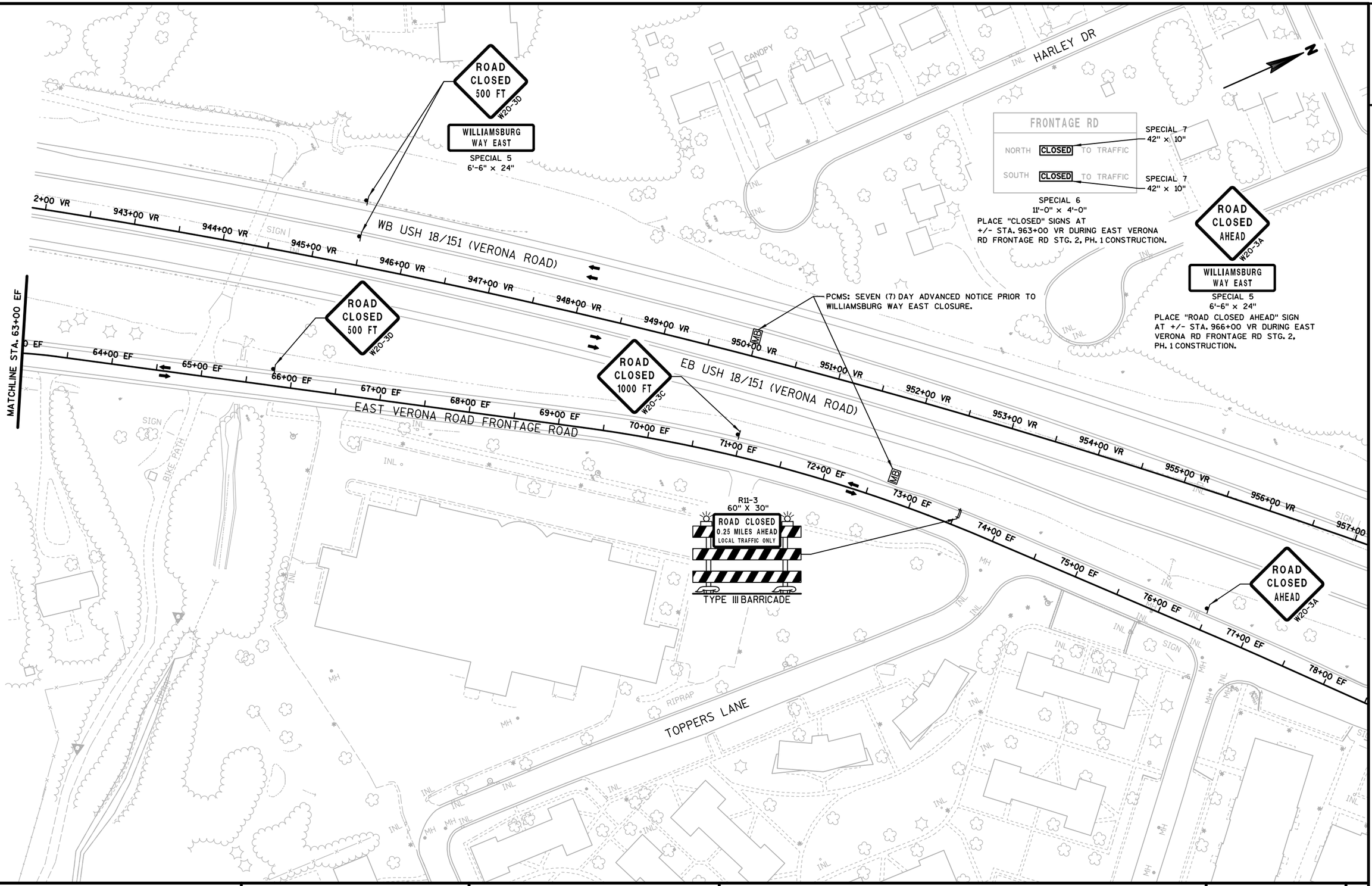
PLACE "CLOSED" SIGNS AT +/- STA. 915+00 VR DURING EAST VERONA RD FRONTAGE RD STG. 2, PH. 1 CONSTRUCTION.

R11-2 48" X 30"
ROAD CLOSED
TYPE III BARRICADE

SEVEN (7) DAY ADVANCED NOTICE PRIOR TO ANY CLOSURE. PLACE PCMS AT THE APPROXIMATE LOCATIONS LISTED BELOW:

- MB STA. 923+00 VR (EB TRAFFIC)
- MB STA. 96+50 WW (EB TRAFFIC)
- MB CTH PD & SPOKE DR INTERSECTION

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL- EAST VERONA RD FRONTAGE RD- STG. 2, PH. 1 | SHEET 529 | E |
|---|---|---|---|---|---|


ROAD CLOSED 500 FT
W20-3D
WILLIAMSBURG WAY EAST
SPECIAL 5
6'-6" x 24"
WB USH 18/151 (VERONA ROAD)
2+00 VR
943+00 VR
944+00 VR
945+00 VR
946+00 VR
947+00 VR
948+00 VR
949+00 VR
950+00 VR
951+00 VR
952+00 VR
953+00 VR
954+00 VR
955+00 VR
956+00 VR
957+00
ROAD CLOSED 500 FT
W20-3D
ROAD CLOSED 1000 FT
W20-3C
EB USH 18/151 (VERONA ROAD)
MATCHLINE STA. 63+00 EF
64+00 EF
65+00 EF
66+00 EF
67+00 EF
68+00 EF
69+00 EF
70+00 EF
71+00 EF
72+00 EF
73+00 EF
74+00 EF
75+00 EF
76+00 EF
77+00 EF
78+00 EF
EAST VERONA ROAD FRONTAGE ROAD
PCMS: SEVEN (7) DAY ADVANCED NOTICE PRIOR TO WILLIAMSBURG WAY EAST CLOSURE.
MB
R11-3
60" X 30"
ROAD CLOSED
0.25 MILES AHEAD
LOCAL TRAFFIC ONLY
TYPE III BARRICADE
FRONTAGE RD
NORTH CLOSED TO TRAFFIC
SOUTH CLOSED TO TRAFFIC
SPECIAL 7
42" x 10"
SPECIAL 7
42" x 10"
SPECIAL 6
11'-0" x 4'-0"
PLACE "CLOSED" SIGNS AT +/- STA. 963+00 VR DURING EAST VERONA RD FRONTAGE RD STG. 2, PH. 1 CONSTRUCTION.
ROAD CLOSED AHEAD
W20-3A
WILLIAMSBURG WAY EAST
SPECIAL 5
6'-6" x 24"
PLACE "ROAD CLOSED AHEAD" SIGN AT +/- STA. 966+00 VR DURING EAST VERONA RD FRONTAGE RD STG. 2, PH. 1 CONSTRUCTION.
ROAD CLOSED AHEAD
W20-3A
HARLEY DR
TOPPERS LANE
BIKE PATH
RIPRAP
CANOPY
SIGN
INL
MH
N

ROAD CLOSED AHEAD W20-3A

FRONTAGE RD

SPECIAL 3
5'-6" X 1'-3"

PLACE "FRONTAGE ROAD" SIGNS AT +/- STA. 896+00 VR AND +/- STA. 910+00 VR DURING EAST VERONA RD FRONTAGE RD STG. 2, PH. 2 CONSTRUCTION.

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

921+00 VR 922+00 VR 923+00 VR 924+00 VR 925+00 VR 926+00 VR 927+00 VR 928+00 VR 929+00 VR 930+00 VR 931+00 VR 932+00 VR 933+00 VR 934+00 VR 935+00 VR

MATCHLINE STA. 935+00 VR

MB

PCMS: SEVEN (7) DAY ADVANCED NOTICE PRIOR TO EAST VERONA RD FRONTAGE RD (NORTH) CLOSURE.

EAST VERONA ROAD FRONTAGE ROAD

40+00 EF 41+00 EF 42+00 EF 43+00 EF 44+00 EF 45+00 EF 46+00 EF 47+00 EF 48+00 EF 49+00 EF 50+00 EF 51+00 EF 52+00 EF 53+00 EF 54+00 EF 55+00 EF 56+00 EF

ROAD CLOSED 1000 FT W20-3C

ROAD CLOSED 500 FT W20-3D

SPECIAL 7
42" x 10"

FRONTAGE RD
NORTH CLOSED TO TRAFFIC
SOUTH OPEN TO TRAFFIC

SPECIAL 4
42" x 10"

SPECIAL 6
11'-0" x 4'-0"

PLACE "OPEN" SIGNS AT +/- STA. 915+00 VR DURING EAST VERONA RD FRONTAGE RD STG. 2, PH. 2 CONSTRUCTION.

PRIVATE DRIVE

PRIVATE DRIVE

MATCHLINE STA. 56+00 EF

PCMS: SEVEN (7) DAY ADVANCED NOTICE PRIOR TO EAST VERONA RD FRONTAGE RD (NORTH) CLOSURE.

R11-3
60" X 30"
ROAD CLOSED
0.5 MILES AHEAD
LOCAL TRAFFIC ONLY

TYPE III BARRICADE

BARRICADE AT THE INTERSECTION OF CTH PD & SPOKE DR DURING EAST VERONA RD FRONTAGE RD STG. 2, PH. 2 CONSTRUCTION

ROAD CLOSED AHEAD W20-3A

SIGN AT CTH PD & SPOKE DR INTERSECTION DURING EAST VERONA RD FRONTAGE RD STG. 2, PH. 2 CONSTRUCTION.

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - EAST VERONA RD FRONTAGE RD - STG. 2,PH. 2 | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\Staging\026606_ef_s2_p2.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

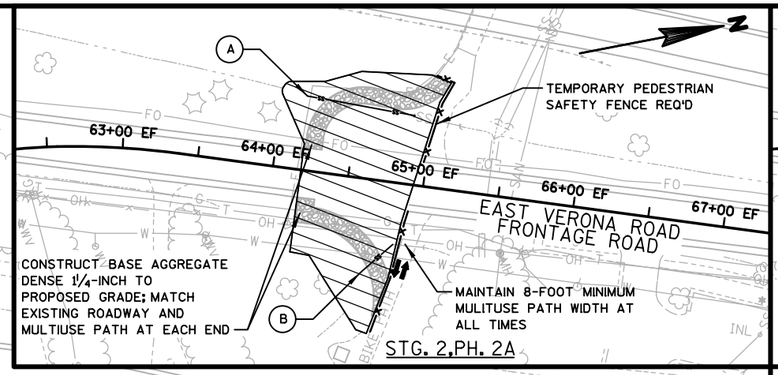
ROAD CLOSED AHEAD
W20-3A

FRONTAGE RD
SPECIAL 3
5'-6" X 1'-3"

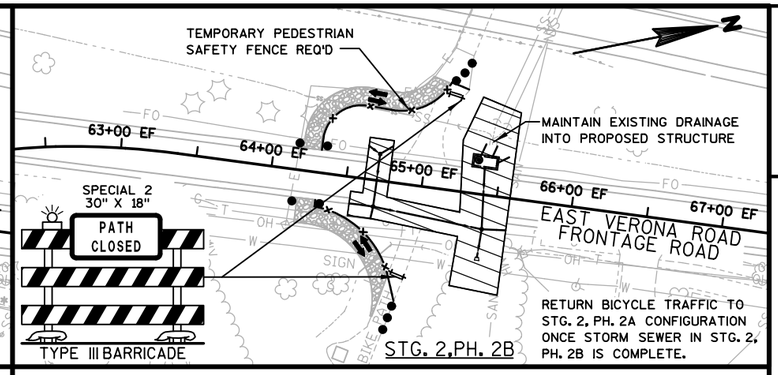
PLACE "FRONTAGE ROAD" SIGNS AT +/- STA. 91+50 WW AND +/- STA. 109+90 AD DURING EAST VERONA RD FRONTAGE RD STG. 2, PH. 2 CONSTRUCTION.

(A) CULVERT PIPE TEMPORARY
24-INCH REQ'D; 72-LF @ 4.96%
UPSTREAM IE=1023.47;
STA. 64+16 EF, 48.9'LT
DOWNSTREAM IE=1019.90;
STA. 64+88 EF, 45.5'LT
CONNECT TO EXISTING CULVERT.
REMOVE EXISTING APRON ENDWALL.

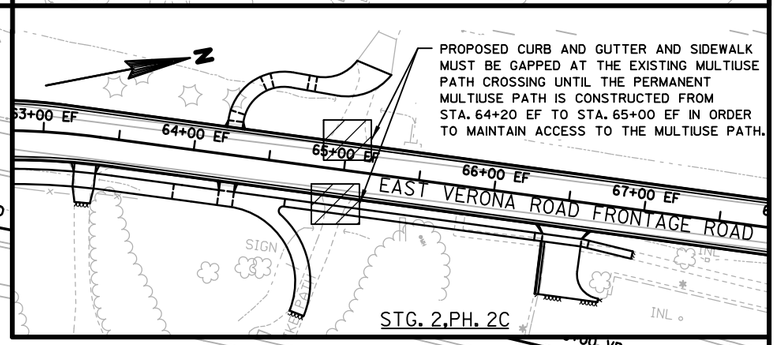
(B) CULVERT PIPE TEMPORARY
12-INCH REQ'D; 28-LF @ 0.82%
UPSTREAM IE=1022.72;
STA. 64+67 EF, 61.9'RT
DOWNSTREAM IE=1022.49;
STA. 64+85 EF, 40.6'RT
CONNECT TO EXISTING CULVERT




STG. 2,PH. 2A




STG. 2,PH. 2B




STG. 2,PH. 2C

MATCHLINE STA. 935+00 VR

935+00 VR
936+00 VR
937+00 VR
938+00 VR
939+00 VR
940+00 VR
941+00 VR
942+00 VR
943+00 VR
944+00 VR
945+00

WB USH 18/151 (VERONA ROAD)
EB USH 18/151 (VERONA ROAD)

80'
LOOSE GRAVEL
W8-7

WILLIAMSBURG WAY

98+00 WW
101+00 WW
102+00 WW
103+00 WW
104+00 WW
105+00 WW
106+00 WW
107+00 WW

TYPE III BARRICADE

50'

R11-4
60" X 30"
ROAD CLOSED TO THRU TRAFFIC
TYPE III BARRICADE

STOP
R1-1
30" X 30"

+87.1
-20.1'LT
+13.8
-29.5'LT
+05.0
2.4'RT
+87.1
19.7'RT

62+00 EF
61+00 EF
60+00 EF
59+00 EF
58+00 EF
57+00 EF
56+00 EF

63+00 EF
64+00 EF
65+00 EF
66+00 EF
67+00 EF
68+00 EF
69+00 EF
70+00 EF
71+00 EF

EAST VERONA ROAD FRONTAGE ROAD

MATCHLINE STA. 56+00 EF
MATCHLINE STA. 71+00 EF

SEE STG. 2, PH. 2A, STG. 2, PH. 2B, AND STG. 2, PH 2C FOR CONSTRUCTION SEQUENCE

PCMS: SEVEN (7) DAY ADVANCED NOTICE PRIOR TO EAST VERONA RD FRONTAGE ROAD (NORTH) CLOSURE.

950+00 VR

SEVEN (7) DAY ADVANCED NOTICE PRIOR TO ANY CLOSURE.
PLACE PCMS AT THE APPROXIMATE LOCATIONS LISTED BELOW:

MB STA. 96+50 WW (EB TRAFFIC)

250'

LOOSE GRAVEL
W8-7

PRIVATE DRIVE

TOPPERS LANE

2

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - EAST VERONA RD FRONTAGE RD - STG. 2,PH. 2 | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\Staging\026607_ef_s2_p2.dgn
PLOT DATE : 3/31/2016
PLOT BY : _username_
PLOT NAME :
PLOT SCALE : $$.....plotscale.....$$
WISDOT/CADDS SHEET 42

2

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

951+00 VR
952+00 VR
953+00 VR
954+00 VR
955+00 VR
956+00 VR
957+00 VR
958+00 VR
959+00 VR
960+00 VR
961+00 VR
962+00 VR
963+00 VR
964+00 VR
965+00 VR

MATCHLINE STA. 71+00 EF

72+00 EF
73+00 EF
74+00 EF
75+00 EF
76+00 EF
77+00 EF
78+00 EF
79+00 EF
80+00 EF
81+00 EF
82+00 EF
83+00 EF
84+00 EF
85+00 EF
86+00 EF
87+00 EF

50'

PCMS: SEVEN (7) DAY ADVANCED NOTICE PRIOR TO EAST VERONA RD FRONTAGE RD (NORTH) CLOSURE.

TYPE III BARRICADE

ROAD CLOSED AHEAD
W20-3A

EAST VERONA ROAD FRONTAGE ROAD

TOPPERS LANE

R11-4
60" X 30"
ROAD CLOSED TO THRU TRAFFIC

TYPE III BARRICADE

CHALET GARDENS ROAD

FRONTAGE RD

SPECIAL 7
42" × 10"

NORTH CLOSED TO TRAFFIC

SPECIAL 4
42" × 10"

SOUTH OPEN TO TRAFFIC

SPECIAL 6
11'-0" × 4'-0"

PLACE "OPEN" SIGNS AT +/- STA. 963+00 VR DURING EAST VERONA RD FRONTAGE RD STG. 2, PH. 2 CONSTRUCTION.

SHAFER DRIVE

ROAD CLOSED AHEAD
W20-3A

FRONTAGE RD
SPECIAL 3
5'-6" X 1'-3"

PLACE "FRONTAGE ROAD" SIGNS AT +/- STA. 966+00 VR DURING EAST VERONA RD FRONTAGE RD STG. 2, PH. 2 CONSTRUCTION.

SEE TRAFFIC CONTROL EAST VERONA RD FRONTAGE RD PARKING LOT STAGING SHEET FOR PARKING LOT CONSTRUCTION.

POOL

PLAYGROUND

CARLING DRIVE

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - EAST VERONA RD FRONTAGE RD - STG. 2,PH. 2 | SHEET 533 | E |
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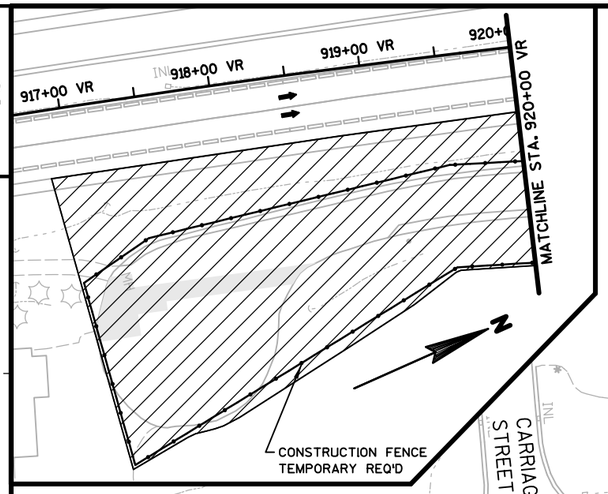
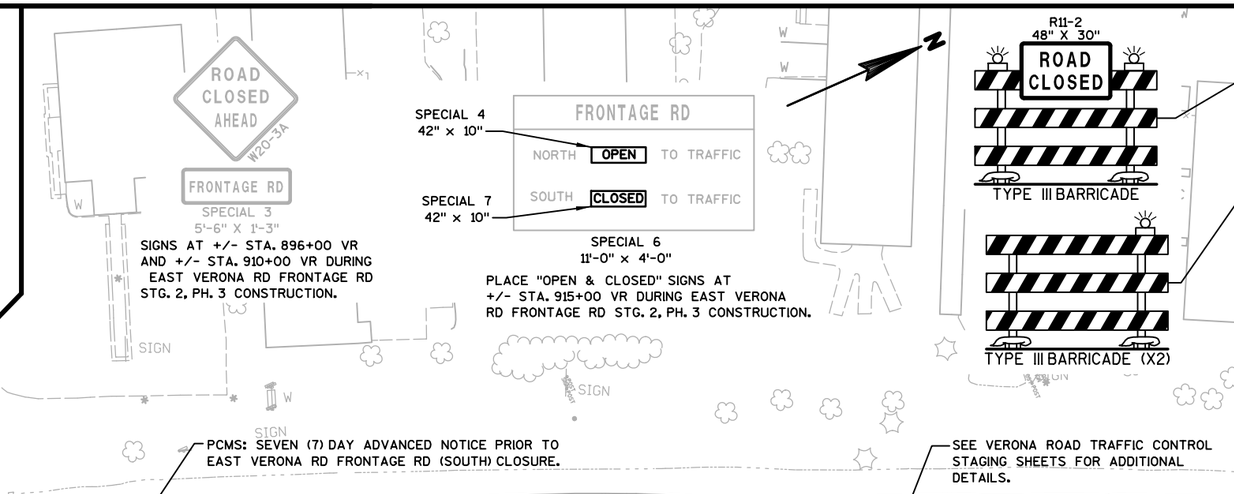
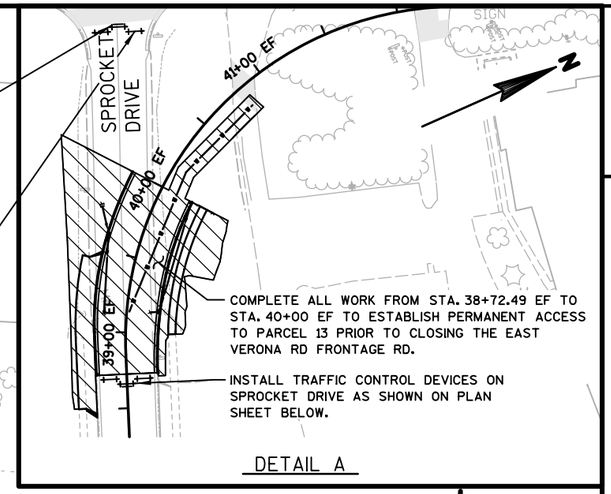
2

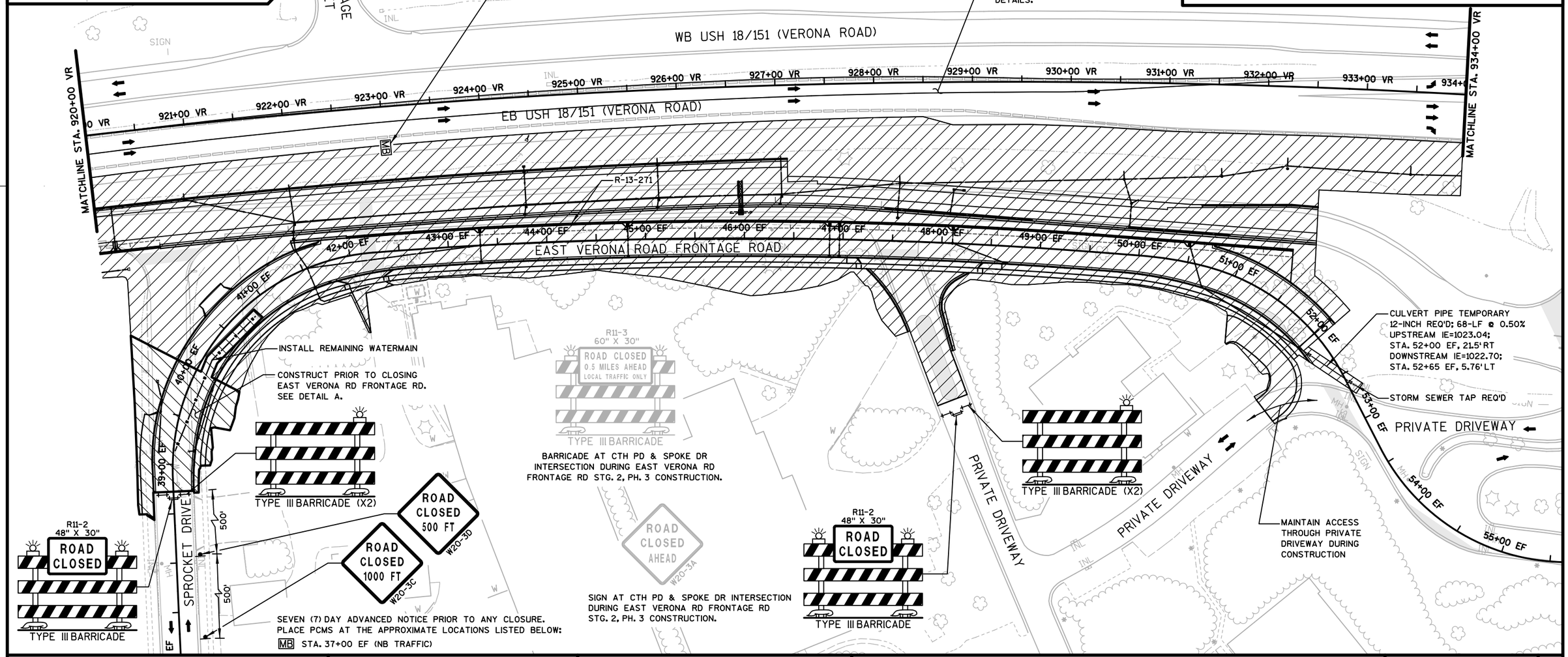



DETAIL A

2




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - EAST VERONA RD FRONTAGE RD - STG. 2, PH. 3 | SHEET 534 | E |
|---|---|---|---|---|---|

2

ROAD CLOSED AHEAD
W20-3A
FRONTAGE RD
SPECIAL 3
5'-6" X 1'-3"

SIGNS AT +/- STA. 91+50 WW AND +/- STA. 109+90 AD DURING EAST VERONA RD FRONTAGE RD STG. 2, PH. 3 CONSTRUCTION.

WILLIAMBURG WAY

FRONTAGE RD
NORTH OPEN TO TRAFFIC
SOUTH CLOSED TO TRAFFIC
SPECIAL 4
42" x 10"
SPECIAL 7
42" x 10"

SPECIAL 6
11'-0" x 4'-0"
PLACE "OPEN & CLOSED" SIGNS AT +/- STA. 963+00 VR DURING EAST VERONA RD FRONTAGE RD STG. 2, PH. 3 CONSTRUCTION.

ROAD CLOSED AHEAD
W20-3A
FRONTAGE RD
SPECIAL 3
5'-6" X 1'-3"

SIGNS AT +/- STA. 966+00 VR DURING EAST VERONA RD FRONTAGE RD STG. 2, PH. 3 CONSTRUCTION.

ROAD CLOSED AHEAD
W20-3A

MATCHLINE STA. 934+00 VR

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

W01-6
48" X 24"
TYPE III BARRICADE

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

TYPE III BARRICADE (X3)

MAINTAIN DRAINAGE

4W

10' TYP.

R3-1
24" X 24"

MAINTAIN DRAINAGE

12'

25' TYP.

+81.0
55.9' RT

ROAD CLOSED 500 FT
W20-3D

STOP
R1-1
30" X 30"

ROAD CLOSED 1000 FT
W20-3C

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

EAST VERONA ROAD FRONTAGE ROAD

935+00 VR
936+00 VR
937+00 VR
938+00 VR
939+00 VR
940+00 VR
941+00 VR
942+00 VR
943+00 VR
944+00 VR
945+00 VR
946+00 VR
947+00 VR
948+00 VR

55+00 EF
56+00 EF
57+00 EF
58+00 EF
59+00 EF
60+00 EF
61+00 EF
62+00 EF
63+00 EF
64+00 EF
65+00 EF
66+00 EF
67+00 EF
68+00 EF
69+00 EF

97+00 WW
98+00 WW
99+00 WW
100+00 WW
101+00 WW
102+00 WW
103+00 WW
104+00 WW
105+00 WW
106+00 WW

SEVEN (7) DAY ADVANCED NOTICE PRIOR TO ANY CLOSURE.
PLACE PCMS AT THE APPROXIMATE LOCATIONS LISTED BELOW:

- MB STA. 73+50 EF (SB TRAFFIC)
- MB STA. 96+50 WW (EB TRAFFIC)
- MB STA. 950+00 VR (WB TRAFFIC)

R11-3
60" X 30"
ROAD CLOSED
0.25 MILES AHEAD
LOCAL TRAFFIC ONLY
TYPE III BARRICADE

PLACE BARRICADE AT THE INTERSECTION OF TOPPERS LANE AND EAST VERONA RD FRONTAGE RD, +/- STA. 73+50 EF DURING EAST VERONA RD FRONTAGE RD STG. 2, PH. 3 CONSTRUCTION.

ROAD CLOSED AHEAD
W20-3A

SIGN AT +/- STA. 76+20 EF DURING EAST VERONA RD FRONTAGE RD STG. 2, PH. 3 CONSTRUCTION.

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - EAST VERONA RD FRONTAGE RD - STG. 2, PH. 3 | SHEET 535 | E |
|---|---|---|---|---|---|

2

ROAD CLOSED AHEAD W20-3A

FRONTAGE RD

SPECIAL 3
5'-6" X 1'-3"

SPECIAL 8
42" X 10"

FRONTAGE RD
NORTH OPEN TO TRAFFIC
SOUTH CLOSED TO TRAFFIC

SPECIAL 7
42" X 10"

SPECIAL 6
11'-0" X 4'-0"

SIGNS AT +/- STA. 896+00 VR AND +/- STA. 910+00 VR DURING EAST VERONA RD FRONTAGE RD STG. 2, PH. 4 CONSTRUCTION.

SIGNS AT +/- STA. 915+00 VR DURING EAST VERONA RD FRONTAGE RD STG. 2, PH. 4 CONSTRUCTION.

WB USH 18/151 (VERONA ROAD)

928+00 VR 929+00 VR 930+00 VR 931+00 VR 932+00 VR 933+00 VR 934+00 VR 935+00 VR 936+00 VR 937+00 VR 938+00 VR 939+00 VR 940+00 VR 941+00 VR 942+00

EB USH 18/151 (VERONA ROAD)

ROAD CLOSED AHEAD W20-3A

SIGNS AT +/- STA. 91+50 WW AND +/- STA. 109+90 AD DURING EAST VERONA RD FRONTAGE RD STG. 2, PH. 4 CONSTRUCTION.

WILLIAMSBURG WAY

98+00 WW 99+00 WW 100+00 WW 101+00 WW 102+00 WW 103+00 WW 104+00 WW 105+00 WW 106+00 WW 107+00 WW

FRONTAGE RD
NORTH OPEN TO TRAFFIC
SOUTH CLOSED TO TRAFFIC

SPECIAL 4
42" X 10"

SPECIAL 7
42" X 10"

SPECIAL 6
11'-0" X 4'-0"

SIGNS AT +/- STA. 963+00 VR DURING EAST VERONA RD FRONTAGE RD STG. 2, PH. 4 CONSTRUCTION.

ROAD CLOSED AHEAD W20-3A

FRONTAGE RD

SPECIAL 3
5'-6" X 1'-3"

SIGNS AT +/- STA. 966+00 VR DURING EAST VERONA RD FRONTAGE RD STG. 2, PH. 4 CONSTRUCTION.

ROAD CLOSED 500 FT W20-3D

TYPE III BARRICADE (X2)

46+00 EF 47+00 EF 48+00 EF 49+00 EF 50+00 EF 51+00 EF

500'

EAST VERONA ROAD FRONTAGE ROAD

ROAD CLOSED 1000 FT W20-3C

R11-2L
48" X 30"
LANE CLOSED

TYPE III BARRICADE

ROAD CLOSED AHEAD W20-3A

W01-6
48" X 24"

TYPE III BARRICADE

R3-1
24" X 24"

0' TYP.

25' TYP.

R11-2
48" X 30"
ROAD CLOSED

TYPE III BARRICADE

PRIVATE DRIVEWAY

PRIVATE DRIVEWAY

53+00 EF 54+00 EF 55+00 EF 56+00 EF 56+00 EF 57+00 EF 58+00 EF 59+00 EF 60+00 EF 61+00 EF 62+00 EF 63+00 EF

W01-6
48" X 24"

TYPE III BARRICADE

ROAD CLOSED 500 FT W20-3D

CONCRETE BARRIER TEMPORARY
PRECAST DELIVERED / INSTALLED

ROAD CLOSED 1000 FT W20-3C

SIGN AT +/- STA. 66+15 EF DURING EAST VERONA RD FRONTAGE RD STG. 2, PH. 4 CONSTRUCTION.

R11-3
60" X 30"
ROAD CLOSED
0.5 MILES AHEAD
LOCAL TRAFFIC ONLY

TYPE III BARRICADE

BARRICADE AT THE INTERSECTION OF CTH PD & SPOKE DR DURING EAST VERONA RD FRONTAGE RD STG. 2, PH. 4 CONSTRUCTION

ROAD CLOSED AHEAD W20-3A

SIGN AT CTH PD & SPOKE DR INTERSECTION DURING EAST VERONA RD FRONTAGE RD STG. 2, PH. 4 CONSTRUCTION.

SEVEN (7) DAY ADVANCED NOTICE PRIOR TO ANY CLOSURE.
PLACE PCMS AT THE APPROXIMATE LOCATIONS LISTED BELOW:

- MB STA. 950+00 VR (WB TRAFFIC)
- MB STA. 923+00 VR (EB TRAFFIC)
- MB STA. 96+50 WW (EB TRAFFIC)
- MB STA. 37+00 EF (NB TRAFFIC)
- MB STA. 73+50 EF (SB TRAFFIC)

R11-2
48" X 30"
ROAD CLOSED

TYPE III BARRICADE

TYPE III BARRICADE (X2)

R11-3
60" X 30"
ROAD CLOSED
0.25 MILES AHEAD
LOCAL TRAFFIC ONLY

TYPE III BARRICADE

BARRICADE AT THE INTERSECTION OF TOPPERS LANE AND EAST VERONA RD FRONTAGE RD, +/- STA. 73+50 EF DURING EAST VERONA RD FRONTAGE RD STG. 2, PH. 4 CONSTRUCTION.

ROAD CLOSED AHEAD W20-3A

SIGN AT +/- STA. 76+20 EF DURING EAST VERONA RD FRONTAGE RD STG. 2, PH. 4 CONSTRUCTION.

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL- EAST VERONA RD FRONTAGE RD- STG. 2, PH. 4 | SHEET | E |
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FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\Staging\026611_ef_s2_p4.dgn PLOT DATE : 5/10/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

ROAD CLOSED AHEAD W20-3A

WILLIAMSBURG WAY EAST

SPECIAL 5
6'-6" x 24"

PLACE "WILLIAMSBURG WAY EAST" SIGNS AT +/- STA. 896+00 VR AND +/- STA. 910+00 VR EAST VERONA RD FRONTAGE RD STG. 2, PH. 5 CONSTRUCTION.

ROAD CLOSED 500 FT W20-3D

WILLIAMSBURG WAY EAST

SPECIAL 5
6'-6" x 24"
STA. 923+90 VR

R11-2L
48" X 30"
LANE CLOSED

TYPE III BARRICADE

WB USH 18/151 (VERONA ROAD)

928+00 VR 929+00 VR 930+00 VR 931+00 VR 932+00 VR 933+00 VR 934+00 VR 935+00 VR 936+00 VR 937+00 VR 938+00 VR 939+00 VR 940+00 VR 941+00 VR 942+00 VR 943+00

500'

25' TYP.

50' TYP.

EB USH 18/151 (VERONA ROAD)

R3-1
24" X 24"

ROAD CLOSED AHEAD W20-3A

WILLIAMSBURG WAY EAST

SPECIAL 5
6'-6" x 24"

PLACE "WILLIAMSBURG WAY EAST" SIGNS AT +/- STA. 91+50 WW AND +/- STA. 109+90 AD DURING EAST VERONA RD FRONTAGE RD STG. 2, PH. 5 CONSTRUCTION.

THRU LANE CLOSED AHEAD

STA. 95+77 WW

WILLIAMSBURG WAY

98+00 WW 99+00 WW 100+00 WW 101+00 WW 102+00 WW 103+00 WW 104+00 WW 105+00 WW 106+00 WW 107+00 WW

25' TYP.

R11-2L
48" X 30"
LANE CLOSED

TYPE III BARRICADE

R11-2
48" X 30"
ROAD CLOSED

TYPE III BARRICADE (X3)

R3-2
24" X 24"

BIKE PATH

MOVE CONCRETE BARRIER TEMPORARY PRECAST IN ORDER TO MATCH EXISTING PAVEMENT. ONCE CONSTRUCTION IS COMPLETE, MOVE CONCRETE BARRIER TEMPORARY PRECAST TO ORIGINAL LOCATION AS SHOWN IN EAST VERONA RD FRONTAGE RD STG. 2, PH. 1.

INSTALL BARRICADES ONCE STG 2, PH. 5 CONSTRUCTION IS COMPLETE. LEAVE IN PLACE UNTIL CONTRACT IS COMPLETE.

R11-2
48" X 30"
ROAD CLOSED

TYPE III BARRICADE (X2)

INSTALL BARRICADES ONCE STG 2, PH. 5 CONSTRUCTION IS COMPLETE. LEAVE IN PLACE UNTIL CONTRACT IS COMPLETE.

47+00 EF 48+00 EF 49+00 EF 50+00 EF 51+00 EF 52+00 EF 53+00 EF 54+00 EF 55+00 EF 56+00 EF 57+00 EF 58+00 EF 59+00 EF 60+00 EF 61+00 EF 62+00 EF 63+00 EF

500'

EAST VERONA ROAD FRONTAGE ROAD

MATCHLINE STA. 63+00 EF

R11-4
60" X 30"
ROAD CLOSED TO THRU TRAFFIC

TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED

TYPE III BARRICADE

R11-4
60" X 30"
ROAD CLOSED TO THRU TRAFFIC

TYPE III BARRICADE

TYPE III BARRICADE (X4)

TYPE III BARRICADE (X3)

R11-2
48" X 30"
ROAD CLOSED

TYPE III BARRICADE

ROAD CLOSED 500 FT W20-3D

ROAD CLOSED 1000 FT W20-3C

PRIVATE DRIVEWAY

PRIVATE DRIVEWAY

R11-3
60" X 30"
ROAD CLOSED 0.5 MILES AHEAD LOCAL TRAFFIC ONLY

TYPE III BARRICADE

ROAD CLOSED AHEAD W20-3A

BARRICADE AT THE INTERSECTION OF CTH PD & SPOKE DR DURING EAST VERONA RD FRONTAGE RD STG. 2, PH. 5 CONSTRUCTION.

SIGN AT CTH PD & SPOKE DR INTERSECTION DURING EAST VERONA RD FRONTAGE RD STG. 2, PH. 5 CONSTRUCTION.

SPECIAL 7
42" x 10"

SPECIAL 7
42" x 10"

| FRONTAGE RD | | |
|---|---|---|
| NORTH | CLOSED | TO TRAFFIC |
| SOUTH | CLOSED | TO TRAFFIC |

SPECIAL 6
11'-0" x 4'-0"

PLACE "CLOSED" SIGNS AT +/- STA. 915+00 VR DURING EAST VERONA RD FRONTAGE RD STG. 2, PH. 5 CONSTRUCTION.

SEVEN (7) DAY ADVANCED NOTICE PRIOR TO ANY CLOSURE.
PLACE PCMS AT THE APPROXIMATE LOCATIONS LISTED BELOW:

- MB STA. 923+00 VR (EB TRAFFIC)
- MB STA. 96+50 WW (EB TRAFFIC)
- MB STA. 37+00 EF (NB TRAFFIC)

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL- EAST VERONA RD FRONTAGE RD- STG. 2, PH. 5 | SHEET 537 | E |
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FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\Staging\026612_ef_s2_p5.dgn PLOT DATE : 5/10/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

ROAD CLOSED 500 FT
W20-3D

WILLIAMSBURG WAY EAST

SPECIAL 5
6'-6" x 24"

WB USH 18/151 (VERONA ROAD)

2+00 VR 943+00 VR 944+00 VR 945+00 VR 946+00 VR 947+00 VR 948+00 VR 949+00 VR 950+00 VR 951+00 VR 952+00 VR 953+00 VR 954+00 VR 955+00 VR 956+00 VR 957+00

EB USH 18/151 (VERONA ROAD)

MATCHLINE STA. 63+00 EF

TYPE III BARRICADE

64+00 EF 65+00 EF 66+00 EF 67+00 EF 68+00 EF 69+00 EF 70+00 EF 71+00 EF 72+00 EF 73+00 EF 74+00 EF 75+00 EF 76+00 EF 77+00 EF 78+00 EF

EAST VERONA ROAD FRONTAGE ROAD

ROAD CLOSED 500 FT
W20-3D

PCMS: SEVEN (7) DAY ADVANCED NOTICE PRIOR TO WILLIAMSBURG WAY EAST CLOSURE.

PCMS: SEVEN (7) DAY ADVANCED NOTICE PRIOR TO WILLIAMSBURG WAY EAST CLOSURE.

FRONTAGE RD

NORTH CLOSED TO TRAFFIC

SOUTH CLOSED TO TRAFFIC

SPECIAL 7
42" x 10"

SPECIAL 7
42" x 10"

SPECIAL 6
11'-0" x 4'-0"

PLACE "CLOSED" SIGNS AT +/- STA. 963+00 VR DURING EAST VERONA RD FRONTAGE RD STG. 2, PH. 5 CONSTRUCTION.

ROAD CLOSED AHEAD
W20-3A

WILLIAMSBURG WAY EAST

SPECIAL 5
6'-6" x 24"

PLACE "WILLIAMSBURG WAY EAST" SIGN AT +/- STA. 966+00 VR DURING EAST VERONA RD FRONTAGE RD STG. 2, PH. 5 CONSTRUCTION.

R11-4
60" X 30"

ROAD CLOSED TO THRU TRAFFIC

TYPE III BARRICADE

R11-3
60" X 30"

ROAD CLOSED 0.25 MILES AHEAD LOCAL TRAFFIC ONLY

TYPE III BARRICADE

ROAD CLOSED AHEAD
W20-3A

TOPPERS LANE

HARLEY DR

CANOPY

RIPRAP

INL

MH

SIGN

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL- EAST VERONA RD FRONTAGE RD- STG. 2, PH. 5 | SHEET 538 | E |
|---|---|---|---|---|---|

2

WESTCHESTER ROAD

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

SHAFER DRIVE

EAST VERONA ROAD FRONTAGE ROAD

TOPPERS LANE

CHALET GARDENS ROAD

CARLING DRIVE

RIPRAP

949+00 VR
950+00 VR
951+00 VR
952+00 VR
953+00 VR
954+00 VR
955+00 VR
956+00 VR
957+00 VR
958+00 VR
959+00 VR
960+00 VR
961+00 VR
962+00 VR
963+00 VR
964+00 VR
965+00 VR

70+00 EF
71+00 EF
72+00 EF
73+00 EF
74+00 EF
75+00 EF
76+00 EF
77+00 EF
78+00 EF
79+00 EF
80+00 EF
81+00 EF
82+00 EF
83+00 EF
84+00 EF
85+00 EF
86+00 EF
87+00 EF

MILL AND OVERLAY REQ'D

PERFORM MILL AND OVERLAY OPERATIONS UNDER TRAFFIC IN ACCORDANCE WITH S.D.D. TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS).

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - EAST VERONA RD FRONTAGE RD - STG. 2,PH. 6 | SHEET | E |
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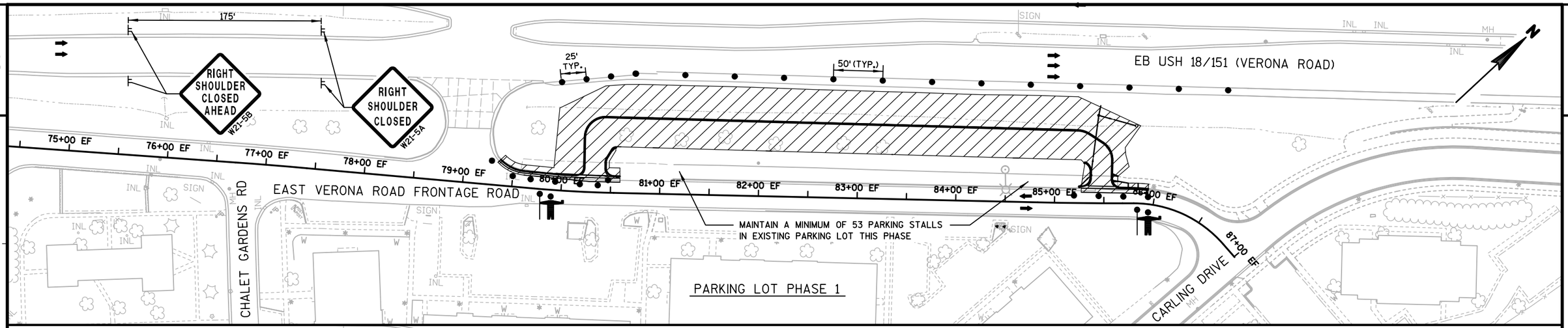
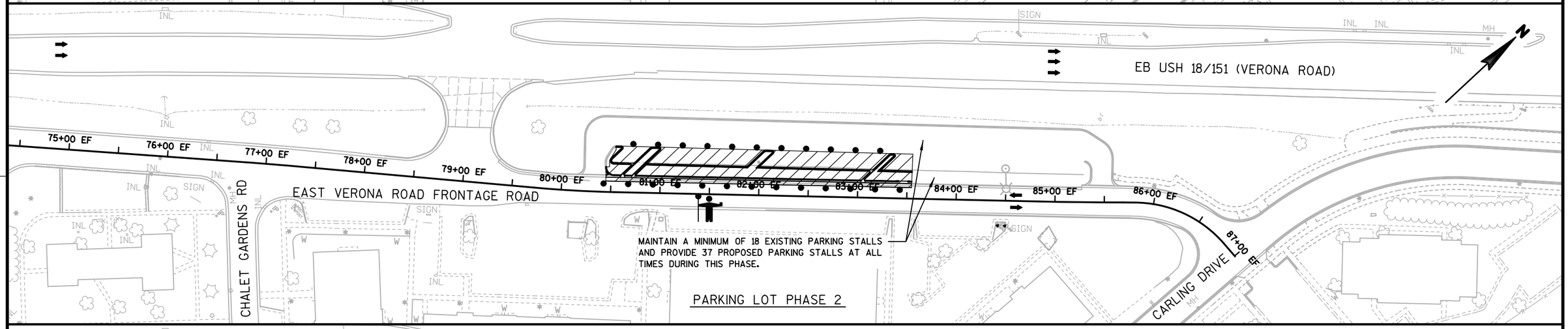
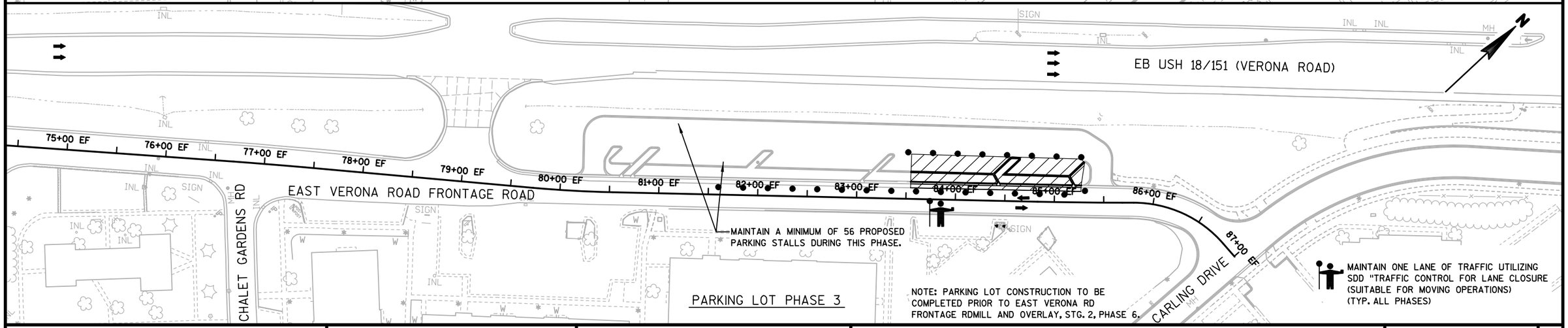
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\Staging\026614_ef_s2_p6.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - EAST VERONA RD FRONTAGE RD-PARKING LOT | SHEET 540 | E |
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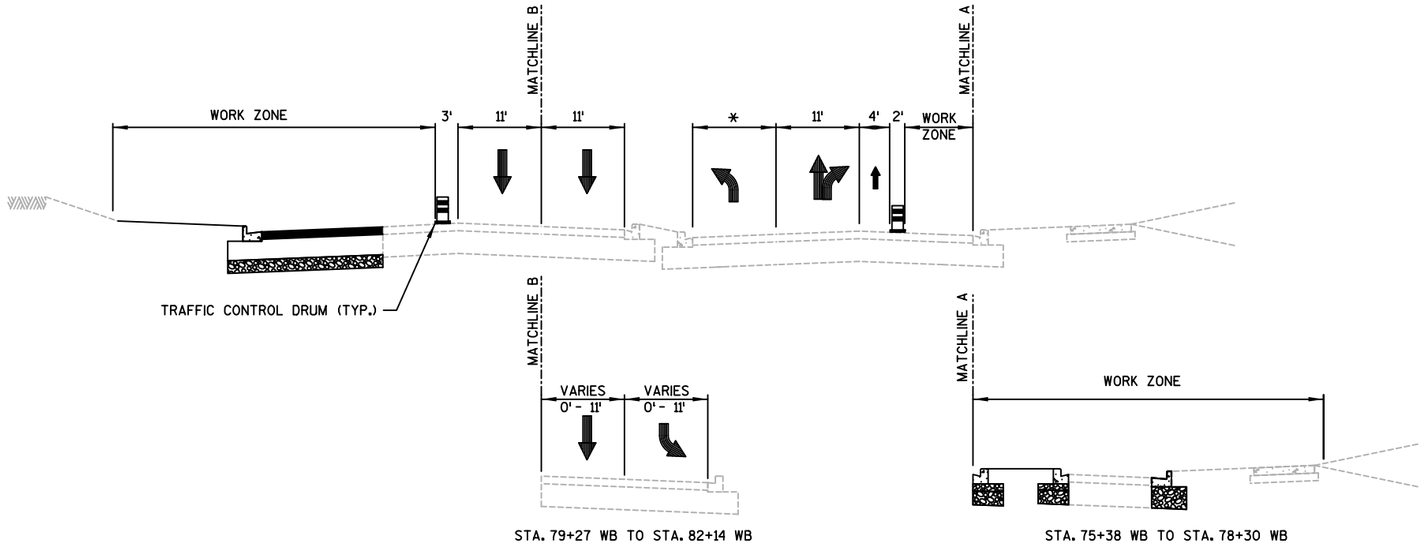
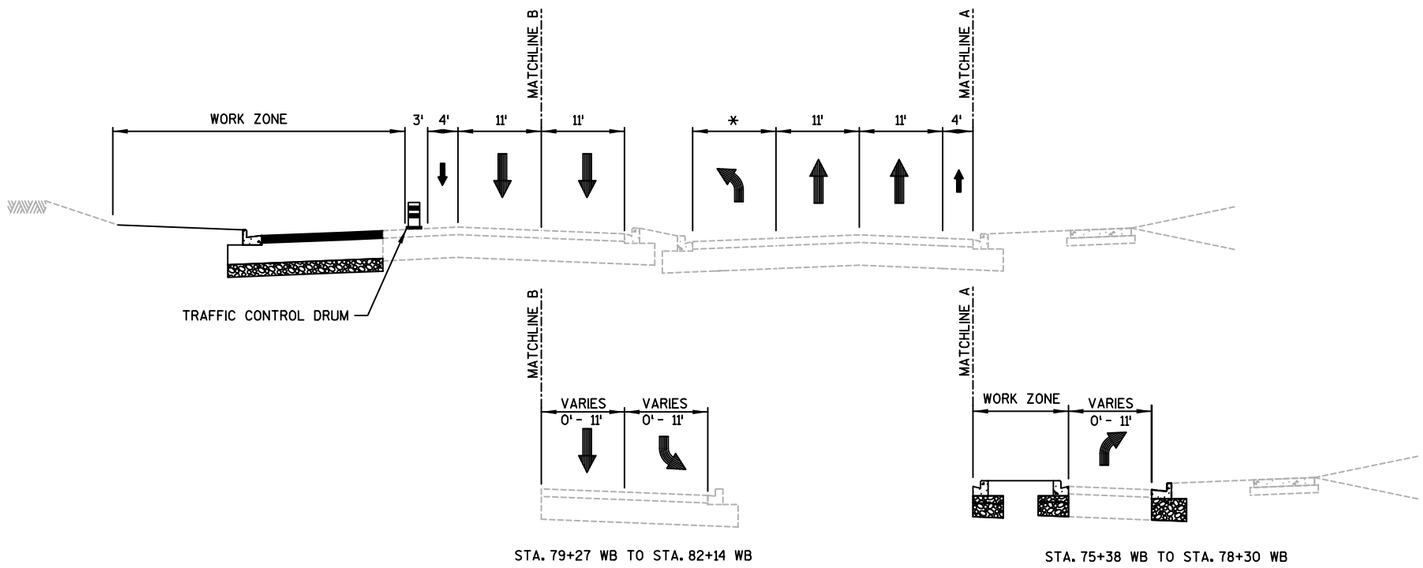



* VARIES 0' - 11' STA. 75+41 WB TO 78+05 WB

## TYPICAL STAGE 2 PHASE 1 SECTION - CTH PD/FITCHRONA ROAD
## OFF-PEAK TRAFFIC CONDITION

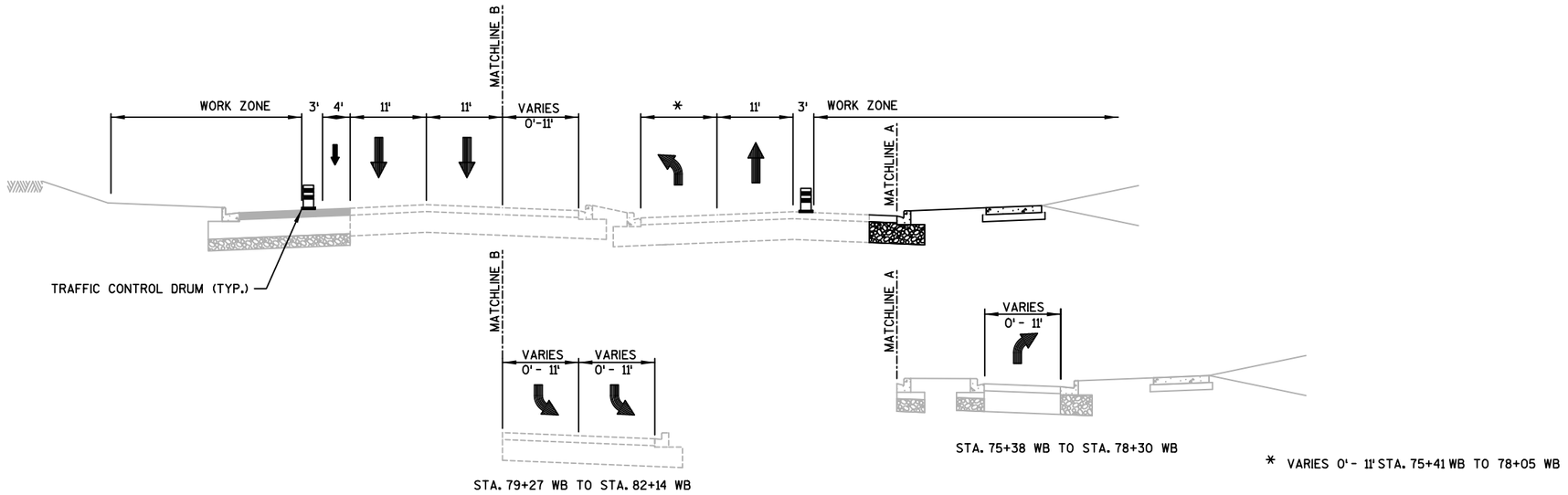
STA. 75+35 WB TO STA. 84+92 WB




* VARIES 0' - 11' STA. 75+41 WB TO 78+05 WB

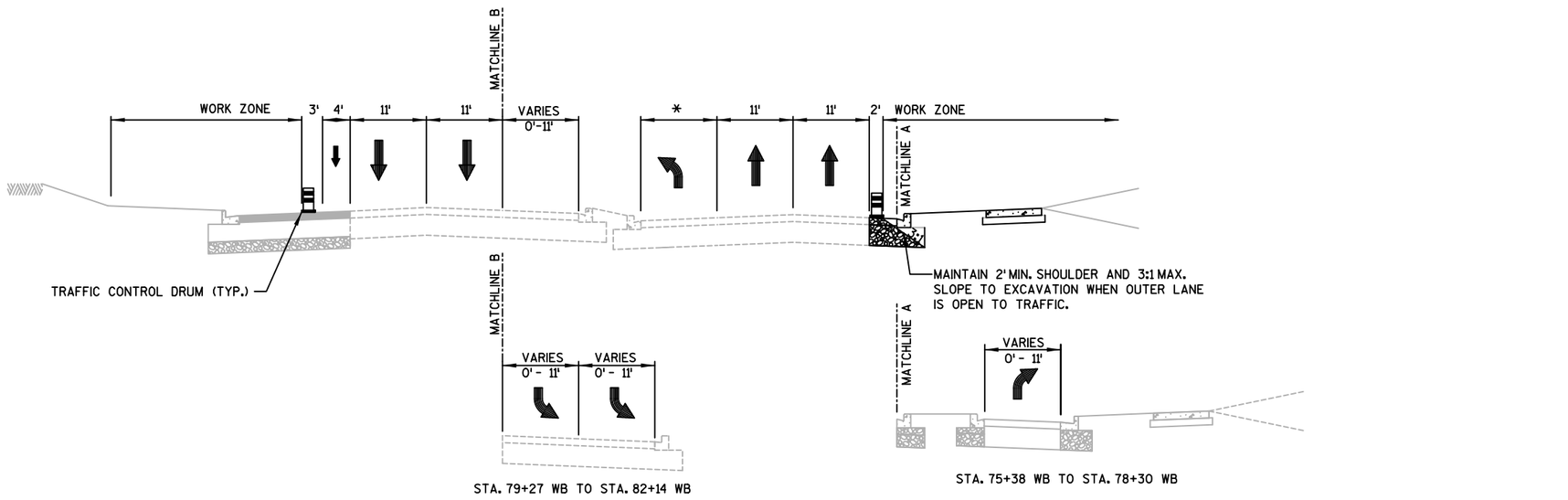
## TYPICAL STAGE 2 PHASE 1 SECTION - CTH PD/FITCHRONA ROAD
## PEAK TRAFFIC CONDITION

STA. 75+35 WB TO STA. 84+92 WB



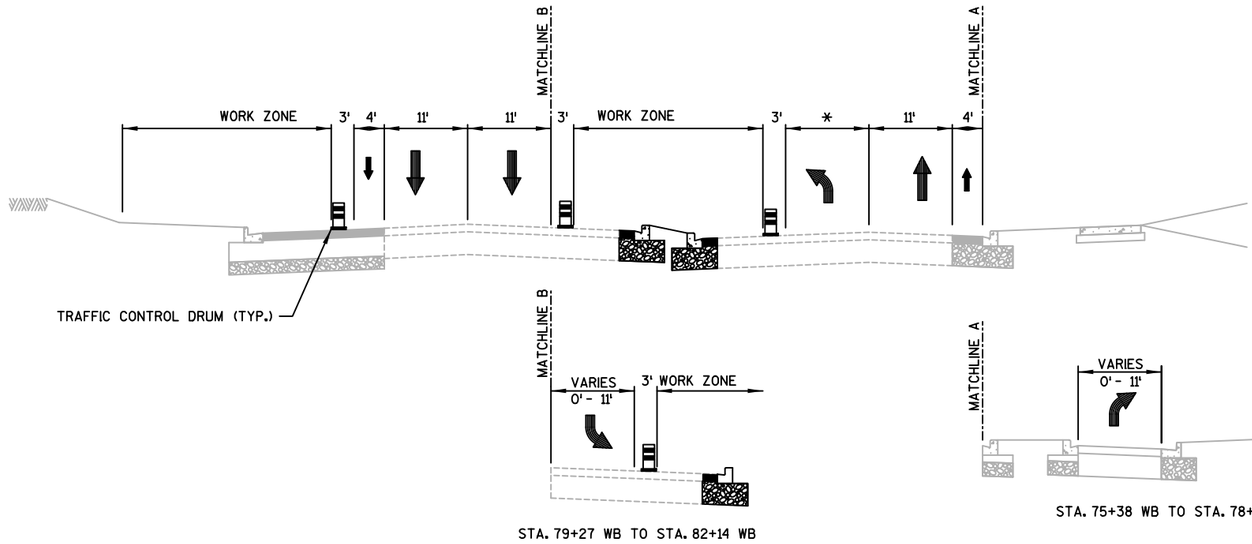

TYPICAL STAGE 2 PHASE 2 SECTION - CTH PD/FITCHRONA ROAD
OFF-PEAK TRAFFIC CONDITION

STA. 75+35 WB TO STA. 84+92 WB




TYPICAL STAGE 2 PHASE 2 SECTION - CTH PD/FITCHRONA ROAD
PEAK TRAFFIC CONDITION

STA. 75+35 WB TO STA. 84+92 WB



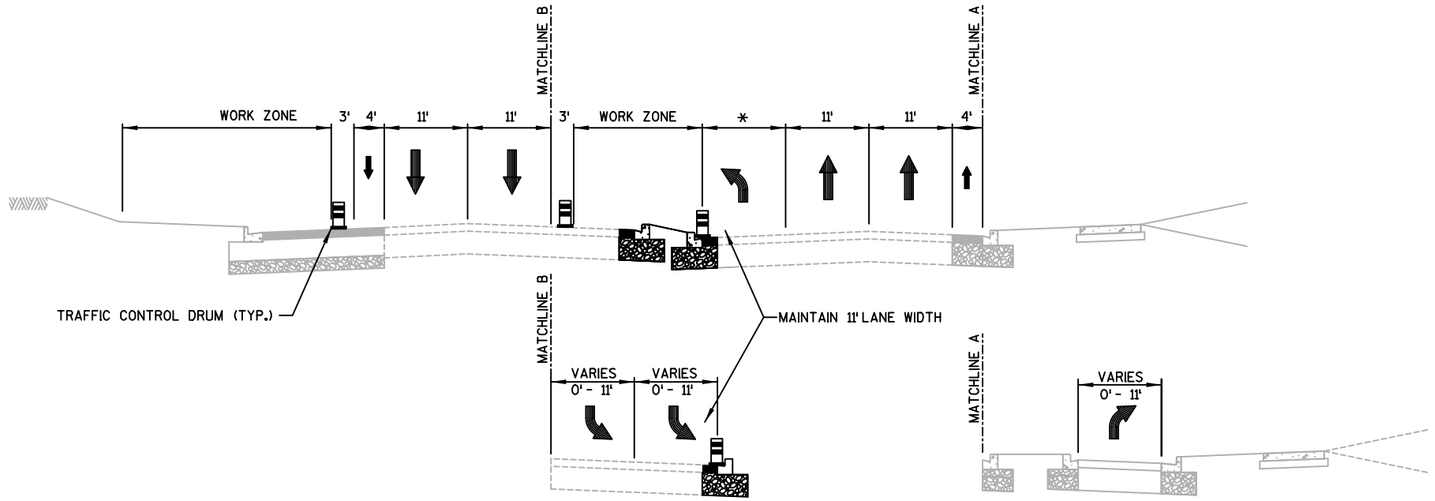

STA. 79+27 WB TO STA. 82+14 WB

STA. 75+38 WB TO STA. 78+30 WB

* VARIES 0' - 11' STA. 75+41 WB TO 78+05 WB

## TYPICAL STAGE 2 PHASE 3 SECTION - CTH PD/FITCHRONA ROAD OFF-PEAK TRAFFIC CONDITION

STA. 75+35 WB TO STA. 84+92 WB




STA. 79+27 WB TO STA. 82+14 WB

STA. 75+38 WB TO STA. 78+30 WB

* VARIES 0' - 11' STA. 75+41 WB TO 78+05 WB

## TYPICAL STAGE 2 PHASE 3 SECTION - CTH PD/FITCHRONA ROAD PEAK TRAFFIC CONDITION

STA. 75+35 WB TO STA. 84+92 WB

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - TYPICAL SECTIONS - CTH PD/FITCHRONA ROAD | SHEET 543 | E |
|---|---|---|---|---|---|

2

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

RT-4W

50' (TYP.)

25' (TYP.)

+34

+92

12½' SKIP
37½' GAP
RT-4W

1' (TYP.)

74+00 WB
75+00 WB
76+00 WB
77+00 WB
78+00 WB
79+00 WB
80+00 WB
81+00 WB
82+00 WB
83+00 WB
84+00 WB
85+00 WB
86+00 WB
88+00 WB

74+00 EB
75+00 EB
76+00 EB
77+00 EB
78+00 EB
79+00 EB
80+00 EB
81+00 EB
82+00 EB
83+00 EB
84+00 EB
85+00 EB
86+00 EB
87+00 EB
88+00 EB

WB CTH PD/MCKEE ROAD
EB CTH PD/MCKEE ROAD

33+00 FR
32+00 FR
31+00 FR
30+00 FR
29+00 FR
28+00 FR
27+00 FR
26+00 FR

FITCHRONA ROAD

HARDROCK ROAD

10' (TYP.)

RT-8W

+52

25' (TYP.)

R3-8W
54" X 30"
ONLY ONLY ONLY
MAY USE FULL LANE
R4-11
30" X 30"

ONLY BIKE LANE ONLY
REMOVE

400'

500'

BIKE LANE CLOSED AHEAD
W20-5A(MOD)

ROAD WORK 500 FT
W20-1D

ROAD WORK AHEAD
W20-1A

QUARRY

N

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - FITCHRONA/CTH PD - STG. 2, PH. 1 | SHEET 544 | E |
|---|---|---|---|---|---|

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

700' 350' 320' MERGING TAPER 25'(TYP.)

74+00 WB 75+00 WB 76+00 WB 77+00 WB 78+00 WB 79+00 WB 80+00 WB 81+00 WB 82+00 WB 83+00 WB 84+00 WB 85+00 WB 86+00 WB 87+00 WB 88+00 WB

74+00 EB 75+00 EB 76+00 EB 77+00 EB 78+00 EB 79+00 EB 80+00 EB 81+00 EB 82+00 EB 83+00 EB 84+00 EB 85+00 EB 86+00 EB 87+00 EB 88+00 EB

WB CTH PD/MCKEE ROAD

EB CTH PD/MCKEE ROAD

33+00 FR 32+00 FR 31+00 FR 30+00 FR 29+00 FR 28+00 FR 27+00 FR 26+00 FR

FITCHRONA ROAD

HARDROCK ROAD

N

MAY USE FULL LANE
R4-11
30" X 30"

BIKE LANE CLOSED AHEAD
W20-5A(MOD)

50'(TYP.)

11'(TYP.)

25'(TYP.)

10'(TYP.)

25'(TYP.)

SIDEWALK CLOSED AHEAD
R9-11 (MOD)
24" X 12"
PLACE SIGN AT ACCESS DRIVEWAY

RIGHT LANE CLOSED AHEAD
W20-5A

W04-2R

SIDEWALK CLOSED AHEAD
R9-11 (MOD)
24" X 12"

R3-8W
54" X 30"
ONLY ONLY ONLY

MAY USE FULL LANE
R4-11
30" X 30"

ONLY BIKE LANE ONLY
REMOVE

BIKE LANE CLOSED AHEAD
W20-5A(MOD)

400'

500'

ROAD WORK 500 FT
W20-1D

ROAD WORK AHEAD
W20-1A

*LIMIT SIDEWALK INTERUPTION
TO 8 HOURS MAX.
PLACE SIDEWALK CLOSED AHEAD
SIGNS AS SHOWN DURING THESE TIMES.

NOTE: PAVEMENT MARKING DOES NOT CHANGE FROM PEAK TRAFFIC PERIOD.
SEE FITCHRONA/CTH PD - STG 2., PH. 1 TRAFFIC CONTROL FOR LAYOUT INFORMATION.

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - FITCHRONA/CTH PD - STG. 2, PH. 1 - OFF PEAK | SHEET 545 | E |
|---|---|---|---|---|---|

2

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

12½' SKIP
37½' GAP

25' (TYP.)

50' (TYP.)

12½' SKIP
37½' GAP

74+00 WB
75+00 WB
76+00 WB
77+00 WB
78+00 WB
79+00 WB
80+00 WB
81+00 WB
82+00 WB
83+00 WB
84+00 WB
85+00 WB
86+00 WB
87+00 WB
88+00 WB

74+00 EB
75+00 EB
76+00 EB
77+00 EB
78+00
79+00 EB
80+00
81+00 EB
82+00 EB
83+00 EB
84+00 EB
85+00 EB
86+00 EB
87+00 EB
88+00 EB

WB CTH PD/MCKEE ROAD

EB CTH PD/MCKEE ROAD

AREA TO BE MAINTAINED
FOR TURNING MOVEMENTS

BIKE LANE CLOSED AHEAD
W20-5A(MOD)

MAY USE FULL LANE
R4-11
30" X 30"

R9-9
24" X 12"
SIDEWALK CLOSED
TYPE III BARRICADE

25' (TYP.)

R3-8W
54" X 30"
ONLY ONLY ONLY

MAY USE FULL LANE
R4-11
30" X 30"

33+00 FR
32+00 FR
31+00 FR
30+00 FR
29+00 FR
28+00 FR
27+00 FR
26+00 FR

FITCHRONA ROAD

HARDROCK ROAD

400'

500'

BIKE LANE CLOSED AHEAD
W20-5A(MOD)

ROAD WORK 500 FT
W20-1D

ROAD WORK AHEAD
W20-1A

N

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - FITCHRONA/CTH PD - STG. 2, PH. 2 | SHEET 546 | E |
|---|---|---|---|---|---|

R11-2L 48" X 30" LANE CLOSED — TYPE III BARRICADE

R11-2 48" X 30" ROAD CLOSED — TYPE III BARRICADE

R11-2L 48" X 30" LANE CLOSED — TYPE III BARRICADE

700' 350' 320' MERGING TAPER

25'(TYP.) 50'(TYP.)

74+00 WB 75+00 WB 76+00 WB 77+00 WB 78+00 WB 79+00 WB 80+00 WB 81+00 WB 82+00 WB 83+00 WB 84+00 WB 85+00 WB 86+00 WB 87+00 WB 88+00 WB

74+00 EB 75+00 EB 76+00 EB 77+00 EB 78+00 EB 79+00 EB 80+00 EB 81+00 EB 82+00 EB 83+00 EB 84+00 EB 85+00 EB 86+00 EB 87+00 EB 88+00 EB

WB CTH PD/MCKEE ROAD

EB CTH PD/MCKEE ROAD

33+00 FR 32+00 FR 31+00 FR 30+00 FR 29+00 FR 28+00 FR 27+00 FR 26+00 FR

FITCHRONA ROAD

HARDROCK ROAD

RIGHT LANE CLOSED AHEAD W20-5A

W04-2R

BIKE LANE CLOSED AHEAD W20-5A(MOD)

MAY USE FULL LANE R4-11 30" X 30"

BEGIN RIGHT TURN LANE R3-20R 24" X 36"

R9-9 24" X 12" SIDEWALK CLOSED — TYPE III BARRICADE

NOTE:
EB CTH PD ACCESS PROVIDED VIA LIMESTONE LANE TO HARDROCK ROAD WHILE WORK OPERATIONS TAKING PLACE IN SE RADIUS OF INTERSECTION. SEE DETOUR PLAN FOR ADDITIONAL DETAILS.

R9-9 24" X 12" SIDEWALK CLOSED — TYPE III BARRICADE

R3-8E 36" X 30" ONLY ONLY

MAY USE FULL LANE R4-11 30" X 30"

BIKE LANE CLOSED AHEAD W20-5A(MOD)

400'

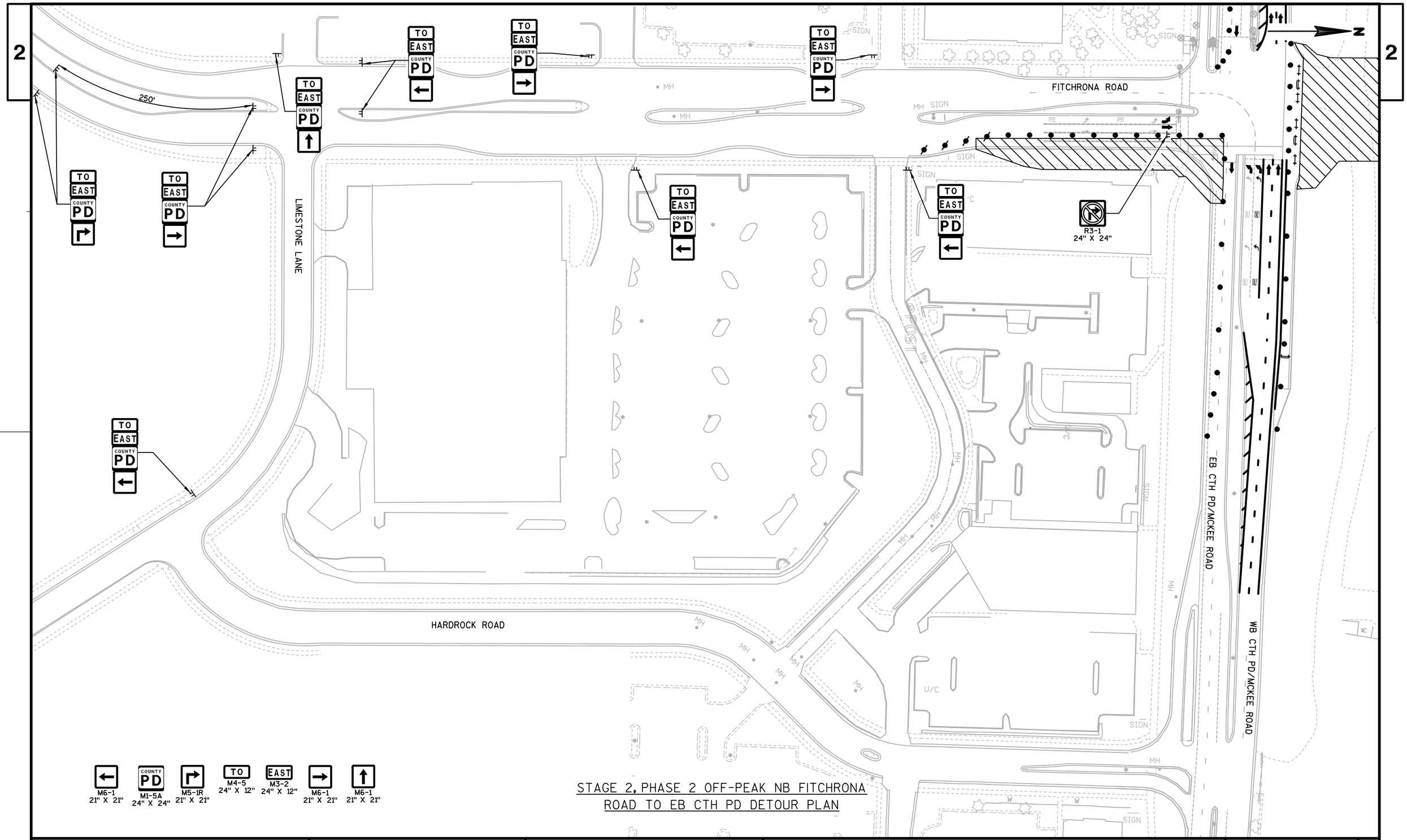
500'

ROAD WORK 500 FT W20-1D

ROAD WORK AHEAD W20-1A

NOTE: PAVEMENT MARKING DOES NOT CHANGE FROM PEAK TRAFFIC PERIOD.
SEE FITCHRONA/CTH PD - STG 2., PH. 2 TRAFFIC CONTROL FOR LAYOUT INFORMATION.

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - FITCHRONA/CTH PD - STG. 2, PH. 2 - OFF PEAK | SHEET 547 | E |
|---|---|---|---|---|---|




STAGE 2, PHASE 2 OFF-PEAK NB FITCHRONA ROAD TO EB CTH PD DETOUR PLAN

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - FITCHRONA/CTH PD - STG. 2, PH. 2 - OFF PEAK | SHEET 548 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\Staging\026707_fr_s2_p2_OP_det.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

2

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

QUARRY

N

50'(TYP.)

25'(TYP.)

74+00 WB 75+00 WB 76+00 WB 77+00 WB 78+00 WB 79+00 WB 80+00 WB 81+00 WB 82+00 WB 83+00 WB 84+00 WB 85+00 WB 86+00 WB 87+00 WB 88+00 WB

74+00 EB 75+00 EB 76+00 EB 77+00 EB 78+00 EB 79+00 EB 80+00 EB 81+00 EB 82+00 EB 83+00 EB 84+00 EB 85+00 EB 86+00 EB 87+00 EB 88+00 EB

WB CTH PD/MCKEE ROAD

EB CTH PD/MCKEE ROAD

33+00 FR
32+00 FR
31+00 FR
30+00 FR
29+00 FR
28+00 FR
27+00 FR
26+00 FR

R9-9
24" X 12"
SIDEWALK CLOSED
TYPE III BARRICADE

RT-6CW

SL-18

25'(TYP.)

RT-4W

R9-9
24" X 12"
SIDEWALK CLOSED
TYPE III BARRICADE

R3-8W
54" X 30"
ONLY ONLY ONLY

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

FITCHRONA ROAD

HARDROCK ROAD

400'

500'

ROAD WORK 500 FT
W20-1D

ROAD WORK AHEAD
W20-1A

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - FITCHRONA/CTH PD - STG. 2, PH. 3 | SHEET 549 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\Staging\026708_fr_s2_p3.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

R11-2L 48" X 30" LANE CLOSED — TYPE III BARRICADE

R11-2 48" X 30" ROAD CLOSED — TYPE III BARRICADE

R11-2L 48" X 30" LANE CLOSED — TYPE III BARRICADE

BEGIN LEFT TURN LANE — R3-20L 24" X 36"

700' 350' 320' MERGING TAPER

74+00 WB 75+00 WB 76+00 WB 77+00 WB 78+00 WB 79+00 WB 80+00 WB 81+00 WB 82+00 WB 83+00 WB 84+00 WB 85+00 WB 86+00 WB 87+00 WB 88+00 WB

74+00 EB 75+00 EB 76+00 EB 77+00 EB 78+00 EB 79+00 EB 80+00 EB 81+00 EB 82+00 EB 83+00 EB 84+00 EB 85+00 EB 86+00 EB 87+00 EB 88+00 EB

25'(TYP.) 25'(TYP.) 50'(TYP.) 25'(TYP.) 25'(TYP.) 50'(TYP.)

WB CTH PD/MCKEE ROAD

EB CTH PD/MCKEE ROAD

33+00 FR 32+00 FR 31+00 FR 30+00 FR 29+00 FR 28+00 FR 27+00 FR 26+00 FR

R9-9 24" X 12" SIDEWALK CLOSED — TYPE III BARRICADE

R9-9 24" X 12" SIDEWALK CLOSED — TYPE III BARRICADE

RT-6CW

SL-18

RT-4W

25'(TYP.)

R3-8W 54" X 30" ONLY ONLY ONLY

R11-2L 48" X 30" LANE CLOSED — TYPE III BARRICADE

LEFT LANE CLOSED AHEAD W20-5

W04-2L

ROAD WORK 500 FT W20-1D

ROAD WORK AHEAD W20-1A

400'

500'

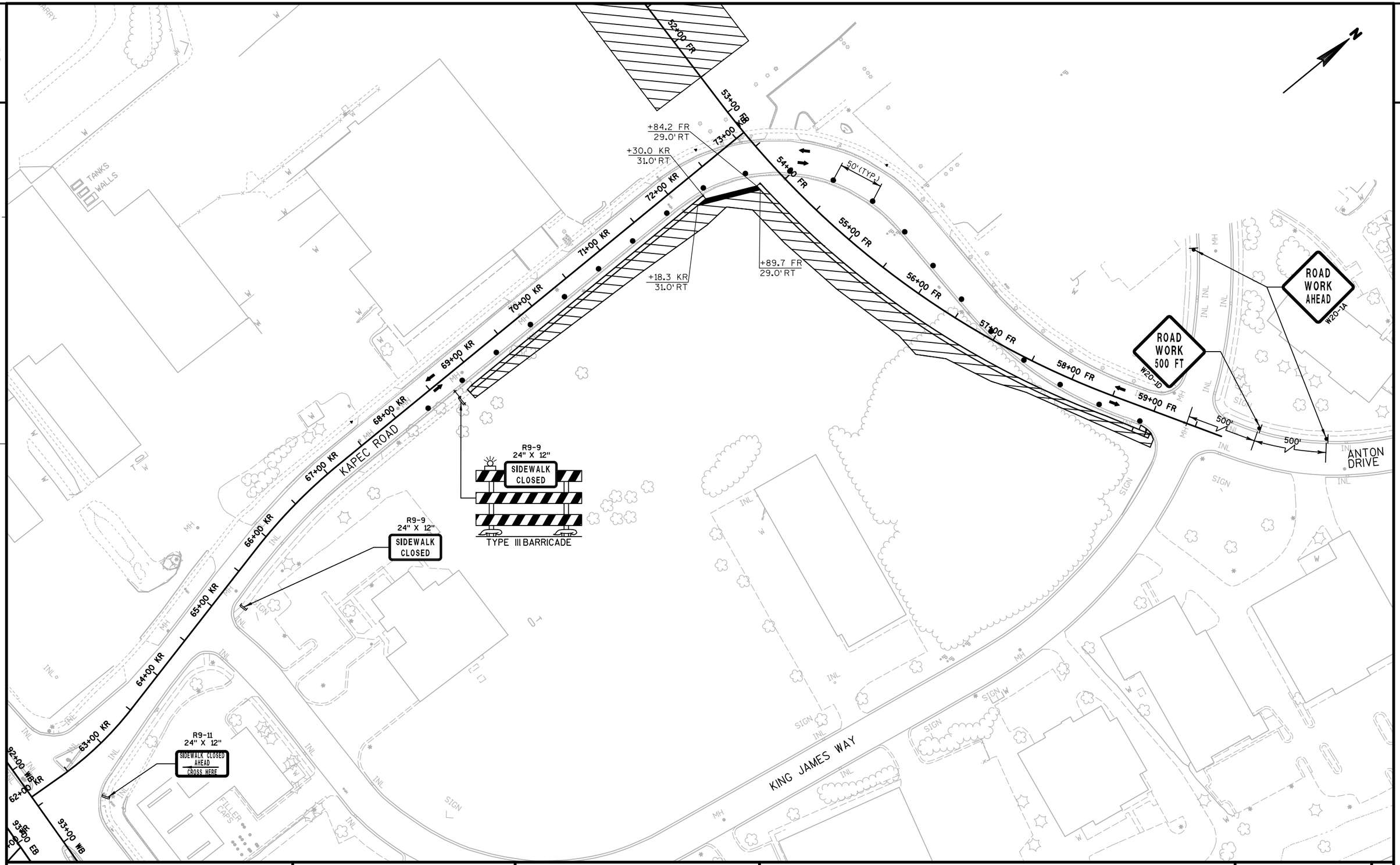
FITCHRONA ROAD

HARDROCK ROAD

QUARRY

N

2




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - FITCHRONA ROAD - STG. 2, PH. 1 | SHEET 551 | E |
|---|---|---|---|---|---|

LEGEND

RECONSTRUCTION AREA
ROAD CLOSED TO THRU TRAFFIC
LOCAL ACCESS TO BE MAINTAINED

MILL AND OVERLAY AREA
STA 64+00 KR - STA 71+11 KR
LOCAL ACCESS TO BE MAINTAINED
PER S.D.D. 15 C 12-4

SEE DRIVEWAY STAGING SHEET
FOR ADDTIONAL INFORMATION

R9-9
24" X 12"
SIDEWALK CLOSED
TYPE III BARRICADE

R11-4
60" X 30"
ROAD CLOSED TO THRU TRAFFIC
TYPE III BARRICADE

R9-11
24" X 12"
SIDEWALK CLOSED AHEAD
CROSS HERE
TYPE III BARRICADE

ROAD WORK AHEAD
W20-1A

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

ROAD CLOSED 500 FT
W20-3D

ROAD CLOSED AHEAD
W20-3

SEE INTERSECTION DETAIL

KAPEC ROAD

KING JAMES WAY

ANTON DRIVE

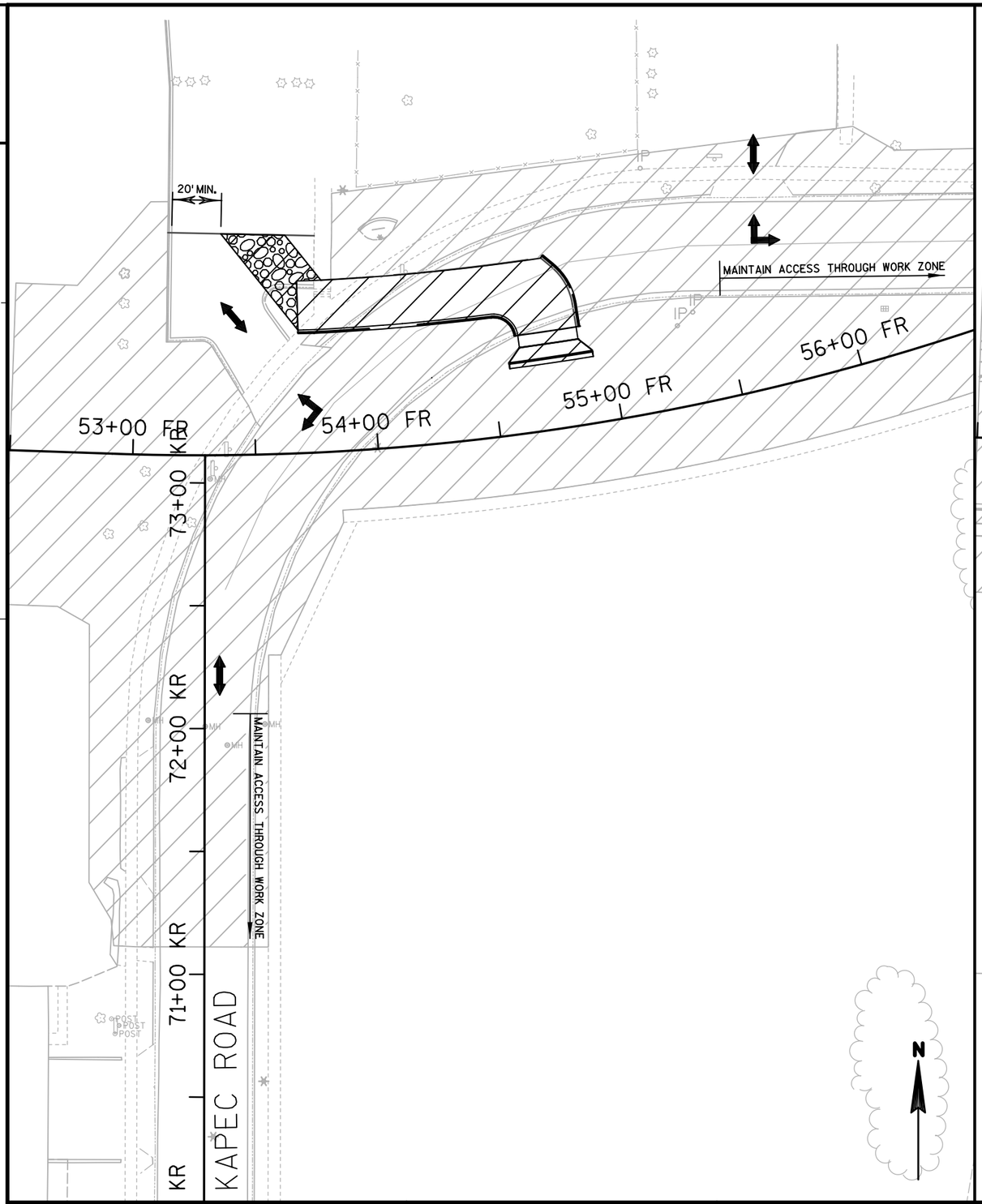
INTERSECTION DETAIL

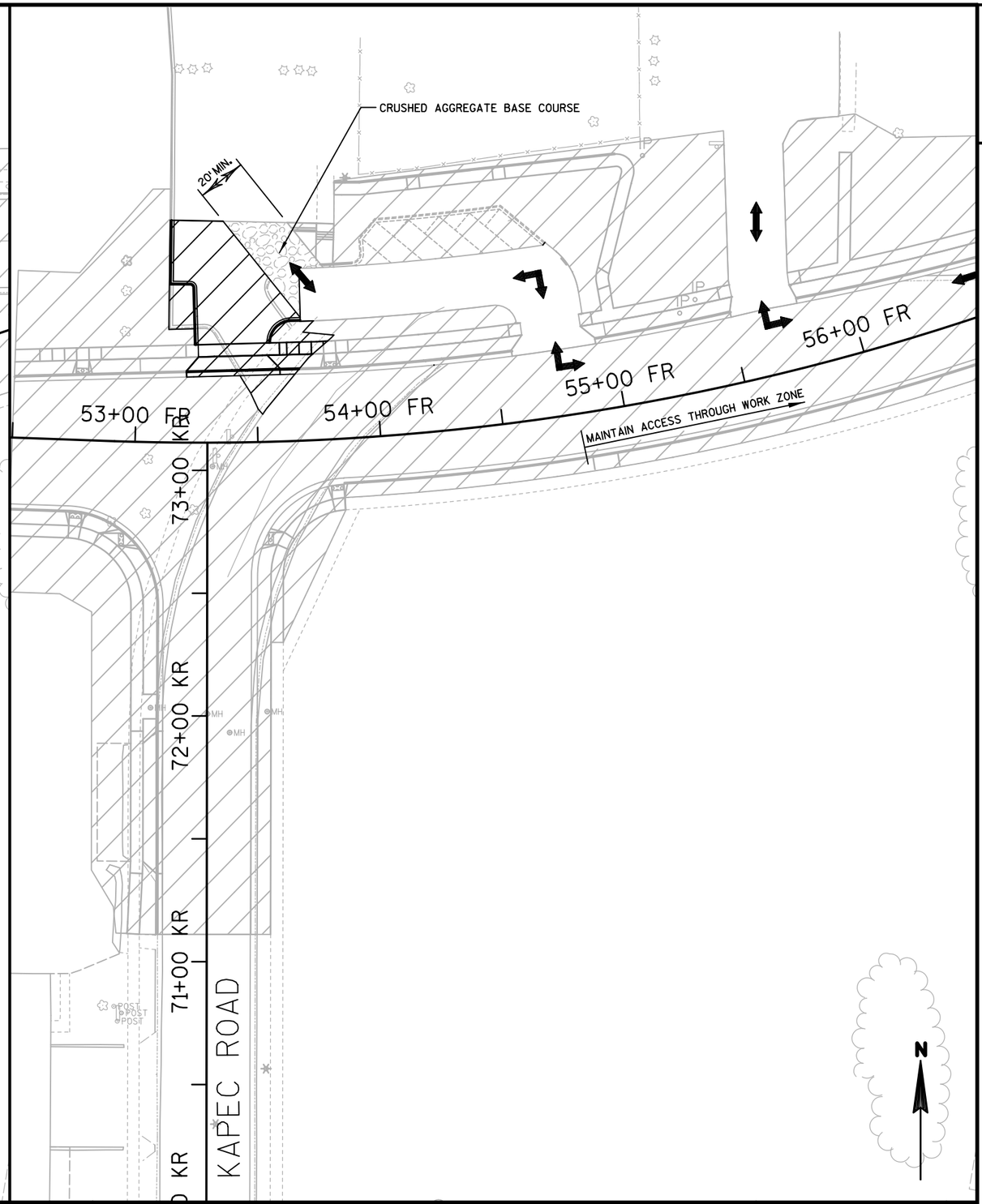
PERFORM WATER MAIN WORK IN ORDER TO MAINTAIN PEDESTRIAN ACCESS ACROSS INTERSECTION

NOTE: PERFORM WORK WITHIN INTERSECTION IN ACCORDANCE WITH S.D.D. 15 C 12-4. UPON COMPLETION OF WATER MAIN INSTALLATION, MAINTAIN TRAFFIC ON ASPHALTIC SURFACE TEMPORARY UNTIL FINAL HMA PAVEMENT IS INSTALLED.

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - FITCHRONA ROAD - STG. 2, PH. 2 | SHEET 552 | E |
|---|---|---|---|---|---|

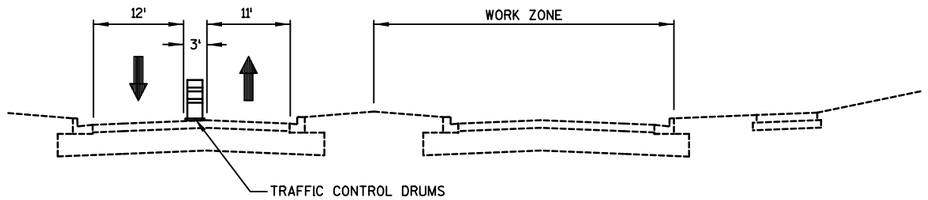
2



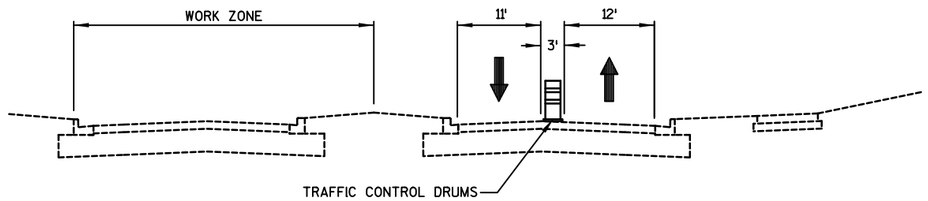

2

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - FITCHRONA ROAD - DRIVEWAY STAGING | SHEET 553 | E |
|---|---|---|---|---|---|




TYPICAL STAGE 1 PHASE 1 SECTION
CTH PD (MCKEE ROAD) - UTILITY CROSSINGS
OFF-PEAK TRAFFIC CONDITION

STA. 79+50 EB TO STA. 114+00 EB




TYPICAL STAGE 1 PHASE 2 SECTION
CTH PD (MCKEE ROAD) - UTILITY CROSSINGS
OFF-PEAK TRAFFIC CONDITION

STA. 79+50 EB TO STA. 114+00 EB

FOR INFORMATION ONLY: ESTIMATED TRAFFIC CONTROL QUANTITES FOR TRAFFIC CONTROL UTILITY CROSSINGS, ITEM SPV.0105.153

| TRAFIC CONTROL | NUMBER OF DEVICES STG. 1 PH. 1 | NUMBER OF DEVICES STG. 1 PH. 2 | *QUANTITY (DAY) |
|---|---|---|---|
| DRUMS | 373 | 328 | 2804 |
| BARRICADES TYPE III | 48 | 43 | 364 |
| WARNING LIGHTS TYPE A | 76 | 66 | 568 |
| WARNING LIGHTS TYPE C | 46 | 40 | 344 |
| ARROW BOARDS | 2 | 2 | 16 |
| SIGNS | 90 | 77 | 668 |
| COVERING SIGNS TYPE II (NO. OF SIGNS) | 3 | 3 | 24 |

*QUANTITY BASED ON 4 DAYS FOR STG. 1,PH. 1 AND 4 DAYS FOR STG. 1, PH. 2

PORTABLE CHANGABLE MESSAGE SIGNS, TRAFFIC CONTROL ADVANCED WARNING SIGNS, AND TRAFFIC CONTROL USED FOR ESTABLISHING SINGLE LANE CLOSURES IN PLACE FOR OTHER WORK ITEMS ALONG CTH PD AND USH 18/151 WILL BE PAID SEPARATELY AT CONTRACT UNIT PRICES FOR EACH TRAFFIC CONTROL DEVICE BID ITEM INCLUDED IN THE PLANS.

PCMS: SEVEN (7) DAY ADVANCED NOTICE PRIOR TO AND DURING CTH PD BIDIRECTIONAL TRAFFIC STAGE.

SEE TRAFFIC CONTROL-CTH PD UTILITY CROSSING-INTERSECTION DETAIL FOR INTERSECTION CONTROL.

EXISTING TRAFFIC SIGNAL TO REMAIN.

① STORM SEWER TO BE REMOVED DURING WATERMAIN INSTALLATION. SEE STORM SEWER REMOVALS FOR REMOVAL LIMITS.

RT-4Y 3' SEG., 9' GAP

STOP R1-1 36" X 36"

74+00 WB 75+00 WB 76+00 WB 77+00 WB 78+00 WB 79+00 WB 80+00 WB 81+00 WB 82+00 WB 83+00 WB 84+00 WB 85+00 WB 86+00 WB 87+00 WB

74+00 EB 75+00 EB 76+00 EB 77+00 EB 78+00 EB 79+00 EB 80+00 EB 81+00 EB 82+00 EB 83+00 EB 84+00 EB 85+00 EB 86+00 EB 87+00 EB

25' (TYP) 700' 350' 320' MERGING TAPER

W04-2R RIGHT LANE CLOSED AHEAD W20-5

W03-1

BEGIN RIGHT TURN LANE R3-20R 24" X 36"

R11-2L 48" X 30" LANE CLOSED TYPE III BARRICADE

ASPHALTIC CURB REQ'D

TEMPORARY PEDESTRIAN SAFETY FENCE

W01-4L

R11-2 48" X 30" ROAD CLOSED TYPE III BARRICADE

W06-3

TYPE III BARRICADE (X3)

CTH PD/MCKEE RD

MATCHLINE 88+00 EB

FITCHRONA RD

245' MERGING TAPER

W01-6 48" X 24"

PRIVATE ROAD

HARDROCK RD

MATCHLINE 27+00 FR

W20-1A ROAD WORK AHEAD

85' 390'

26+00 FR 27+00 FR 28+00 FR 29+00 FR 30+00 FR

MATCHLINE 27+00 FR

KAPEC RD 64+00 KR 63+00 KR 62+00 KR

FILLER CAPS

SEE TRAFFIC CONTROL-CTH PD UTILITY CROSSING-INTERSECTION DETAIL FOR INTERSECTION CONTROL.

TYPE III BARRICADE (X6)

WB USH 18/151 (VERONA ROAD) 904+00 VR 905+00 VR

EB USH 18/151 (VERONA ROAD)

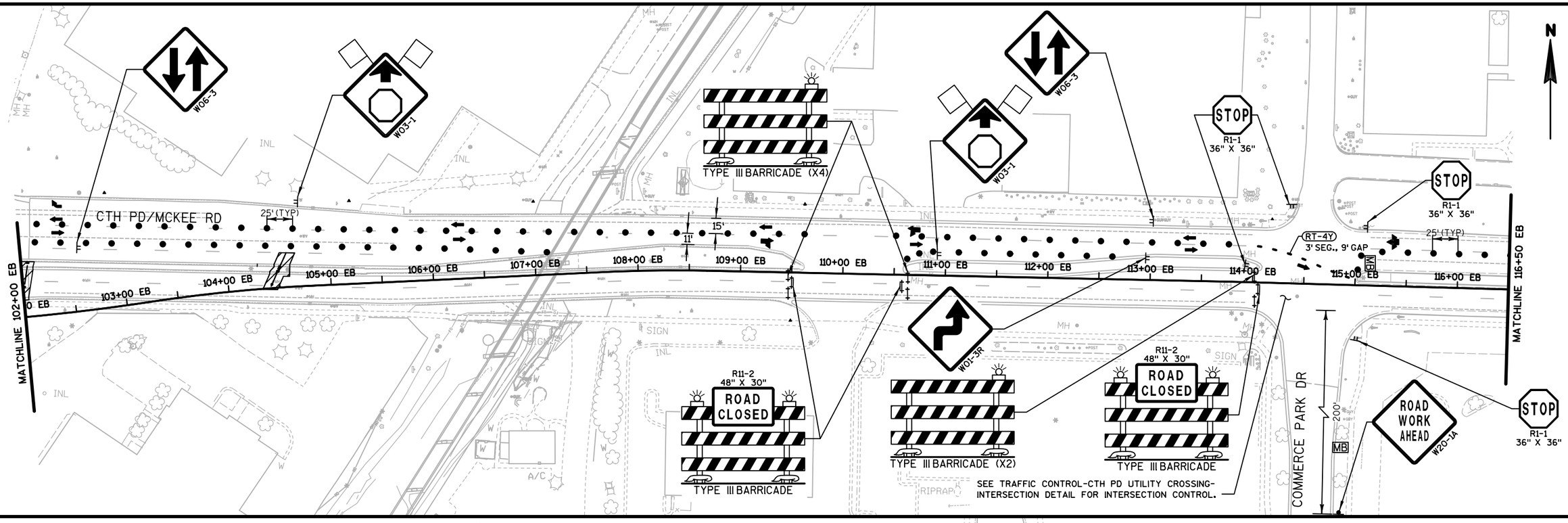
MATCHLINE 905+00 VR

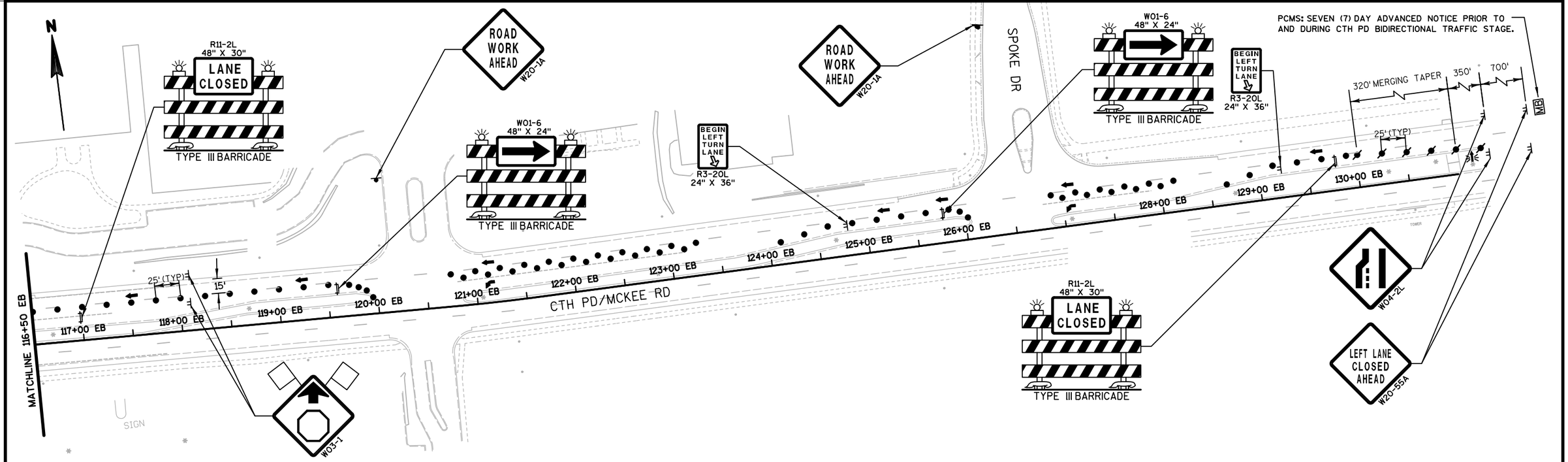
MATCHLINE 902+00 VR

MATCHLINE 102+00 EB

NESBITT RD 24+00 NR 25+00 NR

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - CTH PD UTILITY CROSSING - STG. 1, PH. 1 | SHEET 555 | E |
|---|---|---|---|---|---|




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - CTH PD UTILITY CROSSING - STG. 1, PH. 1 | SHEET 556 | E |
|---|---|---|---|---|---|

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - CTH PD UTILITY CROSSING - STG. 1, PH. 1 | SHEET 557 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\Staging\026803_pd_utility_s1_p1.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

PCMS: SEVEN (7) DAY ADVANCED NOTICE PRIOR TO AND DURING CTH PD BIDIRECTIONAL TRAFFIC STAGE.

SEE TRAFFIC CONTROL-CTH PD UTILITY CROSSING INTERSECTION DETAIL FOR INTERSECTION CONTROL.

ASPHALTIC CURB REQ'D

EXISTING INLET TO REMAIN

ASPHALTIC CURB REQ'D

74+00 WB 75+00 WB 76+00 WB 77+00 WB 78+00 WB 79+00 WB 80+00 WB 81+00 WB 82+00 WB 83+00 WB 84+00 WB 85+00 WB 86+00 WB 87+00 WB

74+00 EB 75+00 EB 76+00 EB 77+00 EB 78+00 EB 79+00 EB 80+00 EB 81+00 EB 82+00 EB 83+00 EB 84+00 EB 85+00 EB 86+00 EB 87+00 EB 88+00 EB

25'(TYP)

320' MERGING TAPER

700' 350'

SL-18

RT-4Y
3' SEG., 9' GAP

11' 15'

CTH PD/MCKEE RD

MATCHLINE 88+00 EB

LEFT LANE CLOSED AHEAD W20-5

W03-1

W04-2L

R11-2L 48" X 30" LANE CLOSED TYPE III BARRICADE

R11-2 48" X 30" ROAD CLOSED TYPE III BARRICADE

STOP R1-1 36" X 36"

TYPE III BARRICADE (X2)

W06-3

W01-3R

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

R11-2L 48" X 30" LANE CLOSED TYPE III BARRICADE

R11-2 48" X 30" ROAD CLOSED TYPE III BARRICADE

STORM SEWER DETAIL

79+00 WB +50 WB

30+00 FR 29+00 FR 28+00 FR 27+00 FR

25'(TYP)

FITCHRONA RD

PRIVATE ROAD

HARDROCK RD

N

Ⓐ SSPRC, CLASS IV,
12-INCH REQ'D; 12-LF @ 11.7%
UPSTREAM IE=1052.43;
STA. 79+35 WB, 27.5' LT
DOWNSTREAM IE=1051.03;
STA. 79+42 WB, 18.3' LT

Ⓑ MH AND STORM SEWER TO BE REMOVED. SEE STORM SEWER REMOVAL PLAN FOR REMOVAL LIMITS.

SEE TRAFFIC CONTROL - CTH PD UTILITY CROSSING STG. 1, PH. 3 FOR KAPEC RD CONSTRUCTION.

R11-2 48" X 30" ROAD CLOSED TYPE III BARRICADE

R11-4 60" X 30" ROAD CLOSED TO THRU TRAFFIC TYPE III BARRICADE

64+00 KR 63+00 KR 62+00 KR

KAPEC RD

88+00 WB 89+00 WB 90+00 WB 91+00 WB 92+00 WB 93+00 WB 94+00 WB 95+00 WB 96+00 WB 97+00 WB 98+00 WB 99+00 WB 100+00 EB 101+00 EB 102+00 EB

89+00 EB 90+00 EB 91+00 EB 92+00 EB 93+00 EB

MATCHLINE 88+00 EB

MATCHLINE 905+00 VR

MATCHLINE 902+00 VR

MATCHLINE 102+00 EB

905+00 VR 904+00 VR 903+00 VR

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

CTH PD/MCKEE RD

25'(TYP)

250'

50'

24+00 NR

NESBITT RD

SEE TRAFFIC CONTROL NESBITT ROAD FOR MORE INFORMATION.

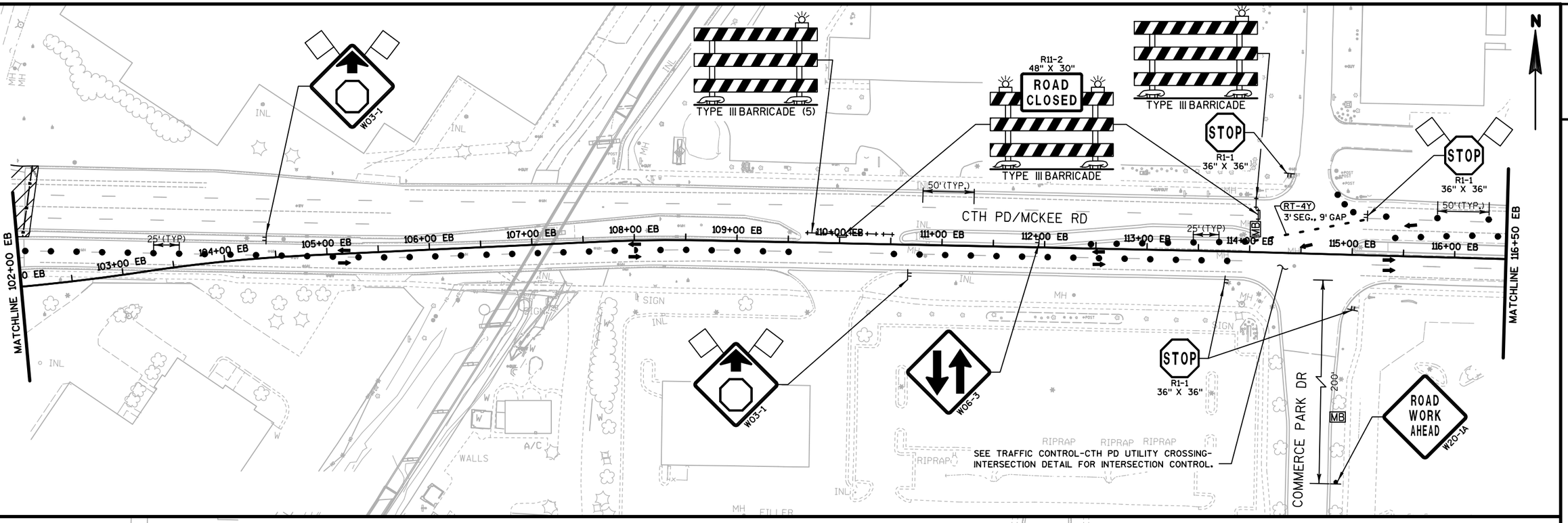
SEE TRAFFIC CONTROL-CTH PD UTILITY CROSSING-INTERSECTION DETAIL FOR INTERSECTION CONTROL.

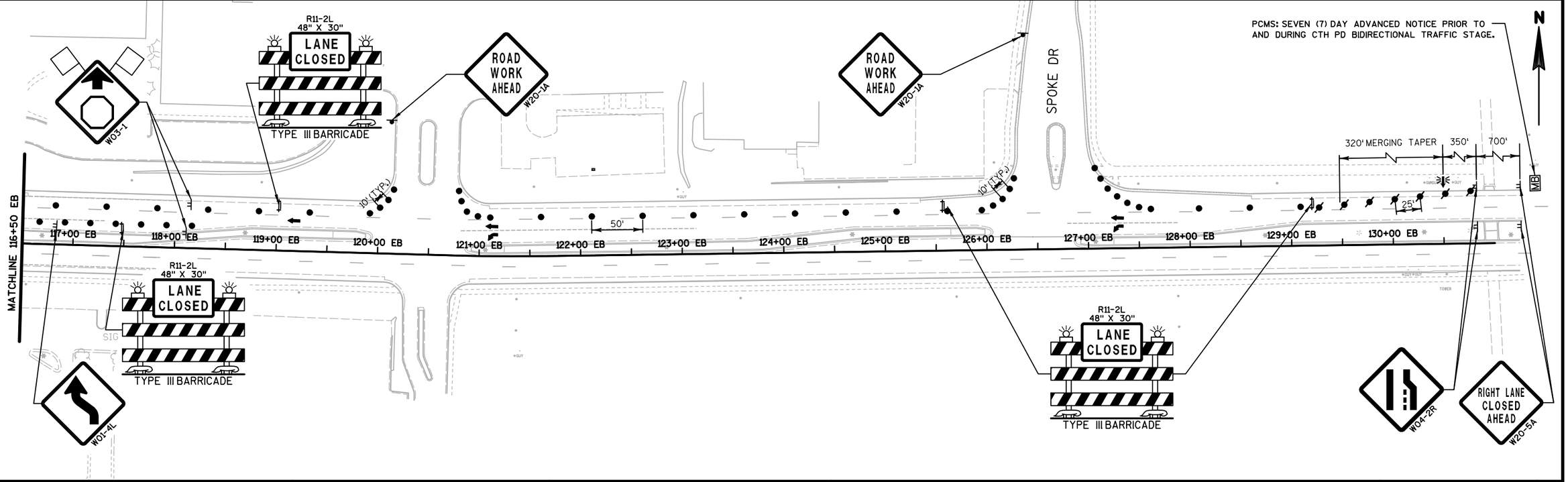
MAINTAIN ACCESS AT ALL TIMES ON KAPEC RD FOR EMERGENCY VEHICLES.

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - CTH PD UTILITY CROSSING - STG. 1, PH. 2 | SHEET E |
|---|---|---|---|---|



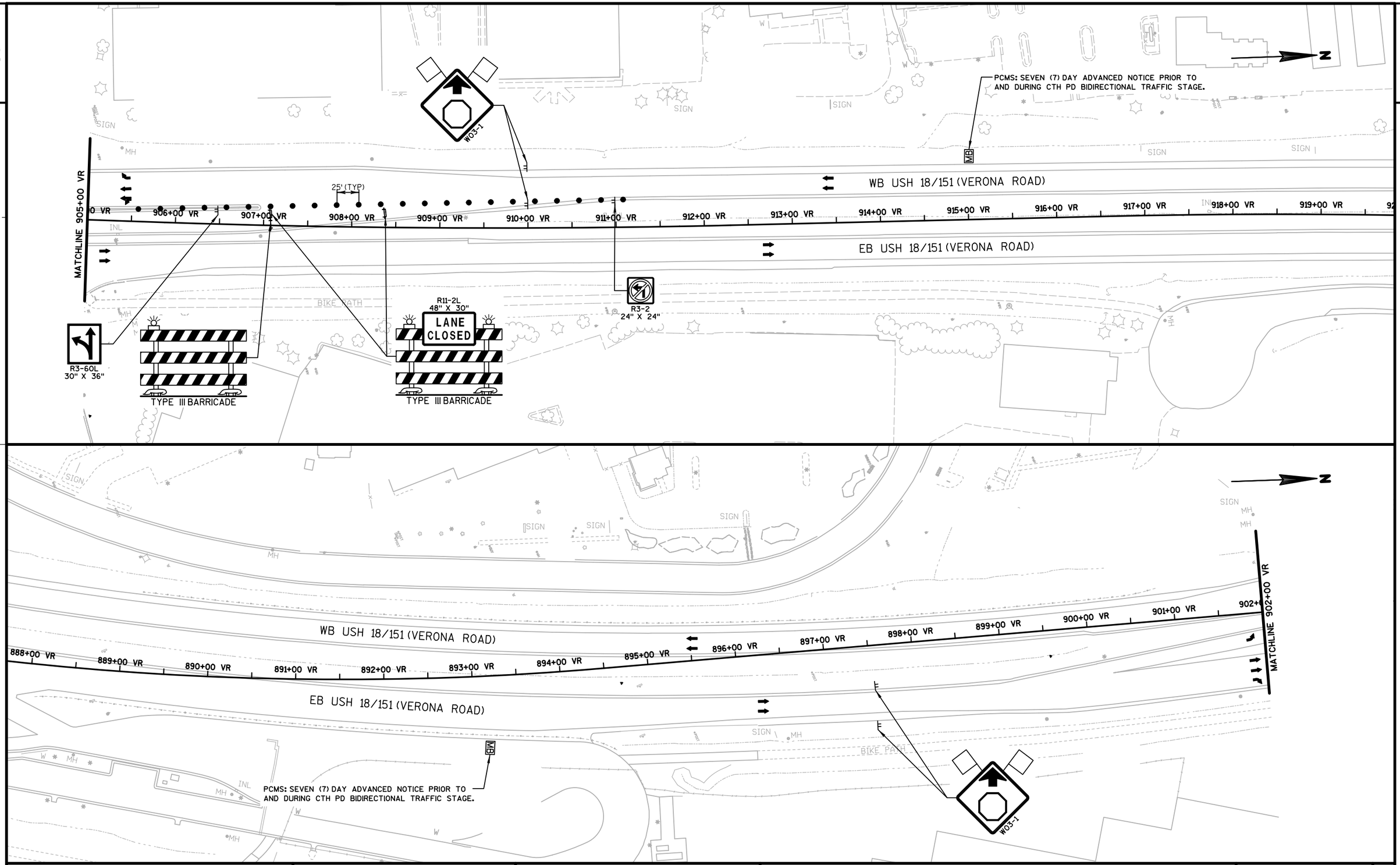
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\Staging\026804_pd_utility_s1_p2.dgn PLOT DATE : 4/14/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - CTH PD UTILITY CROSSING - STG. 1, PH. 2 | SHEET 559 | E |
|---|---|---|---|---|---|

2




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - CTH PD UTILITY CROSSING - STG. 1, PH. 2, | SHEET 560 | E |
|---|---|---|---|---|---|

2

N

ROAD WORK AHEAD W20-1A

TYPE III BARRICADE

R11-4 60" X 30" ROAD CLOSED TO THRU TRAFFIC

TYPE III BARRICADE

ROAD CLOSED 500 FT W20-3D

KAPEC RD

62+00 KR 63+00 KR 64+00 KR 65+00 KR 66+00 KR 67+00 KR 68+00 KR 69+00 KR 70+00 KR 71+00 KR 72+00 KR 73+00 KR

50'

25'

50'

TYPE III BARRICADE

R11-4 60" X 30" ROAD CLOSED TO THRU TRAFFIC

TYPE III BARRICADE

R11-4 60" X 30" ROAD CLOSED TO THRU TRAFFIC

TYPE III BARRICADE

DO NOT COMPLETE WATER MAIN INSTALLATIONS CONCURRENTLY WITH STORM SEWER INSTALLATION ON KAPEC ROAD.

ROAD CLOSED 500 FT W20-3D

ROAD WORK AHEAD W20-1A

CTH PD/MCKEE RD

380'

280'

91+00 EB 91+00 WB 92+00 EB 92+00 WB 93+00 EB 93+00 WB 94+00 EB 95+00 EB 96+00 EB 96+00 FR

51+00 FR 52+00 FR 53+00 FR 54+00 FR 55+00 FR 56+00 FR 57+00 FR 58+00 FR 59+00 FR

ROAD CLOSED 1000 FT W20-3C

R11-3 60" X 30" ROAD CLOSED 0.25 MILES AHEAD LOCAL TRAFFIC ONLY

TYPE III BARRICADE

ROAD CLOSED AHEAD W20-3A

ROAD CLOSED 1000 FT W20-3C

R11-3 60" X 30" ROAD CLOSED 0.25 MILES AHEAD LOCAL TRAFFIC ONLY

TYPE III BARRICADE

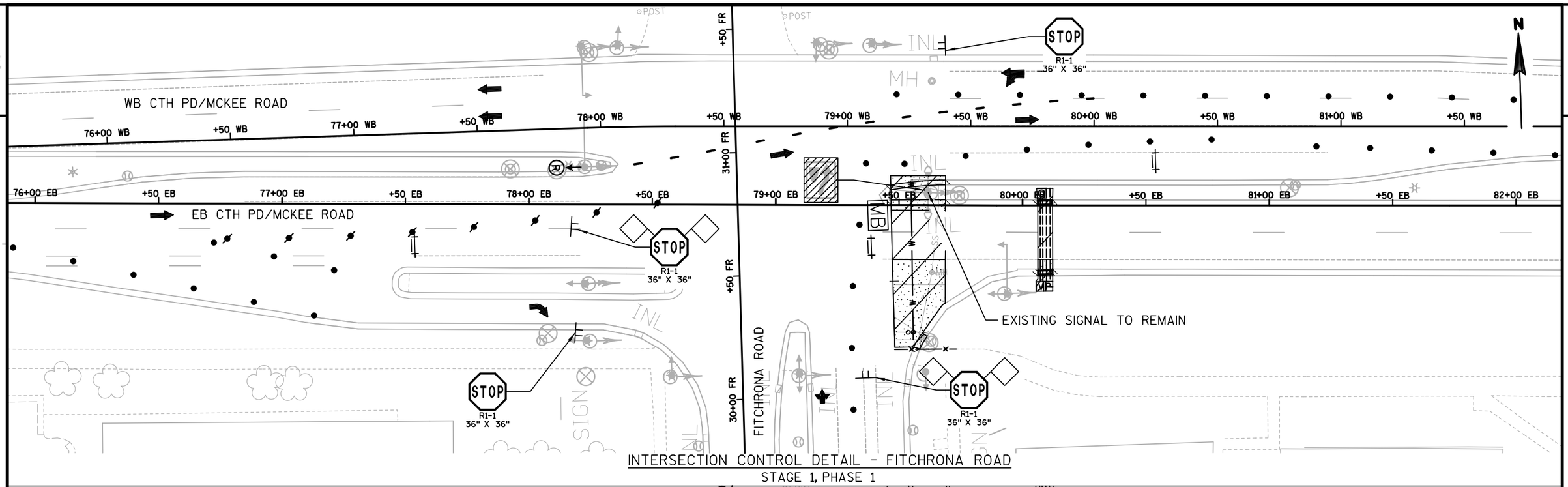
ROAD CLOSED AHEAD W20-3A

KING JAMES WAY

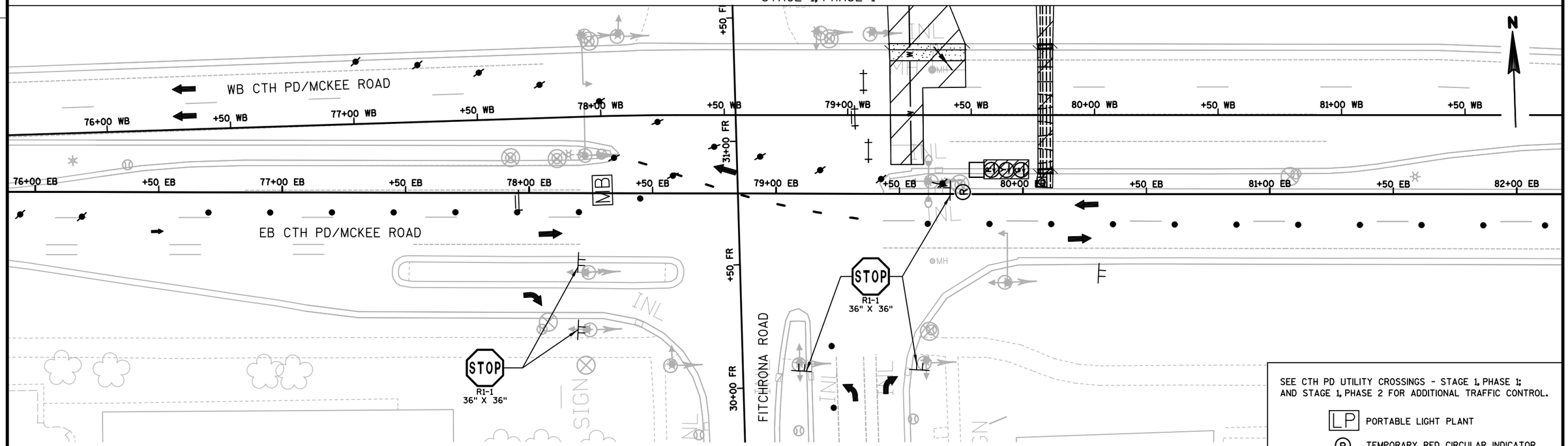
ANTON DR

NOTE: STORM SEWER INSTALLATION ON KAPEC MAY BE COMPLETED DURING DAYTIME WORK OPERATIONS. MAINTIAN ACCESS AT ALL TIMES ON KAPEC RD FOR EMERGENCY VEHICLES AND LOCAL TRAFFIC.

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL - CTH PD UTILITY CROSSING - STG. 1, PH. 3 | SHEET 561 | E |
|---|---|---|---|---|---|

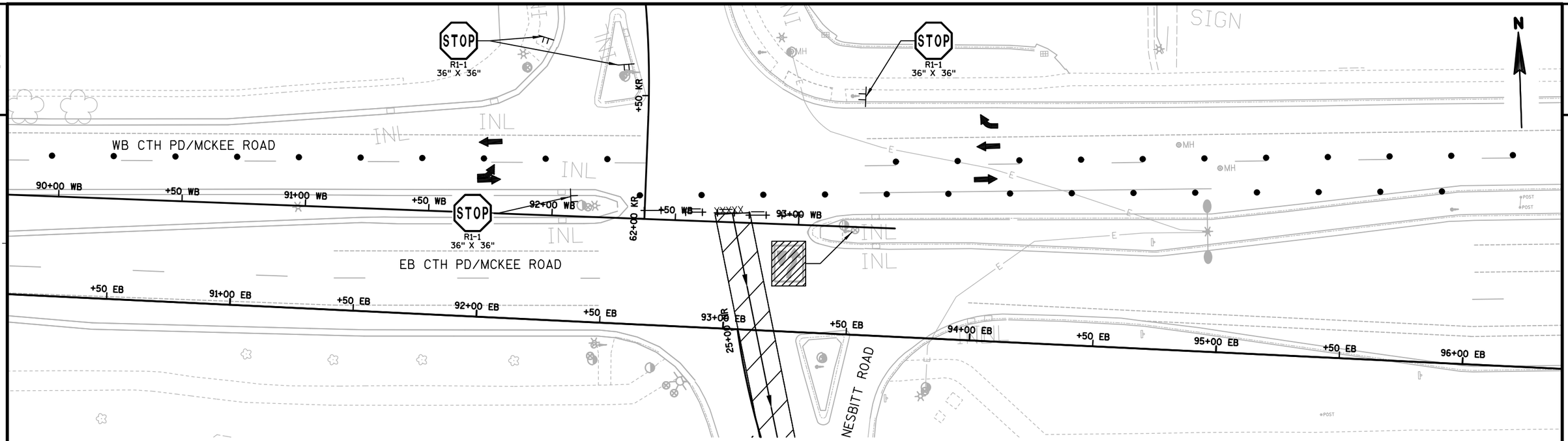



INTERSECTION CONTROL DETAIL - FITCHRONA ROAD
STAGE 1, PHASE 1

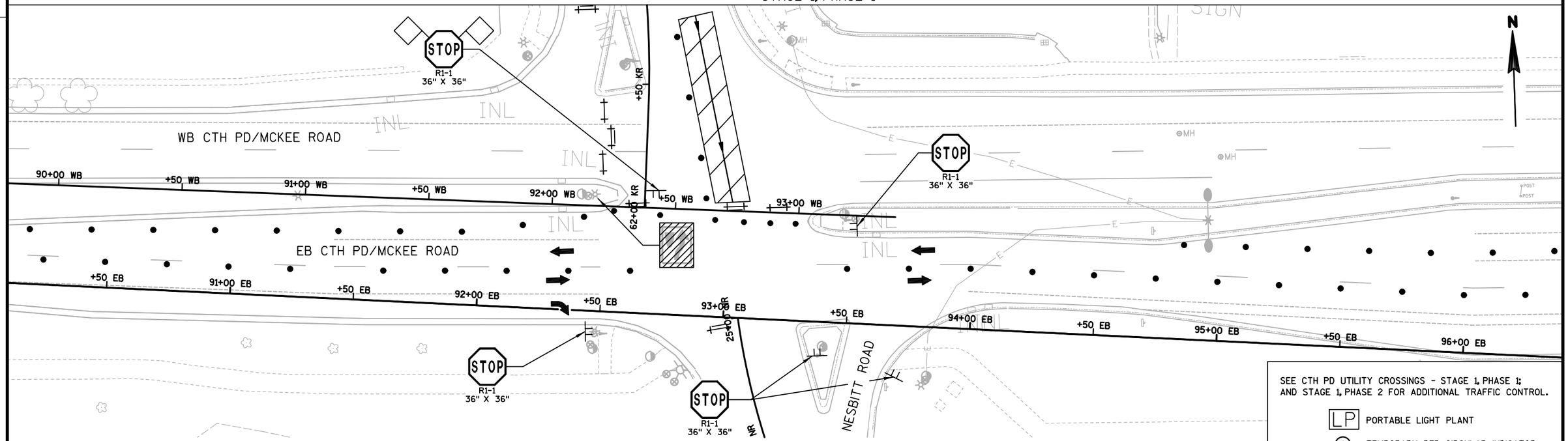



INTERSECTION CONTROL DETAIL - FITCHRONA ROAD
STAGE 1, PHASE 2

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL-CTH PD UTILITY CROSSINGS-INTERSECTION DETAIL | SHEET 562 | E |
|---|---|---|---|---|---|



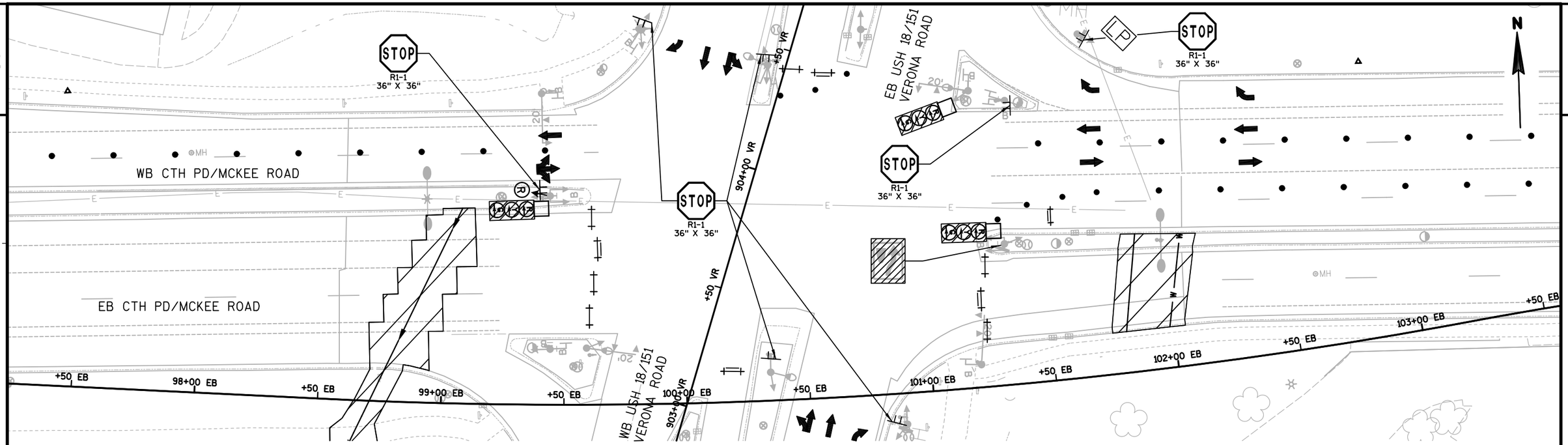

INTERSECTION CONTROL DETAIL - KAPEC ROAD
STAGE 1, PHASE 1




INTERSECTION CONTROL DETAIL - KAPEC ROAD
STAGE 1, PHASE 2

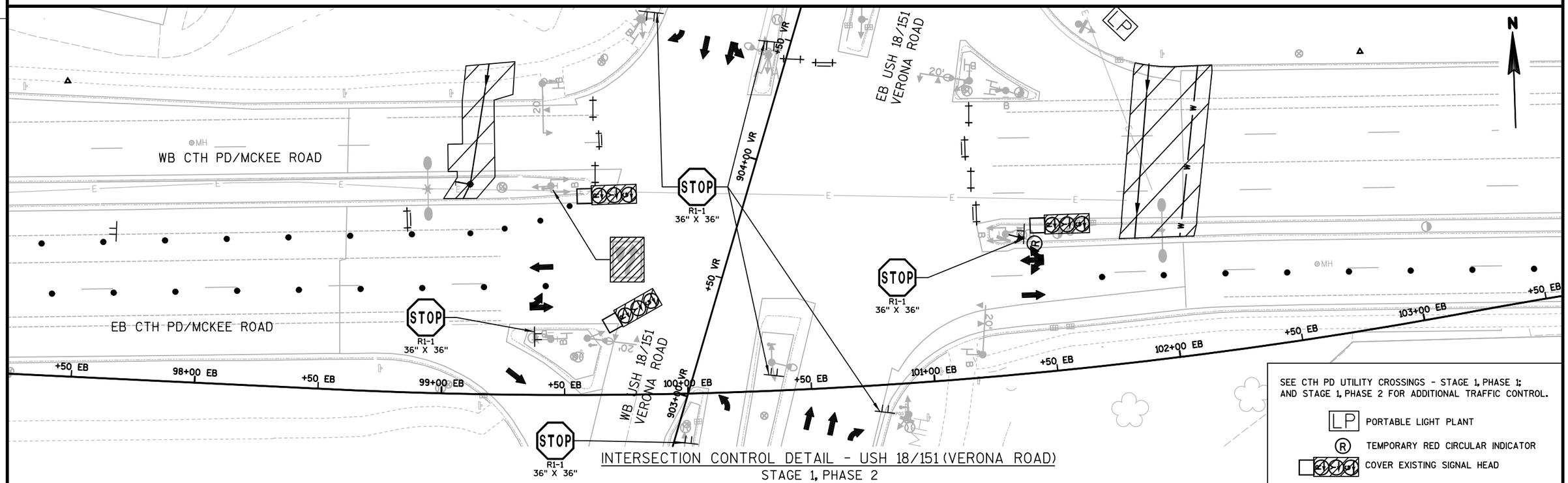
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL-CTH PD UTILITY CROSSINGS-INTERSECTION DETAIL | SHEET 563 | E |
|---|---|---|---|---|---|

2




INTERSECTION CONTROL DETAIL - USH 18/151 (VERONA ROAD)

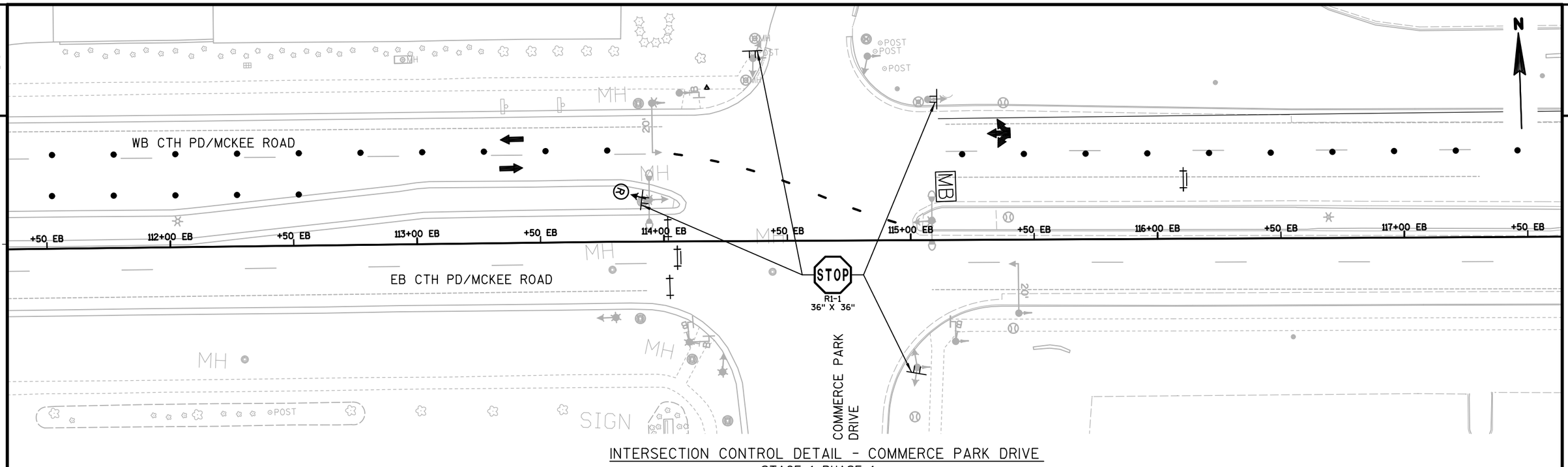
STAGE 1, PHASE 1



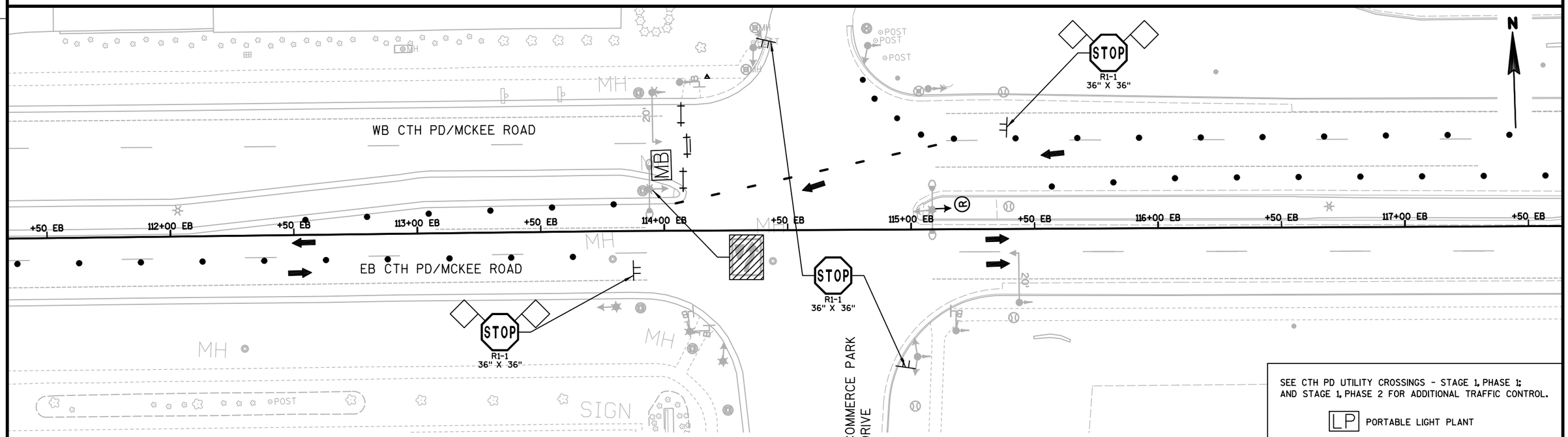

INTERSECTION CONTROL DETAIL - USH 18/151 (VERONA ROAD)

STAGE 1, PHASE 2

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL-CTH PD UTILITY CROSSINGS-INTERSECTION DETAIL | SHEET 564 | E |
|---|---|---|---|---|---|




INTERSECTION CONTROL DETAIL - COMMERCE PARK DRIVE
STAGE 1, PHASE 1




INTERSECTION CONTROL DETAIL - COMMERCE PARK DRIVE
STAGE 1, PHASE 2

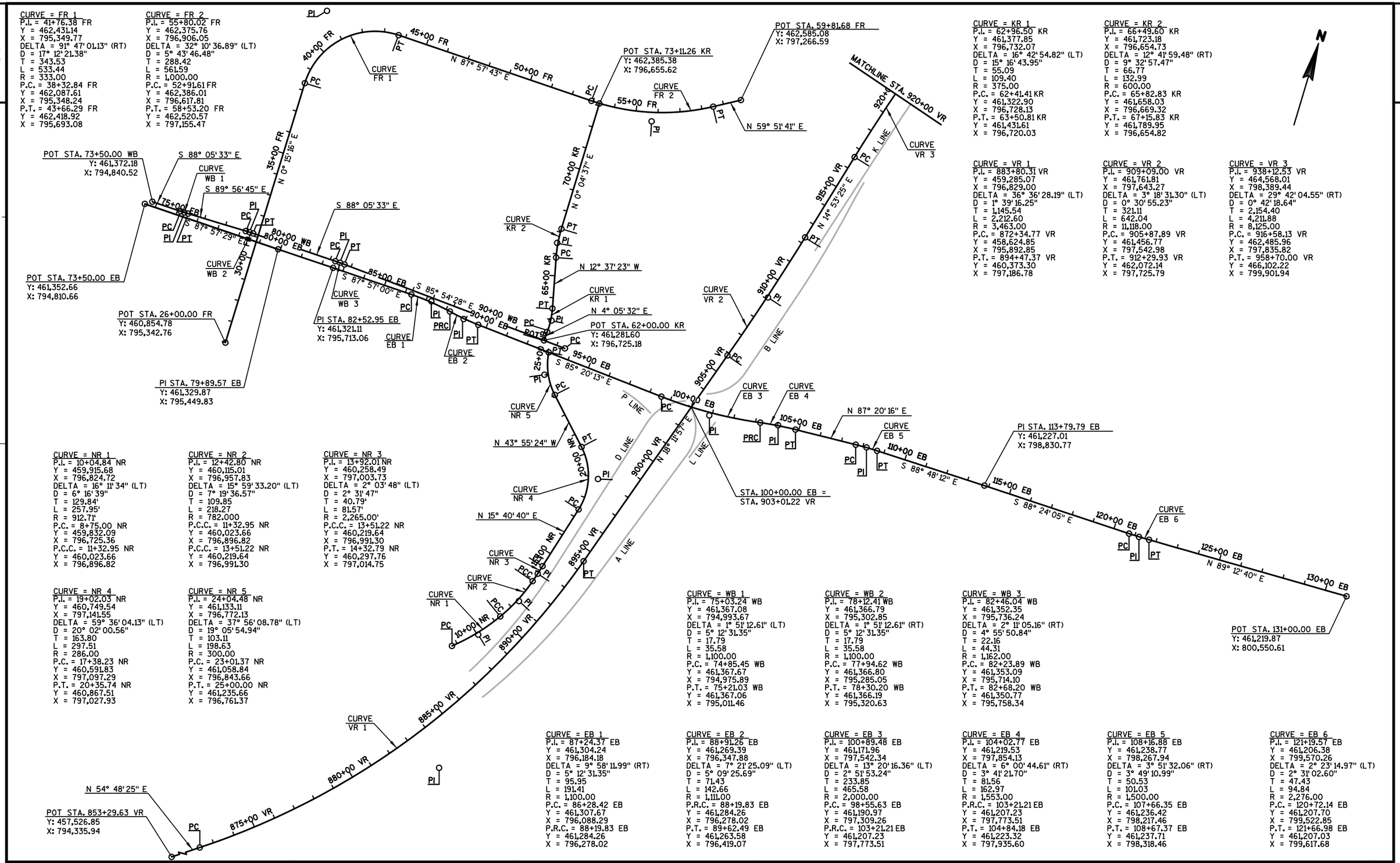
SEE CTH PD UTILITY CROSSINGS - STAGE 1, PHASE 1;
AND STAGE 1, PHASE 2 FOR ADDITIONAL TRAFFIC CONTROL.

LP PORTABLE LIGHT PLANT

Ⓡ TEMPORARY RED CIRCULAR INDICATOR

COVER EXISTING SIGNAL HEAD

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | TRAFFIC CONTROL-CTH PD UTILITY CROSSINGS-INTERSECTION DETAIL | SHEET 565 | E |
|---|---|---|---|---|---|




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | ALIGNMENT DETAILS - MAINLINE/SIDEROADS (VR, EB, FR, KR, AND NR) | SHEET 566 | E |
|---|---|---|---|---|---|

2

CURVE = VR 3
P.I. = 938+12.53 VR
Y = 464,568.01
X = 798,389.44
DELTA = 29° 42' 04.55" (RT)
D = 0° 42' 18.64"
T = 2,154.40
L = 4,211.88
R = 8,125.00
P.C. = 916+58.13 VR
Y = 462,485.96
X = 797,835.82
P.T. = 958+70.00 VR
Y = 466,102.22
X = 799,901.94

CURVE = EF 1
P.I. = 40+98.05 EF
Y = 462,831.71
X = 798,086.17
DELTA = 88° 01' 37.91" (RT)
D = 26° 02' 36.73"
T = 212.55
L = 338.00
R = 220.00
P.C. = 38+85.50 EF
Y = 462,754.14
X = 798,284.07
P.C.C. = 42+23.50 EF
Y = 463,032.16
X = 798,156.89

CURVE = EF 2
P.I. = 45+91.28 EF
Y = 463,378.99
X = 798,279.24
DELTA = 8° 57' 15.70" (RT)
D = 1° 13' 11.42"
T = 367.78
L = 734.06
R = 4,697.00
P.C.C. = 42+23.50 EF
Y = 463,032.16
X = 798,156.89
P.T. = 49+57.56 EF
Y = 463,702.55
X = 798,454.08

CURVE = EF 3
P.I. = 50+32.99 EF
Y = 463,768.92
X = 798,489.95
DELTA = 9° 18' 37.21" (RT)
D = 14° 19' 26.20"
T = 32.57
L = 65.00
R = 400.00
P.C. = 50+00.42 EF
Y = 463,740.26
X = 798,474.46
P.C.C. = 50+65.42 EF
Y = 463,794.69
X = 798,509.86

CURVE = EF 4
P.I. = 51+65.94 EF
Y = 463,874.23
X = 798,571.33
DELTA = 49° 06' 42.12" (RT)
D = 26° 02' 36.73"
T = 100.52
L = 188.58
R = 220.00
P.C.C. = 50+65.42 EF
Y = 463,794.69
X = 798,509.86
P.T. = 52+54.00 EF
Y = 463,879.82
X = 798,671.69

CURVE = EF 5
P.I. = 54+64.83 EF
Y = 463,891.56
X = 798,882.20
DELTA = 63° 08' 12.89" (LT)
D = 27° 01' 34.72"
T = 130.26
L = 233.61
R = 212.00
P.C. = 53+34.57 EF
Y = 463,884.31
X = 798,752.14
P.T. = 55+68.18 EF
Y = 464,010.87
X = 798,934.50

CURVE = EF 6
P.I. = 58+33.97 EF
Y = 464,254.29
X = 799,041.21
DELTA = 47° 26' 55.00" (LT)
D = 16° 16' 37.96"
T = 154.70
L = 291.50
R = 352.00
P.C. = 56+79.27 EF
Y = 464,112.61
X = 798,979.10
P.R.C. = 59+70.78 EF
Y = 464,395.85
X = 798,978.84

CURVE = EF 7
P.I. = 61+22.14 EF
Y = 464,534.37
X = 798,917.81
DELTA = 46° 25' 07.67" (RT)
D = 16° 13' 51.96"
T = 151.36
L = 285.99
R = 353.00
P.R.C. = 59+70.78 EF
Y = 464,395.85
X = 798,978.84
P.C.C. = 62+56.76 EF
Y = 464,674.07
X = 798,976.08

CURVE = EF 8
P.I. = 62+97.30 EF
Y = 464,711.48
X = 798,991.68
DELTA = 8° 59' 04.94" (RT)
D = 11° 06' 13.80"
T = 40.54
L = 80.92
R = 516.00
P.C.C. = 62+56.76 EF
Y = 464,674.07
X = 798,976.08
P.T. = 63+37.68 EF
Y = 464,746.00
X = 799,012.94

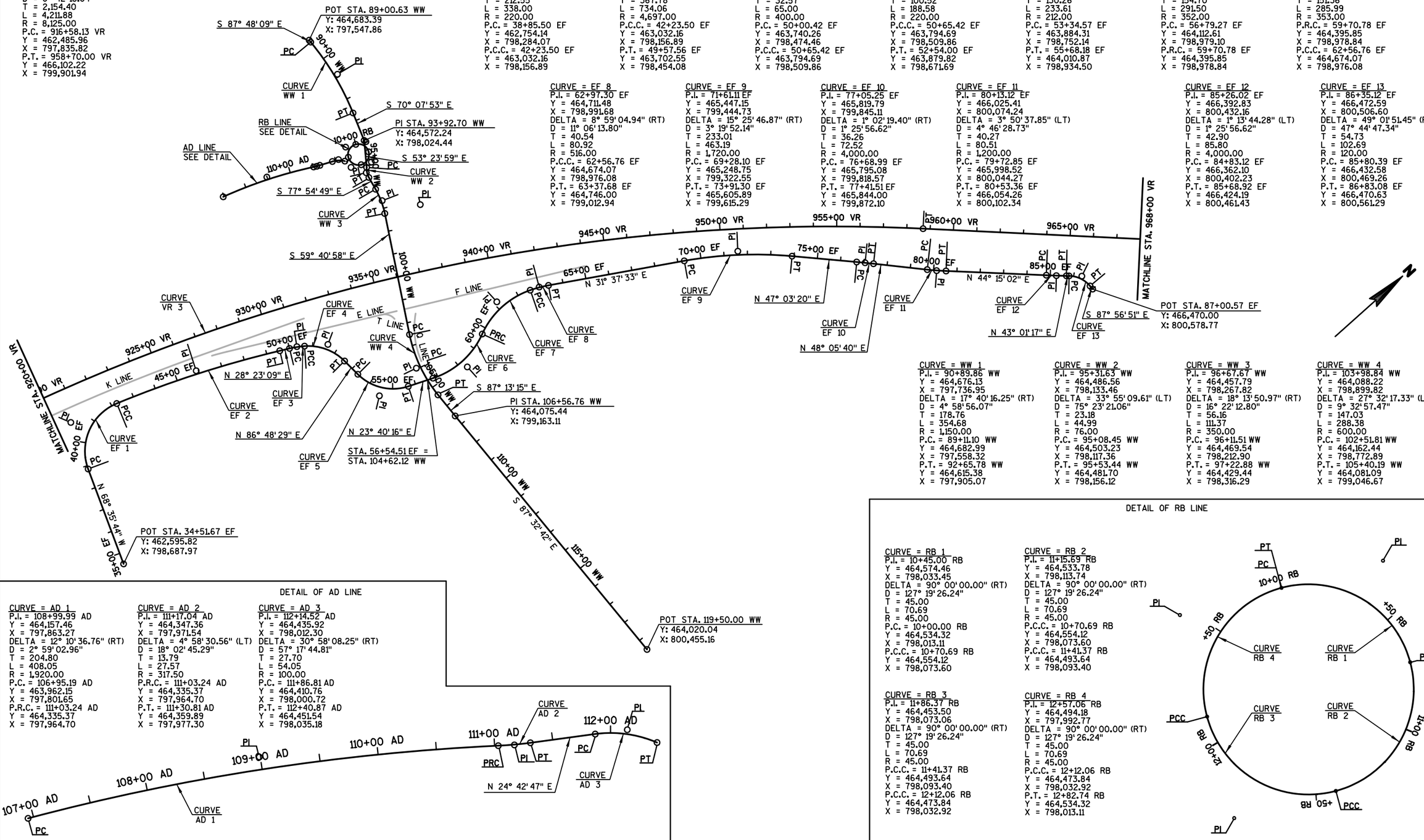
CURVE = EF 9
P.I. = 71+61.11 EF
Y = 465,447.15
X = 799,444.73
DELTA = 15° 25' 46.87" (RT)
D = 3° 19' 52.14"
T = 233.01
L = 463.19
R = 1,720.00
P.C. = 69+28.10 EF
Y = 465,248.75
X = 799,322.55
P.T. = 73+91.30 EF
Y = 465,605.89
X = 799,615.29

CURVE = EF 10
P.I. = 77+05.25 EF
Y = 465,819.79
X = 799,845.11
DELTA = 1° 02' 19.40" (RT)
D = 1° 25' 56.62"
T = 36.26
L = 72.52
R = 4,000.00
P.C. = 76+68.99 EF
Y = 465,795.08
X = 799,818.57
P.T. = 77+41.51 EF
Y = 465,844.00
X = 799,872.10

CURVE = EF 11
P.I. = 80+13.12 EF
Y = 466,025.41
X = 800,074.24
DELTA = 3° 50' 37.85" (LT)
D = 4° 46' 28.73"
T = 40.27
L = 80.51
R = 1,200.00
P.C. = 79+72.85 EF
Y = 465,998.52
X = 800,044.27
P.T. = 80+53.36 EF
Y = 466,054.26
X = 800,102.34

CURVE = EF 12
P.I. = 85+26.02 EF
Y = 466,392.83
X = 800,432.16
DELTA = 1° 13' 44.28" (LT)
D = 1° 25' 56.62"
T = 42.90
L = 85.80
R = 4,000.00
P.C. = 84+83.12 EF
Y = 466,362.10
X = 800,402.23
P.T. = 85+68.92 EF
Y = 466,424.19
X = 800,461.43

CURVE = EF 13
P.I. = 86+35.12 EF
Y = 466,472.59
X = 800,506.60
DELTA = 49° 01' 51.45" (RT)
D = 47° 44' 47.34"
T = 54.73
L = 102.69
R = 120.00
P.C. = 85+80.39 EF
Y = 466,432.58
X = 800,469.26
P.T. = 86+83.08 EF
Y = 466,470.63
X = 800,561.29




CURVE = WW 1
P.I. = 90+89.86 WW
Y = 464,676.13
X = 797,736.95
DELTA = 17° 40' 16.25" (RT)
D = 4° 58' 56.07"
T = 178.76
L = 354.68
R = 1,150.00
P.C. = 89+11.10 WW
Y = 464,682.99
X = 797,558.32
P.T. = 92+65.78 WW
Y = 464,615.38
X = 797,905.07

CURVE = WW 2
P.I. = 95+31.63 WW
Y = 464,486.56
X = 798,133.46
DELTA = 33° 55' 09.61" (LT)
D = 75° 23' 21.06"
T = 23.18
L = 44.99
R = 76.00
P.C. = 95+08.45 WW
Y = 464,503.23
X = 798,117.36
P.T. = 95+53.44 WW
Y = 464,481.70
X = 798,156.12

CURVE = WW 3
P.I. = 96+67.67 WW
Y = 464,457.79
X = 798,267.82
DELTA = 18° 13' 50.97" (RT)
D = 16° 22' 12.80"
T = 56.16
L = 111.37
R = 350.00
P.C. = 96+11.51 WW
Y = 464,469.54
X = 798,212.90
P.T. = 97+22.88 WW
Y = 464,429.44
X = 798,316.29

CURVE = WW 4
P.I. = 103+98.84 WW
Y = 464,088.22
X = 798,899.82
DELTA = 27° 32' 17.33" (LT)
D = 9° 32' 57.47"
T = 147.03
L = 288.38
R = 600.00
P.C. = 102+51.81 WW
Y = 464,162.44
X = 798,772.89
P.T. = 105+40.19 WW
Y = 464,081.09
X = 799,046.67

DETAIL OF AD LINE

CURVE = AD 1
P.I. = 108+99.99 AD
Y = 464,157.46
X = 797,863.27
DELTA = 12° 10' 36.76" (RT)
D = 2° 59' 02.96"
T = 204.80
L = 408.05
R = 1,920.00
P.C. = 106+95.19 AD
Y = 463,962.15
X = 797,801.65
P.R.C. = 111+03.24 AD
Y = 464,335.37
X = 797,964.70

CURVE = AD 2
P.I. = 111+17.04 AD
Y = 464,347.36
X = 797,971.54
DELTA = 4° 58' 30.56" (LT)
D = 18° 02' 45.29"
T = 13.79
L = 27.57
R = 317.50
P.R.C. = 111+03.24 AD
Y = 464,335.37
X = 797,964.70
P.T. = 111+30.81 AD
Y = 464,359.89
X = 797,977.30

CURVE = AD 3
P.I. = 112+14.52 AD
Y = 464,435.92
X = 798,012.30
DELTA = 30° 58' 08.25" (RT)
D = 57° 17' 44.81"
T = 27.70
L = 54.05
R = 100.00
P.C. = 111+86.81 AD
Y = 464,410.76
X = 798,000.72
P.T. = 112+40.87 AD
Y = 464,451.54
X = 798,035.18



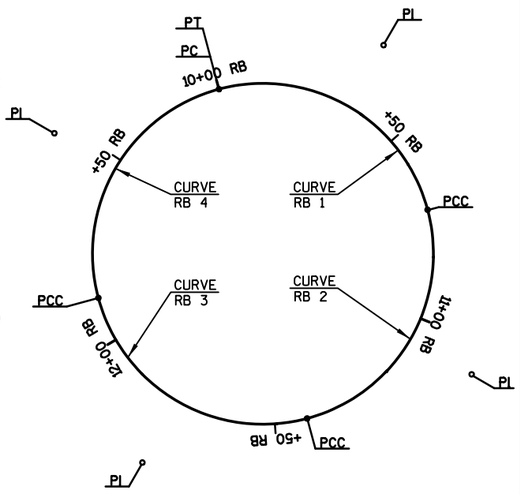

DETAIL OF RB LINE

CURVE = RB 1
P.I. = 10+45.00 RB
Y = 464,574.46
X = 798,033.45
DELTA = 90° 00' 00.00" (RT)
D = 127° 19' 26.24"
T = 45.00
L = 70.69
R = 45.00
P.C. = 10+00.00 RB
Y = 464,534.32
X = 798,013.11
P.C.C. = 10+70.69 RB
Y = 464,554.12
X = 798,073.60

CURVE = RB 2
P.I. = 11+15.69 RB
Y = 464,533.78
X = 798,113.74
DELTA = 90° 00' 00.00" (RT)
D = 127° 19' 26.24"
T = 45.00
L = 70.69
R = 45.00
P.C.C. = 10+70.69 RB
Y = 464,554.12
X = 798,073.60
P.C.C. = 11+41.37 RB
Y = 464,493.64
X = 798,093.40

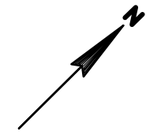
CURVE = RB 3
P.I. = 11+86.37 RB
Y = 464,453.50
X = 798,073.06
DELTA = 90° 00' 00.00" (RT)
D = 127° 19' 26.24"
T = 45.00
L = 70.69
R = 45.00
P.C.C. = 11+41.37 RB
Y = 464,493.64
X = 798,093.40
P.C.C. = 12+12.06 RB
Y = 464,473.84
X = 798,032.92

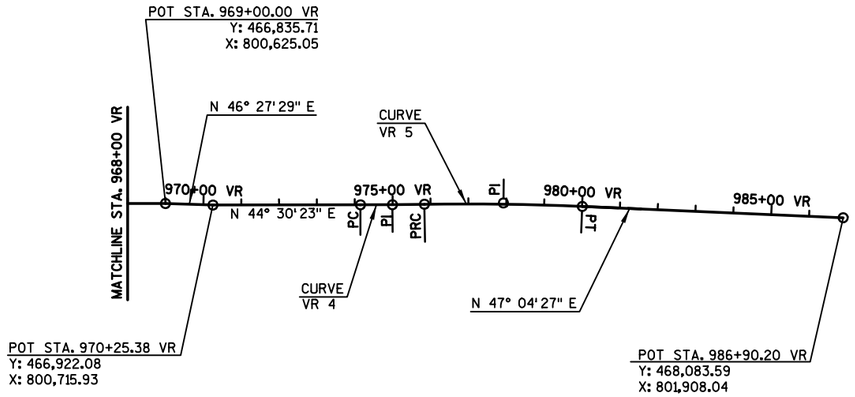
CURVE = RB 4
P.I. = 12+57.06 RB
Y = 464,494.18
X = 797,992.77
DELTA = 90° 00' 00.00" (RT)
D = 127° 19' 26.24"
T = 45.00
L = 70.69
R = 45.00
P.C.C. = 12+12.06 RB
Y = 464,473.84
X = 798,032.92
P.T. = 12+82.74 RB
Y = 464,534.32
X = 798,013.11




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | ALIGNMENT DETAILS - MAINLINE/SIDEROADS (VR, EF, WW, AD, RB) | SHEET 567 | E |
|---|---|---|---|---|---|

2




CURVE = VR 4
P.I. = 974+99.34 VR
Y = 467,260.10
X = 801,048.17
DELTA = 0° 49' 50.05" (LT)
D = 0° 29' 29.91"
T = 84.47
L = 168.94
R = 11,654.00
P.C. = 974+14.87 VR
Y = 467,199.85
X = 800,988.96
P.R.C. = 975+83.81 VR
Y = 467,321.19
X = 801,106.50

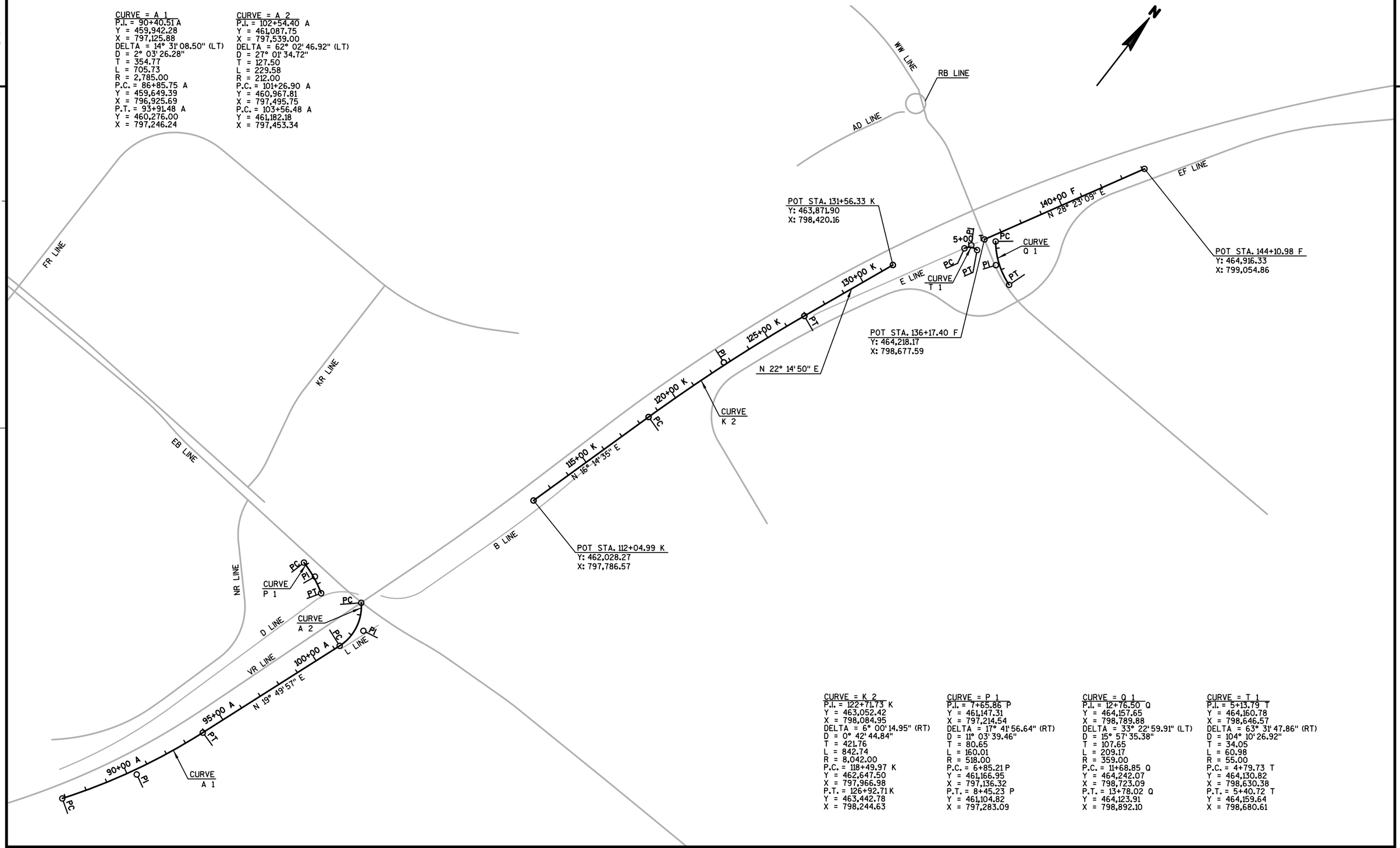
CURVE = VR 5
P.I. = 977+92.35 VR
Y = 467,472.02
X = 801,250.52
DELTA = 3° 23' 53.90" (RT)
D = 0° 48' 54.07"
T = 208.54
L = 416.96
R = 7,030.00
P.R.C. = 975+83.81 VR
Y = 467,321.19
X = 801,106.50
P.T. = 980+00.77 VR
Y = 467,614.05
X = 801,403.22

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | ALIGNMENT PLAN - MAINLINE | SHEET 568 | E |
|---|---|---|---|---|---|

2

CURVE = A 1
P.I. = 90+40.51 A
Y = 459,942.28
X = 797,125.88
DELTA = 14° 31' 08.50" (LT)
D = 2° 03' 26.28"
T = 354.77
L = 705.73
R = 2,785.00
P.C. = 86+85.75 A
Y = 459,649.39
X = 796,925.69
P.T. = 93+91.48 A
Y = 460,276.00
X = 797,246.24

CURVE = A 2
P.I. = 102+54.40 A
Y = 461,087.75
X = 797,539.00
DELTA = 62° 02' 46.92" (LT)
D = 27° 01' 34.72"
T = 127.50
L = 229.58
R = 212.00
P.C. = 101+26.90 A
Y = 460,967.81
X = 797,495.75
P.C. = 103+56.48 A
Y = 461,182.18
X = 797,453.34




CURVE = K 2
P.I. = 122+71.73 K
Y = 463,052.42
X = 798,084.95
DELTA = 6° 00' 14.95" (RT)
D = 0° 42' 44.84"
T = 421.76
L = 842.74
R = 8,042.00
P.C. = 118+49.97 K
Y = 462,647.50
X = 797,966.98
P.T. = 126+92.71 K
Y = 463,442.78
X = 798,244.63

CURVE = P 1
P.I. = 7+65.86 P
Y = 461,147.31
X = 797,214.54
DELTA = 17° 41' 56.64" (RT)
D = 11° 03' 39.46"
T = 80.65
L = 160.01
R = 518.00
P.C. = 6+85.21 P
Y = 461,166.95
X = 797,136.32
P.T. = 8+45.23 P
Y = 461,104.82
X = 797,283.09

CURVE = Q 1
P.I. = 12+76.50 Q
Y = 464,157.65
X = 798,789.88
DELTA = 33° 22' 59.91" (LT)
D = 15° 57' 35.38"
T = 107.65
L = 209.17
R = 359.00
P.C. = 11+68.85 Q
Y = 464,242.07
X = 798,723.09
P.T. = 13+78.02 Q
Y = 464,123.91
X = 798,892.10

CURVE = T 1
P.I. = 5+13.79 T
Y = 464,160.78
X = 798,646.57
DELTA = 63° 31' 47.86" (RT)
D = 104° 10' 26.92"
T = 34.05
L = 60.98
R = 55.00
P.C. = 4+79.73 T
Y = 464,130.82
X = 798,630.38
P.T. = 5+40.72 T
Y = 464,159.64
X = 798,680.61

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | ALIGNMENT PLAN - RAMPS (A, F, K, P, Q, AND T LINES) | SHEET 569 | E |
|---|---|---|---|---|---|

2

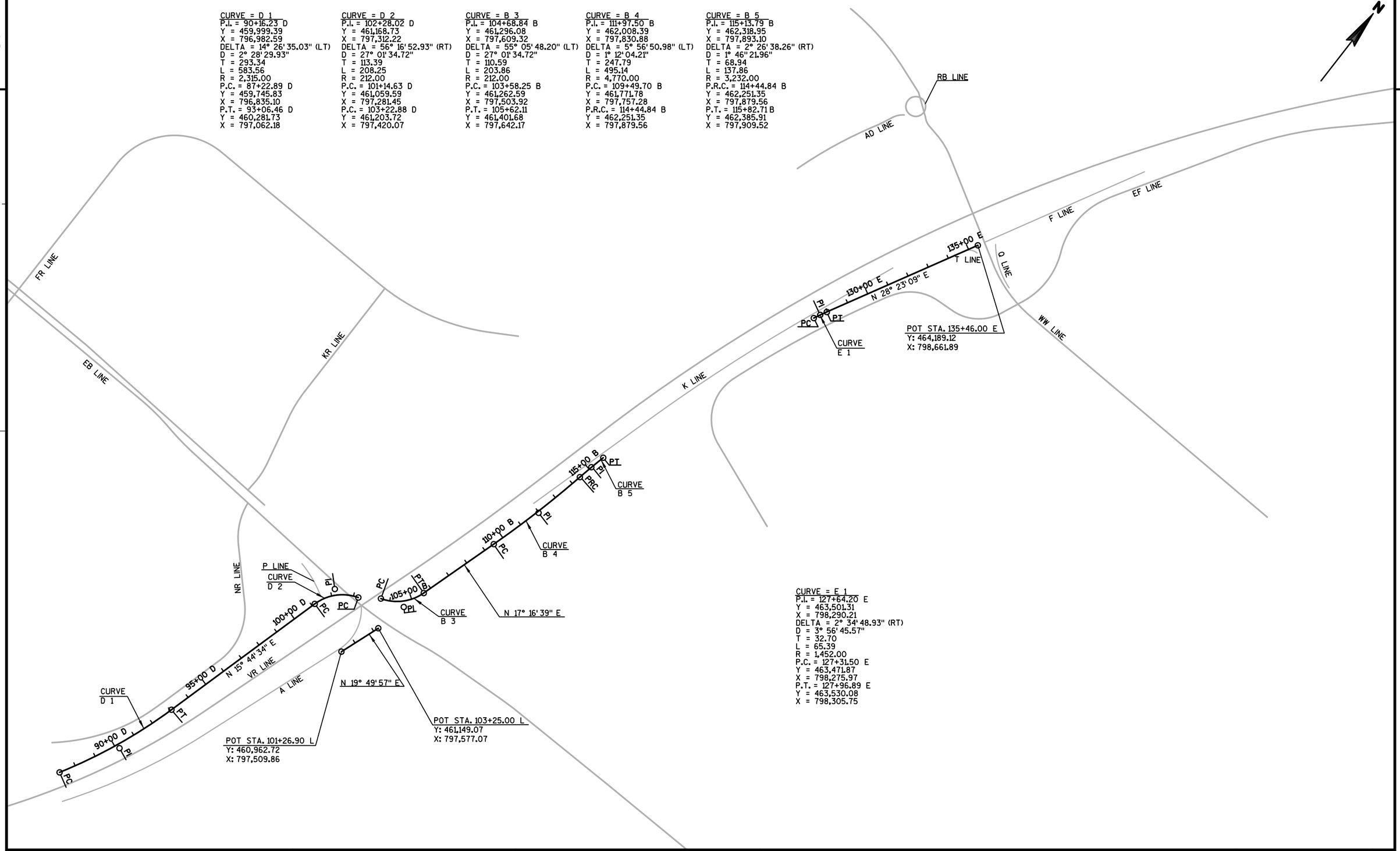
CURVE = D 1
P.I. = 90+16.23 D
Y = 459,999.39
X = 796,982.59
DELTA = 14° 26' 35.03" (LT)
D = 2° 28' 29.93"
T = 293.34
L = 583.56
R = 2,315.00
P.C. = 87+22.89 D
Y = 459,745.83
X = 796,835.10
P.T. = 93+06.46 D
Y = 460,281.73
X = 797,062.18

CURVE = D 2
P.I. = 102+28.02 D
Y = 461,168.73
X = 797,312.22
DELTA = 56° 16' 52.93" (RT)
D = 27° 01' 34.72"
T = 113.39
L = 208.25
R = 212.00
P.C. = 101+14.63 D
Y = 461,059.59
X = 797,281.45
P.C. = 103+22.88 D
Y = 461,203.72
X = 797,420.07

CURVE = B 3
P.I. = 104+68.84 B
Y = 461,296.08
X = 797,609.32
DELTA = 55° 05' 48.20" (LT)
D = 27° 01' 34.72"
T = 110.59
L = 203.86
R = 212.00
P.C. = 103+58.25 B
Y = 461,262.59
X = 797,503.92
P.T. = 105+62.11
Y = 461,401.68
X = 797,642.17

CURVE = B 4
P.I. = 111+97.50 B
Y = 462,008.39
X = 797,830.88
DELTA = 5° 56' 50.98" (LT)
D = 1° 12' 04.21"
T = 247.79
L = 495.14
R = 4,770.00
P.C. = 109+49.70 B
Y = 461,771.78
X = 797,757.28
P.R.C. = 114+44.84 B
Y = 462,251.35
X = 797,879.56

CURVE = B 5
P.I. = 115+13.79 B
Y = 462,318.95
X = 797,893.10
DELTA = 2° 26' 38.26" (RT)
D = 1° 46' 21.96"
T = 68.94
L = 137.86
R = 3,232.00
P.R.C. = 114+44.84 B
Y = 462,251.35
X = 797,879.56
P.T. = 115+82.71 B
Y = 462,385.91
X = 797,909.52




CURVE = E 1
P.I. = 127+64.20 E
Y = 463,501.31
X = 798,290.21
DELTA = 2° 34' 48.93" (RT)
D = 3° 56' 45.57"
T = 32.70
L = 65.39
R = 1,452.00
P.C. = 127+31.50 E
Y = 463,471.87
X = 798,275.97
P.T. = 127+96.89 E
Y = 463,530.08
X = 798,305.75

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | ALIGNMENT PLAN - RAMPS (B, D, E, AND L LINES) | SHEET 570 | E |
|---|---|---|---|---|---|

CURVE = RB1 1
P.I. = 10+33.47 RB1
Y = 464,645.56
X = 797,880.39
DELTA = 3° 16' 38.59" (RT)
D = 4° 53' 49.47"
T = 33.47
L = 66.93
R = 1,170.00
P.C. = 10+00.00 RB1
Y = 464,655.12
X = 797,848.31
P.T. = 10+66.93 RB1
Y = 464,634.19
X = 797,911.87

CURVE = RB1 2
P.I. = 12+01.13 RB1
Y = 464,584.90
X = 798,036.49
DELTA = 6° 17' 14.83" (LT)
D = 9° 32' 57.47"
T = 32.95
L = 65.84
R = 600.00
P.C. = 11+68.17 RB1
Y = 464,596.10
X = 798,005.49
P.R.C = 12+34.01 RB1
Y = 464,577.16
X = 798,068.52

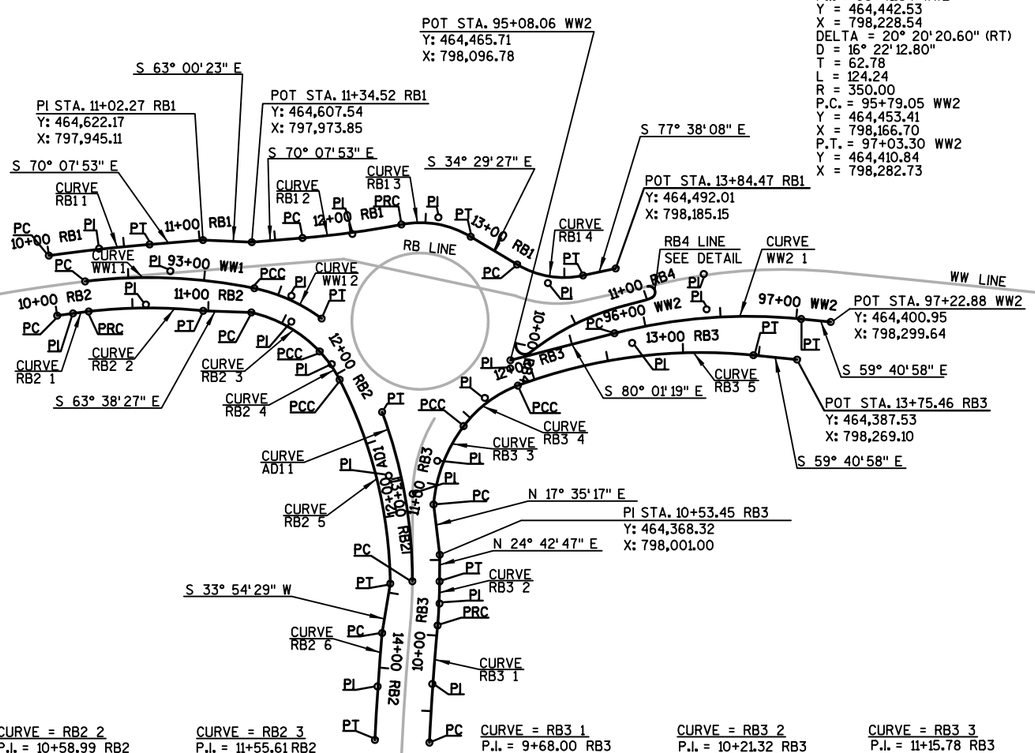
CURVE = RB1 3
P.I. = 12+58.92 RB1
Y = 464,571.31
X = 798,092.73
DELTA = 41° 55' 41.17" (RT)
D = 88° 08' 50.47"
T = 24.90'
L = 47.57'
R = 65.00'
P.R.C. = 12+34.01 RB1
Y = 464,577.16
X = 798,068.52
P.T. = 12+81.58 RB1
Y = 464,550.79
X = 798,106.83

CURVE = RB1 4
P.I. = 13+41.01 RB1
Y = 464,501.80
X = 798,140.48
DELTA = 43° 08' 41.07" (LT)
D = 95° 29' 34.68"
T = 23.72
L = 45.18
R = 60.00
P.C. = 13+17.29 RB1
Y = 464,521.36
X = 798,127.05
P.T. = 13+62.47 RB1
Y = 464,496.72
X = 798,163.65

CURVE = WW1 1
P.I. = 92+78.00 WW1
Y = 464,612.49
X = 797,916.98
DELTA = 18° 23' 26.76" (RT)
D = 16° 22' 12.80"
T = 56.66
L = 112.34
R = 350.00
P.C. = 92+21.34 WW1
Y = 464,629.67
X = 797,862.99
P.C.C. = 93+33.68 WW1
Y = 464,579.15
X = 797,962.79

CURVE = WW1 2
P.I. = 93+58.65 WW1
Y = 464,564.46
X = 797,982.98
DELTA = 25° 34' 26.24" (RT)
D = 52° 05' 13.46"
T = 24.97
L = 49.10
R = 110.00
P.C.C. = 93+33.68 WW1
Y = 464,579.15
X = 797,962.79
P.T. = 93+82.78 WW1
Y = 464,542.50
X = 797,994.84

CURVE = WW2 1
P.I. = 96+41.84 WW2
Y = 464,442.53
X = 798,228.54
DELTA = 20° 20' 20.60" (RT)
D = 16° 22' 12.80"
T = 62.78
L = 124.24
R = 350.00
P.C. = 95+79.05 WW2
Y = 464,453.41
X = 798,166.70
P.T. = 97+03.30 WW2
Y = 464,410.84
X = 798,282.73




CURVE = AD1 1
P.I. = 11+88.49 AD1
Y = 464,412.28
X = 798,001.42
DELTA = 20° 35' 38.44" (LT)
D = 18° 02' 45.29"
T = 57.68
L = 114.12
R = 317.50
P.C. = 11+30.81 AD1
Y = 464,359.89
X = 797,977.30
P.T. = 12+44.93 AD1
Y = 464,469.82
X = 798,005.56

CURVE = RB2 1
P.I. = 10+10.48 RB2
Y = 464,613.79
X = 797,846.93
DELTA = 1° 03' 46.94" (RT)
D = 5° 04' 13.52"
T = 10.48
L = 20.97
R = 1,130.00
P.C. = 10+00.00 RB2
Y = 464,616.79
X = 797,836.89
P.R.C. = 10+20.97 RB2
Y = 464,610.61
X = 797,856.92

CURVE = RB2 2
P.I. = 10+58.99 RB2
Y = 464,599.08
X = 797,893.16
DELTA = 13° 08' 44.38" (RT)
D = 17° 21' 44.49"
T = 38.02
L = 75.71
R = 330.00
P.R.C. = 10+20.97 RB2
Y = 464,610.61
X = 797,856.92
P.T. = 10+96.68 RB2
Y = 464,579.61
X = 797,925.82

CURVE = RB2 3
P.I. = 11+55.61 RB2
Y = 464,548.98
X = 797,975.84
DELTA = 33° 33' 12.34" (RT)
D = 63° 39' 43.12"
T = 27.13
L = 52.71
R = 90.00
P.C. = 11+28.48 RB2
Y = 464,565.49
X = 797,954.31
P.C.C. = 11+81.19 RB2
Y = 464,523.32
X = 797,984.66

CURVE = RB2 4
P.I. = 11+92.71 RB2
Y = 464,512.42
X = 797,988.40
DELTA = 16° 23' 43.19" (RT)
D = 71° 37' 11.01"
T = 11.52
L = 22.89
R = 80.00
P.C.C. = 11+81.19 RB2
Y = 464,523.32
X = 797,984.66
P.C.C. = 12+04.08 RB2
Y = 464,500.90
X = 797,988.92

CURVE = RB2 5
P.I. = 12+75.30 RB2
Y = 464,429.75
X = 797,992.10
DELTA = 26° 17' 17.71" (RT)
D = 18° 47' 07.81"
T = 71.22
L = 139.94
R = 305.00
P.C.C. = 12+04.08 RB2
Y = 464,500.90
X = 797,988.92
P.T. = 13+44.02 RB2
Y = 464,364.55
X = 797,963.44

CURVE = RB2 6
P.I. = 14+12.45 RB2
Y = 464,306.31
X = 797,927.61
DELTA = 2° 05' 26.19" (LT)
D = 2° 57' 23.18"
T = 35.36
L = 70.71
R = 1,938.00
P.C. = 13+77.09 RB2
Y = 464,337.10
X = 797,944.99
P.T. = 14+47.81 RB2
Y = 464,274.90
X = 797,911.36

CURVE = RB3 1
P.I. = 9+68.00 RB3
Y = 464,292.79
X = 797,961.14
DELTA = 2° 20' 05.59" (RT)
D = 3° 00' 44.63"
T = 38.76
L = 77.51
R = 1,902.00
P.C. = 9+29.24 RB3
Y = 464,258.36
X = 797,943.34
P.R.C. = 10+06.75 RB3
Y = 464,326.46
X = 797,980.34

CURVE = RB3 2
P.I. = 10+21.32 RB3
Y = 464,339.12
X = 797,987.56
DELTA = 4° 58' 30.56" (LT)
D = 17° 04' 39.82"
T = 14.58
L = 29.13
R = 335.50
P.R.C. = 10+06.75 RB3
Y = 464,326.46
X = 797,980.34
P.T. = 10+35.88 RB3
Y = 464,352.36
X = 797,993.65

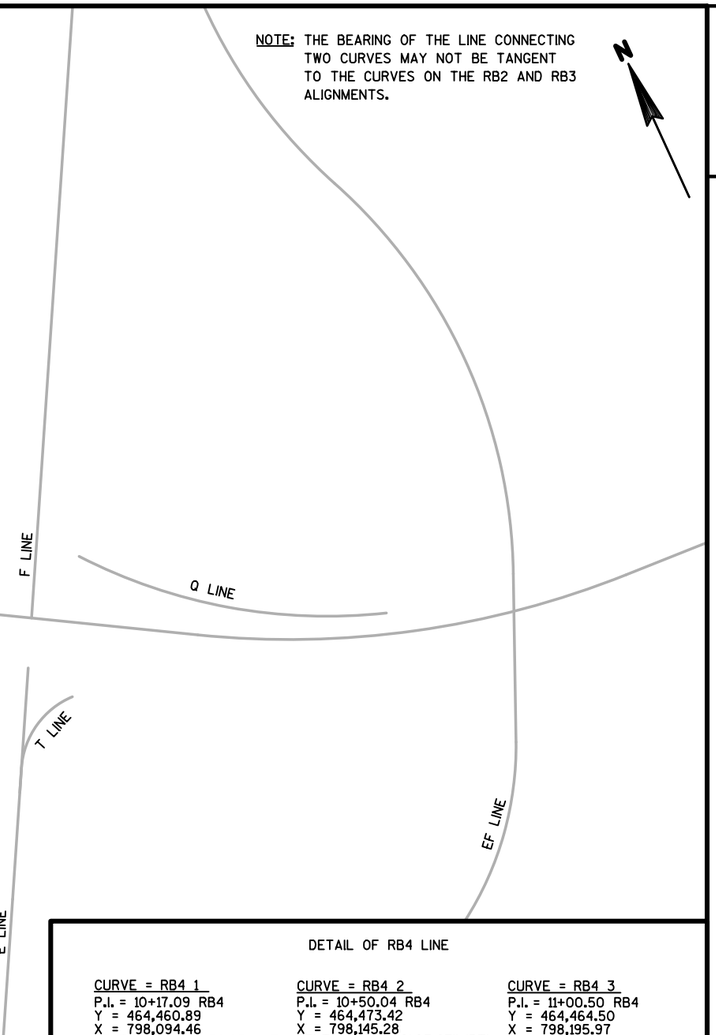
CURVE = RB3 3
P.I. = 11+15.78 RB3
Y = 464,425.35
X = 798,025.30
DELTA = 32° 09' 22.36" (RT)
D = 57° 17' 44.81"
T = 28.82
L = 56.12
R = 100.00
P.C. = 10+86.95 RB3
Y = 464,400.26
X = 798,011.12
P.C.C. = 11+43.08 RB3
Y = 464,439.05
X = 798,050.66

CURVE = RB3 4
P.I. = 11+66.34 RB3
Y = 464,450.10
X = 798,071.13
DELTA = 32° 25' 22.74" (RT)
D = 71° 37' 11.01"
T = 23.26
L = 45.27
R = 80.00
P.C.C. = 11+43.08 RB3
Y = 464,439.05
X = 798,050.66
P.C.C. = 11+88.35 RB3
Y = 464,448.46
X = 798,094.33

CURVE = RB3 5
P.I. = 12+68.85 RB3
Y = 464,442.77
X = 798,174.63
DELTA = 26° 16' 03.36" (RT)
D = 16° 36' 26.90"
T = 80.50
L = 158.17
R = 345.00
P.C.C. = 11+88.35 RB3
Y = 464,448.46
X = 798,094.33
P.T. = 13+46.51 RB3
Y = 464,402.14
X = 798,244.12

NOTE: THE BEARING OF THE LINE CONNECTING TWO CURVES MAY NOT BE TANGENT TO THE CURVES ON THE RB2 AND RB3 ALIGNMENTS.



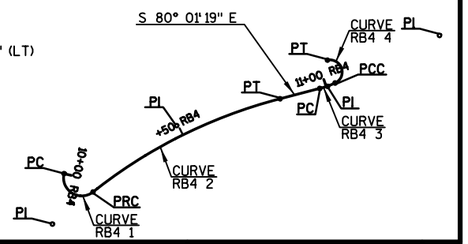

DETAIL OF RB4 LINE

CURVE = RB4 1
P.I. = 10+17.09 RB4
Y = 464,460.89
X = 798,094.46
DELTA = 141° 18' 32.93" (LT)
D = 954° 55' 46.77"
T = 17.09
L = 14.80
R = 6.00
P.C. = 10+00.00 RB4
Y = 464,474.45
X = 798,104.86
P.R.C. = 10+14.80 RB4
Y = 464,464.98
X = 798,111.06

CURVE = RB4 2
P.I. = 10+50.04 RB4
Y = 464,473.42
X = 798,145.28
DELTA = 23° 50' 07.67" (RT)
D = 34° 18' 31.86"
T = 35.25
L = 69.47
R = 167.00
P.R.C. = 10+14.80 RB4
Y = 464,464.98
X = 798,111.06
P.T. = 10+84.27 RB4
Y = 464,467.31
X = 798,179.99

CURVE = RB4 3
P.I. = 11+00.50 RB4
Y = 464,464.50
X = 798,195.97
DELTA = 9° 57' 16.74" (LT)
D = 184° 49' 30.34"
T = 2.70
L = 5.39
R = 31.00
P.C. = 10+97.80 RB4
Y = 464,464.97
X = 798,193.31
P.C.C. = 11+03.18 RB4
Y = 464,464.50
X = 798,198.67

CURVE = RB4 4
P.I. = 11+41.04 RB4
Y = 464,464.49
X = 798,236.53
DELTA = 167° 56' 13.64" (LT)
D = 1432° 23' 15.09"
T = 37.86
L = 11.72
R = 4.00
P.C.C. = 11+03.18 RB4
Y = 464,464.50
X = 798,198.67
P.T. = 11+14.91 RB4
Y = 464,472.41
X = 798,199.51



| PT# | Y | X | DESCRIPTION |
|---|---|---|---|
| 100 | 457,156.87 | 794,646.56 | 5/8" REBAR |
| 101 | 460,070.75 | 795,818.43 | 5/8" REBAR |
| 102 | 461,152.47 | 799,475.86 | MAG. NL |
| 103 | 461,566.14 | 797,041.67 | MAG. NL |
| 104 | 464,932.33 | 799,058.71 | 5/8" REBAR |

2

2

N

SCALE, FEET 0 250 500

FITCHRONA ROAD

CTH PD (McKEE ROAD)

CITY OF FITCHBURG

HARDROCK ROAD

KAPEC ROAD

ANTON DRIVE

CARRIAGE STREET

KING JAMES WAY

CP 100

CP 101

CP103

USH 18/151 (VERONA ROAD)

NESBITT ROAD

LIMESTONE LANE

855+00 VR
860+00 VR
865+00 VR
870+00 VR
875+00 VR
880+00 VR
885+00 VR
890+00 VR
895+00 VR
900+00 VR
905+00 VR
910+00 VR
915+00 VR
920+00 VR
925+00 VR
MATCHLINE 925+00 VR

85+00 WB
90+00 WB
95+00 EB
100+00 EB
105+00 EB
110+00 EB
115+00 EB
120+00 EB
125+00 EB

WILLIAMSBURG WAY

ANTON DRIVE

MATCHLINE 925+00 VR
930+00 VR
935+00 VR
940+00 VR
945+00 VR
950+00 VR
955+00 VR
960+00 VR
965+00 VR
970+00 VR
975+00 VR

USH 18/151 (VERONA ROAD)

CP 104

EAST VERONA ROAD FRONTAGE ROAD

RAYMOND ROAD

CARLING DRIVE

ALLIED DRIVE

CITY OF FITCHBURG

CITY OF MADISON

PB3-1

SPROCKET DRIVE

COMMERCE PARK DRIVE

CP102

CTH PD (McKEE ROAD)

SPOKE DRIVE

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CONTROL POINT DATA SHEET | SHEET 572 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\027301_cp.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

DATE 12MAY16 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 | 1206-07-74 QUANTITY | 1206-08-74 QUANTITY |
|---|---|---|---|---|---|---|
| 0010 | 201.0105 | Clearing | STA | 159.000 | 159.000 | |
| 0020 | 201.0115 | Clearing | ACRE | 5.000 | 5.000 | |
| 0030 | 201.0120 | Clearing | ID | 541.000 | 541.000 | |
| 0040 | 201.0205 | Grubbing | STA | 154.000 | 154.000 | |
| 0050 | 201.0215 | Grubbing | ACRE | 5.000 | 5.000 | |
| 0060 | 201.0220 | Grubbing | ID | 536.000 | 536.000 | |
| 0070 | 203.0100 | Removing Small Pipe Culverts | EACH | 10.000 | 10.000 | |
| 0080 | 203.0200 | Removing Old Structure (station) 001. 4X6 Box Culvert Sta. 65+43 EF | LS | 1.000 | 1.000 | |
| 0090 | 204.0100 | Removing Pavement | SY | 13,915.000 | 13,915.000 | |
| 0100 | 204.0115 | Removing Asphaltic Surface Butt Joints | SY | 36.000 | 36.000 | |
| 0110 | 204.0120 | Removing Asphaltic Surface Milling | SY | 8,590.000 | 8,590.000 | |
| 0120 | 204.0130 | Removing Curb | LF | 245.000 | 245.000 | |
| 0130 | 204.0150 | Removing Curb & Gutter | LF | 12,155.000 | 11,625.000 | 530.000 |
| 0140 | 204.0155 | Removing Concrete Sidewalk | SY | 3,540.000 | 3,330.000 | 210.000 |
| 0150 | 204.0165 | Removing Guardrail | LF | 1,765.000 | 1,765.000 | |
| 0160 | 204.0170 | Removing Fence | LF | 156.000 | 156.000 | |
| 0170 | 204.0180 | Removing Delineators and Markers | EACH | 5.000 | 5.000 | |
| 0180 | 204.0185 | Removing Masonry | CY | 3.650 | 3.650 | |
| 0190 | 204.0195 | Removing Concrete Bases | EACH | 42.000 | 42.000 | |
| 0200 | 204.0210 | Removing Manholes | EACH | 9.000 | 9.000 | |
| 0210 | 204.0220 | Removing Inlets | EACH | 42.000 | 42.000 | |
| 0220 | 204.0245 | Removing Storm Sewer (size) 001. 8-Inch | LF | 163.000 | 163.000 | |
| 0230 | 204.0245 | Removing Storm Sewer (size) 002. 12-Inch | LF | 787.000 | 787.000 | |
| 0240 | 204.0245 | Removing Storm Sewer (size) 003. 15-Inch | LF | 280.000 | 280.000 | |
| 0250 | 204.0245 | Removing Storm Sewer (size) 004. 18-Inch | LF | 395.000 | 395.000 | |
| 0260 | 204.0245 | Removing Storm Sewer (size) 005. 24-Inch | LF | 213.000 | 213.000 | |
| 0270 | 204.0245 | Removing Storm Sewer (size) 006. 27-Inch | LF | 125.000 | 125.000 | |
| 0280 | 204.0245 | Removing Storm Sewer (size) 007. 30-Inch | LF | 150.000 | 150.000 | |
| 0290 | 204.0245 | Removing Storm Sewer (size) 008. 36-Inch | LF | 80.000 | 80.000 | |
| 0300 | 204.0245 | Removing Storm Sewer (size) 009. 42-Inch | LF | 40.000 | 40.000 | |
| 0310 | 204.0245 | Removing Storm Sewer (size) 010. 60-Inch | LF | 85.000 | 85.000 | |
| 0320 | 204.0245 | Removing Storm Sewer (size) 011. 14x23-Inch HERCP | LF | 11.000 | 11.000 | |
| 0330 | 204.0245 | Removing Storm Sewer (size) 012. 19x30-Inch HERCP | LF | 850.000 | 850.000 | |
| 0340 | 204.0245 | Removing Storm Sewer (size) 013. 24x38-Inch HERCP | LF | 650.000 | 650.000 | |
| 0350 | 204.0245 | Removing Storm Sewer (size) 014. 29x45-Inch HERCP | LF | 166.000 | 166.000 | |
| 0360 | 204.0280 | Sealing Pipes | EACH | 12.000 | 12.000 | |
| 0370 | 204.0291.S | Abandoning Sewer | CY | 8.000 | 8.000 | |
| 0380 | 204.9060.S | Removing (item description) 001. Flag Pole | EACH | 7.000 | 7.000 | |
| 0390 | 204.9060.S | Removing (item description) 002. Business Sign and Base | EACH | 17.000 | 17.000 | |
| 0400 | 204.9060.S | Removing (item description) 003. Private Light | EACH | 22.000 | 22.000 | |
| 0410 | 204.9060.S | Removing (item description) 050. Inlet Covers | EACH | 3.000 | 3.000 | |
| 0420 | 204.9060.S | Removing (item description) 051. Apron Endwalls | EACH | 15.000 | 15.000 | |
| 0430 | 204.9090.S | Removing (item description) 001. Retaining Wall | LF | 80.000 | 15.000 | 65.000 |
| 0440 | 204.9105.S | Removing (item description) 001. Gate House | LS | 1.000 | 1.000 | |

DATE 12MAY16 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 | 1206-07-74 QUANTITY | 1206-08-74 QUANTITY |
|---|---|---|---|---|---|---|
| 0450 | 204.9105.S | Removing (item description) 002. Weigh Station Shed | LS | 1.000 | 1.000 | |
| 0460 | 204.9105.S | Removing (item description) 050. Storm Sewer Outlet Control Structure | LS | 1.000 | 1.000 | |
| 0470 | 204.9105.S | Removing (item description) 051. Gabion Structure | LS | 1.000 | 1.000 | |
| 0480 | 205.0100 | Excavation Common | CY | 357,147.000 | 357,147.000 | |
| 0490 | 205.0200 | Excavation Rock | CY | 18,241.000 | 18,241.000 | |
| 0500 | 209.0100 | Backfill Granular | CY | 1,145.000 | 1,145.000 | |
| 0510 | 209.0300.S | Backfill Coarse Aggregate (size) 001. Size No 1 | CY | 1,000.000 | 800.000 | 200.000 |
| 0520 | 213.0100 | Finishing Roadway (project) 001. 1206-07-74 | EACH | 1.000 | 1.000 | |
| 0530 | 305.0110 | Base Aggregate Dense 3/4-Inch | TON | 365.000 | 345.000 | 20.000 |
| 0540 | 305.0120 | Base Aggregate Dense 1 1/4-Inch | TON | 55,931.000 | 54,941.000 | 990.000 |
| 0550 | 305.0130 | Base Aggregate Dense 3-Inch | TON | 44,205.000 | 43,790.000 | 415.000 |
| 0560 | 305.0500 | Shaping Shoulders | STA | 19.000 | 19.000 | |
| 0570 | 312.0110 | Select Crushed Material | TON | 42,283.000 | 42,283.000 | |
| 0580 | 405.0100 | Coloring Concrete WisDOT Red | CY | 65.000 | 65.000 | |
| 0590 | 415.0100 | Concrete Pavement 10-Inch | SY | 24,285.000 | 24,285.000 | |
| 0600 | 416.0170 | Concrete Driveway 7-Inch | SY | 2,035.000 | 2,035.000 | |
| 0610 | 416.0190 | Concrete Driveway 9-Inch | SY | 880.000 | 880.000 | |
| 0620 | 416.0270 | Concrete Driveway HES 7-Inch | SY | 200.000 | 200.000 | |
| 0630 | 416.0290 | Concrete Driveway HES 9-Inch | SY | 90.000 | 90.000 | |
| 0640 | 416.0508 | Concrete Roundabout Truck Apron 8-Inch | SY | 300.000 | 300.000 | |
| 0650 | 416.0610 | Drilled Tie Bars | EACH | 41.000 | 41.000 | |
| 0660 | 440.4410 | Incentive IRI Ride | DOL | 5,673.000 | 5,673.000 | |
| 0670 | 450.4000 | HMA Cold Weather Paving | TON | 2,942.000 | 2,861.000 | 81.000 |
| 0680 | 455.0605 | Tack Coat | GAL | 2,500.000 | 2,500.000 | |
| 0690 | 460.2000 | Incentive Density HMA Pavement | DOL | 12,380.000 | 12,380.000 | |
| 0700 | 460.6223 | HMA Pavement 3 MT 58-28 S | TON | 12,974.000 | 12,893.000 | 81.000 |
| 0710 | 460.6424 | HMA Pavement 4 MT 58-28 H | TON | 6,306.000 | 6,306.000 | |
| 0720 | 465.0105 | Asphaltic Surface | TON | 703.000 | 703.000 | |
| 0730 | 465.0120 | Asphaltic Surface Driveways and Field Entrances | TON | 1,717.000 | 1,688.000 | 29.000 |
| 0740 | 465.0125 | Asphaltic Surface Temporary | TON | 565.000 | 420.000 | 145.000 |
| 0750 | 465.0305 | Asphaltic Surface Safety Islands | TON | 13.000 | 12.000 | 1.000 |
| 0760 | 465.0310 | Asphaltic Curb | LF | 1,222.000 | 932.000 | 290.000 |
| 0770 | 502.3200 | Protective Surface Treatment **P** | SY | 461.000 | 461.000 | |
| 0780 | 502.3210 | Pigmented Surface Sealer | SY | 1,977.000 | 1,977.000 | |
| 0790 | 502.5005 | Masonry Anchors Type L No. 5 Bars | EACH | 43.000 | 43.000 | |
| 0800 | 502.6102 | Masonry Anchors Type S 1/2-Inch | EACH | 4.000 | 4.000 | |
| 0810 | 504.0100 | Concrete Masonry Culverts **P** | CY | 6.000 | 6.000 | |
| 0820 | 504.0500 | Concrete Masonry Retaining Walls **P** | CY | 1,968.000 | 1,968.000 | |
| 0830 | 505.0600 | Bar Steel Reinforcement HS Coated Structures **P** | LB | 236,520.000 | 236,520.000 | |
| 0840 | 511.1100 | Temporary Shoring | SF | 2,775.000 | 2,775.000 | |
| 0850 | 513.8016 | Railing Steel Pedestrian Type C3 (structure) 001. R-13-264 | LF | 140.000 | 140.000 | |
| 0860 | 516.0500 | Rubberized Membrane Waterproofing | SY | 167.000 | 167.000 | |
| 0870 | 517.1010.S | Concrete Staining (structure) 001. R-13-264 **P** | SF | 18,215.000 | 18,215.000 | |
| 0880 | 517.1010.S | Concrete Staining (structure) 002. R-13-265 **P** | SF | 4,410.000 | 4,410.000 | |

DATE 12MAY16 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 | 1206-07-74 QUANTITY | 1206-08-74 QUANTITY |
|---|---|---|---|---|---|---|
| 0890 | 517.1010.S | Concrete Staining (structure) 003. R-13-269 **P** | SF | 21,760.000 | 21,760.000 | |
| 0900 | 517.1010.S | Concrete Staining (structure) 004. R-13-271 **P** | SF | 14,645.000 | 14,645.000 | |
| 0910 | 517.1010.S | Concrete Staining (structure) 005. S-13-447 **P** | SF | 90.000 | 90.000 | |
| 0920 | 517.1010.S | Concrete Staining (structure) 006. Concrete Barrier Wall **P** | SF | 725.000 | 725.000 | |
| 0930 | 517.1050.S | Architectural Surface Treatment (structure) 001. R-13-264 **P** | SF | 9,475.000 | 9,475.000 | |
| 0940 | 517.1050.S | Architectural Surface Treatment (structure) 002. R-13-265 **P** | SF | 2,250.000 | 2,250.000 | |
| 0950 | 517.1050.S | Architectural Surface Treatment (structure) 003. R-13-269 **P** | SF | 13,900.000 | 13,900.000 | |
| 0960 | 517.1050.S | Architectural Surface Treatment (structure) 004. R-13-271 **P** | SF | 8,910.000 | 8,910.000 | |
| 0970 | 517.1050.S | Architectural Surface Treatment (structure) 005. S-13-447 **P** | SF | 70.000 | 70.000 | |
| 0980 | 520.1024 | Apron Endwalls for Culvert Pipe 24-Inch | EACH | 4.000 | 4.000 | |
| 0990 | 520.2012 | Culvert Pipe Temporary 12-Inch | LF | 96.000 | 96.000 | |
| 1000 | 520.2024 | Culvert Pipe Temporary 24-Inch | LF | 72.000 | 72.000 | |
| 1010 | 520.4112 | Culvert Pipe Class IV 12-Inch | LF | 1,041.000 | 1,041.000 | |
| 1020 | 520.4115 | Culvert Pipe Class IV 15-Inch | LF | 366.000 | 366.000 | |
| 1030 | 520.4118 | Culvert Pipe Class IV 18-Inch | LF | 684.000 | 684.000 | |
| 1040 | 520.4124 | Culvert Pipe Class IV 24-Inch | LF | 695.000 | 695.000 | |
| 1050 | 520.4130 | Culvert Pipe Class IV 30-Inch | LF | 9.000 | 9.000 | |
| 1060 | 520.8000 | Concrete Collars for Pipe | EACH | 41.000 | 41.000 | |
| 1070 | 521.0112 | Culvert Pipe Corrugated Steel 12-Inch | LF | 195.000 | 195.000 | |
| 1080 | 521.0728 | Pipe Arch Corrugated Steel 28x20-Inch | LF | 68.000 | 68.000 | |
| 1090 | 521.1012 | Apron Endwalls for Culvert Pipe Steel 12-Inch | EACH | 3.000 | 3.000 | |
| 1100 | 521.1228 | Apron Endwalls for Pipe Arch Steel 28x20-Inch | EACH | 1.000 | 1.000 | |
| 1110 | 522.1012 | Apron Endwalls for Culvert Pipe Reinforced Concrete 12-Inch | EACH | 2.000 | 2.000 | |
| 1120 | 522.1018 | Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch | EACH | 6.000 | 6.000 | |
| 1130 | 522.1024 | Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch | EACH | 2.000 | 2.000 | |
| 1140 | 522.1030 | Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch | EACH | 1.000 | 1.000 | |
| 1150 | 522.1042 | Apron Endwalls for Culvert Pipe Reinforced Concrete 42-Inch | EACH | 1.000 | 1.000 | |
| 1160 | 522.1054 | Apron Endwalls for Culvert Pipe Reinforced Concrete 54-Inch | EACH | 1.000 | 1.000 | |
| 1170 | 523.0538 | Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 38x60-Inch | EACH | 4.000 | 4.000 | |
| 1180 | 524.0612 | Apron Endwalls for Culvert Pipe Salvaged 12-Inch | EACH | 1.000 | 1.000 | |
| 1190 | 524.0618 | Apron Endwalls for Culvert Pipe Salvaged 18-Inch | EACH | 3.000 | 3.000 | |
| 1200 | 524.0624 | Apron Endwalls for Culvert Pipe Salvaged 24-Inch | EACH | 5.000 | 5.000 | |
| 1210 | 601.0105 | Concrete Curb Type A | LF | 45.000 | 45.000 | |
| 1220 | 601.0405 | Concrete Curb & Gutter 18-Inch Type A | LF | 180.000 | 180.000 | |
| 1230 | 601.0407 | Concrete Curb & Gutter 18-Inch Type D | LF | 2,059.000 | 2,059.000 | |

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DATE 12MAY16 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 QUANTITY | 1206-07-74 QUANTITY | 1206-08-74 QUANTITY |
|---|---|---|---|---|---|---|
| 1240 | 601.0409 | Concrete Curb & Gutter 30-Inch Type A | LF | 1,122.000 | 1,122.000 | |
| 1250 | 601.0411 | Concrete Curb & Gutter 30-Inch Type D | LF | 20,694.000 | 20,130.000 | 564.000 |
| 1260 | 601.0415 | Concrete Curb & Gutter 6-Inch Sloped 30-Inch Type J | LF | 130.000 | 130.000 | |
| 1270 | 601.0551 | Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type A | LF | 3,249.000 | 3,249.000 | |
| 1280 | 601.0580 | Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type R | LF | 265.000 | 265.000 | |
| 1290 | 601.0600 | Concrete Curb Pedestrian | LF | 406.000 | 406.000 | |
| 1300 | 602.0410 | Concrete Sidewalk 5-Inch | SF | 81,595.000 | 79,745.000 | 1,850.000 |
| 1310 | 602.0415 | Concrete Sidewalk 6-Inch | SF | 2,245.000 | 2,245.000 | |
| 1320 | 602.0515 | Curb Ramp Detectable Warning Field Natural Patina | SF | 715.000 | 715.000 | |
| 1330 | 602.1500 | Concrete Steps | SF | 80.000 | 80.000 | |
| 1340 | 603.1142 | Concrete Barrier Type S42 | LF | 1,807.000 | 1,807.000 | |
| 1350 | 603.1442 | Concrete Barrier Type S42C | LF | 1,170.000 | 1,170.000 | |
| 1360 | 603.8000 | Concrete Barrier Temporary Precast Delivered | LF | 12,040.000 | 12,040.000 | |
| 1370 | 603.8125 | Concrete Barrier Temporary Precast Installed | LF | 12,295.000 | 12,295.000 | |
| 1380 | 606.0100 | Riprap Light | CY | 82.000 | 82.000 | |
| 1390 | 606.0200 | Riprap Medium | CY | 411.000 | 408.000 | 3.000 |
| 1400 | 606.0300 | Riprap Heavy | CY | 215.000 | 215.000 | |
| 1410 | 606.0400 | Riprap Extra-Heavy | CY | 530.000 | 530.000 | |
| 1420 | 608.0005 | Storm Sewer Rock Excavation | CY | 3,630.000 | 3,630.000 | |
| 1430 | 608.0412 | Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch | LF | 6,919.000 | 6,919.000 | |
| 1440 | 608.0415 | Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch | LF | 1,249.000 | 1,249.000 | |
| 1450 | 608.0418 | Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch | LF | 4,077.000 | 4,077.000 | |
| 1460 | 608.0424 | Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch | LF | 3,598.000 | 3,598.000 | |
| 1470 | 608.0430 | Storm Sewer Pipe Reinforced Concrete Class IV 30-Inch | LF | 1,033.000 | 1,033.000 | |
| 1480 | 608.0436 | Storm Sewer Pipe Reinforced Concrete Class IV 36-Inch | LF | 120.000 | 120.000 | |
| 1490 | 608.0442 | Storm Sewer Pipe Reinforced Concrete Class IV 42-Inch | LF | 531.000 | 531.000 | |
| 1500 | 608.0448 | Storm Sewer Pipe Reinforced Concrete Class IV 48-Inch | LF | 629.000 | 629.000 | |
| 1510 | 608.0454 | Storm Sewer Pipe Reinforced Concrete Class IV 54-Inch | LF | 2,071.000 | 2,071.000 | |
| 1520 | 608.0460 | Storm Sewer Pipe Reinforced Concrete Class IV 60-Inch | LF | 681.000 | 681.000 | |
| 1530 | 608.0478 | Storm Sewer Pipe Reinforced Concrete Class IV 78-Inch | LF | 332.000 | 332.000 | |
| 1540 | 608.0548 | Storm Sewer Pipe Reinforced Concrete Class V 48-Inch | LF | 549.000 | 549.000 | |
| 1550 | 608.0554 | Storm Sewer Pipe Reinforced Concrete Class V 54-Inch | LF | 185.000 | 185.000 | |
| 1560 | 609.0112 | Relaid Storm Sewer 12-Inch | LF | 35.000 | 35.000 | |
| 1570 | 609.0118 | Relaid Storm Sewer 18-Inch | LF | 76.000 | 76.000 | |
| 1580 | 609.0124 | Relaid Storm Sewer 24-Inch | LF | 24.000 | 24.000 | |
| 1590 | 610.0414 | Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 14x23-Inch | LF | 86.000 | 86.000 | |

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DATE 12MAY16 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 | 1206-07-74 QUANTITY | 1206-08-74 QUANTITY |
|---|---|---|---|---|---|---|
| 1600 | 610.0419 | Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 19x30-Inch | LF | 262.000 | 262.000 | |
| 1610 | 610.0424 | Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 24x38-Inch | LF | 133.000 | 133.000 | |
| 1620 | 610.0429 | Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 29x45-Inch | LF | 163.000 | 163.000 | |
| 1630 | 610.0434 | Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 34x53-Inch | LF | 1,551.000 | 1,551.000 | |
| 1640 | 611.0420 | Reconstructing Manholes | EACH | 1.000 | 1.000 | |
| 1650 | 611.0530 | Manhole Covers Type J | EACH | 11.000 | 11.000 | |
| 1660 | 611.0535 | Manhole Covers Type J-Special | EACH | 30.000 | 30.000 | |
| 1670 | 611.0545 | Manhole Covers Type L | EACH | 4.000 | 4.000 | |
| 1680 | 611.0606 | Inlet Covers Type B | EACH | 4.000 | 4.000 | |
| 1690 | 611.0610 | Inlet Covers Type BW | EACH | 57.000 | 57.000 | |
| 1700 | 611.0612 | Inlet Covers Type C | EACH | 1.000 | 1.000 | |
| 1710 | 611.0624 | Inlet Covers Type H | EACH | 124.000 | 124.000 | |
| 1720 | 611.0627 | Inlet Covers Type HM | EACH | 21.000 | 21.000 | |
| 1730 | 611.0636 | Inlet Covers Type HM-S | EACH | 4.000 | 4.000 | |
| 1740 | 611.0639 | Inlet Covers Type H-S | EACH | 54.000 | 54.000 | |
| 1750 | 611.0642 | Inlet Covers Type MS | EACH | 13.000 | 13.000 | |
| 1760 | 611.0651 | Inlet Covers Type S | EACH | 3.000 | 3.000 | |
| 1770 | 611.0652 | Inlet Covers Type T | EACH | 2.000 | 2.000 | |
| 1780 | 611.0654 | Inlet Covers Type V | EACH | 28.000 | 28.000 | |
| 1790 | 611.2003 | Manholes 3-FT Diameter | EACH | 3.000 | 3.000 | |
| 1800 | 611.2004 | Manholes 4-FT Diameter | EACH | 104.000 | 104.000 | |
| 1810 | 611.2005 | Manholes 5-FT Diameter | EACH | 28.000 | 28.000 | |
| 1820 | 611.2006 | Manholes 6-FT Diameter | EACH | 12.000 | 12.000 | |
| 1830 | 611.2007 | Manholes 7-FT Diameter | EACH | 7.000 | 7.000 | |
| 1840 | 611.2008 | Manholes 8-FT Diameter | EACH | 34.000 | 34.000 | |
| 1850 | 611.3220 | Inlets 2x2-FT | EACH | 31.000 | 31.000 | |
| 1860 | 611.3225 | Inlets 2x2.5-FT | EACH | 26.000 | 26.000 | |
| 1870 | 611.3230 | Inlets 2x3-FT | EACH | 122.000 | 122.000 | |
| 1880 | 611.3901 | Inlets Median 1 Grate | EACH | 9.000 | 9.000 | |
| 1890 | 611.3902 | Inlets Median 2 Grate | EACH | 2.000 | 2.000 | |
| 1900 | 611.8110 | Adjusting Manhole Covers | EACH | 14.000 | 3.000 | 11.000 |
| 1910 | 611.8115 | Adjusting Inlet Covers | EACH | 8.000 | 8.000 | |
| 1920 | 611.8120.S | Cover Plates Temporary | EACH | 7.000 | 7.000 | |
| 1930 | 611.9710 | Salvaged Inlet Covers | EACH | 3.000 | 3.000 | |
| 1940 | 611.9800.S | Pipe Grates | EACH | 18.000 | 18.000 | |
| 1950 | 611.9900.S | Drain Slotted Vane | EACH | 20.000 | 20.000 | |
| 1960 | 612.0206 | Pipe Underdrain Unperforated 6-Inch | LF | 30.000 | 30.000 | |
| 1970 | 612.0406 | Pipe Underdrain Wrapped 6-Inch | LF | 4,130.000 | 4,130.000 | |
| 1980 | 612.0806 | Apron Endwalls for Underdrain Reinforced Concrete 6-Inch | EACH | 1.000 | 1.000 | |
| 1990 | 614.0115 | Anchorages for Steel Plate Beam Guard Type 2 | EACH | 1.000 | 1.000 | |
| 2000 | 614.0150 | Anchor Assemblies for Steel Plate Beam Guard | EACH | 3.000 | 3.000 | |
| 2010 | 614.0305 | Steel Plate Beam Guard Class A | LF | 1,825.000 | 1,825.000 | |
| 2020 | 614.2300 | MGS Guardrail 3 | LF | 438.000 | 438.000 | |
| 2030 | 614.2500 | MGS Thrie Beam Transition | LF | 148.000 | 148.000 | |

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DATE 12MAY16 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 | 1206-07-74 QUANTITY | 1206-08-74 QUANTITY |
|---|---|---|---|---|---|---|
| 2040 | 614.2610 | MGS Guardrail Terminal EAT | EACH | 3.000 | 3.000 | |
| 2050 | 616.0406 | Fence Chain Link Salvaged 6-FT | LF | 32.000 | 32.000 | |
| 2060 | 616.0700.S | Fence Safety | LF | 2,580.000 | 2,580.000 | |
| 2070 | 618.0100 | Maintenance And Repair of Haul Roads (project) 001. 1206-07-74 | EACH | 1.000 | 1.000 | |
| 2080 | 619.1000 | Mobilization | EACH | 1.000 | 0.910 | 0.090 |
| 2090 | 620.0100 | Concrete Corrugated Median | SF | 163.000 | 163.000 | |
| 2100 | 620.0300 | Concrete Median Sloped Nose | SF | 489.000 | 489.000 | |
| 2110 | 623.0200 | Dust Control Surface Treatment | SY | 107,225.000 | 105,290.000 | 1,935.000 |
| 2120 | 624.0100 | Water | MGAL | 2,922.000 | 2,899.000 | 23.000 |
| 2130 | 625.0100 | Topsoil | SY | 2,000.000 | 2,000.000 | |
| 2140 | 625.0500 | Salvaged Topsoil | SY | 222,440.000 | 214,960.000 | 7,480.000 |
| 2150 | 627.0200 | Mulching | SY | 64,830.000 | 58,580.000 | 6,250.000 |
| 2160 | 628.1104 | Erosion Bales | EACH | 433.000 | 433.000 | |
| 2170 | 628.1504 | Silt Fence | LF | 17,015.000 | 13,245.000 | 3,770.000 |
| 2180 | 628.1520 | Silt Fence Maintenance | LF | 48,758.000 | 46,119.000 | 2,639.000 |
| 2190 | 628.1905 | Mobilizations Erosion Control | EACH | 35.000 | 35.000 | |
| 2200 | 628.1910 | Mobilizations Emergency Erosion Control | EACH | 14.000 | 14.000 | |
| 2210 | 628.2004 | Erosion Mat Class I Type B | SY | 149,810.000 | 149,810.000 | |
| 2220 | 628.2006 | Erosion Mat Urban Class I Type A | SY | 19,570.000 | 18,830.000 | 740.000 |
| 2230 | 628.2039 | Erosion Mat Class III Type D | SY | 990.000 | 990.000 | |
| 2240 | 628.5505 | Polyethylene Sheeting | SY | 1,110.000 | 1,110.000 | |
| 2250 | 628.6505 | Soil Stabilizer Type A | ACRE | 5.000 | 5.000 | |
| 2260 | 628.6510 | Soil Stabilizer Type B | ACRE | 5.000 | 5.000 | |
| 2270 | 628.7005 | Inlet Protection Type A | EACH | 417.000 | 416.000 | 1.000 |
| 2280 | 628.7010 | Inlet Protection Type B | EACH | 134.000 | 134.000 | |
| 2290 | 628.7015 | Inlet Protection Type C | EACH | 240.000 | 233.000 | 7.000 |
| 2300 | 628.7020 | Inlet Protection Type D | EACH | 69.000 | 69.000 | |
| 2310 | 628.7504 | Temporary Ditch Checks | LF | 690.000 | 690.000 | |
| 2320 | 628.7515.S | Stone or Rock Ditch Checks | CY | 130.000 | 130.000 | |
| 2330 | 628.7555 | Culvert Pipe Checks | EACH | 67.000 | 64.000 | 3.000 |
| 2340 | 628.7560 | Tracking Pads | EACH | 11.000 | 11.000 | |
| 2350 | 628.7570 | Rock Bags | EACH | 244.000 | 244.000 | |
| 2360 | 629.0210 | Fertilizer Type B | CWT | 143.100 | 138.100 | 5.000 |
| 2370 | 630.0120 | Seeding Mixture No. 20 | LB | 3,941.000 | 3,941.000 | |
| 2380 | 630.0140 | Seeding Mixture No. 40 | LB | 1,027.000 | 1,009.000 | 18.000 |
| 2390 | 630.0200 | Seeding Temporary | LB | 5,687.000 | 5,492.000 | 195.000 |
| 2400 | 630.0400 | Seeding Nurse Crop | LB | 174.000 | 174.000 | |
| 2410 | 631.0300 | Sod Water | MGAL | 346.200 | 338.900 | 7.300 |
| 2420 | 631.1000 | Sod Lawn | SY | 14,395.000 | 14,095.000 | 300.000 |
| 2430 | 632.0101 | Trees (species) (size) (root) 001. Coffeetree, 'Espresso', B&B, 2" Cal | EACH | 4.000 | 4.000 | |
| 2440 | 632.0101 | Trees (species) (size) (root) 002. Elm, American 'Princeton', B&B, 2.5" Cal. | EACH | 4.000 | 4.000 | |
| 2450 | 632.0101 | Trees (species) (size) (root) 003. Elm, 'Cathedral', B&B, 2.5" Cal. | EACH | 6.000 | 6.000 | |
| 2460 | 632.0101 | Trees (species) (size) (root) 004. Hackberry, 'Prairie Pride', B&B, 2.5" Cal. | EACH | 6.000 | 6.000 | |
| 2470 | 632.0101 | Trees (species) (size) (root) 005. Maple, Freeman 'Celebration', B&B, 2.5" Cal. | EACH | 4.000 | 4.000 | |
| 2480 | 632.0101 | Trees (species) (size) (root) 006. Oak, Bur, B&B, 2" Cal. | EACH | 2.000 | 2.000 | |

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DATE 12MAY16 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 | 1206-07-74 QUANTITY | 1206-08-74 QUANTITY |
|---|---|---|---|---|---|---|
| 2490 | 632.0101 | Trees (species) (size) (root) 007. Oak, Schuettes, B&B, 2" Cal. | EACH | 7.000 | 7.000 | |
| 2500 | 632.0101 | Trees (species) (size) (root) 008. Crabapple, 'Sargent', B&B, 2" Cal. | EACH | 11.000 | 11.000 | |
| 2510 | 632.0101 | Trees (species) (size) (root) 009. Hawthorn, Thornless Cockspur, B&B, 2" Cal. | EACH | 10.000 | 10.000 | |
| 2520 | 632.0101 | Trees (species) (size) (root) 010. Lilac, 'Ivory Silk' (Shrub Form Tree), B&B, 6' Ht. | EACH | 1.000 | 1.000 | |
| 2530 | 632.0101 | Trees (species) (size) (root) 011. Viburnum, Blackhaw (Shrub Form Tree), B&B, 6' Ht. | EACH | 5.000 | 5.000 | |
| 2540 | 632.0201 | Shrubs (species) (size) (root) 001. Juniper, Pfitzer 'Kallay's Compact', CG, 24" SP. | EACH | 18.000 | 18.000 | |
| 2550 | 632.9101 | Landscape Planting Surveillance and Care Cycles | EACH | 26.000 | 26.000 | |
| 2560 | 633.5200 | Markers Culvert End | EACH | 36.000 | 36.000 | |
| 2570 | 634.0410 | Posts Wood 4x4-Inch X 10-FT | EACH | 5.000 | 5.000 | |
| 2580 | 634.0414 | Posts Wood 4x4-Inch X 14-FT | EACH | 60.000 | 60.000 | |
| 2590 | 634.0416 | Posts Wood 4x4-Inch X 16-FT | EACH | 20.000 | 20.000 | |
| 2600 | 634.0418 | Posts Wood 4x4-Inch X 18-FT | EACH | 3.000 | 3.000 | |
| 2610 | 634.0612 | Posts Wood 4x6-Inch X 12-FT | EACH | 8.000 | 8.000 | |
| 2620 | 634.0614 | Posts Wood 4x6-Inch X 14-FT | EACH | 12.000 | 12.000 | |
| 2630 | 634.0616 | Posts Wood 4x6-Inch X 16-FT | EACH | 22.000 | 22.000 | |
| 2640 | 634.0618 | Posts Wood 4x6-Inch X 18-FT | EACH | 9.000 | 9.000 | |
| 2650 | 634.0620 | Posts Wood 4x6-Inch X 20-FT | EACH | 1.000 | 1.000 | |
| 2660 | 634.0624 | Posts Wood 4x6-Inch X 24-FT | EACH | 2.000 | 2.000 | |
| 2670 | 636.0100 | Sign Supports Concrete Masonry | CY | 10.000 | 10.000 | |
| 2680 | 636.1500 | Sign Supports Steel Coated Reinforcement HS | LB | 2,210.000 | 2,210.000 | |
| 2690 | 637.1220 | Signs Type I Reflective SH | SF | 179.500 | 179.500 | |
| 2700 | 637.2210 | Signs Type II Reflective H | SF | 632.570 | 632.570 | |
| 2710 | 637.2215 | Signs Type II Reflective H Folding | SF | 50.560 | 50.560 | |
| 2720 | 637.2230 | Signs Type II Reflective F | SF | 197.500 | 197.500 | |
| 2730 | 638.2102 | Moving Signs Type II | EACH | 57.000 | 57.000 | |
| 2740 | 638.2602 | Removing Signs Type II | EACH | 102.000 | 102.000 | |
| 2750 | 638.3000 | Removing Small Sign Supports | EACH | 134.000 | 134.000 | |
| 2760 | 638.3100 | Removing Structural Steel Sign Supports | EACH | 1.000 | 1.000 | |
| 2770 | 641.1200 | Sign Bridge Cantilevered (structure) 001. S-13-447 | LS | 1.000 | 1.000 | |
| 2780 | 642.5401 | Field Office Type D | EACH | 1.000 | 1.000 | |
| 2790 | 643.0200 | Traffic Control Surveillance and Maintenance (project) 001. 1206-07-74 | DAY | 226.000 | 226.000 | |
| 2800 | 643.0300 | Traffic Control Drums | DAY | 50,900.000 | 50,900.000 | |
| 2810 | 643.0410 | Traffic Control Barricades Type II | DAY | 954.000 | 954.000 | |
| 2820 | 643.0420 | Traffic Control Barricades Type III | DAY | 7,675.000 | 7,675.000 | |
| 2830 | 643.0500 | Traffic Control Flexible Tubular Marker Posts | EACH | 54.000 | 54.000 | |
| 2840 | 643.0600 | Traffic Control Flexible Tubular Marker Bases | EACH | 54.000 | 54.000 | |
| 2850 | 643.0705 | Traffic Control Warning Lights Type A | DAY | 12,195.000 | 12,195.000 | |
| 2860 | 643.0715 | Traffic Control Warning Lights Type C | DAY | 3,416.000 | 3,416.000 | |
| 2870 | 643.0800 | Traffic Control Arrow Boards | DAY | 570.000 | 570.000 | |
| 2880 | 643.0900 | Traffic Control Signs | DAY | 28,513.000 | 28,513.000 | |

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DATE 12MAY16 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 | 1206-07-74 QUANTITY | 1206-08-74 QUANTITY |
|---|---|---|---|---|---|---|
| 2890 | 643.1000 | Traffic Control Signs Fixed Message | SF | 472.410 | 472.410 | |
| 2900 | 643.1050 | Traffic Control Signs PCMS | DAY | 513.000 | 513.000 | |
| 2910 | 644.1410.S | Temporary Pedestrian Surface Asphalt | SF | 9,160.000 | 9,160.000 | |
| 2920 | 644.1601.S | Temporary Curb Ramp | EACH | 2.000 | 2.000 | |
| 2930 | 644.1616.S | Temporary Pedestrian Safety Fence | LF | 1,745.000 | 1,745.000 | |
| 2940 | 645.0120 | Geotextile Type HR | SY | 2,126.000 | 2,116.000 | 10.000 |
| 2950 | 645.0130 | Geotextile Type R | SY | 249.000 | 249.000 | |
| 2960 | 645.0140 | Geotextile Type SAS | SY | 538.000 | 538.000 | |
| 2970 | 646.0106 | Pavement Marking Epoxy 4-Inch | LF | 53,475.000 | 53,460.000 | 15.000 |
| 2980 | 646.0126 | Pavement Marking Epoxy 8-Inch | LF | 4,065.000 | 4,046.000 | 19.000 |
| 2990 | 646.0156 | Pavement Marking Epoxy 18-Inch | LF | 49.000 | 49.000 | |
| 3000 | 646.0600 | Removing Pavement Markings | LF | 19,193.000 | 19,193.000 | |
| 3010 | 646.0900.S | Pavement Marking Late Season | LF | 8,289.000 | 8,289.000 | |
| 3020 | 647.0156 | Pavement Marking Arrows Epoxy Type 1 | EACH | 1.000 | 1.000 | |
| 3030 | 647.0166 | Pavement Marking Arrows Epoxy Type 2 | EACH | 34.000 | 34.000 | |
| 3040 | 647.0206 | Pavement Marking Arrows Bike Lane Epoxy | EACH | 36.000 | 36.000 | |
| 3050 | 647.0306 | Pavement Marking Symbols Bike Lane Epoxy | EACH | 35.000 | 35.000 | |
| 3060 | 647.0356 | Pavement Marking Words Epoxy | EACH | 19.000 | 19.000 | |
| 3070 | 647.0456 | Pavement Marking Curb Epoxy | LF | 115.000 | 115.000 | |
| 3080 | 647.0553 | Pavement Marking Stop Line Paint 12-Inch | LF | 41.000 | 41.000 | |
| 3090 | 647.0566 | Pavement Marking Stop Line Epoxy 18-Inch | LF | 374.000 | 374.000 | |
| 3100 | 647.0606 | Pavement Marking Island Nose Epoxy | EACH | 8.000 | 8.000 | |
| 3110 | 647.0653 | Pavement Marking Parking Stall Paint | LF | 1,870.000 | 1,870.000 | |
| 3120 | 647.0726 | Pavement Marking Diagonal Epoxy 12-Inch | LF | 412.000 | 412.000 | |
| 3130 | 647.0763 | Pavement Marking Crosswalk Paint 6-Inch | LF | 65.000 | 65.000 | |
| 3140 | 647.0766 | Pavement Marking Crosswalk Epoxy 6-Inch | LF | 135.000 | 135.000 | |
| 3150 | 647.0776 | Pavement Marking Crosswalk Epoxy 12-Inch | LF | 1,759.000 | 1,759.000 | |
| 3160 | 647.0955 | Removing Pavement Markings Arrows | EACH | 15.000 | 15.000 | |
| 3170 | 647.0965 | Removing Pavement Markings Words | EACH | 9.000 | 9.000 | |
| 3180 | 649.0400 | Temporary Pavement Marking Removable Tape 4-Inch | LF | 4,685.000 | 4,685.000 | |
| 3190 | 649.0402 | Temporary Pavement Marking Paint 4-Inch | LF | 7,583.000 | 7,583.000 | |
| 3200 | 649.0600 | Temporary Pavement Marking Removable Tape 6-Inch | LF | 412.000 | 412.000 | |
| 3210 | 649.0801 | Temporary Pavement Marking Removable Tape 8-Inch | LF | 651.000 | 651.000 | |
| 3220 | 649.0802 | Temporary Pavement Marking Paint 8-Inch | LF | 275.000 | 275.000 | |
| 3230 | 649.1100 | Temporary Pavement Marking Stop Line 18-Inch | LF | 147.000 | 147.000 | |
| 3240 | 649.1600 | Temporary Pavement Marking Diagonal Removable Tape 12-Inch | LF | 64.000 | 64.000 | |
| 3250 | 649.1802 | Temporary Pavement Marking Arrows Paint | EACH | 2.000 | 2.000 | |
| 3260 | 650.4000 | Construction Staking Storm Sewer | EACH | 435.000 | 435.000 | |
| 3270 | 650.4500 | Construction Staking Subgrade | LF | 24,602.000 | 24,112.000 | 490.000 |
| 3280 | 650.5000 | Construction Staking Base | LF | 19,692.000 | 19,202.000 | 490.000 |
| 3290 | 650.5500 | Construction Staking Curb Gutter and Curb & Gutter | LF | 24,085.000 | 23,521.000 | 564.000 |
| 3300 | 650.6500 | Construction Staking Structure Layout (structure) 001. R-13-264 | LS | 1.000 | 1.000 | |
| 3310 | 650.6500 | Construction Staking Structure Layout (structure) 002. R-13-265 | LS | 1.000 | 1.000 | |
| 3320 | 650.6500 | Construction Staking Structure Layout (structure) 003. R-13-269 | LS | 1.000 | 1.000 | |
| 3330 | 650.6500 | Construction Staking Structure Layout (structure) 004. R-13-271 | LS | 1.000 | 1.000 | |

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DATE 12MAY16 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 | 1206-07-74 QUANTITY | 1206-08-74 QUANTITY |
|---|---|---|---|---|---|---|
| 3340 | 650.6500 | Construction Staking Structure Layout (structure) 005. S-13-447 | LS | 1.000 | 1.000 | |
| 3350 | 650.7000 | Construction Staking Concrete Pavement | LF | 6,696.000 | 6,696.000 | |
| 3360 | 650.7500 | Construction Staking Concrete Barrier | LF | 57.000 | 57.000 | |
| 3370 | 650.8000 | Construction Staking Resurfacing Reference | LF | 2,210.000 | 2,210.000 | |
| 3380 | 650.8500 | Construction Staking Electrical Installations (project) 001. 1206-07-74 | LS | 1.000 | 1.000 | |
| 3390 | 650.9910 | Construction Staking Supplemental Control (project) 001. 1206-07-74 | LS | 1.000 | 1.000 | |
| 3400 | 650.9920 | Construction Staking Slope Stakes | LF | 26,027.000 | 25,537.000 | 490.000 |
| 3410 | 652.0225 | Conduit Rigid Nonmetallic Schedule 40 2-Inch | LF | 17,857.000 | 17,857.000 | |
| 3420 | 652.0235 | Conduit Rigid Nonmetallic Schedule 40 3-Inch | LF | 4,542.000 | 4,542.000 | |
| 3430 | 652.0325 | Conduit Rigid Nonmetallic Schedule 80 2-Inch | LF | 786.000 | 786.000 | |
| 3440 | 652.0335 | Conduit Rigid Nonmetallic Schedule 80 3-Inch | LF | 3,075.000 | 3,075.000 | |
| 3450 | 652.0605 | Conduit Special 2-Inch | LF | 354.000 | 354.000 | |
| 3460 | 652.0615 | Conduit Special 3-Inch | LF | 1,880.000 | 1,880.000 | |
| 3470 | 652.0700.S | Install Conduit into Existing Item | EACH | 17.000 | 17.000 | |
| 3480 | 652.0800 | Conduit Loop Detector | LF | 2,911.000 | 2,911.000 | |
| 3490 | 652.0900 | Loop Detector Slots | LF | 701.000 | 701.000 | |
| 3500 | 653.0222 | Junction Boxes 18x12x6-Inch | EACH | 6.000 | 6.000 | |
| 3510 | 653.0905 | Removing Pull Boxes | EACH | 21.000 | 21.000 | |
| 3520 | 654.0101 | Concrete Bases Type 1 | EACH | 2.000 | 2.000 | |
| 3530 | 654.0102 | Concrete Bases Type 2 | EACH | 2.000 | 2.000 | |
| 3540 | 654.0105 | Concrete Bases Type 5 | EACH | 27.000 | 27.000 | |
| 3550 | 654.0106 | Concrete Bases Type 6 | EACH | 20.000 | 20.000 | |
| 3560 | 654.0107 | Concrete Bases Type 7 | EACH | 8.000 | 8.000 | |
| 3570 | 654.0230 | Concrete Control Cabinet Bases Type L30 | EACH | 3.000 | 3.000 | |
| 3580 | 655.0230 | Cable Traffic Signal 5-14 AWG | LF | 2,396.000 | 2,396.000 | |
| 3590 | 655.0240 | Cable Traffic Signal 7-14 AWG | LF | 715.000 | 715.000 | |
| 3600 | 655.0250 | Cable Traffic Signal 9-14 AWG | LF | 1,395.000 | 1,395.000 | |
| 3610 | 655.0260 | Cable Traffic Signal 12-14 AWG | LF | 666.000 | 666.000 | |
| 3620 | 655.0305 | Cable Type UF 2-12 AWG Grounded | LF | 550.000 | 550.000 | |
| 3630 | 655.0515 | Electrical Wire Traffic Signals 10 AWG | LF | 3,870.000 | 3,870.000 | |
| 3640 | 655.0610 | Electrical Wire Lighting 12 AWG | LF | 12,940.000 | 12,940.000 | |
| 3650 | 655.0615 | Electrical Wire Lighting 10 AWG | LF | 2,392.000 | 2,392.000 | |
| 3660 | 655.0620 | Electrical Wire Lighting 8 AWG | LF | 21,583.000 | 21,583.000 | |
| 3670 | 655.0625 | Electrical Wire Lighting 6 AWG | LF | 51,181.000 | 51,181.000 | |
| 3680 | 655.0635 | Electrical Wire Lighting 2 AWG | LF | 3,114.000 | 3,114.000 | |
| 3690 | 655.0700 | Loop Detector Lead In Cable | LF | 11,694.000 | 11,694.000 | |
| 3700 | 655.0800 | Loop Detector Wire | LF | 5,395.000 | 5,395.000 | |
| 3710 | 656.0200 | Electrical Service Meter Breaker Pedestal (location) 001. USH 18/151 & CTH PD | LS | 1.000 | 1.000 | |
| 3720 | 656.0200 | Electrical Service Meter Breaker Pedestal (location) 002. USH 18/151 & Williamsburg Way | LS | 1.000 | 1.000 | |
| 3730 | 656.0200 | Electrical Service Meter Breaker Pedestal (location) 003. Williamsburg Way | LS | 1.000 | 1.000 | |

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DATE 12MAY16 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 | 1206-07-74 QUANTITY | 1206-08-74 QUANTITY |
|---|---|---|---|---|---|---|
| 3740 | 656.0200 | Electrical Service Meter Breaker Pedestal (location) 004. East Verona Road Frontage Road | LS | 1.000 | 1.000 | |
| 3750 | 656.0200 | Electrical Service Meter Breaker Pedestal (location) 005. CTH PD & Nesbitt Road | LS | 1.000 | 1.000 | |
| 3760 | 657.0100 | Pedestal Bases | EACH | 8.000 | 8.000 | |
| 3770 | 657.0210 | Transformer Bases Breakaway 15-17 Inch Bolt Circle | EACH | 8.000 | 8.000 | |
| 3780 | 657.0255 | Transformer Bases Breakaway 11 1/2-Inch Bolt Circle | EACH | 32.000 | 32.000 | |
| 3790 | 657.0305 | Poles Type 2 | EACH | 1.000 | 1.000 | |
| 3800 | 657.0321 | Poles Type 5-Steel | EACH | 7.000 | 7.000 | |
| 3810 | 657.0322 | Poles Type 5-Aluminum | EACH | 6.000 | 6.000 | |
| 3820 | 657.0327 | Poles Type 6-Aluminum | EACH | 20.000 | 20.000 | |
| 3830 | 657.0337 | Poles Type 17-Aluminum | EACH | 8.000 | 8.000 | |
| 3840 | 657.0410 | Traffic Signal Standards Aluminum 9-FT | EACH | 2.000 | 2.000 | |
| 3850 | 657.0420 | Traffic Signal Standards Aluminum 13-FT | EACH | 2.000 | 2.000 | |
| 3860 | 657.0425 | Traffic Signal Standards Aluminum 15-FT | EACH | 3.000 | 3.000 | |
| 3870 | 657.0590 | Trombone Arms 20-FT | EACH | 1.000 | 1.000 | |
| 3880 | 657.0614 | Luminaire Arms Single Member 4-Inch Clamp 8-FT | EACH | 8.000 | 8.000 | |
| 3890 | 657.0615 | Luminaire Arms Single Member 4 1/2-Inch Clamp 8-FT | EACH | 23.000 | 23.000 | |
| 3900 | 657.0630 | Luminaire Arms Single Member 6-Inch Clamp 8-FT | EACH | 8.000 | 8.000 | |
| 3910 | 657.0709 | Luminaire Arms Truss Type 4-Inch Clamp 12-FT | EACH | 4.000 | 4.000 | |
| 3920 | 657.0710 | Luminaire Arms Truss Type 4 1/2-Inch Clamp 12-FT | EACH | 3.000 | 3.000 | |
| 3930 | 657.1345 | Install Poles Type 9 | EACH | 4.000 | 4.000 | |
| 3940 | 657.1525 | Install Monotube Arms 25-FT | EACH | 1.000 | 1.000 | |
| 3950 | 657.1530 | Install Monotube Arms 30-FT | EACH | 3.000 | 3.000 | |
| 3960 | 657.6005.S | Anchor Assemblies Light Poles on Structures | EACH | 6.000 | 6.000 | |
| 3970 | 658.0110 | Traffic Signal Face 3-12 Inch Vertical | EACH | 23.000 | 23.000 | |
| 3980 | 658.0120 | Traffic Signal Face 5-12 Inch Vertical | EACH | 4.000 | 4.000 | |
| 3990 | 658.0215 | Backplates Signal Face 3 Section 12-Inch | EACH | 23.000 | 23.000 | |
| 4000 | 658.0225 | Backplates Signal Face 5 Section 12-Inch | EACH | 4.000 | 4.000 | |
| 4010 | 658.0416 | Pedestrian Signal Face 16-Inch | EACH | 8.000 | 8.000 | |
| 4020 | 658.0500 | Pedestrian Push Buttons | EACH | 12.000 | 12.000 | |
| 4030 | 658.0600 | Led Modules 12-Inch Red Ball | EACH | 15.000 | 15.000 | |
| 4040 | 658.0605 | Led Modules 12-Inch Yellow Ball | EACH | 15.000 | 15.000 | |
| 4050 | 658.0610 | Led Modules 12-Inch Green Ball | EACH | 15.000 | 15.000 | |
| 4060 | 658.0615 | Led Modules 12-Inch Red Arrow | EACH | 12.000 | 12.000 | |
| 4070 | 658.0620 | Led Modules 12-Inch Yellow Arrow | EACH | 16.000 | 16.000 | |
| 4080 | 658.0625 | Led Modules 12-Inch Green Arrow | EACH | 16.000 | 16.000 | |
| 4090 | 658.0635 | Led Modules Pedestrian Countdown Timer 16-Inch | EACH | 8.000 | 8.000 | |
| 4100 | 658.5069 | Signal Mounting Hardware (location) 001. Fitchrona Road & CTH PD | LS | 1.000 | 1.000 | |
| 4110 | 659.1125 | Luminaires Utility LED C | EACH | 38.000 | 38.000 | |
| 4120 | 659.2130 | Lighting Control Cabinets 120/240 30-Inch | EACH | 2.000 | 2.000 | |

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DATE 12MAY16 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 | 1206-07-74 QUANTITY | 1206-08-74 QUANTITY |
|---|---|---|---|---|---|---|
| 4130 | 661.0200 | Temporary Traffic Signals for Intersections (location) 001. CTH PD and Fitchrona Rd | LS | 1.000 | 1.000 | |
| 4140 | 671.0132 | Conduit HDPE 3-Duct 2-Inch | LF | 1,710.000 | 1,710.000 | |
| 4150 | 673.0105 | Communication Vault Type 1 | EACH | 3.000 | 3.000 | |
| 4160 | 674.0300 | Remove Cable | LF | 2,941.000 | 2,941.000 | |
| 4170 | 674.0400 | Reinstall Cable | LF | 755.000 | 755.000 | |
| 4180 | 678.0300 | Fiber Optic Splice | EACH | 8.000 | 8.000 | |
| 4190 | 690.0150 | Sawing Asphalt | LF | 12,062.000 | 9,917.000 | 2,145.000 |
| 4200 | 690.0250 | Sawing Concrete | LF | 5,303.000 | 5,220.000 | 83.000 |
| 4210 | 715.0415 | Incentive Strength Concrete Pavement | DOL | 7,286.000 | 7,286.000 | |
| 4220 | 715.0502 | Incentive Strength Concrete Structures | DOL | 11,808.000 | 11,808.000 | |
| 4230 | 999.1000.S | Seismograph | LS | 1.000 | 1.000 | |
| 4240 | 999.1500.S | Crack and Damage Survey | LS | 1.000 | 1.000 | |
| 4250 | ASP.1T0A | On-the-Job Training Apprentice at $5.00/HR | HRS | 1,350.000 | 1,350.000 | |
| 4260 | ASP.1T0G | On-the-Job Training Graduate at $5.00/HR | HRS | 2,400.000 | 2,400.000 | |
| 4270 | SPV.0035 | Special 050. Pond Clay Liner | CY | 15,124.000 | 15,124.000 | |
| 4280 | SPV.0035 | Special 500. Planting Mixture | CY | 151.000 | 151.000 | |
| 4290 | SPV.0035 | Special 501. Topsoil Special | CY | 93.000 | 93.000 | |
| 4300 | SPV.0035 | Special 600. Abandon Existing Sanitary Sewer - Slurry | CY | 43.000 | | 43.000 |
| 4310 | SPV.0035 | Special 700. Roadway Embankment | CY | 145,649.000 | 145,649.000 | |
| 4320 | SPV.0035 | Special 701. Excavation Special | CY | 1,325.000 | 1,325.000 | |
| 4330 | SPV.0045 | Special 700. Portable Changeable Message Sign (PCMS) Cellular Communications | DAY | 91.000 | 91.000 | |
| 4340 | SPV.0060 | Special 001. Utility Line Opening (ULO) | EACH | 22.000 | 10.000 | 12.000 |
| 4350 | SPV.0060 | Special 002. Concrete Flume | EACH | 5.000 | 5.000 | |
| 4360 | SPV.0060 | Special 003. Posts Round Tubular Steel 2 3/8-Inch x 8-FT | EACH | 9.000 | 9.000 | |
| 4370 | SPV.0060 | Special 004. Posts Round Tubular Steel 2 3/8-Inch x 10-FT | EACH | 2.000 | 2.000 | |
| 4380 | SPV.0060 | Special 005. Posts Round Tubular Steel 2 3/8-Inch x 12-FT | EACH | 10.000 | 10.000 | |
| 4390 | SPV.0060 | Special 006. V-Loc Base | EACH | 21.000 | 21.000 | |
| 4400 | SPV.0060 | Special 007. Asphaltic Median Sloped Nose | EACH | 1.000 | 1.000 | |
| 4410 | SPV.0060 | Special 008. Covering Signs | EACH | 1.000 | 1.000 | |
| 4420 | SPV.0060 | Special 009. Department Owned Crash Cushion Temporary | EACH | 3.000 | 3.000 | |
| 4430 | SPV.0060 | Special 010. Concrete Bases Type 10 Special | EACH | 4.000 | 4.000 | |
| 4440 | SPV.0060 | Special 050. Manholes 9-FT Diameter | EACH | 9.000 | 9.000 | |
| 4450 | SPV.0060 | Special 051. Manhole EB607 | EACH | 1.000 | 1.000 | |
| 4460 | SPV.0060 | Special 052. Manhole EB8001 | EACH | 1.000 | 1.000 | |
| 4470 | SPV.0060 | Special 053. Manhole EB830 | EACH | 1.000 | 1.000 | |
| 4480 | SPV.0060 | Special 054. Manhole F4400 | EACH | 1.000 | 1.000 | |
| 4490 | SPV.0060 | Special 055. Manhole NR750 | EACH | 1.000 | 1.000 | |
| 4500 | SPV.0060 | Special 056. Inlet WW1478 | EACH | 1.000 | 1.000 | |
| 4510 | SPV.0060 | Special 057. Inlet Covers 2X3-FT | EACH | 20.000 | 20.000 | |
| 4520 | SPV.0060 | Special 058. Pyramidal Inlet Grate 6X6 | EACH | 1.000 | 1.000 | |
| 4530 | SPV.0060 | Special 059. Pyramidal Inlet Grate 6X12 | EACH | 1.000 | 1.000 | |
| 4540 | SPV.0060 | Special 060. Infiltration Basin Spillway | EACH | 2.000 | 2.000 | |
| 4550 | SPV.0060 | Special 061. Storm Sewer Check Valve 12-Inch | EACH | 1.000 | 1.000 | |

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DATE 12MAY16 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 | 1206-07-74 QUANTITY | 1206-08-74 QUANTITY |
|---|---|---|---|---|---|---|
| 4560 | SPV.0060 | Special 062. Apron Endwalls For Culvert Pipe Reinforced Concrete 78-Inch | EACH | 1.000 | 1.000 | |
| 4570 | SPV.0060 | Special 063. Concrete Cutoff Wall | EACH | 18.000 | 18.000 | |
| 4580 | SPV.0060 | Special 064. Covering and Locating Storm Sewer | EACH | 42.000 | 42.000 | |
| 4590 | SPV.0060 | Special 065. Storm Sewer Tap | EACH | 12.000 | 12.000 | |
| 4600 | SPV.0060 | Special 066. Clay Anti-Seepage Collar | EACH | 2.000 | 2.000 | |
| 4610 | SPV.0060 | Special 067. Cover Plates | EACH | 20.000 | 20.000 | |
| 4620 | SPV.0060 | Special 068. Restrictor Plate | EACH | 1.000 | 1.000 | |
| 4630 | SPV.0060 | Special 069. Stop Gate | EACH | 1.000 | 1.000 | |
| 4640 | SPV.0060 | Special 070. Inlet Covers, Flat Temporary | EACH | 2.000 | 2.000 | |
| 4650 | SPV.0060 | Special 071. Drain Slotted Vane 6-FT | EACH | 5.000 | 5.000 | |
| 4660 | SPV.0060 | Special 072. Rock Excavation for Concrete Bases | EACH | 13.000 | 13.000 | |
| 4670 | SPV.0060 | Special 100. Remove and Salvage Existing City-Owned Light Pole Assembly | EACH | 4.000 | 4.000 | |
| 4680 | SPV.0060 | Special 101. Relocate and Modify Existing Lighting Cabinet | EACH | 1.000 | 1.000 | |
| 4690 | SPV.0060 | Special 102. Luminaires Utility LED - City Of Fitchburg | EACH | 8.000 | 8.000 | |
| 4700 | SPV.0060 | Special 103. Luminaires Area LED | EACH | 17.000 | 17.000 | |
| 4710 | SPV.0060 | Special 104. Luminaires Decorative LED | EACH | 11.000 | 11.000 | |
| 4720 | SPV.0060 | Special 105. Aluminum Light Pole | EACH | 17.000 | 17.000 | |
| 4730 | SPV.0060 | Special 106. Lighting Control Cabinet-City Of Fitchburg | EACH | 3.000 | 3.000 | |
| 4740 | SPV.0060 | Special 107. Concrete Control Cabinet Bases Special | EACH | 3.000 | 3.000 | |
| 4750 | SPV.0060 | Special 108. Aluminum Transformer Base Breakaway | EACH | 17.000 | 17.000 | |
| 4760 | SPV.0060 | Special 109. Concrete Light Pole | EACH | 10.000 | 10.000 | |
| 4770 | SPV.0060 | Special 110. Pull Boxes, Polymer Concrete 12x12-Inch | EACH | 10.000 | 10.000 | |
| 4780 | SPV.0060 | Special 111. Pull Boxes, Polymer Concrete 17x30-Inch | EACH | 44.000 | 44.000 | |
| 4790 | SPV.0060 | Special 150. Loop Detector Splice | EACH | 1.000 | 1.000 | |
| 4800 | SPV.0060 | Special 151. Pull Box Type I | EACH | 12.000 | 12.000 | |
| 4810 | SPV.0060 | Special 152. Pull Box Type III | EACH | 8.000 | 8.000 | |
| 4820 | SPV.0060 | Special 153. Pull Box Type V | EACH | 4.000 | 4.000 | |
| 4830 | SPV.0060 | Special 154. Pull Box Non-Conductive 24x36-Inch | EACH | 11.000 | 11.000 | |
| 4840 | SPV.0060 | Special 155. Pull Box Non-Conductive 24x42-Inch | EACH | 37.000 | 37.000 | |
| 4850 | SPV.0060 | Special 156. Concrete Base Type G | EACH | 6.000 | 6.000 | |
| 4860 | SPV.0060 | Special 157. Concrete Base Type LB-3 | EACH | 1.000 | 1.000 | |
| 4870 | SPV.0060 | Special 158. Concrete Base Type LB-8 | EACH | 1.000 | 1.000 | |
| 4880 | SPV.0060 | Special 159. Concrete Base Type P | EACH | 1.000 | 1.000 | |
| 4890 | SPV.0060 | Special 160. Transformer Base Steel 16-Inch | EACH | 1.000 | 1.000 | |
| 4900 | SPV.0060 | Special 161. Transformer Base Steel 20-Inch | EACH | 1.000 | 1.000 | |
| 4910 | SPV.0060 | Special 162. Traffic Signal Trombone Arms, 15-FT | EACH | 1.000 | 1.000 | |
| 4920 | SPV.0060 | Special 163. Pole 30-FT, 7 Gauge | EACH | 1.000 | 1.000 | |
| 4930 | SPV.0060 | Special 164. Pole 30-FT, 11 Gauge | EACH | 1.000 | 1.000 | |

DATE 12MAY16 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 | 1206-07-74 QUANTITY | 1206-08-74 QUANTITY |
|---|---|---|---|---|---|---|
| 4940 | SPV.0060 | Special 165. Install Video Detection Camera | EACH | 2.000 | 2.000 | |
| 4950 | SPV.0060 | Special 166. 8-Count Fiber Optic Connecter 1,400-FT | EACH | 1.000 | 1.000 | |
| 4960 | SPV.0060 | Special 167. Remove Existing WisDOT-Owned Light Pole Assembly | EACH | 8.000 | 8.000 | |
| 4970 | SPV.0060 | Special 168. Remove Existing WisDOT-Owned Lighting Cabinet | EACH | 1.000 | 1.000 | |
| 4980 | SPV.0060 | Special 169. Remove and Salvage Existing Blank Out Sign | EACH | 4.000 | 4.000 | |
| 4990 | SPV.0060 | Special 500. Perennials, Allium, 'Summer Beauty', CG, 1 Gal. | EACH | 40.000 | 40.000 | |
| 5000 | SPV.0060 | Special 501. Perennials, Feather Reed Grass, 'Overdam', CG, 1 Gal. | EACH | 87.000 | 87.000 | |
| 5010 | SPV.0060 | Special 502. Perennials, Gayfeather, Spiked 'Kobold', CG, 1 Gal. | EACH | 16.000 | 16.000 | |
| 5020 | SPV.0060 | Special 503. Perennials, Prairie Dropseed, 'Tara', CG, 1 Gal. | EACH | 89.000 | 89.000 | |
| 5030 | SPV.0060 | Special 600. Fire Hydrants | EACH | 27.000 | | 27.000 |
| 5040 | SPV.0060 | Special 601. Remove Existing Hydrant | EACH | 16.000 | | 16.000 |
| 5050 | SPV.0060 | Special 602. Water Valve, 6-Inch | EACH | 23.000 | | 23.000 |
| 5060 | SPV.0060 | Special 603. Water Valve, 8-Inch | EACH | 17.000 | | 17.000 |
| 5070 | SPV.0060 | Special 604. Water Valve, 10-Inch | EACH | 10.000 | | 10.000 |
| 5080 | SPV.0060 | Special 605. Water Valve, 12-Inch | EACH | 14.000 | | 14.000 |
| 5090 | SPV.0060 | Special 606. Adjust Existing Valve Box | EACH | 25.000 | | 25.000 |
| 5100 | SPV.0060 | Special 607. Remove Existing Valve Box | EACH | 41.000 | | 41.000 |
| 5110 | SPV.0060 | Special 608. Remove Existing Water Valve Manhole | EACH | 4.000 | | 4.000 |
| 5120 | SPV.0060 | Special 609. Connect to Existing Water Main | EACH | 29.000 | | 29.000 |
| 5130 | SPV.0060 | Special 610. Abandon Existing Water Main | EACH | 27.000 | | 27.000 |
| 5140 | SPV.0060 | Special 611. Live Tap | EACH | 6.000 | | 6.000 |
| 5150 | SPV.0060 | Special 612. Adjust Water Curb Box | EACH | 4.000 | | 4.000 |
| 5160 | SPV.0060 | Special 613. Remove Existing Curb Box | EACH | 5.000 | | 5.000 |
| 5170 | SPV.0060 | Special 614. Temporary Water Main Connection | EACH | 5.000 | | 5.000 |
| 5180 | SPV.0060 | Special 615. Reconstruct Existing Sanitary Sewer Structure | EACH | 2.000 | | 2.000 |
| 5190 | SPV.0060 | Special 616. Sanitary Sewer Structure, 4-Foot Diameter | EACH | 9.000 | | 9.000 |
| 5200 | SPV.0060 | Special 617. Sanitary Sewer Structure, 5-Foot Diameter | EACH | 2.000 | | 2.000 |
| 5210 | SPV.0060 | Special 619. Remove Existing Sanitary Sewer Structure | EACH | 5.000 | | 5.000 |
| 5220 | SPV.0060 | Special 620. Reconstruct Bench and Flowlines | EACH | 3.000 | | 3.000 |
| 5230 | SPV.0060 | Special 621. Sanitary Sewer Lateral Electronic Marker | EACH | 12.000 | | 12.000 |
| 5240 | SPV.0060 | Special 622. Fluorocarbon Gaskets | EACH | 15.000 | | 15.000 |
| 5250 | SPV.0060 | Special 623. Fire Hydrant Weep Hole Plugs | EACH | 3.000 | | 3.000 |
| 5260 | SPV.0060 | Special 624. Clay Trench Dikes | EACH | 5.000 | | 5.000 |
| 5270 | SPV.0060 | Special 625. Sanitary Sewer Monitoring Manhole 6-Foot Diameter | EACH | 1.000 | | 1.000 |
| 5280 | SPV.0060 | Special 626. Sanitary Lateral Cleanout | EACH | 1.000 | | 1.000 |
| 5290 | SPV.0060 | Special 700. Baseline CPM Progress Schedule | EACH | 1.000 | 0.910 | 0.090 |

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DATE 12MAY16 — 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 | 1206-07-74 QUANTITY | 1206-08-74 QUANTITY |
|---|---|---|---|---|---|---|
| 5300 | SPV.0060 | Special 701. CPM Progress Schedule Updates and Accepted Revisions | EACH | 9.000 | 8.000 | 1.000 |
| 5310 | SPV.0075 | Special 001. Street Sweeping | HRS | 400.000 | 400.000 | |
| 5320 | SPV.0085 | Special 001. Seeding Mixture Detention Pond, Wet Sedge Meadow | LB | 10.000 | 10.000 | |
| 5330 | SPV.0085 | Special 002. Seeding Mixture Detention Pond, Short Grass Prairie | LB | 116.000 | 116.000 | |
| 5340 | SPV.0090 | Special 001. Construction Fence Temporary | LF | 1,100.000 | 1,100.000 | |
| 5350 | SPV.0090 | Special 002. Pipe Underdrain 6-Inch With Geotextile Fabric and Aggregate | LF | 8,371.000 | 8,371.000 | |
| 5360 | SPV.0090 | Special 003. Salvage Timber Curb | LF | 67.000 | 67.000 | |
| 5370 | SPV.0090 | Special 004. Salvage Boulder Wall | LF | 43.000 | 43.000 | |
| 5380 | SPV.0090 | Special 005. Fence Wood Salvaged | LF | 25.000 | 25.000 | |
| 5390 | SPV.0090 | Special 006. Concrete Barrier Precast 12.5-FT | LF | 230.000 | 230.000 | |
| 5400 | SPV.0090 | Special 007. Surcharge Earth Embankment | LF | 315.000 | 315.000 | |
| 5410 | SPV.0090 | Special 008. Sawing Curb Head | LF | 78.000 | 78.000 | |
| 5420 | SPV.0090 | Special 009. Construction Staking Pedestrian Surface | LF | 3,336.000 | 3,231.000 | 105.000 |
| 5430 | SPV.0090 | Special 010. Concrete Curb 4-Inch Sloped 12-Inch Type A | LF | 70.000 | 70.000 | |
| 5440 | SPV.0090 | Special 011. Concrete Curb & Gutter 32-Inch Special | LF | 120.000 | 120.000 | |
| 5450 | SPV.0090 | Special 012. Concrete Curb & Gutter 56-Inch Special | LF | 165.000 | 165.000 | |
| 5460 | SPV.0090 | Special 013. Concrete Curb & Gutter 24-Inch Type D | LF | 937.000 | 937.000 | |
| 5470 | SPV.0090 | Special 014. Concrete Barrier Special | LF | 65.000 | 65.000 | |
| 5480 | SPV.0090 | Special 050. Storm Sewer Pipe Reinforced Cncrt Hrzntl Elliptical Class HE-IV 38X60-Inch | LF | 406.000 | 406.000 | |
| 5490 | SPV.0090 | Special 051. Storm Sewer Pipe Reinforced Cncrt Hrzntl Elliptical Class HE-IV 43X68-Inch | LF | 232.000 | 232.000 | |
| 5500 | SPV.0090 | Special 052. Storm Sewer Pipe PVC 6-Inch | LF | 35.000 | 35.000 | |
| 5510 | SPV.0090 | Special 053. Storm Sewer Pipe PVC 8-Inch | LF | 89.000 | 89.000 | |
| 5520 | SPV.0090 | Special 054. Storm Sewer Pipe PVC 12-Inch | LF | 7.000 | 7.000 | |
| 5530 | SPV.0090 | Special 055. Storm Sewer Pipe PVC 15-Inch | LF | 40.000 | 40.000 | |
| 5540 | SPV.0090 | Special 200. Galvanized Pipe Railing | LF | 7.000 | 7.000 | |
| 5550 | SPV.0090 | Special 600. Water Main, 6-Inch | LF | 273.000 | | 273.000 |
| 5560 | SPV.0090 | Special 601. Water Main, 8-Inch | LF | 696.000 | | 696.000 |
| 5570 | SPV.0090 | Special 602. Water Main, 10-Inch | LF | 3,695.000 | | 3,695.000 |
| 5580 | SPV.0090 | Special 603. Water Main, 12-Inch | LF | 3,587.000 | | 3,587.000 |
| 5590 | SPV.0090 | Special 604. Steel Casing Pipe, 24-Inch | LF | 240.000 | | 240.000 |
| 5600 | SPV.0090 | Special 605. Steel Casing Pipe, 36-Inch | LF | 230.000 | | 230.000 |
| 5610 | SPV.0090 | Special 606. Granular Backfill For Water Main | LF | 8,481.000 | | 8,481.000 |
| 5620 | SPV.0090 | Special 607. Copper Water Service, 1-Inch | LF | 50.000 | | 50.000 |
| 5630 | SPV.0090 | Special 608. Copper Water Service, 1. 5-Inch | LF | 60.000 | | 60.000 |
| 5640 | SPV.0090 | Special 609. Copper Water Service, 2-Inch | LF | 50.000 | | 50.000 |
| 5650 | SPV.0090 | Special 610. Water Main Insulation | LF | 400.000 | | 400.000 |

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DATE 12MAY16 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 | 1206-07-74 QUANTITY | 1206-08-74 QUANTITY |
|---|---|---|---|---|---|---|
| 5660 | SPV.0090 | Special 611. Sanitary Sewer Pipe, 8-Inch | LF | 504.000 | | 504.000 |
| 5670 | SPV.0090 | Special 612. Sanitary Sewer Pipe, 10-Inch | LF | 121.000 | | 121.000 |
| 5680 | SPV.0090 | Special 613. Sanitary Sewer Pipe, 15-Inch | LF | 1,010.000 | | 1,010.000 |
| 5690 | SPV.0090 | Special 614. Granular Backfill for Sanitary Sewer | LF | 1,635.000 | | 1,635.000 |
| 5700 | SPV.0090 | Special 615. Sanitary Sewer Lateral, 4-Inch | LF | 30.000 | | 30.000 |
| 5710 | SPV.0090 | Special 616. Sanitary Sewer Lateral, 6-Inch | LF | 222.000 | | 222.000 |
| 5720 | SPV.0090 | Special 617. Rock Excavation Water Main | LF | 402.000 | | 402.000 |
| 5730 | SPV.0105 | Special 001. Research and Locate Existing Property Monuments | LS | 1.000 | 1.000 | |
| 5740 | SPV.0105 | Special 002. Verify And Replace Existing Property Monuments | LS | 1.000 | 1.000 | |
| 5750 | SPV.0105 | Special 003. Construction Staking Supplemental Features | LS | 1.000 | 1.000 | |
| 5760 | SPV.0105 | Special 004. Pond D Haul Road | LS | 1.000 | 1.000 | |
| 5770 | SPV.0105 | Special 050. Pond D Spillway | LS | 1.000 | 1.000 | |
| 5780 | SPV.0105 | Special 051. Bioretention Basin B | LS | 1.000 | 1.000 | |
| 5790 | SPV.0105 | Special 052. Bioretention Basin C | LS | 1.000 | 1.000 | |
| 5800 | SPV.0105 | Special 053. Box Culvert Inlet Modifications | LS | 1.000 | 1.000 | |
| 5810 | SPV.0105 | Special 054. Utility Support | LS | 1.000 | 1.000 | |
| 5820 | SPV.0105 | Special 150. Install Department Furnished Vehicle Detection, USH 18 & CTH PD | LS | 1.000 | 1.000 | |
| 5830 | SPV.0105 | Special 151. Install Dept Furnished Vehicle Detection, USH 18 & Williamsburg Way | LS | 1.000 | 1.000 | |
| 5840 | SPV.0105 | Special 152. Remove and Transport Traffic Signals, Fitchrona Road | LS | 1.000 | 1.000 | |
| 5850 | SPV.0105 | Special 153. Traffic Control Utility Crossings | LS | 1.000 | 1.000 | |
| 5860 | SPV.0105 | Special 154. EVP Detector | LS | 1.000 | 1.000 | |
| 5870 | SPV.0105 | Special 500. Bioretention Area Maintenance | LS | 1.000 | 1.000 | |
| 5880 | SPV.0105 | Special 501. Detention Pond Maintenance | LS | 1.000 | 1.000 | |
| 5890 | SPV.0105 | Special 600. Construction Staking Water Main | LS | 1.000 | | 1.000 |
| 5900 | SPV.0105 | Special 601. Construction Staking Sanitary Sewer | LS | 1.000 | | 1.000 |
| 5910 | SPV.0120 | Special 001. Water for Seeded Areas | MGAL | 2,754.900 | 2,711.000 | 43.900 |
| 5920 | SPV.0120 | Special 002. Water For Detention Ponds | MGAL | 4,074.000 | 4,074.000 | |
| 5930 | SPV.0165 | Special 001. Sidewalk Pavement | SF | 5,590.000 | 5,590.000 | |
| 5940 | SPV.0165 | Special 002. Colored and Stamped Concrete 5-Inch | SF | 3,530.000 | 3,530.000 | |
| 5950 | SPV.0165 | Special 003. Temporary Pedestrian Surface Special | SF | 1,535.000 | 1,535.000 | |
| 5960 | SPV.0165 | Special 004. Wall Concrete Panel Mechanically Stblzd Earth LRFD/QMP, R-13-264 **P** | SF | 13,875.000 | 13,875.000 | |
| 5970 | SPV.0165 | Special 005. Wall Concrete Panel Mechanically Stblzd Earth LRFD/QMP, R-13-265 **P** | SF | 3,150.000 | 3,150.000 | |

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DATE 12MAY16 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 | 1206-07-74 QUANTITY | 1206-08-74 QUANTITY |
|---|---|---|---|---|---|---|
| 5980 | SPV.0165 | Special 006. Wall Concrete Panel Mechanically Stblzd Earth LRFD/QMP, R-13-269 **P** | SF | 17,170.000 | 17,170.000 | |
| 5990 | SPV.0165 | Special 007. Wall Concrete Panel Mechanically Stblzd Earth LRFD/QMP, R-13-271 **P** | SF | 11,285.000 | 11,285.000 | |
| 6000 | SPV.0165 | Special 008. Salvage and Replace Landscaping Stone | SF | 100.000 | 100.000 | |
| 6010 | SPV.0180 | Special 001. Geogrid Reinforcement | SY | 7,600.000 | 7,600.000 | |
| 6020 | SPV.0180 | Special 500. Shredded Hardwood Bark Mulch | SY | 211.000 | 211.000 | |
| 6030 | SPV.0180 | Special 501. Native Vegetated Mat, Type A | SY | 453.000 | 453.000 | |
| 6040 | SPV.0180 | Special 502. Native Vegetated Mat, Type B | SY | 340.000 | 340.000 | |
| 6050 | SPV.0180 | Special 503. Native Vegetated Mat, Type C | SY | 414.000 | 414.000 | |
| 6060 | SPV.0195 | Special 001. Aggregate Fines | TON | 8.000 | 8.000 | |
| 6070 | SPV.0195 | Special 700. Cold Patch | TON | 10.000 | 10.000 | |
| 6080 | SPV.0195 | Special 701. Excavation, Hauling, & Disposal Of Cntmntd Soil & Mngmnt Of Cntmntd Grndwt | TON | 500.000 | 500.000 | |

## CLEARING AND GRUBBING SUMMARY

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | 201.0105 CLEARING STA | 201.0115 CLEARING ACRE | 201.0120 CLEARING ID | 201.0205 GRUBBING STA | 201.0215 GRUBBING ACRE | 201.0220 GRUBBING ID |
|---|---|---|---|---|---|---|---|---|---|
| 0010 | VERONA ROAD | 876+00 VR - 886+00 VR | LT | 10 | --- | --- | 10 | --- | --- |
| | | 875+00 VR - 879+00 VR | RT | 4 | --- | --- | 4 | --- | --- |
| | | 883+75 VR | LT | --- | --- | 10 | --- | --- | 10 |
| | | 885+60 VR | LT | --- | --- | 18 | --- | --- | 18 |
| | | 886+20 VR | LT | --- | --- | 6 | --- | --- | 6 |
| | | 886+80 VR | LT | --- | --- | 10 | --- | --- | 10 |
| | | 887+85 VR | LT | --- | --- | 6 | --- | --- | 6 |
| | | 909+01 VR | LT | --- | --- | 11 | --- | --- | 11 |
| | | 909+12 VR | LT | --- | --- | 17 | --- | --- | 17 |
| | | 909+13 VR | LT | --- | --- | 11 | --- | --- | 11 |
| | | 911+30 VR | LT | --- | --- | 11 | --- | --- | 11 |
| | | 911+56 VR | LT | --- | --- | 7 | --- | --- | 7 |
| | | 911+66 VR | LT | --- | --- | 7 | --- | --- | 7 |
| | | 911+76 VR | LT | --- | --- | 7 | --- | --- | 7 |
| | | 912+38 VR | LT | --- | --- | 14 | --- | --- | 14 |
| | | 914+15 VR | LT | --- | --- | 8 | --- | --- | 8 |
| | | 914+21 VR | LT | --- | --- | 8 | --- | --- | 8 |
| | | 915+20 VR | LT | --- | --- | 18 | --- | --- | 18 |
| | | 915+29 VR | LT | --- | --- | 10 | --- | --- | 10 |
| | | 919+65 VR | LT | --- | --- | 13 | --- | --- | 13 |
| | | 920+18 VR | LT | --- | --- | 23 | --- | --- | 23 |
| | | 920+67 VR | LT | --- | --- | 18 | --- | --- | 18 |
| | | 923+90 VR | LT | --- | --- | 11 | --- | --- | 11 |
| | | 926+00 VR - 932+00 VR | LT | 6 | --- | --- | 6 | --- | --- |
| | | 939+00 VR - 959+00 VR | LT | 20 | --- | --- | 20 | --- | --- |
| | | 959+86 VR | LT | --- | --- | 9 | --- | --- | 9 |
| | | 970+00 VR - 973+00 VR | LT | 3 | --- | --- | 3 | --- | --- |
| | | SUBTOTALS | | 43 | 0 | 253 | 43 | 0 | 253 |
| A RAMP | | 95+00 A - 98+00 A | RT | 3 | --- | 3 | --- | --- | --- |
| | | 100+00 A - 101+00 A | RT | 1 | --- | 1 | --- | --- | --- |
| | | SUBTOTALS | | 4 | 0 | 4 | 0 | 0 | 0 |
| B RAMP | | 106+00 B - 112+00 B | RT/LT | 6 | --- | --- | 6 | --- | --- |
| | | 114+00 B - 116+00 B | RT | 2 | --- | --- | 2 | --- | --- |
| | | SUBTOTALS | | 8 | 0 | 0 | 8 | 0 | 0 |
| E RAMP | | 133+00 E - 134+00 E | LT | 1 | --- | --- | 1 | --- | --- |
| | | SUBTOTALS | | 1 | 0 | 0 | 1 | 0 | 0 |
| F RAMP | | 136+00 F - 144+00 F | RT/LT | 8 | --- | --- | 8 | --- | --- |
| | | SUBTOTALS | | 8 | 0 | 0 | 8 | 0 | 0 |
| K RAMP | | 116+00 K - 117+00 K | RT | 1 | --- | --- | 1 | --- | --- |
| | | 127+60 K | LT | --- | --- | 10 | --- | --- | 10 |
| | | 128+20 K | LT | --- | --- | 10 | --- | --- | 10 |
| | | 128+73 K | RT | --- | --- | 9 | --- | --- | 9 |
| | | 129+65 K | RT | --- | --- | 8 | --- | --- | 8 |
| | | 131+20 K | RT | --- | --- | 7 | --- | --- | 7 |
| | | SUBTOTALS | | 1 | 0 | 44 | 1 | 0 | 44 |
| L RAMP | | 102+00 L - 103+00 L | RT | 1 | --- | 1 | --- | --- | --- |
| | | SUBTOTALS | | 1 | 0 | 1 | 0 | 0 | 0 |

CON'T ON RIGHT

## CLEARING AND GRUBBING SUMMARY (CON'T)

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | 201.0105 CLEARING STA | 201.0115 CLEARING ACRE | 201.0120 CLEARING ID | 201.0205 GRUBBING STA | 201.0215 GRUBBING ACRE | 201.0220 GRUBBING ID |
|---|---|---|---|---|---|---|---|---|---|
| 0010 (CON'T) | CTH PD | 82+07 EB | LT | --- | --- | 4 | --- | --- | 4 |
| | | 83+00 EB - 84+00 EB | LT | 1 | --- | --- | 1 | --- | --- |
| | | 89+57 EB | LT | --- | --- | 3 | --- | --- | 3 |
| | | 89+65 EB | RT | --- | --- | 3 | --- | --- | 3 |
| | | 90+01 EB | RT | --- | --- | 3 | --- | --- | 3 |
| | | 90+50 EB | RT | --- | --- | 3 | --- | --- | 3 |
| | | 90+51 EB | LT | --- | --- | 3 | --- | --- | 3 |
| | | 91+05 EB | RT | --- | --- | 3 | --- | --- | 3 |
| | | 91+40 EB | RT | --- | --- | 3 | --- | --- | 3 |
| | | 91+75 EB | RT | --- | --- | 4 | --- | --- | 4 |
| | | 92+14 EB | RT | --- | --- | 4 | --- | --- | 4 |
| | | 96+00 EB - 97+00 EB | RT | 1 | --- | --- | 1 | --- | --- |
| | | 101+00 EB - 105+00 EB | RT | 4 | --- | --- | 4 | --- | --- |
| | | 104+00 EB - 105+00 EB | LT | 1 | --- | --- | 1 | --- | --- |
| | | 106+00 EB - 107+00 EB | LT | 1 | --- | --- | 1 | --- | --- |
| | | 106+01 EB | RT | --- | --- | 12 | --- | --- | 12 |
| | | 111+52 EB | RT | --- | --- | 5 | --- | --- | 5 |
| | | 112+10 EB | RT | --- | --- | 5 | --- | --- | 5 |
| | | 112+72 EB | RT | --- | --- | 6 | --- | --- | 6 |
| | | 113+30 EB | RT | --- | --- | 3 | --- | --- | 3 |
| | | 113+58 EB | RT | --- | --- | 3 | --- | --- | 3 |
| | | SUBTOTALS | | 8 | 0 | 67 | 8 | 0 | 67 |
| | P RAMP | 7+00 P - 9+00 P | RT/LT | 2 | --- | --- | 2 | --- | --- |
| | | SUBTOTALS | | 2 | 0 | 0 | 2 | 0 | 0 |
| | NESBITT ROAD | 11+00 NR - 14+00 NR | RT/LT | 3 | --- | --- | 3 | --- | --- |
| | | 13+66 NR | LT | --- | --- | 4 | --- | --- | 4 |
| | | 13+91 NR | LT | --- | --- | 4 | --- | --- | 4 |
| | | 14+15 NR | LT | --- | --- | 4 | --- | --- | 4 |
| | | 14+98 NR | RT | --- | --- | 7 | --- | --- | 7 |
| | | 15+51 NR | RT | --- | --- | 7 | --- | --- | 7 |
| | | 15+80 NR | RT | --- | --- | 7 | --- | --- | 7 |
| | | 16+22 NR | RT | --- | --- | 11 | --- | --- | 11 |
| | | 16+42 NR | RT | --- | --- | 11 | --- | --- | 11 |
| | | 16+76 NR | RT | --- | --- | 7 | --- | --- | 7 |
| | | 17+60 NR | RT | --- | --- | 5 | --- | --- | 5 |
| | | 18+18 NR | LT | --- | --- | 5 | --- | --- | 5 |
| | | 18+28 NR | LT | --- | --- | 7 | --- | --- | 7 |
| | | 19+12 NR | LT | --- | --- | 3 | --- | --- | 3 |
| | | 19+41 NR | LT | --- | --- | 13 | --- | --- | 13 |
| | | 20+29 NR | LT | --- | --- | 13 | --- | --- | 13 |
| | | 20+48 NR | LT | --- | --- | 4 | --- | --- | 4 |
| | | 20+65 NR | LT | --- | --- | 6 | --- | --- | 6 |
| | | 21+36 NR | LT | --- | --- | 8 | --- | --- | 8 |
| | | SUBTOTALS | | 3 | 0 | 126 | 3 | 0 | 126 |
| | FITCHRONA ROAD | 55+37 FR | LT | --- | --- | 3 | --- | --- | 3 |
| | | 56+00 NR - 58+00 NR | RT/LT | 2 | --- | --- | 2 | --- | --- |
| | | 56+27 FR | LT | --- | --- | 3 | --- | --- | 3 |
| | | 56+68 FR | LT | --- | --- | 3 | --- | --- | 3 |
| | | 57+05 FR | LT | --- | --- | 3 | --- | --- | 3 |
| | | 57+46 FR | LT | --- | --- | 3 | --- | --- | 3 |
| | | 57+86 FR | LT | --- | --- | 3 | --- | --- | 3 |
| | | 58+28 FR | LT | --- | --- | 3 | --- | --- | 3 |
| | | 58+67 FR | LT | --- | --- | 3 | --- | --- | 3 |
| | | SUBTOTALS | | 2 | 0 | 24 | 2 | 0 | 24 |

CON'T NEXT SHEET

3

## CLEARING AND GRUBBING SUMMARY (CON'T)

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | 201.0105 CLEARING STA | 201.0115 CLEARING ACRE | 201.0120 CLEARING ID | 201.0205 GRUBBING STA | 201.0215 GRUBBING ACRE | 201.0220 GRUBBING ID |
|---|---|---|---|---|---|---|---|---|---|
| 0010 (CON'T) | WILLIAMSBURG WAY | 90+00 WW - 92+00 WW | LT | 2 | --- | --- | 2 | --- | --- |
| | | 93+00 WW - 95+00 WW | RT/LT | 2 | --- | --- | 2 | --- | --- |
| | | 98+00 WW - 99+00 WW | RT | 1 | --- | --- | 1 | --- | --- |
| | | 103+00 WW - 112+00 WW | LT | 9 | --- | --- | 9 | --- | --- |
| | | 114+00 WW - 120+00 WW | RT/LT | 6 | --- | | 6 | --- | |
| | | SUBTOTALS | | 20 | 0 | 0 | 20 | 0 | 0 |
| | ANTON DRIVE | 111+00 AD - 113+00 AD | LT | 2 | --- | --- | 2 | --- | --- |
| | | SUBTOTALS | | 2 | 0 | 0 | 2 | 0 | 0 |
| | EAST VERONA ROAD FRONTAGE ROAD | 41+00 EF - 64+00 EF | RT/LT | 23 | --- | --- | 23 | --- | --- |
| | | 65+00 EF - 66+00 EF | RT | 1 | --- | --- | 1 | --- | --- |
| | | 66+12 EF | LT | --- | --- | 4 | --- | --- | 4 |
| | | 66+38 EF | LT | --- | --- | 6 | --- | --- | 6 |
| | | 67+31 EF | RT | --- | --- | 4 | --- | --- | 4 |
| | | 76+78 EF | LT | 8 | --- | --- | 8 | --- | --- |
| | | 77+31 EF | LT | 9 | --- | --- | 9 | --- | --- |
| | | 77+65 EF | LT | 10 | --- | --- | 10 | --- | --- |
| | | 79+00 EF - 84+00 EF | LT | 5 | --- | --- | 5 | --- | --- |
| | | 85+54 EF | LT | --- | --- | 8 | --- | --- | 8 |
| | | SUBTOTALS | | 56 | 0 | 22 | 56 | 0 | 22 |
| | SALT SHED SITE | --- | --- | --- | 5 | --- | --- | 5 | --- |
| | | SUBTOTALS | | 0 | 5 | 0 | 0 | 5 | 0 |
| | | | TOTALS | 159 | 5 | 541 | 154 | 5 | 536 |

## REMOVING PAVEMENT

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | 204.0100 SY |
|---|---|---|---|---|
| 0010 | VERONA ROAD | 875+25 VR - 891+82 VR | LT | 3,200 |
| | | 886+59 VR - 901+18 VR | RT | 8,250 |
| | | 900+92 VR - 902+81 VR | LT/RT | 460 |
| | | SUBTOTAL | | 11,910 |
| | CTH PD | 98+71 EB - 102+04 EB | LT/RT | 480 |
| | | 105+27 EB - 110+39 EB | RT | 230 |
| | | SUBTOTAL | | 710 |
| | WILLIAMSBURG WAY | 90+51 WW - 96+27 WW | LT | 470 |
| | | 96+13 WW - 96+53 WW | RT | 50 |
| | | 100+60 WW - 100+97 WW | LT/RT | 330 |
| | | SUBTOTAL | | 850 |
| | EAST VERONA ROAD FRONTAGE ROAD | 61+71 EF - 66+66 EF | RT | 80 |
| | | SUBTOTAL | | 80 |
| | NESBITT ROAD | 15+04 NR - 21+59 NR | RT | 230 |
| | | SUBTOTAL | | 230 |
| | FITCHRONA ROAD | 53+47 FR - 55+91 FR | LT | 50 |
| | | SUBTOTAL | | 50 |
| | KAPEC ROAD | 65+71 KR - 71+93 KR | LT | 85 |
| | | SUBTOTAL | | 85 |
| | | | TOTAL | 13,915 |

## REMOVING SMALL PIPE CULVERTS

| CATEGORY | STATION - STATION | LOCATION | 203.0100 EACH | REMARKS |
|---|---|---|---|---|
| 0010 | 95+44 A | RT | 1 | 18-INCH CMCP |
| | 95+50 A | RT | 1 | 18-INCH CMCP |
| | 105+82 B | LT | 1 | 19X30-INCH RCCP |
| | 116+57 K | RT | 1 | 18-INCH CMCP |
| | 116+77 K - 118+45 K | RT | 1 | 18-INCH CMCP |
| | 41+04 EF - 41+32 EF | LT | 1 | 12-INCH CMCP |
| | 61+63 EF - 62+01 EF | LT/RT | 1 | 18-INCH CMCP |
| | 63+22 EF - 63+41 EF | RT | 1 | 15-INCH CMCP |
| | 64+85 EF - 65+05 EF | RT | 1 | 18X24-INCH CMCP |
| | 64+88 EF - 65+19 EF | LT | 1 | 24-INCH CMCP |
| | | TOTAL | 10 | |

## REMOVING ASPHALTIC SURFACE BUTT JOINTS

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | 204.0115 SY |
|---|---|---|---|---|
| 0010 | KAPEC ROAD | 64+00 KR - 71+11 KR | LT/RT | 36 |

## REMOVING ASPHALTIC SURFACE MILLING

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | * 204.0120 SY |
|---|---|---|---|---|
| 0010 | EAST VERONA ROAD FRONTAGE ROAD | 70+86 EF - 85+93 EF | LT/RT | 5,510 |
| | | SUBTOTAL | | 5,510 |
| | KAPEC ROAD | 64+00 KR - 71+11 KR | LT/RT | 2,980 |
| | | SUBTOTAL | | 2,980 |
| | | | TOTAL | 8,490 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## REMOVING CURB

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | 204.0130 LF |
|---|---|---|---|---|
| 0010 | CTH PD | 102+79 EB - 103+11 EB | RT | 35 |
| | | SUBTOTAL | | 35 |
| | WILLIAMSBURG WAY | 94+90 WW - 96+43 WW | RT/LT | 160 |
| | | SUBTOTAL | | 160 |
| | ANTON DRIVE | 111+15 AD - 111+51 AD | RT | 50 |
| | | SUBTOTAL | | 50 |
| | | | TOTAL | 245 |

## REMOVING CURB & GUTTER

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | * 204.0150 LF | REMARKS |
|---|---|---|---|---|---|
| 0010 | VERONA ROAD | 900+06 VR - 902+75 VR | RT/LT | 470 | |
| | | SUBTOTAL | | 470 | |
| | CTH PD | 78+19 EB - 82+33 EB | RT/LT | 390 | |
| | | 102+15 EB - 102+29 EB | LT | 15 | |
| | | 109+70 EB - 110+21 EB | RT | 50 | |
| | | SUBTOTAL | | 455 | |
| | NESBITT ROAD | 9+09 NR - 24+48 NR | RT | 1,600 | |
| | | 10+26 NR - 24+74 NR | LT | 1,500 | |
| | | 16+06 NR - 17+42 NR | RT/LT | 180 | |
| | | 18+10 NR - 18+38 NR | LT | 30 | |
| | | SUBTOTAL | | 3,310 | |
| | FITCHRONA ROAD | 27+72 FR - 30+50 FR | RT | 320 | |
| | | 53+32 FR - 59+01 FR | LT | 590 | |
| | | 53+77 FR - 59+12 FR | RT | 560 | |
| | | SUBTOTAL | | 1,470 | |
| | KAPEC ROAD | 71+11 KR - 72+89 KR | LT | 180 | |
| | | 71+11 KR - 72+96 KR | RT | 190 | |
| | | SUBTOTAL | | 370 | |
| | WILLIAMSBURG WAY | 90+20 WW - 98+59 WW | RT/LT | 1,100 | |
| | | 100+63 WW - 105+58 WW | RT/LT | 2,500 | INCLUDES THERMO FISHER ENTRANCE |
| | | 109+01 WW - 109+78 WW | LT | 100 | |
| | | SUBTOTAL | | 3,700 | |
| | ANTON DRIVE | 110+25 AD - 112+41 AD | RT/LT | 570 | |
| | | SUBTOTAL | | 570 | |
| | EAST VERONA ROAD FRONTAGE ROAD | 38+72 EF - 41+03 EF | RT/LT | 180 | |
| | | 47+34 EF - 48+14 EF | RT | 190 | |
| | | 60+75 EF - 73+12 WW | RT | 250 | |
| | | 79+36 EF - 85+93 EF | LT | 660 | |
| | | SUBTOTAL | | 1,280 | |
| | | | TOTAL | 11,625 | |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## REMOVING RETAINING WALL

| CATEGORY | PROJECT LOCATION | STATION | LOCATION | 204.9090.S.001 LF | REMARKS |
|---|---|---|---|---|---|
| 0010 | FITCHRONA ROAD | 54+07 FR | LT | 15 | MODULAR BLOCK WALL |

## REMOVING GUARDRAIL

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | 204.0165 LF |
|---|---|---|---|---|
| 0010 | VERONA ROAD | 889+20 VR - 893+89 VR | LT | 460 |
| | | 888+06 VR - 894+59 VR | RT | 1,305 |
| | | | TOTAL | 1,765 |

## REMOVING CONCRETE SIDEWALK

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | * 204.0155 SY |
|---|---|---|---|---|
| 0010 | A RAMP | 90+68 A - 90+93 A | RT | 35 |
| | | 94+76 A - 96+34 A | RT | 170 |
| | | SUBTOTAL | | 205 |
| | CTH PD | 78+21 EB - 78+56 EB | RT | 20 |
| | | 89+07 EB - 99+17 EB | RT | 740 |
| | | 101+02 EB - 114+15 EB | RT/LT | 810 |
| | | SUBTOTAL | | 1,570 |
| | NESBITT ROAD | 14+32 NR - 15+90 NR | LT | 85 |
| | | SUBTOTAL | | 85 |
| | FITCHRONA ROAD | 28+28 FR - 30+19 FR | RT | 130 |
| | | 53+18 FR - 58+97 FR | LT | 330 |
| | | SUBTOTAL | | 460 |
| | KAPEC ROAD | 71+11 FR - 72+91 FR | LT | 95 |
| | | SUBTOTAL | | 95 |
| | WILLIAMSBURG WAY | 90+20 WW - 98+58 WW | RT | 320 |
| | | 94+38 WW - 98+55 WW | LT | 230 |
| | | 100+97 WW - 102+25 WW | RT | 90 |
| | | SUBTOTAL | | 640 |
| | ANTON DRIVE | 109+23 AD - 112+41 AD | LT | 170 |
| | | SUBTOTAL | | 170 |
| | EAST VERONA ROAD FRONTAGE ROAD | 38+50 EF - 38+96 EF | LT | 25 |
| | | 65+77 EF - 66+96 EF | RT | 65 |
| | | 85+64 EF - 85+88 EF | LT | 15 |
| | | SUBTOTAL | | 105 |
| | | | TOTAL | 3,330 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## REMOVING FENCE

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | 204.0170 LF |
|---|---|---|---|---|
| 0010 | WILLIAMSBURG WAY | 91+35 WW | LT | 12 |
| | | 94+63 WW | LT | 13 |
| | | SUBTOTAL | | 25 |
| | VERONA ROAD | 958+49 - 958+84 VR | LT | 32 |
| | | SUBTOTAL | | 32 |
| | EAST VERONA ROAD FRONTAGE ROAD | 62+43 EF - 63+67 EF | RT | 99 |
| | | SUBTOTAL | | 99 |
| | | | TOTAL | 156 |

## REMOVING MASONRY

| CATEGORY | PROJECT LOCATION | STATION | LOCATION | 204.0185 CY |
|---|---|---|---|---|
| 0010 | EAST VERONA ROAD FRONTAGE ROAD | 61+63 EF | RT | 1.05 |
| | | 61+90 EF | RT | 1.05 |
| | | SUBTOTAL | | 2.10 |
| | NESBITT ROAD | 15+96 NR | LT | 1.55 |
| | | SUBTOTAL | | 1.55 |
| | | TOTAL | | 3.65 |

REMOVING STORM SEWER

| | | | 204.0245 | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | .001 | .002 | .003 | .004 | .005 | .006 | .007 | .008 | .009 | .010 | .011 | .012 | .013 | .014 |
| | | | 8-INCH | 12-INCH | 15-INCH | 18-INCH | 24-INCH | 27-INCH | 30-INCH | 36-INCH | 42-INCH | 60-INCH | 14X23-INCH HERCP | 19X30-INCH HERCP | 24X38-INCH HERCP | 29X45-INCH HERCP |
| CATEGORY | STATION - STATION | LOCATION | LF | LF | LF | LF | LF | LF | LF | LF | LF | LF | LF | LF | LF | LF |
| 0010 | 879+65 VR | LT | --- | --- | --- | --- | --- | --- | --- | --- | 10 | --- | --- | --- | --- | --- |
| | 878+69 VR | LT | --- | --- | --- | --- | 25 | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 880+67 VR - 880+90 VR | LT | --- | --- | --- | --- | --- | 40 | --- | --- | --- | --- | --- | --- | --- | --- |
| | 886+39 VR - 888+57 VR | LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 210 | --- |
| | 9+94 NR - 10+45 NR | LT/RT | --- | --- | --- | 65 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 10+45 NR - 10+88 NR | LT | --- | --- | --- | 40 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 9+94 NR - 11+03 NR | RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 110 | --- |
| | 11+03 NR - 14+22 NR | RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 330 | --- |
| | 14+22 NR - 14+27 NR | LT/RT | --- | --- | 35 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 14+22 NR - 15+93 NR | RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 170 | --- | --- |
| | 15+93 NR - 16+32 NR | RT | --- | --- | --- | 50 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 16+32 NR - 16+46 NR | RT | --- | --- | 15 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 16+46 NR - 16+52 NR | RT | --- | 6 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 15+93 NR - 17+65 NR | RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 180 | --- | --- |
| | 17+65 NR - 17+78 NR | RT | --- | --- | --- | 40 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 17+78 NR - 17+87 NR | RT | --- | --- | 10 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 17+65 NR - 18+84 NR | RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 150 | --- | --- |
| | 896+87 VR | RT | --- | --- | --- | --- | 6 | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 18+84 NR - 20+58 NR | LT/RT | --- | --- | 180 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 20+58 NR 20+83 NR | LT/RT | --- | 45 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 99+22 D | LT | --- | 8 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 100+94 A - 101+03 A | RT | 15 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 79+51 EB - 79+54 EB | RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 5 | --- | --- | --- |
| | 79+54 EB - 79+63 EB | RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 6 | --- | --- | --- |
| | 79+63 EB - 79+66 EB | LT/RT | --- | 30 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 79+63 EB | LT | --- | 8 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 79+66 EB | LT | --- | 10 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 88+84 EB - 89+65 EB | RT | --- | --- | --- | --- | --- | 85 | --- | --- | --- | --- | --- | --- | --- | --- |
| | 89+19 EB - 89+62 EB | RT | 45 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 89+52 EB - 89+65 EB | RT | --- | --- | --- | 15 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 89+65 EB - 89+92 EB | RT | --- | --- | --- | --- | --- | --- | --- | --- | 30 | --- | --- | --- | --- | --- |
| | 99+13 EB | RT | --- | --- | --- | --- | 6 | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 101+35 EB | RT | --- | --- | --- | --- | 20 | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 106+87 EB - 106+98 EB | RT | --- | 25 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 106+91 EB - 108+25 EB | RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 150 |
| | 108+29 EB | RT | --- | 30 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 112+22 EB - 113+76 EB | RT | --- | --- | --- | --- | --- | --- | 150 | --- | --- | --- | --- | --- | --- | --- |
| | 117+25 K | LT | --- | --- | --- | --- | 6 | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 920+63 VR | LT | --- | 5 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 43+78 EF | LT | --- | --- | --- | 20 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 39+15 EF | RT | --- | 9 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 39+10 EF | LT | --- | 10 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 41+39 EF - 42+15 EF | LT/RT | 95 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 134+54 E - 134+66 E | LT | --- | --- | --- | 35 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 134+78 E - 135+06 E | RT | --- | --- | --- | --- | 30 | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 135+06 E - 136+19 F | RT | --- | --- | --- | --- | 75 | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 136+19 F - 136+51 F | RT | --- | --- | --- | --- | 35 | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 52+66 EF - 52+71 EF | LT/RT | --- | 9 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 52+71 EF - 52+82 EF | RT | --- | 15 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 52+82 EF - 52+90 EF | RT | --- | 15 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 52+82 EF - 53+77 EF | LT/RT | --- | 95 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 53+77 EF - 54+81 EF | LT | --- | 100 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 54+84 EF - 54+81 EF | LT/RT | --- | 15 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 54+81 EF - 54+80 EF | LT | --- | 15 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 54+81 EF - 56+09 EF | LT | --- | 120 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | | SUBTOTALS | 155 | 570 | 240 | 265 | 203 | 125 | 150 | 0 | 40 | 0 | 11 | 500 | 650 | 150 |

CON'T NEXT SHEET

## REMOVING STORM SEWER (CON'T)

| CATEGORY | STATION - STATION | LOCATION | 204.0245 .001 8-INCH LF | .002 12-INCH LF | .003 15-INCH LF | .004 18-INCH LF | .005 24-INCH LF | .006 27-INCH LF | .007 30-INCH LF | .008 36-INCH LF | .009 42-INCH LF | .010 60-INCH LF | .011 14X23-INCH HERCP LF | .012 19X30-INCH HERCP LF | .013 24X38-INCH HERCP LF | .014 29X45-INCH HERCP LF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 (CON'T) | 56+09 EF - 56+70 EF | LT/RT | --- | 80 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 65+44 EF | LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 8 |
| | 65+51 EF | LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 8 |
| | 67+46 EF | RT | --- | 6 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 85+46 EF | LT | --- | --- | --- | --- | 10 | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 94+91 WW - 95+15 WW | RT | --- | 35 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 94+52 WW - 94+91 WW | RT | --- | --- | 40 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 94+91 WW - 94+94 WW | LT/RT | --- | --- | --- | 60 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 96+32 WW - 96+41 WW | LT | --- | 35 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 94+94 WW - 94+95 WW | LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 10 | --- | --- |
| | 94+95 WW - 98+42 WW | LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 340 | --- | --- |
| | 97+88 WW | RT | 8 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 109+18 WW | LT | --- | 8 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 109+97 WW | LT | --- | 8 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 118+56 WW - 118+75 WW | LT | --- | --- | --- | 20 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 65+31 KR - 66+04 KR | LT/RT | --- | --- | --- | --- | --- | --- | --- | 80 | --- | --- | --- | --- | --- | --- |
| | 56+16 FR - 56+60 FR | LT | --- | 45 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 56+60 FR - 56+75 FR | LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | 45 | --- | --- | --- | --- |
| | 56+46 FR - 56+60 FR | LT/RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | 40 | --- | --- | --- | --- |
| | 58+82 FR | LT/RT | --- | --- | --- | 40 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 58+82 FR - 58+88 FR | LT | --- | --- | --- | 10 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | | SUBTOTALS | 8 | 217 | 40 | 130 | 10 | 0 | 0 | 80 | 0 | 85 | 0 | 350 | 0 | 16 |
| | | TOTALS | 163 | 787 | 280 | 395 | 213 | 125 | 150 | 80 | 40 | 85 | 11 | 850 | 650 | 166 |

## REMOVING MANHOLES

| CATEGORY | STATION | OFFSET | 204.0210 EACH |
|---|---|---|---|
| 0010 | 79+63 EB | 50.0 LT | 1 |
| | 89+65 EB | 27.0 RT | 1 |
| | 52+82 EF | 11.5 RT | 1 |
| | 53+77 EF | 6.0 LT | 1 |
| | 54+81 EF | 8.0 LT | 1 |
| | 56+10 EF | 7.5 LT | 1 |
| | 94+95 WW | 39.0 LT | 1 |
| | 56+60 EF | 12.0 LT | 1 |
| | 56+75 EF | 50.0 LT | 1 |
| | | TOTAL | 9 |

## REMOVING OLD STRUCTURE 4X6 BOX CULVERT STA. 65+43 EF

| CATEGORY | STATION | LOCATION | 203.0200.001 LS |
|---|---|---|---|
| 0010 | 65+43 EF | LT/RT | 1 |

## REMOVING INLET COVERS

| CATEGORY | STATION | OFFSET | 204.9060.S.050 EACH |
|---|---|---|---|
| 0010 | 79+67 EF | 16.0 LT | 1 |
| | 97+58 WW | 49.0 RT | 1 |
| | 97+59 WW | 7.0 RT | 1 |
| | | TOTAL | 3 |

## REMOVING STORM SEWER OUTLET CONTROL STRUCTURE

| CATEGORY | STATION | OFFSET | 204.9105.S.050 LS |
|---|---|---|---|
| 0010 | 114+13 WW | 2.0 RT | 1 |

## REMOVING GABION STRUCTURE

| CATEGORY | STATION | OFFSET | 204.9105.S.051 LS |
|---|---|---|---|
| 0010 | 876+72 VR | 153.0 LT | 1 |

## APRON ENDWALL REMOVALS

| CATEGORY | STATION | OFFSET | * 204.9060.S.051 REMOVING APRON ENDWALLS EACH | 204.0180 REMOVING DELINEATORS AND MARKERS EACH | REMARKS |
|---|---|---|---|---|---|
| 0010 | 879+65 VR | 420.0 LT | 1 | -- | 42-INCH RCCP |
| | 880+67 VR | 366.0 LT | 1 | -- | 27-INCH RCCP |
| | 886+39 VR | 193.0 LT | 1 | -- | 24X38-INCH HERCP |
| | 99+20 EB | 50.0 RT | -- | 1 | 18-INCH RCCP |
| | 99+13 EB | 44.0 RT | -- | 1 | 24-INCH RCCP |
| | 101+30 EB | 6.0 RT | 1 | 1 | 24-INCH RCCP |
| | 117+23 K | 15.0 LT | 1 | 1 | 24-INCH RCCP |
| | 39+16 EF | 25.0 RT | 1 | -- | 12-INCH RCCP |
| | 39+10 EF | 27.0 LT | 1 | -- | 12-INCH RCCP |
| | 43+78 EF | 90.5 LT | -- | 1 | 18-INCH RCCP |
| | 920+63 VR | 130.0 LT | 1 | -- | 12-INCH RCCP |
| | 134+78 E | 10.5 RT | 1 | -- | 24-INCH RCCP |
| | 136+51 F | 15.0 RT | 1 | -- | 24-INCH RCCP |
| | 65+44 EF | 50.5 LT | 1 | -- | 30X42-INCH HERCP |
| | 65+52 EF | 48.5 LT | 1 | -- | 30X42-INCH HERCP |
| | 85+46 EF | 88.5 LT | 1 | -- | 24-INCH RCCP |
| | | TOTALS | 13 | 5 | |

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

## SEALING PIPES

| CATEGORY | STATION | OFFSET | 204.0280 EACH | REMARKS |
|---|---|---|---|---|
| 0010 | 79+63 EB | 26 'RT | 1 | 12-INCH RCCP |
| | 108+25 EB | 27 'RT | 1 | 29X45-INCH HERCP |
| | 112+22 EB | 32 'RT | 1 | 30-INCH RCCP |
| | 117+27 K | 20 'LT | 1 | 24-INCH RCCP |
| | 117+73 K | 85 'LT | 1 | 24-INCH RCCP |
| | 39+12 EF | 16 'LT | 1 | 12-INCH RCCP |
| | 56+69 EF | 44 'RT | 1 | 15-INCH RCCP |
| | 67+44 EF | 31 'RT | 1 | 12-INCH RCCP |
| | 98+43 WW | 4 'LT | 1 | 19X30-INCH HERCP |
| | 109+18 WW | 34 'LT | 1 | 12-INCH RCCP |
| | 109+97 WW | 34 'LT | 1 | 12-INCH RCCP |
| | 65+31 KR | 11 RT | 1 | 36-INCH RCCP |
| | | TOTAL | 12 | |

## ABANDONING SEWER

| CATEGORY | STATION - STATION | LOCATION | 204.0291.S CY | REMARKS |
|---|---|---|---|---|
| 0010 | 79+35 WB - 82+00 WB | LT | 8 | 12-INCH RCCP |

EARTHWORK

| CATEGORY | LOCATION | STATION - STATION | * 205.0100 EXCAVATION COMMON (1) CUT (2) CY | EBS (3) 5% OF CUT CY | AVAILABLE STRUCTURE EXCAVATION (4) CY | 205.0200 EXCAVATION ROCK CY | 608.0005 STORM SEWER ROCK EXCAVATION CY | SPV.0035.700 ROADWAY EMBANKMENT (5) CY | MASS ORDINATE +/- (6) | * 312.0110 SELECT CRUSHED MATERIAL (7) FACTOR 1.9 TON |
|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | VERONA ROAD | 871+50 VR - 932+12 VR | 11,184 | 560 | 0 | 0 | 0 | 1,206 | 9,978 | 1,064 |
| | A RAMP | 86+86 A - 101+86 A | 1,767 | 88 | 95 | 0 | 0 | 10,369 | -8,507 | 167 |
| | B RAMP | 105+16 B - 115+83 B | 774 | 39 | 111 | 0 | 0 | 17,194 | -16,309 | 74 |
| | D RAMP | 87+95 D - 101+92 D | 397 | 20 | 570 | 0 | 0 | 10,999 | -10,032 | 38 |
| | E RAMP | 127+32 E - 135+30 E | 43,451 | 2,172 | 0 | 0 | 0 | 180 | 43,271 | 4,127 |
| | F RAMP | 136+31 F - 142+59 F | 10,578 | 529 | 0 | 0 | 0 | 756 | 9,822 | 1,005 |
| | K RAMP | 115+79 K - 127+31 K | 19,146 | 957 | 11 | 0 | 0 | 8,854 | 10,303 | 1,818 |
| | L RAMP | 101+27 L - 103+25 L | 845 | 42 | 0 | 0 | 0 | 107 | 738 | 80 |
| | P RAMP | 6+85 P - 8+45 P | 47 | 2 | 43 | 0 | 0 | 602 | -512 | 4 |
| | Q RAMP | 11+72 Q - 13+78 Q | 4,512 | 226 | 0 | 0 | 0 | 77 | 4,435 | 429 |
| | T RAMP | 4+63 T - 5+41 T | 1,486 | 74 | 0 | 0 | 0 | 13 | 1,473 | 141 |
| | CTH PD | 79+12 WB - 81+52 WB | 1,039 | 52 | 0 | 0 | 0 | 17 | 1,022 | 99 |
| | CTH PD | 88+51 EB - 114+16 EB | 7,498 | 375 | 0 | 0 | 0 | 384 | 7,114 | 713 |
| | WILLIAMSBURG WAY | 90+18 WW - 98+59 WW | 3,251 | 163 | 0 | 0 | 0 | 117 | 3,134 | 310 |
| | WILLIAMSBURG WAY | 100+60 WW - 104+14 WW | 6,465 | 323 | 0 | 0 | 0 | 326 | 6,139 | 614 |
| | ANTON DRIVE | 110+25 AD - 112+40 AD | 956 | 48 | 0 | 0 | 0 | 30 | 926 | 91 |
| | ROUNDABOUT | 10+00 RB - 12+83 RB | 936 | 47 | 0 | 0 | 0 | 414 | 522 | 89 |
| | EAST VERONA ROAD FRONTAGE ROAD | 38+72 EF - 85+93 EF | 32,392 | 1,621 | 3,977 | 0 | 0 | 10,391 | 25,978 | 3,080 |
| | FITCHRONA ROAD | 27+72 FR - 30+55 FR | 555 | 28 | 0 | 0 | 0 | 1 | 554 | 53 |
| | FITCHRONA ROAD | 31+33 FR - 59+18 FR | 68,974 | 0 | 0 | 16,591 | 0 | 80,932 | 4,633 | 0 |
| | NESBITT ROAD | 9+09 NR - 24+45 NR | 5,386 | 269 | 0 | 0 | 0 | 67 | 5,319 | 511 |
| | KAPEC ROAD | 68+84 KR - 72+83 KR | 381 | 19 | 0 | 0 | 0 | 118 | 263 | 36 |
| | POND A | 875+48 VR - 889+70 VR | 44,605 | 0 | 0 | 0 | 0 | 1,689 | 42,916 | 0 |
| | BIORETENTION BASIN B | 52+55 EF - 54+52 EF | 4,251 | 0 | 0 | 0 | 0 | 0 | 4,251 | 0 |
| | BIORETENTION BASIN C | 57+98 EF - 59+80 EF | 3,298 | 0 | 0 | 0 | 0 | 0 | 3,298 | 0 |
| | POND D | 114+06 WW - 119+50 WW | 74,924 | 0 | 0 | 0 | 0 | 806 | 74,118 | 0 |
| | VERONA ROAD STORM SEWER | 922+00 VR - 934+50 VR | 0 | 0 | 0 | 0 | 720 | 0 | 720 | 0 |
| | WILLIAMSBURG WAY STORM SEWER | 101+00 WW - 105+00 WW | 0 | 0 | 0 | 0 | 970 | 0 | 970 | 0 |
| | FITCHRONA ROAD STORM SEWER | 32+00 FR - 33+75 FR | 0 | 0 | 0 | 0 | 300 | 0 | 300 | 0 |
| | FITCHRONA ROAD STORM SEWER | 41+50 FR - 53+00 FR | 0 | 0 | 0 | 0 | 1,290 | 0 | 1,290 | 0 |
| | MILITARY RIDGE PATH REMOVAL | 890+16 VR - 917+24 VR | 185 | 0 | 0 | 0 | 0 | 0 | 185 | 0 |
| | UNDISTRIBUTED | --- | 0 | 0 | 0 | 1,650 | 350 | 0 | 0 | 0 |
| | SUBTOTALS | | 349,283 | 7,654 | 4,807 | 18,241 | 3,630 | 145,649 | 228,312 | 14,543 |
| | TOTALS | | 356,937 | | | 18,241 | 3,630 | 145,649 | | |

NOTES:

1) EXCAVATION COMMON IS THE SUM OF THE CUT AND EBS COLUMNS. ITEM NUMBER 205.0100.
2) THE CUT QUANTITY IS DETERMINED BY THE METHOD OF AVERAGE END AREAS FROM PROPOSED SUBGRADE OR FINISHED GROUND TO EXISTING GROUND, WITH NO CORRECTION FOR CURVATURE OR EXPANSION FACTORS. PAVEMENT MATERIAL IS INCLUDED IN CUT.
3) EBS TO BE BACKFILLED WITH SELECT CRUSHED MATERIAL. ADDITIONAL EBS SHOWN IN THE RETAINING WALL PLANS TO BE BACKFILLED WITH GRANULAR BACKFILL. RETAINING WALL EBS IS INCIDENTAL TO THE GRANULAR BACKFILL ITEM.
4) AVAILABLE STRUCTURE EXCAVATION IS FOR INFORMATION ONLY. SEE CONSTRUCTION DETAILS FOR ANTICIPATED LIMITS. LIMITS WILL VARY DEPENDING ON SHOP DRAWING DESIGN. AVAILABLE STRUCTURE EXCAVATION IS INCIDENTAL TO BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD/QMP".
5) ROADWAY EMBANKMENT = FILL IN ITS FINAL LOCATION, USING THE METHOD OF AVERAGE END AREAS FROM EXISTING GROUND TO PROPOSED SUBGRADE OR FINISHED GROUND, WITH NO CORRECTION FOR CURVATURE, SETTLEMENT OR EXPANSION.
6) MASS ORDINATE: MASS ORDINATE = CUT + AVAILABLE STRUCTURE EXCAVATION + EXCAVATION ROCK + STORM SEWER ROCK EXCAVATION - ROADWAY EMBANKMENT. DOES NOT INCLUDE AN EXPANSION FACTOR, SEE NOTES 2 AND 5. THE MASS ORDINATE IS FOR INFORMATION PURPOSES ONLY AS EXCAVATION COMMON AND ROADWAY EMBANKMENT ARE NOT BALANCED FOR QUANTITY PURPOSES AND DOES NOT GUARANTEE THE QUALITY OF EXCAVATION COMMON, AND IF IT CAN BE REUSED ONSITE. ALL EBS MATERIAL IS ASSUMED TO BE WASTED OFFSITE.
7) SELECT CRUSHED MATERIAL IS USED FOR BACKFILL OF EBS. SELECT CRUSHED MATERIAL = EBS x SELECT CRUSHED MATERIAL FACTOR. SELECT CRUSHED MATERIAL FACTOR = 1.9.

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## REMOVING PRIVATE LIGHT

| CATEGORY | PROJECT LOCATION | STATION | OFFSET | 204.9060.S.003 EACH | REMARKS |
|---|---|---|---|---|---|
| 0010 | VERONA ROAD | 915+66 VR | 132'LT | 1 | LIGHT POLE |
| | | 916+74 VR | 134'LT | 1 | LIGHT POLE |
| | | 929+84 VR | 146'LT | 1 | SPOTLIGHT |
| | | 931+25 VR | 154'LT | 1 | SPOTLIGHT |
| | | 932+31 VR | 164'LT | 1 | SPOTLIGHT |
| | | 932+63 VR | 164'LT | 1 | SPOTLIGHT |
| | | 932+84 VR | 163'LT | 1 | SPOTLIGHT |
| | | 933+17 VR | 163'LT | 1 | SPOTLIGHT |
| | | 933+45 VR | 163'LT | 1 | SPOTLIGHT |
| | | 968+73 VR | 289'LT | 1 | LIGHT POLE |
| | | SUBTOTAL | | 10 | |
| | EB CTH PD | 102+44 EB | 13' RT | 1 | LIGHT POLE |
| | | 111+33 EB | 78'LT | 1 | LIGHT POLE |
| | | SUBTOTAL | | 2 | |
| | WILLIAMSBURG WAY | 94+23 WW | 69' RT | 1 | SPOTLIGHT |
| | | SUBTOTAL | | 1 | |
| | ANTON DR | 111+40 AD | 32' LT | 1 | DECORTIVE LIGHT |
| | | 111+83 AD | 29' LT | 1 | DECORTIVE LIGHT |
| | | SUBTOTAL | | 2 | |
| | EAST VERONA ROAD FRONTAGE ROAD | 41+95 EF | 18'RT | 1 | SPOTLIGHT |
| | | 42+62 EF | 12'RT | 1 | SPOTLIGHT |
| | | 43+11 EF | 25'RT | 1 | SPOTLIGHT |
| | | 61+63 EF | 7'RT | 1 | MOUNTED ON PILLAR |
| | | 61+93 EF | 19'RT | 1 | MOUNTED ON PILLAR |
| | | 62+14 EF | 26'RT | 1 | SPOTLIGHT |
| | | SUBTOTAL | | 6 | |
| | FITCHRONA ROAD | 54+08 FR | 86'LT | 1 | SPOTLIGHT |
| | | SUBTOTAL | | 1 | |
| | | TOTAL | | 22 | |

## REMOVING FLAG POLE

| CATEGORY | PROJECT LOCATION | STATION | OFFSET | 204.9060.S.001 EACH |
|---|---|---|---|---|
| 0010 | VERONA ROAD | 931+64 VR | 193'LT | 1 |
| | | SUBTOTAL | | 1 |
| | WILLIAMSBURG WAY | 94+13 WW | 71' RT | 5 |
| | | SUBTOTAL | | 5 |
| | EAST VERONA ROAD FRONTAGE ROAD | 43+11 EF | 27'RT | 1 |
| | | SUBTOTAL | | 1 |
| | | | TOTAL | 7 |

## REMOVING BUSINESS SIGN AND BASE

| CATEGORY | PROJECT LOCATION | STATION | LOCATION | 204.9060.S.002 EA | REMARKS |
|---|---|---|---|---|---|
| 0010 | VERONA ROAD | 909+48 VR | LT | 1 | INTERSCHOLASTIC PRINTING |
| | | 911+60 VR | LT | 1 | ARCHER AUTO REPAIR |
| | | 913+46 VR | LT | 1 | STEVEN'S DESIGNS |
| | | 932+08 VR | LT | 1 | CHALET SKI & PATIO |
| | | 934+88 VR | LT | 1 | BMO HARRIS BANK |
| | | 938+93 VR | LT | 1 | NEW FOUNTAINS |
| | | 968+79 VR | LT | 1 | SPEEDWAY: WELCOME |
| | | SUBTOTAL | | 7 | |
| | D RAMP | 101+51 D | LT | 1 | WISCONSIN BANK AND TRUST |
| | | SUBTOTAL | | 1 | |
| | NESBITT ROAD | 14+86 NR | LT | 1 | NESBITT PLAZA |
| | | 15+81 NR | LT | 1 | FAIRYLAND DAY CARE |
| | | SUBTOTAL | | 2 | |
| | WILLIAMSBURG WAY | 94+13 WW | RT | 1 | NEW FOUNTAINS |
| | | 103+04 WW | RT | 1 | THERMO FISHER SCIENTIFIC |
| | | SUBTOTAL | | 2 | |
| | EAST VERONA ROAD FRONTAGE ROAD | 41+94 EF | RT | 1 | SARIS |
| | | 42+62 EF | RT | 1 | SARIS |
| | | 46+40 EF | RT | 1 | NEDREBO'S FORMAL WEAR |
| | | 62+13 EF | RT | 1 | KNIGHTS OF COLUMBUS |
| | | 66+67 EF | RT | 1 | DESIGN MART |
| | | SUBTOTAL | | 5 | |
| | | TOTAL | | 17 | |

## REMOVING CONCRETE BASES

| CATEGORY | PROJECT LOCATION | STATION | OFFSET | * 204.0195 EACH | REMARKS |
|---|---|---|---|---|---|
| 0010 | VERONA ROAD | 915+66 VR | 132'LT | 1 | 24-INCH DIA |
| | | 916+74 VR | 134'LT | 1 | 24-INCH DIA |
| | | 924+00 VR | 153'LT | 1 | 12 X 12-INCH |
| | | 924+57 VR | 150'LT | 1 | 12 X 12-INCH |
| | | 924+82 VR | 141'LT | 1 | |
| | | 924+82 VR | 156'LT | 1 | |
| | | 926+73 VR | 146'LT | 1 | |
| | | 926+74 VR | 154'LT | 1 | |
| | | 931+15 VR | 157' LT | 1 | 54 X 54-INCH |
| | | 931+78 VR | 149' LT | 2 | 12-INCH DIA |
| | | 968+73 VR | 289'LT | 1 | 24-INCH DIA |
| | | SUBTOTAL | | 12 | |
| | EB CTH PD | 102+44 EB | 13' RT | 1 | |
| | | 107+13 EB | 52'RT | 1 | 24 X 30-INCH |
| | | 107+13 EB | 61'RT | 1 | 24 X 30-INCH |
| | | 108+02 EB | 55'RT | 1 | |
| | | 111+33 EB | 78'LT | 1 | |
| | | SUBTOTAL | | 5 | |
| | NESBITT ROAD | 17+37 NR | 2'LT | 1 | |
| | | 18+24 NR | 37'LT | 1 | 24-INCH DIA |
| | | SUBTOTAL | | 2 | |
| | EAST VERONA ROAD FRONTAGE ROAD | 49+44 EF | 4'RT | 1 | 76 X 21-INCH |
| | | SUBTOTAL | | 1 | |
| | | TOTAL | | 20 | |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## REMOVING INLETS

| CATEGORY | STATION | OFFSET | 204.0220 EACH |
|---|---|---|---|
| 0010 | 9+94 NR | 17.5 'RT | 1 |
| | 10+45 NR | 17.0 'LT | 1 |
| | 10+88 NR | 16.5 'LT | 1 |
| | 11+03 NR | 18.5 'RT | 1 |
| | 14+22 NR | 37.0 'RT | 1 |
| | 14+27 NR | 3.0 'RT | 1 |
| | 15+93 NR | 63.0 'RT | 1 |
| | 16+32 NR | 34.5 'RT | 1 |
| | 16+46 NR | 36.5 'RT | 1 |
| | 16+53 NR | 37.5 'RT | 1 |
| | 17+65 NR | 79.0 'RT | 1 |
| | 17+78 NR | 42.5 'RT | 1 |
| | 17+87 NR | 41.0 'RT | 1 |
| | 896+87 VR | 25.0 'RT | 1 |
| | 18+84 NR | 18.0 'RT | 1 |
| | 20+58 NR | 17.0 'LT | 1 |
| | 20+83 NR | 17.0 'RT | 1 |
| | 79+54 EB | 74.0 'RT | 1 |
| | 79+66 EB | 2.0 'LT | 1 |
| | 79+66 EB | 9.0 'LT | 1 |
| | 79+64 EB | 60.0 'LT | 1 |
| | 99+84 EB | 48.5 'RT | 1 |
| | 99+96 EB | 49.0 'RT | 1 |
| | 104+86 EB | 76.0 'LT | 1 |
| | 917+73 VR | 3.5 'LT | 1 |
| | 924+73 VR | 11.0 'LT | 1 |
| | 135+06 E | 11.5 'RT | 1 |
| | 136+18 F | 14.0 'RT | 1 |
| | 52+65 EF | 6.5 'LT | 1 |
| | 52+70 EF | 0.5 'LT | 1 |
| | 52+90 EF | 25.0 'RT | 1 |
| | 54+84 EF | 9.0 'RT | 1 |
| | 54+80 EF | 23.5 'LT | 1 |
| | 67+46 EF | 27.0 'RT | 1 |
| | 94+52 WW | 36.0 'RT | 1 |
| | 94+91 WW | 30.0 'RT | 1 |
| | 94+96 WW | 29.0 'LT | 1 |
| | 95+15 WW | 55.0 'RT | 1 |
| | 66+05 KR | 20.0 'LT | 1 |
| | 56+16 FR | 19.0 'LT | 1 |
| | 58+82 FR | 20.5 'LT | 1 |
| | 58+82 FR | 20.0 'RT | 1 |
| | | TOTAL | 42 |

## REMOVING GATE HOUSE

| CATEGORY | STATION | LOCATION | 204.9105.S.001 LS |
|---|---|---|---|
| 0010 | 48+00 EF | RT | 1 |

## REMOVING WEIGH STATION SHED

| CATEGORY | STATION | LOCATION | 204.9105.S.002 LS |
|---|---|---|---|
| 0010 | 48+00 EF | RT | 1 |

## CONCRETE DRIVEWAY

| CATEGORY | PROJECT LOCATION | STATION | LOCATION | 416.0170 7-INCH SY | 416.0190 9-INCH SY |
|---|---|---|---|---|---|
| 0010 | CTH PD | 105+44 EB | RT | --- | 35 |
| | | 107+49 EB | RT | 45 | --- |
| | | 109+94 EB | RT | 65 | --- |
| | | SUBTOTALS | | 110 | 35 |
| | NESBITT ROAD | 12+35 NR | LT | 20 | --- |
| | | 15+25 NR | LT | 35 | --- |
| | | 16+30 NR | LT | 50 | --- |
| | | 19+10 NR | RT | 140 | --- |
| | | 21+12 NR | LT | 35 | --- |
| | | 21+39 NR | RT | 80 | --- |
| | | 21+85 NR | LT | 40 | --- |
| | | 24+24 NR | LT | 70 | --- |
| | | SUBTOTALS | | 470 | 0 |
| | FITCHRONA ROAD | 37+92 FR | RT | --- | 60 |
| | | 37+92 FR | LT | --- | 60 |
| | | 44+75 FR | RT | --- | 60 |
| | | 44+75 FR | LT | --- | 60 |
| | | 49+90 FR | RT | --- | 60 |
| | | 49+90 FR | LT | --- | 60 |
| | | 53+40FR | LT | 40 | --- |
| | | 54+75FR | LT | 35 | --- |
| | | 55+65FR | LT | 35 | --- |
| | | SUBTOTALS | | 110 | 360 |
| | KAPEC ROAD | 65+83 KR | LT | --- | 45 |
| | | 71+65KR | LT | --- | 65 |
| | | SUBTOTALS | | 0 | 110 |
| | WILLIAMSBURG WAY | 90+57 WW | LT | 20 | --- |
| | | 91+68 WW | LT | 20 | --- |
| | | 92+17 WW | LT | 15 | --- |
| | | 92+79 WW | LT | 210 | --- |
| | | 94+08 WW | LT | 260 | --- |
| | | 94+80 WW | LT | 200 | --- |
| | | 95+60 WW | LT | 100 | --- |
| | | 96+15 WW | LT | 95 | --- |
| | | SUBTOTALS | | 920 | 0 |
| | ANTON DRIVE | 109+53 AD | LT | 30 | --- |
| | | 110+44 AD | RT | 30 | --- |
| | | 111+31 AD | RT | 45 | --- |
| | | SUBTOTALS | | 105 | 0 |
| | EAST VERONA ROA FRONTAGE ROAD | 38+98 EF | LT | --- | 140 |
| | | 40+65 EF | LT | --- | 45 |
| | | 42+15 EF | RT | 55 | --- |
| | | 47+75 EF | RT | --- | 170 |
| | | 61+03 EF | RT | 80 | --- |
| | | 61+74 EF | RT | 85 | --- |
| | | 63+30 EF | RT | 25 | --- |
| | | 66+48 EF | RT | 40 | --- |
| | | SUBTOTALS | | 285 | 355 |
| | | | SUBTOTALS (0010) | 2,000 | 860 |
| 0030 | CTH PD | 105+44 EB | RT | --- | 20 |
| | | 107+49 EB | RT | 15 | --- |
| | | 109+94 EB | RT | 20 | --- |
| | | SUBTOTALS | | 35 | 20 |
| | | | SUBTOTALS (0030) | 35 | 20 |
| | | | TOTALS | 2,035 | 880 |

## CONCRETE PAVEMENT

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | 415.0100 10-INCH SY |
|---|---|---|---|---|
| 0010 | A RAMP | 86+76 A - 101+27 A | RT/LT | 6,230 |
| | | SUBTOTAL | | 6,230 |
| | B RAMP | 105+16 B - 115+79 B | RT/LT | 3,000 |
| | | SUBTOTAL | | 3,000 |
| | D RAMP | 95+60 D - 101+92 D | RT/LT | 2,430 |
| | | SUBTOTAL | | 2,430 |
| | E RAMP | 127+32 E - 135+30 E | RT/LT | 2,410 |
| | | SUBTOTAL | | 2,410 |
| | F RAMP | 136+17 F - 142+59 F | RT/LT | 1,910 |
| | | SUBTOTAL | | 1,910 |
| | K RAMP | 115+79 K - 127+31 K | RT/LT | 5,210 |
| | | SUBTOTAL | | 5,210 |
| | L RAMP | 101+27 L - 103+16 L | RT/LT | 670 |
| | | SUBTOTAL | | 670 |
| | CTH PD | 96+00 EB - 98+37 EB | RT | 685 |
| | | 101+09 EB - 102+88 EB | RT | 610 |
| | | SUBTOTAL | | 1,295 |
| | P RAMP | 7+26 P - 8+46 P | RT/LT | 355 |
| | | SUBTOTAL | | 355 |
| | WILLIAMSBURG WAY | 95+03 WW - 95+89 WW | LT | --- |
| | | 101+29 WW - 102+39 WW | RT/LT | 630 |
| | | SUBTOTAL | | 630 |
| | Q RAMP | 11+72 Q - 12+43 Q | LT | 145 |
| | | SUBTOTAL | | 145 |
| | | | TOTAL | 24,285 |

## BACKFILL COARSE AGGREGATE SIZE NO 1 *

| CATEGORY | PROJECT LOCATION | 209.0300.S.001 CY | REMARKS |
|---|---|---|---|
| 0010 | UNDISTRUBUTED | 800 | STORM SEWER CROSSINGS |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## SHAPING SHOULDERS

| CATEGORY | STATION - STATION | LOCATION | 305.0500 STA |
|---|---|---|---|
| 0010 | 875+00 VR - 894+00 VR | LT | 19 |

## FINISHING ROADWAY

| CATEGORY | PROJECT | 213.0100.001 EACH |
|---|---|---|
| 0010 | 1206-07-74 | 1 |

## CONCRETE DRIVEWAY HES

| CATEGORY | PROJECT LOCATION | LOCATION | 416.0270 7-INCH SY | 416.0290 9-INCH SY |
|---|---|---|---|---|
| 0010 | UNDISTRUBUTED | RT/LT | 200 | 90 |

BASE AGGREGATE DENSE

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | * 305.0110 BASE AGGREGATE DENSE 3/4-INCH TON | * 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON | * 305.0130 BASE AGGREGATE DENSE 3-INCH TON | * 312.0110 SELECT CRUSHED MATERIAL TON |
|---|---|---|---|---|---|---|---|
| 0010 | VERONA ROAD | 871+93 VR - 903+02 VR | RT/LT | 160 | 11,700 | 12,400 | --- |
| | | 911+24 VR - 932+12 VR | RT/LT | --- | 2,700 | 3,750 | --- |
| | | SUBTOTALS | | 160 | 14,400 | 16,150 | 0 |
| | A RAMP | 86+76 A - 101+27 A | RT/LT | 160 | 2,750 | --- | 6,200 |
| | | SUBTOTALS | | 160 | 2,750 | 0 | 6,200 |
| | B RAMP | 105+16 B - 115+79 B | RT/LT | --- | 1,150 | --- | 2,800 |
| | | SUBTOTALS | | 0 | 1,150 | 0 | 2,800 |
| | D RAMP | 95+60 D - 101+92 D | RT/LT | --- | 850 | --- | 2,100 |
| | | SUBTOTALS | | 0 | 850 | 0 | 2,100 |
| | E RAMP | 127+32 E - 135+30 E | RT/LT | --- | 1,200 | --- | 2,700 |
| | | SUBTOTALS | | 0 | 1,200 | 0 | 2,700 |
| | F RAMP | 136+17 F - 142+59 F | RT/LT | --- | 1,000 | --- | 2,350 |
| | | SUBTOTALS | | 0 | 1,000 | 0 | 2,350 |
| | K RAMP | 115+79 K 127+31 K | RT/LT | --- | 2,000 | --- | 5,000 |
| | | SUBTOTALS | | 0 | 2,000 | 0 | 5,000 |
| | L RAMP | 101+27 L - 103+16 L | RT/LT | --- | 670 | --- | 1,100 |
| | | SUBTOTALS | | 0 | 670 | 0 | 1,100 |
| | T RAMP | 4+63 T - 5+41 T | RT/LT | --- | 110 | --- | 220 |
| | | SUBTOTALS | | 0 | 110 | 0 | 220 |
| | CTH PD | 77+89 EB - 82+04 EB | RT/LT | --- | 400 | --- | 560 |
| | | 88+51 EB - 99+17 EB | RT/LT | --- | 1,650 | 310 | 2,150 |
| | | 101+09 EB - 113+81 EB | RT/LT | --- | 3,100 | 270 | 1,200 |
| | | SUBTOTALS | | 0 | 5,150 | 580 | 3,910 |
| | P RAMP | 6+85 P - 8+46 P | RT/LT | --- | 290 | --- | 490 |
| | | SUBTOTALS | | 0 | 290 | 0 | 490 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CON'T ON RIGHT

BASE AGGREGATE DENSE

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | * 305.0110 BASE AGGREGATE DENSE 3/4-INCH TON | * 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON | * 305.0130 BASE AGGREGATE DENSE 3-INCH TON | * 312.0110 SELECT CRUSHED MATERIAL TON |
|---|---|---|---|---|---|---|---|
| | NESBITT ROAD | 9+00 NR - 24+75 NR | RT/LT | --- | 2,350 | 3,800 | --- |
| | | SUBTOTALS | | 0 | 2,350 | 3,800 | 0 |
| | FITCHRONA ROAD | 27+72 FR - 30+55 FR | RT/LT | --- | 220 | 380 | --- |
| | | 31+29 FR - 59+19 FR | RT/LT | --- | 6,000 | 9,050 | --- |
| | | SUBTOTALS | | 0 | 6,220 | 9,430 | 0 |
| | KAPEC ROAD | 71+36 KR - 71+94 KR | LT | 25 | 560 | 870 | --- |
| | | SUBTOTALS | | 25 | 560 | 870 | 0 |
| | WILLIAMSBURG WAY | 90+18 WW - 93+93 WW | RT/LT | --- | 490 | 590 | --- |
| | | 95+08 WW - 98+58 WW | RT/LT | --- | 1,200 | 1,000 | --- |
| | | 100+61 WW - 115+25 WW | RT/LT | --- | 1,150 | 670 | 650 |
| | | SUBTOTALS | | 0 | 2,840 | 2,260 | 650 |
| | Q RAMP | 11+72 Q - 12+43 Q | RT/LT | --- | 300 | 200 | 220 |
| | | SUBTOTALS | | 0 | 300 | 200 | 220 |
| | ANTON DRIVE | 109+23 AD - 112+41 AD | RT/LT | --- | 500 | 590 | --- |
| | | SUBTOTALS | | 0 | 500 | 590 | 0 |
| | ROUNDABOUT | 10+00 RB - 12+83 RB | RT/LT | --- | 630 | 840 | --- |
| | | SUBTOTALS | | 0 | 630 | 840 | 0 |
| | EAST VERONA ROAD FRONTAGE ROAD | 38+72 EF - 56+63 EF | RT/LT | --- | 3,300 | 4,500 | --- |
| | | 56+55 EF - 73+12 EF | RT/LT | --- | 2,600 | 4,250 | --- |
| | | 79+34 EF - 85+93 EF | LT | --- | 2,100 | 320 | --- |
| | | SUBTOTALS | | 0 | 8,000 | 9,070 | 0 |
| | | UNDISTRIBUTED | | 0 | 2,250 | 0 | 0 |
| | | | SUBTOTALS (0010) | 345 | 53,220 | 43,790 | 27,740 |
| 0030 | CTH PD | 89+07 EB - 96+59 EB | RT | --- | 35 | --- | --- |
| | | 101+69 EB - 113+81 EB | RT | --- | 75 | --- | --- |
| | | SUBTOTALS | | 0 | 110 | 0 | 0 |
| | P RAMP | 6+85 P - 8+18 P | RT/LT | --- | 10 | --- | --- |
| | | SUBTOTALS | | 0 | 10 | 0 | 0 |
| | | | SUBTOTALS (0030) | 0 | 120 | 0 | 0 |
| | | | TOTALS | 345 | 53,340 | 43,790 | 27,740 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CONCRETE ROUNDABOUT APRON

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | 416.0508 CONCRETE ROUNDABOUT TRUCK APRON 8-INCH SY | 405.0100 COLORING CONCRETE RED CY |
|---|---|---|---|---|---|
| 0010 | ROUNDABOUT | 10+00 RB - 12+83 RB | RT | 300 | 65 |

DRILLED TIE BARS

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | 416.0610 EACH |
|---|---|---|---|---|
| 0010 | WILLIAMSBURG WAY | 94+74 WW - 95+64 WW | LT | 41 |

## ASPHALTIC ITEMS SUMMARY

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | 455.0605 TACK COAT GAL | * 460.6223 HMA PAVEMENT 3 MT 58-28 S TON | 460.6424 HMA PAVEMENT 4 MT 58-28 H TON | * 450.4000 HMA COLD WEATHER PAVING TON | 465.0105 ASPHALTIC SURFACE TON | * 465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES (DRIVEWAYS) TON | 465.0120 (PARKING LOTS) TON | * 465.0305 ASPHALTIC SURFACE SAFETY ISLANDS TON |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | VERONA ROAD | 871+95 VR - 903+24 VR | RT/LT | --- | 4,600 | --- | 460 | --- | --- | --- | 10 |
| | | 911+24 VR - 932+12 VR | RT/LT | --- | 760 | --- | 76 | --- | --- | --- | --- |
| | | SUBTOTALS | | 0 | 5360 | 0 | 536 | 0 | 0 | 0 | 10 |
| | A RAMP | 96+28 A - 101+29 A | LT | --- | 165 | --- | --- | --- | --- | --- | --- |
| | | SUBTOTALS | | 0 | 165 | 0 | 0 | 0 | 0 | 0 | 0 |
| | B RAMP | 107+40 B - 107+99 B | RT | --- | --- | --- | --- | --- | --- | 9 | --- |
| | | 114+08 B - 115+79 B | LT | --- | 37 | --- | --- | --- | --- | --- | --- |
| | | SUBTOTALS | | 0 | 37 | 0 | 0 | 0 | 0 | 9 | 0 |
| | E RAMP | 127+32 E - 131+22 E | LT | --- | 91 | --- | --- | --- | --- | --- | --- |
| | | SUBTOTALS | | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 0 |
| | K RAMP | 127+01 K - 127+31 K | RT | --- | 4 | --- | --- | --- | --- | --- | --- |
| | | SUBTOTALS | | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| | L RAMP | 101+29 L - 103+25 L | LT | --- | 140 | --- | --- | --- | --- | --- | --- |
| | | SUBTOTALS | | 0 | 140 | 0 | 0 | 0 | 0 | 0 | 0 |
| | CTH PD | 78+19 EB - 82+33 EB | RT/LT | 20 | 120 | 51 | --- | --- | --- | --- | --- |
| | | 88+51 EB - 99+17 EB | RT/LT | 40 | 280 | 105 | --- | 120 | --- | --- | --- |
| | | 101+09 EB - 113+81 EB | RT/LT | --- | 82 | --- | --- | 225 | 100 | 400 | 2 |
| | | SUBTOTALS | | 60 | 482 | 156 | 0 | 345 | 100 | 400 | 2 |
| | P RAMP | 6+85 P - 8+46 P | RT/LT | --- | --- | --- | --- | 13 | --- | --- | --- |
| | | SUBTOTALS | | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| | NESBITT ROAD | 9+00 NR - 24+75 NR | RT/LT | 250 | 900 | 675 | 1,580 | --- | 34 | --- | --- |
| | | SUBTOTALS | | 250 | 900 | 675 | 1,580 | 0 | 34 | 0 | 0 |
| | FITCHRONA ROAD | 27+72 FR - 30+55 FR | RT/LT | 30 | 88 | 66 | --- | 120 | --- | --- | --- |
| | | 31+34 FR - 59+19 FR | RT/LT | 650 | 2,180 | 1,640 | --- | 225 | 140 | --- | --- |
| | | | | 680 | 2,268 | 1,706 | 0 | 345 | 140 | 0 | 0 |
| | KAPEC ROAD | 71+96 KR - 72+85 KR | LT | 200 | 250 | 515 | --- | --- | --- | --- | --- |
| | | SUBTOTALS | | 200 | 250 | 515 | 0 | 0 | 0 | 0 | 0 |
| | WILLIAMSBURG WAY | 90+18WW - 93+93 WW | RT/LT | 40 | 135 | 99 | 165 | --- | --- | --- | --- |
| | | 95+08 WW - 98+58 WW | RT/LT | 70 | 220 | 285 | 395 | --- | 35 | --- | --- |
| | | 100+60 WW - 115+25 WW | RT/LT | 50 | 215 | 235 | --- | --- | --- | 96 | --- |
| | | SUBTOTALS | | 160 | 570 | 619 | 560 | 0 | 35 | 96 | 0 |
| | Q RAMP | 11+84 Q - 13+78 Q | LT | 10 | 48 | 65 | --- | --- | --- | --- | --- |
| | | SUBTOTALS | | 10 | 48 | 65 | 0 | 0 | 0 | 0 | 0 |
| | ANTON DRIVE | 109+23 AD - 112+41 AD | RT/LT | 40 | 135 | 105 | --- | --- | 34 | --- | --- |
| | | SUBTOTALS | | 40 | 135 | 105 | 0 | 0 | 34 | 0 | 0 |
| | ROUNDABOUT | 10+00 RB - 12+83 RB | RT/LT | 50 | 150 | 110 | 185 | --- | --- | --- | --- |
| | | SUBTOTALS | | 50 | 150 | 110 | 185 | 0 | 0 | 0 | 0 |
| | EAST VERONA ROAD FRONTAGE ROAD | 38+72 EF - 56+63 EF | RT/LT | 350 | 1,220 | 915 | --- | --- | 225 | --- | --- |
| | | 56+55 EF - 70+86 EF | RT/LT | 300 | 995 | 870 | --- | --- | 40 | --- | --- |
| | | 70+86 EF - 85+93 EF | RT/LT | 400 | 78 | 570 | --- | --- | --- | 575 | --- |
| | | SUBTOTALS | | 1,050 | 2,293 | 2,355 | 0 | 0 | 265 | 575 | 0 |
| | | | TOTALS | 2,500 | 12,893 | 6,306 | 2,861 | 703 | 1,688 | | 12 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

NOTE: A UNIT WEIGHT OF 110 POUNDS PER SQUARE YARD PER INCH OF THICKNESS WAS USED TO ESTIMATE ASPHALT QUANTITIES

CURB AND GUTTER SUMMARY

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | * 465.0310 ASPHALTIC CURB LF | 601.0105 CONCRETE CURB TYPE A LF | 601.0405 CONCRETE CURB & GUTTER 18-INCH TYPE A LF | 601.0407 18-INCH TYPE D LF | SPV.0090.013 24-INCH TYPE D LF | 601.0409 30-INCH TYPE A LF | * 601.0411 30-INCH TYPE D LF | 601.0415 6-INCH SLOPED 30-INCH TYPE J LF | 601.0551 4-INCH SLOPED 36-INCH TYPE A LF | 601.0580 4-INCH SLOPED 36-INCH TYPE R LF | SPV.0090.011 32-INCH SPECIAL LF | SPV.0090.012 56-INCH SPECIAL LF | SPV.0090.010 CONCRETE CURB 4-INCH SLOPED 12-INCH TYPE A LF | 601.0600 CONCRETE CURB PEDESTRIAN LF | * 650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | VERONA ROAD | 902+24 VR - 902+84 VR | RT/LT | --- | --- | --- | --- | --- | --- | 24 | 130 | --- | --- | --- | --- | --- | --- | 154 |
| | | SUBTOTALS | | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 130 | 0 | 0 | 0 | 0 | 0 | 0 | 154 |
| | RAMP A | 99+49 A - 101+27 A | RT | --- | --- | --- | --- | --- | 180 | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | | SUBTOTALS | | 0 | 0 | 0 | 0 | 0 | 180 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | RAMP B | 105+86 B - 107+50 B | RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 165 | --- | --- | --- |
| | | 105+15 B - 108+30 B | LT | --- | --- | --- | --- | --- | --- | --- | --- | 270 | --- | 40 | --- | --- | --- | --- |
| | | SUBTOTALS | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 270 | 0 | 40 | 165 | 0 | 0 | 0 |
| | RAMP D | 95+60 D - 101+92 D | RT/LT | --- | --- | --- | --- | --- | 28 | --- | --- | 585 | --- | 40 | --- | --- | --- | --- |
| | | SUBTOTALS | | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 585 | 0 | 40 | 0 | 0 | 0 | 0 |
| | RAMP E | 132+40 E - 134+63 E | RT | --- | --- | --- | --- | --- | --- | --- | --- | 225 | --- | --- | --- | --- | --- | --- |
| | | 131+22 E - 134+99 E | LT | --- | --- | --- | --- | --- | --- | --- | --- | 375 | --- | --- | --- | --- | --- | --- |
| | | SUBTOTALS | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 600 | 0 | 0 | 0 | 0 | 0 | 0 |
| | RAMP F | 136+78 F - 138+93 F | RT | --- | --- | --- | --- | --- | 41 | --- | --- | 140 | --- | 40 | --- | --- | --- | --- |
| | | 136+32 F - 142+59 F | LT | --- | --- | --- | --- | --- | --- | --- | --- | 560 | --- | --- | --- | --- | --- | --- |
| | | SUBTOTALS | | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 0 | 700 | 0 | 40 | 0 | 0 | 0 | 0 |
| | RAMP K | 116+09 K - 127+02 K | LT | --- | --- | --- | --- | --- | --- | --- | --- | 1,090 | --- | --- | --- | --- | --- | --- |
| | | SUBTOTALS | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,090 | 0 | 0 | 0 | 0 | 0 | 0 |
| | RAMP L | 101+27 L - 103+15 L | RT | --- | --- | --- | --- | --- | 190 | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | | SUBTOTALS | | 0 | 0 | 0 | 0 | 0 | 190 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | RAMP T | 4+63 T - 5+41 T | RT | --- | --- | --- | --- | --- | 95 | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | | SUBTOTALS | | 0 | 0 | 0 | 0 | 0 | 95 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | CTH PD | 78+19 EB - 82+33 EB | RT/LT | 75 | --- | --- | --- | 110 | --- | 135 | --- | --- | --- | --- | --- | --- | 45 | 245 |
| | | 88+51 EB - 99+17 EB | RT | --- | --- | --- | --- | --- | 82 | 500 | --- | --- | --- | --- | --- | --- | --- | 500 |
| | | 101+45 EB - 113+81 EB | RT/LT | 20 | --- | --- | 345 | --- | 150 | 1,270 | --- | --- | --- | --- | --- | --- | --- | 1,615 |
| | | SUBTOTALS | | 95 | 0 | 0 | 345 | 110 | 232 | 1,905 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 2,360 |
| | P RAMP | 7+26 P - 8+35 P | RT | --- | --- | --- | --- | --- | 140 | --- | --- | --- | --- | --- | --- | --- | 12 | --- |
| | | SUBTOTALS | | 0 | 0 | 0 | 0 | 0 | 140 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 |
| | NESBITT ROAD | 23+76 NR - 24+48 NR | RT | 70 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | | 24+07 NR - 24+74 NR | LT | 72 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | | 9+09 NR - 23+76 NR | RT | --- | --- | --- | --- | --- | --- | 1,490 | --- | --- | --- | --- | --- | --- | --- | 1,490 |
| | | 10+26 NR - 24+07 NR | LT | --- | --- | --- | --- | --- | --- | 1,360 | --- | --- | --- | --- | --- | --- | --- | 1,360 |
| | | 14+43 NR - 14+59 NR | LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 16 | --- |
| | | SUBTOTALS | | 142 | 0 | 0 | 0 | 0 | 0 | 2,850 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 2,850 |
| | FITCHRONA ROAD | 27+72 FR - 30+49 FR | RT | --- | --- | --- | --- | --- | --- | 305 | --- | --- | --- | --- | --- | --- | --- | 305 |
| | | 31+37 FR - 53+25 FR | LT | --- | --- | --- | --- | --- | --- | 2,250 | --- | --- | --- | --- | --- | --- | --- | 2,250 |
| | | 31+46 FR - 52+75 FR | RT | --- | --- | --- | --- | 785 | --- | 2,130 | --- | --- | --- | --- | --- | --- | --- | 2,915 |
| | | 53+13 FR - 54+89 FR | LT | --- | --- | --- | 265 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 265 |
| | | 53+25 FR - 59+00 FR | LT | --- | --- | --- | --- | --- | --- | 560 | --- | --- | --- | --- | --- | --- | --- | 560 |
| | | 53+56 FR - 55+16 FR | LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 215 | --- |
| | | 53+86 FR - 59+10 FR | RT | --- | --- | --- | --- | --- | --- | 535 | --- | --- | --- | --- | --- | --- | --- | 535 |
| | | SUBTOTALS | | 0 | 0 | 0 | 265 | 785 | 0 | 5,780 | 0 | 0 | 0 | 0 | 0 | 0 | 215 | 6,830 |

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

CON'T NEXT SHEET

CURB AND GUTTER SUMMARY (CON'T)

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | * 465.0310 ASPHALTIC CURB LF | 601.0105 CONCRETE CURB TYPE A LF | 601.0405 CONCRETE CURB & GUTTER 18-INCH TYPE A LF | 601.0407 18-INCH TYPE D LF | SPV.0090.013 24-INCH TYPE D LF | 601.0409 30-INCH TYPE A LF | * 601.0411 30-INCH TYPE D LF | 601.0415 6-INCH SLOPED 30-INCH TYPE J LF | 601.0551 4-INCH SLOPED 36-INCH TYPE A LF | 601.0580 4-INCH SLOPED 36-INCH TYPE R LF | SPV.0090.011 32-INCH SPECIAL LF | SPV.0090.012 56-INCH SPECIAL LF | SPV.0090.010 CONCRETE CURB 4-INCH SLOPED 12-INCH TYPE A LF | 601.0600 CONCRETE CURB PEDESTRIAN LF | * 650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 (CON'T) | KAPEC ROAD | 65+71 KR - 66+15 KR | LT | --- | --- | --- | --- | --- | --- | 45 | --- | --- | --- | --- | --- | --- | --- | 45 |
| | | 71+11 KR - 72+95 KR | RT | --- | --- | --- | --- | --- | --- | 205 | --- | --- | --- | --- | --- | --- | --- | 205 |
| | | 71+11 KR - 72+83 KR | LT | --- | --- | --- | --- | --- | --- | 195 | --- | --- | --- | --- | --- | --- | --- | 195 |
| | | SUBTOTALS | | 0 | 0 | 0 | 0 | 0 | 0 | 445 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 445 |
| | WILLIAMSBURG WAY | 90+20 WW - 93+85 WW | RT | --- | --- | --- | --- | --- | --- | 305 | --- | --- | --- | --- | --- | --- | 33 | 305 |
| | | 90+20 WW - 93+93 WW | LT | --- | --- | --- | --- | --- | --- | 210 | --- | --- | --- | --- | --- | --- | --- | 210 |
| | | 95+22 WW - 98+58 WW | RT | 115 | --- | --- | --- | --- | --- | 540 | --- | --- | --- | --- | --- | --- | 27 | 540 |
| | | 95+08 WW - 98+49 WW | LT | 105 | 45 | --- | --- | --- | --- | 290 | --- | --- | --- | --- | --- | 38 | --- | 290 |
| | | 100+65 WW - 104+14 WW | RT | --- | --- | --- | --- | --- | 16 | 260 | --- | --- | --- | --- | --- | --- | --- | 260 |
| | | 101+13 WW - 104+13 WW | LT | --- | --- | --- | --- | --- | --- | 46 | --- | 4 | --- | --- | --- | --- | --- | 46 |
| | | 105+50 WW - 105+58 WW | RT/LT | --- | --- | --- | --- | --- | --- | 40 | --- | --- | --- | --- | --- | --- | --- | 40 |
| | | 109+01 WW - 109+78 WW | LT | --- | --- | --- | 99 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 99 |
| | | SUBTOTALS | | 220 | 45 | 0 | 99 | 0 | 16 | 1,691 | 0 | 4 | 0 | 0 | 0 | 38 | 60 | 1,790 |
| | Q RAMP | 11+74 Q - 12+36 Q | RT | --- | --- | --- | --- | --- | 140 | --- | --- | --- | --- | --- | --- | --- | 34 | --- |
| | | 11+80 Q - 13+78 Q | LT | --- | --- | --- | --- | --- | 60 | 130 | --- | --- | --- | --- | --- | --- | --- | 130 |
| | | SUBTOTALS | | 0 | 0 | 0 | 0 | 0 | 200 | 130 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 130 |
| | ANTON DRIVE | 110+25 AD - 112+41 AD | RT | --- | --- | --- | --- | --- | --- | 205 | --- | --- | --- | --- | --- | --- | --- | 205 |
| | | 110+25 AD - 112+33 AD | LT | --- | --- | --- | --- | --- | --- | 270 | --- | --- | --- | --- | --- | --- | 24 | 270 |
| | | SUBTOTALS | | 0 | 0 | 0 | 0 | 0 | 0 | 475 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 475 |
| | ROUNDABOUT | 10+00 RB - 12+83 RB | RT | --- | --- | 180 | --- | --- | --- | --- | --- | --- | 265 | --- | --- | --- | --- | 265 |
| | | 10+00 RB - 12+83 RB | LT | --- | --- | --- | --- | --- | --- | 310 | --- | --- | --- | --- | --- | 32 | --- | 310 |
| | | SUBTOTALS | | 0 | 0 | 180 | 0 | 0 | 0 | 310 | 0 | 0 | 265 | 0 | 0 | 32 | 0 | 575 |
| | EAST VERONA ROAD FRONTAGE ROAD | 38+72 EF - 56+50 EF | RT | --- | --- | --- | --- | --- | --- | 1,910 | --- | --- | --- | --- | --- | --- | --- | 1,910 |
| | | 38+72 EF - 55+98 EF | LT | --- | --- | --- | --- | --- | --- | 855 | --- | --- | --- | --- | --- | --- | --- | 855 |
| | | 56+50 EF - 70+86 EF | RT | --- | --- | --- | --- | --- | --- | 1,490 | --- | --- | --- | --- | --- | --- | --- | 1,490 |
| | | 56+77 EF - 73+12 EF | LT | --- | --- | --- | --- | --- | --- | 1,640 | --- | --- | --- | --- | --- | --- | --- | 1,640 |
| | | 79+37 EF - 85+93 EF | LT | --- | --- | --- | 1,350 | 42 | --- | 625 | --- | --- | --- | --- | --- | --- | --- | 2,017 |
| | | SUBTOTALS | | 0 | 0 | 0 | 1,350 | 42 | 0 | 6,520 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7,912 |
| | | TOTALS | | 457 | 45 | 180 | 2,059 | 937 | 1,122 | 20,130 | 130 | 3,249 | 265 | 120 | 165 | 70 | 406 | 23,521 |

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

## CONCRETE SIDEWALK SUMMARY

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | 602.0410 * CONCRETE SIDEWALK 5-INCH SF | 602.0415 * CONCRETE SIDEWALK 6-INCH SF | 602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA SF | SPV.0165.002 COLORED AND STAMPED CONCRETE 5-INCH SF |
|---|---|---|---|---|---|---|---|
| 0010 | CTH PD | 78+21 EB - 79+94 EB | RT/LT | 190 | 160 | 86 | 56 |
| | | 89+08 EB - 99+17 EB | RT | 2,850 | 45 | 10 | --- |
| | | 101+49 EB - 113+81 EB | RT | 5,250 | 140 | 22 | 243 |
| | | SUBTOTALS | | 8,290 | 345 | 118 | 299 |
| | P RAMP | 6+85 P - 8+41 P | RT | 860 | 50 | 15 | --- |
| | | SUBTOTALS | | 860 | 50 | 15 | 0 |
| | NESBITT ROAD | 10+23 NR - 24+03 NR | LT | 5,950 | --- | --- | --- |
| | | SUBTOTALS | | 5,950 | 0 | 0 | 0 |
| | FITCHRONA ROAD | 28+28 FR - 30+42 FR | RT | 1,200 | --- | 26 | 0 |
| | | 31+44 FR - 58+96 FR | LT | 14,000 | --- | 40 | --- |
| | | 31+48 FR - 59+06 FR | RT | 12,900 | --- | 70 | --- |
| | | SUBTOTALS | | 28,100 | 0 | 136 | 0 |
| | KAPEC ROAD | 68+84 KR - 72+76 KR | RT | 2,000 | --- | 10 | --- |
| | | 71+11 KR - 72+76 KR | LT | 660 | --- | 10 | --- |
| | | SUBTOTALS | | 2,660 | 0 | 20 | 0 |
| | WILLIAMSBURG WAY | 90+20 WW - 93+85 WW | RT | 940 | 320 | 66 | 828 |
| | | 90+20 WW - 93+93 WW | LT | 1,950 | 120 | 26 | --- |
| | | 95+19 WW - 97+50 WW | RT | 1,450 | 240 | 56 | 1,555 |
| | | 95+08 WW - 97+75 WW | LT | 1,600 | 100 | 16 | --- |
| | | 103+94 WW - 104+14 WW | RT | 75 | 50 | 10 | --- |
| | | 103+80 WW - 104+14 WW | LT | 260 | 50 | 10 | --- |
| | | SUBTOTALS | | 6,275 | 880 | 184 | 2,383 |
| | Q RAMP | 11+83 Q - 12+36 Q | LT | 200 | 35 | 20 | --- |
| | | 11+83 Q - 12+36 Q | RT | --- | 170 | 40 | 559 |
| | | SUBTOTALS | | 200 | 205 | 60 | 559 |
| | ANTON DRIVE | 110+93 AD - 112+41 AD | RT | 730 | 70 | 16 | --- |
| | | 109+23 AD - 112+35 AD | LT | 2,000 | 230 | 56 | 289 |
| | | SUBTOTALS | | 2,730 | 300 | 72 | 289 |
| | ROUNDABOUT | 10+00 RB - 12+83 RB | RT | 960 | --- | --- | --- |
| | | 10+00 RB - 12+83 RB | LT | 1,250 | --- | --- | --- |
| | | SUBTOTALS | | 2,210 | 0 | 0 | 0 |
| | EAST VERONA ROAD FRONTAGE ROAD | 39+00 EF - 56+50 EF | RT | 7,800 | 45 | 10 | --- |
| | | 41+50 EF - 55+96 EF | LT | 1,800 | 55 | 10 | --- |
| | | 56+50 EF - 58+53 EF | RT | 640 | 90 | 20 | --- |
| | | 56+83 EF - 58+55 EF | LT | 1,000 | 85 | 20 | --- |
| | | 64+18 EF - 66+96 EF | RT | 980 | 85 | 20 | --- |
| | | 64+18 EF - 64+32 EF | LT | --- | 65 | 20 | --- |
| | | 85+59 EF - 85+88 EF | LT | 170 | 40 | 10 | --- |
| | | SUBTOTALS | | 12,390 | 465 | 110 | 0 |
| | | SUBTOTALS (0010) | | 69,665 | 2,245 | 715 | 3,530 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CON'T ON RIGHT

## CONCRETE SIDEWALK SUMMARY (CON'T)

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | 602.0410 * CONCRETE SIDEWALK 5-INCH SF | 602.0415 * CONCRETE SIDEWALK 6-INCH SF | 602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA SF | SPV.0165.002 COLORED AND STAMPED CONCRETE 5-INCH SF |
|---|---|---|---|---|---|---|---|
| 0030 | CTH PD | 89+08 EB - 96+86 EB | RT | 1,450 | --- | --- | --- |
| | | 101+49 EB - 113+81 EB | RT | 3,100 | --- | --- | --- |
| | | SUBTOTALS | | 4,550 | 0 | 0 | 0 |
| | P RAMP | 6+85 P - 8+18 P | RT | 490 | --- | --- | --- |
| | | SUBTOTALS | | 490 | 0 | 0 | 0 |
| | | SUBTOTALS (0030) | | 5,040 | 0 | 0 | 0 |
| | | | TOTALS | 74,705 | 2,245 | 715 | 3,530 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## CONCRETE STEPS AND RAILING SUMMARY

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | 602.1500 CONCRETE STEPS SF | SPV.0090.200 GALVANIZED PIPE RAILING LF |
|---|---|---|---|---|---|
| 0010 | FITCHRONA ROAD | 33+52 FR - 33+90 FR | RT | 80 | 7 |

## CONCRETE BARRIER

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | 603.1142 TYPE S42 LF | 603.1442 TYPE S42C LF | SPV.0090.014 CONCRETE BARRIER SPECIAL LF | 517.1010.S.006 CONCRETE STAINING CONCRETE BARRIER WALL SF |
|---|---|---|---|---|---|---|---|
| 0010 | A RAMP | 91+53 A - 96+28 A | LT | 440 | --- | --- | --- |
| | | 94+58 A - 99+49 A | RT | 495 | --- | --- | --- |
| | | SUBTOTALS | | 935 | 0 | 0 | 0 |
| | B RAMP | 108+30 B - 114+08 B | LT | 515 | --- | 65 | --- |
| | | SUBTOTALS | | 515 | 0 | 65 | 0 |
| | E RAMP | 127+32 E - 132+40 E | RT | --- | 505 | --- | --- |
| | | SUBTOTALS | | 0 | 505 | 0 | 0 |
| | F RAMP | 138+93 F - 142+59 F | RT | 300 | --- | --- | --- |
| | | SUBTOTALS | | 300 | 0 | 0 | 0 |
| | K RAMP | 120+61 K - 127+30 K | RT | --- | 665 | --- | 525 |
| | | SUBTOTALS | | 0 | 665 | 0 | 525 |
| | EAST VERONA ROAD FRONTAGE ROAD | 41+50 EF - 42+00 EF | LT | 57 | --- | --- | 200 |
| | | SUBTOTALS | | 57 | 0 | 0 | 200 |
| | | | TOTALS | 1,807 | 1,170 | 65 | 725 |

## RIPRAP ITEMS

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | * 606.0200 RIPRAP MEDIUM CY | 606.0300 RIPRAP HEAVY CY | 606.0400 RIPRAP EXTRA-HEAVY CY | * 645.0120 GEOTEXTILE FABRIC TYPE HR SY |
|---|---|---|---|---|---|---|---|
| 0010 | VERONA ROAD | 878+69 VR | 103'LT | 7 | --- | --- | 21 |
| | | 879+92 VR | 294'LT | 10 | --- | --- | 30 |
| | | 880+19 VR | 368'LT | 16 | --- | --- | 45 |
| | | 880+78 VR | 364'LT | 13 | --- | --- | 37 |
| | | 880+80 VR | 215'LT | 39 | --- | --- | 97 |
| | | 882+04 VR | 184'LT | 39 | --- | --- | 97 |
| | | 885+81 VR | 132'LT | --- | --- | 530 | 715 |
| | | SUBTOTALS | | 124 | 0 | 530 | 1,042 |
| | A RAMP | 91+80 A | 22'LT | 5 | --- | --- | 16 |
| | | SUBTOTALS | | 5 | 0 | 0 | 16 |
| | D RAMP | 96+75 D | 34'RT | 6 | --- | --- | 20 |
| | | 99+19 D | 25'LT | 1 | --- | --- | 4 |
| | | 102+17 D | 34'RT | 9 | --- | --- | 28 |
| | | SUBTOTALS | | 16 | 0 | 0 | 52 |
| | K RAMP | 124+35 K | 12'LT | 8 | --- | --- | 28 |
| | | SUBTOTALS | | 8 | 0 | 0 | 28 |
| | E RAMP | 134+46 E | 38'LT | 3 | --- | --- | 12 |
| | | SUBTOTALS | | 3 | 0 | 0 | 12 |
| | WILLIAMSBURG WAY | 111+64 WW | 30'LT | 13 | --- | --- | 36 |
| | | 115+92 WW | 119'RT | 19 | --- | --- | 51 |
| | | 118+07 WW | 81'LT | 9 | --- | --- | 26 |
| | | 118+15 WW | 15'LT | 12 | --- | --- | 34 |
| | | 118+70 WW | 3'LT | --- | 81 | --- | 155 |
| | | 118+96 WW | 63'LT | --- | 43 | --- | 94 |
| | | SUBTOTALS | | 53 | 124 | 0 | 396 |
| | EAST VERONA ROAD FRONTAGE ROAD | 65+42 EF | 42'RT | --- | 91 | --- | 170 |
| | | 85+87 EF | 76'LT | 5 | --- | --- | 16 |
| | | SUBTOTALS | | 5 | 91 | 0 | 186 |
| | FITCHRONA ROAD | 33+52 FR - 33+90 FR | RT | 56 | --- | --- | 110 |
| | | 33+69 FR - 33+95 FR | LT | 26 | --- | --- | 51 |
| | | 40+95 FR - 41+47 FR | RT | 73 | --- | --- | 145 |
| | | 40+70 FR - 41+10 FR | LT | 39 | --- | --- | 78 |
| | | SUBTOTALS | | 194 | 0 | 0 | 384 |
| | | | TOTALS | 408 | 215 | 530 | 2,116 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## GUARDRAIL SUMMARY

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | 614.0115 ANCHORAGES FOR STEEL PLATE BEAM GUARD TYPE 2 EACH | 614.0305 STEEL PLATE BEAM GUARD CLASS A LF | 614.2300 MGS GUARDRAIL 3 LF | 614.2610 MGS GUARDRAIL TERMINAL EAT EACH | 614.2500 MGS THRIE BEAM TRANSITION LF |
|---|---|---|---|---|---|---|---|---|
| 0010 | VERONA ROAD | 875+24 VR - 893+89 VR | LT | 1 | 1,825 | --- | --- | --- |
| | | SUBTOTALS | | 1 | 1,825 | 0 | 0 | 0 |
| | A RAMP | 87+41 A - 91+00 A | RT | --- | --- | 325 | --- | 37 |
| | | SUBTOTALS | | 0 | 0 | 325 | 0 | 37 |
| | B RAMP | 105+85 B - 107+50 B | RT | --- | --- | 75 | 1 | 37 |
| | | 107+15 B - 108+30 B | LT | --- | --- | 25 | 1 | 37 |
| | | SUBTOTALS | | 0 | 0 | 100 | 2 | 74 |
| | F RAMP | 137+91 F - 138+93 F | RT | --- | --- | 13 | 1 | 37 |
| | | SUBTOTALS | | 0 | 0 | 13 | 1 | 37 |
| | | | TOTALS | 1 | 1,825 | 438 | 3 | 148 |

## FENCE

| CATEGORY | PROJECT LOCATION | STATION - STATION | 616.0406 CHAIN LINK SALVAGED 6-FT LF | SPV.0090.005 WOOD SALVAGED LF |
|---|---|---|---|---|
| 0010 | WILLIAMSBURG WAY | 94+61 WW - 94+63 WW | --- | 25 |
| | | 111+08 WW - 111+10 WW | 32 | --- |
| | | SUBTOTALS | 32 | 25 |
| | | TOTALS | 32 | 25 |

## FENCE SAFETY

| CATEGORY | STATION - STATION | LOCATION | * 616.0700.S LF | REMARKS |
|---|---|---|---|---|
| 0010 | 109+10 EB | RT | 50 | TREE PROTECTION |
| | 49+70 EF | RT | 50 | TREE PROTECTION |
| | 50+00 EF | RT | 50 | TREE PROTECTION |
| | 50+35 EF | RT | 50 | TREE PROTECTION |
| | 50+50 EF | RT | 50 | TREE PROTECTION |
| | 61+35 EF | RT | 50 | TREE PROTECTION |
| | 64+55 EF | RT | 50 | TREE PROTECTION |
| | 66+77 EF | RT | 50 | TREE PROTECTION |
| | 68+31 EF | RT | 50 | TREE PROTECTION |
| | 70+45 EF | RT | 50 | TREE PROTECTION |
| | 22+25 NR | RT | 30 | TREE PROTECTION |
| | 22+85 NR | RT | 50 | TREE PROTECTION |
| | 113+01 WW - 118+40 WW | RT/LT | 1,130 | BIKE PATH PROTECTION |
| | SUBTOTAL | | 1,710 | |
| | UNDISTRIBUTED | | 500 | |
| | | TOTAL | 2,210 | |

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

## MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT)

| CATEGORY | PROJECT ID | 618.0100.001 EACH |
|---|---|---|
| 0010 | 1206-07-74 | 1 |

## MOBILIZATION

| CATEGORY | PROJECT ID | * 619.1000 EACH |
|---|---|---|
| 0010 | 1206-07-74 | 0.91 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## CONCRETE CORRUGATED MEDIAN

| CATEGORY | STATION - STATION | LOCATION | 620.0100 SF |
|---|---|---|---|
| 0010 | 95+76 WW - 96+06 WW | RT | 163 |

3

## APRON ENDWALLS SUMMARY

| CATEGORY | STRUCT. NO. | STATION | OFFSET | 522.1012 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH EACH | 522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH | 522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH | 522.1030 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH EACH | 522.1042 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 42-INCH EACH | 522.1054 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 54-INCH EACH | SPV.0060.062 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 78-INCH EACH | 521.1228 APRON ENDWALLS FOR PIPE ARCH STEEL 28X20-INCH EACH | 520.1024 APRON ENDWALLS FOR CULVERT PIPE 24-INCH EACH | 521.1012 APRON ENDWALLS FOR CULVERT PIPE STEEL 12-INCH EACH | 612.0806 APRON ENDWALLS FOR UNDERDRAIN REINFORCED CONCRETE 6-INCH EACH | 523.0538 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 38X60-INCH EACH | 524.0612 APRON ENDWALLS FOR CULVERT PIPE SALVAGED 12-INCH EACH | 524.0618 APRON ENDWALLS FOR CULVERT PIPE SALVAGED 18-INCH EACH | 524.0624 APRON ENDWALLS FOR CULVERT PIPE SALVAGED 24-INCH EACH | SPV.0060.063 CONCRETE CUTOFF WALL EACH | 611.9800.S PIPE GRATES EACH | 633.5200 MARKERS CULVERT END EACH | 650.4000* CONSTRUCTION STAKING STORM SEWER EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | A4005 | 91+80.19 A | 23.8' LT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | 1 | 1 |
| | B4108 | 106+50.00 B | 33.0' LT | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 |
| | B4150 | 105+05.09 B | 17.8' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | 1 | 1 |
| | E4332 | 133+74.72 E | 112.9' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | 1 | 1 |
| | EF355 | 53+50.00 EF | 88.3' LT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | 1 | 1 |
| | EF865 | 58+20.00 EF | 101.2' LT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | 1 | 1 |
| | EF8792 | 64+10.00 EF | 50.5' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 |
| | EF880 | 65+42.45 EF | 43.6' RT | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | 1 | 1 |
| | EF894 | 64+64.68 EF | 72.6' RT | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | 1 | 1 |
| | F4351 | 137+66.19 EF | 114.5' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | 1 | 1 |
| | F4382 | 141+00.00 EF | 39.5' LT | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 |
| | F4383 | 143+12.00 EF | 2.0' LT | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 |
| | K4177 | 118+50.82 K | 56.3' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | 1 | 1 |
| | K4178 | 120+27.48 K | 56.3' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | 1 | 1 |
| | K4179 | 120+42.74 EF | 171.8' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | 1 | 1 |
| | NR728 | 19+60.68 NR | 149.4' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | 1 | 1 |
| | VR1032 | 886+23.74 VR | 158.4' LT | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | 1 |
| | VR1048 | 880+24.44 VR | 361.0' LT | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | 1 |
| | VR1062 | 879+99.27 VR | 296.5' LT | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | 1 |
| | VR1094 | 880+76.29 VR | 357.8' LT | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | 1 |
| | VR1098 | 878+69.28 VR | 104.9' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | 1 | 1 |
| | VR1135 | 902+12.00 VR | 70.4' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | 1 | 1 |
| | VR1144 | 902+16.00 VR | 59.6' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | 1 | 1 |
| | VR1160 | 904+37.52 VR | 90.9' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | 1 | 1 |
| | VR1162 | 904+26.90 VR | 97.3' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | 1 | 1 |
| | VR1225 | 922+14.94 VR | 96.5' LT | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | 1 | 1 |
| | VR1226 | 919+00.00 VR | 87.7' LT | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | 1 | 1 |
| | VR1243 | 924+45.38 VR | 44.7' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | 1 | 1 |
| | VR1336 | 934+71.00 VR | 93.5' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | 1 | 1 |
| | VR1635 | 965+05.00 VR | 93.5' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 |
| | WW1475 | 118+15.00 WW | 21.7' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | 1 | 1 | 1 |
| | WW1476 | 118+07.00 WW | 84.3' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | 1 | 1 | 1 |
| | WW1479 | 115+99.00 WW | 123.8' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | 1 | 1 | 1 |
| | WW1480 | 111+53.48 WW | 35.6' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | 1 | 1 | 1 |
| | WW345 | 102+67.23 WW | 145.6' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | 1 |
| --- | 92+50.00 A | | 32.0' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | 1 | 1 |
| | TOTALS | | | 2 | 6 | 2 | 1 | 1 | 1 | 1 | 1 | 4 | 3 | 1 | 4 | 1 | 3 | 5 | 18 | 18 | 36 | 36 |

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.

3

STORM SEWER PIPE REINFORCED CONCRETE

| CATEGORY | FROM STRUCTURE | TO STRUCTURE | 608.0412 12-INCH LF | 608.0415 15-INCH LF | 608.0418 18-INCH LF | 608.0424 24-INCH LF | 608.0430 30-INCH LF | 608.0436 36-INCH LF | 608.0442 42-INCH LF | 608.0448 48-INCH LF | 608.0454 54-INCH LF | 608.0460 60-INCH LF | 608.0478 78-INCH LF | 608.0548 48-INCH LF | 608.0554 54-INCH LF | 609.0112 12-INCH LF | 609.0118 18-INCH LF | 609.0124 24-INCH LF | 610.0414 14X23-INCH LF | 610.0419 19X30-INCH LF | 610.0424 24X38-INCH LF | 610.0429 29X45-INCH LF | 610.0434 34X53-INCH LF | SPV.0090.050 38X60-INCH LF | SPV.0090.051 43X68-INCH LF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | STORM SEWER PIPE REINFORCED CONCRETE CLASS IV | | | | | | | | | | | STORM SEWER PIPE REINFORCED CONCRETE CLASS V | | RELAID STORM SEWER | | | STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV | | | | | | |
| 0010 | A4000 | A4005 | --- | --- | 14 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | A4001 | A4000 | 27 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | A4002 | A4003 | 4 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | A4003 | A4000 | --- | 45 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | A4007 | A4003 | 103 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | A4010 | A4011 | 24 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | A4011 | A4013 | 80 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | A4012 | A4013 | 30 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | A4013 | A4015 | --- | 120 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | A4015 | A40151 | --- | --- | 75 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | A40151 | A4017 | --- | --- | 75 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | A4016 | A4015 | 47 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | A4017 | A40171 | --- | --- | 75 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | A40171 | A4019 | --- | --- | 75 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | A4018 | A4017 | 55 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | A4019 | A4021 | --- | --- | --- | 100 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | A4020 | A4019 | 56 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | A4021 | A4023 | --- | --- | --- | 10 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | A4022 | A4024 | 10 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | A40221 | A4022 | 3 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | A4023 | A4025 | --- | --- | --- | 96 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | A4024 | A4023 | --- | --- | 56 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | A40241 | A4024 | 3 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | A4025 | EB630 | --- | --- | --- | --- | 118 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | A40251 | A4025 | 6 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | A4028 | A4025 | 33 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | AD318 | WW317 | --- | --- | 62 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | AD319 | AD3191 | 7 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | AD3191 | AD318 | --- | --- | 21 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | AD3192 | AD3191 | --- | --- | 23 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | AD320 | AD3192 | 24 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | AD321 | AD320 | 8 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | AD322 | AD318 | 152 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | AD323 | AD322 | 39 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | B4101 | B4102 | 8 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | B4102 | B4103 | 30 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | B4103 | WB632 | --- | --- | --- | 44 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | B4107 | B4103 | 6 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | B4110 | B4103 | --- | --- | --- | 130 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | B4120 | B4110 | --- | --- | 112 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | B4121 | B4120 | 28 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | B4122 | B4120 | --- | --- | 83 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | B4123 | B4122 | 27 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | B4130 | B4122 | --- | 120 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | B4131 | B4130 | 28 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | B4135 | B4136 | 26 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | B4136 | B4130 | --- | 120 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | B4140 | B4136 | 119 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | B4141 | B4140 | 26 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | B4150 | B4151 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 16 | --- | --- | --- | --- | --- | --- | --- |
| | D4050 | VR1055 | --- | --- | --- | --- | --- | --- | --- | --- | 121 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | D4051 | D4050 | 16 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | D4054 | D4050 | --- | --- | --- | --- | --- | --- | --- | --- | 121 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | D4055 | D40551 | 16 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | D4056 | D4054 | --- | --- | --- | --- | --- | --- | --- | --- | 120 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | D4057 | D4056 | 34 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | SHEET TOTALS | | 1,075 | 405 | 671 | 380 | 118 | 0 | 0 | 0 | 362 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

CON'T NEXT SHEET

STORM SEWER PIPE REINFORCED CONCRETE (CON'T)

| CATEGORY | FROM STRUCTURE | TO STRUCTURE | 608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF | 608.0415 15-INCH LF | 608.0418 18-INCH LF | 608.0424 24-INCH LF | 608.0430 30-INCH LF | 608.0436 36-INCH LF | 608.0442 42-INCH LF | 608.0448 48-INCH LF | 608.0454 54-INCH LF | 608.0460 60-INCH LF | 608.0478 78-INCH LF | 608.0548 STORM SEWER PIPE REINFORCED CONCRETE CLASS V 48-INCH LF | 608.0554 54-INCH LF | 609.0112 RELAID STORM SEWER 12-INCH LF | 609.0118 18-INCH LF | 609.0124 24-INCH LF | 610.0414 STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 14X23-INCH LF | 610.0419 19X30-INCH LF | 610.0424 24X38-INCH LF | 610.0429 29X45-INCH LF | 610.0434 34X53-INCH LF | SPV.0090.050 38X60-INCH LF | SPV.0090.051 43X68-INCH LF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 (CON'T) | D4060 | D4056 | --- | --- | --- | --- | --- | --- | --- | --- | 39 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | D4061 | D4062 | 35 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | D4062 | D4060 | --- | --- | --- | --- | --- | --- | --- | --- | 201 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | D4064 | D4062 | --- | --- | --- | --- | --- | --- | --- | --- | 180 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | D4065 | D4064 | 34 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | D4066 | D4064 | --- | --- | --- | --- | --- | --- | --- | --- | 152 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | D4067 | D4066 | 40 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | D4069 | D4066 | --- | --- | --- | --- | --- | --- | --- | --- | 66 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | D4070 | D4069 | 10 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | D4071 | D4069 | --- | 31 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | D4072 | D4071 | 44 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | E4300 | K4230 | --- | --- | --- | 19 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | E4301 | E4305 | 25 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | E4302 | E4301 | 10 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | E4303 | E4300 | --- | --- | 16 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | E4304 | E4303 | --- | --- | 8 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | E4305 | E4304 | --- | --- | 10 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | E4308 | E4305 | 82 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | E4310 | E4311 | 24 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | E4311 | K4250 | --- | 26 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | E4312 | E4310 | 100 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | E4313 | E4311 | 8 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | E4320 | E4330 | 107 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | E4321 | E4320 | 35 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | E4330 | E4332 | --- | --- | 87 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | E4331 | E4330 | 37 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EB600 | EB6003 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 6 | --- | --- | --- | --- | --- |
| | EB6001 | EB600 | 12 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EB6002 | EB6000 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 4 | --- | --- | --- | --- | --- |
| | EB607 | EB608 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 27 | --- | --- |
| | EB6071 | EB607 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 74 | --- | --- |
| | EB6072 | EB6071 | --- | --- | --- | --- | --- | 6 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EB6073 | EB607 | --- | --- | --- | 14 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EB608 | EB6085 | --- | --- | --- | --- | --- | --- | 6 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EB615 | NR700 | --- | --- | --- | --- | --- | --- | 83 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EB6151 | EB615 | --- | 12 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EB6152 | EB6151 | 41 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EB6153 | EB6152 | 45 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EB6154 | EB615 | --- | --- | --- | --- | --- | --- | 34 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EB623 | NR700 | --- | --- | --- | 91 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EB6232 | EB623 | --- | 6 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EB624 | EB623 | --- | --- | 138 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EB6242 | EB624 | --- | --- | 8 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EB625 | EB6251 | --- | 7 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EB6251 | EB6259 | --- | --- | 120 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EB6252 | EB6251 | 22 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EB6254 | EB625 | --- | 35 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EB6259 | EB624 | --- | --- | 65 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EB626 | D4069 | --- | --- | --- | --- | --- | --- | --- | --- | 60 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EB6270 | EB6273 | --- | --- | --- | --- | --- | --- | --- | --- | 56 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EB6273 | EB626 | --- | --- | --- | --- | --- | --- | --- | --- | 136 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EB630 | EB626 | --- | --- | --- | --- | 264 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EB6303 | EB6311 | --- | --- | --- | 8 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EB6304 | EB631 | --- | 8 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EB631 | EB630 | --- | --- | --- | 48 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EB6311 | EB631 | --- | --- | --- | 9 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EB6331 | EB6333 | --- | --- | 101 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EB6333 | EB6335 | --- | --- | 67 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| SHEET TOTALS | | | 711 | 125 | 620 | 189 | 264 | 6 | 123 | 0 | 890 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 101 | 0 | 0 | 0 |

CON'T NEXT SHEET

STORM SEWER PIPE REINFORCED CONCRETE (CON'T)

| CATEGORY | FROM STRUCTURE | TO STRUCTURE | 608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF | 608.0415 15-INCH LF | 608.0418 18-INCH LF | 608.0424 24-INCH LF | 608.0430 30-INCH LF | 608.0436 36-INCH LF | 608.0442 42-INCH LF | 608.0448 48-INCH LF | 608.0454 54-INCH LF | 608.0460 60-INCH LF | 608.0478 78-INCH LF | 608.0548 STORM SEWER PIPE REINFORCED CONCRETE CLASS V 48-INCH LF | 608.0554 54-INCH LF | 609.0112 RELAID STORM SEWER 12-INCH LF | 609.0118 18-INCH LF | 609.0124 24-INCH LF | 610.0414 STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 14X23-INCH LF | 610.0419 19X30-INCH LF | 610.0424 24X38-INCH LF | 610.0429 29X45-INCH LF | 610.0434 34X53-INCH LF | SPV.0090.050 38X60-INCH LF | SPV.0090.051 43X68-INCH LF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 (CON'T) | EB6334 | EB6331 | --- | --- | 8 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EB6335 | EB630 | --- | --- | --- | 58 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EB8001 | EB800 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 16 | --- | --- |
| | EB8002 | EB8001 | 29 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EB8003 | EB8002 | 28 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EB810 | EB8001 | --- | --- | 12 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EB8101 | EB810 | --- | 8 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EB8102 | EB811 | 15 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EB811 | EB810 | --- | 11 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EB8111 | EB811 | --- | 42 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EB8112 | EB8111 | 70 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EB820 | EB8201 | --- | --- | 10 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EB8201 | EB8202 | --- | --- | 141 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EB8202 | EB8203 | --- | --- | 15 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EB8205 | EB820 | --- | 15 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EB8206 | EB820 | --- | 8 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EB8207 | EB820 | 73 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EB8211 | EB8212 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 6 | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EB830 | EB8001 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 122 | --- | --- |
| | EB8301 | EB830 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 10 | --- | --- | --- | --- |
| | EB8302 | EB8301 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 13 | --- | --- | --- | --- |
| | EB8303 | EB8301 | 111 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EB840 | EB830 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 217 | --- | --- |
| | EB8401 | EB840 | --- | 9 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EB8402 | EB8401 | --- | 8 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EB850 | EB8501 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 133 | --- | --- | --- |
| | EB8501 | EB840 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 188 | --- | --- |
| | EB8502 | EB8501 | --- | 8 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EB851 | EB850 | --- | --- | --- | --- | 9 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF356 | EF355 | --- | --- | 61 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF357 | EF356 | --- | --- | 8 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF358 | EF357 | --- | --- | 120 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF359 | EF358 | 46 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF361 | EF356 | --- | --- | 43 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF362 | EF361 | 8 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF363 | EF361 | --- | --- | 150 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF364 | EF363 | 43 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF365 | EF363 | 116 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF366 | EF365 | 45 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF3681 | EF368 | 52 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF3683 | EF3682 | 6 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF3684 | EF3683 | 76 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF3685 | EF3684 | 16 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF370 | K4196 | --- | --- | 12 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF371 | EF370 | --- | --- | 22 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF3711 | EF371 | 21 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF3715 | EF370 | 20 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF3716 | EF3711 | 16 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF372 | EF371 | --- | --- | 177 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF3721 | EF372 | 18 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF373 | EF372 | 15 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF374 | EF372 | --- | --- | 149 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF3741 | EF374 | 17 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| SHEET TOTALS | | | 841 | 109 | 928 | 58 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 23 | 133 | 0 | 543 | 0 | 0 |

CON'T NEXT SHEET

STORM SEWER PIPE REINFORCED CONCRETE (CON'T)

| CATEGORY | FROM STRUCTURE | TO STRUCTURE | 608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF | 608.0415 15-INCH LF | 608.0418 18-INCH LF | 608.0424 24-INCH LF | 608.0430 30-INCH LF | 608.0436 36-INCH LF | 608.0442 42-INCH LF | 608.0448 48-INCH LF | 608.0454 54-INCH LF | 608.0460 60-INCH LF | 608.0478 78-INCH LF | 608.0548 STORM SEWER PIPE REINFORCED CONCRETE CLASS V 48-INCH LF | 608.0554 54-INCH LF | 609.0112 RELAID STORM SEWER 12-INCH LF | 609.0118 18-INCH LF | 609.0124 24-INCH LF | 610.0414 STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 14X23-INCH LF | 610.0419 19X30-INCH LF | 610.0424 24X38-INCH LF | 610.0429 29X45-INCH LF | 610.0434 34X53-INCH LF | SPV.0090.050 38X60-INCH LF | SPV.0090.051 43X68-INCH LF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 (CON'T) | EF375 | EF374 | 15 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF377 | EF374 | --- | --- | 204 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF378 | EF3781 | 17 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF3781 | EF377 | --- | --- | 10 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF379 | EF3781 | 15 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF380 | EF377 | 18 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF381 | EF377 | 15 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF382 | EF3781 | --- | 115 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF3821 | EF382 | 58 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF383 | EF382 | 15 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF866 | EF865 | --- | --- | 68 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF867 | EF866 | --- | --- | 20 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF868 | EF866 | 50 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF869 | EF868 | 8 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF870 | EF867 | --- | --- | 101 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF871 | EF870 | 50 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF872 | EF870 | 127 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF873 | EF872 | 49 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF874 | EF876 | 118 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF875 | EF874 | 38 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF876 | EF878 | --- | --- | 60 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF878 | EF881 | --- | --- | --- | 73 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF879 | EF878 | --- | --- | --- | 35 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF8791 | EF879 | --- | --- | 38 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF881 | EF880 | --- | --- | --- | --- | --- | --- | --- | --- | 13 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF882 | EF881 | --- | --- | 61 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF883 | EF882 | --- | --- | 35 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF8831 | EF883 | --- | --- | 26 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF884 | EF882 | --- | --- | 8 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF886 | EF884 | --- | --- | 158 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF8861 | EF886 | 14 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF887 | EF886 | 35 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF888 | EF886 | --- | --- | 130 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF890 | EF888 | 149 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF891 | EF890 | 35 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF894 | EF878 | 49 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | F4350 | F4351 | --- | --- | 85 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | F4360 | F4350 | --- | 117 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | F4361 | F4360 | --- | 29 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | F4363 | F4361 | --- | 8 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | F4370 | F4380 | 150 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | F4371 | F4370 | 28 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | F4380 | F4384 | --- | --- | --- | 107 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | F4381 | F4380 | --- | --- | --- | 28 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | F4400 | EF881 | --- | --- | --- | --- | --- | --- | --- | --- | 45 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | F4401 | F4400 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | F4402 | F4400 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | F4403 | F4400 | --- | --- | --- | 16 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR900 | KR785 | --- | --- | --- | 53 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR901 | FR900 | 54 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR902 | FR997 | 146 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR905 | FR900 | --- | --- | --- | 200 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR906 | FR905 | 40 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR910 | FR905 | --- | --- | --- | 170 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR911 | FR910 | 35 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| SHEET TOTALS | | | 1,328 | 269 | 1,004 | 682 | 0 | 0 | 0 | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 0 | 0 | 0 |

CON'T NEXT SHEET

STORM SEWER PIPE REINFORCED CONCRETE (CON'T)

| CATEGORY | FROM STRUCTURE | TO STRUCTURE | 608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF | 608.0415 15-INCH LF | 608.0418 18-INCH LF | 608.0424 24-INCH LF | 608.0430 30-INCH LF | 608.0436 36-INCH LF | 608.0442 42-INCH LF | 608.0448 48-INCH LF | 608.0454 54-INCH LF | 608.0460 60-INCH LF | 608.0478 78-INCH LF | 608.0548 STORM SEWER PIPE REINFORCED CONCRETE CLASS V 48-INCH LF | 608.0554 54-INCH LF | 609.0112 RELAID STORM SEWER 12-INCH LF | 609.0118 18-INCH LF | 609.0124 24-INCH LF | 610.0414 STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 14X23-INCH LF | 610.0419 19X30-INCH LF | 610.0424 24X38-INCH LF | 610.0429 29X45-INCH LF | 610.0434 34X53-INCH LF | SPV.0090.050 38X60-INCH LF | SPV.0090.051 43X68-INCH LF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 (CON'T) | FR920 | FR910 | --- | --- | --- | 300 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR921 | FR920 | 35 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR930 | FR920 | --- | --- | --- | 296 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR931 | FR930 | 35 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR935 | FR930 | --- | --- | --- | 150 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR940 | FR935 | --- | --- | --- | 146 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR941 | FR940 | 35 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR950 | FR940 | --- | --- | --- | 146 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR951 | FR950 | 35 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR960 | FR950 | --- | --- | --- | 298 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR961 | FR960 | 19 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR963 | FR960 | 61 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR9681 | FR9682 | 8 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR9682 | FR9684 | --- | --- | 53 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR9683 | FR9684 | 8 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR9684 | FR9686 | --- | --- | --- | 25 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR9685 | FR9686 | --- | --- | --- | 21 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR9686 | FR960 | --- | --- | --- | 300 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR9687 | FR9685 | 22 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR9688 | FR9687 | 8 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR969 | FR9682 | 39 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR981 | FR980 | --- | --- | 8 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR982 | FR981 | 38 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR983 | FR985 | 96 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR984 | FR983 | 35 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR985 | FR981 | --- | --- | 8 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR986 | FR982 | 8 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR991 | FR990 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 6 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR994 | FR991 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 43 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR995 | FR994 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 32 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR996 | FR991 | --- | --- | 125 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR997 | FR996 | 46 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | K4150 | K4166 | --- | --- | 71 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | K4151 | K4150 | 35 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | K4153 | K4150 | 30 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | K4154 | K4151 | 24 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | K4160 | K4164 | --- | --- | --- | --- | 91 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | K4163 | K4160 | 44 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | K4164 | K4171 | --- | --- | --- | --- | 81 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | K4165 | K4164 | 41 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | K4166 | K4160 | --- | --- | 61 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | K4167 | K4166 | 48 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | K4171 | K4176 | --- | --- | --- | --- | 101 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | K4172 | K4171 | 6 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | K4175 | K4176 | 42 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | K4176 | K4181 | --- | --- | --- | --- | 90 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | K4181 | K4186 | --- | --- | --- | --- | 121 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | K4182 | K4181 | 6 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | K4185 | K4186 | 42 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | K4186 | K4191 | --- | --- | --- | --- | 75 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | K4191 | K4195 | --- | --- | --- | --- | --- | 114 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | K4192 | K4191 | 6 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | K4195 | K4200 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 235 | --- | --- |
| | K41951 | K4195 | --- | --- | 10 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | K4196 | K41951 | --- | --- | 7 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | K4197 | K4195 | --- | 38 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| SHEET TOTALS | | | 852 | 38 | 343 | 1,682 | 559 | 114 | 0 | 0 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 235 | 0 | 0 |

CON'T NEXT SHEET

STORM SEWER PIPE REINFORCED CONCRETE (CON'T)

| CATEGORY | FROM STRUCTURE | TO STRUCTURE | 608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF | 608.0415 15-INCH LF | 608.0418 18-INCH LF | 608.0424 24-INCH LF | 608.0430 30-INCH LF | 608.0436 36-INCH LF | 608.0442 42-INCH LF | 608.0448 48-INCH LF | 608.0454 54-INCH LF | 608.0460 60-INCH LF | 608.0478 78-INCH LF | 608.0548 STORM SEWER PIPE REINFORCED CONCRETE CLASS V 48-INCH LF | 608.0554 54-INCH LF | 609.0112 RELAID STORM SEWER 12-INCH LF | 609.0118 18-INCH LF | 609.0124 24-INCH LF | 610.0414 STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 14X23-INCH LF | 610.0419 19X30-INCH LF | 610.0424 24X38-INCH LF | 610.0429 29X45-INCH LF | 610.0434 34X53-INCH LF | SPV.0090.050 38X60-INCH LF | SPV.0090.051 43X68-INCH LF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | K4200 | K4210 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 135 | --- | --- |
| | K42001 | K4200 | --- | 10 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| (CON'T) | K4201 | K4200 | --- | --- | 33 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | K4210 | K4220 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 125 | --- | --- |
| | K42101 | K4210 | --- | 10 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | K4211 | K4210 | --- | 34 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | K4213 | K4211 | --- | 6 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | K4220 | K4235 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 120 | --- | --- |
| | K42201 | K4220 | --- | 10 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | K4221 | K4220 | --- | 38 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | K4230 | K4235 | --- | --- | --- | --- | 26 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | K42301 | K4230 | 12 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | K4231 | K4230 | --- | --- | 9 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | K4235 | K4250 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 227 | --- | --- |
| | K4237 | K4235 | --- | 8 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | K4250 | VR1300 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 99 | --- | --- |
| | K4253 | K4250 | --- | 8 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | KR770 | WB6237 | --- | --- | --- | --- | --- | --- | 216 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | KR775 | KR770 | --- | --- | --- | --- | --- | --- | 110 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | KR776 | KR775 | --- | --- | --- | --- | 8 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | KR777 | KR775 | --- | --- | 8 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | KR785 | KR780 | --- | --- | --- | 80 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | N4450 | EB6270 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 51 |
| | N4460 | N4450 | --- | --- | 6 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | N4461 | N4450 | --- | --- | --- | --- | --- | --- | --- | --- | 6 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | N4462 | N4450 | --- | 6 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | NR700 | NR705 | --- | --- | --- | --- | --- | --- | --- | --- | 68 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | NR705 | NR706 | --- | --- | --- | --- | --- | --- | --- | --- | 11 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | NR706 | NR710 | --- | --- | --- | --- | --- | --- | --- | --- | 155 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | NR707 | NR705 | 46 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | NR708 | NR707 | 8 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | NR710 | NR715 | --- | --- | --- | --- | --- | --- | --- | --- | 125 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | NR711 | NR710 | 24 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | NR712 | NR710 | 11 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | NR714 | NR717 | 36 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | NR715 | NR721 | --- | --- | --- | --- | --- | --- | --- | --- | 108 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | NR716 | NR715 | 24 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | NR7161 | NR716 | 16 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | NR717 | NR715 | --- | 11 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | NR721 | NR725 | --- | --- | --- | --- | --- | --- | --- | --- | 102 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | NR7211 | NR721 | --- | 11 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | NR722 | NR721 | --- | 24 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | NR7221 | NR722 | 16 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | NR723 | NR722 | 8 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | NR724 | NR7211 | 48 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | NR725 | NR730 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 181 |
| | NR726 | NR725 | --- | --- | 46 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | NR727 | NR726 | 79 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | NR729 | NR728 | 8 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | NR730 | NR735 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 150 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | NR731 | NR730 | 35 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | NR7311 | NR731 | 16 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | NR735 | NR740 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 150 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | NR736 | NR735 | 35 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | NR740 | NR745 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 152 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | NR741 | NR740 | 35 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | NR745 | NR750 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 148 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | NR746 | NR745 | 35 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | NR750 | VR1032 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 332 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | NR751 | NR750 | --- | --- | 16 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | NR752 | NR751 | 11 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | SHEET TOTALS | | 503 | 176 | 118 | 80 | 34 | 0 | 326 | 0 | 575 | 600 | 332 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 706 | 0 | 232 |

CON'T NEXT SHEET

STORM SEWER PIPE REINFORCED CONCRETE (CON'T)

| CATEGORY | FROM STRUCTURE | TO STRUCTURE | 608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF | 608.0415 15-INCH LF | 608.0418 18-INCH LF | 608.0424 24-INCH LF | 608.0430 30-INCH LF | 608.0436 36-INCH LF | 608.0442 42-INCH LF | 608.0448 48-INCH LF | 608.0454 54-INCH LF | 608.0460 60-INCH LF | 608.0478 78-INCH LF | 608.0548 STORM SEWER PIPE REINFORCED CONCRETE CLASS V 48-INCH LF | 608.0554 54-INCH LF | 609.0112 RELAID STORM SEWER 12-INCH LF | 609.0118 18-INCH LF | 609.0124 24-INCH LF | 610.0414 STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 14X23-INCH LF | 610.0419 19X30-INCH LF | 610.0424 24X38-INCH LF | 610.0429 29X45-INCH LF | 610.0434 34X53-INCH LF | SPV.0090.050 38X60-INCH LF | SPV.0090.051 43X68-INCH LF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 (CON'T) | NR753 | NR751 | --- | 35 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | NR754 | NR753 | 57 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | NR755 | NR754 | 8 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | NR756 | NR752 | 8 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | VR1037 | VR10371 | 12 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | VR1041 | VR10411 | 12 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | VR1047 | VR10471 | 12 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | VR1049 | VR1048 | --- | --- | --- | --- | --- | --- | 70 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | VR1051 | VR1049 | --- | --- | --- | --- | --- | --- | 12 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | VR1053 | VR1055 | 14 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | VR1055 | NR750 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 185 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | VR1063 | VR1062 | 57 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | VR1095 | VR1094 | --- | --- | --- | --- | 27 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | VR1096 | VR1095 | --- | --- | --- | --- | 6 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | VR1097 | VR1098 | --- | --- | --- | 2 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | VR1136 | VR1135 | --- | --- | --- | 21 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | VR1145 | VR1144 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 68 | --- | --- | --- | --- | --- | --- | --- | --- |
| | VR1146 | VR1145 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 13 | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | VR1147 | VR1146 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 16 | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | VR1161 | VR1160 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 8 | --- | --- | --- | --- | --- | --- | --- | --- |
| | VR1162 | VR1163 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 8 | --- | --- | --- | --- | --- | --- | --- |
| | VR1225 | VR1226 | --- | --- | --- | 307 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | VR1227 | VR1228 | 40 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | VR1240 | VR1241 | --- | --- | --- | 12 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | VR1300 | VR1310 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 67 | --- | --- |
| | VR1302 | VR1300 | --- | 8 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | VR1310 | VR1320 | --- | --- | --- | --- | --- | --- | --- | 125 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | VR1318 | VR1310 | --- | 8 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | VR1320 | VR1330 | --- | --- | --- | --- | --- | --- | --- | 104 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | VR1327 | VR1320 | --- | --- | --- | --- | 8 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | VR1330 | WW391 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 292 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | VR13301 | VR1330 | --- | --- | --- | --- | 8 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | VR1335 | VR1336 | --- | --- | 34 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | VR16032 | VR16031 | 89 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | VR1632 | VR1636 | --- | 61 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | VR1633 | VR1632 | 17 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | VR1637 | VR1636 | --- | --- | --- | 10 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | VR701 | VR700 | --- | --- | --- | 6 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WB6021 | WB6023 | 22 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WB6022 | WB6021 | 130 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WB6237 | NR700 | --- | --- | --- | --- | --- | --- | --- | --- | 186 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WB632 | EB6335 | --- | --- | --- | 169 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WB6325 | WB632 | 6 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WB6326 | WB632 | 6 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW1475 | WW1476 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 47 | --- |
| | WW1478 | WW1479 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 210 | --- |
| | WW14811 | WW14813 | --- | --- | --- | --- | --- | --- | --- | 79 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW14812 | WW14811 | 6 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW14813 | WW1480 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 149 | --- |
| | WW14814 | WW14813 | 6 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW1482 | WW14811 | --- | --- | --- | --- | --- | --- | --- | 321 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW14821 | WW1482 | 6 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW300 | WW305 | 73 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| SHEET TOTALS | | | 581 | 112 | 34 | 527 | 49 | 0 | 82 | 629 | 186 | 0 | 0 | 292 | 185 | 29 | 76 | 8 | 0 | 0 | 0 | 0 | 67 | 406 | 0 |

CON'T NEXT SHEET

STORM SEWER PIPE REINFORCED CONCRETE (CON'T)

| CATEGORY | FROM STRUCTURE | TO STRUCTURE | 608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF | 608.0415 15-INCH LF | 608.0418 18-INCH LF | 608.0424 24-INCH LF | 608.0430 30-INCH LF | 608.0436 36-INCH LF | 608.0442 42-INCH LF | 608.0448 48-INCH LF | 608.0454 54-INCH LF | 608.0460 60-INCH LF | 608.0478 78-INCH LF | 608.0548 STORM SEWER PIPE REINFORCED CONCRETE CLASS V 48-INCH LF | 608.0554 54-INCH LF | 609.0112 RELAID STORM SEWER 12-INCH LF | 609.0118 18-INCH LF | 609.0124 24-INCH LF | 610.0414 STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 14X23-INCH LF | 610.0419 19X30-INCH LF | 610.0424 24X38-INCH LF | 610.0429 29X45-INCH LF | 610.0434 34X53-INCH LF | SPV.0090.050 38X60-INCH LF | SPV.0090.051 43X68-INCH LF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 (CON'T) | WW301 | WW300 | 49 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW305 | WW310 | --- | --- | 114 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW306 | WW305 | 19 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW307 | WW306 | 14 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW308 | WW305 | 20 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW309 | WW308 | 8 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW310 | WW315 | --- | --- | 26 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW311 | WW310 | 8 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW313 | WW314 | 6 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW314 | WW329 | 61 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW315 | WW332 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 160 | --- | --- | --- | --- | --- |
| | WW316 | WW315 | 30 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW3161 | WW316 | 31 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW317 | WW315 | --- | --- | 48 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW3251 | WW329 | 27 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW328 | WW332 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 76 | --- | --- | --- | --- | --- | --- |
| | WW329 | WW328 | --- | 15 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW332 | WW333 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 10 | --- | --- | --- | --- | --- |
| | WW333 | WW3331 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 69 | --- | --- | --- | --- | --- |
| | WW346 | WW345 | --- | --- | 100 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW347 | WW346 | 28 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW348 | WW347 | 8 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW3491 | WW346 | --- | --- | 71 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW3492 | WW3491 | 32 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW360 | EF358 | 106 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW364 | EF866 | 115 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW390 | WW391 | 126 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW391 | WW1482 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 257 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW3931 | F4350 | 100 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW394 | WW395 | 8 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW395 | WW396 | 22 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW396 | F4350 | 83 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW397 | WW391 | 127 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| SHEET TOTALS | | | 1,028 | 15 | 359 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 257 | 0 | 0 | 0 | 0 | 76 | 239 | 0 | 0 | 0 | 0 | 0 |
| TOTALS | | | 6,919 | 1,249 | 4,077 | 3,598 | 1,033 | 120 | 531 | 629 | 2,071 | 681 | 332 | 549 | 185 | 35 | 76 | 24 | 86 | 262 | 133 | 163 | 1,551 | 406 | 232 |

## MANHOLES AND INLETS SUMMARY

| CATEGORY | STRUCTURE NUMBER | STATION | OFFSET | MANHOLES 611.2003 3-FT DIA EACH | MANHOLES 611.2004 4-FT DIA EACH | MANHOLES 611.2005 5-FT DIA EACH | MANHOLES 611.2006 6-FT DIA EACH | MANHOLES 611.2007 7-FT DIA EACH | MANHOLES 611.2008 8-FT DIA EACH | MANHOLES SPV.0060.050 9-FT DIA EACH | INLETS MEDIAN 1 611.3230 2X3-FT EACH | INLETS MEDIAN 1 611.3901 GRATE EACH | INLETS MEDIAN 2 611.3902 GRATE EACH | INLETS MEDIAN 2 611.3225 2X2.5-FT EACH | INLETS MEDIAN 2 611.3220 2X2-FT EACH | DRAIN SLOTTED VANE 611.9900.S EACH | DRAIN SLOTTED VANE SPV.0060.071 6-FT EACH | MANHOLE COVERS TYPE 611.0545 TYPE L EACH | MANHOLE COVERS TYPE 611.0535 J-SPECIAL EACH | MANHOLE COVERS TYPE 611.0530 TYPE J EACH | INLET COVERS 611.0606 TYPE B EACH | INLET COVERS 611.0610 TYPE BW EACH | INLET COVERS 611.0612 TYPE C EACH | INLET COVERS 611.0624 TYPE H EACH | INLET COVERS 611.0627 TYPE HM EACH | INLET COVERS 611.0636 TYPE HM-S EACH | INLET COVERS 611.0639 TYPE H-S EACH | INLET COVERS SPV.0060.057 2X3-FT EACH | 611.0642 TYPE MS EACH | 611.0651 TYPE S EACH | 611.0652 TYPE T EACH | 611.0654 TYPE V EACH | SPV.0060.067 COVER PLATES EACH | * 520.8000 CONCRETE COLLARS FOR PIPE EACH | * 650.4000 CONSTRUCTION STAKING STORM SEWER EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | A4000 | 91+82.00 A | 4.4' LT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | A4001 | 91+55.00 A | 5.2' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | 1 | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | A4003 | 92+27.00 A | 2.7' LT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | A4007 | 93+30.00 A | 2.7' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | A4010 | 94+99.99 A | 2.7' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | A4011 | 95+00.05 A | 21.7' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | A4012 | 95+79.99 A | 2.7' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | A4013 | 95+80.06 A | 27.8' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | A4015 | 97+00.08 A | 37.4' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | A40151 | 97+75.09 A | 41.7' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | A4016 | 96+99.98 A | 9.2' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- |
| | A4017 | 98+50.09 A | 41.7' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | A40171 | 99+25.09 A | 41.7' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | A4018 | 98+49.97 A | 13.5' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- |
| | A4019 | 100+00.09 A | 42.5' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | A4020 | 99+99.98 A | 13.5' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- |
| | A4021 | 101+00.09 A | 42.5' RT | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- |
| | A4022 | 100+99.97 A | 13.5' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- |
| | A40221 | 101+00.00 A | 17.0' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- |
| | A4023 | 101+10.09 A | 42.5' RT | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- |
| | A4024 | 101+09.98 A | 13.5' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- |
| | A40241 | 101+10.00 A | 17.0' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- |
| | A4025 | 101+94.86 A | 25.6' RT | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- |
| | A4028 | 101+99.44 A | 58.2' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | AD318 | 112+30.00 AD | 19.6' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | AD319 | 112+34.41 AD | 7.4' LT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | AD3191 | 112+30.46 AD | 1.5' LT | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | AD3192 | 112+23.32 AD | 22.6' LT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | AD320 | 112+21.18 AD | 46.0' LT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | AD321 | 112+25.10 AD | 51.4' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | AD322 | 110+70.00 AD | 19.5' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | AD323 | 110+70.00 AD | 19.5' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | B4101 | 105+16.45 B | 13.5' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | B4102 | 105+25.00 B | 13.5' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | B4103 | 105+25.00 B | 16.5' RT | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | B4110 | 106+50.07 B | 13.5' LT | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | B4120 | 107+62.00 B | 13.5' LT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | B4121 | 107+62.00 B | 14.0' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | B4122 | 108+45.00 B | 13.0' LT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | B4123 | 108+45.00 B | 14.0' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | B4130 | 109+64.94 B | 14.0' LT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | B4131 | 109+64.95 B | 14.0' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | B4135 | 110+84.59 B | 14.8' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | B4136 | 110+85.33 B | 11.2' LT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | B4140 | 112+04.80 B | 7.8' LT | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | B4141 | 112+04.06 B | 18.2' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | D4050 | 92+74.65 D | 5.2' LT | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | D4051 | 92+74.65 D | 21.0' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | D4054 | 93+94.98 D | 11.3' RT | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- |
| | D4055 | 93+94.97 D | 21.0' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | D4056 | 95+14.97 D | 13.0' RT | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | D4057 | 95+14.98 D | 21.0' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | D4058 | 93+94.67 D | 19.9' RT | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | D4060 | 95+54.00 D | 18.5' RT | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | D4061 | 97+54.98 D | 21.0' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | D4062 | 97+54.97 D | 13.5' RT | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | SHEET TOTALS | | | 1 | 17 | 3 | 3 | 0 | 5 | 0 | 12 | 0 | 1 | 5 | 9 | 5 | 0 | 0 | 4 | 0 | 0 | 13 | 0 | 7 | 3 | 2 | 5 | 9 | 2 | 1 | 0 | 10 | 1 | 0 | 56 |

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.

CON'T NEXT SHEET

MANHOLES AND INLETS SUMMARY (CON'T)

| CATEGORY | STRUCTURE NUMBER | STATION | OFFSET | MANHOLES 611.2003 3-FT DIA EACH | 611.2004 4-FT DIA EACH | 611.2005 5-FT DIA EACH | 611.2006 6-FT DIA EACH | 611.2007 7-FT DIA EACH | 611.2008 8-FT DIA EACH | SPV.0060.050 9-FT DIA EACH | INLETS MEDIAN 1 611.3230 2X3-FT EACH | 611.3901 GRATE | MEDIAN 2 611.3902 GRATE | 611.3225 2X2.5-FT | 611.3220 2X2-FT | DRAIN SLOTTED VANE 611.9900.S EACH | SPV.0060.071 6-FT EACH | MANHOLE COVERS 611.0545 TYPE L EACH | 611.0535 TYPE J-SPECIAL EACH | 611.0530 TYPE J EACH | INLET COVERS 611.0606 TYPE B EACH | 611.0610 TYPE BW EACH | 611.0612 TYPE C EACH | 611.0624 TYPE H EACH | 611.0627 TYPE HM EACH | 611.0636 TYPE HM-S EACH | 611.0639 TYPE H-S EACH | SPV.0060.057 2X3-FT EACH | 611.0642 TYPE MS EACH | 611.0651 TYPE S EACH | 611.0652 TYPE T EACH | 611.0654 TYPE V EACH | SPV.0060.067 COVER PLATES EACH | * 520.8000 CONCRETE COLLARS FOR PIPE EACH | * 650.4000 CONSTRUCTION STAKING STORM SEWER EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | D4064 | 99+34.98 | D 13.5' RT | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| (CON'T) | D4065 | 99+34.98 | D 21.0' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | 1 |
| | D4066 | 100+86.97 | D 13.5' RT | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | D4067 | 100+84.99 | D 26.1' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | 1 |
| | D4069 | 101+56.00 | D 13.5' RT | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | D4070 | 101+45.32 | D 13.5' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | D4071 | 101+62.23 | D 16.5' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | 1 |
| | D4072 | 101+25.00 | D 30.6' LT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | E4300 | 128+33.68 | E 21.0' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | E4301 | 128+70.00 | E 3.5' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | 1 |
| | E4302 | 128+80.00 | E 3.5' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | 1 |
| | E4303 | 128+49.68 | E 21.0' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | E4304 | 128+57.68 | E 21.0' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | E4305 | 128+67.68 | E 21.0' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | E4308 | 129+50.00 | E 21.0' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | E4310 | 130+50.00 | E 21.0' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | E4311 | 130+50.00 | E 3.5' LT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | 1 |
| | E4312 | 131+50.00 | E 21.0' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | E4320 | 132+43.00 | E 21.7' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | E4321 | 132+43.00 | E 13.5' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | E4330 | 133+50.00 | E 23.5' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | E4331 | 133+50.00 | E 13.5' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EB600 | 79+55.20 | EB 71.3' RT | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EB6001 | 79+66.75 | EB 71.0' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EB6002 | 79+51.26 | EB 72.0' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- |
| | EB6003 | 79+55.72 | EB 65.3' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- |
| | EB607 | 89+61.51 | EB 27.9' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EB6071 | 88+90.00 | EB 31.8' RT | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EB6072 | 88+84.22 | EB 32.6' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- |
| | EB6073 | 89+51.98 | EB 17.4' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- |
| | EB608 | 89+87.00 | EB 38.1' RT | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EB6085 | 89+92.21 | EB 41.0' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- |
| | EB615 | 92+43.00 | EB 50.5' RT | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EB6151 | 92+31.00 | EB 50.5' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EB6152 | 91+90.00 | EB 50.5' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EB6153 | 91+45.00 | EB 50.5' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EB623 | 94+17.00 | EB 50.7' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | 1 |
| | EB624 | 95+55.00 | EB 50.5' RT | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EB625 | 97+40.00 | EB 41.2' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | 1 |
| | EB6251 | 97+40.00 | EB 48.6' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | 1 |
| | EB6252 | 97+40.00 | EB 70.5' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EB6259 | 96+20.00 | EB 50.9' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EB626 | 98+54.00 | EB 39.5' RT | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EB6270 | 99+18.00 | EB 140.1' LT | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EB6273 | 99+09.95 | EB 84.9' LT | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EB630 | 101+12.76 | EB 39.6' RT | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EB6303 | 101+43.45 | EB 8.0' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- |
| | EB631 | 101+30.00 | EB 5.0' LT | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EB6311 | 101+38.78 | EB 1.5' LT | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EB6331 | 103+35.00 | EB 39.5' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EB6333 | 102+35.00 | EB 39.5' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EB6335 | 101+69.23 | EB 41.6' RT | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EB8001 | 107+04.59 | EB 51.1' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EB8002 | 107+32.63 | EB 59.0' RT | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EB8003 | 107+33.00 | EB 86.8' RT | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | 1 |
| | EB810 | 107+03.00 | EB 39.5' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EB8102 | 106+87.00 | EB 25.8' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- |
| | EB811 | 106+92.00 | EB 39.5' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EB8111 | 106+50.00 | EB 39.5' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EB8112 | 105+80.00 | EB 39.5' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EB820 | 105+00.00 | EB 39.5' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | SHEET TOTALS | | | 1 | 16 | 5 | 1 | 2 | 5 | 2 | 14 | 1 | 0 | 3 | 2 | 2 | 0 | 1 | 3 | 0 | 0 | 7 | 0 | 15 | 6 | 2 | 4 | 6 | 1 | 0 | 0 | 2 | 7 | 7 | 54 |

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.

CON'T NEXT SHEET

## MANHOLES AND INLETS SUMMARY (CON'T)

| CATEGORY | STRUCTURE NUMBER | STATION | OFFSET | MANHOLES 611.2003 3-FT DIA EACH | MANHOLES 611.2004 4-FT DIA EACH | MANHOLES 611.2005 5-FT DIA EACH | MANHOLES 611.2006 6-FT DIA EACH | MANHOLES 611.2007 7-FT DIA EACH | MANHOLES 611.2008 8-FT DIA EACH | MANHOLES SPV.0060.050 9-FT DIA EACH | INLETS MEDIAN 1 611.3230 2X3-FT EACH | INLETS MEDIAN 1 611.3901 GRATE EACH | INLETS MEDIAN 2 611.3902 GRATE EACH | INLETS MEDIAN 2 611.3225 2X2.5-FT EACH | INLETS MEDIAN 2 611.3220 2X2-FT EACH | DRAIN SLOTTED VANE 611.9900.S EACH | DRAIN 6-FT SPV.0060.071 EACH | MANHOLE COVERS TYPE 611.0545 TYPE L EACH | MANHOLE COVERS TYPE 611.0535 J-SPECIAL EACH | MANHOLE COVERS TYPE 611.0530 TYPE J EACH | INLET COVERS 611.0606 TYPE B EACH | INLET COVERS 611.0610 TYPE BW EACH | INLET COVERS 611.0612 TYPE C EACH | INLET COVERS 611.0624 TYPE H EACH | INLET COVERS 611.0627 TYPE HM EACH | INLET COVERS 611.0636 TYPE HM-S EACH | INLET COVERS 611.0639 TYPE H-S EACH | INLET COVERS SPV.0060.057 2X3-FT EACH | INLET COVERS 611.0642 TYPE MS EACH | INLET COVERS 611.0651 TYPE S EACH | INLET COVERS 611.0652 TYPE T EACH | INLET COVERS 611.0654 TYPE V EACH | SPV.0060.067 COVER PLATES EACH | * 520.8000 CONCRETE COLLARS FOR PIPE EACH | * 650.4000 CONSTRUCTION STAKING STORM SEWER EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | EB8201 | 105+00.00 EB | 49.0' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| (CON'T) | EB8202 | 106+41.00 EB | 49.0' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EB8204 | 105+59.27 EB | 43.0' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 3 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EB8205 | 105+15.00 EB | 39.5' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EB8207 | 104+26.00 EB | 39.5' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EB8211 | 104+85.66 EB | 75.9' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EB830 | 108+28.43 EB | 49.0' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EB8301 | 108+28.50 EB | 39.5' RT | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EB8303 | 109+40.25 EB | 39.5' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EB840 | 110+46.33 EB | 49.0' RT | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EB8401 | 110+46.00 EB | 39.5' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EB850 | 113+67.00 EB | 39.5' RT | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EB8501 | 112+34.00 EB | 39.5' RT | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EB851 | 113+76.00 EB | 40.2' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- |
| | EF356 | 53+54.00 EF | 21.5' LT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EF357 | 53+62.90 EF | 21.5' LT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EF358 | 55+00.00 EF | 24.2' LT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EF359 | 55+00.00 EF | 21.5' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EF361 | 53+54.00 EF | 21.5' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EF362 | 53+61.27 EF | 21.5' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EF363 | 52+00.00 EF | 21.5' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EF364 | 52+00.00 EF | 21.5' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EF365 | 50+70.00 EF | 21.3' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EF366 | 50+48.28 EF | 18.0' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | 1 |
| | EF3681 | 39+60.00 EF | 21.5' LT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EF3682 | 39+14.61 EF | 15.6' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- |
| | EF3683 | 39+15.65 EF | 21.4' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EF3684 | 40+00.00 EF | 21.5' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EF370 | 41+51.00 EF | 21.1' LT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EF371 | 41+55.00 EF | 0.0' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EF3711 | 41+55.00 EF | 21.5' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EF3715 | 41+69.61 EF | 20.5' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EF3716 | 41+72.74 EF | 21.5' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EF372 | 43+32.67 EF | 0.0' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EF3721 | 43+32.68 EF | 17.5' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EF373 | 43+32.69 EF | 15.0' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | 1 |
| | EF374 | 44+82.11 EF | 0.0' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EF3741 | 44+82.12 EF | 17.5' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EF375 | 44+82.12 EF | 15.0' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | 1 |
| | EF377 | 46+86.34 EF | 0.0' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EF378 | 46+96.30 EF | 17.5' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EF3781 | 46+96.30 EF | 0.0' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EF379 | 46+96.32 EF | 15.0' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | 1 |
| | EF380 | 46+86.34 EF | 17.5' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EF381 | 46+86.35 EF | 15.0' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | 1 |
| | EF382 | 48+10.87 EF | 0.0' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EF3821 | 48+66.00 EF | 17.5' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EF383 | 48+10.88 EF | 15.0' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | 1 |
| | EF866 | 57+91.75 EF | 30.5' LT | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | 1 |
| | EF867 | 58+14.00 EF | 30.5' LT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | 1 |
| | SHEET TOTALS | | | 0 | 18 | 2 | 1 | 0 | 2 | 0 | 17 | 0 | 0 | 0 | 6 | 3 | 0 | 2 | 6 | 2 | 0 | 0 | 0 | 22 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 6 | 0 | 2 | 48 |

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.

CON'T NEXT SHEET

MANHOLES AND INLETS SUMMARY (CON'T)

| CATEGORY | STRUCTURE NUMBER | STATION | OFFSET | MANHOLES 611.2003 3-FT DIA EACH | MANHOLES 611.2004 4-FT DIA EACH | MANHOLES 611.2005 5-FT DIA EACH | MANHOLES 611.2006 6-FT DIA EACH | MANHOLES 611.2007 7-FT DIA EACH | MANHOLES 611.2008 8-FT DIA EACH | MANHOLES SPV.0060.050 9-FT DIA EACH | INLETS MEDIAN 1 611.3230 2X3-FT EACH | INLETS MEDIAN 1 611.3901 GRATE EACH | INLETS MEDIAN 2 611.3902 GRATE EACH | INLETS MEDIAN 2 611.3225 2X2.5-FT EACH | INLETS MEDIAN 2 611.3220 2X2-FT EACH | DRAIN SLOTTED VANE 611.9900.S EACH | DRAIN SLOTTED VANE SPV.0060.071 6-FT EACH | MANHOLE COVERS TYPE 611.0545 TYPE L EACH | MANHOLE COVERS TYPE 611.0535 J-SPECIAL EACH | MANHOLE COVERS TYPE 611.0530 TYPE J EACH | INLET COVERS 611.0606 TYPE B EACH | INLET COVERS 611.0610 TYPE BW EACH | INLET COVERS 611.0612 TYPE C EACH | INLET COVERS 611.0624 TYPE H EACH | INLET COVERS 611.0627 TYPE HM EACH | INLET COVERS 611.0636 TYPE HM-S EACH | INLET COVERS 611.0639 TYPE H-S EACH | INLET COVERS SPV.0060.057 2X3-FT EACH | INLET COVERS 611.0642 TYPE MS EACH | INLET COVERS 611.0651 TYPE S EACH | INLET COVERS 611.0652 TYPE T EACH | INLET COVERS 611.0654 TYPE V EACH | COVER PLATES SPV.0060.067 EACH | * 520.8000 CONCRETE COLLARS FOR PIPE EACH | * 650.4000 CONSTRUCTION STAKING STORM SEWER EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | EF868 | 57+90.58 EF | 19.5' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| (CON'T) | EF869 | 57+83.00 EF | 19.5' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF870 | 59+25.00 EF | 30.5' LT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF871 | 59+25.00 EF | 19.5' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF872 | 60+50.00 EF | 29.1' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF873 | 60+50.00 EF | 19.5' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF874 | 62+90.00 EF | 18.6' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF875 | 62+90.00 EF | 19.0' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF876 | 64+10.00 EF | 17.5' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF878 | 64+70.00 EF | 17.5' RT | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF879 | 64+70.00 EF | 17.5' LT | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF8791 | 64+99.98 EF | 41.0' LT | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- |
| | EF881 | 65+43.00 EF | 22.7' RT | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF882 | 66+04.00 EF | 17.5' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF883 | 66+04.00 EF | 17.5' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF8831 | 66+00.00 EF | 43.7' LT | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- |
| | EF884 | 66+12.00 EF | 17.5' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF886 | 67+70.00 EF | 17.5' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF8861 | 67+70.01 EF | 31.8' RT | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- |
| | EF887 | 67+70.00 EF | 17.5' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF888 | 69+00.00 EF | 17.5' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF890 | 70+50.00 EF | 17.5' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | EF891 | 70+50.00 EF | 17.5' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | F4350 | 137+24.81 F | 33.8' RT | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | F4360 | 138+40.00 F | 15.5' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | F4361 | 138+45.00 F | 13.5' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | F4370 | 140+00.00 F | 14.7' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | F4371 | 140+00.00 F | 13.5' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | F4380 | 141+50.00 F | 14.7' RT | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | F4381 | 141+50.00 F | 13.5' LT | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | F4384 | 142+63.00 F | 14.7' RT | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | 1 |
| | F4400 | 65+39.57 EF | 21.7' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | F4401 | 65+44.55 EF | 51.6' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | F4402 | 65+52.01 EF | 51.6' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR900 | 52+70.00 FR | 28.5' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR901 | 52+70.00 FR | 25.5' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR902 | 53+75.00 FR | 28.5' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR905 | 50+70.00 FR | 22.1' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR906 | 50+70.00 FR | 17.5' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR910 | 49+00.00 FR | 17.5' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR911 | 49+00.00 FR | 17.5' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR920 | 46+00.00 FR | 17.5' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR921 | 46+00.00 FR | 17.5' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR930 | 43+00.00 FR | 17.5' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR931 | 43+00.00 FR | 17.5' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR935 | 41+40.00 FR | 17.5' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR940 | 39+85.00 FR | 17.5' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR941 | 39+85.00 FR | 17.5' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR950 | 38+30.00 FR | 17.5' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | FR951 | 38+30.00 FR | 17.5' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | SHEET TOTALS | | | 0 | 15 | 6 | 0 | 0 | 0 | 1 | 21 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 30 | 4 | 0 | 5 | 0 | 3 | 0 | 0 | 0 | 1 | 2 | 48 |

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.

CON'T NEXT SHEET

## MANHOLES AND INLETS SUMMARY (CON'T)

| CATEGORY | STRUCTURE NUMBER | STATION | OFFSET | MANHOLES 611.2003 3-FT DIA EACH | 611.2004 4-FT DIA EACH | 611.2005 5-FT DIA EACH | 611.2006 6-FT DIA EACH | 611.2007 7-FT DIA EACH | 611.2008 8-FT DIA EACH | SPV.0060.050 9-FT DIA EACH | INLETS MEDIAN 1 611.3230 2X3-FT EACH | 611.3901 GRATE EACH | MEDIAN 2 611.3902 GRATE EACH | 611.3225 2X2.5-FT EACH | 611.3220 2X2-FT EACH | DRAIN SLOTTED VANE 611.9900.S EACH | SPV.0060.071 6-FT EACH | MANHOLE COVERS 611.0545 TYPE L EACH | 611.0535 TYPE J-SPECIAL EACH | 611.0530 TYPE J EACH | INLET COVERS 611.0606 TYPE B EACH | 611.0610 TYPE BW EACH | 611.0612 TYPE C EACH | 611.0624 TYPE H EACH | 611.0627 TYPE HM EACH | 611.0636 TYPE HM-S EACH | 611.0639 TYPE H-S EACH | SPV.0060.057 2X3-FT EACH | 611.0642 TYPE MS EACH | 611.0651 TYPE S EACH | 611.0652 TYPE T EACH | 611.0654 TYPE V EACH | SPV.0060.067 COVER PLATES EACH | * 520.8000 CONCRETE COLLARS FOR PIPE EACH | * 650.4000 CONSTRUCTION STAKING STORM SEWER EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | FR960 | 35+32.00 FR | 31.2' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| (CON'T) | FR961 | 35+32.00 FR | 50.1' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | FR963 | 35+32.00 FR | 29.5' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | FR9681 | 32+41.70 FR | 29.5' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | 1 |
| | FR9682 | 32+33.69 FR | 29.5' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | 1 |
| | FR9683 | 32+41.00 FR | 23.5' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | 1 |
| | FR9684 | 32+33.00 FR | 23.5' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | 1 |
| | FR9685 | 32+12.00 FR | 46.3' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | 1 |
| | FR9686 | 32+33.00 FR | 48.8' RT | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | 1 |
| | FR9687 | 32+12.00 FR | 68.5' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | 1 |
| | FR9688 | 32+04.00 FR | 68.4' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | 1 |
| | FR969 | 31+95.00 FR | 29.5' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | FR980 | 58+87.66 FR | 21.7' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- |
| | FR981 | 58+80.00 FR | 19.4' LT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | 1 |
| | FR982 | 58+80.00 FR | 18.5' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | 1 |
| | FR983 | 57+75.00 FR | 17.5' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | FR984 | 57+75.00 FR | 17.5' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | FR985 | 58+72.01 FR | 18.9' LT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | 1 |
| | FR986 | 58+72.00 FR | 18.2' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | 1 |
| | FR990 | 56+46.25 FR | 23.2' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- |
| | FR991 | 56+48.00 FR | 17.5' RT | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | FR994 | 56+64.00 FR | 22.1' LT | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | FR995 | 56+75.67 FR | 52.1' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- |
| | FR996 | 55+25.00 FR | 17.5' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | FR997 | 55+25.00 FR | 28.5' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | K4150 | 114+05.00 K | 21.7' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | K4151 | 113+70.00 K | 21.7' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | K4153 | 114+15.00 K | 49.4' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | 1 |
| | K4160 | 115+32.15 K | 3.5' LT | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 |
| | K4163 | 115+34.71 K | 40.5' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | 1 |
| | K4164 | 116+23.46 K | 4.3' LT | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | K4165 | 116+24.70 K | 36.5' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 2 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | 1 |
| | K4166 | 114+71.09 K | 3.5' LT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 |
| | K4167 | 114+74.80 K | 44.5' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | 1 |
| | K4171 | 117+04.00 K | 6.2' LT | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | K4175 | 118+04.77 K | 35.0' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 2 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | 1 |
| | K4176 | 118+04.77 K | 7.4' LT | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | K4181 | 118+95.00 K | 7.5' LT | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | K4185 | 120+15.55 K | 35.0' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 2 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | 1 |
| | K4186 | 120+15.54 K | 7.5' LT | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | K4191 | 120+90.00 K | 7.5' LT | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | K4195 | 121+99.00 K | 26.0' RT | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | K41951 | 121+97.00 K | 36.0' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | 1 | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | K4196 | 121+96.76 K | 43.0' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | 1 |
| | K4200 | 124+35.00 K | 26.0' RT | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | K42001 | 124+33.00 K | 36.0' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | 1 | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | K4201 | 124+35.00 K | 7.5' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | K4202 | 124+35.00 K | 12.5' LT | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | 1 |
| | K4210 | 125+70.00 K | 26.0' RT | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | K42101 | 125+68.00 K | 36.0' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | 1 | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | SHEET TOTALS | | | 0 | 7 | 6 | 2 | 0 | 5 | 0 | 15 | 1 | 0 | 5 | 6 | 6 | 3 | 0 | 3 | 0 | 0 | 5 | 0 | 10 | 7 | 0 | 12 | 0 | 1 | 1 | 0 | 6 | 2 | 3 | 47 |

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.

CON'T NEXT SHEET

MANHOLES AND INLETS SUMMARY (CON'T)

| CATEGORY | STRUCTURE NUMBER | STATION | OFFSET | MANHOLES 611.2003 3-FT DIA EACH | 611.2004 4-FT DIA EACH | 611.2005 5-FT DIA EACH | 611.2006 6-FT DIA EACH | 611.2007 7-FT DIA EACH | 611.2008 8-FT DIA EACH | SPV.0060.050 9-FT DIA EACH | INLETS MEDIAN 1 611.3230 2X3-FT EACH | 611.3901 GRATE EACH | MEDIAN 2 611.3902 GRATE EACH | 611.3225 2X2.5-FT EACH | 611.3220 2X2-FT EACH | DRAIN SLOTTED VANE 611.9900.S EACH | SPV.0060.071 6-FT EACH | MANHOLE COVERS 611.0545 TYPE L EACH | 611.0535 TYPE J-SPECIAL EACH | 611.0530 TYPE J EACH | INLET COVERS 611.0606 TYPE B EACH | 611.0610 TYPE BW EACH | 611.0612 TYPE C EACH | 611.0624 TYPE H EACH | 611.0627 TYPE HM EACH | 611.0636 TYPE HM-S EACH | 611.0639 TYPE H-S EACH | SPV.0060.057 2X3-FT EACH | 611.0642 TYPE MS EACH | 611.0651 TYPE S EACH | 611.0652 TYPE T EACH | 611.0654 TYPE V EACH | SPV.0060.067 COVER PLATES EACH | * 520.8000 CONCRETE COLLARS FOR PIPE EACH | * 650.4000 CONSTRUCTION STAKING STORM SEWER EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | K4211 | 125+70.00 K | 7.5' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| (CON'T) | K4220 | 126+95.00 K | 27.2' RT | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | K42201 | 126+93.00 K | 37.1' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | 1 | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | K4230 | 128+12.00 K | 46.3' RT | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | K42301 | 128+00.00 K | 45.0' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | 1 | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | K4231 | 128+11.63 K | 54.8' RT | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | 1 |
| | K4235 | 128+15.00 K | 20.0' RT | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | K4250 | 130+42.00 K | 22.5' RT | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | 1 |
| | KR770 | 64+97.98 KR | 5.8' RT | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | KR775 | 66+04.04 KR | 19.4' LT | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | KR776 | 66+11.77 KR | 18.9' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- |
| | KR777 | 66+04.54 KR | 11.5' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- |
| | KR785 | 72+79.68 KR | 8.0' LT | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | N4450 | 99+41.06 EB | 194.6' LT | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | NR700 | 24+45.00 NR | 5.5' RT | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | NR702 | 24+47.00 NR | 17.9' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | NR703 | 24+41.00 NR | 43.2' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | NR705 | 23+75.00 NR | 19.9' RT | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | 1 |
| | NR706 | 23+63.00 NR | 17.8' RT | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | 1 |
| | NR707 | 23+97.60 NR | 20.4' LT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | 1 |
| | NR708 | 24+05.00 NR | 21.5' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | 1 |
| | NR710 | 22+05.00 NR | 6.3' RT | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | NR711 | 22+05.00 NR | 17.5' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | NR712 | 22+05.00 NR | 17.5' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | NR714 | 21+16.00 NR | 17.5' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | NR715 | 20+80.00 NR | 6.3' RT | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | NR716 | 20+80.00 NR | 17.5' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | NR717 | 20+80.00 NR | 17.5' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | NR721 | 19+73.00 NR | 6.3' RT | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | NR7211 | 19+75.00 NR | 17.5' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | 1 |
| | NR722 | 19+67.48 NR | 17.5' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | 1 |
| | NR723 | 19+76.00 NR | 17.5' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | 1 |
| | NR724 | 19+30.00 NR | 17.5' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | NR725 | 18+75.00 NR | 17.5' RT | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | NR726 | 18+77.00 NR | 63.0' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | NR727 | 19+28.22 NR | 105.8' RT | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | 1 |
| | NR729 | 19+65.52 NR | 147.5' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- |
| | NR730 | 17+00.00 NR | 17.5' RT | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | NR731 | 17+00.00 NR | 17.5' LT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | NR735 | 15+50.00 NR | 17.5' RT | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | NR736 | 15+50.00 NR | 17.5' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | NR740 | 14+00.00 NR | 17.5' RT | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | NR741 | 14+00.00 NR | 17.5' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | NR745 | 12+50.00 NR | 17.5' RT | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | NR746 | 12+50.00 NR | 17.5' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | NR750 | 11+07.14 NR | 33.9' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | NR751 | 11+06.00 NR | 17.5' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | NR752 | 11+17.15 NR | 17.5' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | 1 |
| | NR753 | 11+06.00 NR | 17.5' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | NR754 | 10+48.15 NR | 17.5' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | 1 |
| | NR755 | 10+40.00 NR | 17.5' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | 1 |
| | NR756 | 11+25.00 NR | 17.5' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | 1 |
| | SHEET TOTALS | | | 0 | 3 | 1 | 2 | 1 | 11 | 4 | 22 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 8 | 3 | 0 | 3 | 0 | 20 | 1 | 0 | 11 | 1 | 2 | 0 | 0 | 0 | 0 | 3 | 49 |

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.

CON'T NEXT SHEET

MANHOLES AND INLETS SUMMARY (CON'T)

| CATEGORY | STRUCTURE NUMBER | STATION | OFFSET | MANHOLES 611.2003 3-FT DIA EACH | 611.2004 4-FT DIA EACH | 611.2005 5-FT DIA EACH | 611.2006 6-FT DIA EACH | 611.2007 7-FT DIA EACH | 611.2008 8-FT DIA EACH | SPV.0060.050 9-FT DIA EACH | INLETS MEDIAN 1 611.3230 2X3-FT EACH | 611.3901 GRATE | MEDIAN 2 611.3902 GRATE EACH | 611.3225 2X2.5-FT EACH | 611.3220 2X2-FT EACH | DRAIN SLOTTED VANE 611.9900.S EACH | SPV.0060.071 6-FT EACH | MANHOLE COVERS 611.0545 TYPE L EACH | 611.0535 TYPE J-SPECIAL EACH | 611.0530 TYPE J EACH | INLET COVERS 611.0606 TYPE B EACH | 611.0610 TYPE BW EACH | 611.0612 TYPE C EACH | 611.0624 TYPE H EACH | 611.0627 TYPE HM EACH | 611.0636 TYPE HM-S EACH | 611.0639 TYPE H-S EACH | SPV.0060.057 2X3-FT EACH | 611.0642 TYPE MS EACH | 611.0651 TYPE S EACH | 611.0652 TYPE T EACH | 611.0654 TYPE V EACH | SPV.0060.067 COVER PLATES EACH | * 520.8000 CONCRETE COLLARS FOR PIPE EACH | * 650.4000 CONSTRUCTION STAKING STORM SEWER EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 (CON'T) | VR1037 | 888+26.67 VR | 85.7' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | 1 |
| | VR1041 | 889+13.93 VR | 87.4' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | 1 |
| | VR1047 | 890+06.35 VR | 90.3' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | 1 |
| | VR1049 | 879+64.54 VR | 418.3' LT | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | VR1051 | 879+64.47 VR | 430.3' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- |
| | VR1053 | 891+60.53 VR | 97.7' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | 1 |
| | VR1055 | 891+61.40 VR | 83.3' LT | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | VR1063 | 879+32.02 VR | 312.7' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | VR1095 | 880+86.26 VR | 389.6' LT | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | VR1096 | 880+90.21 VR | 394.5' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- |
| | VR1097 | 878+69.51 VR | 96.9' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- |
| | VR1136 | 902+39.00 VR | 72.7' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- |
| | VR1145 | 902+50.08 VR | 1.2' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | VR1146 | 902+53.50 VR | 11.8' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | VR1227 | 920+63.24 VR | 131.1' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- |
| | VR1240 | 924+77.45 VR | 19.3' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 2 | --- | --- | --- | --- | 1 |
| | VR1241 | 924+71.98 VR | 8.7' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- |
| | VR1242 | 924+48.07 VR | 39.3' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- |
| | VR1300 | 931+55.08 VR | 93.0' RT | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | 1 |
| | VR1310 | 932+22.00 VR | 80.5' RT | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | 1 |
| | VR1320 | 933+48.00 VR | 83.9' RT | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | 1 |
| | VR1330 | 934+53.00 VR | 80.8' RT | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | 1 |
| | VR1335 | 934+91.00 VR | 59.3' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- |
| | VR16031 | 958+90.72 VR | 157.7' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | VR16032 | 959+80.00 VR | 159.9' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | VR1632 | 964+59.32 VR | 144.8' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | 1 |
| | VR1633 | 964+48.00 VR | 156.8' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | VR1636 | 964+65.54 VR | 83.9' RT | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | 1 |
| | VR1637 | 964+67.41 VR | 74.1' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- |
| | VR700 | 896+87.37 VR | 18.3' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- |
| | VR701 | 896+87.00 VR | 24.3' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | 1 |
| | VR702 | 896+87.00 VR | 28.3' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | VR705 | 898+00.00 VR | 34.4' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | VR706 | 898+00.00 VR | 30.4' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | VR710 | 899+10.00 VR | 34.0' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | VR715 | 900+00.00 VR | 32.7' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | VR720 | 901+00.00 VR | 23.9' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | VR850 | 896+00.00 VR | 20.7' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | VR851 | 896+00.00 VR | 14.9' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | VR855 | 895+00.00 VR | 7.4' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | VR860 | 894+00.00 VR | 5.9' LT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | VR865 | 893+00.00 VR | 16.6' LT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | VR870 | 892+00.00 VR | 24.5' LT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | VR875 | 891+00.00 VR | 29.4' LT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | VR880 | 890+00.00 VR | 31.6' LT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | VR885 | 889+00.00 VR | 33.0' LT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | VR890 | 887+75.00 VR | 34.7' LT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | VR895 | 886+50.00 VR | 36.4' LT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | VR900 | 885+81.16 VR | 44.4' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | 1 |
| | VR905 | 885+00.00 VR | 38.1' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | VR920 | 883+50.00 VR | 39.8' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | VR925 | 882+75.00 VR | 40.5' LT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | VR930 | 882+65.00 VR | 40.6' LT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | VR935 | 882+00.00 VR | 41.3' LT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | SHEET TOTALS | | | 0 | 14 | 2 | 0 | 0 | 4 | 2 | 4 | 0 | 1 | 7 | 8 | 4 | 0 | 1 | 1 | 1 | 4 | 19 | 0 | 3 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 4 | 5 | 10 | 44 |

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.

CON'T NEXT SHEET

MANHOLES AND INLETS SUMMARY (CON'T)

| CATEGORY | STRUCTURE NUMBER | STATION | OFFSET | MANHOLES 611.2003 3-FT DIA EACH | 611.2004 4-FT DIA EACH | 611.2005 5-FT DIA EACH | 611.2006 6-FT DIA EACH | 611.2007 7-FT DIA EACH | 611.2008 8-FT DIA EACH | SPV.0060.050 9-FT DIA EACH | INLETS MEDIAN 1 611.3230 2X3-FT EACH | 611.3901 GRATE | MEDIAN 2 611.3902 GRATE | 611.3225 2X2.5-FT | 611.3220 2X2-FT | DRAIN SLOTTED VANE 611.9900.S EACH | SPV.0060.071 6-FT EACH | MANHOLE COVERS 611.0545 TYPE L EACH | 611.0535 TYPE J-SPECIAL EACH | 611.0530 TYPE J EACH | INLET COVERS 611.0606 TYPE B EACH | 611.0610 TYPE BW EACH | 611.0612 TYPE C EACH | 611.0624 TYPE H EACH | 611.0627 TYPE HM EACH | 611.0636 TYPE HM-S EACH | 611.0639 TYPE H-S EACH | SPV.0060.057 2X3-FT EACH | 611.0642 TYPE MS EACH | 611.0651 TYPE S EACH | 611.0652 TYPE T EACH | 611.0654 TYPE V EACH | SPV.0060.067 COVER PLATES EACH | * 520.8000 CONCRETE COLLARS FOR PIPE EACH | * 650.4000 CONSTRUCTION STAKING STORM SEWER EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | VR940 | 880+50.00 | VR 42.6' LT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| (CON'T) | VR945 | 879+00.00 | VR 43.7' LT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | VR950 | 878+70.86 | VR 46.9' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | VR955 | 877+50.00 | VR 44.7' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | VR960 | 876+25.00 | VR 45.4' LT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | VR965 | 875+20.00 | VR 45.6' LT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | VR971 | 874+88.00 | VR 45.3' LT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | VR975 | 874+00.00 | VR 42.8' LT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | VR980 | 873+00.00 | VR 37.3' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WB6021 | 82+00.00 | WB 39.5' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- |
| | WB6022 | 80+70.00 | WB 39.5' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WB6023 | 82+00.00 | WB 17.5' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WB6237 | 92+53.00 | VR 87.0' LT | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WB632 | 102+03.20 | EB 123.8' LT | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW14811 | 109+17.82 | WW 35.3' LT | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW14812 | 109+18.13 | WW 41.3' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- |
| | WW14813 | 109+96.62 | WW 35.3' LT | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW14814 | 109+94.86 | WW 41.1' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- |
| | WW1482 | 105+96.42 | WW 34.7' LT | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW300 | 92+95.00 | WW 27.7' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW301 | 92+95.00 | WW 21.5' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW305 | 93+68.00 | WW 30.4' RT | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW306 | 93+80.00 | WW 15.5' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- |
| | WW307 | 93+79.00 | WW 1.5' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW308 | 93+58.13 | WW 47.7' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- |
| | WW309 | 93+64.06 | WW 53.1' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- |
| | WW310 | 94+87.85 | WW 7.6' RT | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- |
| | WW311 | 94+83.16 | WW 1.1' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- |
| | WW313 | 95+90.00 | WW 7.2' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW314 | 95+90.00 | WW 1.5' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW315 | 95+15.00 | WW 9.5' RT | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- |
| | WW316 | 95+10.00 | WW 20.3' LT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW3161 | 95+50.93 | WW 38.8' LT | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW317 | 95+25.00 | WW 55.3' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW3251 | 96+39.56 | WW 43.1' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW328 | 96+60.81 | WW 17.5' LT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- |
| | WW329 | 96+46.73 | WW 17.5' LT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- |
| | WW332 | 96+68.49 | WW 58.0' RT | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- |
| | WW333 | 96+80.39 | WW 59.4' RT | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- |
| | WW3331 | 97+57.00 | WW 65.7' RT | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW3332 | 97+58.28 | WW 49.2' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- |
| | WW3333 | 97+59.41 | WW 6.8' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- |
| | WW3343 | 98+11.00 | WW 3.3' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW346 | 102+27.00 | WW 49.3' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW347 | 102+27.00 | WW 20.9' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- |
| | WW348 | 102+27.00 | WW 12.5' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- |
| | WW3491 | 101+56.85 | WW 60.6' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- |
| | WW360 | 103+90.00 | WW 32.5' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW364 | 103+90.00 | WW 26.6' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW390 | 103+30.14 | WW 125.8' LT | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- |
| | WW391 | 103+35.00 | WW 0.0' RT | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW394 | 102+27.00 | WW 17.2' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW395 | 102+27.00 | WW 24.8' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW396 | 102+27.00 | WW 47.3' LT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW397 | 103+31.80 | WW 126.6' RT | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- |
| | SHEET TOTALS | | | 1 | 14 | 3 | 3 | 4 | 2 | 0 | 17 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 8 | 1 | 17 | 0 | 0 | 8 | 3 | 2 | 0 | 2 | 0 | 4 | 3 | 50 |
| | TOTALS | | | 3 | 104 | 28 | 12 | 7 | 34 | 9 | 122 | 9 | 2 | 26 | 31 | 20 | 5 | 4 | 30 | 11 | 4 | 57 | 1 | 124 | 21 | 4 | 54 | 20 | 13 | 3 | 2 | 28 | 20 | 30 | 396 |

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.

## CULVERT PIPE SUMMARY

| CATEGORY | FROM STRUCTURE | TO STRUCTURE | 521.0112 CULVERT PIPE CORRUGATED STEEL 12-INCH LF | 521.0728 PIPE ARCH CORRUGATED STEEL 28X20-INCH LF | SPV.0090.052 STORM SEWER PIPE PVC 6-INCH LF | SPV.0090.053 STORM SEWER PIPE PVC 8-INCH LF | SPV.0090.054 STORM SEWER PIPE PVC 12-INCH LF | SPV.0090.055 STORM SEWER PIPE PVC 15-INCH LF | 520.4112 CULVERT PIPE CLASS IV 12-INCH LF | 520.4115 CULVERT PIPE CLASS IV 15-INCH LF | 520.4118 CULVERT PIPE CLASS IV 18-INCH LF | 520.4124 CULVERT PIPE CLASS IV 24-INCH LF | 520.4130 CULVERT PIPE CLASS IV 30-INCH LF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | A4027 | A4021 | --- | --- | --- | 6 | --- | --- | --- | --- | --- | --- | --- |
| | B4108 | B4110 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 20 | --- |
| | D4058 | D4054 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 9 |
| | EB6074 | EB607 | --- | --- | --- | 11 | --- | --- | --- | --- | --- | --- | --- |
| | EB8204 | EB8205 | --- | --- | --- | --- | --- | 40 | --- | --- | --- | --- | --- |
| | EB831 | EB830 | --- | --- | --- | --- | 7 | --- | --- | --- | --- | --- | --- |
| | EF3712 | EF3711 | --- | --- | --- | 13 | --- | --- | --- | --- | --- | --- | --- |
| | EF3713 | EF3712 | --- | --- | --- | 4 | --- | --- | --- | --- | --- | --- | --- |
| | EF3714 | EF3713 | --- | --- | --- | 47 | --- | --- | --- | --- | --- | --- | --- |
| | EF8792 | EF879 | --- | 68 | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | F4382 | F4381 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 50 | --- |
| | F4384 | F4383 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 52 | --- |
| | K4177 | K4178 | 175 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | K4179 | EF3681 | 20 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | K4202 | K4201 | --- | --- | --- | --- | --- | --- | --- | --- | 5 | --- | --- |
| | NR702 | NR708 | --- | --- | --- | --- | --- | --- | 45 | --- | --- | --- | --- |
| | NR703 | NR705 | --- | --- | --- | --- | --- | --- | 63 | --- | --- | --- | --- |
| | VR1636 | VR1635 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 41 | --- |
| | VR702 | VR701 | --- | --- | --- | --- | --- | --- | --- | --- | 4 | --- | --- |
| | VR705 | VR702 | --- | --- | --- | --- | --- | --- | 113 | --- | --- | --- | --- |
| | VR706 | VR705 | --- | --- | --- | --- | --- | --- | 4 | --- | --- | --- | --- |
| | VR710 | VR705 | --- | --- | --- | --- | --- | --- | 110 | --- | --- | --- | --- |
| | VR715 | VR710 | --- | --- | --- | --- | --- | --- | 90 | --- | --- | --- | --- |
| | VR720 | VR715 | --- | --- | --- | --- | --- | --- | 100 | --- | --- | --- | --- |
| | VR850 | VR855 | --- | --- | --- | --- | --- | --- | 101 | --- | --- | --- | --- |
| | VR851 | VR850 | --- | --- | --- | --- | --- | --- | 6 | --- | --- | --- | --- |
| | VR855 | VR860 | --- | --- | --- | --- | --- | --- | --- | 101 | --- | --- | --- |
| | VR860 | VR865 | --- | --- | --- | --- | --- | --- | --- | --- | 100 | --- | --- |
| | VR865 | VR870 | --- | --- | --- | --- | --- | --- | --- | --- | 100 | --- | --- |
| | VR870 | VR875 | --- | --- | --- | --- | --- | --- | --- | --- | 99 | --- | --- |
| | VR875 | VR880 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 99 | --- |
| | VR880 | VR885 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 99 | --- |
| | VR885 | VR890 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 124 | --- |
| | VR890 | VR895 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 124 | --- |
| | VR895 | VR900 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 69 | --- |
| | VR905 | VR900 | --- | --- | --- | --- | --- | --- | 80 | --- | --- | --- | --- |
| | VR920 | VR925 | --- | --- | --- | --- | --- | --- | 74 | --- | --- | --- | --- |
| | VR925 | VR930 | --- | --- | --- | --- | --- | --- | --- | 10 | --- | --- | --- |
| | VR930 | VR935 | --- | --- | --- | --- | --- | --- | --- | 64 | --- | --- | --- |
| | VR935 | VR940 | --- | --- | --- | --- | --- | --- | --- | --- | 148 | --- | --- |
| | VR940 | VR945 | --- | --- | --- | --- | --- | --- | --- | --- | 148 | --- | --- |
| | VR945 | VR950 | --- | --- | --- | --- | --- | --- | --- | --- | 29 | --- | --- |
| | VR955 | VR960 | --- | --- | --- | --- | --- | --- | 123 | --- | --- | --- | --- |
| | VR960 | VR965 | --- | --- | --- | --- | --- | --- | --- | 104 | --- | --- | --- |
| | VR965 | VR971 | --- | --- | --- | --- | --- | --- | --- | --- | 32 | --- | --- |
| | VR971 | VR970 | --- | --- | --- | --- | --- | --- | --- | --- | 19 | --- | --- |
| | VR975 | VR970 | --- | --- | --- | --- | --- | --- | --- | 87 | --- | --- | --- |
| | VR980 | VR975 | --- | --- | --- | --- | --- | --- | 99 | --- | --- | --- | --- |
| | WW3252 | WW3251 | --- | --- | --- | 8 | --- | --- | --- | --- | --- | --- | --- |
| | WW3331 | WW3332 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 17 | --- |
| | WW3343 | WW3342 | --- | --- | --- | --- | --- | --- | 33 | --- | --- | --- | --- |
| | WW335 | WW3351 | --- | --- | 27 | --- | --- | --- | --- | --- | --- | --- | --- |
| | WW3351 | WW3331 | --- | --- | 8 | --- | --- | --- | --- | --- | --- | --- | --- |
| | TOTALS | | 195 | 68 | 35 | 89 | 7 | 40 | 1,041 | 366 | 684 | 695 | 9 |

## COVERING AND LOCATING STORM SEWER

| CATEGORY | STRUCT. NO. | STATION | OFFSET | SPV.0060.064 COVERING AND LOCATING STORM SEWER EACH |
|---|---|---|---|---|
| 0010 | A4002 | 92+27.00 A | 6.7' LT | 1 |
| | A40251 | 101+94.95 A | 19.6' RT | 1 |
| | B4107 | 105+26.31 B | 22.3' RT | 1 |
| | E4313 | 130+56.82 E | 7.7' LT | 1 |
| | EB6154 | 92+43.00 EB | 16.7' RT | 1 |
| | EB6232 | 94+17.20 EB | 44.7' RT | 1 |
| | EB6242 | 95+53.72 EB | 42.6' RT | 1 |
| | EB6254 | 97+40.00 EB | 6.5' RT | 1 |
| | EB6274 | 99+03.74 EB | 85.8' LT | 1 |
| | EB6304 | 101+23.71 EB | 10.0' LT | 1 |
| | EB6334 | 103+35.00 EB | 31.5' RT | 1 |
| | EB8101 | 107+03.20 EB | 31.5' RT | 1 |
| | EB8206 | 105+00.00 EB | 31.5' RT | 1 |
| | EB8402 | 110+46.00 EB | 31.5' RT | 1 |
| | EB8502 | 112+34.00 EB | 31.5' RT | 1 |
| | EF3685 | 40+00.00 EF | 37.5' RT | 1 |
| | F4363 | 138+47.80 EF | 21.0' LT | 1 |
| | F4403 | 65+54.76 EF | 26.7' LT | 1 |
| | K4154 | 113+46.00 K | 21.7' RT | 1 |
| | K4172 | 117+03.90 EF | 12.2' LT | 1 |
| | K4182 | 118+95.00 K | 13.5' LT | 1 |
| | K4192 | 120+90.00 K | 13.5' LT | 1 |
| | K4197 | 121+96.54 K | 12.0' LT | 1 |
| | K4213 | 125+70.00 K | 13.5' LT | 1 |
| | K4221 | 126+95.01 K | 10.8' LT | 1 |
| | K4237 | 128+14.99 K | 12.0' RT | 1 |
| | K4253 | 130+42.00 K | 14.5' RT | 1 |
| | N4460 | 99+21.36 EB | 191.6' LT | 1 |
| | N4461 | 99+30.10 EB | 196.3' LT | 1 |
| | N4462 | 99+34.53 EB | 190.8' LT | 1 |
| | NR7161 | 20+80.07 NR | 33.5' LT | 1 |
| | NR7221 | 19+66.94 NR | 33.5' LT | 1 |
| | NR7311 | 17+00.00 NR | 33.5' LT | 1 |
| | VR1302 | 931+54.63 VR | 85.0' RT | 1 |
| | VR1318 | 932+22.00 VR | 72.5' RT | 1 |
| | VR1327 | 933+48.00 VR | 75.9' RT | 1 |
| | VR13301 | 934+58.69 VR | 75.1' RT | 1 |
| | WB6325 | 101+96.82 EB | 123.5' LT | 1 |
| | WB6326 | 102+09.45 EB | 122.5' LT | 1 |
| | WW14821 | 105+96.50 WW | 28.7' LT | 1 |
| | WW3492 | 101+26.26 WW | 51.2' RT | 1 |
| | WW3931 | 101+19.60 WW | 23.1' LT | 1 |
| | | | TOTALS | 42 |

## STORM SEWER TAP, ADJUSTING INLETS AND MANHOLES, AND SALVAGED INLET COVERS

| CATEGORY | STRUCT. NO. | STATION | OFFSET | * SPV.0060.065 STORM SEWER TAP EACH | * 611.8115 ADJUSTING INLET COVERS EACH | * 611.8110 ADJUSTING MANHOLE COVERS EACH | 611.9710 SALVAGED INLET COVERS EACH | * 520.8000 CONCRETE COLLARS FOR PIPE EACH |
|---|---|---|---|---|---|---|---|---|
| 0010 | EB6004 | 79+63.36 EB | 27.2 ' RT | --- | --- | 1 | --- | --- |
| | EB800 | 106+90.25 EB | 58.9' RT | 1 | --- | --- | --- | 1 |
| | EB8203 | 106+51.02 EB | 60.7' RT | 1 | --- | --- | --- | 1 |
| | EB8211 | 104+85.66 EB | 75.9' LT | --- | --- | --- | 1 | --- |
| | EB8302 | 108+29.08 EB | 26.2' RT | 1 | --- | --- | --- | 1 |
| | EF368 | 39+11.86 EF | 14.8' LT | 1 | --- | 1 | --- | 1 |
| | KR780 | 72+00.49 KR | 0.4' RT | 1 | --- | 1 | --- | 1 |
| | VR1145 | 902+50.08 VR | 1.2' LT | --- | --- | --- | 1 | --- |
| | VR1146 | 902+53.50 VR | 11.8' RT | --- | --- | --- | 1 | --- |
| | VR1228 | 920+64.38 VR | 90.7' LT | 1 | --- | --- | --- | 1 |
| | VR16031 | 958+90.72 VR | 157.7' RT | 1 | 1 | --- | --- | 1 |
| | VR900 | 885+81.16 VR | 44.4' LT | 2 | --- | --- | --- | 2 |
| | VR950 | 878+70.86 VR | 46.9' LT | 1 | --- | --- | --- | 1 |
| | WW14815 | 109+91.21 WW | 50.3' LT | --- | 1 | --- | --- | --- |
| | WW3332 | 97+58.28 WW | 49.2' RT | 1 | --- | --- | --- | 1 |
| | | | TOTALS | 11 | 2 | 3 | 3 | 11 |

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.

## RECONSTRUCTING MANHOLES

| CATEGORY | STRUCTURE NUMBER | STATION | OFFSET | 611.0420 EACH | APPROX. STRUCTURE SIZE (FT) | APPROX. ADDITION (+) / REMOVAL (-) HEIGHT OF STRUCTURE (FT) |
|---|---|---|---|---|---|---|
| 0010 | WW1483 | 105+09.94 WW | 2.8' LT | 1 | 4 | 7.5 (+) |

## MISCELLANEOUS STORM SEWER ITEMS

| CATEGORY | STATION | OFFSET | SPV.0105.051 BIORETENTION BASIN B LS | SPV.0105.052 BIORETENTION BASIN C LS | SPV.0105.050 POND D SPILLWAY LS | SPV.0105.053 BOX CULVERT INLET MODIFICATIONS LS | SPV.0105.054 UTILITY SUPPORT LS |
|---|---|---|---|---|---|---|---|
| 0010 | 53+22.5 EF | 115.9' LT | 1 | --- | --- | --- | --- |
| | 59+03.1 EF | 119.7' LT | --- | 1 | --- | --- | --- |
| | 118+90.9 WW | 51.2' LT | --- | --- | 1 | --- | --- |
| | 874+86.34 VR | 26.0' LT | --- | --- | --- | 1 | --- |
| | 114+84.83 WW | 48.6' RT | --- | --- | --- | --- | 1 |
| | | TOTALS | 1 | 1 | 1 | 1 | 1 |

## PIPE UNDERDRAIN SUMMARY

| CATEGORY | STATION - STATION | LOCATION | SPV.0090.002 PIPE UNDERDRAIN 6-INCH WITH GEOTEXTILE FABRIC AND AGGREGATE LF |
|---|---|---|---|
| 0010 | 91+52 A - 101+31 A | LT | 974 |
| | 94+57 A - 101+27 A | RT | 670 |
| | 105+15 B - 106+15 B | LT | 97 |
| | 105+25 B - 107+50 B | RT | 228 |
| | 113+47 B - 114+08 B | LT | 61 |
| | 95+60 D - 101+95 D | RT | 630 |
| | 127+32 E - 135+26 E | RT | 842 |
| | 130+50 E - 134+98 E | LT | 449 |
| | 136+70 F - 142+75 F | LT | 535 |
| | 136+60 F - 142+75 F | RT | 663 |
| | 120+60 K - 127+30 K | RT | 666 |
| | 101+27 L - 103+13 L | LT | 186 |
| | 101+27 L - 103+25 L | RT | 204 |
| | 6+85 P - 8+40 P | RT | 166 |
| | 79+69 WB - 80+80 WB | LT | 111 |
| | 88+50 EB - 92+50 EB | RT | 405 |
| | 95+50 EB - 96+82 EB | RT | 132 |
| | 97+35 EB - 97+89 EB | RT | 53 |
| | 101+56 EB - 113+83 EB | RT | 1,223 |
| | 101+72 WW - 102+32 WW | LT | 76 |
| | | TOTAL | 8,371 |

## MISCELLANEOUS STORM SEWER ITEMS

| CATEGORY | STATION | OFFSET | SPV.0060.060 INFILTRATION BASIN SPILLWAY EACH | SPV.0060.056 INLET WW1478 EACH | SPV.0060.059 PYRAMIDAL INLET GRATE 6X12 EACH | SPV.0060.061 STORM SEWER CHECK VALVE 12-INCH EACH | SPV.0035.050 POND CLAY LINER CY | SPV.0120.002 WATER FOR DETENTION PONDS MGAL | SPV.0060.051 MANHOLE EB607 EACH | SPV.0060.052 MANHOLE EB8001 EACH | SPV.0060.053 MANHOLE EB830 EACH | SPV.0060.054 MANHOLE F4400 EACH | SPV.0060.055 MANHOLE NR750 EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | 880+84.00 VR | 225.0' LT | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 882+09.0 VR | 193.1' LT | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 114+16.54 WW | 4.1' RT | --- | 1 | 1 | --- | --- | --- | --- | --- | --- | --- | --- |
| | POND A | --- | --- | --- | --- | --- | 5,425 | 1,513 | --- | --- | --- | --- | --- |
| | POND D | --- | --- | --- | --- | --- | 9,699 | 888 | --- | --- | --- | --- | --- |
| | ARROWHEAD WEST | --- | --- | --- | --- | --- | --- | 1,673 | --- | --- | --- | --- | --- |
| | 89+61.51 EB | 27.9' RT | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- |
| | 107+04.59 EB | 51.1' RT | --- | --- | --- | 1 | --- | --- | --- | 1 | --- | --- | --- |
| | 108+28.43 EB | 49.0' RT | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- |
| | 65+39.57 EF | 21.7' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- |
| | 11+07.14 NR | 33.9' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | | TOTALS | 2 | 1 | 1 | 1 | 15,124 | 4,074 | 1 | 1 | 1 | 1 | 1 |

## CLAY ANTI-SEEPAGE COLLAR

| CATEGORY | STATION | OFFSET | SPV.0060.066 EACH |
|---|---|---|---|
| 0010 | 114+31.9 WW | 13.9 'RT | 1 |
| | 118+12.6 WW | 41.2 'LT | 1 |
| | | TOTAL | 2 |

## SLOPED NOSE

| CATEGORY | PROJECT LOCATION | STATION | LOCATION | 620.0300 CONCRETE MEDIAN SLOPED NOSE SF | SPV.0060.007 ASPHALTIC MEDIAN SLOPED NOSE EACH | DESCRIPTION |
|---|---|---|---|---|---|---|
| 0010 | CTH PD | 78+35 EB | LT | 34 | --- | TYPE 1 |
| | | 79+73 EB | LT | 35 | --- | TYPE 1 |
| | | SUBTOTALS | | 69 | 0 | |
| | FITCHRONA ROAD | 31+59 FR | RT | 18 | --- | TYPE 1 |
| | | 35+40 FR | RT | 23 | --- | TYPE 1 |
| | | SUBTOTALS | | 41 | 0 | |
| | WILLIAMSBURG WAY | 93+15 WW | RT | 60 | --- | TYPE 1 |
| | | 93+73 WW | RT | 17 | --- | TYPE 2 |
| | | 93+85 WW | RT | 20 | --- | TYPE 2 |
| | | 95+14 WW | RT | 20 | --- | TYPE 2 |
| | | 95+20 WW | RT | 22 | --- | TYPE 2 |
| | | 95+98 WW | RT | 50 | --- | TYPE 1 |
| | | 96+78 WW | RT | --- | 1 | TYPE 1 |
| | | SUBTOTALS | | 189 | 1 | |
| | Q RAMP | 11+83 Q | RT | 18 | --- | TYPE 2 |
| | | 12+39 Q | RT | 74 | --- | TYPE 1 |
| | | SUBTOTALS | | 92 | 0 | |
| | ANTON DRIVE | 112+03 AD | LT | 61 | --- | TYPE 1 |
| | | 112+28 AD | LT | 20 | --- | TYPE 2 |
| | | 112+35 AD | LT | 17 | --- | TYPE 2 |
| | | SUBTOTALS | | 98 | 0 | |
| | | | TOTALS | 489 | 1 | |

## DUST CONTROL SURFACE TREATMENT

| CATEGORY | PROJECT LOCATION | STATION - STATION | * 623.0200 SY |
|---|---|---|---|
| 0010 | VERONA ROAD | 871+50 VR - 932+12 VR | 23,000 |
| | A RAMP | 86+86 A - 101+86 A | 7,300 |
| | B RAMP | 105+16 B - 115+83 B | 3,300 |
| | D RAMP | 87+95 D - 101+92 D | 2,500 |
| | E RAMP | 127+32 E - 135+30 E | 3,200 |
| | F RAMP | 136+31 F - 142+59 F | 2,800 |
| | K RAMP | 115+79 K - 127+31 K | 5,900 |
| | L RAMP | 101+27 L - 103+25 L | 1,300 |
| | P RAMP | 6+85 P - 8+45 P | 580 |
| | Q RAMP | 11+72 Q - 13+78 Q | 620 |
| | T RAMP | 4+63 T - 5+41 T | 260 |
| | CTH PD | 88+51 EB - 114+16 EB | 5,700 |
| | WILLIAMSBURG WAY | 90+18 WW - 104+14 WW | 4,900 |
| | ANTON DRIVE | 110+96 AD - 112+40 AD | 1,100 |
| | ROUNDABOUT | 10+00 RB - 12+83 RB | 1,550 |
| | EAST VERONA ROAD FRONTAGE ROAD | 38+72 EF - 70+86 EF | 16,500 |
| | NESBITT ROAD | 9+09 NR - 24+75 NR | 6,900 |
| | FITCHRONA ROAD | 27+72 FR - 59+19 FR | 17,000 |
| | KAPEC ROAD | 71+11 KR - 72+85 KR | 880 |
| | | TOTAL | 105,290 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## WATER

| CATEGORY | PROJECT LOCATION | STATION - STATION | * 624.0100 MGAL | REMARKS |
|---|---|---|---|---|
| 0010 | VERONA ROAD | 871+50 VR - 932+12 VR | 52 | DUST CONTROL |
| | | | 480 | COMPACTION |
| | A RAMP | 86+86 A - 101+86 A | 9 | DUST CONTROL |
| | | | 44 | COMPACTION |
| | B RAMP | 105+16 B - 115+83 B | 4 | DUST CONTROL |
| | | | 17 | COMPACTION |
| | D RAMP | 87+95 D - 101+92 D | 2 | DUST CONTROL |
| | | | 13 | COMPACTION |
| | E RAMP | 127+32 E - 135+30 E | 89 | DUST CONTROL |
| | | | 18 | COMPACTION |
| | F RAMP | 136+31 F - 142+59 F | 23 | DUST CONTROL |
| | | | 15 | COMPACTION |
| | K RAMP | 115+79 K - 127+31 K | 42 | DUST CONTROL |
| | | | 30 | COMPACTION |
| | L RAMP | 101+27 L - 103+25 L | 3 | DUST CONTROL |
| | | | 10 | COMPACTION |
| | P RAMP | 6+85 P - 8+45 P | 1 | DUST CONTROL |
| | | | 4 | COMPACTION |
| | Q RAMP | 11+72 Q - 13+78 Q | 10 | DUST CONTROL |
| | | | 8 | COMPACTION |
| | T RAMP | 4+63 T - 5+41 T | 3 | DUST CONTROL |
| | | | 2 | COMPACTION |
| | CTH PD | 88+51 EB - 114+16 EB | 27 | DUST CONTROL |
| | | | 760 | COMPACTION |
| | WILLIAMSBURG WAY | 90+18 WW - 104+14 WW | 25 | DUST CONTROL |
| | | | 77 | COMPACTION |
| | ANTON DRIVE | 110+96 AD - 112+40 AD | 3 | DUST CONTROL |
| | | | 16 | COMPACTION |
| | ROUNDABOUT | 10+00 RB - 12+83 RB | 3 | DUST CONTROL |
| | | | 22 | COMPACTION |
| | EAST VERONA ROAD FRONTAGE ROAD | 38+72 EF - 85+93 EF | 81 | DUST CONTROL |
| | | | 260 | COMPACTION |
| | FITCHRONA ROAD | 31+67 FR - 53+00 FR | 130 | DUST CONTROL |
| | | | 230 | COMPACTION |
| | NESBITT ROAD | 9+09 NR - 24+45 NR | 15 | DUST CONTROL |
| | | | 92 | COMPACTION |
| | KAPEC ROAD | 68+84 KR - 72+83 KR | 2 | DUST CONTROL |
| | | | 22 | COMPACTION |
| | POND A | 875+48 VR - 889+70 VR | 89 | DUST CONTROL |
| | BIORETENTION BASIN B | 52+55 EF - 54+52 EF | 9 | DUST CONTROL |
| | BIORETENTION BASIN C | 57+98 EF - 59+80 EF | 7 | DUST CONTROL |
| | POND D | 114+06 WW - 119+50 WW | 150 | DUST CONTROL |
| | | TOTAL | 2,899 | |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

FINISHING ITEMS

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | 625.0100 TOPSOIL SY | * 625.0500 SALVAGED TOPSOIL SY | * 627.0200 MULCHING SY | * 629.0210 FERTILIZER TYPE B CWT | 630.0120 SEEDING MIXTURE NO. 20 LB | * 630.0140 SEEDING MIXTURE NO. 40 LB | * 630.0200 SEEDING TEMPORARY LB | SPV.0085.001 SEEDING MIXTURE DETENTION POND, WET SEDGE MEADOW LB | SPV.0085.002 SEEDING MIXTURE DETENTION POND, SHORT GRASS PRAIRIE LB | 630.0400 SEEDING NURSE CROP LB | * 631.0300 SOD WATER MGAL | * 631.1000 SOD LAWN SY | * SPV.0120.001 WATER FOR SEEDED AREAS MGAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | VERONA ROAD | 871+50 VR - 901+00 VR | RT/LT | --- | 26,400 | 4,400 | 9.8 | 420 | --- | 420 | 5 | 50 | 77 | --- | --- | 300 |
| | | 908+92 VR - 932+12 VR | RT/LT | --- | 4,850 | --- | 4.5 | 190 | --- | 190 | --- | --- | --- | --- | --- | 79 |
| | | 939+19 VR - 972+87 VR | RT/LT | --- | 11,600 | 11,600 | 7.3 | 310 | --- | 310 | --- | --- | --- | --- | --- | 130 |
| | | SUBTOTALS | | 0 | 42,850 | 16000 | 21.6 | 920 | 0 | 920 | 5 | 50 | 77 | 0.0 | 0 | 509 |
| | A RAMP | 86+85 A - 101+35 A | RT | --- | 5,900 | 4,600 | 5.7 | 240 | --- | 240 | --- | --- | --- | --- | --- | 100 |
| | | SUBTOTALS | | 0 | 5,900 | 4,600 | 5.7 | 240 | 0 | 240 | 0 | 0 | 0 | 0.0 | 0 | 100 |
| | B RAMP | 105+83 B - 114+37 B | RT | --- | 1,850 | --- | 4.3 | 180 | --- | 180 | --- | --- | --- | --- | --- | 76 |
| | | SUBTOTALS | | 0 | 1,850 | 0 | 4.3 | 180 | 0 | 180 | 0 | 0 | 0 | 0.0 | 0 | 76 |
| | D RAMP | 87+57 D - 102+27 D | RT/LT | --- | 3,450 | --- | 5.9 | 160 | 60 | 250 | --- | --- | --- | --- | --- | 100 |
| | | SUBTOTALS | | 0 | 3,450 | 0 | 5.9 | 160 | 60 | 250 | 0 | 0 | 0 | 0.0 | 0 | 100 |
| | E RAMP | 127+01 K - 135+06 E | LT | --- | 1,700 | --- | 4.0 | 170 | --- | 170 | --- | --- | --- | --- | --- | 70 |
| | | SUBTOTALS | | 0 | 1,700 | 0 | 4.0 | 170 | 0 | 170 | 0 | 0 | 0 | 0.0 | 0 | 70 |
| | F RAMP | 136+21 F - 144+06 F | LT | --- | 1,600 | --- | 1.4 | 60 | --- | 60 | --- | --- | --- | --- | --- | 24 |
| | | SUBTOTALS | | 0 | 1,600 | 0 | 1.4 | 60 | 0 | 60 | 0 | 0 | 0 | 0.0 | 0 | 24 |
| | K RAMP | 114+41 K - 120+01 K | RT | --- | 3,200 | --- | 4.7 | 200 | --- | 200 | --- | --- | --- | --- | --- | 82 |
| | | SUBTOTALS | | 0 | 3,200 | 0 | 4.7 | 200 | 0 | 200 | 0 | 0 | 0 | 0.0 | 0 | 82 |
| | L RAMP | 101+36 L - 103+25 L | RT | --- | 220 | --- | 0.2 | 6 | --- | 6 | --- | --- | --- | --- | --- | 3 |
| | | SUBTOTALS | | 0 | 220 | 0 | 0.2 | 6 | 0 | 6 | 0 | 0 | 0 | 0.0 | 0 | 3 |
| | CTH PD | 76+27 EB - 100+00 EB | RT/LT | --- | 3,750 | --- | 2.5 | --- | 55 | 80 | --- | --- | --- | 22.0 | 900 | 33 |
| | | 100+00 EB - 114+11 EB | RT/LT | --- | 3,900 | --- | 2.5 | --- | 55 | 80 | --- | --- | --- | 20.0 | 830 | 34 |
| | | SUBTOTALS | | 0 | 7,650 | 0 | 5.0 | 0 | 110 | 160 | 0 | 0 | 0 | 42.0 | 1,730 | 67 |
| | P RAMP | 6+85 P - 8+30 P | RT | --- | 280 | --- | 0.2 | --- | 4 | 6 | --- | --- | --- | 1.8 | 75 | 2 |
| | | SUBTOTALS | | 0 | 280 | 0 | 0.2 | 0 | 4 | 6 | 0 | 0 | 0 | 1.8 | 75 | 2 |
| | WILLIAMSBURG WAY | 90+20 WW - 93+93 WW | RT/LT | --- | 550 | --- | 0.4 | --- | 5 | 8 | --- | --- | --- | 6.4 | 270 | 3 |
| | | 95+08 WW - 98+55 WW | RT/LT | --- | 1,050 | --- | 0.8 | --- | 15 | 25 | --- | --- | --- | 5.8 | 240 | 10 |
| | | 103+81 WW - 104+11 WW | RT/LT | --- | 20 | --- | 0.1 | --- | --- | --- | --- | --- | --- | 0.5 | 20 | --- |
| | | 105+57 WW - 111+54 WW | RT/LT | --- | 1,450 | --- | 1.0 | --- | 25 | 40 | --- | --- | --- | --- | --- | 16 |
| | | 114+06 WW - 119+50 WW | RT/LT | --- | 14,300 | --- | 0.6 | 25 | --- | 25 | 5 | 66 | 97 | --- | --- | 160 |
| | | SUBTOTALS | | 0 | 17,370 | 0 | 2.9 | 25 | 45 | 98 | 5 | 66 | 97 | 12.7 | 530 | 189 |
| | Q RAMP | 11+96 Q - 13+78 Q | RT/LT | --- | 110 | --- | 0.1 | --- | --- | --- | --- | --- | --- | 2.5 | 110 | --- |
| | | SUBTOTALS | | 0 | 110 | 0 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 2.5 | 110 | 0 |
| | ANTON DRIVE | 109+12 AD - 112+41 AD | RT/LT | --- | 730 | 220 | 0.5 | --- | 10 | 15 | --- | --- | --- | 3.7 | 150 | 7 |
| | | SUBTOTALS | | 0 | 730 | 220 | 0.5 | 0 | 10 | 15 | 0 | 0 | 0 | 3.7 | 150 | 7 |
| | ROUNDABOUT | 10+00 RB - 12+83 RB | LT | --- | 240 | --- | 0.2 | --- | 2 | 3 | --- | --- | --- | 2.2 | 90 | 1 |
| | | SUBTOTALS | | 0 | 240 | 0 | 0.2 | 0 | 2 | 3 | 0 | 0 | 0 | 2.2 | 90 | 1 |
| | EAST VERONA ROAD FRONTAGE ROAD | 38+50 EF - 56+63 EF | RT/LT | --- | 10,800 | --- | 6.9 | 210 | 40 | 270 | --- | --- | --- | 24.0 | 990 | 110 |
| | | 56+63 EF - 73+13 EF | RT/LT | --- | 10,900 | --- | 7.0 | 220 | 30 | 270 | --- | --- | --- | 27.0 | 1,150 | 110 |
| | | 76+65 EF - 85+93 EF | LT | --- | 3,650 | --- | 2.3 | 80 | --- | 80 | --- | --- | --- | 14.0 | 590 | 34 |
| | | SUBTOTALS | | 0 | 25,350 | 0 | 16.2 | 510 | 70 | 620 | 0 | 0 | 0 | 65.0 | 2,730 | 254 |
| | | SHEET TOTALS | | 0 | 112,500 | 20,820 | 72.9 | 2,471 | 301 | 2,928 | 10 | 116 | 174 | 129.9 | 5,415 | 1,484 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CON'T NEXT SHEET

FINISHING ITEMS (CON'T)

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | 625.0100 TOPSOIL SY | * 625.0500 SALVAGED TOPSOIL SY | * 627.0200 MULCHING SY | * 629.0210 FERTILIZER TYPE B CWT | * 630.0120 SEEDING MIXTURE NO. 20 LB | * 630.0140 SEEDING MIXTURE NO. 40 LB | * 630.0200 SEEDING TEMPORARY LB | SPV.0085.001 SEEDING MIXTURE DETENTION POND, WET SEDGE MEADOW LB | SPV.0085.002 SEEDING MIXTURE DETENTION POND, SHORT GRASS PRAIRIE LB | 630.0400 SEEDING NURSE CROP LB | * 631.0300 SOD WATER MGAL | * 631.1000 SOD LAWN SY | * SPV.0120.001 WATER FOR SEEDED AREAS MGAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 (CON'T) | FITCHRONA ROAD | 27+72 FR - 59+19 FR | RT/LT | --- | 29,500 | --- | 18.6 | --- | 460 | 690 | --- | --- | --- | 96 | 4,000 | 290 |
| | | SUBTOTALS | | 0 | 29,500 | 0 | 18.6 | 0 | 460 | 690 | 0 | 0 | 0 | 96.0 | 4000 | 290 |
| | KAPEC ROAD | 62+66 KR - 72+85 KR | RT/LT | --- | 1,050 | --- | 0.7 | --- | 7 | 10 | --- | --- | --- | 16.0 | 680 | 4 |
| | | SUBTOTALS | | 0 | 1,050 | 0 | 0.7 | 0 | 7 | 10 | 0 | 0 | 0 | 16.0 | 680 | 4 |
| | NESBITT ROAD | 9+09 NR - 24+75 NR | RT/LT | --- | 1,550 | --- | 1.0 | --- | 6 | 9 | --- | --- | --- | 29.0 | 1,200 | 4 |
| | | SUBTOTALS | | 0 | 1,550 | 0 | 1.0 | 0 | 6 | 9 | 0 | 0 | 0 | 29.0 | 1,200 | 4 |
| | SALT SHED SITE | --- | --- | --- | 25,200 | 23,800 | 16.0 | 680 | --- | 680 | --- | --- | --- | --- | --- | 280 |
| | | SUBTOTALS | | 0 | 25,200 | 23,800 | 16.0 | 680 | 0 | 680 | 0 | 0 | 0 | 0 | 0 | 280 |
| | | UNDISTRIBUTED | | 2,000 | 42,400 | 11,200 | 27.0 | 790 | 190 | 1,100 | --- | --- | --- | 68.0 | 2,800 | 520 |
| | | SUBTOTALS | | 2,000 | 42,400 | 11,200 | 27.0 | 790 | 190 | 1,100 | 0 | 0 | 0 | 68.0 | 2,800 | 520 |
| | | SHEET TOTALS | | 2,000 | 99,700 | 35,000 | 63.3 | 1,470 | 663 | 2,489 | 0 | 0 | 0 | 209.0 | 8,680 | 1,098 |
| | | | TOTALS | 2,000 | 212,200 | 55,820 | 136.2 | 3,941 | 964 | 5,417 | 10 | 116 | 174 | 338.9 | 14,095 | 2,581 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

EROSION BALES

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | 628.1104 EACH |
|---|---|---|---|---|
| 0010 | A RAMP | 86+85 A - 90+50 A | RT | 135 |
| | | 90+65 A - 91+30 A | RT | 26 |
| | | SUBTOTAL | | 161 |
| | K RAMP | 121+75 K - 127+30 K | LT | 185 |
| | | SUBTOTAL | | 185 |
| | | UNDISTRIBUTED | --- | 87 |
| | | SUBTOTAL | | 87 |
| | | | TOTAL | 433 |

NOTE: A BALE LENGTH OF 3-FT PER BALE WAS USED TO ESTIMATE QUANTITIES.

MOBILIZATIONS EROSION CONTROL

| CATEGORY | PROJECT LOCATION | 628.1905 MOBILIZATIONS EROSION CONTROL EACH | 628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH |
|---|---|---|---|
| 0010 | PROJECT | 35 | 14 |
| | TOTALS | 35 | 14 |

POLYETHYLENE SHEETING

| CATEGORY | LOCATION | 628.5505 SY |
|---|---|---|
| 0010 | WINTER SHUTDOWN | 1,110 |

SOIL STABILIZER

| CATEGORY | LOCATION | 628.6505 TYPE A ACRE | 628.6510 TYPE B ACRE |
|---|---|---|---|
| 0010 | WINTER SHUTDOWN | 5.00 | 5.00 |

TEMPORARY DITCH CHECKS

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | 628.7504 LF |
|---|---|---|---|---|
| 0010 | VERONA ROAD | 883+60 VR - 884+50 VR | RT | 25 |
| | | 943+35 VR - 944+75 VR | LT | 38 |
| | | SUBTOTAL | | 63 |
| | B RAMP | 108+50 B - 114+55 B | LT | 50 |
| | | SUBTOTAL | | 50 |
| | E RAMP | 128+50 E - 133+55 E | LT | 75 |
| | | SUBTOTAL | | 75 |
| | F RAMP | 138+14 F - 139+93 F | LT | 25 |
| | | SUBTOTAL | | 25 |
| | K RAMP | 115+78 K - 121+10 K | LT | 63 |
| | | SUBTOTAL | | 63 |
| | EAST VERONA ROAD FRONTAGE ROAD | 51+50 EF - 53+00 EF | LT | 25 |
| | | 59+80 EF - 61+00 EF | LT | 50 |
| | | 66+15 EF - 70+50 EF | LT | 63 |
| | | SUBTOTAL | | 138 |
| | SALT SHED SITE | --- | --- | 138 |
| | | SUBTOTAL | | 138 |
| | | UNDISTRIBUTED | LT/RT | 138 |
| | | SUBTOTAL | | 138 |
| | | | TOTAL | 690 |

## SILT FENCE SUMMARY

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | * 628.1504 SILT FENCE LF | * 628.1520 SILT FENCE MAINTENANCE LF |
|---|---|---|---|---|---|
| 0010 | VERONA ROAD | 876+36 VR - 880+72 VR | RT | 450 | 450 |
| | | 971+81 VR - 972+48 VR | LT | 68 | 68 |
| | | SUBTOTALS | | 518 | 518 |
| | WILLIAMSBURG WAY | 90+21 WW - 92+66 WW | LT | 245 | 604 |
| | | 93+30 WW - 94+68 WW | LT | 110 | 271 |
| | | SUBTOTALS | | 355 | 875 |
| | EAST VERONA ROAD FRONTAGE ROAD | 41+20 EF - 41+96 EF | RT | 63 | 319 |
| | | 43+25 EF - 44+56 EF | RT | 130 | 659 |
| | | 47+21 EF - 47+56 EF | RT | 61 | 309 |
| | | 52+63 EF - 56+69 EF | RT | 535 | 2,711 |
| | | 57+30 EF - 59+40 EF | RT | 255 | 1,292 |
| | | 62+74 EF - 63+26 EF | RT | 48 | 243 |
| | | 63+37 EF - 64+62 EF | RT | 135 | 684 |
| | | 64+66 EF - 64+74 EF | RT | 19 | 96 |
| | | 64+95 EF - 65+28 EF | RT | 65 | 329 |
| | | 65+54 EF - 66+31 EF | RT | 94 | 476 |
| | | SUBTOTALS | | 1,405 | 7,118 |
| | A RAMP | 886+47 VR - 90+58 A | RT | 535 | 2,711 |
| | | 90+61 A - 91+32 A | RT | 88 | 446 |
| | | SUBTOTALS | | 623 | 3,157 |
| | B RAMP | 105+85 B - 115+50 B | RT | 985 | 4,991 |
| | | SUBTOTALS | | 985 | 4,991 |
| | K RAMP | 121+75 K - 127+33 K | LT | 565 | 2,863 |
| | | SUBTOTALS | | 565 | 2,863 |
| | FITCHRONA ROAD | 33+89 FR - 40+91 FR | LT | 645 | 4,816 |
| | | 33+85 FR - 41+26 FR | RT | 670 | 5,003 |
| | | SUBTOTALS | | 1,315 | 9,819 |
| | POND A | AROUND CLAY LINER | --- | 1,120 | 1,120 |
| | | SUBTOTALS | | 1,120 | 1,120 |
| | BIORETENTION BASIN B | 52+54 EF - 54+53 EF | --- | 345 | 1,748 |
| | | SUBTOTALS | | 345 | 1,748 |
| | BIORETENTION BASIN C | 57+97 EF - 59+80 EF | --- | 325 | 1,647 |
| | | SUBTOTALS | | 325 | 1,647 |
| | POND D | AROUND CLAY LINER | --- | 1,380 | 1,380 |
| | | SUBTOTALS | | 1,380 | 1,380 |
| | SALT SHED SITE | --- | --- | 1,660 | 1,660 |
| | | SUBTOTALS | | 1,660 | 1,660 |
| | | UNDISTRIBUTED | --- | 2,649 | 9,224 |
| | | SUBTOTALS | | 2,649 | 9,224 |
| | | | TOTALS | 13,245 | 46,119 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## EROSION MAT

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | 628.2004 CLASS I TYPE B SY | * 628.2006 URBAN CLASS I TYPE A SY | 628.2039 CLASS III TYPE D SY |
|---|---|---|---|---|---|---|
| 0010 | VERONA ROAD | 871+50 VR - 888+00 VR | RT/LT | 20,600 | --- | --- |
| | | 908+92 VR - 932+12 VR | RT/LT | 5,450 | 1,600 | --- |
| | | SUBTOTALS | | 26,050 | 1,600 | 0 |
| | CTH PD | 78+21 EB - 96+76 EB | RT/LT | 300 | 2,650 | --- |
| | | 100+73 EB - 114+11 EB | RT/LT | --- | 3,050 | --- |
| | | SUBTOTALS | | 300 | 5,700 | 0 |
| | WILLIAMSBURG WAY | 90+20 WW - 93+93 WW | RT/LT | --- | 280 | --- |
| | | 95+08 WW - 98+55 WW | RT/LT | --- | 880 | --- |
| | | 103+81 WW - 104+11 WW | RT/LT | --- | --- | --- |
| | | 105+57 WW - 111+54 WW | RT/LT | 160 | 1,250 | --- |
| | | 114+06 WW - 119+50 WW | RT/LT | 12,800 | --- | 790 |
| | | SUBTOTALS | | 12,960 | 2,410 | 790 |
| | A RAMP | 86+85 A - 101+35 A | RT/LT | 4,600 | --- | --- |
| | | SUBTOTALS | | 4,600 | 0 | 0 |
| | B RAMP | 105+83 B - 114+37 B | RT/LT | 6,550 | --- | --- |
| | | SUBTOTALS | | 6,550 | 0 | 0 |
| | D RAMP | 87+57 D - 102+71 D | RT/LT | 8,350 | 890 | --- |
| | | SUBTOTALS | | 8,350 | 890 | 0 |
| | E RAMP | 127+01 K - 135+06 E | LT | 6,250 | --- | --- |
| | | SUBTOTALS | | 6,250 | 0 | 0 |
| | F RAMP | 136+21 F - 144+06 F | LT | 2,150 | --- | --- |
| | | SUBTOTALS | | 2,150 | 0 | 0 |
| | K RAMP | 114+41 K - 120+01 K | RT | 6,850 | --- | --- |
| | | SUBTOTALS | | 6,850 | 0 | 0 |
| | P RAMP | 6+85 P - 8+30 P | RT | --- | 210 | --- |
| | | SUBTOTALS | | 0 | 210 | 0 |
| | ANTON DRIVE | 109+12 AD - 112+41 AD | RT/LT | --- | 360 | --- |
| | | SUBTOTALS | | 0 | 360 | 0 |
| | ROUNDABOUT | 10+00 RB - 12+83 RB | LT | --- | 110 | --- |
| | | SUBTOTALS | | 0 | 110 | 0 |
| | EAST VERONA ROAD FRONTAGE ROAD | 38+50 EF - 56+63 EF | RT/LT | 8,400 | 2,150 | --- |
| | | 56+63 EF - 73+13 EF | RT/LT | 8,200 | 1,650 | --- |
| | | 76+65 EF - 85+93 EF | LT | 3,050 | --- | --- |
| | | SUBTOTALS | | 19,650 | 3,800 | 0 |
| | FITCHRONA ROAD | 27+72 FR - 59+19 FR | RT/LT | 25,500 | --- | --- |
| | | SUBTOTALS | | 25,500 | 0 | 0 |
| | NESBITT ROAD | 9+09 NR - 24+75 NR | RT/LT | 330 | --- | --- |
| | | SUBTOTALS | | 330 | 0 | 0 |
| | KAPEC ROAD | 71+11 KR - 72+85 KR | RT/LT | 370 | --- | --- |
| | | SUBTOTALS | | 370 | 0 | 0 |
| | | UNDISTRIBUTED | --- | 29,900 | 3,750 | 200 |
| | | SUBTOTALS | | 29,900 | 3,750 | 200 |
| | | | TOTALS | 149,810 | 18,830 | 990 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## INLET PROTECTION

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | * 628.7005 TYPE A EACH | 628.7010 TYPE B EACH | * 628.7015 TYPE C EACH | 628.7020 TYPE D EACH |
|---|---|---|---|---|---|---|---|
| 0010 | VERONA ROAD | 873+00 VR - 953+31 VR | RT/LT | 37 | 31 | 4 | 3 |
| | | SUBTOTALS | | 37 | 31 | 4 | 3 |
| | A RAMP | 86+76 A - 101+27 A | RT/LT | 22 | 19 | 3 | --- |
| | | SUBTOTALS | | 22 | 19 | 3 | 0 |
| | B RAMP | 105+16 B - 115+79 B | RT/LT | 16 | 12 | 4 | --- |
| | | SUBTOTALS | | 16 | 12 | 4 | 0 |
| | D RAMP | 95+60 D - 101+92 D | RT/LT | 13 | 10 | 5 | --- |
| | | SUBTOTALS | | 13 | 10 | 5 | 0 |
| | E RAMP | 127+32 E - 135+30 E | RT/LT | 17 | 12 | 4 | --- |
| | | SUBTOTALS | | 17 | 12 | 4 | 0 |
| | F RAMP | 136+17 F - 142+59 F | RT/LT | 6 | 2 | 4 | --- |
| | | SUBTOTALS | | 6 | 2 | 4 | 0 |
| | K RAMP | 115+79 K 127+31 K | RT/LT | 16 | 7 | 8 | --- |
| | | SUBTOTALS | | 16 | 7 | 8 | 0 |
| | L RAMP | 101+27 L - 103+16 L | RT/LT | 3 | 2 | 1 | --- |
| | | SUBTOTALS | | 3 | 2 | 1 | 0 |
| | T RAMP | 4+63 T - 5+41 T | RT/LT | 1 | 1 | --- | --- |
| | | SUBTOTALS | | 1 | 1 | 0 | 0 |
| | CTH PD | 78+45 EB - 96+20 EB | RT/LT | 9 | --- | 15 | --- |
| | | 101+50 EB - 113+67 EB | RT/LT | 16 | 2 | 18 | 6 |
| | | SUBTOTALS | | 25 | 2 | 33 | 6 |
| | P RAMP | 6+85 P - 8+46 P | RT/LT | 3 | --- | 2 | --- |
| | | SUBTOTALS | | 3 | 0 | 2 | 0 |
| | FITCHRONA ROAD | 27+72 FR - 59+19 FR | RT/LT | 41 | 1 | 33 | 6 |
| | | SUBTOTALS | | 41 | 1 | 33 | 6 |
| | NESBITT ROAD | 9+09 NR - 24+75 NR | RT/LT | 35 | --- | 23 | 8 |
| | | SUBTOTALS | | 35 | 0 | 23 | 8 |
| | KAPEC ROAD | 91+11 KR - 72+85 KR | RT/LT | --- | --- | 2 | --- |
| | | SUBTOTALS | | 0 | 0 | 2 | 0 |
| | WILLIAMSBURG WAY | 92+95 WW - 93+79 WW | RT/LT | 5 | --- | 4 | 1 |
| | | 95+10 WW - 99+01 WW | RT/LT | 11 | 1 | 6 | 6 |
| | | 101+55 WW - 103+90 WW | RT/LT | 6 | 2 | 4 | --- |
| | | 109+91 WW - 114+17 WW | LT | 1 | 1 | --- | --- |
| | | SUBTOTALS | | 23 | 4 | 14 | 7 |
| | Q RAMP | 11+80 Q - 13+78 Q | RT/LT | 2 | --- | 2 | --- |
| | | SUBTOTALS | | 2 | 0 | 2 | 0 |
| | ANTON DRIVE | 110+70 AD - 112+30 AD | RT/LT | 6 | --- | 5 | 1 |
| | | SUBTOTALS | | 6 | 0 | 5 | 1 |
| | ROUNDABOUT | 10+00 RB - 12+83 RB | RT/LT | 7 | --- | 3 | 4 |
| | | SUBTOTALS | | 7 | 0 | 3 | 4 |
| | | SUBTOTALS | | 273 | 103 | 150 | 35 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CON'T ON RIGHT

## INLET PROTECTION (CON'T)

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | * 628.7005 TYPE A EACH | 628.7010 TYPE B EACH | * 628.7015 TYPE C EACH | 628.7020 TYPE D EACH |
|---|---|---|---|---|---|---|---|
| 0010 (CON'T) | EAST VERONA ROAD FRONTAGE ROAD | 37+98 EF - 55+00 EF | RT/LT | 30 | 4 | 17 | 8 |
| | | 57+83 EF - 70+50 EF | RT/LT | 25 | --- | 15 | 6 |
| | | 73+89 EF - 85+26 EF | RT/LT | 5 | --- | 5 | 6 |
| | | SUBTOTALS | | 60 | 4 | 37 | 20 |
| | | UNDISTRIBUTED | --- | 83 | 27 | 46 | 14 |
| | | SUBTOTALS | | 83 | 27 | 46 | 14 |
| | | SUBTOTALS | | 143 | 31 | 83 | 34 |
| | | TOTALS | | 416 | 134 | 233 | 69 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## DITCH CHECK ITEMS

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | 628.7515.S STONE OR ROCK DITCH CHECKS CY | 645.0140 GEOTEXTILE FABRIC TYPE SAS SY |
|---|---|---|---|---|---|
| 0010 | VERONA ROAD | 863+05 VR | 128' LT | 12 | 50 |
| | | 865+00 VR | 122' LT | 9 | 40 |
| | | 865+80 VR | 123' LT | 14 | 60 |
| | | 866+35 VR | 120' LT | 17 | 70 |
| | | 866+95 VR | 112' LT | 18 | 70 |
| | | 868+15 VR | 100' LT | 15 | 60 |
| | | 869+30 VR | 88' LT | 19 | 80 |
| | | SUBTOTALS | | 104 | 430 |
| | | UNDISTRIBUTED | --- | 26 | 108 |
| | | SUBTOTALS | | 26 | 108 |
| | | TOTALS | | 130 | 538 |

## TRACKING PADS

| CATEGORY | LOCATION | 628.7560 EACH |
|---|---|---|
| 0010 | POND A | 1 |
| | BASIN B | 1 |
| | BASIN C | 1 |
| | POND D | 1 |
| | FITCHRONA ROAD | 2 |
| | NESBITT ROAD | 2 |
| | UNDISTRIBUTED | 3 |
| | TOTAL | 11 |

## ROCK BAGS

| CATEGORY | PROJECT LOCATION | STATION | LOCATION | 628.7570 EACH | REMARKS |
|---|---|---|---|---|---|
| 0010 | VERONA ROAD | 876+04 VR | LT | 34 | POND A OUTLET |
| | | SUBTOTAL | | 34 | |
| | A RAMP | 90+48 A | RT | 60 | SILT FENCE RELIEF |
| | | SUBTOTAL | | 60 | |
| | WILLIAMSBURG WAY | 118+70 WW | LT | 95 | POND D OUTLET |
| | | SUBTOTAL | | 95 | |
| | EAST VERONA ROAD FRONTAGE ROAD | 53+50 EF | RT | 6 | SILT FENCE RELIEF |
| | | SUBTOTAL | | 6 | |
| | | UNDISTRIBUTED | --- | 49 | |
| | | SUBTOTAL | | 49 | |
| | | TOTAL | | 244 | |

## CULVERT PIPE CHECKS

| CATEGORY | PROJECT LOCATION | STATION | LOCATION | * 628.7555 EACH | REMARKS |
|---|---|---|---|---|---|
| 0010 | VERONA ROAD | 922+15 VR | LT | 3 | 24-INCH |
| | | 945+02 VR | LT | 10 | 29X45-INCH |
| | | 945+09 VR | LT | 10 | 29X45-INCH |
| | | SUBTOTAL | | 23 | |
| | EAST VERONA ROAD FRONTAGE ROAD | 39+75 EF | LT | 1 | 12-INCH |
| | | 64+10 EF | LT | 5 | 20X28-INCH |
| | | 64+65 EF | RT | 1 | 12-INCH |
| | | 79+58 EF | LT | 2 | 18-INCH |
| | | SUBTOTAL | | 9 | |
| | A RAMP | 95+67 A | RT | 3 | 24-INCH |
| | | 95+71 A | RT | 3 | 24-INCH |
| | | SUBTOTAL | | 6 | |
| | B RAMP | 105+05 B | RT | 3 | 24-INCH |
| | | 106+50 B | LT | 3 | 24-INCH |
| | | SUBTOTAL | | 6 | |
| | F RAMP | 141+00 F | LT | 3 | 24-INCH |
| | | SUBTOTAL | | 3 | |
| | K RAMP | 118+51 K | RT | 1 | 12-INCH |
| | | SUBTOTAL | | 1 | |
| | SALT SHED SITE | --- | --- | 3 | 24-INCH |
| | | SUBTOTAL | | 3 | |
| | | UNDISTRIBUTED | --- | 13 | |
| | | SUBTOTAL | | 13 | |
| | | TOTAL | | 64 | |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## REMOVING STRUCTURAL STEEL SIGN SUPPORTS

| CATEGORY | LOCATION | STATION | 638.3100 EACH |
|---|---|---|---|
| 0010 | WILLIAMSBURG WAY | 101+45 WW | 1 |

## FIELD OFFICE TYPE D

| CATEGORY | PROJECT | 642.5401 EACH |
|---|---|---|
| 0010 | 1206-07-74 | 1 |

## CONSTRUCTION STAKING

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | * 650.4500 SUBGRADE LF | * 650.5000 BASE LF | 650.7000 CONCRETE PAVEMENT LF | 650.7500 CONCRETE BARRIER LF | 650.8000 RESURFACING REFERENCE LF | * 650.9920 SLOPE STAKES LF | * SPV.0090.009 PEDESTRIAN SURFACE LF |
|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | VERONA ROAD | 871+50 VR - 903+02 VR | RT/LT | 3,090 | 3,090 | --- | --- | --- | 3,150 | --- |
| | | 911+23 VR - 932+12 VR | RT/ LT | 2,090 | 2,090 | --- | --- | --- | 2,090 | --- |
| | | SUBTOTALS | | 5,180 | 5,180 | 0 | 0 | 0 | 5,240 | 0 |
| | A RAMP | 86+86 A - 101+86 A | RT/LT | 1,500 | 595 | 1,500 | --- | --- | 1,500 | --- |
| | | SUBTOTALS | | 1,500 | 595 | 1,500 | 0 | 0 | 1,500 | 0 |
| | B RAMP | 105+16 B - 115+83 B | RT/LT | 1,070 | 175 | 1,070 | --- | --- | 1,070 | --- |
| | | SUBTOTALS | | 1,070 | 175 | 1,070 | 0 | 0 | 1,070 | 0 |
| | D RAMP | 87+95 D - 101+92 D | RT/LT | 630 | --- | 630 | --- | --- | 1,400 | --- |
| | | SUBTOTALS | | 630 | 0 | 630 | 0 | 0 | 1,400 | 0 |
| | E RAMP | 127+32 E - 135+30 E | RT/LT | 800 | 390 | 800 | --- | --- | 800 | --- |
| | | SUBTOTALS | | 800 | 390 | 800 | 0 | 0 | 800 | 0 |
| | F RAMP | 136+31 F - 142+75 F | RT/LT | 645 | 82 | 560 | --- | --- | 645 | --- |
| | | SUBTOTALS | | 645 | 82 | 560 | 0 | 0 | 645 | 0 |
| | K RAMP | 115+79 K - 127+31 K | RT/LT | 1,150 | --- | 1,150 | --- | --- | 1,150 | --- |
| | | SUBTOTALS | | 1,150 | 0 | 1,150 | 0 | 0 | 1,150 | 0 |
| | L RAMP | 101+27 L - 103+25 L | RT/LT | 200 | 200 | 200 | --- | --- | 200 | --- |
| | | SUBTOTALS | | 200 | 200 | 200 | 0 | 0 | 200 | 0 |
| | T RAMP | 4+63 T - 5+41 T | RT/LT | 77 | --- | 77 | --- | --- | 77 | --- |
| | | SUBTOTALS | | 77 | 0 | 77 | 0 | 0 | 77 | 0 |
| | CTH PD | 78+19 EB - 82+33 EB | RT/LT | 270 | 270 | --- | --- | --- | 235 | --- |
| | | 87+17 EB - 92+73 EB | RT/LT | 395 | 395 | --- | --- | --- | 555 | 72 |
| | | 94+12 EB - 98+13 EB | RT/LT | 235 | 235 | 185 | --- | --- | 400 | 145 |
| | | 101+06 EB - 114+16 EB | RT/LT | 1,270 | 1,270 | 180 | --- | --- | 1,310 | 175 |
| | | SUBTOTALS | | 2,170 | 2,170 | 365 | 0 | 0 | 2,500 | 392 |
| | P RAMP | 6+85 P - 8+46 P | RT/LT | 160 | 65 | 160 | --- | --- | 160 | 65 |
| | | SUBTOTALS | | 160 | 65 | 160 | 0 | 0 | 160 | 65 |
| | Q RAMP | 11+69 Q - 13+78 Q | RT/LT | 210 | 135 | 74 | --- | --- | 210 | --- |
| | | SUBTOTALS | | 210 | 135 | 74 | 0 | 0 | 210 | 0 |
| | WILLIAMSBURG WAY | 90+18 WW - 93+93 WW | RT/LT | 195 | 195 | --- | --- | --- | 375 | --- |
| | | 95+08 WW - 98+58 WW | RT/LT | 350 | 350 | --- | --- | --- | 350 | 190 |
| | | 100+60 WW - 104+14 WW | RT/LT | 355 | 245 | 110 | --- | --- | 355 | --- |
| | | SUBTOTALS | | 900 | 790 | 110 | 0 | 0 | 1,080 | 190 |
| | ANTON DRIVE | 109+11 AD - 112+41 AD | RT/LT | 215 | 215 | --- | --- | --- | 270 | --- |
| | | SUBTOTALS | | 215 | 215 | 0 | 0 | 0 | 270 | 0 |
| | ROUNDABOUT | 10+00 RB - 12+83 RB | RT/LT | 285 | 285 | --- | --- | --- | 285 | --- |
| | | SUBTOTALS | | 285 | 285 | 0 | 0 | 0 | 285 | 0 |
| | EAST VERONA ROAD FRONTAGE ROAD | 38+45 EF - 73+12 EF | RT/LT | 3,440 | 3,440 | --- | 57 | --- | 3,470 | 195 |
| | | 70+86 EF - 85+93 EF | RT/LT | --- | --- | --- | --- | 1,510 | --- | --- |
| | | 79+34 EF - 85+93 EF | LT | 660 | 660 | --- | --- | --- | 660 | --- |
| | | SUBTOTALS | | 4,100 | 4,100 | 0 | 57 | 1,510 | 4,130 | 195 |
| | | SUBTOTALS | | 19,292 | 14,382 | 6,696 | 57 | 1,510 | 20,717 | 842 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CON'T NEXT SHEET

## CONSTRUCTION STAKING (CON'T)

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | * 650.4500 SUBGRADE LF | * 650.5000 BASE LF | 650.7000 CONCRETE PAVEMENT LF | 650.7500 CONCRETE BARRIER LF | 650.8000 RESURFACING REFERENCE LF | * 650.9920 SLOPE STAKES LF | * SPV.0090.009 PEDESTRIAN SURFACE LF |
|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | FITCHRONA | 27+72 FR - 30+55 FR | RT/LT | 285 | 285 | --- | --- | --- | 285 | --- |
| CON'T | ROAD | 31+29 FR - 59+19 FR | RT/LT | 2,790 | 2,790 | --- | --- | --- | 2,790 | 845 |
| | | SUBTOTALS | | 3,075 | 3,075 | 0 | 0 | 0 | 3,075 | 845 |
| | NESBITT ROAD | 9+09 NR - 24+75 NR | RT/LT | 1,570 | 1,570 | --- | --- | --- | 1,570 | 52 |
| | | SUBTOTALS | | 1,570 | 1,570 | 0 | 0 | 0 | 1,570 | 52 |
| | KAPEC ROAD | 64+00 KR - 71+00 KR | | --- | --- | --- | --- | 700 | --- | --- |
| | | 71+11 KR - 72+85 KR | RT/LT | 175 | 175 | --- | --- | --- | 175 | --- |
| | | SUBTOTALS | | 175 | 175 | 0 | 0 | 700 | 175 | 0 |
| | | SUBTOTALS | | 4,820 | 4,820 | 0 | 0 | 700 | 4,820 | 897 |
| | | | TOTALS | 24,112 | 19,202 | 6,696 | 57 | 2,210 | 25,537 | 1,739 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## SAWING

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | * 690.0150 ASPHALT LF | * 690.0250 CONCRETE LF | SPV.0090.008 CURB HEAD LF |
|---|---|---|---|---|---|---|
| 0010 | VERONA ROAD | 871+96 VR - 903+02 VR | RT | 255 | 1,800 | --- |
| | | 871+93 VR - 902+73 VR | LT | 155 | 1,400 | --- |
| | | 911+24 VR - 932+12 VR | RT/LT | 57 | --- | --- |
| | | SUBTOTALS | | 467 | 3,200 | 0 |
| | A RAMP | 90+28 A - 95+06 A | RT | 98 | 355 | --- |
| | | SUBTOTALS | | 98 | 355 | 0 |
| | B RAMP | 107+40 - 114+13 B | RT | 420 | --- | --- |
| | | SUBTOTALS | | 420 | 0 | 0 |
| | K RAMP | 117+03 K - 117+17 K | RT | 95 | --- | --- |
| | | SUBTOTALS | | 95 | 0 | 0 |
| | L RAMP | 101+67 L - 102+77 L | RT | 110 | --- | --- |
| | | SUBTOTALS | | 110 | 0 | 0 |
| | CTH PD | 78+19 EB - 82+33 EB | RT/LT | 690 | 150 | --- |
| | | 89+07 EB - 99+17 EB | RT | 395 | 350 | --- |
| | | 101+07 EB - 102+15 EB | LT | 98 | 115 | --- |
| | | 101+07 EB - 114+13 EB | RT | 445 | 105 | 16 |
| | | SUBTOTALS | | 1,628 | 720 | 16 |
| | NESBITT ROAD | 9+09 NR - 24+74 NR | RT/LT | 370 | 65 | --- |
| | | SUBTOTALS | | 370 | 65 | 0 |
| | FITCHRONA ROAD | 27+72 FR - 30+55 FR | RT | 355 | 10 | --- |
| | | 31+30 FR - 59+19 FR | RT/LT | 380 | 29 | --- |
| | | SUBTOTALS | | 735 | 39 | 0 |
| | KAPEC ROAD | 62+38 KR - 66+14 KR | RT/LT | 860 | --- | --- |
| | | 71+96 KR - 72+85 KR | RT/LT | 36 | 10 | --- |
| | | SUBTOTALS | | 896 | 10 | 0 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CON'T ON RIGHT

## SAWING (CON'T)

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | * 690.0150 ASPHALT LF | * 690.0250 CONCRETE LF | SPV.0090.008 CURB HEAD LF |
|---|---|---|---|---|---|---|
| 0010 | WILLIAMSBURG | 90+20 WW - 92+42 WW | RT | 39 | 23 | --- |
| (CON'T) | WAY | 90+18 WW - 93+29 WW | LT | 41 | 54 | --- |
| | | 95+28 WW - 98+58 WW | RT | 220 | 110 | --- |
| | | 95+27 WW - 96+44 WW | LT | 55 | 33 | --- |
| | | 100+60 WW - 110+93 WW | RT/LT | 320 | 115 | --- |
| | | 115+09 WW - 115+25 WW | RT | 22 | --- | --- |
| | | SUBTOTALS | | 697 | 335 | 0 |
| | ANTON DRIVE | 110+25 AD - 111+45 AD | RT | 73 | 3 | --- |
| | | 109+23 AD - 111+79 AD | LT | 83 | 17 | 34 |
| | | SUBTOTALS | | 156 | 20 | 34 |
| | ROUNDABOUT | 10+00 RB - 12+83 RB | LT | 17 | 97 | --- |
| | | SUBTOTALS | | 17 | 97 | 0 |
| | EAST VERONA ROAD FRONTAGE ROAD | 38+72 EF - 52+63 EF | RT | 170 | 12 | --- |
| | | 38+50 EF - 38+72 EF | LT | 18 | 7 | 23 |
| | | 60+84 EF - 70+86 EF | RT | 125 | 15 | --- |
| | | 70+86 EF - 85+93 EF | LT | 925 | 10 | --- |
| | | SUBTOTALS | | 1,238 | 44 | 23 |
| | PATH REMOVAL | 890+16 VR - 890+39 VR | RT | 25 | --- | --- |
| | | SUBTOTALS | | 25 | 0 | 0 |
| | | UNDISTRIBUTED | --- | 350 | 245 | 5 |
| | | SUBTOTALS | | 350 | 245 | 5 |
| | | | TOTALS | 7,302 | 5,130 | 78 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## EXCAVATION SPECIAL

| CATEGORY | STATION - STATION | LOCATION | SPV.0035.701 CY |
|---|---|---|---|
| 0010 | 108+50 EB - 110+50 EB | RT | 420 |
| | 111+50 EB - 114+25 EB | RT | 460 |
| | 106+50 EB - 108+00 EB | RT/LT | 325 |
| | UNDISTRIBUTED | --- | 120 |
| | | TOTAL | 1,325 |

## PORTABLE CHANGEABLE MESSAGE SIGN (PCMS) CELLULAR COMMUNICATIONS

| CATEGORY | LOCATION | SPV.0045.700 DAY |
|---|---|---|
| 0010 | PROJECT | 91 |

## UTILITY LINE OPENING (ULO)

| CATEGORY | LOCATION | * SPV.0060.001 EACH |
|---|---|---|
| 0010 | UNDISTRIBUTED | 10 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## CONCRETE FLUME

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | SPV.0060.002 EACH |
|---|---|---|---|---|
| 0010 | EAST VERONA ROAD FRONTAGE ROAD | 80+61 EF - 85+22 EF | LT | 5 |

## CPM PROGRESS SCHEDULE

| CATEGORY | PROJECT ID | SPV.0060.700 * BASELINE CPM PROGRESS SCHEDULE EACH | SPV.0060.701 * CPM PROGRESS SCHEDULE UPDATES AND ACCEPTED REVISIONS EACH |
|---|---|---|---|
| 0010 | 1206-07-74 | 0.91 | 8 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## STREET SWEEPING

| CATEGORY | LOCATION | SPV.0075.001 HRS |
|---|---|---|
| 0010 | UNDISTRIBUTED | 400 |

## SIDEWALK PAVEMENT

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | SPV.0165.001 SF |
|---|---|---|---|---|
| 0010 | CTH PD | 92+50 EB - 98+13 EB | RT | 2,200 |
| | | 101+07 EB - 11,416 | RT | 730 |
| | | SUBTOTAL | | 2,930 |
| | NESBITT ROAD | 24+39 NR - 24+55 NR | LT | 110 |
| | | SUBTOTAL | | 110 |
| | WILLIAMSBURG WAY | 97+50 WW - 98+58 WW | RT | 540 |
| | | 97+74 WW - 97+55 WW | LT | 660 |
| | | SUBTOTAL | | 1,200 |
| | EAST VERONA ROAD FRONTAGE ROAD | 64+20 EF - 66+23 EF | LT | 1,350 |
| | | SUBTOTAL | | 1,350 |
| | | | TOTAL | 5,590 |

## CONSTRUCTION FENCE TEMPORARY

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | SPV.0090.001 LF | REMARKS |
|---|---|---|---|---|---|
| 0010 | VERONA ROAD | 917+00 VR - 921+22 VR | RT | 1,100 | CUL-DE-SAC |

## COVERING SIGNS

| CATEGORY | STATION | LOCATION | SIGN | SPV.0060.008 EACH | REMARKS |
|---|---|---|---|---|---|
| 0010 | 126+50 K | RT | 4-2 | 1 | S-13-447; WILLIAMSBURG WAY OVERHEAD EXIT GORE SIGN; COVER SIGN MESSAGE AND ARROW |

## SALVAGE TIMBER CURB

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | SPV.0090.003 LF |
|---|---|---|---|---|
| 0010 | WILLIAMSBURG WAY | 109+48 WW - 110+92 WW | LT | 67 |

## SALVAGE BOULDER WALL

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | SPV.0090.004 LF |
|---|---|---|---|---|
| 0010 | WILLIAMSBURG WAY | 109+56 WW - 110+29 WW | LT | 43 |

## SURCHARGE EARTH EMBANKMENT

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | SPV.0090.007 LF |
|---|---|---|---|---|
| 0010 | VERONA ROAD | 919+00 VR - 922+15 VR | LT | 315 |

## SALVAGE AND REPLACE LANDSCAPING STONE

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | SPV.0165.008 SF |
|---|---|---|---|---|
| 0010 | WILLIAMSBURG WAY | 95+65 WW - 96+06 WW | LT | 100 |

## SHREDDED HARDWOOD BARK MULCH

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | * SPV.0180.500 SY |
|---|---|---|---|---|
| 0010 | WILLIAMSBURG WAY | 109+29 WW - 109+77 WW | LT | 34 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## AGGREGATE FINES

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | SPV.0195.001 TON |
|---|---|---|---|---|
| 0010 | WILLIAMSBURG WAY | 109+29 WW - 110+25 WW | LT | 8 |

## GEOGRID REINFORCEMENT

| CATEGORY | LOCATION | SPV.0180.001 SY |
|---|---|---|
| 0010 | UNDISTRIBUTED | 7,600 |

## COLD PATCH

| CATEGORY | LOCATION | SPV.0195.700 TON |
|---|---|---|
| 0010 | UNDISTRIBUTED | 10 |

## EXCAVATION, HAULING, AND DISPOSAL OF CONTAMINATED SOIL AND MANAGEMENT OF CONTAMINATED GROUNDWATER

| CATEGORY | LOCATION | SPV.0195.701 TON |
|---|---|---|
| 0010 | UNDISTRIBUTED | 500 |

MOVING/REMOVING SIGN ITEMS

| CATEGORY | SIGN NUMBER | SIGN CODE | 638.2602 REMOVING SIGNS TYPE II EACH | 638.3000 REMOVING SMALL SIGN SUPPORTS EACH | 638.2102 MOVING SIGNS TYPE II EACH | DESCRIPTION | REMARKS |
|---|---|---|---|---|---|---|---|
| 0010 | E1-1 | D10-5 | --- | 1 | 1 | ENHANCED REFERENCE MARKER (1 SHIELD) | INSTALL ON NEW POST 872+00 VR |
| | E1-2 | D10-5 | --- | --- | 1 | ENHANCED REFERENCE MARKER (1 SHIELD) | INSTALL ON NEW POST 871+90 VR |
| | E1-3 | D10-5 | --- | 1 | 1 | ENHANCED REFERENCE MARKER (1 SHIELD) | INSTALL ON NEW POST 882+50 VR |
| | E1-4 | D10-5 | --- | --- | 1 | ENHANCED REFERENCE MARKER (1 SHIELD) | INSTALL ON NEW POST 882+50 VR |
| | E1-5 | W3-5 | 1 | 2 | --- | REDUCED SPEED LIMIT AHEAD SIGN (SPEED LIMIT 50) | |
| | E2-1 | R2-1 | 1 | 2 | --- | SPEED LIMIT 50 | |
| | E2-2 | R2-1 | 1 | 2 | --- | SPEED LIMIT 65 | |
| | E2-3 | R2-1 | --- | 2 | 1 | SPEED LIMIT 65 | INSTALL ON NEW POSTS 885+50 VR |
| | E2-4 | J1-1 | 1 | 1 | --- | JCT CTH PD | |
| | E2-5 | J1-1 | --- | 1 | 1 | JCT CTH PD | INSTALL ON NEW POST 888+72 VR |
| | E2-6 | W1-4 | 1 | 1 | --- | REVERSE CURVE | |
| | E2-7 | D3-1 | --- | --- | 1 | MCKEE RD | INSTALL ON SAME POST AS E2-9 |
| | E2-8 | W3-3 | 1 | 1 | --- | SIGNAL AHEAD | |
| | E2-9 | W3-3 | --- | 1 | 1 | SIGNAL AHEAD | INSTALL ON NEW POST 894+85 VR |
| | E3-1 | R3-55L | 1 | 1 | --- | LEFT TURN LANE | |
| | E3-2 | R5-1A | 1 | --- | --- | WRONG WAY | |
| | E3-3 | W3-1 | 1 | 1 | --- | STOP AHEAD | LEAVE IN PLACE UNTIL TRAIL IS CLOSED |
| | E3-4 | W11-15 | 1 | 1 | --- | BICYCLE/PEDESTRIAN | LEAVE IN PLACE UNTIL TRAIL IS CLOSED |
| | E3-5 | R1-1F | --- | --- | 1 | FOLDING STOP SIGN | ADJUST HEIGHT OF SIGN IN ACCORDANCE WITH SDD 9E6-5 AND SIGN PLATE A4-3 |
| | E3-6 | --- | 1 | 1 | --- | WELCOME TO THE MILITARY RIDGE TRAIL; ENTERING FEE AREA | LEAVE IN PLACE UNTIL TRAIL IS CLOSED |
| | E3-7 | R1-1 | 1 | 1 | --- | STOP | LEAVE IN PLACE UNTIL TRAIL IS CLOSED |
| | E3-8 | W11-15A | 1 | --- | --- | RECREATIONAL TRAIL XING | MOUNTED ON SIGNAL POLE; LEAVE IN PLACE UNTIL TRAIL IS CLOSED |
| | E3-9 | R4-7 | --- | --- | 1 | KEEP RIGHT | ADJUST HEIGHT OF SIGN IN ACCORDANCE WITH SDD 9E6-5 AND SIGN PLATE A4-3 |
| | E3-10 | R1-1F | --- | --- | 1 | FOLDING STOP SIGN | ADJUST HEIGHT OF SIGN IN ACCORDANCE WITH SDD 9E6-5 AND SIGN PLATE A4-3 |
| | E3-11 | R5-3 | 1 | 1 | --- | NO MOTOR VEHICLES | LEAVE IN PLACE UNTIL TRAIL IS CLOSED |
| | E3-12 | W11-15A | 1 | --- | --- | RECREATIONAL TRAIL XING | LEAVE IN PLACE UNTIL TRAIL IS CLOSED |
| | E3-13 | R1-1F | --- | --- | 1 | FOLDING STOP SIGN | ADJUST HEIGHT OF SIGN IN ACCORDANCE WITH SDD 9E6-5 AND SIGN PLATE A4-3 |
| | E3-14 | R2-1 | 1 | 1 | --- | SPEED LIMIT 50 | |
| | E3-15 | W11-15A | 1 | --- | --- | RECREATIONAL TRAIL XING | LEAVE IN PLACE UNTIL TRAIL IS CLOSED |
| | E3-16 | J4-2 | --- | 1 | 1 | EAST USH 18/NORTH USH 151 | INSTALL ON NEW POST 909+40 VR |
| | E3-17 | R10-64 | --- | 1 | 1 | NO ENGINE BREAKING EXCEPT IN EMERGENCY | INSTALL ON NEW POST 912+60 VR |
| | E3-18 | R2-1 | 1 | 1 | --- | SPEED LIMIT 50 | |
| | E3-19 | J12-1 | --- | 1 | 1 | CTH PD DOUBLE ARROW | INSTALL ON NEW POST 904+40 VR |
| | E4-1 | R5-3 | 1 | 1 | --- | NO MOTOR VEHICLES | LEAVE IN PLACE UNTIL TRAIL IS CLOSED |
| | E4-2 | D11-1 | 1 | 1 | --- | BIKE ROUTE/UP ARROW | LEAVE IN PLACE UNTIL TRAIL IS CLOSED |
| | E4-3 | R10-7(MOD) | 1 | 1 | --- | DO NOT BLOCK BIKE PATH | LEAVE IN PLACE UNTIL TRAIL IS CLOSED |
| | E4-4 | R3-17 | 1 | 1 | --- | BIKE LANE | |
| | E4-5 | R1-1; D3-1; D3-1 | 1 | 1 | --- | STOP; SPROCKET DR.; VERONA FRONTAGE RD. | |
| | E4-6 | W3-3 | --- | 1 | 1 | SIGNAL AHEAD | INSTALL ON NEW POST 926+80 VR |
| | E4-7 | R3-17 | 1 | 1 | --- | BIKE LANE | |
| | E4-8 | W3-3 | --- | 2 | 1 | SIGNAL AHEAD | INSTALL ON NEW POST 926+80 VR |
| | E4-9 | D3-1 | --- | --- | 1 | WILLIAMSBURG WAY | INSTALL ON NEW POSTS 927+80 VR |
| | E5-1 | R1-1 | --- | 1 | 1 | STOP | INSTALL ON NEW POST 48+15 EF |
| | E5-2 | R3-17 | 1 | 1 | --- | BIKE LANE | |
| | E5-3 | W1-6 | 1 | 1 | --- | NIGHT ARROW | |
| | E5-4 | R2-1; R3-17 | 1 | 1 | --- | SPEED LIMIT 25; BIKE LANE | |
| | E5-5 | W14-1 | 1 | 1 | --- | DEAD END | |
| | E5-6 | D3-1; D3-1; D3-1 | 1 | 1 | --- | FRONTAGE RD.; VERONA RD.; WILLIAMSBURG WAY | |
| | E5-7 | R1-2 | 1 | 1 | --- | YIELD | |
| | E5-8 | R1-2 | 1 | 1 | --- | YIELD | |
| | | SHEET TOTALS | 31 | 43 | 19 | | |

CON'T NEXT SHEET

MOVING/REMOVING SIGN ITEMS (CON'T)

| CATEGORY | SIGN NUMBER | SIGN CODE | 638.2602 REMOVING SIGNS TYPE II EACH | 638.3000 REMOVING SMALL SIGN SUPPORTS EACH | 638.2102 MOVING SIGNS TYPE II EACH | DESCRIPTION | REMARKS |
|---|---|---|---|---|---|---|---|
| 0010 (CON'T) | E5-9 | R2-1 | 1 | 1 | --- | SPEED LIMIT 25 | |
| | E5-10 | R1-1 | 1 | 1 | --- | STOP | |
| | E5-11 | --- | 1 | 1 | --- | PRIVATE ROAD | |
| | E5-12 | W12-1D | 1 | 1 | --- | DOUBLE DOWN ARROWS | |
| | E5-13 | R1-1 | 1 | 1 | --- | STOP | |
| | E5-14 | R2-1; R3-17 | 1 | 1 | --- | SPEED LIMIT 25; BIKE LANE | |
| | E5-15 | R1-1 | 1 | 1 | --- | STOP | |
| | E5-16 | W1-6 | 1 | 1 | --- | NIGHT ARROW | |
| | E5-17 | D7-93 (MOD) | 1 | 1 | --- | MILITARY RIDGE STATE TRAIL 1/2 MILE WITH UP ARROW | |
| | E5-18 | R1-1 | --- | 1 | 1 | STOP | INSTALL ON NEW POST 61+20 EF |
| | E5-19 | W11-1 | 1 | 1 | --- | BICYCLE WARNING SIGN | |
| | E5-20 | --- | --- | --- | 1 | CAPITAL CITY TRAIL | INSTALL ON SAME POST AS 5-12 |
| | E5-21 | R3-17 | 1 | 1 | --- | BIKE LANE | |
| | E5-22 | R3-55L | --- | --- | 1 | LEFT TURN LANE | INSTALL ON SAME POST AS E5-23 |
| | E5-23 | R5-1A | --- | 1 | 1 | WRONG WAY | INSTALL ON NEW POST 930+50 VR |
| | E5-24 | R4-7 | 1 | 1 | --- | KEEP RIGHT | |
| | E5-25 | R1-1F | 1 | --- | --- | STOP (FOLDING) | |
| | E5-26 | R3-5L | 1 | --- | --- | LEFT TURN LANE ONLY | |
| | E5-27 | R3-5A | 1 | --- | --- | THRU LANE ONLY | |
| | E5-28 | R3-5R | 1 | --- | --- | RIGHT TURN LANE ONLY | |
| | E5-29 | R4-7 | 1 | 1 | --- | KEEP RIGHT | |
| | E5-30 | --- | --- | 1 | --- | MADISON METRO BUS STOP SIGN | SIGN REMOVED BY OTHERS |
| | E6-1 | R1-1 | 1 | 1 | --- | STOP | |
| | E6-2 | R1-1; D7-93R (MOD) | --- | 1 | 2 | STOP; MILITARY RIDGE STATE TRAIL 1/2 MILE WITH RIGHT ARROW | INSTALL ON NEW POST AT 64+15 EF |
| | E6-3 | D11-1 | --- | 1 | 1 | BIKE ROUTE/LEFT, RIGHT AND UP ARROW | INSTALL ON NEW POST AT 64+10 EF |
| | E6-4 | D11-1 | --- | 1 | 1 | BIKE ROUTE/LEFT, RIGHT AND UP ARROW | INSTALL ON NEW POST AT 65+00 EF |
| | E6-5 | W5-52L; W5-52R | 1 | 1 | --- | CLEARANCE STRIPER DOWN LEFT; CLEARANCE STRIPER DOWN RIGHT | |
| | E6-6 | ---; D3-1 | --- | 1 | 2 | CAPITAL CITY TRAIL; USH 18/151 FRONTAGE | INSTALL ON NEW POST AT 64+75 EF |
| | E6-7 | D11-1 | --- | 1 | 1 | BIKE ROUTE/LEFT, RIGHT AND UP ARROW | INSTALL ON NEW POST AT 63+75 EF |
| | E6-8 | D7-93L (MOD) | --- | 1 | 1 | MILITARY RIDGE STATE TRAIL 1/2 MILE WITH LEFT ARROW | INSTALL ON SAME POST AS E6-11 |
| | E6-9 | --- | --- | 1 | 1 | ENTERING FEE AREA | INSTALL ON SAME POST AS 6-2 |
| | E6-10 | R5-3 | 1 | --- | --- | NO MOTOR VEHICLES | |
| | E6-11 | D11-1 | --- | 1 | 1 | BIKE ROUTE/LEFT, RIGHT AND UP ARROW | INSTALL ON NEW POST 64+38 EF |
| | E6-12 | W5-52L; W5-52R | 1 | 1 | --- | CLEARANCE STRIPER DOWN LEFT; CLEARANCE STRIPER DOWN RIGHT | |
| | E6-13 | R3-17 | 1 | 1 | --- | BIKE LANE | |
| | E6-14 | W11-1 | 1 | 1 | --- | BICYCLE WARNING SIGN | |
| | E6-15 | --- | --- | --- | 1 | CAPITAL CITY TRAIL | INSTALL ON SAME POST AS 6-3 |
| | E6-16 | R7-1; R3-17 | 1 | 1 | --- | NO PARKING ANYTIME; BIKE LANE | |
| | E6-17 | R1-1 | 1 | 1 | --- | STOP | |
| | E6-18 | R2-1 | 1 | 1 | --- | SPEED LIMIT 25 | |
| | E6-19 | R7-1R | 1 | 1 | --- | NO PARKING ANYTIME - RIGHT ARROW | |
| | E6-20 | R7-1 | 1 | 1 | --- | NO PARKING ANYTIME | |
| | E6-21 | D11-1; R3-17; R3-17B | 1 | 1 | --- | BIKE ROUTE/RIGHT ARROW; BIKE LANE; ENDS | |
| | E6-22 | R1-1 | 1 | 1 | --- | STOP | |
| | E6-23 | R7-1D | 1 | 1 | --- | NO PARKING ANYTIME - DOUBLE ARROW | |
| | E7-1 | W3-3 | --- | 1 | 1 | SIGNAL AHEAD | INSTALL ON NEW POST AT 81+00 EF |
| | E7-2 | --- | --- | --- | 1 | NAKOMA HEIGHTS PARKING | MOUNT ON UTILITY POLE AT 82+00 EF |
| | E7-3 | --- | --- | --- | 1 | NAKOMA HEIGHTS PARKING | MOVE POST AND SIGN TO 83+00 EF |
| | E7-4 | --- | --- | --- | 1 | NAKOMA HEIGHTS PARKING | MOVE POST AND SIGN TO 85+65 EF |
| | --- | --- | --- | 2 | --- | --- | REMOVE WOOD POSTS AT 958+20 VR APPROX. 96' LT |
| | E8-1 | D1-61 | 1 | 2 | --- | FITCHRONA RD RIGHT ARROW | LEAVE IN PLACE UNTIL NEW FITCHRONA ROAD IS OPEN |
| | E8-2 | R3-4 | 1 | --- | --- | NO U-TURN SYMBOL | MOUNTED ON SIGNAL POLE |
| | E8-3 | D1-61 | 1 | --- | --- | FITCHRONA RD LEFT ARROW | MOUNTED ON SIGNAL POLE; LEAVE IN PLACE UNTIL NEW FITCHRONA ROAD IS OPEN |
| | E8-4 | W25-2(MOD) | 1 | --- | --- | ONCOMING TRAFFIC HAS LONGER GREEN | MOUNTED ON SIGNAL POLE |
| | E8-5 | R3-4 | 1 | --- | --- | NO U-TURN SYMBOL | MOUNTED ON SIGNAL POLE |
| | | SHEET TOTALS | 36 | 42 | 19 | | |

CON'T NEXT SHEET

MOVING/REMOVING SIGN ITEMS (CON'T)

| CATEGORY | SIGN NUMBER | SIGN CODE | 638.2602 REMOVING SIGNS TYPE II EACH | 638.3000 REMOVING SMALL SIGN SUPPORTS EACH | 638.2102 MOVING SIGNS TYPE II EACH | DESCRIPTION | REMARKS |
|---|---|---|---|---|---|---|---|
| 0010 | E8-6 | D1-61 | 1 | --- | --- | FITCHRONA RD RIGHT ARROW | MOUNTED ON SIGNAL POLE; LEAVE IN PLACE UNTIL NEW FITCHRONA ROAD IS OPEN |
| (CON'T) | E8-7 | D1-61 | 1 | --- | --- | FITCHRONA RD LEFT ARROW | POSTS TO REMAIN; LEAVE IN PLACE UNTIL NEW FITCHRONA ROAD IS OPEN |
| | E9-1 | R3-52 | --- | 1 | 1 | CURB LANE - BICYCLES AND RIGHT RURNS ONLY | INSTALL ON NEW POST AT 89+00 EB |
| | E9-2 | JV | --- | 1 | 1 | JCT USH 18 & USH 151 | INSTALL ON NEW POST AT 91+25 EB |
| | E9-3 | J2-2 | --- | 1 | 1 | WEST USH 18 RIGHT/SOUTH USH 151 RIGHT | INSTALL ON NEW POST AT 95+80 EB |
| | E9-4 | M1-5A | --- | 1 | 1 | CTH PD | INSTALL ON NEW POST AT 97+25 EB |
| | E9-5 | J3-2 | --- | 1 | 1 | WEST USH 18 RIGHT/SOUTH USH 151 RIGHT | INSTALL ON NEW POST AT 98+60 EB |
| | E10-1 | M1-5A; I-55-56 | --- | 1 | 2 | COUNTY MARKER PD;ADOPT-A-HIGHWAY "FIRST CHURCH OF CHRIST, SCIENTIST" | INSTALL ON NEW POST AT 104+20 EB |
| | E10-2 | D1-1 | --- | 1 | 1 | MILITARY RIDGE PATH | INSTALL ON NEW POST AT 106+50 EB |
| | E10-3 | R5-3 | 1 | 1 | --- | NO MOTOR VEHICLES | |
| | E10-4 | R1-2 | 1 | 1 | --- | YIELD | |
| | E10-5 | W3-3 | --- | 1 | 1 | SIGNAL AHEAD | INSTALL ON NEW POST AT 107+95 EB |
| | E10-6 | J2-2 | --- | 1 | 1 | EAST USH 18 RIGHT/NORTH USH 151 RIGHT | INSTALL ON NEW POST AT 105+10 EB |
| | E10-7 | R3-20R | --- | 1 | 1 | BEGIN RIGHT TURN LANE WITH DOWN LEFT ARROW | INSTALL ON NEW POST AT 105+80 EB |
| | E10-8 | J3-2 | --- | 1 | 1 | EAST USH 18 RIGHT/NORTH USH 151 RIGHT | INSTALL ON NEW POST AT 102+10 EB |
| | E10-9 | R3-17 | --- | 1 | 1 | BIKE LANE | INSTALL ON NEW POST AT 102+45 EB |
| | E10-10 | R3-2 | 1 | 1 | --- | NO LEFT TURN | |
| | E10-11 | --- | 9 | 9 | --- | PARCEL E5 - PRIVATE OWNED SIGNS | |
| | E11-1 | R2-1 | 1 | 1 | --- | SPEED LIMIT 25 | |
| | E11-2 | R1-1 | 1 | 1 | --- | STOP | |
| | E11-3 | D11-1 | 1 | 1 | --- | BIKE ROUTE/LEFT/RIGHT | |
| | E11-4 | D11-1 | 1 | 1 | --- | BIKE ROUTE/UP/RIGHT | |
| | E11-5 | R7-1L | 1 | 1 | --- | NO PARKING ANYTIME - LEFT ARROW | |
| | E11-6 | D3-1; D3-1 | 1 | --- | --- | ANTON DR; WILLIAMSBURG WAY | MOUNTED ON LIGHT POLE |
| | E11-7 | D3-1 | 1 | 1 | --- | WILLIAMSBURG WAY CT | |
| | E11-8 | R7-1L | 1 | 1 | --- | NO PARKING ANYTIME - LEFT ARROW | |
| | E11-9 | R2-1 | 1 | 1 | --- | SPEED LIMIT 25 | |
| | E11-10 | D11-1 | --- | 1 | 1 | BIKE ROUTE/LEFT | INSTALL ON NEW POST AT 97+90 WW |
| | E11-11 | D11-1; R1-1 | --- | 1 | 2 | BIKE ROUTE/RIGHT; STOP | INSTALL ON NEW POST AT 98+50 WW |
| | E11-12 | --- | 1 | 1 | --- | PRIVATE PERMIT PARKING; NEIGHBORHOOD WATCH | |
| | E13-01 | W1-8 | 1 | 1 | --- | CHEVRON | |
| | E13-02 | W1-8 | 1 | 1 | --- | CHEVRON | |
| | E13-03 | W1-8 | 1 | 1 | --- | CHEVRON | |
| | E13-04 | W1-8 | 1 | 1 | --- | CHEVRON | |
| | E13-05 | W1-8 | 1 | 1 | --- | CHEVRON | |
| | E14-01 | W3-3 | --- | 1 | 1 | SIGNAL AHEAD | INSTALL ON NEW POST AT 21+00 NR RT |
| | E14-02 | --- | --- | 1 | 1 | BIKE ROUTE | INSTALL ON NEW POST AT 23+67 NR RT |
| | E14-03 | R2-1 | 1 | 1 | --- | SPEED LIMIT 30 MPH | |
| | E15-01 | R3-8P | 1 | 2 | --- | LEFT ONLY/LEFT AHEAD/RIGHT ONLY | |
| | E20-01 | R1-1 | 1 | 1 | --- | STOP | |
| | E20-02 | W1-6 | 1 | 1 | --- | NIGHT ARROW (SINGLE) | |
| | E20-03 | D3-1 | 1 | 1 | --- | KAPEC RD/ANTON DR. | |
| | E20-04 | W1-6 | 1 | 1 | --- | NIGHT ARROW (SINGLE) | |
| --- | --- | --- | --- | --- | 1 | VISITOR PARKING ONLY | THERMO FISHER PARKING LOT 109+50 WW LT |
| | SHEET TOTALS | | 35 | 49 | 19 | | |
| | TOTALS | | 102 | 134 | 57 | | |

PERMANENT SIGNING SUMMARY

| CATEGORY | SIGN NO. | APPROX. STA. | LOC. | SIGN CODE | SIGN MESSAGE | SIGN SIZE (W x H) IN | 637.1220 SIGNS TYPE I REFLECTIVE SH SF | 637.2210 SIGNS TYPE II REFLECTIVE H SF | 637.2215 H FOLDING SF | 637.2230 F SF | 634.0612 POSTS WOOD 4x6-INCH x 12-FT EACH | 634.0614 x 14-FT EACH | 634.0616 x 16-FT EACH | 634.0618 x 18-FT EACH | 634.0620 x 20-FT EACH | 634.0624 x 24-FT EACH | 634.0410 POSTS WOOD 4x4-INCH x 10-FT EACH | 634.0414 x 14-FT EACH | 634.0416 x 16-FT EACH | 634.0418 x 18-FT EACH | SPV.0060.003 POSTS ROUND TUBULAR STEEL 2 3/8-INCH x 8-FT EACH | SPV.0060.004 x 10-FT EACH | SPV.0060.005 x 12-FT EACH | SPV.0060.006 V-LOC BASE EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | E1 - 1 | 872+00 VR | RT | D10-5 | ENHANCED REFERENCE MARKER (1 SHIELD) | 21 x 60 | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOVED FROM EXISTING LOCATION |
| | E1 - 2 | 871+90 VR | LT | D10-5 | ENHANCED REFERENCE MARKER (1 SHIELD) | 21 x 60 | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOVED FROM EXISTING LOCATION |
| | E1 - 3 | 882+50 VR | LT | D10-5 | ENHANCED REFERENCE MARKER (1 SHIELD) | 21 x 60 | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOVED FROM EXISTING LOCATION |
| | E1 - 4 | 882+50 VR | RT | D10-5 | ENHANCED REFERENCE MARKER (1 SHIELD) | 21 x 60 | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOVED FROM EXISTING LOCATION |
| | E2 - 3 | 885+50 VR | LT | R2-1 | SPEED LIMIT 65 MPH | 48 x 60 | --- | --- | --- | --- | --- | --- | --- | 2 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOVED FROM EXISTING LOCATION |
| | E2 - 5 | 888+72 VR | RT | J1-1 | JCT CTH PD | 36 x 57 | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOVED FROM EXISTING LOCATION; USE SIGN POST BOX OUT |
| | E2 - 7 | 894+85 VR | RT | D3-1 | MCKEE RD | --- x --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNT ON SAME POST AS SIGN E2-9; MOVED FROM EXISTING LOCATION |
| | E2 - 9 | 894+85 VR | RT | W3-3 | SIGNAL AHEAD | 36 x 36 | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOVED FROM EXISTING LOCATION |
| | 2 - 1 | 94+60 A | RT | W3-3 | SIGNAL AHEAD | 36 x 36 | --- | --- | --- | 9.00 | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | |
| | 2 - 2 | 96+60 A | RT | D1-61 | MCKEE RD WITH ARROWS | 78 x 30 | --- | 16.25 | --- | --- | --- | --- | --- | 2 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | |
| | E3 - 9 | 904+40 VR | LT | J12-1 | CTH PD DOUBLE ARROW | 24 x 45 | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOVED FROM EXISTING LOCATION |
| | E3 - 14 | 909+40 VR | RT | J4-2 | EAST USH 18/NORTH USH 151 | 48 x 36 | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOVED FROM EXISTING LOCATION |
| | E3 - 15 | 912+60 VR | RT | R10-64 | NO ENGINE BRAKING EXCEPT IN EMERGENCY | 42 x 48 | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOVED FROM EXISTING LOCATION |
| | 3 - 1 | 100+97 A | RT | R5-1A | WRONG WAY | 36 x 24 | --- | 6.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNT ON LIGHT POLE |
| | 3 - 2 | 100+70 D | LT | R5-57 | PEDESTRIANS ETC PROHIBITED | 36 x 36 | --- | 9.00 | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | |
| | 3 - 3 | 106+35 B | RT | R5-57 | PEDESTRIANS ETC PROHIBITED | 36 x 36 | --- | 9.00 | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | |
| | E4 - 6 | 926+80 VR | RT | W3-3 | SIGNAL AHEAD | 36 x 36 | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOVED FROM EXISTING LOCATION |
| | E4 - 8 | 926+80 VR | LT | W3-3 | SIGNAL AHEAD | 36 x 36 | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOVED FROM EXISTING LOCATION |
| | E4 - 9 | 927+80 VR | LT | D3-1 | WILLIAMSBURG WAY | --- x --- | --- | --- | --- | --- | --- | 2 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOVED FROM EXISTING LOCATION |
| | 4 - 1 | 118+00 K | RT | R2-1 | SPEED LIMIT 40 MPH | 30 x 36 | --- | 7.50 | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | |
| | 4 - 2 | 126+50 K | RT | E6-1 | WILLIAMSBURG WAY EXIT GORE SIGN (OVERHEAD) | 192 x 114 | 152.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | S-13-447; COVERING SIGNS, REQ'D |
| | | | | E1-5P | EXIT NUMBER 83B | 132 x 30 | 27.50 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | S-13-447; COVERING SIGNS, REQ'D |
| | E5 - 1 | 48+15 EF | RT | R1-1 | STOP | 30 x 30 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | MOVED FROM EXISTING LOCATION |
| | E5 - 18 | 61+20 EF | RT | R1-1 | STOP | 30 x 30 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | MOVED FROM EXISTING LOCATION |
| | E5 - 20 | 63+00 EF | RT | --- | CAPITAL CITY TRAIL | 24 x 18 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNTED ON SAME POST AS SIGN 5-12; MOVED FROM EXISTING LOCATION |
| | E5 - 22 | 930+50 VR | LT | R3-55L | LEFT TURN LANE WITH DOWN RIGHT ARROW | 24 x 30 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNT ON SAME POST AS SIGN E5-23; MOVED FROM EXISTING LOCATION |
| | E5 - 23 | 930+50 VR | LT | R5-1A | WRONG WAY | 42 x 30 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | MOVED FROM EXISTING LOCATION |
| | 5 - 1 | 53+30 EF | RT | W3-1 | STOP AHEAD | 36 x 36 | --- | --- | --- | 9.00 | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | |
| | 5 - 2 | 54+50 EF | LT | R2-1 | SPEED LIMIT 25 MPH | 24 x 30 | --- | 5.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | |
| | 5 - 3 | 55+60 EF | LT | R3-17 | BIKE LANE (BIKE SYMBOL) | 30 x 24 | --- | 5.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | |
| | 5 - 4 | 55+90 EF | RT | R1-1 | STOP | 30 x 30 | --- | 5.18 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | |
| | 5 - 5 | 55+90 EF | RT | W4-4AL | TRAFFIC FROM LEFT DOES NOT STOP | 30 x 12 | --- | --- | --- | 2.50 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNTED ON SAME POST AS SIGN 5-4 |
| | 5 - 6 | 104+80 WW | RT | W1-7 | NIGHT ARROW (DOUBLE) | 48 x 24 | --- | --- | --- | 8.00 | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | |
| | 5 - 7 | 57+35 EF | LT | R1-1 | STOP | 30 x 30 | --- | 5.18 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | |
| | 5 - 8 | 57+35 EF | LT | W4-4AR | TRAFFIC FROM RIGHT DOES NOT STOP | 30 x 12 | --- | --- | --- | 2.50 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNTED ON SAME POST AS SIGN 5-7 |
| | 5 - 9 | 57+50 EF | RT | R3-17 | BIKE LANE (BIKE SYMBOL) | 30 x 24 | --- | 5.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | |
| | 5 - 10 | 58+60 EF | RT | R2-1 | SPEED LIMIT 25 MPH | 24 x 30 | --- | 5.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNTED ON LIGHT POLE |
| | 5 - 11 | 59+50 EF | LT | W3-1 | STOP AHEAD | 36 x 36 | --- | --- | --- | 9.00 | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | |
| | 5 - 12 | 63+00 EF | RT | W11-1 | BICYCLE WARNING SIGN | 30 x 30 | --- | --- | --- | 6.25 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | |
| | 5 - 13 | 102+50 WW | RT | R3-8F | LEFT ONLY/RIGHT ONLY | 36 x 30 | --- | 7.50 | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | |
| | 5 - 14 | 128+50 E | RT | W3-3 | SIGNAL AHEAD | 36 x 36 | --- | --- | --- | 9.00 | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | |
| | 5 - 15 | 132+50 E | RT | D1-61 | WILLIAMSBURG WAY WITH ARROWS | 126 x 30 | --- | 26.25 | --- | --- | --- | --- | 3 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | |
| | 5 - 16 | 133+35 E | RT | R5-1A | WRONG WAY | 36 x 24 | --- | 6.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNT ON LIGHT POLE |
| | 5 - 17 | 102+30 WW | LT | W12-1D | DOUBLE DOWN ARROWS | 24 x 24 | --- | --- | --- | 4.00 | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNT AT 2'-3" TO BOTTOM OF SIGN; USE SIGN POST BOX-OUT |
| | 5 - 18 | 103+10 WW | LT | R3-8W | LEFT ONLY/AHEAD ONLY/RIGHT ONLY | 54 x 30 | --- | 11.25 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 2 | --- | --- | --- | --- | MOUNT AT 8'-0" TO BOTTOM OF SIGN |
| | 5 - 19 | 137+45 F | RT | R5-57 | PEDESTRIANS ETC PROHIBITED | 36 x 36 | --- | 9.00 | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | |
| E6 | E6 - 7 | 63+75 EF | RT | D11-1 | BIKE ROUTE (SYMBOL AND WORD MESSAGE) | 18 x 24 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | MOVE FROM EXISTING LOCATION |
| | E6 - 2 | 64+15 EF | LT | R1-1 | STOP SIGN; MILITARY RIDGE STATE TRAIL 1/2 MILE | 12 x 12 | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOVE FROM EXISTING LOCATION; MOUNT AT 4'-3" TO BOTTOM OF SIGN |
| | E6 - 3 | 64+10 EF | LT | D11-1 | BIKE ROUTE (SYMBOL AND WORD MESSAGE) | 18 x 24 | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOVE FROM EXISTING LOCATION |
| | E6 - 4 | 65+00 EF | LT | D11-1 | BIKE ROUTE (SYMBOL AND WORD MESSAGE) | 18 x 24 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | MOVE FROM EXISTING LOCATION |
| | E6 - 6 | 64+75 EF | RT | D3-1 | CAPITAL CITY TRAIL; USH 18/151 FRONTAGE | 18 x 30 | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOVE FROM EXISTING LOCATION |
| | E6 - 8 | 64+38 EF | RT | D7-93 | MILITARY RIDGE STATE TRAIL 1 MILE | 24 x 18 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOVE FROM EXISTING LOCATION; MOUNTED ON SAME POST AS SIGN E6-11 |
| | E6 - 9 | 64+55 EF | RT | --- | ENTERING FEE AREA | 18 x 9 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOVE FROM EXISTING LOCATION; MOUNTED ON SAME POST AS SIGN 6-2 |
| | E6 - 11 | 64+38 EF | RT | D11-1 | BIKE ROUTE (SYMBOL AND WORD MESSAGE) | 18 x 24 | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOVE FROM EXISTING LOCATION |
| | E6 - 15 | 67+00 EF | LT | --- | CAPITAL CITY TRAIL | 24 x 18 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOVE FROM EXISTING LOCATION; MOUNTED ON SAME POST AS SIGN 6-3 |
| | | | | | SHEET TOTALS | | 179.50 | 138.11 | 0.00 | 59.25 | 2 | 5 | 18 | 4 | 1 | 2 | 0 | 8 | 7 | 1 | 0 | 0 | 0 | 0 | |

CON'T NEXT SHEET

PERMANENT SIGNING SUMMARY (CON'T)

| CATEGORY | SIGN NO. | APPROX. STA. | LOC. | SIGN CODE | SIGN MESSAGE | SIGN SIZE (W x H) IN | 637.1220 SIGNS TYPE I REFLECTIVE SH SF | 637.2210 SIGNS TYPE II REFLECTIVE H SF | 637.2215 H FOLDING SF | 637.2230 F SF | 634.0612 POSTS WOOD 4x6-INCH x 12-FT EACH | 634.0614 x 14-FT EACH | 634.0616 x 16-FT EACH | 634.0618 x 18-FT EACH | 634.0620 x 20-FT EACH | 634.0624 x 24-FT EACH | 634.0410 POSTS WOOD 4X4-INCH x 10-FT EACH | 634.0414 x 14-FT EACH | 634.0416 x 16-FT EACH | 634.0418 x 18-FT EACH | SPV.0060.003 POSTS ROUND TUBULAR STEEL 2 3/8-INCH x 8-FT EACH | SPV.0060.004 x 10-FT EACH | SPV.0060.005 x 12-FT EACH | SPV.0060.006 V-LOC BASE EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | 6 - 1 | 64+33 EF | RT | R1-1 | STOP | 18 x 18 | --- | 1.86 | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNT AT 4'-3" TO BOTTOM OF STOP SIGN |
| (CON'T) | 6 - 2 | 64+55 EF | RT | R5-3 | NO MOTOR VEHICLES | 24 x 24 | --- | 4.00 | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNT AT 4'-3" TO BOTTOM OF SUB SIGN |
| | 6 - 3 | 67+00 EF | LT | W11-1 | BICYCLE WARNING SIGN | 30 x 30 | --- | --- | --- | 6.25 | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | |
| | 6 - 4 | 72+25 EF | LT | R7-1D | NO PARKING ANY TIME - DOUBLE ARROW | 18 x 24 | --- | 3.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | |
| | 6 - 5 | 73+30 EF | LT | R3-17 | BIKE LANE (BIKE SYMBOL) | 30 x 24 | --- | 5.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | |
| | 6 - 6 | 74+40 EF | RT | R1-1 | STOP | 30 x 30 | --- | 5.18 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | |
| | 6 - 7 | 74+70 EF | RT | R3-17 | BIKE LANE (BIKE SYMBOL) | 30 x 24 | --- | 5.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | |
| | 6 - 8 | 74+70 EF | RT | R3-17B | BIKE LANE ENDS PLAQUE | 30 x 12 | --- | 2.50 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNTED ON SAME POST AS SIGN 6-7 |
| | 6 - 9 | 75+00 EF | LT | R2-1 | SPEED LIMIT 25 MPH | 24 x 30 | --- | 5.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | |
| | 6 - 10 | 76+00 EF | LT | R7-1D | NO PARKING ANY TIME - DOUBLE ARROW | 18 x 24 | --- | 3.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | |
| | 6 - 11 | 76+00 EF | RT | R7-1D | NO PARKING ANY TIME - DOUBLE ARROW | 18 x 24 | --- | 3.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | |
| | 6 - 12 | 76+35 EF | RT | D11-1 | BIKE ROUTE (SYMBOL AND WORD MESSAGE) | 24 x 18 | --- | 3.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | |
| | 6 - 13 | 76+35 EF | RT | M7-1 | ARROW LEFT OR RIGHT (BICYCLE ROUTE) | 12 x 9 | --- | 0.75 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNTED ON SAME POST AS SIGN 6-12 |
| | 6 - 14 | 77+00 EF | RT | R1-1 | STOP | 30 x 30 | --- | 5.18 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | |
| | 6 - 15 | 64+95 EF | LT | W1-6 | NIGHT ARROW (SINGLE) | 36 x 18 | --- | --- | --- | 4.50 | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | INSTALL ON SHARED-USE PATH |
| | 6 - 16 | 64+80 EF | RT | W1-1L | LEFT TURN | 24 x 24 | --- | --- | --- | 4.00 | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | INSTALL ON SHARED-USE PATH |
| | E7 - 1 | 81+00 EF | LT | W3-3 | SIGNAL AHEAD | 36 x 36 | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOVE FROM EXISTING LOCATION |
| | E7 - 2 | 82+00 EF | LT | --- | NAKOMA HEIGHTS PARKING | --- x --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOVE FROM EXISTING LOCATION; MOUNT ON UTILITY POLE |
| | E7 - 3 | 83+00 EF | LT | --- | NAKOMA HEIGHTS PARKING | --- x --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOVE SIGN AND POST FROM EXISTING LOCATION |
| | E7 - 4 | 85+65 EF | LT | --- | NAKOMA HEIGHTS PARKING | --- x --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOVE SIGN AND POST FROM EXISTING LOCATION |
| | 7 - 1 | 80+50 EF | LT | R5-1 | DO NOT ENTER | 30 x 30 | --- | 6.25 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | |
| | 7 - 2 | 83+50 EF | LT | R7-1D | NO PARKING ANY TIME - DOUBLE ARROW | 18 x 24 | --- | 3.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | |
| | 7 - 3 | 86+30 EF | LT | R2-1 | SPEED LIMIT 25 MPH | 24 x 30 | --- | 5.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | |
| | 8 - 1 | 73+80 EB | MEDIAN | D1-61 | FITCHRONA ROAD WITH ARROWS | 72 x 24 | --- | 12.00 | --- | --- | --- | 2 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | |
| | 8 - 2 | 76+00 EB | RT | R5-1A | WRONG WAY | 42 x 30 | --- | 8.75 | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | |
| | 8 - 3 | 78+23 EB | RT | R1-1F | STOP (FOLDING) | 36 x 36 | --- | --- | 7.46 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNT ON SIGNAL POLE |
| | 8 - 4 | 78+23 EB | RT | R5-1 | DO NOT ENTER | 36 x 36 | --- | 9.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNT ON SIGNAL POLE |
| | 8 - 5 | 78+24 EB | MEDIAN | R1-1F | STOP (FOLDING) | 36 x 36 | --- | --- | 7.46 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNT ON SIGNAL POLE |
| | 8 - 6 | 78+24 EB | MEDIAN | R3-4 | NO UTURN SYMBOL | 36 x 36 | --- | 9.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNT ON SIGNAL POLE |
| | 8 - 7 | 78+24 EB | MEDIAN | R4-7 | KEEP RIGHT | 24 x 30 | --- | 5.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNT ON SIGNAL POLE |
| | 8 - 8 | 79+95 EB | MEDIAN | R4-7 | KEEP RIGHT | 24 x 30 | --- | 5.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNT ON SIGNAL POLE |
| | 8 - 9 | 79+95 EB | MEDIAN | R3-4 | NO UTURN SYMBOL | 36 x 36 | --- | 9.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNT ON SIGNAL POLE |
| | 8 - 10 | 79+95 EB | MEDIAN | R1-1F | STOP (FOLDING) | 36 x 36 | --- | --- | 7.46 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNT ON SIGNAL POLE |
| | 8 - 11 | 79+95 EB | LT | R5-1 | DO NOT ENTER | 36 x 36 | --- | 9.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNT ON SIGNAL POLE |
| | 8 - 12 | 79+95 EB | LT | R1-1F | STOP (FOLDING) | 36 x 36 | --- | --- | 7.46 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNT ON SIGNAL POLE |
| | 8 - 13 | 82+10 EB | LT | R5-1A | WRONG WAY | 42 x 30 | --- | 8.75 | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | |
| | 8 - 14 | 82+33 EB | MEDIAN | D1-61 | FITCHRONA ROAD WITH ARROWS | 72 x 24 | --- | 12.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNT BACK TO BACK WITH EXISTING HARD ROCK RD SIGN |
| | E9 - 1 | 89+00 EB | RT | R3-52 | CURB LANE - BICYCLES AND RIGHT TURNS ONLY | 30 x 36 | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOVE FROM EXISTING LOCATION; USE SIGN POST BOX-OUT |
| | E9 - 2 | 91+25 EB | RT | JV | JCT USH 18/151 | 24 x 63 | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOVE FROM EXISTING LOCATION; USE SIGN POST BOX-OUT |
| | E9 - 3 | 95+80 EB | RT | J2-2 | WEST USH 18/ SOUTH USH 151 RIGHT | 48 x 57 | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOVE FROM EXISTING LOCATION; USE SIGN POST BOX-OUT |
| | E9 - 4 | 97+25 EB | LT | M1-5A | CTH PD | 24 x 24 | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOVE FROM EXISTING LOCATION |
| | E9 - 5 | 98+60 EB | RT | J3-2 | WEST USH 18/ SOUTH USH 151 RIGHT | 48 x 57 | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOVE FROM EXISTING LOCATION |
| | E10 - 1 | 104+20 EB | RT | I55-56 | ADOPT A HIGHWAY AND CTH PD PLAQUE | 30 x 36 | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOVE FROM EXISTING LOCATION; USE SIGN POST BOX-OUT |
| | E10 - 2 | 106+50 EB | RT | D1-1 | MILITARY RIDGE PATH RIGHT ARROW | 42 x 6 | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOVE FROM EXISTING LOCATION; MOUNT AT 8'-0" TO BOTTOM OF SIGN |
| | E10 - 5 | 107+95 EB | RT | W3-3 | SIGNAL AHEAD | 36 x 36 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | MOVE FROM EXISTING LOCATION; USE SIGN POST BOX-OUT |
| | E10 - 6 | 105+10 EB | LT | J2-2 | EAST USH 18/NORTH USH 151 RIGHT TURN | 48 x 57 | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOVE FROM EXISTING LOCATION |
| | E10 - 7 | 105+80 EB | LT | R3-20R | BEGIN RIGHT TURN LANE WITH DOWN LEFT ARROW | 24 x 36 | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOVE FROM EXISTING LOCATION |
| | E10 - 8 | 102+10 EB | LT | J3-2 | EAST USH 18/NORTH USH 151 RIGHT | 48 x 57 | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOVE FROM EXISTING LOCATION |
| | E10 - 9 | 102+45 EB | LT | R3-17 | BIKE LANE (BIKE SYMBOL) | 30 x 24 | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOVE FROM EXISTING LOCATION; USE SIGN POST BOX-OUT |
| | 10 - 1 | 106+80 EB | RT | R5-3 | NO MOTOR VEHICLES | 24 x 24 | --- | 4.00 | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNT AT 4'-3" TO BOTTOM OF SIGN |
| | 10 - 2 | 106+95 EB | RT | R1-2 | YIELD | 18 x 16 | --- | 0.97 | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNT AT 4'-3" TO BOTTOM OF SIGN |
| | E11 - 10 | 97+90 WW | RT | D11-1 | BIKE ROUTE (SYMBOL AND WORD MESSAGE) | 24 x 18 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | MOVE FROM EXISTING LOCATION |
| | E11 - 11 | 98+50 WW | LT | D11-1 | STOP; BIKE ROUTE(SYMBOL AND WORD MESSAGE) | 18 x 24 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | MOVE FROM EXISTING LOCATION |
| | 11 - 1 | 90+21 WW | RT | W11-2 | PEDESTRIAN CROSSING SYMBOL | 30 x 30 | --- | --- | --- | 6.25 | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | |
| | 11 - 2 | 90+21 WW | RT | W16-7L | LEFT DIAGONAL DOWNWARD ARROW (YELLOW) | 24 x 12 | --- | --- | --- | 2.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNTED ON SAME POST AS SIGN 11-1 |
| | | | | | SHEET TOTALS | | 0.00 | 153.19 | 29.84 | 23.00 | 6 | 7 | 4 | 5 | 0 | 0 | 0 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | |

CON'T NEXT SHEET

PERMANENT SIGNING SUMMARY (CON'T)

| CATEGORY | SIGN NO. | APPROX. STA. | LOC. | SIGN CODE | SIGN MESSAGE | SIGN SIZE (W x H) IN | 637.1220 SIGNS TYPE I REFLECTIVE SH SF | 637.2210 SIGNS TYPE II REFLECTIVE H SF | 637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF | 637.2230 SIGNS TYPE II REFLECTIVE F SF | 634.0612 POSTS WOOD 4x6-INCH x 12-FT EACH | 634.0614 POSTS WOOD 4x6-INCH x 14-FT EACH | 634.0616 POSTS WOOD 4x6-INCH x 16-FT EACH | 634.0618 POSTS WOOD 4x6-INCH x 18-FT EACH | 634.0620 POSTS WOOD 4x6-INCH x 20-FT EACH | 634.0624 POSTS WOOD 4x6-INCH x 24-FT EACH | 634.0410 POSTS WOOD 4x4-INCH x 10-FT EACH | 634.0414 POSTS WOOD 4x4-INCH x 14-FT EACH | 634.0416 POSTS WOOD 4x4-INCH x 16-FT EACH | 634.0418 POSTS WOOD 4x4-INCH x 18-FT EACH | SPV.0060.003 POSTS ROUND TUBULAR STEEL 2 3/8-INCH x 8-FT EACH | SPV.0060.004 POSTS ROUND TUBULAR STEEL 2 3/8-INCH x 10-FT EACH | SPV.0060.005 POSTS ROUND TUBULAR STEEL 2 3/8-INCH x 12-FT EACH | SPV.0060.006 V-LOC BASE EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 (CON'T) | 11 - 3 | 90+70 WW | RT | W2-6 | CIRCULAR INTERSECTION SIGN | 30 x 30 | --- | --- | --- | 6.25 | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | |
| | 11 - 4 | 90+70 WW | RT | W13-1 | ADVISORY SPEED PLATE (YELLOW BACK) | 18 x 18 | --- | --- | --- | 2.25 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNTED ON SAME POST AS SIGN 11-3 |
| | 11 - 5 | 90+28 WW | LT | W11-2 | PEDESTRIAN CROSSING SYMBOL | 30 x 30 | --- | --- | --- | 6.25 | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | |
| | 11 - 6 | 90+28 WW | LT | W16-7L | LEFT DIAGONAL DOWNWARD ARROW (YELLOW) | 24 x 12 | --- | --- | --- | 2.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNTED ON SAME POST AS SIGN 11-5 |
| | 11 - 7 | 92+95 WW | LT | R2-1 | SPEED LIMIT 25 MPH | 24 x 30 | --- | 5.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | |
| | 11 - 8 | 93+20 WW | MEDIAN | R4-7 | KEEP RIGHT | 24 x 30 | --- | 5.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | MOUNTED ON SAME POST AS SIGN 11-12 |
| | 11 - 9 | 10+06 RB | LT | R1-2 | YIELD | 36 x 31 | --- | 3.88 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | MOUNT AT 7'-3" TO BOTTOM OF YIELD SIGN |
| | 11 - 10 | 10+06 RB | LT | R6-2R | ONE WAY RIGHT ARROW | 24 x 30 | --- | 5.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNTED ON SAME POST AS SIGN 11-9 |
| | 11 - 11 | 10+19 RB | LT | D1-2 | WILLIAMSBURG WAY RIGHT | 84 x 24 | --- | 14.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 2 | |
| | 11 - 12 | 12+63 RB | LT | R1-2 | YIELD | 36 x 31 | --- | 3.88 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNT AT 7'-3" TO BOTTOM OF YIELD SIGN |
| | 11 - 13 | 12+63 RB | LT | R1-54 | TO TRAFFIC FROM LEFT | 24 x 15 | --- | 2.50 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNTED ON SAME POST AS SIGN 11-12 |
| | 11 - 14 | 12+80 RB | RT | R6-1R | ONE WAY RIGHT ARROW | 36 x 12 | --- | 3.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNTED ON SAME POST AT SIGN 11-15 |
| | 11 - 15 | 12+80 RB | RT | R6-4B | ROUNDABOUT CHEVRON BANK | 60 x 24 | --- | 10.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 2 | --- | MOUNT AT 4'-0" FROM TRUCK APRON TO BOTTOM OF CHEVRON SIGN |
| | 11 - 16 | 12+19 RB | LT | D1-1 | ANTON DRIVE RIGHT | 66 x 15 | --- | 6.88 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 2 | |
| | 11 - 17 | 11+16 RB | RT | R6-1R | ONE WAY RIGHT ARROW | 36 x 12 | --- | 3.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNTED ON SAME POST AS SIGN 11-18 |
| | 11 - 18 | 11+16 RB | RT | R6-4B | ROUNDABOUT CHEVRON BANK | 60 x 24 | --- | 10.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 2 | --- | MOUNT AT 4'-0" FROM TRUCK APRON TO BOTTOM OF CHEVRON SIGN |
| | 11 - 19 | 11+47 RB | LT | D1-2 | WILLIAMSBURG WAY RIGHT | 84 x 24 | --- | 14.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 2 | |
| | 11 - 20 | 11+35 RB | LT | R1-2 | YIELD | 36 x 31 | --- | 3.88 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | MOUNT AT 7'-3" TO BOTTOM OF YIELD SIGN |
| | 11 - 21 | 11+35 RB | LT | R6-2R | ONE WAY RIGHT ARROW | 24 x 30 | --- | 5.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNTED ON SAME POST AS SIGN 11-20 |
| | 11 - 22 | 11+14 RB | LT | R1-2 | YIELD | 36 x 31 | --- | 3.88 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNT AT 7'-3" TO BOTTOM OF YIELD SIGN |
| | 11 - 23 | 11+14 RB | LT | R1-54 | TO TRAFFIC FROM LEFT | 24 x 15 | --- | 2.50 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNTED ON SAME POST AS SIGN 11-22 |
| | 11 - 24 | 95+89 WW | MEDIAN | R6-2R | ONE WAY RIGHT ARROW | 24 x 30 | --- | 5.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | |
| | 11 - 25 | 96+15 WW | RT | W12-1D | DOUBLE DOWN ARROWS | 24 x 24 | --- | --- | --- | 4.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | |
| | 11 - 26 | 95+81 WW | RT | R2-1 | SPEED LIMIT 25 MPH | 24 x 30 | --- | 5.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | |
| | 11 - 27 | 97+45 WW | LT | W2-6 | CIRCULAR INTERSECTION SIGN | 30 x 30 | --- | --- | --- | 6.25 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | |
| | 11 - 28 | 97+45 WW | LT | W13-1 | ADVISORY SPEED PLATE (YELLOW BACK) | 18 x 18 | --- | --- | --- | 2.25 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNTED ON SAME POST AS SIGN 11-27 |
| | 11 - 29 | 11+91 RB | RT | R6-1R | ONE WAY RIGHT ARROW | 36 x 12 | --- | 3.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNTED ON SAME POST AS SIGN 11-30 |
| | 11 - 30 | 11+91 RB | RT | R6-4B | ROUNDABOUT CHEVRON BANK | 60 x 24 | --- | 10.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 2 | --- | MOUNT AT 4'-0" FROM TRUCK APRON TO BOTTOM OF CHEVRON SIGN |
| | 11 - 31 | 11+86 RB | LT | R1-2 | YIELD | 36 x 31 | --- | 3.88 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNT AT 7'-3" TO BOTTOM OF YIELD SIGN |
| | 11 - 32 | 11+86 RB | LT | R1-54 | TO TRAFFIC FROM LEFT | 24 x 15 | --- | 2.50 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNTED ON SAME POST AS SIGN 11-31 |
| | 11 - 33 | 112+30 AD | LT | R1-2 | YIELD | 36 x 31 | --- | 3.88 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | MOUNT AT 7'-3" TO BOTTOM OF YIELD SIGN |
| | 11 - 34 | 112+30 AD | LT | R6-2R | ONE WAY RIGHT ARROW | 24 x 30 | --- | 5.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNTED ON SAME POST AS SIGN 11-33 |
| | 11 - 35 | 112+06 AD | MEDIAN | R4-7 | KEEP RIGHT | 24 x 30 | --- | 5.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | MOUNT AT 8'-0" TO BOTTOM OF SIGN |
| | 11 - 36 | 111+30 AD | LT | R2-1 | SPEED LIMIT 25 MPH | 24 x 30 | --- | 5.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | |
| | 11 - 37 | 96+80 WW | RT | R3-8W | LEFT ONLY/AHEAD ONLY/RIGHT ONLY | 54 x 30 | --- | 11.25 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 2 | --- | --- | --- | --- | --- | |
| | 11 - 38 | 107+25 AD | RT | W2-6 | CIRCULAR INTERSECTION SIGN | 30 x 30 | --- | --- | --- | 6.25 | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | |
| | 11 - 39 | 107+25 AD | RT | W13-1 | ADVISORY SPEED PLATE (YELLOW BACK) | 18 x 18 | --- | --- | --- | 2.25 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNTED ON SAME POST AS SIGN 11-38 |
| | 11 - 40 | 94+50 WW | RT | R6-1R | ONE WAY RIGHT ARROW | 36 x 12 | --- | 3.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNTED ON SAME POST AT SIGN 11-41 |
| | 11 - 41 | 94+50 WW | RT | R6-4B | ROUNDABOUT CHEVRON BANK | 60 x 24 | --- | 10.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 2 | --- | MOUNT AT 4'-0" FROM TRUCK APRON TO BOTTOM OF CHEVRON SIGN |
| | 11 - 42 | 93+24 WW | RT | W11-2 | PEDESTRIAN CROSSING SYMBOL | 30 x 30 | --- | --- | --- | 6.25 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNTED ON LIGHT POLE |
| | 11 - 43 | 93+24 WW | RT | W16-7L | LEFT DIAGONAL DOWNWARD ARROW (YELLOW) | 24 x 12 | --- | --- | --- | 2.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNTED ON LIGHT POLE BELOW SIGN 11-42 |
| | 11 - 44 | 112+10 AD | LT | W11-2 | PEDESTRIAN CROSSING SYMBOL | 30 x 30 | --- | --- | --- | 6.25 | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | |
| | 11 - 45 | 112+10 AD | LT | W16-7L | LEFT DIAGONAL DOWNWARD ARROW (YELLOW) | 24 x 12 | --- | --- | --- | 2.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNTED ON SAME POST AS SIGN 11-44 |
| | 11 - 46 | 111+93 AD | RT | W11-2 | PEDESTRIAN CROSSING SYMBOL | 30 x 30 | --- | --- | --- | 6.25 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNTED ON LIGHT POLE |
| | 11 - 47 | 111+93 AD | RT | W16-7L | LEFT DIAGONAL DOWNWARD ARROW (YELLOW) | 24 x 12 | --- | --- | --- | 2.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNTED ON LIGHT POLE BELOW SIGN 11-46 |
| | 11 - 48 | 95+38 WW | RT | W11-2 | PEDESTRIAN CROSSING SYMBOL | 30 x 30 | --- | --- | --- | 6.25 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | |
| | 11 - 49 | 95+38 WW | RT | W16-7L | LEFT DIAGONAL DOWNWARD ARROW (YELLOW) | 24 x 12 | --- | --- | --- | 2.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNTED ON SAME POST AS SIGN 11-48 |
| | 11 - 50 | 95+54 WW | LT | W11-2 | PEDESTRIAN CROSSING SYMBOL | 30 x 30 | --- | --- | --- | 6.25 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | |
| | 11 - 51 | 95+54 WW | LT | W16-7L | LEFT DIAGONAL DOWNWARD ARROW (YELLOW) | 24 x 12 | --- | --- | --- | 2.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNTED ON SAME POST AS SIGN 11-50 |
| | 11 - 52 | 93+62 WW | LT | W11-2 | PEDESTRIAN CROSSING SYMBOL | 30 x 30 | --- | --- | --- | 6.25 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | |
| | 11 - 53 | 93+62 WW | LT | W16-7L | LEFT DIAGONAL DOWNWARD ARROW (YELLOW) | 24 x 12 | --- | --- | --- | 2.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNTED ON SAME POST AS SIGN 11-52 |
| | 11 - 54 | 96+73 WW | MEDIAN | R4-7 | KEEP RIGHT | 24 x 30 | --- | 5.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNTED ON LIGHT POLE |
| | 12 - 01 | 13+50 NR | LT | R2-1 | SPEED LIMIT 35 MPH | 24 x 30 | --- | 5.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | |
| | 13 - 01 | 15+42 NR | RT | W1-1L | LEFT TURN | 36 x 36 | --- | --- | --- | 9.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | |
| | 13 - 02 | 15+42 NR | RT | W13-1 | ADVISORY SPEED PLATE (YELLOW BACK) | 24 x 24 | --- | --- | --- | 4.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNTED ON SAME POST AS SIGN 13-01 |
| | | | | | SHEET TOTALS | | 0.00 | 183.91 | 0.00 | 100.25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 10 | 1 | 9 | 2 | 10 | 21 | |

CON'T NEXT SHEET

PERMANENT SIGNING SUMMARY (CON'T)

| CATEGORY | SIGN NO. | APPROX. STA. | LOC. | SIGN CODE | SIGN MESSAGE | SIGN SIZE (W x H) IN | 637.1220 SIGNS TYPE I REFLECTIVE SH SF | 637.2210 SIGNS TYPE II REFLECTIVE H SF | 637.2215 H FOLDING SF | 637.2230 F SF | 634.0612 POSTS WOOD 4x6-INCH x 12-FT EACH | 634.0614 x 14-FT EACH | 634.0616 x 16-FT EACH | 634.0618 x 18-FT EACH | 634.0620 x 20-FT EACH | 634.0624 x 24-FT EACH | 634.0410 POSTS WOOD 4x4-INCH x 10-FT EACH | 634.0414 x 14-FT EACH | 634.0416 x 16-FT EACH | 634.0418 x 18-FT EACH | SPV.0060.003 POSTS ROUND TUBULAR STEEL 2 3/8-INCH x 8-FT EACH | SPV.0060.004 x 10-FT EACH | SPV.0060.005 x 12-FT EACH | SPV.0060.006 V-LOC BASE EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | 13 - 03 | 16+75 NR | LT | R7-1D | NO PARKING ANY TIME - DOUBLE ARROW | 18 x 24 | --- | 3.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | |
| (CON'T) | 13 - 04 | 16+41 NR | RT | R7-1D | NO PARKING ANY TIME - DOUBLE ARROW | 18 x 24 | --- | 3.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | |
| | 13 - 05 | 17+40 NR | RT | W1-8 | CHEVRON | 18 x 24 | --- | --- | --- | 3.00 | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | 4-FT MOUNT HT. |
| | 13 - 06 | 18+16 NR | RT | W1-8 | CHEVRON | 18 x 24 | --- | --- | --- | 3.00 | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | 4-FT MOUNT HT. |
| | 13 - 07 | 18+87 NR | RT | W1-8 | CHEVRON | 18 x 24 | --- | --- | --- | 3.00 | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | 4-FT MOUNT HT. |
| | 14 - 01 | 19+62 NR | RT | W1-8 | CHEVRON | 18 x 24 | --- | --- | --- | 3.00 | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | 4-FT MOUNT HT. |
| | 14 - 02 | 20+36 NR | RT | W1-8 | CHEVRON | 18 x 24 | --- | --- | --- | 3.00 | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | 4-FT MOUNT HT. |
| | 14 - 03 | 22+25 NR | LT | R7-1D | NO PARKING ANY TIME - DOUBLE ARROW | 18 x 24 | --- | 3.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | |
| | 14 - 04 | 22+25 NR | RT | R7-1D | NO PARKING ANY TIME - DOUBLE ARROW | 18 x 24 | --- | 3.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | |
| | 14 - 05 | 23+50 NR | LT | R2-1 | SPEED LIMIT 30 MPH | 24 x 30 | --- | 5.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | |
| | E14 - 01 | 21+00 NR | RT | W3-3 | SIGNAL AHEAD | 36 x 36 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | |
| | E14 - 02 | 23+67 NR | RT | D11-1 | BIKE ROUTE (SYMBOL AND WORD MESSAGE) | 18 x 24 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | |
| | 15 - 01 | 27+73 FR | RT | R3-8WW | LEFT ONLY/LEFT ONLY/AHEAD ONLY/RT. ONLY | 72 x 30 | --- | 15.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 2 | --- | --- | --- | --- | --- | --- | |
| | 15 - 02 | 28+80 FR | RT | R3-7R | RIGHT LANE MUST TURN RIGHT | 30 x 30 | --- | 6.25 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | |
| | 15 - 03 | 30+07 FR | RT | R1-1F | STOP (FOLDING) | 30 x 30 | --- | --- | 5.18 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNT ON SIGNAL POLE |
| | 15 - 04 | 30+06 FR | RT | R1-1F | STOP (FOLDING) | 30 x 30 | --- | --- | 5.18 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNT ON SIGNAL POLE |
| | 16 - 01 | 31+71 FR | RT | R4-7 | KEEP RIGHT | 24 x 30 | --- | 5.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNT ON SIGNAL POLE |
| | 16 - 02 | 31+79 FR | LT | R1-1F | STOP (FOLDING) | 30 x 30 | --- | --- | 5.18 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNT ON SIGNAL POLE |
| | 16 - 03 | 31+77 FR | RT | R1-1F | STOP (FOLDING) | 30 x 30 | --- | --- | 5.18 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNT ON SIGNAL POLE |
| | 16 - 04 | 32+25 FR | RT | R2-1 | SPEED LIMIT 25 MPH | 24 x 30 | --- | 5.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | |
| | 16 - 05 | 33+08 FR | RT | --- | MADISON METRO BUS STOP SIGN | --- x --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | |
| | 16 - 06 | 35+00 FR | RT | R7-1D | NO PARKING ANY TIME - DOUBLE ARROW | 18 x 24 | --- | 3.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | |
| | 16 - 07 | 35+36 FR | RT | R4-7 | KEEP RIGHT | 24 x 30 | --- | 5.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | |
| | 17 - 01 | 36+76 FR | LT | R3-20R | BEGIN RIGHT TURN LANE WITH DOWN LEFT ARROW | 24 x 36 | --- | 6.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | |
| | 17 - 02 | 38+44 FR | LT | R3-8V | LEFT ONLY/AHEAD ONLY/AHEAD ONLY/ RIGHT ONLY | 72 x 30 | --- | 15.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 2 | --- | --- | --- | --- | --- | --- | |
| | 17 - 03 | 40+00 FR | LT | R7-1D | NO PARKING ANY TIME - DOUBLE ARROW | 18 x 24 | --- | 3.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | |
| | 17 - 04 | 40+00 FR | RT | R7-1D | NO PARKING ANY TIME - DOUBLE ARROW | 18 x 24 | --- | 3.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNT ON LIGHT POLE |
| | 17 - 05 | 42+25 FR | RT | R2-1 | SPEED LIMIT 25 MPH | 24 x 30 | --- | 5.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | |
| | 17 - 06 | 42+25 FR | LT | R2-1 | SPEED LIMIT 25 MPH | 24 x 30 | --- | 5.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | |
| | 18 - 01 | 45+50 FR | LT | R7-1D | NO PARKING ANY TIME - DOUBLE ARROW | 18 x 24 | --- | 3.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | |
| | 18 - 02 | 45+30 FR | RT | R7-1D | NO PARKING ANY TIME - DOUBLE ARROW | 18 x 24 | --- | 3.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNT ON LIGHT POLE |
| | 19 - 01 | 49+50 FR | LT | R7-1D | NO PARKING ANY TIME - DOUBLE ARROW | 18 x 24 | --- | 3.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | |
| | 19 - 02 | 50+49 FR | RT | R3-20R | BEGIN RIGHT TURN LANE WITH DOWN LEFT ARROW | 24 x 36 | --- | 6.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNT ON LIGHT POLE |
| | 19 - 03 | 51+63 FR | LT | --- | MADISON METRO BUS STOP SIGN | --- x --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | |
| | 19 - 04 | 52+25 FR | LT | R2-1 | SPEED LIMIT 25 MPH | 24 x 30 | --- | 5.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | |
| | 19 - 05 | 52+55 FR | RT | R1-5L | YIELD HERE TO PEDESTRIANS (LA) | 18 x 18 | --- | 2.25 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | |
| | 20 - 01 | 72+24 KR | LT | R2-1 | SPEED LIMIT 25 MPH | 24 x 30 | --- | 5.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | |
| | 20 - 02 | 72+65 KR | RT | R1-1 | STOP | 30 x 30 | --- | 5.18 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | |
| | 20 - 03 | 54+09 FR | RT | R2-1 | SPEED LIMIT 25 MPH | 24 x 30 | --- | 5.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | |
| | 20 - 04 | 54+04 FR | LT | R1-5L | YIELD HERE TO PEDESTRIANS (LA) | 18 x 18 | --- | 2.25 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | |
| | 20 - 05 | 54+97 FR | RT | --- | MADISON METRO BUS STOP SIGN | --- x --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | |
| | 20 - 06 | 55+00 FR | LT | R7-1D | NO PARKING ANY TIME - DOUBLE ARROW | 18 x 24 | --- | 3.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | |
| | 20 - 07 | 55+90 FR | RT | R7-1D | NO PARKING ANY TIME - DOUBLE ARROW | 18 x 24 | --- | 3.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | |
| | 20 - 08 | 57+35 FR | LT | R3-8E | LEFT ONLY/AHEAD ONLY | 36 x 30 | --- | 7.50 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | |
| | 20 - 09 | 57+83 FR | LT | --- | MADISON METRO BUS STOP SIGN | --- x --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | |
| | 20 - 10 | 58+25 FR | LT | R2-1 | SPEED LIMIT 25 MPH | 24 x 30 | --- | 5.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | |
| | 20 - 11 | 58+95 FR | RT | R1-1 | STOP | 30 x 30 | --- | 5.18 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | |
| | 20 - 12 | 58+95 FR | RT | R1-3P | ALL WAY | 18 x 6 | --- | 0.75 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | MOUNTED ON SAME POST AS SIGN 20-11 |
| | 20 - 13 | 71+97 KR | LT | --- | MADISON METRO BUS STOP SIGN | --- x --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | |
| | | | | | SHEET TOTALS | | 0.00 | 157.36 | 20.72 | 15.00 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 31 | 1 | 0 | 0 | 0 | 0 | 0 | |
| | | | | | TOTALS | | 179.50 | 632.57 | 50.56 | 197.50 | 8 | 12 | 22 | 9 | 1 | 2 | 5 | 60 | 20 | 3 | 9 | 2 | 10 | 21 | |

PAVEMENT MARKING

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | 646.0106* EPOXY 4-INCH (WHITE) LF | 646.0106* EPOXY 4-INCH (WHITE SKIP) (12.5' SEG. 37.5' GAP) LF | 646.0106* EPOXY 4-INCH (WHITE SKIP) (2' SEG. 6' GAP) LF | 646.0106* EPOXY 4-INCH (WHITE SKIP) (3' SEG. 9' GAP) LF | 646.0106* EPOXY 4-INCH (YELLOW) LF | 646.0106* EPOXY 4-INCH (YELLOW SKIP) (12.5' SEG. 37.5' GAP) LF | 646.0106* EPOXY 4-INCH (DOUBLE YELLOW) LF | 646.0126* EPOXY 8-INCH (WHITE) LF | 646.0126* EPOXY 8-INCH (WHITE SKIP) (3' SEG. 9' GAP) LF | 646.0156 EPOXY 18-INCH (WHITE SKIP) (2' SEG. 2' GAP) LF | 647.0456 CURB EPOXY (YELLOW) LF | 647.0553 STOP LINE PAINT 12-INCH LF | 647.0566 STOP LINE EPOXY 18-INCH LF | 647.0606 ISLAND NOSE EPOXY EACH | 647.0653 PARKING STALL PAINT LF | 647.0726 DIAGONAL EPOXY 12-INCH (YELLOW) LF | 647.0763 CROSSWALK PAINT 6-INCH (WHITE) LF | 647.0766 CROSSWALK EPOXY 6-INCH (WHITE) LF | 647.0776 CROSSWALK EPOXY 12-INCH (WHITE) LF | 646.0900.S LATE SEASON LF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | VERONA ROAD | 871+96 VR - 903+15 VR** | RT/LT | 3,200 | 800 | --- | --- | 9,250 | --- | --- | 770 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | | 911+24 VR - 932+12 VR** | RT | 1,980 | 500 | --- | --- | 2,090 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | | 902+51 VR - 902+96 VR | RT | 26 | 6 | --- | --- | 23 | --- | --- | 25 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | | 902+23 VR - 902+70 VR | LT | 10 | 10 | --- | --- | 45 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | | | SUBTOTALS | 5,216 | 1,316 | 0 | 0 | 11,408 | 0 | 0 | 795 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | CTH PD | 75+49 EB - 85+29 EB | RT/LT | 945 | 200 | 41 | 25 | --- | --- | 1,160 | 205 | 22 | --- | 65 | --- | 105 | 2 | --- | 120 | --- | --- | 370 | --- |
| | | 98+75 EB - 104+80 EB | LT | 68 | 39 | --- | --- | --- | --- | --- | 115 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | | | SUBTOTALS | 1,013 | 239 | 41 | 25 | 0 | 0 | 1,160 | 320 | 22 | 0 | 65 | 0 | 105 | 2 | 0 | 120 | 0 | 0 | 370 | 0 |
| | WILLIAMSBURG WAY | 92+00 WW - 93+52 WW | RT | 73 | --- | --- | 12 | --- | --- | 155 | 12 | --- | --- | 10 | --- | --- | 1 | --- | 25 | --- | --- | 33 | 250 |
| | | 92+00 WW - 93+57 WW | LT | 100 | --- | --- | 8 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 32 | 96 |
| | | 90+24 WW - 93+93 WW | RT/LT | --- | --- | --- | --- | --- | --- | 540 | 16 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 80 | 780 |
| | | 95+17 WW - 99+21 WW | RT | 270 | --- | --- | 25 | --- | --- | 1,030 | 300 | 49 | --- | 10 | --- | --- | 2 | --- | 140 | --- | --- | 52 | 2,180 |
| | | 95+08 WW - 98+49 WW | LT | 105 | --- | --- | --- | --- | --- | 165 | 13 | --- | --- | --- | --- | --- | --- | --- | 22 | --- | --- | 35 | 375 |
| | | 100+84 WW - 104+07 WW | RT/LT | 605 | --- | --- | --- | --- | --- | 1,260 | 355 | 20 | --- | --- | --- | 33 | --- | --- | --- | --- | --- | 120 | --- |
| | | 109+29 WW - 110+92 WW*** | LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 210 | --- | --- | --- | --- | --- |
| | | | SUBTOTALS | 1,153 | 0 | 0 | 45 | 0 | 0 | 3,150 | 696 | 69 | 0 | 20 | 0 | 33 | 3 | 210 | 187 | 0 | 0 | 352 | 3,681 |
| | ANTON DRIVE | 106+45 AD - 112+09 AD | RT/LT | --- | --- | --- | --- | 500 | 125 | 210 | 12 | --- | --- | 10 | --- | --- | 1 | --- | 14 | --- | --- | --- | 835 |
| | | 106+45 AD - 112+09 AD | RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 34 | 105 |
| | | 106+45 AD - 112+09 AD | LT | --- | --- | --- | --- | --- | --- | --- | 15 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 33 | 98 |
| | | | SUBTOTALS | 0 | 0 | 0 | 0 | 500 | 125 | 210 | 27 | 0 | 0 | 10 | 0 | 0 | 1 | 0 | 14 | 0 | 0 | 67 | 1,038 |
| | ROUNDABOUT | 10+00 RB - 12+83 RB | LT | --- | --- | --- | --- | --- | --- | 100 | 120 | --- | 49 | --- | --- | --- | --- | --- | 10 | --- | --- | --- | 320 |
| | | | SUBTOTALS | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 120 | 0 | 49 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 320 |
| | EAST VERONA ROAD | 38+72 EF - 57+18 EF | RT | 1,810 | --- | --- | --- | --- | --- | 125 | --- | --- | --- | --- | --- | 19 | --- | --- | 11 | --- | --- | --- | --- |
| | FRONTAGE ROAD | 38+72 EF - 55+89 EF | LT | 1,740 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | | 38+72 EF - 55+98 EF | RT/LT | --- | --- | --- | --- | --- | --- | 3,430 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 110 | --- |
| | | 57+30 EF - 78+68 EF | RT | 1,780 | 36 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 26 | --- | --- | --- | --- | --- | --- | --- | --- |
| | | 57+34 EF - 78+30 EF | LT | 1,850 | --- | --- | 59 | --- | --- | --- | 290 | 60 | --- | --- | --- | 29 | --- | --- | --- | --- | --- | --- | --- |
| | | 57+18 EF - 78+68 EF | RT/LT | --- | --- | --- | --- | --- | --- | 4,250 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 64 | --- | 95 | --- |
| | | 79+57 EF - 85+54 EF | LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 15 | --- | --- | 1,660 | --- | --- | --- | --- | --- |
| | | 79+57 EF - 85+93 EF | RT/LT | --- | --- | --- | --- | --- | --- | 1,270 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | | | SUBTOTALS | 7,180 | 36 | 0 | 59 | 0 | 0 | 9,075 | 290 | 60 | 0 | 0 | 41 | 48 | 0 | 1,660 | 11 | 64 | 0 | 205 | 0 |
| | FITCHRONA ROAD | 27+72 FR - 30+55 FR | RT | 150 | --- | --- | 21 | --- | --- | --- | 450 | 18 | --- | --- | --- | 51 | --- | --- | --- | --- | --- | 105 | --- |
| | | 31+29 FR - 53+30 FR | RT/LT | 850 | 91 | --- | 67 | --- | --- | 4,230 | 850 | 67 | --- | 20 | --- | 51 | 2 | --- | 70 | --- | --- | 285 | --- |
| | | 53+30 FR - 59+19 FR | LT | --- | --- | --- | --- | --- | --- | 1,020 | 180 | 42 | --- | --- | --- | 17 | --- | --- | --- | --- | --- | 170 | --- |
| | | | SUBTOTALS | 1,000 | 91 | 0 | 88 | 0 | 0 | 5,250 | 1,480 | 127 | 0 | 20 | 0 | 119 | 2 | 0 | 70 | 0 | 0 | 560 | 0 |
| | KAPEC ROAD | 62+52 KR - 72+85 KR | RT/LT | --- | --- | --- | --- | --- | --- | 2,010 | --- | --- | --- | --- | --- | 34 | --- | --- | --- | --- | --- | 205 | --- |
| | | | SUBTOTALS | 0 | 0 | 0 | 0 | 0 | 0 | 2,010 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 205 | 0 |
| | NESBITT ROAD | 9+09 NR - 24+75 NR | RT/LT | --- | --- | --- | --- | --- | --- | 2,970 | 40 | --- | --- | --- | --- | 35 | --- | --- | --- | --- | 135 | --- | 3,250 |
| | | | SUBTOTALS | 0 | 0 | 0 | 0 | 0 | 0 | 2,970 | 40 | 0 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 135 | 0 | 3,250 |
| | | | SUBTOTALS | 15,562 | 1,682 | 41 | 217 | 11,908 | 125 | 23,925 | 3,768 | 278 | | | | | | | | | | | |
| | | | TOTALS | | | | 53,460 | | | | | 4,046 | 49 | 115 | 41 | 374 | 8 | 1,870 | 412 | 64 | 135 | 1,759 | 8,289 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

** SEE VERONA ROAD STAGE 1 AND STAGE 2 TRAFFIC CONTROL PLANS FOR MARKING INFORMATION

*** SEE WILLIAMSBURG WAY PLAN DETAILS FOR MARKING INFORMATION

## PAVEMENT MARKING ARROWS, SYMBOLS, AND WORDS

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | 647.0156 ARROWS EPOXY TYPE 1 (WHITE) EACH | 647.0166 ARROWS EPOXY TYPE 2 (WHITE) EACH | 647.0206 ARROWS BIKE LANE EPOXY EACH | 647.0306 SYMBOLS BIKE LANE EPOXY EACH | 647.0356 WORDS EPOXY EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|
| 0010 | CTH PD | 75+49 EB - 85+29 EB | LT | --- | 5 | --- | --- | 1 | ONLY |
| | | 98+75 EB - 99+25 EB | LT | --- | 1 | 1 | --- | 2 | ONLY |
| | | SUBTOTALS | | 0 | 6 | 1 | 0 | 3 | |
| | WILLIAMSBURG WAY | 92+00 WW - 93+52 WW | LT | --- | --- | 1 | 1 | --- | |
| | | 92+00 WW - 93+57 WW | RT | --- | --- | --- | --- | 1 | YIELD |
| | | 95+23 WW - 99+04 WW | RT | --- | 2 | --- | --- | --- | |
| | | 95+17 WW - 98+49 WW | LT | --- | --- | --- | --- | 1 | YIELD |
| | | 100+84 WW - 104+04 WW | RT | --- | 6 | 1 | 1 | 2 | ONLY |
| | | SUBTOTALS | | 0 | 8 | 2 | 2 | 4 | |
| | ANTON DRIVE | 106+45 AD - 112+09 AD | RT | --- | --- | --- | --- | 1 | YIELD |
| | | SUBTOTALS | | 0 | 0 | 0 | 0 | 1 | |
| | ROUNDABOUT | 10+00 RB - 12+83 RB | LT | 1 | 1 | --- | --- | --- | PDQ DRIVEWAY |
| | | SUBTOTALS | | 1 | 1 | 0 | 0 | 0 | |
| | EAST VERONA ROAD FRONTAGE ROAD | 38+72 EF - 57+18 EF | RT | --- | --- | 8 | 8 | --- | |
| | | 38+72 EF - 55+89 EF | LT | --- | --- | 8 | 8 | --- | |
| | | 57+30 EF - 78+68 EF | RT | --- | --- | 8 | 8 | --- | |
| | | 57+34 EF - 78+30 EF | LT | --- | 3 | 9 | 9 | 2 | ONLY |
| | | SUBTOTALS | | 0 | 3 | 33 | 33 | 2 | |
| | FITCHRONA ROAD | 27+72 FR - 30+55 FR | RT | --- | 6 | --- | --- | 3 | ONLY |
| | | 31+29 FR - 53+30 FR | RT/LT | --- | 8 | --- | --- | 5 | ONLY |
| | | 53+30 FR - 59+19 FR | LT | --- | 2 | --- | --- | 1 | ONLY |
| | | SUBTOTALS | | 0 | 16 | 0 | 0 | 9 | |
| | | TOTALS | | 1 | 34 | 36 | 35 | 19 | |

## TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | * 649.0600 (WHITE) LF |
|---|---|---|---|---|
| 0010 | CTH PD | 97+97 EB - 98+06 EB | RT | 50 |
| | | 101+12 EB - 101+61 EB | RT | 105 |
| | | 106+30 EB - 107+25 EB | RT | 80 |
| | | | TOTAL | 235 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## TRAFFIC SIGNAL FACES SUMMARY

| CATEGORY | LOCATION | BASE NO. | HEAD NO. | 658.0110 TRAFFIC SIGNAL FACE 3-12-INCH VERTICAL EACH | 658.0120 TRAFFIC SIGNAL FACE 5-12-INCH VERTICAL EACH | 658.0215 BACKPLATES SIGNAL FACE 3 SECTION 12-INCH EACH | 658.0225 BACKPLATES SIGNAL FACE 5 SECTION 12-INCH EACH | 658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH | 658.0635 LED MODULES PEDESTRIAN COUNTDOWN TIMER 16-INCH EACH |
|---|---|---|---|---|---|---|---|---|---|
| 0010 | FITCHRONA ROAD & CTH PD | SB-100 | 15 | --- | 1 | --- | 1 | --- | --- |
| | | | 27 | 1 | --- | 1 | --- | --- | --- |
| | | | 85 | --- | --- | --- | --- | 1 | 1 |
| | | SB-101 | 22 | --- | 1 | --- | 1 | --- | --- |
| | | | 23 | 1 | --- | 1 | --- | --- | --- |
| | | | 24 | 1 | --- | 1 | --- | --- | --- |
| | | SB-102 | 5 | 1 | --- | 1 | --- | --- | --- |
| | | | 6 | 1 | --- | 1 | --- | --- | --- |
| | | | 12 | 1 | --- | 1 | --- | --- | --- |
| | | SB-103 | 2 | 1 | --- | 1 | --- | --- | --- |
| | | | 3 | 1 | --- | 1 | --- | --- | --- |
| | | SB-104 | 82 | --- | --- | --- | --- | 1 | 1 |
| | | SB-105 | 21 | --- | 1 | --- | 1 | --- | --- |
| | | | 81 | --- | --- | --- | --- | 1 | 1 |
| | | SB-106 | 17 | 1 | --- | 1 | --- | --- | --- |
| | | | 19 | 1 | --- | 1 | --- | --- | --- |
| | | | 20 | 1 | --- | 1 | --- | --- | --- |
| | | | 25 | 1 | --- | 1 | --- | --- | --- |
| | | SB-107 | 16 | --- | 1 | --- | 1 | --- | --- |
| | | | 80 | --- | --- | --- | --- | 1 | 1 |
| | | SB-108 | 1 | 1 | --- | 1 | --- | --- | --- |
| | | | 14 | 1 | --- | 1 | --- | --- | --- |
| | | | 87 | --- | --- | --- | --- | 1 | 1 |
| | | SB-109 | 4 | 1 | --- | 1 | --- | --- | --- |
| | | | 13 | 1 | --- | 1 | --- | --- | --- |
| | | SB-110 | 10 | 1 | --- | 1 | --- | --- | --- |
| | | | 11 | 1 | --- | 1 | --- | --- | --- |
| | | SB-111 | 9 | 1 | --- | 1 | --- | --- | --- |
| | | | 86 | --- | --- | --- | --- | 1 | 1 |
| | | EXSB-100 | 18 | 1 | --- | 1 | --- | --- | --- |
| | | | 26 | 1 | --- | 1 | --- | --- | --- |
| | | EXSB-101 | 84 | --- | --- | --- | --- | 1 | 1 |
| | | EXSB-102 | 7 | 1 | --- | 1 | --- | --- | --- |
| | | | 83 | --- | --- | --- | --- | 1 | 1 |
| | | EXSB-103 | 8 | 1 | --- | 1 | --- | --- | --- |
| | | TOTALS | | 23 | 4 | 23 | 4 | 8 | 8 |

## REMOVING CONCRETE BASES

| CATEGORY | PROJECT LOCATION | EQUIPMENT NO. | STATION | OFFSET | * 204.0195 EACH |
|---|---|---|---|---|---|
| 0010 | VERONA ROAD | EXLP-1 | 900+17 VR | 35' RT | 1 |
| | | EXLP-3 | 88+40 A | 31' RT | 1 |
| | | EXLP-4 | 88+80 A | 32' RT | 1 |
| | | EXLP-5 | 88+39 A | 81' RT | 1 |
| | | EXLP-6 | 88+79 A | 83' RT | 1 |
| | | EXLP-7 | 90+52 A | 56' RT | 1 |
| | | EXLP-8 | 92+09 A | 122' RT | 1 |
| | | EXLP-9 | 93+78 A | 160' RT | 1 |
| | | EXCB-3 | 89+66 A | 45' RT | 1 |
| | | SUBTOTAL (VERONA ROAD) | | | 9 |
| | FITCHRONA ROAD | EXSB-104 | 78+23 EB | 15' LT | 1 |
| | | EXSB-105 | 78+21 EB | 64' LT | 1 |
| | | EXSB-106 | 78+36 EB | 65' LT | 1 |
| | | EXSB-107 | 79+16 EB | 66' LT | 1 |
| | | EXSB-108 | 79+39 EB | 65' LT | 1 |
| | | EXSB-109 | 79+62 EB | 5' LT | 1 |
| | | EXSB-110 | 79+94 EB | 36' RT | 1 |
| | | EXSB-111 | 79+61 EB | 67' RT | 1 |
| | | EXCB-100 | 79+67 EB | 96' RT | 1 |
| | | SUBTOTAL (FITCHRONA ROAD) | | | 9 |
| | | | | TOTALS | 18 |

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

## CONDUIT SUMMARY

| CATEGORY | PROJECT LOCATION | LOCATION FROM | LOCATION TO | * 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF | * 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF | * 652.0335 CONDUIT RIGID NONMETALLIC SCHEDULE 80 3-INCH LF | * 652.0615 CONDUIT SPECIAL 3-INCH LF | 671.0132 CONDUIT HDPE 3-DUCT 2-INCH LF |
|---|---|---|---|---|---|---|---|---|
| 0010 | CTH PD | PB-1 | PB-2 | 315 | --- | --- | --- | --- |
| | | PB-2 | PB-3 | 215 | --- | --- | --- | --- |
| | | PB-4 | PB-7 | 340 | --- | --- | --- | --- |
| | | PB-5 | PB-10 | 385 | --- | --- | --- | --- |
| | | PB-6 | PB-8 | 210 | --- | --- | --- | --- |
| | | PB-8 | PB-9 | 23 | --- | --- | --- | --- |
| | | PB-9 | PB-11 | --- | 140 | --- | --- | --- |
| | | PB-12 | STUB | 94 | --- | --- | --- | --- |
| | | PB-11 | PB-14 | --- | --- | 490 | --- | --- |
| | | PB-14 | PB-15 | --- | 160 | --- | --- | --- |
| | | PB-14 | PB-17 | 85 | --- | --- | --- | --- |
| | | PB-15 | PB-16 | 33 | --- | --- | --- | --- |
| | | PB-15 | PB-43 | --- | 165 | --- | --- | --- |
| | | PB-17 | PB-22 | --- | --- | 255 | --- | --- |
| | | PB-18 | PB-23 | --- | --- | 250 | --- | --- |
| | | PB-22 | SB-5 | 170 | --- | --- | --- | --- |
| | | PB-18 | PB-24 | 435 | --- | --- | --- | --- |
| | | PB-24 | EXCV-1 | 50 | --- | --- | --- | --- |
| | | PB-24 | PB-27 | 255 | --- | --- | --- | --- |
| | | EXCB-1 | EXPB-12 | --- | 24 | --- | --- | --- |
| | | EXPB-12 | PB-25 | --- | 465 | --- | --- | --- |
| | | PB-25 | PB-26 | --- | --- | 34 | --- | --- |
| | | PB-27 | PB-28 | 225 | --- | --- | --- | --- |
| | | PB-28 | EXPB-15 | 350 | --- | --- | --- | --- |
| | | PB-42 | STUB | 52 | --- | --- | --- | --- |
| | | SUBTOTALS | | 3,237 | 954 | 1,029 | 0 | 0 |

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

CON'T ON RIGHT

## CONDUIT SUMMARY (CON'T)

| CATEGORY | PROJECT LOCATION | LOCATION FROM | LOCATION TO | * 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF | * 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF | * 652.0335 CONDUIT RIGID NONMETALLIC SCHEDULE 80 3-INCH LF | * 652.0615 CONDUIT SPECIAL 3-INCH LF | 671.0132 CONDUIT HDPE 3-DUCT 2-INCH LF |
|---|---|---|---|---|---|---|---|---|
| | VERONA ROAD | PB-13 | STUB | --- | --- | 510 | | |
| | | MD-1 | STUB | 110 | --- | --- | --- | --- |
| | | PB-15 | SB-1 | 115 | --- | --- | --- | --- |
| | | PB-16 | PB-20 | 235 | --- | --- | --- | --- |
| | | PB-20 | PB-19 | --- | 160 | --- | --- | --- |
| | | PB-17 | PB-21 | 340 | --- | --- | --- | --- |
| | | PB-21 | MD-2 | 6 | --- | --- | --- | --- |
| | | EXPB-8 STUE | XLP-2 STUB | 180 | --- | --- | --- | --- |
| | | CV-1 | CV-2 | --- | --- | --- | --- | 950 |
| | | CV-2 | CV-3 | --- | --- | --- | --- | 495 |
| | | CV-3 | STUB | --- | --- | --- | --- | 265 |
| | | SUBTOTALS | | 986 | 160 | 510 | 0 | 1,710 |
| | WILLIAMSBURG WA | PB-29 | PB-30 | 115 | --- | --- | --- | --- |
| | | PB-30 | PB-31 | 19 | --- | --- | --- | --- |
| | | PB-31 | PB-32 | --- | 62 | --- | --- | --- |
| | | PB-32 | PB-33 | --- | 98 | --- | --- | --- |
| | | PB-34 | PB-35 | --- | 86 | --- | --- | --- |
| | | PB-35 | PB-37 | --- | 86 | --- | --- | --- |
| | | PB-37 | PB-36 | 9 | --- | --- | --- | --- |
| | | PB-37 | PB-38 | --- | 150 | --- | --- | --- |
| | | PB-37 | SB-2 | 10 | --- | --- | --- | --- |
| | | PB-37 | SB-3 | 7 | --- | --- | --- | --- |
| | | PB-37 | PB-39 | --- | 80 | --- | --- | --- |
| | | PB-39 | SB-4 | 7 | --- | --- | --- | --- |
| | | PB-39 | PB-40 | 110 | --- | --- | --- | --- |
| | | PB-41 | STUB | 6 | --- | --- | | |
| | | SUBTOTALS | | 283 | 562 | 0 | 0 | 0 |
| | FITCHRONA ROA | CB-100 | PB-100 | 13 | --- | --- | --- | --- |
| | | PB-100 | SB-100 | 7 | --- | --- | --- | --- |
| | | CB-100 | PB-114 | 28 | --- | --- | --- | --- |
| | | PB-114 | PB-113 | 130 | --- | --- | --- | --- |
| | | CB-100 | STUB | --- | --- | 82 | --- | --- |
| | | PB-101 | STUB | 8 | --- | --- | --- | --- |
| | | PB-101 | STUB | --- | 14 | --- | --- | --- |
| | | PB-101 | SB-101 | --- | 12 | --- | --- | --- |
| | | PB-101 | EXPB-102 | --- | 130 | --- | --- | --- |
| | | EXPB-102 | PB-102 | --- | --- | --- | 145 | --- |
| | | PB-102 | STUB | 11 | --- | --- | --- | --- |
| | | PB-102 | SB-102 | 18 | --- | --- | --- | --- |
| | | PB-102 | STUB | 5 | --- | --- | --- | --- |
| | | PB-102 | PB-103 | --- | --- | --- | 155 | --- |
| | | PB-103 | SB-103 | --- | 45 | --- | --- | --- |
| | | PB-103 | SB-104 | 22 | --- | --- | --- | --- |
| | | PB-103 | PB-104 | 36 | --- | --- | --- | --- |
| | | PB-104 | PB-112 | 160 | --- | --- | | |
| | | PB-103 | SB-105 | 11 | --- | --- | --- | --- |
| | | PB-103 | PB-105 | --- | --- | 140 | --- | --- |
| | | PB-105 | PB-106 | 26 | --- | --- | --- | --- |
| | | PB-106 | PB-111 | 150 | --- | --- | --- | --- |
| | | PB-105 | SB-106 | --- | 6 | --- | --- | --- |
| | | PB-105 | PB-107 | --- | 100 | 94 | --- | --- |
| | | PB-107 | SB-107 | 45 | --- | --- | --- | --- |
| | | PB-107 | PB-108 | 14 | --- | --- | --- | --- |
| | | PB-108 | SB-108 | 6 | --- | --- | --- | --- |
| | | PB-107 | PB-109 | --- | --- | 164 | --- | --- |
| | | PB-109 | SB-109 | 13 | --- | --- | --- | --- |
| | | PB-109 | PB-110 | --- | --- | 75 | --- | --- |
| | | PB-110 | SB-110 | --- | 8 | --- | --- | --- |
| | | PB-110 | SB-111 | 17 | --- | --- | --- | --- |
| | | PB-110 | CB-100 | --- | 98 | --- | --- | --- |
| | | SUBTOTALS | | 720 | 413 | 555 | 300 | 0 |
| | | | TOTALS | 5,226 | 2,089 | 2,094 | 300 | 1,710 |

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

## LOOP DETECTOR INSTALLATION

| CATEGORY | PROJECT LOCATION | LOOP NO. | STATION | LOCATION | SIZE FT x FT | NO. OF TURNS | 652.0800 CONDUIT LOOP DETECTOR LF | 652.0900 LOOP DETECTOR SLOTS LF | 655.0700 LOOP DETECTOR LEAD IN CABLE LF | 655.0800 LOOP DETECTOR WIRE LF | REMARKS/SDD INSTALLATION REFERENCE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | VERONA ROAD | 57 | 100+29.67 A | 6.0' LT | 6'X6' | --- | 45 | --- | --- | --- | LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) |
| | | 58 | 100+29.67 A | 7.5' RT | 6'X6' | --- | 75 | --- | --- | --- | LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) |
| | | 75 | 103+10.44 L | 6.0' RT | 6'X30' | --- | 116 | --- | --- | --- | LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) |
| | | 76 | 103+13.01 L | 18.0' RT | 6'X30' | --- | 92 | --- | --- | --- | LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) |
| | | 77 | 100+48.46 A | 21.0' RT | 6'X6' | --- | 70 | --- | --- | --- | LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) |
| | | 78 | 100+48.46 A | 33.0' RT | 6'X6' | --- | 45 | --- | --- | --- | LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) |
| | | 93 | 98+03.55 EB | 82.3' RT | 6'X30' | --- | 105 | --- | --- | --- | LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) |
| | | SUBTOTALS (VERONA ROAD) | | | | 0 | 548 | 0 | 0 | 0 | |
| | CTH PD & KAPEC | 23 | 95+50.29 EB | 80.7' LT | 6'X20' | 4 | 68 | 59 | --- | 255 | LOOP DETECTOR INSTALLED IN EXISTING ASPHALTIC PAVEMENT |
| | | 82 | 22+94.57 NR | 9.0' RT | 6'X8' | 3 | 50 | --- | --- | 156 | LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) |
| | | FUTURE | 95+86 EB | 47.5' RT | --- | --- | 18 | --- | --- | --- | INSTALL 3 CONDUIT STUBS UNDER CURB AND GUTTER FOR FUTURE LOOP DETECTORS |
| | | SUBTOTALS (CTH PD & KAPEC) | | | | | 136 | 59 | 0 | 411 | |
| | WILLIAMSBURG WAY | WW17 | 96+77.37 WW | 24.3' RT | 6'X10' | --- | 55 | --- | --- | --- | LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) |
| | | WW18 | 96+77.46 WW | 36.6' RT | 6'X10' | --- | 81 | --- | --- | --- | LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) |
| | | WW51 | 101+73.34 WW | 5.5' RT | 6'X20' | --- | 76 | --- | --- | --- | LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) |
| | | WW52 | 101+98.34 WW | 5.5' RT | 6'X20' | --- | 82 | --- | --- | --- | LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) |
| | | WW53 | 101+73.34 WW | 7.0' LT | 6'X20' | --- | 73 | --- | --- | --- | LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) |
| | | WW54 | 101+98.34 WW | 7.0' LT | 6'X20' | --- | 72 | --- | --- | --- | LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) |
| | | WW55 | 103+15.29 WW | 5.3' RT | 6'X10' | --- | 73 | --- | --- | 216 | LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE |
| | | WW56 | 103+18.92 WW | 6.9' LT | 6'X10' | --- | 61 | --- | --- | 195 | LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE |
| | | WW57 | 101+98.34 WW | 44.6' LT | 6'X20' | --- | 80 | --- | --- | --- | LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) |
| | | WW71 | 135+23.10 E | 6.0' LT | 6'X20' | --- | 72 | --- | --- | --- | LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) |
| | | WW72 | 134+98.10 E | 6.0' LT | 6'X20' | --- | 72 | --- | --- | --- | LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) |
| | | WW73 | 133+86.15 E | 6.0' LT | 6'X6' | --- | 42 | --- | --- | --- | LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) |
| | | WW74 | 101+75.84 WW | 59.6' RT | 6'X20' | --- | 90 | --- | --- | --- | LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) |
| | | SUBTOTALS (WILLIAMSBURG WAY) | | | | | 929 | 0 | 0 | 411 | |
| | FITCHRONA ROAD | EX11 | 78+21 EB | 5.0' LT | 6'X6' | --- | --- | --- | 389 | --- | --- |
| | | EX12 | 77+99 EB | 5.0' LT | 6'X20' | --- | --- | --- | 400 | --- | --- |
| | | EX13 | 76+57 EB | 4.0' LT | 6'X6' | --- | --- | --- | 569 | --- | --- |
| | | 21 | 79+95 EB | 48.5' LT | 6'X20' | 3 | 76 | 55 | 256 | 210 | LOOP DETECTOR INSTALLED IN EXISTING ASPHALTIC PAVEMENT |
| | | 31 | 30+08 FR | 45.5' RT | 6'X20' | 3 | 74 | 70 | 114 | 206 | LOOP DETECTOR INSTALLED IN EXISTING ASPHALTIC PAVEMENT |
| | | 32 | 30+08 FR | 34.0' RT | 6'X20' | 3 | 64 | 59 | 114 | 186 | LOOP DETECTOR INSTALLED IN EXISTING ASPHALTIC PAVEMENT |
| | | EX33 | 28+60 FR | 34.0' RT | 6'X6' | --- | --- | --- | 266 | --- | --- |
| | | EX34 | 28+60 FR | 45.5' RT | 6'X6' | --- | --- | --- | 266 | --- | --- |
| | | 41 | 31+79 FR | 5.5' RT | 6'X20' | 3 | 74 | --- | 379 | 206 | LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE |
| | | 42 | 31+79 FR | 5.5' LT | 6'X20' | 4 | 77 | --- | 475 | 264 | LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE |
| | | 43 | 31+79 FR | 22.0' LT | 6'X20' | 4 | 70 | --- | 475 | 286 | LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) |
| | | 44 | 33+58 FR | 0.0' RT | 6'X6' | 6 | 44 | --- | 561 | 190 | LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE |
| | | 45 | 33+58 FR | 5.5' LT | 6'X6' | 6 | 54 | --- | 561 | 210 | LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE |
| | | 46 | 33+58 FR | 22.0' LT | 6'X6' | 6 | 40 | --- | 648 | 246 | LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) |
| | | 47 | 32+04 FR | 13.5' LT | 3.5'X6' | 6 | 39 | 36 | 475 | 160 | LOOP DETECTOR INSTALLED IN EXISTING ASPHALTIC PAVEMENT |
| | | 61 | 78+24 EB | 5.5' RT | 6'X20' | 3 | 72 | 68 | 368 | 202 | LOOP DETECTOR INSTALLED IN EXISTING ASPHALTIC PAVEMENT |
| | | 62 | 78+24 EB | 16.5' RT | 6'X20' | 3 | 83 | 79 | 368 | 224 | LOOP DETECTOR INSTALLED IN EXISTING ASPHALTIC PAVEMENT |
| | | EX63 | 76+29 EB | 5.5' RT | 6'X6' | --- | --- | --- | 569 | --- | --- |
| | | EX64 | 79+29 EB | 16.5' RT | 6'X6' | --- | --- | --- | 569 | --- | --- |
| | | 65 | 74+57 EB | 5.5' RT | 6'X10' | 6 | 40 | 37 | 764 | 214 | LOOP DETECTOR INSTALLED IN EXISTING ASPHALTIC PAVEMENT |
| | | 66 | 74+57 EB | 16.5' RT | 6'X10' | 6 | 51 | 48 | 764 | 236 | LOOP DETECTOR INSTALLED IN EXISTING ASPHALTIC PAVEMENT |
| | | 71 | 31+79 FR | 16.5' RT | 6'X20' | 3 | 76 | --- | 379 | 234 | LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) |
| | | 72 | 33+58 FR | 16.5' RT | 6'X6' | 6 | 40 | --- | 561 | 246 | LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) |
| | | 81 | 30+08 FR | 45.5' RT | 6'X20' | 3 | 80 | 72 | 43 | 218 | LOOP DETECTOR INSTALLED IN EXISTING ASPHALTIC PAVEMENT |
| | | 82 | 30+08 FR | 72.5' RT | 6'X20' | 3 | 74 | --- | 43 | 228 | LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) |
| | | EX83 | 28+60 FR | 56.5' RT | 6'X6' | --- | --- | --- | 266 | --- | --- |
| | | 84 | 28+60 FR | 72.5' RT | 6'X6' | 4 | 40 | --- | 196 | 166 | LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) |
| | | 85 | 29+82 FR | 64.5' RT | 3.5'X6' | 3 | 34 | 33 | 58 | 93 | LOOP DETECTOR INSTALLED IN EXISTING ASPHALTIC PAVEMENT |
| | | S1 | 77+92 EB | 35.5' LT | 6'X6' | 5 | 42 | 37 | 399 | 162 | LOOP DETECTOR INSTALLED IN EXISTING ASPHALTIC PAVEMENT |
| | | S2 | 77+91 EB | 46.5' LT | 6'X6' | 5 | 54 | 48 | 399 | 186 | LOOP DETECTOR INSTALLED IN EXISTING ASPHALTIC PAVEMENT |
| | | SUBTOTALS (FITCHRONA ROAD) | | | | | 1298 | 642 | 11694 | 4573 | |
| | | | | | | TOTALS | 2,911 | 701 | 11,694 | 5,395 | |

PULL BOX SUMMARY

| CATEGORY | PROJECT LOCATION | PULL BOX NUMBER | STATION | LOCATION | * 611.8120.S COVER PLATES TEMPORARY EACH | SPV.0060.154 PULL BOX NON-CONDUCTIVE 24X36-INCH EACH | * SPV.0060.155 PULL BOX NON-CONDUCTIVE 24X42-INCH EACH | 673.0105 COMMUNICATION VAULT TYPE 1 EACH | SPV.0060.151 PULL BOX TYPE I EACH | SPV.0060.152 PULL BOX TYPE III EACH | SPV.0060.153 PULL BOX TYPE V EACH | * SPV.0060.111 PULL BOXES, CONCRETE POLYMER 17X30-INCH EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | CTH PD | PB-1 | 87+24 EB | 58.1' RT | --- | --- | --- | --- | 1 | --- | --- | --- |
| | | PB-2 | 90+34 EB | 44.7' RT | --- | --- | --- | --- | 1 | --- | --- | --- |
| | | PB-3 | 92+44 EB | 54.5' RT | --- | --- | --- | --- | 1 | --- | --- | --- |
| | | PB-5 | 94+27 EB | 70.1' RT | --- | --- | --- | --- | 1 | --- | --- | --- |
| | | PB-6 | 95+85 EB | 54.1' RT | --- | 1 | --- | --- | --- | --- | --- | --- |
| | | PB-7 | 97+23 EB | 70.6' RT | --- | --- | --- | --- | --- | --- | --- | 1 |
| | | PB-8 | 97+87 EB | 91.2' RT | --- | 1 | --- | --- | --- | --- | --- | --- |
| | | PB-9 | 98+03 EB | 106.9' RT | --- | --- | 1 | --- | --- | --- | --- | --- |
| | | PB-10 | 98+09 EB | 65.7' RT | --- | --- | --- | --- | 1 | --- | --- | --- |
| | | PB-11 | 98+36 EB | 42.9' RT | --- | --- | 1 | --- | --- | --- | --- | --- |
| | | PB-12 | 95+59 EB | 107.3' LT | --- | 1 | --- | --- | --- | --- | --- | --- |
| | | PB-14 | 100+77 EB | 34.5' RT | --- | --- | 1 | --- | --- | --- | --- | --- |
| | | PB-15 | 101+48 EB | 59.4' RT | --- | --- | 1 | --- | --- | --- | --- | --- |
| | | PB-16 | 101+34 EB | 87.7' RT | --- | 1 | --- | --- | --- | --- | --- | --- |
| | | PB-17 | 101+55 EB | 54.8' RT | --- | --- | 1 | --- | --- | --- | --- | --- |
| | | PB-18 | 101+61 EB | 54.6' RT | --- | --- | --- | --- | 1 | --- | --- | --- |
| | | PB-24 | 105+95 EB | 42.5' RT | --- | --- | --- | --- | 1 | --- | --- | --- |
| | | PB-25 | 106+56 EB | 43.0' RT | --- | --- | --- | --- | --- | --- | --- | 1 |
| | | PB-26 | 106+59 EB | 27.0' RT | --- | --- | --- | --- | --- | --- | --- | 1 |
| | | PB-27 | 108+48 EB | 43.0' RT | --- | --- | --- | --- | 1 | --- | --- | --- |
| | | PB-28 | 110+68 EB | 43.2' RT | --- | --- | --- | --- | 1 | --- | --- | --- |
| | | PB-42 | 22+94 NR | 23.2' RT | --- | 1 | --- | --- | --- | --- | --- | --- |
| | | PB-43 | 102+05 EB | 6.2' RT | --- | --- | 1 | --- | --- | --- | --- | --- |
| | | SUBTOTALS (CTH PD) | | | 0 | 5 | 6 | 0 | 9 | 0 | 0 | 3 |
| | VERONA ROAD | PB-13 | 101+82 D | 17.2' RT | --- | --- | 1 | --- | --- | --- | --- | --- |
| | | PB-19 | 100+33 A | 19.1' LT | --- | --- | 1 | --- | --- | --- | --- | --- |
| | | PB-20 | 100+49 A | 46.9' RT | --- | --- | 1 | --- | --- | --- | --- | --- |
| | | PB-21 | 99+86 A | 49.7' RT | --- | 1 | --- | --- | --- | --- | --- | --- |
| | | PB-22 | 105+43 B | 72.3' RT | --- | --- | 1 | --- | --- | --- | --- | --- |
| | | PB-23 | 105+47 B | 50.3' RT | --- | --- | 1 | --- | --- | --- | --- | --- |
| | | CV-1 | 87+23 D | 43.4' LT | --- | --- | --- | 1 | --- | --- | --- | --- |
| | | CV-2 | 96+78 D | 28.1' LT | --- | --- | --- | 1 | --- | --- | --- | --- |
| | | CV-3 | 101+69 D | 17.1' RT | --- | --- | --- | 1 | --- | --- | --- | --- |
| | | SUBTOTALS (VERONA ROAD) | | | 0 | 1 | 5 | 3 | 0 | 0 | 0 | 0 |
| | WILLIAMSBURG WAY | PB-29 | 133+86 E | 18.2' LT | --- | 1 | --- | --- | --- | --- | --- | --- |
| | | PB-30 | 135+00 E | 18.7' LT | --- | 1 | --- | --- | --- | --- | --- | --- |
| | | PB-31 | 135+19 E | 18.6' LT | 1 | --- | 1 | --- | --- | --- | --- | --- |
| | | PB-32 | 135+22 E | 11.2' RT | 1 | --- | 1 | --- | --- | --- | --- | --- |
| | | PB-33 | 102+02 WW | 64.4' RT | --- | --- | 1 | --- | --- | --- | --- | --- |
| | | PB-34 | 102+05 WW | 58.5' RT | --- | --- | 1 | --- | --- | --- | --- | --- |
| | | PB-35 | 101+88 WW | 19.6' RT | 1 | --- | 1 | --- | --- | --- | --- | --- |
| | | PB-36 | 101+97 WW | 19.7' LT | --- | 1 | --- | --- | --- | --- | --- | --- |
| | | PB-37 | 101+88 WW | 22.7' LT | --- | --- | 1 | --- | --- | --- | --- | --- |
| | | PB-38 | 101+14 WW | 36.6' LT | --- | --- | 1 | --- | --- | --- | --- | --- |
| | | PB-39 | 102+07 WW | 56.7' LT | --- | --- | 1 | --- | --- | --- | --- | --- |
| | | PB-40 | 103+19 WW | 38.0' LT | --- | 1 | --- | --- | --- | --- | --- | --- |
| | | PB-41 | 96+73 WW | 11.2' RT | --- | 1 | --- | --- | --- | --- | --- | --- |
| | | SUBTOTALS (WILLIAMSBURG WAY) | | | 3 | 5 | 8 | 0 | 0 | 0 | 0 | 0 |

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

CON'T NEXT SHEET

PULL BOX SUMMARY (CON'T)

| CATEGORY | PROJECT LOCATION | PULL BOX NUMBER | STATION | LOCATION | * 611.8120.S COVER PLATES TEMPORARY EACH | SPV.0060.154 PULL BOX NON-CONDUCTIVE 24X36-INCH EACH | * SPV.0060.155 PULL BOX NON-CONDUCTIVE 24X42-INCH EACH | 673.0105 COMMUNICATION VAULT TYPE 1 EACH | SPV.0060.151 PULL BOX TYPE I EACH | SPV.0060.152 PULL BOX TYPE III EACH | SPV.0060.153 PULL BOX TYPE V EACH | * SPV.0060.111 PULL BOXES, CONCRETE POLYMER 17X30-INCH EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | FITCHRONA ROAD | PB-100 | 79+71 EB | 74.9' RT | --- | --- | --- | --- | --- | 1 | --- | --- |
| CON'T | | PB-101 | 78+59 EB | 83.7' RT | --- | --- | --- | --- | --- | --- | 1 | --- |
| | | PB-102 | 78+07 EB | 16.9' LT | --- | --- | --- | --- | --- | --- | 1 | --- |
| | | PB-103 | 78+43 EB | 85.0' LT | --- | --- | --- | --- | --- | --- | 1 | --- |
| | | PB-104 | 32+00 FR | 33.2' LT | --- | --- | --- | --- | --- | 1 | --- | --- |
| | | PB-105 | 79+12 EB | 102.2' LT | --- | --- | --- | --- | 1 | --- | --- | --- |
| | | PB-106 | 32+06 FR | 29.4' RT | --- | --- | --- | --- | --- | 1 | --- | --- |
| | | PB-107 | 80+07 EB | 86.6' LT | --- | --- | --- | --- | 1 | --- | --- | --- |
| | | PB-108 | 79+99 EB | 75.1' LT | --- | --- | --- | --- | --- | 1 | --- | --- |
| | | PB-109 | 80+07 EB | 4.9' LT | --- | --- | --- | --- | 1 | --- | --- | --- |
| | | PB-110 | 80+07 EB | 32.8' RT | --- | --- | --- | --- | --- | --- | 1 | --- |
| | | PB-111 | 33+58 FR | 27.5' RT | --- | --- | --- | --- | --- | 1 | --- | --- |
| | | PB-112 | 33+58 FR | 33.2' LT | --- | --- | --- | --- | --- | 1 | --- | --- |
| | | PB-113 | 28+57 FR | 83.2' RT | --- | --- | --- | --- | --- | 1 | --- | --- |
| | | PB-114 | 29+83 FR | 83.3' RT | --- | --- | --- | --- | --- | 1 | --- | --- |
| | SUBTOTALS (FITCHRONA ROAD) | | | | 0 | 0 | 0 | 0 | 3 | 8 | 4 | 0 |
| | | | | TOTALS | 3 | 11 | 19 | 3 | 12 | 8 | 4 | 3 |

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

INSTALL CONDUIT INTO EXISTING ITEM

| CATEGORY | LOCATION | STATION | OFFSET | 652.0700.S EACH |
|---|---|---|---|---|
| 0010 | PB-12 STUB | 94+66 EB | 102.1' LT | 1 |
| | EXPB-4 STUB | 902+76 VR | 3.9' RT | 1 |
| | EXCB-1 | 105+28 EB | 242.0' RT | 1 |
| | EXPB-12 | 105+32 EB | 231.0' RT | 1 |
| | EXCV-1 | 106+03 EB | 65.1' RT | 1 |
| | LOOP STUB | 110+68 EB | 38.2' RT | 1 |
| | EXPB-15 | 114+11 EB | 47.7' RT | 1 |
| | PB-42 STUB | 23+50 NR | 24.0' RT | 1 |
| | CB-100 | 79+53 EB | 96.9' RT | 1 |
| | EXPB-100 | 79+10 EB | 96.0' RT | 1 |
| | PB-101 | 78+61 EB | 76.3' RT | 1 |
| | PB-101 | 78+65 EB | 86.7' RT | 1 |
| | EXPB-102 | 78+05 EB | 55.1' RT | 1 |
| | PB-102 | 77+97 EB | 14.2' LT | 1 |
| | PB-102 | 78+11 EB | 14.8' LT | 1 |
| | EXPB-105 | 74+59 EB | 4.7' LT | 1 |
| | EXPB-104 | 77+92 EB | 14.3' LT | 1 |
| | | | TOTAL | 17 |

REMOVING PULL BOXES

| CATEGORY | LOCATION | STATION | OFFSET | 653.0905 EACH |
|---|---|---|---|---|
| 0010 | EXPB-2 | 95+51 EB | 107' LT | 1 |
| | EXPB-5 | 902+09 VR | 13' RT | 1 |
| | EXPB-6 | 901+67 VR | 93' RT | 1 |
| | EXPB-7 | 99+64 A | 3' LT | 1 |
| | EXPB-11 | 104+59 EB | 17' LT | 1 |
| | EXPB-13 | 110+68 EB | 48' RT | 1 |
| | EXPB-14 | 112+30 EB | 46' RT | 1 |
| | EXPB-18 | 101+88 WW | 7' LT | 1 |
| | EXPB-19 | 98+07 WW | 56' RT | 1 |
| | EXPB-20 | 97+05 WW | 55' RT | 1 |
| | EXPB-21 | 22+94 NR | 22' RT | 1 |
| | EXPB-22 | 88+61 A | 26' RT | 1 |
| | EXPB-23 | 90+42 A | 52' RT | 1 |
| | EXPB-25 | 931+51 VR | 55' RT | 1 |
| | EXPB-26 | 933+27 VR | 52' RT | 1 |
| | EXPB-106 | 78+24 EB | 62' LT | 1 |
| | EXPB-107 | 79+22 EB | 63' LT | 1 |
| | EXPB-108 | 79+74 EB | 4' LT | 1 |
| | EXPB-109 | 79+63 EB | 55' RT | 1 |
| | EXPB-110 | 79+56 EB | 91' RT | 1 |
| | EXPB-111 | 78+29 EB | 16' LT | 1 |
| | | | TOTAL | 21 |

ELECTRICAL WIRE, LIGHTING (LUMINAIRES)

| CATEGORY | LOCATION | LOCATION FROM | LOCATION TO | 655.0305 CABLE TYPE UF 2-12 AWG GROUNDED LF | * 655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF |
|---|---|---|---|---|---|
| 0010 | FITCHRONA ROAD & CTH PD | CB-100 | SB-102 | 400 | --- |
| | | | POLE | --- | 270 |
| | | CB-100 | SB-109 | 150 | --- |
| | | | POLE | --- | 270 |
| | | | TOTALS | 550 | 540 |

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

## TRAFFIC SIGNAL CABLE SUMMARY

| CATEGORY | LOCATION | LOCATION FROM | LOCATION TO | 655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG LF | 655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG LF | 655.0250 CABLE TRAFFIC SIGNAL 9-14 AWG LF | 655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG LF |
|---|---|---|---|---|---|---|---|
| 0010 | FITCHRONA ROAD & CTH PD | CB-100 | SB-100 | --- | --- | --- | 51 |
| | | SB-100 | HEAD 15 | --- | 23 | --- | --- |
| | | SB-100 | HEAD 26 | 19 | --- | --- | --- |
| | | SB-100 | 85 | 12 | --- | --- | --- |
| | | SB-100 | BUTTON | 6 | --- | --- | --- |
| | | CB-100 | EXSB-100 | --- | --- | 145 | --- |
| | | EXSB-100 | HEAD 18 | 19 | --- | --- | --- |
| | | EXSB-100 | HEAD 26 | 19 | --- | --- | --- |
| | | EXSB-100 | BUTTON | 6 | --- | --- | --- |
| | | CB-100 | SB-101 | --- | 220 | --- | --- |
| | | SB-101 | HEAD 22 | --- | 23 | --- | --- |
| | | SB-101 | HEAD 23 | 44 | --- | --- | --- |
| | | SB-101 | HEAD 24 | 55 | --- | --- | --- |
| | | CB-100 | EXSB-101 | 225 | --- | --- | --- |
| | | EXSB-101 | 84 | 12 | --- | --- | --- |
| | | EXSB-101 | BUTTON | 6 | --- | --- | --- |
| | | CB-100 | EXSB-102 | --- | 305 | --- | --- |
| | | EXSB-102 | HEAD 7 | 19 | --- | --- | --- |
| | | EXSB-102 | 83 | 12 | --- | --- | --- |
| | | EXSB-102 | BUTTON | 6 | --- | --- | --- |
| | | CB-100 | EXSB-103 | 315 | --- | --- | --- |
| | | EXSB-103 | HEAD 8 | 19 | --- | --- | --- |
| | | CB-100 | SB-102 | --- | --- | 390 | --- |
| | | SB-102 | HEAD 5 | 36 | --- | --- | --- |
| | | SB-102 | HEAD 6 | 19 | --- | --- | --- |
| | | SB-102 | HEAD 12 | 19 | --- | --- | --- |
| | | SB-102 | BUTTON | 6 | --- | --- | --- |
| | | CB-100 | SB-103 | 475 | --- | --- | --- |
| | | SB-103 | HEAD 2 | 41 | --- | --- | --- |
| | | SB-103 | HEAD 3 | 52 | --- | --- | --- |
| | | CB-100 | SB-104 | 450 | --- | --- | --- |
| | | SB-104 | 82 | 12 | --- | --- | --- |
| | | SB-104 | BUTTON | 6 | --- | --- | --- |
| | | CB-100 | SB-105 | --- | --- | 440 | --- |
| | | SB-105 | HEAD 21 | --- | 23 | --- | --- |
| | | SB-105 | 81 | 12 | --- | --- | --- |
| | | SB-105 | BUTTON | 6 | --- | --- | --- |
| | | CB-100 | SB-106 | --- | --- | --- | 350 |
| | | SB-106 | HEAD 17 | 49 | --- | --- | --- |
| | | SB-106 | HEAD 19 | 38 | --- | --- | --- |
| | | SB-106 | HEAD 20 | 19 | --- | --- | --- |
| | | SB-106 | HEAD 25 | 19 | --- | --- | --- |
| | | SB-106 | BUTTON | 6 | --- | --- | --- |
| | | CB-100 | SB-107 | --- | --- | 275 | --- |
| | | SB-107 | HEAD 16 | --- | 23 | --- | --- |
| | | SB-107 | 80 | 12 | --- | --- | --- |
| | | SB-107 | BUTTON | 6 | --- | --- | --- |
| | | CB-100 | SB-108 | --- | --- | --- | 265 |
| | | SB-108 | HEAD 1 | 19 | --- | --- | --- |
| | | SB-108 | HEAD 14 | 19 | --- | --- | --- |
| | | SB-108 | 87 | 12 | --- | --- | --- |
| | | SB-108 | BUTTON | 6 | --- | --- | --- |
| | | CB-100 | SB-109 | --- | --- | 145 | --- |
| | | SB-109 | HEAD 4 | 19 | --- | --- | --- |
| | | SB-109 | HEAD 13 | 19 | --- | --- | --- |
| | | SB-109 | BUTTON | 6 | --- | --- | --- |
| | | CB-100 | SB-110 | 88 | --- | --- | --- |
| | | SB-110 | HEAD 10 | 42 | --- | --- | --- |
| | | SB-110 | HEAD 11 | 52 | --- | --- | --- |
| | | CB-100 | SB-111 | --- | 98 | --- | --- |
| | | SB-111 | HEAD 9 | 19 | --- | --- | --- |
| | | SB-111 | 86 | 12 | --- | --- | --- |
| | | SB-111 | BUTTON | 6 | --- | --- | --- |
| | | | TOTALS | 2,396 | 715 | 1,395 | 666 |

## ELECTRICAL WIRE, LIGHTING (LUMINAIRES)

| CATEGORY | LOCATION | LOCATION FROM | LOCATION TO | 655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG (GREEN) LF | 655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG (WHITE) LF |
|---|---|---|---|---|---|
| 0010 | FITCHRONA ROAD & CTH PD | CB-100 | SB-100 | 54 | 54 |
| | | SB-100 | EXSB-100 | 185 | 185 |
| | | EXSB-100 | SB-101 | 150 | 150 |
| | | SB-101 | EXSB-101 | 50 | 50 |
| | | EXSB-101 | EXSB-102 | 135 | 135 |
| | | EXSB-102 | EXSB-103 | 72 | 72 |
| | | EXSB-103 | SB-102 | 160 | 160 |
| | | SB-102 | SB-103 | 180 | 180 |
| | | SB-103 | SB-104 | 89 | 89 |
| | | SB-104 | SB-105 | 55 | 55 |
| | | SB-105 | SB-106 | 125 | 125 |
| | | SB-106 | SB-107 | 185 | 185 |
| | | SB-107 | SB-108 | 100 | 100 |
| | | SB-108 | SB-109 | 170 | 170 |
| | | SB-109 | SB-110 | 94 | 94 |
| | | SB-110 | SB-111 | 46 | 46 |
| | | SB-111 | CB-100 | 85 | 85 |
| | | | SUBTOTALS | 1,935 | 1,935 |
| | | | TOTAL | 3,870 | |

## LED MODULE SUMMARY

| CATEGORY | LOCATION | 658.0600 LED MODULES 12-INCH RED BALL EACH | 658.0605 LED MODULES 12-INCH YELLOW BALL EACH | 658.0610 LED MODULES 12-INCH GREEN BALL EACH | 658.0615 LED MODULES 12-INCH RED ARROW EACH | 658.0620 LED MODULES 12-INCH YELLOW ARROW EACH | 658.0625 LED MODULES 12-INCH GREEN ARROW EACH |
|---|---|---|---|---|---|---|---|
| 0010 | FITCHRONA ROAD & CTH PD | 15 | 15 | 15 | 12 | 16 | 16 |

## REMOVING AND REINSTALLING CABLE SUMMARY

| CATEGORY | LOCATION | LOCATION FROM | LOCATION TO | * 674.0300 REMOVE CABLE LF | 674.0400 REINSTALL CABLE LF |
|---|---|---|---|---|---|
| 0010 | CTH PD | EXPB-1 | PB-12 | 245 | 245 |
| | | EXCV-1 | EXCB-2 | 940 | --- |
| | | EXPB-13 | EXPB-15 | 345 | 345 |
| | | EXPB-15 | EXCB-2 | 130 | --- |
| | | EXPB-3 | PB-42 | 165 | 165 |
| | | SUBTOTALS (CTH PD) | | 1825 | 755 |
| | FITCHRONA ROAD | CB-100 | EXPB-100 | 50 | --- |
| | | EXPB-100 | LOOP EX33 | 123 | --- |
| | | EXPB-100 | EXSB-100 | 28 | --- |
| | | EXPB-100 | EXPB-101 | 41 | --- |
| | | EXPB-101 | EXPB-102 | 89 | --- |
| | | EXPB-101 | EXSB-101 | 31 | --- |
| | | EXPB-102 | EXSB-102 | 19 | --- |
| | | EXPB-102 | EXSB-103 | 30 | --- |
| | | EXPB-103 | EXPB-104 | 19 | --- |
| | | EXPB-104 | EXPB-105 | 335 | --- |
| | | SUBTOTALS (FITCHRONA ROAD) | | 765 | 0 |
| | | | TOTALS | 2,590 | 755 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## TRAFFIC SIGNAL BASES

| CATEGORY | LOCATION | EQUIPMENT NO. | STATION | OFFSET | 654.0101 CONCRETE BASES TYPE 1 EACH | 654.0102 CONCRETE BASES TYPE 2 EACH | * 654.0105 CONCRETE BASES TYPE 5 EACH | SPV.0060.010 CONCRETE BASES TYPE 10 SPECIAL EACH | 657.0100 PEDESTAL BASES EACH | * 657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH | SPV.0060.156 CONCRETE BASE TYPE G EACH | SPV.0060.157 CONCRETE BASE TYPE LB-3 EACH | SPV.0060.158 CONCRETE BASE TYPE LB-8 EACH | SPV.0060.159 CONCRETE BASE TYPE P EACH | SPV.0060.160 TRANSFORMER BASE STEEL, 16-INCH EACH | SPV.0060.161 TRANSFORMER BASE STEEL, 20-INCH EACH | * SPV.0060.072 ROCK EXCAVATION FOR CONCRETE BASES EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | VERONA ROAD | MD-1 | 901+67.0 VR | 10.4' RT | --- | 1 | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | |
| | | SB-1 | 102+01.0 L | 31.7' RT | --- | --- | 1 | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | |
| | | MD-2 | 99+80.4 A | 49.5' RT | --- | --- | 1 | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | |
| | | SB-5 | 106+85.2 B | 20.3' RT | --- | --- | 1 | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | |
| | | SUBTOTALS (VERONA ROAD) | | | 0 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | WILLIAMSBURG WAY | SB-2 | 101+79.5 WW | 19.2' LT | --- | 1 | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | |
| | | SB-3 | 101+90.0 WW | 29.4' LT | 1 | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | |
| | | SB-4 | 102+01.9 WW | 59.6' LT | 1 | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | |
| | | SUBTOTALS (WILLIAMSBURG WAY) | | | 2 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | FITCHRONA ROAD | CB-100 | 79+81.7 EB | 70.7' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | |
| | | SB-100 | 79+72.0 EB | 68.7' RT | --- | --- | --- | --- | 1 | --- | 1 | --- | --- | --- | --- | --- | 1 | |
| | | SB-101 | 78+63.9 EB | 94.5' RT | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | |
| | | SB-102 | 78+24.2 EB | 16.2' LT | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | 1 | 1 | 15" BOLT CIRCLE |
| | | SB-103 | 78+04.1 EB | 63.3' LT | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | |
| | | SB-104 | 78+24.7 EB | 74.0' LT | --- | --- | --- | --- | 1 | --- | 1 | --- | --- | --- | --- | --- | 1 | |
| | | SB-105 | 78+45.5 EB | 95.6' LT | --- | --- | --- | --- | 1 | --- | 1 | --- | --- | --- | --- | --- | 1 | |
| | | SB-106 | 79+11.3 EB | 96.2' LT | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | |
| | | SB-107 | 79+63.6 EB | 96.2' LT | --- | --- | --- | --- | 1 | --- | 1 | --- | --- | --- | --- | --- | 1 | |
| | | SB-108 | 79+94.5 EB | 78.4' LT | --- | --- | --- | --- | 1 | --- | 1 | --- | --- | --- | --- | --- | 1 | |
| | | SB-109 | 79+95.1 EB | 5.0' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | 1 | --- | 1 | 11" BOLT CIRCLE |
| | | SB-110 | 80+15.0 EB | 33.0' RT | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | |
| | | SB-111 | 79+93.8 EB | 41.8' RT | --- | --- | --- | --- | 1 | --- | 1 | --- | --- | --- | --- | --- | 1 | |
| | | SUBTOTALS (FITCHRONA ROAD) | | | 0 | 0 | 0 | 4 | 6 | 0 | 6 | 1 | 1 | 1 | 1 | 1 | 8 | |
| | | TOTALS | | | 2 | 2 | 3 | 4 | 8 | 5 | 6 | 1 | 1 | 1 | 1 | 1 | 8 | |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## TRAFFIC SIGNAL POLES

| CATEGORY | LOCATION | EQUIPMENT NO. | STATION | OFFSET | 657.0305 POLES TYPE 2 EACH | 657.0410 TRAFFIC SIGNAL STANDARDS ALUMINUM 9-FT EACH | 657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH | 657.0425 TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH | 657.0590 TROMBONE ARMS 20-FT EACH | 657.0709 LUMINAIRE ARMS TRUSS TYPE 4-INCH CLAMP 12-FT EACH | 657.1345 INSTALL POLES TYPE 9 EACH | 657.1525 INSTALL MONOTUBE ARMS 25-FT EACH | 657.1530 INSTALL MONOTUBE ARMS 30-FT EACH | 658.0500 PEDESTRIAN PUSH BUTTONS EACH | * 659.1125 LUMINAIRES UTILITY LED C EACH | SPV.0060.162 TRAFFIC SIGNAL TROMBONE ARMS 15-FOOT EACH | SPV.0060.163 POLE 30-FOOT 7 GAUGE EACH | SPV.0060.164 POLE 30-FOOT 11 GAUGE EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | VERONA ROAD | MD-1 | 901+64.0 VR | 10.9' RT | 1 | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | | SUBTOTALS (VERONA ROAD) | | | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | FITCHRONA ROAD | SB-100 | 79+72.0 EB | 68.7' RT | --- | --- | --- | 1 | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- |
| | | SB-101 | 78+63.9 EB | 94.5' RT | --- | --- | --- | --- | --- | --- | 1 | --- | 1 | --- | --- | --- | --- | --- |
| | | SB-102 | 78+24.2 EB | 16.2' LT | --- | --- | --- | --- | --- | 2 | --- | --- | --- | 1 | 2 | 1 | 1 | --- |
| | | SB-103 | 78+04.1 EB | 63.3' LT | --- | --- | --- | --- | --- | --- | 1 | --- | 1 | --- | --- | --- | --- | --- |
| | | SB-104 | 78+24.7 EB | 74.0' LT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- |
| | | SB-105 | 78+45.5 EB | 95.6' LT | --- | --- | --- | 1 | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- |
| | | SB-106 | 79+11.3 EB | 96.2' LT | --- | --- | --- | --- | --- | --- | 1 | 1 | --- | 1 | --- | --- | --- | --- |
| | | SB-107 | 79+63.6 EB | 96.2' LT | --- | --- | --- | 1 | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- |
| | | SB-108 | 79+94.5 EB | 78.4' LT | --- | --- | 1 | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- |
| | | SB-109 | 79+95.1 EB | 5.0' LT | --- | --- | --- | --- | --- | 2 | --- | --- | --- | 1 | 2 | --- | --- | 1 |
| | | SB-110 | 80+15.0 EB | 33.0' RT | --- | --- | --- | --- | --- | --- | 1 | --- | 1 | --- | --- | --- | --- | --- |
| | | SB-111 | 79+93.8 EB | 41.8' RT | --- | --- | 1 | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- |
| | | EXSB-100 | 79+09.5 EB | 69.2' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- |
| | | EXSB-101 | 78+57.3 EB | 69.1' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- |
| | | EXSB-102 | 78+24.8 EB | 55.3' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- |
| | | SUBTOTALS (FITCHRONA ROAD) | | | 0 | 2 | 2 | 3 | 0 | 4 | 4 | 1 | 3 | 12 | 4 | 1 | 1 | 1 |
| | | TOTALS | | | 1 | 2 | 2 | 3 | 1 | 4 | 4 | 1 | 3 | 12 | 4 | 1 | 1 | 1 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## FIBER OPTIC SPLICE

| CATEGORY | PROJECT LOCATION | EQUIP. LOCATION | 678.0300 EACH |
|---|---|---|---|
| 0010 | MILITARY RIDGE PATH | EXCV-1 | 8 |

## LOOP DETECTOR SPLICE

| CATEGORY | LOCATION | STATION | LOCATION | SPV.0060.150 EACH |
|---|---|---|---|---|
| 0010 | PB-40 | 103+19 WW | 38.0' LT | 1 |
| | | | TOTAL | 1 |

## 8-COUNT FIBER OPTIC CONNECTOR 1,400-FT

| CATEGORY | PROJECT LOCATION | FROM | TO | SPV.0060.166 EACH |
|---|---|---|---|---|
| 0010 | COMMERCE PARK DRIVE | EXCV-1 | EXCB-2 | 1 |

## TRAFFIC SIGNAL EVP DETECTOR CABLE

| CATEGORY | LOCATION | LOCATION FROM | LOCATION TO | **FOR INFORMATION ONLY LF |
|---|---|---|---|---|
| 0010 | CTH PD (MCKEE ROAD) & FITCHRONA ROAD | CB-100 | EVP1 | 250 |
| | | CB-100 | EVP2 | 475 |
| | | CB-100 | EVP3 | 350 |
| | | CB-100 | EVP4 | 120 |
| | | | TOTAL | 1,195 |

** ITEM WILL BE FURNISHED AND INSTALLED BY THE CONTRACTOR AND BE PAID FOR UNDER THE BID ITEM EVP DETECTOR

## ROCK EXCAVATION FOR CONCRETE BASES

| CATEGORY | PROJECT LOCATION | BASE NO. | STATION | EQUIPMENT LOCATION | * SPV.0060.072 EACH |
|---|---|---|---|---|---|
| 0020 | FITCHRONA ROAD | LP-10-3 | 42+65 FR | 20.5' LT | 1 |
| | | LP-11-1 | 45+30 FR | 21.1' RT | 1 |
| | | LP-11-2 | 47+46 FR | 21.1' LT | 1 |
| | | LP-12-1 | 50+49 FR | 24.3' RT | 1 |
| | | LP-12-2 | 52+85 FR | 30.3' LT | 1 |
| | | | | TOTAL | 5 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## LIGHTING REMOVAL SUMMARY

| CATEGORY | PROJECT LOCATION | EQUIPMENT NO. | STATION | OFFSET | SPV.0060.168 REMOVE EXISTING WISDOT-OWNED LIGHTING CABINET EACH | SPV.0060.167 REMOVE EXISTING WISDOT-OWNED LIGHT POLE ASSEMBLY EACH |
|---|---|---|---|---|---|---|
| 0010 | VERONA ROAD | EXLP-1 | 900+17 VR | 35' RT | --- | 1 |
| | | EXLP-3 | 88+40 A | 31' RT | --- | 1 |
| | | EXLP-4 | 88+80 A | 32' RT | --- | 1 |
| | | EXLP-5 | 88+39 A | 81' RT | --- | 1 |
| | | EXLP-6 | 88+79 A | 83' RT | --- | 1 |
| | | EXLP-7 | 90+52 A | 56' RT | --- | 1 |
| | | EXLP-8 | 92+09 A | 122' RT | --- | 1 |
| | | EXLP-9 | 93+78 A | 160' RT | --- | 1 |
| | | EXCB-3 | 89+66 A | 45' RT | 1 | --- |
| | | | | TOTALS | 1 | 8 |

## REMOVE CABLE

| CATEGORY | LOCATION FROM | LOCATION TO | * 674.0300 LF |
|---|---|---|---|
| 0010 | EXLP-7-4 | EXLP-8-1 | 201 |
| | EXLP-8-3 | EXLC-1 | 150 |
| | | TOTAL | 351 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## VEHICLE DETECTION SUMMARY

| CATEGORY | LOCATION | SPV.0060.165 INSTALL VIDEO DETECTION CAMERA EACH |
|---|---|---|
| 0010 | CTH PD AND FITCHRONA ROAD | 1 |
| | CTH PD AND NESBITT ROAD | 1 |
| | TOTAL | 2 |

## REMOVE AND SALVAGE EXISTING BLANK OUT SIGN

| CATEGORY | PROJECT LOCATION | STATION | OFFSET | SPV.0060.169 EACH |
|---|---|---|---|---|
| 0010 | VERONA ROAD & CTH PD | 903+18 | 88' RT | 1 |
| | | 903+99 | 105' RT | 1 |
| | | 904+89 | 110' RT | 1 |
| | | 905+33 | 22' RT | 1 |
| | | | TOTAL | 4 |

## LIGHTING REMOVALS

| CATEGORY | BASE NO. | STATION | EQUIPMENT LOCATION | SPV.0060.100 REMOVE AND SALVAGE EXISTING CITY-OWNED LIGHT POLE ASSEMBLY EACH | * 204.0195 REMOVING CONCRETE BASES EACH |
|---|---|---|---|---|---|
| 0010 | --- | 94+67 WW | 32.1' LT | 1 | --- |
| | | | SUBTOTALS (0010) | 1 | 0 |
| 0020 | EXLP-8-1 | 78+16 EB | 15.0' LT | 1 | 1 |
| | EXLP-12-1 | 54+00 FR | 0.5' LT | 1 | 1 |
| | EXLP-13-1 | 56+55 FR | 9.0' LT | 1 | 1 |
| | EXLC-1 | 29+72 FR | 70.3' RT | --- | 1 |
| | | | SUBTOTALS (0020) | 3 | 4 |
| | | | TOTALS | 4 | 4 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## EVP DETECTOR

| CATEGORY | LOCATION | SPV.0105.154 LS |
|---|---|---|
| 0010 | CTH PD (MCKEE ROAD) & FITCHRONA ROAD | 1 |

## LIGHTING CONDUIT SUMMARY

| CATEGORY | PROJECT LOCATION | EQUIPMENT LOCATION FROM | EQUIPMENT LOCATION TO | * 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF | * 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF | * 652.0325 CONDUIT RIGID NONMETALLIC SCHEDULE 80 2-INCH LF | * 652.0335 CONDUIT RIGID NONMETALLIC SCHEDULE 80 3-INCH LF | 652.0605 CONDUIT SPECIAL 2-INCH LF | * 652.0615 CONDUIT SPECIAL 3-INCH LF |
|---|---|---|---|---|---|---|---|---|---|
| 0010 | USH 18/151 & CTH PD L13-0866 | L13-0866 | LPB-6 | 16 | --- | --- | --- | --- | --- |
| | | L13-0866 | LPB-5 | 34 | --- | --- | --- | --- | --- |
| | | LPB-6 | LPB-7 | 152 | --- | --- | --- | --- | --- |
| | | LPB-6 | LPB-8 | --- | 195 | --- | --- | --- | --- |
| | | LPB-8 | LPB-9 | --- | --- | --- | --- | --- | 430 |
| | | LPB-8 | L-13-0866-0033 STUB | --- | 10 | --- | --- | --- | --- |
| | | LPB-8 | L-13-0866-0032 | --- | 24 | --- | --- | --- | --- |
| | | LPB-5 | LPB-4 | 76 | --- | --- | --- | --- | 359 |
| | | LPB-4 | LPB-2 | 734 | --- | --- | --- | --- | --- |
| | | LPB-2 | LPB-1 | 200 | --- | --- | --- | --- | --- |
| | | LPB-1 | L-13-0866-0016 | --- | 138 | --- | --- | --- | --- |
| | | L-13-0866-0016 | L-13-0866-0011 | --- | 183 | --- | --- | --- | --- |
| | | L-13-0866-0011 | L-13-0866-0010 | --- | 150 | --- | --- | --- | --- |
| | | L-13-0866-0010 | L-13-0866-0009 | --- | 150 | --- | --- | --- | --- |
| | | L-13-0866-0009 | L-13-0866-0008 | --- | 192 | --- | --- | --- | --- |
| | | L-13-0866-0008 | L-13-0866-0003 | --- | 180 | --- | --- | --- | --- |
| | | L-13-0866-0003 | L-13-0866-0002 | --- | 178 | --- | --- | --- | --- |
| | | L-13-0866-0002 | FUTURE EXTENSION | --- | 10 | --- | --- | --- | --- |
| | | LPB-4 | L-13-0866-0020 | --- | 254 | --- | --- | --- | --- |
| | | L-13-0866-0020 | L-13-0866-0019 | --- | 193 | --- | --- | --- | --- |
| | | L-13-0866-0019 | L-13-0866-0014 | --- | 183 | --- | --- | --- | --- |
| | | L-13-0866-0014 | L-13-0866-0013 | --- | 168 | --- | --- | --- | --- |
| | | L-13-0866-0013 | L-13-0866-0012 | --- | 181 | --- | --- | --- | --- |
| | | L-13-0866-0012 | L-13-0866-0007 | --- | 182 | --- | --- | --- | --- |
| | | L-13-0866-0007 | L-13-0866-0006 | --- | 177 | --- | --- | --- | --- |
| | | L-13-0866-0006 | L-13-0866-0005 | --- | 181 | --- | --- | --- | --- |
| | | L-13-0866-0005 | L-13-0866-0004 | --- | 187 | --- | --- | --- | --- |
| | | | SUBTOTALS | 1,212 | 3,116 | 0 | 0 | 0 | 789 |
| | USH 18/151 & WILLIAMSBURG WAY L13-0867 | L13-0867 | LPB-13 | 70 | --- | --- | --- | --- | --- |
| | | L13-0867 | LPB-12 | 106 | --- | --- | --- | --- | --- |
| | | LPB-12 | L-13-0867-0019 | --- | 151 | --- | --- | --- | --- |
| | | L-13-0867-0019 | L-13-0867-0018 | --- | 182 | --- | --- | --- | --- |
| | | L-13-0867-0018 | L-13-0867-0016 | --- | 180 | --- | --- | --- | --- |
| | | L-13-0867-0016 | LPB-10 | --- | 12 | --- | --- | --- | --- |
| | | LPB-10 | LPB-11 | 78 | --- | --- | --- | --- | --- |
| | | LPB-10 | L-13-0867-0015 | --- | 162 | --- | --- | --- | --- |
| | | L-13-0867-0015 | L-13-0867-0008 | --- | 185 | --- | --- | --- | --- |
| | | L-13-0867-0008 | L-13-0867-0007 | --- | 171 | --- | --- | --- | --- |
| | | L-13-0867-0007 | L-13-0867-0006 | --- | 191 | --- | --- | --- | --- |
| | | L-13-0867-0006 | L-13-0867-0002 | --- | 182 | --- | --- | --- | --- |
| | | LPB-13 | LPB-14 | 134 | --- | --- | --- | --- | --- |
| | | LPB-13 | LPB-15 | 112 | --- | --- | --- | --- | --- |
| | | LPB-15 | LPB-16 | 110 | --- | --- | --- | --- | --- |
| | | LPB-16 | LPB-17 | 88 | --- | --- | --- | --- | --- |
| | | LPB-17 | L-13-0867-0027 | --- | 200 | --- | --- | --- | --- |
| | | L-13-0867-0027 | L-13-0867-0034 | --- | 157 | --- | --- | --- | --- |
| | | L-13-0867-0034 | LPB-18 | --- | 20 | --- | --- | --- | --- |
| | | LPB-18 | LPB-19 | 90 | --- | --- | --- | --- | --- |
| | | LPB-18 | L-13-0867-0036 | --- | 160 | --- | --- | --- | --- |
| | | L-13-0867-0036 | FUTURE EXTENSION | --- | 10 | --- | --- | --- | --- |
| | | | SUBTOTALS | 788 | 1,963 | 0 | 0 | 0 | 0 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CON'T ON RIGHT

## LIGHTING CONDUIT SUMMARY (CON'T)

| CATEGORY | PROJECT LOCATION | EQUIPMENT LOCATION FROM | EQUIPMENT LOCATION TO | * 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF | * 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF | * 652.0325 CONDUIT RIGID NONMETALLIC SCHEDULE 80 2-INCH LF | * 652.0335 CONDUIT RIGID NONMETALLIC SCHEDULE 80 3-INCH LF | 652.0605 CONDUIT SPECIAL 2-INCH LF | * 652.0615 CONDUIT SPECIAL 3-INCH LF |
|---|---|---|---|---|---|---|---|---|---|
| 0010 (CON'T) | WILLIAMSBURG WAY | LC-3 | LPB-24 | 12 | --- | --- | --- | --- | --- |
| | | LC-3 | LPB-23 | 46 | --- | --- | --- | --- | --- |
| | | LPB-23 | LP-1-7 | --- | 25 | --- | --- | --- | --- |
| | | LPB-23 | LPB-25 | --- | --- | --- | 62 | --- | --- |
| | | LPB-25 | LPB-26 | --- | --- | --- | 60 | --- | --- |
| | | LPB-26 | LP-1-1 | --- | 24 | --- | --- | --- | --- |
| | | LP-1-1 | LPB-27 | --- | 59 | --- | --- | --- | --- |
| | | LPB-27 | LP-1-2 | --- | 33 | --- | --- | --- | --- |
| | | LP-1-2 | 93+18 WW, 33.4'RT | --- | 6 | --- | --- | --- | --- |
| | | LPB-27 | LPB-28 | --- | --- | --- | 70 | --- | --- |
| | | LPB-28 | LPB-29 | --- | --- | --- | 68 | --- | --- |
| | | LPB-29 | LP-1-3 | --- | 15 | --- | --- | --- | --- |
| | | LPB-23 | LP-1-6 | --- | 69 | --- | --- | --- | --- |
| | | LP-1-6 | LPB-22 | --- | 48 | --- | --- | --- | --- |
| | | LPB-22 | LPB-20 | --- | --- | --- | 80 | --- | --- |
| | | LPB-20 | LPB-21 | --- | --- | --- | 146 | --- | --- |
| | | LPB-20 | LP-1-5 | --- | --- | 26 | --- | --- | --- |
| | | LPB-21 | LP-1-4 | --- | 30 | --- | --- | --- | --- |
| | | | SUBTOTALS | 58 | 309 | 26 | 486 | 0 | 0 |
| | | | TOTALS (0010) | 2,058 | 5,388 | 26 | 486 | 0 | 789 |
| 0020 | EAST VERONA ROAD FRONTAGE ROAD | LP-2-1 | LP-2-2 | --- | 140 | --- | --- | --- | --- |
| | | LP-2-2 | LPB-30 | --- | 89 | --- | --- | --- | --- |
| | | LPB-30 | 41+80 EF | --- | 25 | --- | --- | --- | --- |
| | | 41+80 EF | 42+46 EF | --- | --- | 66 | --- | --- | --- |
| | | 42+46 EF | LP-2-3 | --- | 11 | --- | --- | --- | --- |
| | | LP-2-3 | LP-2-4 | --- | 207 | --- | --- | --- | --- |
| | | LP-2-4 | LPB-31 | --- | 94 | --- | --- | --- | --- |
| | | LPB-31 | LP-3-1 | --- | 101 | --- | --- | --- | --- |
| | | LP-3-1 | 47+13 EF | --- | 44 | --- | --- | --- | --- |
| | | 47+13 EF | 48+47 EF | --- | --- | 134 | --- | --- | --- |
| | | 48+47 EF | LP-3-2 | --- | 25 | --- | --- | --- | --- |
| | | LP-3-2 | LPB-32 | --- | 114 | --- | --- | --- | --- |
| | | LPB-32 | LP-3-3 | --- | 74 | --- | --- | --- | --- |
| | | LP-3-3 | LP-4-1 | --- | 219 | --- | --- | --- | --- |
| | | LP-4-1 | LPB-33 | --- | 62 | --- | --- | --- | --- |
| | | LPB-33 | LP-4-2 | --- | 115 | --- | --- | --- | --- |
| | | LP-4-2 | LPB-34 | --- | 126 | --- | --- | --- | --- |
| | | LPB-34 | LPB-35 | --- | --- | --- | 114 | --- | --- |
| | | LPB-35 | LC-4 | 72 | --- | --- | --- | --- | --- |
| | | LC-4 | LPB-36 | 12 | --- | --- | --- | --- | --- |
| | | LPB-34 | LP-4-3 | --- | 88 | --- | --- | --- | --- |
| | | LP-4-3 | LP-4-4 | --- | 215 | --- | --- | --- | --- |
| | | LP-4-4 | LPB-37 | --- | 99 | --- | --- | --- | --- |
| | | LPB-37 | LP-5-1 | --- | 97 | --- | --- | --- | --- |
| | | LP-5-1 | 60+79 EF | --- | 18 | --- | --- | --- | --- |
| | | 60+79 EF | 62+00 EF | --- | --- | 121 | --- | --- | --- |
| | | 62+00 EF | LP-5-2 | --- | 55 | --- | --- | --- | --- |
| | | LP-5-2 | LPB-3 | --- | 135 | --- | --- | --- | --- |
| | | LPB-3 | LP-5-3 | --- | 83 | --- | --- | --- | --- |
| | | LP-5-3 | 66+28 EF | --- | 143 | --- | --- | --- | --- |
| | | 66+28 EF | 66+68 EF | --- | --- | 40 | --- | --- | --- |
| | | 66+68 EF | LP-6-1 | --- | 40 | --- | --- | --- | --- |
| | | LP-6-1 | LPB-15 | --- | 98 | --- | --- | --- | --- |
| | | LPB-15 | LP-6-2 | --- | 97 | --- | --- | --- | --- |
| | | LP-6-2 | LP-6-3 | --- | 176 | --- | --- | --- | --- |
| | | LP-6-3 | 70+96 EF, 20.5' RT | --- | 10 | --- | --- | --- | --- |
| | | | SUBTOTALS | 84 | 2,800 | 361 | 114 | 0 | 0 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CON'T NEXT SHEET

## LIGHTING CONDUIT SUMMARY (CON'T)

| CATEGORY | PROJECT LOCATION | EQUIPMENT LOCATION FROM | EQUIPMENT LOCATION TO | * 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF | * 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF | * 652.0325 CONDUIT RIGID NONMETALLIC SCHEDULE 80 2-INCH LF | * 652.0335 CONDUIT RIGID NONMETALLIC SCHEDULE 80 3-INCH LF | 652.0605 CONDUIT SPECIAL 2-INCH LF | * 652.0615 CONDUIT SPECIAL 3-INCH LF |
|---|---|---|---|---|---|---|---|---|---|
| 0020 CON'T | FITCHRONA ROAD | LPB-38 | LPB-39 | --- | --- | --- | --- | --- | 100 |
| | | LPB-39 | LPB-40 | --- | 251 | --- | --- | --- | --- |
| | | LPB-40 | LPB-41 | --- | --- | --- | --- | --- | 74 |
| | | LPB-41 | EXLPB-1 | --- | 16 | --- | --- | --- | --- |
| | | LPB-41 | LPB-42 | --- | --- | --- | --- | --- | 118 |
| | | LPB-42 | EXLC-1 | 52 | --- | --- | --- | --- | --- |
| | | EXLC-1 | LPB-43 | 98 | --- | --- | --- | --- | --- |
| | | LPB-43 | LPB-44 | --- | --- | --- | 231 | --- | --- |
| | | LPB-44 | LPB-45 | --- | 334 | --- | --- | --- | --- |
| | | LPB-45 | LPB-46 | --- | --- | 27 | --- | --- | --- |
| | | LPB-46 | LP-9-1 | --- | 3 | --- | --- | --- | --- |
| | | LPB-45 | LPB-47 | --- | 259 | --- | --- | --- | --- |
| | | LPB-47 | 37+58 FR | --- | 41 | --- | --- | --- | --- |
| | | 37+58 FR | 38+23 FR | --- | --- | 65 | --- | --- | --- |
| | | 38+23 FR | LPB-61 | --- | 160 | --- | --- | --- | --- |
| | | LPB-60 | LP-10-1 | --- | 3 | --- | --- | --- | --- |
| | | LPB-47 | LPB-61 | --- | 264 | --- | --- | --- | --- |
| | | LPB-61 | LP-10-2 | --- | 7 | --- | --- | --- | --- |
| | | LPB-61 | LPB-48 | --- | 254 | --- | --- | --- | --- |
| | | LPB-48 | LPB-62 | --- | --- | 39 | --- | --- | --- |
| | | LPB-62 | LP-10-3 | --- | 3 | --- | --- | --- | --- |
| | | LP-11-1 | LPB-63 | --- | 3 | --- | --- | --- | --- |
| | | LPB-63 | LPB-49 | --- | 208 | --- | --- | --- | --- |
| | | LPB-49 | LPB-64 | --- | --- | --- | --- | --- | --- |
| | | LPB-64 | LP-11-2 | --- | --- | 40 | --- | --- | --- |
| | | LPB-49 | 49+59 FR | --- | 210 | --- | --- | --- | --- |
| | | 49+59 FR | 50+20 FR | --- | --- | 61 | --- | --- | --- |
| | | 50+20 FR | LPB-65 | --- | 24 | --- | --- | --- | --- |
| | | LPB-65 | LP-12-1 | --- | 3 | --- | --- | --- | --- |
| | | LPB-65 | LPB-50 | --- | 237 | --- | --- | --- | --- |
| | | LPB-50 | LPB-66 | --- | --- | 61 | --- | --- | --- |
| | | LPB-66 | LP-12-2 | --- | 3 | --- | --- | --- | --- |
| | | LPB-50 | LPB-51 | --- | --- | --- | 150 | --- | --- |
| | | LPB-51 | LPB-67 | --- | 145 | --- | --- | --- | --- |
| | | LPB-67 | LP-13-1 | --- | 3 | --- | --- | --- | --- |
| | | LPB-67 | LPB-52 | --- | 265 | --- | --- | --- | --- |
| | | LPB-52 | LPB-68 | --- | --- | 39 | --- | --- | --- |
| | | LPB-68 | LP-13-2 | --- | 3 | --- | --- | --- | --- |
| | | LPB-50 | 71+97 FR | --- | 92 | --- | --- | --- | --- |
| | | 71+97 FR | LPB-53 | --- | --- | 67 | --- | --- | --- |
| | | LPB-53 | 69+75 KR | --- | --- | --- | --- | 152 | --- |
| | | 69+75 KR | 68+30 KR | --- | 145 | --- | --- | --- | --- |
| | | 68+30 KR | LPB-54 | --- | --- | --- | --- | 75 | --- |
| | | LPB-54 | 66+03 KR | --- | 157 | --- | --- | --- | --- |
| | | 66+03 KR | 65+35 KR | --- | --- | --- | --- | 68 | --- |
| | | 65+35 KR | LPB-55 | --- | 28 | --- | --- | --- | --- |
| | | LPB-55 | 64+31 KR | --- | 71 | --- | --- | --- | --- |
| | | 64+31 KR | 63+72 KR | --- | --- | --- | --- | 59 | --- |
| | | 63+72 KR | LPB-56 | --- | 96 | --- | --- | --- | --- |
| | | LPB-56 | LPB-57 | --- | --- | --- | --- | --- | 317 |
| | | LPB-57 | 92+87 EB | 128 | --- | --- | --- | --- | --- |
| | | 92+87 EB | LPB-59 | --- | --- | --- | --- | --- | 182 |
| | | LPB-58 | LC-2 | 15 | --- | --- | --- | --- | --- |
| | | LC-2 | LPB-59 | 18 | --- | --- | --- | --- | --- |
| | | SUBTOTALS | | 311 | 3,288 | 399 | 381 | 354 | 791 |
| | | TOTALS (0020) | | 395 | 6,088 | 760 | 495 | 354 | 791 |
| | | GRAND TOTALS | | 2,453 | 11,476 | 786 | 981 | 354 | 1,580 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## LIGHTING PULL BOXES

| CATEGORY | PROJECT LOCATION | NO. | STATION | EQUIPMENT LOCATION | SPV.0060.110 PULL BOXES, POLYMER CONCRETE 12X12-INCH EACH | * SPV.0060.111 PULL BOXES, POLYMER CONCRETE 17X30-INCH EACH | * SPV.0060.155 PULL BOX NON-CONDUCTIVE 24X42-INCH EACH |
|---|---|---|---|---|---|---|---|
| 0010 | USH 18/151 & CTH PD L13-0866 | LPB-1 | 100+93 D | 32.8' LT | --- | --- | 1 |
| | | LPB-2 | 101+82 D | 53.4' LT | --- | --- | 1 |
| | | LPB-4 | 101+81 EB | 42.8' RT | --- | --- | 1 |
| | | LPB-5 | 105+44 B | 60.8' RT | --- | --- | 1 |
| | | LPB-6 | 105+61 B | 55' RT | --- | --- | 1 |
| | | LPB-7 | 105+73 B | 20' LT | --- | --- | 1 |
| | | LPB-8 | 107+30 B | 20' RT | --- | --- | 1 |
| | | LPB-9 | 907+34 VR | 80' LT | --- | --- | 1 |
| | USH 18/151 & WILLIAMSBURG WAY L13-0867 | LPB-10 | 129+60 E | 27.4' RT | --- | --- | 1 |
| | | LPB-11 | 129+62 E | 12.4' LT | --- | --- | 1 |
| | | LPB-12 | 134+87 E | 30.8' RT | --- | --- | 1 |
| | | LPB-13 | 135+05 E | 43.5' RT | --- | --- | 1 |
| | | LPB-14 | 135+01 E | 26.9' LT | --- | --- | 1 |
| | | LPB-15 | 11+89 Q | 58.5' RT | --- | --- | 1 |
| | | LPB-16 | 136+52 F | 34.5' RT | --- | --- | 1 |
| | | LPB-17 | 136+96 F | 37.4' RT | --- | --- | 1 |
| | | LPB-18 | 140+72 F | 22.3' RT | --- | --- | 1 |
| | | LPB-19 | 140+74 F | 26.5' LT | --- | --- | 1 |
| | WILLIAMSBURG WAY | LPB-20 | 95+61 WW | 5.0' LT | --- | 1 | --- |
| | | LPB-21 | 96+43 WW | 15.8' RT | --- | 1 | --- |
| | | LPB-22 | 95+61 WW | 47.9' RT | --- | 1 | --- |
| | | LPB-23 | 112+19 AD | 23.4' RT | --- | 1 | --- |
| | | LPB-24 | 111+76 AD | 33.5' RT | --- | 1 | --- |
| | | LPB-25 | 112+26 AD | 11.1' LT | --- | 1 | --- |
| | | LPB-26 | 112+15 AD | 39.6' LT | --- | 1 | --- |
| | | LPB-27 | 93+53 WW | 48.7' RT | --- | 1 | --- |
| | | LPB-28 | 93+73 WW | 15.6' RT | --- | 1 | --- |
| | | LPB-29 | 93+77 WW | 21.6' LT | --- | 1 | --- |
| | | SUBTOTALS (0010 | | | 0 | 10 | 18 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CON'T NEXT SHEET

LIGHTING PULL BOXES (CON'T)

| CATEGORY | PROJECT LOCATION | NO. | STATION | EQUIPMENT LOCATION | SPV.0060.110 PULL BOXES, POLYMER CONCRETE 12X12-INCH EACH | * SPV.0060.111 PULL BOXES, POLYMER CONCRETE 17X30-INCH EACH | * SPV.0060.155 PULL BOX NON-CONDUCTIVE 24x42-INCH EACH |
|---|---|---|---|---|---|---|---|
| 0020 | EAST VERONA ROAD FRONTAGE ROAD | LPB-30 | 41+48 EF | 25.4' RT | --- | 1 | --- |
| | | LPB-31 | 45+52 EF | 21.1' RT | --- | 1 | --- |
| | | LPB-32 | 49+82 EF | 21.4' RT | --- | 1 | --- |
| | | LPB-33 | 53+60 EF | 24.5' RT | --- | 1 | --- |
| | | LPB-34 | 55+80 EF | 24.5' RT | --- | 1 | --- |
| | | LPB-35 | 55+80 EF | 35.0' LT | --- | 1 | --- |
| | | LPB-36 | 55+93 EF | 75.0' LT | --- | 1 | --- |
| | | LPB-37 | 59+57 EF | 23.0' LT | --- | 1 | --- |
| | | LPB-3 | 64+00 EF | 21.0' LT | --- | 1 | --- |
| | | LPB-15 | 68+09 EF | 20.5' RT | --- | 1 | --- |
| | FITCHRONA ROAD | LPB-38 | 76+32 EB | 13.7' LT | --- | 1 | --- |
| | | LPB-39 | 76+33 EB | 41.1' RT | --- | 1 | --- |
| | | LPB-40 | 78+67 EB | 101.7' RT | --- | 1 | --- |
| | | LPB-41 | 79+08 EB | 101.5' RT | --- | 1 | --- |
| | | LPB-42 | 79+71 EB | 101.3' RT | --- | 1 | --- |
| | | LPB-43 | 80+10 EB | 32.7' RT | --- | 1 | --- |
| | | LPB-44 | 80+10 EB | 86.6' LT | --- | 1 | --- |
| | | LPB-45 | 34+59 FR | 61.4' RT | --- | 1 | --- |
| | | LPB-46 | 34+58 FR | 29.6' RT | 1 | --- | --- |
| | | LPB-47 | 37+19 FR | 32.4' RT | --- | 1 | --- |
| | | LPB-48 | 42+59 FR | 21.3' RT | --- | 1 | --- |
| | | LPB-49 | 47+46 FR | 21.2' RT | --- | 1 | --- |
| | | LPB-50 | 52+86 FR | 34.3' RT | --- | 1 | --- |
| | | LPB-51 | 53+60 FR | 32.2' RT | --- | 1 | --- |
| | | LPB-52 | 57+62 FR | 21.5' RT | --- | 1 | --- |
| | | LPB-53 | 71+28 KR | 23.8' LT | --- | 1 | --- |
| | | LPB-54 | 67+53 KR | 24.5' LT | --- | 1 | --- |
| | | LPB-55 | 65+04 KR | 28.0' LT | --- | 1 | --- |
| | | LPB-56 | 62+69 KR | 56.7' LT | --- | 1 | --- |
| | | LPB-57 | 92+21 EB | 54.4' RT | --- | 1 | --- |
| | | LPB-58 | 93+95 EB | 71.9' RT | --- | 1 | --- |
| | | LPB-59 | 93+79 EB | 77.1' RT | --- | 1 | --- |
| | | LPB-60 | 37+18 FR | 22.6' LT | 1 | --- | --- |
| | | LPB-61 | 39+95 FR | 21.5' RT | 1 | --- | --- |
| | | LPB-62 | 42+61 FR | 21.8' LT | 1 | --- | --- |
| | | LPB-63 | 45+35 FR | 21.1' RT | 1 | --- | --- |
| | | LPB-64 | 47+51 FR | 21.5' LT | 1 | --- | --- |
| | | LPB-65 | 50+45 FR | 24.0' RT | 1 | --- | --- |
| | | LPB-66 | 52+89 FR | 30.3' LT | 1 | --- | --- |
| | | LPB-67 | 55+01 FR | 21.4' RT | 1 | --- | --- |
| | | LPB-68 | 57+63 FR | 21.3' LT | 1 | --- | --- |
| | | | | SUBTOTALS (0020 | 10 | 31 | 0 |
| | | | | TOTALS | 10 | 41 | 18 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

LIGHTING CONTROL SUMMARY

| CATEGORY | PROJECT LOCATION | CABINET NUMBER | STATION | LOCATION | 659.2130 LIGHTING CONTROL CABINETS 120/240 30-INCH EACH | 654.0230 CONCRETE CONTROL CABINET BASES TYPE L30 EACH | SPV.0060.106 LIGHTING CONTROL CABINET-CITY OF FITCHBURG EACH | SPV.0060.107 CONCRETE CONTROL CABINET BASES SPECIAL EACH | SPV.0060.101 RELOCATE AND MODIFY EXISTING LIGHTING CABINET EACH |
|---|---|---|---|---|---|---|---|---|---|
| 0010 | USH 18/151 & CTH PD | L13-0866 | 135+16 E | 78.4' RT | 1 | 1 | --- | --- | --- |
| | USH 18/151 & WILLIAMSBURG WAY | L13-0867 | 105+55 B | 51.2' RT | 1 | 1 | --- | --- | --- |
| | WILLIAMSBURG WAY | LC-3 | 111+89 AD | 35.3' RT | --- | --- | 1 | 1 | --- |
| | | | SUBTOTALS (0010) | | 2 | 2 | 1 | 1 | 0 |
| 0020 | EAST VERONA ROAD FRONTAGE ROAD | LC-4 | 56+02 EF | 70.0' LT | --- | --- | 1 | 1 | --- |
| | FITCHRONA ROAD | EXLC-1 | 30+00 FR | 93.3' RT | --- | 1 | --- | --- | 1 |
| | CTH PD & NESBITT ROAD | LC-2 | 93+88 EB | 70.0' RT | --- | --- | 1 | 1 | --- |
| | | | SUBTOTALS (0020) | | 0 | 1 | 2 | 2 | 1 |
| | | | TOTALS | | 2 | 3 | 3 | 3 | 1 |

STREET LIGHTING SUMMARY (POLE LUMINAIRE)

| CATEGORY | PROJECT LOCATION | BASE NO. | STATION | EQUIPMENT LOCATION | 657.0321 * POLES TYPE 5-STEEL EACH | 657.0322 POLES TYPE 5-ALUMINUM EACH | 657.0327 POLES TYPE 6-ALUMINUM EACH | 657.0337 POLES TYPE 17-ALUMINUM EACH | 657.0210 TRANSFORMER BASES BREAKAWAY 15-17 INCH BOLT CIRCLE EACH | 657.0255 * TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH | 657.0614 LUMINAIRE ARMS SINGLE MEMBER 4-INCH CLAMP 8-FT EACH | 657.0615 LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 8-FT EACH | 657.0630 LUMINAIRE ARMS SINGLE MEMBER 6-INCH CLAMP 8-FT EACH | 657.0710 LUMINAIRE ARMS TRUSS TYPE 4 1/2-INCH CLAMP 12-FT EACH | 659.1125 * LUMINAIRES UTILITY LED C EACH | SPV.0060.102 LUMINAIRES UTILITY LED - CITY OF FITCHBURG EACH | SPV.0060.103 LUMINAIRES AREA LED EACH | SPV.0060.105 ALUMINUM LIGHT POLE EACH | SPV.0060.108 ALUMINUM TRANSFORMER BASE BREAKAWAY EACH | SPV.0060.104 * LUMINAIRES DECORATIVE LED EACH | SPV.0060.109 CONCRETE LIGHT POLE EACH | 654.0105 * CONCRETE BASES TYPE 5 EACH | 654.0106 CONCRETE BASES TYPE 6 EACH | 654.0107 CONCRETE BASES TYPE 7 EACH | 655.0610 * ELECTRICAL WIRE LIGHTING 12 AWG (GROUND) LF | 655.0610 * ELECTRICAL WIRE LIGHTING 12 AWG (GROUND) LF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | USH 18/151 & CTH PD L13-0866 | L-13-0866-0002 | 89+17 D | 27' LT | --- | --- | 1 | --- | --- | 1 | --- | 1 | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | 1 | --- | 92 | 46 |
| | | L-13-0866-0003 | 90+97 D | 27' LT | --- | --- | --- | 1 | 1 | --- | --- | --- | 1 | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 102 | 51 |
| | | L-13-0866-0004 | 86+86 A | 30' RT | --- | --- | 1 | --- | --- | 1 | --- | 1 | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | 92 | 46 |
| | | L-13-0866-0005 | 88+46 A | 30' RT | --- | --- | 1 | --- | --- | 1 | --- | 1 | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | 92 | 46 |
| | | L-13-0866-0006 | 90+25 A | 30' RT | --- | --- | 1 | --- | --- | 1 | --- | 1 | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | 92 | 46 |
| | | L-13-0866-0007 | 91+99 A | 26.8' RT | --- | --- | --- | 1 | 1 | --- | --- | --- | 1 | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 102 | 51 |
| | | L-13-0866-0008 | 92+79 D | 27' LT | --- | --- | --- | 1 | 1 | --- | --- | --- | 1 | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 102 | 51 |
| | | L-13-0866-0009 | 94+71 D | 27' LT | --- | --- | --- | 1 | 1 | --- | --- | --- | 1 | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 102 | 51 |
| | | L-13-0866-0010 | 96+21 D | 27' LT | --- | --- | --- | 1 | 1 | --- | --- | --- | 1 | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 102 | 51 |
| | | L-13-0866-0011 | 97+71 D | 27' LT | --- | --- | --- | 1 | 1 | --- | --- | --- | 1 | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 102 | 51 |
| | | L-13-0866-0012 | 93+79 A | 26.2' RT | --- | --- | --- | 1 | 1 | --- | --- | --- | 1 | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 102 | 51 |
| | | L-13-0866-0013 | 95+60 A | 31.5' RT | --- | --- | 1 | --- | --- | 1 | --- | 1 | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | 92 | 46 |
| | | L-13-0866-0014 | 97+28 A | 44.7' RT | --- | --- | 1 | --- | --- | 1 | --- | --- | --- | 1 | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | 100 | 50 |
| | | L-13-0866-0016 | 99+53 D | 27' LT | --- | --- | --- | 1 | 1 | --- | --- | --- | 1 | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 102 | 51 |
| | | L-13-0866-0019 | 99+09 A | 44' RT | --- | --- | 1 | --- | --- | 1 | --- | --- | --- | 1 | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | 100 | 50 |
| | | L-13-0866-0020 | 100+97 A | 47' RT | --- | --- | 1 | --- | --- | 1 | --- | --- | --- | 1 | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | 100 | 50 |
| | | L-13-0866-0032 | 107+56 B | 20' RT | --- | --- | 1 | --- | --- | 1 | --- | 1 | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | 92 | 46 |
| | | L-13-0866-0033 | 109+35 B | 18.2' RT | --- | 1 | --- | --- | --- | --- | --- | 1 | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 92 | 46 |
| | | L-13-0866-0037 | 111+14 B | 20' RT | --- | 1 | --- | --- | --- | --- | --- | 1 | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 92 | 46 |
| | | L-13-0866-0039 | 112+94 B | 24.1' RT | --- | 1 | --- | --- | --- | --- | --- | 1 | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 92 | 46 |
| | | L-13-0866-0040 | 114+81 B | 24.1' RT | --- | 1 | --- | --- | --- | --- | --- | 1 | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 92 | 46 |
| | | L-13-0866-0043 | 116+55 K | 40' RT | --- | 1 | --- | --- | --- | --- | --- | 1 | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 92 | 46 |
| | | L-13-0866-0044 | 118+35 K | 39.2' RT | --- | 1 | --- | --- | --- | --- | --- | 1 | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 92 | 46 |
| | USH 18/151 & WILLIAMSBURG WAY L13-0867 | L-13-0867-0002 | 120+70 K | 40' RT | --- | --- | 1 | --- | --- | 1 | --- | 1 | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | 92 | 46 |
| | | L-13-0867-0006 | 122+53 K | 41.5' RT | --- | --- | 1 | --- | --- | 1 | --- | 1 | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | 92 | 46 |
| | | L-13-0867-0007 | 124+44 K | 41.8' RT | --- | --- | 1 | --- | --- | 1 | --- | 1 | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | 92 | 46 |
| | | L-13-0867-0008 | 126+15 K | 43.4' RT | --- | --- | 1 | --- | --- | 1 | --- | 1 | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | 92 | 46 |
| | | L-13-0867-0015 | 127+96 E | 27.8' RT | --- | --- | 1 | --- | --- | 1 | --- | 1 | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | 92 | 46 |
| | | L-13-0867-0016 | 129+74 E | 27' RT | --- | --- | 1 | --- | --- | 1 | --- | 1 | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | 92 | 46 |
| | | L-13-0867-0018 | 131+54 E | 26.6' RT | --- | --- | 1 | --- | --- | 1 | --- | 1 | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | 92 | 46 |
| | | L-13-0867-0019 | 133+35 E | 26.7' RT | --- | --- | 1 | --- | --- | 1 | --- | 1 | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | 92 | 46 |
| | | L-13-0867-0027 | 138+95 F | 20.1' RT | --- | --- | 1 | --- | --- | 1 | --- | 1 | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | 92 | 46 |
| | | L-13-0867-0034 | 140+52 F | 22' RT | --- | --- | 1 | --- | --- | 1 | --- | 1 | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | 92 | 46 |
| | | L-13-0867-0036 | 142+31 F | 21.5' RT | --- | --- | 1 | --- | --- | 1 | --- | 1 | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | 92 | 46 |
| | WILLIAMSBURG WAY | LP-1-1 | 94+15 WW | 98.4' RT | 1 | --- | --- | --- | --- | 1 | 1 | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | 1 | --- | 82 | 41 |
| | | LP-1-2 | 93+24 WW | 33.4' RT | 1 | --- | --- | --- | --- | 1 | 1 | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | 1 | --- | 82 | 41 |
| | | LP-1-3 | 93+89 WW | 22.0' LT | 1 | --- | --- | --- | --- | 1 | 1 | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | 1 | --- | 82 | 41 |
| | | LP-1-4 | 96+73 WW | 7.7' RT | 1 | --- | --- | --- | --- | 1 | 2 | --- | --- | --- | --- | 2 | --- | --- | --- | --- | --- | --- | 1 | --- | 164 | 82 |
| | | LP-1-5 | 95+66 WW | 21.6'LT | 1 | --- | --- | --- | --- | 1 | 1 | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | 1 | --- | 82 | 41 |
| | | LP-1-6 | 95+29 WW | 55.6'RT | 1 | --- | --- | --- | --- | 1 | 1 | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | 1 | --- | 82 | 41 |
| | | LP-1-7 | 94+89 WW | 134.4'RT | 1 | --- | --- | --- | --- | 1 | 1 | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | 1 | --- | 82 | 41 |
| | | SUBTOTALS (0010) | | | 7 | 6 | 20 | 8 | 8 | 27 | 8 | 23 | 8 | 3 | 34 | 8 | 0 | 0 | 0 | 0 | 0 | 7 | 20 | 8 | 3,888 | 1,944 |
| 0020 | EAST VERONA ROAD FRONTAGE ROAD | LP-2-1 | 38+73 EF | 23.5' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | 1 | --- | --- | 1 | --- | --- | 68 | 34 |
| | | LP-2-2 | 40+36 EF | 25.4' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | 1 | --- | --- | 1 | --- | --- | 68 | 34 |
| | | LP-2-3 | 42+56 EF | 21.5' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | 1 | --- | --- | 1 | --- | --- | 68 | 34 |
| | | LP-2-4 | 44+59 EF | 21.4' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | 1 | --- | --- | 1 | --- | --- | 68 | 34 |
| | | LP-3-1 | 46+58 EF | 21.4' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | 1 | --- | --- | 1 | --- | --- | 68 | 34 |
| | | LP-3-2 | 48+72 EF | 21.4' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | 1 | --- | --- | 1 | --- | --- | 68 | 34 |
| | | LP-3-3 | 50+55 EF | 24.5' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | 1 | --- | --- | 1 | --- | --- | 68 | 34 |
| | | LP-4-1 | 53+00 EF | 24.5' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | 1 | --- | --- | 1 | --- | --- | 68 | 34 |
| | | LP-4-2 | 54+68 EF | 24.5' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | 1 | --- | --- | 1 | --- | --- | 68 | 34 |
| | | LP-4-3 | 56+61 EF | 23.7' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | 1 | --- | --- | 1 | --- | --- | 68 | 34 |
| | | LP-4-4 | 58+60 EF | 22.7' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | 1 | --- | --- | 1 | --- | --- | 68 | 34 |
| | | LP-5-1 | 60+60 EF | 23.0' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | 1 | --- | --- | 1 | --- | --- | 68 | 34 |
| | | LP-5-2 | 62+60 EF | 22.7' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | 1 | --- | --- | 1 | --- | --- | 68 | 34 |
| | | LP-5-3 | 64+85 EF | 21.0' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | 1 | --- | --- | 1 | --- | --- | 68 | 34 |
| | | LP-6-1 | 67+08 EF | 20.5' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | 1 | --- | --- | 1 | --- | --- | 68 | 34 |
| | | LP-6-2 | 69+07 EF | 20.5' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | 1 | --- | --- | 1 | --- | --- | 68 | 34 |
| | | LP-6-3 | 70+86 EF | 20.5' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | 1 | --- | --- | 1 | --- | --- | 68 | 34 |
| | FITCHRONA ROAD | LP-9-1 | 34+50 FR | 29.3' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 2 | 1 | --- | --- | --- | 128 | 64 |
| | | LP-10-1 | 37+12 FR | 20.8' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | --- | --- | --- | 64 | 32 |
| | | LP-10-2 | 39+86 FR | 20.5' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | --- | --- | --- | 64 | 32 |
| | | LP-10-3 | 42+65 FR | 20.5' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | --- | --- | --- | 64 | 32 |
| | | LP-11-1 | 45+30 FR | 21.1' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | --- | --- | --- | 64 | 32 |
| | | LP-11-2 | 47+46 FR | 21.1' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | --- | --- | --- | 64 | 32 |
| | | LP-12-1 | 50+49 FR | 24.3' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | --- | --- | --- | 64 | 32 |
| | | LP-12-2 | 52+85 FR | 30.3' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | --- | --- | --- | 64 | 32 |
| | | LP-13-1 | 55+05 FR | 21.4' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | --- | --- | --- | 64 | 32 |
| | | LP-13-2 | 57+68 FR | 21.0' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | --- | --- | --- | 64 | 32 |
| | | SUBTOTALS (0020) | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 17 | 17 | 11 | 10 | 17 | 0 | 0 | 1860 | 930 |
| | | TOTALS | | | 7 | 6 | 20 | 8 | 8 | 27 | 8 | 23 | 8 | 3 | 34 | 8 | 17 | 17 | 17 | 11 | 10 | 24 | 20 | 8 | 8,622 | |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## ELECTRICAL WIRE LIGHTING

| CATEGORY | PROJECT LOCATION | EQUIPMENT LOCATION FROM | EQUIPMENT LOCATION TO | * 655.0610 12 AWG LF | 655.0615 10 AWG LF | * 655.0620 8 AWG LF | * 655.0625 6 AWG LF | * 655.0635 2 AWG LF |
|---|---|---|---|---|---|---|---|---|
| 0010 | USH 18/151 & CTH PD L13-0866 | L13-0866 | L-13-0866-0019 | --- | --- | --- | 1444 | --- |
| | | L-13-0866-0019 | L-13-0866-0013 | --- | --- | --- | 718 | --- |
| | | L-13-0866-0013 | L-13-0866-0007 | --- | --- | --- | 738 | --- |
| | | L-13-0866-0007 | L-13-0866-0005 | --- | --- | --- | 726 | --- |
| | | L13-0866 | L-13-0866-0020 | --- | --- | --- | 1058 | --- |
| | | L-13-0866-0020 | L-13-0866-0014 | --- | --- | --- | 768 | --- |
| | | L-13-0866-0014 | L-13-0866-0012 | --- | --- | --- | 714 | --- |
| | | L-13-0866-0012 | L-13-0866-0006 | --- | --- | --- | 742 | --- |
| | | L-13-0866-0006 | L-13-0866-0004 | --- | --- | --- | 778 | --- |
| | | L13-0866 | L-13-0866-0016 | --- | --- | --- | 1956 | --- |
| | | L-13-0866-0016 | L-13-0866-0010 | --- | --- | --- | 674 | --- |
| | | L-13-0866-0010 | L-13-0866-0008 | --- | --- | --- | 692 | --- |
| | | L-13-0866-0008 | L-13-0866-0002 | --- | --- | --- | 722 | --- |
| | | L13-0866 | L-13-0866-0011 | --- | --- | --- | 2340 | --- |
| | | L-13-0866-0011 | L-13-0866-0009 | --- | --- | --- | 672 | --- |
| | | L-13-0866-0009 | L-13-0866-0003 | --- | --- | --- | 752 | --- |
| | | L13-0866 | L-13-0866-0032 | --- | --- | 530 | --- | --- |
| | | L-13-0866-0032 | L-13-0866-0037 | --- | --- | 850 | --- | --- |
| | | L-13-0866-0037 | L-13-0866-0040 | --- | --- | 740 | --- | --- |
| | | L-13-0866-0040 | L-13-0866-0044 | --- | --- | 712 | --- | --- |
| | | L13-0866 | L-13-0866-0033 | --- | --- | 892 | --- | --- |
| | | L-13-0866-0033 | L-13-0866-0039 | --- | --- | 732 | --- | --- |
| | | L-13-0866-0039 | L-13-0866-0043 | --- | --- | 728 | --- | --- |
| | USH 18/151 & WILLIAMSBURG WAY L13-0867 | L13-0867 | L-13-0867-0019 | --- | --- | 482 | --- | --- |
| | | L-13-0867-0019 | L-13-0867-0016 | --- | --- | 736 | --- | --- |
| | | L-13-0867-0016 | L-13-0867-0008 | --- | --- | 760 | --- | --- |
| | | L-13-0867-0008 | L-13-0867-0006 | --- | --- | 742 | --- | --- |
| | | L13-0867 | L-13-0867-0018 | --- | --- | 848 | --- | --- |
| | | L-13-0867-0018 | L-13-0867-0015 | --- | --- | 740 | --- | --- |
| | | L-13-0867-0015 | L-13-0867-0007 | --- | --- | 760 | --- | --- |
| | | L-13-0867-0007 | L-13-0867-0002 | --- | --- | 734 | --- | --- |
| | | L13-0867 | L-13-0867-0027 | --- | --- | 886 | --- | --- |
| | | L-13-0867-0027 | L-13-0867-0036 | --- | --- | 696 | --- | --- |
| | | L13-0867 | L-13-0867-0034 | --- | --- | 1200 | --- | --- |
| | WILLIAMSBURG WAY | LC-3 | LP-1-6 | 250 | --- | --- | --- | --- |
| | | LP-1-6 | LP-1-4 | 478 | --- | --- | --- | --- |
| | | LC-3 | LP-1-1 | 322 | --- | --- | --- | --- |
| | | LP-1-1 | LP-1-3 | 358 | --- | --- | --- | --- |
| | | LC-3 | LP-1-7 | 162 | --- | --- | --- | --- |
| | | LP-1-7 | LP-1-2 | 496 | --- | --- | --- | --- |
| | | LP-1-7 | LP-1-5 | 474 | --- | --- | --- | --- |
| | | LP-1-5 | LP-1-4 | 318 | --- | --- | --- | --- |
| | | | SUBTOTALS (0010) | 2,858 | 0 | 13,768 | 15,494 | 0 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CON'T ON RIGHT

## ELECTRICAL WIRE LIGHTING (CON'T)

| CATEGORY | PROJECT LOCATION | EQUIPMENT LOCATION FROM | EQUIPMENT LOCATION TO | * 655.0610 12 AWG LF | 655.0615 10 AWG LF | * 655.0620 8 AWG LF | * 655.0625 6 AWG LF | * 655.0635 2 AWG LF |
|---|---|---|---|---|---|---|---|---|
| 0020 | EAST VERONA ROAD FRONTAGE ROAD | LC-4 | LP-4-2 | --- | --- | --- | 524 | --- |
| | | LP-4-2 | LP-3-3 | --- | --- | --- | 822 | --- |
| | | LP-3-3 | LP-3-1 | --- | --- | --- | 822 | --- |
| | | LP-3-1 | LP-2-3 | --- | --- | --- | 810 | --- |
| | | LP-2-3 | LP-2-1 | --- | --- | --- | 742 | --- |
| | | LC-4 | LP-4-1 | --- | --- | --- | 898 | --- |
| | | LP-4-1 | LP-3-2 | --- | --- | --- | 834 | --- |
| | | LP-3-2 | LP-2-4 | --- | --- | --- | 836 | --- |
| | | LP-2-4 | LP-2-2 | --- | --- | --- | 812 | --- |
| | | LC-4 | LP-4-3 | --- | --- | --- | 448 | --- |
| | | LP-4-3 | LP-5-1 | --- | --- | --- | 836 | --- |
| | | LP-5-1 | LP-5-3 | --- | --- | --- | 838 | --- |
| | | LP-5-3 | LP-6-2 | --- | --- | --- | 860 | --- |
| | | LC-4 | LP-4-4 | --- | --- | --- | 878 | --- |
| | | LP-4-4 | LP-5-2 | --- | --- | --- | 802 | --- |
| | | LP-5-2 | LP-6-1 | --- | --- | --- | 906 | --- |
| | | LP-6-1 | LP-6-3 | --- | --- | --- | 754 | --- |
| 0020 | FITCHRONA ROAD | EXLC-1 | LP-9-1 | --- | 1236 | --- | --- | --- |
| | | LP-9-1 | LP-10-2 | --- | 1156 | --- | --- | --- |
| | | EXLC-1 | LP-9-1 | --- | --- | 1236 | --- | --- |
| | | LP-9-1 | LP-10-1 | --- | --- | 722 | --- | --- |
| | | LP-10-1 | LP-10-3 | --- | --- | 1270 | --- | --- |
| | | EXLC-1 | EXLP-7-4 | --- | --- | --- | --- | 2,040 |
| | | EXLC-1 | EXLP-8-3 | --- | --- | --- | --- | 423 |
| | | LC-2 | LP-12-2 | --- | --- | --- | 2,900 | --- |
| | | LP-12-2 | LP-11-2 | --- | --- | --- | 1,334 | --- |
| | | LP-12-2 | LP-13-2 | --- | --- | --- | 1,250 | --- |
| | | LC-2 | LP-12-1 | --- | --- | --- | 3,288 | --- |
| | | LP-12-1 | LP-11-1 | --- | --- | --- | 1,034 | --- |
| | | LP-12-1 | LP-13-1 | --- | --- | --- | 982 | --- |
| | | | SUBTOTALS (0020) | 0 | 2,392 | 3,228 | 24,210 | 2,463 |
| | | | TOTALS | 2,858 | 2,392 | 16,996 | 39,704 | 2,463 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

ELECTRICAL WIRE LIGHTING-SYSTEM GROUNDING CONDUCTOR

| CATEGORY | PROJECT LOCATION | EQUIPMENT LOCATION FROM | TO | * 655.0610 12 AWG LF | * 655.0620 8 AWG LF | * 655.0625 6 AWG LF | * 655.0635 2 AWG LF |
|---|---|---|---|---|---|---|---|
| 0010 | USH 18/151 & CTH PD L13-0866 | L13-0866 | L-13-0866-0020 | --- | --- | 529 | --- |
| | | L-13-0866-0020 | L-13-0866-0019 | --- | --- | 199 | --- |
| | | L-13-0866-0019 | L-13-0866-0014 | --- | --- | 191 | --- |
| | | L-13-0866-0014 | L-13-0866-0013 | --- | --- | 174 | --- |
| | | L-13-0866-0013 | L-13-0866-0012 | --- | --- | 189 | --- |
| | | L-13-0866-0012 | L-13-0866-0007 | --- | --- | 186 | --- |
| | | L-13-0866-0007 | L-13-0866-0006 | --- | --- | 180 | --- |
| | | L-13-0866-0006 | L-13-0866-0005 | --- | --- | 189 | --- |
| | | L-13-0866-0005 | L-13-0866-0004 | --- | --- | 206 | --- |
| | | L13-0866 | L-13-0866-0016 | --- | --- | 978 | --- |
| | | L-13-0866-0016 | L-13-0866-0011 | --- | --- | 189 | --- |
| | | L-13-0866-0011 | L-13-0866-0010 | --- | --- | 154 | --- |
| | | L-13-0866-0010 | L-13-0866-0009 | --- | --- | 155 | --- |
| | | L-13-0866-0009 | L-13-0866-0008 | --- | --- | 197 | --- |
| | | L-13-0866-0008 | L-13-0866-0003 | --- | --- | 185 | --- |
| | | L-13-0866-0003 | L-13-0866-0002 | --- | --- | 182 | --- |
| | | L13-0866 | L-13-0866-0046 | --- | 265 | --- | --- |
| | | L-13-0866-0046 | L-13-0866-0033 | --- | 211 | --- | --- |
| | | L-13-0866-0033 | L-13-0866-0037 | --- | 186 | --- | --- |
| | | L-13-0866-0037 | L-13-0866-0039 | --- | 186 | --- | --- |
| | | L-13-0866-0039 | L-13-0866-0040 | --- | 194 | --- | --- |
| | | L-13-0866-0040 | L-13-0866-0043 | --- | 176 | --- | --- |
| | | L-13-0866-0043 | L-13-0866-0044 | --- | 186 | --- | --- |
| | USH 18/151 & WILLIAMSBURG WAY L13-0867 | L13-0867 | L13-0867-0019 | --- | 241 | --- | --- |
| | | L13-0867-0019 | L13-0867-0018 | --- | 189 | --- | --- |
| | | L13-0867-0018 | L13-0867-0016 | --- | 185 | --- | --- |
| | | L13-0867-0016 | L13-0867-0015 | --- | 191 | --- | --- |
| | | L13-0867-0015 | L13-0867-0008 | --- | 195 | --- | --- |
| | | L13-0867-0008 | L13-0867-0007 | --- | 191 | --- | --- |
| | | L13-0867-0007 | L13-0867-0006 | --- | 186 | --- | --- |
| | | L13-0867-0006 | L13-0867-0002 | --- | 187 | --- | --- |
| | | L13-0867 | L13-0867-0027 | --- | --- | 443 | --- |
| | | L13-0867-0027 | L13-0867-0034 | --- | --- | 163 | --- |
| | | L13-0867-0034 | L13-0867-0036 | --- | --- | 191 | --- |
| | WILLIAMSBURG WAY | LC-3 | LP-1-7 | 81 | --- | --- | --- |
| | | LP-1-7 | LP-1-1 | 146 | --- | --- | --- |
| | | LP-1-1 | LP-1-2 | 108 | --- | --- | --- |
| | | LP-1-2 | LP-1-3 | 153 | --- | --- | --- |
| | | LC-3 | LP-1-6 | 125 | --- | --- | --- |
| | | LP-1-6 | LP-1-5 | 157 | --- | --- | --- |
| | | LP-1-5 | LP-1-4 | 150 | --- | --- | --- |
| | | | SUBTOTALS (0010) | 920 | 2,969 | 4,880 | 0 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CON'T ON RIGHT

ELECTRICAL WIRE LIGHTING-SYSTEM GROUNDING CONDUCTOR

| CATEGORY | PROJECT LOCATION | EQUIPMENT LOCATION FROM | TO | * 655.0610 12 AWG LF | * 655.0620 8 AWG LF | * 655.0625 6 AWG LF | * 655.0635 2 AWG LF |
|---|---|---|---|---|---|---|---|
| 0020 | EAST VERONA ROAD FRONTAGE ROAD | LC-4 | LP-4-2 | --- | --- | 262 | --- |
| | | LP-4-2 | LP-4-1 | --- | --- | 204 | --- |
| | | LP-4-1 | LP-3-3 | --- | --- | 225 | --- |
| | | LP-3-3 | LP-3-2 | --- | --- | 204 | --- |
| | | LP-3-2 | LP-3-1 | --- | --- | 221 | --- |
| | | LP-3-1 | LP-2-4 | --- | --- | 211 | --- |
| | | LP-2-4 | LP-2-3 | --- | --- | 213 | --- |
| | | LP-2-3 | LP-2-2 | --- | --- | 207 | --- |
| | | LP-2-2 | LP-2-1 | --- | --- | 146 | --- |
| | | LC-4 | LP-4-3 | --- | --- | 224 | --- |
| | | LP-4-3 | LP-4-4 | --- | --- | 221 | --- |
| | | LP-4-4 | LP-5-1 | --- | --- | 212 | --- |
| | | LP-5-1 | LP-5-2 | --- | --- | 191 | --- |
| | | LP-5-2 | LP-5-3 | --- | --- | 257 | --- |
| | | LP-5-3 | LP-6-1 | --- | --- | 206 | --- |
| | | LP-6-1 | LP-6-2 | --- | --- | 209 | --- |
| | | LP-6-2 | LP-6-3 | --- | --- | 182 | --- |
| | FITCHRONA ROAD | EXLC-1 | LP-9-1 | --- | 618 | --- | --- |
| | | LP-9-1 | LP-10-1 | --- | 361 | --- | --- |
| | | LP-10-1 | LP-10-2 | --- | 335 | --- | --- |
| | | LP-10-2 | LP-10-3 | --- | 304 | --- | --- |
| | | LC-2 | LP-12-2 | --- | --- | 1,450 | --- |
| | | LP-12-2 | LP-12-1 | --- | --- | 314 | --- |
| | | LP-12-1 | LP-11-2 | --- | --- | 349 | --- |
| | | LP-11-2 | LP-11-1 | --- | --- | 268 | --- |
| | | LP-12-2 | LP-13-1 | --- | --- | 305 | --- |
| | | LP-13-1 | LP-13-2 | --- | --- | 316 | --- |
| | | EXLC-1 | EXLP-7-4 | --- | --- | --- | 510 |
| | | EXLC-1 | EXLP-8-3 | --- | --- | --- | 141 |
| | | | SUBTOTALS (0020) | 0 | 1,618 | 6,597 | 651 |
| | | | TOTALS | 920 | 4,587 | 11,477 | 651 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

3

REMOVING ASPHALTIC SURFACE MILLING

| CATEGORY | PROJECT LOCATION | STAGE | STATION - STATION | LOCATION | * 204.0120 SY |
|---|---|---|---|---|---|
| 0010 | WILLIAMSBURG WAY | STAGE 1, PHASE 4 | 92+00 WW - 92+00 WW | LT/RT | 15 |
| | | STAGE 1, PHASE 4 | 92+00 WW - 93+30 WW | RT | 30 |
| | | STAGE 1, PHASE 4 | 98+11 WW - 98+59 WW | LT/RT | 45 |
| | | STAGE 1, PHASE 4 | 112+30 AD - 112+30 AD | LT/RT | 10 |
| | | | TOTAL | | 100 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

EXCAVATION COMMON

| CATEGORY | LOCATION | STAGE | STATION - STATION | * 205.0100 CY |
|---|---|---|---|---|
| 0010 | CTH PD | STAGE 1, PHASE 1 | 88+35 EB - 98+45 EB | 130 |
| | | STAGE 1, PHASE 3 | 101+67 EB - 107+85 EB | 80 |
| | | | TOTAL | 210 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

BASE AGGREGATE SUMMARY - STAGING

| CATEGORY | PROJECT LOCATION | STAGE | STATION - STATION | LOCATION | * 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON | REMARKS |
|---|---|---|---|---|---|---|
| 0010 | CTH PD | STAGE 1, PHASE 1 | 88+35 EB - 92+50 EB | RT | 75 | TEMPORARY PEDESTRIAN SURFACE ASPHALT |
| | | | 93+95 EB - 98+45 EB | RT | 75 | TEMPORARY PEDESTRIAN SURFACE ASPHALT |
| | | STAGE 1, PHASE 3 | 101+67 EB - 107+85 EB | LT | 95 | TEMPORARY PEDESTRIAN SURFACE ASPHALT |
| | | UTILITY CROSS, STG. 1 PH. 1 | 79+47 EB - 80+13 EB | RT | 45 | ASPHALTIC SURFACE TEMPORARY |
| | | UTILITY CROSS, STG. 1 PH. 2 | 79+47 EB - 80+13 EB | LT | 15 | ASPHALTIC SURFACE TEMPORARY |
| | | | SUBTOTAL | | 305 | |
| | EAST VERONA ROAD FRONTAGE ROAD | STAGE 2, PHASE 1 | 101+50 WW - 103+50 WW | RT | 490 | ASPHALTIC SURFACE TEMPORARY |
| | | STAGE 2, PHASE 2 | 62+05 EF - 62+87 EF | LT/RT | 160 | ASPHALTIC SURFACE TEMPORARY |
| | | | SUBTOTAL | | 650 | |
| | KAPEC ROAD | STORM SEWER, PHASE 1 | 71+96 KR - 72+85 KR | LT/RT | 35 | ASPHALTIC SURFACE TEMPORARY |
| | | | SUBTOTAL | | 35 | |
| | WILLIAMSBURG WAY | STAGE 1, PHASE 1 | 92+00 WW - 94+50 WW | LT | 50 | DRIVEWAYS |
| | | | 111+14 AD - 111+48 AD | RT | 10 | DRIVEWAYS |
| | | STAGE 1, PHASE 2A | 93+38 WW - 95+76 WW | LT/RT | 400 | ASPHALTIC SURFACE TEMPORARY |
| | | | 110+29 AD 110+58 AD | RT | 9 | DRIVEWAYS |
| | | STAGE 1, PHASE 2B | 93+11 WW - 93+38 WW | RT | 15 | ASPHALTIC SURFACE TEMPORARY |
| | | | 95+78 WW - 96+12 WW | RT | 7 | ASPHALTIC SURFACE TEMPORARY |
| | | | SUBTOTAL | | 491 | |
| | | | | TOTAL | 1,481 | |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

ASPHALTIC

| CATEGORY | PROJECT LOCATION | STAGE | STATION - STATION | LOCATION | DEPTH IN. | * 465.0125 SURFACE TEMPORARY TON | * 465.0310 CURB LF |
|---|---|---|---|---|---|---|---|
| 0010 | CTH PD | STAGE 1, PHASE 2 | 104+51 EB - 104+76 EB | LT | 5 | 10 | --- |
| | | STAGE 1, PHASE 4A | 902+24 VR - 902+84 VR | LT/RT | --- | --- | 160 |
| | | UTILITY CROSS, STG. 1, PH. | 79+47 EB - 80+13 EB | RT | 3 | 20 | 20 |
| | | UTILITY CROSS, STG. 1, PH. | 79+47 EB - 80+13 EB | LT | 3 | 5 | 45 |
| | | | SUBTOTALS | | | 35 | 225 |
| | EAST VERONA ROAD FRONTAGE ROAD | STAGE 2, PHASE 1 | 101+50 WW - 103+50 WW | LT/RT | 3 | 165 | 170 |
| | | STAGE 2, PHASE 2 | 62+05 EF - 62+87 EF | LT/RT | 3 | 55 | --- |
| | | | SUBTOTALS | | | 220 | 170 |
| | KAPEC ROAD | STORM SEWER, PHASE 1 | 71+96 KR - 72+85 KR | LT/RT | 3 | 15 | 25 |
| | | | SUBTOTALS | | | 15 | 25 |
| | WILLIAMSBURG WAY | STAGE 1, PHASE 2A | 93+38 WW - 95+76 WW | LT/RT | 3 | 135 | 35 |
| | | STAGE 1, PHASE 2B | 93+11 WW - 93+38 WW | RT | 3 | 5 | --- |
| | | | 95+78 WW - 96+12 WW | RT | 3 | 5 | --- |
| | | | 92+00 WW - 93+13 WW | RT | 3 | 5 | --- |
| | | | 96+62 WW - 95+86 WW | RT | --- | --- | 20 |
| | | | SUBTOTALS | | | 150 | 55 |
| | | | | TOTALS | | 420 | 475 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

TEMPORARY SHORING

| CATEGORY | PROJECT LOCATION | STAGE | STATION - STATION | LOCATION | 511.1100 SF | REMARKS |
|---|---|---|---|---|---|---|
| 0010 | CTH PD | STAGE 1, PHASE 2 | 89+40 EB - 89+72 EB | RT | 230 | STORM SEWER PIPE & MANHOLE |
| | | | 91+64 EB - 91+74 EB | RT | 90 | WATER MAIN |
| | | | 92+38 EB - 92+48 EB | RT | 110 | STORM SEWER PIPE |
| | | | 97+35 EB - 97+45 EB | RT | 70 | STORM SEWER PIPE |
| | | | SUBTOTAL | | 500 | |
| | EAST VERONA ROAD FRONTAGE ROAD | STAGE 2, PHASE 1 | 933+95 VR - 935+16 VR | RT | 1,625 | STORM SEWER MANHOLE |
| | | | SUBTOTAL | | 1,625 | |
| | NESBITT ROAD | STAGE 1, PHASE 1 | 889+40 VR - 890+05 VR | LT | 650 | STORM SEWER PIPE & MANHOLE |
| | | | SUBTOTAL | | 650 | |
| | | | | TOTAL | 2,775 | |

## CONCRETE BARRIER PRECAST SUMMARY

| CATEGORY | PROJECT LOCATION | STAGE | DIRECTION | STATION - STATION | 603.8000 CONCRETE BARRIER TEMPORARY PRECAST DELIVERED LF | 603.8125 CONCRETE BARRIER TEMPORARY PRECAST INSTALLED LF | SPV.0090.006 CONCRETE BARRIER PRECAST 12.5-FT LF | SPV.0060.009 DEPARTEMENT OWNED CRASH CUSHION TEMPORARY EACH | CRASH TEST LEVEL | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | VERONA ROAD | STAGE 1 | WB | 871+93 VR - 898+75 VR | 2,660 | 2,660 | --- | 1 | TL-3 | PIN APPROX. 2490 LF; STATE-OWNED TO REMAIN IN PLACE |
| | | | EB | 871+93 VR - 896+75 VR | 2,460 | 2,460 | --- | --- | --- | PIN APPROX. 2460 LF; STATE-OWNED TO REMAIN IN PLACE |
| | | | | SUBTOTALS | 5,120 | 5,120 | 0 | 1 | | |
| | | STAGE 2 | EB | 888+33 VR - 903+02 VR | 1,480 | 1,480 | --- | --- | --- | PIN APPROX. 620 LF; STATE-OWNED TO REMAIN IN PLACE |
| | | | EB | 906+73 VR - 935+26 VR | 2,930 | 2,930 | --- | 1 | TL-3 | PIN APPROX. 2080 LF; STATE-OWNED TO REMAIN IN PLACE |
| | | | EB | 911+24 VR - 932+12 VR | 2,090 | 2,090 | --- | 1 | TL-3 | STATE-OWNED TO REMAIN IN PLACE |
| | | | | SUBTOTALS | 6,500 | 6,500 | 0 | 2 | | |
| | A RAMP | STAGE 2 | EB | 99+50 A - 102+88 A | 130 | 130 | 230 | --- | --- | PIN APPROX. 360 LF; STATE-OWNED TO REMAIN IN PLACE |
| | | | | SUBTOTALS | 130 | 130 | 230 | 0 | | |
| | EAST VERONA ROAD | STAGE 1, PHASE 1 | EB | 917+02 VR - 917+67 VR | 100 | 100 | --- | --- | --- | CONTRACTOR FURNISHED; TO BE REMOVED AT END OF PROJECT |
| | FRONTAGE ROAD | STAGE 2, PHASE 4 | EB | 101+50 WW - 102+75 WW | 190 | 190 | --- | --- | --- | CONTRACTOR FURNISHED; TO BE REMOVED AT END OF PROJECT |
| | | STAGE 2, PHASE 5 | EB | 100+50 WW - 102+75 WW | --- | 255 | --- | --- | --- | STATE-OWNED TO REMAIN IN PLACE |
| | | | | SUBTOTALS | 290 | 545 | 0 | 0 | | |
| | | | | TOTALS | 12,040 | 12,295 | 230 | 3 | | |

## TEMPORARY INLET COVERS SUMMARY

| CATEGORY | PROJECT LOCATION | STAGE | STATION | LOCATION | * 611.8120.S COVER PLATES TEMPORARY EACH | SPV.0060.070 INLET COVERS, FLAT TEMPORARY EACH |
|---|---|---|---|---|---|---|
| 0010 | WILLIAMSBURG WAY | STAGE 1, PHASE 2A | 93+68 WW | RT | 1 | --- |
| | | | 93+80 WW | RT | 1 | --- |
| | | | 94+83 WW | RT | --- | 1 |
| | | | 94+88 WW | RT | --- | 1 |
| | | | 95+15 WW | RT | 1 | --- |
| | | STAGE 1, PHASE 2B | 95+90 WW | RT | 1 | --- |
| | | | TOTALS | | 4 | 2 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## ADJUSTING INLET COVERS

| CATEGORY | PROJECT LOCATION | STAGE | STATION | LOCATION | * 611.8115 EACH |
|---|---|---|---|---|---|
| 0010 | WILLIAMSBURG WAY | STAGE 1, PHASE 4 | 93+58 WW | RT | 1 |
| | | | 93+64 WW | RT | 1 |
| | | | 112+25 AD | LT | 1 |
| | | | 112+21 AD | LT | 1 |
| | | | 96+68 WW | RT | 1 |
| | | | 96+80 WW | RT | 1 |
| | | | | TOTAL | 6 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## TRAFFIC CONTROL SURVEILLANCE AND MAINTENANCE (PROJECT)

| CATEGORY | PROJECT | 643.0200.001 DAY |
|---|---|---|
| 0010 | 1206-07-74 | 226 |

## TEMPORARY STORM SEWER SUMMARY

| CATEGORY | PROJECT LOCATION | STAGE | STATION | LOCATION | * 204.9060.S.051 REMOVING APRON ENDWALLS EACH | 520.2012 CULVERT PIPE TEMPORARY 12-INCH LF | 520.2024 CULVERT PIPE TEMPORARY 24-INCH LF | * SPV.0060.065 STORM SEWER TAP EACH | * 650.4000 CONSTRUCTION STAKING STORM SEWER EACH |
|---|---|---|---|---|---|---|---|---|---|
| 0010 | EAST VERONA ROAD FRONTAGE ROAD | STAGE 2, PHASE 2 | 64+16 EF | 48.9' LT | 1 | --- | 72 | --- | 1 |
| | | | 64+67 EF | 61.9 ' RT | 1 | 28 | --- | --- | 1 |
| | | STAGE 2, PHASE 3 | 52+65 EF | 5.8' LT | --- | 68 | --- | 1 | 1 |
| | | | | TOTALS | 2 | 96 | 72 | 1 | 3 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## FINISHING ITEMS

| CATEGORY | LOCATION | STAGE | STATION - STATION | LOCATION | * 625.0500 SALVAGED TOPSOIL SY | * 627.0200 MULCHING SY | * 629.0210 FERTILIZER TYPE B CWT | * 630.0140 SEEDING MIXTURE NO. 40 LB | * 630.0200 SEEDING TEMPORARY LB | * SPV.0120.001 WATER FOR SEEDED AREAS MGAL |
|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | CTH PD | STAGE 1, PHASE 2 | 88+75 EB - 93+00 EB | RT | 680 | 680 | 0.5 | 10 | 20 | 33 |
| | | | 93+60 EB - 98+50 EB | RT | 1,500 | 1,500 | 1.0 | 25 | 40 | 70 |
| | | STAGE 1, PHASE 4B | 100+89 EB - 104+19 EB | RT | 580 | 580 | 0.4 | 10 | 15 | 27 |
| | | | | TOTALS | 2,760 | 2,760 | 1.9 | 45 | 75 | 130 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## TRAFFIC CONTROL SIGNS FIXED MESSAGE

| CATEGORY | PROJECT LOCATION | SIGN | SIGN SIZE (W x H) IN | QTY | 643.1000 SF |
|---|---|---|---|---|---|
| 0010 | NESBITT ROAD | SPECIAL 1 | 60 x 15 | 5 | 31.25 |
| | | SPECIAL 2 | 30 x 18 | 2 | 7.50 |
| | | | | SUBTOTAL | 38.75 |
| | EAST VERONA ROAD FRONTAGE ROAD | SPECIAL 3 | 66 x 15 | 8 | 55.00 |
| | | SPECIAL 4 | 42 x 10 | 8 | 23.33 |
| | | SPECIAL 5 | 78 x 24 | 12 | 156.00 |
| | | SPECIAL 6 | 132 X 48 | 4 | 176.00 |
| | | SPECIAL 7 | 42 X 10 | 8 | 23.33 |
| | | | | SUBTOTAL | 433.67 |
| | | | | TOTAL | 472.42 |

## REMOVING PAVEMENT MARKINGS

| CATEGORY | PROJECT LOCATION | STAGE | STATION - STATION | LOCATION | 646.0600 LF | 647.0955 ARROWS EACH | 647.0965 WORDS EACH |
|---|---|---|---|---|---|---|---|
| 0010 | VERONA ROAD | STAGE 2 | 871+93 VR - 893+93 VR | LT | 3,420 | --- | --- |
| | | | 892+51 VR - 903+18 VR | RT | 3,530 | --- | --- |
| | | | 911+23 VR - 932+12 VR | RT | 2,780 | --- | --- |
| | | | SUBTOTALS | | 9,730 | 0 | 0 |
| | EAST VERONA ROAD FRONTAGE ROAD | STAGE 2, PHASE 3 | 100+97 WW - 101+81 WW | RT | 38 | --- | --- |
| | | | SUBTOTALS | | 38 | 0 | 0 |
| | FITCHRONA ROAD | FITCHRONA/CTH PD STAGE 2, PHASE 1 | 75+34 WB - 84+92 WB | LT/RT | 2,950 | 6 | 4 |
| | | FITCHRONA/CTH PD | 75+34 WB - 84+92 WB | LT/RT | 3,050 | 8 | 4 |
| | | | SUBTOTALS | | 6,000 | 14 | 8 |
| | WILLIAMSBURG WAY | STAGE 1, PHASE 2A | 90+20 WW - 99+21 WW | RT | 1,140 | --- | --- |
| | | STAGE 1, PHASE 2B | 93+00 WW - 96+00 WW | RT/LT | 180 | --- | --- |
| | | STAGE 1, PHASE 3 | 93+00 WW - 98+11 WW | RT | 285 | 1 | 1 |
| | | STAGE 1, PHASE 4 | 93+00 WW - 96+00 WW | RT | 1,820 | --- | --- |
| | | | SUBTOTALS | | 3,425 | 1 | 1 |
| | | | TOTALS | | 19,193 | 15 | 9 |

## TEMPORARY PAVEMENT MARKING

| CATEGORY | PROJECT LOCATION | STAGE | 649.0402 PAINT 4-INCH (YELLOW) LF | 649.0402 PAINT 4-INCH (WHITE) LF | 649.0402 37.5' GAP LANE LINE LF | 649.0802 PAINT 8-INCH (WHITE) LF | 649.0400 REMOVABLE TAPE 4-INCH (YELLOW) LF | 649.0400 REMOVABLE TAPE 4-INCH (3' SEG., 9' GAP) (YELLOW) LF | 649.0400 REMOVABLE TAPE 4-INCH (WHITE) LF | 649.0400 REMOVABLE TAPE 4-INCH (3' SEG., 9' GAP (WHITE) LF | 649.0400 REMOVABLE TAPE 4-INCH 37.5' GAP LANE LINE LF | * 649.0600 REMOVABLE TAPE 6-INCH (WHITE) LF | 649.0801 REMOVABLE TAPE 8-INCH (WHITE) LF | 649.1100 STOP LINE 18-INCH (WHITE) LF | 649.1600 DIAGONAL REMOVABLE TAPE 12-INCH (WHITE) LF | 649.1802 ARROWS PAINT EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | EAST VERONA ROAD FRONTAGE ROAD | STAGE 2, PHASE 1 | 48 | --- | --- | 115 | --- | --- | --- | --- | --- | --- | --- | 62 | --- | --- |
| | | STAGE 2, PHASE 3 | --- | 85 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | | SUBTOTALS | 48 | 85 | 0 | 115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 0 | 0 |
| | FITCHRONA ROAD | FITCHRONA/CTH PD STAGE 2, PHASE 1 | --- | --- | --- | --- | --- | --- | 1,670 | --- | 215 | --- | 465 | --- | --- | --- |
| | | FITCHRONA/CTH PD STAGE 2, PHASE 2 | 590 | 1,140 | 215 | 160 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 2 |
| | | FITCHRONA/CTH PD STAGE 2, PHASE 3 | --- | --- | --- | --- | --- | --- | 150 | --- | --- | 38 | --- | 17 | --- | --- |
| | | SUBTOTALS | 590 | 1,140 | 215 | 160 | 0 | 0 | 1,820 | 0 | 215 | 38 | 465 | 17 | 0 | 2 |
| | WILLIAMSBURG WAY | STAGE 1, PHASE 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 72 | --- | --- | --- | --- |
| | | STAGE 1, PHASE 2A | 1,230 | 605 | --- | --- | 785 | --- | 365 | --- | --- | --- | 24 | --- | 29 | --- |
| | | STAGE 1, PHASE 2B | 235 | 250 | --- | --- | --- | --- | --- | --- | --- | 67 | --- | 43 | --- | --- |
| | | STAGE 1, PHASE 3 | 1,270 | 1,050 | --- | --- | 835 | --- | 450 | --- | --- | --- | 37 | 25 | 35 | --- |
| | | STAGE 1, PHASE 4 | 395 | 470 | --- | --- | 215 | --- | --- | --- | --- | --- | 125 | --- | --- | --- |
| | | SUBTOTALS | 3,130 | 2,375 | 0 | 0 | 1,835 | 0 | 815 | 0 | 0 | 139 | 186 | 68 | 64 | 0 |
| | | TOTALS | | 7,583 | | 275 | | | 4,685 | | | 177 | 651 | 147 | 64 | 2 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

TRAFFIC CONTROL

| CATEGORY | PROJECT LOCATION | STAGE | DURATION (DAYS) | 643.0300 DRUMS QTY | 643.0300 DRUMS DAY | 643.0410 BARRICADES TYPE II QTY | 643.0410 BARRICADES TYPE II DAY | 643.0420 BARRICADES TYPE III QTY | 643.0420 BARRICADES TYPE III DAY | 643.0500 FLEXIBLE TUBULAR MARKER POSTS EACH | 643.0600 FLEXIBLE TUBULAR MARKER BASES EACH | 643.0705 WARNING LIGHTS TYPE A QTY | 643.0705 WARNING LIGHTS TYPE A DAY | 643.0715 WARNING LIGHTS TYPE C QTY | 643.0715 WARNING LIGHTS TYPE C DAY | 643.0800 ARROW BOARDS QTY | 643.0800 ARROW BOARDS DAY | 643.0900 SIGNS QTY | 643.0900 SIGNS DAY | 643.1050 SIGNS PCMS QTY | 643.1050 SIGNS PCMS DAY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | ADVANCED WARNING | PROJECT | 340 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 16 | 5,440 | 2 | 28 |
| | | SUBTOTALS | | | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | | 0 | | 5,440 | | 28 |
| | VERONA ROAD | STAGE 1 | 33 | 319 | 10,527 | --- | --- | 22 | 726 | 54 | 54 | 44 | 1,452 | 29 | 957 | 4 | 132 | 39 | 1,287 | --- | --- |
| | | MILITARY RIDGE PATH REMOVAL | 30 | --- | --- | --- | --- | 4 | 120 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 2 | 14 |
| | | STAGE 1/2 - WB SHOULDER CLOSURE | 30 | 83 | 2,490 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 30 | 6 | 180 | --- | --- |
| | | STAGE 1/2 - CLEARING ALONG BIKE PATH | 7 | 24 | 168 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 2 | 14 | --- | --- |
| | | STAGE 2 | 152 | 63 | 9,576 | --- | --- | 2 | 304 | --- | --- | 4 | 608 | 12 | 84 | 2 | 304 | 8 | 1,216 | --- | --- |
| | | STAGE 2 - WB LANE CLOSURE | 5 | 140 | 700 | --- | --- | 5 | 25 | --- | --- | 10 | 50 | 17 | 85 | 2 | 10 | 12 | 60 | --- | --- |
| | | SUBTOTALS | | | 23,461 | | 0 | | 1,175 | 54 | 54 | | 2,110 | | 1,126 | | 476 | | 2,757 | | 14 |
| | CTH PD | STAGE 1, PHASE 1 | 7 | 22 | 154 | 2 | 14 | --- | --- | --- | --- | 2 | 14 | --- | --- | --- | --- | 19 | 133 | --- | --- |
| | | STAGE 1, PHASE 2 | 41 | 49 | 2,009 | 1 | 41 | 7 | 287 | --- | --- | 8 | 328 | --- | --- | --- | --- | 23 | 943 | --- | --- |
| | | STAGE 1, PHASE 2, SANITARY LATERAL 1 | 1 | 97 | 97 | --- | --- | 9 | 9 | --- | --- | 16 | 16 | 26 | 26 | 1 | 1 | 11 | 11 | --- | --- |
| | | STAGE 1, PHASE 2, SANITARY LATERAL 2 | 1 | 103 | 103 | --- | --- | 11 | 11 | --- | --- | 20 | 20 | 14 | 14 | 1 | 1 | 17 | 17 | --- | --- |
| | | STAGE 1, PHASE 3 | 5 | 49 | 245 | 1 | 5 | 7 | 35 | --- | --- | 8 | 40 | --- | --- | 2 | 10 | 23 | 115 | --- | --- |
| | | STAGE 1, PHASE 4A, ADVANCE WARNING | 7 | 30 | 210 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 6 | 42 |
| | | STAGE 1, PHASE 4A | 2 | 195 | 390 | --- | --- | 36 | 72 | --- | --- | 61 | 122 | 56 | 112 | 2 | 4 | 258 | 516 | 20 | 40 |
| | | STAGE 1, PHASE 4B | 5 | 61 | 305 | 4 | 20 | 9 | 45 | --- | --- | 13 | 65 | --- | --- | --- | --- | 26 | 130 | --- | --- |
| | | STAGE 1, PHASE 4B, NIGHT CLOSURE | 2 | 163 | 326 | --- | --- | 10 | 20 | --- | --- | 19 | 38 | 39 | 78 | 4 | 8 | 23 | 46 | --- | --- |
| | | WINTER SHUTDOWN - SIDEWALK CLOSURES | 139 | --- | --- | 3 | 417 | 7 | 973 | --- | --- | 10 | 1,390 | --- | --- | --- | --- | 10 | 1,390 | --- | --- |
| | | STAGE 2, PHASE 1A | 60 | 50 | 3,000 | 3 | 180 | 10 | 600 | --- | --- | 13 | 780 | --- | --- | --- | --- | 29 | 1,740 | --- | --- |
| | | STAGE 2, PHASE 1B | 13 | 50 | 650 | 3 | 39 | 4 | 52 | --- | --- | 7 | 91 | --- | --- | --- | --- | 23 | 299 | --- | --- |
| | | UNDISTRIBUTED | 16 | 262 | 4,192 | --- | --- | 14 | 224 | --- | --- | 26 | 416 | 28 | 448 | 2 | 32 | 22 | 352 | 2 | 32 |
| | | SUBTOTALS | | | 11,681 | | 716 | | 2,328 | 0 | 0 | | 3,320 | | 678 | | 56 | | 5,692 | | 114 |
| | EAST VERONA ROAD | STAGE 1, PHASE 1 | 50 | 20 | 1,000 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 17 | 850 | --- | --- |
| | FRONTAGE ROAD | STAGE 1, PHASE 1 BIKE PATH CLOSURE | 2 | --- | --- | --- | --- | 6 | 12 | --- | --- | 8 | 16 | --- | --- | --- | --- | 22 | 44 | 2 | 16 |
| | | STAGE 2 BIKE ROUTING | 146 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 28 | 4,088 | --- | --- |
| | | STAGE 2, PHASE 1 | 7 | 52 | 364 | --- | --- | 28 | 196 | --- | --- | 40 | 280 | --- | --- | --- | --- | 50 | 350 | 5 | 35 |
| | | STAGE 2, PHASE 2 | 30 | 10 | 300 | --- | --- | 7 | 210 | --- | --- | 10 | 300 | --- | --- | --- | --- | 26 | 780 | 5 | 35 |
| | | STAGE 2, PHASE 3 | 45 | 11 | 495 | --- | --- | 13 | 585 | --- | --- | 19 | 855 | 6 | 270 | --- | --- | 32 | 1,440 | 5 | 35 |
| | | STAGE 2, PHASE 4 | 32 | 10 | 320 | --- | --- | 11 | 352 | --- | --- | 18 | 576 | 6 | 192 | --- | --- | 31 | 992 | 5 | 35 |
| | | STAGE 2, PHASE 5 | 27 | 51 | 1,377 | --- | --- | 24 | 648 | --- | --- | 43 | 1,161 | --- | --- | --- | --- | 41 | 1,107 | 5 | 35 |
| | | STAGE 2, PHASE 6 | 5 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 17 | 85 | --- | --- |
| | | PARKING LOT CONSTRUCTION | 30 | 27 | 810 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 4 | 120 | --- | --- |
| | | SUBTOTALS | | | 4,666 | | 0 | | 2,003 | 0 | 0 | | 3,188 | | 462 | | 0 | | 9,856 | | 191 |
| | FITCHRONA ROAD | FITCHRONA/CTH PD STAGE 2, PHASE 1 | 18 | 67 | 1,206 | 2 | 36 | 6 | 108 | --- | --- | 11 | 198 | 14 | 252 | 1 | 18 | 18 | 324 | --- | --- |
| | | FITCHRONA/CTH PD STAGE 2, PHASE 2 | 16 | 76 | 1,216 | --- | --- | 12 | 192 | --- | --- | 17 | 272 | 18 | 288 | 1 | 16 | 71 | 1,136 | --- | --- |
| | | FITCHRONA/CTH PD STAGE 2, PHASE 3 | 4 | 85 | 340 | --- | --- | 14 | 56 | --- | --- | 22 | 88 | 23 | 92 | 1 | 4 | 20 | 80 | --- | --- |
| | | STAGE 2, PHASE 1 | 11 | 21 | 231 | 2 | 22 | 2 | 22 | --- | --- | 4 | 44 | --- | --- | --- | --- | 6 | 66 | --- | --- |
| | | STAGE 2, PHASE 2 | 47 | 16 | 752 | --- | --- | 10 | 470 | --- | --- | 14 | 658 | --- | --- | --- | --- | 13 | 611 | --- | --- |
| | | SUBTOTALS | | | 3,745 | | 58 | | 848 | 0 | 0 | | 1,260 | | 632 | | 38 | | 2,217 | | 0 |
| | KAPEC ROAD | STORM SEWER, PHASE 1 | 5 | 16 | 80 | --- | --- | 14 | 70 | --- | --- | 20 | 100 | --- | --- | --- | --- | 12 | 60 | 2 | 14 |
| | | STORM SEWER, PHASE 2 | 2 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 2 | 4 | --- | --- |
| | | SUBTOTALS | | | 80 | | 0 | | 70 | 0 | 0 | | 100 | | 0 | | 0 | | 64 | | 14 |
| | NESBITT ROAD | STAGE 1 | 74 | 14 | 1,036 | --- | --- | 10 | 740 | --- | --- | 17 | 1,258 | 14 | 98 | --- | --- | 14 | 1,036 | 4 | 28 |
| | | STAGE 1-UNDISTRIBUTED | 74 | 20 | 1,480 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | | SUBTOTALS | | | 2,516 | | 0 | | 740 | 0 | 0 | | 1,258 | | 98 | | 0 | | 1,036 | | 28 |
| | WILLIAMSBURG WAY | STAGE 1, PHASE 1 | 16 | 90 | 1,440 | 3 | 48 | --- | --- | --- | --- | 3 | 48 | --- | --- | --- | --- | 13 | 208 | 4 | 28 |
| | | STAGE 1, PHASE 2A | 14 | 49 | 686 | 3 | 42 | 21 | 294 | --- | --- | 34 | 476 | 5 | 70 | --- | --- | 27 | 378 | 4 | 28 |
| | | STAGE 1, PHASE 2B | 15 | 63 | 945 | 2 | 30 | 4 | 60 | --- | --- | 10 | 150 | 5 | 75 | --- | --- | 21 | 315 | --- | --- |
| | | STAGE 1, PHASE 3 | 15 | 49 | 735 | 4 | 60 | 5 | 75 | --- | --- | 12 | 180 | 14 | 210 | --- | --- | 22 | 330 | 4 | 28 |
| | | STAGE 1, PHASE 4 | 13 | 70 | 910 | --- | --- | 5 | 65 | --- | --- | 6 | 78 | 5 | 65 | --- | --- | 15 | 195 | 5 | 35 |
| | | STAGE 1, PHASE 4 CLOSURE | 1 | 35 | 35 | --- | --- | 17 | 17 | --- | --- | 27 | 27 | --- | --- | --- | --- | 25 | 25 | 5 | 5 |
| | | SUBTOTALS | | | 4,751 | | 180 | | 511 | 0 | 0 | | 959 | | 420 | | 0 | | 1,451 | | 124 |
| | | TOTALS | | | 50,900 | | 954 | | 7,675 | 54 | 54 | | 12,195 | | 3,416 | | 570 | | 28,513 | | 513 |

## SAWING

| CATEGORY | | STAGE | STATION - STATION | LOCATION | * 690.0150 ASPHALT LF | * 690.0250 CONCRETE LF |
|---|---|---|---|---|---|---|
| 0010 | CTH PD | STAGE 1, PHASE 4B | 902+24 VR - 902+84 VR | LT/RT | 160 | --- |
| | | UTILITY CROSS, STG. 1, PH. 1 | 79+47 EB - 80+13 EB | RT | 85 | 20 |
| | | UTILITY CROSS, STG. 1, PH. 2 | 79+47 EB - 80+13 EB | LT/RT | 20 | 20 |
| | | | SUBTOTALS | | 265 | 40 |
| | EAST VERONA ROAD FRONTAGE ROAD | STAGE 2, PHASE 1 | 101+50 WW - 103+50 WW | LT/RT | 300 | 15 |
| | | STAGE 2, PHASE 2 | 62+05 EF - 62+14 EF | LT/RT | 35 | --- |
| | | | SUBTOTALS | | 335 | 15 |
| | KAPEC ROAD | STORM SEWER, PHASE 1 | 71+96 KR - 72+85 KR | LT/RT | 155 | 20 |
| | | | SUBTOTALS | | 155 | 20 |
| | WILLIAMSBURG WAY | STAGE 1,PHASE 1 | 110+31 AD - 112+41 AD | RT | 185 | 5 |
| | | STAGE 1,PHASE 2 | 92+00 WW - 98+58 WW | LT/RT | 650 | --- |
| | | STAGE 1,PHASE 3 | 92+00 WW - 98+58 WW | LT/RT | 425 | --- |
| | | STAGE 1,PHASE 4 | 92+00 WW - 98+58 WW | LT/RT | 360 | --- |
| | | | SUBTOTALS | | 1,620 | 5 |
| | | | UNDISTRIBUTED | | 240 | 10 |
| | | | TOTALS | | 2,615 | 90 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## CONSTRUCTION STAKING PEDESTRIAN SURFACE

| CATEGORY | PROJECT LOCATION | STAGE | STATION - STATION | LOCATION | * SPV.0090.009 LF |
|---|---|---|---|---|---|
| 0010 | CTH PD | STAGE 1, PHASE 1 | 88+35 EB - 92+68 EB | RT | 60 |
| | | | 93+95 EB - 98+45 EB | RT | 220 |
| | | STAGE 1, PHASE 3 | 101+62 EB - 107+85 EB | LT | 480 |
| | | | SUBTOTAL | | 760 |
| | FITCHRONA ROAD | STAGE 2, PHASE 1 | 72+18 KR - 53+90 FR | RT | 75 |
| | | | SUBTOTAL | | 75 |
| | WILLIAMSBURG WAY | STAGE 1, PHASE 1 | 109+13 AD - 98+58 WW | RT | 650 |
| | | | 94+47 WW - 94+47 WW | LT | 7 |
| | | | SUBTOTAL | | 657 |
| | | | | TOTAL | 1,492 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## TEMPORARY PEDESTRIAN FACILITIES

| CATEGORY | PROJECT LOCATION | STAGE | STATION - STATION | LOCATION | 644.1601.S TEMPORARY CURB RAMP EACH | * 616.0700.S FENCE SAFETY LF | 644.1616.S TEMPORARY PEDESTRIAN SAFETY FENCE LF | 644.1410.S TEMPORARY PEDESTRIAN SURFACE ASPHALT SF | SPV.0165.003 TEMPORARY PEDESTRIAN SURFACE SPECIAL SF |
|---|---|---|---|---|---|---|---|---|---|
| 0010 | CTH PD | STAGE 1, PHASE 1 | 88+35 EB - 92+68 EB | RT | --- | --- | --- | 2,745 | --- |
| | | | 93+95 EB - 98+45 EB | RT | --- | --- | --- | 2,695 | --- |
| | | STAGE 1, PHASE 2 | 88+41 EB - 92+77 EB | RT | --- | --- | 475 | --- | --- |
| | | | 94+05 EB - 98+75 EB | RT | --- | --- | 475 | --- | --- |
| | | | 99+00 EB - 99+85 EB | LT | --- | 110 | 40 | --- | --- |
| | | | 101+90 EB - 102+40 EB | LT | --- | 130 | --- | --- | --- |
| | | STAGE 1, PHASE 3 | 101+60 EB - 102+70 EB | RT | --- | 130 | --- | --- | --- |
| | | | 101+62 EB - 107+85 EB | LT | --- | | --- | 3,550 | --- |
| | | STAGE 2, PHASE 1 | 92+60 EB - 92+65 EB | RT | --- | --- | 35 | --- | --- |
| | | | 101+67 EB - 102+22 EB | LT | --- | --- | 60 | --- | --- |
| | | | SUBTOTALS | | 0 | 370 | 1,085 | 8,990 | 0 |
| | EAST VERONA ROAD FRONTAGE ROAD | STAGE 2 PHASE 2A | 64+00 EF - 65+00 EF | | --- | --- | 155 | --- | --- |
| | | STAGE 2 PHASE 2B | 64+00 EF - 65+00 EF | | --- | --- | 220 | --- | --- |
| | | | SUBTOTALS | | 0 | 0 | 375 | 0 | 0 |
| | FITCHRONA ROAD | STAGE 2, PHASE 1 | 72+18 KR - 53+90 FR | RT | --- | --- | --- | --- | 330 |
| | | | SUBTOTALS | | 0 | 0 | 0 | 0 | 330 |
| | KAPEC ROAD | STORM SEWER, PHASE 1 | 72+47 KR - 73+11 KR | LT | --- | --- | 70 | 50 | 390 |
| | | STORM SEWER, PHASE 2 | 72+71 KR - 72+91 KR | LT | --- | --- | 25 | --- | --- |
| | | | SUBTOTALS | | 0 | 0 | 95 | 50 | 390 |
| | NESBITT ROAD | STAGE 1 | 879+51 VR - 880+97 VR | LT | --- | --- | 140 | --- | --- |
| | | | SUBTOTALS | | 0 | 0 | 140 | 0 | 0 |
| | WILLIAMSBURG WAY | STAGE 1, PHASE 1 | 109+13 AD - 109+18 AD | LT | --- | --- | --- | --- | 20 |
| | | | 109+13 AD - 110+93 AD | RT | --- | --- | --- | --- | 760 |
| | | | 94+47 WW - 94+47 WW | LT | --- | --- | --- | --- | 35 |
| | | STAGE 1, PHASE 2 | 109+13 AD - 109+19 AD | LT/RT | 2 | --- | --- | --- | --- |
| | | STAGE 1,UNDISTRIBUTED | 92+00 WW - 99+00 WW | LT/RT | --- | --- | 50 | --- | --- |
| | | | SUBTOTALS | | 2 | 0 | 50 | 0 | 815 |
| | | | UNDISTRIBUTED (BUS STOP PADS) | | --- | --- | --- | 120 | --- |
| | | | | TOTALS | 2 | 370 | 1,745 | 9,160 | 1,535 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## RIPRAP LIGHT

| CATEGORY | ROADWAY | LOCATION | 606.0100 CY |
|---|---|---|---|
| 0010 | USH 18/151 (VERONA ROAD) | BED 1 | --- |
| | USH 18/151 (VERONA ROAD) | BED 2 | 44 |
| | USH 18/151 (VERONA ROAD) | BED 3 | 38 |
| | | TOTAL | 82 |

## GEOTEXTILE FABRIC TYPE R

| CATEGORY | ROADWAY | LOCATION | 645.0130 SY |
|---|---|---|---|
| 0010 | USH 18/151 (VERONA ROAD) | BED 1 | --- |
| | USH 18/151 (VERONA ROAD) | BED 2 | 132 |
| | USH 18/151 (VERONA ROAD) | BED 3 | 117 |
| | | TOTAL | 249 |

## PLANTING MIXTURE

| CATEGORY | ROADWAY | LOCATION | SPV.0035.500 CY |
|---|---|---|---|
| 0010 | USH 18/151 (VERONA ROAD) | BED 1 | 151 |
| | | BED 2 | --- |
| | | BED 3 | --- |
| | | TOTAL | 151 |

## TOPSOIL SPECIAL

| CATEGORY | ROADWAY | LOCATION | SPV.0035.501 CY |
|---|---|---|---|
| 0030 | USH 18/151 (VERONA ROAD) | TERRACE TREES | 93 |

## TREES AND SHRUBS

| CATEGORY | ROADWAY | LOCATION | BID ITEM NO. | TREES | EACH |
|---|---|---|---|---|---|
| 0030 | USH 18/151 (VERONA ROAD) | ALL | 632.0101.001 | COFFEETREE, 'ESPRESSO', B&B, 2" CAL. | 4 |
| | | | 632.0101.002 | ELM, AMERICAN 'PRINCETON', B&B, 2.5" CAL. | 4 |
| | | | 632.0101.003 | ELM, 'CATHEDRAL', B&B, 2.5" CAL. | 6 |
| | | | 632.0101.004 | HACKBERRY, 'PRAIRIE PRIDE', B&B, 2.5" CAL. | 6 |
| | | | 632.0101.005 | MAPLE, FREEMAN 'CELEBRATION', B&B, 2.5" CAL. | 4 |
| | | | 632.0101.006 | OAK, BUR, B&B, 2" CAL. | 2 |
| | | | 632.0101.007 | OAK, SCHUETTES, B&B, 2" CAL. | 7 |
| | | | 632.0101.008 | CRABAPPLE, 'SARGENT', B&B, 2" CAL. | 11 |
| | | | 632.0101.009 | HAWTHORN, THORNLESS COCKSPUR, B&B, 2" CAL. | 10 |
| | | | 632.0101.010 | LILAC, 'IVORY SILK' (SHRUB FORM TREE), B&B, 6' HT. | 1 |
| | | | 632.0101.011 | VIBURNUM, BLACKHAW (SHRUB FORM TREE), B&B, 6' HT | 5 |
| | | | | SHRUBS | EACH |
| 0010 | USH 18/151 (VERONA ROAD) | ALL | 632.0201.001 | JUNIPER, PFITZER 'KALLAY'S COMPACT', CG, 24" SP. | 18 |

## PERENNIALS

| CATEGORY | ROADWAY | LOCATION | BID ITEM NO. | PERENNIALS | EACH |
|---|---|---|---|---|---|
| 0010 | USH 18/151 (VERONA ROAD) | ALL | SPV.0060.500 | ALLIUM, 'SUMMER BEAUTY', CG, 1 GAL. | 40 |
| | | | SPV.0060.501 | FEATHER REED GRASS, 'OVERDAM', CG, 1 GAL. | 87 |
| | | | SPV.0060.502 | GAYFEATHER, SPIKED 'KOBOLD', CG, 1 GAL. | 16 |
| | | | SPV.0060.503 | PRAIRIE DROPSEED, 'TARA', CG, 1 GAL. | 89 |

## LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES

| CATEGORY | ROADWAY | LOCATION | 632.9101 EACH |
|---|---|---|---|
| 0010 | USH 18/151 (VERONA ROAD) | ALL | 15 |
| 0030 | USH 18/151 (VERONA ROAD) | ALL | 11 |
| | | TOTAL | 26 |

## SHREDDED HARDWOOD BARK MULCH

| CATEGORY | ROADWAY | LOCATION | * SPV.0180.500 SY |
|---|---|---|---|
| 0010 | USH 18/151 (VERONA ROAD) | BED 1 | 177 |
| | | BED 2 | - |
| | | BED 3 | - |
| | | TOTAL | 177 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## NATIVE VEGETATED MAT, TYPE A

| CATEGORY | ROADWAY | LOCATION | SPV.0180.501 SY |
|---|---|---|---|
| 0010 | USH 18/151 (VERONA ROAD) | BED 1 | --- |
| | USH 18/151 (VERONA ROAD) | BED 2 | 216 |
| | USH 18/151 (VERONA ROAD) | BED 3 | 237 |
| | | TOTAL | 453 |

## NATIVE VEGETATED MAT, TYPE B

| CATEGORY | ROADWAY | LOCATION | SPV.0180.502 SY |
|---|---|---|---|
| 0010 | USH 18/151 (VERONA ROAD) | BED 1 | --- |
| | USH 18/151 (VERONA ROAD) | BED 2 | 200 |
| | USH 18/151 (VERONA ROAD) | BED 3 | 140 |
| | | TOTAL | 340 |

## NATIVE VEGETATED MAT, TYPE C

| CATEGORY | ROADWAY | LOCATION | SPV.0180.503 SY |
|---|---|---|---|
| 0010 | USH 18/151 (VERONA ROAD) | BED 1 | --- |
| | USH 18/151 (VERONA ROAD) | BED 2 | 216 |
| | USH 18/151 (VERONA ROAD) | BED 3 | 198 |
| | | TOTAL | 414 |

## REMOVING CURB & GUTTER

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | * 204.0150 LF |
|---|---|---|---|---|
| 0010 | EB CTH PD | 94+68 EB - 97+45 EB | LT | 280 |
| | | 103+65 EB - 105+77 EB | LT/RT | 220 |
| | | SUBTOTAL | | 500 |
| | KING JAMES WAY | 2+46 KJ - 2+65 KJ | RT | 20 |
| | | 4+06 KJ - 4+16 KJ | RT | 10 |
| | | SUBTOTAL | | 30 |
| | | | TOTAL | 530 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## REMOVING CONCRETE SIDEWALK

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | * 204.0155 SY |
|---|---|---|---|---|
| 0010 | EB CTH PD | 94+74 EB - 97+48 EB | LT | 210 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## BASE AGGREGATE DENSE

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | * 305.0110 BASE AGGREGATE DENSE 3/4-INCH TON | * 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON | * 305.0130 BASE AGGREGATE DENSE 3-INCH TON |
|---|---|---|---|---|---|---|
| 0010 | VERONA ROAD | 907+44 VR - 908+01 VR | RT | --- | 25 | --- |
| | | SUBTOTALS | | 0 | 25 | 0 |
| | EB CTH PD | 94+68 EB - 98+50 EB | LT | --- | 190 | 150 |
| | | 103+65 EB - 107+43 EB | LT/RT | 20 | 270 | 240 |
| | | SUBTOTALS | | 20 | 460 | 390 |
| | EAST VERONA ROAD FRONTAGE ROAD | 39+06 EF - 61+71 EF | LT/RT | --- | 490 | --- |
| | | SUBTOTALS | | 0 | 490 | 0 |
| | KING JAMES WAY | 2+46 KJ - 4+20 KJ | LT/RT | --- | 15 | 25 |
| | | SUBTOTALS | | 0 | 15 | 25 |
| | | | TOTALS | 20 | 990 | 415 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## REMOVING RETAINING WALL

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | * 204.9090.S.001 LF | REMARKS |
|---|---|---|---|---|---|
| 0010 | B RAMP | 107+60 B - 108+13 B | RT | 65 | BOULDER WALL |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## BACKFILL COARSE AGGREGATE SIZE NO 1

| CATEGORY | PROJECT LOCATION | * 209.0300.S.001 CY | REMARKS |
|---|---|---|---|
| 0010 | UNDISTRUBUTED | 200 | UTILITY CROSSINGS |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## ASPHALTIC ITEMS SUMMARY

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | * 460.6223 HMA PAVEMENT 3 MT 58-28 S TON | * 460.4000 HMA COLD WEATHER PAVING TON | * 465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES (DRIVEWAYS) TON | * 465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES (PARKING LOTS) TON | * 465.0305 ASPHALTIC SURFACE SAFETY ISLANDS TON |
|---|---|---|---|---|---|---|---|---|
| 0010 | VERONA ROAD | 907+44 VR - 908+01 VR | RT | --- | --- | --- | 9 | --- |
| | | SUBTOTALS | | 0 | 0 | 0 | 9 | 0 |
| | EB CTH PD | 94+68 EB - 98+50 EB | LT | 17 | 17 | --- | --- | --- |
| | | 103+65 EB - 105+77 EB | LT/RT | 55 | 55 | 20 | --- | 1 |
| | | SUBTOTALS | | 72 | 72 | 20 | 0 | 1 |
| | KING JAMES WAY | 2+46 KJ - 4+20 KJ | RT | 9 | 9 | --- | --- | --- |
| | | SUBTOTALS | | 9 | 9 | 0 | 0 | 0 |
| | | | TOTALS | 81 | 81 | 29 | | 1 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## ASPHALTIC

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | DEPTH IN. | * 465.0125 SURFACE TEMPORARY TON | * 465.0310 CURB LF |
|---|---|---|---|---|---|---|
| 0010 | EAST VERONA ROAD FRONTAGE ROAD | 39+06 EF - 61+18 EF | LT/RT | 3 | 145 | 290 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## CONCRETE SIDEWALK 5-INCH

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | * 602.0410 SF |
|---|---|---|---|---|
| 0010 | EB CTH PD | 94+74 EB - 98+48 EB | LT | 1,850 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## RIPRAP ITEMS

| CATEGORY | AREA | STATION | LOCATION | * 606.0200 RIPRAP MEDIUM CY | * 645.0120 GEOTEXTILE FABRIC TYPE HR SY |
|---|---|---|---|---|---|
| 0010 | VERONA ROAD | 99+45 EB | 158'LT | 3 | 10 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## CURB AND GUTTER SUMMARY

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | * 601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF | * 650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF |
|---|---|---|---|---|---|
| 0010 | EB CTH PD | 94+68 EB - 97+45 EB | LT | 280 | 280 |
| | | 103+65 EB - 105+77 EB | LT | 255 | 255 |
| | | SUBTOTALS | | 535 | 535 |
| | KING JAMES WAY | 2+46 KJ - 2+65 KJ | RT | 19 | 19 |
| | | 4+06 KJ - 4+20 KJ | RT | 10 | 10 |
| | | SUBTOTALS | | 29 | 29 |
| | | | TOTALS | 564 | 564 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## DUST CONTROL SURFACE TREATMENT

| CATEGORY | PROJECT LOCATION | STATION - STATION | * 623.0200 SY |
|---|---|---|---|
| 0010 | VERONA ROAD | 907+44 VR - 908+01 VR | 40 |
| | | SUBTOTAL | 40 |
| | EB CTH PD | 94+68 EB - 98+50 EB | 450 |
| | | 103+65 EB - 105+94 EB | 420 |
| | | SUBTOTAL | 870 |
| | EAST VERONA ROAD FRONTAGE ROAD | 39+06 EF - 61+71 EF | 980 |
| | | SUBTOTAL | 980 |
| | KING JAMES WAY | 2+46 KJ - 4+20 KJ | 45 |
| | | SUBTOTALS | 45 |
| | | TOTAL | 1,935 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## WATER

| CATEGORY | PROJECT LOCATION | STATION - STATION | * 624.0100 MGAL | REMARKS |
|---|---|---|---|---|
| 0010 | VERONA ROAD | 907+44 VR - 908+01 VR | 0 | DUST CONTROL |
| | | | 0 | COMPACTION |
| | EB CTH PD | 94+68 EB - 109+08 EB | 1 | DUST CONTROL |
| | | | 13 | COMPACTION |
| | EAST VERONA ROAD FRONTAGE ROAD | 39+06 EF - 61+71 EF | 1 | DUST CONTROL |
| | | | 7 | COMPACTION |
| | KING JAMES WAY | 2+46 KJ - 4+20 KJ | 0 | DUST CONTROL |
| | | | 1 | COMPACTION |
| | | TOTAL | 23 | |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## SILT FENCE SUMMARY

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | * 628.1504 SILT FENCE LF | * 628.1520 SILT FENCE MAINTENANCE LF |
|---|---|---|---|---|---|
| 0010 | VERONA ROAD | 905+74 VR - 920+94 VR | RT | 1,520 | 1,064 |
| | EAST VERONA ROAD FRONTAGE ROAD | 39+14 EF - 61+60 EF | RT | 2,250 | 1,575 |
| | | | TOTALS | 3,770 | 2,639 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## FINISHING ITEMS

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | * 625.0500 SALVAGED TOPSOIL SY | * 627.0200 MULCHING SY | * 629.0210 FERTILIZER TYPE B CWT | * 630.0140 SEEDING MIXTURE NO. 40 LB | * 630.0200 SEEDING TEMPORARY LB | * 631.0300 SOD WATER MGAL | * 631.1000 SOD LAWN SY | * SPV.0120.001 WATER FOR SEEDED AREAS MGAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | VERONA ROAD | 905+67 VR - 920+42 VR | RT | 2,250 | 2,250 | 1.5 | --- | 60 | --- | --- | --- |
| | | SUBTOTALS | | 2,250 | 2,250 | 1.5 | 0 | 60 | 0 | 0 | 0 |
| | EB CTH PD | 94+67 EB - 99+77 EB | LT | 980 | --- | 0.7 | 15 | 20 | 5.8 | 240 | 35.0 |
| | | SUBTOTALS | | 980 | 0 | 0.7 | 15 | 20 | 5.8 | 240 | 35.0 |
| | EAST VERONA ROAD FRONTAGE ROAD | 40+74 EF - 61+62 EF | LT/RT | 2,750 | 2,750 | 1.8 | --- | 75 | --- | --- | --- |
| | | SUBTOTALS | | 2,750 | 2,750 | 1.8 | 0 | 75 | 0 | 0 | 0 |
| | | UNDISTRIBUTED | | 1,500 | 1,250 | 1.0 | 3 | 40 | 1.5 | 60 | 8.9 |
| | | SUBTOTALS | | 1,500 | 1,250 | 1.0 | 3 | 40 | 1.5 | 60 | 8.9 |
| | | | TOTALS | 7,480 | 6,250 | 5.0 | 18 | 195 | 7.3 | 300 | 43.9 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## EROSION MAT

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | * 628.2006 URBAN CLASS I TYPE A SY |
|---|---|---|---|---|
| 0010 | EB CTH PD | 94+74 EB - 99+77 EB | LT | 740 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## MOBILIZATION

| CATEGORY | PROJECT ID | * 619.1000 EACH |
|---|---|---|
| 0010 | 1206-08-74 | 0.07 |
| 0020 | 1206-08-74 | 0.02 |
| | TOTAL | 0.09 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## INLET PROTECTION

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | * 628.7005 TYPE A EACH | * 628.7015 TYPE C EACH |
|---|---|---|---|---|---|
| 0010 | EB CTH PD | 104+85 EB - 105+23 EB | LT | 1 | 3 |
| | EAST VERONA ROAD FRONTAGE ROAD | 52+70 EF- 54+85 EF | LT/RT | --- | 4 |
| | | | TOTALS | 1 | 7 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CULVERT PIPE CHECKS

| CATEGORY | PROJECT LOCATION | STATION | LOCATION | * 628.7555 EACH | REMARKS |
|---|---|---|---|---|---|
| 0010 | EB CTH PD | 99+41 EB | LT | 3 | 24-INCH |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CONSTRUCTION STAKING

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | * 650.4500 SUBGRADE LF | * 650.5000 BASE LF | * 650.9920 SLOPE STAKES LF | * SPV.0090.009 PEDESTRIAN SURFACE LF |
|---|---|---|---|---|---|---|---|
| 0010 | EB CTH PD | 94+67 EB - 97+45 EB | LT | 280 | 280 | 280 | 105 |
| | | 103+65 EB - 105+77 EB | LT/RT | 210 | 210 | 210 | --- |
| | | TOTALS | | 490 | 490 | 490 | 105 |

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

UTILITY LINE OPENING (ULO)

| CATEGORY | PROJECT LOCATION | * SPV.0060.001 EACH |
|---|---|---|
| 0010 | UNDISTRIBUTED | 12 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

PAVEMENT MARKING EPOXY

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | * 646.0106 4-INCH (WHITE SKIP) (12.5' SEG. 37.5' GAP) LF | * 646.0106 4-INCH (WHITE SKIP) (3' SEG. 9' GAP) LF | * 646.0126 8-INCH (WHITE) LF | * 646.0126 8-INCH (WHITE SKIP) (3' SEG. 9' GAP) LF |
|---|---|---|---|---|---|---|---|
| 0010 | EB CTH PD | 1047+38 EB - 104+83 EB | LT/RT | 11 | 4 | 15 | 4 |
| | | | TOTALS | 15 | | 19 | |

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

SAWING

| CATEGORY | PROJECT LOCATION | STATION - STATION | LOCATION | * 690.0150 ASPHALT LF | * 690.0250 CONCRETE LF |
|---|---|---|---|---|---|
| 0010 | VERONA ROAD | 907+44 VR - 908+01 VR | RT | 75 | --- |
| | | SUBTOTALS | | 75 | 0 |
| | EB CTH PD | 94+98 EB - 98+48 EB | LT | 280 | 15 |
| | | 103+65 EB - 105+77 EB | LT/RT | 430 | 15 |
| | | SUBTOTALS | | 710 | 30 |
| EAST VERONA ROAD FRONTAGE ROAD | | 40+80 EF - 61+75 EF | LT/RT | 1,260 | 48 |
| | | SUBTOTALS | | 1,260 | 48 |
| | | UNDISTRIBUTED | | 100 | 5 |
| | | SUBTOTALS | | 100 | 5 |
| | | | TOTALS | 2,145 | 83 |

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

CPM PROGRESS SCHEDULE

| CATEGORY | PROJECT ID | * SPV.0060.700 BASELINE CPM PROGRESS SCHEDULE EACH | * SPV.0060.701 CPM PROGRESS SCHEDULE UPDATES AND ACCEPTED REVISIONS EACH |
|---|---|---|---|
| 0010 | 1206-08-74 | 0.09 | 1 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

3

## WATER MAIN PIPES

| CATEGORY | STATION - STATION | SPV.0090.600 WATER MAIN, 6-INCH LF | SPV.0090.601 WATER MAIN, 8-INCH LF | SPV.0090.602 WATER MAIN, 10-INCH LF | SPV.0090.603 WATER MAIN, 12-INCH LF | SPV.0090.604 STEEL CASING PIPE, 24-INCH LF | SPV.0090.606 GRANULAR BACKFILL FOR WATER MAIN LF | SPV.0090.617 ROCK EXCAVATION WATER MAIN LF |
|---|---|---|---|---|---|---|---|---|
| 0010 | 91+65.39 EB - 101+73.20 EB | --- | --- | --- | 793 | 240 | 1,033 | --- |
| | 101+73.20 EB - 103+87.50 EB | --- | 251 | --- | --- | --- | 251 | --- |
| | 91+68.05 EB | 24 | 5 | --- | --- | --- | 29 | --- |
| | 96+54.48 EB | 17 | --- | --- | --- | --- | 17 | --- |
| | 102+02.31 EB - 102+09.51 EB | 9 | --- | --- | --- | --- | 9 | --- |
| | 102+71.51 EB | --- | 5 | --- | --- | --- | 5 | --- |
| | 104+73.11 EB | 6 | --- | --- | --- | --- | 6 | --- |
| | 107+85.35 EB - 108+09.72 EB | --- | --- | 37 | --- | --- | 37 | --- |
| | 108+00 .00 EB | 9 | --- | --- | --- | --- | 9 | --- |
| | 2+50.22 KJ - 2+53.41 KJ | --- | 6 | --- | --- | --- | 6 | --- |
| | 2+53.16 KJ - 2+58.94 KJ | 6 | --- | --- | --- | --- | 6 | --- |
| | 4+08.67 KJ - 4+14.04 KJ | --- | 34 | --- | --- | --- | 34 | --- |
| | 13+18.38 NR - 24+60.66 NR | --- | --- | --- | 1,146 | --- | 1,146 | --- |
| | 14+59.75 NR | --- | 13 | --- | --- | --- | 13 | --- |
| | 14+96.70 NR | 12 | --- | --- | --- | --- | 12 | --- |
| | 15+05.50 NR | --- | 14 | --- | --- | --- | 14 | --- |
| | 19+20.68 NR | 19 | --- | --- | --- | --- | 19 | --- |
| | 20+10.33 NR | 13 | --- | --- | --- | --- | 13 | --- |
| | 23+75.00 NR | 12 | --- | --- | --- | --- | 12 | --- |
| | 24+24.52 NR | --- | 14 | --- | --- | --- | 14 | --- |
| | 100+64.12 D - 101+55.64 D | --- | 116 | --- | --- | --- | 116 | --- |
| | 903+55.49 V - 905+69.11 VR | --- | --- | --- | 221 | --- | 221 | --- |
| | 917+18.30 VR - 921+56.59 VR | --- | --- | 467 | --- | --- | 467 | --- |
| | 905+49.72 VR | 8 | --- | --- | --- | --- | 8 | --- |
| | 917+45.38 VR | 6 | --- | --- | --- | --- | 6 | --- |
| | 917+49.95 VR | 4 | --- | --- | --- | --- | 4 | --- |
| | 921+25.18 VR - 921+29.67 VR | 6 | --- | --- | --- | --- | 6 | --- |
| | 41+86.42 CA - 42+80.38 CA | --- | --- | --- | 97 | --- | 97 | --- |
| | 39+14.05 EF - 42+20.86 EF | --- | --- | --- | 292 | --- | 292 | --- |
| | 42+20.86 EF - 46+78.05 EF | --- | --- | 457 | --- | --- | 457 | --- |
| | 43+65.30 EF | --- | 12 | --- | --- | --- | 12 | --- |
| | 44+34.85 EF | 9 | --- | --- | --- | --- | 9 | --- |
| | 45+84.50 EF | --- | 16 | --- | --- | --- | 16 | --- |
| | 23+39.04 HA 24+34.36 HA | --- | --- | 95 | --- | --- | 95 | --- |
| | 93+97.62 WW | 19 | --- | --- | --- | --- | 19 | --- |
| | 30+22.21 FR - 32+78.00 FR | --- | --- | --- | 300 | --- | 300 | 300 |
| | 32+78.00 FR - 32+80.00 FR | 2 | --- | --- | --- | --- | 2 | 2 |
| | 51+80.00 FR - 59+15.59 FR | --- | --- | --- | 728 | --- | 728 | 100 |
| | 53+44.28 FR | --- | 24 | --- | --- | --- | 24 | --- |
| | 53+66.33 FR - 53+71.75 FR | 5 | --- | --- | --- | --- | 5 | --- |
| | 53+70.94 FR | --- | 59 | --- | --- | --- | 59 | --- |
| | 57+25.07 FR | 11 | --- | --- | --- | --- | 11 | --- |
| | SUBTOTALS (0010) | 197 | 569 | 1,056 | 3,577 | 240 | 5,639 | 402 |

CON'T ON RIGHT

## WATER MAIN PIPES

| CATEGORY | STATION - STATION | SPV.0090.600 WATER MAIN, 6-INCH LF | SPV.0090.601 WATER MAIN, 8-INCH LF | SPV.0090.602 WATER MAIN, 10-INCH LF | SPV.0090.603 WATER MAIN, 12-INCH LF | SPV.0090.604 STEEL CASING PIPE, 24-INCH LF | SPV.0090.606 GRANULAR BACKFILL FOR WATER MAIN LF | SPV.0090.617 ROCK EXCAVATION WATER MAIN LF |
|---|---|---|---|---|---|---|---|---|
| 0020 | 905+69.11 VR - 917+18.30 VR | --- | --- | 1,151 | --- | --- | 1,151 | --- |
| | 905+69.11 VR | --- | --- | --- | 10 | --- | --- | --- |
| | 907+53.40 VR | 27 | --- | --- | --- | --- | 27 | --- |
| | 909+49.93 VR | 4 | --- | --- | --- | --- | 4 | --- |
| | 912+31.62 VR | --- | 6 | --- | --- | --- | 6 | --- |
| | 913+50.17 VR | 4 | --- | --- | --- | --- | 4 | --- |
| | 917+14.83 VR | 6 | --- | --- | --- | --- | 6 | --- |
| | 46+78.05 EF - 61+60.44 EF | --- | --- | 1,488 | --- | --- | 1,488 | --- |
| | 47+98.70 EF | --- | 34 | --- | --- | --- | 34 | --- |
| | 49+34.92 EF | 8 | --- | --- | --- | --- | 8 | --- |
| | 50+18.09 EF | --- | 20 | --- | --- | --- | 20 | --- |
| | 54+24.03 EF | 16 | --- | --- | --- | --- | 16 | --- |
| | 56+51.53 EF | --- | 54 | --- | --- | --- | 54 | --- |
| | 58+25.02 EF | 11 | --- | --- | --- | --- | 11 | --- |
| | 60+04.09 EF | --- | 13 | --- | --- | --- | 13 | --- |
| | SUBTOTALS (0020) | 76 | 127 | 2,639 | 10 | 0 | 2,842 | 0 |
| | TOTALS | 273 | 696 | 3,695 | 3,587 | 240 | 8,481 | 402 |

## WATER SERVICES SUMMARY

| CATEGORY | STATION | OFFSET TO MAIN CONNECTION | SPV.0090.607 COPPER WATER SERVICE, 1-INCH LF | SPV.0090.608 COPPER WATER SERVICE, 1.5-INCH LF | SPV.0090.609 COPPER WATER SERVICE, 2-INCH LF | SPV.0060.612 ADJUST WATER CURB BOX EACH | SPV.0060.613 REMOVE EXISTING CURB BOX EACH |
|---|---|---|---|---|---|---|---|
| 0010 | 92+78.87 EB | 37.60' RT | --- | 40 | --- | 1 | --- |
| | 16+24.12 NR | 21.00' LT | --- | --- | --- | --- | 1 |
| | 45+42.72 EF | 17.00' RT | --- | --- | --- | --- | 1 |
| | UNDISTRIBUTED | | 50 | 20 | 50 | 3 | 3 |
| | TOTALS | | 50 | 60 | 50 | 4 | 5 |

## TEMPORARY WATER MAIN CONNECTION

| CATEGORY | LOCATION | SPV.0060.614 EACH |
|---|---|---|
| 0010 | UNDISTRIBUTED | 3 |
| 0020 | UNDISTRIBUTED | 2 |
| | TOTAL | 5 |

## FLUOROCARBON GASKETS

| CATEGORY | LOCATION | SPV.0060.622 EACH |
|---|---|---|
| 0010 | UNDISTRIBUTED | 15 |

## FIRE HYDRANT WEEP HOLE PLUGS

| CATEGORY | LOCATION | SPV.0060.623 EACH |
|---|---|---|
| 0010 | UNDISTRIBUTED | 3 |

## CLAY TRENCH DIKES

| CATEGORY | LOCATION | SPV.0060.624 EACH |
|---|---|---|
| 0010 | UNDISTRIBUTED | 5 |

## WATER MAIN INSULATION

| CATEGORY | LOCATION | * SPV.0090.610 LF |
|---|---|---|
| 0010 | UNDISTRIBUTED | 250 |
| 0020 | UNDISTRIBUTED | 150 |
| | TOTAL | 400 |

* ACTUAL QUANTITY AND LOCATION TO BE FIELD DETERMINED BY ENGINEER

MISCELLANEOUS WATER MAIN ITEMS

| CATEGORY | STATION | OFFSET | SPV.0060.600 FIRE HYDRANTS EACH | SPV.0060.601 REMOVE EXISTING HYDRANT EACH | SPV.0060.602 WATER VALVE, 6-INCH EACH | SPV.0060.603 WATER VALVE, 8-INCH EACH | SPV.0060.604 WATER VALVE, 10-INCH EACH | SPV.0060.605 WATER VALVE, 12-INCH EACH | SPV.0060.606 ADJUST EXISTING VALVE BOX EACH | SPV.0060.607 REMOVE EXISTING VALVE BOX EACH | SPV.0060.608 REMOVE EXISTING WATER VALVE MANHOLE EACH | SPV.0060.609 CONNECT TO EXISTING WATER MAIN EACH | SPV.0060.610 ABANDON EXISTING WATER MAIN EACH | SPV.0060.611 LIVE TAP EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | 91+22.73 EB | 30.40' RT | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- |
| | 91+29.52 EB | 24.20' RT | --- | 1 | --- | --- | --- | --- | --- | 1 | --- | --- | 1 | --- |
| | 91+68.05 EB | 31.40' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | 2 | --- | --- |
| | 91+68.05 EB | 52.50' RT | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 91+68.05 EB | 55.50' RT | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 91+68.15 EB | 28.60' RT | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- |
| | 91+71.03 EB | 31.40' RT | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- |
| | 92+63.67 EB | 71.50' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- |
| | 93+15.00 EB | 39.60' RT | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- |
| | 96+54.56 EB | 55.50' RT | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 96+54.56 EB | 58.50' RT | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 97+62.69 EB | 52.00' RT | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- |
| | 100+95.35 EB | 50.10' RT | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- |
| | 101+99.05 EB | 42.70' RT | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- |
| | 102+07.31 EB | 43.90' RT | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 102+09.51 EB | 42.40' RT | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 102+71.51 EB | 63.90' RT | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- |
| | 102+71.50 EB | 66.80' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | --- |
| | 103+00.00 EB | 40.60' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 103+82.80 EB | 75.20' RT | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- |
| | 103+87.50 EB | 79.20' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | --- |
| | 104+73.11 EB | 83.20' LT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 104+73.40 EB | 88.90' LT | 1 | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- |
| | 106+05.77 EB | 72.40' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | 1 | --- |
| | 107+85.35 EB | 47.20' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | --- |
| | 107+97.80 EB | 47.40' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- |
| | 108+00.00 EB | 36.00' RT | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 108+00.00 EB | 42.60' RT | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 108+03.00 EB | 34.00' RT | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- |
| | 108+09.72 EB | 34.00' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | --- |
| | 108+19.91 EB | 45.10' RT | --- | 1 | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- |
| | 113+89.08 EB | 44.30' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- |
| | 2+53.16 KJ | 22.10' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | 2 | 1 | --- |
| | 2+55.71 KJ | 22.30' RT | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 2+58.94 KJ | 22.60' RT | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 4+14.04 KJ | 1.90' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | 10+76.85 NR | 4.40' RT | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- |
| | 10+82.08 NR | 7.00' RT | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- |
| | 13+18.38 NR | 6.80' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | --- |
| | 13+27.00 NR | 6.00' RT | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- |
| | 14+54.64 NR | 2.40' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- |
| | 14+56.63 NR | 22.90' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | --- |
| | 14+58.35 NR | 24.60' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- |
| | 14+59.75 NR | 13.90' LT | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- |
| | 14+62.67 NR | 49.80' RT | --- | 1 | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- |
| | 14+96.70 NR | 19.50' LT | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 14+96.70 NR | 22.50' LT | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 14+98.24 NR | 23.50' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- |
| | 15+05.20 NR | 25.00' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | --- |
| | 15+05.32 NR | 19.50' LT | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- |
| | 19+19.50 NR | 32.00' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | --- |
| | 19+20.21 NR | 21.10' LT | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 20+09.20 NR | 22.50' LT | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 20+09.48 NR | 19.50' LT | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 20+14.13 NR | 10.20' LT | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- |
| | SHEET TOTALS | | 8 | 5 | 8 | 6 | 1 | 6 | 3 | 9 | 0 | 13 | 12 | 1 |

CON'T NEXT SHEET

MISCELLANEOUS WATER MAIN ITEMS (CON'T)

| CATEGORY | STATION | OFFSET | SPV.0060.600 FIRE HYDRANTS EACH | SPV.0060.601 REMOVE EXISTING HYDRANT EACH | SPV.0060.602 WATER VALVE, 6-INCH EACH | SPV.0060.603 WATER VALVE, 8-INCH EACH | SPV.0060.604 WATER VALVE, 10-INCH EACH | SPV.0060.605 WATER VALVE, 12-INCH EACH | SPV.0060.606 ADJUST EXISTING VALVE BOX EACH | SPV.0060.607 REMOVE EXISTING VALVE BOX EACH | SPV.0060.608 REMOVE EXISTING WATER VALVE MANHOLE EACH | SPV.0060.609 CONNECT TO EXISTING WATER MAIN EACH | SPV.0060.610 ABANDON EXISTING WATER MAIN EACH | SPV.0060.611 LIVE TAP EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | 23+74.36 NR | 23.00' LT | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| (CON'T) | 23+74.52 NR | 20.00' LT | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 24+21.26 NR | 17.10' LT | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- |
| | 24+21.88 NR | 31.20' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | --- |
| | 24+22.40 NR | 28.50' LT | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- |
| | 97+65.65 D | 16.70' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- |
| | 97+68.70 D | 47.70' RT | --- | 1 | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- |
| | 100+64.12 D | 85+60' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | --- |
| | 100+93.55 D | 39.00' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- |
| | 101+40.49 D | 100.50' LT | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- |
| | 101+84.82 D | 41.00' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- |
| | 102+02.89 D | 57.00' RT | --- | 1 | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- |
| | 905+50.50 VR | 153.40' RT | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 905+51.07 VR | 156.70' RT | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 917+45.24 VR | 137.00' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | --- |
| | 917+45.34 VR | 132.60' RT | --- | --- | 1 | --- | --- | --- | 1 | --- | --- | --- | --- | --- |
| | 917+46.44 VR | 112.60' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- |
| | 917+50.00 VR | 126.70' RT | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 917+50.00 VR | 129.20' RT | --- | --- | 1 | --- | --- | --- | 1 | --- | --- | --- | --- | --- |
| | 917+52.65 VR | 130.70' RT | --- | --- | --- | --- | 1 | --- | 1 | --- | --- | --- | --- | --- |
| | 920+99.81 VR | 125.10' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- |
| | 921+09.11 VR | 130.80' RT | --- | 1 | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- |
| | 921+27.15 VR | 166.60' RT | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- |
| | 921+27.42 VR | 162.50' RT | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 921+29.70 VR | 160.40' RT | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 41+86.42 CA | 20.70' LT | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 42+76.70 CA | 20.70' LT | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- |
| | 39+14.05 EF | 1.10' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- |
| | 40+83.15 EF | 13.70' RT | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- |
| | 42+25.16 EF | 15.90' RT | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- |
| | 43+56.60 EF | 7.90' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- |
| | 43+65.32 EF | 26.50' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | --- |
| | 43+65.40 EF | 20.05' RT | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- |
| | 44+34.95 EF | 19.50' RT | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 44+35.00 EF | 22.50' RT | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 45+84.60 EF | 21.40' RT | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- |
| | 46+51.41 EF | 11.90' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- |
| | 23+39.04 HA | 33.20' RT | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 24+34.36 HA | 36.30' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | 93+67.62 WW | 33.80' RT | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- |
| | 93+93.04 WW | 23.50' LT | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 93+95.78 WW | 4.90' LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | 94+37.09 WW | 10.00' LT | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- |
| | 94+77.52 WW | 43.10' LT | --- | 1 | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- |
| | 29+93.54 FR | 72.10' RT | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 29+93.89 FR | 62.50' RT | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- |
| | 29+93.89 FR | 84.10' | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 30+22.21 FR | 69.60' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | 32+80.00 FR | 35.50' LT | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 51+80.00 FR | 26.00' LT | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 53+44.31 FR | 18.90' LT | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- |
| | 53+44.50 FR | 1.90' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | --- |
| | 53+46.89 FR | 22.20' LT | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- |
| | 53+66.33 FR | 77.80' LT | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 53+67.47 FR | 60.50' LT | --- | 1 | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- |
| | SHEET TOTALS | | 12 | 6 | 6 | 5 | 2 | 5 | 4 | 12 | 2 | 6 | 5 | 3 |

CON'T NEXT SHEET

MISCELLANEOUS WATER MAIN ITEMS (CON'T)

| CATEGORY | STATION | OFFSET | SPV.0060.600 FIRE HYDRANTS EACH | SPV.0060.601 REMOVE EXISTING HYDRANT EACH | SPV.0060.602 WATER VALVE, 6-INCH EACH | SPV.0060.603 WATER VALVE, 8-INCH EACH | SPV.0060.604 WATER VALVE, 10-INCH EACH | SPV.0060.605 WATER VALVE, 12-INCH EACH | SPV.0060.606 ADJUST EXISTING VALVE BOX EACH | SPV.0060.607 REMOVE EXISTING VALVE BOX EACH | SPV.0060.608 REMOVE EXISTING WATER VALVE MANHOLE EACH | SPV.0060.609 CONNECT TO EXISTING WATER MAIN EACH | SPV.0060.610 ABANDON EXISTING WATER MAIN EACH | SPV.0060.611 LIVE TAP EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 53+69.04 FR | 77.70'LT | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 53+71.07 FR | 32.00'LT | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- |
| | 53+71.81 FR | 81.50'LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | --- |
| | 57+25.48 FR | 20.60'LT | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 57+25.60 FR | 23.10'LT | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 59+12.18 FR | 17.90'LT | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- |
| | 59+15.59 FR | 17.80'LT | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | --- |
| | UNDISTRIBUTED | | --- | --- | --- | --- | --- | --- | 15 | 3 | --- | --- | --- | 1 |
| | SHEET TOTALS | | 1 | 0 | 2 | 1 | 0 | 1 | 15 | 3 | 0 | 2 | 2 | 1 |
| | SUBTOTALS (0010) | | 21 | 11 | 16 | 12 | 3 | 12 | 22 | 24 | 2 | 21 | 19 | 5 |

CON'T NEXT SHEET

MISCELLANEOUS WATER MAIN ITEMS (CON'T)

| CATEGORY | STATION | OFFSET | SPV.0060.600 FIRE HYDRANTS EACH | SPV.0060.601 REMOVE EXISTING HYDRANT EACH | SPV.0060.602 WATER VALVE, 6-INCH EACH | SPV.0060.603 WATER VALVE, 8-INCH EACH | SPV.0060.604 WATER VALVE, 10-INCH EACH | SPV.0060.605 WATER VALVE, 12-INCH EACH | SPV.0060.606 ADJUST EXISTING VALVE BOX EACH | SPV.0060.607 REMOVE EXISTING VALVE BOX EACH | SPV.0060.608 REMOVE EXISTING WATER VALVE MANHOLE EACH | SPV.0060.609 CONNECT TO EXISTING WATER MAIN EACH | SPV.0060.610 ABANDON EXISTING WATER MAIN EACH | SPV.0060.611 LIVE TAP EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0020 | 905+70.12 VR | 150.50' RT | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- |
| | 905+71.60 VR | 115.10' RT | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- |
| | 905+72.53 VR | 149.00' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | --- |
| | 905+73.22 VR | 144.70' RT | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- |
| | 905+73.45 VR | 115.00' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- |
| | 905+78.08 VR | 123.40' RT | --- | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- |
| | 906+06.64 VR | 103.10' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- |
| | 906+13.49 VR | 107.00' RT | --- | 1 | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- |
| | 907+53.50 VR | 140.30' RT | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 907+53.55 VR | 163.30' RT | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 909+49.94 VR | 137.10' RT | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 909+50.00 VR | 134.40' RT | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 909+52.62 VR | 138.50' RT | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- |
| | 910+87.11 VR | 91.60' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- |
| | 910+97.31 VR | 94.80' RT | --- | 1 | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- |
| | 912+31.37 VR | 149.20' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | --- |
| | 912+31.50 VR | 146.20' RT | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- |
| | 912+39.83 VR | 95.00' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- |
| | 913+50.00 VR | 136.70' RT | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 913+50.11 VR | 139.20' RT | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 913+52.66 VR | 140.60' RT | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- |
| | 915+31.29 VR | 95.40' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- |
| | 915+43.20 VR | 98.60' RT | --- | 1 | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- |
| | 917+14.36 VR | 103.40' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- |
| | 917+14.83 VR | 132.20' RT | --- | --- | 1 | --- | --- | --- | 1 | --- | --- | --- | --- | --- |
| | 917+14.82 VR | 136.50' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | --- |
| | 46+57.45 EF | 9.80' LT | --- | 1 | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- |
| | 47+83.65 EF | 1.00' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- |
| | 47+98.84 EF | 20.00' RT | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- |
| | 47+99.30 EF | 47.20' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | --- |
| | 48+01.24 EF | 13.60' RT | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- |
| | 49+34.97 EF | 19.50' RT | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 49+35.00 EF | 22.50' RT | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 50+12.50 EF | 8.20' RT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- |
| | 50+13.75 EF | 31.20' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | --- |
| | 50+18.64 EF | 22.50' RT | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- |
| | 53+77.41 EF | 30.50' LT | --- | 1 | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- |
| | 54+24.82 EF | 23.50' RT | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 54+25.00 EF | 26.50' RT | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 54+27.11 EF | 10.80' RT | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- |
| | 56+48.52 EF | 13.61' RT | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- |
| | 56+51.70 EF | 22.86' RT | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- |
| | 56+52.50 EF | 67.70' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | --- |
| | 58+25.00 EF | 21.50' RT | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 58+25.00 EF | 24.50' RT | 1 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 60+04.36 EF | 23.05' RT | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- | --- |
| | 60+04.45 EF | 26.50' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | --- |
| | 60+78.92 EF | 19.60' LT | --- | --- | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- |
| | 61+54.57 EF | 27.00' RT | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- | --- |
| | 61+60.44 EF | 27.20' RT | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1 | 1 | --- |
| UNDISTRIBUTED | | | --- | --- | --- | --- | --- | 1 | 2 | 3 | --- | --- | --- | 1 |
| SUBTOTALS (0020) | | | 6 | 5 | 7 | 5 | 7 | 2 | 3 | 17 | 2 | 8 | 8 | 1 |
| TOTALS | | | 27 | 16 | 23 | 17 | 10 | 14 | 25 | 41 | 4 | 29 | 27 | 6 |

## SANITARY SEWER STRUCTURES SUMMARY

| CATEGORY | STRUCTURE NUMBER | STATION | LOCATION (OFFSET) | TOP OF CASTING | FUTURE TOP OF CASTING | EXISTING TOP OF CASTING | NET ADJUST HEIGHT | IE | DEPTH | SPV.0060.615 RECONSTRUCT EXISTING SANITARY SEWER STRUCTURE EACH | SPV.0060.616 SANITARY SEWER STRUCTURE, 4-FOOT DIAMETER EACH | SPV.0060.617 SANITARY SEWER STRUCTURE, 5-FOOT DIAMETER EACH | SPV.0060.625 SANITARY SEWER MONITORING MANHOLE 6-FOOT DIAMETER EACH | SPV.0060.619 REMOVE EXISTING SANITARY SEWER STRUCTURE EACH | SPV.0060.620 RECONSTRUCT BENCH AND FLOWLINES EACH | * 611.8110 ADJUSTING MANHOLE COVERS EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | M-6 | 94+79.42 EB | 102.30' LT | 997.34 | 997.42 | --- | --- | 992.05 | 5.29 | --- | 1 | --- | --- | --- | --- | --- |
| | M-5 | 98+28.08 EB | 126.40' LT | 1000.31 | 999.36 | --- | --- | 990.65 | 9.66 | --- | --- | 1 | --- | --- | --- | --- |
| | M-4 | 99+08.00 EB | 161.30' LT | 996.35 | 1000.00 | --- | --- | 990.24 | 6.11 | --- | 1 | --- | --- | --- | --- | --- |
| | M-3 | 102+11.47 EB | 136.80' LT | 1002.10 | 1001.69 | --- | --- | 989.10 | 13.00 | --- | --- | 1 | --- | --- | --- | --- |
| | M-2 | 104+80.72 EB | 79.70' LT | 1001.71 | 999.62 | --- | --- | 988.16 | 13.55 | --- | 1 | --- | --- | --- | --- | --- |
| | M-1 | 106+85.18 EB | 76.70' LT | 1000.14 | 998.69 | --- | --- | 987.45 | 12.69 | --- | --- | --- | 1 | --- | --- | --- |
| | SAN MH 220 | 104+43.11 EB | 5.40' LT | --- | --- | 1002.00 | --- | 991.00 | 11.00 | --- | --- | --- | --- | 1 | --- | --- |
| | SAN MH 399 | 11+94.16 NR | 13.90' LT | 987.71 | --- | 987.68 | 0.03 | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | N-1 | 14+62.05 NR | 0.00' RT | 989.95 | --- | --- | --- | 980.10 | 9.85 | --- | 1 | --- | --- | --- | --- | --- |
| | SAN MH 394 | 14+96.21 NR | 4.70' RT | --- | --- | 990.13 | --- | 980.31 | 9.82 | --- | --- | --- | --- | 1 | --- | --- |
| | N-2 | 16+50.00 NR | 0.00' RT | 991.00 | --- | --- | --- | 980.95 | 10.05 | --- | 1 | --- | --- | --- | --- | --- |
| | N-3 | 98+31.97 D | 33.30' LT | 991.52 | --- | --- | --- | 982.28 | 9.24 | --- | 1 | --- | --- | --- | --- | --- |
| | SAN MH 383 | 97+67.70 D | 6.80' LT | --- | --- | 992.59 | --- | 982.19 | 10.40 | --- | --- | --- | --- | 1 | --- | --- |
| | SAN MH 215 | 905+39.00 VR | 100.40' RT | 1000.58 | --- | 1001.63 | -1.05 | --- | --- | 1 | --- | --- | --- | --- | 1 | --- |
| | VR-1 | 917+20.92 VR | 141.30' RT | 1008.62 | 1006.30 | --- | --- | 999.85 | 8.77 | --- | 1 | --- | --- | --- | --- | --- |
| | SAN MH 130 | 917+20.96 VR | 119.40' RT | --- | --- | 1008.40 | --- | 999.87 | 8.53 | --- | --- | --- | --- | 1 | --- | --- |
| | VR-2 | 33+80.74 UT | 47.60' RT | 1023.53 | --- | --- | --- | 1012.48 | 11.05 | --- | 1 | --- | --- | 1 | --- | --- |
| | VR-3 | 33+40.36 UT | 21.50' LT | 1025.86 | --- | --- | --- | 1012.98 | 12.88 | --- | 1 | --- | --- | --- | --- | --- |
| | SAN MH 80 | 94+21.57 WW | 28.40' LT | 1043.35 | --- | 1043.38 | -0.03 | --- | --- | 1 | --- | --- | --- | --- | --- | --- |
| | SAN MH 72 | 96+86.41 WW | 26.20' RT | 1041.83 | --- | 1042.09 | -0.26 | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | SAN MH 202 | 53+31.44 FR | 9.60' RT | 1020.44 | --- | 1020.23 | 0.21 | --- | --- | --- | --- | --- | --- | --- | --- | 1 |
| | | UNDISTRIBUTED | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 2 | 8 |
| | | | | | | | | | TOTALS | 2 | 9 | 2 | 1 | 5 | 3 | 11 |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## SANITARY SEWER PIPE SUMMARY

| CATEGORY | LOCATION (DOWNSTREAM) | LOCATION (UPSTREAM) | IE (DOWNSTREAM) | IE (UPSTREAM) | SLOPE (%) | SPV.0035.600 ABANDON EXISTING SANITARY SEWER - SLURRY CY | SPV.0090.611 SANITARY SEWER PIPE, 8-INCH LF | SPV.0090.612 SANITARY SEWER PIPE, 10-INCH LF | SPV.0090.613 SANITARY SEWER PIPE, 15-INCH LF | SPV.0090.614 GRANULAR BACKFILL FOR SANITARY SEWER LF | SPV.0090.605 STEEL CASING PIPE, 36-INCH LF |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | MMSD-JC | M-1 | 987.34 | 987.45 | 0.30% | --- | --- | --- | 37 | 37 | --- |
| | M-1 | M-2 | 987.55 | 988.16 | 0.30% | --- | --- | --- | 205 | 205 | --- |
| | M-2 | M-3 | 988.26 | 989.10 | 0.30% | --- | --- | --- | 278 | 278 | --- |
| | M-3 | M-4 | 989.20 | 990.24 | 0.37% | --- | --- | --- | 52 | 52 | 230 |
| | M-4 | M-5 | 990.34 | 990.65 | 0.37% | --- | --- | --- | 84 | 84 | --- |
| | M-5 | M-6 | 990.75 | 992.05 | 0.37% | --- | --- | --- | 349 | 349 | --- |
| | M-6 | CONNECT NORTH | 992.15 | 992.17 | 0.40% | --- | --- | --- | 5 | 5 | --- |
| | SAN MH 227 | M-3 | --- | --- | --- | 5 | --- | --- | --- | --- | --- |
| | SAN MH 215 | SAN MH 320 | --- | --- | --- | 30 | --- | --- | --- | --- | --- |
| | CONNECT SOUTH | N-1 | 980.08 | 980.10 | 0.40% | --- | --- | 5 | --- | 5 | --- |
| | N-1 | N-2 | 980.20 | 980.95 | 0.40% | --- | 188 | --- | --- | 188 | --- |
| | N-2 | N-3 | 981.05 | 982.28 | 0.40% | --- | 306 | --- | --- | 306 | --- |
| | N-3 | CONNECT NORTH | 982.40 | 982.42 | 0.32% | --- | 5 | --- | --- | 5 | --- |
| | SAN MH 394 | N-3 | --- | --- | --- | 7 | --- | --- | --- | --- | --- |
| | CONNECT EAST | VR-1 | 990.80 | 990.85 | 0.40% | --- | 5 | --- | --- | 5 | --- |
| | VR-1 | SAN MH 130 | --- | --- | --- | 1 | --- | --- | --- | --- | --- |
| | VR-2 | ONNECT SOUTHEAS | 1012.46 | 1012.48 | 0.40% | --- | --- | 5 | --- | 5 | --- |
| | VR-2 | ONNECT NORTHWES | 1012.58 | 1012.60 | 0.40% | --- | --- | 5 | --- | 5 | --- |
| | VR-2 | VR-3 | 1012.58 | 1012.98 | 0.50% | --- | --- | 80 | --- | 80 | --- |
| | VR-3 | CAP | 1013.08 | 1013.24 | 0.60% | --- | --- | 26 | --- | 26 | --- |
| | | | | | TOTALS | 43 | 504 | 121 | 1,010 | 1,635 | 230 |

## SANITARY SEWER LATERALS

| CATEGORY | STATION | OFFSET TO MAIN CONNECTION | SPV.0060.621 SANITARY SEWER LATERAL ELECTRONIC MARKER EACH | SPV.0060.626 SANITARY LATERAL CLEANOUT EACH | SPV.0090.615 SANITARY SEWER LATERAL, 4-INCH LF | SPV.0090.616 SANITARY SEWER LATERAL, 6-INCH LF |
|---|---|---|---|---|---|---|
| 0010 | 96+79.96 EB | 126.90' LT | 2 | --- | --- | 11 |
| | 104+42.46 EB | 3.70' LT | --- | 1 | --- | --- |
| | 104+80.72 EB | 79.70' LT | 4 | --- | --- | 87 |
| | 15+39.09 NR | 0.00' RT | 2 | --- | --- | 26 |
| | 17+15.17 NR | 3.50' RT | 2 | -- | --- | 30 |
| | 17+74.54 NR | 9.50' RT | 2 | --- | --- | 38 |
| | UNDISTRIBUTED | | --- | --- | 30 | 30 |
| | | TOTALS | 12 | 1 | 30 | 222 |

# STATE OF WISCONSIN
# DEPARTMENT OF TRANSPORTATION
# TRANSPORTATION PROJECT PLAT TITLE SHEET
# PROJECT 1206-07-25
# MOUNT HOREB - MADISON
## (CTH PD TO RAYMOND ROAD)
## USH 18
## DANE COUNTY

**NOTES**

THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 1206-07-25.

DISTANCES SHOWN FROM BUILDINGS TO RIGHT OF WAY LINES ARE APPROXIMATE.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83/2007 IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL RIGHT-OF-WAY LINES DEPICTED IN NON ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, OR FROM CENTERLINE OF EXISTING PAVEMENTS.

EXISTING HIGHWAY RIGHT-OF-WAY FOR USH 18/151 (VERONA ROAD) ESTABLISHED FROM PREVIOUS PROJECTS 1201-05-21, AND F 017-2(15) ALONG WITH CSM 1892, CSM 7700, AND CSM 13473.

EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH PD (MCKEE ROAD) ESTABLISHED FROM PREVIOUS PROJECTS 5849-00-71 AND 1206-07-30 AND QUIT CLAIM DEED DOCUMENT NUMBER 4249457.

EXISTING HIGHWAY RIGHT-OF-WAY FOR FITCHRONA ROAD ESTABLISHED FROM CSM 11969 AND THE PLAT OF ORCHARD POINTE.

EXISTING HIGHWAY RIGHT-OF-WAY FOR HARDROCK ROAD ESTABLISHED FROM THE PLAT OF ORCHARD POINTE.

EXISTING HIGHWAY RIGHT-OF-WAY FOR KAPEC ROAD ESTABLISHED FROM PREVIOUS PROJECT 5849-00-71 ALONG WITH CSM 7187, CSM 4733, AND CSM 6539.

EXISTING HIGHWAY RIGHT-OF-WAY FOR KING JAMES WAY ESTABLISHED FROM CSM 6539 AND CSM 7187.

EXISTING HIGHWAY RIGHT-OF-WAY FOR ANTON DRIVE ESTABLISHED FROM THE PLAT OF WILLOW RUN AND CSM 9348.

EXISTING HIGHWAY RIGHT-OF-WAY FOR COMMERCE PARK DRIVE ESTABLISHED FROM THE CITY OF FITCHBURG COMMERCE PARK PLAT

EXISTING HIGHWAY RIGHT-OF-WAY FOR HARLEY DRIVE ESTABLISHED FROM CSM 288, CSM 217 AND CSM 11090.

EXISTING HIGHWAY RIGHT-OF-WAY FOR WESTCHESTER ROAD ESTABLISHED FROM CSM 7196 AND CSM 11090.

EXISTING HIGHWAY RIGHT-OF-WAY FOR CHALET GARDENS RD. ESTABLISHED FROM THE EXISTING ROADWAY CENTERLINE.

EXISTING HIGHWAY RIGHT-OF-WAY FOR SHAFER DRIVE ESTABLISHED FROM THE EXISTING ROADWAY CENTERLINE.

EXISTING HIGHWAY RIGHT-OF-WAY FOR RAYMOND ROAD ESTABLISHED FROM THE SOUTH LINE OF SECTION 32, T7N, R9E.

EXISTING HIGHWAY RIGHT-OF-WAY FOR WILLIAMSBURG WAY ESTABLISHED FROM THE PLAT OF WILLOW RUN.

EXISTING HIGHWAY RIGHT-OF-WAY FOR CARRIAGE STREET, ESTABLISHED FROM THE PLAT OF WILLOW RUN.

EXISTING HIGHWAY RIGHT-OF-WAY FOR SPROCKET DRIVE, ESTABLISHED FROM TRANSPORTATION PROJECT PLAT: 14-SR-101-0

EXISTING HIGHWAY RIGHT-OF-WAY FOR NESBITT ROAD ESTABLISHED FROM PREVIOUS PROJECT 1201-05-21, CSM 10317 AND CSM 13244.

EXISTING HIGHWAY RIGHT-OF-WAY FOR LIMESTONE LANE ESTABLISHED QUIT CLAIM DEEDS DOC.4463165 & DOC.4463164

EXISTING ACCESS CONTROL ALONG USH 18/151 (VERONA ROAD) ESTABLISHED FROM PREVIOUS PROJECT CA 017-2(2).
NOTE - ACCESS TO MOST PARCELS IS BY FRONTAGE OR LOCAL ROAD ONLY.

EXISTING ACCESS CONTROL ALONG HARD ROCK ROAD ESTABLISHED FROM THE PLAT OF ORCHARD POINTE.

EXISTING ACCESS CONTROL ALONG CTH PD (MCKEE ROAD) ESTABLISHED FROM SECTION 27-333 OF THE CITY OF FITCHBURG ORDINANCES AND QUIT CLAIM DEED DOCUMENT NO. 4876494

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 3/4" X 24" REBAR) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

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

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

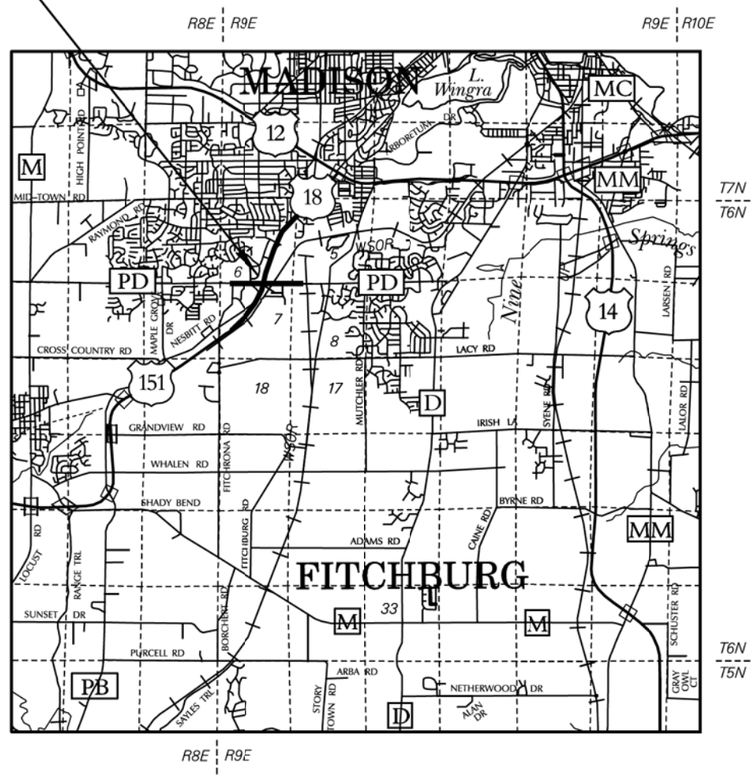
A TEMPORARY LIMITED EASEMENT (T.L.E.) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (T.L.E.'S) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A PERMANENT LIMITED EASEMENT (P.L.E.) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

AN EASEMENT FOR HIGHWAY PURPOSES (H.E.), AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE.

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

PROJECT LOCATION




N

LAYOUT SCALE

0 1 2 4

MILES

## CONVENTIONAL ABBREVIATIONS

| | | | |
|---|---|---|---|
| ACCESS RIGHTS | AR | POINT OF COMPOUND CURVE | PCC |
| ACRES | AC | POINT OF INTERSECTION | PI |
| AHEAD | AH | PROPERTY LINE | PL |
| ALUMINUM | ALUM | REBAR | RBR |
| AND OTHERS | ET AL | RECORDED AS | (100') |
| BACK | BK | REFERENCE LINE | R/L |
| BLOCK | BLK | REMAINING | REM |
| BUILDING | BLDG | RIGHT | RT |
| CENTERLINE | C/L | RIGHT OF WAY | R/W |
| CERTIFIED SURVEY MAP | CSM | SECTION | SEC |
| CONCRETE | CONC | SEPTIC VENT | SEPV |
| COUNTY | CO | SQUARE FEET | SF |
| COUNTY TRUNK HIGHWAY | CTH | STATE TRUNK HIGHWAY | STH |
| DISTANCE | DIST | STATION | STA |
| CORNER | COR | SUBDIVISION | SUBD |
| DOCUMENT NUMBER | DOC | TANGENT | TAN |
| EASEMENT | EASE | TELEPHONE PEDESTAL | TP |
| EXISTING | EX | TEMPORARY LIMITED EASEMENT | TLE |
| GAS VALVE | GV | TRANSPORTATION PROJECT PLAT | TPP |
| GRID NORTH | GN | UNITED STATES HIGHWAY | USH |
| HIGHWAY EASEMENT | HE | VOLUME | V |
| HOUSE | H | | |
| IDENTIFICATION | ID | | |
| LAND CONTRACT | LC | | |
| LEFT | LT | | |
| MONUMENT | MON | | |
| NATIONAL GEODETIC SURVEY | NGS | | |
| NUMBER | NO | | |
| OUTLOT | OL | | |
| PAGE | P | | |
| POINT OF TANGENCY | PT | | |
| PERMANENT LIMITED EASEMENT | PLE | | |
| POINT OF BEGINNING | POB | | |
| POINT OF CURVATURE | PC | | |

## CURVE DATA

| | |
|---|---|
| LONG CHORD | LC |
| LONG CHORD BEARING | LCB |
| RADIUS | R |
| DEGREE OF CURVE | D |
| CENTRAL ANGLE OR DELTA | △ |
| LENGTH OF CURVE | L |
| TANGENT | T |
| DIRECTION AHEAD | DA |
| DIRECTION BACK | DB |

## CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W LINE
PROPERTY LINE
LOT, TIE & OTHER MINOR LINES
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC) (W (TYPE))
FEE ACQUISITION AREA (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT
EASEMENT AREA (HIGHWAY, PERMANENT LIMITED, OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING
NATIONAL GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT

SECTION CORNER
NOTATION FOR COMBUSTABLE FLUIDS (CAUTION)
NOTATION FOR HIGH VOLTAGE TRANSMISSION LINES (CAUTION)

R/W MONUMENT ●
NON-MONUMENTED R/W POINT o
FOUND IRON PIN (3/4" REBAR UNLESS NOTED) IP
VALVE (GAS, WATER, ETC.) ⊘ (TYPE)
SIGN SIGN
OFF-PREMISE SIGN (SIGN)
R/W BOUNDARY POINT (203)
TLE POINT (TLE205)
PLE AND HE POINT (HE200)

| | COMPENSABLE | NON-COMPENSABLE |
|---|---|---|
| ELECTRIC POLE | ■ | □ |
| TELEPHONE POLE | ⌀ | ⌀ |
| PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.) | ✖ | ✖ |

ACCESS CONTROLLED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)

BRIDGE

PARCEL NUMBER (25)
UTILITY NUMBER (40)

## CONVENTIONAL UTILITY SYMBOLS

| | |
|---|---|
| WATER | W |
| GAS | G |
| TELEPHONE | T |
| OVERHEAD TRANSMISSION LINES | OH |
| ELECTRIC | E |
| CABLE TELEVISION | TV |
| FIBER OPTIC | FO |
| SANITARY SEWER | SAN |
| STORM SEWER | SS |

TPP NUMBER 1206-07-25 - 4.01
SHEET 2 OF 2



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\TPP\PD\040101_rt.dgn
PLOT DATE : 9/10/2014
PLOT BY : _username_
PLOT NAME :
PLOT SCALE : $$.....plotscale.....$$

1206-07-25-4.01

# TRANSPORTATION PROJECT PLAT NO: 1206-07-25 - 4.01

THAT PART OF THE SE1/4 OF THE NW1/4, ALSO THAT PART OF THE SW1/4 OF THE NE1/4 IN SECTION 7, T6N, R9E, CITY OF FITCHBURG, DANE COUNTY, WISCONSIN

THE STATE OF WISCONSIN HAS DEEMED IT NECESSARY TO MONUMENT RIGHT-OF-WAY INTERESTS PREVIOUSLY ACQUIRED UNDER SECTIONS 82.01, 82.31(1) 82.31(2), AND 84.09 OF THE WISCONSIN STATE STATUTES AND DOES HEREBY CERTIFY THE DEPARTMENT OF TRANSPORTATION HAS SURVEYED THE HIGHWAY RIGHT-OF-WAY; THAT THIS PLAT IS A TRUE AND CORRECT REPRESENTATION OF THE EXTERIOR BOUNDARIES OF THE LAND SURVEYED AND SHOWS ACCURATE MEASUREMENTS THEREOF.

| R/W COURSE TABLE | | |
|---|---|---|
| COURSE | BEARING | LENGTH |
| 110-111 | S 33° 38' 17" W | 898.81' |
| 111-112 | SEE CURVE 1 DATA | |
| 112-113 | S 55° 21' 17" W | 82.60' |
| 114-115 | SEE CURVE 2 DATA | |
| 115-116 | N 32° 25' 37" W | 62.74' |
| 116-152 | N 44° 12' 33" E | 337.90' |
| 152-151 | N 76° 50' 10" E | 58.74' |
| 151-150 | N 39° 45' 44" E | 234.86' |
| 150-155 | N 51° 39' 09" W | 149.85' |
| 155-154 | S 57° 30' 23" W | 247.62' |
| 154-156 | N 32° 29' 37" W | 73.00' |
| 156-157 | N 57° 30' 23" E | 106.79' |
| 157-158 | N 62° 26' 44" E | 81.30' |
| 158-159 | N 57° 30' 23" E | 449.52' |
| 159-165 | SEE CURVE 3 DATA | |
| 165-164 | S 0° 34' 58" E 48.26' | |
| 164-166 | SEE CURVE 4 DATA | |

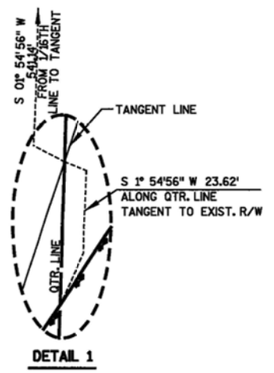
| R/W POINT STATION & OFFSET TABLE | | |
|---|---|---|
| 110 | 890+93.85 VR | 203.78' |
| 111 | 882+39.02 VR | 163.98' |
| 112 | 875+84.82 VR | 156.71' |
| 113 | 875+06.09 VR | 148.53' |
| 114 | 871+39.03 VR | 141.79' |
| 115 | 875+48.71 VR | 172.58' |
| 116 | 875+58.04 VR | 234.71' |
| 150 | 882+24.02 VR | 218.35' |
| 151 | 879+73.44 VR | 215.28' |
| 152 | 879+21.14 VR | 247.97' |
| 154 | 879+55.38 VR | 440.00' |
| 155 | 882+23.75 VR | 368.20' |
| 156 | 879+76.99 VR | 510.58' |
| 157 | 880+96.82 VR | 481.19' |
| 158 | 881+83.53 VR | 449.92' |
| 159 | 886+48.90 VR | 279.35' |
| 164 | 888+62.85 VR | 167.70' |
| 165 | 889+07.75 VR | 190.42' |
| 166 | 889+36.73 VR | 150.41' |

CURVE 1
R = 1859.86'
L = 681.42'
LC = 683.51'
LCB = S 44° 12' 36" W

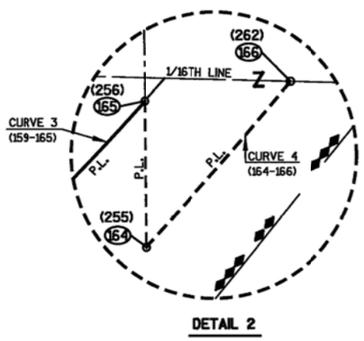
CURVE 2
R = 4781.07'
L = 396.23'
LC = 396.12'
LCB = N 48° 23' 03" E

CURVE 3
R = 921.93'
L = 257.93'
LC = 257.09'
LCB = N 49° 29' 30" E

CURVE 4
R = 987.97'
L = 72.59'
LC = 72.58'
LCB = N 41° 02' 21" E




DETAIL 1




DETAIL 2

EXISTING HIGHWAY RIGHT-OF-WAY FOR USH 18/151 (VERONA ROAD) ESTABLISHED FROM PREVIOUS PROJECT 1201-05-21, AND F 017-2(15) ALONG WITH FOUND IRONS RELATING TO CSM 7700 & CSM 13473.

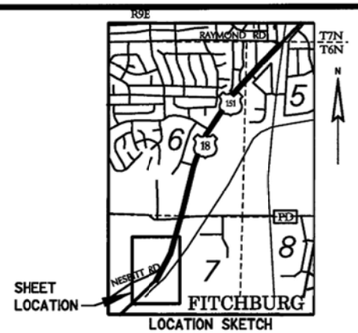
EXISTING HIGHWAY RIGHT-OF-WAY FOR NESBITT ROAD ESTABLISHED FROM PREVIOUS PROJECT 1201-05-21, CSM 10317 AND CSM 13244.

EXISTING HIGHWAY RIGHT-OF-WAY FOR LIMESTONE LANE ESTABLISHED QUIT CLAIM DEEDS DOC.4463165 & DOC.4463164

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

EXISTING ACCESS CONTROL ALONG 18/151 (VERONA ROAD) ESTABLISHED FROM PREVIOUS PROJECT CA 017-2(2). NOTE - ACCESS TO MOST PARCELS IS BY FRONTAGE OR LOCAL ROAD ONLY.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83/2007 IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.




LOCATION SKETCH
NOT TO SCALE

GN

SCALE, FEET
0 100 200


STRAND ASSOCIATES, INC.®
910 WEST WINGRA DRIVE, MADISON, WI 53715
(608) 251-4843


I, HEATHER S. BARTELT, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1206-07-25-4.01 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN HEATHER S. BARTELT S-2797 MADISON WI LAND SURVEYOR

(SIGNATURE) Heather Bartelt DATE 9/11/14
(PRINTED NAME) HEATHER S. BARTELT
(REGISTRATION NUMBER) S - 2797

THIS PLAT IS APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.
(SIGNATURE) David R. Miller DATE 9/11/14
(PRINTED NAME) DAVID R. MILLER

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS

DOCUMENT #
5097901
09/15/2014 09:07 AM
Trans. Fee:
Exempt #:
Rec. Fee: 25.00
Pages: 2

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1206-07-25-4.01
SHEET 1 OF 2
AMENDMENT NO:

SEE SHEET 1206-07-25-4.02

S 01° 54'56" W 1307.41'
1/4 COR. TO 1/16TH LINE
S 88° 29'07" E 36.15'
TRAVERSE POINT TO QTR. LINE

FOUND BRASS DISK
Y = 461,274.897
X = 796,937.578

S 88° 46'01" E 158.64'
1/4 LINE TO TAN.
S 88° 46'01" E 193.09'
TANGENT TO R/W

STA. 890+07.68 VR

P.I. = 883+80.31 VR
Y = 459,285.066
X = 796,829.003
DELTA = 36° 36' 28" (LT)
D = 1° 39' 16"
T = 1,145.54'
L = 2,212.60'
R = 3,463.00'
P.C. = 872+34.77 VR
P.T. = 894+47.37 VR
DB. = N 54° 48' 25" E
DA. = N 18° 11' 57" E

DETAIL 2 (262) 166 (256) 165 (255) 164

LOT 2
CSM 13244
VOL.85, P.184-187
DOC. 4848684

LOT 1

LOT 1
CSM 1892
VOL.7, P.351-352
DOC. 1463712

LOT 2
CSM 1892

LOT 3
CSM 1892

CITY OF FITCHBURG

LIMESTONE LANE

NESBITT ROAD

USH 18/151
(VERONA ROAD)

PREVIOUS PROJECT
1201-05-21 "N" ℄

SE-NW

SW-NE

STA. 887+73.68 VR
℄ = SEC. LINE

CURVE 3 (159-165)
CURVE 4 (164-166)
CURVE 1 (111-112)
CURVE 2 (114-115)

N 18° 11' 57" E 765.52' ALONG TANGENT LINE PI TO 1/16TH LINE

N 18° 11' 57" E 149.79' ALONG ℄ TANGENT LINE

DETAIL 1

PI 883+80.31 VR

S 7° 54'56" W 541.45' FROM 1/16TH LINE TO TANGENT

N 7° 54'56" E 742.64' CENTER SEC. TO EXIST. R/W

N 54° 48' 25" E 1049.14' ALONG TANGENT LINE TANGENT INTERSECTION TO PI

PC 872+34.77 VR

N 54° 48' 25" E 95.40' PC TO TAN. INTERSECTION

STA. 873+29.43 VR
℄ = SEC. LINE

FOUND BRASS CAP
Y = 458,605.693
X = 799,449.165

S 88° 46' 09" E 1310.43'
1/4 COR. TO EXIST. R/W

N 88° 46' 09" W 238.80'
℄ TANGENT TO EXIST. R/W

N 88° 46' 09" W 231.49'
EXIST. R/W TO ℄ TANGENT

N 88° 46' 09" W 647.26'
CENTER SEC. TO EXIST. R/W

FOUND BRASS CAP
Y = 458,713.694
X = 794,422.766

COMPUTED FROM TIES
Y= 458,661.537
X= 796,850.173



FILE NAME : ##....designfile....##
APPRAISAL PLAT DATE: 9/11/14

PLOT DATE : ##...plottingdate...## PLOT BY : ##...plotuser...## PLOT NAME :

PLOT SCALE : ##.....plotscale.....##

1206-07-25-4.01

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS

DOCUMENT #
5099029
09/19/2014 09:52 AM
Trans. Fee:
Exempt #:
Rec. Fee: 25.00
Pages: 1

# TRANSPORTATION PROJECT PLAT NO: 1206-07-25 - 4.02

THAT PART OF LOT 1 OF THE CITY OF FITCHBURG COMMERCE PARK PLAT LOCATED IN THE NW1/4 OF THE NE1/4, ALSO THAT PART OF THE FORMER WCB CONDOMINIUM PLAT LOCATED IN THE NW1/4 OF THE NE1/4, ALSO THAT PART THE NW1/4 OF THE NE1/4, ALSO THAT PART OF THE NE1/4 OF THE NW1/4, ALSO THAT PART OF THE SE1/4 OF THE NW1/4 ALL IN SECTION 7, T6N, R9E, CITY OF FITCHBURG, DANE COUNTY, WISCONSIN.

RELOCATION ORDER USH 18 DANE COUNTY MOUNT HOREB - MADISON (CTH PD TO RAYMOND ROAD)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

| R/W POINT STATION & OFFSET TABLE | | |
|---|---|---|
| 203 | 107+23.60 EB | 54.00' |
| 204 | 893+11.49 VR | 353.22' |
| 205 | 893+14.60 VR | 338.62' |
| 208 | 105+99.25 EB | 54.37' |
| 209 | 103+65.00 EB | 50.75' |
| 210 | 102+62.52 EB | 52.57' |
| 211 | 101+80.38 EB | 55.20' |
| 212 | 101+44.77 EB | 78.76' |
| 213 | 900+55.00 VR | 158.33' |
| 216 | 107+80.36 EB | 50.11' |
| 217 | 107+80.08 EB | 53.94' |
| 222 | 898+82.32 VR | 165.55' |
| 223 | 895+62.01 VR | 153.80' |
| 224 | 893+60.05 VR | 147.40' |
| 225 | 891+52.91 VR | 118.53' |
| 226 | 891+35.80 VR | 218.57' |
| 227 | 890+93.85 VR | 203.78' |
| 229 | 890+59.29 VR | 162.34' |
| 230 | 892+22.65 VR | 160.71' |
| 231 | 892+83.41 VR | 165.01' |
| 232 | 893+14.88 VR | 163.41' |
| 233 | 893+45.42 VR | 165.68' |
| 234 | 893+76.31 VR | 171.72' |
| 235 | 896+25.70 VR | 183.24' |
| 236 | 19+21.81 NR | -30.00' |
| 237 | 21+31.83 NR | -50.21' |
| 238 | 22+28.84 NR | 49.69' |
| 239 | 21+82.87 NR | 49.70' |
| 240 | 19+49.82 NR | 54.83' |

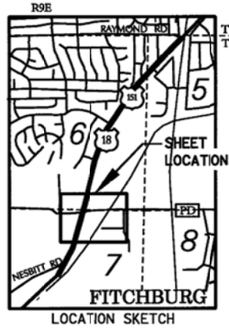
| R/W POINT STATION & OFFSET TABLE | | |
|---|---|---|
| 241 | 898+49.50 VR | 143.94' |
| 242 | 899+95.72 VR | 150.22' |
| 243 | 901+12.57 VR | 161.09' |
| 244 | 97+75.76 EB | 108.12' |
| 245 | 97+18.55 EB | 89.46' |
| 249 | 94+85.88 EB | 103.40' |
| 255 | 888+62.85 VR | 167.70' |
| 256 | 889+07.75 VR | 190.42' |
| 262 | 889+36.73 VR | 150.41' |
| HE200 | 107+04.99 EB | 54.00' |

(102) MGAE - ELECTRIC 10' UTILITY EASE. PER FITCHBURG COMMERCE PARK PARCEL 41

(106) AT&T WISCONSIN - COMMUNICATION NO RECORDED EASE. PARCEL 1

(204) CITY OF FITCHBURG - SEWER 10' & 30' UTILITY EASE. PER FITCHBURG COMMERCE PARK PARCEL 41. SAN. SEWER EASE. DOC.1254039, V.144, P.318 PARCEL 8

(205) METROPOLITAN UNITED FIBER NETWORK NO RECORDED EASE. PARCEL 1




LOCATION SKETCH
NOT TO SCALE

GN

SCALE, FEET
0 100 200

STRAND ASSOCIATES, INC.
910 WEST WINGRA DRIVE, MADISON, WI 53715
(608) 251-4843

I, HEATHER S. BARTELT, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1206-07-25-4.02 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

(SIGNATURE) _____ DATE 9/15/14
(PRINTED NAME) HEATHER S. BARTELT
(REGISTRATION NUMBER) S - 2797

WISCONSIN HEATHER S. BARTELT S-2797 MADISON WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.
(SIGNATURE) _____ DATE 9/16/14
(PRINTED NAME) DAVID R. MILLER

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1206-07-25-4.02
AMENDMENT NO:

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN DANE COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 5097901.

FOUND BRASS DISK
Y = 461,274.897
X = 796,937.578

STA. 94+80.92 EB
℄ = SEC. LINE

S 88° 45' 52" E 541.90'
1/4 COR. TO ℄

S 01° 54' 56" W 53.50'
℄ TO SEC. COR.

SEE 1206-07-25-4.03

STA. 903+84.14 VR
℄ = SEC. LINE

S 88° 45' 52" E 756.18'
℄ TO 1/16TH LINE

PC 107+66.35 EB
PI 108+16.88 EB

N 88° 45' 52" W 1,298.08'
SEC. COR. TO 1/16TH LINE

PC 98+55.63 EB
PRC 103+21.21 EB
PI 100+89.48 EB
PI 104+02.77 EB
PT 104+84.18 EB

S 85° 20' 13" E

STA. 903+01.21 = VR
STA. 100+00.00 EB
Y = 461,184.432
X = 797,453.450

CTH PD
DETAIL 1

FOUND BRASS CAP
Y = 461,218.917
X = 799,533.128

7.5' SIDEWALK EASE. DOC.4568834

TLE-SLOPES 2,027 S.F. (FORMERLY) WCB CONDOMINIUM PLAT DISSOLVED BY DOC# 5046101

TLE-SLOPES 127 S.F.

TLE-SLOPES 2,461 S.F.

R/W ACQUIRED UNDER TPP 1206-07-30-4.02 RECORDED AS DOC. NO. 5084852

HIGHWAY EASE. 1,278

LOT 1 CSM 13473 VOL.87, P.313-316 DOC. 4972617

LOT 1 CSM 7700 VOL.40, P.175-176 DOC. 2654147

LOT 1 CITY OF FITCHBURG COMMERCE PARK

17.58' PC TO 1/16TH LINE

S 01° 55' 52" W 9.67' QTR. LINE TO TANGENT

N 87° 20' 16" E 32.95' 1/16TH LINE TO PI

S 01° 55' 52" W 50.33' TANGENT TO EXIST. R/W

NESBITT RD.
P20+05.21 VR

USH 18/151 (VERONA ROAD)

900 VR

895 VR

PT 894+47.37 VR

COTTONWOOD DR.

NW-NE

NE-NW

SE-NW

DETAIL 1

DETAIL 2

DETAIL 3

ACCESS LICENSE TO ACCESS DETENTION POND DOC.2179415, V.13721, P.13

LOT 2 CSM 7700 VOL.40, P.175-176 DOC. 2654147

CITY OF FITCHBURG

| CURVE TABLE | | | | |
|---|---|---|---|---|
| CURVE 1 | R = 921.93' | L = 146.68' | LC = 146.52' | LCB = N 36° 55' 08" E |
| CURVE 2 | R = 752.00' | L = 156.02' | LC = 155.74' | LCB = N 23° 52' 01" E |
| CURVE 3 | R = 256.00' | L = 164.32' | LC = 161.51' | LCB = N 2° 42' 38" W |
| CURVE 4 | R = 987.97' | L = 72.59' | LC = 72.58' | LCB = S 41° 02' 21" W |

| P.I. = 100+89.48 EB | P.I. = 104+02.77 EB | P.I. = 106+16.88 EB |
|---|---|---|
| Y = 461,171.957 | Y = 461,219.528 | Y = 461,238.770 |
| X = 797,542.336 | X = 797,854.133 | X = 798,267.941 |
| DELTA = 13° 20' 16" (LT) | DELTA = 06° 00' 45" (RT) | DELTA = 03° 51' 32" (RT) |
| D = 2° 51' 53" | D = 3° 41' 22" | D = 3° 49' 11" |
| T = 233.85' | T = 81.56' | T = 50.53' |
| L = 465.58' | L = 162.97' | L = 101.03' |
| R = 2,000.00' | R = 1,553.00' | R = 1,500.00' |
| P.C. = 98+55.63 EB | P.C. = 103+21.21 EB | P.C. = 107+66.35 EB |
| P.T. = 103+21.21 EB | P.T. = 104+84.18 EB | P.T. = 108+67.37 EB |
| D.B. = S 85° 20' 13" E | D.B. = N 81° 19' 31" E | D.B. = N 87° 20' 16" E |
| D.A. = N 81° 19' 31" E | D.A. = N 87° 20' 16" E | D.A. = S 88° 48' 12" E |

| P.I. = 883+80.31 VR | POT 20+35.74 NR |
|---|---|
| Y = 459,285.066 | Y = 460,867.514 |
| X = 796,829.003 | X = 797,027.926 |
| DELTA = 36° 36' 28" (LT) | |
| D = 1° 39' 15" | |
| T = 1,145.54' | |
| L = 2,212.60' | |
| R = 3,463.00' | |
| P.C. = 872+34.77 VR | |
| P.T. = 894+47.37 VR | |
| D.B. = N 54° 48' 25" E | |
| D.A. = N 35° 30' 31" E | |

| TLE POINT STATION & OFFSET TABLE | | |
|---|---|---|
| TLE200 | 107+67.35 EB | 65.06' |
| TLE205 | 106+89.96 EB | 74.46' |
| TLE207 | 105+93.00 EB | 78.00' |
| TLE208 | 105+66.47 EB | 98.99' |
| TLE223 | 107+79.24 EB | 65.28' |
| TLE228 | 889+20.00 VR | 194.00' |
| TLE229 | 890+50.00 VR | 172.00' |
| TLE230 | 891+15.02 VR | 183.99' |
| TLE231 | 891+30.00 VR | 180.00' |
| TLE232 | 891+35.00 VR | 167.00' |
| TLE233 | 892+80.00 VR | 172.00' |
| TLE234 | 894+70.00 VR | 185.00' |
| TLE235 | 894+75.00 VR | 222.00' |
| TLE236 | 894+95.00 VR | 226.00' |
| TLE237 | 895+08.00 VR | 196.00' |
| TLE238 | 895+55.00 VR | 208.00' |
| TLE239 | 896+25.00 VR | 211.00' |
| TLE240 | 896+77.00 VR | 224.00' |
| TLE241 | 19+45.65 NR | -47.99' |
| TLE242 | 19+80.64 NR | -45.64' |
| TLE243 | 20+88.47 NR | -50.17' |
| TLE244 | 21+27.71 NR | -54.45' |
| TLE245 | 898+50.02 VR | 149.00' |
| TLE246 | 899+95.00 VR | 156.00' |
| TLE247 | 901+10.71 VR | 166.61' |
| TLE248 | 97+70.00 EB | 112.00' |
| TLE249 | 97+05.00 EB | 90.27' |
| TLE254 | 889+20.00 VR | 187.51' |

| R/W COURSE TABLE | | |
|---|---|---|
| COURSE | BEARING | LENGTH |
| 216-217 | S 1° 55' 52" W | 3.84' |
| 217-203 | S 87° 20' 16" W | 55.99' |
| 203-204 | S 33° 38' 17" W | 1,271.77' |
| 204-205 | N 56° 21' 43" W | 15.00' |
| 205-HE200 | N 33° 38' 17" E | 1,260.75' |
| HE200-208 | S 87° 08' 13" W | 105.74' |
| 208-209 | S 87° 08' 13" W | 230.24' |
| 209-210 | S 81° 08' 25" W | 102.58' |
| 210-211 | S 82° 23' 48" W | 84.38' |
| 211-212 | S 53° 14' 29" W | 43.70' |
| 212-213 | S 20° 03' 02" W | 222.11' |
| 213-222 | S 15° 48' 09" W | 172.83' |
| 222-223 | S 20° 18' 04" W | 320.52' |
| 223-224 | S 20° 18' 04" W | 205.81' |
| 224-225 | S 28° 59' 57" W | 216.99' |
| 225-226 | S 55° 52' 48" E | 94.75' |
| 226-227 | S 33° 38' 17" W | 45.13' |
| 262-255 | SEE CURVE 4 DATA | |
| 255-256 | N 0° 34' 58" W | 48.26' |
| 256-229 | SEE CURVE 1 DATA | |
| 229-230 | SEE CURVE 2 DATA | |
| 230-231 | N 17° 10' 24" E | 58.05' |
| 231-232 | N 23° 42' 15" E | 30.02' |
| 232-233 | N 15° 40' 40" E | 29.18' |
| 233-234 | N 8° 00' 56" E | 30.00' |
| 234-235 | N 15° 40' 40" E | 246.10' |
| 235-236 | SEE CURVE 3 DATA | |
| 236-237 | N 43° 58' 19" W | 195.39' |
| 238-239 | S 43° 56' 07" E | 45.97' |
| 239-240 | S 41° 34' 59" E | 248.19' |
| 240-241 | S 65° 52' 43" E | 53.95' |
| 241-242 | N 15° 44' 34" E | 146.36' |
| 242-243 | N 12° 52' 49" E | 117.35' |
| 243-244 | N 31° 07' 11" W | 39.91' |
| 244-245 | N 67° 16' 32" W | 60.17' |
| 245-249 | N 88° 45' 52" W | 233.09' |

## SCHEDULE OF LANDS & INTERESTS REQUIRED

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

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | R/W S.F. REQUIRED NEW | EXISTING | TOTAL | TLE S.F. | HE S.F. |
|---|---|---|---|---|---|---|---|
| 1 | CITY OF FITCHBURG | HE, TLE | --- | --- | --- | 2,461 | 1,278 |
| 3 | GLOBAL ESTATES LLC. | FEE, TLE | 5,441 | 15,742 | 21,183 | 4,522 | --- |
| 4 | LYNN MARIE ELLIOTT | FEE, TLE | 399 | 2,878 | 3,277 | 1,221 | --- |
| 7 | J. W. JUNG SEED COMPANY | FEE, TLE | 9,125 | --- | 9,125 | 9,781 | --- |
| 8 | WISCONSIN BANK & TRUST | FEE, TLE | 8,133 | --- | 8,133 | 2,027 | --- |
| 41 | PDQ FOOD STORES, INC. (STORE 128) | FEE, TLE | 48 | --- | 48 | 127 | --- |

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 102 | MADISON GAS & ELECTRIC COMPANY (MG&E) - ELECTRIC | RELEASE OF RIGHTS |
| 106 | AT&T WISCONSIN - COMMUNICATION | RELEASE OF RIGHTS |
| 204 | CITY OF FITCHBURG - SEWER | RELEASE OF RIGHTS |
| 205 | METROPOLITAN UNITED FIBER NETWORK | RELEASE OF RIGHTS |

EXISTING HIGHWAY RIGHT-OF-WAY FOR USH 18/151 (VERONA ROAD) ESTABLISHED FROM PREVIOUS PROJECT 1201-05-21, PROJECT 1206-07-30 AND F 017-2(15) ALONG WITH CSM 13473.

EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH PD (MCKEE ROAD) ESTABLISHED FROM PREVIOUS PROJECT 5849-00-71 AND 1206-07-30.

EXISTING HIGHWAY RIGHT-OF-WAY FOR NESBITT ROAD ESTABLISHED FROM PREVIOUS PROJECT 1201-05-21.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

EXISTING ACCESS CONTROL ALONG 18/151 (VERONA ROAD) ESTABLISHED FROM PREVIOUS PROJECT CA 017-2(2). NOTE - ACCESS TO MOST PARCELS IS BY FRONTAGE OR LOCAL ROAD ONLY.

EXISTING ACCESS CONTROL ALONG CTH PD (MCKEE ROAD) ESTABLISHED FROM SECTION 27-333 OF THE CITY OF FITCHBURG ORDINANCES AND QUIT CLAIM DEED DOCUMENT NO. 4876494

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83/2007 IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

NO BUILDINGS ARE AFFECTED BY ANY TLE ON THIS SHEET.

COMPUTED FROM TIES
Y= 458,661.537
X= 796,850.173



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\TPP\PD\040102_rp.dgn
APPRAISAL PLAT DATE: 9/15/14
PLOT DATE : 9/15/2014
PLOT BY : _username_
PLOT NAME :
PLOT SCALE : **.....plotscale.....**

# TRANSPORTATION PROJECT PLAT NO: 1206-07-25 - 4.03 AMENDMENT NO. 1

AMENDS PARCELS 23 & 24 OF TRANSPORTATION PROJECT PLAT NO. 1206-07-25-4.03 RECORDED AS DOCUMENT NO. 5099030

THAT PART OF LOTS 1& 2 OF CSM 10250 IN THE NW1/4 OF THE SE1/4 AND THE SW1/4 OF THE SE1/4 AND THAT PART OF LOT 2 OF CSM 335 IN THE NW1/4 OF THE SE1/4, AND THAT PART OF LOT 8 OF THE JAMESTOWN COMMERCIAL ADDITION PLAT IN THE SW1/4 OF THE SE1/4, AND THAT PART OF LOT 10 OF JAMESTOWN COMMERCIAL ADDITION PLAT IN THE NW1/4 OF THE SE1/4, AND THAT PART OF LOTS 2, 3, 4, 5, 6 & 7 OF THE WILLOW RUN PLAT IN THE NW1/4 OF THE SE1/4, AND THAT PART OF THE SW1/4 OF THE SE1/4, AND THAT PART OF THE NW1/4 OF THE SE1/4, AND THAT PART OF THE NE1/4 OF THE SE1/4, ALL IN SECTION 6, T6N, R9E, CITY OF FITCHBURG, DANE COUNTY, WISCONSIN.

RELOCATION ORDER USH 18 DANE COUNTY MOUNT HOREB - MADISON (CTH PD TO RAYMOND ROAD)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

FOUND BRASS DISK
Y = 461,274.897
X = 796,937.578

S 0° 42' 08" W 2572.18'

FOUND BRASS DISK
Y = 463,906.890
X = 796,969.835
C.O.S. 6-6-96

SEE 1206-07-25-4.06

SEE 1206-07-25-4.02

SEE 1206-07-25-4.07

SEE 1206-07-25-4.04

## R/W COURSE TABLE

| COURSE | BEARING | LENGTH |
|---|---|---|
| 300-301 | SEE CURVE 1 DATA | |
| 301-302 | SEE CURVE 2 DATA | |
| 302-303 | SEE CURVE 3 DATA | |
| 303-304 | SEE CURVE 4 DATA | |
| 304-305 | SEE CURVE 5 DATA | |
| 305-306 | S 68° 35' 44" E | 59.62' |
| 306-308 | S 20° 36' 52" W | 73.00' |
| 308-309 | N 69° 23' 08" W | 252.73' |
| 309-310 | S 20° 21' 54" W | 64.63' |
| 310-311 | S 13° 03' 24" E | 208.39' |
| 311-312 | S 15° 09' 15" W | 69.98' |
| 312-313 | N 74° 31' 13" W | 115.08' |
| 313-314 | S 15° 13' 27" W | 122.40' |
| 314-315 | S 13° 47' 21" W | 129.53' |
| 315-316 | S 11° 04' 35" W | 45.10' |
| 316-317 | S 12° 24' 03" W | 115.11' |
| 317-318 | S 15° 17' 05" W | 75.25' |
| 318-319 | S 15° 41' 16" W | 50.63' |
| 319-320 | S 17° 13' 29" W | 81.04' |
| 320-321 | S 16° 15' 57" W | 65.80' |
| 321-322 | S 17° 17' 10" W | 429.46' |
| 322-323 | S 36° 43' 39" E | 75.50' |
| 323-324 | S 66° 30' 24" E | 62.40' |
| 324-325 | S 80° 34' 38" E | 61.55' |
| 325-326 | S 88° 36' 35" E | 136.35' |
| 326-327 | N 89° 21' 32" E | 135.08' |
| 327-328 | S 86° 45' 59" E | 41.09' |
| 328-HE300 | S 86° 45' 53" E | 88.73' |
| HE300-330 | S 1° 12' 28" W | 5.67' |
| 349-331 | S 88° 45' 47" E | 316.33' |
| 331-332 | N 74° 00' 32" E | 27.15' |
| 332-333 | N 53° 32' 39" E | 66.46' |
| 333-334 | N 17° 39' 42" E | 449.46' |
| 334-335 | N 24° 47' 12" E | 96.75' |
| 335-336 | N 17° 39' 42" E | 255.37' |
| 336-337 | S 80° 04' 11" E | 3.03' |
| 337-338 | N 17° 39' 42" E | 103.16' |
| 338-339 | N 13° 50' 34" E | 90.08' |
| 339-340 | N 17° 39' 42" E | 424.79' |
| 340-341 | N 16° 06' 28" E | 136.75' |
| 341-342 | N 79° 34' 58" W | 10.06' |
| 342-343 | SEE CURVE 6 DATA | |
| 343-344 | N 18° 33' 41" E | 115.63' |
| 344-345 | SEE CURVE 7 DATA | |
| 345-346 | N 20° 59' 30" E | 74.02' |
| 346-347 | N 22° 43' 19" E | 110.55' |
| 347-348 | N 23° 43' 05" E | 25.48' |

## PLE COURSE TABLE

| COURSE | BEARING | LENGTH |
|---|---|---|
| 336-PLE300 | N 80° 04' 11" W | 1.01' |
| PLE300-PLE301 | N 17° 39' 42" E | 103.57' |
| PLE301-PLE302 | N 13° 50' 34" E | 34.73' |
| PLE302-PLE303 | N 3° 34' 42" W | 46.39' |
| PLE303-PLE310 | N 21° 50' 36" E | 82.61' |
| PLE310-PLE311 | N 50° 25' 41" E | 8.60' |
| PLE311-PLE317 | N 18° 28' 11" E | 173.00' |
| PLE317-PLE323 | N 17° 39' 42" E | 310.97' |
| PLE323-342 | N 79° 34' 58" W | 9.76' |
| 344-PLE325 | SEE CURVE PLE1 DATA | |
| PLE325-PLE328 | N 18° 33' 28" E | 327.75' |
| PLE328-PLE329 | N 64° 03' 06" W | 22.96' |
| PLE329-PLE337 | N 25° 53' 45" E | 166.12' |
| PLE337-348 | S 87° 53' 00" E | 33.47' |

## SCHEDULE OF LANDS & INTERESTS REQUIRED

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

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | R/W AC. OR S.F. REQUIRED NEW | EXISTING | TOTAL | TLE S.F. | PLE S.F. | HE S.F. |
|---|---|---|---|---|---|---|---|---|
| 1 | CITY OF FITCHBURG | HE,TLE | --- | --- | --- | 1,769 | --- | 685 |
| 13 | CERTCO INC. | FEE,TLE | 18,890 | --- | 18,890 | 21,440 | --- | --- |
| 14 | STRICKLEY STEVENS LLC. | FEE,PLE,TLE | 2,910 | --- | 2,910 | 768 | 1,147 | --- |
| 16 | BASE CAMP VENTURE LLC. | FEE,PLE,TLE | 1,326 | --- | 1,326 | 481 | 1,202 | --- |
| 17 | M & T REAL ESTATE INVESTMENTS LLC. | FEE,PLE,TLE | 1,692 | --- | 1,692 | 755 | 933 | --- |
| 19 | TWIN BRO LLC. | FEE,PLE,TLE | 387 | --- | 387 | 2,197 | 842 | --- |
| 21 | HEINE PROPERTIES LLC. | TLE | --- | --- | --- | 1,899 | --- | --- |
| 22 | PHILIP J. HENDRICKSON CHILDREN TRUST | FEE,TLE | 15,491 | --- | 15,491 | 9,444 | --- | --- |
| 23 | NFW ACQUISITION CORP. | FEE,TLE | 12,891 | --- | 12,891 | 12,316 | --- | --- |
| 24 | THERMO ELECTRON SCIENTIFIC INSTRUMENTS LLC. | FEE,TLE | 18,425 | --- | 18,425 | 30,640 | --- | --- |
| 27 | JHMDTK LLC. | TLE | --- | --- | --- | 2,488 | --- | --- |
| 28 | IN KAHOOTS, LLC. | PLE, TLE | --- | --- | --- | 4,093 | 51 | --- |
| 29 | ANN COOPER | PLE, TLE | --- | --- | --- | 5,447 | 900 | --- |
| 31 | MIDWEST LEASE ASSOCIATES LLC. | FEE,PLE,TLE | 54 | --- | 54 | 6,994 | 2,834 | --- |
| 32 | VERONAROADSELFSTORAGE LLC. | FEE,PLE,TLE | 587 | --- | 587 | 187 | 5,129 | --- |
| 33 | KNIGHTS CLUB INC. | FEE,PLE | 35 | --- | 35 | --- | 29 | --- |

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 102 | MADISON GAS & ELECTRIC COMPANY (MG&E) - ELECTRIC | RELEASE OF RIGHTS |
| 106 | AT&T WISCONSIN - COMMUNICATION | RELEASE OF RIGHTS |
| 114 | MADISON METROPOLITAN SEWERAGE DISTRICT | RELEASE OF RIGHTS |
| 201 | ALLIANT ENERGY - ELECTRIC | RELEASE OF RIGHTS |
| 203 | CITY OF FITCHBURG - WATER | RELEASE OF RIGHTS |
| 205 | METROPOLITAN UNITED FIBER NETWORK | RELEASE OF RIGHTS |

EXISTING HIGHWAY RIGHT-OF-WAY FOR USH 18/151 (VERONA ROAD) ESTABLISHED FROM PREVIOUS PROJECT 1201-05-21, F 017-2(15) AND 1206-07-30.

EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH PD (MCKEE ROAD) ESTABLISHED FROM PREVIOUS PROJECT 5849-00-71.

EXISTING HIGHWAY RIGHT-OF-WAY FOR CARRIAGE STREET, ESTABLISHED FROM THE PLAT OF WILLOW RUN.

EXISTING HIGHWAY RIGHT-OF-WAY FOR SPROCKET DRIVE, ESTABLISHED FROM TRANSPORTATION PROJECT PLAT: 14-SR-101-0

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

EXISTING ACCESS CONTROL ALONG 18/151 (VERONA ROAD) ESTABLISHED FROM PREVIOUS PROJECT CA 017-2(2). NOTE - ACCESS TO MOST PARCELS IS BY FRONTAGE OR LOCAL ROAD ONLY.

EXISTING ACCESS CONTROL ALONG CTH PD (MCKEE ROAD) ESTABLISHED FROM SECTION 27-333 OF THE CITY OF FITCHBURG ORDINANCES AND QUIT CLAIM DEED DOCUMENT NO. 4876494

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83/2007 IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

NO BUILDINGS ARE AFFECTED BY ANY TLE ON THIS SHEET

SEE SHEET 2 OF 2 FOR STATION/OFFSET TABLES, CURVE DATA, AND DETAILS 1, 2, & 3.

FOUND BRASS CAP
Y = 461,218.917
X = 799,533.128

FOUND BRASS CAP
Y = 463,906.890
X = 796,969.835

FOUND BRASS CAP
Y = 463,809.273
X = 799,610.985

SHEET LOCATION

LOCATION SKETCH
NOT TO SCALE

SCALE, FEET
0 100 200


STRAND ASSOCIATES, INC.
910 WEST WINGRA DRIVE, MADISON, WI 53715
(608) 251-4843


I, HEATHER S. BARTELT, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1206-07-25-4.03 AMENDMENT NO. 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

HEATHER S. BARTELT S-2797 MADISON WI — WISCONSIN LAND SURVEYOR

(SIGNATURE) _____ DATE 7/29/15
(PRINTED NAME) HEATHER S. BARTELT
(REGISTRATION NUMBER) S - 2797

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.
(SIGNATURE) _____ DATE 7/30/15
(PRINTED NAME) DAVID R. MILLER

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN DANE COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 5097901.

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS

DOCUMENT #
5173696
08/04/2015 9:41 AM
Trans. Fee:
Exempt #:
Rec. Fee: 25.00
Pages: 2

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1206-07-25-4.03
SHEET 1 OF 2
AMENDMENT NO: 1

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\TPP\PD\040103_rp.dgn
APPRAISAL PLAT DATE: 9/15/14
PLOT DATE : 7/27/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : **.....plotscale.....**

# TRANSPORTATION PROJECT PLAT NO: 1206-07-25 - 4.03 AMENDMENT NO. 1

**AMENDS PARCELS 23 & 24 OF TRANSPORTATION PROJECT PLAT NO. 1206-07-25-4.03 RECORDED AS DOCUMENT NO. 5099030**

RELOCATION ORDER USH 18 DANE COUNTY MOUNT HOREB - MADISON (CTH PD TO RAYMOND ROAD)

| R/W POINT STATION & OFFSET TABLE | | |
|---|---|---|
| 300 | 932+50.41 VR | 296.45' |
| 301 | 931+46.60 VR | 221.31' |
| 302 | 930+50.73 VR | 203.66' |
| 303 | 923+23.60 VR | 176.73' |
| 304 | 922+43.18 VR | 183.92' |
| 305 | 920+86.64 VR | 343.83' |
| 306 | 920+82.82 VR | 403.33' |
| 308 | 920+06.13 VR | 399.51' |
| 309 | 920+20.81 VR | 147.18' |
| 310 | 919+55.10 VR | 143.63' |
| 311 | 917+69.06 VR | 245.89' |
| 312 | 916+96.90 VR | 246.21' |
| 313 | 916+97.54 VR | 131.13' |
| 314 | 915+74.50 VR | 130.51' |
| 315 | 914+45.00 VR | 133.00' |
| 316 | 914+00.00 VR | 136.00' |
| 317 | 912+85.00 VR | 141.00' |
| 318 | 912+10.00 VR | 140.50' |
| 319 | 911+60.00 VR | 140.00' |
| 320 | 910+80.00 VR | 137.50' |
| 321 | 910+15.00 VR | 137.00' |
| 322 | 905+90.71 VR | 135.54' |
| 323 | 905+47.37 VR | 197.33' |

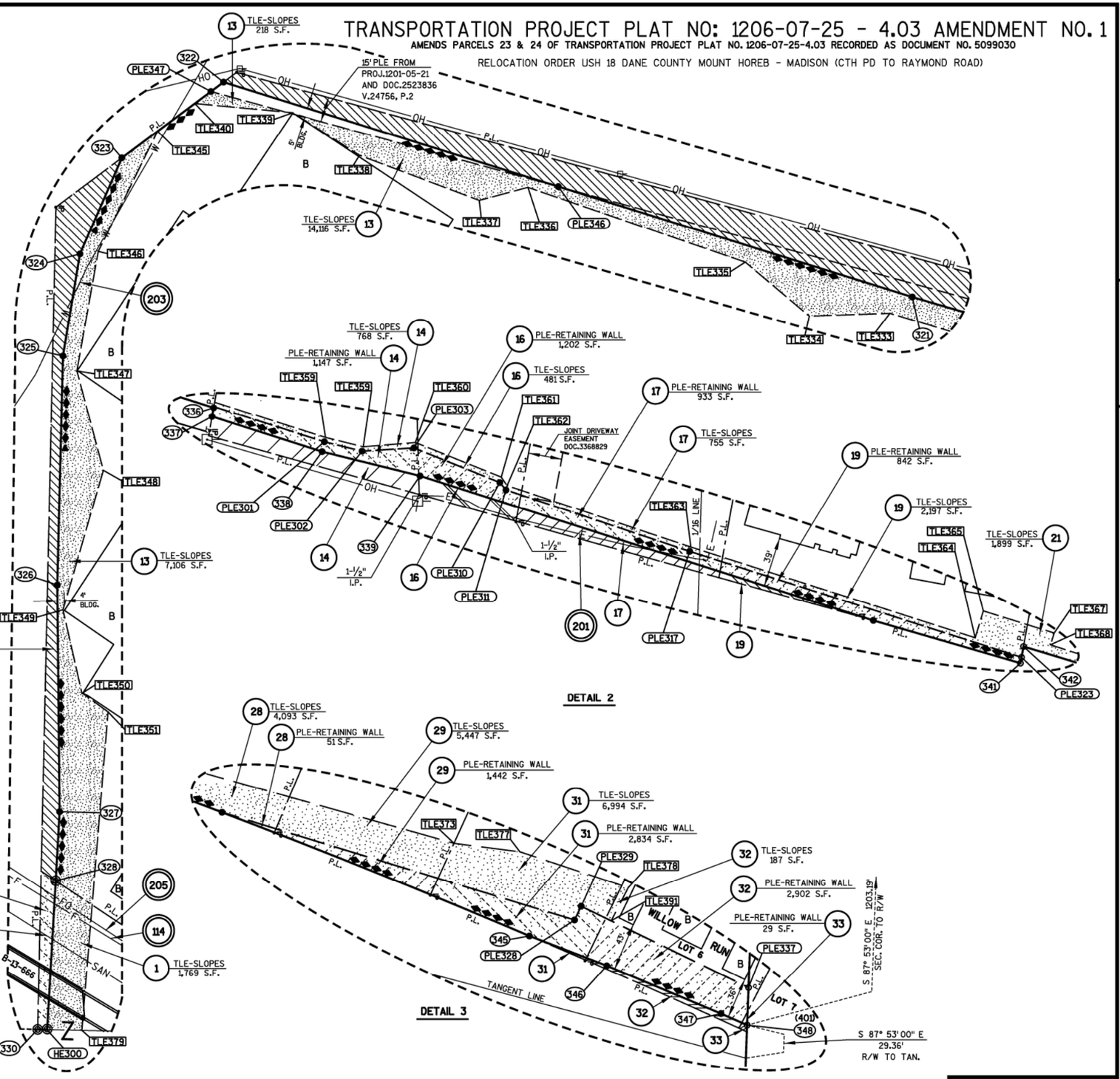
| R/W POINT STATION & OFFSET TABLE | | |
|---|---|---|
| 324 | 103+40.00 EB | 123.01' |
| 325 | 103+95.00 EB | 105.64' |
| 326 | 105+25.00 EB | 93.27' |
| 327 | 106+60.00 EB | 88.50' |
| 328 | 107+00.87 EB | 84.28' |
| 330 | 107+87.76 EB | 69.67' |
| 331 | 903+75.56 VR | 233.79' |
| 332 | 903+90.82 VR | 211.33' |
| 333 | 904+45.02 VR | 172.89' |
| 334 | 908+99.34 VR | 172.81' |
| 335 | 909+96.49 VR | 158.60' |
| 336 | 912+54.91 VR | 148.67' |
| 337 | 912+55.17 VR | 145.66' |
| 338 | 913+58.21 VR | 140.67' |
| 339 | 914+48.28 VR | 142.31' |
| 340 | 918+69.36 VR | 124.56' |
| 341 | 920+04.02 VR | 126.35' |
| 342 | 920+02.83 VR | 136.33' |
| 343 | 922+06.89 VR | 138.76' |
| 344 | 923+20.56 VR | 139.97' |
| 345 | 928+49.72 VR | 144.24' |
| 346 | 929+22.36 VR | 147.55' |
| 347 | 930+30.89 VR | 150.38' |
| 348 | 930+55.91 VR | 150.79' |
| 349 | 94+74.21 EB | 113.29' |

| PLE POINT STATION & OFFSET TABLE | | |
|---|---|---|
| HE300 | 107+88.05 EB | 75.32' |
| PLE300 | 912+54.82 VR | 149.68' |
| PLE301 | 913+58.27 VR | 144.67' |
| PLE302 | 913+93.00 VR | 145.30' |
| PLE303 | 914+37.00 VR | 160.00' |
| PLE310 | 915+19.00 VR | 150.00' |
| PLE311 | 915+26.00 VR | 145.00' |
| PLE317 | 916+98.00 VR | 134.30' |
| PLE323 | 920+03.98 VR | 126.64' |
| PLE325 | 925+59.00 VR | 142.18' |
| PLE328 | 928+80.00 VR | 164.00' |
| PLE329 | 928+80.96 VR | 186.94' |
| PLE337 | 930+43.31 VR | 181.70' |

| TLE POINT STATION & OFFSET TABLE | | |
|---|---|---|
| TLE300 | 933+28.42 VR | 461.34' |
| TLE301 | 932+90.00 VR | 444.00' |
| TLE302 | 932+10.00 VR | 347.00' |
| TLE303 | 930+85.00 VR | 456.00' |
| TLE304 | 930+00.00 VR | 509.00' |
| TLE305 | 929+60.26 VR | 523.21' |
| TLE306 | 929+44.61 VR | 486.00' |
| TLE307 | 929+90.00 VR | 470.00' |
| TLE308 | 930+60.00 VR | 427.00' |
| TLE309 | 931+90.00 VR | 317.00' |
| TLE310 | 931+35.00 VR | 225.00' |
| TLE311 | 930+50.00 VR | 209.00' |
| TLE312 | 928+80.00 VR | 219.05' |
| TLE313 | 928+97.00 VR | 320.00' |
| TLE314 | 928+61.00 VR | 333.00' |
| TLE316 | 927+70.00 VR | 204.68' |
| TLE317 | 926+75.00 VR | 220.00' |
| TLE318 | 925+15.00 VR | 185.00' |
| TLE319 | 924+35.00 VR | 189.00' |
| TLE320 | 923+35.00 VR | 182.00' |
| TLE321 | 922+80.00 VR | 188.00' |
| TLE322 | 922+75.00 VR | 242.00' |
| TLE323 | 922+40.00 VR | 194.00' |
| TLE324 | 921+70.00 VR | 223.00' |
| TLE325 | 921+66.00 VR | 269.00' |
| TLE326 | 921+29.73 VR | 296.47' |
| TLE327 | 921+21.04 VR | 389.96' |
| TLE328 | 916+97.44 VR | 150.00' |

| TLE POINT STATION & OFFSET TABLE | | |
|---|---|---|
| TLE329 | 915+65.00 VR | 140.00' |
| TLE330 | 914+15.00 VR | 150.00' |
| TLE331 | 912+90.00 VR | 154.00' |
| TLE332 | 911+60.00 VR | 153.00' |
| TLE333 | 910+05.00 VR | 150.00' |
| TLE334 | 909+60.00 VR | 165.00' |
| TLE335 | 909+15.00 VR | 145.00' |
| TLE336 | 907+80.00 VR | 140.00' |
| TLE337 | 907+55.00 VR | 156.00' |
| TLE338 | 906+80.00 VR | 152.00' |
| TLE339 | 906+35.00 VR | 140.00' |
| TLE340 | 905+78.49 VR | 153.00' |
| TLE345 | 905+62.63 VR | 175.58' |
| TLE346 | 103+40.00 EB | 134.00' |
| TLE347 | 104+04.00 EB | 113.00' |
| TLE348 | 104+60.00 EB | 124.00' |
| TLE349 | 105+40.00 EB | 96.00' |
| TLE350 | 105+90.00 EB | 105.00' |
| TLE351 | 106+02.00 EB | 120.00' |
| TLE357 | 912+54.47 VR | 153.70' |
| TLE358 | 913+58.33 VR | 148.67' |
| TLE359 | 913+93.00 VR | 149.31' |
| TLE360 | 914+37.00 VR | 165.00' |
| TLE361 | 915+19.00 VR | 155.00' |
| TLE362 | 915+26.00 VR | 149.00' |
| TLE363 | 916+98.00 VR | 138.30' |
| TLE364 | 919+60.00 VR | 131.02' |
| TLE365 | 919+60.00 VR | 156.00' |

| TLE POINT STATION & OFFSET TABLE | | |
|---|---|---|
| TLE367 | 920+25.00 VR | 156.00' |
| TLE368 | 920+25.00 VR | 145.00' |
| TLE369 | 922+23.88 VR | 146.00' |
| TLE372 | 923+00.47 VR | 150.29' |
| TLE373 | 927+57.32 VR | 194.09' |
| TLE377 | 928+13.00 VR | 210.00' |
| TLE378 | 929+12.00 VR | 219.00' |
| TLE379 | 107+89.08 EB | 95.94' |
| TLE380 | 920+83.82 VR | 387.87' |
| TLE391 | 929+10.00 VR | 185.76' |




| CURVE 1 | CURVE 3 | CURVE 5 | CURVE 7 |
|---|---|---|---|
| R = 186.00' | R = 4667.00' | R = 186.00' | R = 7769.44' |
| L = 127.99' | L = 711.07' | L = 235.70' | L = 538.44' |
| LC = 125.48' | LC = 710.38' | LC = 220.24' | LC = 538.34' |
| LCB = S 62° 32' 05" W | LCB = S 24° 19' 02" W | LCB = S 28°05' 29" E | LCB = N 20° 58' 23" E |

| CURVE 2 | CURVE 4 | CURVE 6 | CURVE PLE1 |
|---|---|---|---|
| R = 386.00' | R = 386.00' | R = 7769.44' | R = 7769.44' |
| L = 95.25' | L = 79.10' | L = 207.53' | L = 242.59' |
| LC = 95.01' | LC = 78.97' | LC = 207.53' | LC = 242.58' |
| LCB = S 35° 45' 06" W | LCB = S 14°04' 54" W | LCB = N 17° 22' 11" E | LCB = N 19°52' 56" E |

| | | | | |
|---|---|---|---|---|
| P.I. = 909+09.00 VR | P.I. = 938+12.53 VR | P.I. = 100+89.48 EB | P.I. = 104+02.77 EB | P.I. = 108+16.88 EB |
| Y = 461,761.810 | Y = 464,568.010 | Y = 461,171.957 | Y = 461,219.528 | Y = 461,238.770 |
| X = 797,643.272 | X = 798,389.441 | X = 797,542.336 | X = 797,854.133 | X = 798,267.941 |
| DELTA = 03° 18' 31" (LT) | DELTA = 29° 42' 05" (RT) | DELTA = 13° 20' 16" (LT) | DELTA = 06° 00' 45" (RT) | DELTA = 03° 51' 32" (RT) |
| D = 0° 30' 55" | D = 0° 42' 19" | D = 2° 51' 53" | D = 3° 41' 22" | D = 3° 49' 11" |
| T = 321.11' | T = 2,154.40' | T = 233.85' | T = 81.56' | T = 50.53' |
| L = 642.04' | L = 4,211.88' | L = 465.58' | L = 162.97' | L = 101.03' |
| R = 11,118.00' | R = 8,125.00' | R = 2,000.00' | R = 1,553.00' | R = 1,500.00' |
| P.C. = 905+87.89 VR | P.C. = 916+58.13 VR | P.C. = 98+55.63 EB | P.C. = 103+21.21 EB | P.C. = 107+66.35 EB |
| P.T. = 912+29.93 VR | P.T. = 958+70.00 VR | P.T. = 103+21.21 EB | P.T. = 104+84.18 EB | P.T. = 108+67.37 EB |
| D.B. = N 18° 11' 57" E | D.B. = N 14° 53' 25" E | D.B. = S 85° 20' 13" E | D.B. = N 81° 19' 31" E | D.B. = N 87° 20' 16" E |
| D.A. = N 14° 53' 25" E | D.A. = N 44° 35' 30" E | D.A. = N 81° 19' 31" E | D.A. = N 87° 20' 16" E | D.A. = S 88° 48' 12" E |

TPP NUMBER 1206-07-25 -4.03
AMENDMENT NO. 1
SHEET 2 671

# TRANSPORTATION PROJECT PLAT NO: 1206-07-25 - 4.04 AMENDMENT NO. 3

AMENDS PARCELS 41, 42, & 43 OF TRANSPORTATION PROJECT PLAT NO.1206-07-25-4.04 RECORDED AS DOCUMENT NO. 5099036

THAT PART OF LOTS 3 & 4 OF CSM 1736 IN THE SW1/4 OF THE NE1/4, ALSO THAT PART OF LOTS 1& 2 OF CSM 1124 IN THE SW1/4 OF THE NE1/4 AND THE SE1/4 OF THE NE1/4 OF SECTION 6, ALSO THAT PART OF LOTS 1& 2 OF CSM 2048 IN THE SW1/4 OF THE NE1/4 AND THE SE1/4 OF THE NE1/4 OF SECTION 6, ALSO THAT PART OF LOTS 1& 2 OF CSM 9092 IN THE SE1/4 OF THE NE1/4 OF SECTION 6, ALSO THAT PART OF LOT 3 OF CSM 3122 IN THE SE 1/4 OF THE NE 1/4 OF SECTION 6, ALSO THAT PART OF LOTS 1, 6, 7, 8 & OUTLOT 1 OF THE PLAT OF WILLOW RUN IN THE SW1/4 OF THE NE1/4 OF SECTION 6, ALSO THAT PART OF THE WILLOW RUN CONDOMINIUM IN THE SW1/4 OF THE NE1/4 OF SECTION 6, ALSO THAT PART OF THE SE1/4 OF THE NE1/4 OF SECTION 6, ALSO THAT PART OF THE SW1/4 OF THE NW1/4 AND THE NW1/4 OF THE SW1/4 OF SECTION 5, ALL IN T6N, R9E, CITY OF FITCHBURG, DANE COUNTY, WISCONSIN.

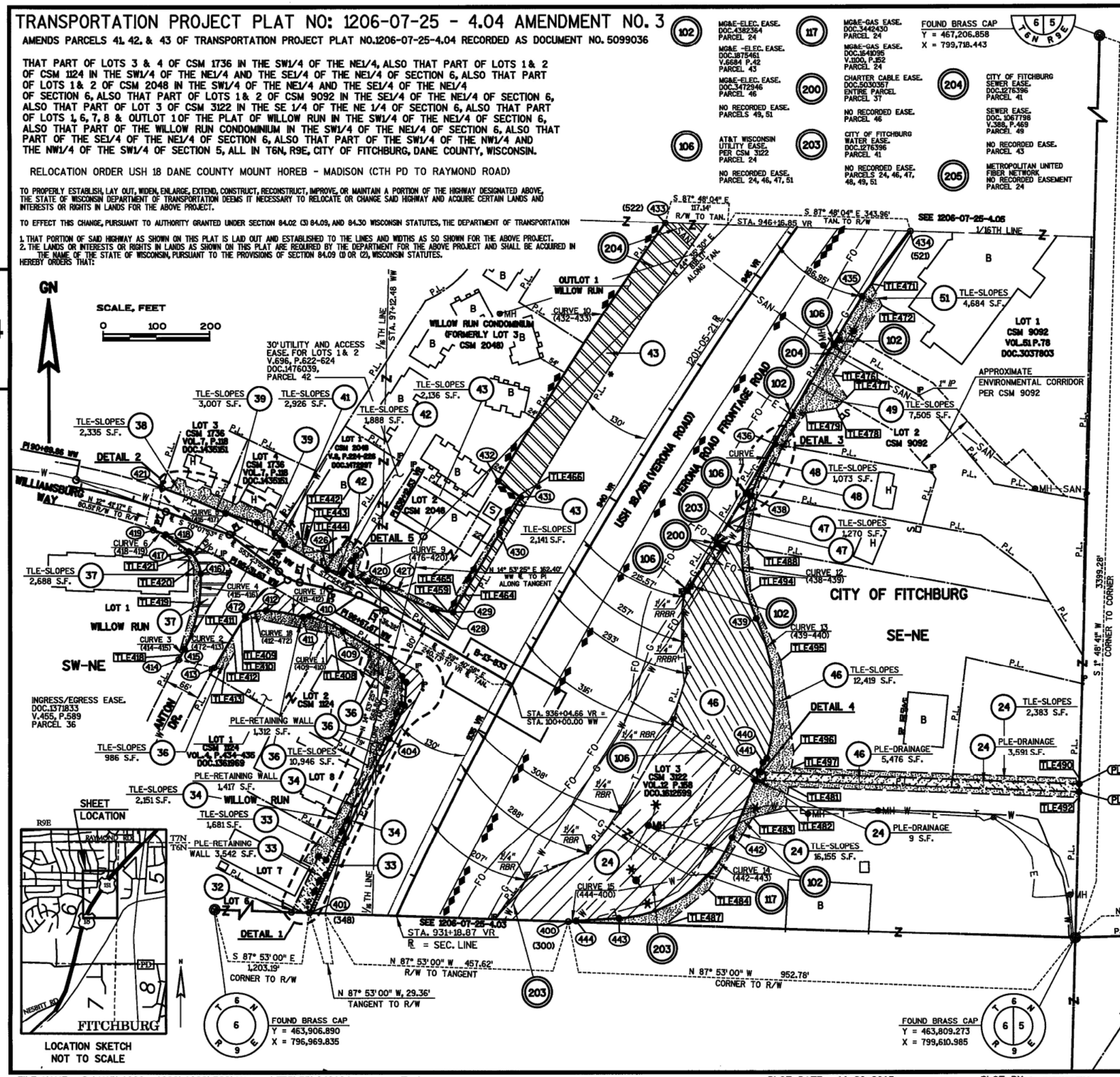
RELOCATION ORDER USH 18 DANE COUNTY MOUNT HOREB - MADISON (CTH PD TO RAYMOND ROAD)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) 84.09, AND 84.30 WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

HEREBY ORDERS THAT:




STRAND ASSOCIATES, INC.
910 WEST WINGRA DRIVE, MADISON, WI 53715
(608) 251-4843

I, HEATHER S. BARTELT, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1206-07-25-4.04 AMENDMENT NO. 3 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

(SIGNATURE) _____ DATE 11/20/15
(PRINTED NAME) HEATHER S. BARTELT
(REGISTRATION NUMBER) S - 2797

WISCONSIN HEATHER S. BARTELT S-2797 MADISON WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.
(SIGNATURE) _____ DATE 11/23/15
(PRINTED NAME) DAVID R. MILLER

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN DANE COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 5097901.

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS

DOCUMENT #
5200112
11/30/2015 9:36 AM
Trans. Fee: Exempt #: Rec. Fee: 25.00
Pages: 2

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1206-07-25-4.04
SHEET 1 OF 2
AMENDMENT NO: 3

## SCHEDULE OF LANDS & INTERESTS REQUIRED

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

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | R/W S.F. REQUIRED NEW | EXISTING | TOTAL | TLE S.F. | PLE S.F. |
|---|---|---|---|---|---|---|---|
| 24 | THERMO ELECTRON SCIENTIFIC INSTRUMENTS LLC. | FEE, PLE, TLE | 274,368 | --- | 274,368 | 50,169 | 3,591 |
| 32 | VERONAROADSELFSTORAGE LLC. | PLE | --- | --- | --- | --- | 89 |
| 33 | KNIGHTS CLUB INC. | FEE,PLE,TLE | 945 | --- | 945 | 1,681 | 3,542 |
| 34 | CHALET PROPERTIES LLC. | FEE,PLE,TLE | 1,241 | --- | 1,241 | 2,151 | 1,417 |
| 36 | M&I BANK OF MADISON | FEE,PLE,TLE | 8,737 | --- | 8,737 | 11,932 | 1,312 |
| 37 | NEW FOUNTAINS EQUITY LLC. | FEE,TLE | 5,653 | --- | 5,653 | 2,688 | --- |
| 38 | TYLER JAMES & NINA MARIE CAMP | TLE | --- | --- | --- | 2,335 | --- |
| 39 | 5302 WILLIAMSBURG WAY LLC. | FEE,TLE | 803 | --- | 803 | 3,007 | --- |
| 41 | PDQ FOOD STORES INC. | FEE,TLE | 128 | --- | 128 | 2,926 | --- |
| 42 | ERIK P. HUMLIE | FEE,TLE | 117 | --- | 117 | 1,888 | --- |
| 43 | PRESTIGIACOMO JOINT TRUST | FEE,TLE | 49,406 | --- | 49,406 | 4,277 | --- |
| 46 | CC SYSTEMS LLC. | FEE,PLE,TLE | 55,315 | --- | 55,315 | 12,419 | 5,476 |
| 47 | COLUMBUS CLUB ASSOCIATION OF MADISON INC. | FEE,TLE | 2,733 | --- | | 1,270 | --- |
| 48 | CHARLES WAYNE MILLER | FEE,TLE | 488 | --- | 488 | 1,073 | --- |
| 49 | DANE COUNTY | TLE | --- | --- | --- | 7,505 | --- |
| 51 | MAIN J, LLC. | TLE | --- | --- | --- | 4,684 | --- |

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 102 | MADISON GAS & ELECTRIC COMPANY (MG&E) - ELECTRIC | RELEASE OF RIGHTS |
| 106 | AT&T WISCONSIN - COMMUNICATION | RELEASE OF RIGHTS |
| 117 | MADISON GAS & ELECTRIC COMPANY (MG&E) - GAS | RELEASE OF RIGHTS |
| 200 | CHARTER COMMUNICATIONS | RELEASE OF RIGHTS |
| 203 | CITY OF FITCHBURG - WATER | RELEASE OF RIGHTS |
| 204 | CITY OF FITCHBURG - SEWER | RELEASE OF RIGHTS |
| 205 | METROPOLITAN UNITED FIBER NETWORK | RELEASE OF RIGHTS |

NO BUILDINGS ARE AFFECTED BY ANY TLE ON THIS SHEET.

SEE SHEET 2 OF 2 FOR STATION/OFFSET TABLES, COURSE TABLES, DETAILS, AND MISCELLANEOUS NOTES.

# TRANSPORTATION PROJECT PLAT NO: 1206-07-25 - 4.04 AMENDMENT NO. 3

**AMENDS PARCELS 41, 42, & 43 OF TRANSPORTATION PROJECT PLAT NO.1206-07-25-4.04 RECORDED AS DOCUMENT NO. 5099036**

RELOCATION ORDER USH 18 DANE COUNTY MOUNT HOREB - MADISON (CTH PD TO RAYMOND ROAD)

4

4

**CURVE 1**
R = 331.00'
L = 69.47'
LC = 69.34'
LCB = N 65° 41' 42" W

**CURVE 2**
R = 1927.00'
L = 112.52'
LC = 112.50'
LCB = S 31° 18' 55" W

**CURVE 3**
R = 1993.00'
L = 22.35'
LC = 22.35'
LCB = N 29° 24' 21" E

**CURVE 4**
R = 286.00'
L = 146.85'
LC = 145.24'
LCB = N 12° 15' 32" E

**CURVE 5**
R = 54.00'
L = 48.14'
LC = 46.56'
LCB = N 27° 59' 06" W

**CURVE 6**
R = 1120.00'
L = 24.62'
LC = 24.62'
LCB = N 70° 00' 22" W

**CURVE 7**
R = 1200.00'
L = 127.29'
LC = 127.23'
LCB = S 68° 02' 39" E

**CURVE 8**
R = 84.00'
L = 57.41'
LC = 56.30'
LCB = S 54° 04' 16" E

**CURVE 9**
R = 385.00'
L = 33.23'
LC = 33.22'
LCB = S 70° 20' 21" E

**CURVE 10**
R = 7836.13'
L = 577.87'
LC = 577.74'
LCB = N 33° 12' 30" E

**CURVE 11**
R = 479.00'
L = 109.50'
LC = 109.27'
LCB = S 25° 32' 00" W

**CURVE 12**
R = 314.00'
L = 234.35'
LC = 228.95'
LCB = S 2° 23' 48" E

**CURVE 13**
R = 391.00'
L = 267.96'
LC = 262.75'
LCB = S 4° 08' 41" E

**CURVE 14**
R = 246.00'
L = 275.46'
LC = 261.29'
LCB = S 54° 43' 46" W

**CURVE 15**
R = 186.00'
L = 14.80'
LC = 14.80'
LCB = S 84° 31' 41" W

**CURVE 16**
R = 1382.39'
L = 676.60'
LC = 669.87'
LCB = N 54° 25' 50" E

**CURVE 17**
R = 326.00'
L = 70.54'
LC = 70.40'
LCB = N 79° 45' 07" W

**CURVE 18**
R = 61.00'
L = 41.81'
LC = 40.99'
LCB = S 74° 24' 54" W

**CURVE 19**
R = 1382.39'
L = 159.19'
LC = 159.11'
LCB = N 37° 06' 35" E

**CURVE 20**
R = 8694.37'
L = 139.72'
LC = 139.72'
LCB = S 6° 16' 51" W

**CURVE 21**
R = 385.00'
L = 28.49'
LC = 28.48'
LCB = S 76° 40' 22" E

**CURVE 22**
R = 120.00'
L = 22.26'
LC = 22.23'
LCB = N 38° 13' 59" E

**CURVE 23**
R = 218.28'
L = 13.01'
LC = 13.01'
LCB = N 41° 56' 6" E

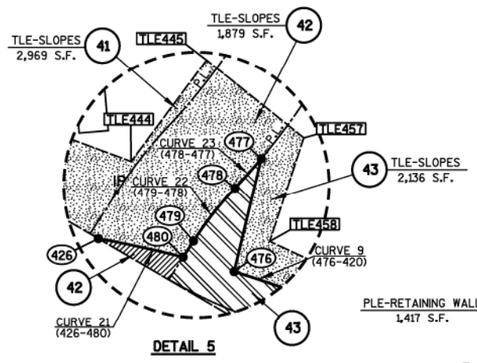
P.I. = 938+12.53 VR
Y = 464,568.010
X = 798,389.441
DELTA = 29° 42' 05" (RT)
D = 0° 42' 19"
T = 2,154.40'
L = 4,211.88'
R = 8,125.00'
P.C. = 916+58.13 VR
P.T. = 958+70.00 VR
D.B. = N 14° 53' 25" E
D.A. = N 44° 35' 30" E

P.I. = 95+31.63 WW
Y = 464,486.556
X = 798,133.459
DELTA = 33° 55' 10" (LT)
D = 75° 23' 21"
T = 23.18'
L = 44.99'
R = 76.00'
P.C. = 95+08.45 WW
P.T. = 95+53.44 WW
D.B. = S 43° 59' 39" E
D.A. = S 77° 54' 49" E

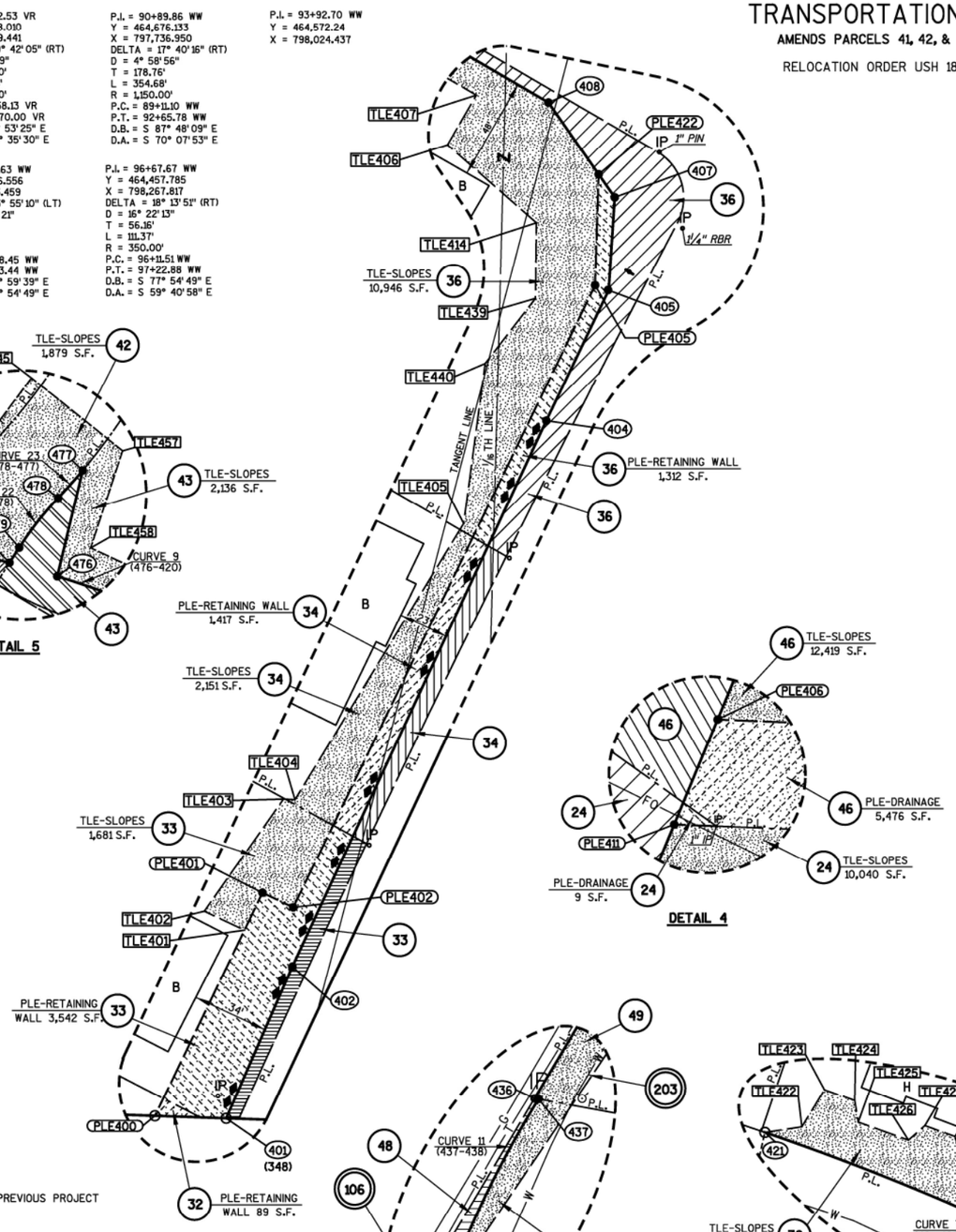
P.I. = 90+89.86 WW
Y = 464,676.133
X = 797,736.950
DELTA = 17° 40' 16" (RT)
D = 4° 58' 56"
T = 178.76'
L = 354.68'
R = 1,150.00'
P.C. = 89+11.10 WW
P.T. = 92+65.78 WW
D.B. = S 87° 48' 09" E
D.A. = S 70° 07' 53" E

P.I. = 96+67.67 WW
Y = 464,457.785
X = 798,267.817
DELTA = 18° 13' 51" (RT)
D = 16° 22' 13"
T = 56.16'
L = 111.37'
R = 350.00'
P.C. = 96+11.51 WW
P.T. = 97+22.88 WW
D.B. = S 77° 54' 49" E
D.A. = S 59° 40' 58" E

P.I. = 93+92.70 WW
Y = 464,572.24
X = 798,024.437



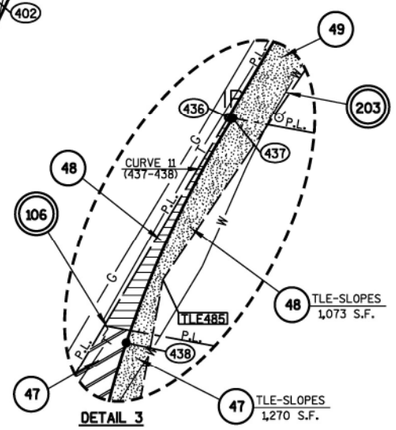

DETAIL 5



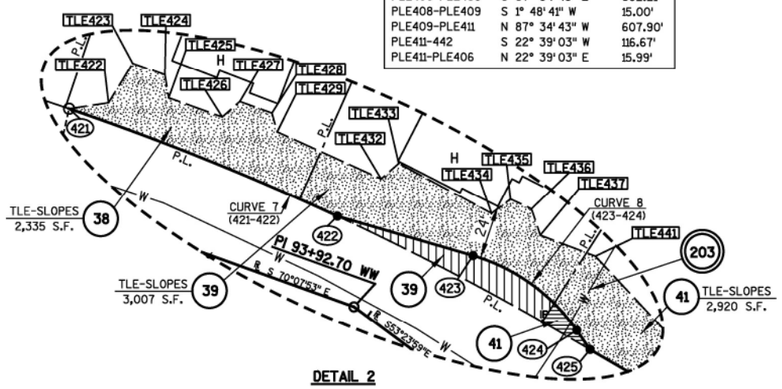

DETAIL 1




DETAIL 4




DETAIL 3




DETAIL 2

EXISTING HIGHWAY RIGHT-OF-WAY FOR USH 18/151 (VERONA ROAD) ESTABLISHED FROM PREVIOUS PROJECT 1201-05-21, AND F 017-2(15).

EXISTING HIGHWAY RIGHT-OF-WAY FOR ANTON DRIVE AND WILLIAMSBURG WAY ESTABLISHED FROM THE PLAT OF WILLOW RUN.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

EXISTING ACCESS CONTROL ALONG 18/151 (VERONA ROAD) ESTABLISHED FROM PREVIOUS PROJECT CA 017-2(2). NOTE - ACCESS TO MOST PARCELS IS BY FRONTAGE OR LOCAL ROAD ONLY.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83/2007 IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

**R/W COURSE TABLE**

| COURSE | BEARING | LENGTH |
|---|---|---|
| 401-402 | N 23° 43' 05" E | 77.71' |
| 402-404 | N 25° 07' 22" E | 282.51' |
| 404-405 | N 25° 40' 56" E | 67.94' |
| 405-407 | N 3° 53' 21" E | 43.63' |
| 407-408 | N 34° 48' 31" W | 54.33' |
| 408-409 | N 59° 40' 58" W | 101.65' |
| 409-410 | SEE CURVE 1 DATA | |
| 410-411 | S 82° 05' 15" W | 11.71' |
| 411-412 | SEE CURVE 17 DATA | |
| 412-472 | SEE CURVE 18 DATA | |
| 472-413 | SEE CURVE 2 DATA | |
| 413-414 | N 76° 46' 01" W | 68.70' |
| 414-415 | SEE CURVE 3 DATA | |
| 415-416 | SEE CURVE 4 DATA | |
| 416-417 | SEE CURVE 5 DATA | |
| 417-418 | N 53° 31' 34" W | 53.91' |
| 418-419 | SEE CURVE 6 DATA | |
| 421-422 | SEE CURVE 7 DATA | |
| 422-423 | S 73° 39' 06" E | 62.11' |
| 423-424 | SEE CURVE 8 DATA | |
| 424-425 | S 34° 29' 27" E | 10.26' |
| 425-426 | S 59° 39' 19" E | 93.07' |
| 426-480 | SEE CURVE 21 DATA | |
| 480-479 | N 32° 55' 07" E | 6.76' |
| 479-478 | SEE CURVE 22 DATA | |
| 478-477 | SEE CURVE 23 DATA | |
| 477-476 | S 13° 42' 22" W | 38.30' |
| 476-420 | SEE CURVE 9 DATA | |
| 420-427 | S 67° 51' 58" E | 32.48' |
| 427-428 | S 65° 32' 35" E | 98.99' |
| 428-429 | S 82° 11' 54" E | 40.23' |
| 429-430 | N 30° 36' 00" E | 172.39' |
| 430-431 | N 31° 03' 40" E | 78.06' |
| 431-432 | N 53° 36' 20" W | 52.67' |
| 432-433 | SEE CURVE 10 DATA | |
| 434-435 | S 36° 57' 35" W | 151.99' |
| 435-436 | S 30° 57' 31" W | 322.70' |
| 436-437 | S 79° 28' 58" E | 1.93' |
| 437-438 | SEE CURVE 11 DATA | |
| 438-439 | SEE CURVE 12 DATA | |
| 439-440 | SEE CURVE 13 DATA | |
| 440-441 | S 43° 48' 09" W | 10.94' |
| 441-442 | S 22° 39' 03" W | 152.11' |
| 442-443 | SEE CURVE 14 DATA | |
| 443-444 | S86° 48' 29" W | 80.58' |
| 444-400 | SEE CURVE 15 DATA | |
| 445-446 | SEE CURVE 16 DATA | |
| 446-447 | S 0° 58' 50" W | 376.82' |
| 447-473 | S 88° 37' 43" W | 37.38' |
| 473-474 | SEE CURVE 20 DATA | |
| 474-475 | S 90° 00' 00" W | 581.77' |
| 475-445 | SEE CURVE 19 DATA | |

**PLE COURSE TABLE**

| COURSE | BEARING | LENGTH |
|---|---|---|
| 401-PLE400 | N 87° 53' 00" W | 33.47' |
| PLE400-PLE401 | N 25° 53' 45" E | 116.23' |
| PLE401-PLE402 | S 64° 32' 23" E | 16.00' |
| PLE402-PLE405 | N 26° 03' 06" E | 324.47' |
| PLE405-PLE422 | N 2° 00' 12" E | 52.11' |
| PLE422-408 | N 34° 48' 31" W | 41.16' |
| PLE422-407 | S 34° 48' 31" E | 13.17' |
| 441-PLE406 | S 22° 39' 03" W | 19.45' |
| PLE406-PLE408 | S 87° 34' 43" E | 602.21' |
| PLE408-PLE409 | S 1° 48' 41" W | 15.00' |
| PLE409-PLE411 | N 87° 34' 43" W | 607.90' |
| PLE411-442 | S 22° 39' 03" W | 116.67' |
| PLE411-PLE406 | N 22° 39' 03" E | 15.99' |

**R/W POINT STATION & OFFSET TABLE**

| | | |
|---|---|---|
| 400 | 932+50.41 VR | 296.45' |
| 401 | 930+55.91 VR | 150.79' |
| 402 | 931+32.18 VR | 152.55' |
| 404 | 934+09.34 VR | 158.17' |
| 405 | 934+75.94 VR | 160.30' |
| 407 | 935+15.00 VR | 178.02' |
| 408 | 97+76.00 WW | 74.00' |
| 409 | 96+61.96 WW | 69.77' |
| 410 | 95+84.00 WW | 58.00' |
| 411 | 95+73.00 WW | 62.00' |
| 412 | 95+27.03 WW | 73.18' |
| 413 | 95+20.20 WW | 217.12' |
| 414 | 94+55.00 WW | 245.38' |
| 415 | 94+52.20 WW | 223.21' |
| 416 | 93+66.19 WW | 86.92' |
| 417 | 93+31.66 WW | 55.68' |
| 418 | 92+80.00 WW | 40.27' |
| 419 | 92+55.00 WW | 40.17' |
| 420 | 96+72.89 WW | 35.00' |
| 421 | 92+46.00 WW | 39.84' |
| 422 | 93+72.46 WW | 35.03' |
| 423 | 94+21.50 WW | 49.22' |
| 424 | 94+77.80 WW | 49.88' |
| 425 | 94+87.51 WW | 46.55' |
| 426 | 95+99.68 WW | 34.82' |
| 427 | 97+02.34 WW | 36.37' |
| 428 | 97+98.69 WW | 45.81' |
| 429 | 936+69.43 VR | 162.52' |
| 430 | 938+38.44 VR | 159.72' |
| 431 | 939+15.00 VR | 159.00' |
| 432 | 939+20.00 VR | 211.42' |
| 433 | 944+83.32 VR | 207.57' |
| 434 | 947+37.42 VR | 176.94' |
| 435 | 945+82.09 VR | 174.54' |
| 436 | 942+52.46 VR | 193.62' |
| 437 | 942+53.22 VR | 195.40' |
| 438 | 941+42.06 VR | 209.22' |
| 439 | 939+45.90 VR | 337.62' |
| 440 | 937+17.42 VR | 485.94' |
| 441 | 937+06.15 VR | 483.21' |
| 442 | 935+45.17 VR | 499.41' |
| 443 | 932+99.91 VR | 379.17' |
| 444 | 932+58.46 VR | 309.05' |
| 445 | 939+09.37 VR | 1440.74' |
| 446 | 946+84.06 VR | 1680.35' |
| 447 | 942+82.86 VR | 1890.22' |
| 472 | 95+15.41 WW | 105.56' |
| 473 | 942+55.22 VR | 1859.48' |
| 474 | 940+92.05 VR | 1921.49' |
| 475 | 937+17.70 VR | 1421.30' |
| 476 | 96+42.68 WW | 35.00' |
| 477 | 96+40.75 WW | 73.23' |
| 478 | 96+36.06 WW | 61.49' |
| 479 | 96+28.57 WW | 40.98' |
| 480 | 96+26.66 WW | 34.56' |

**TLE POINT STATION & OFFSET TABLE**

| | | |
|---|---|---|
| TLE401 | 931+38.00 VR | 180.17' |
| TLE402 | 931+38.00 VR | 201.00' |
| TLE403 | 932+00.00 VR | 190.00' |
| TLE404 | 932+02.00 VR | 185.00' |
| TLE405 | 933+50.00 VR | 171.00' |
| TLE406 | 97+45.00 WW | 115.00' |
| TLE407 | 97+45.00 WW | 88.00' |
| TLE408 | 96+42.00 WW | 81.00' |
| TLE409 | 95+20.00 WW | 100.00' |
| TLE410 | 95+16.20 WW | 120.07' |
| TLE411 | 95+17.60 WW | 149.47' |
| TLE412 | 95+24.00 WW | 170.00' |
| TLE413 | 95+25.00 WW | 209.00' |
| TLE414 | 934+88.00 VR | 205.00' |
| TLE418 | 94+50.00 WW | 238.00' |
| TLE419 | 94+15.00 WW | 143.00' |
| TLE420 | 93+50.00 WW | 80.00' |
| TLE421 | 93+32.00 WW | 64.00' |
| TLE422 | 92+61.00 WW | 48.00' |
| TLE423 | 92+65.00 WW | 68.00' |
| TLE424 | 92+80.00 WW | 68.00' |
| TLE425 | 92+85.00 WW | 59.00' |
| TLE426 | 93+10.00 WW | 59.00' |
| TLE427 | 93+15.00 WW | 68.00' |
| TLE428 | 93+30.00 WW | 68.00' |
| TLE429 | 93+35.00 WW | 61.00' |
| TLE432 | 93+85.00 WW | 57.00' |
| TLE433 | 93+90.00 WW | 66.00' |
| TLE434 | 94+17.00 WW | 69.00' |
| TLE435 | 94+20.00 WW | 79.00' |
| TLE436 | 94+30.00 WW | 81.00' |
| TLE437 | 94+40.00 WW | 74.00' |
| TLE439 | 934+57.00 VR | 189.00' |
| TLE440 | 934+20.00 VR | 196.00' |
| TLE441 | 94+65.00 WW | 81.00' |
| TLE442 | 95+08.00 WW | 73.00' |
| TLE443 | 95+10.00 WW | 69.00' |
| TLE444 | 96+06.02 WW | 61.85' |
| TLE445 | 96+20.82 WW | 99.72' |
| TLE457 | 96+50.00 WW | 84.00' |
| TLE458 | 96+50.00 WW | 48.00' |
| TLE459 | 936+65.81 VR | 172.00' |
| TLE464 | 937+00.00 VR | 170.00' |
| TLE465 | 937+00.00 VR | 174.00' |
| TLE466 | 939+15.48 VR | 164.00' |
| TLE467 | 940+29.33 VR | 1945.00' |
| TLE468 | 936+40.72 VR | 1416.18' |
| TLE471 | 946+12.00 VR | 175.23' |
| TLE472 | 945+90.00 VR | 215.00' |
| TLE476 | 944+25.00 VR | 214.00' |
| TLE477 | 944+05.00 VR | 259.00' |
| TLE478 | 943+75.00 VR | 254.00' |
| TLE479 | 943+35.00 VR | 211.00' |
| TLE481 | 936+89.09 VR | 547.41' |
| TLE482 | 936+50.00 VR | 561.00' |
| TLE483 | 936+00.00 VR | 516.00' |
| TLE484 | 934+30.00 VR | 506.00' |
| TLE485 | 941+75.00 VR | 208.00' |
| TLE487 | 933+28.42 VR | 461.34' |
| TLE488 | 940+65.00 VR | 250.00' |
| TLE490 | 940+05.67 VR | 1013.02' |
| TLE492 | 939+70.83 VR | 1030.26' |
| TLE494 | 939+85.00 VR | 302.00' |
| TLE495 | 939+00.00 VR | 417.00' |
| TLE496 | 937+55.00 VR | 524.00' |
| TLE497 | 937+24.37 VR | 534.96' |

**PLE POINT STATION & OFFSET TABLE**

| | | |
|---|---|---|
| PLE400 | 930+43.31 VR | 181.70' |
| PLE401 | 931+57.00 VR | 180.00' |
| PLE402 | 931+57.00 VR | 164.00' |
| PLE405 | 934+75.00 VR | 167.00' |
| PLE406 | 936+85.60 VR | 485.45' |
| PLE408 | 939+95.73 VR | 1017.96' |
| PLE409 | 939+80.80 VR | 1025.35' |
| PLE411 | 936+68.71 VR | 487.25' |
| PLE422 | 935+20.88 VR | 189.73' |

TPP NUMBER 1206-07-25 -4.04
AMENDMENT NO. 3
SHEET 2 673

# TRANSPORTATION PROJECT PLAT NO: 1206-07-25 - 4.05
## AMENDMENT NO. 1

AMENDS PARCEL 58 OF TRANSPORTATION PROJECT PLAT NO. 1206-07-25-4.05 RECORDED AS DOCUMENT NO. 5099037

THAT PART OF LOT 2 OF CSM 7196 IN THE NE1/4 OF THE NE1/4 OF SECTION 6 AND THE NW1/4 OF THE NW1/4 OF SECTION 5, ALSO, THAT PART OF OUTLOT 1 OF WILLOW RUN IN THE NE1/4 OF THE NE1/4 OF SECTION 6, ALSO THAT PART OF THE NE1/4 OF THE NE1/4 IN SECTION 6, ALSO THAT PART OF THE NW1/4 OF THE NW1/4 IN SECTION 5, ALL IN T6N, R9E, CITY OF FITCHBURG, ALSO THAT PART OF THE NW1/4 OF THE NW1/4 OF SECTION 5 T6N, R9E, IN THE CITY OF MADISON, ALL IN DANE COUNTY, WISCONSIN.

RELOCATION ORDER USH 18 DANE COUNTY MOUNT HOREB - MADISON (CTH PD TO RAYMOND ROAD)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.


STRAND ASSOCIATES, INC.
910 WEST WINGRA DRIVE, MADISON, WI 53715
(608) 251-4843


I, HEATHER S. BARTELT, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1206-07-25-4.05 AMENDMENT NO. 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN HEATHER S. BARTELT S-2797 MADISON WI LAND SURVEYOR

(SIGNATURE) _____ DATE 9/9/15
(PRINTED NAME) HEATHER S. BARTELT
(REGISTRATION NUMBER) S - 2797

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION
(SIGNATURE) _____ DATE 9/9/2015
(PRINTED NAME) DAVID R. MILLER

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN DANE COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 5097901.

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS

DOCUMENT #
5183100
09/10/2015 1:20 PM
Trans. Fee:
Exempt #:
Rec. Fee: 25.00
Pages: 1

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1206-07-25-4.05
AMENDMENT NO: 1

| R/W POINT STATION & OFFSET TABLE | | |
|---|---|---|
| 500 | 956+78.21 VR | 119.67' |
| 503 | 958+92.43 VR | 116.00' |
| 504 | 961+34.81 VR | 111.00' |
| 505 | 961+34.91 VR | 105.90' |
| 506 | 964+30.11 VR | 106.33' |
| 507 | 967+77.37 VR | 106.82' |
| 508 | 968+64.85 VR | 195.98' |
| 509 | 968+64.75 VR | 351.14' |
| 510 | 968+81.95 VR | 351.19' |
| 511 | 968+81.94 VR | 356.60' |
| 512 | 968+76.94 VR | 406.55' |
| 514 | 966+23.86 VR | 153.40' |
| 515 | 955+61.39 VR | 150.19' |
| 516 | 955+62.18 VR | 184.32' |
| 517 | 953+80.09 VR | 181.57' |
| 518 | 953+79.82 VR | 196.57' |
| 519 | 951+60.08 VR | 203.60' |
| 520 | 950+65.80 VR | 172.43' |
| 521 | 947+37.42 VR | 176.94' |
| 522 | 944+83.32 VR | 207.57' |
| 523 | 948+74.97 VR | 203.40' |
| 524 | 949+19.03 VR | 139.25' |
| 525 | 949+48.86 VR | 138.93' |
| 526 | 950+30.77 VR | 205.33' |
| 527 | 950+92.85 VR | 122.00' |
| 528 | 952+53.17 VR | 114.00' |
| 529 | 952+52.46 VR | 115.00' |
| 530 | 954+95.42 VR | 143.00' |
| 531 | 954+98.45 VR | 127.15' |

| TLE POINT STATION & OFFSET TABLE | | |
|---|---|---|
| TLE501 | 957+86.15 VR | 117.12' |
| TLE502 | 958+00.00 VR | 126.00' |
| TLE504 | 964+25.00 VR | 111.00' |
| TLE505 | 964+25.00 VR | 106.32' |
| TLE506 | 967+05.22 VR | 106.72' |
| TLE507 | 967+02.31 VR | 120.01' |
| TLE508 | 967+78.39 VR | 123.39' |
| TLE509 | 968+59.84 VR | 206.23' |
| TLE510 | 968+69.75 VR | 356.14' |
| TLE511 | 968+76.94 VR | 356.14' |
| TLE514 | 950+79.30 VR | 140.00' |
| TLE515 | 951+18.00 VR | 140.00' |
| TLE516 | 951+65.00 VR | 125.00' |
| TLE517 | 952+14.00 VR | 118.00' |
| TLE518 | 955+50.00 VR | 140.00' |
| TLE519 | 955+62.28 VR | 124.04' |

| R/W COURSE TABLE | | |
|---|---|---|
| COURSE | BEARING | LENGTH |
| 500-503 | N 44° 57' 18" E | 217.04' |
| 503-504 | N 45° 46' 25" E | 242.42' |
| 504-505 | S 46° 33' 29" E | 5.10' |
| 505-507 | N 44° 30' 36" E | 642.46' |
| 507-508 | N 0° 57' 03" W | 124.91' |
| 508-509 | N 45° 26' 36" W | 155.15' |
| 509-510 | N 44° 25' 50" E | 17.20' |
| 510-511 | N 45° 34' 10" W | 5.41' |
| 511-512 | SEE CURVE 2 DATA | |
| 514-515 | S 44° 27' 14" W | 1,056.69' |
| 515-516 | S 48° 52' 35" E | 34.14' |
| 516-517 | S 42° 39' 42" W | 178.00' |
| 517-518 | S 47° 51' 23" E | 15.00' |
| 518-519 | S 38° 28' 58" W | 214.44' |
| 519-520 | S 57° 56' 54" W | 97.23' |
| 520-521 | S 36° 57' 35" W | 321.33' |
| 522-523 | SEE CURVE 1 DATA | |
| 523-524 | S 87° 18' 36" E | 78.35' |
| 524-525 | N 38° 36' 09" E | 30.35' |
| 525-526 | N 0° 03' 34" W | 106.79' |
| 526-527 | S 88° 20' 42" E | 104.66' |
| 527-528 | N 42° 29' 33" E | 162.84' |
| 528-529 | N 85° 16' 17" W | 1.23' |
| 529-530 | N 34° 37' 18" E | 248.39' |
| 530-531 | S 59° 02' 12" E | 16.13' |
| 531-500 | N 44° 57' 18" E | 182.64' |

## SCHEDULE OF LANDS & INTERESTS REQUIRED

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

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | R/W S.F. REQUIRED NEW | EXISTING | TOTAL | TLE S.F. | PLE S.F. |
|---|---|---|---|---|---|---|---|
| 43 | PRESTIGIACOMO JOINT TRUST | FEE | 25,709 | --- | 25,709 | --- | --- |
| 52 | HELEN L. WINEKE | FEE,TLE | 1,802 | --- | 1,802 | 1,531 | --- |
| 53 | SAINT IGNATIUS OF ANTIOCH ORTHODOX CHRISTIAN MISSION | FEE,TLE | 7,846 | --- | 7,846 | 1,423 | --- |
| 54 | MIKE P. & LARISSA H. BRADY | TLE | --- | --- | --- | 856 | --- |
| 56 | 2117 SHAFER DRIVE LLC. | TLE | --- | --- | --- | 562 | --- |
| 58 | SPEEDWAY SUPERAMERICA LLC. | FEE,TLE | 2,539 | --- | 2,539 | 3,444 | --- |

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 102 | MADISON GAS & ELECTRIC (MG&E) - ELECTRIC | RELEASE OF RIGHTS |
| 106 | AT&T WISCONSIN - COMMUNICATION | RELEASE OF RIGHTS |
| 117 | MADISON GAS & ELECTRIC (MG&E) - GAS | RELEASE OF RIGHTS |
| 118 | CITY OF MADISON - WATER | RELEASE OF RIGHTS |
| 200 | CHARTER COMMUNICATIONS | RELEASE OF RIGHTS |
| 203 | CITY OF FITCHBURG - WATER | RELEASE OF RIGHTS |
| 204 | CITY OF FITCHBURG - SEWER | RELEASE OF RIGHTS |

102 MG&E-ELEC. EASE. DOC.3994740 PARCEL 53

106 AT&T WISCONSIN - COMMUNICATION NO RECORDED EASEMENT PARCEL 43

117 MADISON GAS & ELECTRIC (MG&E) - GAS NO RECORDED EASEMENT PARCEL 58

118 CITY OF MADISON - WATER WATER AND SEWER EASE. DOC. 1276396 PARCEL 43

200 CHARTER COMMUNICATIONS NO RECORDED EASEMENT PARCEL 43

203 CITY OF FITCHBURG - WATER WATER AND SEWER EASE. DOC. 1276396 PARCEL 43

204 CITY OF FITCHBURG - SEWER 25' STORM AND SANITARY EASE. DOC.3075910, VOL.393 P.180 DOC. 1276396 PARCEL 43

EXISTING HIGHWAY RIGHT-OF-WAY FOR USH 18/151 (VERONA ROAD) ESTABLISHED FROM PREVIOUS PROJECT 1201-05-21, AND F 017-2(15).

EXISTING HIGHWAY RIGHT-OF-WAY FOR HARLEY DRIVE ESTABLISHED FROM CSM 288, CSM 217 AND CSM 11090.

EXISTING HIGHWAY RIGHT-OF-WAY FOR WESTCHESTER ROAD ESTABLISHED FROM CSM 7196 AND CSM 11090.

EXISTING HIGHWAY RIGHT-OF-WAY FOR CHALET GARDENS RD. ESTABLISHED FROM THE EXISTING ROADWAY CENTERLINE.

EXISTING HIGHWAY RIGHT-OF-WAY FOR SHAFER DRIVE ESTABLISHED FROM THE EXISTING ROADWAY CENTERLINE.

EXISTING HIGHWAY RIGHT-OF-WAY FOR RAYMOND ROAD ESTABLISHED FROM THE SOUTH LINE OF SECTION 32, T7N, R9E.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

EXISTING ACCESS CONTROL ALONG 18/151 (VERONA ROAD) ESTABLISHED FROM PREVIOUS PROJECT CA 017-2(2).
NOTE - ACCESS TO MOST PARCELS IS BY FRONTAGE OR LOCAL ROAD ONLY.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83/2007 IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

SCALE, FEET
0 100 200

LOCATION SKETCH NOT TO SCALE

SHEET LOCATION

CURVE 1
R = 7836.13
L = 401.58'
LC = 401.54'
LCB = N 36° 47' 21" E

CURVE 2
R = 240.00
L = 50.29'
LC = 50.20'
LCB = N 51° 07' 41" W

P.I. = 938+12.53 VR
Y = 464,568.010
X = 798,389.441
DELTA = 29° 42' 05" (RT)
D = 0° 42' 19"
T = 2,354.40'
L = 4,211.88'
R = 8,125.00'
P.C. = 916+58.13 VR
P.T. = 958+70.00 VR
D.B. = N 14° 53' 25" E
D.A. = N 44° 35' 30" E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\TPP\PD\040105_rp amend1.dgn
APPRAISAL PLAT DATE: 9/09/15
PLOT DATE : 9/9/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : **.....plotscale.....**

## SCHEDULE OF LANDS & INTERESTS REQUIRED

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

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | R/W S.F. REQUIRED NEW | EXISTING | TOTAL | TLE S.F. |
|---|---|---|---|---|---|---|
| 7 | J W JUNG SEED COMPANY | TLE | --- | --- | --- | 159 |
| 59 | ORCHARD POINTE FITCHBURG RE LLC | FEE,TLE | 1,758 | --- | 1,758 | 3,364 |
| 62 | WINGRA STONE COMPANY | FEE,TLE | 162,528 | --- | 162,528 | 345,964 |
| 63 | KAPEC KOMPLEX LLC | TLE | --- | --- | --- | 656 |
| 64 | SSCOTT ENTERPRISES LLC | FEE,TLE | 2,044 | --- | 2,044 | 6,568 |
| 66 | OAK BANK | TLE | --- | --- | --- | 2,959 |
| 67 | FITZGLIN LIMITED PARTNERSHIP | FEE,TLE | 13,094 | --- | 13,094 | 11,719 |
| 68 | RHK LLC | FEE,TLE | 1,760 | --- | 1,760 | 1,962 |

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 106 | AT&T WISCONSIN - COMMUNICATION | RELEASE OF RIGHTS |
| 122 | AMERICAN TRANSMISSION COMPANY, LLC. | RELEASE OF RIGHTS |
| 200 | CHARTER COMMUNICATIONS | RELEASE OF RIGHTS |
| 201 | ALLIANT ENERGY - ELECTRIC | RELEASE OF RIGHTS |
| 203 | CITY OF FITCHBURG - WATER | RELEASE OF RIGHTS |
| 206 | CITY OF FITCHBURG - STORM | RELEASE OF RIGHTS |

NO BUILDINGS ARE AFFECTED BY ANY TLE ON THIS SHEET.

SEE SHEET 2 OF 2 FOR COURSE TABLES, STATION/OFFSET TABLES CURVE DATA, DETAILS, AND MISCELLANEOUS NOTES.

# TRANSPORTATION PROJECT PLAT NO: 1206-07-25 - 4.06 AMENDMENT NO. 1

AMENDS PARCEL 62 OF TRANSPORTATION PROJECT PLAT NO. 1206-07-25-4.06 RECORDED AS DOCUMENT NO. 5099041

THAT PART OF LOTS 1-3 OF CSM 9348 IN THE SW1/4 OF THE SE1/4 AND THE SE1/4 OF THE SW1/4 OF SECTION 6, ALSO THAT PART OF LOT 2 OF CSM 6539 IN THE SE1/4 OF THE SW1/4 OF SECTION 6, ALSO THAT PART OF LOT 3 OF THE ORCHARD POINTE PLAT IN THE NW1/4 OF THE NW1/4, ALSO THAT PART OF LOT 7 OF THE ORCHARD POINTE PLAT IN THE NE1/4 OF THE NW1/4 IN SECTION 7, ALSO THAT PART OF THE SW1/4 OF THE SW1/4 AND THE SE1/4 OF THE SW1/4 OF SECTION 6, ALSO THAT PART OF THE NE1/4 OF THE NW1/4 OF SECTION 7, ALL IN T6N, R9E, CITY OF FITCHBURG, DANE COUNTY, WISCONSIN

RELOCATION ORDER USH 18 DANE COUNTY MOUNT HOREB - MADISON (CTH PD TO RAYMOND ROAD)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09 AND 84.30 WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (3) OR (2), WISCONSIN STATUTES.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN DANE COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 5097901.


STRAND ASSOCIATES, INC.
910 WEST WINGRA DRIVE, MADISON, WI 53715
(608) 251-4843


I, HEATHER S. BARTELT, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1206-07-25-4.06 AMENDMENT NO. 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN HEATHER S. BARTELT S-2797 MADISON WI LAND SURVEYOR

(SIGNATURE) _____ DATE 7/29/15
(PRINTED NAME) HEATHER S. BARTELT
(REGISTRATION NUMBER) S - 2797

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.
(SIGNATURE) _____ DATE 7/30/15
(PRINTED NAME) DAVID R. MILLER

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS
DOCUMENT # 5173694
08/04/2015 9:21 AM
Trans. Fee: Exempt #:
Rec. Fee: 25.00
Pages: 2

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1206-07-25-4.06
SHEET 1 OF 2
AMENDMENT NO: 1

LOCATION SKETCH
NOT TO SCALE

SCALE, FEET
0 100 200

FILE NAME : S:\MAD\1000--1099\1089\329\Mlaros\TPP\PD\040106_rp.dgn
APPRAISAL PLAT DATE: 9/15/14
PLOT DATE : 7/27/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : ##.....plotscale.....##

# TRANSPORTATION PROJECT PLAT NO: 1206-07-25 - 4.06 AMENDMENT NO. 1

**AMENDS PARCEL 62 OF TRANSPORTATION PROJECT PLAT NO. 1206-07-25-4.06 RECORDED AS DOCUMENT NO. 5099041**

RELOCATION ORDER USH 18 DANE COUNTY MOUNT HOREB - MADISON (CTH PD TO RAYMOND ROAD)

EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH PD (MCKEE ROAD) ESTABLISHED FROM PREVIOUS PROJECT 5849-00-71 AND QUIT CLAIM DEED DOCUMENT NUMBER 4249457.

EXISTING HIGHWAY RIGHT-OF-WAY FOR FITCHRONA ROAD ESTABLISHED FROM CSM 11969 AND THE PLAT OF ORCHARD POINTE.

EXISTING HIGHWAY RIGHT-OF-WAY FOR HARDROCK ROAD ESTABLISHED FROM THE PLAT OF ORCHARD POINTE.

EXISTING HIGHWAY RIGHT-OF-WAY FOR NESBITT ROAD ESTABLISHED FROM PREVIOUS PROJECT 1201-05-21.

EXISTING HIGHWAY RIGHT-OF-WAY FOR KAPEC ROAD ESTABLISHED FROM PREVIOUS PROJECT 5849-00-71 ALONG WITH CSM 7187, CSM 4733, AND CSM 6539.

EXISTING HIGHWAY RIGHT-OF-WAY FOR KING JAMES WAY ESTABLISHED FROM CSM 6539 AND CSM 7187.

EXISTING HIGHWAY RIGHT-OF-WAY FOR ANTON DRIVE ESTABLISHED FROM CSM 9348.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

EXISTING ACCESS CONTROL ALONG CTH PD (MCKEE ROAD) ESTABLISHED FROM SECTION 27-333 OF THE CITY OF FITCHBURG ORDINANCES AND THE PLAT OF ORCHARD POINTE.

EXISTING ACCESS CONTROL ALONG HARD ROCK ROAD ESTABLISHED FROM THE PLAT OF ORCHARD POINTE.

EXISTING ACCESS CONTROL ALONG FITCHRONA ROAD ESTABLISHED FROM THE PLAT OF ORCHARD POINTE.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83/2007 IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

**CURVE 1**
R = 707.55'
L = 156.88'
LC = 156.56'
LCB = N 82° 58' 12" W

**CURVE 2**
R = 388.09'
L = 150.34'
LC = 149.40'
LCB = N 63° 58' 22" W

**CURVE 3**
R = 363.00'
L = 581.50'
LC = 521.29'
LCB = N 46°08' 47" E

**CURVE 4**
R = 233.00'
L = 192.36'
LC = 186.94'
LCB = N 65° 53' 31" E

**CURVE 5**
R = 367.00'
L = 193.17'
LC = 190.95'
LCB = N 74° 27' 52" E

**CURVE 6**
R = 25.00'
L = 15.70'
LC = 15.44'
LCB = N 41° 23' 52" E

**CURVE 7**
R = 25.00'
L = 19.69'
LC = 19.19'
LCB = S 78° 26' 23" W

**CURVE 8**
R = 433.00'
L = 64.46'
LC = 64.40'
LCB = S 63° 39' 01" W

**CURVE 9**
R = 1029.98'
L = 431.87'
LC = 428.71'
LCB = S 74° 42' 55" W

**CURVE 10**
R = 167.00'
L = 71.87'
LC = 71.32'
LCB = S 18° 55' 17" W

**CURVE 11**
R = 303.00'
L = 520.11'
LC = 458.57'
LCB = S 42° 51' 46" W

**CURVE 12**
R = 2530.00'
L = 291.15'
LC = 290.98'
LCB = S 2° 33' 25" E

P.I. = 41+76.38 FR
Y = 462,431.140
X = 795,349.766
DELTA = 91° 47' 01" (RT)
D = 17° 12' 21"
T = 343.53'
L = 533.44'
R = 333.00'
P.C. = 38+32.84 FR
P.T. = 43+66.29 FR
DB = N 0° 15' 16" E
DA = S 87° 57' 43" E

P.I. = 55+80.02 FR
Y = 462,375.755
X = 796,906.048
DELTA = 32° 10' 37" (LT)
D = 5° 43' 46"
T = 288.42'
L = 561.59'
R = 1,000.00'
P.C. = 52+91.61 FR
P.T. = 58+53.20 FR
DB = S 87° 57' 43" E
DA = N 59° 51' 41" E

P.I. = 66+47.29 KR
Y = 461,723.183
X = 796,654.730
DELTA = 12° 41' 59" (RT)
D = 9° 32' 57"
T = 66.77'
L = 132.99'
R = 600.00'
P.C. = 65+80.52 KR
P.T. = 67+13.52 KR
DB = N 12° 37' 23" W
DA = N 0° 04' 37" E

P.I. = 63+75.77 KR
Y = 461,457.942
X = 796,714.130
DELTA = 11° 44' 18" (LT)
D = 14° 19' 26"
T = 41.12'
L = 81.95'
R = 400.00'
P.C. = 63+34.65 KR
P.T. = 64+16.60 KR
DB = N 0° 53' 04" W
DA = N 12° 37' 23" W

P.I. = 79+33.40 EB
Y = 461,333.245
X = 795,393.632
DELTA = 0° 18' 21" (RT)

P.I. = 87+31.61 EB
Y = 461,302.417
X = 796,191.251
DELTA = 9° 36' 36" (RT)
D = 5° 12' 31"
T = 92.47'
L = 184.50'
R = 1,100.00'
P.C. = 86+39.15 EB
P.T. = 88+23.65 EB
DB = S 87° 47' 12" E
DA = S 78° 10' 36" E

P.I. = 88+93.16 EB
Y = 461,269.230
X = 796,349.792
DELTA = 7° 09' 37" (LT)
D = 5° 09' 26"
T = 69.51'
L = 138.84'
R = 1,111.00'
P.C. = 88+23.65 EB
P.T. = 89+62.49 EB
DB = S 78° 10' 36" E
DA = S 85° 20' 13" E

P.I. = 24+04.48 NR
Y = 461,133.110
X = 796,772.129
DELTA = 37° 56' 09" (RT)
D = 19° 05' 55"
T = 103.11'
L = 198.63'
R = 300.00'
P.C. = 23+01.37 NR
P.T. = 25+00.00 NR
DB = N 43° 55' 24" W
DA = N 5° 59' 15" W

**R/W COURSE TABLE**

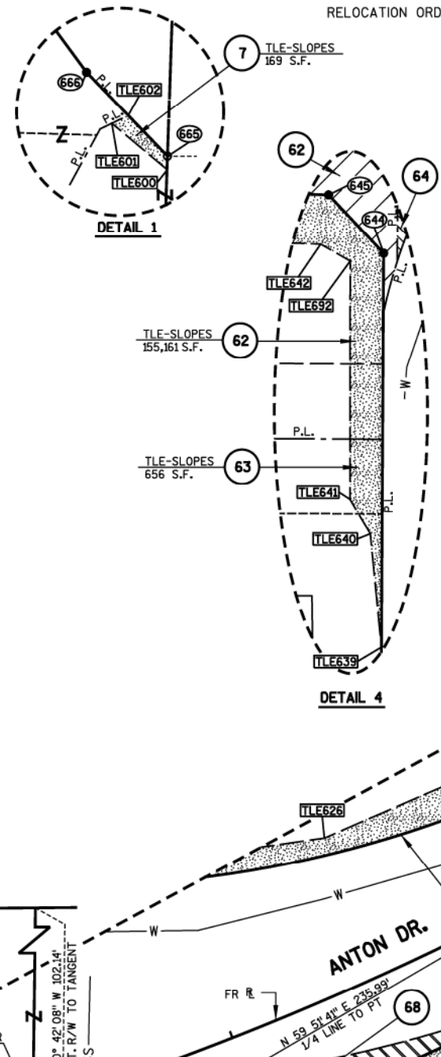
| COURSE | BEARING | LENGTH |
|---|---|---|
| 601-687 | N 89° 14' 20" W | 75.22' |
| 687-688 | S 39° 36' 32" E | 23.10' |
| 688-664 | S 43° 56' 07" E | 83.47' |
| 665-666 | N 43° 58' 19" W | 51.33' |
| 666-667 | N 36° 22' 39" W | 75.66' |
| 667-668 | N 54° 23' 37" W | 55.28' |
| 668-669 | N 37° 35' 02" W | 56.66' |
| 669-670 | N 19° 48' 25" W | 46.30' |
| 670-602 | N 89° 14' 27" W | 15.10' |
| 602-603 | SEE CURVE 1 DATA | |
| 603-604 | SEE CURVE 2 DATA | |
| 604-605 | N 57° 37' 26" W | 6.94' |
| 605-606 | N 80° 41' 42" W | 87.40' |
| 606-607 | N 88° 12' 28" W | 144.06' |
| 607-608 | N 89° 07' 09" W | 131.45' |
| 608-609 | N 87° 36' 24" W | 122.01' |
| 609-610 | N 88° 06' 12" W | 441.98' |
| 610-611 | N 88° 13' 39" W | 76.28' |
| 611-612 | S 46° 00' 51" W | 0.97' |
| 612-613 | S 0° 15' 16" W | 323.92' |
| 613-614 | N 89° 45' 58" W | 4.18' |
| 615-616 | N 0° 14' 02" E | 318.29' |
| 617-618 | N 89° 03' 52" E | 33.75' |
| 618-619 | N 13° 52' 54" E | 18.08' |
| 619-620 | N 0° 15' 16" E | 352.02' |
| 620-621 | N 5° 14' 32" E | 138.07' |
| 621-622 | N 0° 15' 11" E | 155.82' |
| 622-623 | SEE CURVE 3 DATA | |
| 623-624 | S 87° 57' 43" E | 773.45' |
| 624-626 | N 88° 29' 37" E | 215.43' |
| 626-627 | SEE CURVE 4 DATA | |
| 627-629 | N 89° 32' 36" E | 112.76' |
| 629-630 | SEE CURVE 5 DATA | |
| 630-631 | N 59° 23' 09" E | 12.24' |
| 631-632 | SEE CURVE 6 DATA | |
| 632-633 | S 33° 10' 46" E | 77.11' |
| 633-634 | SEE CURVE 7 DATA | |
| 634-635 | S 59° 23' 09" W | 12.24' |
| 635-636 | SEE CURVE 8 DATA | |
| 636-638 | SEE CURVE 9 DATA | |
| 638-639 | SEE CURVE 10 DATA | |
| 639-640 | S 0° 19' 05" W | 338.21' |
| 640-641 | N 89° 40' 55" W | 66.00' |
| 641-644 | N 0° 19' 05" E | 368.19' |
| 644-645 | N 43° 18' 31" W | 35.34' |
| 645-646 | N 87° 57' 43" W | 129.83' |
| 646-647 | N 83° 03' 00" W | 128.47' |
| 647-648 | N 87° 57' 43" W | 650.11' |
| 648-649 | SEE CURVE 11 DATA | |
| 649-650 | S 6° 18' 45" E | 302.96' |
| 650-651 | SEE CURVE 12 DATA | |
| 651-652 | S 33° 24' 48" E | 40.42' |
| 652-653 | S 88° 12' 28" E | 349.78' |
| 653-654 | S 79° 11' 05" E | 155.27' |
| 654-655 | S 88° 12' 28" E | 159.48' |
| 655-656 | S 82° 12' 39" E | 68.92' |
| 656-657 | S 85° 54' 28" E | 364.01' |
| 657-658 | N 88° 22' 54" E | 102.87' |
| 658-659 | N 59° 24' 28" E | 37.72' |
| 659-660 | N 0° 27' 37" E | 9.01' |
| 660-661 | N 85° 19' 33" E | 87.27' |
| 661-662 | S 44° 40' 00" E | 64.91' |
| 662-663 | S 88° 12' 14" E | 128.88' |

**R/W POINT STATION & OFFSET TABLE**

| | | |
|---|---|---|
| 601 | 94+85.88 EB | 103.40' |
| 602 | 92+88.29 EB | 116.88' |
| 603 | 91+31.86 EB | 110.41' |
| 604 | 89+92.72 EB | 55.99' |
| 605 | 89+86.58 EB | 52.76' |
| 606 | 89+02.01 EB | 47.40' |
| 607 | 87+59.43 EB | 67.85' |
| 608 | 86+20.37 EB | 77.08' |
| 609 | 84+98.36 EB | 76.69' |
| 610 | 80+56.39 EB | 79.13' |
| 611 | 79+80.11 EB | 79.72' |
| 612 | 79+79.43 EB | 80.42' |
| 613 | 26+72.82 FR | 92.00' |
| 614 | 26+72.81 FR | 87.82' |
| 615 | 26+72.94 FR | 37.19' |
| 616 | 29+91.23 FR | 37.30' |
| 617 | 78+02.10 EB | 86.75' |
| 618 | 78+35.81 EB | 88.43' |
| 619 | 31+87.46 FR | 42.00' |
| 620 | 35+39.48 FR | 42.00' |
| 621 | 36+77.03 FR | 30.00' |
| 622 | 38+32.84 FR | 30.00' |
| 623 | 43+66.29 FR | 30.00' |
| 624 | 51+09.51 FR | 30.00' |
| 625 | 51+69.91 FR | 31.87' |
| 626 | 53+57.51 FR | 41.24' |
| 627 | 55+49.87 FR | 95.71' |
| 629 | 56+68.00 FR | 65.17' |
| 630 | 58+65.83 FR | 33.01' |
| 631 | 58+78.07 FR | 33.11' |
| 632 | 58+92.72 FR | 38.00' |
| 633 | 58+96.81 FR | 39.00' |
| 634 | 58+78.62 FR | 32.89' |
| 635 | 58+66.38 FR | 32.99' |
| 636 | 58+03.59 FR | 30.00' |
| 638 | 53+84.30 FR | 30.00' |
| 639 | 72+13.21 KR | 33.57' |
| 640 | 68+75.00 KR | 32.15' |
| 641 | 68+75.28 KR | 33.85' |
| 644 | 52+98.89 FR | 65.86' |
| 645 | 52+74.23 FR | 41.00' |
| 646 | 51+44.40 FR | 41.00' |
| 647 | 50+16.40 FR | 30.00' |
| 648 | 43+66.29 FR | 30.00' |
| 649 | 37+98.19 FR | 31.99' |
| 650 | 34+97.22 FR | 66.64' |
| 651 | 32+06.58 FR | 80.91' |
| 652 | 79+84.72 EB | 96.06' |
| 653 | 83+34.49 EB | 98.63' |
| 654 | 84+88.01 EB | 75.41' |
| 655 | 86+46.95 EB | 76.61' |
| 656 | 87+11.39 EB | 72.41' |
| 657 | 90+77.75 EB | 92.97' |
| 658 | 91+80.00 EB | 104.23' |
| 659 | 92+10.80 EB | 126.00' |
| 660 | 92+10.14 EB | 134.99' |
| 661 | 92+96.26 EB | 149.15' |
| 662 | 93+45.49 EB | 106.85' |
| 663 | 94+74.21 EB | 113.29' |
| 664 | 22+28.84 NR | 49.69' |
| 665 | 21+31.83 NR | 50.21' |
| 666 | 21+83.16 NR | 50.25' |
| 667 | 22+58.17 NR | 40.32' |
| 668 | 23+10.92 NR | 50.54' |
| 669 | 23+59.46 NR | 50.66' |
| 670 | 23+99.00 NR | 43.20' |
| 687 | 94+10.84 EB | 108.51' |
| 688 | 23+14.47 NR | 49.43' |

**TLE POINT STATION & OFFSET TABLE**

| | | |
|---|---|---|
| TLE600 | 21+27.71 NR | 54.45' |
| TLE601 | 21+59.20 NR | 57.89' |
| TLE602 | 21+56.69 NR | 50.23' |
| TLE603 | 89+95.00 EB | 57.42' |
| TLE604 | 89+58.00 EB | 70.00' |
| TLE605 | 88+95.00 EB | 48.19' |
| TLE606 | 79+86.41 EB | 79.68' |
| TLE607 | 26+72.82 FR | 99.00' |
| TLE608 | 33+69.41 FR | 106.41' |
| TLE609 | 35+00.00 FR | 160.00' |
| TLE612 | 39+31.09 FR | 165.00' |
| TLE615 | 41+00.00 FR | 140.00' |
| TLE616 | 42+00.00 FR | 140.00' |
| TLE617 | 46+65.00 FR | 93.00' |
| TLE618 | 51+07.73 FR | 68.65' |
| TLE619 | 52+75.00 FR | 68.00' |
| TLE620 | 53+05.00 FR | 103.00' |
| TLE621 | 53+60.00 FR | 103.00' |
| TLE623 | 56+25.00 FR | 94.00' |
| TLE624 | 56+40.00 FR | 79.50' |
| TLE625 | 56+85.00 FR | 66.00' |
| TLE626 | 57+55.00 FR | 49.00' |
| TLE627 | 57+60.00 FR | 35.00' |
| TLE628 | 57+20.00 FR | 42.00' |
| TLE629 | 56+65.00 FR | 45.00' |
| TLE630 | 56+35.00 FR | 59.00' |
| TLE631 | 56+09.00 FR | 52.00' |
| TLE632 | 55+25.00 FR | 52.00' |
| TLE633 | 54+50.00 FR | 52.00' |
| TLE634 | 54+00.00 FR | 51.00' |
| TLE635 | 72+40.00 KR | 53.00' |
| TLE636 | 72+10.00 KR | 55.00' |
| TLE637 | 71+15.00 KR | 49.00' |
| TLE638 | 68+75.00 KR | 39.40' |
| TLE639 | 70+70.00 KR | 33.03' |
| TLE640 | 71+20.00 KR | 38.00' |
| TLE641 | 71+35.00 KR | 47.00' |
| TLE642 | 52+71.55 FR | 62.87' |
| TLE643 | 49+60.00 FR | 63.00' |
| TLE645 | 42+38.63 FR | 125.00' |
| TLE646 | 37+95.22 FR | 100.00' |
| TLE647 | 36+15.00 FR | 157.00' |
| TLE648 | 33+85.00 FR | 181.00' |
| TLE649 | 79+95.00 EB | 119.00' |
| TLE650 | 82+15.00 EB | 116.00' |
| TLE651 | 86+05.56 EB | 88.83' |
| TLE652 | 86+50.00 EB | 103.00' |
| TLE653 | 86+95.00 EB | 103.00' |
| TLE654 | 87+15.00 EB | 84.00' |
| TLE655 | 87+93.00 EB | 94.00' |
| TLE656 | 88+48.00 EB | 92.00' |
| TLE657 | 89+23.00 EB | 97.00' |
| TLE658 | 91+31.00 EB | 108.00' |
| TLE692 | 72+40.00 KR | 47.00' |




TPP NUMBER 1206-07-25 -4.06
AMENDMENT NO. 1
SHEET 2



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\TPP\PD\040106-2_rp.dgn
PLOT DATE : 7/27/2015
PLOT BY : _username_
PLOT NAME :
PLOT SCALE : $$.....plotscale.....$$
**APPRAISAL PLAT DATE: 9/15/14**
**1206-07-25-4.06 AMENDMENT NO. 1**

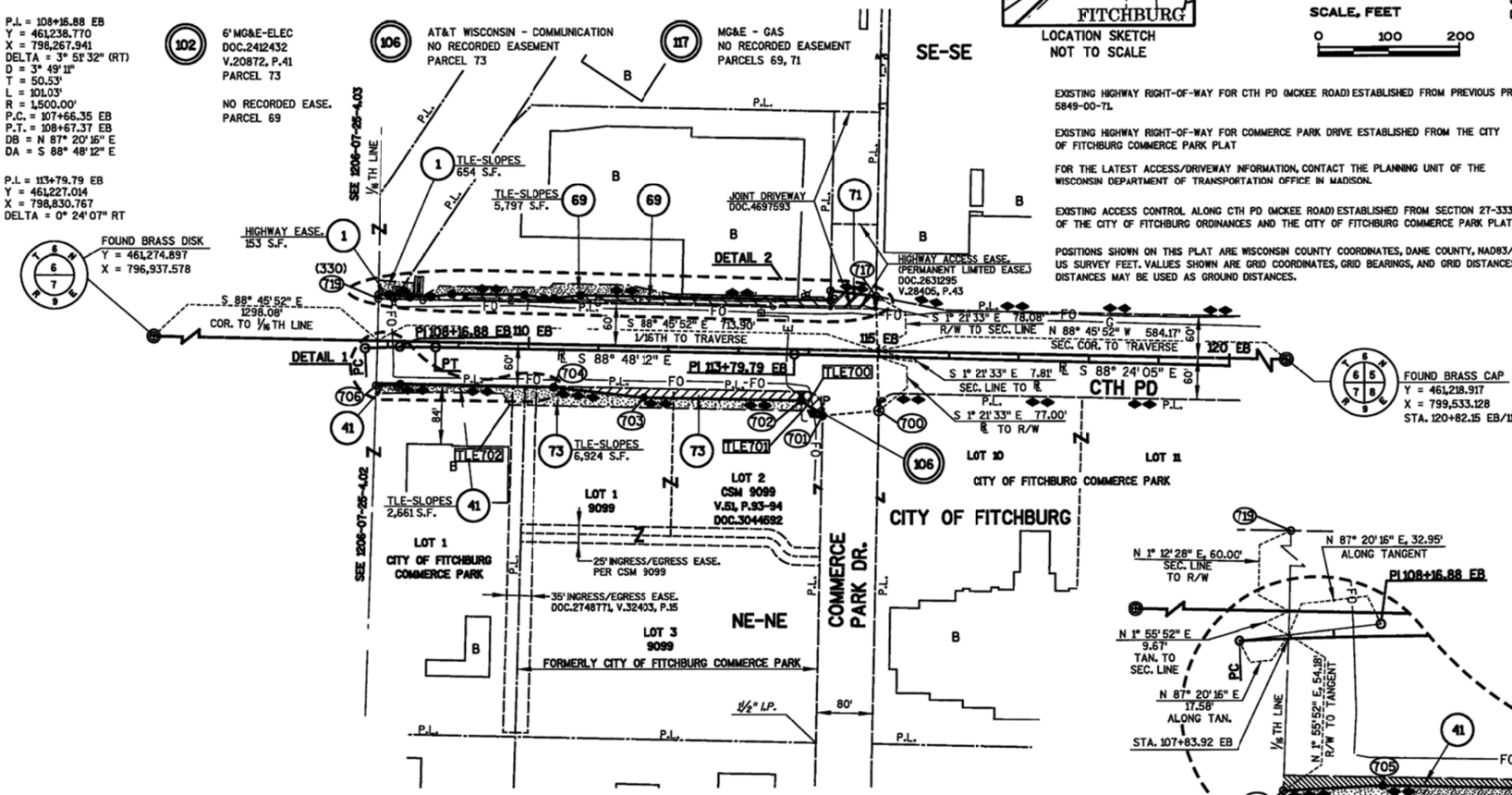
# TRANSPORTATION PROJECT PLAT NO: 1206-07-25 - 4.07

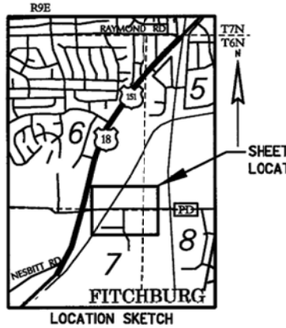
THAT PART OF LOTS 1& 2 OF CSM 9099 IN THE NE1/4 OF THE NE1/4, AND THAT PART OF LOT 1 OF THE CITY OF FITCHBURG COMMERCE PARK PLAT LOCATED IN THE NE1/4 OF THE NE1/4, AND THAT PART OF THE NE1/4 OF THE NE1/4 ALL IN SECTION 7, AND THAT PART OF THE SE1/4 OF THE SE1/4 IN SECTION 6, ALL IN T6N, R9E, CITY OF FITCHBURG, DANE COUNTY, WISCONSIN.

RELOCATION ORDER CTH PD DANE COUNTY MOUNT HOREB - MADISON (CTH PD TO RAYMOND ROAD)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30 WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.




LOCATION SKETCH
NOT TO SCALE

SHEET LOCATION

GN

SCALE, FEET
0 100 200

EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH PD (MCKEE ROAD) ESTABLISHED FROM PREVIOUS PROJECT 5849-00-71.

EXISTING HIGHWAY RIGHT-OF-WAY FOR COMMERCE PARK DRIVE ESTABLISHED FROM THE CITY OF FITCHBURG COMMERCE PARK PLAT

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

EXISTING ACCESS CONTROL ALONG CTH PD (MCKEE ROAD) ESTABLISHED FROM SECTION 27-333 OF THE CITY OF FITCHBURG ORDINANCES AND THE CITY OF FITCHBURG COMMERCE PARK PLAT.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83/2007 IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.


STRAND ASSOCIATES, INC.
910 WEST WINGRA DRIVE, MADISON, WI 53715
(608) 251-4843


I, HEATHER S. BARTELT, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1206-07-25-4.07 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN HEATHER S. BARTELT S-2797 MADISON WI LAND SURVEYOR

(SIGNATURE) _____ DATE 9/15/14
(PRINTED NAME) HEATHER S. BARTELT
(REGISTRATION NUMBER) S - 2797

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.
(SIGNATURE) _____ DATE 9/16/14
(PRINTED NAME) DAVID R. MILLER

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN DANE COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 5097901.

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS

DOCUMENT #
5099046
09/19/2014 09:54 AM
Trans. Fee:
Exempt #:
Rec. Fee: 25.00
Pages: 1

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1206-07-25-4.07
AMENDMENT NO:

| R/W COURSE TABLE | | |
|---|---|---|
| COURSE | BEARING | LENGTH |
| 700-701 | S 84° 56' 43" W | 80.48' |
| 701-702 | N 55° 11' 15" W | 37.62' |
| 702-703 | N 88° 52' 50" W | 224.44' |
| 703-704 | N 83° 26' 51" W | 128.56' |
| 704-705 | N 88° 48' 12" W | 219.34' |
| 705-706 | S 87° 20' 16" W | 35.47' |
| 719-HE700 | N 01° 12' 29" E | 5.70' |
| HE700-HE701 | N 88° 59' 56" E | 15.70' |
| HE701-707 | S 83° 08' 15" E | 11.80' |
| 707-708 | S 83° 08' 15" E | 18.48' |
| 708-709 | N 89° 37' 30" E | 29.26' |
| 709-710 | N 82° 19' 06" E | 30.02' |
| 710-711 | S 89° 13' 55" E | 103.59' |
| 711-712 | S 81° 08' 28" E | 29.81' |
| 712-713 | S 86° 48' 12" E | 14.20' |
| 713-714 | N 83° 32' 03" E | 37.50' |
| 714-715 | S 86° 48' 12" E | 356.19' |
| 715-716 | N 1° 14' 08" E | 13.65' |
| 716-717 | S 82° 56' 01" E | 65.34' |

| R/W POINT STATION & OFFSET TABLE | | |
|---|---|---|
| 700 | 115+02.32 EB | 76.90' |
| 701 | 114+22.38 EB | 86.23' |
| 702 | 113+90.90 EB | 65.62' |
| 703 | 111+66.00 EB | 66.00' |
| 704 | 110+38.00 EB | 54.00' |
| 705 | 108+16.86 EB | 53.18' |
| 706 | 107+80.08 EB | 53.94' |
| 708 | 108+31.61 EB | 71.21' |
| 709 | 108+59.54 EB | 71.59' |
| 710 | 108+88.82 EB | 76.20' |
| 711 | 109+92.41 EB | 76.97' |
| 712 | 110+21.96 EB | 73.00' |
| 713 | 110+36.15 EB | 73.00' |
| 714 | 110+73.32 EB | 78.00' |
| 715 | 114+28.96 EB | 78.35' |
| 716 | 114+28.87 EB | 92.00' |
| 717 | 114+93.91 EB | 85.77' |
| 719 | 107+87.76 EB | 69.67' |

| HE POINT STATION & OFFSET TABLE | | |
|---|---|---|
| HE700 | 107+88.05 EB | 75.35' |
| HE701 | 108+02.99 EB | 75.20' |

| TLE POINT STATION & OFFSET TABLE | | |
|---|---|---|
| TLE700 | 113+99.39 EB | 72.43' |
| TLE701 | 113+94.00 EB | 80.00' |
| TLE702 | 109+75.00 EB | 80.00' |
| TLE703 | 109+65.00 EB | 64.00' |
| TLE705 | 108+70.00 EB | 64.00' |
| TLE706 | 107+79.24 EB | 65.28' |
| TLE707 | 107+89.08 EB | 95.94' |
| TLE708 | 108+37.00 EB | 91.00' |
| TLE709 | 108+36.00 EB | 73.00' |
| TLE710 | 108+50.00 EB | 73.00' |
| TLE711 | 108+72.00 EB | 87.00' |
| TLE712 | 110+30.00 EB | 88.00' |
| TLE713 | 110+35.00 EB | 94.00' |
| TLE714 | 111+40.00 EB | 94.00' |
| TLE715 | 112+05.00 EB | 82.00' |
| TLE716 | 114+28.93 EB | 82.35' |

NO BUILDINGS ARE AFFECTED BY ANY TLE ON THIS SHEET.

## SCHEDULE OF LANDS & INTERESTS REQUIRED

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

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | R/W S.F. REQUIRED NEW | EXISTING | TOTAL | TLE S.F. | HE S.F. |
|---|---|---|---|---|---|---|---|
| 1 | CITY OF FITCHBURG | HE,TLE | --- | --- | --- | 654 | 153 |
| 41 | PDQ FOOD STORES INC. | FEE,TLE | 336 | --- | 336 | 2,661 | --- |
| 69 | TJM MCKEEROAD LLC. | FEE,TLE | 5,829 | --- | 5,829 | 5,797 | --- |
| 71 | PLACON CORPORATION | FEE | 1,386 | --- | 1,386 | --- | --- |
| 73 | REALTY INCOME CORPORATION | FEE,TLE | 4,483 | --- | 4,483 | 6,924 | --- |

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 102 | MADISON GAS & ELECTRIC COMPANY (MG&E) - ELECTRIC | RELEASE OF RIGHTS |
| 106 | AT&T WISCONSIN - COMMUNICATION | RELEASE OF RIGHTS |
| 117 | MADISON GAS & ELECTRIC (MG&E) - GAS | RELEASE OF RIGHTS |

DATE: 9/15/14

REVISION DATE : 2/25/15
REVISION DATE : 12/8/15

# TRANSPORTATION PROJECT PLAT NO: 1206-07-25 - 4.08

RELOCATION ORDER USH 18 DANE COUNTY MOUNT HOREB - MADISON (CTH PD TO RAYMOND ROAD)

## R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

R/W MONUMENT POINT COORDINATE TABLE - 4.01

| POINT | Y | X |
|---|---|---|
| 110 | 459,960.637 | 797,245.519 |
| 111 | 459,212.337 | 796,747.633 |
| 112 | 458,722.401 | 796,271.025 |
| 113 | 458,675.441 | 796,203.068 |
| 114 | 458,685.544 | 795,732.894 |
| 115 | 458,948.618 | 796,029.038 |
| 116 | 459,001.579 | 795,995.393 |
| 150 | 459,437.703 | 796,438.420 |
| 151 | 459,257.165 | 796,288.202 |
| 152 | 459,243.788 | 796,231.006 |
| 154 | 459,397.650 | 796,112.046 |
| 155 | 459,530.672 | 796,320.901 |
| 156 | 459,459.222 | 796,072.830 |
| 157 | 459,516.588 | 796,162.899 |
| 158 | 459,554.197 | 796,234.979 |
| 159 | 459,795.681 | 796,614.127 |
| 163 | 459,403.759 | 796,874.997 |
| 164 | 459,914.419 | 796,810.084 |
| 165 | 459,962.674 | 796,809.594 |
| 166 | 459,969.160 | 796,857.736 |

R/W MONUMENT POINT COORDINATE TABLE - 4.02

| POINT | Y | X |
|---|---|---|
| 203 | 461,180.495 | 798,177.272 |
| 204 | 460,121.682 | 797,472.784 |
| 205 | 460,129.991 | 797,460.296 |
| 208 | 461,174.349 | 798,053.070 |
| 209 | 461,162.850 | 797,823.118 |
| 210 | 461,147.051 | 797,721.763 |
| 211 | 461,135.886 | 797,638.122 |
| 212 | 461,109.733 | 797,603.111 |
| 213 | 460,901.085 | 797,526.960 |
| 216 | 461,186.937 | 798,233.331 |
| 217 | 461,183.096 | 798,233.201 |
| 222 | 460,734.787 | 797,479.894 |
| 223 | 460,434.174 | 797,368.687 |
| 224 | 460,241.151 | 797,297.281 |
| 225 | 460,051.366 | 797,192.085 |
| 226 | 459,998.219 | 797,270.525 |
| 227 | 459,960.637 | 797,245.519 |
| 229 | 460,079.818 | 796,897.608 |
| 230 | 460,222.238 | 796,960.622 |
| 231 | 460,277.703 | 796,977.763 |
| 232 | 460,305.193 | 796,989.833 |
| 233 | 460,333.284 | 796,997.717 |
| 234 | 460,362.991 | 797,001.901 |
| 235 | 460,599.939 | 797,068.405 |
| 236 | 460,761.273 | 797,060.766 |
| 237 | 460,901.894 | 796,925.103 |
| 238 | 461,041.071 | 796,929.758 |
| 239 | 461,007.964 | 796,961.657 |
| 240 | 460,822.318 | 797,126.384 |
| 241 | 460,800.268 | 797,175.626 |
| 242 | 460,941.138 | 797,215.336 |
| 243 | 461,055.533 | 797,241.495 |
| 244 | 461,089.703 | 797,220.866 |
| 245 | 461,112.948 | 797,165.365 |
| 249 | 461,117.974 | 796,932.330 |
| 255 | 459,914.419 | 796,810.084 |
| 256 | 459,962.674 | 796,809.594 |
| 262 | 459,969.160 | 796,857.736 |

HE MONUMENT POINT COORDINATE TABLE - 4.02

| POINT | Y | X |
|---|---|---|
| HE200 | 461,179.631 | 798,158.680 |

R/W MONUMENT POINT COORDINATE TABLE - 4.03 AMEND. 1

| POINT | Y | X |
|---|---|---|
| 300 | 463,844.464 | 798,658.853 |
| 301 | 463,786.590 | 798,547.513 |
| 302 | 463,709.481 | 798,492.000 |
| 303 | 463,062.126 | 798,199.473 |
| 304 | 462,985.534 | 798,180.260 |
| 305 | 462,791.239 | 798,283.967 |
| 306 | 462,769.481 | 798,339.473 |
| 308 | 462,701.154 | 798,313.771 |
| 309 | 462,790.135 | 798,077.221 |
| 310 | 462,729.545 | 798,054.730 |
| 311 | 462,526.546 | 798,101.807 |
| 312 | 462,458.999 | 798,083.513 |
| 313 | 462,489.714 | 797,972.605 |
| 314 | 462,371.606 | 797,940.462 |
| 315 | 462,245.810 | 797,909.589 |
| 316 | 462,201.550 | 797,900.925 |
| 317 | 462,089.127 | 797,876.205 |
| 318 | 462,016.536 | 797,856.367 |
| 319 | 461,967.789 | 797,842.676 |
| 320 | 461,890.386 | 797,818.679 |
| 321 | 461,827.216 | 797,800.248 |
| 322 | 461,417.151 | 797,672.636 |
| 323 | 461,356.640 | 797,717.785 |
| 324 | 461,331.763 | 797,775.016 |
| 325 | 461,321.687 | 797,835.732 |
| 326 | 461,318.378 | 797,972.047 |
| 327 | 461,319.890 | 798,107.122 |
| 328 | 461,317.572 | 798,148.146 |
| 330 | 461,306.894 | 798,236.618 |
| 331 | 461,328.074 | 797,254.574 |
| 332 | 461,335.554 | 797,280.673 |
| 333 | 461,375.042 | 797,334.125 |
| 334 | 461,803.313 | 797,470.488 |
| 335 | 461,891.148 | 797,511.049 |
| 336 | 462,134.482 | 797,588.528 |
| 337 | 462,133.960 | 797,591.510 |
| 338 | 462,232.260 | 797,622.809 |
| 339 | 462,319.728 | 797,644.362 |
| 340 | 462,724.492 | 797,773.241 |
| 341 | 462,855.873 | 797,811.182 |
| 342 | 462,857.692 | 797,801.289 |
| 343 | 463,055.754 | 797,863.243 |
| 344 | 463,165.369 | 797,900.051 |
| 345 | 463,668.040 | 798,092.738 |
| 346 | 463,737.148 | 798,119.255 |
| 347 | 463,839.118 | 798,161.956 |
| 348 | 463,862.450 | 798,172.207 |
| 349 | 461,334.903 | 796,938.313 |

PLE MONUMENT POINT COORDINATE TABLE - 4.03 AMEND. 1

| POINT | Y | X |
|---|---|---|
| HE300 | 461,312.564 | 798,236.737 |
| PLE300 | 462,134.656 | 797,587.534 |
| PLE301 | 462,233.347 | 797,618.957 |
| PLE302 | 462,267.072 | 797,627.268 |
| PLE303 | 462,313.371 | 797,624.373 |
| PLE310 | 462,390.048 | 797,655.108 |
| PLE311 | 462,395.528 | 797,661.739 |
| PLE317 | 462,559.613 | 797,716.545 |
| PLE323 | 462,855.926 | 797,810.893 |
| PLE325 | 463,393.489 | 797,982.549 |
| PLE328 | 463,704.201 | 798,086.860 |
| PLE329 | 463,714.249 | 798,066.210 |
| PLE337 | 463,863.687 | 798,138.760 |

R/W MONUMENT POINT COORDINATE TABLE - 4.04 AMEND. 3

| POINT | Y | X |
|---|---|---|
| 400 | 463,844.464 | 798,658.853 |
| 401 | 463,862.450 | 798,172.207 |
| 402 | 463,933.600 | 798,203.466 |
| 404 | 464,189.381 | 798,323.406 |
| 405 | 464,250.609 | 798,352.850 |
| 407 | 464,294.137 | 798,355.809 |
| 408 | 464,338.743 | 798,324.798 |
| 409 | 464,390.054 | 798,237.050 |
| 410 | 464,418.593 | 798,173.858 |
| 411 | 464,416.981 | 798,162.263 |
| 412 | 464,429.506 | 798,092.988 |
| 413 | 464,322.380 | 797,995.028 |
| 414 | 464,338.107 | 797,928.149 |
| 415 | 464,357.574 | 797,939.120 |
| 416 | 464,499.504 | 797,969.959 |
| 417 | 464,540.623 | 797,948.109 |
| 418 | 464,572.673 | 797,904.756 |
| 419 | 464,581.091 | 797,881.619 |
| 420 | 464,483.930 | 798,284.677 |
| 421 | 464,659.634 | 797,899.302 |
| 422 | 464,612.066 | 798,017.300 |
| 423 | 464,594.583 | 798,076.899 |
| 424 | 464,561.546 | 798,122.490 |
| 425 | 464,553.089 | 798,128.300 |
| 426 | 464,506.068 | 798,208.622 |
| 427 | 464,471.694 | 798,314.759 |
| 428 | 464,430.712 | 798,404.865 |
| 429 | 464,425.251 | 798,444.726 |
| 430 | 464,573.634 | 798,532.479 |
| 431 | 464,640.501 | 798,572.754 |
| 432 | 464,671.755 | 798,530.355 |
| 433 | 465,155.143 | 798,846.778 |
| 434 | 465,137.452 | 799,307.543 |
| 435 | 465,016.001 | 799,216.157 |
| 436 | 464,739.271 | 799,050.152 |
| 437 | 464,738.918 | 799,052.050 |
| 438 | 464,640.324 | 799,004.952 |
| 439 | 464,411.576 | 799,014.526 |
| 440 | 464,149.517 | 799,033.516 |
| 441 | 464,141.619 | 799,025.941 |
| 442 | 464,001.242 | 798,967.362 |
| 443 | 463,850.362 | 798,754.034 |
| 444 | 463,845.875 | 798,673.583 |
| 445 | 463,817.256 | 799,944.425 |
| 446 | 464,206.914 | 800,489.305 |
| 447 | 463,830.147 | 800,482.855 |
| 472 | 464,418.492 | 798,053.501 |
| 473 | 463,829.252 | 800,445.487 |
| 474 | 463,690.373 | 800,430.202 |
| 475 | 463,690.373 | 799,848.429 |
| 476 | 464,495.109 | 798,253.390 |
| 477 | 464,532.316 | 798,262.464 |
| 478 | 464,522.639 | 798,253.771 |
| 479 | 464,505.178 | 798,240.014 |
| 480 | 464,499.503 | 798,236.339 |

PLE MONUMENT POINT COORDINATE TABLE - 4.04 AMEND. 3

| POINT | Y | X |
|---|---|---|
| PLE400 | 463,863.687 | 798,138.760 |
| PLE401 | 463,968.247 | 798,189.522 |
| PLE402 | 463,961.369 | 798,203.968 |
| PLE405 | 464,252.873 | 798,346.470 |
| PLE406 | 464,123.669 | 799,018.451 |
| PLE408 | 464,098.228 | 799,620.124 |
| PLE409 | 464,083.235 | 799,619.650 |
| PLE411 | 464,108.916 | 799,012.294 |
| PLE422 | 464,304.950 | 798,348.292 |

R/W MONUMENT POINT COORDINATE TABLE - 4.05 AMEND. 1

| POINT | Y | X |
|---|---|---|
| 500 | 466,046.041 | 799,681.729 |
| 503 | 466,199.631 | 799,835.078 |
| 504 | 466,368.721 | 800,008.796 |
| 505 | 466,365.216 | 800,012.497 |
| 507 | 466,823.372 | 800,462.880 |
| 508 | 466,948.264 | 800,460.807 |
| 509 | 467,057.128 | 800,350.245 |
| 510 | 467,069.410 | 800,362.285 |
| 511 | 467,073.200 | 800,358.419 |
| 512 | 467,104.704 | 800,319.337 |
| 514 | 466,531.368 | 800,540.420 |
| 515 | 465,777.086 | 799,800.381 |
| 516 | 465,754.633 | 799,826.097 |
| 517 | 465,623.735 | 799,705.470 |
| 518 | 465,613.670 | 799,716.592 |
| 519 | 465,445.811 | 799,583.153 |
| 520 | 465,394.212 | 799,500.742 |
| 521 | 465,137.452 | 799,307.543 |
| 522 | 465,155.143 | 798,846.778 |
| 523 | 465,476.713 | 799,087.248 |
| 524 | 465,473.036 | 799,165.511 |
| 525 | 465,496.753 | 799,184.447 |
| 526 | 465,603.541 | 799,184.336 |
| 527 | 465,600.518 | 799,288.954 |
| 528 | 465,720.589 | 799,398.950 |
| 529 | 465,720.691 | 799,397.726 |
| 530 | 465,925.095 | 799,538.850 |
| 531 | 465,916.794 | 799,552.684 |

R/W MONUMENT POINT COORDINATE TABLE - 4.06 AMEND. 1

| POINT | Y | X |
|---|---|---|
| 601 | 461,117.974 | 796,932.330 |
| 602 | 461,120.600 | 796,734.294 |
| 603 | 461,139.762 | 796,578.909 |
| 604 | 461,205.320 | 796,444.657 |
| 605 | 461,209.036 | 796,438.796 |
| 606 | 461,223.169 | 796,352.542 |
| 607 | 461,227.675 | 796,208.548 |
| 608 | 461,229.696 | 796,077.113 |
| 609 | 461,234.791 | 795,955.208 |
| 610 | 461,249.420 | 795,513.471 |
| 611 | 461,251.780 | 795,437.225 |
| 612 | 461,251.104 | 795,436.525 |
| 613 | 460,927.185 | 795,435.086 |
| 614 | 460,927.203 | 795,430.902 |
| 615 | 460,927.887 | 795,305.903 |
| 616 | 461,246.173 | 795,307.203 |
| 617 | 461,424.319 | 795,265.293 |
| 618 | 461,424.870 | 795,299.036 |
| 619 | 461,442.424 | 795,303.374 |
| 620 | 461,794.441 | 795,304.938 |
| 621 | 461,931.930 | 795,317.552 |
| 622 | 462,087.745 | 795,318.241 |
| 623 | 462,448.903 | 795,694.147 |
| 624 | 462,421.395 | 796,467.107 |
| 626 | 462,427.058 | 796,682.460 |
| 627 | 462,503.418 | 796,853.099 |
| 628 | 462,504.211 | 796,952.644 |
| 629 | 462,504.316 | 796,965.855 |
| 630 | 462,555.459 | 797,149.829 |
| 631 | 462,561.693 | 797,160.363 |
| 632 | 462,573.274 | 797,170.572 |
| 633 | 462,508.737 | 797,212.771 |
| 634 | 462,504.892 | 797,193.973 |
| 635 | 462,498.658 | 797,183.438 |
| 636 | 462,470.076 | 797,125.733 |
| 638 | 462,357.060 | 796,712.186 |
| 639 | 462,289.599 | 796,689.060 |
| 640 | 461,951.394 | 796,687.183 |
| 641 | 461,951.761 | 796,621.184 |
| 644 | 462,319.942 | 796,623.228 |
| 645 | 462,345.657 | 796,598.988 |
| 646 | 462,350.274 | 796,469.243 |
| 647 | 462,365.820 | 796,341.715 |
| 648 | 462,388.941 | 795,692.013 |
| 649 | 462,052.818 | 795,380.074 |
| 650 | 461,751.696 | 795,413.385 |
| 651 | 461,460.993 | 795,426.367 |
| 652 | 461,427.252 | 795,448.626 |
| 653 | 461,416.312 | 795,798.234 |
| 654 | 461,387.177 | 795,950.746 |
| 655 | 461,382.189 | 796,110.148 |
| 656 | 461,372.847 | 796,178.437 |
| 657 | 461,346.871 | 796,541.514 |
| 658 | 461,349.776 | 796,644.339 |
| 659 | 461,368.974 | 796,676.812 |
| 660 | 461,377.988 | 796,676.884 |
| 661 | 461,385.100 | 796,763.866 |
| 662 | 461,338.934 | 796,809.497 |
| 663 | 461,334.895 | 796,938.313 |
| 664 | 461,041.071 | 796,929.758 |
| 665 | 460,901.894 | 796,925.103 |

R/W MONUMENT POINT COORDINATE TABLE - 4.06 AMEND. 1

| POINT | Y | X |
|---|---|---|
| 666 | 460,938.836 | 796,889.462 |
| 667 | 460,999.755 | 796,844.586 |
| 668 | 461,031.941 | 796,799.640 |
| 669 | 461,076.843 | 796,765.080 |
| 670 | 461,120.400 | 796,749.393 |
| 687 | 461,118.973 | 796,857.118 |
| 688 | 461,101.177 | 796,871.845 |

R/W MONUMENT POINT COORDINATE TABLE - 4.07

| POINT | Y | X |
|---|---|---|
| 700 | 461,146.724 | 798,951.103 |
| 701 | 461,139.633 | 798,870.933 |
| 702 | 461,161.108 | 798,840.048 |
| 703 | 461,165.493 | 798,615.648 |
| 704 | 461,180.163 | 798,487.926 |
| 705 | 461,184.744 | 798,268.632 |
| 706 | 461,183.096 | 798,233.201 |
| 708 | 461,309.245 | 798,282.497 |
| 709 | 461,309.437 | 798,311.752 |
| 710 | 461,313.449 | 798,341.502 |
| 711 | 461,312.061 | 798,445.086 |
| 712 | 461,307.471 | 798,474.538 |
| 713 | 461,307.174 | 798,488.731 |
| 714 | 461,311.397 | 798,525.993 |
| 715 | 461,303.959 | 798,882.103 |
| 716 | 461,317.609 | 798,882.398 |
| 717 | 461,309.571 | 798,947.239 |
| 719 | 461,306.894 | 798,236.618 |

HE MONUMENT POINT COORDINATE TABLE - 4.07

| POINT | Y | X |
|---|---|---|
| HE700 | 461,312.590 | 798,236.738 |
| HE701 | 461,312.864 | 798,252.430 |

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83/2007 IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\TPP\PD\040108_rp.dgn
APPRAISAL PLAT DATE: 9/15/14

PLOT DATE : 12/8/2015
PLOT BY : _username_
PLOT NAME :
PLOT SCALE : $$.....plotscale.....$$

1206-07-25-4.08

| R/W PROJECT NUMBER | SHEET NUMBER | TOTAL SHEETS |
|---|---|---|
| 1206-07-30 | 4.01 | 1 |
| FEDERAL PROJECT NUMBER | | |

PLAT OF RIGHT-OF-WAY REQUIRED FOR
MOUNT HOREB - MADISON
CTH PD TO RAYMOND ROAD
R/W EARLY ACQUISITION PLAT
USH 18 — DANE COUNTY

CONSTRUCTION PROJECT NUMBER

P.I. = 909+09.00 VR
Y = 461,761.810
X = 797,643.272
DELTA = 3° 18' 31" (LT)
D = 0° 30' 55"
T = 321.11'
L = 642.04'
R = 11,118.00'
P.C. = 905+87.89 VR
P.T. = 912+29.93 VR

P.I. = 938+12.53 VR
Y = 464,566.009
X = 798,389.441
DELTA = 29° 42' 05" (RT)
D = 0° 42' 19"
T = 2,154.40'
L = 4,211.88'
R = 8,125.00'
P.C. = 916+58.13 VR
P.T. = 958+70.00 VR
D.B. = N 14° 53'25" E
D.A. = N 44° 35'30" E

P.I. = 95+51.70 WB
Y = 461,259.175
X = 797,038.577
DELTA = 9° 43' 19" (LT)
D = 2° 17' 31"
T = 212.61'
L = 424.19'
R = 2,500.00'
P.C. = 93+39.10 WB
P.R.C. = 97+63.29 WB
D.B. = S 85° 54'28" E
D.A. = N 84° 22'14" E

P.I. = 99+23.56 WB
Y = 461,295.752
X = 797,409.654
DELTA = 11° 48' 24" (RT)
D = 3° 41' 47"
T = 160.27'
L = 319.40'
R = 1,550.00'
P.R.C. = 97+63.29 WB
P.R.C. = 100+82.69 WB
D.B. = N 84° 22'14" E
D.A. = S 83° 49'22" E

P.I. = 103+73.93 WB
Y = 461,247.169
X = 797,858.542
DELTA = 8° 19' 44" (LT)
D = 1° 25' 57"
T = 291.24'
L = 581.46'
R = 4,000.00'
P.R.C. = 100+82.69 WB
P.T. = 106+64.15 WB
D.B. = S 83° 49'22" E
D.B. = N 81° 50'54" E

CURVE TLE1
R=314.97'
L=256.92'
LC=249.86'
LCB=N 33° 17' 11" E

| R/W POINT STATION & OFFSET TABLE | | |
|---|---|---|
| 100 | 912+56.68 VR | 128.25' |
| 102 | 97+72.13 WB | 47.40' |
| 103 | 97+97.93 WB | 52.66' |
| 104 | 904+45.02 VR | 172.89' |
| 105 | 908+99.34 VR | 172.81' |
| 106 | 909+96.49 VR | 158.60' |
| 107 | 912+54.91 VR | 148.67' |
| 109 | 94+49.23 WB | 66.01' |
| TLE100 | 94+50.12 WB | 71.02' |
| TLE101 | 97+25.91 WB | 57.63' |
| TLE102 | 98+04.95 WB | 63.17' |
| TLE103 | 904+46.59 VR | 177.90' |
| TLE104 | 904+84.30 VR | 178.26' |
| TLE105 | 905+85.73 VR | 441.20' |
| TLE106 | 908+35.46 VR | 373.52' |
| TLE107 | 908+64.12 VR | 376.89' |
| TLE108 | 908+99.75 VR | 177.80' |
| TLE109 | 909+96.94 VR | 163.59' |
| TLE110 | 912+54.47 VR | 153.70' |
| TLE111 | 908+89.04 VR | 177.99' |

**BEGIN RELOCATION ORDER**
**STA. 902+00.00 VR**
LOCATED 186.94 FEET SOUTH AND 484.14 FEET EAST OF THE SOUTH 1/4 CORNER OF SECTION 6, T6N, R9E

| TLE COURSE TABLE | | | |
|---|---|---|---|
| TLE100 - TLE101 | S | 88° 45' 52" E | 268.89' |
| TLE101 - TLE102 | N | 81° 01' 14" E | 80.01' |
| TLE102 - TLE103 | N | 53° 32' 39" E | 53.07' |
| TLE103 - TLE104 | N | 17° 39' 42" E | 37.71' |
| TLE104 - TLE105 | N | 50° 42' 24" W | 281.82' |
| TLE105 - TLE106 | SEE CURVE TLE1 | | |
| TLE106 - TLE107 | N | 9° 54' 15" E | 28.05' |
| TLE107 - TLE111 | S | 80° 15' 11" E | 200.37' |
| TLE111 - TLE108 | N | 17° 39' 42" E | 10.54' |
| TLE108 - TLE109 | N | 24° 47' 12" E | 96.75' |
| TLE109 - TLE110 | N | 17° 39' 42" E | 254.38' |

| R/W COORDINATE TABLE | | |
|---|---|---|
| POINT NO. | NORTHING | EASTING |
| 100 | 462,130.947 | 797,608.719 |
| 102 | 461,328.943 | 797,214.291 |
| 103 | 46,1335.554 | 797,280.673 |
| 104 | 461,375.042 | 797,334.125 |
| 105 | 461,803.313 | 797,470.488 |
| 106 | 461,891.148 | 797,511.049 |
| 107 | 462,134.482 | 797,588.528 |
| 109 | 461,334.895 | 796,938.313 |

## NOTES

DISTANCES SHOWN FROM BUILDINGS TO RIGHT OF WAY LINES ARE APPROXIMATE.

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, DANE COUNTY ZONE, NAD83/2007 ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

ALL RIGHT-OF-WAY LINES DEPICTED IN NON ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, OR FROM CENTERLINE OF EXISTING PAVEMENTS.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING HIGHWAY RIGHT-OF-WAY FOR USH 18/151 (VERONA ROAD) ESTABLISHED FROM PREVIOUS PROJECT 1201-05-21, AND F 017-2(15) ALONG WITH FOUND IRONS RELATING TO CERTIFIED SURVEY MAPS, AND SUBDIVISION PLATS OF RECORD.

EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH PD (MCKEE ROAD) ESTABLISHED FROM PREVIOUS PROJECT 5849-00-71 AND 5849-00-21 ALONG WITH FOUND IRONS RELATING TO CERTIFIED SURVEY MAPS AND SUBDIVISION PLATS OF RECORD.

EXISTING HIGHWAY RIGHT-OF-WAY FOR KING JAMES WAY ESTABLISHED FROM JAMESTOWN COMMERCIAL ADDITION PLAT ALONG WITH FOUND IRONS RELATING TO CERTIFIED SURVEY MAPS AND OTHER SUBDIVISION PLATS OF RECORD.

EXISTING ACCESS CONTROL ALONG USH 18/151 (VERONA ROAD) ESTABLISHED FROM PREVIOUS PROJECT CA 017-2(2). NOTE - ACCESS TO MOST PARCELS IS BY FRONTAGE OR LOCAL ROAD ONLY.
EXISTING ACCESS CONTROL ALONG CTH PD (MCKEE ROAD) ESTABLISHED FROM SECTION 27 OF THE CITY OF FITCHBURG ORDINANCES

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

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

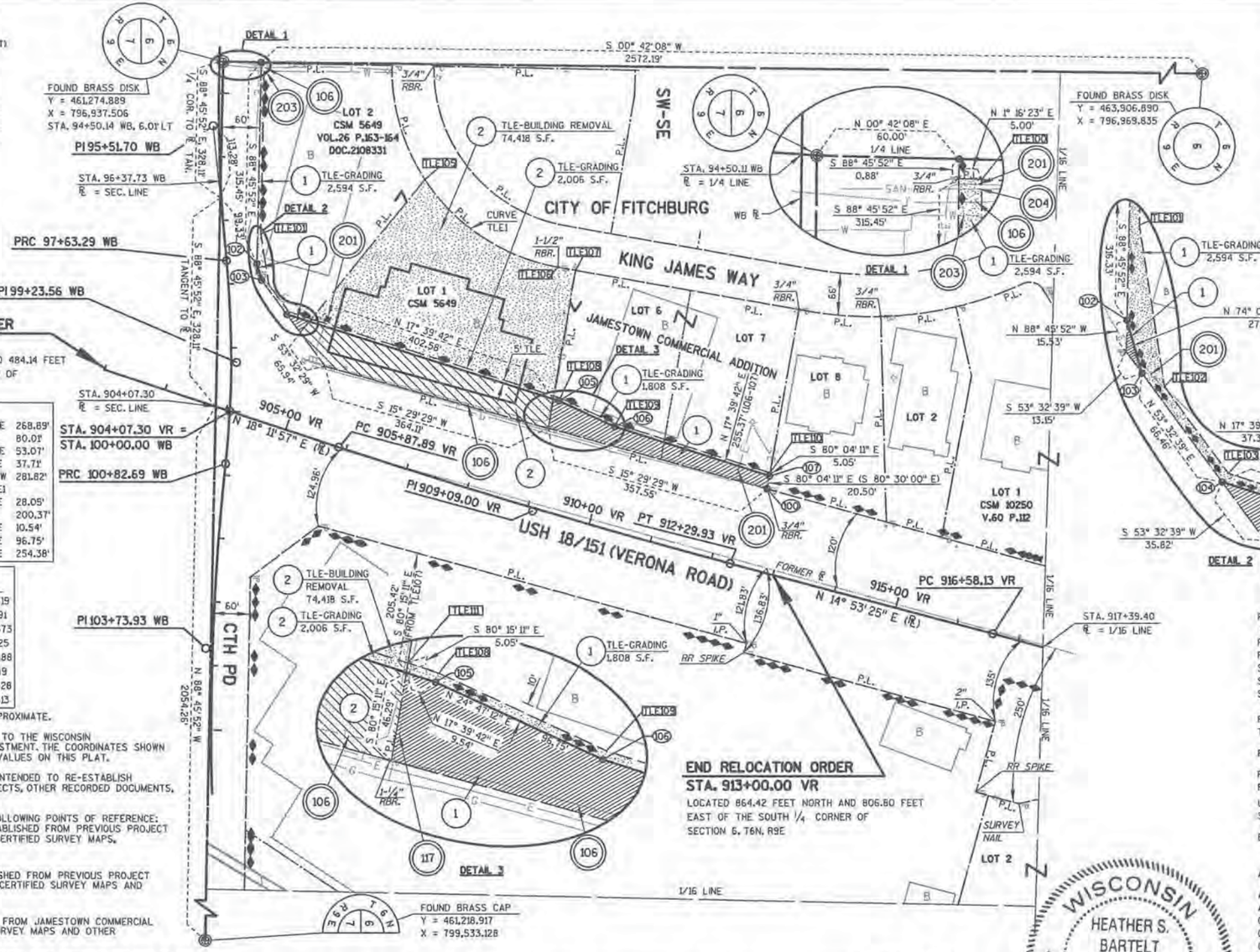
DIMENSIONING FOR THE NEW R/W IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINE.

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

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

A TEMPORARY LIMITED EASEMENT (T.L.E.) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (T.L.E.'S) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN, UNLESS OTHERWISE NOTED.

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




## CONVENTIONAL SYMBOLS

| | | | |
|---|---|---|---|
| FOUND IRON PIPE/PIN (1-½" IRON PIPE UNLESS NOTED) | ⊎ | PROPOSED R/W LINE | |
| R/W MONUMENT | • <SET) | EXISTING H.E. LINE | |
| R/W STANDARD | ▲ <SET) | PROPERTY LINE | |
| SIGN | \|SIGN | LOT & TIE LINES | |
| SECTION CORNER MONUMENT | ● | SLOPE INTERCEPTS | |
| SECTION CORNER SYMBOL | | CORPORATE LIMITS | |
| FEE (HATCH VARIES) | | ACCESS RESTRICTED (BY PREVIOUS ACQUISITION/CONTROL) | |
| TEMPORARY LIMITED EASEMENT | | ACCESS RESTRICTED (BY ACQUISITION) | |
| PERMANENT LIMITED EASEMENT | | NO ACCESS (BY STATUTORY AUTHORITY) | |
| R/W BOUNDARY POINT | RWB20 | SECTION LINE | |
| PARCEL NUMBER | 105 | QUARTER LINE | |
| UTILITY PARCEL NUMBER | 92 | SIXTEENTH LINE | |
| SIGN NUMBER (OFF PREMISE) | 24 | EXISTING CENTERLINE | |
| BUILDING | | PROPOSED REFERENCE LINE | |
| | | PARALLEL OFFSET | |

## CONVENTIONAL ABBREVIATIONS

| | | | |
|---|---|---|---|
| ACCESS POINT/ DRIVEWAY CONNECTION | AP | RIGHT-OF-WAY | R/W |
| ACCESS RIGHTS | AR | SECTION | SEC. |
| ACRES | AC. | STATION | STA. |
| CENTERLINE | C/L | SQUARE FEET | S.F. |
| CERTIFIED SURVEY MAP | CSM | TEMPORARY LIMITED EASEMENT | TLE |
| CORNER | COR. | VOLUME | V. |
| DOCUMENT | DOC. | **CURVE DATA** | |
| EASEMENT | EASE. | LONG CHORD | LC |
| MONUMENT | MON. | LONG CHORD BEARING | LCB |
| PAGE | P. | RADIUS | R |
| PERMANENT LIMITED EASEMENT | PLE | DEGREE OF CURVE | D |
| PROPERTY LINE | PL | CENTRAL ANGLE OR DELTA | DELTA |
| RECORDED AS | (100') | LENGTH OF CURVE | L |
| REFERENCE LINE | R/L | TANGENT | TAN |
| RELEASE OF RIGHTS | ROR | DIRECTION AHEAD | D.A. |
| | | DIRECTION BACK | D.B. |

## SCHEDULE OF LANDS & INTERESTS REQUIRED

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

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | R/W S.F. REQUIRED NEW | EXISTING | TOTAL | TLE S.F. |
|---|---|---|---|---|---|---|
| 1 | BENJAMIN INVESTMENTS, LLC. | FEE, TLE | 10,862 | --- | 10,862 | 4,402 |
| 2 | BENJAMIN BUILDING COMPANY, LLC. | FEE, TLE | 21,113 | --- | 21,113 | 76,424 |

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 106 | AT&T WISCONSIN - COMMUNICATION | RELEASE OF RIGHTS |
| 117 | MADISON GAS & ELECTRIC - GAS | RELEASE OF RIGHTS |
| 201 | ALLIANT ENERGY - ELECTRIC | RELEASE OF RIGHTS |
| 203 | CITY OF FITCHBURG - WATER | RELEASE OF RIGHTS |
| 204 | CITY OF FITCHBURG - SEWER | RELEASE OF RIGHTS |

ALLIANT EASEMENT
DOC.4157257 - PARCELS 1& 2
DOC.2234446, V.15065, P.47
PARCELS 1& 2

AT&T WISCONSIN EASEMENT
DOC.253228, V.25058, P.25
PARCEL 1& 2
DOC.2530163, V.24981, P.72
PARCEL 1
JAMESTOWN COMMERCIAL ADDITION
PARCELS 1& 2

MG&E-GAS EASEMENT
DOC.2187077, V.13902, P.6
PARCEL 1

CITY OF FITCHBURG - WATER EASEMENT
DOC.1274593, V.204, P.466-467

CITY OF FITCHBURG - SEWER EASEMENT
DOC.1274593, V.204, P.466-467

WISCONSIN
HEATHER S. BARTELT
S-2797
MADISON
WI
LAND SURVEYOR
5/28/14

| REVISION DATE |
|---|


STRAND ASSOCIATES, INC.®
910 WEST WINGRA DRIVE, MADISON, WI 53715
(608) 251-4843


STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED FOR THE DEPARTMENT
DATE: 6/2/2014
David P. Miller
(Signature)
DAVID P. MILLER
(Printed name)

E

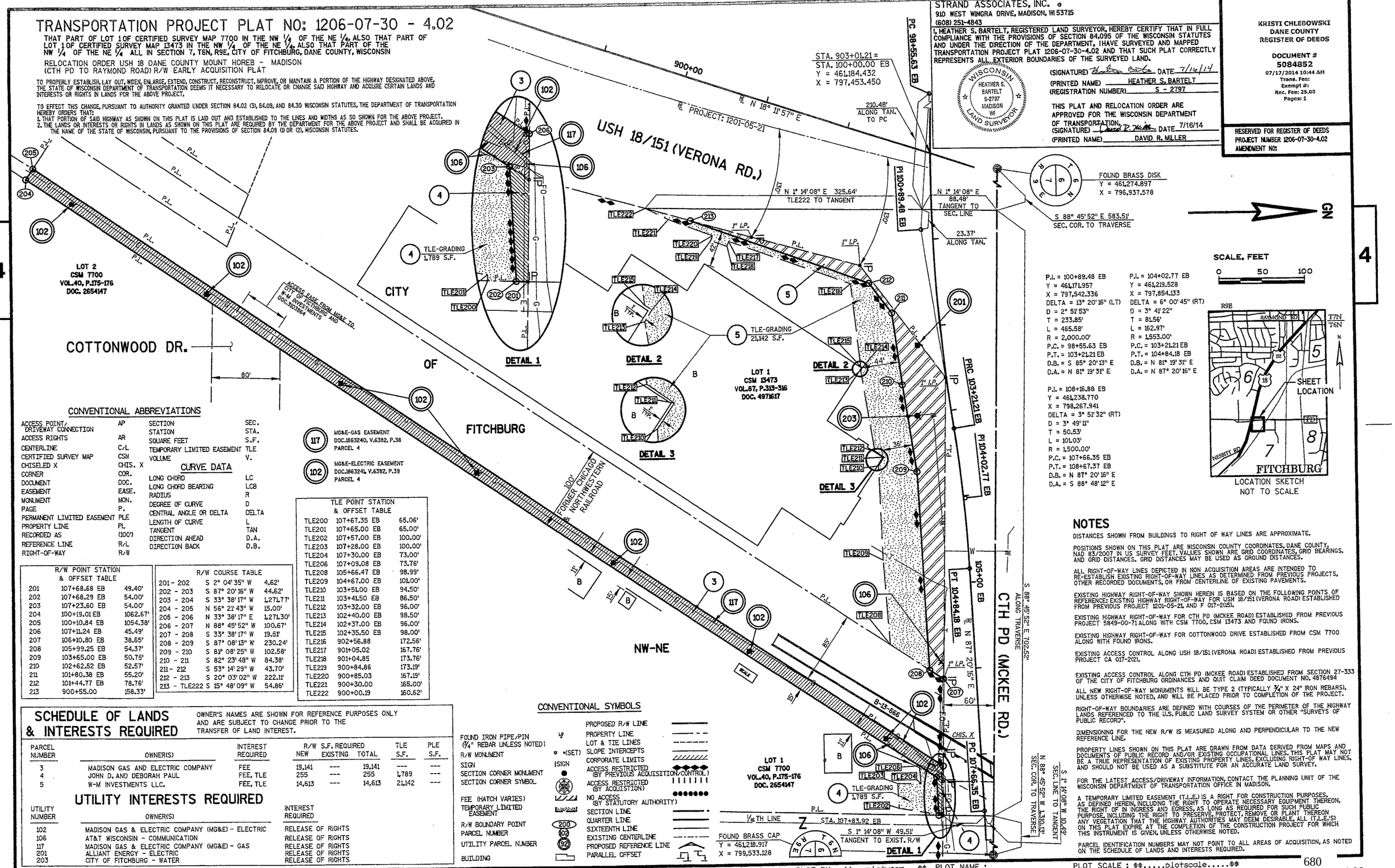
# TRANSPORTATION PROJECT PLAT NO: 1206-07-30 - 4.02

THAT PART OF LOT 1 OF CERTIFIED SURVEY MAP 7700 IN THE NW 1/4 OF THE NE 1/4, ALSO THAT PART OF LOT 1 OF CERTIFIED SURVEY MAP 13473 IN THE NW 1/4 OF THE NE 1/4, ALSO THAT PART OF THE NW 1/4 OF THE NE 1/4 ALL IN SECTION 7, T6N, R9E, CITY OF FITCHBURG, DANE COUNTY, WISCONSIN

RELOCATION ORDER USH 18 DANE COUNTY MOUNT HOREB - MADISON
(CTH PD TO RAYMOND ROAD) R/W EARLY ACQUISITION PLAT

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30 WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.




| | |
|---|---|
| P.I. = 100+89.48 EB | P.I. = 104+02.77 EB |
| Y = 461,171.957 | Y = 461,219.528 |
| X = 797,542.336 | X = 797,854.133 |
| DELTA = 13° 20' 16" (LT) | DELTA = 6° 00' 45" (RT) |
| D = 2° 51' 53" | D = 3° 41' 22" |
| T = 233.85' | T = 81.56' |
| L = 465.58' | L = 162.97' |
| R = 2,000.00' | R = 1,553.00' |
| P.C. = 98+55.63 EB | P.C. = 103+21.21 EB |
| P.T. = 103+21.21 EB | P.T. = 104+84.18 EB |
| D.B. = S 85° 20' 13" E | D.B. = N 81° 19' 31" E |
| D.A. = N 81° 19' 31" E | D.A. = N 87° 20' 16" E |
| P.I. = 108+16.88 EB | |
| Y = 461,238.770 | |
| X = 798,267.941 | |
| DELTA = 3° 51' 32" (RT) | |
| D = 3° 49' 11" | |
| T = 50.53' | |
| L = 101.03' | |
| R = 1,500.00' | |
| P.C. = 107+66.35 EB | |
| P.T. = 108+67.37 EB | |
| D.B. = N 87° 20' 16" E | |
| D.A. = S 88° 48' 12" E | |



LOCATION SKETCH
NOT TO SCALE

## CONVENTIONAL ABBREVIATIONS

| | | | |
|---|---|---|---|
| ACCESS POINT/ DRIVEWAY CONNECTION | AP | SECTION | SEC. |
| ACCESS RIGHTS | AR | STATION | STA. |
| CENTERLINE | C/L | SQUARE FEET | S.F. |
| CERTIFIED SURVEY MAP | CSM | TEMPORARY LIMITED EASEMENT | TLE |
| CHISELED X | CHIS. X | VOLUME | V. |
| CORNER | COR. | | |
| DOCUMENT | DOC. | | |
| EASEMENT | EASE. | | |
| MONUMENT | MON. | | |
| PAGE | P. | | |
| PERMANENT LIMITED EASEMENT | PLE | | |
| PROPERTY LINE | PL | | |
| RECORDED AS | (100') | | |
| REFERENCE LINE | R/L | | |
| RIGHT-OF-WAY | R/W | | |

### CURVE DATA

| | |
|---|---|
| LONG CHORD | LC |
| LONG CHORD BEARING | LCB |
| RADIUS | R |
| DEGREE OF CURVE | D |
| CENTRAL ANGLE OR DELTA | DELTA |
| LENGTH OF CURVE | L |
| TANGENT | TAN |
| DIRECTION AHEAD | D.A. |
| DIRECTION BACK | D.B. |

117 M&E-GAS EASEMENT DOC.1863240, V.6382, P.38 PARCEL 4

102 M&E-ELECTRIC EASEMENT DOC.1863241, V.6382, P.39 PARCEL 4

| R/W POINT STATION & OFFSET TABLE | | |
|---|---|---|
| 201 | 107+68.68 EB | 49.40' |
| 202 | 107+68.29 EB | 54.00' |
| 203 | 107+23.60 EB | 54.00' |
| 204 | 100+19.01 EB | 1062.67' |
| 205 | 100+10.84 EB | 1054.38' |
| 206 | 107+11.24 EB | 45.49' |
| 207 | 106+10.80 EB | 38.65' |
| 208 | 105+99.25 EB | 54.37' |
| 209 | 103+65.00 EB | 50.75' |
| 210 | 102+62.52 EB | 52.57' |
| 211 | 101+80.38 EB | 55.20' |
| 212 | 101+44.77 EB | 78.76' |
| 213 | 900+55.00 | 158.33' |

| R/W COURSE TABLE | | |
|---|---|---|
| 201 - 202 | S 2° 04' 35" W | 4.62' |
| 202 - 203 | S 87° 20' 16" W | 44.62' |
| 203 - 204 | S 33° 38' 17" W | 1,271.77' |
| 204 - 205 | N 56° 21' 43" W | 15.00' |
| 205 - 206 | N 33° 38' 17" E | 1,271.30' |
| 206 - 207 | N 88° 45' 52" W | 100.67' |
| 207 - 208 | S 33° 38' 17" W | 19.51' |
| 208 - 209 | S 87° 08' 13" W | 230.24' |
| 209 - 210 | S 81° 08' 25" W | 102.58' |
| 210 - 211 | S 82° 23' 48" W | 84.38' |
| 211 - 212 | S 53° 14' 29" W | 43.70' |
| 212 - 213 | S 20° 03' 02" W | 222.11' |
| 213 - TLE222 | S 15° 48' 09" W | 54.86' |

| TLE POINT STATION & OFFSET TABLE | | |
|---|---|---|
| TLE200 | 107+67.35 EB | 65.06' |
| TLE201 | 107+65.00 EB | 65.00' |
| TLE202 | 107+57.00 EB | 100.00' |
| TLE203 | 107+28.00 EB | 100.00' |
| TLE204 | 107+30.00 EB | 73.00' |
| TLE206 | 107+09.08 EB | 73.76' |
| TLE208 | 105+66.47 EB | 98.99' |
| TLE209 | 104+67.00 EB | 101.00' |
| TLE210 | 103+51.00 EB | 94.50' |
| TLE211 | 103+41.50 EB | 86.50' |
| TLE212 | 103+32.00 EB | 96.00' |
| TLE213 | 102+40.00 EB | 98.50' |
| TLE214 | 102+37.00 EB | 96.00' |
| TLE215 | 102+35.50 EB | 98.00' |
| TLE216 | 902+56.88 | 172.56' |
| TLE217 | 901+05.02 | 167.76' |
| TLE218 | 901+04.85 | 173.76' |
| TLE219 | 900+84.86 | 173.19' |
| TLE220 | 900+85.03 | 167.19' |
| TLE221 | 900+30.00 | 165.00' |
| TLE222 | 900+00.19 | 160.62' |

## SCHEDULE OF LANDS & INTERESTS REQUIRED

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

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | R/W S.F. REQUIRED NEW | EXISTING | TOTAL | TLE S.F. | PLE S.F. |
|---|---|---|---|---|---|---|---|
| 3 | MADISON GAS AND ELECTRIC COMPANY | FEE | 19,141 | --- | 19,141 | --- | --- |
| 4 | JOHN D. AND DEBORAH PAUL | FEE, TLE | 255 | --- | 255 | 1,789 | --- |
| 5 | W-M INVESTMENTS LLC. | FEE, TLE | 14,613 | --- | 14,613 | 21,142 | --- |

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 102 | MADISON GAS & ELECTRIC COMPANY (MG&E) - ELECTRIC | RELEASE OF RIGHTS |
| 106 | AT&T WISCONSIN - COMMUNICATION | RELEASE OF RIGHTS |
| 117 | MADISON GAS & ELECTRIC COMPANY (MG&E) - GAS | RELEASE OF RIGHTS |
| 201 | ALLIANT ENERGY - ELECTRIC | RELEASE OF RIGHTS |
| 203 | CITY OF FITCHBURG - WATER | RELEASE OF RIGHTS |

## CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN (3/4" REBAR UNLESS NOTED)
R/W MONUMENT
SIGN
SECTION CORNER MONUMENT
SECTION CORNER SYMBOL
FEE (HATCH VARIES)
TEMPORARY LIMITED EASEMENT
R/W BOUNDARY POINT
PARCEL NUMBER
UTILITY PARCEL NUMBER
BUILDING

PROPOSED R/W LINE
PROPERTY LINE
LOT & TIE LINES
SLOPE INTERCEPTS
CORPORATE LIMITS
ACCESS RESTRICTED (BY PREVIOUS ACQUISITION/CONTROL)
ACCESS RESTRICTED (BY ACQUISITION)
NO ACCESS (BY STATUTORY AUTHORITY)
SECTION LINE
QUARTER LINE
SIXTEENTH LINE
EXISTING CENTERLINE
PROPOSED REFERENCE LINE
PARALLEL OFFSET

## NOTES

DISTANCES SHOWN FROM BUILDINGS TO RIGHT OF WAY LINES ARE APPROXIMATE.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD 83/2007 IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL RIGHT-OF-WAY LINES DEPICTED IN NON ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, OR FROM CENTERLINE OF EXISTING PAVEMENTS.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING HIGHWAY RIGHT-OF-WAY FOR USH 18/151 (VERONA ROAD) ESTABLISHED FROM PREVIOUS PROJECT 1201-05-21, AND F 017-2(15).

EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH PD (MCKEE ROAD) ESTABLISHED FROM PREVIOUS PROJECT 5849-00-71 ALONG WITH CSM 7700, CSM 13473 AND FOUND IRONS.

EXISTING HIGHWAY RIGHT-OF-WAY FOR COTTONWOOD DRIVE ESTABLISHED FROM CSM 7700 ALONG WITH FOUND IRONS.

EXISTING ACCESS CONTROL ALONG USH 18/151 (VERONA ROAD) ESTABLISHED FROM PREVIOUS PROJECT CA 017-2(2).

EXISTING ACCESS CONTROL ALONG CTH PD (MCKEE ROAD) ESTABLISHED FROM SECTION 27-333 OF THE CITY OF FITCHBURG ORDINANCES AND QUIT CLAIM DEED DOCUMENT NO. 4676494

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

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

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

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

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

A TEMPORARY LIMITED EASEMENT (T.L.E.) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF IN INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL T.L.E.'S ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN, UNLESS OTHERWISE NOTED.

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


STRAND ASSOCIATES, INC.
910 WEST WINGRA DRIVE, MADISON, WI 53715
(608) 251-4843


I, HEATHER S. BARTELT, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1206-07-30-4.02 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN HEATHER S. BARTELT S-2797 MADISON WI LAND SURVEYOR

(SIGNATURE) _____ DATE 7/16/14
(PRINTED NAME) HEATHER S. BARTELT
(REGISTRATION NUMBER) S - 2797

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.
(SIGNATURE) _____ DATE 7/16/14
(PRINTED NAME) DAVID R. MILLER

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS

DOCUMENT #
5084852
07/17/2014 10:44 AM
Trans. Fee:
Exempt #:
Rec. Fee: 25.00
Pages: 1

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1206-07-30-4.02
AMENDMENT NO:

FILE NAME : $$....designfile....$$
APPRAISAL PLAT DATE : 7/16/14

PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME :

PLOT SCALE : $$.....plotscale.....$$

5

5

N

BEGIN CONSTRUCTION
STA. 871+50.0 VR

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

869+00 VR
870+00 VR
871+00 VR
872+00 VR
873+00 VR
874+00 VR
875+00 VR
876+00 VR
877+00 VR
878+00 VR
879+00 VR
880+00 VR
881+00 VR
882+00 VR
883+00 VR

MATCHLINE 883+00 VR

SO NESBITT LLC

RMD NESBITT LLC

LIMESTONE LANE

NESBITT ROAD

COWGIRLS DREAM PROPERTIES LLC

SLOPE INTERCEPTS (TYP.)

PARTNERS

CITY OF FITCHBURG

WI DNR

MADISON GAS & ELECTRIC COMPANY

BIKE PATH

R/W

P.L.

RIPRAP

WALLS

SIGN

A/C

## LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. ALLIANT ENERGY (ELECTRIC)
4. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
5. METROPOLITAN UNIFIED FIBER NEWTORK (COMMUNICATION)
6. AT&T WISCONSIN (COMMUNICATION)
7. CHARTER COMMUNICATIONS (COMMUNICATION)
8. WISDOT (ITS & COMMUNICATION)
9. CITY OF MADISON (SEWER)
10. MADISON METROPOLITAN SEWAGE DISTRICT (SEWER)
11. CITY OF FITCHBURG (SEWER)
12. CITY OF MADISON (WATER)
13. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
14. CITY OF FITCHBURG (WATER)
15. EXTENET SYSTEMS (COMMUNICATION)

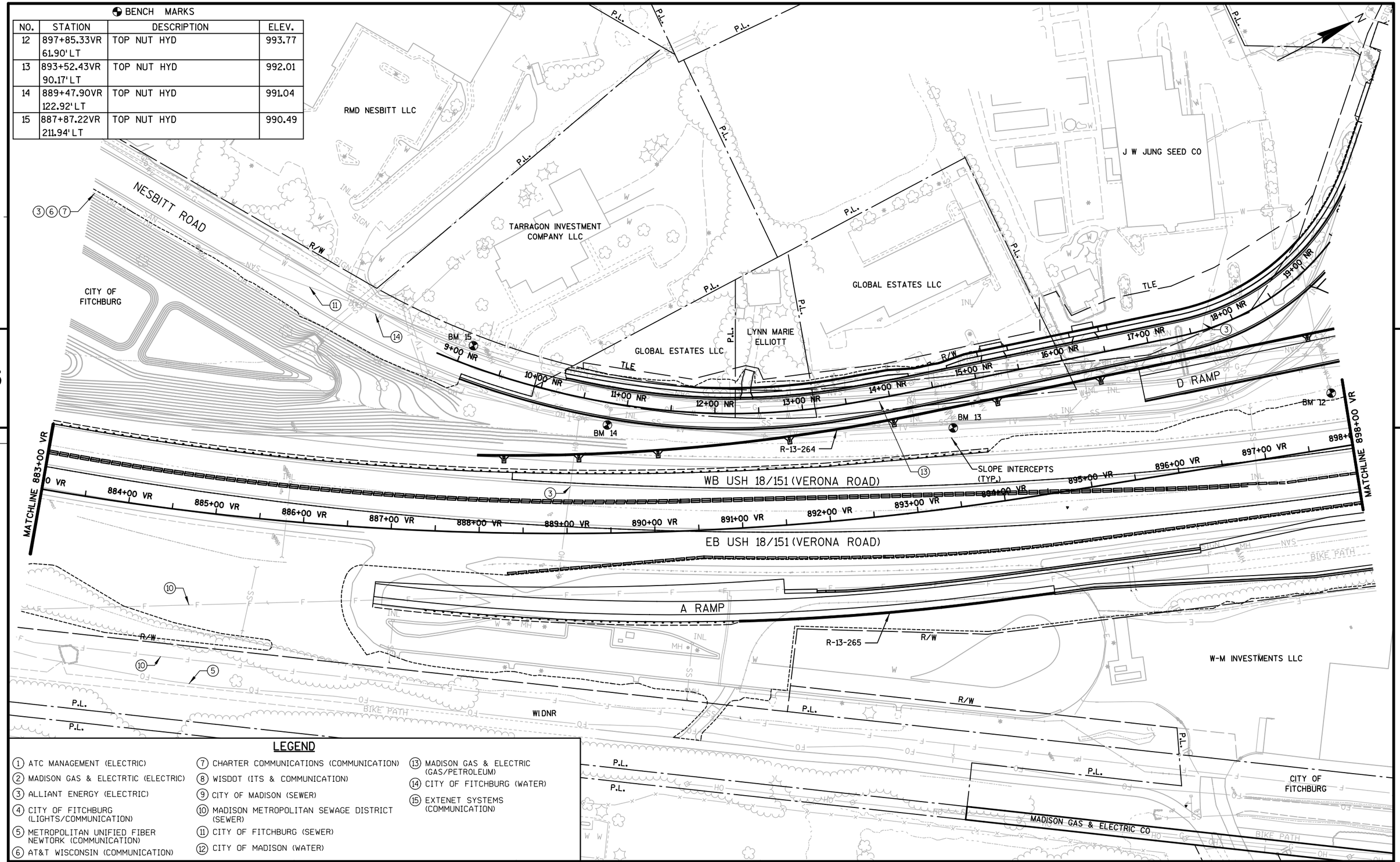
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN - USH 18/151 (VERONA ROAD) (VR) | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\050100_pp.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 44

BENCH MARKS

| NO. | STATION | DESCRIPTION | ELEV. |
|---|---|---|---|
| 12 | 897+85.33VR 61.90'LT | TOP NUT HYD | 993.77 |
| 13 | 893+52.43VR 90.17'LT | TOP NUT HYD | 992.01 |
| 14 | 889+47.90VR 122.92'LT | TOP NUT HYD | 991.04 |
| 15 | 887+87.22VR 211.94'LT | TOP NUT HYD | 990.49 |



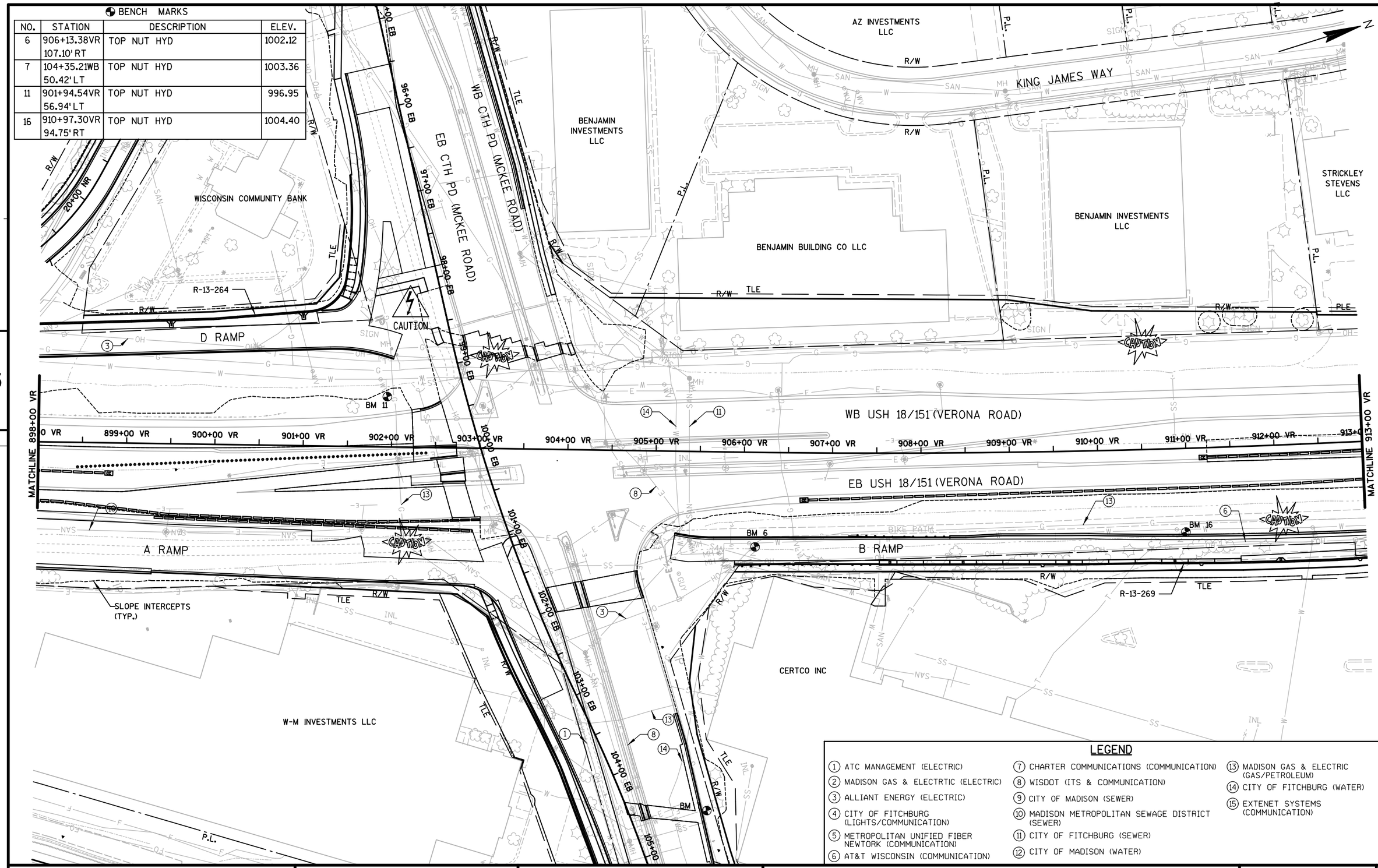

## LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. ALLIANT ENERGY (ELECTRIC)
4. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
5. METROPOLITAN UNIFIED FIBER NEWTORK (COMMUNICATION)
6. AT&T WISCONSIN (COMMUNICATION)
7. CHARTER COMMUNICATIONS (COMMUNICATION)
8. WISDOT (ITS & COMMUNICATION)
9. CITY OF MADISON (SEWER)
10. MADISON METROPOLITAN SEWAGE DISTRICT (SEWER)
11. CITY OF FITCHBURG (SEWER)
12. CITY OF MADISON (WATER)
13. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
14. CITY OF FITCHBURG (WATER)
15. EXTENET SYSTEMS (COMMUNICATION)

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN - USH 18/151 (VERONA ROAD) (VR) | SHEET 682 E |
|---|---|---|---|---|

BENCH MARKS

| NO. | STATION | DESCRIPTION | ELEV. |
|---|---|---|---|
| 6 | 906+13.38VR 107.10' RT | TOP NUT HYD | 1002.12 |
| 7 | 104+35.21WB 50.42' LT | TOP NUT HYD | 1003.36 |
| 11 | 901+94.54VR 56.94' LT | TOP NUT HYD | 996.95 |
| 16 | 910+97.30VR 94.75' RT | TOP NUT HYD | 1004.40 |




## LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. ALLIANT ENERGY (ELECTRIC)
4. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
5. METROPOLITAN UNIFIED FIBER NEWTORK (COMMUNICATION)
6. AT&T WISCONSIN (COMMUNICATION)
7. CHARTER COMMUNICATIONS (COMMUNICATION)
8. WISDOT (ITS & COMMUNICATION)
9. CITY OF MADISON (SEWER)
10. MADISON METROPOLITAN SEWAGE DISTRICT (SEWER)
11. CITY OF FITCHBURG (SEWER)
12. CITY OF MADISON (WATER)
13. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
14. CITY OF FITCHBURG (WATER)
15. EXTENET SYSTEMS (COMMUNICATION)

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN - USH 18/151 (VERONA ROAD) (VR) | SHEET 683 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\050102_pp.dgn PLOT DATE : 4/14/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 44

BENCH MARKS

| NO. | STATION | DESCRIPTION | ELEV. |
|---|---|---|---|
| 17 | 915+43.56VR 98.47' RT | TOP NUT HYD | 1009.04 |
| 19 | 927+23.17VR 146.20' RT | TOP NUT HYD | 1039.69 |

LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. ALLIANT ENERGY (ELECTRIC)
4. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
5. METROPOLITAN UNIFIED FIBER NEWTORK (COMMUNICATION)
6. AT&T WISCONSIN (COMMUNICATION)
7. CHARTER COMMUNICATIONS (COMMUNICATION)
8. WISDOT (ITS & COMMUNICATION)
9. CITY OF MADISON (SEWER)
10. MADISON METROPOLITAN SEWAGE DISTRICT (SEWER)
11. CITY OF FITCHBURG (SEWER)
12. CITY OF MADISON (WATER)
13. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
14. CITY OF FITCHBURG (WATER)
15. EXTENET SYSTEMS (COMMUNICATION)

BASE CAMP VENTURE LLC
M & T REAL ESTATE INVESTMENTS LLC
TWIN BRO LLC
HEINE PROPERTIES LLC
JHMBTK LLC
IN KAHOOTS LLC
ANN COOPER
STRICKLEY STEVENS LLC
CERTCO INC
CERTCO INC
HENDRICKSON CHILDREN TR, PHILLIP J
NFW ACQUISTION CORP

WB USH 18/151 (VERONA ROAD)
EB USH 18/151 (VERONA ROAD)
EAST VERONA ROAD FRONTAGE ROAD
K RAMP
B RAMP
E RAMP
R-13-271
S-13-447
BM 17
BM 19
SLOPE INTERCEPTS (TYP.)
MATCHLINE 913+00 VR
MATCHLINE 928+00 VR

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN - USH 18/151 (VERONA ROAD) (VR) | SHEET 684 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\050103_pp.dgn PLOT DATE : 4/14/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 44

BENCH MARKS

| NO. | STATION | DESCRIPTION | ELEV. |
|---|---|---|---|
| 20 | 931+68.86VR 188.68' RT | TOP NUT HYD | 1035.72 |
| 22 | 936+91.40VR 212.87' RT | TOP NUT HYD | 1040.58 |
| 23 | 942+64.27VR 211.97' RT | TOP NUT HYD | 1030.33 |
| 29 | 937+78.61VR 187.29' LT | SIDEWALK | 1043.98 |
| 30 | 934+57.04VR 189.82' LT | LPOL | 1046.21 |

LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. ALLIANT ENERGY (ELECTRIC)
4. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
5. METROPOLITAN UNIFIED FIBER NEWTORK (COMMUNICATION)
6. AT&T WISCONSIN (COMMUNICATION)
7. CHARTER COMMUNICATIONS (COMMUNICATION)
8. WISDOT (ITS & COMMUNICATION)
9. CITY OF MADISON (SEWER)
10. MADISON METROPOLITAN SEWAGE DISTRICT (SEWER)
11. CITY OF FITCHBURG (SEWER)
12. CITY OF MADISON (WATER)
13. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
14. CITY OF FITCHBURG (WATER)
15. EXTENET SYSTEMS (COMMUNICATION)

5

5

CHALET PROPERTIES INC
M & I BANK OF MADISON
ANTICIPATED LIMITS OF EXCAVATION FOR MSE WALL
UPPER PATIO TO REMAIN
VERONA ROAD SELF STORAGE LLC
KNIGHTS CLUB INC
MIDWEST LEASE ASSOCIATES LLC
PRESTIGIACOMO JOINT TR
ERIK P HUMLIE
TAWHEE APARTMENT HOMES
WILLIAMSBURG WAY
END CONSTRUCTION STA. 932+11.8 VR
WB USH 18/151 (VERONA ROAD)
EB USH 18/151 (VERONA ROAD)
MATCHLINE 928+00 VR
E RAMP
F RAMP
T RAMP
Q RAMP
R-13-270
R-13-271
BM 20
BM 22
BM 23
BM 29
BM 30
CAUTION
THERMO ELECTRON SCIENTIFIC INSTRUMENTS LLC
CC SYSTEMS LLC
EAST VERONA ROAD FRONTAGE ROAD
COLUMBUS CLUB ASSN OF MADISON INC
CHARLES WAYNE MILLER
SLOPE INTERCEPTS (TYP.)
BIKE PATH
CANOPY
SIGN
R/W
TLE
PLE
P.L.

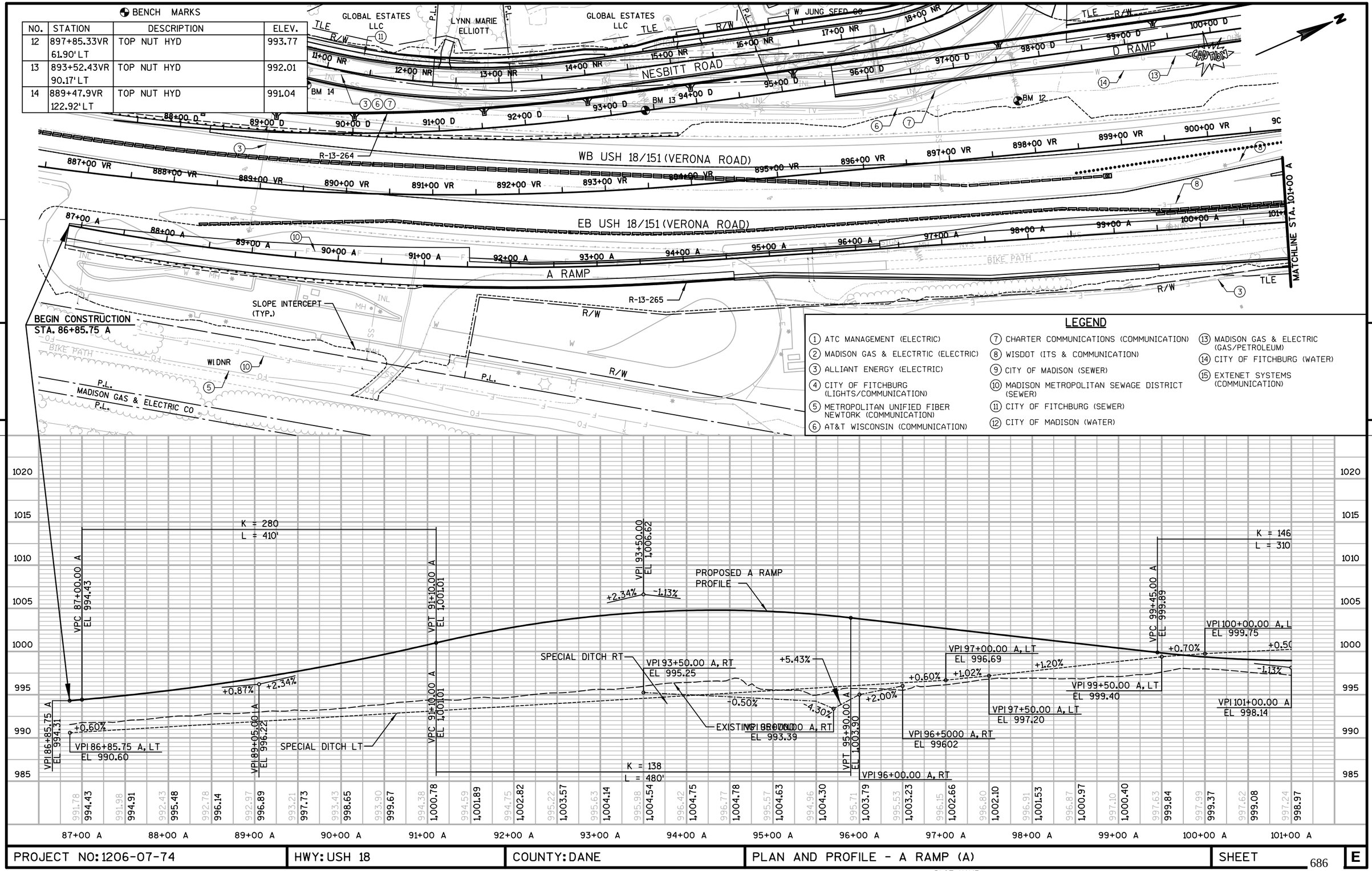
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN - USH 18/151 (VERONA ROAD) (VR) | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\050104_pp.dgn PLOT DATE : 4/14/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 44

BENCH MARKS

| NO. | STATION | DESCRIPTION | ELEV. |
|---|---|---|---|
| 12 | 897+85.33VR 61.90'LT | TOP NUT HYD | 993.77 |
| 13 | 893+52.43VR 90.17'LT | TOP NUT HYD | 992.01 |
| 14 | 889+47.9VR 122.92'LT | TOP NUT HYD | 991.04 |







| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN AND PROFILE - A RAMP (A) | SHEET 686 | E |
|---|---|---|---|---|---|

## BENCH MARKS

| NO. | STATION | DESCRIPTION | ELEV. |
|---|---|---|---|
| 6 | 906+13.38VR 107.10' RT | TOP NUT HYD | 1002.12 |
| 16 | 910+97.30VR 94.75' RT | TOP NUT HYD | 1004.40 |

## LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. ALLIANT ENERGY (ELECTRIC)
4. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
5. METROPOLITAN UNIFIED FIBER NEWTORK (COMMUNICATION)
6. AT&T WISCONSIN (COMMUNICATION)
7. CHARTER COMMUNICATIONS (COMMUNICATION)
8. WISDOT (ITS & COMMUNICATION)
9. CITY OF MADISON (SEWER)
10. MADISON METROPOLITAN SEWAGE DISTRICT (SEWER)
11. CITY OF FITCHBURG (SEWER)
12. CITY OF MADISON (WATER)
13. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
14. CITY OF FITCHBURG (WATER)
15. EXTENET SYSTEMS (COMMUNICATION)

EB CTH PD (MCKEE ROAD)
WB CTH PD (MCKEE ROAD)
R-13-264
CAUTION
BENJAMIN BUILDING CO LLC
BENJAMIN INVESTMENTS LLC
STRICKLEY STEVENS LLC
R/W
TLE
PLE
WB USH 18/151 (VERONA ROAD)
EB USH 18/151 (VERONA ROAD)
MATCHLINE STA. 101+00 A
A RAMP
L RAMP
B RAMP
BIKE PATH
BM 6
BM 16
SLOPE INTERCEPT (TYP.)
R-13-269
END CONSTRUCTION
STA. 101+85.92 A
FOR INFORMATION ONLY
K = 146
L = 310'
VPI 101+85.96 A, LT
EL 1000.68
VPT 102+55.00 A
EL 999.69
EXISTING GROUND
VPI 101+85.96 A
EL 999.16
PROPOSED A RAMP PROFILE
+1.00%

| | | | | | |
|---|---|---|---|---|---|
| 997.24 | 998.97 | 998.21 | 999.02 | 998.91 | 999.24 |
| 1,000.57 | 999.64 | 1,000.38 | 1,000.67 | 1,000.54 | 1,000.63 |
| 1,000.22 | 1,000.05 | 999.74 | | | |

101+00 A | 102+00 A | 103+00 A | 104+00 A | 105+00 A | 106+00 A

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN AND PROFILE - A RAMP (A) | SHEET 687 E |

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\050106_pp.dgn | PLOT DATE : 4/14/2016 | PLOT BY : _username_ | PLOT NAME : | PLOT SCALE : $$.....plotscale.....$$ | WISDOT/CADDS SHEET 40

## BENCH MARKS

| NO. | STATION | DESCRIPTION | ELEV. |
|---|---|---|---|
| 6 | 906+13.38VR 107.10' RT | TOP NUT HYD | 1002.06 |
| 16 | 910+97.30VR 94.75' RT | TOP NUT HYD | 1004.40 |
| 17 | 915+43.56VR 98.47' RT | TOP NUT HYD | 1009.04 |

## LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. ALLIANT ENERGY (ELECTRIC)
4. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
5. METROPOLITAN UNIFIED FIBER NEWTORK (COMMUNICATION)
6. AT&T WISCONSIN (COMMUNICATION)
7. CHARTER COMMUNICATIONS (COMMUNICATION)
8. WISDOT (ITS & COMMUNICATION)
9. CITY OF MADISON (SEWER)
10. MADISON METROPOLITAN SEWAGE DISTRICT (SEWER)
11. CITY OF FITCHBURG (SEWER)
12. CITY OF MADISON (WATER)
13. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
14. CITY OF FITCHBURG (WATER)
15. EXTENET SYSTEMS (COMMUNICATION)

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

B RAMP

K RAMP

BEGIN CONSTRUCTION STA. 105+15.61 B

END CONSTRUCTION STA. 115+82.71 B

BM 6

BM 16

BM 17

R-13-269

SLOPE INTERCEPT (TYP.)

CERTCO INC

FOR INFORMATION ONLY

PROPOSED B RAMP PROFILE

EXISTING GROUND

SPECIAL DITCH RT

SPECIAL DITCH LT

K = 65
L = 390'

K = 71
L = 400'

VPC 104+60.00 B
EL 1,000.99

VPI 106+55.00 B
EL 999.04

VPI 106+17.00 B, RT
EL 999.93

VPI 106+67.00 B, RT
EL 999.53

VPT 108+50.00 B
EL 1,008.74

VPC 109+75.00 B
EL 1,014.96

VPI 108+38.00 B, LT
EL 1001.72

VPI 111+75.00 B
EL 1,024.91

VPT 113+75.00 B
EL 1,023.60

VPI 114+10.00 B, LT
EL 1005.15

VPI 115+82.71 B
EL 1,022.23

VPI 115+82.71 B, LT
EL 1008.17

-0.80%
-1.00%
+4.98%
+0.60%
-0.66%
+1.75%

| 104+00 B | 105+00 B | 106+00 B | 107+00 B | 108+00 B | 109+00 B | 110+00 B | 111+00 B | 112+00 B | 113+00 B | 114+00 B | 115+00 B |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1,001.55 | 1,001.51 | 1,000.72 | 998.64 | 1,000.71 | 999.09 | 1,001.09 | 999.13 | 1,001.86 | 999.74 | 1,003.01 | 1,000.40 | 1,004.54 | 1,000.96 | 1,006.45 | 1,001.76 | 1,008.74 | 1,002.57 | 1,011.23 | 1,003.50 | 1,013.72 | 1,004.11 | 1,016.16 | 1,003.67 | 1,018.30 | 1,002.33 | 1,020.08 | 1,003.59 | 1,021.51 | 1,003.82 | 1,022.59 | 1,003.78 | 1,023.32 | 1,003.35 | 1,023.70 | 1,002.96 | 1,023.72 | 1,003.02 | 1,023.43 | 1,003.72 | 1,023.10 | 1,005.15 | 1,022.77 | 1,006.76 | 1,022.45 |

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN AND PROFILE - B RAMP (B) | SHEET 688 | E |
|---|---|---|---|---|---|

| BENCH MARKS | | | |
|---|---|---|---|
| NO. | STATION | DESCRIPTION | ELEV. |
| 12 | 897+85.33VR 61.90' LT | TOP NUT HYD | 993.77 |
| 13 | 893+52.43VR 90.17' LT | TOP NUT HYD | 992.01 |
| 14 | 889+47.90VR 122.92' LT | TOP NUT HYD | 991.04 |

## LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. ALLIANT ENERGY (ELECTRIC)
4. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
5. METROPOLITAN UNIFIED FIBER NEWTORK (COMMUNICATION)
6. AT&T WISCONSIN (COMMUNICATION)
7. CHARTER COMMUNICATIONS (COMMUNICATION)
8. WISDOT (ITS & COMMUNICATION)
9. CITY OF MADISON (SEWER)
10. MADISON METROPOLITAN SEWAGE DISTRICT (SEWER)
11. CITY OF FITCHBURG (SEWER)
12. CITY OF MADISON (WATER)
13. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
14. CITY OF FITCHBURG (WATER)
15. EXTENET SYSTEMS (COMMUNICATION)

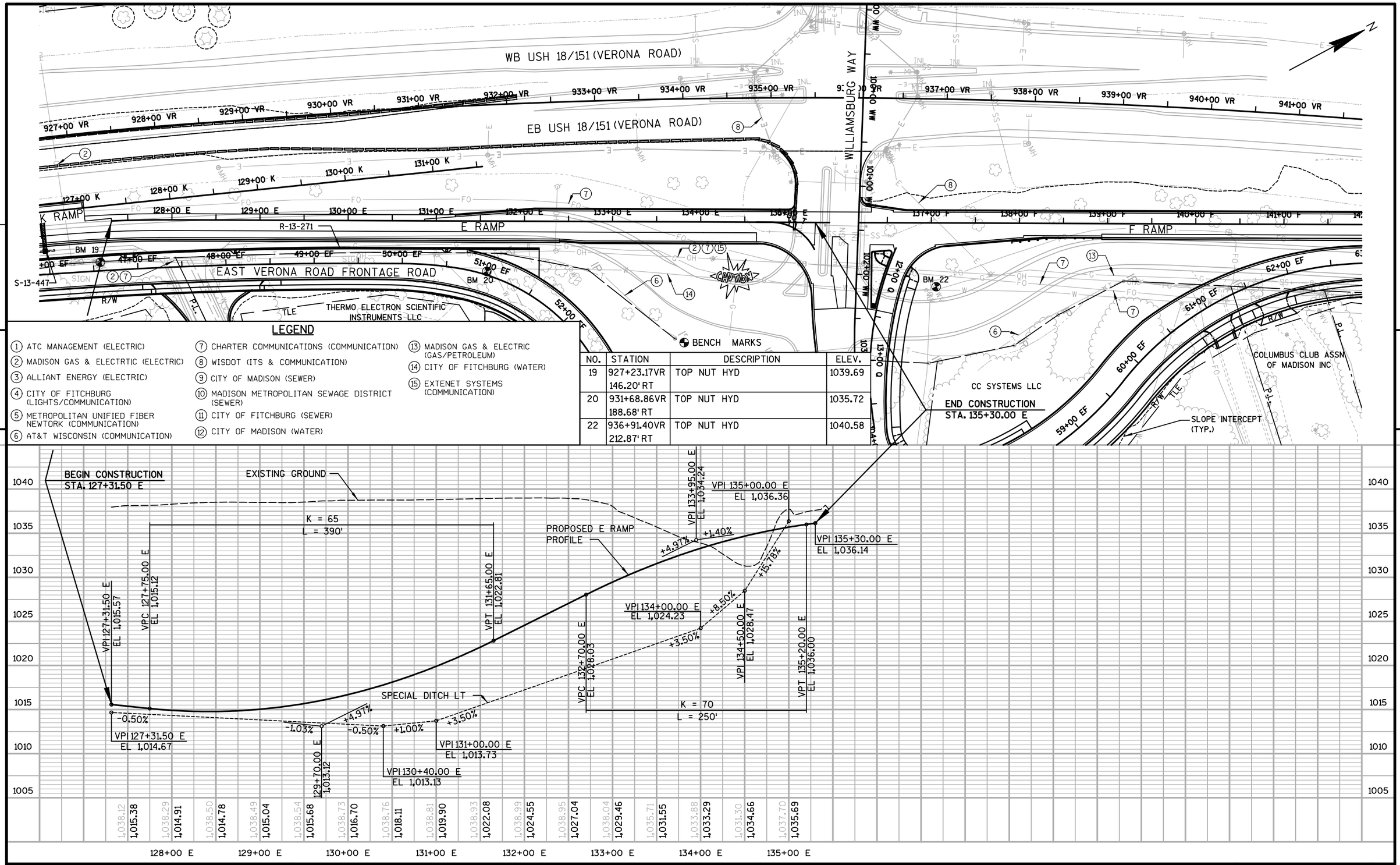
NESBIT ROAD
SLOPE INTERCEPT (TYP.)
GLOBAL ESTATES LLC
LYNN MARIE ELLIOTT
J W JUNG SEED CO
WISCONSIN COMMUNITY BANK
CAUTION
BM 14
BM 13
BM 12
R-13-264
R-13-265
WB USH 18/151 (VERONA ROAD)
EB USH 18/151 (VERONA ROAD)
A RAMP
D RAMP
BIKE PATH
BEGIN CONSTRUCTION STA. 87+94.72 D
END CONSTRUCTION STA. 101+92.47 D
MATCHLINE 102+00 D

K = 232
L = 300'
VPI 87+22.89 D EL 993.15
VPC 88+30.00 D EL 993.81
VPI 89+80.00 D EL 994.76
VPT 91+30.00 D EL 997.62
VPC 91+57.50 D EL 998.14
PROPOSED D RAMP PROFILE
+0.62%
+1.91%
VPI 95+59.98 D EL 1,002.75
VPI 96+00.00 D EL 1,006.61
+1.91%
-1.47%
K = 261
L = 885'
EXISTING GROUND
VPC 100+60.00 D EL 999.83
VPT 100+42.50 D EL 1,000.09
VPI 101+40.00 D EL 998.65
VPI 101+92.47 D EL 999.23
VPT 102+20.00 D EL 999.45
-1.47%
+1.00%
K = 65
L = 160'

FOR INFORMATION ONLY

| 88+00 D | 89+00 D | 90+00 D | 91+00 D | 92+00 D | 93+00 D | 94+00 D | 95+00 D | 96+00 D | 97+00 D | 98+00 D | 99+00 D | 100+00 D | 101+00 D | 102+00 D |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 991.60 | 991.80 | 992.09 | 992.27 | 992.44 | 992.53 | 992.51 | 992.50 | 992.20 | 990.48 | 988.58 | 988.37 | 989.62 | 989.64 | 990.20 |
| 993.31 | 993.63 | 993.94 | 994.35 | 994.87 | 995.49 | 996.22 | 997.06 | 998.00 | 998.92 | 999.75 | 1,000.48 | 1,001.12 | 1,001.66 | 1,002.10 |
| 990.70 | 990.74 | 990.79 | 991.22 | 991.18 | 992.10 | 992.59 | 990.87 | 991.62 | 992.27 | 992.79 | 993.88 | 994.06 | 994.19 | 993.79 |
| 1,002.45 | 1,002.71 | 1,002.87 | 1,002.93 | 1,002.89 | 1,002.76 | 1,002.54 | 1,002.22 | 1,001.80 | 1,001.29 | 1,000.68 | 999.98 | 999.37 | 999.13 | 999.28 |

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN AND PROFILE - D RAMP (D) | SHEET 689 | E |
|---|---|---|---|---|---|




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN AND PROFILE - E RAMP (E) | SHEET 690 | E |
|---|---|---|---|---|---|

WILLIAMSBURG WAY

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

EAST VERONA ROAD FRONTAGE ROAD

F RAMP

937+00 VR 938+00 VR 939+00 VR 940+00 VR 941+00 VR 942+00 VR 943+00 VR 944+00 VR 945+00 VR 946+00 VR 947+00 VR 948+00 VR 949+00 VR 950+00 VR

137+00 F 138+00 F 139+00 F 140+00 F 141+00 F 142+00 F 143+00 F 144+00 F

63+00 EF 64+00 EF 65+00 EF 66+00 EF 67+00 EF 68+00 EF 69+00 EF 70+00 EF 71+00 EF

62+00 EF 61+00 EF 60+00 EF 59+00 EF

102+00 103+00 104+00 12+00 13+00

BEGIN CONSTRUCTION
STA. 136+31.41 F

<CAUTION>

BM 22 BM 23 BM 24 BM 25

BENCH MARKS

| NO. | STATION | DESCRIPTION | ELEV. |
|---|---|---|---|
| 22 | 936+91.40VR<br>212.87' RT | TOP NUT HYD | 1040.58 |
| 23 | 942+64.27VR<br>211.97' RT | TOP NUT HYD | 1030.33 |
| 24 | 945+17.69VR<br>198.93' RT | TOP NUT HYD | 1024.68 |
| 25 | 948+64.96VR<br>166.70' RT | TOP NUT HYD | 1032.43 |

CHARLES WAYNE MILLER

DANE COUNTY

COLUMBUS CLUB ASSN OF MADISON INC

CC SYSTEMS LLC

CC SYSTEMS LLC

MAIN J LLC

SLOPE INTERCEPT (TYP.)

R/W TLE P.I.

## LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. ALLIANT ENERGY (ELECTRIC)
4. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
5. METROPOLITAN UNIFIED FIBER NEWTORK (COMMUNICATION)
6. AT&T WISCONSIN (COMMUNICATION)
7. CHARTER COMMUNICATIONS (COMMUNICATION)
8. WISDOT (ITS & COMMUNICATION)
9. CITY OF MADISON (SEWER)
10. MADISON METROPOLITAN SEWAGE DISTRICT (SEWER)
11. CITY OF FITCHBURG (SEWER)
12. CITY OF MADISON (WATER)
13. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
14. CITY OF FITCHBURG (WATER)
15. EXTENET SYSTEMS (COMMUNICATION)

FOR INFORMATION ONLY

END CONSTRUCTION
STA. 142+75.00 F

K = 146
L = 360'

VPC 142+30.00 F
EL 1,031.94

VPT 145+90.00 F
EL 1,033.72

VPI 136+31.41 F
EL 1,036.33

VPI 142+75.00 F
EL 1,031.68

VPI 144+10.00 F
EL 1,030.62

-0.73% +1.72%

PROPOSED F RAMP PROFILE

EXISTING GROUND

1050 1045 1040 1035 1030 1025 1020 1015

1034.27 1036.19 1030.69 1035.83 1032.18 1035.46 1035.37 1035.09 1038.30 1034.73 1039.32 1034.36 1038.42 1033.99 1036.87 1033.63 1035.30 1033.26 1034.17 1032.89 1032.40 1032.52 1030.25 1032.16 1028.07 1031.80 1025.15 1031.59 1022.86 1031.55 1023.01 1022.57 1024.36 1026.79

137+00 F 138+00 F 139+00 F 140+00 F 141+00 F 142+00 F 143+00 F 144+00 F 145+00 F

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN AND PROFILE - F RAMP (F) | SHEET 691 | E |
|---|---|---|---|---|---|

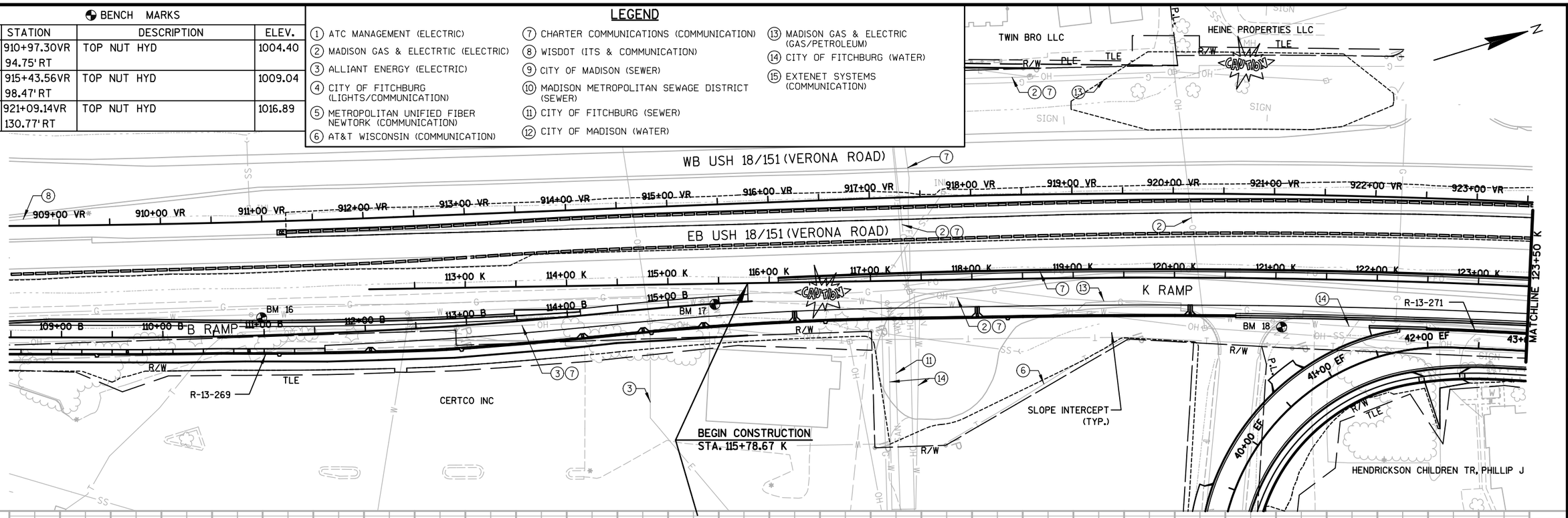
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\050110_pp.dgn PLOT DATE : 4/14/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

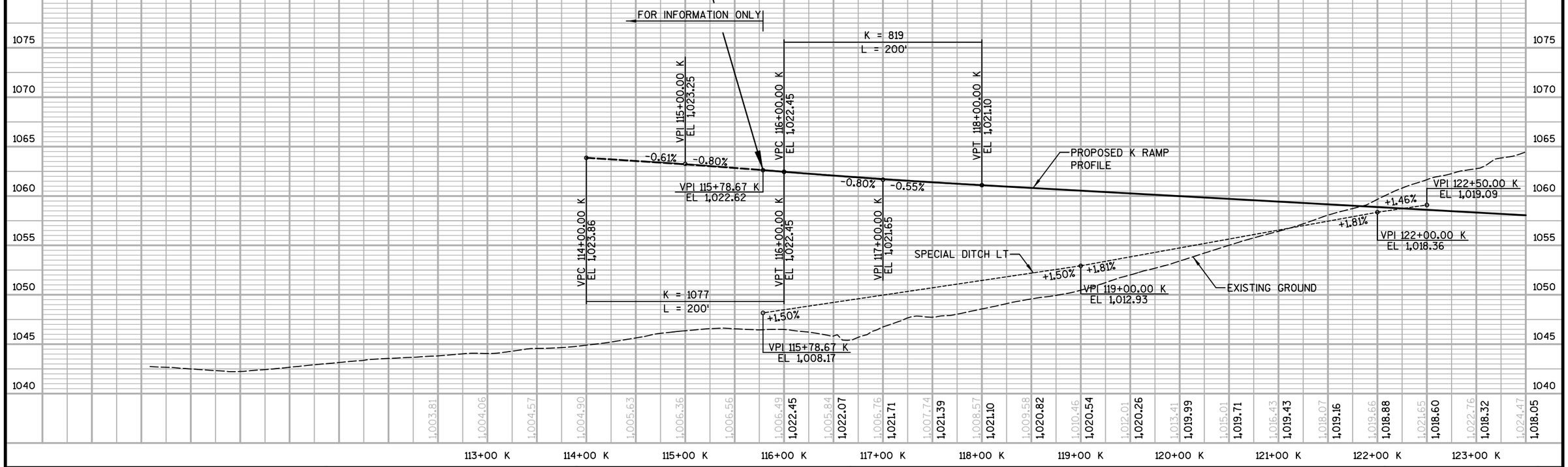
WISDOT/CADDS SHEET 40

| BENCH MARKS | | | |
|---|---|---|---|
| NO. | STATION | DESCRIPTION | ELEV. |
| 16 | 910+97.30VR 94.75' RT | TOP NUT HYD | 1004.40 |
| 17 | 915+43.56VR 98.47' RT | TOP NUT HYD | 1009.04 |
| 18 | 921+09.14VR 130.77' RT | TOP NUT HYD | 1016.89 |

## LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. ALLIANT ENERGY (ELECTRIC)
4. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
5. METROPOLITAN UNIFIED FIBER NEWTORK (COMMUNICATION)
6. AT&T WISCONSIN (COMMUNICATION)
7. CHARTER COMMUNICATIONS (COMMUNICATION)
8. WISDOT (ITS & COMMUNICATION)
9. CITY OF MADISON (SEWER)
10. MADISON METROPOLITAN SEWAGE DISTRICT (SEWER)
11. CITY OF FITCHBURG (SEWER)
12. CITY OF MADISON (WATER)
13. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
14. CITY OF FITCHBURG (WATER)
15. EXTENET SYSTEMS (COMMUNICATION)



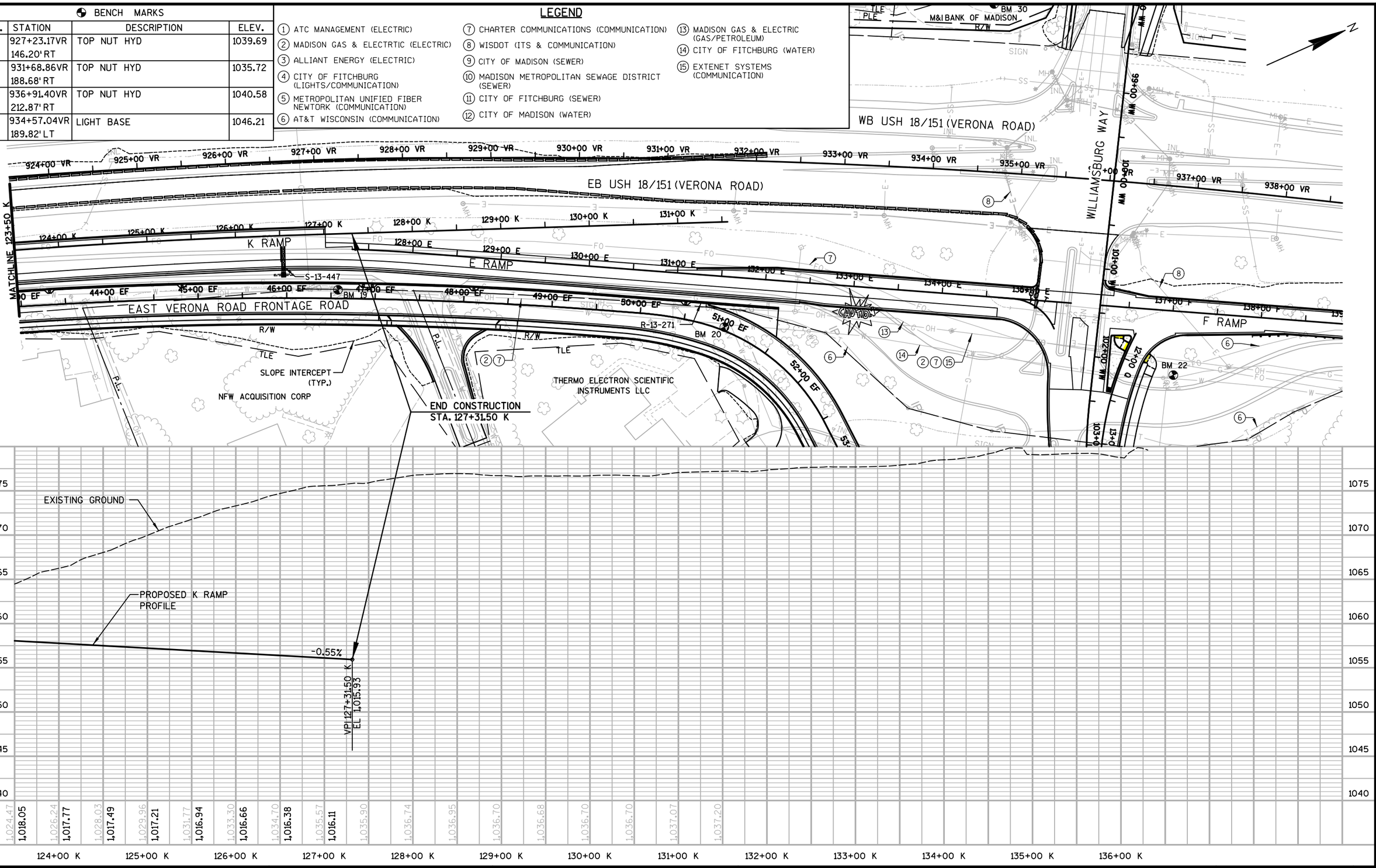

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN AND PROFILE - K RAMP (K) | SHEET 692 | E |
|---|---|---|---|---|---|

## BENCH MARKS

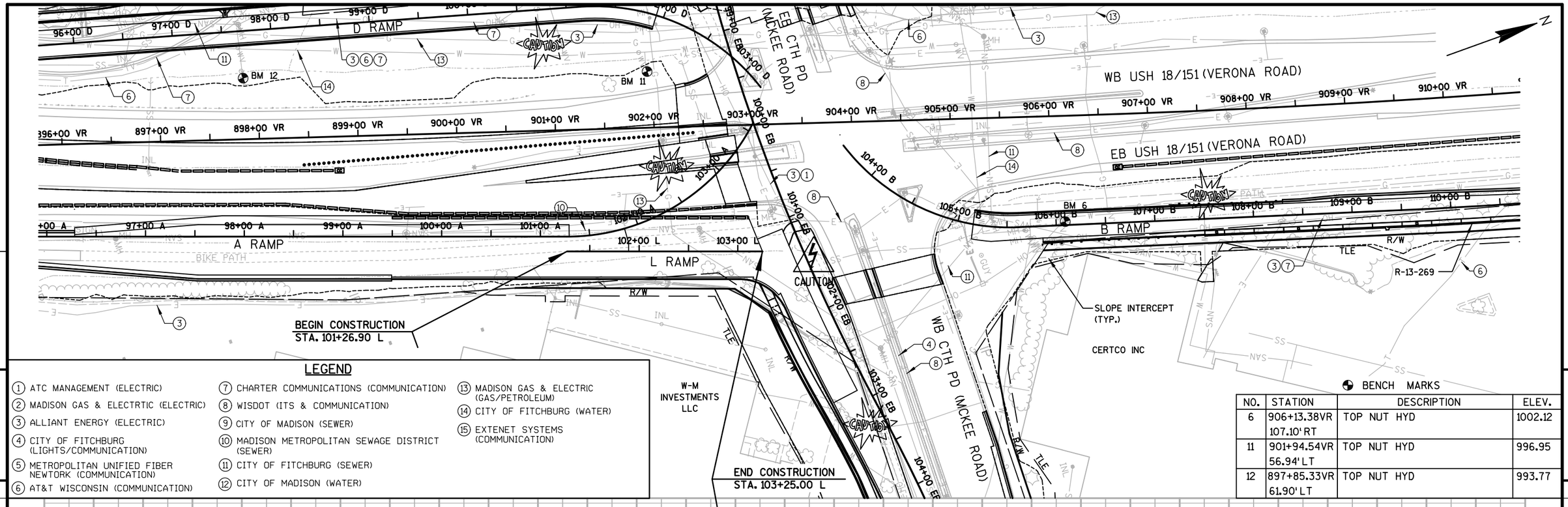
| NO. | STATION | DESCRIPTION | ELEV. |
|---|---|---|---|
| 19 | 927+23.17VR 146.20' RT | TOP NUT HYD | 1039.69 |
| 20 | 931+68.86VR 188.68' RT | TOP NUT HYD | 1035.72 |
| 22 | 936+91.40VR 212.87' RT | TOP NUT HYD | 1040.58 |
| 30 | 934+57.04VR 189.82' LT | LIGHT BASE | 1046.21 |

## LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. ALLIANT ENERGY (ELECTRIC)
4. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
5. METROPOLITAN UNIFIED FIBER NEWTORK (COMMUNICATION)
6. AT&T WISCONSIN (COMMUNICATION)
7. CHARTER COMMUNICATIONS (COMMUNICATION)
8. WISDOT (ITS & COMMUNICATION)
9. CITY OF MADISON (SEWER)
10. MADISON METROPOLITAN SEWAGE DISTRICT (SEWER)
11. CITY OF FITCHBURG (SEWER)
12. CITY OF MADISON (WATER)
13. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
14. CITY OF FITCHBURG (WATER)
15. EXTENET SYSTEMS (COMMUNICATION)




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN AND PROFILE - K RAMP (K) | SHEET 693 | E |
|---|---|---|---|---|---|

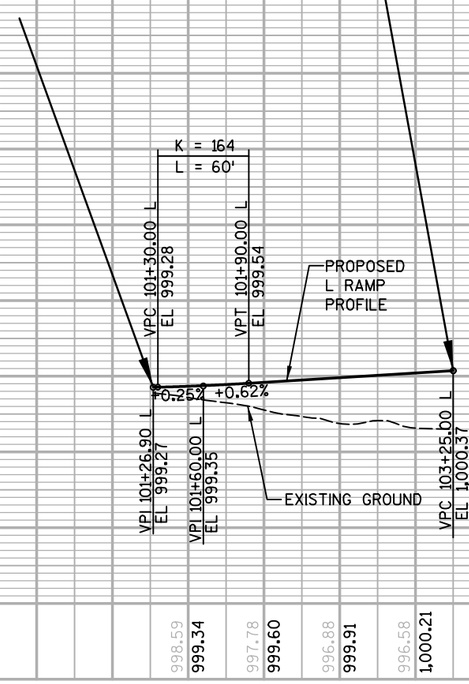



## LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. ALLIANT ENERGY (ELECTRIC)
4. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
5. METROPOLITAN UNIFIED FIBER NEWTORK (COMMUNICATION)
6. AT&T WISCONSIN (COMMUNICATION)
7. CHARTER COMMUNICATIONS (COMMUNICATION)
8. WISDOT (ITS & COMMUNICATION)
9. CITY OF MADISON (SEWER)
10. MADISON METROPOLITAN SEWAGE DISTRICT (SEWER)
11. CITY OF FITCHBURG (SEWER)
12. CITY OF MADISON (WATER)
13. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
14. CITY OF FITCHBURG (WATER)
15. EXTENET SYSTEMS (COMMUNICATION)

BENCH MARKS

| NO. | STATION | DESCRIPTION | ELEV. |
|---|---|---|---|
| 6 | 906+13.38VR 107.10' RT | TOP NUT HYD | 1002.12 |
| 11 | 901+94.54VR 56.94' LT | TOP NUT HYD | 996.95 |
| 12 | 897+85.33VR 61.90' LT | TOP NUT HYD | 993.77 |




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN AND PROFILE - L RAMP (L) | SHEET 694 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\050113_pp.dgn PLOT DATE : 4/14/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 40

## LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. ALLIANT ENERGY (ELECTRIC)
4. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
5. METROPOLITAN UNIFIED FIBER NEWTORK (COMMUNICATION)
6. AT&T WISCONSIN (COMMUNICATION)
7. CHARTER COMMUNICATIONS (COMMUNICATION)
8. WISDOT (ITS & COMMUNICATION)
9. CITY OF MADISON (SEWER)
10. MADISON METROPOLITAN SEWAGE DISTRICT (SEWER)
11. CITY OF FITCHBURG (SEWER)
12. CITY OF MADISON (WATER)
13. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
14. CITY OF FITCHBURG (WATER)
15. EXTENET SYSTEMS (COMMUNICATION)

BENCH MARKS

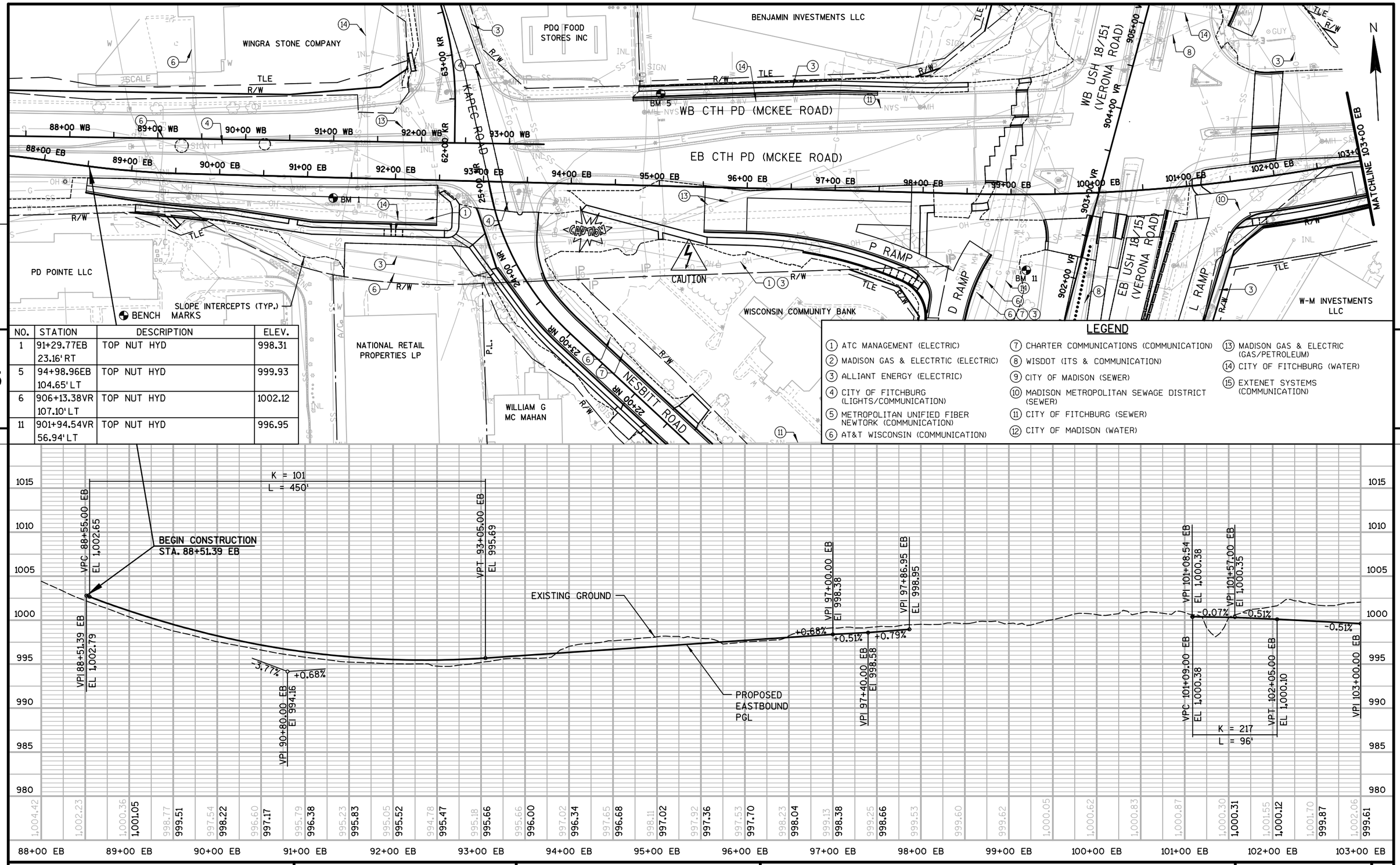
| NO. | STATION | DESCRIPTION | ELEV. |
|---|---|---|---|
| 2 | 87+06.53WB<br>72.77' RT | TOP NUT HYD | 1010.56 |
| 3 | 83+32.11WB<br>86.62' RT | TOP NUT HYD | 1036.98 |
| 4 | 79+29.99WB<br>114.21' RT | TOP NUT HYD | 1059.61 |

WINGRA STONE COMPANY
QUARRY
SLOPE INTERCEPTS (TYP.)
TLE
R/W
WB CTH PD (MCKEE ROAD)
EB CTH PD (MCKEE ROAD)
74+00 WB 75+00 WB 76+00 WB 77+00 WB 78+00 WB 79+00 WB 80+00 WB 81+00 WB 82+00 WB 83+00 WB 84+00 WB 85+00 WB 86+00 WB 87+00 WB 88+00 WB
74+00 EB 75+00 EB 76+00 EB 77+00 EB 78+00 EB 79+00 EB 80+00 EB 81+00 EB 82+00 EB 83+00 EB 84+00 EB 85+00 EB 86+00 EB 87+00 EB 88+00 EB
32+00 FR 31+00 FR 30+00 FR 29+00 FR
CAUTION
BM 2
BM 3
BM 4
RYAN COMPANIES US LLC
FITCHRONA ROAD
MMI LLC
EAST EDGE LLC
END CONSTRUCTION STA. 82+04.0 WB
BEGIN CONSTRUCTION STA. 77+90.3 WB
EXISTING GROUND
VPI 77+50.00 WB El 1,061.56
VPC 77+65.00 WB EL 1,061.15
VPI 79+20.00 WB El 1,056.97
PROPOSED WESTBOUND PGL
VPC 80+85.00 WB EL 1,047.96
VPI 80+78.00 WB El 1,048.35
VPT 80+75.00 WB EL 1,048.51
VPI 82+40.00 WB El 1,039.30
VPT 83+95.00 WB EL 1,028.45
SAME POINT ON PROFILE
-2.70% -5.45% -5.45% -5.59% -5.59% -7.00%
K = 112 L = 310'
K = 219 L = 310'
1065 1060 1055 1050 1045 1040 1035 1030
1035 1030 1025 1020 1015 1010 1005 1000
1,066.06 1,066.20 1,066.16 1,065.93 1,065.46 1,064.67 1,063.80 1,062.79 1,061.54 1,061.56 1,060.07 1,060.15 1,058.37 1,058.54 1,056.53 1,056.70 1,054.49 1,054.64 1,052.26 1,052.35 1,049.76 1,049.85 1,047.06 1,047.12 1,044.18 1,044.23 1,041.07 1,041.23 1,037.82 1,038.12 1,034.41 1,034.89 1,030.89 1,031.55 1,027.34 1,023.82 1,020.30 1,016.88 1,014.12 1,010.10 1,007.78 1,005.34 1,003.06
74+00 WB 75+00 WB 76+00 WB 77+00 WB 78+00 WB 79+00 WB 80+00 WB 81+00 WB 82+00 WB 83+00 WB 84+00 WB 85+00 WB 86+00 WB 87+00 WB 88+00 WB

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN AND PROFILE - CTH PD (MCKEE ROAD) (WB) | SHEET 695 E |
|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\050114_pp.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 40




| NO. | STATION | DESCRIPTION | ELEV. |
|---|---|---|---|
| 1 | 91+29.77EB 23.16' RT | TOP NUT HYD | 998.31 |
| 5 | 94+98.96EB 104.65' LT | TOP NUT HYD | 999.93 |
| 6 | 906+13.38VR 107.10' LT | TOP NUT HYD | 1002.12 |
| 11 | 901+94.54VR 56.94' LT | TOP NUT HYD | 996.95 |

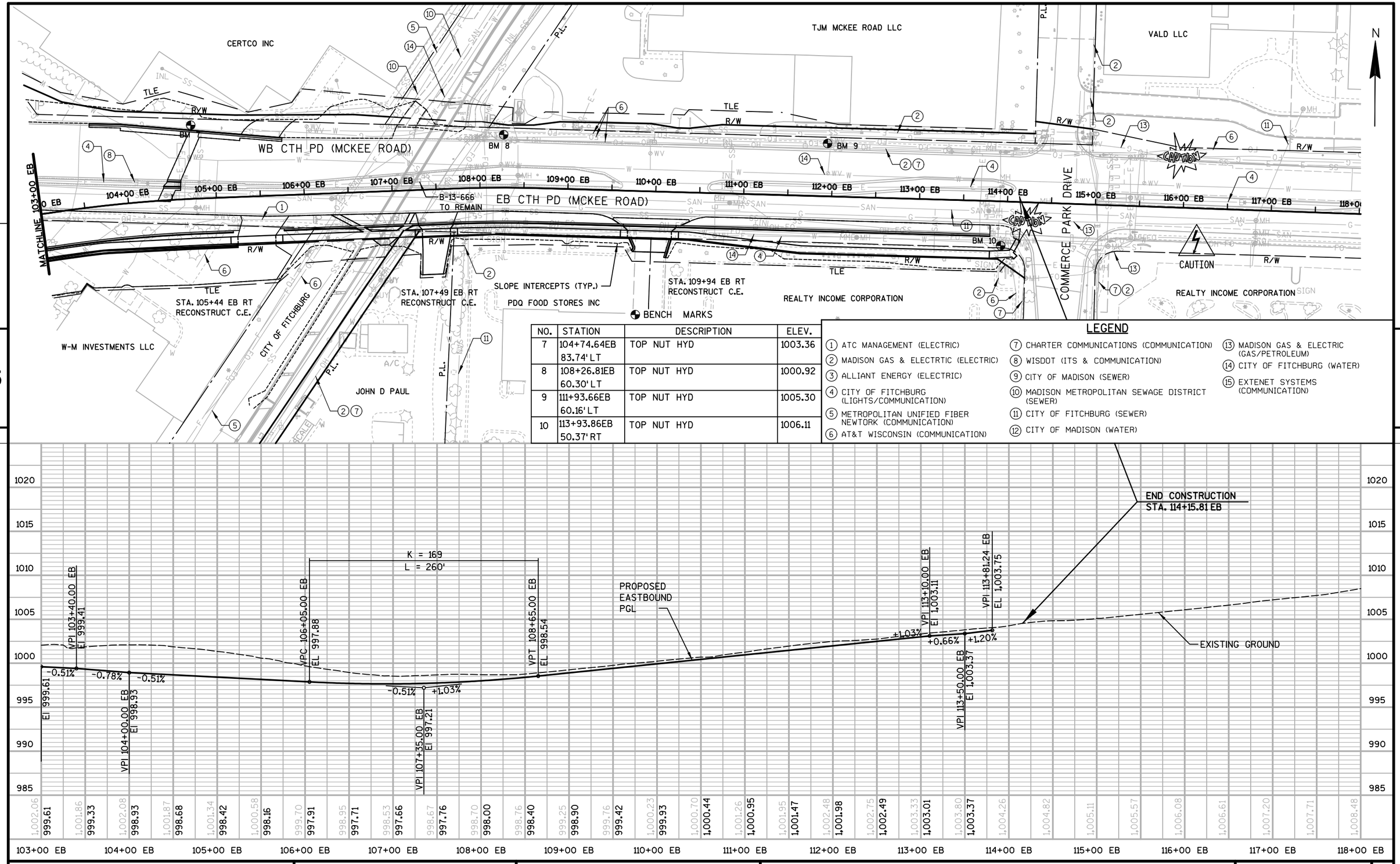
## LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. ALLIANT ENERGY (ELECTRIC)
4. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
5. METROPOLITAN UNIFIED FIBER NEWTORK (COMMUNICATION)
6. AT&T WISCONSIN (COMMUNICATION)
7. CHARTER COMMUNICATIONS (COMMUNICATION)
8. WISDOT (ITS & COMMUNICATION)
9. CITY OF MADISON (SEWER)
10. MADISON METROPOLITAN SEWAGE DISTRICT (SEWER)
11. CITY OF FITCHBURG (SEWER)
12. CITY OF MADISON (WATER)
13. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
14. CITY OF FITCHBURG (WATER)
15. EXTENET SYSTEMS (COMMUNICATION)




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN AND PROFILE - CTH PD (MCKEE ROAD) (EB) | SHEET 696 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\050115_pp.dgn PLOT DATE : 4/14/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 40




| NO. | STATION | DESCRIPTION | ELEV. |
|---|---|---|---|
| 7 | 104+74.64EB 83.74' LT | TOP NUT HYD | 1003.36 |
| 8 | 108+26.81EB 60.30' LT | TOP NUT HYD | 1000.92 |
| 9 | 111+93.66EB 60.16' LT | TOP NUT HYD | 1005.30 |
| 10 | 113+93.86EB 50.37' RT | TOP NUT HYD | 1006.11 |

## LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. ALLIANT ENERGY (ELECTRIC)
4. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
5. METROPOLITAN UNIFIED FIBER NEWTORK (COMMUNICATION)
6. AT&T WISCONSIN (COMMUNICATION)
7. CHARTER COMMUNICATIONS (COMMUNICATION)
8. WISDOT (ITS & COMMUNICATION)
9. CITY OF MADISON (SEWER)
10. MADISON METROPOLITAN SEWAGE DISTRICT (SEWER)
11. CITY OF FITCHBURG (SEWER)
12. CITY OF MADISON (WATER)
13. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
14. CITY OF FITCHBURG (WATER)
15. EXTENET SYSTEMS (COMMUNICATION)




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN AND PROFILE - CTH PD (MCKEE ROAD) (EB) | SHEET 697 | E |
|---|---|---|---|---|---|

## LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. ALLIANT ENERGY (ELECTRIC)
4. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
5. METROPOLITAN UNIFIED FIBER NEWTORK (COMMUNICATION)
6. AT&T WISCONSIN (COMMUNICATION)
7. CHARTER COMMUNICATIONS (COMMUNICATION)
8. WISDOT (ITS & COMMUNICATION)
9. CITY OF MADISON (SEWER)
10. MADISON METROPOLITAN SEWAGE DISTRICT (SEWER)
11. CITY OF FITCHBURG (SEWER)
12. CITY OF MADISON (WATER)
13. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
14. CITY OF FITCHBURG (WATER)
15. EXTENET SYSTEMS (COMMUNICATION)

### BENCH MARKS

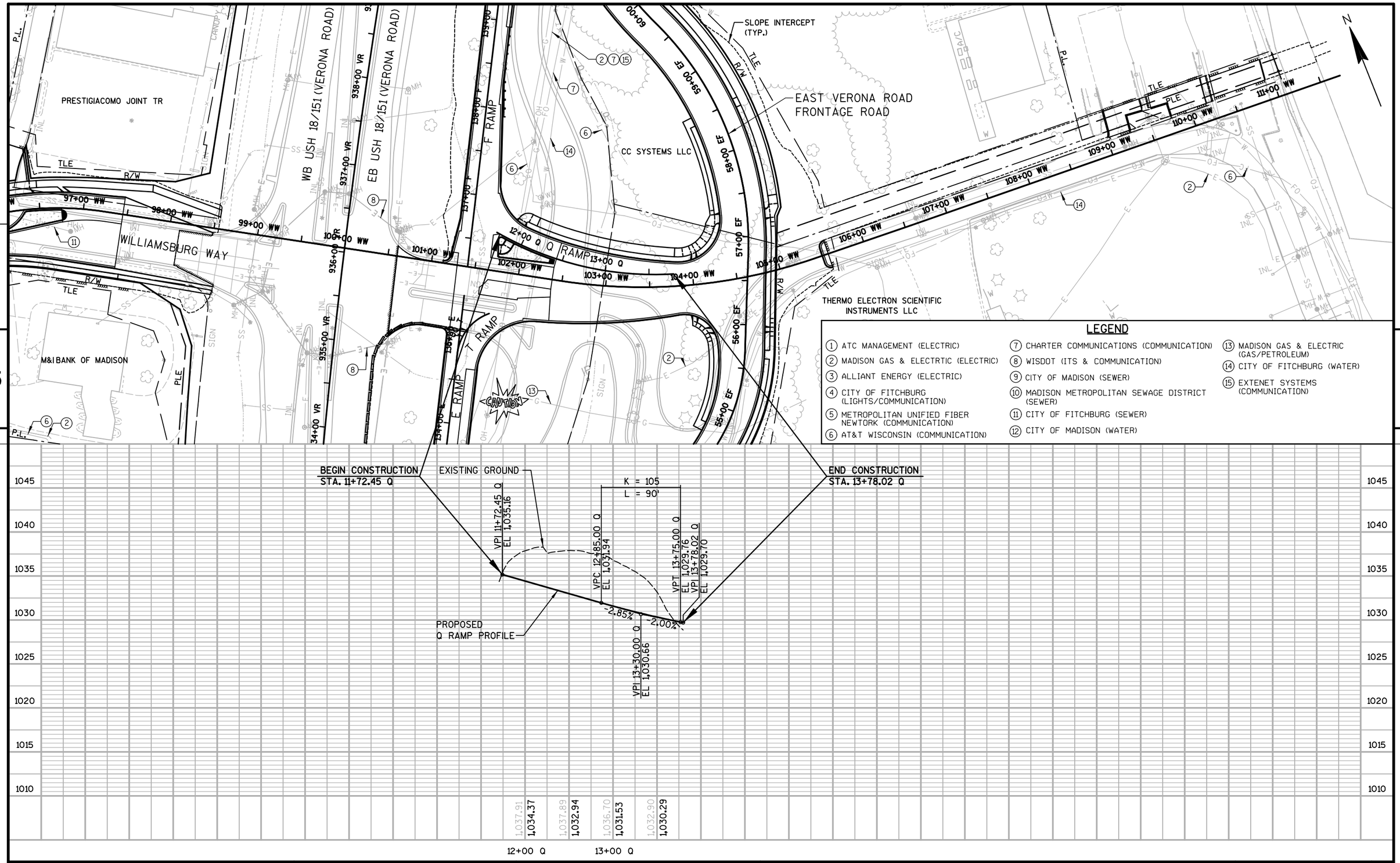
| NO. | STATION | DESCRIPTION | ELEV. |
|---|---|---|---|
| 6 | 906+13.38VR 107.10' RT | TOP NUT HYD | 1002.12 |
| 11 | 901+94.54VR 56.94' LT | TOP NUT HYD | 996.95 |
| 12 | 897+85.33VR 61.90' LT | TOP NUT HYD | 993.77 |

JW JUNG SEED CO
WISCONSIN COMMUNITY BANK
SLOPE INTERCEPT (TYP.)
NESBITT ROAD
P RAMP
D RAMP
WB CTH PD (MCKEE ROAD)
EB CTH PD (MCKEE ROAD)
BENJAMIN INVESTMENTS LLC
BENJAMIN BUILDING CO LLC
WB USH 18/151 (VERONA ROAD)
EB USH 18/151 (VERONA ROAD)
CERTCO INC
END CONSTRUCTION STA. 8+45.23 P
BEGIN CONSTRUCTION STA. 6+85.21 P
PROPOSED P RAMP PROFILE
VPI 6+85.21 P EL 997.96
VPI 8+45.23 P EL 998.83
+0.54%
+0.54%
EXISTING GROUND
996.72 998.04
995.57 998.31
994.07 998.58
7+00 P
8+00 P

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN AND PROFILE - P RAMP (P) | SHEET 698 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\050117_pp.dgn PLOT DATE : 4/14/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 40




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN AND PROFILE - Q RAMP (Q) | SHEET 699 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\050118_pp.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 40

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

WILLIAMSBURG WAY

EAST VERONA ROAD FRONTAGE ROAD

K RAMP

E RAMP

T RAMP

F RAMP

R-13-271

S-13-447

BM 19

BM 20

BM 22

CAUTION

THERMO ELECTRON SCIENTIFIC INSTRUMENTS LLC

COLUMBUS CLUB ASSN OF MADISON INC

CC SYSTEMS LLC

END CONSTRUCTION
STA. 5+40.71 T

SLOPE INTERCEPT (TYP.)

BENCH MARKS

| NO. | STATION | DESCRIPTION | ELEV. |
|---|---|---|---|
| 19 | 927+23.17VR<br>146.20' RT | TOP NUT HYD | 1039.69 |
| 20 | 931+68.86VR<br>188.68' RT | TOP NUT HYD | 1035.72 |
| 22 | 936+91.40VR<br>212.87' RT | TOP NUT HYD | 1040.58 |

## LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. ALLIANT ENERGY (ELECTRIC)
4. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
5. METROPOLITAN UNIFIED FIBER NEWTORK (COMMUNICATION)
6. AT&T WISCONSIN (COMMUNICATION)
7. CHARTER COMMUNICATIONS (COMMUNICATION)
8. WISDOT (ITS & COMMUNICATION)
9. CITY OF MADISON (SEWER)
10. MADISON METROPOLITAN SEWAGE DISTRICT (SEWER)
11. CITY OF FITCHBURG (SEWER)
12. CITY OF MADISON (WATER)
13. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
14. CITY OF FITCHBURG (WATER)
15. EXTENET SYSTEMS (COMMUNICATION)

BEGIN CONSTRUCTION
STA. 4+63.37 T

VPI 4+63.37 T
EL 1,034.97

VPI 5+02.00 T
EL 1,035.78

VPI 5+40.71 T
EL 1,035.22

+2.1%

-1.46%

EXISTING GROUND

PROPOSED T RAMP PROFILE

VPC 4+77.00
EL 1,035.26

VPT 5+27.00 T
EL 1,035.42

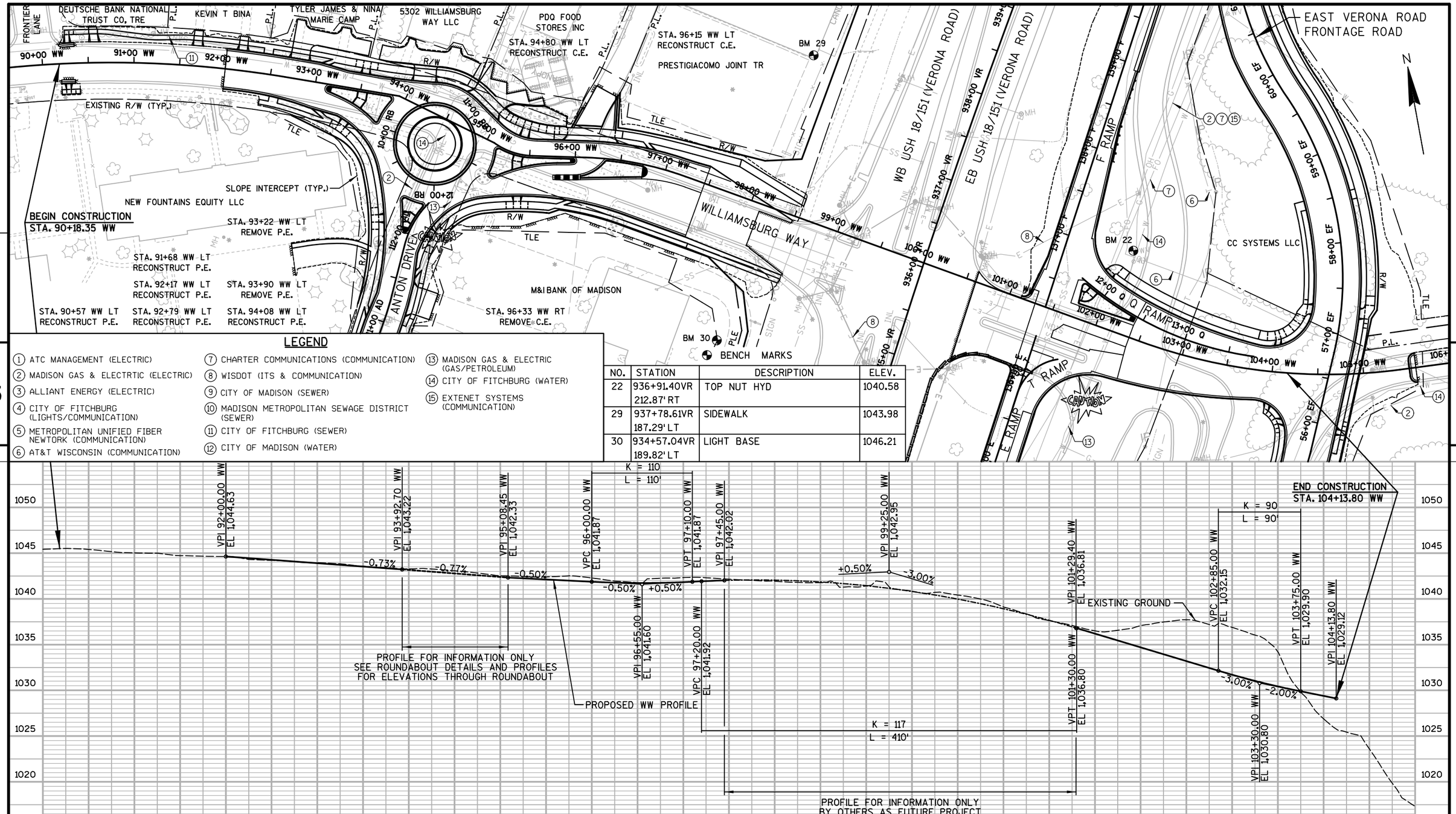
K = 14
L = 50'

1037.69
1035.55

4+00 T

5+00 T

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN AND PROFILE - T RAMP (T) | SHEET 700 | E |
|---|---|---|---|---|---|




## LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. ALLIANT ENERGY (ELECTRIC)
4. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
5. METROPOLITAN UNIFIED FIBER NEWTORK (COMMUNICATION)
6. AT&T WISCONSIN (COMMUNICATION)
7. CHARTER COMMUNICATIONS (COMMUNICATION)
8. WISDOT (ITS & COMMUNICATION)
9. CITY OF MADISON (SEWER)
10. MADISON METROPOLITAN SEWAGE DISTRICT (SEWER)
11. CITY OF FITCHBURG (SEWER)
12. CITY OF MADISON (WATER)
13. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
14. CITY OF FITCHBURG (WATER)
15. EXTENET SYSTEMS (COMMUNICATION)

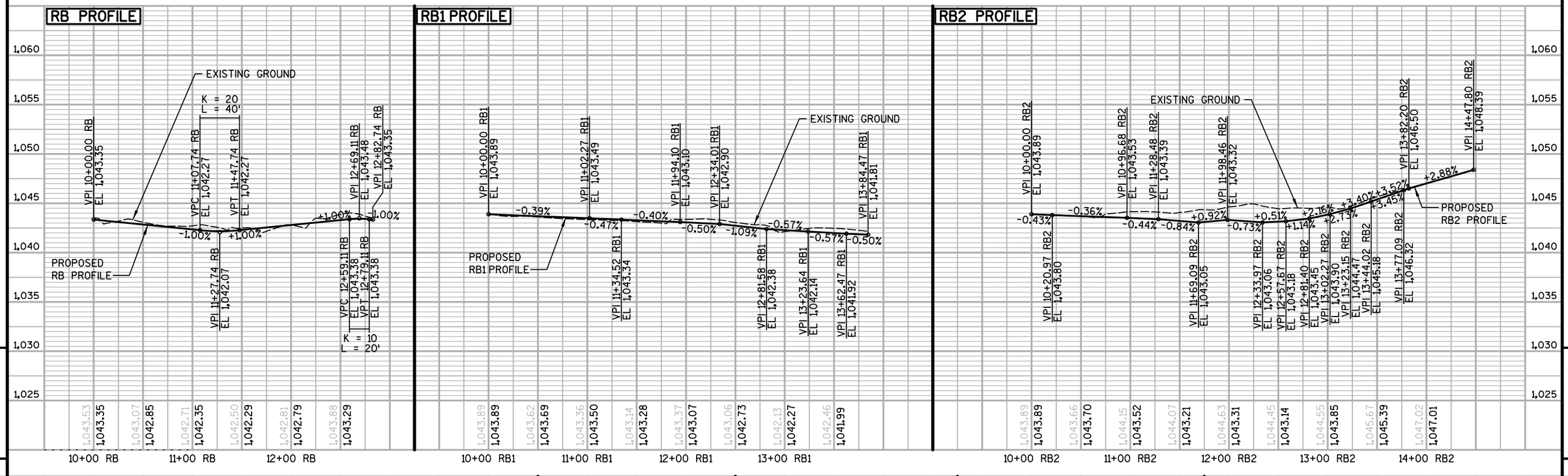
BENCH MARKS

| NO. | STATION | DESCRIPTION | ELEV. |
|---|---|---|---|
| 22 | 936+91.40VR 212.87' RT | TOP NUT HYD | 1040.58 |
| 29 | 937+78.61VR 187.29' LT | SIDEWALK | 1043.98 |
| 30 | 934+57.04VR 189.82' LT | LIGHT BASE | 1046.21 |




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN AND PROFILE - WILLIAMSBURG WAY (WW) | SHEET 701 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\050120_pp.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 40




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PROFILES - ROUNDABOUT | SHEET 702 E |
|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\050121_pp.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

STA. 109+53 AD LT
CONSTRUCT P.E.

STA. 111+60 AD LT
REMOVE P.E.

KEVIN T BINA

P.L.

TYLER JAMES &
NINA MARIE CAMP

NEW FOUNTAINS EQUITY LLC

SLOPE INTERCEPTS
(TYP.)

TLE

P.L.

EXISTING R/W (TYP.)

R/W

10+00 RB

5302 WILLIAMSBURG
WAY LLC

107+00 AD

108+00 AD

109+00 AD

110+00 AD

111+00 AD

112+00 AD

ANTON DRIVE

CAUTION

RB 00-27

11+00 SB

93+00 NW

94+00 NW

96+00 NW

97+00 NW

WILLIAMSBURG WAY

VERONAROAD
SELFSTORAGE LLC

KNIGHTS CLUB INC

CHALET
PROPERTIES LLC

STA. 110+44 AD RT
RECONSTRUCT C.E.

STA. 111+31 AD RT
RECONSTRUCT C.E.

STA. 11+88 RB LT
REMOVE C.E.

M&I BANK
OF MADISON

PDQ FOOD STORES INC

ERIK P HUMLIE

PRESTIGIACOMO JOINT TR

N

## LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. ALLIANT ENERGY (ELECTRIC)
4. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
5. METROPOLITAN UNIFIED FIBER NEWTORK (COMMUNICATION)
6. AT&T WISCONSIN (COMMUNICATION)
7. CHARTER COMMUNICATIONS (COMMUNICATION)
8. WISDOT (ITS & COMMUNICATION)
9. CITY OF MADISON (SEWER)
10. MADISON METROPOLITAN SEWAGE DISTRICT (SEWER)
11. CITY OF FITCHBURG (SEWER)
12. CITY OF MADISON (WATER)
13. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
14. CITY OF FITCHBURG (WATER)
15. EXTENET SYSTEMS (COMMUNICATION)

BEGIN CONSTRUCTION
STA. 110+25.00 AD
MATCH EXISTING
SAWCUT REQ'D

END CONSTRUCTION
STA. 112+40.86 AD

EXISTING GROUND

PROPOSED
PROFILE

VPI 110+25.00 AD
EL 1,049.16

-3.54%

VPC 111+35.00 AD
EL 1,045.26

K = 37
L = 90'

-3.54%

-1.12%

VPT 112+25.00 AD
EL 1,043.17

VPI 112+40.86 AD
EL 1,042.99

VPI 111+80.00 AD
EL 1,043.67

| 1060 | 1055 | 1050 | 1045 | 1040 | 1035 | 1030 | 1025 |
|---|---|---|---|---|---|---|---|

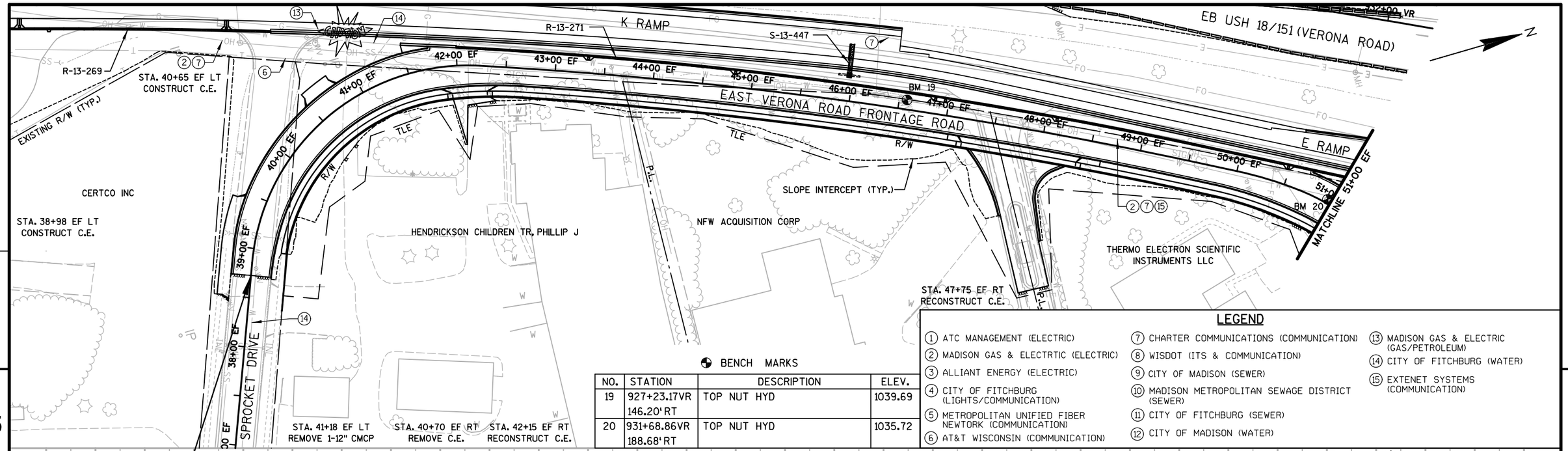
1,052.90 1,053.24 1,053.36 1,052.61 1,051.23 1,049.84 1,048.32 **1,048.27** 1,046.91 **1,046.50** 1,045.39 **1,044.76** 1,043.82 **1,043.53**

108+00 AD 109+00 AD 110+00 AD 111+00 AD 112+00 AD

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN AND PROFILE - ANTON DRIVE (AD) | SHEET 703 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\050123_pp.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 40

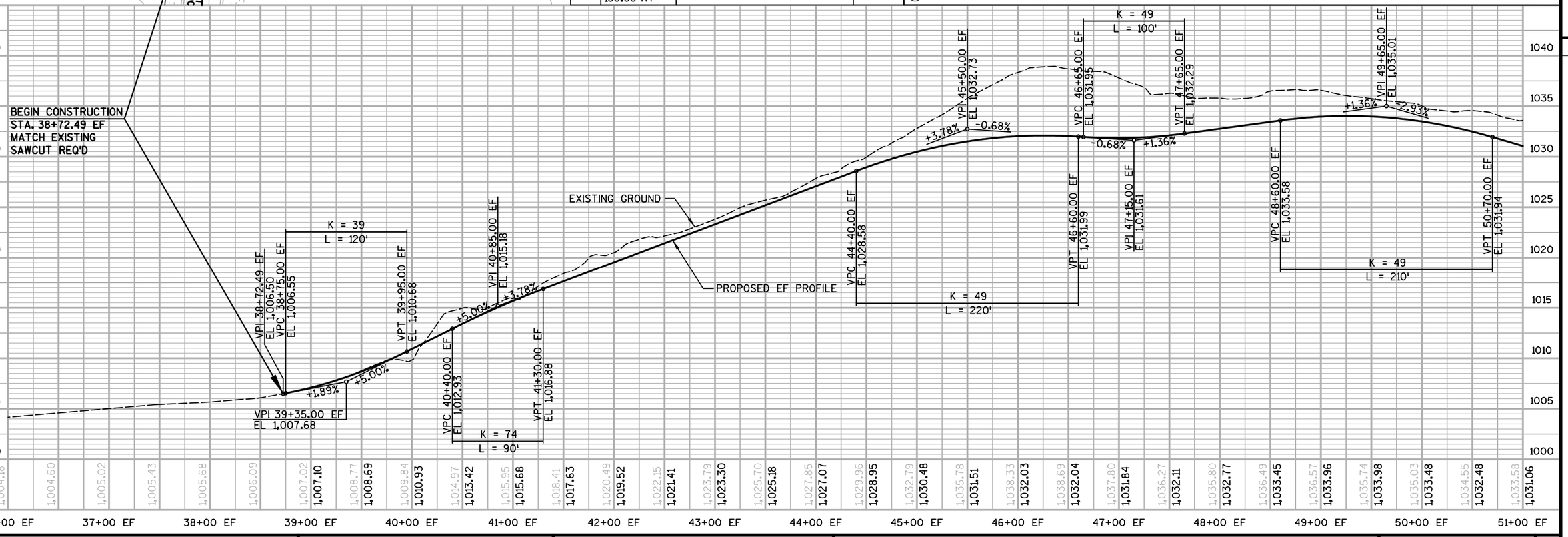



BENCH MARKS

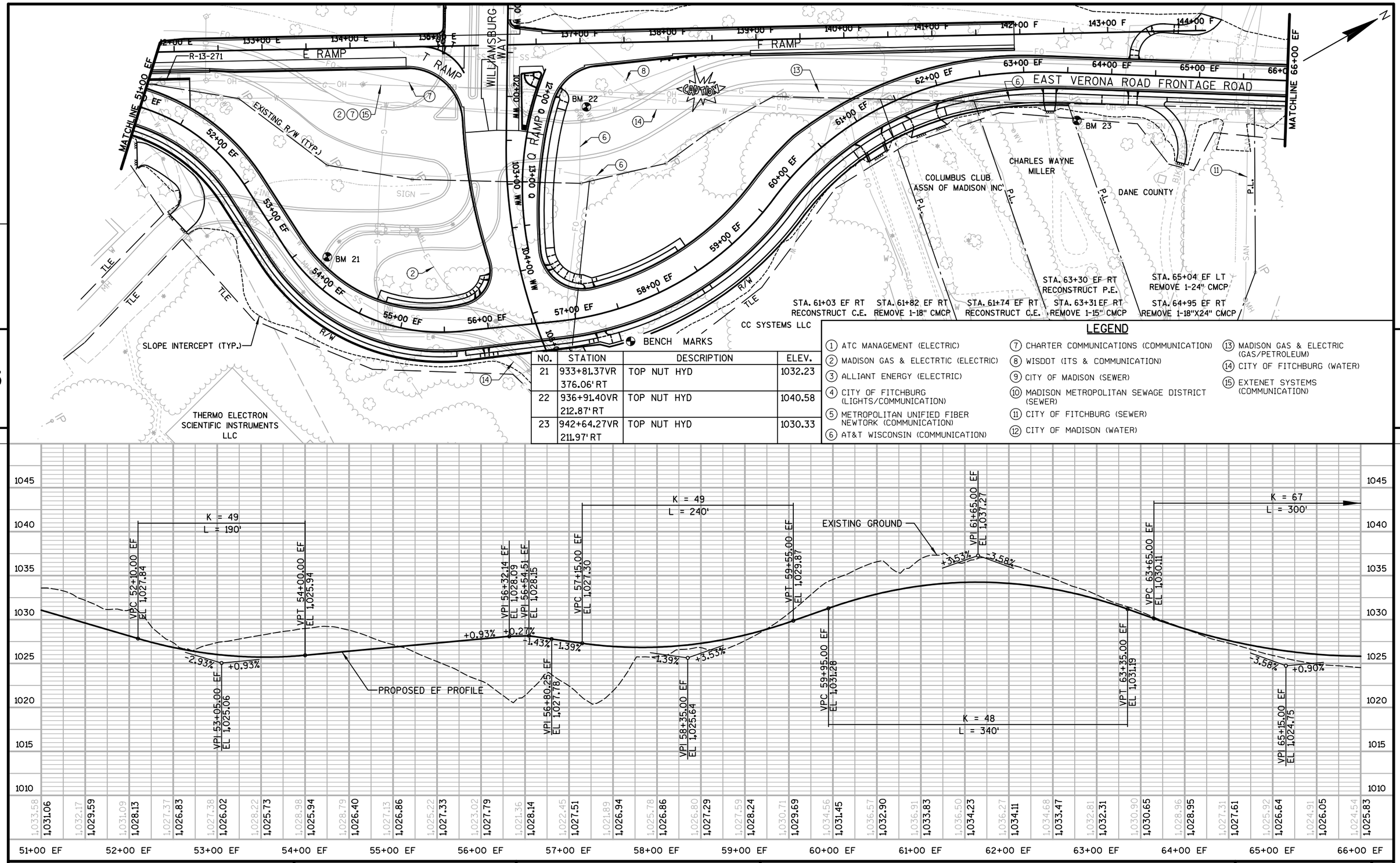
| NO. | STATION | DESCRIPTION | ELEV. |
|---|---|---|---|
| 19 | 927+23.17VR<br>146.20' RT | TOP NUT HYD | 1039.69 |
| 20 | 931+68.86VR<br>188.68' RT | TOP NUT HYD | 1035.72 |

## LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. ALLIANT ENERGY (ELECTRIC)
4. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
5. METROPOLITAN UNIFIED FIBER NEWTORK (COMMUNICATION)
6. AT&T WISCONSIN (COMMUNICATION)
7. CHARTER COMMUNICATIONS (COMMUNICATION)
8. WISDOT (ITS & COMMUNICATION)
9. CITY OF MADISON (SEWER)
10. MADISON METROPOLITAN SEWAGE DISTRICT (SEWER)
11. CITY OF FITCHBURG (SEWER)
12. CITY OF MADISON (WATER)
13. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
14. CITY OF FITCHBURG (WATER)
15. EXTENET SYSTEMS (COMMUNICATION)




| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN AND PROFILE - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 704 E |

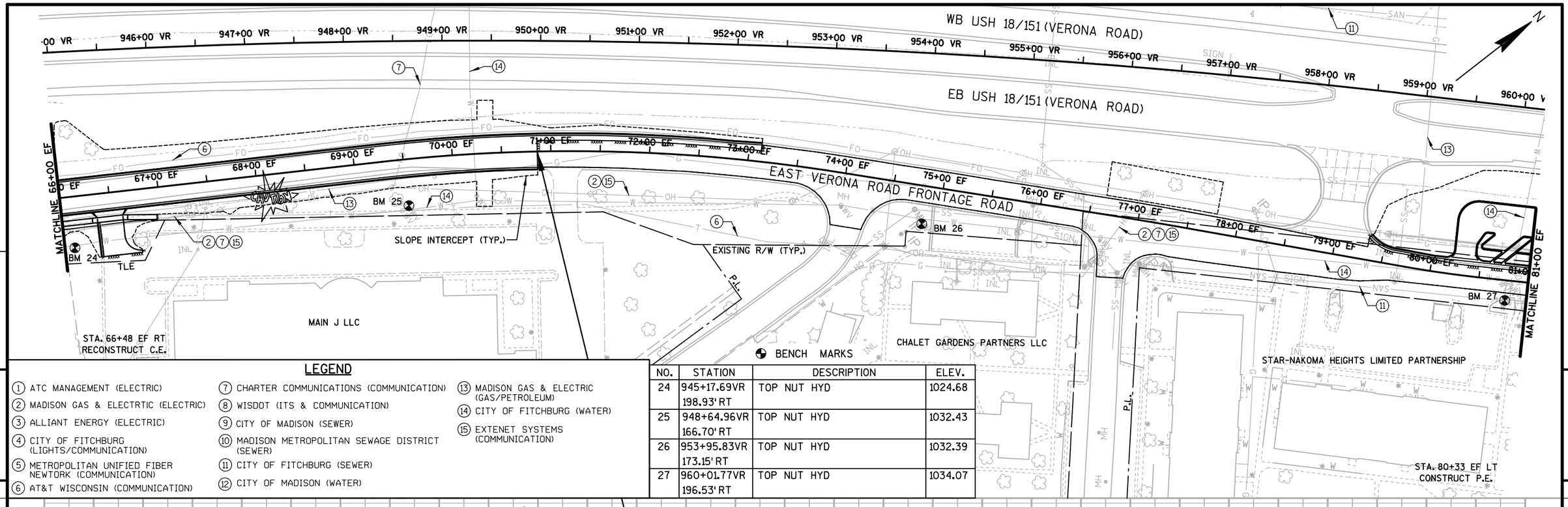



| NO. | STATION | DESCRIPTION | ELEV. |
|---|---|---|---|
| 21 | 933+81.37VR 376.06' RT | TOP NUT HYD | 1032.23 |
| 22 | 936+91.40VR 212.87' RT | TOP NUT HYD | 1040.58 |
| 23 | 942+64.27VR 211.97' RT | TOP NUT HYD | 1030.33 |

## LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. ALLIANT ENERGY (ELECTRIC)
4. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
5. METROPOLITAN UNIFIED FIBER NEWTORK (COMMUNICATION)
6. AT&T WISCONSIN (COMMUNICATION)
7. CHARTER COMMUNICATIONS (COMMUNICATION)
8. WISDOT (ITS & COMMUNICATION)
9. CITY OF MADISON (SEWER)
10. MADISON METROPOLITAN SEWAGE DISTRICT (SEWER)
11. CITY OF FITCHBURG (SEWER)
12. CITY OF MADISON (WATER)
13. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
14. CITY OF FITCHBURG (WATER)
15. EXTENET SYSTEMS (COMMUNICATION)

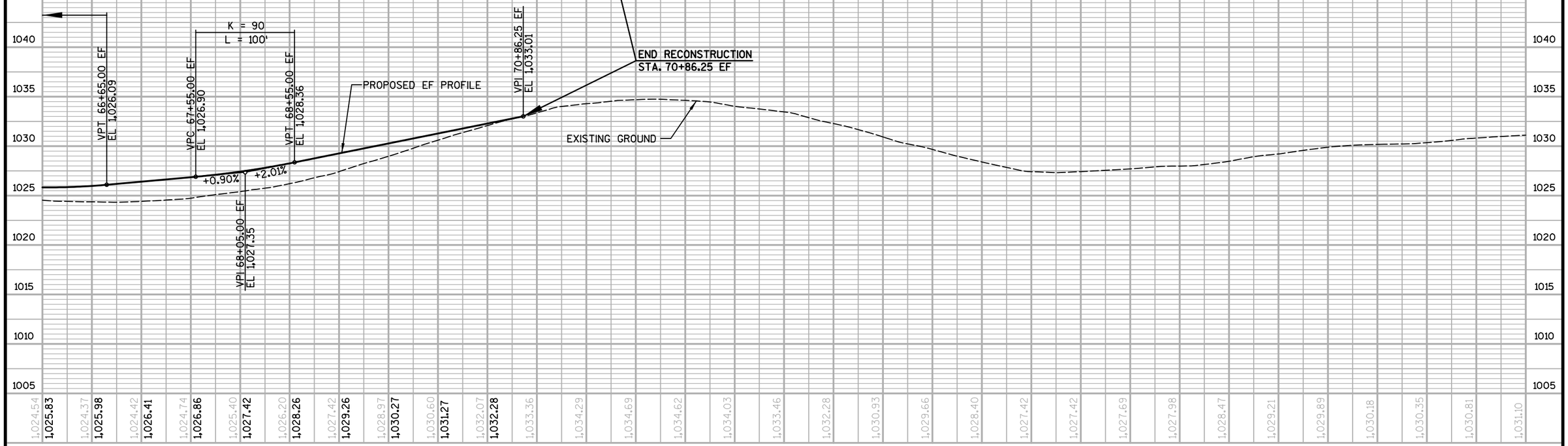
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN AND PROFILE - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 705 | E |
|---|---|---|---|---|---|



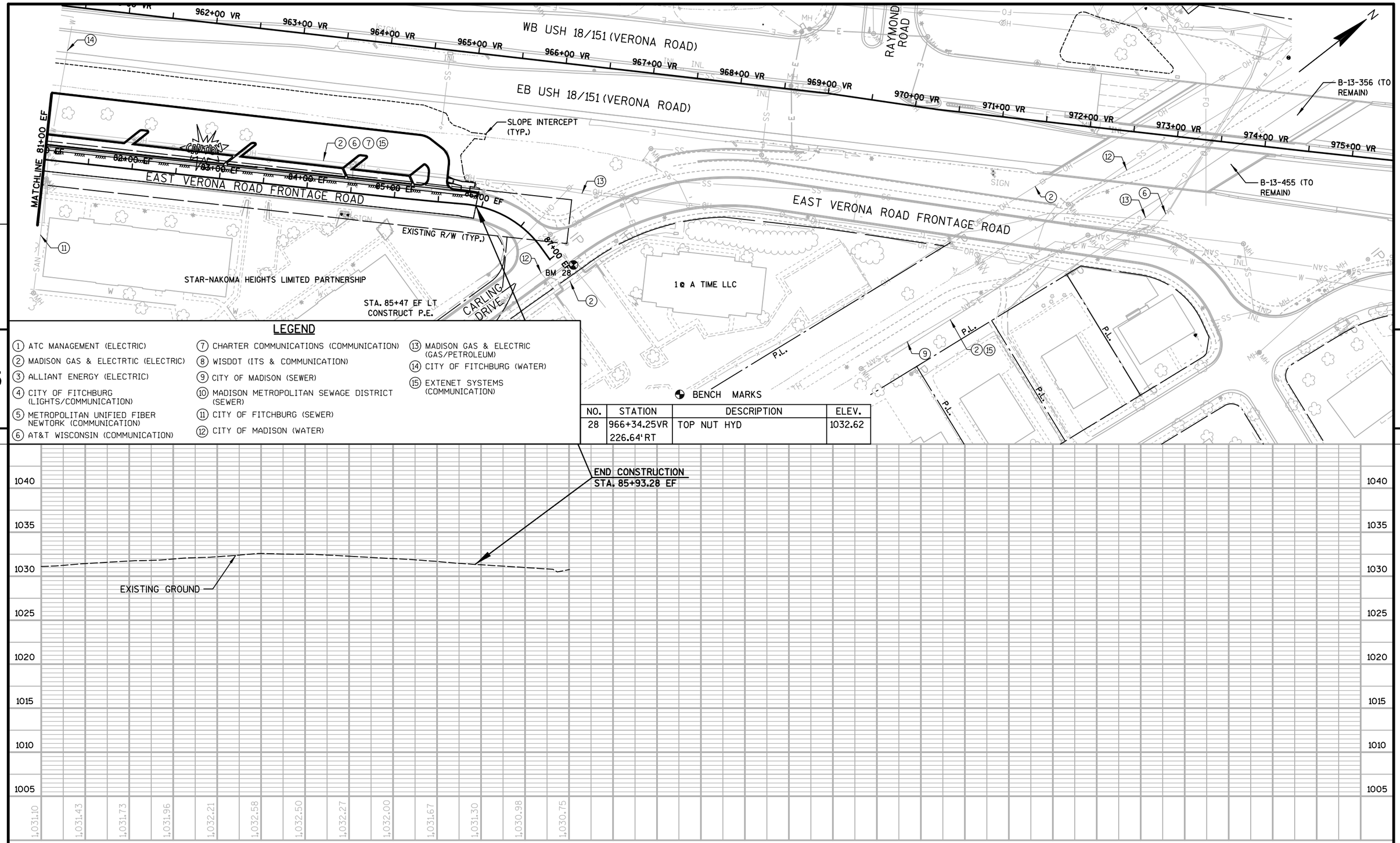

## LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. ALLIANT ENERGY (ELECTRIC)
4. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
5. METROPOLITAN UNIFIED FIBER NEWTORK (COMMUNICATION)
6. AT&T WISCONSIN (COMMUNICATION)
7. CHARTER COMMUNICATIONS (COMMUNICATION)
8. WISDOT (ITS & COMMUNICATION)
9. CITY OF MADISON (SEWER)
10. MADISON METROPOLITAN SEWAGE DISTRICT (SEWER)
11. CITY OF FITCHBURG (SEWER)
12. CITY OF MADISON (WATER)
13. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
14. CITY OF FITCHBURG (WATER)
15. EXTENET SYSTEMS (COMMUNICATION)

| NO. | STATION | DESCRIPTION | ELEV. |
|---|---|---|---|
| 24 | 945+17.69VR<br>198.93' RT | TOP NUT HYD | 1024.68 |
| 25 | 948+64.96VR<br>166.70' RT | TOP NUT HYD | 1032.43 |
| 26 | 953+95.83VR<br>173.15' RT | TOP NUT HYD | 1032.39 |
| 27 | 960+01.77VR<br>196.53' RT | TOP NUT HYD | 1034.07 |




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN AND PROFILE - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 706 | E |
|---|---|---|---|---|---|




## LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. ALLIANT ENERGY (ELECTRIC)
4. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
5. METROPOLITAN UNIFIED FIBER NEWTORK (COMMUNICATION)
6. AT&T WISCONSIN (COMMUNICATION)
7. CHARTER COMMUNICATIONS (COMMUNICATION)
8. WISDOT (ITS & COMMUNICATION)
9. CITY OF MADISON (SEWER)
10. MADISON METROPOLITAN SEWAGE DISTRICT (SEWER)
11. CITY OF FITCHBURG (SEWER)
12. CITY OF MADISON (WATER)
13. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
14. CITY OF FITCHBURG (WATER)
15. EXTENET SYSTEMS (COMMUNICATION)

BENCH MARKS

| NO. | STATION | DESCRIPTION | ELEV. |
|---|---|---|---|
| 28 | 966+34.25VR 226.64'RT | TOP NUT HYD | 1032.62 |

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN AND PROFILE - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 707 | E |
|---|---|---|---|---|---|

| BENCH MARKS | | | |
|---|---|---|---|
| NO. | STATION | DESCRIPTION | ELEV. |
| 13 | 14+64NR 50' RT | TOP BOLT HYDRANT | 992.01 |
| 14 | 10+81WN 25' RT | TOP BOLT HYDRANT | 991.04 |

## LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. ALLIANT ENERGY (ELECTRIC)
4. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
5. METROPOLITAN UNIFIED FIBER NEWTORK (COMMUNICATION)
6. AT&T WISCONSIN (COMMUNICATION)
7. CHARTER COMMUNICATIONS (COMMUNICATION)
8. WISDOT (ITS & COMMUNICATION)
9. CITY OF MADISON (SEWER)
10. MADISON METROPOLITAN SEWAGE DISTRICT (SEWER)
11. CITY OF FITCHBURG (SEWER)
12. CITY OF MADISON (WATER)
13. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
14. CITY OF FITCHBURG (WATER)
15. EXTENET SYSTEMS (COMMUNICATION)

TARRAGON INVESTMENT COMPANY LLC
GLOBAL ESTATES LLC
LYNN MARIE GLLIOTT
GLOBAL ESTATES LLC
JW JUNG SEED CO.
NATIONAL RETAIL PROPERTIES LLC
WILLIAM G. MCMAHAN
WISCONSIN COMMUNITY BANK
NESBITT ROAD
EB CTH PD (MCKEE ROAD)
WB USH 18/151 (VERONA ROAD)
EB USH 18/151 (VERONA ROAD)
D RAMP
R-13-264
BM13
BM14
P.L.
R/W
TLE
N
8+75NR 00 NR
10+00 NR
11+00 NR
12+00 NR
13+00 NR
14+00 NR
15+00 NR
16+00 NR
17+00 NR
18+00 NR
19+00 NR
20+00 NR
21+00 NR
22+00 NR
23+00 NR
24+00 NR
25+00 NR
889+00 VR
890+00 VR
891+00 VR
892+00 VR
893+00 VR
894+00 VR
62+00 KR
63+0
93+00 EB
94+00 EB
95+00 EB
96+00 EB
83+00 WB
STA. 12+35NR LT RECONSTRUCT C.E.
SLOPE INTERCEPT (TYP.) SIGN TO BE REMOVED BY OTHERS
STA. 15+25NR LT RECONSTRUCT C.E.
SIGN TO BE REMOVED BY OTHERS
STA. 16+30NR LT CONSTRUCT C.E.
STA. 21+12NR LT RECONSTRUCT C.E.
STA. 21+85NR LT RECONSTRUCT C.E.
STA. 24+24NR LT RECONSTRUCT C.E.
STA. 21+39NR RT RECONSTRUCT C.E.
STA. 19+10NR RT RECONSTRUCT C.E.
CAUTION
END CONSTRUCTION STA. 24+60.74NR SAWCUT REQ'D MATCH EXISTING

5

BEGIN CONSTRUCTION
STA. 9+92.09 NR
SAWCUT REQ'D
MATCH EXISTING

VPI 9+92.09NR EL 987.67
VPC 10+14.50NR EL 987.55
VPI 10+87.00NR EL 987.191
VPT 11+59.50NR EL 987.73
LP 10+72.92 EL 987.41
K = 117
L = 145
-0.50%
+0.74%
VPC 14+20.00NR EL 989.66
VPI 15+00.00NR EL 990.248
VPT 15+80.00NR EL 990.65
K = 667
L = 160
+0.50%
VPC 17+55.00NR EL 991.52
VPI 18+00.00NR EL 991.748
VPT 18+45.00NR EL 991.44
HP 17+93.34 EL 991.62
K = 77
L = 90
-0.67%
VPC 19+50.00NR EL 990.74
VPI 20+00.00NR EL 990.400
VPT 20+50.00NR EL 991.38
LP 19+75.67 EL 990.65
K = 38
L = 100
+1.95%
VPC 22+30.00NR EL 994.89
VPI 22+75.00NR EL 995.766
VPT 23+20.00NR EL 995.54
HP 23+01.44 EL 995.59
K = 37
L = 90
-0.50%
VPC 23+55.00NR EL 995.37
VPI 24+00.00NR EL 995.141
VPT 24+45.00NR EL 995.37
LP 24+00.00 EL 995.25
K = 90
L = 90
+0.50%
VPI 24+60.74NR EL 995.44
EXISTING GROUND
PROPOSED NR PROFILE
PROPOSED NR TIE-IN PROFILE
STA. 24+06.54NR FUTURE WORK PROPOSED PROFILE (FOR INFORMATION ONLY)

1010 1005 1000 995 990 985 980 975

| | | |

## LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. ALLIANT ENERGY (ELECTRIC)
4. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
5. METROPOLITAN UNIFIED FIBER NEWTORK (COMMUNICATION)
6. AT&T WISCONSIN (COMMUNICATION)
7. CHARTER COMMUNICATIONS (COMMUNICATION)
8. WISDOT (ITS & COMMUNICATION)
9. CITY OF MADISON (SEWER)
10. MADISON METROPOLITAN SEWAGE DISTRICT (SEWER)
11. CITY OF FITCHBURG (SEWER)
12. CITY OF MADISON (WATER)
13. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
14. CITY OF FITCHBURG (WATER)
15. EXTENET SYSTEMS (COMMUNICATION)

N

WINGRA STONE COMPANY

TLE

STA. 37+92FR LT
CONSTRUCT C.E.

R/W

FITCHRONA ROAD

STA. 37+92FR RT
CONSTRUCT C.E.

R/W

WINGRA STONE COMPANY

SLOPE INTERCEPT (TYP.)

MATCH LINE STA. 44+50 FR

CTH PD (MCKEE ROAD) EB

WB CTH PD (MCKEE ROAD)

CAUTION

BEGIN CONSTRUCTION
STA. 31+32.62 FR
SAWCUT REQ'D
MATCH EXISTING

BEGIN CONSTRUCTION
STA. 27+72.42 FR
SAWCUT REQ'D
MATCH EXISTING

K = 55
L = 125

VPI 31+32.62FR
EL 1057.85
VPC 31+37.50FR
EL 1057.76
-1.76%

VPI 32+00.00FR
EL 1056.662
LP 32+34.88
EL 1056.91
VPT 32+62.50FR
EL 1056.97

PROPOSED FR PROFILE

+0.50%

EXISTING GROUND

VPI 42+70.00FR
EL 1062.012

VPC 41+57.50FR
EL 1061.45
HP 41+82.37
EL 1061.51

-4.02%

VPT 43+82.50FR
EL 1057.49

K = 50
L = 225

| 1057.10 | 1056.63 | 1058.32 | 1059.82 | 1063.06 | 1071.13 | 1053.85 | 1046.45 | 1037.80 | 1034.44 | 1035.44 | 1034.13 | 1044.49 | 1076.27 | 1071.65 | 1070.95 | 1070.18 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | **1057.02** | **1057.16** | **1057.66** | **1058.16** | **1058.66** | **1059.16** | **1059.66** | **1060.16** | **1060.66** | **1061.16** | **1061.48** | **1060.12** | **1056.78** | **1054.77** |

29+50FR 30+00FR 31+00FR 32+00FR 33+00FR 34+00FR 35+00FR 36+00FR 37+00FR 38+00FR 39+00FR 40+00FR 41+00FR 42+00FR 43+00FR 44+00FR 44+50FR

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN - FITCHRONA ROAD (FR) | SHEET 709 | E |
|---|---|---|---|---|---|

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\PLAN AND PROFILE\1206-07-74\050102_PP_FR-0774.DWG PLOT DATE : 5/6/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1" = 100'_1_XREF

WISDOT/CADDS SHEET 44

## LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. ALLIANT ENERGY (ELECTRIC)
4. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
5. METROPOLITAN UNIFIED FIBER NEWTORK (COMMUNICATION)
6. AT&T WISCONSIN (COMMUNICATION)
7. CHARTER COMMUNICATIONS (COMMUNICATION)
8. WISDOT (ITS & COMMUNICATION)
9. CITY OF MADISON (SEWER)
10. MADISON METROPOLITAN SEWAGE DISTRICT (SEWER)
11. CITY OF FITCHBURG (SEWER)
12. CITY OF MADISON (WATER)
13. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
14. CITY OF FITCHBURG (WATER)
15. EXTENET SYSTEMS (COMMUNICATION)

N

WINGRA STONE COMPANY

MATCH LINE STA. 44+50 FR

STA. 44+75FR LT CONSTRUCT C.E.

STA. 49+90FR LT CONSTRUCT C.E.

SLOPE INTERCEPT (TYP.)

TLE

45+00 FR 46+00 FR 47+00 FR 48+00 FR 49+00 FR 50+00 FR 51+00 FR 52+00 FR 53+00 FR

FITCHRONA ROAD

STA. 44+75FR RT CONSTRUCT C.E.

WINGRA STONE COMPANY

STA. 49+90FR RT CONSTRUCT C.E.

R/W

TLE

KAPEC ROAD

SCOTT ENTERPRISES LLC

P.L.

OAK BANK

PROPOSED PARKING LOT IMPROVEMENTS TO BE COMPLETED BY OTHERS

STA. 53+40FR LT RECONSTRUCT C.E.

STA. 54+75FR LT CONSTRUCT C.E.

STA. 55+65FR LT RECONSTRUCT C.E.

CAUTION

ANTON DRIVE

KING JAMES WAY

TLE

R/W

54+00 FR 55+00 FR 56+00 FR 57+00 FR 58+00 FR 59+00 FR 59+82 FR

73+11 KR 73+00 KR 72+00 KR

RHK LLC

FITZGIN LTD PTNSP

END CONSTRUCTION STA. 59+17.91FR SAWCUT REQ'D MATCH EXISTING

EXISTING GROUND

PROPOSED FR PROFILE

-4.02%

-3.00%

K = 103
L = 105

VPC 51+47.50FR EL 1026.71

VPI 52+00.00FR EL 1024.599

VPT 52+52.50FR EL 1023.02

K = 36
L = 130

VPC 57+59.00FR EL 1007.81

LP 58+68.36 EL 1006.16

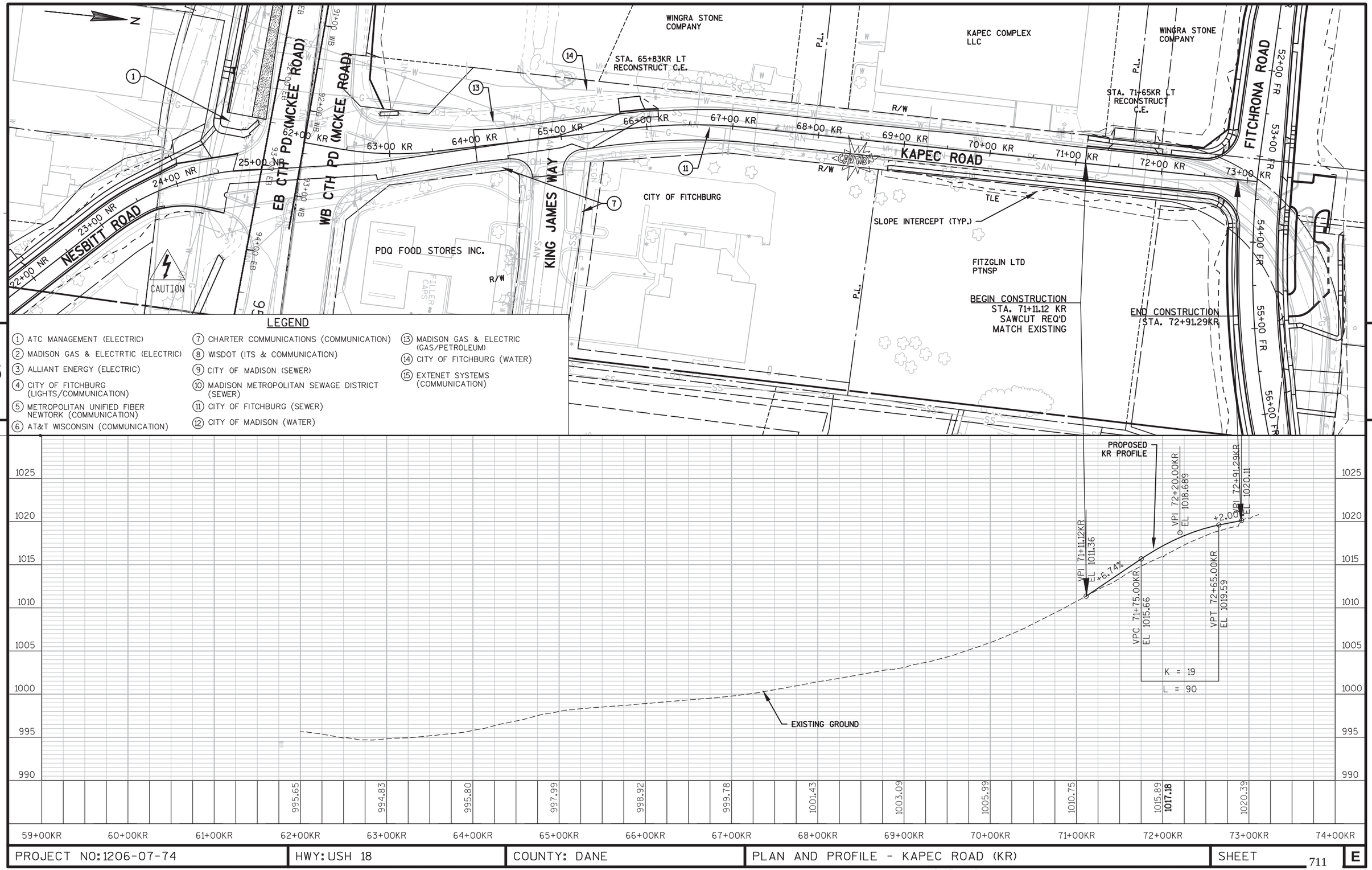
VPT 58+89.00FR EL 1006.22

VPI 59+17.91FR EL 1006.39

| 1070.18 | 1068.78 | | 1066.47 | 1062.13 | 1055.39 | 1047.27 | 1039.85 | 1034.64 | 1027.46 | 1024.27 | 1020.83 | 1015.92 | 1012.14 | 1008.95 | 1006.52 | 1006.26 | 1006.85 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **1054.77** | **1052.76** | | **1048.74** | **1044.71** | **1040.69** | **1036.67** | **1032.65** | **1028.62** | **1024.73** | **1021.60** | **1018.59** | **1015.59** | **1012.58** | **1009.58** | **1006.81** | **1006.29** | |

44+50FR 45+00FR 46+00FR 47+00FR 48+00FR 49+00FR 50+00FR 51+00FR 52+00FR 53+00FR 54+00FR 55+00FR 56+00FR 57+00FR 58+00FR 59+00FR 59+50FR

| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN - FITCHRONA ROAD (FR) | SHEET 710 | E |
|---|---|---|---|---|---|




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | PLAN AND PROFILE - KAPEC ROAD (KR) | SHEET 711 | E |
|---|---|---|---|---|---|

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\PLAN AND PROFILE\1206-07-74\050103_PP_KR.DWG PLOT DATE : 3/31/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 100'_1_XREF

WISDOT/CADDS SHEET 44

# Standard Detail Drawing List

| | |
|---|---|
| 08A05-19A | INLET COVERS TYPE A, H, A-S, H-S & Z |
| 08A05-19B | INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM |
| 08A05-19C | INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S |
| 08A05-19D | INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M |
| 08B09-01 | MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER |
| 08C07-01 | INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT |
| 08C08-01 | INLETS MEDIAN 1 AND 2 GRATE |
| 08D01-18 | CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES |
| 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 |
| 08D14-01 | SLOTTED  VANE DRAIN |
| 08E08-03 | TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS |
| 08E09-06 | SILT FENCE |
| 08E10-02 | INLET PROTECTION TYPE A, B, C AND D |
| 08E14-01 | TRACKING PAD |
| 08F01-11 | APRON ENDWALLS FOR CULVERT PIPE |
| 08F02-01 | APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE |
| 08F04-07 | JOINT TIES FOR CONCRETE PIPE  AND CONCRETE COLLAR DETAIL |
| 08F06-04 | REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN |
| 09B02-09 | CONDUIT |
| 09B04-11 | PULL BOX |
| 09C02-07 | CONCRETE BASES, TYPES 1, 2,  5, & 6 |
| 09C03-04 | TRANSFORMER/PEDESTAL BASES |
| 09C08-05 | CONCRETE BASE, TYPE 7 |
| 09C10-03 | TRANSFORMER BASE FOR 15" BOLT CIRCLE |
| 09C14-02 | CONCRETE CONTROL CABINET BASE, TYPE L |
| 09D01-05 | CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL) |
| 09D04-02 | LIGHTING CONTROL CABINET 120/240 VOLT |
| 09E01-14B | POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY) |
| 09E01-14C | POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4 |
| 09E01-14D | POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET) |
| 09E01-14E | POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 6 (35 FEET) |
| 09E01-14F | POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 17 (40 FEET) |
| 09E01-14G | HARDWARE DETAILS FOR POLE MOUNTINGS |
| 09E06-05 | TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT. |
| 09E07-05 | TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL  MOUNTING DETAILS |
| 09E08-07A | TYPE 9 POLE 15'-30' MONOTUBE ARM |
| 09E08-07E | GENERAL NOTES AND HARDWARE DETAILS FOR TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS |
| 09F08-04 | LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW  ASPHALTIC PAVEMENT) |
| 09F13-04 | LOOP DETECTOR INSTALLED IN EXISTING ASPHALTIC PAVEMENT |
| 09F15-04B | LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2) |
| 09G01-04A | SPAN WIRE TEMPORARY TRAFFIC SIGNAL |
| 09G01-04B | SPAN WIRE TEMPORARY TRAFFIC SIGNAL |
| 09G01-04C | SPAN WIRE TEMPORARY TRAFFIC SIGNAL |
| 09G01-04D | SPAN WIRE TEMPORARY TRAFFIC SIGNAL |
| 09G01-04E | SPAN WIRE TEMPORARY TRAFFIC SIGNAL |
| 09G01-04F | SPAN WIRE TEMPORARY TRAFFIC SIGNAL |
| 09G01-04G | SPAN WIRE TEMPORARY TRAFFIC SIGNAL |
| 10A01-03 | ELECTRICAL HANDHOLE WIRING |
| 10A02-03 | IDENTIFICATION PLAQUES LIGHT POLES |
| 10A05-02 | ELECTRICAL DETAILS GROUND MOUNT LIGHT POLES ISOLATED NEUTRAL SYSTEMS |
| 11B01-05 | CONCRETE CORRUGATED MEDIAN |
| 11B02-02 | CONCRETE MEDIAN NOSE |
| 12A03-10 | NAME PLATE (STRUCTURES) |
| 12A04-03 | STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD  SIGN SUPPORTS & TRAFFIC SIGNALS |
| 13C01-18 | CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES |
| 13C13-08 | URBAN DOWELED CONCRETE PAVEMENT |
| 13C18-03A | CONCRETE PAVEMENT JOINTING |
| 13C18-03B | CONCRETE PAVEMENT STEEL REINFORCEMENT |
| 13C18-03C | CONCRETE PAVEMENT JOINT TIES |
| 13C18-03D | CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES |
| 14B07-14A | CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" |
| 14B07-14B | CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" |
| 14B07-14C | CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" |

6

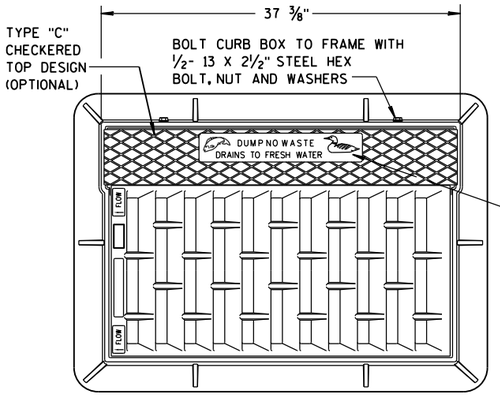
# Standard Detail Drawing List

| | |
|---|---|
| 14B07-14D | CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" |
| 14B07-14E | CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" |
| 14B07-14F | CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" |
| 14B07-14G | CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" |
| 14B07-14H | CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" |
| 14B08-02A | CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS |
| 14B08-02B | CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS |
| 14B08-02C | CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS |
| 14B08-02D | CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS |
| 14B08-02E | CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS |
| 14B15-08A | STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS |
| 14B15-08B | STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS |
| 14B15-08C | STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS |
| 14B16-04A | ANCHORAGE FOR STEEL PLATE BEAM GUARD TYPE 2 |
| 14B16-04B | ANCHORAGE FOR STEEL PLATE BEAM GUARD TYPE 2 |
| 14B32-03A | CONCRETE BARRIER SINGLE SLOPE (CBSS) |
| 14B32-03B | CONCRETE BARRIER SINGLE SLOPE (CBSS) |
| 14B32-03C | CONCRETE BARRIER SINGLE SLOPE (CBSS) |
| 14B32-03D | CONCRETE BARRIER SINGLE SLOPE (CBSS) |
| 14B32-03E | CONCRETE BARRIER SINGLE SLOPE (CBSS) |
| 14B33-01G | CONCRETE BARRIER SINGLE SLOPE 42" THRIE BEAM ANCHOR |
| 14B33-01H | CONCRETE BARRIER SINGLE SLOPE 42" THRIE BEAM ANCHOR |
| 14B41-01A | SINGLE SLOPE ROADSIDE RETAINING WALL |
| 14B41-01B | SINGLE SLOPE ROADSIDE RETAINING WALL |
| 14B42-03A | MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL |
| 14B42-03B | MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL |
| 14B42-03C | MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL |
| 14B44-02A | MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS) |
| 14B44-02B | MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS) |
| 14B44-02C | MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS) |
| 14B45-04A | MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS) |
| 14B45-04B | MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS) |
| 14B45-04C | MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS) |
| 14B45-04D | MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS) |
| 14B45-04I | MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS) |
| 14B45-04J | MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS) |
| 15A03-02A | FLEXIBLE MARKER POST FOR CULVERT END |
| 15A03-02B | FLEXIBLE MARKER POST FOR CULVERT END |
| 15B03-15A | FENCE CHAIN LINK |
| 15B03-15B | FENCE CHAIN LINK |
| 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 |
| 15C05-03 | TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS |
| 15C07-12A | PAVEMENT MARKING SYMBOLS |
| 15C07-12B | PAVEMENT MARKING WORDS |
| 15C07-12C | PAVEMENT MARKING ARROWS |
| 15C08-16A | PAVEMENT MARKING (MAINLINE) |
| 15C08-16B | PAVEMENT MARKING (INTERSECTIONS) |
| 15C08-16E | PAVEMENT MARKING (LEFT TURN LANE) |
| 15C08-16F | PAVEMENT MARKING (ISLANDS) |
| 15C11-05 | FLEXIBLE TUBULAR MARKER POST, ANCHOR & BASES |
| 15C11-06 | FLEXIBLE TUBULAR MARKER POST |
| 15C12-04 | TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING  OPERATIONS) |
| 15C18-03 | MEDIAN ISLAND MARKING |
| 15C27-01 | DOUBLE ARROW WARNING SIGN PLACEMENT |
| 15C29-03A | BICYCLE LANE MARKING |
| 15C29-03B | BICYCLE LANE MARKING |
| 15C29-03C | URBAN BICYCLE LANE MARKING |
| 15C29-03D | URBAN BICYCLE LANE MARKING |
| 15C29-03E | PAVEMENT MARKING FOR BIKE LANES |
| 15C33-01 | STOP LINE AND CROSSWALK PAVEMENT MARKING |
| 15D11-06 | TRAFFIC CONTROL, SINGLE LANE CROSSOVER |
| 15D12-05A | TRAFFIC CONTROL, LANE CLOSURE |
| 15D12-06A | TRAFFIC CONTROL, LANE CLOSURE |
| 15D20-03 | TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY |

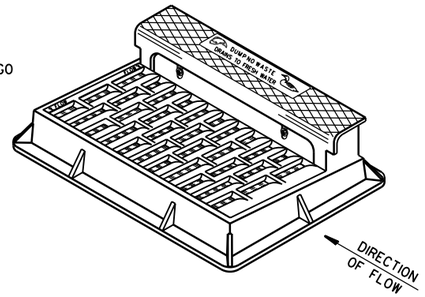
6

# Standard Detail Drawing List

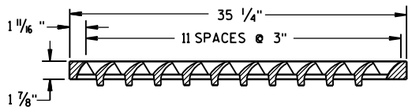
| | |
|---|---|
| 15D21-03 | TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE |
| 15D27-02 | TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY,  SPEEDS GREATER THAN 40 MPH |
| 15D30-02A | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-02B | TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION |
| 15D30-02C | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D38-01A | TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS |
| 15D38-01B | ATTACHMENT OF SIGNS TO POSTS |
| 16A01-06 | LANDMARK REFERENCE MONUMENTS AND COVERS |

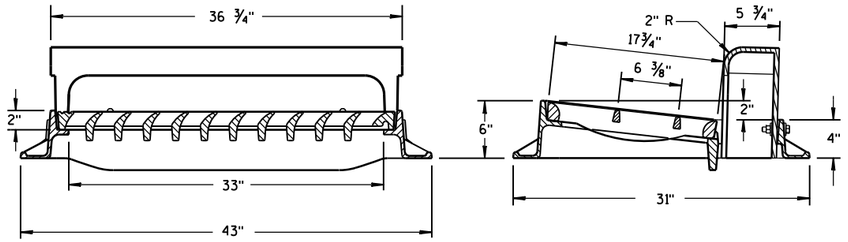


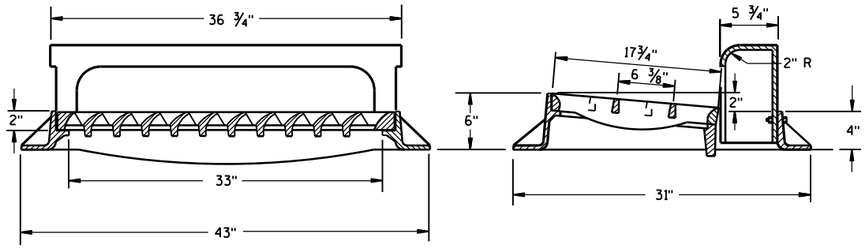

**NOTE:**
**GRATE IS REVERSIBLE.**




NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

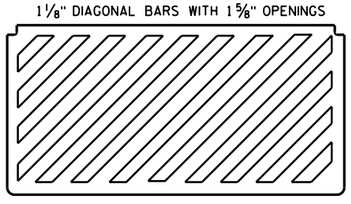



## TYPE "H"

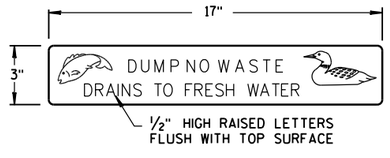
**NOTE: EITHER CASTING IS ACCEPTABLE**



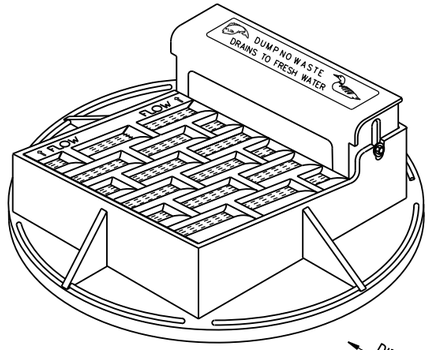

**SPECIAL GRATE FOR TYPE "H" COVER**

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

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

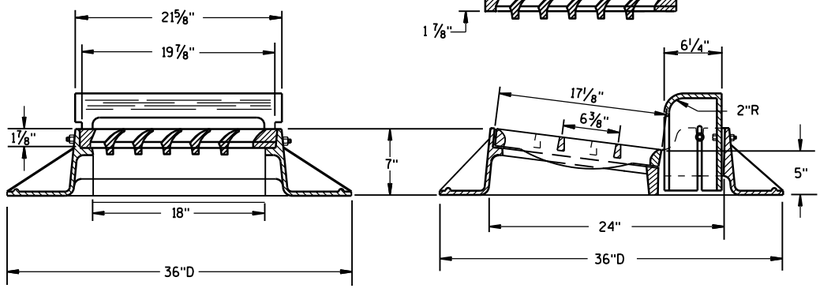



**LOGO DETAIL**




NOTE: CURB BOX ADJUSTABLE 4" TO 9"

**NOTE:**
**GRATE IS REVERSIBLE.**



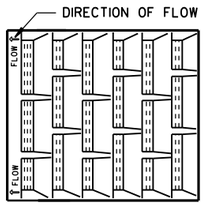

## TYPE "A"

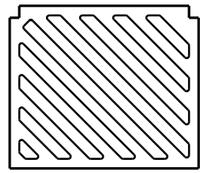
## GENERAL NOTES

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

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

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

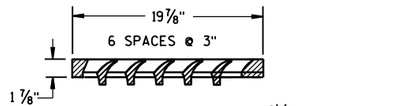


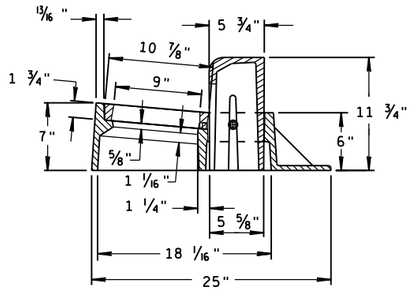



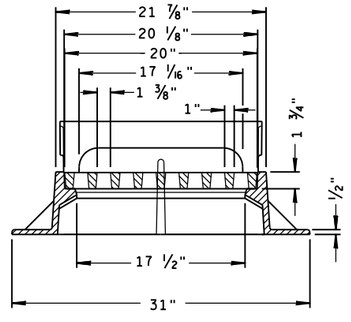

**SPECIAL GRATE FOR TYPE "A" COVER**

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

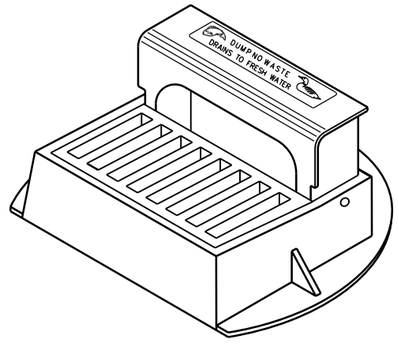
(NOTED AS TYPE A-S ON DRAINAGE TABLE)




## TYPE "Z"




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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

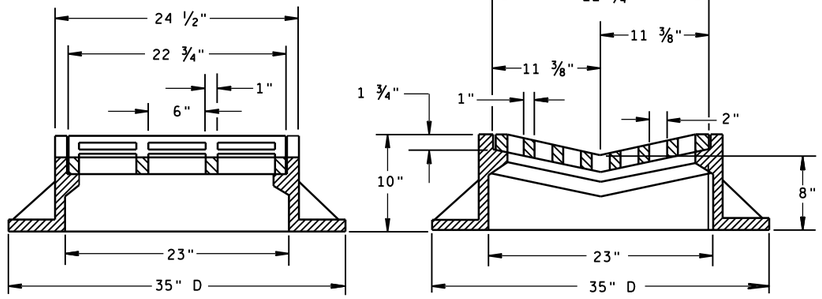
APPROVED
11-27-13 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

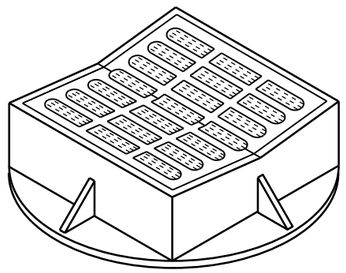


6

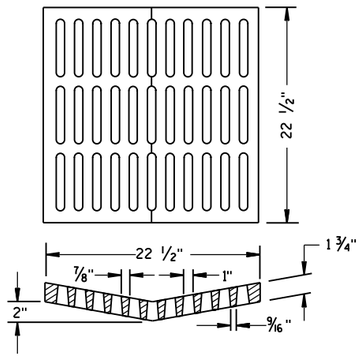


S.D.D. 8 A 5-19a



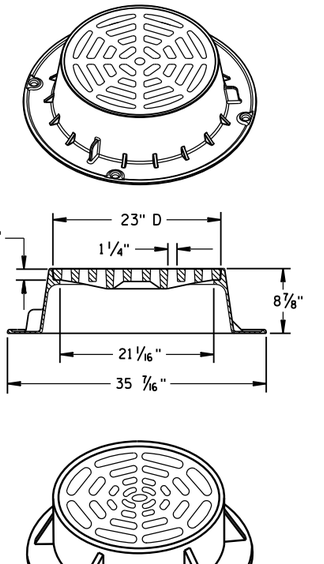



TYPE "B"




ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.
NOTED AS TYPE B-A ON THE DRAINAGE TABLE




TYPE "C"

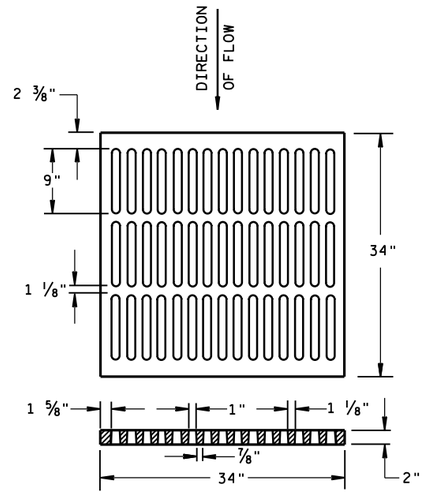
NOTE: EITHER CASTING IS ACCEPTABLE

## GENERAL NOTES

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

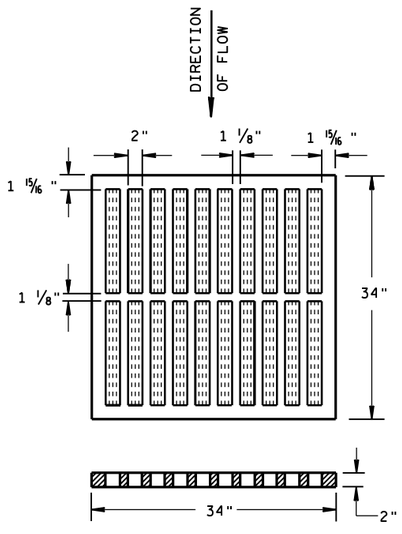
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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



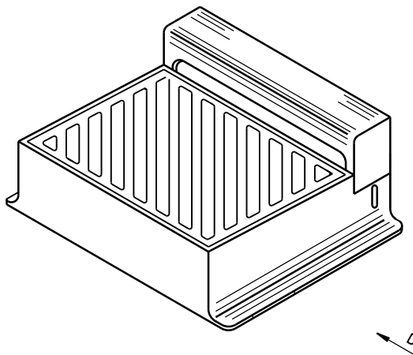

ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

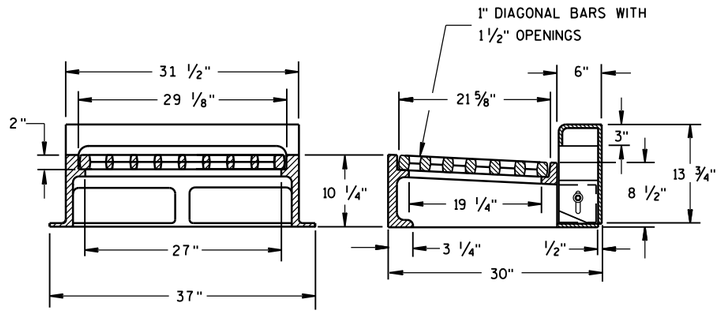



TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS
NOTED AS TYPE MS ON DRAINAGE TABLE




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




NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

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

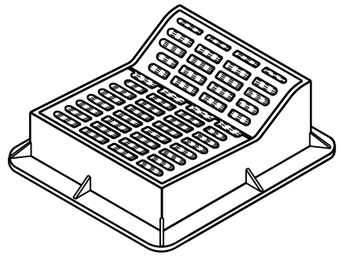
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

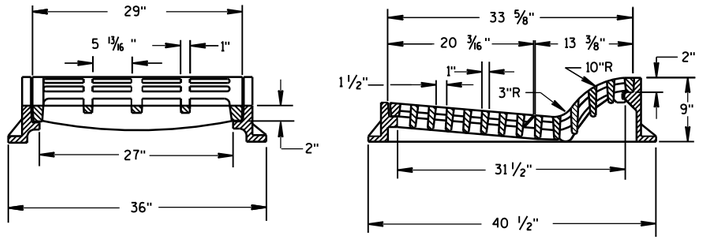
APPROVED
11/27/2013 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA



6

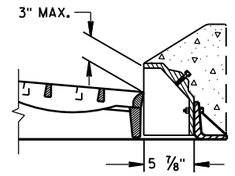
S.D.D. 8 A 5-19b






## TYPE "F"

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




## ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

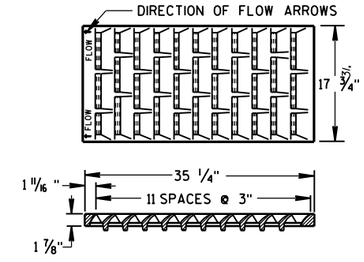
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

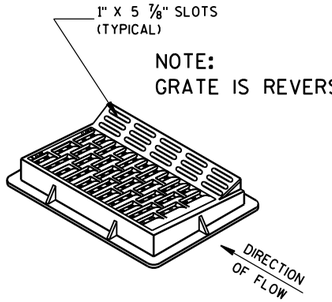
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

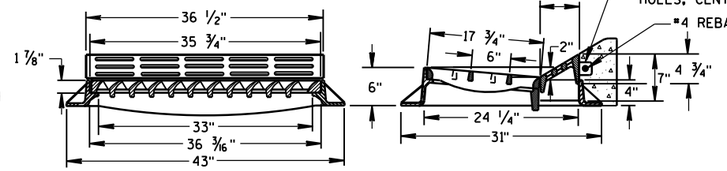
## GENERAL NOTES

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

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



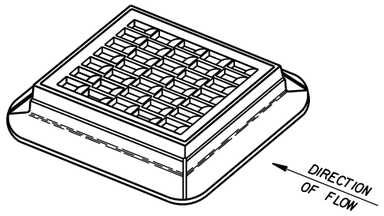



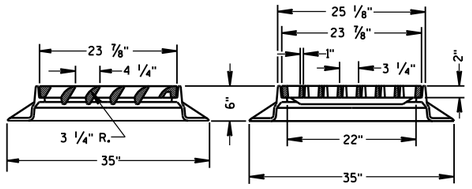




## TYPE "HM"

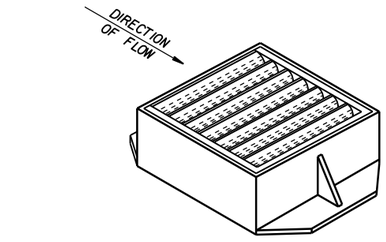
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

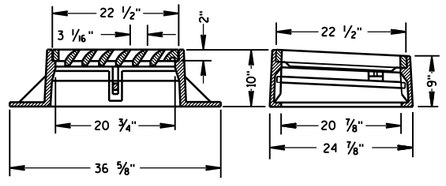
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



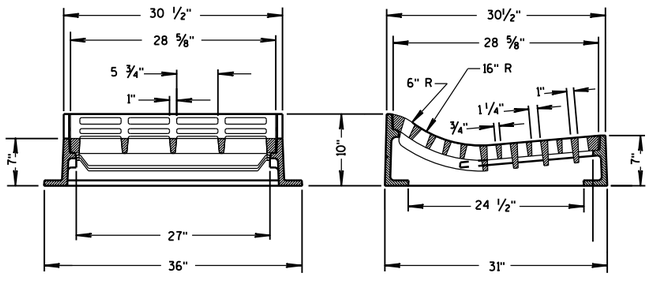



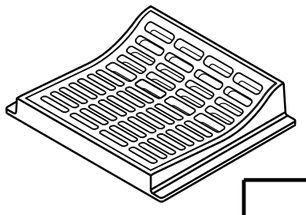

## TYPE "S"




## TYPE "V"



## TYPE "T"

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

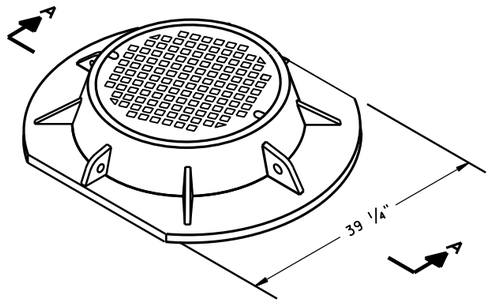
717

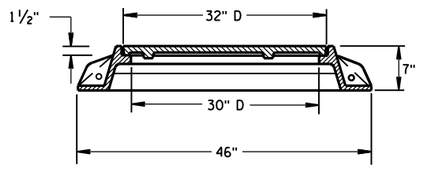
FHWA



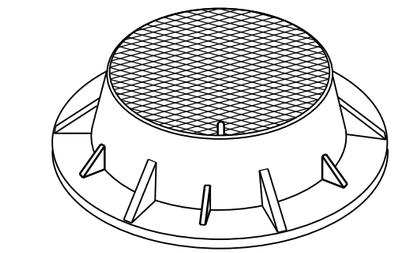
6

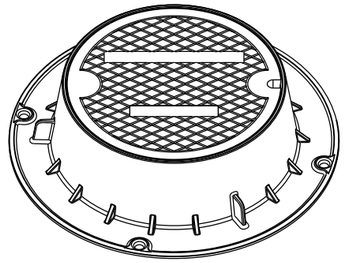
S.D.D. 8 A 5-19c

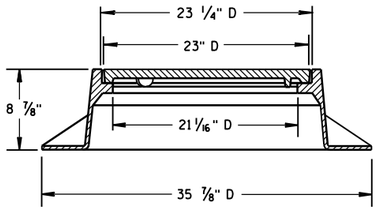


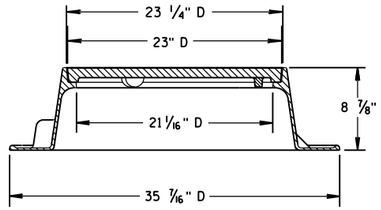




SECTION A-A
TYPE "K"







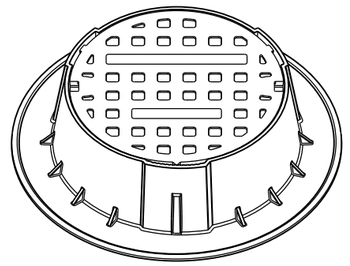

TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

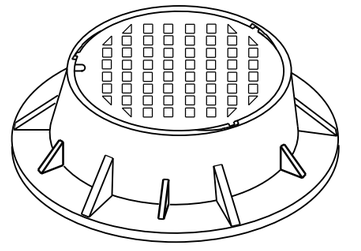
## GENERAL NOTES

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

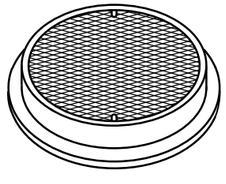
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

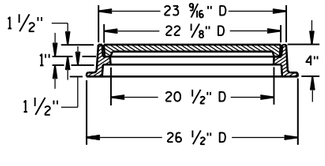
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



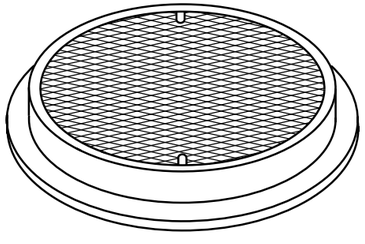



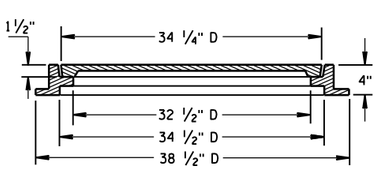

TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE






TYPE "L"



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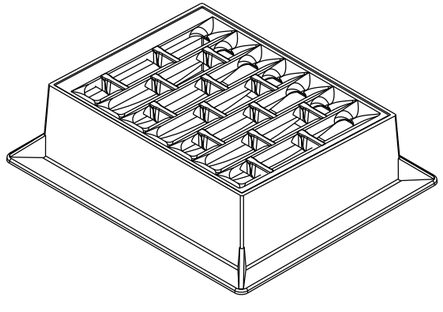
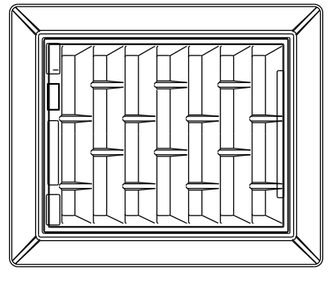
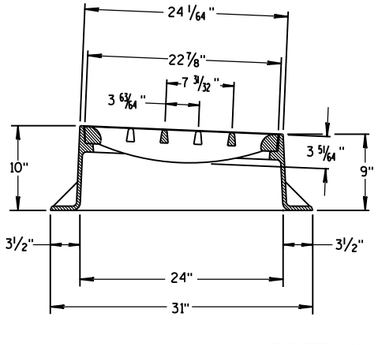
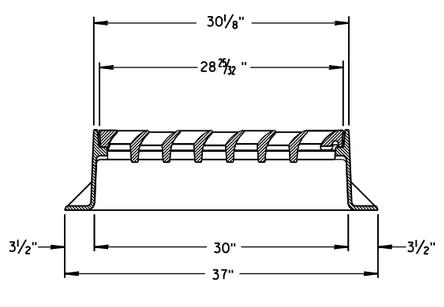







INLET COVER TYPE "BW"

INLET COVER TYPE BW
MANHOLE COVERS, TYPE K, J, J-S, L & M

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE
FHWA

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

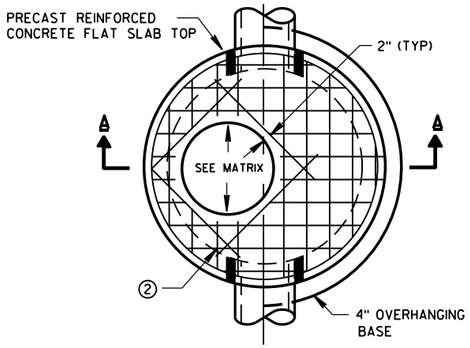
718

6

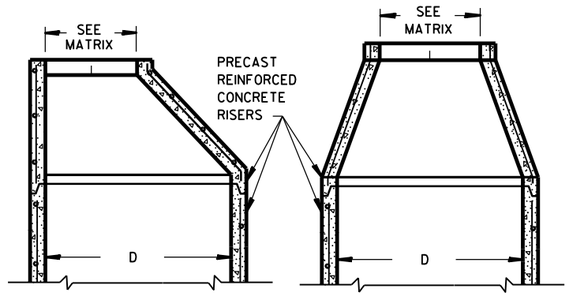
S.D.D. 8 A 5-19d

6

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

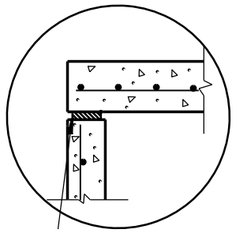



PLAN VIEW CIRCULAR OPENING

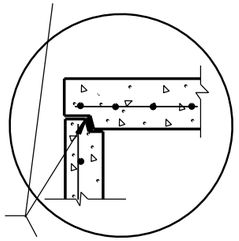



OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

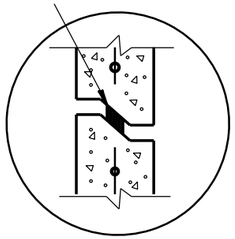


TOP WITH PLAIN END JOINT



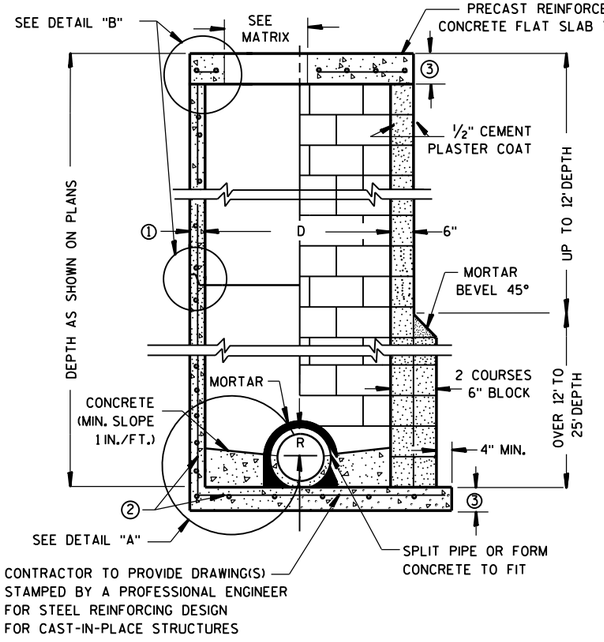
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



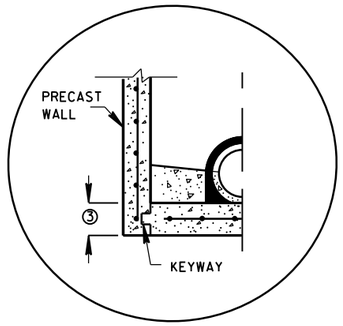
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

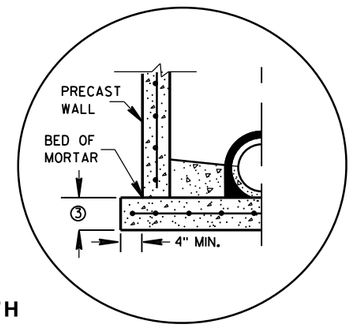



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

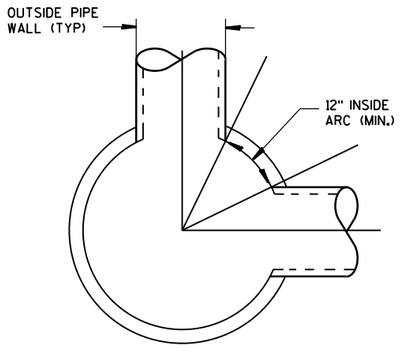



PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION




SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"




DETAIL "C"

## GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## MANHOLE COVER OPENING MATRIX

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

## PIPE MATRIX

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

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

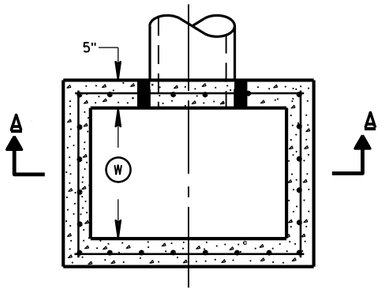
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

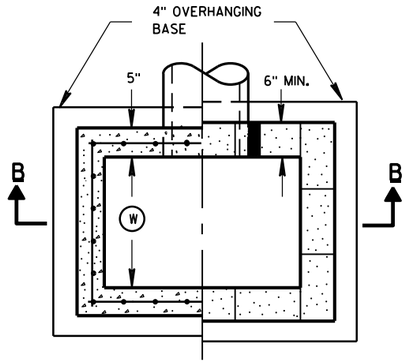




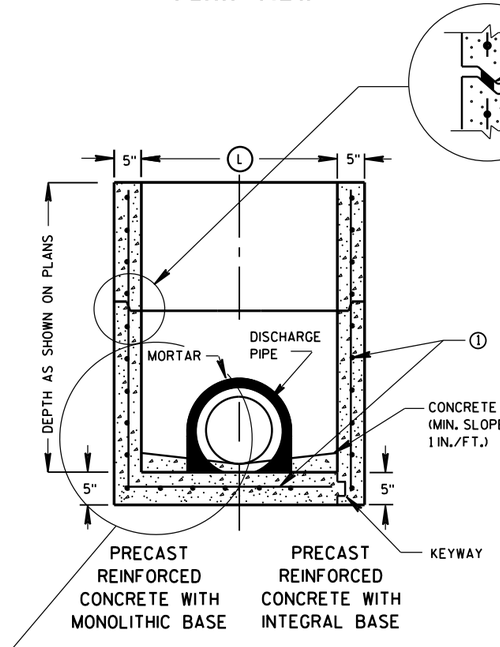

6
S.D.D. 8 B 9-1



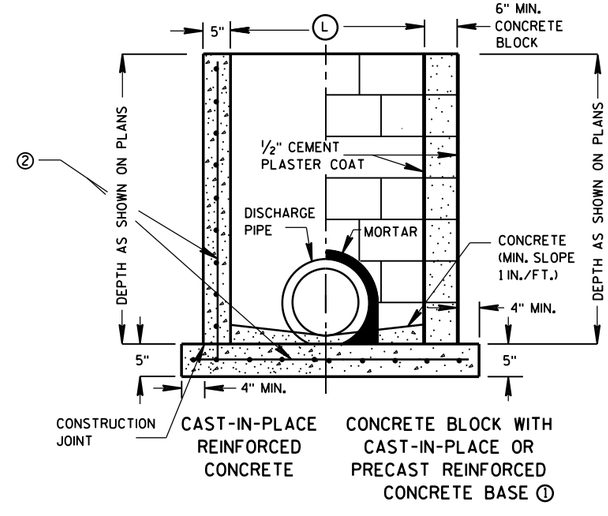

PLAN VIEW



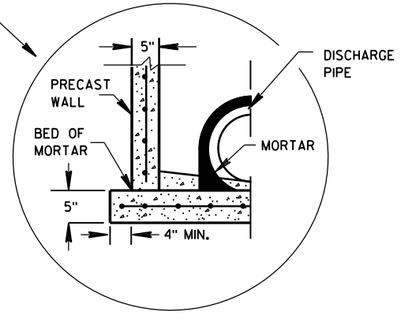

PLAN VIEW




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.

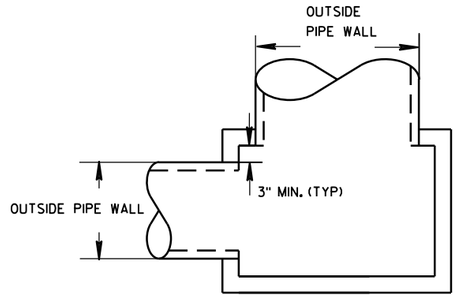
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

## 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

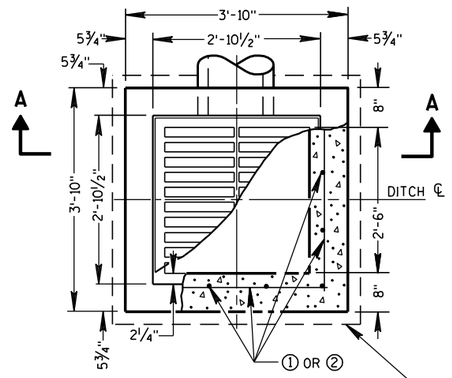
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

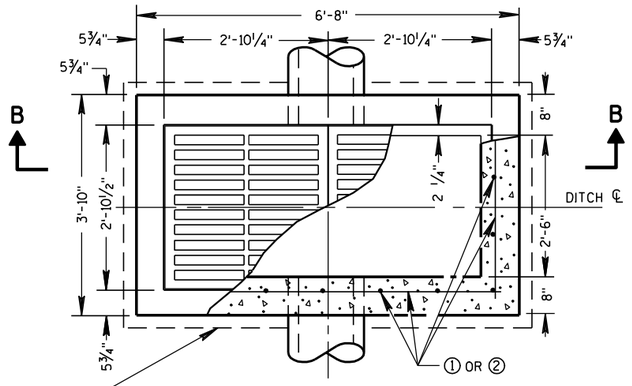



6

S.D.D. 8 C 7-1

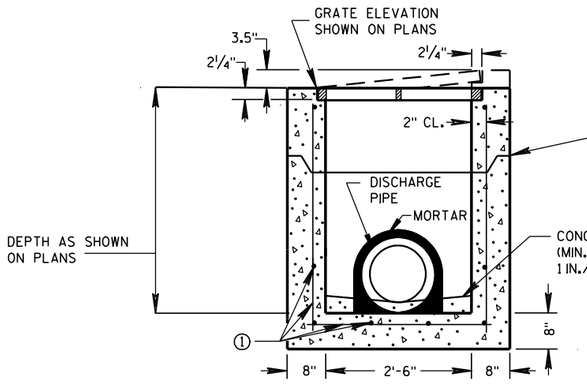



PLAN VIEW

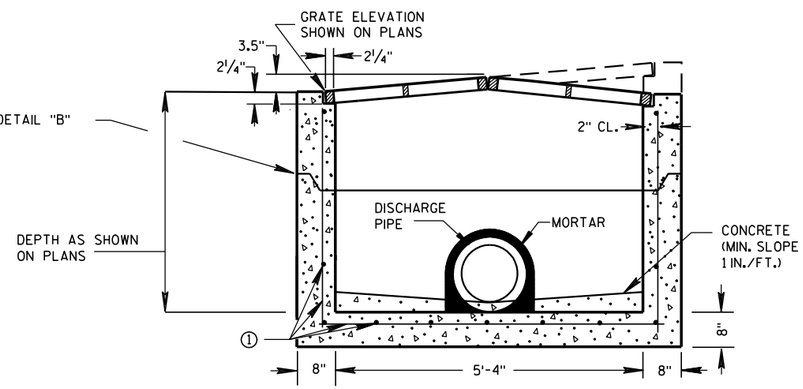



PLAN VIEW

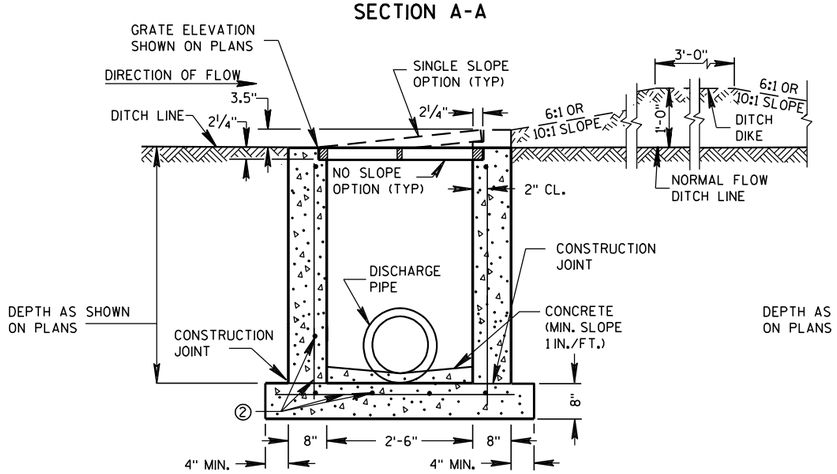
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



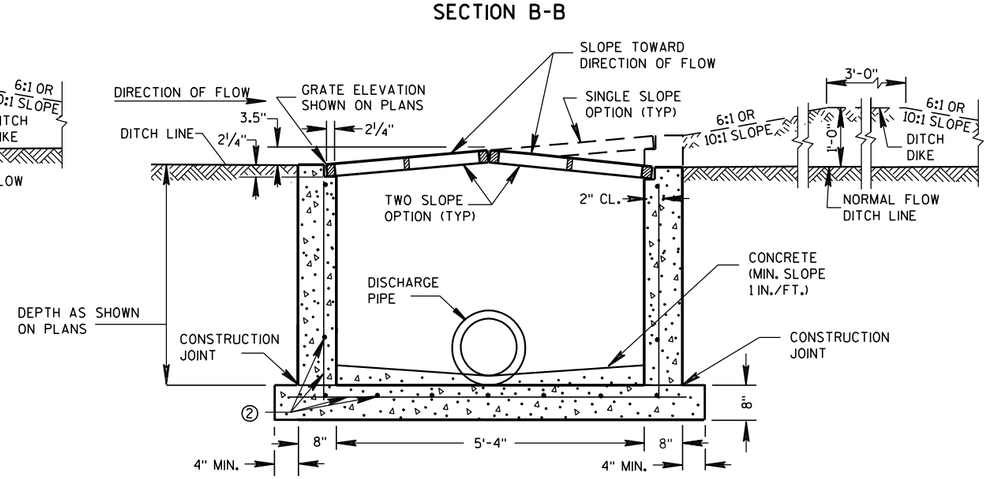

PRECAST REINFORCED CONCRETE SECTION A-A




PRECAST REINFORCED CONCRETE SECTION B-B




REINFORCED CAST-IN-PLACE CONCRETE SECTION A-A




REINFORCED CAST-IN-PLACE CONCRETE SECTION B-B

## INLETS MEDIAN 1 GRATE

## INLETS MEDIAN 2 GRATE

# GENERAL NOTES

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

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

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLETS WHICH MAY INCLUDE PRECAST REINFORCED CONCRETE INLETS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL MEDIAN INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 1G-MS", ETC. THE FIRST NUMBER AND LETTER DESIGNATE THE TYPE OF STRUCTURE, AND THE FOLLOWING LETTERS DESIGNATE THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

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

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

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

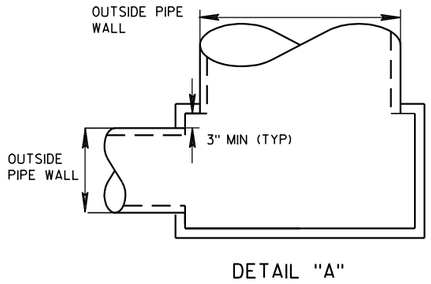
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

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

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

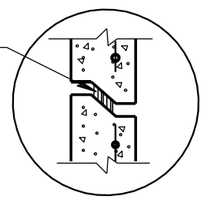
## PIPE MATRIX

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




DETAIL "A"

JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)



DETAIL "B"

**INLETS MEDIAN 1 AND 2 GRATE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/5/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA



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S.D.D. 8 C 8-1

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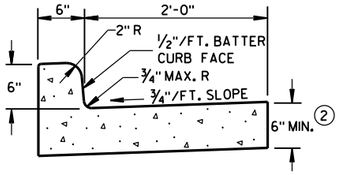
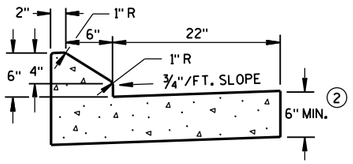
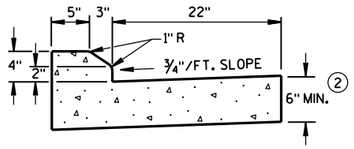
S.D.D. 8 C 8-1




TYPES A & D ①

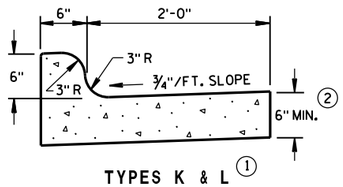



6" SLOPED CURB TYPES G & J ①

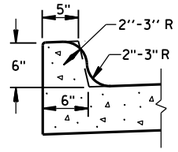



4" SLOPED CURB TYPES G & J ①

**CONCRETE CURB & GUTTER 30"**

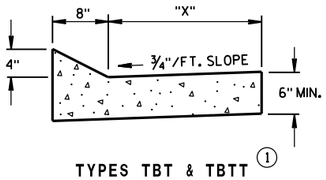



TYPES K & L ①




OPTIONAL CURB SHAPE FOR TYPES K & L ①

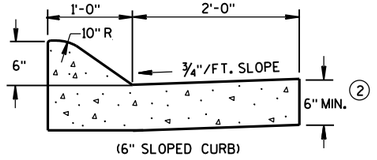
**CONCRETE CURB & GUTTER 30"**



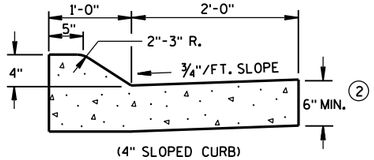

TYPES TBT & TBTT ①

**CONCRETE CURB & GUTTER**

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

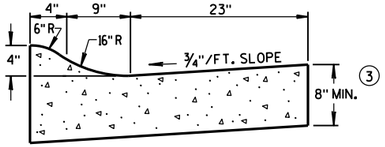



(6" SLOPED CURB)




(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.

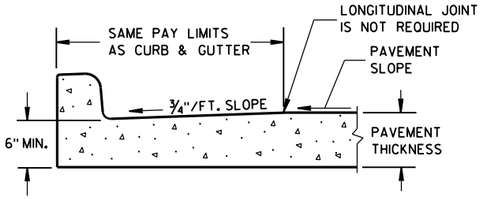
① TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K, R AND TBTT.

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.

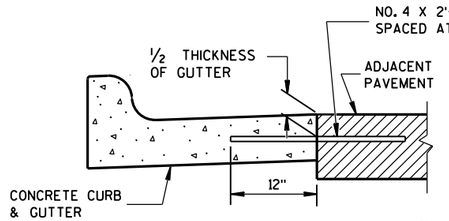
③ THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

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

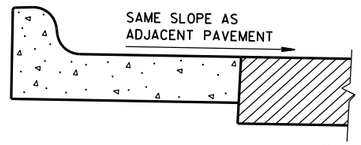
⑤ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.



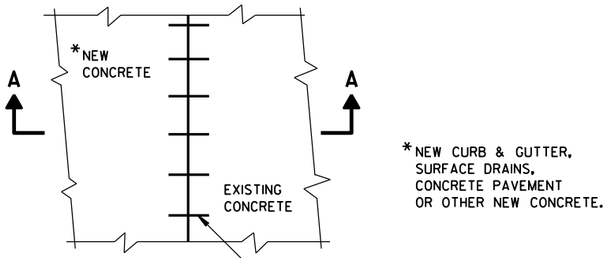

**PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER**




**TYPICAL TIE BAR LOCATION** ①



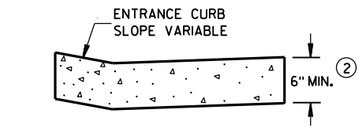

**REVERSE SLOPE GUTTER** ⑤
(TYPICAL FOR ALL CURB & GUTTER TYPES)



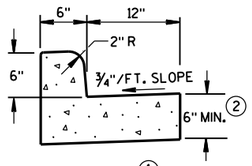

PLAN VIEW

SECTION A-A

**TIE BARS DRILLED INTO EXISTING PAVEMENT**

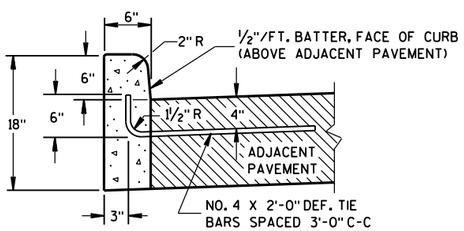



**DRIVEWAY ENTRANCE CURB**
(WHEN DIRECTED BY THE ENGINEER)

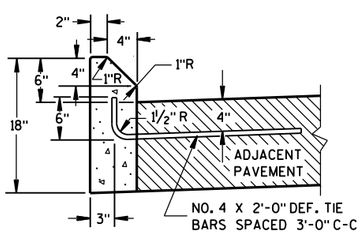



① TYPES A & D

**CONCRETE CURB & GUTTER 18"**

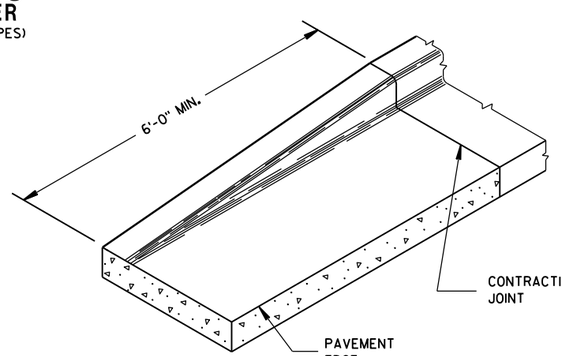



① TYPES A & D




① TYPES G & J

**CONCRETE CURB**




**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 DEVELOPMENT ENGINEER
FHWA



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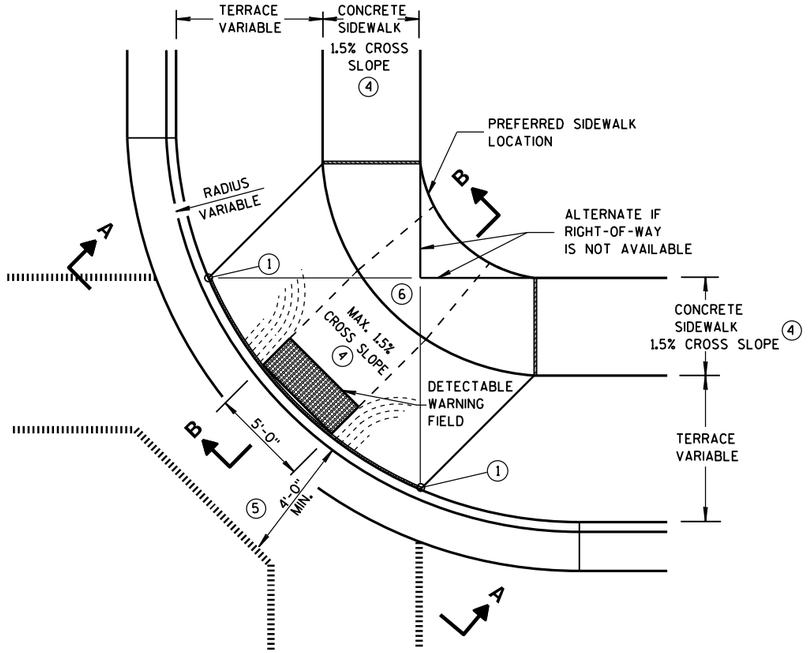
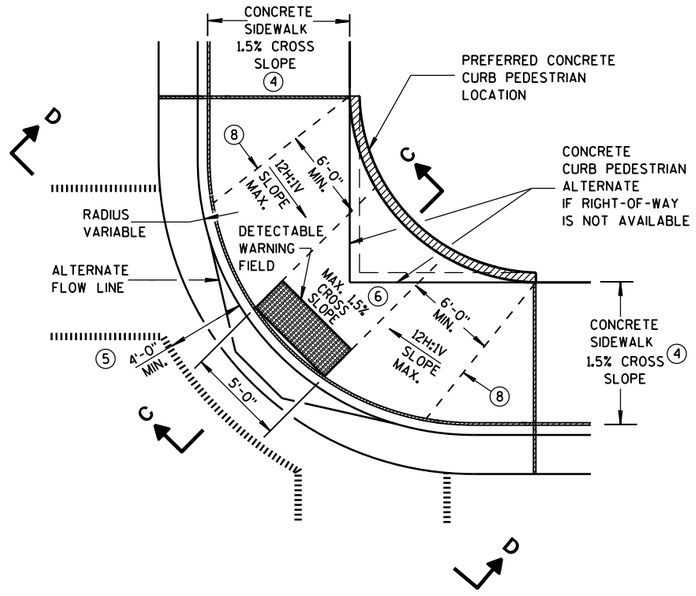
S.D.D. 8 D 1-18




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.

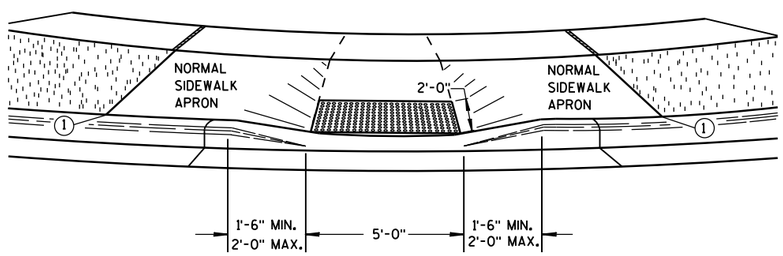
(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(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.

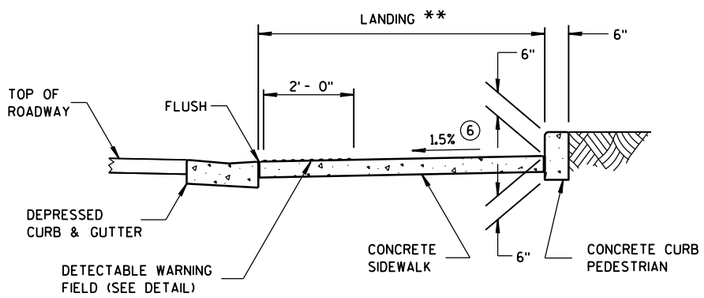
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

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




VIEW A-A

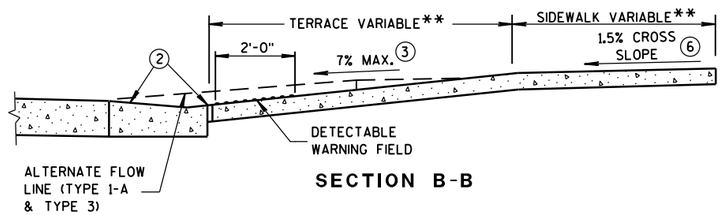
** WIDTH SHOWN ELSEWHERE IN THE PLANS



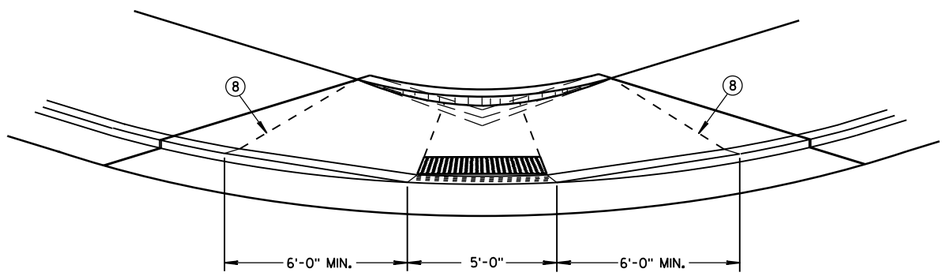

SECTION C-C

### 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





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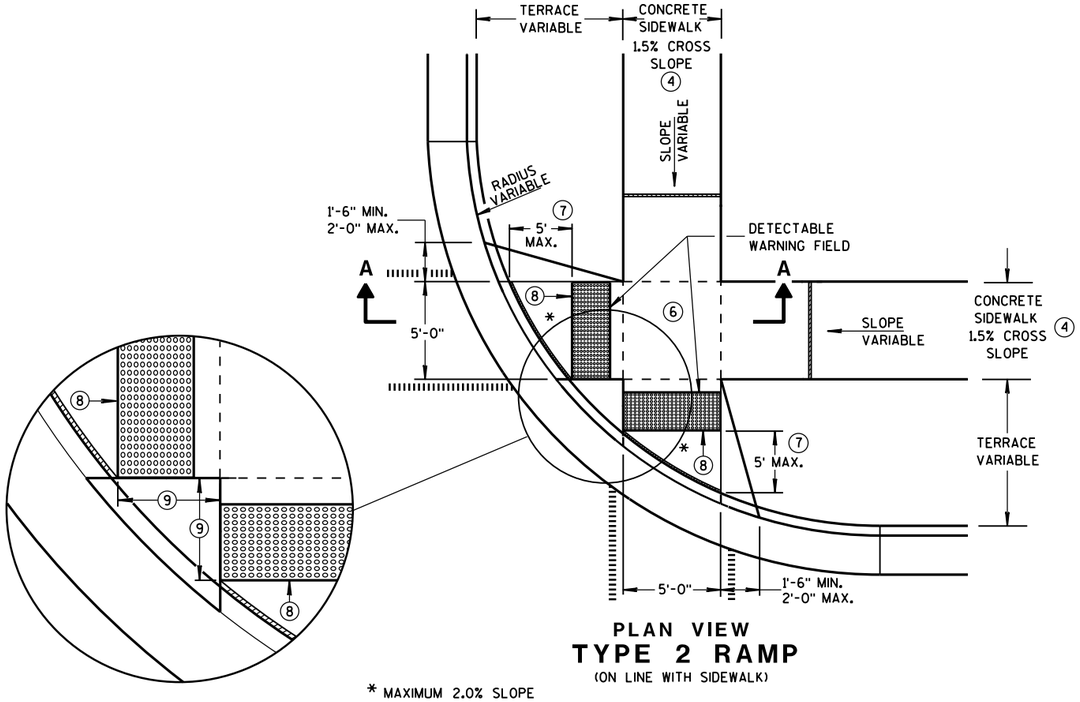
S.D.D. 8 D 5-16a

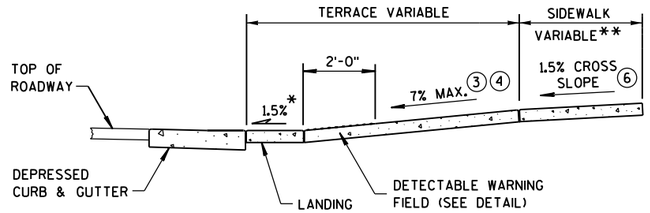



PLAN VIEW

## TYPE 2 RAMP

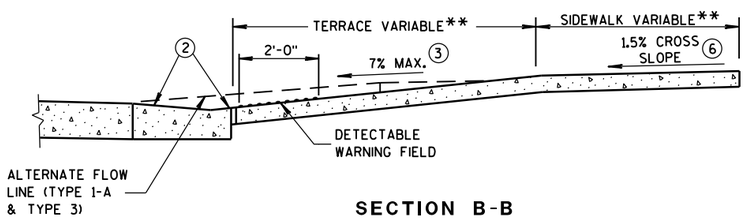
(ON LINE WITH SIDEWALK)

* 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).

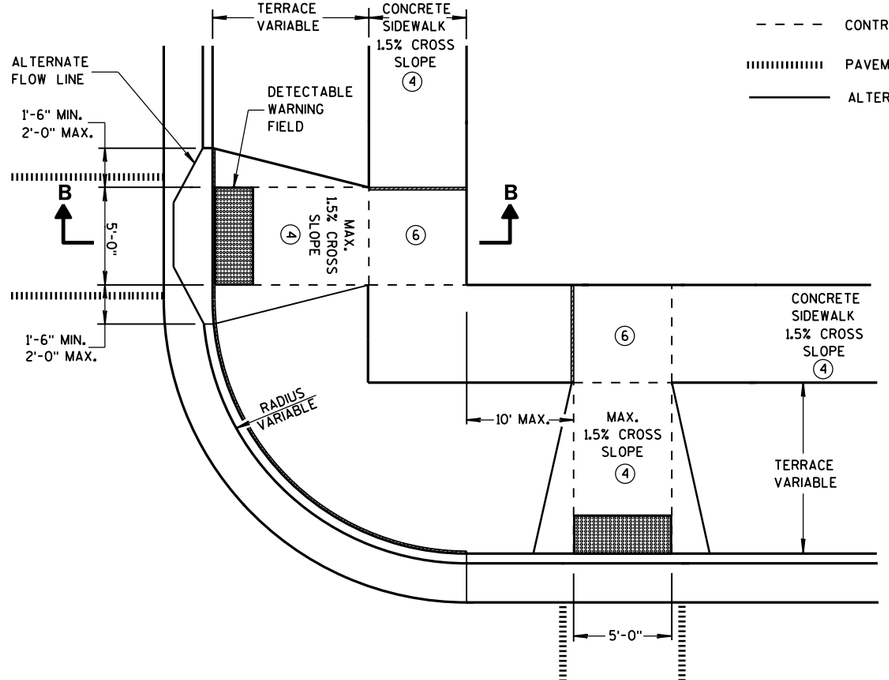
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, USE MULTIPLE DETECTABLE WARNING PANELS ACROSS THE RAMP AND STAGGER ADDITIONAL DETECTABLE WARNING PANEL(S) FORWARD TO REDUCE THIS DISTANCE.

(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







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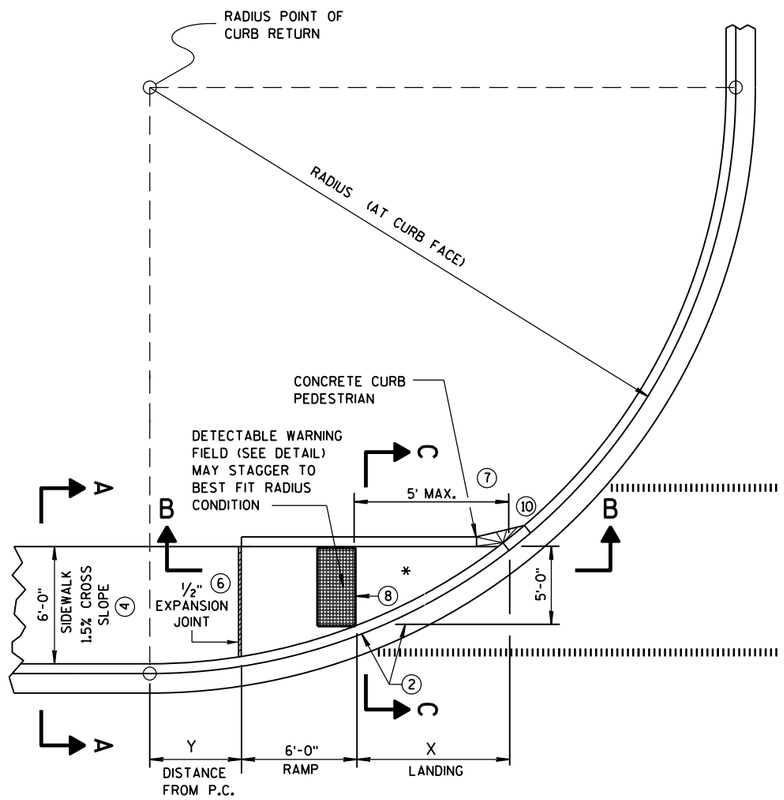
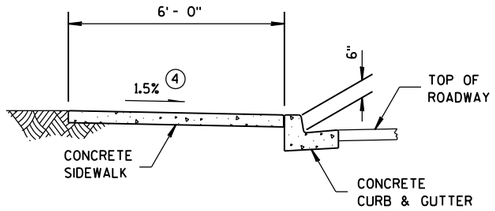
S.D.D. 8 D 5-16b



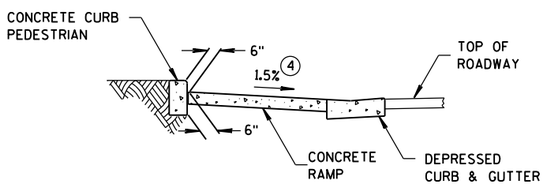

## CURB RAMP TYPE 4A
### PLAN VIEW

| 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" |

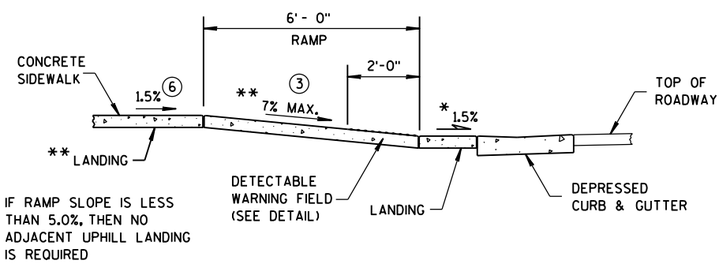
INTERMEDIATE RADII CAN BE INTERPOLATED




SECTION A-A FOR TYPE 4A

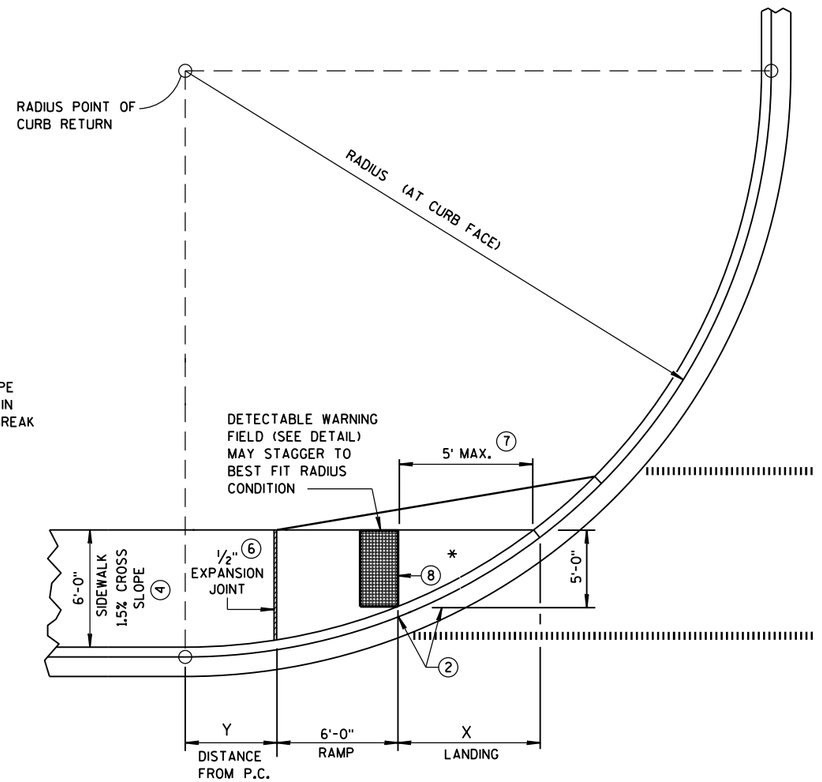



SECTION C-C FOR TYPE 4A




SECTION B-B FOR TYPE 4A

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




## CURB RAMP TYPE 4A1
### PLAN VIEW

## 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.

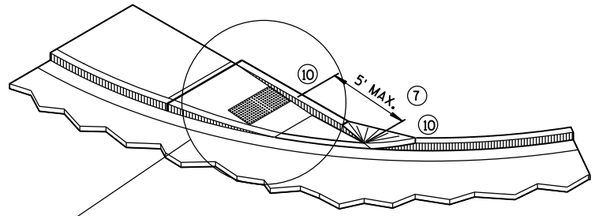
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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).

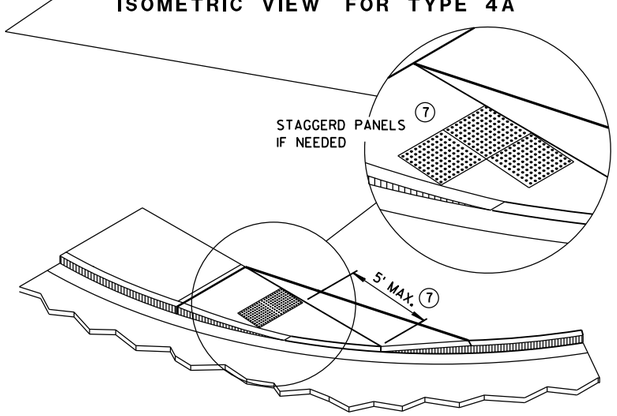
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, USE MULTIPLE DETECTABLE WARNING PANELS ACROSS THE RAMP AND STAGGER ADDITIONAL DETECTABLE WARNING PANEL(S) FORWARD TO REDUCE THIS DISTANCE.

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

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




ISOMETRIC VIEW FOR TYPE 4A




ISOMETRIC VIEW FOR TYPE 4A1

### LEGEND

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

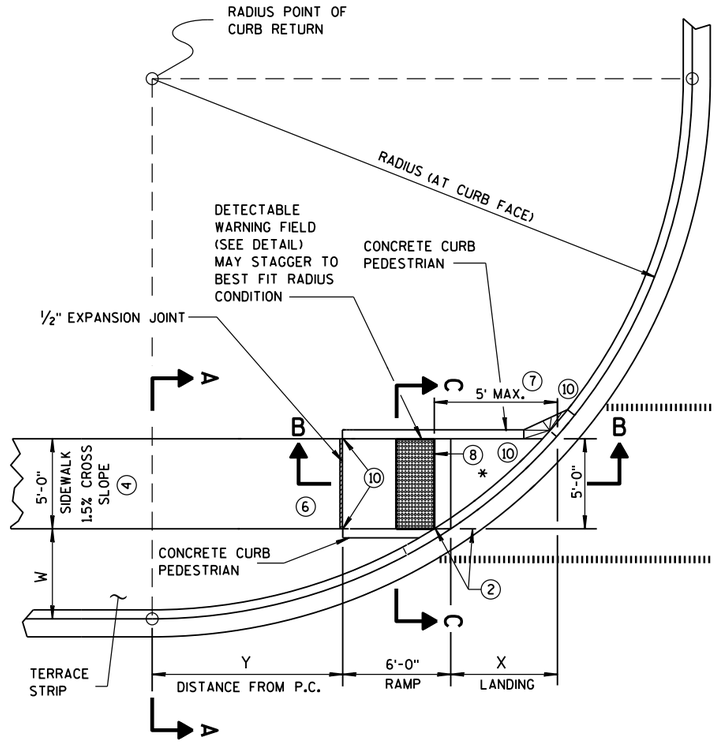
**CURB RAMPS TYPES 4A AND 4A1**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

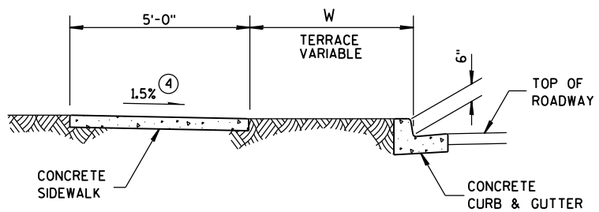



6

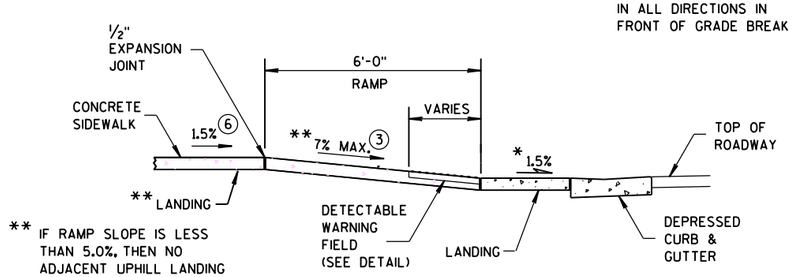

S.D.D. 8 D 5-16c




## CURB RAMP TYPE 4B
### PLAN VIEW




## SECTION A-A FOR TYPE 4B




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

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

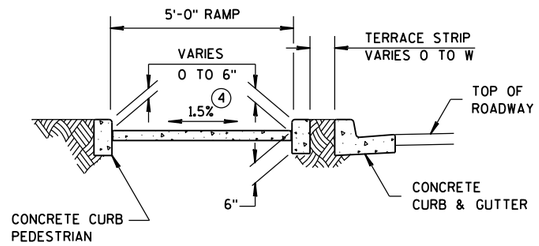
## SECTION B-B FOR TYPE 4B

## 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.

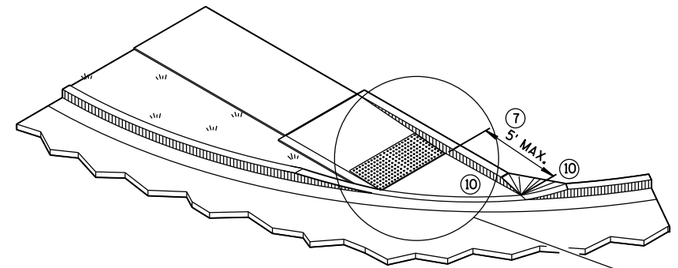
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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).

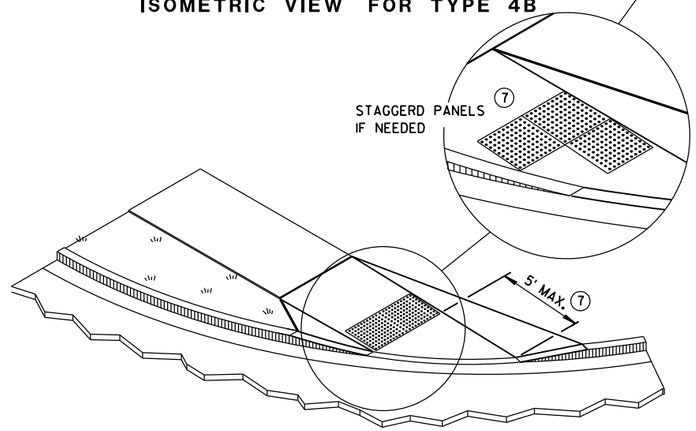
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, USE MULTIPLE DETECTABLE WARNING PANELS ACROSS THE RAMP AND STAGGER ADDITIONAL DETECTABLE WARNING PANEL(S) FORWARD TO REDUCE THIS DISTANCE.

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

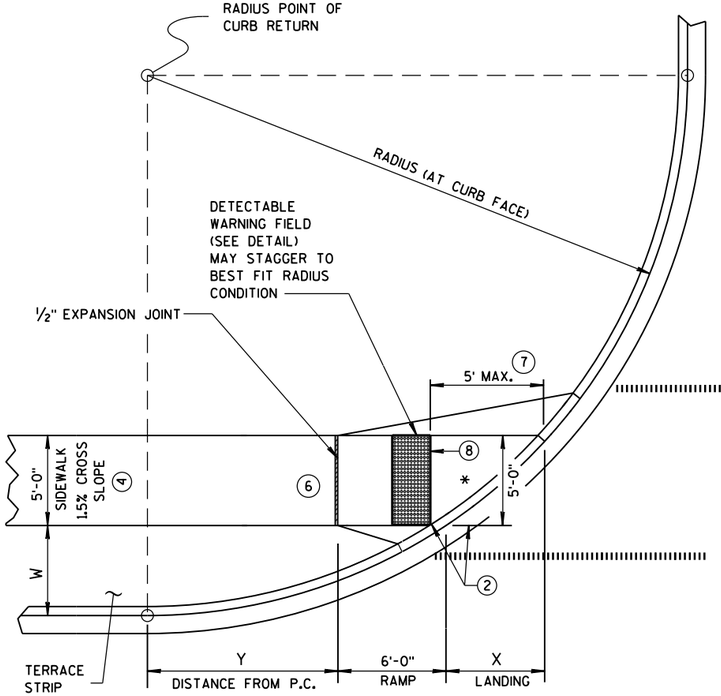
(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.




## 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

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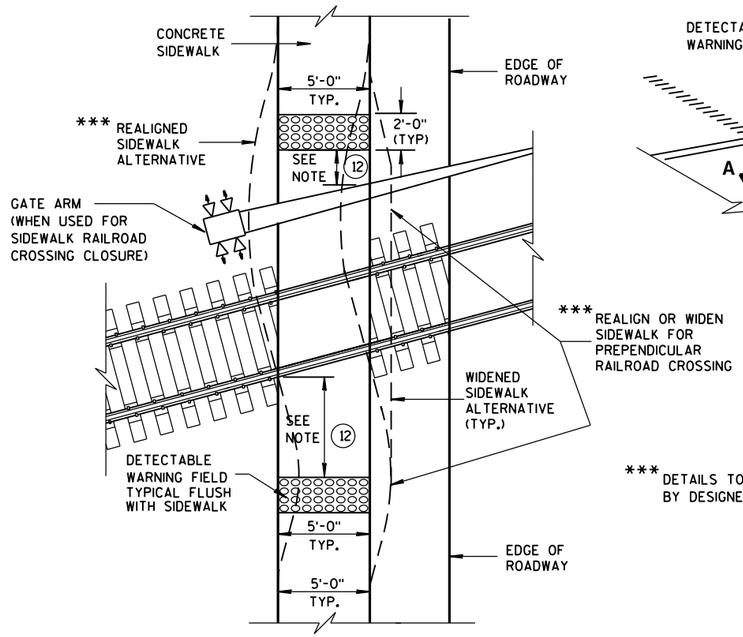
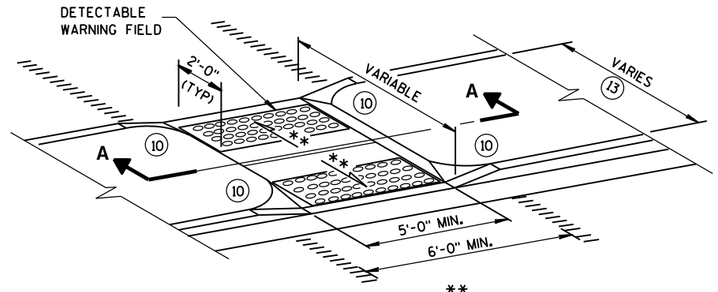
S.D.D. 8 D 5-16d




**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.

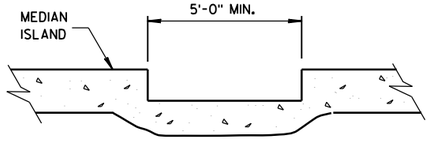
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

(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.

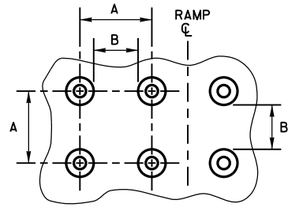
(13) DO NOT INSTALL DETECTABLE WARNING FIELDS IF MEDIAN WIDTH BETWEEN BACK OF CURBS IS LESS THAN 6 FEET.



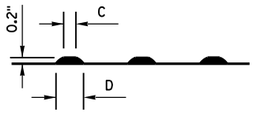

**SECTION A-A**

| | 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.

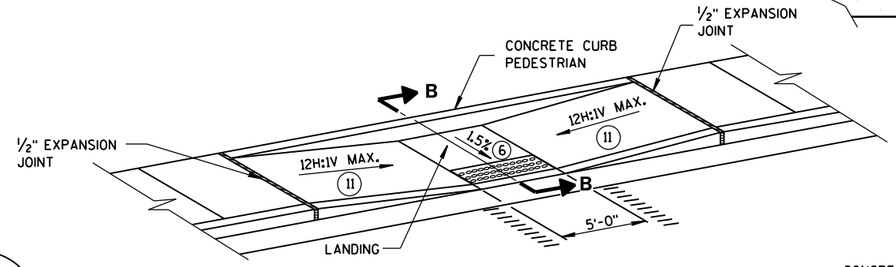



**PLAN VIEW**

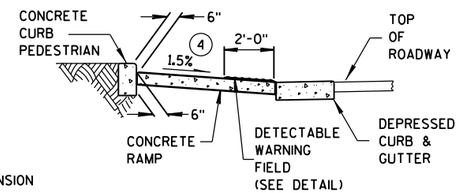



**ELEVATION VIEW**

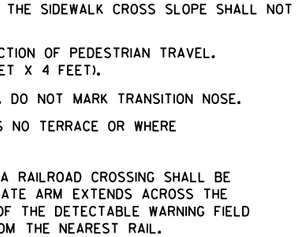
**TRUNCATED DOMES**
**DETECTABLE WARNING PATTERN DETAIL**




**MID-BLOCK CROSSING**
**TYPE 7A**



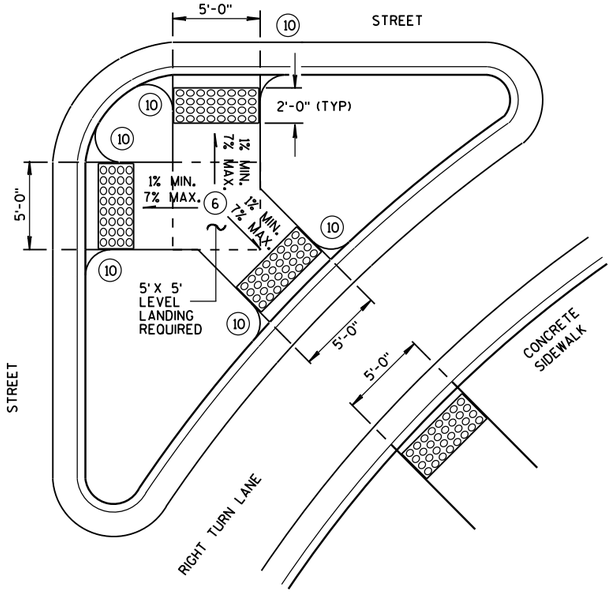

**SECTION B-B**



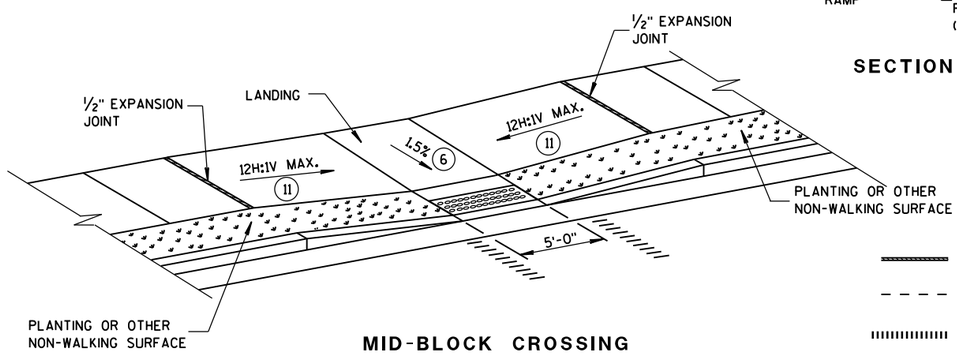

**PLAN VIEW**

**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 DEVELOPMENT ENGINEER
FHWA

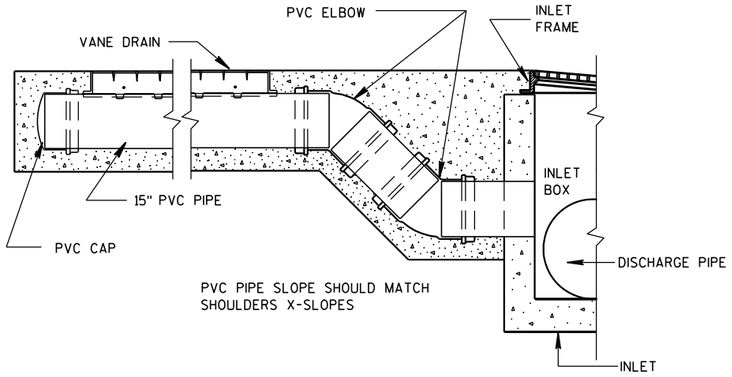


6

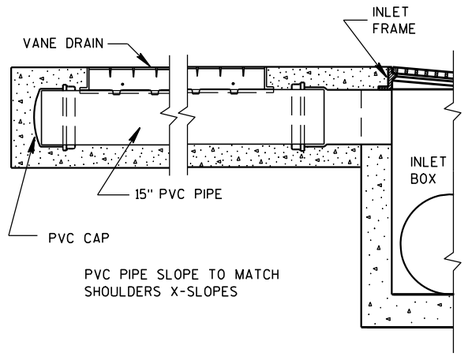
S.D.D. 8 D 5-16e

6

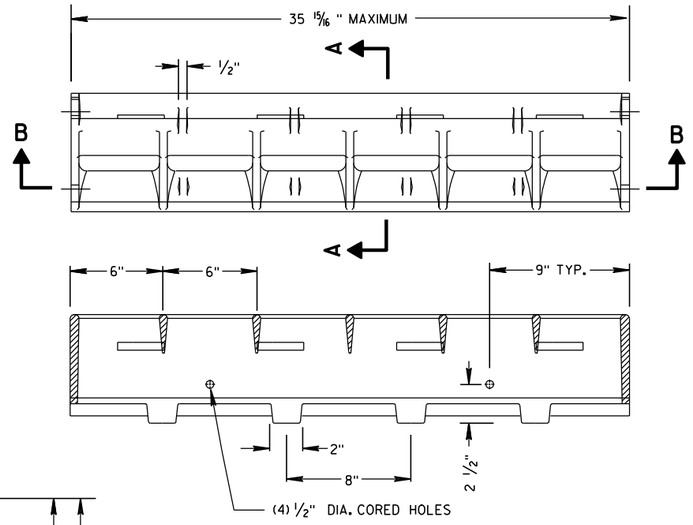
S.D.D. 8 D 5-16e




## TYPICAL SLOTTED VANE DRAIN CONFIGURATION



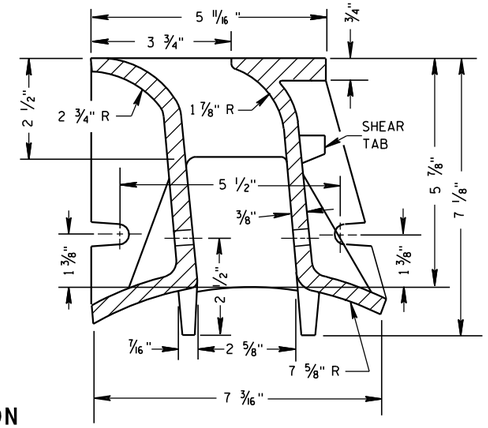

TYPICAL SLOTTED VANE DRAIN CONFIGURATION




SECTION B-B

## SLOTTED VANE DRAIN DETAIL

(APPROXIMATE WEIGHT 87 LBS.)




SECTION A-A

## GENERAL NOTES

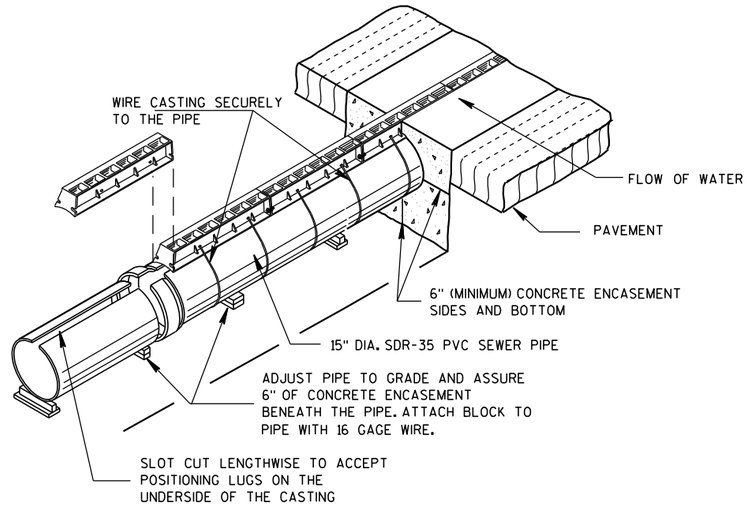
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

ENCASEMENT: THE ENCASING MATERIAL AROUND THE PIPE SHALL BE IN ACCORDANCE WITH SPECIFICATIONS OF 501.4.3.3 FOR CONCRETE PAVEMENT.

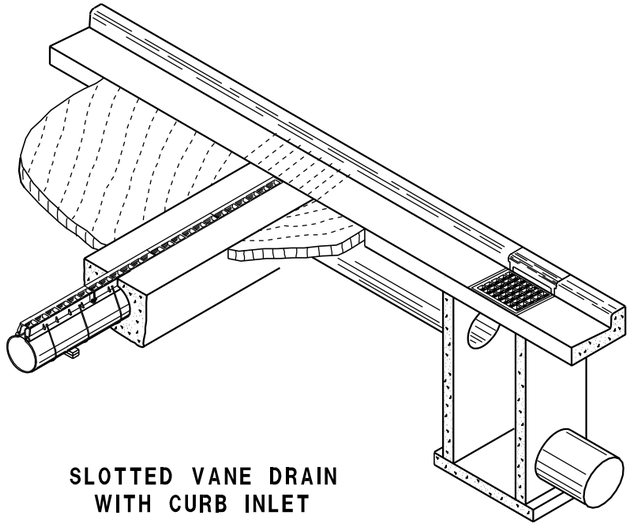
THE PIPE USED SHALL BE A 15" DIAMETER SDR-35 POLYVINYL CHLORIDE SEWER PIPE. THE PIPE SHALL CONFORM TO THE REQUIREMENTS SET FORTH IN STANDARD SPECIFICATION 612.2.6

SURFACE DRAIN: BEFORE PAVING OVER THE DRAIN, COVER THE TOP OF THE DRAIN TO KEEP MATERIAL OUT OF THE PIPE. THE FINISHED GRADE SHOULD BE FLUSH WITH THE TOP OF THE DRAIN.

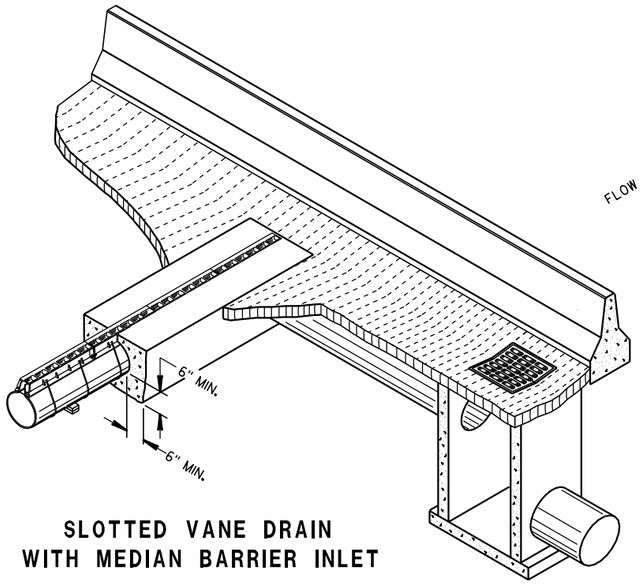
THE ANGLE OF THE DRAIN TO THE FLOW OF WATER SHOULD BE AS CLOSE TO 90° AS POSSIBLE.



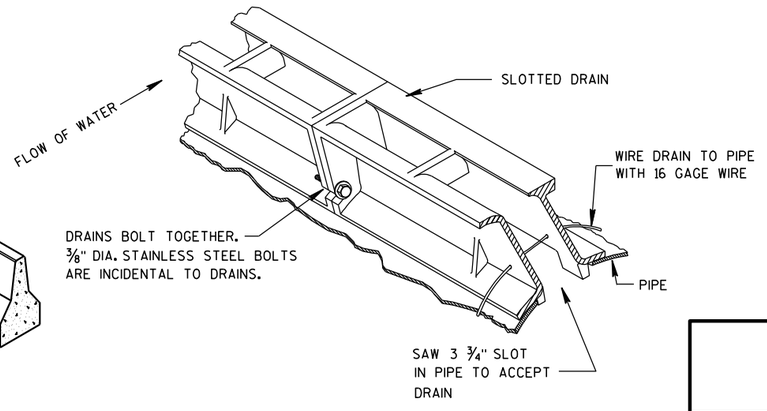

## INSTALLATION OF SLOTTED VANE DRAIN



SLOTTED VANE DRAIN WITH CURB INLET




SLOTTED VANE DRAIN WITH MEDIAN BARRIER INLET




ISOMETRIC VIEW

## SLOTTED VANE DRAIN

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/13/00 DATE
/S/ Rory L. Rhinehart
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA



6

S.D.D. 8 D 14-1

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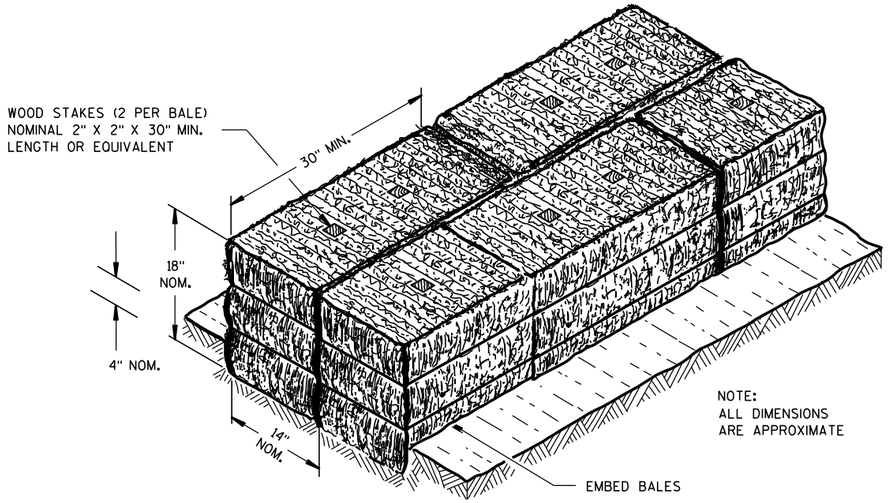
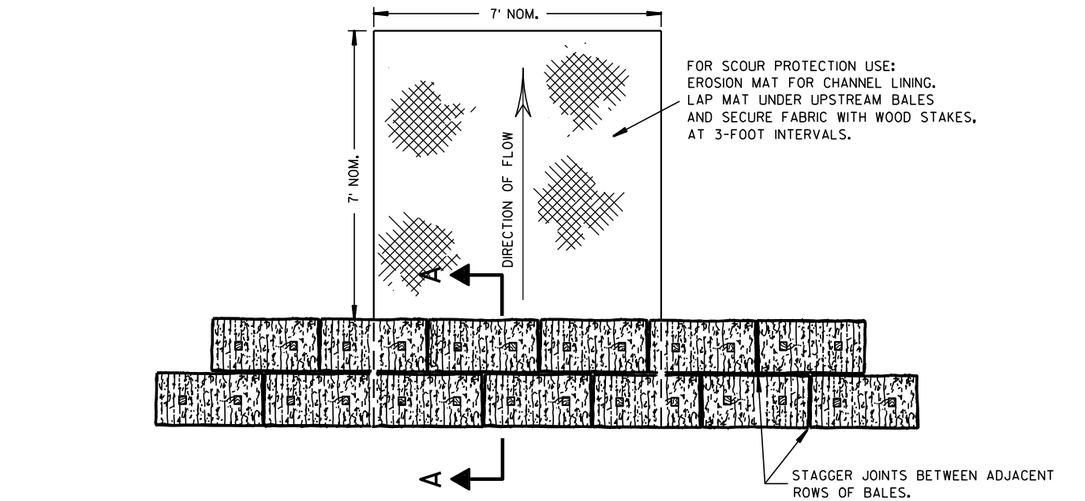
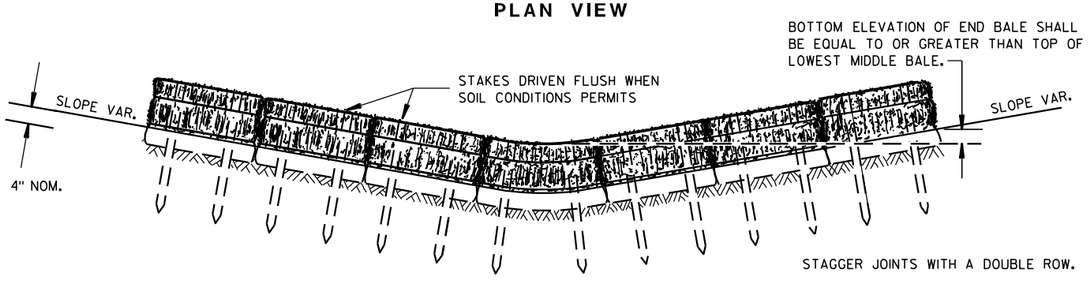
S.D.D. 8 D 14-1




**SECTION A-A**




**PLAN VIEW**



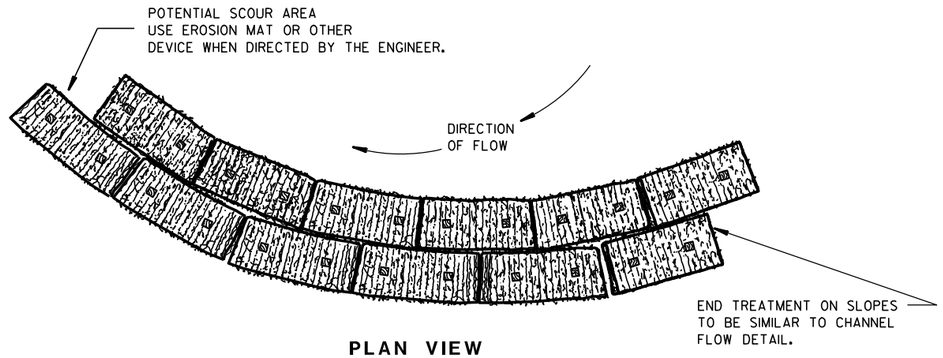

**FRONT ELEVATION**

## TEMPORARY DITCH CHECK USING EROSION BALES (1)

## GENERAL NOTES

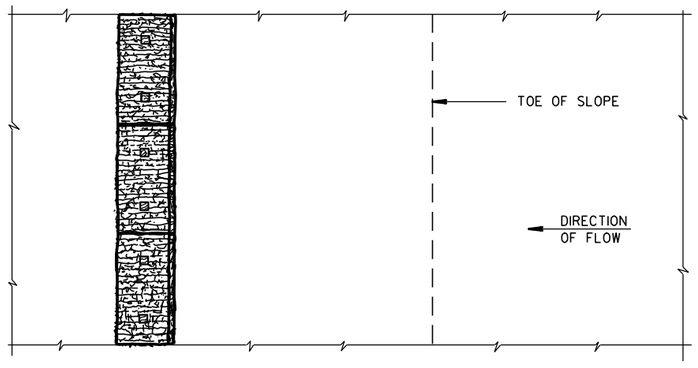
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

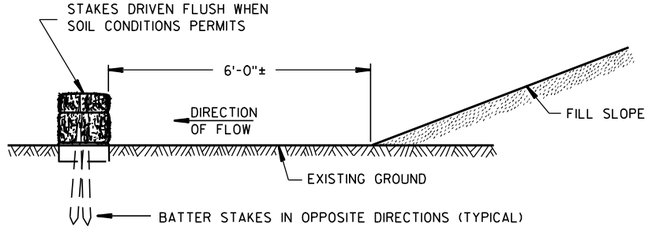



**PLAN VIEW**

WHEN ALTERING THE DIRECTION OF FLOW




**PLAN VIEW**




**FRONT ELEVATION**

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

## EROSION BALES FOR SHEET FLOW

## TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/04/02 — DATE

/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

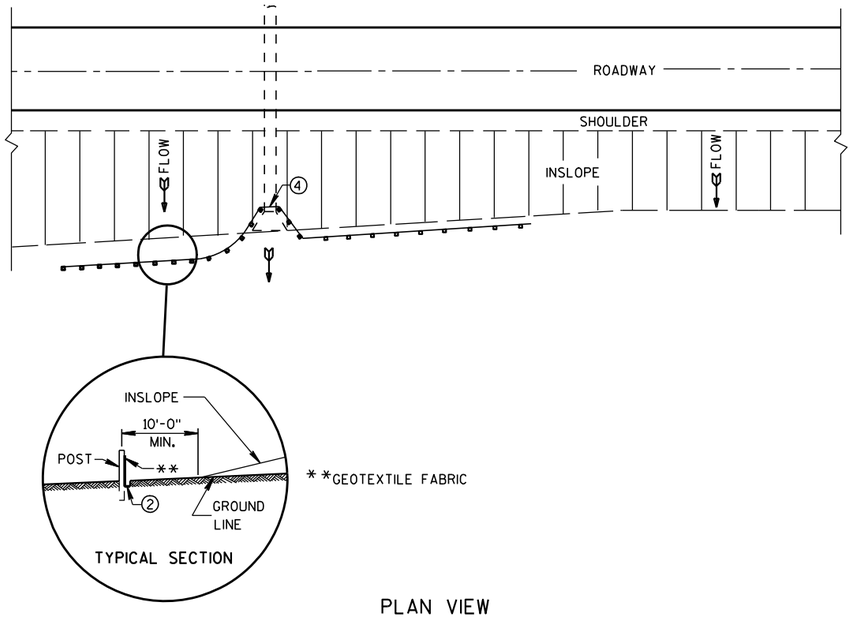


6

S.D.D. 8 E 8-3

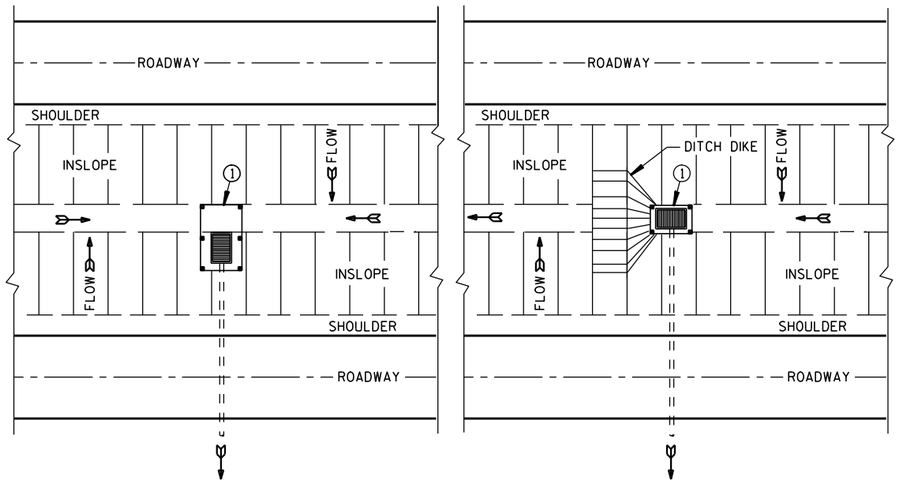
6

S.D.D. 8 E 8-3




PLAN VIEW

## TYPICAL APPLICATION OF SILT FENCE



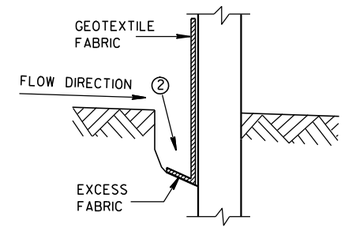

PLAN VIEW

## SILT FENCE AT MEDIAN SURFACE DRAINS

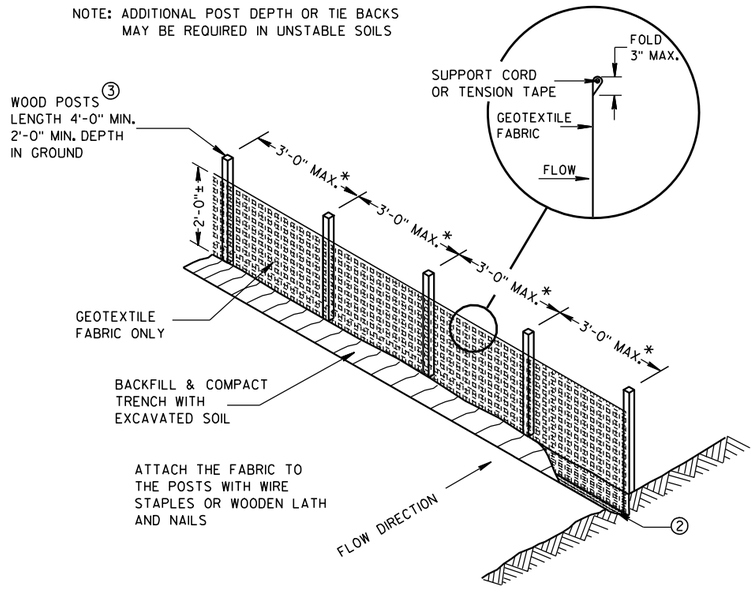
## GENERAL NOTES

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

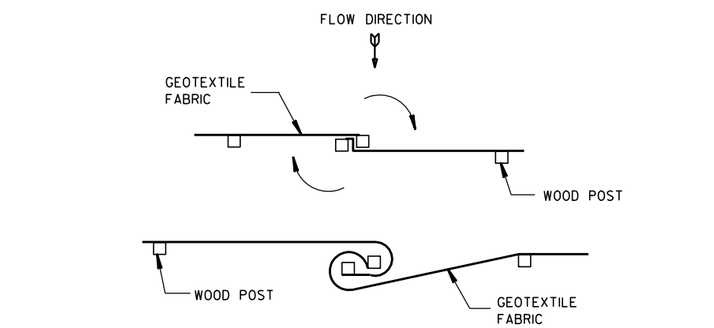
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL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



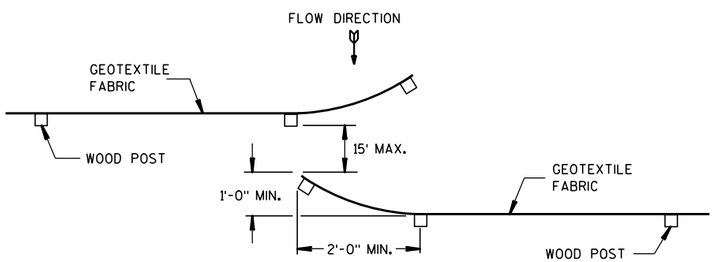

## TRENCH DETAIL




## SILT FENCE

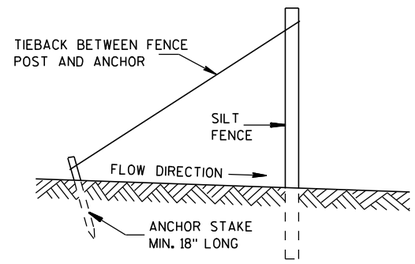



TWIST METHOD




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

730

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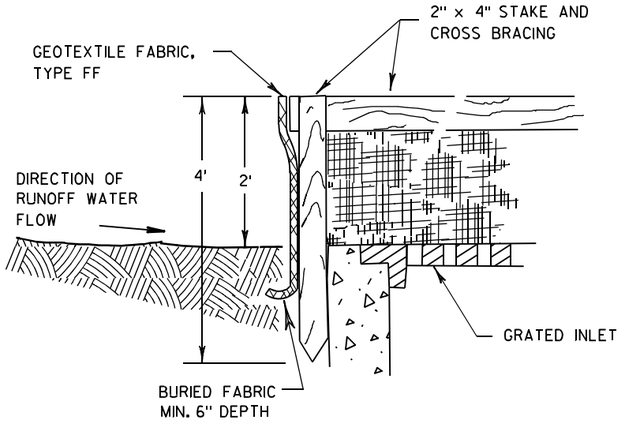
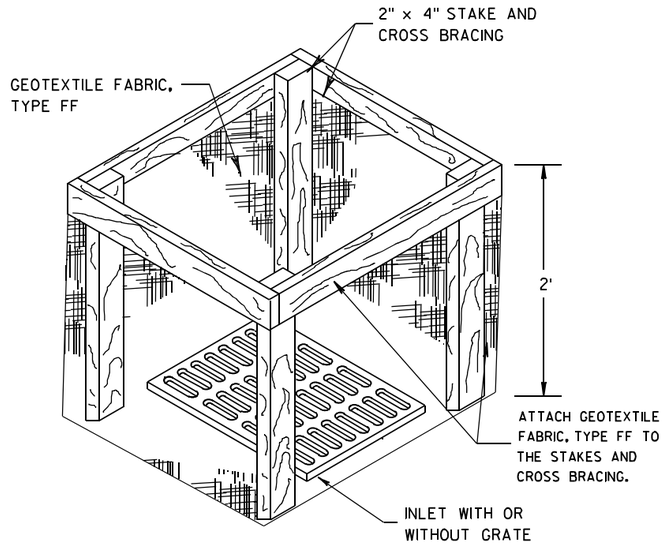
S.D.D. 8 E 9-6

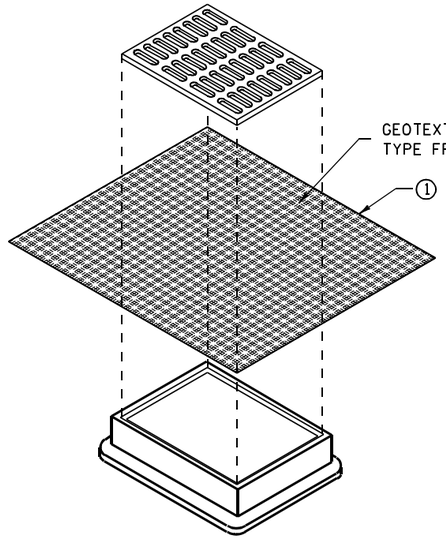
6

S.D.D. 8 E 9-6



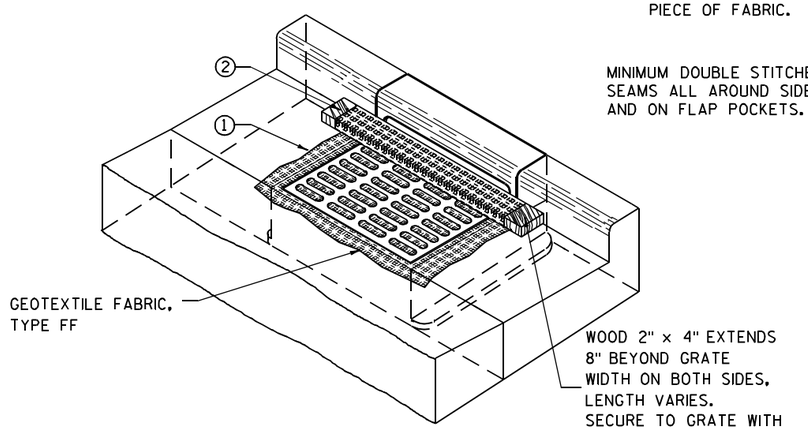




## INLET PROTECTION, TYPE A

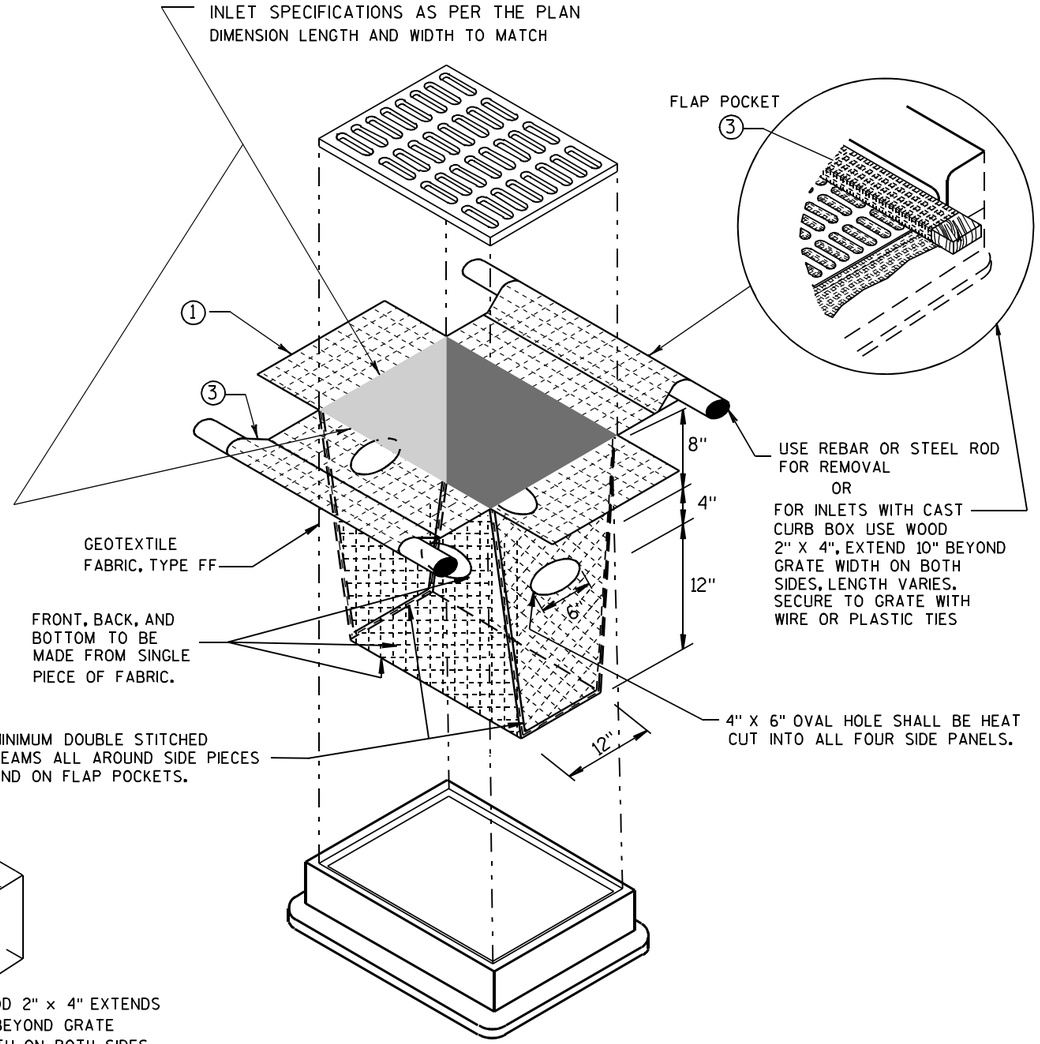



## INLET PROTECTION, TYPE B
## (WITHOUT CURB BOX)

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




## INLET PROTECTION, TYPE C (WITH CURB BOX)




## INLET PROTECTION, TYPE D

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

## GENERAL NOTES

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

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

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

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

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

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

## INSTALLATION NOTES

### TYPE B & C

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

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

### TYPE D

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

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

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA



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S.D.D. 8 E 10-2

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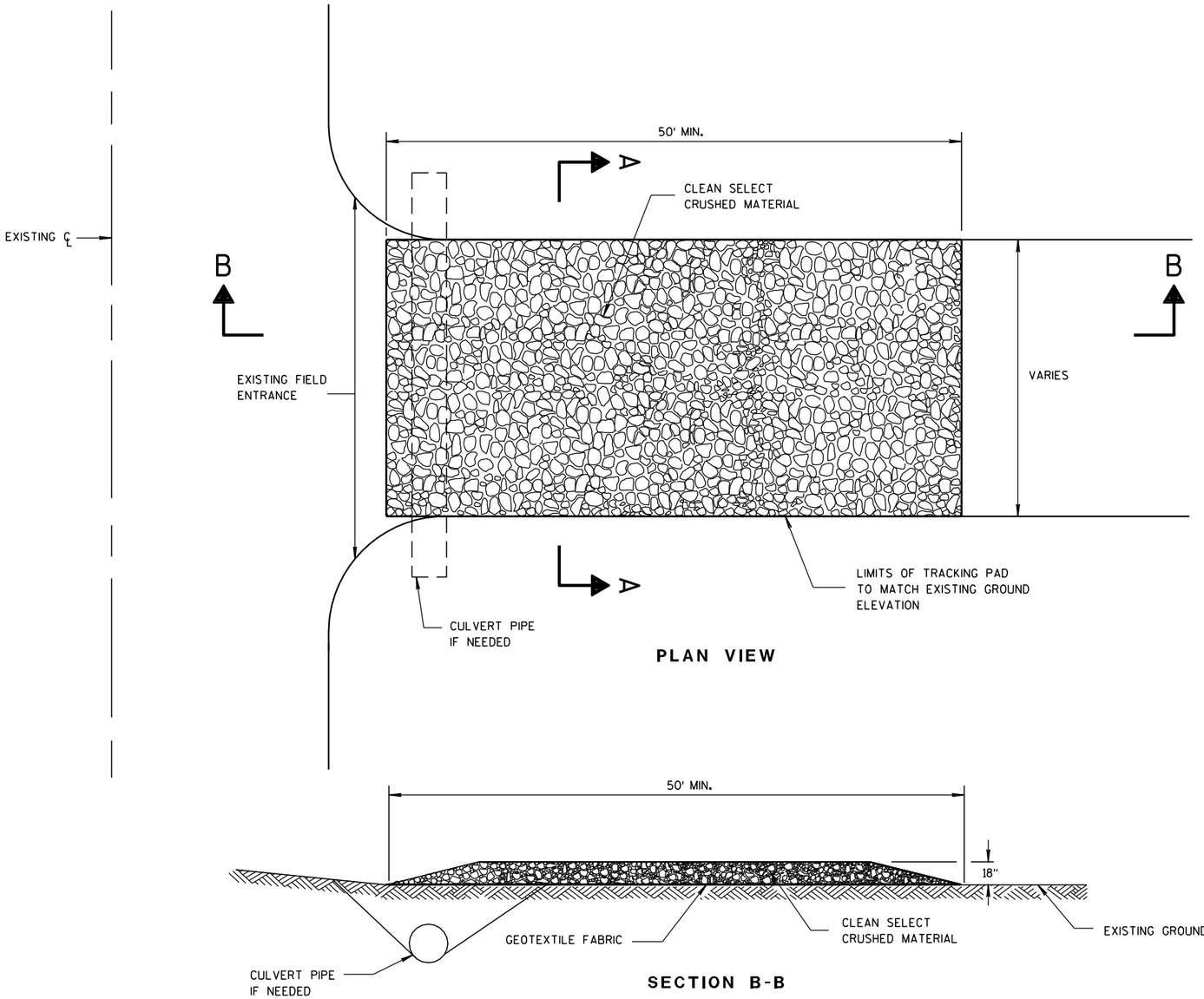
S.D.D. 8 E 10-2




PLAN VIEW




SECTION B-B

## GENERAL NOTES

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

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

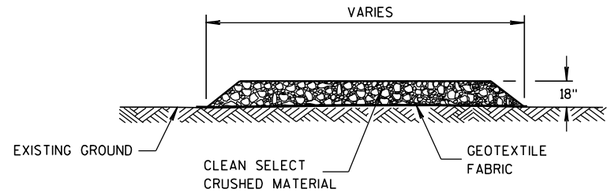
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.




SECTION A-A

# TRACKING PAD

| TRACKING PAD | |
|---|---|
| STATE OF WISCONSIN<br>DEPARTMENT OF TRANSPORTATION | |
| APPROVED<br>3/24/2011<br>DATE<br>FHWA | /S/ Jerry H. Zoda<br>ROADWAY STANDARDS ENGINEER |
| 732 | ENT |

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S.D.D. 8 E 14-1

6

S.D.D. 8 E 14-1

## METAL APRON ENDWALLS

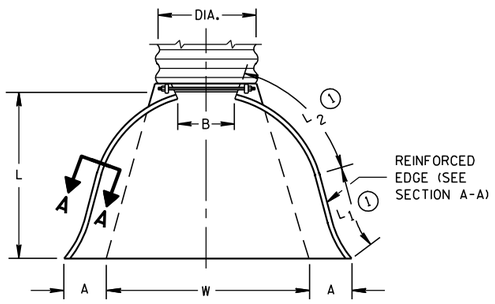
| PIPE DIA. (IN.) | MIN. THICK. (Inches) STEEL | MIN. THICK. (Inches) ALUM. | DIMENSIONS (Inches) A (±1") | B (MAX.) | H (±1") | L (±1 1/2") | L1 ① | L2 ① | W (±2") | APPROX. SLOPE | BODY |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | .064 | .060 | 6 | 6 | 6 | 21 | 12 | 17 1/2 | 24 | 2 1/2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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

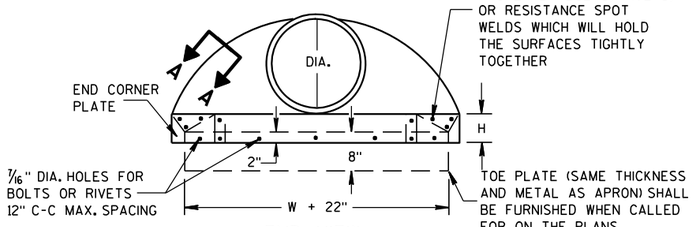
## REINFORCED CONCRETE APRON ENDWALLS

| PIPE DIA. (IN.) | DIMENSIONS (Inches) T | A | B | C | D | E | G | APPROX. SLOPE |
|---|---|---|---|---|---|---|---|---|
| 12 | 2 | 4 | 24 | 48 7/8 | 72 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 |

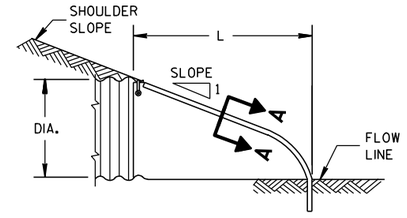
*MINIMUM
**MAXIMUM




PLAN VIEW

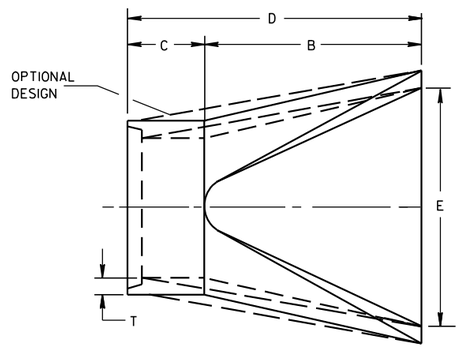



END VIEW

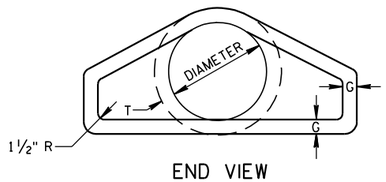



SIDE ELEVATION

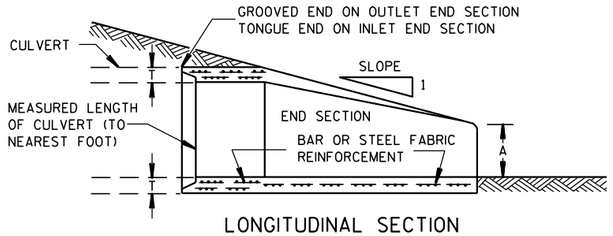
## METAL ENDWALLS




PLAN

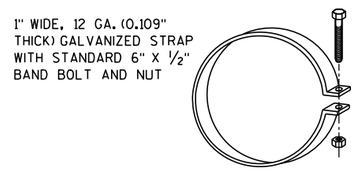



END VIEW



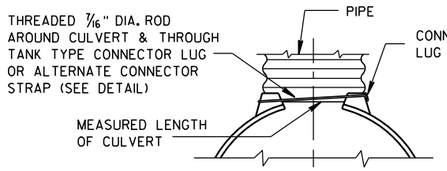

LONGITUDINAL SECTION

## CONCRETE ENDWALLS

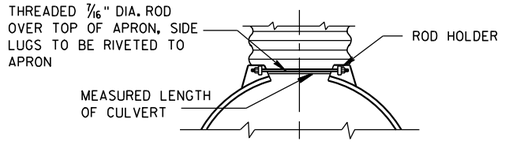



ALTERNATE FOR TYPE 1 CONNECTION

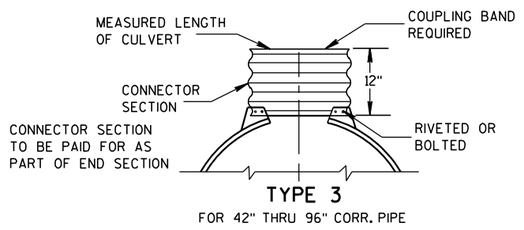
## END SECTION CONNECTOR STRAP



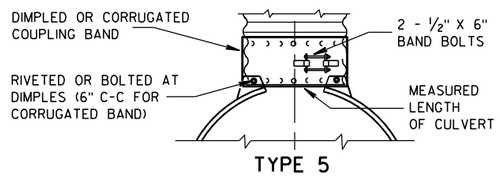

TYPE 1
FOR 12" THRU 24" CORR. PIPE




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

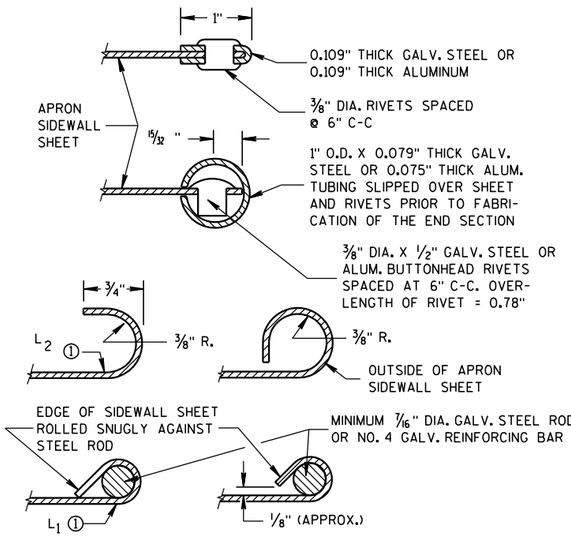
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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.

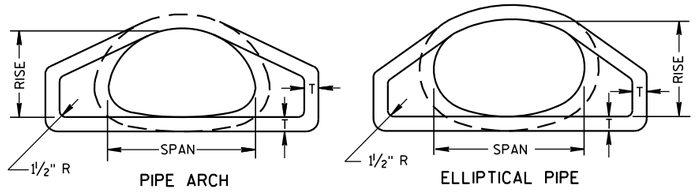
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

# APRON ENDWALLS FOR CULVERT PIPE

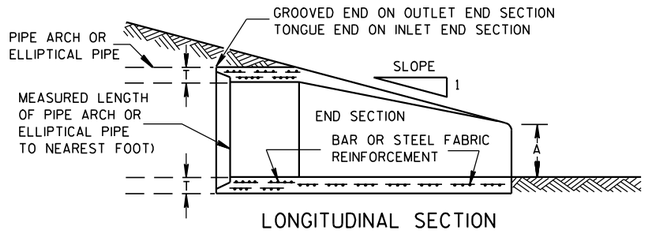
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOP 733 NEER
FHWA

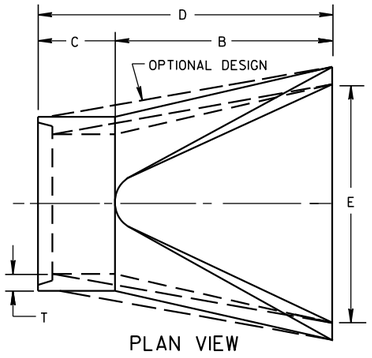

6
S.D.D. 8 F 1-11




END VIEW

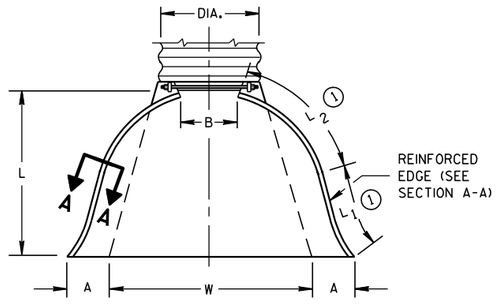



LONGITUDINAL SECTION

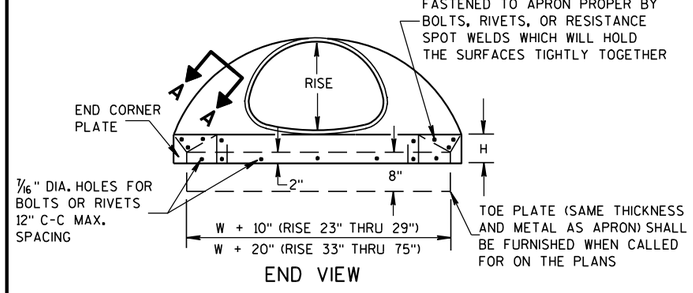



PLAN VIEW

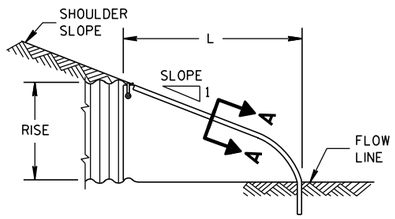
# CONCRETE ENDWALLS




PLAN VIEW

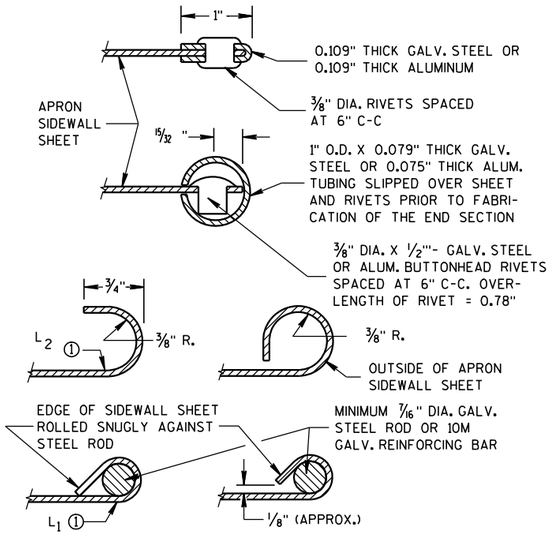



END VIEW




SIDE ELEVATION

## METAL ENDWALLS




## SECTION A-A

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

| EQUIV. DIA. (Inches) | (Inches) SPAN | (Inches) RISE | MIN. THICK. (Inches) STEEL | MIN. THICK. (Inches) ALUM. | DIMENSIONS (Inches) A (±1") | B (MAX.) | H (±1") | L (±1 1/2") | L1 ① | L2 ① | W (±2") | APPROX. SLOPE | BODY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 17 | 13 | .064 | .060 | 7 | 9 | 6 | 19 | 14 | 16 | 30 | 2½ to 1 | 1 Pc. |
| 18 | 21 | 15 | .064 | .060 | 7 | 10 | 6 | 23 | 14 | 19⅜ | 36 | 2½ to 1 | 1 Pc. |
| 21 | 24 | 18 | .064 | .060 | 8 | 12 | 6 | 28 | 18 | 21¾ | 42 | 2½ to 1 | 1 Pc. |
| 24 | 28 | 20 | .064 | .060 | 9 | 14 | 6 | 32 | 18 | 27½ | 48 | 2½ to 1 | 1 Pc. |
| 30 | 35 | 24 | .079 | .075 | 10 | 16 | 6 | 39 | 18 | 37⅝ | 60 | 2½ to 1 | 1 Pc. |
| 36 | 42 | 29 | .079 | .075 | 12 | 18 | 8 | 46 | 24 | 45⅜ | 75 | 2½ to 1 | 1 Pc. |
| 42 | 49 | 33 | .109 | .105 | 13 | 21 | 9 | 53 | 24 | 54¾ | 85 | 2½ to 1 | 2 Pc. |
| 48 | 57 | 38 | .109 | .105 | 18 | 26 | 12 | 63 | 24 | 68 | 90 | 2½ to 1 | 3 Pc. |
| 54 | 64 | 43 | .109 | .105 | 18 | 30 | 12 | 70 | 24 | 72¾ | 102 | 2¼ to 1 | 3 Pc. |
| 60 | 71 | 47 | .109* | .105* | 18 | 33 | 12 | 77 | 30 | 82¼ | 114 | 2¼ to 1 | 3 Pc. |
| 66 | 77 | 52 | .109* | .105* | 18 | 36 | 12 | 77 | — | — | 126 | 2 to 1 | 3 Pc. |
| 72 | 83 | 57 | .109* | .105* | 18 | 39 | 12 | 77 | — | — | 138 | 2 to 1 | 3 Pc. |

### 3" X 1" CORRUGATIONS

| EQUIV. DIA. (Inches) | (Inches) SPAN | (Inches) RISE | MIN. THICK. (Inches) STEEL | MIN. THICK. (Inches) ALUM. | DIMENSIONS (Inches) A (±1") | B (MAX.) | H (±1") | L (±1 1/2") | L1 ① | L2 ① | W (±2") | APPROX. SLOPE | BODY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 48 | 53 | 41 | .109 | .105 | 18 | 26 | 12 | 63 | 24 | 72¾ | 90 | 2½ to 1 | 2 Pc. |
| 54 | 60 | 46 | .109 | .105 | 18 | 30 | 12 | 70 | 30 | 82¼ | 102 | 2 to 1 | 2 Pc. |
| 60 | 66 | 51 | .109* | .105* | 18 | 33 | 12 | 77 | — | — | 114 | 1½ to 1 | 3 Pc. |
| 66 | 73 | 55 | .109* | .105* | 18 | 36 | 12 | 77 | — | — | 126 | 1½ to 1 | 3 Pc. |
| 72 | 81 | 59 | .109* | .105* | 18 | 39 | 12 | 77 | — | — | 138 | 2 to 1 | 3 Pc. |
| 78 | 87 | 63 | .109* | .105* | 22 | 38 | 12 | 77 | — | — | 148 | 1½ to 1 | 3 Pc. |
| 84 | 95 | 67 | .109* | .105* | 22 | 34 | 12 | 77 | — | — | 162 | 1½ to 1 | 3 Pc. |
| 90 | 103 | 71 | .109* | .105* | 22 | 38 | 12 | 77 | — | — | 174 | 1½ to 1 | 3 Pc. |
| 96 | 112 | 75 | .109* | .105* | 24 | 40 | 12 | 77 | — | — | 174 | 1½ to 1 | 3 Pc. |

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

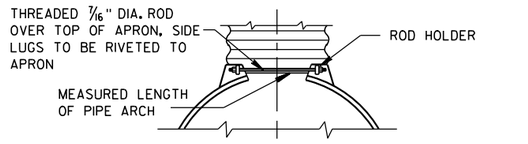
### REINFORCED CONCRETE PIPE ARCH

| EQUIV. DIA. (Inches) | DIMENSIONS (Inches) ** SPAN | ** RISE | T | A | B | C | D | E | APPROX. SLOPE |
|---|---|---|---|---|---|---|---|---|---|
| 24 | 29 | 18 | 3 | 8½ | 39 | 33 | 72 | 48 | 3 to 1 |
| 30 | 36 | 22 | 3½ | 9½ | 50 | 46 | 96 | 60 | 3 to 1 |
| 36 | 44 | 27 | 4 | 11⅛ | 60 | 36 | 96 | 72 | 3 to 1 |
| 42 | 51 | 31 | 4½ | 15 13/16 | 60 | 36 | 96 | 78 | 3 to 1 |
| 48 | 58 | 36 | 5 | 21 | 60 | 36 | 96 | 84 | 3 to 1 |
| 54 | 65 | 40 | 5½ | 25½ | 60 | 36 | 96 | 90 | 3 to 1 |
| 60 | 73 | 45 | 6 | 31 | 60 | 36 | 96 | 96 | 3 to 1 |
| 72 | 88 | 54 | 7 | 31 | 60 | 39 | 99 | 120 | 2 to 1 |
| 84 | 102 | 62 | 8 | 28½ | 83 | 19 | 102 | 144 | 2 to 1 |

### REINFORCED CONCRETE ELLIPTICAL PIPE

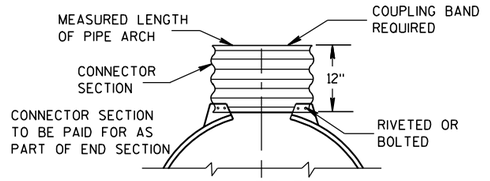
| EQUIV. DIA. (Inches) | DIMENSIONS (Inches) ** SPAN | ** RISE | T | A | B | C | D | E | APPROX. SLOPE |
|---|---|---|---|---|---|---|---|---|---|
| 24 | 30 | 19 | 3¼ | 8½ | 39 | 33 | 72 | 48 | 3 to 1 |
| 30 | 38 | 24 | 3¾ | 9½ | 54 | 18 | 72 | 60 | 3 to 1 |
| 36 | 45 | 29 | 4½ | 11⅛ | 60 | 24 | 84 | 72 | 2½ to 1 |
| 42 | 53 | 34 | 5 | 15¾ | 60 | 36 | 96 | 78 | 2½ to 1 |
| 48 | 60 | 38 | 5½ | 21 | 60 | 36 | 96 | 84 | 2½ to 1 |
| 54 | 68 | 43 | 6 | 25½ | 60 | 36 | 96 | 90 | 2½ to 1 |
| 60 | 76 | 48 | 6½ | 30 | 60 | 36 | 96 | 96 | 2½ to 1 |

**NOMINAL SIZE



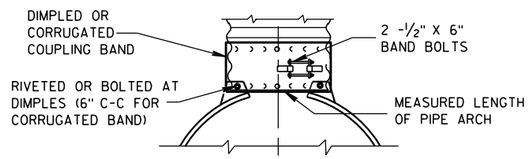

TYPE 2

FOR 17" X 13" THRU 112" X 75" PIPE ARCH




TYPE 3

FOR 64" X 43" THRU 112" X 75" PIPE ARCH




TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

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

## CONNECTION DETAILS

## GENERAL NOTES

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

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

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE ARCH PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 77" X 52" THROUGH 112" X 75" APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

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

① FOR PIPE ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

**APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/94 — DATE

/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

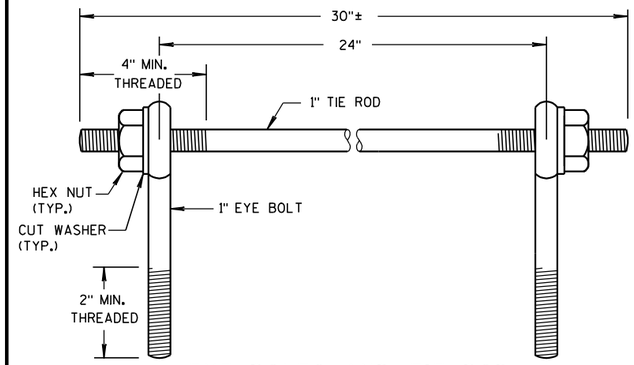


6

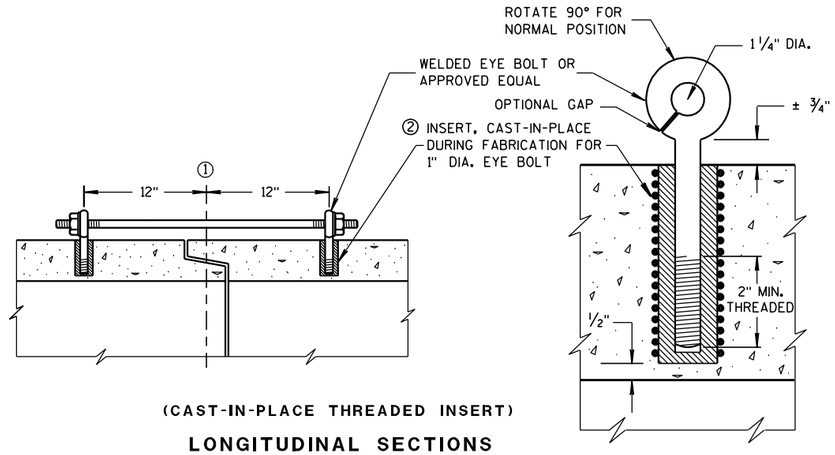
S.D.D. 8 F 2-1

6

S.D.D. 8 F 2-1




EYE BOLTS AND TIE ROD




(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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

## GENERAL NOTES

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

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

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

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

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

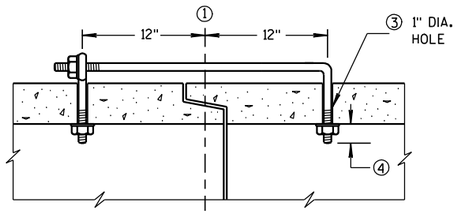
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

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

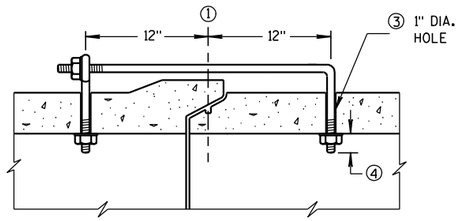
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

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




(TONGUE & GROOVE PIPE)

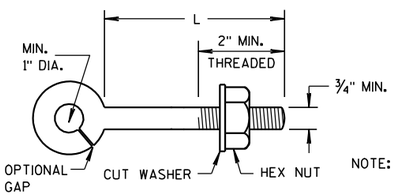



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

**EYE BOLT DIMENSION TABLE**

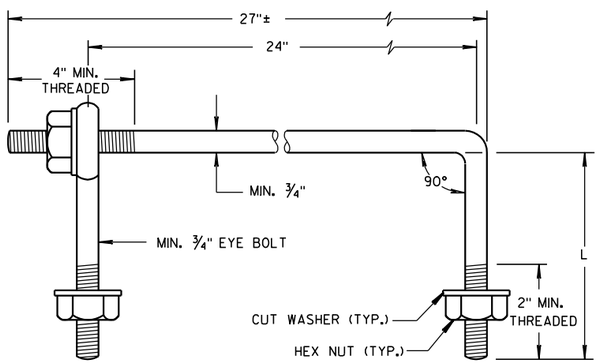
| PIPE SIZE | L = LENGTH | |
|---|---|---|
| | TONGUE & GROOVE PIPE | MODIFIED BELL PIPE |
| 18" TO 24" | 4 1/2" | 6 1/4" |
| 30" | 5" | 7" |
| 36" | 5 1/2" | 7" |
| 42" | 6" | |
| 48" | 6 1/2" | |
| 60" | 7 1/2" | |
| 66" | 8" | |




NOTE:

EYE BOLT

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




EYE BOLT AND TIE ROD

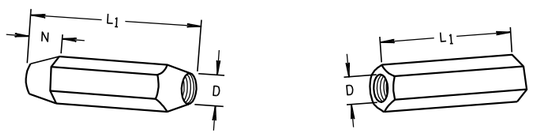
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

**ADJUSTABLE TIE ROD TABLE**

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

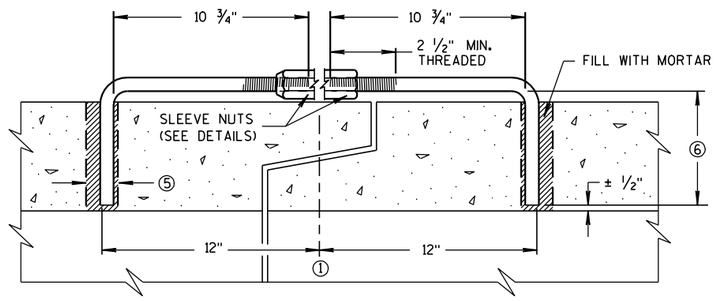
DIMENSIONS SHOWN ARE IN INCHES




TAPERED PLAIN

RIGHT AND LEFT THREADS

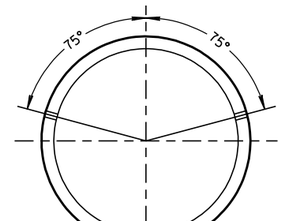
SLEEVE NUTS




LONGITUDINAL SECTION

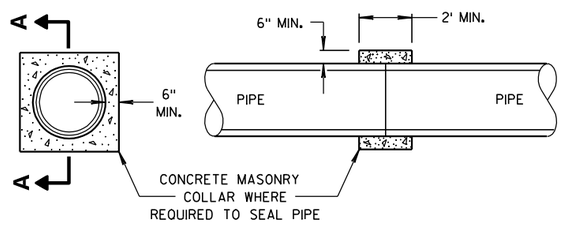
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

# ADJUSTABLE TIE ROD (ALTERNATE NO. 3)




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

TRANSVERSE SECTION




SECTION A-A

# CONCRETE COLLAR DETAIL

**JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
735 'MENT
FHWA

6

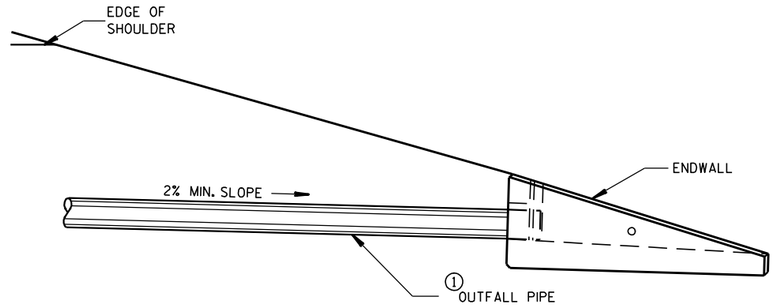
S.D.D. 8 F 4-7

6

S.D.D. 8 F 4-7

| DIMENSIONS IN INCHES | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| PIPE DIA. | A | B | C | D | E | F | G | H | J | L | Z |
| **4 | 6 | 12 | 5 1/4 | 9 | 8 | 32 | 36 | 11 | 2 3/8 | 6 1/2 | 4 |
| 6 | 8 | 14 | 7 1/4 | 11 | 10 | 42 | 44 | 13 | 3 5/8 | 8 1/2 | 6 |

**APRON ENDWALL FOR 6 INCH DIAMETER PIPE MAY BE SUBSTITUTED FOR THIS SIZE PROVIDED THE HOLE IN THE HEADWALL IS SIZED AND LOCATED TO CONFORM TO THE 4 INCH DIAMETER PIPE DIMENSIONS (C & J)




INSTALLATION DETAIL

## GENERAL NOTES

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

ALTERNATIVE DESIGNS WHICH PROVIDE EQUIVALENT CAPACITY AND STRENGTH MAY BE USED WHEN APPROVED BY THE ENGINEER. ENDWALL MAY BE EITHER PRECAST OR CAST-IN-PLACE CONCRETE.

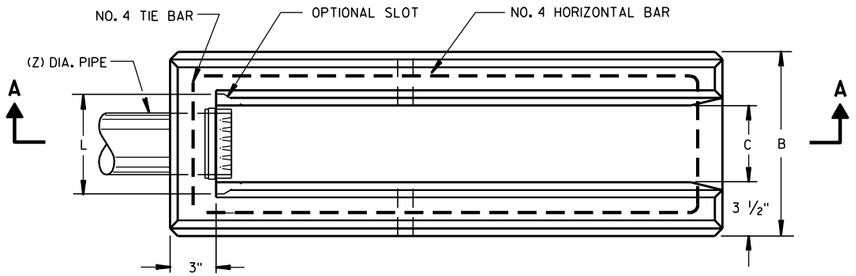
THE UNDERDRAIN PIPE SHALL BE FULLY INSERTED AND SEALED INTO THE ENDWALL WITH CEMENT MORTAR PRIOR TO BACKFILLING AROUND THE STRUCTURE.

THE UPPERMOST POINT OF THE ENDWALL SHALL BE PLACED FLUSH WITH THE ROADWAY SLOPE. ADJACENT EMBANKMENT SLOPES SHALL BE SHAPED TO FIT THE SIDES AND TOE OF THE ENDWALL. EXACT PLACEMENT OF THE OUTFALL PIPE AND ENDWALL SHALL BE DETERMINED BY THE ENGINEER TO MATCH THE ELEVATIONS AND FLOW DIRECTION OF THE ROADSIDE DITCH.

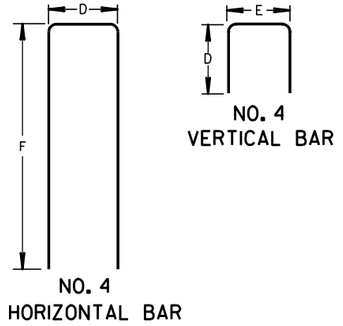
① THE OUTFALL PIPE UNDERDRAIN AND FITTINGS SHALL CONFORM TO THE REQUIREMENTS OF THE SPECIFICATION FOR POLY (VINYL CHORIDE) (PVC) PLASTIC DRAIN, WASTE AND VENT PIPE AND FITTINGS, ASTM DESIGNATION: D 2665, SCHEDULE 40 PVC OR THE STANDARD SPECIFICATION FOR TYPE PSM POLY (VINYL CHORIDE) (PVC) SEWER PIPE AND FITTINGS, ASTM DESIGNATION: D 3034, TYPE PSM SDR 23.5 PVC SEWER PIPE, ALL JOINTS SHALL BE SOLVENT WELDED.

THE OUTFALL PIPE INCLUDING ALL FITTINGS AND THE RODENT SHIELD SHALL BE MEASURED AND PAID FOR AS PIPE UNDERDRAIN UNPERFORATED.

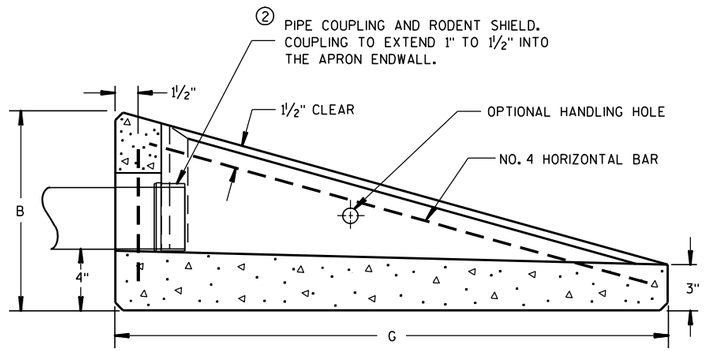
② THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE OUTFALL PIPE. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.



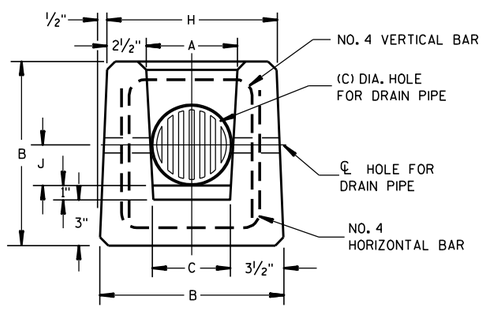

PLAN VIEW




BAR STEEL REINFORCEMENT DETAILS

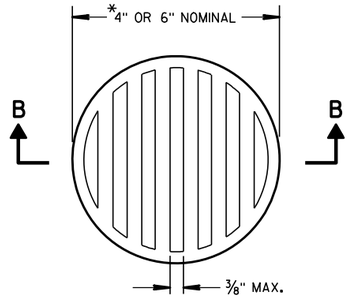


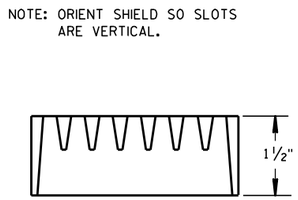

SECTION A-A




END VIEW

CONCRETE APRON ENDWALL FOR UNDERDRAIN




SECTION B-B

② RODENT SHIELD

*NOTE: DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING.

**REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/10/98 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA



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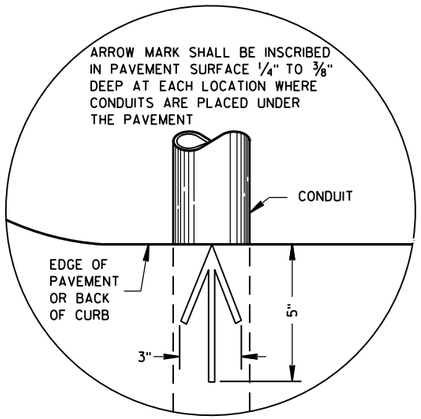
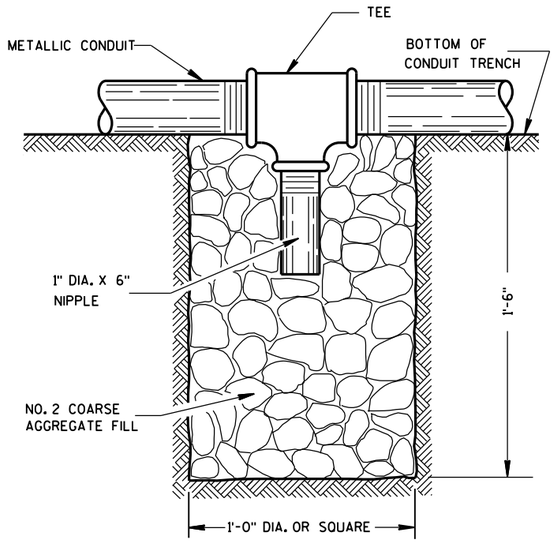
S.D.D. 8 F 6-4



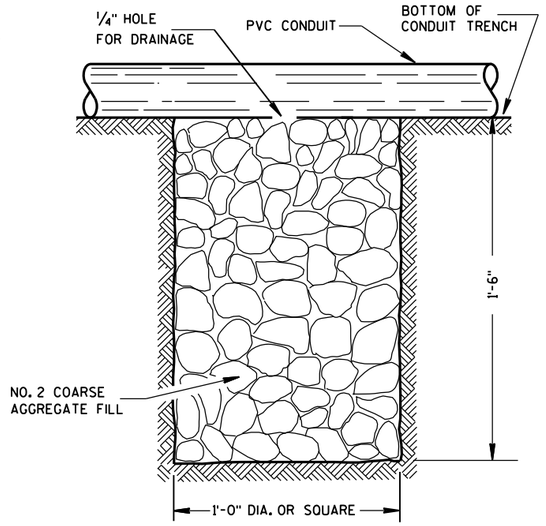

PLAN VIEW

## 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.

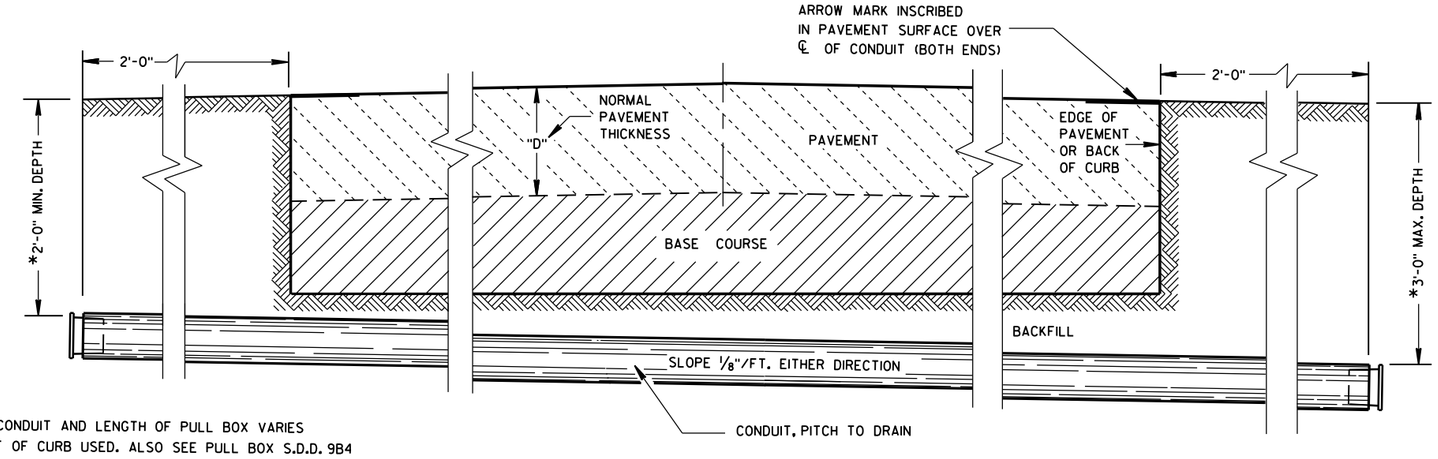
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

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 737
FHWA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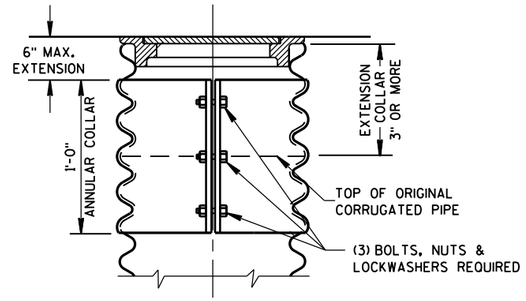
S.D.D. 9 B 2-9

## TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

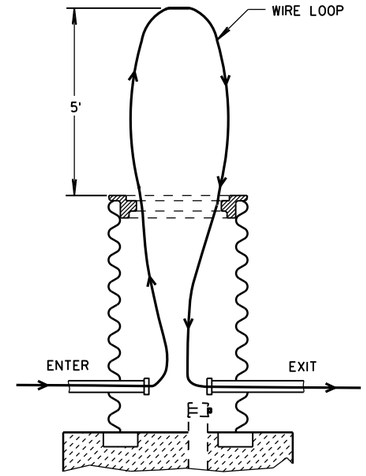
| DIMENSION IN INCHES | | CORRUGATED STEEL PIPE | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PIPE DIAMETER (INSIDE) | A | 12 | 12 | 12 | 18 | 18 | 18 | 24 | 24 | 24 |
| PIPE LENGTH ** | B | 24 | 30 | 36 | 24 | 30 | 36 | 36 | 42 | 48 |
| WALL THICKNESS | C | 0.064 | 0.064 | 0.064 | 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.

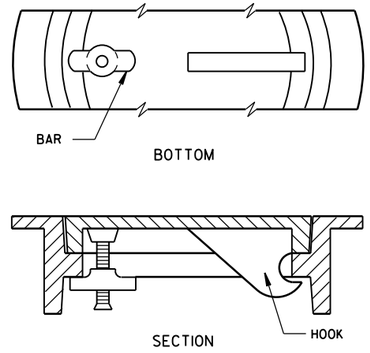
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.




CORRUGATED PIPE EXTENDER

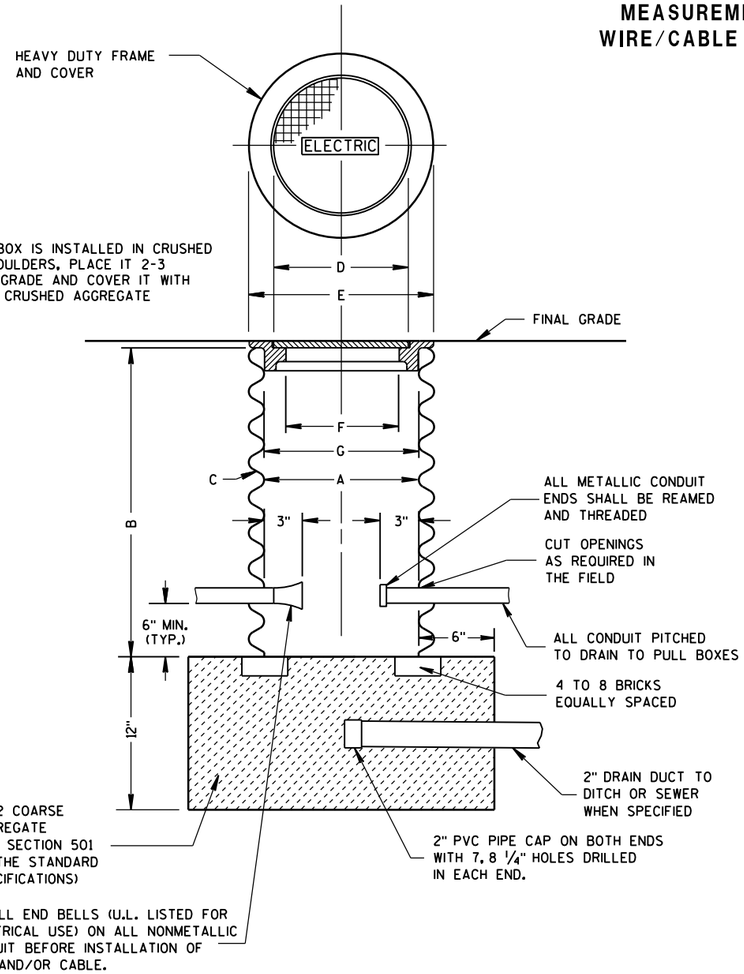



MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



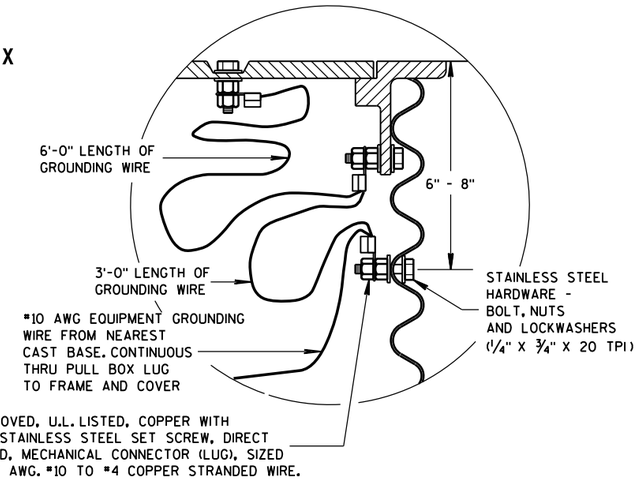

ALTERNATE COVER (LOCKING)

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.

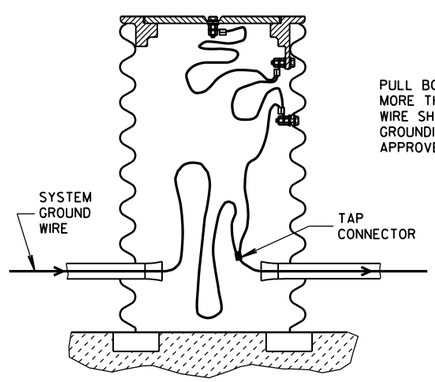
ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

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 738
FHWA

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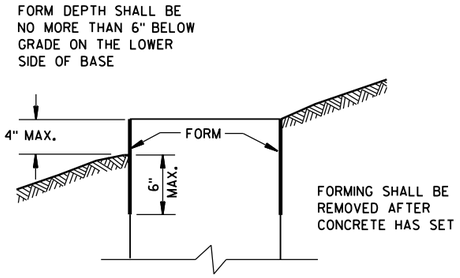
S.D.D. 9 B 4-11




## FORMING DETAIL

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

## GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

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

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

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

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

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

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

## GENERAL NOTES (CONTINUED)

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

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

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

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

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

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

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

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

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

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

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

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

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

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

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

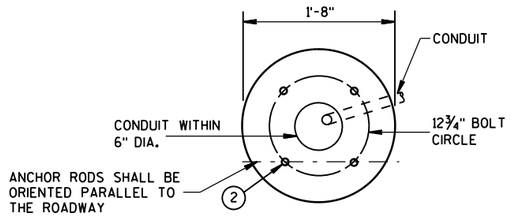
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

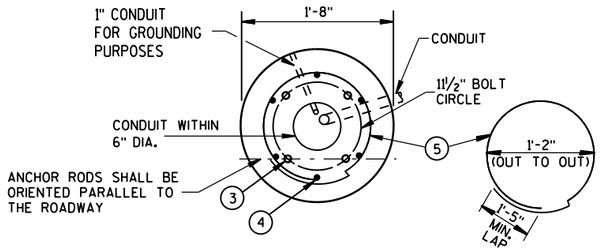
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

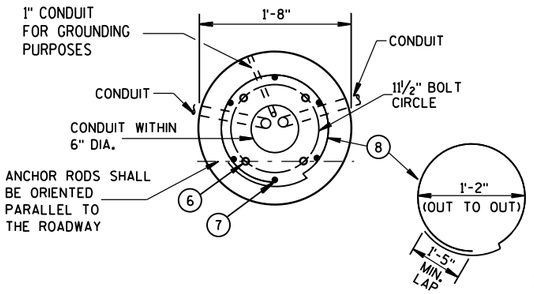
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

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

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

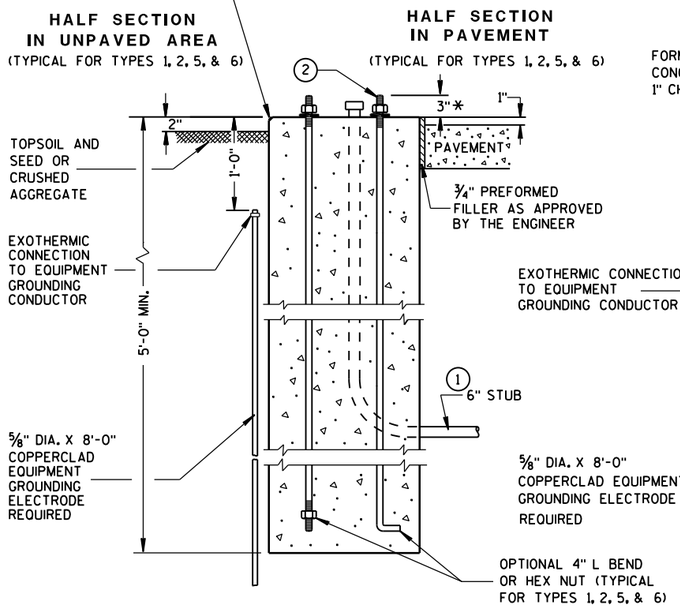


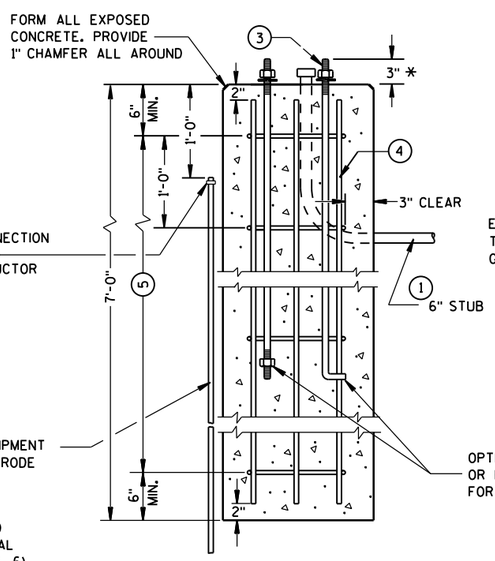

### HALF SECTION IN UNPAVED AREA

(TYPICAL FOR TYPES 1, 2, 5, & 6)

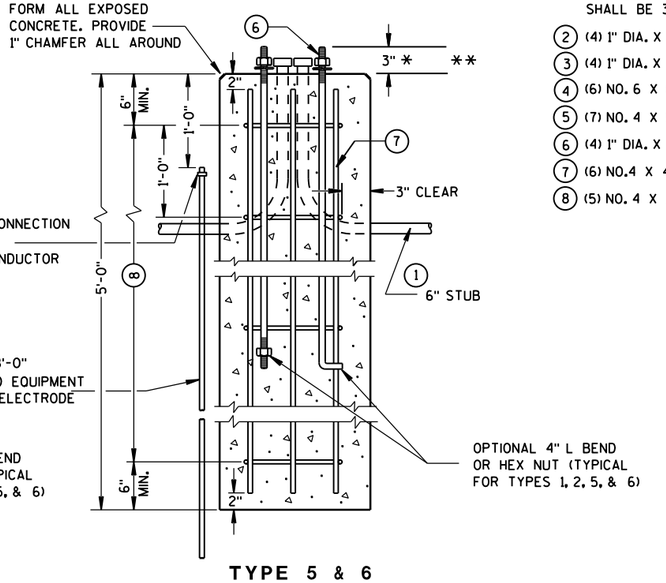



### HALF SECTION IN PAVEMENT

(TYPICAL FOR TYPES 1, 2, 5, & 6)




TYPE 2




TYPE 5 & 6

## CONCRETE BASES

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

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 739
FHWA

6

S.D.D. 9 C 2-7

6

S.D.D. 9 C 2-7

## GENERAL NOTES

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

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

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

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

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

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

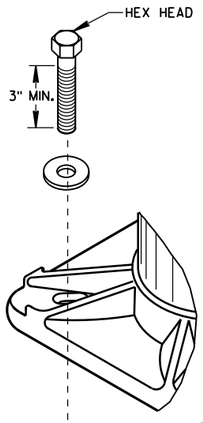
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

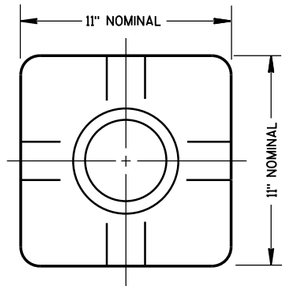
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

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

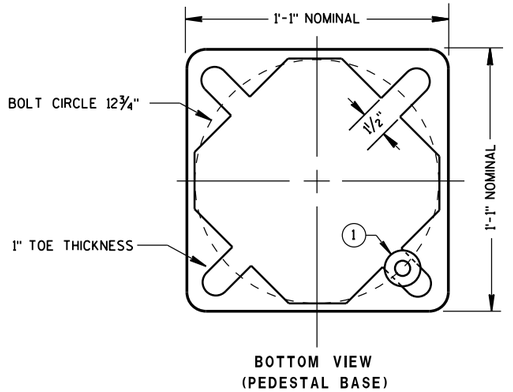
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

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

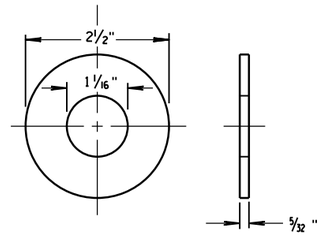



TOP VIEW
(PEDESTAL BASE)

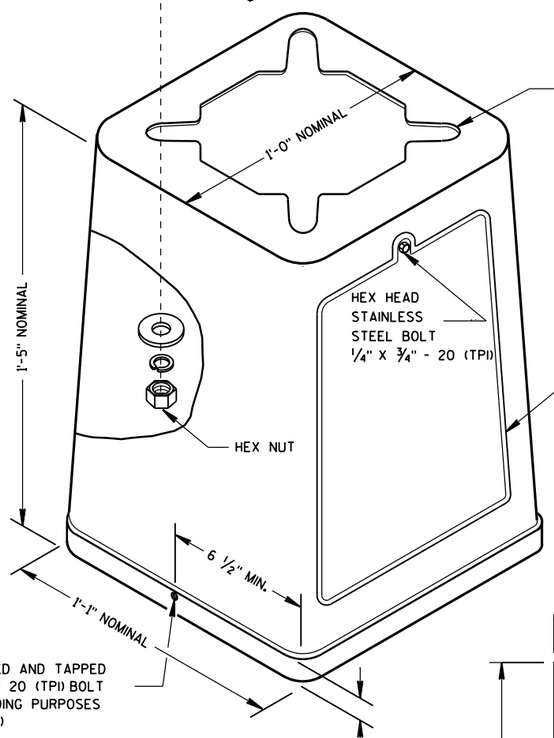



BOTTOM VIEW
(PEDESTAL BASE)

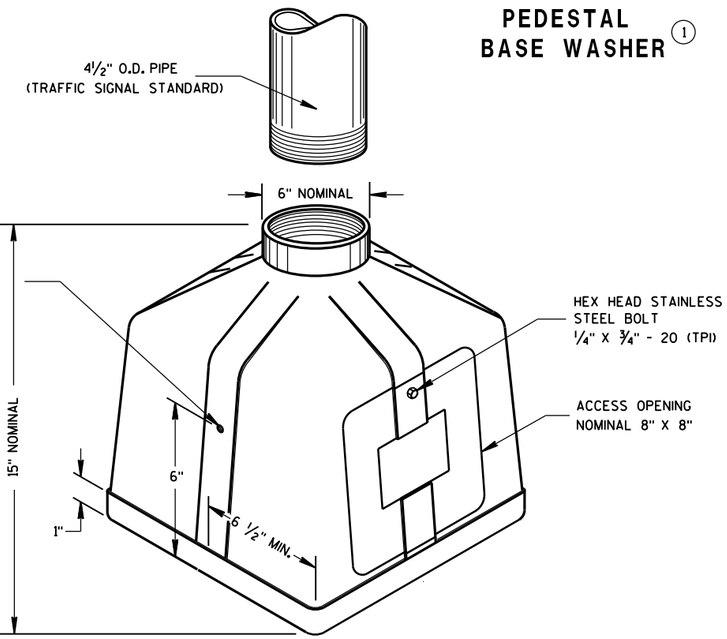



ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

**PEDESTAL BASE WASHER** (1)

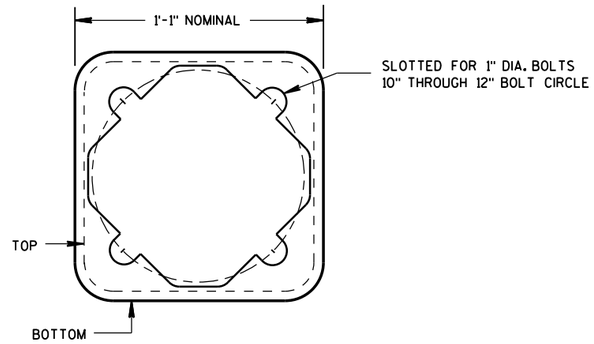



ISOMETRIC VIEW

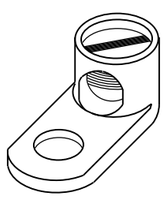



ISOMETRIC VIEW

**PEDESTAL BASE**




BOTTOM VIEW
(TRANSFORMER BASE)

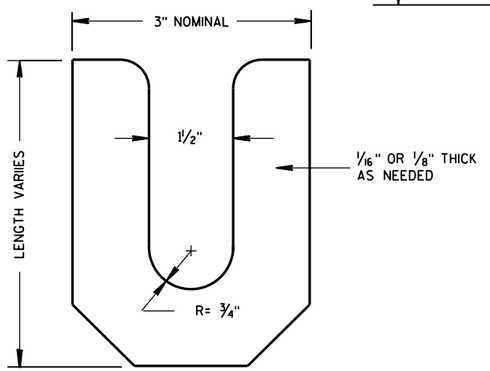


**TYPICAL MECHANICAL CONNECTOR LUG**

TO BE FURNISHED WITH EACH BASE

**TRANSFORMER BASE**

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




**LEVELING SHIM**

**TRANSFORMER/PEDESTAL BASES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

740

6

S.D.D. 9 C 3-4

6

S.D.D. 9 C 3-4

## 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.

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

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

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

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

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

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

ANCHOR RODS SHALL BE 1" X 60".

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.

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.

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

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

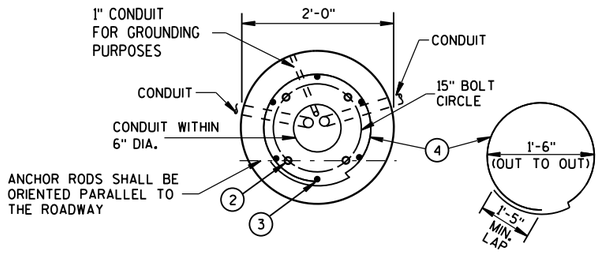
BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

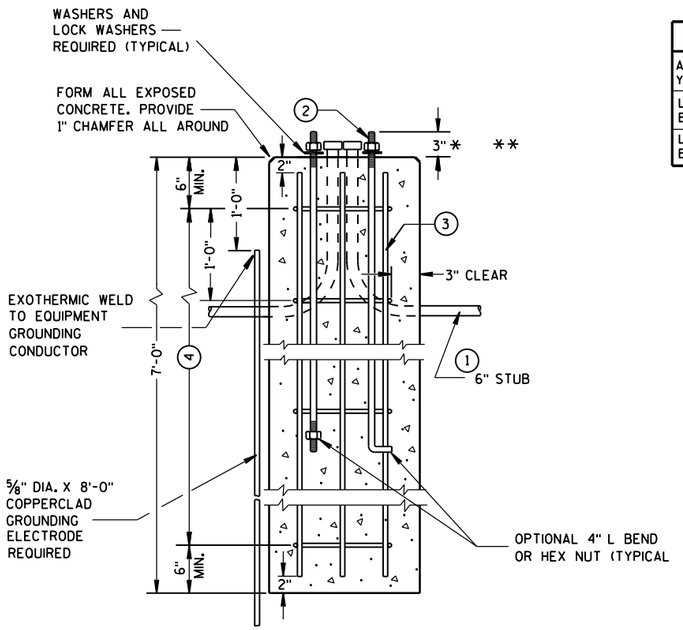
(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN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

(2) (4) 1" DIA. X 5'-0" ANCHOR RODS.

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

(4) (7) NO. 4 X 6'-2" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

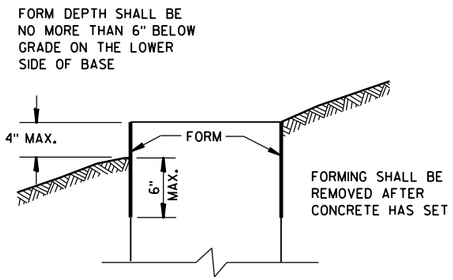



## CONCRETE BASE, TYPE 7 (FOR 40' LIGHT POLES)

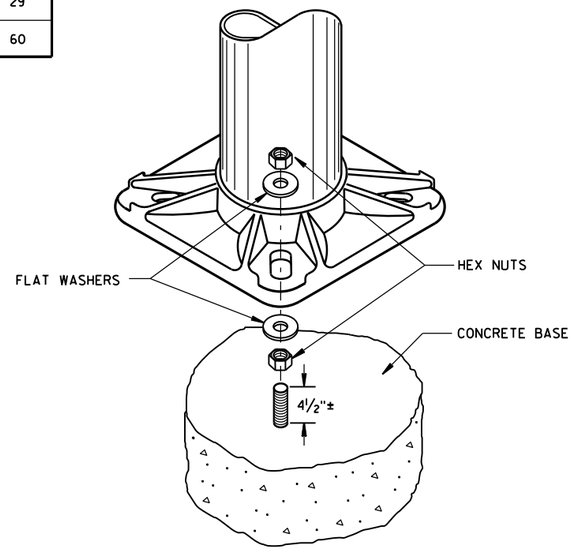
* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

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




## FORMING DETAIL

| QUANTITY REQUIREMENTS | |
|---|---|
| APPROX. CUBIC YARDS OF CONCRETE | 0.8 |
| LBS. OF HOOP BAR STEEL | 29 |
| LBS. OF VERTICAL BAR STEEL | 60 |




## NON-BREAKAWAY INSTALLATION (LEVELING NUT)

CONCRETE BASE, TYPE 7

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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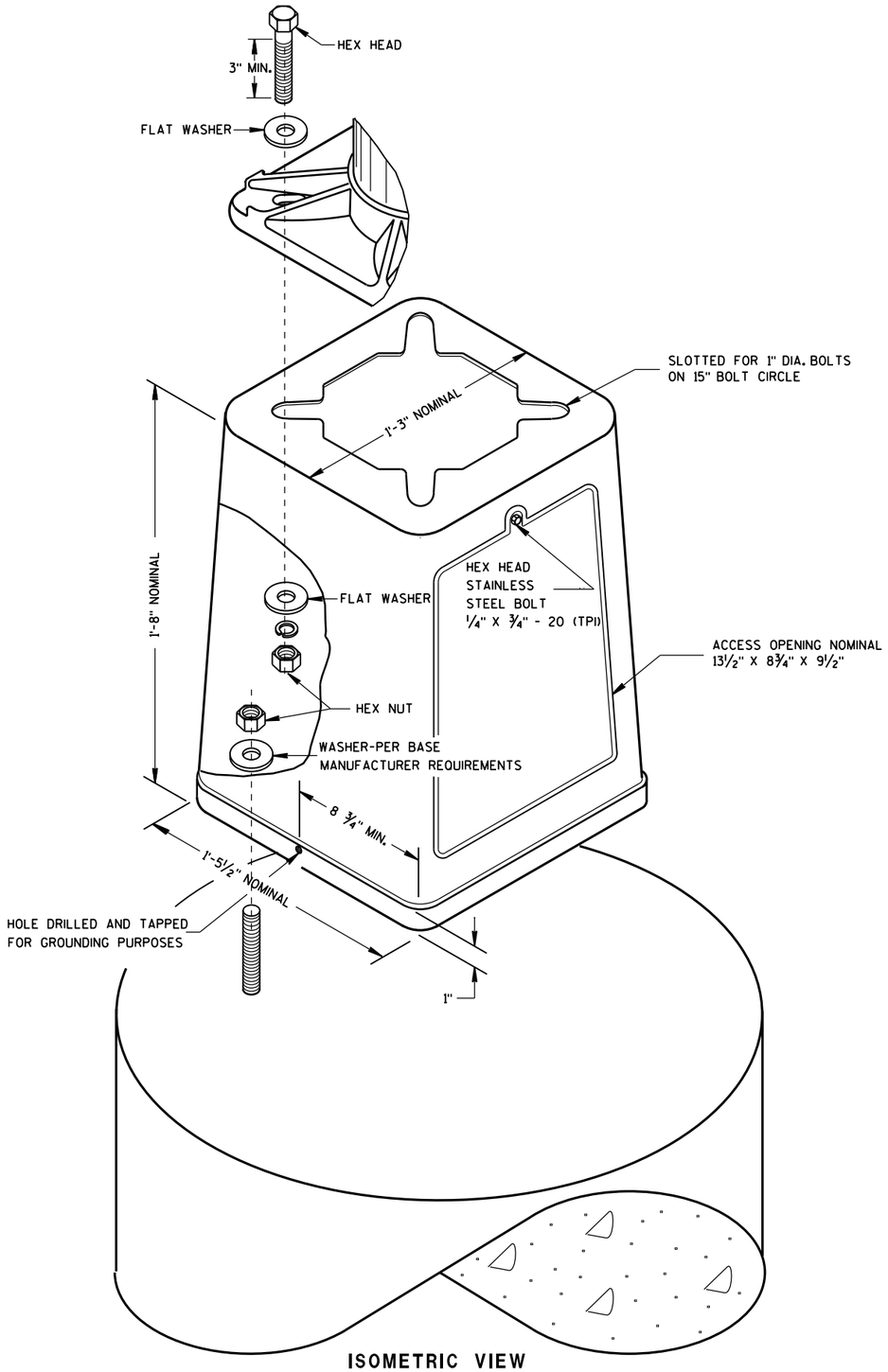
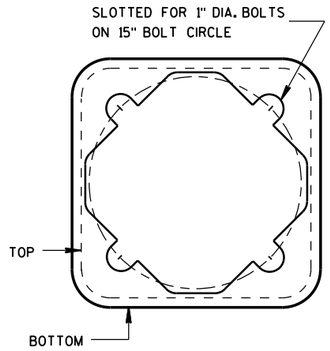
S.D.D. 9 C 8-5




ISOMETRIC VIEW

## TRANSFORMER BASE




BOTTOM VIEW

## GENERAL NOTES

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

BREAKAWAY BASES (WHERE REQUIRED) WILL BE MEASURED AND PAID AS SEPARATE ITEMS OF WORK IN ADDITION TO THE LIGHT POLE.

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 DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIMS SHALL BE SIZED TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

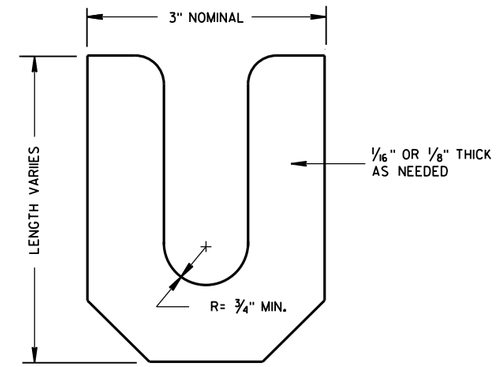
A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE TRANSFORMER BASE.

THE MECHANICAL CONNECTOR (GROUNDING LUG) SHALL BE INSTALLED USING THE TAPPED HOLE PROVIDED BY THE MANUFACTURER. THE MOUNTING BOLT HEXHEAD), NUT, WASHER AND LOCK WASHER SHALL BE STAINLESS STEEL, SIZED TO FIT THE THREADING AND HOLE SIZE, AND BE OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

SHOULD A GROUNDING LUG MOUNTING HOLE NOT BE PROVIDED, THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" X 3/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE. IT SHALL BE MOUNTED IN THE SAME LOCATION AS IS SHOWN ON THE DRAWING.

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

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




LEVELING SHIM

TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

**TRANSFORMER BASE FOR 15" BOLT CIRCLE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



6

S.D.D. 9 C 10-3

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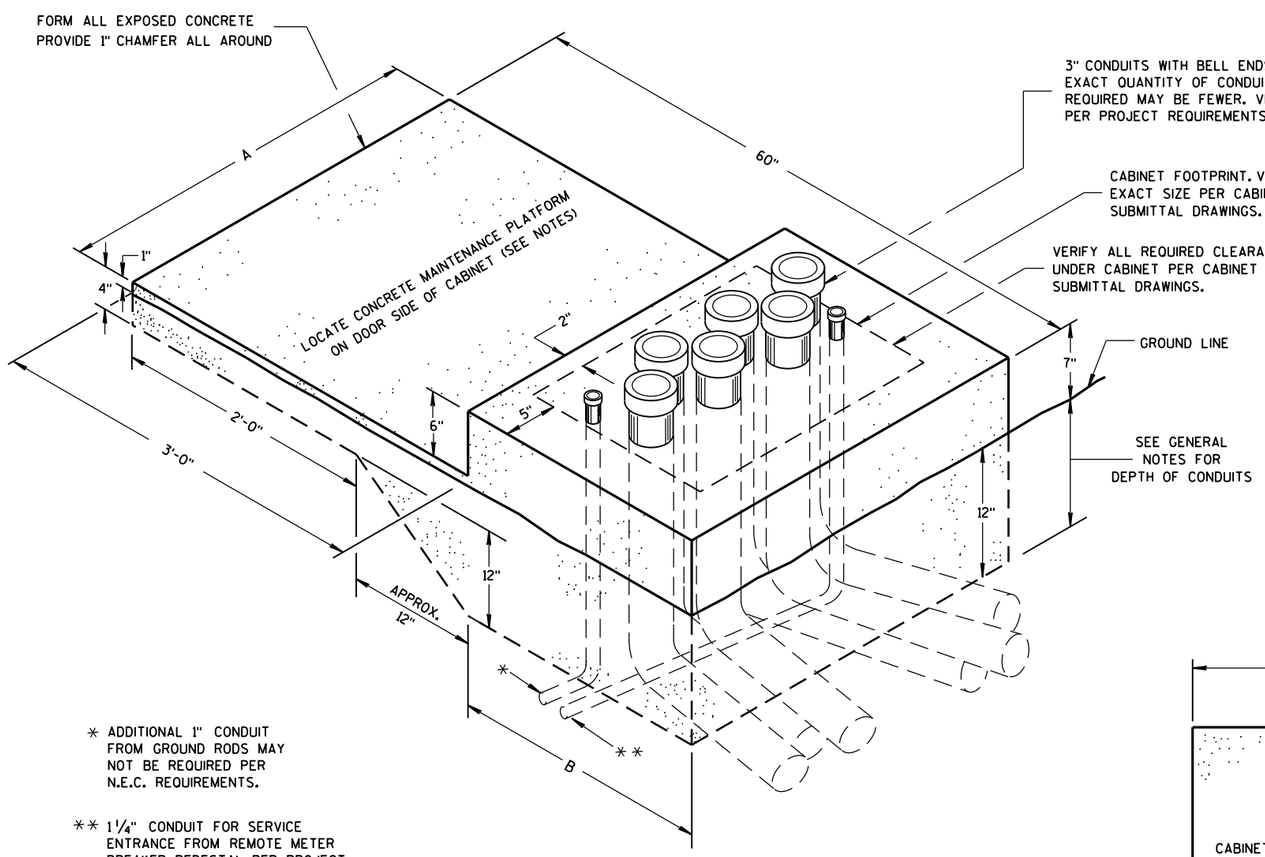
S.D.D. 9 C 10-3




* ADDITIONAL 1" CONDUIT FROM GROUND RODS MAY NOT BE REQUIRED PER N.E.C. REQUIREMENTS.

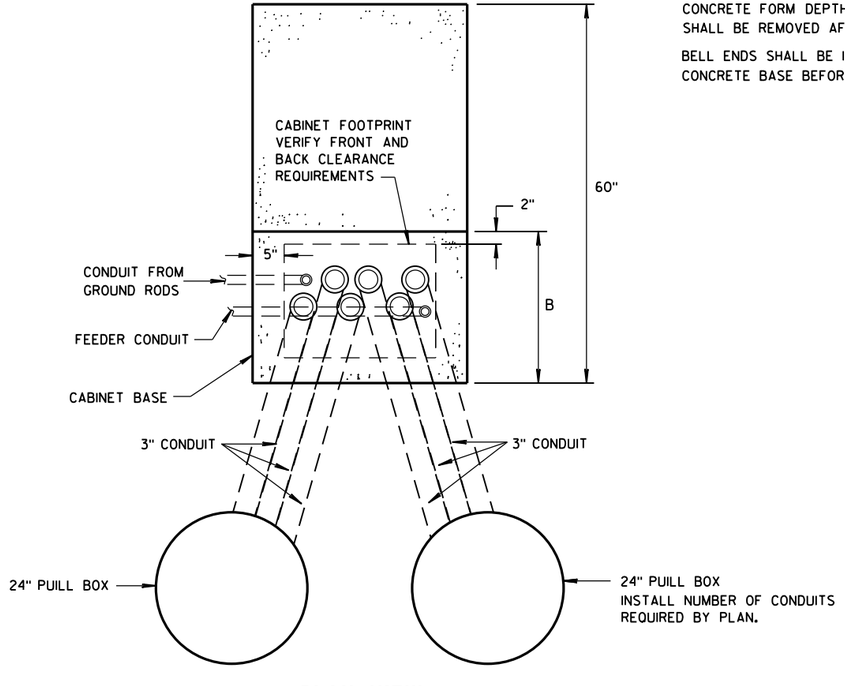
** 1¼" CONDUIT FOR SERVICE ENTRANCE FROM REMOTE METER BREAKER PEDESTAL PER PROJECT REQUIREMENTS. VERIFY LOCATION OF CONDUIT DEPENDENT UPON LOCATION OF INCOMING FEEDER AND FOR EASE OF CONNECTION TO LOAD CENTER.

**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
743
WYS
FHWA

6

S.D.D. 9 C 14-2

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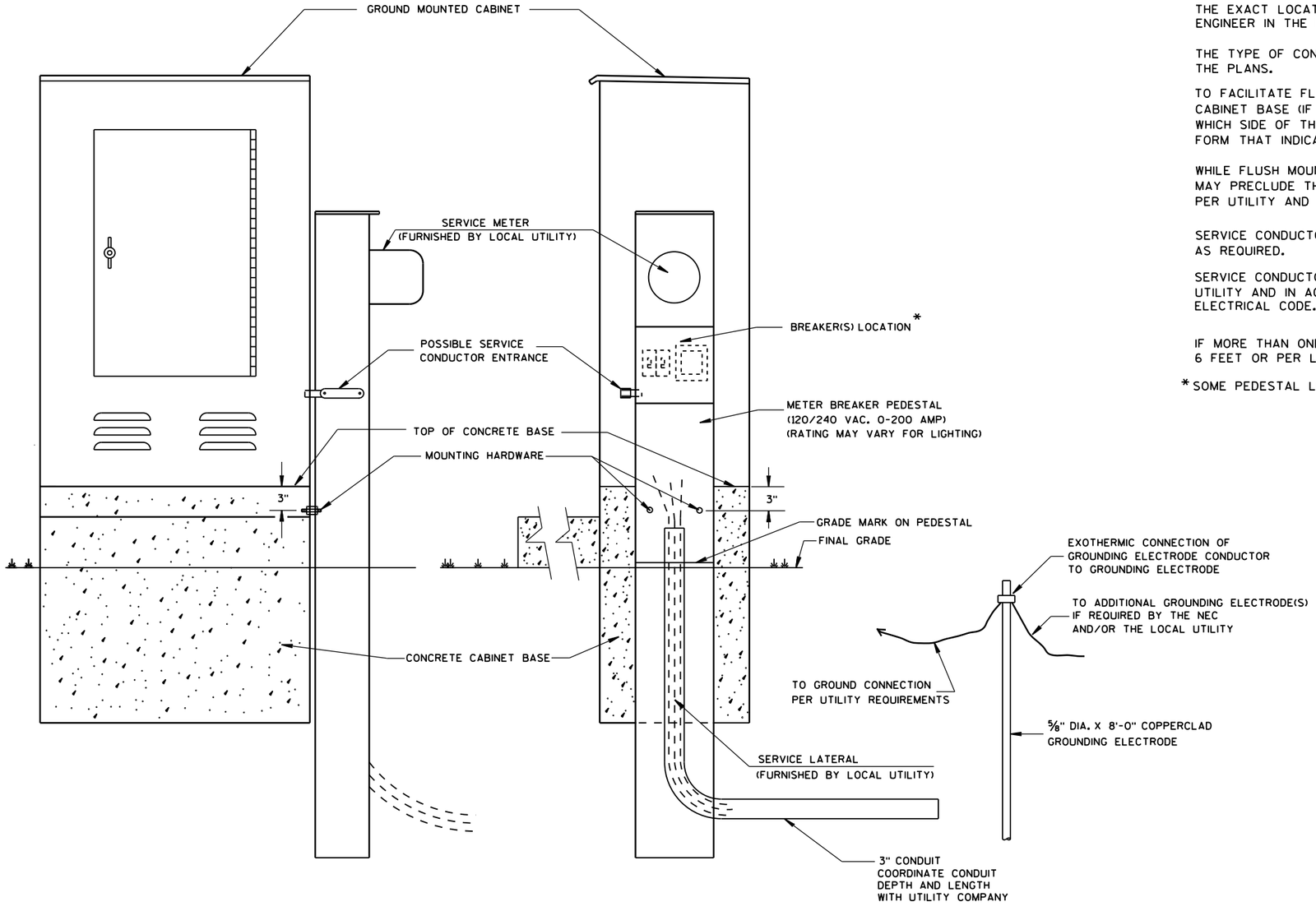
S.D.D. 9 C 14-2




**TYPICAL CABINET SERVICE INSTALLATION**

## GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

6

S.D.D. 9 D 1-5

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S.D.D. 9 D 1-5

**CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL

FHWA

## GENERAL NOTES

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

ALL INTERNAL ELECTRICAL COMPONENTS WILL BE PRE-WIRED BY THE CABINET FABRICATOR.

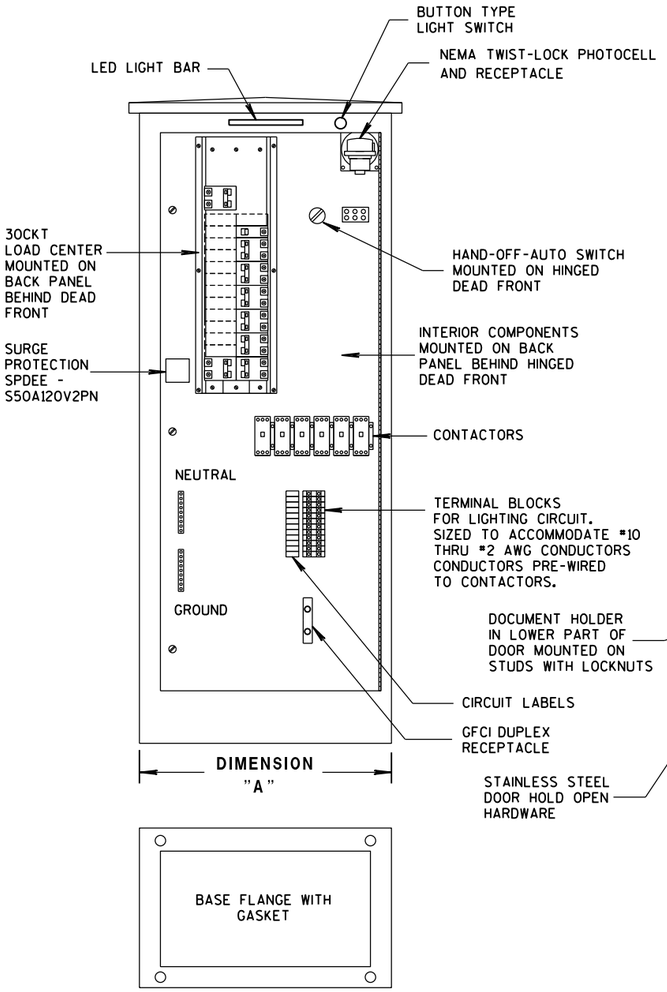
ALL CONDUIT ENTRIES SHALL BE SEALED WITH AN APPROPRIATE DUCT SEALING COMPOUND.

ORIENT PHOTOCELL AWAY FROM AMBIENT LIGHT SOURCES AND ONCOMING TRAFFIC HEADLIGHTS.

THE CONTRACTOR SHALL TOUCH UP ANY DAMAGE TO THE ANODIZED FINISH CAUSED BY THE INSTALLATION PROCESS. COLOR MATCH PAINT SHALL BE USED.

A COMPLETE LIGHTING OR ELECTRICAL PLAN SHALL BE SECURELY PLACED IN THE DOCUMENT HOLDER ATTACHED TO THE DOOR.

### FRONT INTERIOR ELEVATION




### SIDE VIEW

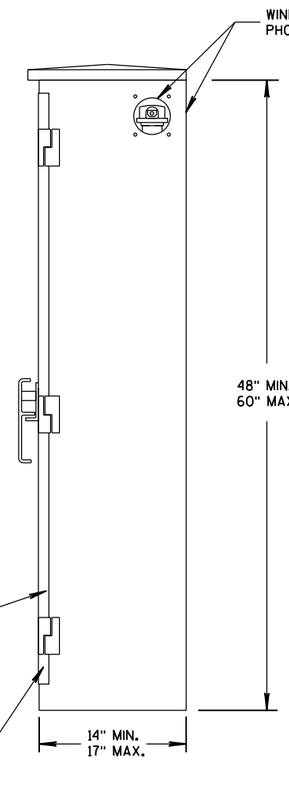
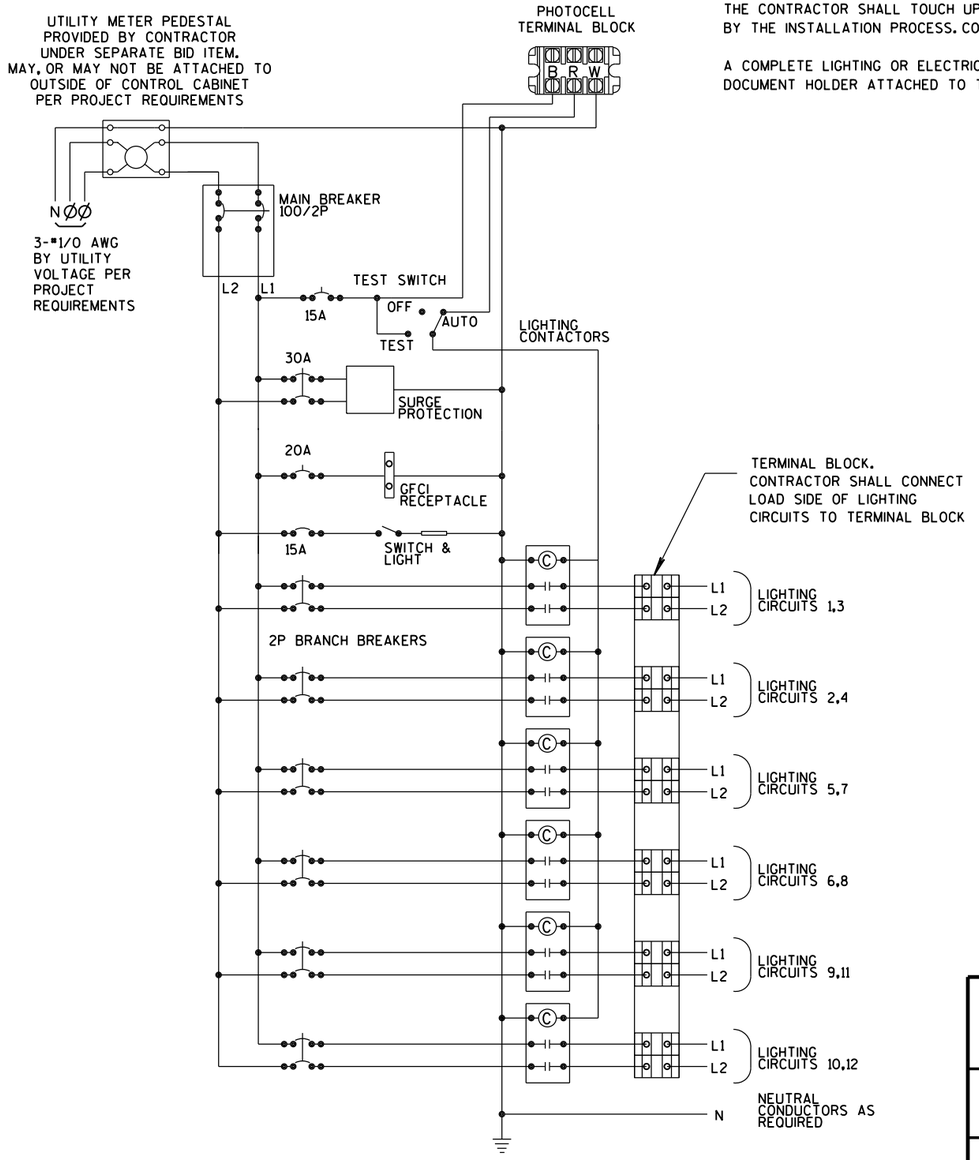



**TABLE OF DIMENSIONS (INCHES)**

| CONCRETE BASE TYPE | CABINET WIDTH | DIMENSION "A" |
|---|---|---|
| L24 | 24" | 24" |
| L30 | 30" | 30" |

### LIGHTING CONTROL CABINET




### CONTROL CABINET SCHEMATIC

**LIGHTING CONTROL CABINET 120/240 VOLT**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

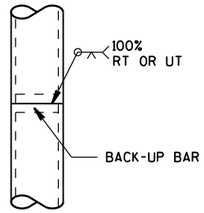
APPROVED
Sept. 2014 — DATE
/S/ Thomas Gonring — STATE LIGHTING ENGINEER
745 — NYS.
FHWA

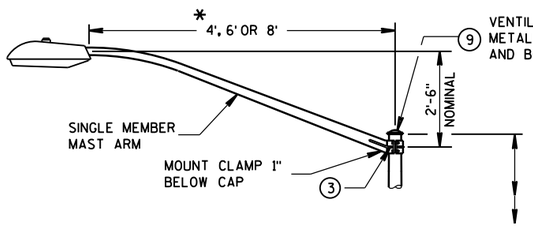

6
S.D.D. 9 D 4-2

## FOR MANUFACTURERS USE ONLY

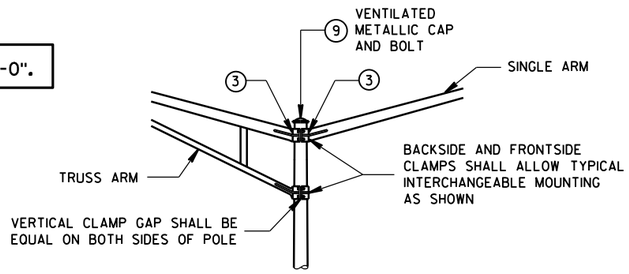
WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN/BRIDGE FOR VERIFICATION AND APPROVAL.

*RISE FOR 4' ARM SHALL BE 2'-0".



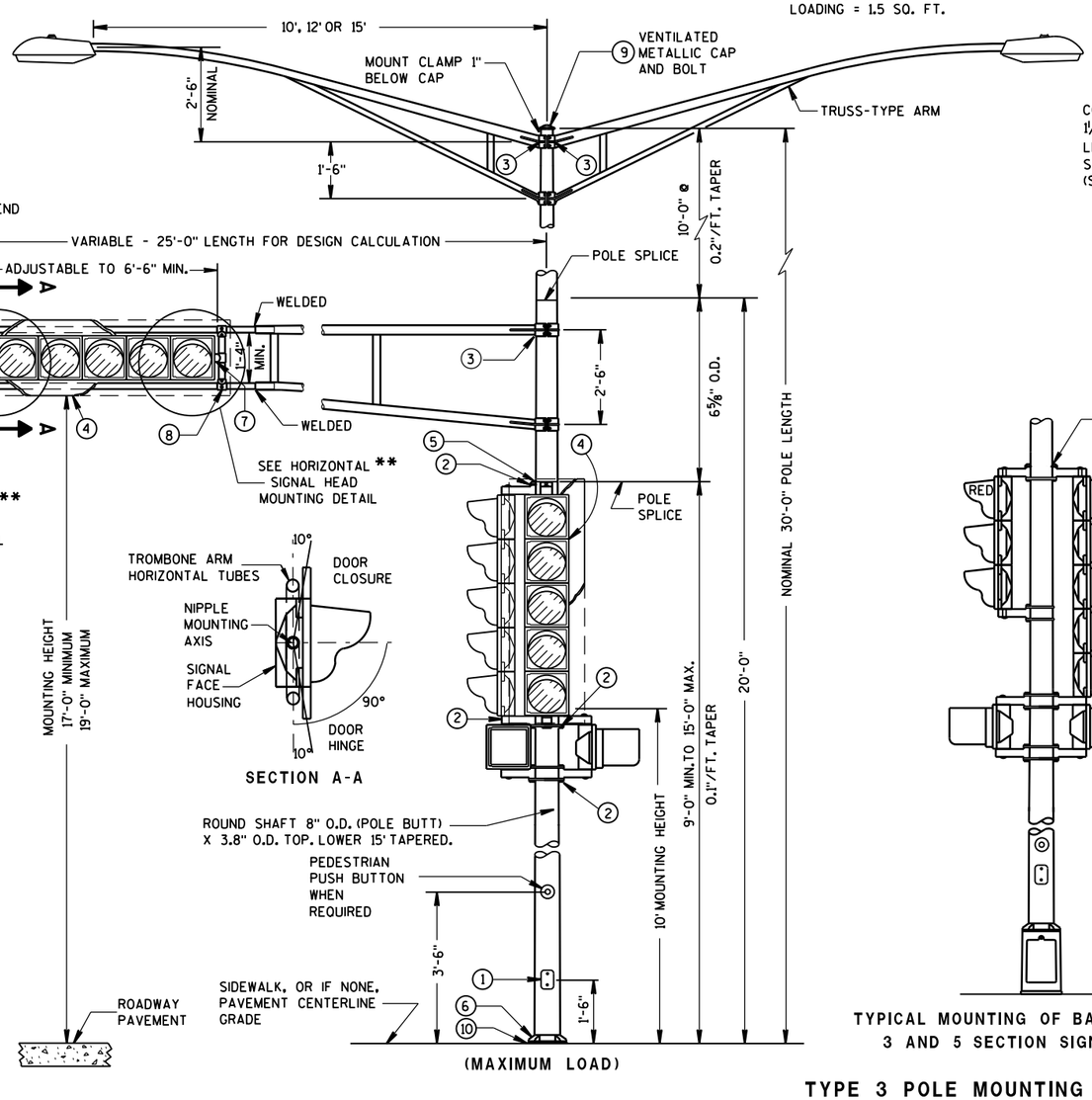

### POLE SPLICE DETAIL

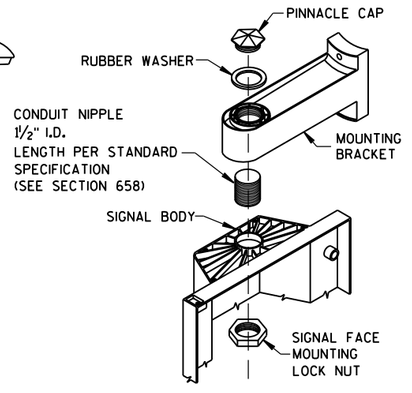



### INTERCHANGEABLE MOUNTING DETAIL

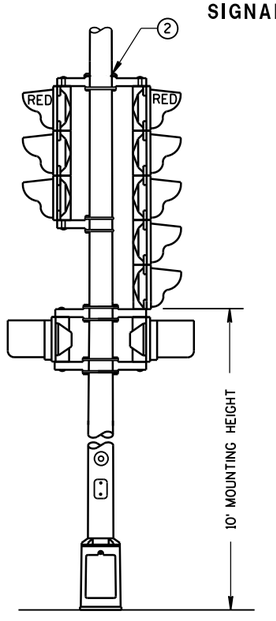
LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED AREA FOR WIND LOADING = 1.5 SQ. FT.

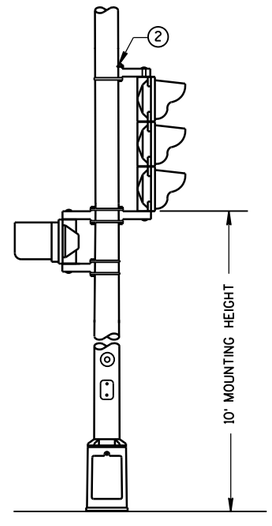



### SIGNAL FACE MOUNTING DETAIL (BANDED)




TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES




TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE

## GENERAL NOTES

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

ALL TYPE 3 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL.

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

A PULL WIRE/ROPE IN ACCORDANCE WITH STANDARD SPECIFICATION 652, SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS, MOUNT WITH CAP SCREWS AND BANDING. (SEE STANDARD SPECIFICATIONS - SEC. 658)

(3) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE 1 OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.

(6) TYPE 3 POLE CONFIGURATIONS SHALL BE MOUNTED DIRECTLY TO THEIR CONCRETE BASES.

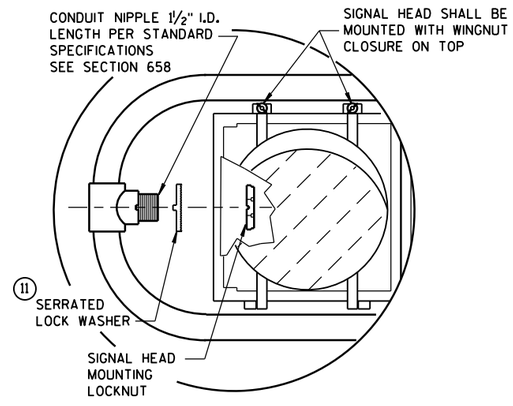
(7) MOUNTING BRACKET NIPPLES FOR THE SIGNAL FACE(S) SHALL BE 2 INCHES IN LENGTH AND 1½ INCHES IN DIAMETER. (SEE STANDARD SPECIFICATION - SECTION 658)

(8) VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (1/4 " X ¾" -20 TPI, STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUT IS THE SLIDING TYPE.

(9) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(10) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.




### HORIZONTAL SIGNAL HEAD MOUNTING DETAIL **

** SIGNAL HEAD ATTACHMENT ALSO APPLYS TO MOUNTING AT CROSS BAR

## TYPE 3 POLE MOUNTING CONFIGURATION

POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)

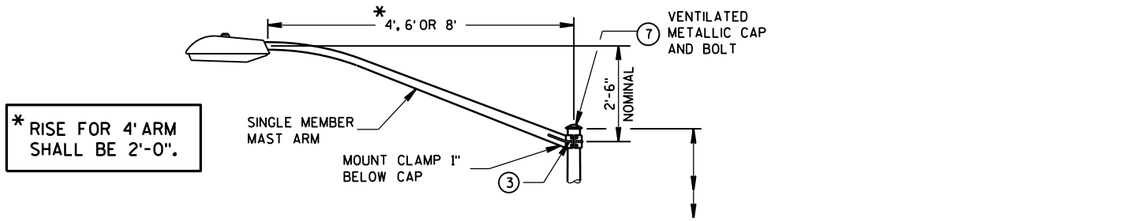
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

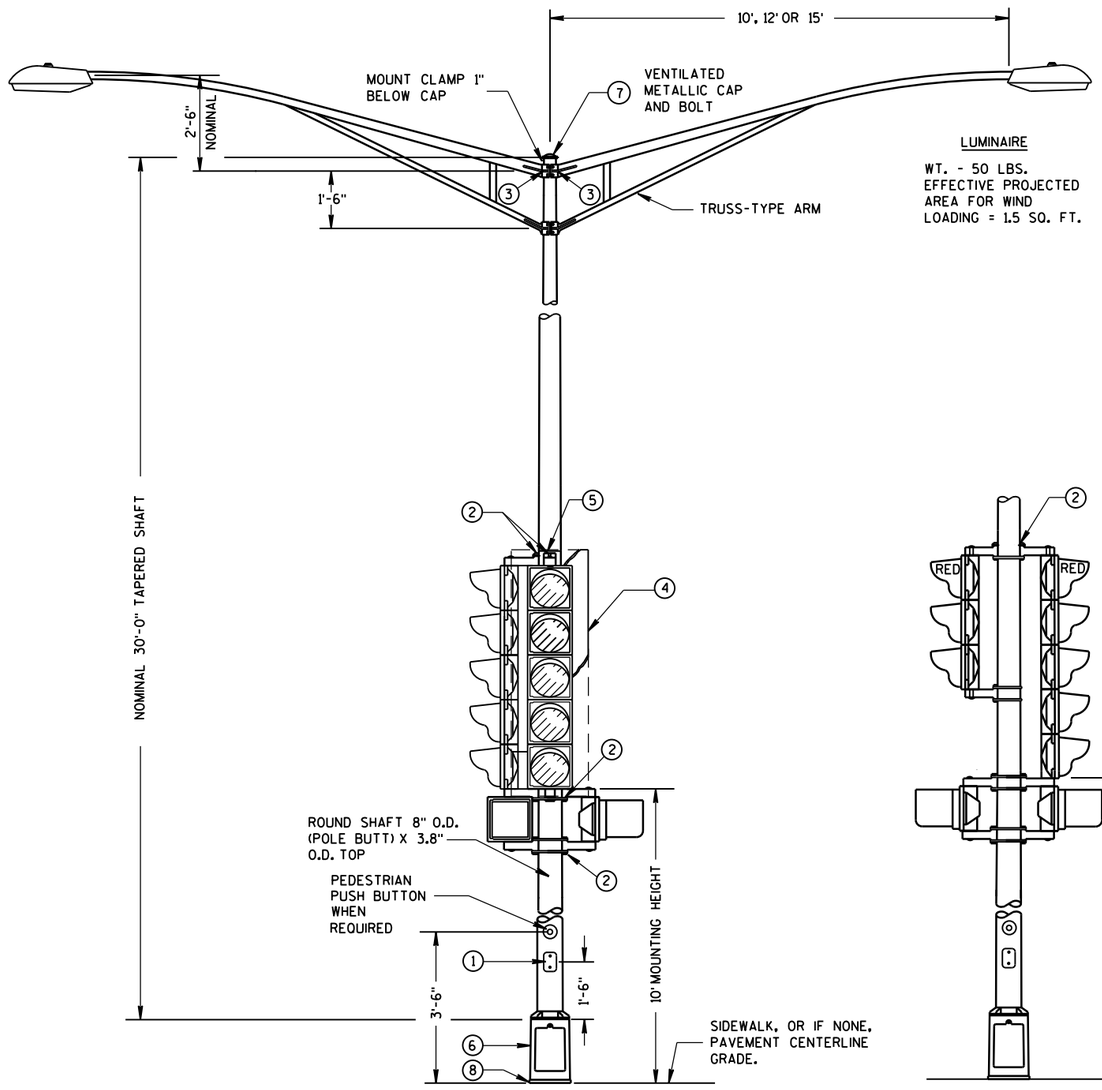




6

S.D.D. 9 E 1-14b

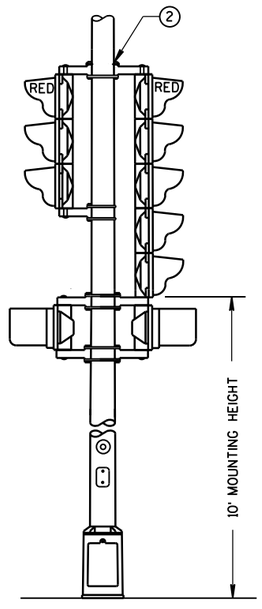


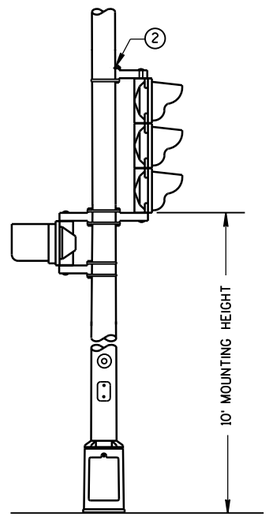

LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED AREA FOR WIND LOADING = 1.5 SQ. FT.

(MAXIMUM LOAD)

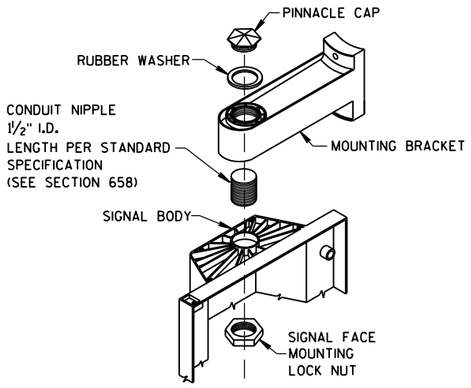



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES




TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE

## TYPE 4 POLE MOUNTING CONFIGURATION




## SIGNAL FACE MOUNTING DETAIL

(BANDED)

## GENERAL NOTES

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

ALL TYPE 4 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL WITH A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS, MOUNT WITH CAP SCREWS AND BANDING. (SEE STANDARD SPECIFICATIONS - SEC. 658).

(3) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

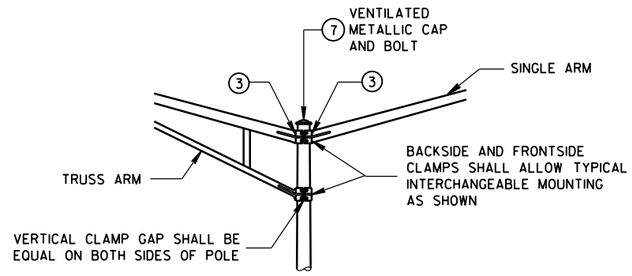
(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE 1 OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(7) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(8) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.




## INTERCHANGEABLE MOUNTING DETAIL

**POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4**

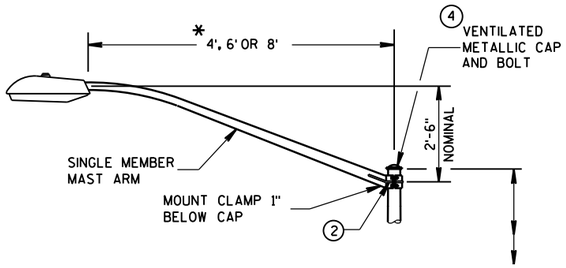
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

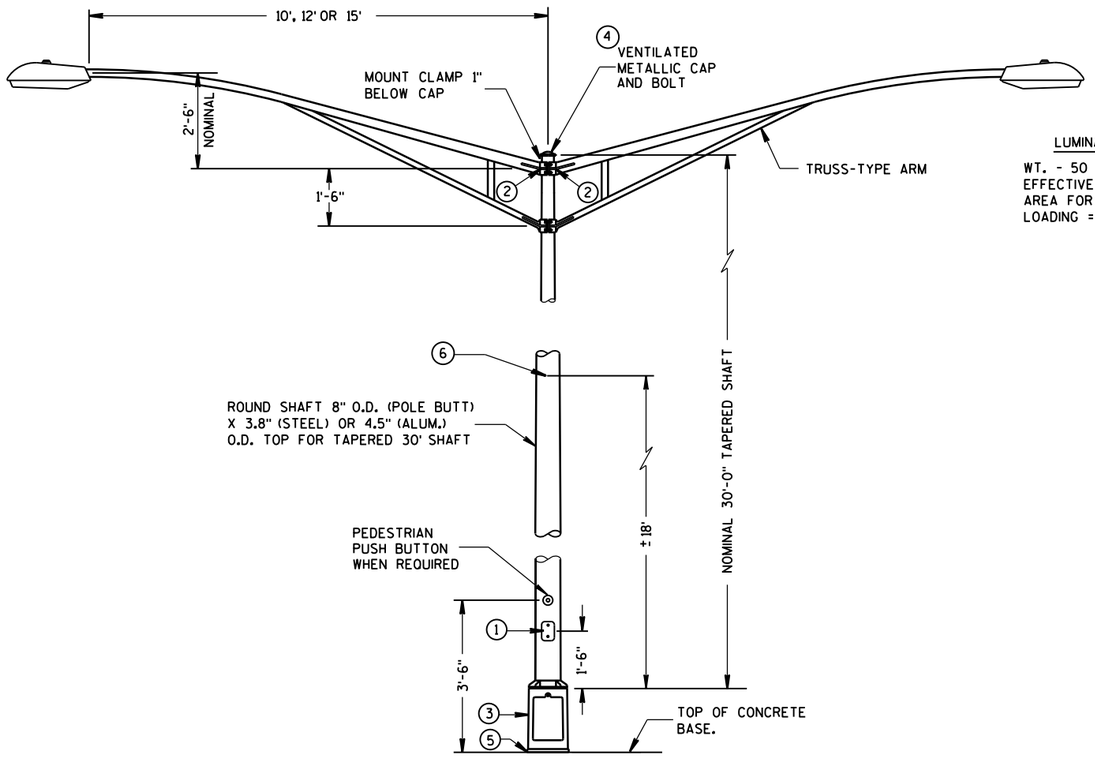



6

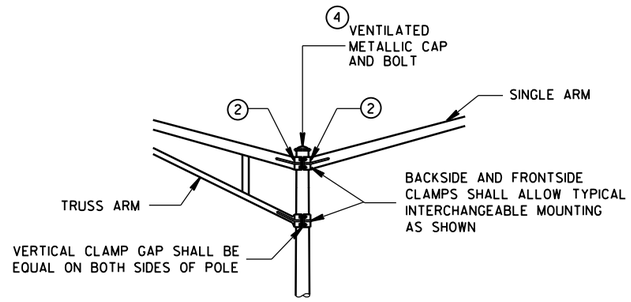

S.D.D. 9 E 1-14c

*RISE FOR 4' ARM SHALL BE 2'-0".




TYPE 5 POLE MOUNTING CONFIGURATION
(MAXIMUM LOAD)
LIGHTING ONLY




INTERCHANGEABLE MOUNTING DETAIL

LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED
AREA FOR WIND
LOADING = 1.5 SQ. FT.

## GENERAL NOTES

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

ALL TYPE 5 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

THE TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.188".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONEECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" x 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(4) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

(6) INTERNAL DUMBBELL-TYPE VIBRATION DAMPER.

6

S.D.D. 9 E 1-14d

POLE MONTINGS FOR
LIGHTING UNITS, TYPE 5
(30 FEET)

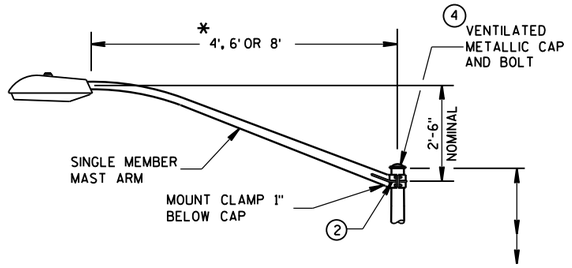
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

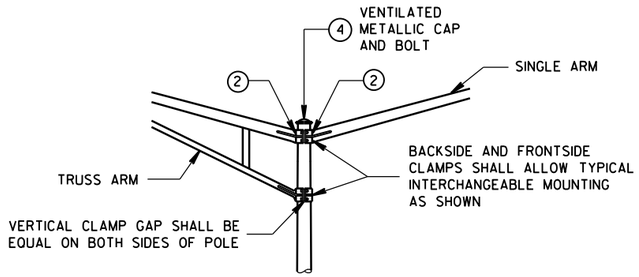


6

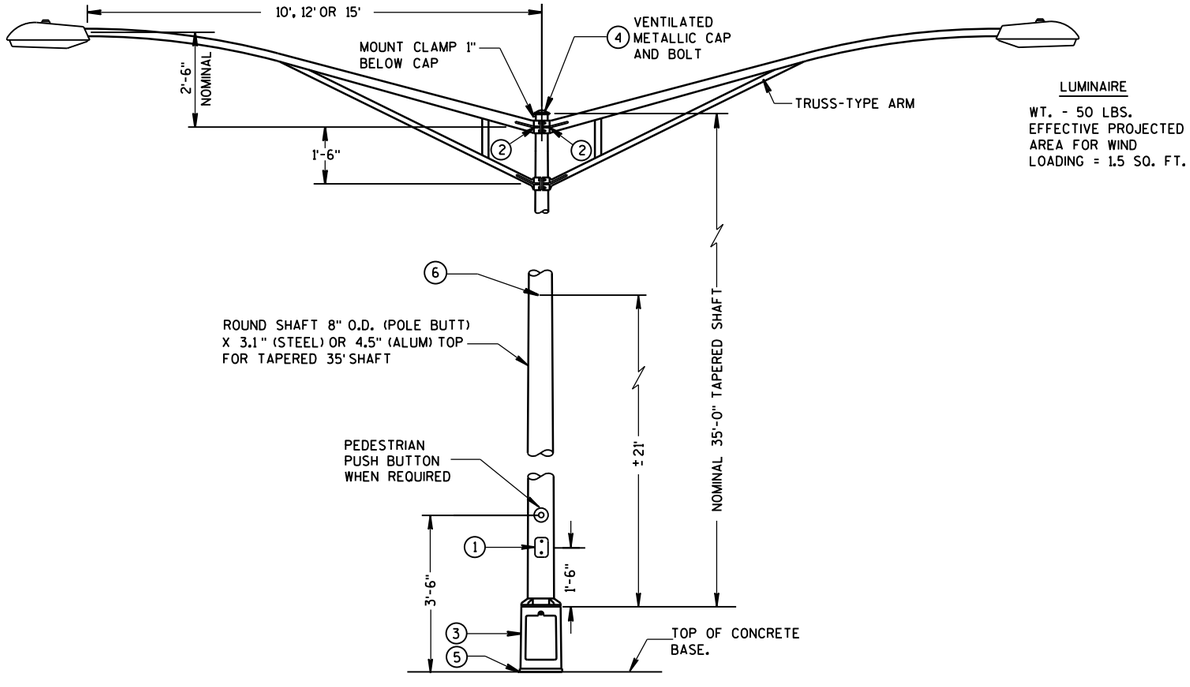
S.D.D. 9 E 1-14d

* RISE FOR 4' ARM SHALL BE 2'-0".




**INTERCHANGEABLE MOUNTING DETAIL**




**TYPE 6 POLE MOUNTING CONFIGURATION**

**(MAXIMUM LOAD)**

**LIGHTING ONLY**

## GENERAL NOTES

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

ALL TYPE 6 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE EITHER GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 6 ALUMINUM POLES, SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

THE TYPE 6 ALUMINUM POLES SHALL HAVE MINIMUM WALL THICKNESS OF 0.219".

TYPE 6 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 CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" x 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(4) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

(6) INTERNAL DUMBBELL-TYPE VIBRATION DAMPER.

**POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 6 (35 FEET)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

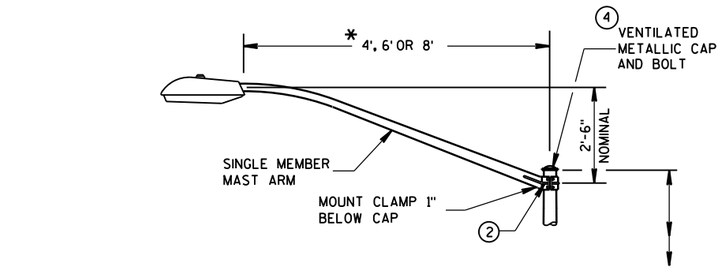


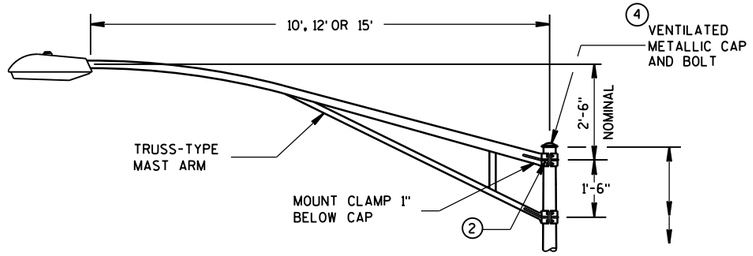


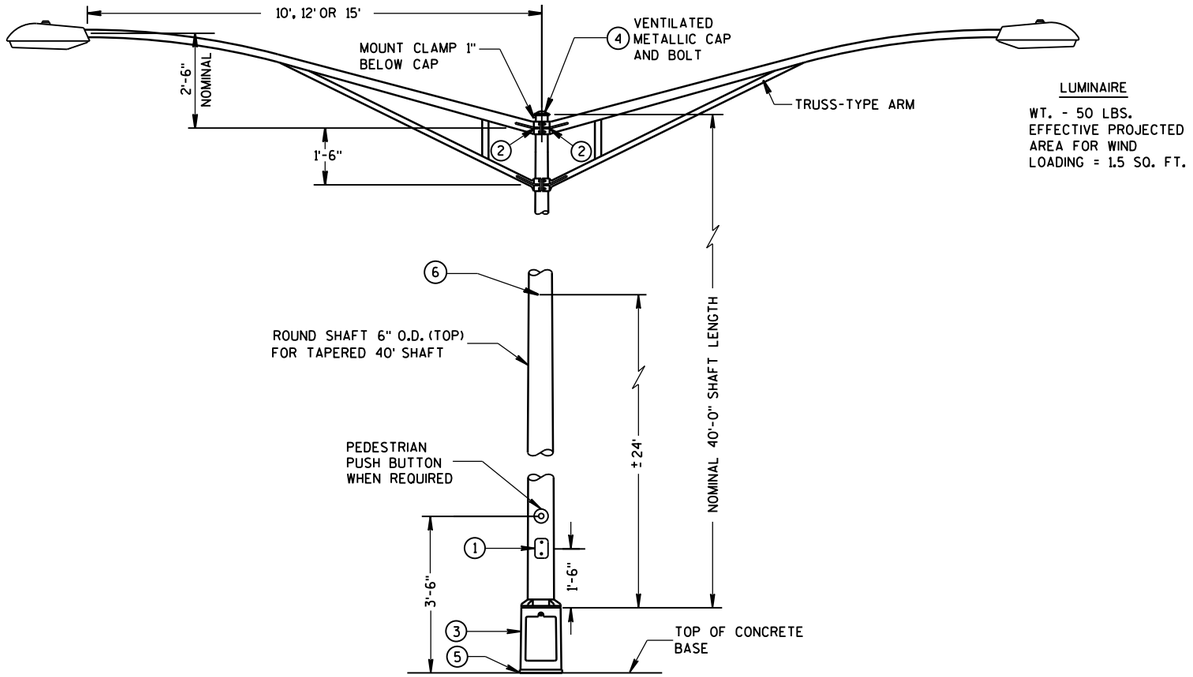
6

S.D.D. 9 E 1-14e

*RISE FOR 4' ARM SHALL BE 2'-0".

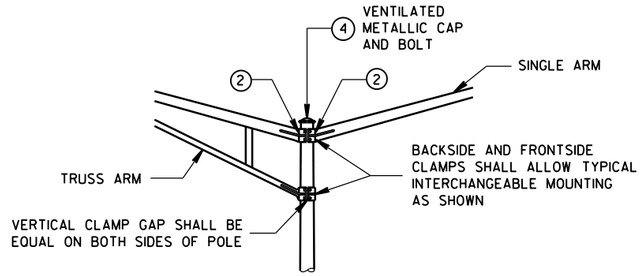



**TYPE 17 POLE MOUNTING CONFIGURATION**

**(MAXIMUM LOAD)**
**LIGHTING ONLY**




**INTERCHANGEABLE MOUNTING DETAIL**

## GENERAL NOTES

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

ALL LUMINAIRE POLE MOUNTINGS SHALL BE DESIGNED FOR TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 17 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

TYPE 17 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

THE SHOE BASE SHALL BE SLOTTED TO ACCEPT A 15" BOLT CIRCLE (14" X 16" SLOT) USING 1" ANCHOR RODS.

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 CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" x 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR A 1⅜" HOLE IN THE POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM FHWA APPROVED TRANSFORMER BASE WHEN REQUIRED, SHALL HAVE AN ULTIMATE STATIC LOAD STRENGTH OF AT LEAST 40,000 FT. - LBS.

(4) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

(6) INTERNAL DUMBBELL-TYPE VIBRATION DAMPER.

**POLE MOUNTINGS FOR LIGHTING UNIT, TYPE 17 (40 FEET)**

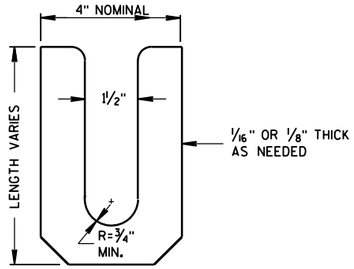
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO 750

6

S.D.D. 9 E 1-14f

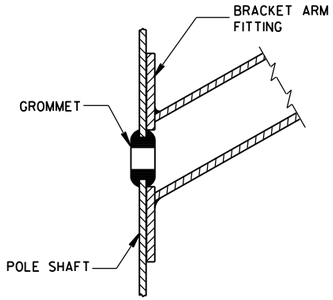
6

S.D.D. 9 E 1-14f

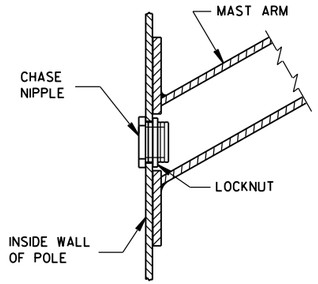



**LEVELING SHIM** (13)

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.

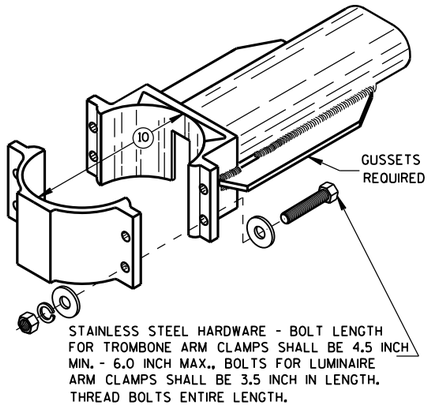
(10) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP.
6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(11) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

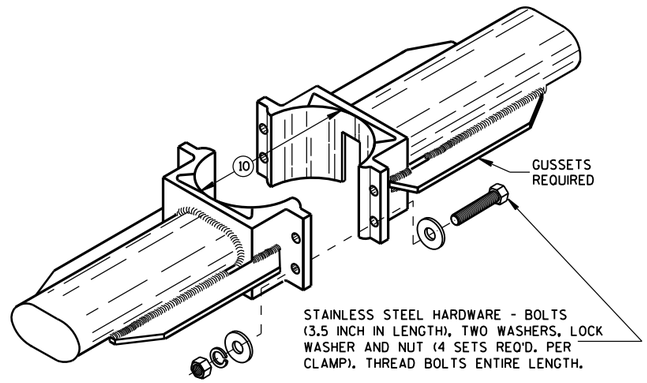
(12) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(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.

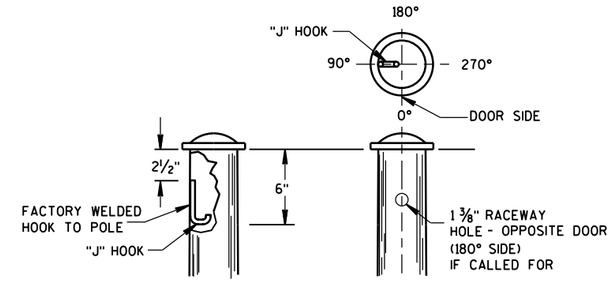
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



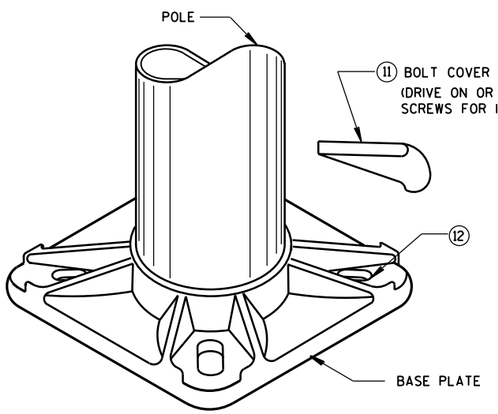

**TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP**



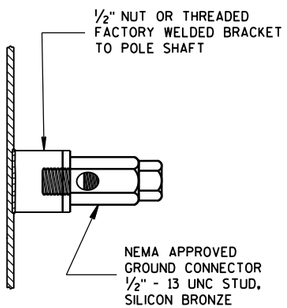

**TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS**

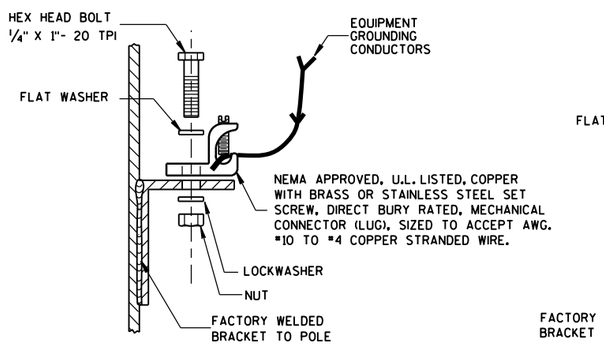


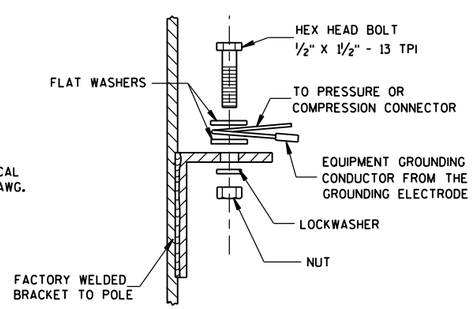

**TYPICAL "J" HOOK LOCATION**




**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 751
FHWA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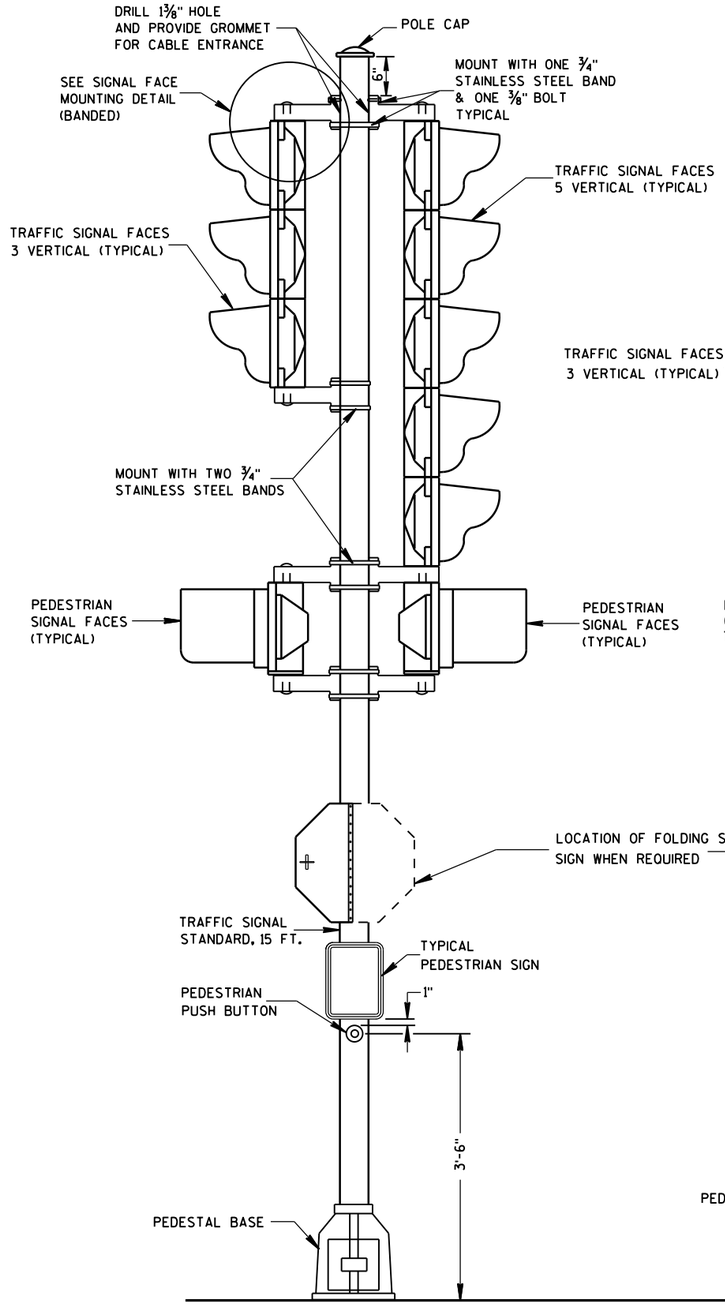
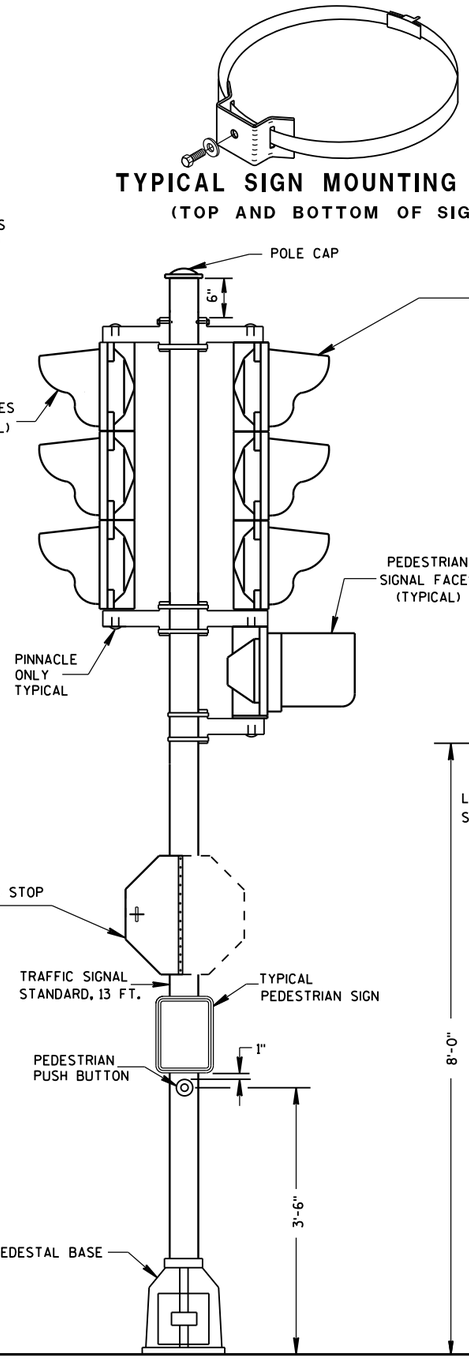
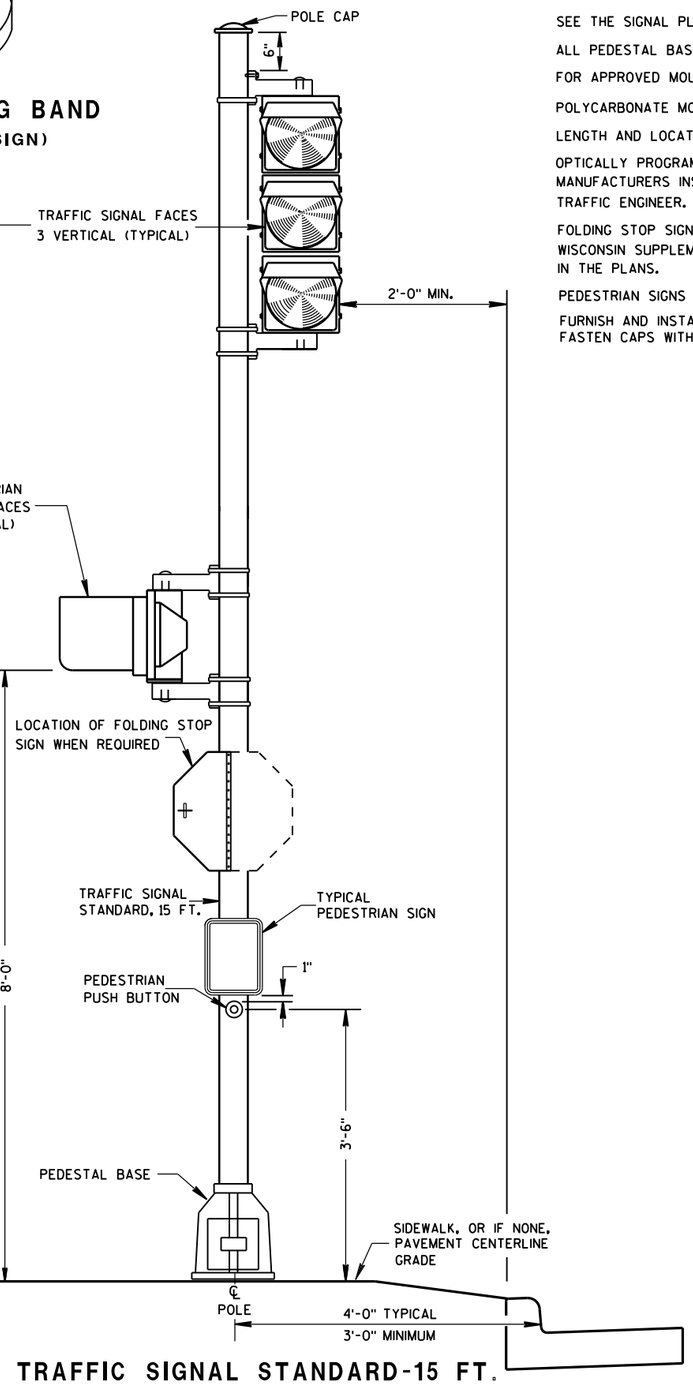
S.D.D. 9 E 1-14g




TRAFFIC SIGNAL STANDARD-15 FT.




TRAFFIC SIGNAL STANDARD-13 FT.




TRAFFIC SIGNAL STANDARD-15 FT.
3M MOUNTING (TYPICAL)



TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)

## GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

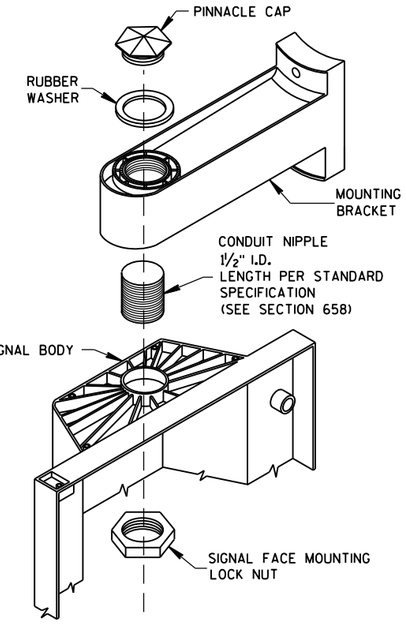
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE REGION TRAFFIC ENGINEER.

FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.




SIGNAL FACE MOUNTING DETAIL
(BANDED)

TRAFFIC SIGNAL STANDARD
POLY BRACKET MOUNTINGS
(TYPICAL) 13 FT. OR 15 FT.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/28/2013
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL 752

FHWA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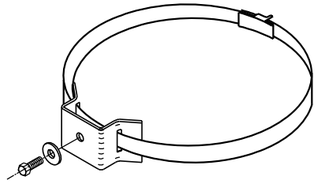
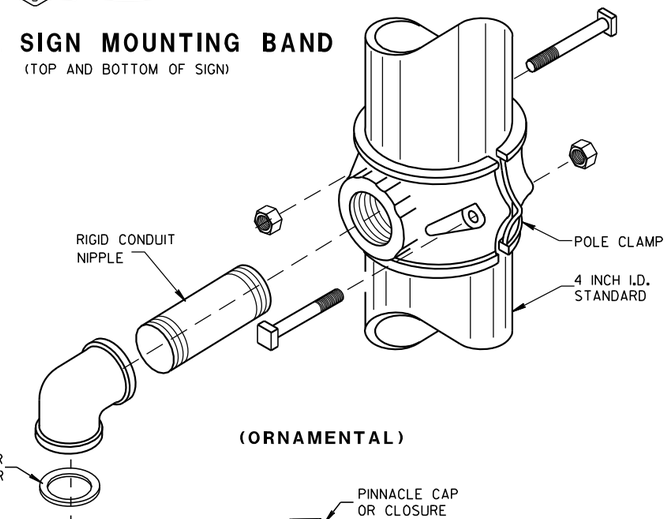
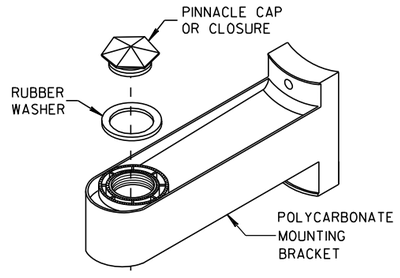
S.D.D. 9 E 6-5



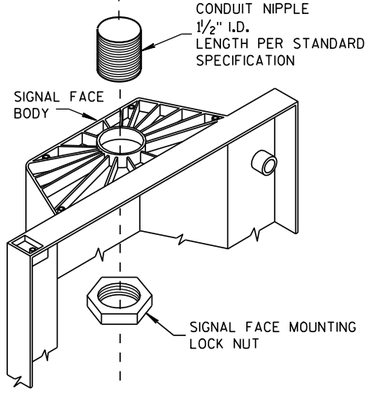
## TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



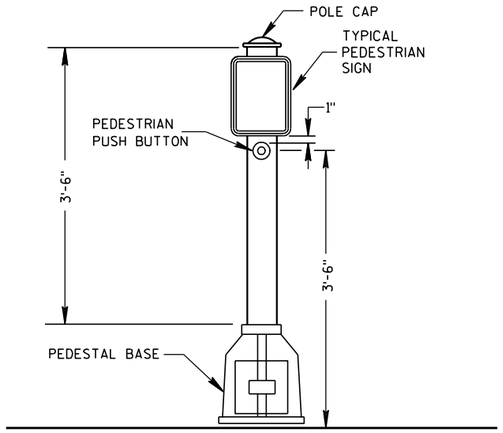

(ORNAMENTAL)



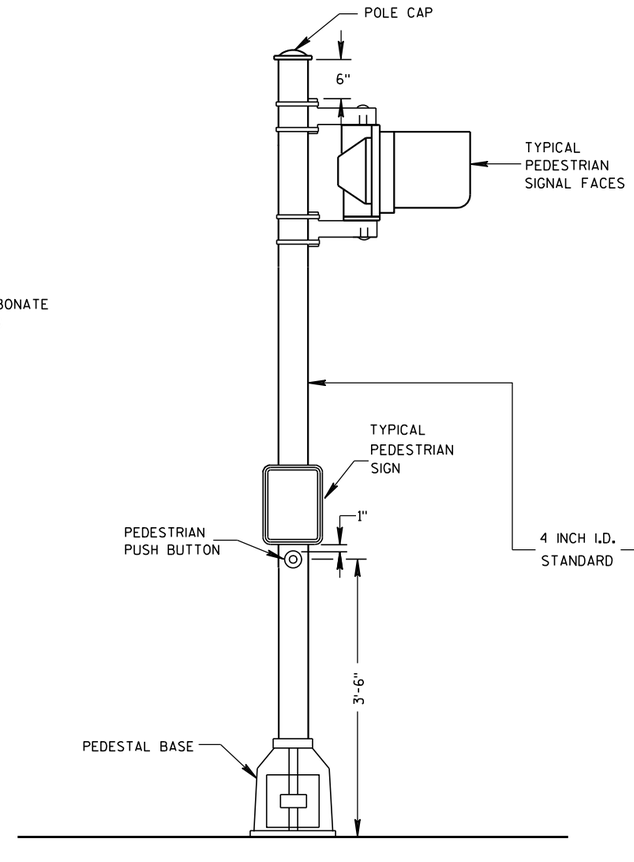

(BANDED)



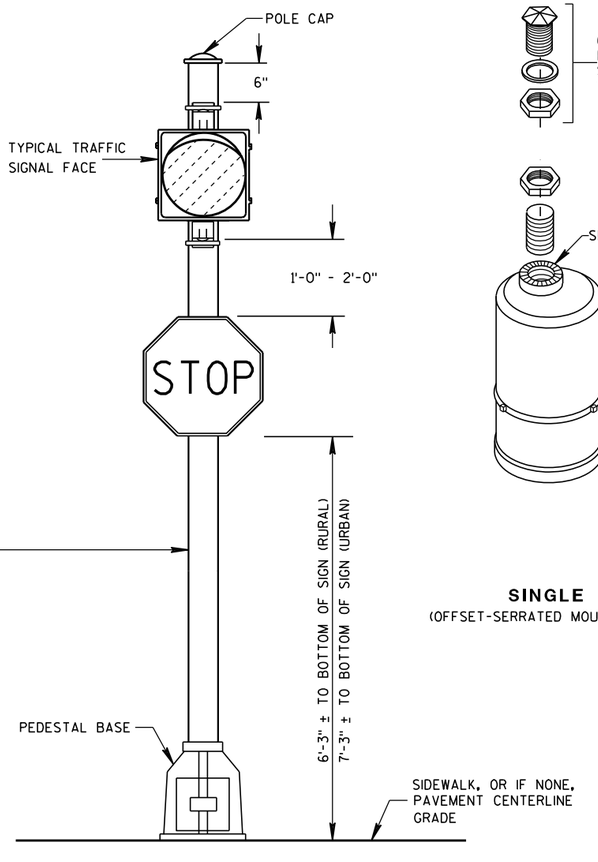

## SIGNAL FACE MOUNTING DETAILS




## PEDESTRIAN PUSH BUTTON TYPICAL MOUNTING




## PEDESTRIAN FACE STANDARD-10 FT.
(WALK-DON'T WALK)




## STANDARD FLASHER.
10 FOOT, 13 FOOT OR 15 FOOT AS REQUIRED

## GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

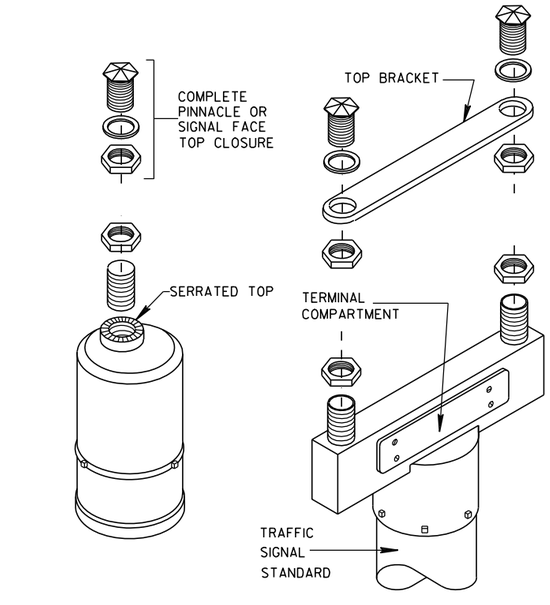
POLYCARBONATE SIGNAL FACE MOUNTING BRACKETS SHALL BE USED UNLESS ORNAMENTAL POLE CLAMPS ARE SPECIFIED.

LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE DISTRICT TRAFFIC ENGINEER).

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.




**SINGLE**
(OFFSET-SERRATED MOUNTING)

**DOUBLE**
(SERRATED MOUNTING)

## SLIPFITTERS

**TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/11/10 DATE
/S/ John Corbin STATE ELECTRICAL ENGI 753 HWYS
FHWA

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S.D.D. 9 E 7-5

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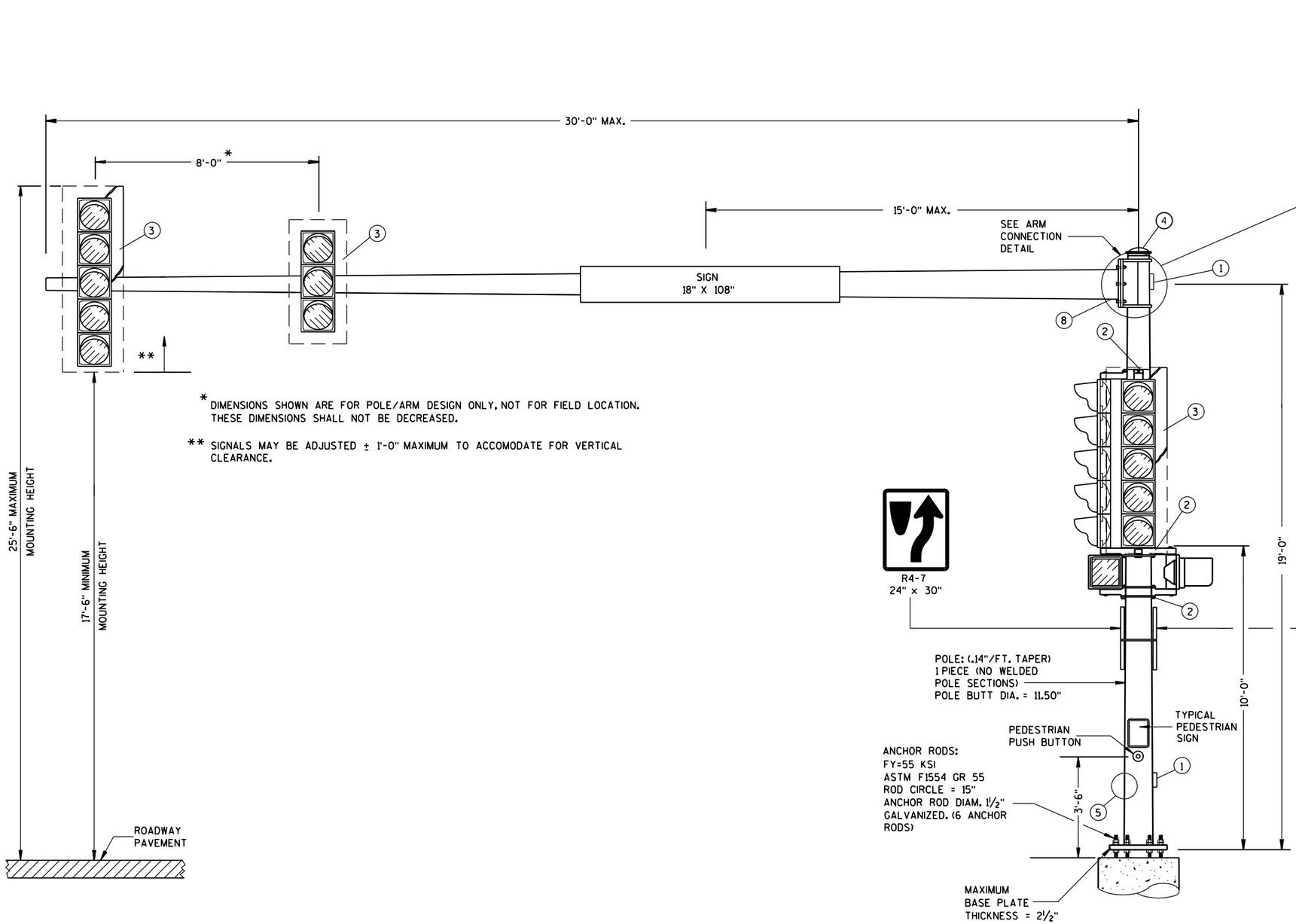
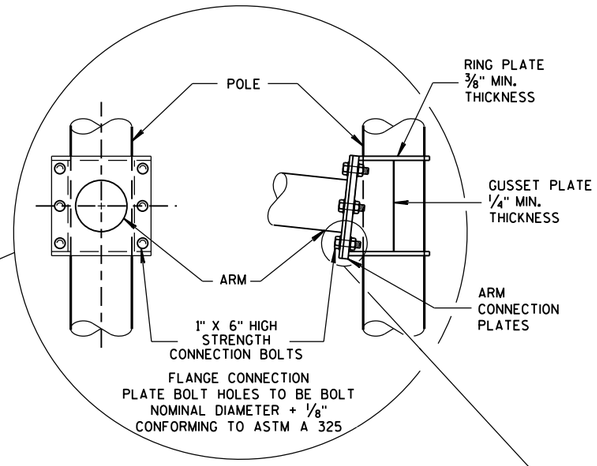
S.D.D. 9 E 7-5

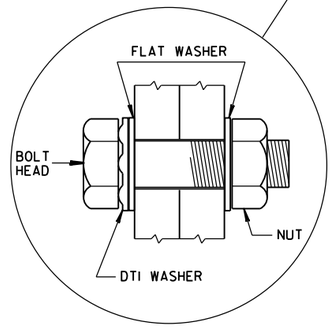



* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

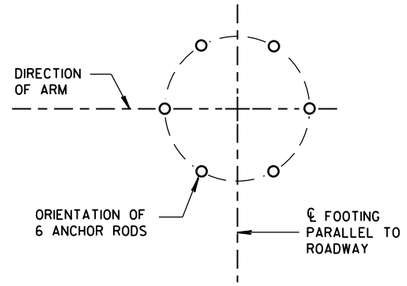
** SIGNALS MAY BE ADJUSTED ± 1'-0" MAXIMUM TO ACCOMODATE FOR VERTICAL CLEARANCE.




**6 BOLT ARM CONNECTION DETAIL**




**RECOMMENDED BOLT ASSEMBLY DETAIL**




**ANCHOR ROD LOCATION**

(MAXIMUM LOAD)

# TYPE 9 POLE 15'- 30' MONOTUBE ARM

| TYPE 9 POLE 15' - 30' MONOTUBE ARM | |
|---|---|
| STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION | |
| APPROVED June, 2015 DATE | /S/ Ahmet Demirbilek STATE ELECTRICAL 754 |
| FHWA | |


6
S.D.D. 9 E 8-7a

## GENERAL NOTES

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

POLE TYPES 9 AND 10 ARE FOR ARM LENGTHS 15-FOOT TO 30-FOOT.

POLE TYPES 12 AND 13 ARE FOR ARM LENGTHS 35-FOOT TO 55-FOOT.

MONOTUBE POLE AND ARM SHALL BE GALVANIZED STEEL.

RING-STIFFENED BUILT-UP BOX TYPE OF ATTACHMENT FOR TRAFFIC SIGNAL ARM.

ONE (1) PIECE POLE CONSTRUCTION (NO WELDED POLE SECTIONS).

STANDARD STRAIGHT ARM DESIGN (3 % ± RISE).

SECTION 657, POLES OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

PROVIDE WIREWAY THRU POLE WALL AND ARM CONNECTION PLATES. PROVIDE ROUND, SMOOTH INSIDE SURFACE.

MANUFACTURER'S SUBMITTED POLE DESIGNS AND DRAWINGS SHALL BE SIGNED AND STAMPED BY A REGISTERED PROFESSIONAL ENGINEER AND CERTIFIED AS BEING IN COMPLIANCE WITH THE AASHTO 2013 6TH EDITION AND ALL PERTINENT WISDOT SPECIFICATIONS AND DRAWINGS FOR TRAFFIC AND LIGHTING STRUCTURES AND AS FOLLOWS:

- CATEGORY III FATIGUE LOADS OF GALLOPING, TRUCK GUSTS ( AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 AND TYPE 10 STRUCTURES.
- CATEGORY II FATIGUE LOADS OF GALLOPING, TRUCK GUSTS ( AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 12 AND TYPE 13 STRUCTURES.
- 90 MPH (3-SECOND GUST) WIND SPEED AND A 50 YEAR DESIGN LIFE.

SECURE THE OPENING BELOW THE BASE PLATE WITH STAINLESS STEEL OR GALVANIZED STEEL MESH AND SECURE THE MESH WITH ¾" S.S. BANDING AROUND THE LEVELING NUTS.

INDENT PRINT ( NOMINAL ½" HIGH) THE POLE LENGTH AND FIRST TWO LETTERS OF THE MANUFACTURERS NAME ON TWO SIDES OF THE BASE PLATE 180 DEGREES APART, BEFORE GALVANIZING. THE ARM SHALL BE IDENTIFIED WITH THE SAME INFORMATION BY INDENT PRINT.

SIGNAL FACE SHALL BE MOUNTED 6 INCHES (NOMINAL) FROM THE END OF THE MONOTUBE ARM OR AS SHOWN ON THE PLAN CONSTRUCTION DETAIL OR AS DIRECTED BY THE PROJECT ENGINEER/ELECTRICAL OPERATIONS PERSONNEL. MOUNT ALL LIKE HEADS AT SAME ELEVATION.

SIGN MOUNTING BRACKETS SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 637 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.

(1) DESIGN FOR MAXIMUM ALLOWABLE HANDHOLE WITH COVER ASSEMBLY WITH TWO ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLTS.

(2) SIGNAL MOUNTING BRACKETS FOR POLE MOUNTING, MOUNT WITH CAP SCREW AND BANDING, (SEE SPECIFICATIONS SEC. 658).

(3) SECURELY MOUNT BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURERS RECOMMENDATIONS.

(4) THE TOP OF THE POLE SHAFT AND THE END OF THE MONOTUBE ARM SHALL BE EQUIPPED WITH A REMOVABLE, VENTILATED CAP HELD SECURELY IN PLACE WITH SET SCREWS.

(5) FACTORY-WELDED BRACKET FOR GROUNDING LUG, OPPOSITE HANDHOLE, (LUG AND HARDWARE PAID UNDER SEPARATE ITEM). PROVIDE HOLE IN BRACKET FOR ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLT.

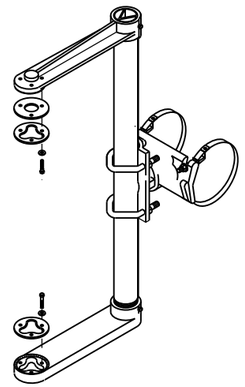
(6) FACTORY-WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.

(7) INSTALL STRUCTURAL IDENTIFICATION PLAQUES.

STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

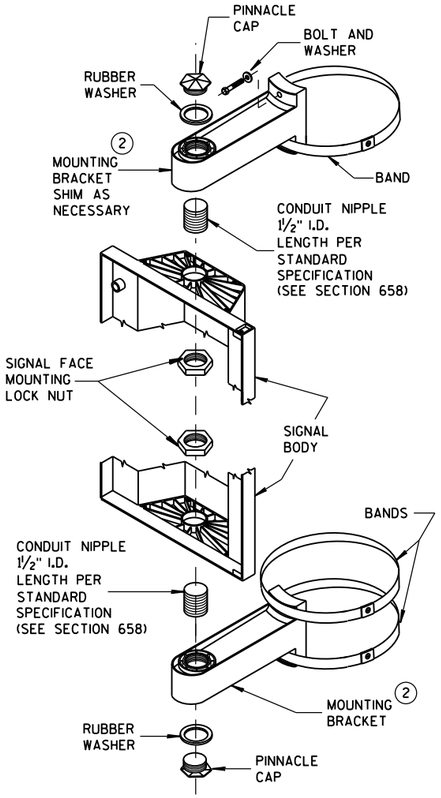
MOUNTING HEIGHT SHALL BE 6'-0" ABOVE THE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL BE OBSTRUCTED.

(8) FACTORY DRILLED ½" DRAIN HOLE 2" FROM FLANGE CONNECTION PLATE.

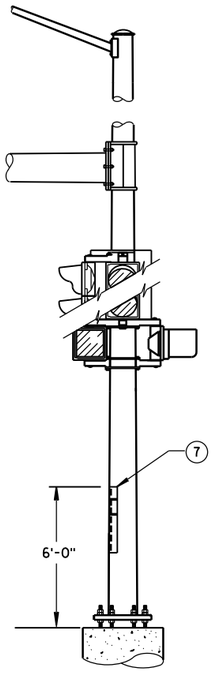


SIGNAL FACE MOUNTING BRACKET
DETAIL FOR MONOTUBE ARM

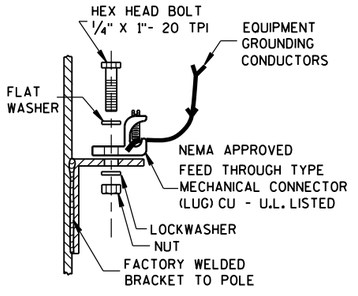
(MOUNT PER MANUFACTURER'S RECOMMENDATION)




SIGNAL FACE
VERTICAL MOUNTING DETAIL

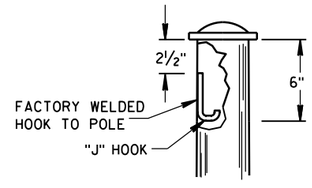



STRUCTURAL IDENTIFICATION
PLAQUE PLACEMENT




TYPICAL GROUNDING CONNECTIONS (5)

NUT, BOLT AND WASHERS SHALL
BE STAINLESS STEEL




"J" HOOK WIRE SUPPORT (6)

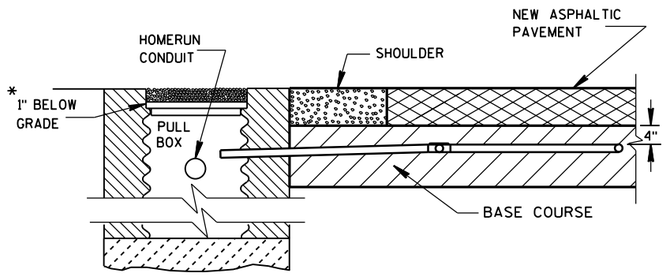
# GENERAL NOTES AND HARDWARE DETAILS FOR TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 755
FHWA

6

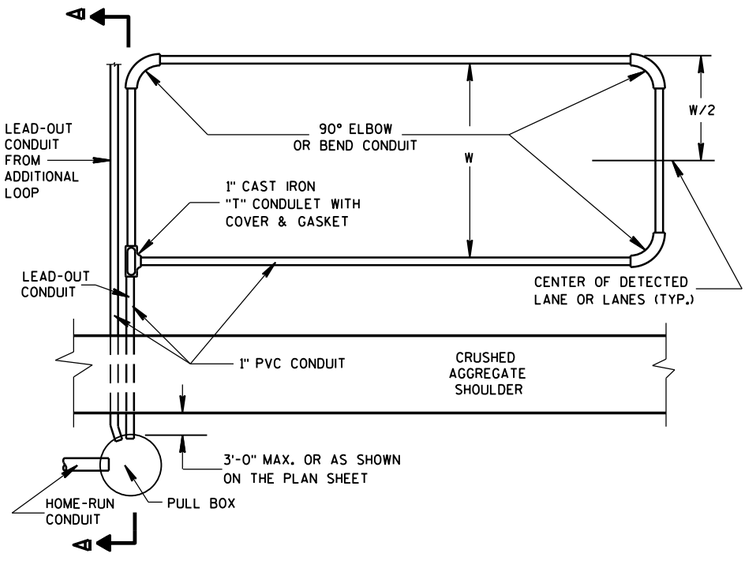
S.D.D. 9 E 8-7e




SECTION A-A
NO CURB & GUTTER

## DETECTOR LOOP INSTALLATION DETAIL

*RECESS PULL BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.




## TYPICAL PLAN OF LOOP DETECTOR

## GENERAL NOTES

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

LOOP SIZE, LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD-OUT CONDUIT TO DRAIN TO ROADSIDE PULL BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

THE #12 AWG LOOP WIRE FROM THE LOOP TO THE ROADSIDE PULL BOX, SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE INSTALLATION.

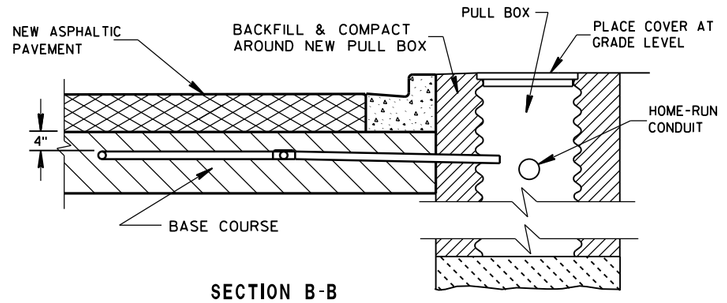
SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL BOXES AT THE SIDE OF THE ROAD.

THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL BOX, THROUGH THE LOOP DUCT, BACK TO THE ROADSIDE PULL BOX, AND BE INSTALLED IN ONE, NON-SPLICED, CONTINUOUS LENGTH.

PROTECTION OF THE CONDUIT AND CONDULET SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE THE ASPHALTIC PAVEMENT IS PLACED.

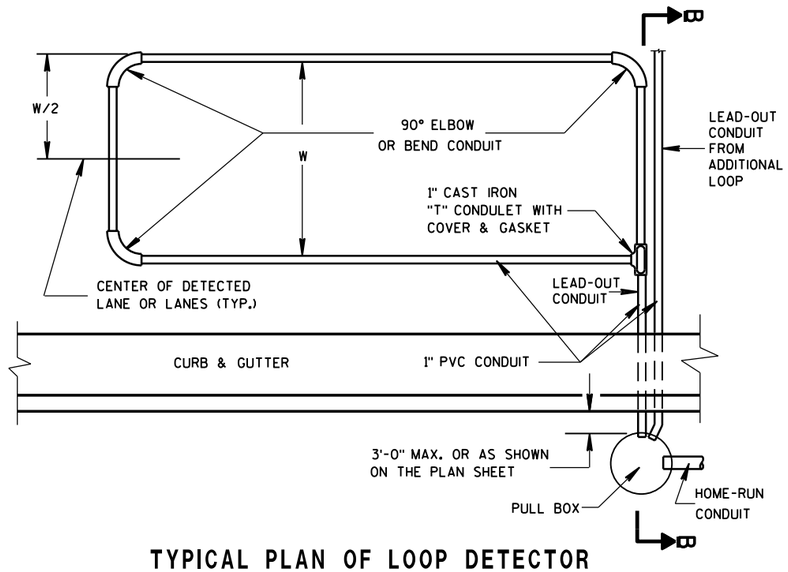
WHEN MULTIPLE LAYERS OF ASPHALTIC PAVEMENT ARE TO BE PLACED, LOOPS MAY BE INSTALLED BY SAWING A TWO INCH WIDE SLOT IN THE FIRST LAYER, DIG OUT THE ASPHALTIC MATERIAL AND BASE COURSE, PLACE THE LOOP, FILL THE SLOT WITH BASE COURSE MATERIAL AND NEW ASPHALTIC MATERIAL AND TAMP THE ASPHALTIC MATERIAL IN PLACE.

SHOULD TRAFFIC BE ALLOWED TO USE THE AREA OF ROADWAY WITH THE NEWLY INSTALLED LOOP BEFORE THE PLACEMENT OF THE NEXT LAYER OF ASPHALTIC PAVEMENT, THE SLOT/PAVEMENT OPENING SHALL BE SEALED WITH HOT POURED ELASTIC TYPE MATERIAL CONFORMING TO THE REQUIREMENTS OF THE "SPECIFICATION FOR JOINT SEALANTS, HOT POURED, FOR CONCRETE AND ASPHALT PAVEMENTS, ASTM DESIGNATION: D3405".




SECTION B-B
CURB & GUTTER

## LOOP DETECTOR INSTALLATION DETAIL




## TYPICAL PLAN OF LOOP DETECTOR

## LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 756
FHWA

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S.D.D. 9 F 8-4

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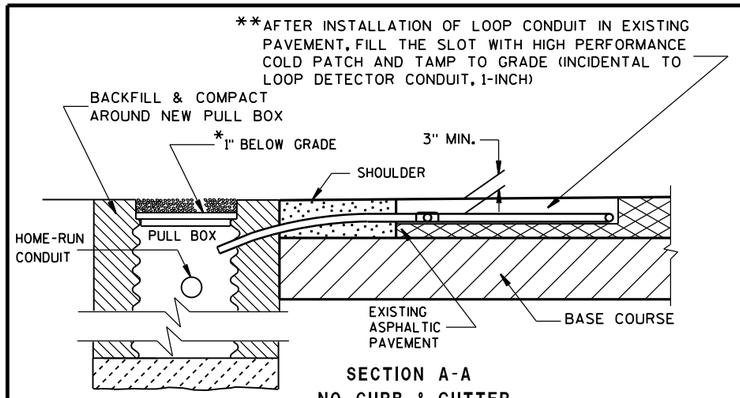
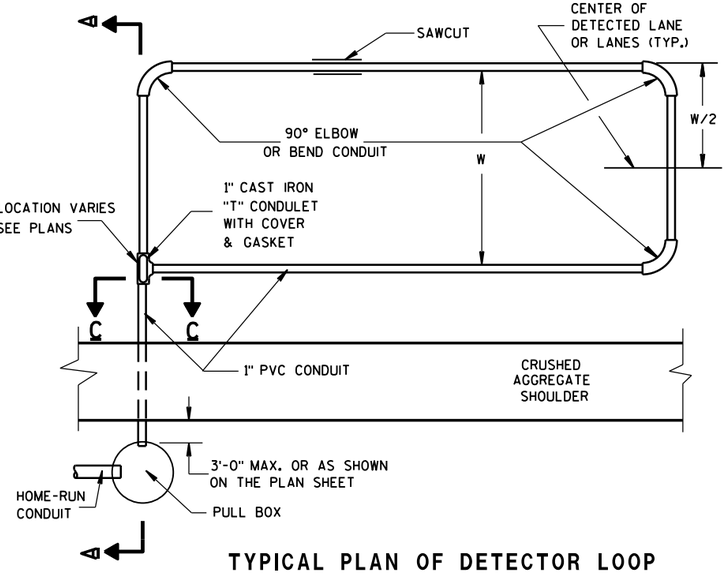


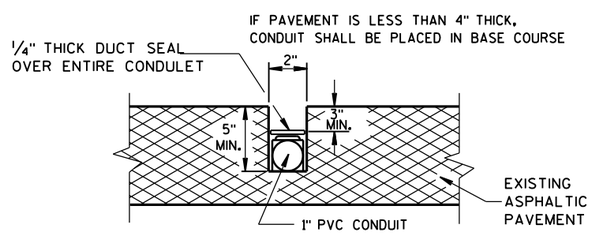

SECTION A-A
NO CURB & GUTTER

## TYPICAL PLAN OF LOOP DETECTOR

*RECESS PULL BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.




## TYPICAL PLAN OF DETECTOR LOOP




SIDE VIEW
SECTION C-C

## LOOP DETECTOR SLOT DETAIL

## GENERAL NOTES

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

LOOP SIZE, LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISITANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

THE #12 AWG LOOP WIRE FROM THE LOOP TO THE ROADSIDE PULL BOX, SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE INSTALLATION.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL BOXES AT THE SIDE OF THE ROAD.

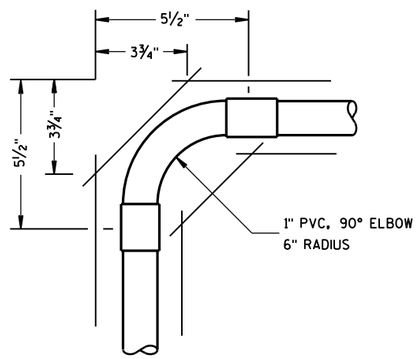
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL BOX, AND BE INSTALLED IN ONE, NON-SPLICED, CONTINUOUS LENGTH.

IN THE EVENT THAT THE EXISTING PAVEMENT IS MORE THAN 5 INCHES THICK, AND THEREFORE , THE 1 INCH CONDUIT DOES NOT REQUIRE INSTALLATION BELOW THE PAVEMENT INTO THE BASE COURSE, PLACE SOME OF THE TAR OR EPOXY SEALANT IN THE SLOT TO A DEPTH OF APPROXIMATELY 1/2 INCH BEFORE INSTALLATION OF THE CONDUIT. IF THE CONDUIT MUST BE PLACED IN THE BASE COURSE, DO NOT PLACE THE TAR OR EPOXY SEALANT IN THE SLOT.

ONCE THE 2" LOOP SLOT HAS BEEN CHIPPED OUT, THE LOOP INSTALLATION SHALL BE COMPLETED PRIOR TO OPENING THE LANE(S) TO TRAFFIC.

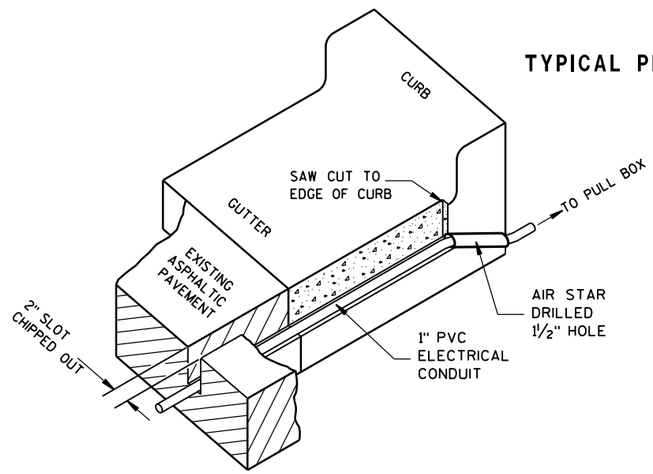
** AFTER THE HIGH PERFORMANCE COLD PATCH HAS BEEN TAMPED, SEAL THE SLOT/HIGH PERFORMANCE COLD PATCH/ PAVEMENT OPENING WITH HOT POURED ELASTIC TYPE MATERIAL CONFORMING TO THE REQUIREMENTS OF THE "SPECIFICATION FOR JOINT SEALANTS, HOT POURED, FOR CONCRETE AND ASPHALT PAVEMENTS, ASTM DESIGNATION: D3405".

IN THE EVENT HIGH PERFORMANCE COLD PATCH IS NOT AVAILABLE, AND FLEXIBLE TYPE EPOXY IS USED AS A LOOP SLOT FILLER, THE 2 INCH SLOT SHALL BE TOTALLY CLEAN AND DRY BEFORE ITS INSTALLATION. EPOXY USE SHALL BE APPROVED BY THE DISTRICT TRAFFIC ENGINEER AND THE FURNISHED EPOXY SHALL BE INSTALLED AFTER WRITTEN APPROVAL BY THE PROJECT ENGINEER.



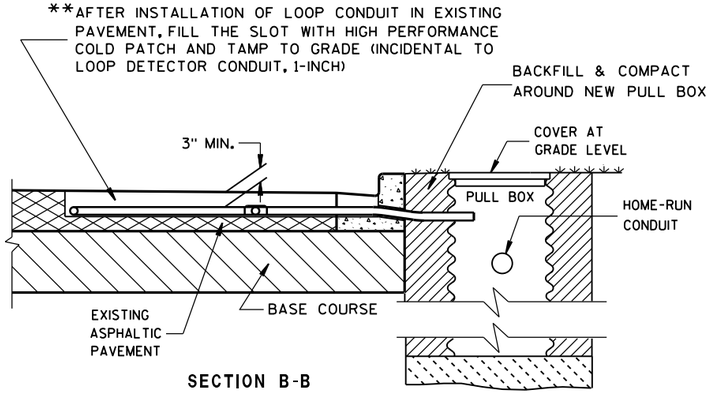

TOP VIEW

## CORNER SAW SLOT DETAIL



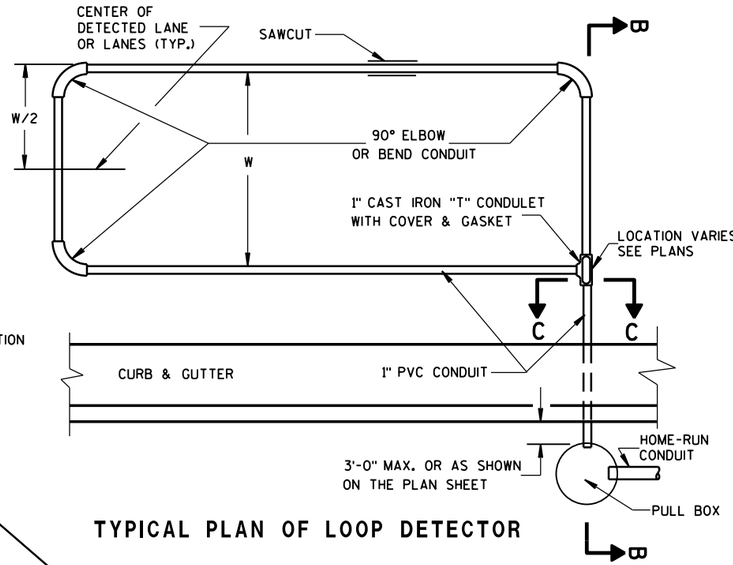

ISOMETRIC VIEW

## TYPICAL SAW CUT DETAIL FOR LEAD-IN CONDUIT




SECTION B-B
CURB & GUTTER

## LOOP DETECTOR INSTALLATION DETAIL




## TYPICAL PLAN OF LOOP DETECTOR

**LOOP DETECTOR INSTALLED IN EXISTING ASPHALTIC PAVEMENT**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 757
FHWA

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S.D.D. 9 F 13-4

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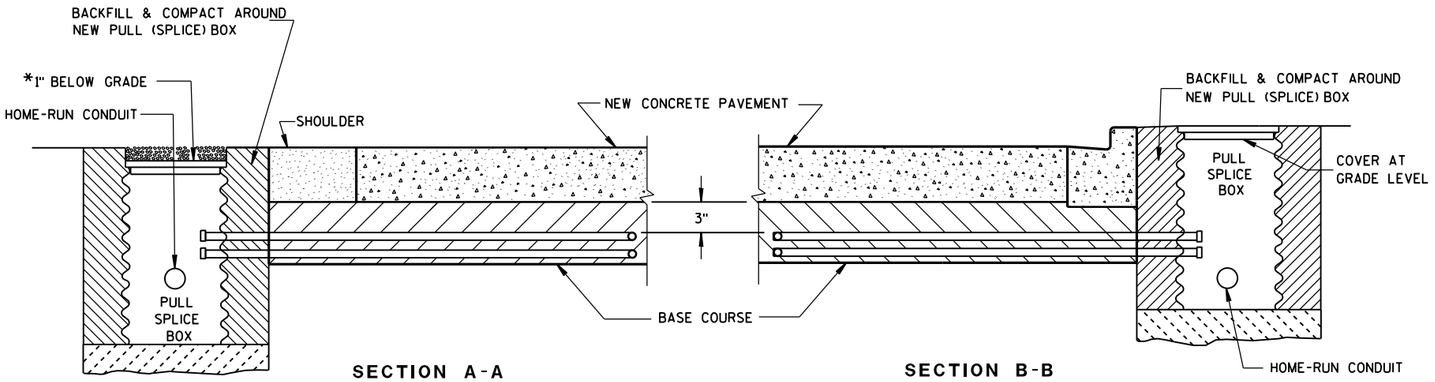
S.D.D. 9 F 13-4




**SECTION A-A**
**NO CURB & GUTTER**

**SECTION B-B**
**CURB & GUTTER**

*RECESS PULL (SPLICE) BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.

## LOOP DETECTOR INSTALLATION DETAIL

## GENERAL NOTES

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

LOOP SIZE, CONFIGURATION LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL (SPLICE) BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

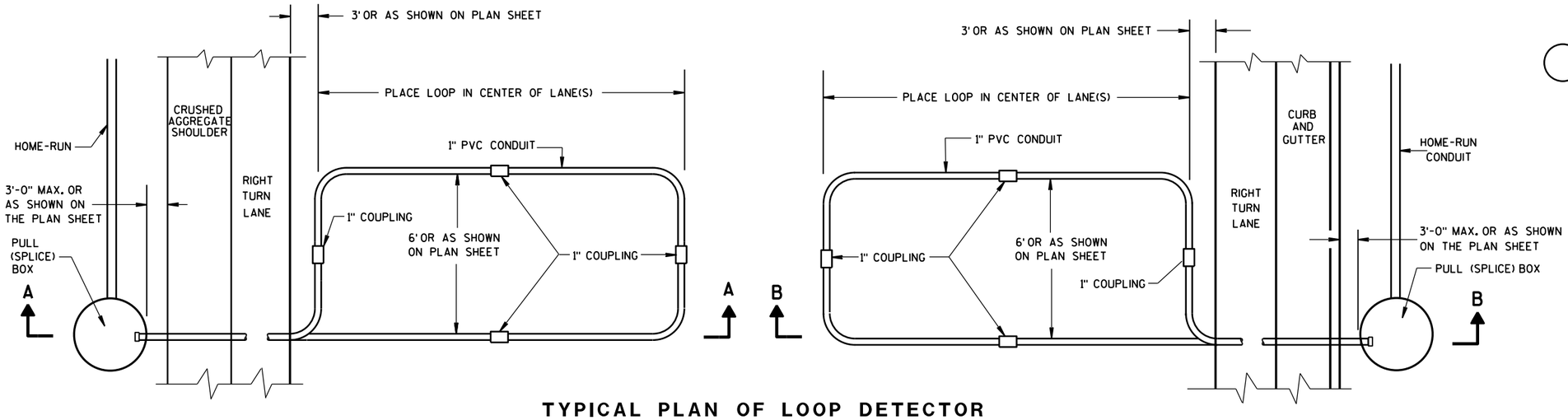
THE #12 AWG. LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPLICE) BOXES AT THE SIDE OF THE ROAD.

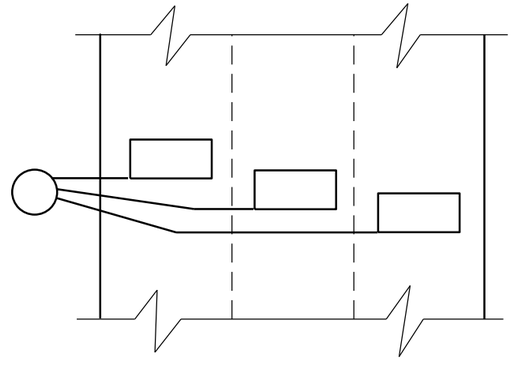
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE, NON-SPLICED CONTINUOUS LENGTH.

PROTECTION OF THE CONDUITS IN THE BASE COURSE SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

SHOULD INSTALLATION REPAIR BE REQUIRED, IT SHALL BE DONE UNDER THE DIRECTION OF THE PROJECT ENGINEER.




## TYPICAL PLAN OF LOOP DETECTOR WITH 24" PULL (SPLICE) BOX



## MULTI-LANE INSTALLATION

**LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL 758
FHWA

6

S.D.D. 9 F 15-4b

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S.D.D. 9 F 15-4b

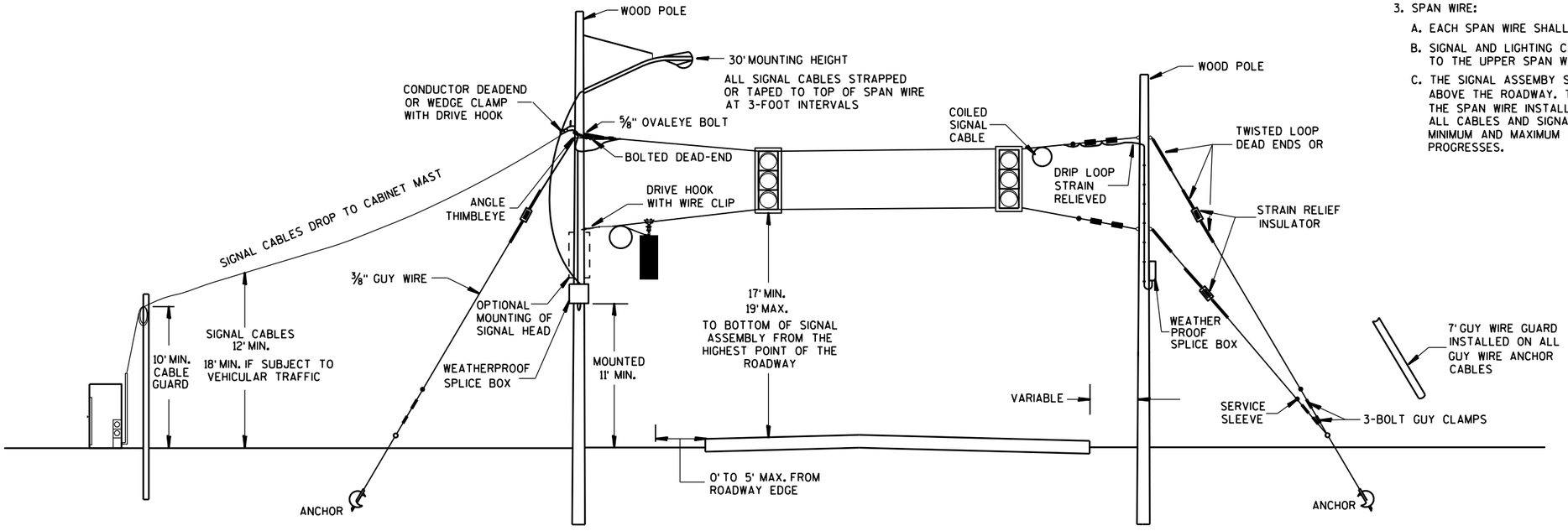
## GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.

2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.

3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED.
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.



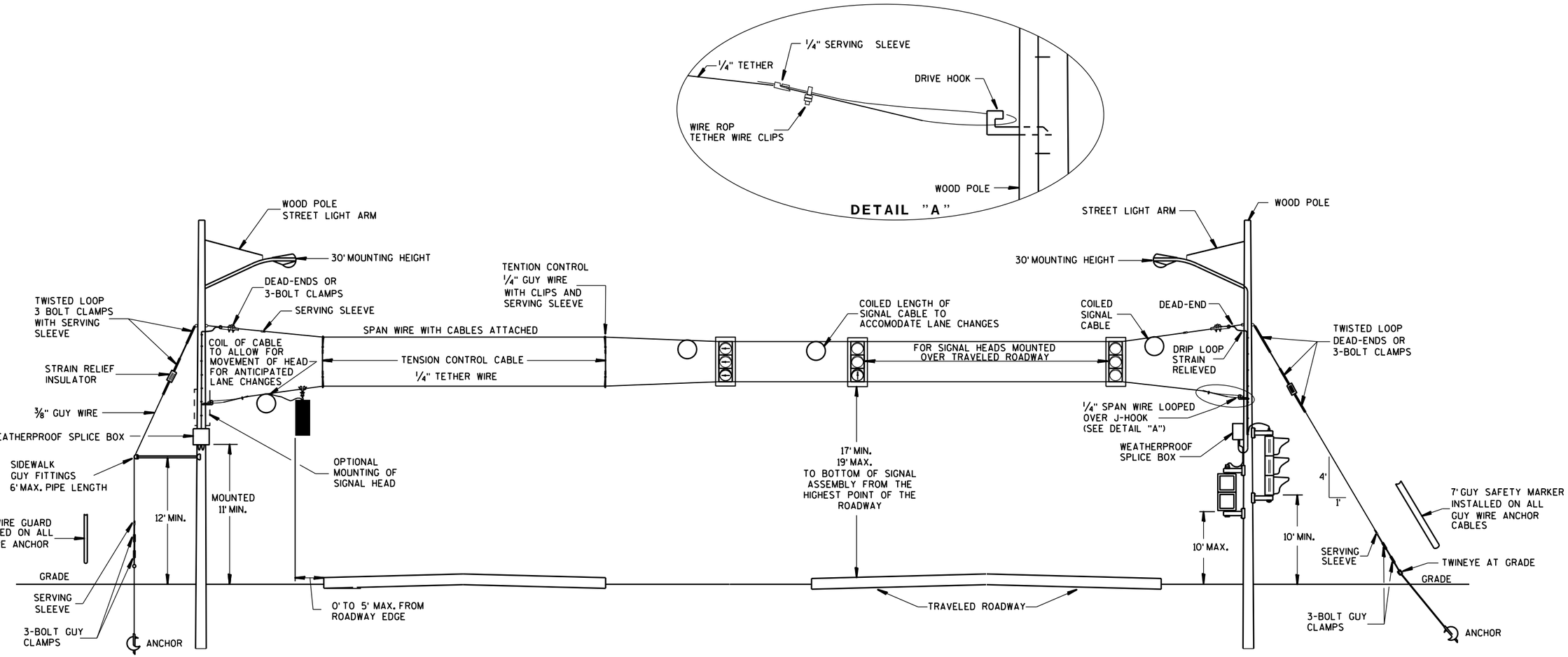

## SPAN WIRE
## TEMPORARY SIGNALS

| MINIMUM POLE LENGTHS | POLE BURIEL DEPTHS |
|---|---|
| 25' | 5' |
| 30' | 6' |
| 35' | 7' |
| 40' | 8' |
| 45' | 9' |

**SPAN WIRE**
**TEMPORARY TRAFFIC SIGNAL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 759
FHWA




## GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.
2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
   E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED.
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.

# SPAN WIRE
# TEMPORARY SIGNALS
## 4 LANE ROADWAYS

| MINIMUM POLE LENGTHS | CLASS | MIN. BURIAL DEPTHS |
|---|---|---|
| 25' | V | 5' |
| 30' | V | 6' |
| 35' | IV | 7' |
| 40' | IV | 8' |
| 45' | IV | 9' |

**SPAN WIRE**
**TEMPORARY TRAFFIC SIGNAL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 760
FHWA

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S.D.D. 9 G 1-4b

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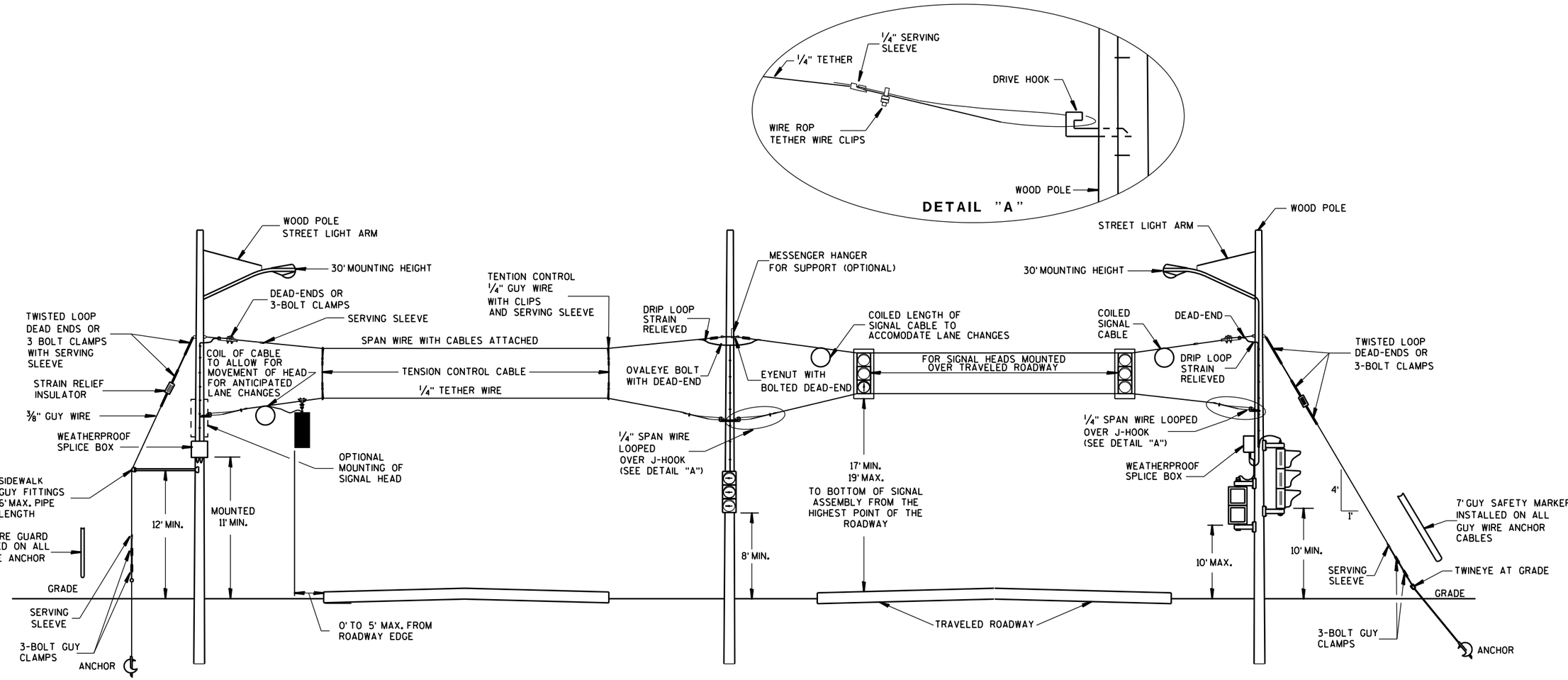
S.D.D. 9 G 1-4b




# SPAN WIRE
# TEMPORARY SIGNALS
## 4 LANE ROADWAYS

## GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.

2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
   E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.

3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED.
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.

| MINIMUM POLE LENGTHS | CLASS | MIN. BURIAL DEPTHS |
|---|---|---|
| 25' | V | 5' |
| 30' | V | 6' |
| 35' | IV | 7' |
| 40' | IV | 8' |
| 45' | IV | 9' |

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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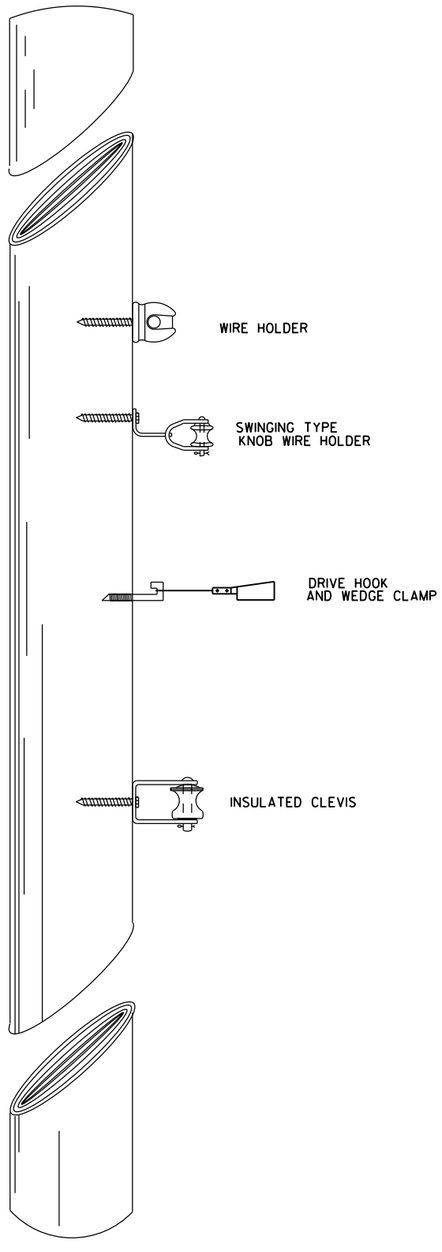
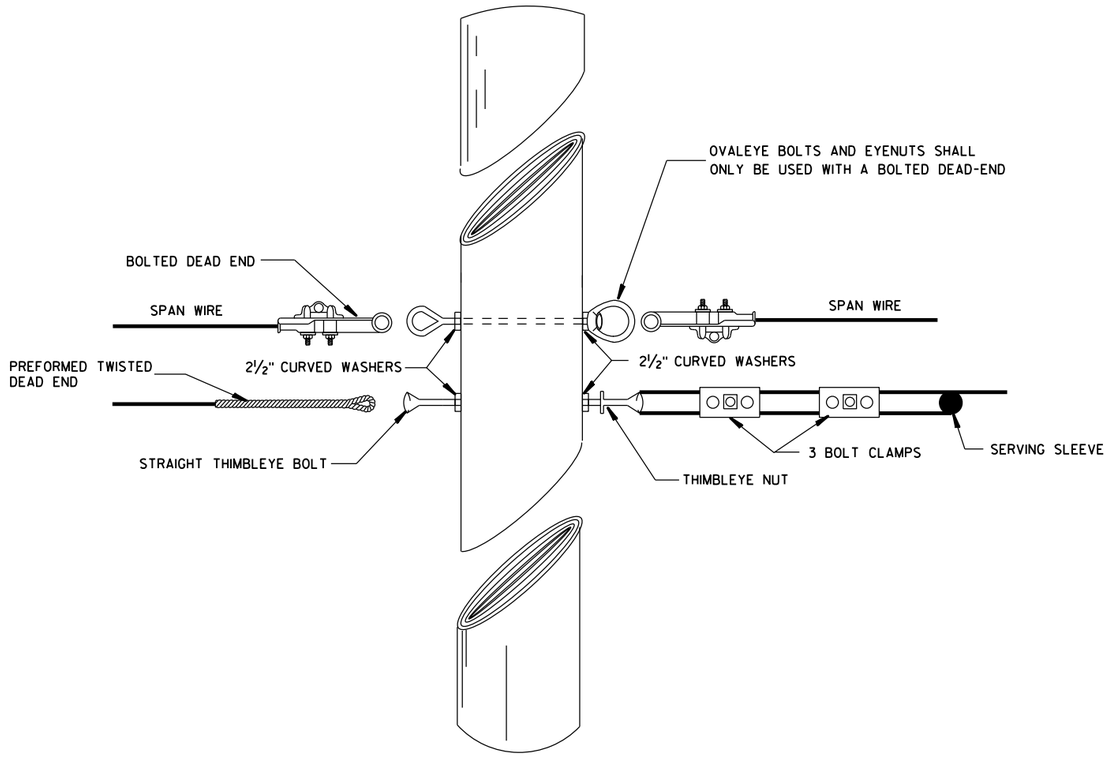
S.D.D. 9 G 1-4c




TYPICAL CABLE HANGERS




TYPICAL DEAD-ENDING

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 762
FHWA

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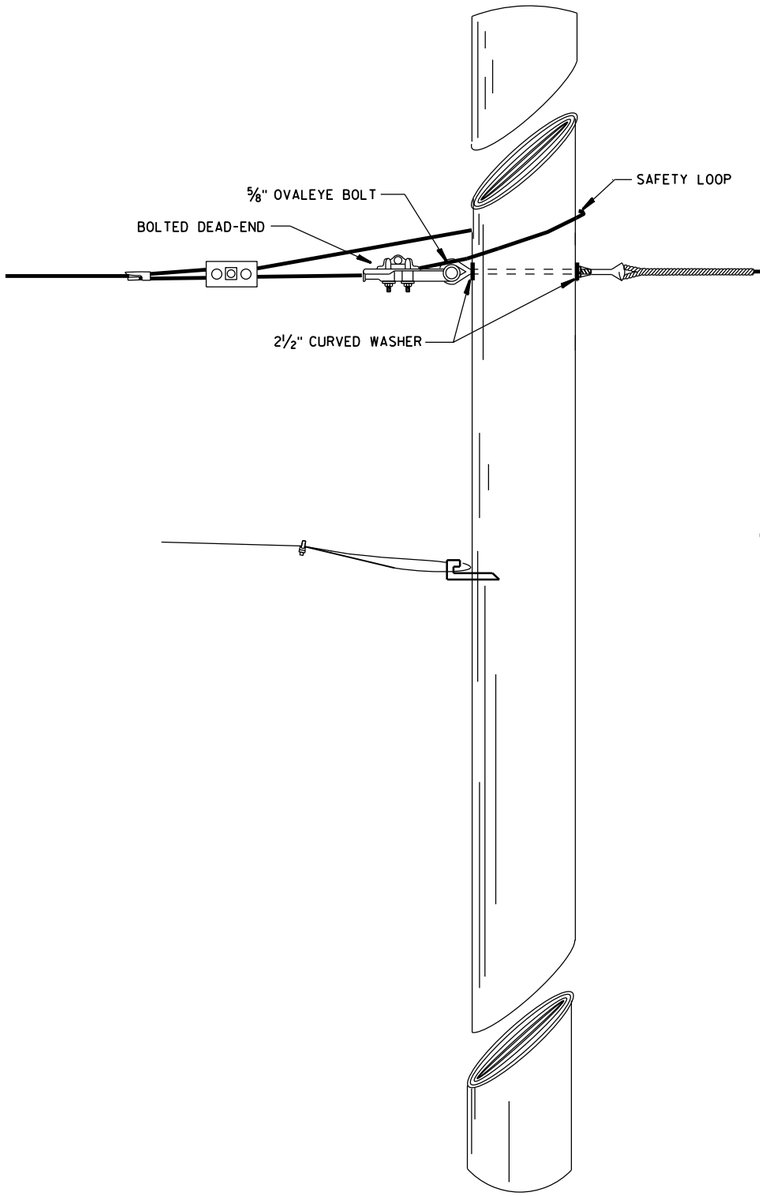
S.D.D. 9 G 1-4d

6

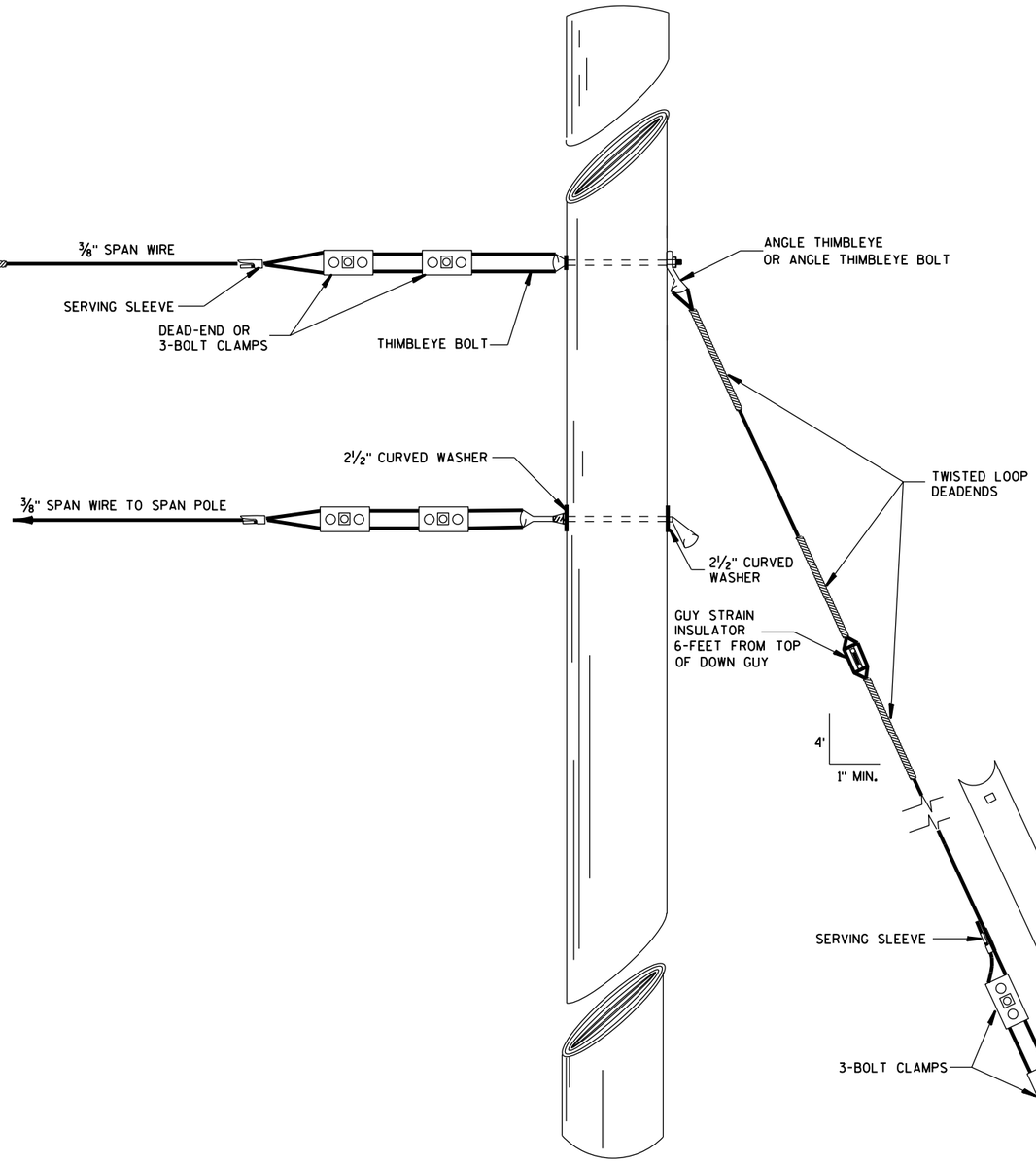
S.D.D. 9 G 1-4d

## GENERAL NOTES

1. USE ¾" DRILL IN WOOD POLE TO PROVIDE HOLE FOR ⅝" BOLTS.
2. SAFTY LOOP REQUIRED ON EACH END OF ALL SPAN WIRES.




SPAN WIRE POLE




GUY POLE

## TYPICAL DEAD-ENDINGS OR GUYING

| |
|---|
| SPAN WIRE<br>TEMPORARY TRAFFIC SIGNAL |
| STATE OF WISCONSIN<br>DEPARTMENT OF TRANSPORTATION |
| APPROVED<br>June. 2015 (DATE)<br>/S/ Ahmet Demirbilek<br>STATE ELECTRICAL |
| FHWA |





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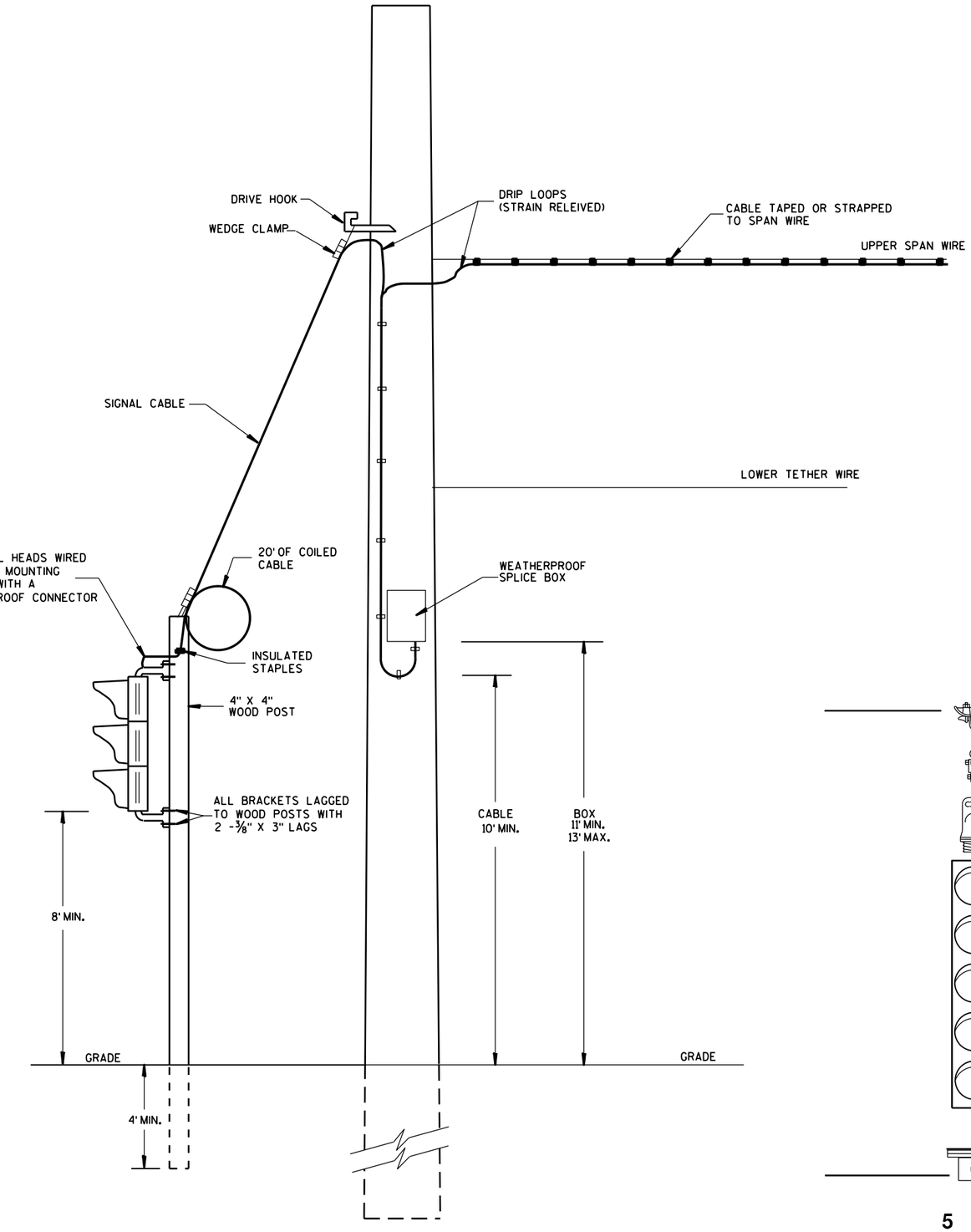
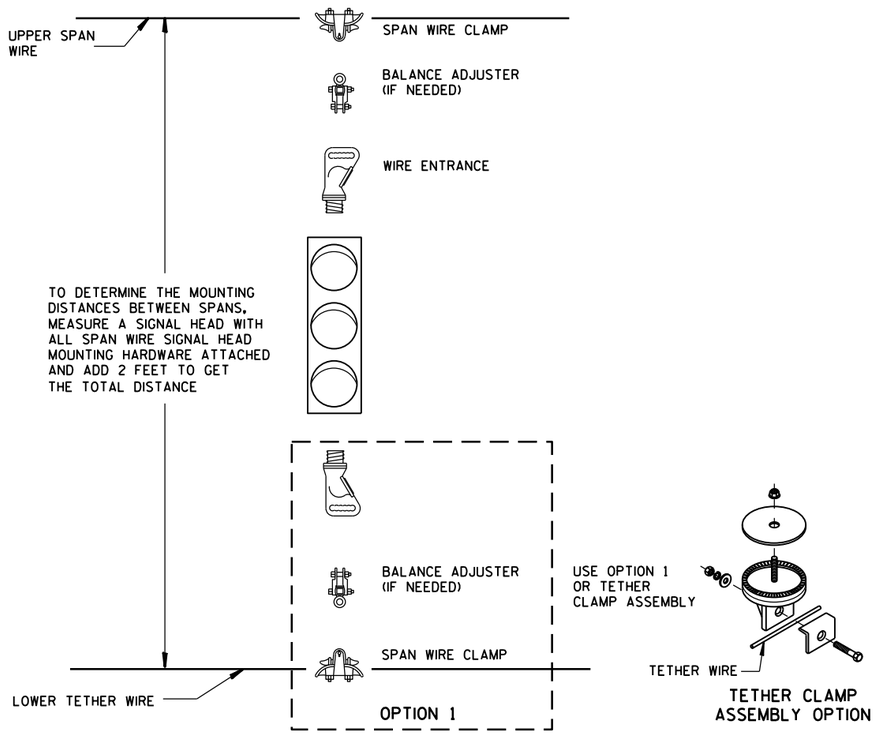
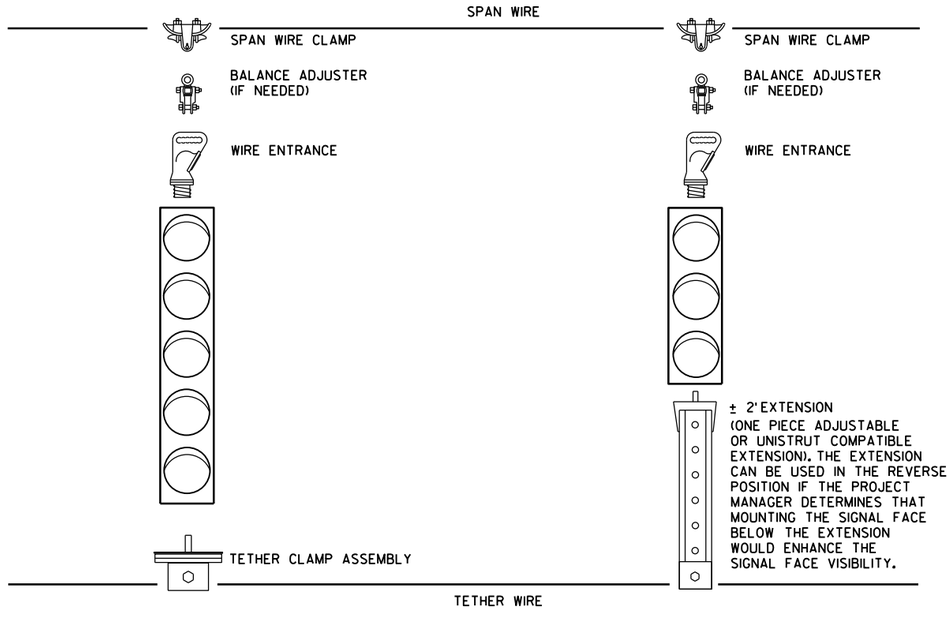



## TYPICAL DROP TO TEMPORARY MOVEABLE SIGNAL




TETHER CLAMP ASSEMBLY OPTION

## TYPICAL SPAN WIRE MOUNTING HARDWARE




## 5 SECTION VERTICAL WITH 3 SECTION VERTICAL ON ONE SPAN WIRE

# SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June. 2015
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL 764

FHWA

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S.D.D. 9 G 1-4f

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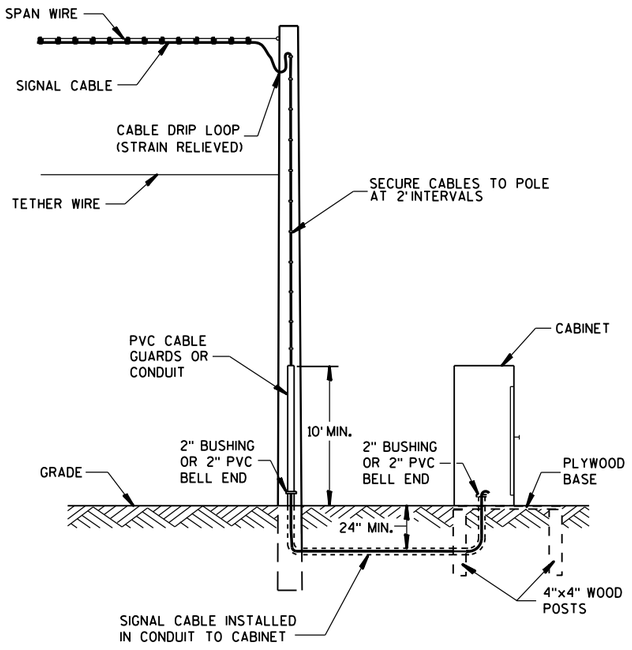
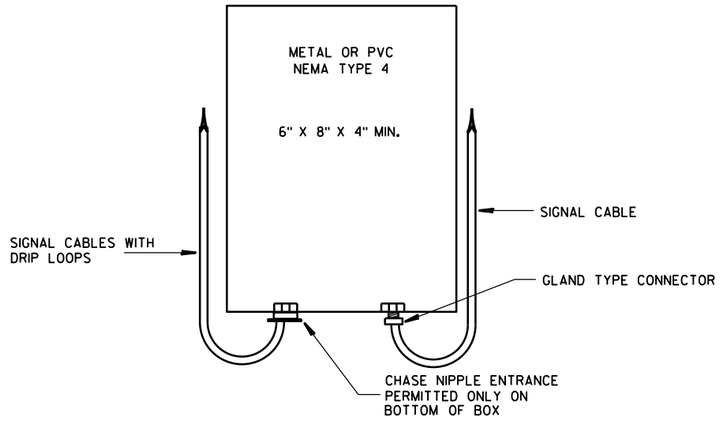
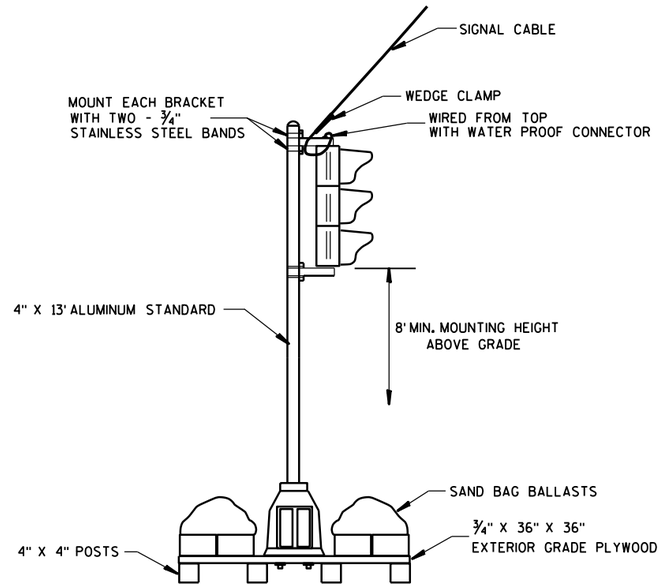
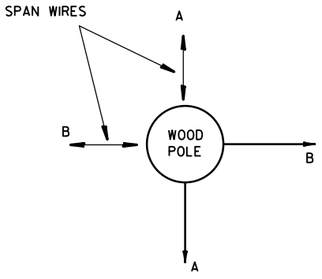



## SPLICE BOX

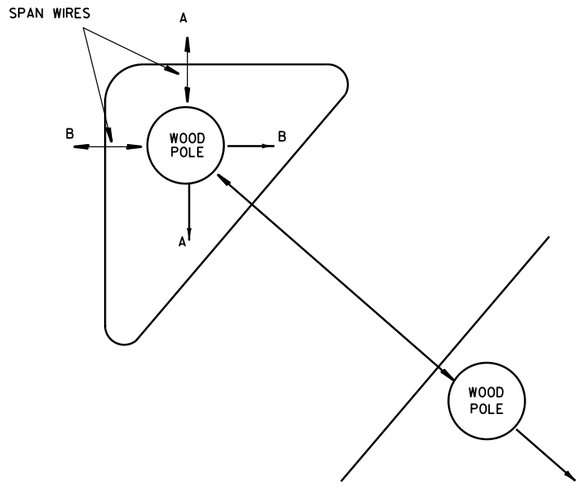



## TYPICAL SKID TYPE TEMPORARY

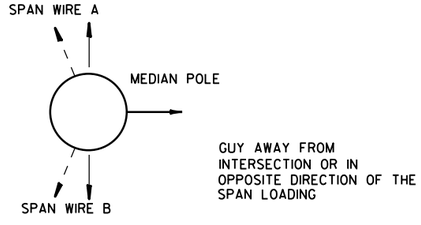



ALL DOWN OR SIDEWALK GUYS
SHALL BE INSTALLED IN THE
OPPOSITE DIRECTION OF THE
STRAIN OF THE SPAN WIRE

## CORNER POLES




## ISLAND POLES




## MEDIAN POLES

**SPAN WIRE**
**TEMPORARY TRAFFIC SIGNAL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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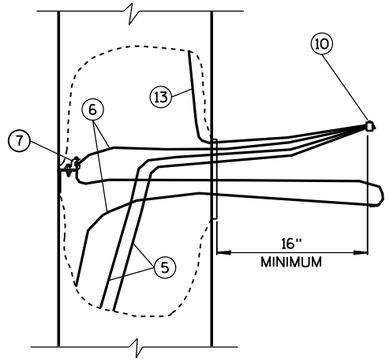
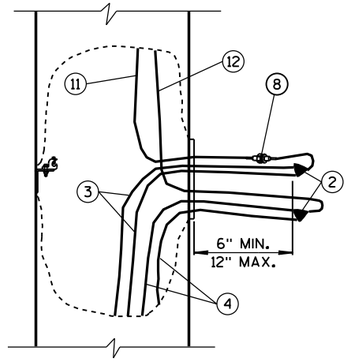
S.D.D. 9 G 1-4g

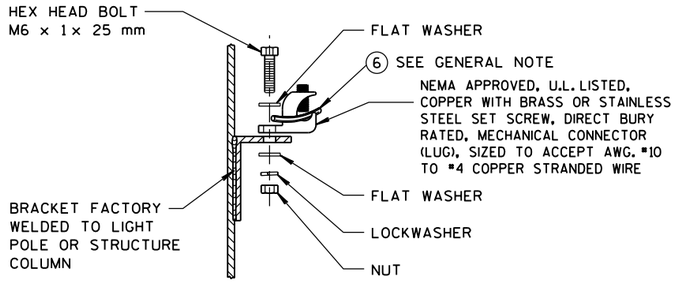



EQUIPMENT GROUNDING CONDUCTOR SLACK




UNGROUNDED CONDUCTOR SLACK (AND GROUNDED NEUTRAL SLACK IN GROUNDED NEUTRAL SYSTEM)

## TYPICAL CONDUCTOR SLACK AT HANDHOLES



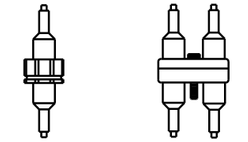

## HANDHOLE GROUNDING LUG

(NUT, BOLT, WASHERS, AND LOCK WASHERS SHALL BE STAINLESS STEEL)

CONDUCTOR COLOR CODES

| KEY | CONDUCTOR | COLOR |
|---|---|---|
| 3 | UNGROUNDED LINE WIRE | * |
| 4 | GROUNDED LINE WIRE | WHITE |
| 5 | SYSTEM GROUNDING LINE WIRE | GREEN |
| 6 | GROUNDING ELECTRODE CONDUCTOR | BARE |
| 11 | UNGROUNDED POLE WIRE | * |
| 12 | GROUNDED POLE WIRE | WHITE |
| 13 | EQUIPMENT GROUNDING POLE WIRE | GREEN |

* FOLLOW COLOR CODING SHOWN IN THE PLANS. WHERE THE PLANS DO NOT SHOW COLOR CODING, USE BLACK FOR SINGLE LUMINAIRE POLES; BLACK AND RED FOR TWIN LUMINAIRE POLES.




## FUSE ASSEMBLIES

## GENERAL NOTES

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

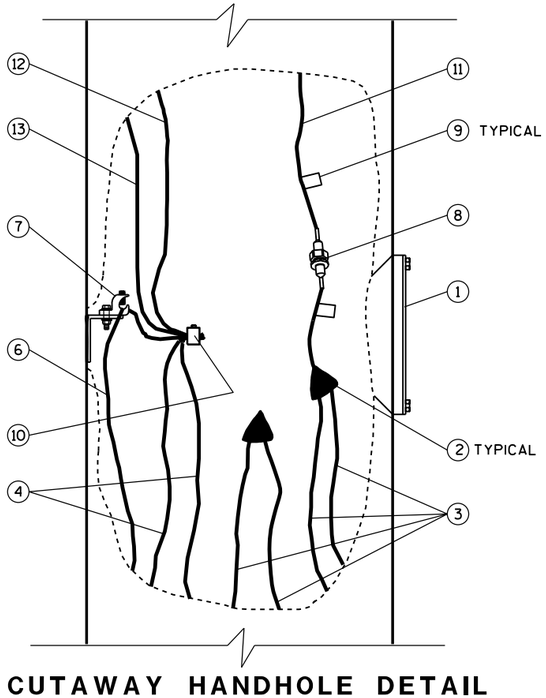
USE THIS DETAIL IN CONJUNCTION WITH THE ELECTRICAL DETAILS FOR THE APPLICATION, WHICH MAY BE A LIGHT POLE, SIGN BRIDGE, ETC.

THE GROUNDING ELECTRODE CONDUCTOR SHALL BE CONTINUOUS WITHOUT SPLICES FROM THE GROUNDING ELECTRODE THROUGH THE HANDHOLE GROUNDING LUG TO THE CONNECTOR.

THREE POLE WIRES ARE SHOWN FOR A SINGLE LUMINAIRE LIGHT POLE. THREE ADDITIONAL POLE WIRES REQUIRED FOR TWIN LUMINAIRE LIGHT POLES ARE OMITTED FROM THE DRAWING FOR CLARITY. IN THE TWIN POLE CASE, BUNDLE EACH SET OF THREE WIRES WITH A NYLON CABLE TIE.

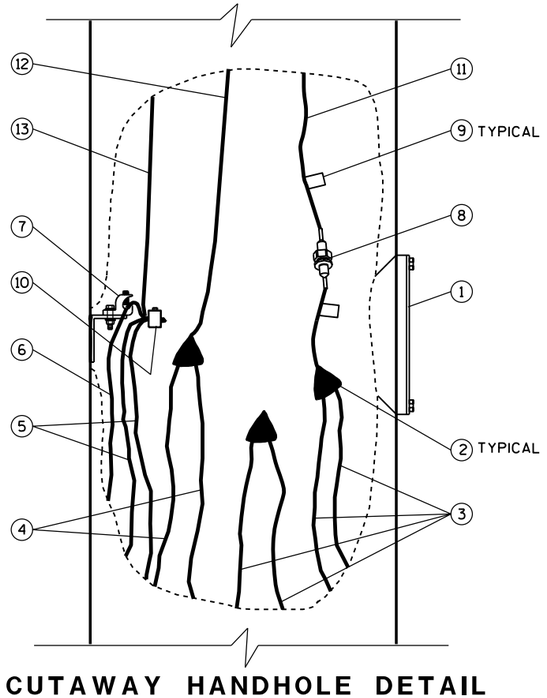
IN 3-PHASE SYSTEMS, THERE WILL BE ONE MORE UNGROUNDED LINE WIRE, WHICH IS OMITTED FROM THE DRAWING FOR CLARITY.

CIRCUIT TAGS SHALL BE INSTALLED ONLY WHERE REQUIRED IN THE SPECIAL PROVISIONS.



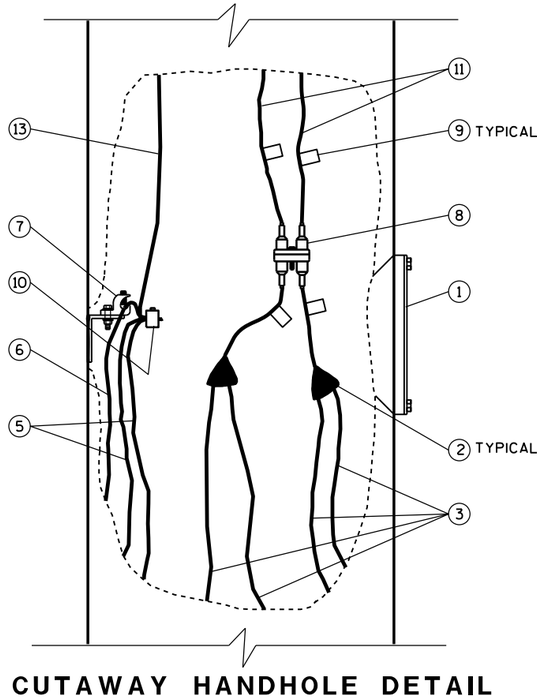

## CUTAWAY HANDHOLE DETAIL

GROUNDED NEUTRAL SYSTEMS
1-Φ




## CUTAWAY HANDHOLE DETAIL

ISOLATED NEUTRAL SYSTEMS
1-Φ SHOWN; 3-Φ WYE SIMILAR
(SEE GENERAL NOTE)




## CUTAWAY HANDHOLE DETAIL

PHASE-TO-PHASE SYSTEMS
1-Φ SHOWN; 3-Φ DELTA SIMILAR
(SEE GENERAL NOTE)

NOTE: REQUIRED CONDUCTOR SLACK NOT SHOWN ON "CUTAWAY HAND HOLE" DETAILS FOR DRAWING CLARITY, SEE "TYPICAL CONDUCTOR SLACK AT HANDHOLES" ON THIS SHEET.

(1) HANDHOLE AND COVER
(2) INSULATED SPLICE
(3) UNGROUNDED LINE WIRE
(4) GROUNDED LINE WIRE
(5) SYSTEM GROUNDING LINE WIRE
(6) GROUNDING ELECTRODE CONDUCTOR
(7) HANDHOLE GROUNDING LUG
(8) FUSE ASSEMBLY, 1P OR 2P AS REQUIRED
(9) CIRCUIT TAG (SEE GENERAL NOTE)
(10) REVERSIBLE PRESSURE OR COMPRESSION GROUNDING CONNECTOR (NOT INSULATED)
(11) UNGROUNDED POLE WIRE
(12) GROUNDED POLE WIRE
(13) EQUIPMENT GROUNDING POLE WIRE

# ELECTRICAL HANDHOLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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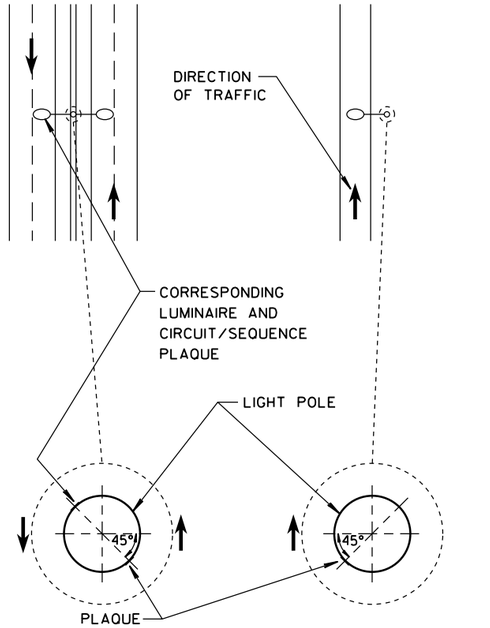



MEDIAN POLE SINGLE ARM POLE

## LOCATION OF LIGHT POLE CIRCUIT/SEQUENCE PLAQUE

## GENERAL NOTES

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

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

WHERE SHOWN IN THE PLANS, REPLACEMENT PLAQUES WILL BE MEASURED AND PAID SEPARATELY.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - ALUMINUM POP RIVETS

MOUNTING HEIGHT SHALL BE APPROXIMATELY 5.0' ABOVE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL OBSTRUCT.

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETRORFLECTIVE

LINES - BLACK, 1/2" WIDE, SELF-ADHESIVE

CHARACTERS - BLACK, SELF-ADHESIVE, SERIES "D", SIZE AS SHOWN

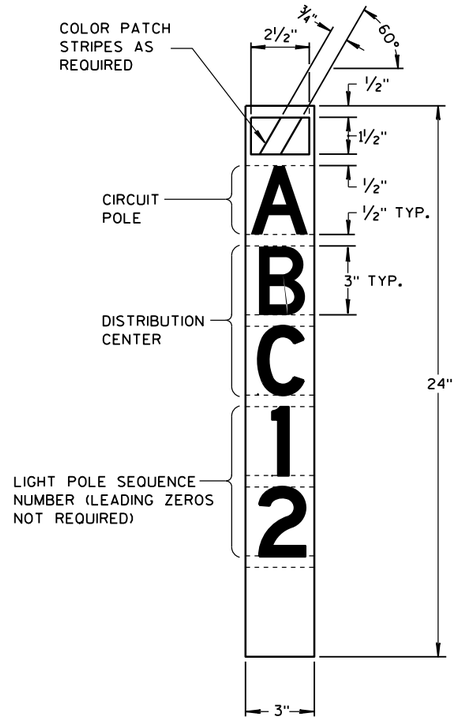
COLOR PATCHES - VARIOUS COLORS, SELF-ADHESIVE VINYL SHEETING

WITH THE APPROVAL OF THE ENGINEER, THE BASE MATERIAL MAY BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE SURFACE, IN CASES SUCH AS SMOOTH, CLEAN ALUMINUM POLES.

ALTERNATIVE COMPUTER-GENERATED SIGN LETTERING MAY BE ACCEPTED IF THE ENGINEER FINDS IT TO BE EQUIVALENT.

COLOR PATCH CODE FOR HPS AND LED LUMINAIRES

| HPS | LED | COLOR PATCH CODE |
|---|---|---|
| 1000 WATT | | NO PATCH |
| 400 WATT | CATEGORY D | ORANGE |
| 310 WATT | | BLUE |
| 250 WATT | CATEGORY C | ORANGE WITH WHITE STRIPE |
| 200 WATT | | RED |
| 150 WATT | CATEGORY B | GREEN |
| 100 WATT | CATEGORY A | BROWN |
| 70 WATT | CATEGORY UDL | BROWN WITH WHITE STRIPE |




## LIGHT POLE CIRCUIT/SEQUENCE PLAQUE

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IDENTIFICATION PLAQUES
LIGHT POLES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Feb. 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA



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S.D.D. 10 A 2-3

## GENERAL NOTES

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

USE THIS DETAIL IN CONJUNCTION WITH THE DETAIL FOR ELECTRICAL HANDHOLE WIRING.

THE GROUNDING ELECTRODE CONDUCTOR SHALL BE CONTINUOUS WITHOUT SPLICES FROM THE GROUNDING ELECTRODE THROUGH THE HANDHOLE GROUNDING LUG TO THE CONNECTOR.

WIRING FOR SINGLE LUMINAIRE POLES IS SHOWN WITH SOLID LINES. WIRING FOR THE SECOND LUMINAIRE OF TWIN LUMINAIRE POLES IS SHOWN WITH DOTTED LINES.

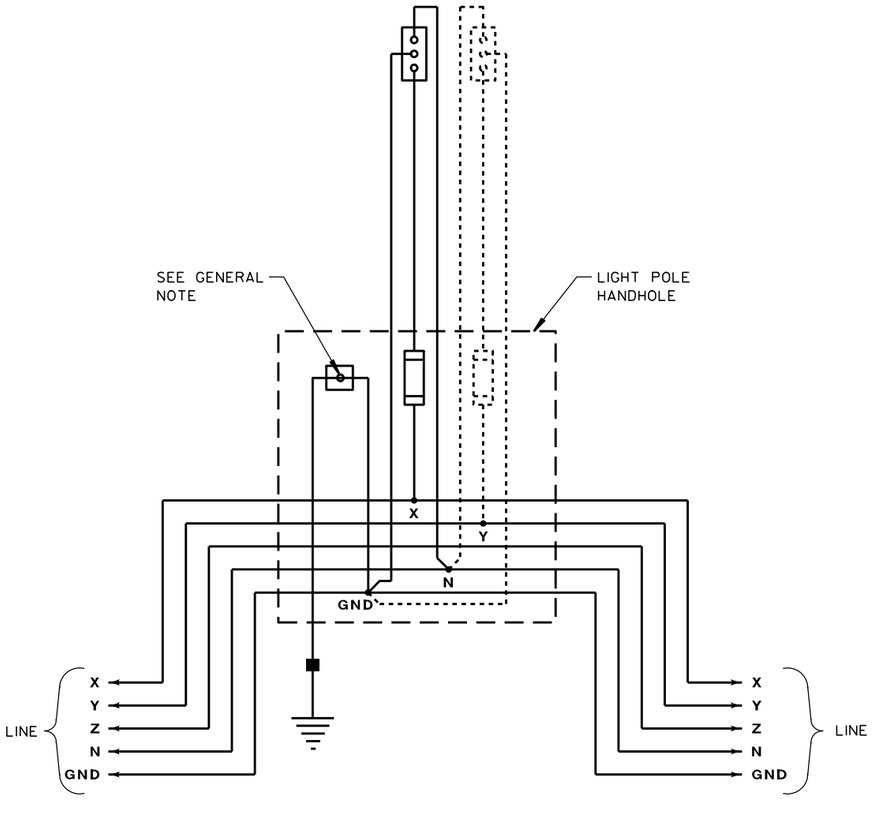
THE PLANS WILL SHOW WHICH CIRCUIT LEG(S) ARE CONNECTED TO EACH INSTALLATION.

## HANDHOLE FUSE SCHEDULES

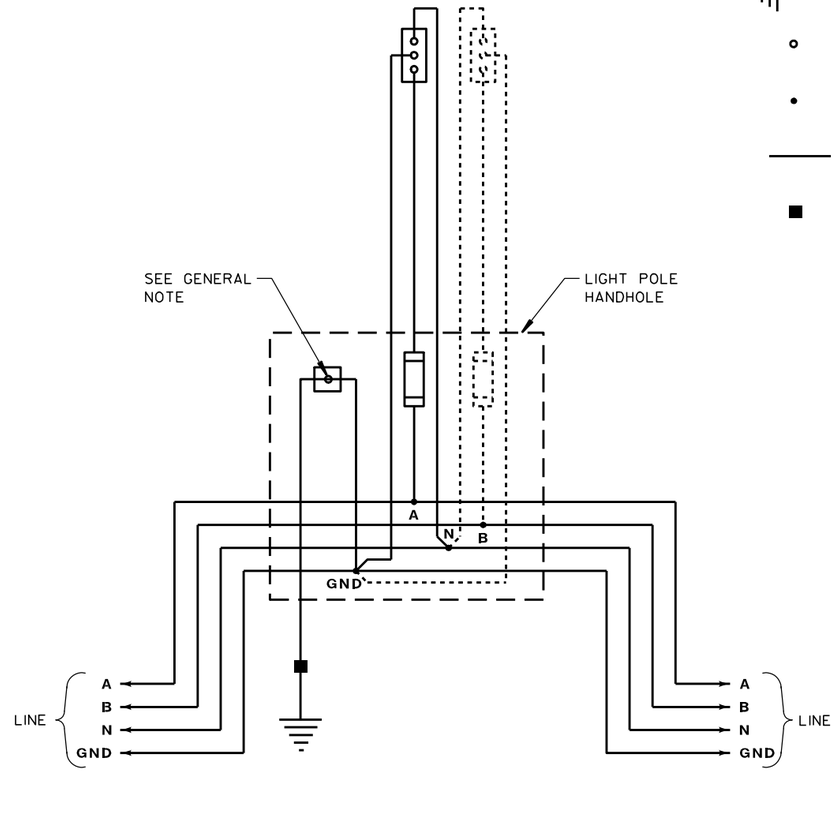
| LINE VOLTAGE | BALLAST WATTAGE | |
|---|---|---|
| φ-GROUND | 70-200 W | 250-400 W |
| 120 VAC | 5 A | 10 A |
| 240 VAC | 5 A | 5 A |
| 277 VAC | 5 A | 5 A |
| 480 VAC | 3 A | 5 A |

## LEGEND

| | |
|---|---|
| A,B,X,Y,Z | UNGROUNDED CIRCUIT CONDUCTORS |
| N | GROUNDED CIRCUIT CONDUCTORS |
| GND | EQUIPMENT GROUNDING CONDUCTOR |
| P | POLE (ELECTRICAL CIRCUIT) |
| φ | PHASE (ELECTRICAL CURRENT) |
| | HANDHOLE GROUND LUG |
| | SINGLE-POLE (1P) FUSE ASSEMBLY |
| | TWO-POLE (2P) FUSE ASSEMBLY |
| | UNFUSED LUMINAIRE |
| | EQUIPMENT GROUNDING ELECTRODE |
| | TERMINAL |
| | SPLICE |
| | CONDUCTOR |
| | EXOTHERMIC WELD |




### TYPICAL WIRING DIAGRAM
ISOLATED NEUTRAL SYSTEM
3-φ 208Y/120VAC OR 480Y/277VAC 4 WIRE




### TYPICAL WIRING DIAGRAM
ISOLATED NEUTRAL SYSTEM
1-φ 120/240VAC OR 240/480VAC 3 WIRE

**ELECTRICAL DETAILS**
**GROUND MOUNT LIGHT POLES**
**ISOLATED NEUTRAL SYSTEM**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/25/2010 DATE
/S/ John Corbin STATE ELECTRICAL ENGI
768
FHWA HWYS

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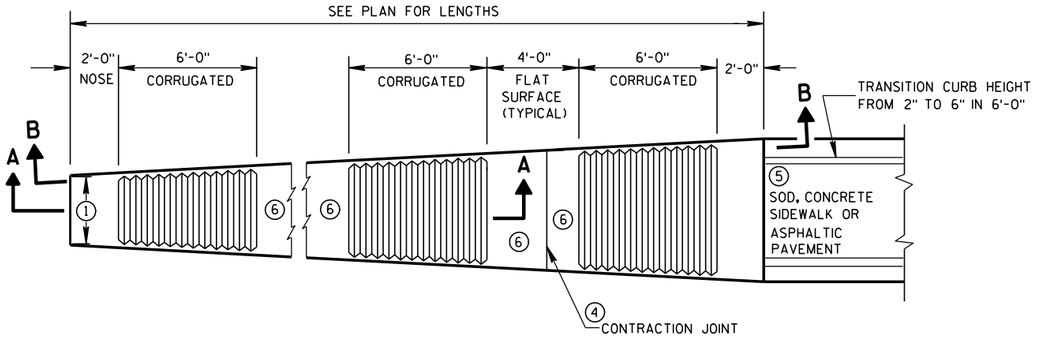
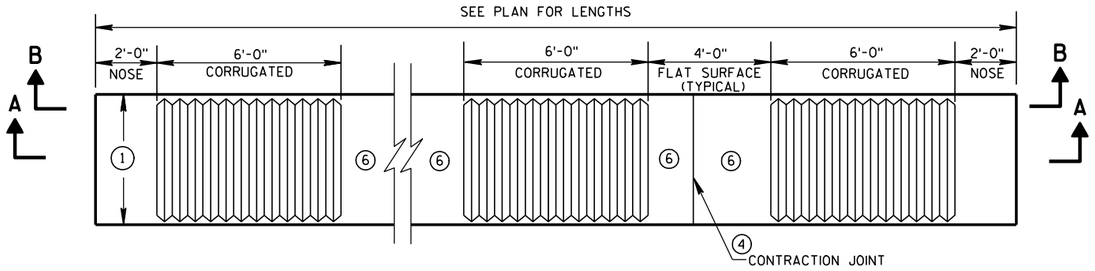


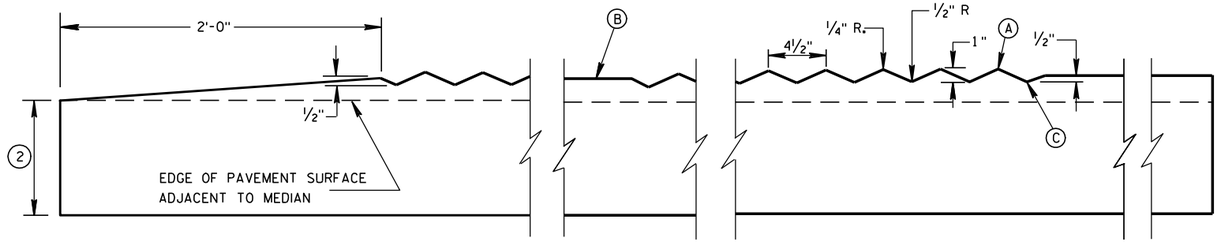

PLAN VIEW

## VARIABLE WIDTH CONCRETE CORRUGATED MEDIAN




PLAN VIEW

## UNIFORM WIDTH CONCRETE CORRUGATED MEDIAN




SECTION A-A

## LONGITUDINAL SECTION

## GENERAL NOTES

(1) SEE PLANS FOR CONSTANT OR VARIABLE WIDTH.

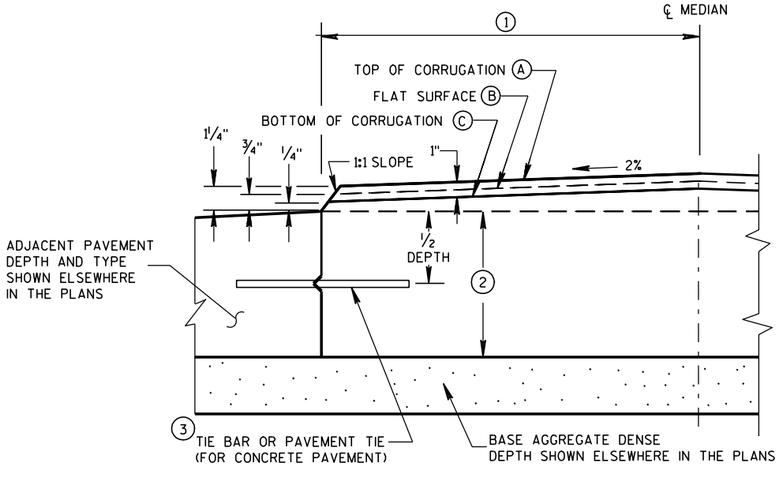
(2) THE DEPTH OF THE CONCRETE CORRUGATED MEDIAN SHALL BE 9-INCHES UNLESS SHOWN OTHERWISE IN THE PLAN.
ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN IN THE PLAN. TYPICAL OPTIONS ARE:
(1) NEW OR EXISTING CONCRETE PAVEMENT.
(2) ASPHALTIC CONCRETE OVER NEW OR EXISTING CONCRETE BASE COURSE, OR PAVEMENT.
(3) ASPHALTIC PAVEMENT OVER BASE AGGREGATE DENSE.

(3) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.
INSTALL TIE BARS TO MAINTAIN A MINIMUM OF 3-INCHES OF COVER BETWEEN THE TIE BAR AND THE CONCRETE SURFACE (BOTTOM AND TOP).
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE PAVEMENT OR CONCRETE BASE COURSE, PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

(4) CONCRETE CORRUGATED MEDIAN CONTRACTION JOINTS SHALL BE CONSTRUCTED TO MATCH THE JOINTS IN ADJACENT CONCRETE PAVEMENT. WHERE ADJACENT PAVEMENT IS ASPHALT WITH BASE AGGREGATE DENSE. TRANSVERSE CONTRACTION JOINTS SHALL BE PROVIDED AT 20 FOOT INTERVALS.

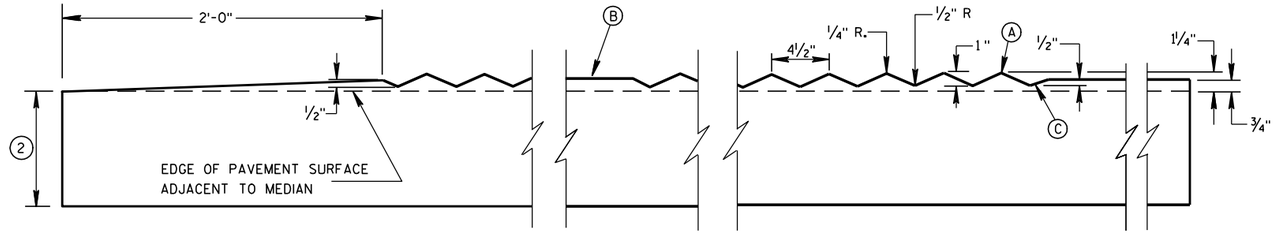
(5) SURFACE TYPE AND DETAILS ARE DEFINED ELSEWHERE IN THE PLAN.

(6) YELLOW MARKING ON FLAT SURFACE WHEN MEDIAN SEPARATES OPPOSING TRAFFIC.




HALF CROSS SECTION

(2) CONCRETE CORRUGATED MEDIAN AND ADJACENT PAVEMENT




SECTION B-B

## LONGITUDINAL SECTION

## CONCRETE CORRUGATED MEDIAN

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

12/17/07
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

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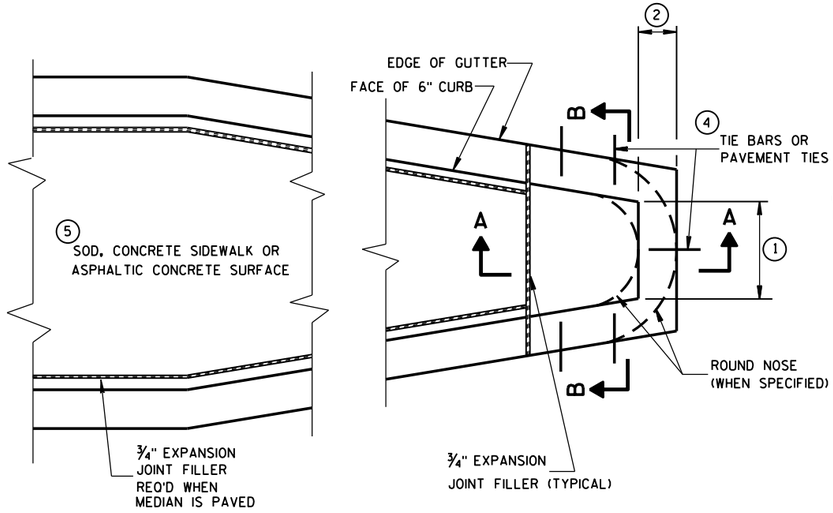
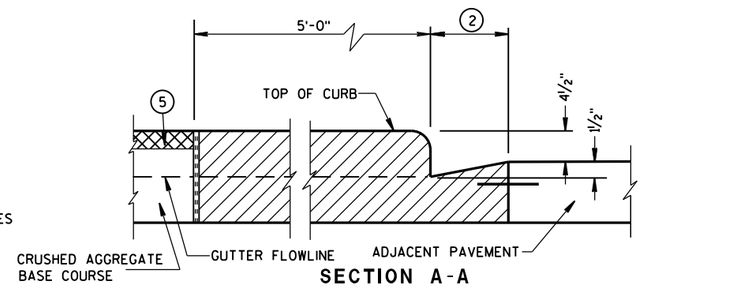
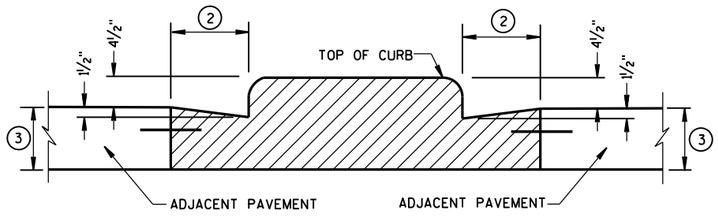



## CONCRETE MEDIAN BLUNT NOSE DETAIL

## 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.

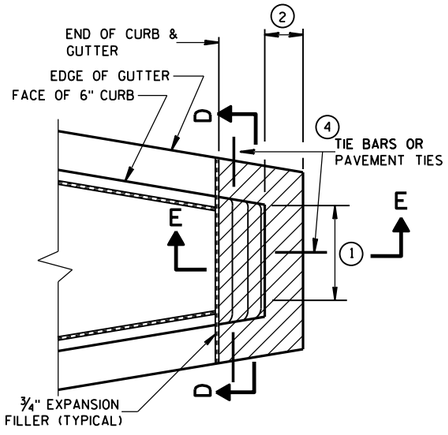
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

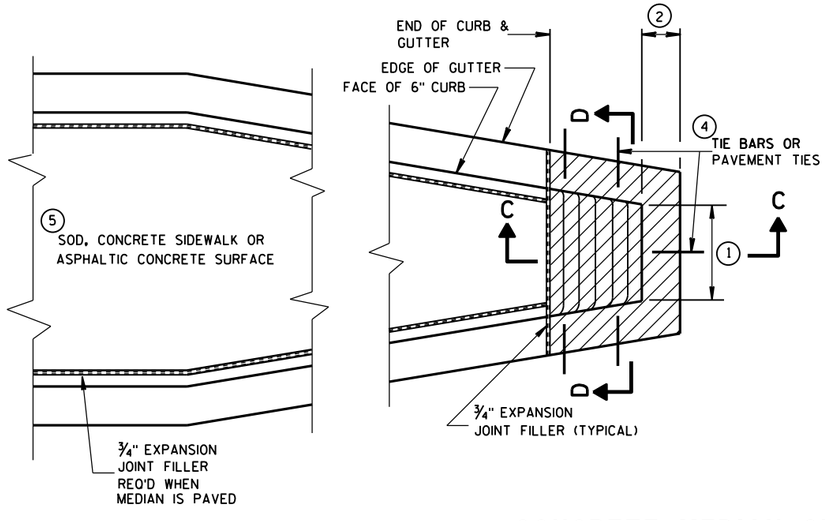
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

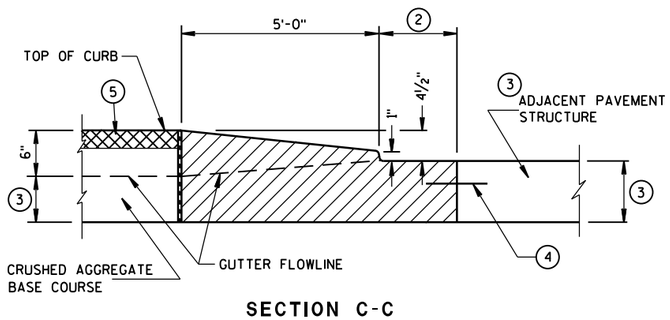
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

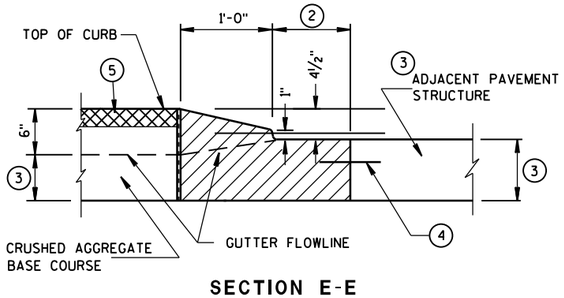
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



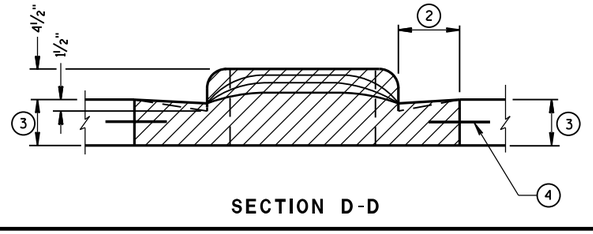




## CONCRETE MEDIAN SLOPED NOSE TYPE 2

## CONCRETE MEDIAN SLOPED NOSE TYPE 1

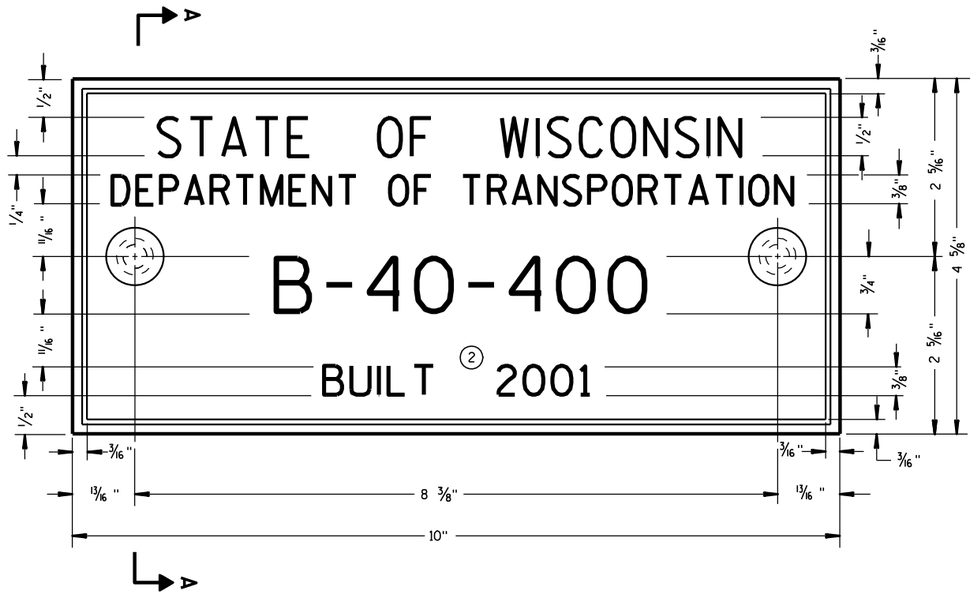



CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/8/2006
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA


6
S.D.D. 11 B 2-2




**TYPICAL NAME PLATE**
(BRIDGES, CULVERTS, AND RETAINING WALLS)

FOR MULTI-UNIT STRUCTURES
LINE 3 ABOVE SHALL READ

B = BRIDGE
C = CULVERT
R = RETAINING WALL

COUNTY NO.

BRIDGE NO.

UNIT NO. FOR MULTIPLE UNIT BRIDGE

B-40-400-1A

**NUMBERING DESIGNATION**
**MULTI-UNIT STRUCTURES**

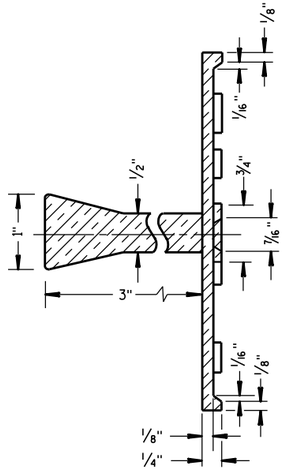
## GENERAL NOTES

NAME PLATES TO BE INSTALLED ON BRIDGES, CULVERTS, AND RETAINING WALLS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS.

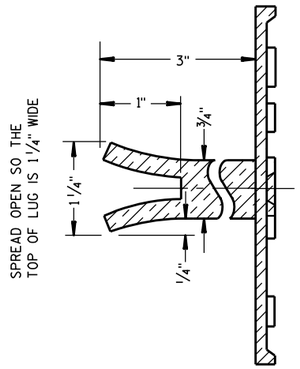
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

(1) EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

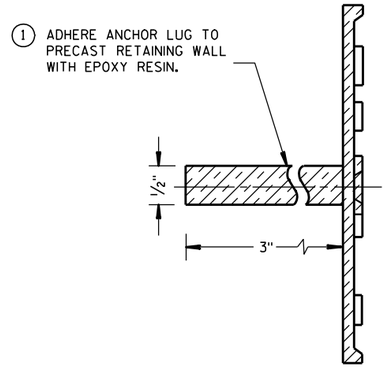
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.




**SECTION A-A**




**ALTERNATE LUG**




**ALTERNATE LUG**
(FOR ATTACHMENT TO PRECAST STRUCTURES)

**NAME PLATE (STRUCTURES)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/26/10 DATE

/S/ Scot Beck-- CHIEF STRUCTURAL DEVELOP ENGINEER

FHWA

771

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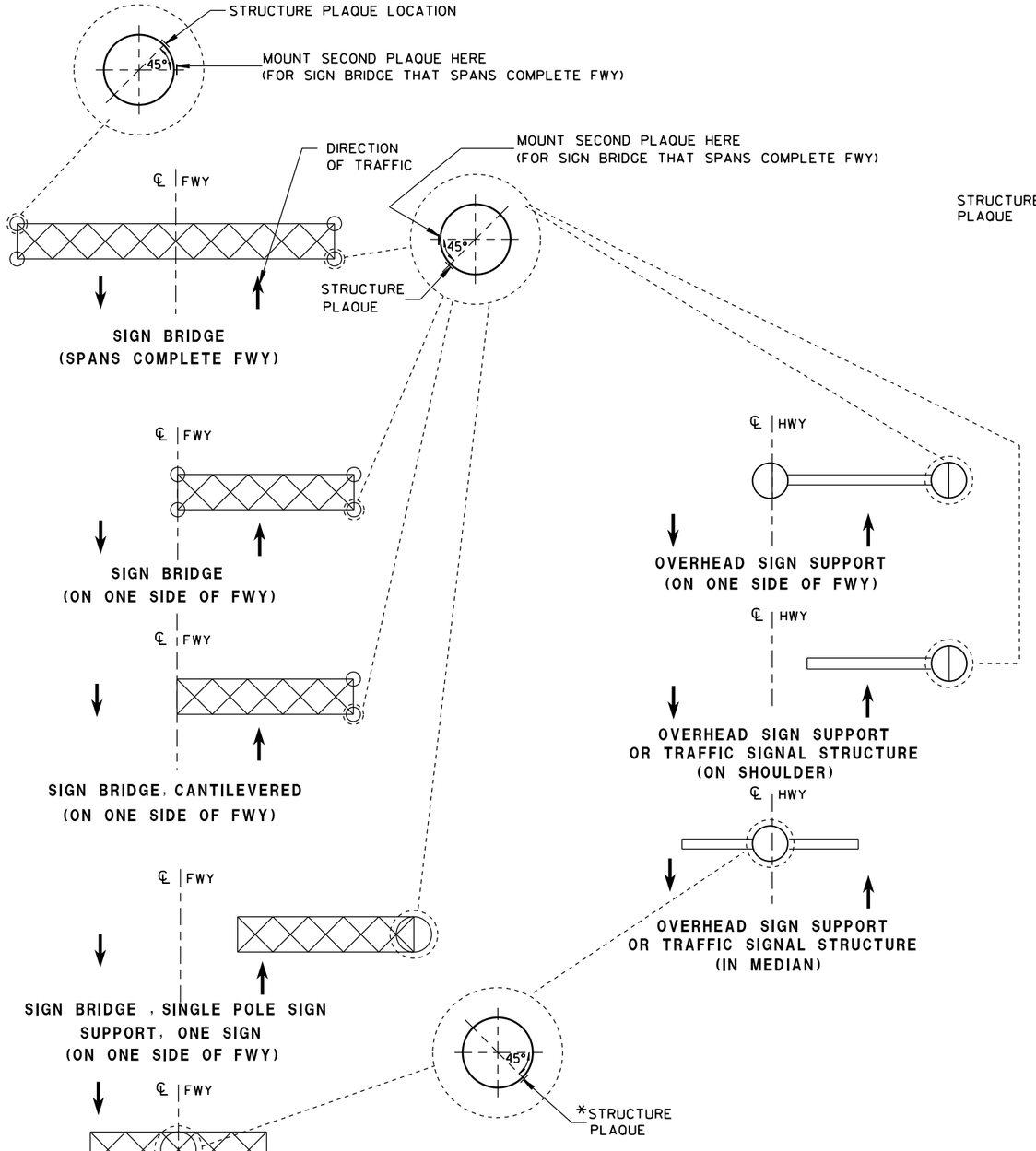
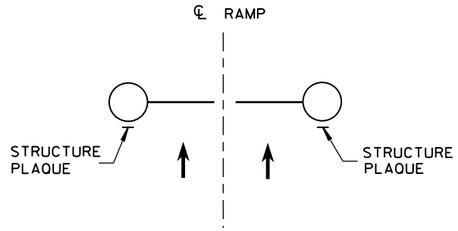
S.D.D. 12 A 3-10

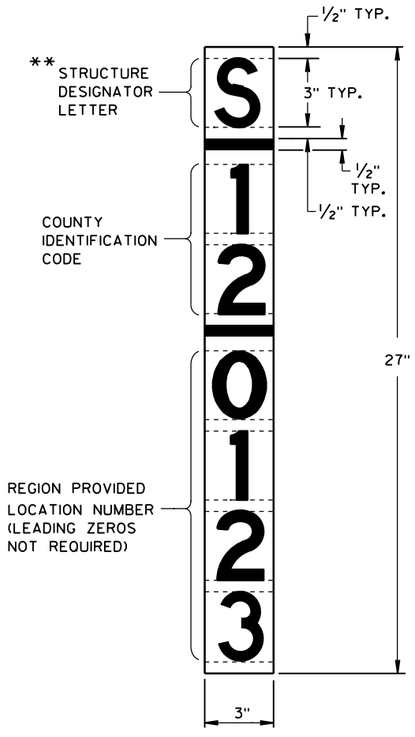



* WHEN SIGNS OR GATES FACE TRAFFIC IN ONE DIRECTION, THE PLAQUE SHALL FACE TRAFFIC IN THE SAME DIRECTION. WHEN SIGNS OR GATES ARE FACING TRAFFIC IN BOTH DIRECTIONS, THE PLAQUE SHALL FACE TRAFFIC IN THE CARDINAL DIRECTION.

**LOCATION OF RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT & TRAFFIC SIGNAL STRUCTURE PLAQUES**




**RAMP GATE
(ACROSS FWY ON-RAMP)**




** LETTER "G" UTILIZED FOR RAMP GATES. LETTER "S" UTILIZED FOR SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, AND TRAFFIC SIGNALS.

**RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT AND TRAFFIC SIGNAL STRUCTURE PLAQUE FOR SIGN BRIDGES AND OVERHEAD SIGN SUPPORT WHICH ARE NOT STRUCTURE MOUNTED**

## GENERAL NOTES

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

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

IF THE PROPOSED SIGN BRIDGE OR OVERHEAD SIGN SUPPORT IS REPLACING AN EXISTING SIGN BRIDGE OR OVERHEAD SIGN SUPPORT, A NEW IDENTIFICATION PLAQUE WILL BE REQUIRED.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - 3 STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - 3 ALUMINUM POP RIVETS

MOUNTING HEIGHT SHALL BE APPROXIMATELY 5.0' ABOVE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL OBSTRUCT.

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

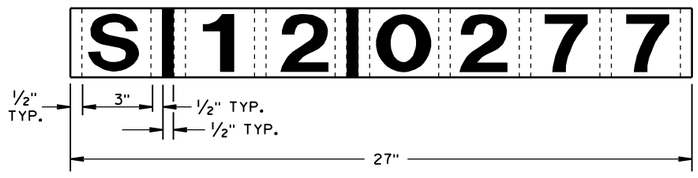
FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

LINES - BLACK, ½" WIDE, SELF-ADHESIVE

CHARACTERS:- BLACK, SELF ADHESIVE, SERIES "D", SIZE AS SHOWN.

FOR SIGN BRIDGES, STRUCTURE MOUNTED, THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY AS SHOWN ON THE DRAWING. THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY TO THE BACK OF THE SIGN, BETWEEN THE ALUMINUM EXTRUSIONS, NEAR THE TOP LEFT HAND CORNER OF THE SIGN. THE BASE MATERIAL SHALL BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE ALUMINUM SURFACE. PRIOR TO ADHERING THE MATERIAL, THE ALUMINUM SURFACE SHALL BE SMOOTH, CLEAN AND DRY.

WHERE SIGN BRIDGE ILLUMINATION IS PROVIDED, THE STRUCTURE MUST ALSO HAVE A SIGN BRIDGE CIRCUIT PLAQUE AS SHOWN IN THE ELECTRICAL DETAILS.




**IDENTIFICATION PLAQUE FOR SIGN BRIDGE, STRUCTURE MOUNTED**

**STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, & TRAFFIC SIGNALS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/4/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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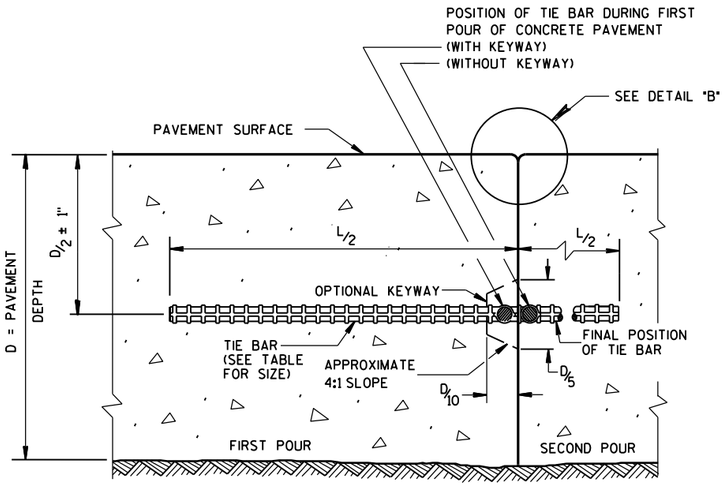
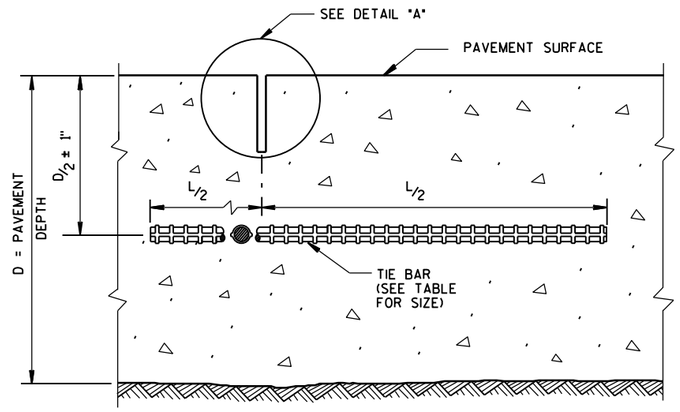
S.D.D. 12 A 4-3




## CONSTRUCTION JOINT




## SAWED JOINT

## GENERAL NOTES

DO NOT SEAL OR FILL LONGITUDINAL JOINTS.

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.




PLAN VIEW




SECTION A-A

## LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT




DETAIL "A"




DETAIL "B"



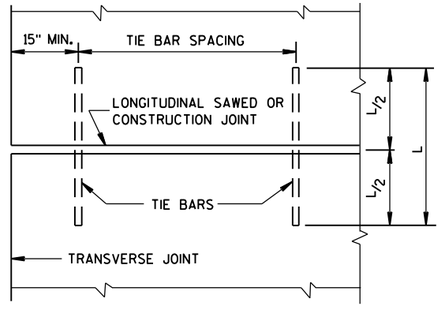

DETAIL "C"

### TIE BAR TABLE

| PAVEMENT DEPTH (D) | 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.




PLAN VIEW
SHOWING LOCATION OF TIE BARS

## CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPER
FHWA

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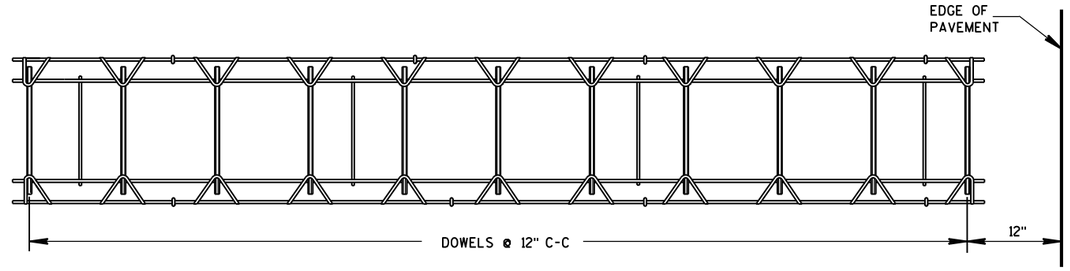
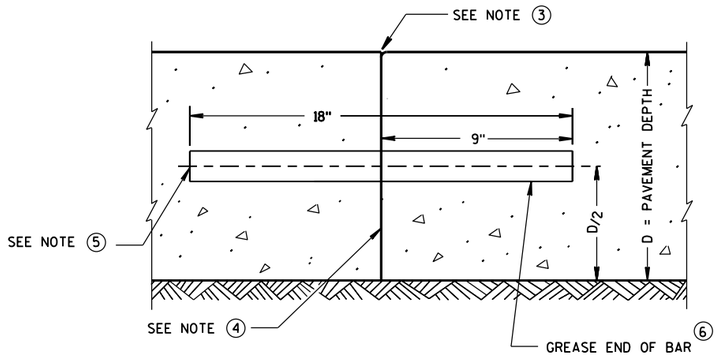
S.D.D. 13 C 1-18



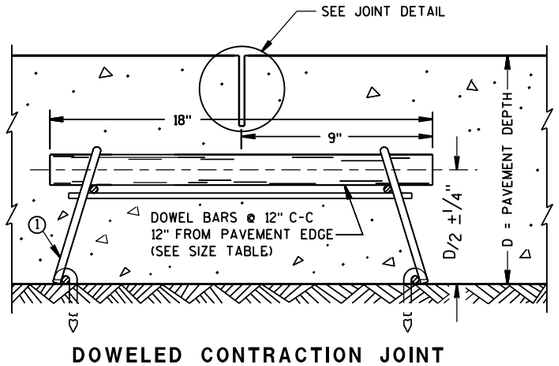

PLAN VIEW

SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY ①



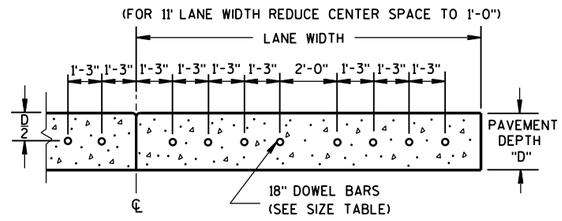

TRANSVERSE CONSTRUCTION JOINT



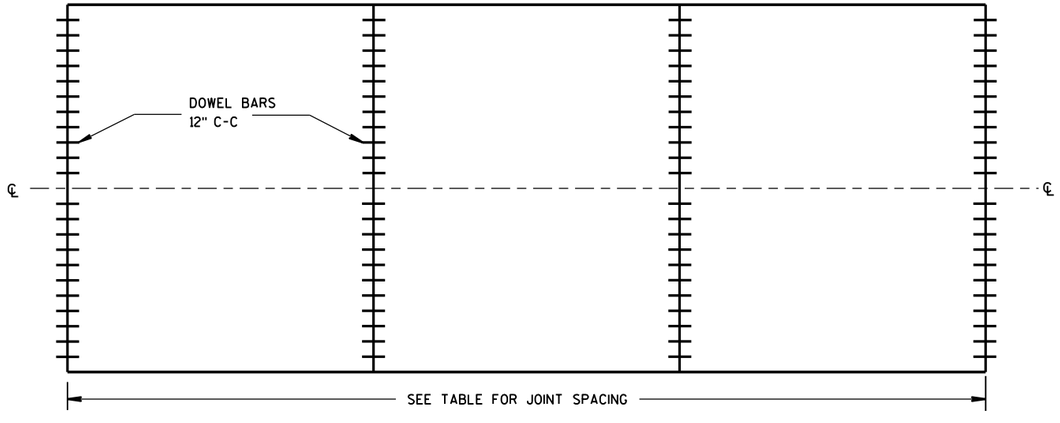

DOWELED CONTRACTION JOINT

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

| PAVEMENT DEPTH (D) | DOWEL BAR DIAMETER | CONTRACTION JOINT SPACING |
|---|---|---|
| 5 ½", 6", 6 ½" | NONE | 12' |
| 7", 7 ½" | 1" | 14' |
| 8", 8 ½" | 1 ¼" | 15' |
| 9", 9 ½" | 1 ¼" | 15' |
| 10" & ABOVE | 1 ½" | 15' |




DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦




CONTRACTION JOINT LOCATIONS

## GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

DO NOT SEAL OR FILL CONTRACTION JOINTS.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES AND A MAXIMUM OF 18 INCHES FROM THE LONGITUDINAL JOINT AND THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

① **OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTING CONTRACTION JOINTS.**

② SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

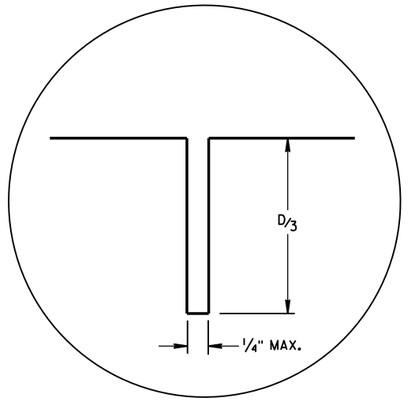
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼-INCH RADIUS AT FORMED JOINTS.

④ PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

⑤ INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C-C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO *DRILLED DOWEL BAR CONSTRUCTION JOINT* DETAIL.

⑥ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

⑦ ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.




JOINT DETAIL

# URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/3/2013 DATE
/S/ Deb Bischoff
PAVEMENT POLICY & DE 774 NEER
FHWA

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S.D.D. 13 C 13-8

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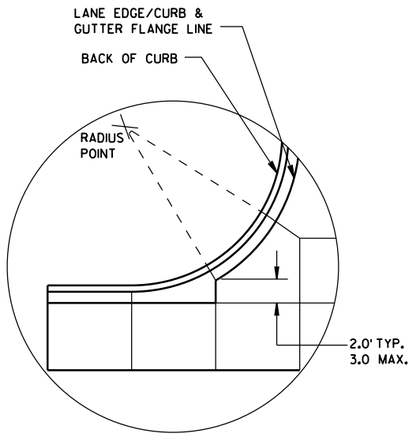
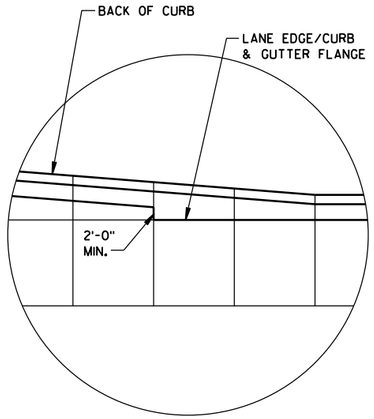
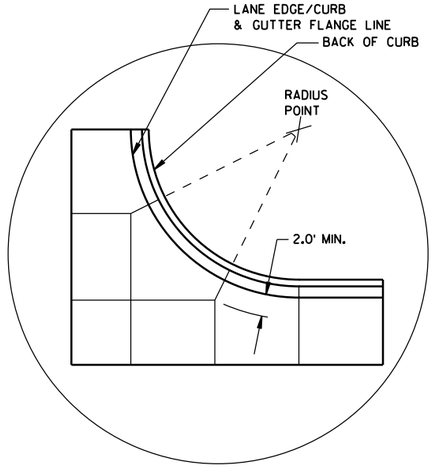
S.D.D. 13 C 13-8



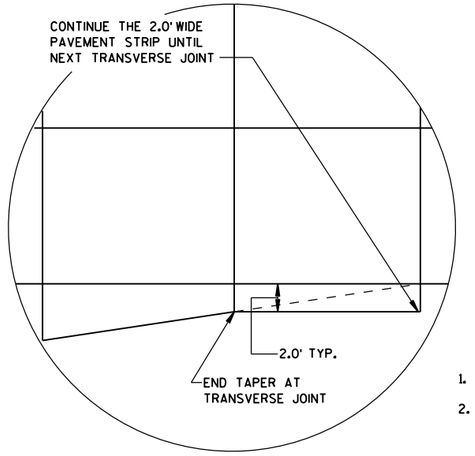

DETAIL "A"




DETAIL "B"




DETAIL "C"




DETAIL "D"

## GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G. MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

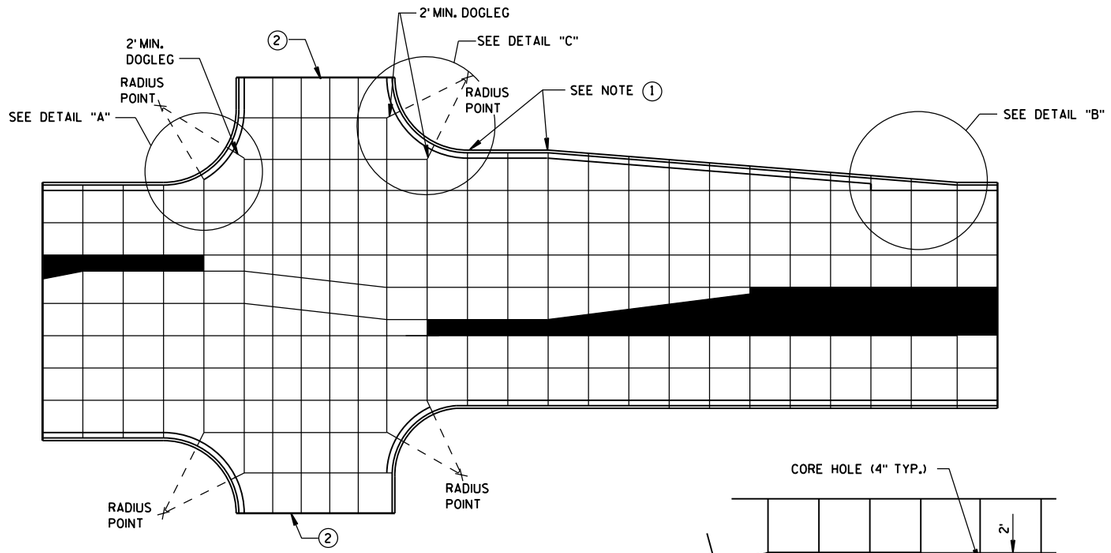
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

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

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

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

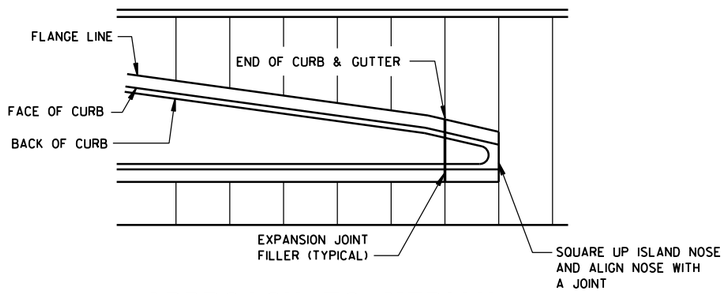
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM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



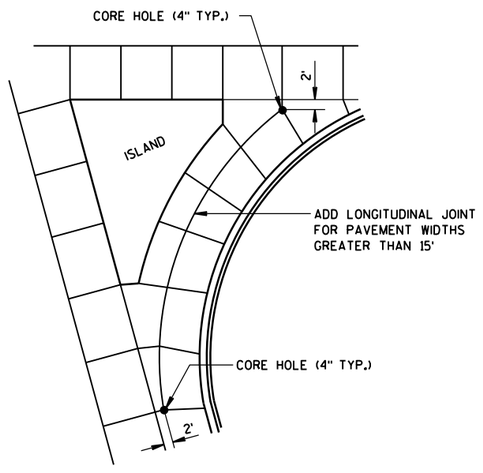

STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

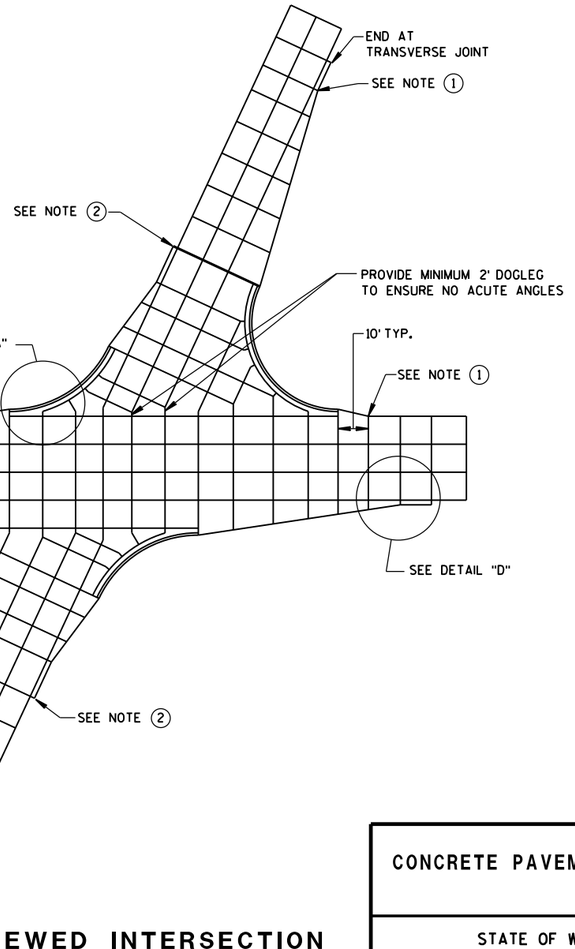
| PAVEMENT DEPTH (D) | CONTRACTION JOINT SPACING |
|---|---|
| 6", 6½" | 12' |
| 7", 7½" | 14' |
| 8" & ABOVE | 15' |




APPROACH TO MEDIAN




LARGE RIGHT TURN




SKEWED INTERSECTION

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 775

6

S.D.D. 13 C 18-3a

6

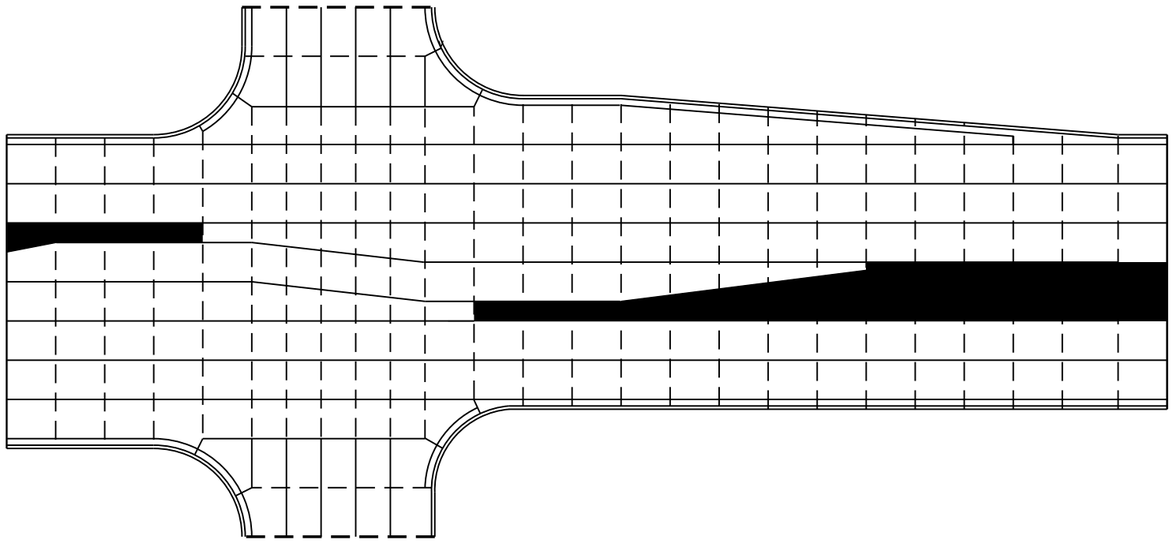
S.D.D. 13 C 18-3a

## LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

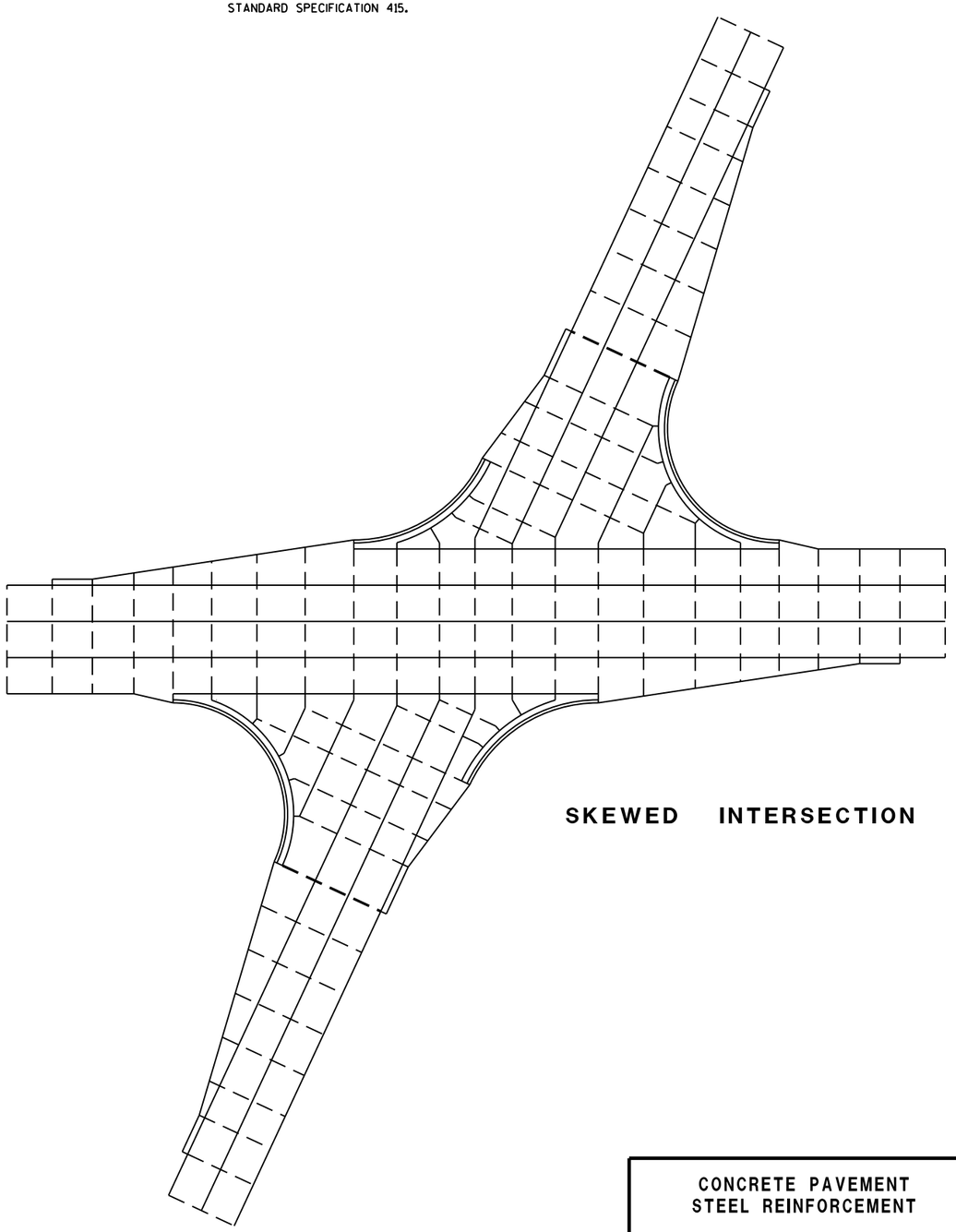
TIED JOINT



STANDARD INTERSECTION

## GENERAL NOTES

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



SKEWED INTERSECTION

CONCRETE PAVEMENT
STEEL REINFORCEMENT

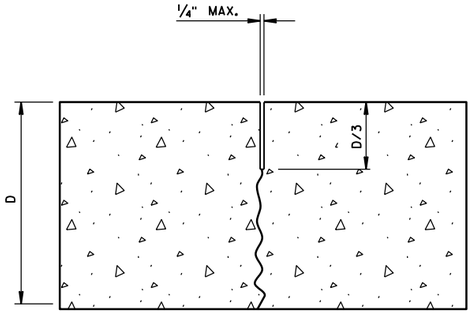
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 776

6

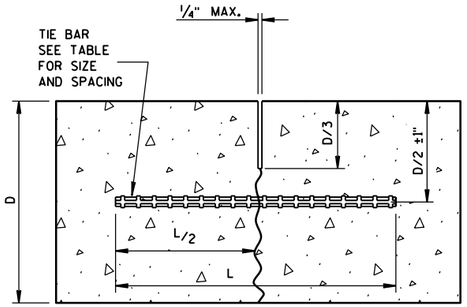
S.D.D. 13 C 18-3b

6

S.D.D. 13 C 18-3b




UNDOWELED-TRANSVERSE




TIED LONGITUDINAL

## TIE BAR TABLE

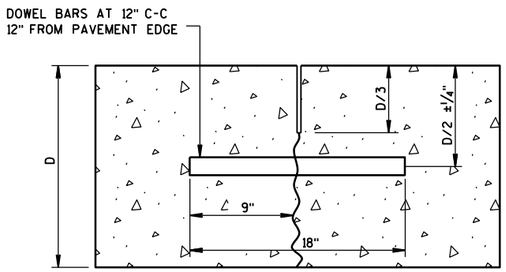
| PAVEMENT DEPTH (D) | TIE BAR SIZE | TIE BAR LENGTH (L) | MAX. TIE BAR SPACING |
|---|---|---|---|
| < 10 1/2" | NO. 4 | 30" | 36" |
| ≥ 10 1/2" | NO. 5 | 36" | 36" |
| | NO. 4* | 30" | 24"** |

* 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

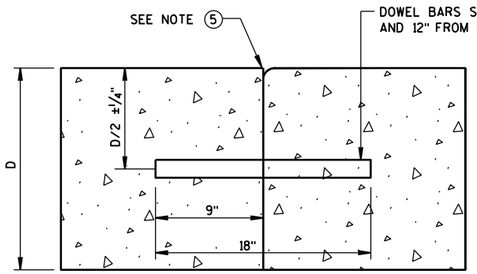
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 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.



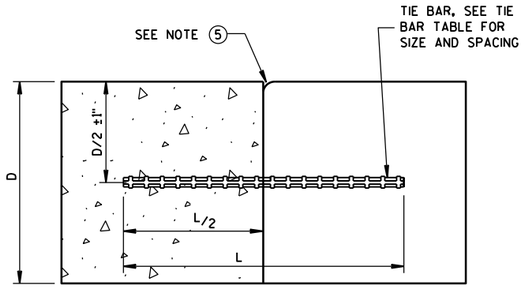

DOWELED-TRANSVERSE

## CONTRACTION JOINTS

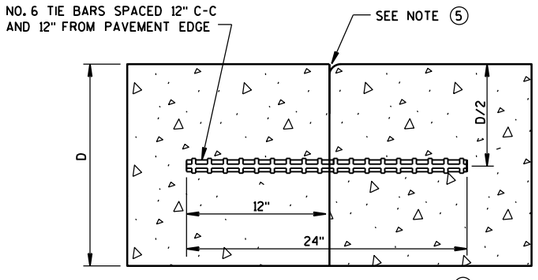
SEE NOTE (2)




DOWELED TRANSVERSE (3)

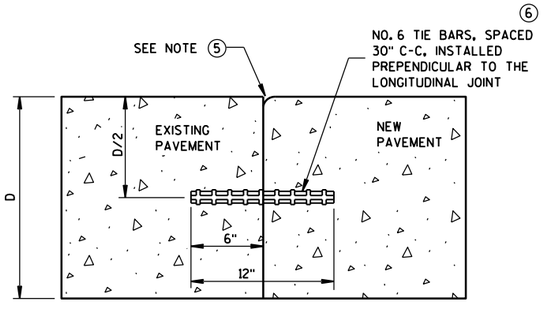



TIED LONGITUDINAL




TIED TRANSVERSE (3)

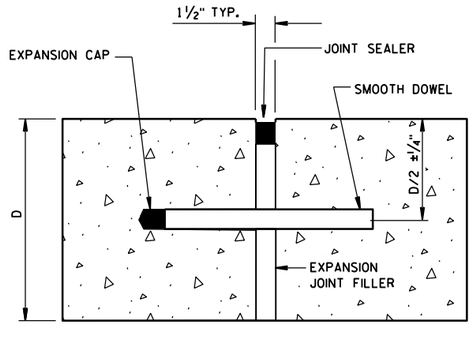
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)




TIED LONGITUDINAL TO EXISTING

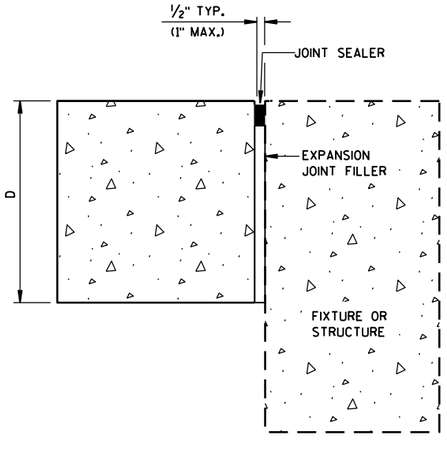
## CONSTRUCTION JOINTS

SEE NOTE (4)




DOWELED-TRANSVERSE

SEE NOTE (1)




UNTIED-LONGITUDINAL

## EXPANSION JOINTS

6

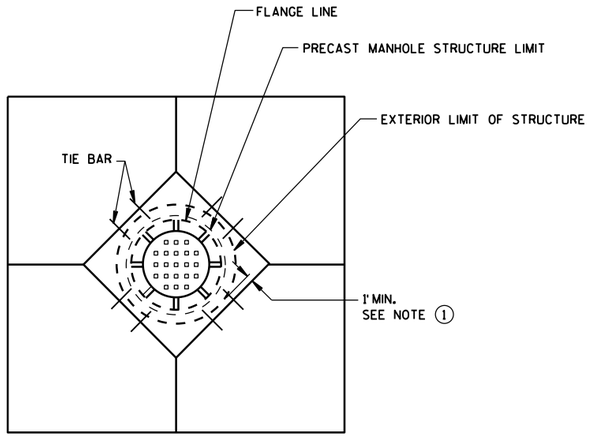
6

S.D.D. 13 C 18-3c

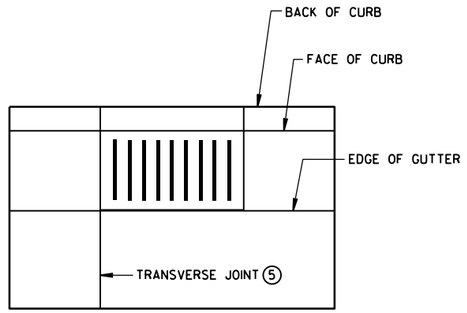
S.D.D. 13 C 18-3c

CONCRETE PAVEMENT
JOINT TYPES

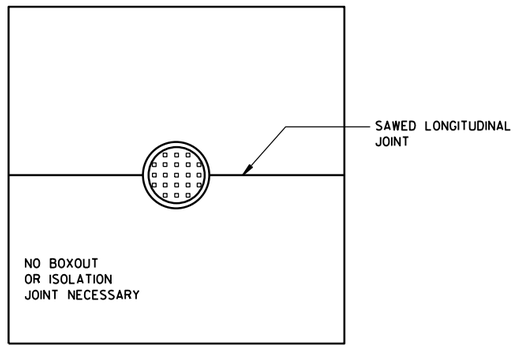
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI 777



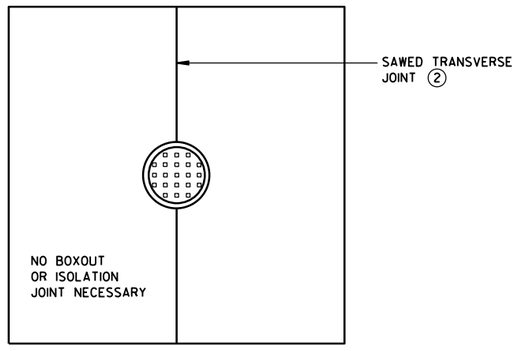

## DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS



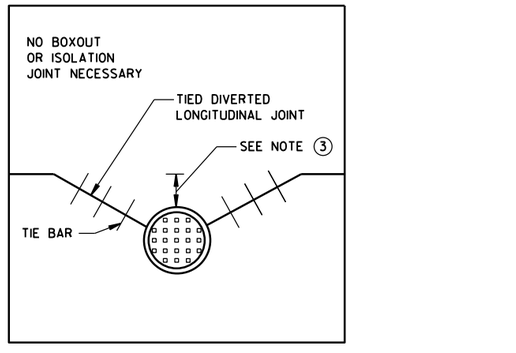

## INLET WITH TRANSVERSE JOINT



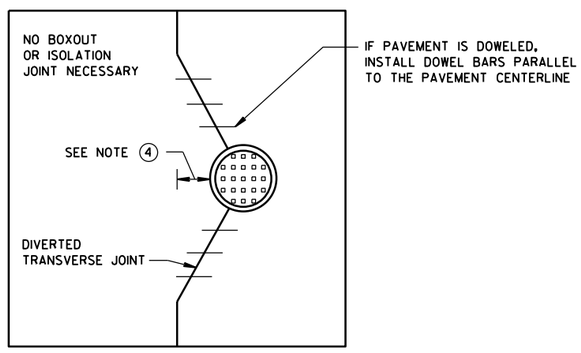

## MANHOLE WITH LONGITUDINAL JOINT




## MANHOLE WITH TRANSVERSE JOINT




## MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT




## MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT

## GENERAL NOTES

(1) USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1-FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.

(2) ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.

(3) IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDIAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REBAR REINFORCEMENT AROUND THE MANHOLE.

(4) IF DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REBAR REINFORCEMENT AROUND THE MANHOLE.

(5) ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.

# CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015
DATE
/S/ Peter Kemp, P.E.
PAVEMENT SUPER
FHWA

778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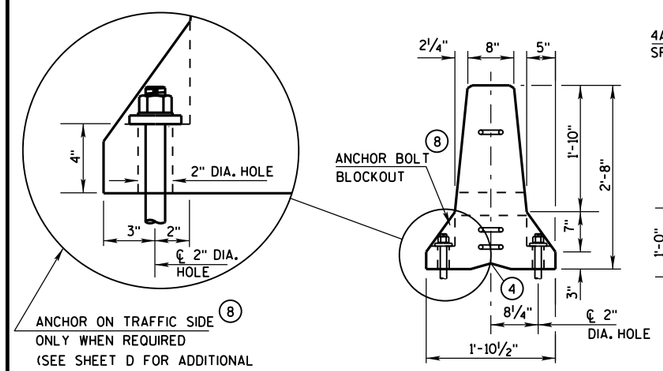
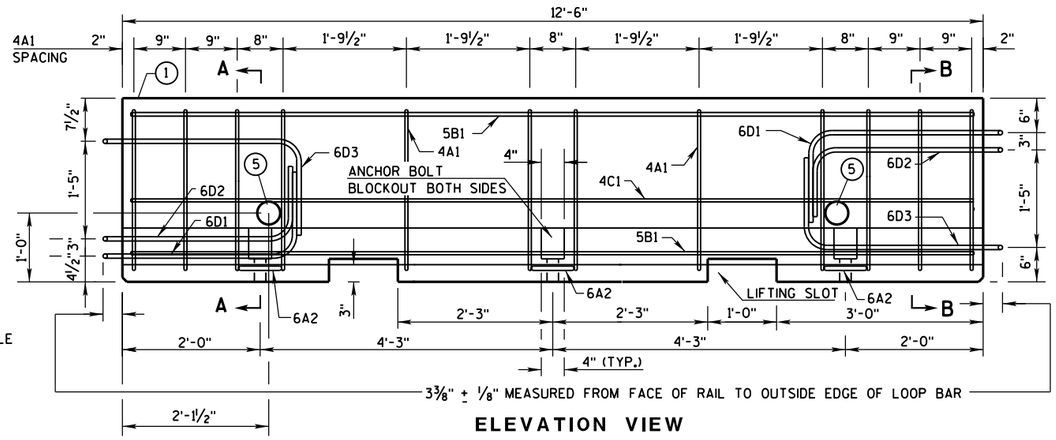
S.D.D. 13 C 18-3d



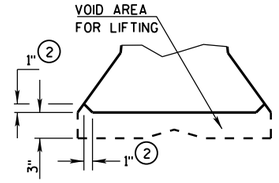




END VIEW




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.

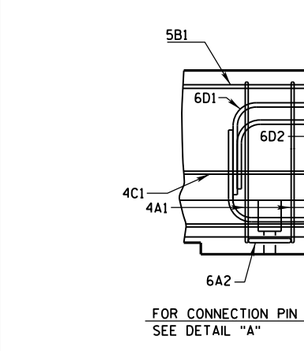
(5) THE 4" DIAMETER, 11 GAUGE STEEL, ROUND MECHANICAL TUBING SLEEVE FOR LIFTING (OPTIONAL).

(6) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

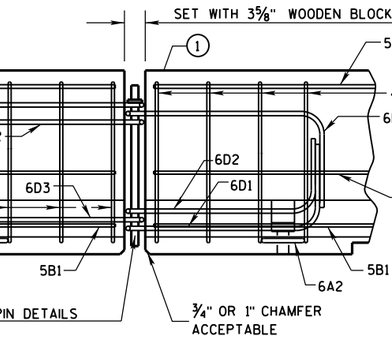
(7) USE DELINEATORS CONFORMING TO SECTION 633 OF THE STANDARD SPECIFICATIONS. CONTRACTOR MAY USE ALTERNATE SHAPES AND HOUSING. INSTALL DELINEATORS ACCORDING TO MANUFACTURES INSTRUCTION. INSTALL YELLOW REFLECTORS WHEN BARRIER IS LOCATED TO THE LEFT OF TRAFFIC AND WHITE REFLECTORS WHEN BARRIER IS LOCATED 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.

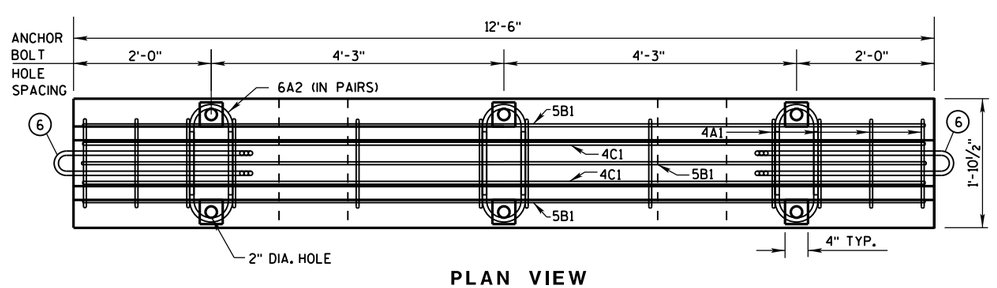
(9) 1" CHAMFER OPTIONAL.




SECTION A-A
(STIRRUP PLACEMENT)




SECTION B-B
(STIRRUP PLACEMENT)

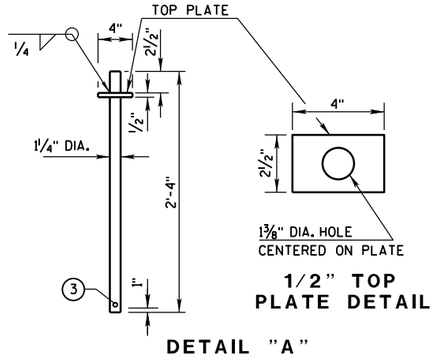



PLAN VIEW

## DETAILS OF BARRIER SECTION

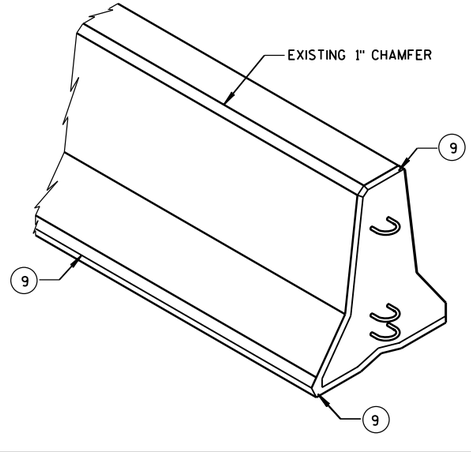



## DETAILS OF BARRIER CONNECTION




1/2" TOP
PLATE DETAIL

DETAIL "A"
CONNECTION PIN
(A36 STEEL ( 10.9 LB EACH))




CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

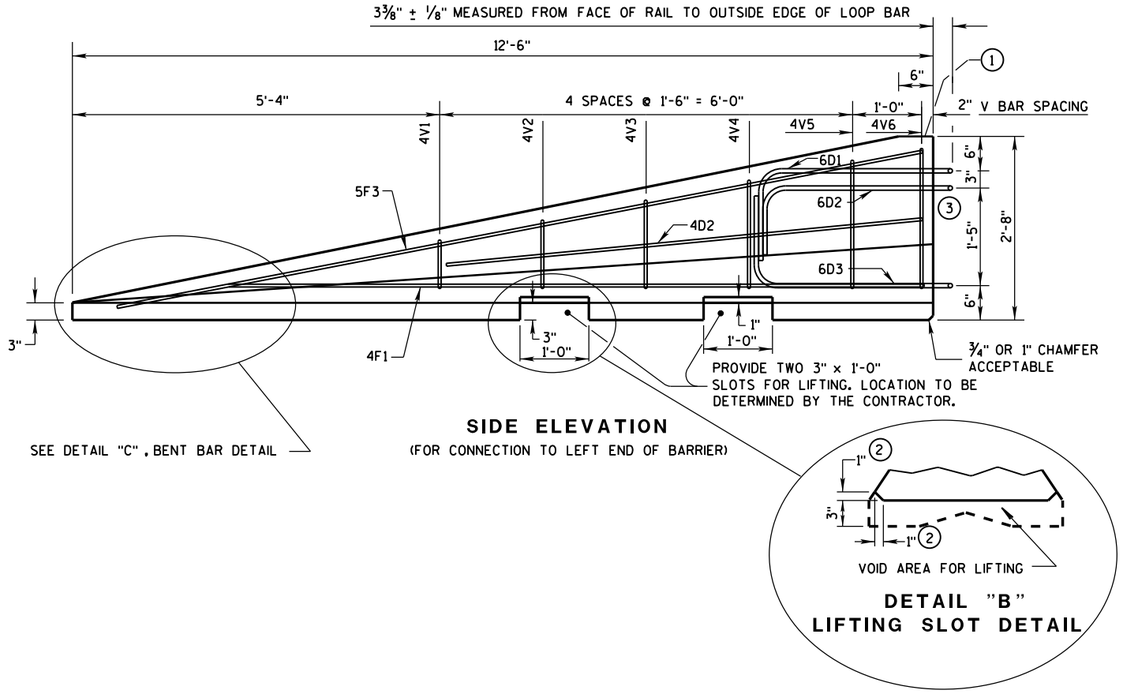
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 779

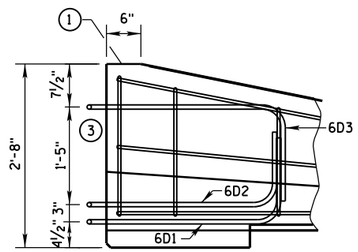
6

S.D.D. 14 B 7-14a

6

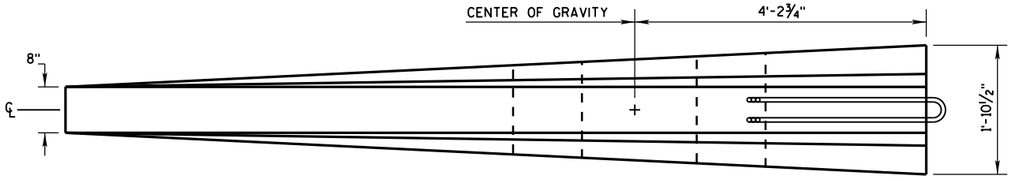
S.D.D. 14 B 7-14a

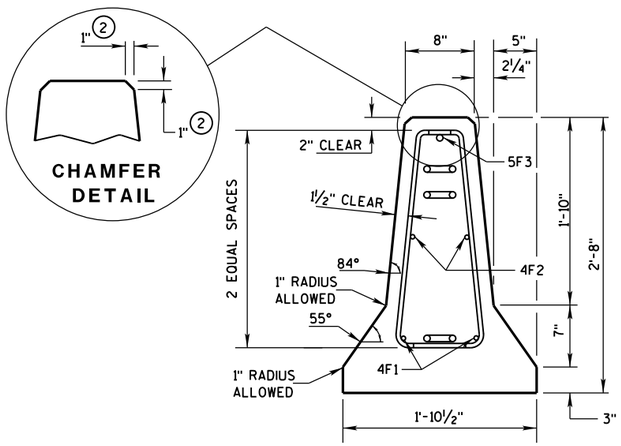


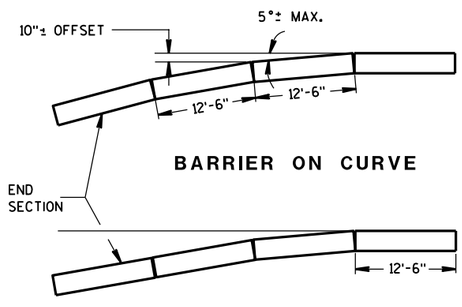




## GENERAL NOTES

1. MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
   a. TYPE WICBTP
   b. MANUFACTURER
   c. DATE MANUFACTURED (MONTH AND YEAR)
2. 1" CHAMFER TO PREVENT SPALLING.
3. NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.




| POSTED SPEED, (MPH) | FLARE RATE |
|---|---|
| 40 OR LESS | 6:1 |
| 45 OR GREATER | 8:1 |

## DETAILS OF BARRIER TAPER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

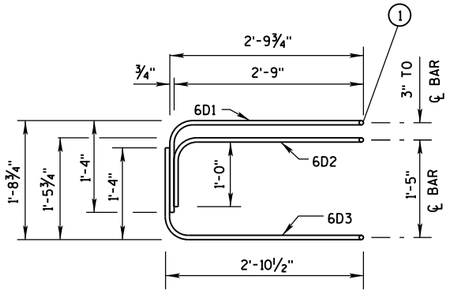



6
S.D.D. 14 B 7-14b

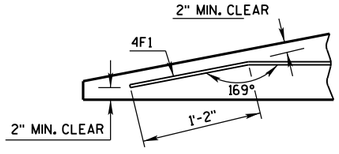
## BARRIER TAPER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER TAPER SECTION)

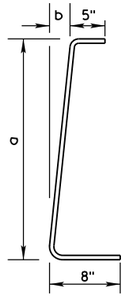
| BAR | BAR SIZE | NO. OF BARS | LENGTH FT. |
|---|---|---|---|
| 4V1 | 4 | 2 | 1'-11" |
| 4V2 | 4 | 2 | 2'-2" |
| 4V3 | 4 | 2 | 2'-6" |
| 4V4 | 4 | 2 | 2'-9" |
| 4V5 | 4 | 2 | 3'-2" |
| 4V6 | 4 | 2 | 3'-4" |
| 4F1 | 4 | 2 | 12'-0" |
| 4F2 | 4 | 2 | 7'-6" |
| 5F3 | 5 | 1 | 11'-9" |
| **LOOP ASSEMBLY** | | | |
| 6D1 | 6 | 1 | 8'-5" |
| 6D2 | 6 | 1 | 7'-7" |
| 6D3 | 6 | 1 | 8'-6" |




ELEVATION
LOOP BAR ASSEMBLY




DETAIL "C"
BENT BAR DETAIL




| BAR | a | b |
|---|---|---|
| V1 | 10" | 1" |
| V2 | 1'-1" | 1¼" |
| V3 | 1'-5" | 1⅝" |
| V4 | 1'-8" | 1⅞" |
| V5 | 2'-0½" | 2⅜" |
| V6 | 2'-3" | 2¾" |

4V BARS
2 AT EACH SIZE REQUIRED
FOR STIRRUP ASSEMBLY

TAPER BARRIER SECTION

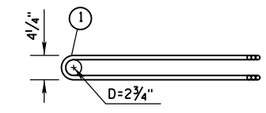
## GENERAL NOTES

(1) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

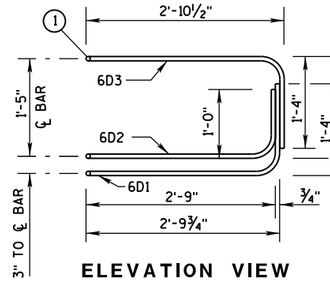
## BARRIER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER SECTION)

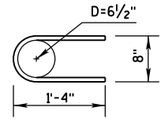
| BAR | BAR SIZE | NO. OF BARS | LENGTH FT. |
|---|---|---|---|
| 4A1 | 4 | 12 | 6'-0" |
| 6A2 | 6 | 6 | 2'-11" |
| 5B1 | 5 | 3 | 12'-2" |
| 4C1 | 4 | 2 | 12'-2" |
| **LOOP ASSEMBLY** | | | |
| 6D1 | 6 | 2 | 8'-5" |
| 6D2 | 6 | 2 | 7'-7" |
| 6D3 | 6 | 2 | 8'-6" |



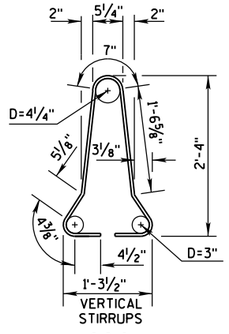

PLAN VIEW
LOOP BAR ASSEMBLY
(MARKED END SHOWN, INVERT FOR OTHER END)




ELEVATION VIEW




6A2




4A1

BARRIER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

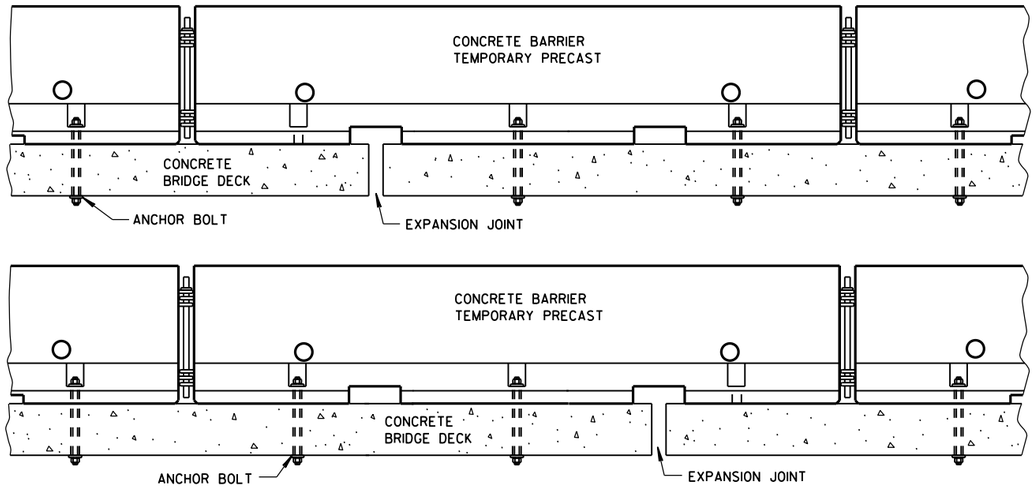






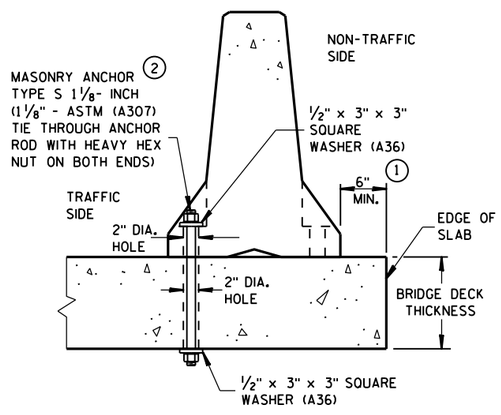
6

S.D.D. 14 B 7-14c



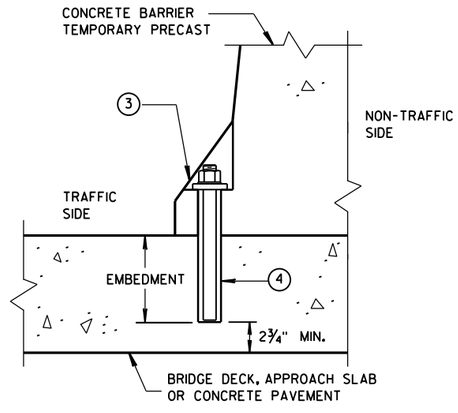

## TREATMENT AT BRIDGE DECK EXPANSION JOINTS

(NO SINGLE CONCRETE BARRIER SECTION SHALL BE ANCHORED TO BOTH THE BRIDGE DECK AND THE APPROACH SLAB. ALL ANCHOR BOLT LOCATIONS SHALL BE ANCHORED TO THE DECK IN ACCORDANCE WITH THE DETAIL. NO MORE THAN ONE ANCHOR BOLT SHALL BE ELIMINATED FROM A BARRIER SECTION WHEN SPANNING AN EXPANSION JOINT.)




## THROUGH BOLTED ANCHOR INSTALLATION ON BRIDGE DECK

(DO NOTUSE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY)




## REMOVABLE ADHESIVE BONDED ANCHOR 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.

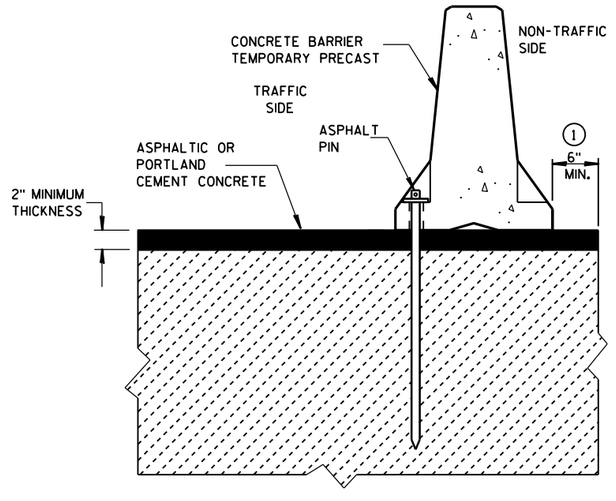
② ANCHORING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST.

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.

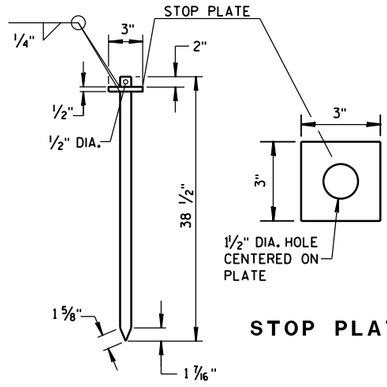
③ 1⅛" DIAMENTER A307 THREADED ROD, ½" X 3" X 3" SQUARE PLATE WASHER WITH ASTM A36 STEEL, ASTM A563A HEAVY HEX NUT.

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

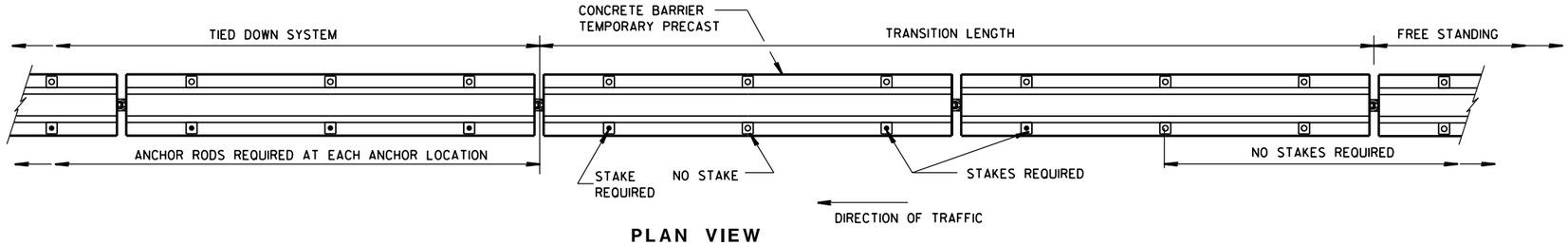
(STAKING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST)




### 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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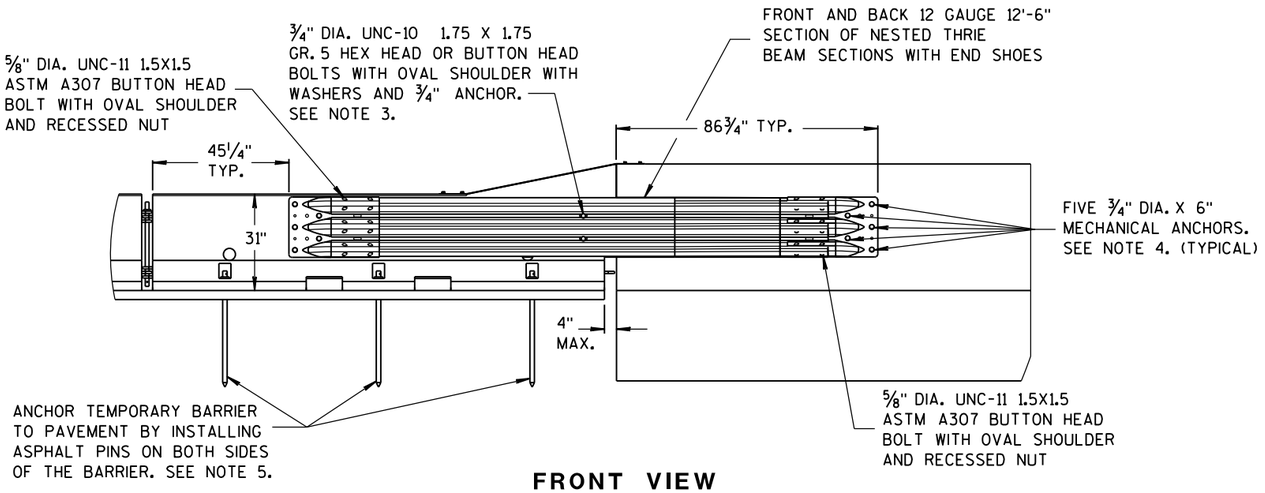
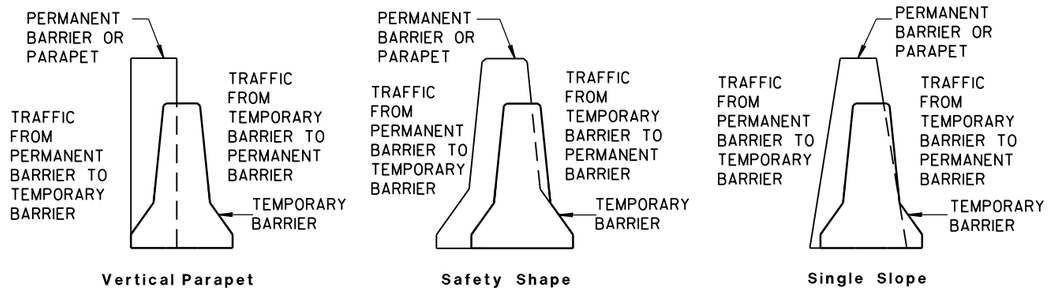
S.D.D. 14 B 7-14d




**FRONT VIEW**




**TEMPORARY BARRIER PLACEMENT FOR BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM**

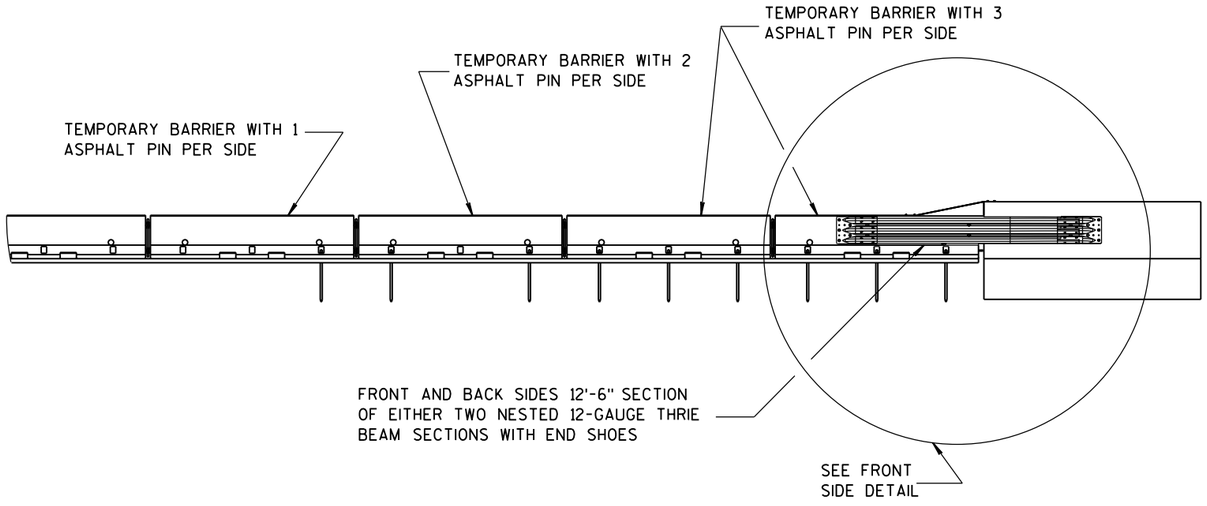
## NOTES

NESTED THRIE BEAM IS REQUIRED ON BOTH SIDES OF THE TEMPORARY BARRIER FOR ALL INSTALLATIONS.

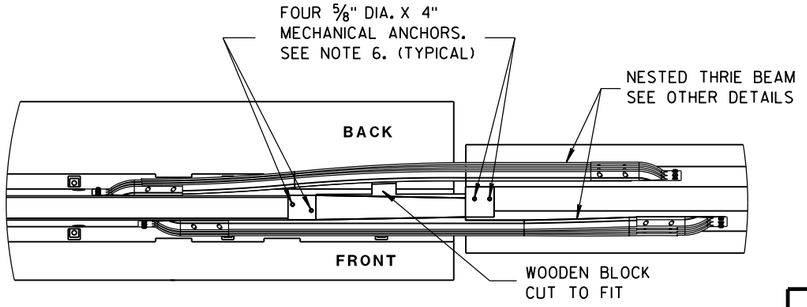
1. CAP END PLATE PLACED FLUSH WITH UPSTREAM END OF PERMANENT BARRIER OR PARAPET.
2. THRIE BEAM PIECES ARE OFFSET 15 1/4" TO PREVENT INTERFERENCE FROM THE ANCHORS ON OPPOSING SIDES.
3. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 9.48 KIPS AND ULTIMATE SHEAR LOAD 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

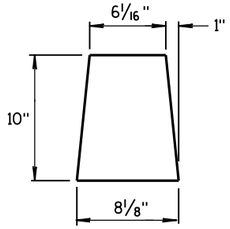



GUSSET 3

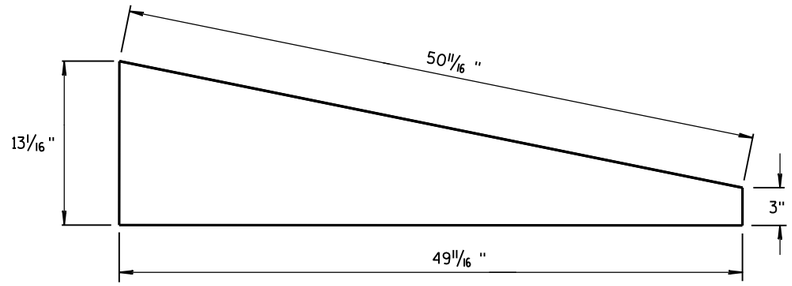



GUSSET 4

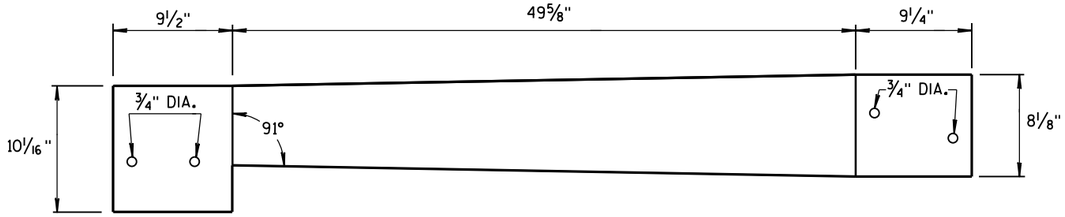
GUSSETS

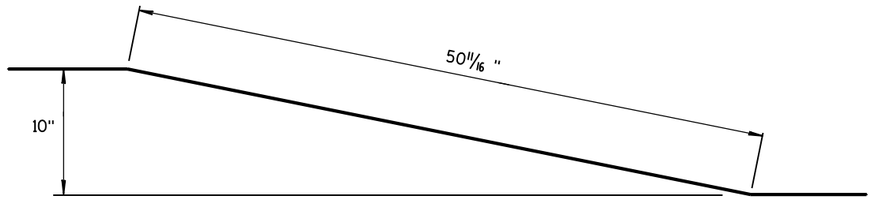



END PLATE

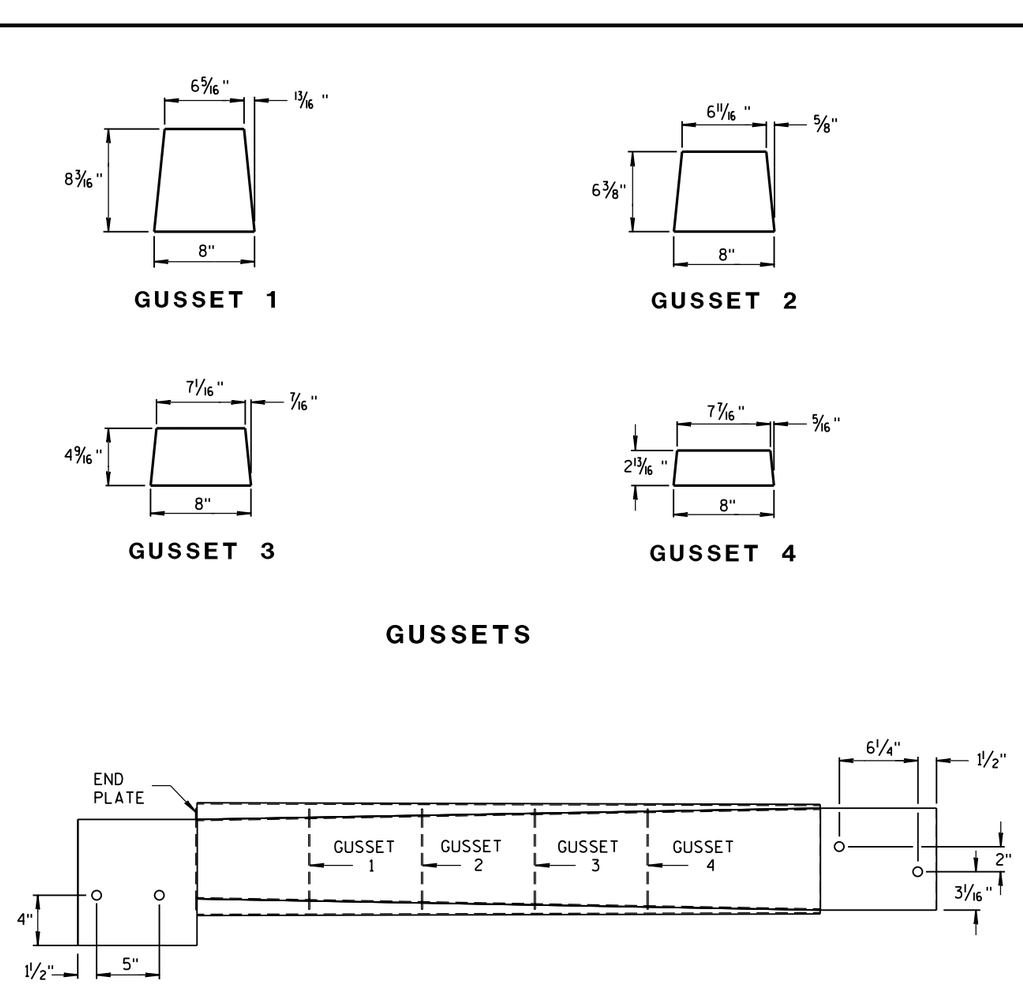


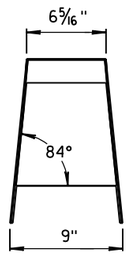

SIDE PLATE




TOP PLATE




SECTION C-C

## 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.

NOTES

1. FOUR GUSSETS AND END PLATE ARE STITCH WELDED ON THREE SIDES.
2. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE, AND GUSSETS.

## CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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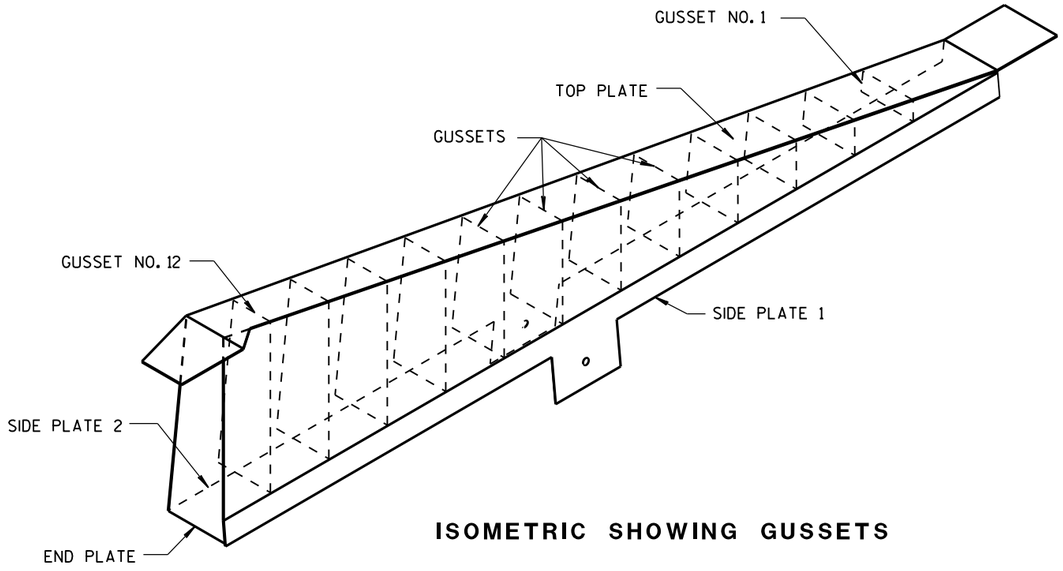
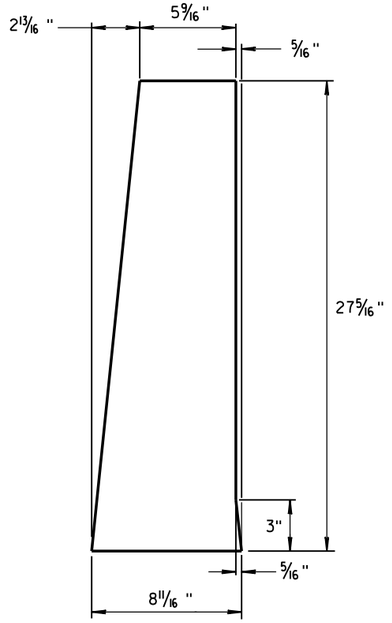
S.D.D. 14 B 7-14f

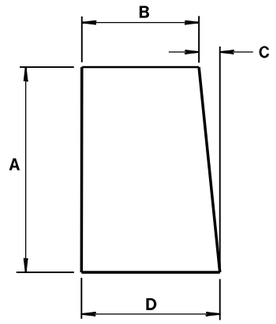



**ISOMETRIC SHOWING GUSSETS**




**END PLATE**

1/8" STEEL PLATE



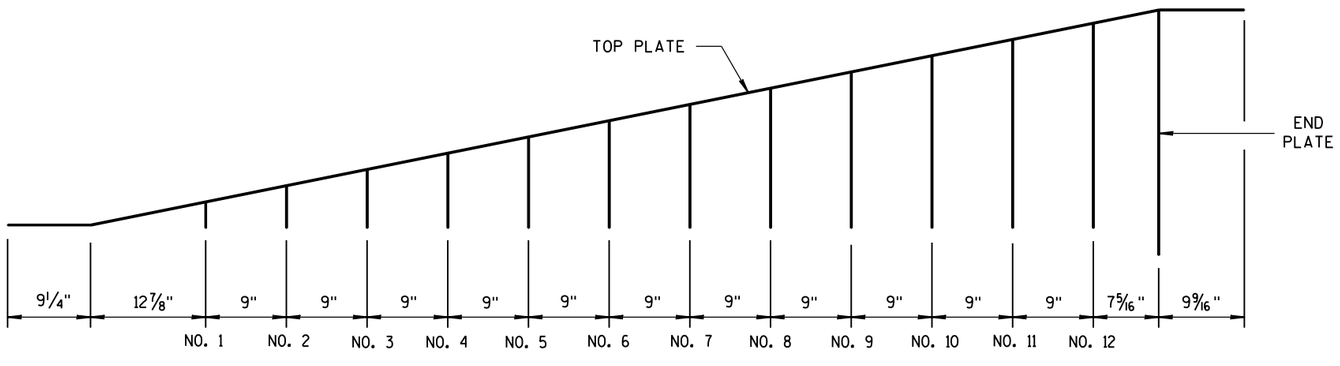

**GUSSETS 1 - 12**

ALL GUSSETS 1/8" STEEL PLATE

| GUSSET DIMENSIONS | | | | |
|---|---|---|---|---|
| GUSSET NO. | A | B | C | D |
| 1 | 2 7/8" | 7 3/4" | 1/4" | 8 |
| 2 | 4 11/16 " | 7 9/16 " | 1/2" | 8 |
| 3 | 6 1/2" | 7 3/8" | 11/16 " | 8 1/16 " |
| 4 | 8 5/16 " | 7 3/16 " | 7/8" | 8 1/16 " |
| 5 | 10 1/8" | 7" | 1 1/16 " | 8 1/16 " |
| 6 | 11 15/16 " | 6 13/16 " | 1 1/4" | 8 1/16 " |
| 7 | 13 3/4" | 6 5/8" | 1 7/16 " | 8 1/16 " |
| 8 | 15 9/16 " | 6 7/16 " | 1 9/16 " | 8 1/16 " |
| 9 | 17 3/8" | 6 1/4" | 1 13/16 " | 8 1/16 " |
| 10 | 19 3/16 " | 6 1/16 " | 1 15/16 " | 8 1/16 " |
| 11 | 21" | 5 7/8" | 2 3/16 " | 8 1/16 " |
| 12 | 22 13/16 " | 5 11/16 " | 2 5/16 " | 8 1/16 " |

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 STEEL AND GALVANIZED.

GUSSETS AND END PLATE ARE STITCH WELDED ON 3 SIDES. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE AND GUSSETS.




**GUSSET LOCATION**

# CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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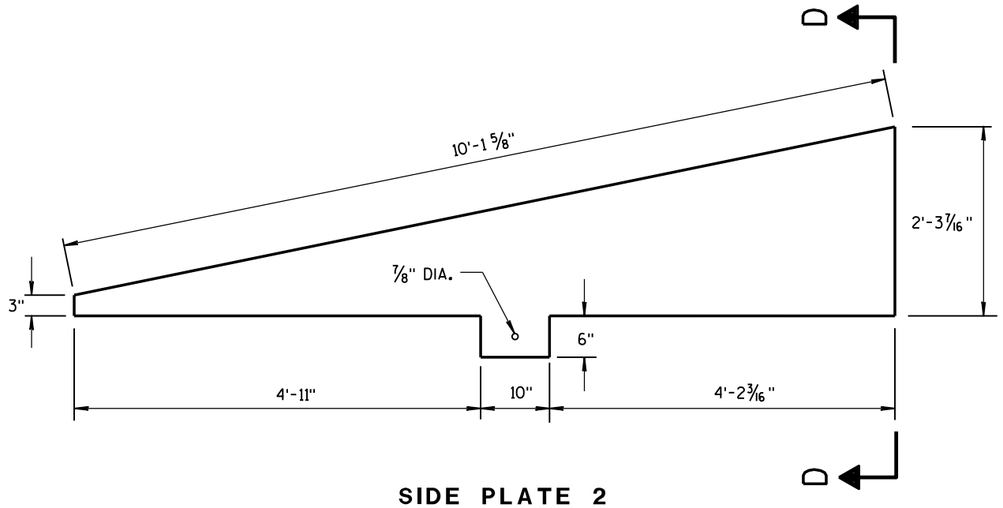
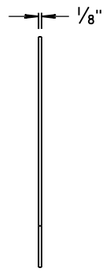
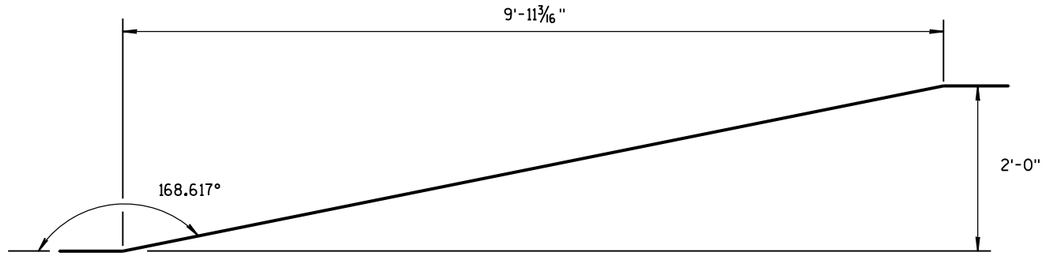
S.D.D. 14 B 7-14g




SIDE PLATE 2

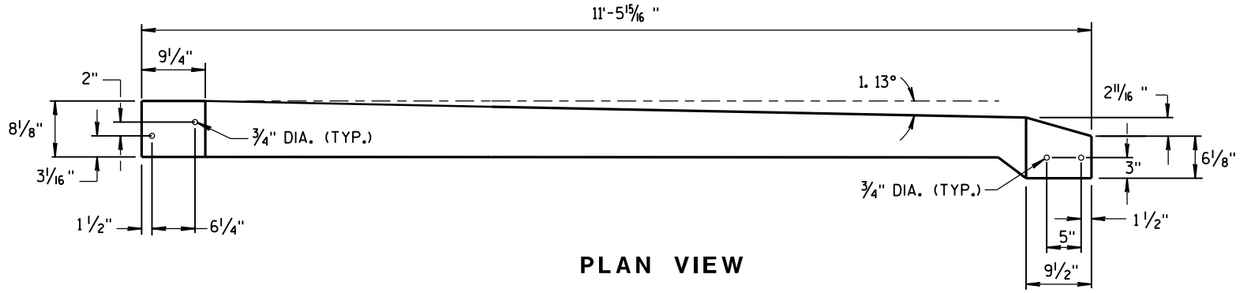



END VIEW



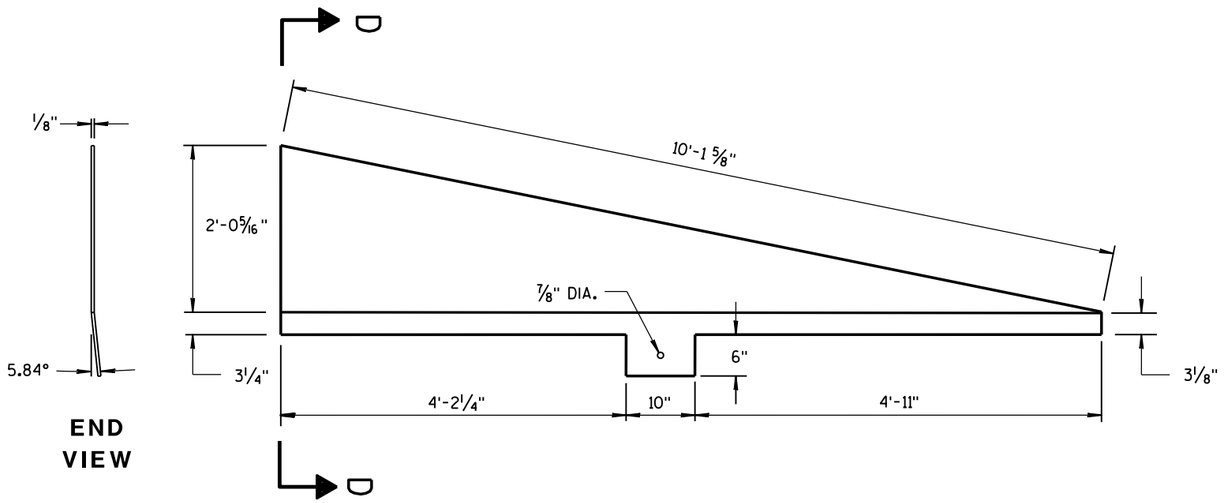

SIDE VIEW

TOP PLATE



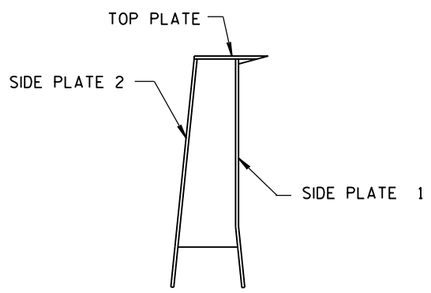

PLAN VIEW

TOP PLATE




END VIEW

SIDE PLATE 1




SECTION D-D

## CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014 — DATE
/S/ Jerry H. Zoda — ROADWAY STANDARD DEVELOPMENT ENGINEER
FHWA



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S.D.D. 14 B 7-14h

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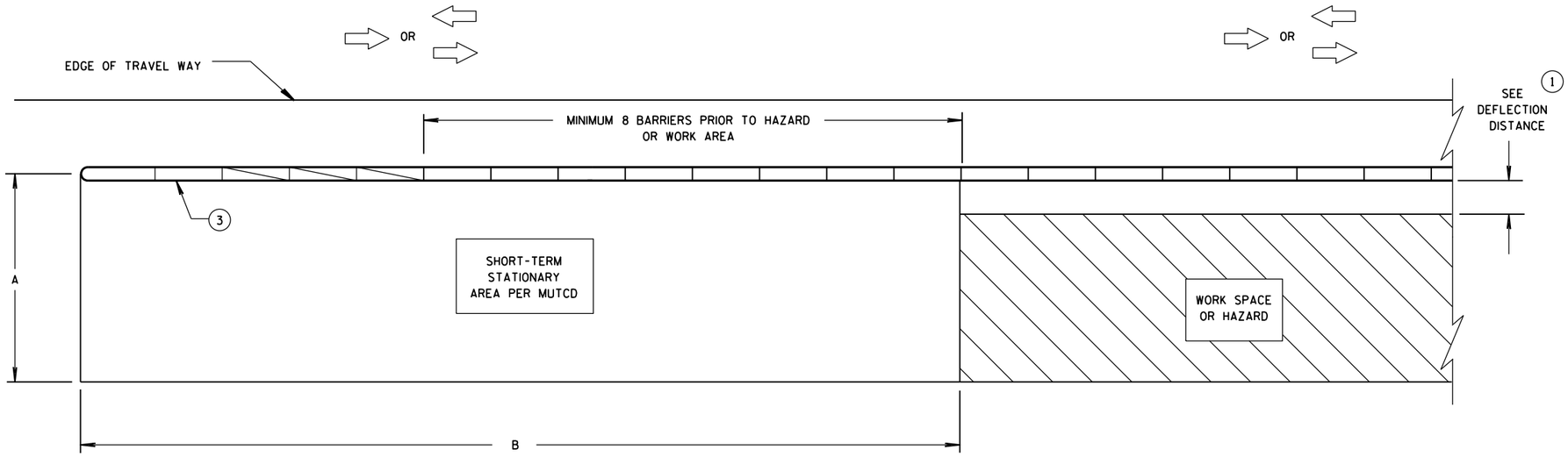
S.D.D. 14 B 7-14h



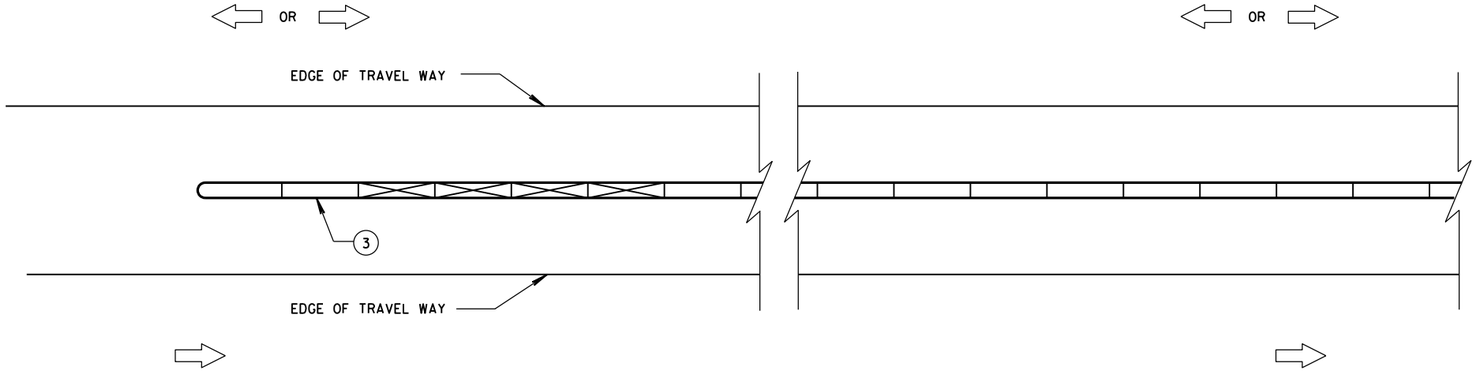

## CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE OF BARRIER

### DIMENSION A TABLE (2)

| FACILITY | POSTED SPEED MPH | DIMENSION A | |
|---|---|---|---|
| | | MIN. FT | MAX. FT |
| FREEWAY/EXPRESSWAY | ALL | 15 | 20 |
| NON-FREEWAY/EXPRESSWAY | GREATER THAN OR EQUAL TO 45 | 10 | 15 |
| NON-FREEWAY/EXPRESSWAY | LESS THAN 45 | 8 | 10 |
| AADT LESS THAN 1,500 | ALL | 8 | 10 |

### DIMENSION B TABLE (2)

| POSTED SPEEDS MPH | DIMENSION B FT |
|---|---|
| 20 | 115 |
| 25 | 155 |
| 30 | 200 |
| 35 | 250 |
| 40 | 305 |
| 45 | 360 |
| 50 | 425 |
| 55 | 495 |
| 60 | 570 |
| 65 | 645 |




## CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON BOTH SIDES OF BARRIER

### LEGEND

- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

## GENERAL NOTES

SEE STANDARD DETAIL DRAWING 14B7 FOR MORE INFORMATION.

DETAILS PROVIDE A GENERAL LAYOUT OF TEMPORARY CONCRETE BARRIER, CRASH CUSHIONS, SAND BARREL ARRAYS AND TIE DOWN TRANSITIONS. DETAILS PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

ADDITIONAL TEMPORARY BARRIER MAY BE REQUIRED TO PROTECT TRAVELING PUBLIC FROM HAZARDS, CONTRACTOR'S OPERATIONS OR TO CONTROL TRAFFIC.

TEMPORARY BARRIER MAY BE REQUIRED TO BE ANCHORED TO PAVEMENT OR BRIDGE DECK.

FOR DETAILS ON CRASH CUSHION OR SAND BARREL ARRAYS SEE OTHER SECTIONS OF THE PLAN AND MANUFACTURE'S DETAILS.

SLOPES LEADING TO TEMPORARY BARRIER, CRASH CUSHION OR SAND BARREL ARRAY ARE 10:1 OR LESS.

(1) FOR DEFLECTION INFORMATION SEE STANDARD DETAIL DRAWING 14B7.

(2) VALUES PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

(3) ANCHOR TEMPORARY BARRIER ACCORDING TO CRASH CUSHION OR SAND BARREL MANUFACTURER'S RECOMMENDATIONS. IF MANUFACTURER'S RECOMMENDATIONS ARE NOT PROVIDED, ANCHOR 3 PINS ON TRAFFIC SIDE.

**CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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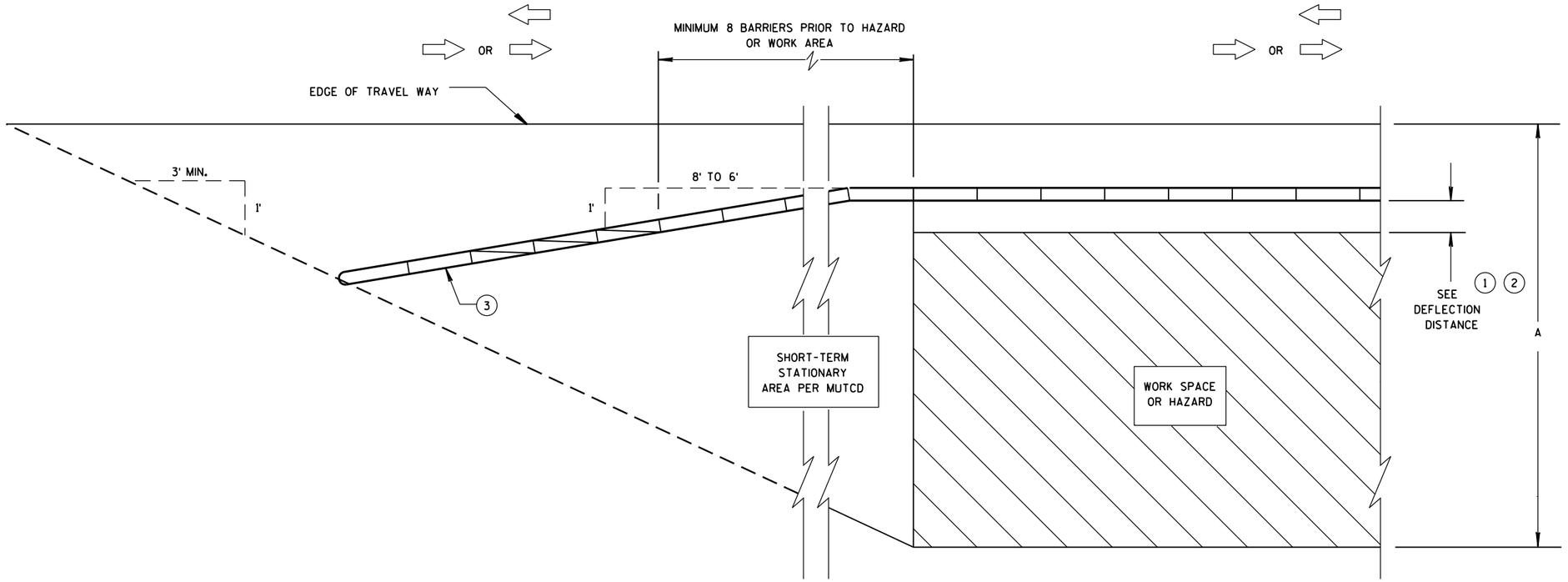
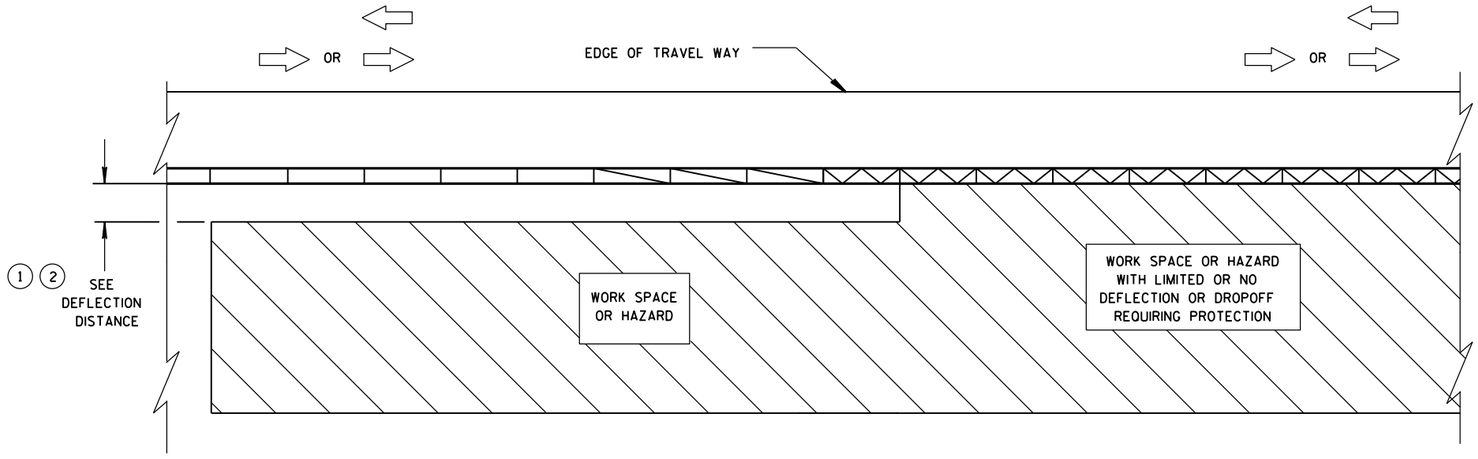



## CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE - FLARED INSTALLATION




## TRANSITION FROM FREE STANDING TEMPORARY BARRIER TO ANCHORED BARRIER

**LEGEND**

- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

**CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI 788

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S.D.D. 14 B 8-2b

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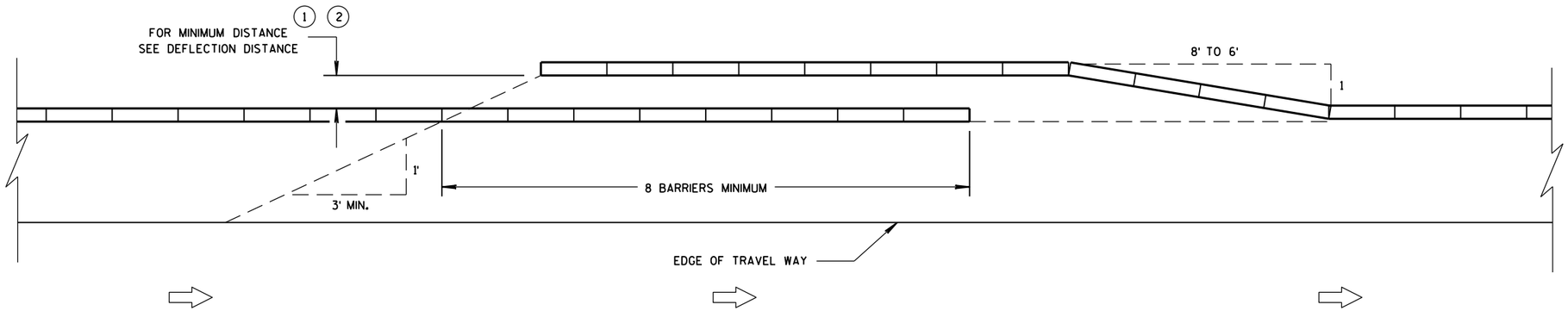
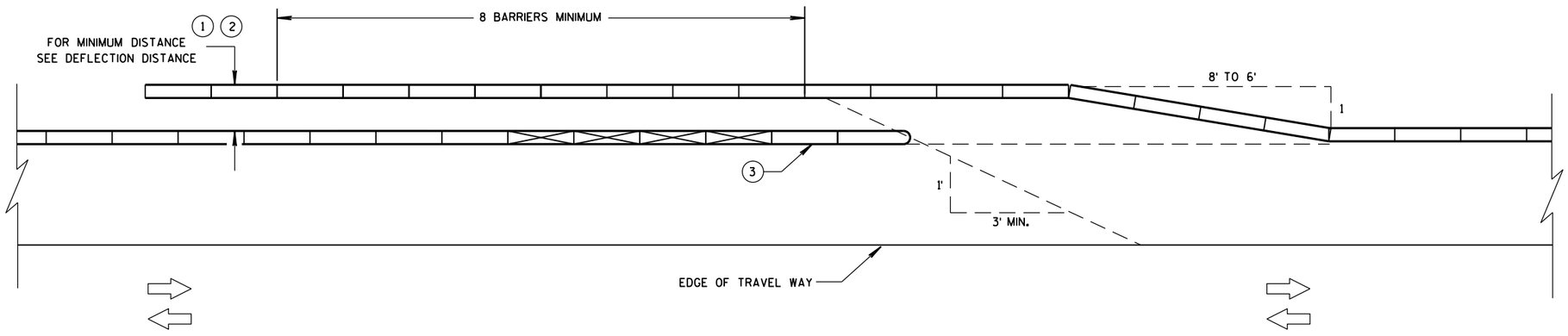
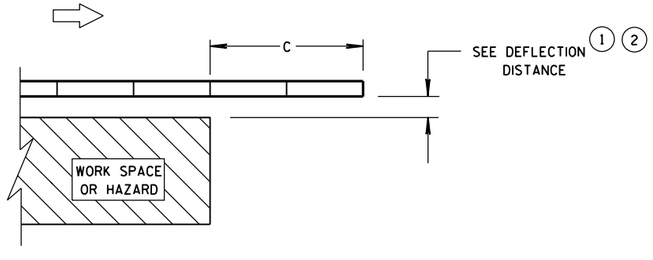
S.D.D. 14 B 8-2b



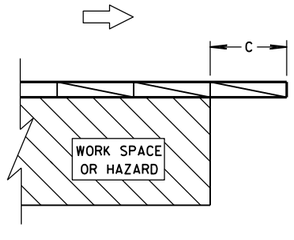

## TEMPORARY BARRIER OVERLAP - ONE-WAY TRAFFIC




## TEMPORARY BARRIER OVERLAP - TWO-WAY TRAFFIC




## ENDING TEMPORARY BARRIER DOWNSTREAM - UNANCHORED




## ENDING TEMPORARY BARRIER DOWNSTREAM - ANCHORED

### LEGEND

- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

**CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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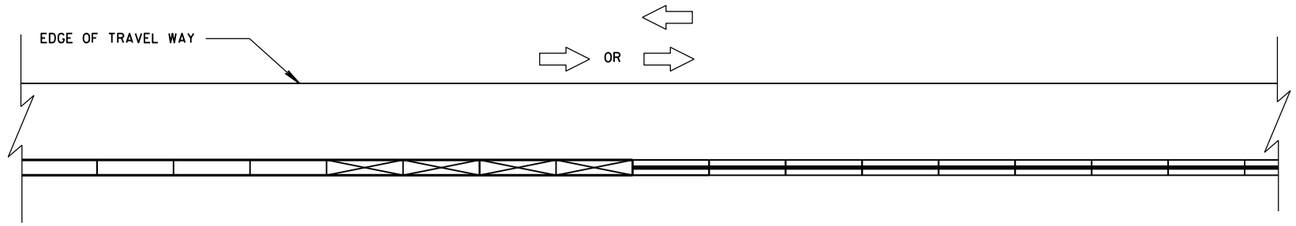
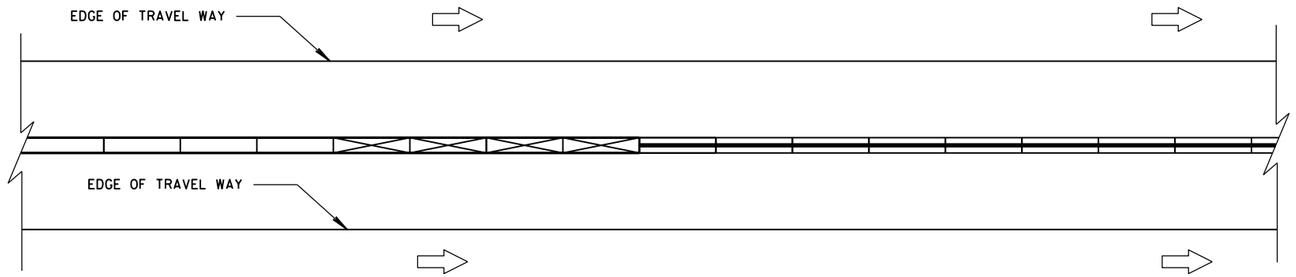



CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON ONE SIDE




CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON BOTH SIDES

## LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR
SAND BARREL ARRAY

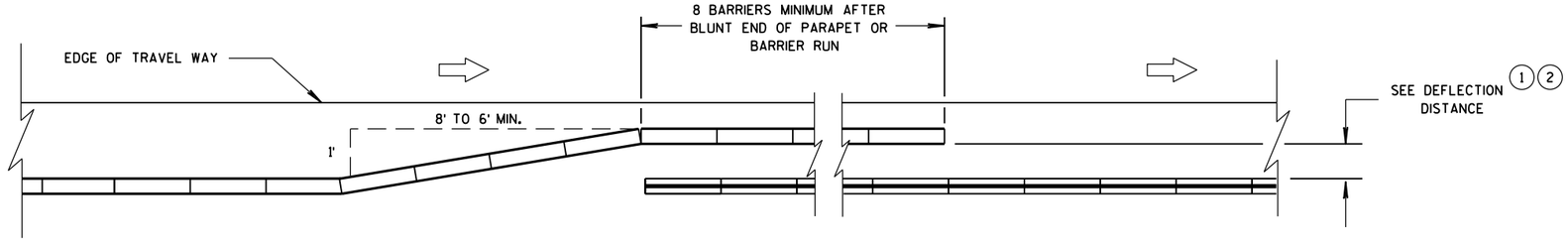
SEE FREE STANDING TRANSITION
TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION
TO TIED-DOWN SYSTEM DETAILS

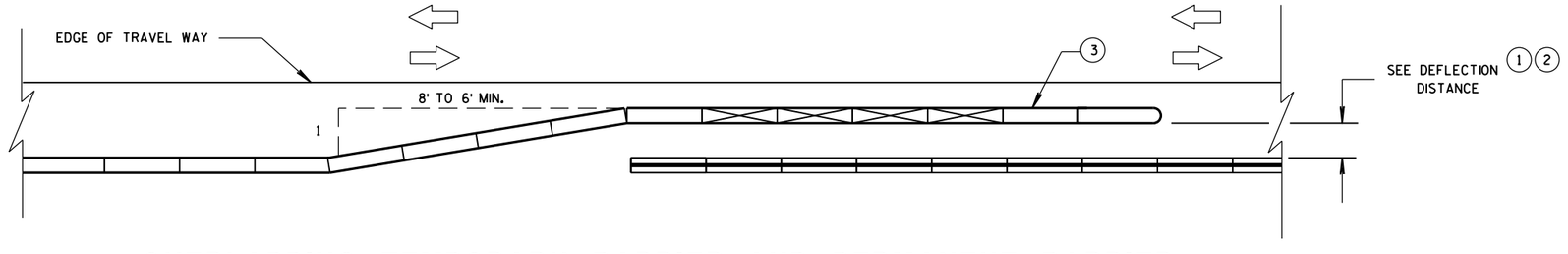
3 PINS PLACED ON
TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER
OR CONCRETE PARAPET

FREE STANDING TEMPORARY
BARRIER




OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
ONE WAY TRAFFIC




OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
TWO WAY TRAFFIC

CRASH CUSHION/SAND BARREL
ARRAY AND OTHER TEMPORARY
BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 14 B 8-2d

## LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR SAND BARREL ARRAY

SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS

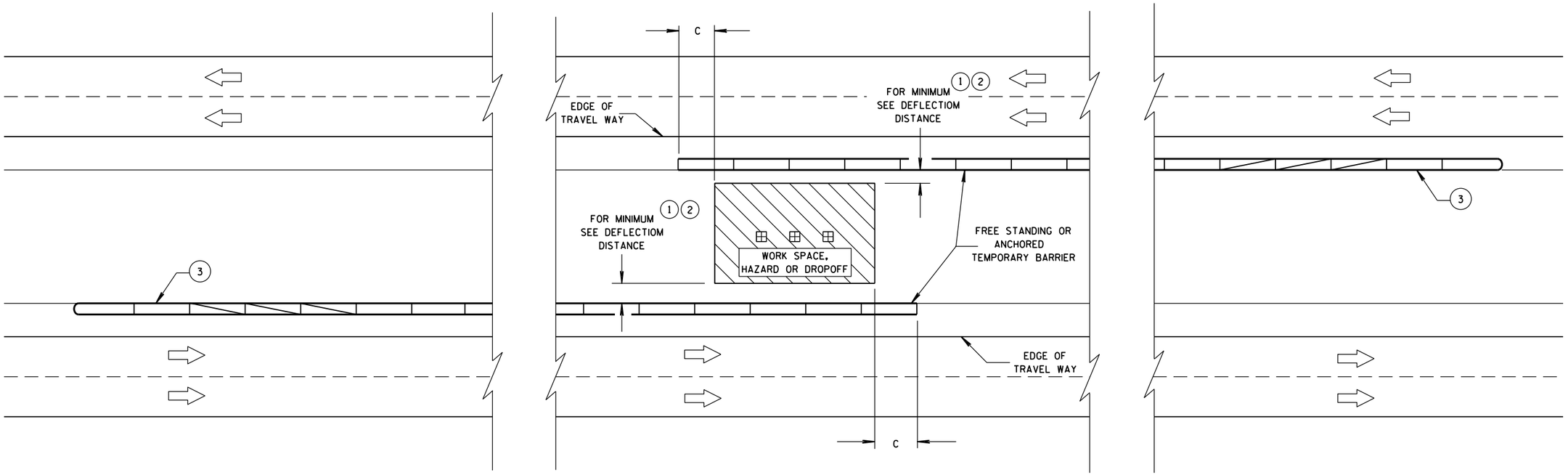
3 PINS PLACED ON TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET

FREE STANDING TEMPORARY BARRIER

## DIMENSION C TABLE (2)

| AVAILABLE DEFLECTION DISTANCE | MINIMUM LENGTH OF BARRIER BEYOND HAZARD FT |
|---|---|
| GREATER THAN 8' | 12.5 |
| LESS THAN OR EQUAL TO 8' BUT GREATER THAN 4' | 50 |
| LESS THAN OR EQUAL TO 4' | 100 |




CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINNER
791
FHWA

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S.D.D. 14 B 8-2e

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# GENERAL NOTES

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

(1) W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POSTS WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS. APPROVED PLASTIC BLOCKOUT DESIGNS MAY VARY FROM THIS TYPICAL DETAIL WHEN USED IN CONJUNCTION WITH STEEL POSTS.

DO NOT MIX STEEL POSTS AND WOOD POSTS IN A SINGLE INSTALLATION.

(2) USE STRUCTURAL STEEL POSTS CONFORMING TO ASTM A 36. GALVANIZED POSTS ACCORDING TO AASHTO M 111. EITHER SET THE POSTS IN DRILLED HOLES OR DRIVE TO GRADE. REMOVE MUSHROOMING CAUSED BY DRIVING AND REPAIR DAMAGED SPELTER COATING ON GALVANIZED POSTS.

(3) INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(4) USE EITHER WOOD OR APPROVED PLASTIC BLOCKOUTS ON WOOD POSTS.

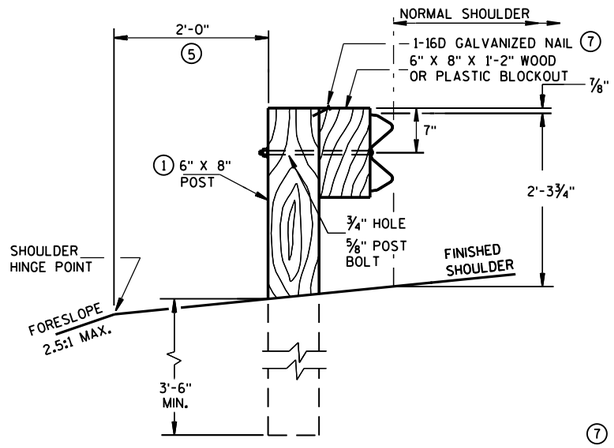
(5) IF THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING, W BEAM (LHW).

(6) IF ROCK IS ENCOUNTERED DURING EXCAVATION, THE ENGINEER MAY APPROVE USING A 12 INCH DIAMETER POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE APPROXIMATELY 2½ INCHES DEEP. CUT THE POSTS TO LENGTH AND PLACE IN YHE HOLE. BACKFILL WITH MATERIAL EXCAVATED FROM THE HOLE AND COMPACT ADEQUATEY.

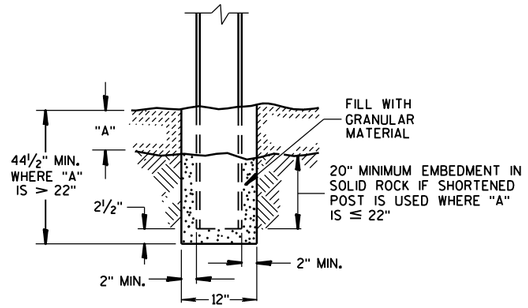
(7) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

INSTALL BEAM GUARD SECTIONS AND ALL NECESSARY HARDWARE ACCORDING TO THE APPLICABLE PLAN AND CURRENT STANDARD AND SUPPLEMENTAL SPECIFICATIONS.

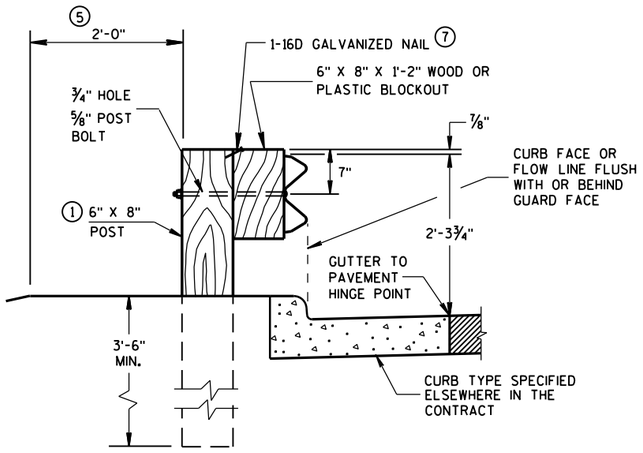
ALL DIMENSIONS ARE SUBJECT TO MANUFACTURER'S TOLERANCES EXCEPT WHERE ALLOWABLE TOLERANCES ARE SHOWN.



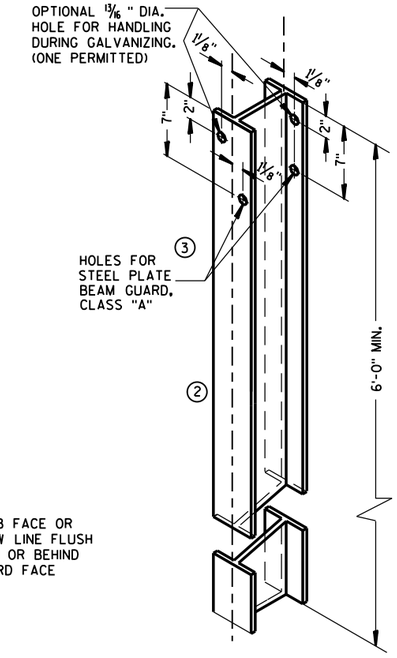

END VIEW
LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION




END VIEW
SETTING STEEL OR WOOD POST IN ROCK (6)

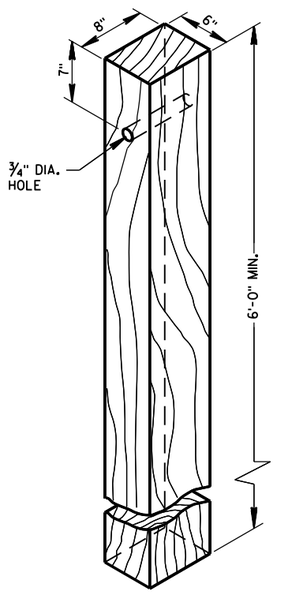



END VIEW
LOCATED ALONG A CURBED ROADWAY

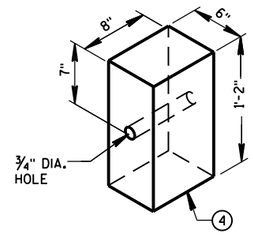



STEEL POST &
HOLE PUNCHING DETAIL
(W6 X 9) (1)

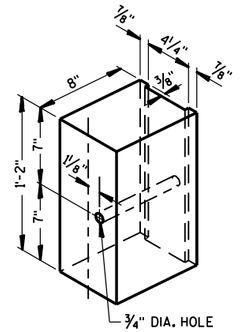
ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED



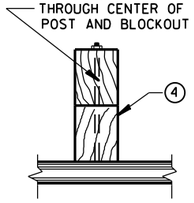

WOOD POST
(6"X8") NOMINAL



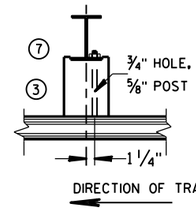

WOOD OR PLASTIC
BLOCKOUT FOR
WOOD POSTS



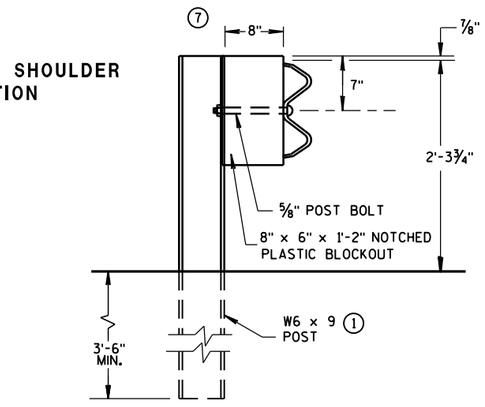

TYPICAL NOTCHED
PLASTIC BLOCKOUT
FOR STEEL POSTS (1)



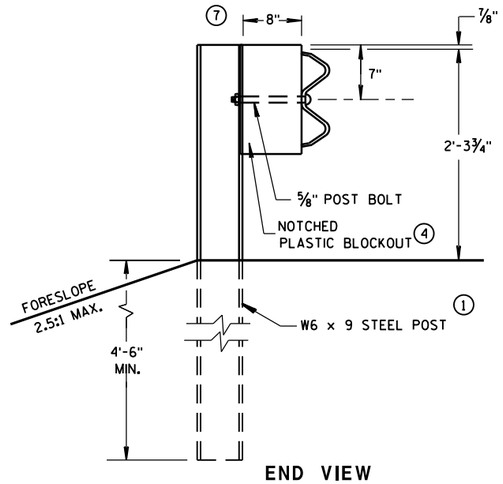

PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



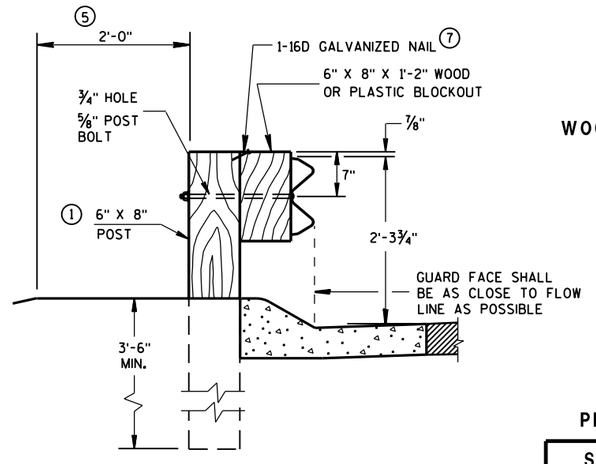

PLAN VIEW
STEEL POST, NOTCHED
PLASTIC BLOCKOUT & BEAM




END VIEW
STEEL POST & NOTCHED
PLASTIC BLOCKOUT ALTERNATIVE
STANDARD INSTALLATION




END VIEW
LONGER POST AT HALF
POST SPACING W BEAM
(LHW)




END VIEW
LOCATED ALONG A
MOUNTABLE CURBED ROADWAY

## TYPICAL INSTALLATION OF STEEL PLATE BEAM GUARD

STEEL PLATE BEAM GUARD,
CLASS "A"
INSTALLATION & ELEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 792

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S.D.D. 14 B 15-8a

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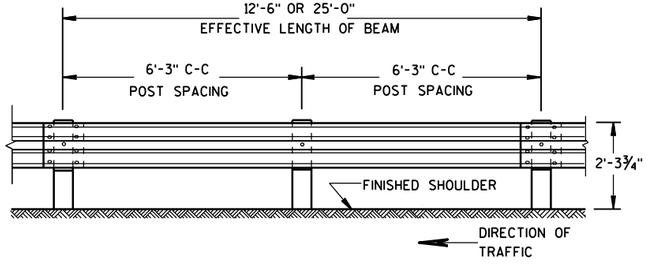
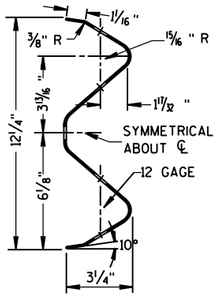
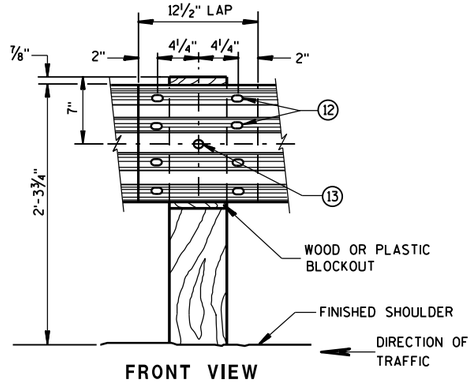



FRONT VIEW

## POST SPACING STANDARD INSTALLATION




## SECTION THRU W BEAM




FRONT VIEW

## BEAM SPLICE AT WOOD POST AND POST MOUNTING DETAIL

## GENERAL NOTES

(8) PROVIDE SILVER REFLECTIVE SHEETING ON ALL REFLECTORS EXCEPT THOSE LOCATED ALONG THE LEFT EDGE OF ONE-WAY ROADWAYS, WHICH SHALL BE PROVIDED WITH YELLOW REFLECTIVE SHEETING. SHEETING IS TYPE H. SEE STANDARD SPECIFICATION 637.

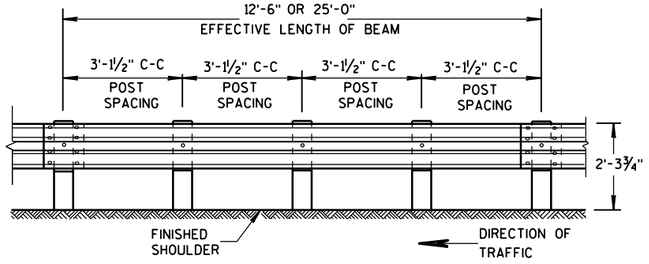
(9) DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

(10) REVERSE EVERY OTHER REFLECTOR FOR 2-WAY VISIBILITY. THE CONTRACTOR MAY FURNISH TWO-SIDED REFLECTORS IN LIEU OF ONE-SIDED REFLECTORS.

(11) PROVIDE AN ANGLE OF BEND OF 90° ± 1° FOR TWO-SIDED REFLECTORS.

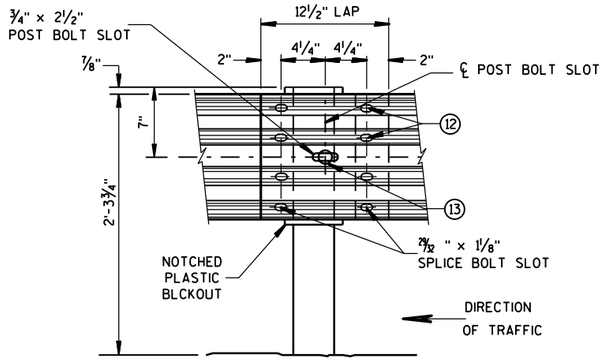
(12) 8 -⅝" ϕ X 2" BUTTON HEAD BOLTS WITH OVAL SHOULDERS & RECESS NUTS.

(13) ⅝" DIA. BUTTON HEAD BOLT AND RECESS NUT WITH ⅝" DIA. F844 FLAT WASHER UNDER NUT.



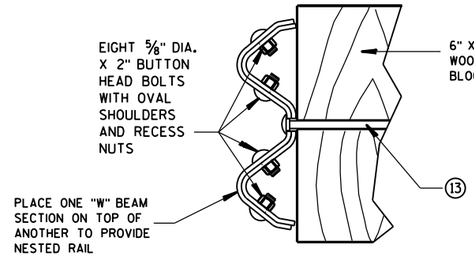

FRONT VIEW

## POST SPACING FOR LONGER POST AT HALF POST SPACING W BEAM (LHW)




FRONT VIEW

## BEAM SPLICE AT STEEL POST



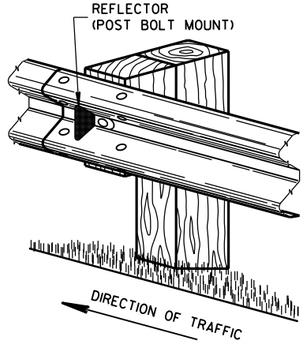

## NESTED W BEAM (NW)

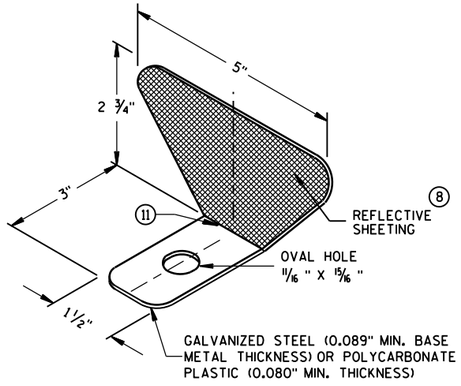
USE ALL OTHER STANDARD BEAM GUARD DETAILS FOR CONSTRUCTING NESTED W BEAM (NW)

## TYPICAL SPLICING DETAILS OF STEEL PLATE BEAM GUARD

REFLECTOR SPACING (9)

| | BEAM GUARD LENGTH | REFLECTOR SPACING | NO. SURFACES REFLECTORIZED | MIN. NO. REFLECTORS |
|---|---|---|---|---|
| ONE WAY TRAFFIC | < 200' | 50' C-C | 1 | 3 |
| | > 200' | 100' C-C | 1 | |
| TWO WAY TRAFFIC | < 200' | 25' C-C | 1 (10) | 6 |
| | > 200' | 50' C-C | 1 | |
| TWO WAY TRAFFIC | < 200' | 50' C-C | 2 (11) | 3 |
| | > 200' | 100' C-C | 2 | |




## ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION (8)

STEEL PLATE BEAM GUARD,
CLASS "A",
INSTALLATION & ELEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 793

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S.D.D. 14 B 15-8b

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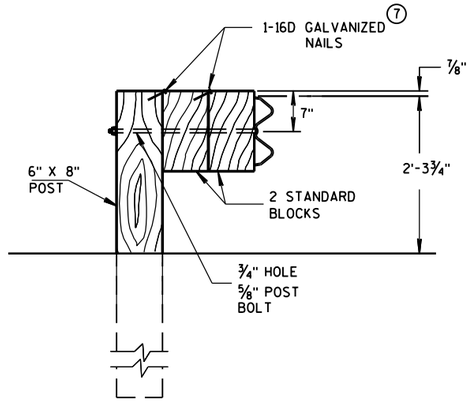
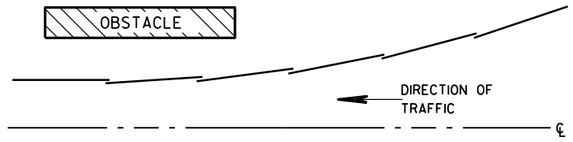
S.D.D. 14 B 15-8b

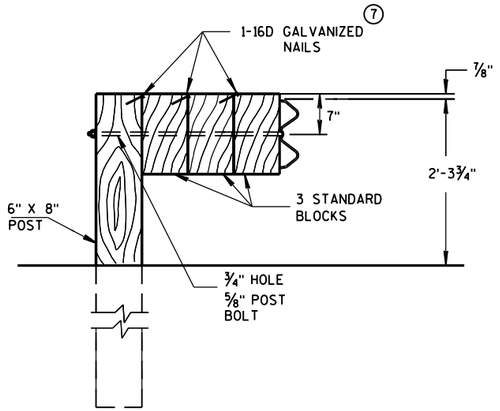



**DETAIL FOR DOUBLE BLOCKS**

THE NUMBER OF DOUBLE BLOCK POSTS WITHIN A BARRIER RUN IS UNLIMITED

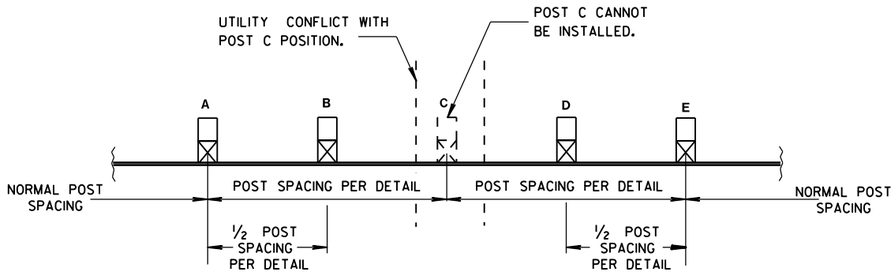



**PLAN VIEW**
**BEAM LAPPING DETAIL**




**DETAIL FOR TRIPLE BLOCKS**

TRIPLE BLOCK DETAIL IS LIMITED TO ONE LOCATION WITHIN A BEAM GUARD RUN.




**POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION**

NOTES: USE DOUBLE OR TRIPLE BLOCKS WHEN UNDERGROUND OBSTACLES PREVENT THE POST FROM BEING INSTALLED.

DO NOT USE EXTRA BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

**STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

| June 2014 | /S/ Jerry H. Zogg |
|---|---|
| DATE | ROADWAY STANDARDS DEVELOPMENT ENGINEER |

FHWA

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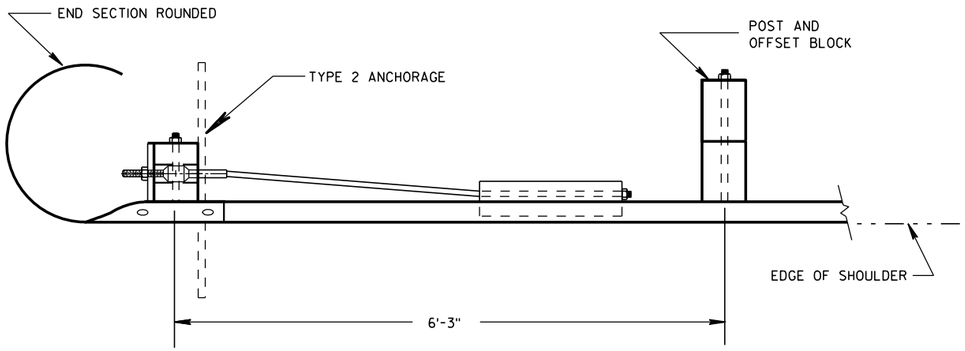
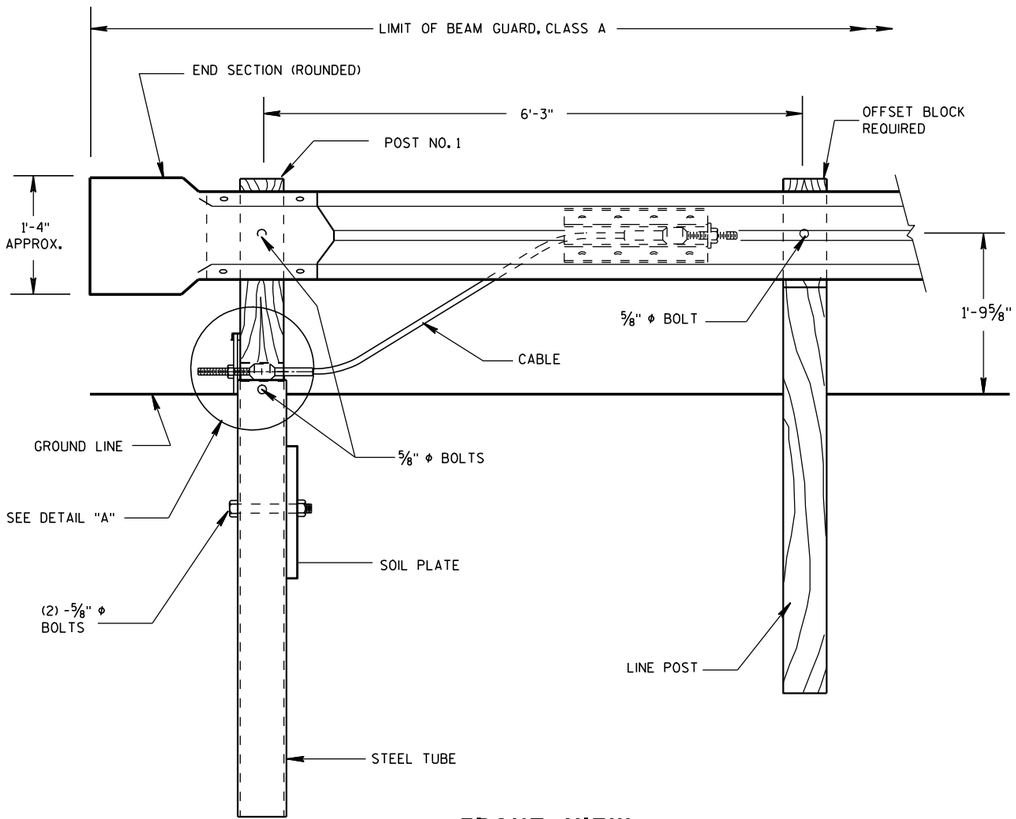
S.D.D. 14 B 15-8c



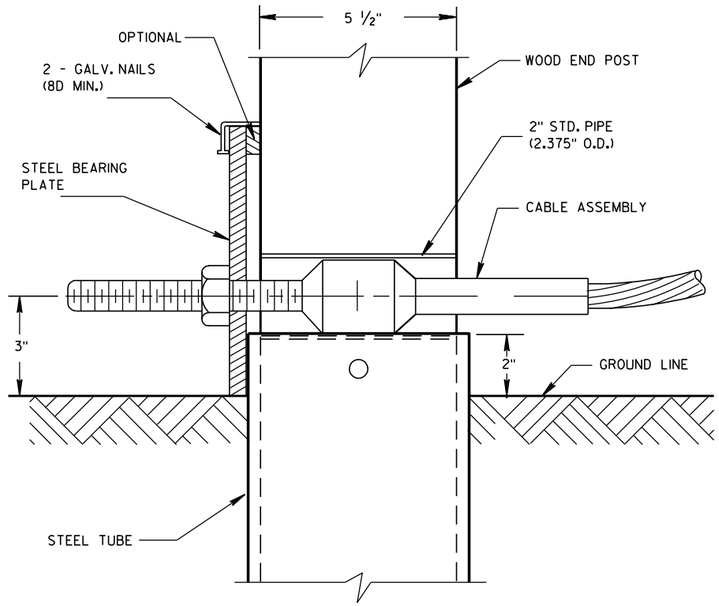

**PLAN VIEW**




**FRONT VIEW**

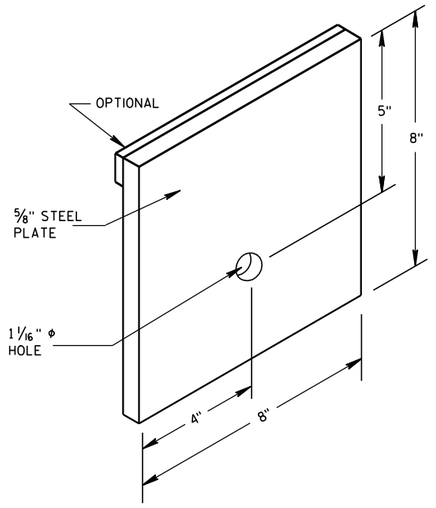
## END TREATMENT WITH TYPE 2 ANCHORAGE

(USE ON ONE-WAY ROADWAYS ONLY - DEPARTING END)




## DETAIL "A"

POST NO. 1




## STEEL BEARING PLATE

ANCHORAGE FOR STEEL
PLATE BEAM GUARD
TYPE 2

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO.....T



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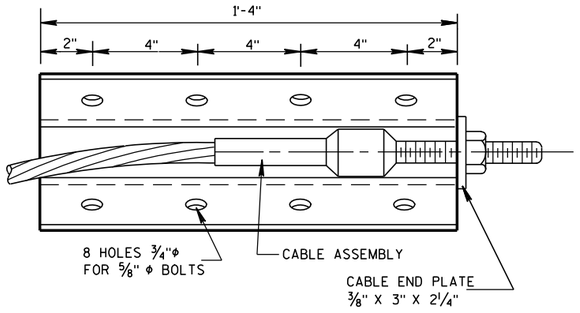
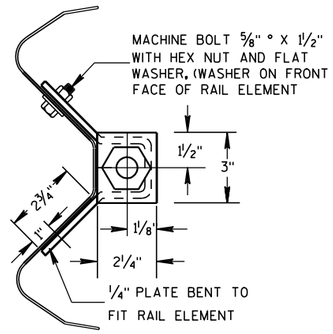
S.D.D. 14 B 16-4a

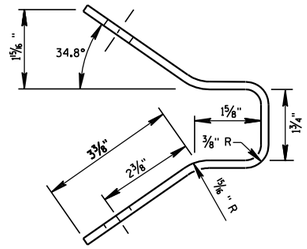



FRONT VIEW

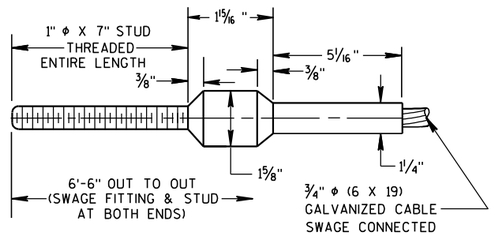



END VIEW

## ANCHOR PLATE DETAIL




END VIEW OF BRACKET




### CABLE ASSEMBLY

CABLE, SWAGE FITTING, STUD AND NUT SHALL DEVELOP
A MINIMUM BREAKING STRENGTH OF 40,000 LB
(TIGHTEN UNTIL TAUT)

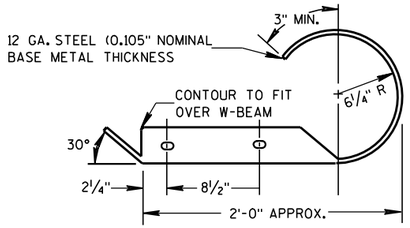
## GENERAL NOTES

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

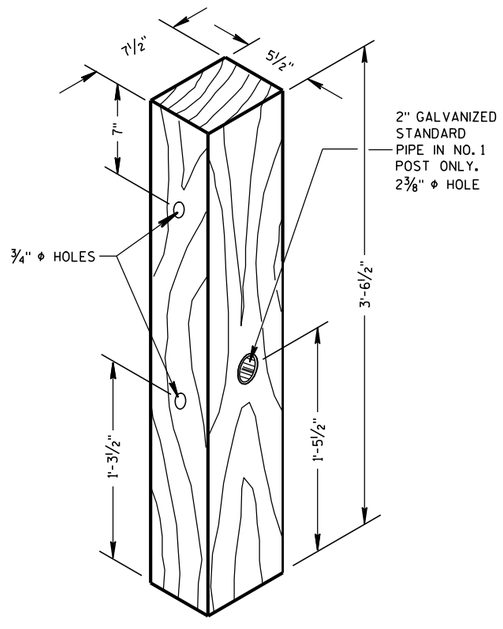
STRUCTURAL TUBING SHALL CONFORM TO THE REQUIREMENTS OF ASTM A-500 GRADE B OR ASTM A-501.

POST NO. 1 SHALL BE WOOD BREAKAWAY POST INSERTED AND BOLTED INTO STEEL TUBE.

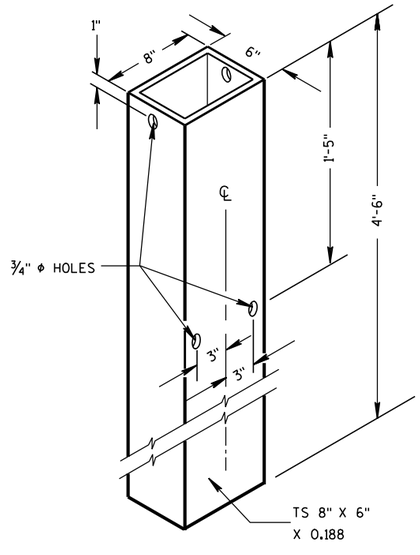
TYPE 2 ANCHORAGE SHALL CONSIST OF A STEEL TUBE, SOIL PLATE WOOD BREAKAWAY POST, BEARING PLATE, ANCHOR PLATE, CABLE ASSEMBLY AND ALL ASSOCIATED HARDWARE, ALL STEEL PARTS SHALL BE GALVANIZED.




PLAN VIEW

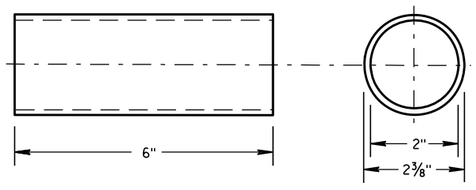



WOOD BREAKAWAY POST



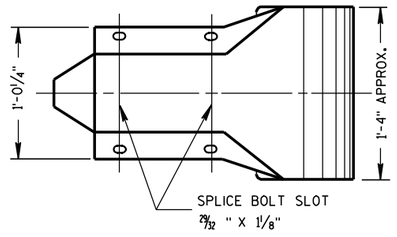

### STEEL TUBE

STEEL TUBE SHALL CONFORM TO
REQUIREMENTS OF ASTM A500

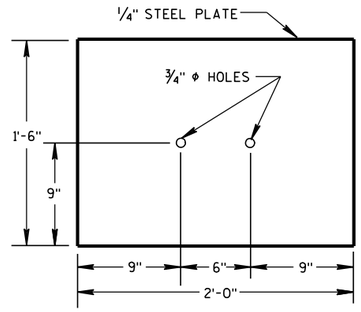



### BREAKAWAY TERMINAL POST SLEEVE

GALVANIZED STANDARD STRENGTH STEEL PIPE, ASTM 53 GRADE "B"




FRONT VIEW
W BEAM END SECTION ROUNDED




SOIL PLATE

ANCHORAGE FOR STEEL
PLATE BEAM GUARD
TYPE 2

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/21/2007
DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER
796
ENT
FHWA

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S.D.D. 14 B 16-4b

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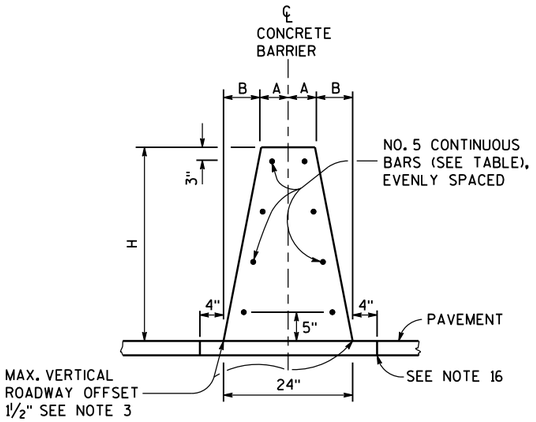
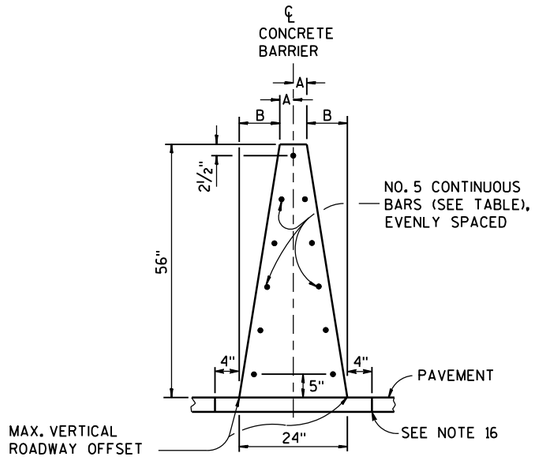
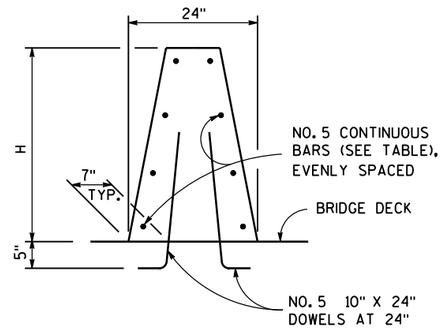
S.D.D. 14 B 16-4b




## 32-INCH, 36-INCH OR 42-INCH SINGLE SLOPE CONCRETE BARRIER (TYPE S32, TYPE S36, AND TYPE S42)




## 56-INCH SINGLE SLOPE CONCRETE BARRIER (TYPE S56)



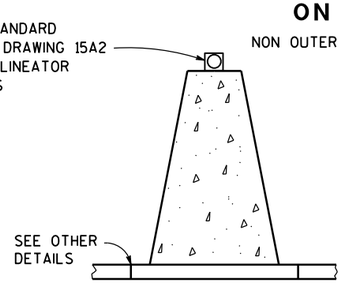

## SINGLE SLOPE CONCRETE BARRIER ON BRIDGE

NON OUTER PARAPET APPLICATION

## GENERAL NOTES

1. WHERE THE CONCRETE BARRIER IS ADDED TO THE FACE OF EXISTING CONCRETE STRUCTURE, MATCH EXISTING WEEP HOLES.
2. EXPANSION JOINTS IN CONCRETE BARRIER SHALL BE LOCATED AT ALL DECK, AND PRINCIPAL WALL JOINTS. EXPANSION JOINT FILLER MATERIAL SHALL BE THE SAME SIZE AS JOINT OR ½" MINIMUM.
3. WHERE VERTICAL ROADWAY OFFSET IS GREATER THAN 1½", USE TYPE A
4. PLACE BARRIER PERPENDICULAR TO SHOULDER GRADE, UNLESS INDICATED IN PLAN.
5. EXCEPT IN ANCHORS, VERTICAL REINFORCING STIRRUP NOT REQUIRED FOR ROADWAY OFFSETS LESS THAN 1'-0".
6. FOR TYPE S32, TYPE S36, TYPE S42, AND S56 MONOLITHIC FOOTING OR DOWELED FOOTING WITH 2-#8 x 8" @ 2'-0".
7. STAGGER LAPPING OF LONGITUDINAL STEEL. MINIMUM OVERLAP OF STEEL 2 FEET. BARS AT LAPS TO BE FIRMLY TIED OR CONNECTED.
8. 4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATION 501.
9. WHEN SWITCHING BETWEEN SLIP FORM AND CAST-IN-PLACE OPERATIONS, EXTEND LONGITUDINAL STEEL 3 FEET BEYOND SLIP-FORMING CUT OFF POINT. EXPOSED STEEL INTO NEXT POURS REINFORCEMENT. LAPS TO BE FIRMLY TIED.
10. USE ¾" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.
11. 2" CLEAR COVER TYPICAL.
12. COLD-JOINTS MAY BE USED BETWEEN ANCHOR INSTALLATIONS. WHEN A COLD JOINT IS NEEDED, 3 FEET OF LAP OF LONGITUDINAL STEEL IS REQUIRED. LAPS TO BE FIRMLY TIED.
13. IN TYPE S32, TYPE S36, TYPE S42 AND TYPE S56 NO ADDITIONAL VERTICAL STEEL NEEDED. IN TYPE S32A, TYPE S36A, TYPE S42A AND TYPE S56A REQUIRES VERTICAL STEEL. SEE OTHER DETAIL.
14. IN TYPE S32, TYPE S36, TYPE S42 AND TYPE S56 DEPTH OF FOOTING 10". IN TYPE S32A, TYPE S36A, TYPE S42A AND TYPE S56A MATCH TOTAL HEIGHT OF SINGLE SLOPE BARRIER RETAINING WALL.
15. FOR ALL BARRIER TYPES SHOWN, ANCHOR IS REQUIRED AT CONCRETE BARRIER ENDS AND AT INTERRUPTIONS IN CONCRETE BARRIER. ANCHOR MAY BE AS SHOWN ON DRAWING OR DETAILS SHOWN ON S.D.D. 14B33. ANCHORS INCIDENTAL TO CBSS.
16. CONCRETE PAD UNDER CBSS MAY BE PLACED INTEGRAL WITH BARRIER, PLACED SEPARATELY OR PLACED WITH CONCRETE SHOULDER AND SAWED FULL DEPTH. CONCRETE PAD MINIMUM DEPTH IS 6 INCHES, OR EQUAL TO THE DEPTH OF THE CONCRETE SHOULDER.

| BARRIER HEIGHT H INCHES | A INCHES | B INCHES | NUMBER OF NO. 5 BARS EACH |
|---|---|---|---|
| 32 | 7 | 5 | 8 |
| 36 | 6¼ | 5¾ | 8 |
| 42 | 5¼ | 6¾ | 10 |
| 56 | 3 | 9 | 11 |



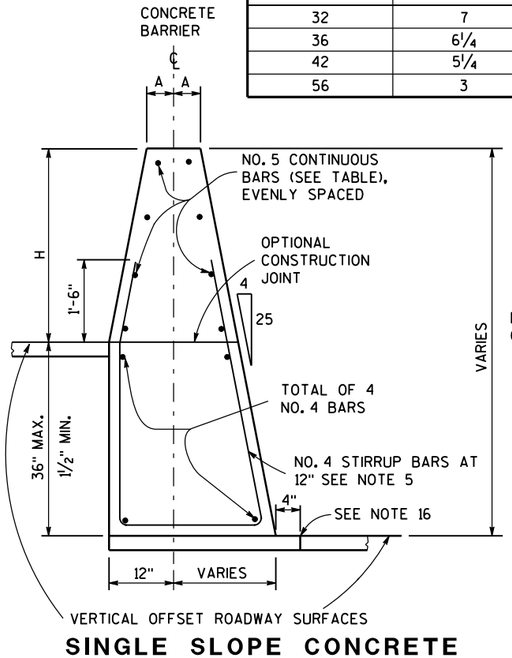

## DELINEATION

### DELINEATOR SPACING ON HORIZONTAL CURVES

| RADIUS OF CURVE | APPROXIMATE SPACING ON CURVE |
|---|---|
| 50 FEET | 20 FEET |
| 115 FEET | 25 FEET |
| 180 FEET | 35 FEET |
| 250 FEET | 40 FEET |
| 300 FEET | 50 FEET |
| 400 FEET | 55 FEET |
| 500 FEET | 65 FEET |
| 600 FEET | 70 FEET |
| 700 FEET | 75 FEET |
| 800 FEET | 80 FEET |
| 900 FEET | 85 FEET |
| 1000 FEET | 90 FEET |

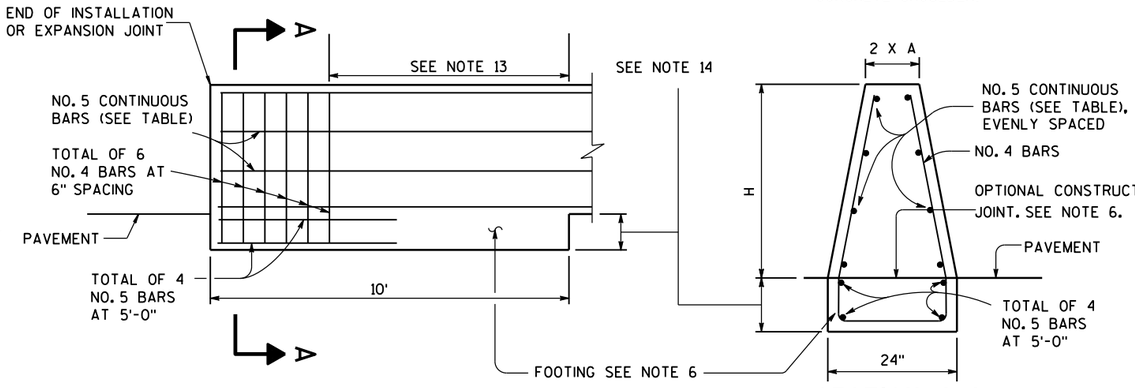
### DELINEATOR SPACING ON RADIUS GREATER THAN 1000 FEET OR TANGENT SECTIONS

| | LENGTH OF BARRIER | REFLECTOR SPACING | NO. SURFACES REFLECTORIZED | MIN. NO. REFLECTORS |
|---|---|---|---|---|
| ONE WAY TRAFFIC | < 200' | 50' C-C | 1 | 3 |
| | > 200' | 100' C-C | 1 | |
| TWO WAY TRAFFIC | < 200' | 25' C-C | 1 | 6 |
| | > 200' | 50' C-C | 1 | |
| TWO WAY TRAFFIC | < 200' | 50' C-C | 2 | 3 |
| | > 200' | 100' C-C | 2 | |




## SINGLE SLOPE CONCRETE BARRIER AND RETAINING WALL (TYPE S32A, TYPE S36A, TYPE S42A, TYPE S56A)

(BETWEEN ADJACENT ROADWAYS)




## END ANCHOR SINGLE SLOPE CONCRETE BARRIER

AT CONSTRUCTION JOINT

## SECTION A-A

CONCRETE BARRIER SINGLE SLOPE (CBSS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI 797

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S.D.D. 14 B 32-3a

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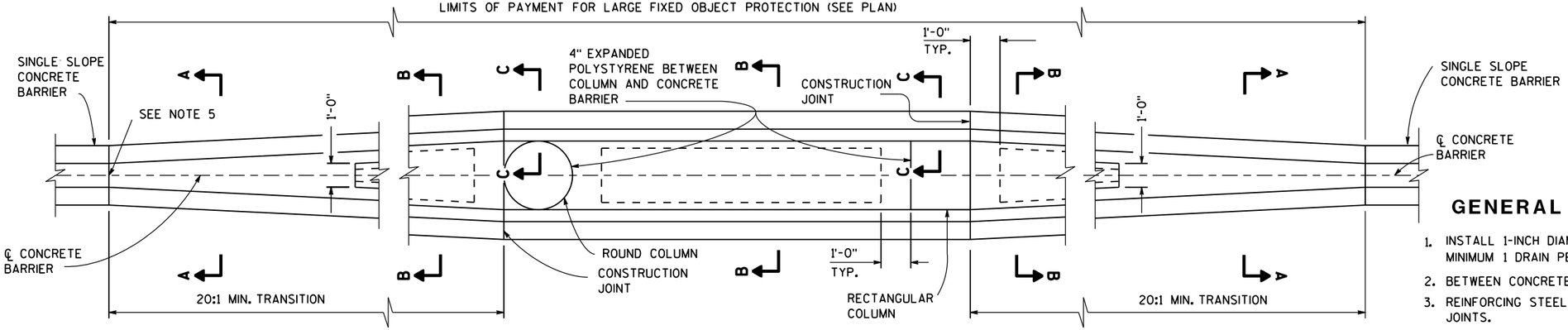
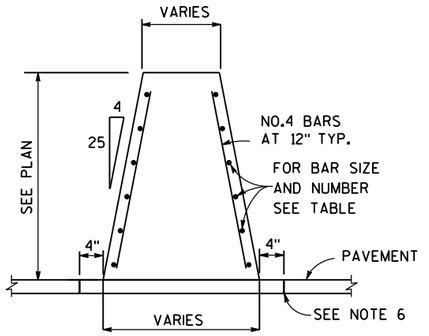
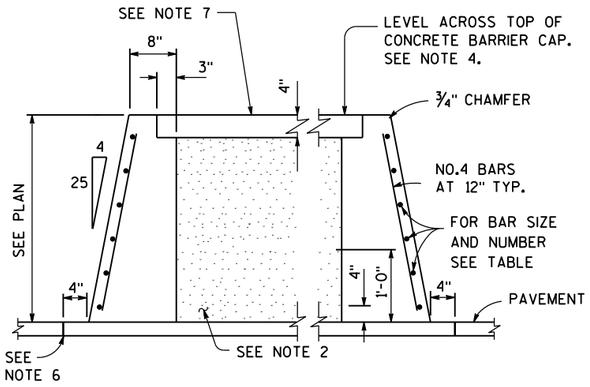
S.D.D. 14 B 32-3a



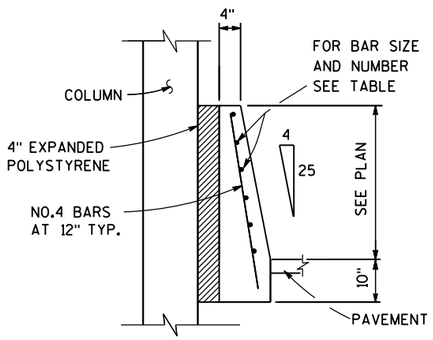

## LARGE FIXED OBJECTS PROTECTION
### TYPE S32, TYPE S36, TYPE S42, TYPE S56



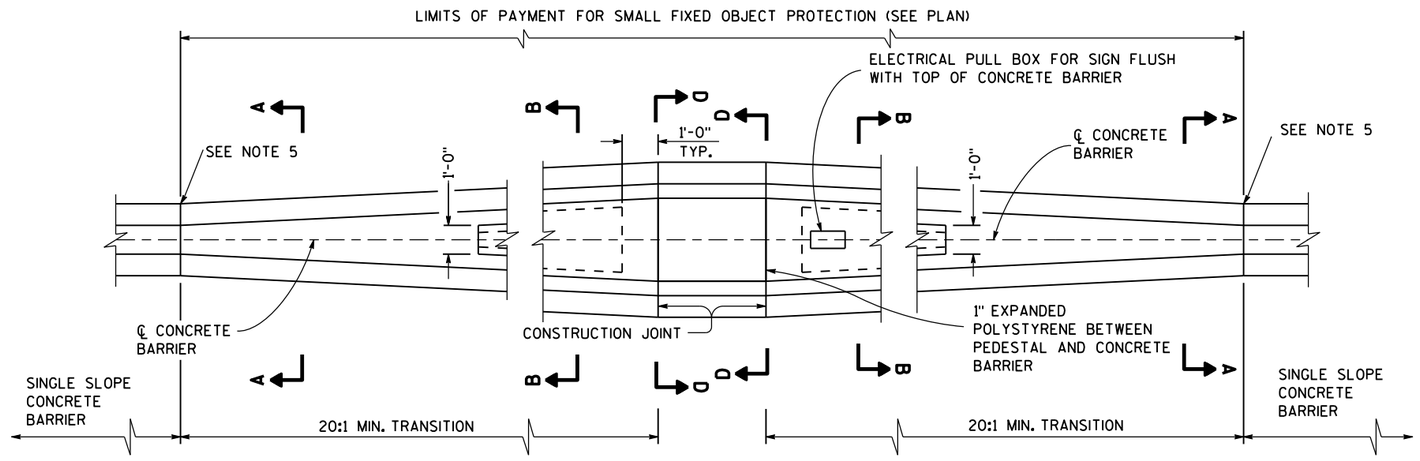

SECTION A-A




SECTION B-B



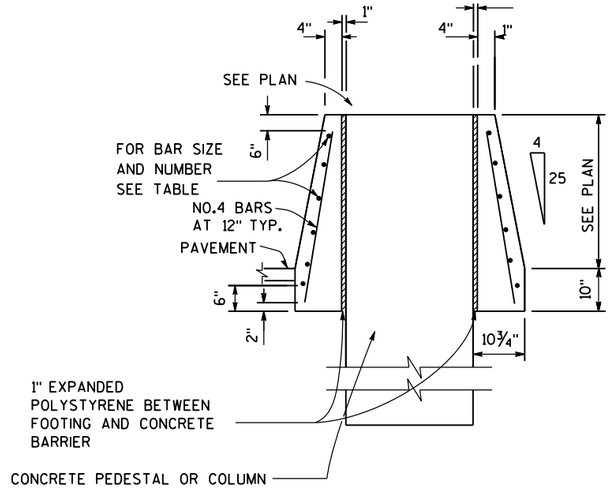

SECTION C-C




## SMALL FIXED OBJECTS PROTECTION
### TYPE S32, TYPE S36, TYPE S42, TYPE S56

## GENERAL NOTES

1. INSTALL 1-INCH DIAMETER DRAIN PIPE EVERY 20 FEET OF CROSS SECTION B-B. MINIMUM 1 DRAIN PER CAVITY.
2. BETWEEN CONCRETE BARRIER WALLS FILL WITH GRANULAR BACKFILL GRADE 2
3. REINFORCING STEEL SHALL EXTEND CONTINUOUS THROUGH CONSTRUCTION JOINTS.
4. ADJUST HEIGHT OF CONCRETE BARRIER WALL ON LOW SIDE OF OFFSET OR SUPERELEVATED ROADWAYS TO PROVIDE LEVEL GRADE ACROSS TOP OF CONCRETE CAP.
5. IF FIXED OBJECT PROTECTION IS INSTALLED FIRST, USE COLD JOINTS. IF CBSS PLACED FIRST, USE EXPANSION JOINT.
6. CONCRETE PAD UNDER CBSS MAY BE PLACED INTEGRAL WITH BARRIER, PLACED SEPARATELY OR PLACED WITH CONCRETE SHOULDER AND SAWED FULL DEPTH. SAWING OF CONCRETE SHOULDER IS INCIDENTAL TO CONCRETE BARRIER BID ITEM. CONCRETE PAD MINIMUM DEPTH IS 6 INCHES, OR EQUAL TO THE DEPTH OF THE CONCRETE SHOULDER.
7. USE NO. 3 BAR SPACED 12 INCHES CENTER TO CENTER (PLACED IN EACH DIRECTION) OR EQUIVALENT WIRE MESH.




SECTION D-D

| BARRIER HEIGHT H INCHES | BAR SIZE | NUMBER OF BARS EACH |
|---|---|---|
| 32 | 4 | 6 |
| 36 | 4 | 6 |
| 42 | 5 | 6 |
| 56 | 5 | 9 |

**CONCRETE BARRIER SINGLE SLOPE (CBSS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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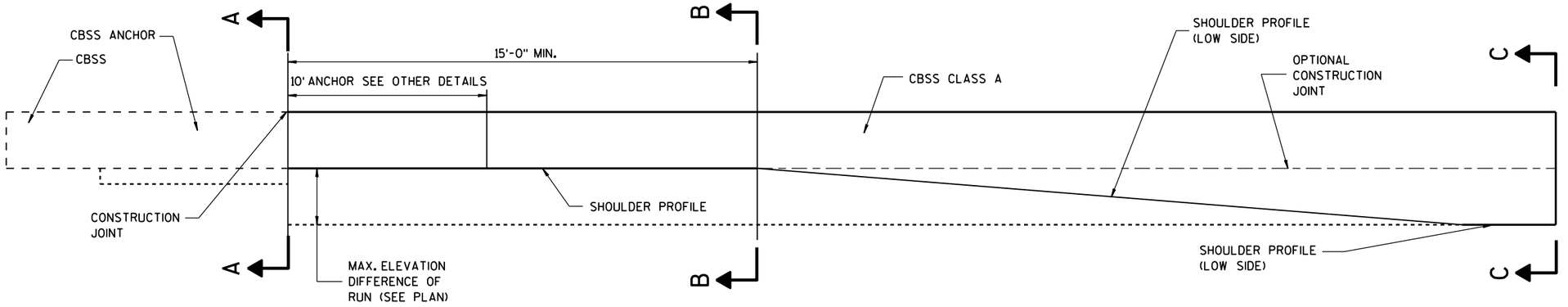
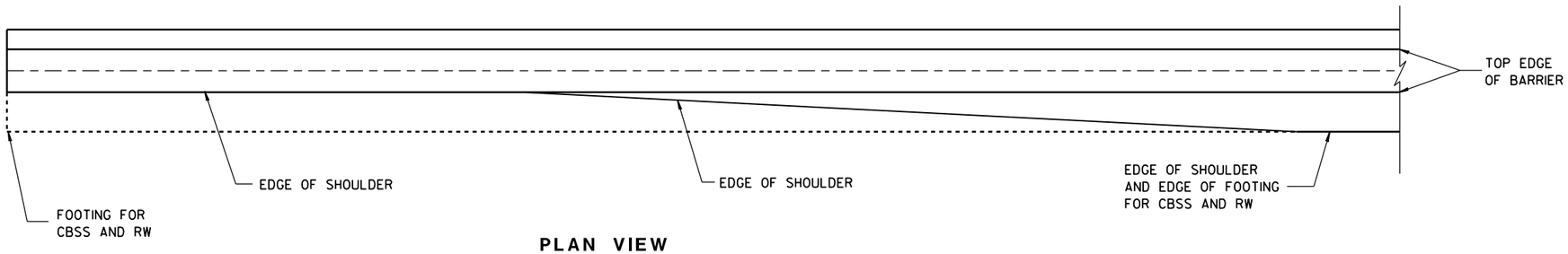
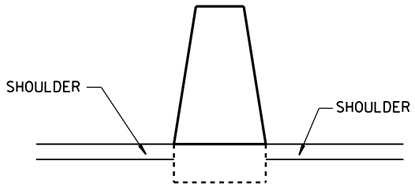
S.D.D. 14 B 32-3b



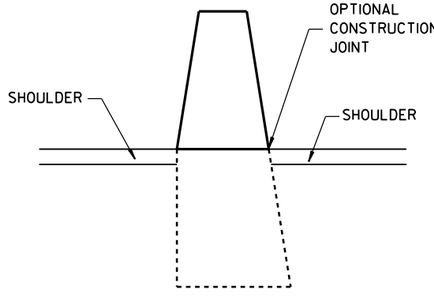

**ELEVATION VIEW**
**TRANSITION TO CBSS CLASS A**
**(TYPE S32A, TYPE S36A, TYPE S42A, TYPE S56A)**



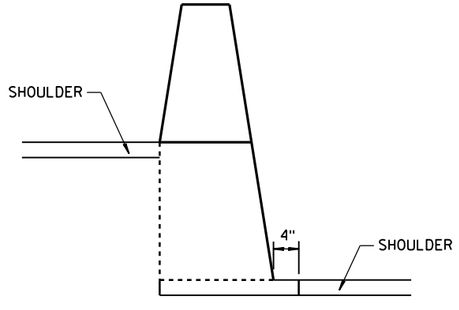

**PLAN VIEW**
**TRANSITION TO CBSS CLASS A**
**(TYPE S32A, TYPE S36A, TYPE S42A, TYPE S56A)**



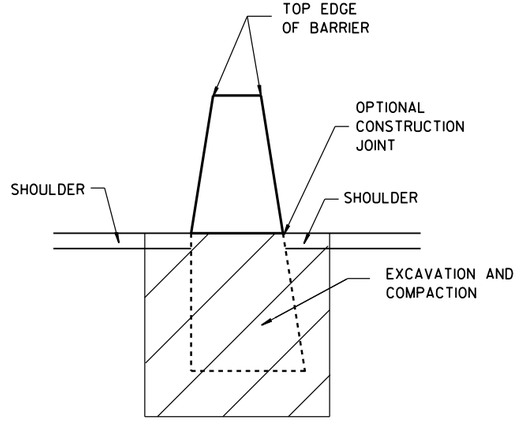

**SECTION A-A**




**SECTION B-B**




**SECTION C-C**

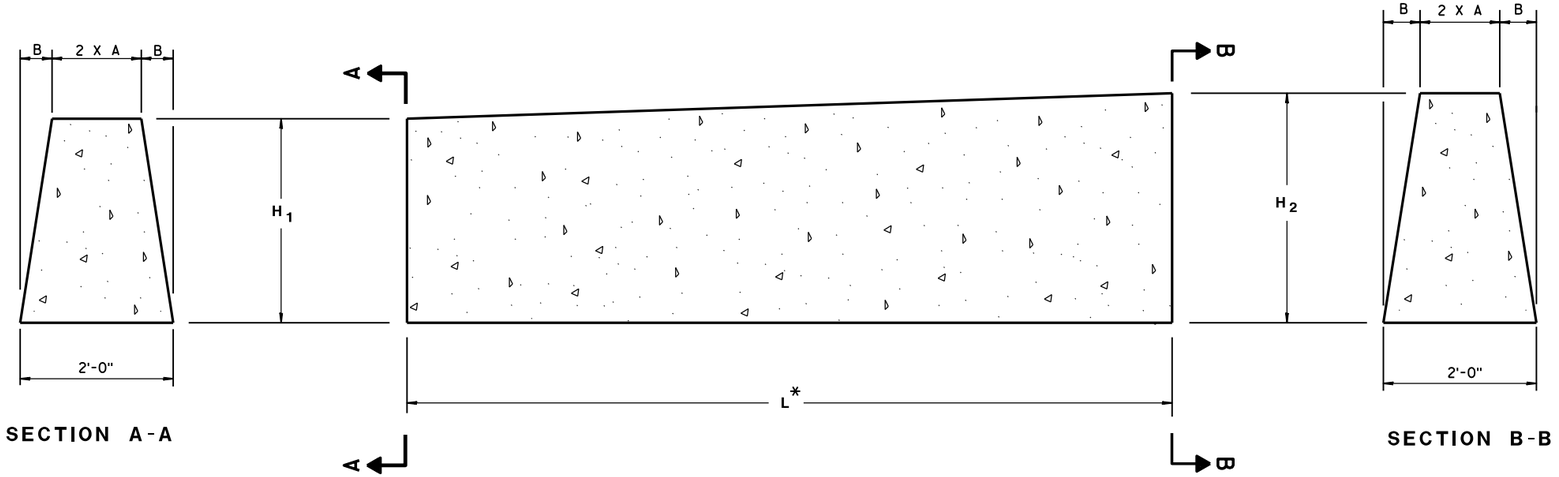



**CONCRETE BARRIER SINGLE SLOPE (CBSS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR




6
S.D.D. 14 B 32-3c




SECTION A-A

SECTION B-B

## DOUBLE COLD JOINT HEIGHT TRANSITION

### BARRIER DIMENSIONS

| BARRIER HEIGHT INCHES | A INCHES | B INCHES |
|---|---|---|
| 32 | 7 | 5 |
| 36 | 6 1/4 | 5 3/4 |
| 42 | 5 1/4 | 6 3/4 |
| 56 | 3 | 9 |

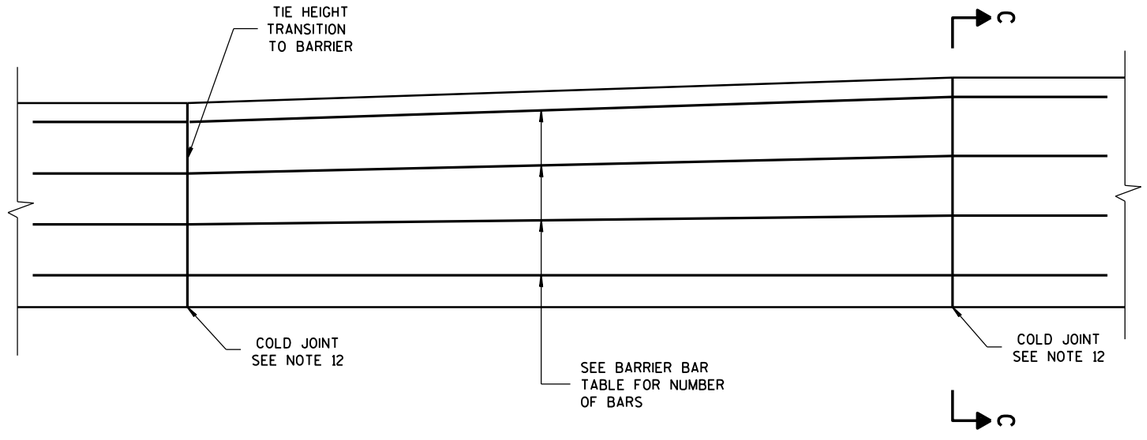
MULTIPLE HEIGHT TRANSITIONS MAY BE USED IN SEQUENCE TO GET TO APPROPRIATE HEIGHT.

USE COLD JOINT TO CONNECT MULTIPLE HEIGHT TRANSITIONS.

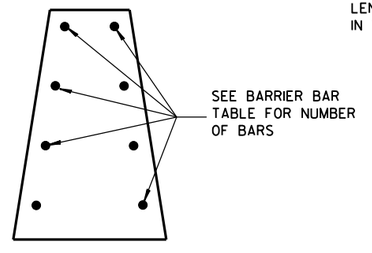
### BARRIER BARS

| $H_1$ | $H_2$ | L* | NUMBER OF NO. 5 BARS |
|---|---|---|---|
| 32" | 36" | 10'-0" | 8 |
| 36" | 42" | 10'-6" | 10 |
| 42" | 56" | 24'-6" | 11 |

* LENGTH OF DOUBLE COLD JOINT INCLUDED IN THE TOTAL LENGTH OF CBSS.




## STEEL REINFORCEMENT DETAIL




SECTION C-C

**CONCRETE BARRIER SINGLE SLOPE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2014 — DATE

/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA



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S.D.D. 14 B 32-3d

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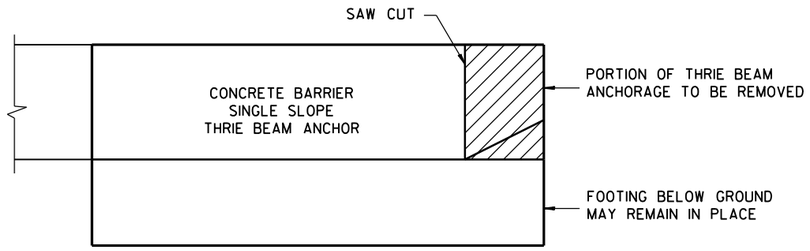
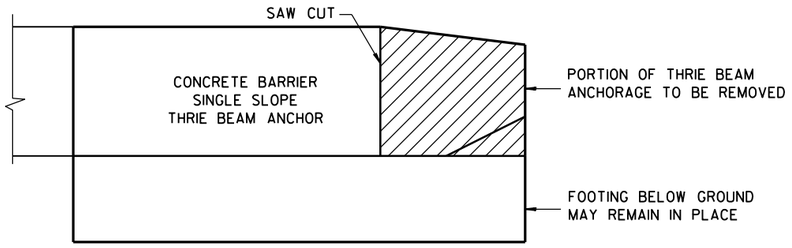
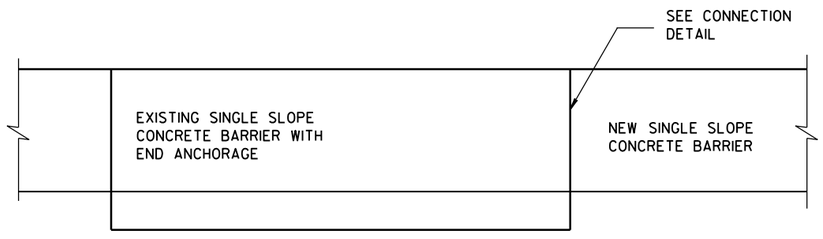
S.D.D. 14 B 32-3d



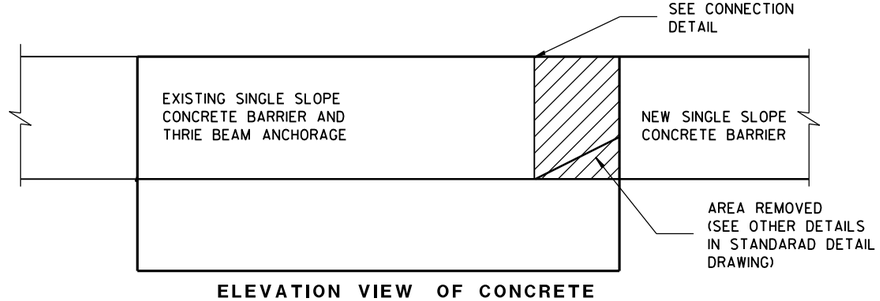

**REMOVAL AREA OF**
**32" CONCRETE THRIE BEAM ANCHORAGE**



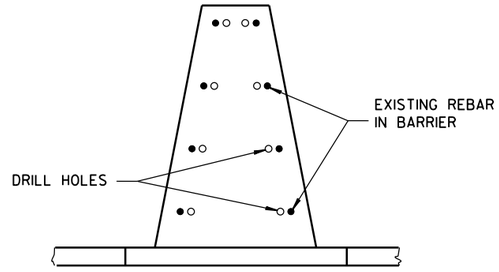

**REMOVAL AREA OF CONCRETE THRIE BEAM**
**ANCHORAGE WITH HEIGHT GREATER THAN 32"**




**ELEVATION VIEW OF CONCRETE**
**BARRIER EXTENSION NEAR END ANCHORAGE**



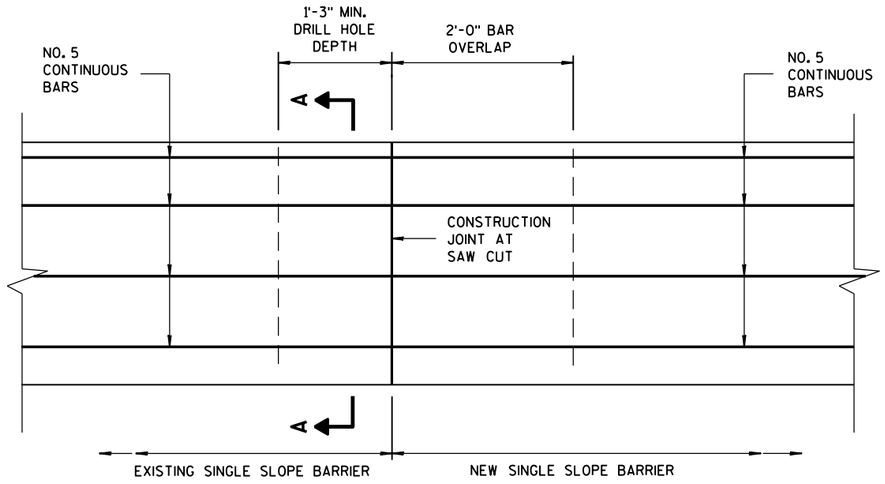

**ELEVATION VIEW OF CONCRETE**
**BARRIER EXTENSION NEAR THRIE BEAM TERMINAL**



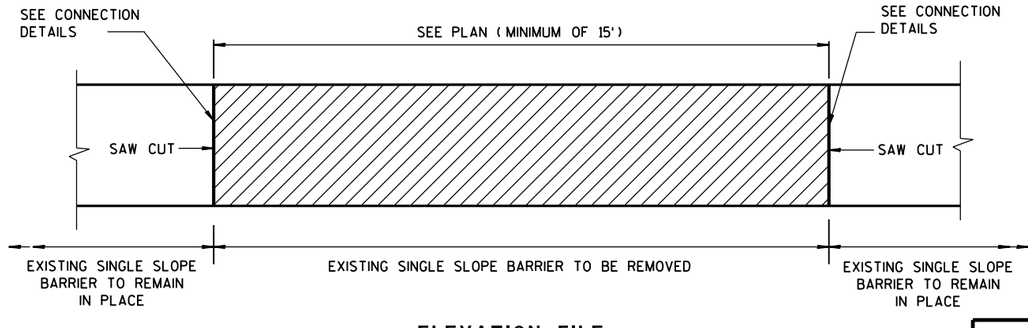

**SECTION A-A**

## GENERAL NOTES

1. THE NUMBER OF DRILL HOLES IS EQUAL TO THE NUMBER OF REBAR IN BARRIER (SEE OTHER DETAILS).
2. MINIMUM DEPTH OF DRILL HOLES IS 1'-3".
3. DRILL HOLES TO BE A MINIMUM OF 4 INCHES FROM THE EDGE OF CONCRETE.
4. INSTALL EPOXY COATED NO. 5 BARS IN DRILL HOLES.
5. END ANCHORAGE MAY OR MAY NOT BE PRESENT ON EXISTING BARRIER.
6. REMOVE THRIE BEAM ANCHORAGE AS SHOWN.




**CONNECTION OF EXISTING SINGLE SLOPE CONCRETE BARRIER TO**
**NEW SINGLE SLOPE CONCRETE BARRIER**




**ELEVATION FILE**
**BARRIER REMOVAL AND REPLACEMENT**

**CONCRETE BARRIER**
**SINGLE SLOPE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

# RETROFIT OR REPAIR SINGLE SLOPE CONCRETE BARRIER

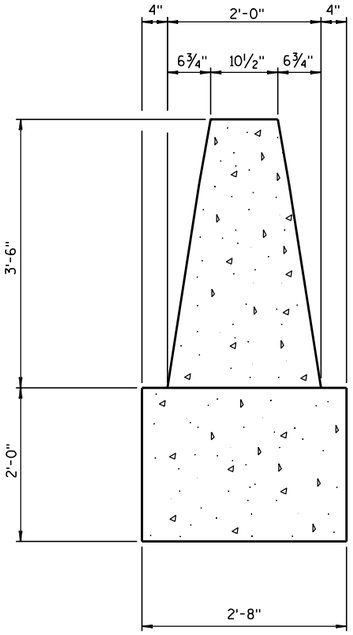


6

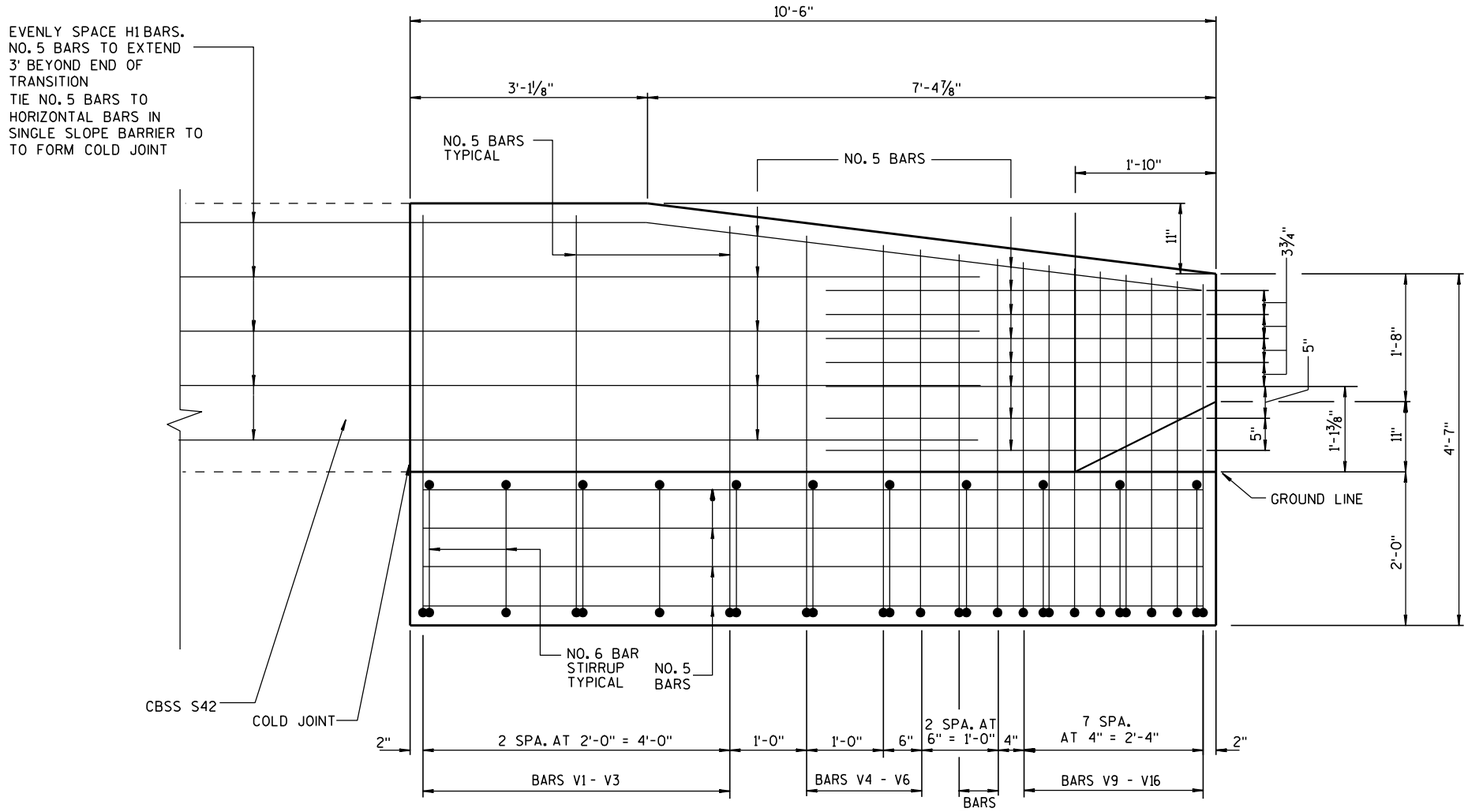
S.D.D. 14 B 32-3e

6

S.D.D. 14 B 32-3e

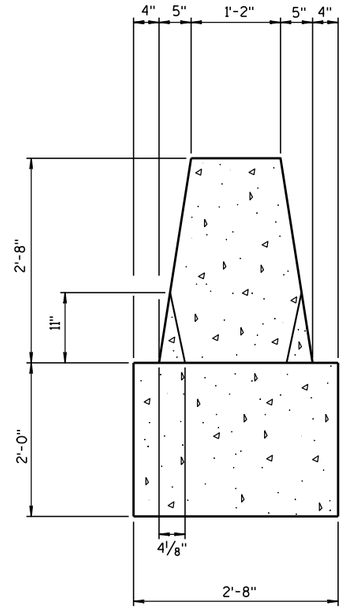



SECTION A-A

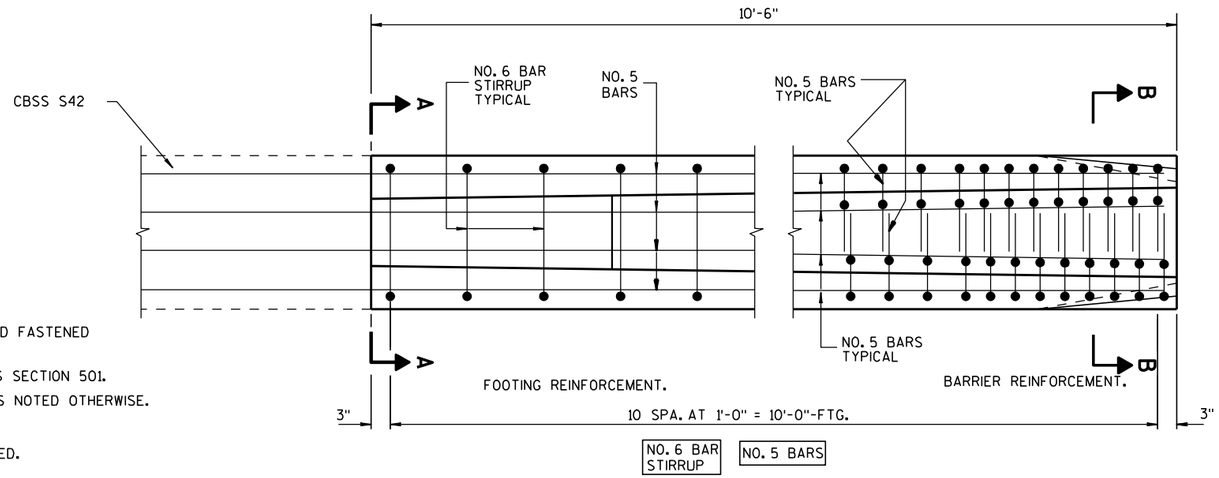



SEE SECTIONS ① THRU ⑯

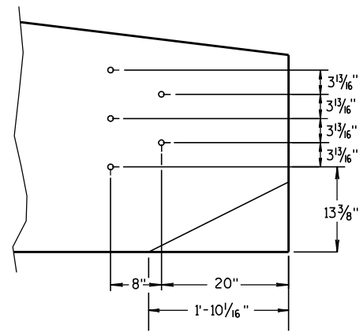
ELEVATION VIEW




SECTION B-B




PLAN VIEW




PVC PIPE LOCATIONS

## GENERAL NOTES

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2'LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS NOTED OTHERWISE.

4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE ¾" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS NOTED OTHERWISE.

THRIE BEAM ANCHOR INCIDENTAL TO CONCRETE BARRIER ITEM.

INSTALL SCHEDULE 40 PVC PIPE 1" DIAMETER AT LOCATIONS INDICATED.

EXTEND PVC PIPE COMPLETELY THROUGH BARRIER.

CUT ENDS OF PVC PIPE FLUSH WITH FINISHED FACE of BARRIER.

THE NUMBER IN BAR DESIGNATION REPRESENTS THE BARS LOCATION.

2" CLEAR COVER TYPICAL.

**CONCRETE BARRIER SINGLE SLOPE 42" THRIE BEAM ANCHOR**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



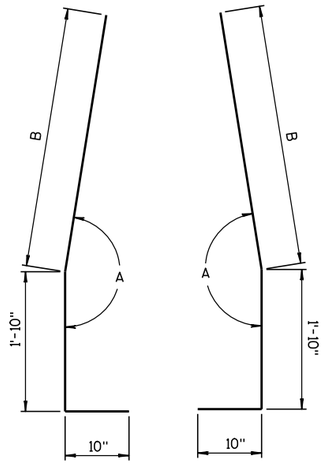


6

S.D.D. 14 B 33-1g

## BAR CHART
## SECTIONS V1 - V11

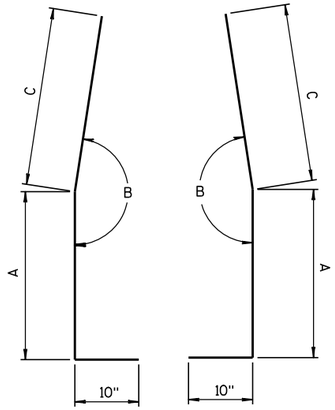
| BAR | A | B |
|---|---|---|
| V1 | 170°-50' | 3'-4½" |
| V2 | 171°-20' | 3'-4½" |
| V3 | 171°-30' | 3'-2½" |
| V4 | 171°-25' | 3'-1½" |
| V5 | 171°-15' | 3'-0" |
| V6 | 171°-15' | 2'-11" |
| V7 | 171°-20' | 2'-10½" |
| V8 | 171°-10' | 2'-9½" |
| V9 | 171°-10' | 2'-9" |
| V10 | 171°-05' | 2'-8½" |
| V11 | 171°-10' | 2'-8" |




**BAR BENDING DETAIL**
**FOR BARS V1 - V11**

## BAR CHART
## SECTIONS V12 - V13

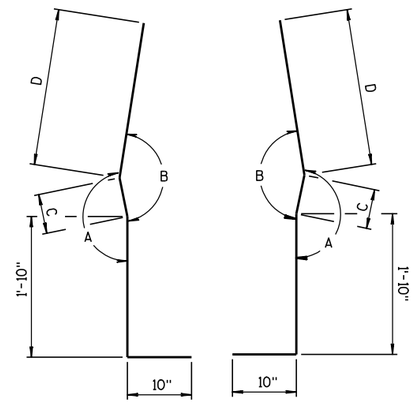
| BAR | A | B | C |
|---|---|---|---|
| V12 | 2'-2" | 171°-15' | 2'-3½" |
| V13 | 2'-7" | 171°-05' | 1'-10" |



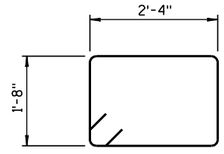

**BAR BENDING DETAIL**
**FOR BARS V12 - V13**

## BAR CHART
## SECTIONS V14 - V16

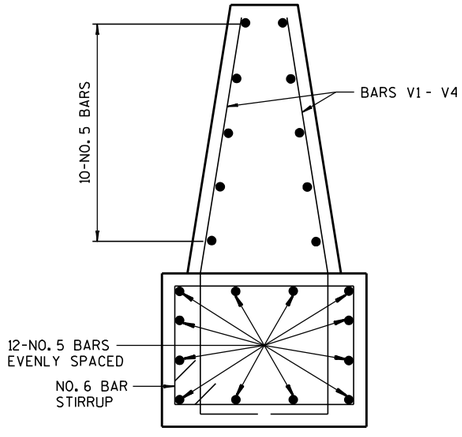
| BAR | A | B | C | D |
|---|---|---|---|---|
| V14 | 168°-15' | 159°-15' | 6" | 2'-0" |
| V15 | 169°-20' | 161°-00' | 8" | 1'-10" |
| V16 | 168°-40' | 160°-10' | 10" | 1'-8" |



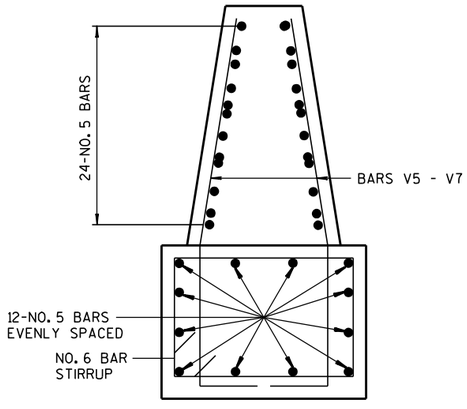

**BAR BENDING DETAIL**
**FOR BARS V14 - V16**



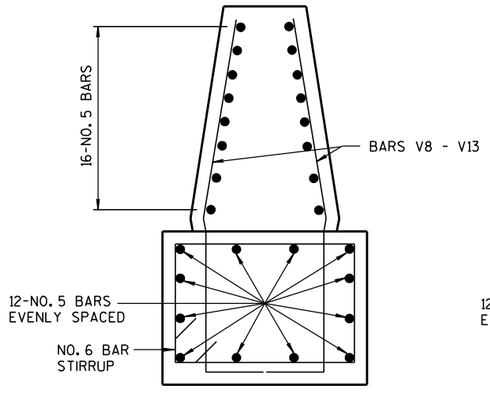

**STIRRUP BAR**
**BENDING DETAIL**



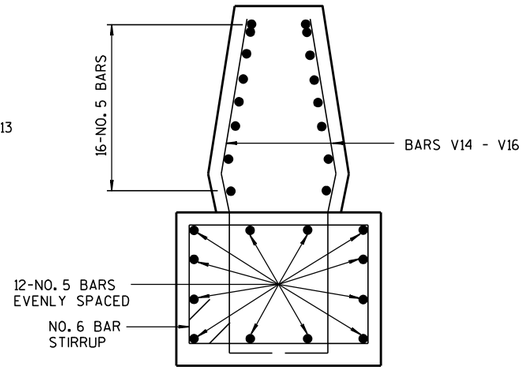

**BAR DETAIL**
**SECTIONS V1 - V4**




**BAR DETAIL**
**SECTIONS V5 - V7**




**BAR DETAIL**
**SECTIONS V8 - V13**




**BAR DETAIL**
**SECTIONS V14 - V16**

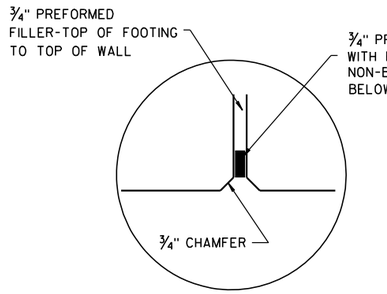
**CONCRETE BARRIER**
**SINGLE SLOPE 42"**
**THRIE BEAM ANCHOR**

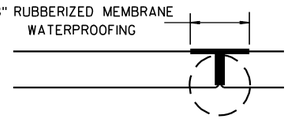
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6-3-2010 DATE
/S/ Jerry H. Z---
ROADWAY STANDARDS ENGINEER
FHWA

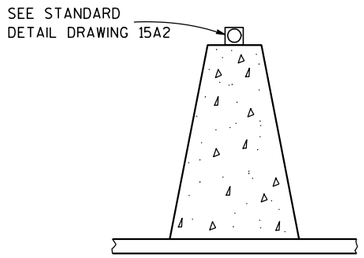


6
S.D.D. 14 B 33-1h




**VERTICAL EXPANSION JOINT**




**DELINEATION**

## SPACING FOR DELINEATORS ON HORIZONTAL CURVES

| RADIUS OF CURVE | APPROXIMATE SPACING ON CURVE |
|---|---|
| 50 FEET | 20 FEET |
| 115 FEET | 25 FEET |
| 180 FEET | 35 FEET |
| 250 FEET | 40 FEET |
| 300 FEET | 50 FEET |
| 400 FEET | 55 FEET |
| 500 FEET | 65 FEET |
| 600 FEET | 70 FEET |
| 700 FEET | 75 FEET |
| 800 FEET | 80 FEET |
| 900 FEET | 85 FEET |
| 1000 FEET | 90 FEET |

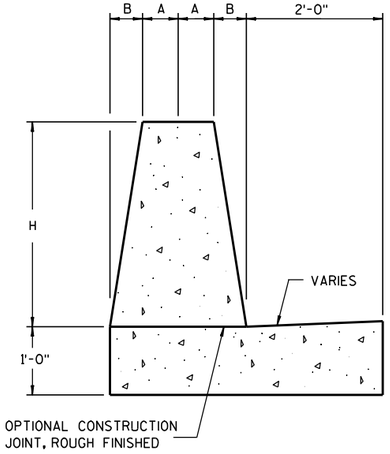
## GENERAL NOTES

PROVIDE EXPANSION JOINTS WHERE EXISTING EXPANSION JOINTS OR AT THE END OF EACH POUR.

NO HORIZONTAL STEEL CROSSES EXPANSION JOINTS.

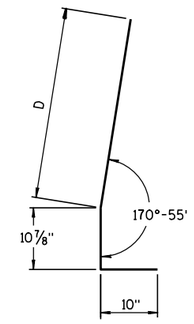
CONSTRUCT PER STANDARD SPECIFICATION 603.
SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASETENED TOGETHER UNLESS NOTED OTHERWISES.
4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS 501.
USE ¾" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS NOTED OTHERWISE.
2" CLEAR COVER (TYP.)

**CONSTRUCTION JOINT**

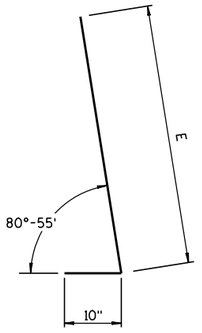



**ROADSIDE RETAINING WALL**

| BARRIER HEIGHT H INCHES | A INCHES | B INCHES | NUMBER OF NO. 5 BARS EACH |
|---|---|---|---|
| 36 | 6¼ | 5¾ | 8 |
| 42 | 5¼ | 6¾ | 10 |
| 56 | 3 | 9 | 11 |




**V1 BAR BENDING DETAIL**



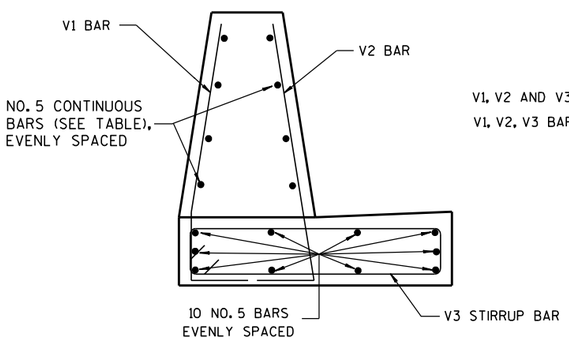

**V2 BAR BENDING DETAIL**

## REFLECTOR SPACING

| | LENGTH OF BARRIER | REFLECTOR SPACING | NO. SURFACES REFLECTORIZED | MIN. NO. REFLECTORS |
|---|---|---|---|---|
| ONE WAY TRAFFIC | < 200'<br>> 200' | 50' C-C<br>100' C-C | 1<br>1 | 3 |
| TWO WAY TRAFFIC | < 200'<br>> 200' | 25' C-C<br>50' C-C | 1<br>1 | 6 |
| TWO WAY TRAFFIC | < 200'<br>> 200' | 50' C-C<br>100' C-C | 2<br>2 | 3 |

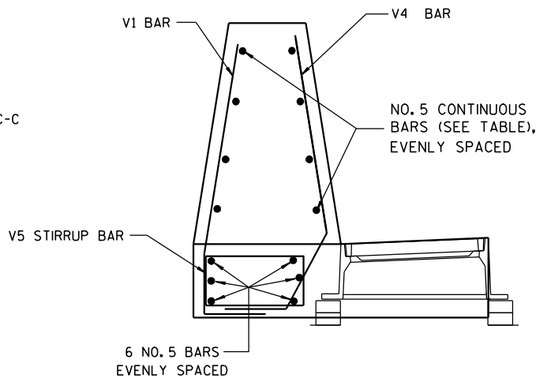
## BAR CHART ROADSIDE RETAINING WALL

| BARRIER HEIGHT | V1 BAR D | V2 BAR E | V4 BAR F |
|---|---|---|---|
| 36" | 2'-9⅝" | 3'-9¾" | 2'-8" |
| 42" | 3'-3⅝" | 4'-2⅝" | 3'-2⅛" |
| 56" | 4'-7½" | 5'-6½" | 4'-4⅜" |

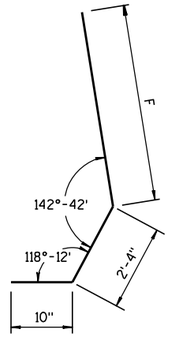



V1, V2 AND V3 ARE SPACED 18" C-C
V1, V2, V3 BARS ARE NO. 5 BARS

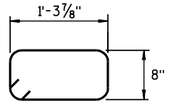
**ROADSIDE RETAINING WALL NORMAL BAR PLACEMENT**




**ROADSIDE RETAINING WALL BAR PLACEMENT NEAR INLET**




**V4 BAR BENDING DETAIL**




**V5 STIRRUP BAR BENDING DETAIL**

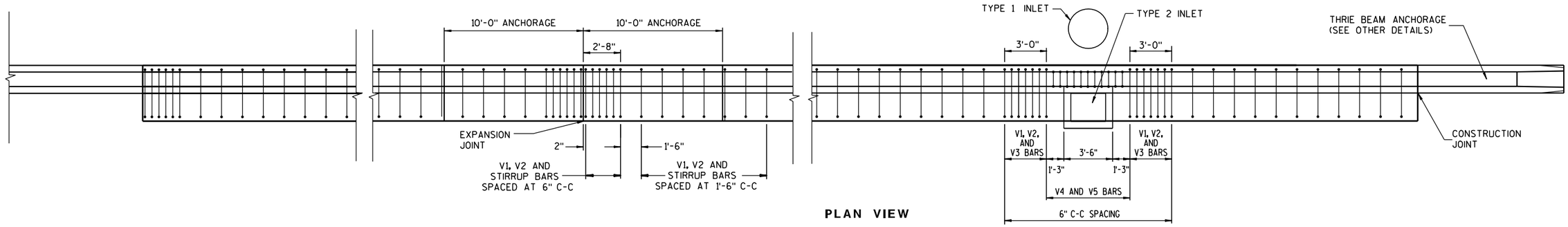
**V3 STIRRUP BAR BENDING DETAIL**

**SINGLE SLOPE ROADSIDE RETAINING WALL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

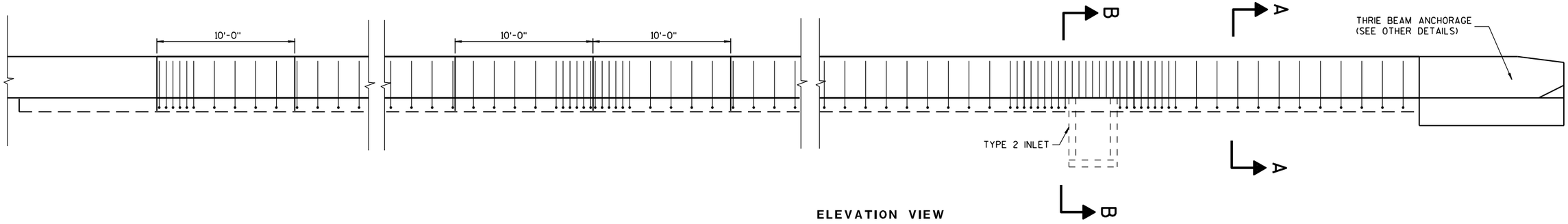



6
S.D.D. 14 B 41-1a



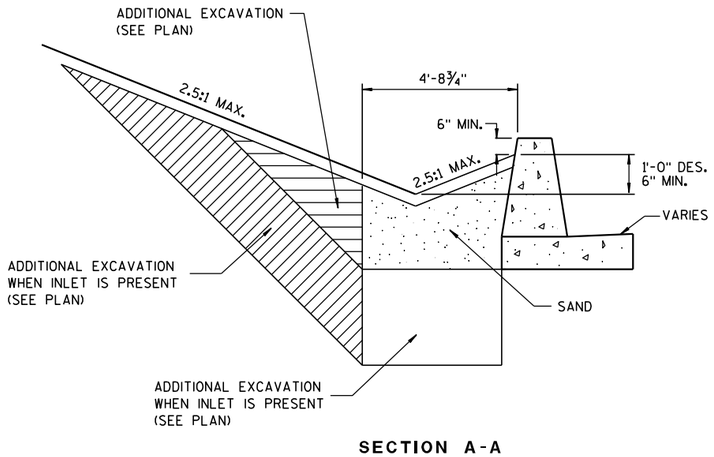

**PLAN VIEW**

NOTE: HORIZONTAL BARS ARE NOT SHOWN
SEE OTHER DETAILS FOR HORIZONTAL BARS.

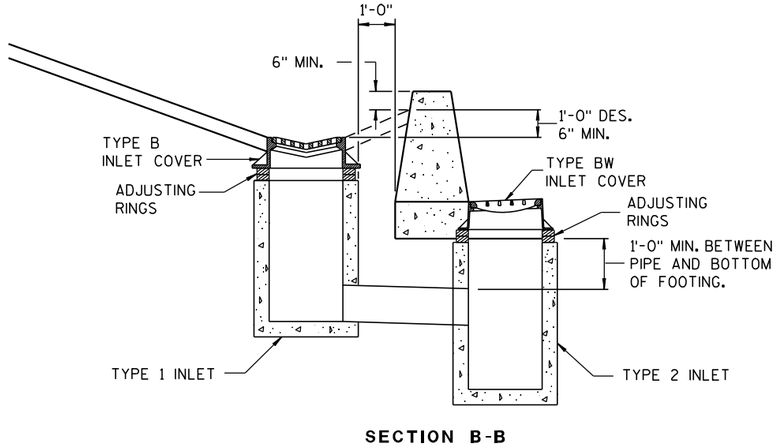



**ELEVATION VIEW**

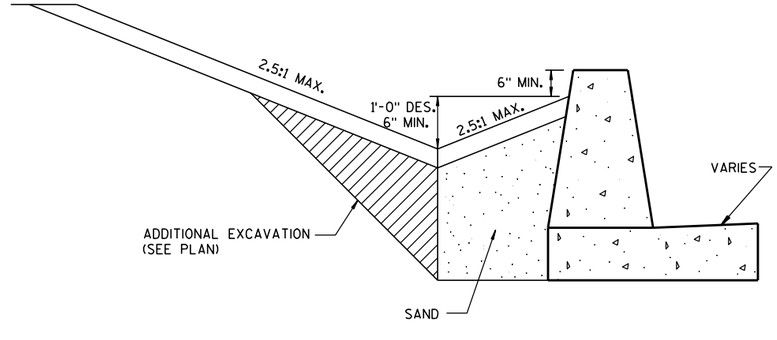
NOTE: HORIZONTAL BARS ARE NOT SHOWN
SEE OTHER DETAILS FOR HORIZONTAL BARS.




**SECTION A-A**




**SECTION B-B**




**MINIMUM DESIGN OF EARTH WORK**

**MINIMUM DESIGN OF EARTH WORK FOR INLET**

**SINGLE SLOPE ROADSIDE RETAINING WALL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/13/2011
DATE
FHWA

/S/ Jerry H. Zaaa
ROADWAY STANDARDS ENGINEER 805 ENT

6

S.D.D. 14 B 41-1b

6

S.D.D. 14 B 41-1b

## GENERAL NOTES

(1) WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

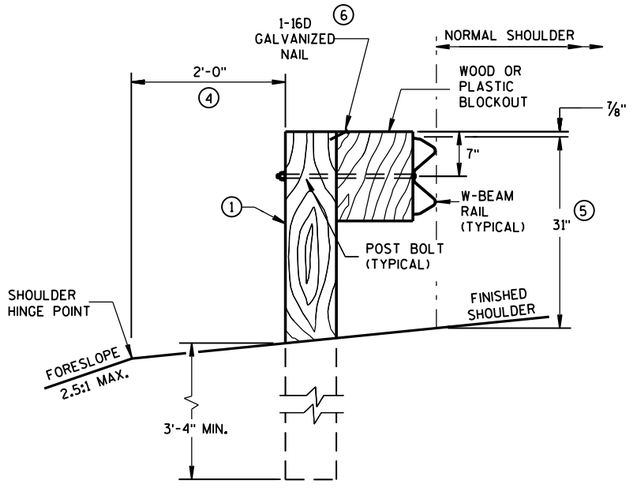
(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2½ INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

(4) WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

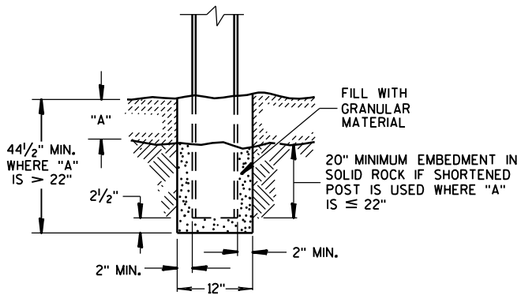
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ± 1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27¾" TO 32".

(6) WHEN USING STEEL POST AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.



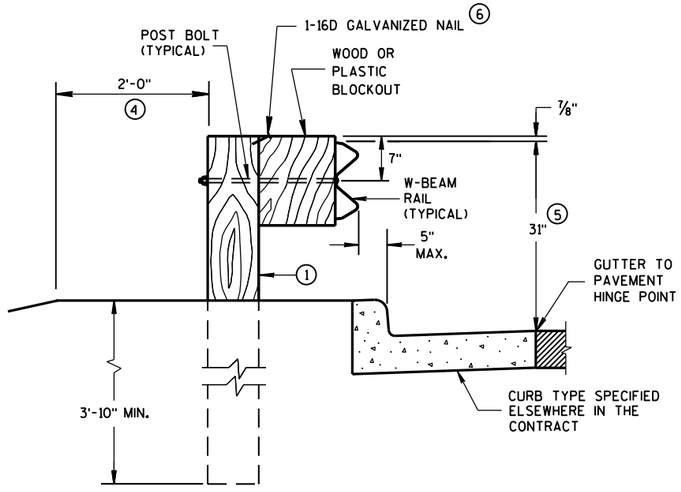

END VIEW

LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



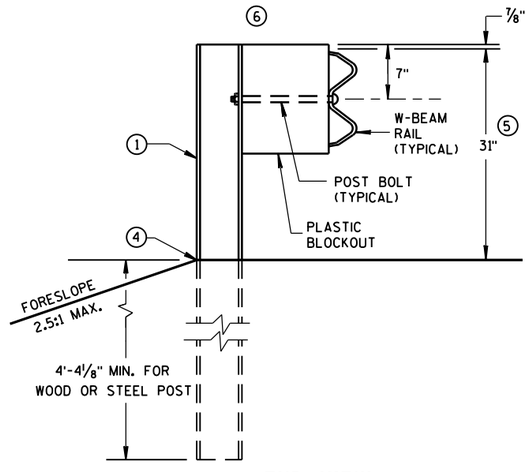

END VIEW

SETTING STEEL OR WOOD POST IN ROCK (3)



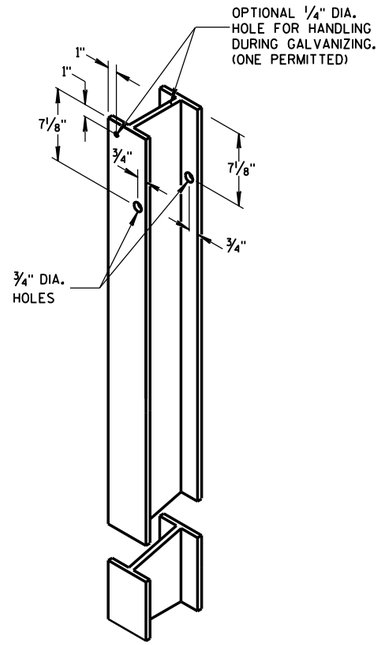

END VIEW

LOCATED ALONG A CURBED ROADWAY

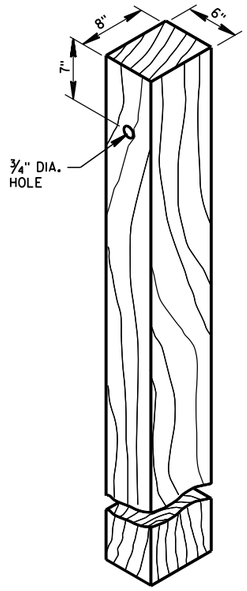



END VIEW

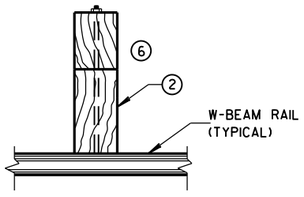
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



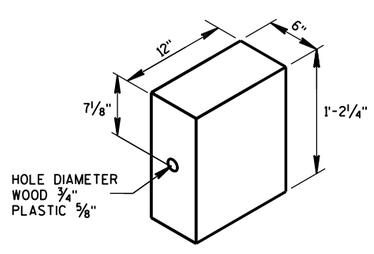

STEEL POST &
HOLE PUNCHING DETAIL
(w6X9) (1)



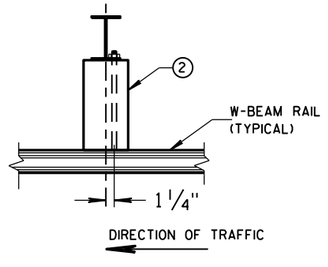

WOOD POST
(6" X 8") NOMINAL (1)




PLAN VIEW
WOOD POST,
BLOCKOUT & BEAM




WOOD OR
PLASTIC BLOCKOUT (2)




PLAN VIEW
STEEL POST,
PLASTIC BLOCKOUT & BEAM

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI





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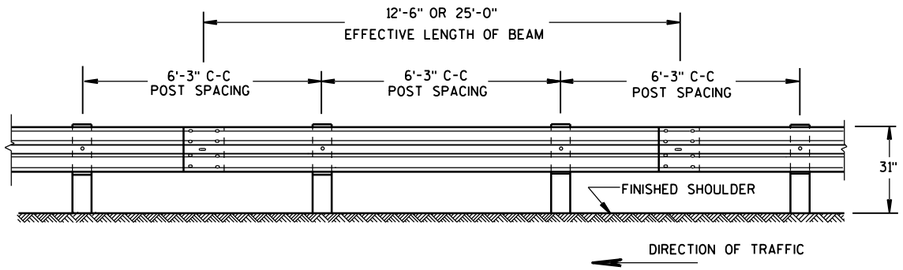
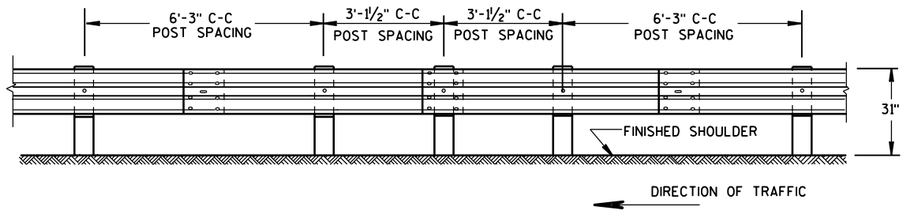
S.D.D. 14 B 42-3a



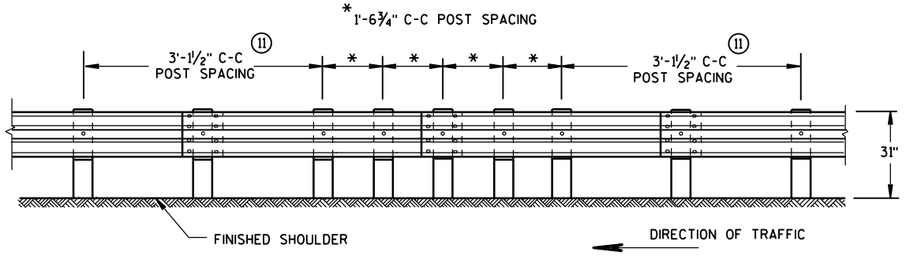

FRONT VIEW

## POST SPACING STANDARD INSTALLATION



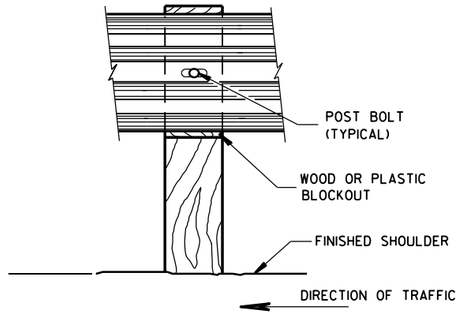

FRONT VIEW

## HALF POST SPACING (HS) AND HALF POST SPACING WITH LONGER POSTS (K)

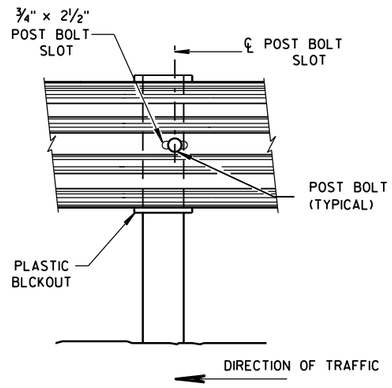



FRONT VIEW

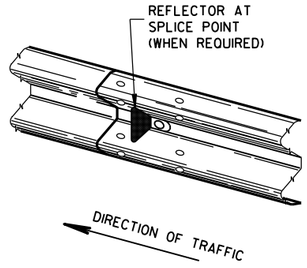
## QUARTER POST SPACING (QS)

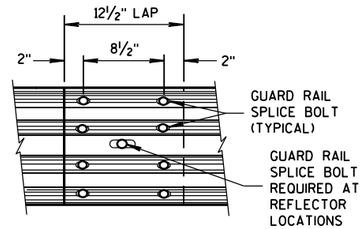



FRONT VIEW AT WOOD POST



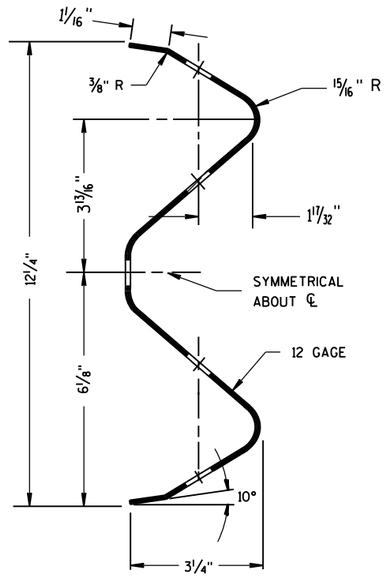

FRONT VIEW AT STEEL POST



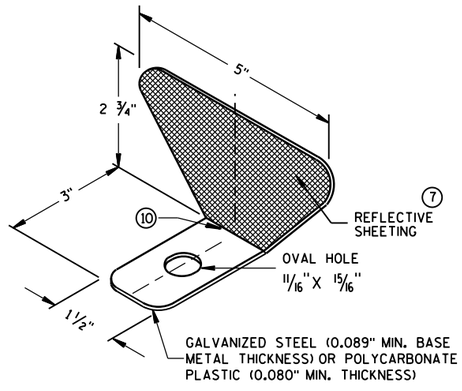




FRONT VIEW

MID-SPAN BEAM SPLICE




SECTION THRU W-BEAM RAIL




## ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION ⑦

## GENERAL NOTES

⑦ PROVIDE SILVER REFLECTIVE SHEETING ON ALL REFLECTORS EXCEPT THOSE LOCATED ALONG THE LEFT EDGE OF ONE-WAY ROADWAYS, WHICH SHALL BE PROVIDED WITH YELLOW REFLECTIVE SHEETING. SHEETING IS TYPE H. SEE STANDARD SPECIFICATION 637.

⑧ DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL. RAIL SPLICE LOCATIONS ARE THE ONLY ACCEPTABLE LOCATIONS FOR REFLECTORS.

⑨ REVERSE EVERY OTHER REFLECTOR FOR 2-WAY VISIBILITY. THE CONTRACTOR MAY FURNISH TWO-SIDED REFLECTORS IN LIEU OF ONE-SIDED REFLECTORS.

⑩ PROVIDE AN ANGLE OF BEND OF 90° ± 1° FOR TWO-SIDED REFLECTORS.

⑪ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

POST BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

### REFLECTOR SPACING ⑧

| | BEAM GUARD LENGTH | REFLECTOR SPACING | NO. SURFACES REFLECTORIZED | MIN. NO. REFLECTORS |
|---|---|---|---|---|
| ONE WAY TRAFFIC | < 200' | 50' C-C | 1 | 3 |
| | > 200' | 100' C-C | 1 | |
| TWO WAY TRAFFIC | < 200' | 25' C-C | 1 ⑨ | 6 |
| | > 200' | 50' C-C | 1 | |
| TWO WAY TRAFFIC | < 200' | 50' C-C | 2 | 3 |
| | > 200' | 100' C-C | 2 ⑩ | |

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO 807

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S.D.D. 14 B 42-3b

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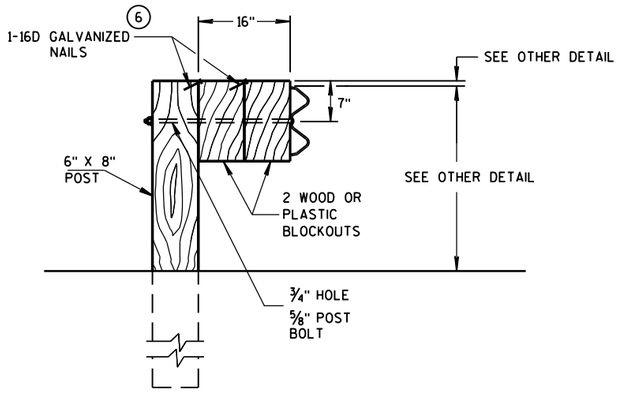
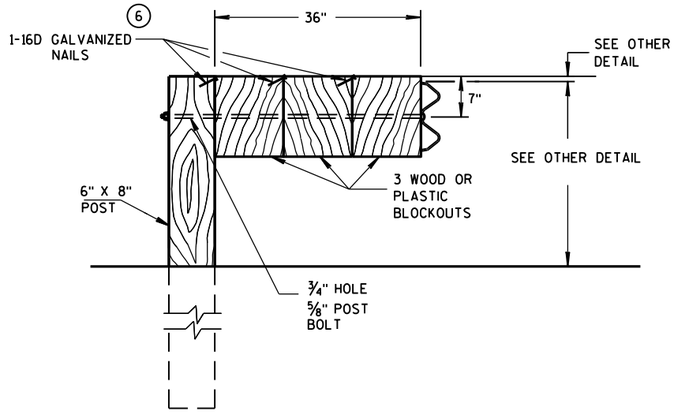
S.D.D. 14 B 42-3b




## DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.

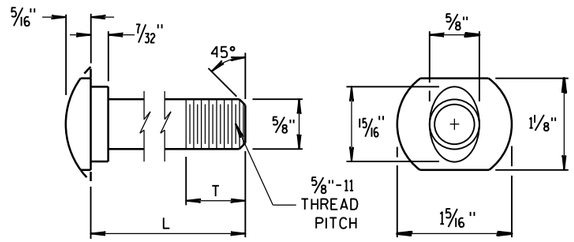



## DETAIL FOR 36" BLOCKOUT DEPTH

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

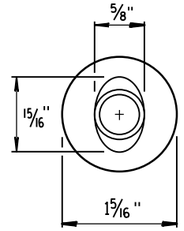
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

NOTE: 1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 1/16".
2. IF THE BOLT EXTENDS MORE THAN 1/4" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

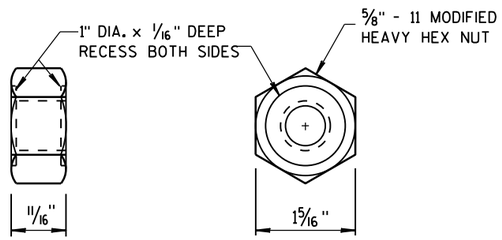



### POST BOLT TABLE

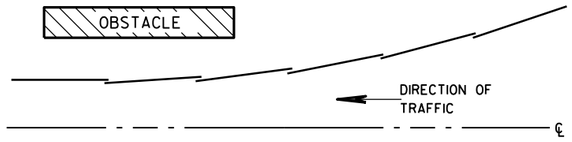
| L | T (MIN.) |
|---|---|
| 1 1/4" | 1 1/8" |
| 2" | 1 3/4" |
| 10" | 4" |
| 14" | 4 1/16" |
| 18" | 4" |
| 21" | 4 1/16" |
| 25" | 4" |




ALTERNATE BOLT HEAD

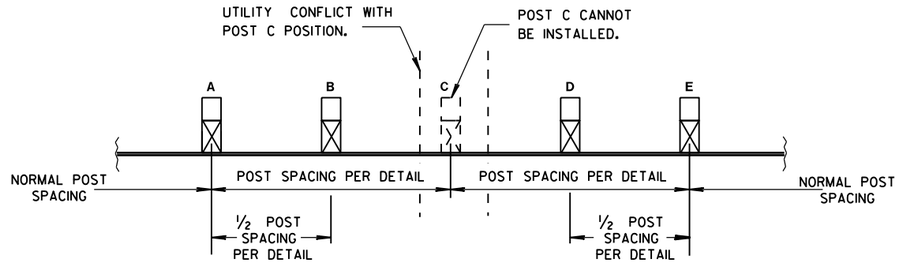



## POST BOLT AND RECESS NUT

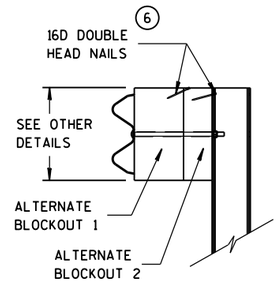



PLAN VIEW

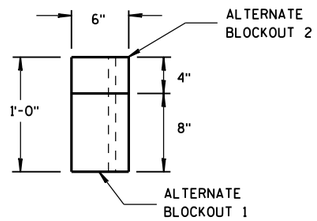
## BEAM LAPPING DETAIL




## POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION




SIDE VIEW




TOP VIEW

## ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014
DATE
FHWA

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

808

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S.D.D. 14 B 42-3c

6

S.D.D. 14 B 42-3c

## GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL), AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED.

(C) DIFFERENT MANUFACTURES REQUIRE DIFFERENT PERFORATED W-BEAM RAIL END PANELS. SEE MANUFACTURES INFORMATION.

(D) THE TOP OF THE STEEL TUBE ON POST 1 AND POST 2 SHALL NOT BE MORE THAN 3" ABOVE THE FINISH GROUND ELEVATION.

(F) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF-TAPPING SCREWS. ONE SCREW PER CORNER.

(G) ½" DIAMETER X 3" LONG LAG BOLT AND WASHER.

(H) HARDWARE VARIES BETWEEN DIFFERENT MANUFACTURES. SEE MANUFACTURE'S DRAWING FOR INFORMATION.

(I) DIMENSIONS MAY VARY. SEE MANUFACTURE'S INFORMATION.

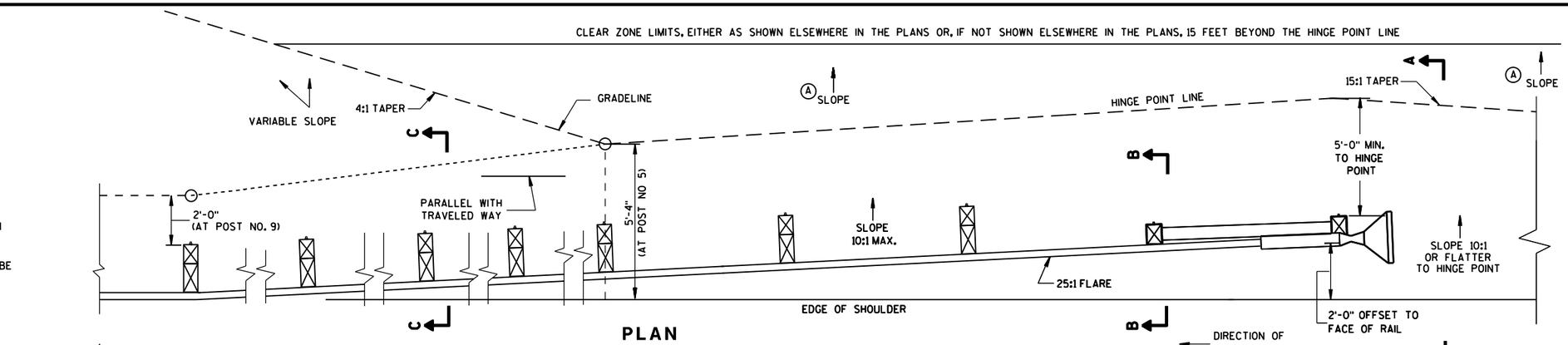
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

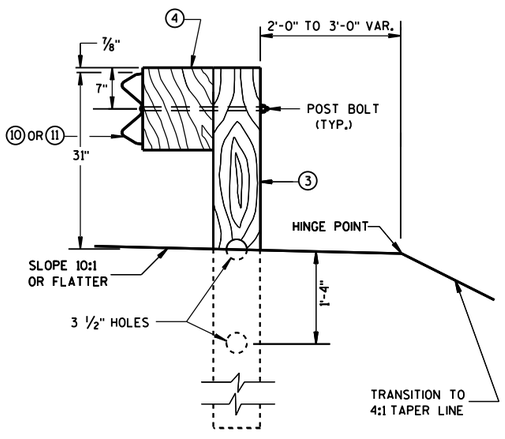
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

W-BEAM RAIL SPLICES ARE LOCATED AT POST NUMBER 3, AND BETWEEN POST 5 AND 6, BETWEEN POSTS 7 AND 8, AND MIDDLE OF THE SPAN AFTER POST 9.

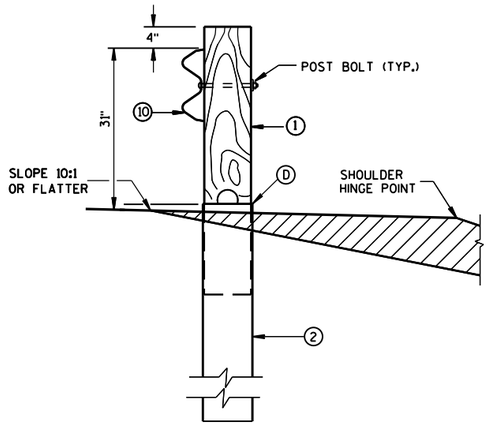
THE CENTER OF THE UPPER 3½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE.



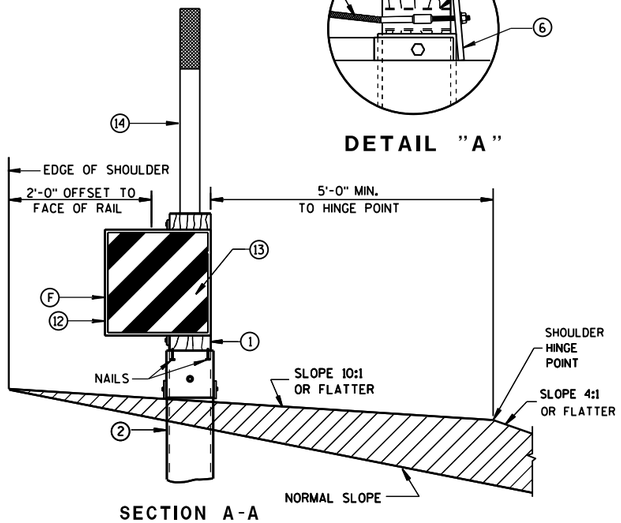

ELEVATION



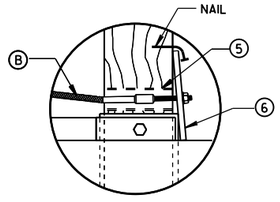

SECTION C-C
TYPICAL AT POST NOS. 3-9



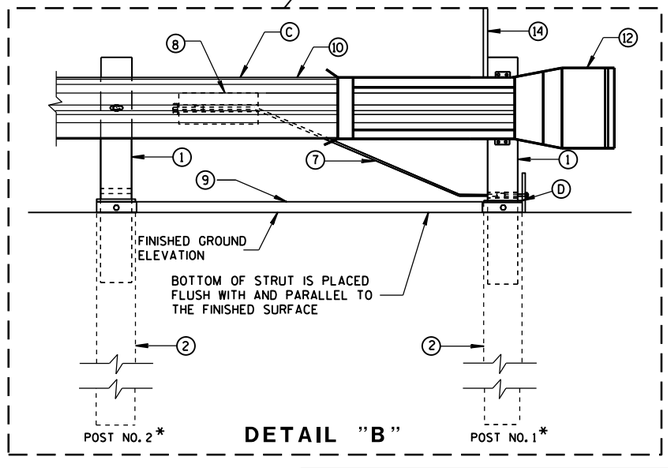

SECTION B-B
TYPICAL AT POST NO. 2*




SECTION A-A
TYPICAL AT POST NO. 1*




DETAIL "A"




DETAIL "B"

**MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO 809

S.D.D. 14 B 44-2a

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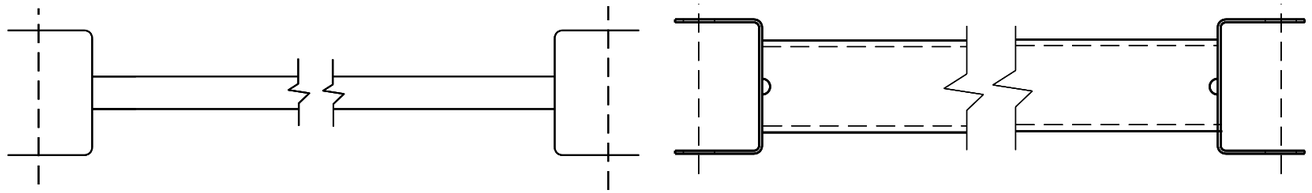
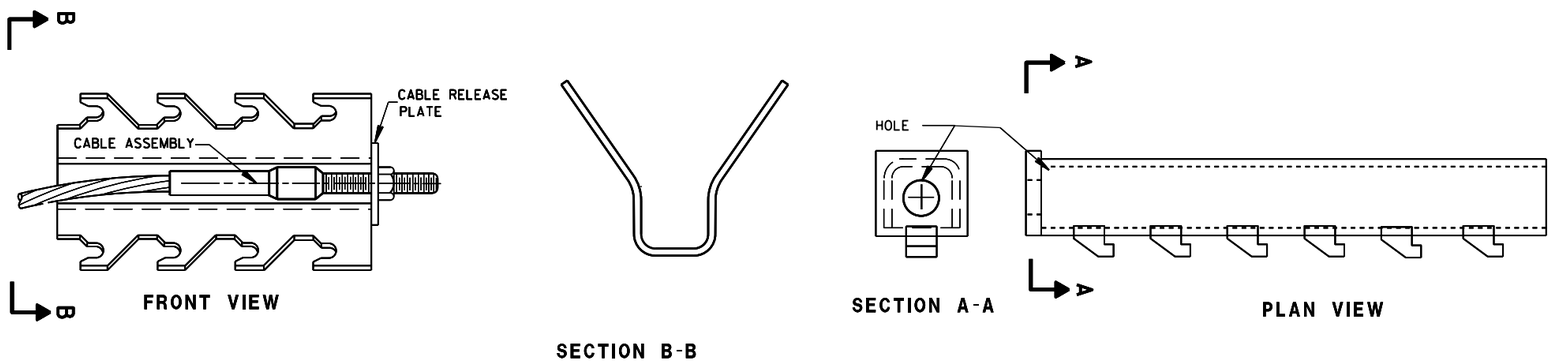


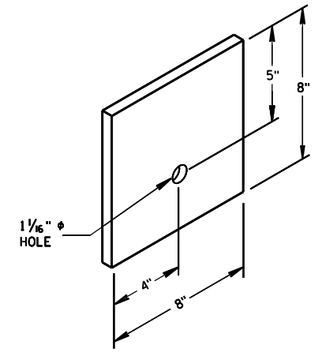
GENERIC GROUND STRUT (9) (H)

## BILL OF MATERIALS

| PART NO. | DESCRIPTION<br>MATERIALS PROVIDED BY MGS EAT MANUFACTURER.<br>SEE MANUFACTURER'S DETAILS FOR MORE INFORMATION. |
|---|---|
| (1) | WOOD BREAKAWAY POST |
| (2) | 6" X 8" X 0.188", 6'-0" LONG FOUNDATION TUBE<br>AT POSTS 1 AND 2 |
| (3) | WOOD CRT |
| (4) | WOOD BLOCKOUT |
| (5) | PIPE SLEEVE |
| (6) | BEARING PLATE |
| (7) | BCT CABLE ASSEMBLY |
| (8) | ANCHOR CABLE BOX |
| (9) | GROUND STRUT |
| (10) | PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG. |
| (11) | STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED.<br>SECTIONS VARY IN LENGTH. |
| (12) | END SECTION EAT |
| (13) | 0.040" ALUMINUM SHEET WITH REFLECTIVE SHEETING<br>TYPE F PER SECTION 637 OF THE STANDARD<br>SPECIFICATIONS |
| (14) | EAT MARKER POST - YELLOW<br>(SEE APPROVED PRODUCTS LIST) |




GENERIC ANCHOR CABLE BOX (8) (H)




BEARING PLATE (6)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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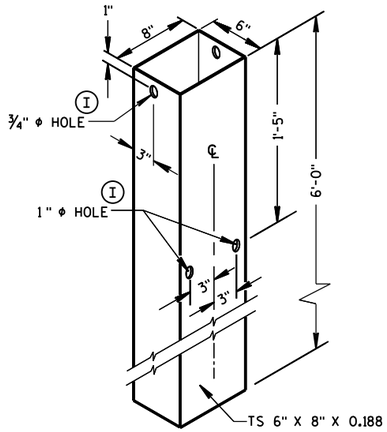
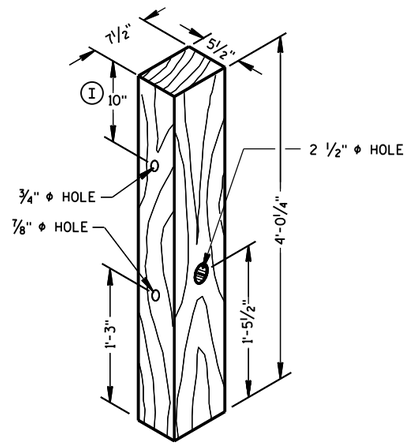
S.D.D. 14 B 44-2b

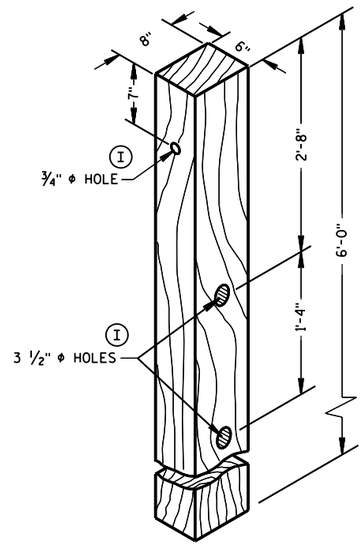



## FOUNDATION TUBE (2)



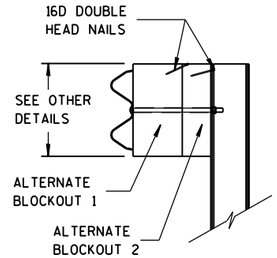

POSTS NUMBER 1 AND 2

## WOOD BREAKAWAY POST (1)

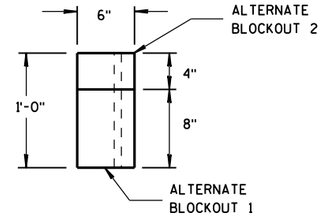



POSTS NUMBER 3-9

## WOOD CRT POST (3)

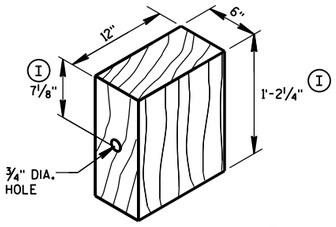



SIDE VIEW



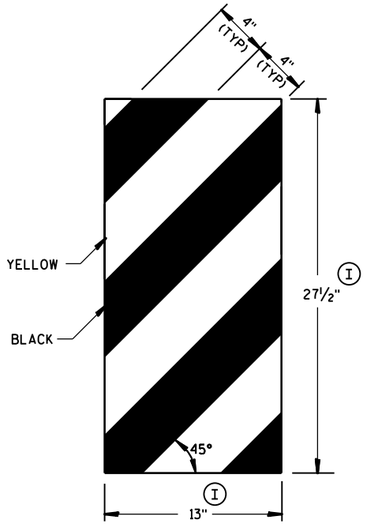

TOP VIEW

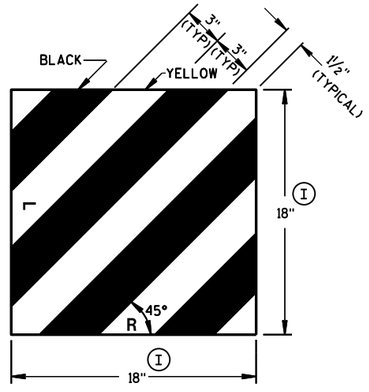
## ALTERNATE WOOD BLOCKOUT DETAIL



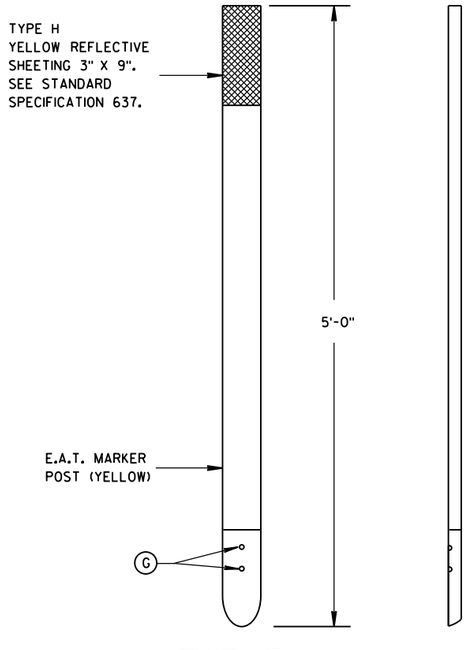

## WOOD BLOCKOUT (4)

REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



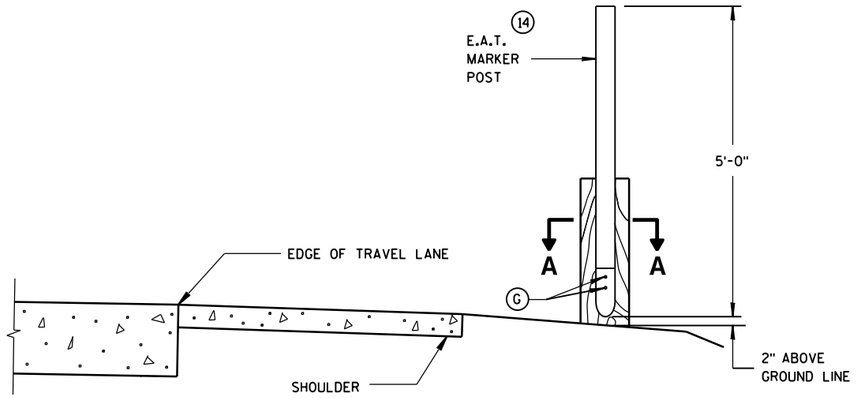

## GENERIC REFLECTIVE SHEETING (13) (H)




FRONT VIEW

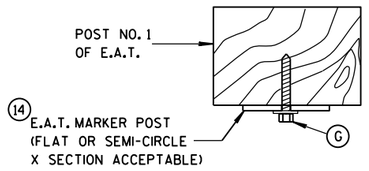
SIDE VIEW

## E.A.T. MARKER POST (14)




## TYPICAL INSTALLATION OF E.A.T. MARKER POST BACKSIDE OF POST NO. 1

(E.A.T. AND RAIL REMOVED FOR CLARITY)




SECTION A-A

**MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

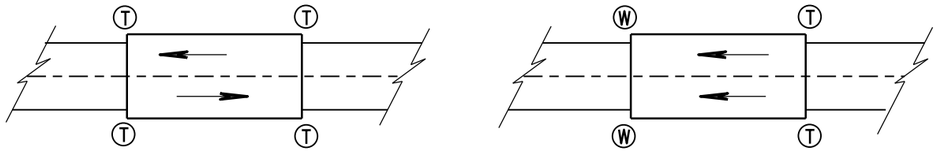


6

S.D.D. 14 B 44-2c

6

S.D.D. 14 B 44-2c




TWO WAY TRAFFIC

ONE WAY TRAFFIC

Ⓣ THRIE BEAM CONNECTION

Ⓦ W-BEAM CONNECTION WHEN REQUIRED

## TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

## GENERAL NOTES

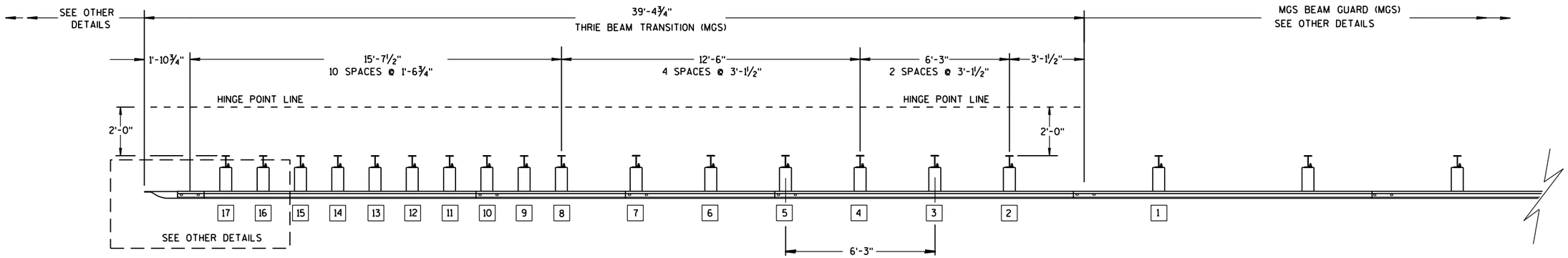
IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

TRANSITION USES STEEL POSTS ONLY.

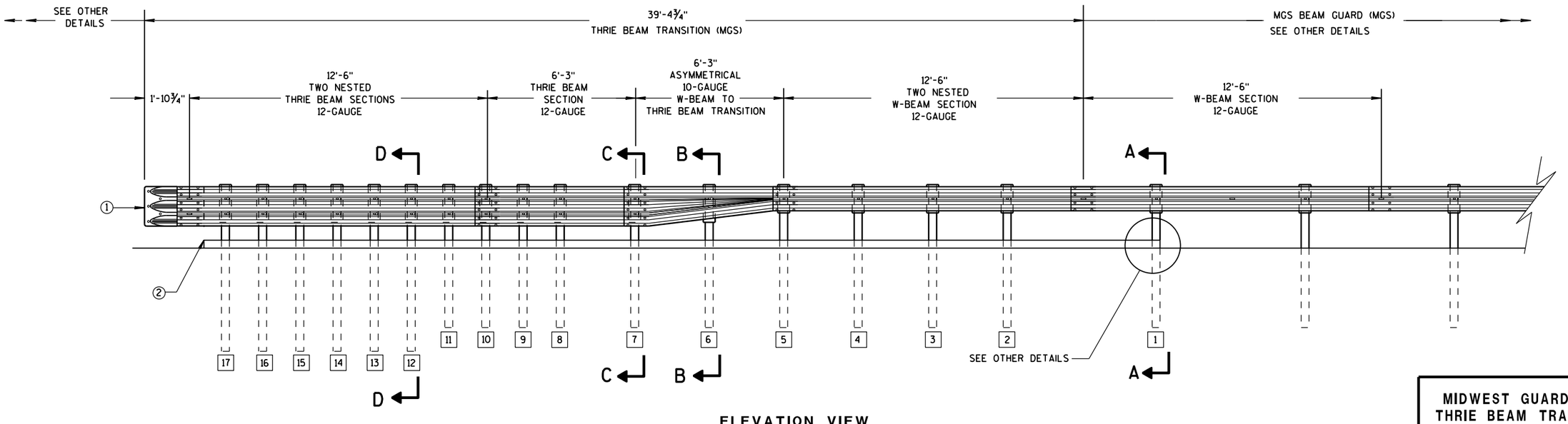
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

① BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.




PLAN VIEW




ELEVATION VIEW

## MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 812

6

S.D.D. 14 B 45-4a

6

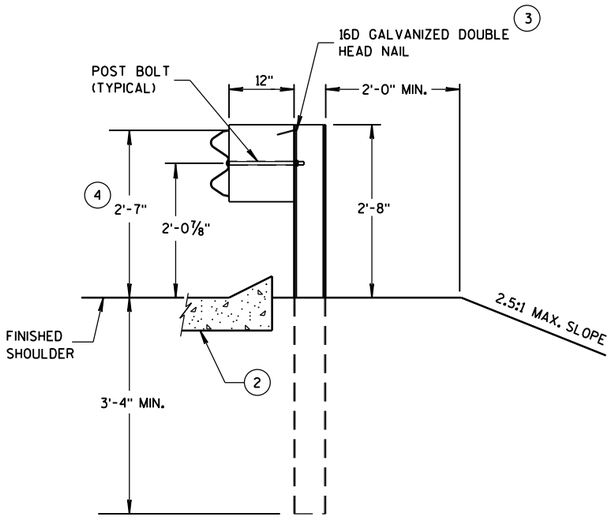
S.D.D. 14 B 45-4a

## GENERAL NOTES

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE_FEATURE SEE PLAN FOR INFORMATION.

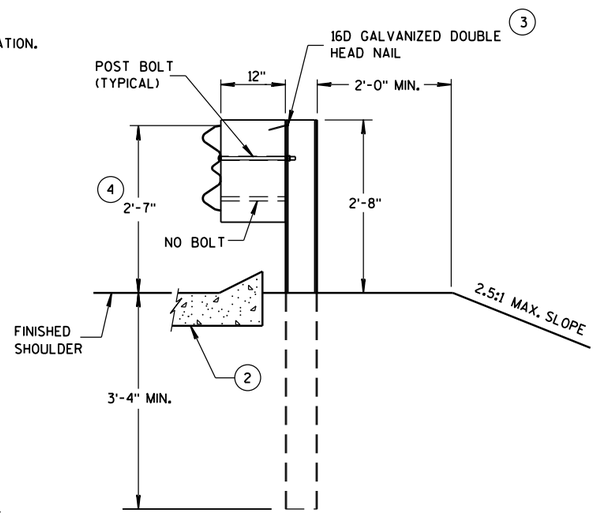
(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 10D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".



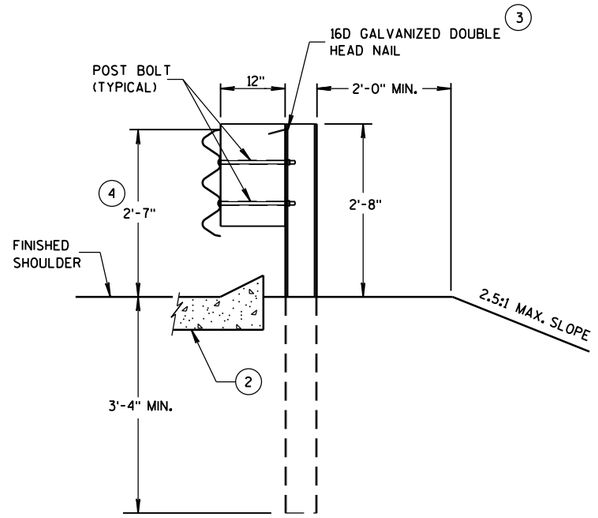

SECTION A-A

**POSTS 1-5**



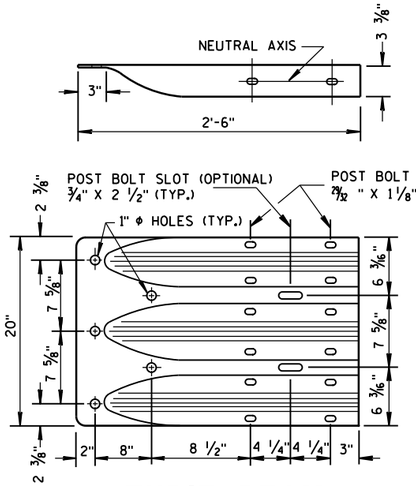

SECTION B-B

**POST 6**

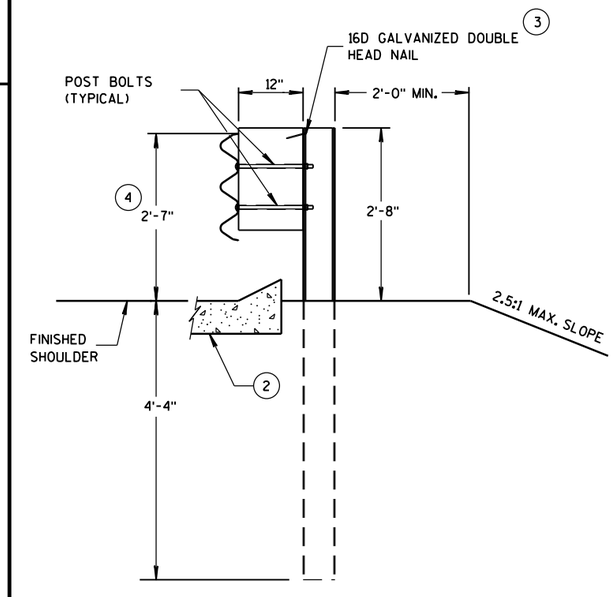



SECTION C-C

**POSTS 7-11**

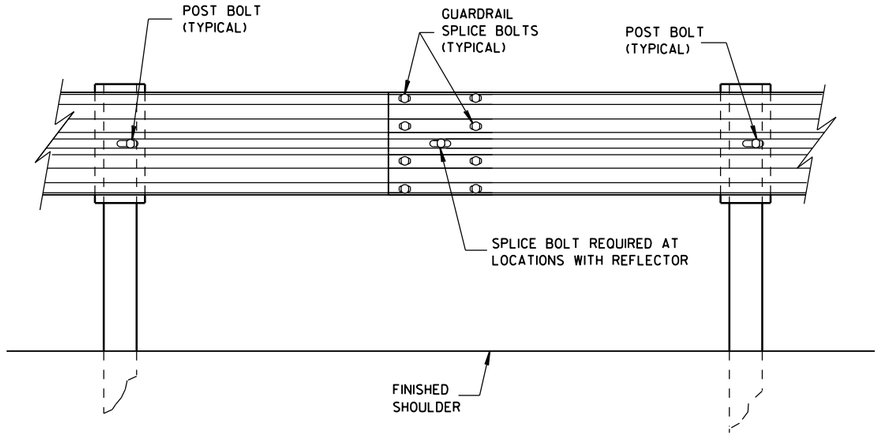



**THRIE BEAM TERMINAL CONNECTOR**




SECTION D-D

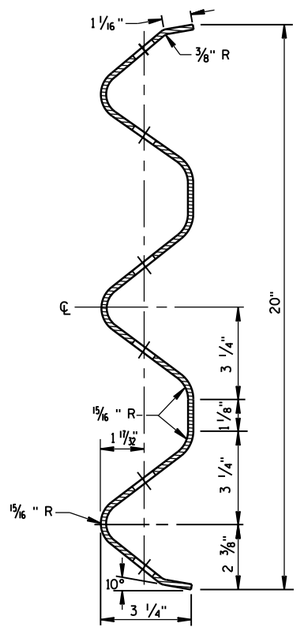
**POSTS 12-17**




**SPLICE DETAIL**




**PLATE WASHER DETAIL**




**SECTION THRU THRIE BEAM RAIL ELEMENT**

**MIDWEST GUARDRAIL SYSTEM**
**THRIE BEAM TRANSITION (MGS)**

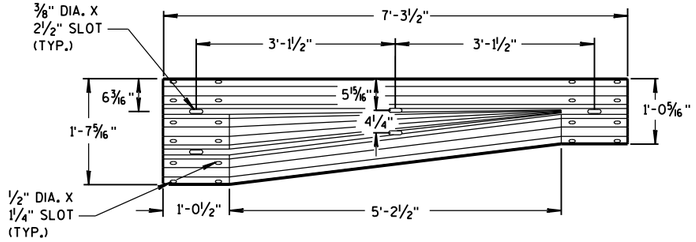
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 813

6

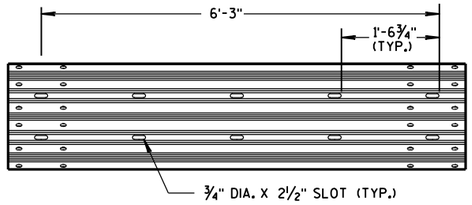
S.D.D. 14 B 45-4b

6

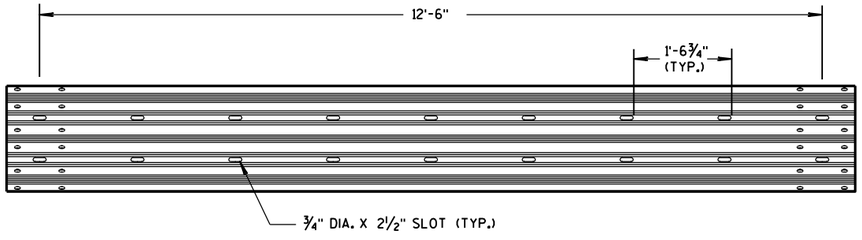
S.D.D. 14 B 45-4b



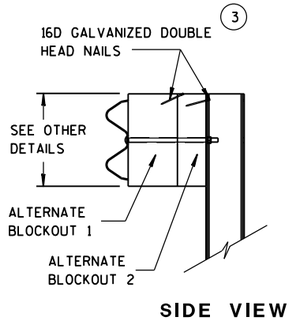

## W-BEAM TO THRIE BEAM TRANSITION SECTION



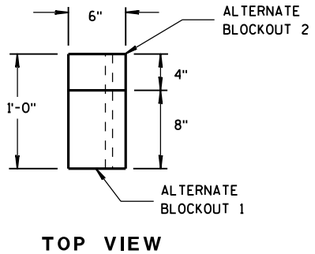

## 6'-3" THRIE BEAM SECTION




## 12'-6" THRIE BEAM SECTION

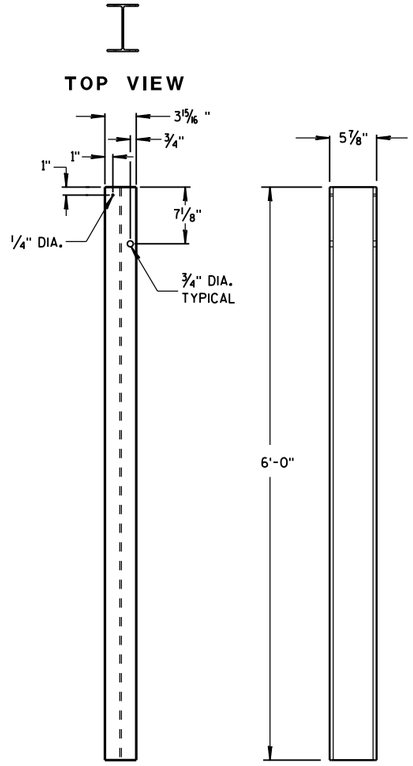



SIDE VIEW



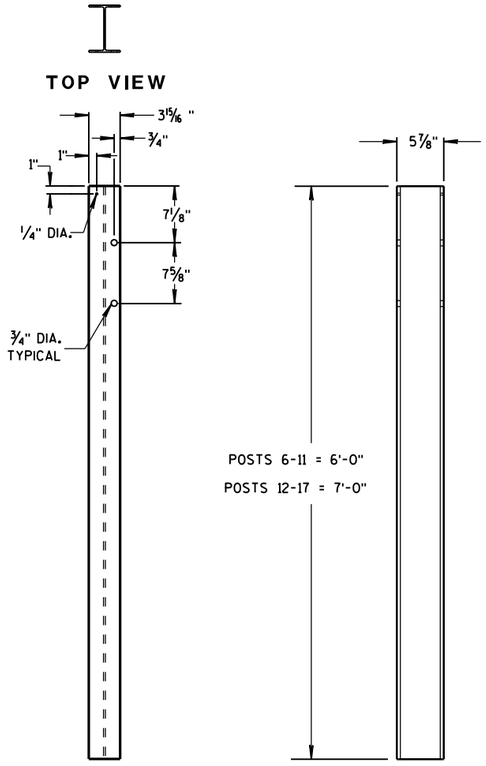

TOP VIEW

## ALTERNATE WOOD BLOCKOUT DETAIL



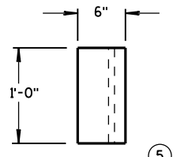

FRONT VIEW SIDE VIEW

## STEEL POSTS 1-5

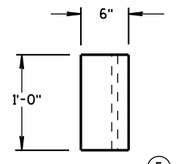



FRONT VIEW SIDE VIEW

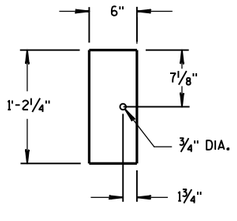
## STEEL POSTS 6-17




TOP VIEW (5)

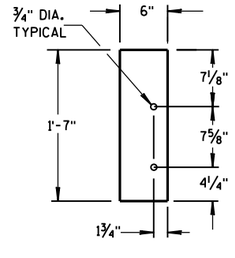



TOP VIEW (5)




FRONT VIEW

## BLOCKOUT POSTS 1-5




FRONT VIEW

## BLOCKOUT POSTS 6-17

## GENERAL NOTES

STEEL POSTS ARE W6X9 OR W6X8.5.

BOLT HOLES FOR POST ARE ON FRONT AND OF SIDE OF POST.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

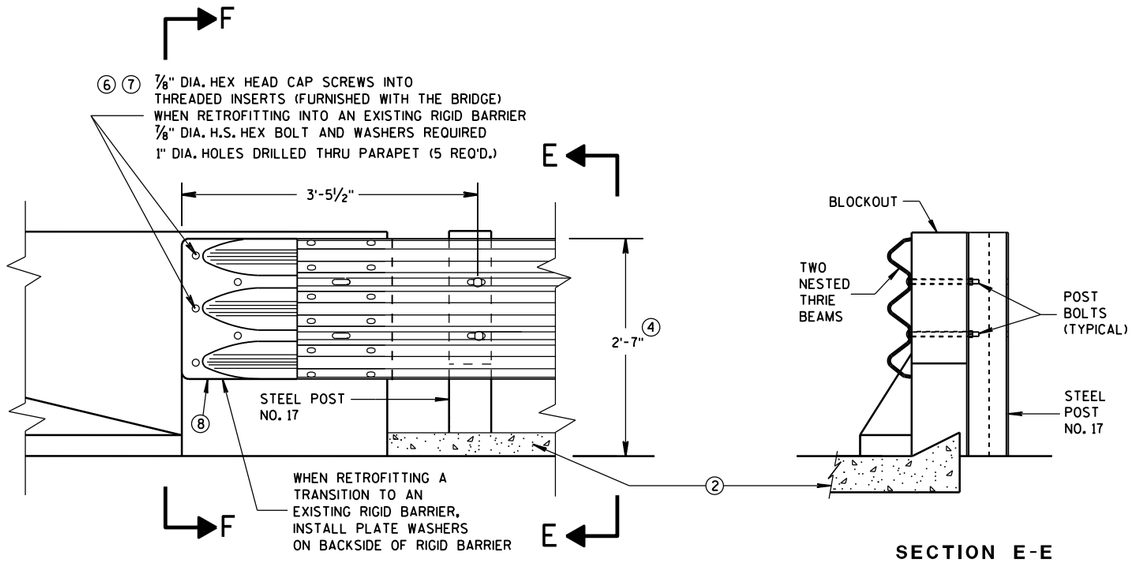
**MIDWEST GUARDRAIL SYSTEM**
**THRIE BEAM TRANSITION (MGS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR




6


S.D.D. 14 B 45-4c




FRONT VIEW

SECTION E-E

# THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS

## GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

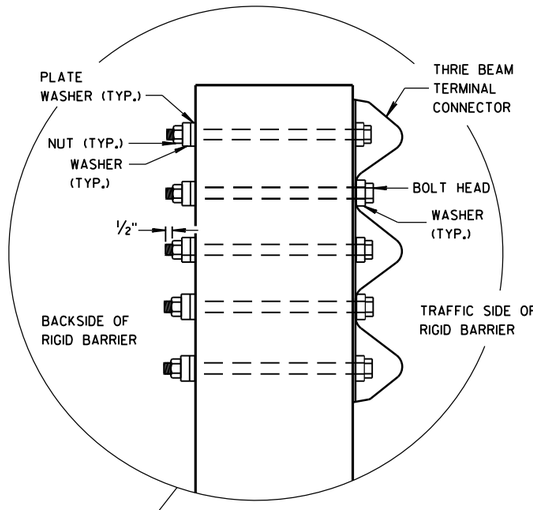
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

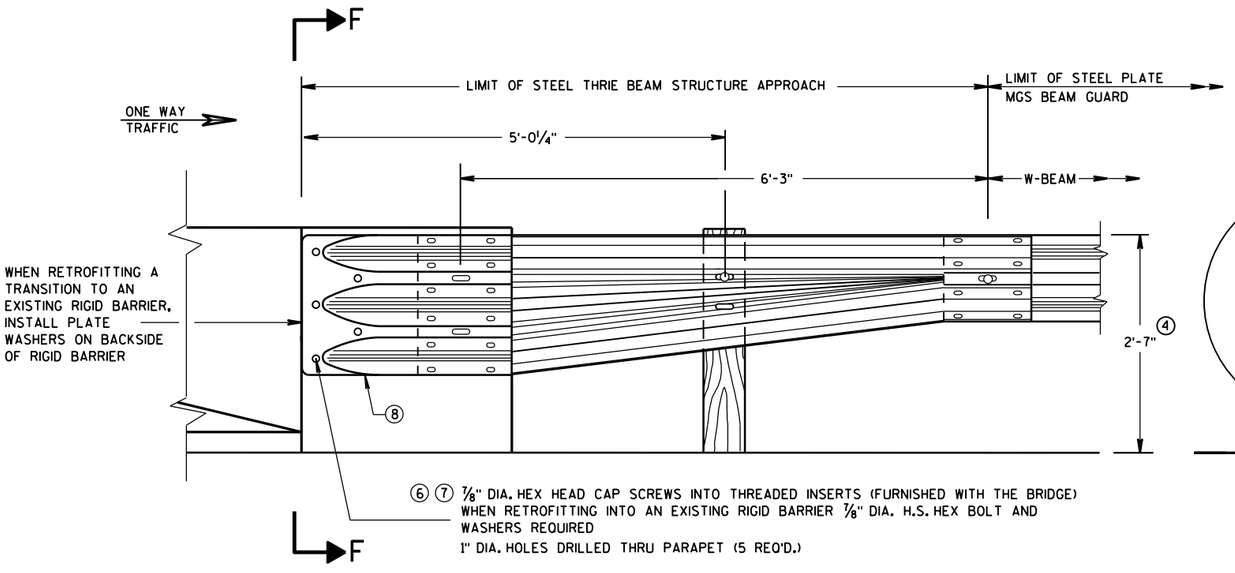
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

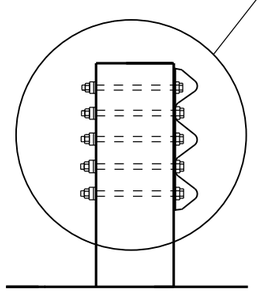
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

⑧ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

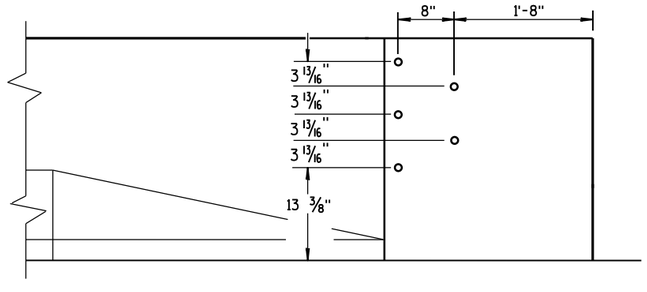



FRONT VIEW



SECTION F-F




DRILL HOLE LOCATION

# W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015
DATE
FHWA

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

815

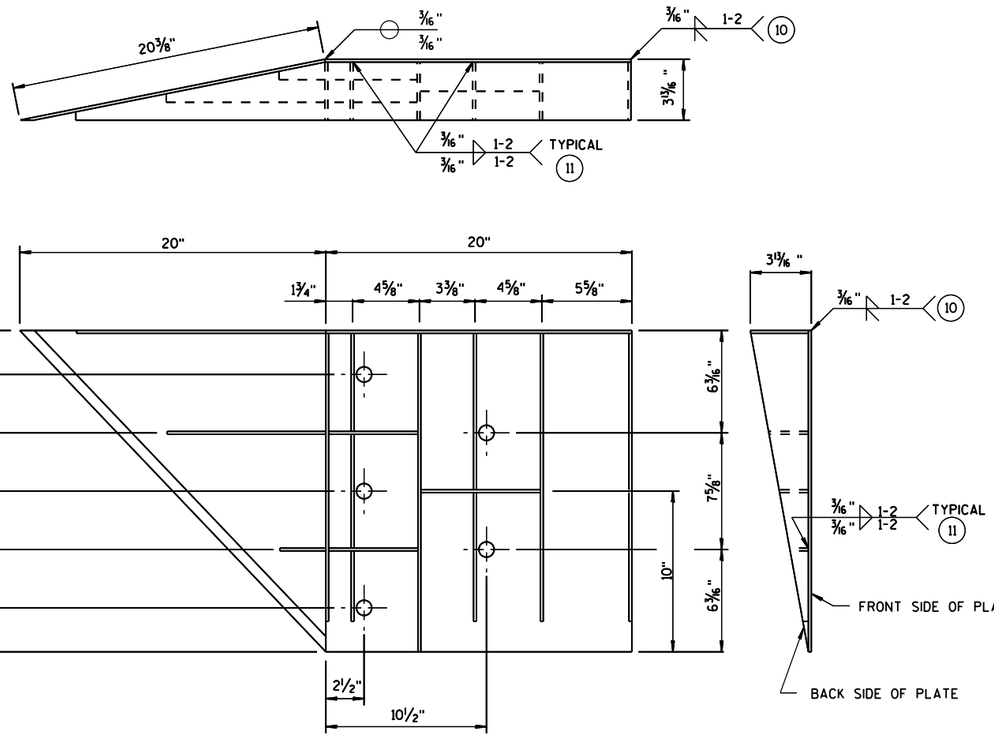
NT

6

S.D.D. 14 B 45-4d

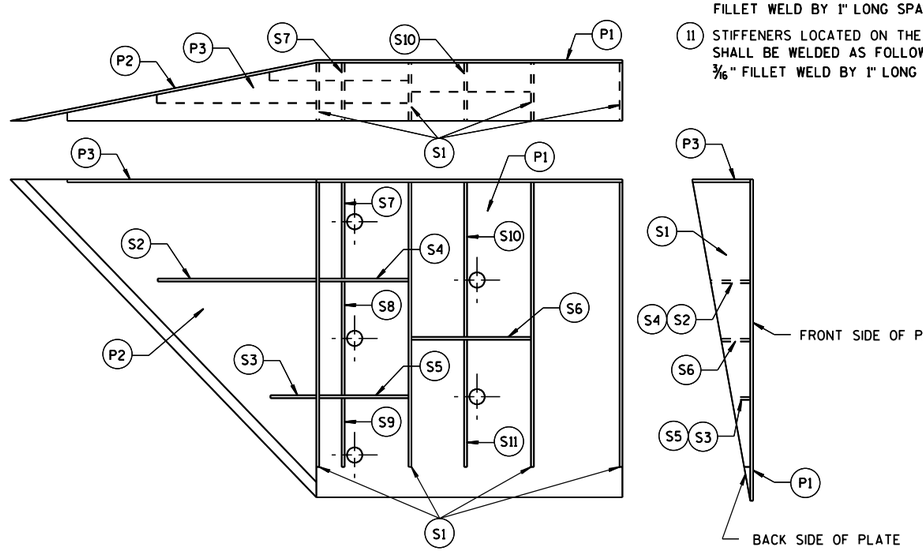
6

S.D.D. 14 B 45-4d




## WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)




## PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

## GENERAL NOTES

COVER PLATE PANELS ARE 3/16" THICK.

ALL STIFFENERS ARE 1/4" THICK.

CONNECTOR PLATE SHALL BE FABRICATED FROM ASTM GRADE A36 STEEL AND GALVANIZED.

FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.

ALL HOLE DIAMETERS SHALL BE 1".

FOR OPPOSITE SIDE INSTALLATION MIRROR DRAWINGS.

(10) STIFFENERS LOCATED AT THE OUTSIDE EDGES OF THE COVER PLATES SHALL BE WELDED AS FOLLOWS:
SINGLE BEVEL GROOVE WELD ON EXTERNAL SIDES AND 3/16" FILLET WELD BY 1" LONG SPACED AT 2" ON INTERNAL SIDES.

(11) STIFFENERS LOCATED ON THE INSIDE OF THE COVER PLATE SHALL BE WELDED AS FOLLOWS:
3/16" FILLET WELD BY 1" LONG SPACED AT 2".

**CONNECTOR PLATE DIMENSION (PER ASSEMBLY)**

| PLATE | QUANTITY | SHAPE | SIZE (A x B x C x D) | THICKNESS |
|---|---|---|---|---|
| P1 | 1 | | 20" x 20" | 3/16" |
| P2 | 1 | | 20" x 20" x 28 9/16" | 3/16" |
| P3 | 1 | | 39" x 3 5/8" x 20" x 19 5/16" | 3/16" |
| S1 | 4 | | 18 7/16" x 3 3/8" x 18 3/4" | 1/4" |
| S2 | 1 | | 10 1/4" x 2 7/16" x 10 3/8" x 1/2" | 1/4" |
| S3 | 1 | | 3" x 1 1/16" x 3 1/8" x 1/2" | 1/4" |
| S4 | 1 | | 6 1/8" x 2 7/16" | 1/4" |
| S5 | 1 | | 6 1/8" x 1 1/16" | 1/4" |
| S6 | 1 | | 7 3/4" x 1 3/4" | 1/4" |
| S7 | 1 | | 2 9/16" x 6" x 3 5/8" x 5 7/8" | 1/4" |
| S8 | 1 | | 1 5/32" x 7 1/2" x 2 1/2" x 7 3/8" | 1/4" |
| S9 | 1 | | 6 1/16" x 6 3/16" x 1 1/32" | 1/4" |
| S10 | 1 | | 1 7/8" x 9 7/8" x 3 5/8" x 9 11/16" | 1/4" |
| S11 | 1 | | 8 1/2" x 8 3/4" x 1 13/16" | 1/4" |

## SINGLE SLOPE CONNECTION PLATE

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

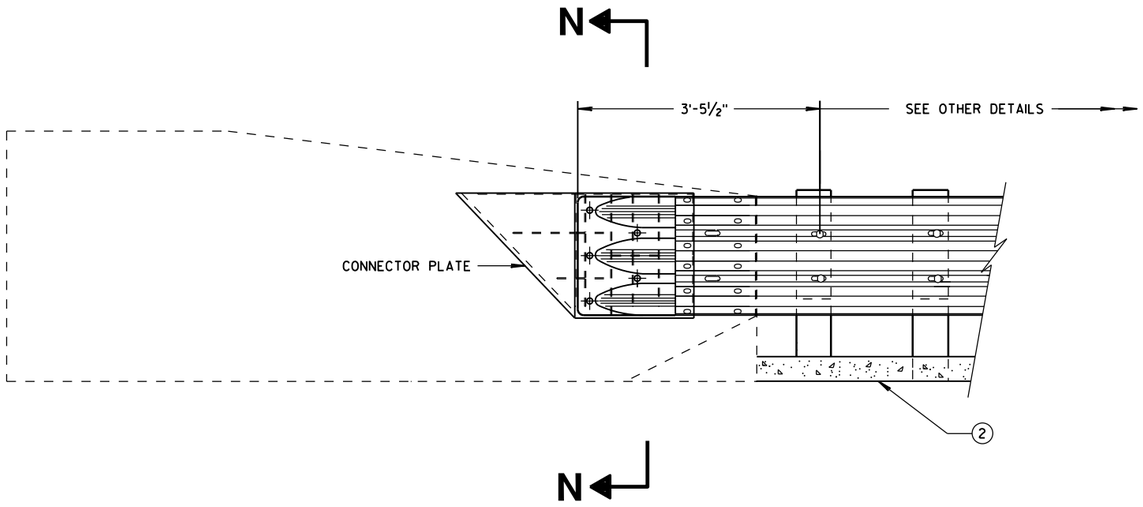


6

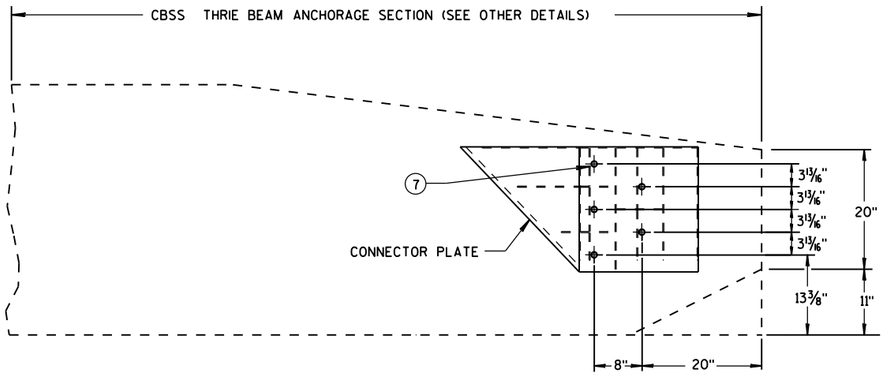
S.D.D. 14 B 45-4i

6

S.D.D. 14 B 45-4i




## THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER



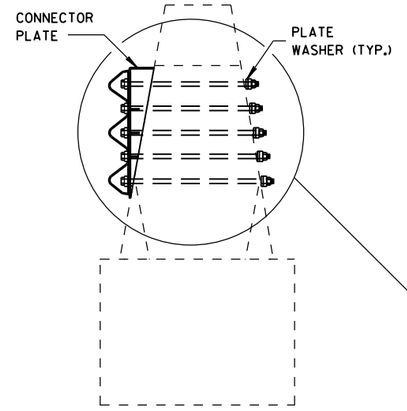

## SINGLE SLOPE CONNECTION PLATE PLACEMENT

## GENERAL NOTES

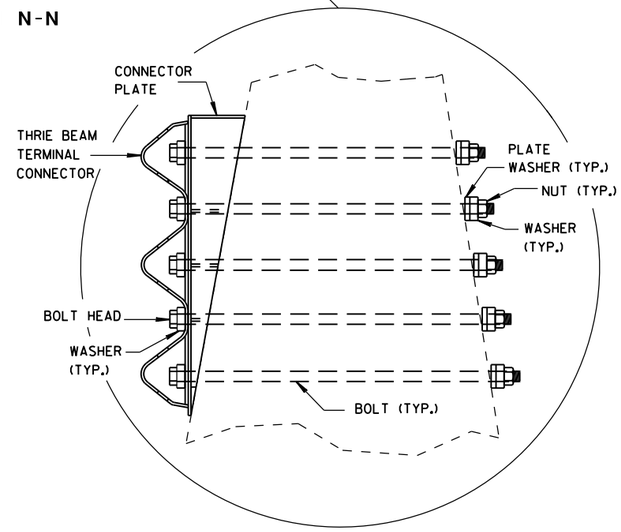
CONNECTOR PLATE, DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(7) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.




SECTION N-N




**MIDWEST GUARDRAIL SYSTEM**
**THRIE BEAM TRANSITION (MGS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

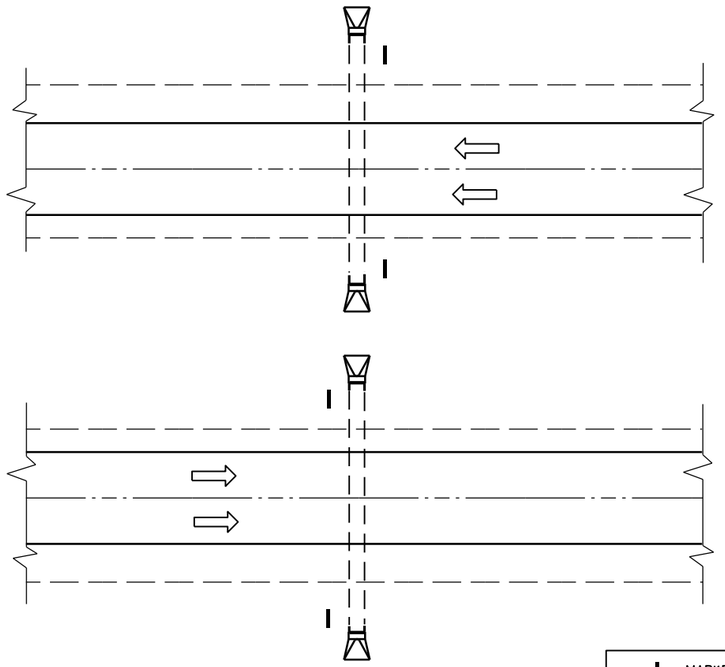


6

S.D.D. 14 B 45-4j

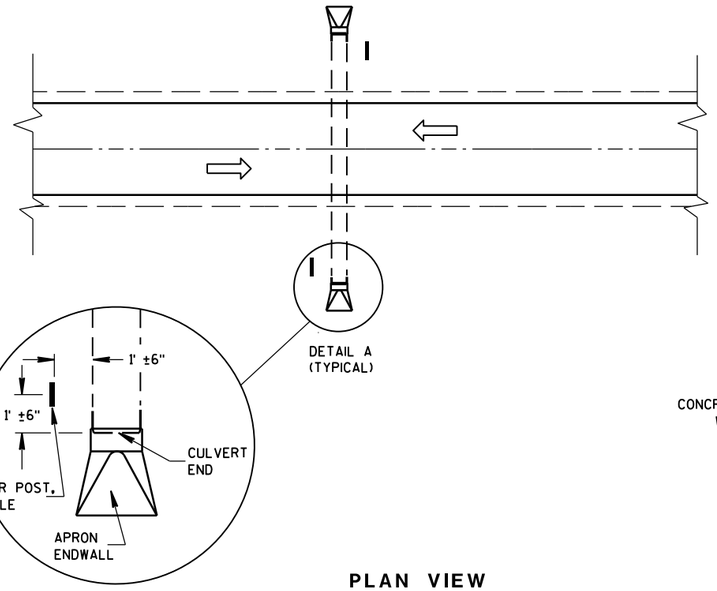
6

S.D.D. 14 B 45-4j



PLAN VIEW

## DIVIDED HIGHWAY




DETAIL A
(TYPICAL)

PLAN VIEW

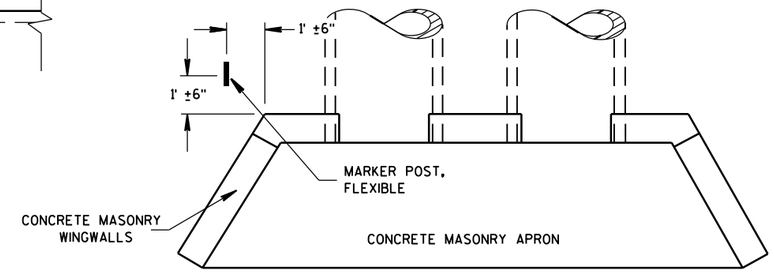
## UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

## GENERAL NOTES

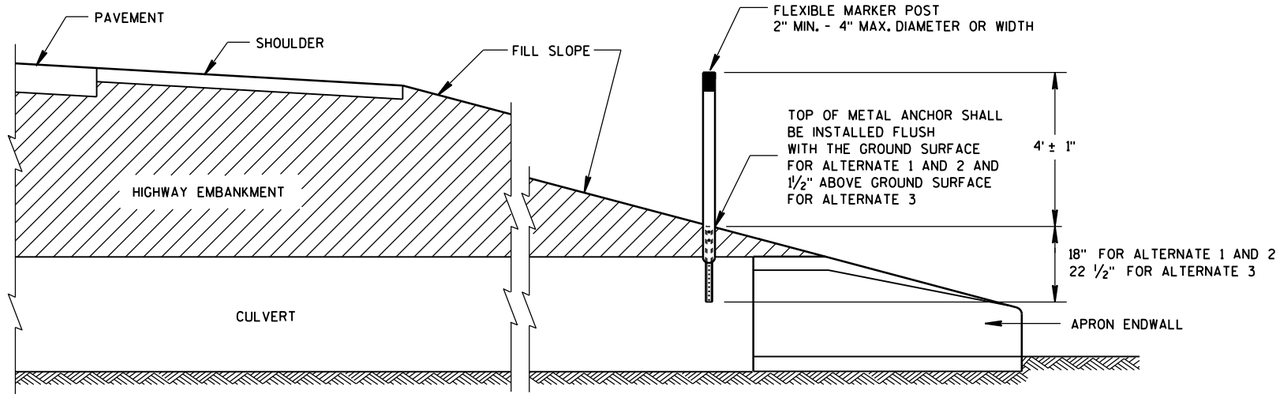
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.




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

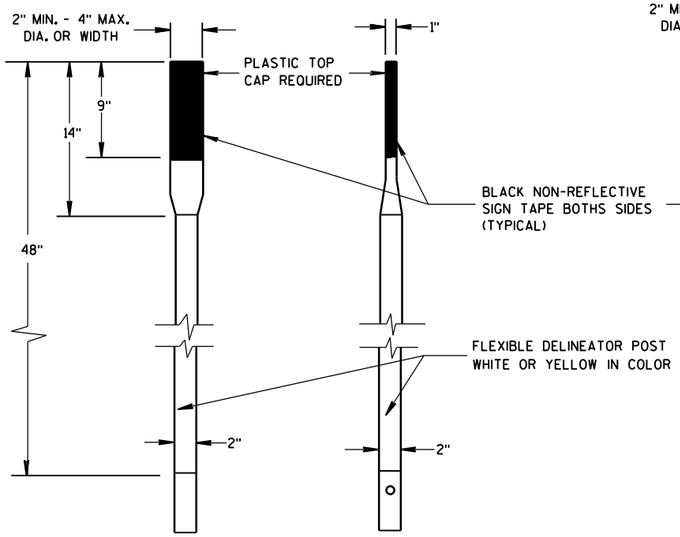
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI 818

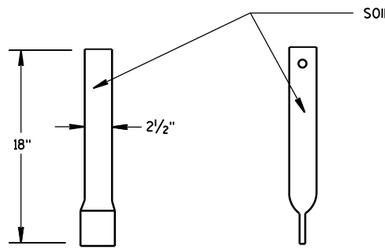
6

S.D.D. 15 A 3-2a

6

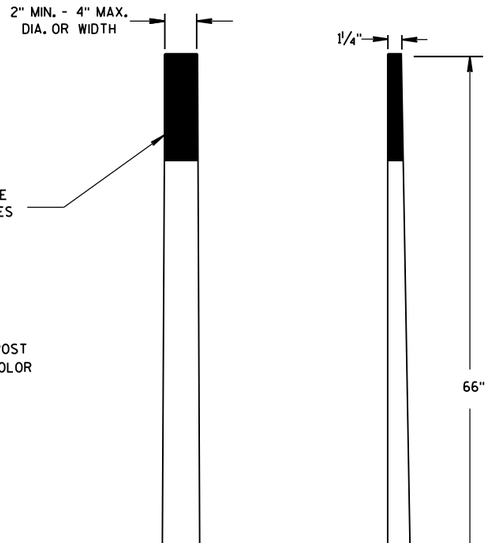
S.D.D. 15 A 3-2a



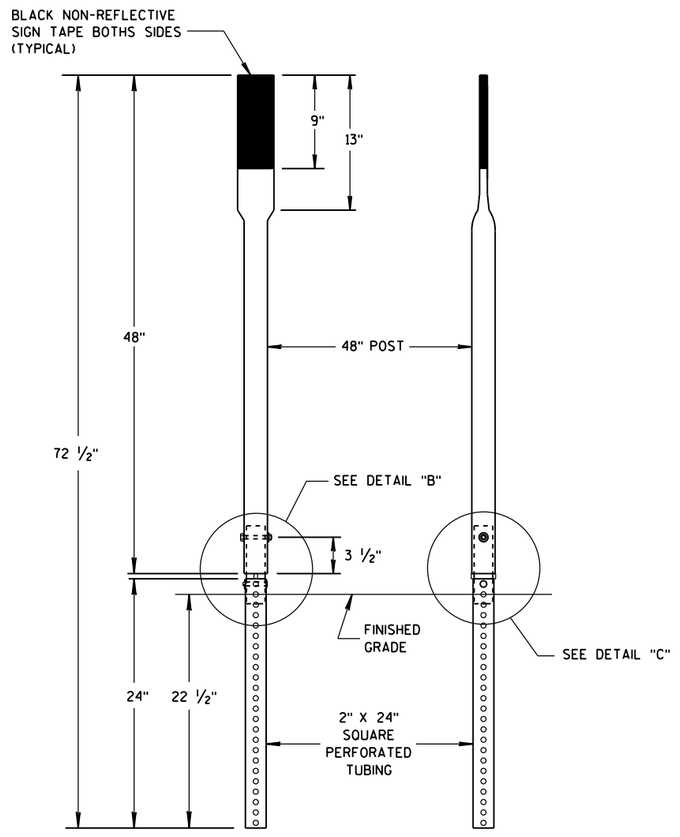

FRONT VIEW SIDE VIEW

ALTERNATE 1




FRONT VIEW SIDE VIEW

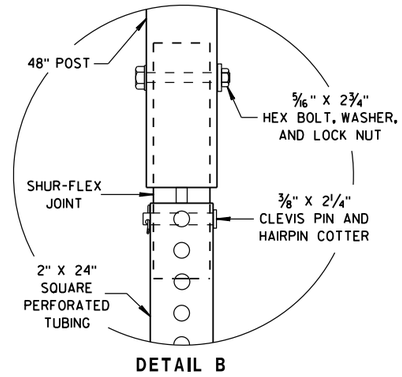
ALTERNATE 2



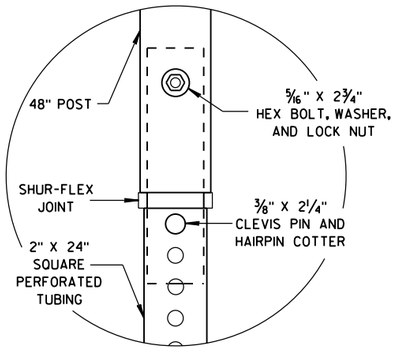

FRONT VIEW SIDE VIEW

ALTERNATE 3

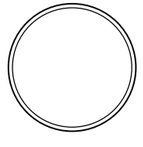
## FLEXIBLE MARKER POSTS



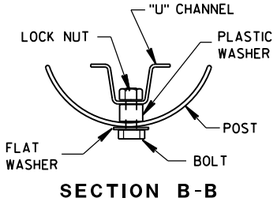

DETAIL B



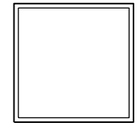

DETAIL C



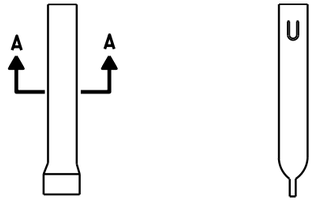
SECTION A-A




SECTION B-B

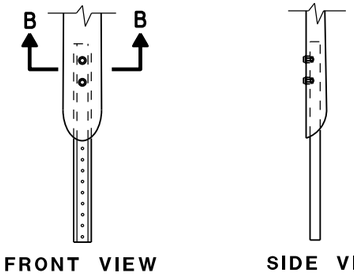


SECTION C-C



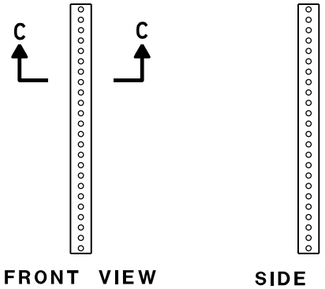

FRONT VIEW SIDE VIEW

ALTERNATE 1




FRONT VIEW SIDE VIEW

ALTERNATE 2




FRONT VIEW SIDE VIEW

ALTERNATE 3

## FLEXIBLE MARKER POST ANCHORS

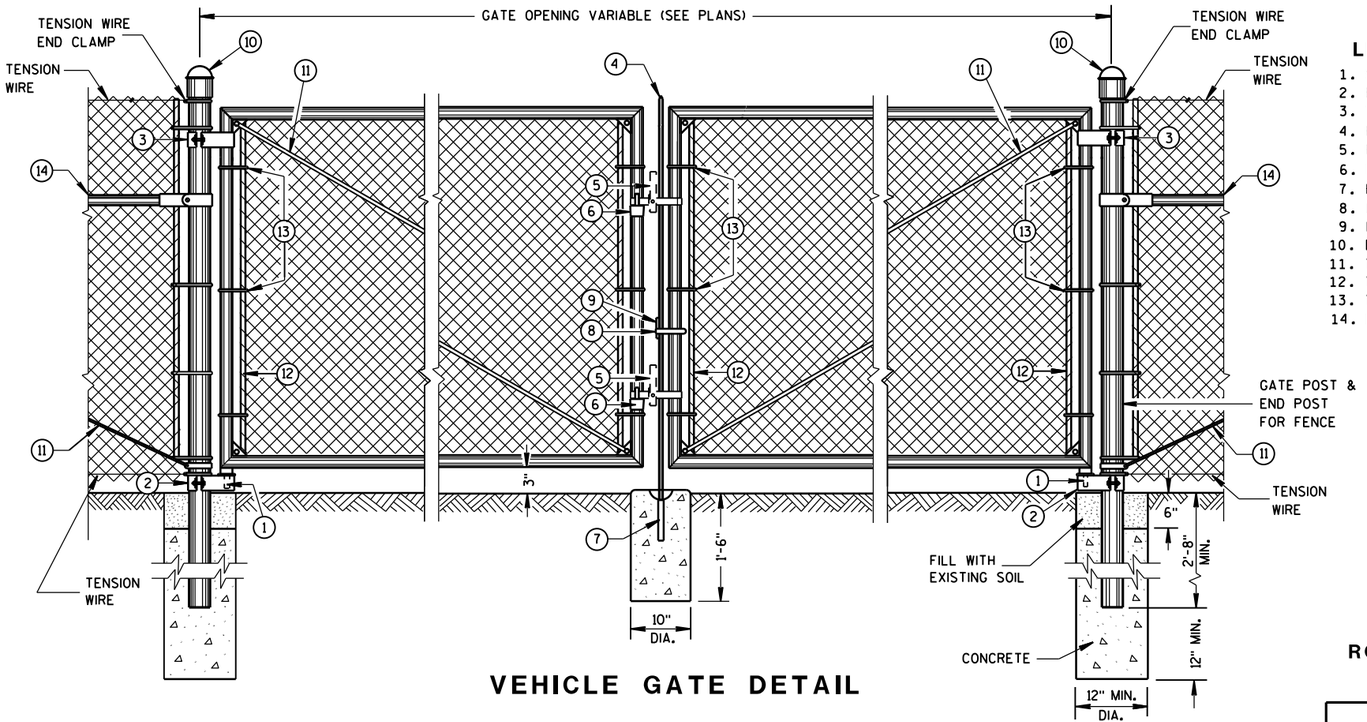
| | |
|---|---|
| FLEXIBLE MARKER POST FOR CULVERT END | |
| STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION | |
| APPROVED 10/1/2012 DATE | /S/ Travis Feltes STATE TRAFFIC ENGINEER |
| FHWA | 819 IGN |

6

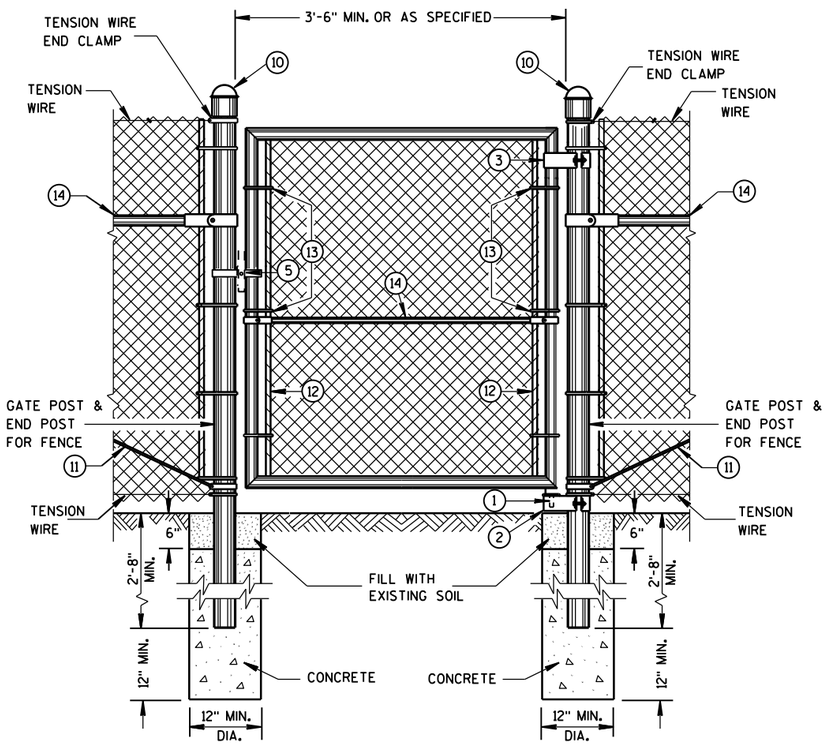
S.D.D. 15 A 3-2b

6

S.D.D. 15 A 3-2b




## VEHICLE GATE DETAIL




## PEDESTRIAN GATE DETAIL

### LEGEND

1. STRAIGHT PLUG
2. BOTTOM HINGE
3. TOP HINGE
4. PLUNGER ROD
5. FULCRUM LATCH
6. FORK CATCH *
7. PLUNGER ROD CATCH
8. LOCK KEEPER GUIDE
9. LOCK KEEPER
10. DOME TOPS
11. TRUSS RODS
12. TENSION BAR
13. TENSION BANDS
14. BRACE RAIL

*NOT REQUIRED ON SINGLE SWING PEDESTRIAN GATE

## GENERAL NOTES

FENCE POSTS INSTALLED ON CONCRETE WALLS SHALL BE ANCHORED INTO EMBEDDED METAL SLEEVES OR CORED HOLE BY FILLING THE ANNULAR SPACE WITH PEA GRAVEL FOLLOWED BY AN EPOXY RESIN ADHESIVE. THE EPOXY RESIN ADHESIVE SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 235, CLASS A, B OR C.

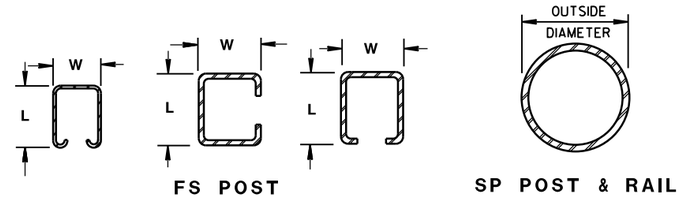
USE FENCE FABRIC KNUCKLED AT BOTH SELVAGES.

FOR LEAF GATES GREATER THAN 8 FEET WIDE, INSTALL INTERIOR VERTICAL BRACE RAIL AT 8 FOOT INTERVALS.

FOR FABRIC HEIGHTS GREATER THAN 8 FEET, INSTALL INTERIOR HORIZONTAL BRACE RAILS TO LEAF GATE.

MAXIMUM SAG FOR OUTER GATE MEMBER SHALL NOT EXCEED THE GREATER OF 1% OF THE LEAF GATE WIDTH OR 2 INCHES.

USE TYPE 2, CLASS 3, MARCELLED/CRIMPED, TENSION WIRE PER ASTM A 817.




FS POST

SP POST & RAIL

## CROSS SECTIONS OF POSTS AND RAILS

### REQUIRED FENCE POST SIZES

| USE | FABRIC HEIGHTS FEET | POST TYPE |
|---|---|---|
| TERMINAL POSTS ** | LESS THAN OR EQUAL TO 6 FT. | SP3 |
| | GREATER THAN OR EQUAL TO 6 FT. | SP4 |
| LINE POSTS | LESS THAN OR EQUAL TO 6 FT. | SP2 |
| | LESS THAN OR EQUAL TO 8 FT. | SP3 |
| | GREATER THAN OR EQUAL TO 8 FT. | SP4 |
| | LESS THAN OR EQUAL TO 8 FT. | FS2 OR FS2† |
| | GREATER THAN OR EQUAL TO 8 FT. | FS3 |

### BRACE RAIL TYPES

| USE | | TYPE |
|---|---|---|
| BRACE RAIL | | SP1 OR FS1 |

** INCLUDES END, CORNER, ANGLE, INTERSECTION AND INTERMEDIATE BRACED POSTS

### ROLLED-FORMED STEEL FENCE POST (2.0 OZ./SQ. FT. COATING)

| POST TYPE | LENGTH (L) INCH | WIDTH (W) INCH | WEIGHT LBS/FT |
|---|---|---|---|
| FS1 | 1.625 | 1.25 | 1.35 |
| FS2† | 1.875 | 1.625 | 1.850 |
| FS2 | 1.875 | 1.625 | 2.400 |
| FS3 | 2.250 | 1.700 | 2.780 |

### REQUIRED POST SIZE FOR GATES

| USE | LEAF WIDTHS FEET | POST TYPE |
|---|---|---|
| GATES | LESS THAN OR EQUAL TO 6 FT. | SP4 |
| | LESS THAN OR EQUAL TO 13 FT. | SP5 |
| | LESS THAN OR EQUAL TO 18 FT. | SP6 |
| | LESS THAN OR EQUAL TO 23 FT. | SP7 |

### ROUND STEEL FENCE POST (1.8 OZ./SQ. FT. COATING)

| POST TYPE | OUTSIDE DIMENSION INCH | WALL THICKNESS INCH | WEIGHT LBS/FT |
|---|---|---|---|
| SP1 | 1.660 | 0.140 | 2.270 |
| SP2 | 1.900 | 0.145 | 2.720 |
| SP3 | 2.375 | 0.154 | 3.650 |
| SP4 | 2.875 | 0.203 | 5.800 |
| SP5 | 4.000 | 0.226 | 9.120 |
| SP6 | 6.625 | 0.280 | 18.990 |
| SP7 | 8.625 | 0.322 | 28.580 |

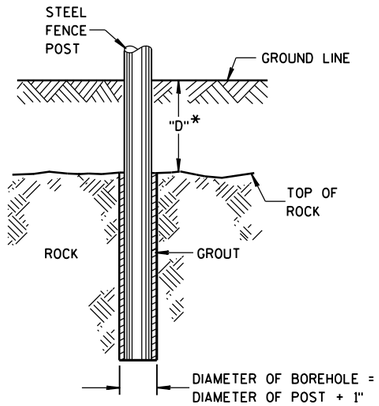
FENCE CHAIN LINK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR



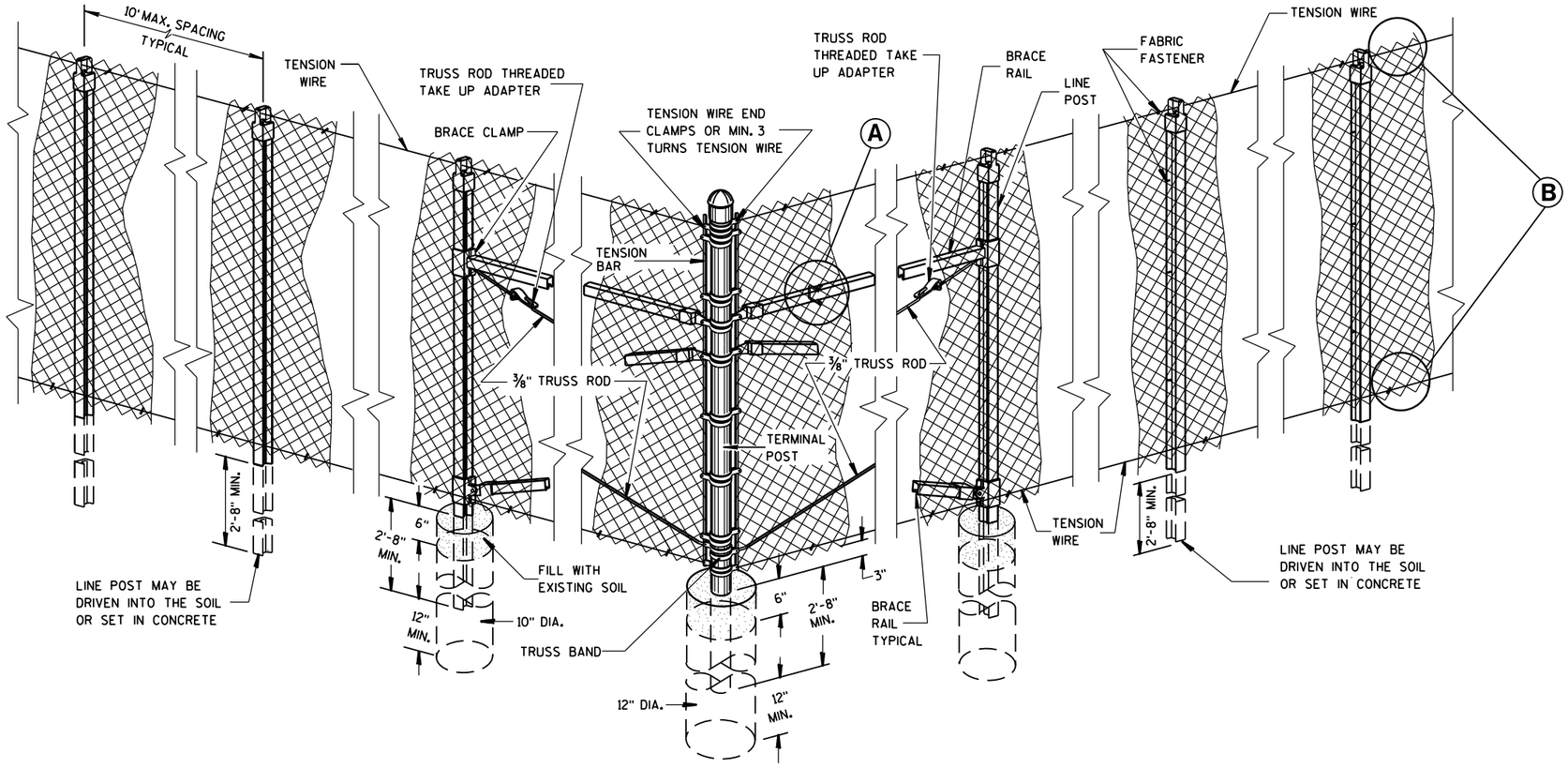

6


S.D.D. 15 B 3-15a

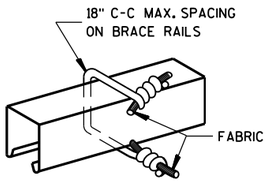



*IF "D" IS LESS THAN 2'-6", DRILL ROCK AND INSTALL GROUT

## ROCK INSTALLATION OF LINE POST



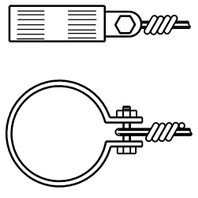

## END, CORNER, ANGLE INTERSECTION & INTERMEDIATE BRACED POSTS



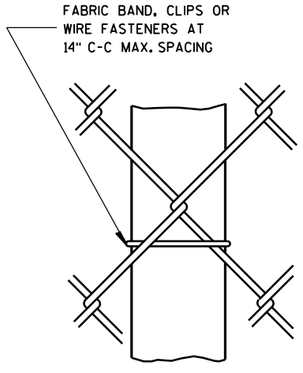

BRACE RAIL

## FABRIC FASTENER

Ⓐ



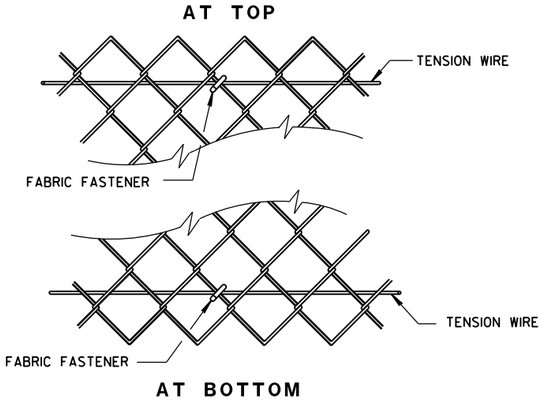
## TENSION WIRE END CLAMP




LINE POST

## FABRIC FASTENER

AT TOP




AT BOTTOM

## SELVAGES

Ⓑ

FENCE CHAIN LINK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

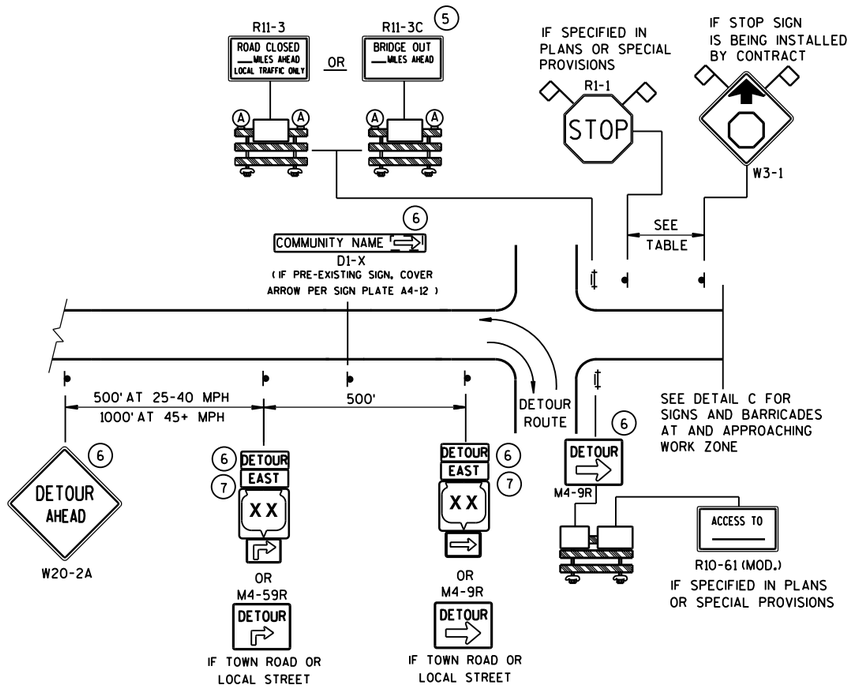
APPROVED
FEB. 2015 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 15 B 3-15b

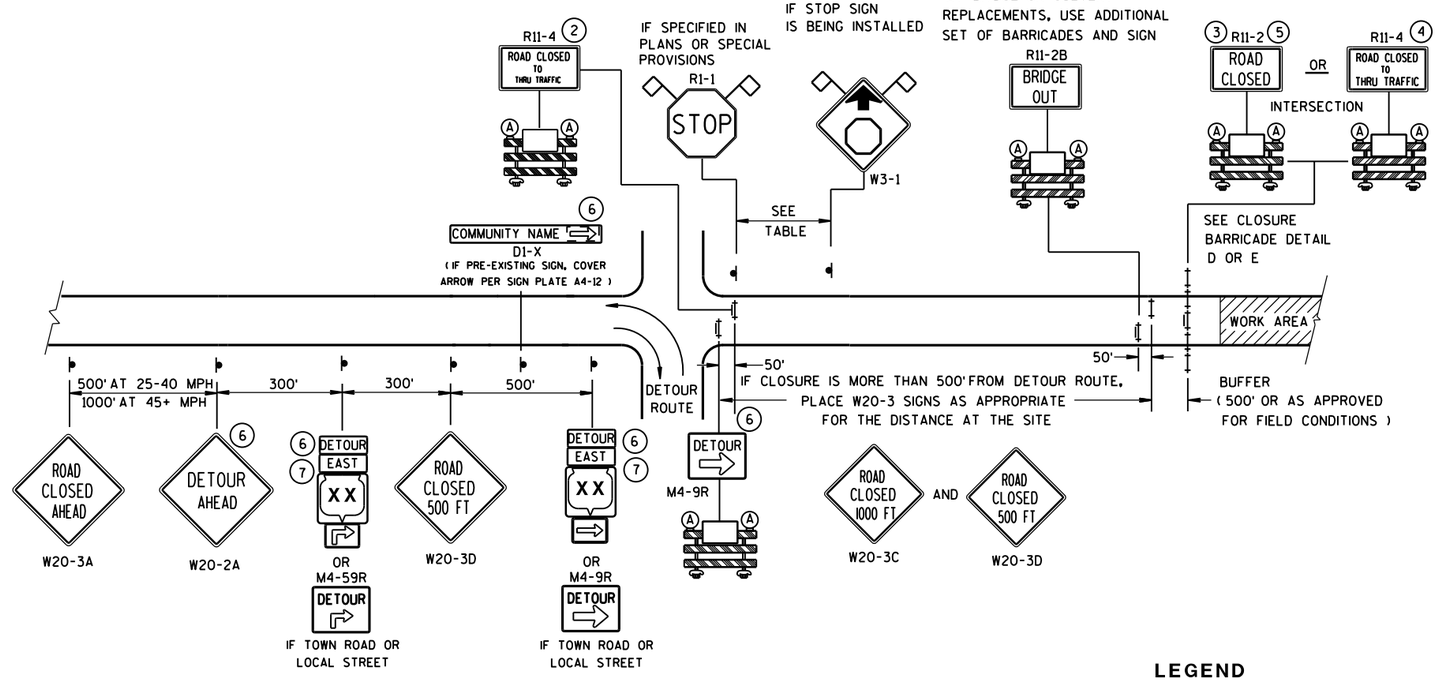
6

S.D.D. 15 B 3-15b



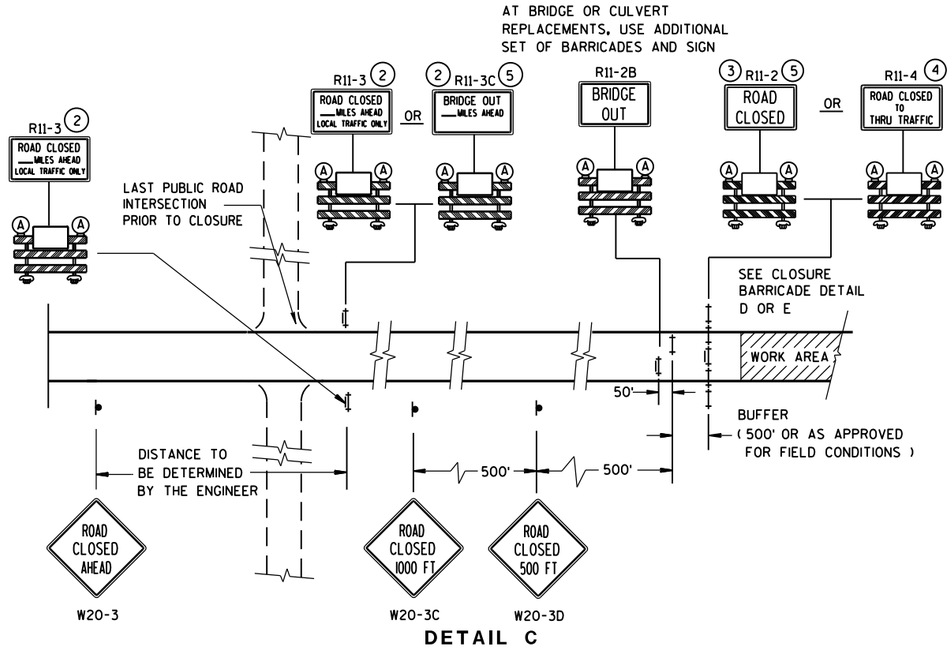

## DETAIL A
## MAINLINE CLOSURE WITH POSTED DETOUR

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

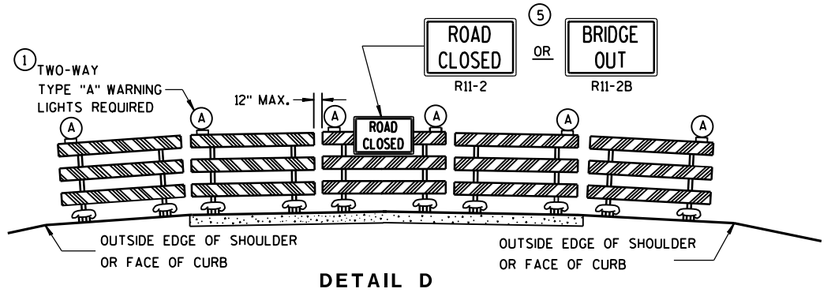


6

S.D.D. 15 C 2-6a

6

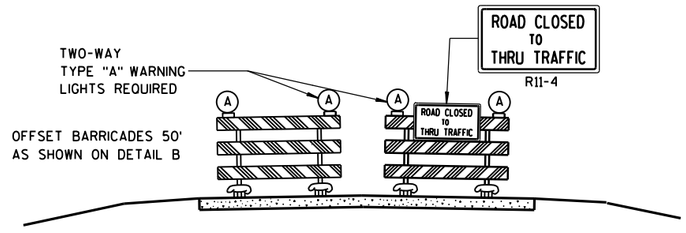
S.D.D. 15 C 2-6a




**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 SAFETY ENGI — FIC

FHWA

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S.D.D. 15 C 2-6b

**THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.**

## GENERAL NOTES

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

THE SPACING BETWEEN TRAFFIC CONTROL AND DETOUR SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE", SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

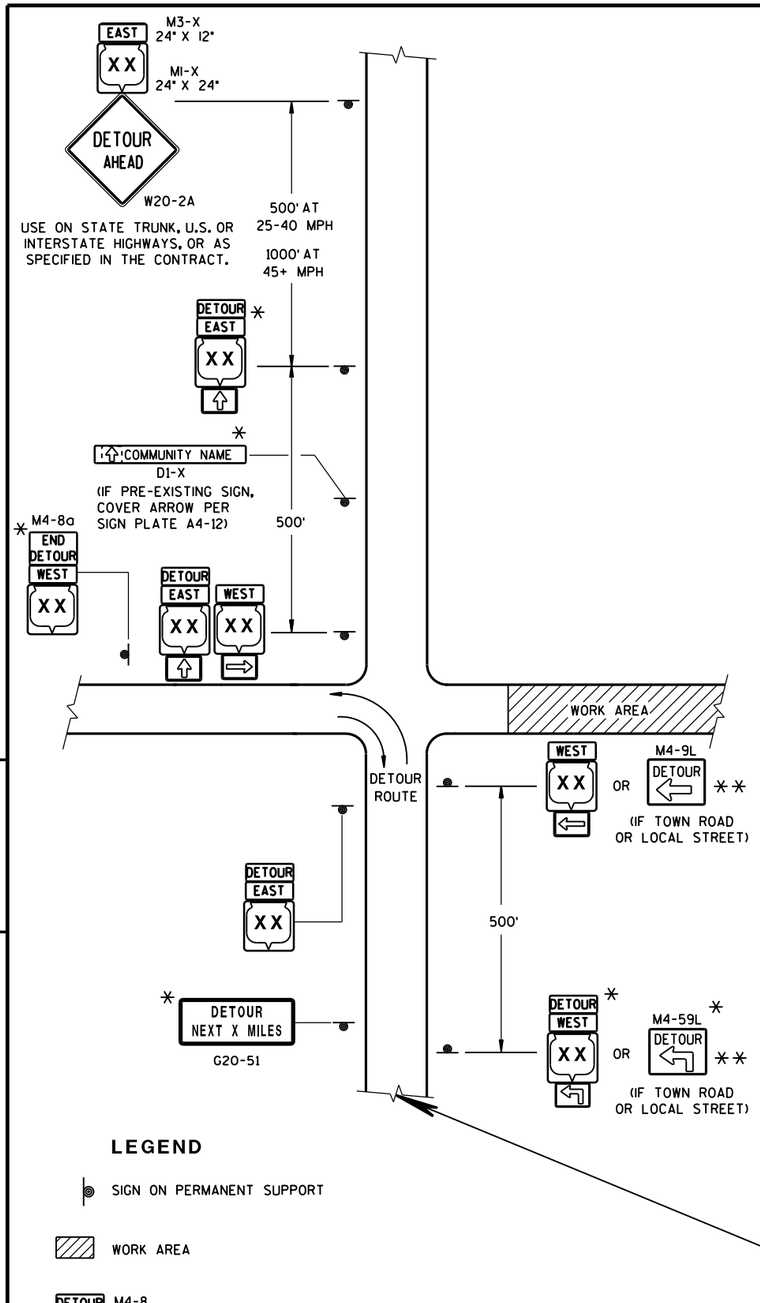
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

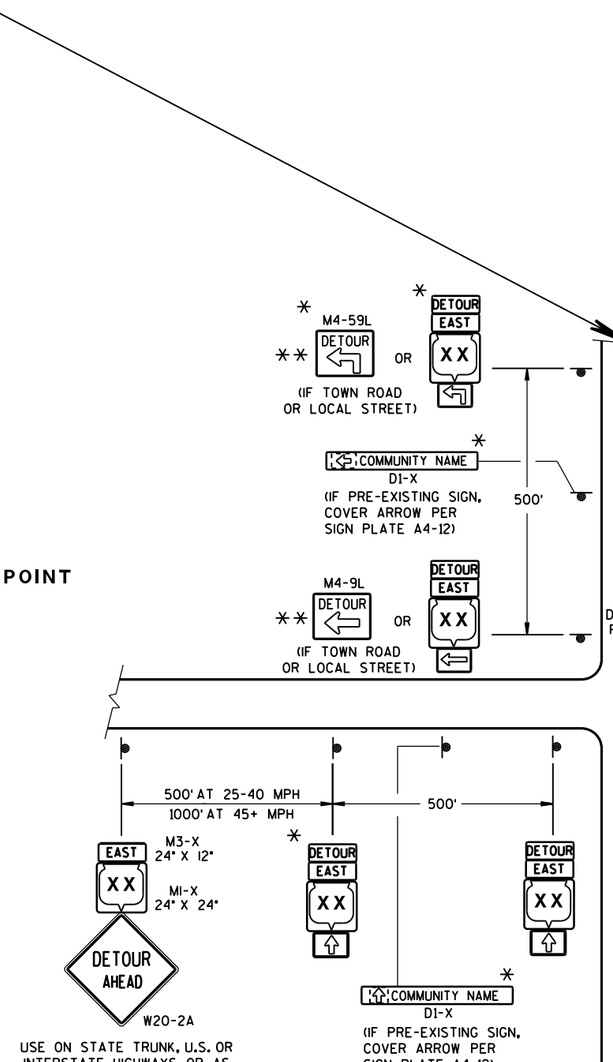
SIGN SIZES SHALL BE AS FOLLOWS:

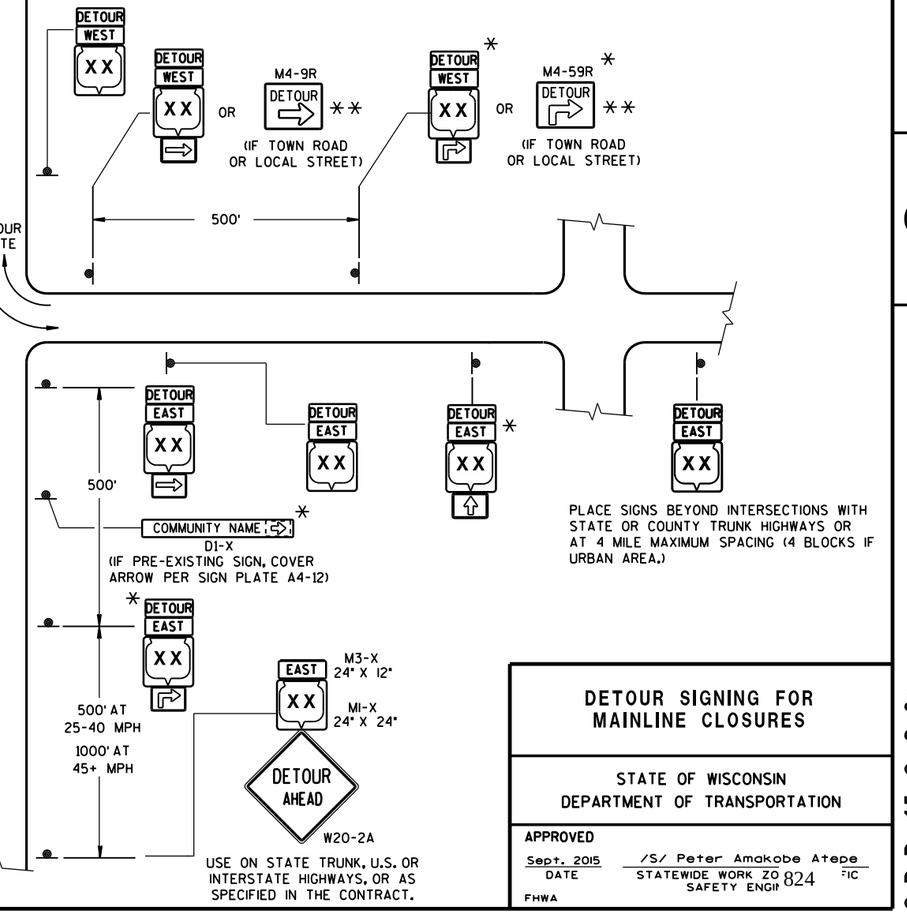
- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- MO5-1 AND MO6-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-9 SHALL BE 30" X 24".
- M4-8a SHALL BE 24" X 18".
- G20-51 SHALL BE 60" X 24".
- W20-2 SHALL BE 48" X 48".
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.




### LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR EAST — M4-8 / M3-X
- XX OR COUNTY XX OR XX — M1-4 / M1-5A / M1-6
- MO5-1 OR MO6-1 OR MO6-1

SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD 15C2-SHEET "a"

**DETAIL F**

**DETOUR SIGNING**

**DETOUR SIGNING FOR MAINLINE CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept. 2015 — DATE

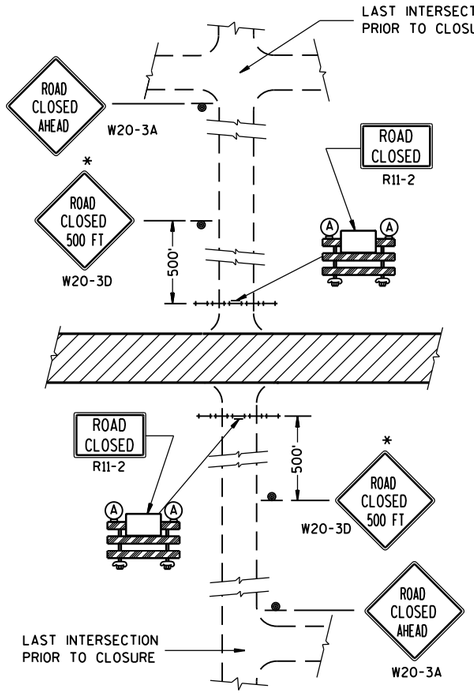
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO... SAFETY ENGI... FIC

FHWA

824

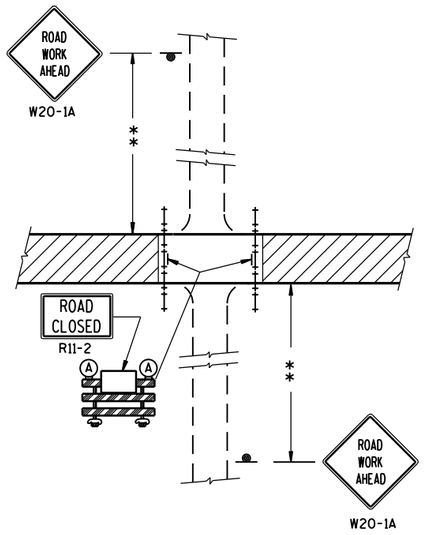
6

S.D.D. 15 C 2-6c



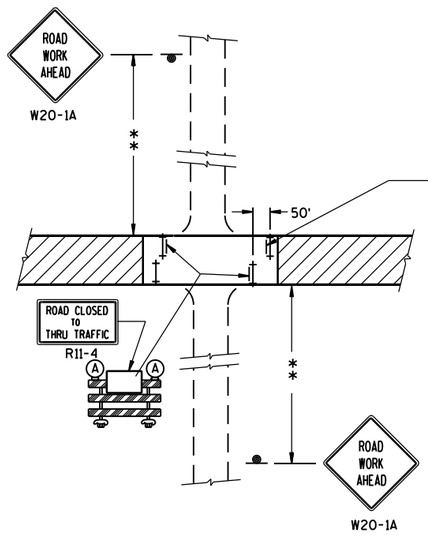

**DETAIL 1**

(NO ACCESS TO PROJECT)



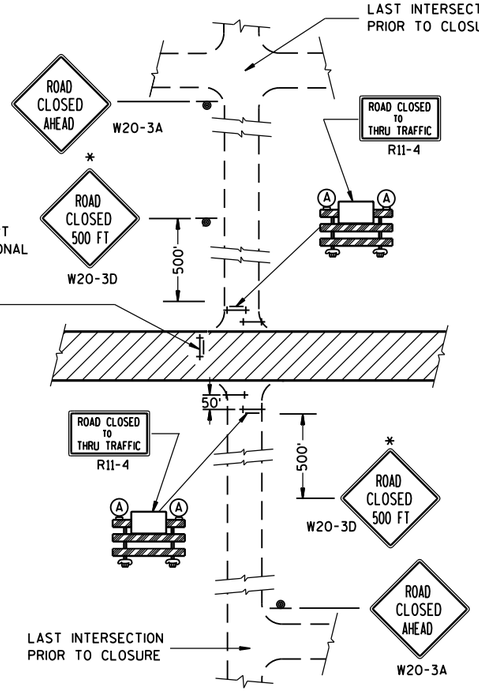

**DETAIL 2**

(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... SAFETY ENGI... — FHWA



6

S.D.D. 15 C 3-3

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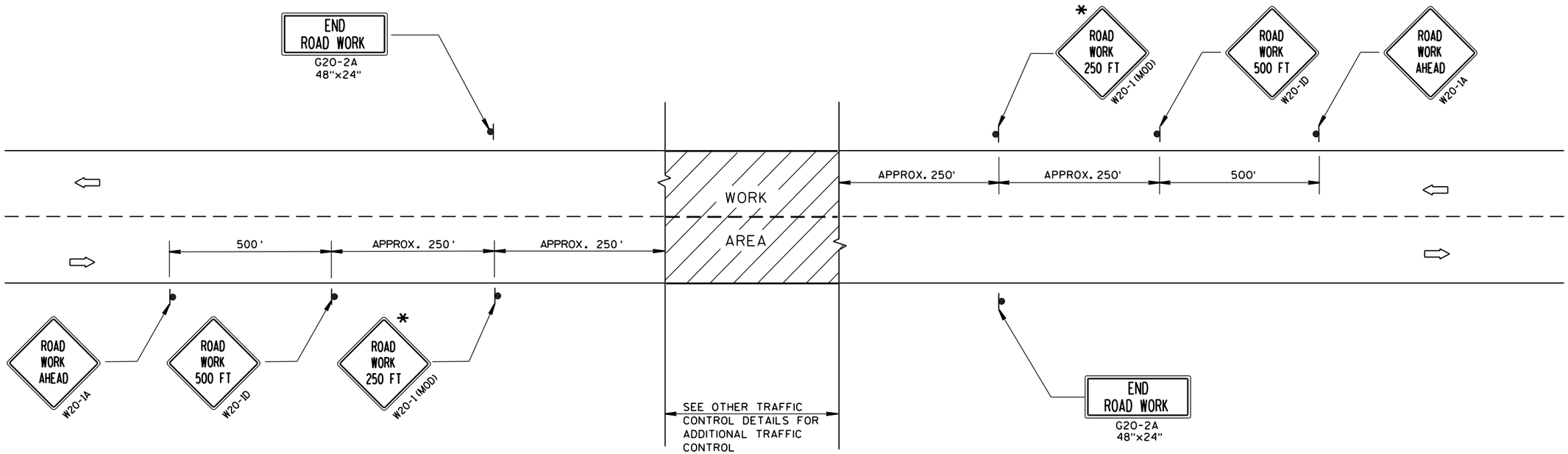
S.D.D. 15 C 3-3

# 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.

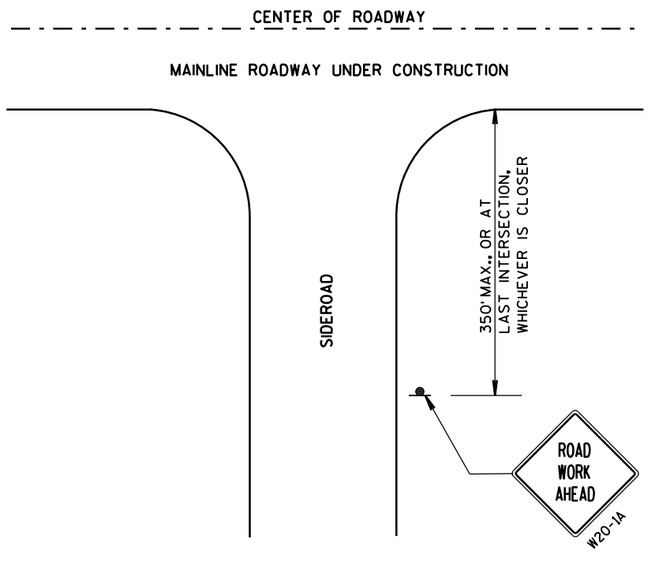
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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 ZONE SAFETY ENGINEER
FHWA





6

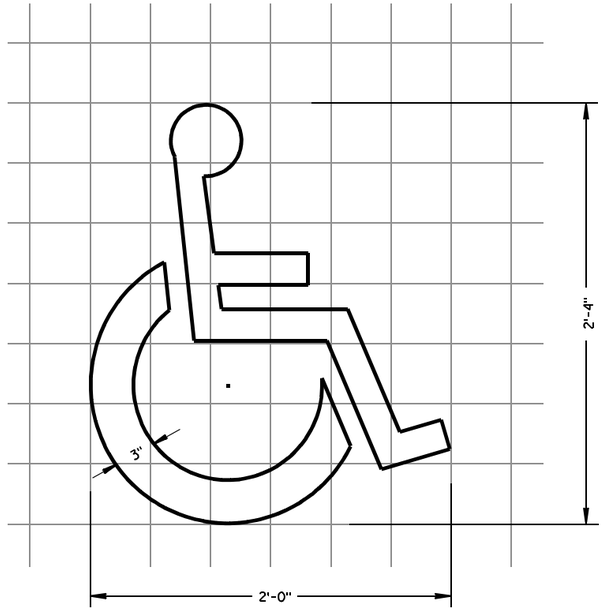
S.D.D. 15 C 5-3

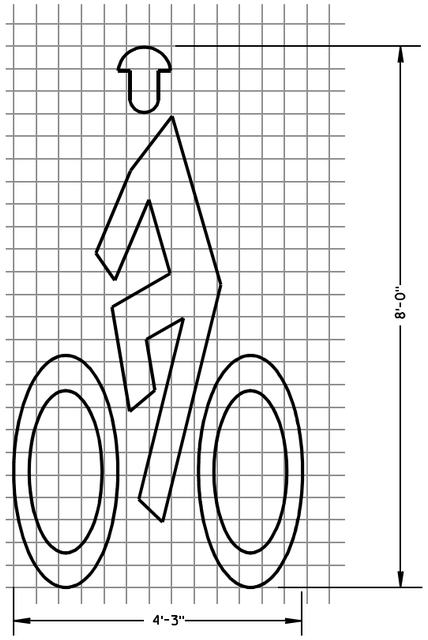
## GENERAL NOTES

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.

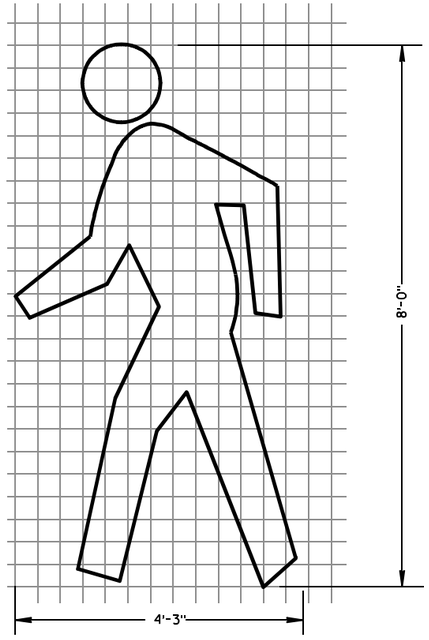
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.

A DETAILED DRAWING OF THE HANDICAPPED PARKING SYMBOL IS ILLUSTRATED IN THE "STANDARD HIGHWAY SIGNS MANUAL" BY THE FEDERAL HIGHWAY ADMINISTRATION.

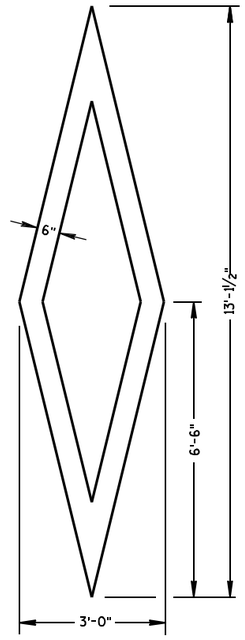



BIKE CROSSING SYMBOL




PEDESTRIAN SYMBOL




PREFERENTIAL LANE SYMBOL

PAVEMENT MARKING SYMBOLS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/1/11 — DATE

/S/ Thomas N Nathan — STATE TRAFFIC ENGINEER

827

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FHWA

6

S.D.D. 15 C 7-12a

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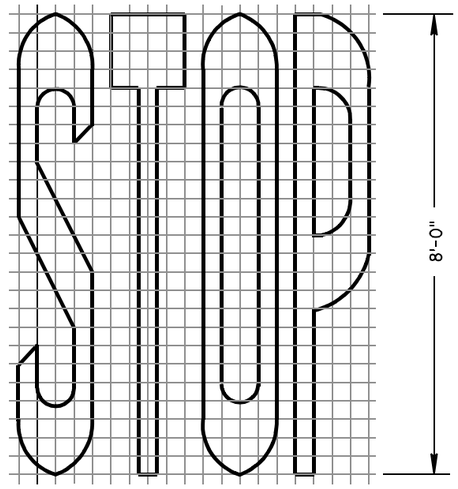
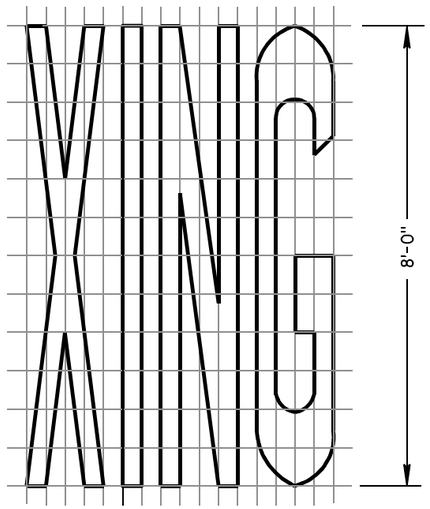
S.D.D. 15 C 7-12a

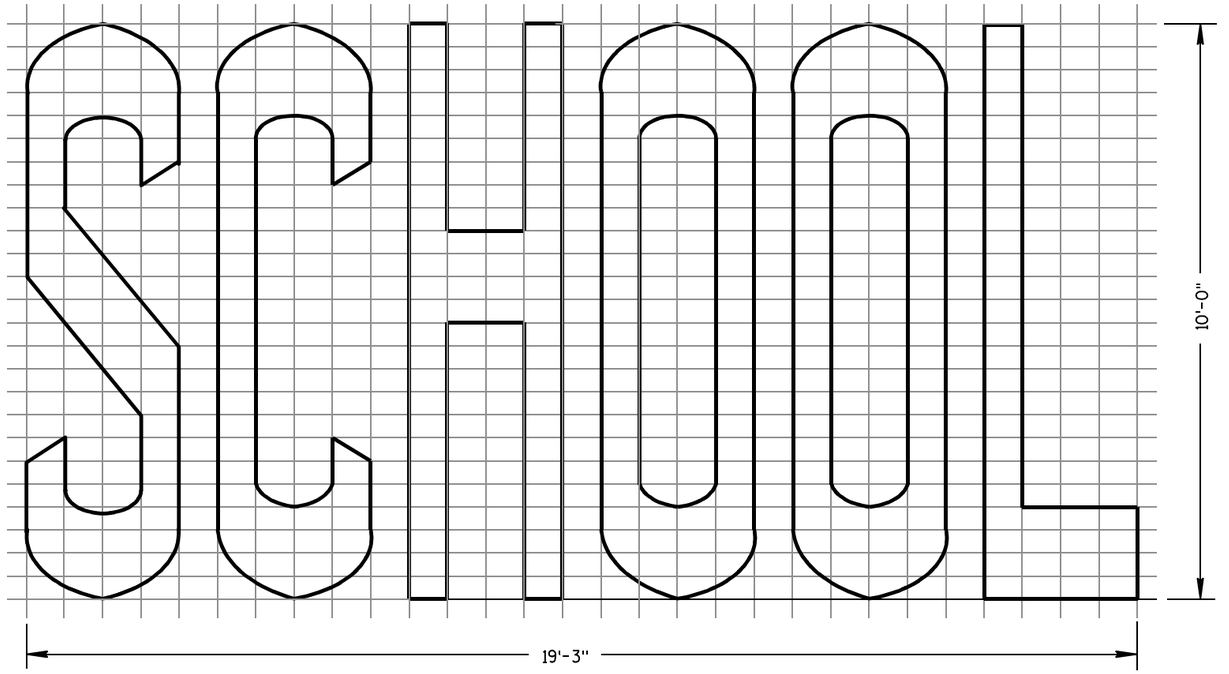
## GENERAL NOTES

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.

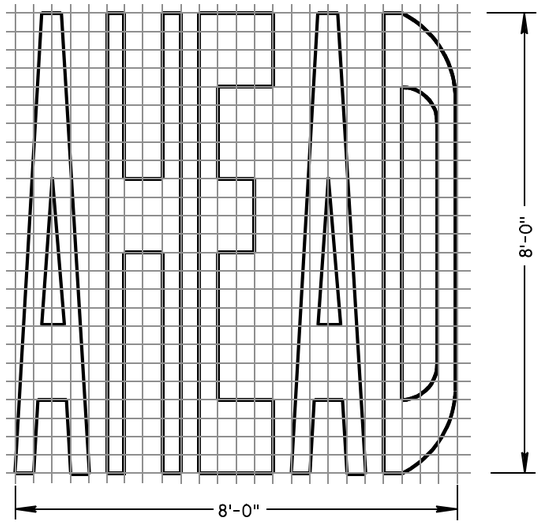
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.

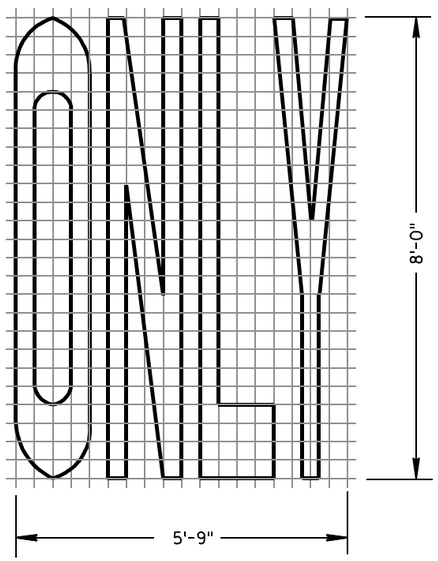


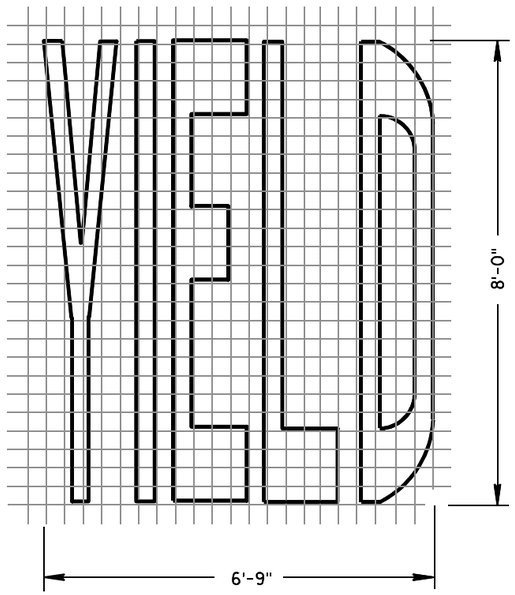



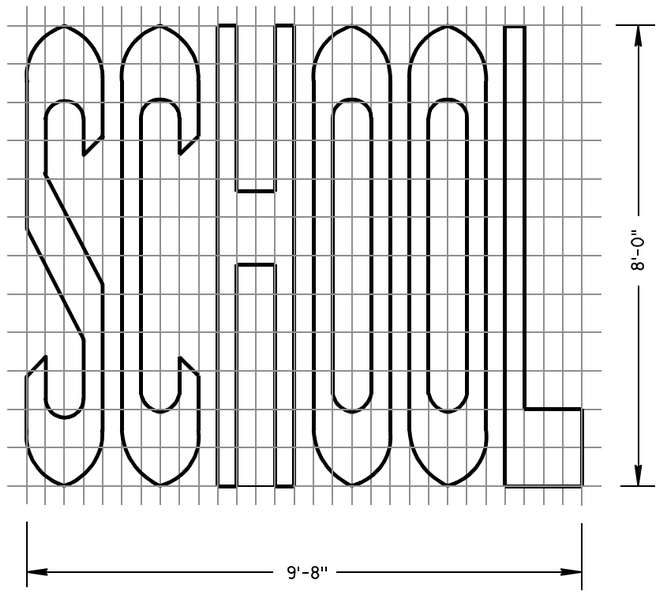




**TWO-LANE**




**SINGLE-LANE**

**PAVEMENT MARKING WORDS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7-1-11 — DATE

/S/ Thomas N. Nothohm — STATE TRAFFIC ENGINEER

828 — IGN

FHWA

6

S.D.D. 15 C 7-12b

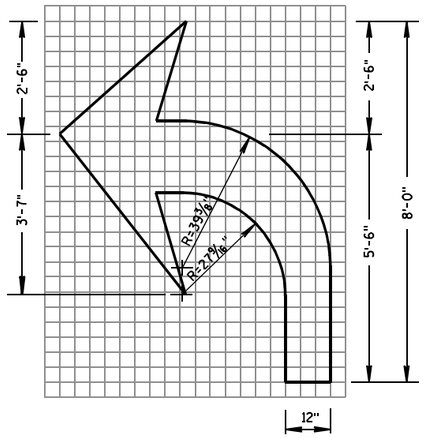
6

S.D.D. 15 C 7-12b

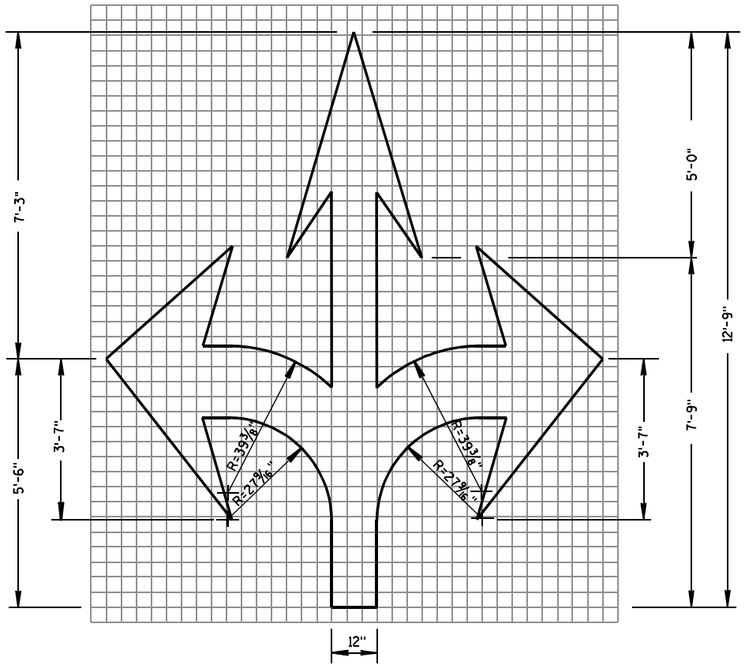
## GENERAL NOTES

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

ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.




TYPE 2

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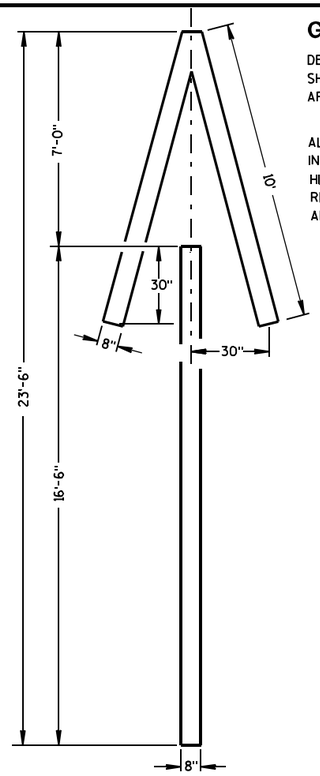


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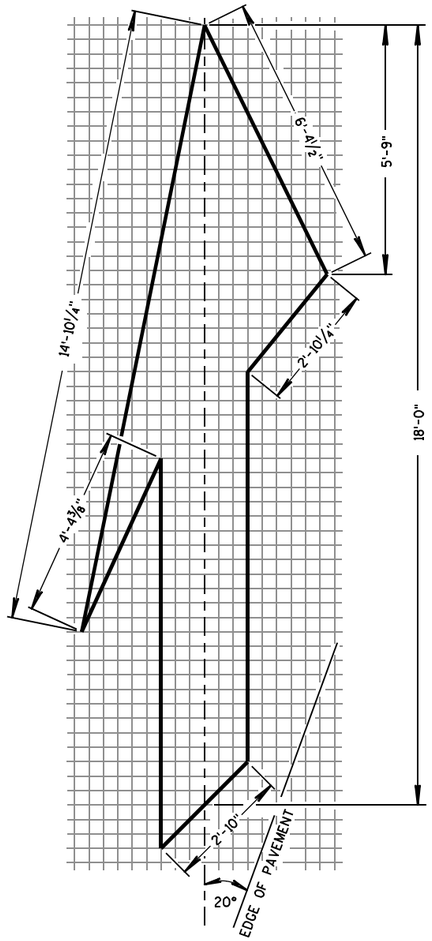
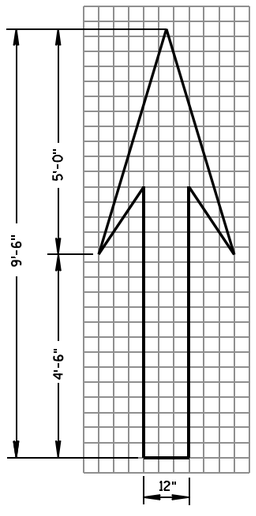
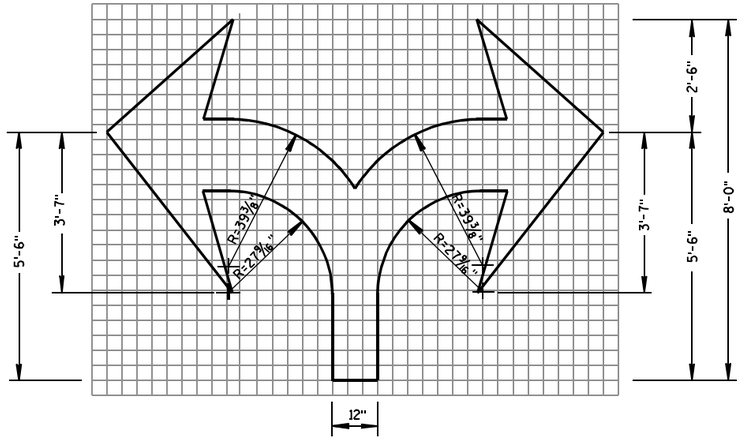



TYPE 5 LANE DROP ARROW




TYPE 1

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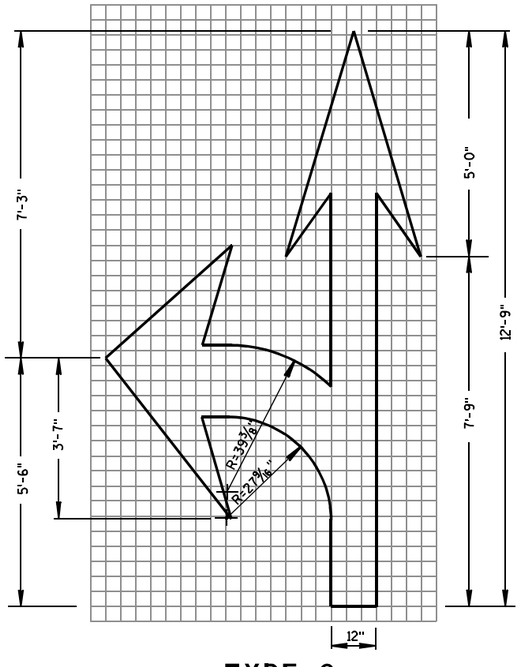



TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/1/11 — DATE

/S/ Thomas N. Nothdurft — STATE TRAFFIC ENGINEER

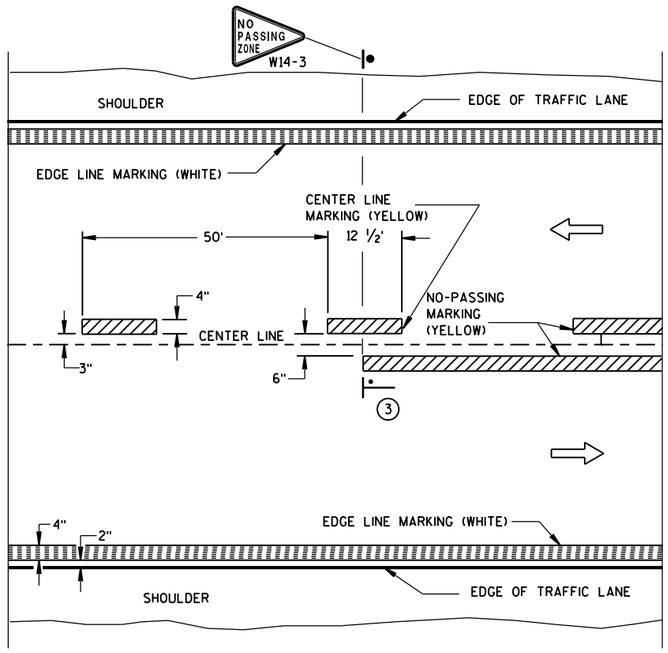
FHWA



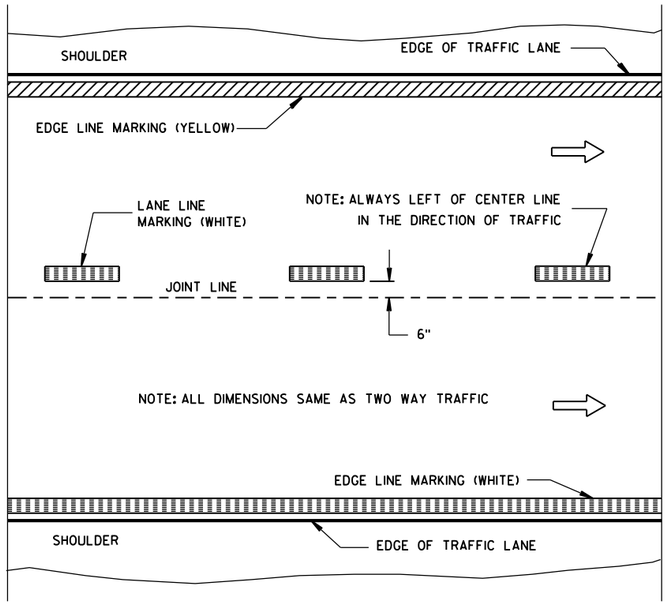


6

S.D.D. 15 C 7-12c

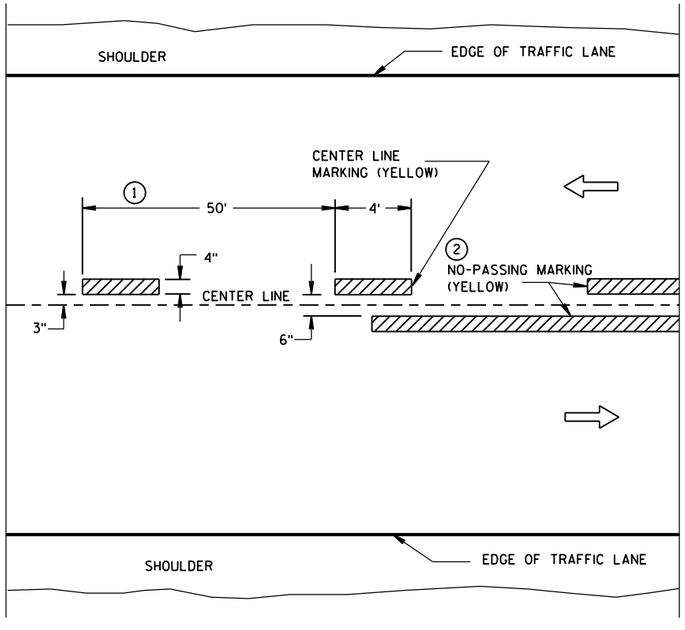



TWO WAY TRAFFIC

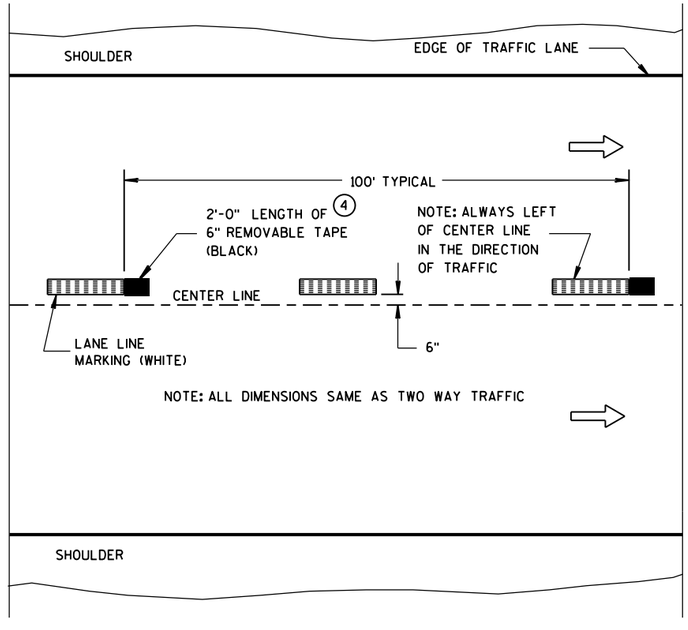



ONE WAY TRAFFIC

## PERMANENT PAVEMENT MARKING




TWO WAY TRAFFIC




ONE WAY TRAFFIC

## TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

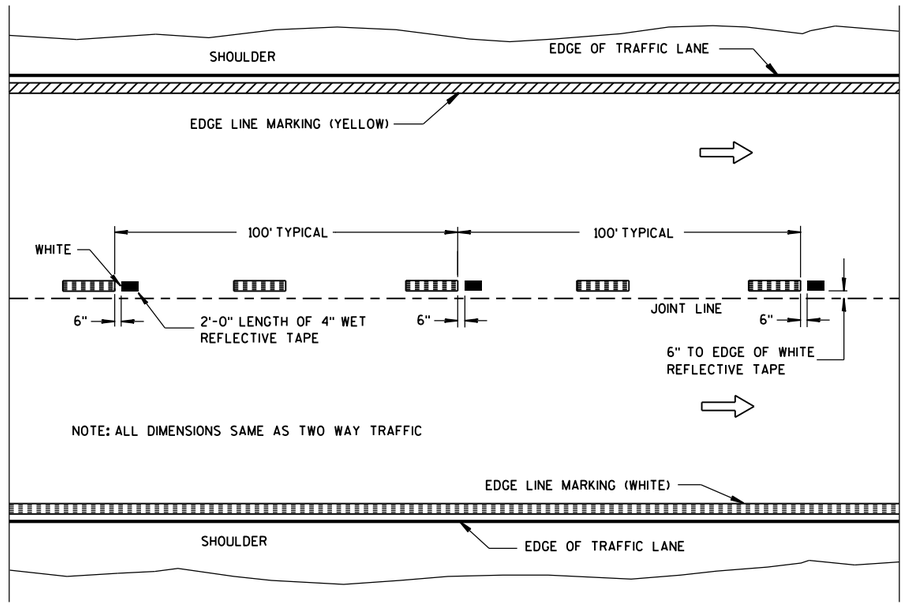
## GENERAL NOTES

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

1. HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.
2. NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED, WHERE APPROPRIATE, ALONG WITH CENTERLINE TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.
3. NO PASSING ZONE MARKINGS ARE PLACED ACCORDING TO "T" MARKINGS. IF EXISTING NO PASSING ZONE W14-3 SIGNS ARE BEYOND 50 FEET IN EITHER DIRECTION, THE SIGNS SHALL BE MOVED TO THE "T" MARKINGS.
4. CONCRETE ONLY.

## NOTE

ARROW SYMBOL ( ⇨ ) SHOWS DIRECTION OF TRAVEL




WET REFLECTIVE TAPE SUPPLEMENT TO
SPRAYED OR NON WET REFLECTIVE TAPE LANE LINE

**LEGEND**

"T" MARKING

POST MOUNTED SIGN

**PAVEMENT MARKING (MAINLINE)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5-13-2013
DATE

/S/ Travis Feltes
STATE TRAFFIC E

FHWA



6

S.D.D. 15 C 8-16a

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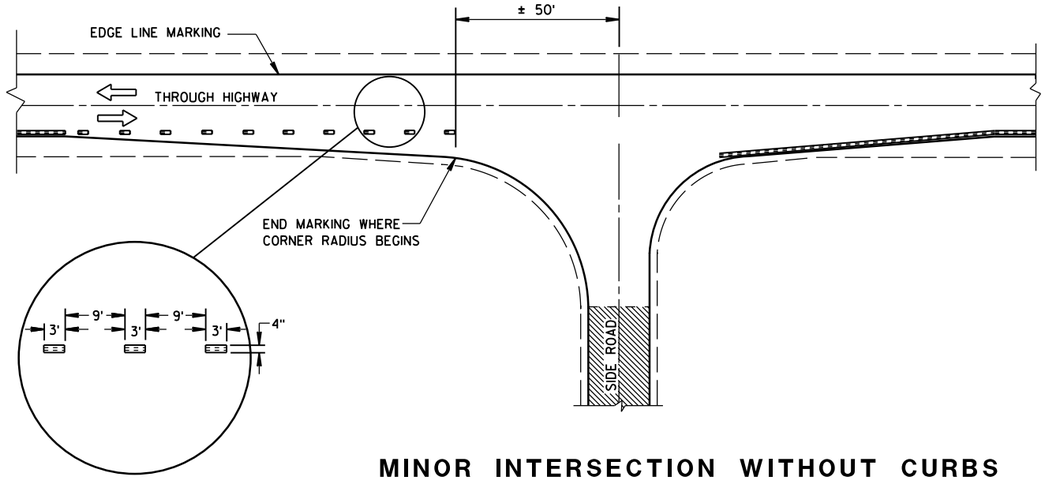
S.D.D. 15 C 8-16a




## MINOR INTERSECTION WITHOUT CURBS

## GENERAL NOTES

EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.

(1) WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.

(2) WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.

(3) ALTERNATIVE MARKING SHALL BE PROVIDED WHEN SPECIFIED IN THE CONTRACT. TYPICAL SITUATIONS WHERE THIS MARKING MAY BE REQUIRED ARE WHERE THE INTERSECTION IS ON A SHARP HORIZONTAL CURVE OR CREST VERTICAL CURVE IN AN UNLIGHTED AREA SUCH THAT THE EDGE LINE MAY BE MISLEADING TO THE MOTORIST OR DISAPPEAR FROM SIGHT.

(4) THE EDGE LINE IN THE TAPER AREAS OF THE BYPASS LANE AND THE BYPASS LANE SHALL BE LOCATED 1-FOOT FROM EDGE OF PAVEMENT TO THE OUTSIDE EDGE OF EDGE LINE.

(5) BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.

(6) BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

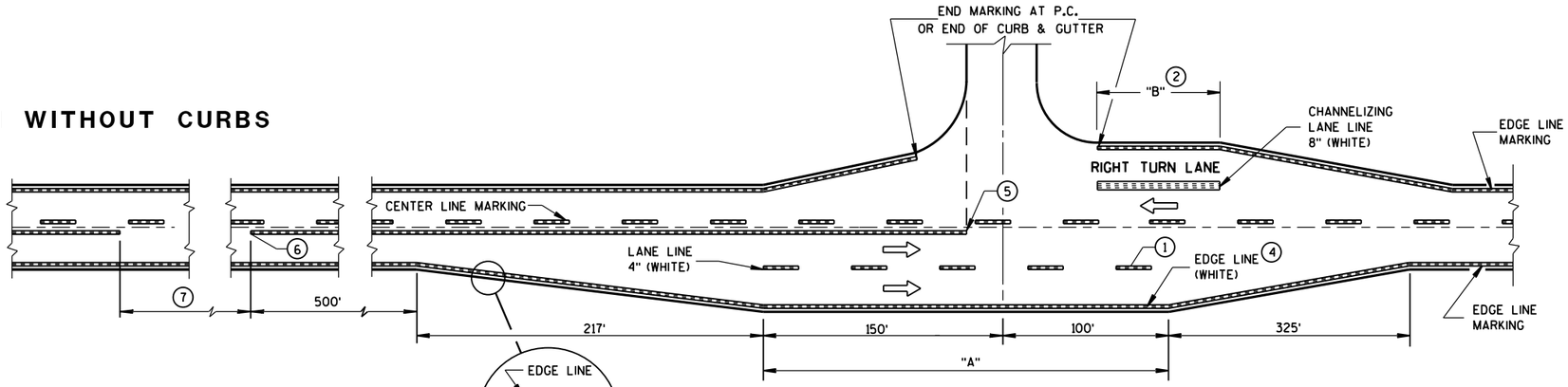
(7) IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.

(8) 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

ARROW SYMBOL ( ⇨ ) SHOWS DIRECTION OF TRAVEL

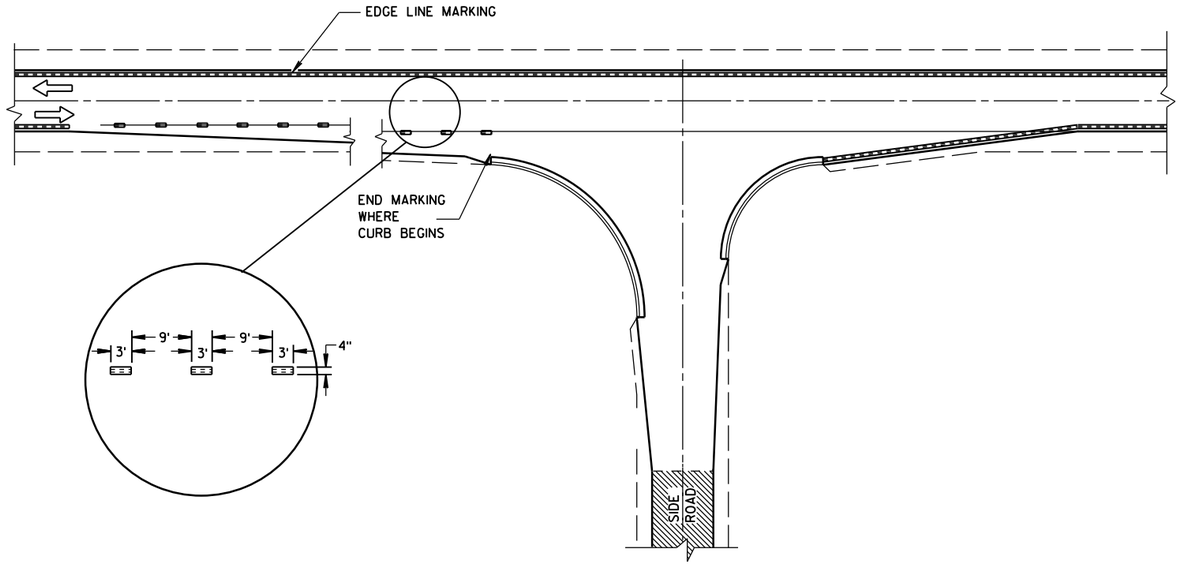
(7)

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



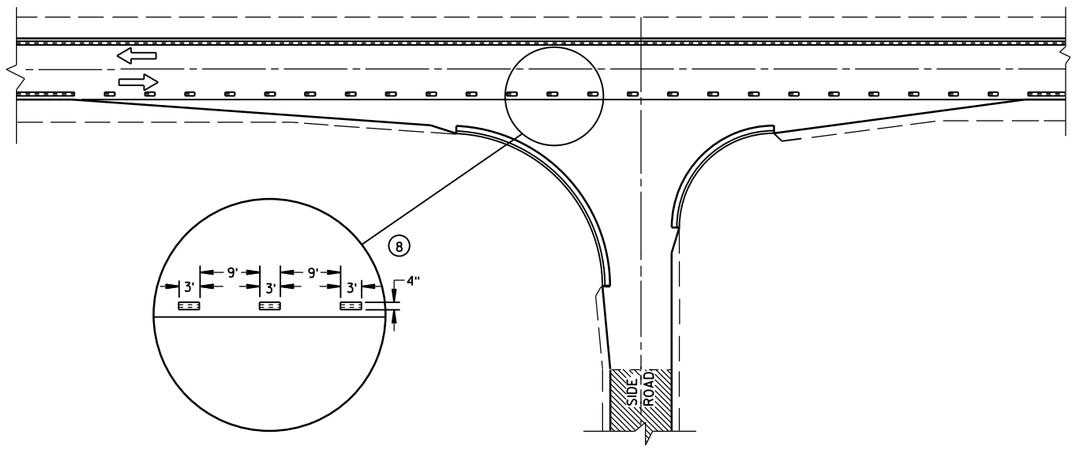

## MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)




## MINOR INTERSECTION WITH CURBS

(TYPICAL MARKING)




## MINOR INTERSECTION WITH CURBS

(3) (FOR SPECIAL CONDITIONS AS SPECIFIED)

PAVEMENT MARKING
(INTERSECTIONS)

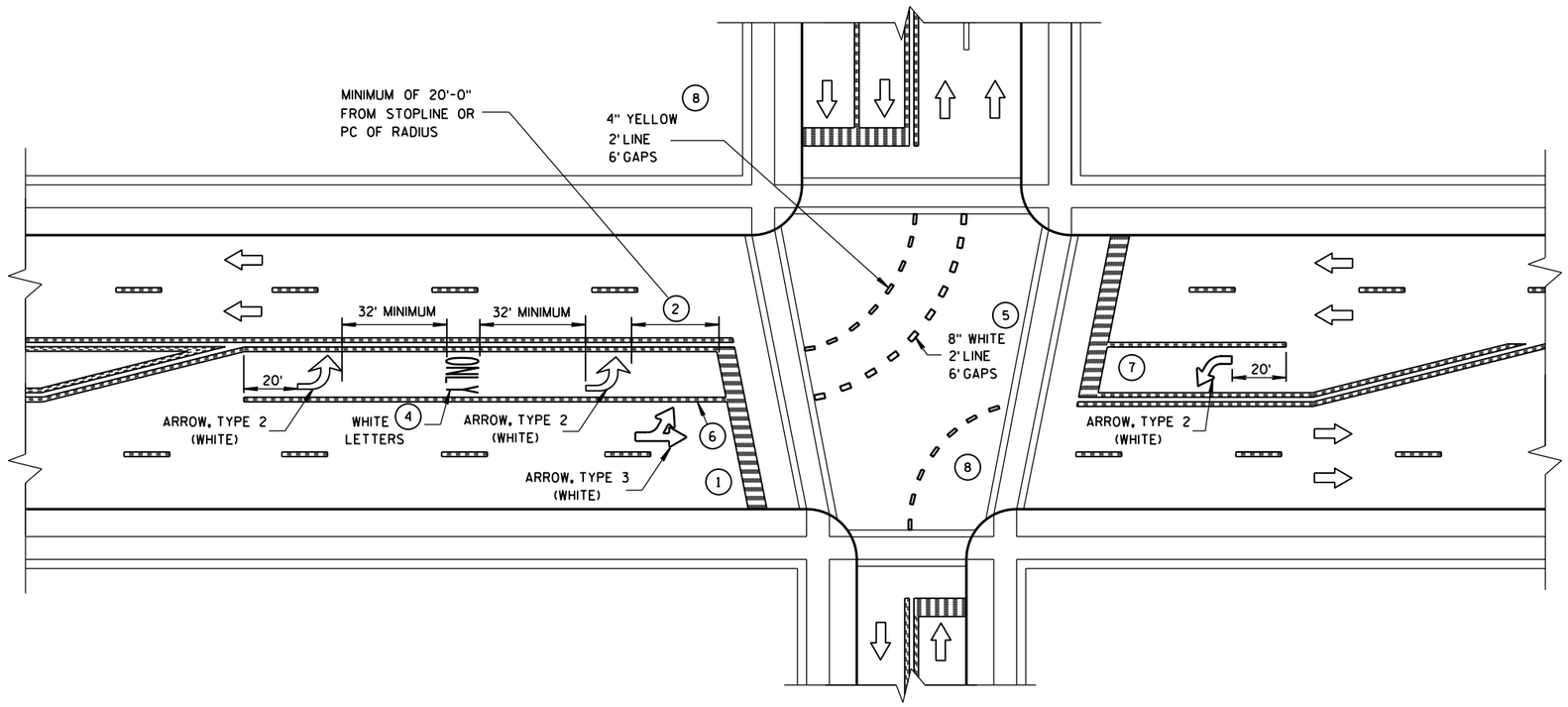
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 831

6

S.D.D. 15 C 8-16b

6

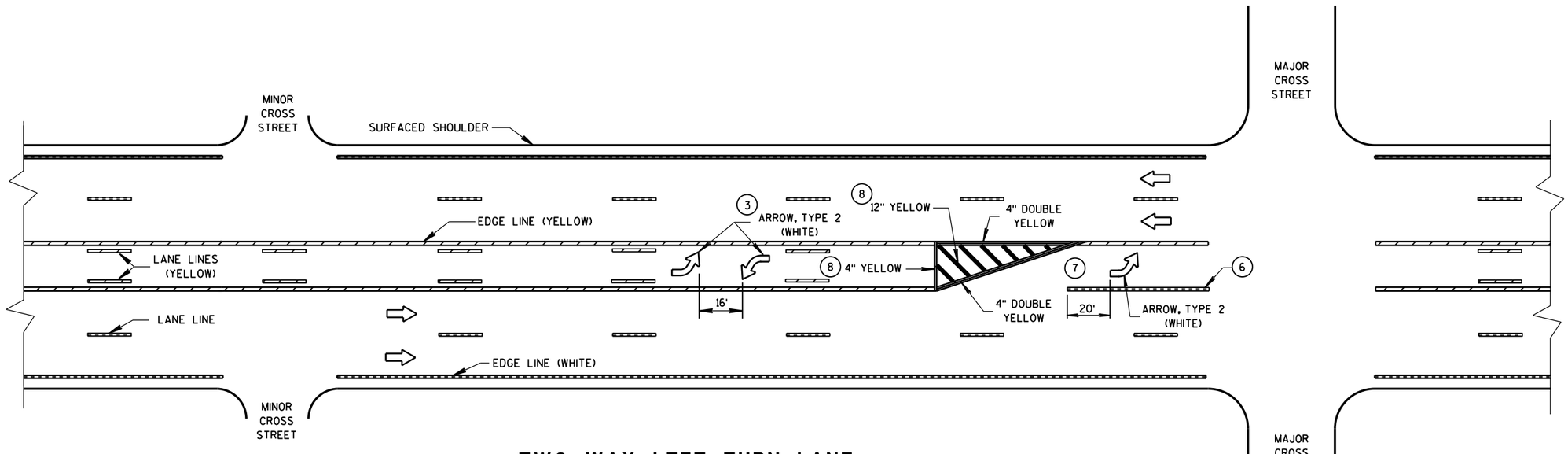
S.D.D. 15 C 8-16b




## GENERAL NOTES

1. STOP BAR IS REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
2. DISTANCE MAY BE ADJUSTED TO ACCOMODATE SHORT LEFT TURN LANES. AS APPROVED BY THE ENGINEER.
3. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
4. ADD EXTRA SETS OF ONE ARROW AND ONE ONLY PER 160 FEET OR WHEN ON A CURVE.
5. 8" WHITE WITH 2' LINE 6' GAPS FOR DUAL TURN LANE.
6. 8" WHITE
7. ADD SECOND ARROW WHEN TURN BAY IS GREATER THAN OR EQUAL TO 108 FEET.
8. REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.

NOTE:
ARROW SYMBOL ( ⇨ )
SHOWS DIRECTION OF TRAVEL




## TWO WAY LEFT TURN LANE

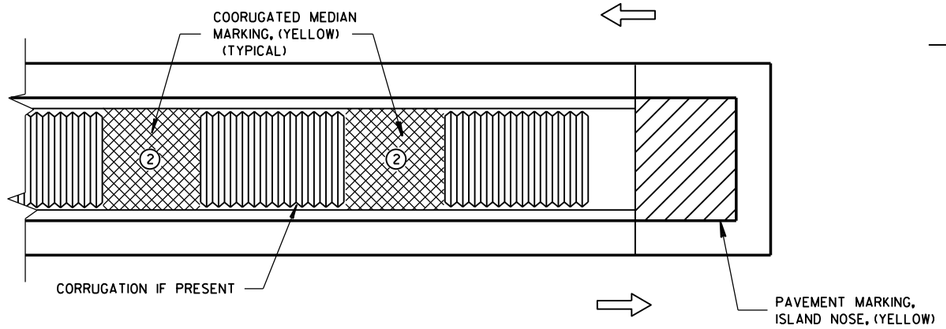
**PAVEMENT MARKING (LEFT TURN LANE)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

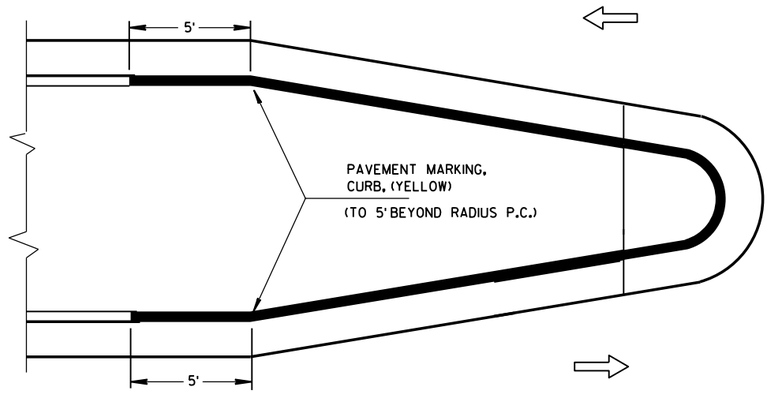



6

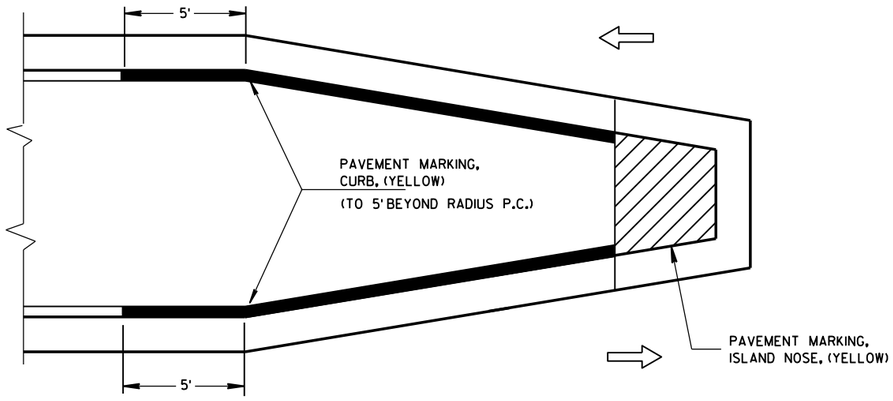
S.D.D. 15 C 8-16e




MEDIAN ISLAND WITH SQUARE BLUNT NOSE

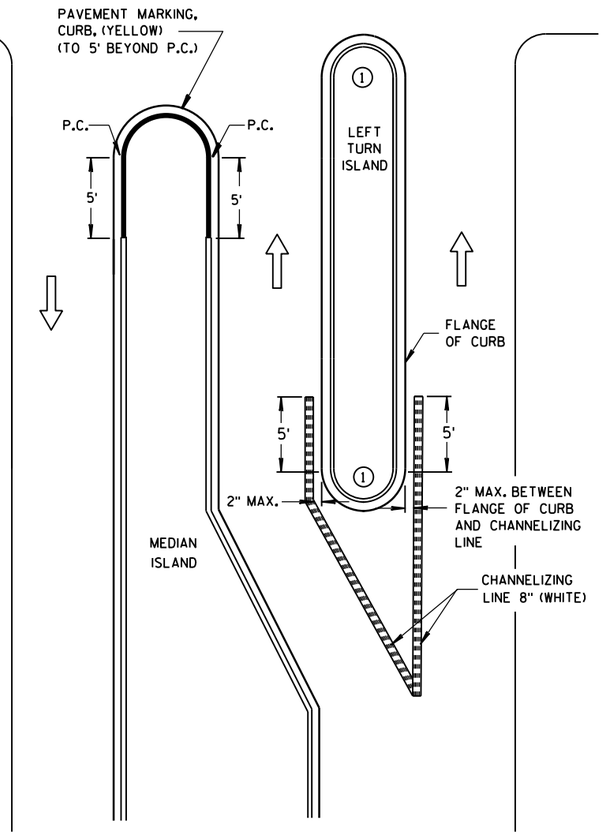



MEDIAN ISLAND WITH ROUND BLUNT NOSE




MEDIAN ISLAND WITH SLOPED NOSE

## TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

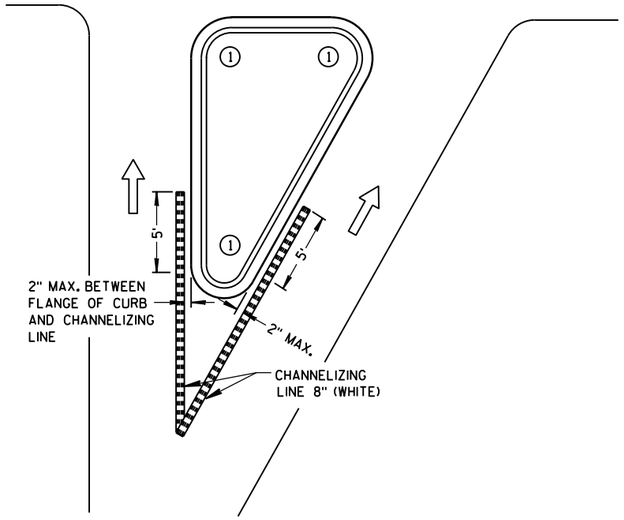



LEFT TURN & MEDIAN ISLAND

## 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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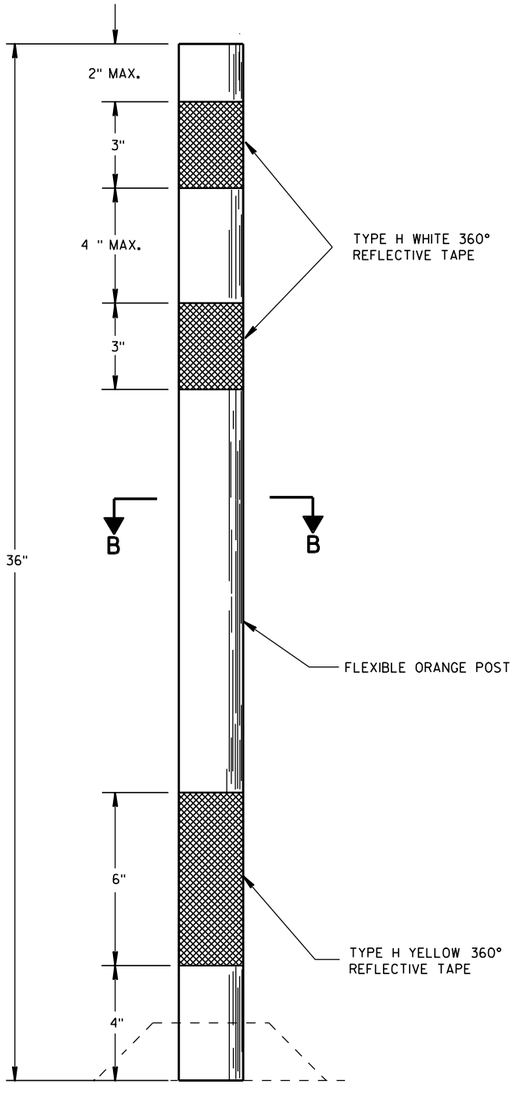
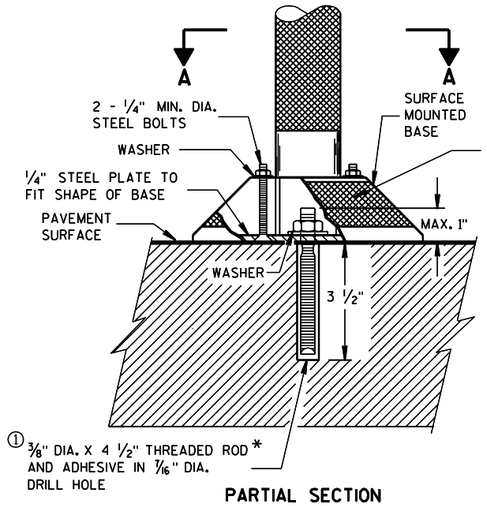
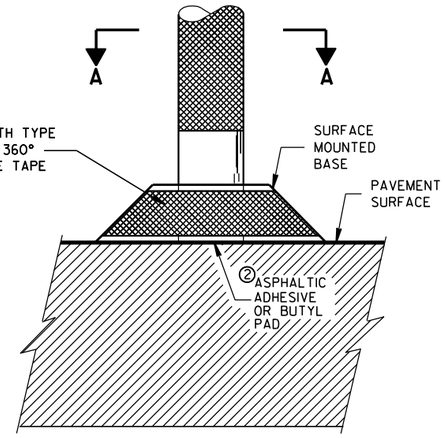
S.D.D. 15 C 8-16f




FLEXIBLE TUBULAR MARKER POST




PARTIAL SECTION TO SHOW BOLTS




POST BASES ON NEW OR EXISTING PAVEMENT

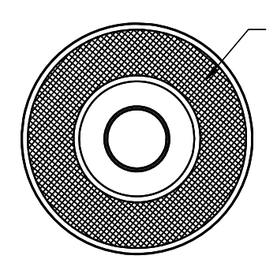
## GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

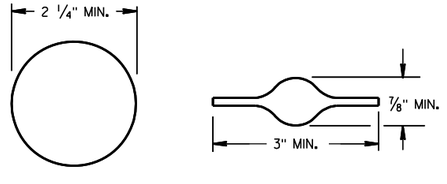
① THREADED ROD SHALL BE MACHINED DOWN TO 0.280 INCH DIA. 1 1/4 INCHES FROM THE TOP.

② THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS.



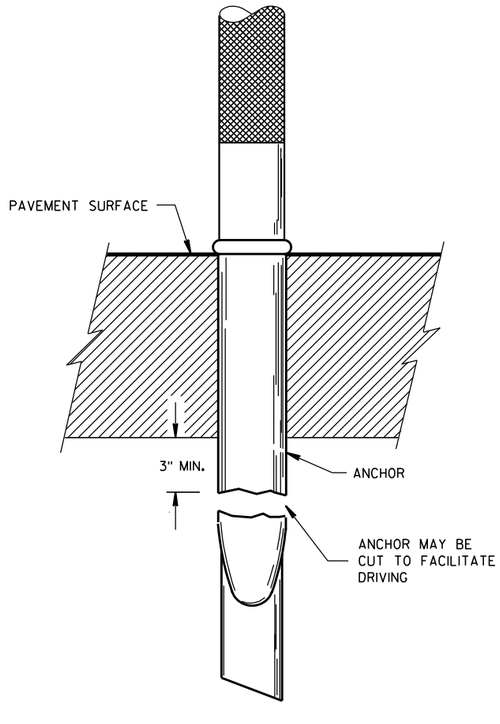

SECTION A-A

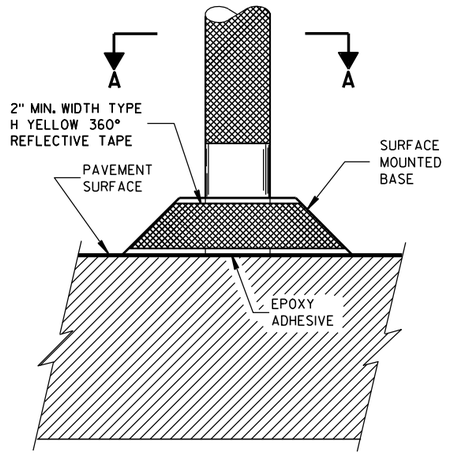
SURFACE MOUNTED BASE




SECTION B-B

ALTERNATIVE SHAPES




POST ANCHOR AND BASE ON PAVEMENT WHICH WILL BE REMOVED

FLEXIBLE TUBULAR MARKER POST, ANCHOR & BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

2/17/94 DATE

/S/ Chester J. [illegible] DIRECTOR, OFFICE O 834

FHWA

6

S.D.D. 15 C 11-5

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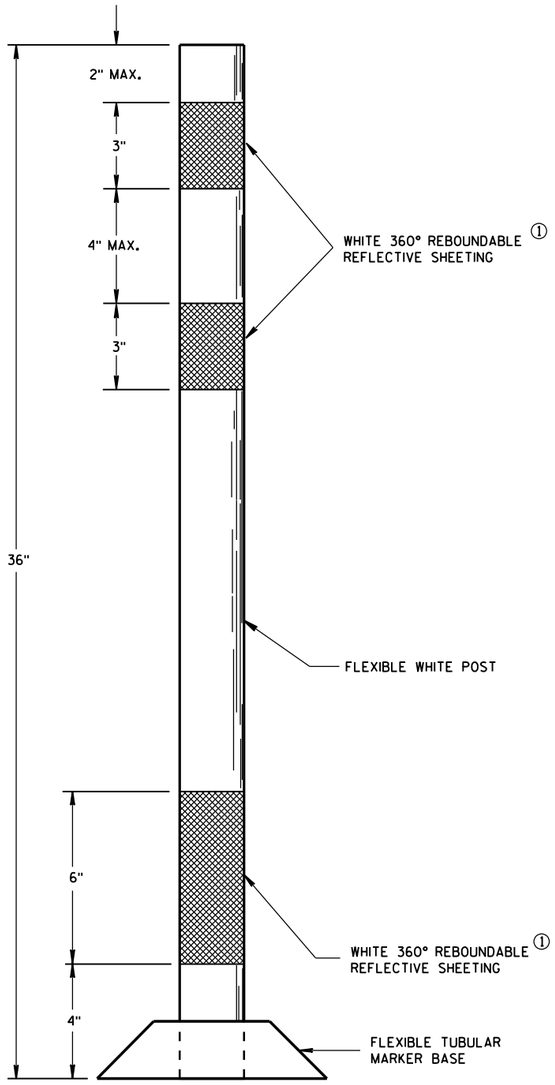
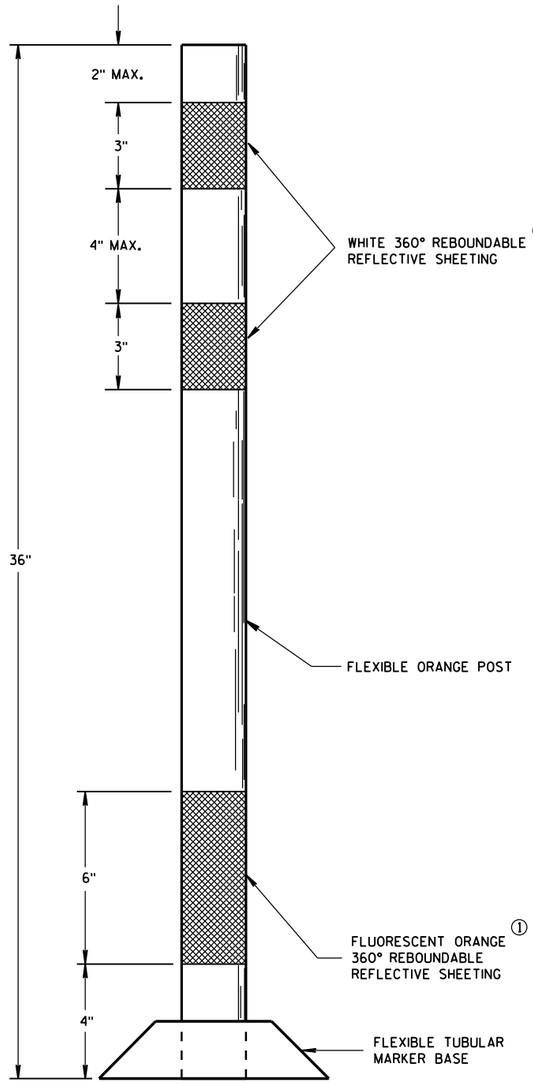
S.D.D. 15 C 11-5




**FLEXIBLE**
**TUBULAR MARKER POST**
**PERMANENT CROSSOVER**




**FLEXIBLE**
**TUBULAR MARKER POST**
**WORK ZONE**

## GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS.

① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

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S.D.D. 15 C 11-6

S.D.D. 15 C 11-6

FLEXIBLE TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10-16-2015
DATE
FHWA

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZON
SAFETY ENGINE

## LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA

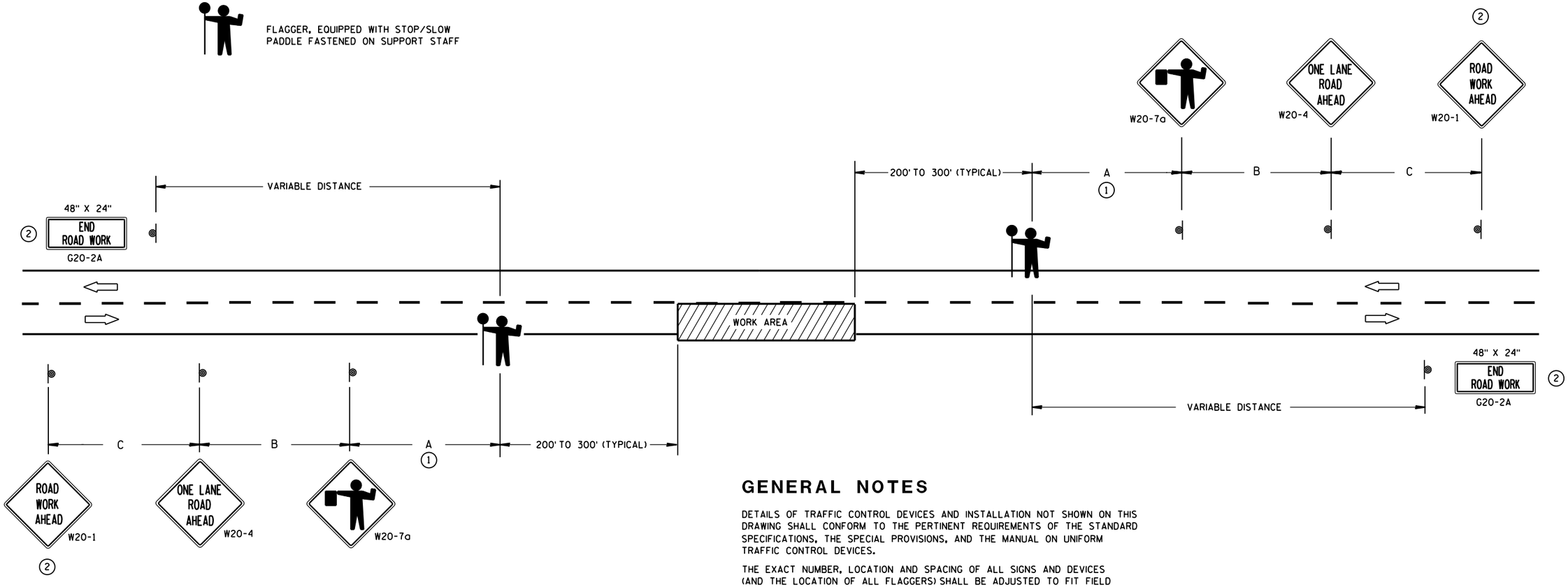
FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

## SIGN SPACING TABLE

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

W3-4

USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7a AND W20-4 SIGNS. A 500' TYPICAL SPACING SHALL BE PROVIDED BETWEEN THE SIGNS.




(1) FOR A MOVING WORK OPERATION,
SIGNING FOR BOTH DIRECTIONS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

## GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES (AND THE LOCATION OF ALL FLAGGERS) SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, COVER OR REMOVE ALL TEMPORARY TRAFFIC CONTROL SIGNS.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

# TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

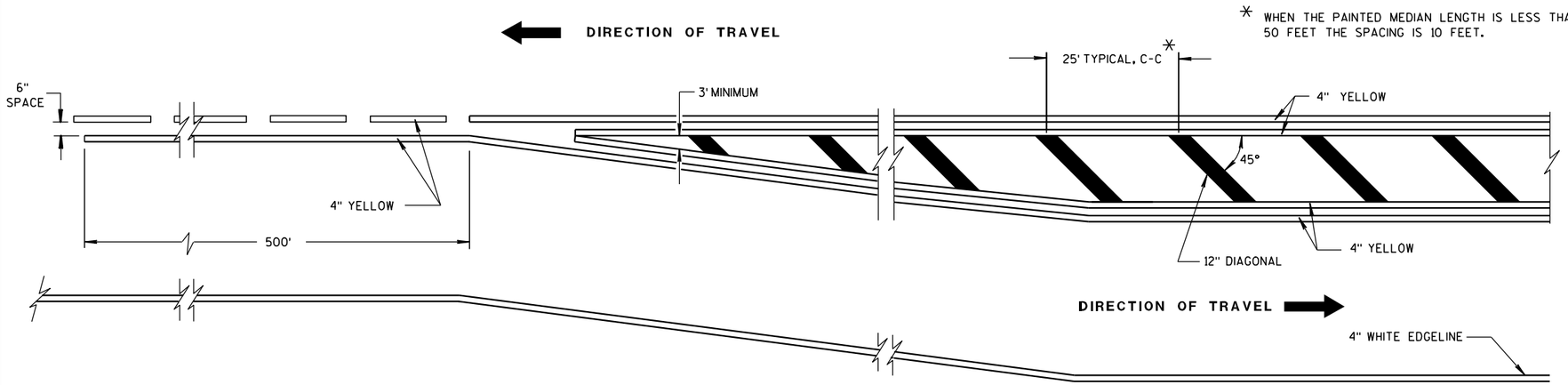


6

S.D.D. 15 C 12-4

6

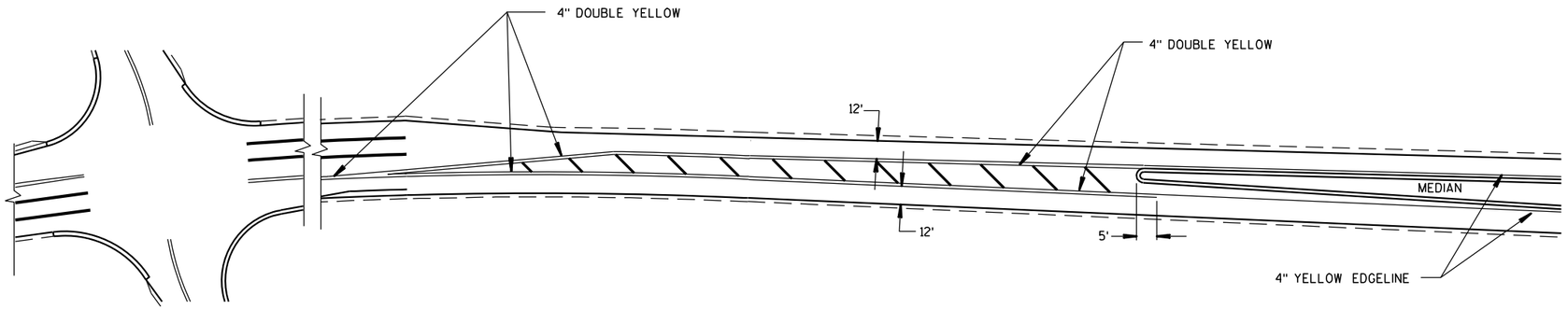
S.D.D. 15 C 12-4



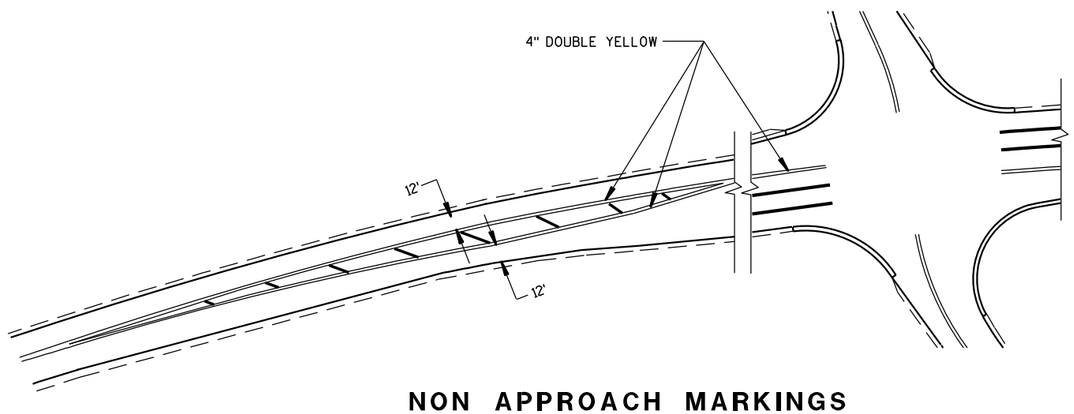

## MEDIAN ISLAND DETAIL

## GENERAL NOTE

DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT WIDEST POINT.




## APPROACH MARKINGS FOR OTHER MEDIAN TYPES




## NON APPROACH MARKINGS

| MEDIAN ISLAND MARKING | |
|---|---|
| STATE OF WISCONSIN<br>DEPARTMENT OF TRANSPORTATION | |
| APPROVED<br>2-5-09<br>DATE | /S/ Thomas N. Nothohm<br>STATE TRAFFIC ENGINEER 837 IGN |
| FHWA | |

6

S.D.D. 15 C 18-3

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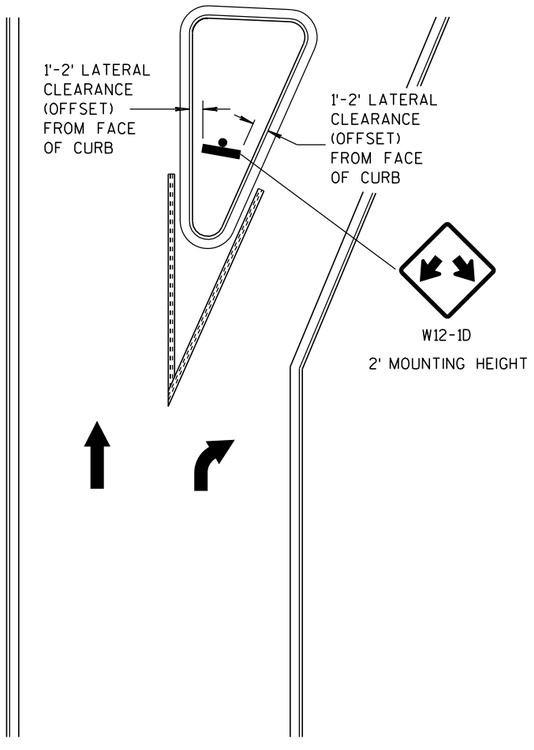
S.D.D. 15 C 18-3

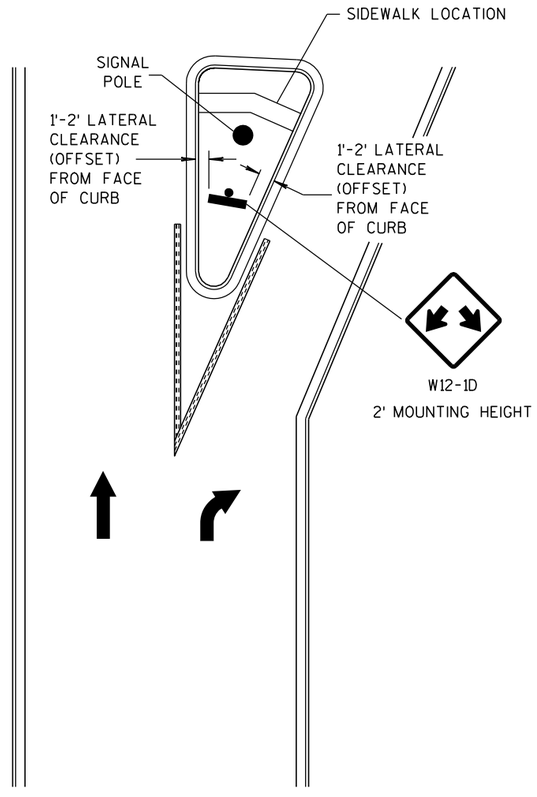
## GENERAL NOTE

APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.

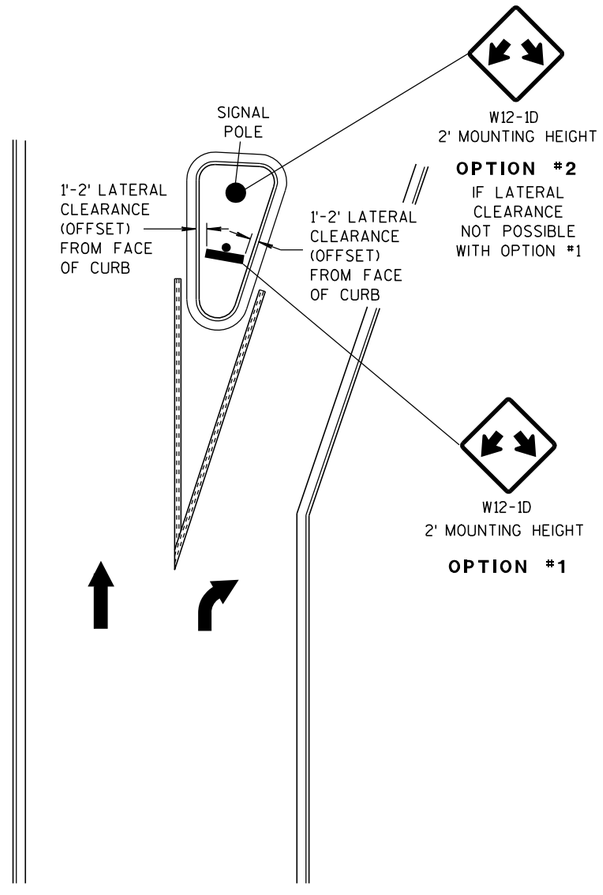
SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.




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. Nothdurft STATE TRAFFIC ENGINEER 838 IGN |
| FHWA | |

6

S.D.D. 15 C 27-1

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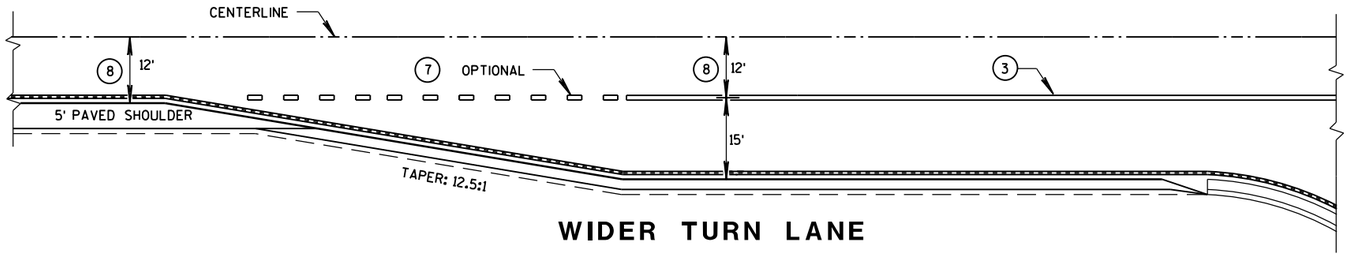
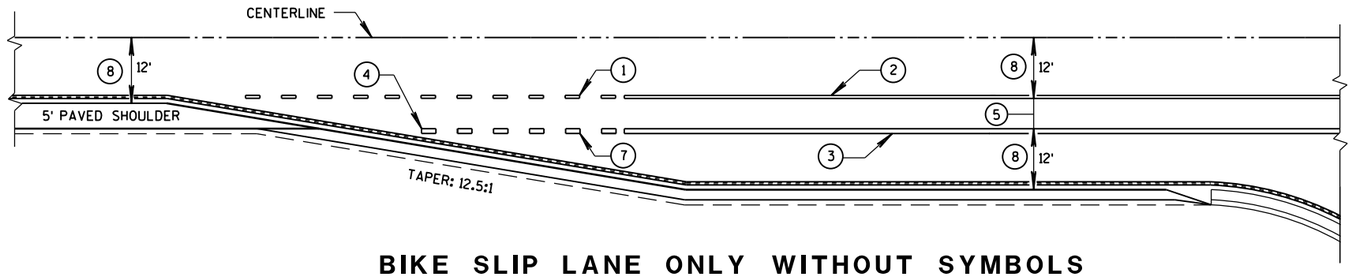
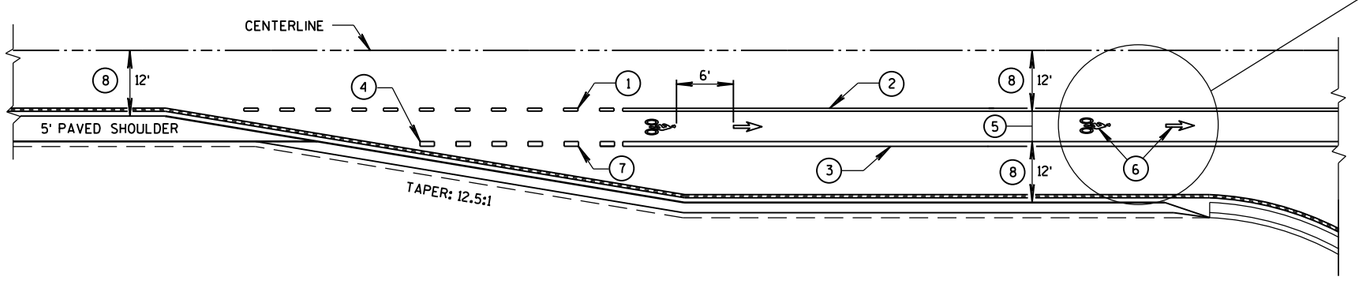
S.D.D. 15 C 27-1



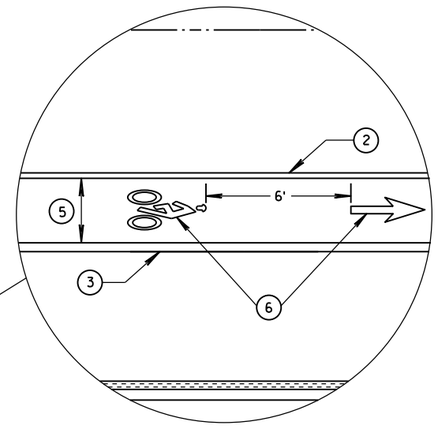

## WIDER TURN LANE




## BIKE SLIP LANE ONLY WITHOUT SYMBOLS




## BIKE LANE WITH SYMBOLS




## GENERAL NOTES

1. 3' LINE, 9' GAP - 4-INCH WIDE, WHITE.
2. 4-INCH, WHITE.
3. 8-INCH, WHITE.
4. IF SIGNED AND/OR MARKED AS A BICYCLE FACILITY INCLUDE SECOND LINE OF LINE-SPACE MARKING, OTHERWISE DO NOT.
5. BIKE ACCOMMODATION FOR CONCRETE PAVEMENT IS 5' WIDE.
   BIKE ACCOMMODATION FOR ASPHALT PAVEMENT IS A MINIMUM OF 4', 5' AT ≥ 45 MPH.
6. REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
7. 3' LINE, 9' GAP - 8-INCH WIDE, WHITE.
8. REFER TO CONTRACT PLANS.

# BICYCLE LANE MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4/30/2013
DATE

/S/ Travis Feltes
STATE TRAFFIC E

FHWA

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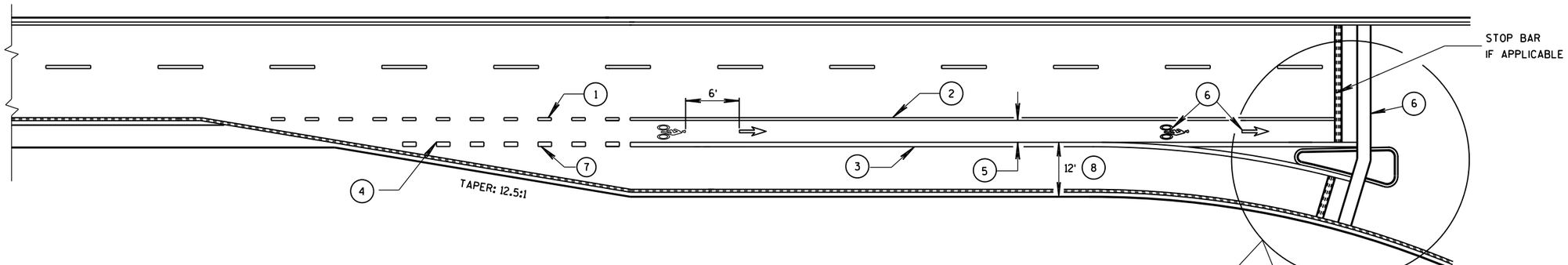
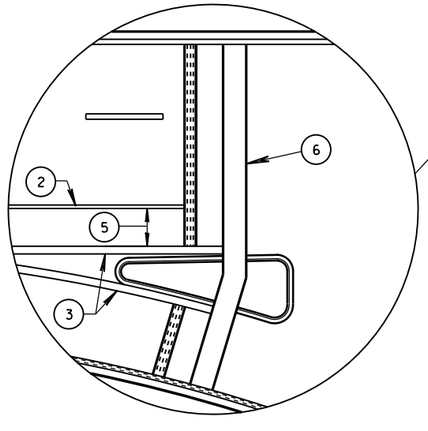
S.D.D. 15 C 29-3a

## GENERAL NOTES

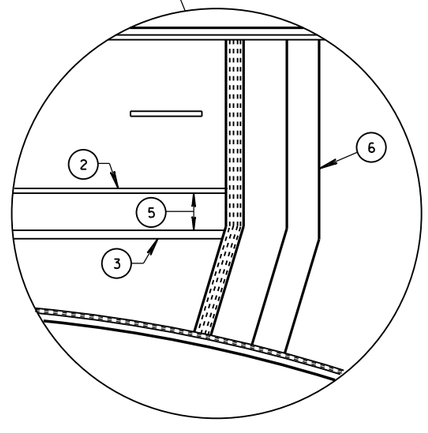
1. 3' LINE, 9' GAP - 4-INCH WIDE, WHITE.
2. 4-INCH, WHITE.
3. 8-INCH, WHITE.
4. IF SIGNED AND/OR MARKED AS A BICYCLE FACILITY INCLUDE SECOND LINE OF LINE-SPACE MARKING, OTHERWISE DO NOT.
5. 5' TYPICAL.
6. REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
7. 3' LINE, 9' GAP - 8-INCH WIDE, WHITE.
8. REFER TO CONTRACT PLANS.




## BIKE LANE - 4-LANE DIVIDED WITH RIGHT TURN LANE




4 LANE DIVIDED WITH ISLAND




4 LANE DIVIDED WITHOUT ISLAND

BICYCLE LANE MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4/30/2013
DATE
/S/ Travis Feltes
STATE TRAFFIC E
FHWA

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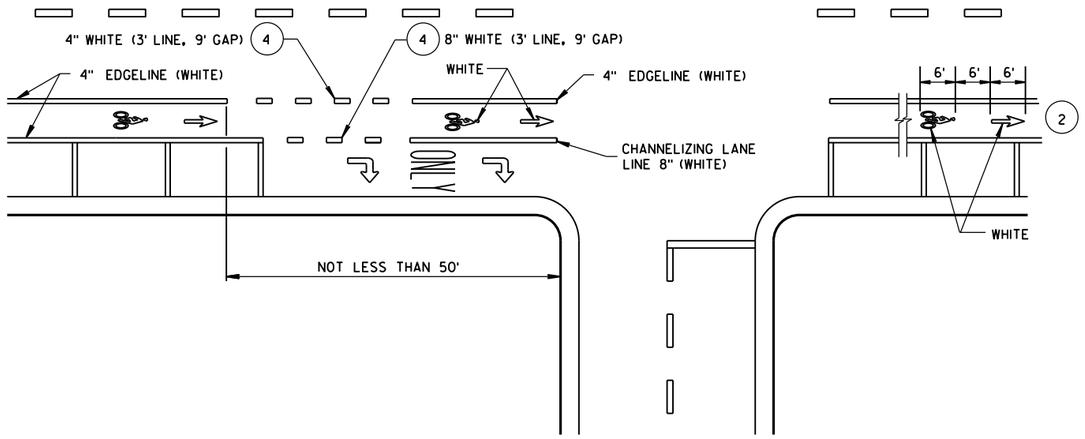
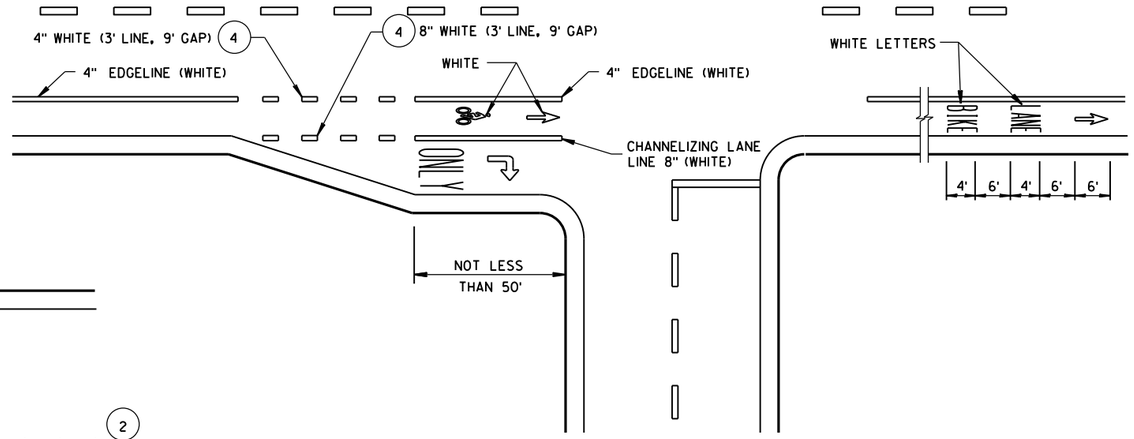
S.D.D. 15 C 29-3b



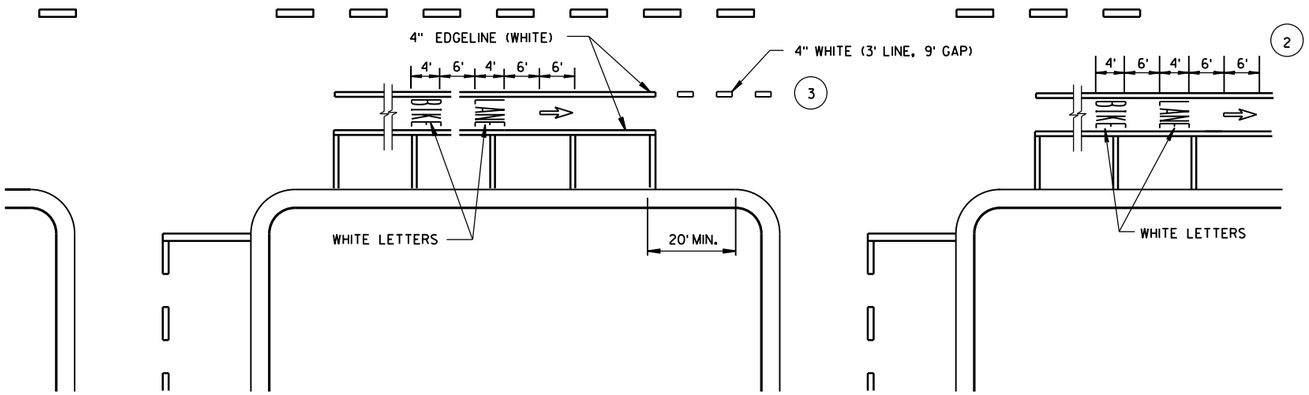

## DESIGNATED BICYCLE LANE

## GENERAL NOTES

1. DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
2. THE SERIES OF PAVEMENT MARKING SYMBOLS SHALL BE REPEATED AFTER INTERSECTIONS AND SPACED A MAXIMUM OF 250'. NO PAVEMENT MARKING WILL TAKE PLACE IN THE CROSSWALK.
3. DOTTED LINES SHOULD BE USED 50' TO 200' IN ADVANCE OF AN INTERSECTION WHERE THERE IS NO RIGHT TURN ONLY LANE AND THERE IS HEAVY RIGHT TURN TRAFFIC OR THERE IS A NEAR-SIDE BUS STOP. AT OTHER INTERSECTIONS WHERE RIGHT TURN TRAFFIC IS LIGHT TO MODERATE, A SOLID LINE CAN BE USED UP TO THE INTERSECTION.
4. WHEN SPECIFIED IN THE CONTRACT.




## DESIGNATED BICYCLE LANE
## NO PARKING, RIGHT TURN LANE




## DESIGNATED BICYCLE LANE
## WITH PARKING, NO RIGHT TURN LANE

**URBAN BICYCLE LANE MARKING**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4/30/2013
DATE
/S/ Travis Feltes
STATE TRAFFIC EN
FHWA



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S.D.D. 15 C 29-3c

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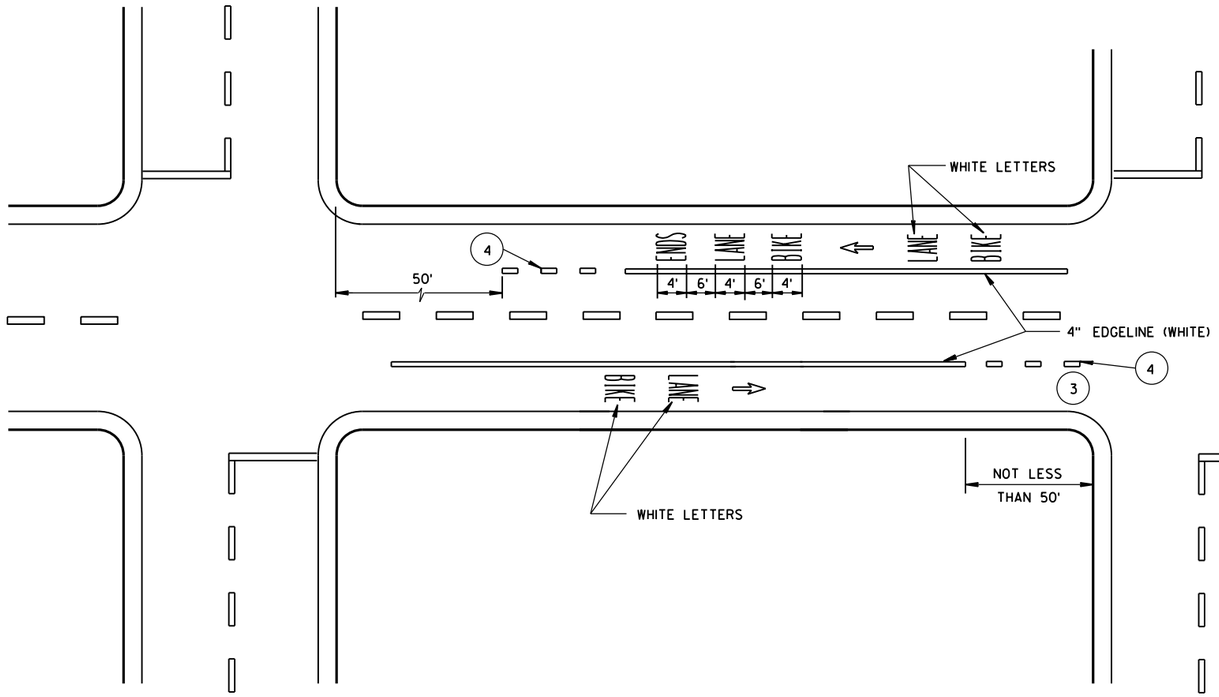
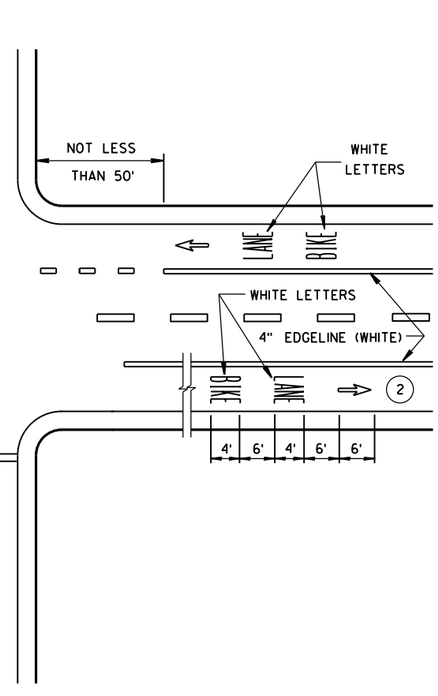
S.D.D. 15 C 29-3c

## GENERAL NOTES

1. DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
2. THE SERIES OF PAVEMENT MARKING SYMBOLS SHALL BE REPEATED AFTER INTERSECTIONS AND SPACED A MAXIMUM OF 250'. NO PAVEMENT MARKING WILL TAKE PLACE IN THE CROSSWALK.
3. DOTTED LINES SHOULD BE USED 50' TO 200' IN ADVANCE OF AN INTERSECTION WHERE THERE IS NO RIGHT TURN ONLY LANE AND THERE IS HEAVY RIGHT TURN TRAFFIC OR THERE IS A NEAR-SIDE BUS STOP. AT OTHER INTERSECTIONS WHERE RIGHT TURN TRAFFIC IS LIGHT TO MODERATE, A SOLID LINE CAN BE USED UP TO THE INTERSECTION.
4. 3' LINE, 9' GAP - 4" WIDE, WHITE.




**DESIGNATED BICYCLE LANE**
**NO PARKING**

| URBAN BICYCLE LANE MARKING | |
|---|---|
| STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION | |
| APPROVED | |
| 4/30/2013 DATE | /S/ Travis Feltes STATE TRAFFIC EN 842 |
| FHWA | |

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S.D.D. 15 C 29-3d

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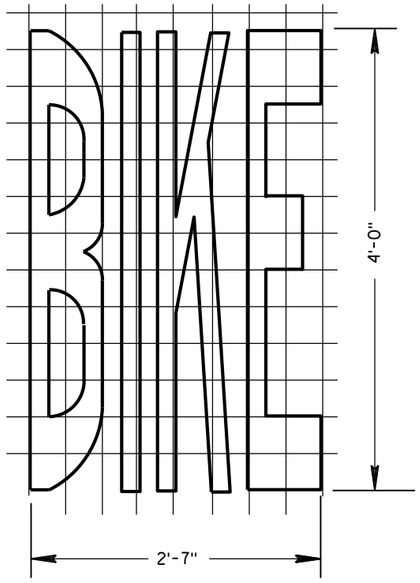
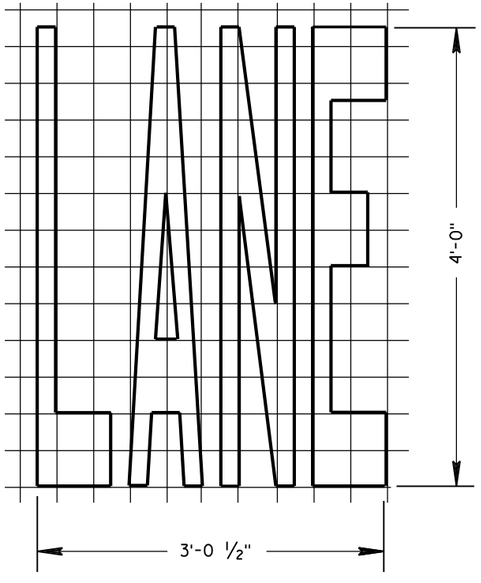
S.D.D. 15 C 29-3d

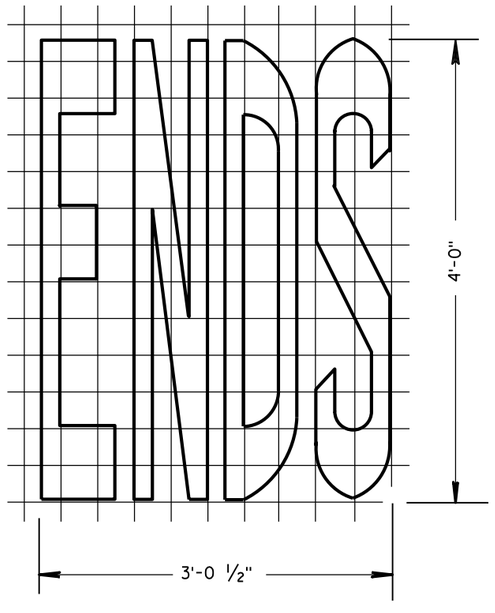
## GENERAL NOTES

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

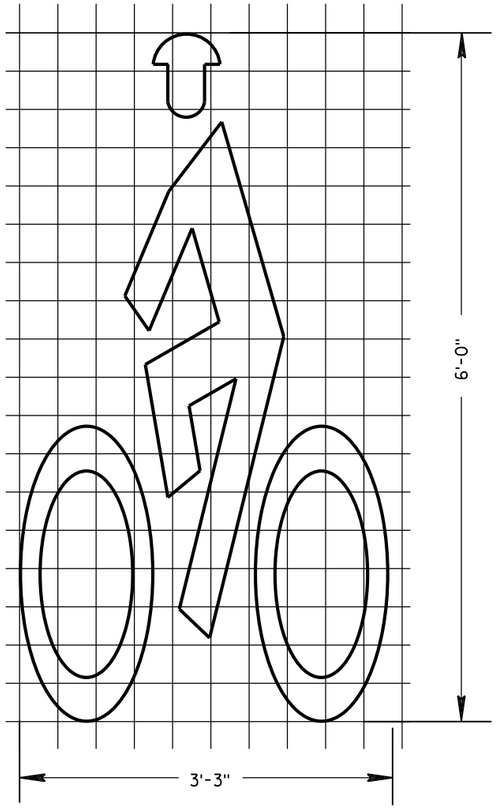
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.



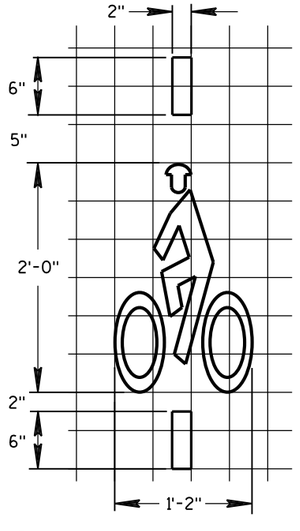



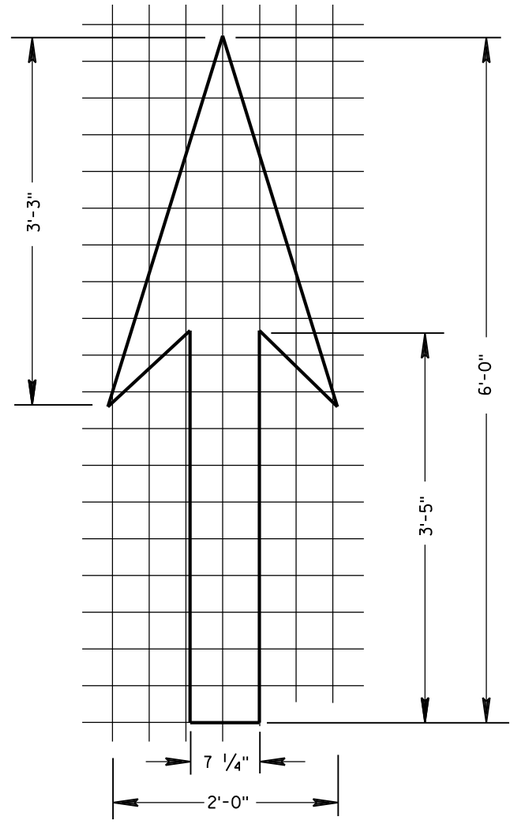

BIKE LANE WORDS




BIKE LANE SYMBOL




BICYCLE DETECTOR PAVEMENT MARKING




BIKE LANE ARROW

PAVEMENT MARKING FOR BIKE LANES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-30-2013
DATE

/S/ Travis Feltes
STATE TRAFFIC EN

FHWA

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S.D.D. 15 C 29-3e

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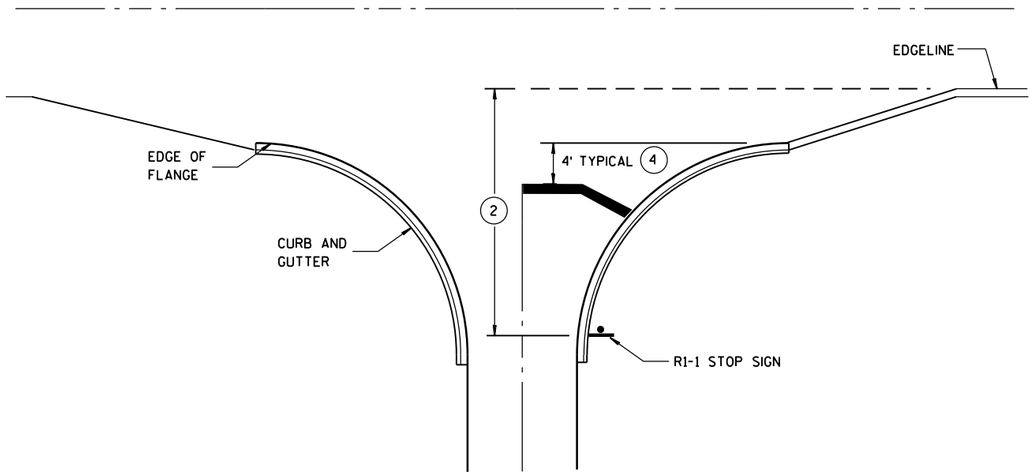
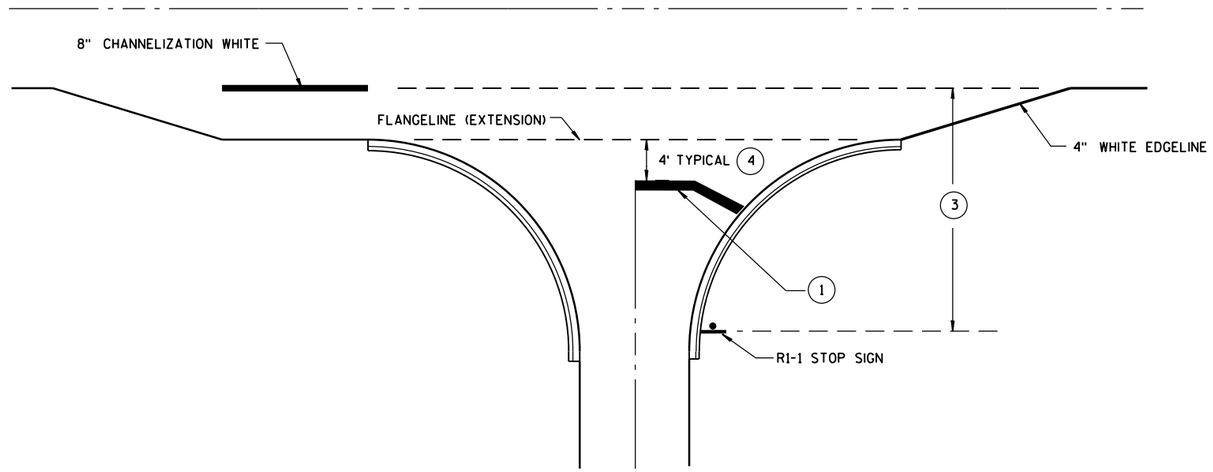
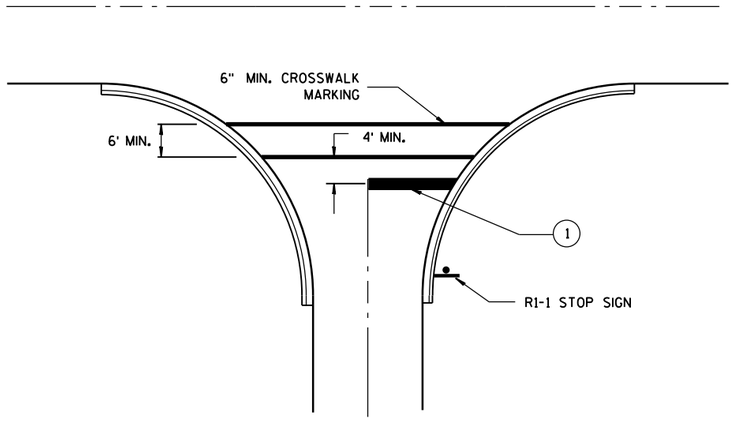
S.D.D. 15 C 29-3e



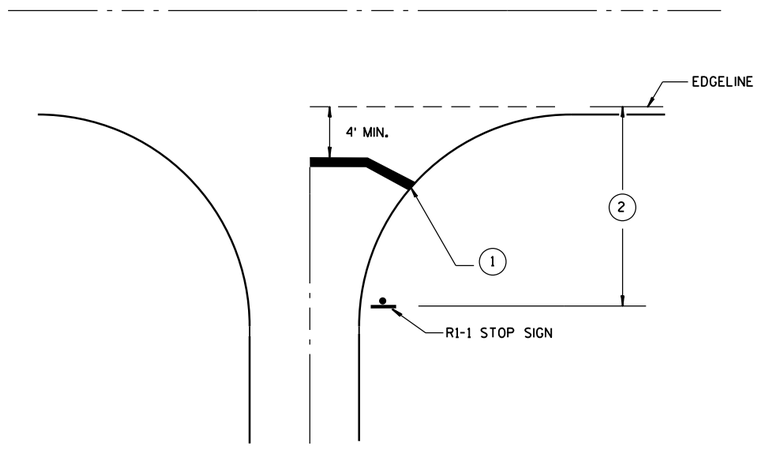

**TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER**




**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

844

FHWA



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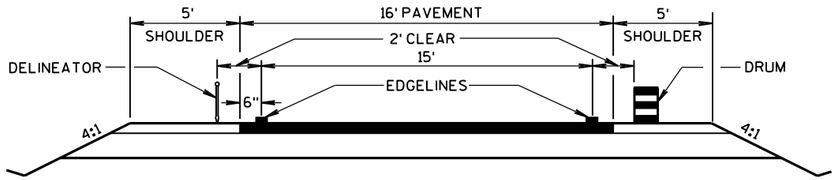
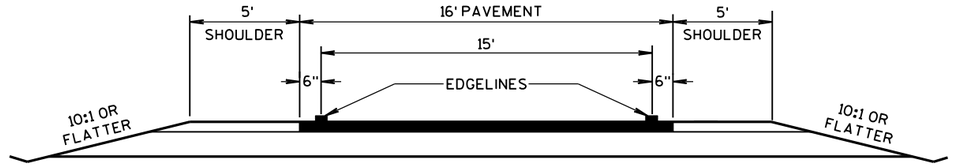
S.D.D. 15 C 33-1



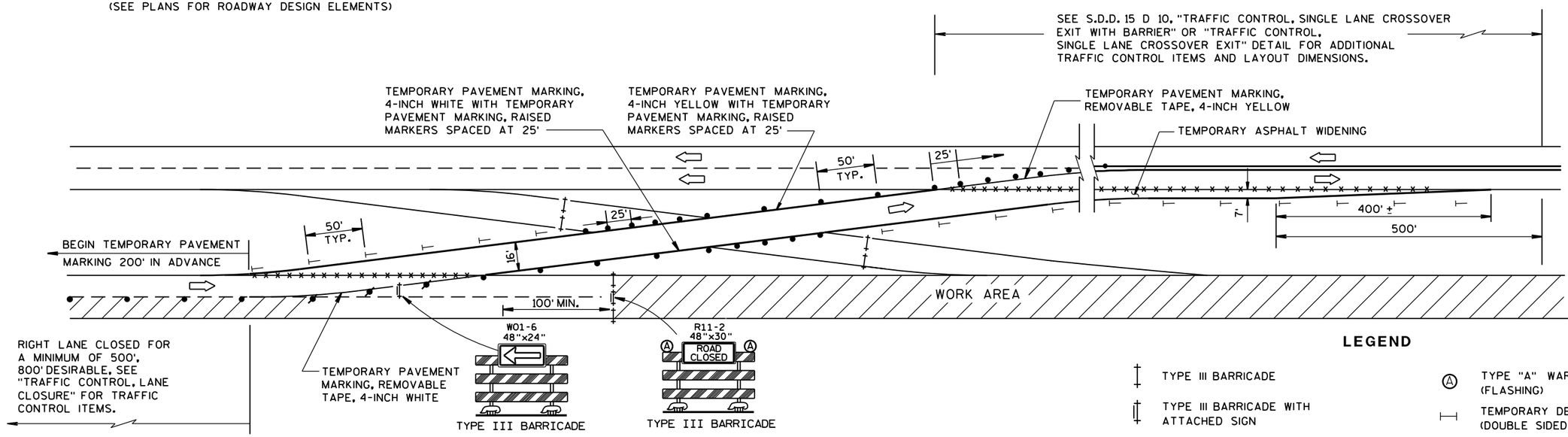

**TYPICAL TEMPORARY CROSSOVER ROADWAY DIMENSIONS**

(SEE PLANS FOR ROADWAY DESIGN ELEMENTS)




**TYPICAL CROSSOVER TO REMAIN IN PLACE ROADWAY DIMENSIONS**

(SEE PLANS FOR ROADWAY DESIGN ELEMENTS)




**LEGEND**

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- TEMPORARY DELINEATOR (STEEL POST W/SINGLE DELINEATOR) COLOR OF DELINEATOR SHALL MATCH THE COLOR OF THE RESPECTIVE EDGELINE MARKING
- TYPE "A" WARNING LIGHT (FLASHING)
- TEMPORARY DELINEATOR (DOUBLE SIDED)
- REMOVING PAVEMENT MARKINGS
- DELINEATOR FLEXIBLE/ TUBULAR MARKER
- DIRECTION OF TRAFFIC
- WORK AREA

## GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN PROPOSED SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

TEMPORARY PAVEMENT MARKING REMOVABLE TAPE SHALL BE USED WHEN CROSSING PERMANENT ROADWAY SURFACES THAT WILL REMAIN AFTER USE OF CROSSOVER AND TEMPORARY PAVEMENT MARKING WHERE USED.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

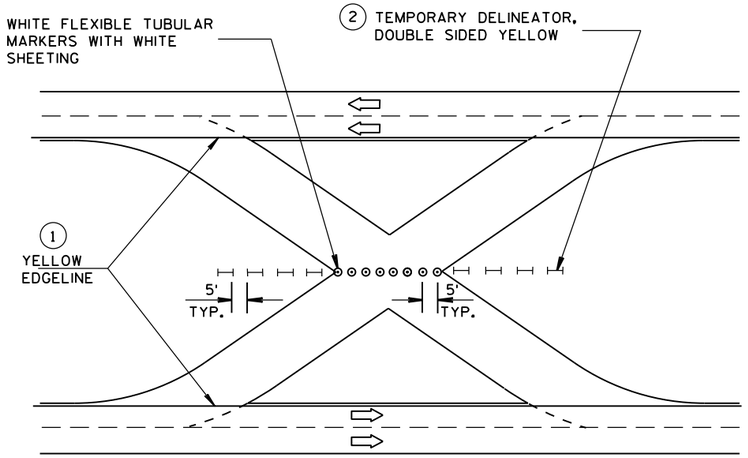
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

REVERSE DEVICES WHEN OTHER LEG OF CROSSOVER IS IN USE.

(1) FOR PERMANENT CROSSOVER, PAVEMENT MARKING SHOULD CONFORM TO SECTION 646 OF THE STANDARD SPECIFICATIONS.

(2) FOR PERMANENT CROSSOVER, INSTALL PERMANENT DELINEATORS ACCORDING TO SECTION 633 OF THE STANDARD SPECIFICATIONS.




**TRAFFIC CONTROL FOR CROSSOVER THAT IS NOT IN USE**

**TRAFFIC CONTROL, SINGLE LANE CROSSOVER**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10-16-2015 DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE SAFETY ENGINEER
FHWA



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S.D.D. 15 D 11-6

## LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMENENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- WORK AREA

# GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIREABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

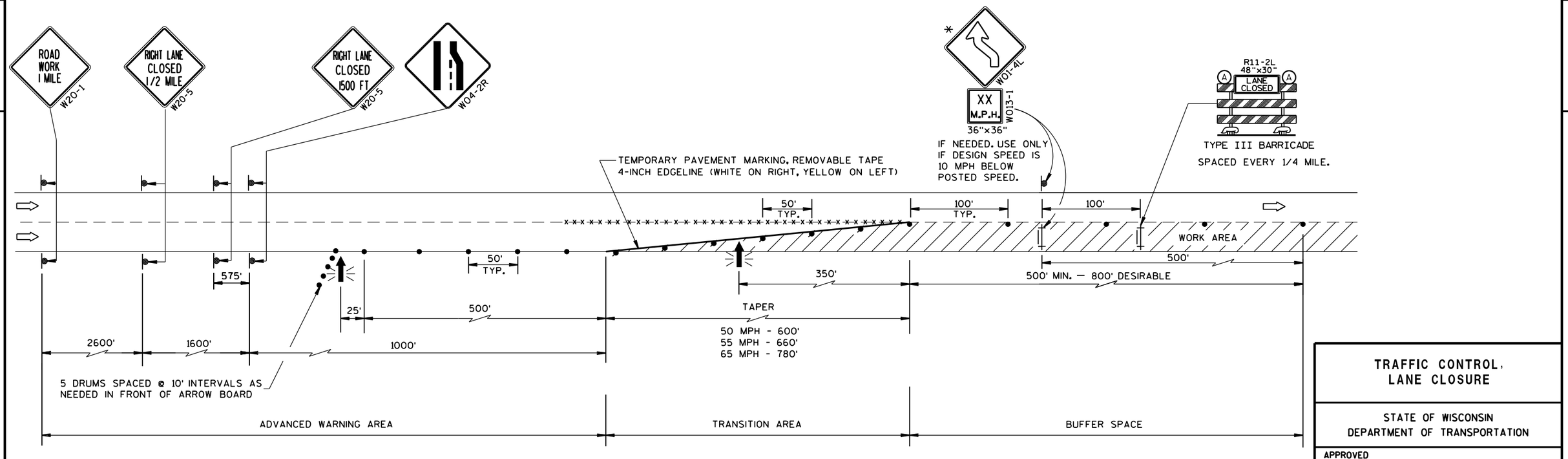
REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

* THE LEFT REVERSE CURVE SIGN (WO1-4L) IS ONLY REQUIRED WHEN THIS DETAIL IS USED IN COMBINATION WITH "SINGLE LANE CROSSOVER" DETAIL.




**TRAFFIC CONTROL, LANE CLOSURE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Feb. 2015 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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S.D.D. 15 D 12-5a

## LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMENENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- WORK AREA

# GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIREABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

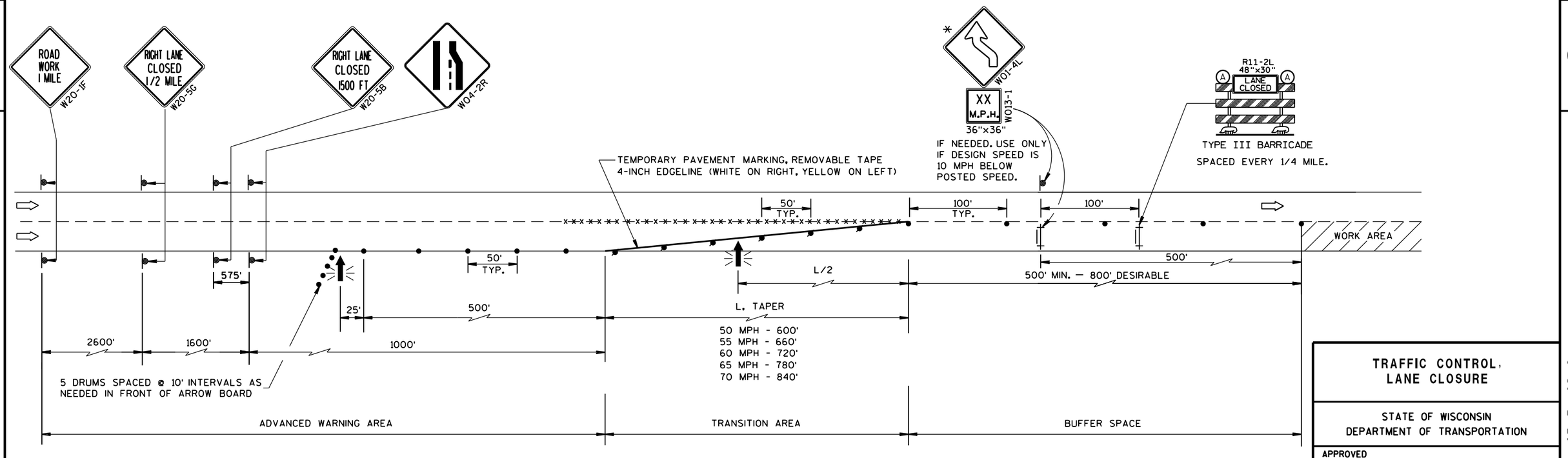
REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

* THE LEFT REVERSE CURVE SIGN (WO1-4L) IS ONLY REQUIRED WHEN THIS DETAIL IS USED IN COMBINATION WITH "SINGLE LANE CROSSOVER" DETAIL.




## TRAFFIC CONTROL, LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2016 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE SAFETY ENGINEER
FHWA

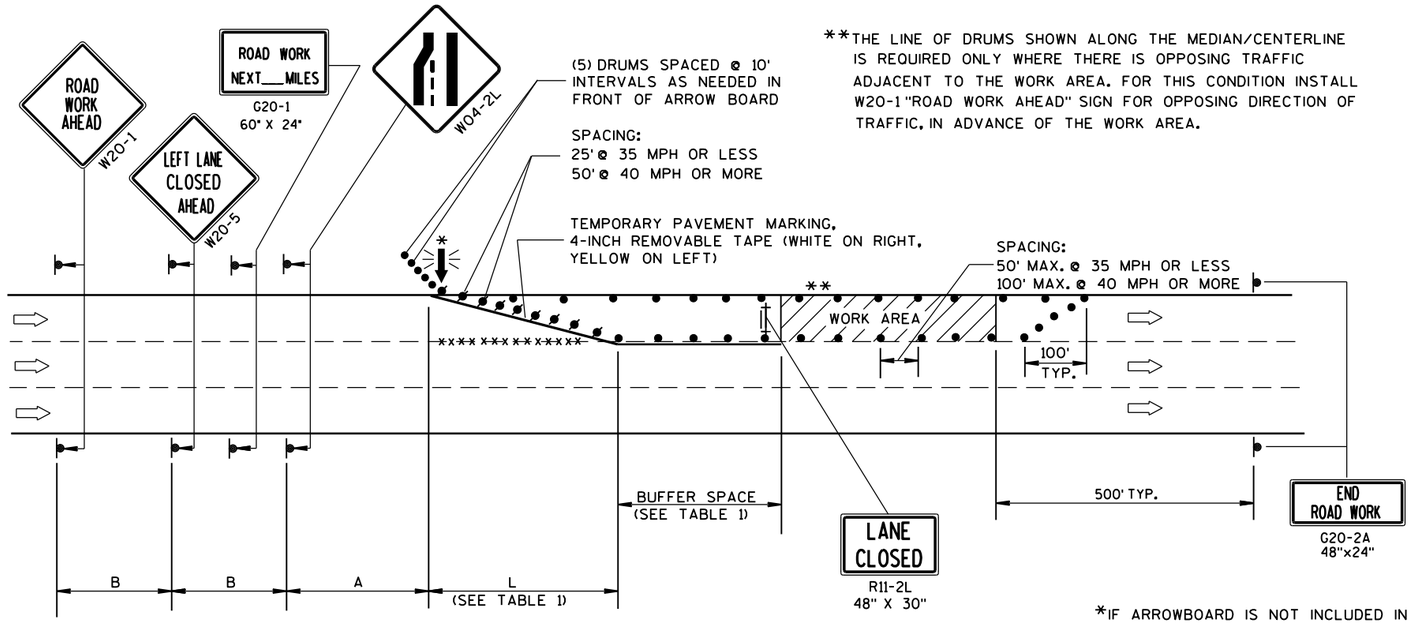


6

S.D.D. 15 D 12-6a

6

S.D.D. 15 D 12-6a




**THE LINE OF DRUMS SHOWN ALONG THE MEDIAN/CENTERLINE IS REQUIRED ONLY WHERE THERE IS OPPOSING TRAFFIC ADJACENT TO THE WORK AREA. FOR THIS CONDITION INSTALL W20-1 "ROAD WORK AHEAD" SIGN FOR OPPOSING DIRECTION OF TRAFFIC, IN ADVANCE OF THE WORK AREA.

B=400' AT 25-30 MPH
700' AT 35-40 MPH
1000' AT 45-55 MPH

A=200' AT 25-30 MPH
350' AT 35-40 MPH
500' AT 45-55 MPH

(PLACE BARRICADE AND SIGN APPROX. EVERY 1000' ACROSS THE CLOSED LANE)

*IF ARROWBOARD IS NOT INCLUDED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE A TYPE III BARRICADE WITH W01-6 SIGN IN THE LANE CLOSURE TAPER.

W01-6
48"x24"

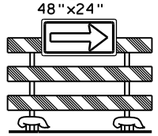


TABLE 1
TAPER AND BUFFER SPACE FOR 12' LANE WIDTH

| S | L | BUFFER SPACE |
|---|---|---|
| 25 | 125' | 55' |
| 30 | 180' | 85' |
| 35 | 245' | 120' |
| 40 | 320' | 170' |
| 45 | 540' | 220' |
| 50 | 600' | 280' |
| 55 | 660' | 335' |

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

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

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

## LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

## GENERAL NOTES

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

ON UNDIVIDED ROADWAYS, OMIT THE SIGNS SHOWN ON LEFT SIDE OF ROAD.

W20-1, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

PLACE THE ARROWBOARD AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE LANE CLOSURE TAPER, PREFERABLY ON THE SHOULDER OR TERRACE.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

# TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Feb. 2015 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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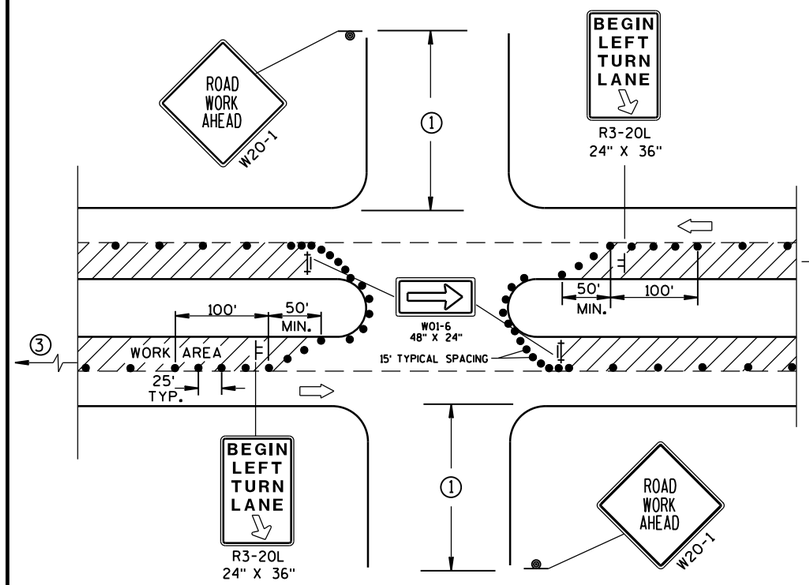
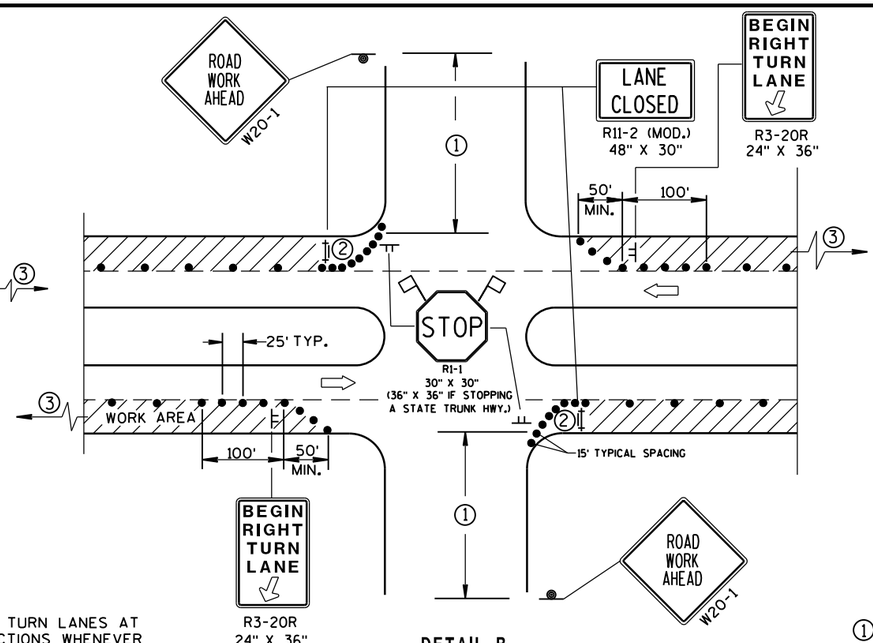
S.D.D. 15 D 20-3




DETAIL A

## FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.




DETAIL B

## FOR RIGHT LANE CLOSURE AT INTERSECTION

## GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

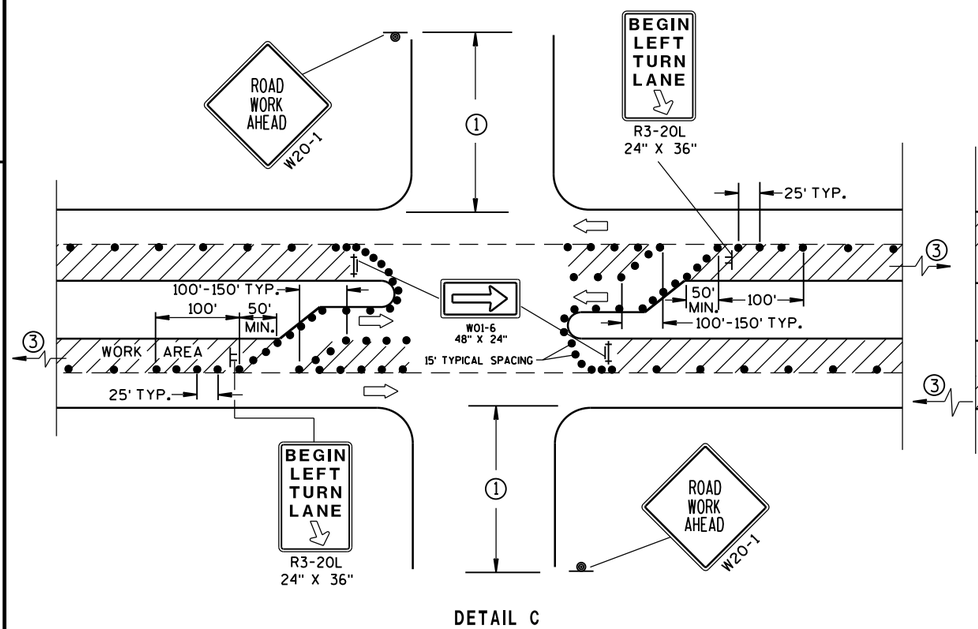
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35-40 MPH.
200' IF 25-30 MPH.

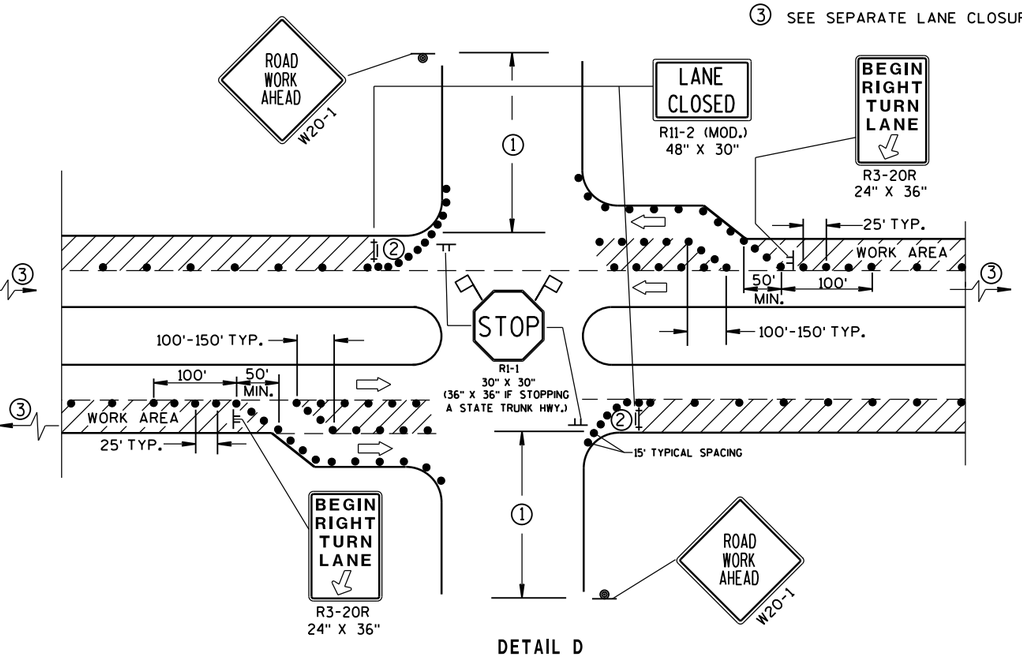
② ALSO USE BARRICADE AND 15-FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.

③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.




DETAIL C

## FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)




DETAIL D

## FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

## LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT (5' MIN. MOUNTING HEIGHT)
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., (ORANGE)
- WORK AREA

**TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Nov. 2014 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA




6


S.D.D. 15 D 21-3

## 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.

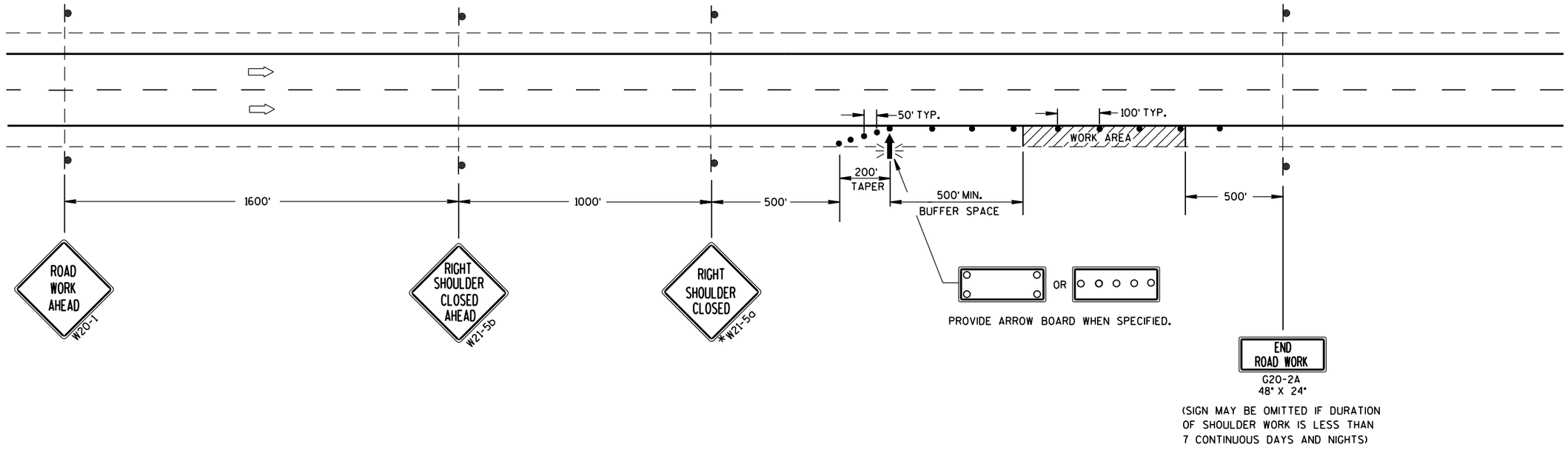
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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







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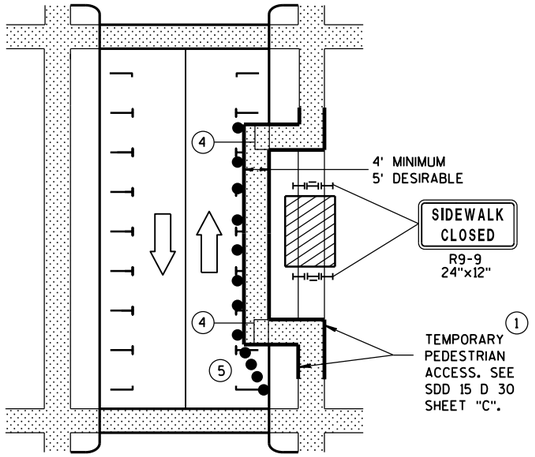
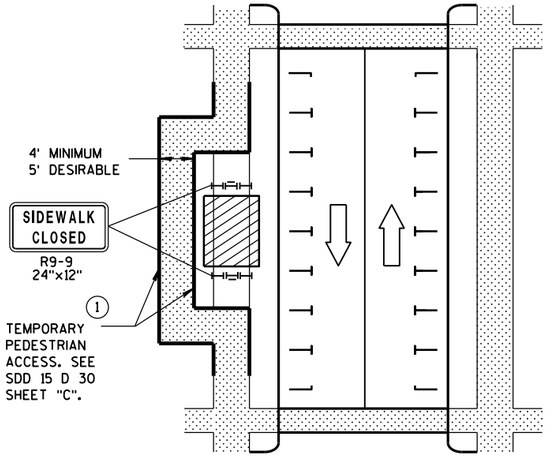
S.D.D. 15 D 27-2

NOTE: MAY BE USED ON ROADWAY WITH POSTED SPEED OF LESS THAN 40 MPH.

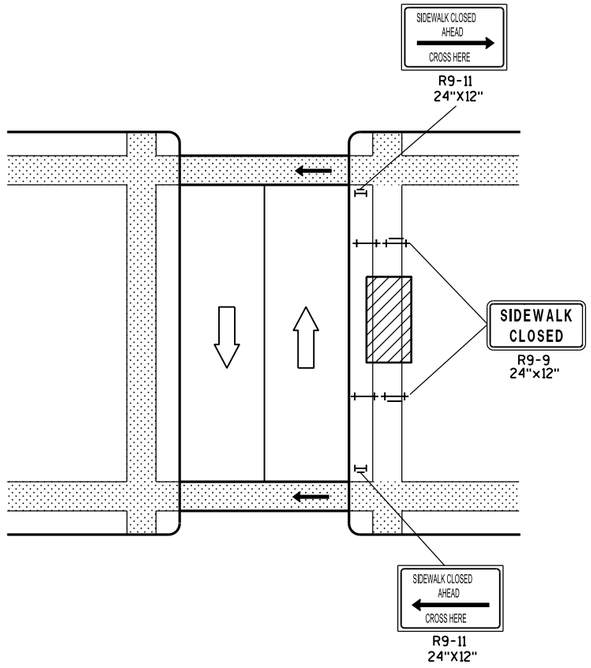



## MID-BLOCK SIDEWALK CLOSURE IN PARKING LANE

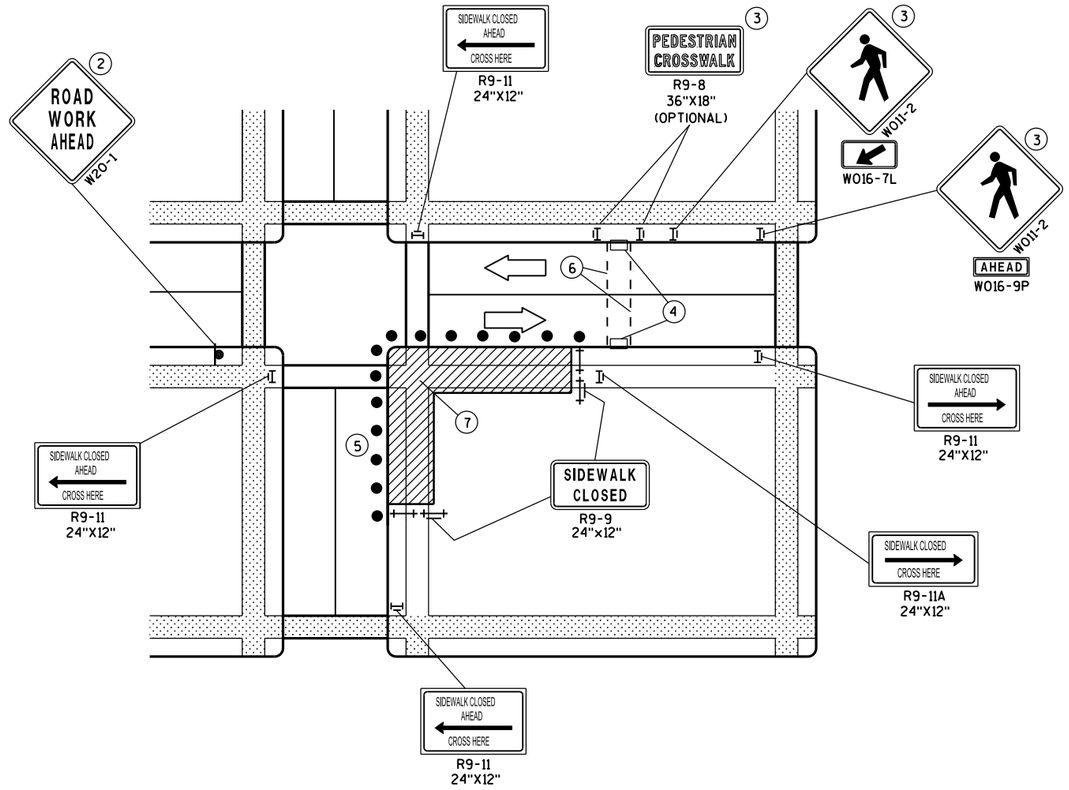
NOTE: LAYOUT SAME AS ABOVE.




## SIDEWALK DIVERSION




## MID-BLOCK SIDEWALK CLOSURE




## CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK

## GENERAL NOTES

WHEN CLOSING OR RELOCATING CROSSWALKS OR SIDEWALKS, PROVIDE DETECABLE TEMPORARY FACILITIES AND INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH EXISTING PEDESTRIAN FACILITIES.

TEMPORARY TRAFFIC CONTROL DEVICES FOR PEDESTRIANS ARE SHOWN. OTHER DEVICES MAY BE NECESSARY TO CONTROL VEHICULAR TRAFFIC. STAGE WORK, AS NECESSARY, TO PROVIDE A TEMPORARY PEDESTRIAN ACCESS ROUTE AT ALL TIMES. FOR ROADWAYS WITH NO AVAILABLE DETOURS, MAINTAIN ONE OPEN SIDEWALK AT ALL TIMES.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

FOR NIGHTTIME CLOSURE USE TYPE "A" FLASHING WARNING LIGHTS ON BARRICADES, SUPPORTING SIGNS AND CLOSING SIDEWALK. USE TYPE "C" STEADY BURN LIGHTS ON CHANNELIZING DEVICES SEPARATING THE WORK AREA FROM VEHICULAR TRAFFIC.

PEDESTRIAN TRAFFIC SIGNAL DISPLAY CONTROLLING CLOSED CROSSWALK SHALL BE COVERED OR DEACTIVATED.

POST MOUNTED SIGNS LOCATED ADJACENT TO A SIDEWALK SHALL HAVE A 7 FOOT MINIMUM CLEARANCE FROM THE BOTTOM OF THE SIGN TO THE SIDEWALK SURFACE.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

(1) IF SIDEWALK CLOSURE AFFECTS AN ACCESSIBLE AND DETECTABLE FACILITY, MAINTAIN ACCESSIBILITY AND DETECTABILITY ALONG THE ALTERNATE PEDESTRIAN ROUTE.

(2) "ROAD WORK AHEAD" SIGNS ARE NOT REQUIRED IF THE SIDEWALK CLOSURE OCCURS WITHIN A LARGER WORK ZONE WHERE ADVANCE WARNING SIGNS ARE ALREADY PRESENT, OR IF THE WORK AREA AND EQUIPMENT ARE MORE THAN 2 FEET BEHIND THE CURB.

(3) IF TEMPORARY PEDESTRIAN CROSSWALK IS NOT PROVIDED, OMIT R9-8 AND W011-2 SIGN ASSEMBLIES. IF PROVIDED INCLUDE ON BOTH SIDES OF THE CROSSWALK.

(4) TEMPORARY CURB RAMPS. SEE SDD 15 D 30 SHEET "B".

(5) DRUMS OR BARRICADES AT 25 FOOT SPACING. STREET PARKING SHALL BE PROHIBITED FOR AT LEAST 50 FEET IN ADVANCE OF THE MID-BLOCK CROSSWALK.

(6) TEMPORARY PAVEMENT MARKING FOR CROSSWALK LINES.

(7) LIMIT WORK TO ONE QUADRANT AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

### LEGEND

- SIGN ON PERMANENT SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- PEDESTRIAN CHANNELIZATION DEVICE
- TYPE II BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW-INTENSITY FLASHING)
- TYPE III BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW-INTENSITY FLASHING)
- DIRECTION OF TRAFFIC
- TRAFFIC CONTOL DRUM

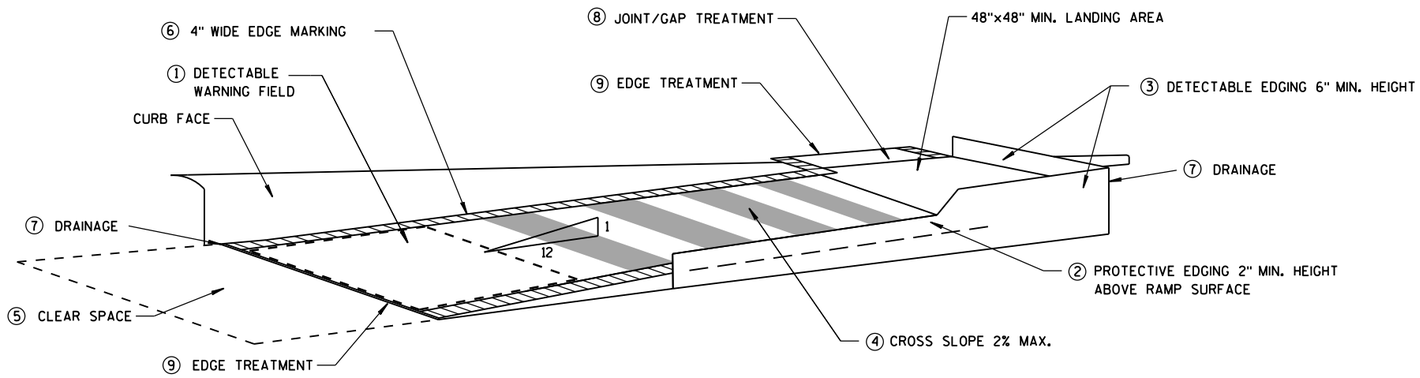
**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR




6


S.D.D. 15 D 30-2a




## TEMPORARY CURB RAMP PARALLEL TO CURB

## GENERAL NOTES

NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

① CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE. INSTALL CONTRASTING DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS. REFER TO SDD 8D5 SHEET "E".

② PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

③ DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

④ CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

⑤ CLEAR SPACE OF 48"X48" MIN. SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

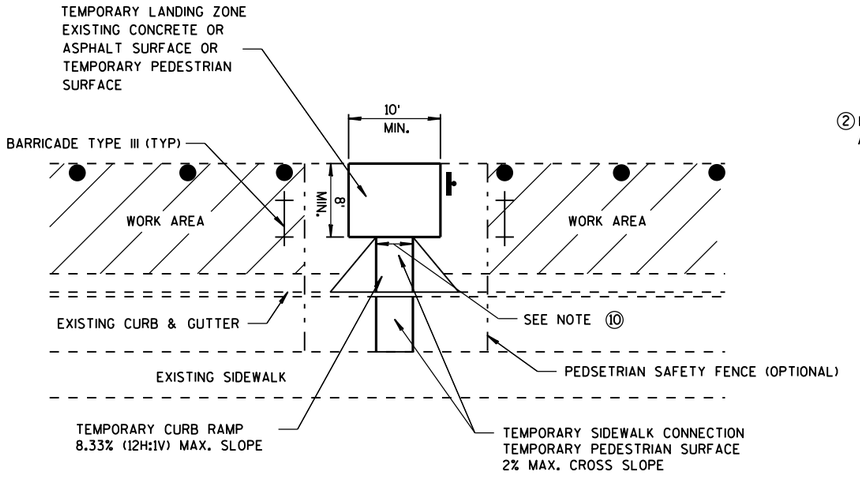
⑥ THE CURB RAMP WALKWAY EDGE SHALL BE MARKED WITH A YELLOW COLOR, 4" WIDE MARKING, UNLESS A CONTRASTING DETECTABLE WARNING FIELD IS PROVIDED.

⑦ DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

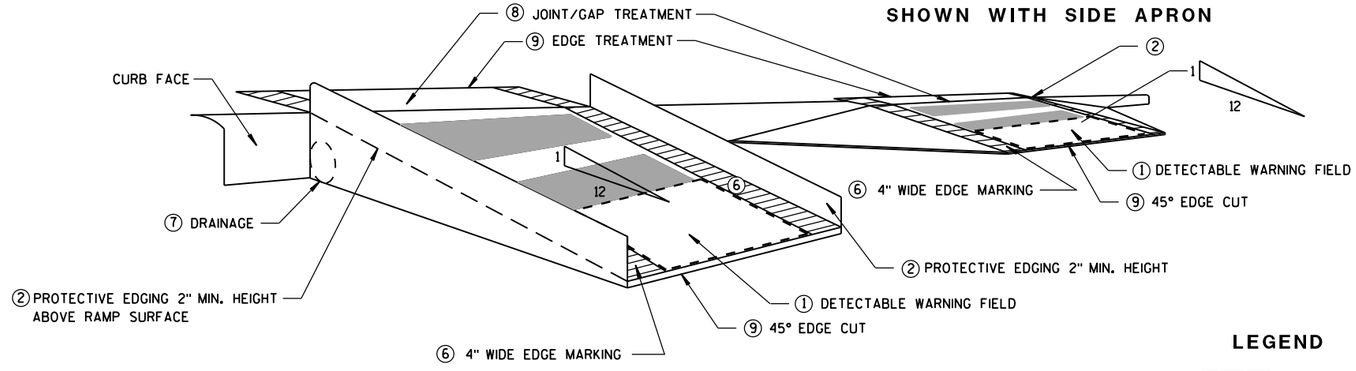
⑧ LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.

⑨ CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED 1/2". LATERAL EDGES SHALL BE VERTICAL UP TO 1/4" HIGH, AND BEVELED AT 1:2 BETWEEN 1/4" AND 1/2".

⑩ 5' WIDE MIN. WITH PEDSETRIAN SAFETY FENCE, 10' WIDE MIN. WITHOUT PEDESTRIAN SAFETY FENCE.




## TEMPORARY BUS STOP PAD




SHOWN WITH PROTECTIVE EDGE




## TEMPORARY CURB RAMP PERPENDICULAR TO CURB

### LEGEND

WORK AREA

TYPE III BARRICADE

TRAFFIC CONTOL DRUM

**TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

March 2015 — DATE

/S/ Travis Feltes — STATE TRAFFIC ENGINEER 852 — SIGN

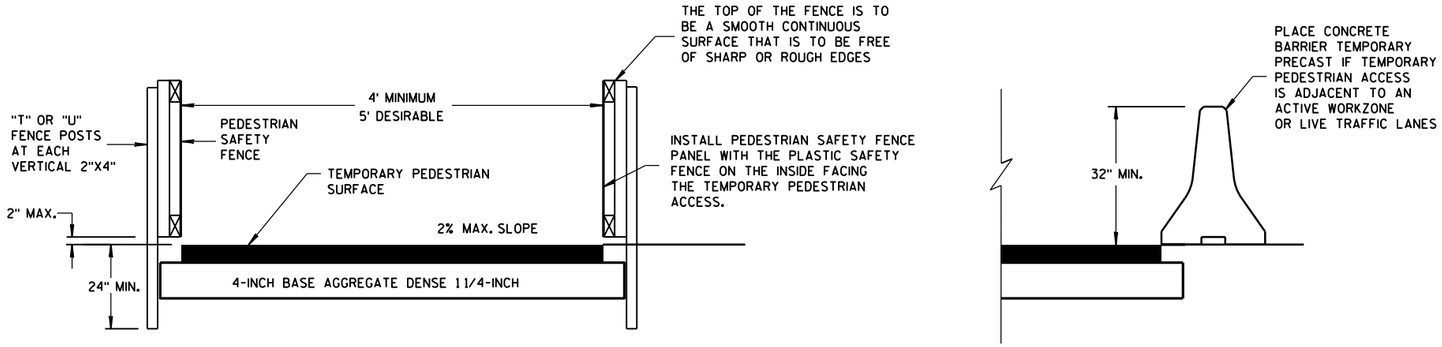
FHWA

6

S.D.D. 15 D 30-2b

6

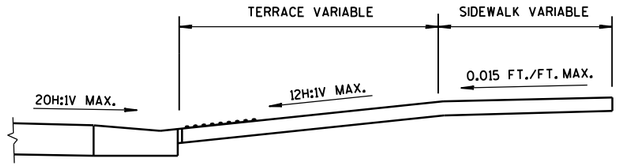
S.D.D. 15 D 30-2b



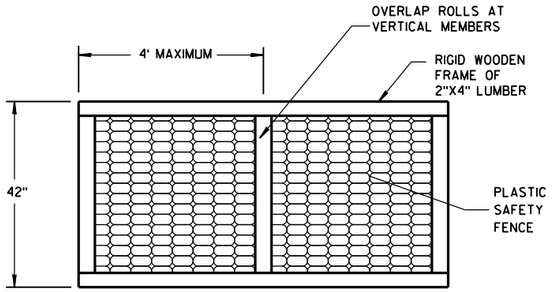

## TEMPORARY PEDESTRIAN ACCESS

## GENERAL NOTES

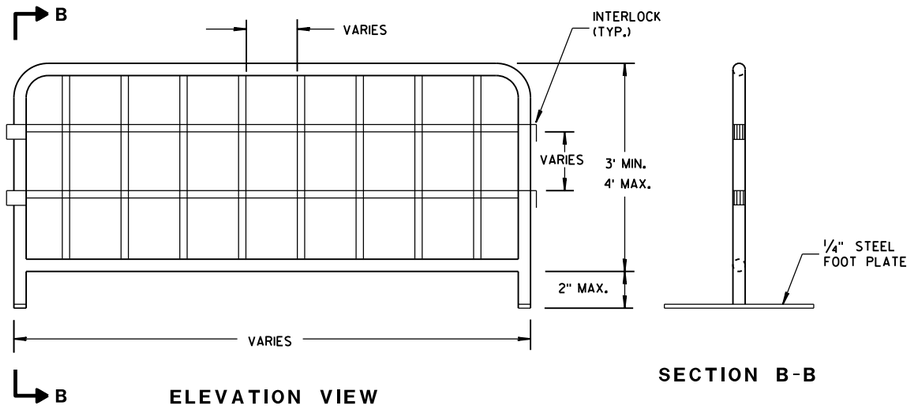
(1) INTERCHANGEABLE WITH THE PEDESTRIAN SAFETY FENCE.



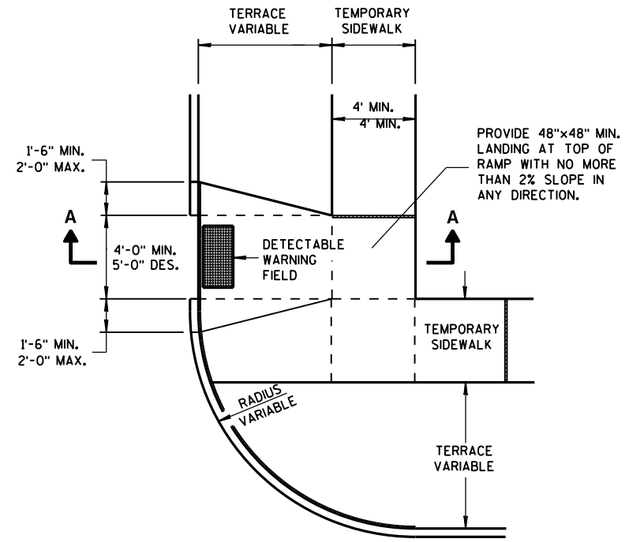

SECTION A-A




## PEDESTRIAN SAFETY FENCE



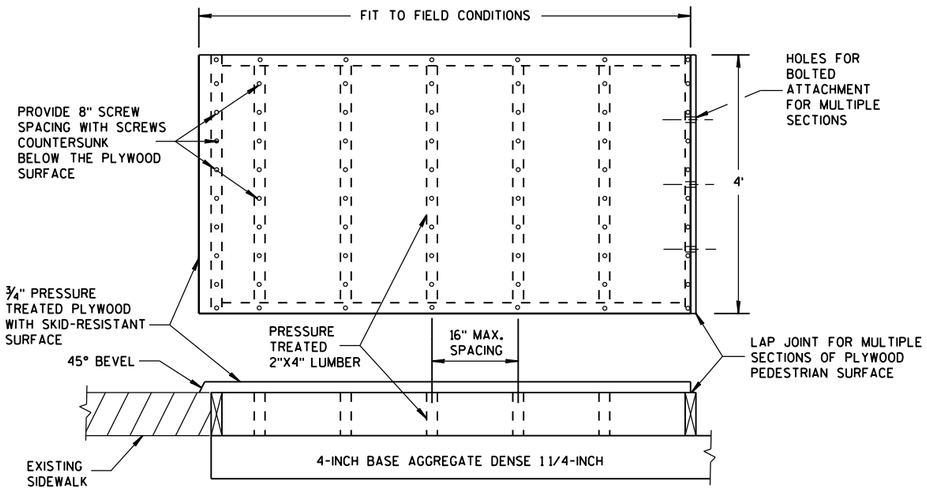

## TEMPORARY PEDESTRIAN STEEL BARRICADE (1)



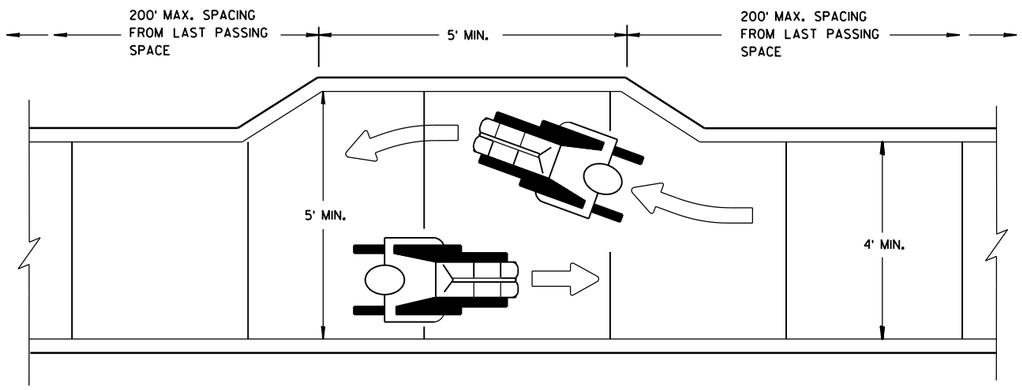

PLAN VIEW

## TEMPORARY TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)




## TEMPORARY PEDESTRIAN SURFACE PLYWOOD




## NARROW SIDEWALK PASSING DETAIL

## TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

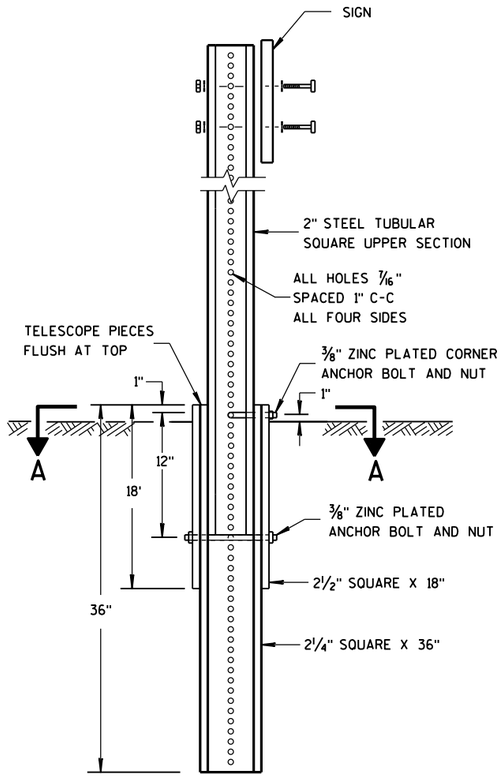
APPROVED
March 2015 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER 853 — SIGN
FHWA

6

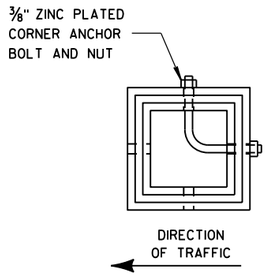
S.D.D. 15 D 30-2c

6

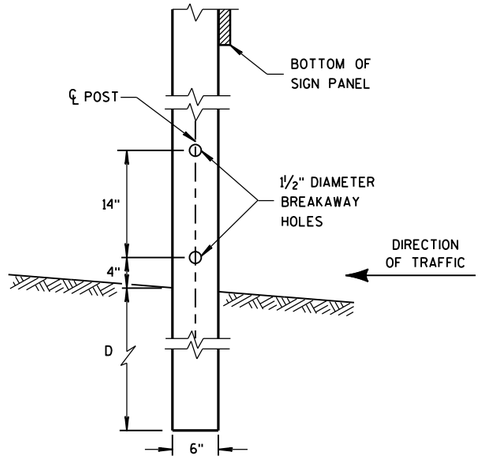
S.D.D. 15 D 30-2c




## DETAIL OF TUBULAR STEEL SIGN POST




## SECTION A-A



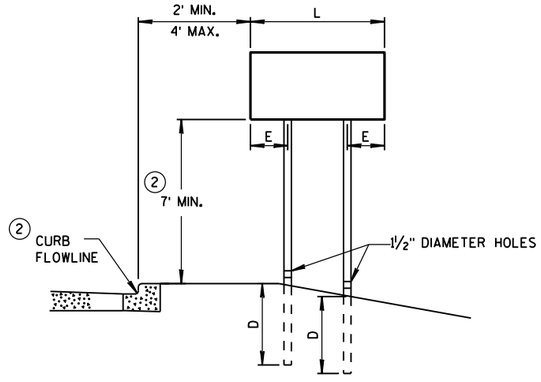

## 4"x6" WOOD POST MODIFICATION

## GENERAL NOTES

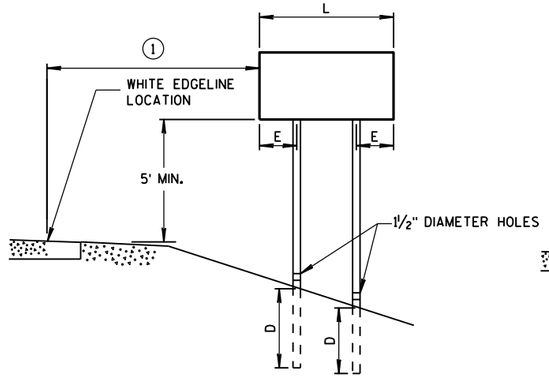
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

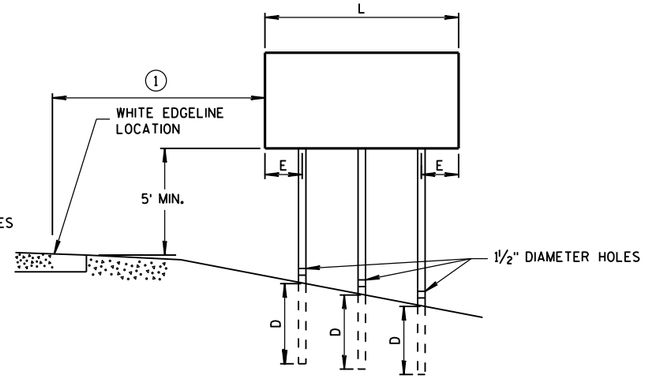
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK 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)

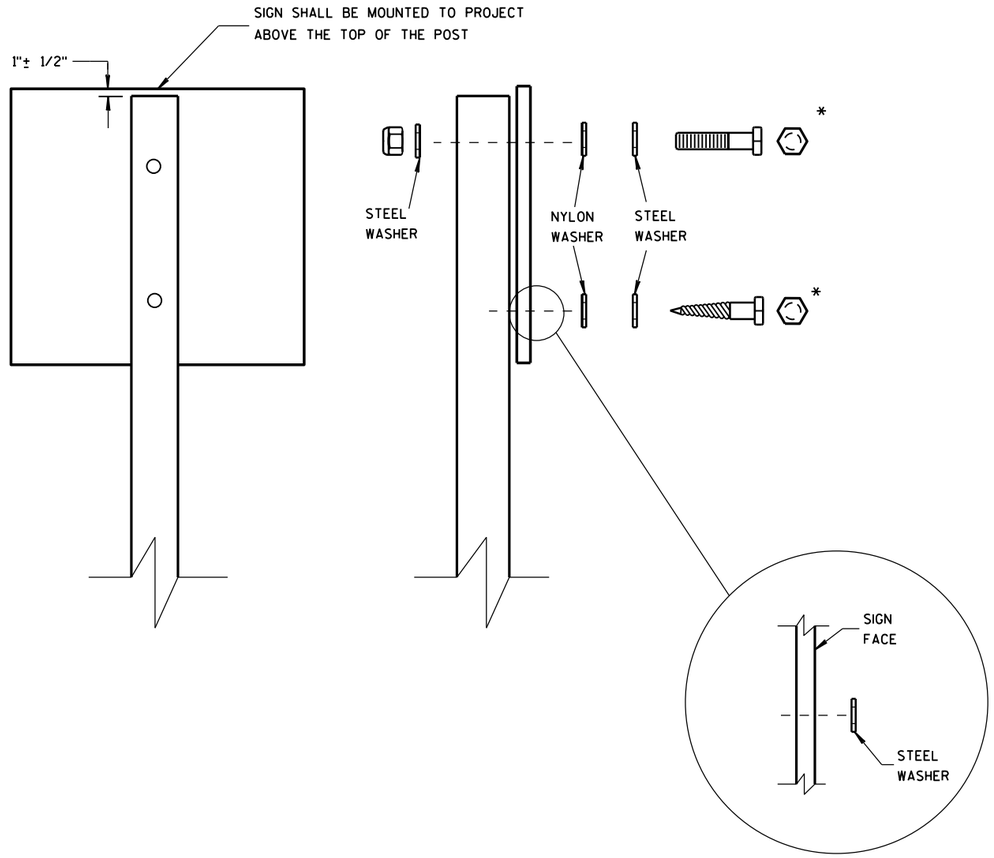
TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO




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

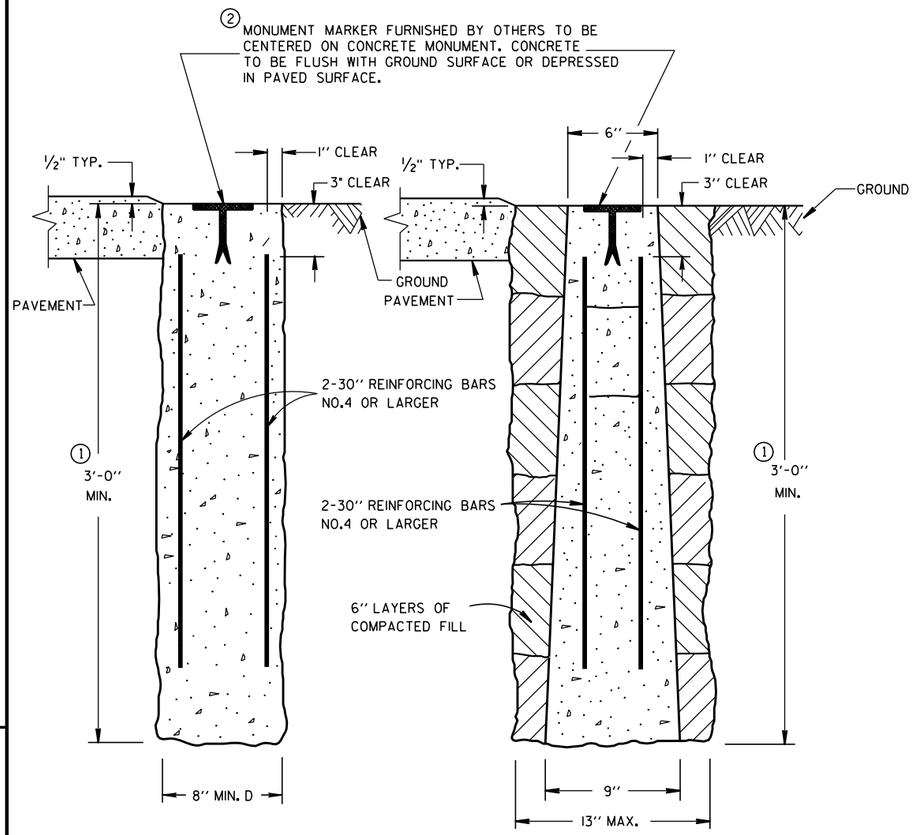
APPROVED

Feb. 2015 — DATE

/S/ Travis Feltes — STATE TRAFFIC ENGINEER

855 — SIGN

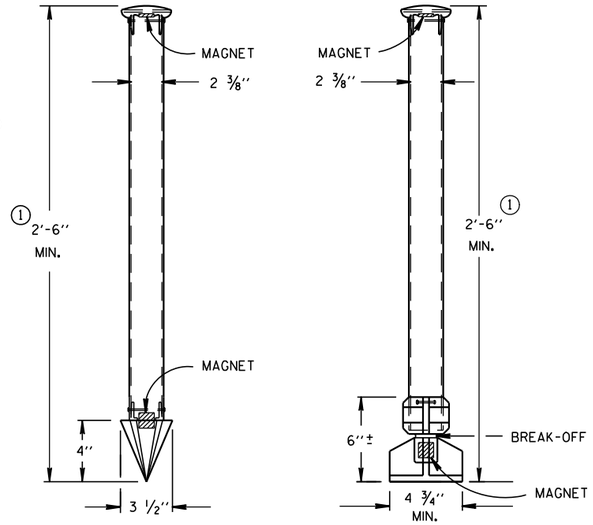
FHWA




CAST-IN-PLACE PRECAST

CONCRETE MONUMENTS

TYPE A




TYPE C DRIVE-IN MONUMENT

TYPE D BREAK-OFF MONUMENT

ALUMINUM MONUMENTS

(INCLUDES MARKER)

## GENERAL NOTES

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

DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS FOR METAL MONUMENTS OR MONUMENT COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

INSTALLED METAL MONUMENTS MUST BE EASILY DETECTED WITH A DIP NEEDLE. INSERT PERMANENT MAGNETS SHALL BE ATTACHED NEAR THE TOP AND BOTTOM OF THOSE MONUMENTS CONSTRUCTED OF A METAL ALLOY WHICH IS NOT ATTRACTIVE TO A DIP NEEDLE.

THE CAST IRON MONUMENT COVER SHALL BE A "NON-ROCKING" TYPE. ADJUSTMENT OF THE COVER TO GRADE MAY BE ACCOMPLISHED BY THE USE OF MORTAR AND BRICK, OR BY EITHER PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE GRADE RINGS.

MONUMENTS SHALL BE LOCATED AND PLACED AT THE DIRECTION OF THE ENGINEER.

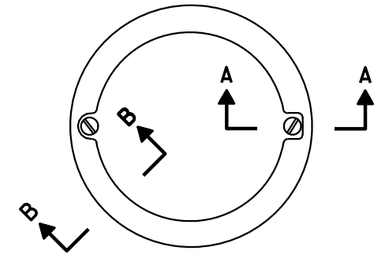
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

THE MONUMENT COVERS DETAILED ON THIS DRAWING ARE NOT EQUAL ALTERNATES. MONUMENT COVERS SHALL BE CAST IRON UNLESS ALUMINUM IS SPECIFIED ELSEWHERE IN THE CONTRACT.

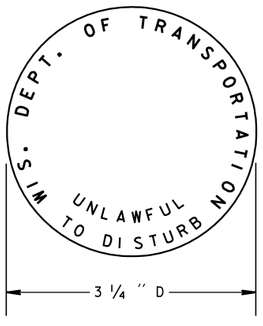
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER.

① MINIMUM LENGTH SHALL BE 4'-0" FOR MONUMENTS INSTALLED IN PAVED AREAS.

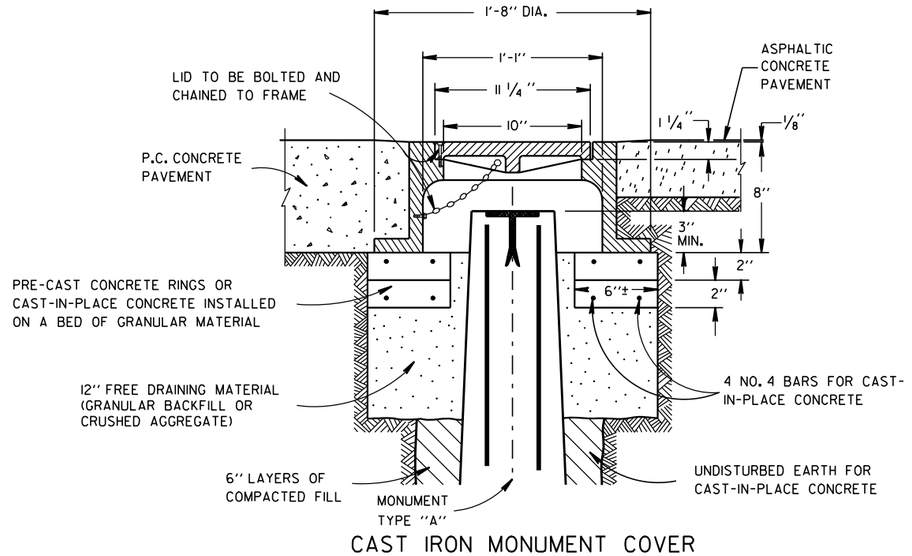
② AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WIS DOT MARKER.




TOP VIEW

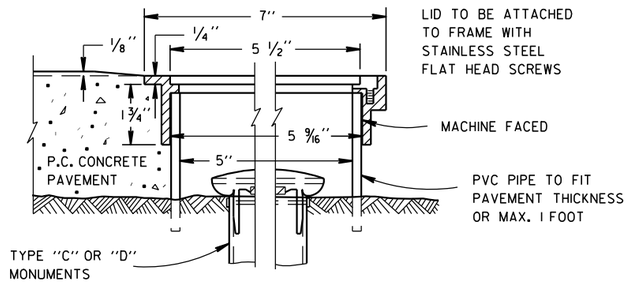



② WIS DOT MONUMENT MARKER LOGO FOR TYPES "A", "C" & "D"




CAST IRON MONUMENT COVER

(APPROXIMATE WEIGHT - 95 LBS.)




SECTION B-B SECTION A-A

ALUMINUM MONUMENT COVER

(APPROXIMATE WEIGHT 2 LBS)

(FOR CONCRETE PAVEMENT ONLY)

**LANDMARK REFERENCE MOUNMENTS AND COVERS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

9/22/1999 DATE

/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER

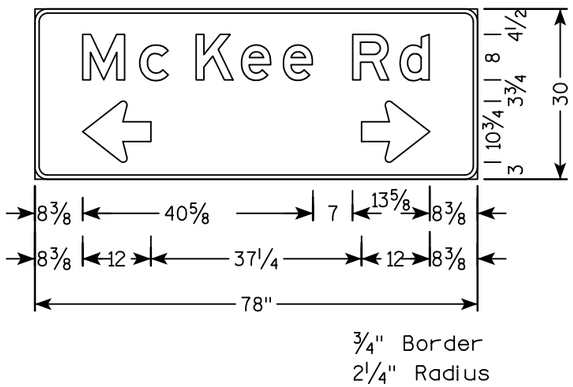
FHWA


6
S.D.D. 16 A 1-6

NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E

2-2

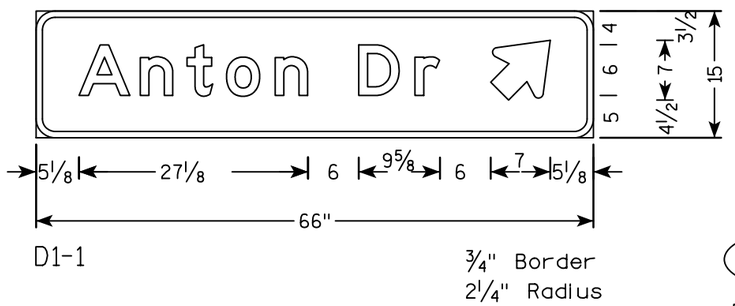



¾" Border
2¼" Radius

"McKee" E; "Rd" E;
Standard Arrow Custom 12.000" X 10.750" 180°;
Standard Arrow Custom 12.000" X 10.750" 0°

D1-61

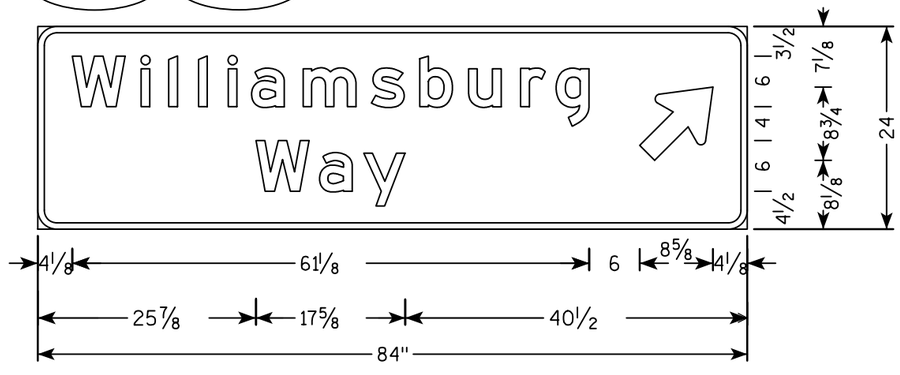
11-16




D1-1

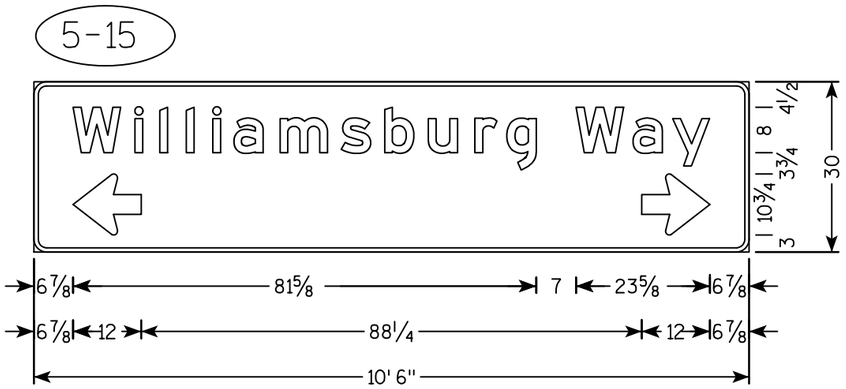
¾" Border
2¼" Radius

11-11 11-19




¾" Border
2¼" Radius

5-15

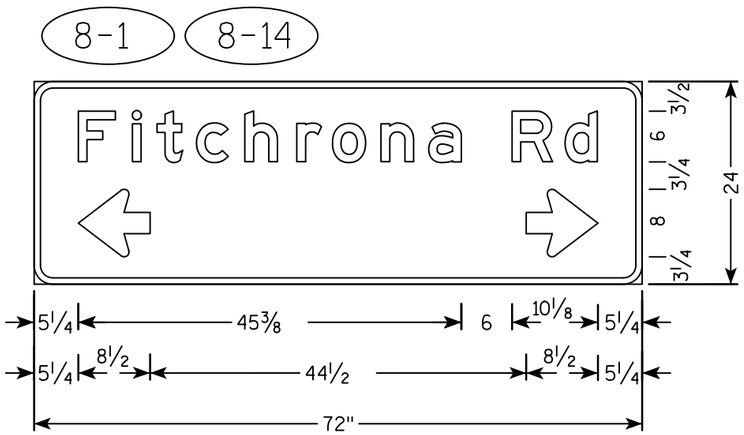



¾" Border
2¼" Radius

"Williamsburg" E; "Way" E;
Standard Arrow Custom 12.000" X 10.750" 180°;
Standard Arrow Custom 12.000" X 10.750" 0°

D1-61

8-1 8-14



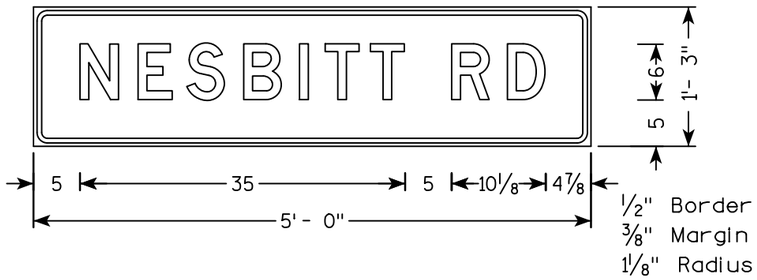

D1-61

¾" Border
2¼" Radius

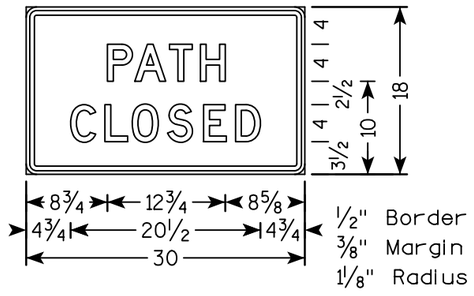
NOTES

1. All Signs Type II - Type F Reflective
2. Color:
   Background - ORANGE
   Message - BLACK
3. Message Series - D
4. All signs paid for as Traffic Control Signs Fixed Message

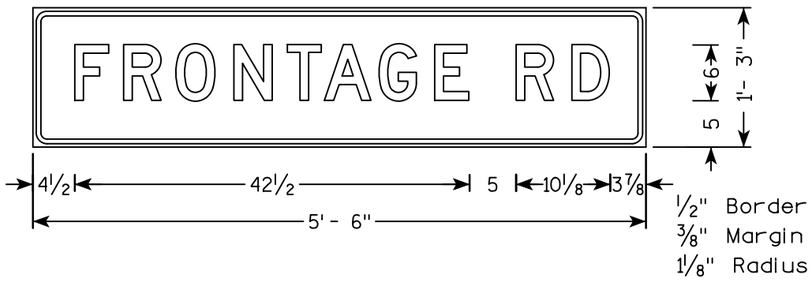
SPECIAL 1



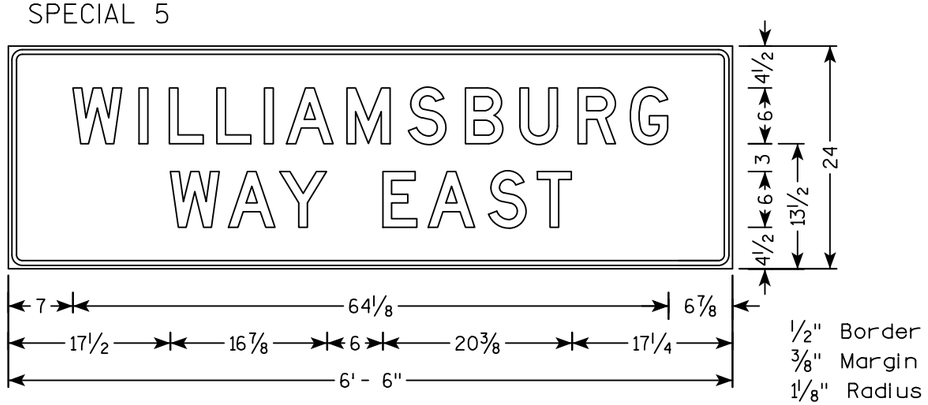

SPECIAL 2




SPECIAL 3




SPECIAL 5




7

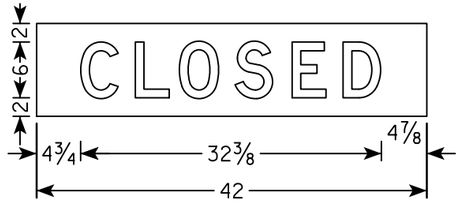
7

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | SIGNING DETAILS | SHEET NO: 858 | E |
|---|---|---|---|---|---|

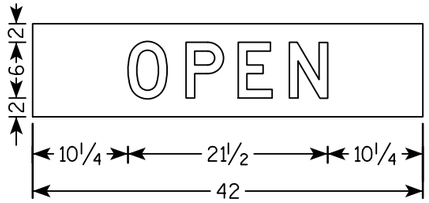
NOTES

1. All Signs Type II - Type F Reflective
2. Color:
   Background - ORANGE
   Message - BLACK
3. Message Series - D
4. All signs paid for as Traffic Control Signs Fixed Message

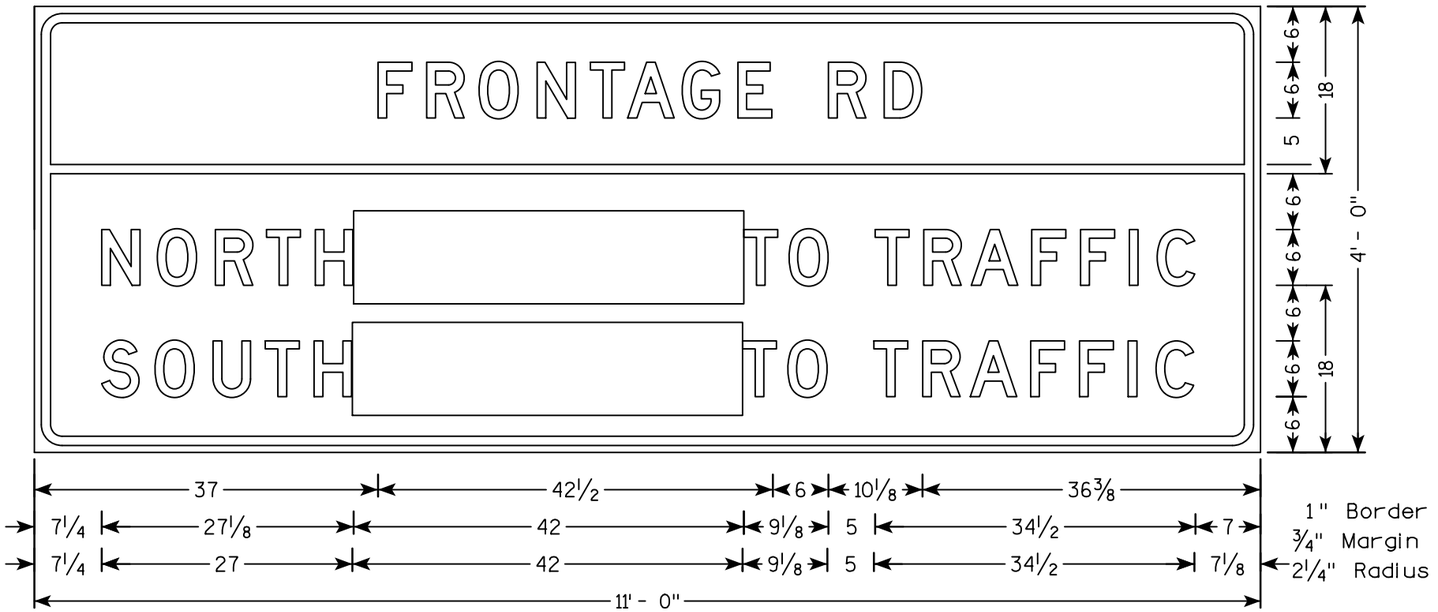
SPECIAL 7




SPECIAL 4




SPECIAL 6



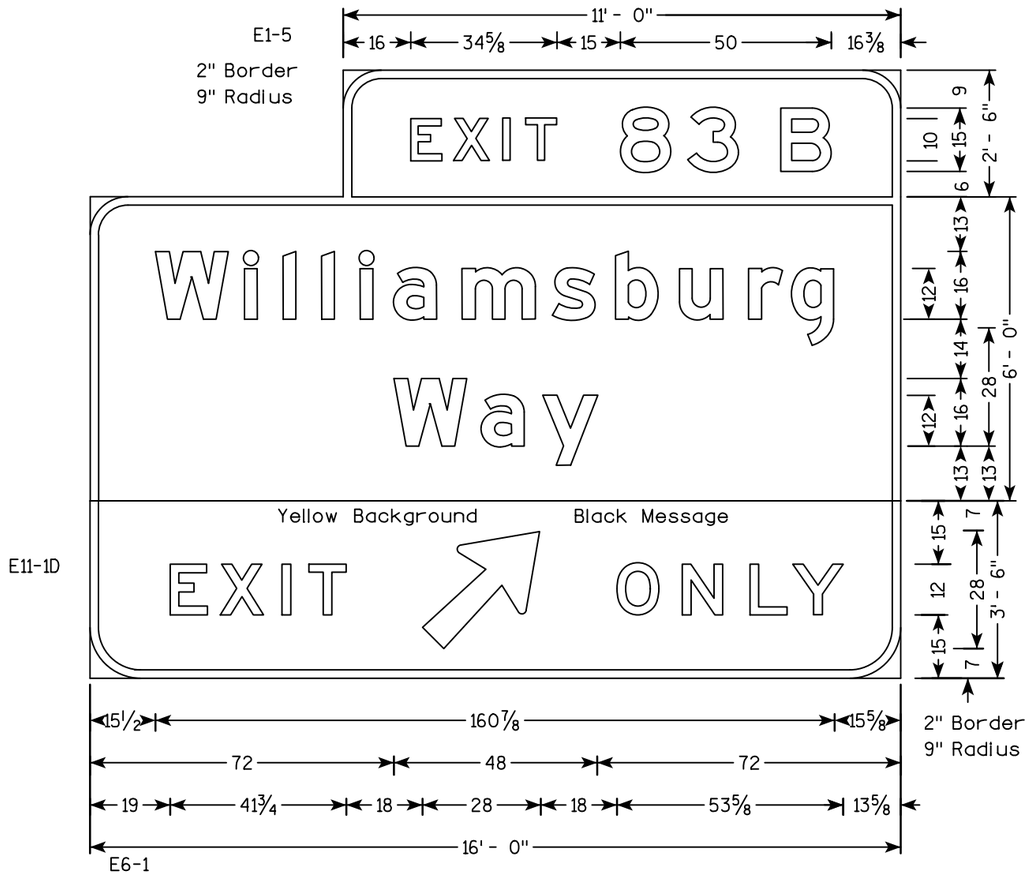

7

7

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | SIGNING DETAILS | SHEET NO: 859 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\070103_sd.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

4-2




NOTES

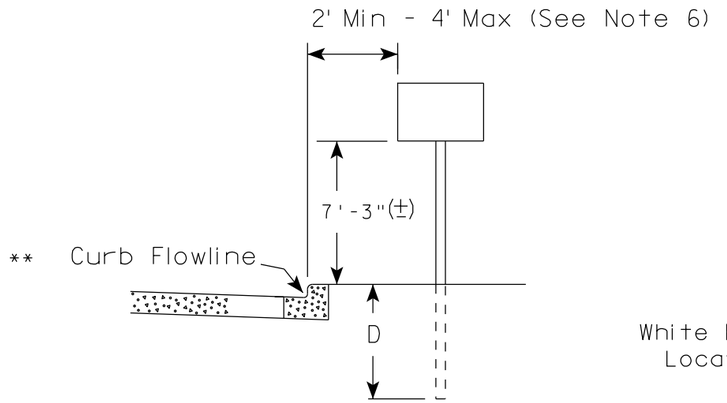
1. All Signs are Type I - Type SH Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E Modified except all cap Words are Series E
4. Exit Panels are Yellow Background Type F with Black message

7

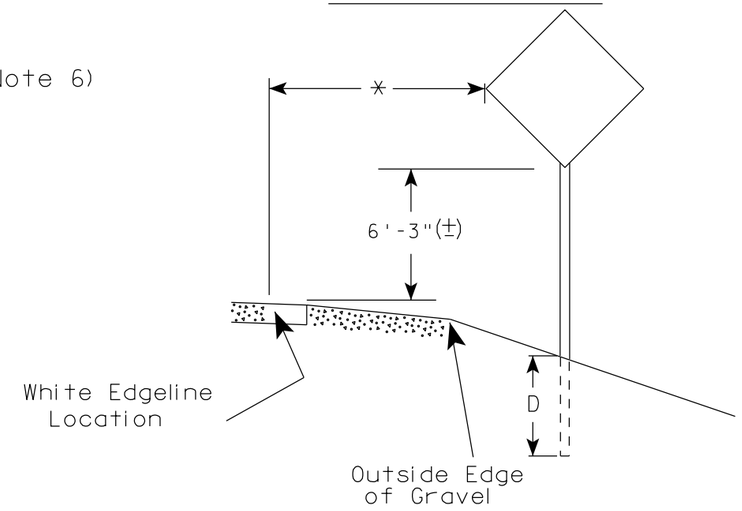
7

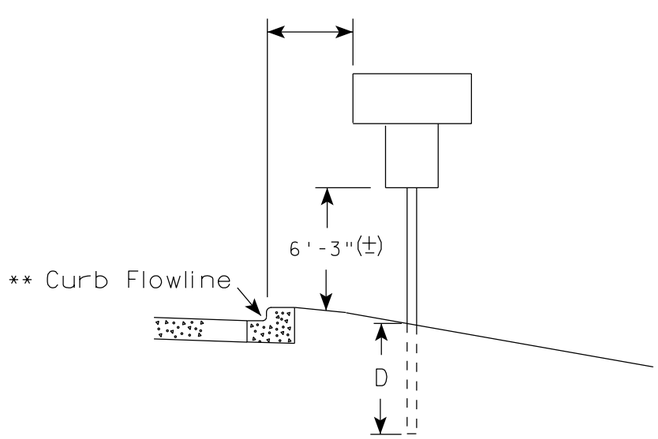
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | SIGNING DETAILS | SHEET NO: 860 | E |
|---|---|---|---|---|---|

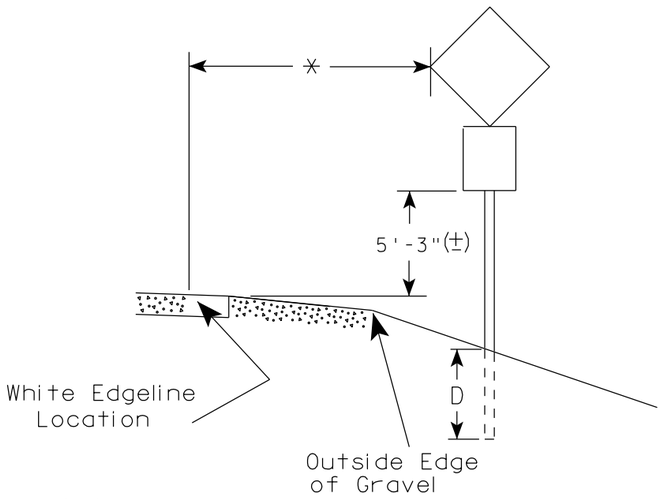
## URBAN AREA




## RURAL AREA (See Note 2)




** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

### POST EMBEDMENT DEPTH

| Area of Sign Installation ( Sq.Ft.) | D ( Min ) |
|---|---|
| 20 or Less | 4' |
| Greater than 20 | 5' |

### GENERAL NOTES

1. Signs wider than 4 feet 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

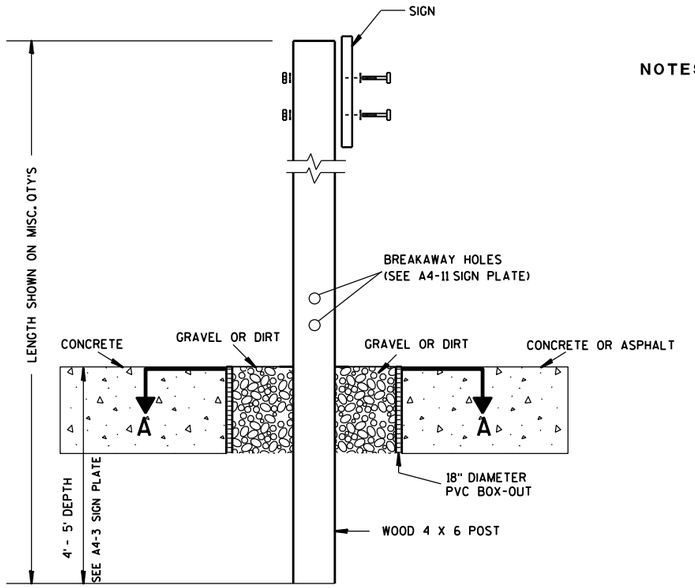
*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/23/15 PLATE NO. A4-3.20



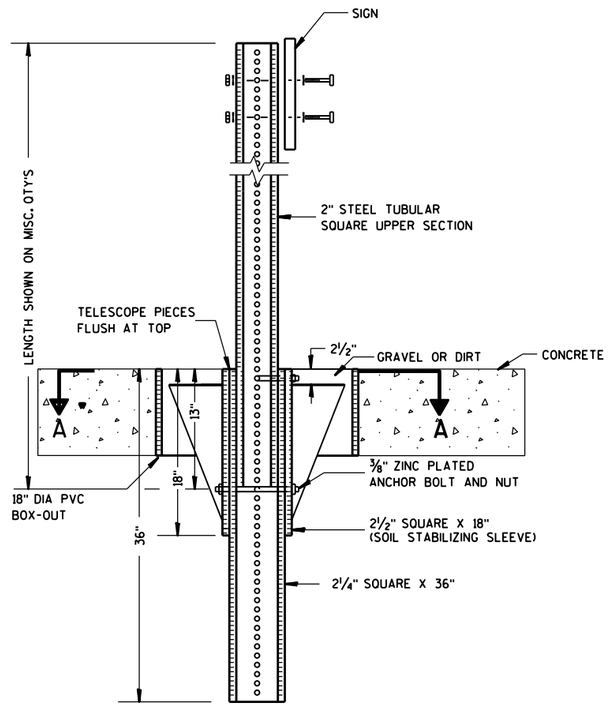
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|




**ELEVATION VIEW**

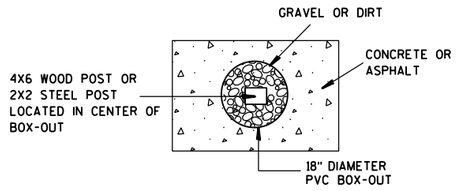
**DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT**

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

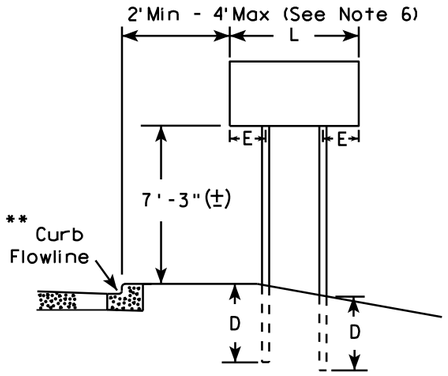
DATE 1/27/14 PLATE NO. A4-3B.1

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|

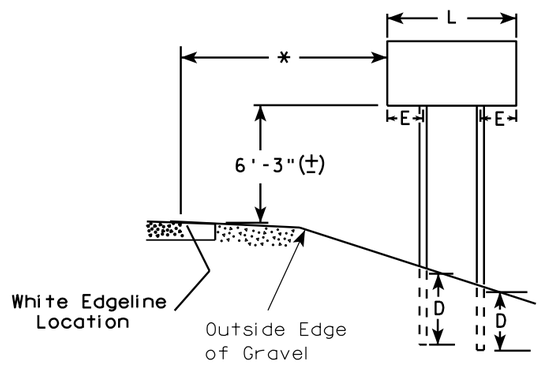


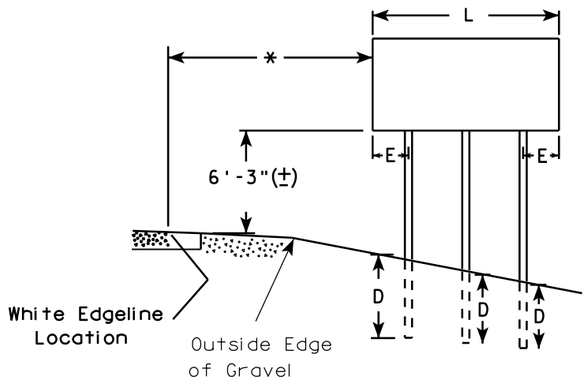
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

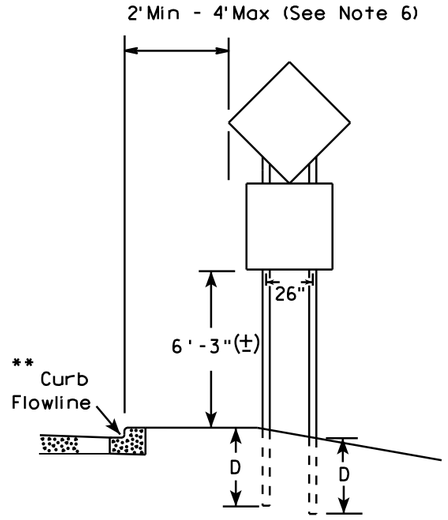
URBAN AREA



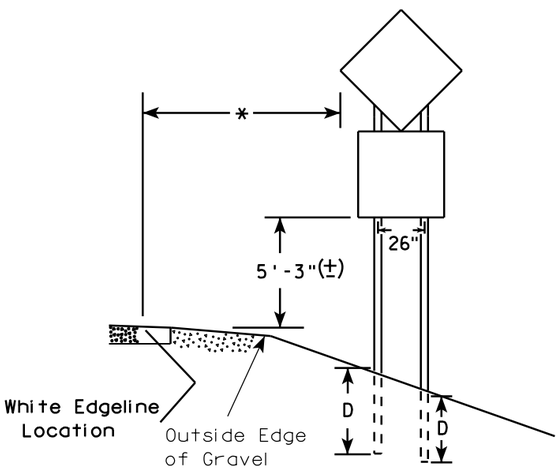

RURAL AREA (See Note 3)




48" DIAMOND WARNING SIGN




48" DIAMOND WARNING SIGN

| *** | 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" |

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.

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

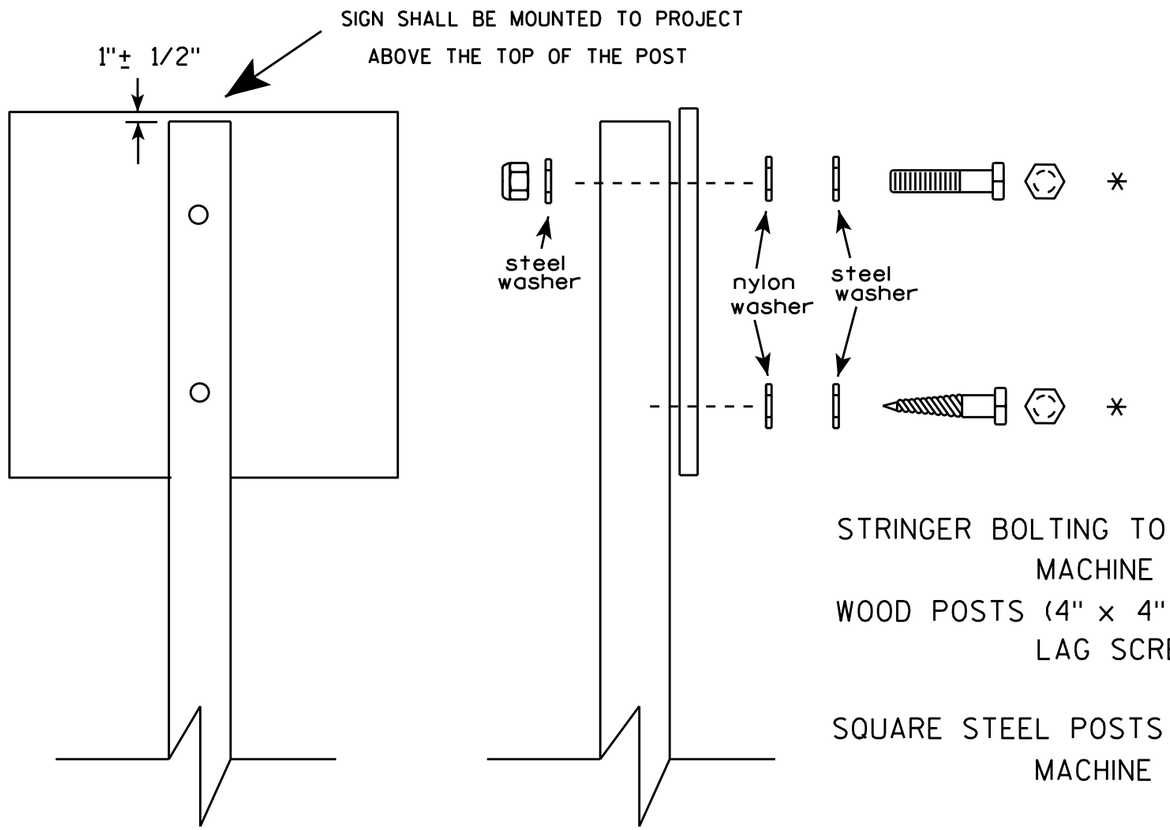
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/23/15 PLATE NO. A4-4 863 14

| 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.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)
MACHINE BOLTS - 5/16" X 1-3/4" Length w/ nuts
WOOD POSTS (4" x 4" or 4" x 6")
LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)
SQUARE STEEL POSTS (2" x 2")
MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)
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

* 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

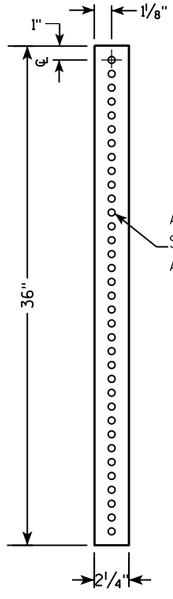
DATE 4/27/16 PLATE NO. A4-8.8



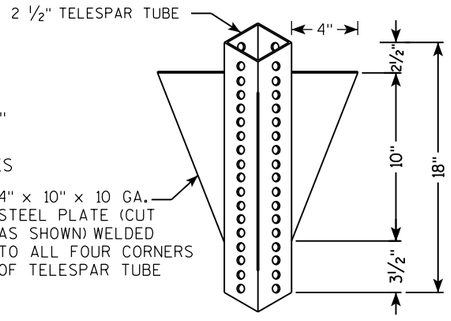
PROJECT NO: SHEET NO: E

## TELESCOPIC TUBING ANCHORS
## TWO PIECE SYSTEM

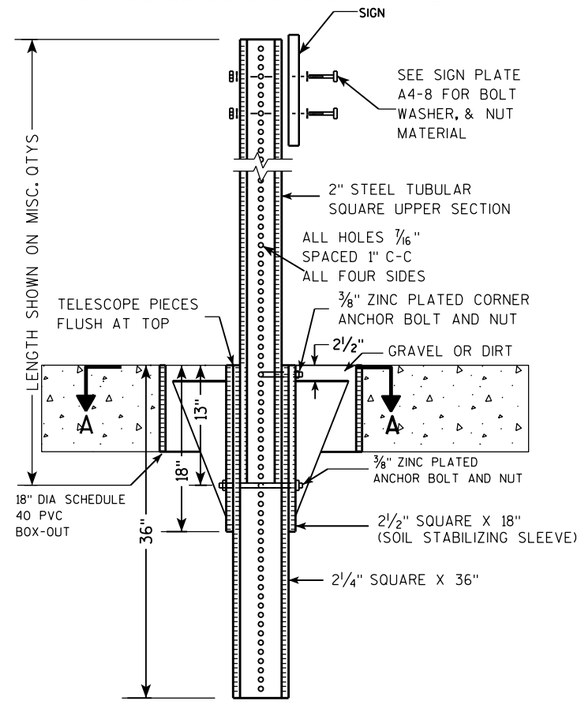
**2 1/4 " SQUARE**
**12 GAUGE**
**PERFORATED**
**GALVANIZED FINISH**



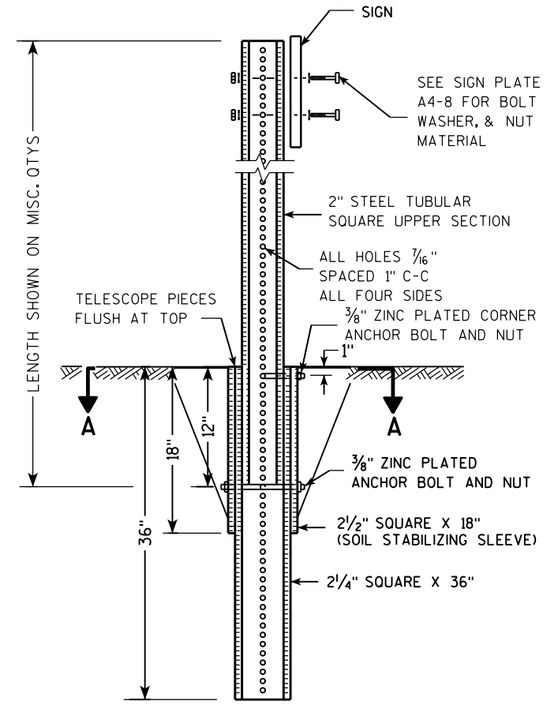

**2 1/2 " SQUARE**
**12 GAUGE**
**OMNI-DIRECTIONAL**
**PERFORATED**
**SOIL STABILIZING SLEEVE**
**GALVANIZED FINISH**

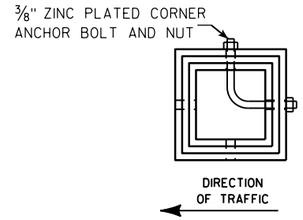



## DETAIL OF TUBULAR STEEL SIGN POST
**(IN POURED CONCRETE OR ASPHALT)**




## 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).**

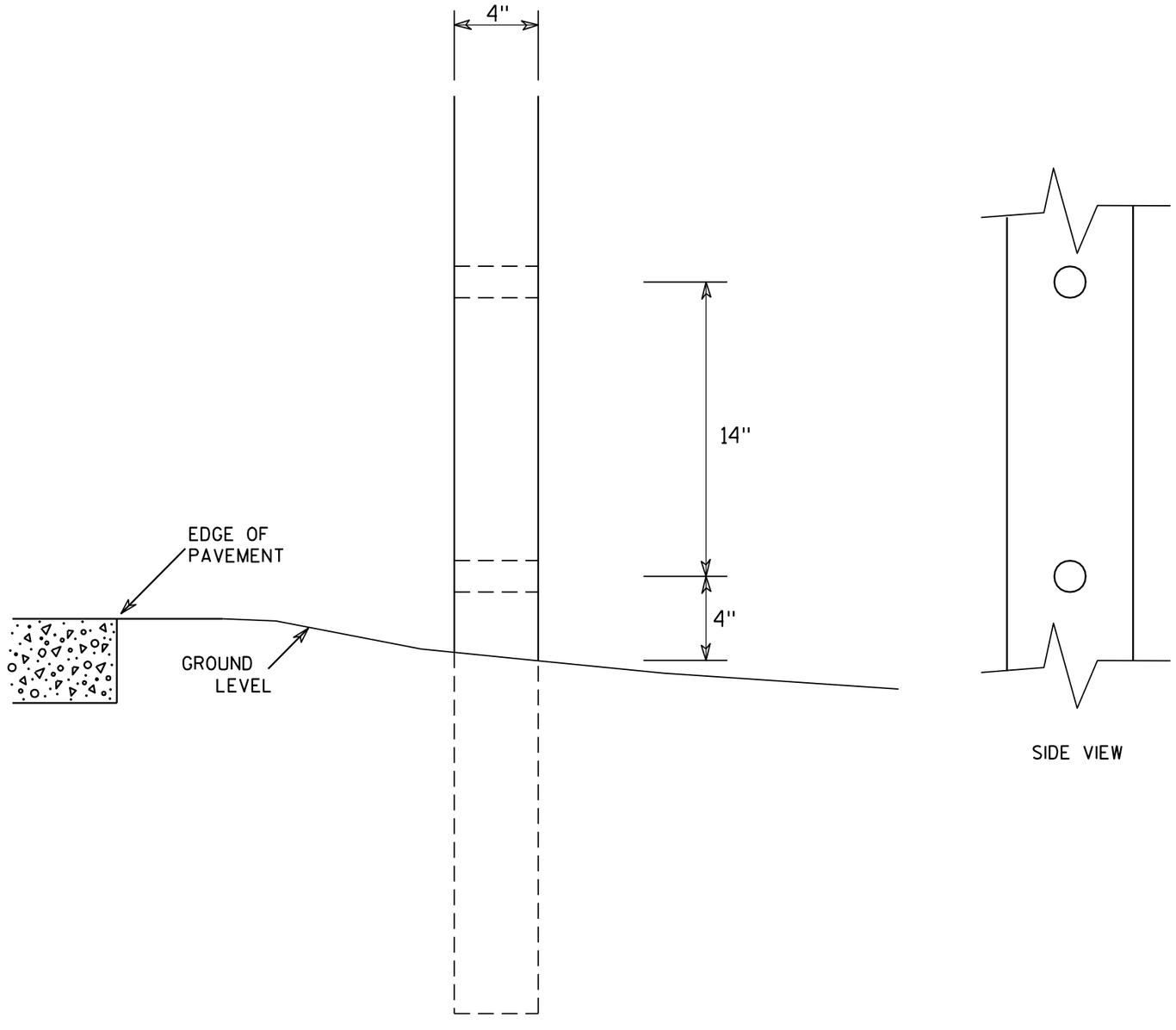
TUBULAR STEEL
SIGN POST
A4-9

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
*for* State Traffic Engineer

DATE 2/05/15 PLATE 865 A4-9.9

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|






SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

# 4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

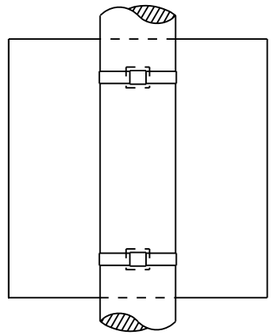
APPROVED Chester J Spang for State Traffic Engineer

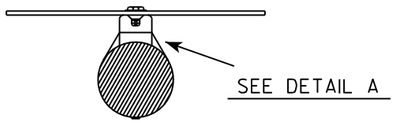
DATE 3/27/97 PLATE NO. A4-11.2

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 866 | E |
|---|---|---|---|---|---|

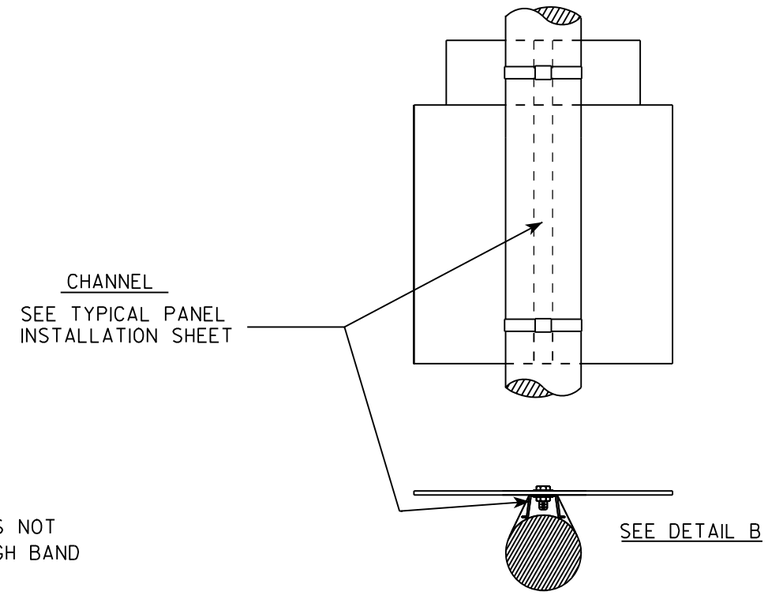
# BANDING

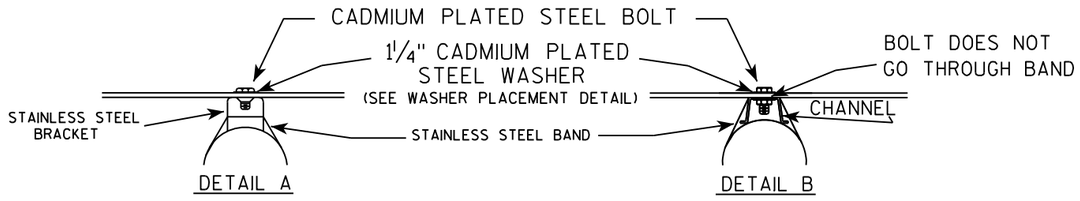
SINGLE SIGN



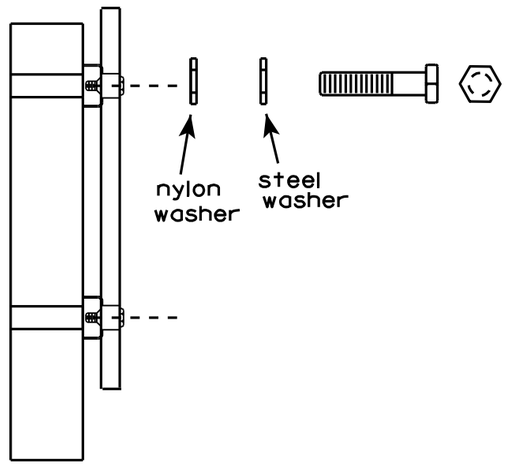



"J" ASSEMBLY




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.

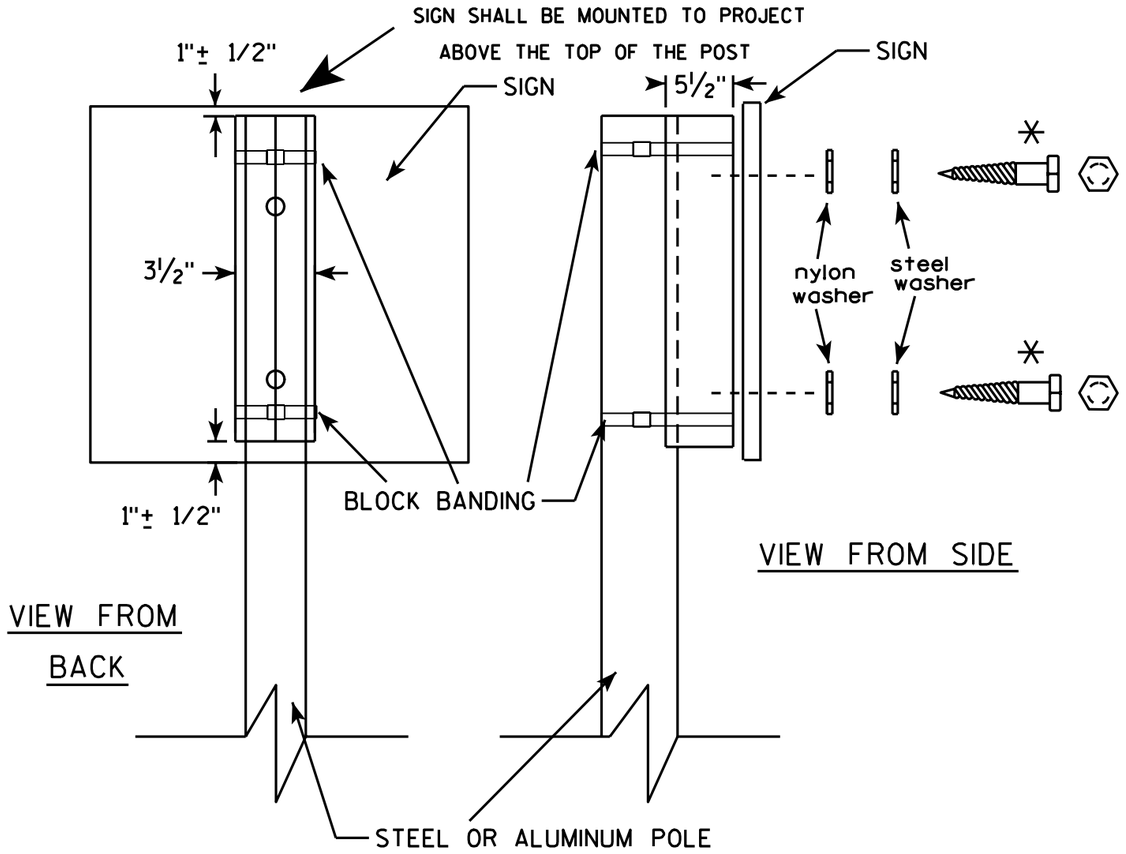
STANDARD SIGN
SIGN BANDING DETAILS

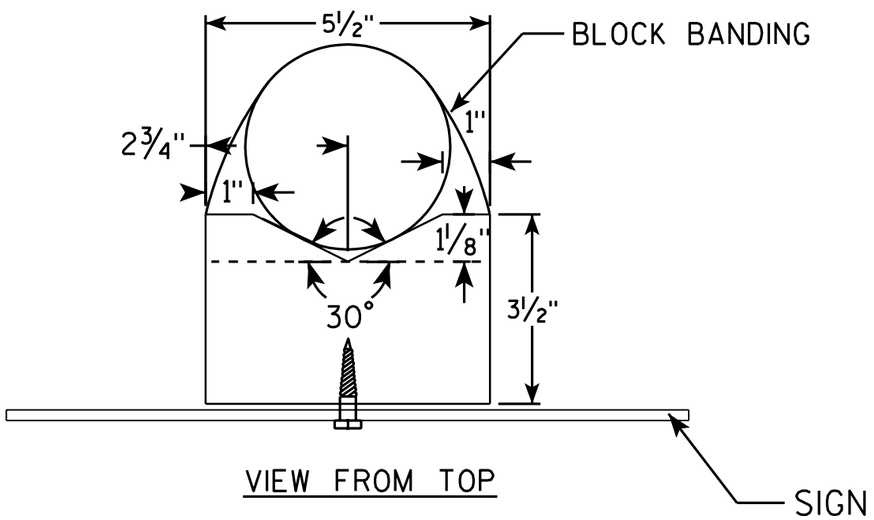
*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/16/13 PLATE NO. A5-9.3

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 867 | E |
|---|---|---|---|---|---|




## GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D, or
   b. Cadmium plated in accordance with ASTM Designation : B 766 TYPE 3, Class 12, or
   c. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

# BLOCK BANDING DETAIL ( V-BLOCK OPTION )

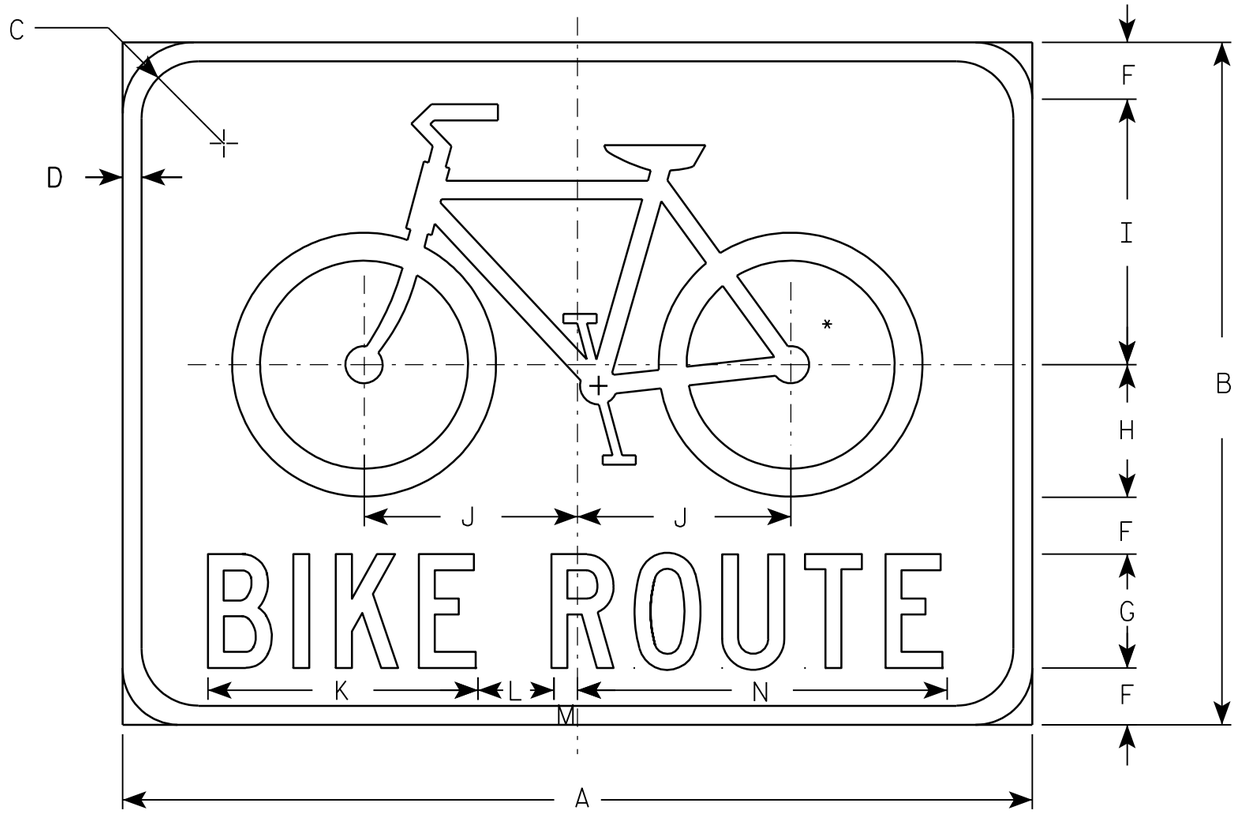
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/12/07 PLATE NO. A5-10.1

PROJECT NO:

SHEET NO: 868 E




D11-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - GREEN
   Message - WHITE
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

* See W11-1 for symbol design

Metric equivalent for this sign is:

| SIZE | |
|---|---|
| 1 | |
| 2 | 600 mm X 450 mm |
| 3 | 750 mm X 600 mm |
| 4 | |
| 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. | Area m2 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | 18 | 1 1/2 | 1/2 | | 1 1/2 | 3 | 3 1/2 | 7 | 5 5/8 | 7 1/8 | 2 | 5/8 | 9 3/4 | | | | | | | | | | | | | 3.0 | 0.27 |
| 3 | 30 | 24 | 1 1/4 | 5/8 | | 2 | 4 | 4 3/4 | 9 1/4 | 7 1/2 | 9 1/2 | 2 5/8 | 7/8 | 13 | | | | | | | | | | | | | 5.0 | 0.45 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
D11-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/04 PLATE NO. D11-1.1

PROJECT NO:

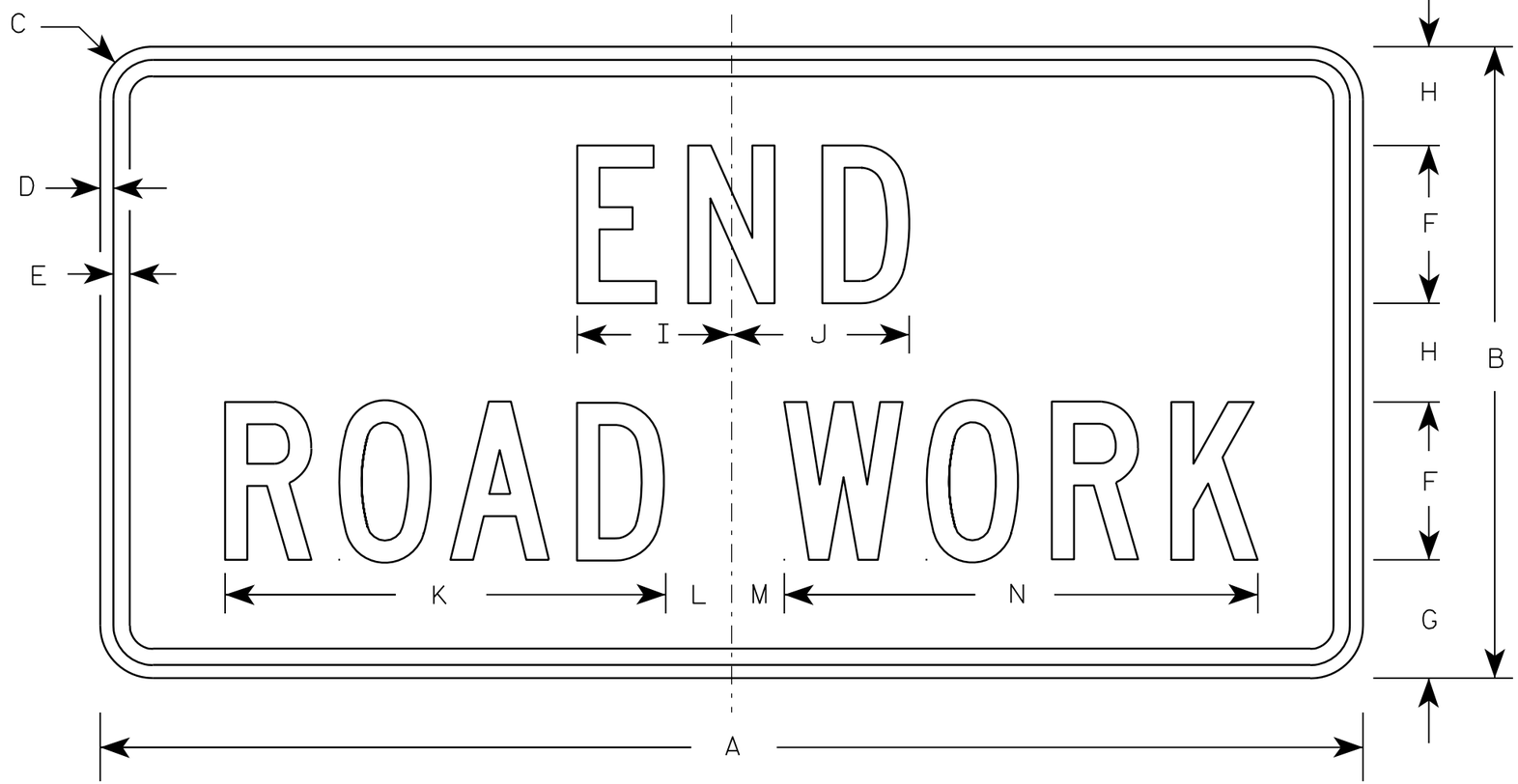
SHEET NO: 869 E

FILE NAME : C:\Users\Projects\tr_stdplate\D111.DGN PLOT DATE : 17-MAR-2005 10:38 PLOT BY : DOTDZK

WISDOT/CADDS SHEET 42

7

7




G20-2A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

| SIZE | |
|---|---|
| 1 | 900 mm X 450 mm |
| 2 | 1200 mm X 600 mm |
| 3 | 1200 mm X 600 mm |
| 4 | 1200 mm X 600 mm |
| 5 | 1200 mm X 600 mm |

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. | Area m2 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | 18 | 1 1/8 | 3/8 | 1/2 | 4 | 3 3/4 | 2 1/2 | 4 1/8 | 4 1/8 | 11 1/8 | 2 | 1 | 12 1/8 | | | | | | | | | | | | | 4.5 | 0.41 |
| 2 | 48 | 24 | 1 1/2 | 1/2 | 5/8 | 6 | 4 1/2 | 3 3/4 | 5 7/8 | 6 3/4 | 16 3/4 | 2 1/2 | 1 3/4 | 18 1/2 | | | | | | | | | | | | | 8.0 | 0.72 |
| 3 | 48 | 24 | 1 1/2 | 1/2 | 5/8 | 6 | 4 1/2 | 3 3/4 | 5 7/8 | 6 3/4 | 16 3/4 | 2 1/2 | 1 3/4 | 18 1/2 | | | | | | | | | | | | | 8.0 | 0.72 |
| 4 | 48 | 24 | 1 1/2 | 1/2 | 5/8 | 6 | 4 1/2 | 3 3/4 | 5 7/8 | 6 3/4 | 16 3/4 | 2 1/2 | 1 3/4 | 18 1/2 | | | | | | | | | | | | | 8.0 | 0.72 |
| 5 | 48 | 24 | 1 1/2 | 1/2 | 5/8 | 6 | 4 1/2 | 3 3/4 | 5 7/8 | 6 3/4 | 16 3/4 | 2 1/2 | 1 3/4 | 18 1/2 | | | | | | | | | | | | | 8.0 | 0.72 |

STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

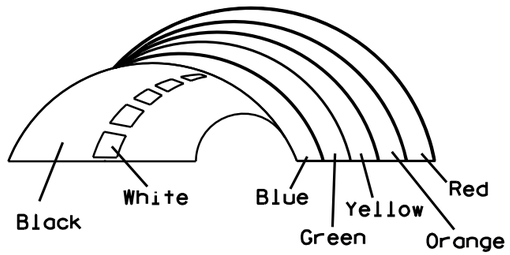
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 870 | E |
|---|---|---|---|---|---|

* VARIES

Background Colors of Symbol*




*1/4" Black Border between each color of rainbow and border of rainbow

## 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 - (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. Border - Blue
   Line 1 - Red
   Line 2 - Black
   Line 3-5 - Blue
6. Line 1 - Dutch 8011L
   Line 2 - Series E
   Line 3-5 - Series C
7. Contractor shall provide and install a new post bracket in accordance with the I55-56B sign 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 30 | 36 | 1 1/2 | 1/2 | 5/8 | 3 | 2 | 3 1/2 | 2 7/8 | 1 | 8 | 2 1/8 | 11 1/4 | 11 1/8 | 9 3/8 | 1 1/4 | | 3/4 | 12 5/8 | 7 1/2 | | | | | | | 7.5 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
I55-56

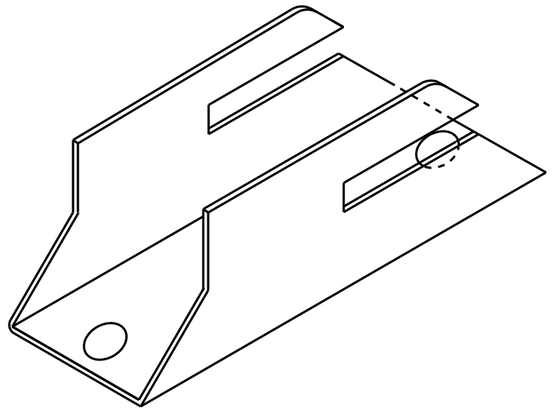
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

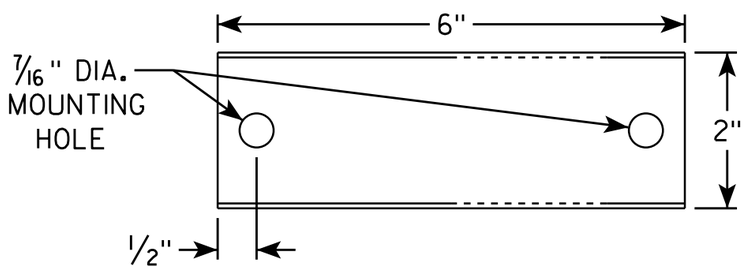
DATE 4/27/11 PLATE NO. 155-56.3

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 871 |
|---|---|---|---|---|

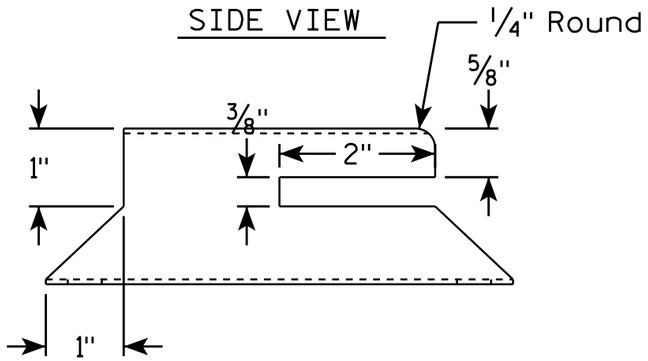
## ISOMETRIC VIEW



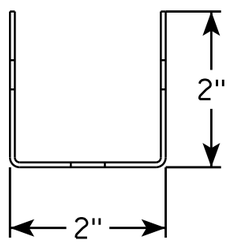
## TOP VIEW




## SIDE VIEW



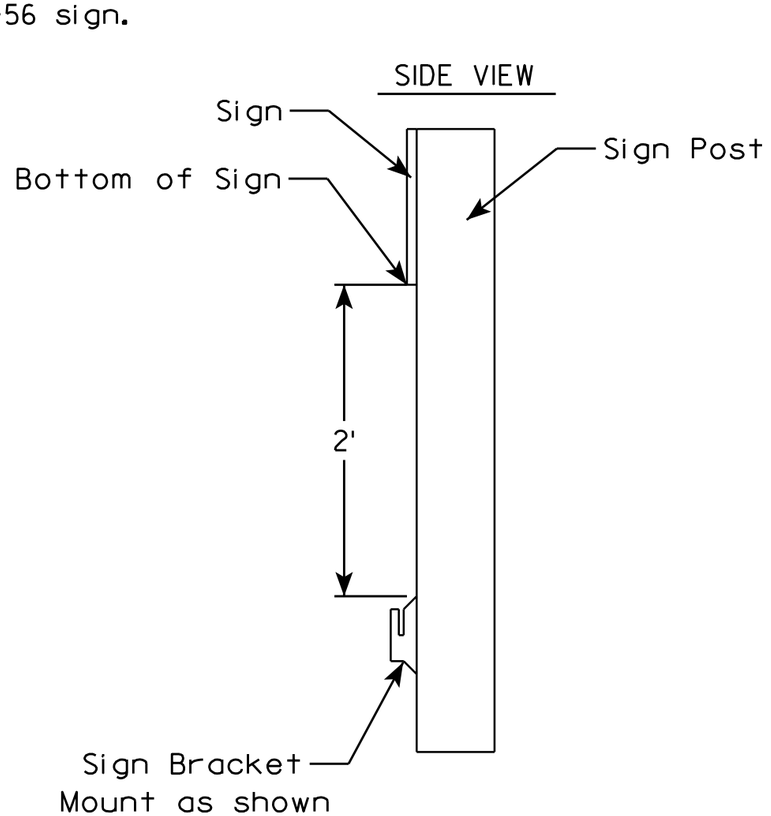

## END VIEW




## NOTES

1. Must be capable of permanent attachment to a wood or steel channel sign post utilizing the fastening hardware specified on the A4-8 sign plate.
2. Shall be entirely primed and painted with two coats of a black powder coated enamel paint.
3. Shall be made with 12 gauge steel, and incorporate no welds, no hinged components, no threaded lock-type components, and no parts which are loose or can be separated from the main body.
4. Shall have rounded edges with at least 1/8" radii.
5. Shall not have unrounded and uncoated metal edges which can contact the back surface of the roll-up sign.
6. Top of bracket shall be mounted 2' below the bottom of the I55-56 sign.
7. Cost of bracket and fastening hardware shall be incidental to the I55-56 sign.

## SIDE VIEW




ROLLUP SIGN BRACKET
I55-56B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

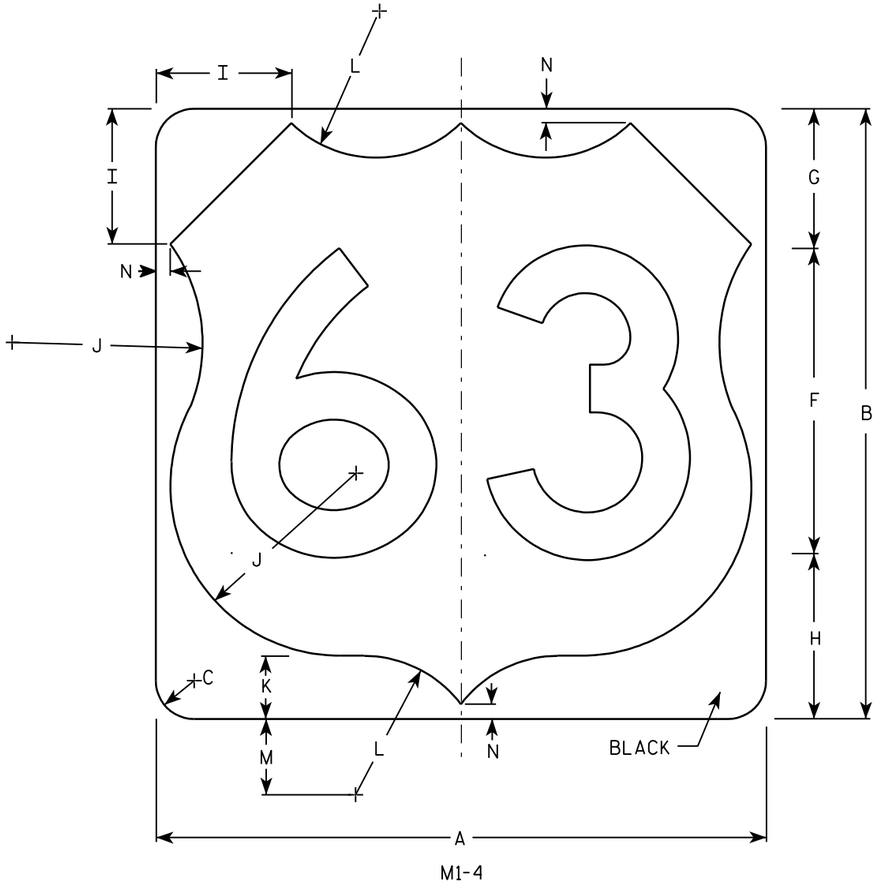
DATE 4/26/16 PLATE I55-56B.2



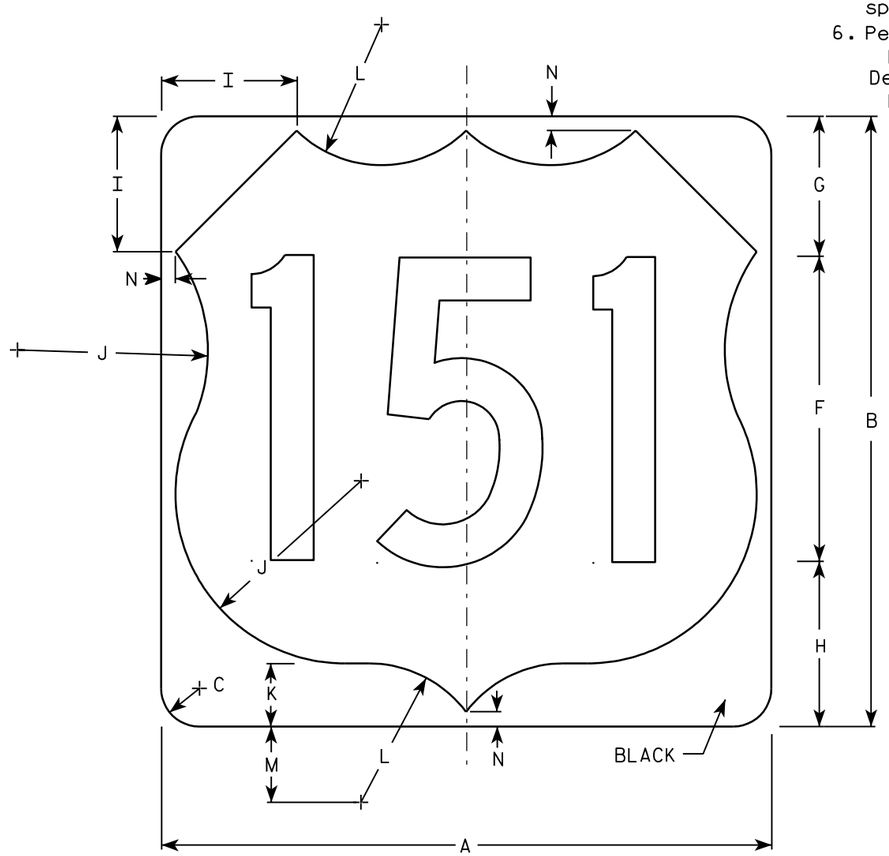
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and adjust spacing as per Plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or other temporary signs
   Background - Reflective




M1-4




M1-4

7

Metric equivalent for this sign is:

| SIZE | |
|---|---|
| 1 | |
| 2 | 600 mm X 600 mm |
| 3 | 900 mm X 900 mm |
| 4 | 900 mm X 900 mm |
| 5 | 900 mm X 900 mm |

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. | Area m2 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | 24 | 1 1/2 | | | 12 | 5 1/2 | 6 1/2 | 5 | 7 1/2 | 2 1/2 | 5 1/2 | 3 | 1/2 | | | | | | | | | | | | | 4.0 | .36 |
| 3 | 36 | 36 | 2 1/4 | | | 18 | 8 1/4 | 9 1/4 | 7 1/4 | 11 1/4 | 3 3/4 | 8 1/4 | 4 1/2 | 3/4 | | | | | | | | | | | | | 9.0 | .81 |
| 4 | 36 | 36 | 2 1/4 | | | 18 | 8 1/4 | 9 1/4 | 7 1/4 | 11 1/4 | 3 3/4 | 8 1/4 | 4 1/2 | 3/4 | | | | | | | | | | | | | 9.0 | .81 |
| 5 | 36 | 36 | 2 1/4 | | | 18 | 8 1/4 | 9 1/4 | 7 1/4 | 11 1/4 | 3 3/4 | 8 1/4 | 4 1/2 | 3/4 | | | | | | | | | | | | | 9.0 | .81 |

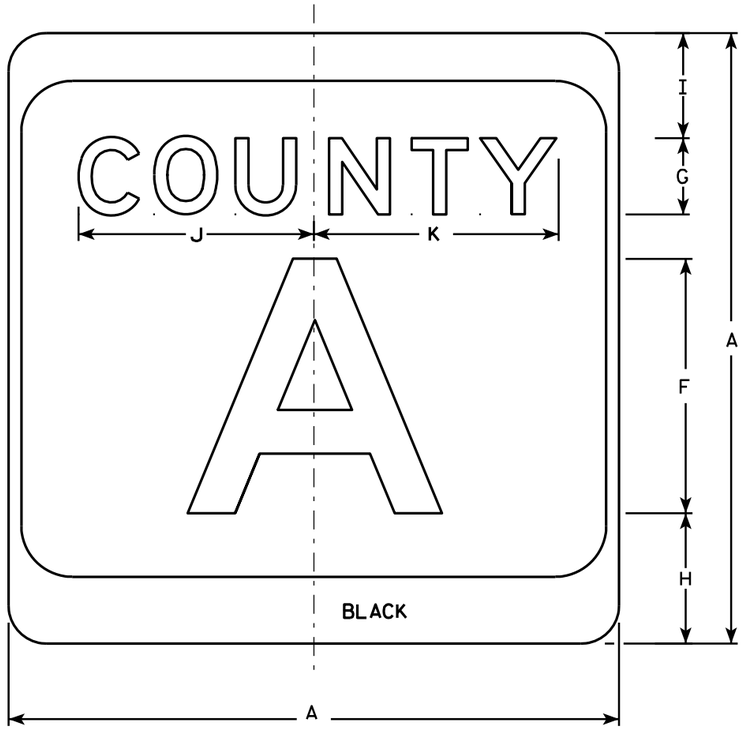
# USH MARKER
# M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

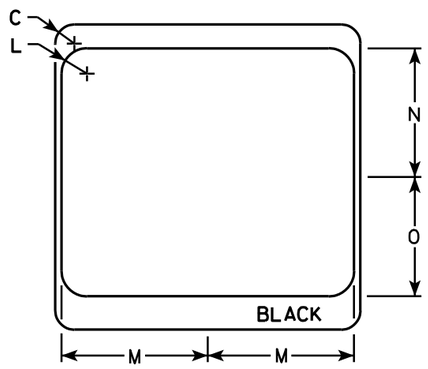
APPROVED Matthew R Rauch
for State Traffic Engineer

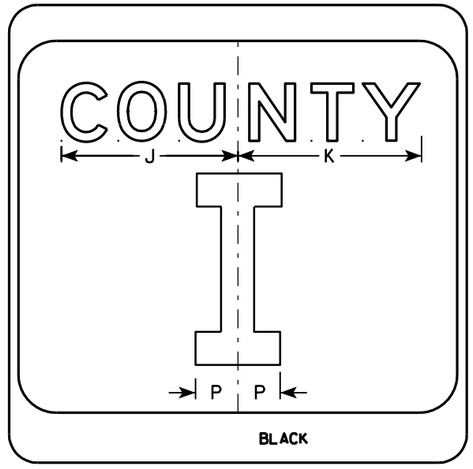
DATE 08/25/05 PLATE NO. M1-4.9

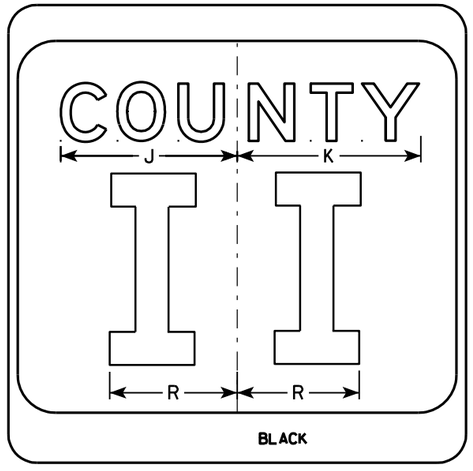
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 873 | E




M1-5A




NOTES

1. Sign is Type II - see Note 7 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 7
   Message - Black
3. Message Series - see Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
6. Substitute appropriate letters & optically center to achieve proper balance.
7. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | | 1 1/2 | | | 10 | 3 | 5 1/8 | 4 1/8 | 9 1/4 | 9 5/8 | 2 | 11 1/2 | 10 1/8 | 9 3/8 | 2 1/4 | | 6 5/8 | | | | | | | | | 4.0 |
| 3 | 36 | | 2 1/4 | | | 16 | 4 | 7 5/8 | 5 5/8 | 12 1/4 | 12 7/8 | 3 | 17 1/8 | 15 1/4 | 14 | 3 3/8 | | 10 | | | | | | | | | 9.0 |
| 4 | 36 | | 2 1/4 | | | 16 | 4 | 7 5/8 | 5 5/8 | 12 1/4 | 12 7/8 | 3 | 17 1/8 | 15 1/4 | 14 | 3 3/8 | | 10 | | | | | | | | | 9.0 |
| 5 | 36 | | 2 1/4 | | | 16 | 4 | 7 5/8 | 5 5/8 | 12 1/4 | 12 7/8 | 3 | 17 1/8 | 15 1/4 | 14 | 3 3/8 | | 10 | | | | | | | | | 9.0 |

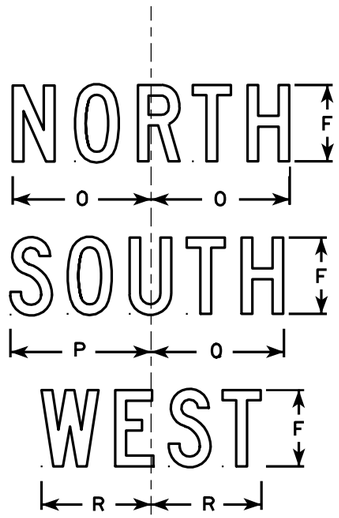
CTH MARKER
M1-5A FOR ASSEMBLIES

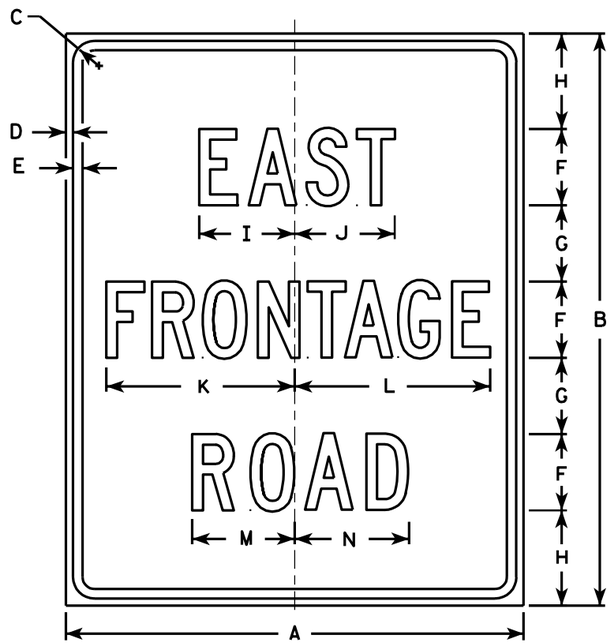
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 874 | E |
|---|---|---|---|---|---|




NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. 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 message as required.

Metric equivalent for this sign is:

| SIZE | |
|---|---|
| 1 | |
| 2 | 600 mm X 750 mm |
| 3 | |
| 4 | 900 mm X 1050 mm |
| 5 | |

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | O | R | S | T | U | V | W | X | Y | Z | Area sq. ft. | Area m2 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | 30 | 1 1/8 | 3/8 | 1/2 | 4 | 4 | 5 | 5 | 5 1/4 | 9 7/8 | 10 1/4 | 5 3/8 | 6 | 7 1/4 | 7 3/8 | 7 | 5 3/4 | | | | | | | | | 5.0 | .45 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 36 | 42 | 1 3/8 | 5/8 | 5/8 | 6 | 5 | 7 | 7 1/2 | 7 7/8 | 14 3/4 | 15 3/8 | 8 | 9 | 10 7/8 | 11 | 10 1/2 | 8 5/8 | | | | | | | | | 10.5 | .95 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

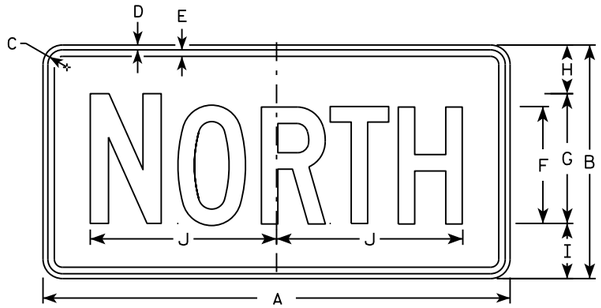
STANDARD SIGN
M1-95A

WISCONSIN DEPT OF TRANSPORTATION

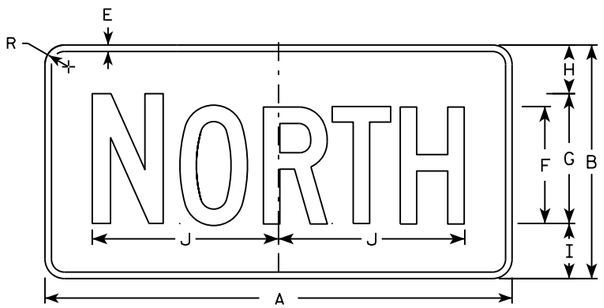
APPROVED Chester J Spang for State Traffic Engineer

DATE 1/30/02 PLATE NO. M1-95A.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 875 | E



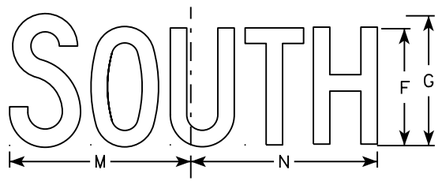

M3-1
MM3-1
MP3-1



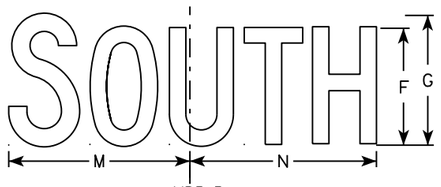

MB3-1
MK3-1
MN3-1

M3-2
MM3-2
MP3-2

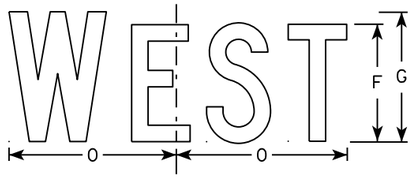
MB3-2
MK3-2
MN3-2



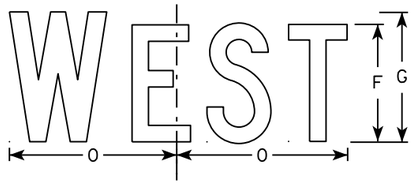

M3-3
MM3-3
MP3-3




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

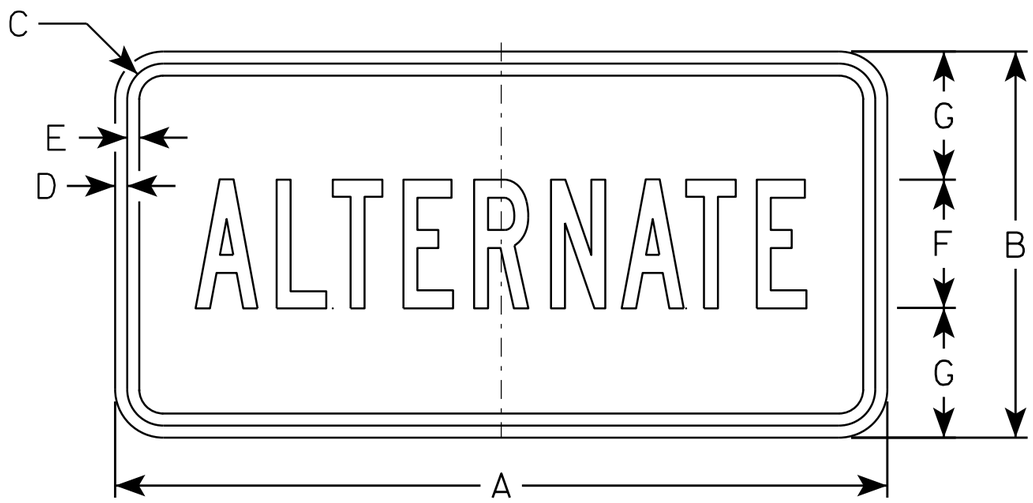
DATE 10/15/15 PLATE NO M3-1.14



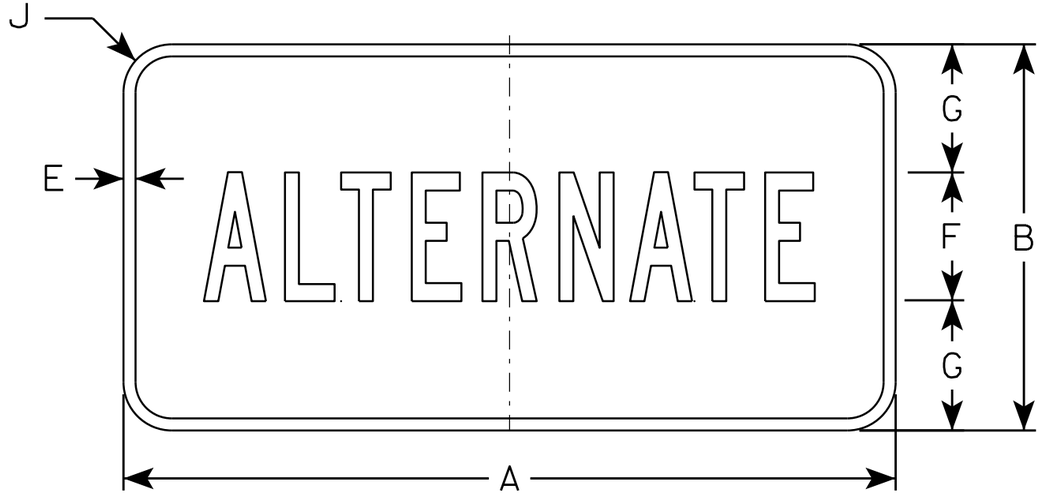
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

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

7




M4-1
MO4-1




MB4-1

NOTES

1. Sign is Type II - Type H except as Shown
2. Color:
   Background - See Note 5
   Message - See note 5
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-1 Background - White
   Message - Black

   MB4-1 Background - Blue
   Message - White

   MO4-1 Background - Orange - Type F
   Message - Black

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | 12 | 1 1/8 | 3/8 | 3/8 | 4 | 4 | 9 3/4 | 9 1/2 | 1 1/2 | | | | | | | | | | | | | | | | | 2.00 |
| 3 | 36 | 18 | 1 1/8 | 3/8 | 1/2 | 7 | 5 1/2 | 16 3/8 | 16 1/2 | 1 1/2 | | | | | | | | | | | | | | | | | 4.5 |
| 4 | 36 | 18 | 1 1/8 | 3/8 | 1/2 | 7 | 5 1/2 | 16 3/8 | 16 1/2 | 1 1/2 | | | | | | | | | | | | | | | | | 4.5 |
| 5 | 36 | 18 | 1 1/8 | 3/8 | 1/2 | 7 | 5 1/2 | 16 3/8 | 16 1/2 | 1 1/2 | | | | | | | | | | | | | | | | | 4.5 |

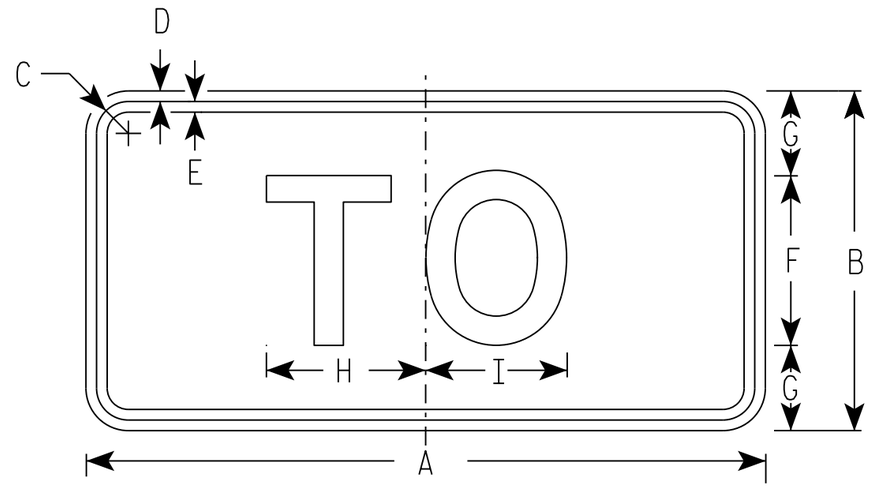
STANDARD SIGN
M4-1

WISCONSIN DEPT OF TRANSPORTATION

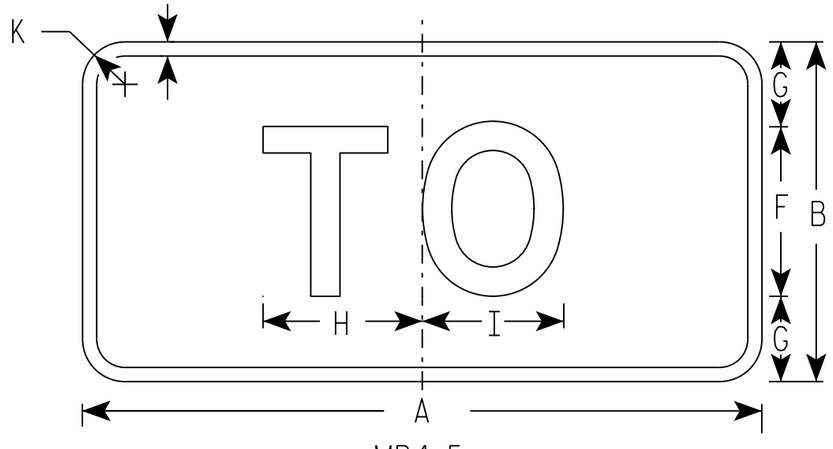
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/30/14 PLATE 877 '14-1.8

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|




M4-5
MM4-5
MP4-5




MB4-5
MK4-5
MN4-5

NOTES

1. Sign is Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
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. M4-5 Background - White
   Message - Black

   MB4-5 Background - Blue
   Message - White

   MK4-5 Background - Green
   Message - White

   MM4-5 Background - White
   Message - Green

   MN4-5 Background - Brown
   Message - White

   MP4-5 Background - White
   Message - Blue

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | 12 | 1 1/8 | 3/8 | 3/8 | 6 | 3 | 5 3/8 | 5 1/4 | 1/2 | 1 1/2 | | | | | | | | | | | | | | | | 2.00 |
| 3 | 36 | 18 | 1 3/8 | 3/8 | 1/2 | 9 | 4 1/2 | 8 1/4 | 8 3/8 | 1/2 | 1 1/2 | | | | | | | | | | | | | | | | 4.5 |
| 4 | 36 | 18 | 1 3/8 | 3/8 | 1/2 | 9 | 4 1/2 | 8 1/4 | 8 3/8 | 1/2 | 1 1/2 | | | | | | | | | | | | | | | | 4.5 |
| 5 | 36 | 18 | 1 3/8 | 3/8 | 1/2 | 9 | 4 1/2 | 8 1/4 | 8 3/8 | 1/2 | 1 1/2 | | | | | | | | | | | | | | | | 4.5 |

STANDARD SIGN
M4-5

WISCONSIN DEPT OF TRANSPORTATION

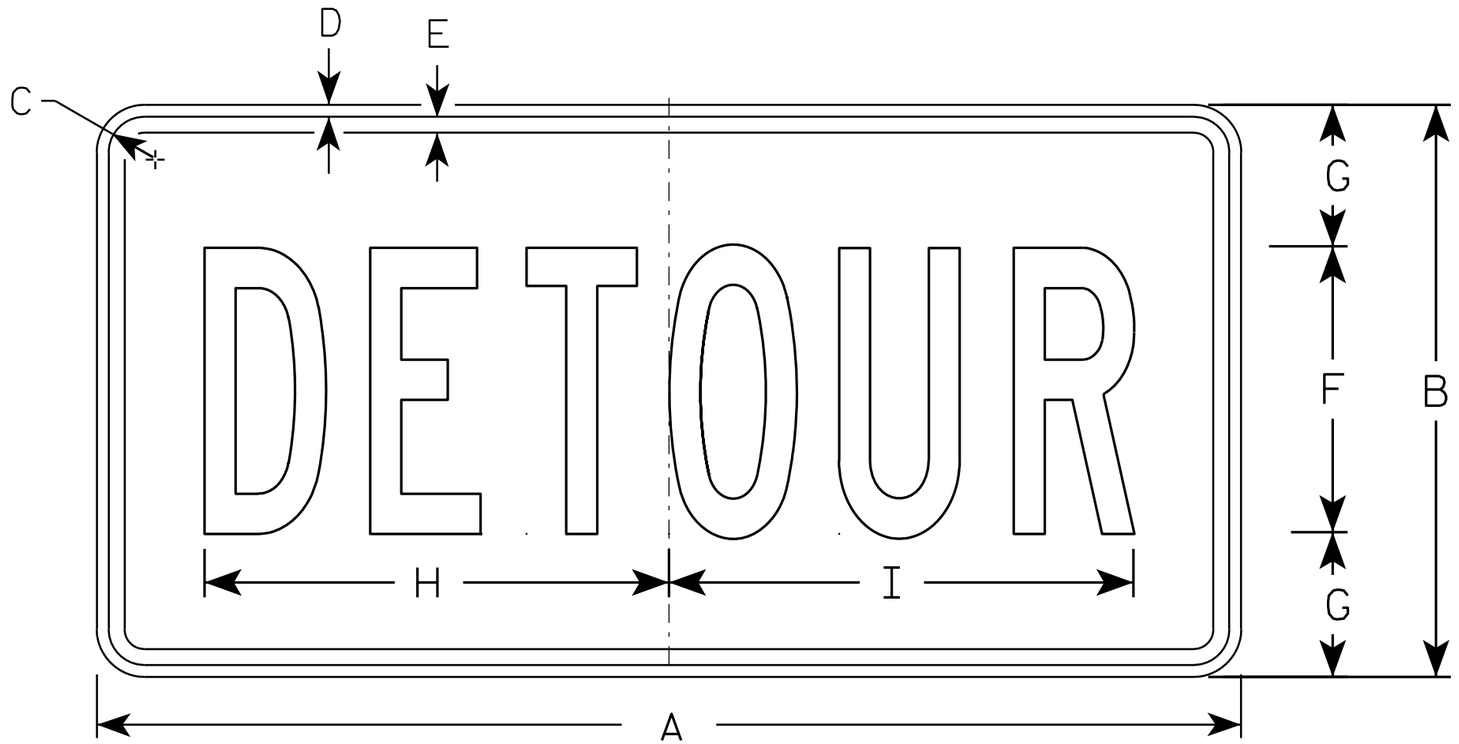
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 878 M4-5.8

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|



FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M45.DGN PLOT DATE : 01-DEC-2015 17:55 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 5.351066:1.000000




M4-8

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | 12 | 1 1/8 | 3/8 | 3/8 | 6 | 3 | 10 | 10 1/4 | | | | | | | | | | | | | | | | | | 2.0 |
| 3 | 36 | 18 | 1 1/8 | 3/8 | 1/2 | 9 | 4 1/2 | 14 5/8 | 14 1/2 | | | | | | | | | | | | | | | | | | 4.5 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

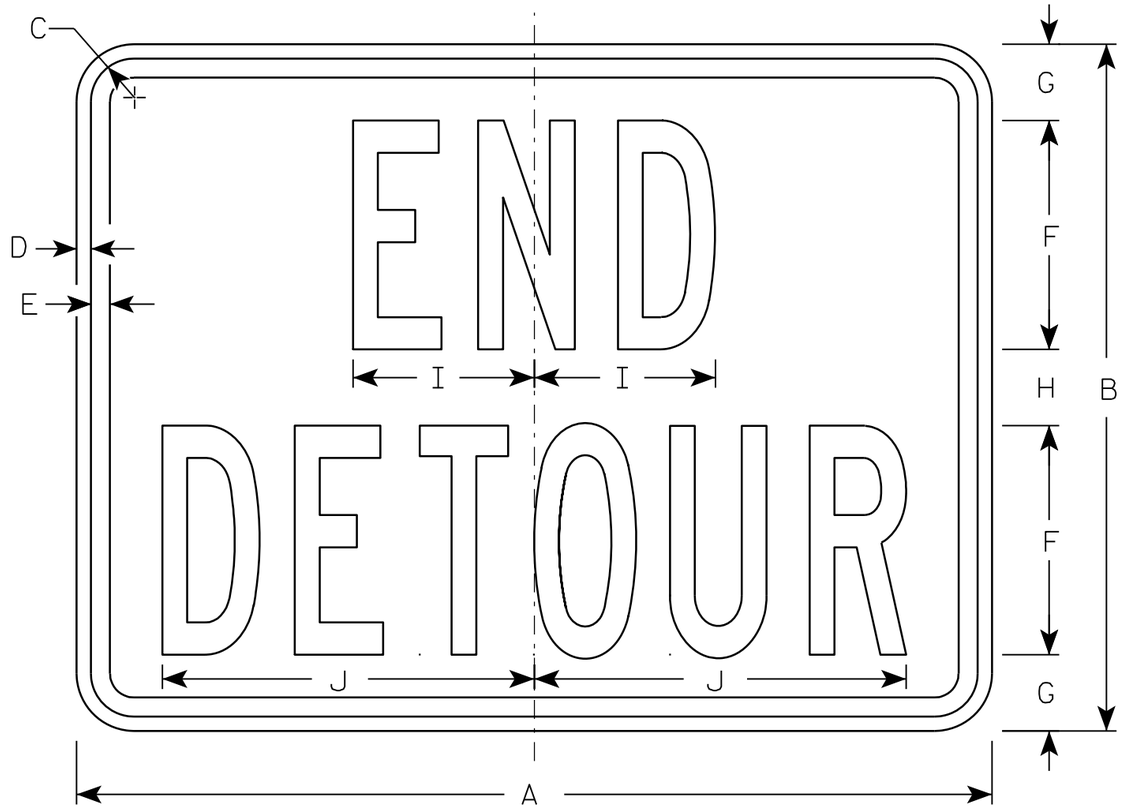
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-8.2

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 879 | E |
|---|---|---|---|---|---|




M4-8A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | 18 | 1 1/8 | 3/8 | 1/2 | 6 | 2 | 2 | 4 3/4 | 9 3/4 | | | | | | | | | | | | | | | | | 3.0 |
| 3 | 30 | 24 | 1 1/8 | 3/8 | 1/2 | 8 | 2 1/2 | 3 | 6 3/4 | 13 | | | | | | | | | | | | | | | | | 5.0 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

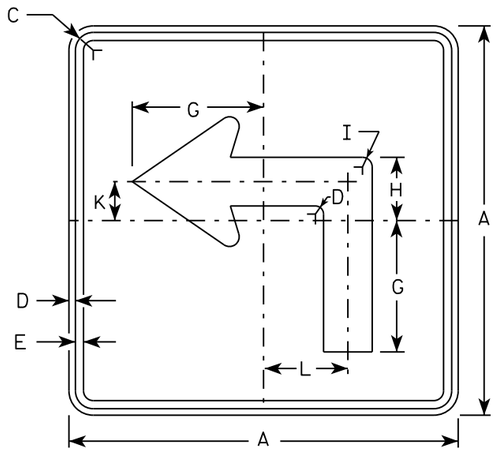
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

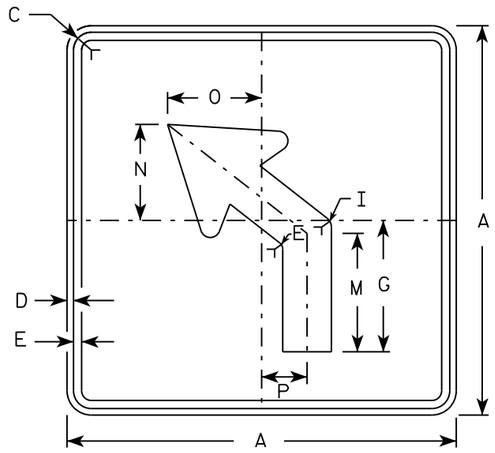
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

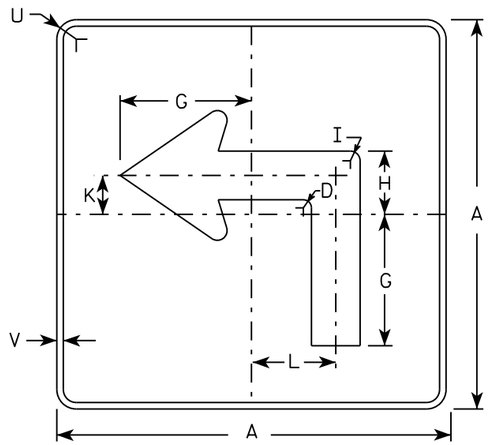
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 880 | E |
|---|---|---|---|---|---|



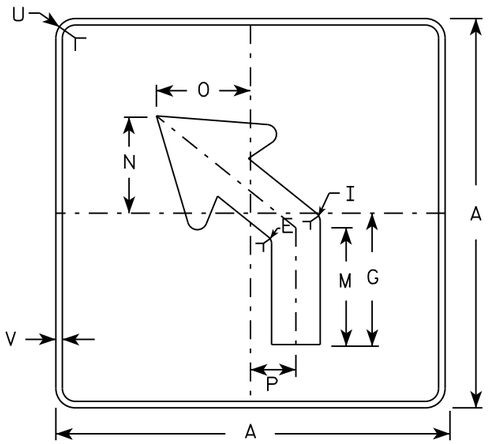

M5-1L
MM5-1L
MO5-1L
MP5-1L



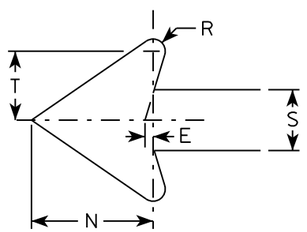

M5-2L
MM5-2L
MO5-2L
MP5-2L




MB5-1L
MK5-1L
MN5-1L
MR5-1L




MB5-2L
MK5-2L
MN5-2L
MR5-2L




NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White - Type H Reflective
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 21 | | 1 1/8 | 3/8 | 3/8 | | 7 | 3 3/8 | 5/8 | | 2 1/8 | 4 1/2 | 6 3/8 | 5 1/4 | 5 | 2 1/2 | | 1/2 | 2 5/8 | 3 | 1 1/2 | 1/2 | | | | | 3.06 |
| 3 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 1/8 | 4 7/8 | 7/8 | | 3 | 6 1/2 | 9 1/8 | 7 1/2 | 7 1/4 | 3 1/2 | | 3/4 | 3 3/4 | 4 1/4 | 1 7/8 | 1/2 | | | | | 6.25 |
| 4 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 1/8 | 4 7/8 | 7/8 | | 3 | 6 1/2 | 9 1/8 | 7 1/2 | 7 1/4 | 3 1/2 | | 3/4 | 3 3/4 | 4 1/4 | 1 7/8 | 1/2 | | | | | 6.25 |
| 5 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 1/8 | 4 7/8 | 7/8 | | 3 | 6 1/2 | 9 1/8 | 7 1/2 | 7 1/4 | 3 1/2 | | 3/4 | 3 3/4 | 4 1/4 | 1 7/8 | 1/2 | | | | | 6.25 |

STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

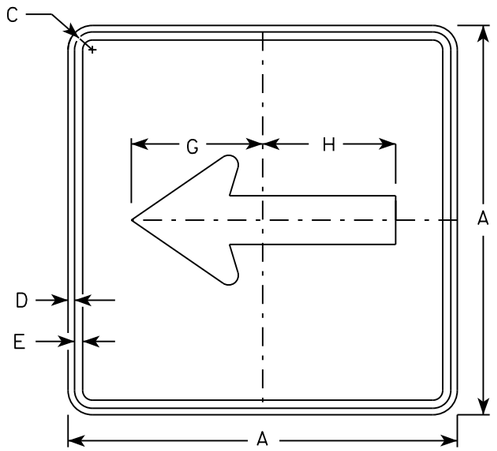
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE NO. M5-1.13

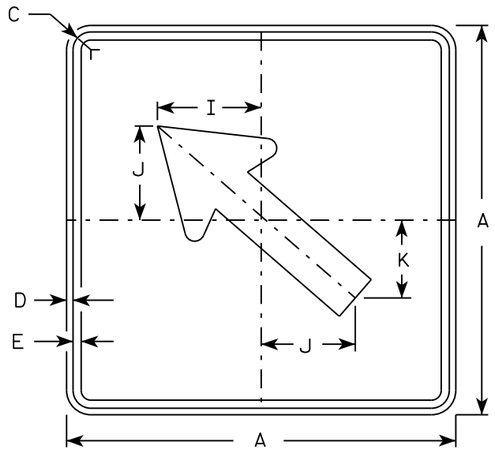


PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M51.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



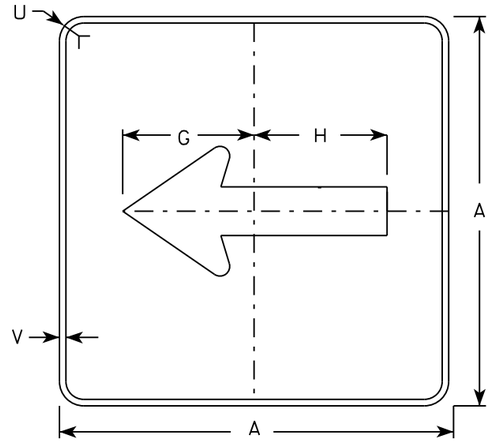

M6-1
MM6-1
MO6-1
MP6-1



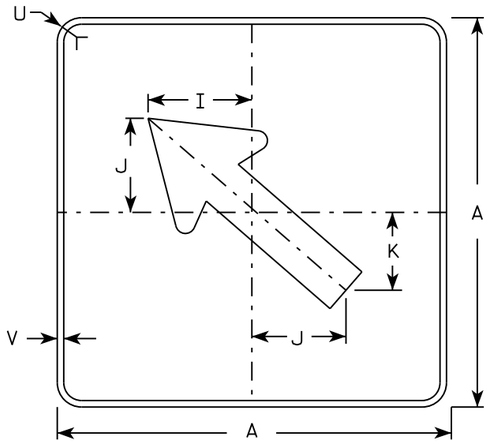

M6-2
MM6-2
MO6-2
MP6-2

NOTES

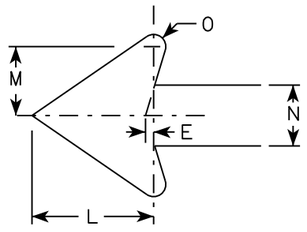
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow




MB6-1
MK6-1
MN6-1
MR6-1




MB6-2
MK6-2
MN6-2
MR6-2




| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 21 | | 1 1/8 | 3/8 | 3/8 | | 7 1/2 | 7 1/8 | 5 5/8 | 5 | 4 1/4 | 5 1/4 | 3 | 2 5/8 | 1/2 | | | | | | 1 1/2 | 1/2 | | | | | | 3.06 |
| 3 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 3/4 | 10 1/4 | 8 | 7 1/4 | 6 | 7 1/2 | 4 1/4 | 3 3/4 | 3/4 | | | | | | 1 7/8 | 1/2 | | | | | | 6.25 |
| 4 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 3/4 | 10 1/4 | 8 | 7 1/4 | 6 | 7 1/2 | 4 1/4 | 3 3/4 | 3/4 | | | | | | 1 7/8 | 1/2 | | | | | | 6.25 |
| 5 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 3/4 | 10 1/4 | 8 | 7 1/4 | 6 | 7 1/2 | 4 1/4 | 3 3/4 | 3/4 | | | | | | 1 7/8 | 1/2 | | | | | | 6.25 |

STANDARD SIGN
M6-1 & M6-2
SERIES

WISCONSIN DEPT OF TRANSPORTATION

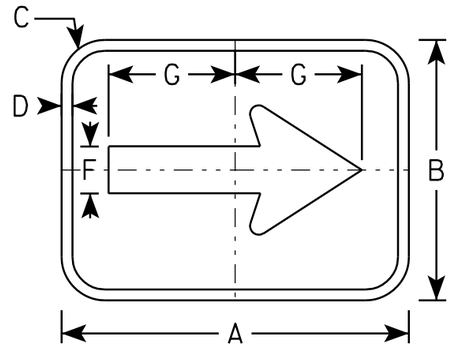
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATI 882 M6-1.15

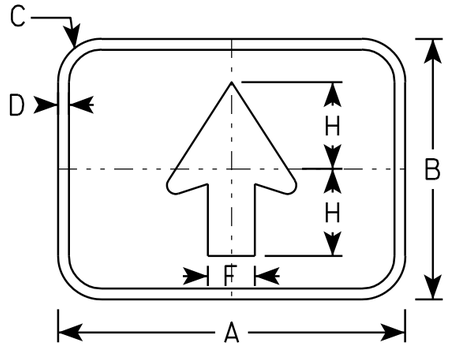
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|



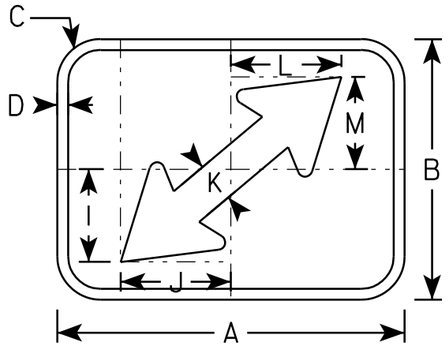
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



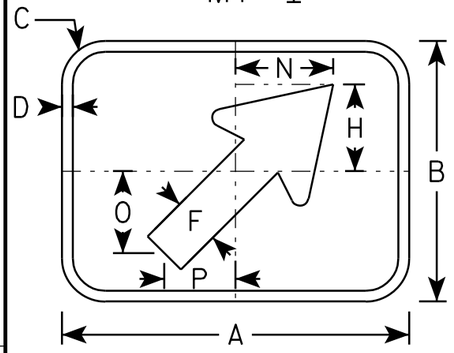

M7-1



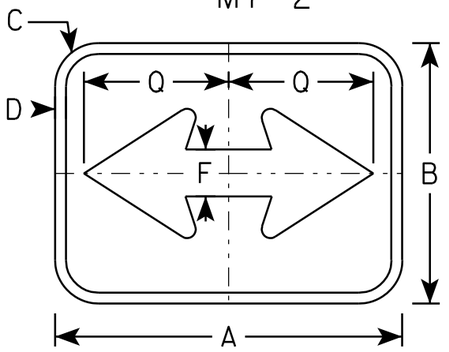

M7-2



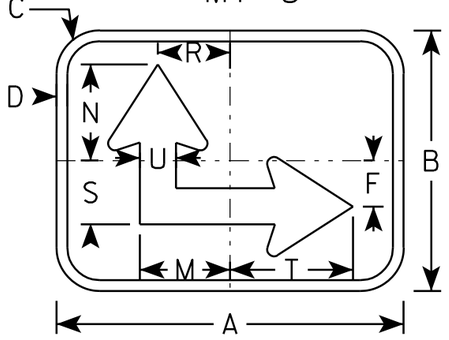

M7-3



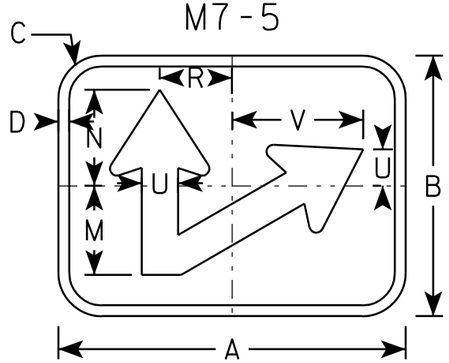

M7-4




M7-5




M7-6




M7-7

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message -White
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 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 12 | 9 | 1 1/2 | 3/8 | | 1 5/8 | 4 3/8 | 3 | 3 1/4 | 3 3/4 | 1 3/8 | 3 7/8 | 3 1/8 | 3 3/8 | 2 7/8 | 2 1/2 | 5 | 2 1/2 | 2 1/4 | 4 1/4 | 1 1/4 | 4 1/2 | | | | | .75 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
M7 SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 05/04/10 PLATE NO. M7-1.1

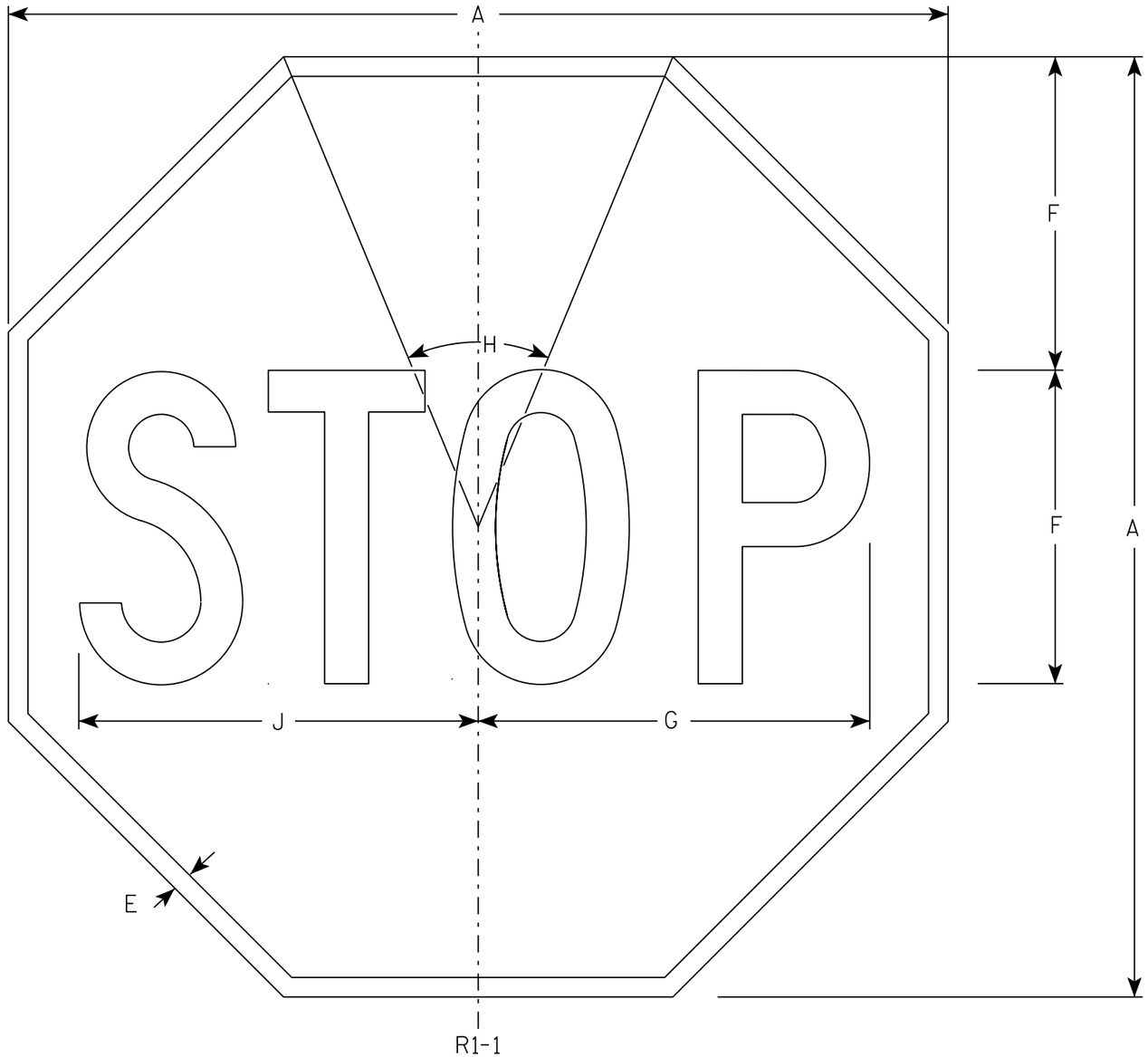
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 883 | E |
|---|---|---|---|---|---|

FILE NAME : C:\Users\PROJECTS\tr_stdplate\M71.DGN PLOT DATE : 28-MAY-2010 08:14 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 5.237442:1.000000

WISDOT/CADDS SHEET 42

7

7




NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 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

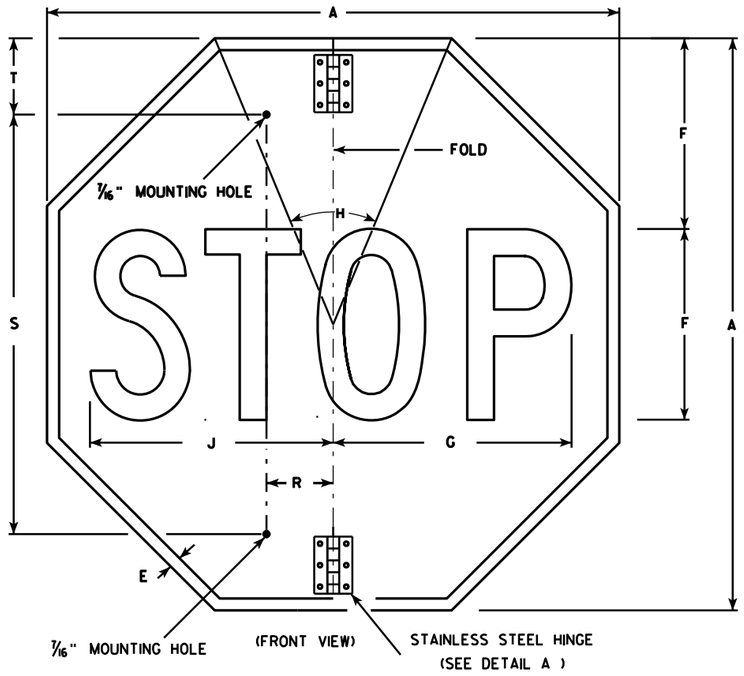
APPROVED Matthew R Rauch
for State Traffic Engineer

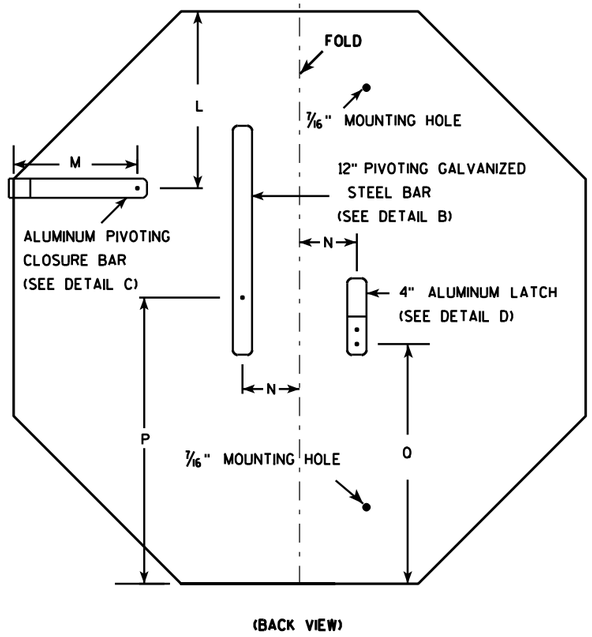
DATE 11/12/15 PLATE 884 R1-1.13

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: E |
|---|---|---|---|---|



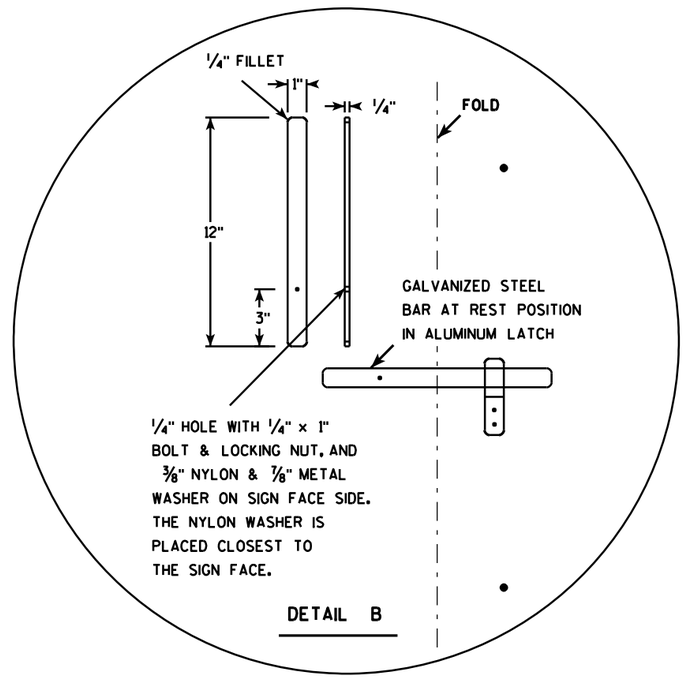
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R11.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 4.378143:1.000000

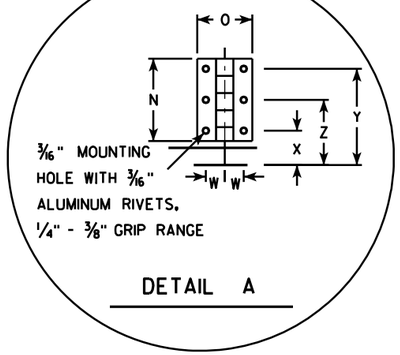


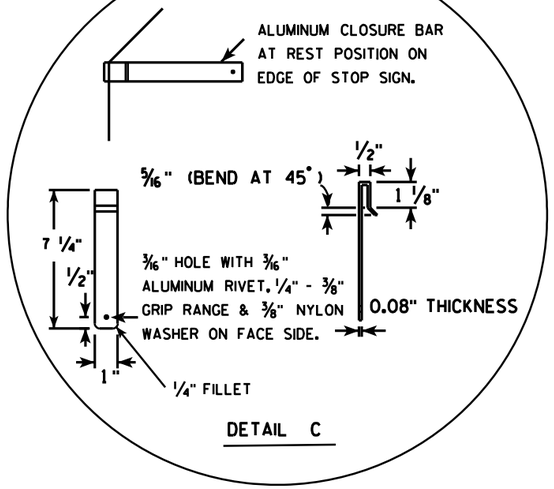



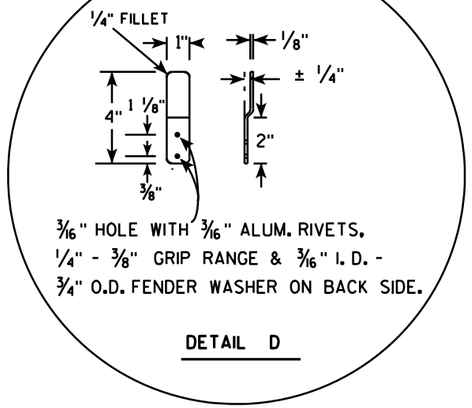

## NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. All hardware used on the folding STOP sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.




| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | O | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 30 | | | | 5/8 | 10 | 12 1/2 | 45 | | 12 3/4 | | 9 1/4 | 6 1/2 | 3 | 2 | 15 | 12 3/8 | 2 1/2 | 22 | 5 | | | 11/16 | 1 1/4 | 3 1/2 | 2 3/8 | 5.18 |
| 2M | 36 | | | | 3/4 | 12 | 15 | 45 | | 15 3/8 | | 11 | 6 1/2 | 3 | 2 | 18 | 15 3/8 | 2 1/2 | 26 | 5 | | | 11/16 | 1 1/4 | 3 1/2 | 2 3/8 | 7.46 |
| 3 | 36 | | | | 3/4 | 12 | 15 | 45 | | 15 3/8 | | 11 | 6 1/2 | 3 | 2 | 18 | 15 3/8 | 2 1/2 | 26 | 5 | | | 11/16 | 1 1/4 | 3 1/2 | 2 3/8 | 7.46 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

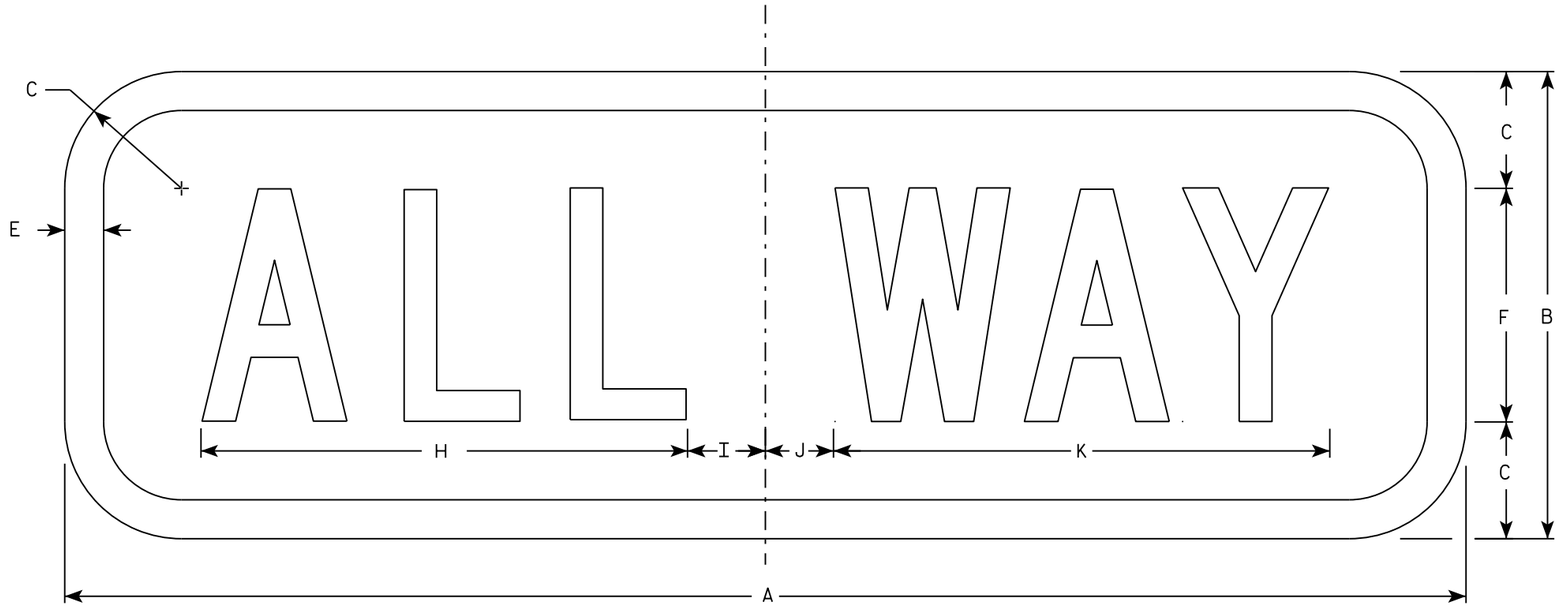
# STANDARD SIGN
# R1-1F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1F.3

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 885 | E |
|---|---|---|---|---|---|




R1-3P

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. 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 | 18 | 6 | 1 1/2 | | 1/2 | 3 | | 6 1/4 | 1 1/4 | 7/8 | 6 3/8 | | | | | | | | | | | | | | | | 0.75 |
| 2S | 18 | 6 | 1 1/2 | | 1/2 | 3 | | 6 1/4 | 1 1/4 | 7/8 | 6 3/8 | | | | | | | | | | | | | | | | 1.5 |
| 2M | 24 | 9 | 1 1/2 | | 1/2 | 5 | | 9 1/4 | 1 1/4 | 3/4 | 9 3/4 | | | | | | | | | | | | | | | | 1.5 |
| 3 | 24 | 9 | 1 1/2 | | 1/2 | 5 | | 9 1/4 | 1 1/4 | 3/4 | 9 3/4 | | | | | | | | | | | | | | | | 1.5 |
| 4 | 30 | 12 | 2 1/4 | | 5/8 | 6 | | 11 | 2 1/4 | 1 1/2 | 11 3/4 | | | | | | | | | | | | | | | | 2.5 |
| 5 | 30 | 12 | 2 1/4 | | 5/8 | 6 | | 11 | 2 1/4 | 1 1/2 | 11 3/4 | | | | | | | | | | | | | | | | 2.5 |

STANDARD SIGN
R1-3P

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

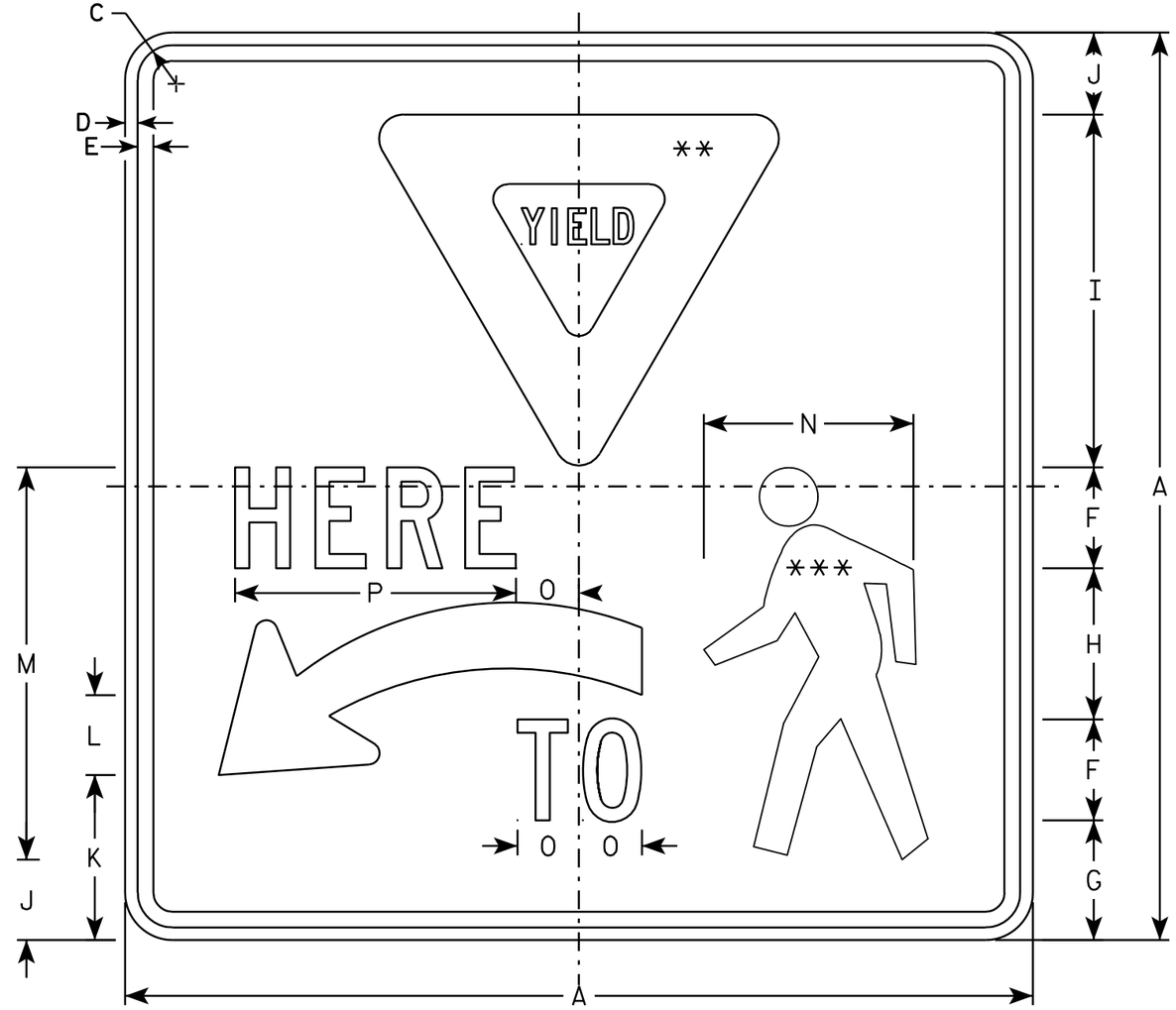
DATE 9/24/15 PLATE no. R1-3P.2



| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|



FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R13P.DGN PLOT DATE : 01-DEC-2015 18:08 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 1.945842:1.000000



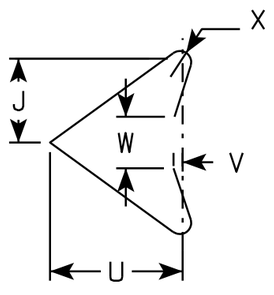

R1-5L

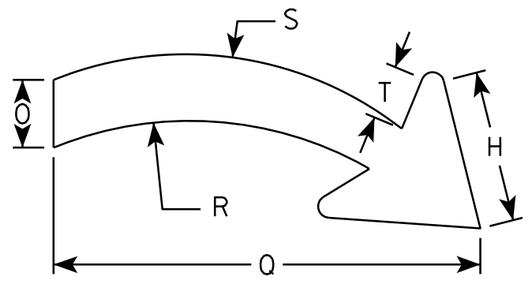
## NOTES

1. All Signs Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
   YIELD SYMBOL - RED ON WHITE
   PED SYMBOL - BLACK ON WHITE
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

** INSERT R1-2 AND SIZE TO FIT

*** INSERT W11-2 AND SIZE TO FIT




Arrow Detail

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | O | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 18 | | 1 1/8 | 3/8 | 3/8 | 2 | 2 3/8 | 3 | 7 | 1 5/8 | 3 1/4 | 1 5/8 | 7 3/4 | 4 1/8 | 1 1/4 | 5 5/8 | 1 3/8 | 14 1/4 | 13 3/4 | 1 1/8 | 2 5/8 | 1/8 | 1 | 1/2 | | | 2.25 |
| 2M | 18 | | 1 1/8 | 3/8 | 3/8 | 2 | 2 3/8 | 3 | 7 | 1 5/8 | 3 1/4 | 1 5/8 | 7 3/4 | 4 1/8 | 1 1/4 | 5 5/8 | 1 3/8 | 14 1/4 | 13 3/4 | 1 1/8 | 2 5/8 | 1/8 | 1 | 1/2 | | | 2.25 |
| 3 | 30 | | 1 3/8 | 1/2 | 5/8 | 3 | 4 | 5 3/8 | 12 | 2 3/4 | 5 1/2 | 2 5/8 | 13 | 6 7/8 | 1 7/8 | 8 3/8 | 14 | 23 3/4 | 23 | 1 3/4 | 4 3/8 | 1/4 | 1 3/4 | 3/4 | | | 6.25 |
| 4 | 36 | | 1 3/8 | 1/2 | 5/8 | 4 | 4 3/4 | 6 | 14 | 3 1/4 | 6 1/2 | 3 1/8 | 15 | 8 1/4 | 2 1/2 | 11 1/8 | 16 3/4 | 28 1/2 | 27 3/4 | 2 1/8 | 5 1/4 | 3/8 | 2 | 1 | | | 9.0 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

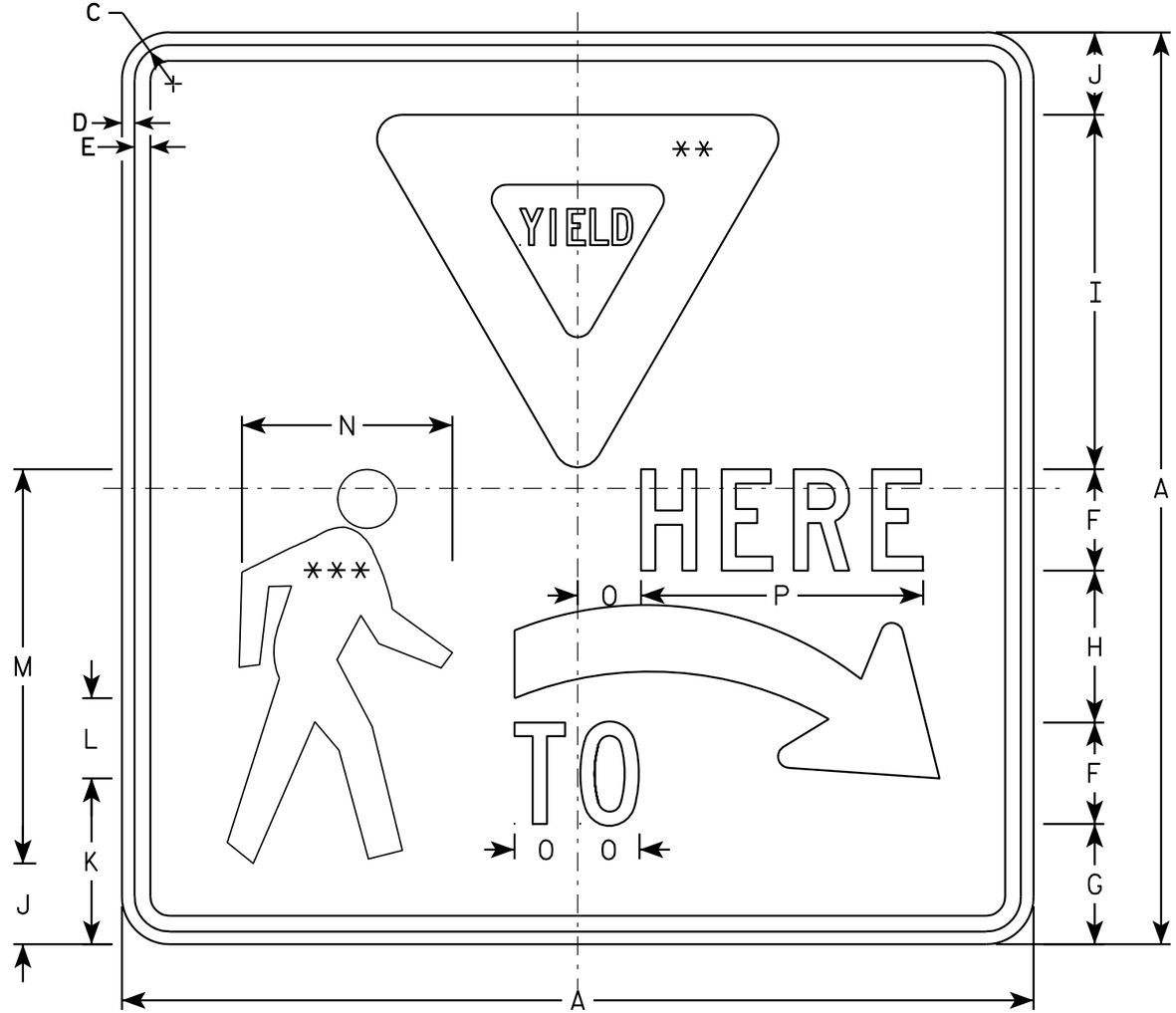
STANDARD SIGN
R1-5L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-5L.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 887 | E



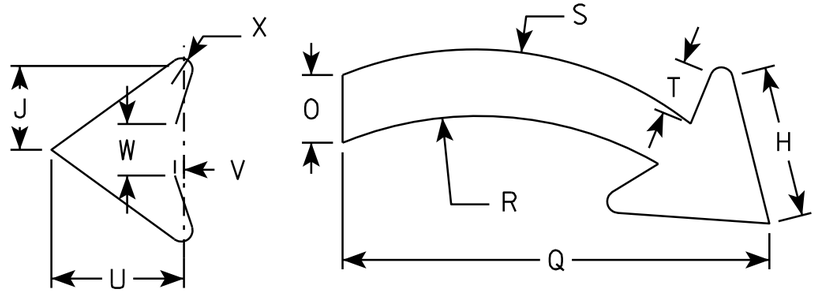

R1-5R

NOTES

1. All Signs Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
   YIELD SYMBOL - RED ON WHITE
   PED SYMBOL - BLACK ON WHITE
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

** INSERT R1-2 AND SIZE TO FIT

*** INSERT W11-2 AND SIZE TO FIT




Arrow Detail

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | O | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 18 | | 1 1/8 | 3/8 | 3/8 | 2 | 2 3/8 | 3 | 7 | 1 5/8 | 3 1/4 | 1 5/8 | 7 3/4 | 4 1/8 | 1 1/4 | 5 5/8 | 1 3/8 | 14 1/4 | 13 3/4 | 1 1/8 | 2 5/8 | 1/8 | 1 | 1/2 | | | 2.25 |
| 2M | 18 | | 1 1/8 | 3/8 | 3/8 | 2 | 2 3/8 | 3 | 7 | 1 5/8 | 3 1/4 | 1 5/8 | 7 3/4 | 4 1/8 | 1 1/4 | 5 5/8 | 1 3/8 | 14 1/4 | 13 3/4 | 1 1/8 | 2 5/8 | 1/8 | 1 | 1/2 | | | 2.25 |
| 3 | 30 | | 1 3/8 | 1/2 | 5/8 | 3 | 4 | 5 3/8 | 12 | 2 3/4 | 5 1/2 | 2 5/8 | 13 | 6 7/8 | 1 7/8 | 8 3/8 | 14 | 23 3/4 | 23 | 1 3/4 | 4 3/8 | 1/4 | 1 3/4 | 3/4 | | | 6.25 |
| 4 | 36 | | 1 3/8 | 1/2 | 5/8 | 4 | 4 3/4 | 6 | 14 | 3 1/4 | 6 1/2 | 3 1/8 | 15 | 8 1/4 | 2 1/2 | 11 1/8 | 16 3/4 | 28 1/2 | 27 3/4 | 2 1/8 | 5 1/4 | 3/8 | 2 | 1 | | | 9.0 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

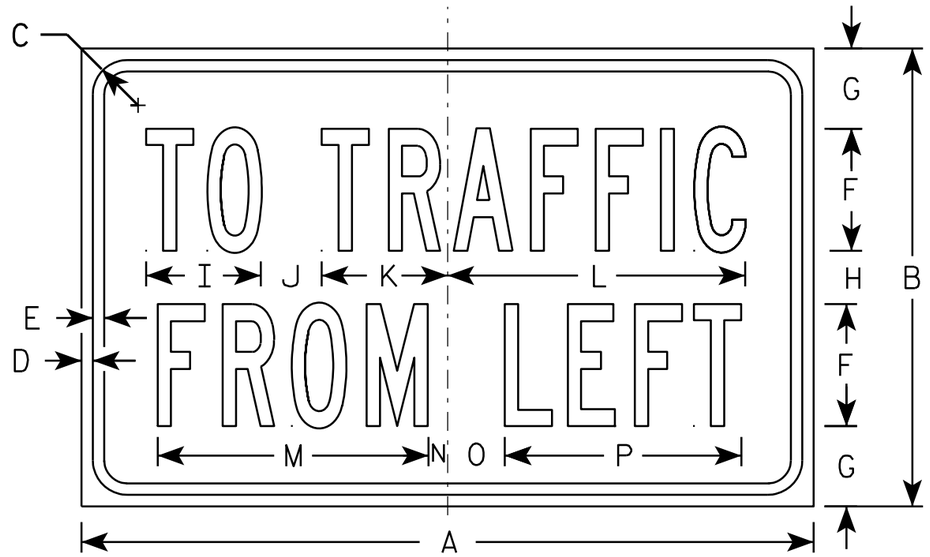
STANDARD SIGN
R1-5R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-5R.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 888 | E




R1-54

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - B

| 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

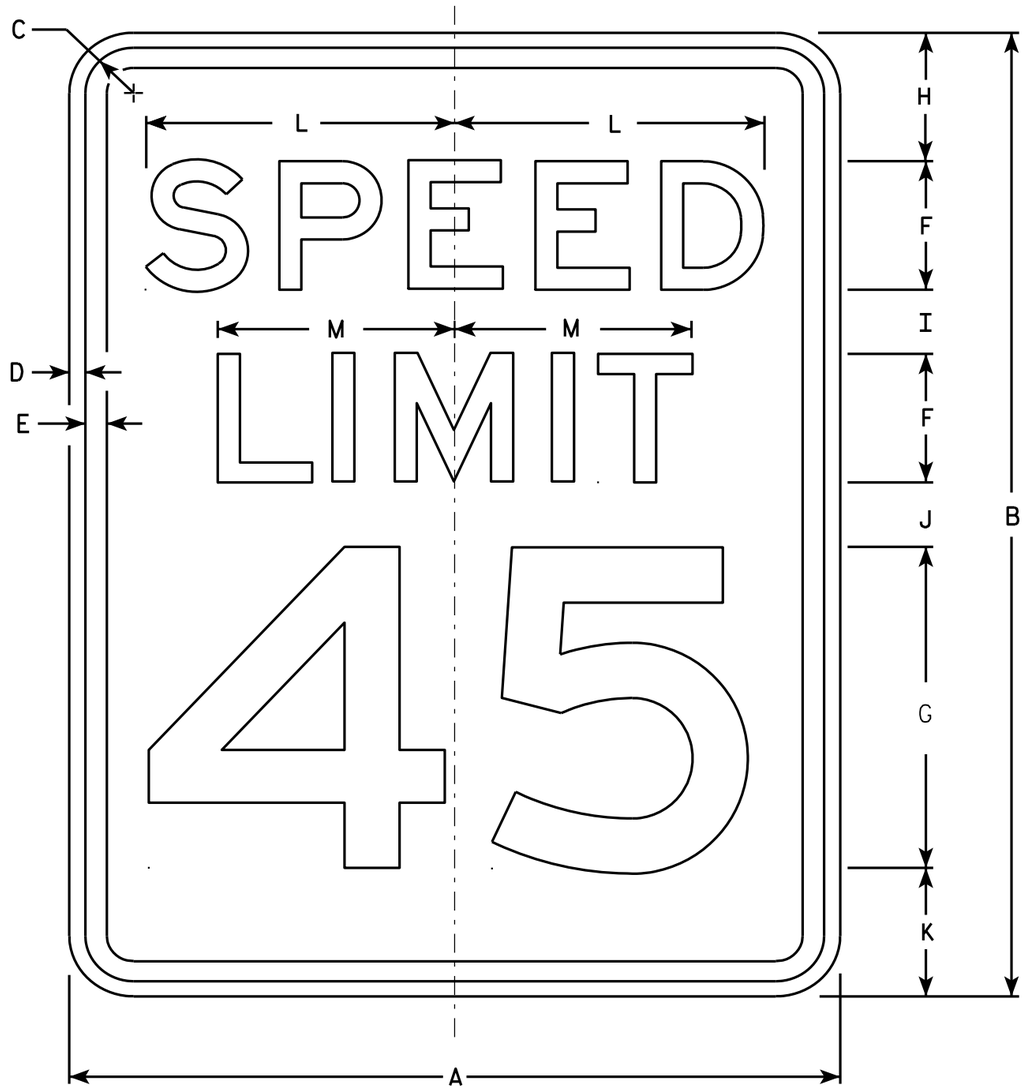
STANDARD SIGN
R1-54

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: 889 | E |
|---|---|---|---|---|---|




R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 18 | 24 | 1 1/8 | 3/8 | 1/2 | 3 | 8 | 3 | 2 | 2 | 3 | 7 1/4 | 5 1/2 | | | | | | | | | | | | | | 3.0 |
| 2S | 24 | 30 | 1 1/8 | 3/8 | 1/2 | 4 | 10 | 3 | 2 1/4 | 3 3/8 | 3 3/8 | 9 5/8 | 7 3/8 | | | | | | | | | | | | | | 5.0 |
| 2M | 30 | 36 | 1 3/8 | 1/2 | 5/8 | 5 | 12 | 5 | 2 1/2 | 2 1/2 | 4 | 12 | 9 1/4 | | | | | | | | | | | | | | 7.5 |
| 3 | 36 | 48 | 1 3/8 | 1/2 | 5/8 | 6 | 14 | 6 | 5 | 5 | 6 | 14 3/8 | 11 | | | | | | | | | | | | | | 12.0 |
| 4 | 36 | 48 | 1 3/8 | 1/2 | 5/8 | 6 | 14 | 6 | 5 | 5 | 6 | 14 3/8 | 11 | | | | | | | | | | | | | | 12.0 |
| 5 | 48 | 60 | 2 1/4 | 3/4 | 1 | 8 | 20 | 6 | 4 1/2 | 6 3/4 | 6 3/4 | 19 1/4 | 14 5/8 | | | | | | | | | | | | | | 20.0 |

STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

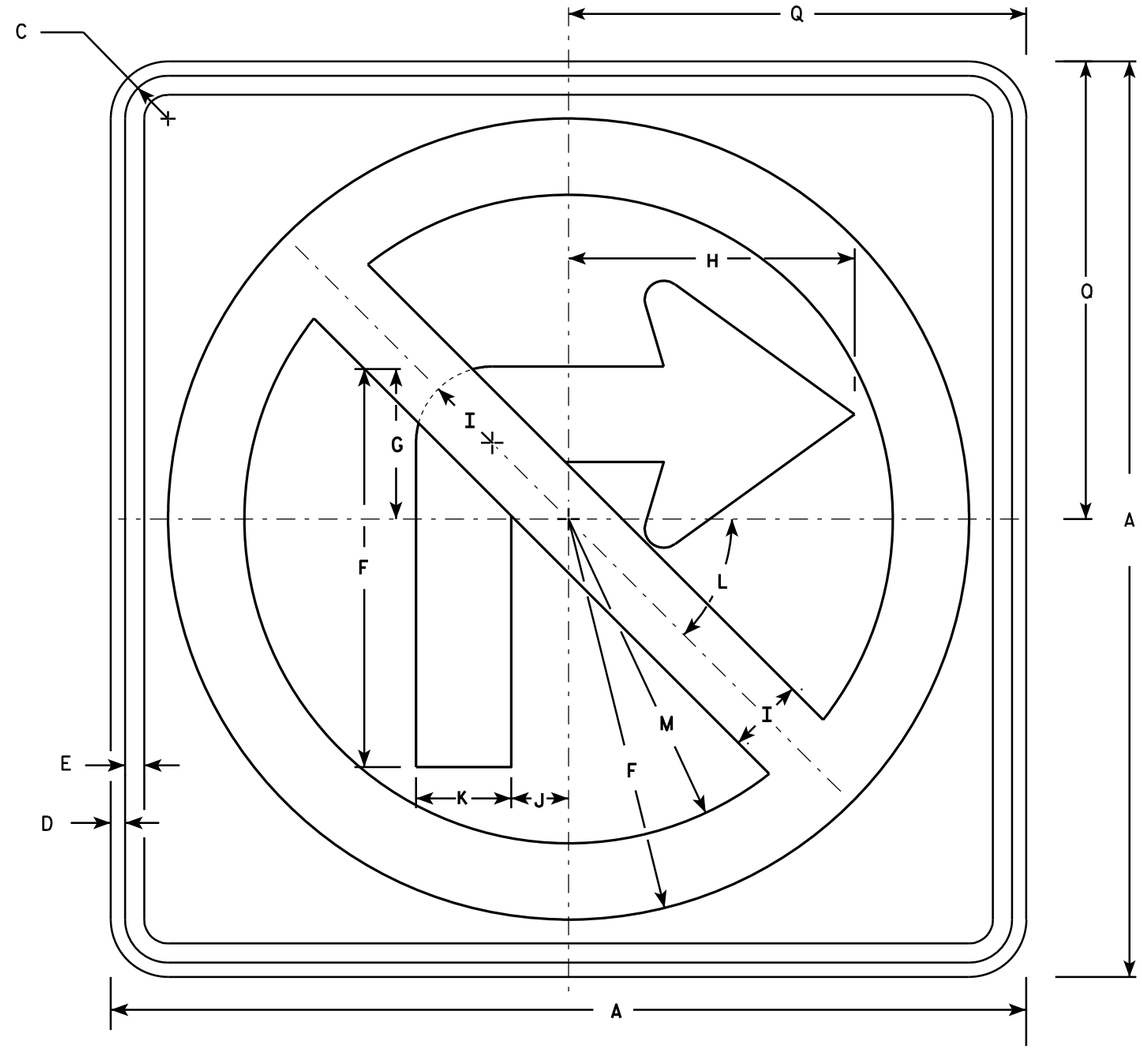
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 890 | E



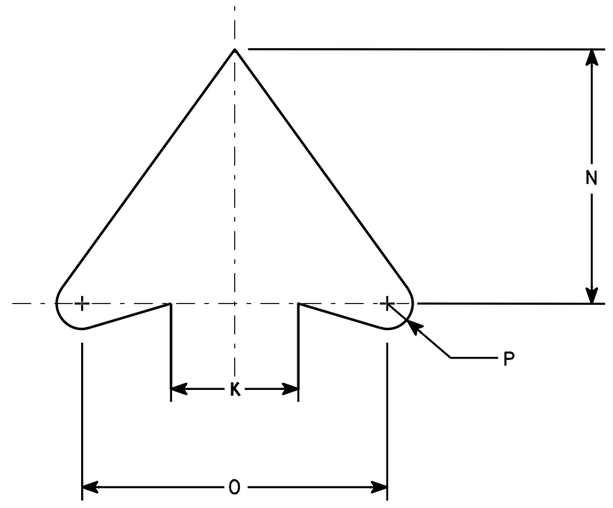
FILE NAME : C:\Users\PROJECTS\tr_stdplate\R21.DGN PLOT DATE : 28-MAY-2010 08:32 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 4.717577:1.000000
WISDOT/CADDS SHEET 42




R3-1

## NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 24 | | 1 1/8 | 3/8 | 1/2 | 10 1/2 | 4 | 7 1/2 | 2 | 1 1/2 | 2 1/2 | 45 | 8 1/2 | 5 | 6 | 1/2 | 12 | | | | | | | | | | 4.0 |
| 2S | 24 | | 1 1/8 | 3/8 | 1/2 | 10 1/2 | 4 | 7 1/2 | 2 | 1 1/2 | 2 1/2 | 45° | 8 1/2 | 5 | 6 | 1/2 | 12 | | | | | | | | | | 4.0 |
| 2M | 36 | | 1 5/8 | 5/8 | 3/4 | 15 3/4 | 6 | 11 1/4 | 3 | 2 1/4 | 3 3/4 | 45 | 12 3/4 | 7 1/2 | 9 | 3/4 | 18 | | | | | | | | | | 9.0 |
| 3 | 36 | | 1 5/8 | 5/8 | 3/4 | 15 3/4 | 6 | 11 1/4 | 3 | 2 1/4 | 3 3/4 | 45 | 12 3/4 | 7 1/2 | 9 | 3/4 | 18 | | | | | | | | | | 9.0 |
| 4 | 36 | | 1 5/8 | 5/8 | 3/4 | 15 3/4 | 6 | 11 1/4 | 3 | 2 1/4 | 3 3/4 | 45° | 12 3/4 | 7 1/2 | 9 | 3/4 | 18 | | | | | | | | | | 9.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | 21 | 8 | 15 | 4 | 3 | 5 | 45° | 17 | 10 | 12 | 1 | 24 | | | | | | | | | | 16.0 |

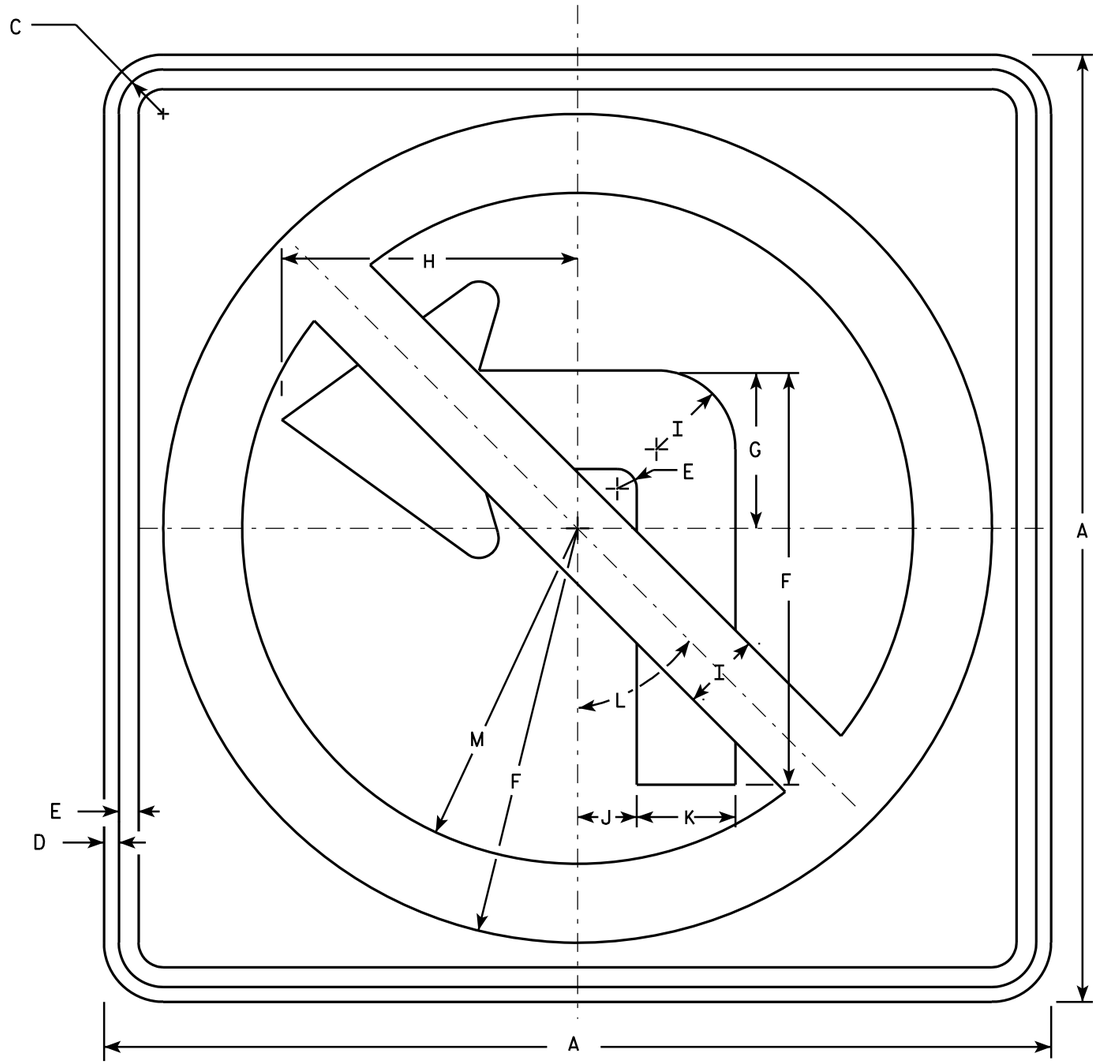
# STANDARD SIGN
# R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-1.5

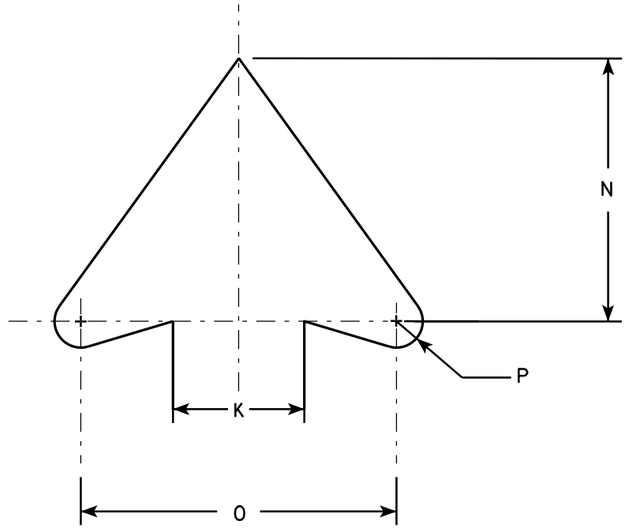
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 891 | E |
|---|---|---|---|---|---|




R3-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 24 | | 1 1/8 | 3/8 | 1/2 | 10 1/2 | 4 | 7 1/2 | 2 | 1 1/2 | 2 1/2 | 45° | 8 1/2 | 5 | 6 | 1/2 | | | | | | | | | | | 4.0 |
| 2S | 24 | | 1 1/8 | 3/8 | 1/2 | 10 1/2 | 4 | 7 1/2 | 2 | 1 1/2 | 2 1/2 | 45° | 8 1/2 | 5 | 6 | 1/2 | | | | | | | | | | | 4.0 |
| 2M | 36 | | 1 5/8 | 5/8 | 3/4 | 15 3/4 | 6 | 11 1/4 | 3 | 2 1/4 | 3 3/4 | 45° | 12 3/4 | 7 1/2 | 9 | 3/4 | | | | | | | | | | | 9.0 |
| 3 | 36 | | 1 5/8 | 5/8 | 3/4 | 15 3/4 | 6 | 11 1/4 | 3 | 2 1/4 | 3 3/4 | 45° | 12 3/4 | 7 1/2 | 9 | 3/4 | | | | | | | | | | | 9.0 |
| 4 | 36 | | 1 5/8 | 5/8 | 3/4 | 15 3/4 | 6 | 11 1/4 | 3 | 2 1/4 | 3 3/4 | 45° | 12 3/4 | 7 1/2 | 9 | 3/4 | | | | | | | | | | | 9.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | 21 | 8 | 15 | 4 | 3 | 5 | 45° | 17 | 10 | 12 | 1 | | | | | | | | | | | 16.0 |

STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

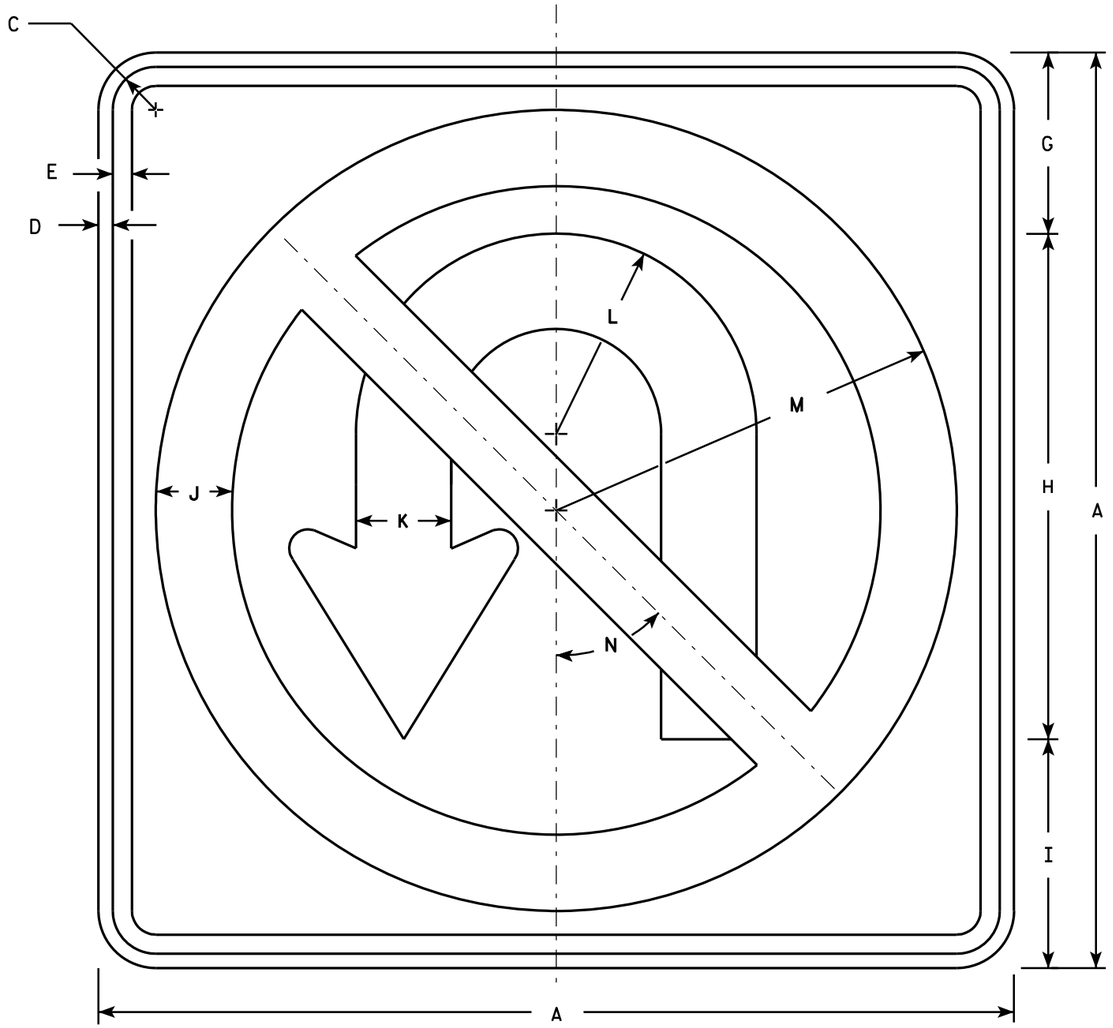
DATE 12/08/10 PLATE NO. R3-2.10

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 892 | E |
|---|---|---|---|---|---|




FILE NAME : C:\Users\PROJECTS\tr_stdplate\R32.DGN PLOT DATE : 08-DEC-2010 14:41 PLOT BY : dotsja PLOT NAME : PLOT SCALE : 5.760408:1.000000

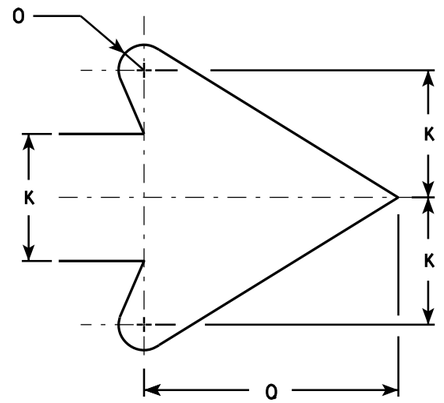
WISDOT/CADDS SHEET 42




R3-4

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 24 | | 1 1/8 | 3/8 | 1/2 | | 4 3/4 | 13 1/4 | 6 | 2 | 2 1/2 | 5 1/4 | 10 1/2 | 45° | 1/2 | | 5 | | | | | | | | | | 4.0 |
| 2M | 36 | | 1 5/8 | 5/8 | 3/4 | | 7 1/8 | 19 7/8 | 9 | 3 | 3 3/4 | 7 7/8 | 15 3/4 | 45° | 3/4 | | 7 5/8 | | | | | | | | | | 9.0 |
| 3 | 36 | | 1 5/8 | 5/8 | 3/4 | | 7 1/8 | 19 7/8 | 9 | 3 | 3 3/4 | 7 7/8 | 15 3/4 | 45° | 3/4 | | 7 5/8 | | | | | | | | | | 9.0 |
| 4 | 36 | | 1 5/8 | 5/8 | 3/4 | | 7 1/8 | 19 7/8 | 9 | 3 | 3 3/4 | 7 7/8 | 15 3/4 | 45° | 3/4 | | 7 5/8 | | | | | | | | | | 9.0 |
| 5 | 36 | | 1 5/8 | 5/8 | 3/4 | | 7 1/8 | 19 7/8 | 9 | 3 | 3 3/4 | 7 7/8 | 15 3/4 | 45° | 3/4 | | 7 5/8 | | | | | | | | | | 9.0 |

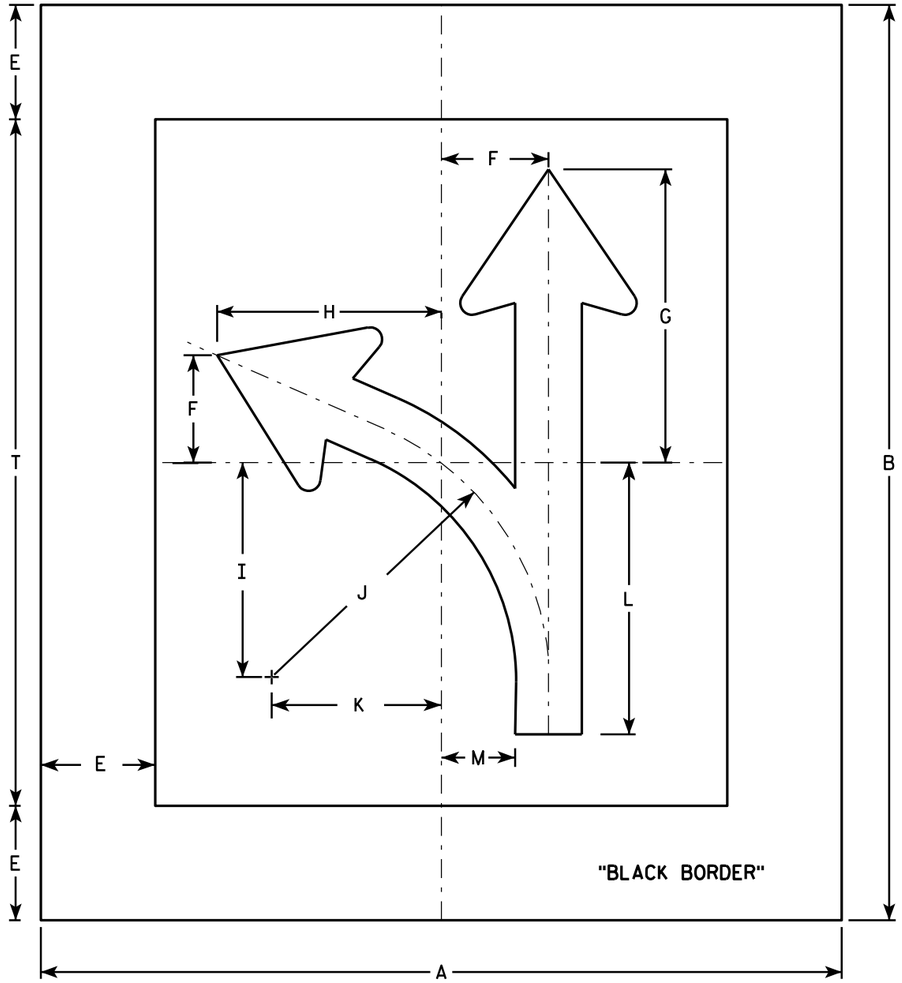
# STANDARD SIGN
# R3-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-4.11

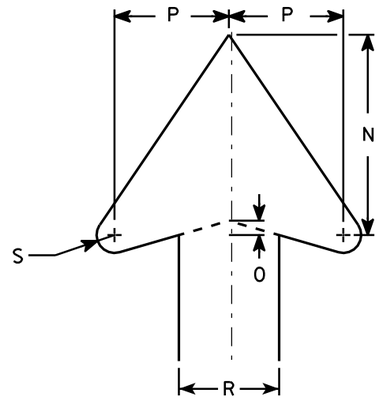
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 893 | E |
|---|---|---|---|---|---|




R3-6L

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Corners may be square or rounded when base material is plywood. When base material is metal, the corners shall be rounded.
4. R3-6R is the same as R3-6L except curved portion of arrow points right.
5. The 6" border is non-reflective black.




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 42 | 48 | | | 6 | 5 5/8 | 15 3/8 | 11 3/4 | 11 1/4 | 14 1/2 | 8 7/8 | 14 1/4 | 3 7/8 | 7 | 1/2 | 4 | | 3 1/2 | 5/8 | 36 | | | | | | | 14.0 |
| 2M | 42 | 48 | | | 6 | 5 5/8 | 15 3/8 | 11 3/4 | 11 1/4 | 14 1/2 | 8 7/8 | 14 1/4 | 3 7/8 | 7 | 1/2 | 4 | | 3 1/2 | 5/8 | 36 | | | | | | | 14.0 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

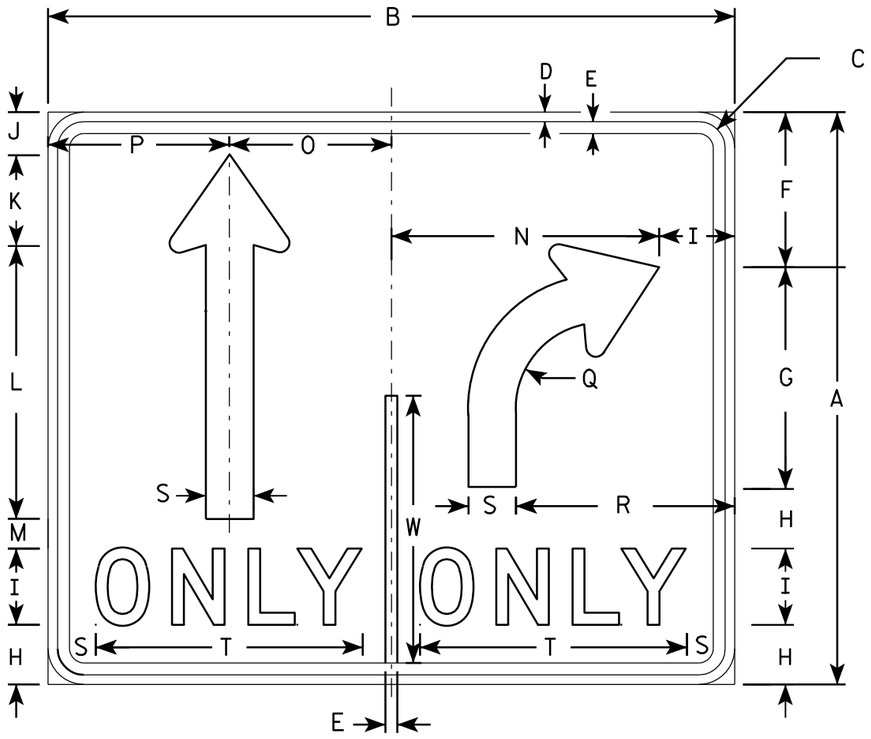
# STANDARD SIGN
# R3-6

WISCONSIN DEPT OF TRANSPORTATION

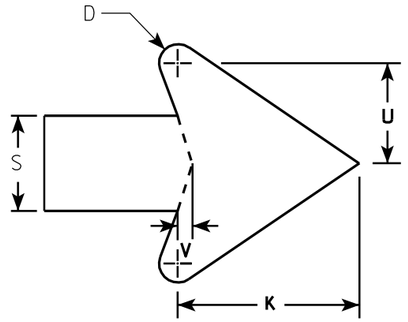
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/17/2011 PLATE NO. R3-6.5

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 894 | E



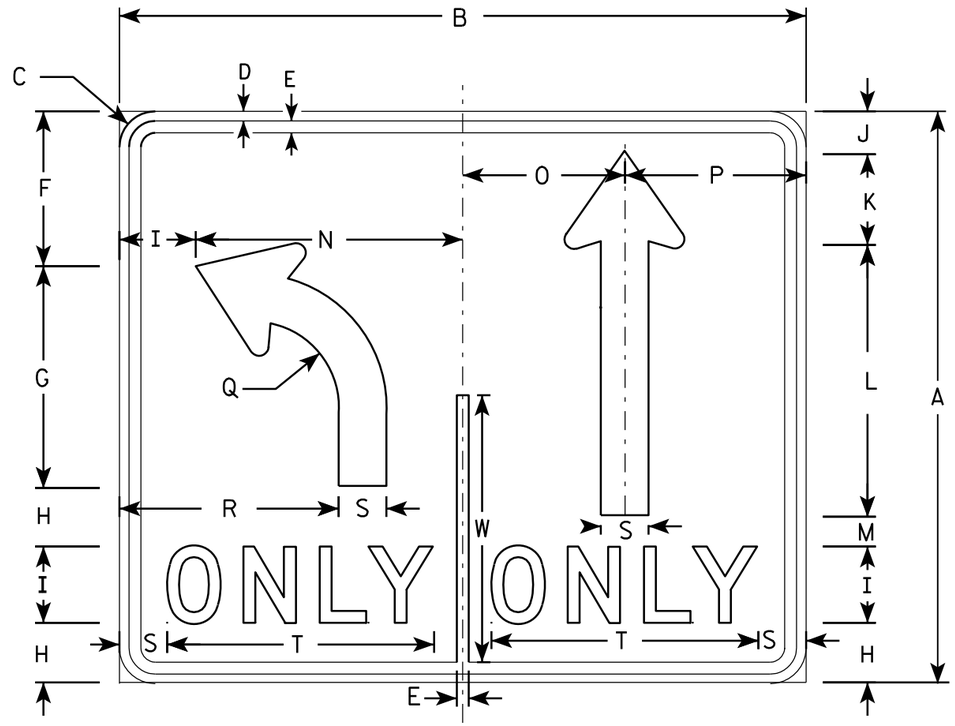

R3-8D




ARROW DETAIL

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.




R3-8E

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | O | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 30 | 36 | 1 3/8 | 1/2 | 5/8 | 8 1/8 | 11 5/8 | 3 1/8 | 4 | 2 1/4 | 4 3/4 | 14 1/4 | 1 5/8 | 14 | 8 1/2 | 9 1/2 | 4 1/2 | 11 1/2 | 2 1/2 | 14 | 2 5/8 | 3/8 | 14 | | | | 7.5 |
| 2M | 30 | 36 | 1 3/8 | 1/2 | 5/8 | 8 1/8 | 11 5/8 | 3 1/8 | 4 | 2 1/4 | 4 3/4 | 14 1/4 | 1 5/8 | 14 | 8 1/2 | 9 1/2 | 4 1/2 | 11 1/2 | 2 1/2 | 14 | 2 5/8 | 3/8 | 14 | | | | 7.5 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 48 | 54 | 2 1/4 | 3/4 | 1 | 13 1/4 | 18 1/2 | 5 1/8 | 6 | 3 1/2 | 7 1/8 | 21 1/2 | 4 3/4 | 21 | 12 3/4 | 14 1/4 | 7 1/4 | 17 1/8 | 3 3/4 | 20 5/8 | 4 | 5/8 | 22 3/8 | | | | 18.0 |
| 5 | 48 | 54 | 2 1/4 | 3/4 | 1 | 13 1/4 | 18 1/2 | 5 1/8 | 6 | 3 1/2 | 7 1/8 | 21 1/2 | 4 3/4 | 21 | 12 3/4 | 14 1/4 | 7 1/4 | 17 1/8 | 3 3/4 | 20 5/8 | 4 | 5/8 | 22 3/8 | | | | 18.0 |

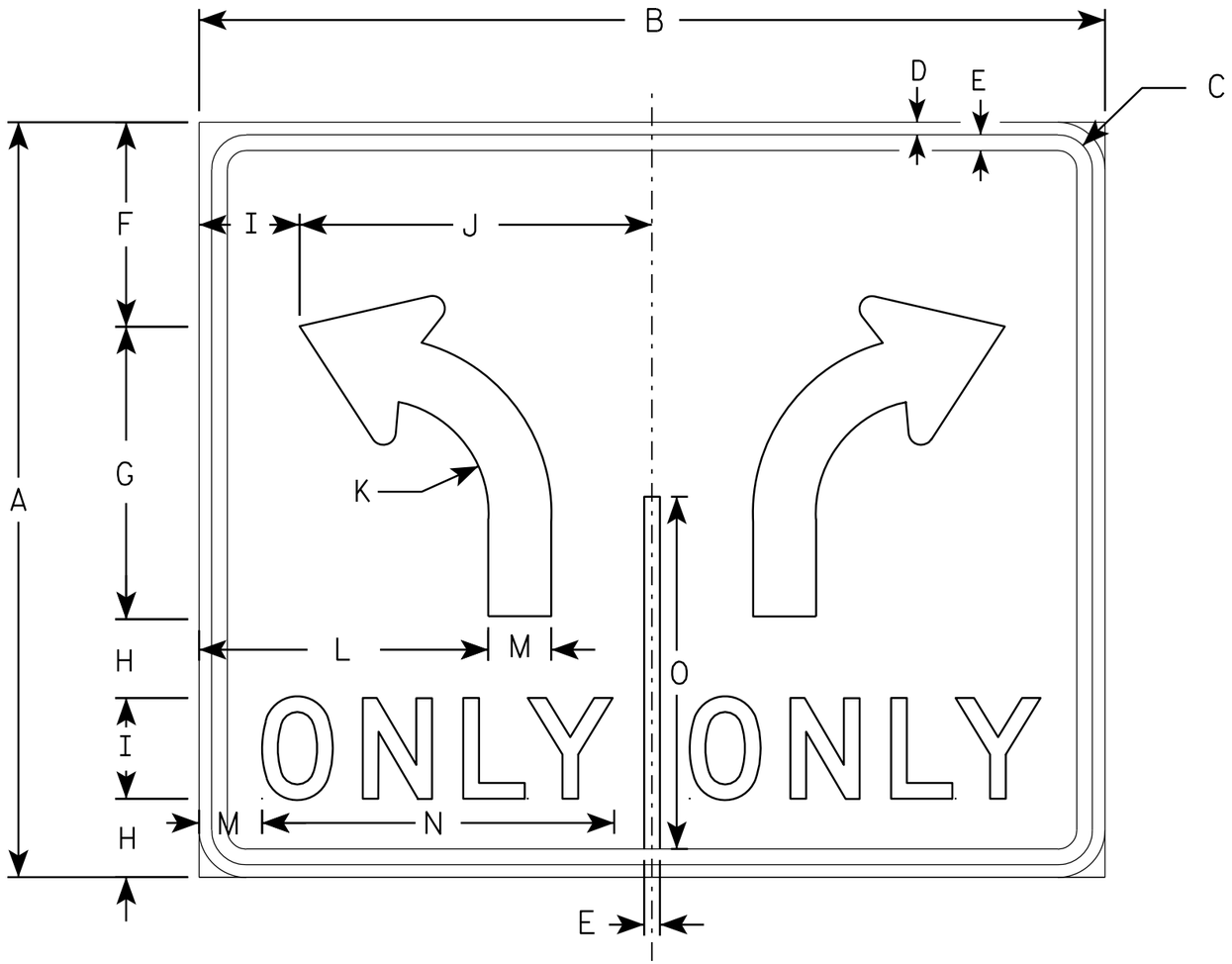
# STANDARD SIGN
# R3-8D & R3-8E

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-8D.2

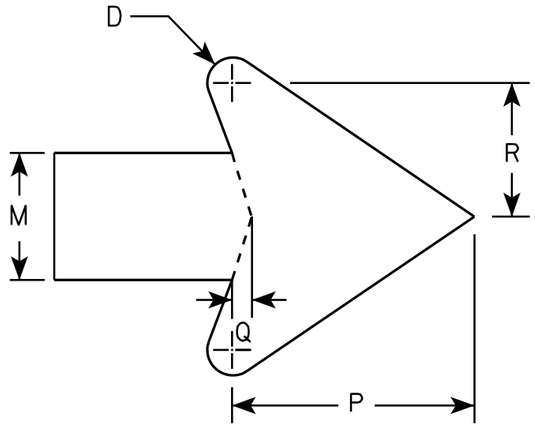
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 895 | E |
|---|---|---|---|---|---|




R3-8F

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 30 | 36 | 1 3/8 | 1/2 | 5/8 | 8 1/8 | 11 5/8 | 3 1/8 | 4 | 14 | 4 1/2 | 11 1/2 | 2 1/2 | 14 | 14 | 4 3/4 | 3/8 | 2 5/8 | | | | | | | | | 7.5 |
| 2M | 30 | 36 | 1 3/8 | 1/2 | 5/8 | 8 1/8 | 11 5/8 | 3 1/8 | 4 | 14 | 4 1/2 | 11 1/2 | 2 1/2 | 14 | 14 | 4 3/4 | 3/8 | 2 5/8 | | | | | | | | | 7.5 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 48 | 54 | 2 1/4 | 3/4 | 1 | 13 1/4 | 18 1/2 | 5 1/8 | 6 | 21 | 7 1/4 | 17 1/4 | 3 3/4 | 20 5/8 | 22 3/8 | 7 1/8 | 5/8 | 4 | | | | | | | | | 18.0 |
| 5 | 48 | 54 | 2 1/4 | 3/4 | 1 | 13 1/4 | 18 1/2 | 5 1/8 | 6 | 21 | 7 1/4 | 17 1/4 | 3 3/4 | 20 5/8 | 22 3/8 | 7 1/8 | 5/8 | 4 | | | | | | | | | 18.0 |

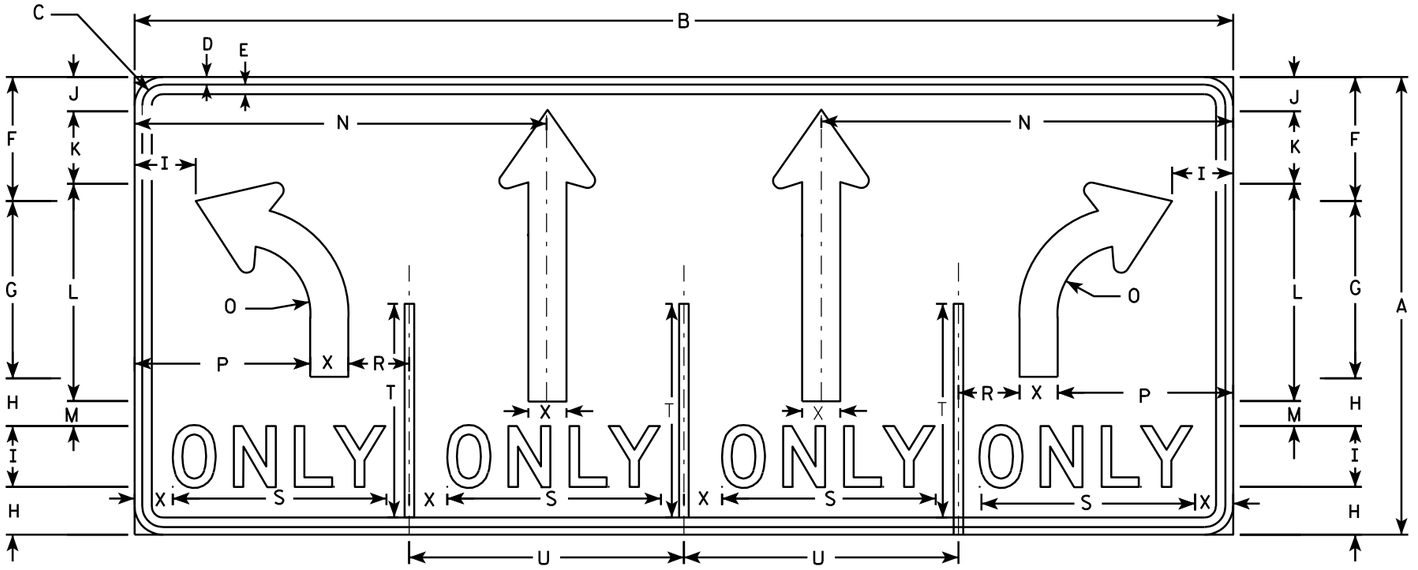
STANDARD SIGN
R3-8F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-8F.2

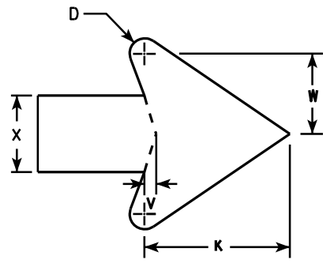
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 896 | E




R3-8V

## NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 30 | 72 | 1 3/8 | 1/2 | 5/8 | 8 1/8 | 11 5/8 | 3 1/8 | 4 | 2 1/4 | 4 3/4 | 14 1/4 | 1 5/8 | 27 | 4 1/2 | 11 1/2 | | 4 | 14 | 14 | 18 | 3/8 | 2 5/8 | 2 1/2 | | | 15.0 |
| 2M | 30 | 72 | 1 3/8 | 1/2 | 5/8 | 8 1/8 | 11 5/8 | 3 1/8 | 4 | 2 1/4 | 4 3/4 | 14 1/4 | 1 5/8 | 27 | 4 1/2 | 11 1/2 | | 4 | 14 | 14 | 18 | 3/8 | 2 5/8 | 2 1/2 | | | 15.0 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 48 | 108 | 2 1/4 | 3/4 | 1 | 14 3/8 | 17 1/4 | 5 3/8 | 6 | 5 3/8 | 7 1/8 | 21 1/2 | 3 | 40 1/2 | 7 1/4 | 17 1/4 | | 6 | 20 5/8 | 22 3/8 | 27 | 5/8 | 4 | 3 3/4 | | | 36.0 |
| 5 | 48 | 108 | 2 1/4 | 3/4 | 1 | 14 3/8 | 17 1/4 | 5 3/8 | 6 | 5 3/8 | 7 1/8 | 21 1/2 | 3 | 40 1/2 | 7 1/4 | 17 1/4 | | 6 | 20 5/8 | 22 3/8 | 27 | 5/8 | 4 | 3 3/4 | | | 36.0 |

STANDARD SIGN
R3-8V

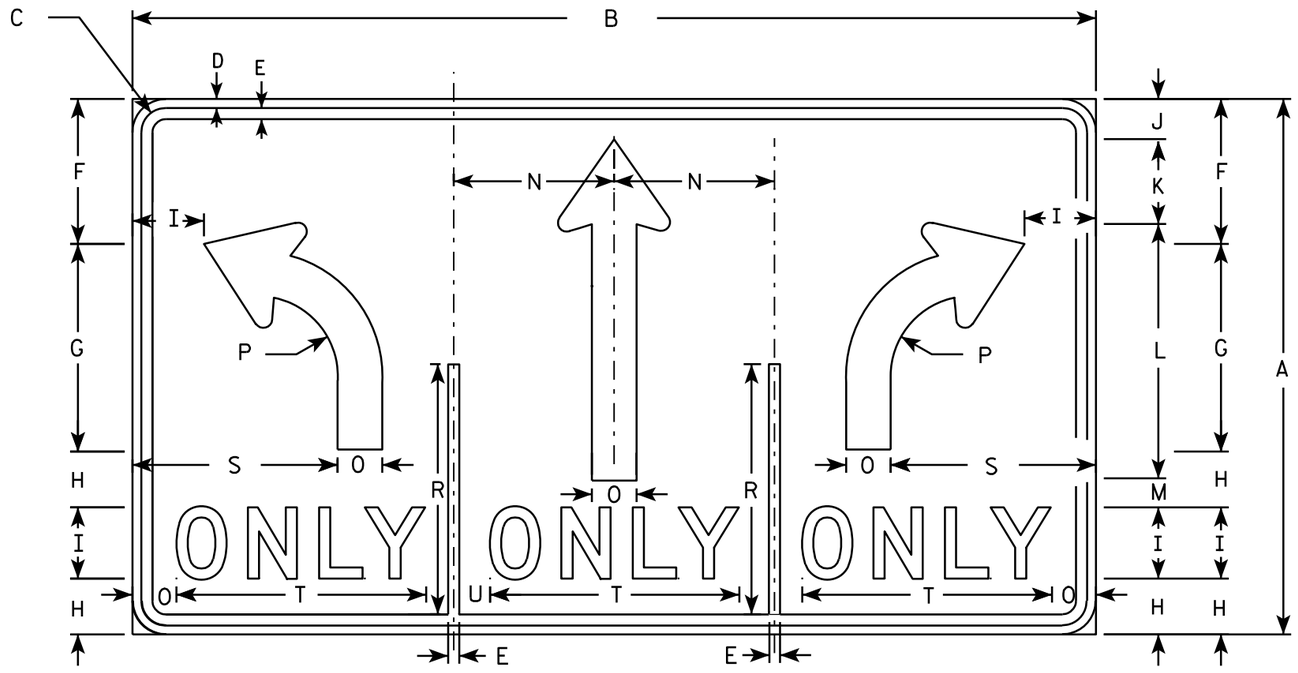
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/18/11 PLATE NO. R3-8V.3

PROJECT NO:

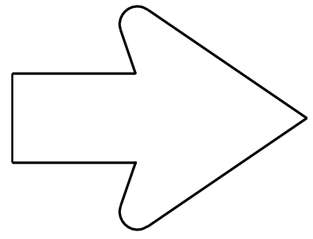
SHEET NO: 897 E




R3-8W

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



SEE R3-8 FOR ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | O | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 30 | 54 | 1 3/8 | 1/2 | 5/8 | 8 1/8 | 11 5/8 | 3 1/8 | 4 | 2 1/4 | 4 3/4 | 14 1/4 | 1 5/8 | 9 | 2 1/2 | 4 1/2 | | 14 | 11 1/2 | 14 | 2 | | | | | | 11.25 |
| 2M | 30 | 54 | 1 3/8 | 1/2 | 5/8 | 8 1/8 | 11 5/8 | 3 1/8 | 4 | 2 1/4 | 4 3/4 | 14 1/4 | 1 5/8 | 9 | 2 1/2 | 4 1/2 | | 14 | 11 1/2 | 14 | 2 | | | | | | 11.25 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 48 | 84 | 2 1/4 | 3/4 | 1 | 13 | 18 1/2 | 5 1/4 | 6 | 3 3/4 | 7 | 29 1/8 | 2 3/8 | 14 | 3 3/4 | 7 1/4 | | 22 3/8 | 17 1/4 | 20 1/2 | 3 1/4 | | | | | | 28.0 |
| 5 | 48 | 84 | 2 1/4 | 3/4 | 1 | 13 | 18 1/2 | 5 1/4 | 6 | 3 3/4 | 7 | 29 1/8 | 2 7/8 | 14 | 3 3/4 | 7 1/4 | | 22 3/8 | 17 1/4 | 20 1/2 | 3 1/4 | | | | | | 28.0 |

STANDARD SIGN
R3-8W

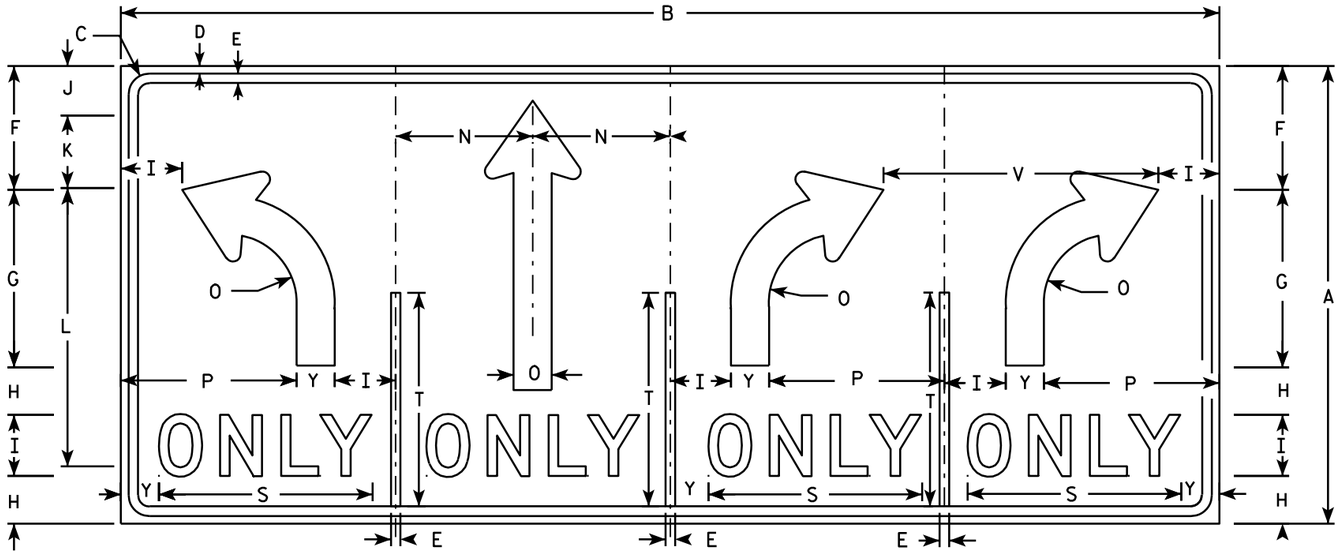
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-8W.4

PROJECT NO:

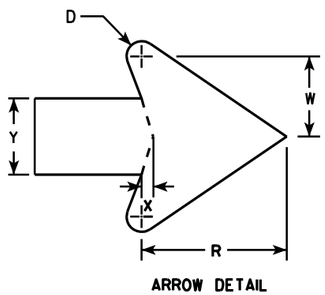
SHEET NO: 898 E



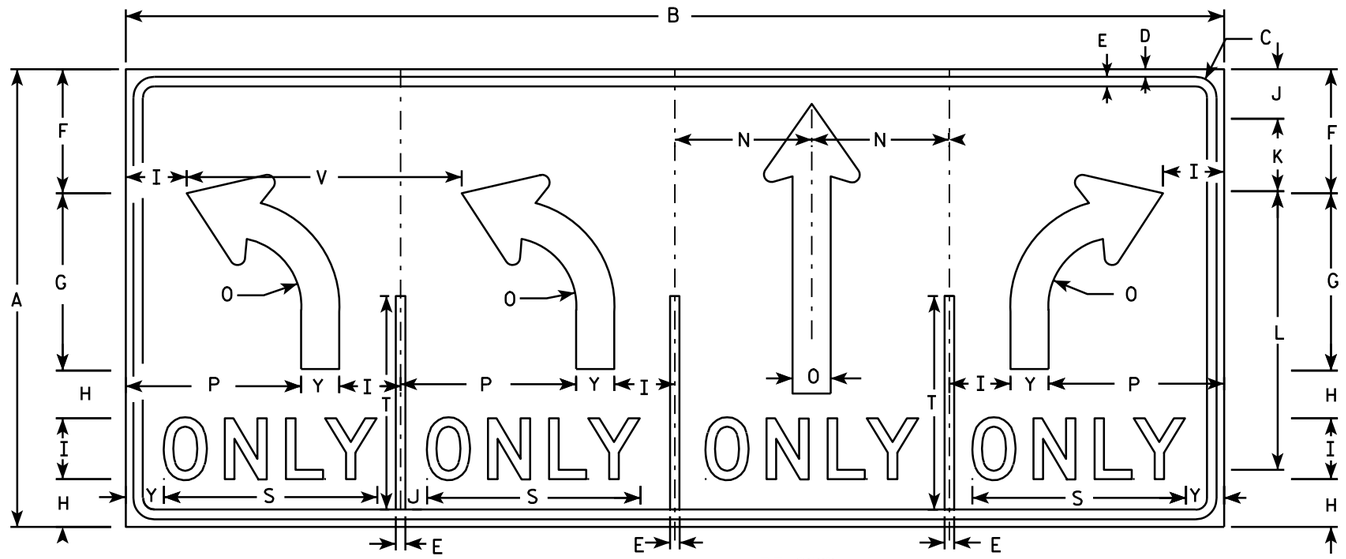

R3-8XX

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.




ARROW DETAIL




R3-8WW

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 30 | 72 | 1 3/8 | 1/2 | 5/8 | 8 1/8 | 11 5/8 | 3 1/8 | 4 | 3 1/4 | 4 3/4 | 18 1/4 | | 9 | 4 1/2 | 11 1/2 | | 4 3/4 | 14 | 14 | 13 1/4 | 18 | 2 5/8 | 3/8 | 2 1/2 | | 15.0 |
| 2M | 30 | 72 | 1 3/8 | 1/2 | 5/8 | 8 1/8 | 11 5/8 | 3 1/8 | 4 | 3 1/4 | 4 3/4 | 18 1/4 | | 9 | 4 1/2 | 11 1/2 | | 4 3/4 | 14 | 14 | 13 1/4 | 18 | 2 5/8 | 3/8 | 2 1/2 | | 15.0 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 48 | 108 | 2 1/4 | 3/4 | 1 | 13 1/4 | 18 1/2 | 5 1/8 | 6 | 8 1/4 | 7 5/8 | 29 1/4 | | 14 | 6 3/4 | 17 1/4 | | 7 1/8 | 20 5/8 | 22 3/8 | 19 7/8 | 27 | 4 | 5/8 | 4 | | 36.0 |
| 5 | 48 | 108 | 2 1/4 | 3/4 | 1 | 13 1/4 | 18 1/2 | 5 1/8 | 6 | 8 1/4 | 7 5/8 | 29 1/4 | | 14 | 6 3/4 | 17 1/4 | | 7 1/8 | 20 5/8 | 22 3/8 | 19 7/8 | 27 | 4 | 5/8 | 4 | | 36.0 |

STANDARD SIGN
R3-8WW & R3-8XX

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-8WW.1

PROJECT NO:

SHEET NO: 899 E

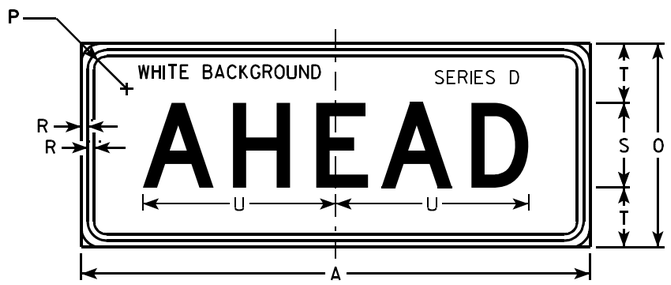
7

7

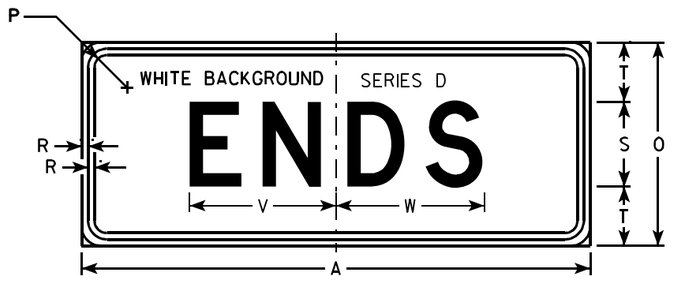
R3-17

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - AS SHOWN
   Message - BLACK
3. Message Series - C or as noted on the Signs.
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.




R3-17ap




R3-17bp

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | R3-17 Area sq. ft. | R3-17ap Area sq. ft. | R3-17bp Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 30 | 24 | 1 1/8 | 3/8 | 1/2 | 2 | 4 | 4 1/8 | 7 7/8 | 6 3/8 | 9 1/2 | 2 5/8 | 7/8 | 13 | 12 | 1 1/8 | 3 3/8 | 3/8 | 5 | 3 1/2 | 11 3/8 | 8 5/8 | 8 3/4 | 2 3/8 | 15 5/8 | 8 | 5.0 | 2.5 | 2.5 |
| 2M | 30 | 24 | 1 1/8 | 3/8 | 1/2 | 2 | 4 | 4 1/8 | 7 7/8 | 6 3/8 | 9 1/2 | 2 5/8 | 7/8 | 13 | 12 | 1 1/8 | 3 3/8 | 3/8 | 5 | 3 1/2 | 11 3/8 | 8 5/8 | 8 3/4 | 2 3/8 | 15 5/8 | 8 | 5.0 | 2.5 | 2.5 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
R3-17 & R3-17a&bp

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/12/2011 PLATE NO. R3-17.2

PROJECT NO:

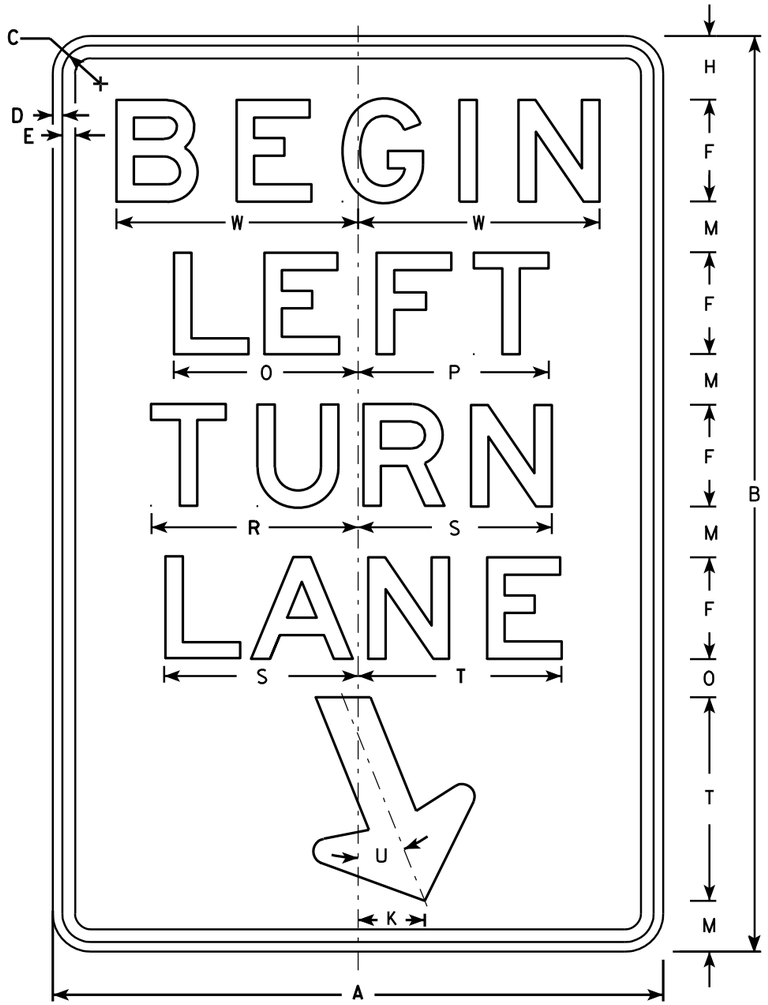
SHEET NO: 900 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R317.DGN PLOT DATE : 02-APR-2013 14:09 PLOT BY : mscj9h

WISDOT/CADDS SHEET 42

7

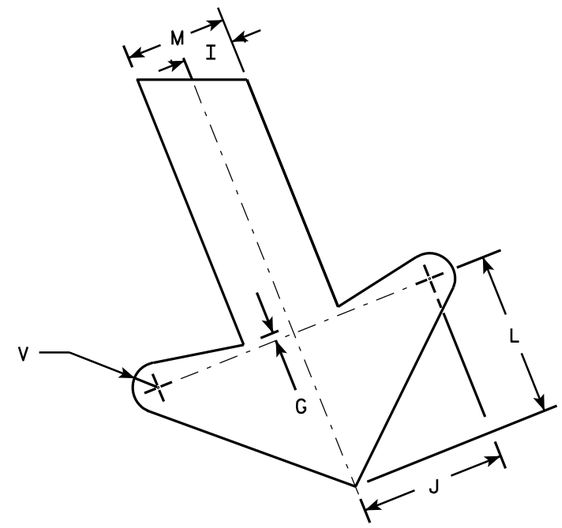
7




R3-20L

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 24 | 36 | 1 1/8 | 3/8 | 1/2 | 4 | 1/4 | 2 1/2 | 1 | 2 7/8 | 2 5/8 | 3 1/4 | 2 | 1 1/2 | 7 1/4 | 7 1/2 | | 8 1/8 | 7 5/8 | 8 | 22° | 1/2 | 9 1/2 | | | | 6.0 |
| 2M | 24 | 36 | 1 1/8 | 3/8 | 1/2 | 4 | 1/4 | 2 1/2 | 1 | 2 7/8 | 2 5/8 | 3 1/4 | 2 | 1 1/2 | 7 1/4 | 7 1/2 | | 8 1/8 | 7 5/8 | 8 | 22° | 1/2 | 9 1/2 | | | | 6.0 |
| 3 | 36 | 54 | 1 3/4 | 1/2 | 5/8 | 6 | 3/8 | 3 3/4 | 1 1/2 | 4 1/4 | 4 | 4 7/8 | 3 | 2 1/4 | 10 7/8 | 11 1/4 | | 12 1/4 | 11 1/2 | 12 | 22° | 3/4 | 13 1/4 | | | | 13.5 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

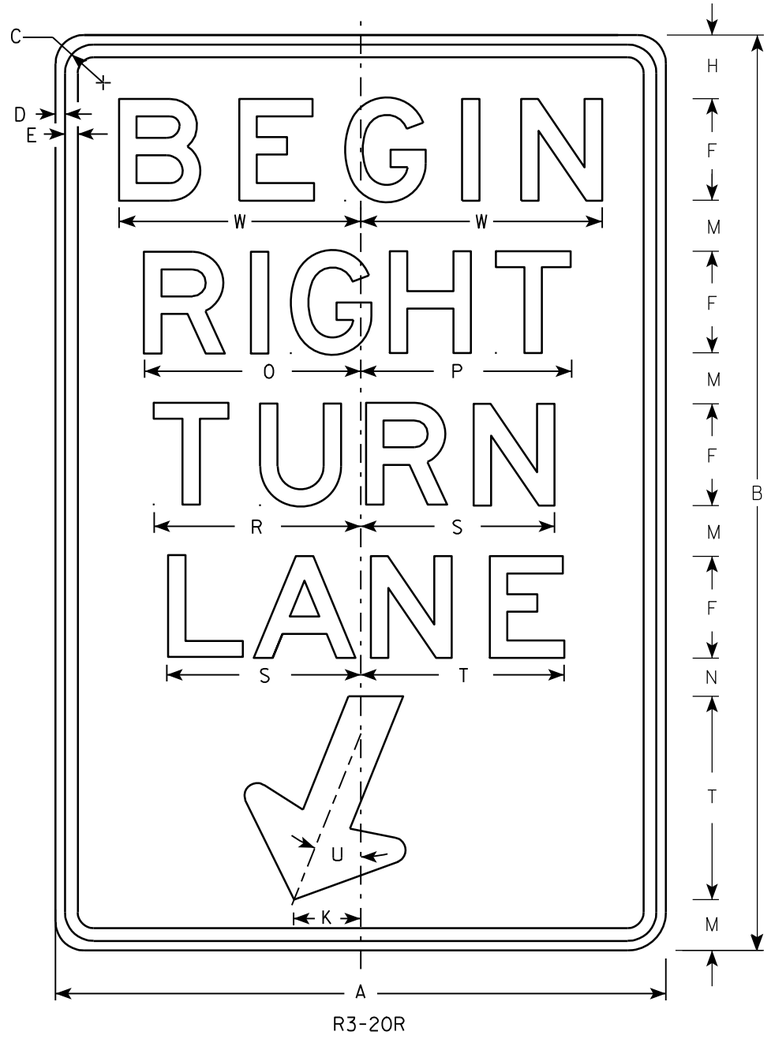
STANDARD SIGN
R3-20L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20L.7

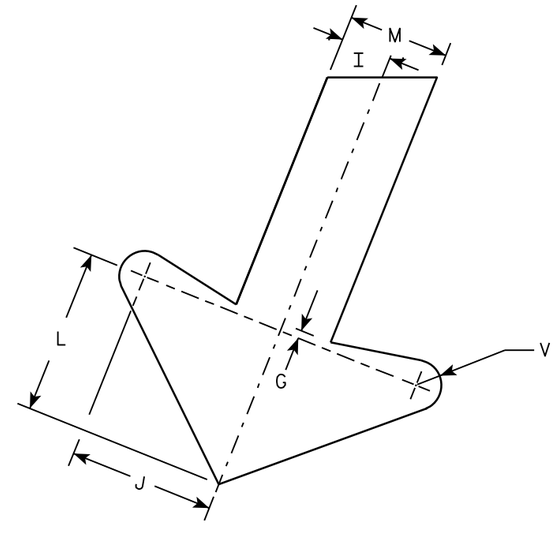
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 901 | E




R3-20R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 24 | 36 | 1 1/8 | 3/8 | 1/2 | 4 | 1/4 | 2 1/2 | 1 | 2 7/8 | 2 5/8 | 3 1/4 | 2 | 1 1/2 | 8 1/2 | 8 1/4 | | 8 1/8 | 7 5/8 | 8 | 22° | 1/2 | 9 1/2 | | | | 6.0 |
| 2M | 24 | 36 | 1 1/8 | 3/8 | 1/2 | 4 | 1/4 | 2 1/2 | 1 | 2 7/8 | 2 5/8 | 3 1/4 | 2 | 1 1/2 | 8 1/2 | 8 1/4 | | 8 1/8 | 7 5/8 | 8 | 22° | 1/2 | 9 1/2 | | | | 6.0 |
| 3 | 36 | 54 | 1 3/4 | 1/2 | 5/8 | 6 | 3/8 | 3 3/4 | 1 1/2 | 4 1/4 | 4 | 4 7/8 | 3 | 2 1/4 | 12 3/4 | 12 1/2 | | 12 1/4 | 11 1/2 | 12 | 22° | 3/4 | 13 1/4 | | | | 13.5 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

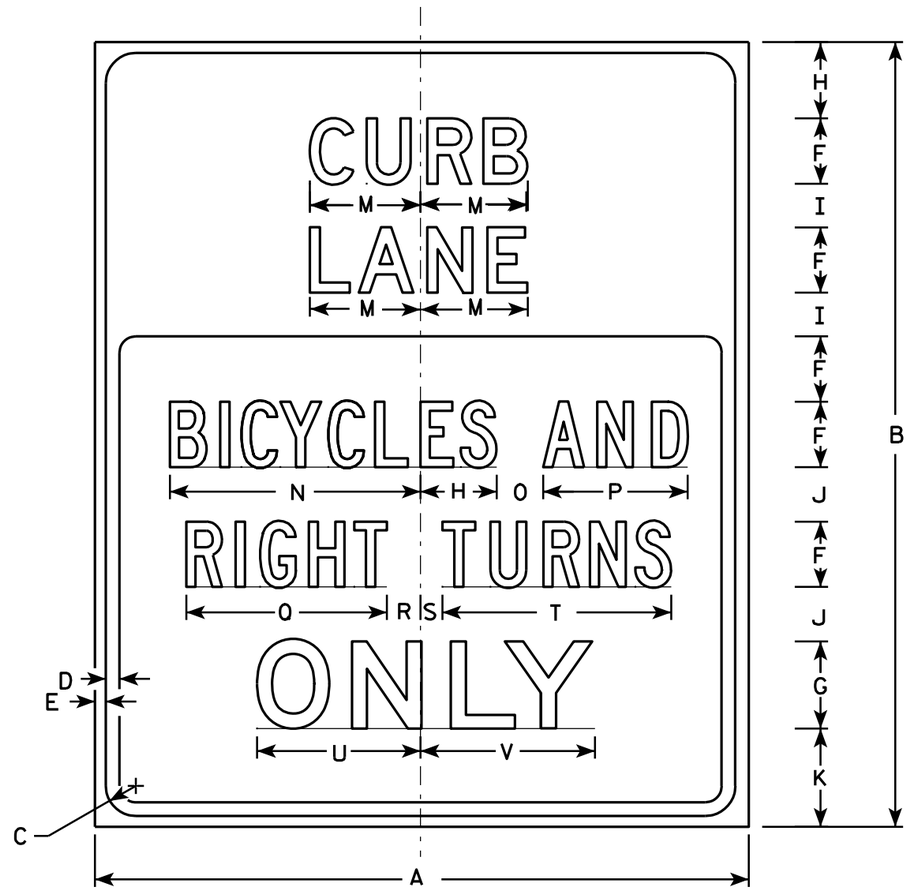
STANDARD SIGN
R3-20R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20R.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 902 | E




R3-52

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 5
   Message - See note 5
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. Top symbol and legend are White Type H reflective with a Black background,
   Bottom legend is Black with White Type H reflective background.
6. Lines 1 and 2 are series D.
   Lines 3 and 4 are Series C
   Bottom line is series E.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | O | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 30 | 36 | 1 3/8 | 1/2 | 5/8 | 3 | 4 | 3 1/2 | 2 | 2 1/2 | 4 1/2 | | 5 | 11 1/2 | 2 1/8 | 6 5/8 | 9 1/4 | 1 1/2 | 1 | 10 1/2 | 7 1/2 | 8 | | | | | 7.5 |
| 2M | 30 | 36 | 1 3/8 | 1/2 | 5/8 | 3 | 4 | 3 1/2 | 2 | 2 1/2 | 4 1/2 | | 5 | 11 1/2 | 2 1/8 | 6 5/8 | 9 1/4 | 1 1/2 | 1 | 10 1/2 | 7 1/2 | 8 | | | | | 7.5 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

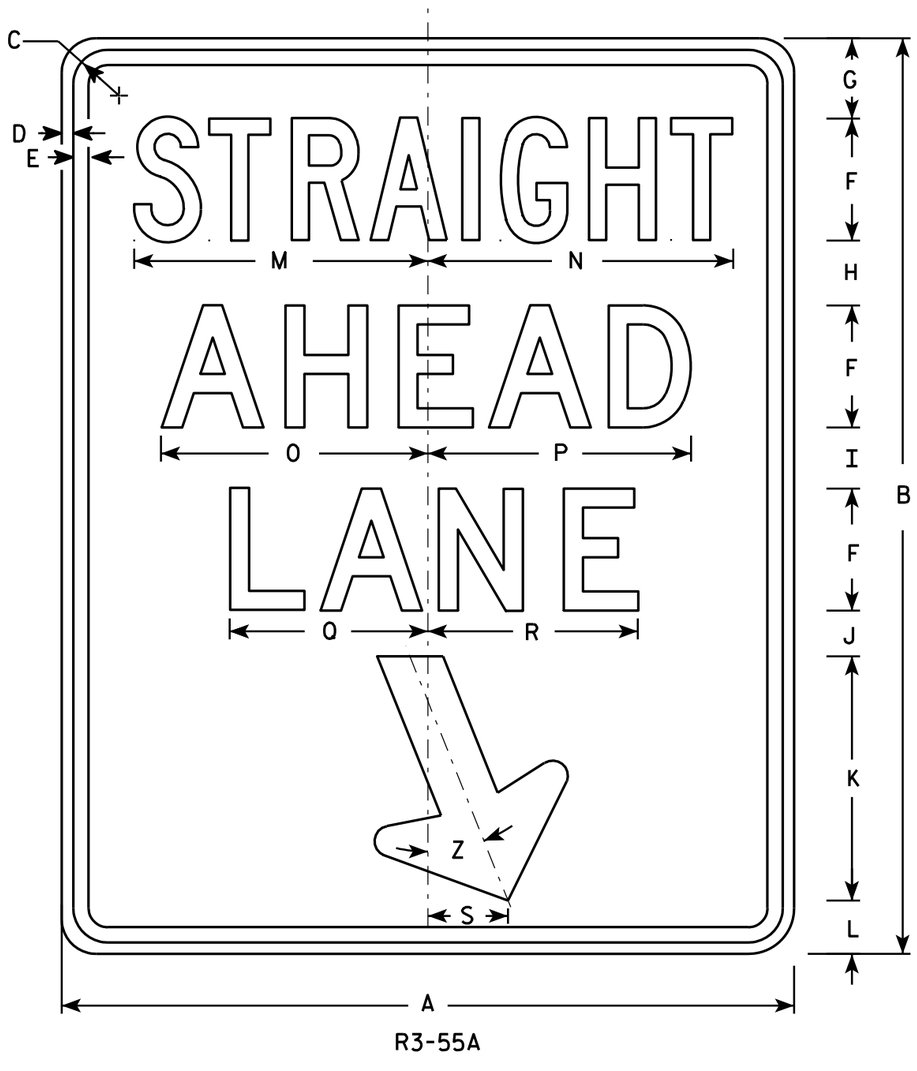
STANDARD SIGN
R3-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/04/2011 PLATE NO. R3-52.1

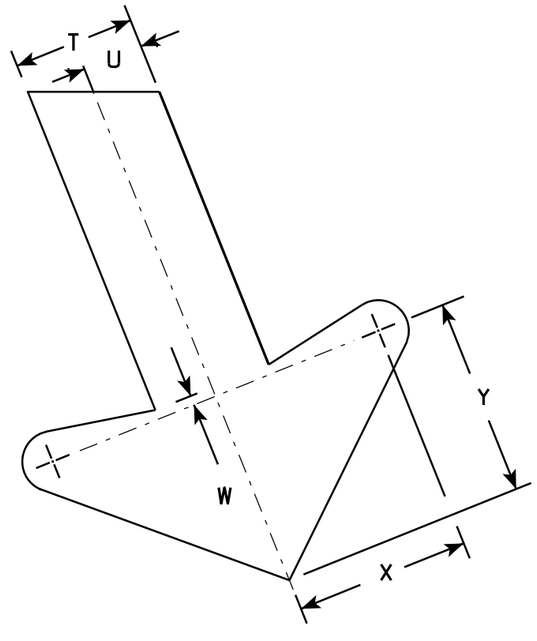
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 903 | E |
|---|---|---|---|---|---|




R3-55A

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - See Note 3
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series - C
   Lines 2 and 3 Series - D




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | O | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 24 | 30 | 1 1/8 | 3/8 | 1/2 | 4 | 2 5/8 | 2 1/8 | 2 | 2 | 1 1/2 | 8 | 9 5/8 | 10 | 8 3/4 | 8 5/8 | 6 1/2 | 6 7/8 | 2 5/8 | 2 | 1 | 1/2 | 1/4 | 2 7/8 | 3 1/4 | 22° | 5.0 |
| 2M | 24 | 30 | 1 1/8 | 3/8 | 1/2 | 4 | 2 5/8 | 2 1/8 | 2 | 2 | 1 1/2 | 8 | 9 5/8 | 10 | 8 3/4 | 8 5/8 | 6 1/2 | 6 7/8 | 2 5/8 | 2 | 1 | 1/2 | 1/4 | 2 7/8 | 3 1/4 | 22° | 5.0 |
| 3 | 36 | 48 | 1 3/4 | 1/2 | 5/8 | 6 | 4 1/2 | 3 3/4 | 3 5/8 | 3 5/8 | 2 7/8 | 12 | 14 1/2 | 14 7/8 | 13 1/8 | 12 7/8 | 9 3/4 | 10 1/4 | 4 | 3 | 1 1/2 | 3/4 | 3/8 | 4 1/4 | 4 7/8 | 22° | 12.0 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

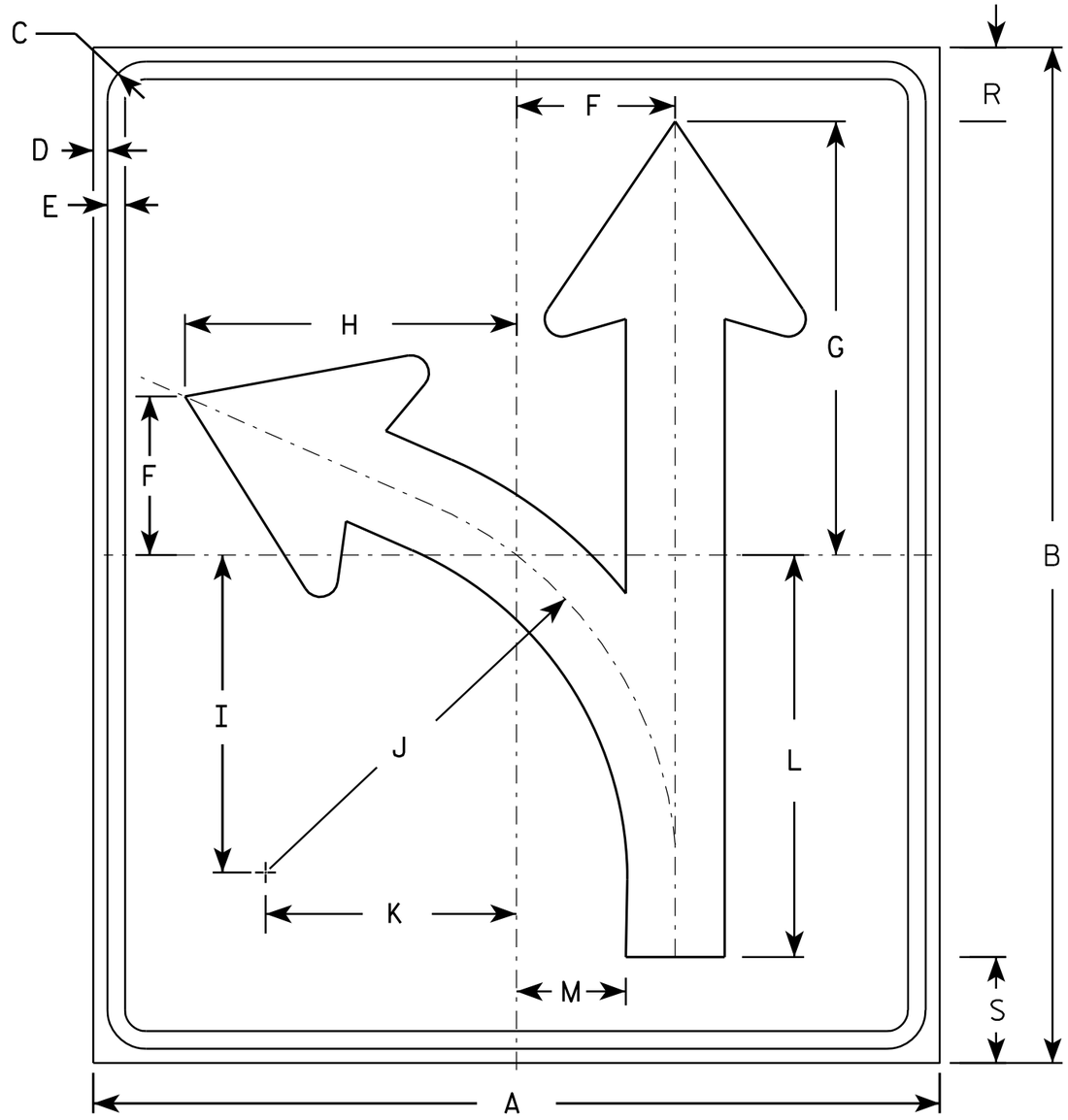
STANDARD SIGN
R3-55A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-55A.5

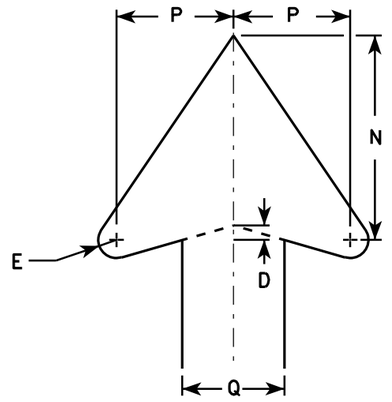
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 904 | E |
|---|---|---|---|---|---|




R3-60L

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. R3-60R is the same as R3-60L except curved portion of arrow points to right.




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 30 | 36 | 1 3/8 | 1/2 | 5/8 | 5 5/8 | 15 3/8 | 11 1/4 | 5 3/8 | 14 1/2 | 8 7/8 | 14 1/4 | 3 7/8 | 7 | | 4 | 3 1/2 | 2 5/8 | 3 3/4 | | | | | | | | 7.5 |
| 2M | 30 | 36 | 1 3/8 | 1/2 | 5/8 | 5 5/8 | 15 3/8 | 11 1/4 | 5 3/8 | 14 1/2 | 8 7/8 | 14 1/4 | 3 7/8 | 7 | | 4 | 3 1/2 | 2 5/8 | 3 3/4 | | | | | | | | 7.5 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

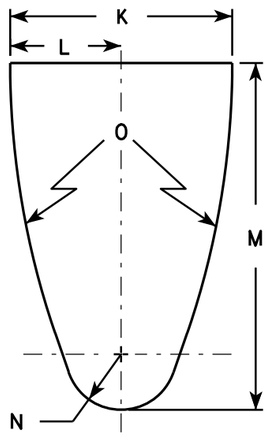
STANDARD SIGN
R3-60

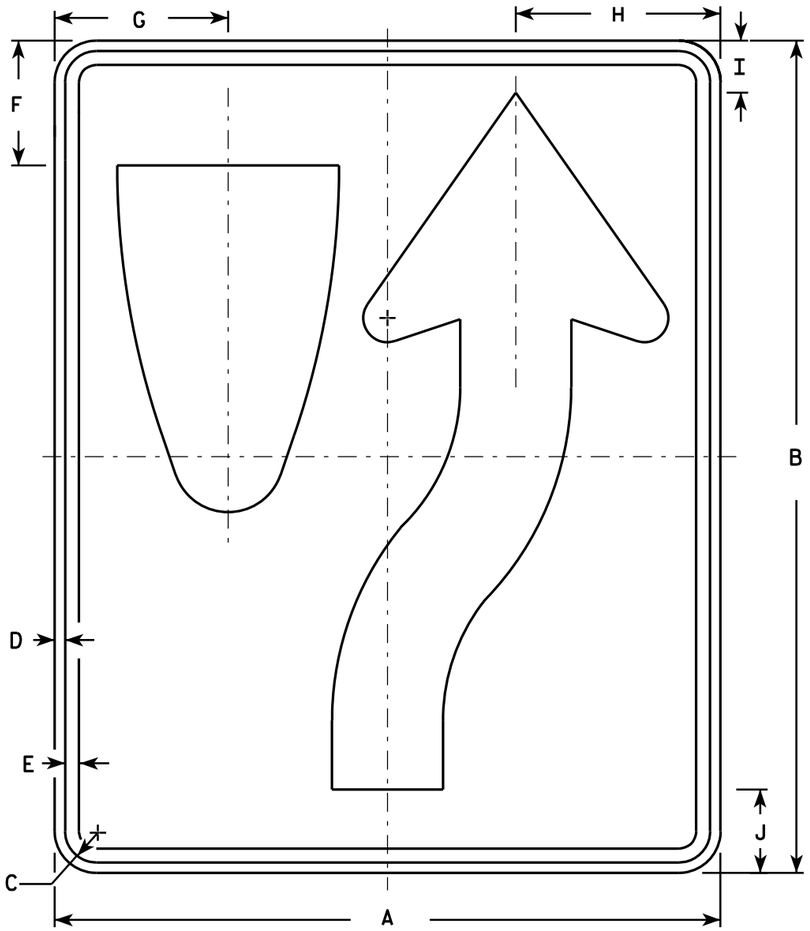
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R3-60.3

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 905 | E |
|---|---|---|---|---|---|

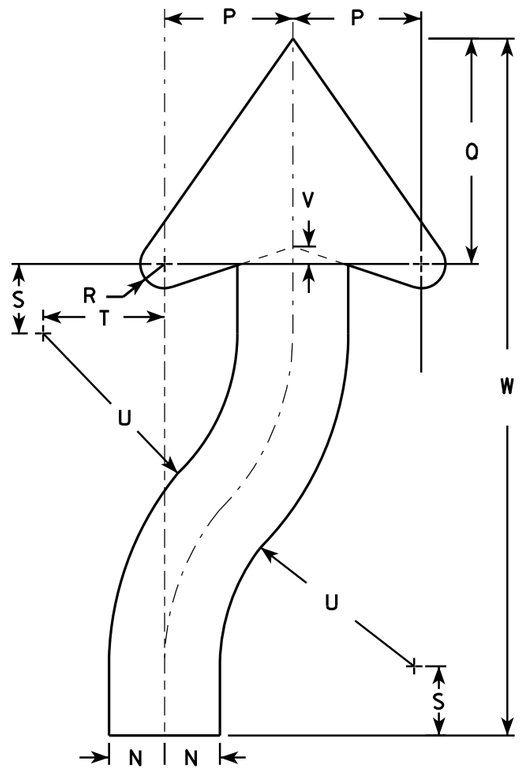



R4-7

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: 906 | E |
|---|---|---|---|---|---|

R4-11

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 30 | | 1 3/8 | 1/2 | 5/8 | 4 | 3 1/8 | 10 | 2 1/2 | 3 7/8 | 8 5/8 | 8 3/4 | 8 1/2 | 1 1/4 | 1 3/4 | 7 7/8 | | 10 3/8 | 2 | 1 | 11 1/4 | | | | | | 6.25 |
| 2M | 30 | | 1 3/8 | 1/2 | 5/8 | 4 | 3 1/8 | 10 | 2 1/2 | 3 7/8 | 8 5/8 | 8 3/4 | 8 1/2 | 1 1/4 | 1 3/4 | 7 7/8 | | 10 3/8 | 2 | 1 | 11 1/4 | | | | | | 6.25 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
R4-11

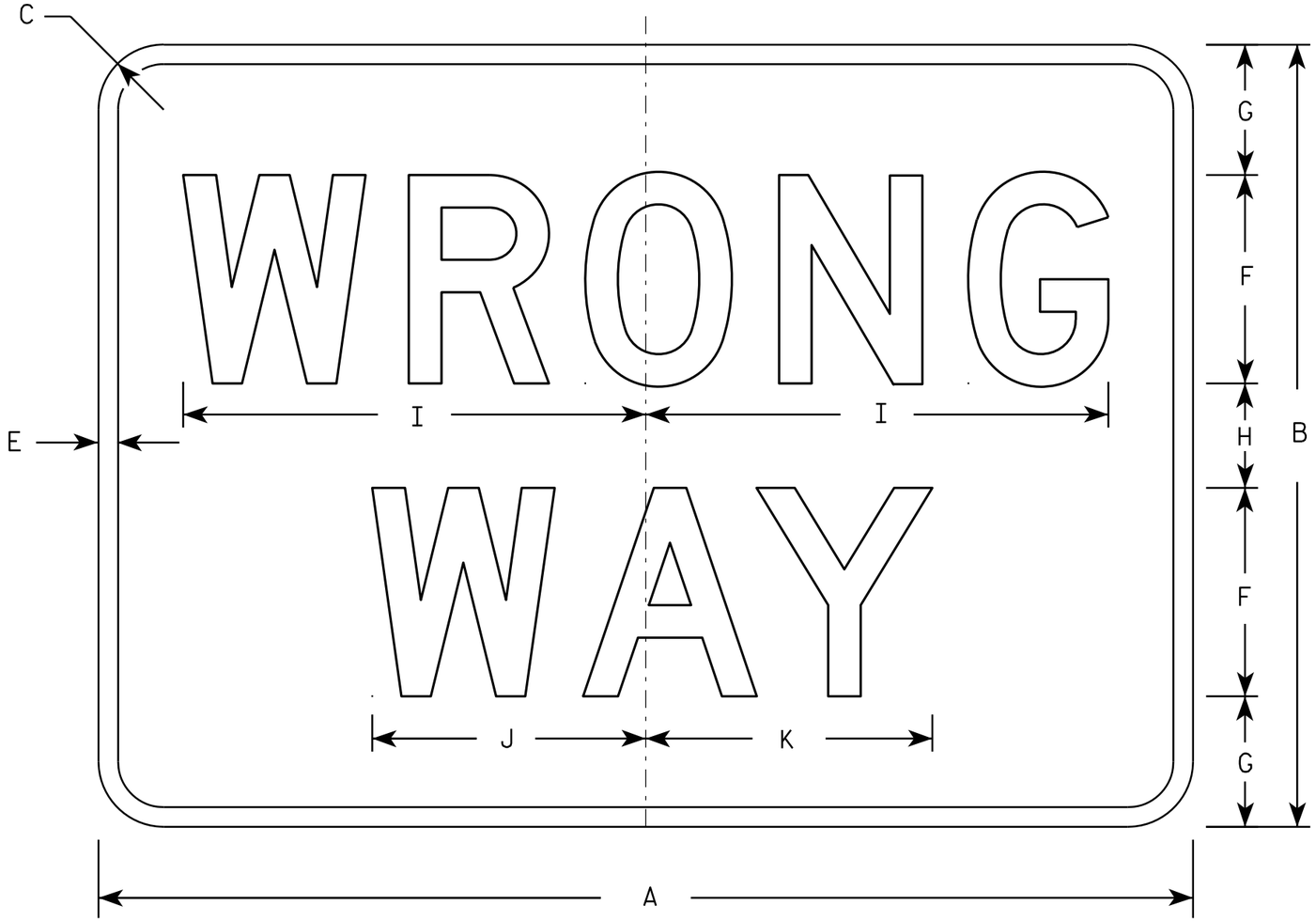
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/16/15 PLATE R4-11.1



PROJECT NO: | HWY: | COUNTY: | SHEET NO: E




R5-1A

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 30 | 18 | 1 1/2 | | 1/2 | 5 | 3 | 2 | 11 | 6 1/2 | 6 7/8 | | | | | | | | | | | | | | | | 3.75 |
| 2S | 36 | 24 | 2 | | 5/8 | 6 | 4 1/2 | 3 | 13 1/4 | 7 7/8 | 8 1/4 | | | | | | | | | | | | | | | | 6.00 |
| 2M | 42 | 30 | 2 1/2 | | 3/4 | 8 | 5 | 4 | 17 3/4 | 10 1/2 | 11 | | | | | | | | | | | | | | | | 8.75 |
| 3 | 42 | 30 | 2 1/2 | | 3/4 | 8 | 5 | 4 | 17 3/4 | 10 1/2 | 11 | | | | | | | | | | | | | | | | 8.75 |
| 4 | 42 | 30 | 2 1/2 | | 3/4 | 8 | 5 | 4 | 17 3/4 | 10 1/2 | 11 | | | | | | | | | | | | | | | | 8.75 |
| 5 | 42 | 30 | 2 1/2 | | 3/4 | 8 | 5 | 4 | 17 3/4 | 10 1/2 | 11 | | | | | | | | | | | | | | | | 8.75 |

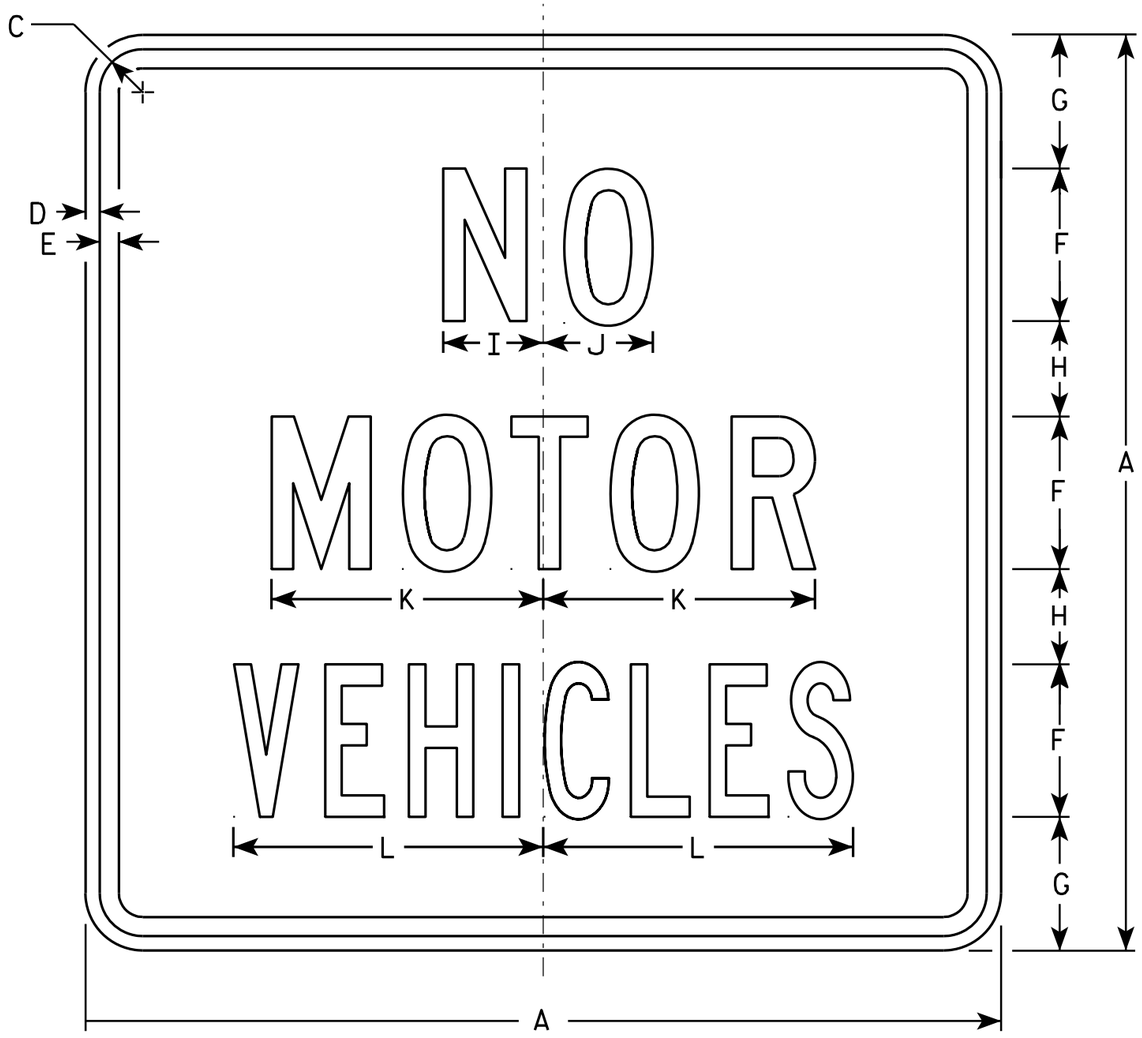
STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1A.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 908 | E




R5-3

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - See Note 5.
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 & 2 are Series C.
   Line 3 is Series B.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 24 | | 1 1/8 | 3/8 | 1/2 | 4 | 3 1/2 | 2 1/2 | 2 5/8 | 2 7/8 | 7 1/8 | 8 1/8 | | | | | | | | | | | | | | | 4.0 |
| 2M | 24 | | 1 1/8 | 3/8 | 1/2 | 4 | 3 1/2 | 2 1/2 | 2 5/8 | 2 7/8 | 7 1/8 | 8 1/8 | | | | | | | | | | | | | | | 4.0 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
R5-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2011 PLATE NO. R5-3.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 909 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R53.DGN PLOT DATE : 29-MAR-2011 13:25 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 3.972696:1.000000

WISDOT/CADDS SHEET 42

7

7

R5-57

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 - Lines 1, 2, and 5 are Series C.
   Lines 3 and 4 are Series B.
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2M | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 36 | | 1 5/8 | 5/8 | 3/4 | 4 | 3 | 2 | 3 1/2 | 14 1/4 | 14 7/8 | 11 | 11 1/2 | 4 3/4 | 1 3/4 | 9 | | 1 3/8 | 10 | 11 | 2 1/2 | 1 3/4 | 15 1/2 | 13 | 13 5/8 | | 9.0 |
| 5 | 36 | | 1 5/8 | 5/8 | 3/4 | 4 | 3 | 2 | 3 1/2 | 14 1/4 | 14 7/8 | 11 | 11 1/2 | 4 3/4 | 1 3/4 | 9 | | 1 3/8 | 10 | 11 | 2 1/2 | 1 3/4 | 15 1/2 | 13 | 13 5/8 | | 9.0 |

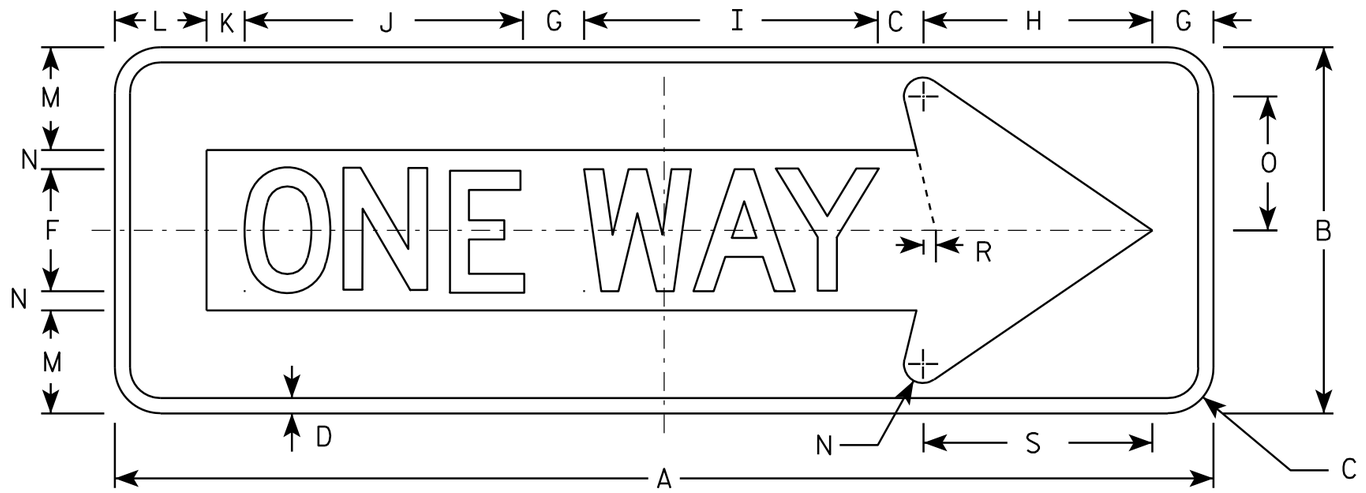
STANDARD SIGN
R5-57

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2011 PLATE NO. R5-57.10

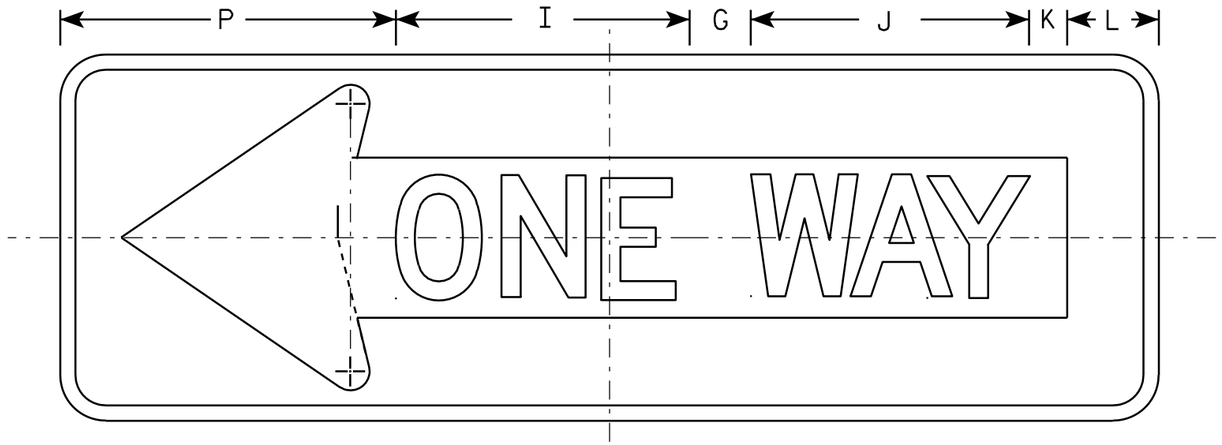
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 910 | E |
|---|---|---|---|---|---|




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:

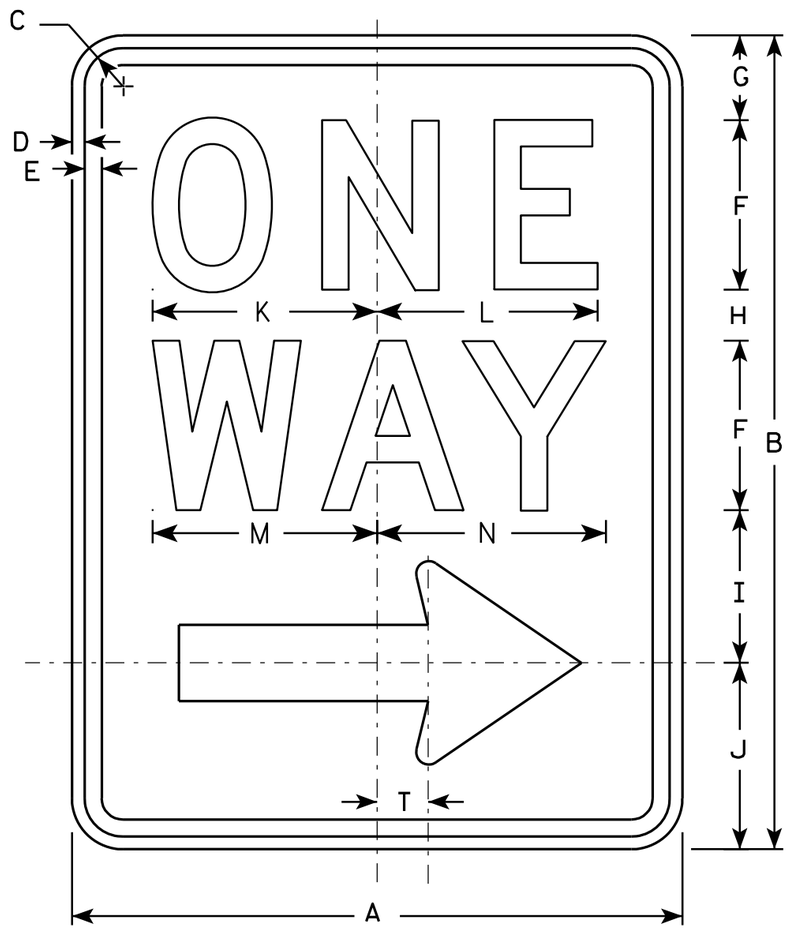
SHEET NO: 911 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R61.DGN PLOT DATE : 17-DEC-2010 14:11 PLOT BY : dotsja

WISDOT/CADDS SHEET 42

7

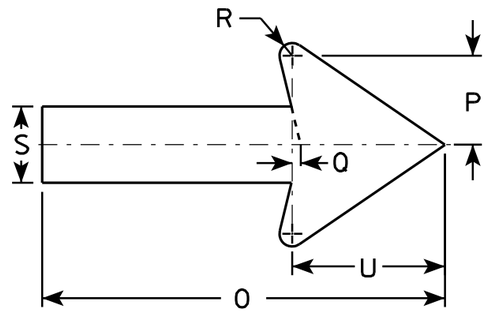
7




R6-2R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R6-2L same as R6-2R except arrow points to the left.




| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 18 | 24 | 1 1/8 | 3/8 | 1/2 | 5 | 2 1/2 | 1 1/2 | 4 1/2 | 5 1/2 | 6 5/8 | 6 1/2 | 6 5/8 | 6 3/4 | 11 7/8 | 2 5/8 | 1/4 | 3/8 | 2 1/4 | 1 1/2 | 4 1/2 | | | | | |
| 2S | 24 | 30 | 1 1/8 | 3/8 | 1/2 | 6 | 3 | 2 1/2 | 5 1/2 | 7 | 8 1/8 | 8 1/8 | 8 1/2 | 8 5/8 | 16 | 3 1/2 | 3/8 | 1/2 | 3 | 2 | 6 | | | | | |
| 2M | 30 | 36 | 1 3/8 | 1/2 | 5/8 | 8 | 2 1/2 | 2 5/8 | 6 7/8 | 8 | 10 1/2 | 10 1/2 | 11 1/4 | 11 1/4 | 20 | 4 3/8 | 1/2 | 5/8 | 3 3/4 | 2 1/2 | 7 1/2 | | | | | |
| 3 | 36 | 48 | 1 7/8 | 1/2 | 5/8 | 10 | 5 1/4 | 3 1/4 | 9 | 10 1/2 | 12 3/4 | 12 3/4 | 13 1/4 | 13 1/2 | 24 | 5 5/8 | 1/2 | 3/4 | 4 3/4 | 3 | 9 | | | | | |
| 4 | 36 | 48 | 1 7/8 | 1/2 | 5/8 | 10 | 5 1/4 | 3 1/4 | 9 | 10 1/2 | 12 3/4 | 12 3/4 | 13 1/4 | 13 1/2 | 24 | 5 5/8 | 1/2 | 3/4 | 4 3/4 | 3 | 9 | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

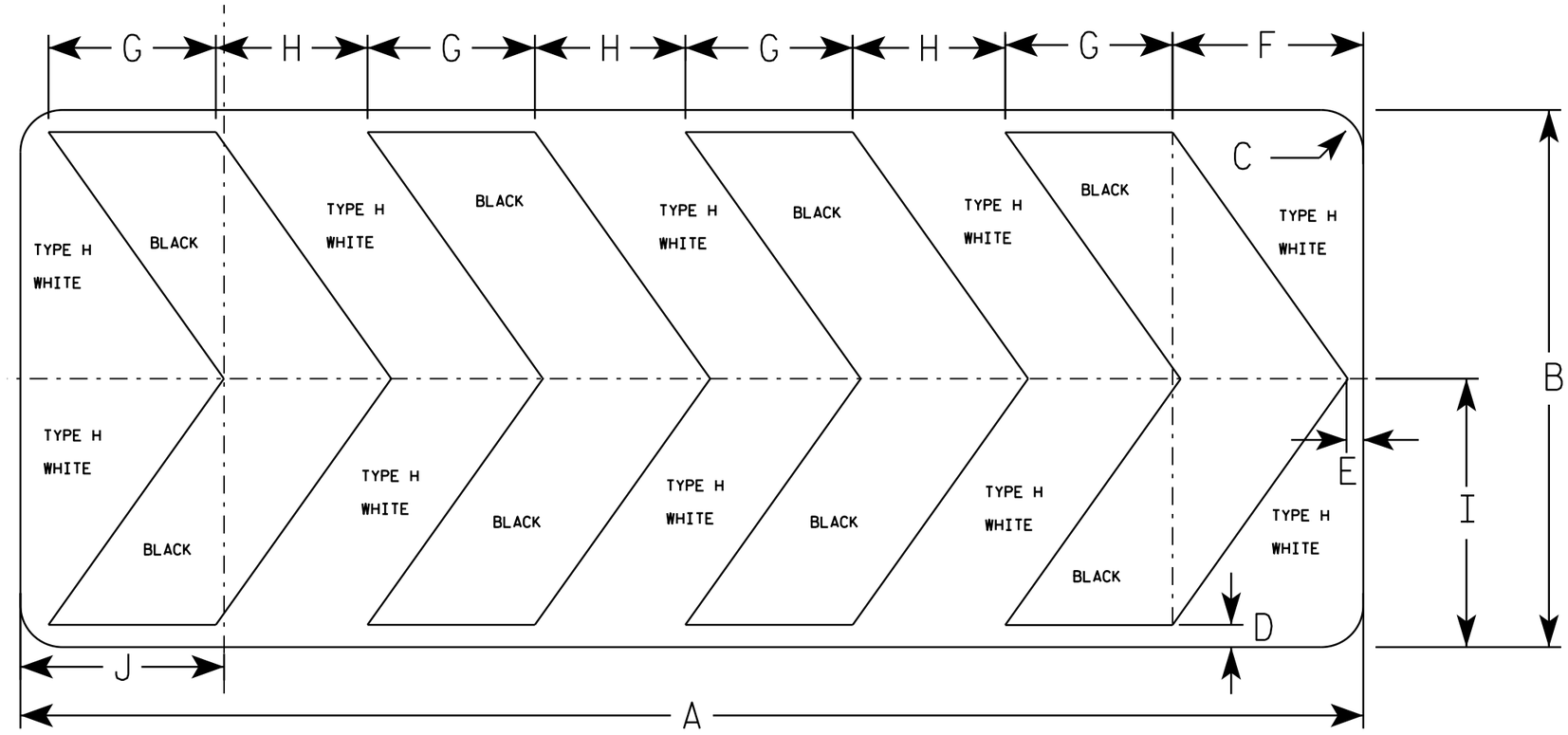
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 912 | 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

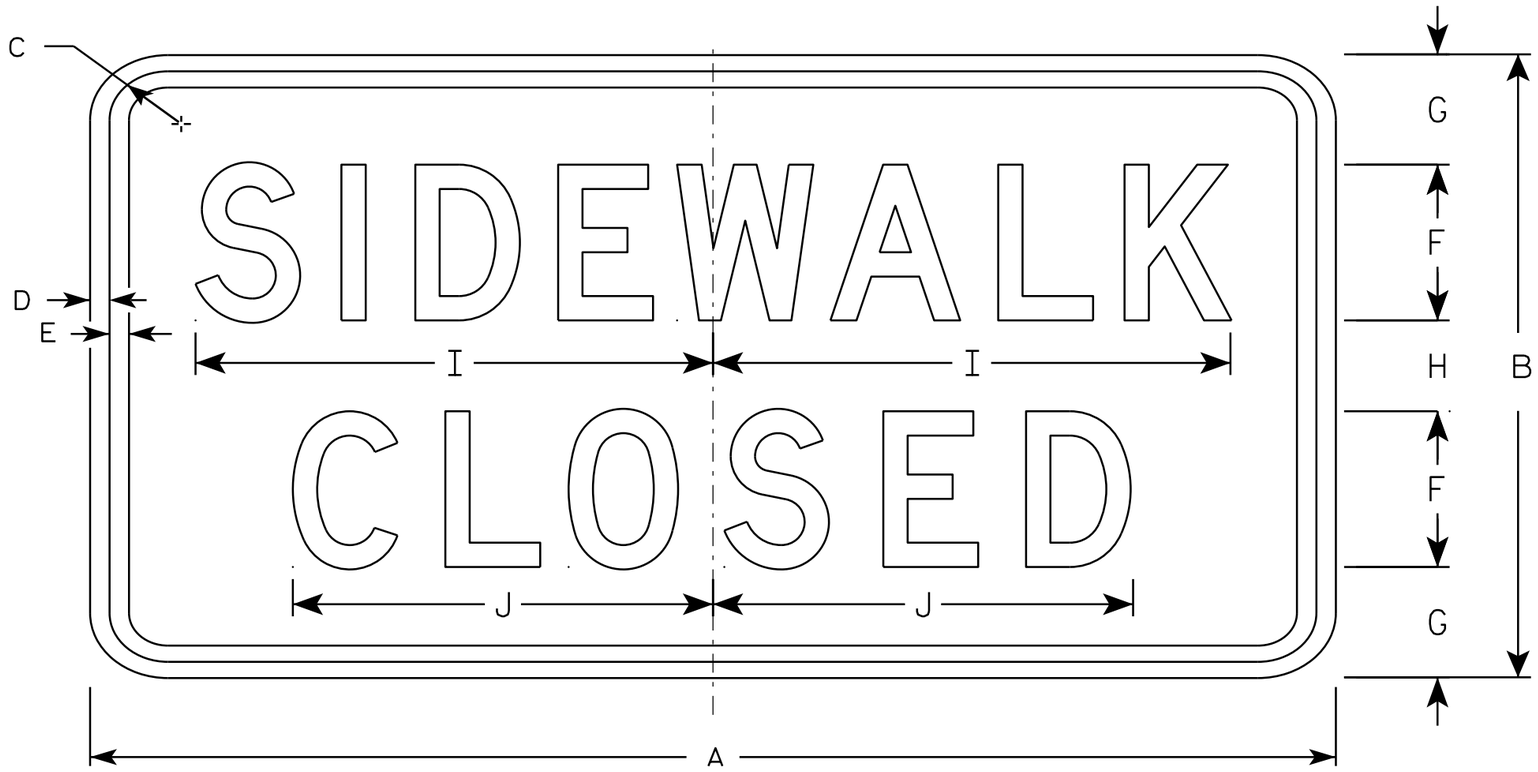
DATE 8/21/14 PLATE NO. R6-4.3

PROJECT NO: SHEET NO: E



FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R64B.DGN PLOT DATE : 21-AUG-2014 15:01 PLOT BY : mscsja

WISDOT/CADDS SHEET 42




R9-9

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 24 | 12 | 1 3/4 | 1/2 | 1/2 | 3 | 2 1/8 | 1 3/4 | 10 | 8 1/8 | | | | | | | | | | | | | | | | | 2.0 |
| 2M | 24 | 12 | 1 3/4 | 1/2 | 1/2 | 3 | 2 1/8 | 1 3/4 | 10 | 8 1/8 | | | | | | | | | | | | | | | | | 2.0 |
| 3 | 30 | 18 | 1 3/4 | 1/2 | 1/2 | 4 | 3 1/2 | 3 | 12 1/2 | 10 1/4 | | | | | | | | | | | | | | | | | 3.75 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
R9-9

WISCONSIN DEPT OF TRANSPORTATION

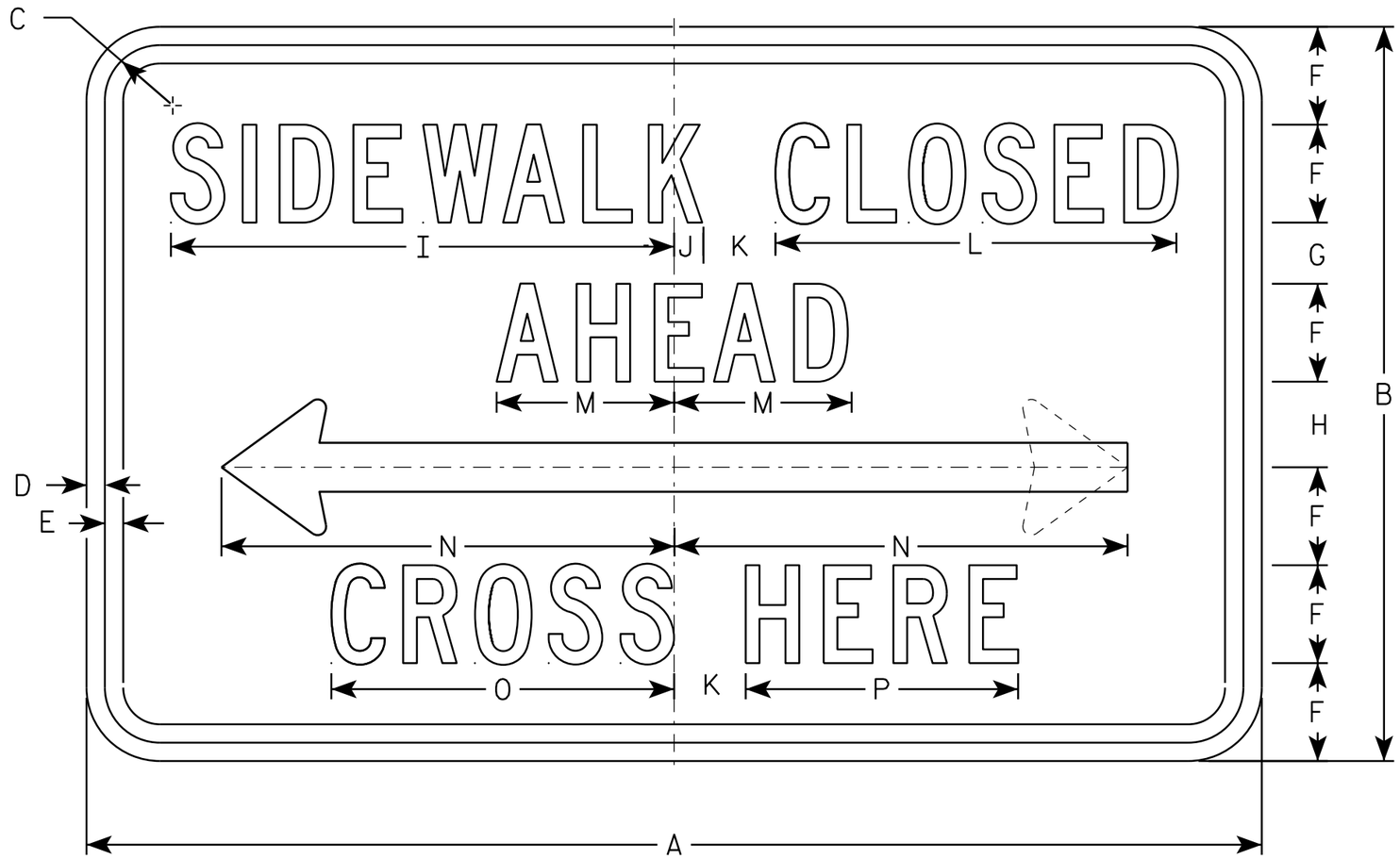
APPROVED Matthew R Rauch
for State Traffic Engineer

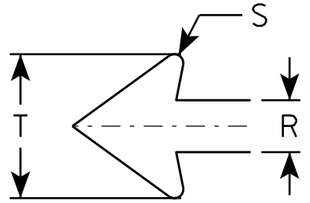
DATE 3/10/16 PLATE 914 R9-9.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R99.DGN PLOT DATE : 10-MAR-2016 15:44 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 2.918761:1.000000
WISDOT/CADDS SHEET 42




R9-11

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C except Size 1 is Series D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 24 | 12 | 1 1/8 | 3/8 | 3/8 | 1 1/2 | 1 1/2 | 1 1/2 | 9 3/4 | 5/8 | 1 1/2 | 7 5/8 | 3 1/2 | 9 1/4 | 6 5/8 | 5 1/8 | | 1 | 1/8 | 2 3/4 | | | | | | | 2.0 |
| 2M | 24 | 12 | 1 1/8 | 3/8 | 3/8 | 1 1/2 | 1 1/2 | 1 1/2 | 9 3/4 | 5/8 | 1 1/2 | 7 5/8 | 3 1/2 | 9 1/4 | 6 5/8 | 5 1/8 | | 1 | 1/8 | 2 3/4 | | | | | | | 2.0 |
| 3 | 48 | 30 | 2 3/4 | 3/4 | 3/4 | 4 | 2 1/2 | 3 1/2 | 20 1/2 | 1 1/4 | 3 | 16 3/8 | 7 1/4 | 18 1/2 | 14 | 11 1/8 | | 2 | 3/8 | 5 1/2 | | | | | | | 10.0 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
R9-11

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

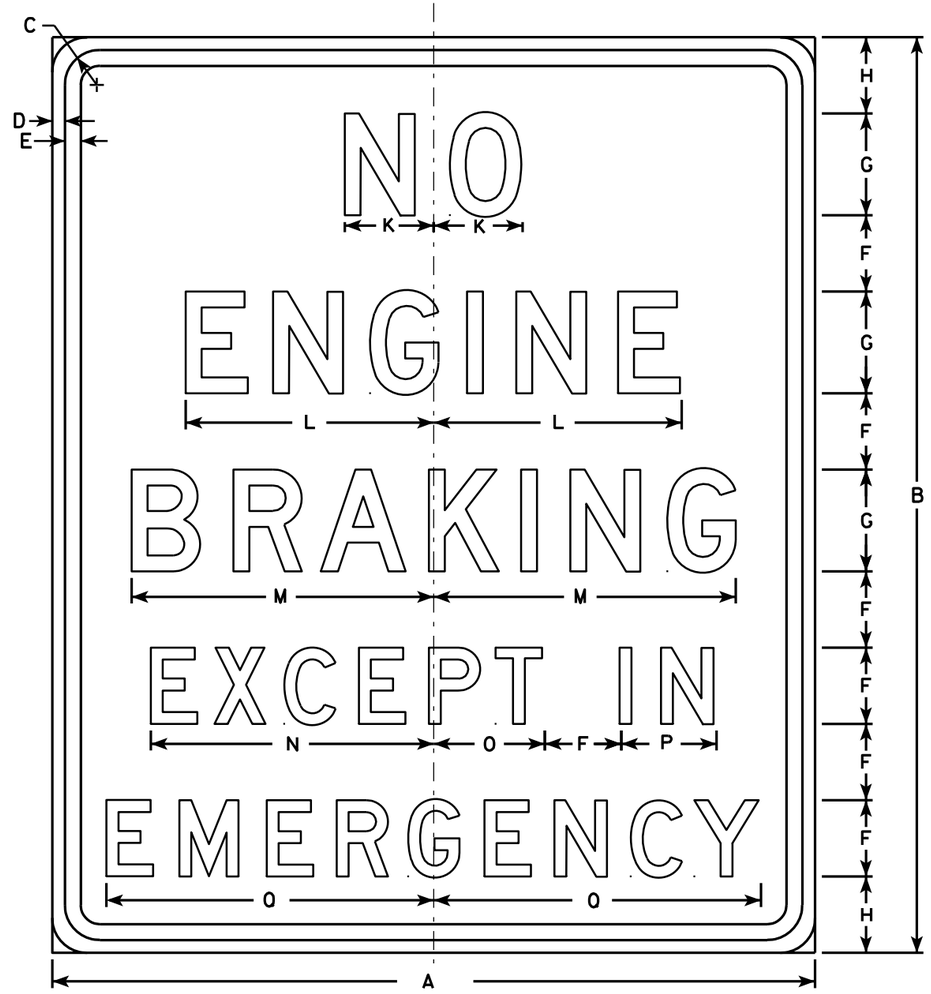
DATE 3/10/16 PLATE No. R9-11.3

915

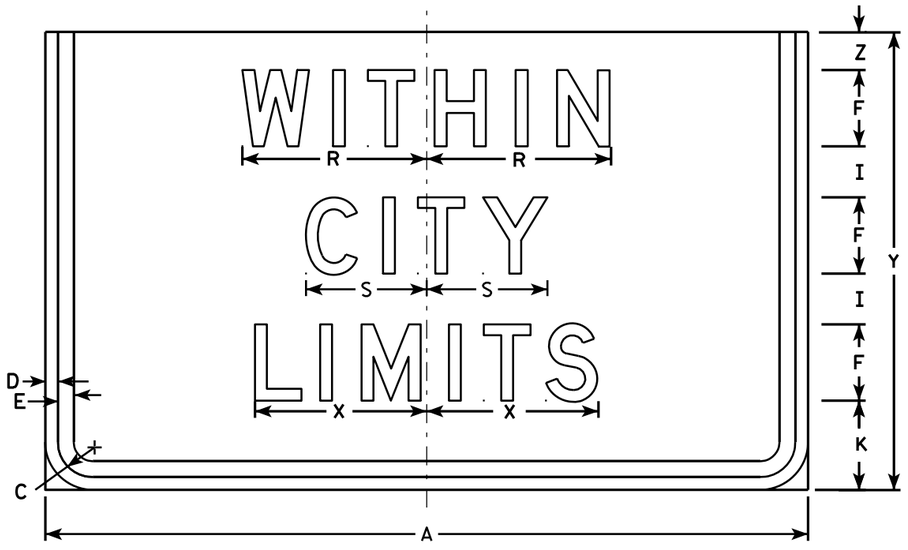
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R911.DGN PLOT DATE : 10-MAR-2016 14:57 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.837529:1.000000

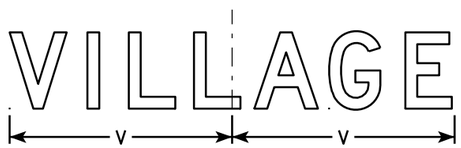
WISDOT/CADDS SHEET 42




R10-64




R10-64F




| Area sq. ft. |
|---|
| |
| 3.75 |
| 7.0 |

NOTES

1. Signs are 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 See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 2 of R10-64F is Series C for "TOWNSHIP" Only

| 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 | 36 | 1 3/8 | 1/2 | 5/8 | 3 | 4 | 3 | 2 | | 3 1/2 | 9 3/4 | 11 7/8 | 11 1/8 | 4 3/8 | 3 3/4 | 12 7/8 | 7 1/4 | 4 3/4 | | 8 1/4 | 8 3/4 | 5/8 | 6 3/4 | 18 | 1 1/2 | 7.5 |
| 2S | 30 | 36 | 1 3/8 | 1/2 | 5/8 | 3 | 4 | 3 | 2 | | 3 1/2 | 9 3/4 | 11 7/8 | 11 1/8 | 4 3/8 | 3 3/4 | 12 7/8 | 7 1/4 | 4 3/4 | | 8 1/4 | 8 3/4 | 5/8 | 6 3/4 | 18 | 1 1/2 | 7.5 |
| 2M | 30 | 36 | 1 3/8 | 1/2 | 5/8 | 3 | 4 | 3 | 2 | | 3 1/2 | 9 3/4 | 11 7/8 | 11 1/8 | 4 3/8 | 3 3/4 | 12 7/8 | 7 1/4 | 4 3/4 | | 8 1/4 | 8 3/4 | 5/8 | 6 3/4 | 18 | 1 1/2 | 7.5 |
| 3 | 42 | 48 | 1 3/8 | 1/2 | 5/8 | 4 | 5 | 4 1/2 | 3 | | 4 | 12 1/4 | 14 7/8 | 14 1/8 | 5 1/4 | 4 3/4 | 16 1/4 | 9 | 6 | | 11 | 11 1/4 | 1 1/2 | 8 1/2 | 24 | 2 | 14.0 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
R10-64 & R10-64F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/4/11 PLATE NO. R10-64.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 916 | E

R10-71

R10-71L

## NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.




R10-71R

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | R10-71L&R Area sq. ft. | R10-71 Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 72 | 36 | 2 1/4 | 3/4 | 1 | 18 | 5 | 4 | 6 | 20 5/8 | 11 3/4 | 9 1/8 | 8 1/2 | 12 7/8 | 9 7/8 | 16 1/8 | 23 7/8 | 30 | 5 5/8 | 26 3/4 | 66 | 23 5/8 | 8 3/4 | 13 | 26 7/8 | 27 | 18.0 | 16.5 |
| 2M | 72 | 36 | 2 1/4 | 3/4 | 1 | 18 | 5 | 4 | 6 | 20 5/8 | 11 3/4 | 9 1/8 | 8 1/2 | 12 7/8 | 9 7/8 | 16 1/8 | 23 7/8 | 30 | 5 5/8 | 26 3/4 | 66 | 23 5/8 | 8 3/4 | 13 | 26 7/8 | 27 | 18.0 | 16.5 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
R10-71

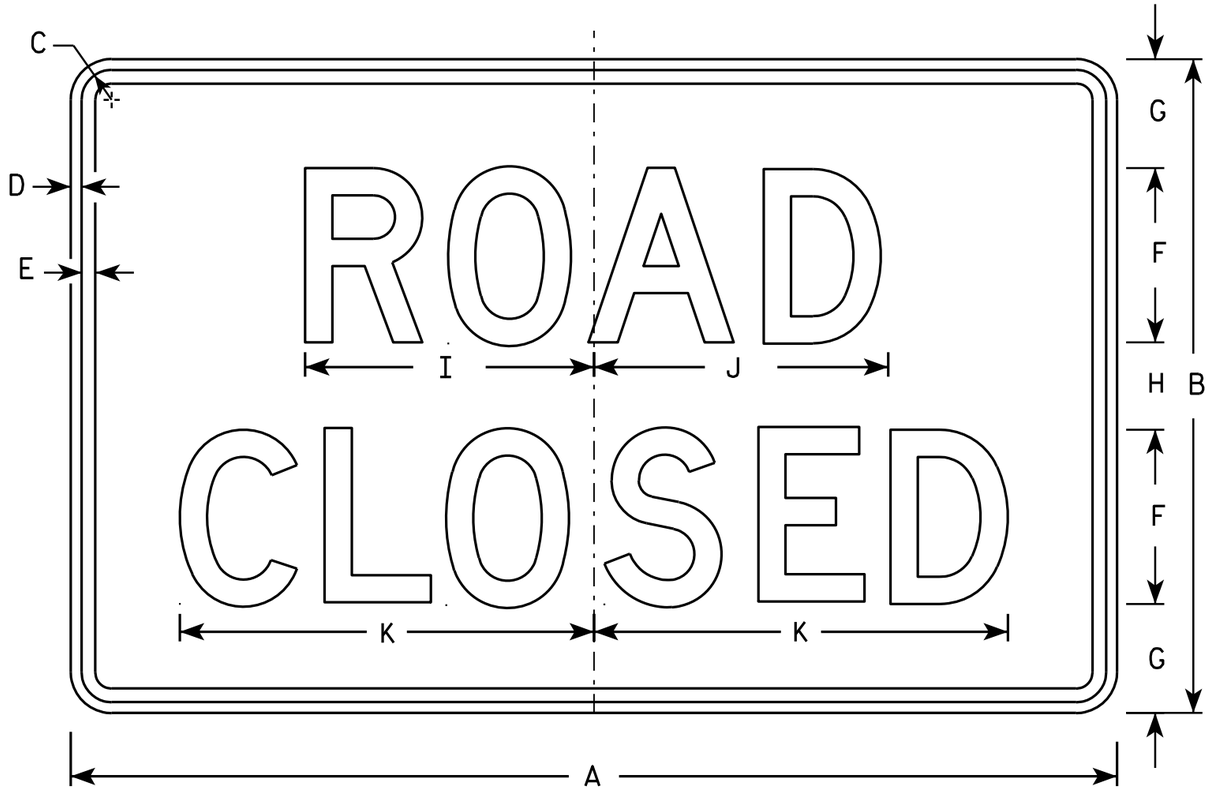
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/4/11 PLATE NO. R10-71.3

PROJECT NO:

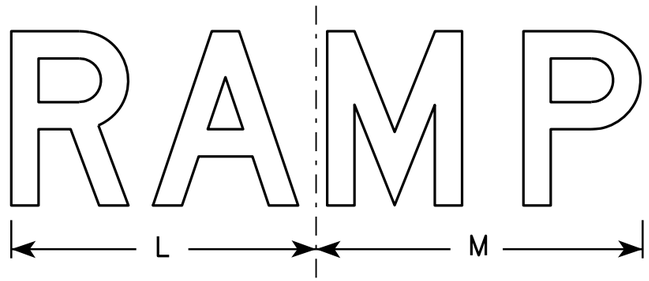
SHEET NO: 917 E



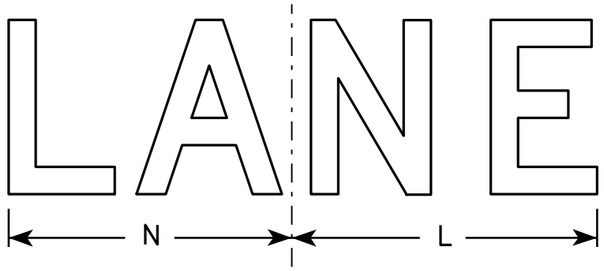

R11-2

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 |

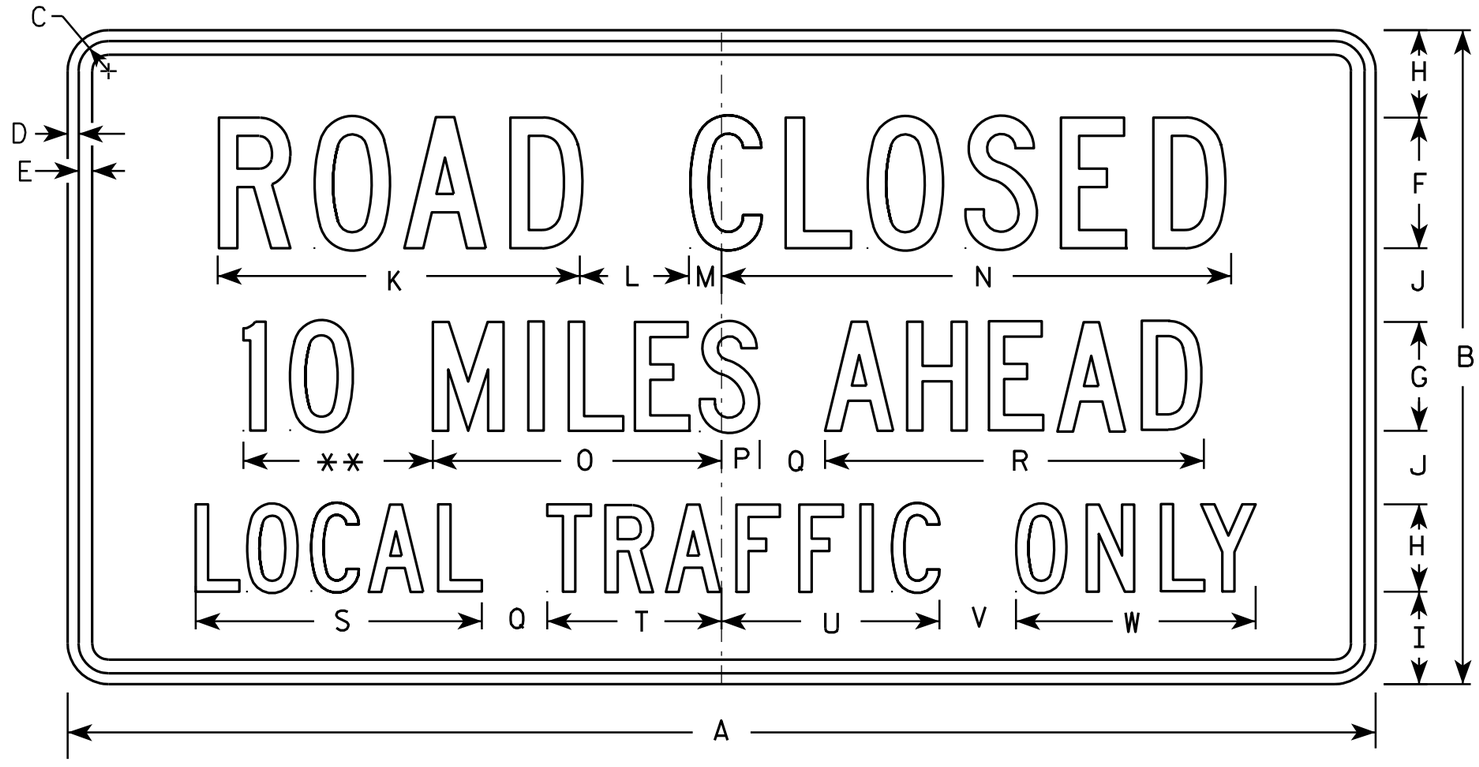
STANDARD SIGN
R11-2

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: 918 | 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

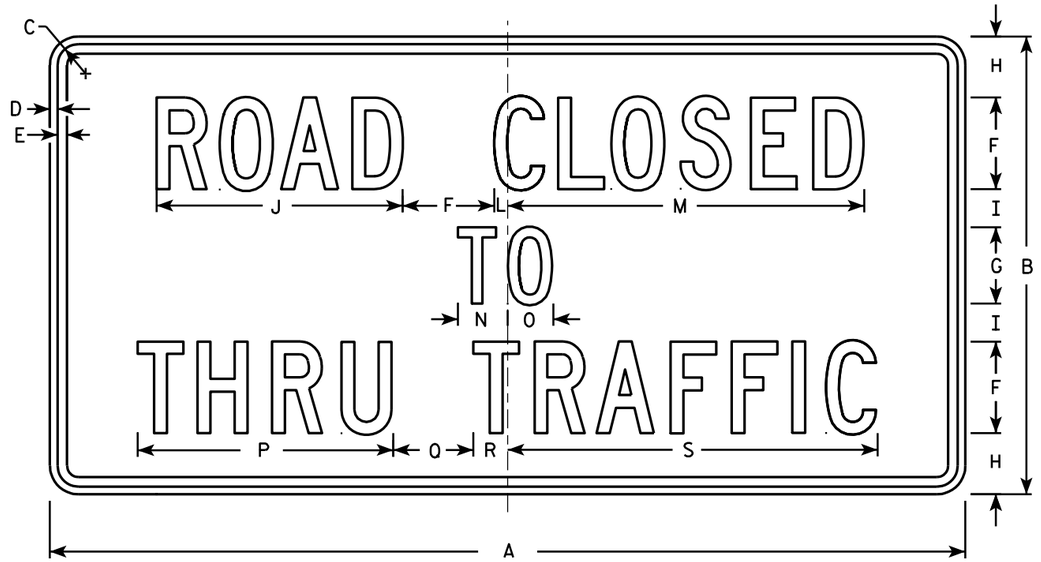
STANDARD SIGN
R11-3

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: 919 | E |
|---|---|---|---|---|---|




R11-4

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 60 | 30 | 1 3/8 | 1/2 | 5/8 | 6 | 5 | 4 | 2 1/2 | 16 1/8 | | 7/8 | 23 3/8 | 3 1/4 | 3 | 16 3/4 | 5 1/4 | 2 1/4 | 24 1/4 | | | | | | | | 12.5 |
| 2M | 60 | 30 | 1 3/8 | 1/2 | 5/8 | 6 | 5 | 4 | 2 1/2 | 16 1/8 | | 7/8 | 23 3/8 | 3 1/4 | 3 | 16 3/4 | 5 1/4 | 2 1/4 | 24 1/4 | | | | | | | | 12.5 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

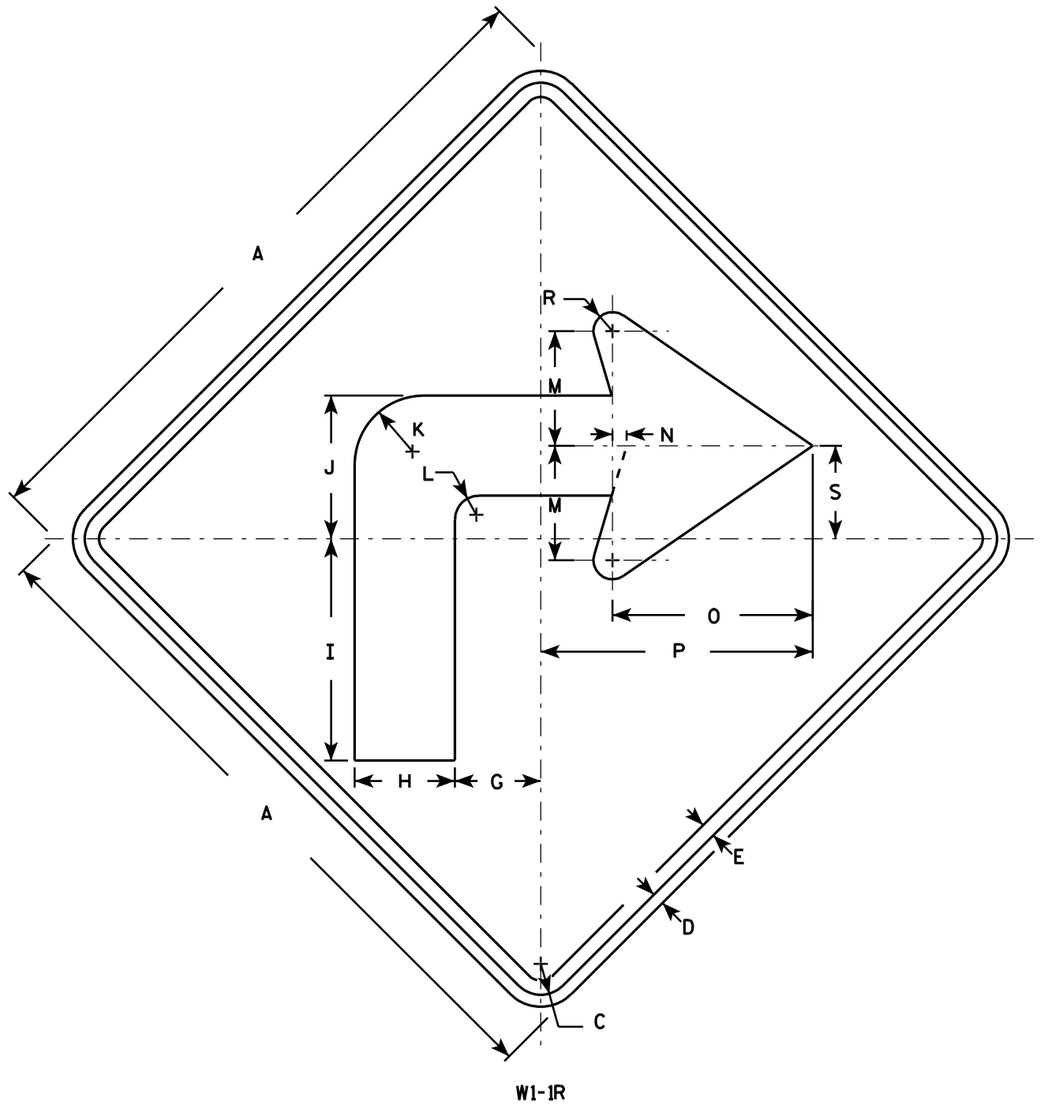
STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-4.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 920 | E




W1-1R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. 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. W1-1L is the same as W1-1R except the arrow is reversed along the vertical centerline.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 24 | | 1 1/8 | 3/8 | 1/2 | | 3 | 3 1/2 | 7 3/4 | 5 | 2 1/2 | 7/8 | 4 | 1/2 | 7 | 9 1/2 | | 5/8 | 3 1/4 | | | | | | | | 4.0 |
| 2S | 36 | | 1 5/8 | 5/8 | 3/4 | | 4 1/2 | 5 1/4 | 11 5/8 | 7 1/2 | 3 5/8 | 1 1/4 | 6 | 3/4 | 10 1/2 | 14 1/4 | | 1 | 4 7/8 | | | | | | | | 9.0 |
| 2M | 36 | | 1 5/8 | 5/8 | 3/4 | | 4 1/2 | 5 1/4 | 11 5/8 | 7 1/2 | 3 5/8 | 1 1/4 | 6 | 3/4 | 10 1/2 | 14 1/4 | | 1 | 4 7/8 | | | | | | | | 9.0 |
| 3 | 36 | | 1 5/8 | 5/8 | 3/4 | | 4 1/2 | 5 1/4 | 11 5/8 | 7 1/2 | 3 5/8 | 1 1/4 | 6 | 3/4 | 10 1/2 | 14 1/4 | | 1 | 4 7/8 | | | | | | | | 9.0 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | | 6 | 7 | 15 1/2 | 10 | 4 7/8 | 1 5/8 | 8 | 1 | 14 | 19 | | 1 1/4 | 6 1/2 | | | | | | | | 16.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | | 6 | 7 | 15 1/2 | 10 | 4 7/8 | 1 5/8 | 8 | 1 | 14 | 19 | | 1 1/4 | 6 1/2 | | | | | | | | 16.0 |

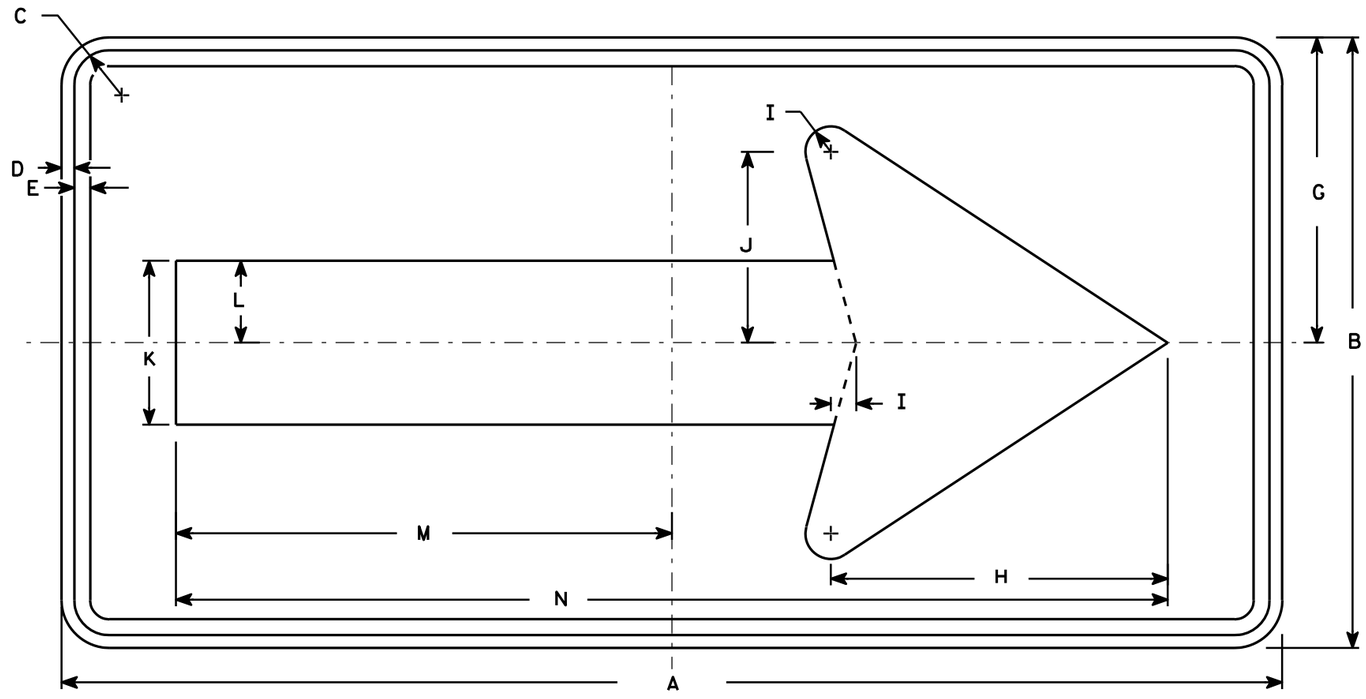
STANDARD SIGN
W1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/15/12 PLATE NO. W1-1.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 921 | E




W1-6

## NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | 18 | 1 1/8 | 3/8 | 3/8 | | 9 | 10 | 3/4 | 5 5/8 | 4 3/4 | 2 3/8 | 14 5/8 | 29 1/4 | | | | | | | | | | | | | 4.5 |
| 2S | 48 | 24 | 1 3/8 | 1/2 | 5/8 | | 12 | 13 1/4 | 1 | 7 1/2 | 6 1/2 | 3 1/4 | 19 1/2 | 39 | | | | | | | | | | | | | 8.0 |
| 2M | 48 | 24 | 1 3/8 | 1/2 | 5/8 | | 12 | 13 1/4 | 1 | 7 1/2 | 6 1/2 | 3 1/4 | 19 1/2 | 39 | | | | | | | | | | | | | 8.0 |
| 3 | 60 | 30 | 1 3/8 | 1/2 | 5/8 | | 15 | 16 1/4 | 1 1/4 | 9 1/4 | 8 | 4 | 24 3/8 | 48 3/4 | | | | | | | | | | | | | 12.5 |
| 4 | 60 | 30 | 1 3/8 | 1/2 | 5/8 | | 15 | 16 1/4 | 1 1/4 | 9 1/4 | 8 | 4 | 24 3/8 | 48 3/4 | | | | | | | | | | | | | 12.5 |
| 5 | 96 | 48 | 2 1/4 | 3/4 | 1 | | 24 | 26 1/2 | 2 | 15 | 13 | 6 1/2 | 39 | 78 | | | | | | | | | | | | | 32.0 |

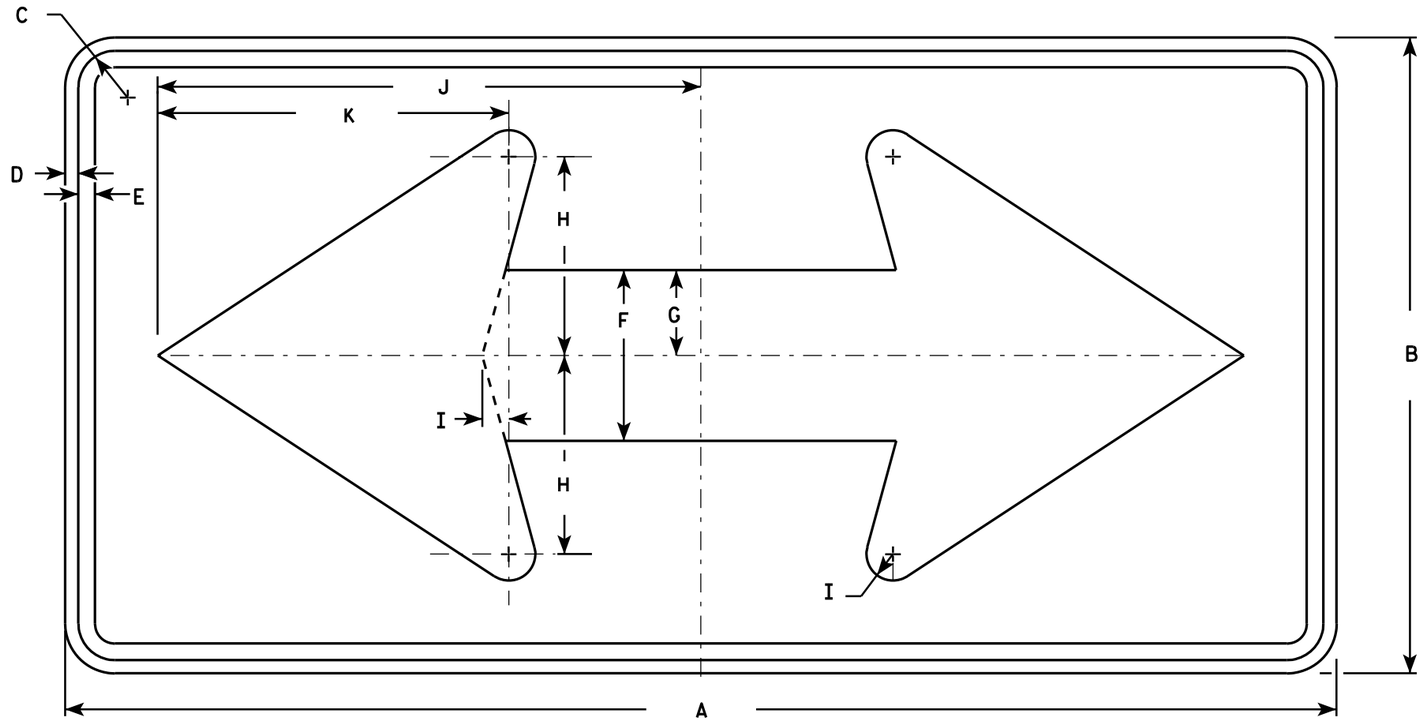
STANDARD SIGN
W1-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-6.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 922




W1-7

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | 18 | 1 1/8 | 3/8 | 1/2 | 5 | 2 1/2 | 5 3/4 | 3/4 | 15 5/8 | 10 1/8 | | | | | | | | | | | | | | | | 4.5 |
| 2S | 48 | 24 | 1 3/8 | 1/2 | 5/8 | 6 1/2 | 3 1/4 | 7 1/2 | 1 | 20 1/2 | 13 1/4 | | | | | | | | | | | | | | | | 8.0 |
| 2M | 48 | 24 | 1 3/8 | 1/2 | 5/8 | 6 1/2 | 3 1/4 | 7 1/2 | 1 | 20 1/2 | 13 1/4 | | | | | | | | | | | | | | | | 8.0 |
| 3 | 60 | 30 | 1 3/8 | 1/2 | 5/8 | 8 | 4 | 9 1/4 | 1 1/4 | 25 3/8 | 16 1/4 | | | | | | | | | | | | | | | | 12.5 |
| 4 | 60 | 30 | 1 3/8 | 1/2 | 5/8 | 8 | 4 | 9 1/4 | 1 1/4 | 25 3/8 | 16 1/4 | | | | | | | | | | | | | | | | 12.5 |
| 5 | 96 | 48 | 2 1/4 | 3/4 | 1 | 13 | 6 1/2 | 15 | 2 | 41 | 26 1/2 | | | | | | | | | | | | | | | | 32.0 |

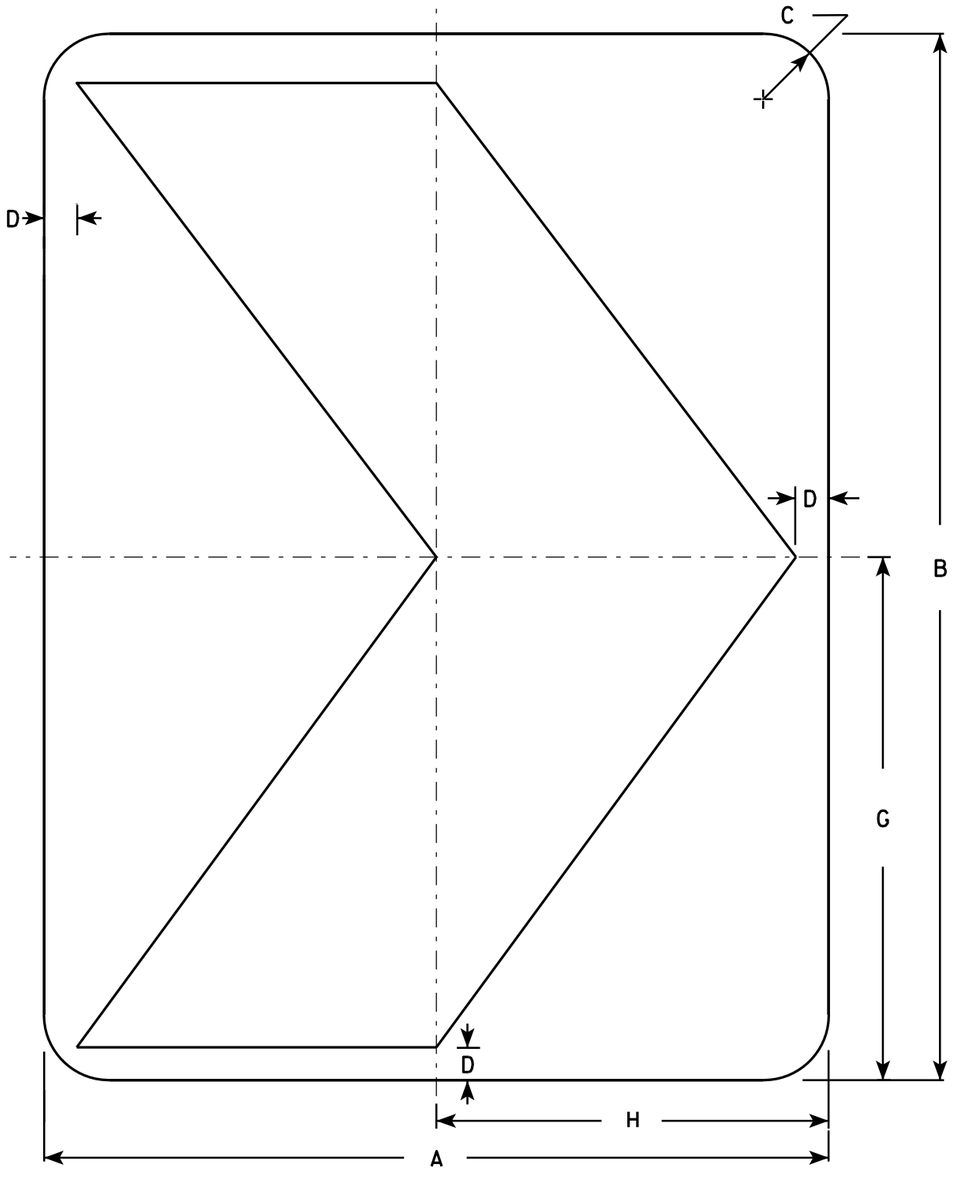
STANDARD SIGN
W1-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-7.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 923 | 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.

W1-8

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12 | 18 | 1 ½ | ½ | | | 9 | 6 | | | | | | | | | | | | | | | | | | | 1.5 |
| 2S | 18 | 24 | 1 ½ | ¾ | | | 12 | 9 | | | | | | | | | | | | | | | | | | | 3.0 |
| 2M | 18 | 24 | 1 ½ | ¾ | | | 12 | 9 | | | | | | | | | | | | | | | | | | | 3.0 |
| 3 | 24 | 30 | 1 ½ | 1 | | | 15 | 12 | | | | | | | | | | | | | | | | | | | 5.0 |
| 4 | 30 | 36 | 1 ⅞ | 1 ¼ | | | 18 | 15 | | | | | | | | | | | | | | | | | | | 7.5 |
| 5 | 36 | 48 | 2 ¼ | 1 ½ | | | 24 | 18 | | | | | | | | | | | | | | | | | | | 12.0 |

# STANDARD SIGN
## W1-8

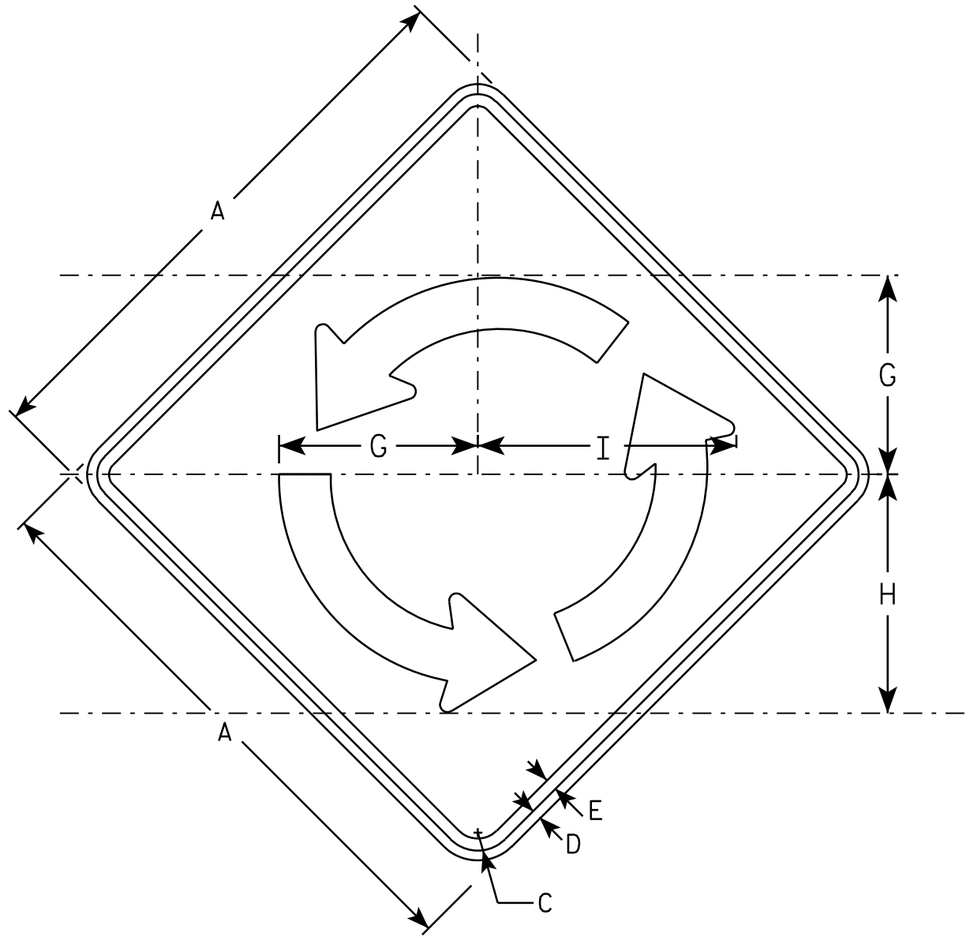
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-8.6

PROJECT NO:

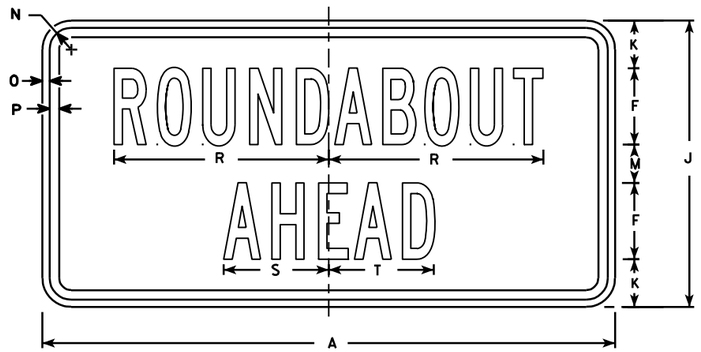
SHEET NO: 924 E




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

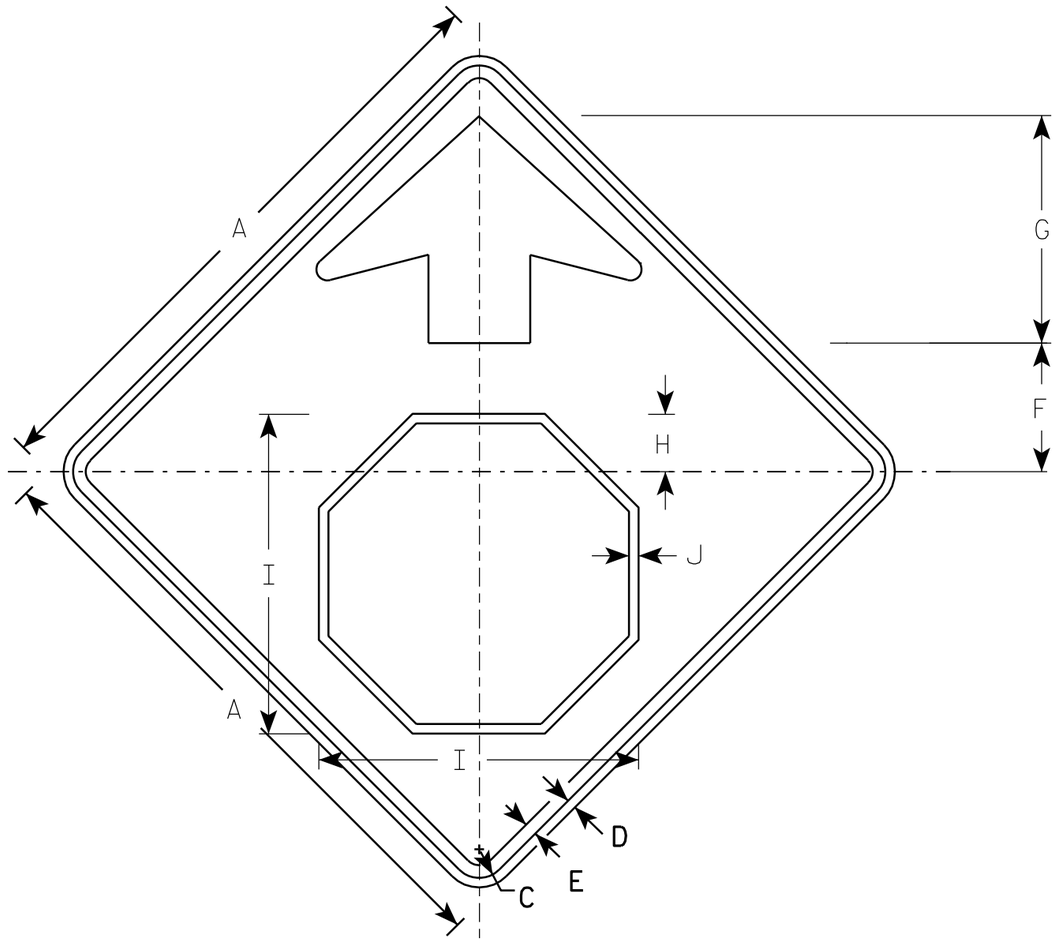
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/29/12 PLATE NO. W2-6.5

PROJECT NO:

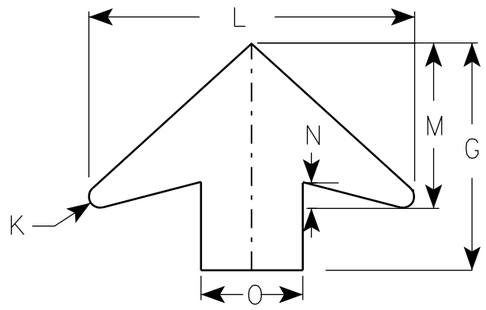
SHEET NO: 925 E




W3-1

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Arrow & Border - BLACK
   Stop Symbol - WHITE BORDER ON RED BACKGROUND




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 30 | | 1 3/8 | 1/2 | 5/8 | 6 1/4 | 11 1/4 | 2 7/8 | 15 3/4 | 1/2 | 1/2 | 16 | 8 | 1 1/4 | 5 | | | | | | | | | | | | 6.25 |
| 2S | 36 | | 1 5/8 | 5/8 | 3/4 | 7 1/2 | 13 1/2 | 3 1/2 | 19 | 5/8 | 5/8 | 19 1/4 | 9 3/4 | 1 5/8 | 6 | | | | | | | | | | | | 9.0 |
| 2M | 36 | | 1 5/8 | 5/8 | 3/4 | 7 1/2 | 13 1/2 | 3 1/2 | 19 | 5/8 | 5/8 | 19 1/4 | 9 3/4 | 1 5/8 | 6 | | | | | | | | | | | | 9.0 |
| 3 | 36 | | 1 5/8 | 5/8 | 3/4 | 7 1/2 | 13 1/2 | 3 1/2 | 19 | 5/8 | 5/8 | 19 1/4 | 9 3/4 | 1 5/8 | 6 | | | | | | | | | | | | 9.0 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | 10 | 17 7/8 | 4 1/2 | 25 1/8 | 3/4 | 7/8 | 25 5/8 | 13 | 2 | 8 | | | | | | | | | | | | 16.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | 10 | 17 7/8 | 4 1/2 | 25 1/8 | 3/4 | 7/8 | 25 5/8 | 13 | 2 | 8 | | | | | | | | | | | | 16.0 |

STANDARD SIGN
W3-1

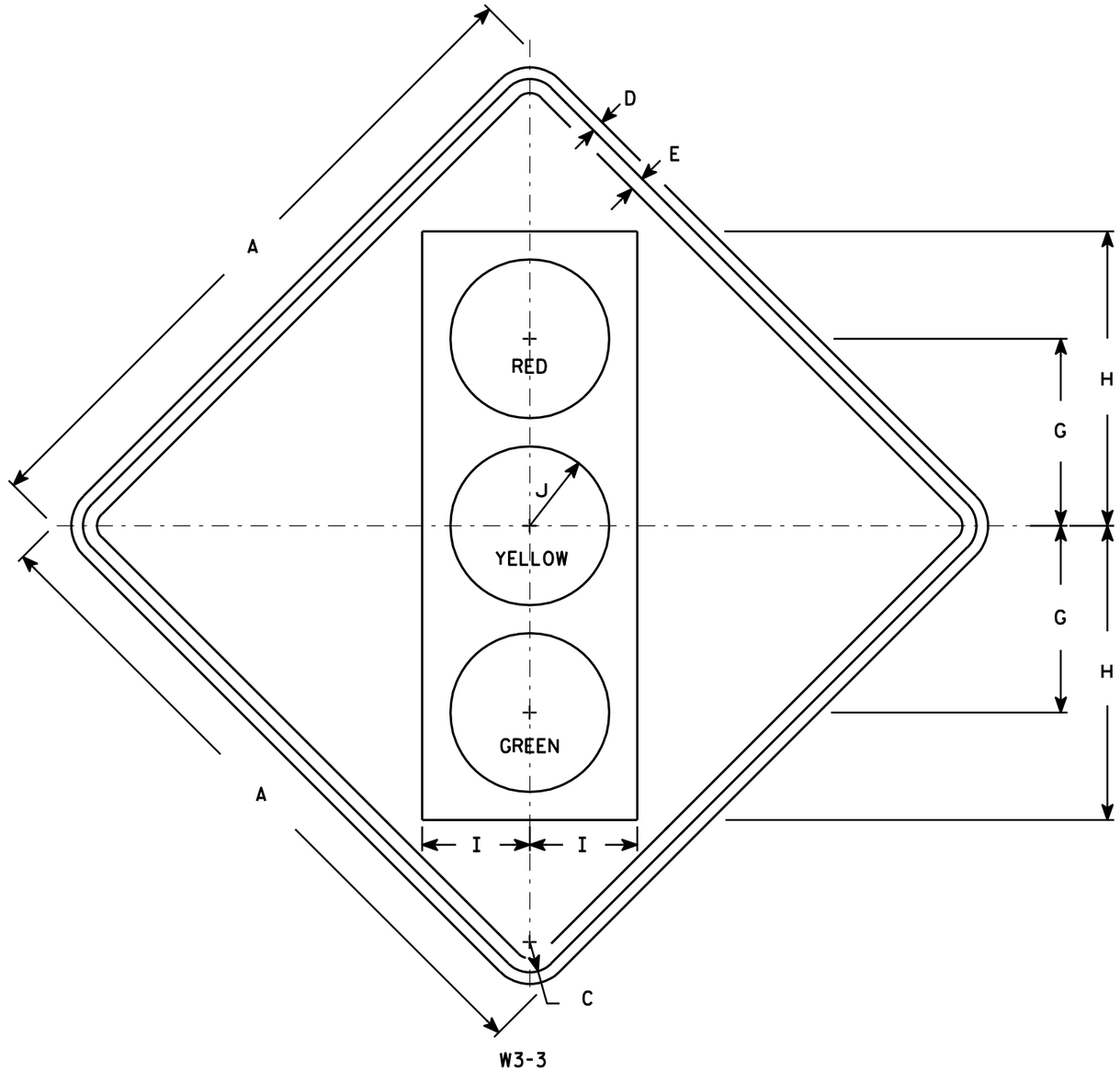
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-1.12

PROJECT NO:

SHEET NO: 926 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 - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Symbol and border are non-reflective black.
   Top circle - Type H Reflectorized Red
   Center circle - Same as background
   Bottom circle - Type H Reflectorized Green

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 30 | | 1 3/8 | 1/2 | 5/8 | | 8 3/4 | 13 3/4 | 5 | 3 3/4 | | | | | | | | | | | | | | | | | 6.25 |
| 2S | 36 | | 1 5/8 | 5/8 | 3/4 | | 10 | 15 3/4 | 5 3/4 | 4 1/4 | | | | | | | | | | | | | | | | | 9.0 |
| 2M | 36 | | 1 5/8 | 5/8 | 3/4 | | 10 | 15 3/4 | 5 3/4 | 4 1/4 | | | | | | | | | | | | | | | | | 9.0 |
| 3 | 36 | | 1 5/8 | 5/8 | 3/4 | | 10 | 15 3/4 | 5 3/4 | 4 1/4 | | | | | | | | | | | | | | | | | 9.0 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | | 12 1/2 | 20 | 7 1/2 | 5 | | | | | | | | | | | | | | | | | 16.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | | 12 1/2 | 20 | 7 1/2 | 5 | | | | | | | | | | | | | | | | | 16.0 |

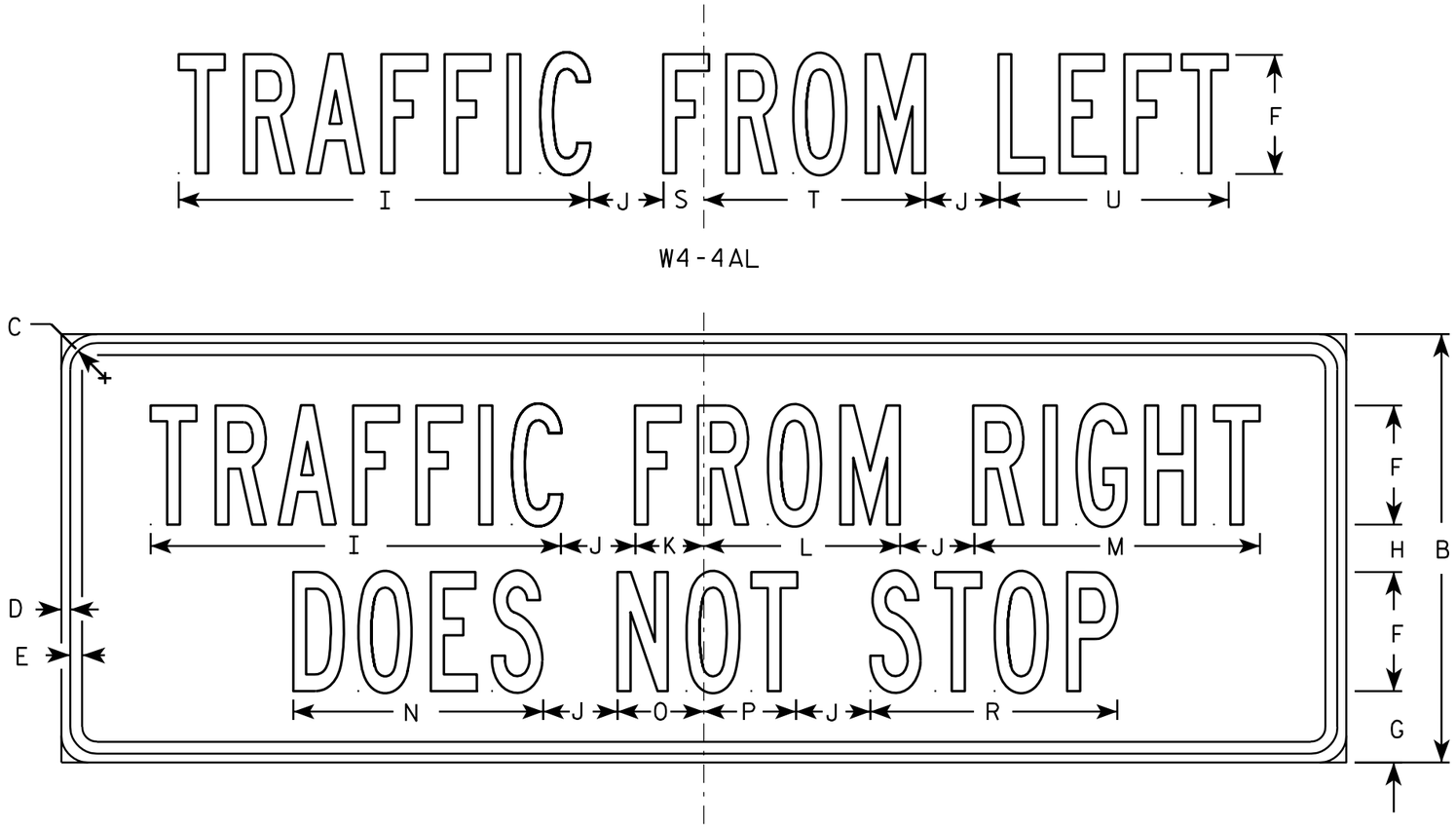
STANDARD SIGN
W3-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-3.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 927 | E




W4-4AL




W4-4AR

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.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 30 | 12 | 1 1/8 | 3/8 | 3/8 | 3 | 2 1/4 | 1 1/2 | 10 3/8 | 1 1/2 | 1 3/4 | 4 7/8 | 7 1/4 | 6 1/4 | 2 1/4 | 2 1/4 | | 6 1/4 | 1 | 5 5/8 | 5 3/4 | | | | | | 2.5 |
| 2M | 30 | 12 | 1 1/8 | 3/8 | 3/8 | 3 | 2 1/4 | 1 1/2 | 10 3/8 | 1 1/2 | 1 3/4 | 4 7/8 | 7 1/4 | 6 1/4 | 2 1/4 | 2 1/4 | | 6 1/4 | 1 | 5 5/8 | 5 3/4 | | | | | | 2.5 |
| 3 | 42 | 15 | 1 1/8 | 3/8 | 1/2 | 4 | 2 5/8 | 1 3/4 | 13 7/8 | 2 3/8 | 2 1/8 | 6 3/4 | 9 3/4 | 8 3/8 | 2 3/4 | 3 3/8 | | 8 3/8 | 1 1/8 | 7 3/4 | 7 3/4 | | | | | | 4.4 |
| 4 | 54 | 18 | 1 1/8 | 3/8 | 1/2 | 5 | 3 | 2 | 17 1/4 | 3 1/8 | 2 7/8 | 8 1/4 | 12 | 10 1/2 | 3 5/8 | 3 7/8 | | 10 3/8 | 1 3/4 | 9 3/8 | 9 5/8 | | | | | | 6.8 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
W4-4AL & W4-4AR

WISCONSIN DEPT OF TRANSPORTATION

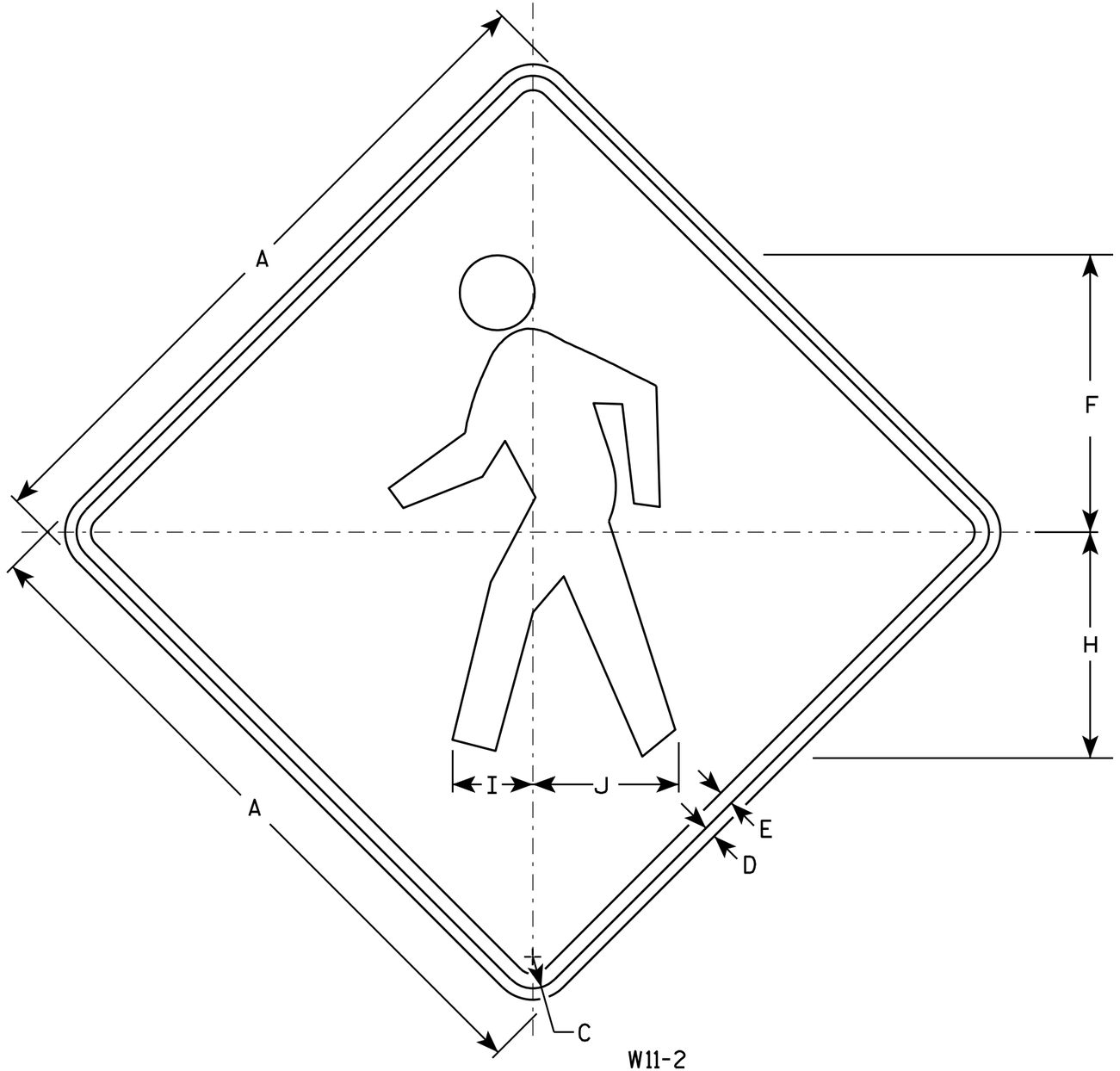
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W4-4A.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 928 | E


7

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W44A.DGN PLOT DATE : 12-MAR-2013 11:35 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 6.202372:1.000000
WISDOT/CADDS SHEET 42




W11-2

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 24 | | 1 1/8 | 3/8 | 1/2 | 9 3/4 | | 7 7/8 | 2 7/8 | 5 1/8 | | | | | | | | | | | | | | | | | 4.0 |
| 2S | 30 | | 1 3/8 | 1/2 | 5/8 | 12 1/8 | | 9 7/8 | 3 1/2 | 6 3/8 | | | | | | | | | | | | | | | | | 6.25 |
| 2M | 36 | | 1 5/8 | 5/8 | 3/4 | 14 1/2 | | 11 7/8 | 4 1/4 | 7 5/8 | | | | | | | | | | | | | | | | | 9.0 |
| 3 | 36 | | 1 5/8 | 5/8 | 3/4 | 14 1/2 | | 11 7/8 | 4 1/4 | 7 5/8 | | | | | | | | | | | | | | | | | 9.0 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | 19 3/8 | | 15 3/4 | 5 5/8 | 10 1/4 | | | | | | | | | | | | | | | | | 16.0 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

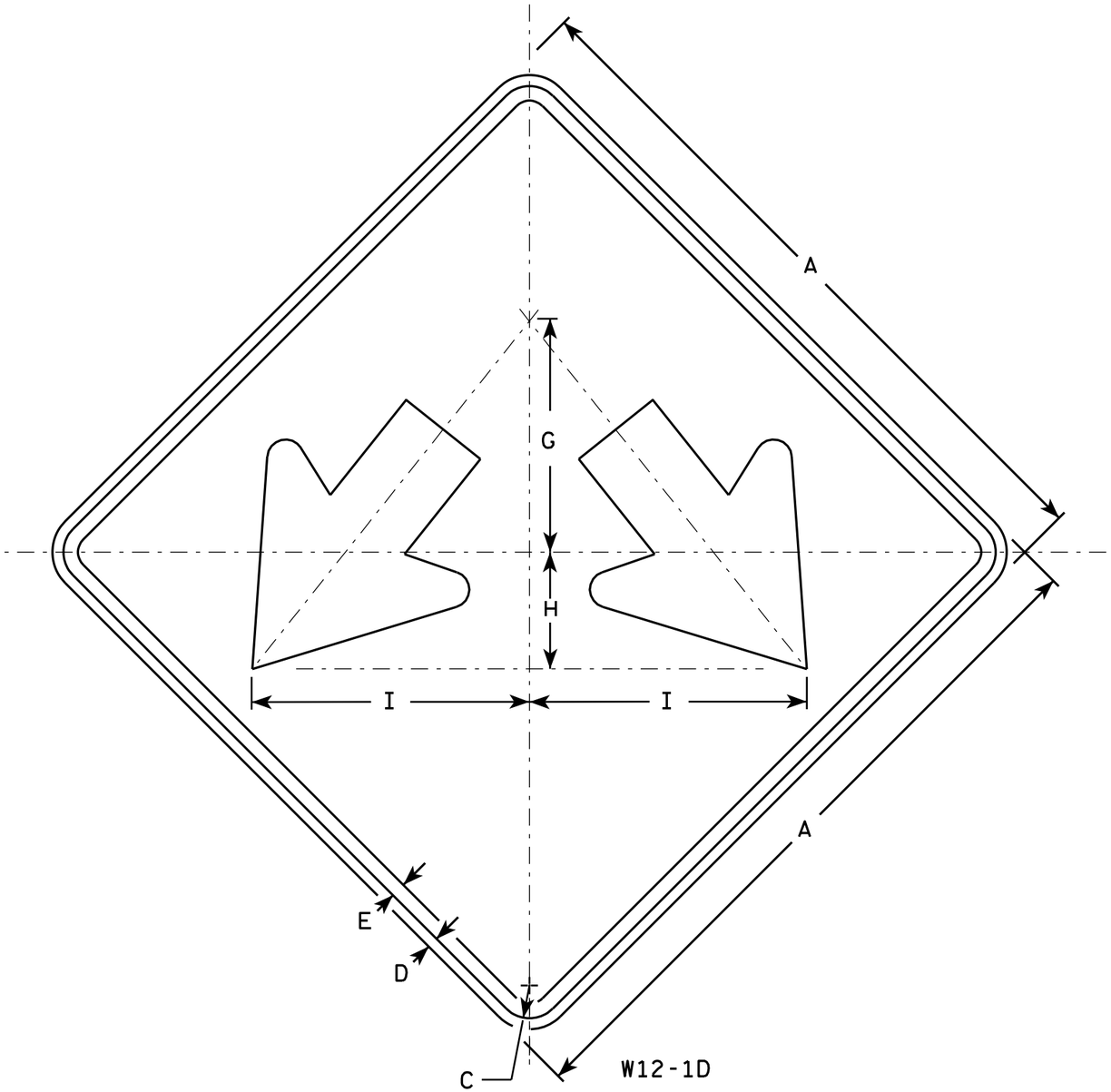
# STANDARD SIGN
# W11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

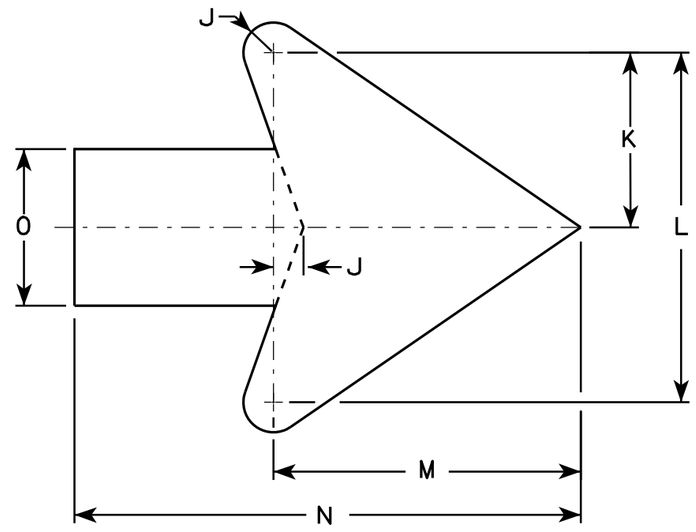
DATE 6/7/10 PLATE NO. W11-2.7

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 929 | E |
|---|---|---|---|---|---|




NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.




Arrow Detail

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 24 | | 1 1/8 | 1/2 | 3/8 | | 8 | 4 | 9 1/2 | 3/8 | 3 3/8 | 7 1/4 | 6 3/8 | 10 3/8 | 3 1/4 | | | | | | | | | | | | 4.0 |
| 2M | 24 | | 1 1/8 | 1/2 | 3/8 | | 8 | 4 | 9 1/2 | 3/8 | 3 3/8 | 7 1/4 | 6 3/8 | 10 3/8 | 3 1/4 | | | | | | | | | | | | 4.0 |
| 3 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 | 5 | 11 7/8 | 3/4 | 4 1/2 | 9 | 7 7/8 | 13 | 4 | | | | | | | | | | | | 6.25 |
| 4 | 36 | | 1 3/8 | 1/2 | 5/8 | | 12 | 6 | 14 1/4 | 1 | 5 1/2 | 10 7/8 | 9 5/8 | 15 3/4 | 4 3/4 | | | | | | | | | | | | 9.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | | 16 | 8 | 19 | 1 1/4 | 7 1/4 | 14 1/2 | 12 3/4 | 21 | 6 1/4 | | | | | | | | | | | | 16.0 |

STANDARD SIGN
W12-1D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W12-1D.15

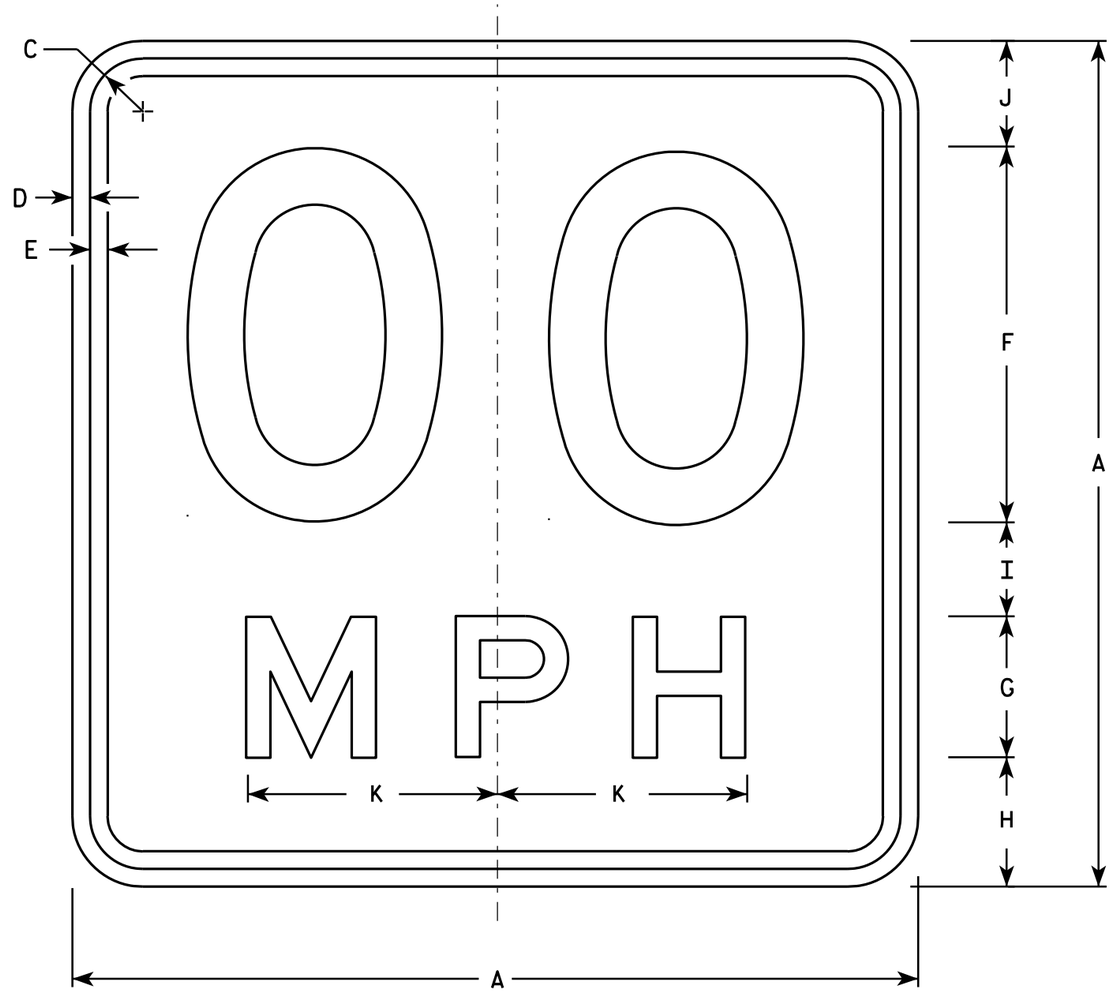
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 930 | E |
|---|---|---|---|---|---|

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W121D.DGN PLOT DATE : 13-MAR-2013 13:26 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 4.713802:1.000000

WISDOT/CADDS SHEET 42

7

7




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 |

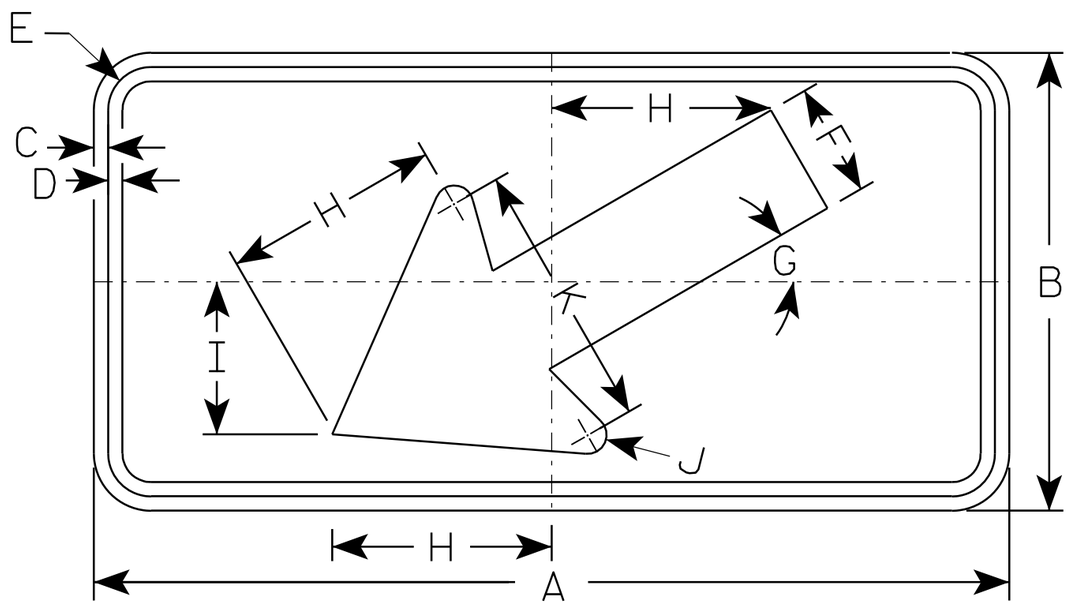
STANDARD SIGN
W13-1

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: 931 | E




W16-7L

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W16-7R is the same as W16-L except the arrow is reversed along the vertical centerline.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 24 | 12 | 3/8 | 3/8 | 1 1/8 | 3 | 30° | 5 3/4 | 4 | 1/2 | 7 | | | | | | | | | | | | | | | | 2.0 |
| 2M | 30 | 18 | 3/8 | 1/2 | 1 1/8 | 4 1/2 | 30° | 8 1/2 | 6 | 5/8 | 10 1/4 | | | | | | | | | | | | | | | | 3.75 |
| 3 | 30 | 18 | 3/8 | 1/2 | 1 1/8 | 4 1/2 | 30° | 8 1/2 | 6 | 5/8 | 10 1/4 | | | | | | | | | | | | | | | | 3.75 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | 8 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | 8 |

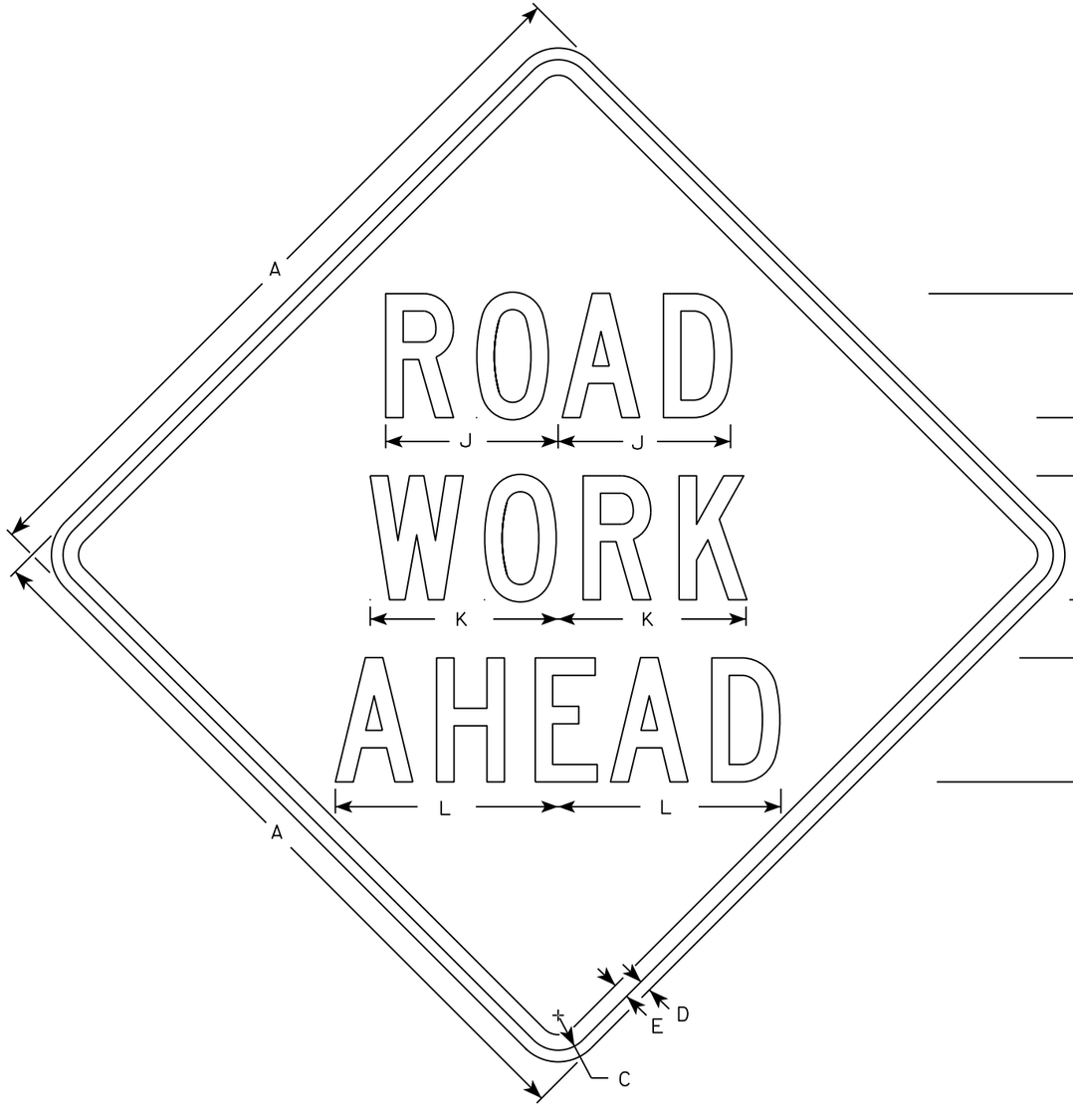
STANDARD SIGN
W16-7

WISCONSIN DEPT OF TRANSPORTATION

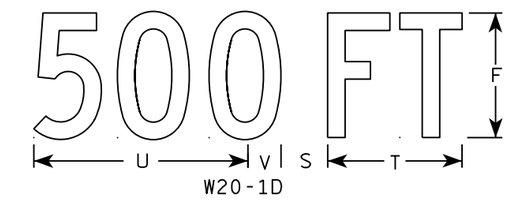
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/02/10 PLATE NO. W16-7.5

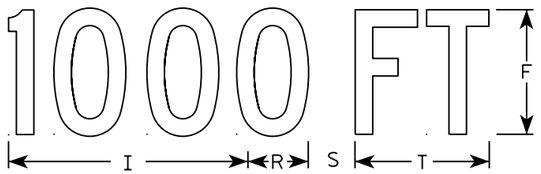
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 932 | E |
|---|---|---|---|---|---|



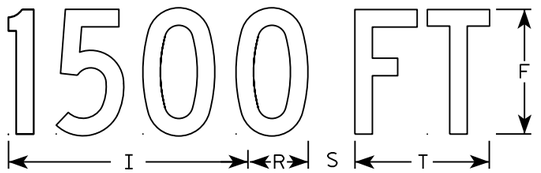

W20-1A




W20-1D

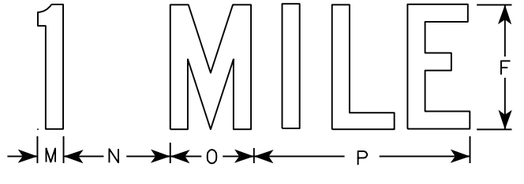



W20-1C

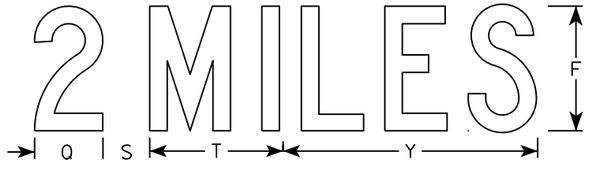



W20-1B

W20-1G




W20-1F




W20-1E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | | 1 3/8 | 1/2 | 5/8 | 5 | 2 5/8 | 3 1/4 | 10 1/8 | 7 | 7 5/8 | 8 7/8 | 1 1/8 | 4 1/2 | 3 1/2 | 9 | | 2 1/2 | 2 1/4 | 5 5/8 | 9 | 1 3/8 | 8 | 1 3/4 | 10 3/4 | 6 | 9.0 |
| 2S | 48 | | 2 1/4 | 3/4 | 1 | 8 | 3 3/4 | 5 1/8 | 15 3/8 | 11 1/8 | 12 1/8 | 14 3/8 | 1 5/8 | 6 7/8 | 5 3/8 | 13 7/8 | 4 3/8 | 3 7/8 | 3 | 8 5/8 | 13 3/4 | 2 1/8 | 11 7/8 | 2 3/4 | 16 3/8 | 9 | 16.0 |
| 2M | 48 | | 2 1/4 | 3/4 | 1 | 8 | 3 3/4 | 5 1/8 | 15 3/8 | 11 1/8 | 12 1/8 | 14 3/8 | 1 5/8 | 6 7/8 | 5 3/8 | 13 7/8 | 4 3/8 | 3 7/8 | 3 | 8 5/8 | 13 3/4 | 2 1/8 | 11 7/8 | 2 3/4 | 16 3/8 | 9 | 16.0 |
| 3 | 48 | | 2 1/4 | 3/4 | 1 | 8 | 3 3/4 | 5 1/8 | 15 3/8 | 11 1/8 | 12 1/8 | 14 3/8 | 1 5/8 | 6 7/8 | 5 3/8 | 13 7/8 | 4 3/8 | 3 7/8 | 3 | 8 5/8 | 13 3/4 | 2 1/8 | 11 7/8 | 2 3/4 | 16 3/8 | 9 | 16.0 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | 8 | 3 3/4 | 5 1/8 | 15 3/8 | 11 1/8 | 12 1/8 | 14 3/8 | 1 5/8 | 6 7/8 | 5 3/8 | 13 7/8 | 4 3/8 | 3 7/8 | 3 | 8 5/8 | 13 3/4 | 2 1/8 | 11 7/8 | 2 3/4 | 16 3/8 | 9 | 16.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | 8 | 3 3/4 | 5 1/8 | 15 3/8 | 11 1/8 | 12 1/8 | 14 3/8 | 1 5/8 | 6 7/8 | 5 3/8 | 13 7/8 | 4 3/8 | 3 7/8 | 3 | 8 5/8 | 13 3/4 | 2 1/8 | 11 7/8 | 2 3/4 | 16 3/8 | 9 | 16.0 |

STANDARD SIGN
W20-1A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/07/15 PLATE NO. W20-1.10

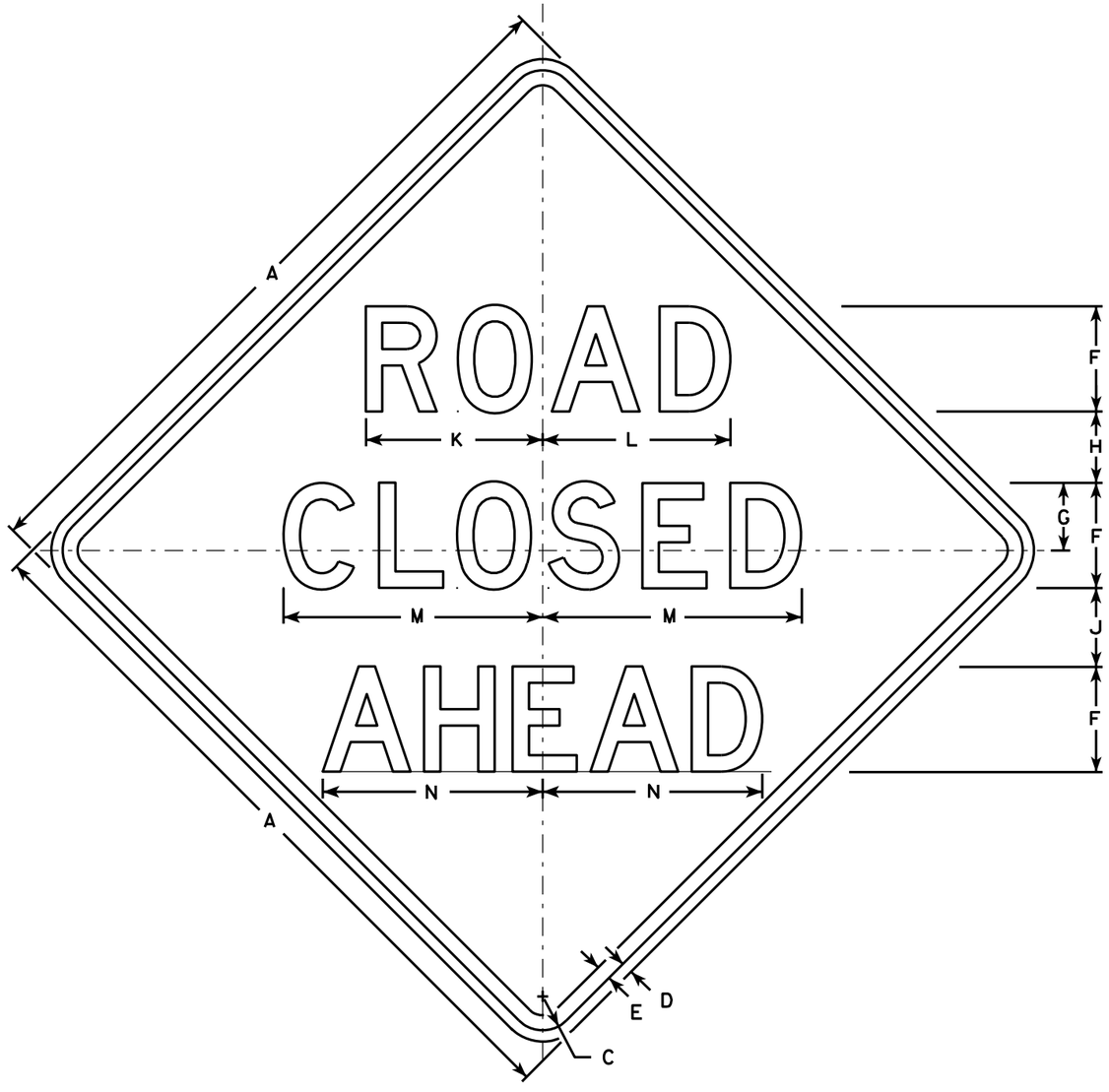


PROJECT NO:

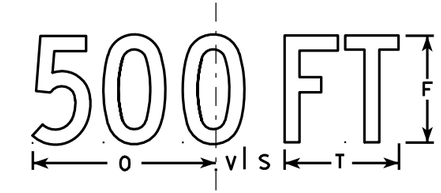
SHEET NO: E



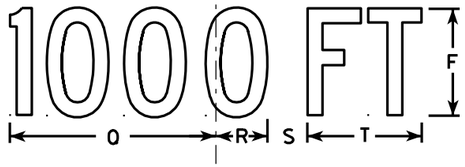
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 01-DEC-2015 18:24 PLOT BY : $$ plotuser $$



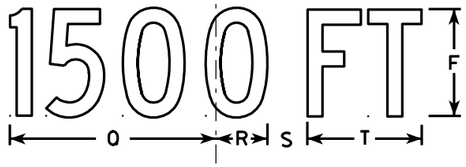

W20-3A



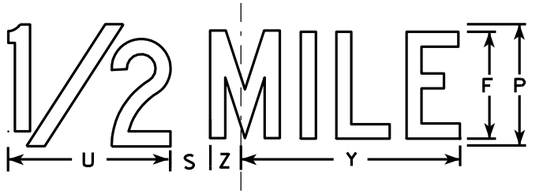

W20-3D



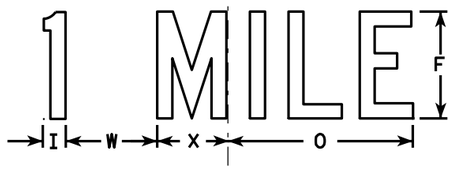

W20-3C




W20-3B




W20-3G




W20-3F

## NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | | 1 5/8 | 5/8 | 3/4 | 5 | 3 3/8 | 3 1/2 | 1 1/8 | 4 | 8 3/8 | 8 7/8 | 12 1/2 | 11 | 9 | 6 | 10 1/8 | 2 1/2 | 1 7/8 | 5 5/8 | 8 | 1 3/8 | 4 1/2 | 3 1/2 | 10 3/4 | 1 3/4 | 9.0 |
| 2S | 48 | | 2 1/4 | 3/4 | 1 | 7 | 4 1/2 | 4 3/4 | 1 1/2 | 5 1/4 | 11 3/4 | 12 1/2 | 17 1/4 | 14 5/8 | 12 | 8 | 13 1/2 | 3 3/8 | 2 5/8 | 7 1/2 | 10 5/8 | 1 7/8 | 6 | 4 5/8 | 14 3/8 | 2 3/8 | 16.0 |
| 2M | 48 | | 2 1/4 | 3/4 | 1 | 7 | 4 1/2 | 4 3/4 | 1 1/2 | 5 1/4 | 11 3/4 | 12 1/2 | 17 1/4 | 14 5/8 | 12 | 8 | 13 1/2 | 3 3/8 | 2 5/8 | 7 1/2 | 10 5/8 | 1 7/8 | 6 | 4 5/8 | 14 3/8 | 2 3/8 | 16.0 |
| 3 | 48 | | 2 1/4 | 3/4 | 1 | 7 | 4 1/2 | 4 3/4 | 1 1/2 | 5 1/4 | 11 3/4 | 12 1/2 | 17 1/4 | 14 5/8 | 12 | 8 | 13 1/2 | 3 3/8 | 2 5/8 | 7 1/2 | 10 5/8 | 1 7/8 | 6 | 4 5/8 | 14 3/8 | 2 3/8 | 16.0 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | 7 | 4 1/2 | 4 3/4 | 1 1/2 | 5 1/4 | 11 3/4 | 12 1/2 | 17 1/4 | 14 5/8 | 12 | 8 | 13 1/2 | 3 3/8 | 2 5/8 | 7 1/2 | 10 5/8 | 1 7/8 | 6 | 4 5/8 | 14 3/8 | 2 3/8 | 16.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | 7 | 4 1/2 | 4 3/4 | 1 1/2 | 5 1/4 | 11 3/4 | 12 1/2 | 17 1/4 | 14 5/8 | 12 | 8 | 13 1/2 | 3 3/8 | 2 5/8 | 7 1/2 | 10 5/8 | 1 7/8 | 6 | 4 5/8 | 14 3/8 | 2 3/8 | 16.0 |

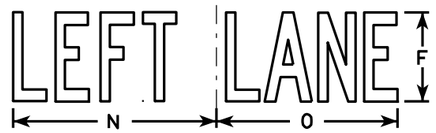
STANDARD SIGN
W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

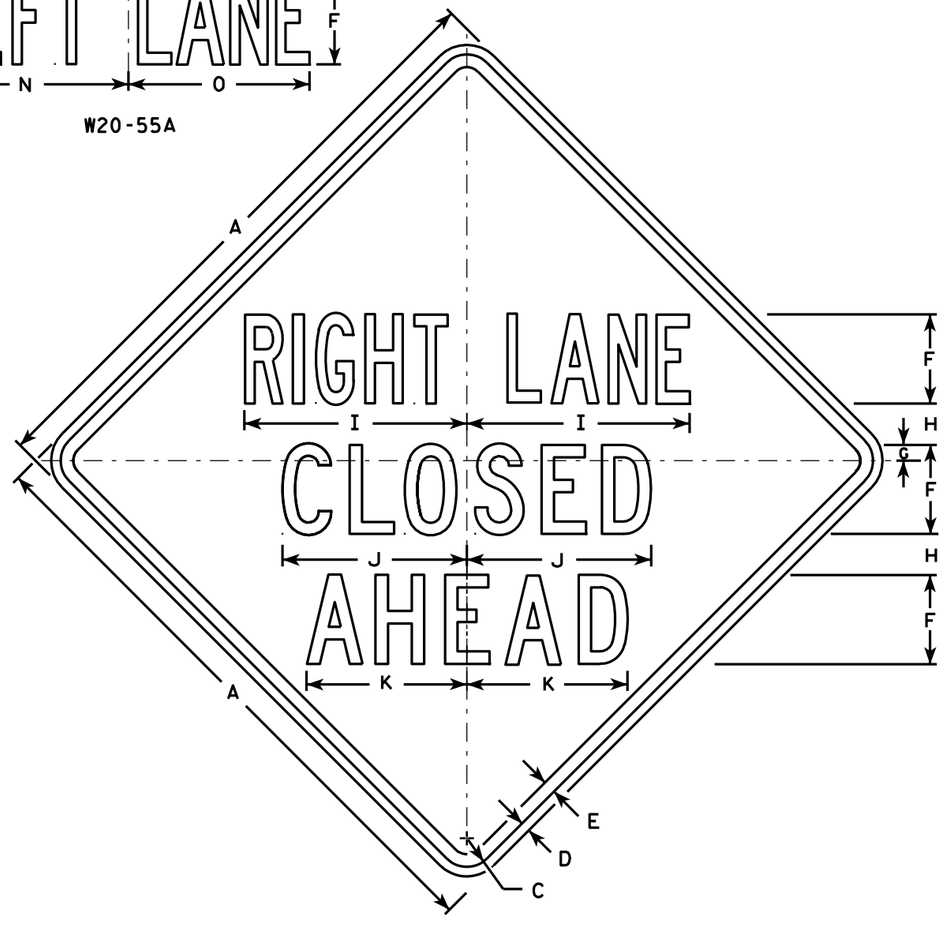
APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 3/18/11 PLATE NO. W20-3.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 934 | E

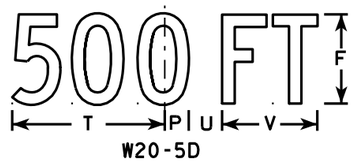
W20-56A



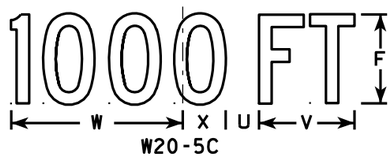

W20-55A



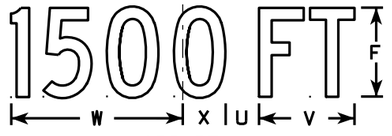

W20-5A




W20-5D




W20-5C




W20-5B

W20-5G

W20-5F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. " _____ LANE" is Series B.
   All other copy is Series C.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | 6 | 1 5/8 | 5/8 | 3/4 | 5 | 1/8 | 2 1/2 | 13 1/8 | 10 3/4 | 9 1/2 | 14 1/4 | 13 5/8 | 12 | 12 | 1 3/8 | 1 1/8 | 4 1/2 | 3 1/2 | 9 | 1 1/8 | 5 5/8 | 10 1/8 | 2 1/2 | 1 3/4 | 8 | 9.0 |
| 2S | 48 | 8 | 2 1/4 | 3/4 | 1 | 7 | 1 1/4 | 3 1/4 | 17 1/2 | 14 3/8 | 12 5/8 | 19 | 18 3/8 | 16 | 14 1/4 | 1 7/8 | 1 1/2 | 6 | 4 5/8 | 12 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 2 3/8 | 10 5/8 | 16.0 |
| 2M | 48 | 8 | 2 1/4 | 3/4 | 1 | 7 | 1 1/4 | 3 1/4 | 17 1/2 | 14 3/8 | 12 5/8 | 19 | 18 3/8 | 16 | 14 1/4 | 1 7/8 | 1 1/2 | 6 | 4 5/8 | 12 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 2 3/8 | 10 5/8 | 16.0 |
| 3 | 48 | 8 | 2 1/4 | 3/4 | 1 | 7 | 1 1/4 | 3 1/4 | 17 1/2 | 14 3/8 | 12 5/8 | 19 | 18 3/8 | 16 | 14 1/4 | 1 7/8 | 1 1/2 | 6 | 4 5/8 | 12 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 2 3/8 | 10 5/8 | 16.0 |
| 4 | 48 | 8 | 2 1/4 | 3/4 | 1 | 7 | 1 1/4 | 3 1/4 | 17 1/2 | 14 3/8 | 12 5/8 | 19 | 18 3/8 | 16 | 14 1/4 | 1 7/8 | 1 1/2 | 6 | 4 5/8 | 12 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 2 3/8 | 10 5/8 | 16.0 |
| 5 | 48 | 8 | 2 1/4 | 3/4 | 1 | 7 | 1 1/4 | 3 1/4 | 17 1/2 | 14 3/8 | 12 5/8 | 19 | 18 3/8 | 16 | 14 1/4 | 1 7/8 | 1 1/2 | 6 | 4 5/8 | 12 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 2 3/8 | 10 5/8 | 16.0 |

STANDARD SIGN
W20-5A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

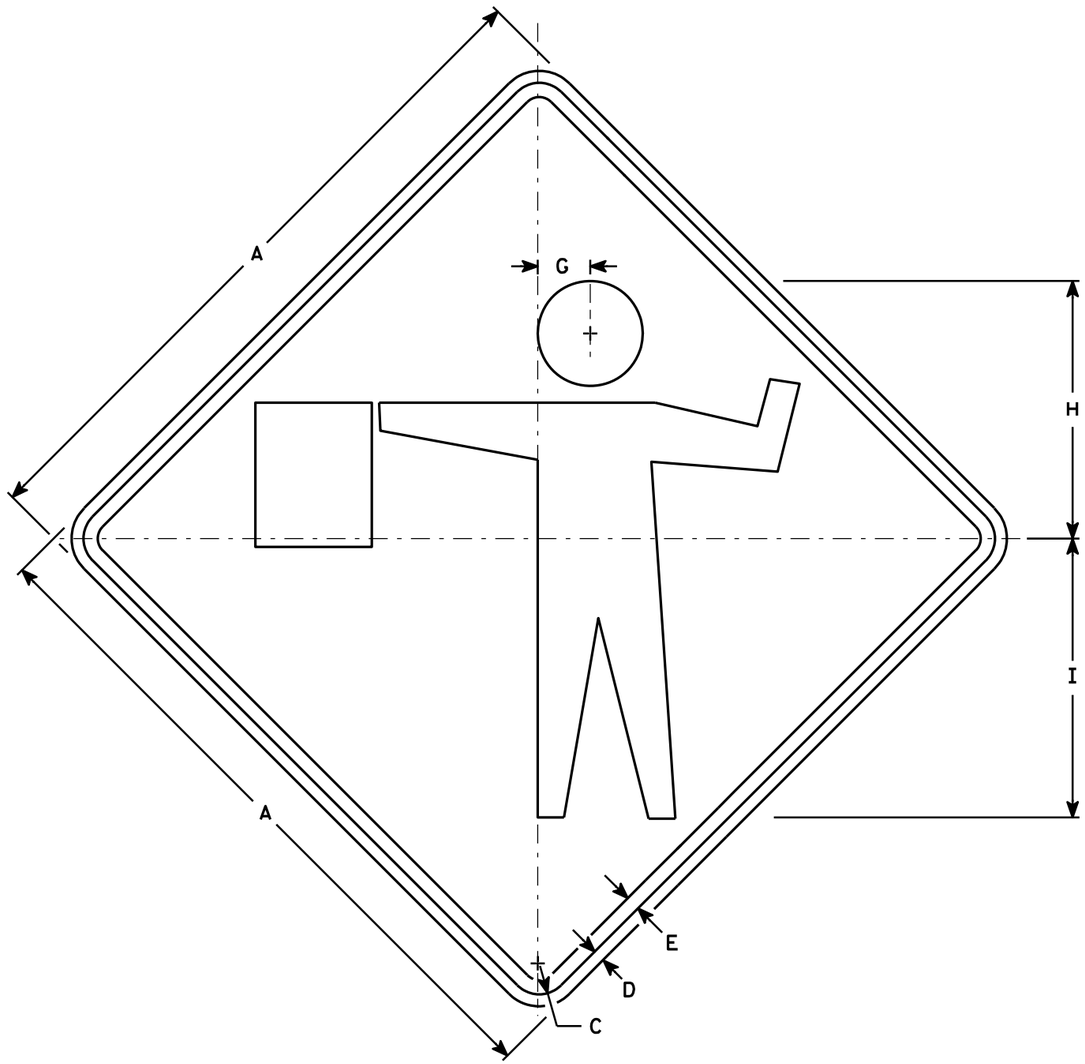
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-5.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 935 | E


7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W205.DGN PLOT DATE : 18-MAR-2011 12:15 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 11.918087:1.000000
WISDOT/CADDS SHEET 42




W20-7A

## NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | | 1 5/8 | 5/8 | 3/4 | | 2 3/4 | 13 1/2 | 14 5/8 | | | | | | | | | | | | | | | | | | 9.00 |
| 2S | 48 | | 2 1/4 | 3/4 | 1 | | 3 3/4 | 18 | 19 1/2 | | | | | | | | | | | | | | | | | | 16.00 |
| 2M | 48 | | 2 1/4 | 3/4 | 1 | | 3 3/4 | 18 | 19 1/2 | | | | | | | | | | | | | | | | | | 16.00 |
| 3 | 48 | | 2 1/4 | 3/4 | 1 | | 3 3/4 | 18 | 19 1/2 | | | | | | | | | | | | | | | | | | 16.00 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | | 3 3/4 | 18 | 19 1/2 | | | | | | | | | | | | | | | | | | 16.00 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | | 3 3/4 | 18 | 19 1/2 | | | | | | | | | | | | | | | | | | 16.00 |

STANDARD SIGN
W20-7A

WISCONSIN DEPT OF TRANSPORTATION

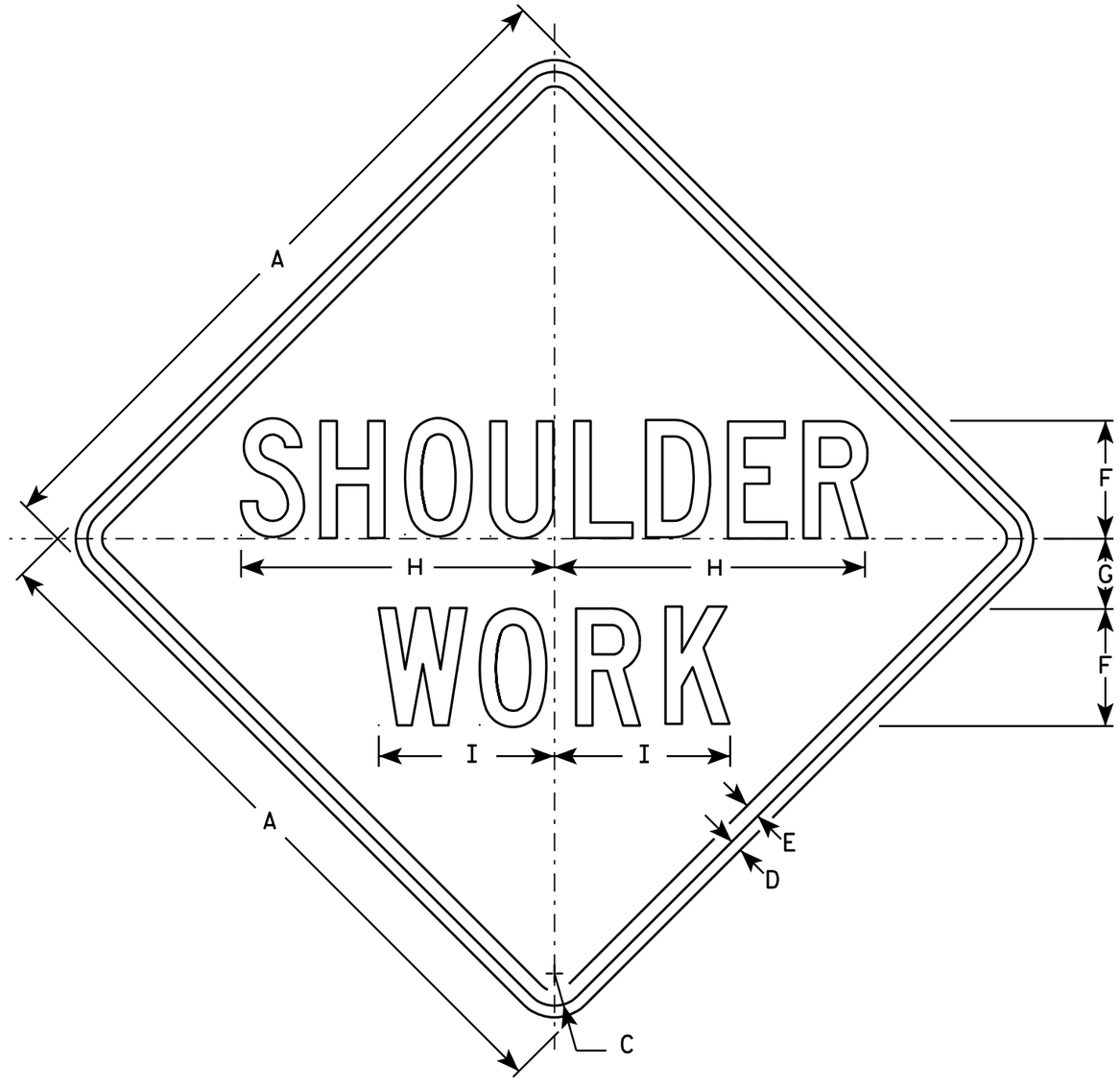
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-7A.5

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 936 | E


7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W207A.DGN PLOT DATE : 18-MAR-2011 13:14 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 7.945391:1.000000 WISDOT/CADDS SHEET 42




W21-5

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 24 | | 1 1/8 | 3/8 | 1/2 | 4 | 2 1/2 | 10 3/4 | 6 | | | | | | | | | | | | | | | | | | 4.0 |
| 2S | 30 | | 1 3/8 | 1/2 | 5/8 | 5 | 3 | 13 3/8 | 7 1/2 | | | | | | | | | | | | | | | | | | 6.25 |
| 2M | 30 | | 1 3/8 | 1/2 | 5/8 | 5 | 3 | 13 3/8 | 7 1/2 | | | | | | | | | | | | | | | | | | 6.25 |
| 3 | 36 | | 1 5/8 | 5/8 | 3/4 | 6 | 3 1/2 | 16 | 9 | | | | | | | | | | | | | | | | | | 9.0 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | 8 | 5 | 21 3/8 | 11 1/4 | | | | | | | | | | | | | | | | | | 16.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | 8 | 5 | 21 3/8 | 11 1/4 | | | | | | | | | | | | | | | | | | 16.0 |

STANDARD SIGN
W21-5

WISCONSIN DEPT OF TRANSPORTATION

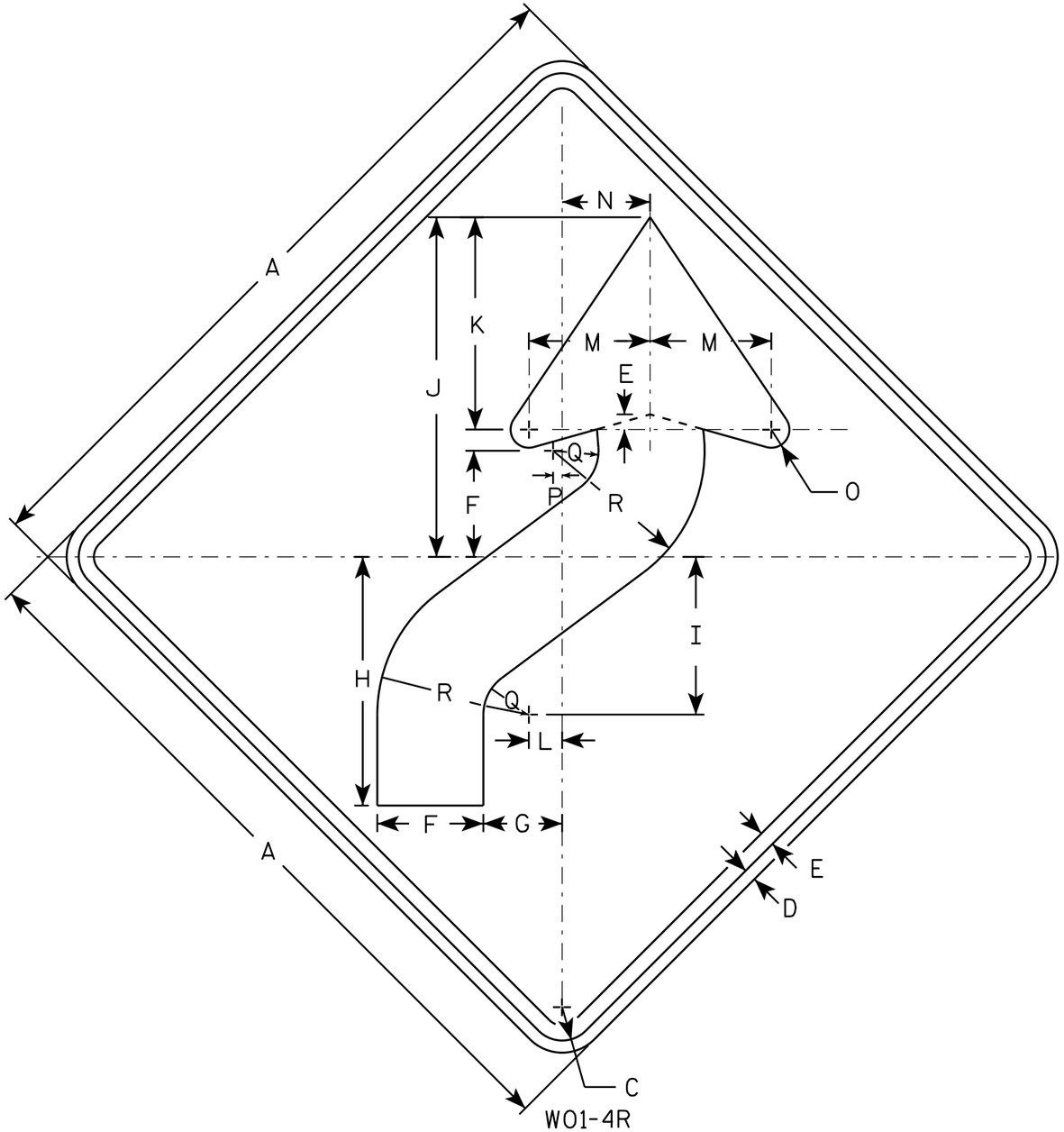
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/11 PLATE NO. W21-5.5

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 937 | E



FILE NAME : C:\Users\PROJECTS\tr_stdplate\W215.DGN PLOT DATE : 21-MAR-2011 08:01 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.207338:1.000000
WISDOT/CADDS SHEET 42




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

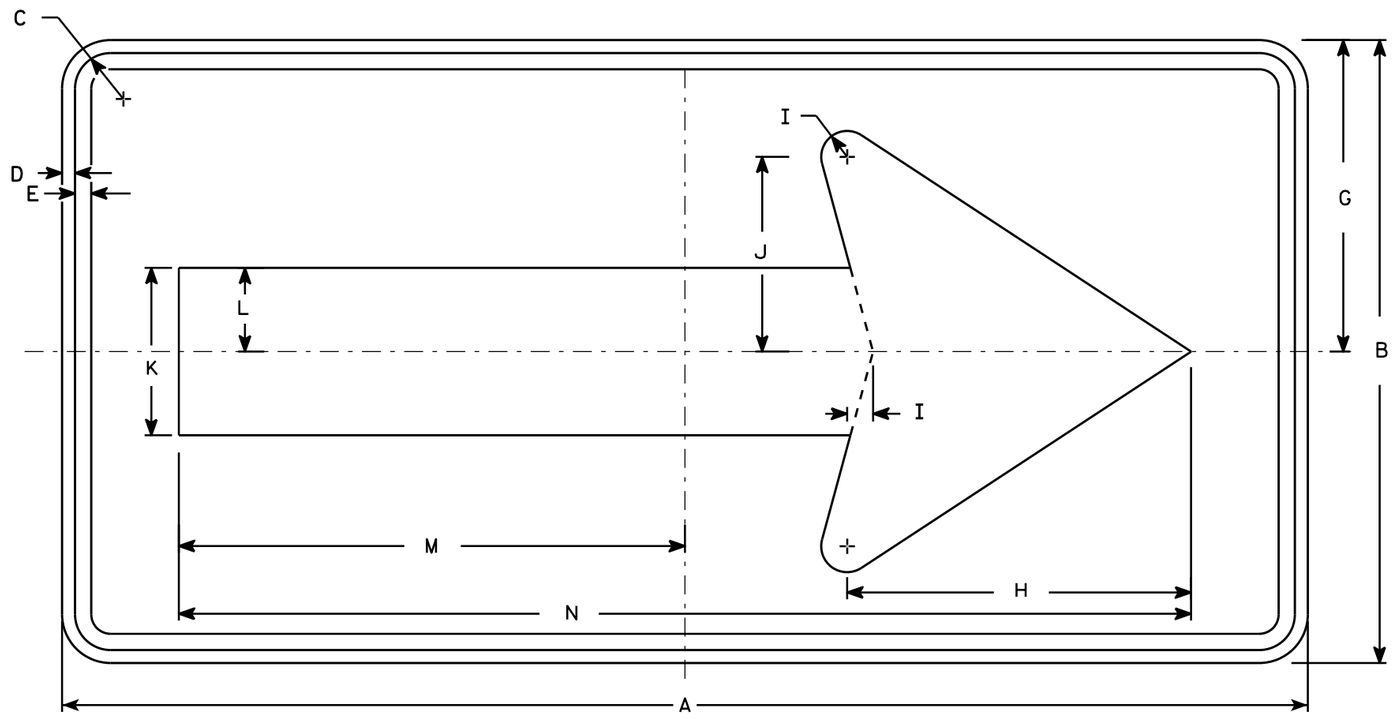
DATE 11/18/13 PLATE NO W01-4.1



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




W01-6

## NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 48 | 24 | 1 3/8 | 1/2 | 5/8 | | 12 | 13 1/4 | 1 | 7 1/2 | 6 1/2 | 3 1/4 | 19 1/2 | 39 | | | | | | | | | | | | | 8.0 |
| 2M | 48 | 24 | 1 3/8 | 1/2 | 5/8 | | 12 | 13 1/4 | 1 | 7 1/2 | 6 1/2 | 3 1/4 | 19 1/2 | 39 | | | | | | | | | | | | | 8.0 |
| 3 | 60 | 30 | 1 3/8 | 1/2 | 5/8 | | 15 | 16 1/4 | 1 1/4 | 9 1/4 | 8 | 4 | 24 3/8 | 48 3/4 | | | | | | | | | | | | | 12.5 |
| 4 | 60 | 30 | 1 3/8 | 1/2 | 5/8 | | 15 | 16 1/4 | 1 1/4 | 9 1/4 | 8 | 4 | 24 3/8 | 48 3/4 | | | | | | | | | | | | | 12.5 |
| 5 | 60 | 30 | 1 3/8 | 1/2 | 5/8 | | 15 | 16 1/4 | 1 1/4 | 9 1/4 | 8 | 4 | 24 3/8 | 48 3/4 | | | | | | | | | | | | | 12.5 |

# STANDARD SIGN
# W01-6

WISCONSIN DEPT OF TRANSPORTATION

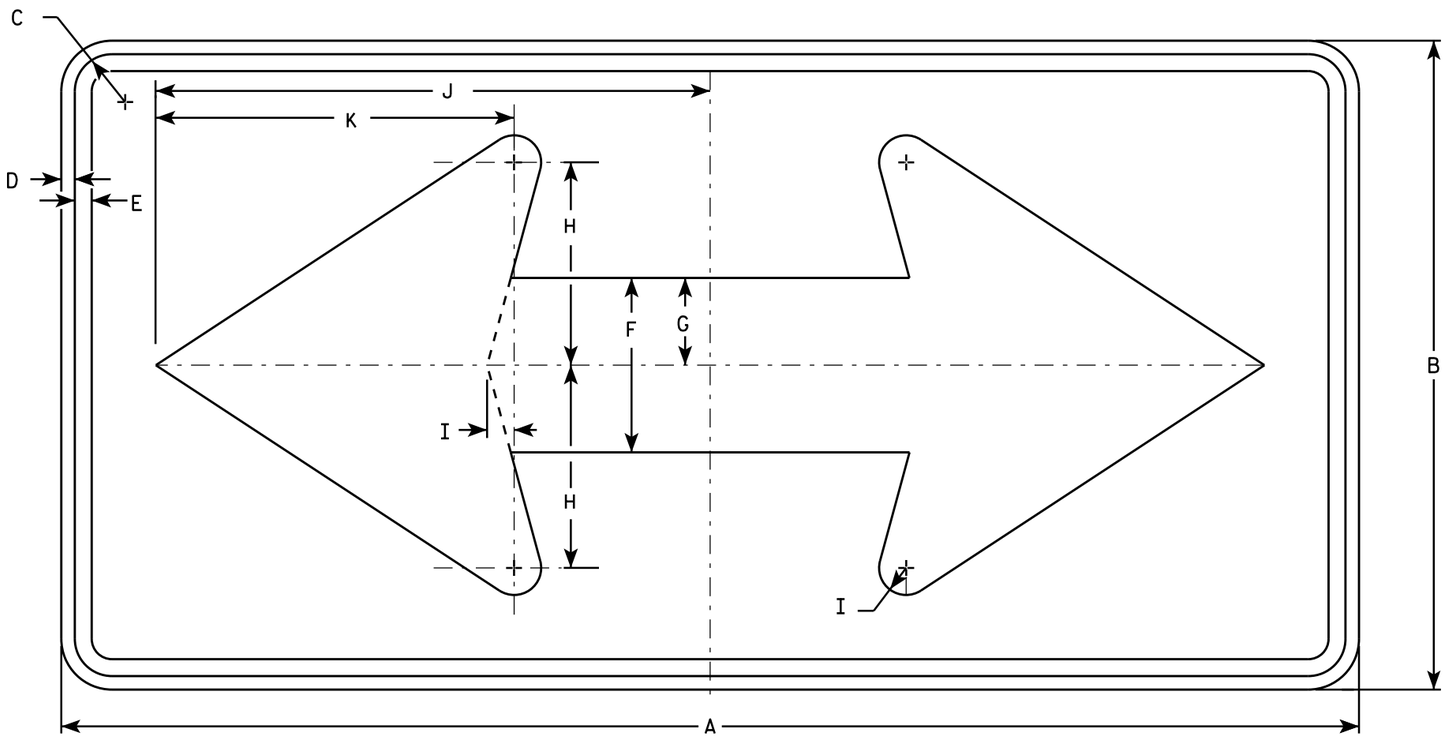
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO. W01-6.1



| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W016.DGN PLOT DATE : 28-FEB-2014 11:37 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000 WISDOT/CADDS SHEET 42




W01-7

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 48 | 24 | 1 3/8 | 1/2 | 5/8 | 6 1/2 | 3 1/4 | 7 1/2 | 1 | 20 1/2 | 13 1/4 | | | | | | | | | | | | | | | | 8.0 |
| 2M | 48 | 24 | 1 3/8 | 1/2 | 5/8 | 6 1/2 | 3 1/4 | 7 1/2 | 1 | 20 1/2 | 13 1/4 | | | | | | | | | | | | | | | | 8.0 |
| 3 | 60 | 30 | 1 3/8 | 1/2 | 5/8 | 8 | 4 | 9 1/4 | 1 1/4 | 25 3/8 | 16 1/4 | | | | | | | | | | | | | | | | 12.5 |
| 4 | 60 | 30 | 1 3/8 | 1/2 | 5/8 | 8 | 4 | 9 1/4 | 1 1/4 | 25 3/8 | 16 1/4 | | | | | | | | | | | | | | | | 12.5 |
| 5 | 60 | 30 | 1 3/8 | 1/2 | 5/8 | 8 | 4 | 9 1/4 | 1 1/4 | 25 3/8 | 16 1/4 | | | | | | | | | | | | | | | | 12.5 |

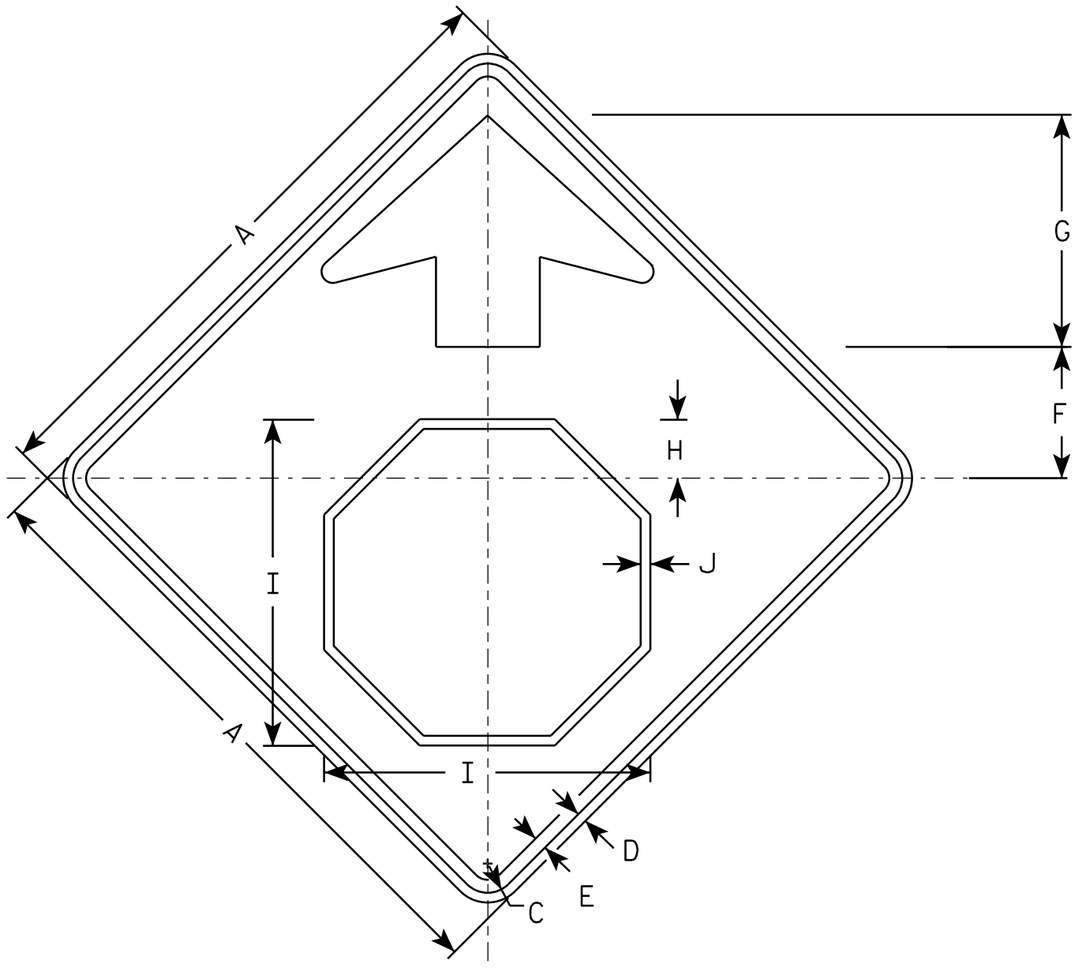
STANDARD SIGN
W01-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE 1940 W01-7.1

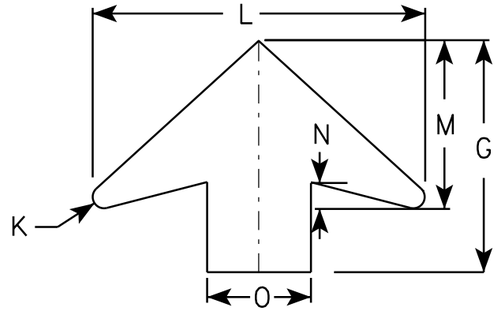
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E




W03-1

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - ORANGE
   Arrow & Border - BLACK
   Stop Symbol - WHITE BORDER ON RED BACKGROUND




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | | 1 5/8 | 5/8 | 3/4 | 7 1/2 | 13 1/2 | 3 1/2 | 19 | 5/8 | 5/8 | 19 1/4 | 9 3/4 | 1 5/8 | 6 | | | | | | | | | | | | 9.0 |
| 2S | 48 | | 2 1/4 | 3/4 | 1 | 10 | 17 7/8 | 4 1/2 | 25 1/8 | 3/4 | 7/8 | 25 5/8 | 13 | 2 | 8 | | | | | | | | | | | | 16.0 |
| 2M | 48 | | 2 1/4 | 3/4 | 1 | 10 | 17 7/8 | 4 1/2 | 25 1/8 | 3/4 | 7/8 | 25 5/8 | 13 | 2 | 8 | | | | | | | | | | | | 16.0 |
| 3 | 48 | | 2 1/4 | 3/4 | 1 | 10 | 17 7/8 | 4 1/2 | 25 1/8 | 3/4 | 7/8 | 25 5/8 | 13 | 2 | 8 | | | | | | | | | | | | 16.0 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | 10 | 17 7/8 | 4 1/2 | 25 1/8 | 3/4 | 7/8 | 25 5/8 | 13 | 2 | 8 | | | | | | | | | | | | 16.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | 10 | 17 7/8 | 4 1/2 | 25 1/8 | 3/4 | 7/8 | 25 5/8 | 13 | 2 | 8 | | | | | | | | | | | | 16.0 |

STANDARD SIGN
W03-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

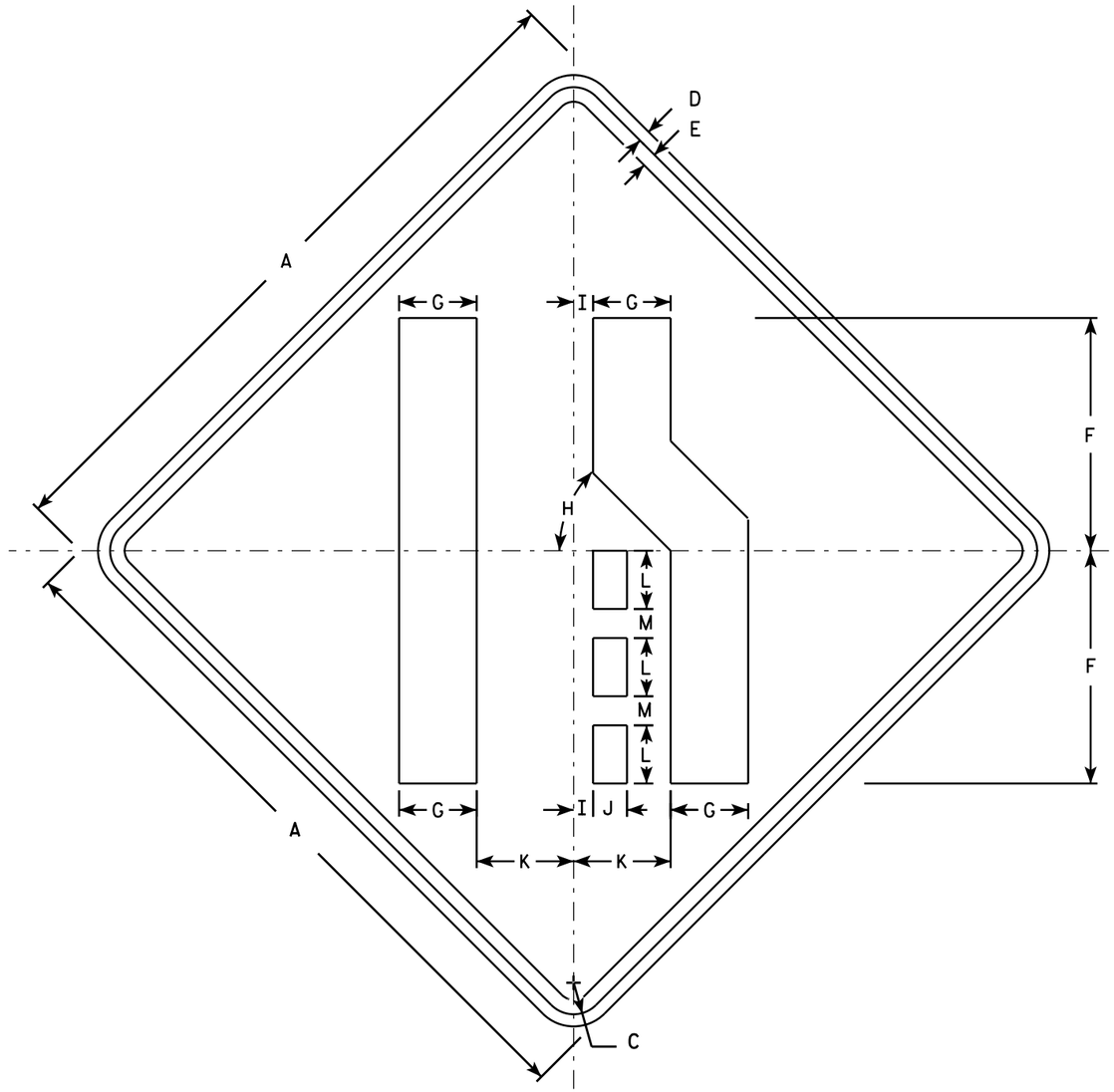
DATE 11/20/13 PLATE 941 03-1.1

PROJECT NO: | SHEET NO: E



FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W031.DGN PLOT DATE : 20-NOV-2013 10:54 PLOT BY : mscsja

WISDOT/CADDS SHEET 42




W04-2R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-2L is the same as W04-2R except the symbol is reversed along the vertical centerline.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | | 1 5/8 | 5/8 | 3/4 | 12 | 4 | 45° | 1 | 1 3/4 | 5 | 3 | 1 1/2 | | | | | | | | | | | | | | 9.0 |
| 2S | 48 | | 2 1/4 | 3/4 | 1 | 16 | 5 3/8 | 45° | 1 1/4 | 2 3/8 | 6 3/4 | 4 | 2 | | | | | | | | | | | | | | 16.0 |
| 2M | 48 | | 2 1/4 | 3/4 | 1 | 16 | 5 3/8 | 45° | 1 1/4 | 2 3/8 | 6 3/4 | 4 | 2 | | | | | | | | | | | | | | 16.0 |
| 3 | 48 | | 2 1/4 | 3/4 | 1 | 16 | 5 3/8 | 45° | 1 1/4 | 2 3/8 | 6 3/4 | 4 | 2 | | | | | | | | | | | | | | 16.0 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | 16 | 5 3/8 | 45° | 1 1/4 | 2 3/8 | 6 3/4 | 4 | 2 | | | | | | | | | | | | | | 16.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | 16 | 5 3/8 | 45° | 1 1/4 | 2 3/8 | 6 3/4 | 4 | 2 | | | | | | | | | | | | | | 16.0 |

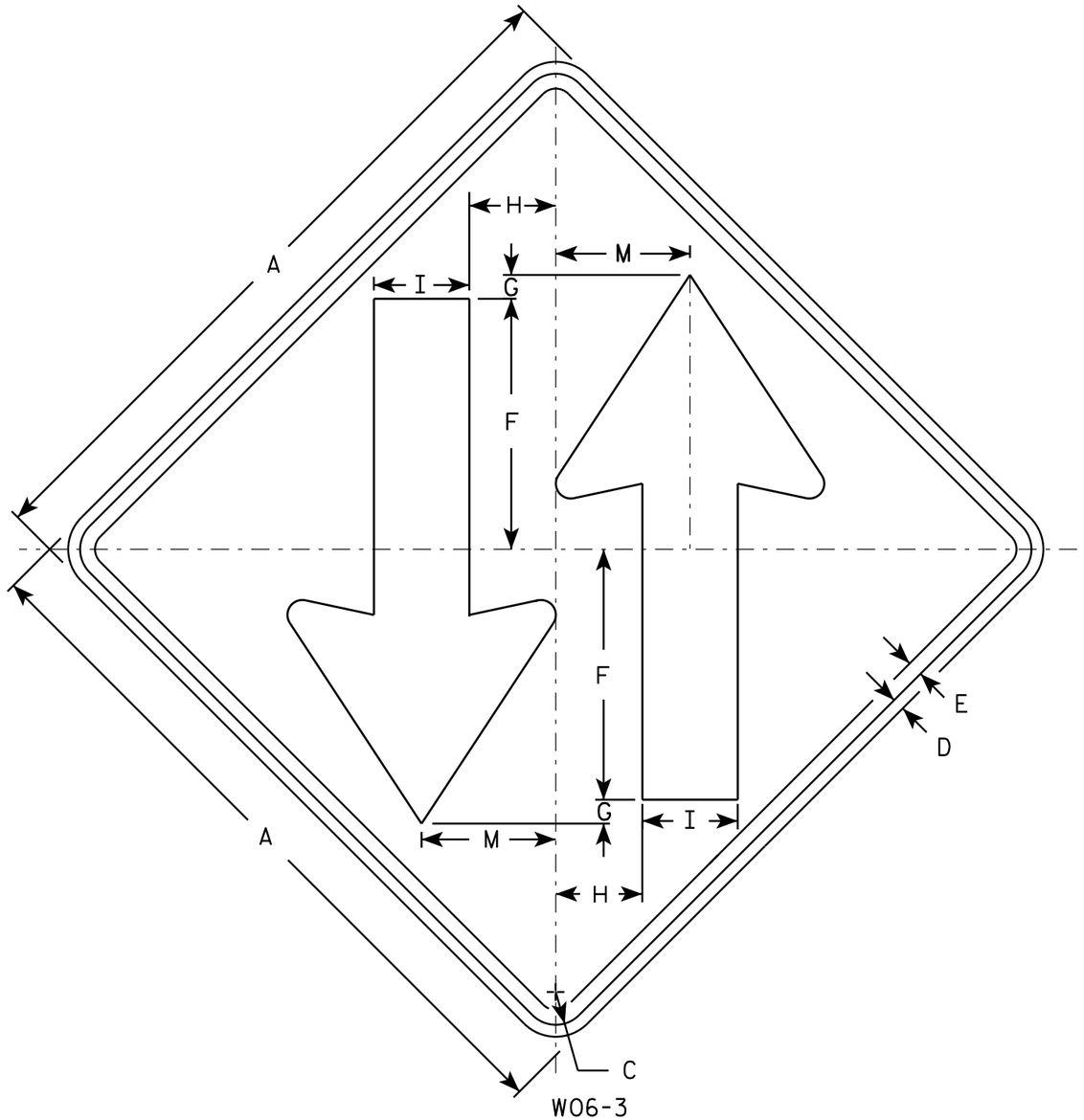
STANDARD SIGN
W04-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 942 W04-2.1

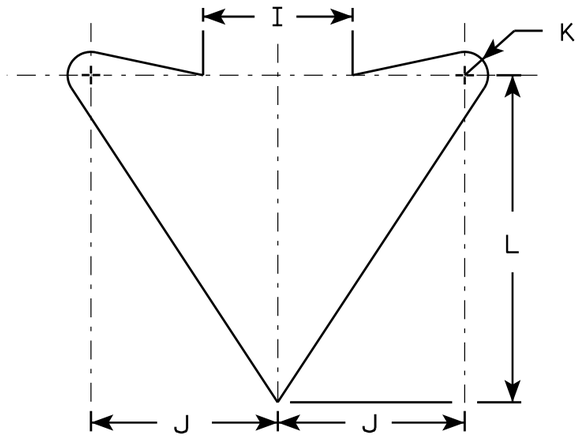
PROJECT NO: | SHEET NO: E




W06-3

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | | 1 5/8 | 5/8 | 3/4 | 12 | 1 | 4 1/4 | 5 | 6 | 3/4 | 10 1/2 | 6 3/4 | | | | | | | | | | | | | | 9.0 |
| 2S | 48 | | 2 1/4 | 3/4 | 1 | 15 1/2 | 1 | 6 | 6 | 8 | 1 | 14 | 9 | | | | | | | | | | | | | | 16.0 |
| 2M | 48 | | 2 1/4 | 3/4 | 1 | 15 1/2 | 1 | 6 | 6 | 8 | 1 | 14 | 9 | | | | | | | | | | | | | | 16.0 |
| 3 | 48 | | 2 1/4 | 3/4 | 1 | 15 1/2 | 1 | 6 | 6 | 8 | 1 | 14 | 9 | | | | | | | | | | | | | | 16.0 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | 15 1/2 | 1 | 6 | 6 | 8 | 1 | 14 | 9 | | | | | | | | | | | | | | 16.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | 15 1/2 | 1 | 6 | 6 | 8 | 1 | 14 | 9 | | | | | | | | | | | | | | 16.0 |

STANDARD SIGN
W06-3

WISCONSIN DEPT OF TRANSPORTATION

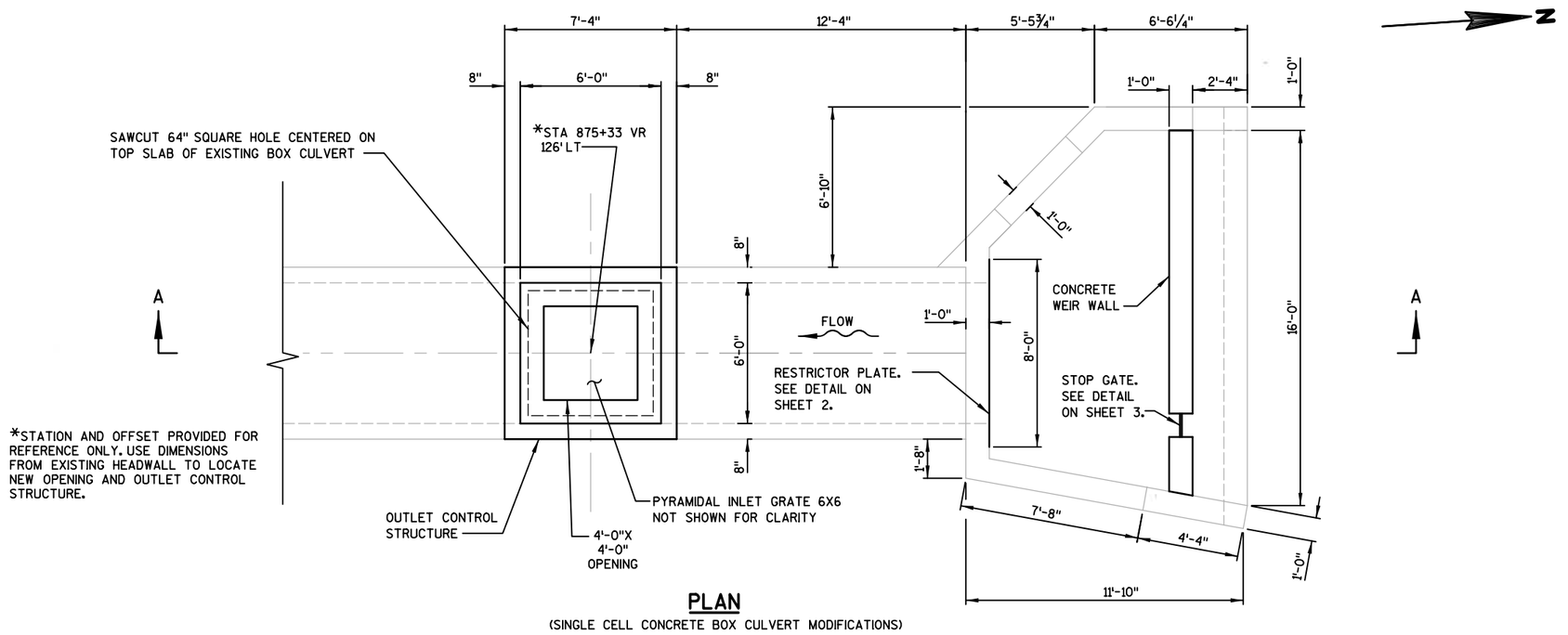
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 943 W06-3.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

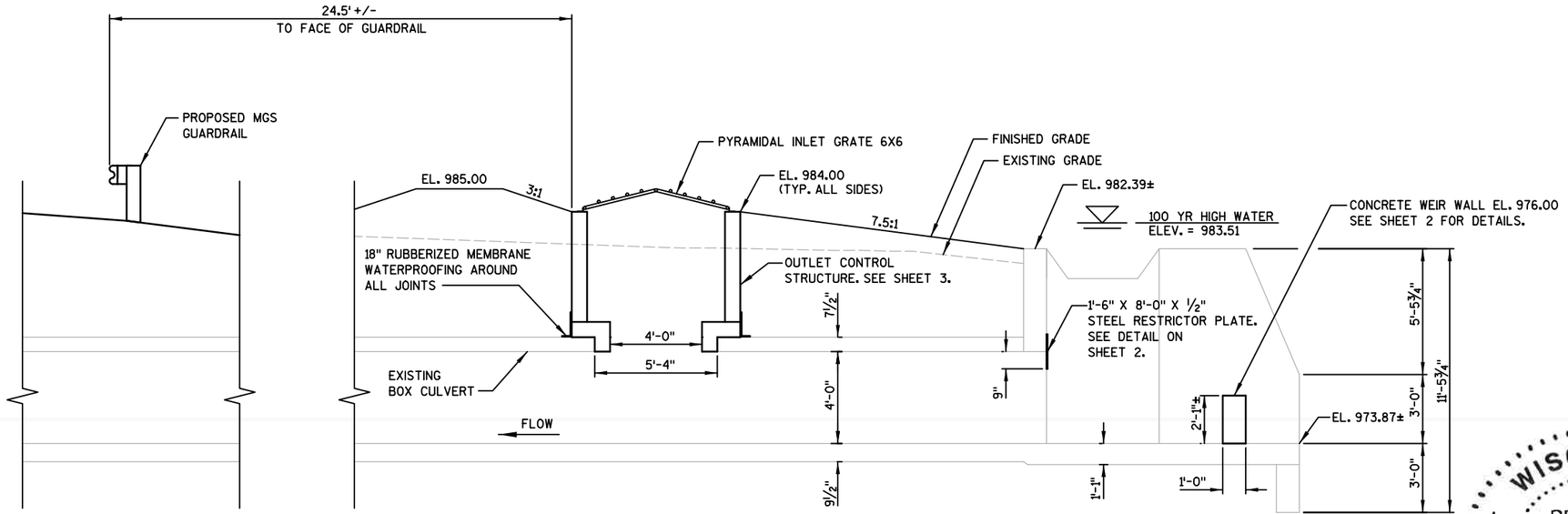
STATE PROJECT NUMBER

1206-07-74




## PLAN

(SINGLE CELL CONCRETE BOX CULVERT MODIFICATIONS)




## SECTION A-A

## DESIGN DATA

LIVE LOAD:

DESIGN LOAD . . . . . HS20
(FROM ORIGINAL PLANS)

MATERIAL PROPERTIES:

HIGH STRENGTH BAR . . . . . Fy = 60,000 psi
STEEL REINFORCEMENT
CONCRETE MASONRY . . . . . f'c = 3,500 psi

## LIST OF DRAWINGS

1. GENERAL PLAN
2. GENERAL NOTES, QUANTITIES & WEIR WALL DETAILS
3. OUTLET CONTROL STRUCTURE DETAILS

## TRAFFIC DATA

USH 18/151 (VERONA RD)
A.D.T. (2020) = 61,200
A.D.T. (2040) = 67,900
DESIGN SPEED: 60 MPH

## HYDRAULIC DATA

100 YEAR FREQUENCY
$Q_{100}$ = 294 C.F.S.
VEL. = 14.9 F.P.S.
HIGH WATER ELEV. = 983.51
DRAINAGE AREA = 431 ACRES
ROADWAY OVERTOPPING = N/A
SCOUR CRITICAL CODE = N/A
2 YEAR FREQUENCY
$Q_2$ = 61 C.F.S.
$Q_2$ ELEV. = 974.85

## STRUCTURE DESIGN CONTACTS

WISDOT PROJECT MANAGER:
MARK VESPERMAN (608) 884-1227

BRIDGE OFFICE CONTACT:
WILLIAM DREHER (608) 266-8489

DESIGN CONSULTANT CONTACT:
BRETT OFTEDAHL (608) 251-4843

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |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(608)-251-4843
(608) 251-8655 FAX
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher SDR 05/03/16
CHIEF STRUCTURES DESIGN ENGINEER — DATE

WISCONSIN
BRETT M. OFTEDAHL
E-41123
MADISON
WI
PROFESSIONAL ENGINEER
2/1/2016

# STRUCTURE C-13-115

UNDER USH 18/151

| COUNTY | ~~TOWN~~/CITY/~~VILLAGE~~ |
|---|---|
| DANE | FITCHBURG |

DESIGN SPEC.
AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

| DESIGNED BY | DESIGN CK'D. | DRAWN BY | PLANS CK'D. |
|---|---|---|---|
| BMO | KRB | DTH | KRB |

GENERAL PLAN

SHEET 1 OF 3
944

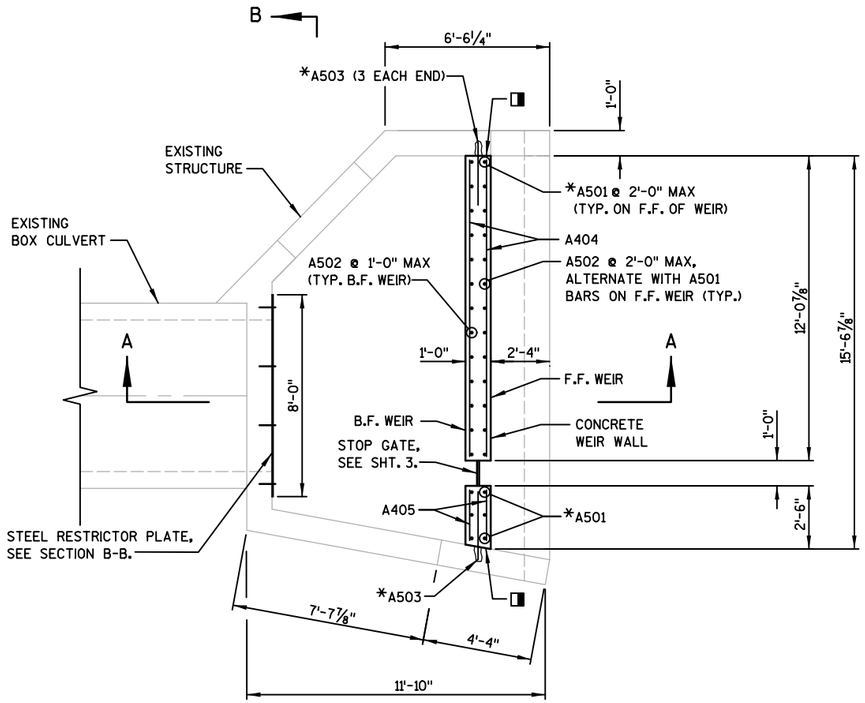
8

8

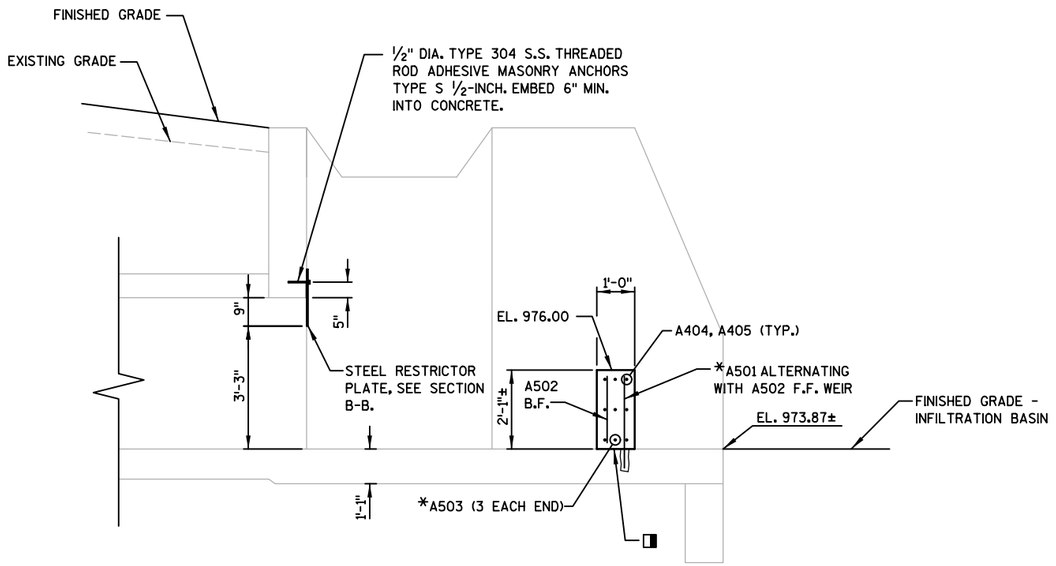
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\082301_gp.dgn

STATE PROJECT NUMBER

1206-07-74




## CONCRETE WEIR WALL PLAN




## SECTION A-A

## WEIR WALL BILL OF BARS

COATED = 140 LBS

| | BAR MARK | COAT | QTY | LENGTH | BENT | LOCATION |
|---|---|---|---|---|---|---|
| * | A501 | X | 9 | 2'-5" | | WEIR DOWELS - VERTICAL - F.F. |
| | A502 | X | 23 | 1'-11" | | WEIR - VERTICAL |
| * | A503 | X | 6 | 2'-9" | | WEIR DOWELS - HORIZONTAL |
| | A404 | X | 6 | 11'-9" | | WEIR - HORIZONTAL |
| | A405 | X | 6 | 2'-0" | | WEIR - HORIZONTAL |

*MASONRY ANCHORS TYPE L, NO. 5 BAR. EMBED 6" IN CONCRETE.

## GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

ALL DIMENSIONS ARE IN FEET AND INCHES.

ALL ELEVATIONS ARE IN FEET.

THE FIRST OR FIRST TWO DIGITS OF A BAR MARK SIGNIFIES THE BAR SIZE. DIMENSIONS FOR BENDING ARE OUT TO OUT OF BAR.

ALL DETAILS, MATERIALS, AND FABRICATION SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION OF THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION, 2016 EDITION.

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

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

ALL CONCRETE REMOVAL SHALL BE DEFINED BY A 1-INCH DEEP SAW CUT.

EXCAVATION AND BACKFILL FOR STRUCTURE IS INCLUDED WITH ROADWAY ITEMS FOR POND EXCAVATION.

SAWING AND REMOVING CONCRETE FOR NEW OPENING ON TOP SLAB OF BOX CULVERT IS INCLUDED WITH BID ITEM "504.0100-CONCRETE MASONRY CULVERTS".

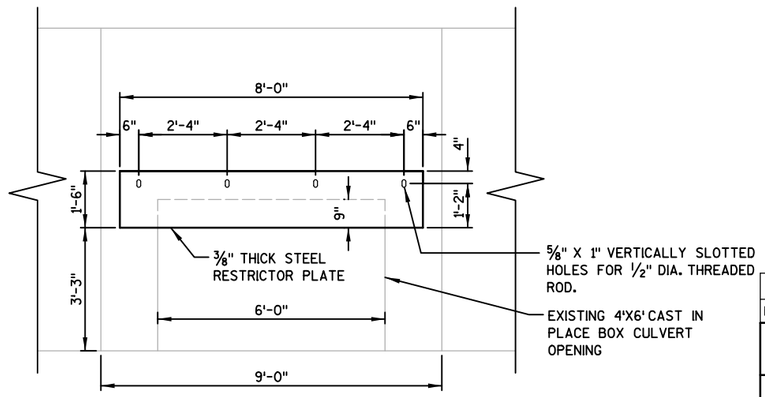
## LEGEND

◨ ROUGHEN SURFACE OF EXISTING CONCRETE TO ± ¼" AMPLITUDE (ALL AREAS OF NEW TO EXISTING CONCRETE CONTACT)

## TOTAL ESTIMATED QUANTITIES

| BID ITEM NO. | BID ITEM | UNIT | WEIR WALL | OUTLET CONTROL STRUCTURE | TOTAL |
|---|---|---|---|---|---|
| 502.5005 | MASONRY ANCHORS TYPE L NO. 5 BARS | EA | 15 | 28 | 43 |
| 502.6102 | MASONRY ANCHORS TYPE S 1/2-INCH | EA | 4 | - | 4 |
| 504.0100 | CONCRETE MASONRY CULVERTS | CY | 1 | 5 | 6 |
| 505.0600 | BAR STEEL REINFORCEMENT HS COATED STRUCTURES | LB | 140 | 710 | 850 |
| 516.0500 | RUBBERIZED MEMBRANE WATERPROOFING | SY | - | 5 | 5 |
| SPV.0060.058 | PYRAMIDAL INLET GRATE 6X6 | EA | - | 1 | 1 |
| SPV.0060.068 | RESTRICTOR PLATE | EA | 1 | - | 1 |
| SPV.0060.069 | STOP GATE | EA | 1 | - | 1 |

ALL ITEMS ARE CATEGORY 0080.




## SECTION B-B

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-13-115

DRAWN BY DTH | PLANS CK'D. KRB

GENERAL NOTES, QUANTITIES & WEIR WALL DETAILS

SHEET 2
945

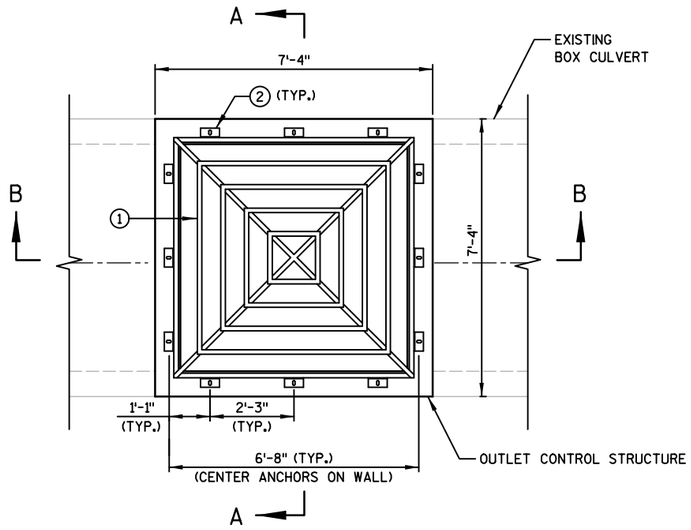
8

8

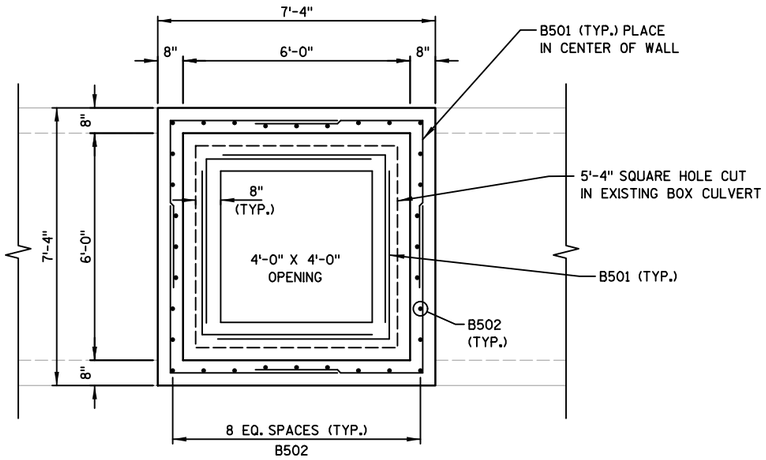
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\082302_sd.dgn

FILE=
SCALE =

| STATE PROJECT NUMBER |
|---|
| 1206-07-74 |




## TOP PLAN




## LOWER PLAN

## OUTLET STRUCTURE

## BILL OF BARS

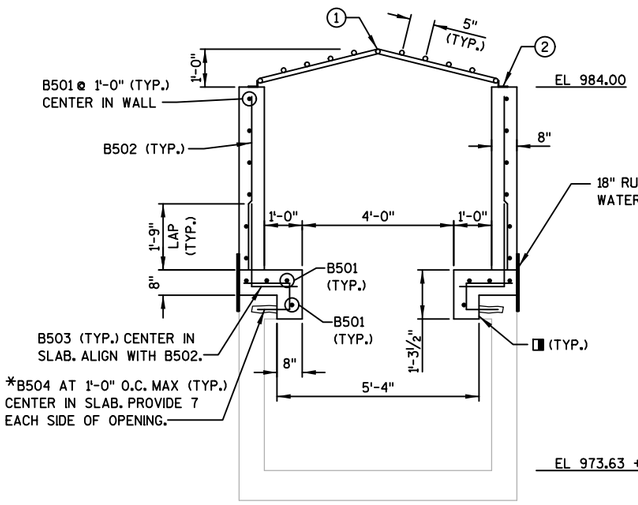
COATED = 710 LBS

| | BAR MARK | COAT | QTY | LENGTH | BENT | LOCATION |
|---|---|---|---|---|---|---|
| | B501 | X | 40 | 8'-11" | X | WALLS & BASE SLAB - HORIZONTAL |
| | B502 | X | 32 | 4'-10" | | WALLS - VERTICAL |
| | B503 | X | 32 | 3'-2" | X | WALLS - VERTICAL |
| * | B504 | X | 28 | 2'-6" | X | BASE SLAB - VERTICAL |

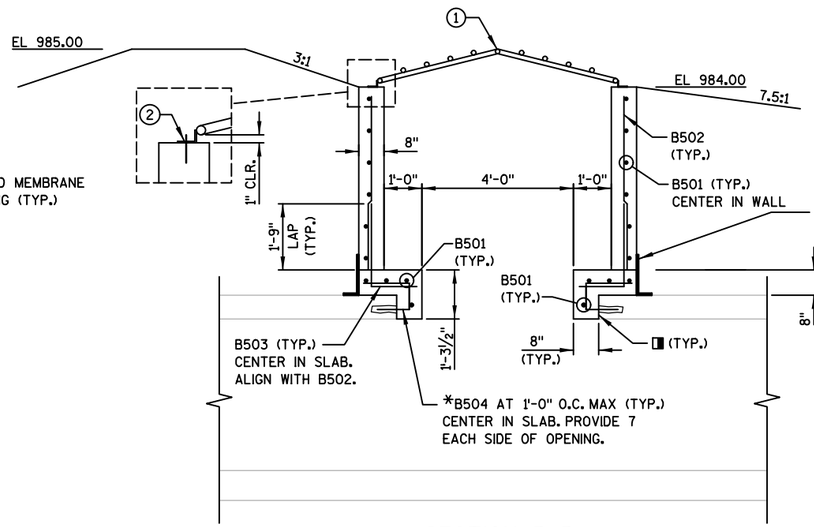
*MASONRY ANCHORS TYPE L, NO. 5 BAR. EMBED 6"

## KEY NOTES

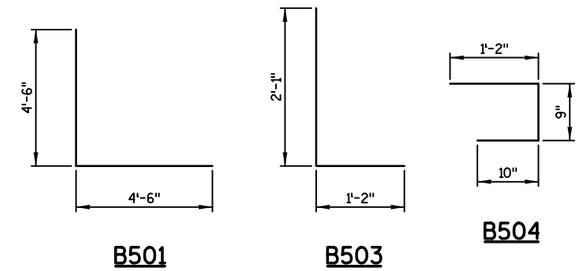
1. PYRAMIDAL INLET GRATE 6x6 CONSTRUCTED OF 1" SCHEDULE 40 PIPE. PROVIDE FULLY-WELDED CONSTRUCTION AND HOT-DIP GALVANIZE AFTER FABRICATIOIN.
2. CLIP ANGLE 3" X 2" X 1/4" (SHORT LEG VERTICAL) X 6" LONG WITH 5/8" X 1 1/2" SLOTTED HOLES FOR 1/2" DIA. TYPE 304 STAINLESS STEEL ADHESIVE ANCHOR. PROVIDE MIN. 3" EDGE DISTANCE AND 4" EMBED FOR ADHESIVE ANCHOR. SPACE MAX. 3'-0" O.C. CLIP ANGLE AND ADHESIVE ANCHORS ARE INCLUDED IN BID ITEM "PYRAMIDAL INLET GRATE 6X6."




## SECTION A-A



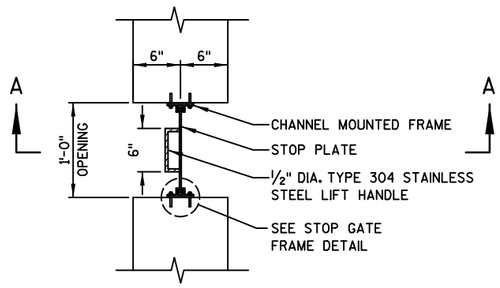

## SECTION B-B



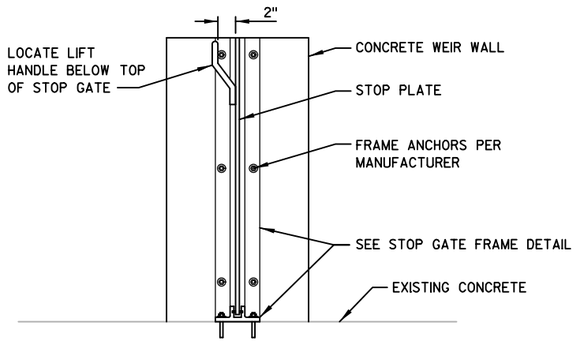

B501 B503 B504

## LEGEND

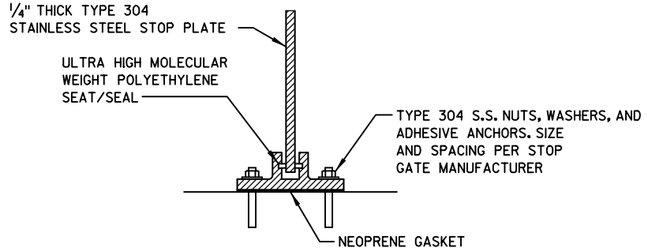
◨ ROUGHEN SURFACE OF EXISTING CONCRETE TO ± 1/4" AMPLITUDE (ALL AREAS OF NEW TO EXISTING CONCRETE CONTACT)




## STOP GATE




## SECTION A-A AT STOP GATE




## STOP GATE FRAME DETAIL

TYP. ON SIDES AND BOTTOM

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-13-115

DRAWN BY DTH | PLANS CK'D. KRB

OUTLET CONTROL STRUCTURE DETAILS

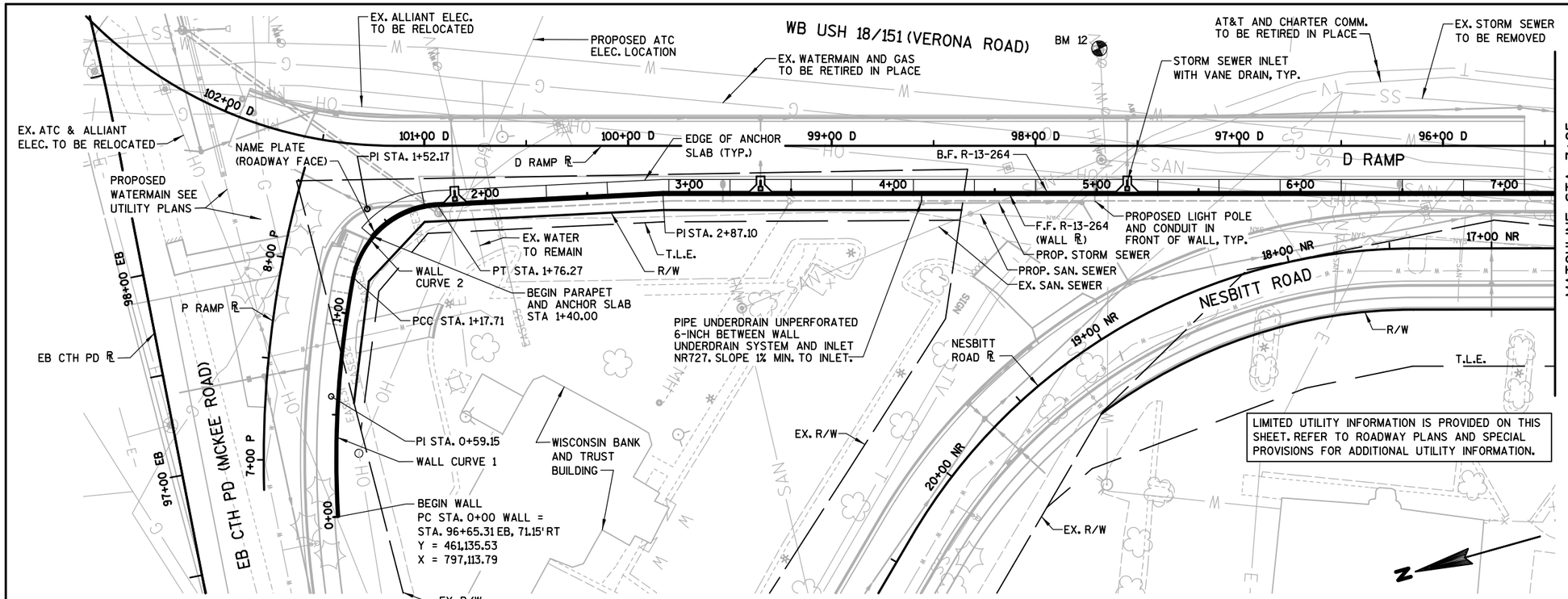
SHEET 3
946

FILE =
SCALE =

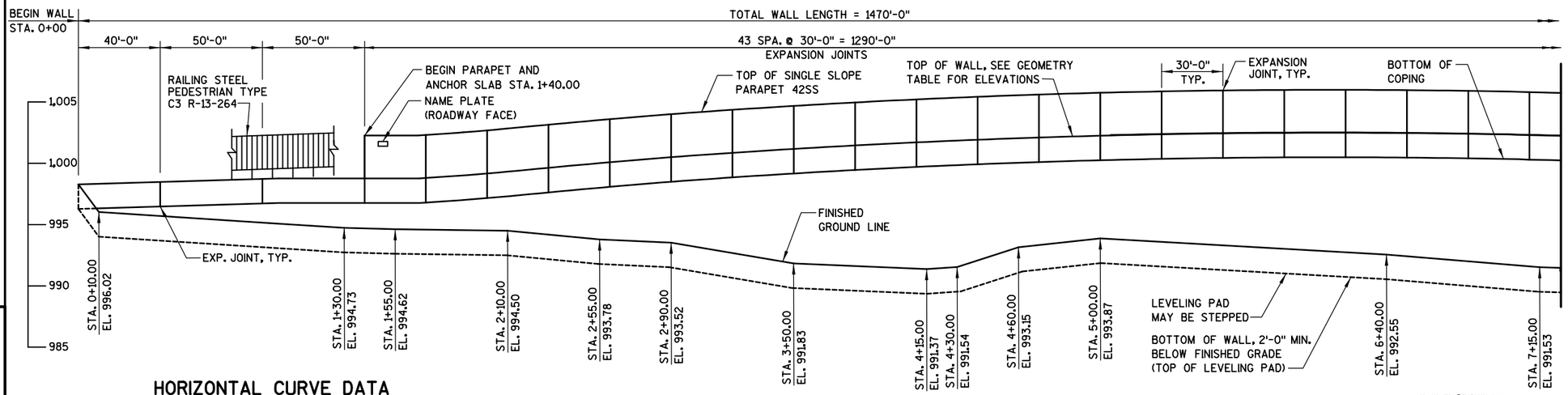
8

8

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\082303_os.dgn




## PLAN
(MSE PANEL WALL)




## ELEVATION
(LOOKING AT F.F. OF WALL)

## HORIZONTAL CURVE DATA

| WALL CURVE 1 | WALL CURVE 2 | WALL CURVE 3 |
|---|---|---|
| P.I. = 0+59.15 | P.I. = 1+52.17 | P.I. = 12+17.80 |
| Y = 461,122.82 | Y = 461,080.86 | Y = 460,043.43 |
| X = 797,171.55 | X = 797,255.24 | X = 796,970.33 |
| DELTA = 13° 59' 04" (RT) | DELTA = 75° 49' 59" (RT) | DELTA = 12° 39' 55" (RT) |
| D = 11° 52' 51" | D = 129° 28' 55" | D = 2° 30' 02" |
| T = 59.15' | T = 34.47' | T = 254.28' |
| L = 117.71' | L = 58.57' | L = 506.48' |
| R = 482.25' | R = 44.25' | R = 2,291.25' |
| P.C. = 0+00.00 | P.C.C. = 1+17.71 | P.C. = 9+63.52 |
| Y = 461,135.53 | Y = 461,096.53 | Y = 460,288.17 |
| X = 797,113.79 | X = 797,224.54 | X = 797,039.32 |
| P.C.C = 1+17.71 | P.T. = 1+76.27 | P.T. = 14+70.00 |
| Y = 461,096.53 | Y = 461,047.23 | Y = 459,819.78 |
| X = 797,224.54 | X = 797,247.55 | X = 796,849.36 |

## BENCHMARKS

| NO. | STATION | DESCRIPTION | ELEVATION |
|---|---|---|---|
| 12 | 897+85.33VR 61.90'LT | TOP NUT HYD | 993.77 |
| 13 | 893+52.43VR 90.17'LT | TOP NUT HYD | 992.01 |
| 14 | 889+47.90VR 122.92'LT | TOP NUT HYD | 991.04 |

WISCONSIN
BRETT M. OFTEDAHL
E-41123
MADISON
WI
PROFESSIONAL ENGINEER
3/23/2016

STATE PROJECT NUMBER

1206-07-74

## LIST OF DRAWINGS:


1. GENERAL PLAN & ELEVATION - 1
2. GENERAL PLAN & ELEVATION - 2
3. GENERAL NOTES & QUANTITIES
4. SOIL DATA
5. WALL DETAILS
6. ANCHOR SLAB DETAILS
7. INLET DETAILS - 1
8. INLET DETAILS - 2
9. PEDESTRIAN RAILING DETAILS
10. SINGLE SLOPE PARAPET 42SS
11. AESTHETIC DETAILS
12. SUBSURFACE EXPLORATION - 1
13. SUBSURFACE EXPLORATION - 2


## LEGEND

F.F. = FRONT FACE
B.F. = BACK FACE
T.L.E. = TEMPORARY LIMITED EASEMENT
R/W = RIGHT-OF-WAY
℄ = REFERENCE LINE
EX. = EXISTING
PROP. = PROPOSED

## INLET LOCATIONS

| WALL STATION | ROADWAY STATION | ROADWAY OFFSET |
|---|---|---|
| 1+85 | 100+84.99 D | 26.1' |
| 3+35 | 99+34.98 D | 21.0' |
| 5+15 | 97+54.98 D | 21.0' |
| 7+55 | 95+14.98 D | 21.0' |
| 8+75 | 93+94.97 D | 21.0' |
| 9+95 | 92+74.65 D | 21.0' |
| 11+15 | 91+53.41 D | 21.0' |
| 12+65 | 90+01.85 D | 21.0' |
| 13+55 | 89+10.93 D | 21.0' |
| 14+40 | 88+25.04 D | 21.0' |

## STRUCTURE DESIGN CONTACTS

WISDOT PROJECT MANAGER:
MARK VESPERMAN (608) 884-1227

BRIDGE OFFICE CONTACT:
WILLIAM DREHER (608) 266-8489

DESIGN CONSULTANT CONTACT:
BRETT OFTEDAHL (608) 251-4843

| NO. | DATE | REVISION | BY |
|---|---|---|---|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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
ACCEPTED William C. Dreher SDR 03/29/16
CHIEF STRUCTURES DESIGN ENGINEER DATE

# STRUCTURE R-13-264

RETAINING WALL ALONG WEST SIDE OF D RAMP

| COUNTY | TOWN/CITY/~~VILLAGE~~ |
|---|---|
| DANE | FITCHBURG |

DESIGN SPEC.
AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

| DESIGNED BY | DESIGN CK'D. | DRAWN BY | PLANS CK'D. |
|---|---|---|---|
| BMO | KRB | ECB | KRB |

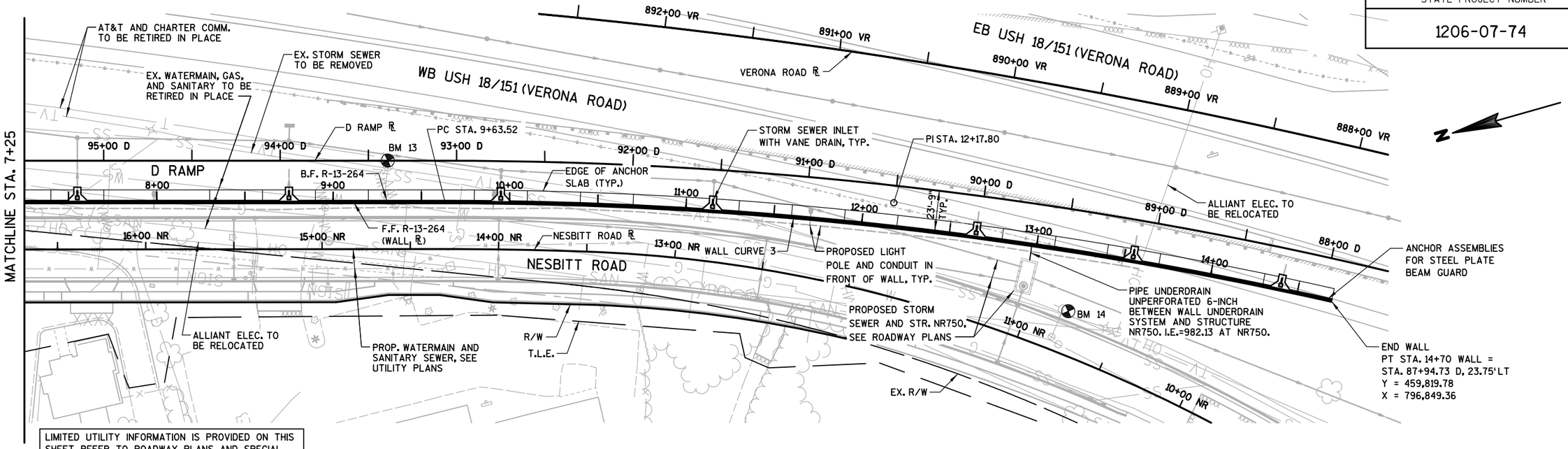
GENERAL PLAN & ELEVATION - 1

SHEET 1 OF 13
947

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\081101_gp.dgn

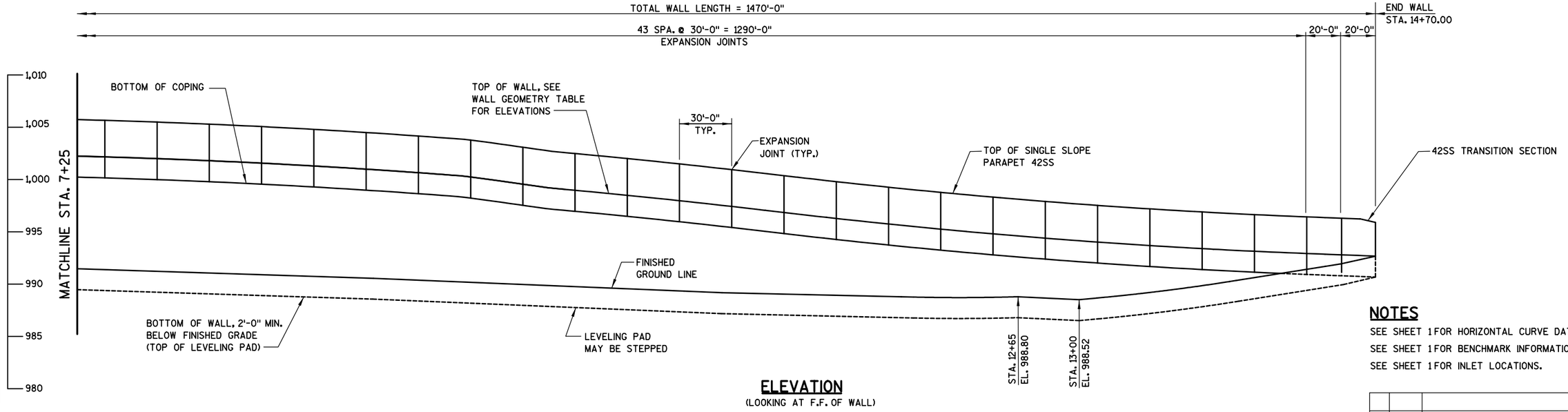
STATE PROJECT NUMBER

1206-07-74




LIMITED UTILITY INFORMATION IS PROVIDED ON THIS SHEET. REFER TO ROADWAY PLANS AND SPECIAL PROVISIONS FOR ADDITIONAL UTILITY INFORMATION.

## PLAN
(MSE PANEL WALL)




## ELEVATION
(LOOKING AT F.F. OF WALL)

## NOTES

SEE SHEET 1 FOR HORIZONTAL CURVE DATA.

SEE SHEET 1 FOR BENCHMARK INFORMATION.

SEE SHEET 1 FOR INLET LOCATIONS.

| NO. | DATE | REVISION | BY |
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-13-264

DRAWN BY ECB | PLANS CK'D. KRB

GENERAL PLAN & ELEVATION - 2

SHEET 2
948

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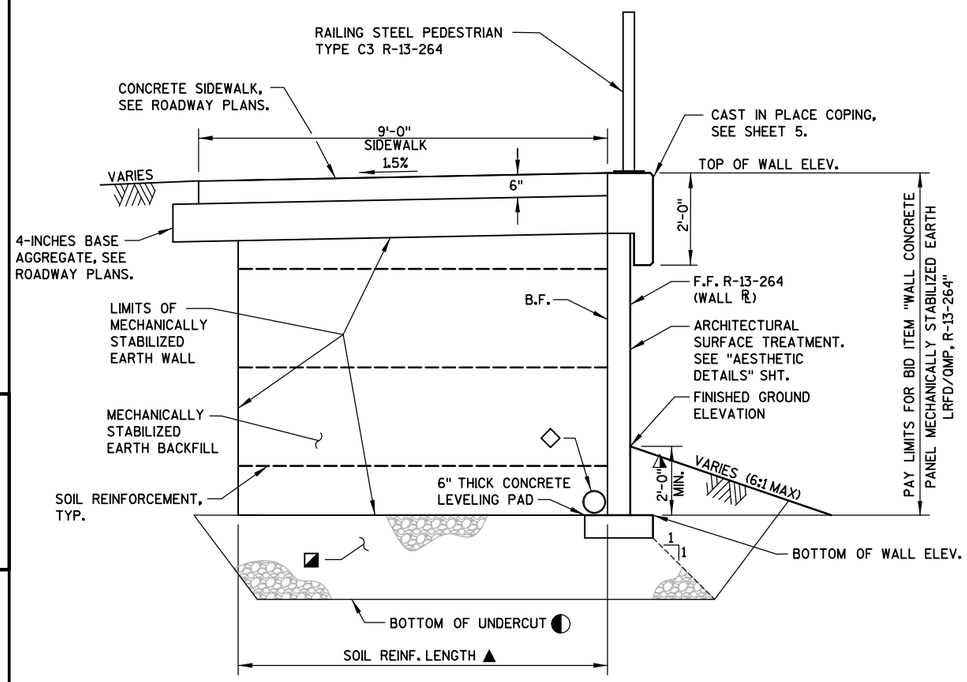
| STATE PROJECT NUMBER |
|---|
| 1206-07-74 |

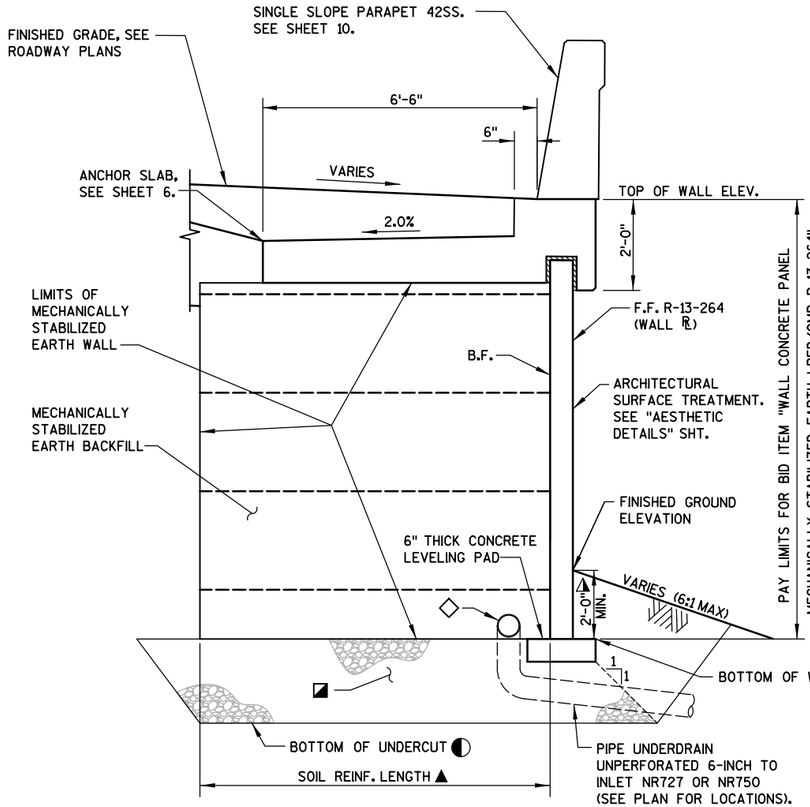
## TOTAL ESTIMATED QUANTITIES

| BID ITEM NUMBER | BID ITEMS | UNIT | QUANTITY |
|---|---|---|---|
| 209.0100 | BACKFILL GRANULAR | CY | 550 |
| 502.3200 | PROTECTIVE SURFACE TREATMENT | SY | 132 |
| 502.3210 | PIGMENTED SURFACE SEALER | SY | 655 |
| 504.0500 | CONCRETE MASONRY RETAINING WALLS | CY | 650 |
| 505.0600 | BAR STEEL REINFORCEMENT HS COATED STRUCTURES | LB | 78010 |
| 513.8016 | RAILING STEEL PEDESTRIAN TYPE C3 R-13-264 | LF | 140 |
| 516.0500 | RUBBERIZED MEMBRANE WATERPROOFING | SY | 57 |
| 517.1010.S.001 | CONCRETE STAINING R-13-264 | SF | 18215 |
| 517.1050.S.001 | ARCHITECTURAL SURFACE TREATMENT R-13-264 | SF | 9475 |
| 612.0206 | PIPE UNDERDRAIN UNPERFORATED 6-INCH | LF | 20 |
| 612.0406 | PIPE UNDERDRAIN WRAPPED 6-INCH | LF | 1470 |
| 614.0150 | ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD | EACH | 1 |
| SPV.0165.004 | WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD/QMP, R-13-264 | SF | 13875 |
| | NON-BID ITEMS | | |
| | PREFORMED FILLER | SIZE | 3/4" |
| | EXPANDED POLYSTYRENE | SIZE | 1" |
| | CORK FILLER | SIZE | 1" |

ALL ITEMS ARE CATEGORY 0040.




## TYPICAL CROSS SECTION OF RETAINING WALL (WALL STA. 0+00 TO 1+40)




## TYPICAL CROSS SECTION OF RETAINING WALL (WALL STA. 1+40 TO 14+70)

▲ MINIMUM LENGTH OF MSE WALL REINFORCING STRIPS MUST BE 70% THE TOTAL WALL HEIGHT (EXPOSED HEIGHT PLUS EMBEDMENT DEPTH) OR 8.0 FEET, WHICHEVER IS GREATER. SOIL REINFORCING MUST EXTEND A MINIMUM OF 3.0 FEET BEYOND THE FAILURE PLANE FOR INTERNAL STABILITY AS DEFINED BY AASHTO SPECIFICATIONS.

◭ MINIMUM EMBEDMENT BASED ON SITE SPECIFIC PARAMETERS (2'-0" MINIMUM FOR ALL WALLS ON LEVEL GROUND). FIELD EMBEDMENTS SHALL MEET OR EXCEED THE MINIMUM EMBEDMENT. FIELD EMBEDMENTS BELOW MINIMUM EMBEDMENT SHALL NOT BE INCLUDED IN THE PAY LIMITS.

◇ PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO LOW POINTS INDICATED ON PLAN. PROVIDE SOLID END CAPS ON UNDERDRAIN AT ENDS OF WALL. PROVIDE 6" TEE FITTING TO CONNECT UNDERDRAINS AT LOW POINT. TEE AND CAPS ARE INCLUDED IN THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH."

◪ TOPSOIL DEPTHS ENCOUNTERED BY SOIL BORINGS VARIED FROM 7 INCHES TO 36 INCHES. REMOVE ALL TOPSOIL AND OTHER UNSUITABLE MATERIAL UNDER WALL AS DIRECTED BY ENGINEER. BACKFILL WITH GRANULAR BACKFILL GRADE 2. OVEREXCAVATION IS INCLUDED IN BID ITEM "BACKFILL GRANULAR."

◐ WALL SUBGRADE SHALL BE APPROVED BY THE SOUTHWEST REGION SOILS ENGINEER PRIOR TO CONSTRUCTION OF THE WALL.

## ULTIMATE DESIGN STRESSES

| | |
|---|---|
| PARAPET | f'c = 4,000 PSI |
| CONCRETE MASONRY RETAINING WALLS | f'c = 3,500 PSI |
| HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60 | Fy = 60,000 PSI |
| PRECAST CONCRETE WALL PANELS | f'c = 4,000 PSI |

## GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

THE PLAN QUANTITY FOR THE BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD/QMP, R-13-264" IS BASED ON A WALL HEIGHT MEASURED FROM THE TOP OF WALL TO A CONSTANT DEPTH OF 2'-0" BELOW FINISHED GRADE.

BAR STEEL REINFORCEMENT FOR CAST IN PLACE CONCRETE SHALL BE EPOXY COATED.

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

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE. DIMENSIONS FOR BENDING ARE OUT TO OUT OF BAR.

BEVEL EXPOSED EDGES OF CONCRETE ¾-INCH, UNLESS NOTED OTHERWISE.

APPLY PIGMENTED SURFACE SEALER TO THE TOP, ENDS AND ROADWAY FACES OF PARAPET. APPLY PROTECTIVE SURFACE TREATMENT TO THE EXPOSED SURFACE OF THE ANCHOR SLAB AND TOP OF COPING. SEE SHEETS 5 AND 11.

THE QUANTITY OF CONCRETE MASONRY FOR THE CAST-IN-PLACE ANCHOR SLAB, THE INLETS AND THE PARAPET IS PAID FOR UNDER THE BID ITEM "CONCRETE MASONRY RETAINING WALLS." CONCRETE MASONRY USED FOR COPING FROM WALL STA. 0+00 TO STA. 1+40 IS INCLUDED IN THE BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD/QMP, R-13-264."

ALL DIMENSIONS, STATIONS, AND OFFSETS ARE GIVEN AT THE FRONT FACE OF THE WALL, UNLESS OTHERWISE SHOWN.

CONTRACTOR SHALL SUPPLY AND INSTALL A NAME PLATE IN ACCORDANCE WITH SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS.

A GEOTECHNICAL REPORT HAS BEEN PREPARED FOR THIS STRUCTURE AND IS AVAILABLE UPON REQUEST FROM WISDOT'S SW REGION OFFICE.

THE PLANS AND DETAILS ARE BASED ON A NOMINAL PRECAST PANEL WIDTH OF 10'-0". IF THE FABRICATED PANEL SIZES DIFFER FROM PLAN DIMENSIONS, CONTRACTOR IS RESPONSIBLE TO COORDINATE REVISED EXPANSION JOINT LOCATIONS, REINFORCEMENT LENGTHS, RAILING LAYOUT, AND ANY OTHER REVISIONS ASSOCIATED WITH USING A DIFFERENT PANEL SIZE.

REFER TO RETAINING WALL EARTHWORK DETAILS IN ROADWAY CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION.

## DESIGN DATA

THE CONTRACTOR SHALL PROVIDE COMPLETE DESIGN, PLANS, DETAILS, SPECIFICATIONS, AND SHOP DRAWINGS FOR THE RETAINING WALLS IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE RETAINING WALL MANUFACTURER SHALL PROVIDE TECHNICAL ASSISTANCE TO THE CONTRACTOR DURING CONSTRUCTION. THE COST OF FURNISHING THESE ITEMS SHALL BE INCLUDED IN THE BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD/QMP R-13-264."

PLANS, ELEVATIONS AND DETAILS SHOWN ON THESE DRAWINGS ARE INTENDED TO INDICATE WALL LOCATIONS, LENGTHS, HEIGHTS, AND DETAILS COMMON TO THE WALL SYSTEM SELECTED. THE CONTRACTOR SHALL VERIFY THAT THE WALL SYSTEM SELECTED WILL CONFORM TO THE REQUIRED ALIGNMENTS AND DETAILS.

THE RETAINING WALL IS TO BE DESIGNED USING THE ELEVATIONS GIVEN IN THIS PLAN.

DESIGN FOR RETAINING WALL TO PROVIDE FOR FINISHED GRADE SLOPED IN FRONT OF AND BEHIND WALL AS SHOWN ON THE WALL PLAN AND ROADWAY CROSS SECTIONS.

DESIGN RETAINING WALL FOR A LIVE LOAD SURCHARGE OF 240 PSF.

THE MAXIMUM VALUE OF THE ANGLE OF INTERNAL FRICTION OF THE WALL BACKFILL MATERIAL IN THE REINFORCED ZONE SHALL BE ASSUMED TO BE 30 DEGREES WITHOUT CERTIFIED TEST VALUES.

| NO. | DATE | REVISION | BY |
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-13-264

| DRAWN BY | DTH | PLANS CK'D. | KRB |
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GENERAL NOTES & QUANTITIES

SHEET 3
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## SOIL PARAMETERS

| STRATUM LOCATIONS & SOIL DESCRIPTIONS | TOTAL UNIT WEIGHT (PCF) | FRICTION ANGLE (DEGREES) | COHESION (PSF) |
|---|---|---|---|
| GRANULAR BACKFILL (REINFORCING ZONE OR BACKFILL) | 120 | 30 | 0 |
| GRANULAR RETAINED SOIL * | 135 | 30 | 0 |
| BOR R-264-1 | | | |
| LEAN CLAY<br>ELEV 986.7-985.7 | 125 | 0 | 1000 |
| SANDY LEAN CLAY<br>ELEV 985.7-985.1 | 126 | 0 | 1000 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL<br>ELEV 985.1-970.7 | 130 | 38 | 0 |
| POORLY GRADED SAND<br>ELEV 970.7-966.7 | 134 | 33 | 0 |
| BOR R-264-1A | | | |
| LEAN CLAY<br>ELEV 988.0-987.0 | 125 | 0 | 1000 |
| SANDY LEAN CLAY<br>ELEV 987.0-986.0 | 126 | 0 | 1700 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 986.0-982.9 | 130 | 42 | 0 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 982.9-980.0 | 135 | 43 | 0 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 980.0-970.5 | 140 | 45 | 0 |
| POORLY GRADED SAND<br>ELEV 970.5-958.0 | 134 | 29 | 0 |
| BOR R-264-2 | | | |
| LEAN CLAY<br>ELEV 989.6-989.0 | 125 | 0 | 1000 |
| POORLY GRADED GRAVEL<br>ELEV 989.0-988.4 | 140 | 30 | 0 |
| POORLY GRADED FINE TO MEDIUM SAND WITH GRAVEL<br>ELEV 988.4-987.6 | 130 | 30 | 0 |
| SANDY LEAN CLAY<br>ELEV 987.6-986.1 | 126 | 0 | 1000 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 986.1-984.1 | 130 | 41 | 0 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 984.1-967.6 | 140 | 45 | 0 |
| POORLY GRADED SAND<br>ELEV 967.6-959.6 | 134 | 32 | 0 |
| BOR R-264-3 | | | |
| LEAN CLAY<br>ELEV 991.9-989.9 | 125 | 0 | 1600 |
| LEAN CLAY<br>ELEV 989.9-986.4 | 121 | 0 | 3000 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 986.4-983.9 | 135 | 42 | 0 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 983.9-974.9 | 140 | 45 | 0 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 974.9-969.9 | 130 | 35 | 0 |
| POORLY GRADED SAND<br>ELEV 969.9-961.9 | 134 | 31 | 0 |
| BOR R-264-4 | | | |
| LEAN CLAY<br>ELEV 992.9-989.9 | 125 | 0 | 1000 |
| LEAN CLAY<br>ELEV 989.9-987.4 | 121 | 0 | 2500 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 987.4-975.9 | 140 | 45 | 0 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 975.9-965.9 | 130 | 32 | 0 |
| POORLY GRADED SAND<br>ELEV 965.9-962.9 | 130 | 30 | 0 |

## SOIL PARAMETERS (CONT.)

| STRATUM LOCATIONS & SOIL DESCRIPTIONS | TOTAL UNIT WEIGHT (PCF) | FRICTION ANGLE (DEGREES) | COHESION (PSF) |
|---|---|---|---|
| BOR R-264-5 | | | |
| LEAN CLAY<br>ELEV 992.6-990.9 | 125 | 0 | 1000 |
| LEAN CLAY<br>ELEV 990.9-988.6 | 121 | 0 | 2500 |
| SANDY LEAN CLAY<br>ELEV 988.6-987.1 | 126 | 0 | 1000 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 987.1-984.6 | 135 | 45 | 0 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 984.6-975.6 | 140 | 44 | 0 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 975.6-970.6 | 130 | 35 | 0 |
| POORLY GRADED SAND<br>ELEV 970.6-967.6 | 130 | 30 | 0 |
| BOR RB-47 | | | |
| LEAN CLAY<br>ELEV 998.5-997.9 | 125 | 27 | 0 |
| POORLY GRADED SAND WITH SILT AND FINE TO COARSE GRAVEL<br>ELEV 997.9-994.5 | 140 | 43 | 0 |
| LEAN CLAY<br>ELEV 994.5-994.2 | 125 | 0 | 1700 |
| SILTY FINE TO COARSE SAND WITH GRAVEL<br>ELEV 994.2-993.0 | 140 | 40 | 0 |
| LEAN CLAY<br>ELEV 993.0-991.0 | 125 | 0 | 2200 |
| LEAN CLAY<br>ELEV 991.0-986.5 | 121 | 0 | 1300 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 986.5-983.5 | 140 | 45 | 0 |

* DESIGN WALL FOR THESE VALUES

## WALL EXTERNAL & OVERALL STABILITY EVALUATION

| DIMENSIONS | EVALUATED LOCATIONS | | | | | | |
|---|---|---|---|---|---|---|---|
| WALL HEIGHT (FEET)[1] | 6.6 | 9.8 | 11.7 | 12.3 | 10.4 | 8.3 | 5.2 |
| EXPOSED WALL HEIGHT (FEET) | 5.1 | 8.3 | 10.2 | 10.8 | 8.9 | 6.8 | 3.7 |
| MINIMUM LENGTH OF REINFORCEMENT (FEET)[3] | 8 | 8 | 9 | 9 | 8 | 8 | 8 |
| WALL STATION | 13+20 | 10+76 | 9+31 | 7+34 | 4+59 | 2+83 | 1+00 |
| BORING | R-264-1/RB-8 | R-264-1A | R-264-2 | R-264-3 | R-264-4 | R-264-5 | RB-47[5] |
| CAPACITY TO DEMAND RATIO (CDR)[2,3] | | | | | | | |
| SLIDING (CDR>1.0) | 1.5 | 1.2 | 1.2 | 1.1 | 1.1 | 1.3 | 1.8 |
| ECCENTRICITY (CDR>1.0) | 2.7 | 1.5 | 1.4 | 1.4 | 1.4 | 2.1 | 3.9 |
| OVERALL STABILITY (CDR>1.0) | N/A[4] | N/A[4] | N/A[4] | 3.0 | N/A[4] | N/A[4] | N/A[4] |
| BEARING RESISTANCE (CDR>1.0) | 1.3 | 2.0 | 1.0 | 2.8 | 1.4 | 1.7 | 3.7 |
| FACTORED BEARING RESISTANCE (PSF) | 2,200 | 5,600 | 3,300 | 9,700 | 4,200 | 3,500 | 5,000 |

NOTES:
1. THE WALL HEIGHT INCLUDES AN EMBEDMENT OF 1.5 FT. GEOTECHNICAL ANALYSIS WAS BASED ON 1.5 FT. OF EMBEDMENT. CONSTRUCT WALL WITH 2.0 FT. OF EMBEDMENT AS SHOWN IN THE PLANS.
2. THE WALL STABILITY EVALUATION INCLUDED A SURCHARGE LOAD OF 240 PSF.
3. CDR VALUES ARE PRESENTED IN CHAPTER 14 OF THE WISDOT BRIDGE MANUAL.
4. GLOBAL SLOPE STABILITY WAS EVALUATED AT THE CRITICAL WALL LOCATIONS.
5. BORINGS R-264-5, R-266-5 AND B-831-1 WERE ALSO USED FOR COMPOSITE SOIL STRATIFICATION FOR ANALYSES.

THE LENGTHS PROVIDED IN THE TABLE ARE THE MINIMUM REQUIRED REINFORCEMENT LENGTHS BASED UPON THE MINIMUM DESCRIBED IN THE WALL SYSTEM SPECIAL PROVISIONS FOR EXTERNAL AND OVERALL STABILITY AT THE DESIGNATED LOCATIONS. THESE DESIGNATED LOCATIONS REPRESENT TYPICAL AND CRITICAL WALL LOCATIONS, BUT SHALL NOT BE CONSIDERED ALL INCLUSIVE. THE CONTRACTOR DESIGN LENGTHS SHALL MEET OR EXCEED THE MINIMUM VALUES REPRESENTED IN THE TABLE AT THESE DESIGNATED LOCATIONS. FINAL DESIGN FOR INTERNAL STABILITY AND EXTERNAL SLIDING AND ECCENTRICITY AT OTHER WALL STATIONS IS THE RESPONSIBILITY OF THE CONTRACTOR'S WALL DESIGNER.

NOTES:
1. THE SETTLEMENT OF THE FOUNDATION WAS ESTIMATED TO BE 0.5 INCHES OR LESS.
2. THE SOUTHWEST REGION SOILS ENGINEER SHALL REVIEW THE SUBSURFACE CONDITIONS PRIOR TO CONSTRUCTION OF THE WALLS TO DETERMINE IF THE SOILS HAVE THE MINIMUM BEARING RESISTANCE SHOWN IN THE TABLE ABOVE.

STATE PROJECT NUMBER
1206-07-74

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-13-264

DRAWN BY DTH | PLANS CK'D. KRB

SOIL DATA

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950

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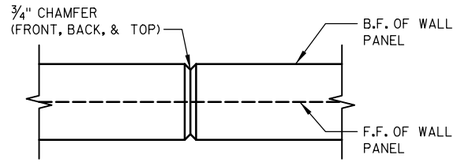
STATE PROJECT NUMBER

1206-07-74

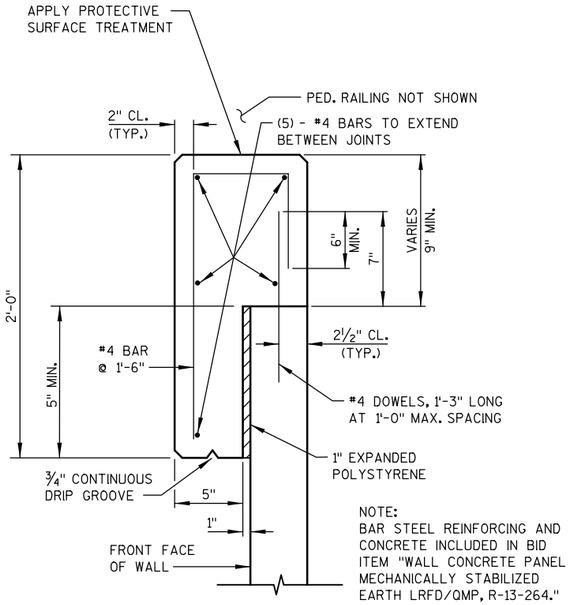
## GEOMETRY TABLE

| WALL STATION | TOP OF WALL ELEV. | FINISHED GROUND ELEV. | EXPOSED WALL HEIGHT (FT.) |
|---|---|---|---|
| 0+00 | 998.27 | 998.27 | 0.00 |
| 0+25 | 998.39 | 995.86 | 2.53 |
| 0+50 | 998.51 | 995.59 | 2.92 |
| 0+75 | 998.63 | 995.32 | 3.31 |
| 1+00 | 998.75 | 995.05 | 3.70 |
| 1+25 | 998.75 | 994.78 | 3.97 |
| 1+40 | 998.75 | 994.69 | 4.06 |
| 1+50 | 998.75 | 994.66 | 4.09 |
| 1+66 | 998.75 | 994.60 | 4.15 |
| 1+75 | 998.85 | 994.58 | 4.27 |
| 2+00 | 999.16 | 994.52 | 4.64 |
| 2+25 | 999.54 | 994.25 | 5.29 |
| 2+50 | 999.92 | 993.84 | 6.08 |
| 2+75 | 1000.28 | 993.67 | 6.61 |
| 3+00 | 1000.61 | 993.30 | 7.31 |
| 3+25 | 1000.90 | 992.62 | 8.28 |
| 3+50 | 1001.16 | 991.83 | 9.33 |
| 3+75 | 1001.40 | 991.59 | 9.81 |
| 4+00 | 1001.61 | 991.49 | 10.12 |
| 4+25 | 1001.80 | 991.43 | 10.37 |
| 4+50 | 1001.97 | 992.60 | 9.37 |
| 4+75 | 1002.12 | 993.44 | 8.68 |
| 5+00 | 1002.24 | 993.87 | 8.37 |
| 5+25 | 1002.33 | 993.51 | 8.82 |
| 5+50 | 1002.40 | 993.26 | 9.14 |
| 5+75 | 1002.45 | 993.05 | 9.40 |
| 6+00 | 1002.48 | 992.85 | 9.63 |
| 6+25 | 1002.48 | 992.66 | 9.82 |
| 6+50 | 1002.45 | 992.43 | 10.02 |
| 6+75 | 1002.40 | 992.08 | 10.32 |
| 7+00 | 1002.33 | 991.73 | 10.60 |
| 7+25 | 1002.24 | 991.47 | 10.77 |
| 7+50 | 1002.12 | 991.34 | 10.78 |
| 7+75 | 1001.97 | 991.22 | 10.75 |
| 8+00 | 1001.81 | 991.09 | 10.72 |
| 8+25 | 1001.61 | 990.96 | 10.65 |
| 8+50 | 1001.40 | 990.83 | 10.57 |
| 8+75 | 1001.16 | 990.68 | 10.48 |
| 9+00 | 1000.90 | 990.53 | 10.37 |
| 9+25 | 1000.61 | 990.37 | 10.24 |
| 9+50 | 1000.27 | 990.19 | 10.08 |
| 9+75 | 999.70 | 990.01 | 9.69 |
| 10+00 | 999.15 | 989.83 | 9.32 |
| 10+25 | 998.76 | 989.65 | 9.11 |
| 10+50 | 998.35 | 989.47 | 8.88 |
| 10+75 | 997.91 | 989.30 | 8.61 |
| 11+00 | 997.45 | 989.16 | 8.29 |
| 11+25 | 996.97 | 989.03 | 7.94 |
| 11+50 | 996.49 | 988.93 | 7.56 |
| 11+75 | 996.03 | 988.84 | 7.19 |
| 12+00 | 995.60 | 988.78 | 6.82 |
| 12+25 | 995.20 | 988.73 | 6.47 |
| 12+50 | 994.83 | 988.75 | 6.08 |
| 12+75 | 994.48 | 988.73 | 5.75 |
| 13+00 | 994.16 | 988.52 | 5.64 |
| 13+25 | 993.87 | 988.88 | 4.99 |
| 13+50 | 993.61 | 989.38 | 4.23 |
| 13+75 | 993.37 | 989.96 | 3.41 |
| 14+00 | 993.16 | 990.61 | 2.55 |
| 14+25 | 992.98 | 991.25 | 1.73 |
| 14+50 | 992.82 | 991.95 | 0.87 |
| 14+70 | 992.69 | 992.45 | 0.24 |

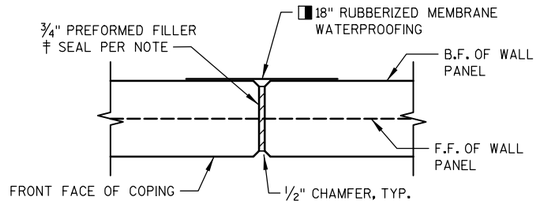



### COPING CONTRACTION JOINT

DO NOT RUN BAR STEEL THRU JOINT.
MAX. SPACING OF JOINT = 12'




### CAST-IN-PLACE CONCRETE COPING DETAIL




### COPING EXPANSION JOINT

DO NOT RUN BAR STEEL THRU JOINT.
MAX. SPACING OF JOINT = 50'

◨ MEMBRANE WATERPROOFING TO EXTEND FROM TOP OF COPING TO 6" BELOW TOP OF PANELS. MEMBRANE WATERPROOFING INCLUDED IN BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD".

‡ SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE.)

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-13-264

DRAWN BY DTH | PLANS CK'D. KRB

WALL DETAILS

SHEET 5
951

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| STATE PROJECT NUMBER |
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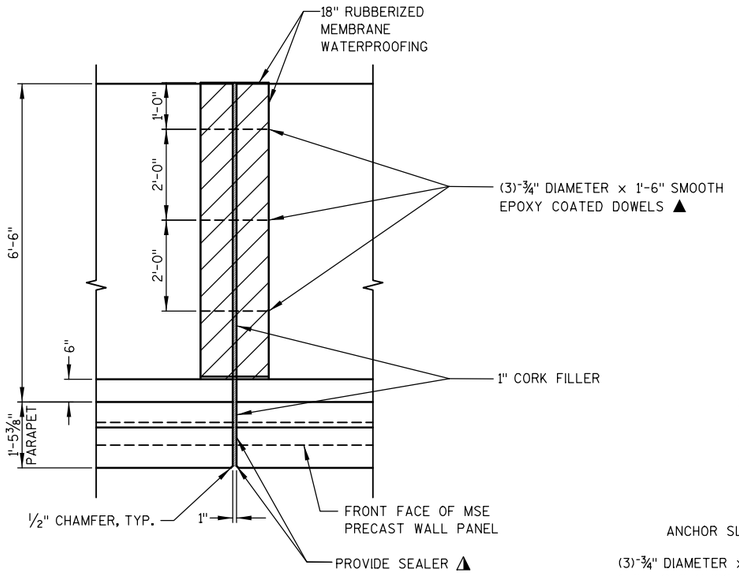
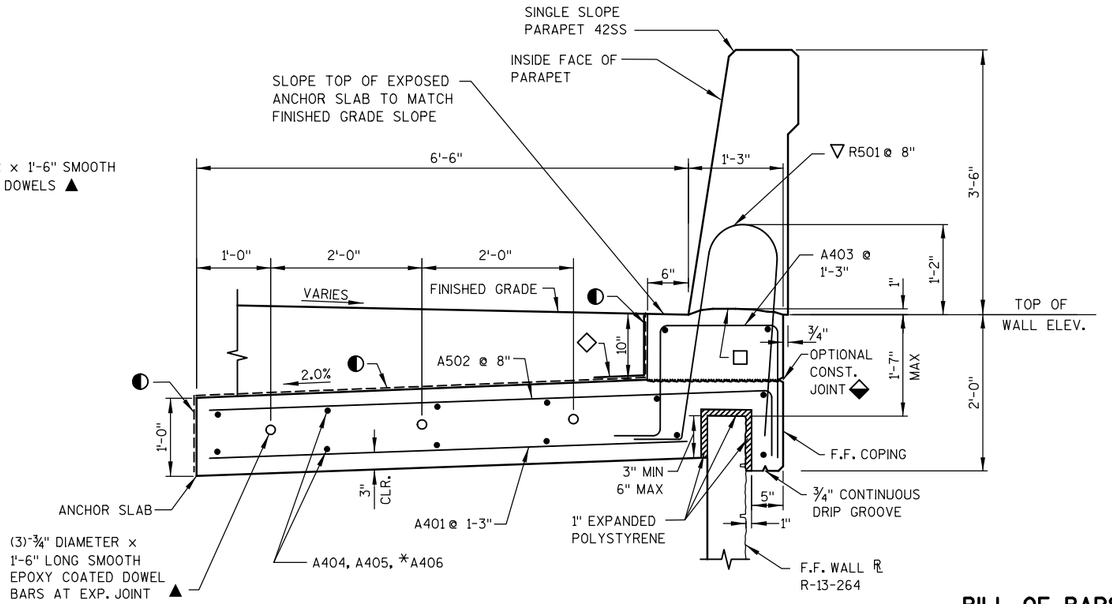
| 1206-07-74 |




## ANCHOR SLAB EXPANSION JOINT - PLAN VIEW

LOCATE ANCHOR SLAB EXPANSION JOINTS OVER WALL JOINTS.

DO NOT RUN BAR STEEL THRU JOINT, EXCEPT FOR DOWELS AS SHOWN. JOINT TO EXTEND FULL DEPTH OF PARAPET AND ANCHOR SLAB.




## CAST-IN-PLACE CONCRETE TRAFFIC BARRIER DETAIL

CONCRETE QUANTITY BASED ON 3 INCH PANEL EMBEDMENT.

## LEGEND:

- ▲ ¾" DIA. SMOOTH DOWEL BARS, 1'-6" LONG, AT EXPANSION JOINT. EMBED 9". USE APPROVED DEBONDER ON ½ THE BAR LENGTH. COST INCLUDED IN "CONCRETE MASONRY RETAINING WALLS". DOWELS SHALL BE PLACED AT MID-DEPTH OF SLAB.
- ◭ SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF FILLER WITH NON-STAINING, NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). COLOR OF JOINT SEALER SHALL EITHER MATCH COLOR OF ADJACENT WALL OR BE STAINED TO MATCH. SEE AESTHETIC DETAILS SHEET FOR WALL STAIN COLORS.
- ◐ 18" RUBBERIZED MEMBRANE WATERPROOFING TO BE PLACED ON THESE SURFACES AT EACH JOINT.
- ◇ IF OPT. CONST. JOINT IS USED, PLACE 18" MEMBRANE WATERPROOFING ALONG THE ENTIRE LONGITUDINAL JOINT. THE MEMBRANE WATERPROOFING SEALING THE OPT. CONST. JOINT IS INCLUDED IN THE BID ITEM "CONCRETE MASONRY RETAINING WALLS."
- ◈ PROVIDE ¾" V-GROOVE IF OPTIONAL CONST. JOINT IS USED.
- □ CONST. JOINT - STRIKE OFF AS SHOWN AND LEAVE ROUGH.
- ▽ R501 BARS TO BE TIED TO ANCHOR SLAB STEEL BEFORE ANCHOR SLAB IS POURED.
- * A406 BARS REPLACE A404 BARS AT CURVED SECTION FROM STA. 1+40 TO 1+70. VARY LAP LENGTH AS REQUIRED TO FIT CURVE. 1'-5" MIN. LAP.

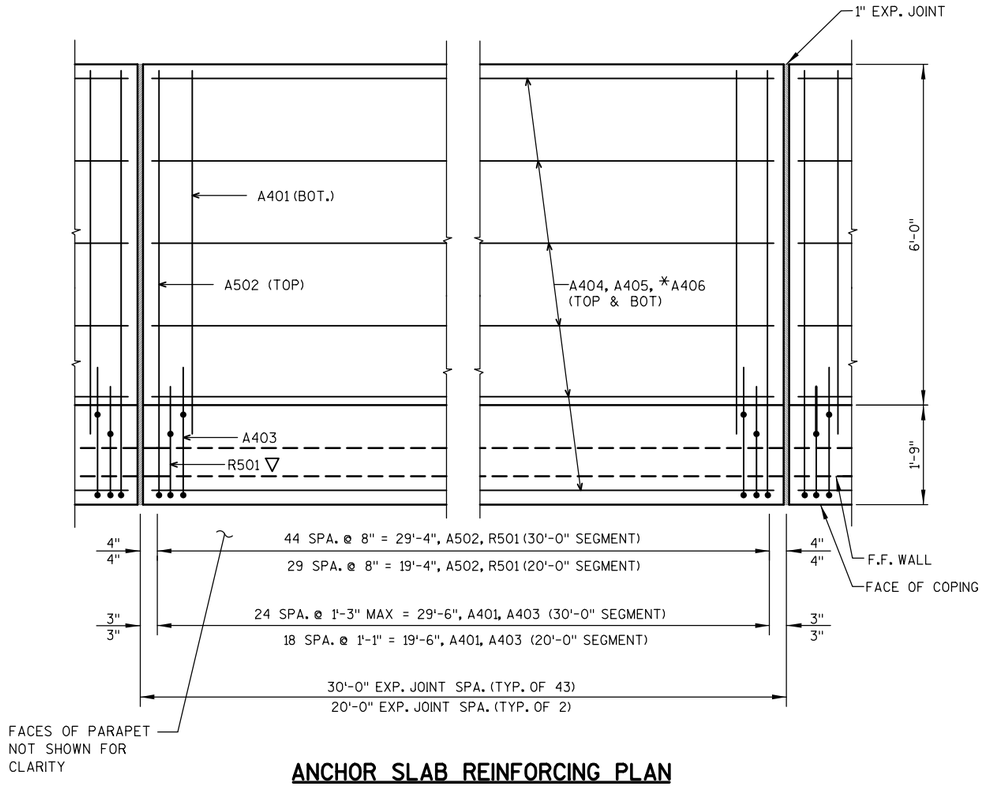
## BILL OF BARS

FOR ANCHOR SLAB

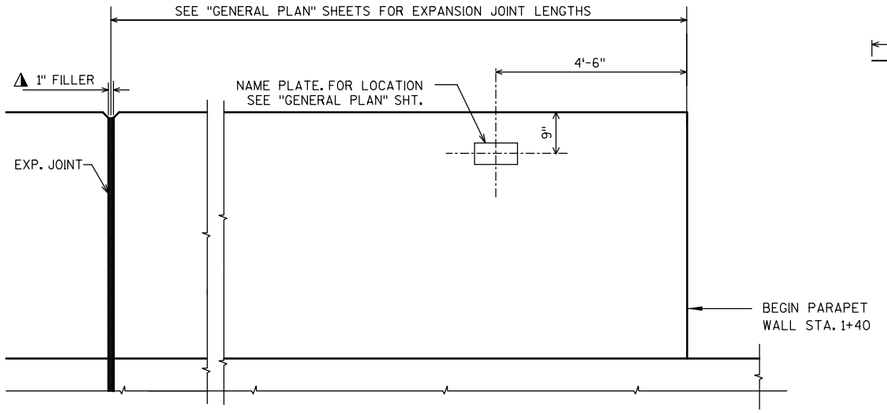
TOTAL COATED 37,810 LBS

| BAR MARK | COAT | QTY | LENGTH | BENT | LOCATION |
|---|---|---|---|---|---|
| A401 | X | 1133 | 6'-3" | | ANCHOR SLAB - TRANS. BOT. |
| A502 | X | 2015 | 8'-2" | X | ANCHOR SLAB - TRANS. TOP |
| A403 | X | 1093 | 4'-11" | X | ANCHOR SLAB - VERTICAL |
| A404 | X | 588 | 29'-7" | | ANCHOR SLAB - LONG. T & B - 30'-0" EXP. JOINT |
| A405 | X | 28 | 19'-7" | | ANCHOR SLAB - LONG. T & B - 20'-0" EXP. JOINT |
| A406 | X | 28 | 18'-0" | | ANCHOR SLAB - LONG. T & B - 30'-0" EXP. JOINT - CURVED |

NUMBER REQUIRED AND LENGTH SHOWN FOR QUANTITY PURPOSES ONLY. CONTRACTOR TO DETERMINE ACTUAL LENGTHS AND NUMBER OF BARS AFTER MSE PANELS HAVE BEEN LAID OUT BY THE WALL SUPPLIER. THE PARAPET AND ANCHOR SLAB EXPANSION JOINTS MUST COINCIDE WITH PANEL JOINT ON FRONT FACE. PROVIDE 2" CLEAR COVER AT EXPANSION JOINTS.

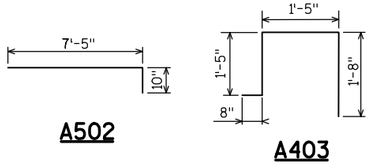



## ANCHOR SLAB REINFORCING PLAN




## INSIDE ELEVATION PARAPET

(AT NORTH END OF WALL)




| NO. | DATE | REVISION | BY |
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-13-264

DRAWN BY DLM | PLANS CK'D. KRB

ANCHOR SLAB DETAILS

SHEET 6
952

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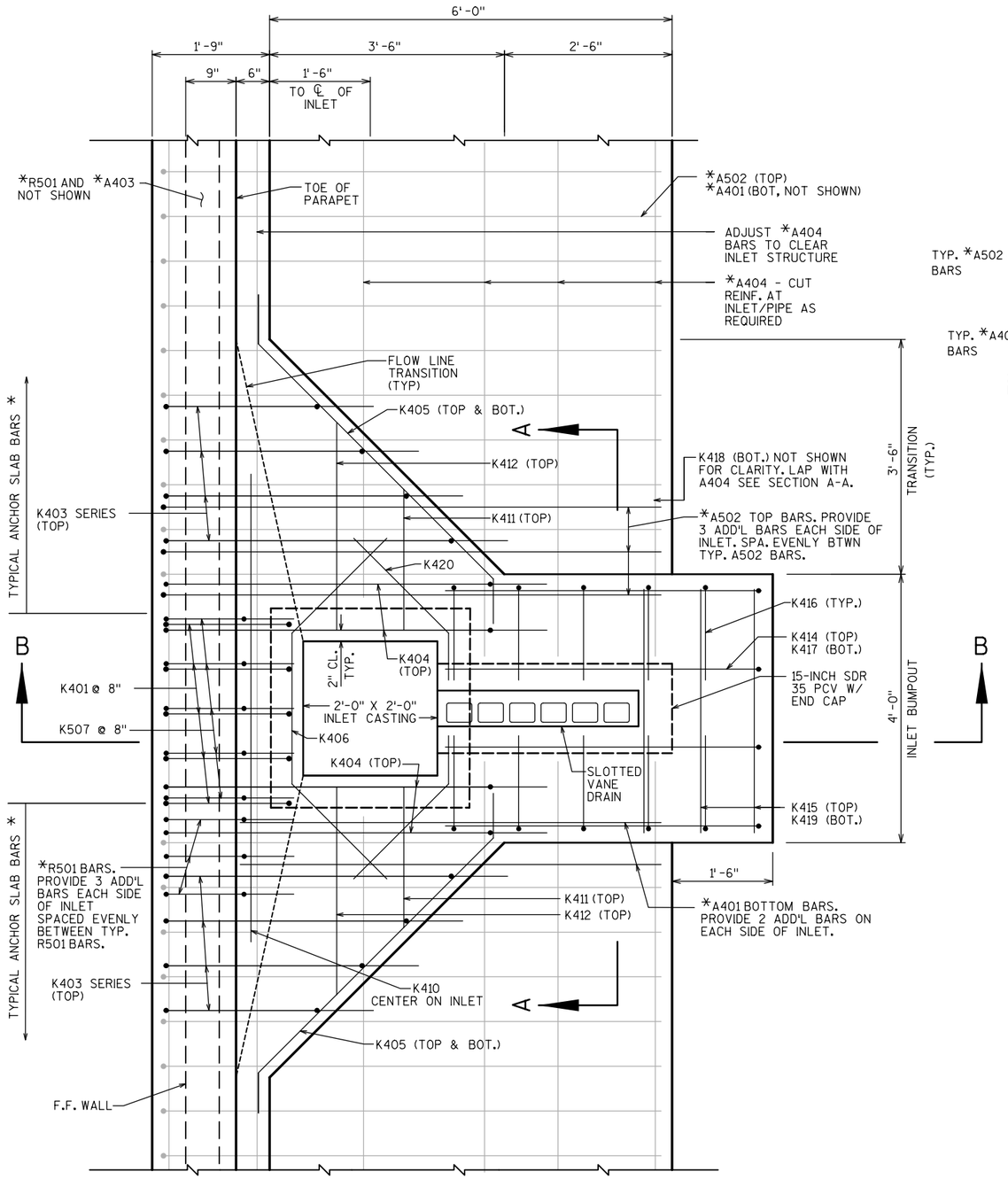
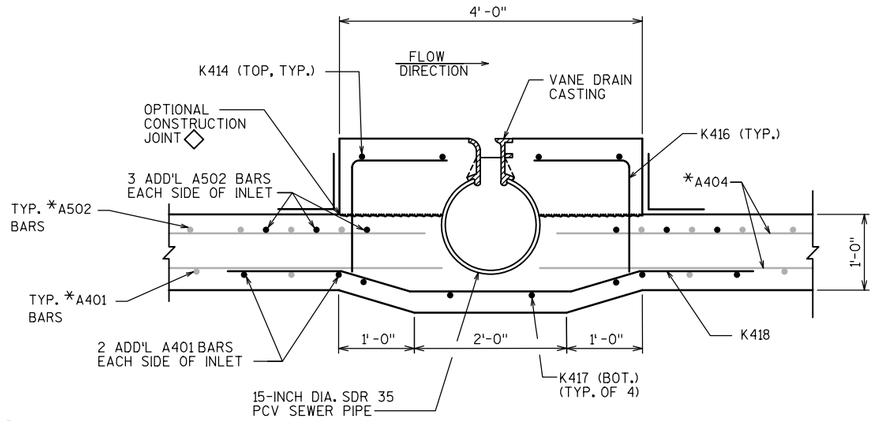
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\081105_asd.dgn

STATE PROJECT NUMBER

1206-07-74




## SECTION A-A

## NOTES

SEE "INLET DETAILS - 2" SHEET FOR BILL OF BARS AND BENDING DETAILS.

REFER TO S.D.D. "8D14: SLOTTED VANE DRAIN" FOR ADDITIONAL DETAILS RELATED TO THE SLOTTED VANE DRAIN. ORIENT DRAIN TOWARDS DIRECTION OF FLOW AS SHOWN IN STANDARD DETAIL.

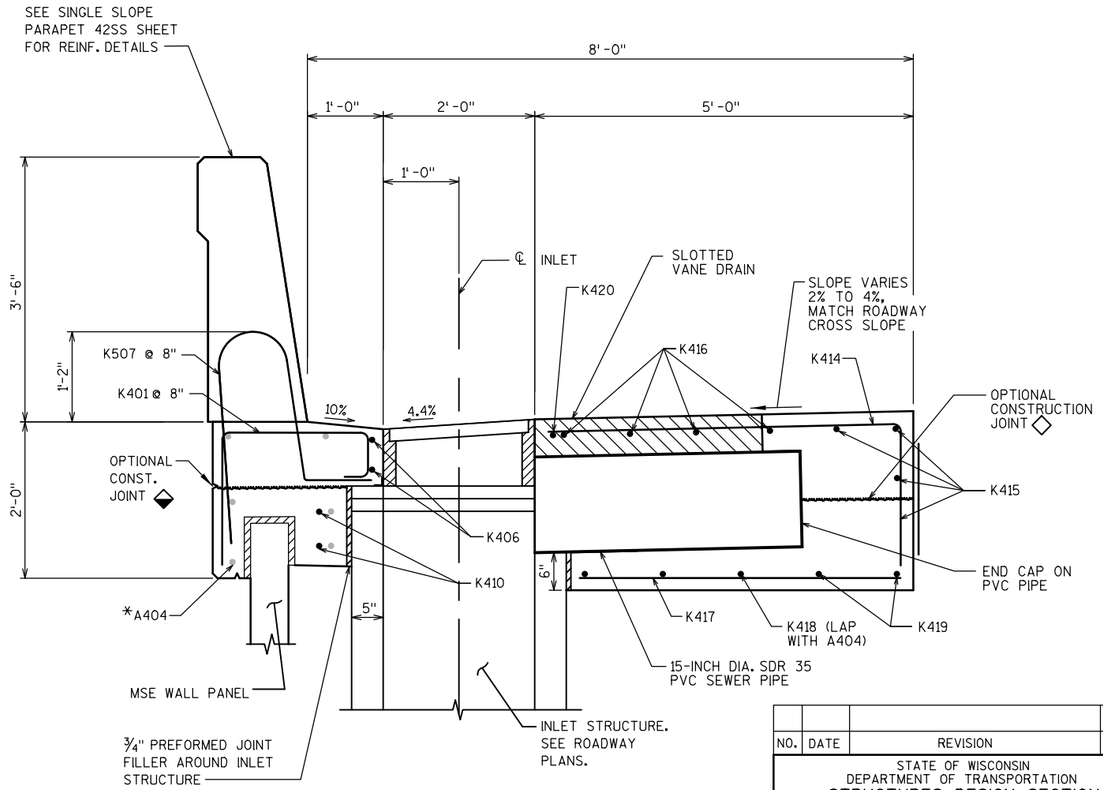
TYPICAL ANCHOR SLAB BARS ARE SHOWN AS SCREENED IN THIS DETAIL. REFER TO ANCHOR SLAB DETAILS SHEET FOR ADDITIONAL BAR STEEL DETAILS.

DISPLACE REINF. BARS AS NECESSARY TO MAINTAIN 2" COVER OVER REINF. BARS AT INLET STRUCTURE.

* SEE ANCHOR SLAB DETAIL SHEET FOR ADDITIONAL BAR STEEL DETAILS.

◆ PROVIDE ¾" V-GROOVE IF OPTIONAL CONST. JOINT IS USED.

◇ IF OPT. CONST. JOINT IS USED, PLACE 18" MEMBRANE WATERPROOFING ALONG THE ENTIRE LONGITUDINAL JOINT. THE MEMBRANE WATERPROOFING SEALING THE OPT. CONST. JOINT IS INCIDENTAL TO THE CONCRETE MASONRY BID ITEM.




## SECTION B-B

## ANCHOR SLAB PLAN AT INLET STRUCTURE WITH SLOTTED VANE DRAIN

10 INLETS TOTAL OF THIS CONFIGURATION. SEE GENERAL PLAN SHEET FOR INLET LOCATIONS. ALL INLET STRUCTURES ARE CENTERED BETWEEN EXPANSION JOINTS.

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-13-264

DRAWN BY DTH | PLANS CK'D. KRB

INLET DETAILS - 1

SHEET 7
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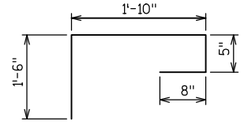
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\081106_id.dgn

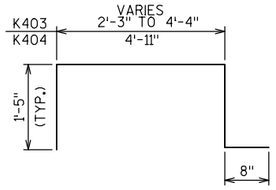
| STATE PROJECT NUMBER |
|---|
| 1206-07-74 |

## NOTES

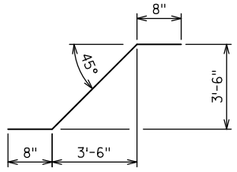
DISPLACE REINF. BARS AS NECESSARY TO MAINTAIN 2" COVER OVER REINF. BARS AT INLET STRUCTURE.



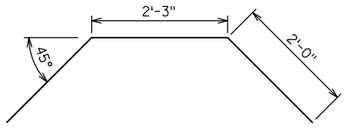

K401



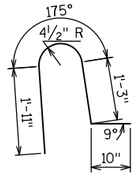

K403, K404



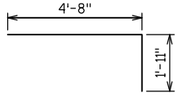

K405



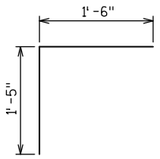

K406



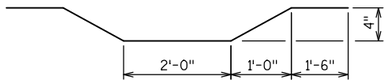

K507



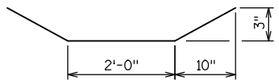

K414



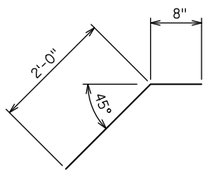

K416




K418




K419




K420

## BILL OF BARS

FOR INLET LOCATIONS
(10 TOTAL INLETS ON WALL R-13-264)

**TOTAL COATED = 2,180 LBS**

| BAR MARK | COAT | QTY | LENGTH | BENT | BAR SERIES | LOCATION |
|---|---|---|---|---|---|---|
| K401 | X | 50 | 4'-2" | X | | VERTICAL |
| K403 | X | 80 | 6'-7" | X | ▲ | TRANS. - TOP |
| K404 | X | 40 | 8'-2" | X | | TRANS. - TOP |
| K405 | X | 40 | 6'-3" | X | | TRANS. - TOP & BOT. |
| K406 | X | 20 | 6'-2" | X | | TRANS. - TOP & BOT. |
| K507 | X | 50 | 5'-1" | X | | VERTICAL |
| K410 | X | 20 | 7'-0" | | | LONG. - TOP & BOT. |
| K411 | X | 20 | 2'-1" | | | LONG. - TOP |
| K412 | X | 20 | 3'-1" | | | LONG. - TOP |
| K414 | X | 40 | 6'-6" | X | | LONG. - TOP |
| K415 | X | 40 | 3'-8" | | | TRANS. - TOP & SIDES |
| K416 | X | 100 | 2'-10" | X | | TRANS. - TOP |
| K417 | X | 40 | 4'-2" | | | LONG.- BOT. & SIDES |
| K418 | X | 30 | 7'-0" | X | | TRANS. - BOT. |
| K419 | X | 20 | 3'-8" | X | | TRANS. - BOT. |
| K420 | X | 20 | 2'-8" | X | | TRANS. - TOP |

## BAR SERIES TABLE

| BAR MARK | QTY | LENGTH |
|---|---|---|
| K403 | 20 SERIES OF 4 | 5'-6" TO 7'-7" |

▲ LENGTH USED FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

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| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-13-264

DRAWN BY DTH | PLANS CK'D. KRB

INLET DETAILS - 2

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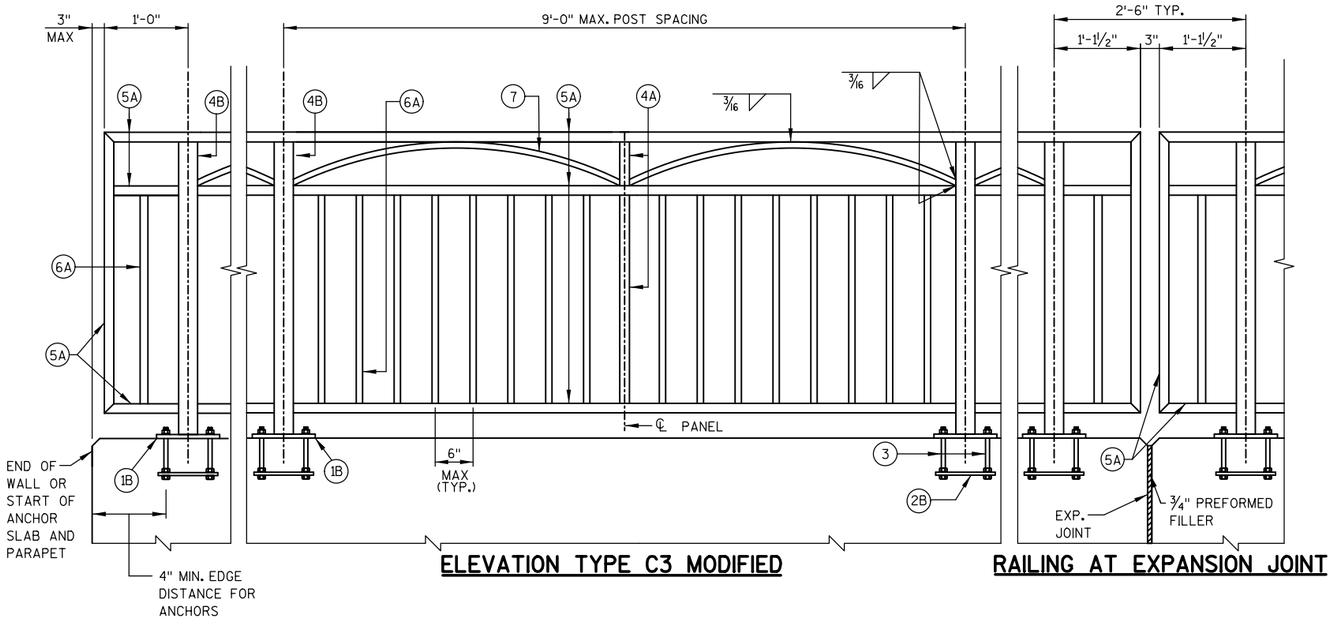
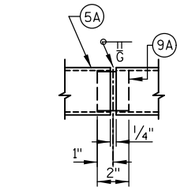
STATE PROJECT NUMBER

1206-07-74



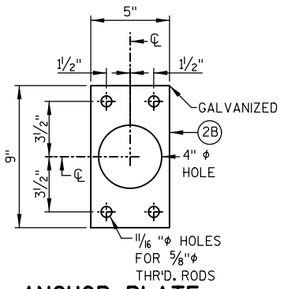

## ELEVATION TYPE C3 MODIFIED

## RAILING AT EXPANSION JOINT




## SHOP RAIL SPLICE DETAIL

(LOCATION MUST BE SHOWN ON SHOP DRAWINGS)




## ANCHOR PLATE

## LEGEND

(1B) PLATE 5/8" X 6" X 10" WITH 3/4" X 1½" SLOTTED HOLES

(2B) 1/4" X 5" X 9" ANCHOR PLATE WITH 11/16 " ϕ HOLES FOR THR'D. RODS NO. 3.

(3) 5/8" DIA. X 9" LONG, TYPE 316 STAINLESS STEEL THREADED RODS (MIN. TENSILE STRENGTH = 70 KSI) WITH NUT AND WASHERS OF SAME ALLOY GROUP. (ALTERNATE RAIL POST ANCHORAGE: 4 EQUIV. STAINLESS STEEL CONCRETE MASONRY ANCHORS TYPE L 5/8-INCH. EMBED 7" IN CONCRETE FOR RAIL POSTS.)

(4A) STRUCTURAL TUBING 3" X 1½" X 3/16". PLACE VERTICAL. WELD TO NO. 1 & 5.

(4B) STRUCTURAL TUBING 3" X 3" X 3/16". PLACE VERTICAL. WELD TO NO. 1 & 5.

(5A) STRUCTURAL TUBING 3" X 1½" X 3/16" RAILS. WELD TO NO. 1 & NO. 4. INSIDE OF TUBE TO BE PAINTED AT ALL FIELD ERECTION JOINTS.

(6A) BAR 1" X 1" PICKETS. WELD TO NO. 5. (SPACE AT 6" MAX ℄ TO ℄ SPACING). PLACE VERTICAL.

(7) BAR 1" X 1". BEND TO REQUIRED RADIUS. WELD TO NO. 4 & 5.

(9A) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. PROVIDE "SLIDING FIT".

(10A) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. (1'-4" @ FIELD ERECTION JTS.)

## RAILING NOTES

BID ITEM SHALL BE "RAILING STEEL TYPE C3 GALVANIZED PEDESTRIAN R-13-264", WHICH SHALL INCLUDE ALL STEEL ITEMS SHOWN.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUTS.

ALL PLATES, BARS, AND RECTANGULAR SLEEVES SHALL CONFORM TO ASTM A709 GRADE 36. ALL STRUCTURAL TUBING SHALL CONFORM TO ASTM A500 GRADE B.

ANCHORAGES SHALL BE ACCURATELY PLACED TO PROVIDE CORRECT ALIGNMENT OF RAILING. SET NORMAL TO GRADE.

CUT BOTTOM OF POST TO MAKE POST VERTICAL IN BOTH TRANSVERSE AND LONGITUDINAL DIRECTION.

STEEL SHIMS SHALL BE PROVIDED & USED UNDER BASE PLATES WHERE REQUIRED FOR ALIGNMENT, AND SHALL BE GALVANIZED.

CAULK AROUND PERIMETER OF BASE PLATES, NO. 1, AND FILL BOLT SLOT OPENINGS IN SHIMS AND BASE PLATES WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

ALL MATERIAL (EXCEPT NO. 3) SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING, THE STEEL RAILING SHALL BE GIVEN A NO. 6 BLAST CLEANING PER SSPC SPECIFICATIONS. PAINT OVER GALVANIZING WITH AN APPROVED TIE COAT AND TOP COAT AS SPECIFIED IN THE SPECIAL PROVISIONS. THE RAILING SHALL BE PAINTED FEDERAL COLOR NO. 14090 (GREEN).

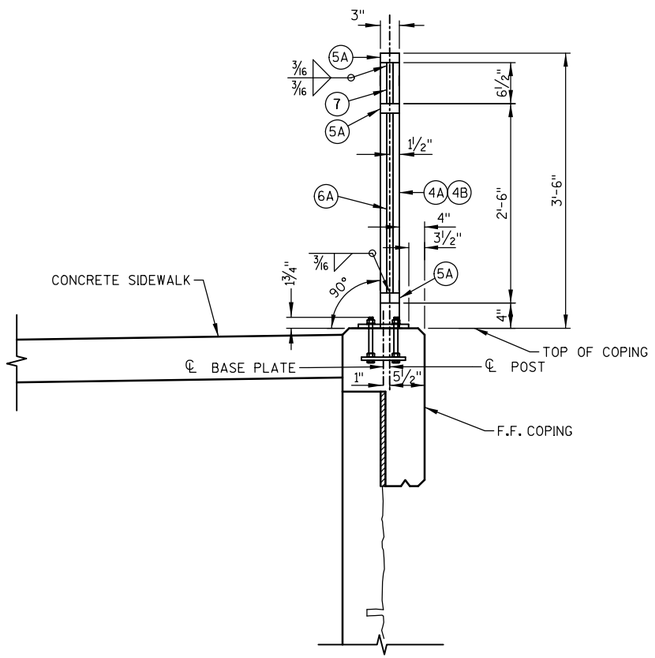
VENT HOLES SHALL BE DRILLED IN POST AND RAIL MEMBERS AS REQUIRED TO FACILITATE GALVANIZING AND DRAINAGE.

RAILING SHALL BE FABRICATED IN LENGTHS THAT INCLUDE 3 OR 4 POSTS.

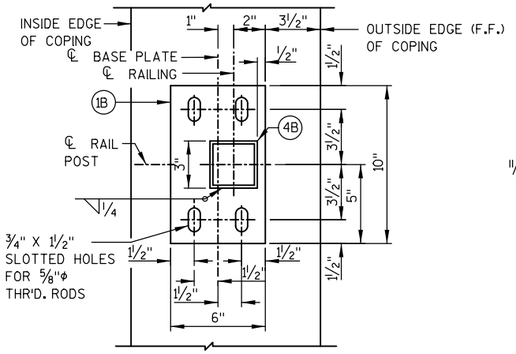
TOUCH-UP PAINTING TO BE DONE AT COMPLETION OF STEEL RAILING INSTALLATION TO THE SATISFACTION OF THE ENGINEER AT NO EXTRA COST.

COORDINATE POST LAYOUT WITH MSE WALL COPING EXPANSION JOINT LAYOUT.

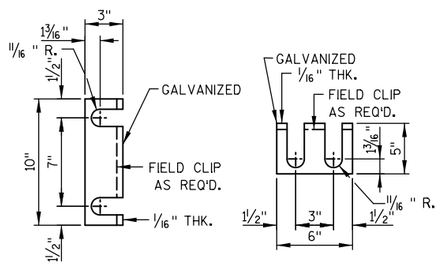
RAILING MAY BE CONSTRUCTED WITH STRAIGHT CHORD SECTIONS OR CURVED TO FIT WALL GEOMETRY.




## SECTION THRU RAILING

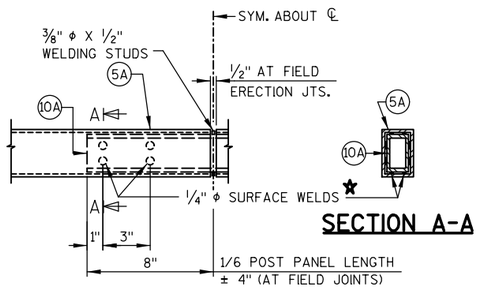



## TYPICAL RAIL POST BASE PLATE




## RAIL POST SHIM DETAIL

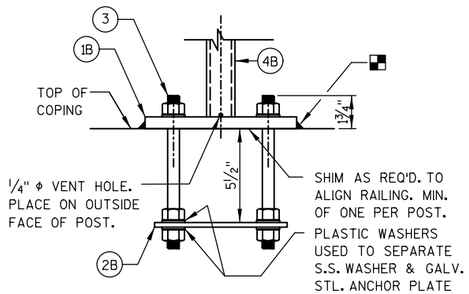
(2 SETS PER POST)




## SECTION A-A

## FIELD ERECTION JOINT DETAIL

★ MIN. 5/8" FLAT SURFACE DIA. PUNCHINGS OR STUDS MAY BE USED AS AN ALTERNATE.




## ANCHORAGE FOR RAIL POSTS

NOTE: ANCHOR PLATE NOT REQUIRED WHEN TYPE S ANCHORS ARE USED.

| NO. | DATE | REVISION | BY |
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-13-264

DRAWN BY DLM | PLANS CK'D. KRB

PEDESTRIAN RAILING DETAILS

SHEET 9
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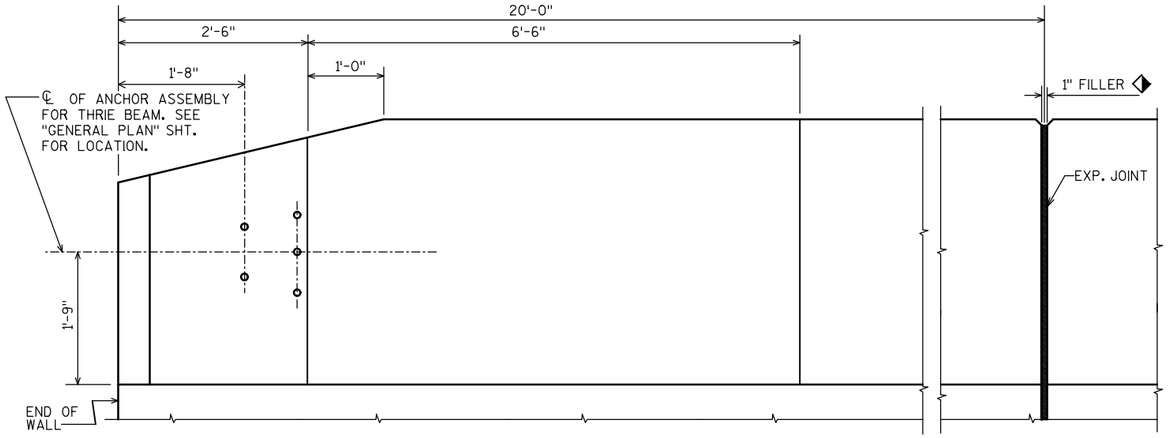
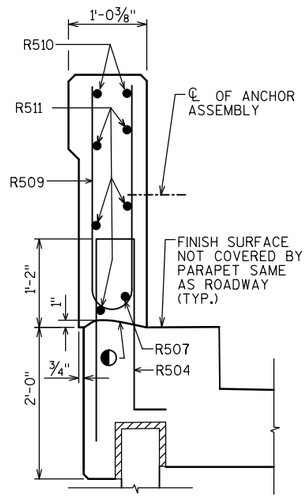
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\081107_rd.dgn

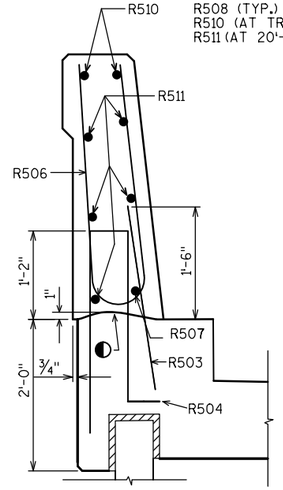



## INSIDE ELEVATION

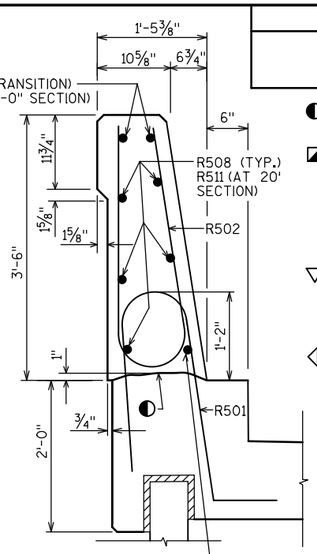
(AT SOUTH END OF WALL)




## SECTION A

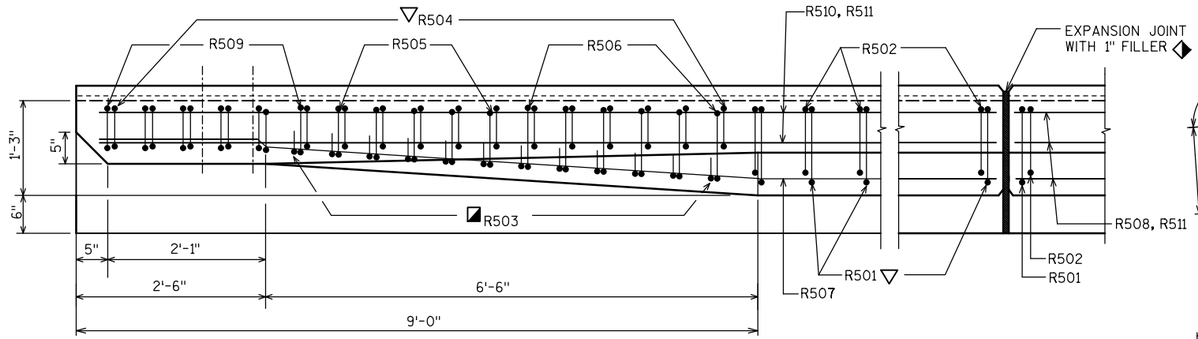



## SECTION B



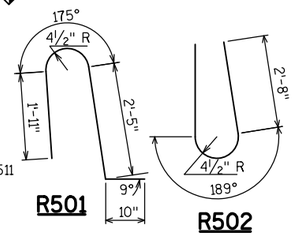

## SECTION C

- ◐ CONST. JOINT - STRIKE OFF AS SHOWN.
- ◪ R503 BARS MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. USE CARE TO PLACE R503 BARS CORRECTLY ALONG TRANSITION OF PARAPET.
- ▽ R501 AND R504 BARS TO BE TIED TO ANCHOR SLAB STEEL BEFORE ANCHOR SLAB IS POURED.
- ◆ SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF FILLER WITH NON-STAINING, NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). COLOR OF JOINT SEALER SHALL EITHER MATCH COLOR OF ADJACENT WALL OR BE STAINED TO MATCH. SEE AESTHETIC DETAILS SHEET FOR WALL STAIN COLORS.




## PLAN

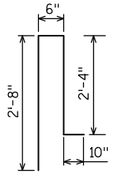
(AT SOUTH END OF WALL)



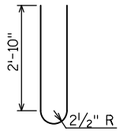

## R501




## R502




## R504

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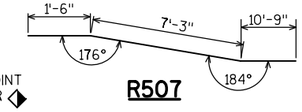
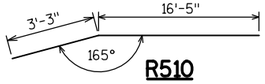
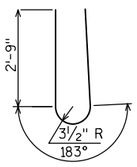


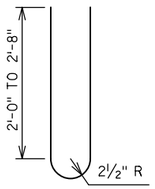

## R507




## R510




## R506




## R509

## BILL OF BARS

FOR PARAPET

**TOTAL COATED =38,020 LBS**

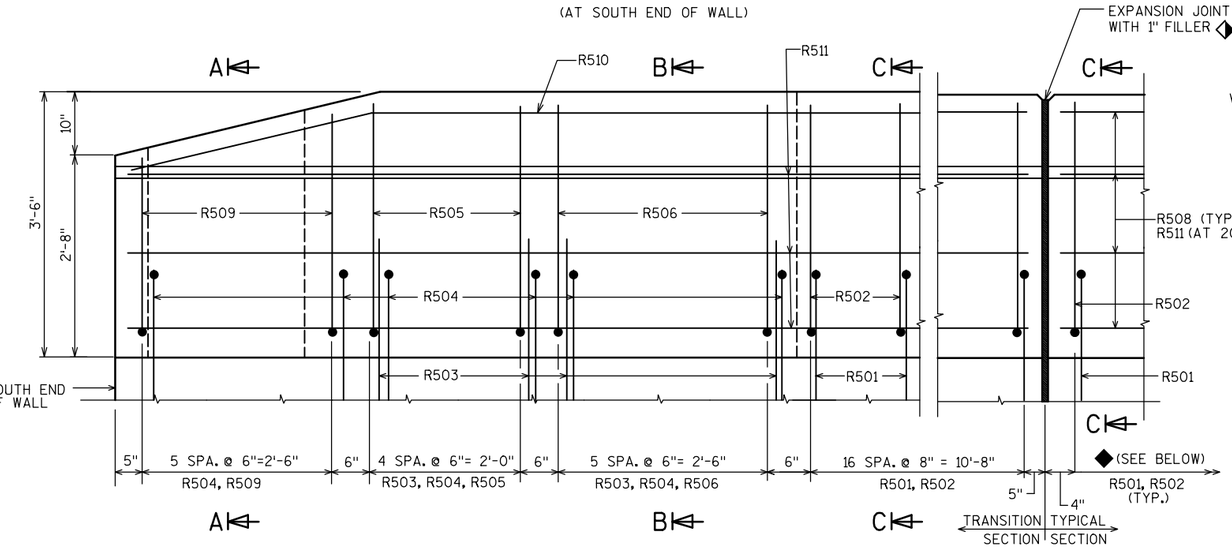
| BAR MARK | COAT | QTY | LENGTH | BENT | BAR SERIES | LOCATION |
|---|---|---|---|---|---|---|
| R501 | X | 2002 | 6'-3" | X | | PARAPET VERT. |
| R502 | X | 1982 | 6'-8" | X | | PARAPET VERT. |
| R503 | X | 11 | 3'-0" | | | PARAPET VERT. |
| R504 | X | 17 | 6'-0" | X | | PARAPET VERT. |
| R505 | X | 5 | 6'-5" | X | | PARAPET VERT. |
| R506 | X | 6 | 6'-6" | X | | PARAPET VERT. |
| R507 | X | 1 | 19'-6" | X | | PARAPET HORIZ. |
| R508 | X | 344 | 29'-7" | | | PARAPET HORIZ. |
| R509 | X | 6 | 5'-5" | X | ▲ | PARAPET VERT. |
| R510 | X | 2 | 19'-8" | X | | PARAPET HORIZ. |
| R511 | X | 13 | 19'-7" | | | PARAPET HORIZ. |

NUMBER REQUIRED AND LENGTH SHOWN FOR QUANTITY PURPOSES ONLY. CONTRACTOR TO DETERMINE ACTUAL LENGTHS AND NUMBER OF BARS AFTER MSE PANELS HAVE BEEN LAID OUT BY THE WALL SUPPLIER. THE PARAPET AND ANCHOR SLAB EXPANSION JOINTS MUST COINCIDE WITH PANEL JOINT ON FRONT FACE. PROVIDE 2" CLEAR COVER AT EXPANSION JOINTS.

▲ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

## BAR SERIES TABLE

| BAR MARK | NO. REQ'D. | LENGTH |
|---|---|---|
| R509 | 1 SERIES OF 6 | 4'-9" TO 6'-1" |

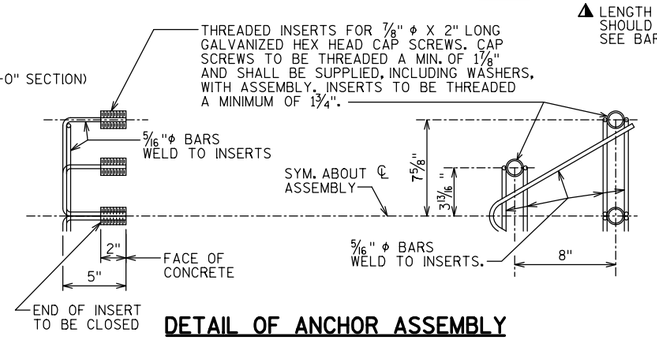



## OUTSIDE ELEVATION

(AT SOUTH END OF WALL)

TRANSITION SECTION OCCURS AT SOUTH END OF WALL ONLY

◆ 20'-0" SECTION: 29 SPA. @ 8" = 19'-4"
30'-0" SECTION: 44 SPA. @ 8" = 29'-4"




## DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

ASSEMBLY SHALL BE BID ITEM "ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD", EACH.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-13-264

DRAWN BY DLM | PLANS CK'D. KRB

SINGLE SLOPE PARAPET 42SS

SHEET 10
956

STATE PROJECT NUMBER

1206-07-74

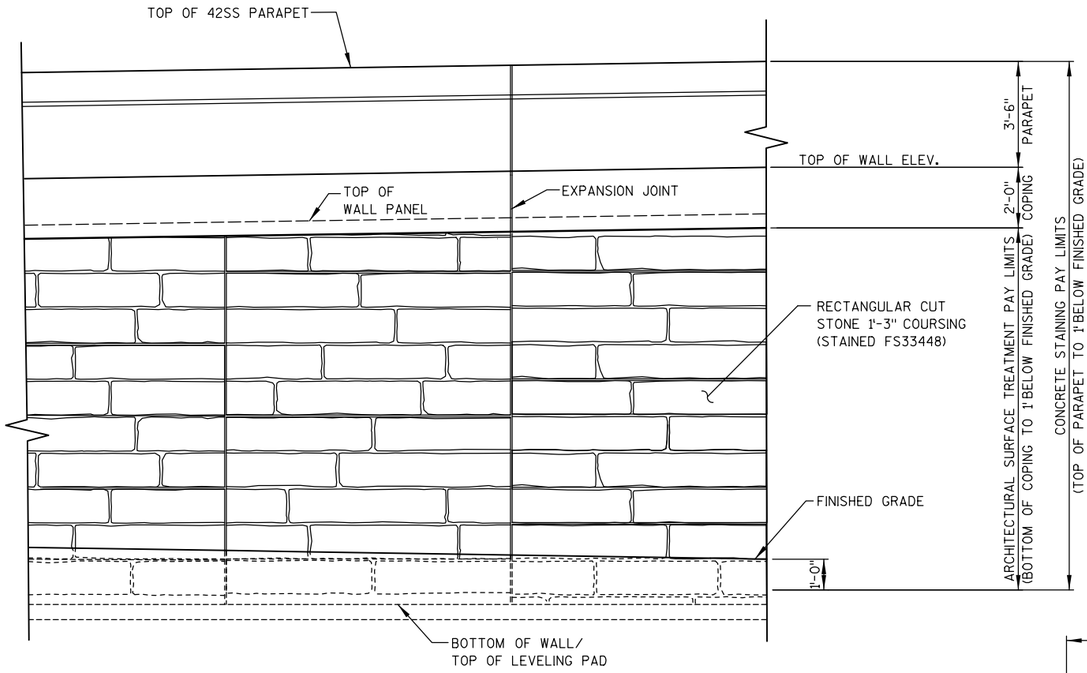
8

8

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\081108_pd.dgn

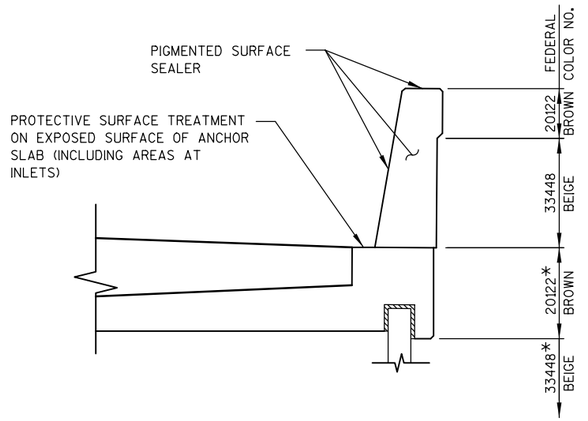
STATE PROJECT NUMBER

1206-07-74




## PARTIAL WALL ELEVATION

(TRAFFIC BARRIER SHOWN. WALL WITH COPING IS SIMILAR.)




## PARAPET AND COPING STAIN COLORS

*COLORS FOR WALL AND COPING FROM STA. 0+00 TO STA. 1+40

## NOTES

PROVIDE AESTHETIC DETAILS SHOWN IN THIS PLAN AND AS NOTED IN THE SPECIAL PROVISIONS.

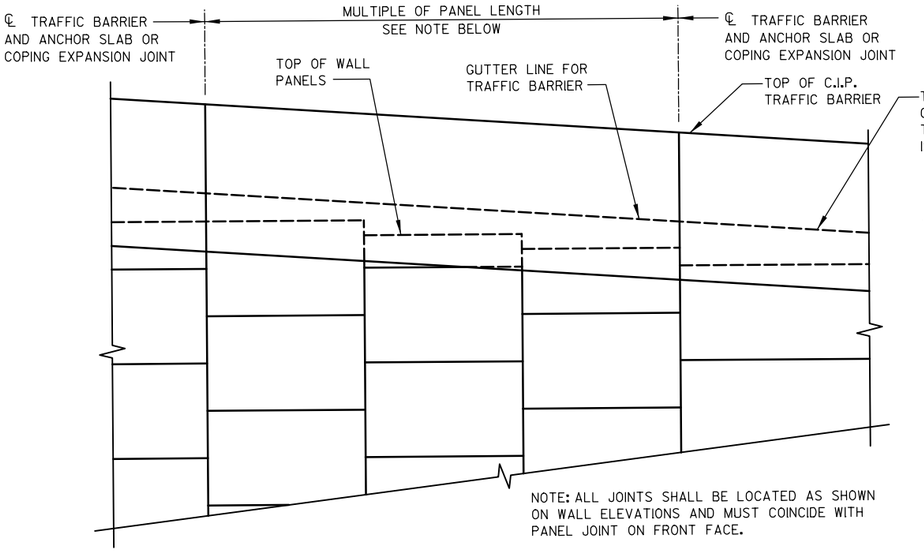
ALL STONE EDGES ADJACENT TO VERTICAL PANEL JOINTS SHALL BE FLUSH CUT.

AVERAGE RELIEF IS ¾" FOR THE STONES WITH A MAXIMUM RELIEF OF 2" FOR THE JOINTS.

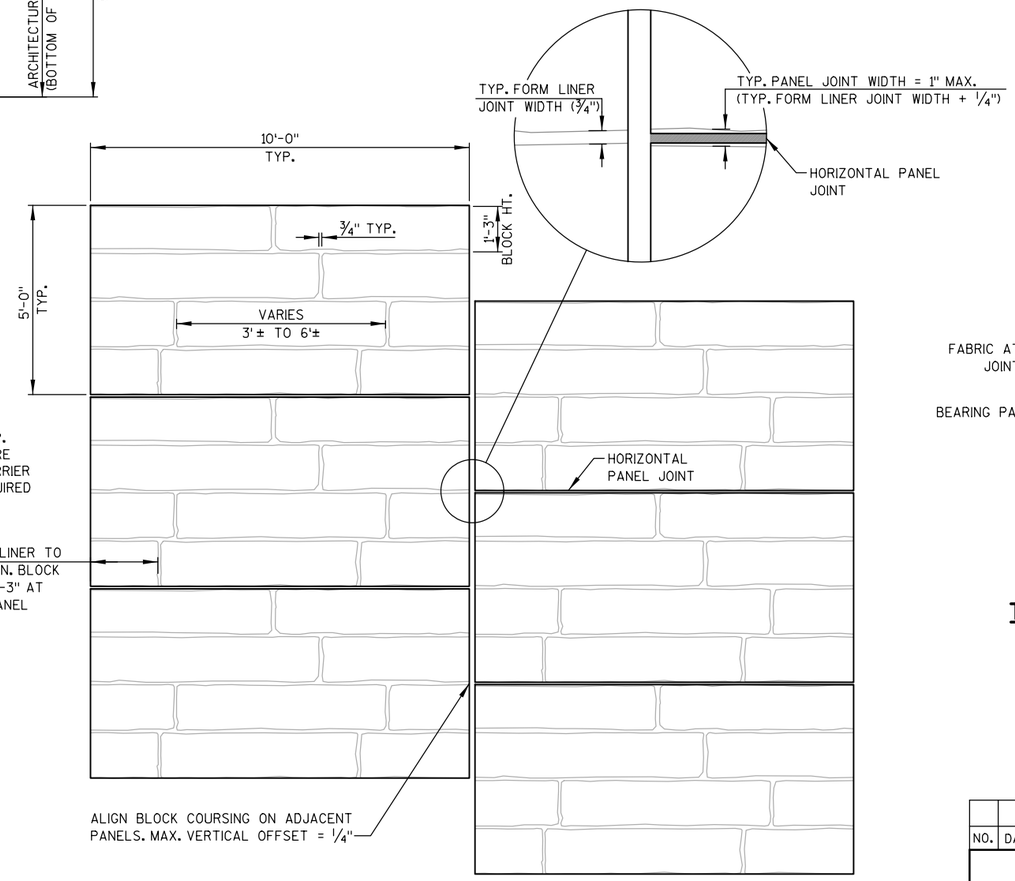
ALL PANELS ARE TO BE STAINED PER DETAILS ON THIS SHEET.

ALL EXPOSED SURFACES OF FORMLINED BLOCKS TO BE SPLIT FACE INCLUDING FACES, CORNERS AND EDGES.

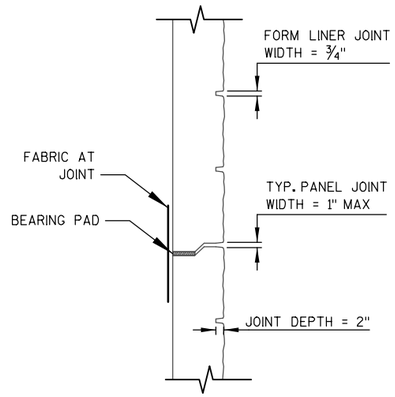
FORMLINER COURSING SHALL BE LEVEL AND CONTINUOUS ACROSS VERTICAL PANEL JOINTS.




## C.I.P. TRAFFIC BARRIER PARTIAL ELEVATION




## TYPICAL PANEL AESTHETIC DETAILS




## TYPICAL PANEL JOINT CROSS SECTION

8

8

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-13-264

DRAWN BY DTH | PLANS CK'D. KRB

AESTHETIC DETAILS

SHEET 11
957

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\081109_ad.dgn

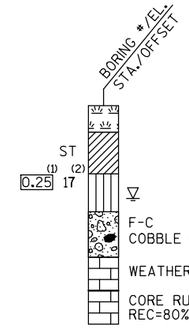
STATE PROJECT NUMBER

**1206-07-74**

MATERIAL SYMBOLS

| | | |
|---|---|---|
| ASPHALT | TOPSOIL | PEAT |
| CONCRETE | FILL | GRAVEL |
| SAND | CLAY | SILT |
| BOULDERS OR COBBLES | LIMESTONE | BEDROCK (UNKNOWN) |
| SHALE | SANDSTONE | IGNEOUS/ META |

LEGEND OF BORING




(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

▽ AT TIME OF DRILLING

▼ END OF DRILLING

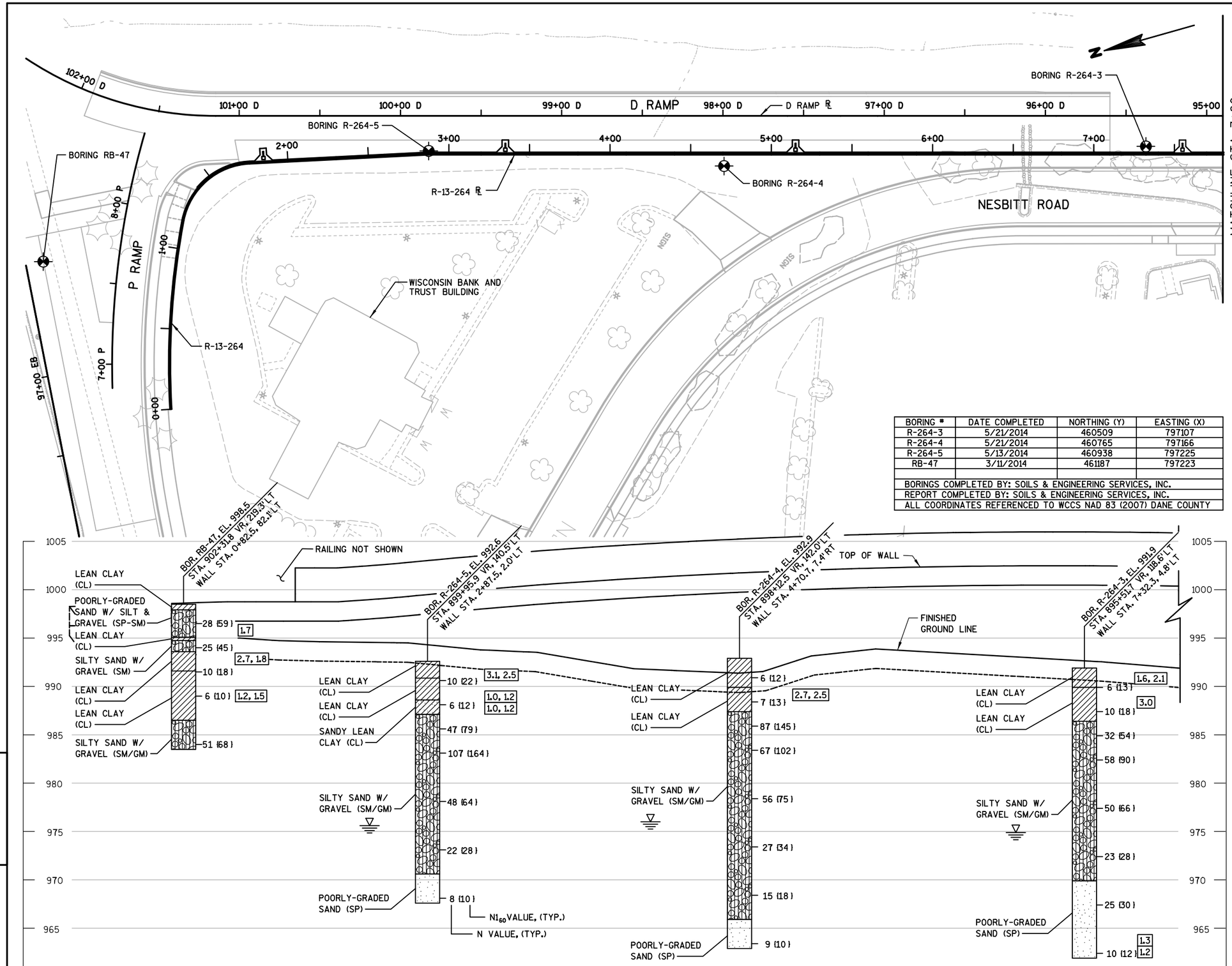
▽ AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.




| BORING # | DATE COMPLETED | NORTHING (Y) | EASTING (X) |
|---|---|---|---|
| R-264-3 | 5/21/2014 | 460509 | 797107 |
| R-264-4 | 5/21/2014 | 460765 | 797166 |
| R-264-5 | 5/13/2014 | 460938 | 797225 |
| RB-47 | 3/11/2014 | 461187 | 797223 |

BORINGS COMPLETED BY: SOILS & ENGINEERING SERVICES, INC.
REPORT COMPLETED BY: SOILS & ENGINEERING SERVICES, INC.
ALL COORDINATES REFERENCED TO WCCS NAD 83 (2007) DANE COUNTY

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-13-264

DRAWN BY DTH | PLANS CK'D. KRB

SUBSURFACE EXPLORATION-1

SHEET 12
958

SCALE =

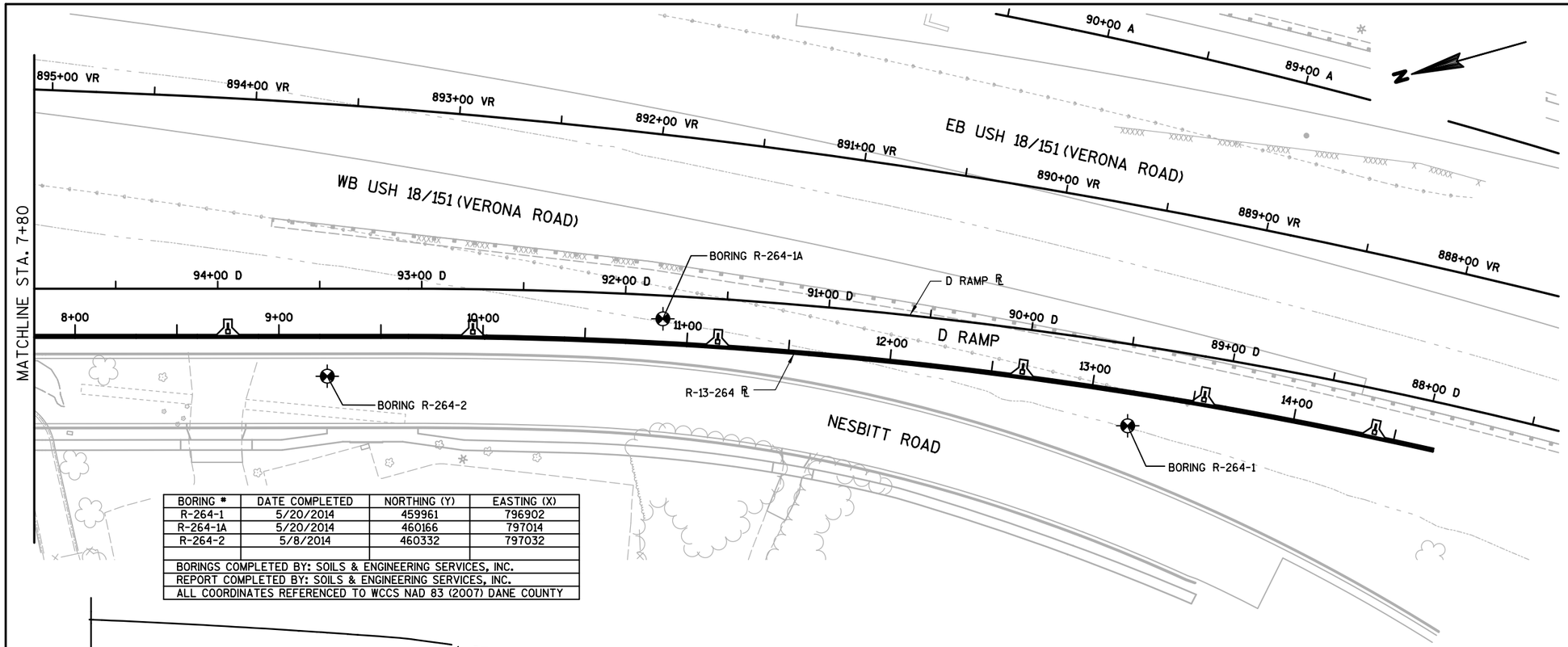
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\081110_sx.dgn

STATE PROJECT NUMBER

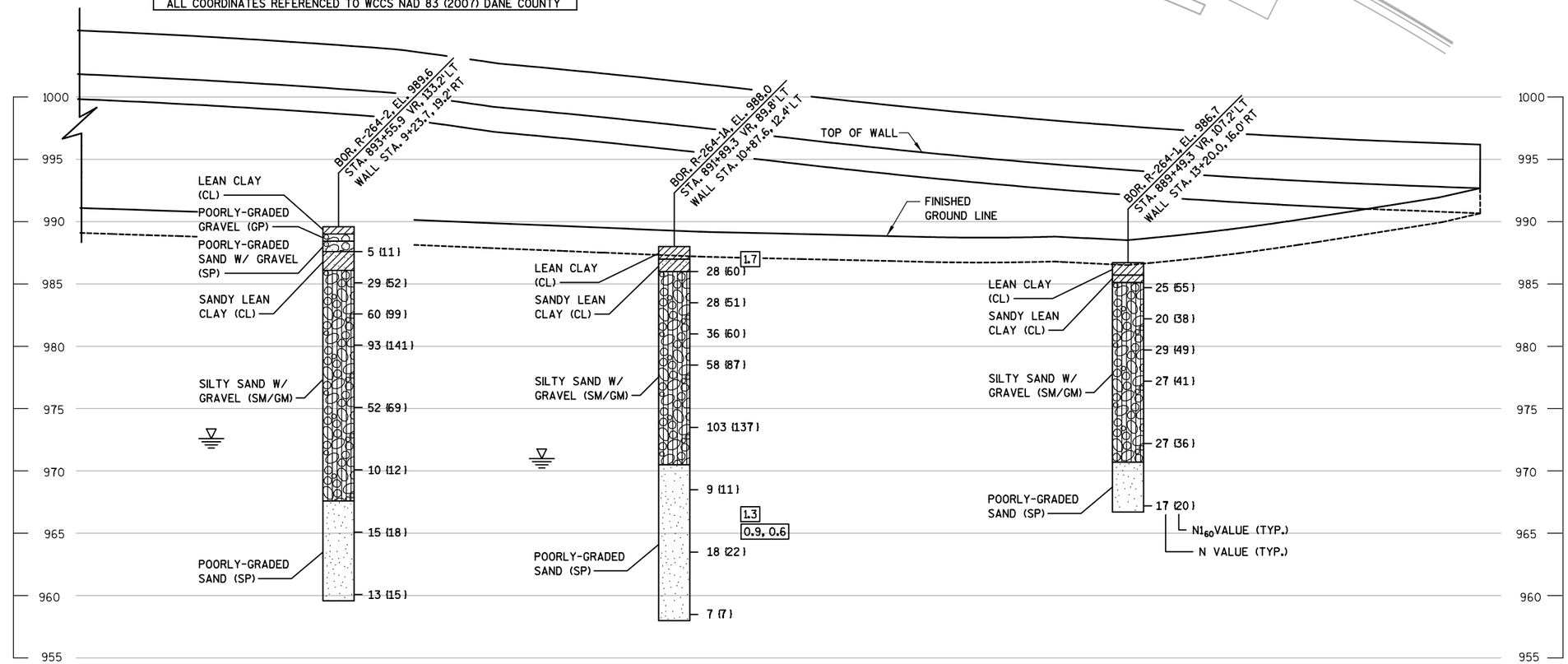
**1206-07-74**

MATERIAL SYMBOLS

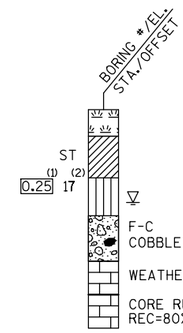
| | | |
|---|---|---|
| ASPHALT | TOPSOIL | PEAT |
| CONCRETE | FILL | GRAVEL |
| SAND | CLAY | SILT |
| BOULDERS OR COBBLES | LIMESTONE | BEDROCK (UNKNOWN) |
| SHALE | SANDSTONE | IGNEOUS/ META |




| BORING # | DATE COMPLETED | NORTHING (Y) | EASTING (X) |
|---|---|---|---|
| R-264-1 | 5/20/2014 | 459961 | 796902 |
| R-264-1A | 5/20/2014 | 460166 | 797014 |
| R-264-2 | 5/8/2014 | 460332 | 797032 |
| | | | |
| BORINGS COMPLETED BY: SOILS & ENGINEERING SERVICES, INC. | | | |
| REPORT COMPLETED BY: SOILS & ENGINEERING SERVICES, INC. | | | |
| ALL COORDINATES REFERENCED TO WCCS NAD 83 (2007) DANE COUNTY | | | |




LEGEND OF BORING

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GROUND WATER ELEVATION

- ▽ AT TIME OF DRILLING
- ▼ END OF DRILLING
- ▽ AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

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| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-13-264

DRAWN BY DTH | PLANS CK'D. KRB

SUBSURFACE EXPLORATION-2

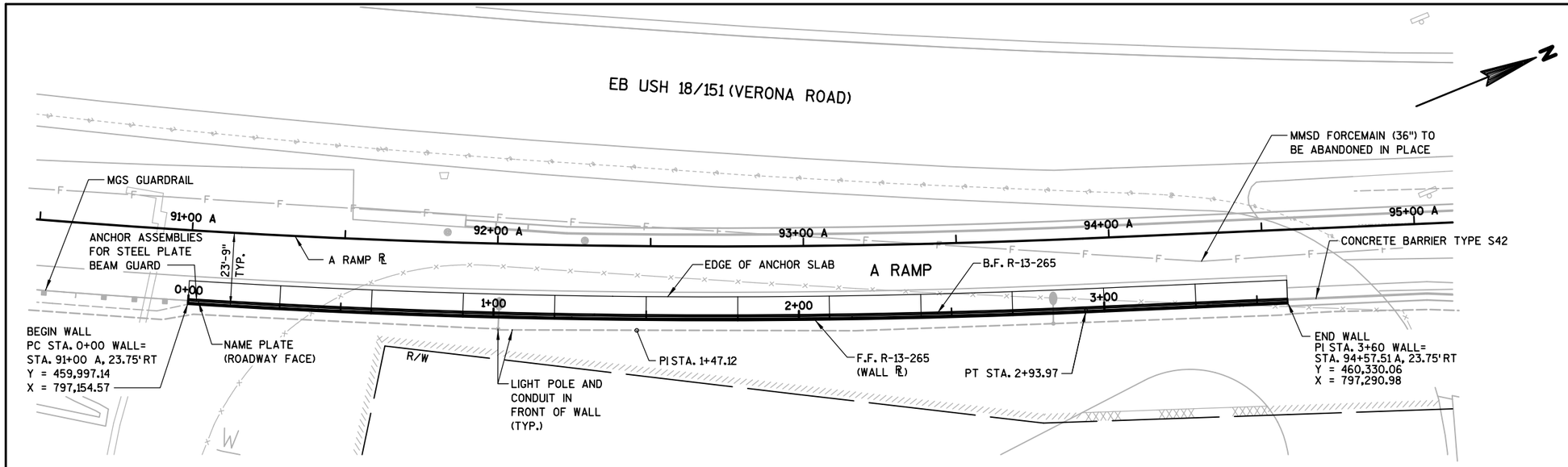
SHEET 13
959

8

8

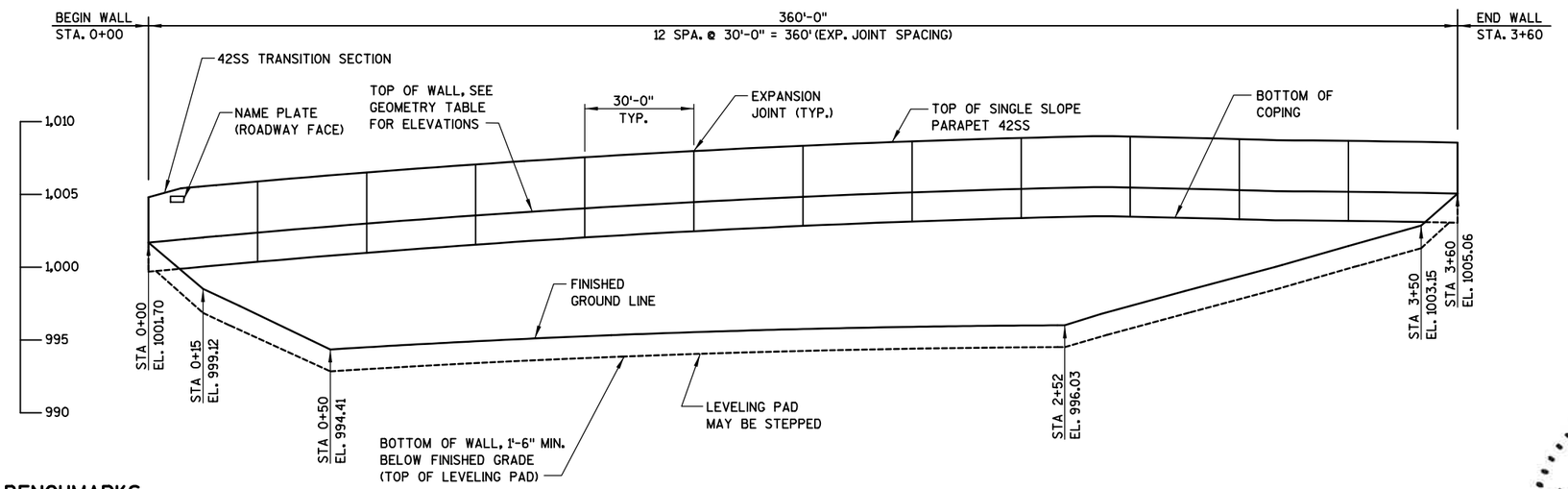
SCALE =

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\081110a_sx.dgn




**PLAN**
(MSE PANEL WALL)

LIMITED UTILITY INFORMATION IS PROVIDED ON THIS SHEET. REFER TO ROADWAY PLANS AND SPECIAL PROVISIONS FOR ADDITIONAL UTILITY INFORMATION.




**ELEVATION**
(LOOKING AT F.F. OF WALL)

## BENCHMARKS

| NO. | STATION | DESCRIPTION | ELEVATION |
|---|---|---|---|
| 12 | 897+85.33VR 61.90'LT | TOP NUT HYD | 993.77 |
| 13 | 893+52.43VR 90.17'LT | TOP NUT HYD | 992.01 |
| 14 | 889+47.90VR 122.92'LT | TOP NUT HYD | 991.04 |

NOTE: BENCHMARKS ARE OUTSIDE THE PLAN EXTENTS. SEE PLAN AND PROFILE SHEETS FOR BENCHMARK LOCATIONS.

STATE PROJECT NUMBER
1206-07-74

## LIST OF DRAWINGS:

1. GENERAL PLAN & ELEVATION
2. TYP. SECTION, GENERAL NOTES & QUANTITIES
3. SOIL DATA
4. ANCHOR SLAB DETAILS
5. SINGLE SLOPE PARAPET 42SS
6. AESTHETIC DETAILS
7. SUBSURFACE EXPLORATION

## LEGEND

F.F. = FRONT FACE

B.F. = BACK FACE

R/W = RIGHT-OF-WAY

℄ = REFERENCE LINE

## HORIZONTAL CURVE DATA

P.I. = 1+47.12
N = 460,129.56
E = 797,218.67
DELTA = 5° 59' 48" (LT)
D = 2° 02' 24"
T = 147.12'
L = 293.97'
R = 2,808.75'
P.C. = 0+00.00
Y = 459,997.14
X = 797,154.57
P.T. = 2+93.97
Y = 460,267.95
X = 797,268.58

## STRUCTURE DESIGN CONTACTS

WISDOT PROJECT MANAGER:
MARK VESPERMAN (608) 884-1227

BRIDGE OFFICE CONTACT:
WILLIAM DREHER (608) 266-8489

DESIGN CONSULTANT CONTACT:
BRETT OFTEDAHL (608) 251-4843

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STRAND ASSOCIATES®
910 WEST WINGRA DRIVE
MADISON, WISCONSIN 53715
(608)-251-4843
(608) 251-8655 FAX
WWW.STRAND.COM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
ACCEPTED William C. Dreher SDR 03/29/16
CHIEF STRUCTURES DESIGN ENGINEER DATE

WISCONSIN
BRETT M. OFTEDAHL
E-41123
MADISON
WI
PROFESSIONAL ENGINEER
3/23/2016

STRUCTURE R-13-265

RETAINING WALL ALONG EAST SIDE OF "A" RAMP

| COUNTY | ~~TOWN~~/CITY/~~VILLAGE~~ |
|---|---|
| DANE | FITCHBURG |

DESIGN SPEC.
AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

| DESIGNED BY | DESIGN CK'D. | DRAWN BY | PLANS CK'D. |
|---|---|---|---|
| BMO | KRB | ECB | KRB |

GENERAL PLAN & ELEVATION

SHEET 1 OF 7
960

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\081201_gp.dgn

| STATE PROJECT NUMBER |
|---|
| 1206-07-74 |

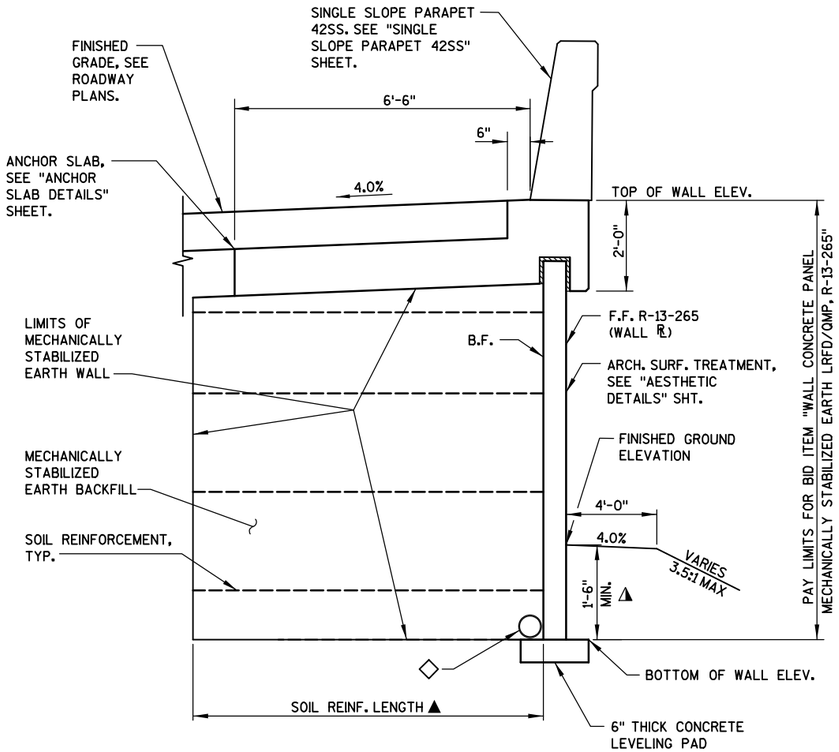
## GEOMETRY TABLE

| WALL STATION | TOP OF WALL ELEV. | FINISHED GROUND ELEV. | EXPOSED WALL HEIGHT (FT.) |
|---|---|---|---|
| 0+00 | 1001.70 | 1001.70 | 0.00 |
| 0+25 | 1002.27 | 997.35 | 4.92 |
| 0+50 | 1002.80 | 994.41 | 8.39 |
| 0+75 | 1003.28 | 994.71 | 8.57 |
| 1+00 | 1003.72 | 995.03 | 8.69 |
| 1+25 | 1004.12 | 995.30 | 8.82 |
| 1+50 | 1004.47 | 995.53 | 8.94 |
| 1+75 | 1004.78 | 995.72 | 9.06 |
| 2+00 | 1005.05 | 995.86 | 9.19 |
| 2+25 | 1005.27 | 995.95 | 9.32 |
| 2+50 | 1005.44 | 996.01 | 9.43 |
| 2+75 | 1005.45 | 997.68 | 7.77 |
| 3+00 | 1005.30 | 999.36 | 5.94 |
| 3+25 | 1005.19 | 1001.11 | 4.08 |
| 3+50 | 1005.11 | 1003.15 | 1.96 |
| 3+60 | 1005.06 | 1005.06 | 0.00 |

## TOTAL ESTIMATED QUANTITIES

| BID ITEM NUMBER | BID ITEMS | UNIT | QUANTITY |
|---|---|---|---|
| 502.3210 | PIGMENTED SURFACE SEALER | SY | 198 |
| 504.0500 | CONCRETE MASONRY RETAINING WALLS | CY | 172 |
| 505.0600 | BAR STEEL REINFORCEMENT HS COATED STRUCTURES | LB | 20470 |
| 516.0500 | RUBBERIZED MEMBRANE WATERPROOFING | SY | 15 |
| 517.1010.S.002 | CONCRETE STAINING R-13-265 | SF | 4410 |
| 517.1050.S.002 | ARCHITECTURAL SURFACE TREATMENT R-13-265 | SF | 2250 |
| 612.0406 | PIPE UNDERDRAIN WRAPPED 6-INCH | LF | 380 |
| 614.0150 | ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD | EA | 1 |
| SPV.0165.005 | WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD/QMP, R-13-265 | SF | 3150 |
| | NON-BID ITEMS | | |
| | PREFORMED FILLER | SIZE | 3/4" |
| | EXPANDED POLYSTRENE | SIZE | 1" |
| | CORK FILLER | SIZE | 1" |

ALL ITEMS ARE CATEGORY 0050.

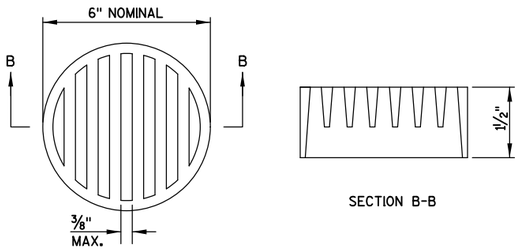



## TYPICAL CROSS SECTION OF RETAINING WALL

▲ MINIMUM LENGTH OF MSE WALL REINFORCING STRIPS MUST BE 70% THE TOTAL WALL HEIGHT (EXPOSED HEIGHT PLUS EMBEDMENT DEPTH) OR 8.0 FEET, WHICHEVER IS GREATER. SOIL REINFORCING MUST EXTEND A MINIMUM OF 3.0 FEET BEYOND THE FAILURE PLANE FOR INTERNAL STABILITY AS DEFINED BY AASHTO SPECIFICATIONS.

◮ MINIMUM EMBEDMENT BASED ON SITE SPECIFIC PARAMETERS (1'-6" MINIMUM FOR ALL WALLS ON LEVEL GROUND). FIELD EMBEDMENTS SHALL MEET OR EXCEED THE MINIMUM EMBEDMENT. FIELD EMBEDMENTS BELOW MINIMUM EMBEDMENT SHALL NOT BE INCLUDED IN THE PAY LIMITS.

◇ PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. PROVIDE RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN. PROVIDE APRON ENDWALL FOR UNDERDRAIN REINF. CONCRETE 6-INCH (APRON ENDWALL IS ROADWAY ITEM).




NOTES:

DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SHIELD SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND ATTACHMENT SCREWS SHALL BE INCLUDED WITH BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH."

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 x 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

## RODENT SHIELD DETAIL

## GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

THE PLAN QUANTITY FOR THE BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD/QMP, R-13-265" IS BASED ON A WALL HEIGHT MEASURED FROM THE TOP OF WALL TO A CONSTANT DEPTH OF 1'-6" BELOW FINISHED GRADE.

BAR STEEL REINFORCEMENT FOR CAST IN PLACE CONCRETE SHALL BE EPOXY COATED.

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

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE. DIMENSIONS FOR BENDING ARE OUT TO OUT OF BAR.

BEVEL EXPOSED EDGES OF CONCRETE 3/4-INCH, UNLESS NOTED OTHERWISE.

APPLY PIGMENTED SURFACE SEALER TO THE TOP, ROADWAY, AND END FACES OF PARAPET AND TO THE EXPOSED SURFACE OF THE ANCHOR SLAB.

THE QUANTITY OF CONCRETE MASONRY FOR THE CAST-IN-PLACE ANCHOR SLAB AND PARAPET IS PAID FOR UNDER THE BID ITEM "CONCRETE MASONRY RETAINING WALLS."

ALL DIMENSIONS, STATIONS, AND OFFSETS ARE GIVEN AT THE FRONT FACE OF THE WALL, UNLESS OTHERWISE SHOWN.

CONTRACTOR SHALL SUPPLY AND INSTALL A NAME PLATE IN ACCORDANCE WITH SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS.

A GEOTECHNICAL REPORT HAS BEEN PREPARED FOR THIS STRUCTURE AND IS AVAILABLE UPON REQUEST FROM WISDOT'S SW REGION OFFICE.

THE PLANS AND DETAILS ARE BASED ON A NOMINAL PRECAST PANEL WIDTH OF 10'-0". IF THE FABRICATED PANEL SIZES DIFFER FROM PLAN DIMENSIONS, CONTRACTOR IS RESPONSIBLE TO COORDINATE REVISED EXPANSION JOINT LOCATIONS, REINFORCEMENT LENGTHS, AND ANY OTHER REVISIONS ASSOCIATED WITH USING A DIFFERENT PANEL SIZE.

## DESIGN DATA

THE CONTRACTOR SHALL PROVIDE COMPLETE DESIGN, PLANS, DETAILS, SPECIFICATIONS, AND SHOP DRAWINGS FOR THE RETAINING WALLS IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE RETAINING WALL MANUFACTURER SHALL PROVIDE TECHNICAL ASSISTANCE TO THE CONTRACTOR DURING CONSTRUCTION. THE COST OF FURNISHING THESE ITEMS SHALL BE INCLUDED IN THE BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD/QMP, R-13-265."

PLANS, ELEVATIONS AND DETAILS SHOWN ON THESE DRAWINGS ARE INTENDED TO INDICATE WALL LOCATIONS, LENGTHS, HEIGHTS, AND DETAILS COMMON TO THE WALL SYSTEM SELECTED. THE CONTRACTOR SHALL VERIFY THAT THE WALL SYSTEM SELECTED WILL CONFORM TO THE REQUIRED ALIGNMENTS AND DETAILS.

THE RETAINING WALL IS TO BE DESIGNED USING THE ELEVATIONS GIVEN IN THIS PLAN.

DESIGN FOR RETAINING WALL TO PROVIDE FOR FINISHED GRADE SLOPED IN FRONT OF WALL AS SHOWN ON THIS WALL PLAN AND IN THE ROADWAY CROSS SECTIONS.

DESIGN RETAINING WALL FOR A LIVE LOAD SURCHARGE OF 240 PSF.

THE MAXIMUM VALUE OF THE ANGLE OF INTERNAL FRICTION OF THE WALL BACKFILL MATERIAL IN THE REINFORCED ZONE SHALL BE ASSUMED TO BE 30 DEGREES WITHOUT CERTIFIED TEST VALUES.

## ULTIMATE DESIGN STRESSES

PARAPET _____ f'c = 4,000 PSI

CONCRETE MASONRY RETAINING WALLS _____ f'c = 3,500 PSI

HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60 _____ Fy = 60,000 PSI

PRECAST CONCRETE WALL PANELS _____ f'c = 4,000 PSI

| NO. | DATE | REVISION | BY |
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-13-265

DRAWN BY ECB | PLANS CK'D. KRB

TYP. SECTION, GENERAL NOTES & QUANTITIES

SHEET 2
961

8

8

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\081202_wd.dgn

STATE PROJECT NUMBER

1206-07-74

## SOIL PARAMETERS

| STRATUM LOCATIONS & SOIL DESCRIPTIONS | TOTAL UNIT WEIGHT (PCF) | FRICTION ANGLE (DEGREES) | COHESION (PSF) |
|---|---|---|---|
| GRANULAR BACKFILL (REINFORCING ZONE OR BACKFILL) | 120 | 30 | 0 |
| GRANULAR RETAINED SOIL * | 135 | 30 | 0 |
| BOR R-265-1 | | | |
| FILL, CONCRETE<br>ELEV 993.5-992.8 | 145 | - | - |
| SILTY SAND WITH GRAVEL<br>ELEV 992.8-992.3 | 135 | 44 | 0 |
| FILL, HOT MIX ASPHALT<br>ELEV 992.3-992.0 | 145 | - | - |
| SILTY SAND WITH GRAVEL<br>ELEV 992.0-988.0 | 140 | 45 | 0 |
| LEAN CLAY<br>ELEV 988.0-984.0 | 121 | 0 | 2900 |
| LEAN CLAY<br>ELEV 984.0-983.0 | 125 | 0 | 3500 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 983.0-971.5 | 130 | 32 | 0 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 971.5-966.5 | 125 | 29 | 0 |
| POORLY GRADED SAND<br>ELEV 966.5-963.5 | 130 | 29 | 0 |
| BOR R-265-2 | | | |
| FILL, CONCRETE<br>ELEV 996.5-995.7 | 145 | - | - |
| SILTY GRAVEL WITH FINE TO COARSE SAND<br>ELEV 995.7-994.7 | 135 | 44 | 0 |
| SILTY FINE TO COARSE SAND WITH GRAVEL<br>ELEV 994.7-993.0 | 140 | 44 | 0 |
| LEAN CLAY<br>ELEV 993.0-992.0 | 140 | 0 | 4500 |
| LEAN CLAY<br>ELEV 992.0-991.5 | 125 | 0 | 2000 |
| LEAN CLAY<br>ELEV 991.5-990.5 | 121 | 0 | 2000 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 990.5-988.5 | 130 | 38 | 0 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 988.5-984.5 | 135 | 42 | 0 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 984.5-974.5 | 140 | 45 | 0 |
| POORLY GRADED SAND<br>ELEV 974.5-966.5 | 134 | 33 | 0 |
| BOR RB-24/24A | | | |
| FILL, HOT MIX ASPHALT<br>ELEV 995.7-995.4 | 145 | - | - |
| SILTY GRAVEL WITH FINE TO COARSE SAND<br>ELEV 995.4-993.7 | 135 | 45 | 0 |
| POORLY GRADED FINE TO MEDIUM SAND WITH GRAVEL<br>ELEV 993.7-992.7 | 130 | 45 | 0 |
| LEAN CLAY<br>ELEV 992.7-987.7 | 121 | 0 | 2500 |
| LEAN CLAY<br>ELEV 987.7-986.2 | 121 | 0 | 1300 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 986.2-983.7 | 130 | 33 | 0 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 983.7-973.7 | 140 | 45 | 0 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 973.7-968.7 | 130 | 33 | 0 |
| POORLY GRADED SAND<br>ELEV 968.7-965.7 | 134 | 35 | 0 |

* DESIGN WALL FOR THESE VALUES

## WALL EXTERNAL & OVERALL STABILITY EVALUATION

| DIMENSIONS | EVALUATED LOCATIONS | | |
|---|---|---|---|
| WALL HEIGHT (FEET)[1] | 10.3 | 10.9 | 6.0 |
| EXPOSED WALL HEIGHT (FEET) | 8.8 | 9.4 | 4.5 |
| MINIMUM LENGTH OF REINFORCEMENT (FEET) | 8 | 8 | 8 |
| WALL STATION | 1+13 | 2+42 | 3+20 |
| BORING | RB-24/24A | RB-24/24A | R-265-2 |
| CAPACITY TO DEMAND RATIO (CDR)[2,3] | | | |
| SLIDING (CDR>1.0) | 1.2 | 1.1 | 1.6 |
| ECCENTRICITY (CDR>1.0) | 1.4 | 1.2 | 3.1 |
| OVERALL STABILITY (CDR>1.0) | N/A[4] | 1.3 | N/A[4] |
| BEARING RESISTANCE (CDR>1.0) | 1.9 | 1.0 | 2.2 |
| FACTORED BEARING RESISTANCE (PSF) | 5,600 | 3,300 | 3,400 |

NOTES:
1. THE WALL HEIGHT INCLUDES AN EMBEDMENT OF 1.5 FT.
2. THE WALL STABILITY EVALUATION INCLUDED A SURCHARGE LOAD OF 240 PSF.
3. CDR VALUES ARE PRESENTED IN CHAPTER 14 OF THE WISDOT BRIDGE MANUAL.
4. GLOBAL SLOPE STABILITY WAS EVALUATED AT THE CRITICAL WALL LOCATIONS.

THE LENGTHS PROVIDED IN THE TABLE ARE THE MINIMUM REQUIRED REINFORCEMENT LENGTHS BASED UPON THE MINIMUM DESCRIBED IN THE WALL SYSTEM SPECIAL PROVISIONS FOR EXTERNAL AND OVERALL STABILITY AT THE DESIGNATED LOCATIONS. THESE DESIGNATED LOCATIONS REPRESENT TYPICAL AND CRITICAL WALL LOCATIONS, BUT SHALL NOT BE CONSIDERED ALL INCLUSIVE. THE CONTRACTOR DESIGN LENGTHS SHALL MEET OR EXCEED THE MINIMUM VALUES REPRESENTED IN THE TABLE AT THESE DESIGNATED LOCATIONS. FINAL DESIGN FOR INTERNAL STABILITY AND EXTERNAL SLIDING AND ECCENTRICITY AT OTHER WALL STATIONS IS THE RESPONSIBILITY OF THE CONTRACTOR'S WALL DESIGNER.

NOTES:
1. THE SETTLEMENT OF THE FOUNDATION WAS ESTIMATED TO BE 1.1 INCHES OR LESS.
2. THE SOUTHWEST REGION SOILS ENGINEER SHALL REVIEW THE SUBSURFACE CONDITIONS PRIOR TO CONSTRUCTION OF THE WALLS TO DETERMINE IF THE SOILS HAVE THE MINIMUM BEARING RESISTANCE SHOWN IN THE TABLE ABOVE.

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-13-265

DRAWN BY ECB | PLANS CK'D. KRB

SOIL DATA

SHEET 3
962

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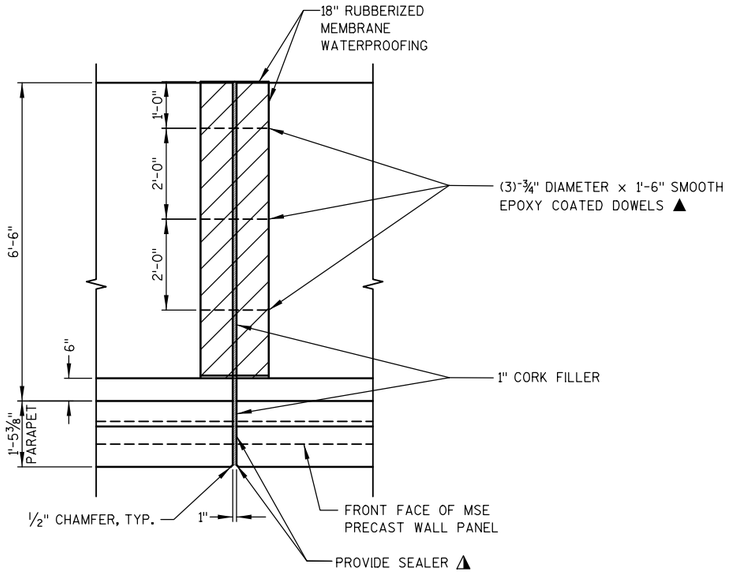
STATE PROJECT NUMBER

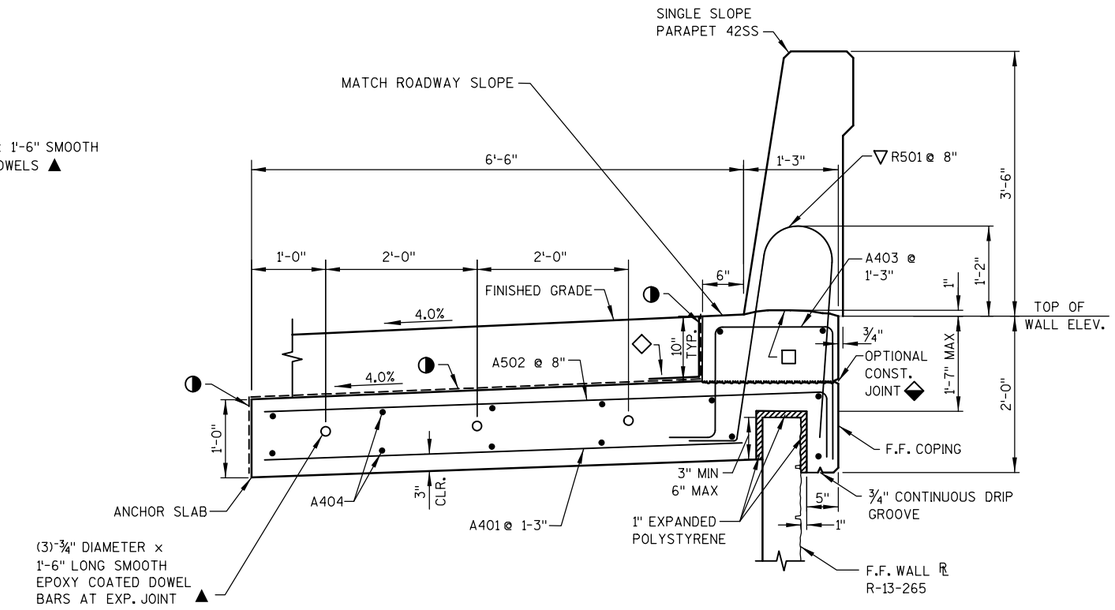
1206-07-74




## ANCHOR SLAB EXPANSION JOINT - PLAN VIEW

LOCATE ANCHOR SLAB EXPANSION JOINTS OVER WALL JOINTS.

DO NOT RUN BAR STEEL THRU JOINT, EXCEPT FOR DOWELS AS SHOWN. JOINT TO EXTEND FULL DEPTH OF PARAPET AND ANCHOR SLAB.

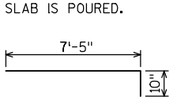



## CAST-IN-PLACE CONCRETE TRAFFIC BARRIER DETAIL

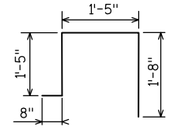
CONCRETE QUANTITY BASED ON 3 INCH PANEL EMBEDMENT

## LEGEND:

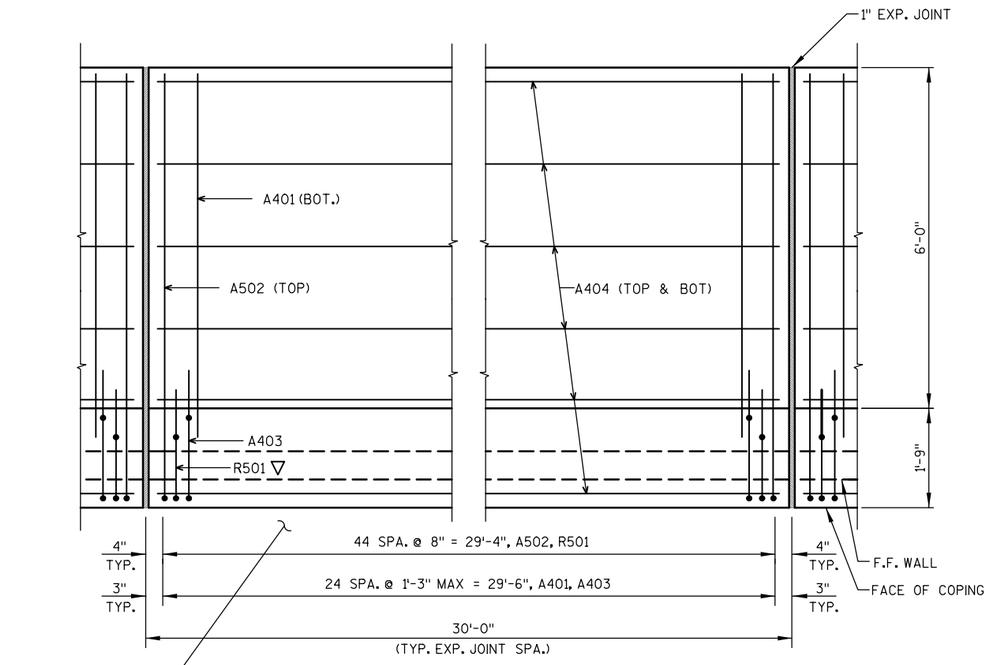
- ▲ ¾" DIA. SMOOTH DOWEL BARS, 1'-6" LONG, AT EXPANSION JOINT. EMBED 9". USE APPROVED DEBONDER ON ½ THE BAR LENGTH. COST INCLUDED IN "CONCRETE MASONRY RETAINING WALLS". DOWELS SHALL BE PLACED AT MID-DEPTH OF SLAB.
- ◭ SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF FILLER WITH NON-STAINING, NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). COLOR OF JOINT SEALER SHALL EITHER MATCH COLOR OF ADJACENT WALL OR BE STAINED TO MATCH. SEE AESTHETIC DETAILS SHEET FOR WALL STAIN COLORS.
- ◐ 18" RUBBERIZED MEMBRANE WATERPROOFING TO BE PLACED ON THESE SURFACES AT EACH JOINT.
- ◇ IF OPT. CONST. JOINT IS USED, PLACE 18" MEMBRANE WATERPROOFING ALONG THE ENTIRE LONGITUDINAL JOINT. THE MEMBRANE WATERPROOFING SEALING THE OPT. CONST. JOINT IS INCLUDED IN THE BID ITEM "CONCRETE MASONRY RETAINING WALLS."
- ◆ PROVIDE ¾" V-GROOVE IF OPTIONAL CONST. JOINT IS USED.
- □ CONST. JOINT - STRIKE OFF AS SHOWN AND LEAVE ROUGH.
- ▽ R501 BARS TO BE TIED TO ANCHOR SLAB STEEL BEFORE ANCHOR SLAB IS POURED.




A502




A403




## ANCHOR SLAB REINFORCING PLAN

## BILL OF BARS

FOR ANCHOR SLAB

TOTAL COATED = 10,160 LBS

| BAR MARK | COAT | QTY | LENGTH | BENT | LOCATION |
|---|---|---|---|---|---|
| A401 | X | 300 | 6'-3" | | ANCHOR SLAB - TRANS. BOT. |
| A502 | X | 540 | 8'-2" | X | ANCHOR SLAB - TRANS. TOP |
| A403 | X | 300 | 4'-11" | X | ANCHOR SLAB - VERTICAL |
| A404 | X | 168 | 29'-7" | | ANCHOR SLAB - LONG. T & B |

NUMBER REQUIRED AND LENGTH SHOWN FOR QUANTITY PURPOSES ONLY. CONTRACTOR TO DETERMINE ACTUAL LENGTHS AND NUMBER OF BARS AFTER MSE PANELS HAVE BEEN LAID OUT BY THE WALL SUPPLIER. THE PARAPET AND ANCHOR SLAB EXPANSION JOINTS MUST COINCIDE WITH PANEL JOINT ON FRONT FACE. PROVIDE 2" CLEAR COVER AT EXPANSION JOINTS.

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STATE OF WISCONSIN
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STRUCTURES DESIGN SECTION

STRUCTURE R-13-265

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ANCHOR SLAB DETAILS

SHEET 4
963

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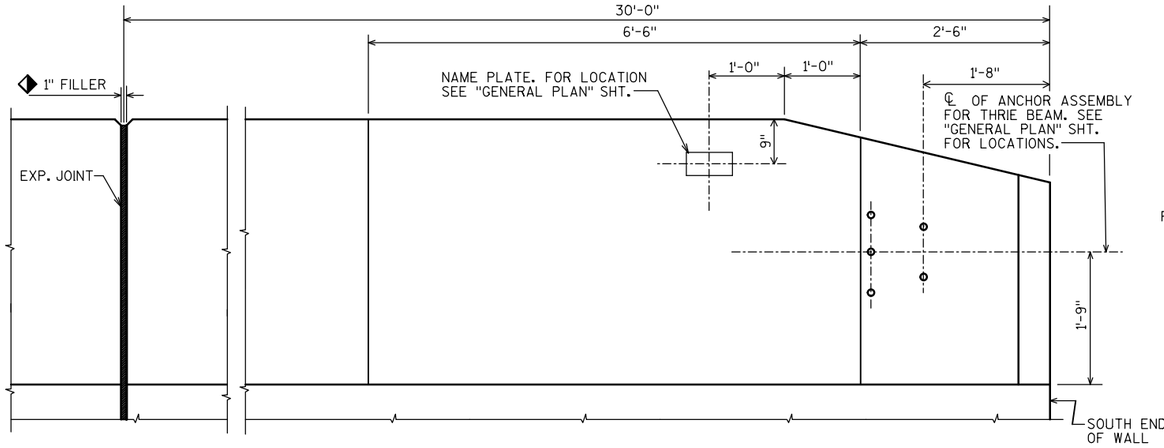
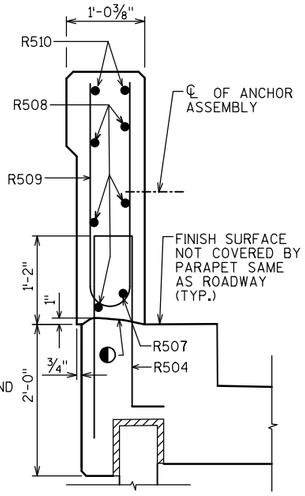
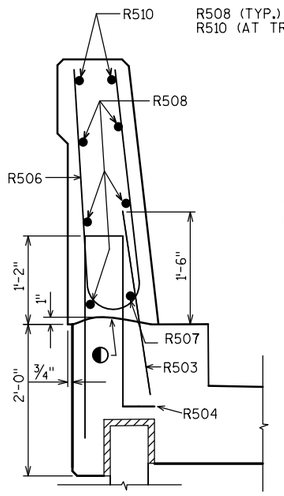


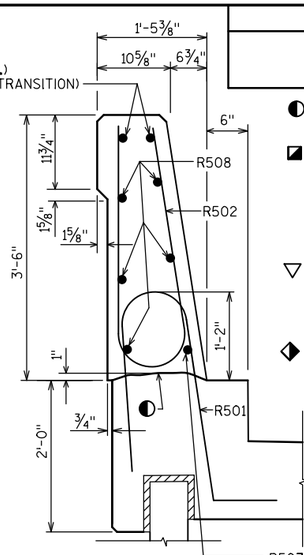

## INSIDE ELEVATION




## SECTION A




## SECTION B




## SECTION C

STATE PROJECT NUMBER

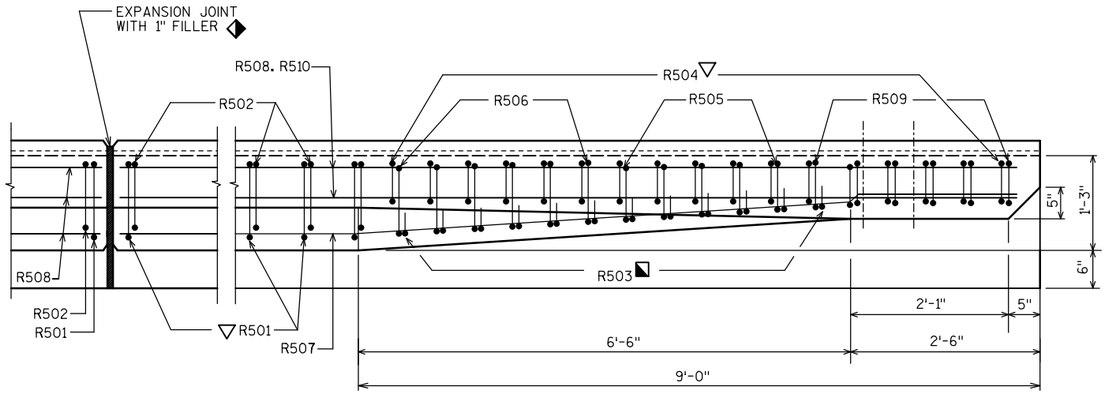
1206-07-74

◐ CONST. JOINT - STRIKE OFF AS SHOWN.

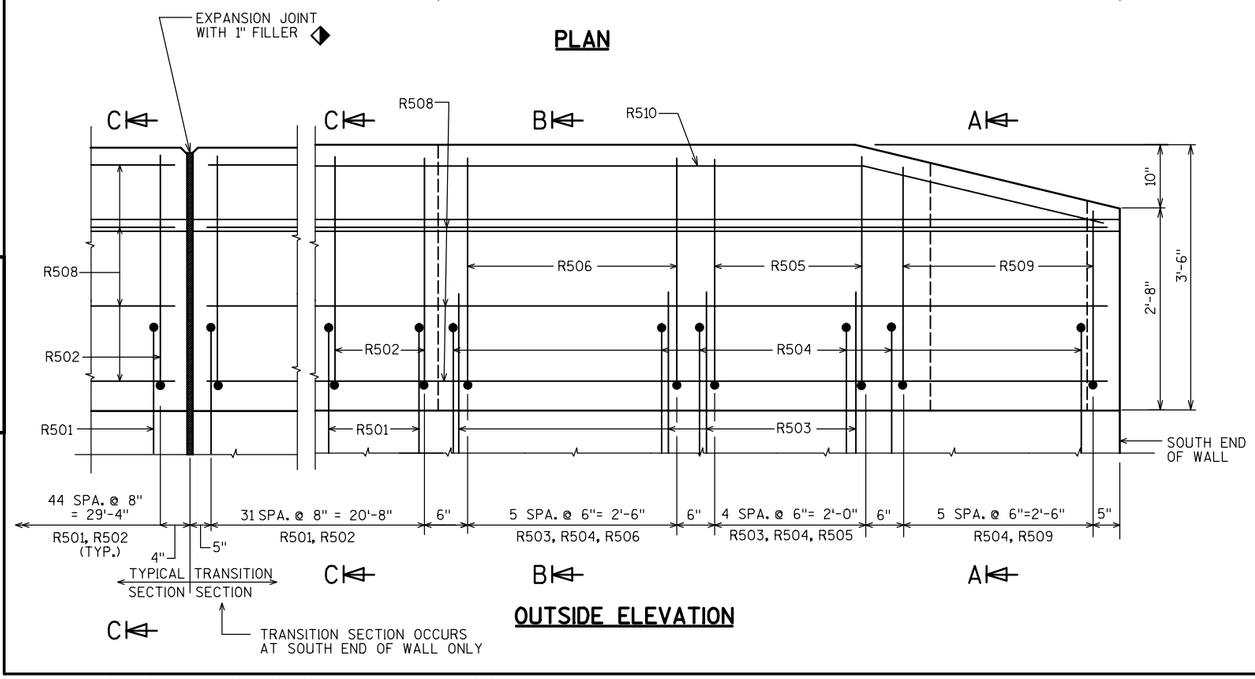
◪ R503 BARS MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. USE CARE TO PLACE R503 BARS CORRECTLY ALONG TRANSITION OF PARAPET.

▽ R501 AND R504 BARS TO BE TIED TO ANCHOR SLAB STEEL BEFORE ANCHOR SLAB IS POURED.

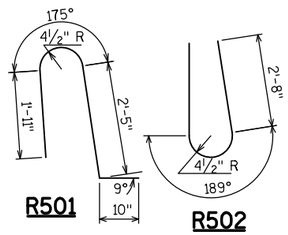
◆ SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF FILLER WITH NON-STAINING, NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). COLOR OF JOINT SEALER SHALL EITHER MATCH COLOR OF ADJACENT WALL OR BE STAINED TO MATCH. SEE AESTHETIC DETAILS SHEET FOR WALL STAIN COLORS.




## PLAN

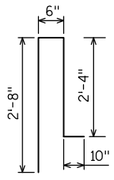



## OUTSIDE ELEVATION

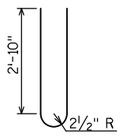



## R501

## R502




## R504

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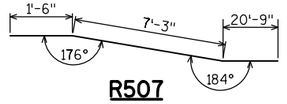


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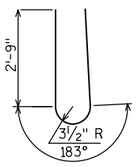
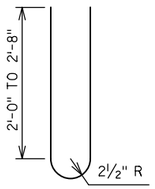
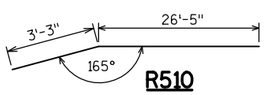



## R506




## R509




## R510

## BILL OF BARS

FOR PARAPET

**TOTAL COATED =10,310 LBS**

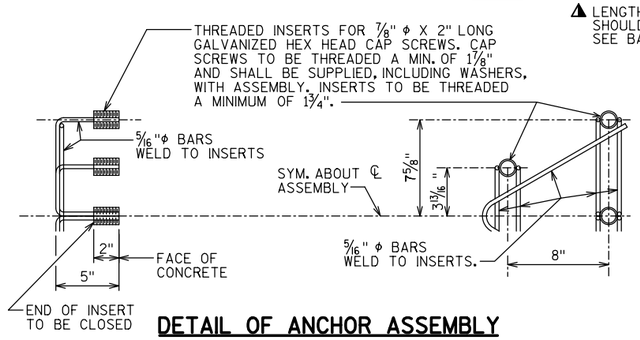
| BAR MARK | COAT | QTY | LENGTH | BENT | BAR SERIES | LOCATION |
|---|---|---|---|---|---|---|
| R501 | X | 527 | 6'-3" | X | | PARAPET VERT. |
| R502 | X | 527 | 6'-8" | X | | PARAPET VERT. |
| R503 | X | 11 | 3'-0" | | | PARAPET VERT. |
| R504 | X | 17 | 6'-0" | X | | PARAPET VERT. |
| R505 | X | 5 | 6'-5" | X | | PARAPET VERT. |
| R506 | X | 6 | 6'-6" | X | | PARAPET VERT. |
| R507 | X | 1 | 29'-6" | X | | PARAPET HORIZ. |
| R508 | X | 93 | 29'-7" | | | PARAPET HORIZ. |
| R509 | X | 6 | 5'-5" | X | ▲ | PARAPET VERT. |
| R510 | X | 2 | 29'-8" | X | | PARAPET HORIZ. |

NUMBER REQUIRED AND LENGTH SHOWN FOR QUANTITY PURPOSES ONLY. CONTRACTOR TO DETERMINE ACTUAL LENGTHS AND NUMBER OF BARS AFTER MSE PANELS HAVE BEEN LAID OUT BY THE WALL SUPPLIER. THE PARAPET AND ANCHOR SLAB EXPANSION JOINTS MUST COINCIDE WITH PANEL JOINT ON FRONT FACE. PROVIDE 2" CLEAR COVER AT EXPANSION JOINTS.

▲ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

## BAR SERIES TABLE

| BAR MARK | NO. REQ'D. | LENGTH |
|---|---|---|
| R509 | 1 SERIES OF 6 | 4'-9" TO 6'-1" |




## DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

ASSEMBLY SHALL BE BID ITEM "ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD", EACH.

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-13-265

DRAWN BY DLM | PLANS CK'D. KRB

SINGLE SLOPE PARAPET 42SS

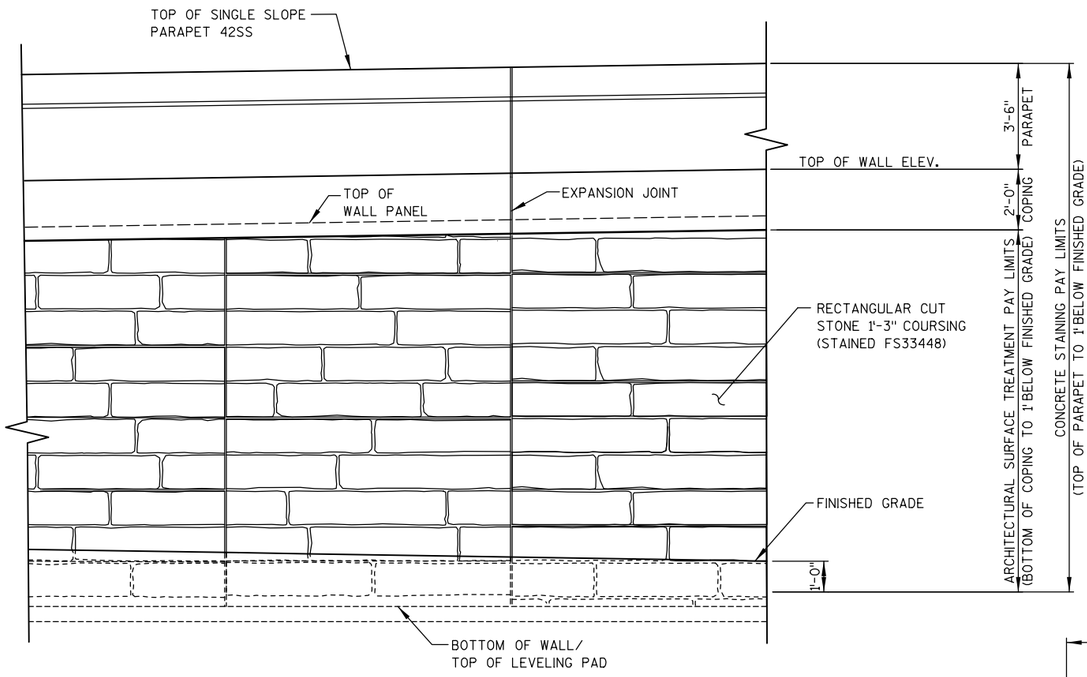
SHEET 5
964

8

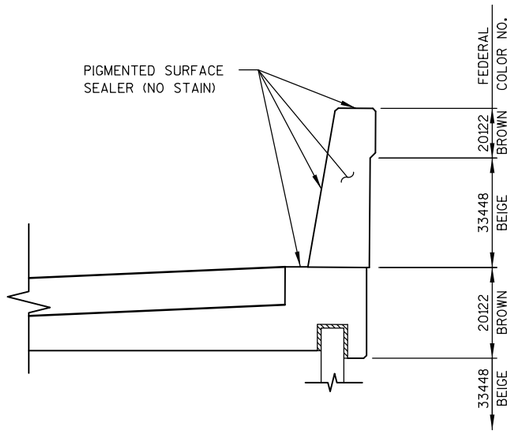
8

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\081205_pd.dgn

| STATE PROJECT NUMBER |
|---|
| 1206-07-74 |




## PARTIAL WALL ELEVATION




## PARAPET AND COPING STAIN COLORS

## NOTES

PROVIDE AESTHETIC DETAILS SHOWN IN THIS PLAN AND AS NOTED IN THE SPECIAL PROVISIONS.

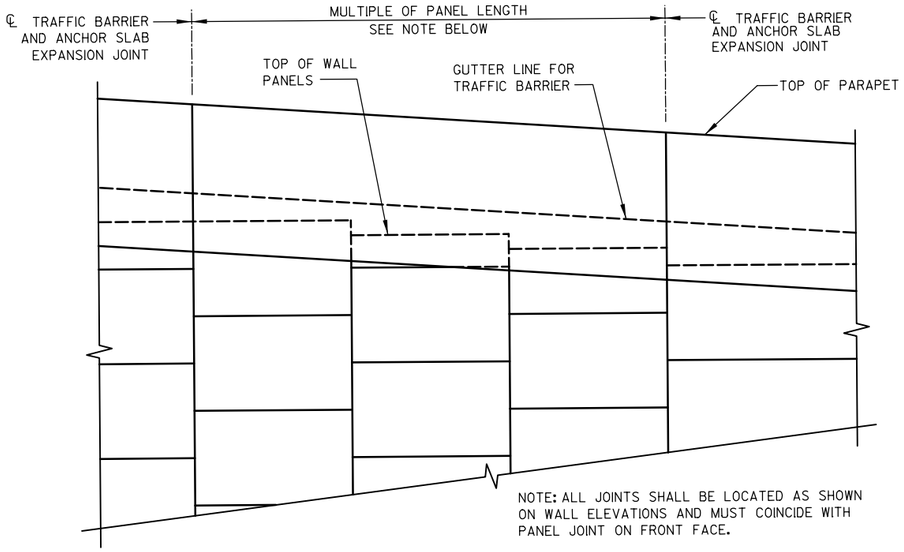
ALL STONE EDGES ADJACENT TO VERTICAL PANEL JOINTS SHALL BE FLUSH CUT.

AVERAGE RELIEF IS ¾" FOR THE STONES WITH A MAXIMUM RELIEF OF 2" FOR THE JOINTS.

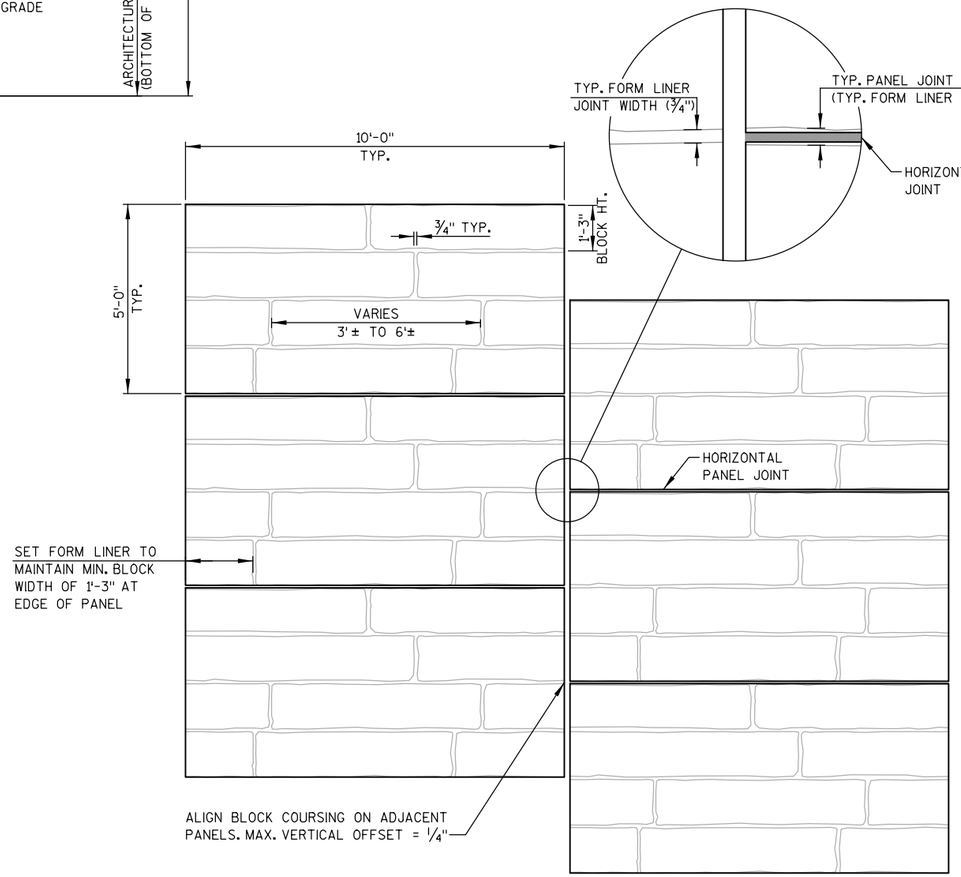
ALL PANELS ARE TO BE STAINED PER DETAILS ON THIS SHEET.

ALL EXPOSED SURFACES OF FORMLINED BLOCKS TO BE SPLIT FACE INCLUDING FACES, CORNERS AND EDGES.

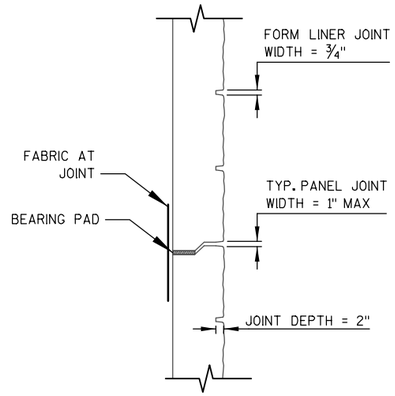
FORMLINER COURSING SHALL BE LEVEL AND CONTINUOUS ACROSS VERTICAL PANEL JOINTS.




## C.I.P. TRAFFIC BARRIER PARTIAL ELEVATION




## TYPICAL PANEL AESTHETIC DETAILS




## TYPICAL PANEL JOINT CROSS SECTION

8

8

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

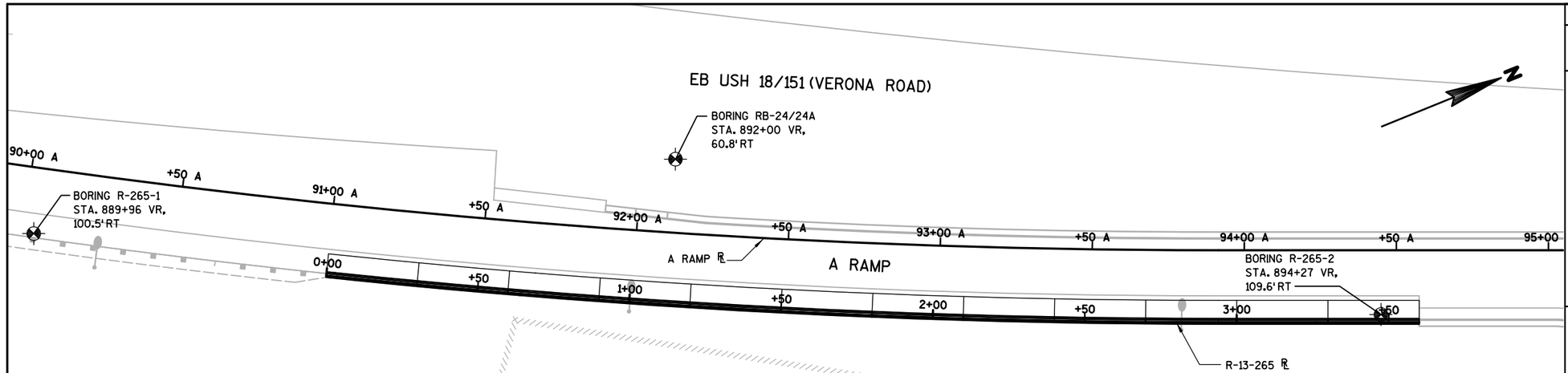
STRUCTURE R-13-265

DRAWN BY DLM | PLANS CK'D. KRB

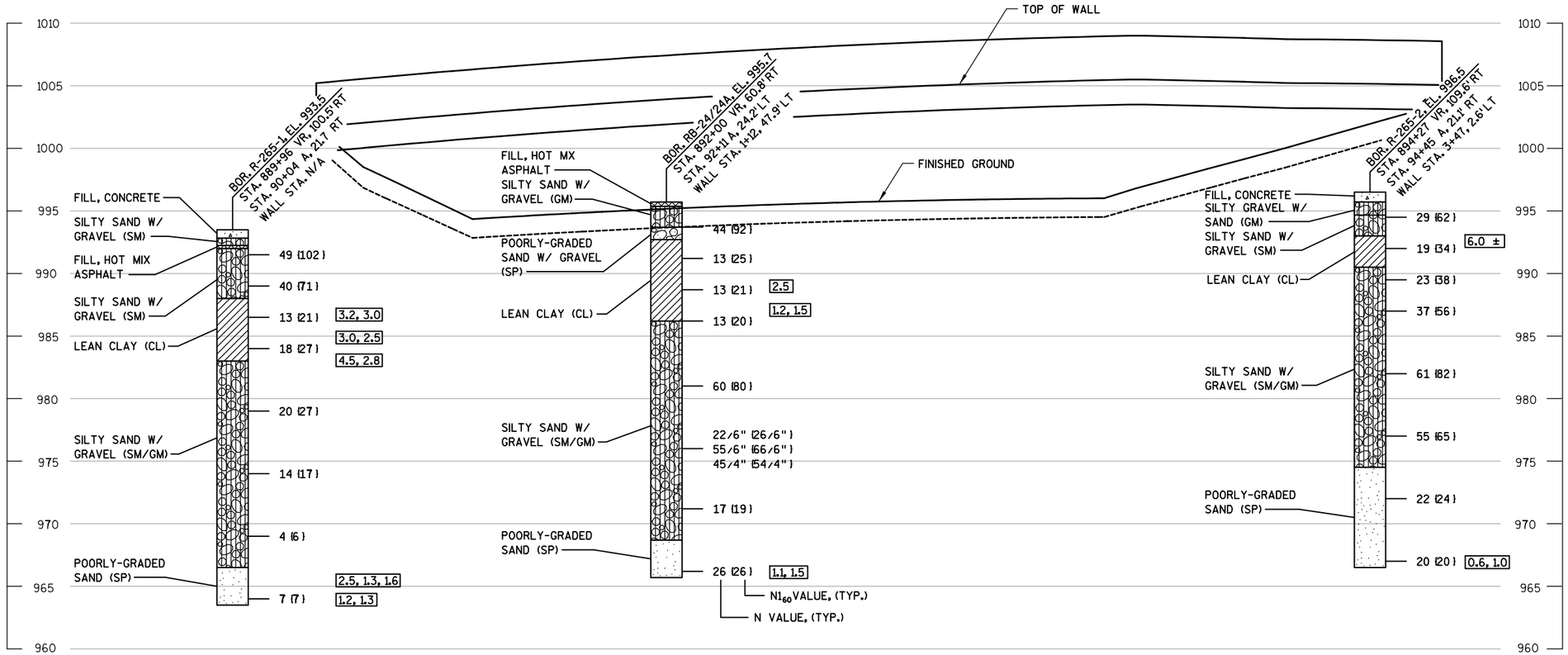
AESTHETIC DETAILS

SHEET 6
965

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\081206_ad.dgn




| BORING # | DATE COMPLETED | NORTHING (Y) | EASTING (X) |
|---|---|---|---|
| R-265-1 | 4/29/2014 | 459912 | 797109 |
| R-265-2 | 4/30/2014 | 460319 | 797284 |
| RB-24/24A | 3/12/2014 | 460118 | 797157 |
| | | | |
| BORINGS COMPLETED BY: SOILS & ENGINEERING SERVICES, INC. | | | |
| REPORT COMPLETED BY: SOILS & ENGINEERING SERVICES, INC. | | | |
| ALL COORDINATES REFERENCED TO WCCS NAD 83 (2007) DANE COUNTY | | | |



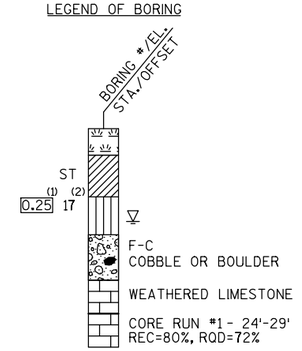

STATE PROJECT NUMBER

**1206-07-74**

MATERIAL SYMBOLS

| | | |
|---|---|---|
| ASPHALT | TOPSOIL | PEAT |
| CONCRETE | FILL | GRAVEL |
| SAND | CLAY | SILT |
| BOULDERS OR COBBLES | LIMESTONE | BEDROCK (UNKNOWN) |
| SHALE | SANDSTONE | IGNEOUS/ META |

LEGEND OF BORING




(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- ▽ AT TIME OF DRILLING
- ▼ END OF DRILLING
- ▼ AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-13-265

DRAWN BY DTH | PLANS CK'D. KRB

SUBSURFACE EXPLORATION

SHEET 7
966

SCALE =

8

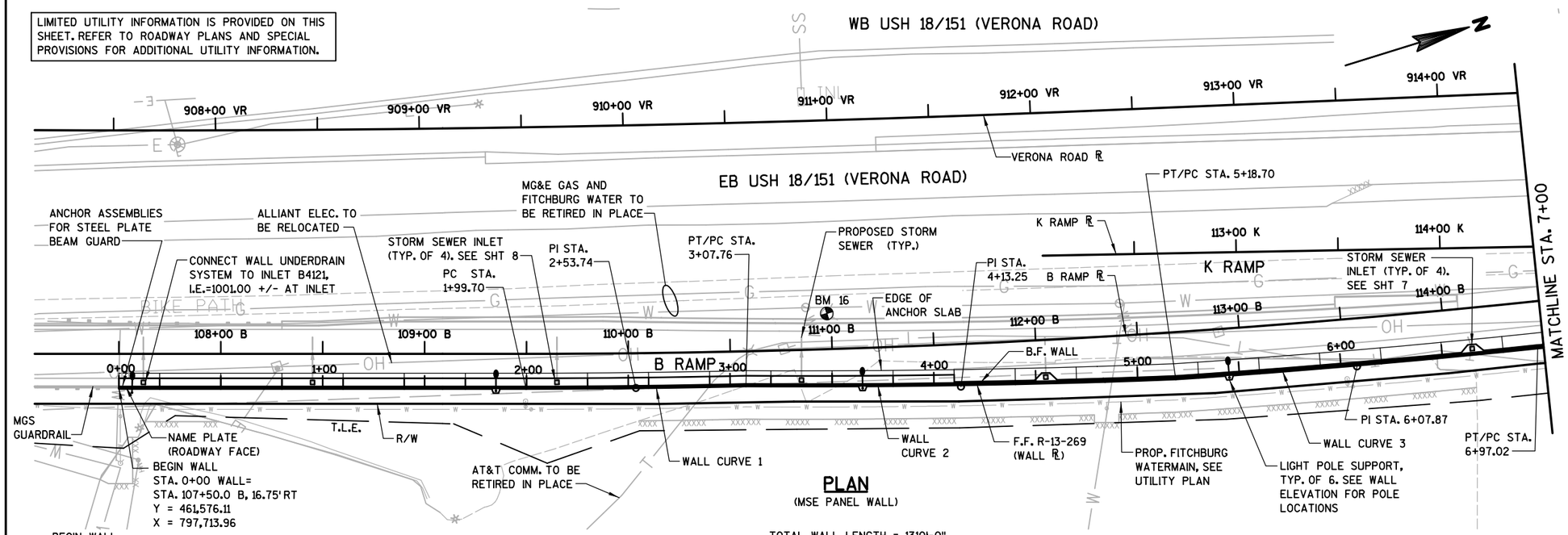
8

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\081207_sx.dgn

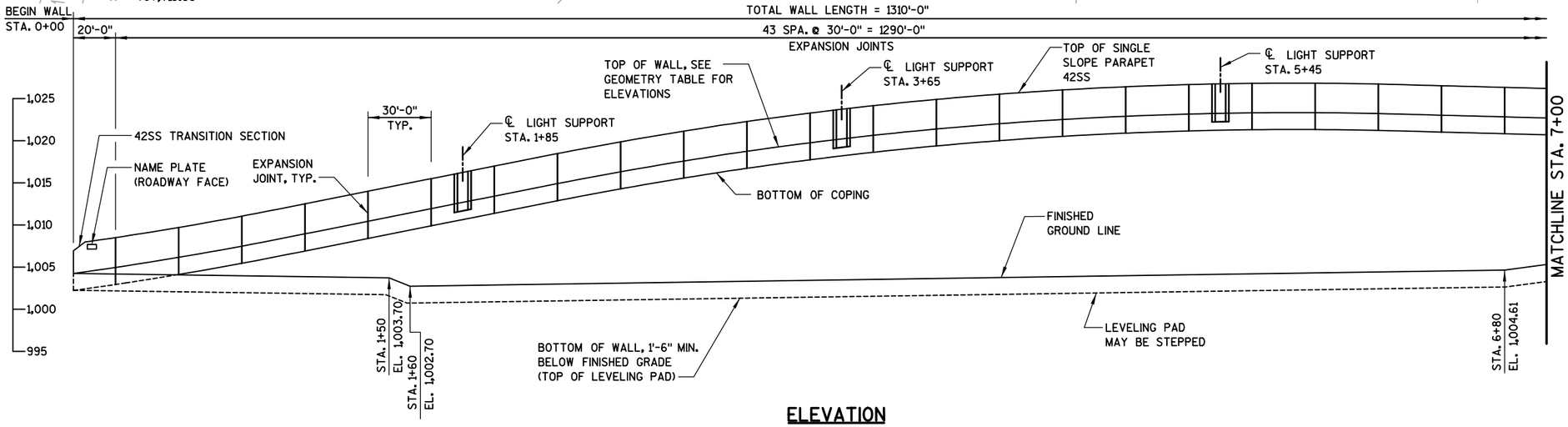
LIMITED UTILITY INFORMATION IS PROVIDED ON THIS SHEET. REFER TO ROADWAY PLANS AND SPECIAL PROVISIONS FOR ADDITIONAL UTILITY INFORMATION.

STATE PROJECT NUMBER

1206-07-74




## PLAN
(MSE PANEL WALL)




## ELEVATION
(LOOKING AT F.F. OF WALL)

## LIST OF DRAWINGS


1. GENERAL PLAN & ELEVATION - 1
2. GENERAL PLAN & ELEVATION - 2
3. TYP. SECTION, GENERAL NOTES & QUANTITIES
4. SOIL DATA
5. ANCHOR SLAB DETAILS - 1
6. ANCHOR SLAB DETAILS - 2
7. INLET DETAILS - 1
8. INLET DETAILS - 2
9. INLET DETAILS - 3
10. CONDUIT & LIGHT POLE SUPPORT DETAILS
11. SINGLE SLOPE PARAPET 42SS
12. AESTHETIC DETAILS
13. SUBSURFACE EXPLORATION - 1
14. SUBSURFACE EXPLORATION - 2


## LEGEND

F.F. = FRONT FACE
B.F. = BACK FACE
T.L.E. = TEMPORARY LIMITED EASEMENT
R/W = RIGHT-OF-WAY
℄ = REFERENCE LINE
EX. = EXISTING
PROP. = PROPOSED

## INLET LOCATIONS

| WALL STATION | ROADWAY STATION | ROADWAY OFFSET | DETAIL SHEET |
|---|---|---|---|
| 0+12 | 107+62 B | 14.00'RT | 8 |
| 0+95 | 108+45 B | 14.00'RT | 8 |
| 2+15 | 109+65 B | 14.00'RT | 8 |
| 3+35 | 110+85 B | 14.77'RT | 8 |
| 4+55 | 112+04 B | 18.19'RT | 7 |
| 6+65 | 114+13 B | 19.97'RT | 7 |
| 7+25 | 114+73 B | 20.00'RT | 7 |
| 7+85 | 115+33 B | 20.00'RT | 7 |
| 8+75 | 116+24 K | 36.47'RT | 9 |
| 10+55 | 118+05 K | 35.00'RT | 9 |
| 12+65 | 120+16 K | 35.00'RT | 9 |

## STRUCTURE DESIGN CONTACTS

WISDOT PROJECT MANAGER:
MARK VESPERMAN (608) 884-1227

BRIDGE OFFICE CONTACT:
WILLIAM DREHER (608) 266-8489

DESIGN CONSULTANT CONTACT:
BRETT OFTEDAHL (608) 251-4843

## HORIZONTAL CURVE DATA

**WALL CURVE 1**
P.I. = 2+53.74
Y = 461,818.40
X = 797,789.32
DELTA = 1° 17' 36" (LT)
D = 1° 11' 49"
T = 54.03'
L = 108.06'
R = 4,786.75'
P.C. = 1+99.70
Y = 461,766.80
X = 797,773.27
P.T. = 3+07.76
Y = 461,870.34
X = 797,804.20

**WALL CURVE 2**
P.I. = 4+13.25
Y = 461,970.88
X = 797,836.12
DELTA = 2° 31' 14" (LT)
D = 1° 11' 42"
T = 105.48'
L = 210.93'
R = 4,794.75'
P.C. = 3+07.76
Y = 461,870.34
X = 797,804.20
P.T. = 5+18.70
Y = 462,072.73
X = 797,863.59

**WALL CURVE 3**
P.I. = 6+07.87
Y = 462,159.45
X = 797,884.35
DELTA = 2° 07' 55" (LT)
D = 1° 11' 44"
T = 89.17'
L = 178.32'
R = 4,792.75'
P.C. = 5+18.70
Y = 462,072.73
X = 797,863.59
P.T. = 6+97.02
Y = 462,246.88
X = 797,901.86

**WALL CURVE 4**
P.I. = 8+34.70
Y = 462,381.87
X = 797,928.91
DELTA = 4° 54' 46" (RT)
D = 1° 47' 07"
T = 137.67'
L = 275.18'
R = 3,209.25'
P.C. = 6+97.02
Y = 462,246.88
X = 797,901.86
P.T. = 9+72.20
Y = 462,514.05
X = 797,967.42

**WALL CURVE 5**
P.I. = 12+05.11
Y = 462,737.66
X = 798,032.57
DELTA = 1° 30' 06" (RT)
D = 0° 42' 57"
T = 104.91'
L = 209.80'
R = 8,004.25'
P.C. = 11+00.20
Y = 462,636.94
X = 798,003.22
P.T. = 13+10.00
Y = 462,837.58
X = 798,064.54

## BENCHMARKS

| NO. | STATION | DESCRIPTION | ELEV. |
|---|---|---|---|
| 16 | 910+97.30VR 94.75'RT | TOP NUT HYD | 1004.40 |
| 17 | 915+43.56VR 98.47'RT | TOP NUT HYD | 1009.04 |

WISCONSIN
BRETT M. OFTEDAHL E-41123 MADISON WI
PROFESSIONAL ENGINEER
3/23/2016

| NO. | DATE | REVISION | BY |
|---|---|---|---|


STRAND ASSOCIATES®
910 WEST WINGRA DRIVE
MADISON, WISCONSIN 53715
(608)-251-4843
(608) 251-8655 FAX
WWW.STRAND.COM


STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
ACCEPTED William C. Dreher SDR 03/29/16
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE R-13-269

RETAINING WALL ALONG EAST SIDE OF B RAMP

| | |
|---|---|
| COUNTY DANE | ~~TOWN~~/CITY/~~VILLAGE~~ FITCHBURG |
| DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS | |
| DESIGNED BY BMO / DESIGN CK'D. KRB | DRAWN BY DLM / PLANS CK'D. KRB |

GENERAL PLAN & ELEVATION - 1

SHEET 1 OF 14
967

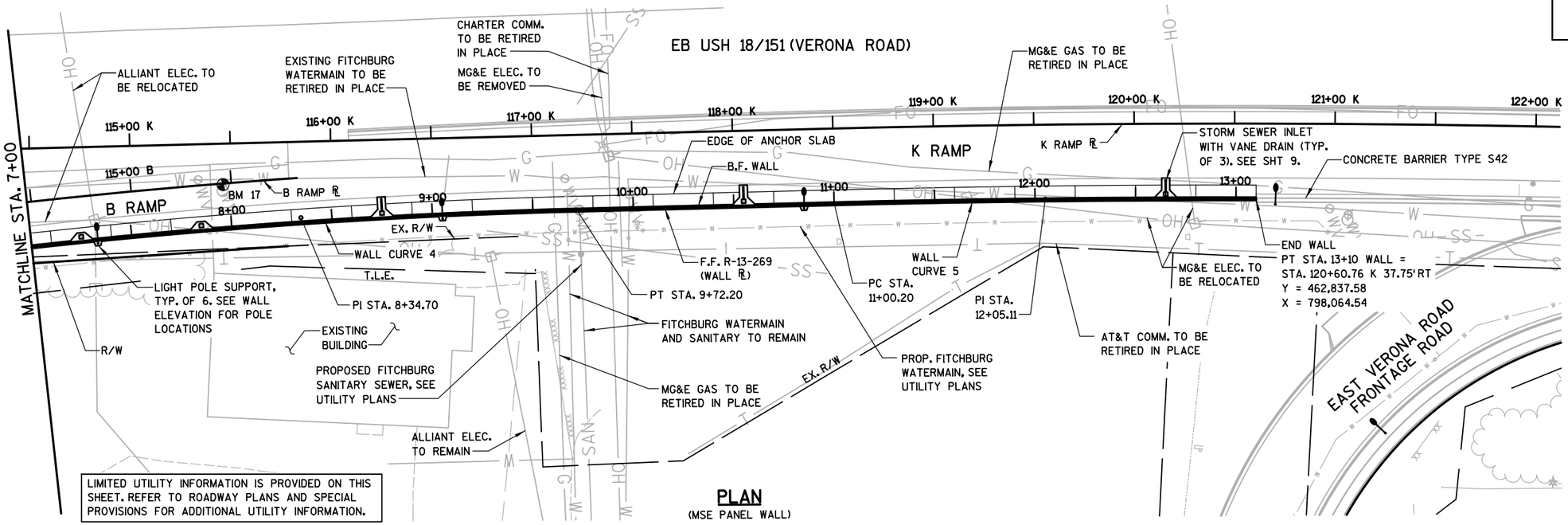
8

8

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\081401_gp.dgn

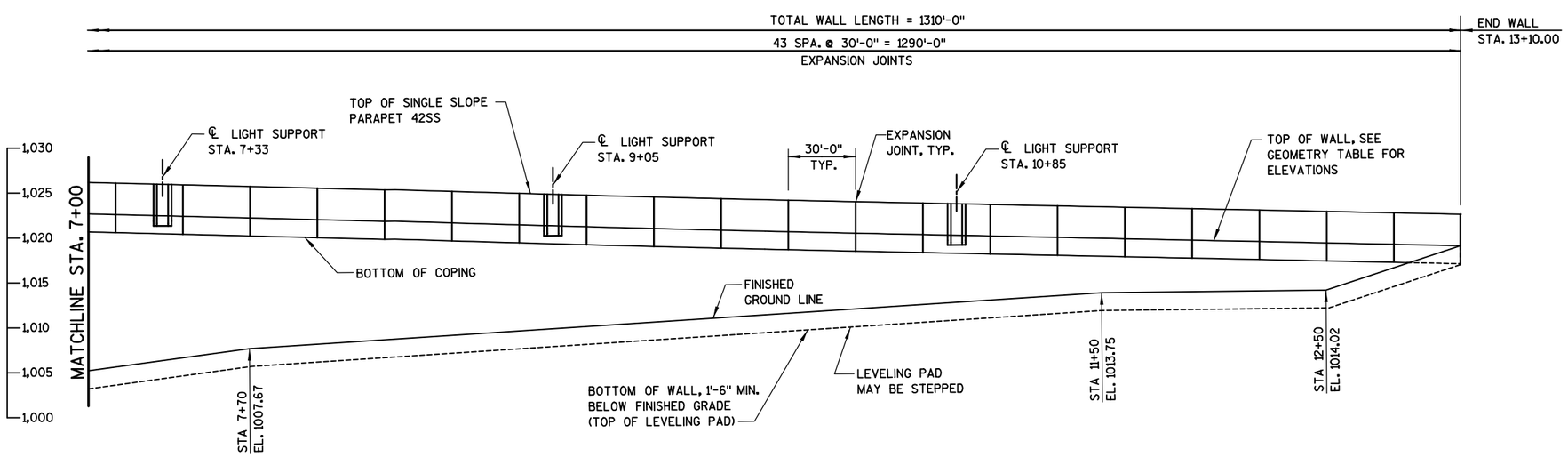
STATE PROJECT NUMBER

1206-07-74




LIMITED UTILITY INFORMATION IS PROVIDED ON THIS SHEET. REFER TO ROADWAY PLANS AND SPECIAL PROVISIONS FOR ADDITIONAL UTILITY INFORMATION.

**PLAN**
(MSE PANEL WALL)




**ELEVATION**
(LOOKING AT F.F. OF WALL)

## NOTES

SEE SHEET 1 FOR HORIZONTAL CURVE DATA.

SEE SHEET 1 FOR BENCHMARK INFORMATION.

SEE SHEET 1 FOR INLET LOCATIONS.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-13-269

DRAWN BY DLM | PLANS CK'D. KRB

GENERAL PLAN & ELEVATION - 2

SHEET 2
968

8

8

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\081401a_gp.dgn

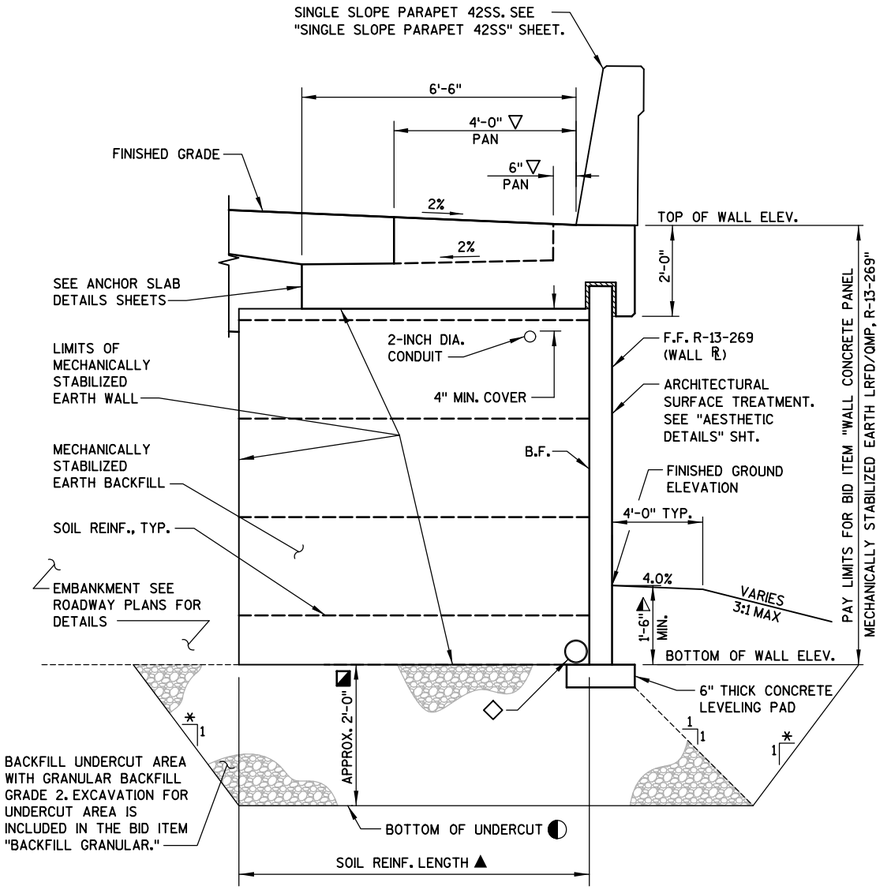
## GEOMETRY TABLE

| WALL STATION | TOP OF WALL ELEV. | FINISHED GROUND ELEV. | EXPOSED WALL HEIGHT (FT.) |
|---|---|---|---|
| 0+00 | 1004.22 | 1004.22 | 0.00 |
| 0+25 | 1005.13 | 1003.38 | 1.75 |
| 0+50 | 1006.13 | 1004.04 | 2.09 |
| 0+75 | 1007.23 | 1003.96 | 3.27 |
| 1+00 | 1008.42 | 1003.87 | 4.55 |
| 1+25 | 1009.67 | 1003.79 | 5.88 |
| 1+50 | 1010.91 | 1003.70 | 7.21 |
| 1+60 | 1011.41 | 1002.70 | 8.71 |
| 1+75 | 1012.16 | 1002.76 | 9.40 |
| 2+00 | 1013.40 | 1002.85 | 10.55 |
| 2+25 | 1014.64 | 1002.94 | 11.70 |
| 2+50 | 1015.84 | 1003.03 | 12.81 |
| 2+75 | 1016.94 | 1003.12 | 13.82 |
| 3+00 | 1017.97 | 1003.21 | 14.76 |
| 3+25 | 1018.89 | 1003.31 | 15.58 |
| 3+50 | 1019.72 | 1003.40 | 16.32 |
| 3+75 | 1020.47 | 1003.49 | 16.98 |
| 4+00 | 1021.12 | 1003.58 | 17.54 |
| 4+25 | 1021.69 | 1003.67 | 18.02 |
| 4+50 | 1022.17 | 1003.77 | 18.40 |
| 4+75 | 1022.57 | 1003.86 | 18.71 |
| 5+00 | 1022.88 | 1003.95 | 18.93 |
| 5+25 | 1023.10 | 1004.04 | 19.06 |
| 5+50 | 1023.25 | 1004.13 | 19.12 |
| 5+75 | 1023.31 | 1004.22 | 19.09 |
| 6+00 | 1023.28 | 1004.32 | 18.96 |
| 6+25 | 1023.17 | 1004.41 | 18.76 |
| 6+50 | 1023.01 | 1004.50 | 18.51 |
| 6+75 | 1022.84 | 1004.59 | 18.25 |
| 7+00 | 1022.68 | 1005.29 | 17.39 |
| 7+25 | 1022.51 | 1006.14 | 16.37 |
| 7+50 | 1022.35 | 1006.99 | 15.36 |
| 7+75 | 1022.18 | 1007.75 | 14.43 |
| 8+00 | 1022.01 | 1008.15 | 13.86 |
| 8+25 | 1021.85 | 1008.55 | 13.30 |
| 8+50 | 1021.66 | 1008.95 | 12.71 |
| 8+75 | 1021.49 | 1009.35 | 12.14 |
| 9+00 | 1021.31 | 1009.75 | 11.56 |
| 9+25 | 1021.14 | 1010.15 | 10.99 |
| 9+50 | 1020.97 | 1010.55 | 10.42 |
| 9+75 | 1020.81 | 1010.95 | 9.86 |
| 10+00 | 1020.65 | 1011.35 | 9.30 |
| 10+25 | 1020.50 | 1011.75 | 8.75 |
| 10+50 | 1020.36 | 1012.15 | 8.21 |
| 10+75 | 1020.22 | 1012.55 | 7.67 |
| 11+00 | 1020.08 | 1012.95 | 7.13 |
| 11+25 | 1019.94 | 1013.35 | 6.59 |
| 11+50 | 1019.80 | 1013.75 | 6.05 |
| 11+75 | 1019.66 | 1013.81 | 5.85 |
| 12+00 | 1019.52 | 1013.88 | 5.64 |
| 12+25 | 1019.38 | 1013.94 | 5.44 |
| 12+50 | 1019.24 | 1014.02 | 5.22 |
| 12+75 | 1019.11 | 1016.05 | 3.06 |
| 13+00 | 1018.97 | 1018.08 | 0.89 |
| 13+10 | 1018.91 | 1018.89 | 0.02 |

## TOTAL ESTIMATED QUANTITIES

| BID ITEM NUMBER | BID ITEMS | UNIT | QUANTITY |
|---|---|---|---|
| 209.0100 | BACKFILL GRANULAR | CY | 595 |
| 502.3200 | PROTECTIVE SURFACE TREATMENT | SY | 258 |
| 502.3210 | PIGMENTED SURFACE SEALER | SY | 650 |
| 504.0500 | CONCRETE MASONRY RETAINING WALLS | CY | 684 |
| 505.0600 | BAR STEEL REINFORCEMENT HS COATED STRUCTURES | LB | 81620 |
| 516.0500 | RUBBERIZED MEMBRANE WATERPROOFING | SY | 49 |
| 517.1010.S.003 | CONCRETE STAINING R-13-269 | SF | 21760 |
| 517.1050.S.003 | ARCHITECTURAL SURFACE TREATMENT R-13-269 | SF | 13900 |
| 612.0406 | PIPE UNDERDRAIN WRAPPED 6-INCH | LF | 1320 |
| 614.0150 | ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD | EA | 1 |
| 652.0225 | CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH | LF | 1155 |
| 653.0222 | JUNCTION BOXES 18X12X6-INCH | EA | 6 |
| 657.6005.S | ANCHOR ASSEMBLIES LIGHT POLES ON STRUCTURES | EA | 6 |
| SPV.0165.006 | WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD/QMP, R-13-269 | SF | 17170 |
| | NON-BID ITEMS | | |
| | PREFORMED FILLER | SIZE | 3/4" |
| | EXPANDED POLYSTYRENE | SIZE | 1" |
| | CORK FILLER | SIZE | 1" |

ALL ITEMS ARE CATEGORY 0060.




## TYPICAL CROSS SECTION OF RETAINING WALL

## LEGEND

* EXCAVATION SLOPE TO BE DETERMINED BY CONTRACTOR.

▲ MINIMUM LENGTH OF MSE WALL REINFORCING STRIPS MUST BE 70% THE TOTAL WALL HEIGHT (EXPOSED HEIGHT PLUS EMBEDMENT DEPTH) OR 8.0 FEET, WHICHEVER IS GREATER. SOIL REINFORCING MUST EXTEND A MINIMUM OF 3.0 FEET BEYOND THE FAILURE PLANE FOR INTERNAL STABILITY AS DEFINED BY AASHTO SPECIFICATIONS.

◭ MINIMUM EMBEDMENT BASED ON SITE SPECIFIC PARAMETERS (1'-6" MINIMUM FOR ALL WALLS ON LEVEL GROUND). FIELD EMBEDMENTS SHALL MEET OR EXCEED THE MINIMUM EMBEDMENT. FIELD EMBEDMENTS BELOW MINIMUM EMBEDMENT SHALL NOT BE INCLUDED IN THE PAY LIMITS.

◇ PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO INLET B4121 NEAR SOUTH END OF WALL.

◪ APPROX. 2'-0" OF UNDERCUT IS ANTICIPATED TO REMOVE THE EXISTING LAYERS OF SOFT CLAY SOIL IN THE VICINITY OF WALL STA. 0+00 TO STA. 4+50. THE ACTUAL DEPTH OF UNDERCUT MAY VARY AND SHALL BE DETERMINED BY THE SOUTHWEST REGION SOILS ENGINEER. THE BACKFILL GRANULAR QUANTITY FOR THIS WALL ACCOUNTS FOR AN UNDISTRIBUTED QUANTITY OF WALL UNDERCUT THAT MAY BE REQUIRED OUTSIDE THE STATION RANGE NOTED ABOVE.

◐ WALL SUBGRADE SHALL BE APPROVED BY THE SOUTHWEST REGION SOILS ENGINEER PRIOR TO CONSTRUCTION OF THE WALLS.

▽ 4'-0" PAN STA. 0+00 TO STA. 4+10.
6" PAN STA. 4+10 TO STA. 13+10.

## ULTIMATE DESIGN STRESSES

PARAPET _____ f'c = 4,000 PSI

CONCRETE MASONRY RETAINING WALLS _____ f'c = 3,500 PSI

HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60 _____ Fy = 60,000 PSI

PRECAST CONCRETE WALL PANELS _____ f'c = 4,000 PSI

STATE PROJECT NUMBER

1206-07-74

## GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

THE PLAN QUANTITY FOR THE BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD/QMP, R-13-269" IS BASED ON A WALL HEIGHT MEASURED FROM THE TOP OF WALL TO A CONSTANT DEPTH OF 1'-6" BELOW FINISHED GRADE.

BAR STEEL REINFORCEMENT FOR CAST IN PLACE CONCRETE SHALL BE EPOXY COATED.

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

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE. DIMENSIONS FOR BENDING ARE OUT TO OUT OF BAR.

BEVEL EXPOSED EDGES OF CONCRETE ¾-INCH, UNLESS NOTED OTHERWISE.

APPLY PIGMENTED SURFACE SEALER TO THE TOP, SOUTH END AND ROADWAY FACES OF PARAPET. APPLY PROTECTIVE SURFACE TREATMENT TO THE EXPOSED SURFACE OF THE ANCHOR SLAB. SEE SHEET 12.

THE QUANTITY OF CONCRETE MASONRY FOR THE CAST-IN-PLACE ANCHOR SLAB, THE INLETS, THE LIGHT POLE SUPPORTS AND THE PARAPET IS PAID FOR UNDER THE BID ITEM "CONCRETE MASONRY RETAINING WALLS."

ALL DIMENSIONS, STATIONS, AND OFFSETS ARE GIVEN AT THE FRONT FACE OF THE WALL, UNLESS OTHERWISE SHOWN.

CONTRACTOR SHALL SUPPLY AND INSTALL A NAME PLATE IN ACCORDANCE WITH SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS.

A GEOTECHNICAL REPORT HAS BEEN PREPARED FOR THIS STRUCTURE AND IS AVAILABLE UPON REQUEST FROM WISDOT'S SW REGION OFFICE.

THE PLANS AND DETAILS ARE BASED ON A NOMINAL PRECAST PANEL WIDTH OF 10'-0". IF THE FABRICATED PANEL SIZES DIFFER FROM PLAN DIMENSIONS, CONTRACTOR IS RESPONSIBLE TO COORDINATE REVISED EXPANSION JOINT LOCATIONS, REINFORCEMENT LENGTHS, LIGHT SUPPORT LOCATIONS AND ANY OTHER REVISIONS ASSOCIATED WITH USING A DIFFERENT PANEL SIZE.

SOIL BORINGS INDICATE VARYING TOPSOIL THICKNESSES UP TO 18-INCHES THICK. REMOVE ALL TOPSOIL AND OTHER UNSUITABLE MATERIAL BELOW WALL. REFER TO RETAINING WALL EARTHWORK DETAILS IN ROADWAY CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION.

## DESIGN DATA

THE CONTRACTOR SHALL PROVIDE COMPLETE DESIGN, PLANS, DETAILS, SPECIFICATIONS, AND SHOP DRAWINGS FOR THE RETAINING WALLS IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE RETAINING WALL MANUFACTURER SHALL PROVIDE TECHNICAL ASSISTANCE TO THE CONTRACTOR DURING CONSTRUCTION. THE COST OF FURNISHING THESE ITEMS SHALL BE INCLUDED IN THE BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD/QMP, R-13-269".

PLANS, ELEVATIONS AND DETAILS SHOWN ON THESE DRAWINGS ARE INTENDED TO INDICATE WALL LOCATIONS, LENGTHS, HEIGHTS, AND DETAILS COMMON TO THE WALL SYSTEM SELECTED. THE CONTRACTOR SHALL VERIFY THAT THE WALL SYSTEM SELECTED WILL CONFORM TO THE REQUIRED ALIGNMENTS AND DETAILS.

THE RETAINING WALL IS TO BE DESIGNED USING THE ELEVATIONS GIVEN IN THIS PLAN.

DESIGN FOR RETAINING WALL TO PROVIDE FOR FINISHED GRADE SLOPED IN FRONT OF WALL AS SHOWN.

DESIGN RETAINING WALL FOR A LIVE LOAD SURCHARGE OF 240 PSF.

THE MAXIMUM VALUE OF THE ANGLE OF INTERNAL FRICTION OF THE WALL BACKFILL MATERIAL IN THE REINFORCED ZONE SHALL BE ASSUMED TO BE 30 DEGREES WITHOUT CERTIFIED TEST VALUES.

| NO. | DATE | REVISION | BY |
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-13-269

DRAWN BY DLM | PLANS CK'D. KRB

TYP. SECTION, GENERAL NOTES & QUANTITIES

SHEET 3
969

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8

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\081402_wd.dgn

## SOIL PARAMETERS

| STRATUM LOCATIONS & SOIL DESCRIPTIONS | TOTAL UNIT WEIGHT (PCF) | FRICTION ANGLE (DEGREES) | COHESION (PSF) |
|---|---|---|---|
| GRANULAR BACKFILL (REINFORCING ZONE OR BACKFILL) | 120 | 30 | 0 |
| GRANULAR RETAINED SOIL * | 135 | 30 | 0 |
| BOR R-269-1 | | | |
| LEAN CLAY (FILL)<br>ELEV 1003.2-1002.2 | 125 | 0 | 1000 |
| LEAN CLAY (FILL)<br>ELEV 1002.2-1001.2 | 125 | 0 | 2800 |
| LEAN CLAY<br>ELEV 1001.2-998.7 | 121 | 0 | 6000 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 998.7-995.2 | 135 | 42 | 0 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 995.2-975.7 | 140 | 43 | 0 |
| POORLY GRADED SAND WITH SILT<br>ELEV 975.7-968.2 | 133 | 36 | 0 |
| BOR R-269-2 | | | |
| FILL, HOT MIX ASPHALT<br>ELEV 1001.3-1001.1 | 140 | - | - |
| SILTY FINE TO COARSE SAND WITH GRAVEL (FILL)<br>ELEV 1001.1-1000.2 | 140 | 30 | 0 |
| LEAN CLAY (FILL)<br>ELEV 1000.2-999.6 | 125 | 0 | 3800 |
| SILTY FINE SAND WITH GRAVEL (FILL)<br>ELEV 999.6-998.3 | 130 | 42 | 0 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 998.3-995.8 | 130 | 40 | 0 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 995.8-993.3 | 135 | 43 | 0 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 993.3-989.3 | 130 | 40 | 0 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 989.3-984.3 | 140 | 43 | 0 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 984.3-979.3 | 130 | 36 | 0 |
| POORLY GRADED SAND WITH SILT<br>ELEV 979.3-974.3 | 133 | 34 | 0 |
| POORLY GRADED SAND, WITH SILT AND LEAN CLAY LENSES<br>ELEV 974.3-969.3 | 138 | 34 | 0 |
| POORLY GRADED SAND, WITH SILT AND LEAN CLAY LENSES<br>ELEV 969.3-956.3 | 134 | 31 | 0 |
| BOR R-267-6 | | | |
| LEAN CLAY (FILL)<br>ELEV 1003.8-1002.6 | 125 | 0 | 1000 |
| LEAN CLAY (FILL)<br>ELEV 1002.6-1000.8 | 140 | 0 | 6000 |
| CLAYEY SAND WITH GRAVEL (FILL)<br>ELEV 1000.8-996.8 | 130 | 29 | 0 |
| LEAN CLAY<br>ELEV 996.8-995.8 | 125 | 0 | 800 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 995.8-986.8 | 135 | 42 | 0 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 986.8-981.8 | 140 | 43 | 0 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 981.8-977.3 | 135 | 41 | 0 |
| POORLY GRADED SAND, WITH SILT AND LEAN CLAY LENSES<br>ELEV 977.3-973.8 | 134 | 33 | 0 |
| BOR R-269-3 | | | |
| LEAN CLAY<br>ELEV 1004.3-1002.8 | 125 | 0 | 1400 |
| LEAN CLAY<br>ELEV 1002.8-1001.3 | 121 | 0 | 1300 |
| CLAYEY SAND<br>ELEV 1001.3-1000.3 | 136 | 36 | 0 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 1000.3-998.8 | 135 | 43 | 0 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 998.8-987.3 | 140 | 43 | 0 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 987.3-982.8 | 130 | 37 | 0 |

## SOIL PARAMETERS (CONT.)

| STRATUM LOCATIONS & SOIL DESCRIPTIONS | TOTAL UNIT WEIGHT (PCF) | FRICTION ANGLE (DEGREES) | COHESION (PSF) |
|---|---|---|---|
| BOR R-269-3 (CONT.) | | | |
| POORLY GRADED SAND WITH SILT<br>ELEV 982.8-969.3 | 133 | 35 | 0 |
| BOR R-269-4 | | | |
| FILL, HOT MIX ASPHALT<br>ELEV 1009.3-1009.0 | 140 | - | - |
| SILTY FINE TO COARSE SAND WITH GRAVEL (FILL)<br>ELEV 1009.0-1008.0 | 140 | 30 | 0 |
| SILTY FINE SAND WITH GRAVEL (FILL)<br>ELEV 1008.0-1007.1 | 130 | 34 | 0 |
| LEAN CLAY<br>ELEV 1007.1-1005.3 | 121 | 0 | 3600 |
| LEAN CLAY<br>ELEV 1005.3-1002.3 | 121 | 0 | 1000 |
| CLAYEY SAND<br>ELEV 1002.3-1001.3 | 132 | 33 | 0 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>1001.3-987.3 | 140 | 43 | 0 |
| POORLY GRADED SAND WITH SILT<br>ELEV 987.3-984.3 | 133 | 35 | 0 |
| BOR R-269-5 | | | |
| SILTY FINE TO COARSE SAND WITH GRAVEL (FILL)<br>ELEV 1012.7-1011.3 | 140 | 30 | 0 |
| LEAN CLAY (FILL)<br>ELEV 1011.3-1004.7 | 121 | 0 | 2100 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 1004.7-1000.7 | 135 | 42 | 0 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 1000.7-992.7 | 140 | 43 | 0 |

* DESIGN WALL FOR THESE VALUES

## WALL EXTERNAL & OVERALL STABILITY EVALUATION

| DIMENSIONS | EVALUATED LOCATIONS | | | | | |
|---|---|---|---|---|---|---|
| WALL HEIGHT (FEET)[1] | 3.6 | 19.5 | 20.6 | 14.2 | 9.7 | 6.7 |
| EXPOSED WALL HEIGHT (FEET) | 2.1 | 18.0 | 19.1 | 12.7 | 8.2 | 5.2 |
| ■ MINIMUM LENGTH OF REINFORCEMENT (FEET) | 8 | 14 | 15 | 11 | 8 | 8 |
| WALL STATION | 0+50 | 4+25 | 5+50 | 8+50 | 10+50 | 12+50 |
| BORING | R-269-1 | R-269-2 | R-267-6[6] | R-269-3 | R-269-4 | R-269-5 |
| CAPACITY TO DEMAND RATIO (CDR)[2, 4] | | | | | | |
| SLIDING (CDR>1.0) | 2.1 | 1.2 | 1.2 | 1.2 | 1.2 | 1.5 |
| ECCENTRICITY (CDR>1.0) | 6.8 | 1.4 | 1.4 | 1.5 | 1.5 | 2.6 |
| OVERALL STABILITY (CDR>1.0) | N/A[4] | N/A[4] | 1.4 | N/A[4] | N/A[4] | N/A[4] |
| BEARING RESISTANCE (CDR>1.0) | 3.5 | 1.1 | 1.3 | 1.1 | 1.1 | 3.9 |
| FACTORED BEARING RESISTANCE (PSF) | 3,600 | 5,900 | 6,800 | 4,100 | 3,100 | 6,800 |

NOTES:
1. THE WALL HEIGHT INCLUDES AN EMBEDMENT OF 1.5 FT.
2. THE WALL STABILITY EVALUATION INCLUDED A SURCHARGE LOAD OF 240 PSF.
3. CDR VALUES ARE PRESENTED IN CHAPTER 14 OF THE WISDOT BRIDGE MANUAL.
4. GLOBAL SLOPE STABILITY WAS ONLY EVALUATED AT THE CRITICAL WALL LOCATION.
5. THE WALL EXTERNAL STABILITY ANALYSIS AT BORING R-269-1 AND R-269-2 ASSUMED A MINIMUM UNDERCUT OF 2.5 FT. OF CLAY MATERIAL BELOW THE WALL.
6. BORINGS R-269-2 AND R-269-3 WERE ALSO USED FOR COMPOSITE SOIL STRATIFICATION FOR ANALYSES.

■ THE LENGTHS PROVIDED IN THE TABLE ARE THE MINIMUM REQUIRED REINFORCEMENT LENGTHS BASED UPON THE MINIMUM DESCRIBED IN THE WALL SYSTEM SPECIAL PROVISIONS FOR EXTERNAL AND OVERALL STABILITY AT THE DESIGNATED LOCATIONS. THESE DESIGNATED LOCATIONS REPRESENT TYPICAL AND CRITICAL WALL LOCATIONS, BUT SHALL NOT BE CONSIDERED ALL INCLUSIVE. THE CONTRACTOR DESIGN LENGTH SHALL MEET OR EXCEED THE MINIMUM VALUES REPRESENTED IN THE TABLE AT THESE DESIGNATED LOCATIONS. FINAL DESIGN FOR INTERNAL STABILITY AND EXTERNAL SLIDING AND ECCENTRICITY AT OTHER WALL STATIONS IS THE RESPONSIBILITY OF THE CONTRACTOR'S WALL DESIGNER.

NOTES:
1. THE SETTLEMENT OF THE FOUNDATION WAS ESTIMATED TO BE 1.4 INCHES OR LESS.
2. THE SOUTHWEST REGION SOILS ENGINEER SHALL REVIEW THE SUBSURFACE CONDITIONS PRIOR TO CONSTRUCTION OF THE WALLS TO DETERMINE IF THE SOILS HAVE THE MINIMUM BEARING RESISTANCE SHOWN IN THE TABLE ABOVE.

STATE PROJECT NUMBER
1206-07-74

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-13-269

DRAWN BY DLM | PLANS CK'D. KRB

SOIL DATA

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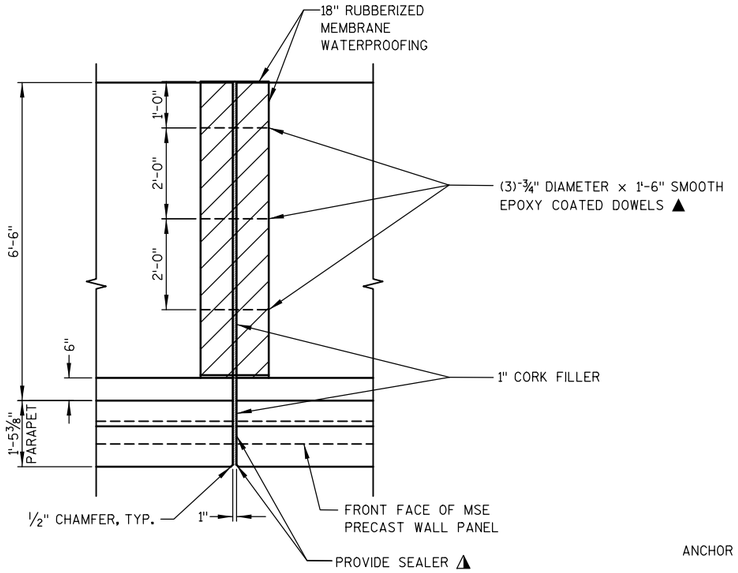
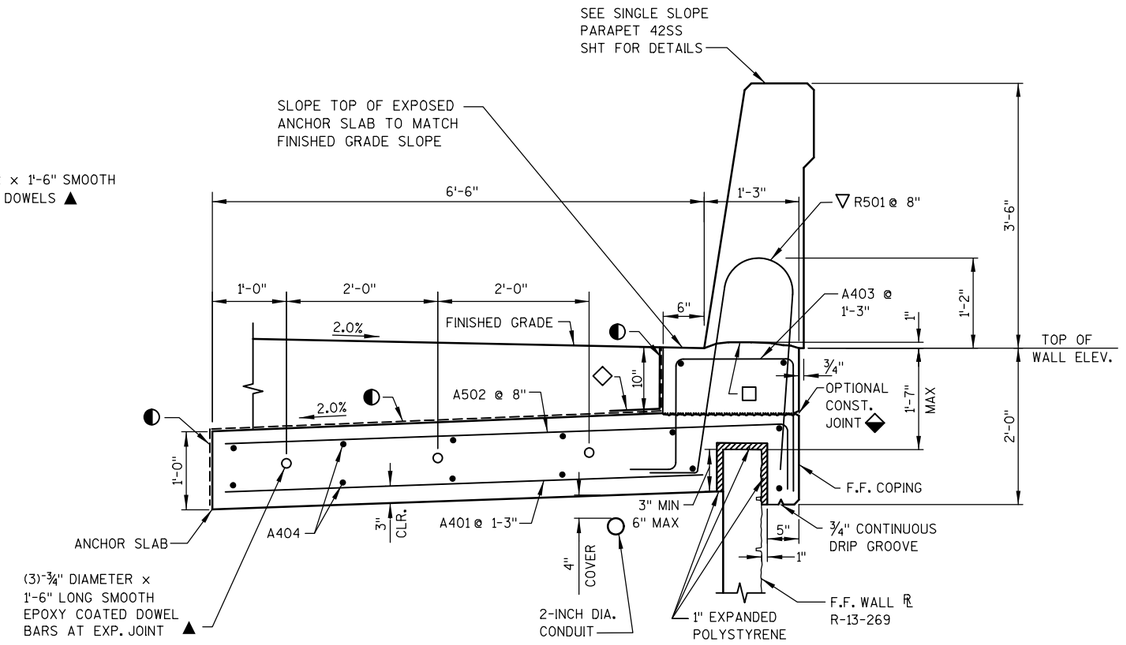



## ANCHOR SLAB EXPANSION JOINT PLAN (6-INCH PAN)

LOCATE ANCHOR SLAB EXPANSION JOINTS OVER WALL JOINTS AT THE LOCATIONS SHOWN ON THE PLAN.

DO NOT RUN BAR STEEL THRU JOINT, EXCEPT FOR DOWEL BARS AS SHOWN. JOINT TO EXTEND FULL DEPTH OF PARAPET AND ANCHOR SLAB.




## CAST-IN-PLACE CONCRETE TRAFFIC BARRIER DETAIL (6-INCH PAN)

STATION 4+10 TO 13+10

## LEGEND

▲ ¾" DIA. SMOOTH DOWEL BARS, 1'-6" LONG, AT EXPANSION JOINT. EMBED 9". USE APPROVED DEBONDER ON ½ THE BAR LENGTH. COST INCLUDED IN "CONCRETE MASONRY RETAINING WALLS". DOWELS SHALL BE PLACED AT MID-DEPTH OF SLAB.

◭ SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF FILLER WITH NON-STAINING, NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). COLOR OF JOINT SEALER SHALL EITHER MATCH COLOR OF ADJACENT WALL OR BE STAINED TO MATCH. SEE AESTHETIC DETAILS SHEET FOR WALL STAIN COLORS.

◐ 18" RUBBERIZED MEMBRANE WATERPROOFING TO BE PLACED ON THESE SURFACES AT EACH JOINT.

◇ IF OPT. CONST. JOINT IS USED, PLACE 18" MEMBRANE WATERPROOFING ALONG THE ENTIRE LONGITUDINAL JOINT. THE MEMBRANE WATERPROOFING SEALING THE OPT. CONST. JOINT IS INCIDENTAL TO THE CONCRETE MASONRY BID ITEM.

◆ PROVIDE ¾" V-GROOVE IF OPTIONAL CONST. JOINT IS USED.

□ CONST. JOINT - STRIKE OFF AS SHOWN AND LEAVE ROUGH.

▽ R501 BARS TO BE TIED TO ANCHOR SLAB STEEL BEFORE ANCHOR SLAB IS POURED.

## NOTES

CONCRETE QUANTITY BASED ON 3 INCH PANEL EMBEDMENT.

## BILL OF BARS

FOR ANCHOR SLAB.

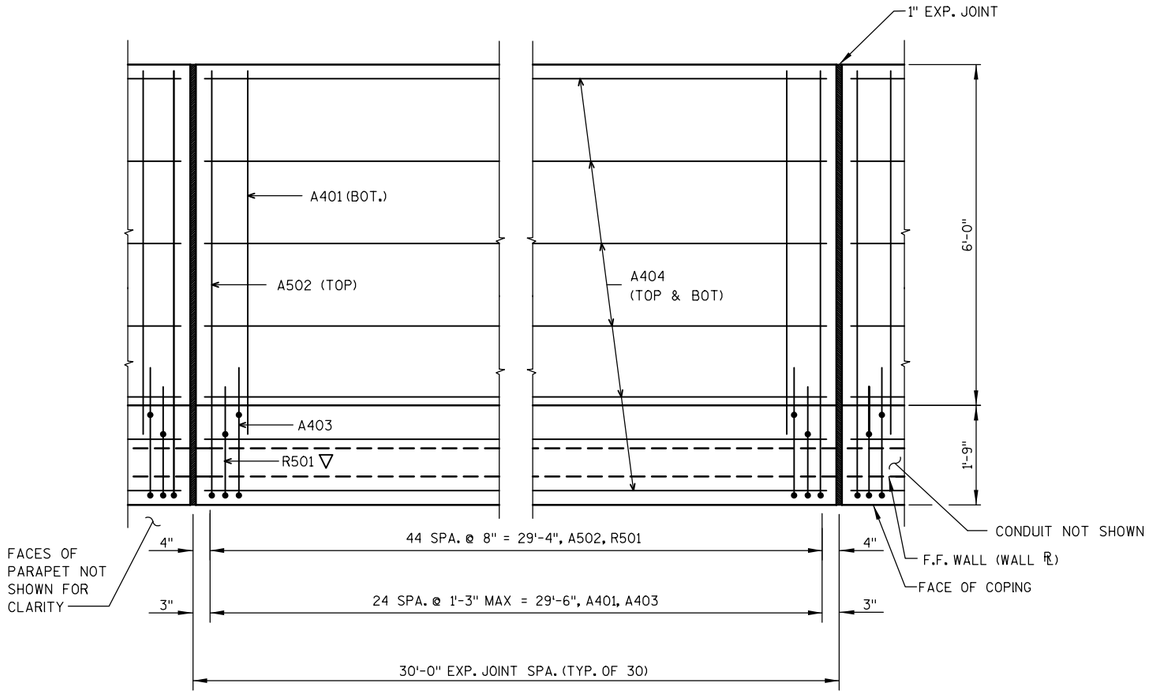
TOTAL COATED = 40,410 LBS

| BAR MARK | COAT | QTY | LENGTH | BENT | LOCATION |
|---|---|---|---|---|---|
| A401 | X | 1116 | 6'-3" | | ANCHOR SLAB - TRANS. - BOT. |
| A502 | X | 1987 | 8'-2" | X | ANCHOR SLAB - TRANS. - TOP |
| A403 | X | 736 | 4'-11" | X | ANCHOR SLAB - TRANS. - TOP - 6" PAN |
| A404 | X | 667 | 29'-7" | | ANCHOR SLAB - LONG. - T & B - 30'-0" EXP. JOINT |
| A405 | X | 19 | 19'-7" | | ANCHOR SLAB - LONG. - T & B - 20'-0" EXP. JOINT |
| A506 | X | 336 | 8'-6" | X | ANCHOR SLAB - TRANS. - TOP - 4'-0" PAN |

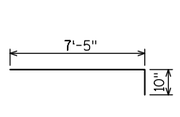
BILL OF BARS INCLUDES BARS FOR BOTH THE 6-INCH PAN AND THE 4-FOOT PAN SECTIONS. SEE FOLLOWING SHEET FOR THE 4-FOOT PAN ANCHOR SLAB DETAILS.

NUMBER REQUIRED AND LENGTH SHOWN FOR QUANTITY PURPOSES ONLY. CONTRACTOR TO DETERMINE ACTUAL LENGTHS AND NUMBER OF BARS AFTER MSE PANELS HAVE BEEN LAID OUT BY THE WALL SUPPLIER. THE PARAPET AND ANCHOR SLAB EXPANSION JOINTS MUST COINCIDE WITH PANEL JOINT ON FRONT FACE. PROVIDE 2" CLEAR COVER AT EXPANSION JOINTS.

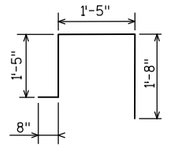
TYPICAL ANCHOR SLAB REINFORCEMENT IS INTERRUPTED AT INLET LOCATIONS. SEE INLET DETAIL SHEETS.



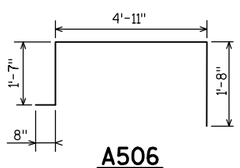

## ANCHOR SLAB REINFORCING PLAN (6-INCH PAN)




A502




A403




A506

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-13-269

DRAWN BY DLM | PLANS CK'D. KRB

ANCHOR SLAB DETAILS - 1

SHEET 5
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| STATE PROJECT NUMBER |
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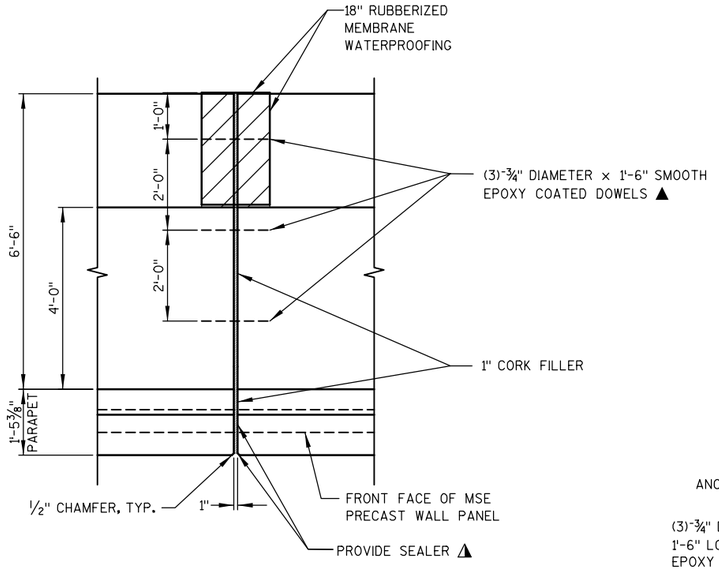
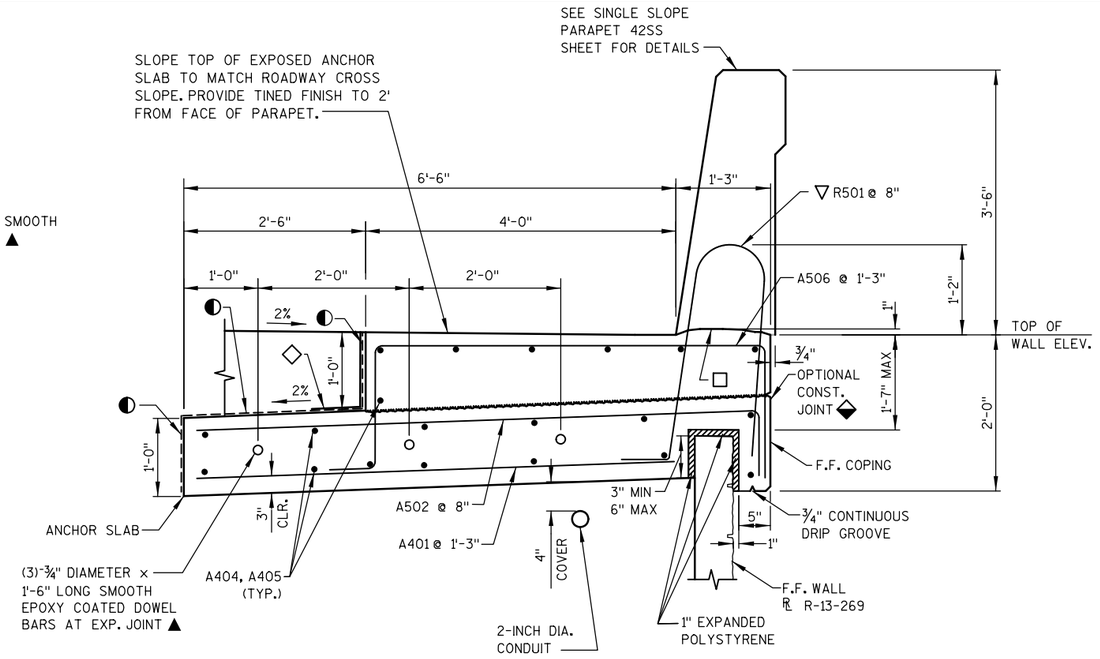



## ANCHOR SLAB EXPANSION JOINT PLAN (4-FOOT PAN)

LOCATE ANCHOR SLAB EXPANSION JOINTS OVER WALL JOINTS AT THE LOCATIONS SHOWN ON THE PLAN.

DO NOT RUN BAR STEEL THRU JOINT, EXCEPT FOR DOWEL BARS AS SHOWN. JOINT TO EXTEND FULL DEPTH OF PARAPET AND ANCHOR SLAB.




## CAST-IN-PLACE CONCRETE TRAFFIC BARRIER DETAIL (4-FOOT PAN)

STATION 0+00 TO 4+10

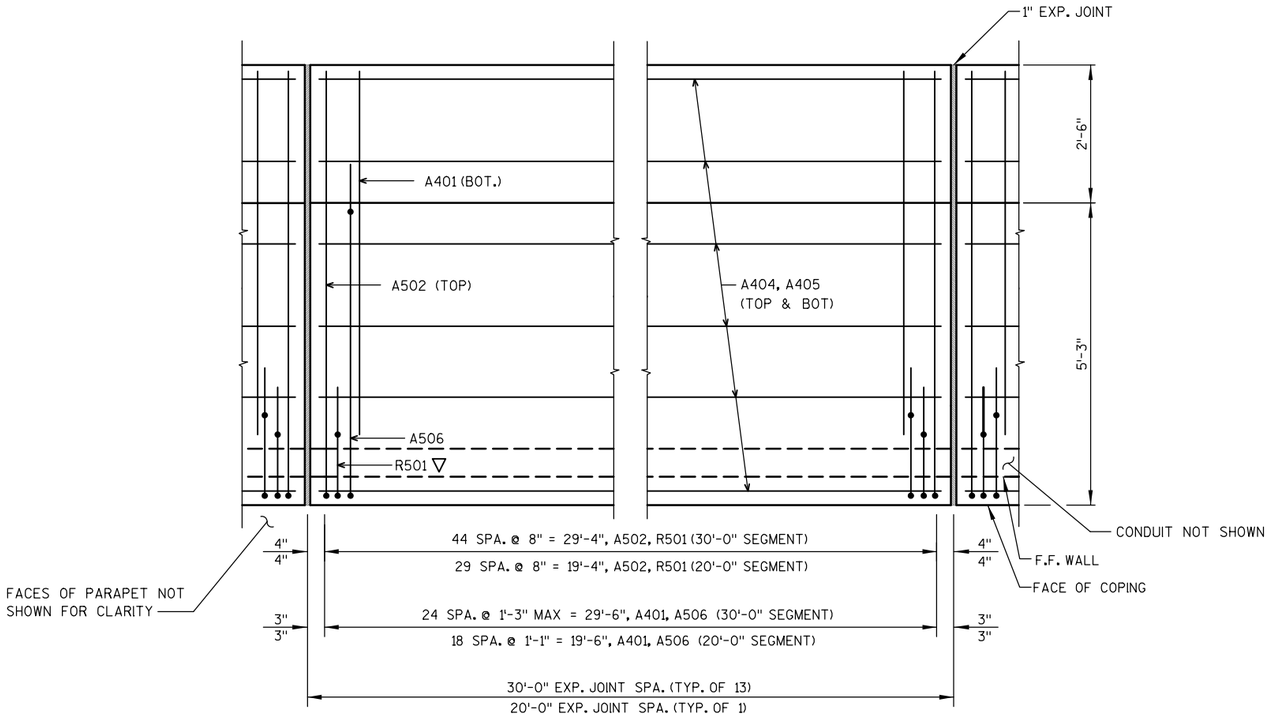
## LEGEND

- ▲ ¾" DIA. SMOOTH DOWEL BARS, 1'-6" LONG, AT EXPANSION JOINT. EMBED 9". USE APPROVED DEBONDER ON ½ THE BAR LENGTH. COST INCLUDED IN "CONCRETE MASONRY RETAINING WALLS". DOWELS SHALL BE PLACED AT MID-DEPTH OF SLAB.
- ◭ SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF FILLER WITH NON-STAINING, NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). COLOR OF JOINT SEALER SHALL EITHER MATCH COLOR OF ADJACENT WALL OR BE STAINED TO MATCH. SEE AESTHETIC DETAILS SHEET FOR WALL STAIN COLORS.
- ◐ 18" RUBBERIZED MEMBRANE WATERPROOFING TO BE PLACED ON THESE SURFACES AT EACH JOINT.
- ◇ IF OPT. CONST. JOINT IS USED, PLACE 18" MEMBRANE WATERPROOFING ALONG THE ENTIRE LONGITUDINAL JOINT. THE MEMBRANE WATERPROOFING SEALING THE OPT. CONST. JOINT IS INCIDENTAL TO THE CONCRETE MASONRY BID ITEM.
- ◆ PROVIDE ¾" CHAMFER IF OPTIONAL CONST. JOINT IS USED.
- □ CONST. JOINT - STRIKE OFF AS SHOWN AND LEAVE ROUGH.
- ▽ R501 BARS TO BE TIED TO ANCHOR SLAB STEEL BEFORE ANCHOR SLAB IS POURED.

## NOTES

SEE "ANCHOR SLAB DETAILS - 1" SHEET FOR BILL OF BARS.

CONCRETE QUANTITY BASED ON 3 INCH PANEL EMBEDMENT.




## ANCHOR SLAB REINFORCING PLAN (4-FOOT PAN)

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-13-269

DRAWN BY DLM | PLANS CK'D. KRB

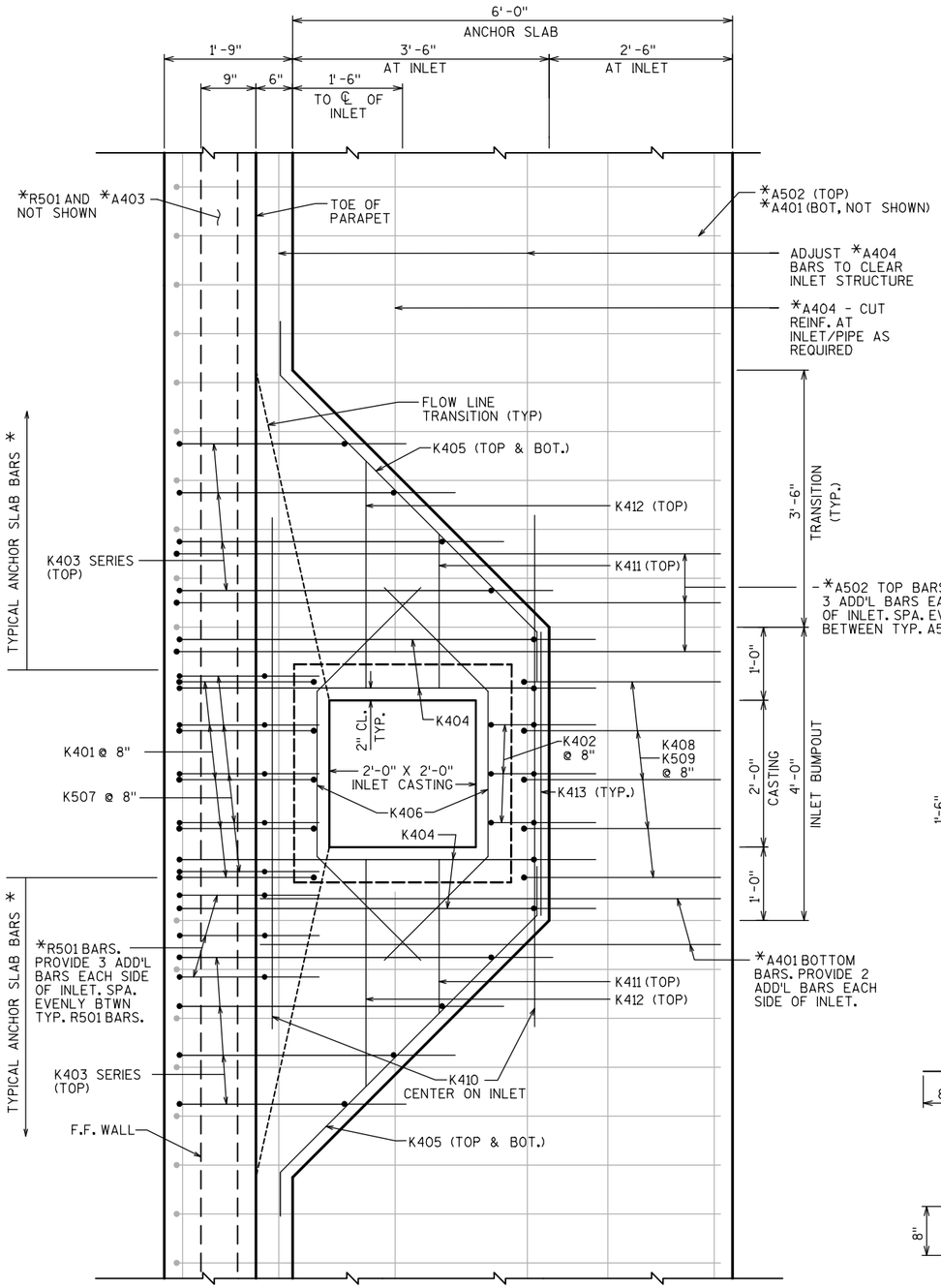
ANCHOR SLAB DETAILS - 2

SHEET 6
972

8

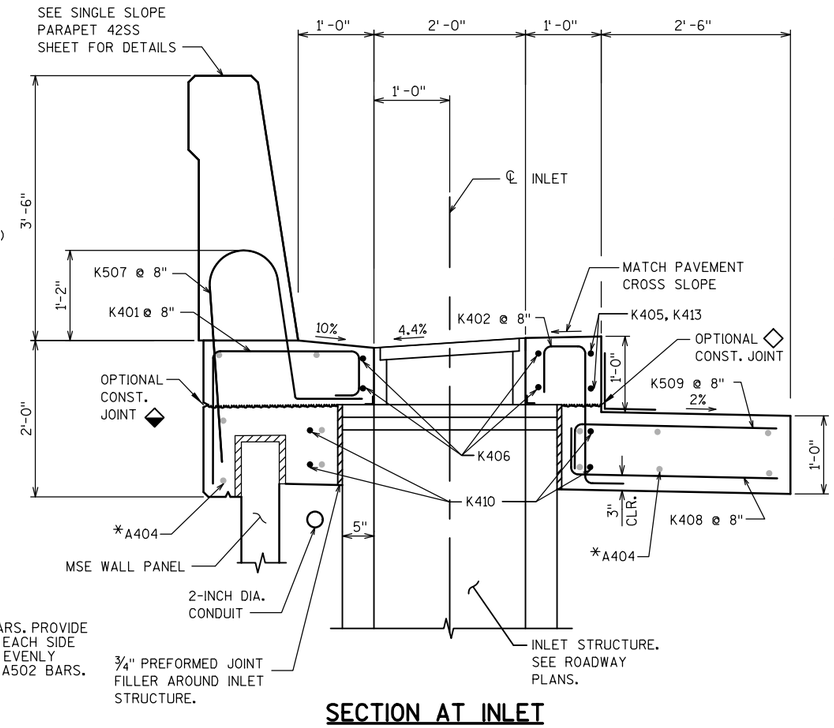
8

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\081404a_asd.dgn

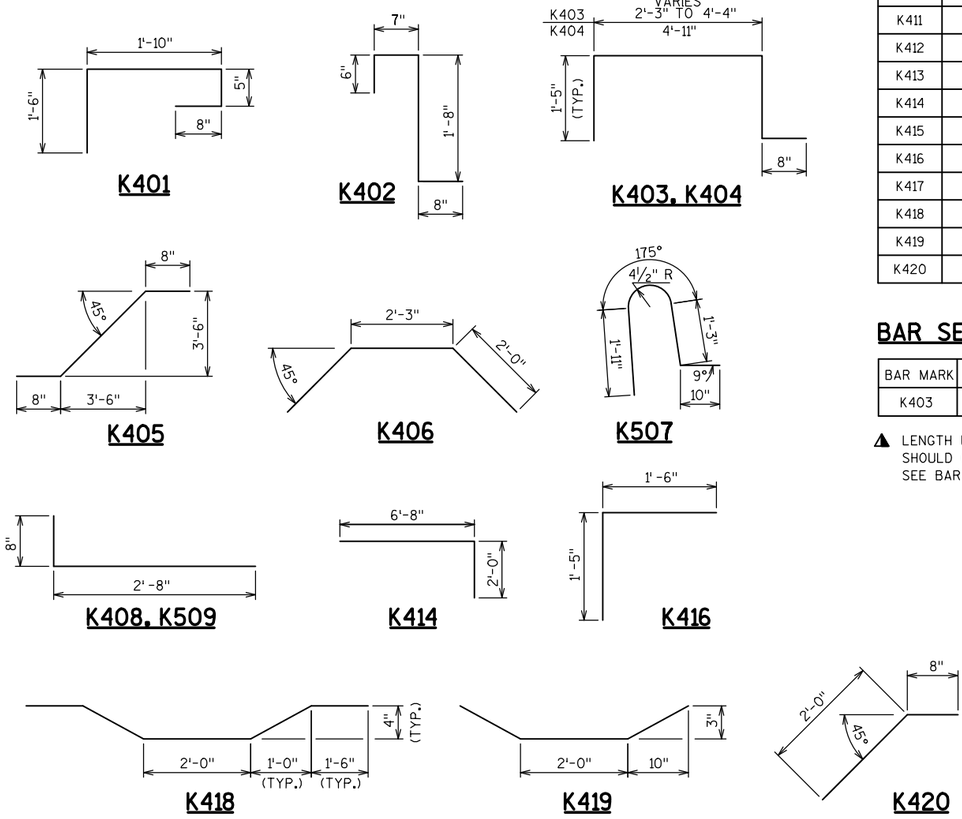



## ANCHOR SLAB PLAN AT TYPICAL INLET STRUCTURE (6-INCH PAN)

4 INLETS TOTAL OF THIS CONFIGURATION, SEE INLET SCHEDULE ON GENERAL PLAN SHEET FOR INLET LOCATIONS. ALL INLET STRUCTURES OF THIS CONFIGURATION ARE CENTERED BETWEEN EXPANSION JOINTS.




## SECTION AT INLET




## NOTES

DISPLACE REINF. BARS AS NECESSARY TO MAINTAIN 2" COVER OVER REINF. BARS AT INLET STRUCTURE.

* SEE ANCHOR SLAB DETAIL SHEET FOR ADDITIONAL BAR STEEL DETAILS.

◆ PROVIDE ¾" V-GROOVE IF OPTIONAL CONST. JOINT IS USED.

◇ IF OPT. CONST. JOINT IS USED, PLACE 18" MEMBRANE WATERPROOFING ALONG THE ENTIRE LONGITUDINAL JOINT. THE MEMBRANE WATERPROOFING SEALING THE OPT. CONST. JOINT IS INCIDENTAL TO THE CONCRETE MASONRY BID ITEM.

## BILL OF BARS

FOR INLET LOCATIONS
(11 TOTAL INLETS ON WALL R-13-269)

**TOTAL COATED = 2,020 LBS**

| BAR MARK | COAT | QTY | LENGTH | BENT | BAR SERIES | LOCATION |
|---|---|---|---|---|---|---|
| K401 | X | 55 | 4'-2" | X | | VERTICAL |
| K402 | X | 24 | 3'-2" | X | | VERTICAL |
| K403 | X | 56 | 6'-7" | X | ▲ | TRANS. - TOP |
| K404 | X | 44 | 8'-2" | X | | TRANS. - TOP |
| K405 | X | 28 | 6'-3" | X | | TRANS. - TOP & BOT. |
| K406 | X | 38 | 6'-2" | X | | TRANS. - TOP & BOT. |
| K507 | X | 55 | 5'-1" | X | | VERTICAL |
| K408 | X | 40 | 3'-3" | X | | TRANS. - BOT. |
| K509 | X | 40 | 3'-3" | X | | TRANS. - TOP |
| K410 | X | 38 | 7'-0" | | | LONG. - TOP & BOT. |
| K411 | X | 14 | 2'-1" | | | LONG. - TOP |
| K412 | X | 14 | 3'-1" | | | LONG. - TOP |
| K413 | X | 8 | 3'-8" | | | LONG. - TOP & BOT. |
| K414 | X | 12 | 8'-7" | X | | LONG. - TOP |
| K415 | X | 12 | 3'-8" | | | TRANS. - TOP & SIDES |
| K416 | X | 36 | 2'-10" | X | | TRANS. - TOP |
| K417 | X | 12 | 6'-2" | | | LONG.- BOT. & SIDES |
| K418 | X | 9 | 7'-0" | X | | TRANS. - BOT. |
| K419 | X | 12 | 3'-8" | X | | TRANS. - BOT. |
| K420 | X | 6 | 2'-8" | X | | TRANS. - TOP |

## BAR SERIES TABLE

| BAR MARK | QTY | LENGTH |
|---|---|---|
| K403 | 14 SERIES OF 4 | 5'-6" TO 7'-7" |

▲ LENGTH USED FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

STATE PROJECT NUMBER

1206-07-74

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-13-269

DRAWN BY DLM | PLANS CK'D. KRB

INLET DETAILS - 1

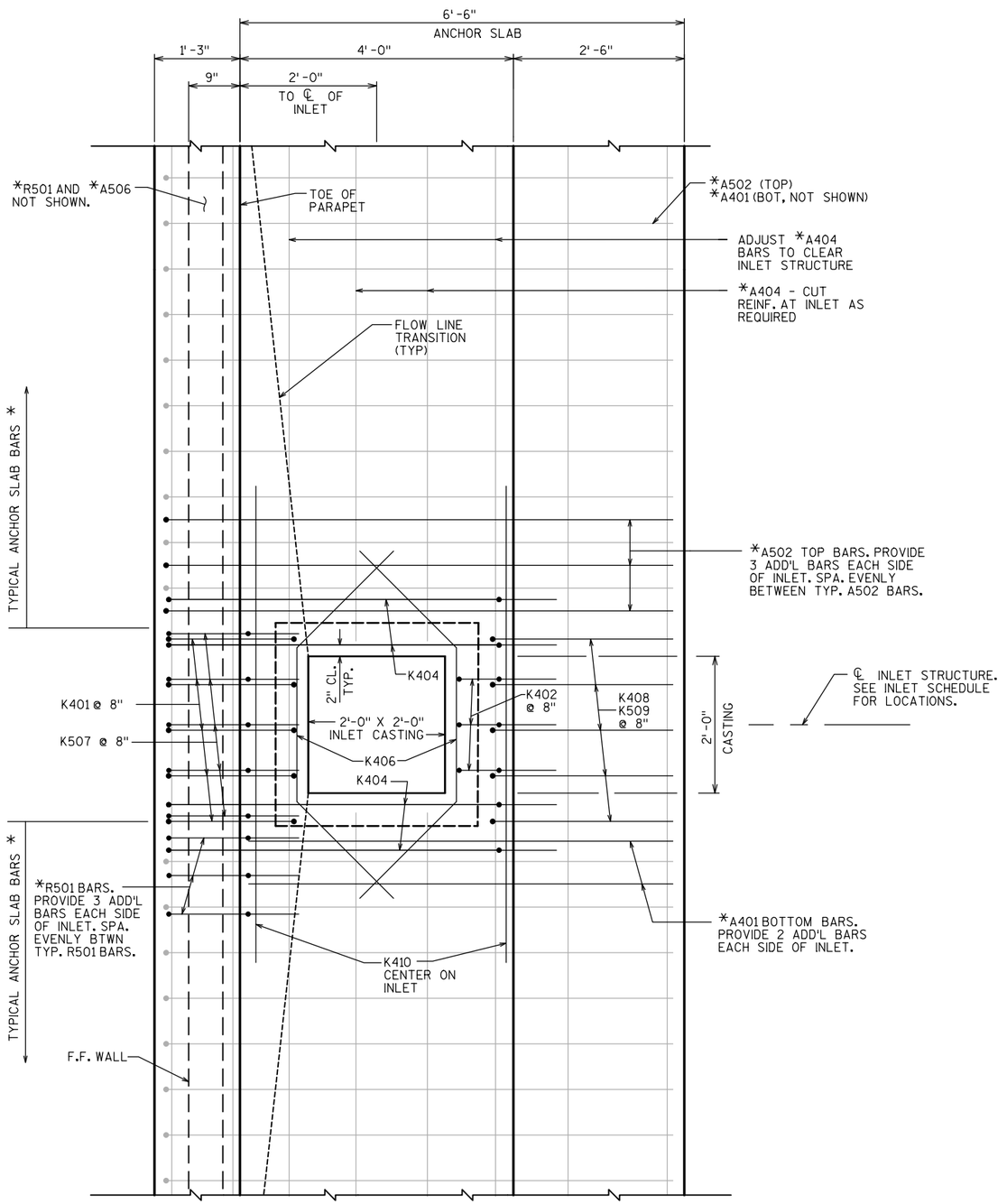
SHEET 7
973

8

8

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\081405_id.dgn

| STATE PROJECT NUMBER |
|---|
| 1206-07-74 |




## ANCHOR SLAB PLAN AT TYPICAL INLET STRUCTURE (4-FOOT PAN)

4 INLETS TOTAL OF THIS CONFIGURATION, SEE INLET SCHEDULE ON GENERAL PLAN SHEET FOR INLET LOCATIONS. ALL INLET STRUCTURES OF THIS CONFIGURATION ARE CENTERED BETWEEN EXPANSION JOINTS EXCEPT FOR THE STRUCTURE AT WALL STA. 0+12.

## NOTES

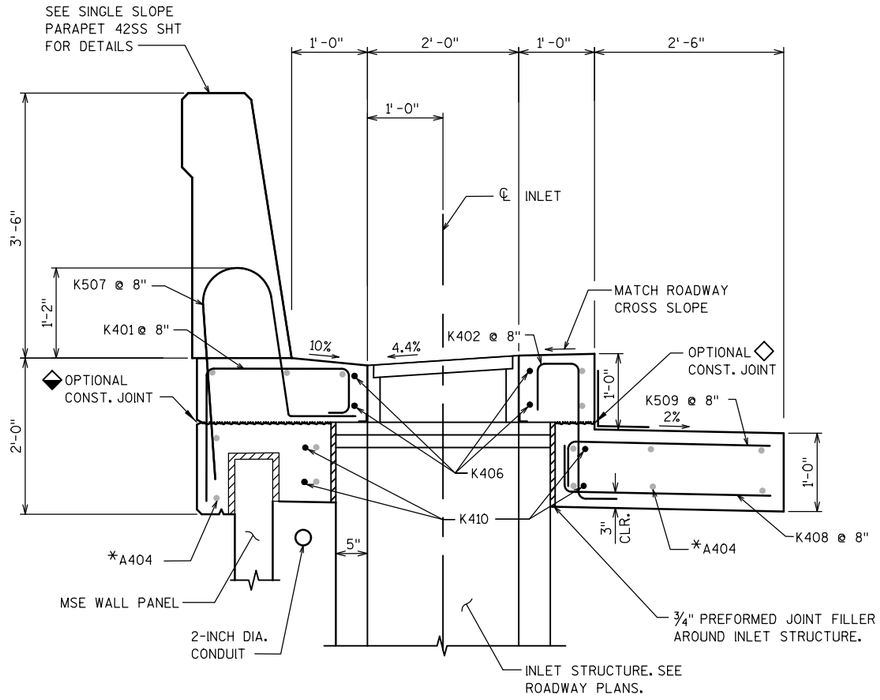
DISPLACE REINF. BARS AS NECESSARY TO MAINTAIN 2" COVER OVER REINF. BARS AT INLET STRUCTURE.

SEE INLET DETAILS - 1 SHEET FOR BILL OF BARS AND BENDING DETAILS.

* SEE ANCHOR SLAB DETAIL SHEET FOR ADDITIONAL BAR STEEL DETAILS

◆ PROVIDE ¾" V-GROOVE IF OPTIONAL CONST. JOINT IS USED.

◇ IF OPT. CONST. JOINT IS USED, PLACE 18" MEMBRANE WATERPROOFING ALONG THE ENTIRE LONGITUDINAL JOINT. THE MEMBRANE WATERPROOFING SEALING THE OPT. CONST. JOINT IS INCIDENTAL TO THE CONCRETE MASONRY BID ITEM.




## SECTION AT INLET

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-13-269

DRAWN BY DLM | PLANS CK'D. KRB

INLET DETAILS - 2

SHEET 8
974

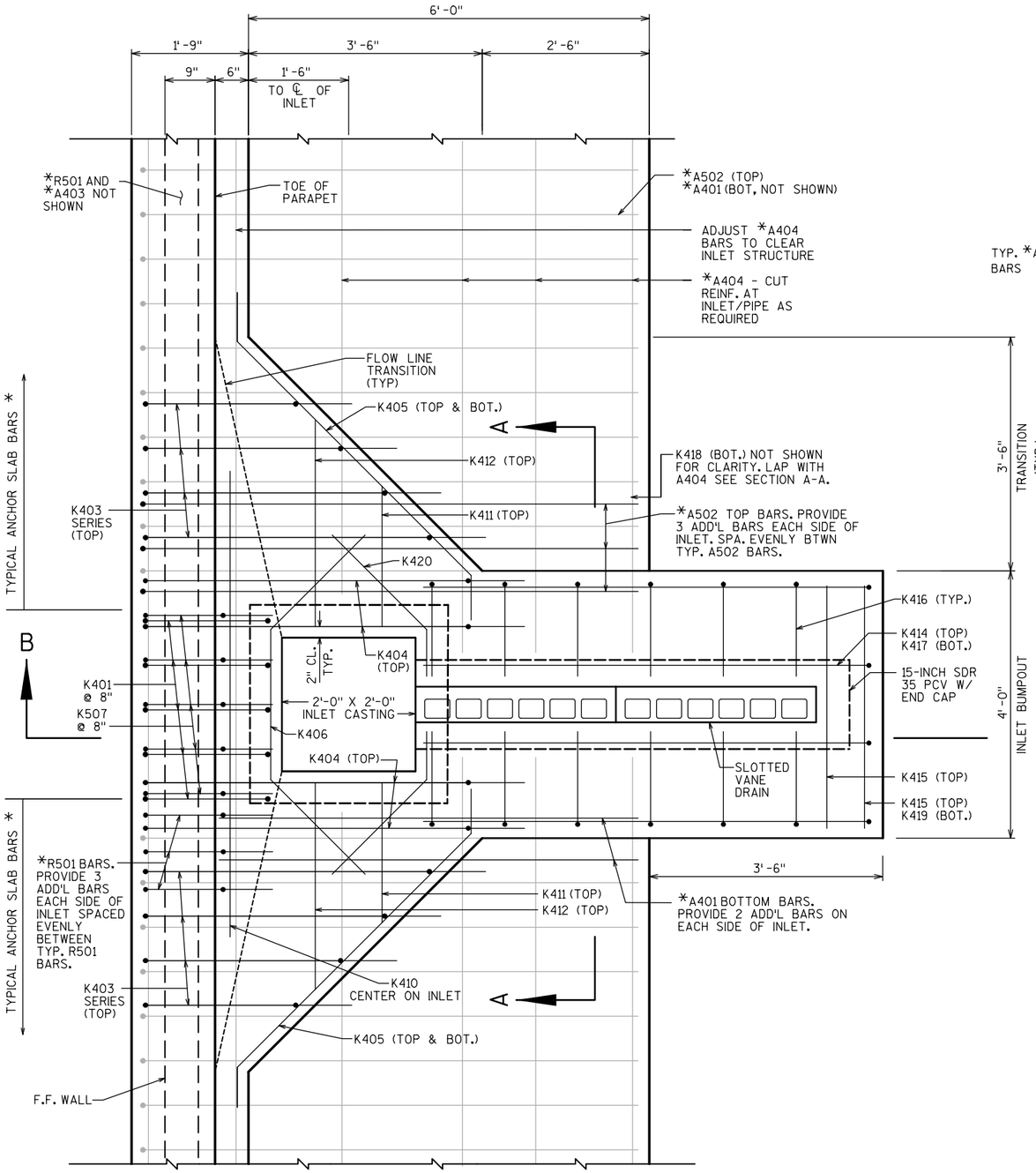
8

8

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\081405a_id.dgn

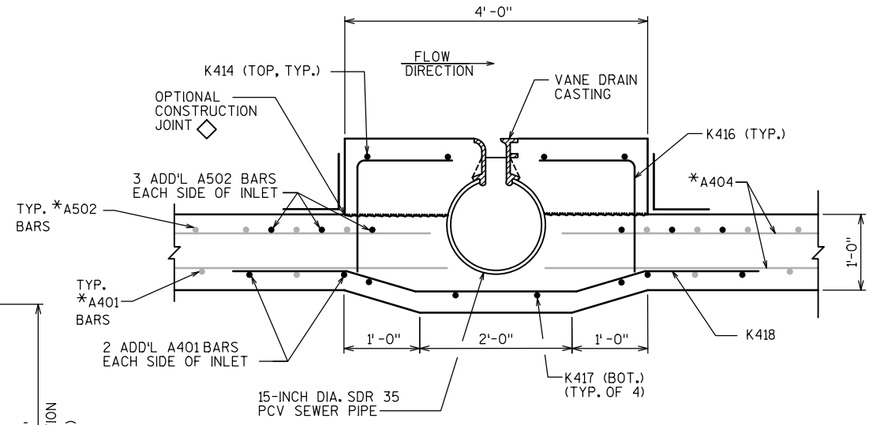
STATE PROJECT NUMBER

1206-07-74

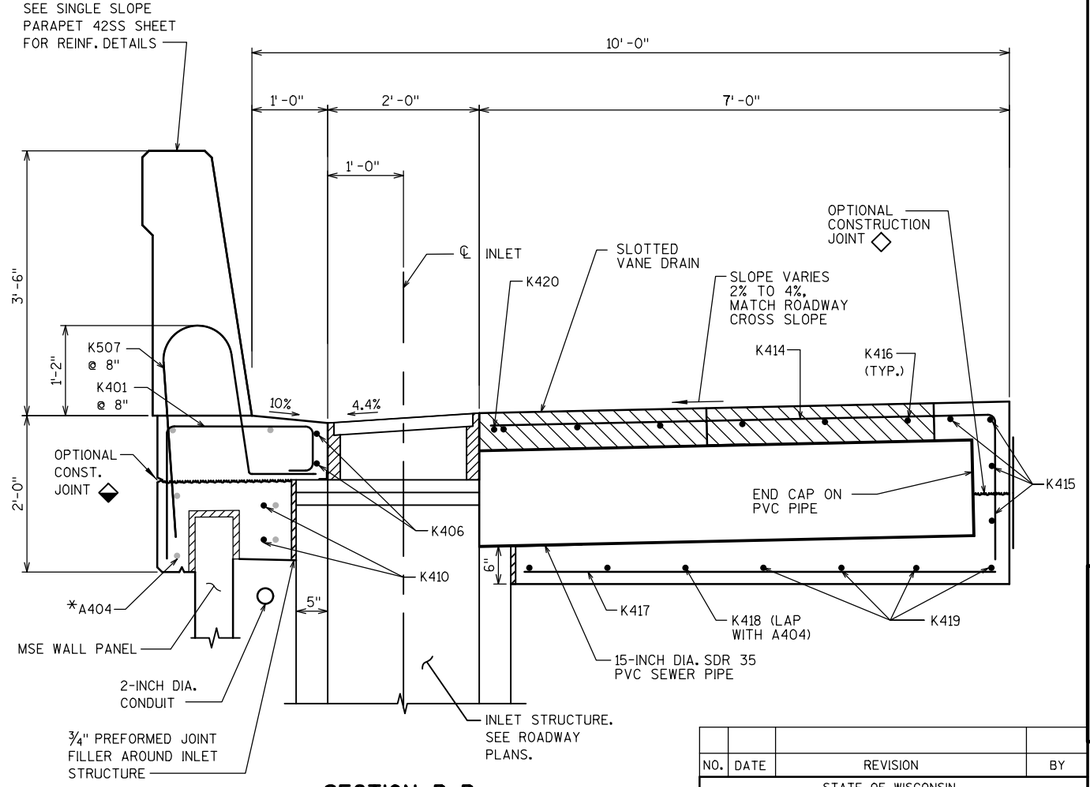



## ANCHOR SLAB PLAN AT INLET STRUCTURE WITH SLOTTED VANE DRAIN

3 INLETS TOTAL OF THIS CONFIGURATION. SEE INLET SCHEDULE ON GENERAL PLAN SHEET FOR INLET LOCATIONS.
ALL INLET STRUCTURES OF THIS CONFIGURATION ARE CENTERED BETWEEN EXPANSION JOINTS.




## SECTION A-A




## SECTION B-B

## NOTES

SEE "INLET DETAILS - 1" SHEET FOR BILL OF BARS AND BENDING DETAILS.

REFER TO S.D.D. "8D14: SLOTTED VANE DRAIN" FOR ADDITIONAL DETAILS RELATED TO THE SLOTTED VANE DRAIN. ORIENT DRAIN TOWARDS DIRECTION OF FLOW AS SHOWN IN STANDARD DETAIL.

TYPICAL ANCHOR SLAB BARS ARE SHOWN AS SCREENED IN THIS DETAIL. REFER TO ANCHOR SLAB DETAILS SHEET FOR ADDITIONAL BAR STEEL DETAILS.

DISPLACE REINF. BARS AS NECESSARY TO MAINTAIN 2" COVER OVER REINF. BARS AT INLET STRUCTURE.

* SEE ANCHOR SLAB DETAIL SHEET FOR ADDITIONAL BAR STEEL DETAILS.

◆ PROVIDE ¾" V-GROOVE IF OPTIONAL CONST. JOINT IS USED.

◇ IF OPT. CONST. JOINT IS USED, PLACE 18" MEMBRANE WATERPROOFING ALONG THE ENTIRE LONGITUDINAL JOINT. THE MEMBRANE WATERPROOFING SEALING THE OPT. CONST. JOINT IS INCIDENTAL TO THE CONCRETE MASONRY BID ITEM.

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-13-269

DRAWN BY DTH | PLANS CK'D. KRB

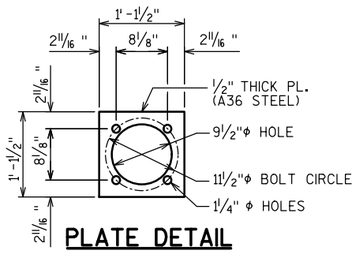
INLET DETAILS - 3

SHEET 9
975

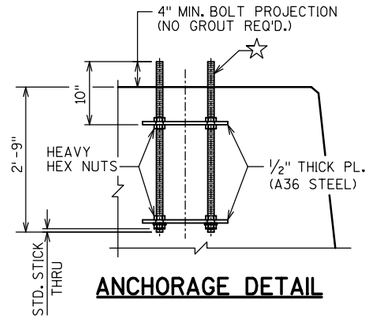
8

8

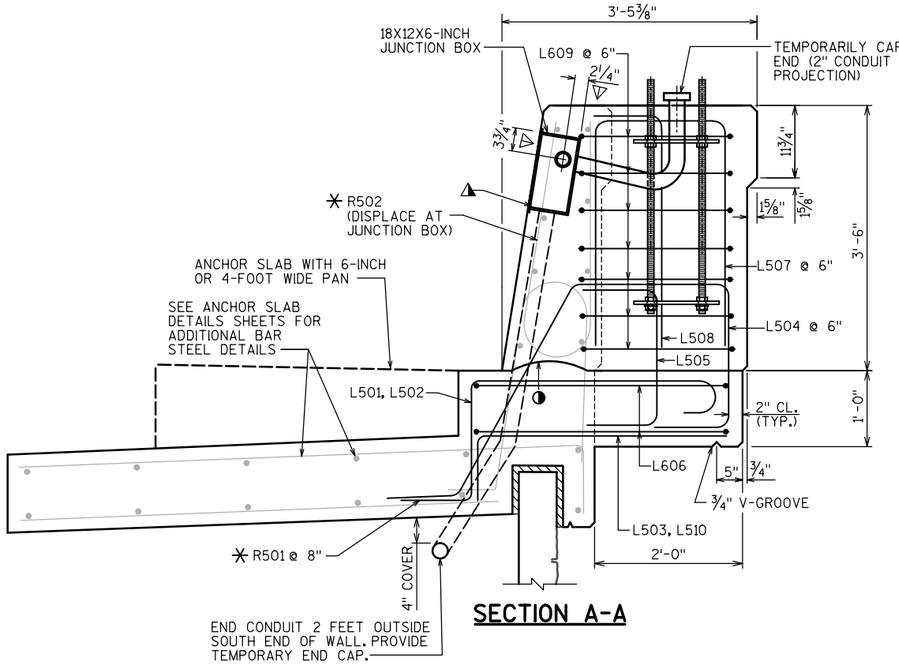
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\081405b_id.dgn



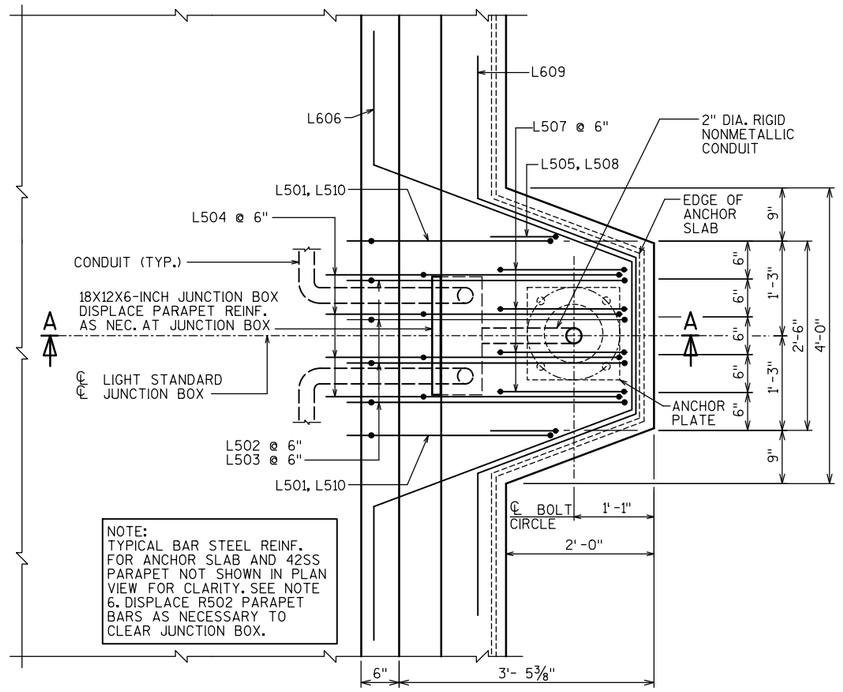

## PLATE DETAIL




## ANCHORAGE DETAIL




## SECTION A-A




## PLAN AT LIGHT STANDARD

NOTE: SEE GENERAL PLAN SHEETS FOR LOCATIONS. ALL LIGHT STANDARDS ARE CENTERED BETWEEN ANCHOR SLAB EXP. JOINTS EXCEPT THE LIGHT STANDARD AT WALL STA. 7+33.

## BILL OF BARS

FOR LIGHT POLE SUPPORTS.

**TOTAL COATED = 1,720 LBS**

| BAR MARK | COAT | QTY | LENGTH | BENT | LOCATION |
|---|---|---|---|---|---|
| L501 | X | 12 | 4'-9" | X | ANCHOR SLAB - TRANS. TOP |
| L502 | X | 24 | 6'-0" | X | ANCHOR SLAB - TRANS. TOP |
| L503 | X | 24 | 4'-2" | X | ANCHOR SLAB - TRANS. BOT. |
| L504 | X | 24 | 8'-11" | X | PARAPET - VERT. |
| L505 | X | 12 | 3'-9" | X | PARAPET - VERT. |
| L606 | X | 12 | 12'-8" | X | ANCHOR SLAB - HORIZ. T&B |
| L507 | X | 24 | 7'-8" | X | PARAPET - VERT. |
| L508 | X | 12 | 4'-0" | X | PARAPET - VERT. |
| L609 | X | 42 | 10'-0" | X | PARAPET - HORIZ. |
| L510 | X | 12 | 2'-11" | X | ANCHOR SLAB - TRANS. BOT. |

STATE PROJECT NUMBER

1206-07-74

## NOTES

BID ITEMS SHALL BE:
"JUNCTION BOXES 18X12X6-INCH", EACH
"ANCHOR ASSEMBLIES LIGHT POLES ON STRUCTURE", EACH
"CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH", LF

APPROVED MANUFACTURERS - JUNCTION BOXES:
SEE APPROVED MATERIAL LIST.

BAR STEEL REINFORCEMENT SHOWN FOR LIGHT POLE SUPPORTS IS PROVIDED IN ADDITION TO THE TYPICAL ANCHOR SLAB AND PARAPET REINFORCEMENT BARS. SEE "ANCHOR SLAB DETAILS" SHEETS AND "SINGLE SLOPE PARAPET 42SS" SHEET FOR REINFORCEMENT DETAILS.

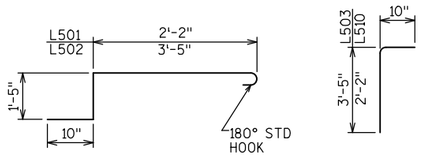
CONDUIT TERMINATES AT JUNCTION BOX AT NORTHERNMOST LIGHT POLE (WALL STATION 10+85).

QUANTITY OF "CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH" LISTED IN RETAINING WALL STRUCTURE QUANTITIES INCLUDES ALL CONDUIT LOCATED WITHIN THE RETAINING WALL LIMITS AND A TWO-FOOT STUB AT THE SOUTH END OF THE WALL.

MAINTAIN MINIMUM 2" OF COVER FOR ALL CONDUIT EMBEDDED IN CONCRETE.

## LEGEND

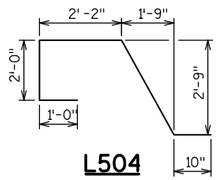
- ◐ CONSTR. JT. STRIKE OFF AS SHOWN
- ▲ CUT OUT ± 1" OF GASKET AT BOTTOM OF JUNCTION BOX COVER TO ALLOW FOR DRAINAGE.
- ▽ LOCATION OF CONDUIT IS MEASURED FROM OUTSIDE EDGE OF JUNCTION BOX.
- ✳ SEE "SINGLE SLOPE PARAPET 42SS" SHEET FOR ADDITIONAL BAR STEEL DETAILS.
- ☆ 1" DIAMETER THREADED ANCHOR BOLTS ASTM A449 OR AASHTO M 314-90 GR 55. HOT DIP ASTM A153, CLASS C, UPPER 8" OF BOLT INCLUDING NUTS & WASHERS. PROVIDE ENLARGED THREAD ON NUTS FOR PROPER FIT AFTER GALVANIZING. PROVIDE DOUBLE FLAT WASHERS & NUTS.



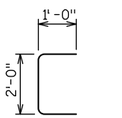

## L501, L502



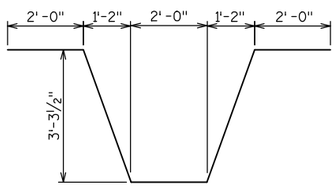

## L503, L510



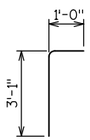

## L504



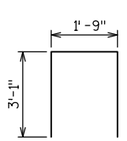

## L505



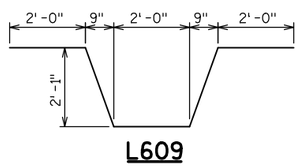

## L606




## L508




## L507




## L609

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-13-269

DRAWN BY DLM | PLANS CK'D. KRB

CONDUIT & LIGHT POLE SUPPORT DETAILS

SHEET 10
976

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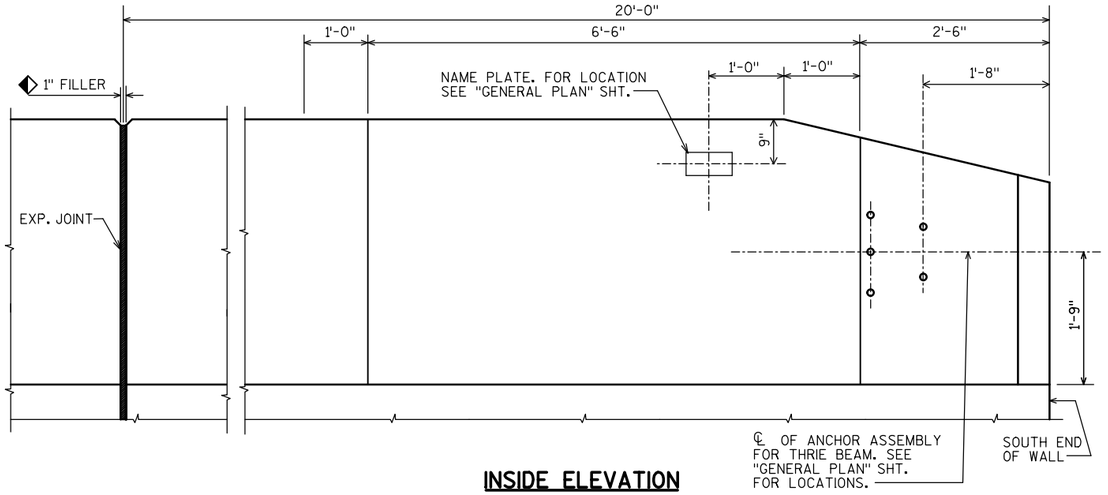
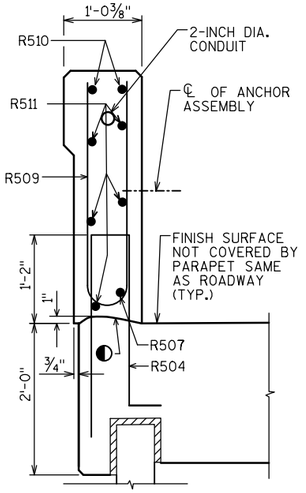
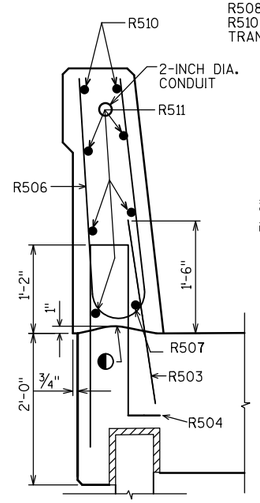


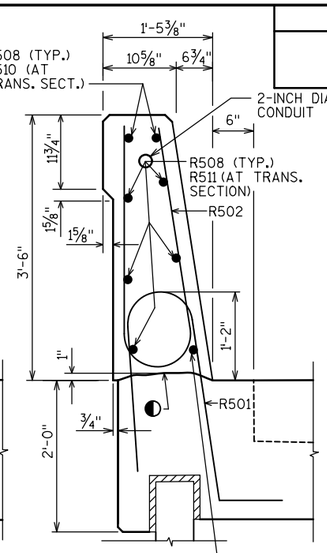

## INSIDE ELEVATION




## SECTION A




## SECTION B




## SECTION C

STATE PROJECT NUMBER

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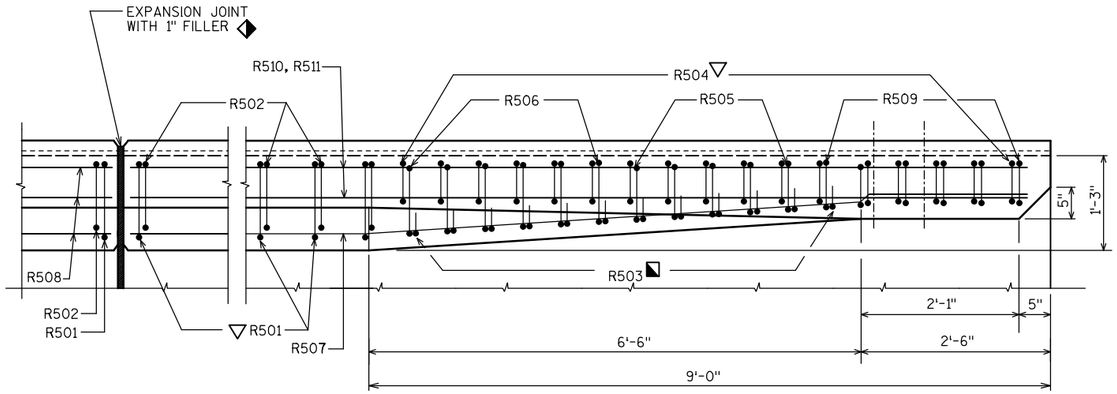
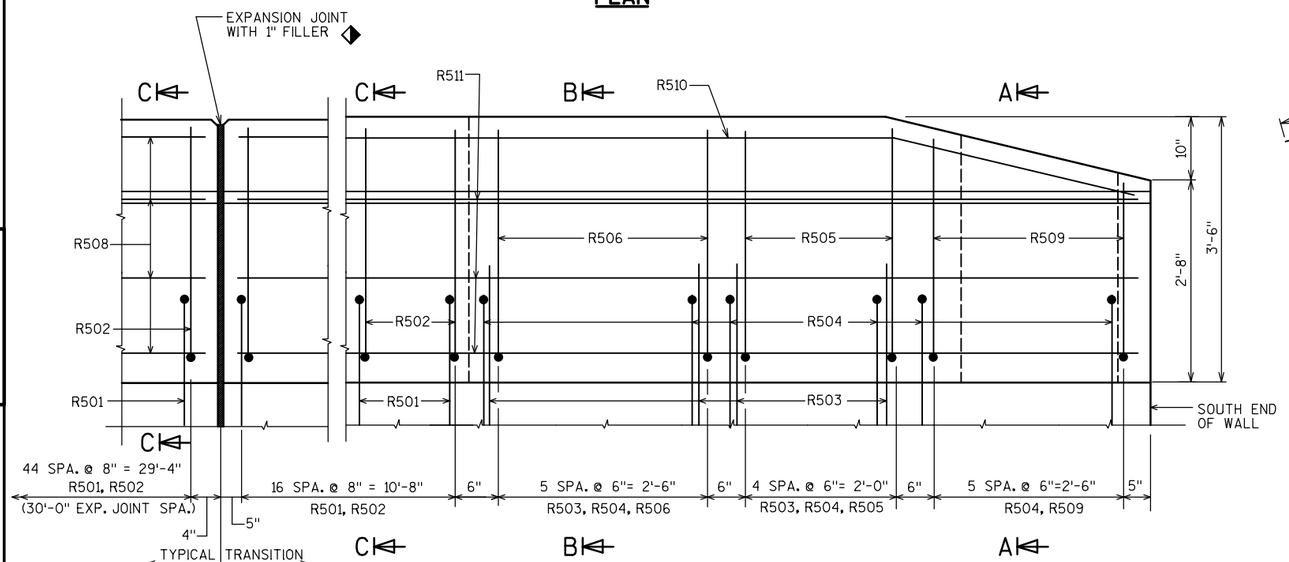
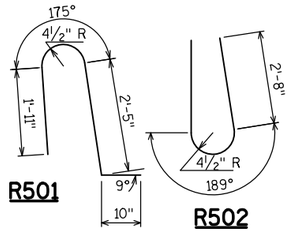
- ◐ CONST. JOINT - STRIKE OFF AS SHOWN.
- ◪ R503 BARS MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. USE CARE TO PLACE R503 BARS CORRECTLY ALONG TRANSITION OF PARAPET.
- ▽ R501 AND R504 BARS TO BE TIED TO ANCHOR SLAB STEEL BEFORE ANCHOR SLAB IS POURED.
- ◆ SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF FILLER WITH NON-STAINING, NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). COLOR OF JOINT SEALER SHALL EITHER MATCH COLOR OF ADJACENT WALL OR BE STAINED TO MATCH. SEE AESTHETIC DETAILS SHEET FOR WALL STAIN COLORS.



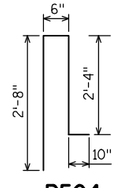

## PLAN



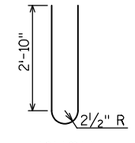

## OUTSIDE ELEVATION



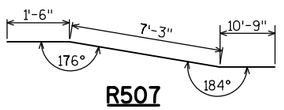

## R501




## R504




## R505

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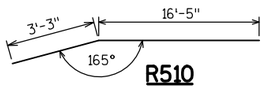
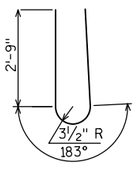
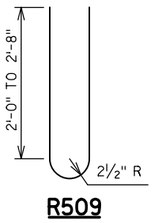



## R510




## R506




## R509

## BILL OF BARS

FOR PARAPET

**TOTAL COATED =37,470 LBS**

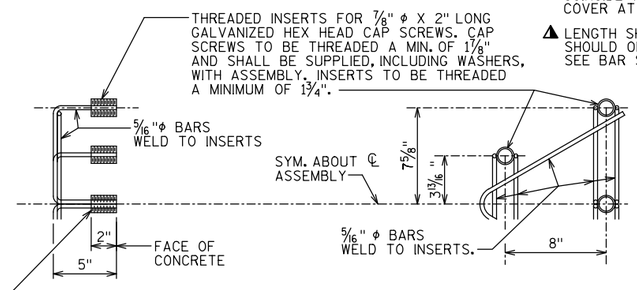
| BAR MARK | COAT | QTY | LENGTH | BENT | BAR SERIES | LOCATION |
|---|---|---|---|---|---|---|
| R501 | X | 1974 | 6'-3" | X | | PARAPET VERT. |
| R502 | X | 1952 | 6'-8" | X | | PARAPET VERT. |
| R503 | X | 11 | 3'-0" | | | PARAPET VERT. |
| R504 | X | 17 | 6'-0" | X | | PARAPET VERT. |
| R505 | X | 5 | 6'-5" | X | | PARAPET VERT. |
| R506 | X | 6 | 6'-6" | X | | PARAPET VERT. |
| R507 | X | 1 | 19'-6" | X | | PARAPET HORIZ. |
| R508 | X | 344 | 29'-7" | | | PARAPET HORIZ. |
| R509 | X | 6 | 5'-5" | X | ▲ | PARAPET VERT. |
| R510 | X | 2 | 19'-8" | X | | PARAPET HORIZ. |
| R511 | X | 5 | 19'-7" | X | | PARAPET HORIZ. |

NUMBER REQUIRED AND LENGTH SHOWN FOR QUANTITY PURPOSES ONLY. CONTRACTOR TO DETERMINE ACTUAL LENGTHS AND NUMBER OF BARS AFTER MSE PANELS HAVE BEEN LAID OUT BY THE WALL SUPPLIER. THE PARAPET AND ANCHOR SLAB EXPANSION JOINTS MUST COINCIDE WITH PANEL JOINT ON FRONT FACE. PROVIDE 2" CLEAR COVER AT EXPANSION JOINTS.

▲ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

## BAR SERIES TABLE

| BAR MARK | NO. REQ'D. | LENGTH |
|---|---|---|
| R509 | 1 SERIES OF 6 | 4'-9" TO 6'-1" |




## DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

ASSEMBLY SHALL BE BID ITEM "ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD", EACH.

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-13-269

DRAWN BY DLM | PLANS CK'D. KRB

SINGLE SLOPE PARAPET 42SS

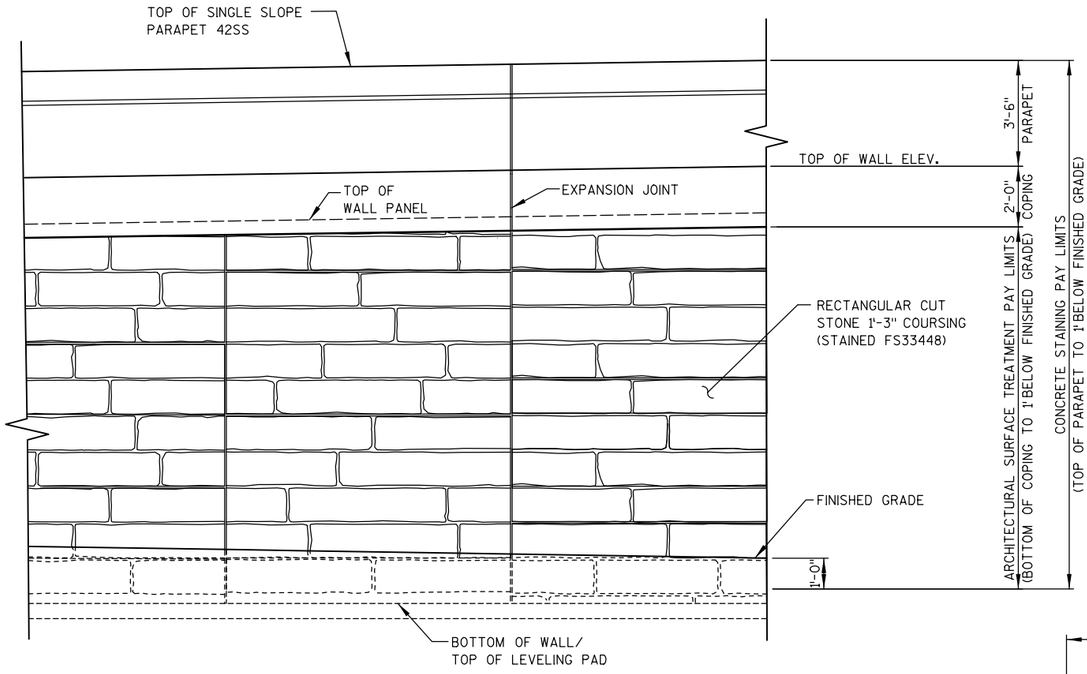
SHEET 11
977

8

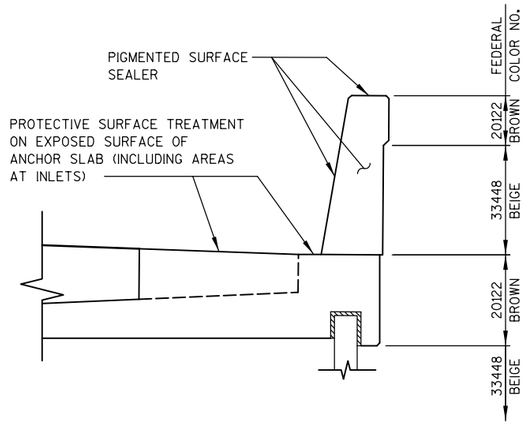
8

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\081407_pd.dgn

| STATE PROJECT NUMBER |
|---|
| 1206-07-74 |




## PARTIAL WALL ELEVATION




## PARAPET AND COPING STAIN COLORS

## NOTES

PROVIDE AESTHETIC DETAILS SHOWN IN THIS PLAN AND AS NOTED IN THE SPECIAL PROVISIONS.

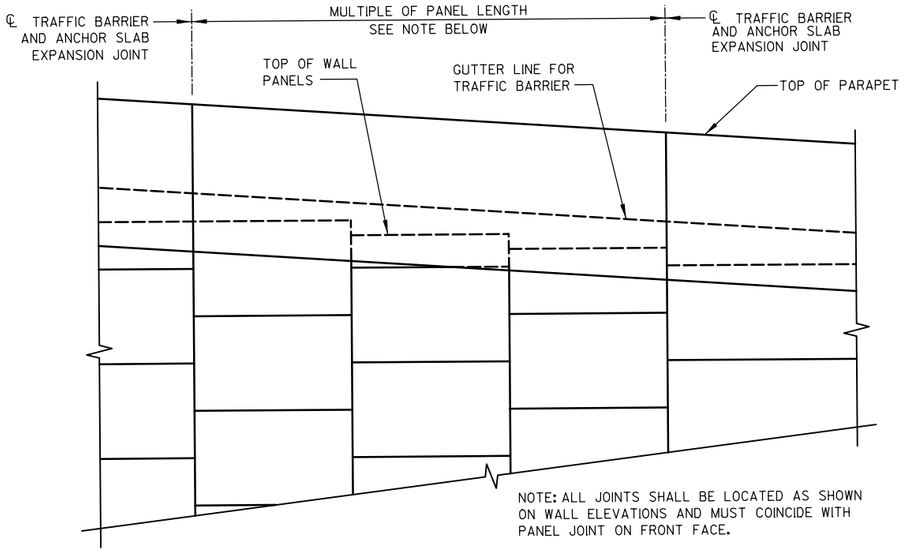
ALL STONE EDGES ADJACENT TO VERTICAL PANEL JOINTS SHALL BE FLUSH CUT.

AVERAGE RELIEF IS ¾" FOR THE STONES WITH A MAXIMUM RELIEF OF 2" FOR THE JOINTS.

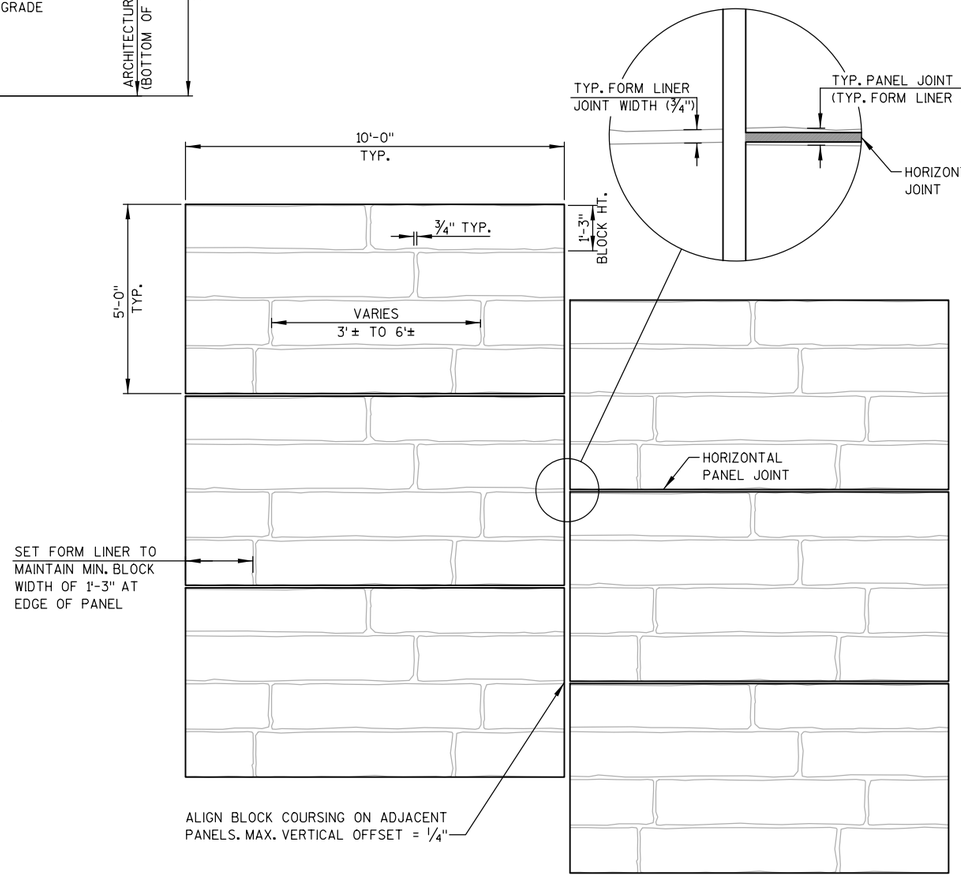
ALL PANELS ARE TO BE STAINED PER DETAILS ON THIS SHEET.

ALL EXPOSED SURFACES OF FORMLINED BLOCKS TO BE SPLIT FACE INCLUDING FACES, CORNERS AND EDGES.

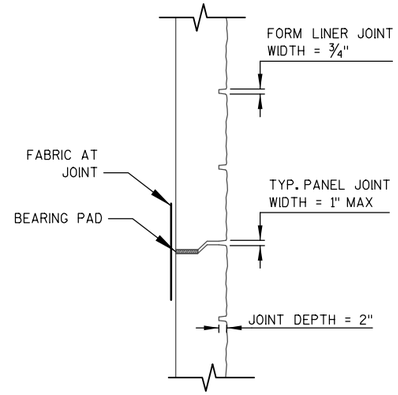
FORMLINER COURSING SHALL BE LEVEL AND CONTINUOUS ACROSS VERTICAL PANEL JOINTS.




## C.I.P. TRAFFIC BARRIER PARTIAL ELEVATION




## TYPICAL PANEL AESTHETIC DETAILS




## TYPICAL PANEL JOINT CROSS SECTION

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-13-269

DRAWN BY DTH | PLANS CK'D. KRB

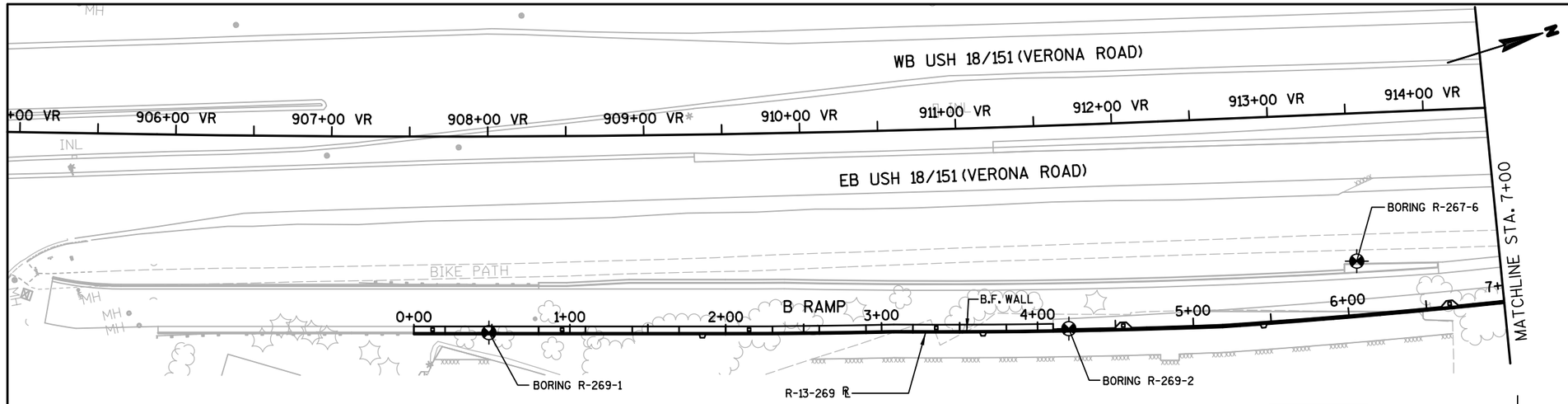
AESTHETIC DETAILS

SHEET 12
978

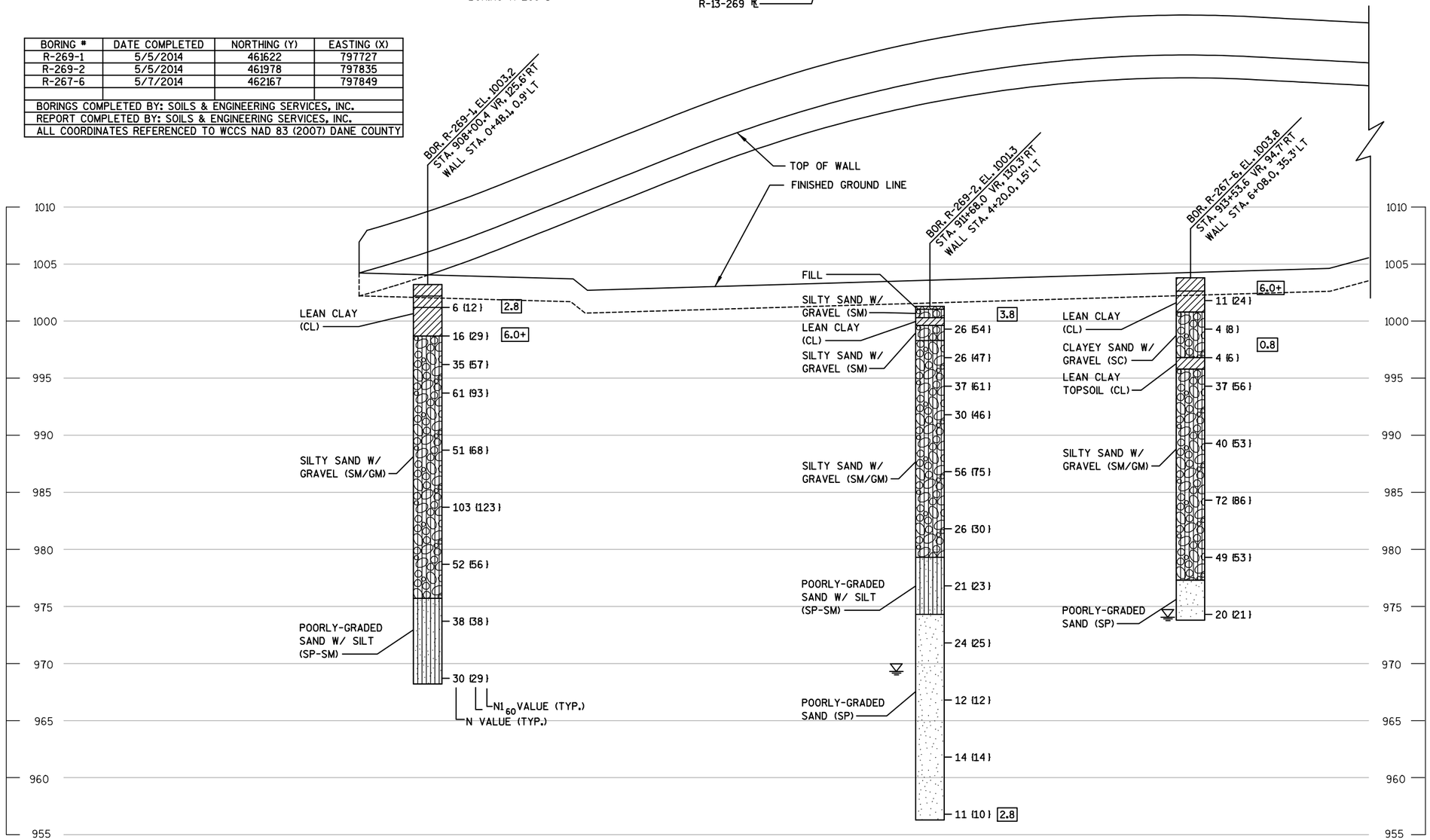
8

8

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\081408_ad.dgn




| BORING # | DATE COMPLETED | NORTHING (Y) | EASTING (X) |
|---|---|---|---|
| R-269-1 | 5/5/2014 | 461622 | 797727 |
| R-269-2 | 5/5/2014 | 461978 | 797835 |
| R-267-6 | 5/7/2014 | 462167 | 797849 |
| | | | |
| BORINGS COMPLETED BY: SOILS & ENGINEERING SERVICES, INC. | | | |
| REPORT COMPLETED BY: SOILS & ENGINEERING SERVICES, INC. | | | |
| ALL COORDINATES REFERENCED TO WCCS NAD 83 (2007) DANE COUNTY | | | |



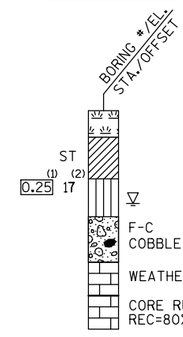

STATE PROJECT NUMBER

**1206-07-74**

MATERIAL SYMBOLS

| | | |
|---|---|---|
| ASPHALT | TOPSOIL | PEAT |
| CONCRETE | FILL | GRAVEL |
| SAND | CLAY | SILT |
| BOULDERS OR COBBLES | LIMESTONE | BEDROCK (UNKNOWN) |
| SHALE | SANDSTONE | IGNEOUS/ META |

LEGEND OF BORING




(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- AT TIME OF DRILLING
- END OF DRILLING
- AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-13-269

DRAWN BY DTH | PLANS CK'D. BMO

SUBSURFACE EXPLORATION-1

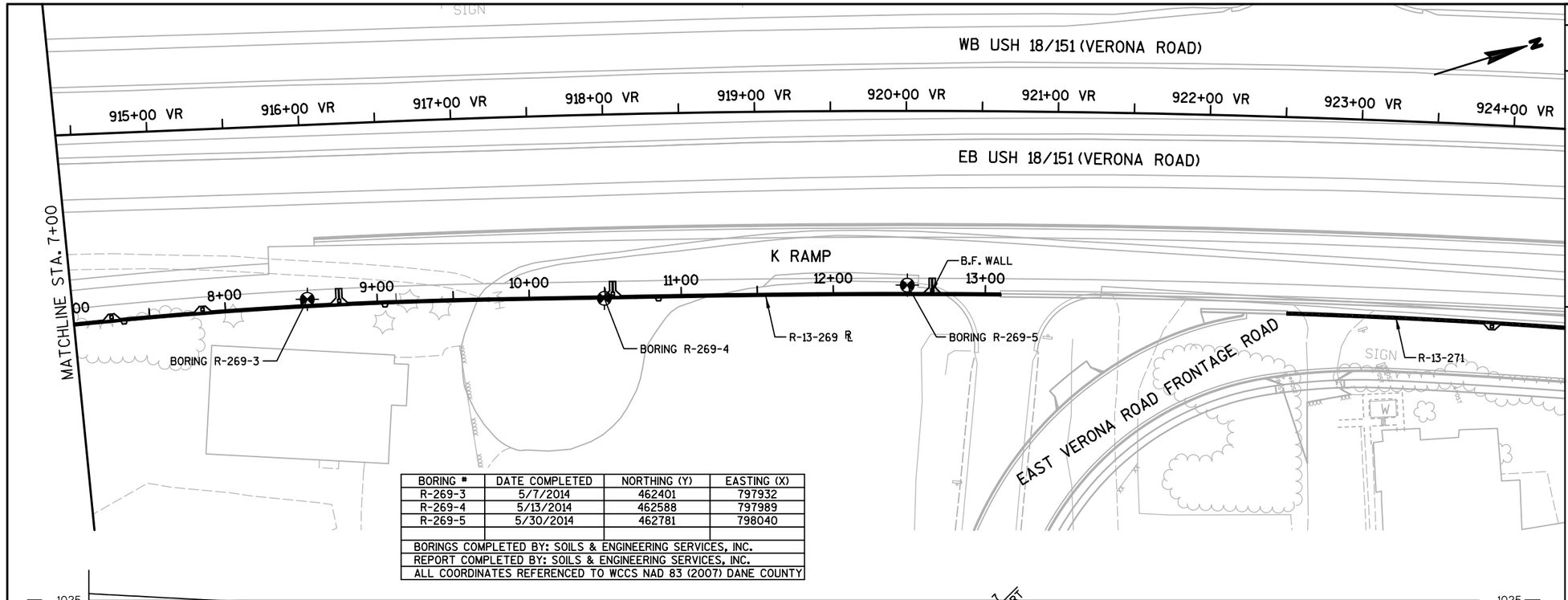
SHEET 13
979

SCALE =

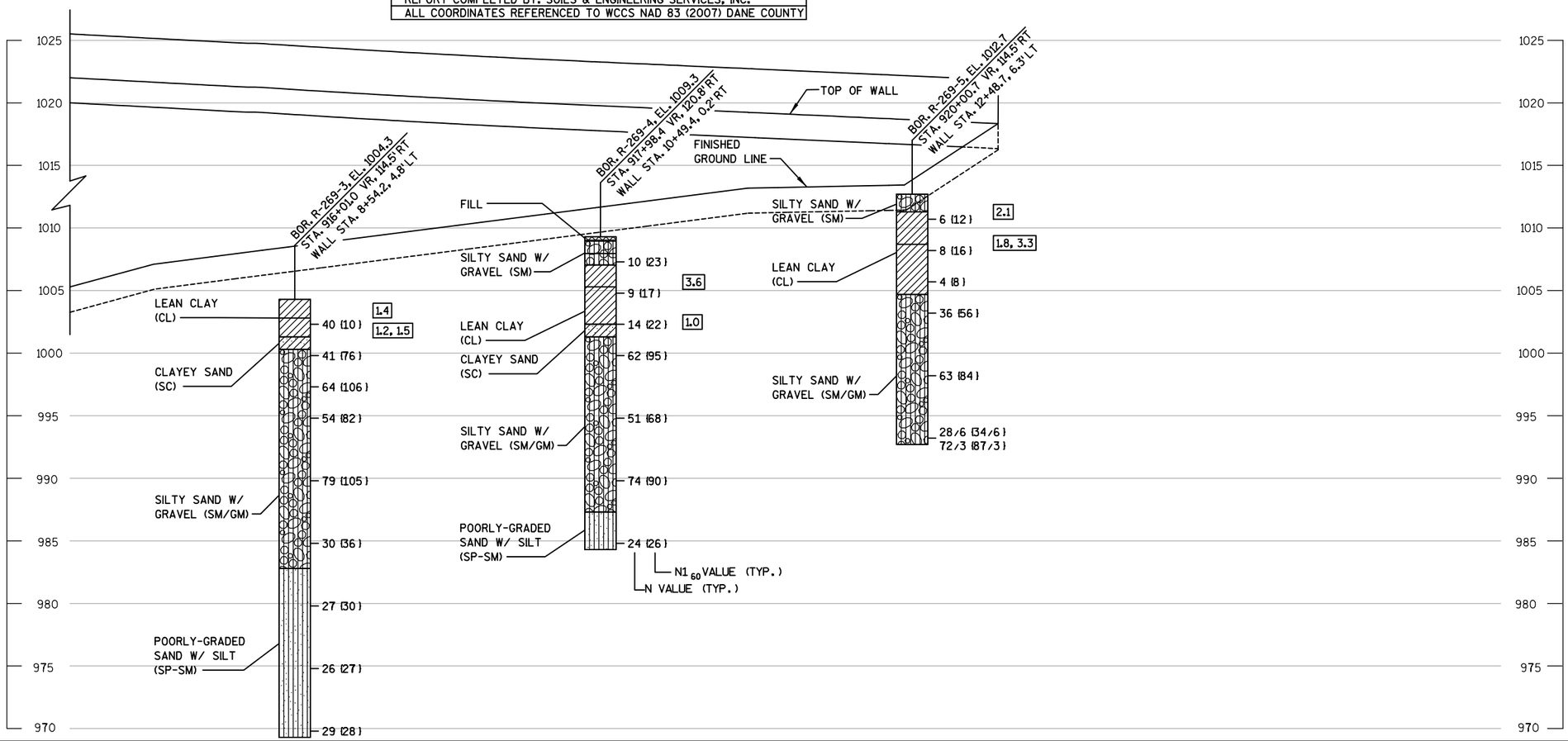
8

8

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\081409_sx.dgn




| BORING # | DATE COMPLETED | NORTHING (Y) | EASTING (X) |
|---|---|---|---|
| R-269-3 | 5/7/2014 | 462401 | 797932 |
| R-269-4 | 5/13/2014 | 462588 | 797989 |
| R-269-5 | 5/30/2014 | 462781 | 798040 |
| | | | |
| BORINGS COMPLETED BY: SOILS & ENGINEERING SERVICES, INC. | | | |
| REPORT COMPLETED BY: SOILS & ENGINEERING SERVICES, INC. | | | |
| ALL COORDINATES REFERENCED TO WCCS NAD 83 (2007) DANE COUNTY | | | |




STATE PROJECT NUMBER

**1206-07-74**

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| | | |
|---|---|---|
| ASPHALT | TOPSOIL | PEAT |
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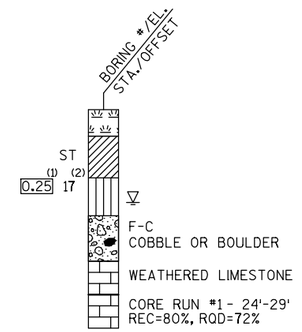
| SAND | CLAY | SILT |
| BOULDERS OR COBBLES | LIMESTONE | BEDROCK (UNKNOWN) |
| SHALE | SANDSTONE | IGNEOUS/ META |

LEGEND OF BORING

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- ▼ END OF DRILLING
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| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-13-269

DRAWN BY DTH | PLANS CK'D. BMO

SUBSURFACE EXPLORATION-2

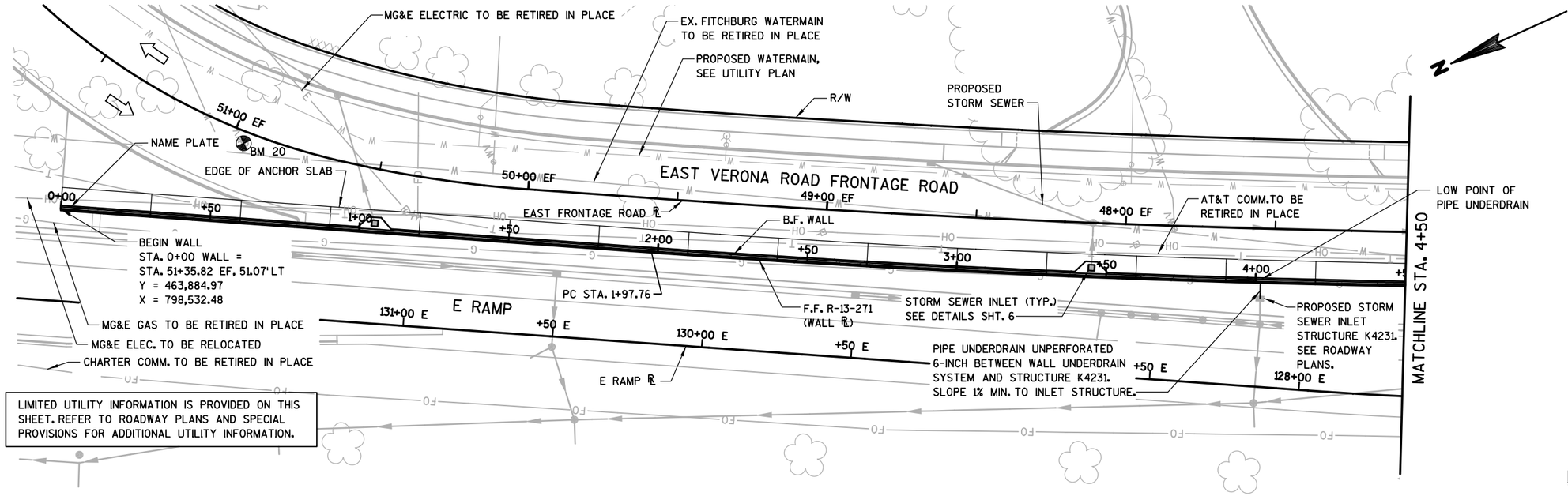
SHEET 14
980

8

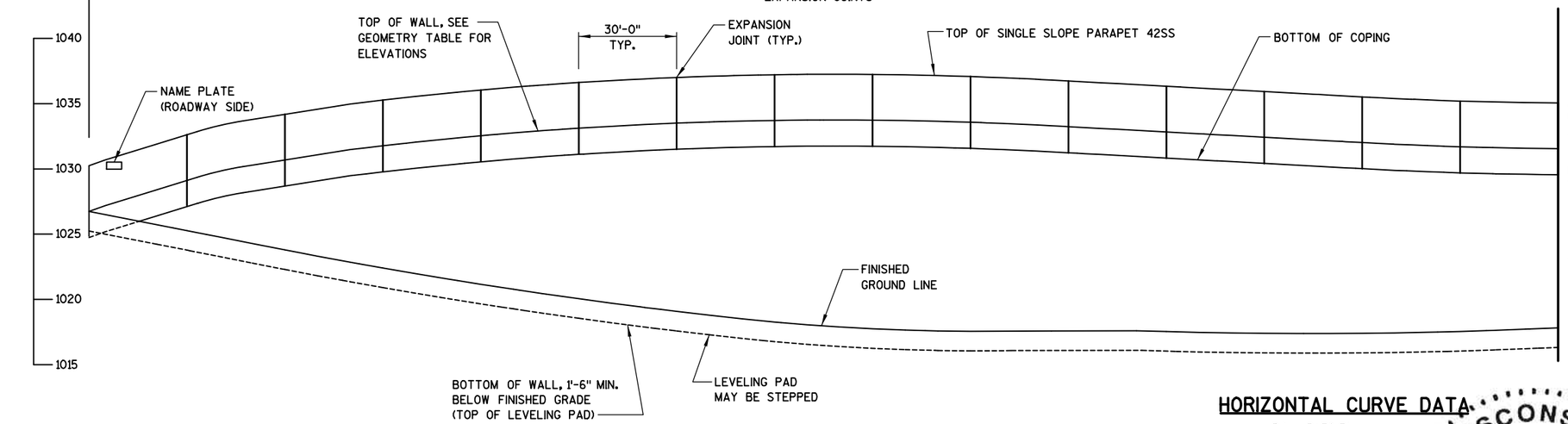
8

SCALE =

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\081409a_sx.dgn




## PLAN
(MSE PANEL WALL)




## ELEVATION
(LOOKING AT F.F. OF WALL)

## BENCHMARKS

| NO. | STATION | DESCRIPTION | ELEVATION |
|---|---|---|---|
| 19 | 927+23.17VR 146.20'RT | TOP NUT HYD | 1039.69 |
| 20 | 931+68.86VR 188.68'RT | TOP NUT HYD | 1035.72 |

REFER TO PLAN AND PROFILE SHEETS FOR ADDITIONAL BENCHMARK LOCATIONS.

## HORIZONTAL CURVE DATA

P.I. = 5+79.71
Y = 463,374.96
X = 798,256.88
DELTA = 9° 15' 47" (LT)
D = 1° 12' 55"
T = 381.95'
L = 762.24'
R = 4,714.75'
P.C. = 1+97.76
Y = 463,710.99
X = 798,438.47
P.T. = 9+60.00
Y = 463,014.09
X = 798,131.76

WISCONSIN
BRETT M. OFTEDAHL
E-41123
MADISON
WI
PROFESSIONAL ENGINEER
3/23/2016

STATE PROJECT NUMBER
1206-07-74

## LIST OF DRAWINGS

1. GENERAL PLAN & ELEVATION - 1
2. GENERAL PLAN & ELEVATION - 2
3. TYP. SECTION, GENERAL NOTES & QUANTITIES
4. SOIL DATA
5. ANCHOR SLAB DETAILS
6. INLET DETAILS
7. AESTHETIC DETAILS
8. SUBSURFACE EXPLORATION

## LEGEND

F.F. = FRONT FACE

B.F. = BACK FACE

R/W = RIGHT-OF-WAY

℄ = REFERENCE LINE

## INLET LOCATIONS

| WALL STATION | ROADWAY STATION | ROADWAY OFFSET |
|---|---|---|
| 1+05 | 50+48.28 EF | 17.99'LT |
| 3+45 | 48+10.88 EF | 15.00'LT |
| 4+60 | 46+96.32 EF | 15.00'LT |
| 4+70 | 46+86.35 EF | 15.00'LT |
| 6+75 | 44+82.12 EF | 15.00'LT |
| 8+25 | 43+32.69 EF | 15.00'LT |

## STRUCTURE DESIGN CONTACTS

WISDOT PROJECT MANAGER:
MARK VESPERMAN (608) 884-1227

BRIDGE OFFICE CONTACT:
WILLIAM DREHER (608) 266-8489

DESIGN CONSULTANT CONTACT:
BRETT OFTEDAHL (608) 251-4843

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STRAND ASSOCIATES®
910 WEST WINGRA DRIVE
MADISON, WISCONSIN 53715
(608)-251-4843
(608) 251-8655 FAX
WWW.STRAND.COM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
ACCEPTED William C. Dreher SDR 03/29/16
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE R-13-271

WEST SIDE OF E. VERONA RD. FRONTAGE RD.

| COUNTY | ~~TOWN~~/CITY/~~VILLAGE~~ |
|---|---|
| DANE | FITCHBURG |

DESIGN SPEC.
AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

| DESIGNED BY | BMO | DESIGN CK'D. | KRB | DRAWN BY | DLM | PLANS CK'D. | KRB |
|---|---|---|---|---|---|---|---|

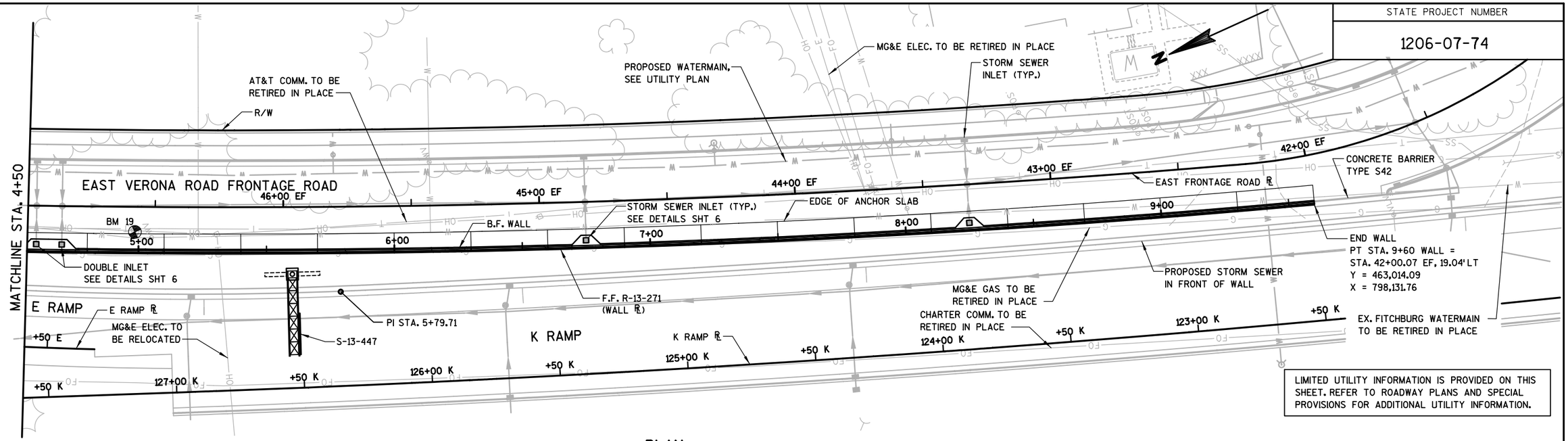
GENERAL PLAN & ELEVATION - 1

SHEET 1 OF 8
981

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\081801_gp.dgn

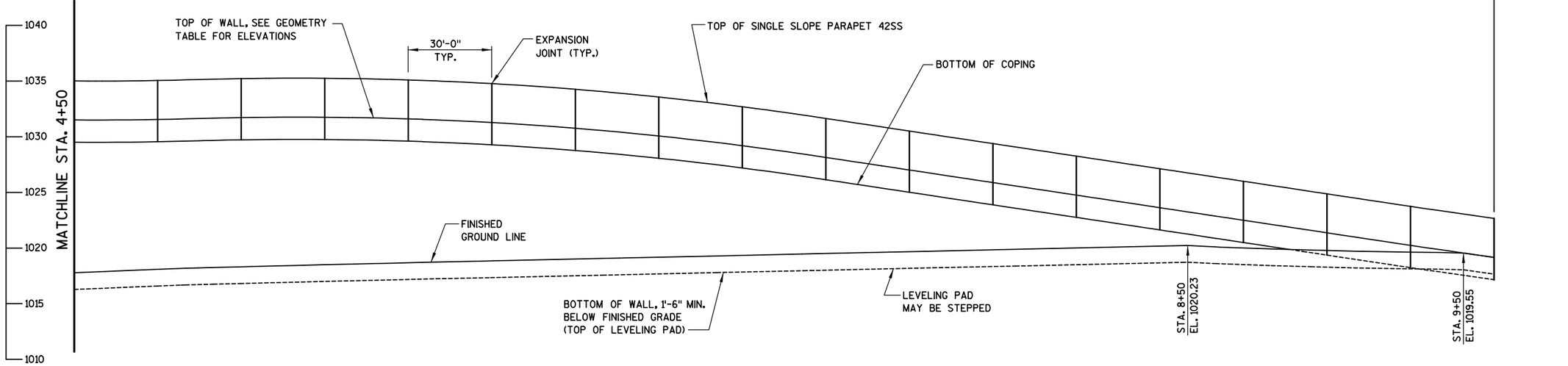
STATE PROJECT NUMBER

1206-07-74




LIMITED UTILITY INFORMATION IS PROVIDED ON THIS SHEET. REFER TO ROADWAY PLANS AND SPECIAL PROVISIONS FOR ADDITIONAL UTILITY INFORMATION.

## PLAN
(MSE PANEL WALL)




## ELEVATION
(LOOKING AT F.F. OF WALL)

## NOTES

SEE SHEET 1 FOR HORIZONTAL CURVE DATA.

SEE SHEET 1 FOR BENCHMARK INFORMATION.

SEE SHEET 1 FOR INLET LOCATIONS.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-13-271

DRAWN BY DLM | PLANS CK'D. KRB

GENERAL PLAN & ELEVATION - 2

SHEET 2
982

8

8

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\081801a_gp.dgn

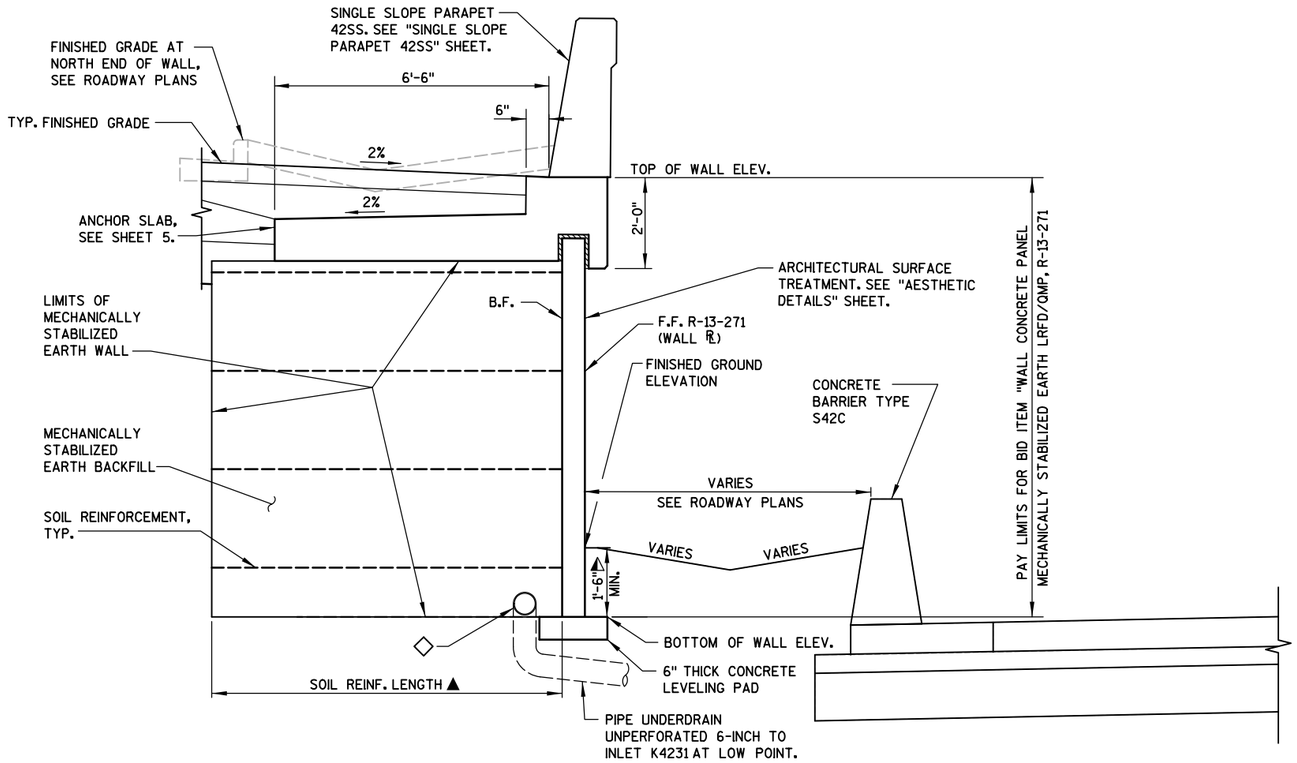
## GEOMETRY TABLE

| WALL STATION | TOP OF WALL ELEV. | FINISHED GROUND ELEV. | EXPOSED WALL HEIGHT (FT.) |
|---|---|---|---|
| 0+00 | 1026.68 | 1026.59 | 0.09 |
| 0+25 | 1028.66 | 1025.48 | 3.18 |
| 0+50 | 1030.38 | 1024.24 | 6.14 |
| 0+75 | 1031.65 | 1023.04 | 8.61 |
| 1+00 | 1032.00 | 1021.93 | 10.07 |
| 1+25 | 1032.60 | 1020.92 | 11.68 |
| 1+50 | 1033.06 | 1020.01 | 13.05 |
| 1+75 | 1033.40 | 1019.19 | 14.21 |
| 2+00 | 1033.61 | 1018.47 | 15.14 |
| 2+25 | 1033.69 | 1017.92 | 15.77 |
| 2+50 | 1033.65 | 1017.60 | 16.05 |
| 2+75 | 1033.48 | 1017.51 | 15.97 |
| 3+00 | 1033.18 | 1017.65 | 15.53 |
| 3+25 | 1032.85 | 1017.53 | 15.32 |
| 3+50 | 1032.51 | 1017.39 | 15.12 |
| 3+75 | 1032.17 | 1017.34 | 14.83 |
| 4+00 | 1031.84 | 1017.39 | 14.45 |
| 4+25 | 1031.61 | 1017.54 | 14.07 |
| 4+50 | 1031.51 | 1017.78 | 13.73 |
| 4+75 | 1031.53 | 1018.04 | 13.49 |
| 5+00 | 1031.67 | 1018.25 | 13.42 |
| 5+25 | 1031.76 | 1018.41 | 13.35 |
| 5+50 | 1031.72 | 1018.56 | 13.16 |
| 5+75 | 1031.56 | 1018.71 | 12.85 |
| 6+00 | 1031.27 | 1018.85 | 12.42 |
| 6+25 | 1030.86 | 1018.99 | 11.87 |
| 6+50 | 1030.32 | 1019.13 | 11.19 |
| 6+75 | 1029.65 | 1019.27 | 10.38 |
| 7+00 | 1028.86 | 1019.41 | 9.45 |
| 7+25 | 1027.95 | 1019.55 | 8.40 |
| 7+50 | 1027.01 | 1019.69 | 7.32 |
| 7+75 | 1026.07 | 1019.83 | 6.24 |
| 8+00 | 1025.13 | 1019.97 | 5.16 |
| 8+25 | 1024.19 | 1020.10 | 4.09 |
| 8+50 | 1023.25 | 1020.20 | 3.05 |
| 8+75 | 1022.31 | 1019.96 | 2.35 |
| 9+00 | 1021.37 | 1019.70 | 1.67 |
| 9+25 | 1020.43 | 1019.57 | 0.86 |
| 9+50 | 1019.52 | 1019.47 | 0.05 |
| 9+60 | 1019.15 | 1019.15 | 0.00 |

## TOTAL ESTIMATED QUANTITIES

| BID ITEM NUMBER | BID ITEMS | UNIT | QUANTITY |
|---|---|---|---|
| 502.3200 | PROTECTIVE SURFACE TREATMENT | SY | 69 |
| 502.3210 | PIGMENTED SURFACE SEALER | SY | 474 |
| 504.0500 | CONCRETE MASONRY RETAINING WALLS | CY | 462 |
| 505.0600 | BAR STEEL REINFORCEMENT HS COATED STRUCTURES | LB | 55570 |
| 516.0500 | RUBBERIZED MEMBRANE WATERPROOFING | SY | 41 |
| 517.1010.S.004 | CONCRETE STAINING R-13-271 | SF | 14645 |
| 517.1050.S.004 | ARCHITECTURAL SURFACE TREATMENT R-13-271 | SF | 8910 |
| 612.0206 | PIPE UNDERDRAIN UNPERFORATED 6-INCH | LF | 10 |
| 612.0406 | PIPE UNDERDRAIN WRAPPED 6-INCH | LF | 960 |
| SPV.0165.007 | WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD/QMP, R-13-271 | SF | 11285 |
| | NON-BID ITEMS | | |
| | PREFORMED FILLER | SIZE | 3/4" |
| | EXPANDED POLYSTYRENE | SIZE | 1" |
| | CORK FILLER | SIZE | 1" |

ALL ITEMS ARE CATEGORY 0070.




## TYPICAL CROSS SECTION OF RETAINING WALL

▲ MINIMUM LENGTH OF MSE WALL REINFORCING STRIPS MUST BE 70% THE TOTAL WALL HEIGHT (EXPOSED HEIGHT PLUS EMBEDMENT DEPTH) OR 8.0 FEET, WHICHEVER IS GREATER. SOIL REINFORCING MUST EXTEND A MINIMUM OF 3.0 FEET BEYOND THE FAILURE PLANE FOR INTERNAL STABILITY AS DEFINED BY AASHTO SPECIFICATIONS.

◮ MINIMUM EMBEDMENT BASED ON SITE SPECIFIC PARAMETERS (1'-6" MINIMUM FOR ALL WALLS ON LEVEL GROUND). FIELD EMBEDMENTS SHALL MEET OR EXCEED THE MINIMUM EMBEDMENT. FIELD EMBEDMENTS BELOW MINIMUM EMBEDMENT SHALL NOT BE INCLUDED IN THE PAY LIMITS.

◇ PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO LOW POINT INDICATED ON PLAN. PROVIDE SOLID END CAPS AT ENDS OF PIPE UNDERDRAIN AT ENDS OF WALL. PROVIDE 6" TEE FITTING TO CONNECT UNDERDRAINS AT LOW POINT. TEE AND CAPS ARE INCLUDED IN THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH."

## ULTIMATE DESIGN STRESSES

| | |
|---|---|
| PARAPET | f'c = 4,000 PSI |
| CONCRETE MASONRY RETAINING WALLS | f'c = 3,500 PSI |
| HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60 | Fy = 60,000 PSI |
| PRECAST CONCRETE WALL PANELS | f'c = 4,000 PSI |

STATE PROJECT NUMBER

1206-07-74

## GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

THE PLAN QUANTITY FOR THE BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD/QMP, R-13-271" IS BASED ON A WALL HEIGHT MEASURED FROM THE TOP OF WALL TO A CONSTANT DEPTH OF 1'-6" BELOW FINISHED GRADE.

BAR STEEL REINFORCEMENT FOR CAST IN PLACE CONCRETE SHALL BE EPOXY COATED.

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

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE. DIMENSIONS FOR BENDING ARE OUT TO OUT OF BAR.

BEVEL EXPOSED EDGES OF CONCRETE ¾-INCH, UNLESS NOTED OTHERWISE.

APPLY PIGMENTED SURFACE SEALER TO THE TOP, END, AND ROADWAY FACE OF PARAPET. APPLY PROTECTIVE SURFACE TREATMENT TO THE EXPOSED SURFACE OF THE ANCHOR SLAB. SEE SHEET 7.

THE QUANTITY OF CONCRETE MASONRY FOR THE CAST-IN-PLACE ANCHOR SLAB AND THE PARAPET IS PAID FOR UNDER THE BID ITEM "CONCRETE MASONRY RETAINING WALLS."

ALL DIMENSIONS, STATIONS, AND OFFSETS ARE GIVEN AT THE FRONT FACE OF THE WALL, UNLESS OTHERWISE SHOWN.

CONTRACTOR SHALL SUPPLY AND INSTALL A NAME PLATE IN ACCORDANCE WITH SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS.

A GEOTECHNICAL REPORT HAS BEEN PREPARED FOR THIS STRUCTURE AND IS AVAILABLE UPON REQUEST FROM WISDOT'S SW REGION OFFICE.

THE PLANS AND DETAILS ARE BASED ON A NOMINAL PRECAST PANEL WIDTH OF 10'-0". IF THE FABRICATED PANEL SIZES DIFFER FROM PLAN DIMENSIONS, CONTRACTOR IS RESPONSIBLE TO COORDINATE REVISED JOINT LOCATIONS, REINFORCEMENT LENGTHS, AND ALL OTHER REVISIONS ASSOCIATED WITH USING A DIFFERENT PANEL SIZE.

## DESIGN DATA

THE CONTRACTOR SHALL PROVIDE COMPLETE DESIGN, PLANS, DETAILS, SPECIFICATIONS, AND SHOP DRAWINGS FOR THE RETAINING WALLS IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE RETAINING WALL MANUFACTURER SHALL PROVIDE TECHNICAL ASSISTANCE TO THE CONTRACTOR DURING CONSTRUCTION. THE COST OF FURNISHING THESE ITEMS SHALL BE INCLUDED IN THE BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD/QMP, R-13-271."

PLANS, ELEVATIONS AND DETAILS SHOWN ON THESE DRAWINGS ARE INTENDED TO INDICATE WALL LOCATIONS, LENGTHS, HEIGHTS, AND DETAILS COMMON TO THE WALL SYSTEM SELECTED. THE CONTRACTOR SHALL VERIFY THAT THE WALL SYSTEM SELECTED WILL CONFORM TO THE REQUIRED ALIGNMENTS AND DETAILS.

THE RETAINING WALL IS TO BE DESIGNED USING THE ELEVATIONS GIVEN IN THIS PLAN.

DESIGN FOR RETAINING WALL TO PROVIDE FOR FINISHED GRADE SLOPED IN FRONT OF WALL AS SHOWN ON THIS WALL PLAN AND IN THE ROADWAY CROSS SECTIONS.

DESIGN RETAINING WALL FOR A LIVE LOAD SURCHARGE OF 240 PSF.

THE MAXIMUM VALUE OF THE ANGLE OF INTERNAL FRICTION OF THE WALL BACKFILL MATERIAL IN THE REINFORCED ZONE SHALL BE ASSUMED TO BE 30 DEGREES WITHOUT CERTIFIED TEST VALUES.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-13-271

DRAWN BY DLM | PLANS CK'D. KRB

TYP. SECTION, GENERAL NOTES & QUANTITIES

SHEET 3
983

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8

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\081802_wd.dgn

STATE PROJECT NUMBER

1206-07-74

## SOIL PARAMETERS

| STRATUM LOCATIONS & SOIL DESCRIPTIONS | TOTAL UNIT WEIGHT (PCF) | FRICTION ANGLE (DEGREES) | COHESION (PSF) |
|---|---|---|---|
| GRANULAR BACKFILL (REINFORCING ZONE OR BACKFILL) | 120 | 30 | 0 |
| GRANULAR RETAINED SOIL * | 135 | 30 | 0 |
| BOR R-271-1 | | | |
| FILL, HOT MIX ASPHALT<br>ELEV 1025.6-1025.2 | 145 | - | - |
| SILTY FINE TO COARSE SAND WITH GRAVEL<br>ELEV 1025.2-1024.1 | 135 | 42 | 0 |
| POORLY GRADED SAND WITH GRAVEL<br>ELEV 1024.1-1023.1 | 130 | 38 | 0 |
| LEAN CLAY<br>1023.1-1022.0 | 125 | 0 | 2900 |
| LEAN CLAY<br>ELEV 1022.0-1018.6 | 121 | 0 | 1900 |
| SANDY LEAN CLAY<br>ELEV 1018.6-1017.6 | 126 | 0 | 1600 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 1017.6-1013.1 | 130 | 40 | 0 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 1013.1-1003.1 | 130 | 33 | 0 |
| SANDSTONE<br>ELEV 1003.1-987.0 | 140 | 45 | 0 |
| BOR S-447-1/1A | | | |
| FILL, HOT MIX ASPHALT<br>ELEV 1036.6-1036.3 | 145 | - | - |
| SILTY MEDIUM SAND WITH GRAVEL<br>ELEV 1036.3-1035.1 | 135 | 42 | 0 |
| LEAN CLAY WITH GRAVEL<br>ELEV 1035.1-1032.9 | 121 | 0 | 1000 |
| SILTY FINE SAND<br>ELEV 1032.9-1031.1 | 130 | 34 | 0 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 1031.1-1026.7 | 135 | 45 | 0 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 1026.7-1014.4 | 140 | 45 | 0 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 1014.4-1009.4 | 130 | 36 | 0 |
| SILTY FINE TO COARSE SAND WITH GRAVEL<br>ELEV 1009.4-1007.2 | 137 | 29 | 0 |
| SANDSTONE<br>ELEV 1007.2-1006.9 | 140 | 45 | 0 |
| BOR R-271-2/2A | | | |
| FILL, HOT MIX ASPHALT<br>ELEV 1037.9-1037.6 | 145 | - | - |
| SILTY FINE GRAVEL<br>ELEV 1037.6-1036.3 | 135 | 42 | 0 |
| SANDY LEAN CLAY<br>ELEV 1036.3-1029.7 | 136 | 0 | 1600 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 1029.7-1025.9 | 130 | 32 | 0 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 1025.9-1020.9 | 135 | 40 | 0 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 1020.9-1010.9 | 130 | 35 | 0 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 1010.9-1005.9 | 130 | 32 | 0 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 1005.9-1000.4 | 140 | 41 | 0 |
| SANDSTONE<br>ELEV 1000.4-994.3 | 140 | 45 | 0 |
| BOR R-273-1 | | | |
| SILTY FINE TO COARSE SAND WITH GRAVEL<br>ELEV 1038.4-1037.6 | 140 | 42 | 0 |
| LEAN CLAY<br>ELEV 1037.6-1036.6 | 125 | 0 | 2300 |
| SILTY FINE TO COARSE SAND WITH GRAVEL<br>ELEV 1036.6-1035.9 | 130 | 34 | 0 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 1035.9-1032.9 | 130 | 40 | 0 |

## SOIL PARAMETERS (CONT.)

| STRATUM LOCATIONS & SOIL DESCRIPTIONS | TOTAL UNIT WEIGHT (PCF) | FRICTION ANGLE (DEGREES) | COHESION (PSF) |
|---|---|---|---|
| BOR R-273-1 CONT. | | | |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 1032.9-1030.4 | 140 | 45 | 0 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 1030.4-1016.4 | 135 | 40 | 0 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 1016.4-1011.4 | 135 | 37 | 0 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 1011.4-1006.4 | 130 | 35 | 0 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 1006.4-1001.4 | 125 | 29 | 0 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 1001.4-998.4 | 140 | 42 | 0 |
| BOR R-273-2 | | | |
| LEAN CLAY<br>ELEV 1037.7-1034.7 | 125 | 0 | 5400 |
| LEAN CLAY<br>ELEV 1034.7-1032.2 | 121 | 0 | 1200 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 1032.2-1029.7 | 130 | 33 | 0 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 1029.7-1020.7 | 135 | 41 | 0 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 1020.7-1010.7 | 140 | 44 | 0 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 1010.7-1000.7 | 135 | 38 | 0 |
| SILTY FINE TO COARSE SAND WITH TRACE TO SOME GRAVEL AND COBBLES<br>ELEV 1000.7-997.7 | 140 | 41 | 0 |

* DESIGN WALL FOR THESE VALUES

## WALL EXTERNAL & OVERALL STABILITY EVALUATION

| DIMENSIONS | EVALUATED LOCATIONS | | | | |
|---|---|---|---|---|---|
| WALL HEIGHT (FEET)[1] | 7.7 | 17.5 | 16.6 | 14.6 | 4.9 |
| EXPOSED WALL HEIGHT (FEET) | 6.2 | 16.0 | 15.1 | 13.1 | 3.4 |
| MINIMUM LENGTH OF REINFORCEMENT (FEET) | 8 | 13 | 12 | 11 | 8 |
| WALL STATION | 0+46 | 2+55 | 3+56 | 5+57 | 8+58 |
| BORING | R-273-2 | R-273-1 | R-271-2/2A | S-447-1/1A | R-271-1 |
| CAPACITY TO DEMAND RATIO (CDR)[2,3] | | | | | |
| SLIDING (CDR>1.0) | 1.4 | 1.2 | 1.2 | 1.2 | 1.8 |
| ECCENTRICITY (CDR>1.0) | 2.1 | 1.5 | 1.4 | 1.4 | 4.3 |
| OVERALL STABILITY (CDR>1.0) | N/A[4] | 1.3 | N/A[4] | N/A[4] | N/A[4] |
| BEARING RESISTANCE (CDR>1.0) | 4.0 | 1.1 | 1.3 | 4.7 | 3.2 |
| FACTORED BEARING RESISTANCE (PSF) | 8,200 | 5,100 | 5,900 | 18,700 | 4,100 |

NOTES:
1. THE WALL HEIGHT INCLUDES AN EMBEDMENT OF 1.5 FT.
2. THE WALL STABILITY EVALUATION INCLUDED A SURCHARGE LOAD OF 240 PSF.
3. CDR VALUES ARE PRESENTED IN CHAPTER 14 OF THE WISDOT BRIDGE MANUAL.
4. GLOBAL SLOPE STABILITY WAS EVALUATED AT THE CRITICAL WALL LOCATIONS.

THE LENGTHS PROVIDED IN THE TABLE ARE THE MINIMUM REQUIRED REINFORCEMENT LENGTHS BASED UPON THE MINIMUM DESCRIBED IN THE WALL SYSTEM SPECIAL PROVISIONS FOR EXTERNAL AND OVERALL STABILITY AT THE DESIGNATED LOCATIONS. THESE DESIGNATED LOCATIONS REPRESENT TYPICAL AND CRITICAL WALL LOCATIONS, BUT SHALL NOT BE CONSIDERED ALL INCLUSIVE. THE CONTRACTOR DESIGN LENGTHS SHALL MEET OR EXCEED THE MINIMUM VALUES REPRESENTED IN THE TABLE AT THESE DESIGNATED LOCATIONS. FINAL DESIGN FOR INTERNAL STABILITY AND EXTERNAL SLIDING AND ECCENTRICITY AT OTHER WALL STATIONS IS THE RESPONSIBILITY OF THE CONTRACTOR'S WALL DESIGNER.

NOTES:
1. THE SETTLEMENT OF THE FOUNDATION WAS ESTIMATED TO BE 0.5 INCHES OR LESS.
2. THE SOUTHWEST REGION SOILS ENGINEER SHALL REVIEW THE SUBSURFACE CONDITIONS PRIOR TO CONSTRUCTION OF THE WALLS TO DETERMINE IF THE SOILS HAVE THE MINIMUM BEARING RESISTANCE SHOWN IN THE TABLE ABOVE.

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| NO. | DATE | REVISION | BY |
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-13-271

DRAWN BY DLM | PLANS CK'D. KRB

SOIL DATA

SHEET 4
984

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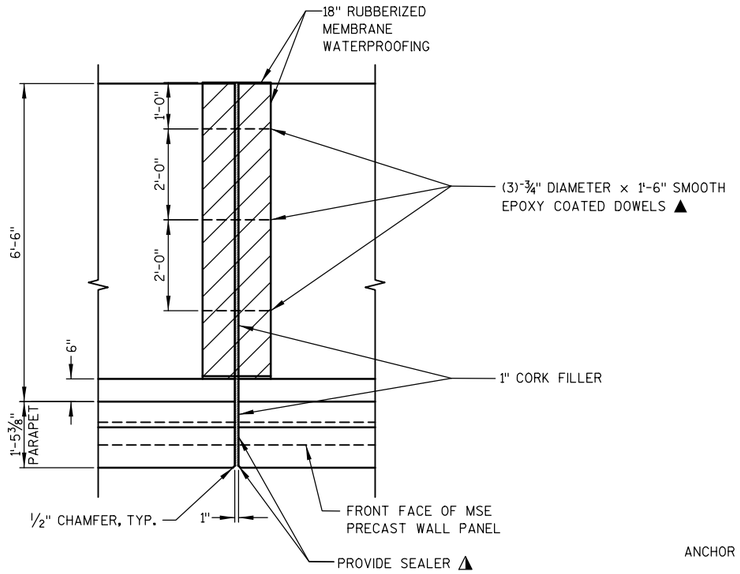
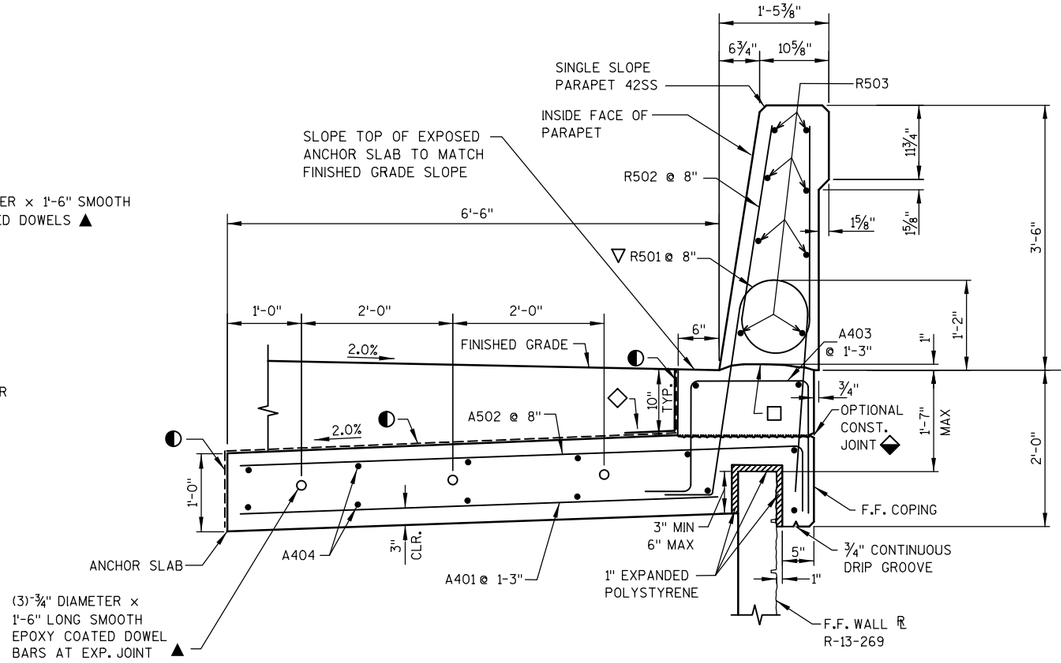
| STATE PROJECT NUMBER |
|---|
| 1206-07-74 |




## ANCHOR SLAB EXPANSION JOINT - PLAN VIEW

LOCATE ANCHOR SLAB EXPANSION JOINTS OVER WALL JOINTS AT THE LOCATIONS SHOWN ON THE PLAN.

DO NOT RUN BAR STEEL THRU JOINT, EXCEPT FOR DOWEL BARS AS SHOWN. JOINT TO EXTEND FULL DEPTH OF PARAPET AND ANCHOR SLAB.




## CAST-IN-PLACE CONCRETE TRAFFIC BARRIER DETAIL

CONCRETE QUANTITY BASED ON 3 INCH PANEL EMBEDMENT.

## LEGEND

- ▲ ¾" DIA. SMOOTH DOWEL BARS, 1'-6" LONG, AT EXPANSION JOINT. EMBED 9". USE APPROVED DEBONDER ON ½ THE BAR LENGTH. COST INCLUDED IN "CONCRETE MASONRY RETAINING WALLS". DOWELS SHALL BE PLACED AT MID-DEPTH OF SLAB.
- ◭ SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF FILLER WITH NON-STAINING, NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). COLOR OF JOINT SEALER SHALL EITHER MATCH COLOR OF ADJACENT WALL OR BE STAINED TO MATCH. SEE AESTHETIC DETAILS SHEET FOR WALL STAIN COLORS.
- ◐ 18" RUBBERIZED MEMBRANE WATERPROOFING TO BE PLACED ON THESE SURFACES AT EACH JOINT.
- ◇ IF OPT. CONST. JOINT IS USED, PLACE 18" MEMBRANE WATERPROOFING ALONG THE ENTIRE LONGITUDINAL JOINT. THE MEMBRANE WATERPROOFING SEALING THE OPT. CONST. JOINT IS INCLUDED IN THE BID ITEM "CONCRETE MASONRY RETAINING WALLS."
- ◆ PROVIDE ¾" V-GROOVE IF OPTIONAL CONST. JOINT IS USED.
- □ CONST. JOINT - STRIKE OFF AS SHOWN AND LEAVE ROUGH.
- ▽ R501 BARS TO BE TIED TO ANCHOR SLAB STEEL BEFORE ANCHOR SLAB IS POURED.

## BILL OF BARS

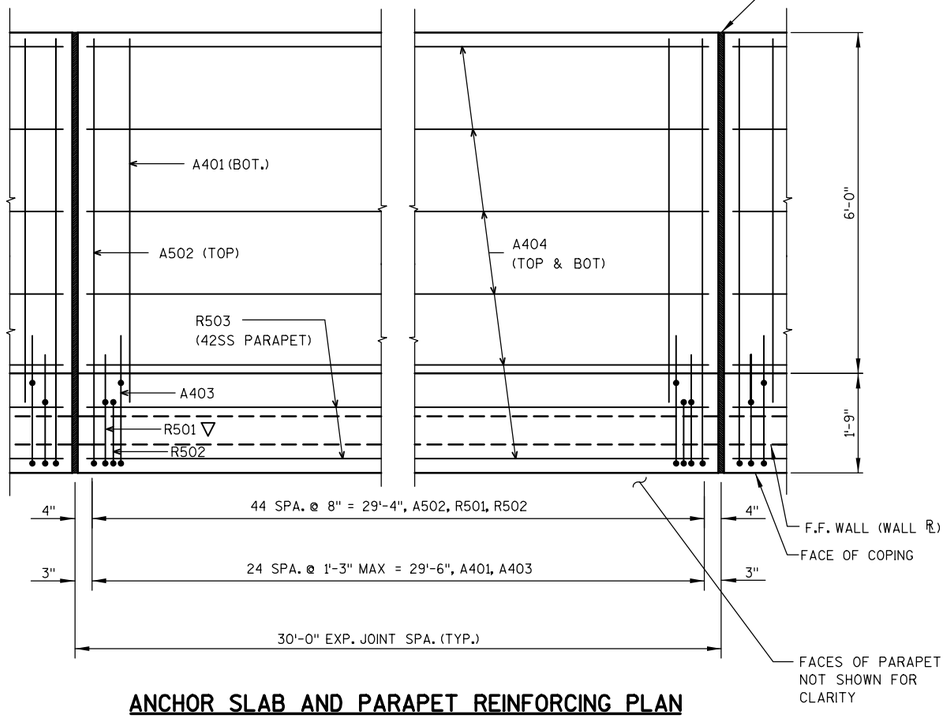
FOR ANCHOR SLAB AND PARAPET.

**TOTAL COATED = 54,390 LBS**

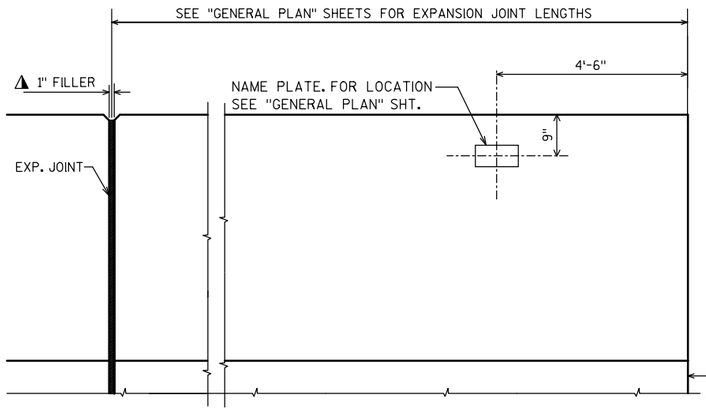
| BAR MARK | COAT | QTY | LENGTH | BENT | LOCATION |
|---|---|---|---|---|---|
| A401 | X | 800 | 6'-3" | | ANCHOR SLAB - TRANS. - BOT. |
| A502 | X | 1440 | 8'-2" | X | ANCHOR SLAB - TRANS. - TOP |
| A403 | X | 800 | 4'-11" | X | ANCHOR SLAB - VERTICAL |
| A404 | X | 448 | 29'-7" | | ANCHOR SLAB - LONG. - T & B |
| | | | | | |
| R501 | X | 1440 | 6'-3" | X | PARAPET VERT. |
| R502 | X | 1440 | 6'-8" | X | PARAPET VERT. |
| R503 | X | 256 | 29'-7" | | PARAPET HORIZ. |

NUMBER REQUIRED AND LENGTH SHOWN FOR QUANTITY PURPOSES ONLY. CONTRACTOR TO DETERMINE ACTUAL LENGTHS AND NUMBER OF BARS AFTER MSE PANELS HAVE BEEN LAID OUT BY THE WALL SUPPLIER. THE PARAPET AND ANCHOR SLAB EXPANSION JOINTS MUST COINCIDE WITH PANEL JOINT ON FRONT FACE. PROVIDE 2" CLEAR COVER AT EXPANSION JOINTS.

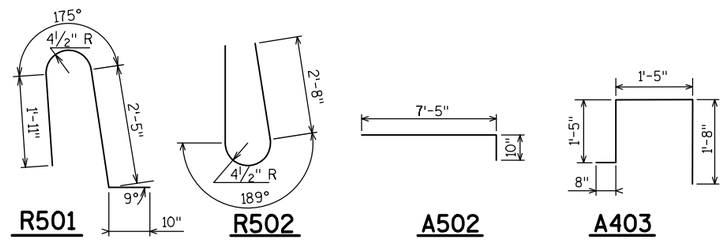
TYPICAL ANCHOR SLAB REINFORCEMENT IS INTERRUPTED AT INLET LOCATIONS. SEE INLET DETAILS.




## ANCHOR SLAB AND PARAPET REINFORCING PLAN




## INSIDE ELEVATION OF PARAPET

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-13-271

DRAWN BY DLM | PLANS CK'D. KRB

ANCHOR SLAB DETAILS

SHEET 5
985

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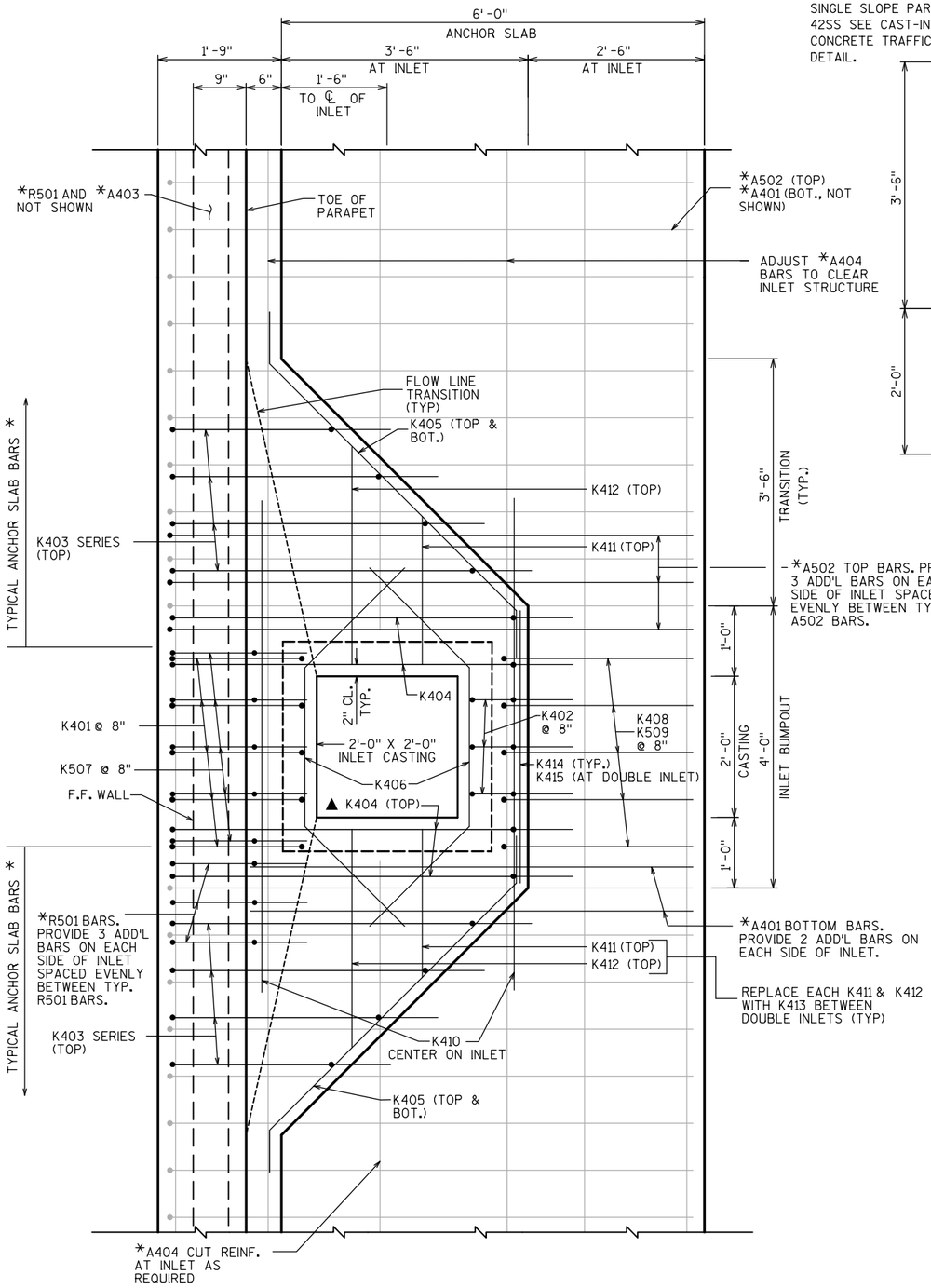
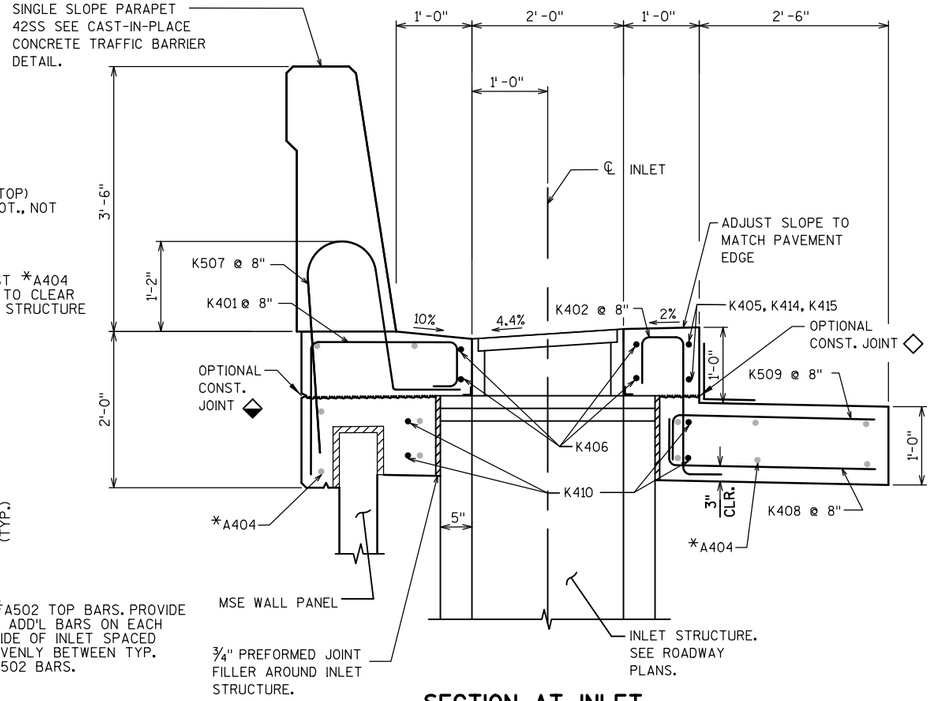
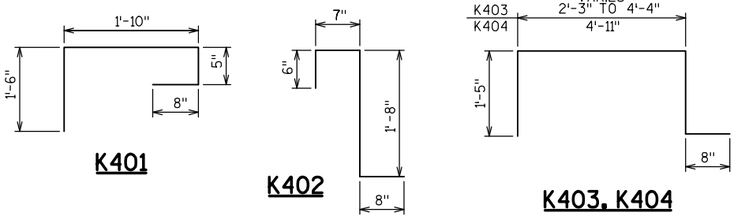



## ANCHOR SLAB PLAN AT TYPICAL INLET STRUCTURE

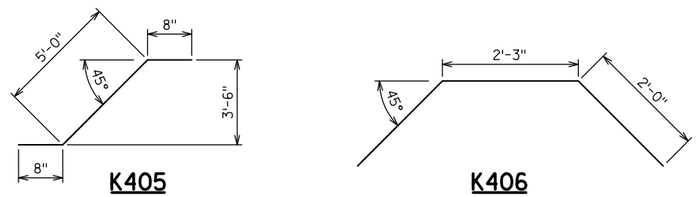
▲ PROVIDE K404 @ 8" O.C. BETWEEN INLETS AT DOUBLE INLET LOCATION



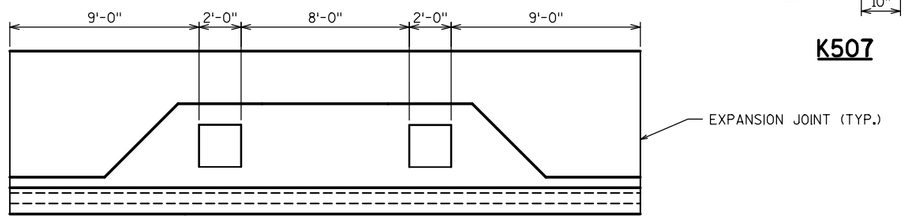

## SECTION AT INLET




K401 K402 K403, K404




K405 K406




## PLAN AT DOUBLE INLET LOCATION

SEE WALL PLAN FOR INLET LOCATIONS ALONG WALL.

## NOTES

BAR DIMENSIONS ARE OUT TO OUT OF BAR. THE FIRST OR FIRST TWO DIGITS OF A BAR MARK SIGNIFIES BAR SIZE.

DISPLACE REINF. BARS AS NECESSARY TO MAINTAIN 2" COVER OVER REINF. BARS AT INLET STRUCTURE.

* SEE ANCHOR SLAB DETAIL SHEET FOR ADDITIONAL BAR STEEL DETAILS.

◆ PROVIDE ¾" V-GROOVE IF OPTIONAL CONST. JOINT IS USED.

◇ IF OPT. CONST. JOINT IS USED, PLACE 18" MEMBRANE WATERPROOFING ALONG THE ENTIRE LONGITUDINAL JOINT. THE MEMBRANE WATERPROOFING SEALING THE OPT. CONST. JOINT IS INCIDENTAL TO THE CONCRETE MASONRY BID ITEM.

## BILL OF BARS

FOR INLET LOCATION

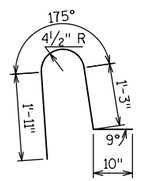
**TOTAL COATED = 1,180 LBS**

| BAR MARK | COAT | QTY | LENGTH | BENT | BAR SERIES | LOCATION |
|---|---|---|---|---|---|---|
| K401 | X | 30 | 4'-2" | X | | VERTICAL |
| K402 | X | 18 | 3'-2" | X | | VERTICAL |
| K403 | X | 40 | 6'-7" | X | ▲ | TRANS. - TOP |
| K404 | X | 33 | 8'-2" | X | | TRANS. - TOP |
| K405 | X | 20 | 6'-3" | X | | TRANS. - TOP & BOT. |
| K406 | X | 24 | 6'-2" | X | | TRANS. - TOP & BOT. |
| K507 | X | 30 | 5'-1" | X | | VERTICAL |
| K408 | X | 30 | 3'-3" | X | | TRANS. - BOT. |
| K509 | X | 30 | 3'-3" | X | | TRANS. - TOP |
| K410 | X | 24 | 7'-0" | | | LONG. - TOP & BOT. |
| K411 | X | 10 | 2'-1" | | | LONG. - TOP |
| K412 | X | 10 | 3'-1" | | | LONG. - TOP |
| K413 | X | 2 | 7'-8" | | | LONG. - BTWN DBL. INLETS - TOP |
| K414 | X | 8 | 3'-8" | | | LONG. - TOP & BOT. |
| K415 | X | 2 | 13'-8" | | | LONG. - TOP & BOT. AT DBL. INLET |

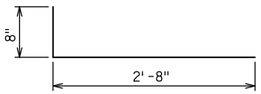
## BAR SERIES TABLE

| BAR MARK | QTY | LENGTH |
|---|---|---|
| K403 | 10 SERIES OF 4 | 5'-6" TO 7'-7" |

▲ LENGTH USED FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.




K507




K408, K509

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-13-271

DRAWN BY DLM | PLANS CK'D. KRB

INLET DETAILS

SHEET 6
986

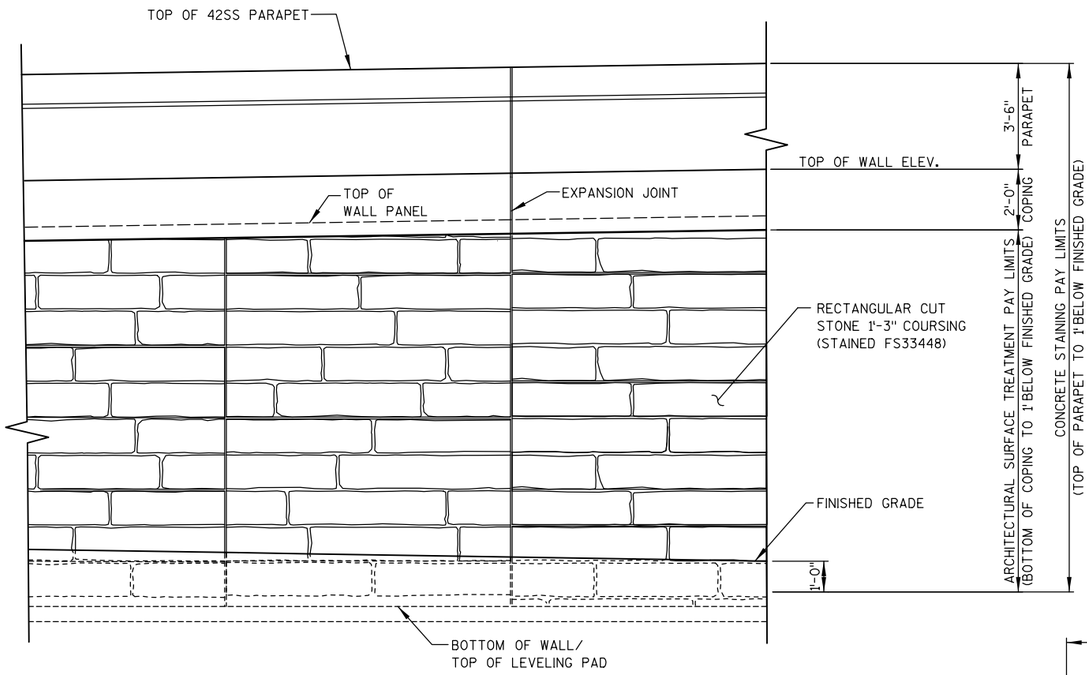
STATE PROJECT NUMBER
1206-07-74

8

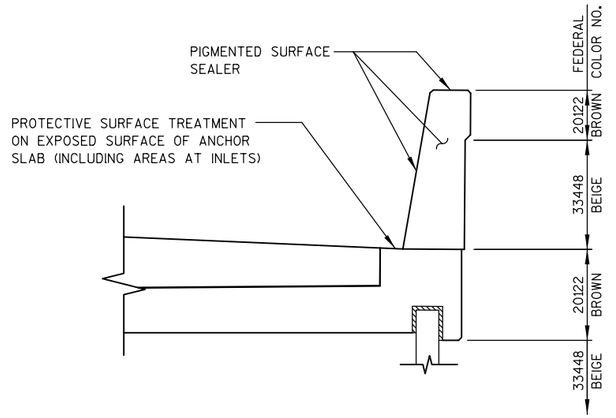
8

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\081805_id.dgn

| STATE PROJECT NUMBER |
|---|
| 1206-07-74 |




## PARTIAL WALL ELEVATION




## PARAPET AND COPING STAIN COLORS

## NOTES

PROVIDE AESTHETIC DETAILS SHOWN IN THIS PLAN AND AS NOTED IN THE SPECIAL PROVISIONS.

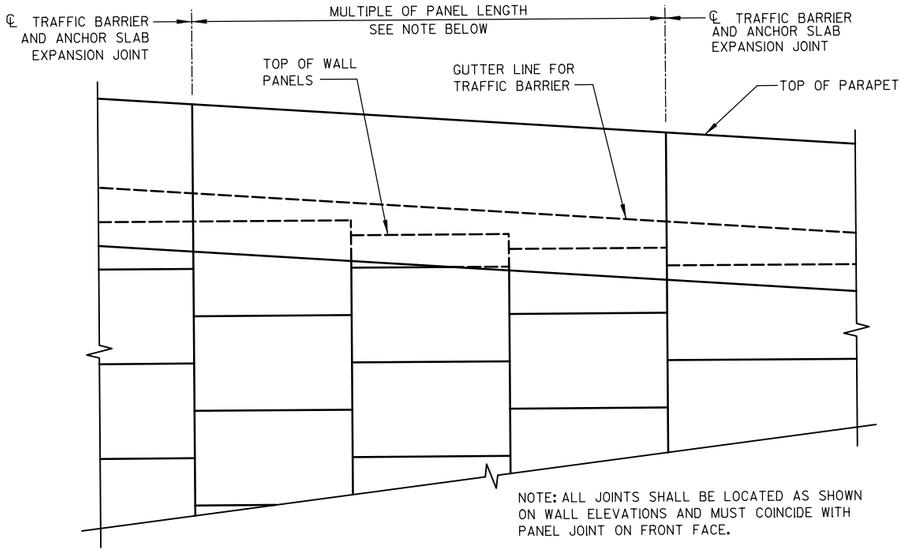
ALL STONE EDGES ADJACENT TO VERTICAL PANEL JOINTS SHALL BE FLUSH CUT.

AVERAGE RELIEF IS ¾" FOR THE STONES WITH A MAXIMUM RELIEF OF 2" FOR THE JOINTS.

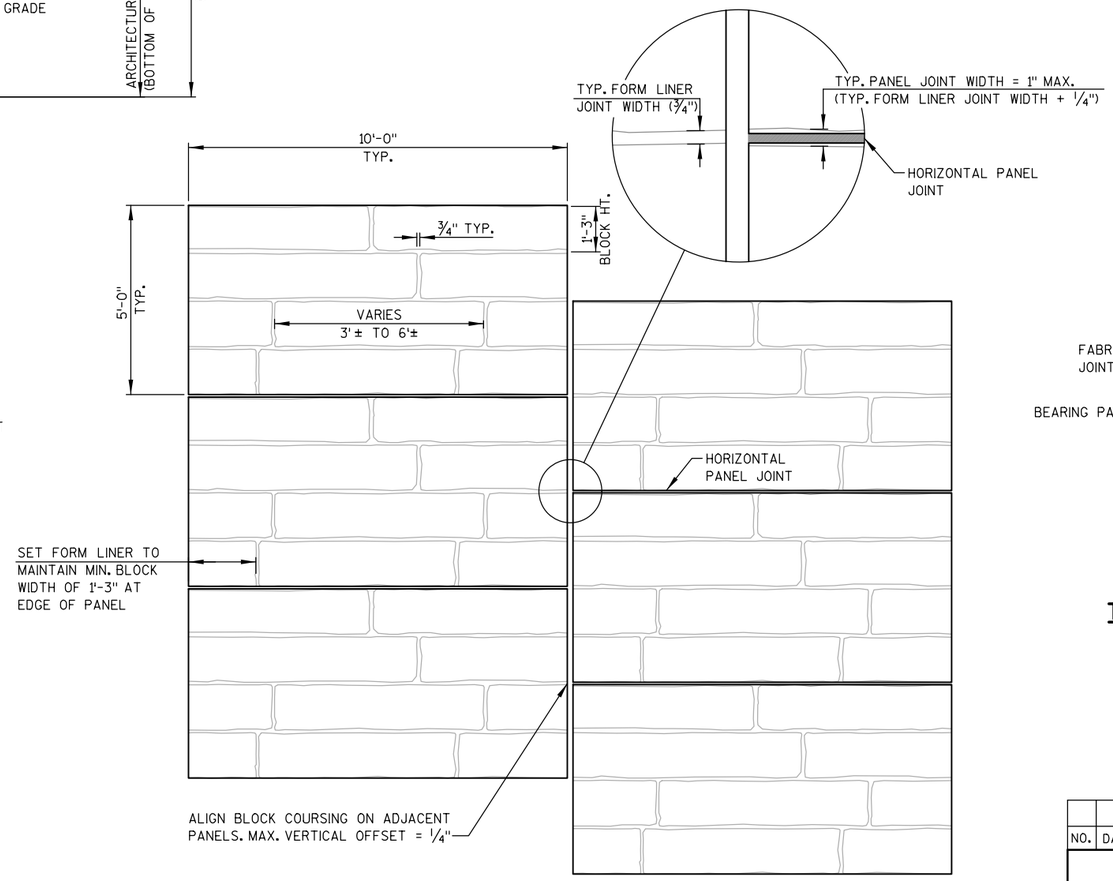
ALL PANELS ARE TO BE STAINED PER DETAILS ON THIS SHEET.

ALL EXPOSED SURFACES OF FORMLINED BLOCKS TO BE SPLIT FACE INCLUDING FACES, CORNERS AND EDGES.

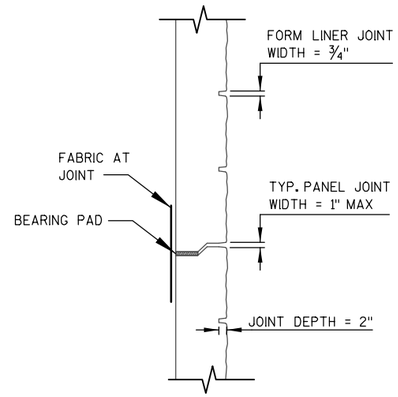
FORMLINER COURSING SHALL BE LEVEL AND CONTINUOUS ACROSS VERTICAL PANEL JOINTS.




## C.I.P. TRAFFIC BARRIER PARTIAL ELEVATION




## TYPICAL PANEL AESTHETIC DETAILS




## TYPICAL PANEL JOINT CROSS SECTION

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-13-271

DRAWN BY DLM | PLANS CK'D. KRB

AESTHETIC DETAILS

SHEET 7
987

8

8

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\081806_ad.dgn

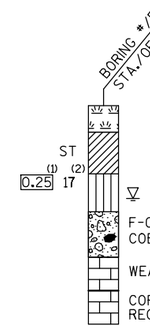
STATE PROJECT NUMBER

**1206-07-74**

MATERIAL SYMBOLS

| | | |
|---|---|---|
| ASPHALT | TOPSOIL | PEAT |
| CONCRETE | FILL | GRAVEL |
| SAND | CLAY | SILT |
| BOULDERS OR COBBLES | LIMESTONE | BEDROCK (UNKNOWN) |
| SHALE | SANDSTONE | IGNEOUS/ META |

LEGEND OF BORING




(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

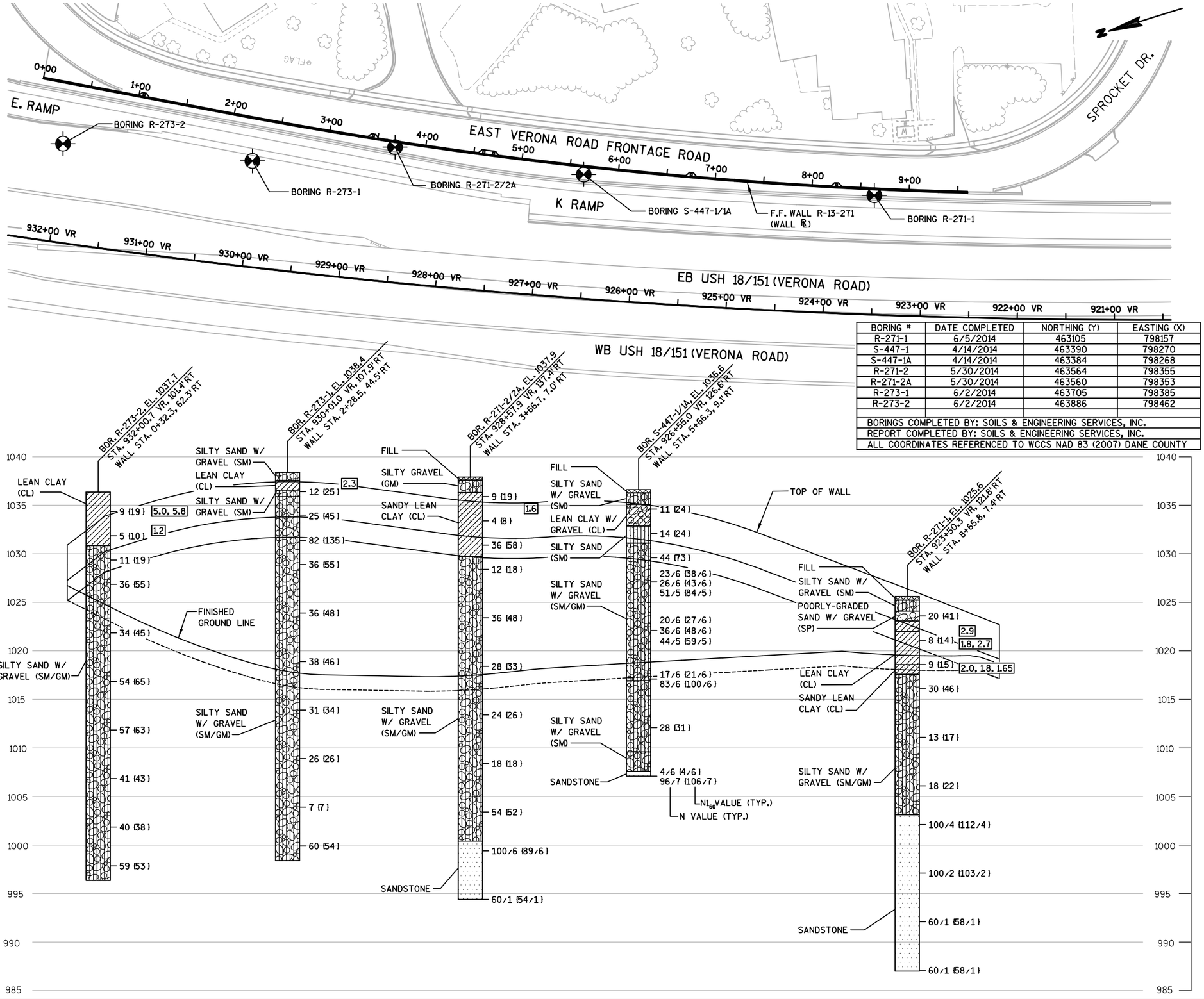
- ▽ AT TIME OF DRILLING
- ▼ END OF DRILLING
- ▽ AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.




| BORING # | DATE COMPLETED | NORTHING (Y) | EASTING (X) |
|---|---|---|---|
| R-271-1 | 6/5/2014 | 463105 | 798157 |
| S-447-1 | 4/14/2014 | 463390 | 798270 |
| S-447-1A | 4/14/2014 | 463384 | 798268 |
| R-271-2 | 5/30/2014 | 463564 | 798355 |
| R-271-2A | 5/30/2014 | 463560 | 798353 |
| R-273-1 | 6/2/2014 | 463705 | 798385 |
| R-273-2 | 6/2/2014 | 463886 | 798462 |
| | | | |

BORINGS COMPLETED BY: SOILS & ENGINEERING SERVICES, INC.
REPORT COMPLETED BY: SOILS & ENGINEERING SERVICES, INC.
ALL COORDINATES REFERENCED TO WCCS NAD 83 (2007) DANE COUNTY

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-13-271

DRAWN BY DTH | PLANS CK'D. KRB

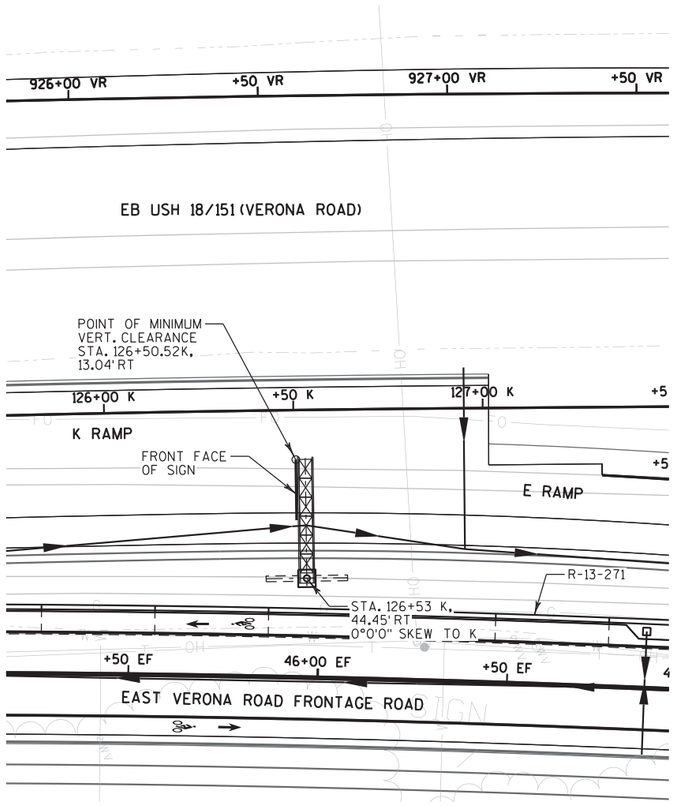
SUBSURFACE EXPLORATION

SHEET 8
988

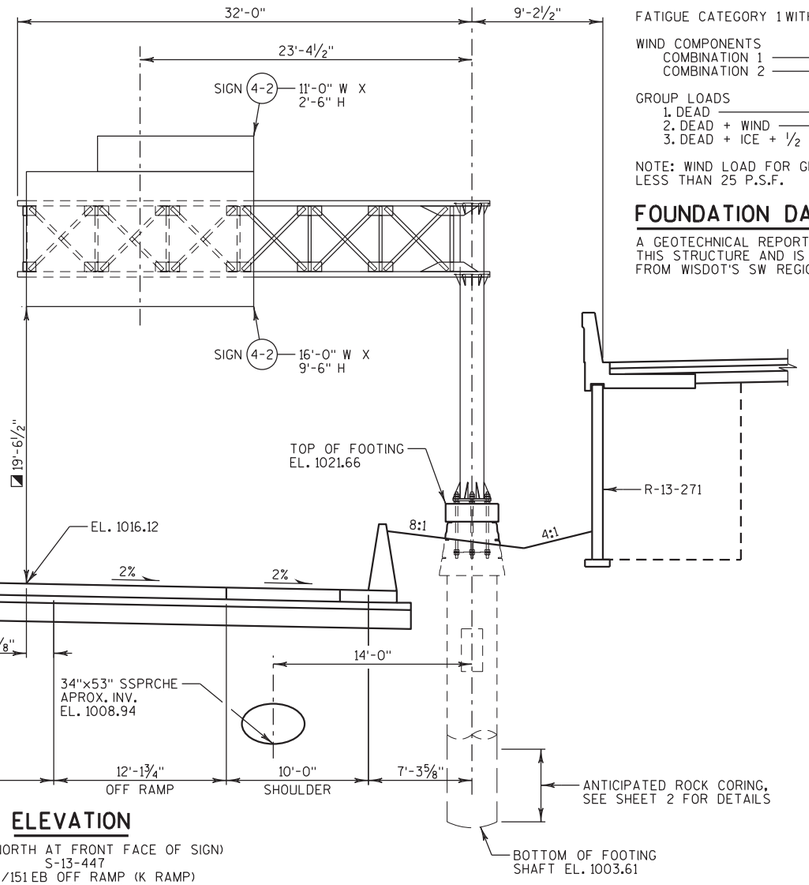
SCALE =

STATE PROJECT NUMBER

1206-07-74




PLAN
S-13-447




ELEVATION
(LOOKING NORTH AT FRONT FACE OF SIGN)
S-13-447
USH 18/151 EB OFF RAMP (K RAMP)
STA. 126+53 K

## TOTAL ESTIMATED QUANTITIES

| BID ITEM NUMBER | BID ITEM | UNIT | QUANTITY |
|---|---|---|---|
| 502.3200 | PROTECTIVE SURFACE TREATMENT | SY | 2 |
| 517.1010.S.005 | CONCRETE STAINING S-13-447 | SF | 90 |
| 517.1050.S.005 | ARCHITECTURAL SURFACE TREATMENT S-13-447 | SF | 70 |
| 636.0100 | SIGN SUPPORTS CONCRETE MASONRY | CY | 10 |
| 636.1500 | SIGN SUPPORTS STEEL COATED REINFORCEMENT HS | LB | 2210 |
| ◓ 641.1200.001 | SIGN BRIDGE CANTILEVERED S-13-447 | LS | 1 |
| | | | |

ALL ITEMS ARE CATEGORY 0090.

## LEGEND

◓ THIS LUMP SUM PAY ITEM INCLUDES HORIZONTAL TRUSS, VERTICAL STEEL COLUMN, AND ANCHOR ASSEMBLIES.

◥ ACCOUNTS FOR MAXIMUM SIGN DEPTH OF 12'-0" WITH A MIN. CLEARANCE OF 18'-3".

SIGN (X-X) SIGN NUMBER. SEE SIGNING PLAN.

## DESIGN DATA

DESIGN SIGN AREA
S-13-447 ——— 264 SF

MAX. SIGN DEPTH
S-13-447 ——— 12.0 FT

DESIGNED ACCORDING TO THE 6th EDITION OF AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINARIES, AND TRAFFIC SIGNALS".

DEAD LOAD - 3 PSF OF SIGN AND WT. OF SUPPORTING STRUCTURE.

ICE LOAD - 3 P.S.F. TO 1 FACE OF SIGN AND AROUND SURFACE OF MEMBERS.

WIND PRESSURE - 90 M.P.H. (3-SECOND GUST SPEED) TO SIGN AREA & EXPOSED MEMBERS.

FATIGUE CATEGORY 1 WITHOUT GALLOPING WIND EFFECTS

| WIND COMPONENTS | NORMAL | TRANSVERSE |
|---|---|---|
| COMBINATION 1 | 1.0 | 0.2 |
| COMBINATION 2 | 0.6 | 0.3 |

| GROUP LOADS | % OF ALLOWABLE STRESSES |
|---|---|
| 1. DEAD | 100 |
| 2. DEAD + WIND | 133 |
| 3. DEAD + ICE + ½ (WIND) | 133 |

NOTE: WIND LOAD FOR GROUP 3 LOADING SHALL NOT BE LESS THAN 25 P.S.F.

## FOUNDATION DATA

A GEOTECHNICAL REPORT HAS BEEN PREPARED FOR THIS STRUCTURE AND IS AVAILABLE UPON REQUEST FROM WISDOT'S SW REGION OFFICE.

## GENERAL NOTES

STEEL COLUMN AND CHORD PIPE SHALL BE API SPEC. 5L GRADE X42 Fy = 42,000 PSI**

PLATES, BARS, & STRUCTURAL ANGLES SHALL BE ASTM A709 GRADE 36 Fy = 36,000 PSI.

DRAWINGS SHALL NOT BE SCALED.

ALL REINFORCING BARS ARE ENGLISH. THE FIRST DIGIT OF A THREE DIGIT BAR MARK OR THE FIRST TWO DIGITS OF A FOUR DIGIT BAR MARK SIGNIFY THE BAR SIZE.

SIGN BRIDGE IDENTIFICATION PLAQUES SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "SIGN BRIDGE CANTILEVERED S-13-447". FABRICATE IN ACCORDANCE WITH S.D.D. 12A4-3.

CENTER SIGNS VERTICALLY ON TRUSS.

ELEVATIONS ARE IN FEET UNLESS OTHERWISE SHOWN OR NOTED.

ALTERNATE DESIGNS ARE NOT ALLOWED.

CASINGS FOR THE FOOTING SHAFTS ARE INCIDENTAL TO THE BID ITEM "SIGN SUPPORTS CONCRETE MASONRY" IN ACCORDANCE WITH SECTION 636.3.3 OF THE STANDARD SPECIFICATIONS.

SIGNS OR BLANKS SHALL BE INSTALLED ON THE TRUSS AT TIME OF ERECTION. BLANKS, IF USED, SHALL BE THE SAME SIZE AND LOCATION AS PERMANENT SIGNS.

ALL STRUCTURAL STEEL MEMBERS SHALL BE GALVANIZED.

ALL BOLTED CONNECTIONS SHALL BE MADE WITH ¾"ϕ A325 BOLTS, GALVANIZED ASTM A153, CLASS C, AND INSTALLED WITH DTI WASHERS.

WELDED CONNECTIONS CAN BE USED IN LIEU OF BOLTED CONNECTIONS, IF UNIT CAN BE GALVANIZED IN ONE PIECE.

STEEL ANCHOR BOLTS SHALL MEET THE REQUIREMENTS OF ASTM F1554 GRADE 55, ASTM A563A HEAVY HEX NUTS, AND ASTM F436 WASHERS.

THE UPPER 12" OF ANCHOR BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH THE AASHTO SPECIFICATION AS STATED IN SECTION 641. OF THE WISDOT STANDARD SPECIFICATIONS.

WELD TEST AS PER AWS D1.1.

ROCK CORING FOR THE FOOTING SHAFT IS INCIDENTAL TO THE BID ITEM "SIGN SUPPORTS CONCRETE MASONRY". SEE SHEET 2 FOR ANTICIPATED CORING LOCATIONS.

## MATERIAL PROPERTIES

| | | |
|---|---|---|
| CONCRETE MASONRY | f'c = | 3,500 psi |
| HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60 | fy = | 60,000 psi |
| ** STEEL COLUMN AND CHORD PIPE API SPEC 5L GRADEx42 | fy = | 42,000 psi |
| PLATE, BARS & ANGLES - ASTM A709 GRADE 36 | fy = | 36,000 psi |
| HIGH STRENGTH BOLTS - A325 WITH DTI WASHERS | fy = | 92,000 psi |
| ANCHOR BOLTS - ASTM F1554 GRADE 55 | fy = | 55,000 psi |
| HARDWARE GALVANIZED | | ASTM A153 CLASS C |

** ALTERNATE MATERIAL FOR CHORD LESS THAN 10" DIAMETER MAY BE ASTM A500 GRADE B Fy=42,000 PSI, GRADE C Fy=46,000 PSI, OR ASTM A53 GRADE B Fy=35,000 PSI.

## BENCH MARK TABLE

| NO. | STATION | DESCRIPTION | ELEVATION |
|---|---|---|---|
| 19 | 927+23.17 VR 146.20' RT | TOP NUT HYD | 1039.69 |

## LIST OF DRAWINGS

1. LAYOUT & QUANTITIES
2. SUBSURFACE EXPLORATION
3. FOOTING DETAILS
4. GALVANIZED STEEL CANTILEVER SIGN TRUSS
5. GALVANIZED STEEL CANTILEVER SIGN TRUSS DETAILS

## STRUCTURES DESIGN CONTACTS

SW REGION CONTACT:
MARK VESPERMAN (608) 884-1227

BUREAU OF STRUCTURES CONTACT:
BILL DREHER (608) 266-8489

CONSULTANT CONTACT:
ERIC PRICE (608) 826-6146

WISCONSIN
ERIC T. PRICE
E-39027
MADISON
WI
PROFESSIONAL ENGINEER

02/01/16

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

CORRE
Structural Environmental Municipal Transportation
4610 GRAND TETON PLAZA, SUITE 314
MADISON, WI 53719
(608)826-6146
www.correinc.com

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher SDH 05/03/16
CHIEF STRUCTURES DESIGN ENGINEER DATE

**STRUCTURE S-13-447**

USH 18

| COUNTY | TOWN/CITY/VILLAGE |
|---|---|
| DANE | FITCHBURG |

DESIGN SPEC. AASHTO STD. SPEC.

| DESIGNED BY | PM | DESIGN CK'D. | ETP | DRAWN BY | TKB | PLANS CK'D. | ETP |
|---|---|---|---|---|---|---|---|

**LAYOUT & QUANTITIES**

SHEET 1 OF 5

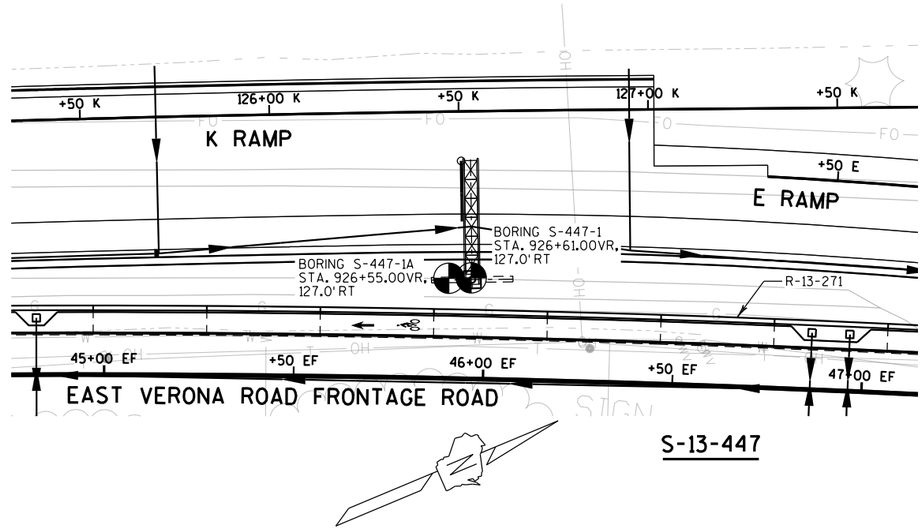
989

8

8

FILE NAME : C:\Users\Home\Google Drive\TKB Projects\Sign\Verona Road Phase II\Cad\500_CADD\503_Working\S-13-447\1206-07_101-gen_notes.dgn DATE : 4/28/2016

PLOT SCALE : 2.00000 ' / ft.



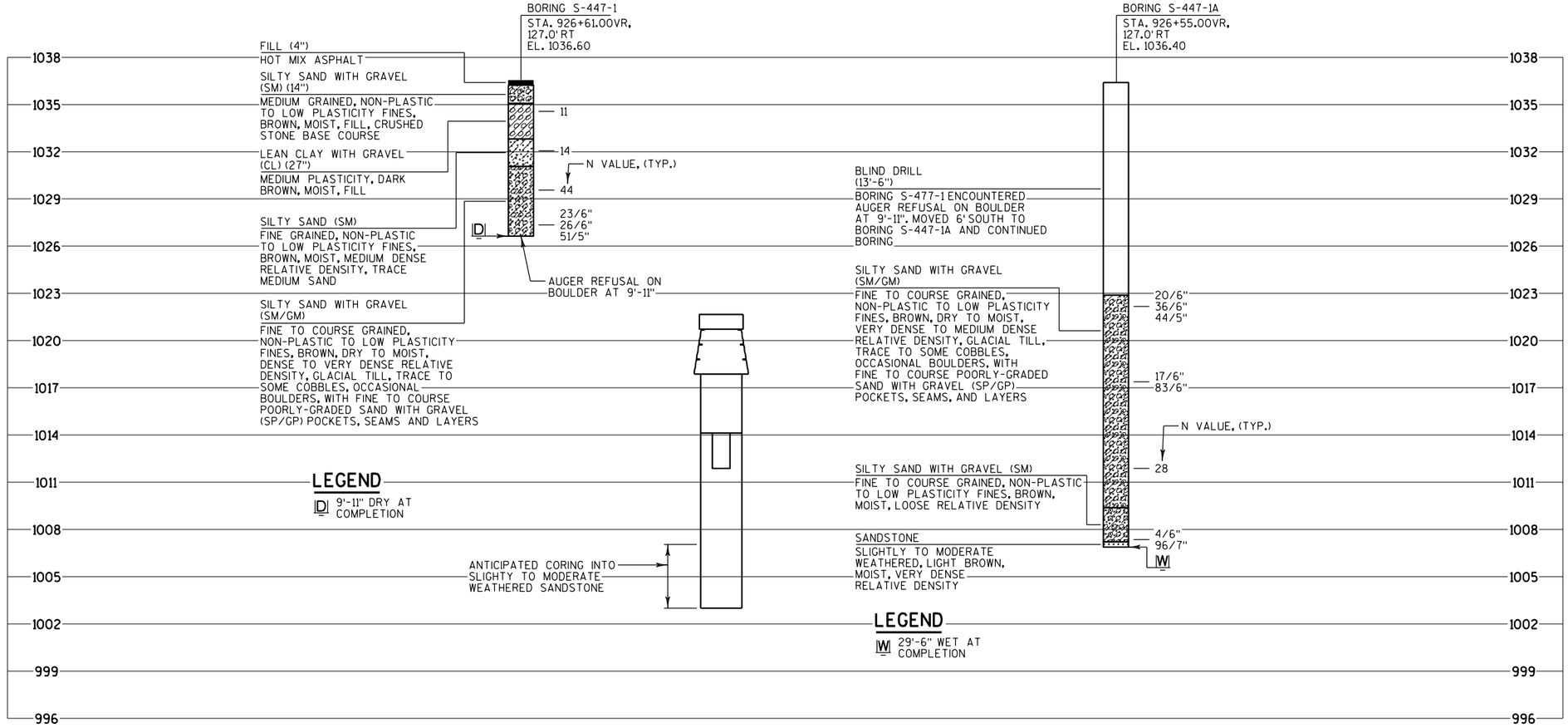

S-13-447

## SOIL DESIGN PARAMETERS: BORING S-477-1A

| LAYER ELEVATION | UNIT WT PCF | FRICTION ANGLE DEGREES | UNDRAINED COHESION, PSF | ULTIMATE SKIN FRICTION, PSF/FT | ULTIMATE END BEARING, TSF |
|---|---|---|---|---|---|
| 1018.6 - 1015.4 | 135 | 38 | 0 | IGNORE | N/A |
| 1015.4 - 1013.6 | 132 | 34 | 0 | IGNORE | N/A |
| 1013.6 - 1009.4 | 132 | 34 | 0 | 640 | 10 |
| 1009.4 - 1007.2 | 138 | 40 | 0 | 1,390 | 15 |
| 1007.2 - 1006.9 | 140 | 45 | 0 | 1,510 | 20 |

SOIL BORINGS PERFORMED BY:
SOILS & ENGINEERING SERVICES, INC.
1102 STEWART STREET
MADISON, WI 53713
(608) 274-7600

BORING S-447-1
PERFORMED ON 04/14/2014
BORING S-447-1A
PERFORMED ON 04/14/2014




STATE PROJECT NUMBER

1206-07-74

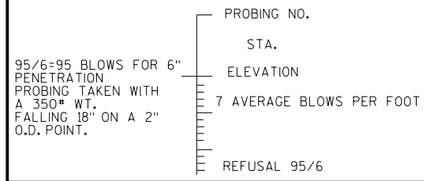
ABBREVIATIONS

F — FINE M — MEDIUM C — COARSE
WS — WEATHERED SO — SOUND

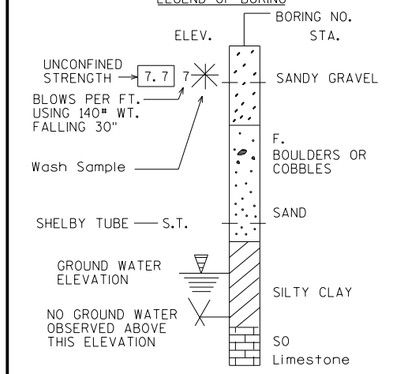
MATERIAL SYMBOLS

TOPSOIL, SILT, SANDSTONE
SAND, PEAT, LIMESTONE
GRAVEL, CLAY, IGNEOUS ROCK

LEGEND OF PROBING




LEGEND OF BORING




UNLESS OTHERWISE SPECIFIED, THE BLOWS PER FOOT AT THE LOCATIONS INDICATED ARE BASED ON DRIVING A 2" O.D. X 1.4" I.D. SPLIT SPOON SAMPLER WITH A 140# HAMMER HAVING A FREE FALL OF 30". THE BLOW COUNT IS TAKEN IN UNDISTURBED SOIL IMMEDIATELY BELOW A CASED OR OPEN HOLE ELIMINATING SIDE FRICTION ON THE DRIVE PIPE.

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

TO OBTAIN RELATIVE DATA CONCERNING THE CHARACTER OF MATERIAL IN AND UPON WHICH THE FOUNDATION MIGHT BE BUILT, BORINGS AND/OR SOUNDINGS WERE MADE AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING. THE DATA PRESENTED HEREIN REPRESENTS THE FINDINGS OF THE SUBSURFACE EXPLORATIONS MADE. HOWEVER, BECAUSE THE DEPTHS INVESTIGATED ARE LIMITED AND THE AREA OF THE BORINGS AND/OR SOUNDINGS IS VERY SMALL IN RELATION TO THE ENTIRE AREA, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT CONDITIONS BELOW THE DEPTHS INVESTIGATED OR THAT THE CLASSIFICATION OF MATERIAL ENCOUNTERED IN THESE INVESTIGATIONS IS NECESSARILY TYPICAL OF THE ENTIRE SITE.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

**STRUCTURE S-13-447**

DRAWN BY TKB | PLANS CK'D. ETP

**SUBSURFACE EXPLORATION**

SHEET 2 OF 5

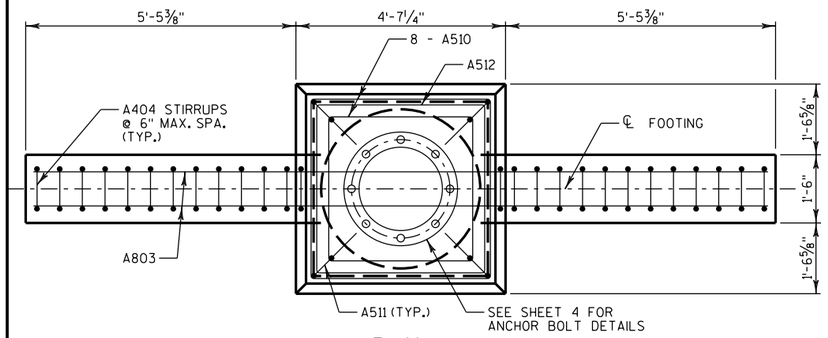
990

8

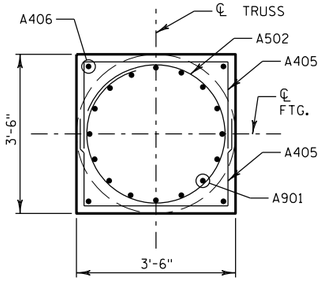
8

STATE PROJECT NUMBER

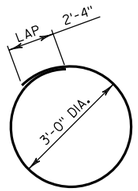
1206-07-74



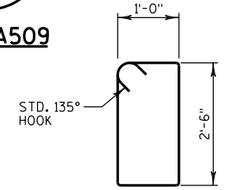

PLAN




SECTION C-C




A502, A509




A404

## BILL OF BARS

| BAR MARK | COAT | NO. REQ'D | LENGTH | BENT | BAR SERIES | LOCATION |
|---|---|---|---|---|---|---|
| A901 | X | 16 | 17'-6" | | | DRILLED SHAFT - VERTICAL |
| A502 | X | 20 | 11'-11" | X | | DRILLED SHAFT - HOOPS |
| A803 | X | 12 | 15'-0" | | | DRILLED SHAFT WINGS - HORIZ. |
| A404 | X | 24 | 7'-6" | X | | DRILLED SHAFT WINGS - STIRRUPS |
| A405 | X | 10 | 8'-9" | X | | FOOTING - STIRRUPS |
| A406 | X | 4 | 3'-3" | | | FOOTING - VERTICAL |
| | | | | | | |
| A509 | X | 6 | 11'-11" | X | | BASE - HOOPS |
| A510 | X | 8 | 14'-11" | X | X | BASE - STIRRUPS |
| A511 | X | 4 | 6'-0" | X | | BASE - VERTICAL |
| A512 | X | 3 | 15'-9" | X | | BASE CAP - STIRRUPS |
| | | | | | | |
| A520 | X | 1 | 60'-0" | X | | SPIRAL AROUND ANCHOR BOLTS |

THE FIRST DIGIT OF THE BAR MARK SIGNIFIES THE BAR SIZE.

THE BAR QUANTITIES SHOWN ARE FOR ONE FOUNDATION.

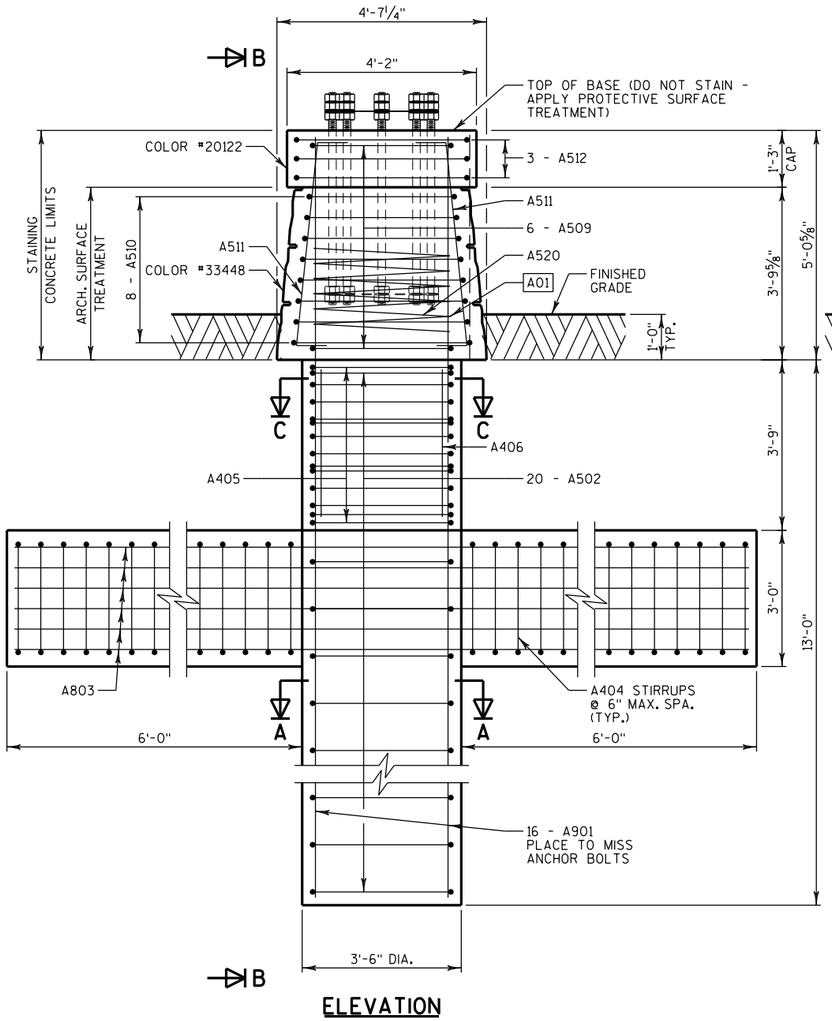
**LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

## BAR SERIES TABLE

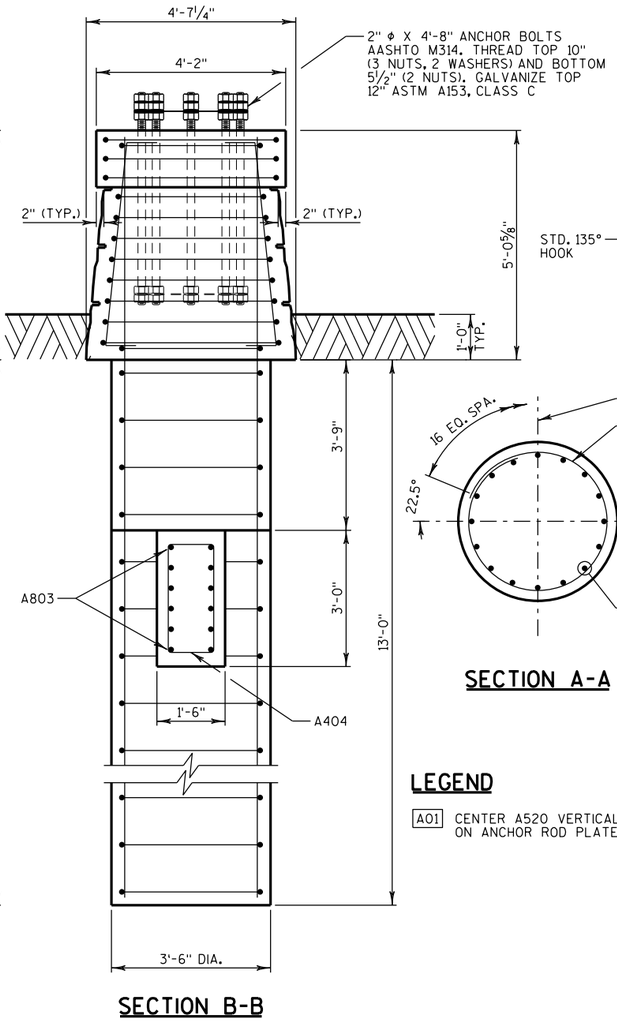
| BAR MARK | NO. REQ'D | LENGTH |
|---|---|---|
| A510 | 1 SERIES OF 8 | 13'-5" TO 16'-5" |
| | | |

BUNDLE & TAG EACH SERIES SEPARATELY.

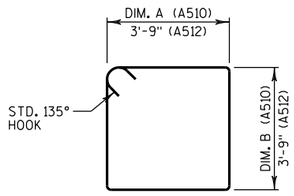
| MARK | "A" | "B" |
|---|---|---|
| A510 | 3'-2" TO 3'-11" | 3'-2" TO 3'-11" |
| | | |




ELEVATION




SECTION B-B




A510, A512

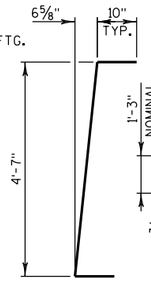



SECTION A-A

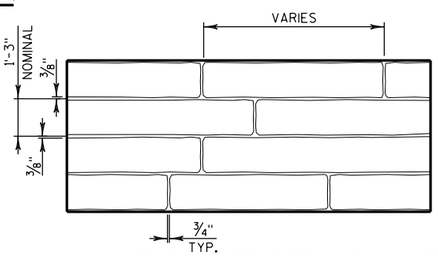



A520

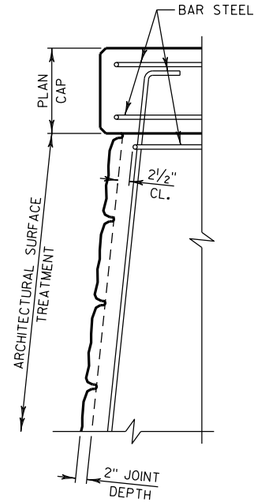
A405




A511




FORMLINER DETAILS




SECTION THRU FORMLINER

## LEGEND

A01 CENTER A520 VERTICALLY ON ANCHOR ROD PLATE

## NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 3" CLEAR FOR CAISSON AND 2 1/2" CLEAR FOR ALL OTHER LOCATIONS UNLESS DETAILED OTHERWISE. WHERE APPLICABLE, CLEAR DISTANCE IS MEASURED FROM INSIDE OF RUSTICATION OR REVEAL.

FORMLINER DETAILS SHALL BE IN ACCORDANCE WITH THE SPECIAL PROVISIONS.

ALL EXPOSED SURFACES OF FORMLINED STONE ARE TO BE SPLIT FACE INCLUDING FACES AND EDGES UNLESS OTHERWISE NOTED.

AVERAGE RELIEF IS ¾" FOR THE STONE WITH A MAXIMUM RELIEF OF 2" FOR THE JOINTS.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-13-447

DRAWN BY TKB | PLANS CK'D. ETP

FOOTING DETAILS

SHEET 3 OF 5



8

8

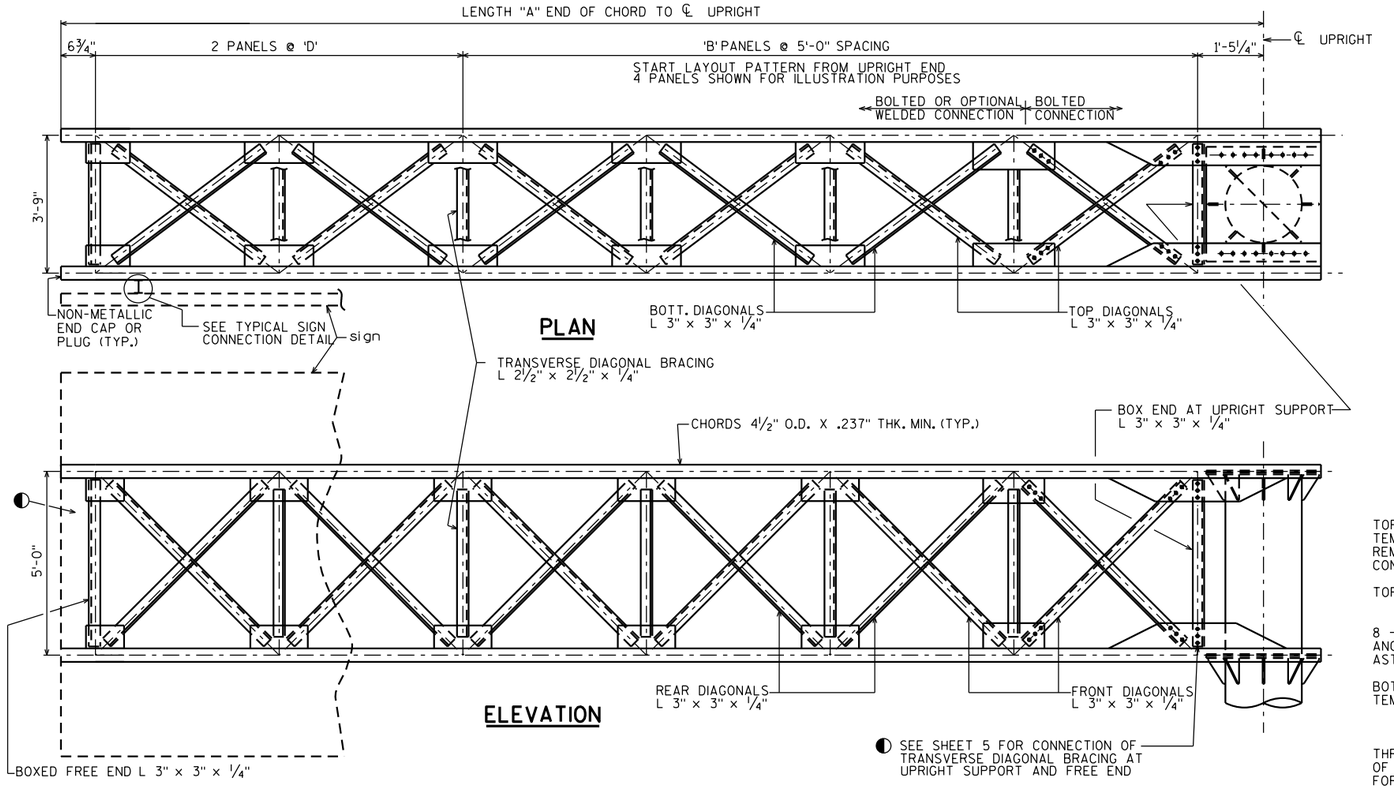
FILE NAME : C:±Users±Home±Google Drive±TKB Projects±Sign±Verona Road Phase II±Cad±500_CADD±503_Working±S-13-447±1206-07_103-footing_details.dgn

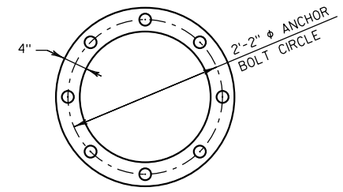
PLOT DATE : 1/28/2016

PLOT SCALE : 2.00000 '/ ft.

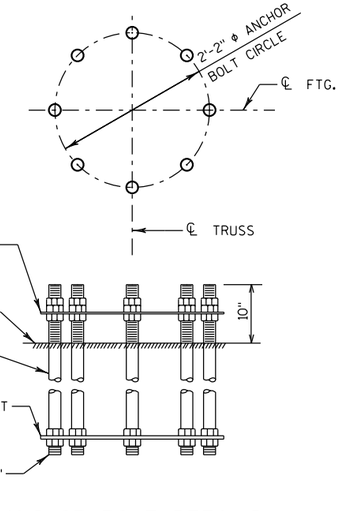
STATE PROJECT NUMBER

1206-07-74

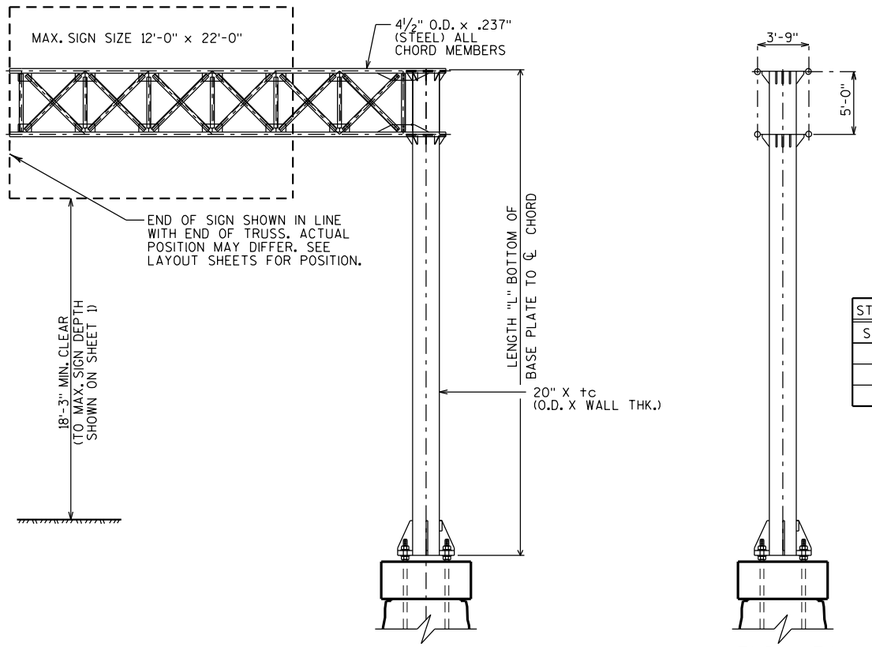



TOP VIEW OF TOP & BOTTOM TEMPLATES



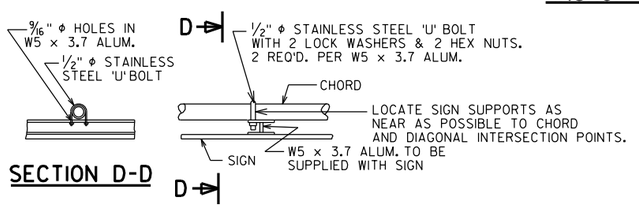

ANCHOR BOLT DETAILS







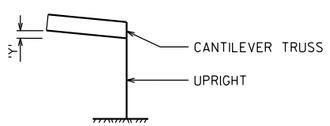
END VIEW




SECTION D-D

TYPICAL SIGN CONNECTION

| STRUCTURE | "A" | "L" | "B" | "D" | "Y" | tc |
|---|---|---|---|---|---|---|
| S-13-447 | 32'-0" | 21'-0½" | 4 | 5'-0" | 2¼" | 0.500" |
| | | | | | | |
| | | | | | | |
| | | | | | | |




CAMBER DIAGRAM

## GENERAL NOTES

PREFABRICATE CAMBER INTO THE HORIZONTAL SUPPORT PROVIDING AN AMOUNT "Y" AT END OF TRUSS SHOWN IN "CAMBER DIAGRAM". DO NOT RAKE VERTICAL UPRIGHT BY ADJUSTMENT OF LEVELING NUTS.

PRIOR TO INSTALLATION, ANCHOR BOLTS SHALL BE RIGIDLY HELD IN POSITION DURING CONCRETE PLACEMENT USING STEEL ANCHOR PLATE AND TOP PLATE. CENTER ANCHOR BOLT ASSEMBLY TO MISS BAR STEEL REINFORCEMENT.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

**STRUCTURE S-13-447**

DRAWN BY TKB | PLANS CK'D. ETP

GALVANIZED STEEL CANTILEVER SIGN TRUSS

SHEET 4 OF 5

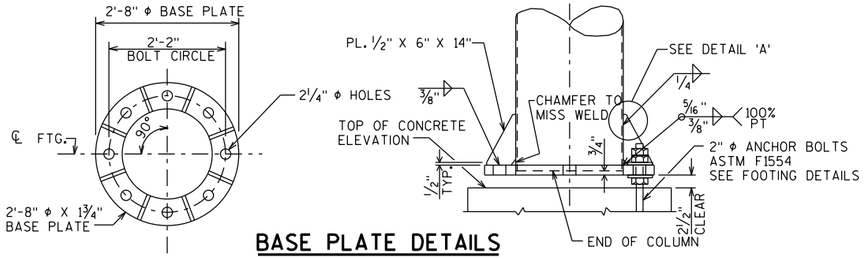
992

8

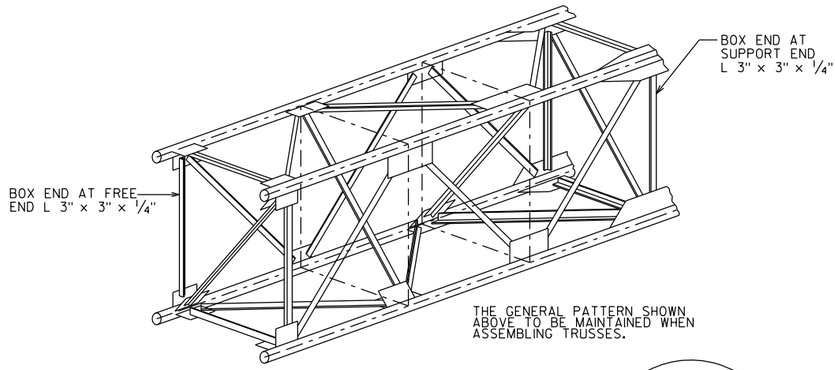
8

STATE PROJECT NUMBER

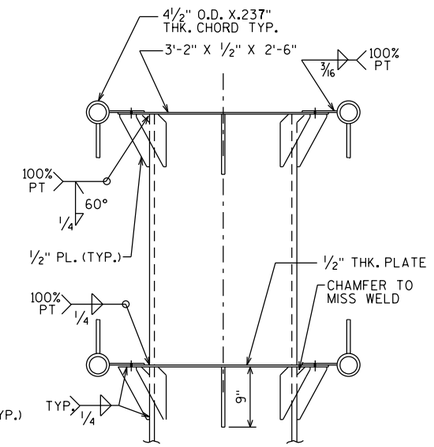
1206-07-74



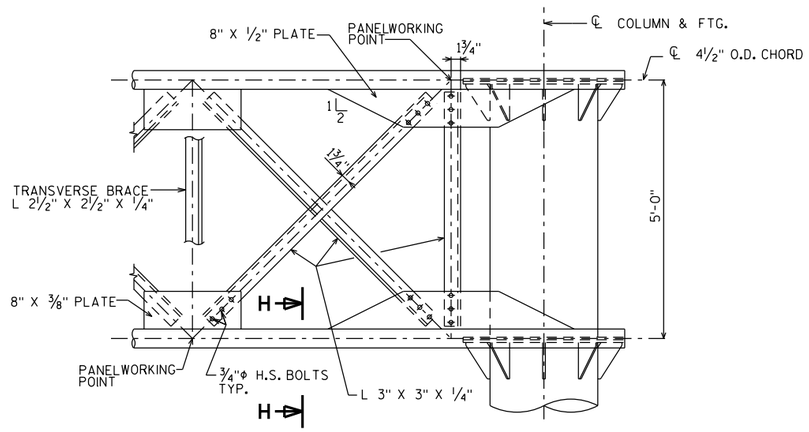

## BASE PLATE DETAILS



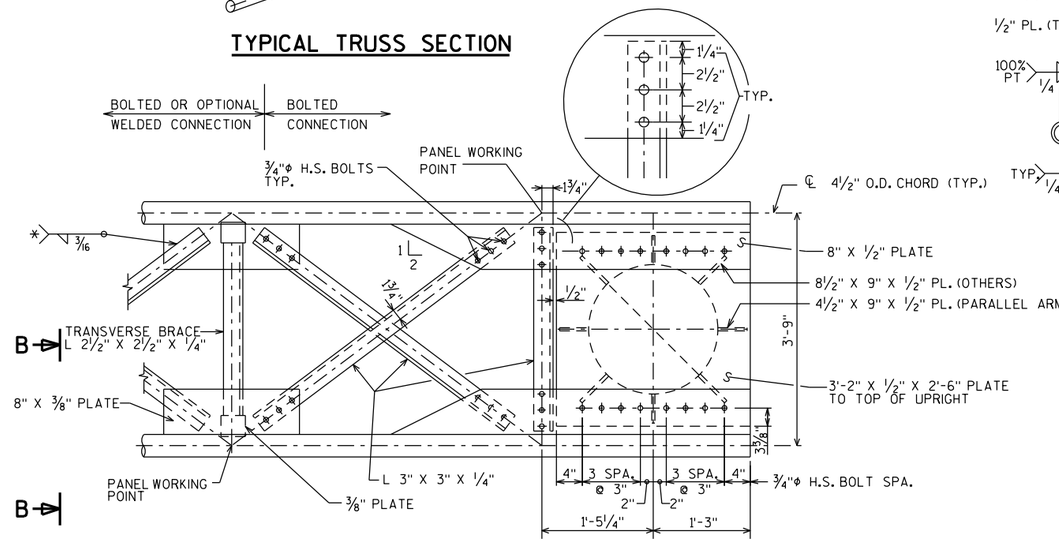

## TYPICAL TRUSS SECTION



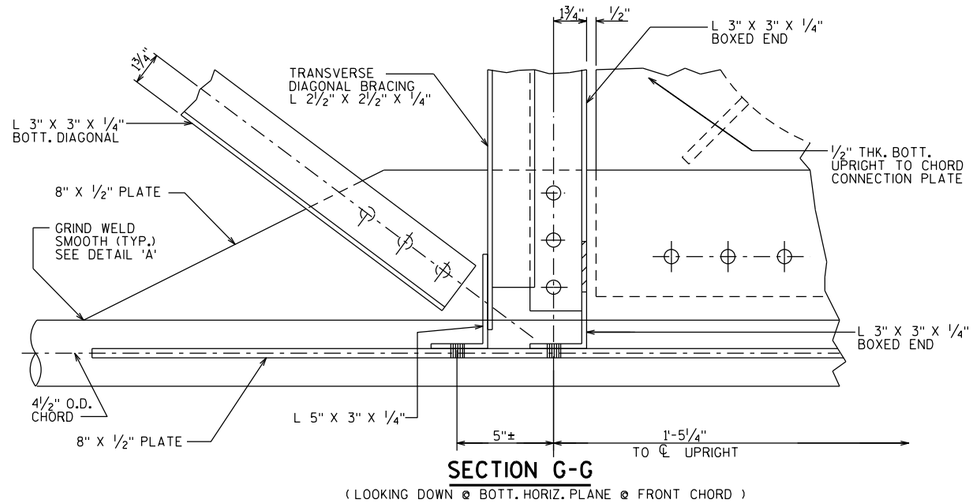

## END VIEW TRUSS TO UPRIGHT




## ELEVATION TRUSS TO UPRIGHT

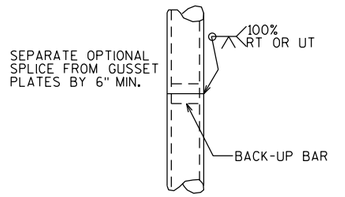



## PLAN TRUSS TO UPRIGHT

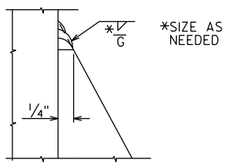



## SECTION G-G

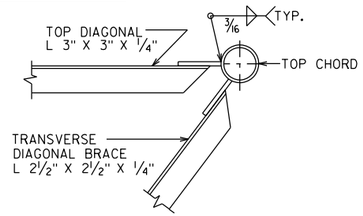
( LOOKING DOWN @ BOTT. HORIZ. PLANE @ FRONT CHORD )



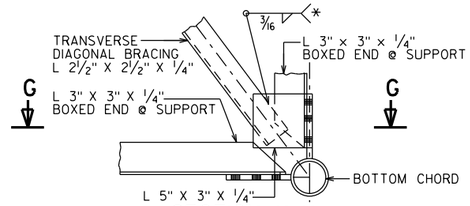

## OPTIONAL COLUMN OR CHORD SPLICE DETAIL




## DETAIL 'A'




## SECTION B-B




## SECTION H-H

| * ANGLE | WELD LENGTH (MIN.) |
|---|---|
| L 2½" X 2½" X ¼" | 7" |
| L 3" X 3" X ¼" | 8" |

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

**STRUCTURE S-13-447**

DRAWN BY TKB | PLANS CK'D. ETP

**GALVANIZED STEEL CANTILEVER SIGN TRUSS DETAILS**

SHEET 5 OF 5

993

8

8

FILE NAME : C:±Users±Home±Google Drive±TKB Projects±Sign±Verona Road Phase II±Cad±500_CADD±503_Working±S-13-447±1206-07_105-galv_truss_dets.dgn

PLOT DATE : 1/28/2016

PLOT SCALE : 2.00000 '/ ft.

| VR LINE | | AREA (SF) | | | | INCREMENTAL VOL (CY) | | | | CUMULATIVE VOL (CY) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STATION | DISTANCE | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | MASS ORDINATE NOTE 4 |
| 871+50 | | 0.0 | 7.8 | 0.0 | 0.0 | | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0 |
| 872+00 | 50 | 104.4 | 0.0 | 5.2 | 0.0 | 96.7 | 7.2 | 4.8 | 0.0 | 96.7 | 7.2 | 4.8 | 0.0 | 90 |
| 872+50 | 50 | 96.0 | 0.0 | 4.8 | 0.0 | 185.6 | 0.0 | 9.3 | 0.0 | 282.3 | 7.2 | 14.1 | 0.0 | 276 |
| 873+00 | 50 | 96.5 | 0.0 | 4.8 | 0.0 | 178.2 | 0.0 | 8.9 | 0.0 | 460.5 | 7.2 | 23.0 | 0.0 | 454 |
| 873+50 | 50 | 89.3 | 0.0 | 4.5 | 0.0 | 172.0 | 0.0 | 8.6 | 0.0 | 632.5 | 7.2 | 31.6 | 0.0 | 626 |
| 874+00 | 50 | 91.0 | 0.0 | 4.6 | 0.0 | 166.9 | 0.0 | 8.4 | 0.0 | 799.4 | 7.2 | 40.0 | 0.0 | 793 |
| 874+50 | 50 | 82.2 | 0.0 | 4.1 | 0.0 | 160.4 | 0.0 | 8.1 | 0.0 | 959.8 | 7.2 | 48.1 | 0.0 | 953 |
| 875+00 | 50 | 74.6 | 0.3 | 3.7 | 0.0 | 145.2 | 0.3 | 7.2 | 0.0 | 1,105.0 | 7.5 | 55.3 | 0.0 | 1,098 |
| 875+50 | 50 | 88.8 | 0.1 | 4.4 | 0.0 | 151.3 | 0.4 | 7.5 | 0.0 | 1,256.3 | 7.9 | 62.8 | 0.0 | 1,249 |
| 876+00 | 50 | 79.2 | 0.0 | 4.0 | 0.0 | 155.6 | 0.1 | 7.8 | 0.0 | 1,411.9 | 8.0 | 70.6 | 0.0 | 1,405 |
| 876+50 | 50 | 74.5 | 0.0 | 3.7 | 0.0 | 142.3 | 0.0 | 7.1 | 0.0 | 1,554.2 | 8.0 | 77.7 | 0.0 | 1,547 |
| 877+00 | 50 | 73.7 | 0.0 | 3.7 | 0.0 | 137.2 | 0.0 | 6.9 | 0.0 | 1,691.4 | 8.0 | 84.6 | 0.0 | 1,684 |
| 877+50 | 50 | 71.7 | 0.5 | 3.6 | 0.0 | 134.6 | 0.5 | 6.8 | 0.0 | 1,826.0 | 8.5 | 91.4 | 0.0 | 1,818 |
| 878+00 | 50 | 68.3 | 2.2 | 3.4 | 0.0 | 129.6 | 2.5 | 6.5 | 0.0 | 1,955.6 | 11.0 | 97.9 | 0.0 | 1,945 |
| 878+50 | 50 | 82.3 | 5.1 | 4.1 | 0.0 | 139.4 | 6.8 | 6.9 | 0.0 | 2,095.0 | 17.8 | 104.8 | 0.0 | 2,078 |
| 879+00 | 50 | 74.7 | 8.5 | 3.7 | 0.0 | 145.4 | 12.6 | 7.2 | 0.0 | 2,240.4 | 30.4 | 112.0 | 0.0 | 2,211 |
| 879+50 | 50 | 75.6 | 12.2 | 3.8 | 0.0 | 139.2 | 19.2 | 6.9 | 0.0 | 2,379.6 | 49.6 | 118.9 | 0.0 | 2,331 |
| 880+00 | 50 | 71.2 | 17.9 | 3.6 | 0.0 | 135.9 | 27.9 | 6.9 | 0.0 | 2,515.5 | 77.5 | 125.8 | 0.0 | 2,439 |
| 880+50 | 50 | 72.1 | 20.1 | 3.6 | 0.0 | 132.7 | 35.2 | 6.7 | 0.0 | 2,648.2 | 112.7 | 132.5 | 0.0 | 2,537 |
| 881+00 | 50 | 74.1 | 20.3 | 3.7 | 0.0 | 135.4 | 37.4 | 6.8 | 0.0 | 2,783.6 | 150.1 | 139.3 | 0.0 | 2,635 |
| 881+50 | 50 | 73.8 | 20.6 | 3.7 | 0.0 | 136.9 | 37.9 | 6.9 | 0.0 | 2,920.5 | 188.0 | 146.2 | 0.0 | 2,734 |
| 882+00 | 50 | 71.5 | 23.7 | 3.6 | 0.0 | 134.5 | 41.0 | 6.8 | 0.0 | 3,055.0 | 229.0 | 153.0 | 0.0 | 2,828 |
| 882+50 | 50 | 76.1 | 22.4 | 3.8 | 0.0 | 136.7 | 42.7 | 6.9 | 0.0 | 3,191.7 | 271.7 | 159.9 | 0.0 | 2,922 |
| 883+00 | 50 | 73.2 | 23.5 | 3.7 | 0.0 | 138.2 | 42.5 | 6.9 | 0.0 | 3,329.9 | 314.2 | 166.8 | 0.0 | 3,018 |
| 883+50 | 50 | 76.3 | 23.8 | 3.8 | 0.0 | 138.4 | 43.8 | 6.9 | 0.0 | 3,468.3 | 358.0 | 173.7 | 0.0 | 3,113 |
| 884+00 | 50 | 81.1 | 22.0 | 4.1 | 0.0 | 145.7 | 42.4 | 7.3 | 0.0 | 3,614.0 | 400.4 | 181.0 | 0.0 | 3,216 |
| 884+50 | 50 | 72.9 | 26.1 | 3.6 | 0.0 | 142.6 | 44.5 | 7.1 | 0.0 | 3,756.6 | 444.9 | 188.1 | 0.0 | 3,314 |
| 885+00 | 50 | 78.6 | 24.5 | 3.9 | 0.0 | 140.3 | 46.9 | 6.9 | 0.0 | 3,896.9 | 491.8 | 195.0 | 0.0 | 3,407 |
| 885+50 | 50 | 76.6 | 26.9 | 3.8 | 0.0 | 143.7 | 47.6 | 7.1 | 0.0 | 4,040.6 | 539.4 | 202.1 | 0.0 | 3,503 |
| 886+00 | 50 | 84.8 | 29.2 | 4.2 | 0.0 | 149.4 | 51.9 | 7.4 | 0.0 | 4,190.0 | 591.3 | 209.5 | 0.0 | 3,601 |
| 886+50 | 50 | 98.7 | 23.2 | 4.9 | 0.0 | 169.9 | 48.5 | 8.4 | 0.0 | 4,359.9 | 639.8 | 217.9 | 0.0 | 3,722 |
| 887+00 | 50 | 92.2 | 22.4 | 4.6 | 0.0 | 176.8 | 42.2 | 8.8 | 0.0 | 4,536.7 | 682.0 | 226.7 | 0.0 | 3,857 |
| 887+50 | 50 | 96.3 | 18.6 | 4.8 | 0.0 | 174.5 | 38.0 | 8.7 | 0.0 | 4,711.2 | 720.0 | 235.4 | 0.0 | 3,994 |
| 888+00 | 50 | 80.3 | 14.9 | 4.0 | 0.0 | 163.5 | 31.0 | 8.1 | 0.0 | 4,874.7 | 751.0 | 243.5 | 0.0 | 4,127 |
| 888+50 | 50 | 59.6 | 15.9 | 3.0 | 0.0 | 129.5 | 28.5 | 6.5 | 0.0 | 5,004.2 | 779.5 | 250.0 | 0.0 | 4,228 |
| 889+00 | 50 | 59.1 | 10.9 | 3.0 | 0.0 | 109.9 | 24.8 | 5.6 | 0.0 | 5,114.1 | 804.3 | 255.6 | 0.0 | 4,313 |
| 889+50 | 50 | 59.0 | 7.9 | 3.0 | 0.0 | 109.4 | 17.4 | 5.6 | 0.0 | 5,223.5 | 821.7 | 261.2 | 0.0 | 4,405 |
| 890+00 | 50 | 65.0 | 5.3 | 3.3 | 0.0 | 114.8 | 12.2 | 5.8 | 0.0 | 5,338.3 | 833.9 | 267.0 | 0.0 | 4,508 |
| 890+50 | 50 | 76.2 | 2.7 | 3.8 | 0.0 | 130.7 | 7.4 | 6.6 | 0.0 | 5,469.0 | 841.3 | 273.6 | 0.0 | 4,631 |
| 891+00 | 50 | 76.5 | 3.7 | 3.8 | 0.0 | 141.4 | 5.9 | 7.0 | 0.0 | 5,610.4 | 847.2 | 280.6 | 0.0 | 4,767 |
| 891+50 | 50 | 75.9 | 3.2 | 3.8 | 0.0 | 141.1 | 6.4 | 7.0 | 0.0 | 5,751.5 | 853.6 | 287.6 | 0.0 | 4,902 |
| 892+00 | 50 | 74.9 | 2.8 | 3.7 | 0.0 | 139.6 | 5.6 | 6.9 | 0.0 | 5,891.1 | 859.2 | 294.5 | 0.0 | 5,036 |
| 892+50 | 50 | 75.2 | 3.5 | 3.8 | 0.0 | 139.0 | 5.8 | 6.9 | 0.0 | 6,030.1 | 865.0 | 301.4 | 0.0 | 5,169 |
| 893+00 | 50 | 73.0 | 4.2 | 3.7 | 0.0 | 137.2 | 7.1 | 6.9 | 0.0 | 6,167.3 | 872.1 | 308.3 | 0.0 | 5,299 |
| 893+50 | 50 | 65.4 | 5.8 | 3.3 | 0.0 | 128.1 | 9.3 | 6.5 | 0.0 | 6,295.4 | 881.4 | 314.8 | 0.0 | 5,418 |

NOTES:

1) CUT: THE CUT QUANTITY IS DETERMINED BY THE METHOD OF AVERAGE END AREAS FROM PROPOSED SUBGRADE OR FINISHED GROUND TO EXISTING GROUND, WITH NO CORRECTION FOR CURVATURE OR EXPANSION FACTORS. PAVEMENT MATERIAL IS INCLUDED IN CUT.

2) FILL: THE FILL QUANTITY IS DETERMINED IN ITS FINAL LOCATION, USING THE METHOD OF AVERAGE END AREAS FROM EXISTING GROUND TO PROPOSED SUBGRADE OR FINISHED GROUND, WITH NO CORRECTION FOR CURVATURE, SETTLEMENT OR EXPANSION.

3) AVAILABLE STRUCTURE EXCAVATION IS FOR INFORMATION ONLY. SEE CONSTRUCTION DETAILS FOR ANTICIPATED LIMITS. LIMITS WILL VARY DEPENDING ON SHOP DRAWING DESIGN. AVAILABLE STRUCTURE EXCAVATION IS INCIDENTAL TO BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD/QMP".

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CON'T NEXT SHEET

CON'T PREVIOUS SHEET

| VR LINE | | AREA (SF) | | | | INCREMENTAL VOL (CY) | | | | CUMULATIVE VOL (CY) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STATION | DISTANCE | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | MASS ORDINATE NOTE 4 |
| 894+00 | 50 | 65.4 | 5.2 | 3.3 | 0.0 | 121.1 | 10.2 | 6.1 | 0.0 | 6,416.5 | 891.6 | 320.9 | 0.0 | 5,529 |
| 894+50 | 50 | 57.6 | 3.5 | 2.9 | 0.0 | 113.9 | 8.1 | 5.7 | 0.0 | 6,530.4 | 899.7 | 326.6 | 0.0 | 5,635 |
| 895+00 | 50 | 61.8 | 1.7 | 3.1 | 0.0 | 110.6 | 4.8 | 5.6 | 0.0 | 6,641.0 | 904.5 | 332.2 | 0.0 | 5,741 |
| 895+50 | 50 | 57.4 | 2.7 | 2.9 | 0.0 | 110.4 | 4.1 | 5.6 | 0.0 | 6,751.4 | 908.6 | 337.8 | 0.0 | 5,847 |
| 896+00 | 50 | 56.5 | 2.7 | 2.8 | 0.0 | 105.5 | 5.0 | 5.3 | 0.0 | 6,856.9 | 913.6 | 343.1 | 0.0 | 5,948 |
| 896+50 | 50 | 57.7 | 2.9 | 2.9 | 0.0 | 105.7 | 5.2 | 5.3 | 0.0 | 6,962.6 | 918.8 | 348.4 | 0.0 | 6,049 |
| 897+00 | 50 | 57.4 | 6.7 | 2.9 | 0.0 | 106.6 | 8.9 | 5.4 | 0.0 | 7,069.2 | 927.7 | 353.8 | 0.0 | 6,147 |
| 897+50 | 50 | 59.3 | 6.3 | 3.0 | 0.0 | 108.1 | 12.0 | 5.5 | 0.0 | 7,177.3 | 939.7 | 359.3 | 0.0 | 6,243 |
| 898+00 | 50 | 59.2 | 3.6 | 3.0 | 0.0 | 109.7 | 9.2 | 5.6 | 0.0 | 7,287.0 | 948.9 | 364.9 | 0.0 | 6,344 |
| 898+50 | 50 | 65.1 | 0.9 | 3.3 | 0.0 | 115.1 | 4.2 | 5.8 | 0.0 | 7,402.1 | 953.1 | 370.7 | 0.0 | 6,455 |
| 899+00 | 50 | 76.8 | 0.0 | 3.8 | 0.0 | 131.4 | 0.8 | 6.6 | 0.0 | 7,533.5 | 953.9 | 377.3 | 0.0 | 6,586 |
| 899+50 | 50 | 83.8 | 0.0 | 4.2 | 0.0 | 148.7 | 0.0 | 7.4 | 0.0 | 7,682.2 | 953.9 | 384.7 | 0.0 | 6,735 |
| 900+00 | 50 | 93.6 | 0.0 | 4.7 | 0.0 | 164.3 | 0.0 | 8.2 | 0.0 | 7,846.5 | 953.9 | 392.9 | 0.0 | 6,899 |
| 900+50 | 50 | 93.3 | 0.0 | 4.7 | 0.0 | 173.1 | 0.0 | 8.7 | 0.0 | 8,019.6 | 953.9 | 401.6 | 0.0 | 7,072 |
| 901+00 | 50 | 98.3 | 0.0 | 4.9 | 0.0 | 177.4 | 0.0 | 8.9 | 0.0 | 8,197.0 | 953.9 | 410.5 | 0.0 | 7,249 |
| 901+50 | 50 | 95.9 | 0.0 | 4.8 | 0.0 | 179.8 | 0.0 | 9.0 | 0.0 | 8,376.8 | 953.9 | 419.5 | 0.0 | 7,429 |
| 902+00 | 50 | 92.5 | 0.0 | 4.6 | 0.0 | 174.4 | 0.0 | 8.7 | 0.0 | 8,551.2 | 953.9 | 428.2 | 0.0 | 7,603 |
| 902+50 | 50 | 168.1 | 2.0 | 8.4 | 0.0 | 241.3 | 1.9 | 12.0 | 0.0 | 8,792.5 | 955.8 | 440.2 | 0.0 | 7,842 |
| 902+96 | 46 | 168.1 | 2.0 | 8.4 | 0.0 | 286.4 | 3.4 | 14.3 | 0.0 | 9,078.9 | 959.2 | 454.5 | 0.0 | 8,125 |
| 911+24 | | 29.2 | 1.6 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9,078.9 | 959.2 | 454.5 | 0.0 | 8,125 |
| 911+50 | 26 | 29.2 | 1.6 | 1.5 | 0.0 | 28.1 | 1.5 | 1.4 | 0.0 | 9,107.0 | 960.7 | 455.9 | 0.0 | 8,152 |
| 912+00 | 50 | 30.3 | 2.3 | 1.5 | 0.0 | 55.1 | 3.6 | 2.8 | 0.0 | 9,162.1 | 964.3 | 458.7 | 0.0 | 8,204 |
| 912+50 | 50 | 28.4 | 2.2 | 1.4 | 0.0 | 54.4 | 4.2 | 2.7 | 0.0 | 9,216.5 | 968.5 | 461.4 | 0.0 | 8,254 |
| 913+00 | 50 | 28.7 | 2.6 | 1.4 | 0.0 | 52.9 | 4.4 | 2.6 | 0.0 | 9,269.4 | 972.9 | 464.0 | 0.0 | 8,303 |
| 913+50 | 50 | 28.4 | 2.9 | 1.4 | 0.0 | 52.9 | 5.1 | 2.6 | 0.0 | 9,322.3 | 978.0 | 466.6 | 0.0 | 8,351 |
| 914+00 | 50 | 27.7 | 2.1 | 1.4 | 0.0 | 51.9 | 4.6 | 2.6 | 0.0 | 9,374.2 | 982.6 | 469.2 | 0.0 | 8,398 |
| 914+50 | 50 | 25.6 | 4.7 | 1.3 | 0.0 | 49.4 | 6.3 | 2.5 | 0.0 | 9,423.6 | 988.9 | 471.7 | 0.0 | 8,441 |
| 915+00 | 50 | 24.8 | 4.7 | 1.2 | 0.0 | 46.7 | 8.7 | 2.3 | 0.0 | 9,470.3 | 997.6 | 474.0 | 0.0 | 8,479 |
| 915+50 | 50 | 24.9 | 4.6 | 1.2 | 0.0 | 46.0 | 8.6 | 2.2 | 0.0 | 9,516.3 | 1,006.2 | 476.2 | 0.0 | 8,516 |
| 916+00 | 50 | 26.4 | 6.1 | 1.3 | 0.0 | 47.5 | 9.9 | 2.3 | 0.0 | 9,563.8 | 1,016.1 | 478.5 | 0.0 | 8,554 |
| 916+50 | 50 | 25.0 | 4.1 | 1.3 | 0.0 | 47.6 | 9.4 | 2.4 | 0.0 | 9,611.4 | 1,025.5 | 480.9 | 0.0 | 8,592 |
| 917+00 | 50 | 28.2 | 1.9 | 1.4 | 0.0 | 49.3 | 5.6 | 2.5 | 0.0 | 9,660.7 | 1,031.1 | 483.4 | 0.0 | 8,636 |
| 917+50 | 50 | 35.5 | 0.0 | 1.8 | 0.0 | 59.0 | 1.8 | 3.0 | 0.0 | 9,719.7 | 1,032.9 | 486.4 | 0.0 | 8,693 |
| 918+00 | 50 | 29.9 | 1.7 | 1.5 | 0.0 | 60.6 | 1.6 | 3.1 | 0.0 | 9,780.3 | 1,034.5 | 489.5 | 0.0 | 8,752 |
| 918+50 | 50 | 27.8 | 2.8 | 1.4 | 0.0 | 53.4 | 4.2 | 2.7 | 0.0 | 9,833.7 | 1,038.7 | 492.2 | 0.0 | 8,801 |
| 919+00 | 50 | 28.8 | 2.2 | 1.4 | 0.0 | 52.4 | 4.6 | 2.6 | 0.0 | 9,886.1 | 1,043.3 | 494.8 | 0.0 | 8,849 |
| 919+50 | 50 | 30.3 | 1.2 | 1.5 | 0.0 | 54.7 | 3.1 | 2.7 | 0.0 | 9,940.8 | 1,046.4 | 497.5 | 0.0 | 8,901 |
| 920+00 | 50 | 32.0 | 0.9 | 1.6 | 0.0 | 57.7 | 1.9 | 2.9 | 0.0 | 9,998.5 | 1,048.3 | 500.4 | 0.0 | 8,957 |
| 920+50 | 50 | 28.9 | 1.5 | 1.4 | 0.0 | 56.4 | 2.2 | 2.8 | 0.0 | 10,054.9 | 1,050.5 | 503.2 | 0.0 | 9,011 |
| 921+00 | 50 | 28.6 | 1.7 | 1.4 | 0.0 | 53.2 | 3.0 | 2.6 | 0.0 | 10,108.1 | 1,053.5 | 505.8 | 0.0 | 9,061 |

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CON'T NEXT SHEET

CON'T PREVIOUS SHEET

| VR LINE | | AREA (SF) | | | | INCREMENTAL VOL (CY) | | | | CUMULATIVE VOL (CY) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STATION | DISTANCE | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | MASS ORDINATE NOTE 4 |
| 921+50 | 50 | 27.1 | 7.1 | 1.4 | 0.0 | 51.6 | 8.1 | 2.6 | 0.0 | 10,159.7 | 1,061.6 | 508.4 | 0.0 | 9,105 |
| 922+00 | 50 | 25.7 | 6.4 | 1.3 | 0.0 | 48.9 | 12.5 | 2.5 | 0.0 | 10,208.6 | 1,074.1 | 510.9 | 0.0 | 9,141 |
| 922+50 | 50 | 27.3 | 2.2 | 1.4 | 0.0 | 49.1 | 8.0 | 2.5 | 0.0 | 10,257.7 | 1,082.1 | 513.4 | 0.0 | 9,182 |
| 923+00 | 50 | 28.8 | 1.7 | 1.4 | 0.0 | 51.9 | 3.6 | 2.6 | 0.0 | 10,309.6 | 1,085.7 | 516.0 | 0.0 | 9,230 |
| 923+50 | 50 | 25.1 | 3.4 | 1.3 | 0.0 | 49.9 | 4.7 | 2.5 | 0.0 | 10,359.5 | 1,090.4 | 518.5 | 0.0 | 9,275 |
| 924+00 | 50 | 26.4 | 2.3 | 1.3 | 0.0 | 47.7 | 5.3 | 2.4 | 0.0 | 10,407.2 | 1,095.7 | 520.9 | 0.0 | 9,317 |
| 924+50 | 50 | 32.8 | 0.0 | 1.6 | 0.0 | 54.8 | 2.1 | 2.7 | 0.0 | 10,462.0 | 1,097.8 | 523.6 | 0.0 | 9,370 |
| 925+00 | 50 | 30.6 | 11.0 | 1.5 | 0.0 | 58.7 | 10.2 | 2.9 | 0.0 | 10,520.7 | 1,108.0 | 526.5 | 0.0 | 9,419 |
| 925+50 | 50 | 26.6 | 10.1 | 1.3 | 0.0 | 53.0 | 19.5 | 2.6 | 0.0 | 10,573.7 | 1,127.5 | 529.1 | 0.0 | 9,453 |
| 926+00 | 50 | 25.7 | 11.5 | 1.3 | 0.0 | 48.4 | 20.0 | 2.4 | 0.0 | 10,622.1 | 1,147.5 | 531.5 | 0.0 | 9,481 |
| 926+50 | 50 | 27.9 | 4.6 | 1.4 | 0.0 | 49.6 | 14.9 | 2.5 | 0.0 | 10,671.7 | 1,162.4 | 534.0 | 0.0 | 9,516 |
| 927+00 | 50 | 24.0 | 6.8 | 1.2 | 0.0 | 48.1 | 10.6 | 2.4 | 0.0 | 10,719.8 | 1,173.0 | 536.4 | 0.0 | 9,554 |
| 927+50 | 50 | 27.3 | 7.6 | 1.4 | 0.0 | 47.5 | 13.3 | 2.4 | 0.0 | 10,767.3 | 1,186.3 | 538.8 | 0.0 | 9,588 |
| 928+00 | 50 | 30.0 | 5.0 | 1.5 | 0.0 | 53.1 | 11.7 | 2.7 | 0.0 | 10,820.4 | 1,198.0 | 541.5 | 0.0 | 9,629 |
| 928+50 | 50 | 31.6 | 1.8 | 1.6 | 0.0 | 57.0 | 6.3 | 2.9 | 0.0 | 10,877.4 | 1,204.3 | 544.4 | 0.0 | 9,680 |
| 929+00 | 50 | 36.0 | 0.0 | 1.8 | 0.0 | 62.6 | 1.7 | 3.1 | 0.0 | 10,940.0 | 1,206.0 | 547.5 | 0.0 | 9,741 |
| 929+50 | 50 | 30.4 | 0.0 | 1.5 | 0.0 | 61.5 | 0.0 | 3.1 | 0.0 | 11,001.5 | 1,206.0 | 550.6 | 0.0 | 9,803 |
| 930+00 | 50 | 23.5 | 0.0 | 1.2 | 0.0 | 49.9 | 0.0 | 2.5 | 0.0 | 11,051.4 | 1,206.0 | 553.1 | 0.0 | 9,853 |
| 930+50 | 50 | 19.6 | 0.0 | 1.0 | 0.0 | 39.9 | 0.0 | 2.0 | 0.0 | 11,091.3 | 1,206.0 | 555.1 | 0.0 | 9,893 |
| 931+00 | 50 | 15.9 | 0.0 | 0.8 | 0.0 | 32.9 | 0.0 | 1.7 | 0.0 | 11,124.2 | 1,206.0 | 556.8 | 0.0 | 9,926 |
| 931+50 | 50 | 14.5 | 0.0 | 0.7 | 0.0 | 28.1 | 0.0 | 1.4 | 0.0 | 11,152.3 | 1,206.0 | 558.2 | 0.0 | 9,954 |
| 932+00 | 50 | 13.2 | 0.0 | 0.7 | 0.0 | 25.6 | 0.0 | 1.3 | 0.0 | 11,177.9 | 1,206.0 | 559.5 | 0.0 | 9,980 |
| 932+12 | 12 | 13.2 | 0.0 | 0.7 | 0.0 | 5.9 | 0.0 | 0.3 | 0.0 | 11,183.8 | 1,206.0 | 559.8 | 0.0 | 9,986 |
| | | | | | | 11,183.8 | 1,206.0 | 559.8 | 0.0 | | | | | |

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9

9

| A LINE | | AREA (SF) | | | | INCREMENTAL VOL (CY) | | | | CUMULATIVE VOL (CY) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STATION | DISTANCE | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | MASS ORDINATE NOTE 4 |
| 86+86 | | 37.5 | 73.4 | 1.9 | 0.0 | | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0 |
| 87+00 | 14 | 18.2 | 75.7 | 0.9 | 0.0 | 14.4 | 38.7 | 0.7 | 0.0 | 14.4 | 38.7 | 0.7 | 0.0 | -24 |
| 87+50 | 50 | 28.5 | 82.7 | 1.4 | 0.0 | 43.2 | 146.7 | 2.1 | 0.0 | 57.6 | 185.4 | 2.8 | 0.0 | -128 |
| 88+00 | 50 | 28.9 | 88.5 | 1.4 | 0.0 | 53.1 | 158.5 | 2.6 | 0.0 | 110.7 | 343.9 | 5.4 | 0.0 | -233 |
| 88+50 | 50 | 17.9 | 106.1 | 0.9 | 0.0 | 43.3 | 180.2 | 2.1 | 0.0 | 154.0 | 524.1 | 7.5 | 0.0 | -370 |
| 89+00 | 50 | 23.7 | 150.7 | 1.2 | 0.0 | 38.5 | 237.8 | 1.9 | 0.0 | 192.5 | 761.9 | 9.4 | 0.0 | -569 |
| 89+50 | 50 | 26.9 | 200.7 | 1.3 | 0.0 | 46.9 | 325.4 | 2.3 | 0.0 | 239.4 | 1,087.3 | 11.7 | 0.0 | -848 |
| 90+00 | 50 | 31.3 | 265.3 | 1.6 | 0.0 | 53.9 | 431.5 | 2.7 | 0.0 | 293.3 | 1,518.8 | 14.4 | 0.0 | -1,226 |
| 90+50 | 50 | 23.5 | 342.3 | 1.2 | 0.0 | 50.7 | 562.6 | 2.6 | 0.0 | 344.0 | 2,081.4 | 17.0 | 0.0 | -1,738 |
| 91+00 | 50 | 24.6 | 361.6 | 1.2 | 0.0 | 44.5 | 651.8 | 2.2 | 0.0 | 388.5 | 2,733.2 | 19.2 | 0.0 | -2,345 |
| 91+50 | 50 | 5.5 | 207.8 | 0.3 | 12.2 | 27.9 | 527.2 | 1.4 | 11.3 | 416.4 | 3,260.4 | 20.6 | 11.3 | -2,833 |
| 92+00 | 50 | 8.2 | 186.4 | 0.4 | 9.9 | 12.7 | 365.0 | 0.6 | 20.5 | 429.1 | 3,625.4 | 21.2 | 31.8 | -3,165 |
| 92+50 | 50 | 8.3 | 193.8 | 0.4 | 9.1 | 15.3 | 352.0 | 0.7 | 17.6 | 444.4 | 3,977.4 | 21.9 | 49.4 | -3,484 |
| 93+00 | 50 | 7.9 | 201.7 | 0.4 | 8.9 | 15.0 | 366.2 | 0.7 | 16.7 | 459.4 | 4,343.6 | 22.6 | 66.1 | -3,819 |
| 93+50 | 50 | 7.2 | 200.7 | 0.4 | 11.3 | 14.0 | 372.6 | 0.7 | 18.7 | 473.4 | 4,716.2 | 23.3 | 84.8 | -4,159 |
| 94+00 | 50 | 7.2 | 261.6 | 0.4 | 0.0 | 13.3 | 428.1 | 0.7 | 10.5 | 486.7 | 5,144.3 | 24.0 | 95.3 | -4,563 |
| 94+50 | 50 | 6.4 | 338.9 | 0.3 | 0.0 | 12.6 | 556.0 | 0.6 | 0.0 | 499.3 | 5,700.3 | 24.6 | 95.3 | -5,106 |
| 95+00 | 50 | 12.9 | 333.6 | 0.6 | 0.0 | 17.9 | 622.7 | 0.8 | 0.0 | 517.2 | 6,323.0 | 25.4 | 95.3 | -5,711 |
| 95+50 | 50 | 9.6 | 382.7 | 0.5 | 0.0 | 20.8 | 663.2 | 1.0 | 0.0 | 538.0 | 6,986.2 | 26.4 | 95.3 | -6,353 |
| 95+70 | 20 | 4.2 | 340.5 | 0.2 | 0.0 | 5.1 | 267.9 | 0.3 | 0.0 | 543.1 | 7,254.1 | 26.7 | 95.3 | -6,616 |
| 96+00 | 30 | 7.8 | 347.6 | 0.4 | 0.0 | 6.7 | 382.3 | 0.3 | 0.0 | 549.8 | 7,636.4 | 27.0 | 95.3 | -6,992 |
| 96+50 | 50 | 3.8 | 342.2 | 0.2 | 0.0 | 10.7 | 638.7 | 0.6 | 0.0 | 560.5 | 8,275.1 | 27.6 | 95.3 | -7,620 |
| 97+00 | 50 | 2.8 | 299.6 | 0.1 | 0.0 | 6.1 | 594.3 | 0.3 | 0.0 | 566.6 | 8,869.4 | 27.9 | 95.3 | -8,208 |
| 97+50 | 50 | 1.3 | 227.9 | 0.1 | 0.0 | 3.8 | 488.4 | 0.2 | 0.0 | 570.4 | 9,357.8 | 28.1 | 95.3 | -8,693 |
| 98+00 | 50 | 0.6 | 172.9 | 0.0 | 0.0 | 1.8 | 371.1 | 0.1 | 0.0 | 572.2 | 9,728.9 | 28.2 | 95.3 | -9,062 |
| 98+50 | 50 | 11.8 | 119.9 | 0.6 | 0.0 | 11.5 | 271.1 | 0.6 | 0.0 | 583.7 | 10,000.0 | 28.8 | 95.3 | -9,322 |
| 99+00 | 50 | 30.4 | 62.4 | 1.5 | 0.0 | 39.1 | 168.8 | 1.9 | 0.0 | 622.8 | 10,168.8 | 30.7 | 95.3 | -9,452 |
| 99+50 | 50 | 66.7 | 35.4 | 3.3 | 0.0 | 89.9 | 90.6 | 4.4 | 0.0 | 712.7 | 10,259.4 | 35.1 | 95.3 | -9,453 |
| 100+00 | 50 | 108.2 | 16.7 | 5.4 | 0.0 | 161.9 | 48.2 | 8.1 | 0.0 | 874.6 | 10,307.6 | 43.2 | 95.3 | -9,339 |
| 100+50 | 50 | 141.9 | 9.2 | 7.1 | 0.0 | 231.6 | 24.0 | 11.6 | 0.0 | 1,106.2 | 10,331.6 | 54.8 | 95.3 | -9,131 |
| 101+00 | 50 | 162.3 | 8.6 | 8.1 | 0.0 | 281.7 | 16.5 | 14.1 | 0.0 | 1,387.9 | 10,348.1 | 68.9 | 95.3 | -8,866 |
| 101+50 | 50 | 101.3 | 5.5 | 5.1 | 0.0 | 244.1 | 13.1 | 12.2 | 0.0 | 1,632.0 | 10,361.2 | 81.1 | 95.3 | -8,635 |
| 101+86 | 36 | 101.3 | 5.5 | 5.1 | 0.0 | 135.1 | 7.3 | 6.8 | 0.0 | 1,767.1 | 10,368.5 | 87.9 | 95.3 | -8,507 |
| | | | | | | 1,767.1 | 10,368.5 | 87.9 | 95.3 | | | | | |

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| B LINE | | AREA (SF) | | | | INCREMENTAL VOL (CY) | | | | CUMULATIVE VOL (CY) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STATION | DISTANCE | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | MASS ORDINATE NOTE 4 |
| 105+16 | | 131.3 | 3.7 | 6.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 |
| 105+50 | 34 | 131.3 | 3.7 | 6.6 | 0.0 | 165.3 | 4.7 | 8.3 | 0.0 | 165.3 | 4.7 | 8.3 | 0.0 | 161 |
| 105+85 | 35 | 76.7 | 22.3 | 3.8 | 0.0 | 134.8 | 16.9 | 6.7 | 0.0 | 300.1 | 21.6 | 15.0 | 0.0 | 279 |
| 106+00 | 15 | 79.1 | 23.2 | 4.0 | 0.0 | 43.3 | 12.6 | 2.2 | 0.0 | 343.4 | 34.2 | 17.2 | 0.0 | 310 |
| 106+10 | 10 | 74.0 | 14.7 | 3.7 | 0.0 | 28.4 | 7.0 | 1.4 | 0.0 | 371.8 | 41.2 | 18.6 | 0.0 | 331 |
| 106+35 | 25 | 58.7 | 10.8 | 2.9 | 0.0 | 61.4 | 11.8 | 3.1 | 0.0 | 433.2 | 53.0 | 21.7 | 0.0 | 381 |
| 106+50 | 15 | 58.6 | 10.1 | 2.9 | 0.0 | 32.6 | 5.8 | 1.6 | 0.0 | 465.8 | 58.8 | 23.3 | 0.0 | 408 |
| 107+00 | 50 | 40.6 | 11.6 | 2.0 | 0.0 | 91.9 | 20.1 | 4.5 | 0.0 | 557.7 | 78.9 | 27.8 | 0.0 | 480 |
| 107+15 | 15 | 31.0 | 20.8 | 1.6 | 0.0 | 19.9 | 9.0 | 1.0 | 0.0 | 577.6 | 87.9 | 28.8 | 0.0 | 491 |
| 107+40 | 25 | 16.9 | 43.0 | 0.8 | 0.0 | 22.2 | 29.5 | 1.1 | 0.0 | 599.8 | 117.4 | 29.9 | 0.0 | 484 |
| 107+50 | 10 | 12.4 | 55.1 | 0.6 | 0.0 | 5.4 | 18.2 | 0.3 | 0.0 | 605.2 | 135.6 | 30.2 | 0.0 | 471 |
| 107+65 | 15 | 1.5 | 68.7 | 0.1 | 0.0 | 3.9 | 34.4 | 0.2 | 0.0 | 609.1 | 170.0 | 30.4 | 0.0 | 441 |
| 108+00 | 35 | 13.5 | 114.1 | 0.7 | 0.0 | 9.7 | 118.5 | 0.5 | 0.0 | 618.8 | 288.5 | 30.9 | 0.0 | 332 |
| 108+50 | 50 | 2.1 | 195.8 | 0.1 | 0.0 | 14.4 | 286.9 | 0.7 | 0.0 | 633.2 | 575.4 | 31.6 | 0.0 | 60 |
| 109+00 | 50 | 1.4 | 252.9 | 0.1 | 0.0 | 3.2 | 415.5 | 0.2 | 0.0 | 636.4 | 990.9 | 31.8 | 0.0 | -352 |
| 109+50 | 50 | 28.2 | 343.8 | 1.4 | 0.0 | 27.4 | 552.5 | 1.4 | 0.0 | 663.8 | 1,543.4 | 33.2 | 0.0 | -877 |
| 110+00 | 50 | 2.0 | 435.3 | 0.1 | 0.0 | 28.0 | 721.4 | 1.4 | 0.0 | 691.8 | 2,264.8 | 34.6 | 0.0 | -1,570 |
| 110+50 | 50 | 0.2 | 536.8 | 0.0 | 0.0 | 2.0 | 900.1 | 0.1 | 0.0 | 693.8 | 3,164.9 | 34.7 | 0.0 | -2,468 |
| 111+00 | 50 | 0.3 | 624.2 | 0.0 | 0.0 | 0.5 | 1075.0 | 0.0 | 0.0 | 694.3 | 4,239.9 | 34.7 | 0.0 | -3,543 |
| 111+50 | 50 | 0.5 | 670.9 | 0.0 | 0.0 | 0.7 | 1199.2 | 0.0 | 0.0 | 695.0 | 5,439.1 | 34.7 | 0.0 | -4,742 |
| 112+00 | 50 | 0.5 | 698.1 | 0.0 | 1.9 | 0.9 | 1267.6 | 0.0 | 1.8 | 695.9 | 6,706.7 | 34.7 | 1.8 | -6,007 |
| 112+50 | 50 | 1.7 | 720.2 | 0.1 | 3.5 | 2.0 | 1313.2 | 0.1 | 5.0 | 697.9 | 8,019.9 | 34.8 | 6.8 | -7,313 |
| 113+00 | 50 | 2.0 | 707.2 | 0.1 | 8.7 | 3.4 | 1321.7 | 0.2 | 11.3 | 701.3 | 9,341.6 | 35.0 | 18.1 | -8,620 |
| 113+50 | 50 | 3.4 | 721.3 | 0.2 | 14.3 | 5.0 | 1322.7 | 0.3 | 21.3 | 706.3 | 10,664.3 | 35.3 | 39.4 | -9,916 |
| 114+00 | 50 | 9.1 | 828.8 | 0.5 | 13.7 | 11.6 | 1435.3 | 0.6 | 25.9 | 717.9 | 12,099.6 | 35.9 | 65.3 | -11,314 |
| 114+50 | 50 | 12.7 | 766.7 | 0.6 | 15.7 | 20.2 | 1477.3 | 1.0 | 27.2 | 738.1 | 13,576.9 | 36.9 | 92.5 | -12,744 |
| 115+00 | 50 | 3.0 | 742.3 | 0.2 | 1.6 | 14.5 | 1397.2 | 0.7 | 16.0 | 752.6 | 14,974.1 | 37.6 | 108.5 | -14,111 |
| 115+50 | 50 | 8.4 | 713.5 | 0.4 | 0.6 | 10.6 | 1348.0 | 0.6 | 2.0 | 763.2 | 16,322.1 | 38.2 | 110.5 | -15,446 |
| 115+83 | 33 | 8.4 | 713.5 | 0.4 | 0.6 | 10.3 | 872.1 | 0.5 | 0.7 | 773.5 | 17,194.2 | 38.7 | 111.2 | -16,307 |
| | | | | | | 773.5 | 17,194.2 | 38.7 | 111.2 | | | | | |

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| D LINE | | AREA (SF) | | | | INCREMENTAL VOL (CY) | | | | CUMULATIVE VOL (CY) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STATION | DISTANCE | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | MASS ORDINATE NOTE 4 |
| 87+95 | | 15.4 | 39.1 | 0.8 | 12.8 | | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0 |
| 88+00 | 5 | 15.4 | 39.1 | 0.8 | 12.8 | 2.9 | 7.2 | 0.1 | 2.4 | 2.9 | 7.2 | 0.1 | 2.4 | -2 |
| 88+50 | 50 | 25.8 | 13.1 | 1.3 | 16.8 | 38.1 | 48.3 | 1.9 | 27.4 | 41.0 | 55.5 | 2.0 | 29.8 | 15 |
| 89+00 | 50 | 33.2 | 7.6 | 1.7 | 27.5 | 54.6 | 19.2 | 2.8 | 41.0 | 95.6 | 74.7 | 4.8 | 70.8 | 91 |
| 89+50 | 50 | 30.7 | 4.0 | 1.5 | 37.3 | 59.2 | 10.7 | 3.0 | 60.0 | 154.8 | 85.4 | 7.8 | 130.8 | 200 |
| 90+00 | 50 | 16.2 | 8.7 | 0.8 | 35.2 | 43.4 | 11.8 | 2.1 | 67.1 | 198.2 | 97.2 | 9.9 | 197.9 | 299 |
| 90+50 | 50 | 12.0 | 18.8 | 0.6 | 23.9 | 26.1 | 25.5 | 1.3 | 54.7 | 224.3 | 122.7 | 11.2 | 252.6 | 354 |
| 91+00 | 50 | 13.4 | 22.0 | 0.7 | 8.6 | 23.5 | 37.8 | 1.2 | 30.1 | 247.8 | 160.5 | 12.4 | 282.7 | 370 |
| 91+50 | 50 | 12.8 | 41.6 | 0.6 | 6.0 | 24.3 | 58.9 | 1.2 | 13.5 | 272.1 | 219.4 | 13.6 | 296.2 | 349 |
| 92+00 | 50 | 0.0 | 70.1 | 0.0 | 11.5 | 11.9 | 103.4 | 0.6 | 16.2 | 284.0 | 322.8 | 14.2 | 312.4 | 274 |
| 92+50 | 50 | 0.0 | 88.5 | 0.0 | 9.5 | 0.0 | 146.9 | 0.0 | 19.4 | 284.0 | 469.7 | 14.2 | 331.8 | 147 |
| 93+00 | 50 | 0.0 | 106.0 | 0.0 | 5.4 | 0.0 | 180.1 | 0.0 | 13.8 | 284.0 | 649.8 | 14.2 | 345.6 | -19 |
| 93+50 | 50 | 0.1 | 137.3 | 0.0 | 5.5 | 0.1 | 225.3 | 0.0 | 10.1 | 284.1 | 875.1 | 14.2 | 355.7 | -234 |
| 94+00 | 50 | 0.7 | 214.9 | 0.0 | 5.5 | 0.7 | 326.1 | 0.0 | 10.2 | 284.8 | 1,201.2 | 14.2 | 365.9 | -549 |
| 94+50 | 50 | 0.8 | 289.9 | 0.0 | 6.2 | 1.4 | 467.4 | 0.0 | 10.8 | 286.2 | 1,668.6 | 14.2 | 376.7 | -1,004 |
| 95+00 | 50 | 6.9 | 365.1 | 0.3 | 7.6 | 7.1 | 606.5 | 0.3 | 12.8 | 293.3 | 2,275.1 | 14.5 | 389.5 | -1,591 |
| 95+50 | 50 | 19.3 | 434.8 | 1.0 | 18.2 | 24.3 | 740.6 | 1.2 | 23.9 | 317.6 | 3,015.7 | 15.7 | 413.4 | -2,283 |
| 96+00 | 50 | 4.2 | 411.6 | 0.2 | 14.5 | 21.8 | 783.7 | 1.1 | 30.3 | 339.4 | 3,799.4 | 16.8 | 443.7 | -3,015 |
| 96+50 | 50 | 9.4 | 404.9 | 0.5 | 9.7 | 12.6 | 756.0 | 0.6 | 22.4 | 352.0 | 4,555.4 | 17.4 | 466.1 | -3,736 |
| 97+00 | 50 | 2.7 | 451.1 | 0.1 | 0.5 | 11.2 | 792.6 | 0.6 | 9.4 | 363.2 | 5,348.0 | 18.0 | 475.5 | -4,508 |
| 97+50 | 50 | 1.6 | 464.7 | 0.1 | 0.0 | 4.0 | 848.0 | 0.2 | 0.5 | 367.2 | 6,196.0 | 18.2 | 476.0 | -5,352 |
| 98+00 | 50 | 0.4 | 416.9 | 0.0 | 9.8 | 1.9 | 816.3 | 0.1 | 9.1 | 369.1 | 7,012.3 | 18.3 | 485.1 | -6,157 |
| 98+50 | 50 | 0.0 | 433.1 | 0.0 | 5.2 | 0.4 | 787.0 | 0.0 | 13.9 | 369.5 | 7,799.3 | 18.3 | 499.0 | -6,930 |
| 99+00 | 50 | 2.2 | 366.9 | 0.1 | 12.3 | 2.0 | 740.7 | 0.1 | 16.2 | 371.5 | 8,540.0 | 18.4 | 515.2 | -7,653 |
| 99+50 | 50 | 3.3 | 307.2 | 0.2 | 10.3 | 5.1 | 624.2 | 0.3 | 20.9 | 376.6 | 9,164.2 | 18.7 | 536.1 | -8,251 |
| 100+00 | 50 | 2.2 | 282.2 | 0.1 | 4.9 | 5.1 | 545.7 | 0.3 | 14.1 | 381.7 | 9,709.9 | 19.0 | 550.2 | -8,778 |
| 100+50 | 50 | 2.0 | 212.3 | 0.1 | 5.7 | 3.9 | 457.9 | 0.2 | 9.8 | 385.6 | 10,167.8 | 19.2 | 560.0 | -9,222 |
| 101+00 | 50 | 2.7 | 167.7 | 0.1 | 2.4 | 4.4 | 351.9 | 0.2 | 7.5 | 390.0 | 10,519.7 | 19.4 | 567.5 | -9,562 |
| 101+50 | 50 | 1.7 | 130.6 | 0.1 | 0.0 | 4.1 | 276.2 | 0.2 | 2.2 | 394.1 | 10,795.9 | 19.6 | 569.7 | -9,832 |
| 101+92 | 42 | 1.7 | 130.6 | 0.1 | 0.0 | 2.6 | 203.2 | 0.2 | 0.0 | 396.7 | 10,999.1 | 19.8 | 569.7 | -10,033 |
| | | | | | | 396.7 | 10,999.1 | 19.8 | 569.7 | | | | | |

NOTES:

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FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090106_ew.dgn PLOT DATE : 3/31/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 49

| E LINE | | AREA (SF) | | | | INCREMENTAL VOL (CY) | | | | CUMULATIVE VOL (CY) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STATION | DISTANCE | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | MASS ORDINATE NOTE 4 |
| 127+32 | | 1,527.2 | 4.8 | 76.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 |
| 127+50 | 18 | 1,533.6 | 4.8 | 76.7 | 0.0 | 1,020.3 | 3.2 | 51.0 | 0.0 | 1,020.3 | 3.2 | 51.0 | 0.0 | 1,017 |
| 128+00 | 50 | 1,669.5 | 4.8 | 83.5 | 0.0 | 2,965.8 | 8.9 | 148.3 | 0.0 | 3,986.1 | 12.1 | 199.3 | 0.0 | 3,974 |
| 128+50 | 50 | 1,696.8 | 4.8 | 84.8 | 0.0 | 3,116.9 | 8.9 | 155.8 | 0.0 | 7,103.0 | 21.0 | 355.1 | 0.0 | 7,082 |
| 129+00 | 50 | 1,710.8 | 4.8 | 85.5 | 0.0 | 3,155.2 | 8.9 | 157.7 | 0.0 | 10,258.2 | 29.9 | 512.8 | 0.0 | 10,228 |
| 129+50 | 50 | 1,764.6 | 3.8 | 88.2 | 0.0 | 3,218.0 | 8.0 | 160.8 | 0.0 | 13,476.2 | 37.9 | 673.6 | 0.0 | 13,438 |
| 130+00 | 50 | 1,796.4 | 3.2 | 89.8 | 0.0 | 3,297.2 | 6.5 | 164.8 | 0.0 | 16,773.4 | 44.4 | 838.4 | 0.0 | 16,729 |
| 130+50 | 50 | 1,771.2 | 3.2 | 88.6 | 0.0 | 3,303.3 | 5.9 | 165.2 | 0.0 | 20,076.7 | 50.3 | 1003.6 | 0.0 | 20,026 |
| 131+00 | 50 | 1,684.4 | 3.2 | 84.2 | 0.0 | 3,199.6 | 5.9 | 160.0 | 0.0 | 23,276.3 | 56.2 | 1163.6 | 0.0 | 23,220 |
| 131+50 | 50 | 1,587.1 | 4.5 | 79.4 | 0.0 | 3,029.2 | 7.1 | 151.5 | 0.0 | 26,305.5 | 63.3 | 1315.1 | 0.0 | 26,242 |
| 132+00 | 50 | 1,481.6 | 2.6 | 74.1 | 0.0 | 2,841.4 | 6.6 | 142.1 | 0.0 | 29,146.9 | 69.9 | 1457.2 | 0.0 | 29,077 |
| 132+50 | 50 | 1,505.3 | 3.4 | 75.3 | 0.0 | 2,765.6 | 5.6 | 138.3 | 0.0 | 31,912.5 | 75.5 | 1595.5 | 0.0 | 31,837 |
| 133+00 | 50 | 1,575.6 | 3.4 | 78.8 | 0.0 | 2,852.7 | 6.3 | 142.7 | 0.0 | 34,765.2 | 81.8 | 1738.2 | 0.0 | 34,683 |
| 133+50 | 50 | 1,627.4 | 3.4 | 81.4 | 0.0 | 2,965.7 | 6.3 | 148.3 | 0.0 | 37,730.9 | 88.1 | 1886.5 | 0.0 | 37,642 |
| 134+00 | 50 | 1,374.5 | 3.6 | 68.7 | 0.0 | 2,779.5 | 6.5 | 139.0 | 0.0 | 40,510.4 | 94.6 | 2025.5 | 0.0 | 40,415 |
| 134+50 | 50 | 816.4 | 44.1 | 40.8 | 0.0 | 2,028.6 | 44.2 | 101.4 | 0.0 | 42,539.0 | 138.8 | 2126.9 | 0.0 | 42,399 |
| 135+00 | 50 | 76.8 | 0.0 | 3.8 | 0.0 | 827.0 | 40.8 | 41.3 | 0.0 | 43,366.0 | 179.6 | 2168.2 | 0.0 | 43,185 |
| 135+30 | 30 | 76.8 | 0.0 | 3.8 | 0.0 | 85.3 | 0.0 | 4.2 | 0.0 | 43,451.3 | 179.6 | 2172.4 | 0.0 | 43,270 |
| | | | | | | 43,451.3 | 179.6 | 2,172.4 | 0.0 | | | | | |

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| F LINE | | AREA (SF) | | | | INCREMENTAL VOL (CY) | | | | CUMULATIVE VOL (CY) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STATION | DISTANCE | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | MASS ORDINATE NOTE 4 |
| 136+31 | | 42.9 | 1.8 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 |
| 136+50 | 19 | 42.9 | 1.8 | 2.1 | 0.0 | 30.2 | 1.3 | 1.5 | 0.0 | 30.2 | 1.3 | 1.5 | 0.0 | 29 |
| 137+00 | 50 | 107.0 | 97.6 | 5.4 | 0.0 | 138.8 | 92.0 | 6.9 | 0.0 | 169.0 | 93.3 | 8.4 | 0.0 | 76 |
| 137+50 | 50 | 711.8 | 75.9 | 35.6 | 0.0 | 758.1 | 160.6 | 38.0 | 0.0 | 927.1 | 253.9 | 46.4 | 0.0 | 674 |
| 137+91 | 41 | 945.7 | 34.7 | 47.3 | 0.0 | 1,258.5 | 84.0 | 62.9 | 0.0 | 2,185.6 | 337.9 | 109.3 | 0.0 | 1,849 |
| 138+00 | 9 | 976.5 | 28.9 | 48.8 | 0.0 | 320.4 | 10.6 | 16.0 | 0.0 | 2,506.0 | 348.5 | 125.3 | 0.0 | 2,159 |
| 138+16 | 16 | 1,016.8 | 17.2 | 50.8 | 0.0 | 590.6 | 13.7 | 29.5 | 0.0 | 3,096.6 | 362.2 | 154.8 | 0.0 | 2,736 |
| 138+41 | 25 | 1,087.3 | 4.4 | 54.4 | 0.0 | 974.1 | 10.0 | 48.7 | 0.0 | 4,070.7 | 372.2 | 203.5 | 0.0 | 3,700 |
| 138+50 | 9 | 1,089.1 | 3.4 | 54.5 | 0.0 | 362.7 | 1.3 | 18.2 | 0.0 | 4,433.4 | 373.5 | 221.7 | 0.0 | 4,061 |
| 139+00 | 50 | 965.5 | 2.5 | 48.3 | 0.0 | 1,902.4 | 5.5 | 95.2 | 0.0 | 6,335.8 | 379.0 | 316.9 | 0.0 | 5,958 |
| 139+50 | 50 | 732.7 | 2.5 | 36.6 | 0.0 | 1,572.4 | 4.6 | 78.6 | 0.0 | 7,908.2 | 383.6 | 395.5 | 0.0 | 7,526 |
| 140+00 | 50 | 440.4 | 2.5 | 22.0 | 0.0 | 1,086.2 | 4.6 | 54.3 | 0.0 | 8,994.4 | 388.2 | 449.8 | 0.0 | 8,608 |
| 140+50 | 50 | 276.4 | 8.4 | 13.8 | 0.0 | 663.7 | 10.1 | 33.1 | 0.0 | 9,658.1 | 398.3 | 482.9 | 0.0 | 9,262 |
| 141+00 | 50 | 210.7 | 32.6 | 10.5 | 0.0 | 451.0 | 38.0 | 22.5 | 0.0 | 10,109.1 | 436.3 | 505.4 | 0.0 | 9,675 |
| 141+50 | 50 | 103.2 | 47.3 | 5.2 | 0.0 | 290.6 | 74.0 | 14.5 | 0.0 | 10,399.7 | 510.3 | 519.9 | 0.0 | 9,892 |
| 142+00 | 50 | 41.7 | 53.0 | 2.1 | 0.0 | 134.2 | 92.9 | 6.8 | 0.0 | 10,533.9 | 603.2 | 526.7 | 0.0 | 9,933 |
| 142+50 | 50 | 4.6 | 82.7 | 0.2 | 0.0 | 42.9 | 125.6 | 2.1 | 0.0 | 10,576.8 | 728.8 | 528.8 | 0.0 | 9,850 |
| 142+59 | 9 | 4.6 | 82.7 | 0.2 | 0.0 | 1.5 | 27.6 | 0.1 | 0.0 | 10,578.3 | 756.4 | 528.9 | 0.0 | 9,824 |
| | | | | | | 10,578.3 | 756.4 | 528.9 | 0.0 | | | | | |

NOTES:

1) CUT: THE CUT QUANTITY IS DETERMINED BY THE METHOD OF AVERAGE END AREAS FROM PROPOSED SUBGRADE OR FINISHED GROUND TO EXISTING GROUND, WITH NO CORRECTION FOR CURVATURE OR EXPANSION FACTORS. PAVEMENT MATERIAL IS INCLUDED IN CUT.
2) FILL: THE FILL QUANTITY IS DETERMINED IN ITS FINAL LOCATION, USING THE METHOD OF AVERAGE END AREAS FROM EXISTING GROUND TO PROPOSED SUBGRADE OR FINISHED GROUND, WITH NO CORRECTION FOR CURVATURE, SETTLEMENT OR EXPANSION.
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4) MASS ORDINATE: MASS ORDINATE = CUT + AVAILABLE STRUCTURE EXCAVATION - FILL. DOES NOT INCLUDE AN EXPANSION FACTOR, SEE NOTES 1 AND 2. THE MASS ORDINATE IS FOR INFORMATION PURPOSES ONLY AS EXCAVATION COMMON AND ROADWAY EMBANKMENT ARE NOT BALANCED FOR QUANTITY PURPOSES AND DOES NOT GUARANTEE THE QUALITY OF EXCAVATION COMMON, AND IF IT CAN BE REUSED ONSITE.

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| K LINE | | AREA (SF) | | | | INCREMENTAL VOL (CY) | | | | CUMULATIVE VOL (CY) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STATION | DISTANCE | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | MASS ORDINATE NOTE 4 |
| 115+79 | | 1.2 | 497.2 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 |
| 116+00 | 21 | 1.9 | 618.3 | 0.1 | 0.0 | 1.2 | 433.8 | 0.1 | 0.0 | 1.2 | 433.8 | 0.1 | 0.0 | -433 |
| 116+50 | 50 | 0.8 | 662.7 | 0.0 | 0.0 | 2.5 | 1,186.1 | 0.1 | 0.0 | 3.7 | 1,619.9 | 0.2 | 0.0 | -1,617 |
| 117+00 | 50 | 2.4 | 587.5 | 0.1 | 3.5 | 3.0 | 1,157.6 | 0.1 | 3.2 | 6.7 | 2,777.5 | 0.3 | 3.2 | -2,768 |
| 117+50 | 50 | 87.9 | 572.0 | 4.4 | 0.0 | 83.6 | 1,073.6 | 4.2 | 3.2 | 90.3 | 3,851.1 | 4.5 | 6.4 | -3,755 |
| 118+00 | 50 | 120.2 | 521.0 | 6.0 | 0.0 | 192.7 | 1,012.0 | 9.6 | 0.0 | 283.0 | 4,863.1 | 14.1 | 6.4 | -4,574 |
| 118+50 | 50 | 9.2 | 532.3 | 0.5 | 0.0 | 119.8 | 975.3 | 6.0 | 0.0 | 402.8 | 5,838.4 | 20.1 | 6.4 | -5,430 |
| 119+00 | 50 | 47.6 | 469.1 | 2.4 | 0.0 | 52.6 | 927.2 | 2.7 | 0.0 | 455.4 | 6,765.6 | 22.8 | 6.4 | -6,305 |
| 119+50 | 50 | 6.9 | 347.6 | 0.3 | 0.0 | 50.5 | 756.2 | 2.5 | 0.0 | 505.9 | 7,521.8 | 25.3 | 6.4 | -7,011 |
| 120+00 | 50 | 8.4 | 226.4 | 0.4 | 2.7 | 14.2 | 531.5 | 0.6 | 2.5 | 520.1 | 8,053.3 | 25.9 | 8.9 | -7,526 |
| 120+50 | 50 | 13.8 | 171.1 | 0.7 | 0.0 | 20.6 | 368.1 | 1.0 | 2.5 | 540.7 | 8,421.4 | 26.9 | 11.4 | -7,871 |
| 121+00 | 50 | 35.5 | 67.4 | 1.8 | 0.0 | 45.6 | 220.8 | 2.3 | 0.0 | 586.3 | 8,642.2 | 29.2 | 11.4 | -8,046 |
| 121+50 | 50 | 134.6 | 17.1 | 6.7 | 0.0 | 157.5 | 78.2 | 7.9 | 0.0 | 743.8 | 8,720.4 | 37.1 | 11.4 | -7,967 |
| 122+00 | 50 | 228.3 | 3.8 | 11.4 | 0.0 | 336.0 | 19.4 | 16.8 | 0.0 | 1,079.8 | 8,739.8 | 53.9 | 11.4 | -7,650 |
| 122+50 | 50 | 351.4 | 4.0 | 17.6 | 0.0 | 536.8 | 7.2 | 26.9 | 0.0 | 1,616.6 | 8,747.0 | 80.8 | 11.4 | -7,120 |
| 123+00 | 50 | 476.7 | 5.1 | 23.8 | 0.0 | 766.8 | 8.4 | 38.3 | 0.0 | 2,383.4 | 8,755.4 | 119.1 | 11.4 | -6,362 |
| 123+50 | 50 | 605.0 | 6.0 | 30.3 | 0.0 | 1,001.6 | 10.3 | 50.1 | 0.0 | 3,385.0 | 8,765.7 | 169.2 | 11.4 | -5,371 |
| 124+00 | 50 | 741.9 | 6.3 | 37.1 | 0.0 | 1,247.1 | 11.4 | 62.4 | 0.0 | 4,632.1 | 8,777.1 | 231.6 | 11.4 | -4,135 |
| 124+35 | 35 | 847.0 | 6.1 | 42.4 | 0.0 | 1,029.8 | 8.0 | 51.5 | 0.0 | 5,661.9 | 8,785.1 | 283.1 | 11.4 | -3,113 |
| 124+50 | 15 | 877.7 | 6.3 | 43.9 | 0.0 | 479.1 | 3.4 | 24.0 | 0.0 | 6,141.0 | 8,788.5 | 307.1 | 11.4 | -2,637 |
| 125+00 | 50 | 1,025.4 | 6.3 | 51.3 | 0.0 | 1,762.1 | 11.7 | 88.1 | 0.0 | 7,903.1 | 8,800.2 | 395.2 | 11.4 | -887 |
| 125+50 | 50 | 1,159.6 | 6.3 | 58.0 | 0.0 | 2,023.1 | 11.7 | 101.2 | 0.0 | 9,926.2 | 8,811.9 | 496.4 | 11.4 | 1,124 |
| 126+00 | 50 | 1,289.9 | 6.3 | 64.5 | 0.0 | 2,268.1 | 11.7 | 113.4 | 0.0 | 12,194.3 | 8,823.6 | 609.8 | 11.4 | 3,380 |
| 126+50 | 50 | 1,403.4 | 6.4 | 70.2 | 0.0 | 2,493.8 | 11.8 | 124.7 | 0.0 | 14,688.1 | 8,835.4 | 734.5 | 11.4 | 5,862 |
| 127+00 | 50 | 1,522.8 | 6.3 | 76.1 | 0.0 | 2,709.4 | 11.8 | 135.5 | 0.0 | 17,397.5 | 8,847.2 | 870.0 | 11.4 | 8,560 |
| 127+31 | 31 | 1,522.8 | 6.3 | 76.1 | 0.0 | 1,748.4 | 7.2 | 87.4 | 0.0 | 19,145.9 | 8,854.4 | 957.4 | 11.4 | 10,301 |
| | | | | | | 19,145.9 | 8,854.4 | 957.4 | 11.4 | | | | | |

NOTES:

1) CUT: THE CUT QUANTITY IS DETERMINED BY THE METHOD OF AVERAGE END AREAS FROM PROPOSED SUBGRADE OR FINISHED GROUND TO EXISTING GROUND, WITH NO CORRECTION FOR CURVATURE OR EXPANSION FACTORS. PAVEMENT MATERIAL IS INCLUDED IN CUT.
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| L LINE | | AREA (SF) | | | | INCREMENTAL VOL (CY) | | | | CUMULATIVE VOL (CY) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STATION | DISTANCE | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | MASS ORDINATE NOTE 4 |
| 101+27 | | 52.4 | 4.2 | 2.6 | 0.0 | | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0 |
| 101+50 | 23 | 57.1 | 3.7 | 2.9 | 0.0 | 46.6 | 3.4 | 2.3 | 0.0 | 46.6 | 3.4 | 2.3 | 0.0 | 43 |
| 102+00 | 50 | 143.7 | 10.2 | 7.2 | 0.0 | 185.9 | 12.9 | 9.4 | 0.0 | 232.5 | 16.3 | 11.7 | 0.0 | 216 |
| 102+50 | 50 | 133.0 | 16.7 | 6.7 | 0.0 | 256.2 | 24.9 | 12.9 | 0.0 | 488.7 | 41.2 | 24.6 | 0.0 | 447 |
| 103+00 | 50 | 125.9 | 27.3 | 6.3 | 0.0 | 239.7 | 40.7 | 12.0 | 0.0 | 728.4 | 81.9 | 36.6 | 0.0 | 646 |
| 103+25 | 25 | 125.9 | 27.3 | 6.3 | 0.0 | 116.6 | 25.3 | 5.8 | 0.0 | 845.0 | 107.2 | 42.4 | 0.0 | 737 |
| | | | | | | 845.0 | 107.2 | 42.4 | 0.0 | | | | | |

NOTES:

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| P LINE | | AREA (SF) | | | | INCREMENTAL VOL (CY) | | | | CUMULATIVE VOL (CY) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STATION | DISTANCE | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | MASS ORDINATE NOTE 4 |
| 6+85 | | 31.4 | 13.0 | 1.6 | 10.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 |
| 7+00 | 15 | 27.7 | 14.7 | 1.4 | 9.3 | 16.4 | 7.7 | 0.8 | 5.5 | 16.4 | 7.7 | 0.8 | 5.5 | 14 |
| 7+50 | 50 | 2.8 | 27.6 | 0.1 | 6.9 | 28.2 | 39.2 | 1.4 | 15.0 | 44.6 | 46.9 | 2.2 | 20.5 | 18 |
| 8+00 | 50 | 0.0 | 204.3 | 0.0 | 6.3 | 2.6 | 214.7 | 0.1 | 12.2 | 47.2 | 261.6 | 2.3 | 32.7 | -182 |
| 8+45 | 45 | 0.0 | 204.3 | 0.0 | 6.3 | 0.0 | 340.5 | 0.0 | 10.5 | 47.2 | 602.1 | 2.3 | 43.2 | -512 |
| | | | | | | 47.2 | 602.1 | 2.3 | 43.2 | | | | | |

NOTES:

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| Q LINE | | AREA (SF) | | | | INCREMENTAL VOL (CY) | | | | CUMULATIVE VOL (CY) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STATION | DISTANCE | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | MASS ORDINATE NOTE 4 |
| 11+72 | | 529.1 | 3.7 | 26.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 |
| 12+00 | 28 | 529.1 | 3.7 | 26.5 | 0.0 | 548.7 | 3.8 | 27.5 | 0.0 | 548.7 | 3.8 | 27.5 | 0.0 | 545 |
| 12+50 | 50 | 1,103.4 | 2.4 | 55.2 | 0.0 | 1,511.6 | 5.6 | 75.6 | 0.0 | 2,060.3 | 9.4 | 103.1 | 0.0 | 2,051 |
| 13+00 | 50 | 598.2 | 2.4 | 29.9 | 0.0 | 1,575.6 | 4.4 | 78.8 | 0.0 | 3,635.9 | 13.8 | 181.9 | 0.0 | 3,622 |
| 13+50 | 50 | 163.9 | 31.1 | 8.2 | 0.0 | 705.6 | 31.0 | 35.3 | 0.0 | 4,341.5 | 44.8 | 217.2 | 0.0 | 4,297 |
| 13+78 | 28 | 163.9 | 31.1 | 8.2 | 0.0 | 170.0 | 32.3 | 8.5 | 0.0 | 4,511.5 | 77.1 | 225.7 | 0.0 | 4,435 |
| | | | | | | 4,511.5 | 77.1 | 225.7 | 0.0 | | | | | |

NOTES:

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| T LINE | | AREA (SF) | | | | INCREMENTAL VOL (CY) | | | | CUMULATIVE VOL (CY) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STATION | DISTANCE | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | MASS ORDINATE NOTE 4 |
| 4+63 | | 515.7 | 12.5 | 25.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 |
| 5+00 | 37 | 605.4 | 2.0 | 30.3 | 0.0 | 768.2 | 9.9 | 38.4 | 0.0 | 768.2 | 9.9 | 38.4 | 0.0 | 758 |
| 5+41 | 41 | 340.5 | 2.1 | 17.0 | 0.0 | 718.2 | 3.1 | 35.9 | 0.0 | 1,486.4 | 13.0 | 74.3 | 0.0 | 1,473 |
| | | | | | | 1,486.4 | 13.0 | 74.3 | 0.0 | | | | | |

NOTES:

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| WB LINE | | AREA (SF) | | | | INCREMENTAL VOL (CY) | | | | CUMULATIVE VOL (CY) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STATION | DISTANCE | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | MASS ORDINATE NOTE 4 |
| 79+12 | | 40.7 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 |
| 79+50 | 38 | 40.7 | 0.0 | 2.0 | 0.0 | 57.3 | 0.0 | 2.8 | 0.0 | 57.3 | 0.0 | 2.8 | 0.0 | 57 |
| 79+69 | 19 | 209.3 | 2.3 | 10.5 | 0.0 | 88.0 | 0.8 | 4.4 | 0.0 | 145.3 | 0.8 | 7.2 | 0.0 | 144 |
| 80+00 | 31 | 209.3 | 2.3 | 10.5 | 0.0 | 240.3 | 2.6 | 12.1 | 0.0 | 385.6 | 3.4 | 19.3 | 0.0 | 382 |
| 80+50 | 50 | 203.7 | 2.3 | 10.2 | 0.0 | 382.4 | 4.3 | 19.2 | 0.0 | 768.0 | 7.7 | 38.5 | 0.0 | 760 |
| 81+00 | 50 | 37.5 | 1.9 | 1.9 | 0.0 | 223.3 | 3.9 | 11.2 | 0.0 | 991.3 | 11.6 | 49.7 | 0.0 | 979 |
| 81+50 | 50 | 12.8 | 3.9 | 0.6 | 0.0 | 46.6 | 5.4 | 2.3 | 0.0 | 1,037.9 | 17.0 | 52.0 | 0.0 | 1,020 |
| 81+52 | 2 | 12.8 | 3.9 | 0.6 | 0.0 | 0.9 | 0.3 | 0.0 | 0.0 | 1,038.8 | 17.3 | 52.0 | 0.0 | 1,021 |
| | | | | | | 1,038.8 | 17.3 | 52.0 | 0.0 | | | | | |

NOTES:

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| EB LINE | | AREA (SF) | | | | INCREMENTAL VOL (CY) | | | | CUMULATIVE VOL (CY) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STATION | DISTANCE | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | MASS ORDINATE NOTE 4 |
| 88+51 | | 48.5 | 3.2 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 |
| 89+00 | 49 | 64.4 | 2.3 | 3.2 | 0.0 | 102.4 | 5.0 | 5.1 | 0.0 | 102.4 | 5.0 | 5.1 | 0.0 | 97 |
| 89+50 | 50 | 84.1 | 2.9 | 4.2 | 0.0 | 137.5 | 4.8 | 6.9 | 0.0 | 239.9 | 9.8 | 12.0 | 0.0 | 230 |
| 90+00 | 50 | 92.4 | 2.9 | 4.6 | 0.0 | 163.4 | 5.4 | 8.1 | 0.0 | 403.3 | 15.2 | 20.1 | 0.0 | 388 |
| 90+50 | 50 | 116.5 | 2.8 | 5.8 | 0.0 | 193.4 | 5.3 | 9.6 | 0.0 | 596.7 | 20.5 | 29.7 | 0.0 | 576 |
| 91+00 | 50 | 159.2 | 2.7 | 8.0 | 0.0 | 255.3 | 5.1 | 12.8 | 0.0 | 852.0 | 25.6 | 42.5 | 0.0 | 826 |
| 91+50 | 50 | 169.0 | 2.7 | 8.5 | 0.0 | 303.9 | 5.0 | 15.3 | 0.0 | 1,155.9 | 30.6 | 57.8 | 0.0 | 1,125 |
| 92+00 | 50 | 194.2 | 2.7 | 9.7 | 0.0 | 336.3 | 5.0 | 16.9 | 0.0 | 1,492.2 | 35.6 | 74.7 | 0.0 | 1,456 |
| 92+48 | 48 | 193.4 | 2.7 | 9.7 | 0.0 | 344.5 | 4.8 | 17.2 | 0.0 | 1,836.7 | 40.4 | 91.9 | 0.0 | 1,796 |
| 92+73 | 25 | 193.4 | 2.7 | 9.7 | 0.0 | 179.1 | 2.5 | 9.0 | 0.0 | 2,015.8 | 42.9 | 100.9 | 0.0 | 1,973 |
| 94+18 | | 8.8 | 2.8 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2,015.8 | 42.9 | 100.9 | 0.0 | 1,973 |
| 94+50 | 32 | 8.8 | 2.8 | 0.4 | 0.0 | 10.4 | 3.3 | 0.5 | 0.0 | 2,026.2 | 46.2 | 101.4 | 0.0 | 1,980 |
| 95+00 | 50 | 53.3 | 0.3 | 2.7 | 0.0 | 57.5 | 2.9 | 2.9 | 0.0 | 2,083.7 | 49.1 | 104.3 | 0.0 | 2,035 |
| 95+50 | 50 | 112.5 | 0.2 | 5.6 | 0.0 | 153.5 | 0.5 | 7.7 | 0.0 | 2,237.2 | 49.6 | 112.0 | 0.0 | 2,188 |
| 96+00 | 50 | 167.7 | 12.8 | 8.4 | 0.0 | 259.4 | 12.0 | 13.0 | 0.0 | 2,496.6 | 61.6 | 125.0 | 0.0 | 2,435 |
| 96+50 | 50 | 132.9 | 35.4 | 6.6 | 0.0 | 278.3 | 44.6 | 13.9 | 0.0 | 2,774.9 | 106.2 | 138.9 | 0.0 | 2,669 |
| 97+00 | 50 | 64.3 | 0.0 | 3.2 | 0.0 | 182.6 | 32.8 | 9.1 | 0.0 | 2,957.5 | 139.0 | 148.0 | 0.0 | 2,819 |
| 97+50 | 50 | 52.5 | 0.0 | 2.6 | 0.0 | 108.1 | 0.0 | 5.4 | 0.0 | 3,065.6 | 139.0 | 153.4 | 0.0 | 2,927 |
| 98+00 | 50 | 52.5 | 0.0 | 2.6 | 0.0 | 97.2 | 0.0 | 4.8 | 0.0 | 3,162.8 | 139.0 | 158.2 | 0.0 | 3,024 |
| 98+13 | 13 | 52.5 | 0.0 | 2.6 | 0.0 | 25.3 | 0.0 | 1.3 | 0.0 | 3,188.1 | 139.0 | 159.5 | 0.0 | 3,049 |
| 101+06 | | 162.1 | 6.5 | 8.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3,188.1 | 139.0 | 159.5 | 0.0 | 3,049 |
| 101+50 | 44 | 162.1 | 6.5 | 8.1 | 0.0 | 264.2 | 10.6 | 13.2 | 0.0 | 3,452.3 | 149.6 | 172.7 | 0.0 | 3,303 |
| 102+00 | 50 | 217.7 | 5.2 | 10.9 | 0.0 | 351.7 | 10.8 | 17.6 | 0.0 | 3,804.0 | 160.4 | 190.3 | 0.0 | 3,644 |
| 102+50 | 50 | 165.1 | 6.2 | 8.3 | 0.0 | 354.4 | 10.6 | 17.8 | 0.0 | 4,158.4 | 171.0 | 208.1 | 0.0 | 3,988 |
| 103+00 | 50 | 124.4 | 2.8 | 6.2 | 0.0 | 268.1 | 8.3 | 13.4 | 0.0 | 4,426.5 | 179.3 | 221.5 | 0.0 | 4,248 |
| 103+50 | 50 | 134.8 | 2.8 | 6.7 | 0.0 | 240.0 | 5.2 | 11.9 | 0.0 | 4,666.5 | 184.5 | 233.4 | 0.0 | 4,483 |
| 104+00 | 50 | 144.3 | 4.5 | 7.2 | 0.0 | 258.4 | 6.8 | 12.9 | 0.0 | 4,924.9 | 191.3 | 246.3 | 0.0 | 4,735 |
| 104+50 | 50 | 179.1 | 4.5 | 9.0 | 0.0 | 299.4 | 8.3 | 15.0 | 0.0 | 5,224.3 | 199.6 | 261.3 | 0.0 | 5,026 |
| 105+00 | 50 | 157.2 | 4.6 | 7.9 | 0.0 | 311.4 | 8.4 | 15.6 | 0.0 | 5,535.7 | 208.0 | 276.9 | 0.0 | 5,329 |
| 105+50 | 50 | 187.8 | 0.0 | 9.4 | 0.0 | 319.4 | 4.3 | 16.0 | 0.0 | 5,855.1 | 212.3 | 292.9 | 0.0 | 5,644 |
| 106+00 | 50 | 113.6 | 2.7 | 5.7 | 0.0 | 279.1 | 2.5 | 14.0 | 0.0 | 6,134.2 | 214.8 | 306.9 | 0.0 | 5,921 |
| 106+50 | 50 | 58.0 | 2.7 | 2.9 | 0.0 | 158.9 | 5.0 | 8.0 | 0.0 | 6,293.1 | 219.8 | 314.9 | 0.0 | 6,075 |
| 107+00 | 50 | 37.4 | 3.2 | 1.9 | 0.0 | 88.3 | 5.5 | 4.4 | 0.0 | 6,381.4 | 225.3 | 319.3 | 0.0 | 6,158 |
| 107+50 | 50 | 93.9 | 0.0 | 4.7 | 0.0 | 121.6 | 3.0 | 6.1 | 0.0 | 6,503.0 | 228.3 | 325.4 | 0.0 | 6,277 |
| 108+00 | 50 | 51.5 | 2.7 | 2.6 | 0.0 | 134.6 | 2.5 | 6.8 | 0.0 | 6,637.6 | 230.8 | 332.2 | 0.0 | 6,409 |
| 108+50 | 50 | 49.3 | 2.7 | 2.5 | 0.0 | 93.3 | 5.0 | 4.7 | 0.0 | 6,730.9 | 235.8 | 336.9 | 0.0 | 6,497 |
| 109+00 | 50 | 46.2 | 2.7 | 2.3 | 0.0 | 88.4 | 5.0 | 4.4 | 0.0 | 6,819.3 | 240.8 | 341.3 | 0.0 | 6,580 |
| 109+50 | 50 | 41.4 | 2.7 | 2.1 | 0.0 | 81.1 | 5.0 | 4.1 | 0.0 | 6,900.4 | 245.8 | 345.4 | 0.0 | 6,656 |
| 110+00 | 50 | 65.8 | 0.0 | 3.3 | 0.0 | 99.3 | 2.5 | 5.0 | 0.0 | 6,999.7 | 248.3 | 350.4 | 0.0 | 6,753 |
| 110+50 | 50 | 44.2 | 2.7 | 2.2 | 0.0 | 101.9 | 2.5 | 5.1 | 0.0 | 7,101.6 | 250.8 | 355.5 | 0.0 | 6,852 |
| 111+00 | 50 | 42.0 | 2.7 | 2.1 | 0.0 | 79.8 | 5.0 | 4.0 | 0.0 | 7,181.4 | 255.8 | 359.5 | 0.0 | 6,927 |
| 111+50 | 50 | 37.4 | 3.1 | 1.9 | 0.0 | 73.5 | 5.4 | 3.7 | 0.0 | 7,254.9 | 261.2 | 363.2 | 0.0 | 6,995 |
| 112+00 | 50 | 29.5 | 7.8 | 1.5 | 0.0 | 61.9 | 10.1 | 3.1 | 0.0 | 7,316.8 | 271.3 | 366.3 | 0.0 | 7,047 |
| 112+50 | 50 | 26.9 | 13.3 | 1.3 | 0.0 | 52.2 | 19.5 | 2.6 | 0.0 | 7,369.0 | 290.8 | 368.9 | 0.0 | 7,080 |
| 113+00 | 50 | 25.5 | 19.6 | 1.3 | 0.0 | 48.5 | 30.5 | 2.4 | 0.0 | 7,417.5 | 321.3 | 371.3 | 0.0 | 7,098 |
| 113+50 | 50 | 26.0 | 19.7 | 1.3 | 0.0 | 47.7 | 36.4 | 2.4 | 0.0 | 7,465.2 | 357.7 | 373.7 | 0.0 | 7,109 |
| 114+00 | 50 | 5.6 | 5.3 | 0.3 | 0.0 | 29.3 | 23.1 | 1.5 | 0.0 | 7,494.5 | 380.8 | 375.2 | 0.0 | 7,115 |
| 114+16 | 16 | 5.6 | 5.3 | 0.3 | 0.0 | 3.3 | 3.1 | 0.2 | 0.0 | 7,497.8 | 383.9 | 375.4 | 0.0 | 7,115 |
| | | | | | | 7,497.8 | 383.9 | 375.4 | 0.0 | | | | | |

NOTES:
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| WW LINE | | AREA (SF) | | | | INCREMENTAL VOL (CY) | | | | CUMULATIVE VOL (CY) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STATION | DISTANCE | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | MASS ORDINATE NOTE 4 |
| 90+18 | | 4.5 | 0.5 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 |
| 90+50 | 32 | 4.5 | 0.5 | 0.2 | 0.0 | 5.3 | 0.6 | 0.2 | 0.0 | 5.3 | 0.6 | 0.2 | 0.0 | 5 |
| 90+56 | 6 | 20.1 | 0.0 | 1.0 | 0.0 | 2.7 | 0.1 | 0.1 | 0.0 | 8.0 | 0.7 | 0.3 | 0.0 | 8 |
| 91+00 | 44 | 3.3 | 1.1 | 0.2 | 0.0 | 19.1 | 0.9 | 1.0 | 0.0 | 27.1 | 1.6 | 1.3 | 0.0 | 26 |
| 91+50 | 50 | 4.0 | 0.7 | 0.2 | 0.0 | 6.8 | 1.7 | 0.4 | 0.0 | 33.9 | 3.3 | 1.7 | 0.0 | 31 |
| 91+68 | 18 | 17.3 | 0.0 | 0.9 | 0.0 | 7.1 | 0.2 | 0.4 | 0.0 | 41.0 | 3.5 | 2.1 | 0.0 | 38 |
| 92+00 | 32 | 83.6 | 5.0 | 4.2 | 0.0 | 59.8 | 3.0 | 3.0 | 0.0 | 100.8 | 6.5 | 5.1 | 0.0 | 95 |
| 92+17 | 17 | 91.0 | 2.1 | 4.6 | 0.0 | 55.0 | 2.2 | 2.8 | 0.0 | 155.8 | 8.7 | 7.9 | 0.0 | 148 |
| 92+50 | 33 | 89.6 | 5.8 | 4.5 | 0.0 | 110.4 | 4.8 | 5.6 | 0.0 | 266.2 | 13.5 | 13.5 | 0.0 | 254 |
| 92+74 | 24 | 133.2 | 2.6 | 6.7 | 0.0 | 99.0 | 3.7 | 5.0 | 0.0 | 365.2 | 17.2 | 18.5 | 0.0 | 349 |
| 93+00 | 26 | 122.2 | 5.7 | 6.1 | 0.0 | 123.0 | 4.0 | 6.2 | 0.0 | 488.2 | 21.2 | 24.7 | 0.0 | 468 |
| 93+50 | 50 | 153.0 | 7.2 | 7.7 | 0.0 | 254.8 | 11.9 | 12.8 | 0.0 | 743.0 | 33.1 | 37.5 | 0.0 | 711 |
| 93+93 | 43 | 153.0 | 7.2 | 7.7 | 0.0 | 243.7 | 11.5 | 12.3 | 0.0 | 986.7 | 44.6 | 49.8 | 0.0 | 943 |
| 95+08 | | 184.1 | 7.3 | 9.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 986.7 | 44.6 | 49.8 | 0.0 | 943 |
| 95+50 | 42 | 184.1 | 7.3 | 9.2 | 0.0 | 286.4 | 11.4 | 14.3 | 0.0 | 1,273.1 | 56.0 | 64.1 | 0.0 | 1,218 |
| 96+00 | 50 | 188.7 | 6.4 | 9.4 | 0.0 | 345.2 | 12.7 | 17.2 | 0.0 | 1,618.3 | 68.7 | 81.3 | 0.0 | 1,551 |
| 96+50 | 50 | 197.8 | 6.3 | 9.9 | 0.0 | 357.9 | 11.8 | 17.9 | 0.0 | 1,976.2 | 80.5 | 99.2 | 0.0 | 1,897 |
| 97+00 | 50 | 242 | 5.1 | 12.1 | 0.0 | 407.2 | 10.6 | 20.4 | 0.0 | 2,383.4 | 91.1 | 119.6 | 0.0 | 2,294 |
| 97+45 | 45 | 242.3 | 5.1 | 12.1 | 0.0 | 403.6 | 8.5 | 20.2 | 0.0 | 2,787.0 | 99.6 | 139.8 | 0.0 | 2,689 |
| 97+50 | 5 | 143.7 | 4.0 | 7.2 | 0.0 | 35.7 | 0.8 | 1.8 | 0.0 | 2,822.7 | 100.4 | 141.6 | 0.0 | 2,724 |
| 98+00 | 50 | 133.2 | 3.7 | 6.7 | 0.0 | 256.4 | 7.1 | 12.9 | 0.0 | 3,079.1 | 107.5 | 154.5 | 0.0 | 2,973 |
| 98+50 | 50 | 38.4 | 5.2 | 1.9 | 0.0 | 158.9 | 8.2 | 8.0 | 0.0 | 3,238.0 | 115.7 | 162.5 | 0.0 | 3,124 |
| 98+59 | 9 | 38.4 | 5.2 | 1.9 | 0.0 | 12.8 | 1.7 | 0.6 | 0.0 | 3,250.8 | 117.4 | 163.1 | 0.0 | 3,135 |
| | | | | | | 3,250.8 | 117.4 | 163.1 | 0.0 | | | | | |

NOTES:

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| WW LINE | | AREA (SF) | | | | INCREMENTAL VOL (CY) | | | | CUMULATIVE VOL (CY) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STATION | DISTANCE | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | MASS ORDINATE NOTE 4 |
| 100+60 | | 125.8 | 2.1 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 |
| 101+00 | 40 | 125.8 | 2.1 | 6.3 | 0.0 | 186.4 | 3.1 | 9.3 | 0.0 | 186.4 | 3.1 | 9.3 | 0.0 | 183 |
| 101+29 | 29 | 235.8 | 0.0 | 11.8 | 0.0 | 194.2 | 1.1 | 9.7 | 0.0 | 380.6 | 4.2 | 19.0 | 0.0 | 376 |
| 101+50 | 21 | 235.8 | 0.0 | 11.8 | 0.0 | 183.4 | 0.0 | 9.2 | 0.0 | 564.0 | 4.2 | 28.2 | 0.0 | 559 |
| 102+00 | 50 | 342.7 | 0.0 | 17.1 | 0.0 | 535.6 | 0.0 | 26.8 | 0.0 | 1,099.6 | 4.2 | 55.0 | 0.0 | 1,095 |
| 102+50 | 50 | 918.3 | 2.0 | 45.9 | 0.0 | 1,167.6 | 1.9 | 58.3 | 0.0 | 2,267.2 | 6.1 | 113.3 | 0.0 | 2,261 |
| 103+00 | 50 | 977.1 | 2.0 | 48.9 | 0.0 | 1,755.0 | 3.7 | 87.8 | 0.0 | 4,022.2 | 9.8 | 201.1 | 0.0 | 4,012 |
| 103+50 | 50 | 830.7 | 2.0 | 41.5 | 0.0 | 1,673.9 | 3.7 | 83.7 | 0.0 | 5,696.1 | 13.5 | 284.8 | 0.0 | 5,682 |
| 104+00 | 50 | 0.0 | 215.1 | 0.0 | 0.0 | 769.2 | 201.0 | 38.4 | 0.0 | 6,465.3 | 214.5 | 323.2 | 0.0 | 6,250 |
| 104+14 | 14 | 0.0 | 215.1 | 0.0 | 0.0 | 0.0 | 111.5 | 0.0 | 0.0 | 6,465.3 | 326.0 | 323.2 | 0.0 | 6,139 |
| | | | | | | 6,465.3 | 326.0 | 323.2 | 0.0 | | | | | |

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| AD LINE | | AREA (SF) | | | | INCREMENTAL VOL (CY) | | | | CUMULATIVE VOL (CY) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STATION | DISTANCE | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | MASS ORDINATE NOTE 4 |
| 110+25 | | 91.2 | 0.8 | 4.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 |
| 110+50 | 25 | 91.2 | 0.8 | 4.6 | 0.0 | 84.4 | 0.7 | 4.3 | 0.0 | 84.4 | 0.7 | 4.3 | 0.0 | 84 |
| 111+00 | 50 | 97.4 | 3.4 | 4.9 | 0.0 | 174.6 | 3.9 | 8.8 | 0.0 | 259.0 | 4.6 | 13.1 | 0.0 | 255 |
| 111+30 | 30 | 121.0 | 2.6 | 6.1 | 0.0 | 121.3 | 3.3 | 6.1 | 0.0 | 380.3 | 7.9 | 19.2 | 0.0 | 373 |
| 111+50 | 20 | 141.4 | 5.6 | 7.1 | 0.0 | 97.2 | 3.0 | 4.9 | 0.0 | 477.5 | 10.9 | 24.1 | 0.0 | 467 |
| 111+64 | 14 | 140.4 | 6.3 | 7.0 | 0.0 | 73.1 | 3.1 | 3.7 | 0.0 | 550.6 | 14.0 | 27.8 | 0.0 | 537 |
| 112+00 | 36 | 145.1 | 5.7 | 7.3 | 0.0 | 190.3 | 8.0 | 9.5 | 0.0 | 740.9 | 22.0 | 37.3 | 0.0 | 719 |
| 112+40 | 40 | 145.1 | 5.7 | 7.3 | 0.0 | 215.0 | 8.4 | 10.8 | 0.0 | 955.9 | 30.4 | 48.1 | 0.0 | 926 |
| | | | | | | 955.9 | 30.4 | 48.1 | 0.0 | | | | | |

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| RB LINE | | AREA (SF) | | | | INCREMENTAL VOL (CY) | | | | CUMULATIVE VOL (CY) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STATION | DISTANCE | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | MASS ORDINATE NOTE 4 |
| 10+00 | | 62.5 | 37.6 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 |
| 10+25 | 25 | 59.4 | 37.3 | 3.0 | 0.0 | 56.4 | 34.7 | 2.8 | 0.0 | 56.4 | 34.7 | 2.8 | 0.0 | 22 |
| 10+50 | 25 | 125.6 | 38.3 | 6.3 | 0.0 | 85.6 | 35.0 | 4.3 | 0.0 | 142.0 | 69.7 | 7.1 | 0.0 | 73 |
| 10+75 | 25 | 96.8 | 40.7 | 4.8 | 0.0 | 103.0 | 36.6 | 5.1 | 0.0 | 245.0 | 106.3 | 12.2 | 0.0 | 139 |
| 11+00 | 25 | 116.4 | 35.2 | 5.8 | 0.0 | 98.7 | 35.1 | 4.9 | 0.0 | 343.7 | 141.4 | 17.1 | 0.0 | 203 |
| 11+25 | 25 | 74.6 | 36.1 | 3.7 | 0.0 | 88.4 | 33.0 | 4.4 | 0.0 | 432.1 | 174.4 | 21.5 | 0.0 | 258 |
| 11+50 | 25 | 66.3 | 38.6 | 3.3 | 0.0 | 65.2 | 34.6 | 3.2 | 0.0 | 497.3 | 209.0 | 24.7 | 0.0 | 289 |
| 11+75 | 25 | 73.2 | 48.0 | 3.7 | 0.0 | 64.6 | 40.1 | 3.2 | 0.0 | 561.9 | 249.1 | 27.9 | 0.0 | 314 |
| 12+00 | 25 | 68.7 | 43.5 | 3.4 | 0.0 | 65.7 | 42.4 | 3.3 | 0.0 | 627.6 | 291.5 | 31.2 | 0.0 | 337 |
| 12+25 | 25 | 72.6 | 38.1 | 3.6 | 0.0 | 65.4 | 37.8 | 3.2 | 0.0 | 693.0 | 329.3 | 34.4 | 0.0 | 365 |
| 12+50 | 25 | 151.1 | 41.3 | 7.6 | 0.0 | 103.6 | 36.8 | 5.2 | 0.0 | 796.6 | 366.1 | 39.6 | 0.0 | 432 |
| 12+75 | 25 | 98.7 | 38.3 | 4.9 | 0.0 | 115.6 | 36.9 | 5.8 | 0.0 | 912.2 | 403.0 | 45.4 | 0.0 | 511 |
| 12+83 | 8 | 62.5 | 37.6 | 3.1 | 0.0 | 23.9 | 11.2 | 1.2 | 0.0 | 936.1 | 414.2 | 46.6 | 0.0 | 524 |
| | | | | | | 936.1 | 414.2 | 46.6 | 0.0 | | | | | |

NOTES:

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| EF LINE | | AREA (SF) | | | | INCREMENTAL VOL (CY) | | | | CUMULATIVE VOL (CY) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STATION | DISTANCE | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | MASS ORDINATE NOTE 4 |
| 38+72 | | 88.0 | 4.1 | 4.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 |
| 39+00 | 28 | 88.0 | 4.1 | 4.4 | 0.0 | 91.3 | 4.3 | 4.6 | 0.0 | 91.3 | 4.3 | 4.6 | 0.0 | 87 |
| 39+50 | 50 | 90.4 | 20.8 | 4.5 | 0.0 | 165.2 | 23.1 | 8.2 | 0.0 | 256.5 | 27.4 | 12.8 | 0.0 | 229 |
| 40+00 | 50 | 147.6 | 6.8 | 7.4 | 0.0 | 220.4 | 25.6 | 11.0 | 0.0 | 476.9 | 53.0 | 23.8 | 0.0 | 424 |
| 40+50 | 50 | 207.2 | 9.2 | 10.4 | 0.0 | 328.5 | 14.8 | 16.5 | 0.0 | 805.4 | 67.8 | 40.3 | 0.0 | 738 |
| 40+65 | 15 | 169.4 | 13.3 | 8.5 | 0.0 | 104.6 | 6.3 | 5.3 | 0.0 | 910.0 | 74.1 | 45.6 | 0.0 | 836 |
| 41+00 | 35 | 116.3 | 4.7 | 5.8 | 0.0 | 185.2 | 11.7 | 9.3 | 0.0 | 1,095.2 | 85.8 | 54.9 | 0.0 | 1,010 |
| 41+50 | 50 | 141.7 | 4.8 | 7.1 | 0.0 | 238.9 | 8.8 | 11.9 | 0.0 | 1,334.1 | 94.6 | 66.8 | 0.0 | 1,240 |
| 42+00 | 50 | 173.2 | 0.0 | 8.7 | 3.3 | 291.6 | 4.4 | 14.6 | 3.1 | 1,625.7 | 99.0 | 81.4 | 3.1 | 1,530 |
| 42+25 | 25 | 176.3 | 0.0 | 8.8 | 17.6 | 161.8 | 0.0 | 8.1 | 9.7 | 1,787.5 | 99.0 | 89.5 | 12.8 | 1,702 |
| 42+50 | 25 | 140.8 | 3.4 | 7.0 | 17.6 | 146.8 | 1.6 | 7.3 | 16.3 | 1,934.3 | 100.6 | 96.8 | 29.1 | 1,864 |
| 43+00 | 50 | 151.4 | 2.6 | 7.6 | 28.6 | 270.6 | 5.6 | 13.5 | 42.8 | 2,204.9 | 106.2 | 110.3 | 71.9 | 2,172 |
| 43+50 | 50 | 165.1 | 5.0 | 8.3 | 42.5 | 293.1 | 7.0 | 14.7 | 65.8 | 2,498.0 | 113.2 | 125.0 | 137.7 | 2,524 |
| 44+00 | 50 | 199.1 | 6.4 | 10.0 | 60.2 | 337.2 | 10.6 | 16.9 | 95.1 | 2,835.2 | 123.8 | 141.9 | 232.8 | 2,946 |
| 44+50 | 50 | 248.2 | 2.6 | 12.4 | 79.1 | 414.2 | 8.3 | 20.7 | 129.0 | 3,249.4 | 132.1 | 162.6 | 361.8 | 3,481 |

NOTES:

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CON'T NEXT SHEET

CON'T PREVIOUS SHEET

| EF LINE | | AREA (SF) | | | | INCREMENTAL VOL (CY) | | | | CUMULATIVE VOL (CY) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STATION | DISTANCE | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | MASS ORDINATE NOTE 4 |
| 45+00 | 50 | 357.3 | 2.6 | 17.9 | 103.0 | 560.6 | 4.8 | 28.1 | 168.6 | 3,810.0 | 136.9 | 190.7 | 530.4 | 4,205 |
| 45+50 | 50 | 510.9 | 2.6 | 25.5 | 126.7 | 803.9 | 4.8 | 40.2 | 212.7 | 4,613.9 | 141.7 | 230.9 | 743.1 | 5,217 |
| 46+00 | 50 | 732.3 | 2.6 | 36.6 | 142.5 | 1,151.1 | 4.8 | 57.5 | 249.3 | 5,765.0 | 146.5 | 288.4 | 992.4 | 6,613 |
| 46+50 | 50 | 757.2 | 2.6 | 37.9 | 149.2 | 1,379.2 | 4.8 | 69.0 | 270.1 | 7,144.2 | 151.3 | 357.4 | 1,262.5 | 8,258 |
| 47+00 | 50 | 618.8 | 2.6 | 30.9 | 154.2 | 1,274.1 | 4.8 | 63.7 | 280.9 | 8,418.3 | 156.1 | 421.1 | 1,543.4 | 9,808 |
| 47+50 | 50 | 608.7 | 3.0 | 30.4 | 169.3 | 1,136.6 | 5.2 | 56.8 | 299.5 | 9,554.9 | 161.3 | 477.9 | 1,842.9 | 11,239 |
| 47+74 | 24 | 606.4 | 0.0 | 30.3 | 177.6 | 540.0 | 1.3 | 27.0 | 154.2 | 10,094.9 | 162.6 | 504.9 | 1,997.1 | 11,932 |
| 48+00 | 26 | 663.2 | 0.0 | 33.2 | 185.1 | 611.3 | 0.0 | 30.6 | 174.6 | 10,706.2 | 162.6 | 535.5 | 2,171.7 | 12,718 |
| 48+50 | 50 | 387.5 | 2.6 | 19.4 | 193.0 | 972.9 | 2.4 | 48.7 | 350.1 | 11,679.1 | 165.0 | 584.2 | 2,521.8 | 14,039 |
| 49+00 | 50 | 345.6 | 2.6 | 17.3 | 208.8 | 678.8 | 4.8 | 34.0 | 372.0 | 12,357.9 | 169.8 | 618.2 | 2,893.8 | 15,085 |
| 49+50 | 50 | 290.6 | 2.6 | 14.5 | 190.8 | 589.1 | 4.8 | 29.4 | 370.0 | 12,947.0 | 174.6 | 647.6 | 3,263.8 | 16,039 |
| 50+00 | 50 | 273.1 | 2.6 | 13.7 | 147.2 | 521.9 | 4.8 | 26.1 | 313.0 | 13,468.9 | 179.4 | 673.7 | 3,576.8 | 16,869 |
| 50+50 | 50 | 298.0 | 2.6 | 14.9 | 91.3 | 528.8 | 4.8 | 26.5 | 220.8 | 13,997.7 | 184.2 | 700.2 | 3,797.6 | 17,614 |
| 51+00 | 50 | 378.1 | 6.3 | 18.9 | 51.3 | 626.0 | 8.2 | 31.3 | 132.0 | 14,623.7 | 192.4 | 731.5 | 3,929.6 | 18,364 |
| 51+50 | 50 | 560.5 | 4.5 | 28.0 | 0.0 | 869.1 | 10.0 | 43.4 | 47.5 | 15,492.8 | 202.4 | 774.9 | 3,977.1 | 19,271 |
| 52+00 | 50 | 525.0 | 4.5 | 26.3 | 0.0 | 1,005.1 | 8.3 | 50.3 | 0.0 | 16,497.9 | 210.7 | 825.2 | 3,977.1 | 20,268 |
| 52+50 | 50 | 454.3 | 14.9 | 22.7 | 0.0 | 906.8 | 18.0 | 45.4 | 0.0 | 17,404.7 | 228.7 | 870.6 | 3,977.1 | 21,157 |
| 53+00 | 50 | 406.0 | 10.1 | 20.3 | 0.0 | 796.6 | 23.1 | 39.8 | 0.0 | 18,201.3 | 251.8 | 910.4 | 3,977.1 | 21,931 |
| 53+50 | 50 | 539.2 | 137.6 | 27.0 | 0.0 | 875.2 | 136.8 | 43.8 | 0.0 | 19,076.5 | 388.6 | 954.2 | 3,977.1 | 22,669 |
| 54+00 | 50 | 626.6 | 52.3 | 31.3 | 0.0 | 1,079.4 | 175.8 | 54.0 | 0.0 | 20,155.9 | 564.4 | 1,008.2 | 3,977.1 | 23,573 |
| 54+50 | 50 | 726.1 | 25.6 | 36.3 | 0.0 | 1,252.5 | 72.1 | 62.6 | 0.0 | 21,408.4 | 636.5 | 1,070.8 | 3,977.1 | 24,753 |
| 55+00 | 50 | 399.7 | 27.3 | 20.0 | 0.0 | 1,042.4 | 49.0 | 52.1 | 0.0 | 22,450.8 | 685.5 | 1,122.9 | 3,977.1 | 25,746 |
| 55+50 | 50 | 72.0 | 82.5 | 3.6 | 0.0 | 436.8 | 101.7 | 21.9 | 0.0 | 22,887.6 | 787.2 | 1,144.8 | 3,977.1 | 26,081 |
| 56+00 | 50 | 0.0 | 203.4 | 0.0 | 0.0 | 66.7 | 264.7 | 3.3 | 0.0 | 22,954.3 | 1,051.9 | 1,148.1 | 3,977.1 | 25,883 |
| 56+50 | 50 | 0.0 | 555.2 | 0.0 | 0.0 | 0.0 | 702.4 | 0.0 | 0.0 | 22,954.3 | 1,754.3 | 1,148.1 | 3,977.1 | 25,181 |
| 57+00 | 50 | 0.0 | 601.3 | 0.0 | 0.0 | 0.0 | 1,070.8 | 0.0 | 0.0 | 22,954.3 | 2,825.1 | 1,148.1 | 3,977.1 | 24,110 |
| 57+50 | 50 | 0.0 | 569.5 | 0.0 | 0.0 | 0.0 | 1,084.1 | 0.0 | 0.0 | 22,954.3 | 3,909.2 | 1,148.1 | 3,977.1 | 23,026 |
| 58+00 | 50 | 163.6 | 46.4 | 8.2 | 0.0 | 151.5 | 570.3 | 7.6 | 0.0 | 23,105.8 | 4,479.5 | 1,155.7 | 3,977.1 | 22,607 |
| 58+50 | 50 | 273.5 | 56.1 | 13.7 | 0.0 | 404.7 | 94.9 | 20.3 | 0.0 | 23,510.5 | 4,574.4 | 1,176.0 | 3,977.1 | 22,917 |
| 59+00 | 50 | 347.3 | 59.6 | 17.4 | 0.0 | 574.8 | 107.1 | 28.8 | 0.0 | 24,085.3 | 4,681.5 | 1,204.8 | 3,977.1 | 23,385 |
| 59+50 | 50 | 582.3 | 4.6 | 29.1 | 0.0 | 860.7 | 59.4 | 43.1 | 0.0 | 24,946.0 | 4,740.9 | 1,247.9 | 3,977.1 | 24,186 |
| 60+00 | 50 | 749.4 | 4.4 | 37.5 | 0.0 | 1,233.1 | 8.3 | 61.7 | 0.0 | 26,179.1 | 4,749.2 | 1,309.6 | 3,977.1 | 25,411 |
| 60+50 | 50 | 625.7 | 4.4 | 31.3 | 0.0 | 1,273.2 | 8.1 | 63.7 | 0.0 | 27,452.3 | 4,757.3 | 1,373.3 | 3,977.1 | 26,676 |
| 61+00 | 50 | 488.9 | 2.0 | 24.4 | 0.0 | 1,032.0 | 5.9 | 51.6 | 0.0 | 28,484.3 | 4,763.2 | 1,424.9 | 3,977.1 | 27,702 |
| 61+50 | 50 | 299.2 | 4.7 | 15.0 | 0.0 | 729.7 | 6.2 | 36.5 | 0.0 | 29,214.0 | 4,769.4 | 1,461.4 | 3,977.1 | 28,426 |
| 61+74 | 24 | 313.7 | 2.0 | 15.7 | 0.0 | 272.4 | 3.0 | 13.6 | 0.0 | 29,486.4 | 4,772.4 | 1,475.0 | 3,977.1 | 28,695 |
| 62+00 | 26 | 244.1 | 4.7 | 12.2 | 0.0 | 268.6 | 3.2 | 13.4 | 0.0 | 29,755.0 | 4,775.6 | 1,488.4 | 3,977.1 | 28,960 |
| 62+50 | 50 | 145.1 | 4.0 | 7.3 | 0.0 | 360.4 | 8.1 | 18.1 | 0.0 | 30,115.4 | 4,783.7 | 1,506.5 | 3,977.1 | 29,312 |
| 63+00 | 50 | 90.1 | 9.7 | 4.5 | 0.0 | 217.8 | 12.7 | 10.9 | 0.0 | 30,333.2 | 4,796.4 | 1,517.4 | 3,977.1 | 29,517 |
| 63+31 | 31 | 99.0 | 0.8 | 5.0 | 0.0 | 108.6 | 6.0 | 5.5 | 0.0 | 30,441.8 | 4,802.4 | 1,522.9 | 3,977.1 | 29,620 |

NOTES:

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CON'T NEXT SHEET

CON'T PREVIOUS SHEET

| EF LINE | | AREA (SF) | | | | INCREMENTAL VOL (CY) | | | | CUMULATIVE VOL (CY) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STATION | DISTANCE | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | AVAILABLE STRUCTURE EXCAVATION NOTE 3 | MASS ORDINATE NOTE 4 |
| 63+50 | 19 | 70.4 | 14.7 | 3.5 | 0.0 | 59.6 | 5.5 | 3.0 | 0.0 | 30,501.4 | 4,807.9 | 1525.9 | 3977.1 | 29,674 |
| 64+00 | 50 | 58.2 | 101.5 | 2.9 | 0.0 | 119.1 | 107.6 | 5.9 | 0.0 | 30,620.5 | 4,915.5 | 1531.8 | 3977.1 | 29,686 |
| 64+50 | 50 | 43.5 | 135.9 | 2.2 | 0.0 | 94.2 | 219.8 | 4.7 | 0.0 | 30,714.7 | 5,135.3 | 1536.5 | 3977.1 | 29,560 |
| 65+00 | 50 | 74.2 | 28.2 | 3.7 | 0.0 | 109.0 | 151.9 | 5.5 | 0.0 | 30,823.7 | 5,287.2 | 1542.0 | 3977.1 | 29,517 |
| 65+50 | 50 | 12.0 | 253.4 | 0.6 | 0.0 | 79.8 | 260.7 | 4.0 | 0.0 | 30,903.5 | 5,547.9 | 1546.0 | 3977.1 | 29,336 |
| 66+00 | 50 | 8.5 | 86.0 | 0.4 | 0.0 | 19.0 | 314.3 | 0.9 | 0.0 | 30,922.5 | 5,862.2 | 1546.9 | 3977.1 | 29,041 |
| 66+50 | 50 | 24.9 | 73.5 | 1.2 | 0.0 | 30.9 | 147.7 | 1.5 | 0.0 | 30,953.4 | 6,009.9 | 1548.4 | 3977.1 | 28,924 |
| 67+00 | 50 | 0.0 | 97.4 | 0.0 | 0.0 | 23.1 | 158.2 | 1.1 | 0.0 | 30,976.5 | 6,168.1 | 1549.5 | 3977.1 | 28,789 |
| 67+50 | 50 | 0.0 | 110.2 | 0.0 | 0.0 | 0.0 | 192.2 | 0.0 | 0.0 | 30,976.5 | 6,360.3 | 1549.5 | 3977.1 | 28,597 |
| 68+00 | 50 | 0.0 | 94.8 | 0.0 | 0.0 | 0.0 | 189.8 | 0.0 | 0.0 | 30,976.5 | 6,550.1 | 1549.5 | 3977.1 | 28,407 |
| 68+50 | 50 | 0.0 | 95.4 | 0.0 | 0.0 | 0.0 | 176.1 | 0.0 | 0.0 | 30,976.5 | 6,726.2 | 1549.5 | 3977.1 | 28,231 |
| 69+00 | 50 | 0.0 | 70.1 | 0.0 | 0.0 | 0.0 | 153.2 | 0.0 | 0.0 | 30,976.5 | 6,879.4 | 1549.5 | 3977.1 | 28,078 |
| 69+50 | 50 | 6.0 | 36.3 | 0.3 | 0.0 | 5.6 | 98.5 | 0.3 | 0.0 | 30,982.1 | 6,977.9 | 1549.8 | 3977.1 | 27,985 |
| 70+00 | 50 | 32.4 | 23.1 | 1.6 | 0.0 | 35.6 | 55.0 | 1.8 | 0.0 | 31,017.7 | 7,032.9 | 1551.6 | 3977.1 | 27,966 |
| 70+50 | 50 | 55.4 | 13.2 | 2.8 | 0.0 | 81.3 | 33.6 | 4.1 | 0.0 | 31,099.0 | 7,066.5 | 1555.7 | 3977.1 | 28,014 |
| 71+00 | 50 | 14.7 | 3.1 | 0.7 | 0.0 | 64.9 | 15.1 | 3.2 | 0.0 | 31,163.9 | 7,081.6 | 1558.9 | 3977.1 | 28,064 |
| 71+50 | 50 | 14.1 | 3.9 | 0.7 | 0.0 | 26.7 | 6.5 | 1.3 | 0.0 | 31,190.6 | 7,088.1 | 1560.2 | 3977.1 | 28,084 |
| 72+00 | 50 | 14.3 | 3.6 | 0.7 | 0.0 | 26.3 | 6.9 | 1.3 | 0.0 | 31,216.9 | 7,095.0 | 1561.5 | 3977.1 | 28,103 |
| 72+50 | 50 | 14.5 | 3.2 | 0.7 | 0.0 | 26.7 | 6.3 | 1.3 | 0.0 | 31,243.6 | 7,101.3 | 1562.8 | 3977.1 | 28,123 |
| 73+00 | 50 | 15.1 | 2.8 | 0.8 | 0.0 | 27.4 | 5.6 | 1.4 | 0.0 | 31,271.0 | 7,106.9 | 1564.2 | 3977.1 | 28,145 |
| 73+12 | 12 | 15.1 | 2.8 | 0.8 | 0.0 | 6.7 | 1.2 | 0.4 | 0.0 | 31,277.7 | 7,108.1 | 1564.6 | 3977.1 | 28,151 |
| 79+34 | | 11.6 | 2.2 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31,277.7 | 7,108.1 | 1564.6 | 3977.1 | 28,151 |
| 79+50 | 16 | 11.6 | 2.2 | 0.6 | 0.0 | 6.9 | 1.3 | 0.4 | 0.0 | 31,284.6 | 7,109.4 | 1565.0 | 3977.1 | 28,157 |
| 80+00 | 50 | 40.4 | 8.2 | 2.0 | 0.0 | 48.1 | 9.6 | 2.4 | 0.0 | 31,332.7 | 7,119.0 | 1567.4 | 3977.1 | 28,196 |
| 80+50 | 50 | 21.1 | 152.2 | 1.1 | 0.0 | 56.9 | 148.5 | 2.9 | 0.0 | 31,389.6 | 7,267.5 | 1570.3 | 3977.1 | 28,104 |
| 81+00 | 50 | 17.6 | 162.6 | 0.9 | 0.0 | 35.8 | 291.5 | 1.9 | 0.0 | 31,425.4 | 7,559.0 | 1572.2 | 3977.1 | 27,848 |
| 81+50 | 50 | 18.8 | 180.4 | 0.9 | 0.0 | 33.7 | 317.6 | 1.7 | 0.0 | 31,459.1 | 7,876.6 | 1573.9 | 3977.1 | 27,564 |
| 82+00 | 50 | 17.5 | 197.7 | 0.9 | 0.0 | 33.6 | 350.1 | 1.7 | 0.0 | 31,492.7 | 8,226.7 | 1575.6 | 3977.1 | 27,248 |
| 82+50 | 50 | 22.0 | 172.2 | 1.1 | 0.0 | 36.6 | 342.5 | 1.9 | 0.0 | 31,529.3 | 8,569.2 | 1577.5 | 3977.1 | 26,942 |
| 83+00 | 50 | 35.3 | 156.9 | 1.8 | 0.0 | 53.1 | 304.7 | 2.7 | 0.0 | 31,582.4 | 8,873.9 | 1580.2 | 3977.1 | 26,690 |
| 83+50 | 50 | 59.0 | 148.5 | 3.0 | 0.0 | 87.3 | 282.8 | 4.4 | 0.0 | 31,669.7 | 9,156.7 | 1584.6 | 3977.1 | 26,495 |
| 84+00 | 50 | 73.2 | 147.1 | 3.7 | 0.0 | 122.4 | 273.7 | 6.2 | 0.0 | 31,792.1 | 9,430.4 | 1590.8 | 3977.1 | 26,344 |
| 84+50 | 50 | 77.3 | 153.9 | 3.9 | 0.0 | 139.4 | 278.7 | 7.0 | 0.0 | 31,931.5 | 9,709.1 | 1597.8 | 3977.1 | 26,205 |
| 85+00 | 50 | 89.0 | 149.1 | 4.5 | 0.0 | 154.0 | 280.6 | 7.8 | 0.0 | 32,085.5 | 9,989.7 | 1605.6 | 3977.1 | 26,078 |
| 85+50 | 50 | 89.1 | 104.7 | 4.5 | 0.0 | 164.9 | 235.0 | 8.3 | 0.0 | 32,250.4 | 10,224.7 | 1613.9 | 3977.1 | 26,008 |
| 85+93 | 43 | 89.1 | 104.7 | 4.5 | 0.0 | 141.9 | 166.7 | 7.2 | 0.0 | 32,392.3 | 10,391.4 | 1621.1 | 3977.1 | 25,983 |
| | | | | | | 32,392.3 | 10,391.4 | 1,621.1 | 3,977.1 | | | | | |

NOTES:

1) CUT: THE CUT QUANTITY IS DETERMINED BY THE METHOD OF AVERAGE END AREAS FROM PROPOSED SUBGRADE OR FINISHED GROUND TO EXISTING GROUND, WITH NO CORRECTION FOR CURVATURE OR EXPANSION FACTORS. PAVEMENT MATERIAL IS INCLUDED IN CUT.

2) FILL: THE FILL QUANTITY IS DETERMINED IN ITS FINAL LOCATION, USING THE METHOD OF AVERAGE END AREAS FROM EXISTING GROUND TO PROPOSED SUBGRADE OR FINISHED GROUND, WITH NO CORRECTION FOR CURVATURE, SETTLEMENT OR EXPANSION.

3) AVAILABLE STRUCTURE EXCAVATION IS FOR INFORMATION ONLY. SEE CONSTRUCTION DETAILS FOR ANTICIPATED LIMITS. LIMITS WILL VARY DEPENDING ON SHOP DRAWING DESIGN. AVAILABLE STRUCTURE EXCAVATION IS INCIDENTAL TO BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD/QMP".

4) MASS ORDINATE: MASS ORDINATE = CUT + AVAILABLE STRUCTURE EXCAVATION - FILL. DOES NOT INCLUDE AN EXPANSION FACTOR, SEE NOTES 1 AND 2. THE MASS ORDINATE IS FOR INFORMATION PURPOSES ONLY AS EXCAVATION COMMON AND ROADWAY EMBANKMENT ARE NOT BALANCED FOR QUANTITY PURPOSES AND DOES NOT GUARANTEE THE QUALITY OF EXCAVATION COMMON, AND IF IT CAN BE REUSED ONSITE.

| FR LINE | | AREA (SF) | | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | | CUMULATIVE VOL (CY) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STATION | DISTANCE | CUT NOTE 1 | FILL NOTE 2 | EXCAVATION ROCK | EBS | CUT NOTE 1 | FILL NOTE 2 | EXCAVATION ROCK | EBS | CUT NOTE 1 | FILL NOTE 2 | EXCAVATION ROCK | EBS | MASS ORDINATE NOTE 3 |
| 31+33 | | 259.9 | 0.0 | 43.3 | 0.0 | | | | | | | | | |
| 31+50 | 17 | 283.9 | 0.0 | 114.8 | 0.0 | 182.8 | 0.0 | 73.9 | 0.0 | 182.8 | 0.0 | 73.9 | 0.0 | 257 |
| 32+00 | 50 | 366.9 | 0.0 | 242.2 | 0.0 | 602.6 | 0.0 | 330.5 | 0.0 | 785.4 | 0.0 | 404.4 | 0.0 | 1190 |
| 32+50 | 50 | 852.5 | 0.0 | 296.8 | 0.0 | 1129.1 | 0.0 | 499.0 | 0.0 | 1914.5 | 0.0 | 903.4 | 0.0 | 2818 |
| 33+00 | 50 | 808.6 | 0.0 | 282.0 | 0.0 | 1538.1 | 0.0 | 535.9 | 0.0 | 3452.7 | 0.0 | 1439.3 | 0.0 | 4892 |
| 33+50 | 50 | 2419.9 | 0.0 | 223.1 | 0.0 | 2989.4 | 0.0 | 467.7 | 0.0 | 6442.1 | 0.0 | 1907.0 | 0.0 | 8349 |
| 34+00 | 50 | 1889.7 | 1453.8 | 0.0 | 0.0 | 3990.4 | 1346.1 | 206.6 | 0.0 | 10432.5 | 1346.1 | 2113.6 | 0.0 | 11200 |
| 34+50 | 50 | 1517.1 | 2153.1 | 0.0 | 0.0 | 3154.5 | 3339.7 | 0.0 | 0.0 | 13587.0 | 4685.8 | 2113.6 | 0.0 | 11015 |
| 35+00 | 50 | 1179.8 | 2950.4 | 0.0 | 0.0 | 2497.2 | 4725.4 | 0.0 | 0.0 | 16084.2 | 9411.2 | 2113.6 | 0.0 | 8787 |
| 35+50 | 50 | 0.0 | 3164.3 | 0.0 | 0.0 | 1092.4 | 5661.7 | 0.0 | 0.0 | 17176.6 | 15072.8 | 2113.6 | 0.0 | 4217 |
| 36+00 | 50 | 0.0 | 2450.3 | 0.0 | 0.0 | 0.0 | 5198.7 | 0.0 | 0.0 | 17176.6 | 20271.5 | 2113.6 | 0.0 | -981 |
| 36+50 | 50 | 0.0 | 2710.2 | 0.0 | 0.0 | 0.0 | 4778.3 | 0.0 | 0.0 | 17176.6 | 25049.8 | 2113.6 | 0.0 | -5760 |
| 37+00 | 50 | 0.0 | 3543.1 | 0.0 | 0.0 | 0.0 | 5790.1 | 0.0 | 0.0 | 17176.6 | 30839.9 | 2113.6 | 0.0 | -11550 |
| 37+50 | 50 | 0.0 | 3631.6 | 0.0 | 0.0 | 0.0 | 6643.3 | 0.0 | 0.0 | 17176.6 | 37483.3 | 2113.6 | 0.0 | -18193 |
| 38+00 | 50 | 0.0 | 3124.7 | 0.0 | 0.0 | 0.0 | 6255.8 | 0.0 | 0.0 | 17176.6 | 43739.1 | 2113.6 | 0.0 | -24449 |
| 38+50 | 50 | 0.0 | 2919.9 | 0.0 | 0.0 | 0.0 | 5596.8 | 0.0 | 0.0 | 17176.6 | 49335.9 | 2113.6 | 0.0 | -30046 |
| 39+00 | 50 | 0.0 | 3438.7 | 0.0 | 0.0 | 0.0 | 5887.6 | 0.0 | 0.0 | 17176.6 | 55223.5 | 2113.6 | 0.0 | -35933 |
| 39+50 | 50 | 0.0 | 3265.3 | 0.0 | 0.0 | 0.0 | 6207.4 | 0.0 | 0.0 | 17176.6 | 61430.9 | 2113.6 | 0.0 | -42141 |
| 40+00 | 50 | 0.0 | 3706.4 | 0.0 | 0.0 | 0.0 | 6455.3 | 0.0 | 0.0 | 17176.6 | 67886.2 | 2113.6 | 0.0 | -48596 |
| 40+50 | 50 | 0.0 | 3009.6 | 0.0 | 0.0 | 0.0 | 6218.5 | 0.0 | 0.0 | 17176.6 | 74104.7 | 2113.6 | 0.0 | -54814 |
| 41+00 | 50 | 0.0 | 1919.3 | 0.0 | 0.0 | 0.0 | 4563.7 | 0.0 | 0.0 | 17176.6 | 78668.4 | 2113.6 | 0.0 | -59378 |
| 41+50 | 50 | 1790.0 | 0.0 | 0.0 | 0.0 | 1657.4 | 1777.1 | 0.0 | 0.0 | 18834.1 | 80445.5 | 2113.6 | 0.0 | -59498 |
| 42+00 | 50 | 1771.2 | 0.0 | 0.0 | 0.0 | 3297.4 | 0.0 | 0.0 | 0.0 | 22131.4 | 80445.5 | 2113.6 | 0.0 | -56201 |
| 42+50 | 50 | 1699.4 | 0.0 | 0.0 | 0.0 | 3213.5 | 0.0 | 0.0 | 0.0 | 25344.9 | 80445.5 | 2113.6 | 0.0 | -52987 |
| 43+00 | 50 | 1874.5 | 0.0 | 0.0 | 0.0 | 3309.2 | 0.0 | 0.0 | 0.0 | 28654.1 | 80445.5 | 2113.6 | 0.0 | -49678 |
| 43+50 | 50 | 1929.6 | 0.0 | 0.0 | 0.0 | 3522.3 | 0.0 | 0.0 | 0.0 | 32176.4 | 80445.5 | 2113.6 | 0.0 | -46156 |
| 44+00 | 50 | 2039.2 | 0.0 | 16.8 | 0.0 | 3674.8 | 0.0 | 15.5 | 0.0 | 35851.2 | 80445.5 | 2129.1 | 0.0 | -42465 |
| 44+50 | 50 | 2029.4 | 0.0 | 134.1 | 0.0 | 3767.2 | 0.0 | 139.7 | 0.0 | 39618.4 | 80445.5 | 2268.8 | 0.0 | -38558 |
| 45+00 | 50 | 1755.8 | 0.0 | 349.6 | 0.0 | 3504.9 | 0.0 | 447.8 | 0.0 | 43123.3 | 80445.5 | 2716.6 | 0.0 | -34606 |
| 45+50 | 50 | 1375.7 | 0.0 | 580.7 | 0.0 | 2899.5 | 0.0 | 861.4 | 0.0 | 46022.8 | 80445.5 | 3578.0 | 0.0 | -30845 |
| 46+00 | 50 | 1160.2 | 0.0 | 889.5 | 0.0 | 2348.0 | 0.0 | 1361.3 | 0.0 | 48370.8 | 80445.5 | 4939.3 | 0.0 | -27135 |
| 46+50 | 50 | 1008.4 | 0.0 | 1071.1 | 0.0 | 2007.9 | 0.0 | 1815.3 | 0.0 | 50378.7 | 80445.5 | 6754.6 | 0.0 | -23312 |
| 47+00 | 50 | 1041.0 | 0.0 | 978.1 | 0.0 | 1897.6 | 0.0 | 1897.4 | 0.0 | 52276.3 | 80445.5 | 8652.0 | 0.0 | -19517 |
| 47+50 | 50 | 931.1 | 0.0 | 887.7 | 0.0 | 1826.0 | 0.0 | 1727.6 | 0.0 | 54102.3 | 80445.5 | 10379.6 | 0.0 | -15964 |
| 48+00 | 50 | 836.9 | 0.0 | 799.7 | 0.0 | 1637.0 | 0.0 | 1562.4 | 0.0 | 55739.4 | 80445.5 | 11942.0 | 0.0 | -12764 |
| 48+50 | 50 | 693.6 | 0.0 | 682.1 | 0.0 | 1417.1 | 0.0 | 1372.0 | 0.0 | 57156.5 | 80445.5 | 13314.0 | 0.0 | -9975 |
| 49+00 | 50 | 596.3 | 0.0 | 528.7 | 0.0 | 1194.3 | 0.0 | 1121.1 | 0.0 | 58350.8 | 80445.5 | 14435.1 | 0.0 | -7660 |
| 49+50 | 50 | 520.8 | 0.0 | 377.0 | 0.0 | 1034.4 | 0.0 | 838.6 | 0.0 | 59385.2 | 80445.5 | 15273.6 | 0.0 | -5787 |
| 50+00 | 50 | 532.9 | 0.0 | 262.7 | 0.0 | 975.7 | 0.0 | 592.3 | 0.0 | 60360.9 | 80445.5 | 15865.9 | 0.0 | -4219 |
| 50+50 | 50 | 553.3 | 0.0 | 126.4 | 0.0 | 1005.8 | 0.0 | 360.2 | 0.0 | 61366.7 | 80445.5 | 16226.1 | 0.0 | -2853 |
| 51+00 | 50 | 535.7 | 0.0 | 84.1 | 0.0 | 1008.4 | 0.0 | 194.8 | 0.0 | 62375.0 | 80445.5 | 16420.9 | 0.0 | -1650 |
| 51+50 | 50 | 409.8 | 0.0 | 49.5 | 0.0 | 875.5 | 0.0 | 123.7 | 0.0 | 63250.5 | 80445.5 | 16544.6 | 0.0 | -650 |
| 52+00 | 50 | 372.9 | 0.3 | 0.0 | 0.0 | 724.7 | 0.3 | 45.9 | 0.0 | 63975.2 | 80445.8 | 16590.5 | 0.0 | 120 |
| 52+50 | 50 | 328.3 | 0.0 | 0.0 | 0.0 | 649.3 | 0.3 | 0.0 | 0.0 | 64624.5 | 80446.0 | 16590.5 | 0.0 | 769 |
| 53+00 | 50 | 329.7 | 0.0 | 0.0 | 0.0 | 609.3 | 0.0 | 0.0 | 0.0 | 65233.8 | 80446.0 | 16590.5 | 0.0 | 1378 |

NOTES:

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CON'T NEXT SHEET

CON'T PREVIOUS SHEET

| FR LINE | | AREA (SF) | | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | | CUMULATIVE VOL (CY) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STATION | DISTANCE | CUT NOTE 1 | FILL NOTE 2 | EXCAVATION ROCK | EBS | CUT NOTE 1 | FILL NOTE 2 | EXCAVATION ROCK | EBS | CUT NOTE 1 | FILL NOTE 2 | EXCAVATION ROCK | EBS | MASS ORDINATE NOTE 3 |
| 53+50 | 50 | 195.4 | 0.0 | 0.0 | 0.0 | 486.2 | 0.0 | 0.0 | 0.0 | 65720.0 | 80446.0 | 16590.5 | 0.0 | 1864 |
| 54+00 | 50 | 334.8 | 1.1 | 0.0 | 0.0 | 490.8 | 1.0 | 0.0 | 0.0 | 66210.8 | 80447.1 | 16590.5 | 0.0 | 2354 |
| 54+50 | 50 | 333.0 | 16.2 | 0.0 | 0.0 | 618.3 | 16.0 | 0.0 | 0.0 | 66829.1 | 80463.1 | 16590.5 | 0.0 | 2957 |
| 55+00 | 50 | 268.4 | 26.6 | 0.0 | 0.0 | 556.8 | 39.6 | 0.0 | 0.0 | 67386.0 | 80502.6 | 16590.5 | 0.0 | 3474 |
| 55+50 | 50 | 216.0 | 28.9 | 0.0 | 0.0 | 448.5 | 51.4 | 0.0 | 0.0 | 67834.5 | 80554.0 | 16590.5 | 0.0 | 3871 |
| 56+00 | 50 | 149.2 | 48.9 | 0.0 | 0.0 | 338.2 | 72.1 | 0.0 | 0.0 | 68172.6 | 80626.1 | 16590.5 | 0.0 | 4137 |
| 56+50 | 50 | 69.9 | 71.5 | 0.0 | 0.0 | 202.8 | 111.5 | 0.0 | 0.0 | 68375.5 | 80737.6 | 16590.5 | 0.0 | 4228 |
| 57+00 | 50 | 33.7 | 42.5 | 0.0 | 0.0 | 95.9 | 105.5 | 0.0 | 0.0 | 68471.4 | 80843.2 | 16590.5 | 0.0 | 4219 |
| 57+50 | 50 | 40.2 | 19.0 | 0.0 | 0.0 | 68.4 | 56.9 | 0.0 | 0.0 | 68539.8 | 80900.1 | 16590.5 | 0.0 | 4230 |
| 58+00 | 50 | 64.2 | 5.4 | 0.0 | 0.0 | 96.7 | 22.6 | 0.0 | 0.0 | 68636.5 | 80922.6 | 16590.5 | 0.0 | 4304 |
| 58+50 | 50 | 73.2 | 2.4 | 0.0 | 0.0 | 127.2 | 7.2 | 0.0 | 0.0 | 68763.7 | 80929.8 | 16590.5 | 0.0 | 4424 |
| 59+00 | 50 | 85.8 | 0.0 | 0.0 | 0.0 | 147.2 | 2.2 | 0.0 | 0.0 | 68910.8 | 80932.0 | 16590.5 | 0.0 | 4569 |
| 59+18 | 18 | 103.0 | 0.0 | 0.0 | 0.0 | 62.6 | 0.0 | 0.0 | 0.0 | 68973.5 | 80932.0 | 16590.5 | 0.0 | 4632 |
| | | | | | | 68,973.5 | 80,932.0 | 16,590.5 | 0.0 | | | | | |

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| FR LINE | | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| STATION | DISTANCE | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | MASS ORDINATE NOTE 3 |
| 27+72 | | 12.3 | 2.5 | 0.6 | | | | | | | |
| 28+00 | 28 | 21.2 | 0.0 | 1.1 | 17.1 | 1.3 | 0.9 | 17.1 | 1.3 | 0.9 | 16 |
| 28+50 | 50 | 52.5 | 0.0 | 2.6 | 68.2 | 0.0 | 3.4 | 85.3 | 1.4 | 4.3 | 84 |
| 29+00 | 50 | 57.6 | 0.0 | 2.9 | 101.9 | 0.0 | 5.1 | 187.3 | 1.4 | 9.4 | 186 |
| 29+50 | 50 | 52.1 | 0.0 | 2.6 | 101.6 | 0.0 | 5.1 | 288.8 | 1.4 | 14.4 | 287 |
| 30+00 | 50 | 53.9 | 0.1 | 2.7 | 98.1 | 0.1 | 4.9 | 387.0 | 1.4 | 19.3 | 386 |
| 30+50 | 50 | 106.2 | 0.0 | 5.3 | 148.2 | 0.1 | 7.4 | 535.2 | 1.5 | 26.8 | 534 |
| 30+55 | 5 | 107.8 | 0.0 | 5.4 | 19.4 | 0.0 | 1.0 | 554.6 | 1.5 | 27.7 | 553 |
| | | | | | 554.6 | 1.5 | 27.7 | | | | |

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9

9

| NR LINE | | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| STATION | DISTANCE | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | MASS ORDINATE NOTE 3 |
| 9+09 | | 14.8 | 0.0 | 0.7 | | | | | | | |
| 9+50 | 41 | 15.0 | 0.0 | 0.8 | 22.5 | 0.0 | 1.1 | 22.5 | 0.0 | 1.1 | 22 |
| 10+00 | 50 | 59.7 | 0.0 | 3.0 | 69.2 | 0.0 | 3.5 | 91.7 | 0.0 | 4.6 | 92 |
| 10+50 | 50 | 90.1 | 0.0 | 4.5 | 138.7 | 0.0 | 6.9 | 230.4 | 0.0 | 11.5 | 230 |
| 11+00 | 50 | 97.3 | 0.0 | 4.9 | 173.5 | 0.0 | 8.7 | 403.8 | 0.0 | 20.2 | 404 |
| 11+50 | 50 | 100.9 | 0.0 | 5.0 | 183.5 | 0.0 | 9.2 | 587.3 | 0.0 | 29.4 | 587 |
| 12+00 | 50 | 114.5 | 0.0 | 5.7 | 199.4 | 0.0 | 10.0 | 786.7 | 0.0 | 39.3 | 787 |
| 12+50 | 50 | 99.1 | 0.0 | 5.0 | 197.8 | 0.0 | 9.9 | 984.5 | 0.0 | 49.2 | 984 |
| 13+00 | 50 | 80.7 | 0.0 | 4.0 | 166.4 | 0.0 | 8.3 | 1150.9 | 0.0 | 57.5 | 1151 |
| 13+50 | 50 | 85.8 | 0.0 | 4.3 | 154.2 | 0.0 | 7.7 | 1305.1 | 0.0 | 65.3 | 1305 |
| 14+00 | 50 | 76.1 | 0.0 | 3.8 | 149.9 | 0.0 | 7.5 | 1455.0 | 0.0 | 72.8 | 1455 |
| 14+50 | 50 | 58.7 | 0.1 | 2.9 | 124.8 | 0.1 | 6.2 | 1579.8 | 0.1 | 79.0 | 1580 |
| 15+00 | 50 | 63.7 | 0.3 | 3.2 | 113.3 | 0.4 | 5.7 | 1693.1 | 0.5 | 84.7 | 1693 |
| 15+50 | 50 | 68.7 | 0.3 | 3.4 | 122.6 | 0.5 | 6.1 | 1815.6 | 1.0 | 90.8 | 1815 |
| 16+00 | 50 | 125.6 | 0.0 | 6.3 | 179.9 | 0.2 | 9.0 | 1995.5 | 1.2 | 99.8 | 1994 |
| 16+50 | 50 | 174.8 | 0.0 | 8.7 | 278.1 | 0.0 | 13.9 | 2273.6 | 1.2 | 113.7 | 2272 |
| 17+00 | 50 | 119.0 | 0.0 | 5.9 | 272.0 | 0.0 | 13.6 | 2545.6 | 1.2 | 127.3 | 2544 |
| 17+50 | 50 | 97.2 | 0.0 | 4.9 | 200.1 | 0.0 | 10.0 | 2745.7 | 1.2 | 137.3 | 2745 |
| 18+00 | 50 | 97.3 | 0.0 | 4.9 | 180.1 | 0.0 | 9.0 | 2925.8 | 1.2 | 146.3 | 2925 |
| 18+50 | 50 | 162.0 | 0.0 | 8.1 | 240.1 | 0.0 | 12.0 | 3166.0 | 1.2 | 158.3 | 3165 |
| 19+00 | 50 | 154.4 | 0.2 | 7.7 | 293.0 | 0.2 | 14.6 | 3458.9 | 1.4 | 172.9 | 3458 |
| 19+50 | 50 | 183.6 | 0.0 | 9.2 | 312.9 | 0.2 | 15.6 | 3771.9 | 1.5 | 188.6 | 3770 |
| 20+00 | 50 | 173.5 | 0.0 | 8.7 | 330.6 | 0.0 | 16.5 | 4102.5 | 1.5 | 205.1 | 4101 |
| 20+50 | 50 | 157.5 | 0.0 | 7.9 | 306.5 | 0.0 | 15.3 | 4408.9 | 1.5 | 220.4 | 4407 |
| 21+00 | 50 | 126.8 | 0.0 | 6.3 | 263.2 | 0.0 | 13.2 | 4672.1 | 1.5 | 233.6 | 4671 |
| 21+50 | 50 | 92.2 | 0.0 | 4.6 | 202.8 | 0.0 | 10.1 | 4874.9 | 1.5 | 243.7 | 4873 |
| 22+00 | 50 | 38.0 | 6.7 | 1.9 | 120.6 | 6.2 | 6.0 | 4995.5 | 7.8 | 249.8 | 4988 |
| 22+50 | 50 | 19.9 | 6.1 | 1.0 | 53.6 | 11.9 | 2.7 | 5049.1 | 19.7 | 252.5 | 5029 |
| 23+00 | 50 | 9.7 | 17.3 | 0.5 | 27.5 | 21.6 | 1.4 | 5076.6 | 41.3 | 253.8 | 5035 |
| 23+50 | 50 | 46.9 | 4.6 | 2.3 | 52.4 | 20.2 | 2.6 | 5129.0 | 61.5 | 256.4 | 5067 |
| 24+00 | 50 | 64.9 | 0.8 | 3.2 | 103.5 | 5.0 | 5.2 | 5232.4 | 66.5 | 261.6 | 5166 |
| 24+45 | 45 | 121.6 | 0.0 | 6.1 | 153.9 | 0.7 | 7.7 | 5386.4 | 67.2 | 269.3 | 5319 |
| | | | | | 5,386.4 | 67.2 | 269.3 | | | | |

NOTES:

1) CUT: THE CUT QUANTITY IS DETERMINED BY THE METHOD OF AVERAGE END AREAS FROM PROPOSED SUBGRADE OR FINISHED GROUND TO EXISTING GROUND, WITH NO CORRECTION FOR CURVATURE OR EXPANSION FACTORS. PAVEMENT MATERIAL IS INCLUDED IN CUT.

2) FILL: THE FILL QUANTITY IS DETERMINED IN ITS FINAL LOCATION, USING THE METHOD OF AVERAGE END AREAS FROM EXISTING GROUND TO PROPOSED SUBGRADE OR FINISHED GROUND, WITH NO CORRECTION FOR CURVATURE, SETTLEMENT OR EXPANSION.

3) MASS ORDINATE: MASS ORDINATE = CUT - FILL. DOES NOT INCLUDE AN EXPANSION FACTOR, SEE NOTES 1 AND 2. THE MASS ORDINATE IS FOR INFORMATION PURPOSES ONLY AS EXCAVATION COMMON AND ROADWAY EMBANKMENT ARE NOT BALANCED FOR QUANTITY PURPOSES AND DOES NOT GUARANTEE THE QUALITY OF EXCAVATION COMMON, AND IF IT CAN BE REUSED ONSITE.

9

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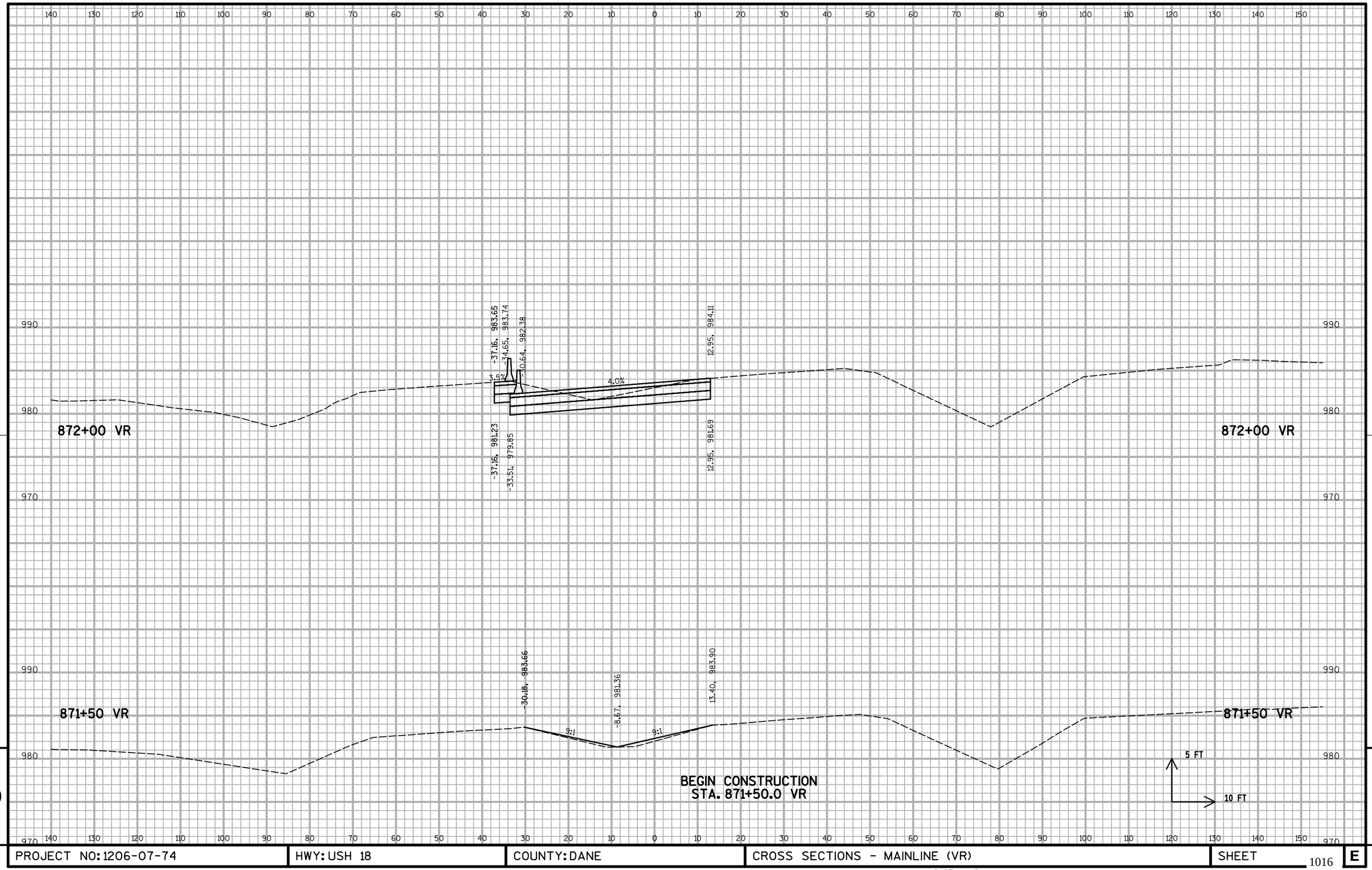
| KR LINE | | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| STATION | DISTANCE | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | CUT NOTE 1 | FILL NOTE 2 | EBS (5% OF CUT) | MASS ORDINATE NOTE 3 |
| 68+84 | | 4.7 | 0.1 | 0.2 | | | | | | | |
| 69+00 | 16 | 5.7 | 0.0 | 0.3 | 3.2 | 0.0 | 0.2 | 3.2 | 0.0 | 0.2 | 3 |
| 69+50 | 50 | 5.1 | 0.0 | 0.3 | 10.0 | 0.0 | 0.5 | 13.1 | 0.0 | 0.7 | 13 |
| 70+00 | 50 | 4.2 | 0.1 | 0.2 | 8.6 | 0.1 | 0.4 | 21.8 | 0.1 | 1.1 | 22 |
| 70+50 | 50 | 0.0 | 8.7 | 0.0 | 3.9 | 8.2 | 0.2 | 25.6 | 8.3 | 1.3 | 17 |
| 71+00 | 50 | 0.1 | 8.3 | 0.0 | 0.1 | 15.8 | 0.0 | 25.8 | 24.1 | 1.3 | 2 |
| 71+50 | 50 | 65.9 | 13.8 | 3.3 | 61.1 | 20.4 | 3.1 | 86.9 | 44.5 | 4.3 | 42 |
| 72+00 | 50 | 20.0 | 25.5 | 1.0 | 79.5 | 36.3 | 4.0 | 166.4 | 80.8 | 8.3 | 86 |
| 72+50 | 50 | 46.3 | 8.7 | 2.3 | 61.4 | 31.7 | 3.1 | 227.8 | 112.5 | 11.4 | 115 |
| 72+83 | 33 | 205.4 | 0.0 | 10.3 | 152.9 | 5.3 | 7.6 | 380.6 | 117.8 | 19.0 | 263 |
| | | | | | 380.6 | 117.8 | 19.0 | | | | |

NOTES:

1) CUT: THE CUT QUANTITY IS DETERMINED BY THE METHOD OF AVERAGE END AREAS FROM PROPOSED SUBGRADE OR FINISHED GROUND TO EXISTING GROUND, WITH NO CORRECTION FOR CURVATURE OR EXPANSION FACTORS. PAVEMENT MATERIAL IS INCLUDED IN CUT.

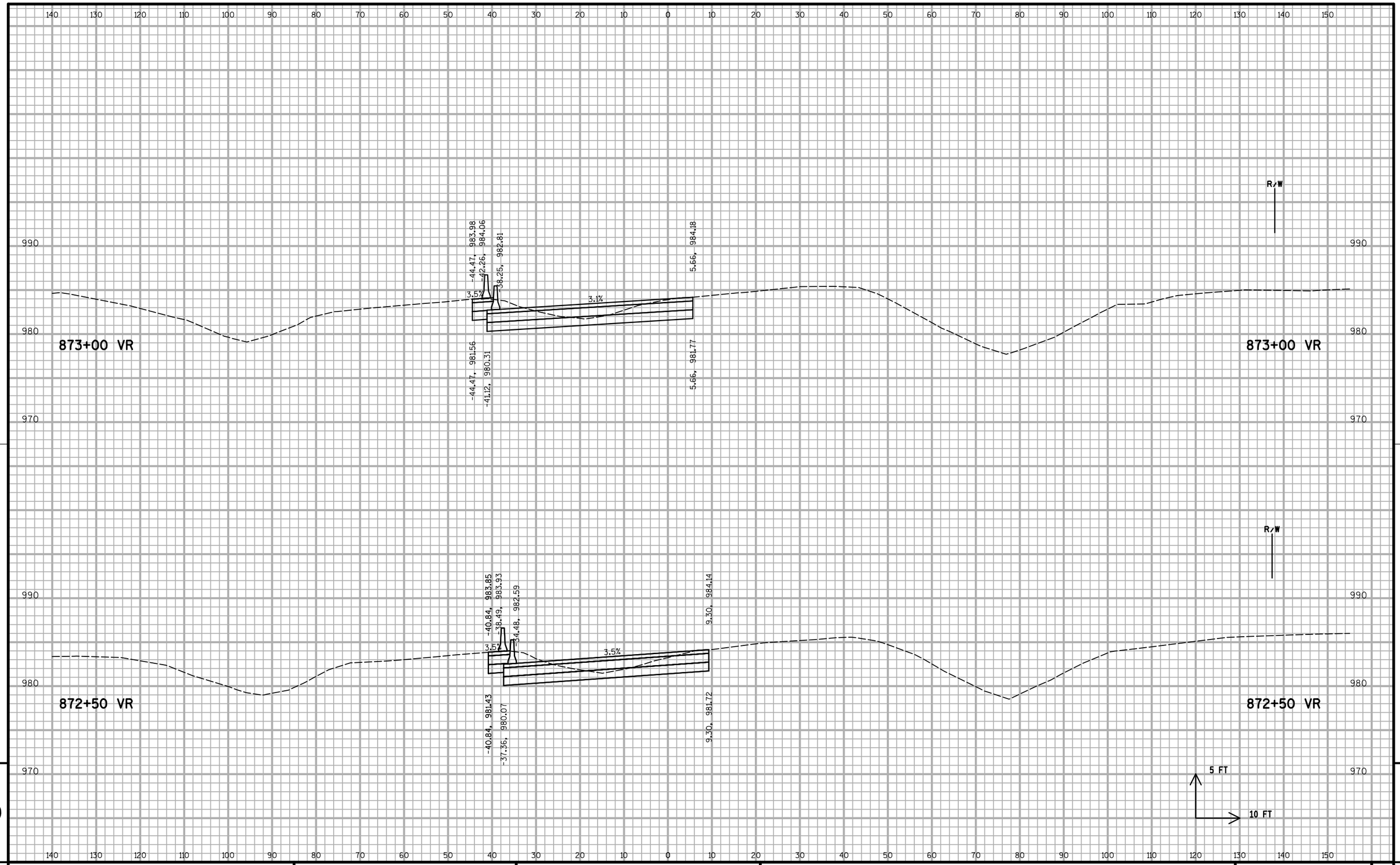
2) FILL: THE FILL QUANTITY IS DETERMINED IN ITS FINAL LOCATION, USING THE METHOD OF AVERAGE END AREAS FROM EXISTING GROUND TO PROPOSED SUBGRADE OR FINISHED GROUND, WITH NO CORRECTION FOR CURVATURE, SETTLEMENT OR EXPANSION.

3) MASS ORDINATE: MASS ORDINATE = CUT - FILL. DOES NOT INCLUDE AN EXPANSION FACTOR, SEE NOTES 1 AND 2. THE MASS ORDINATE IS FOR INFORMATION PURPOSES ONLY AS EXCAVATION COMMON AND ROADWAY EMBANKMENT ARE NOT BALANCED FOR QUANTITY PURPOSES AND DOES NOT GUARANTEE THE QUALITY OF EXCAVATION COMMON, AND IF IT CAN BE REUSED ONSITE.

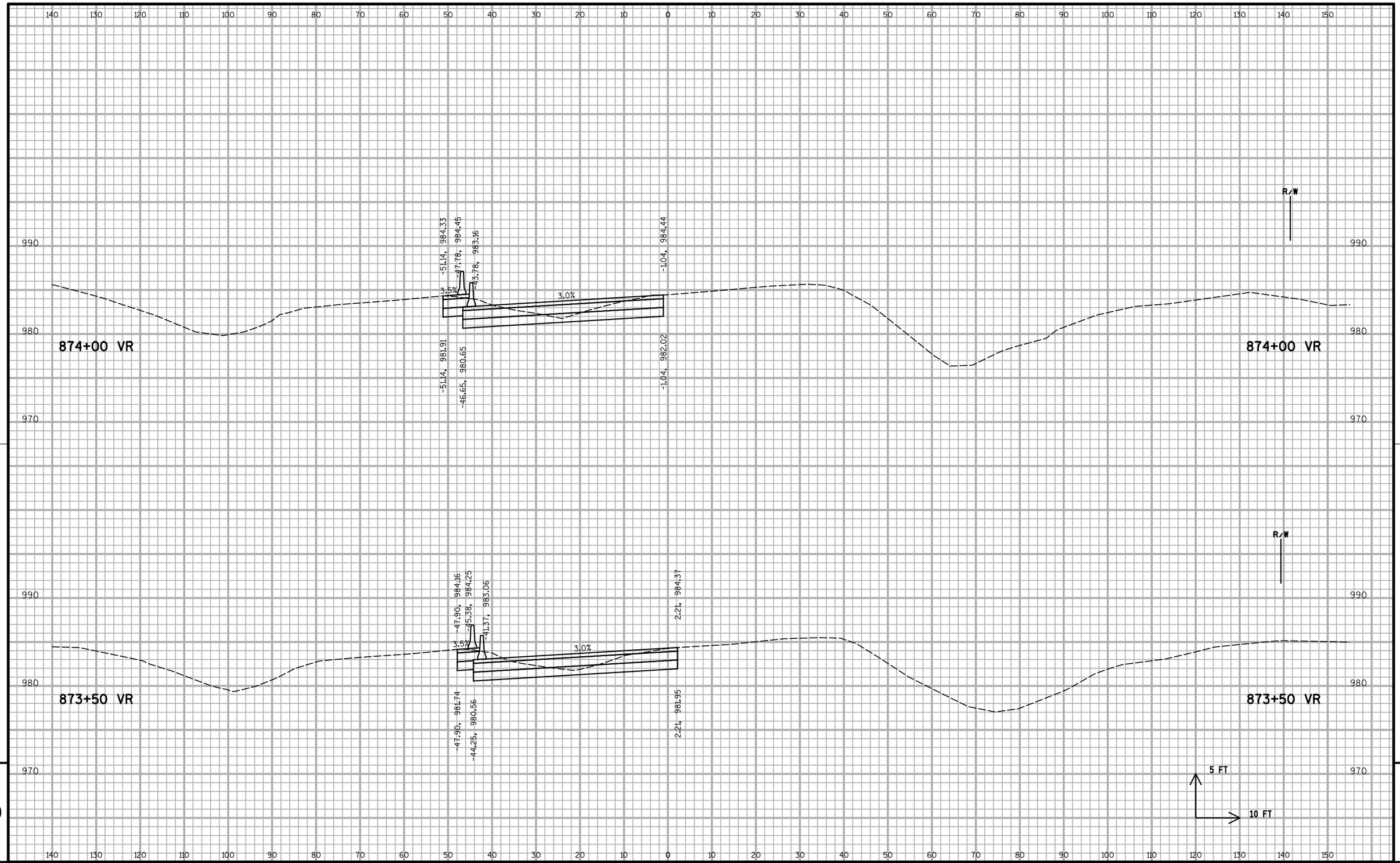



| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1016 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090200_xs_vr.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1017 | E |
|---|---|---|---|---|---|

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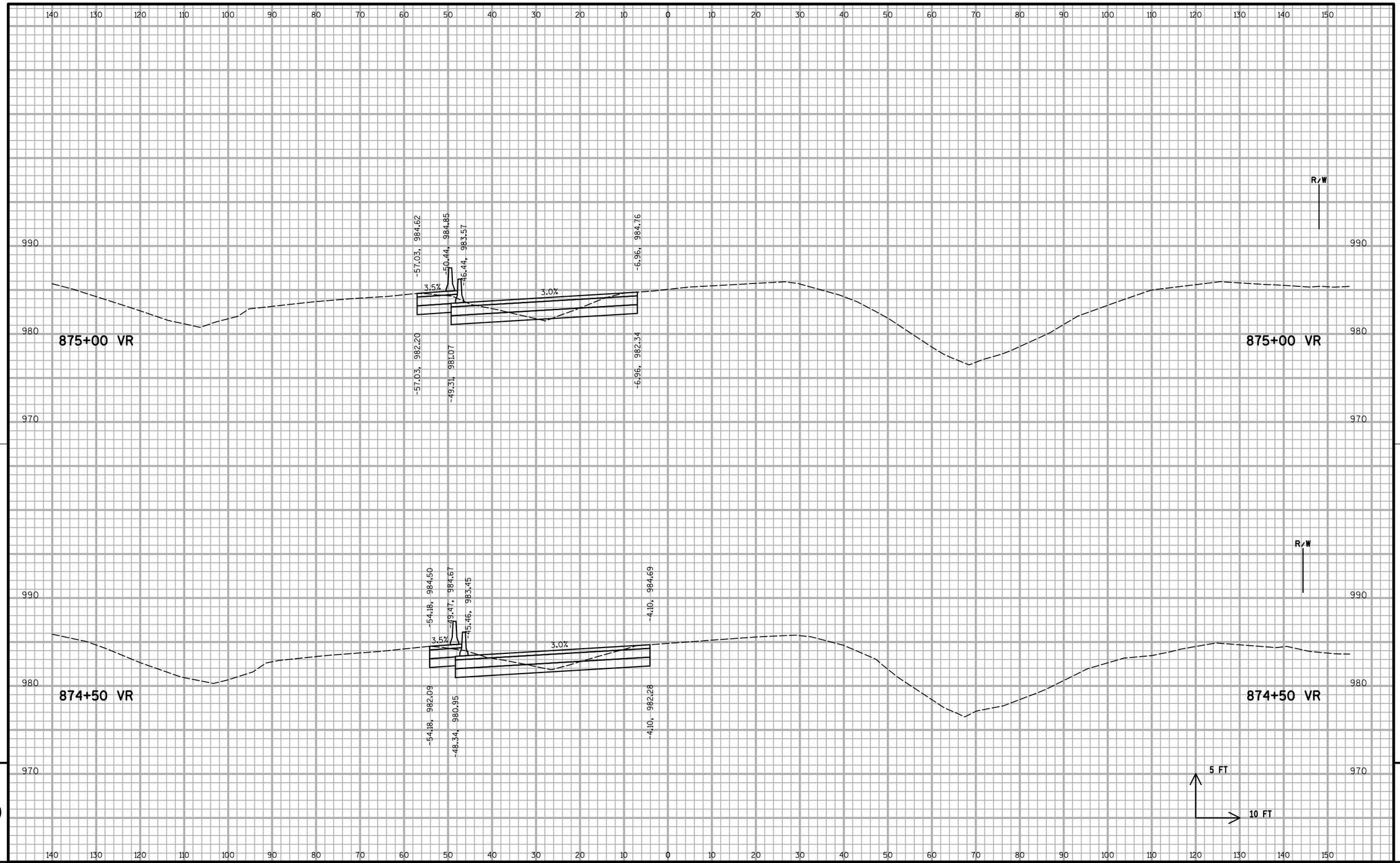
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1018 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090200_xs_vr.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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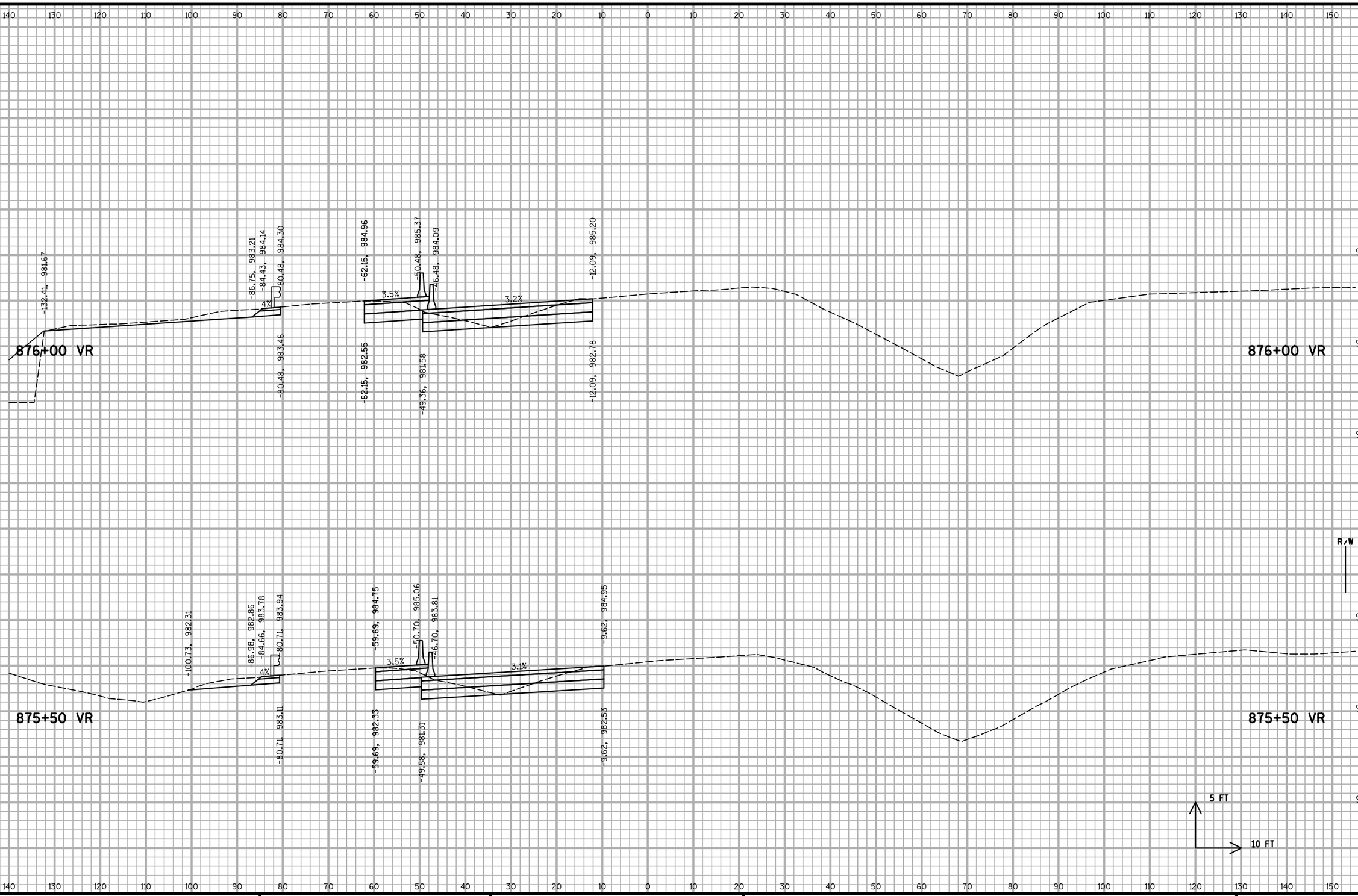
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1019 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090200_xs_vr.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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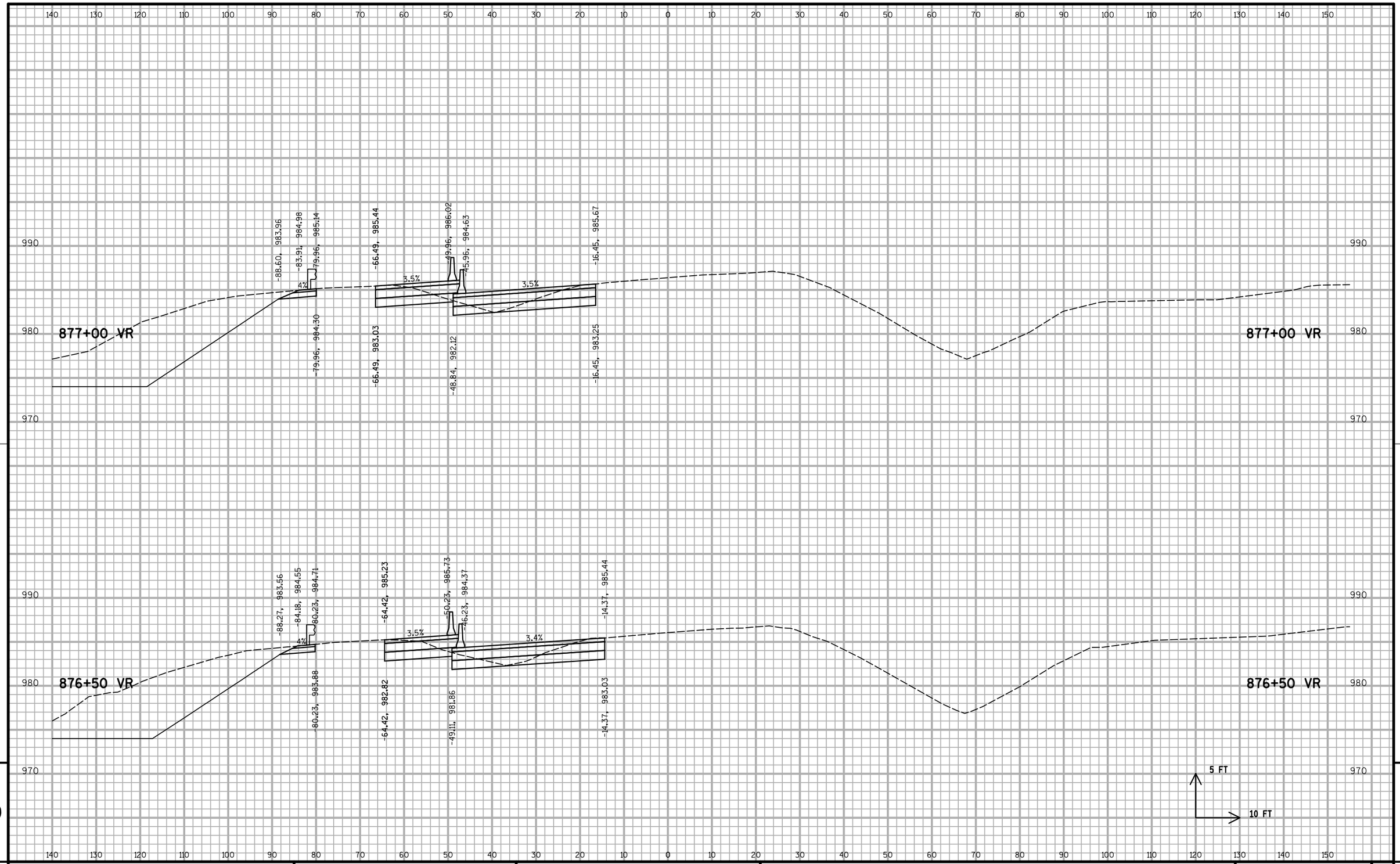
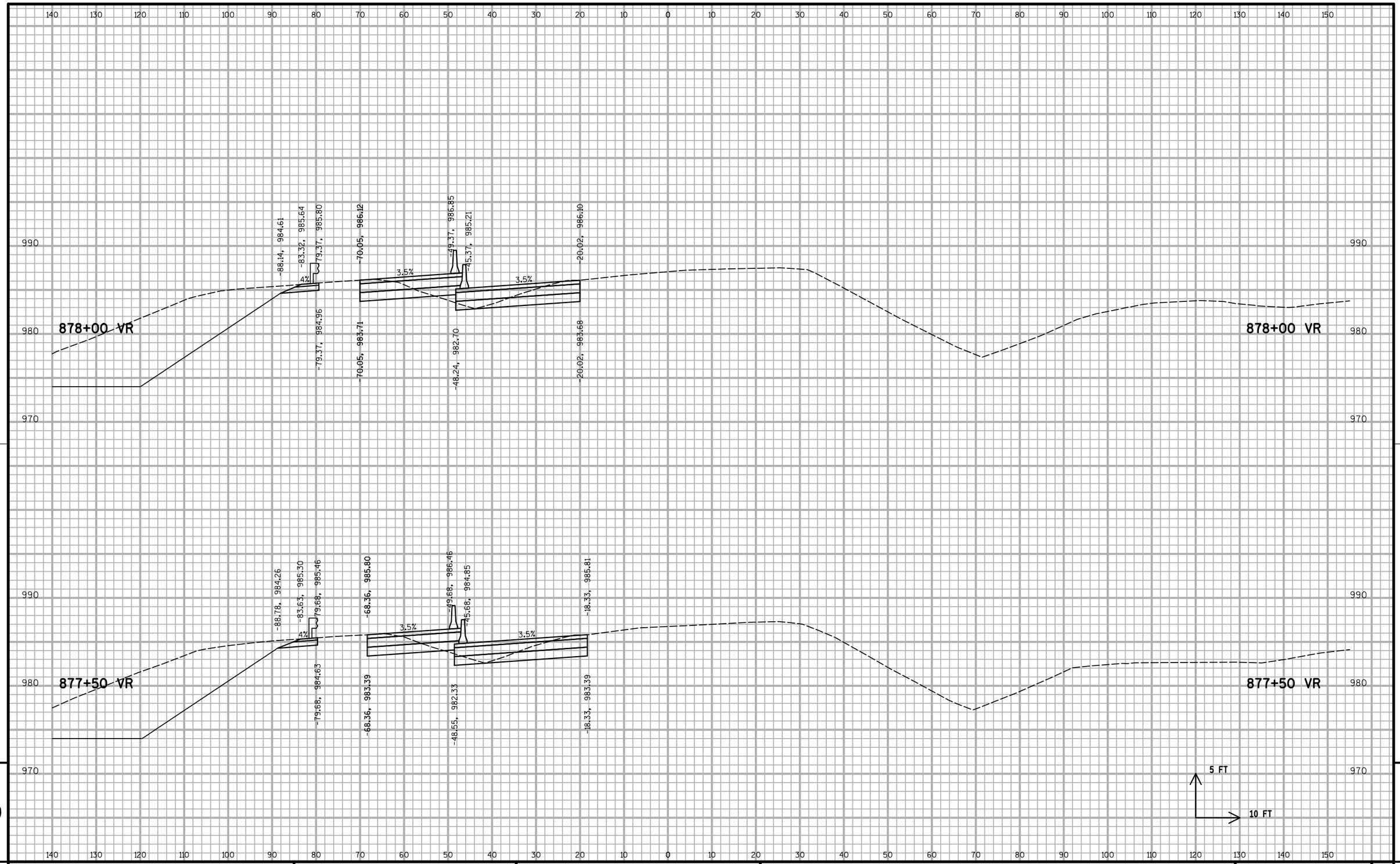
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1020 | E |
|---|---|---|---|---|---|




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090200_xs_vr.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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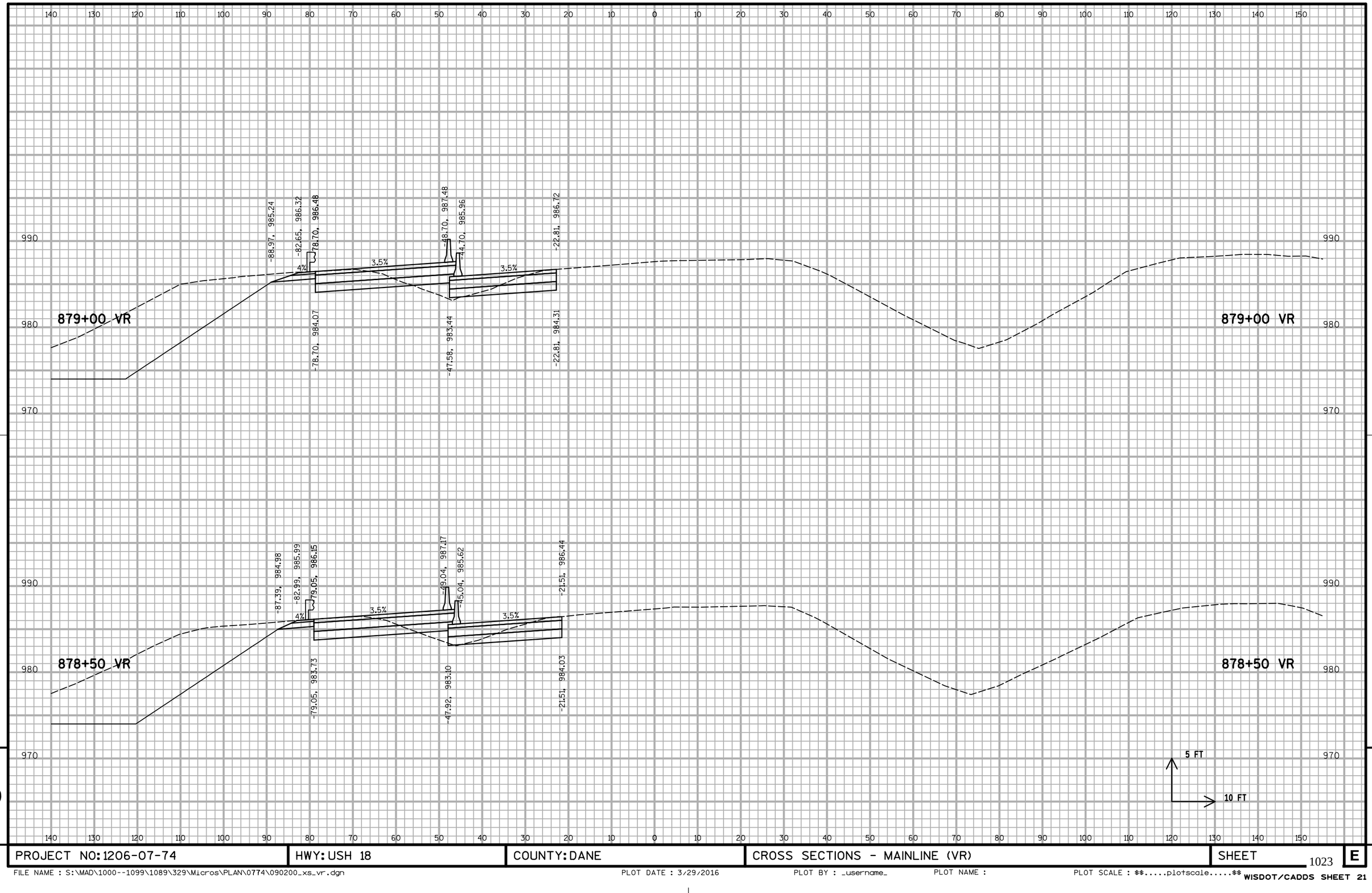
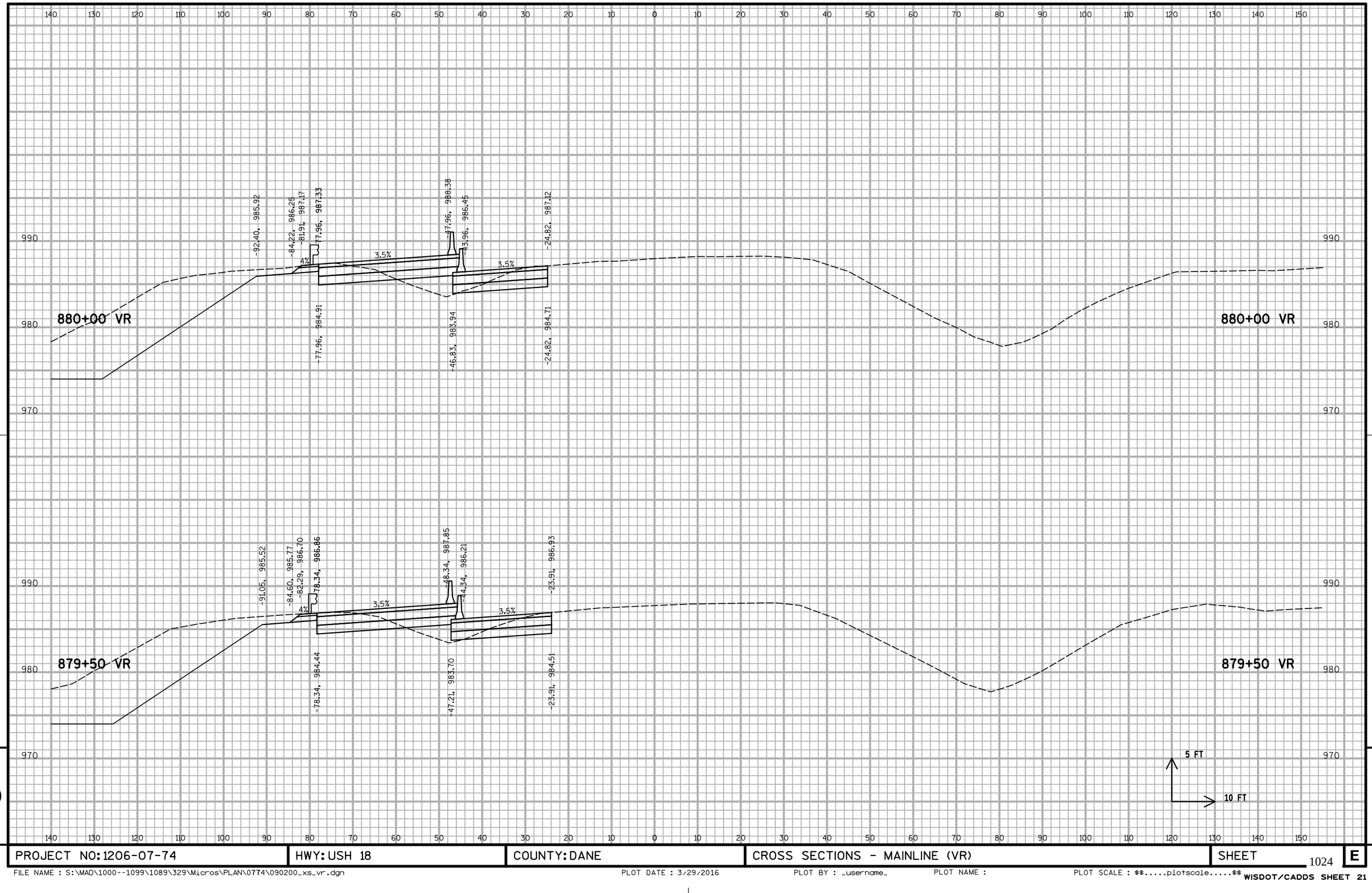
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1022 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090200_xs_vr.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1023 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090200_xs_vr.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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|---|---|---|---|---|
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1024 E |

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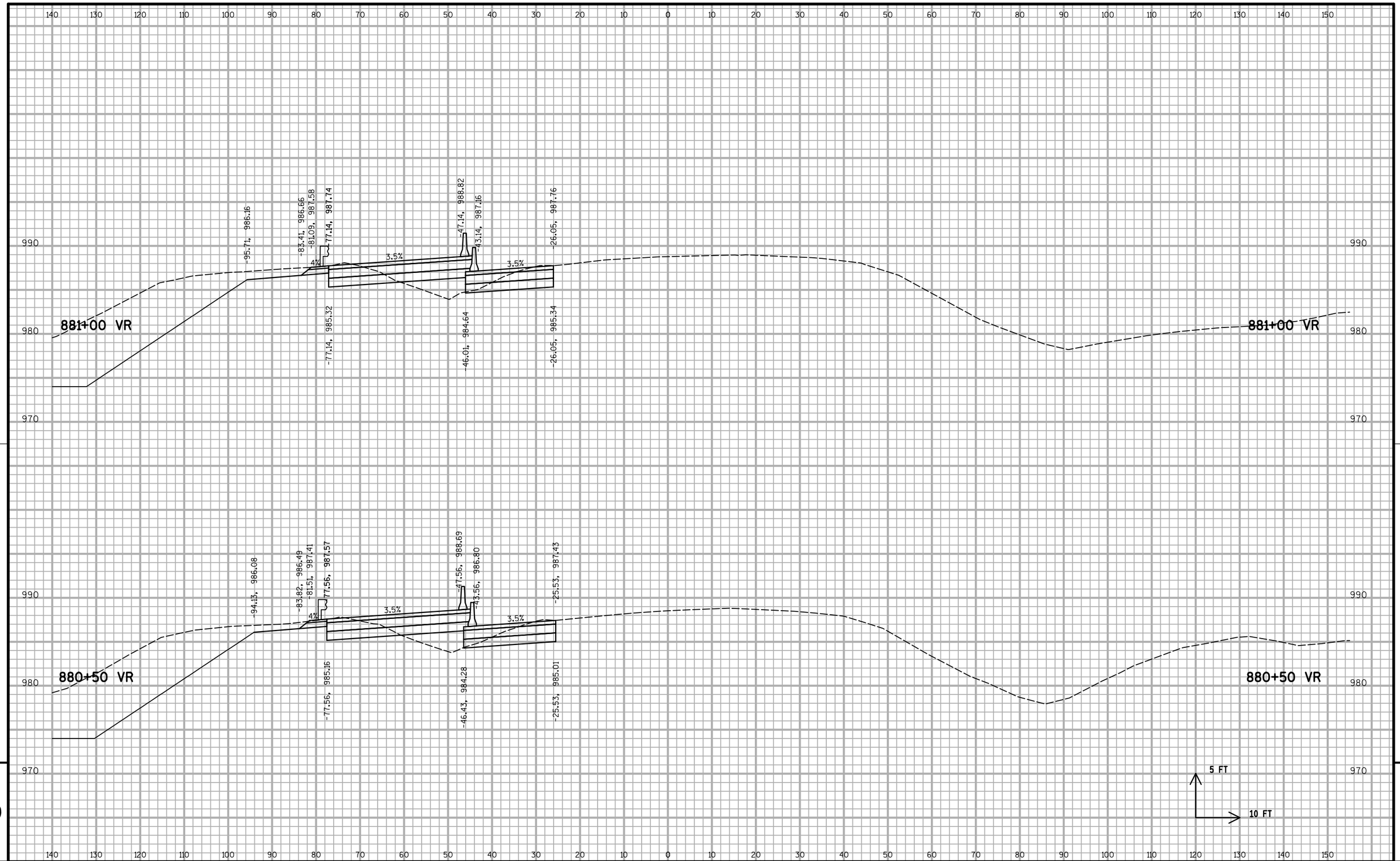


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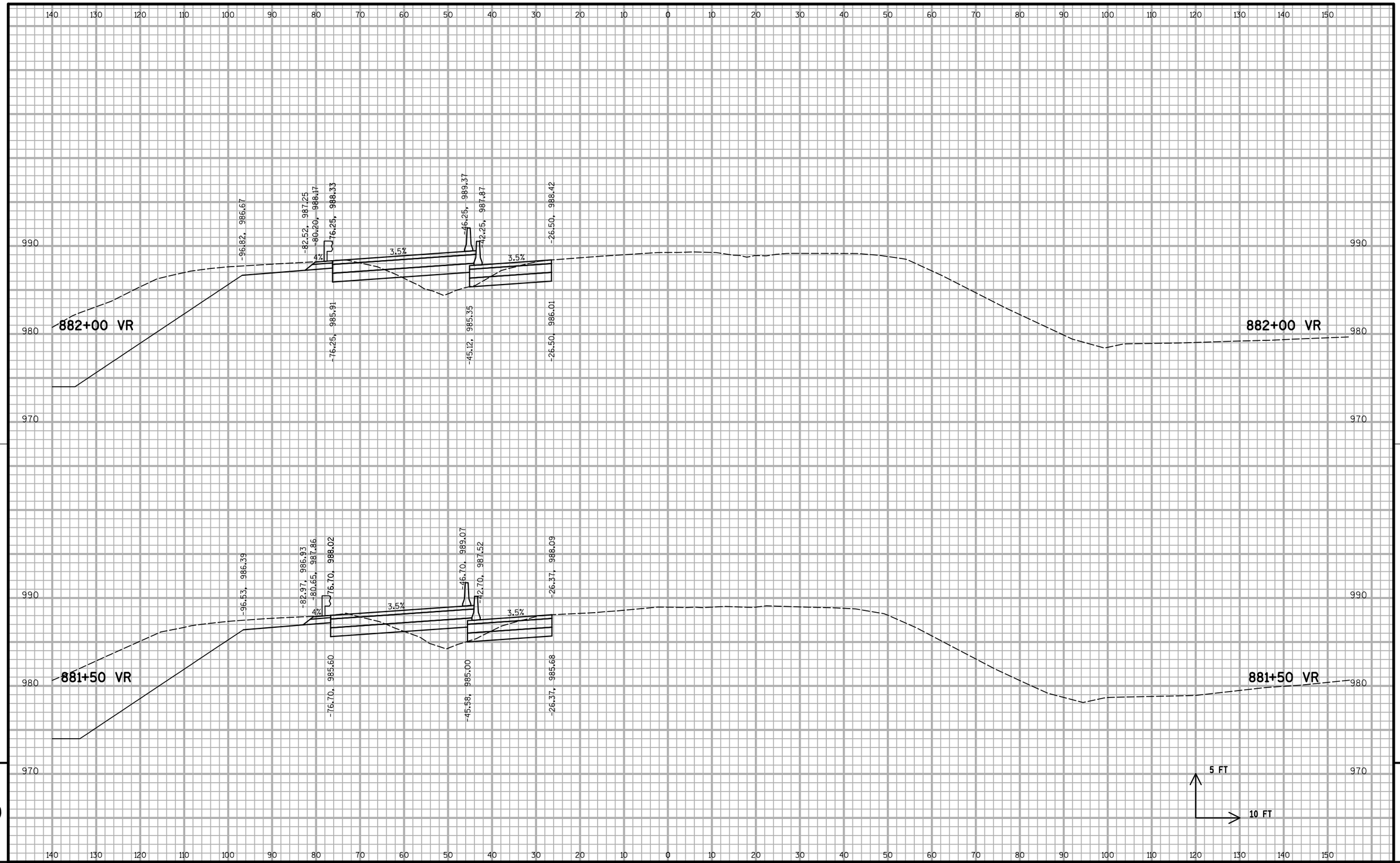
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1025 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090200_xs_vr.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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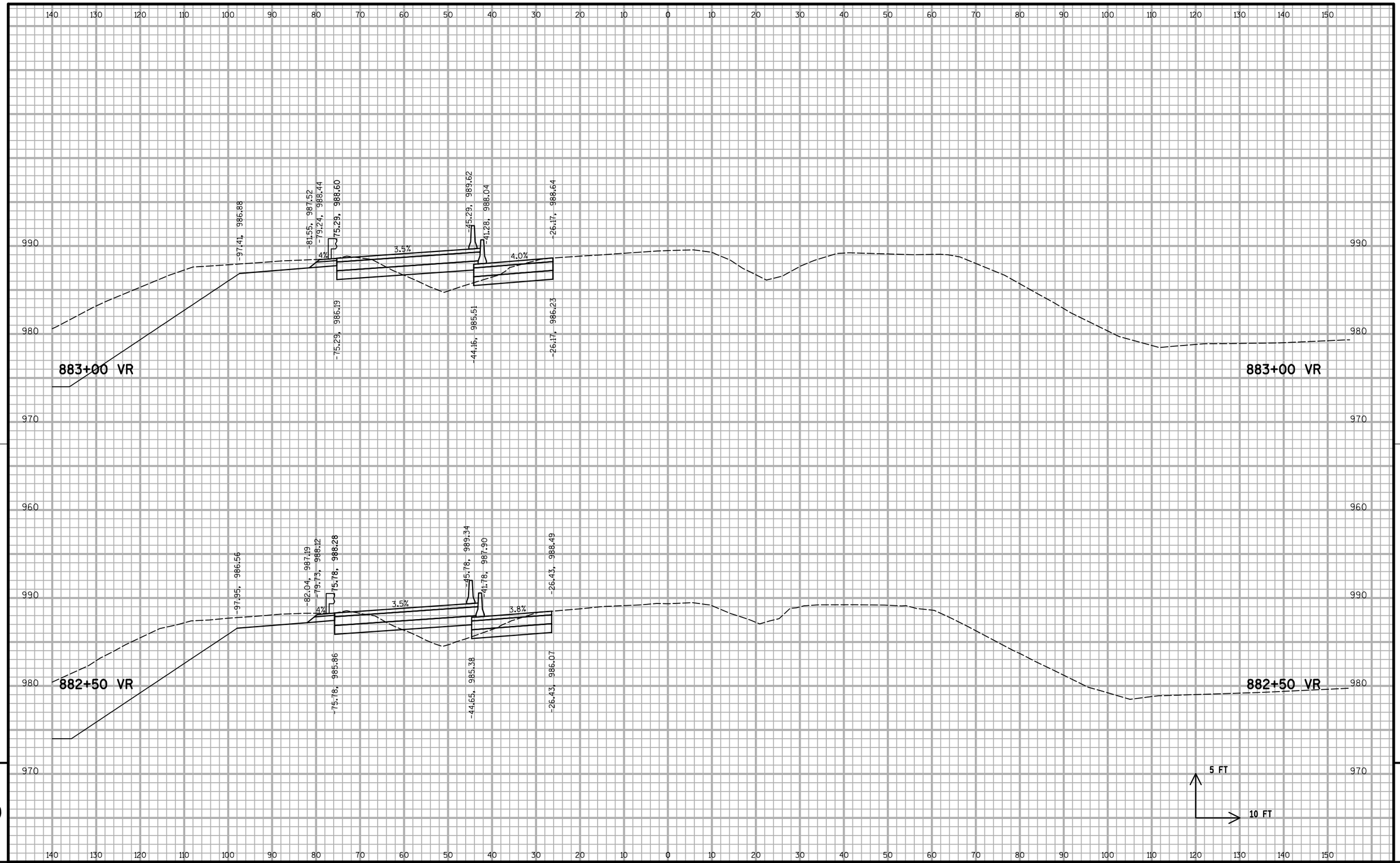
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1026 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090200_xs_vr.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1027 | E |
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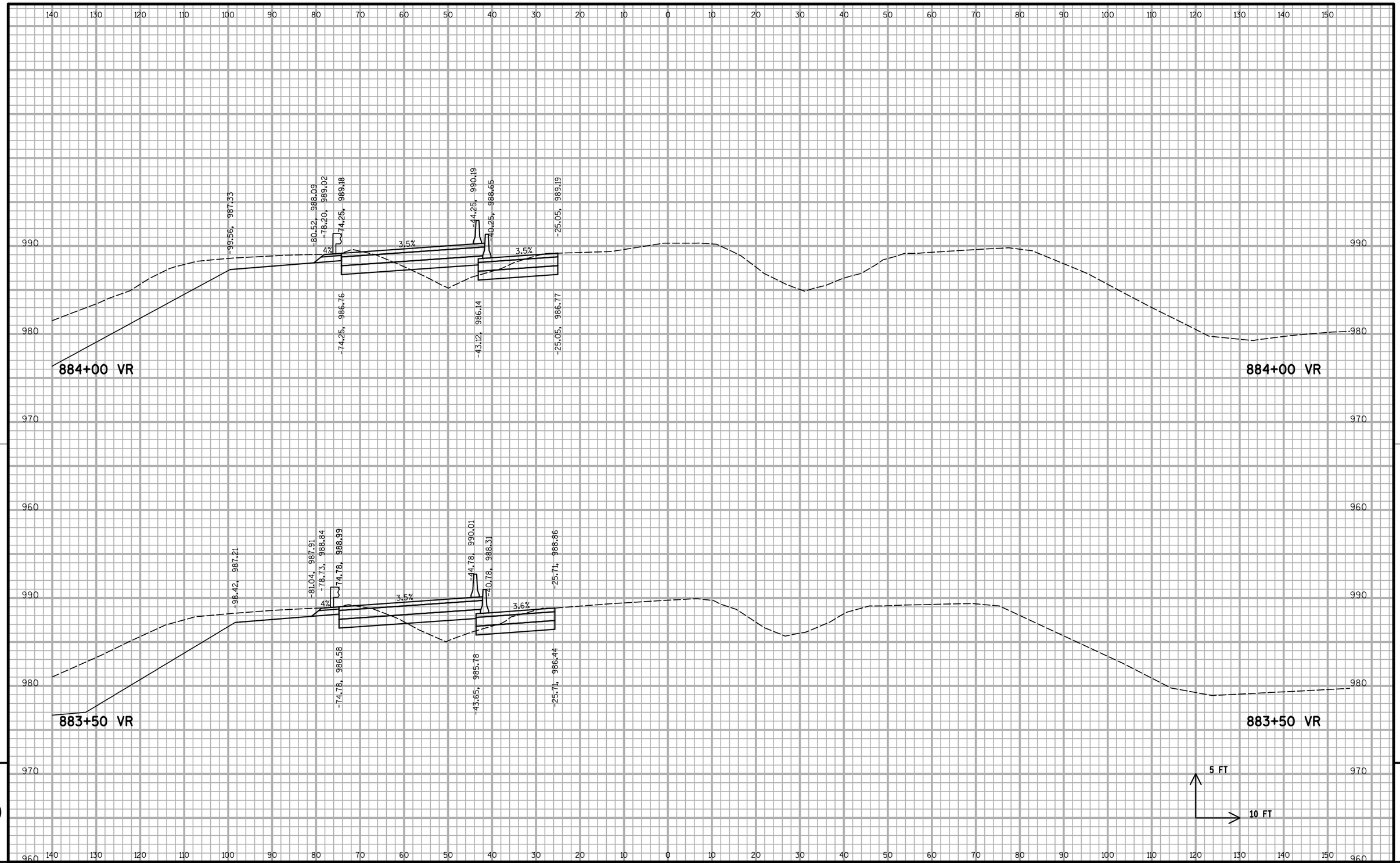


| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1028 | E |
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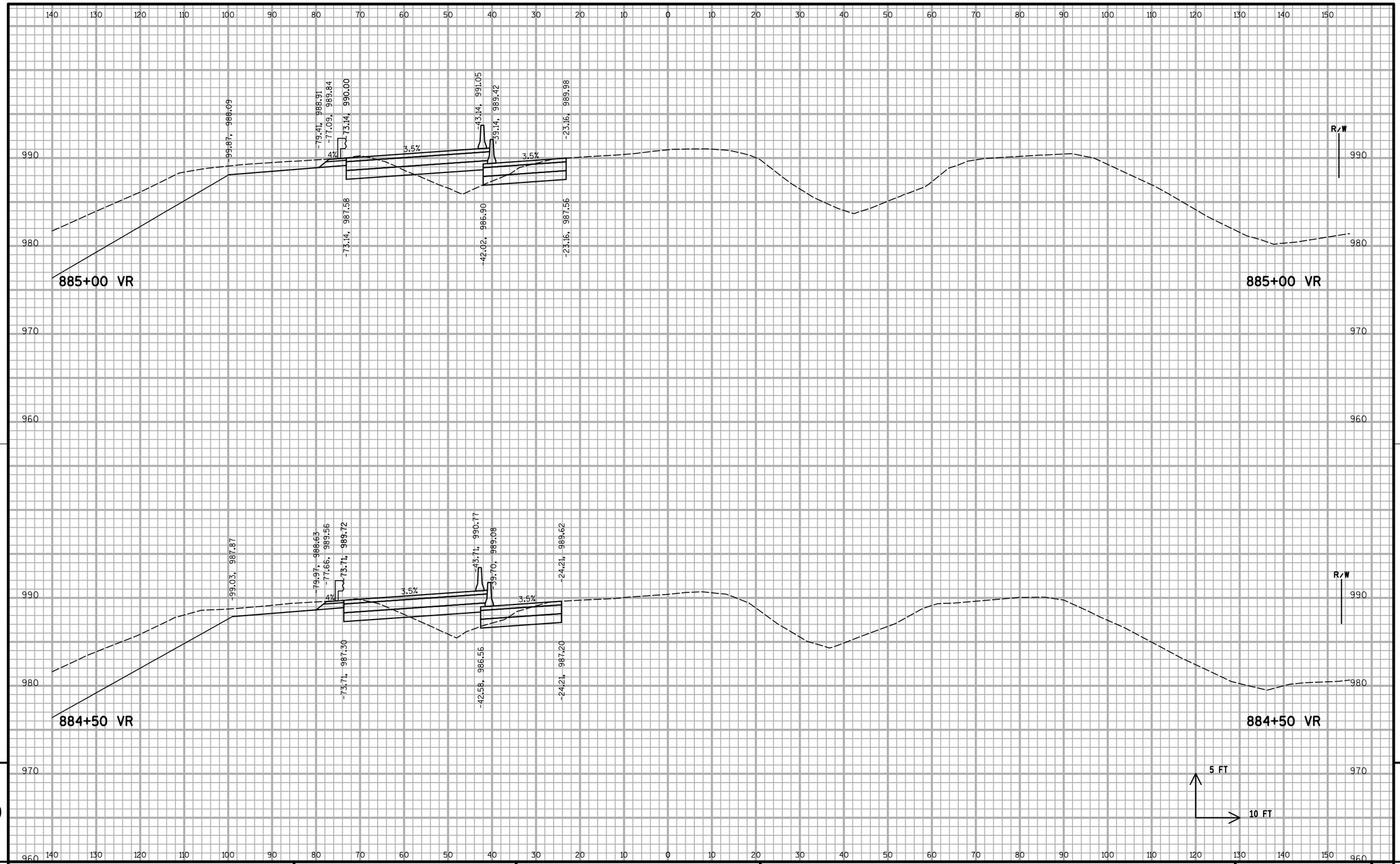


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| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1029 | E |
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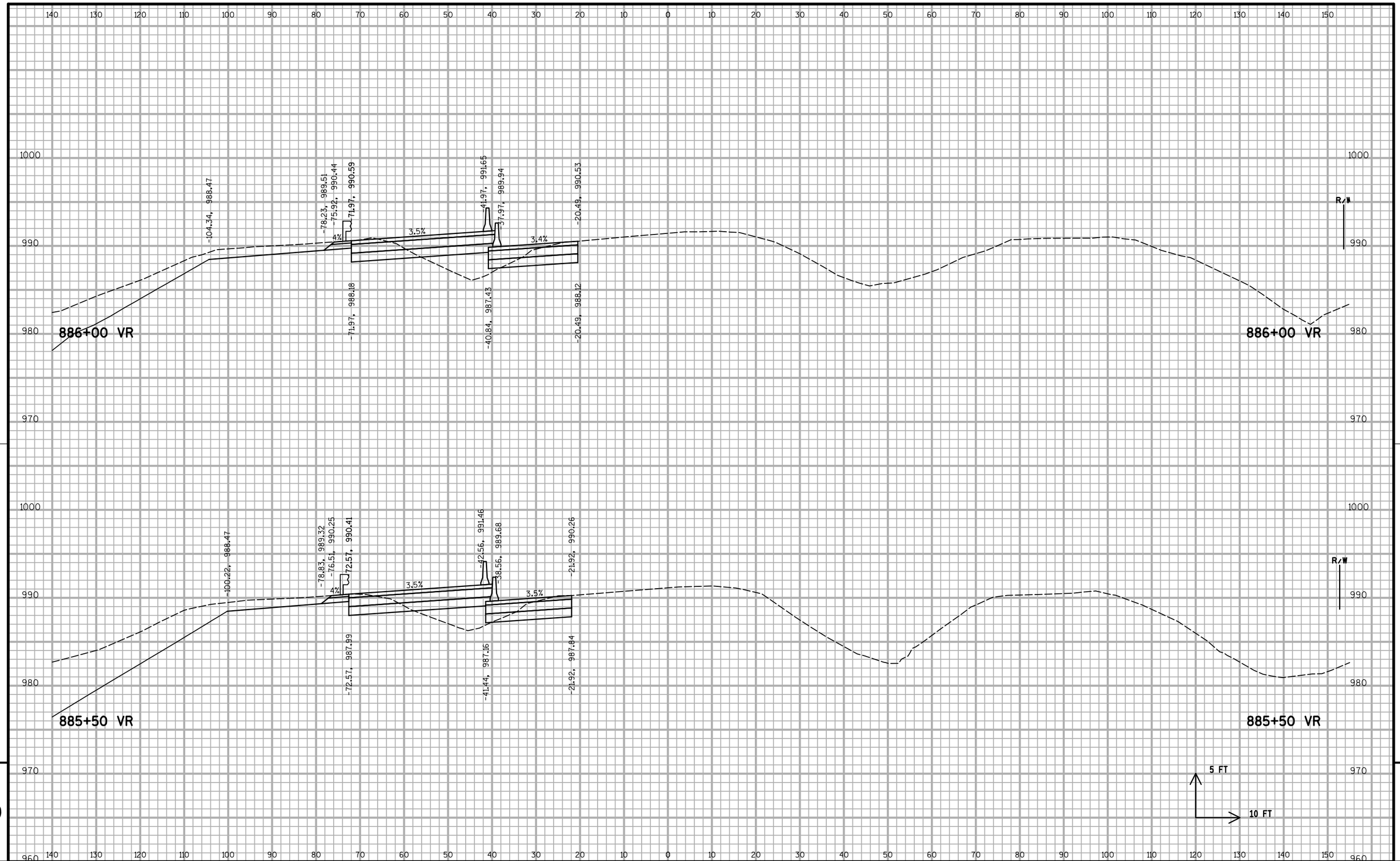


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| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1030 | E |
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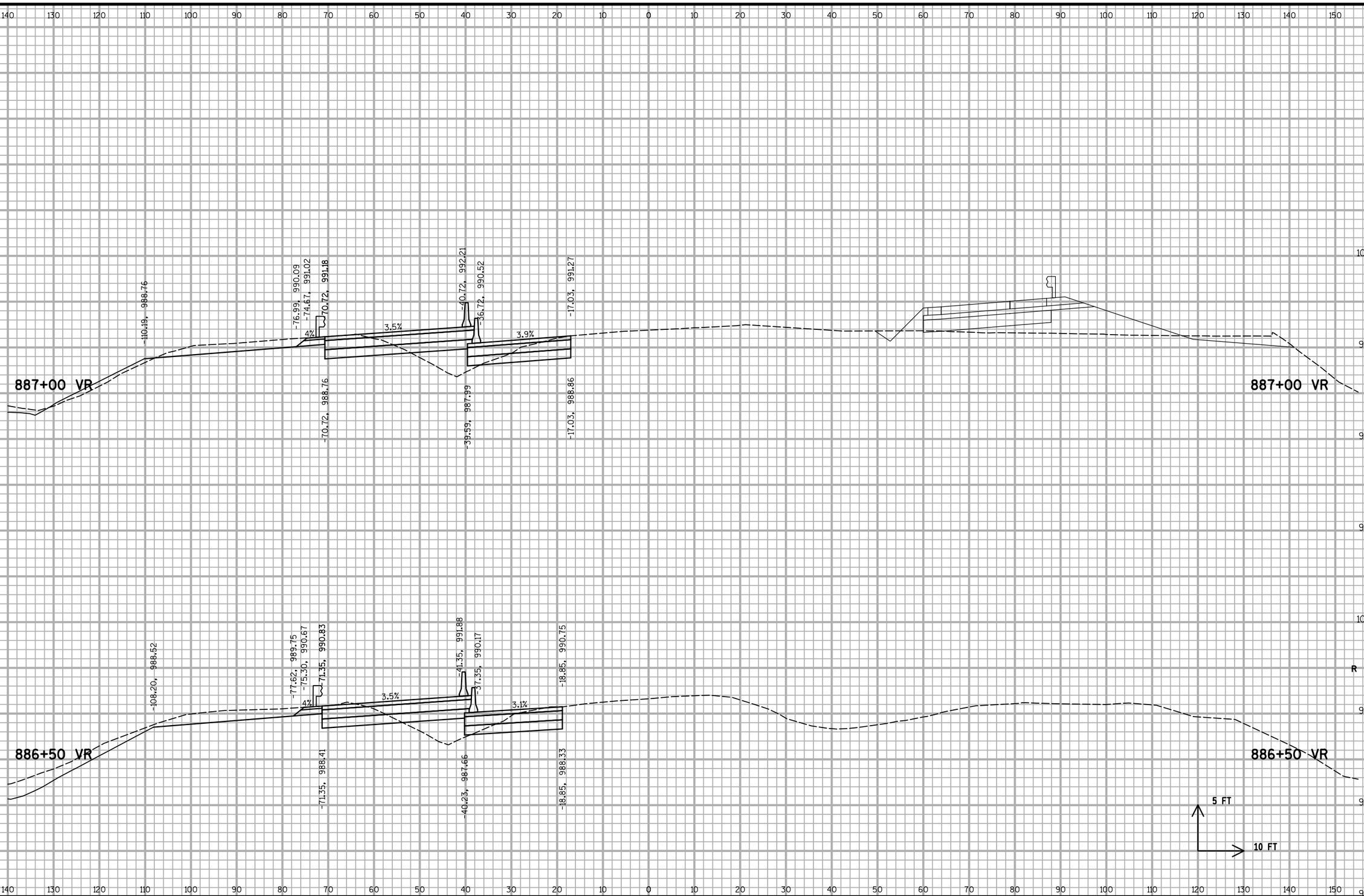
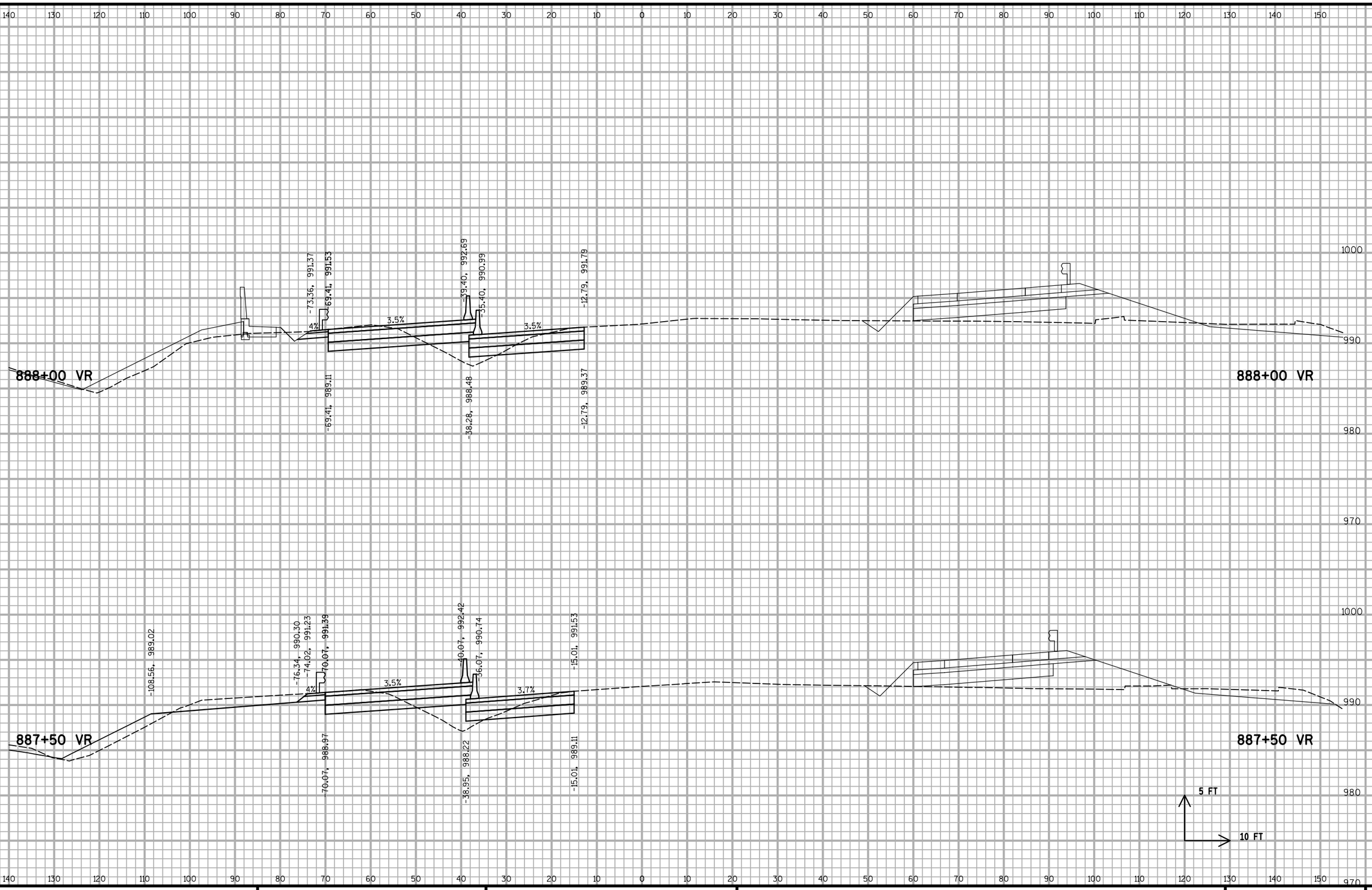



| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1031 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090200_xs_vr.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1032 | E |
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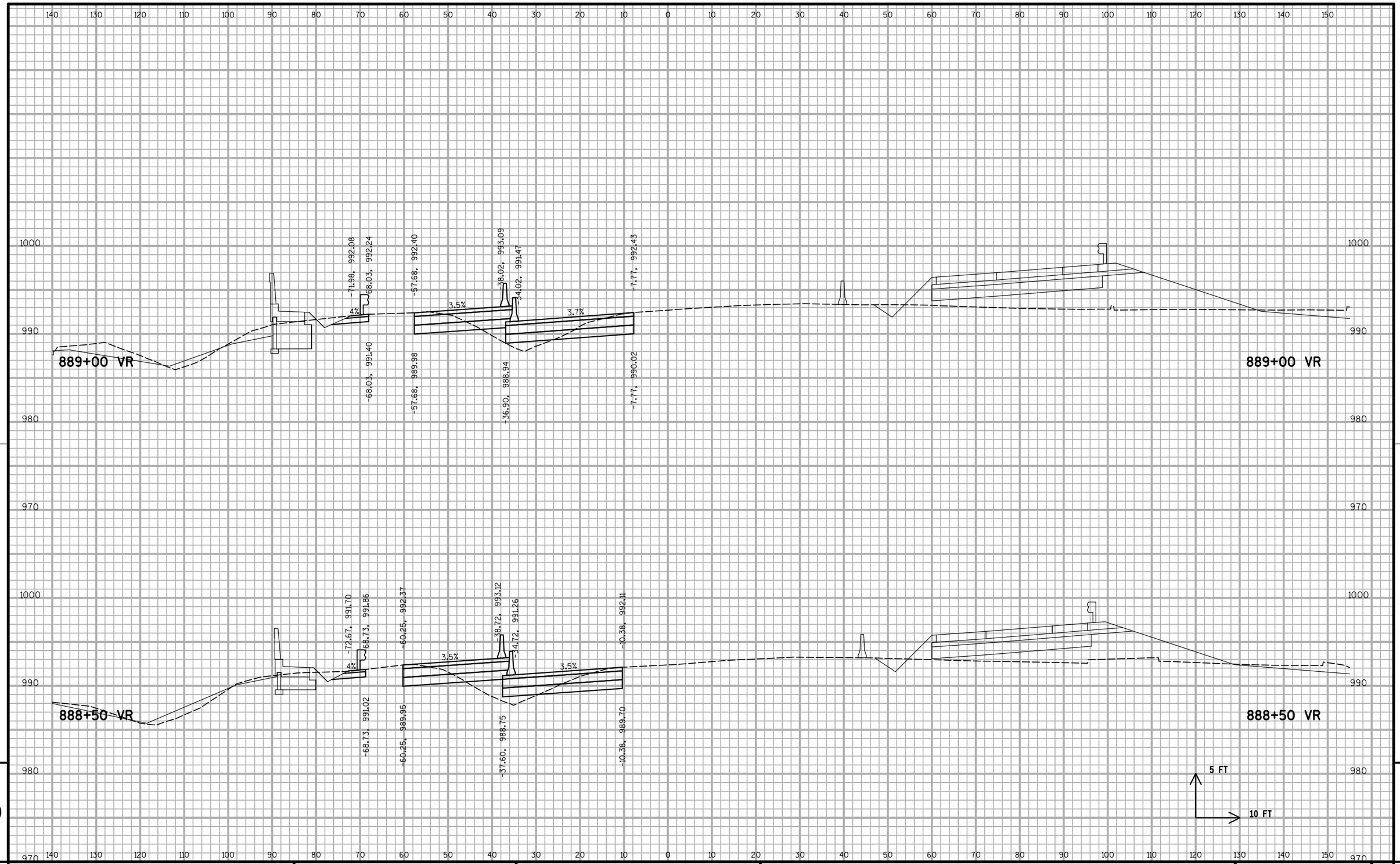


| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1033 | E |
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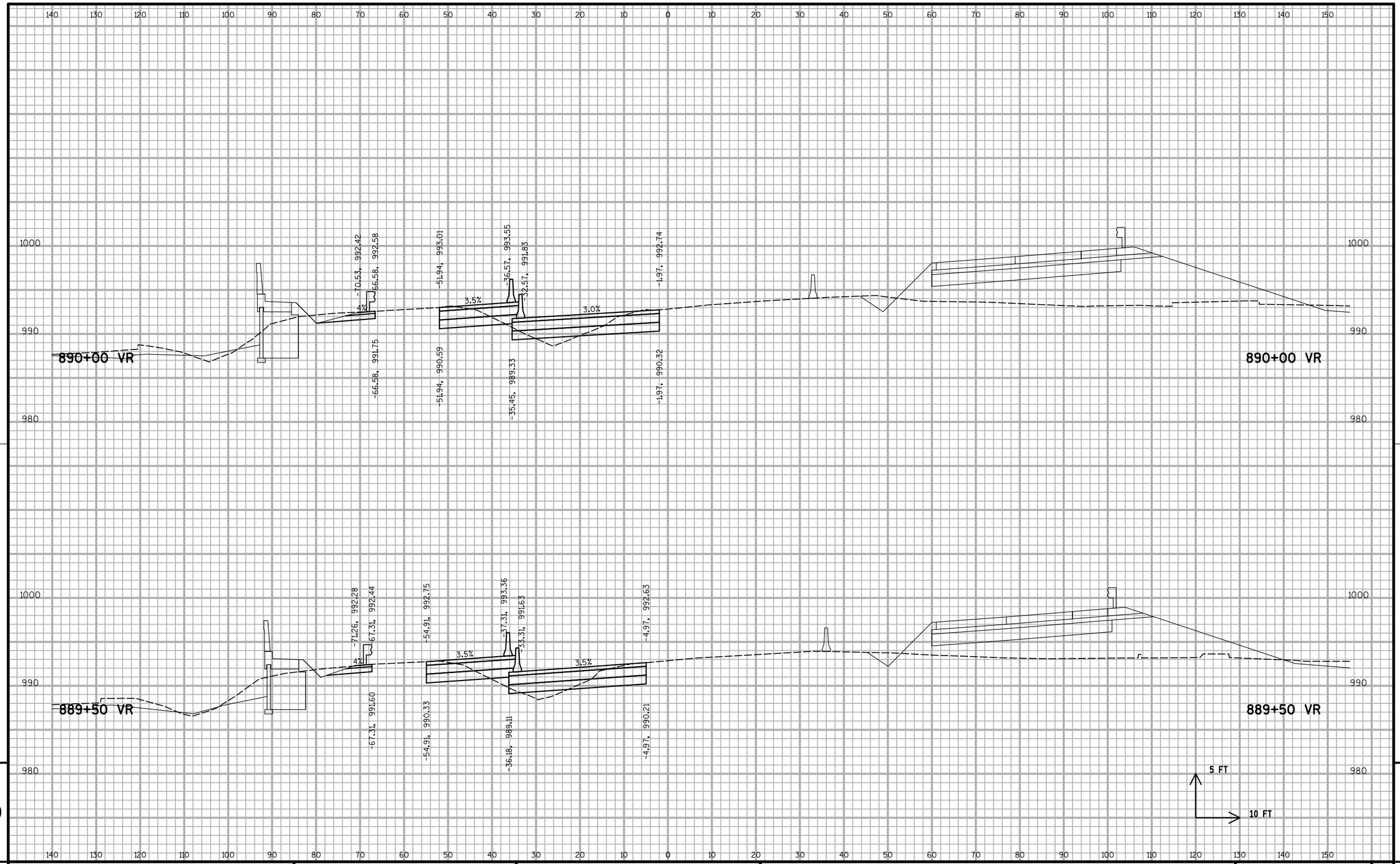


| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1034 | E |
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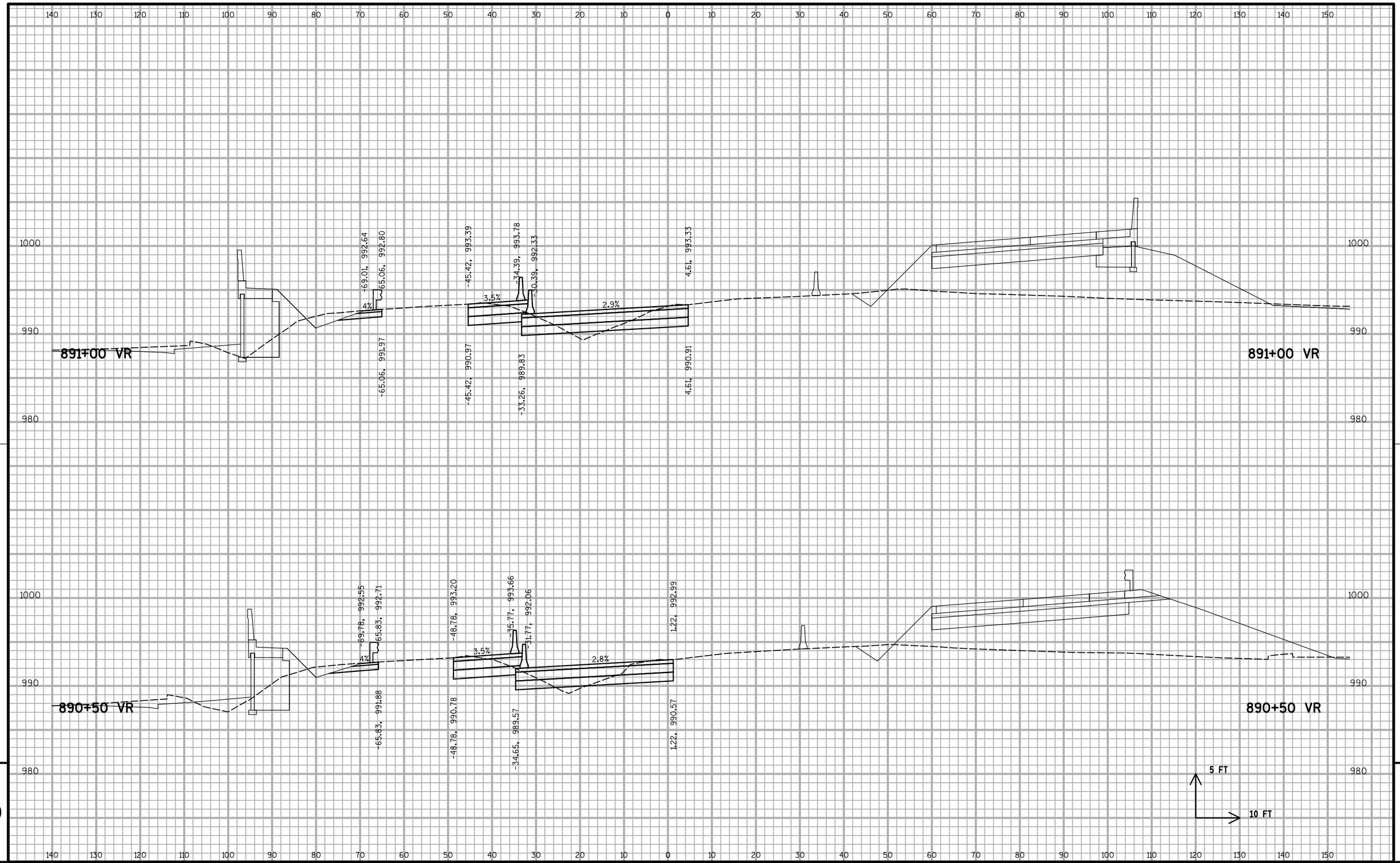


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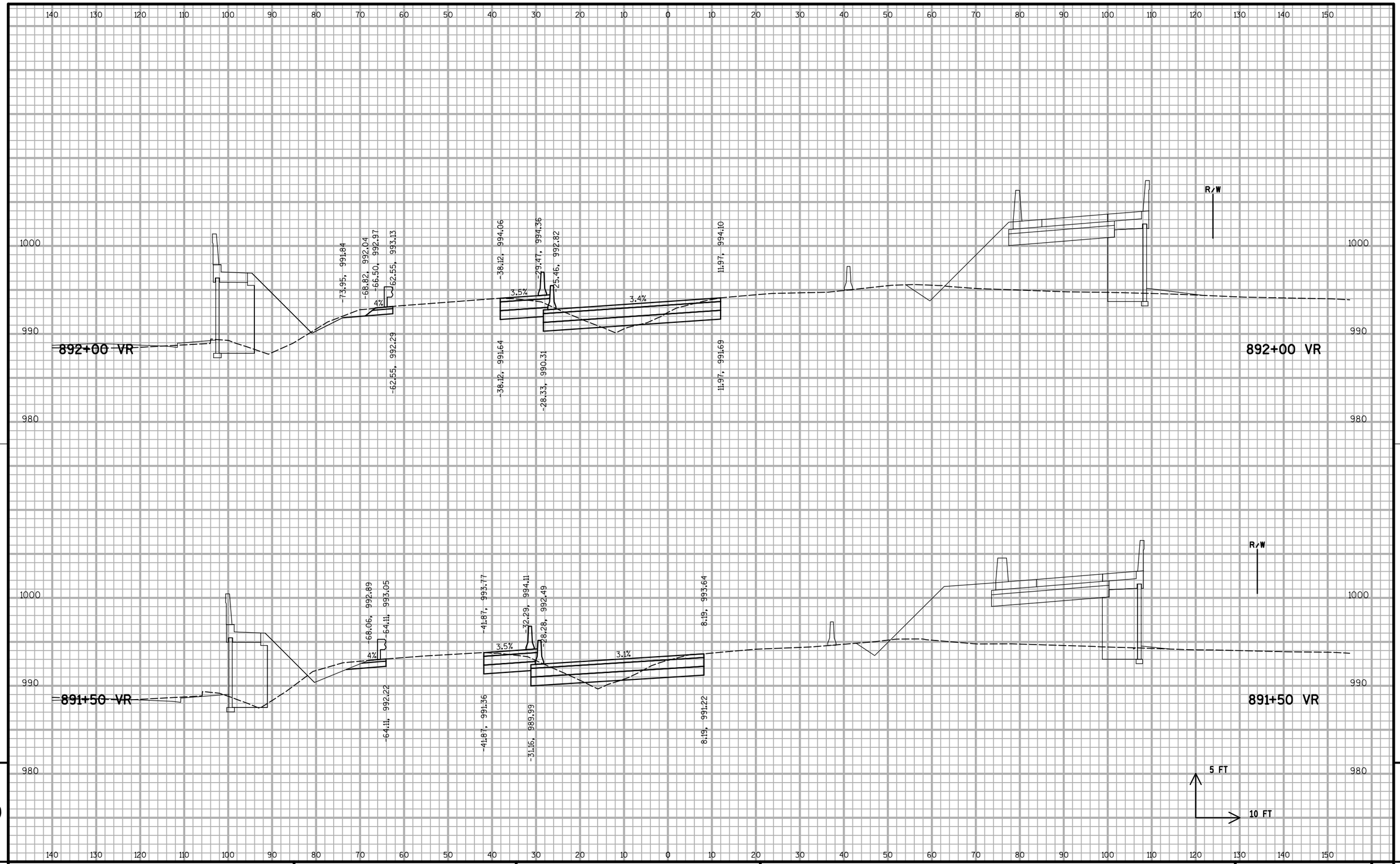


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| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1036 | E |
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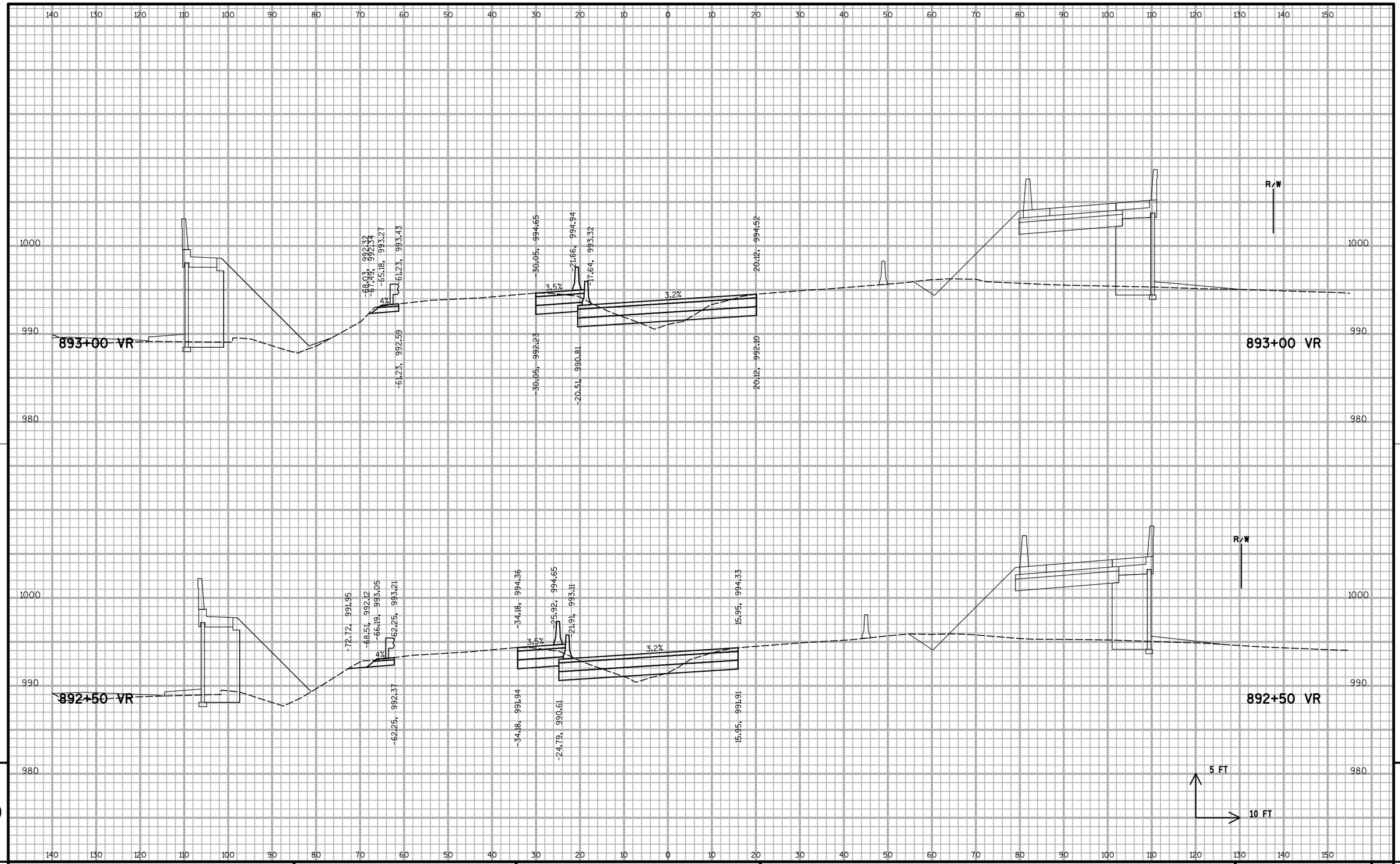
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090200_xs_vr.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1037 | E |
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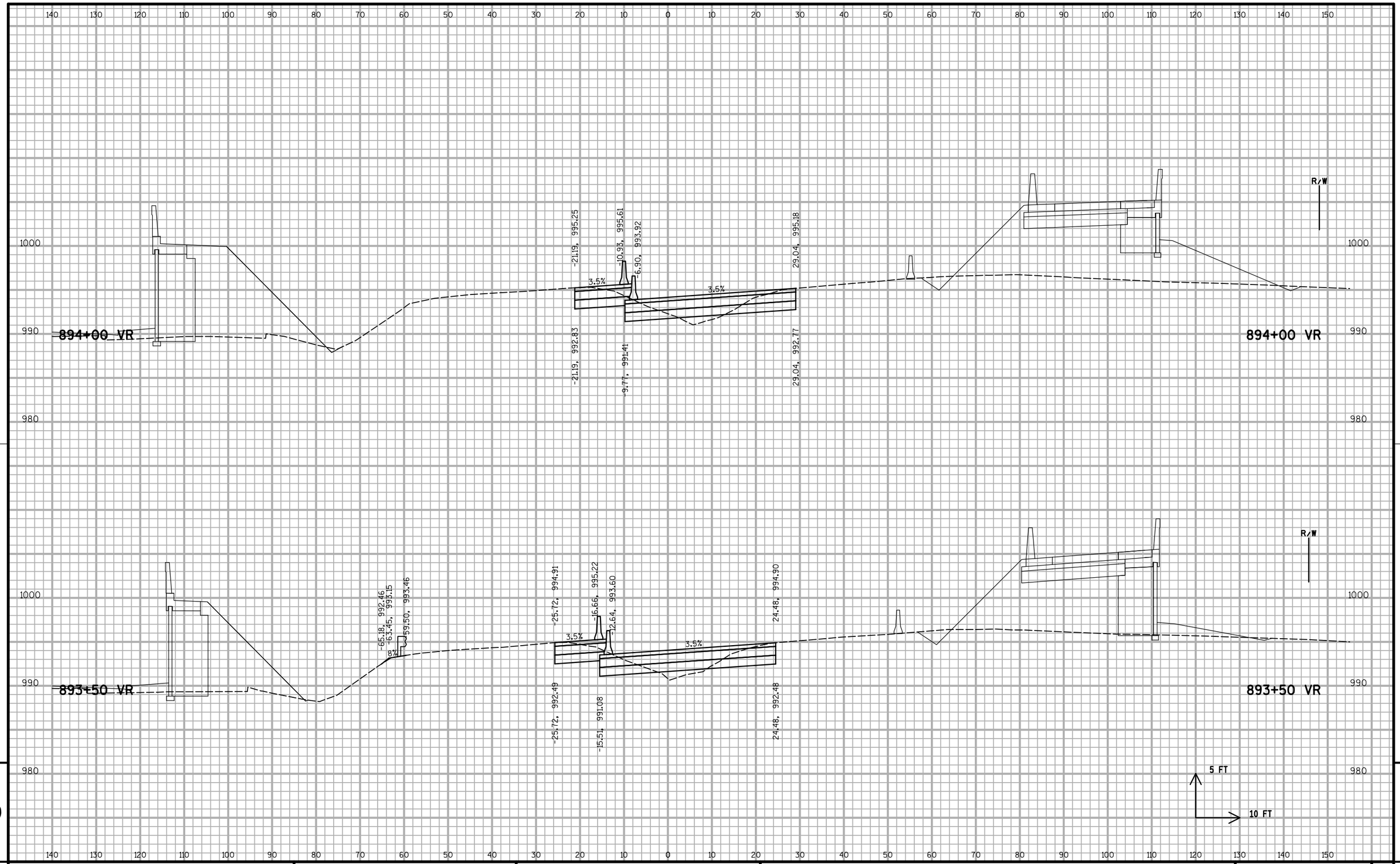


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| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1038 | E |
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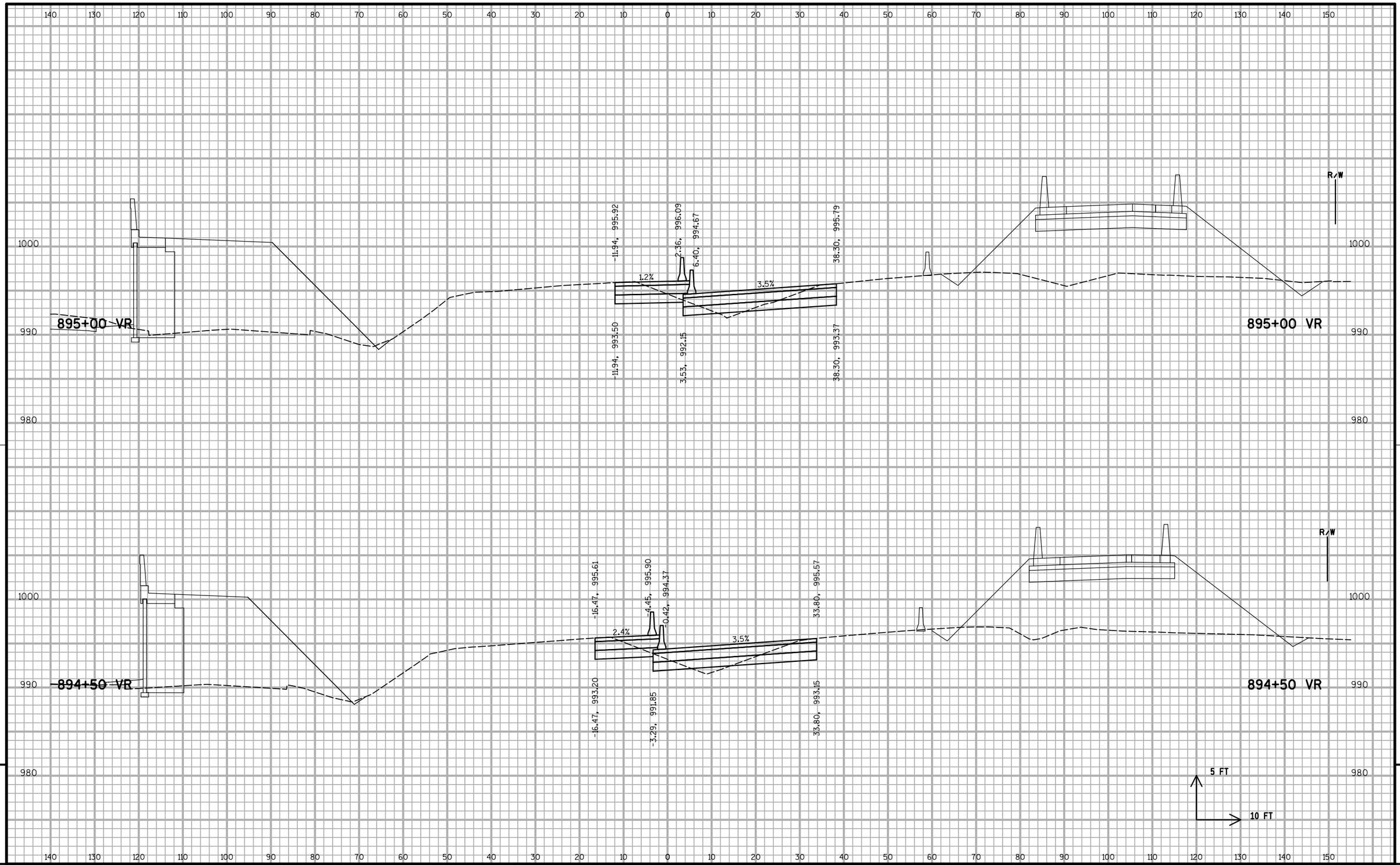


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| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1039 | E |
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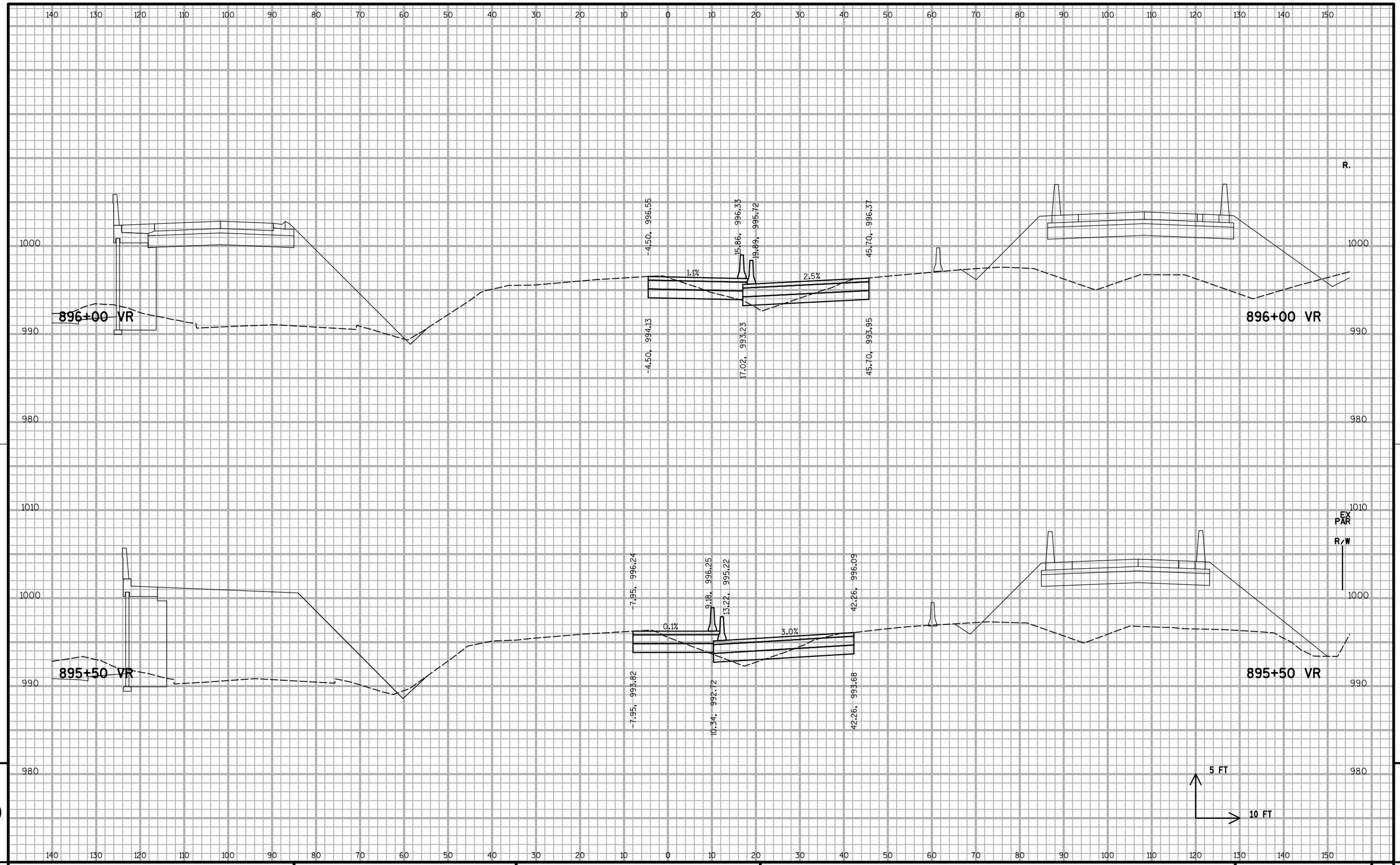


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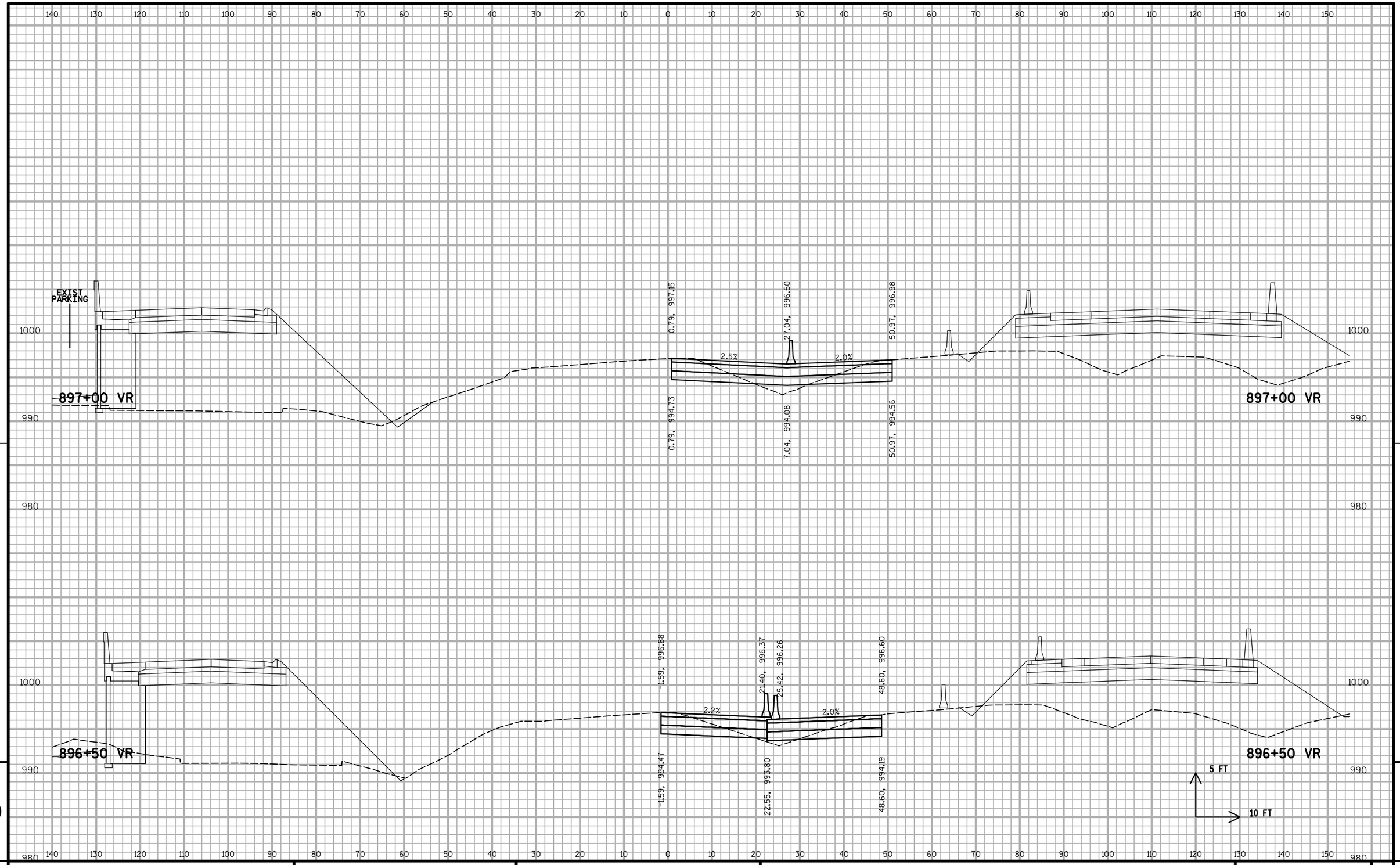
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1040 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090200_xs_vr.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1041 | E |
|---|---|---|---|---|---|

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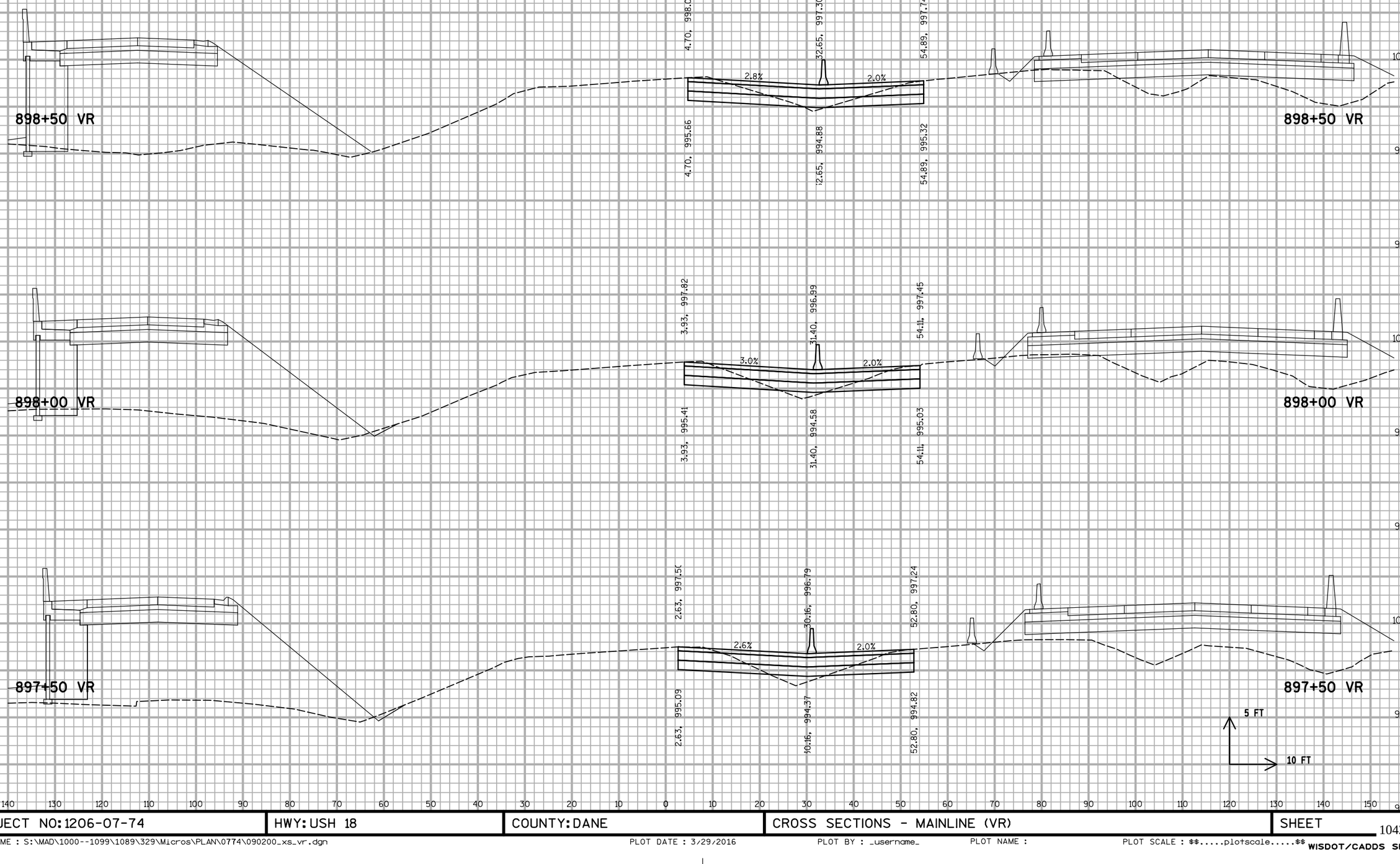


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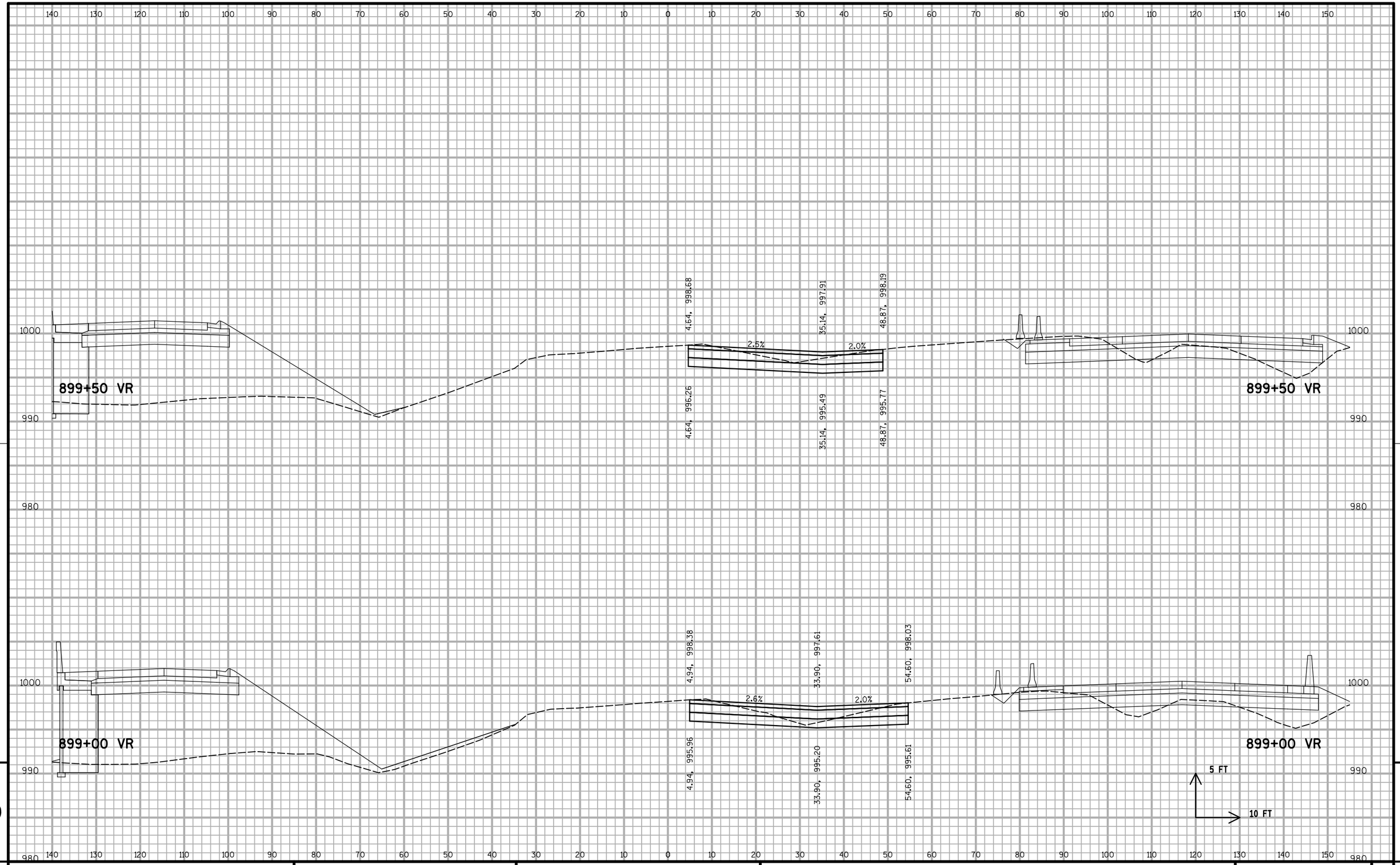
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1042 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090200_xs_vr.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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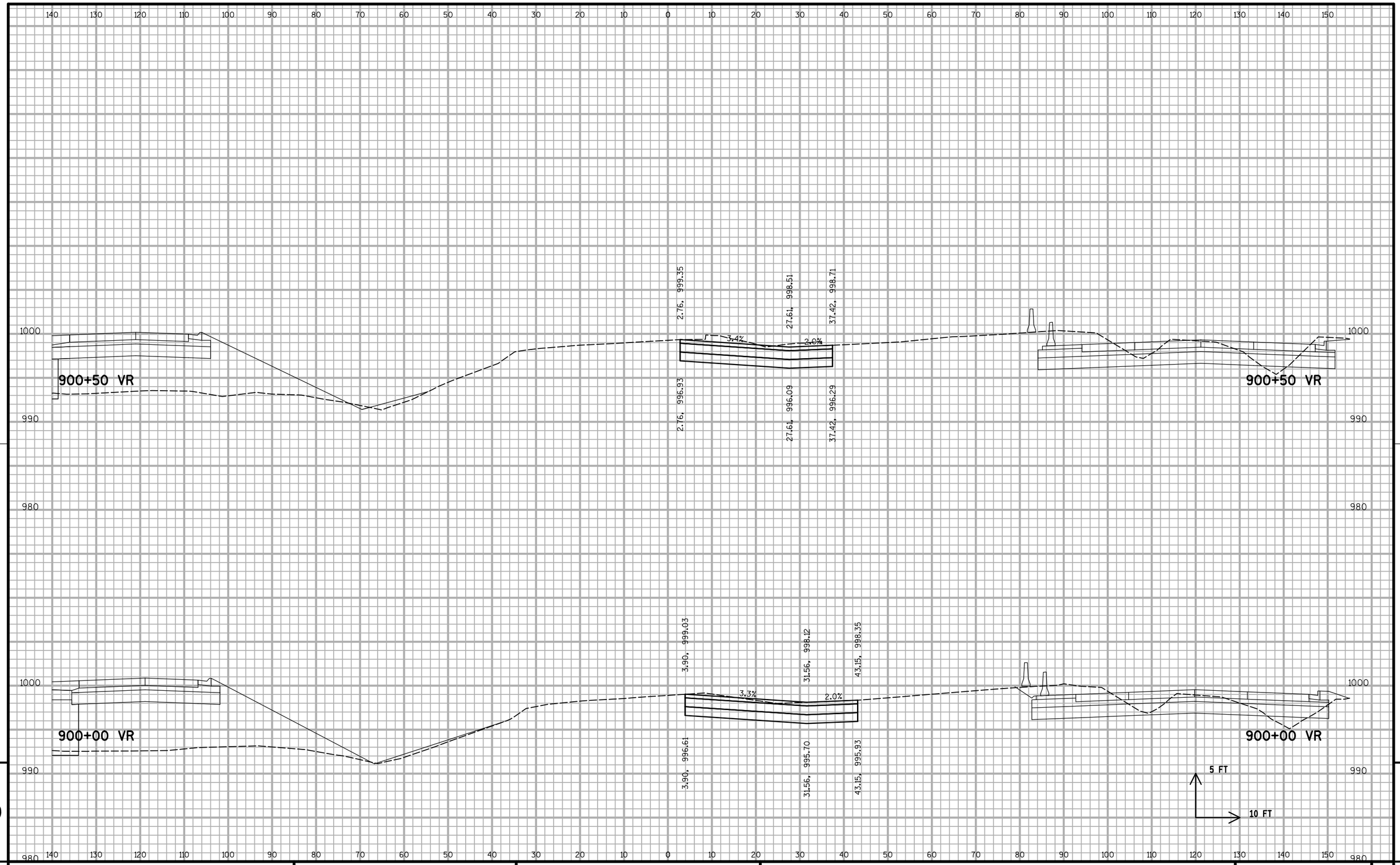
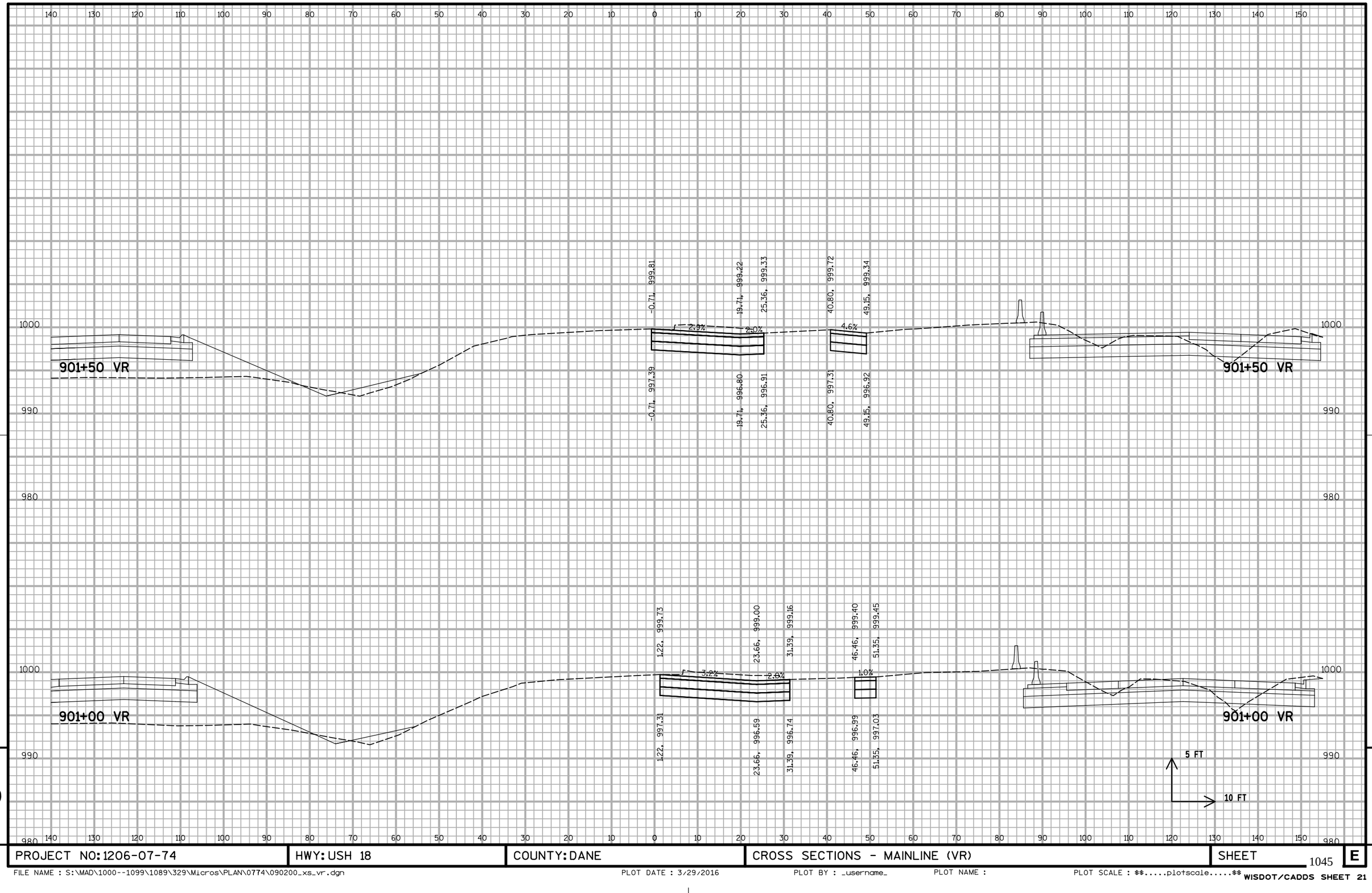
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1043 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090200_xs_vr.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1044 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090200_xs_vr.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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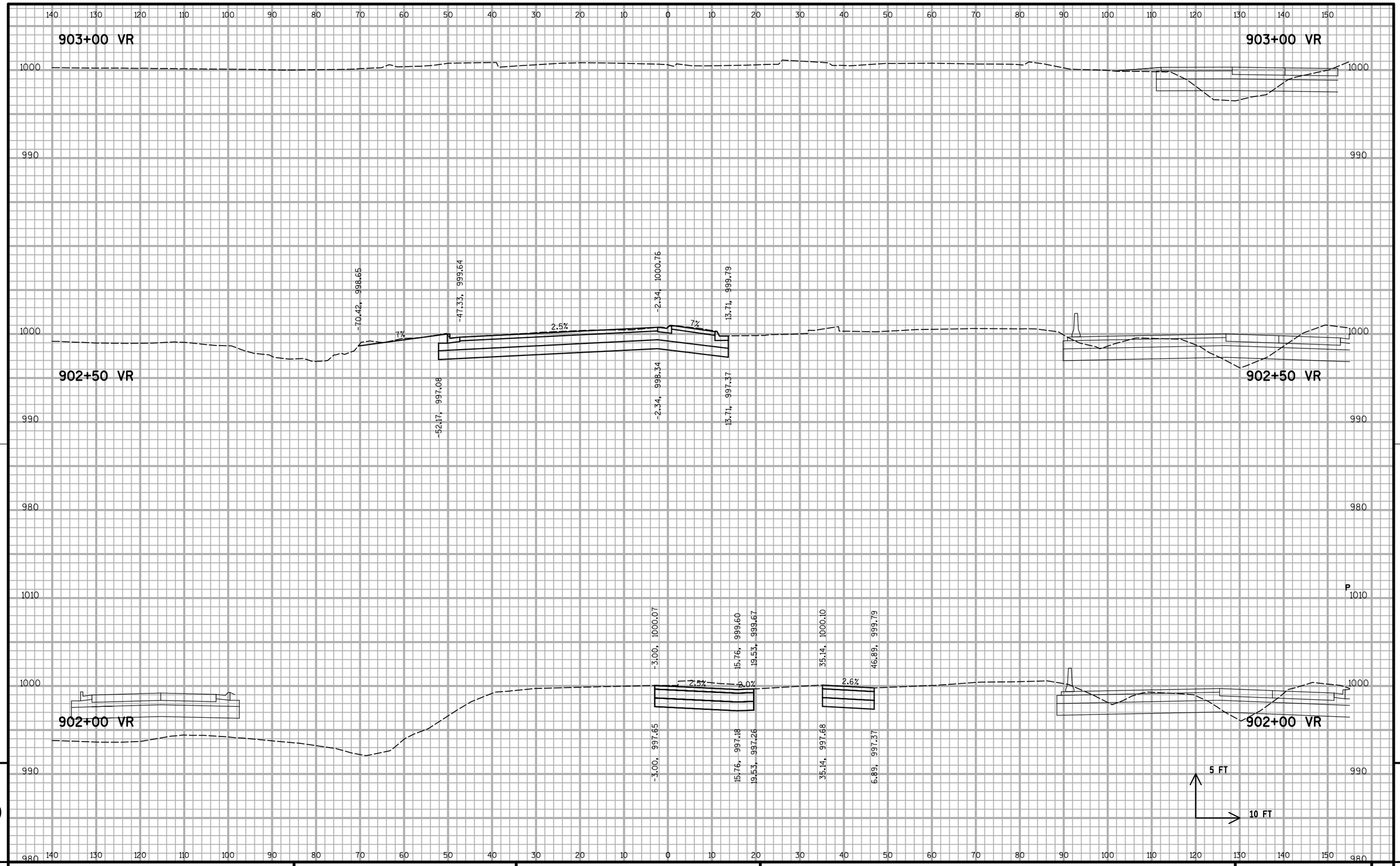
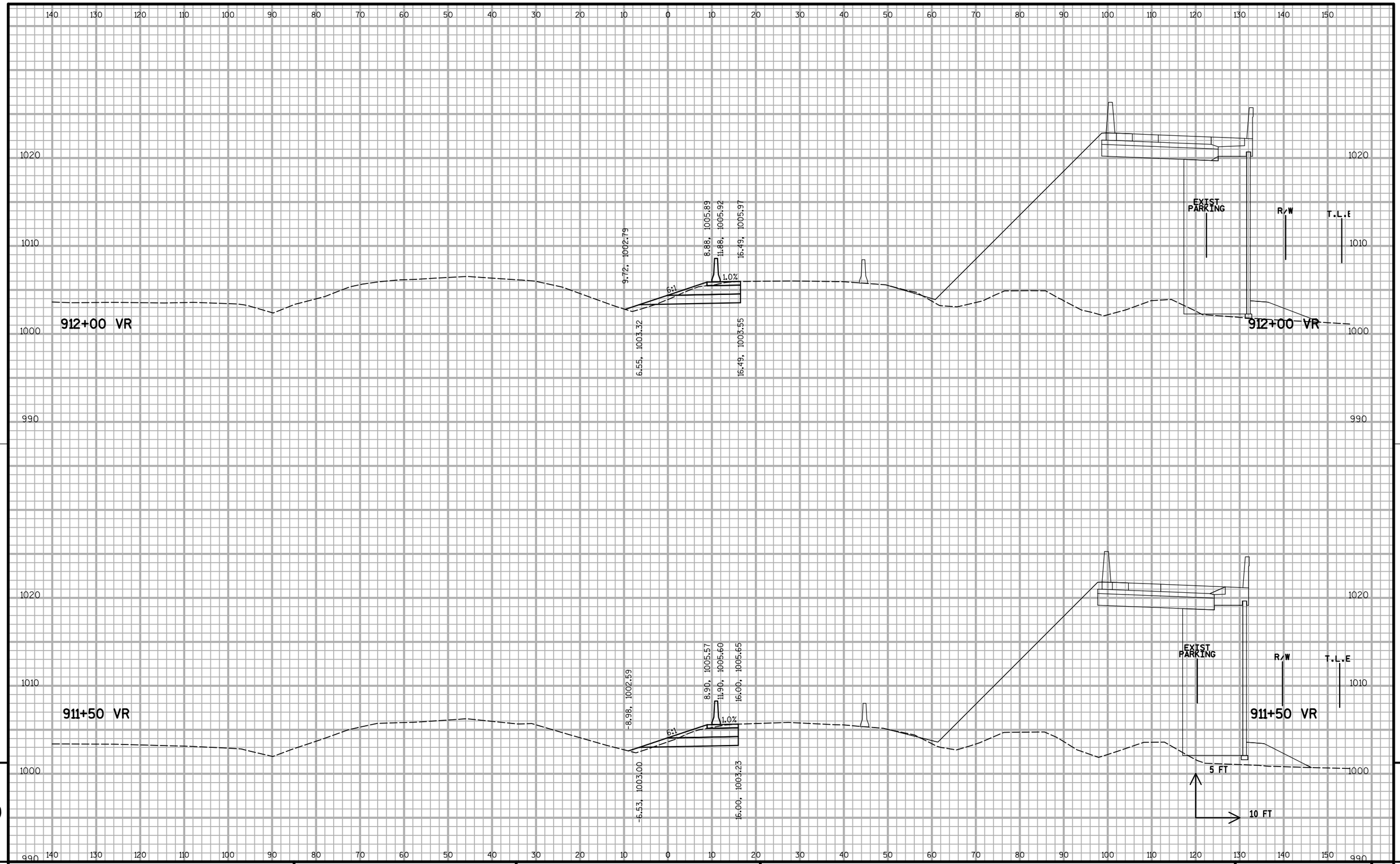
|---|---|---|---|---|
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1045 E |

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090200_xs_vr.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1046 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090200_xs_vr.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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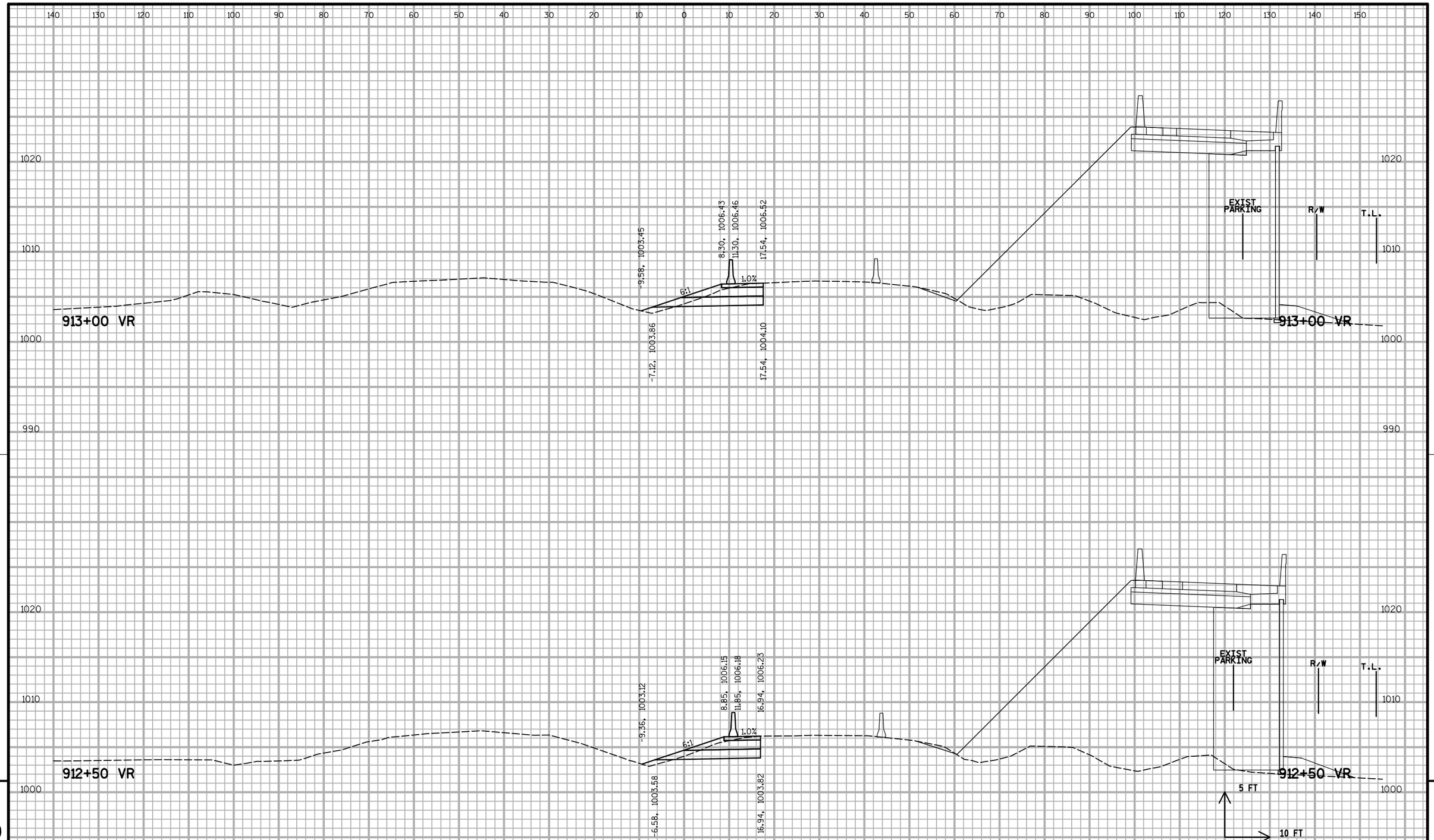
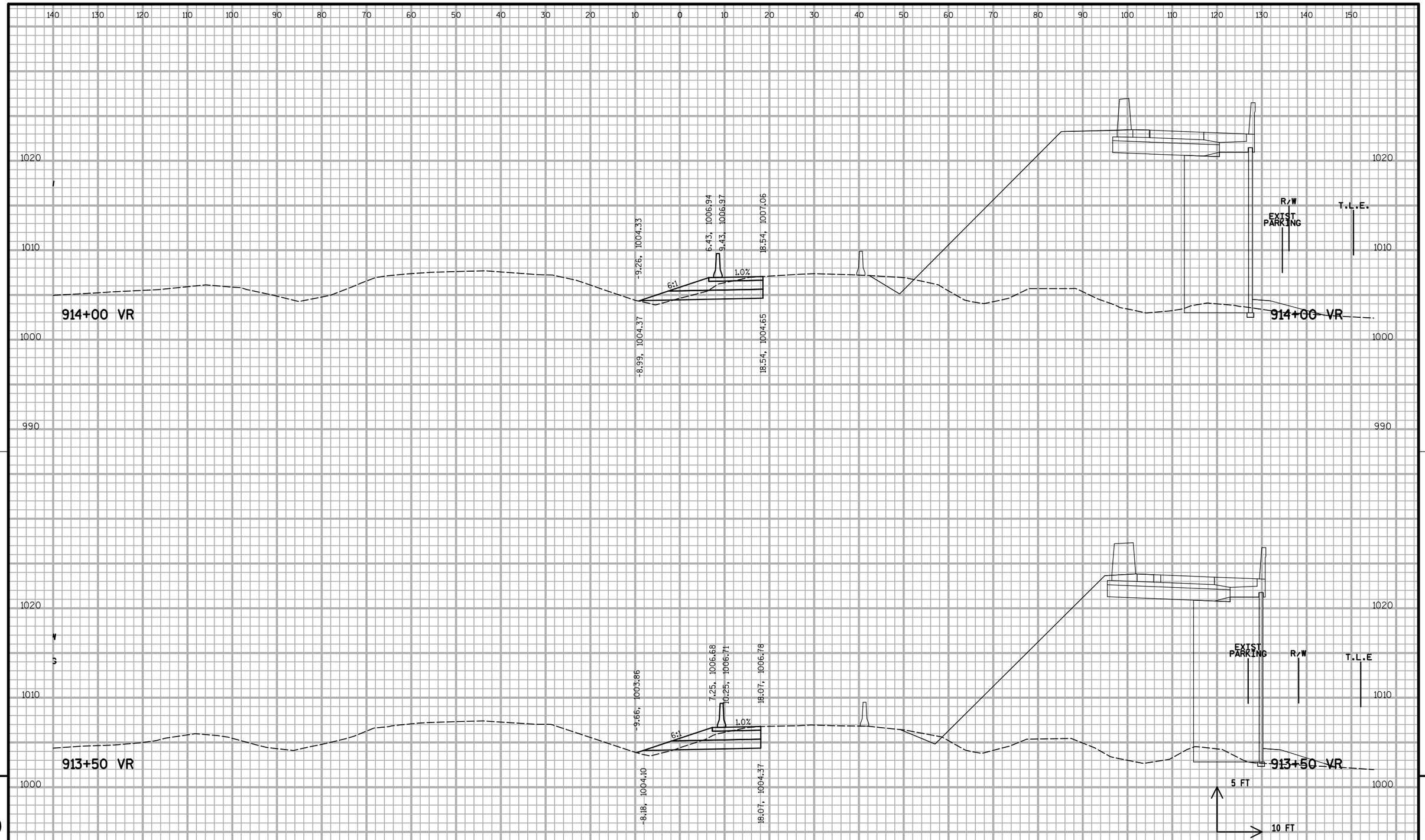
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1047 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090200_xs_vr.dgn PLOT DATE : 4/14/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1048 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090200_xs_vr.dgn PLOT DATE : 4/14/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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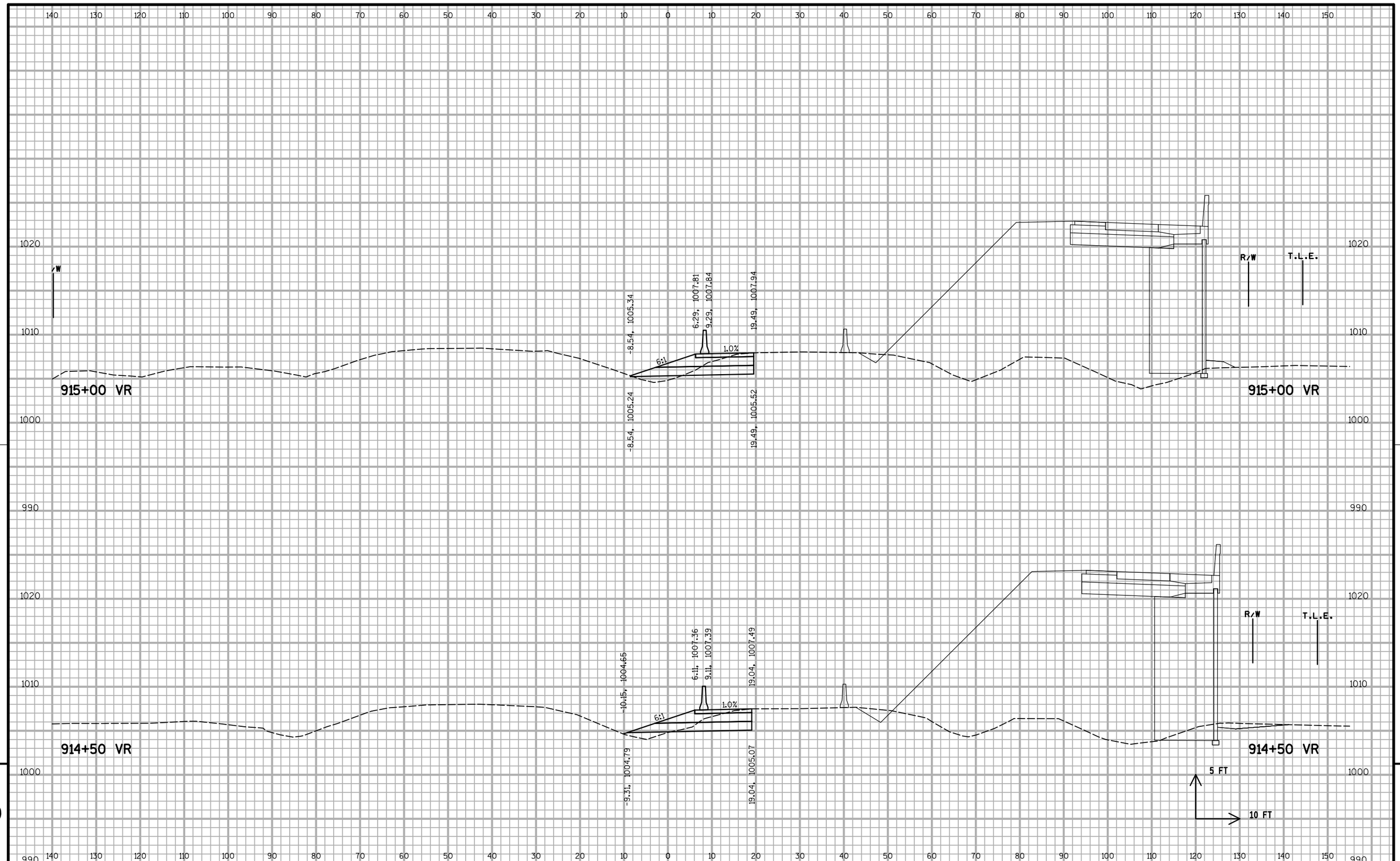
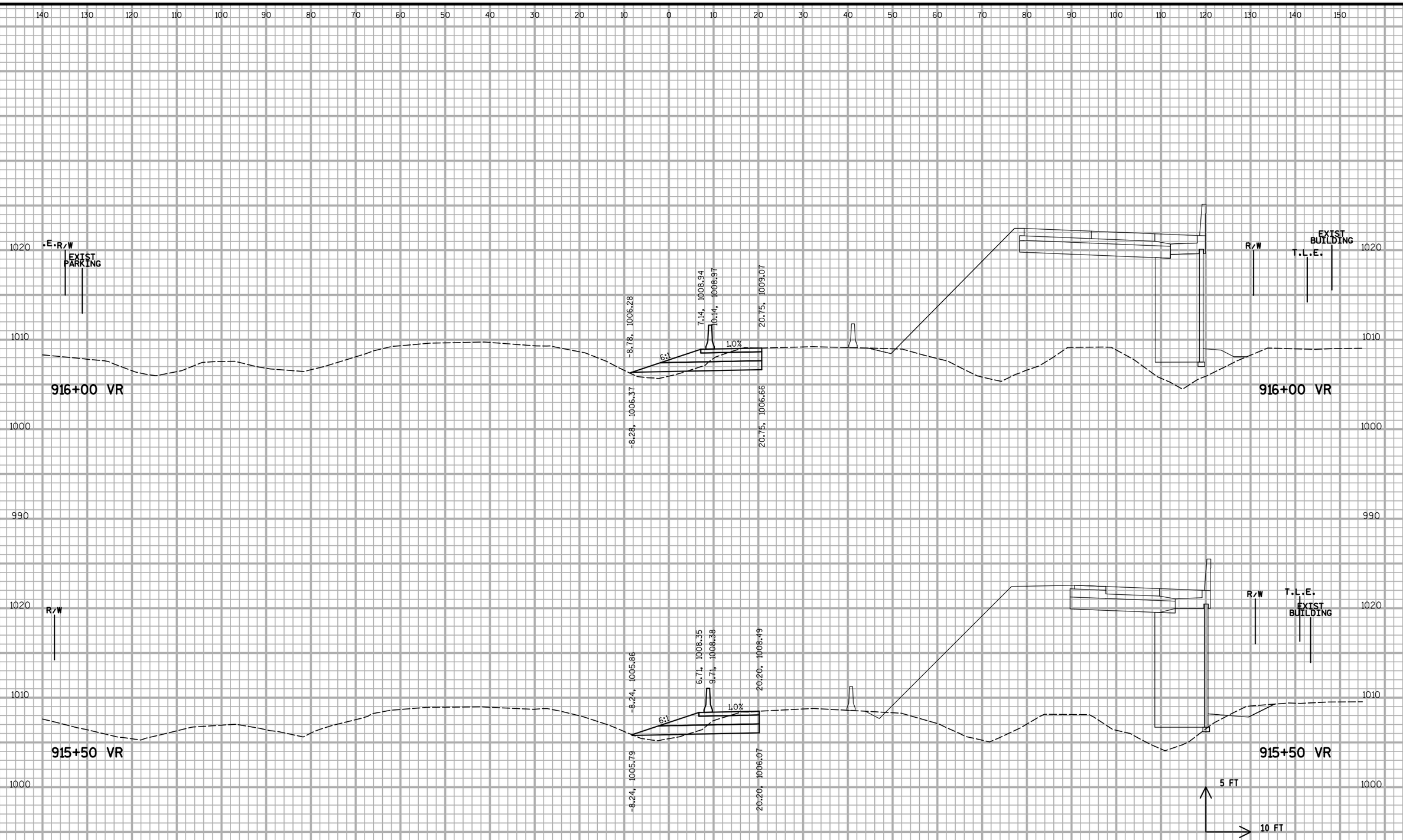
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1049 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090200_xs_vr.dgn PLOT DATE : 4/14/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



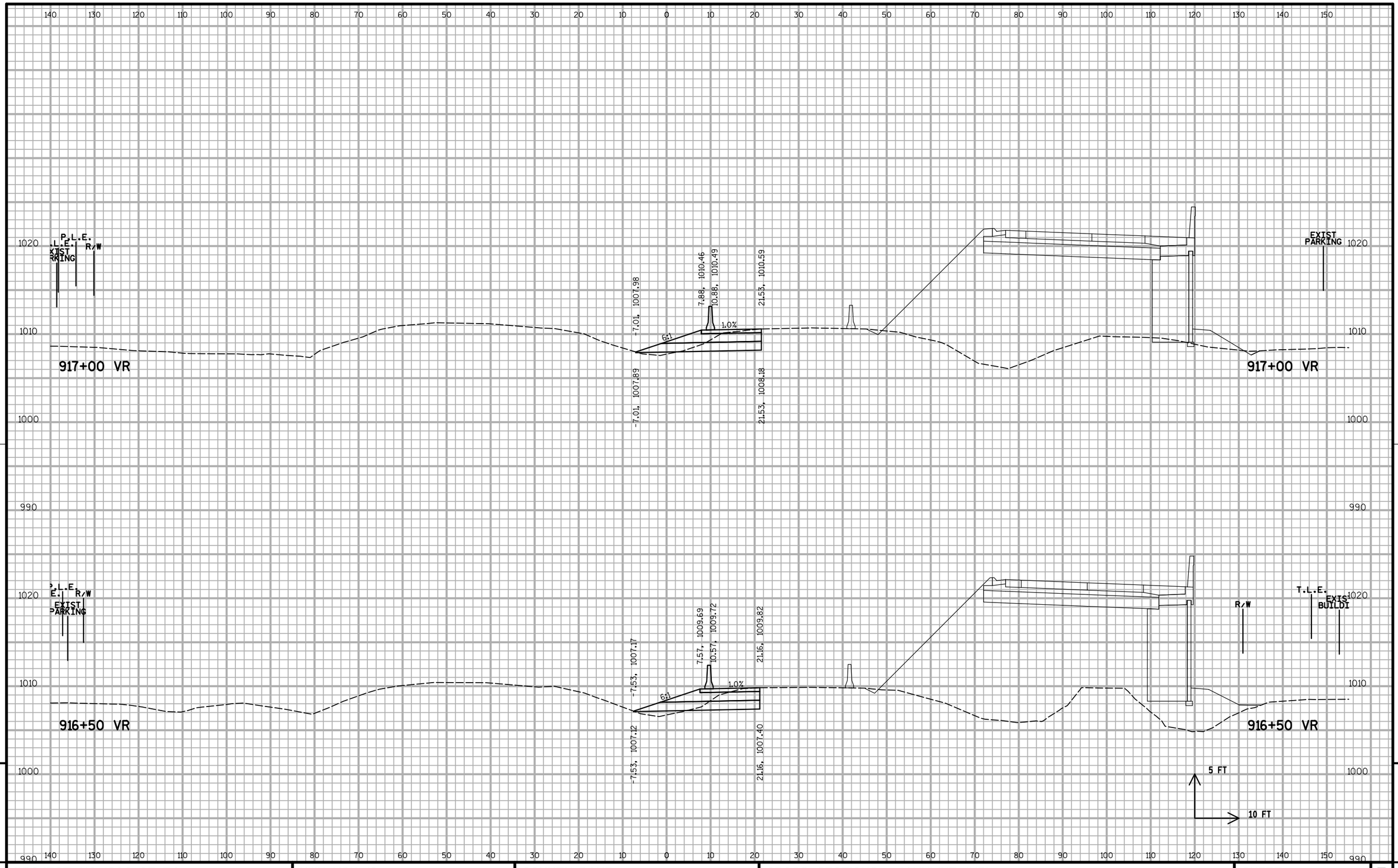

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1050 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090200_xs_vr.dgn PLOT DATE : 4/14/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1051 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090200_xs_vr.dgn PLOT DATE : 4/14/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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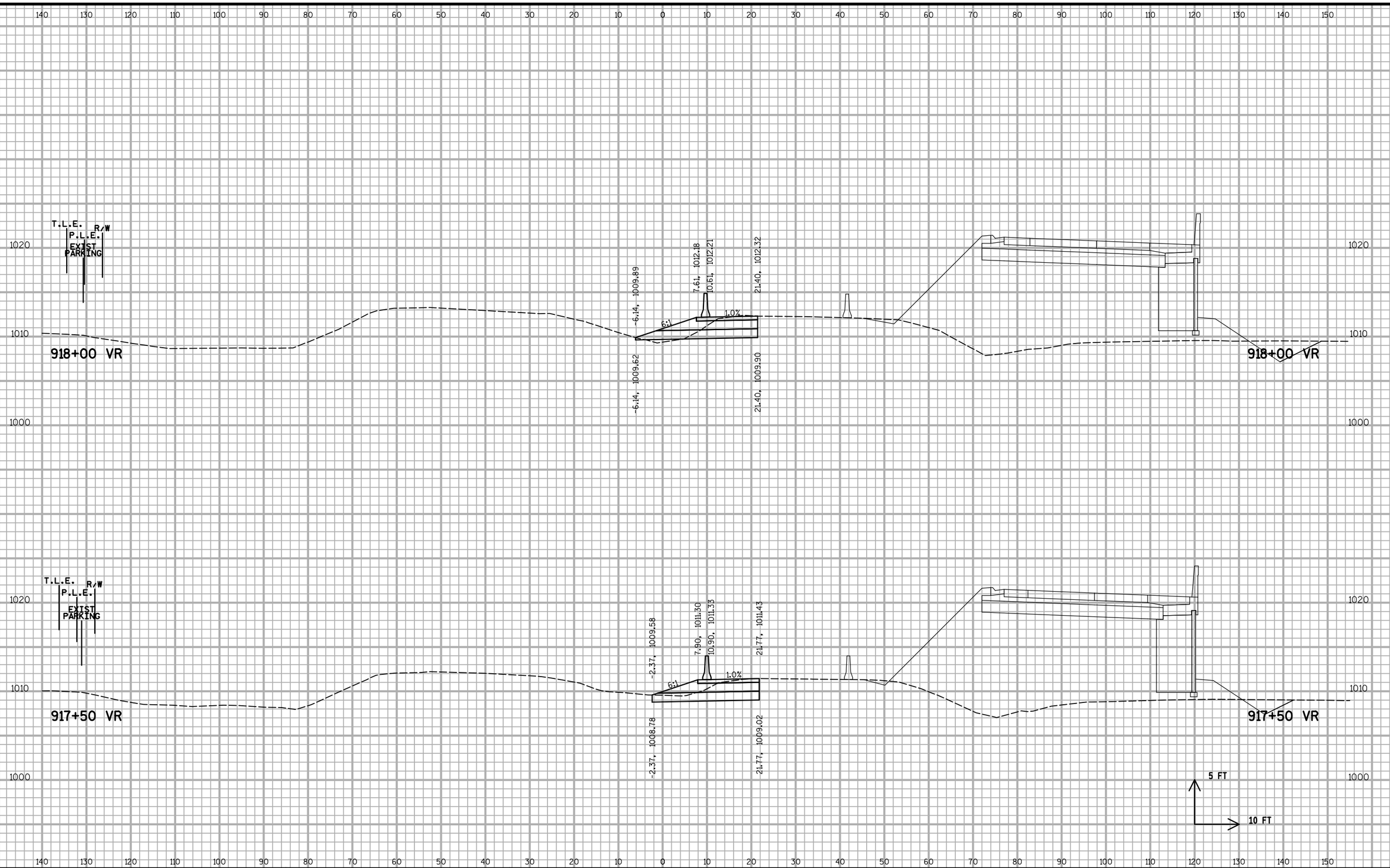
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1052 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090200_xs_vr.dgn PLOT DATE : 4/14/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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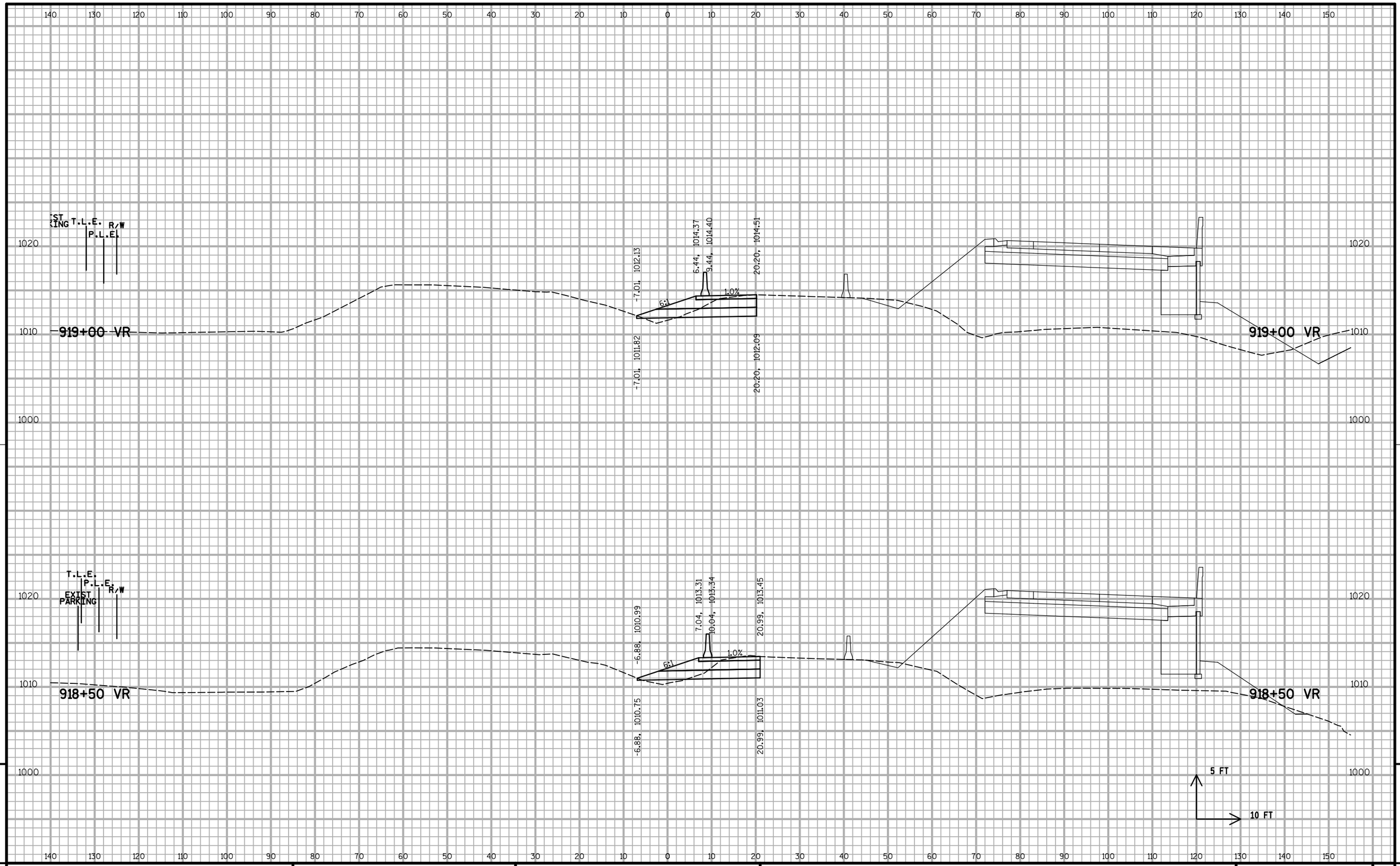
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1053 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090200_xs_vr.dgn PLOT DATE : 4/14/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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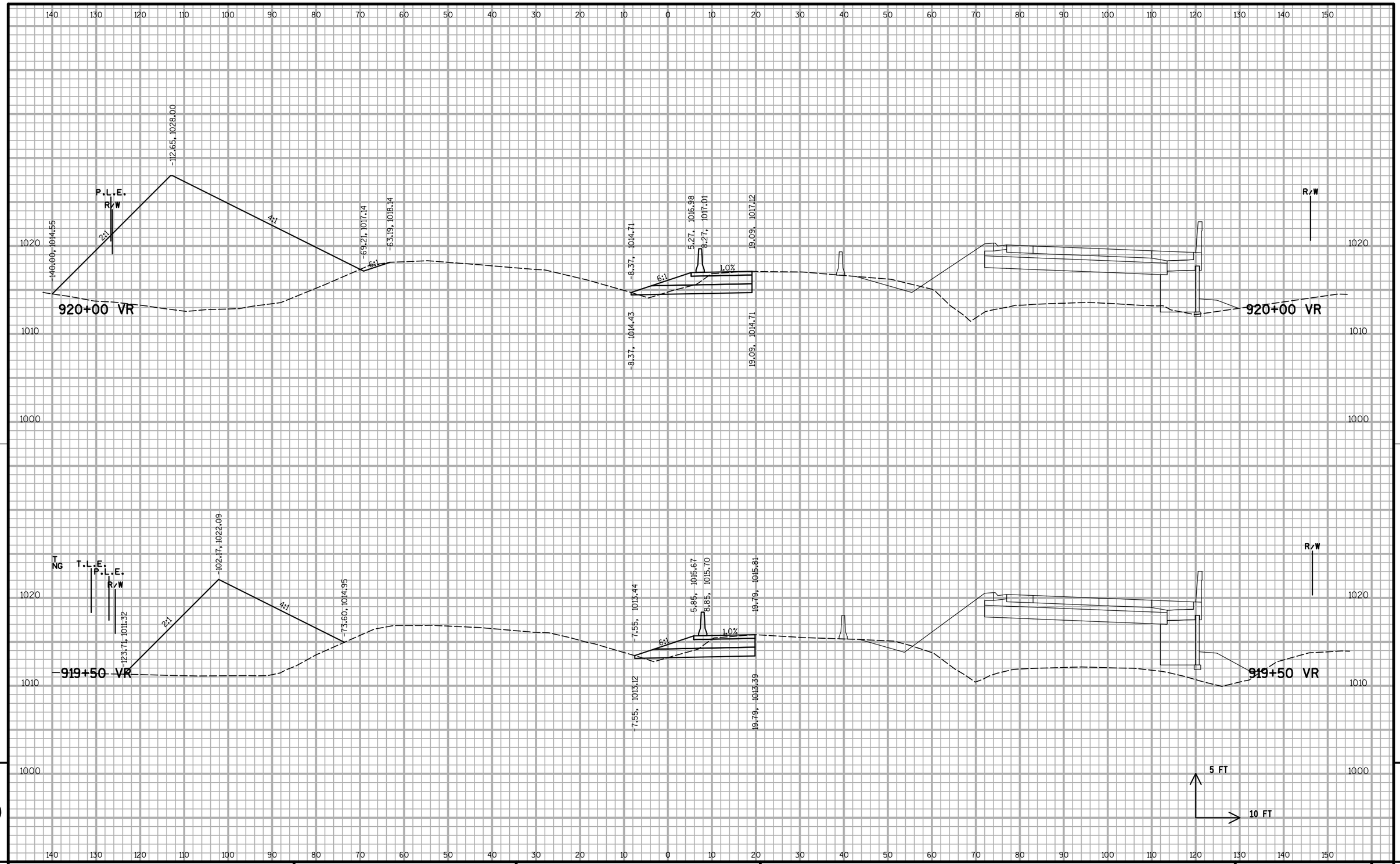
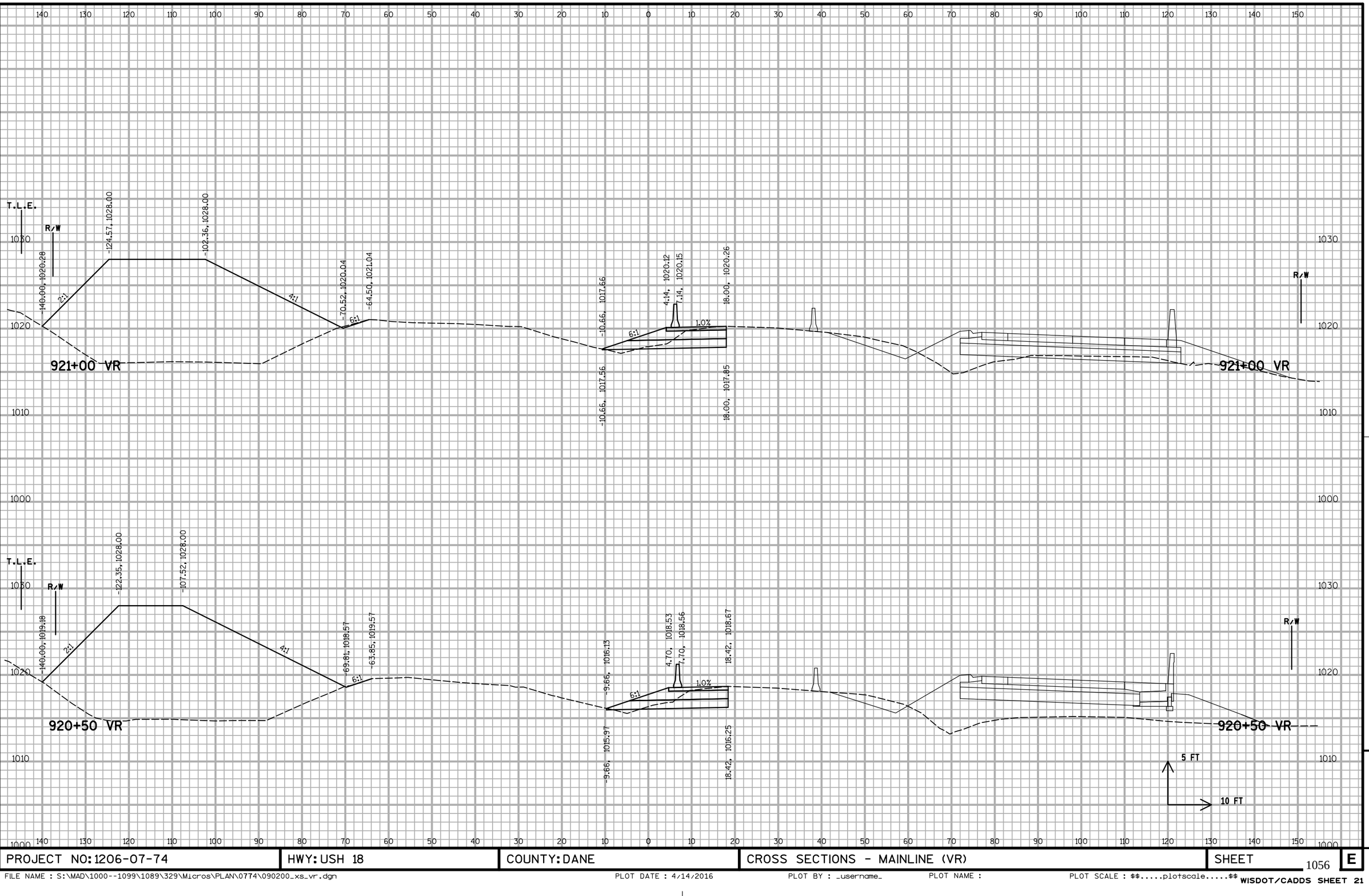
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1054 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090200_xs_vr.dgn PLOT DATE : 4/14/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1055 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090200_xs_vr.dgn PLOT DATE : 4/14/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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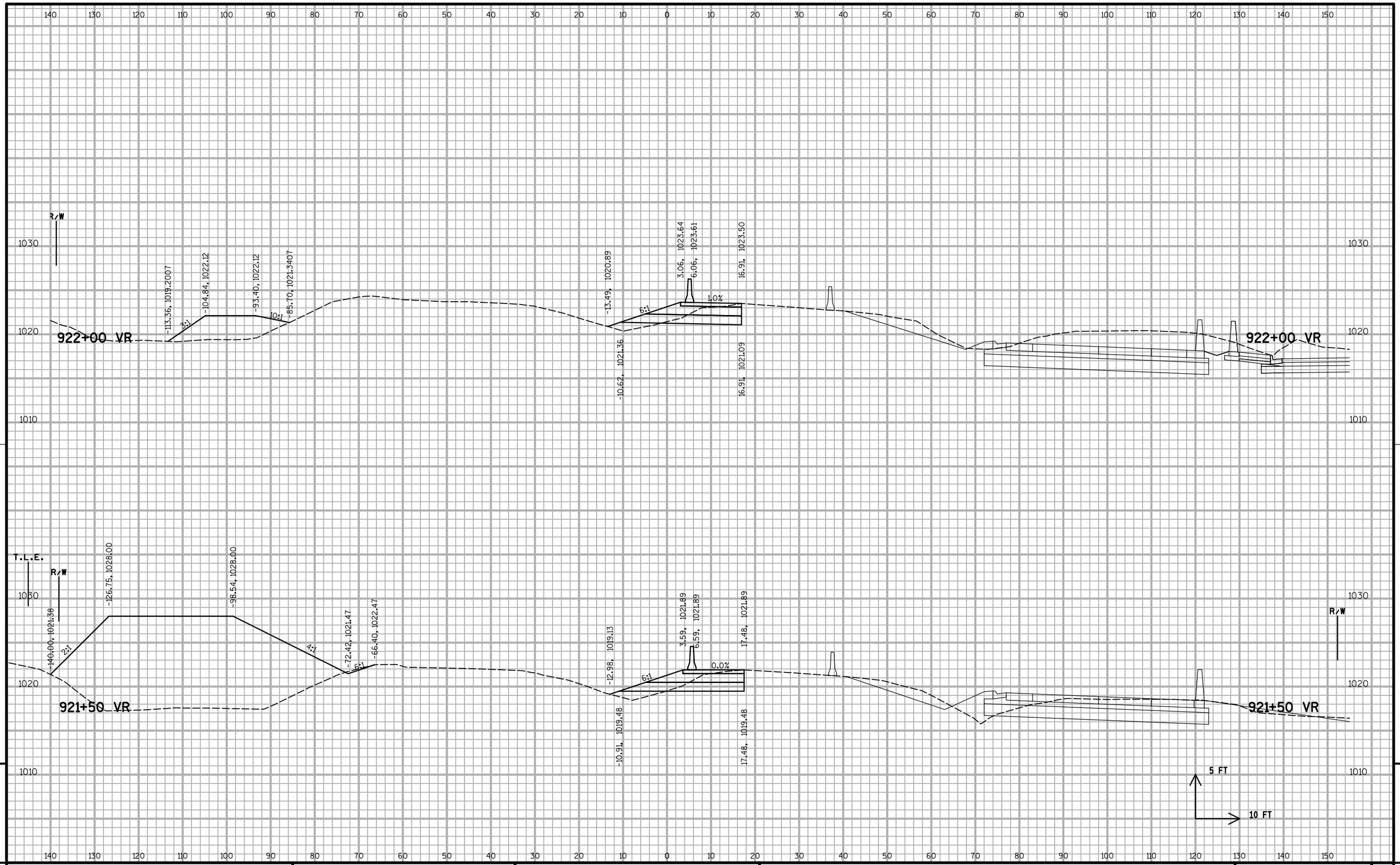
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1056 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090200_xs_vr.dgn PLOT DATE : 4/14/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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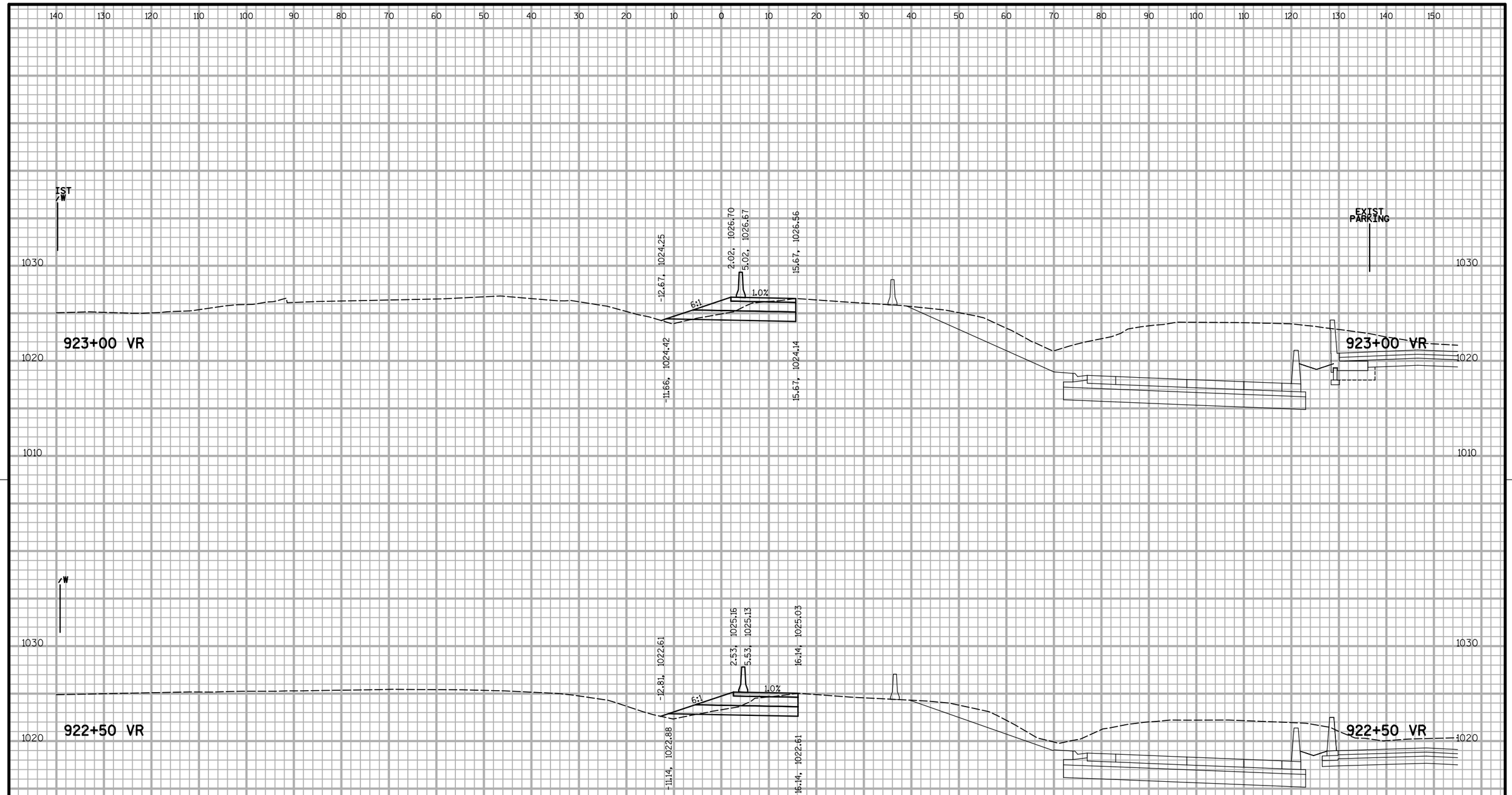
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1057 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090200_xs_vr.dgn PLOT DATE : 4/14/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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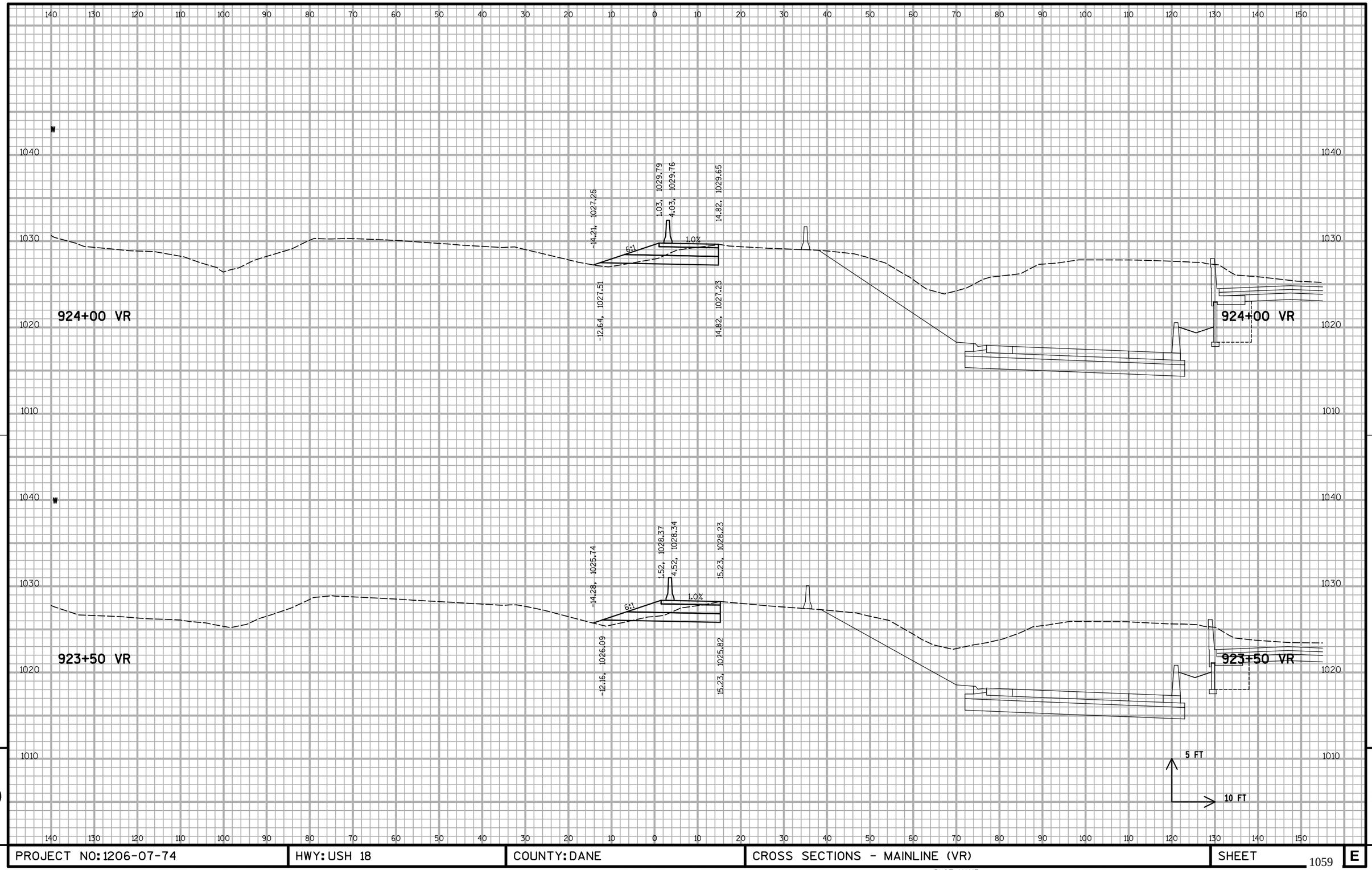
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1058 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090200_xs_vr.dgn PLOT DATE : 4/14/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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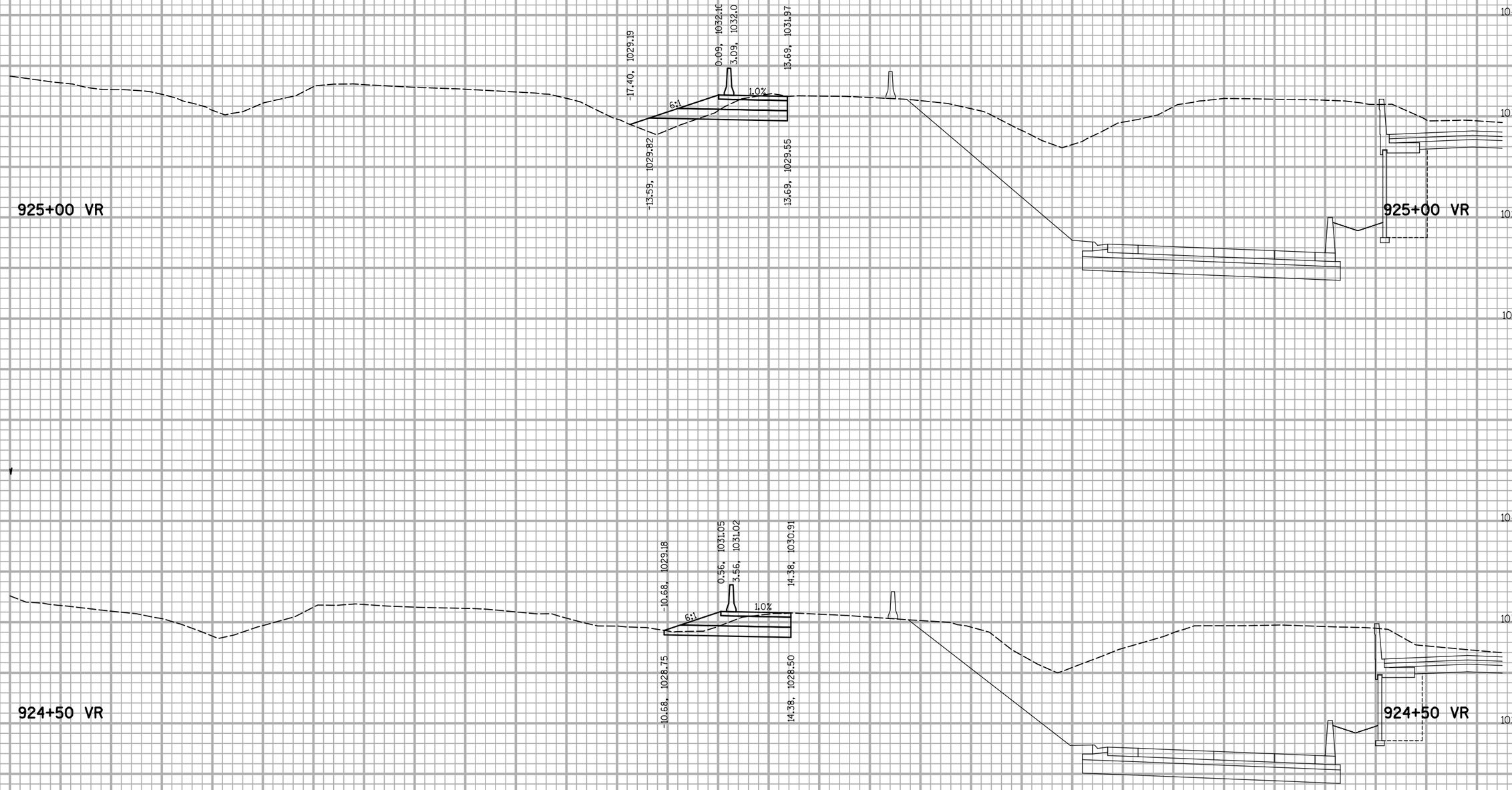
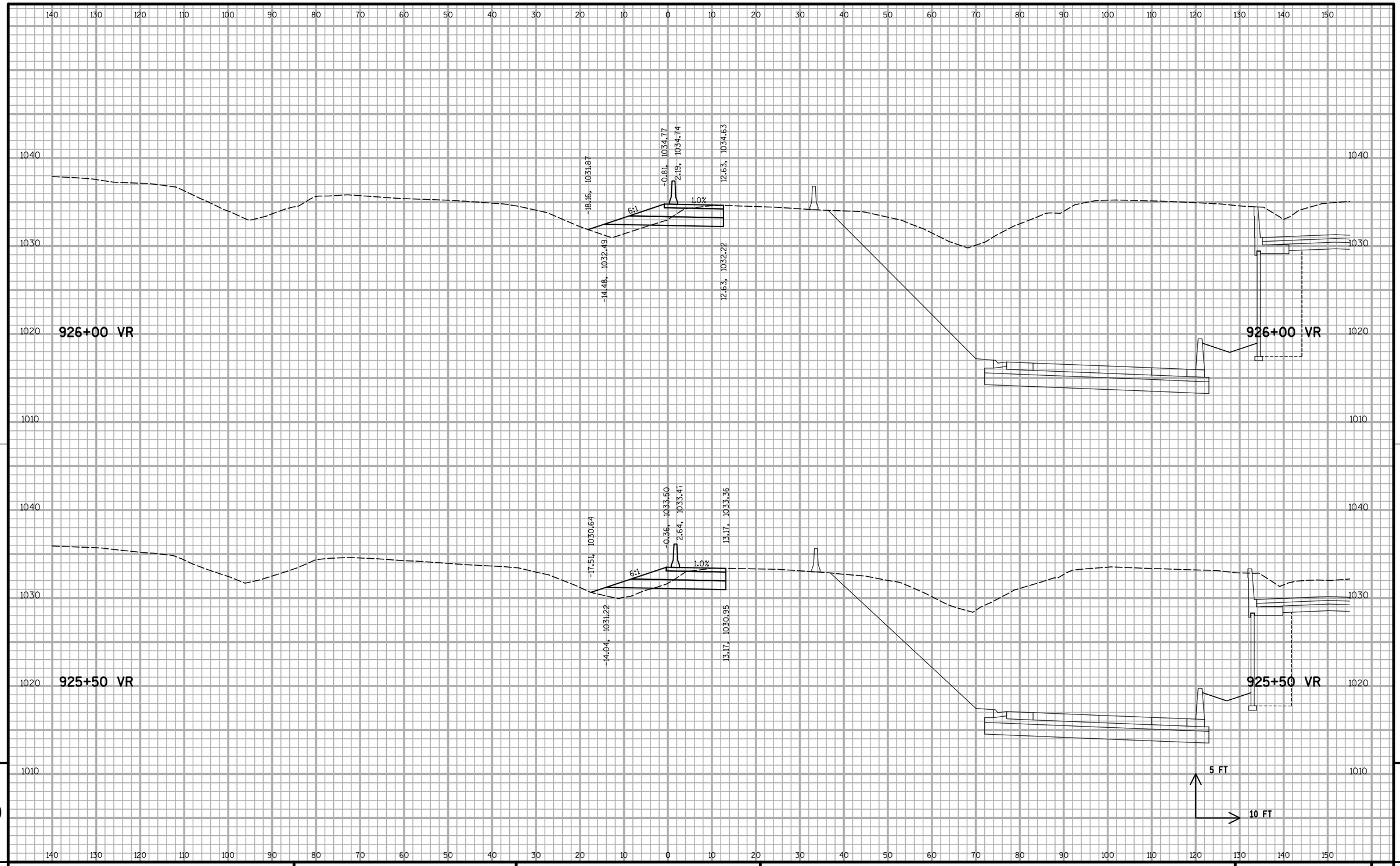
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1059 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090200_xs_vr.dgn PLOT DATE : 4/14/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1060 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090200_xs_vr.dgn PLOT DATE : 4/14/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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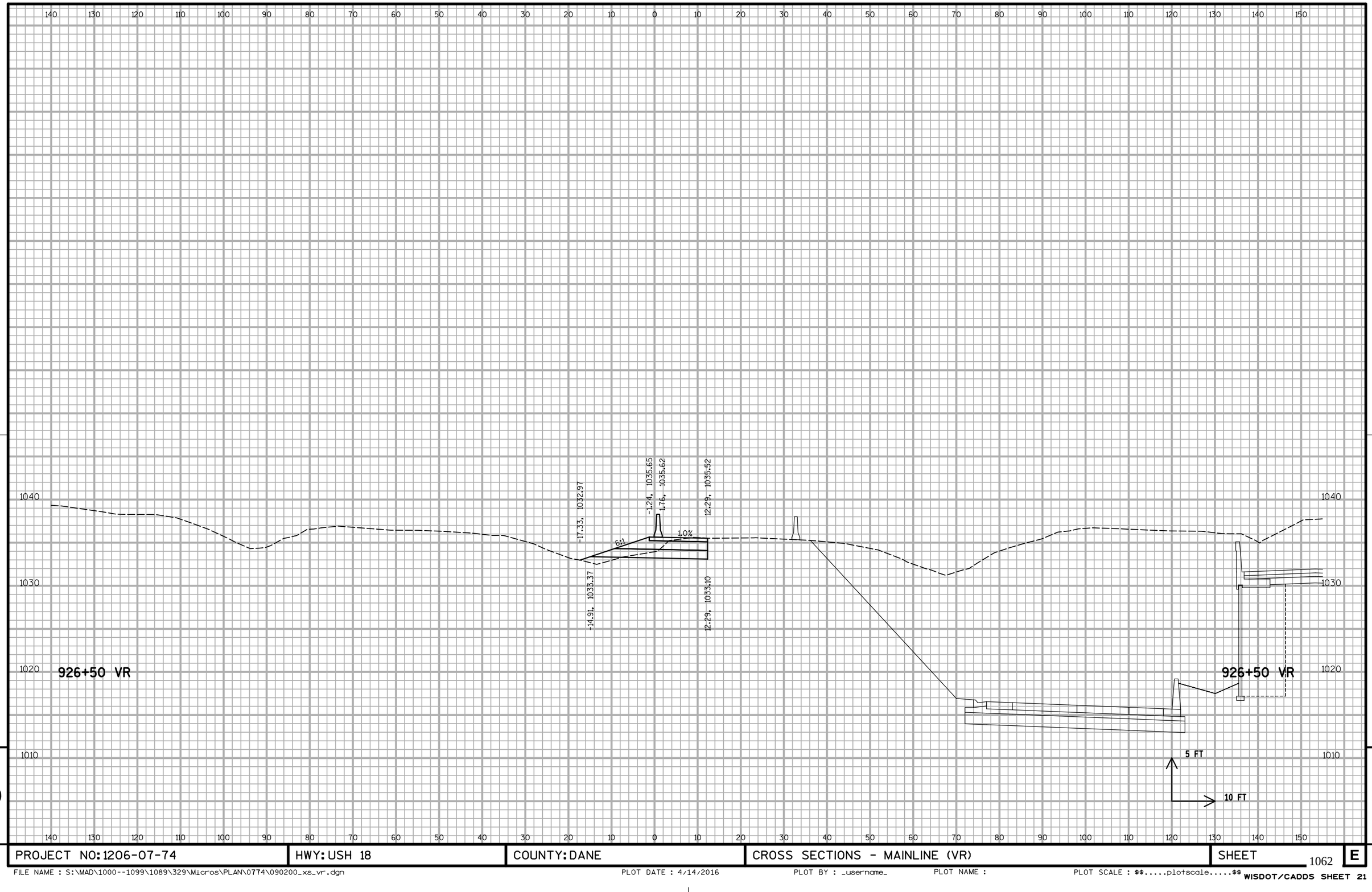
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1061 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090200_xs_vr.dgn PLOT DATE : 4/14/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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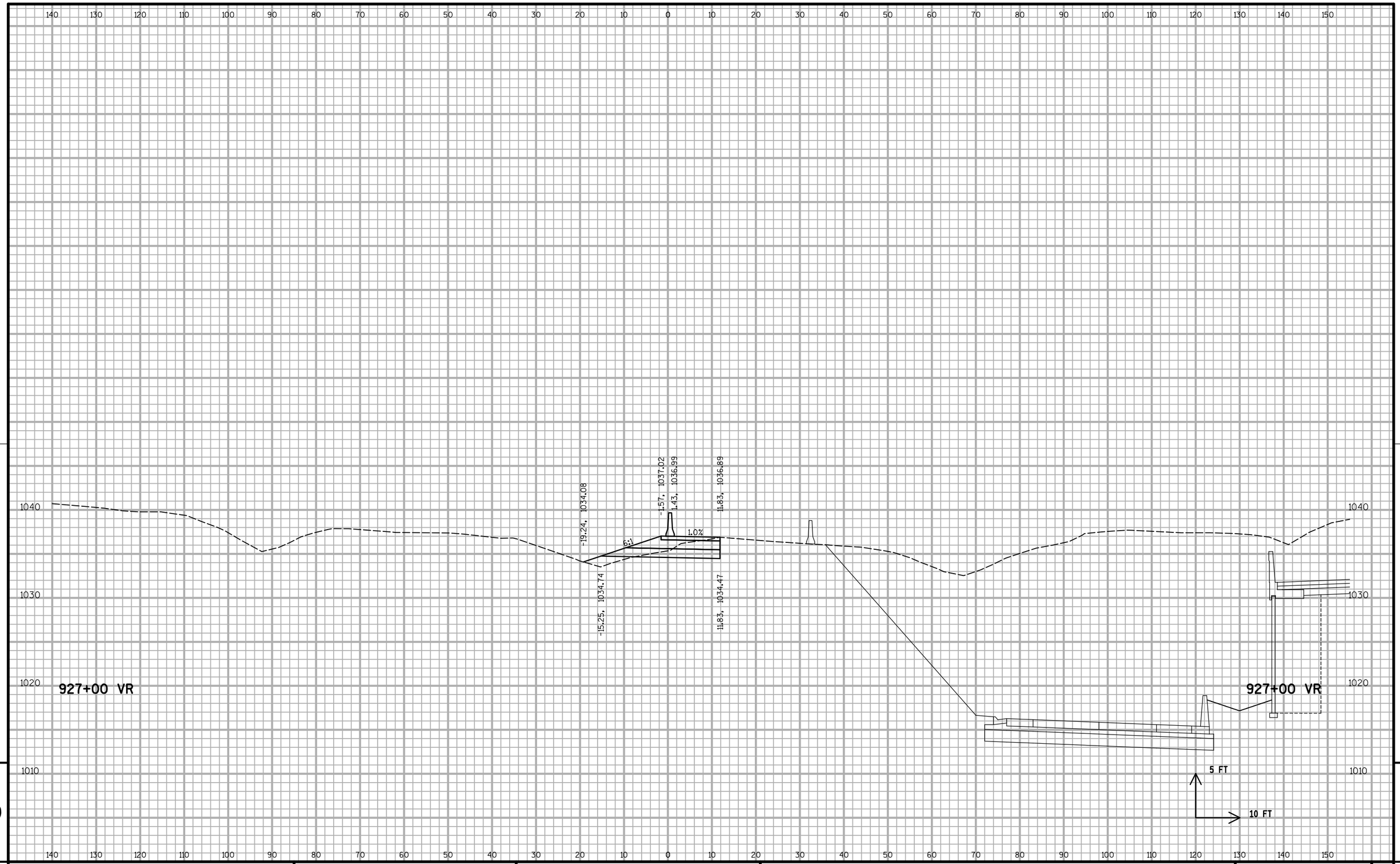
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1062 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090200_xs_vr.dgn PLOT DATE : 4/14/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1063 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090200_xs_vr.dgn PLOT DATE : 4/14/2016 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

1040
1030
1020
1010

-20.35, 1034.71
-15.29, 1035.55
-1.61, 1037.83
1.39, 1037.80
11.55, 1037.70
11.55, 1035.28
6:1
1.0%

927+50 VR

927+50 VR

5 FT
10 FT

9

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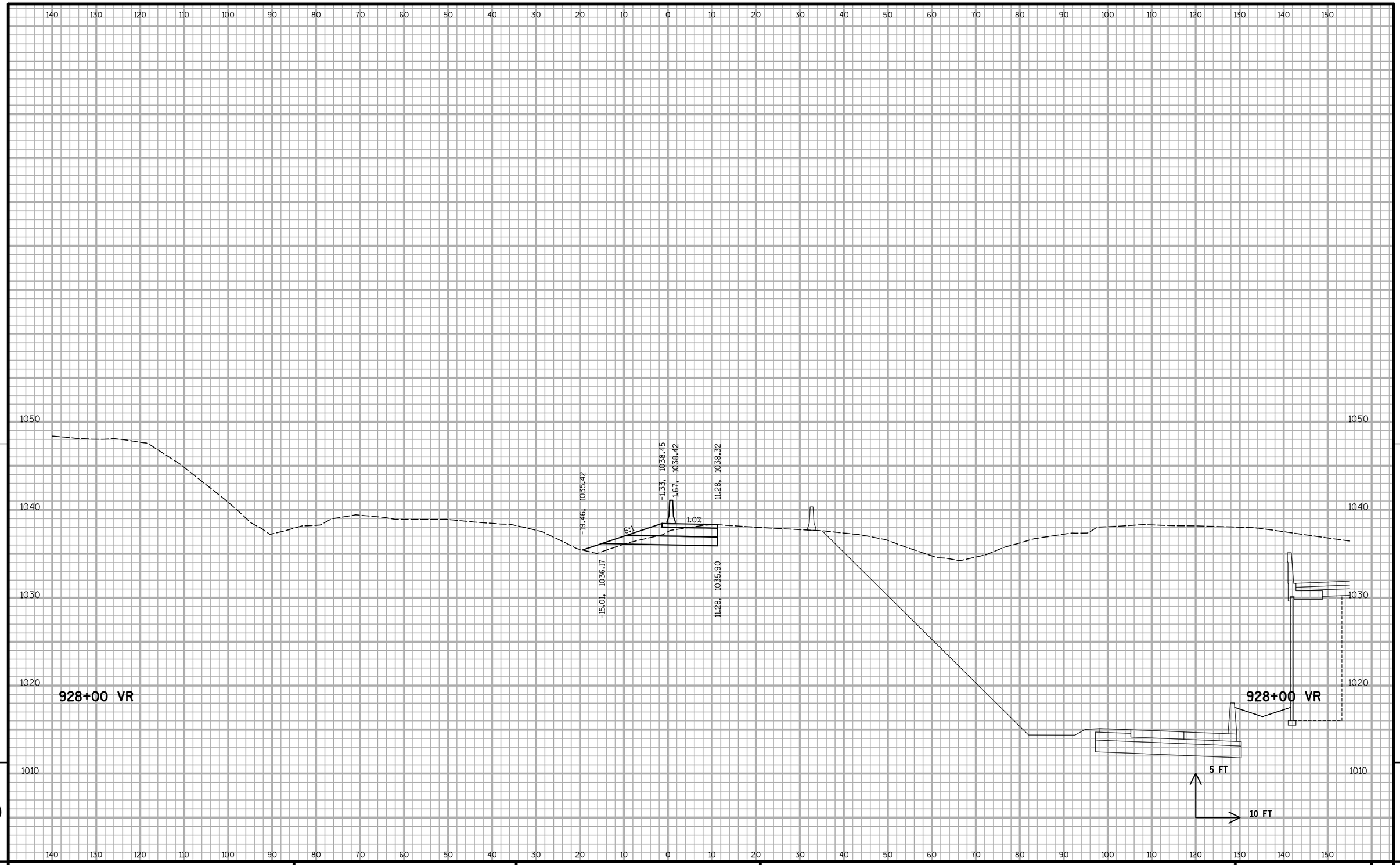
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1064 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090200_xs_vr.dgn PLOT DATE : 4/14/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1065 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090200_xs_vr.dgn PLOT DATE : 4/14/2016 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

1050

1040

1030

1020

1010

-18.22, 1036.10

-15.24, 1036.59

-0.74, 1039.01

2.26, 1039.01

10.91, 1039.01

10.91, 1036.59

6:1

0.0%

928+50 VR

928+50 VR

5 FT

10 FT

9

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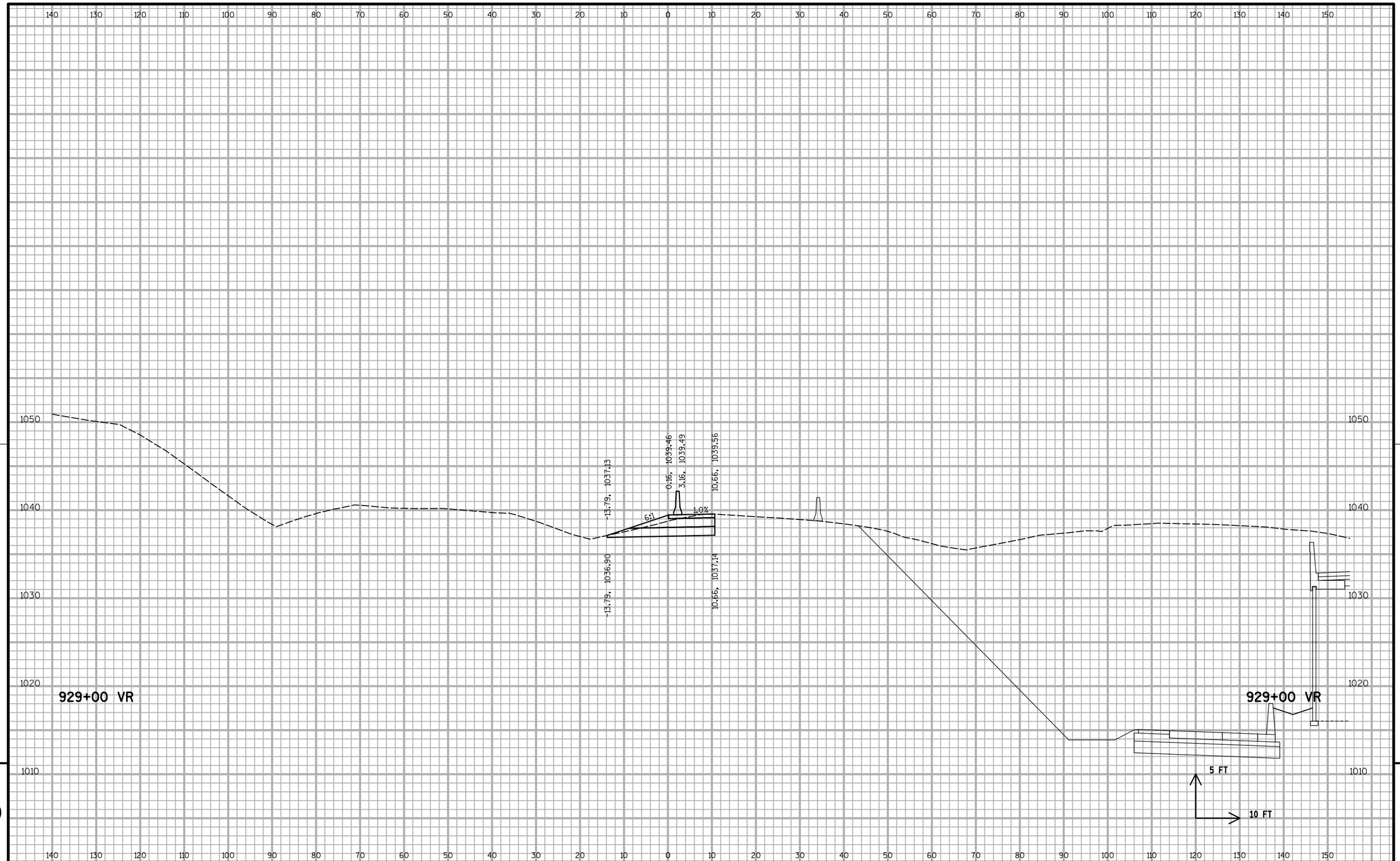
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1066 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090200_xs_vr.dgn PLOT DATE : 4/14/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21

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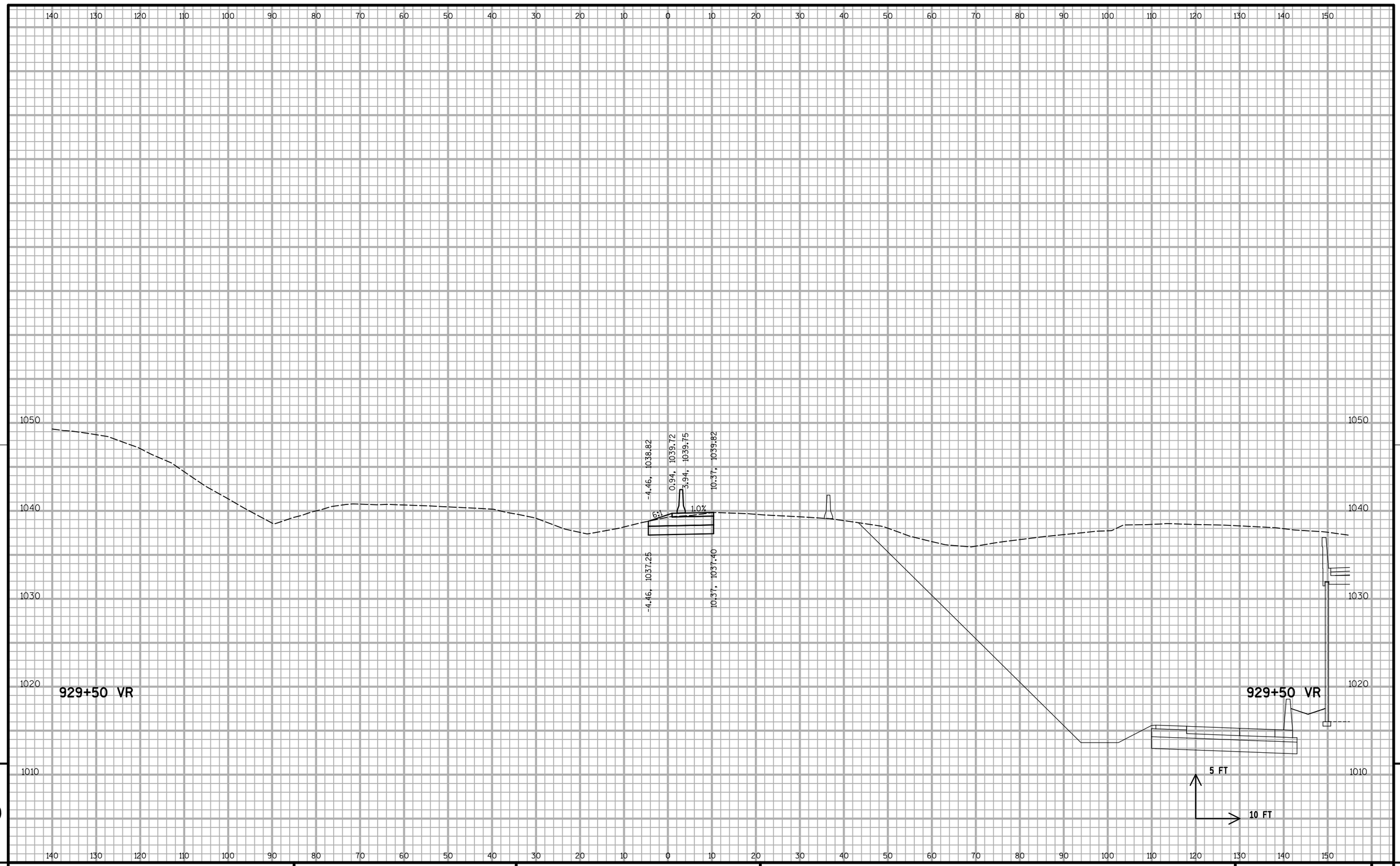
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1067 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090200_xs_vr.dgn PLOT DATE : 4/14/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21

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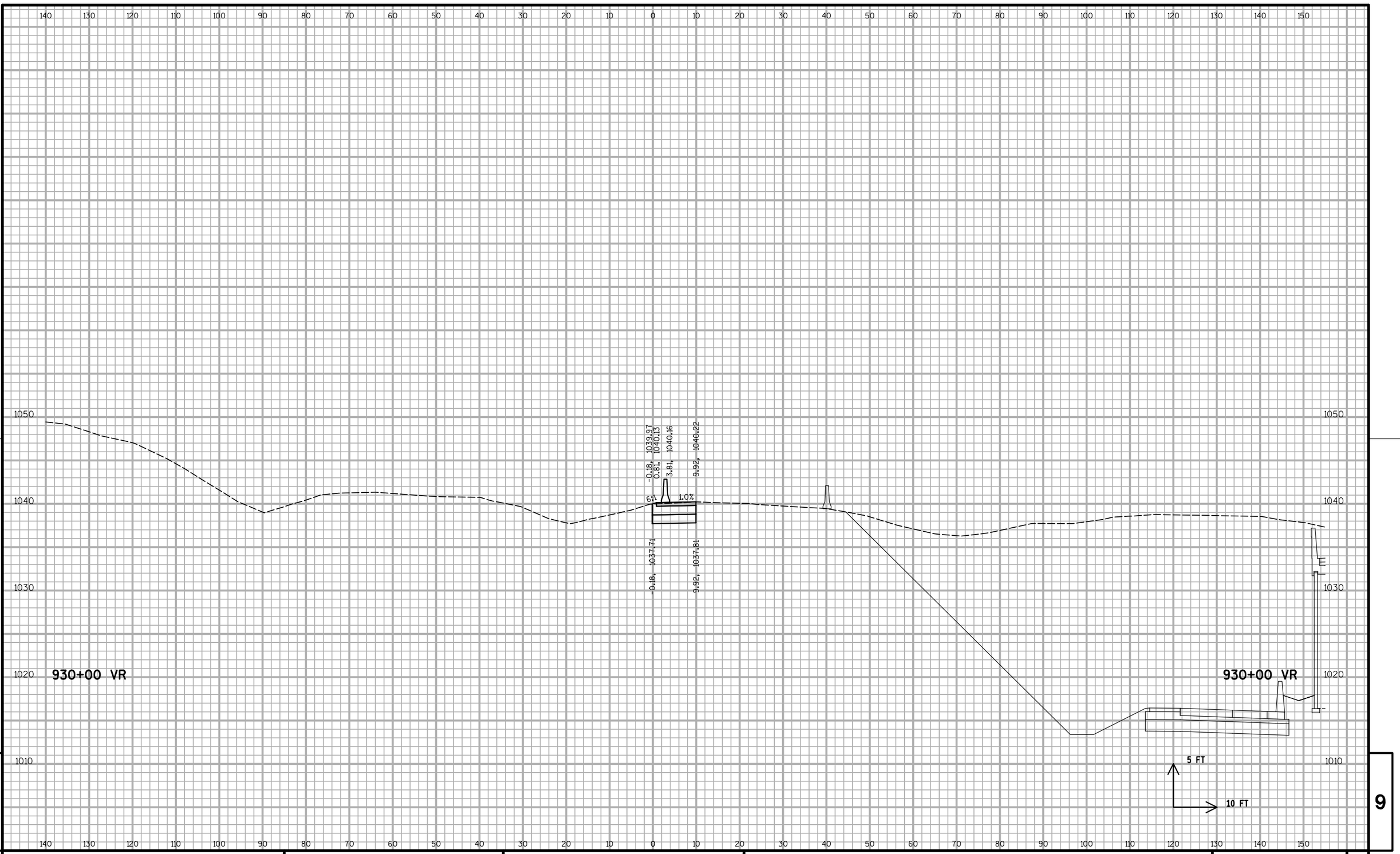
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1068 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090200_xs_vr.dgn PLOT DATE : 4/14/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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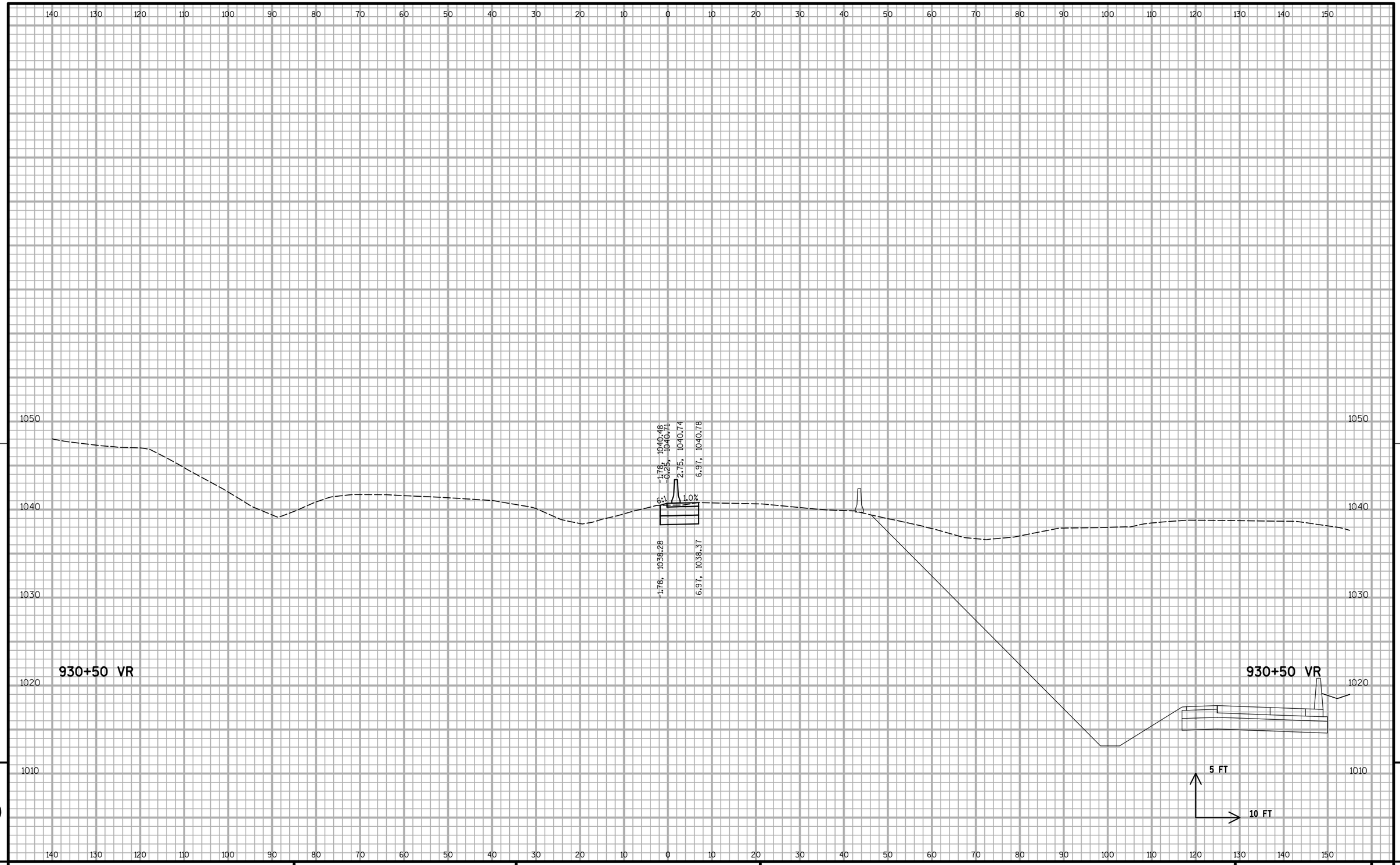
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1069 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090200_xs_vr.dgn PLOT DATE : 4/14/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

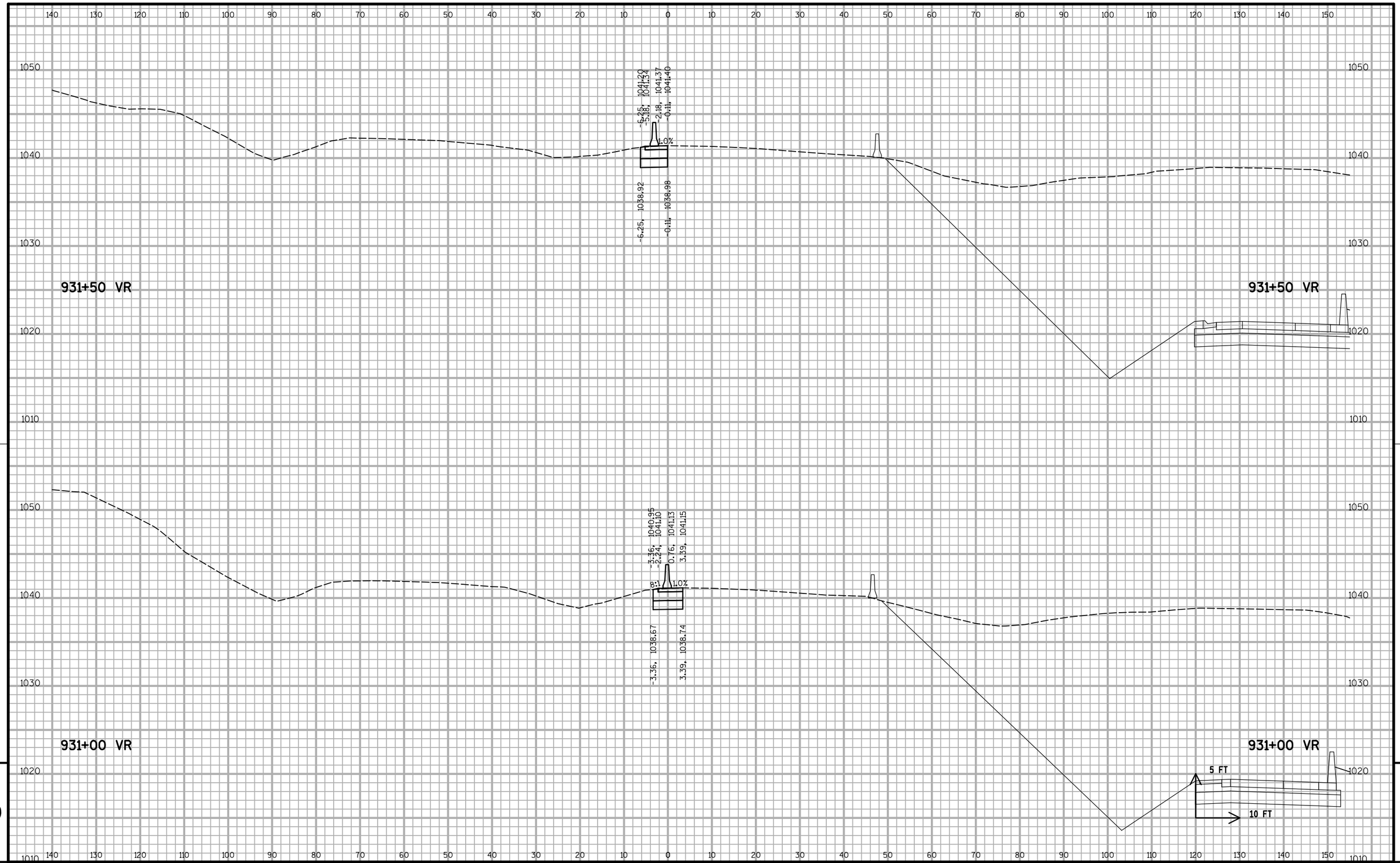
WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1070 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090200_xs_vr.dgn PLOT DATE : 4/14/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21

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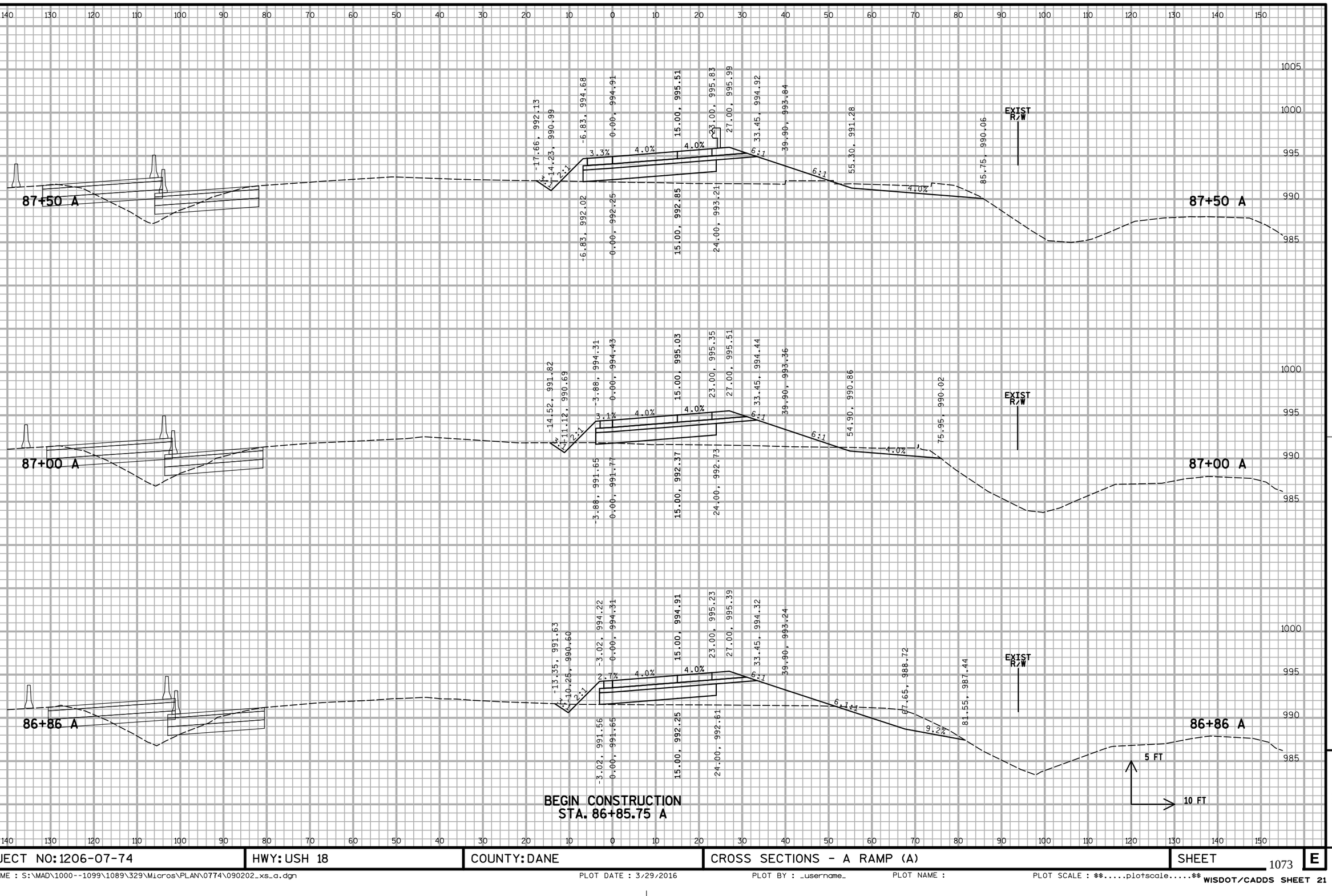
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1071 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090200_xs_vr.dgn PLOT DATE : 4/14/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

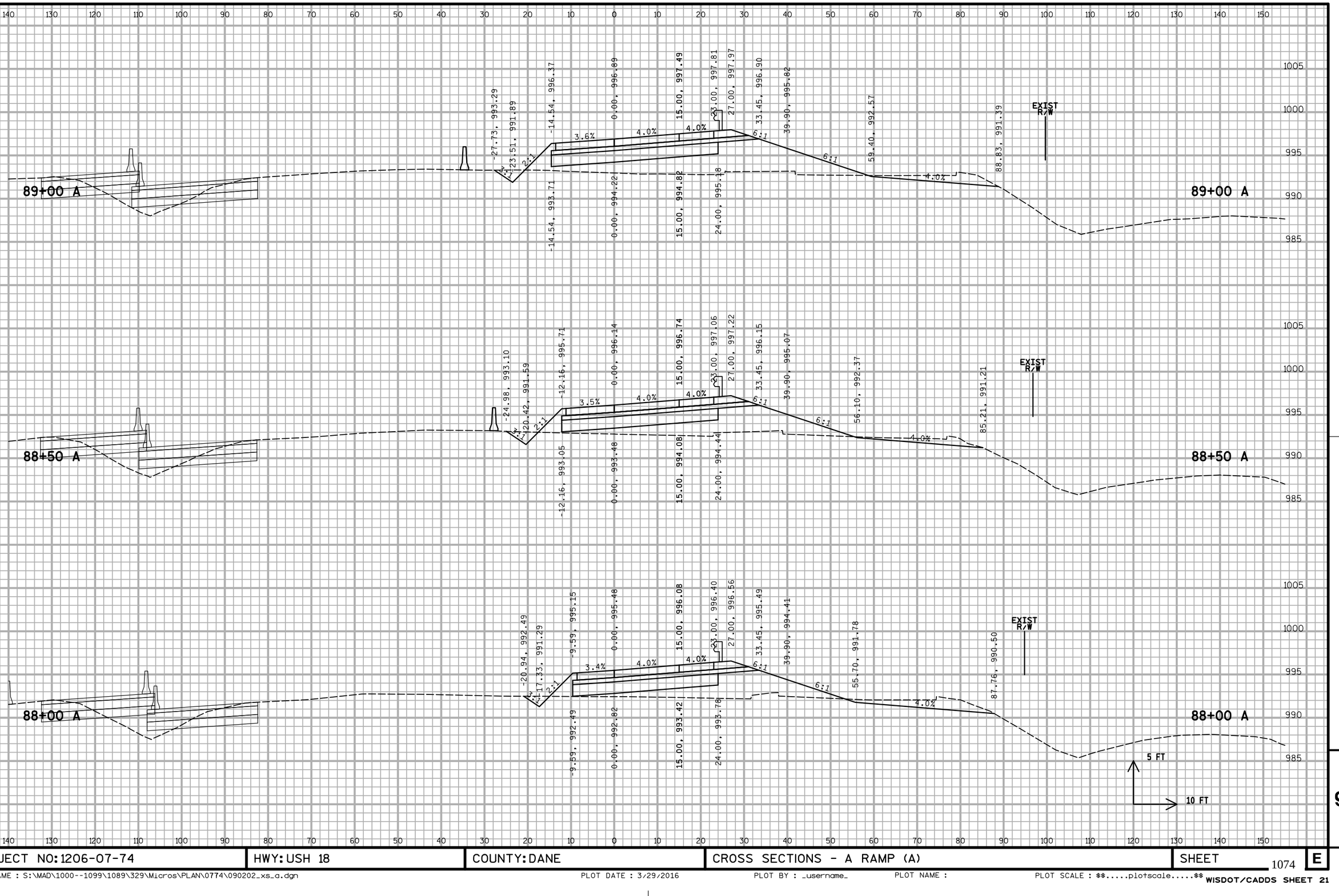
END CONSTRUCTION
STA. 932+11.8 VR

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - MAINLINE (VR) | SHEET 1072 | E |
|---|---|---|---|---|---|




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - A RAMP (A) | SHEET 1073 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090202_xs_a.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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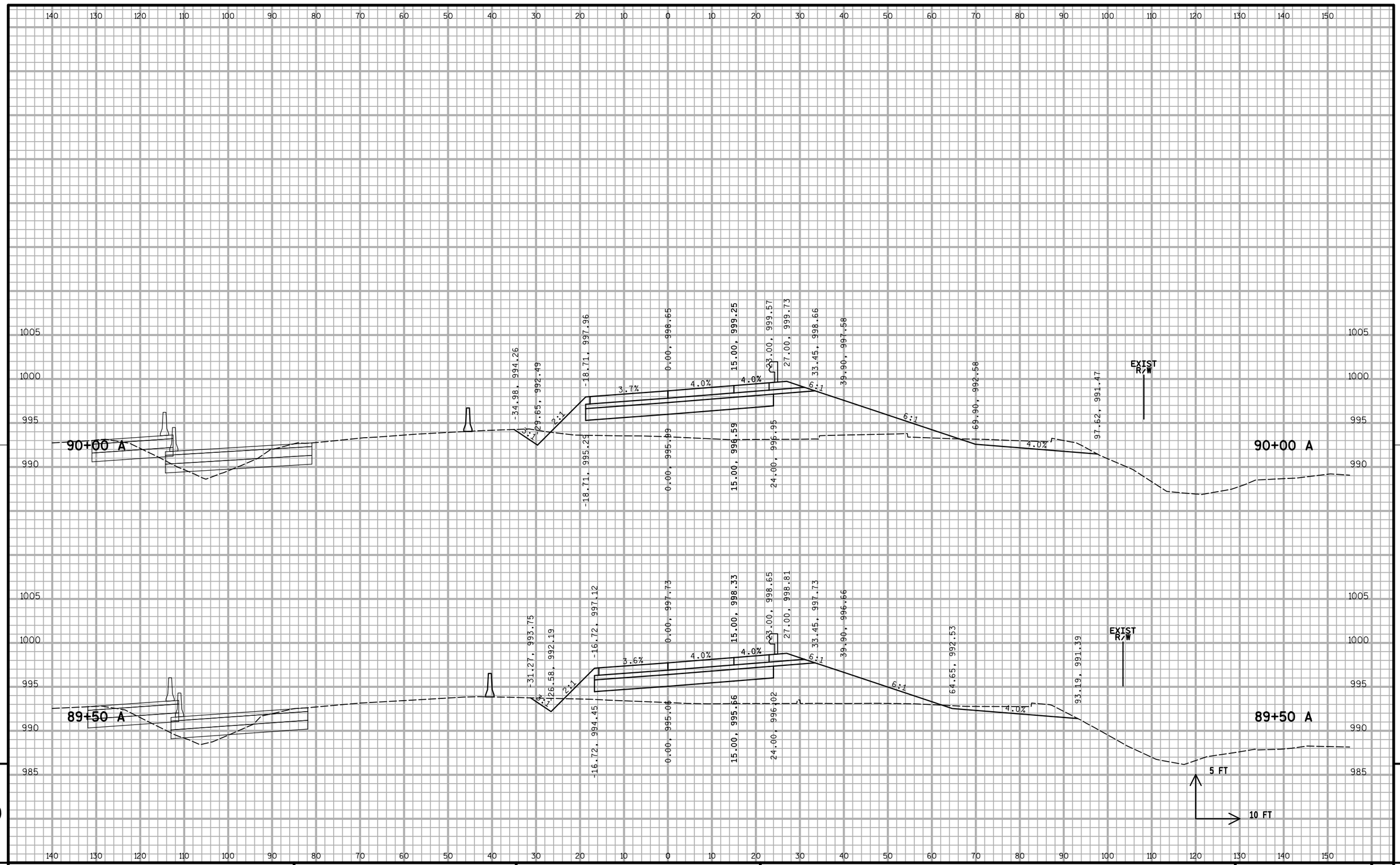
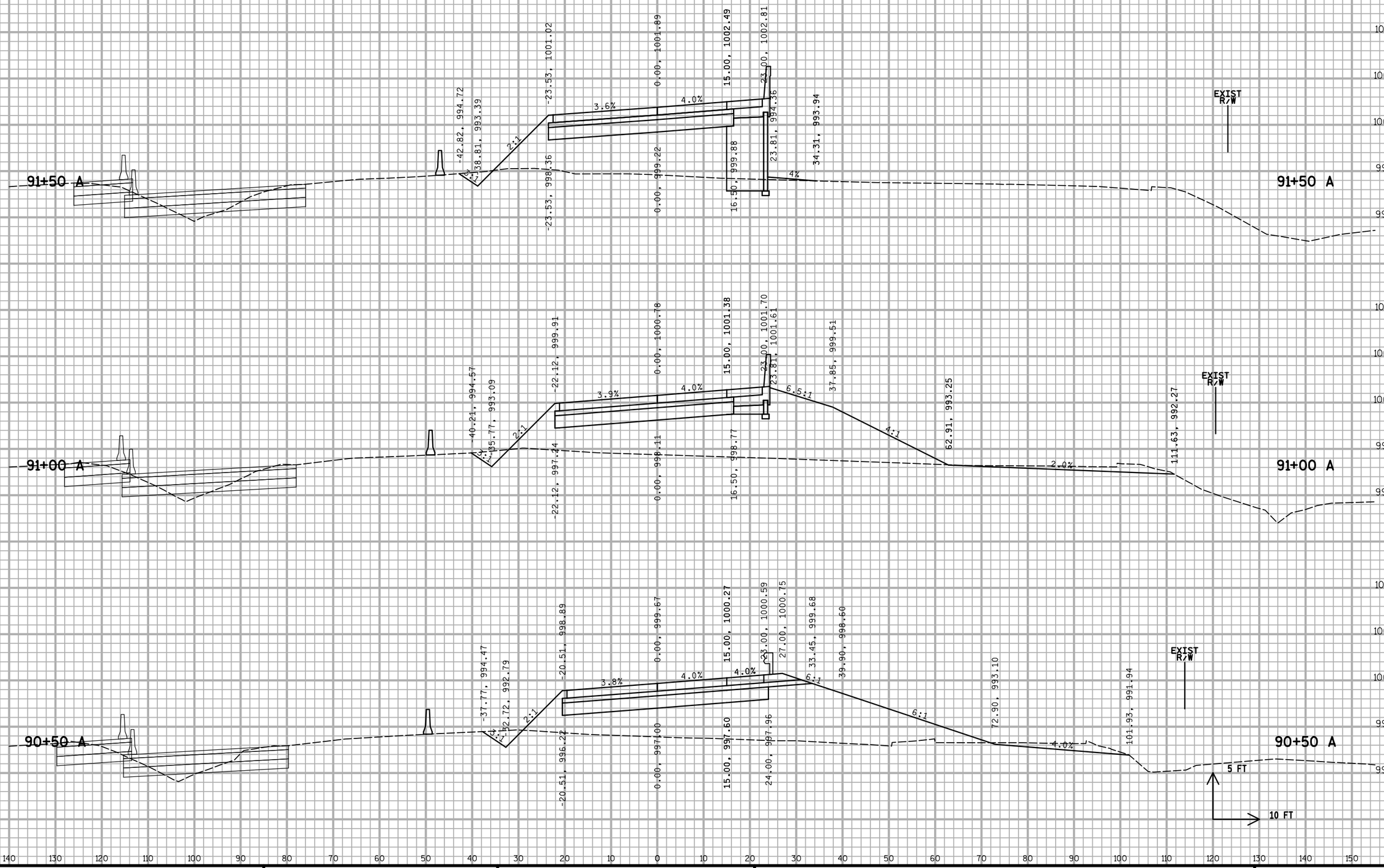
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - A RAMP (A) | SHEET 1074 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090202_xs_a.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



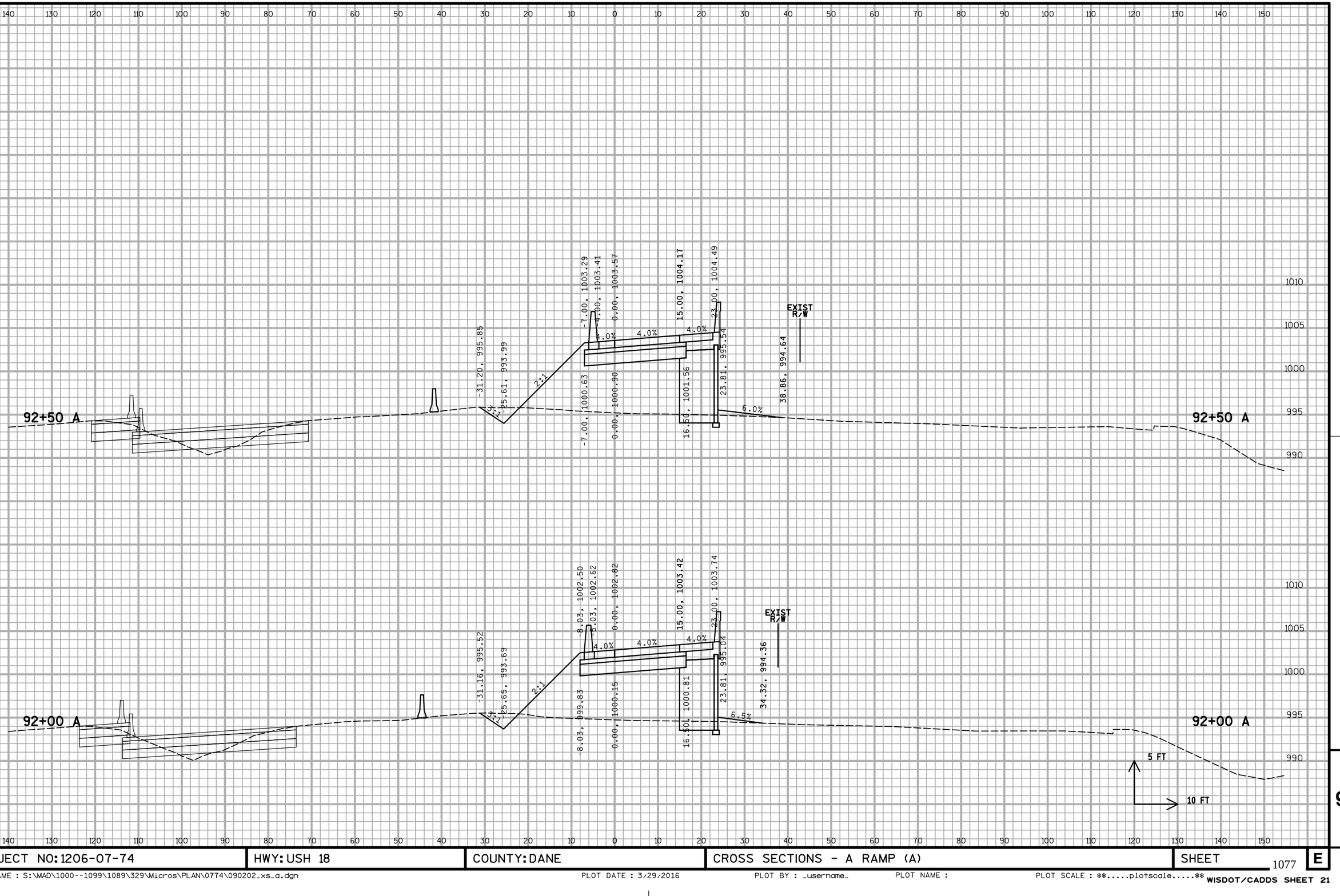

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - A RAMP (A) | SHEET 1075 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090202_xs_a.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - A RAMP (A) | SHEET | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090202_xs_a.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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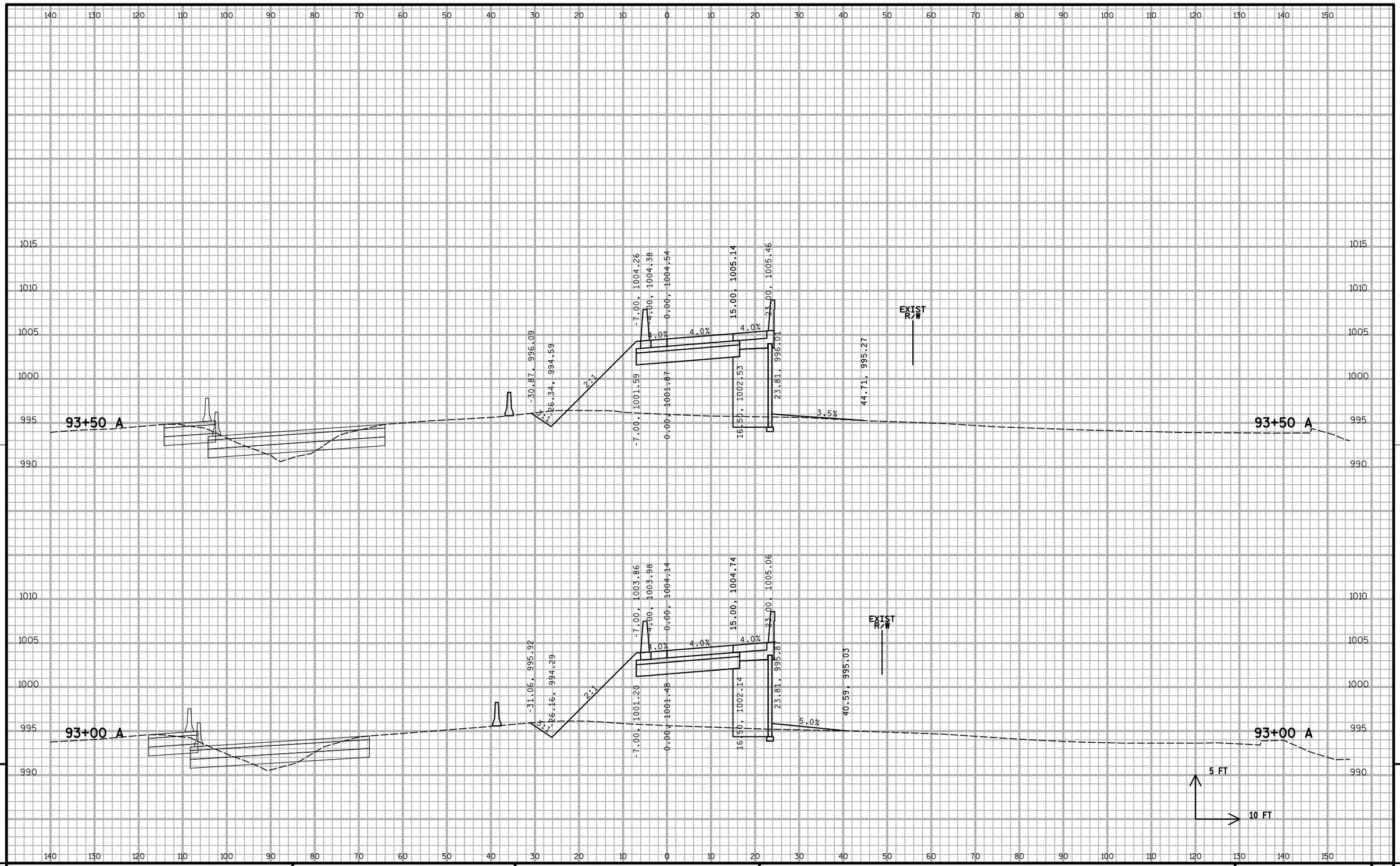
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - A RAMP (A) | SHEET 1077 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090202_xs_a.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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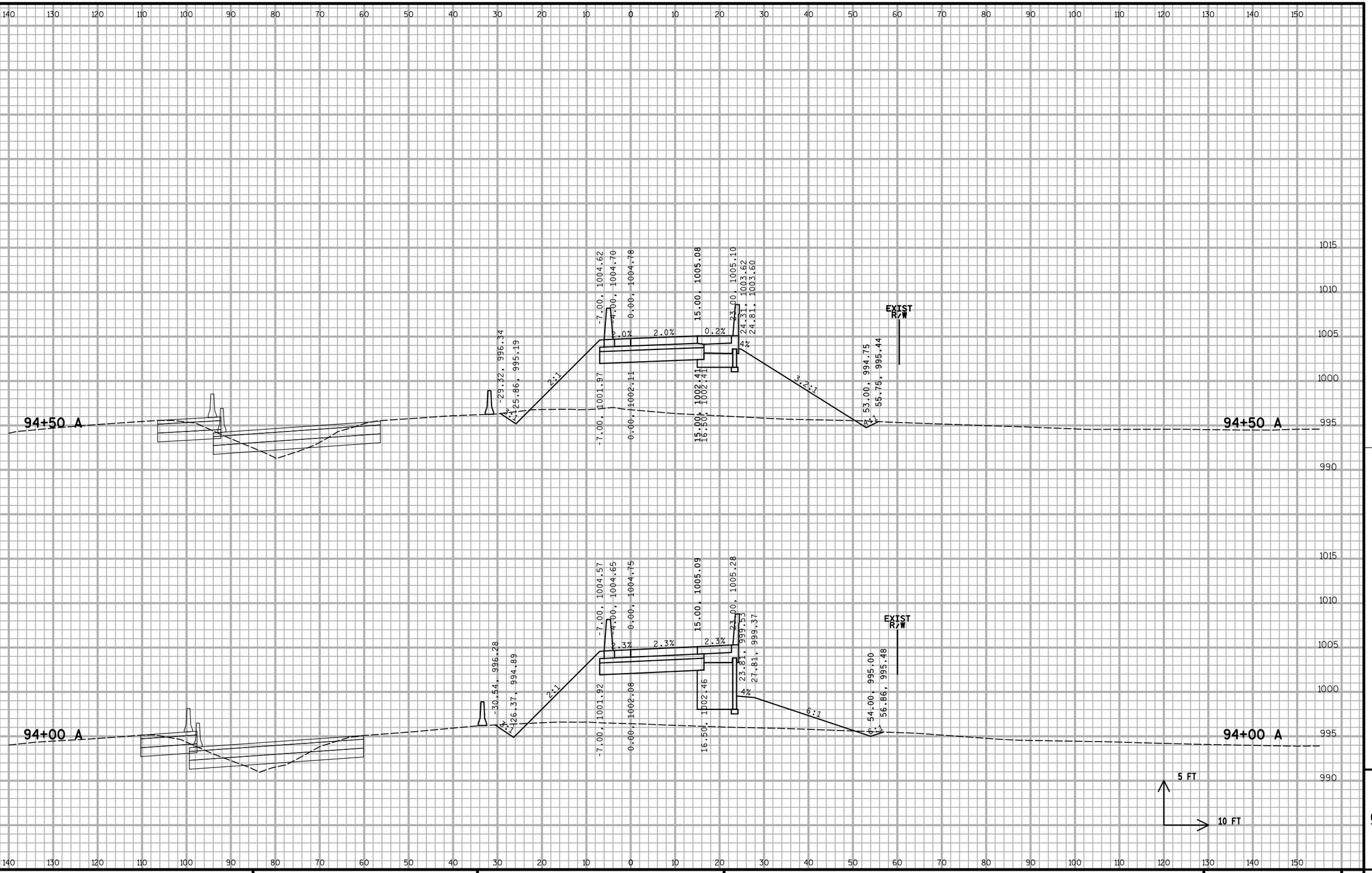
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - A RAMP (A) | SHEET 1078 | E |
|---|---|---|---|---|---|

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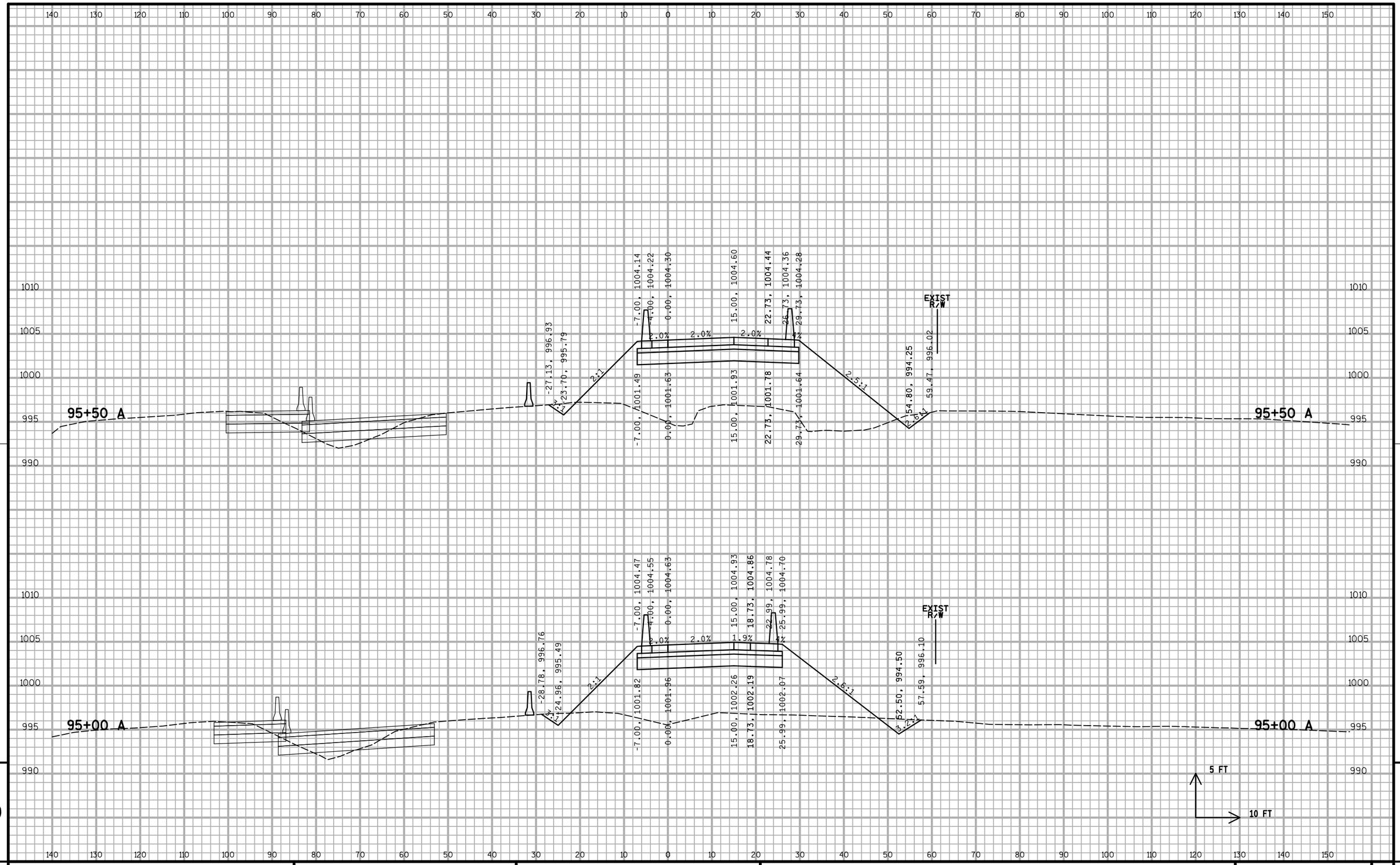
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - A RAMP (A) | SHEET 1079 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090202_xs_a.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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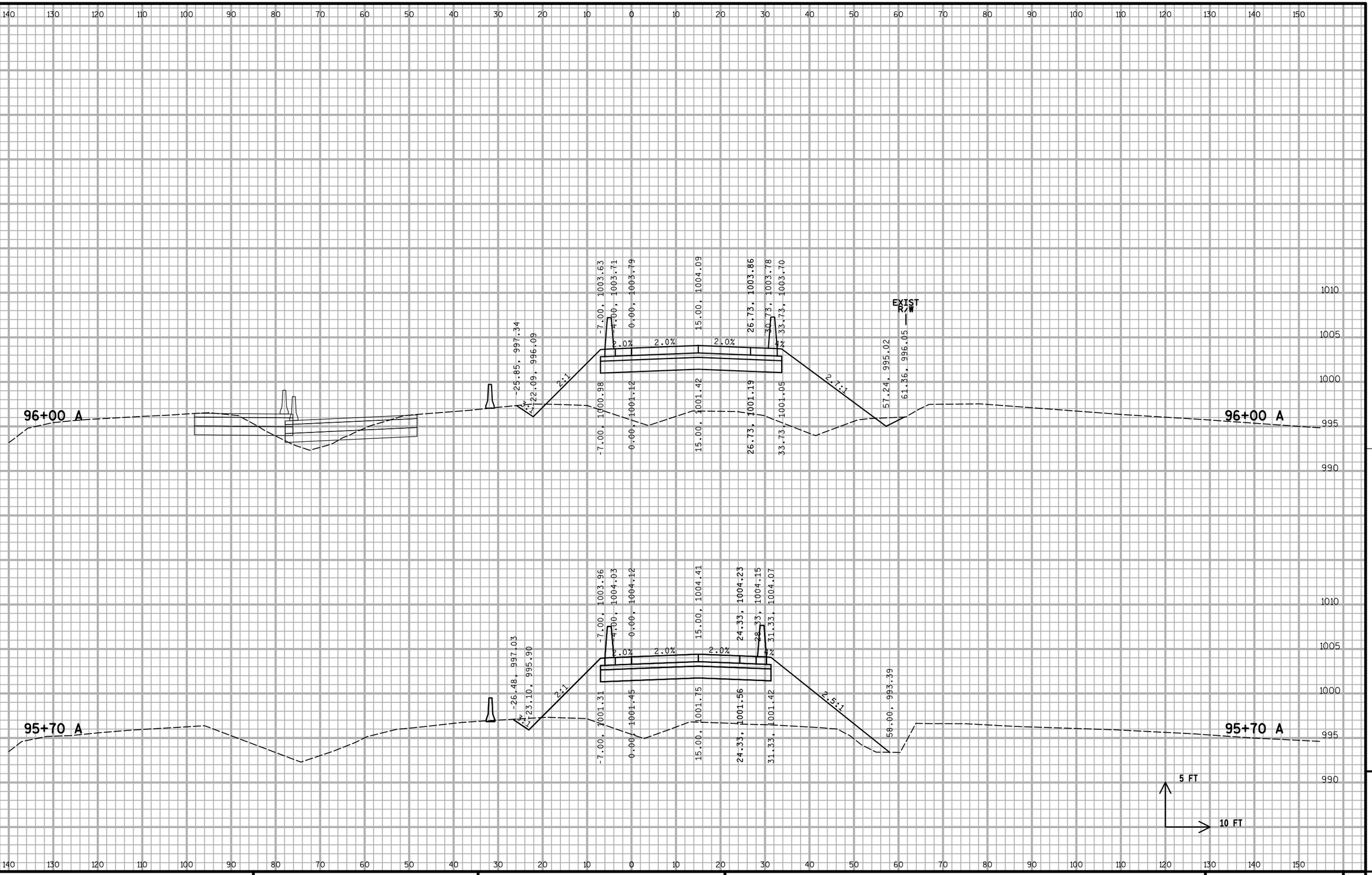
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - A RAMP (A) | SHEET 1080 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090202_xs_a.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21

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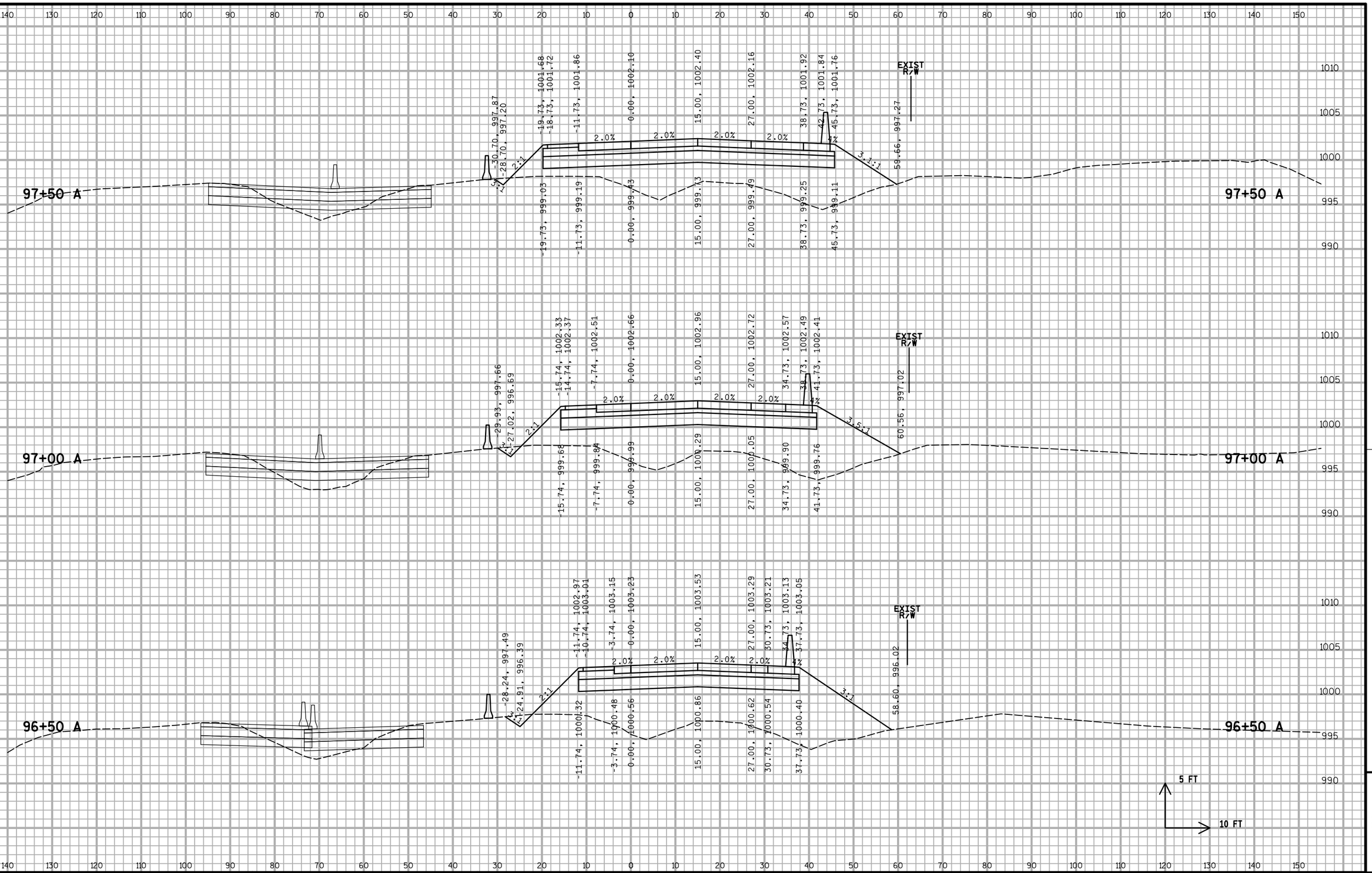
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - A RAMP (A) | SHEET 1081 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090202_xs_a.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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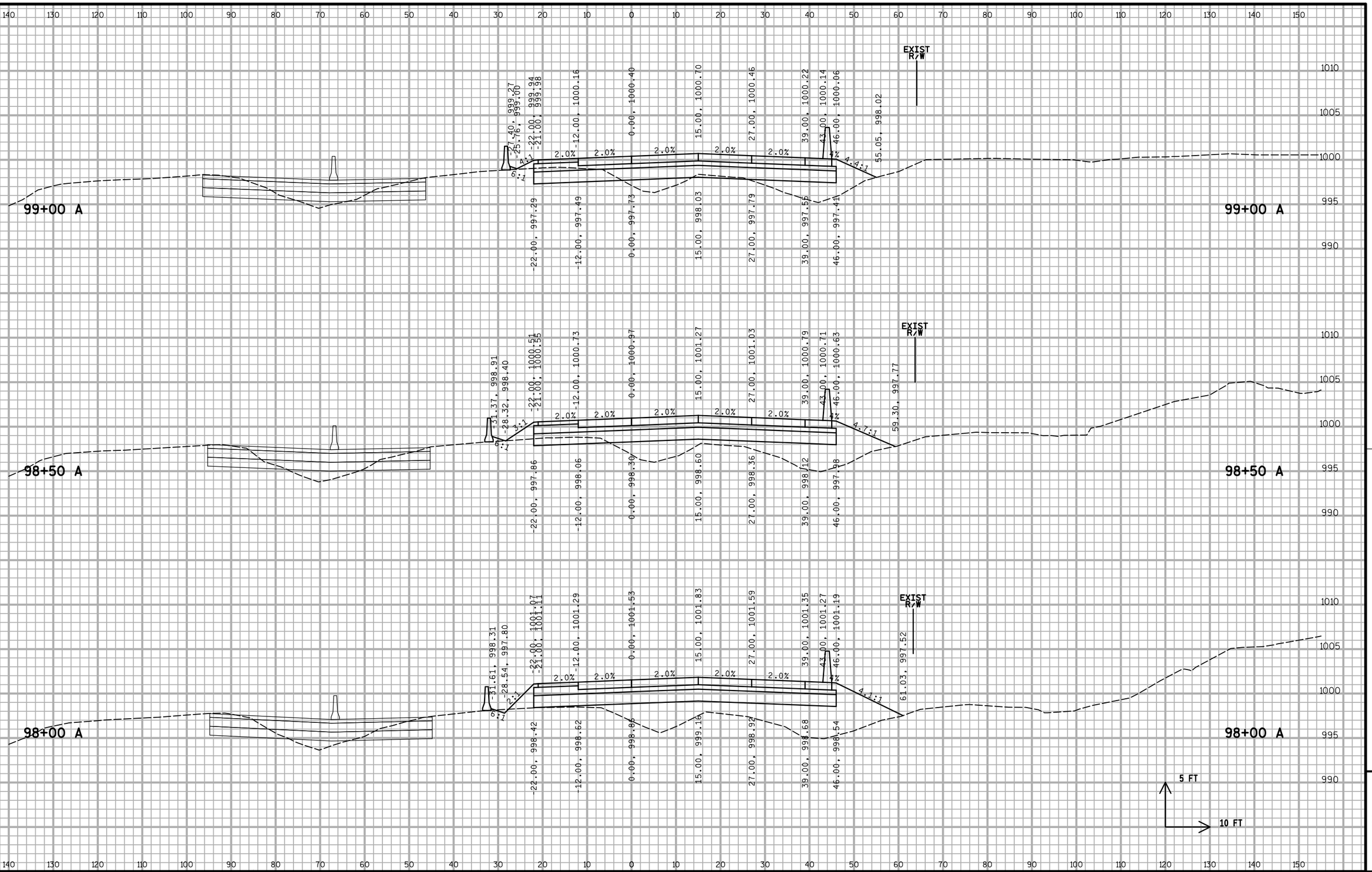
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - A RAMP (A) | SHEET 1082 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090202_xs_a.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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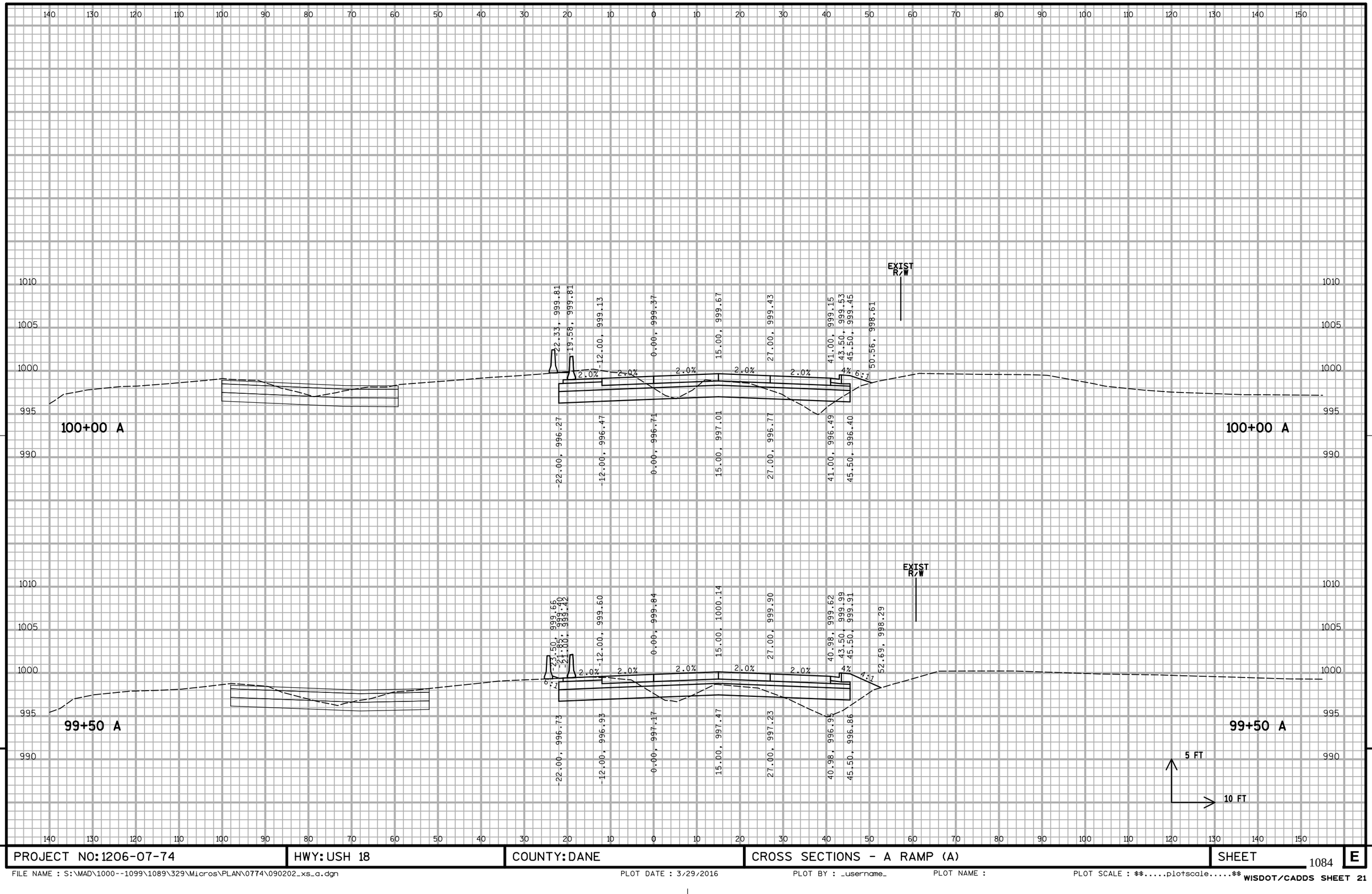
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - A RAMP (A) | SHEET 1083 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090202_xs_a.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - A RAMP (A) | SHEET 1084 | E |
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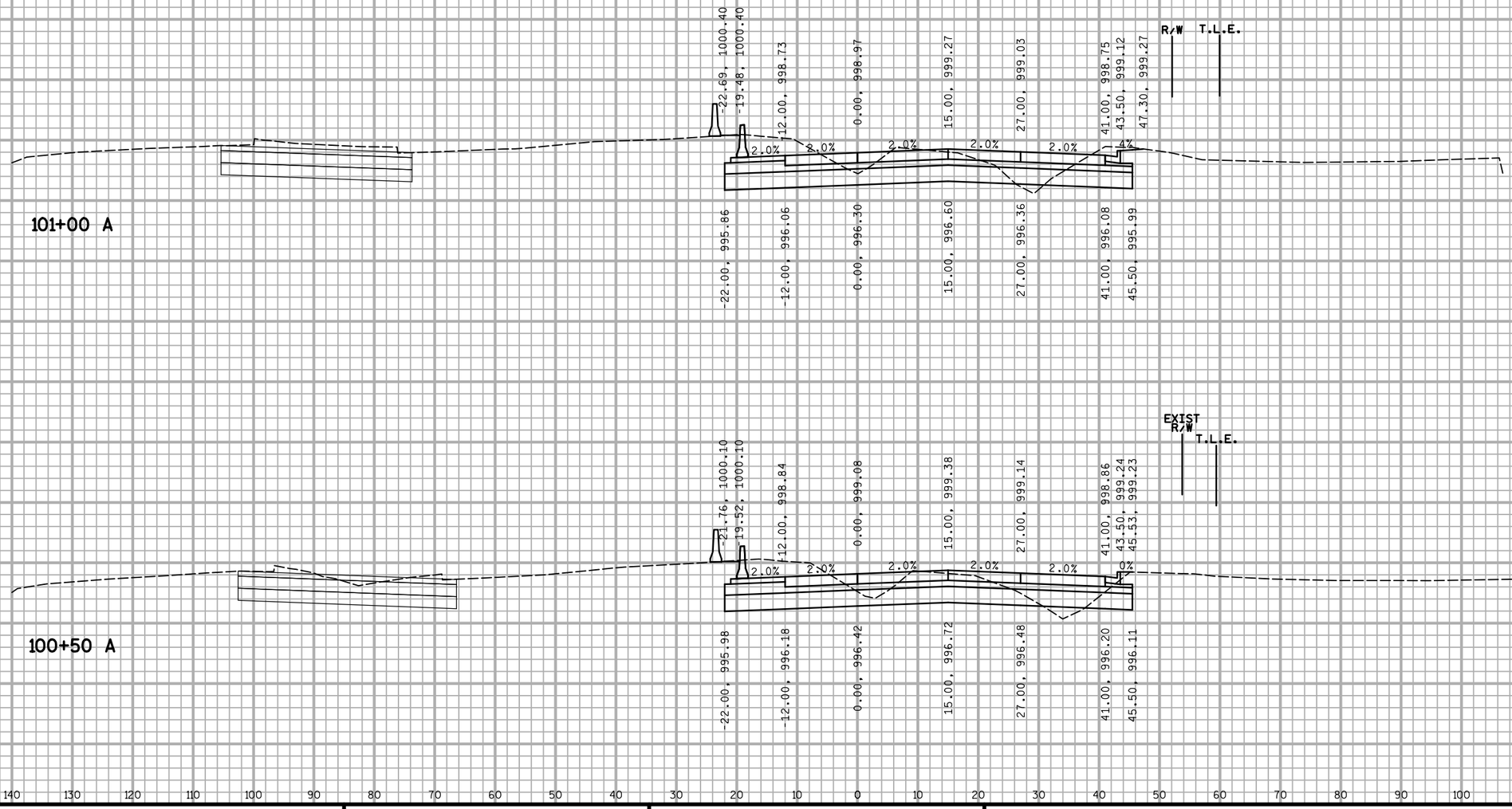


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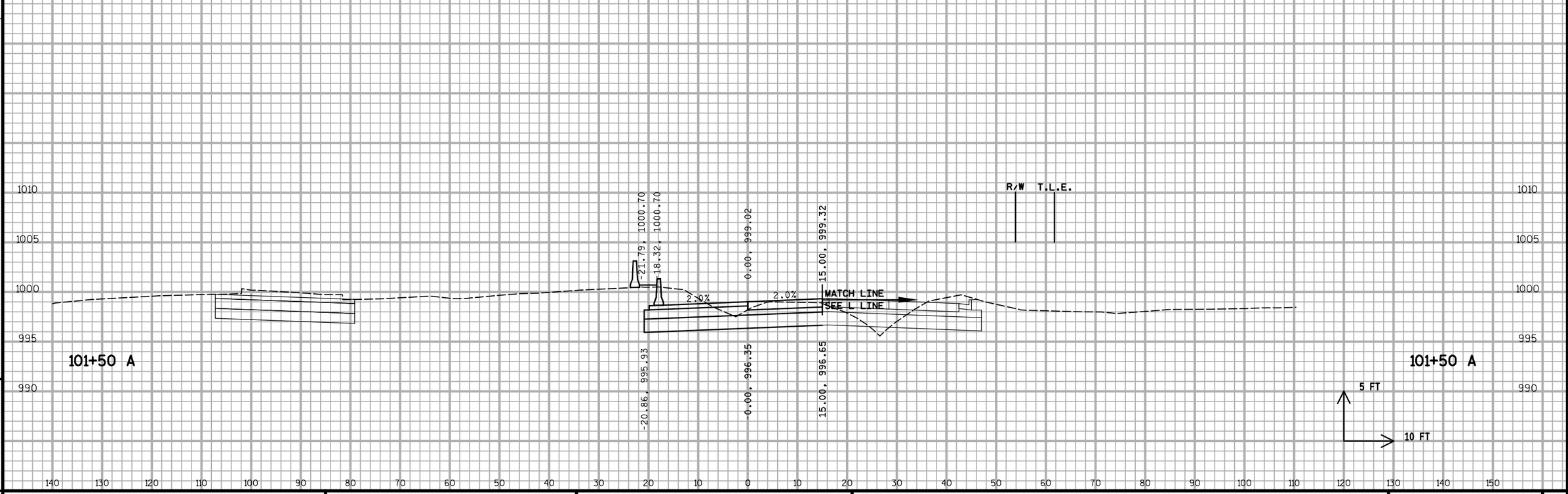
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - A RAMP (A) | SHEET 1085 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090202_xs_a.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

END CONSTRUCTION
STA. 101+85.92 A

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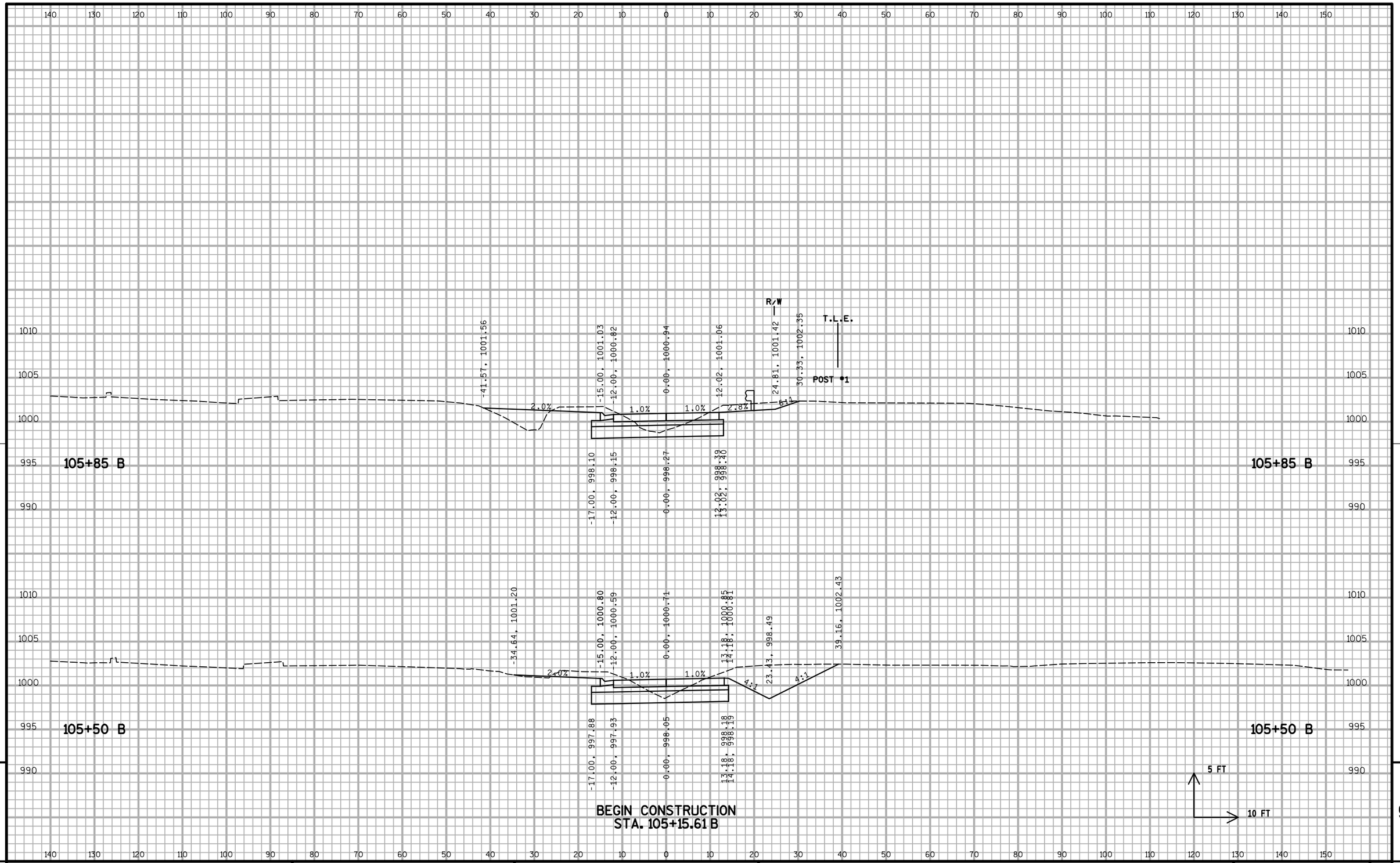
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - A RAMP (A) | SHEET 1086 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090202_xs_a.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

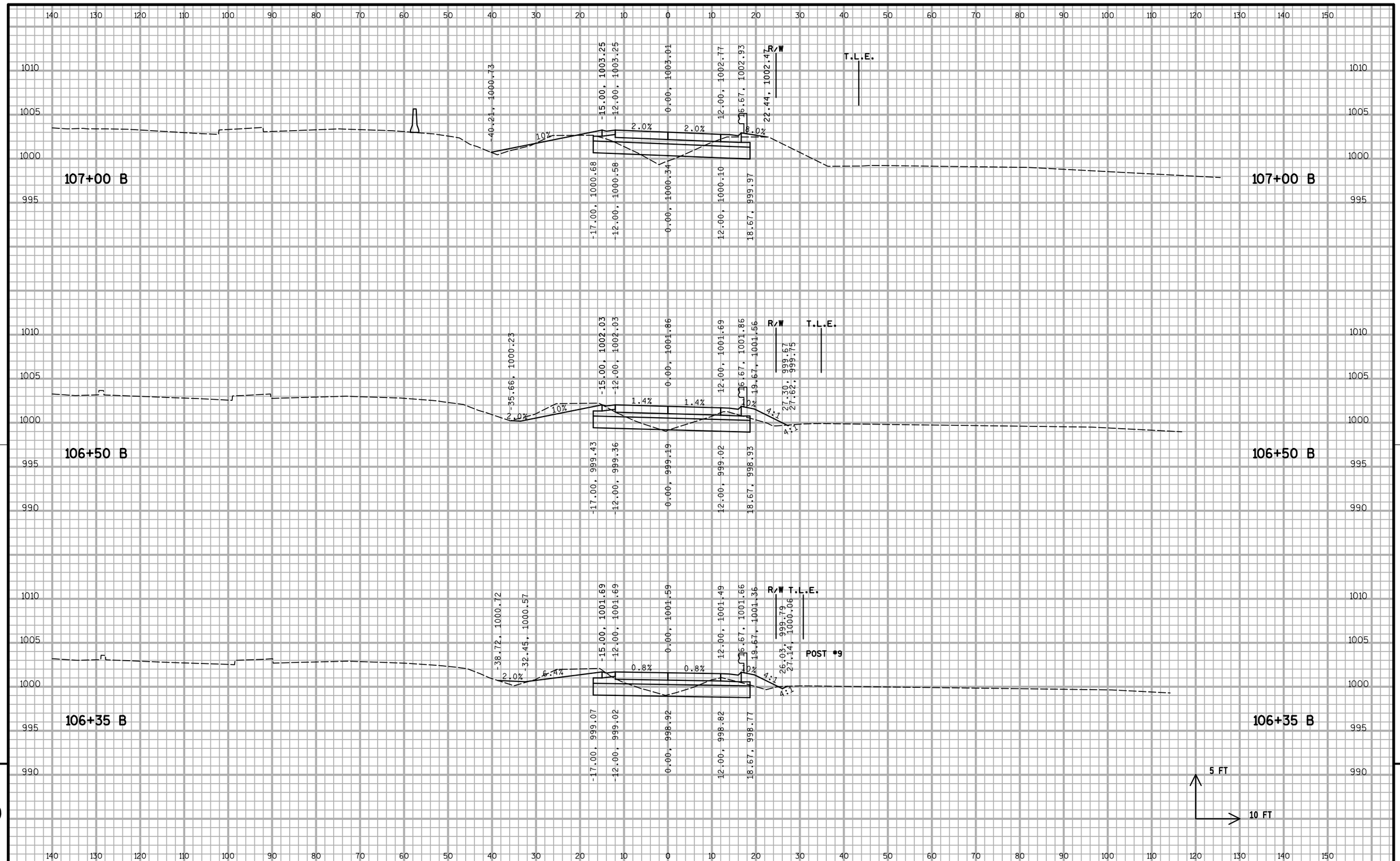



| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - B RAMP (B) | SHEET 1087 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090203_xs_b.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

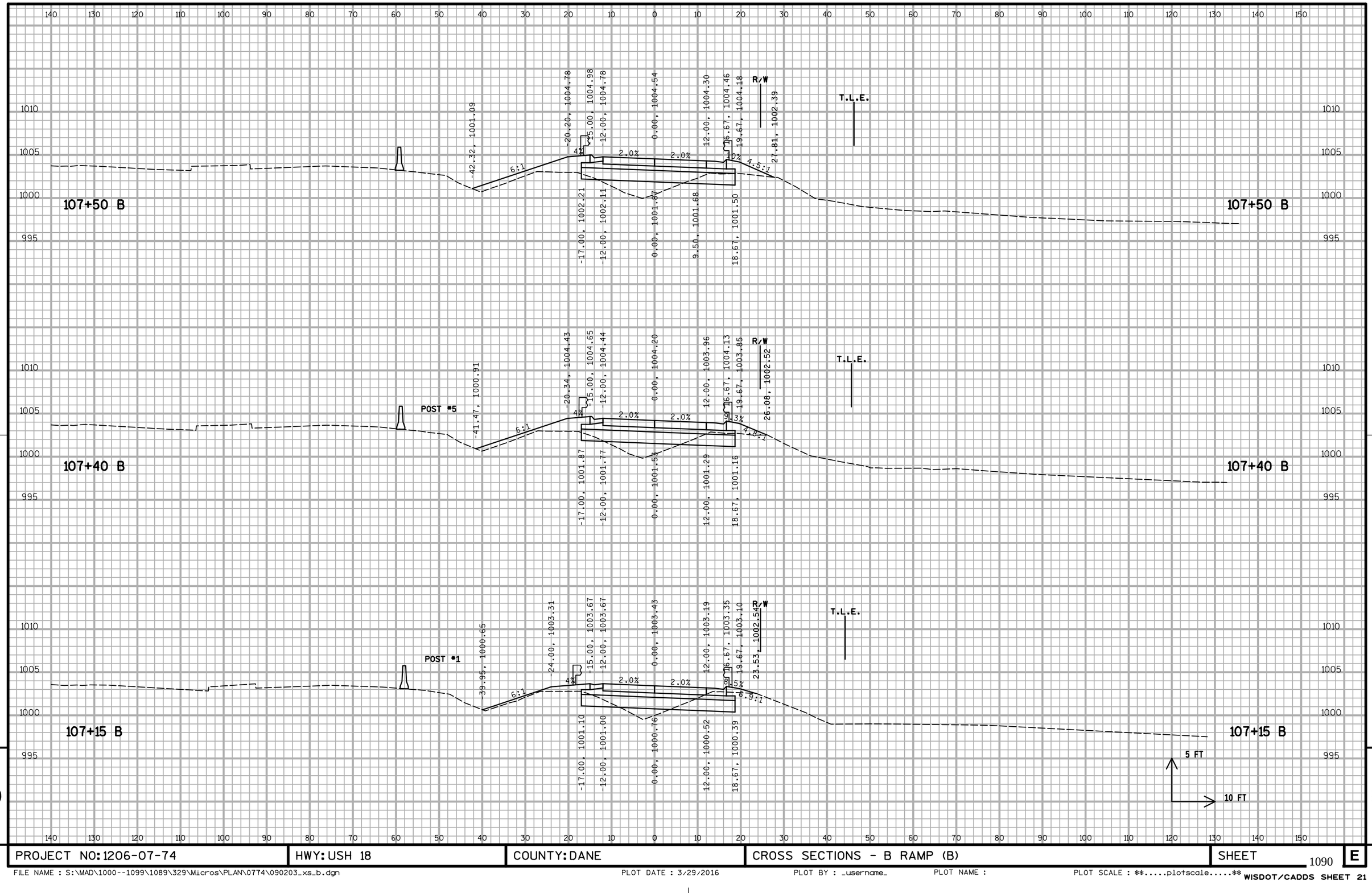
| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - B RAMP (B) | SHEET 1088 E |

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090203_xs_b.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - B RAMP (B) | SHEET 1089 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090203_xs_b.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - B RAMP (B) | SHEET 1090 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090203_xs_b.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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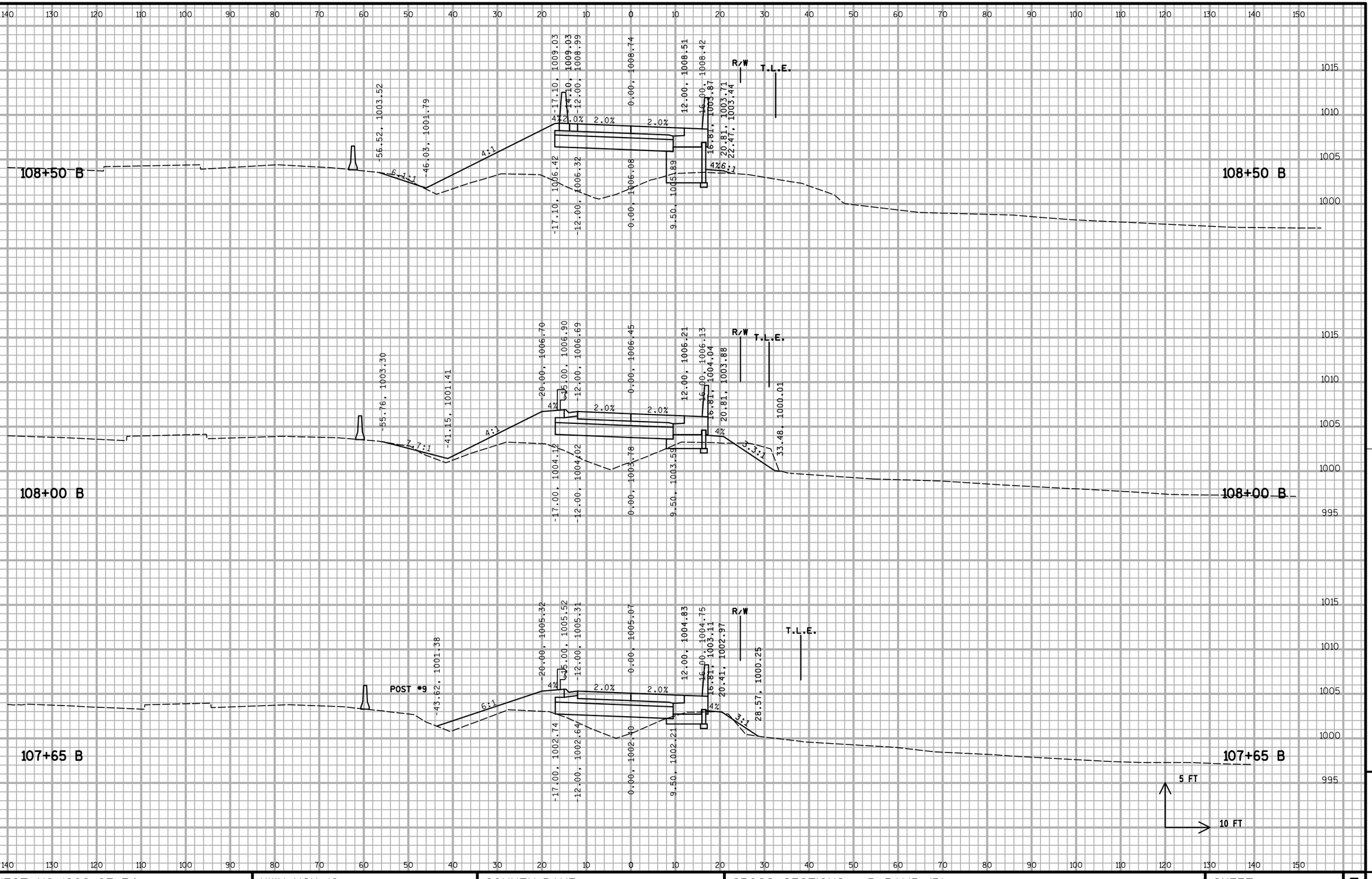
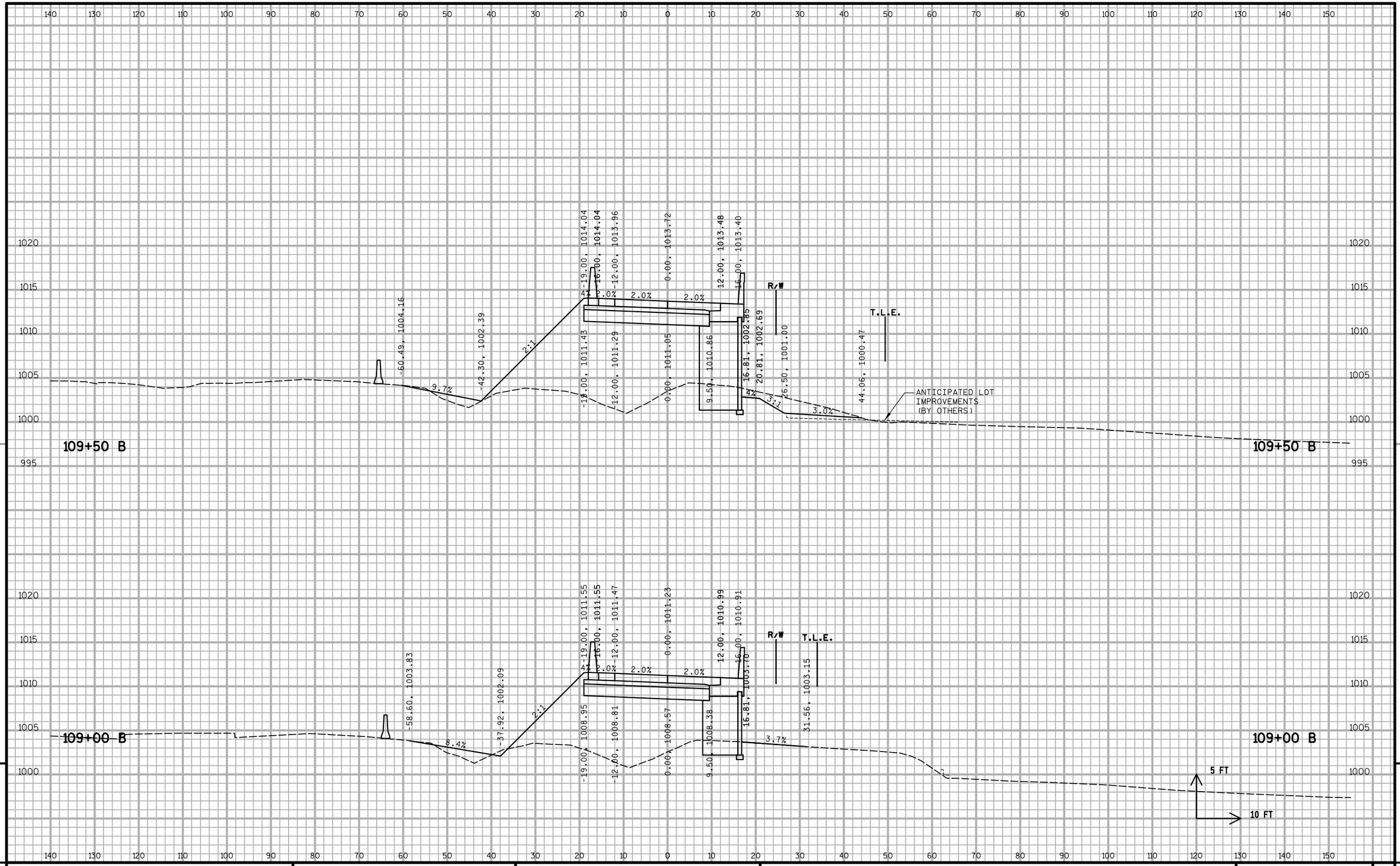


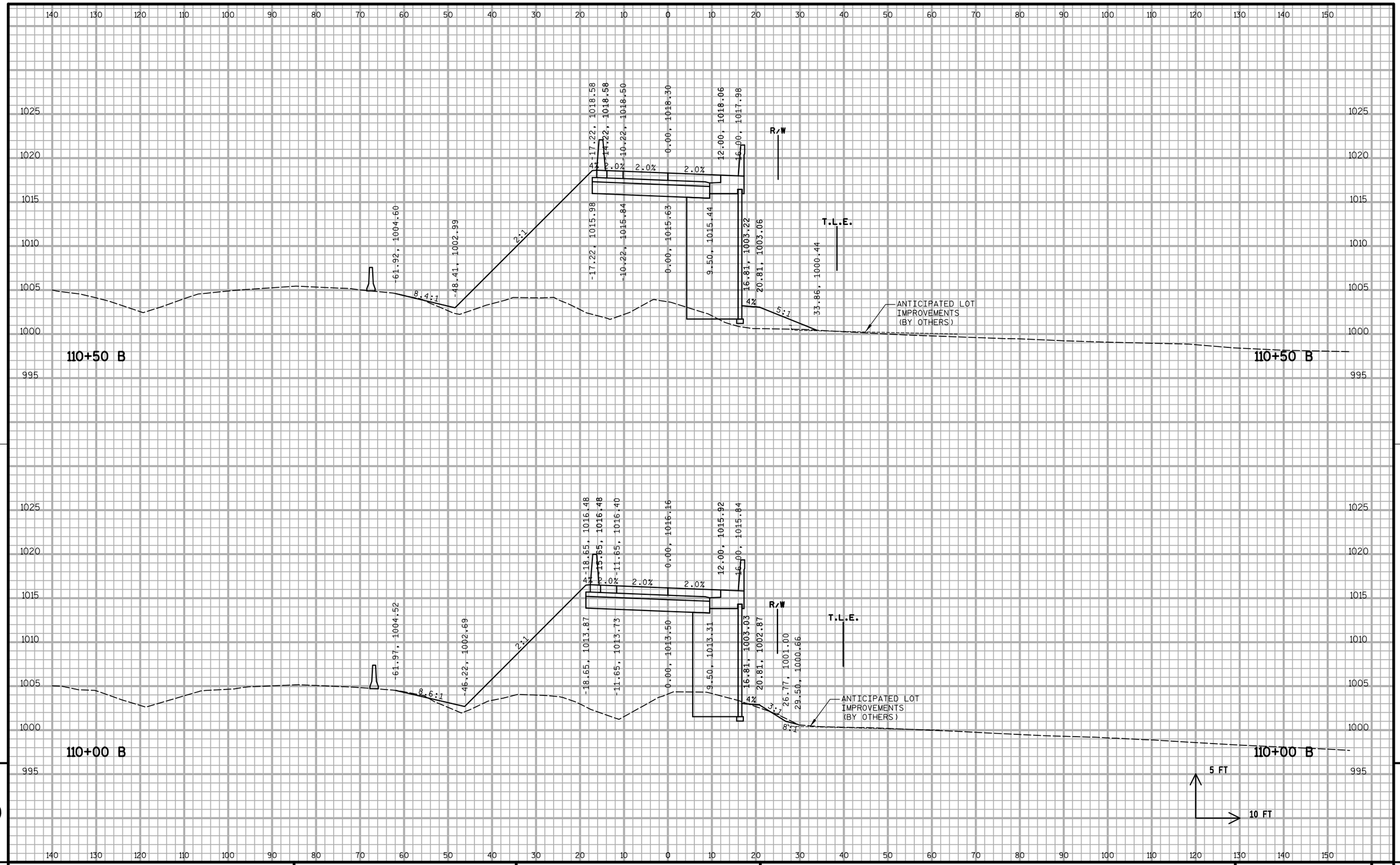

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - B RAMP (B) | SHEET 1091 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090203_xs_b.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



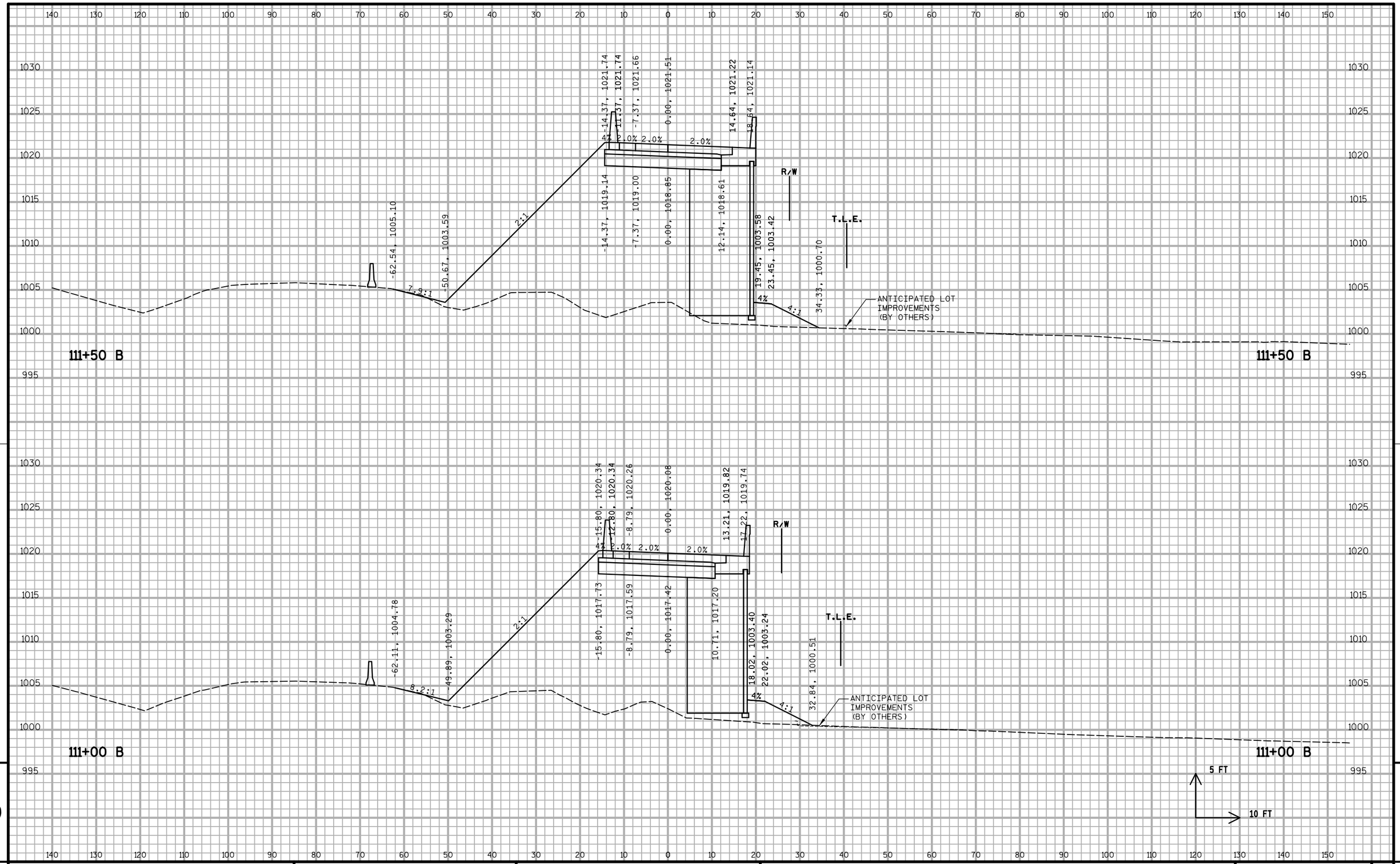

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - B RAMP (B) | SHEET 1092 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090203_xs_b.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - B RAMP (B) | SHEET 1093 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090203_xs_b.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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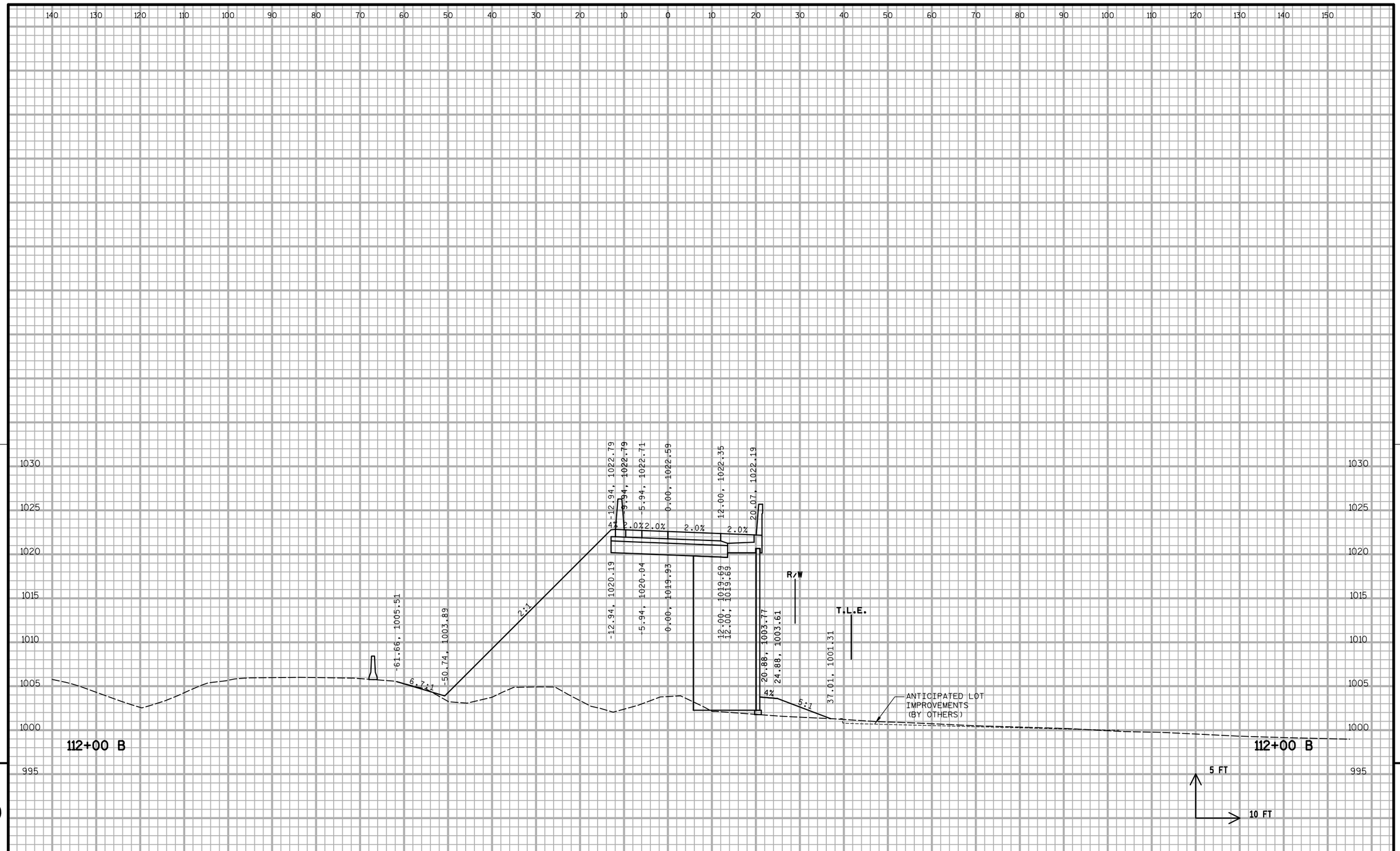
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - B RAMP (B) | SHEET 1094 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090203_xs_b.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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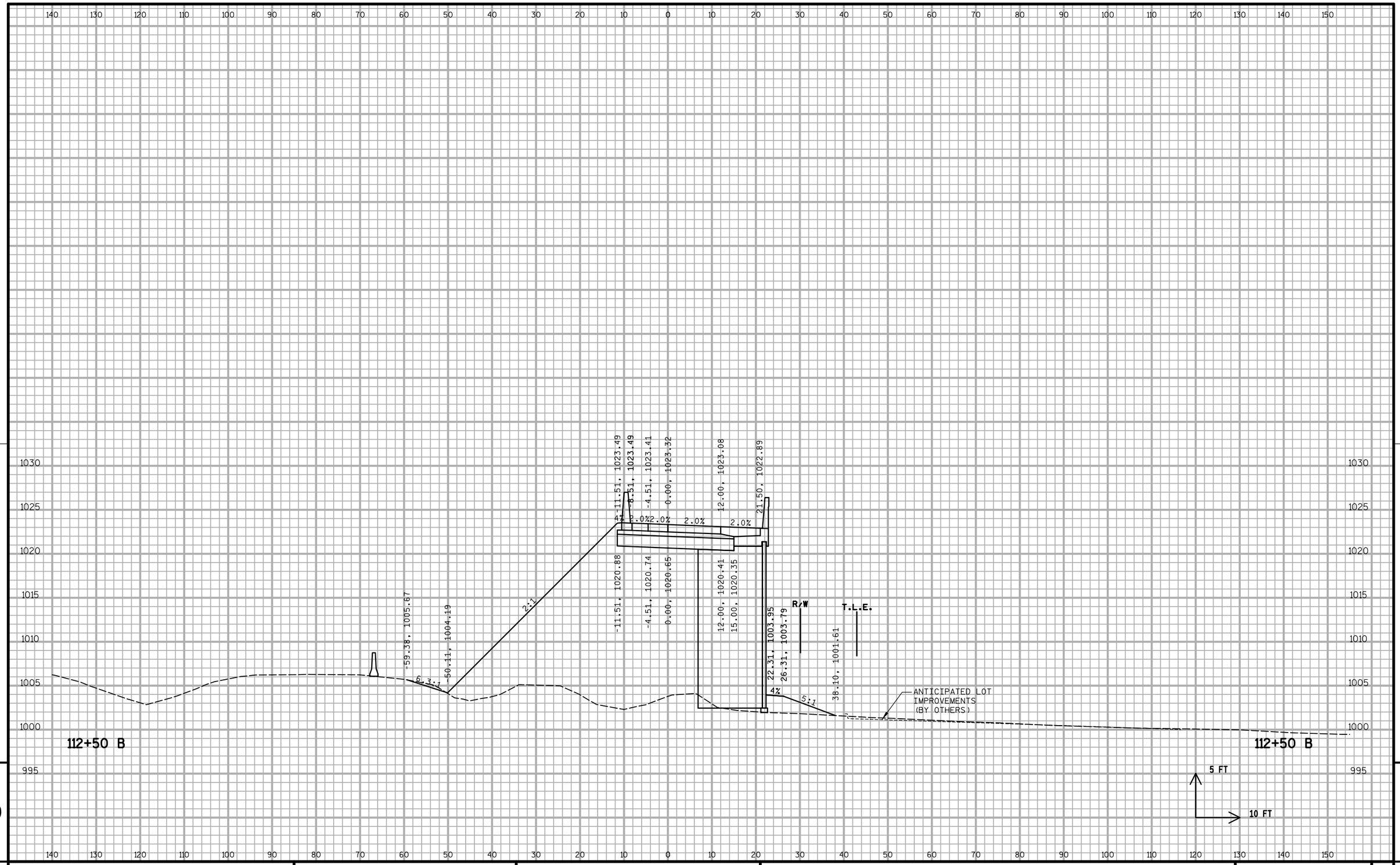
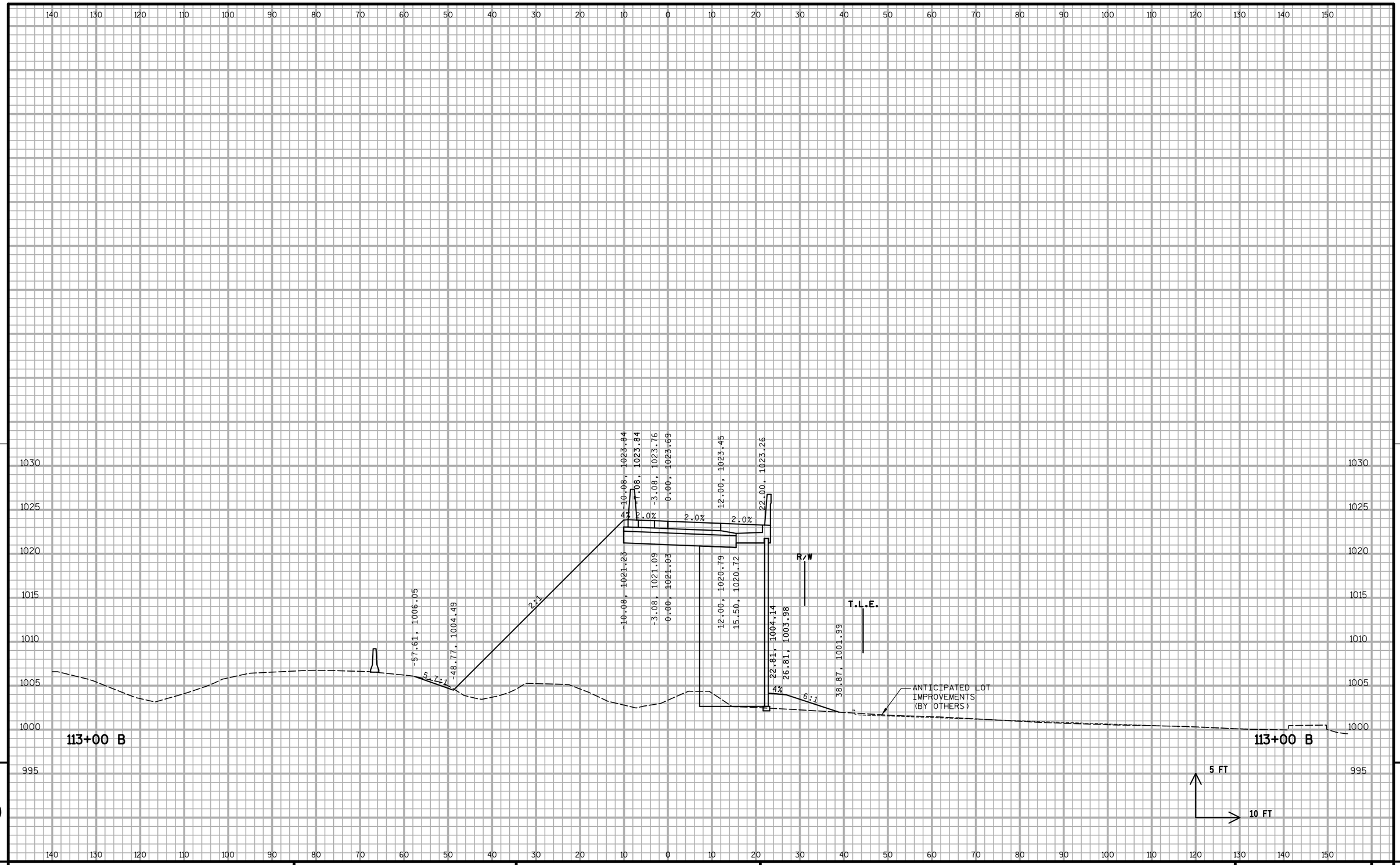
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - B RAMP (B) | SHEET 1095 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090203_xs_b.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - B RAMP (B) | SHEET 1096 | E |
|---|---|---|---|---|---|

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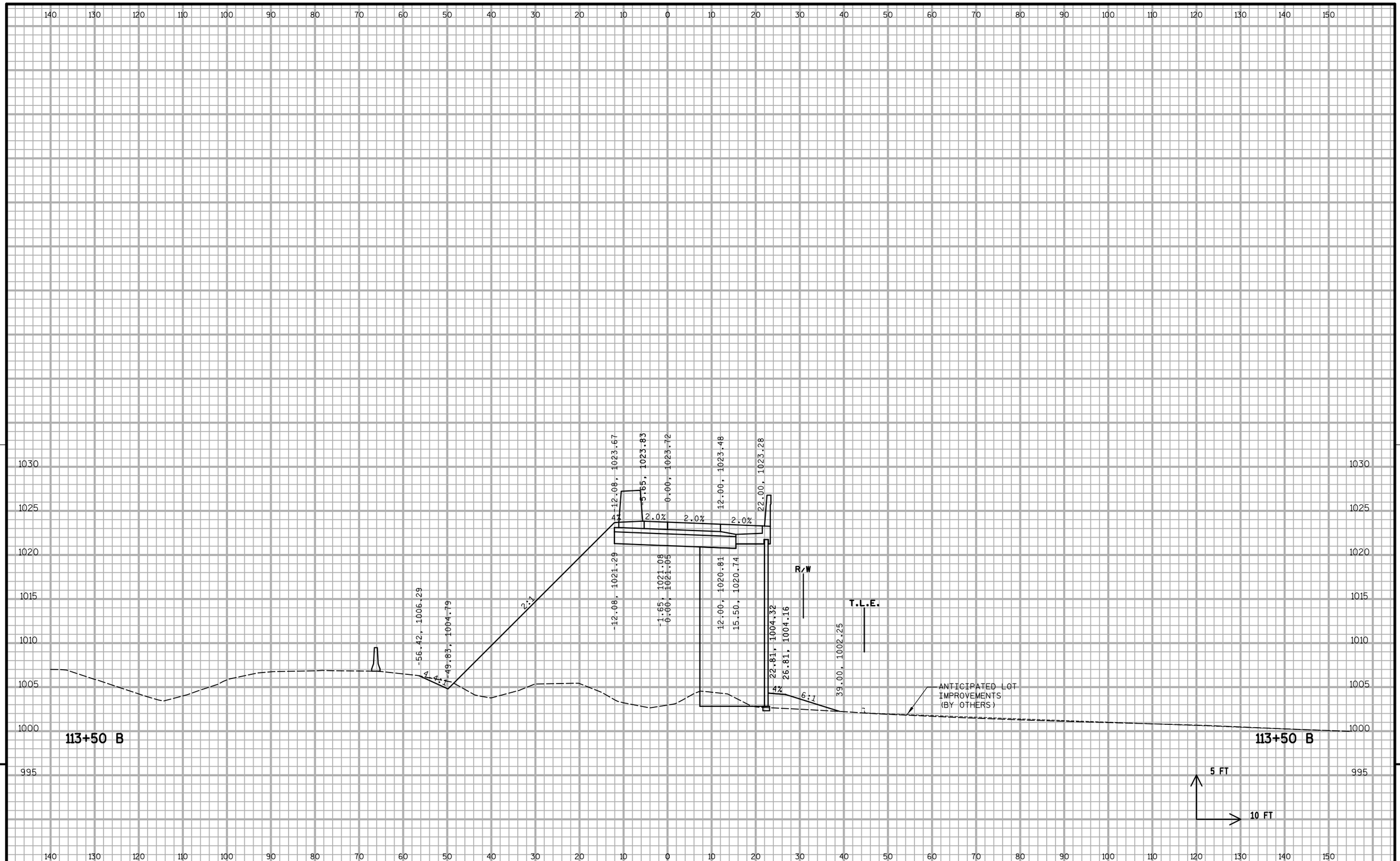
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - B RAMP (B) | SHEET 1097 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090203_xs_b.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

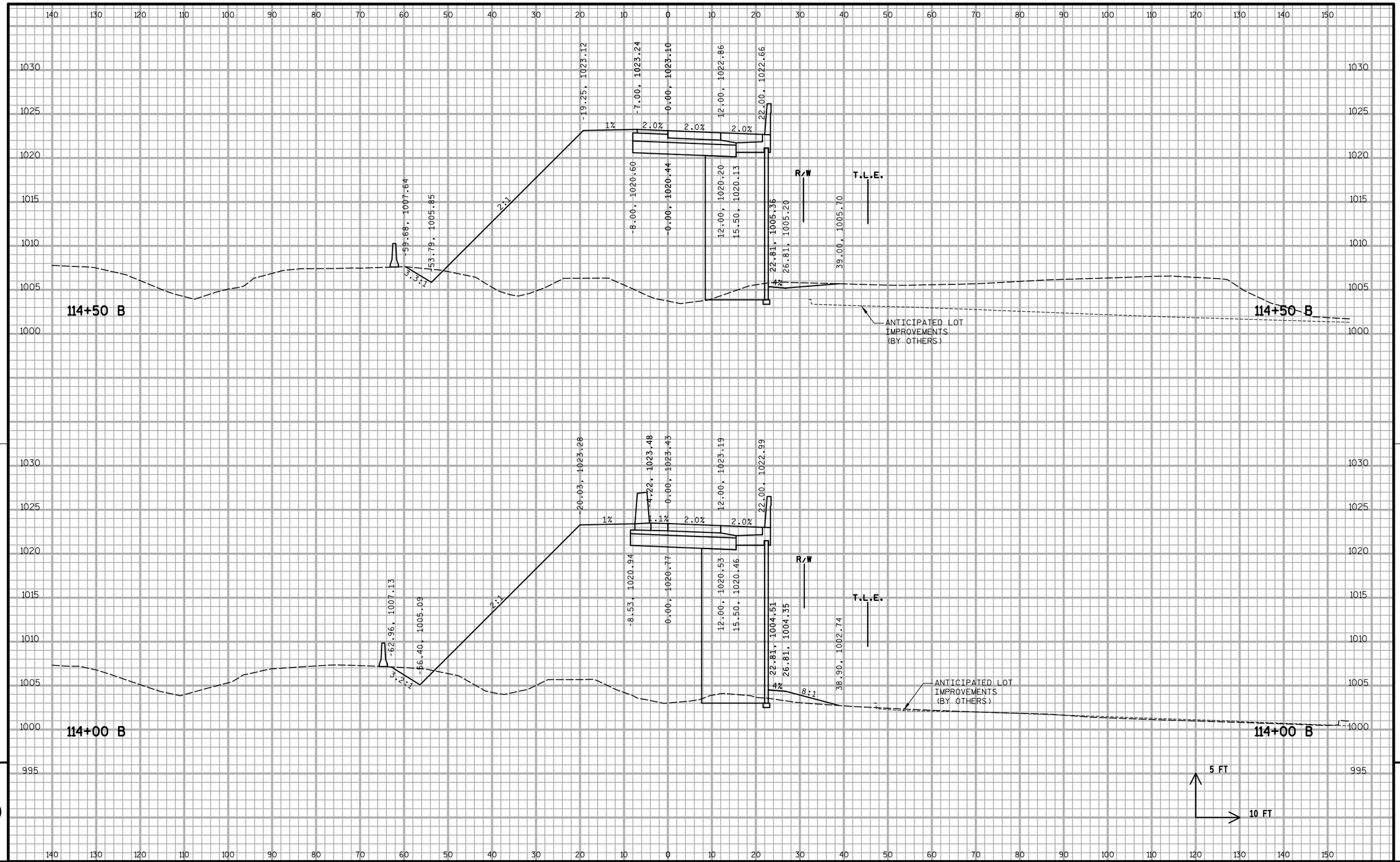
WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - B RAMP (B) | SHEET 1098 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090203_xs_b.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

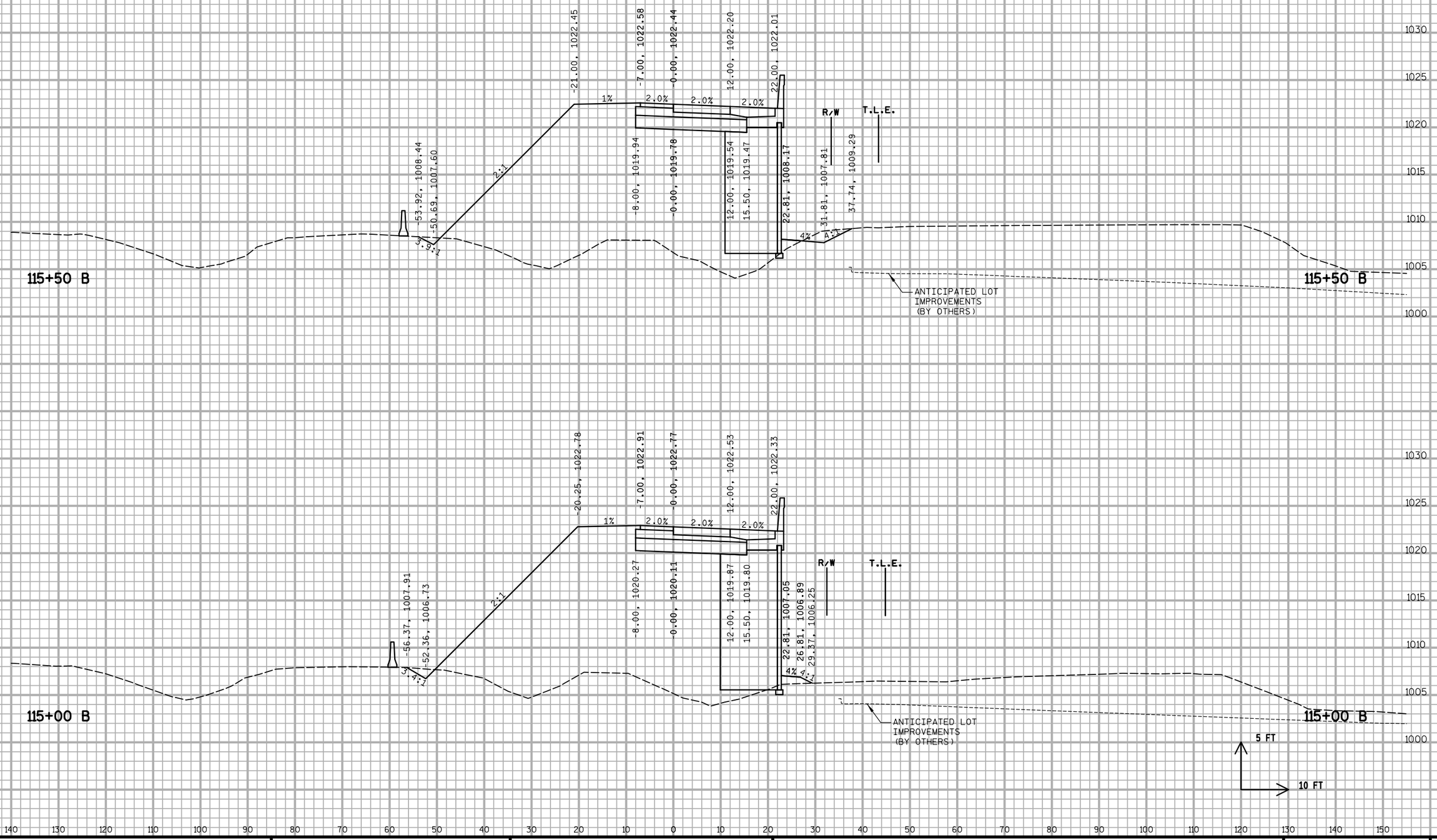
WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - B RAMP (B) | SHEET 1099 | E |
|---|---|---|---|---|---|

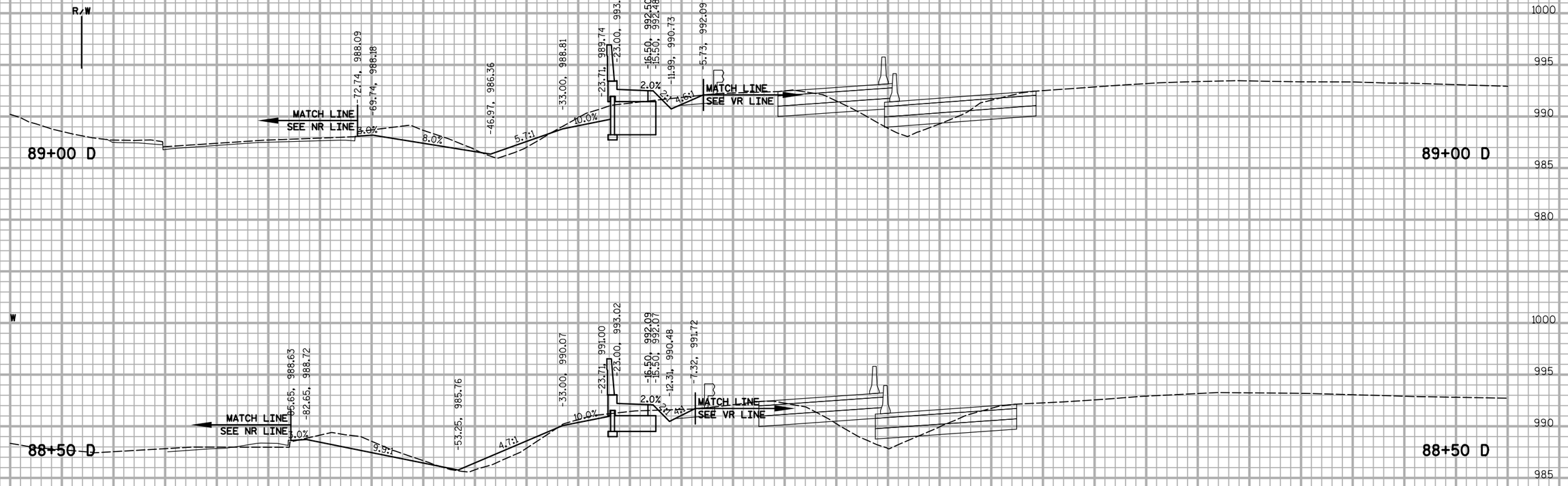
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090203_xs_b.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

## END CONSTRUCTION
## STA. 115+82.71 B



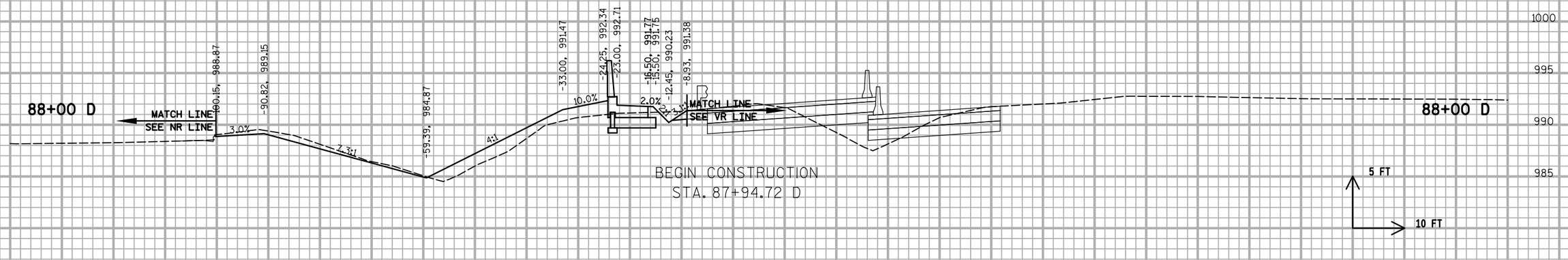

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - B RAMP (B) | SHEET 1100 E |
|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090203_xs_b.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



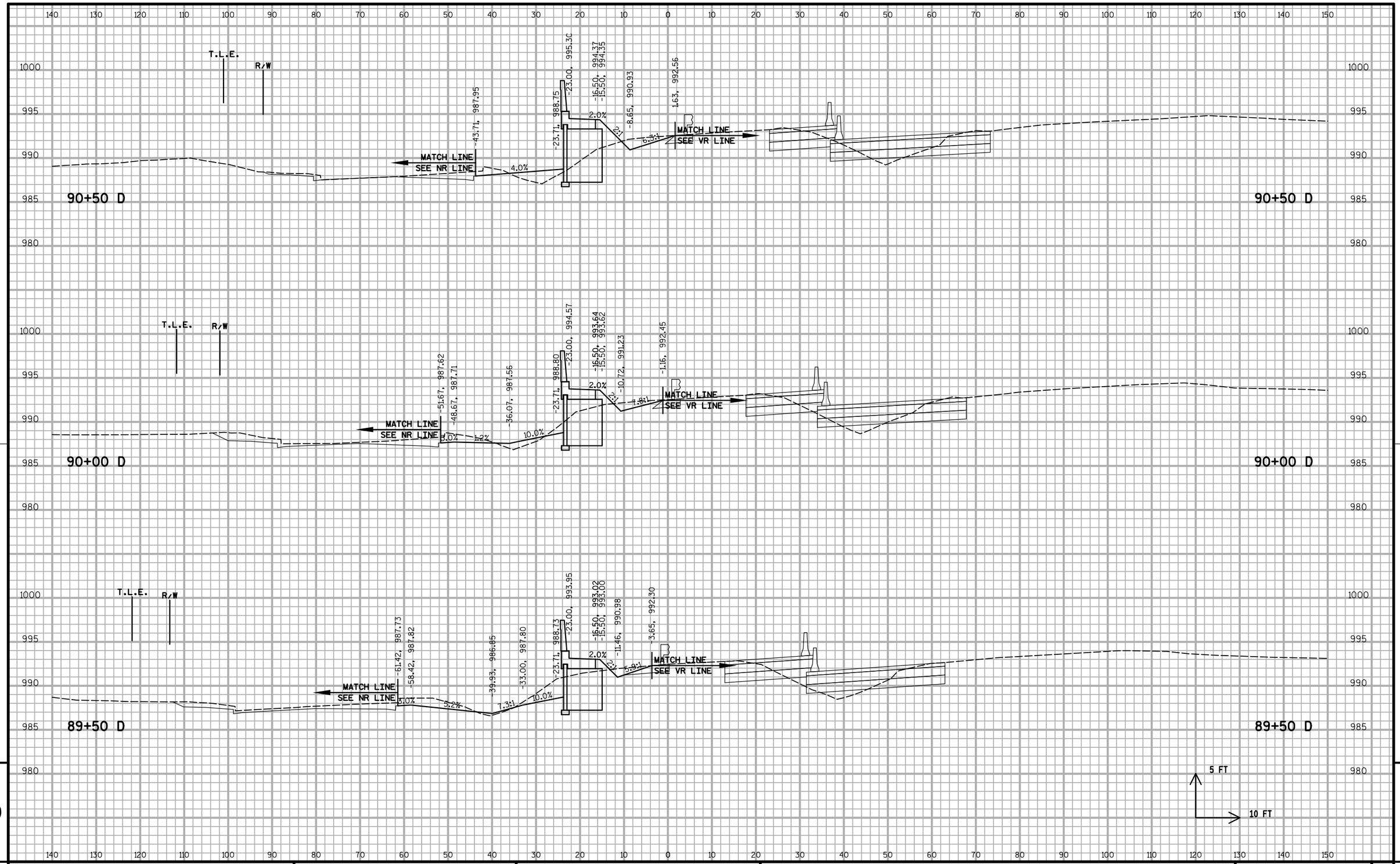






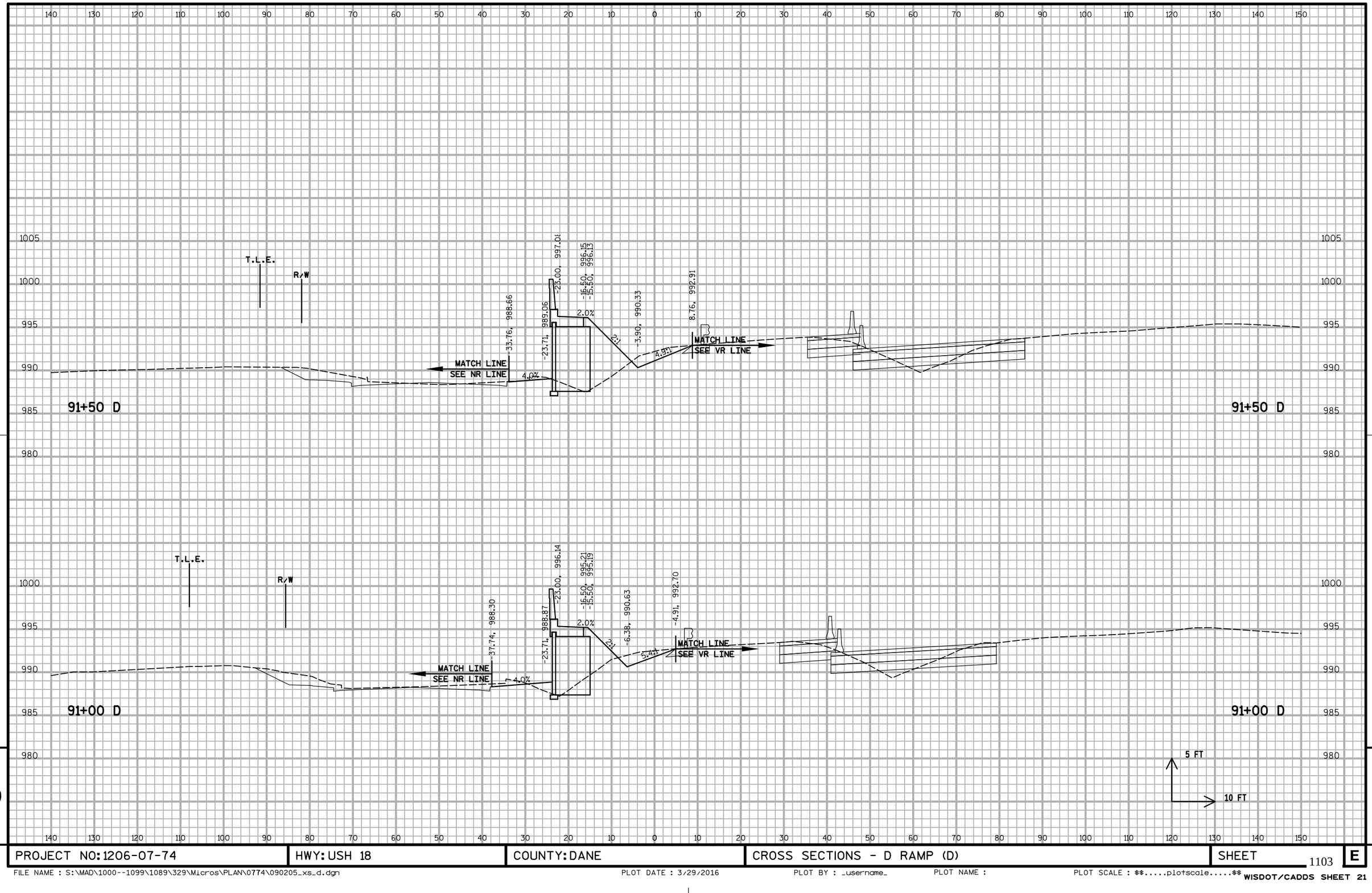

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - D RAMP (D) | SHEET 1101 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090205_xs_d.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - D RAMP (D) | SHEET 1102 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090205_xs_d.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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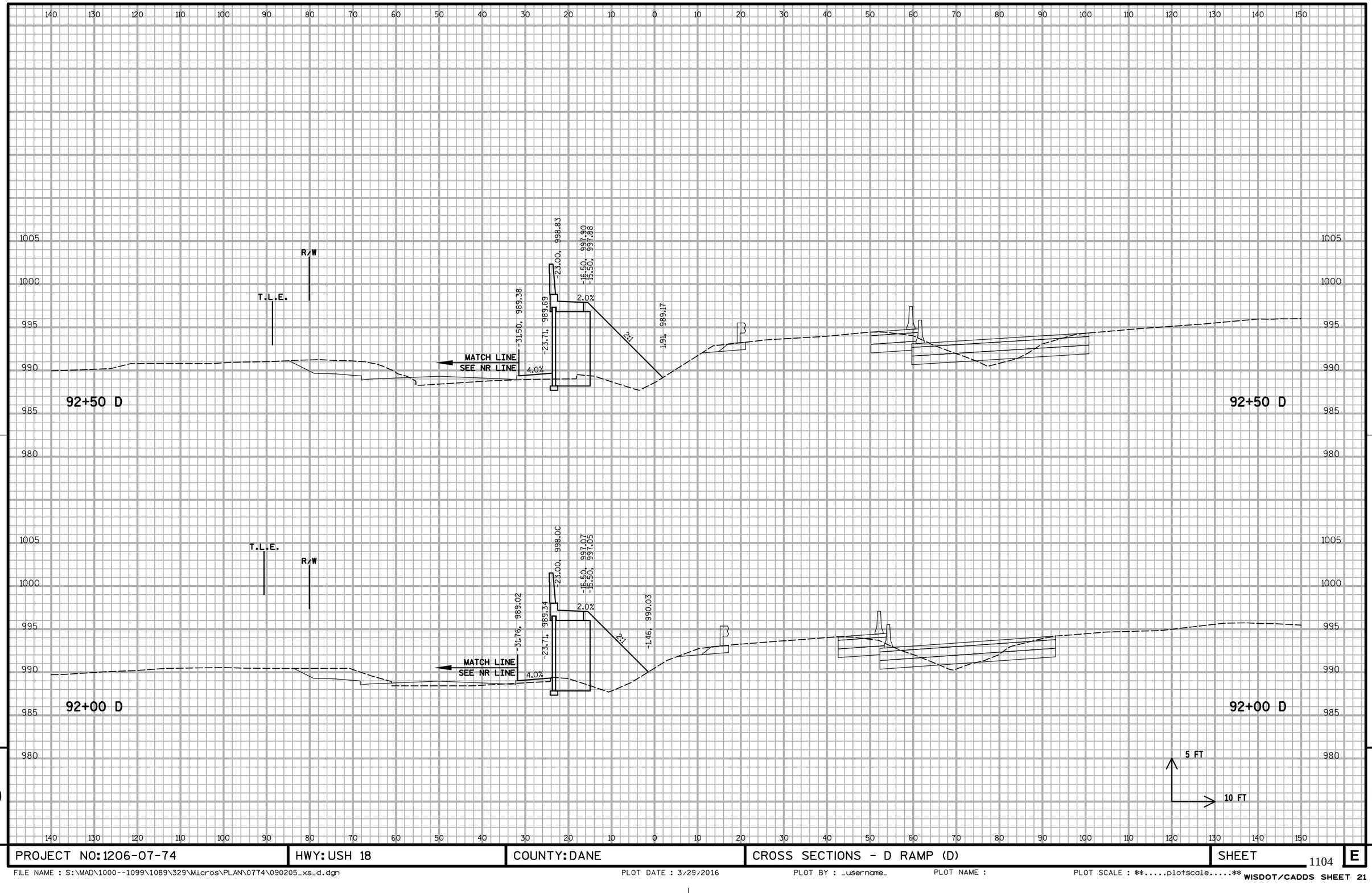
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - D RAMP (D) | SHEET 1103 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090205_xs_d.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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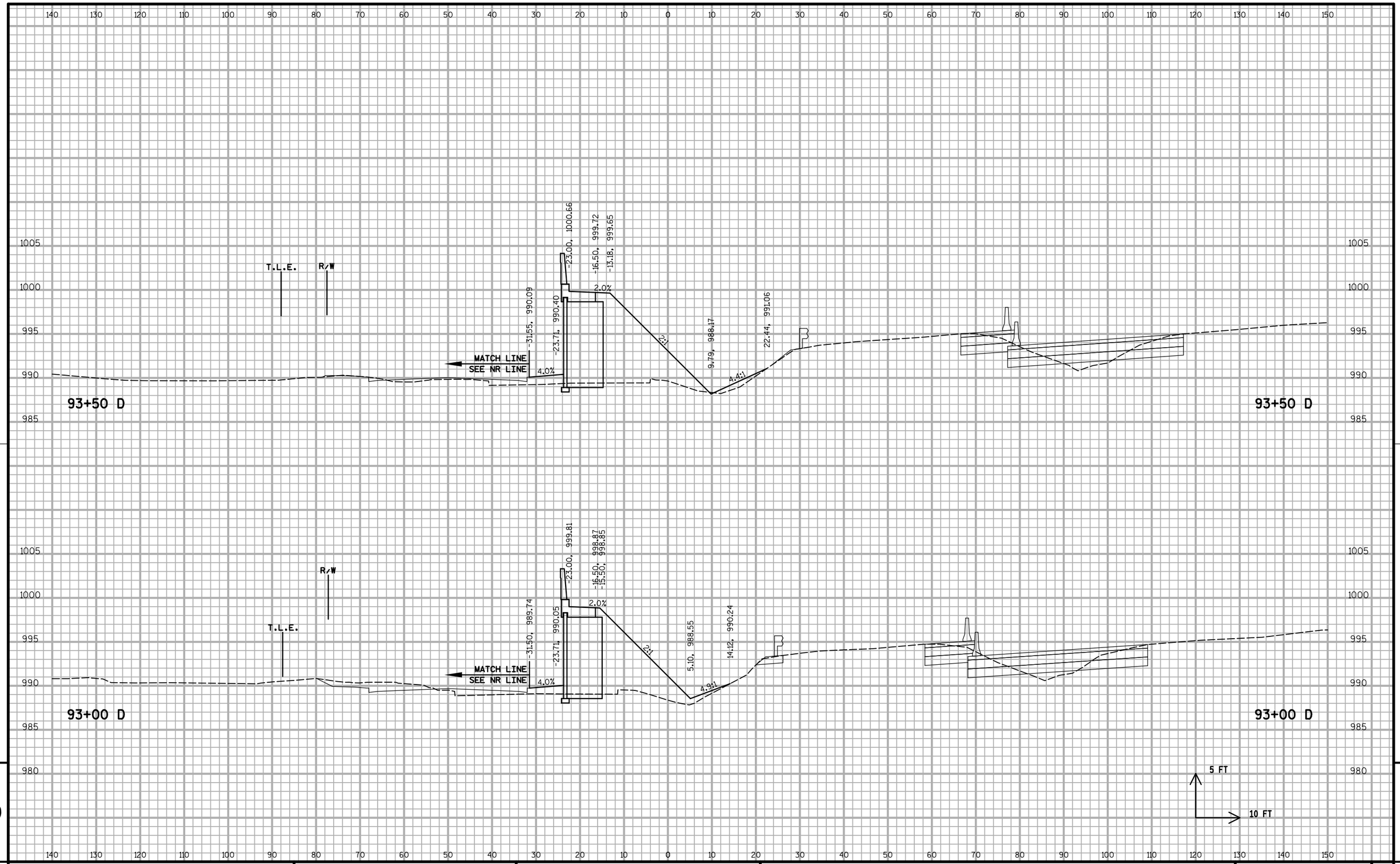
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - D RAMP (D) | SHEET 1104 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090205_xs_d.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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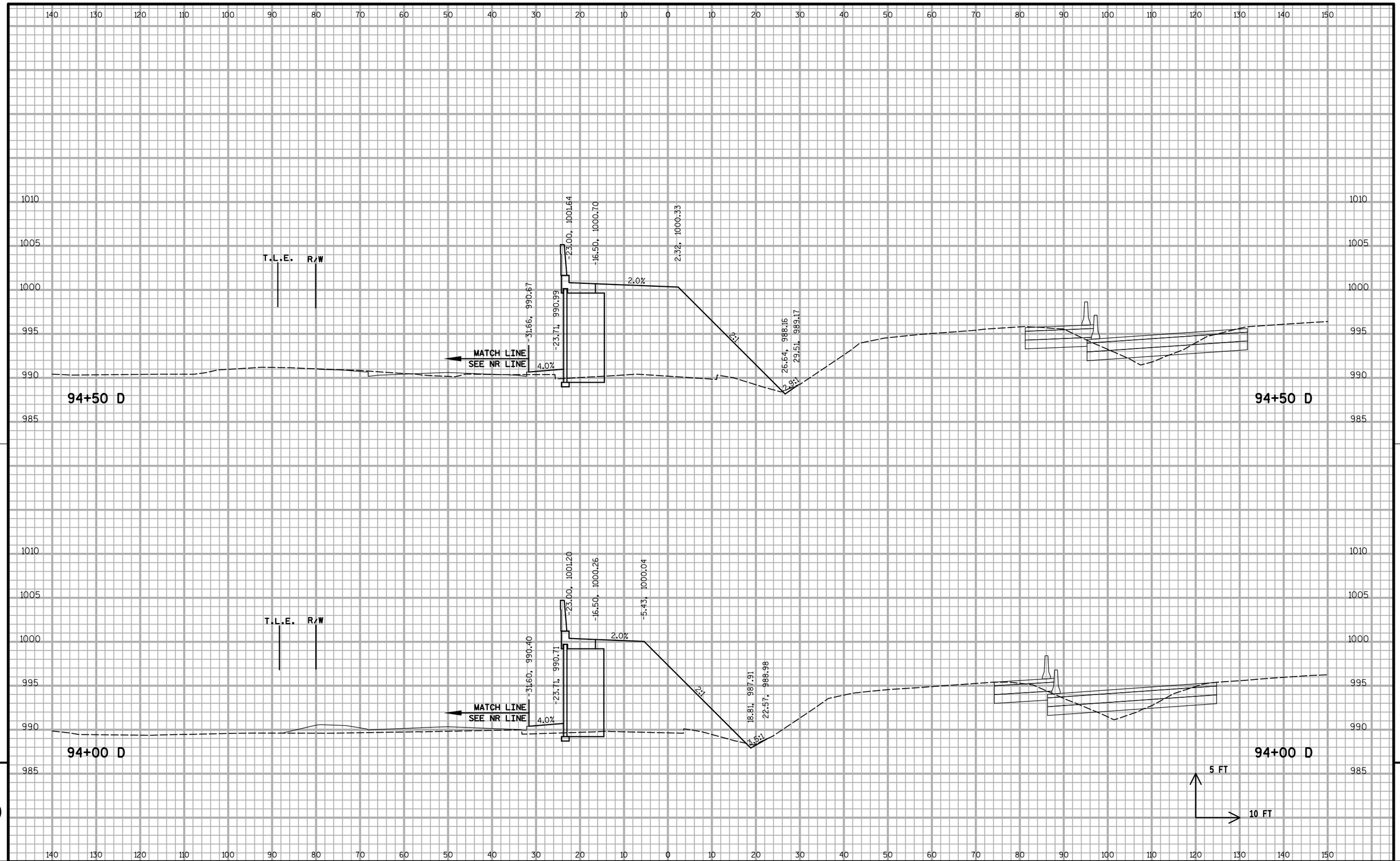
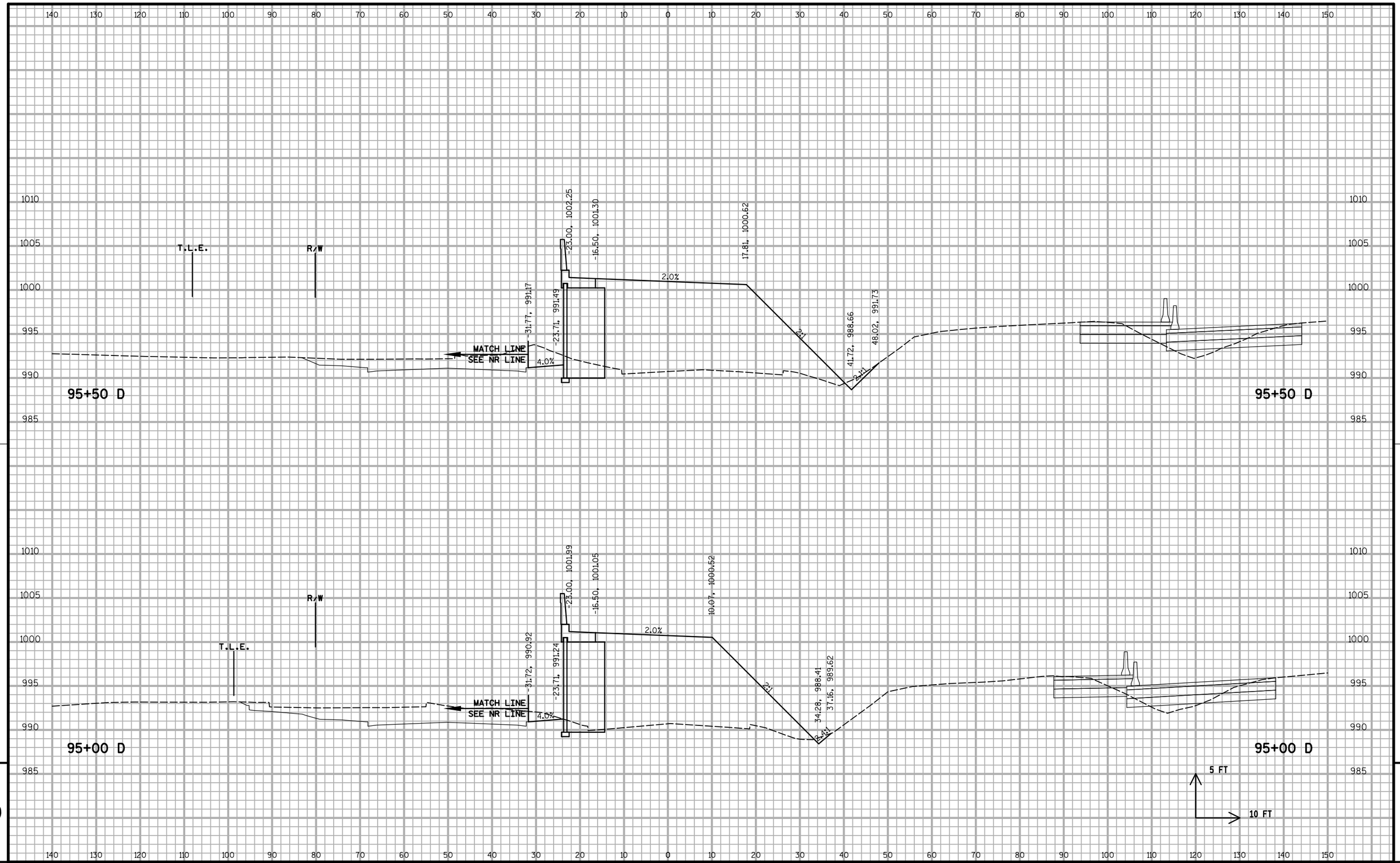
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - D RAMP (D) | SHEET 1105 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090205_xs_d.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - D RAMP (D) | SHEET 1106 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090205_xs_d.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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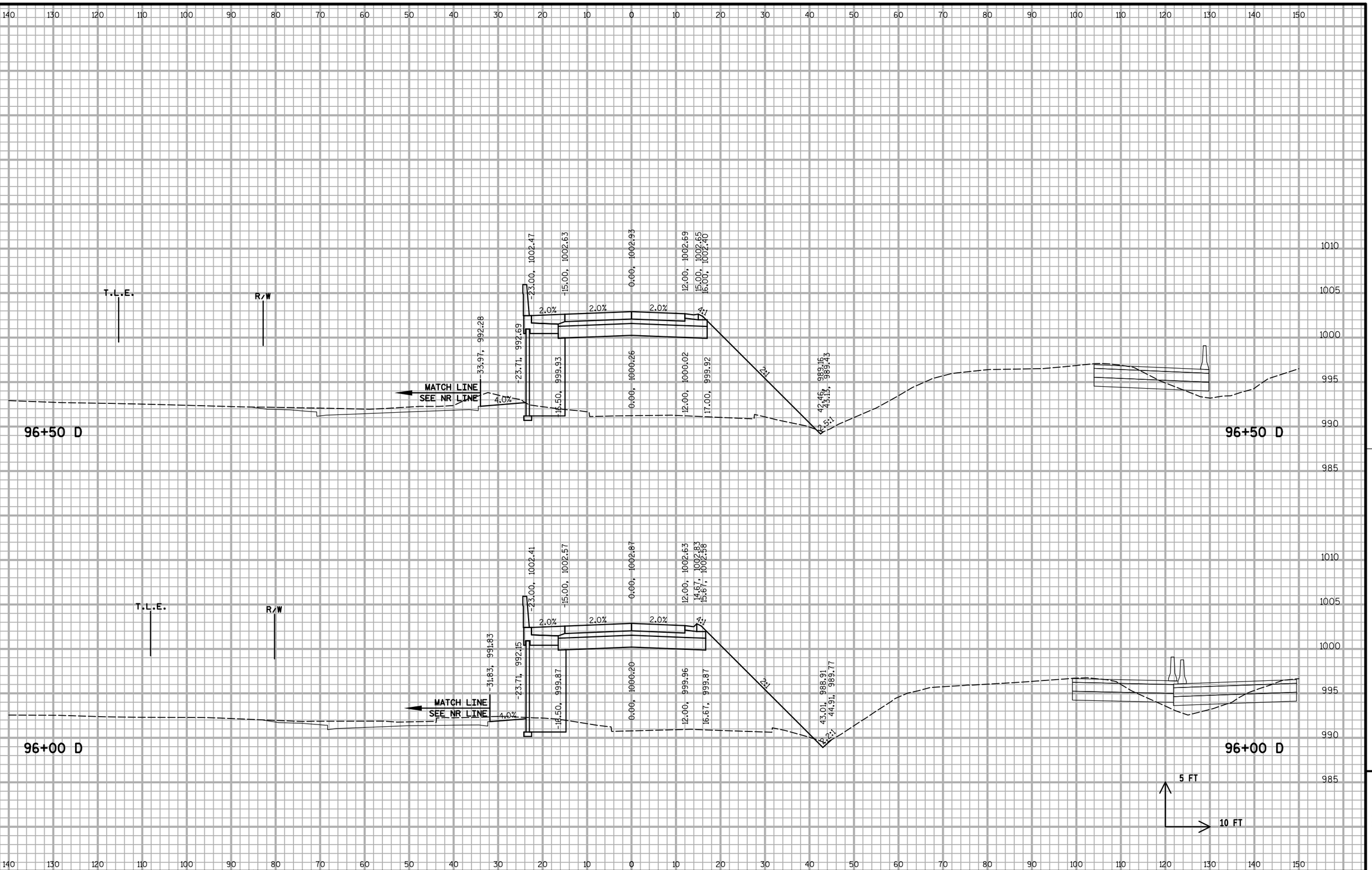
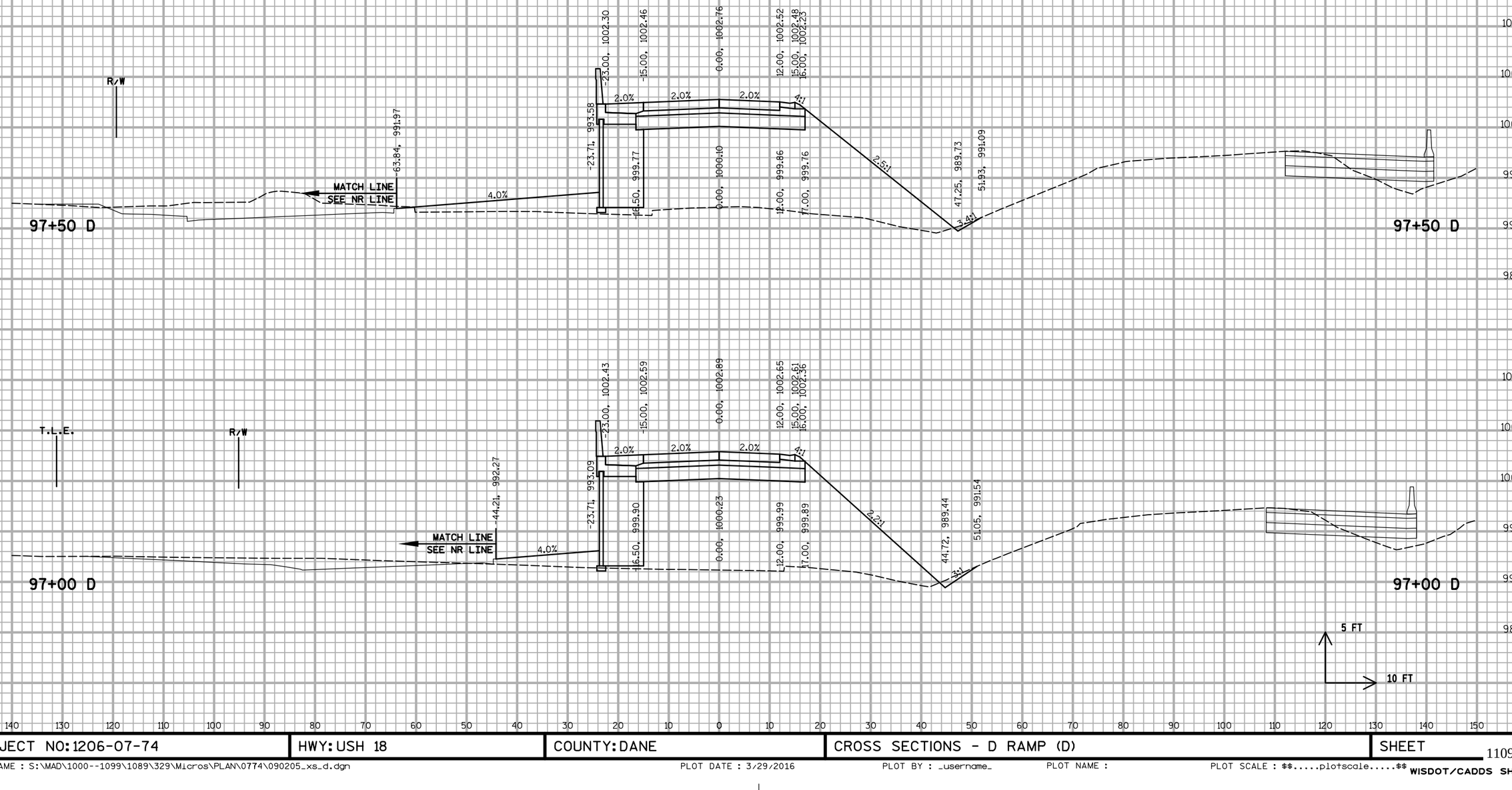
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - D RAMP (D) | SHEET 1107 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090205_xs_d.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



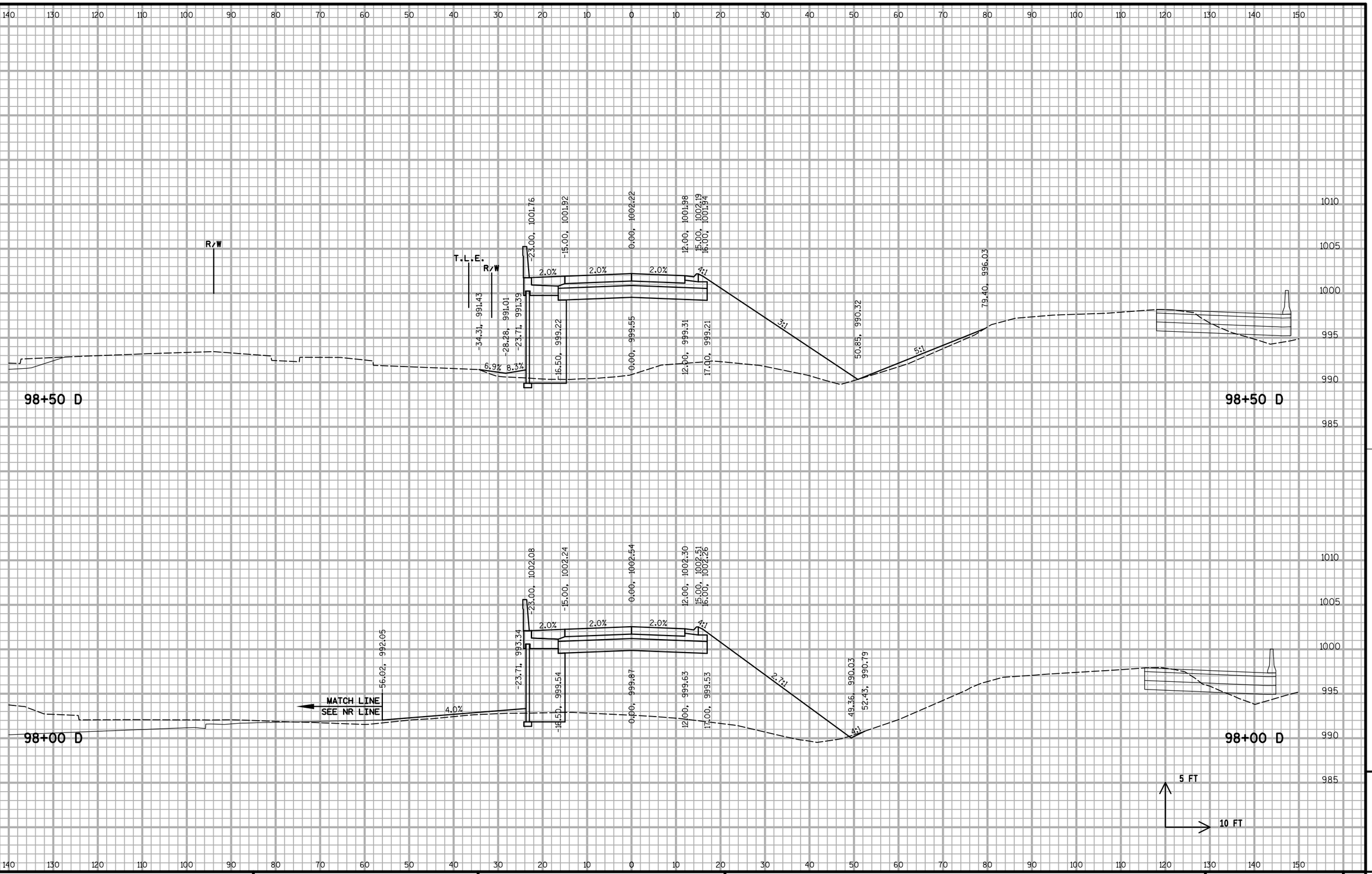

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - D RAMP (D) | SHEET 1108 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090205_xs_d.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



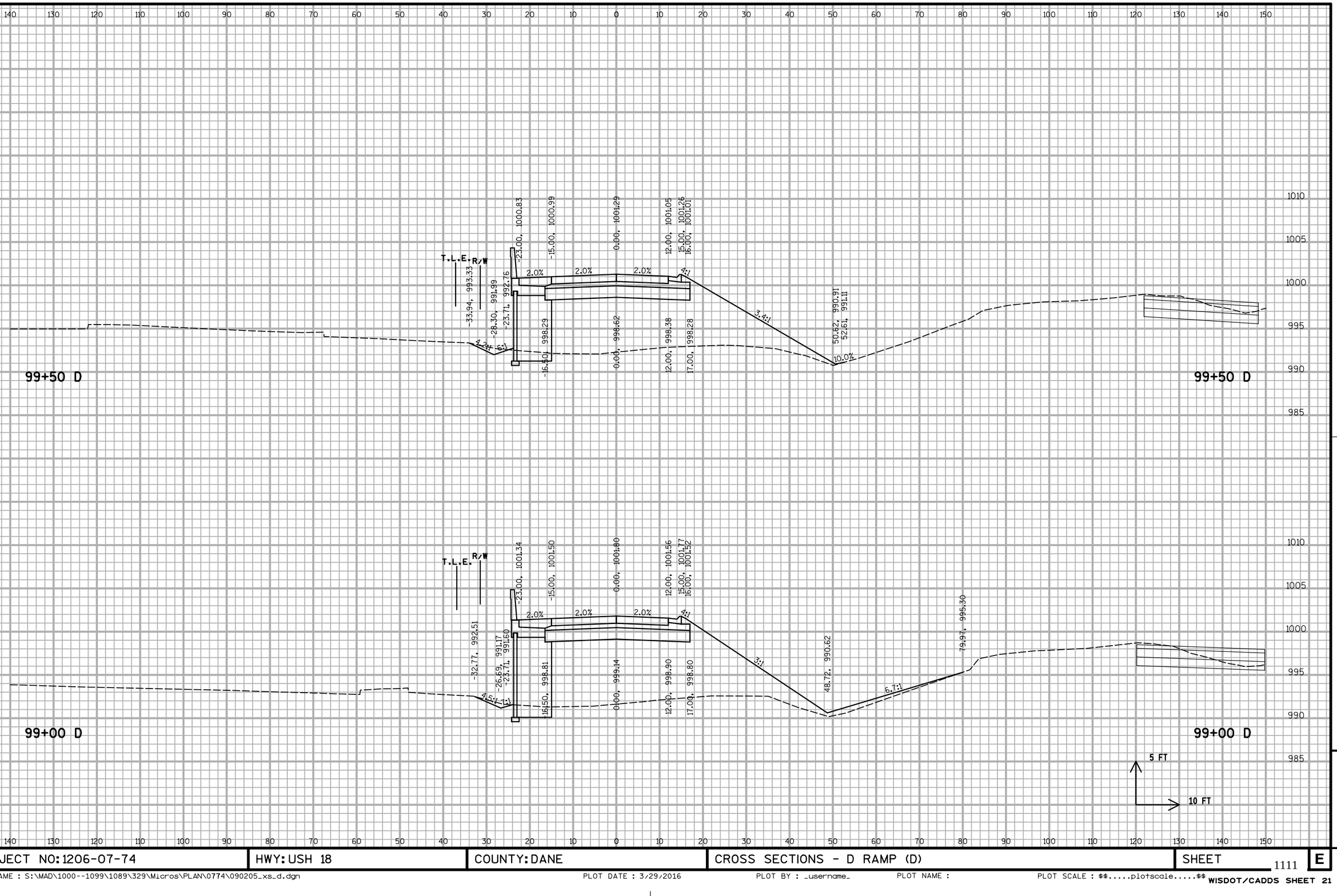

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - D RAMP (D) | SHEET 1109 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090205_xs_d.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - D RAMP (D) | SHEET 1110 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090205_xs_d.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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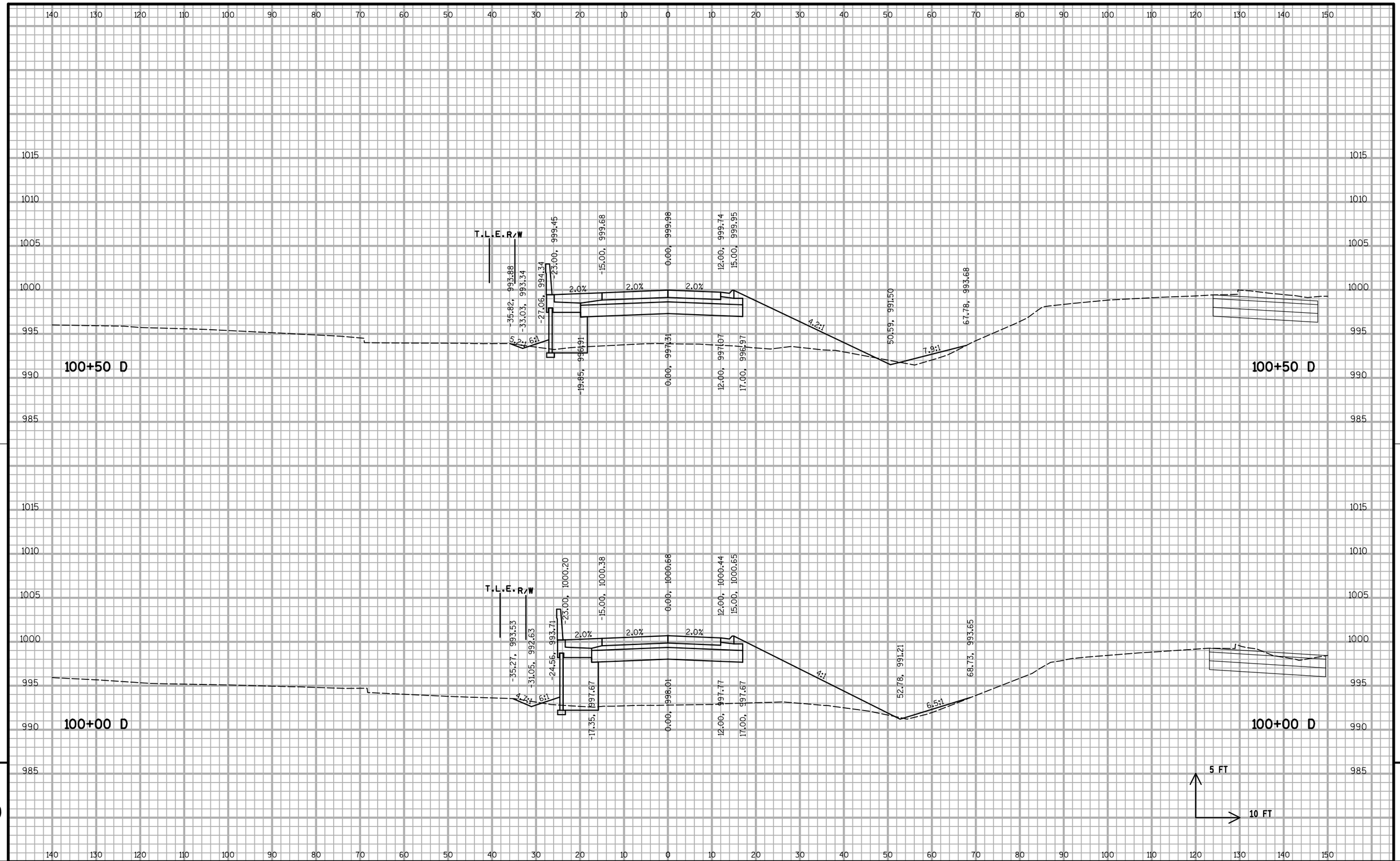
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - D RAMP (D) | SHEET 1111 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090205_xs_d.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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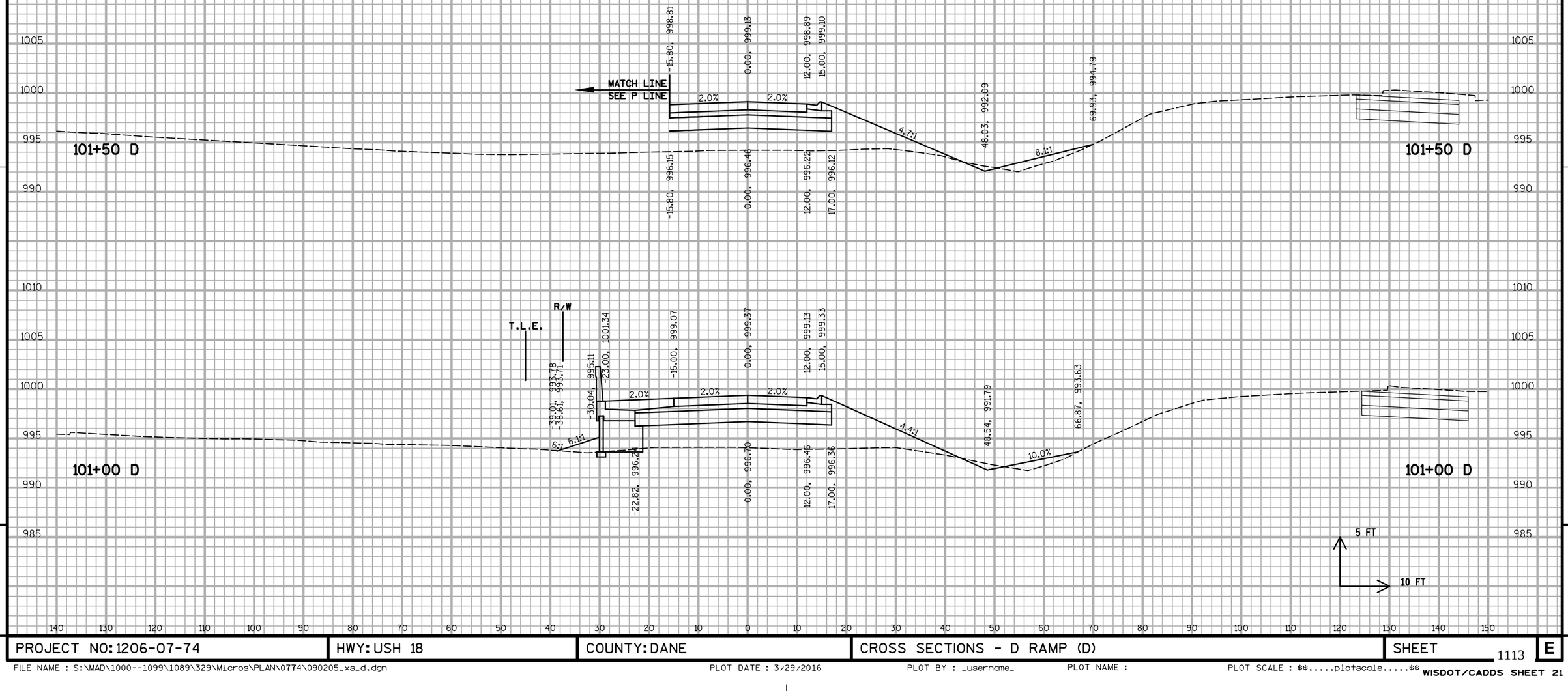
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - D RAMP (D) | SHEET 1112 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090205_xs_d.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

END CONSTRUCTION
STA. 101+92.47 D




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - D RAMP (D) | SHEET 1113 | E |
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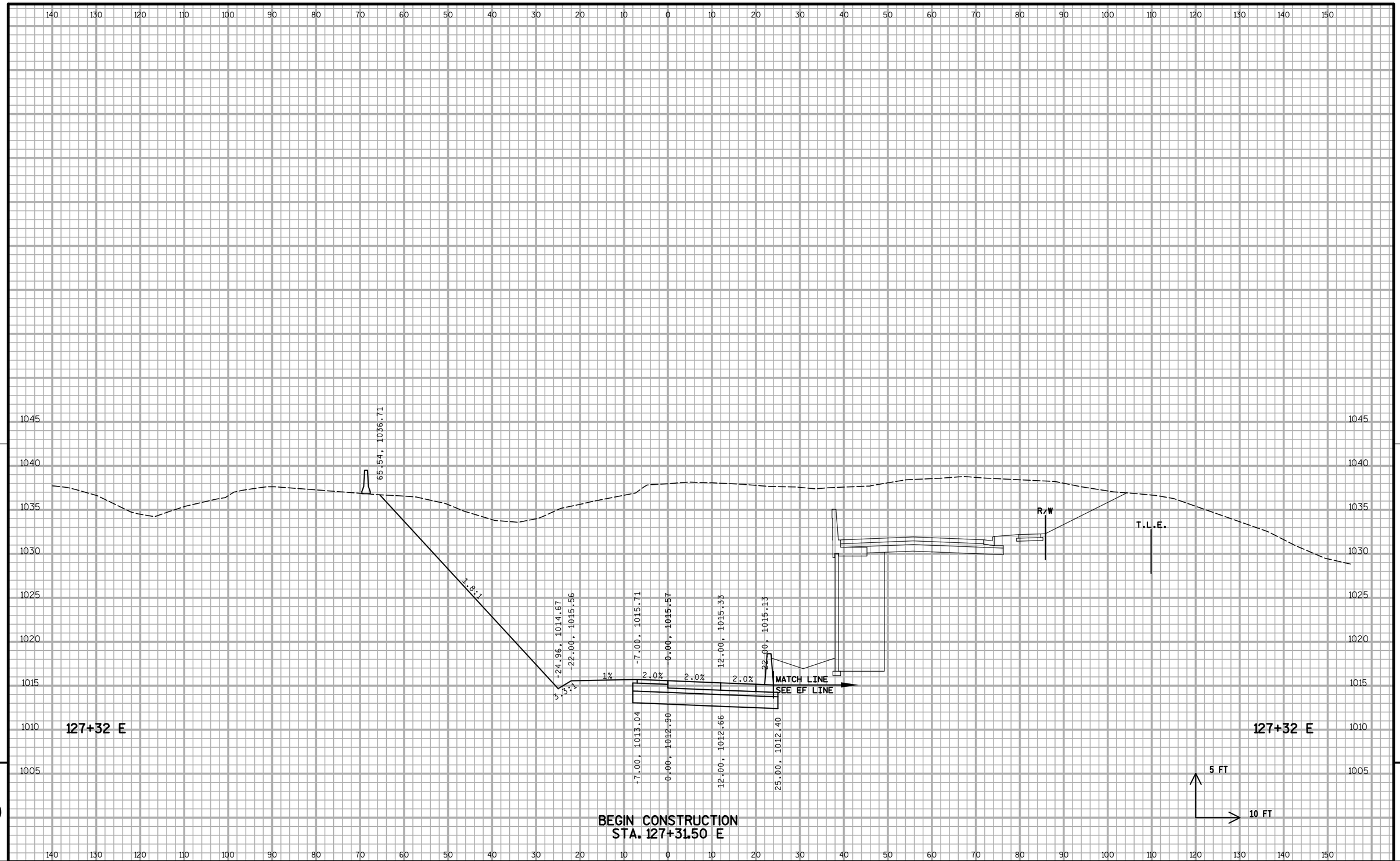
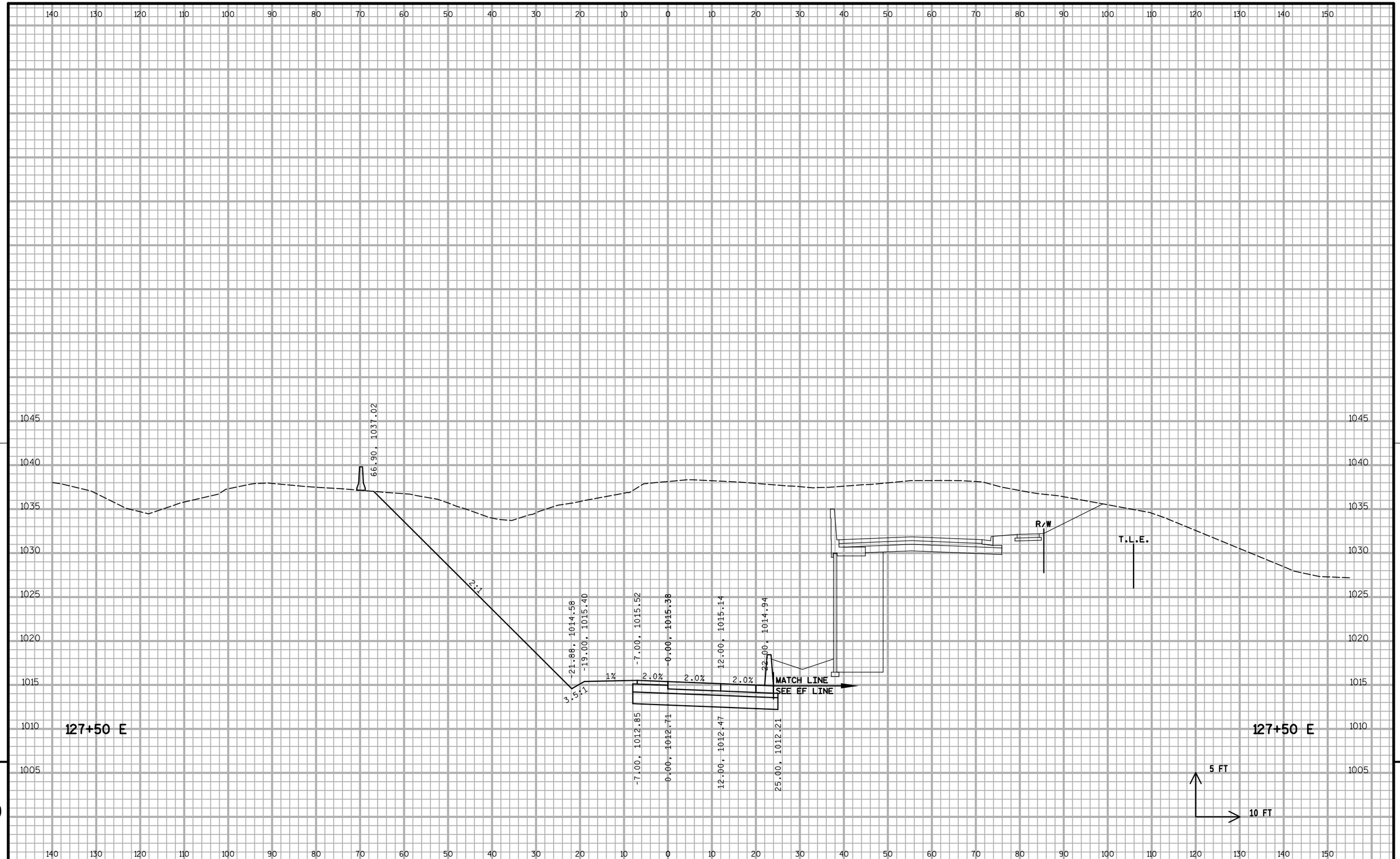
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090205_xs_d.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - E RAMP (E) | SHEET 1114 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090206_xs_e.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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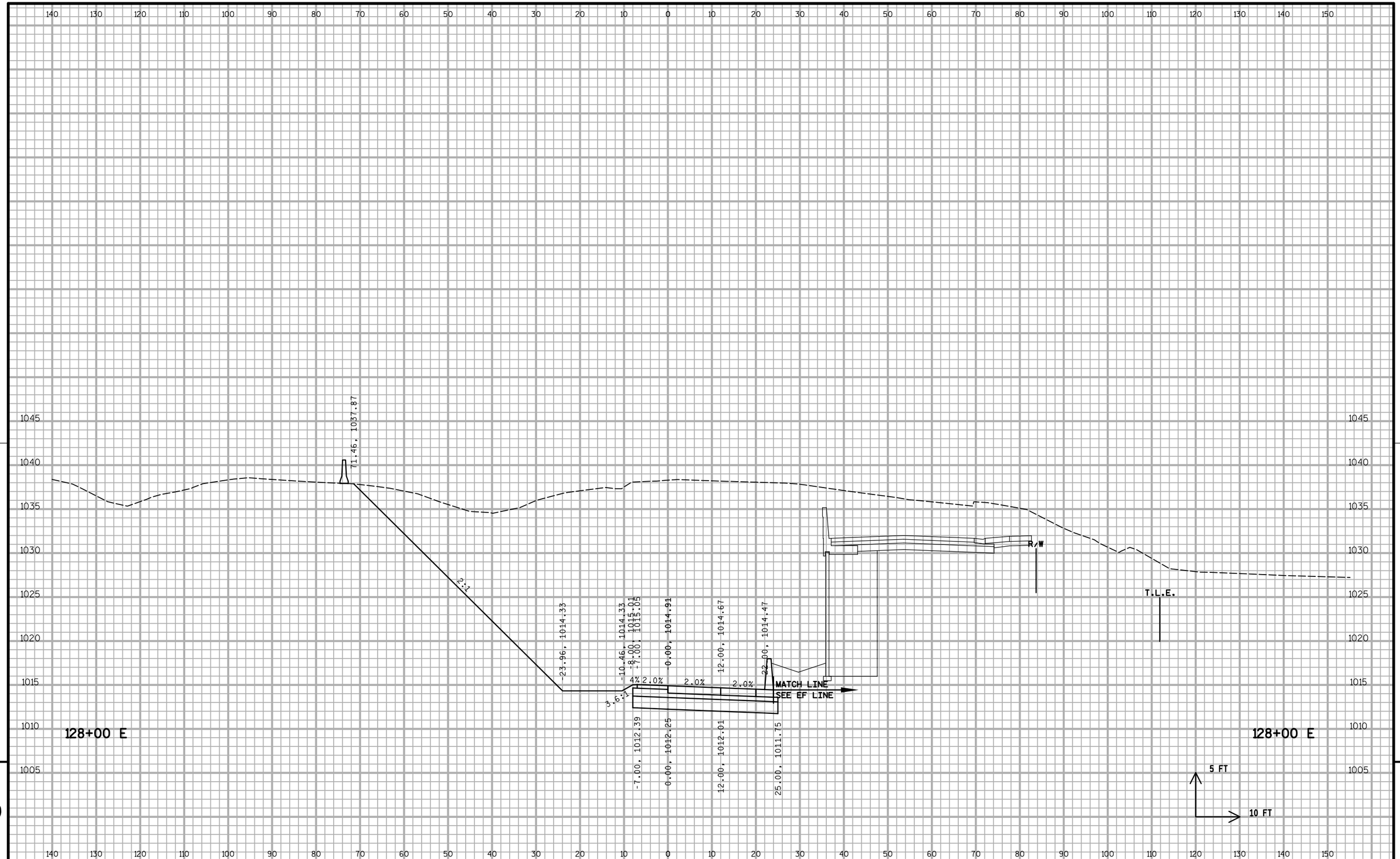
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - E RAMP (E) | SHEET 1115 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090206_xs_e.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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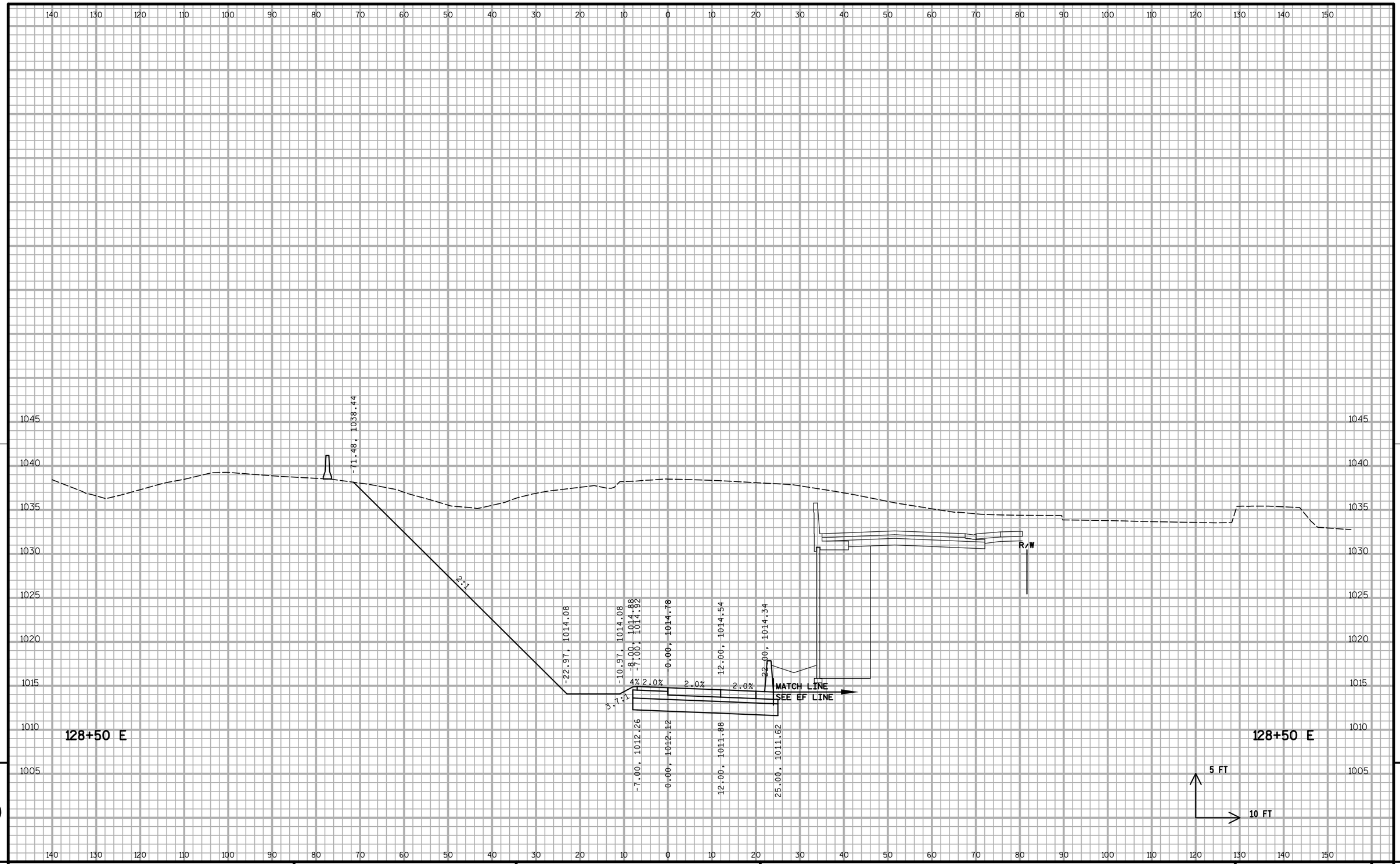
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - E RAMP (E) | SHEET 1116 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090206_xs_e.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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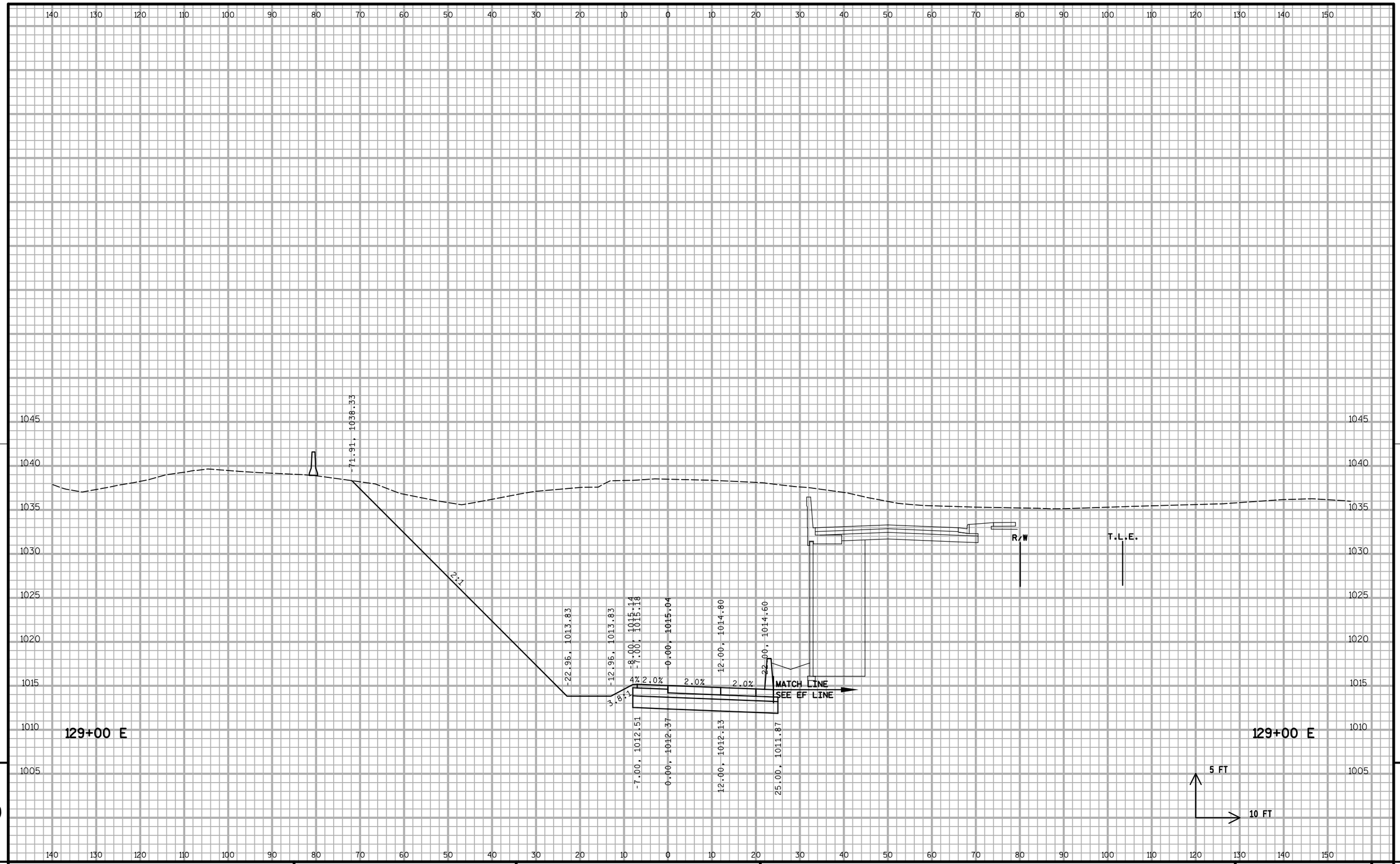
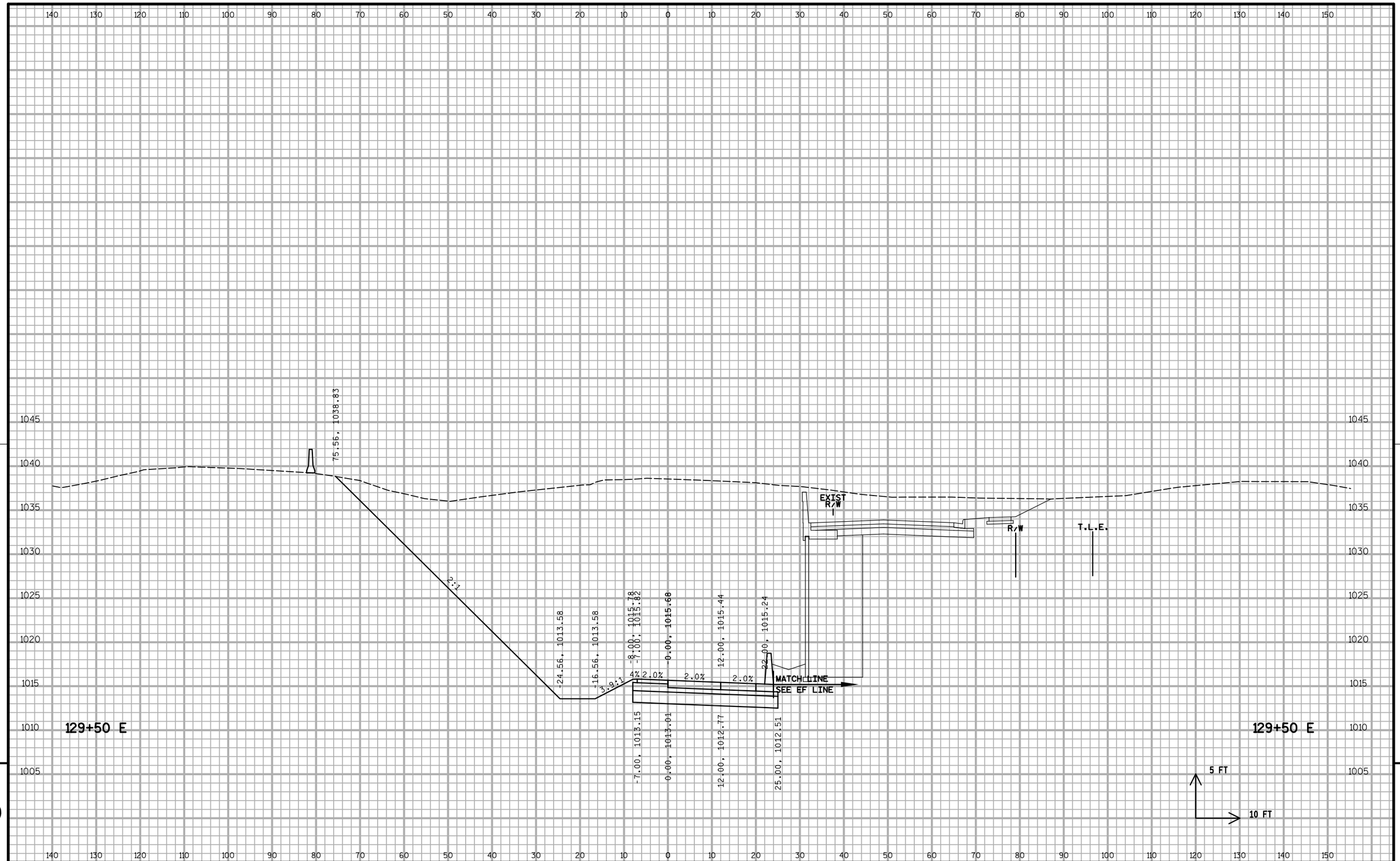
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - E RAMP (E) | SHEET 1117 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090206_xs_e.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - E RAMP (E) | SHEET 1118 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090206_xs_e.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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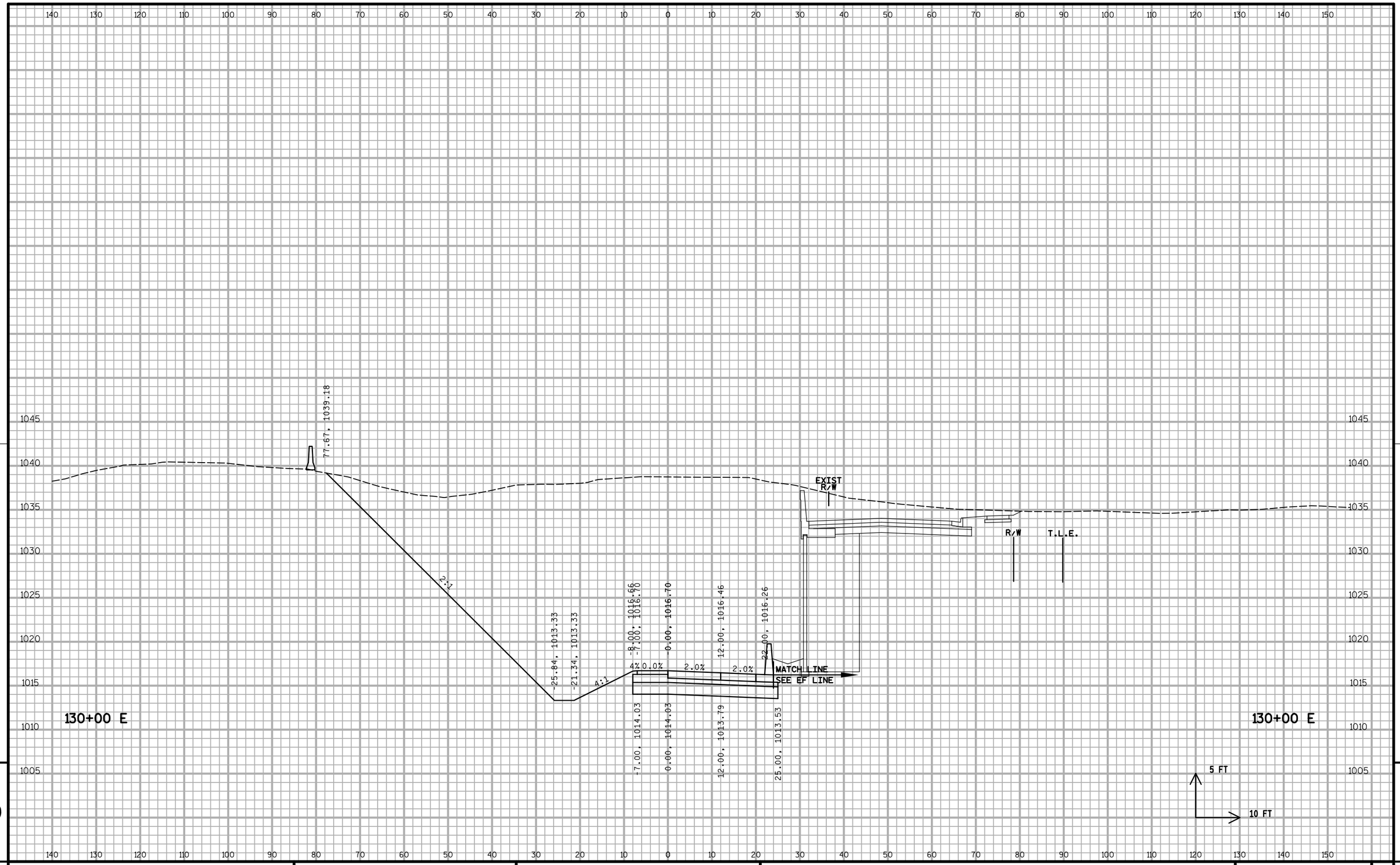
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - E RAMP (E) | SHEET 1119 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090206_xs_e.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21

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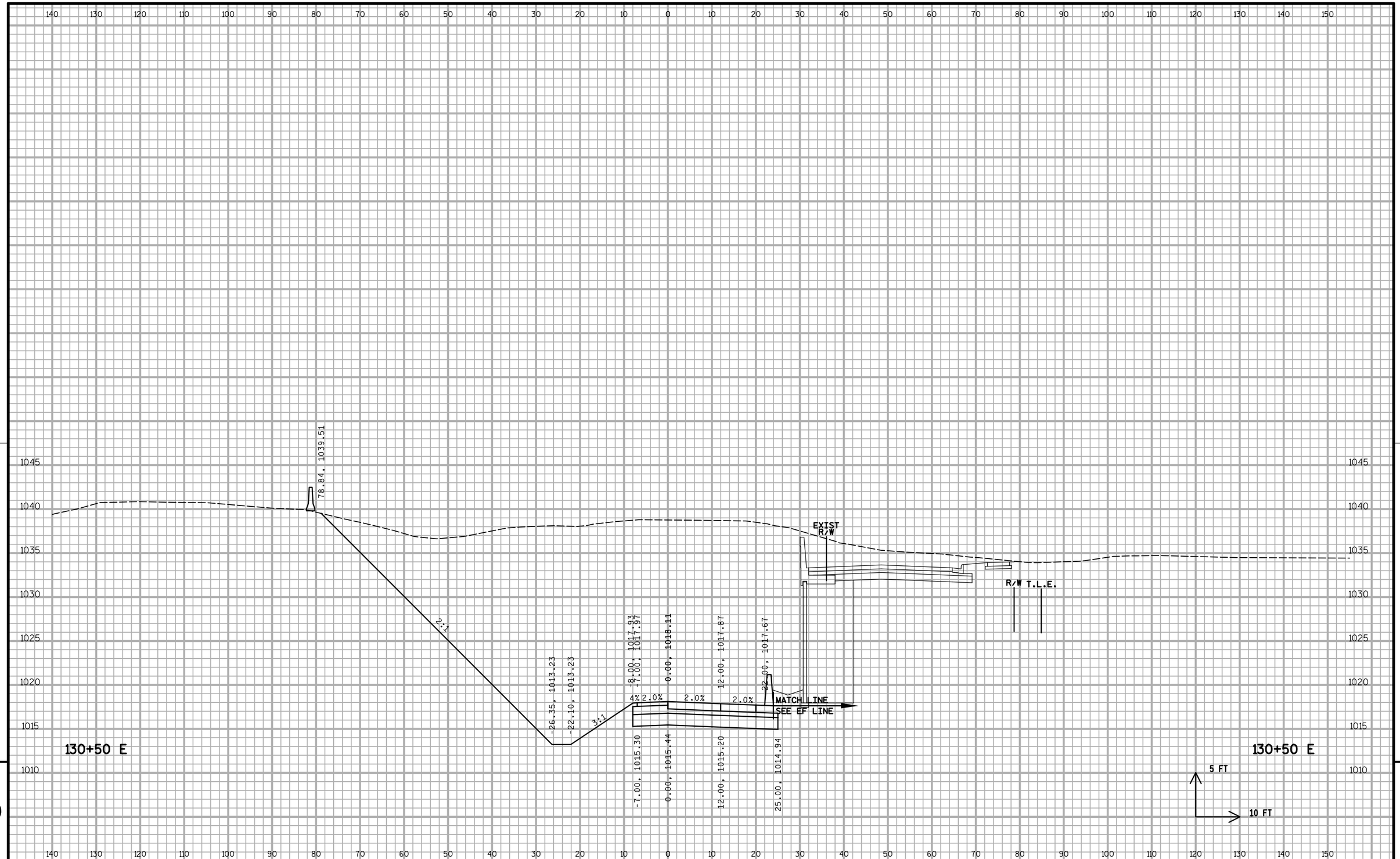
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - E RAMP (E) | SHEET 1120 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090206_xs_e.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21

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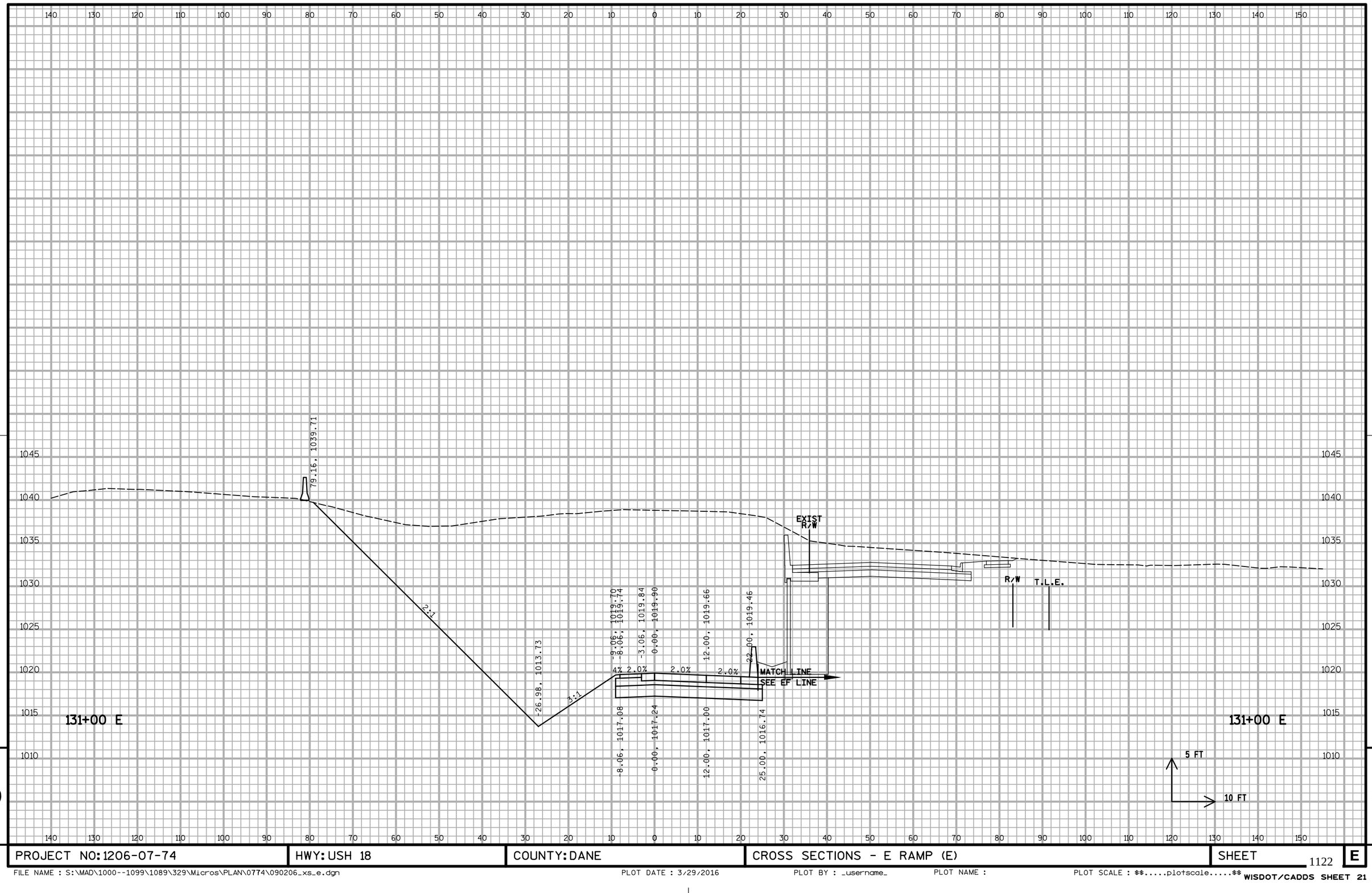
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - E RAMP (E) | SHEET 1121 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090206_xs_e.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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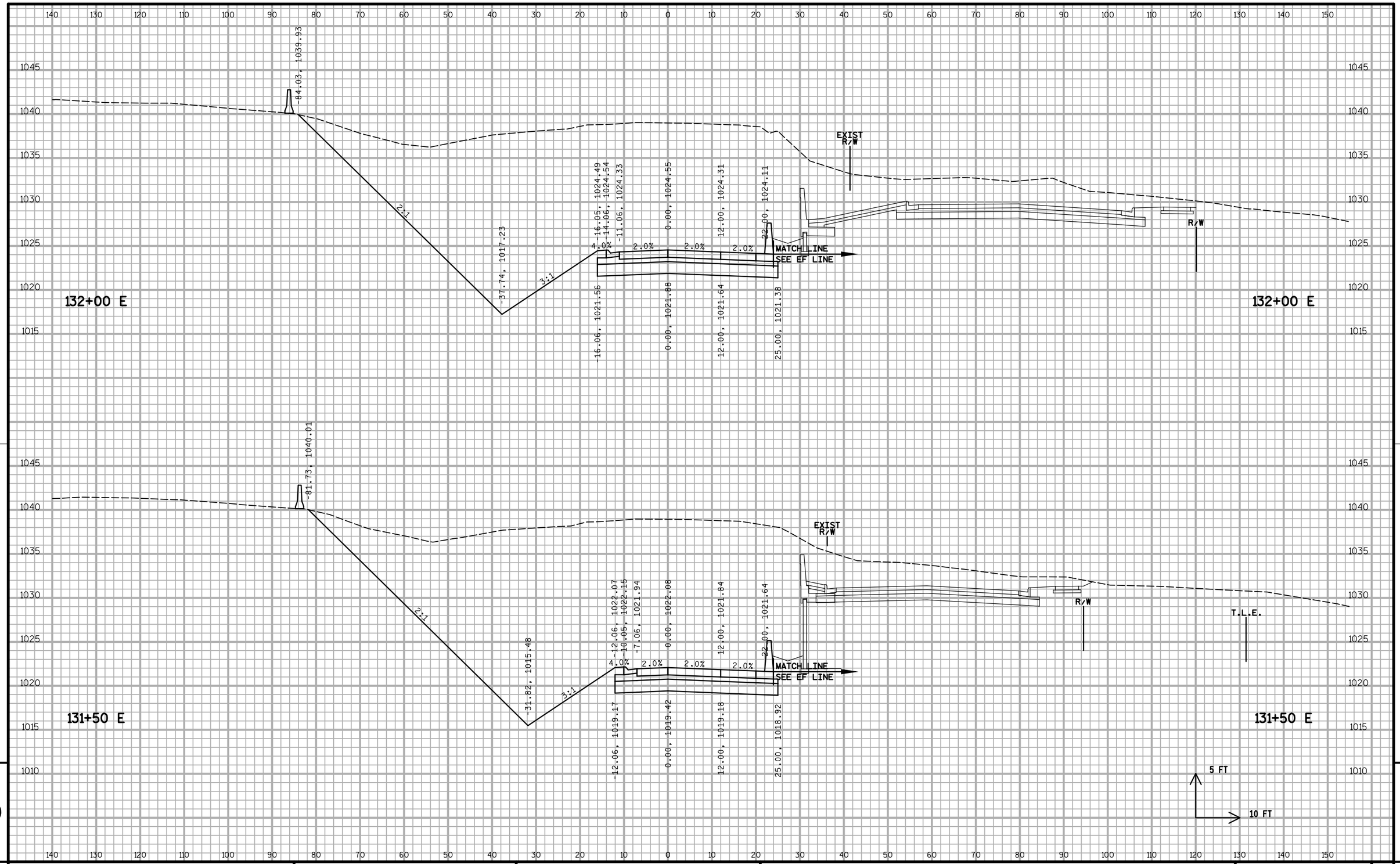
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - E RAMP (E) | SHEET 1122 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090206_xs_e.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - E RAMP (E) | SHEET 1123 | E |
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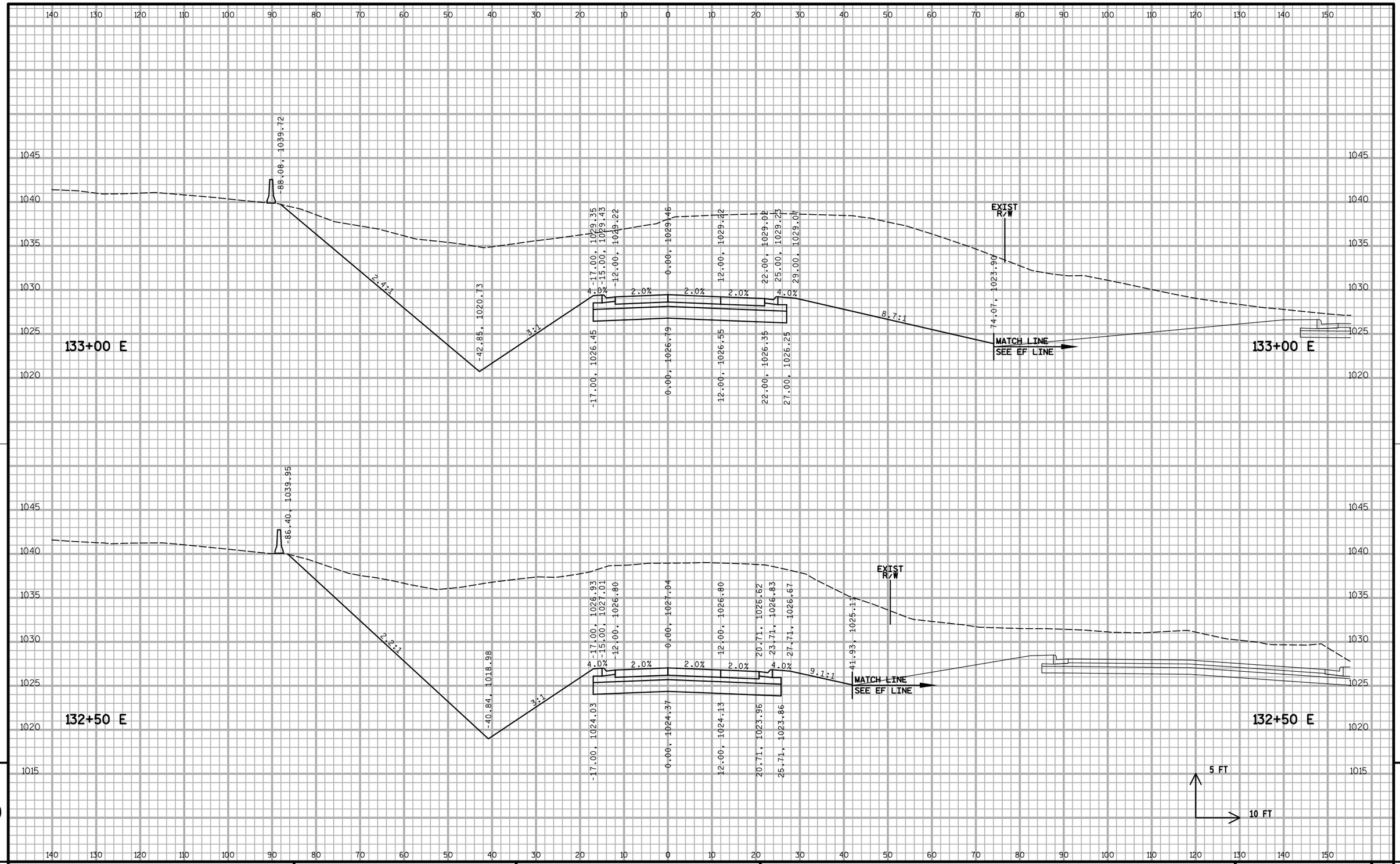


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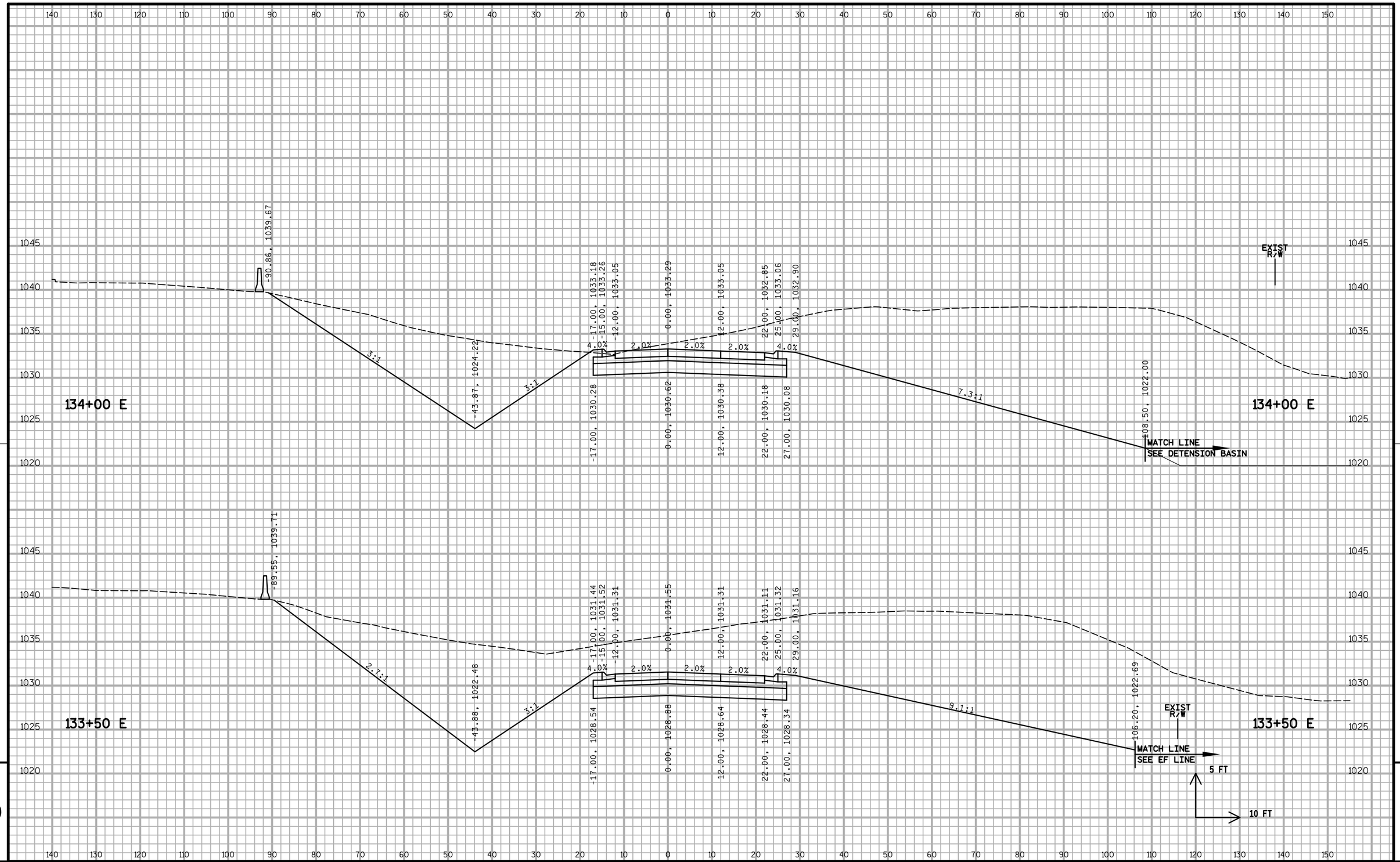
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - E RAMP (E) | SHEET 1124 | E |
|---|---|---|---|---|---|

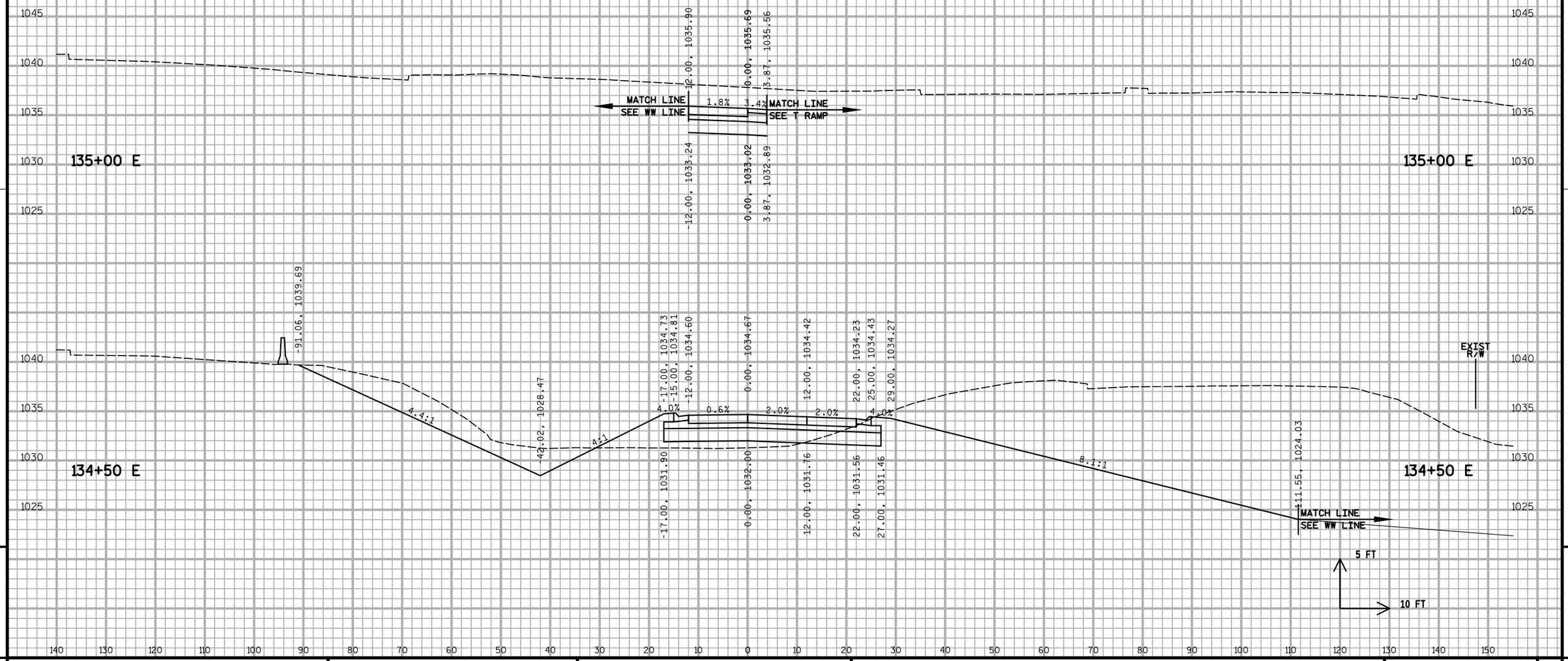
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090206_xs_e.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - E RAMP (E) | SHEET 1125 | E |
|---|---|---|---|---|---|

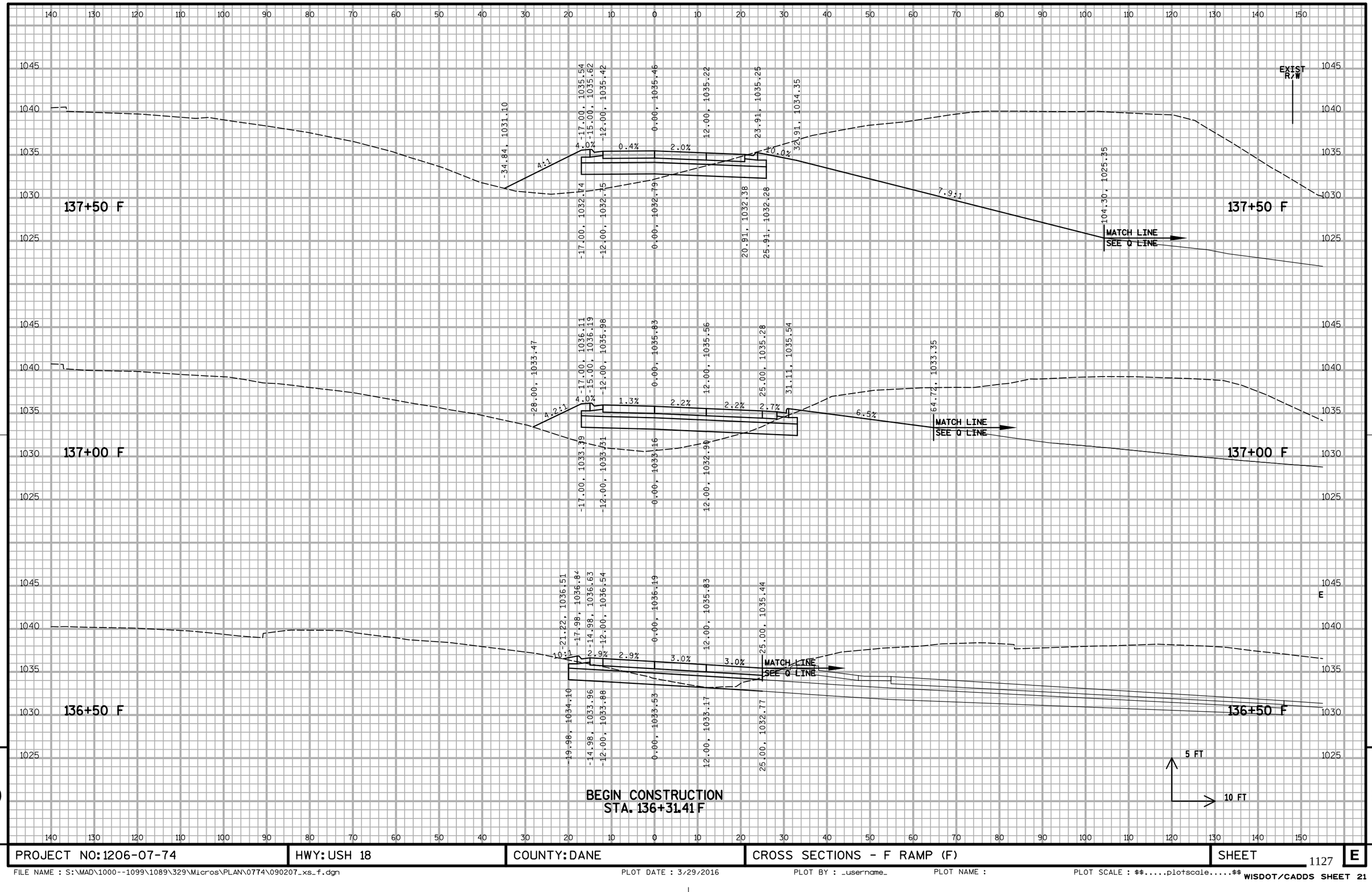
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090206_xs_e.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

END CONSTRUCTION
STA. 135+30.00 E



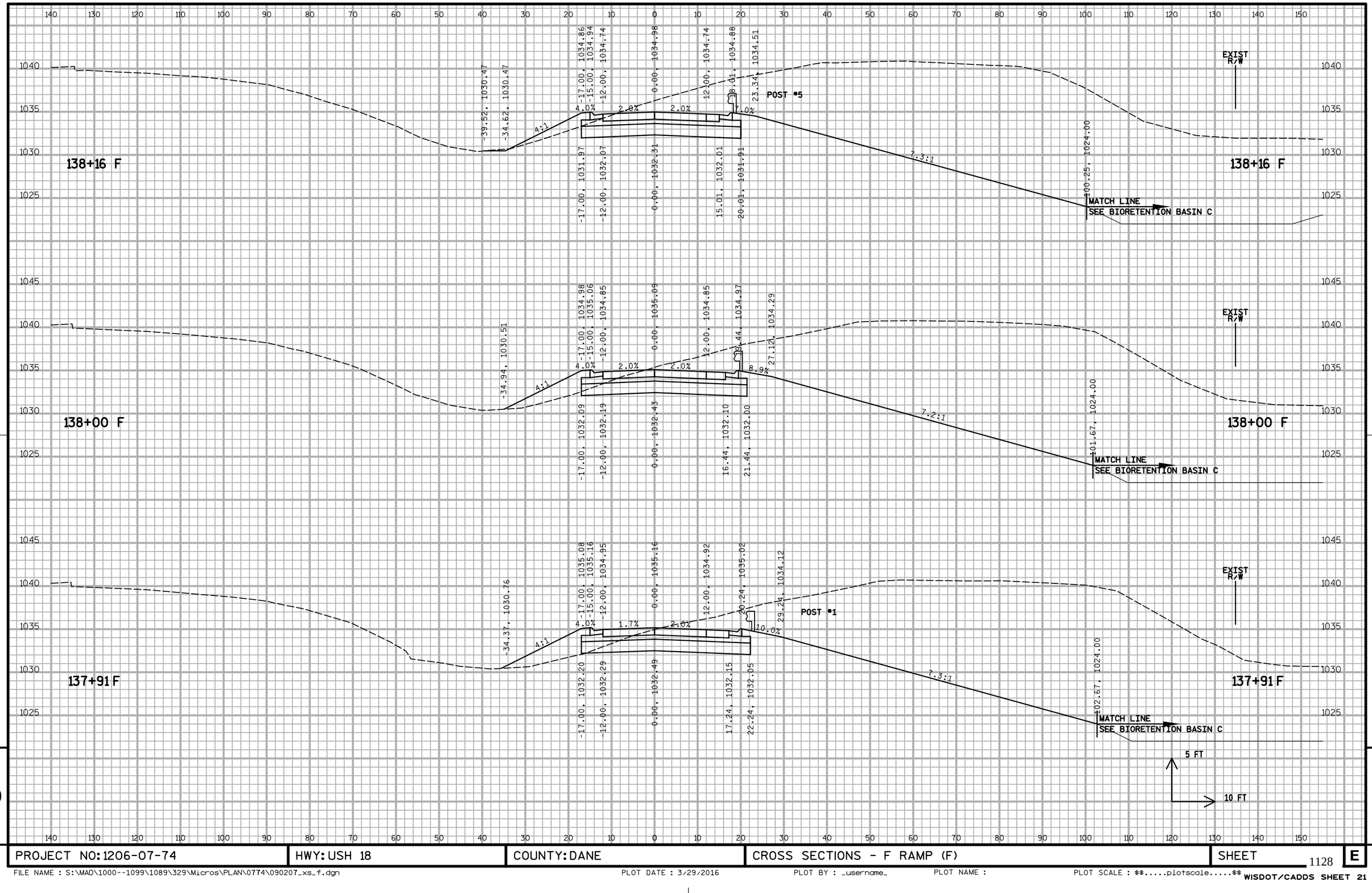

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - E RAMP (E) | SHEET 1126 E |

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090206_xs_e.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - F RAMP (F) | SHEET 1127 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090207_xs_f.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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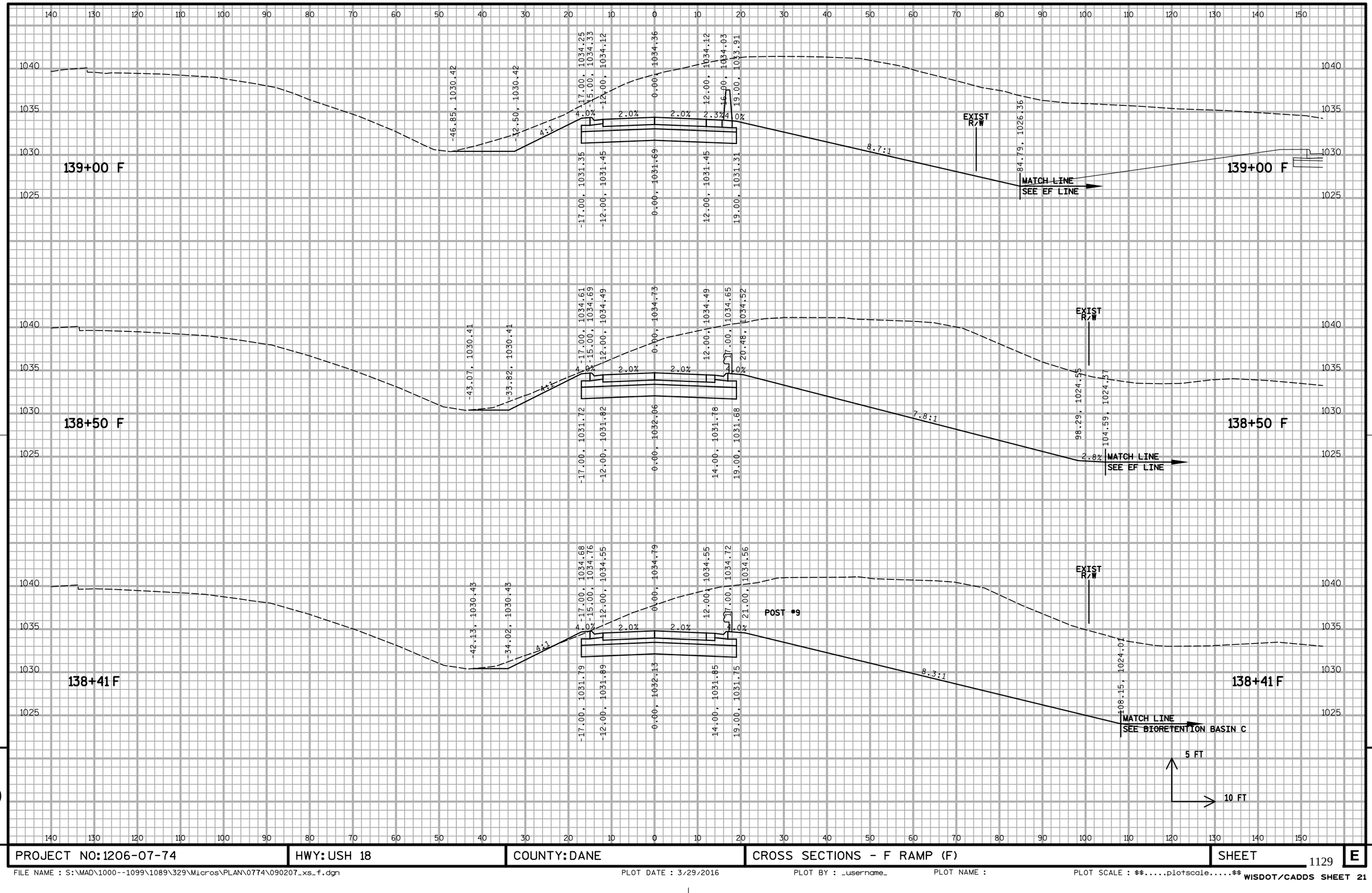
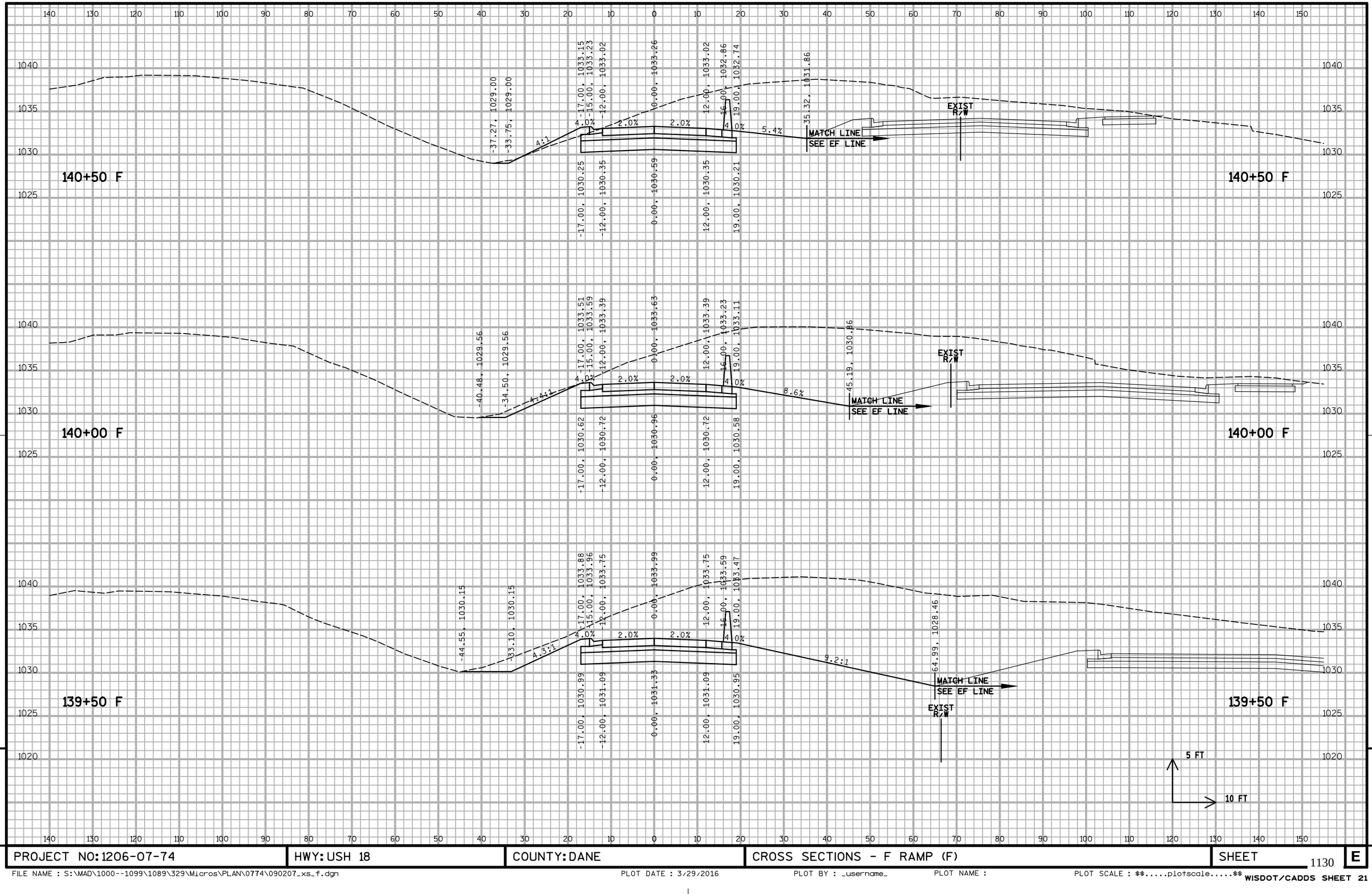
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - F RAMP (F) | SHEET 1128 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090207_xs_f.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - F RAMP (F) | SHEET 1129 E |

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090207_xs_f.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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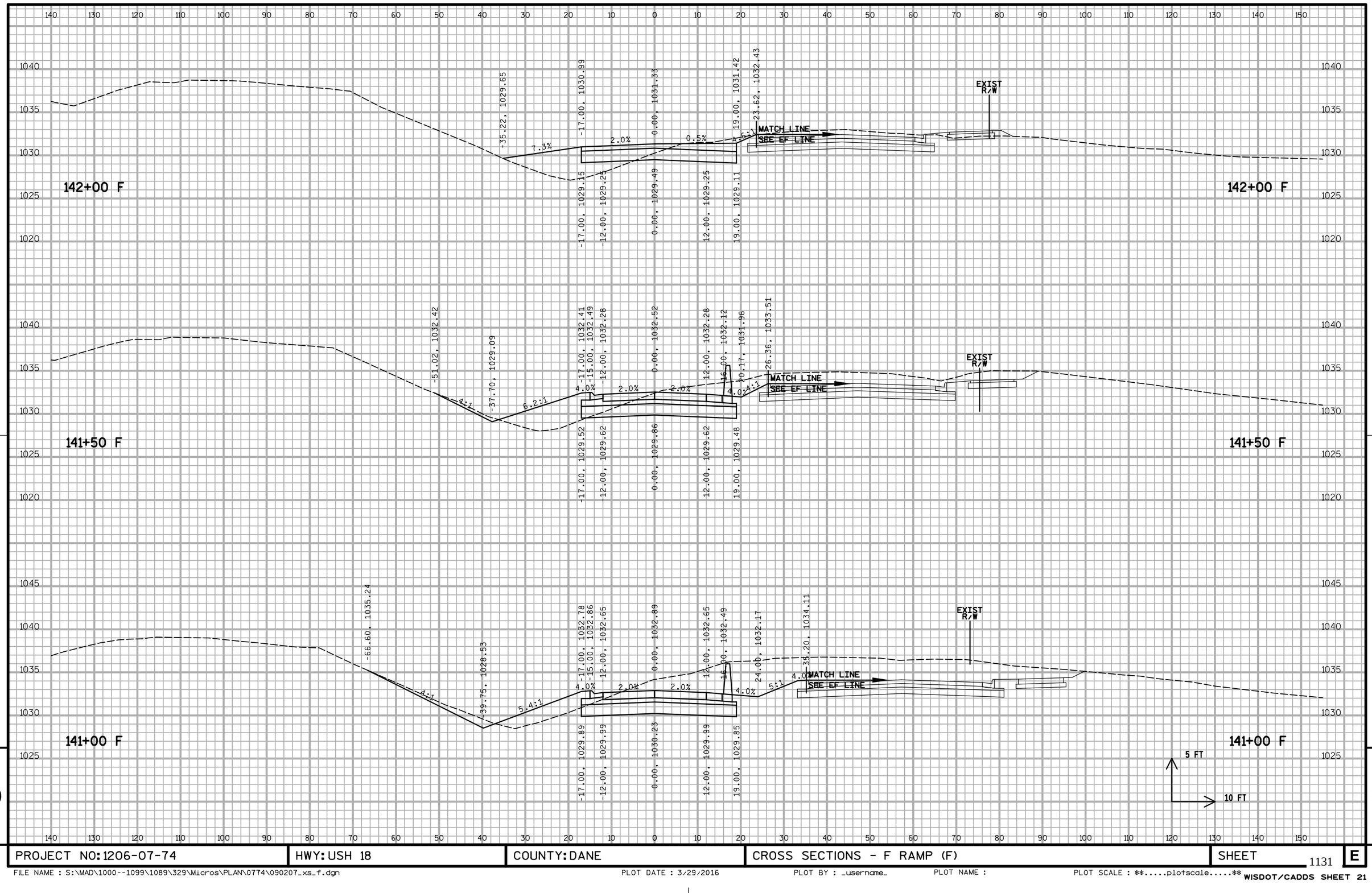
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - F RAMP (F) | SHEET 1130 | E |
|---|---|---|---|---|---|

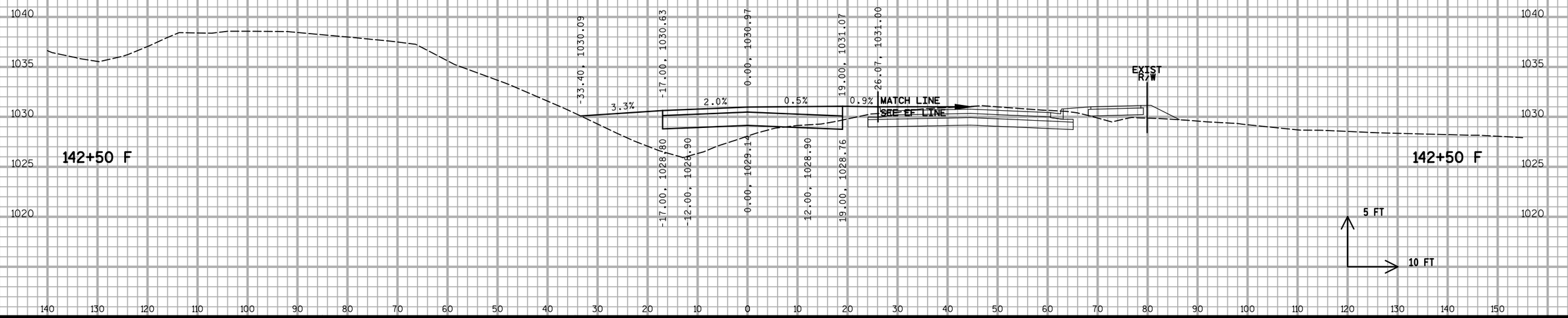
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090207_xs_f.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - F RAMP (F) | SHEET 1131 | E |
|---|---|---|---|---|---|

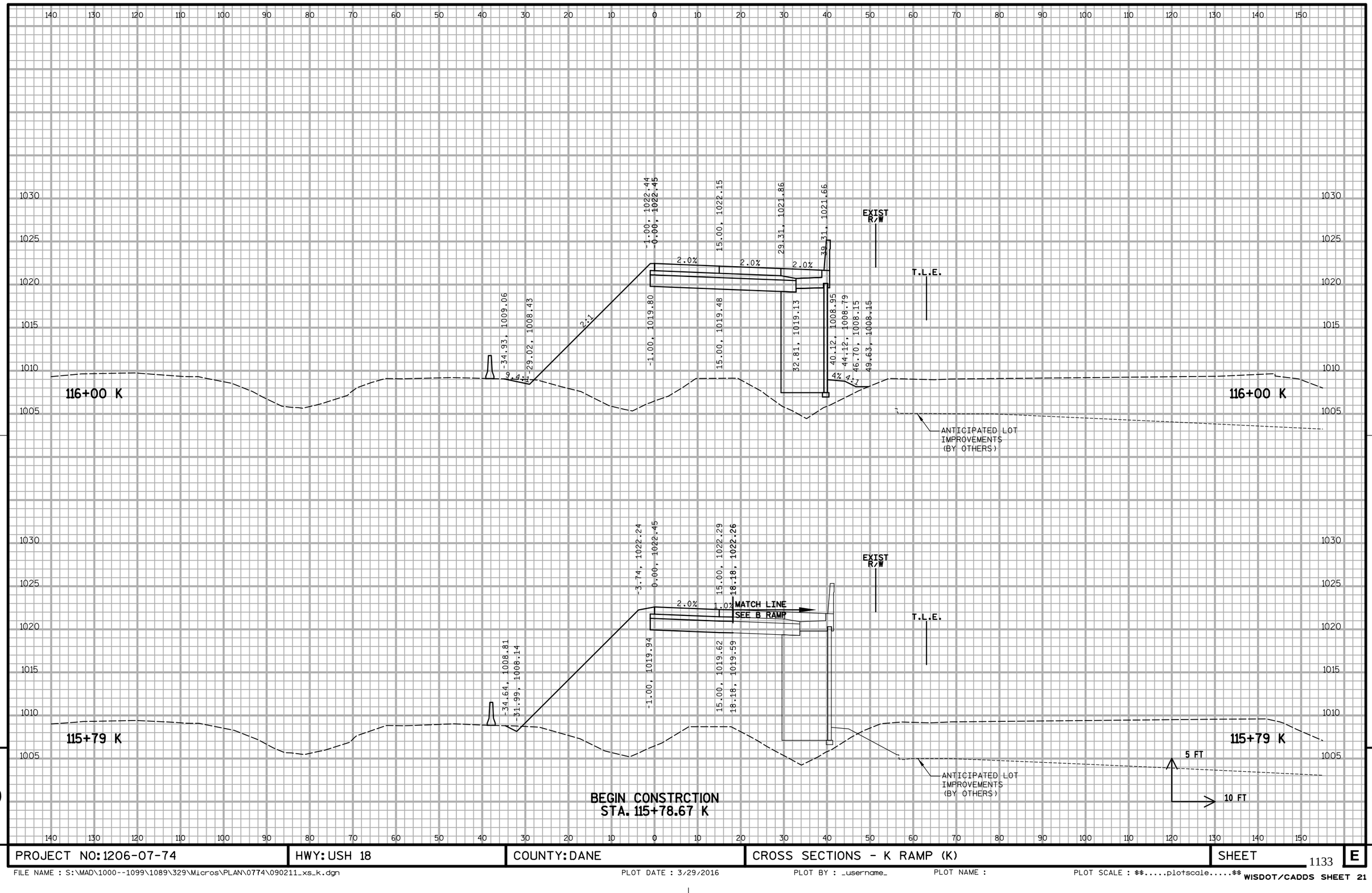
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090207_xs_f.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

END CONSTRUCTION
STA. 142+75.00 F



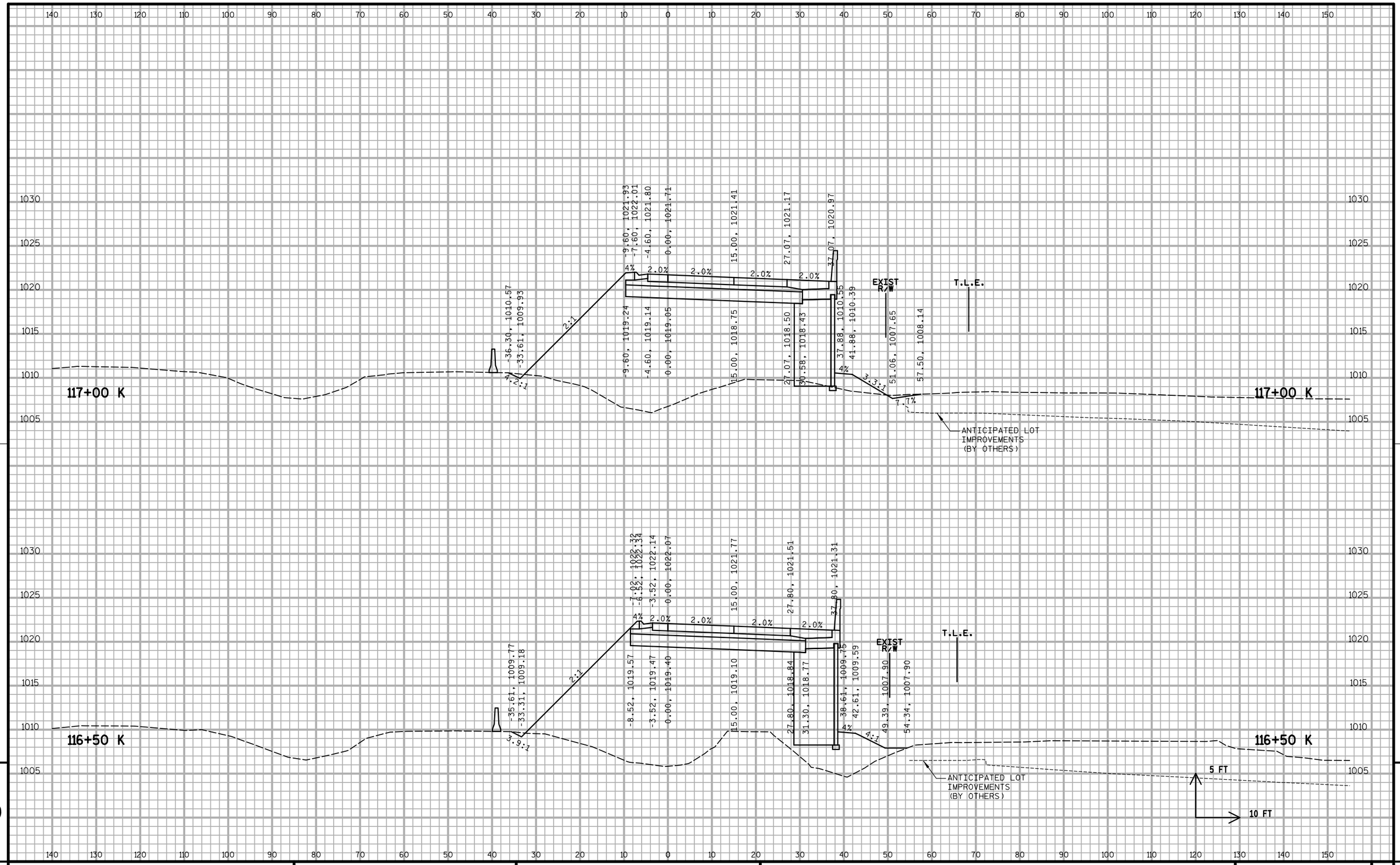

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - F RAMP (F) | SHEET 1132 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090207_xs_f.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - K RAMP (K) | SHEET 1133 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090211_xs_k.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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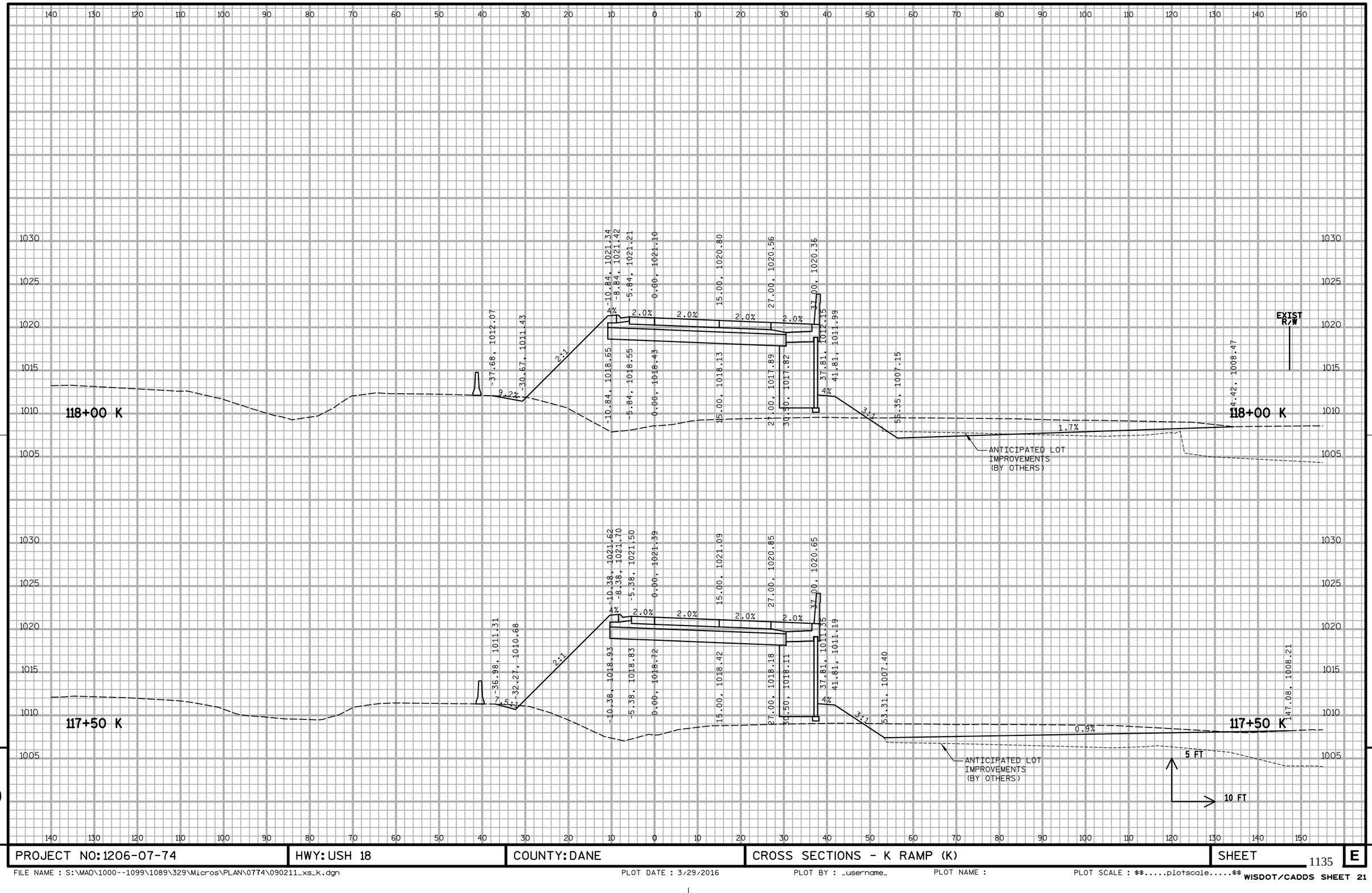
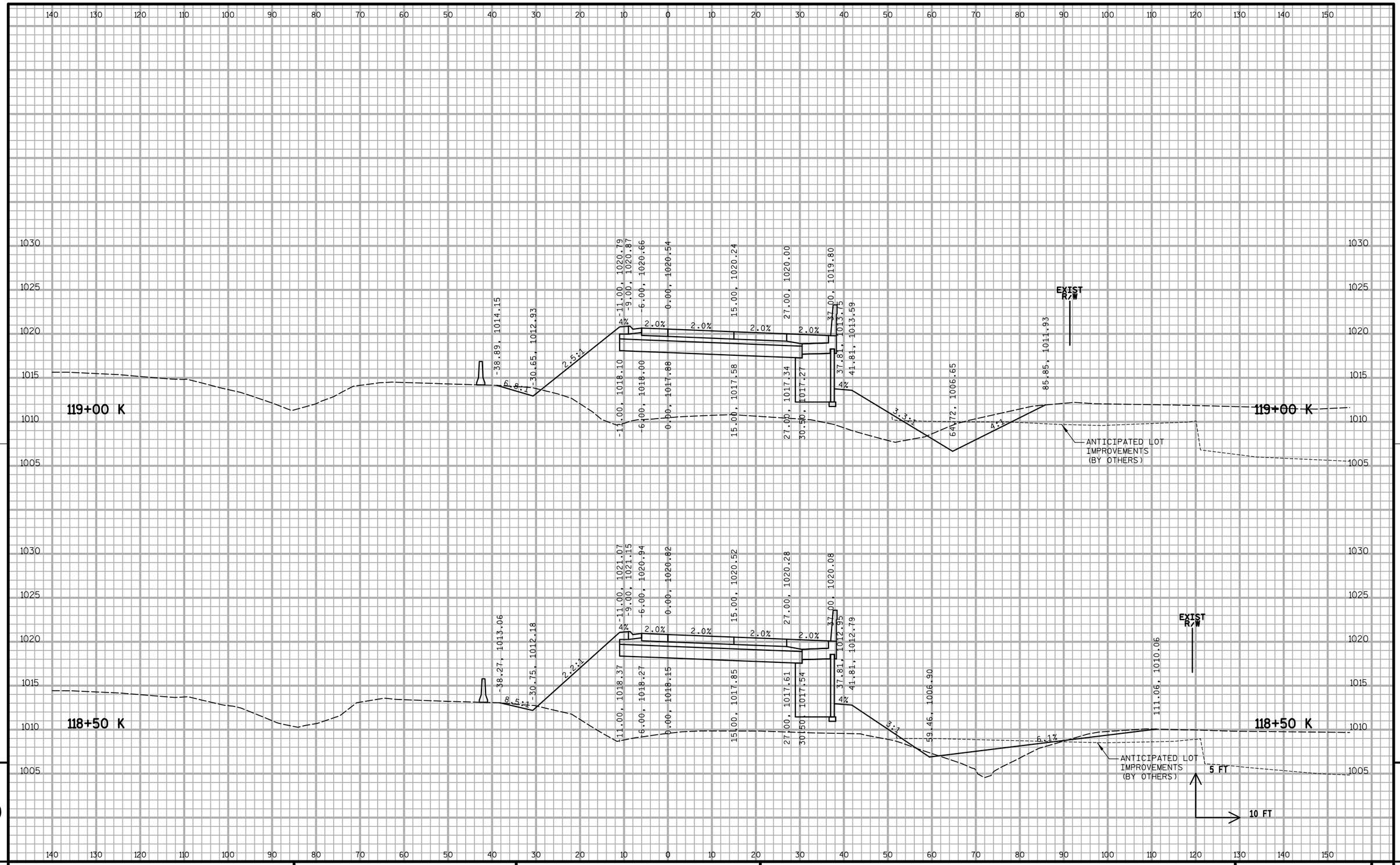
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - K RAMP (K) | SHEET 1134 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090211_xs_k.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



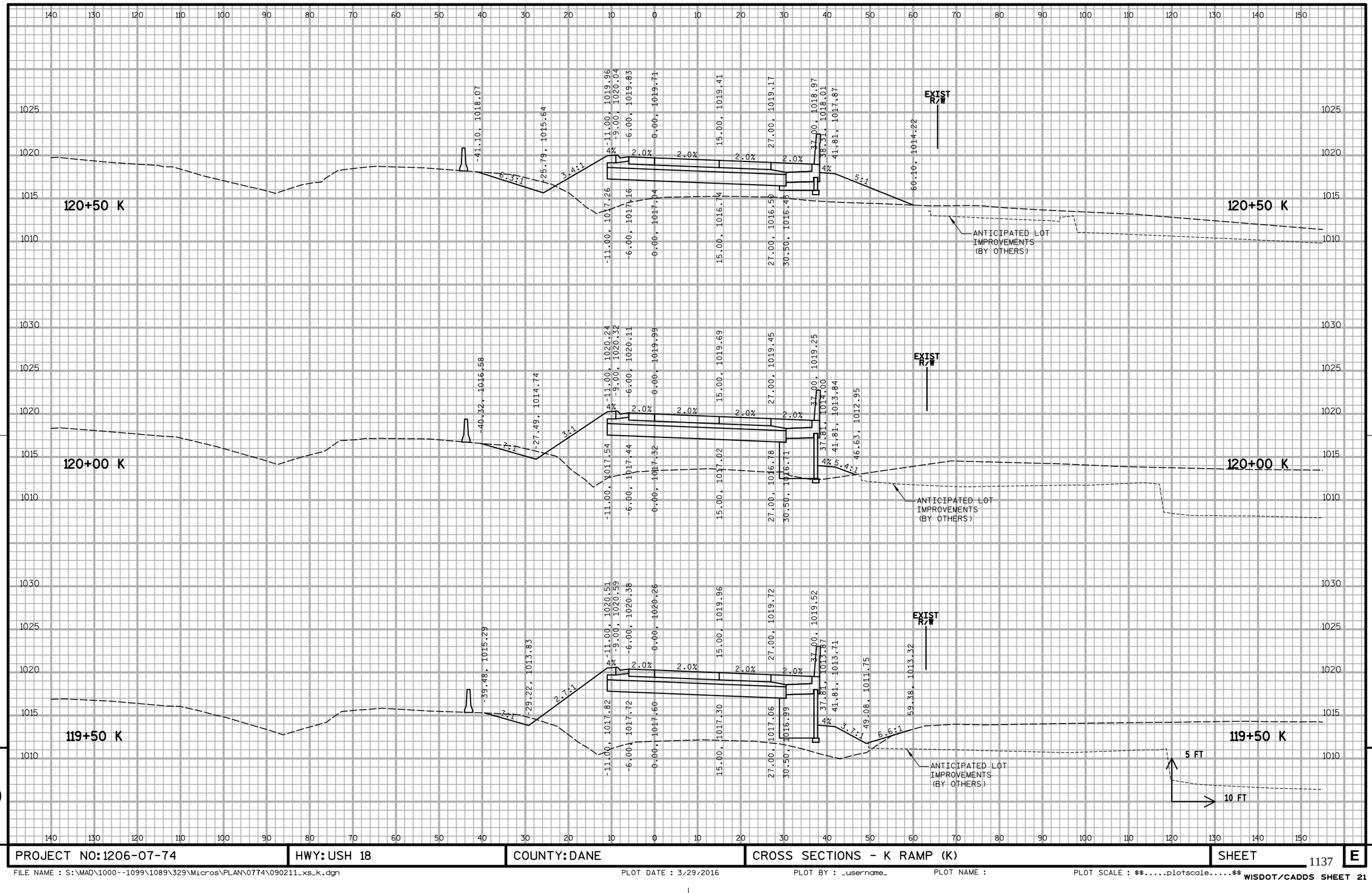

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - K RAMP (K) | SHEET 1135 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090211_xs_k.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



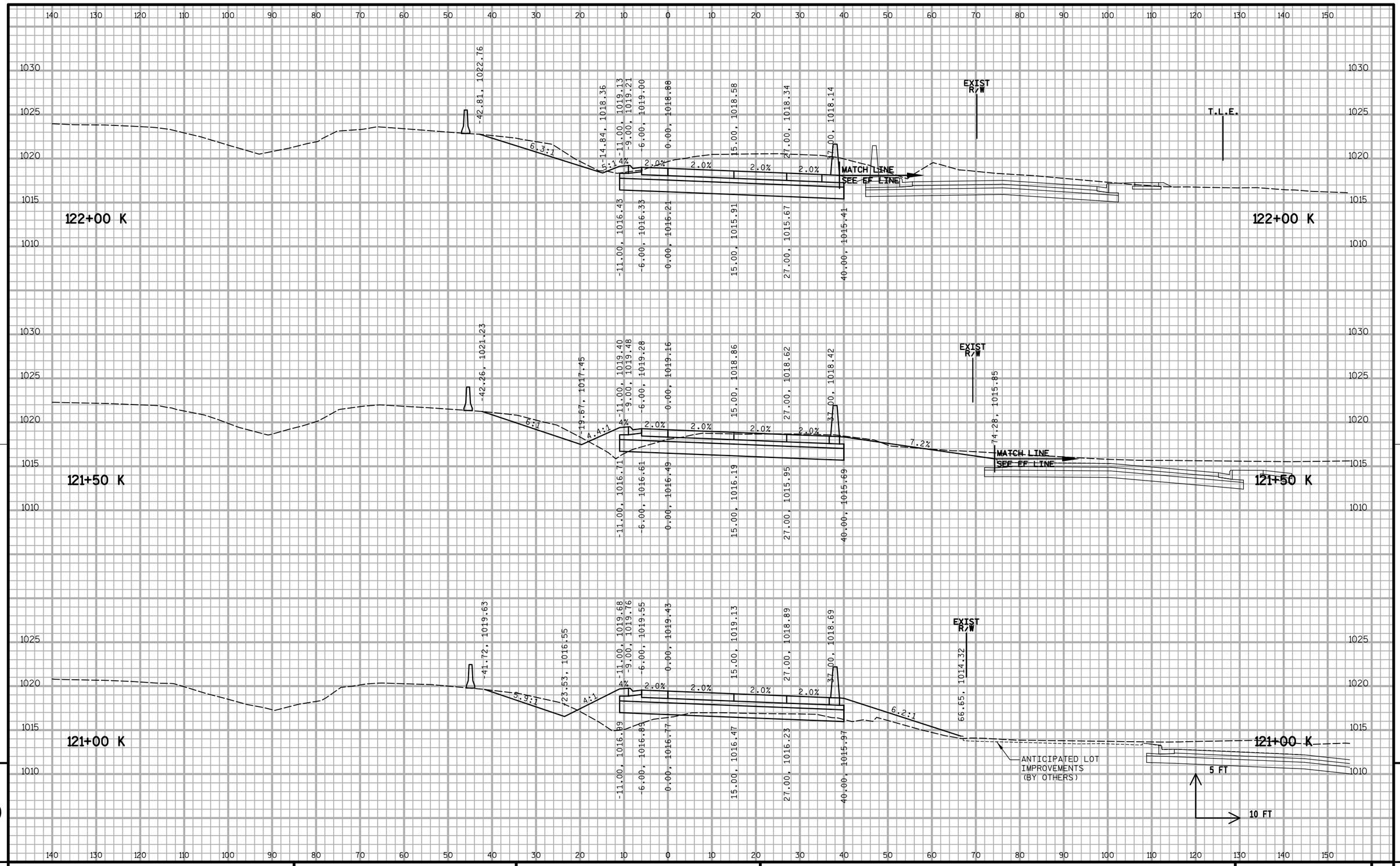

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - K RAMP (K) | SHEET 1136 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090211_xs_k.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - K RAMP (K) | SHEET 1137 | E |
|---|---|---|---|---|---|

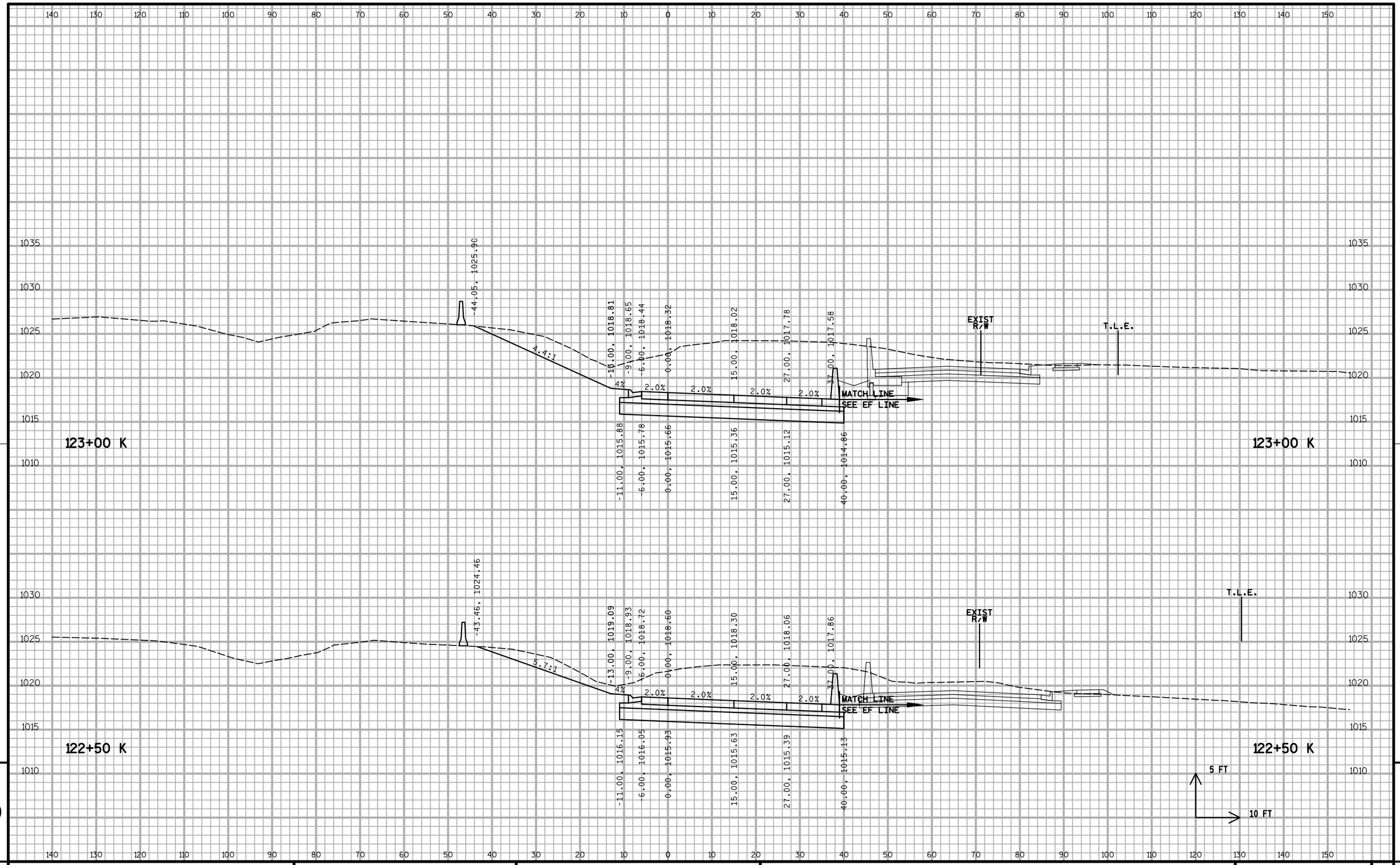
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090211_xs_k.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - K RAMP (K) | SHEET 1138 | E |
|---|---|---|---|---|---|

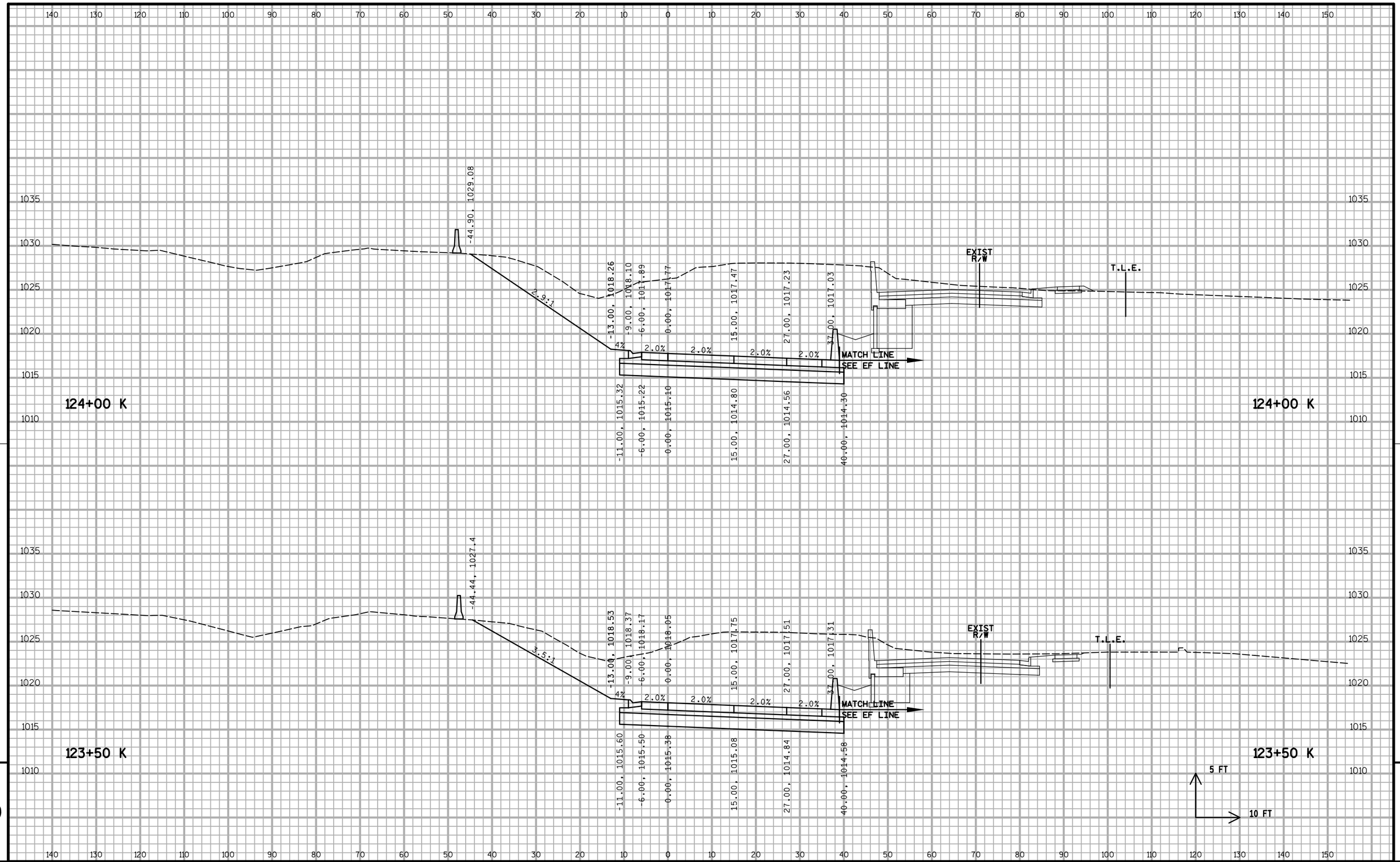
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090211_xs_k.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - K RAMP (K) | SHEET 1139 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090211_xs_k.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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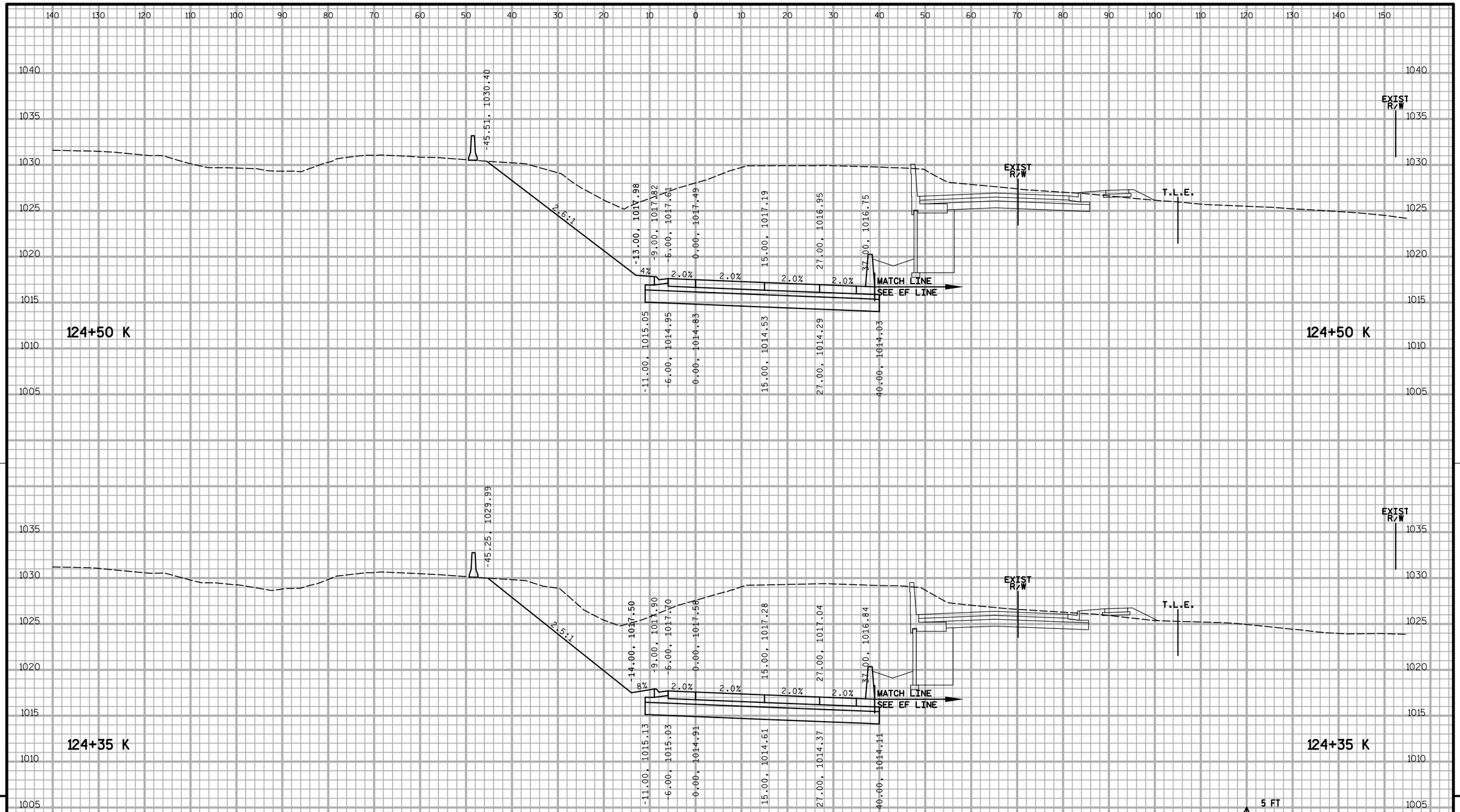
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - K RAMP (K) | SHEET 1140 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090211_xs_k.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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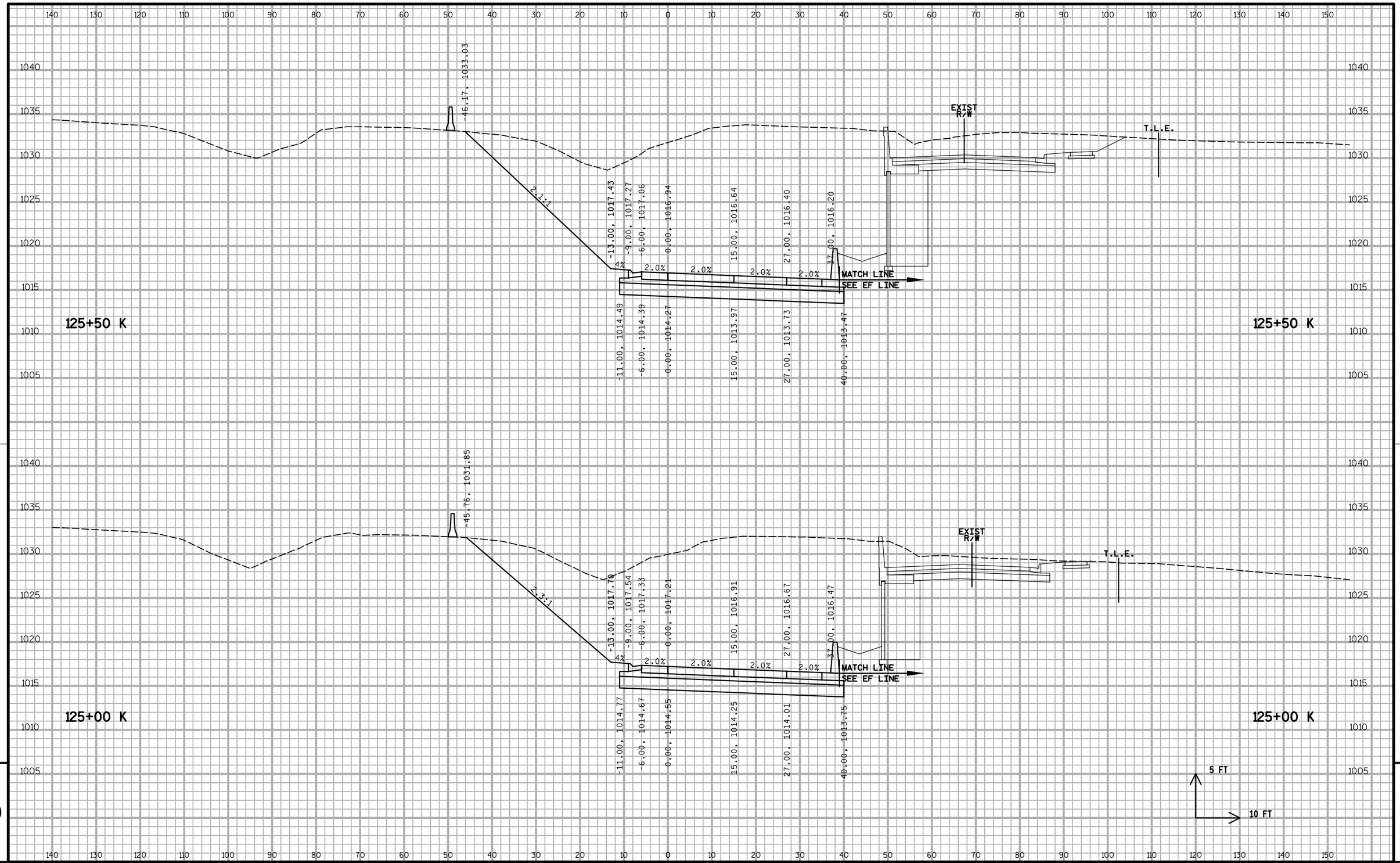
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - K RAMP (K) | SHEET 1141 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090211_xs_k.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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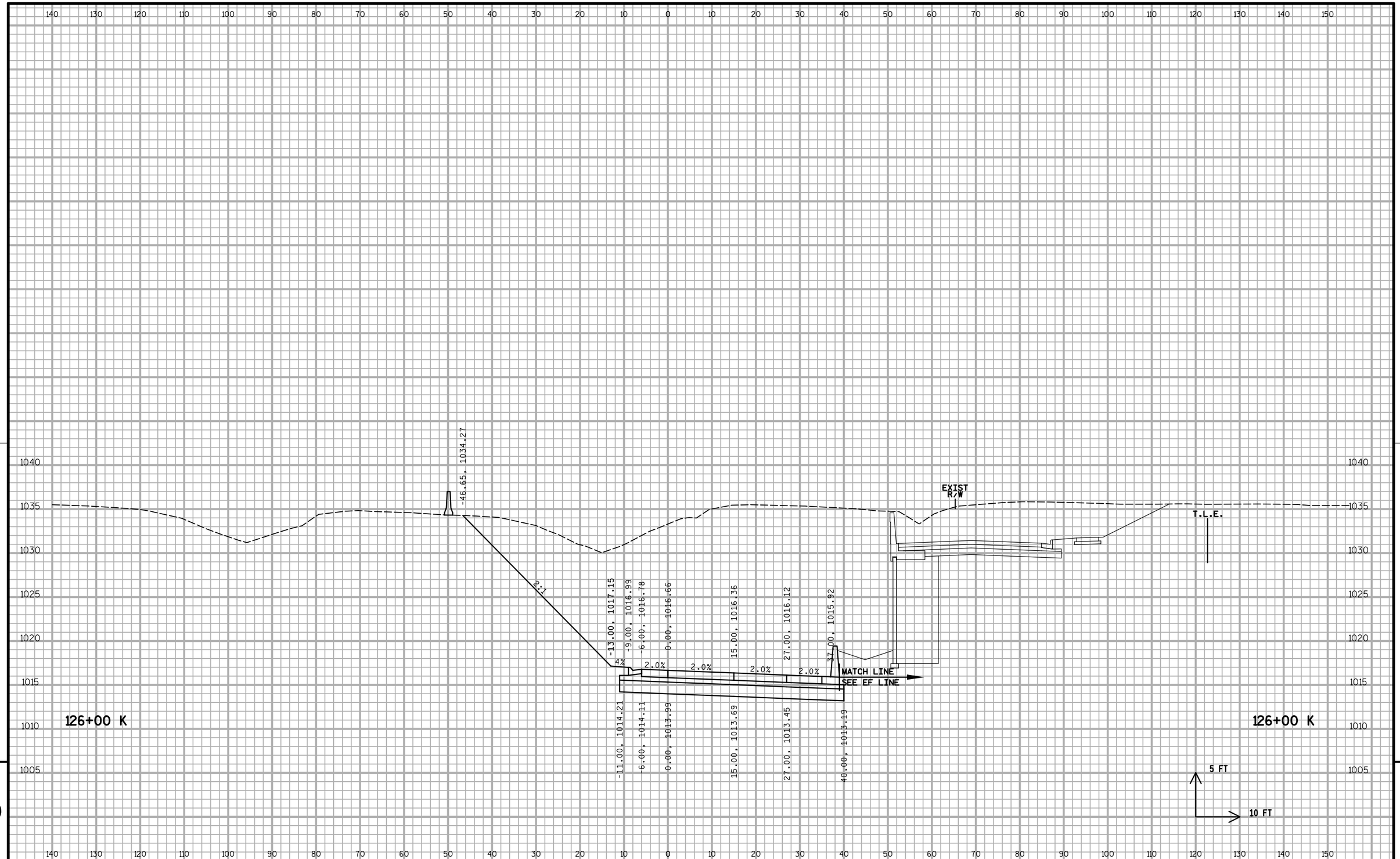
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - K RAMP (K) | SHEET 1142 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090211_xs_k.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - K RAMP (K) | SHEET 1143 | E |
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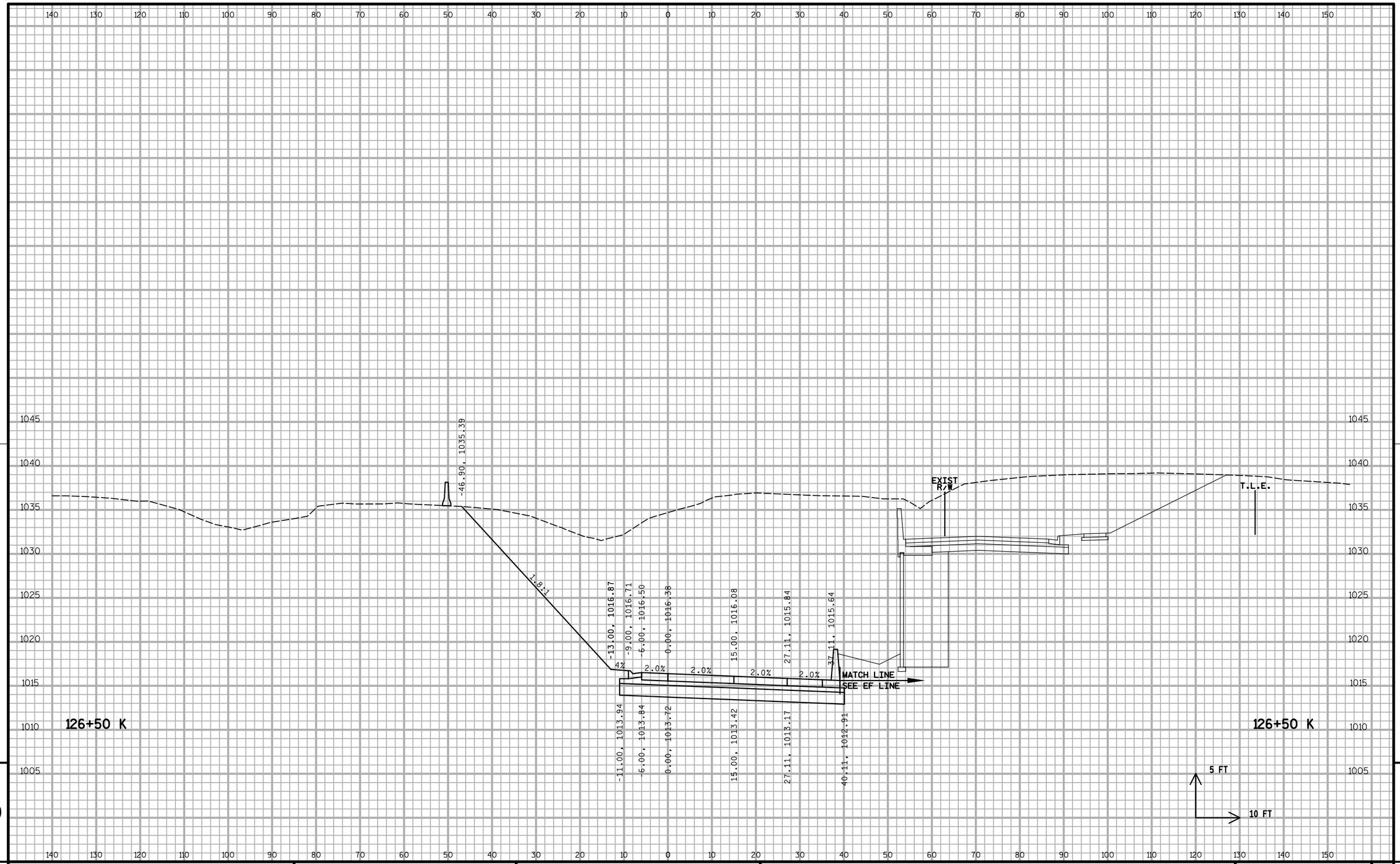
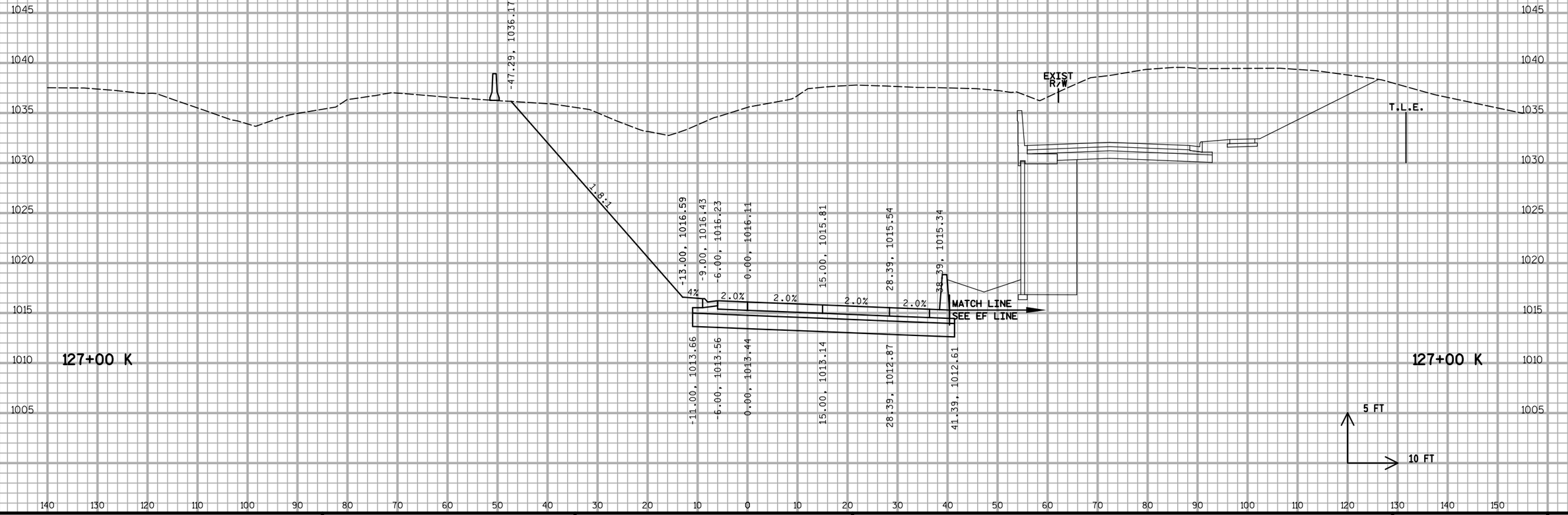
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090211_xs_k.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



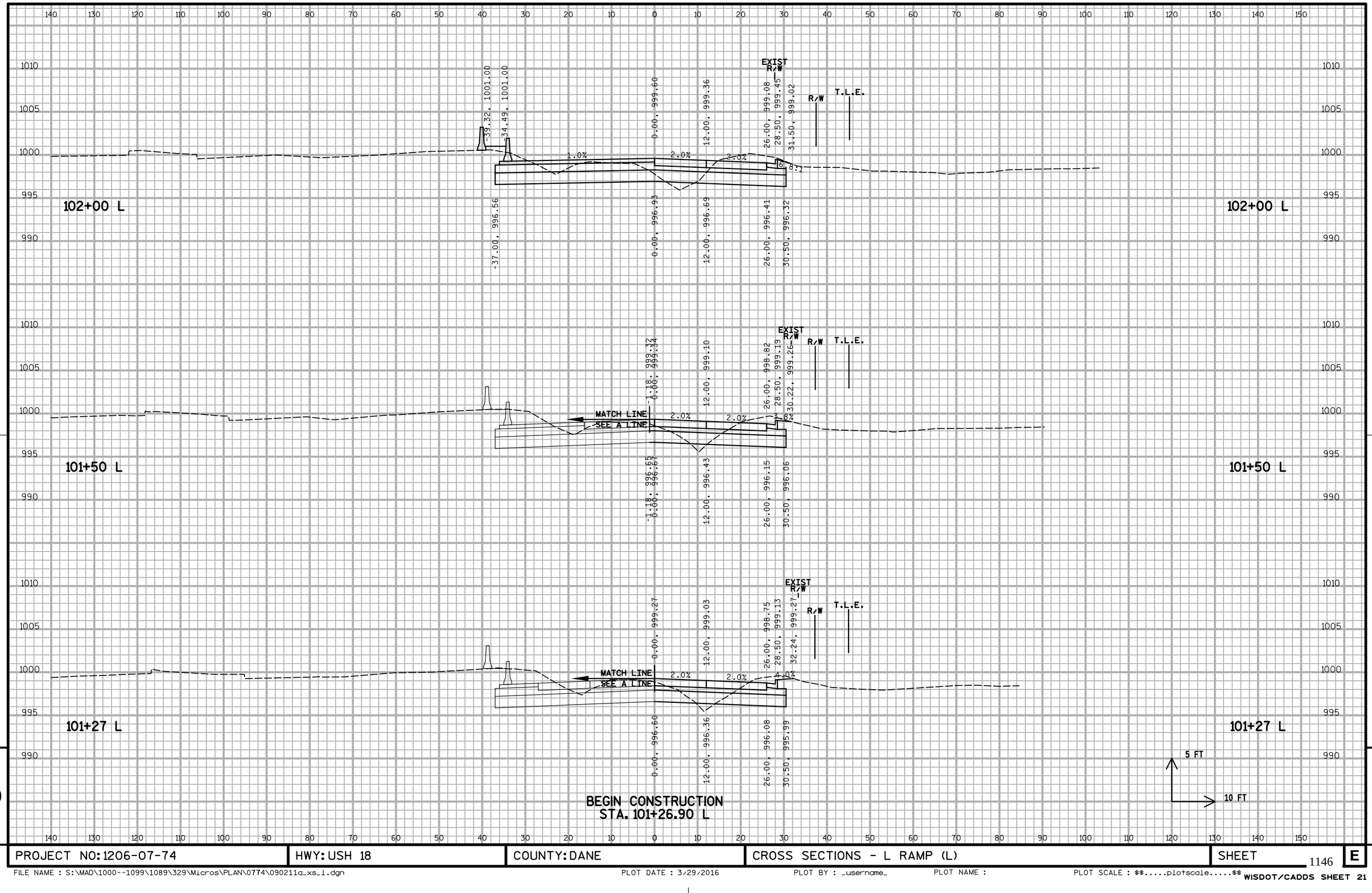

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - K RAMP (K) | SHEET 1144 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090211_xs_k.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

END CONSTRCTION
STA. 127+31.50 K

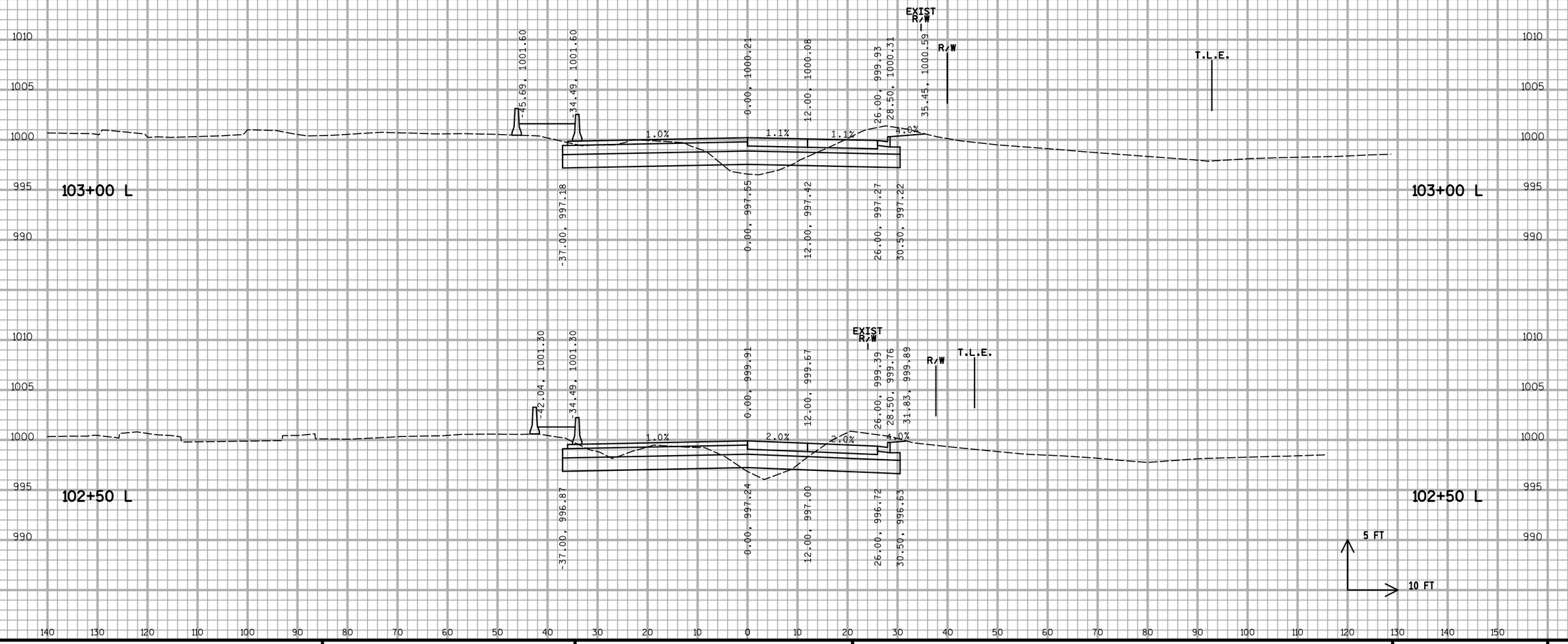



| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - K RAMP (K) | SHEET 1145 | E |
|---|---|---|---|---|---|




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - L RAMP (L) | SHEET 1146 | E |
|---|---|---|---|---|---|

END CONSTRUCTION
STA. 103+25.00 L

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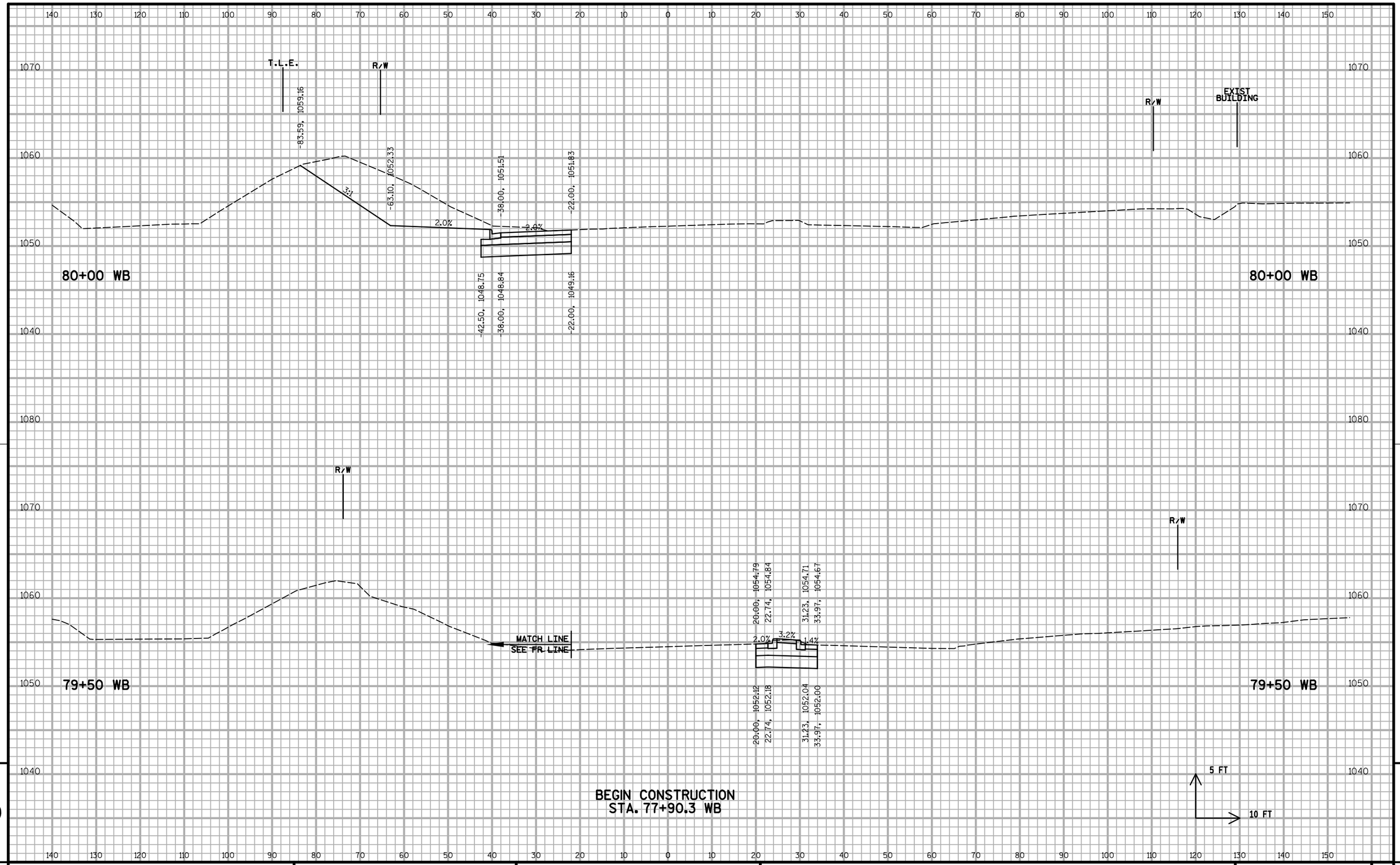
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - L RAMP (L) | SHEET 1147 | E |
|---|---|---|---|---|---|

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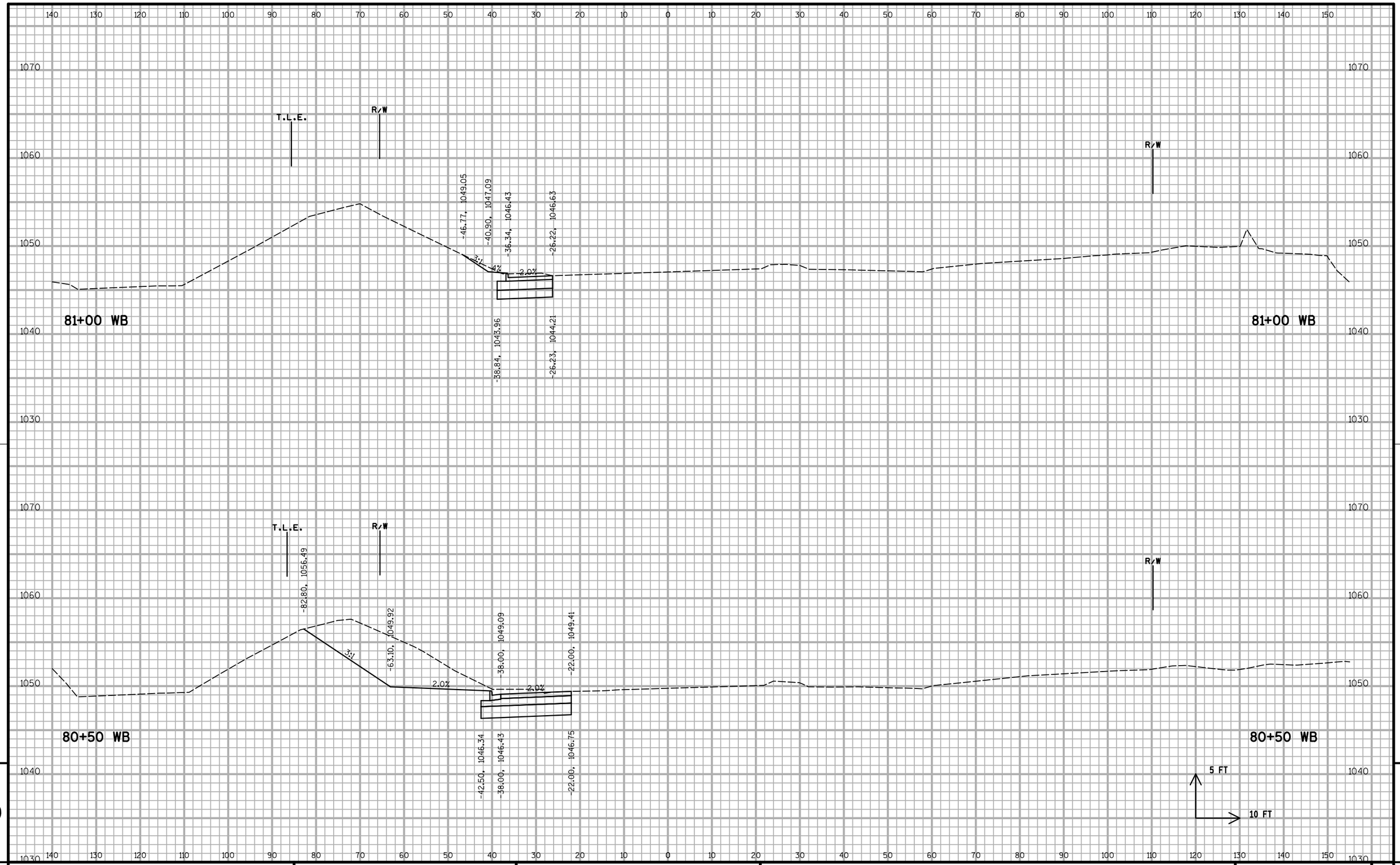
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - CTH PD (MCKEE ROAD) (WB) | SHEET 1148 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090211b_xs_wb.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - CTH PD (MCKEE ROAD) (WB) | SHEET 1149 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090211b_xs_wb.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

END CONSTRUCTION
STA. 82+04.0 WB

1070

T.L.E.

R/W

1060

1050

1040

1030

-38.75, 1044.55

-28.03, 1043.64

-25.80, 1043.69

4%

-30.53, 1041.17

-25.80, 1041.27

81+50 WB

R/W

81+50 WB

5 FT

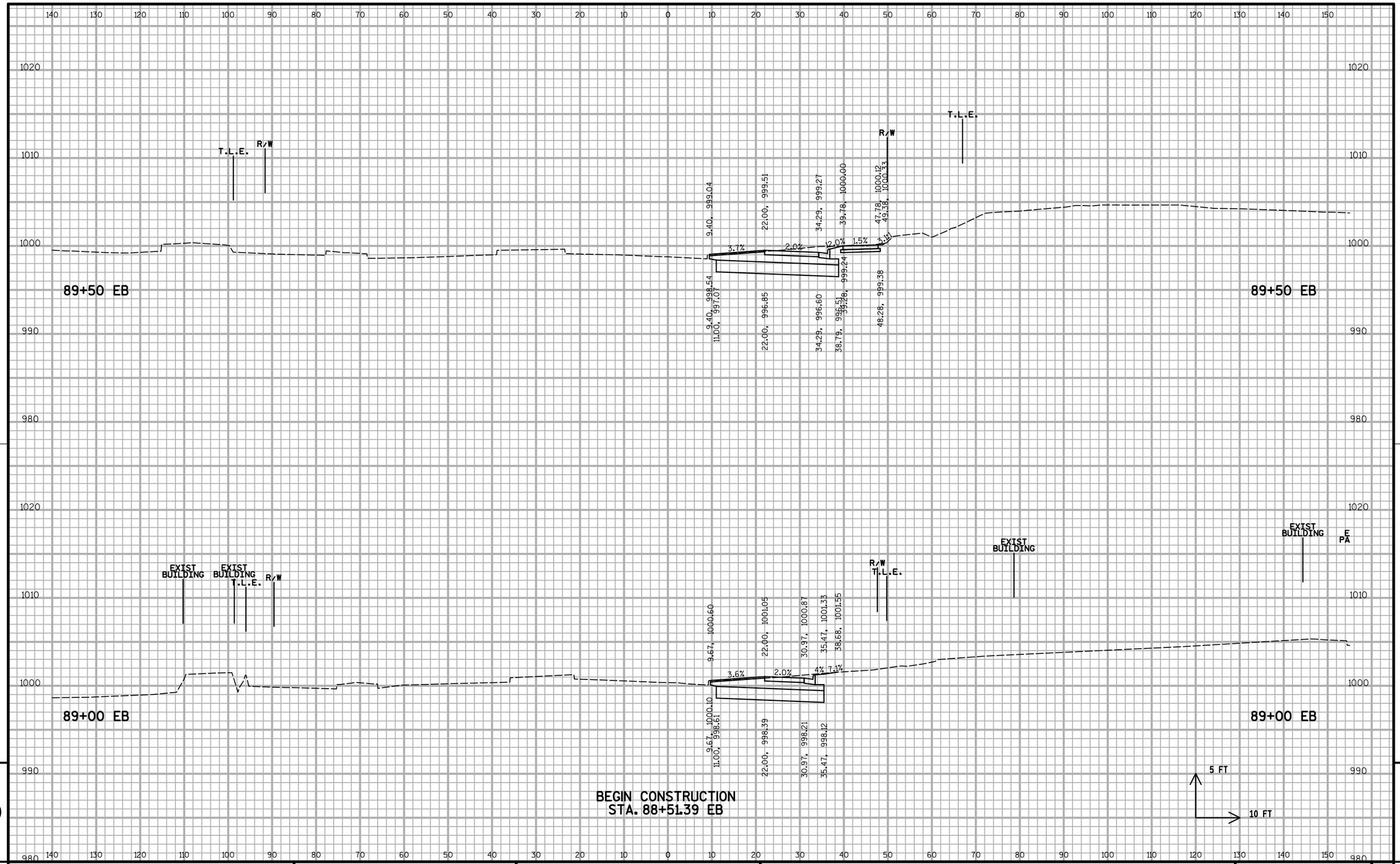
10 FT

9

9

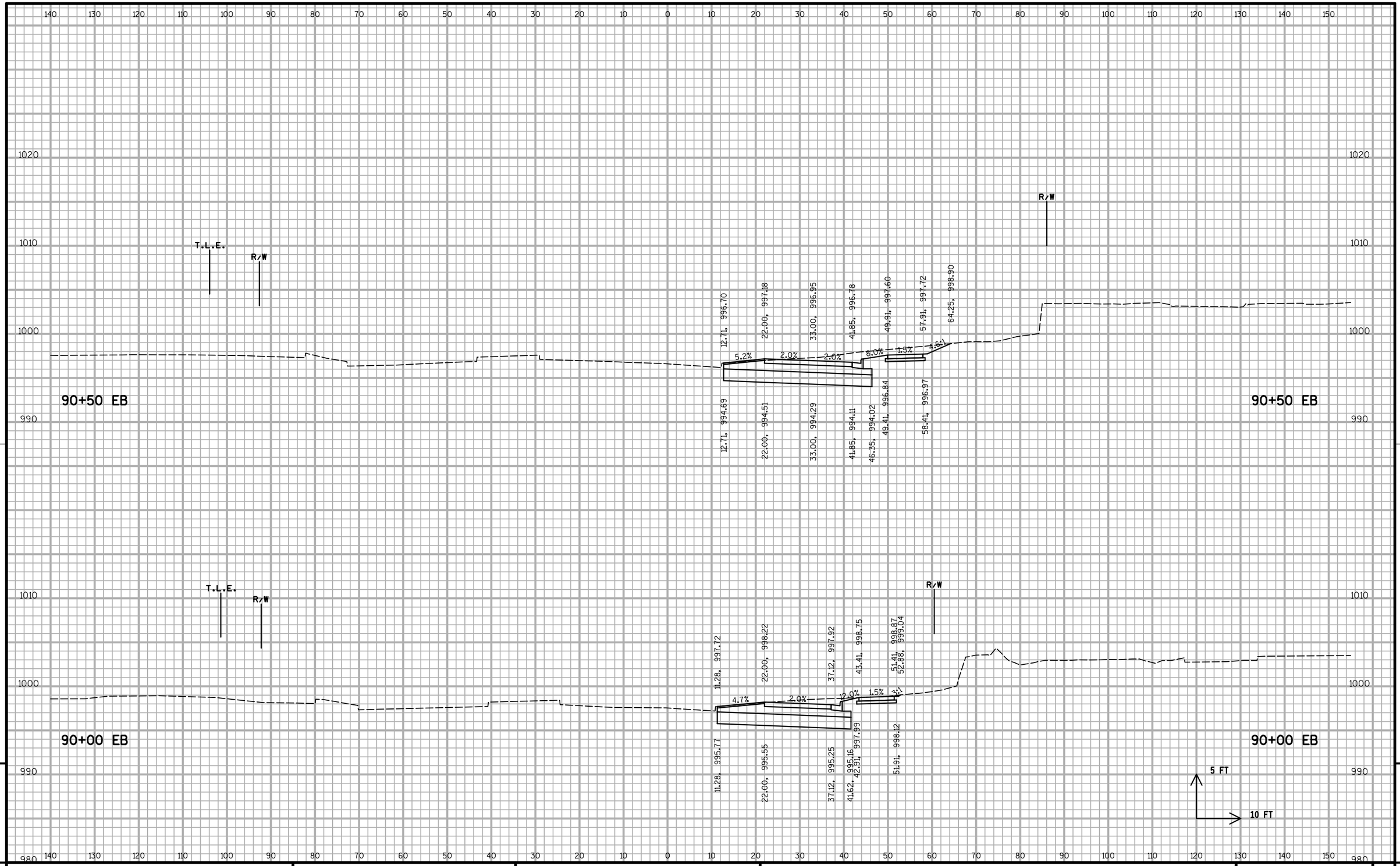
140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - CTH PD (MCKEE ROAD) (WB) | SHEET 1150 | E |
|---|---|---|---|---|---|




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - CTH PD (MCKEE ROAD) (EB) | SHEET 1151 E |
|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090212_xs_eb.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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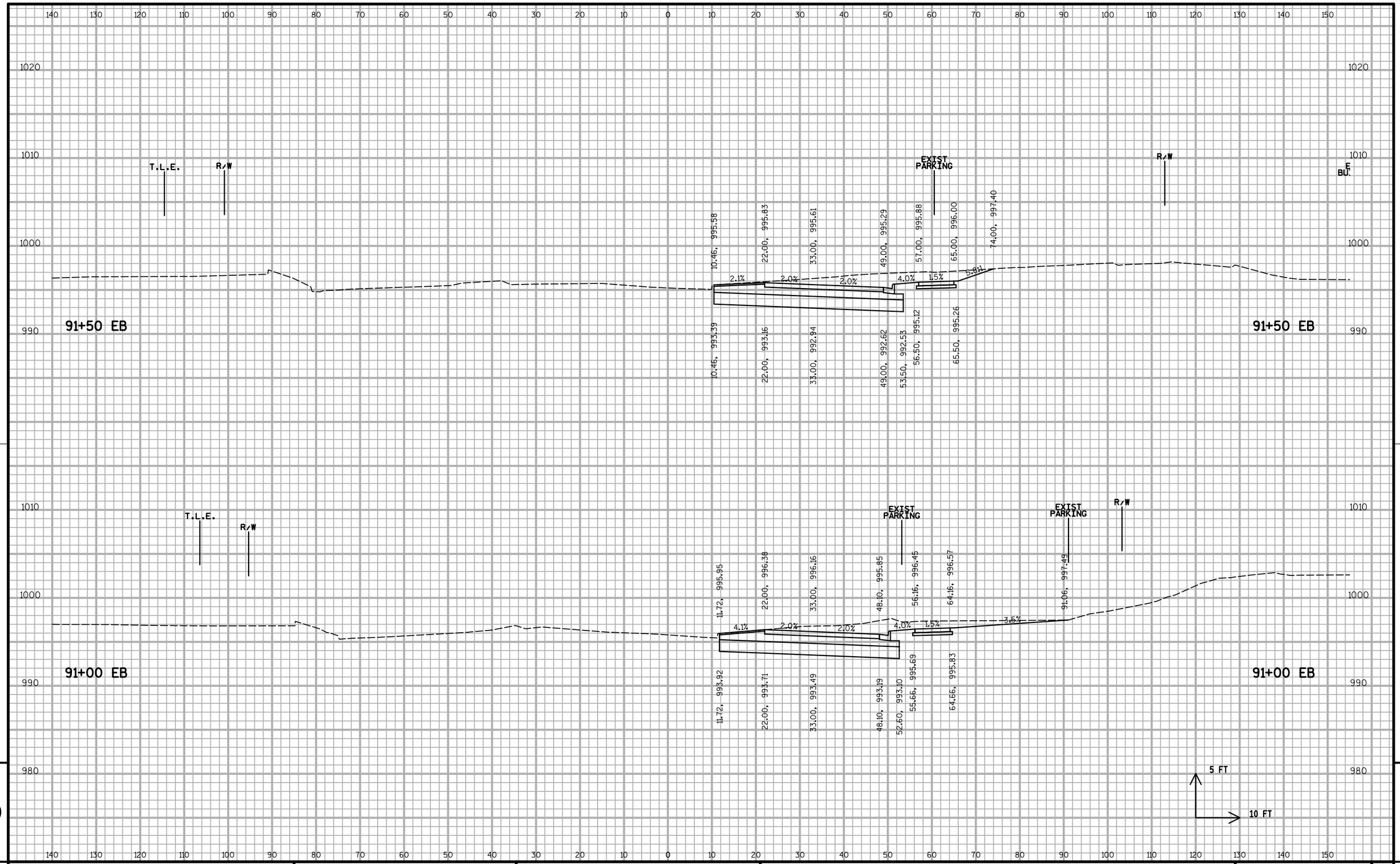
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - CTH PD (MCKEE ROAD) (EB) | SHEET 1152 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090212_xs_eb.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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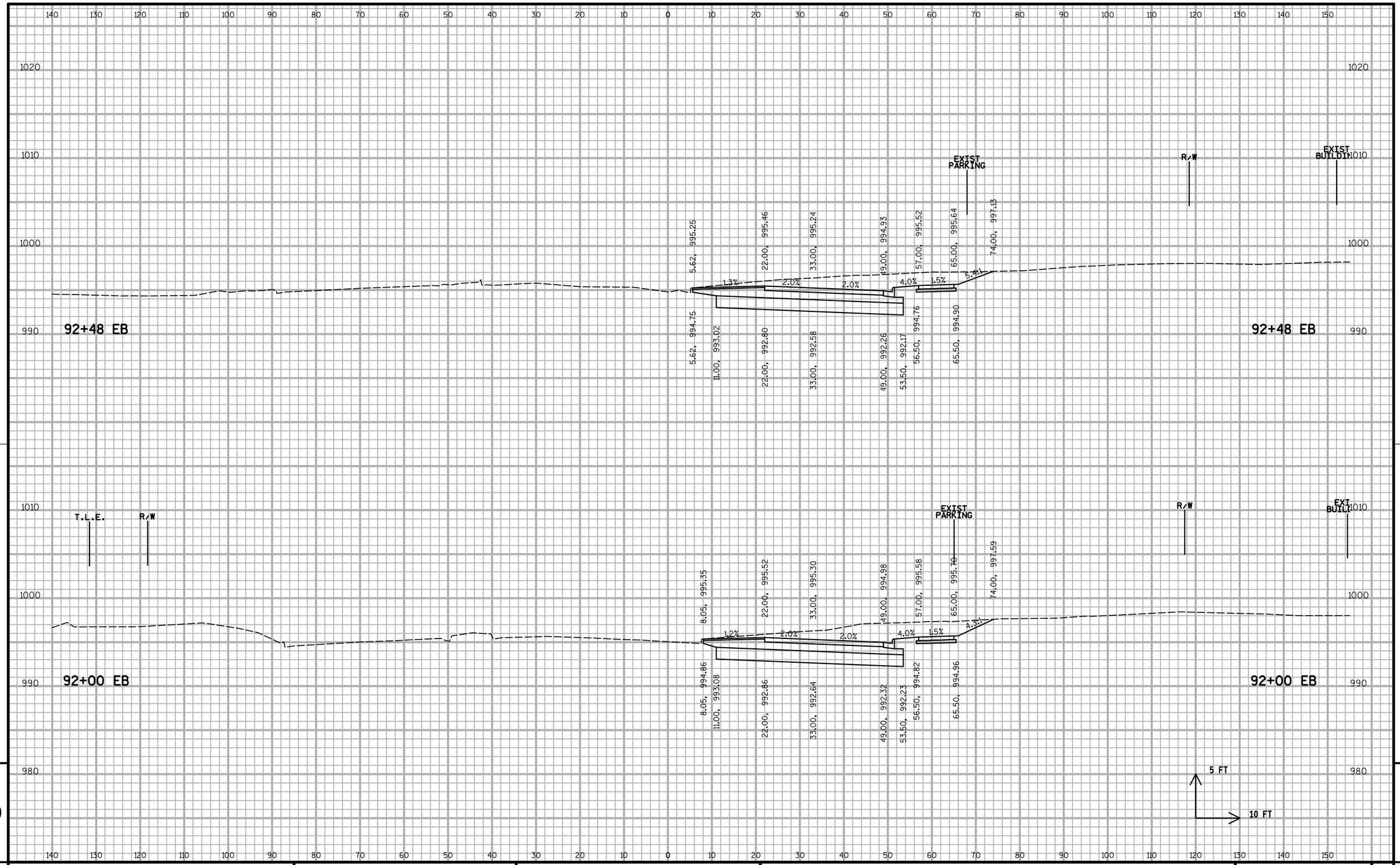
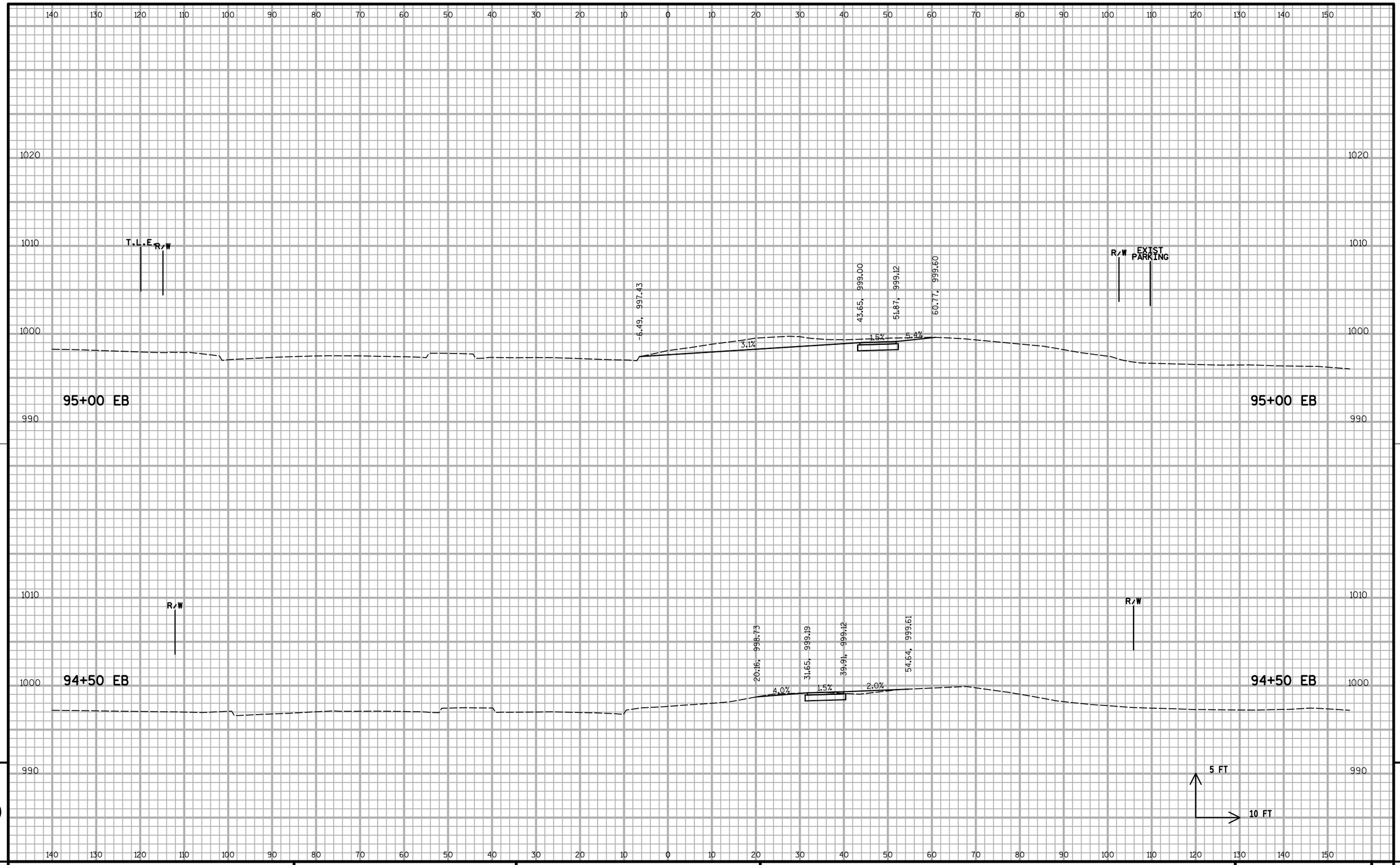
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - CTH PD (MCKEE ROAD) (EB) | SHEET 1153 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090212_xs_eb.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - CTH PD (MCKEE ROAD) (EB) | SHEET 1154 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090212_xs_eb.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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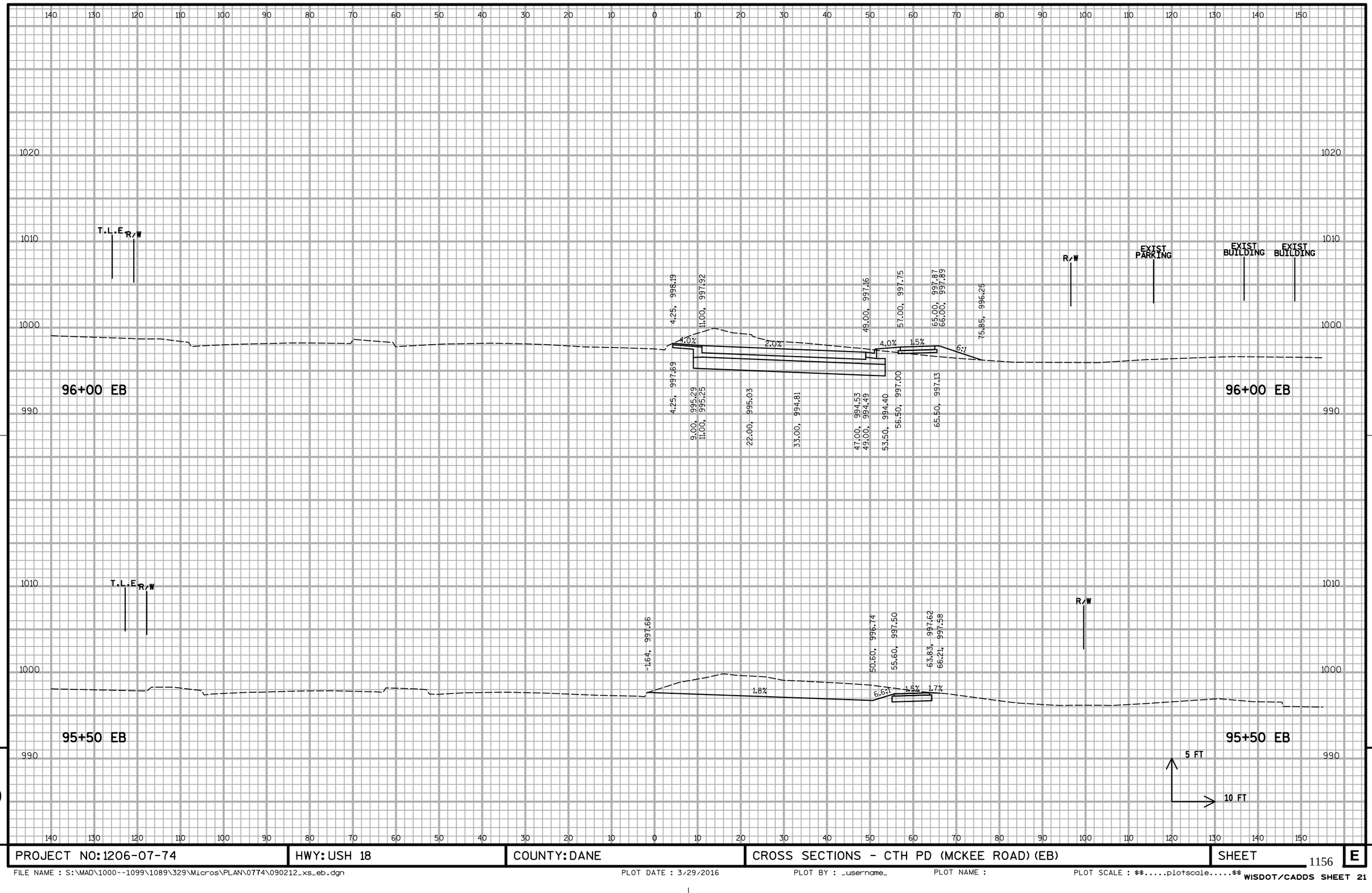
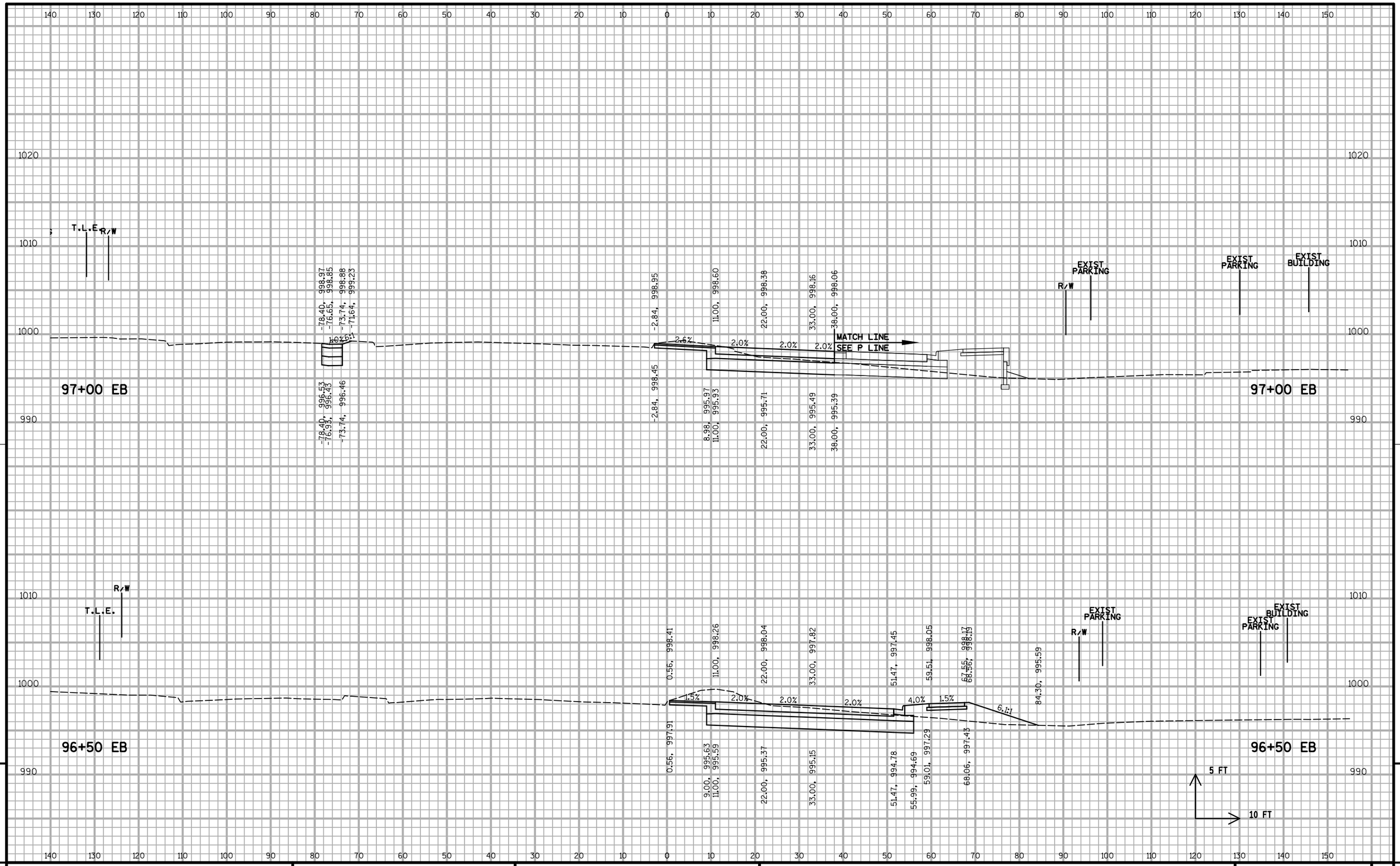
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - CTH PD (MCKEE ROAD) (EB) | SHEET 1155 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090212_xs_eb.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - CTH PD (MCKEE ROAD) (EB) | SHEET 1156 | E |
|---|---|---|---|---|---|

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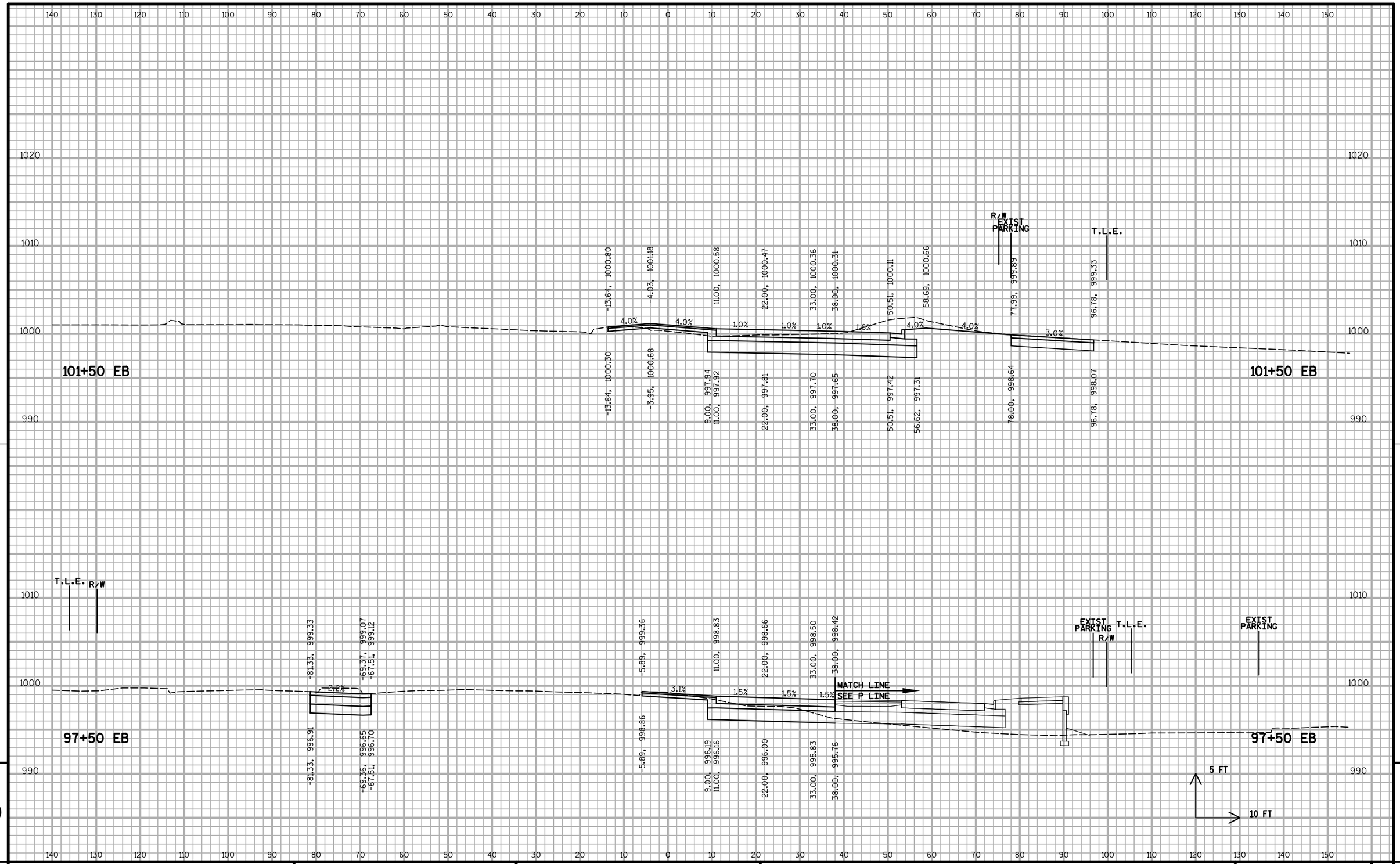
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - CTH PD (MCKEE ROAD) (EB) | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090212_xs_eb.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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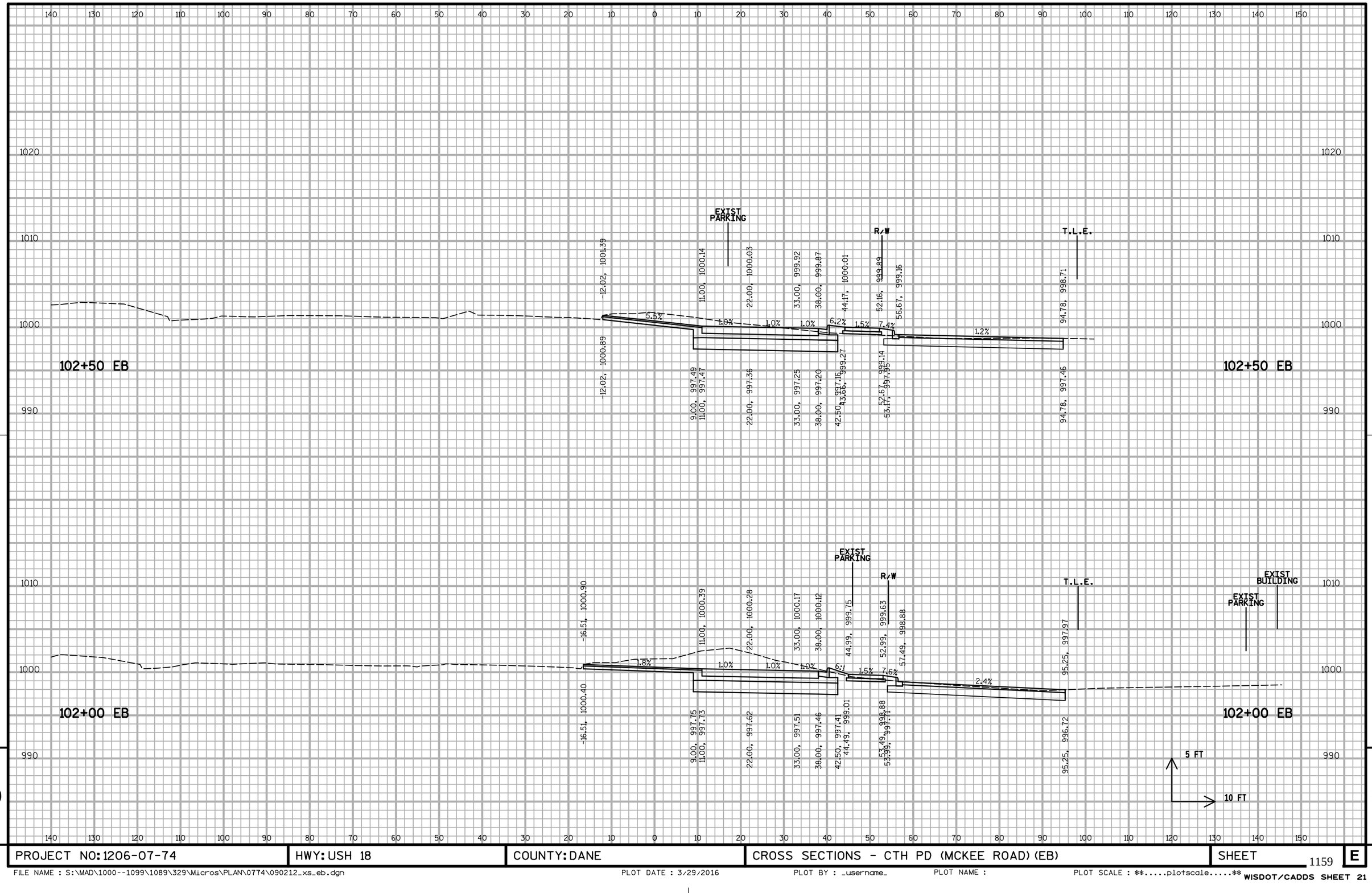
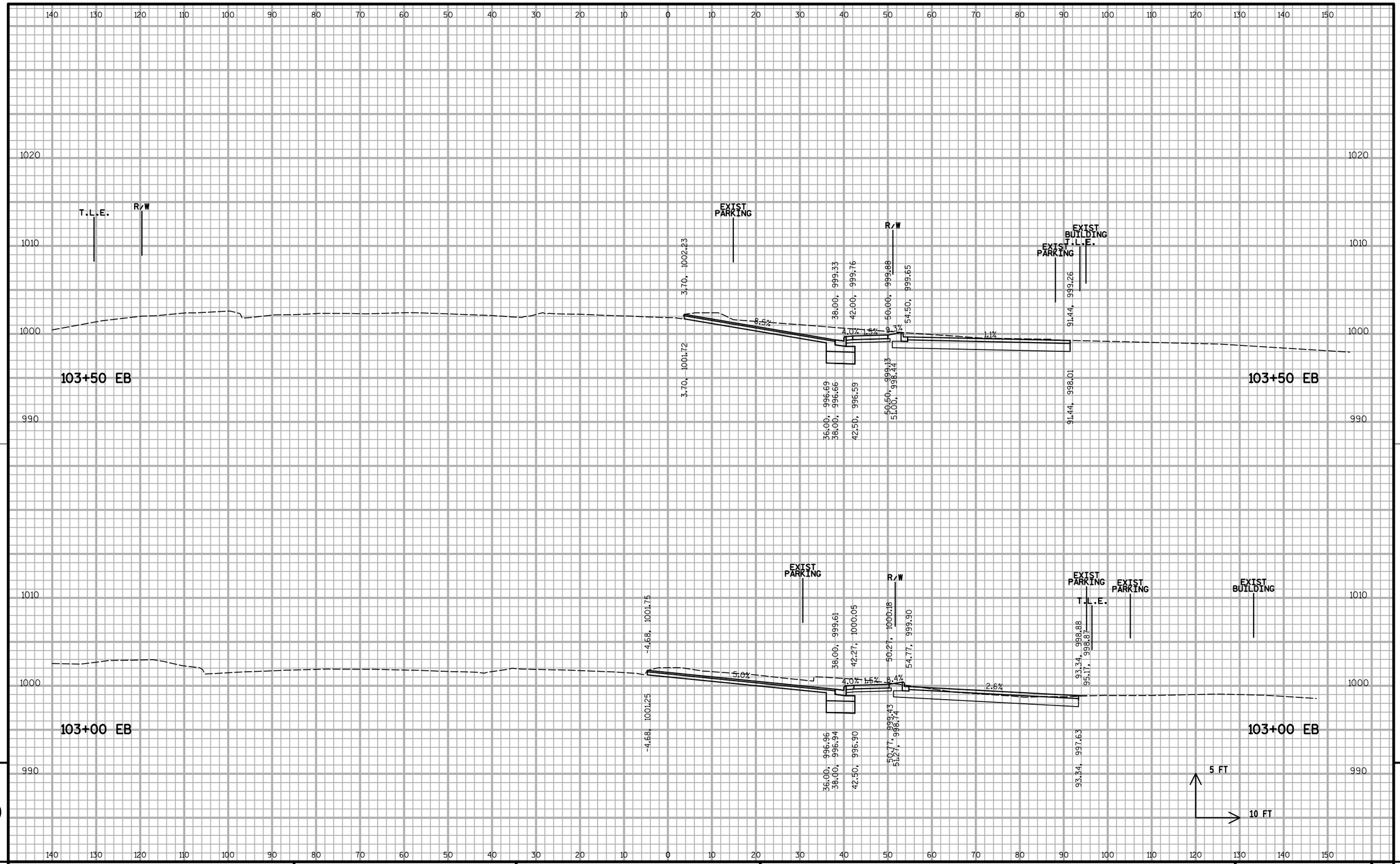
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - CTH PD (MCKEE ROAD) (EB) | SHEET 1158 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090212_xs_eb.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



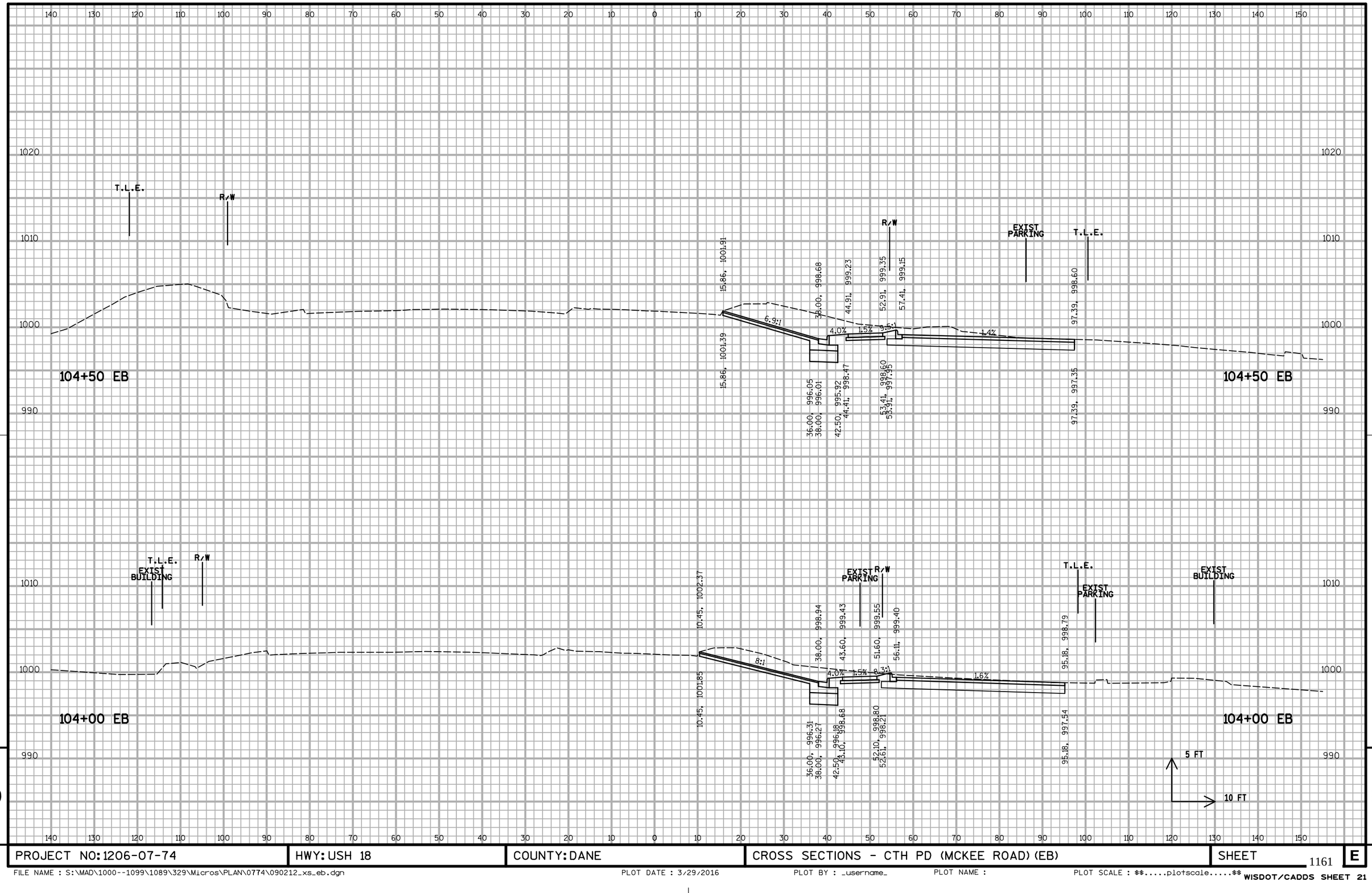

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - CTH PD (MCKEE ROAD) (EB) | SHEET 1159 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090212_xs_eb.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

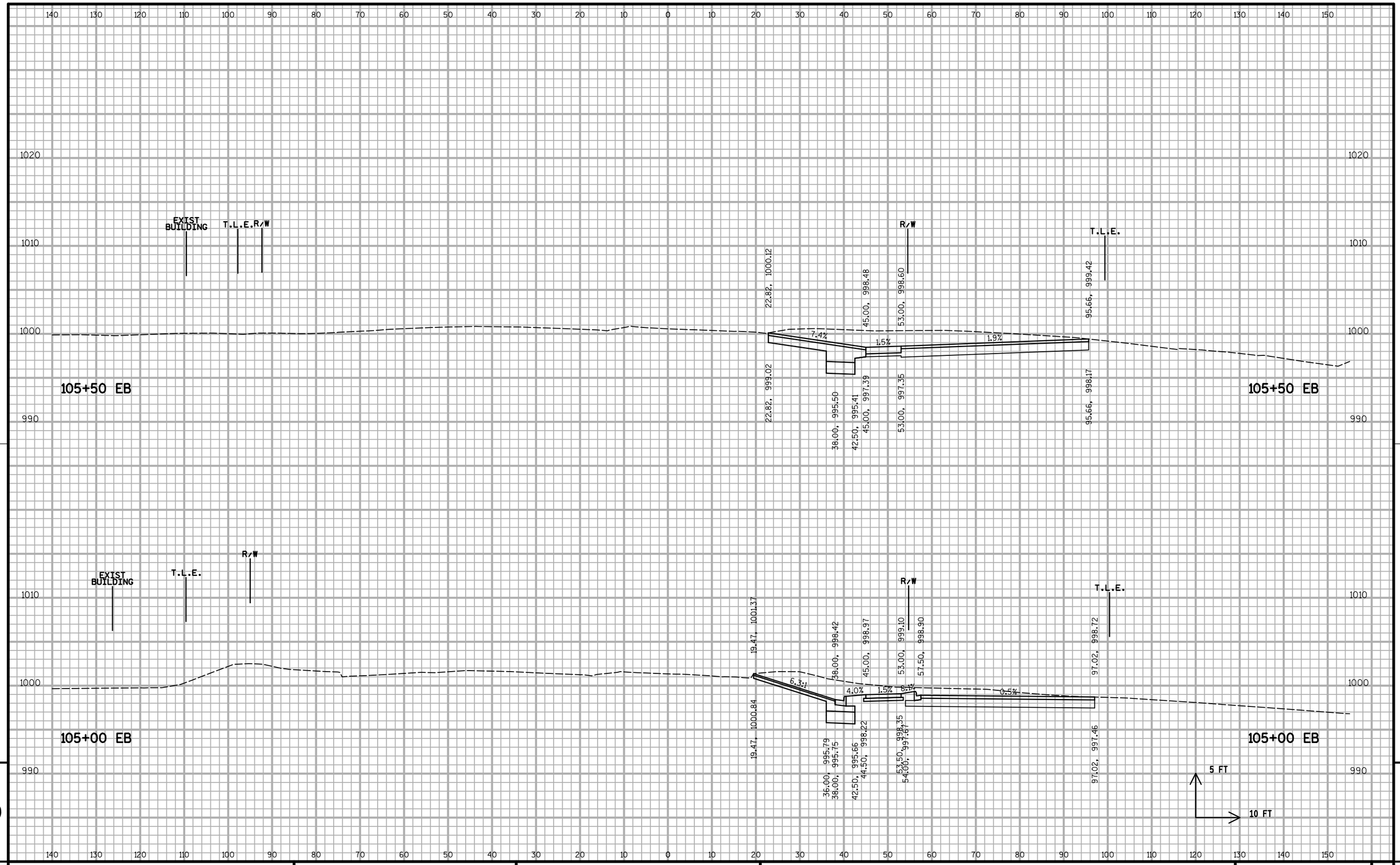



| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - CTH PD (MCKEE ROAD) (EB) | SHEET 1160 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090212_xs_eb.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - CTH PD (MCKEE ROAD) (EB) | SHEET 1161 | E |
|---|---|---|---|---|---|

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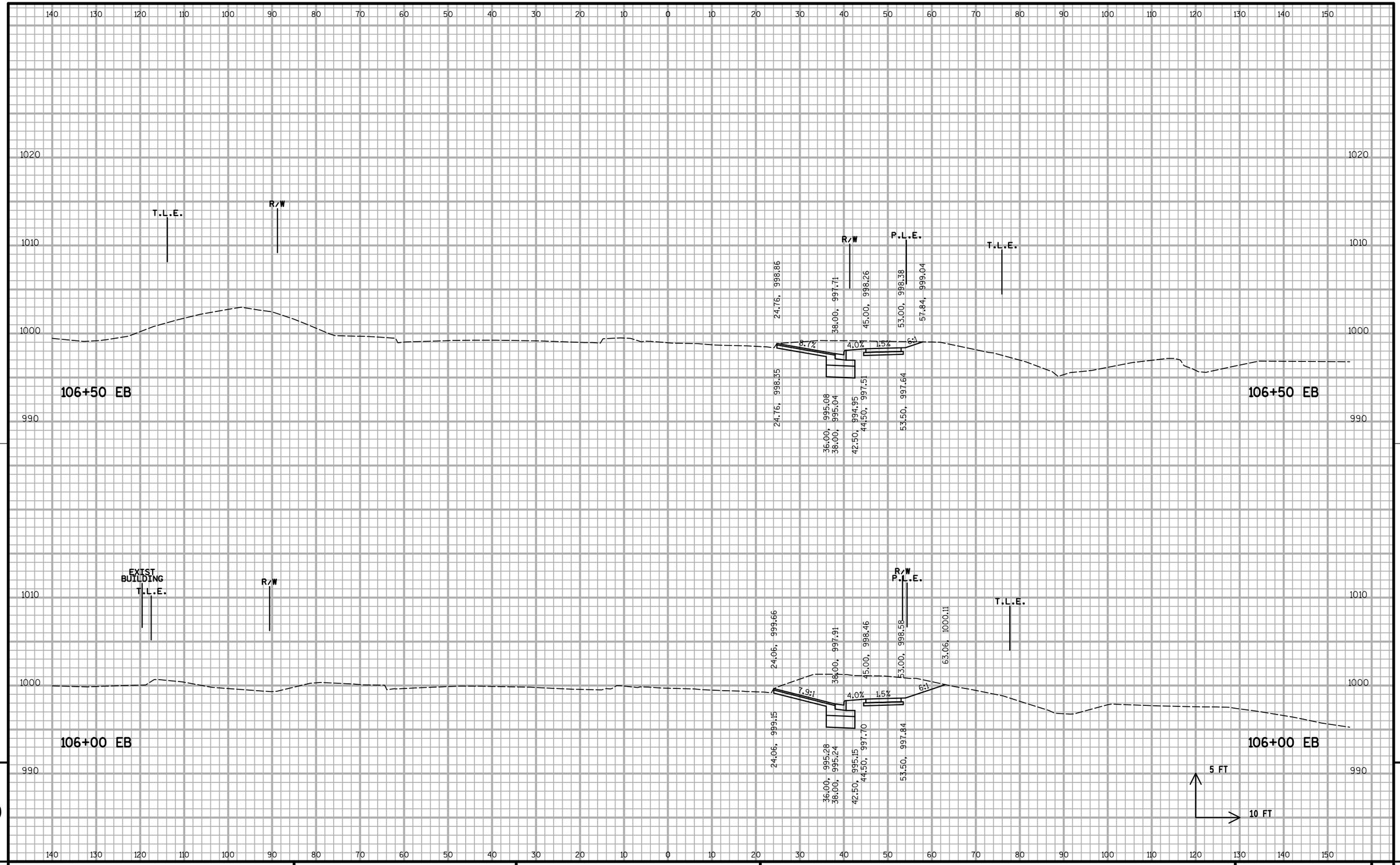
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - CTH PD (MCKEE ROAD) (EB) | SHEET | E |
|---|---|---|---|---|---|



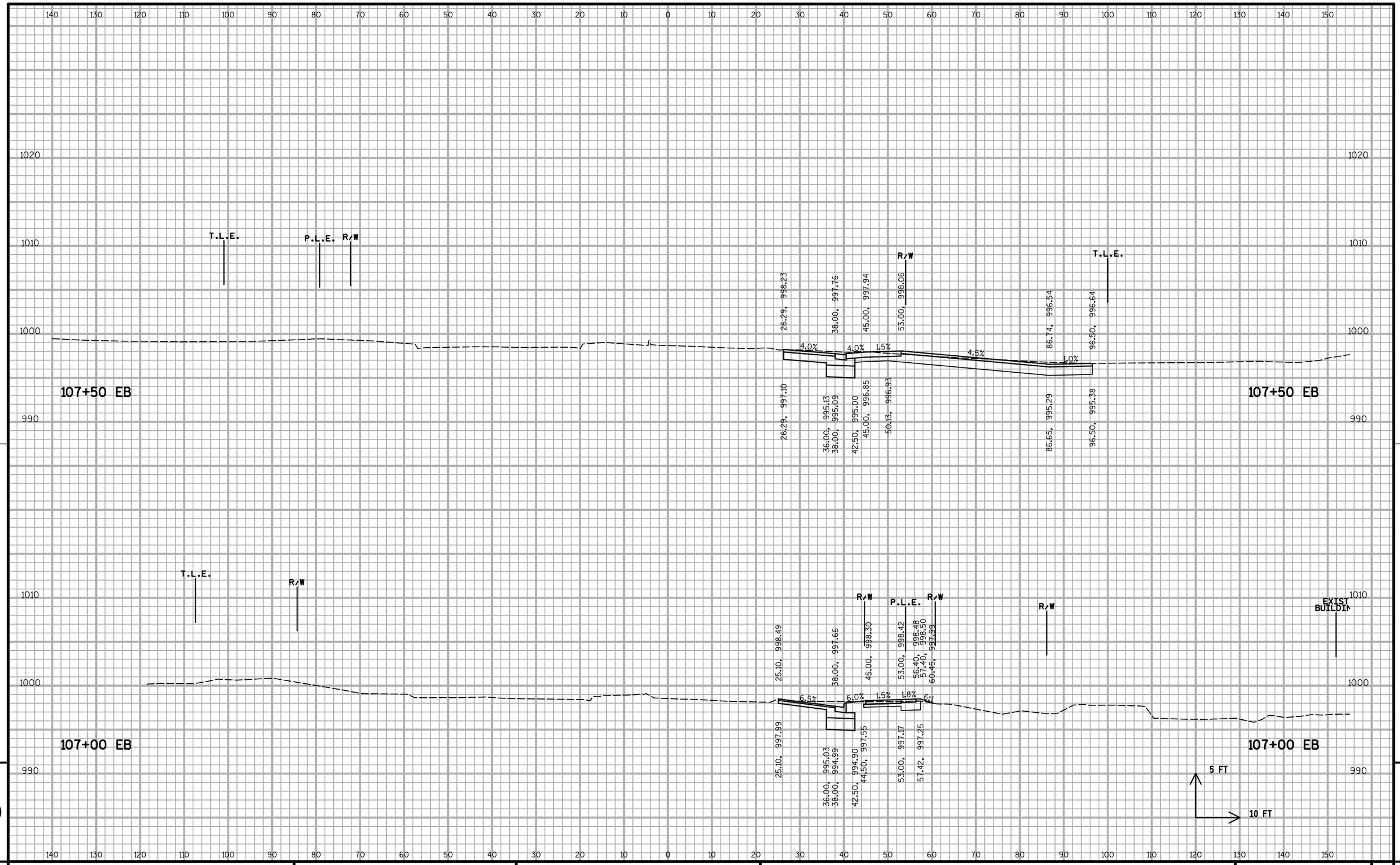
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090212_xs_eb.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - CTH PD (MCKEE ROAD) (EB) | SHEET 1163 | E |
|---|---|---|---|---|---|

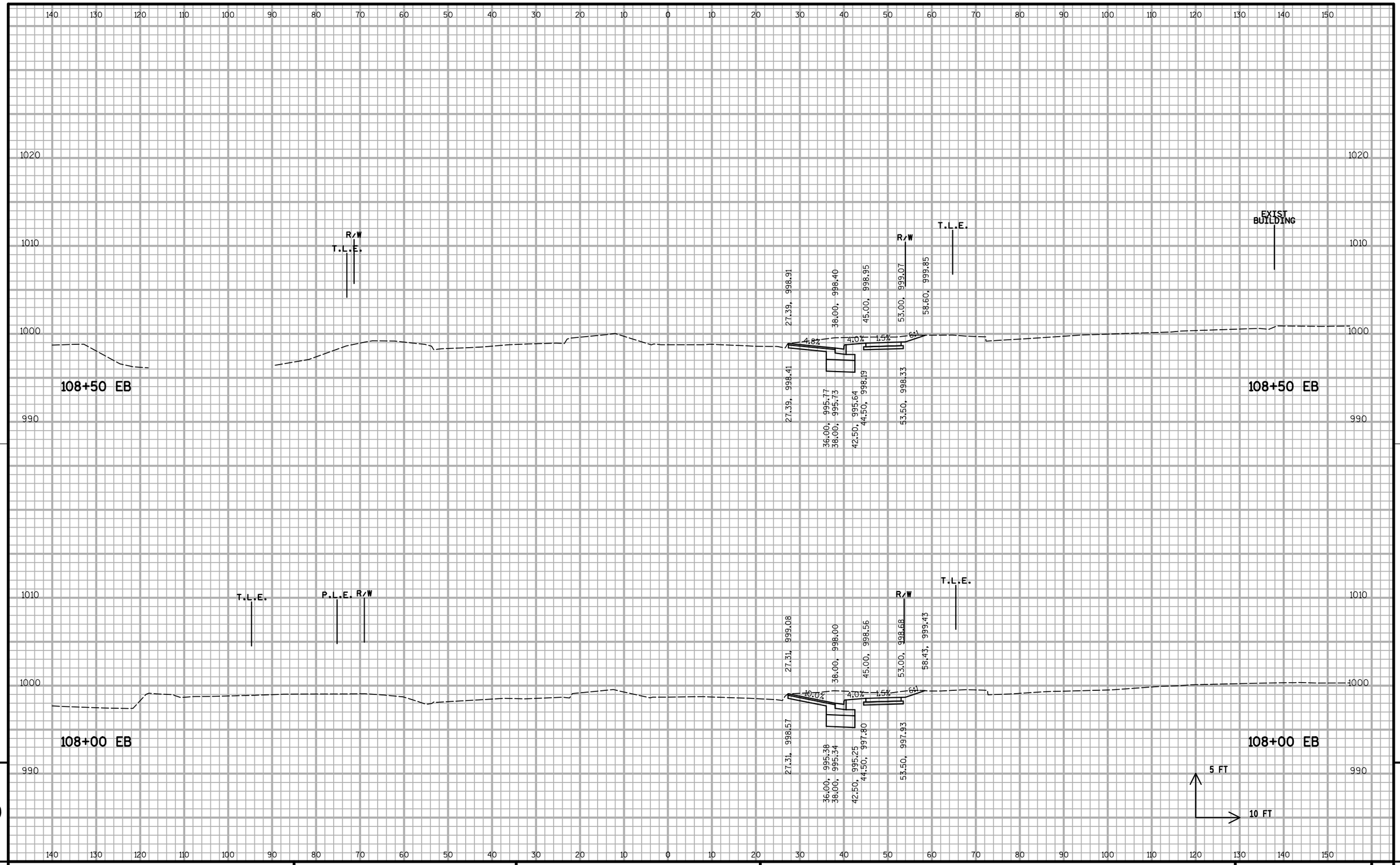
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090212_xs_eb.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - CTH PD (MCKEE ROAD) (EB) | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090212_xs_eb.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

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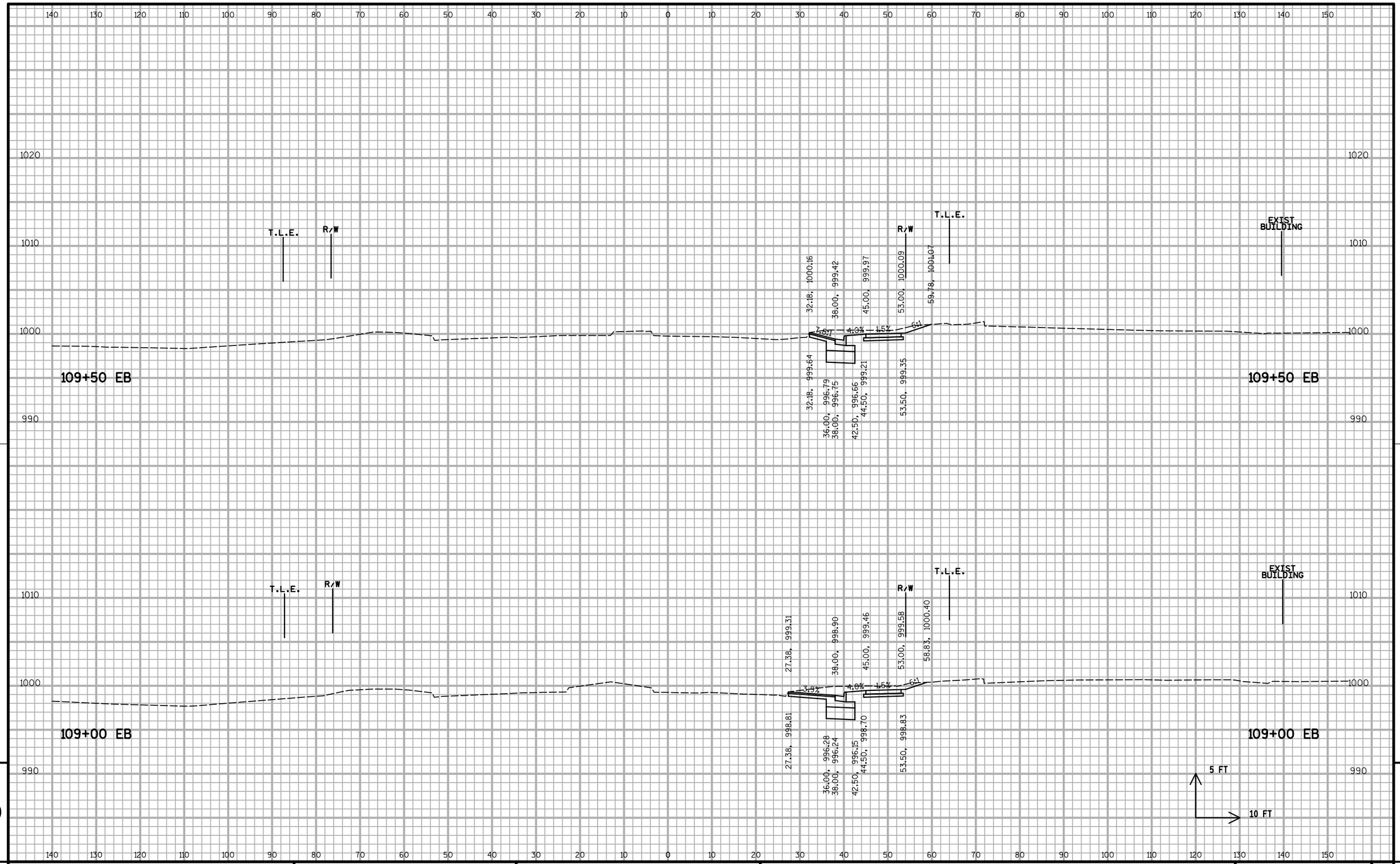
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - CTH PD (MCKEE ROAD) (EB) | SHEET | E |
|---|---|---|---|---|---|

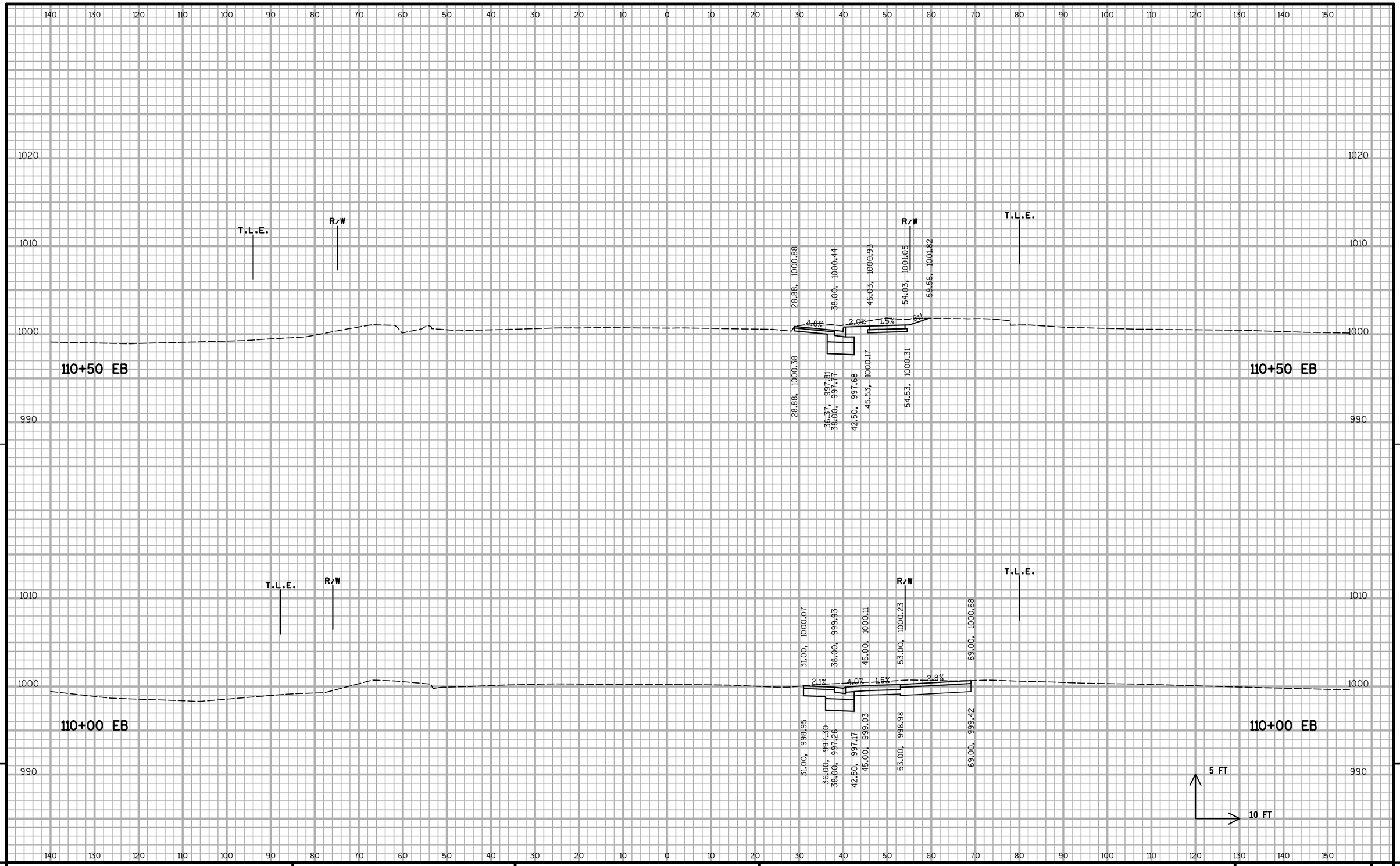


FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090212_xs_eb.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

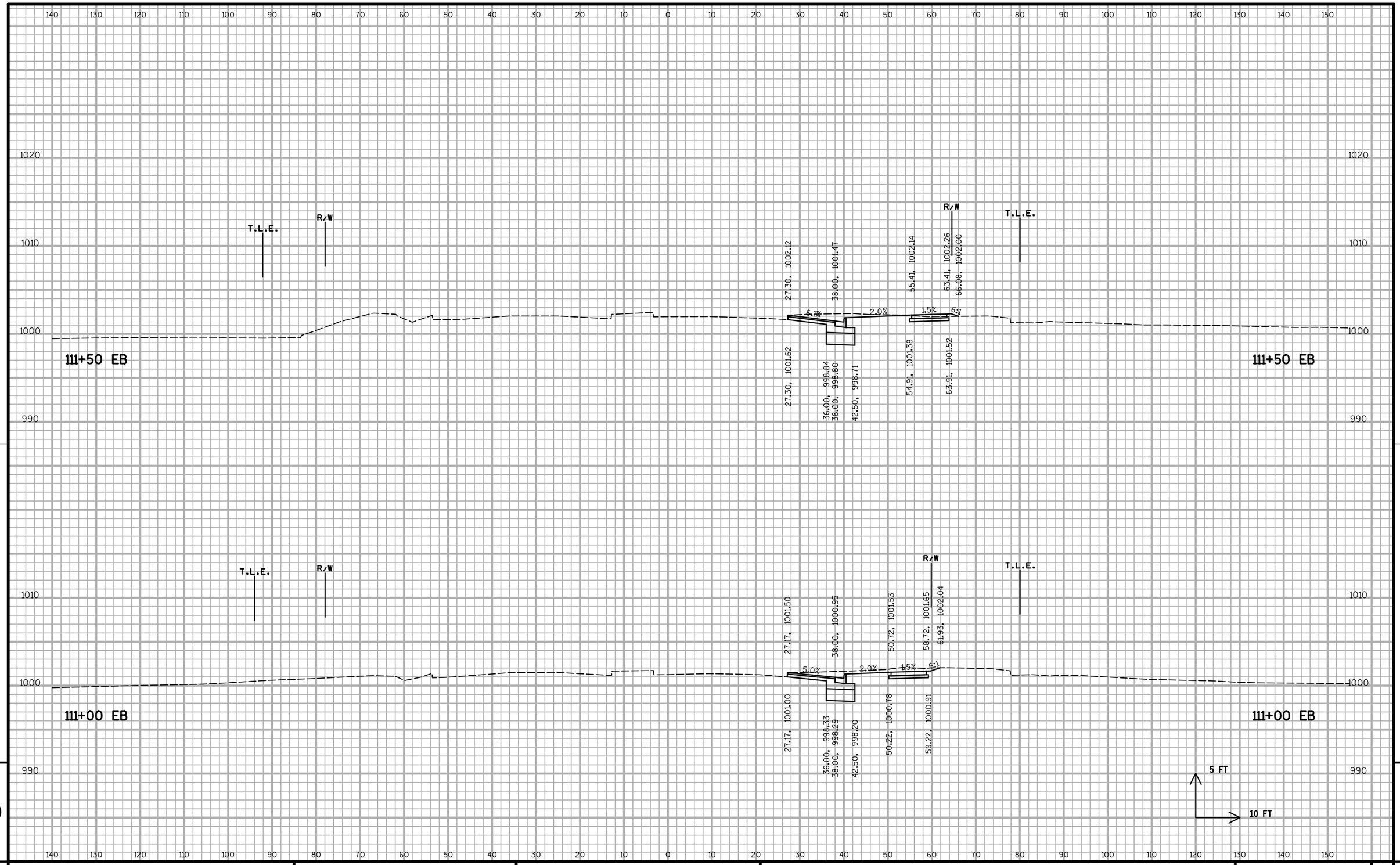



| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - CTH PD (MCKEE ROAD) (EB) | SHEET 1166 E |
|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090212_xs_eb.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - CTH PD (MCKEE ROAD) (EB) | SHEET 1167 | E |
|---|---|---|---|---|---|

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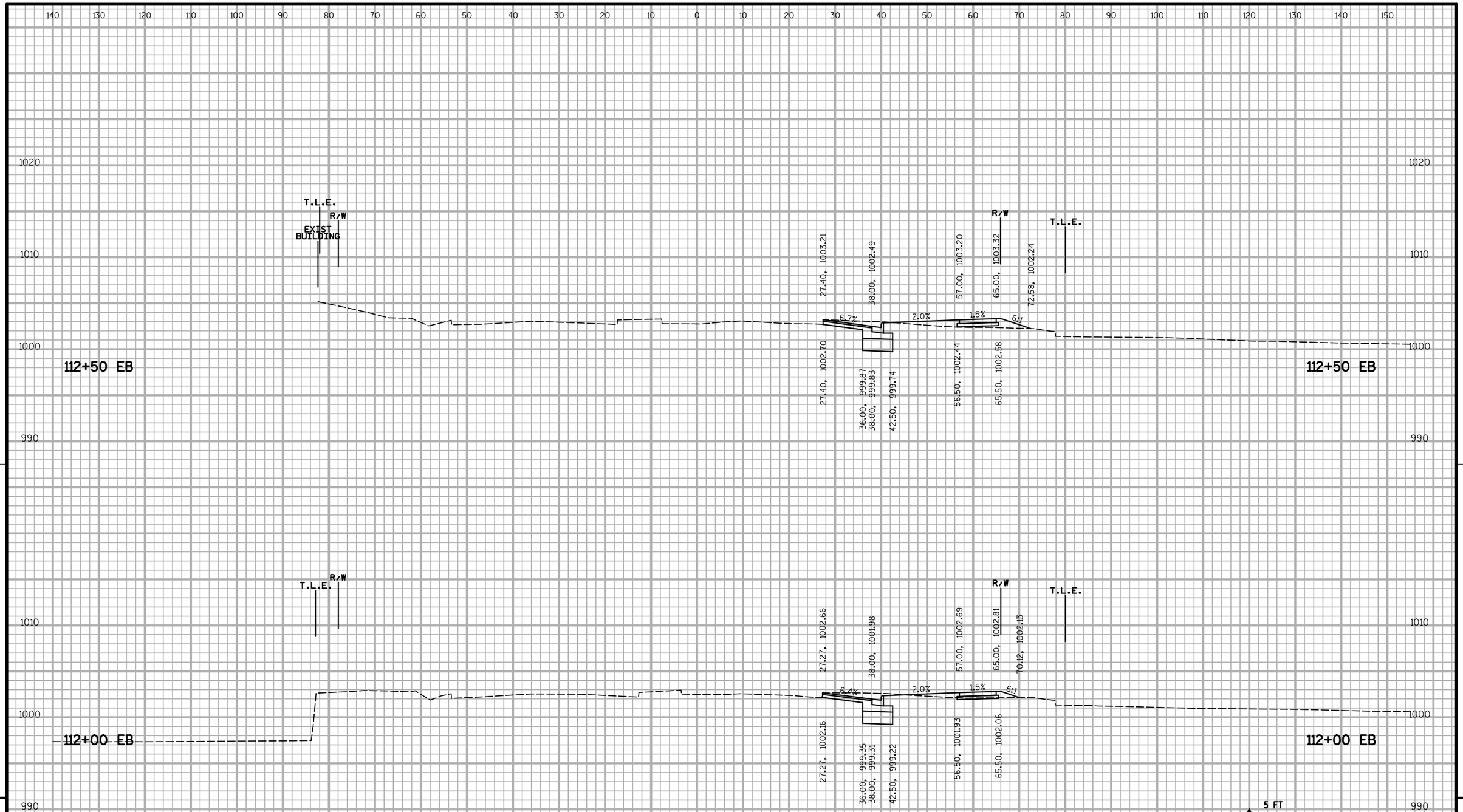
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - CTH PD (MCKEE ROAD) (EB) | SHEET 1168 | E |
|---|---|---|---|---|---|

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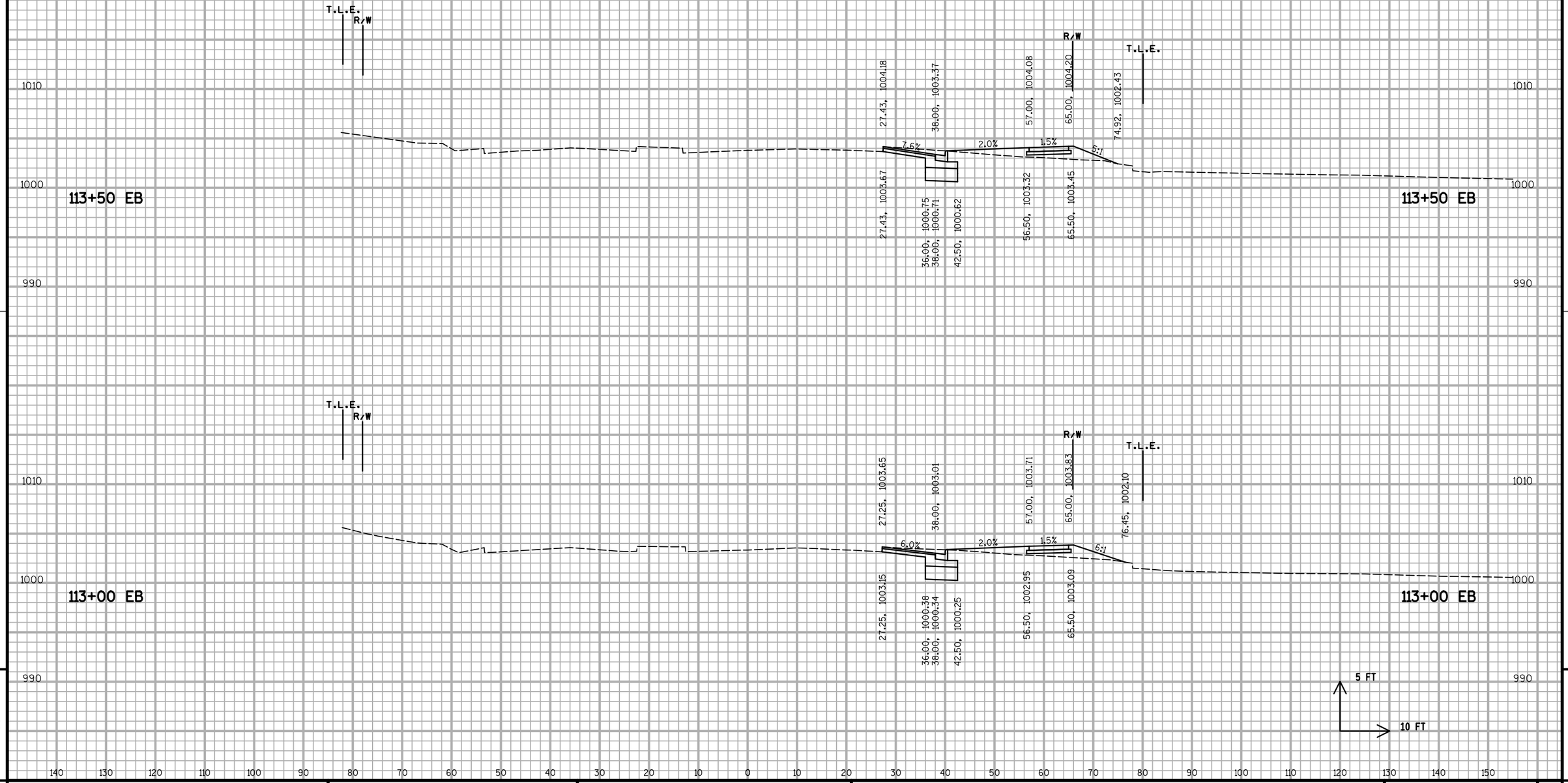
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - CTH PD (MCKEE ROAD) (EB) | SHEET 1169 | E |
|---|---|---|---|---|---|

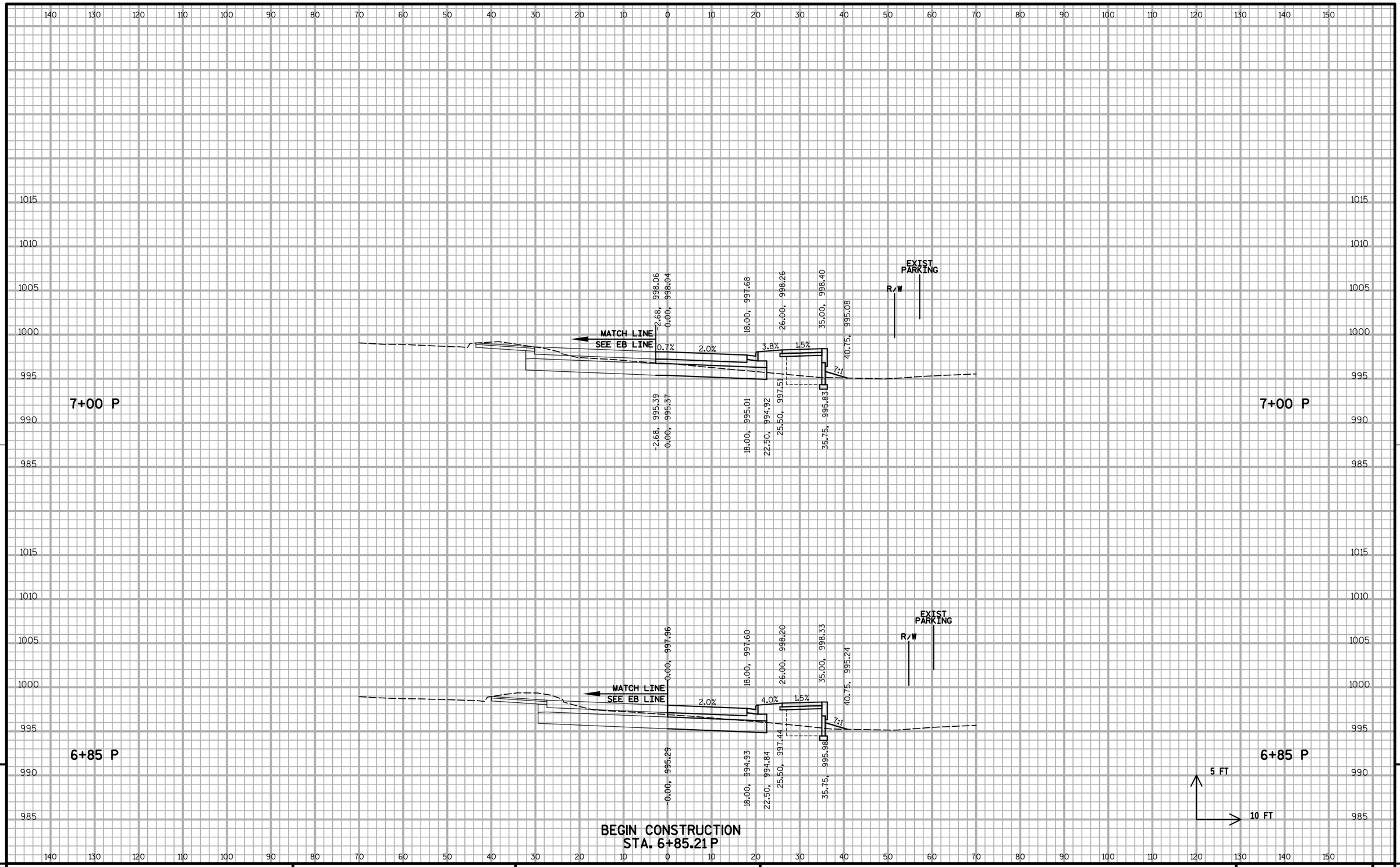
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090212_xs_eb.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

## END CONSTRUCTION
## STA. 114+15.81 EB




| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - CTH PD (MCKEE ROAD) (EB) | SHEET 1170 E |

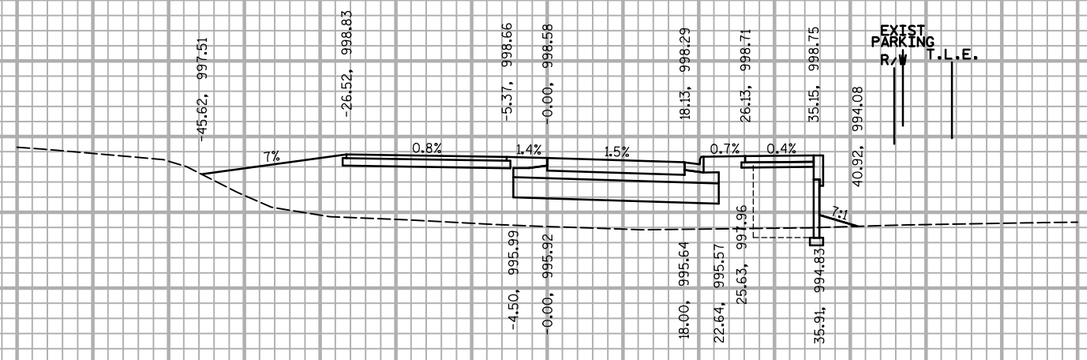
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090212_xs_eb.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - P RAMP (P) | SHEET 1171 | E |
|---|---|---|---|---|---|

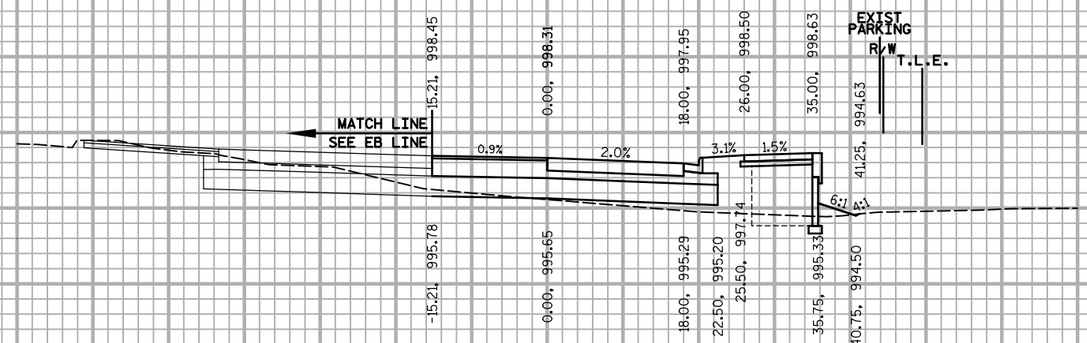
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090215_xs_p.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

## END CONSTRUCTION
## STA. 8+45.23 P




8+00 P

8+00 P




7+50 P

7+50 P

5 FT

10 FT

9

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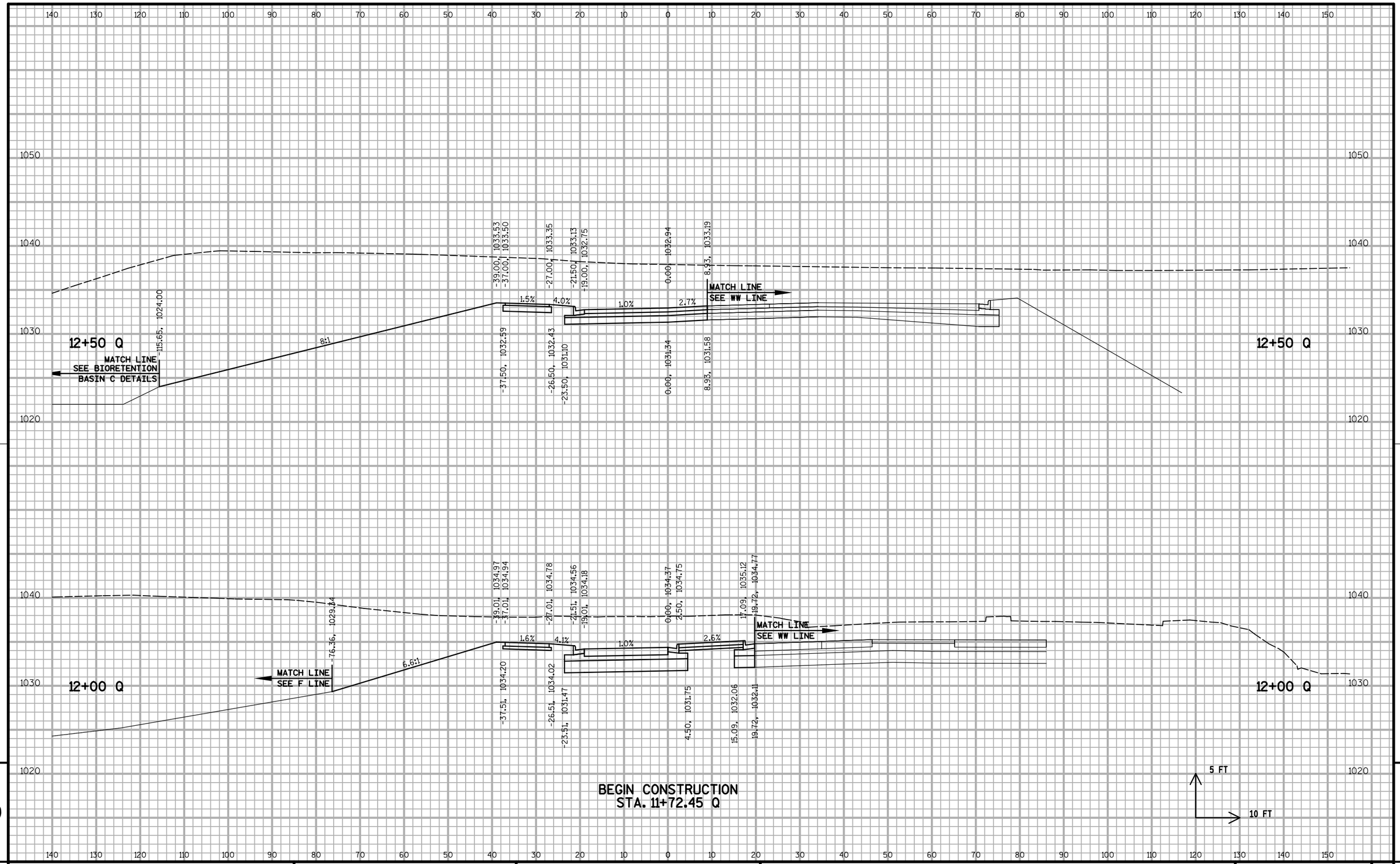
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - P RAMP (P) | SHEET 1172 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090215_xs_p.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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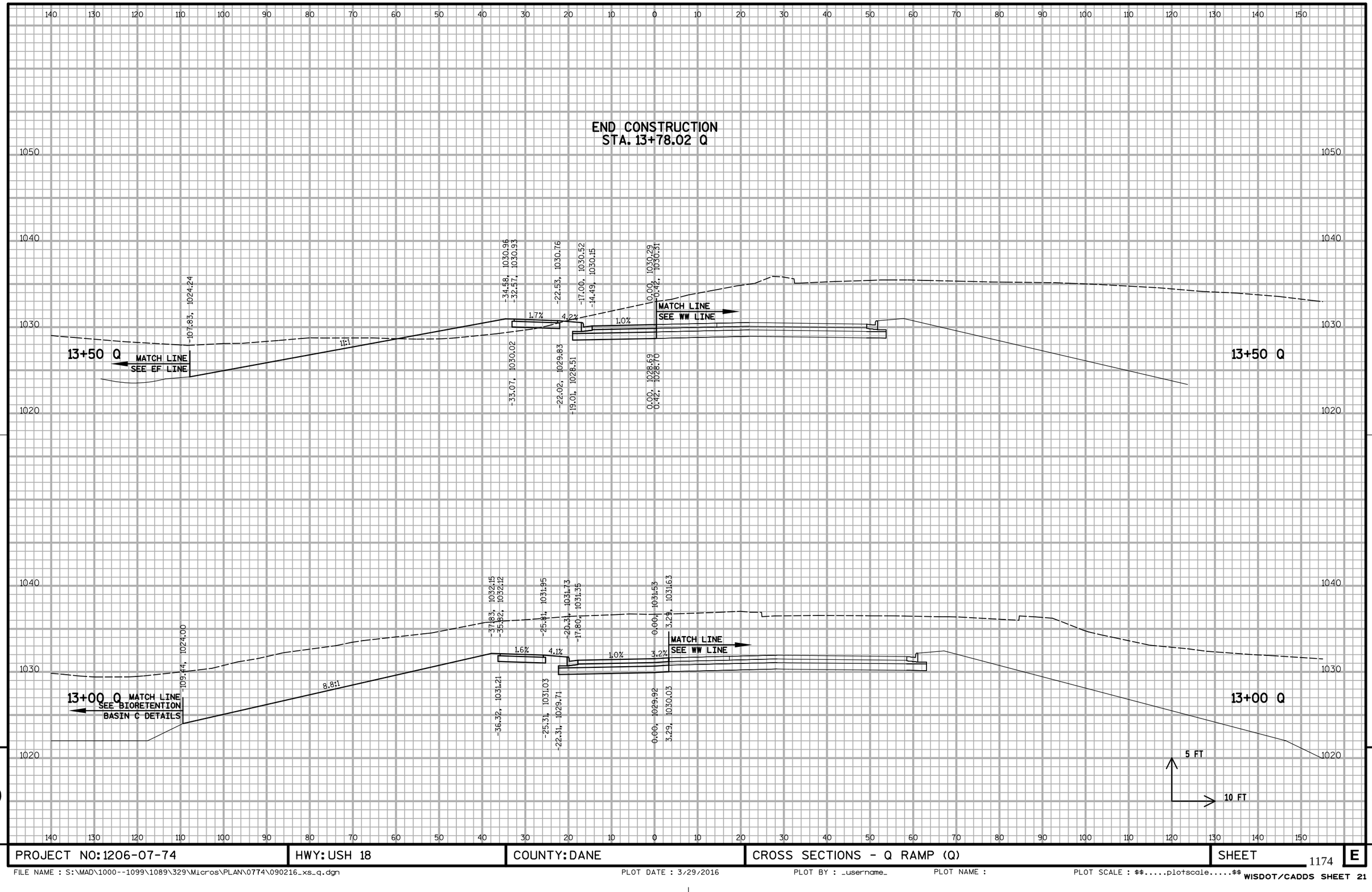
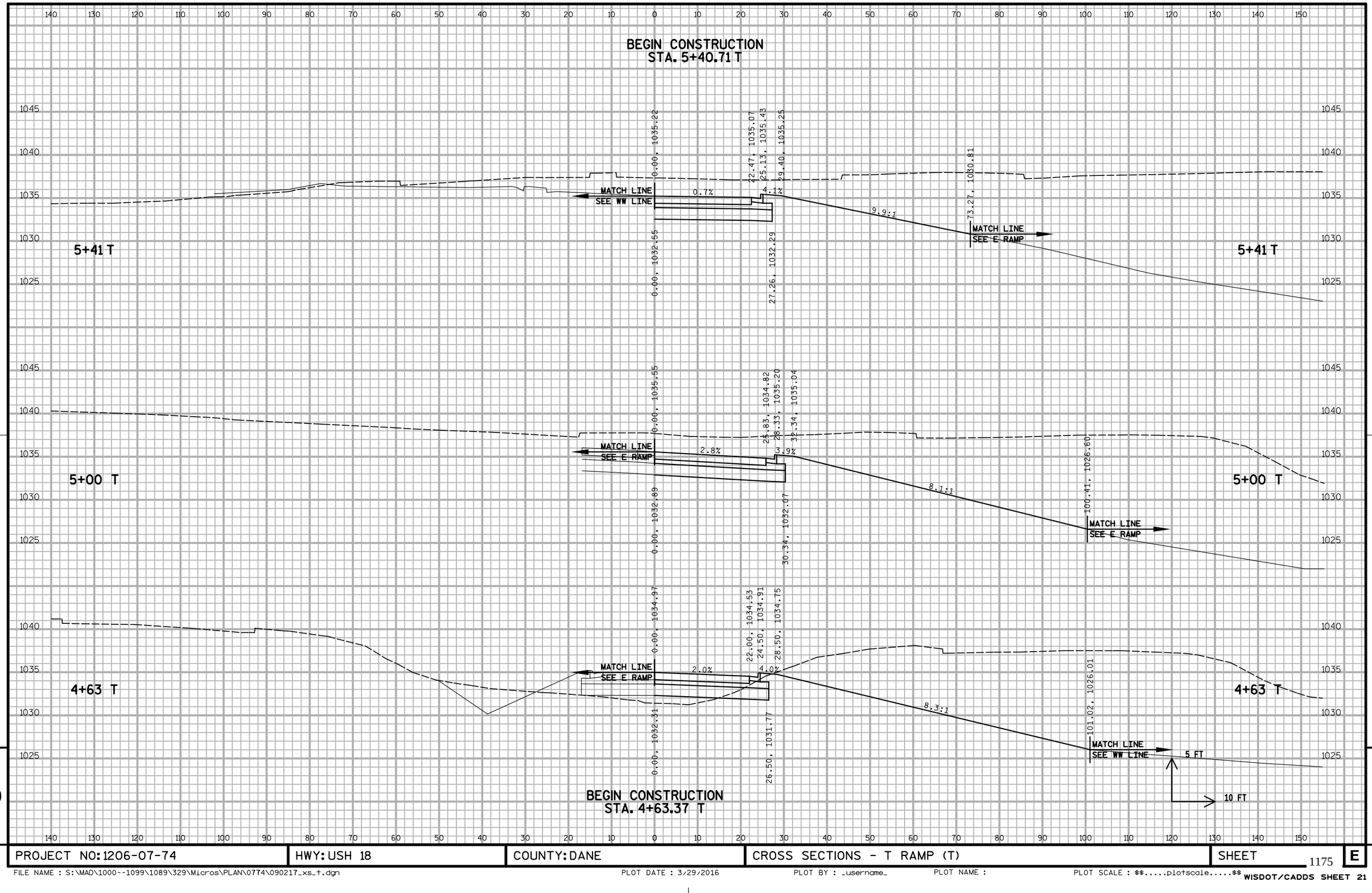
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - Q RAMP (Q) | SHEET 1173 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090216_xs_q.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



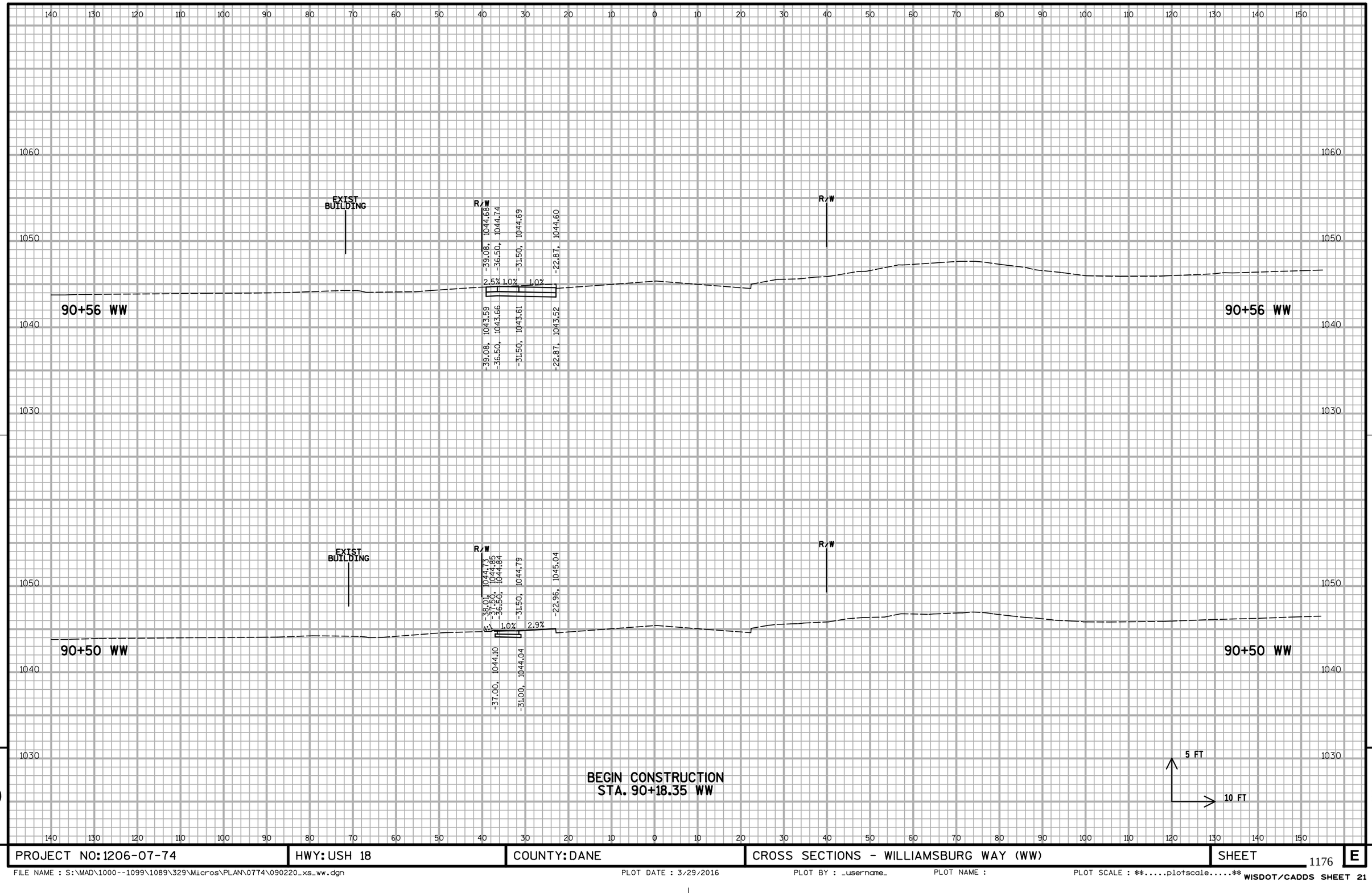

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - Q RAMP (Q) | SHEET 1174 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090216_xs_q.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - T RAMP (T) | SHEET 1175 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090217_xs_t.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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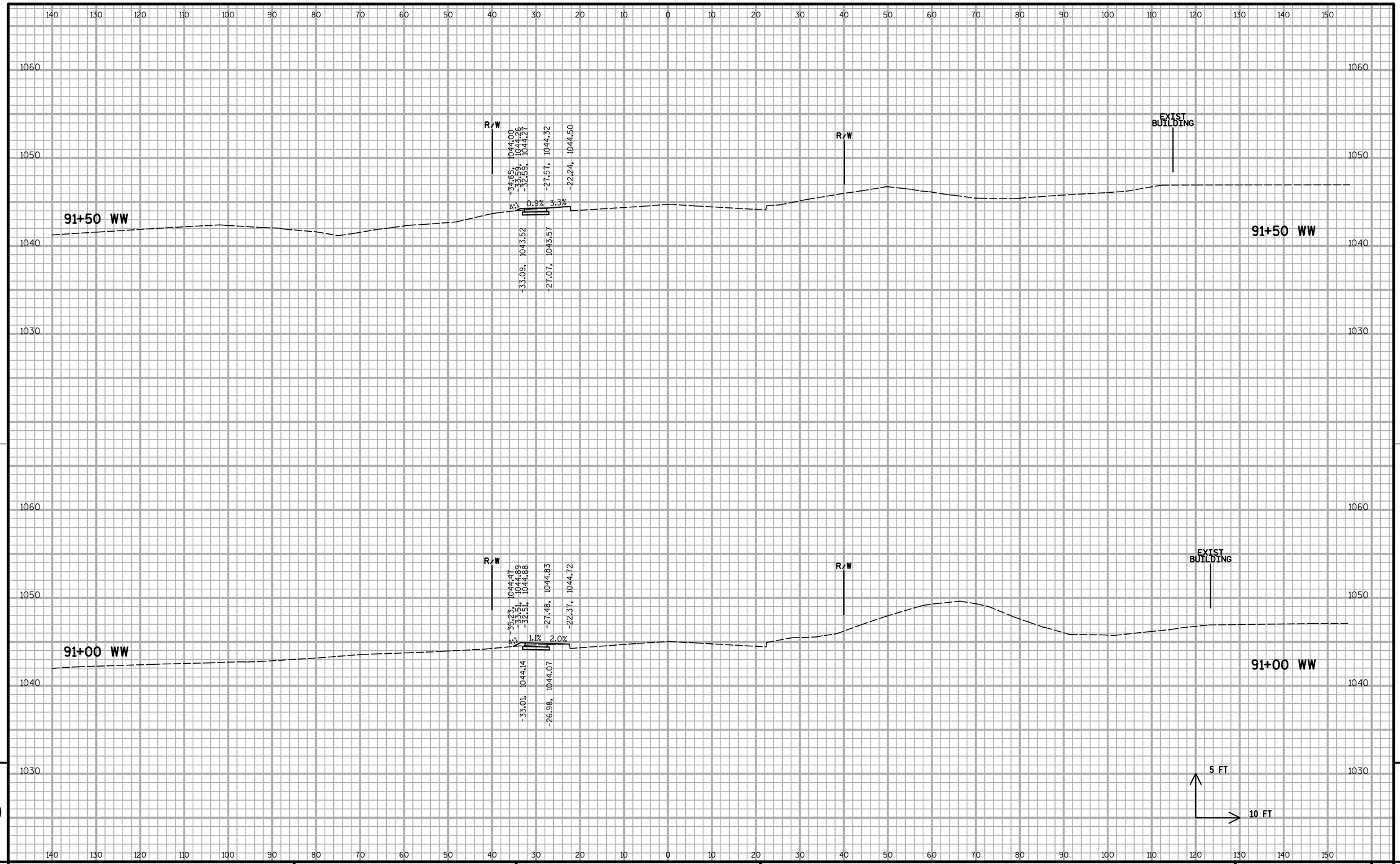
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - WILLIAMSBURG WAY (WW) | SHEET 1176 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090220_xs_ww.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21

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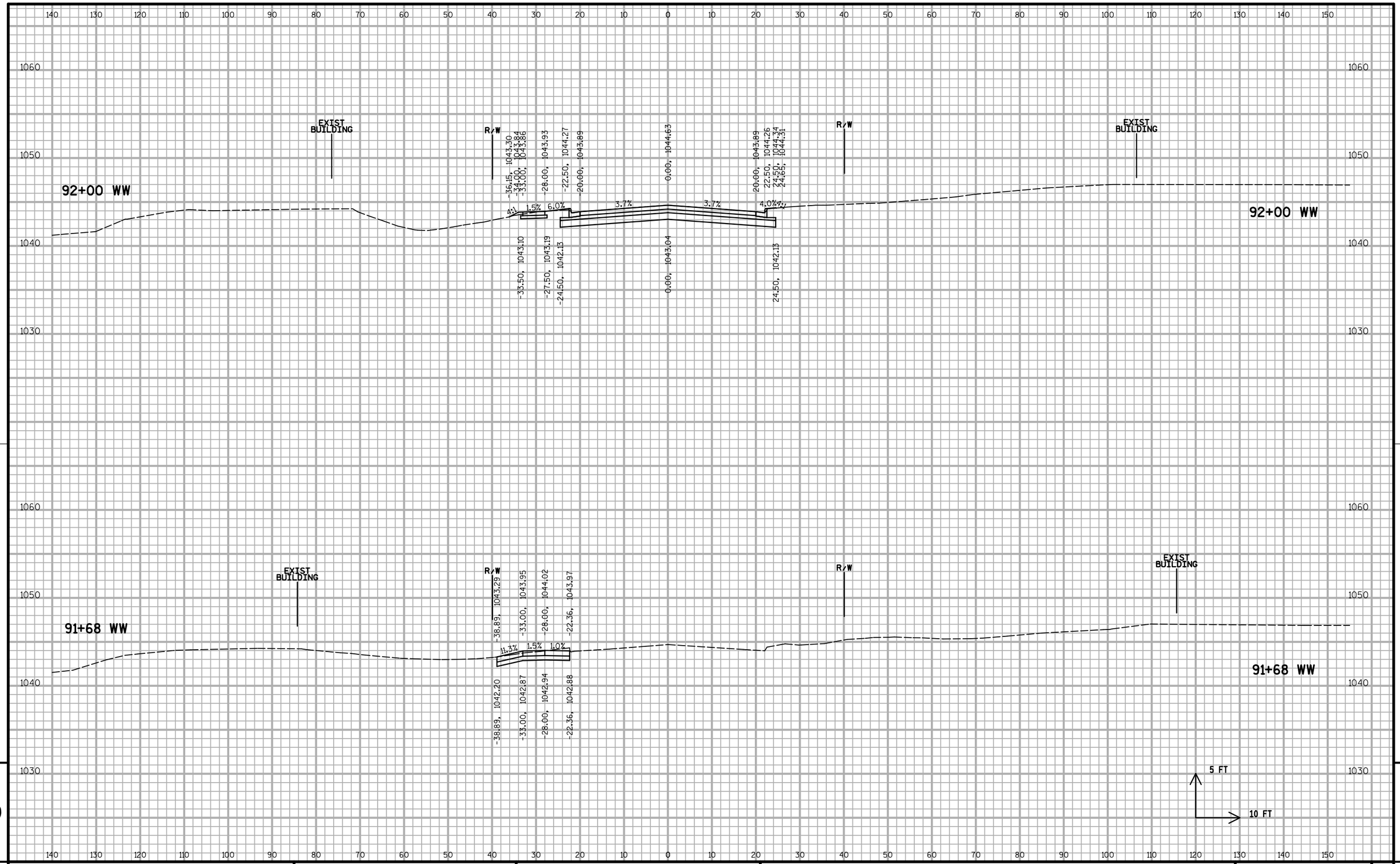
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - WILLIAMSBURG WAY (WW) | SHEET 1177 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090220_xs_ww.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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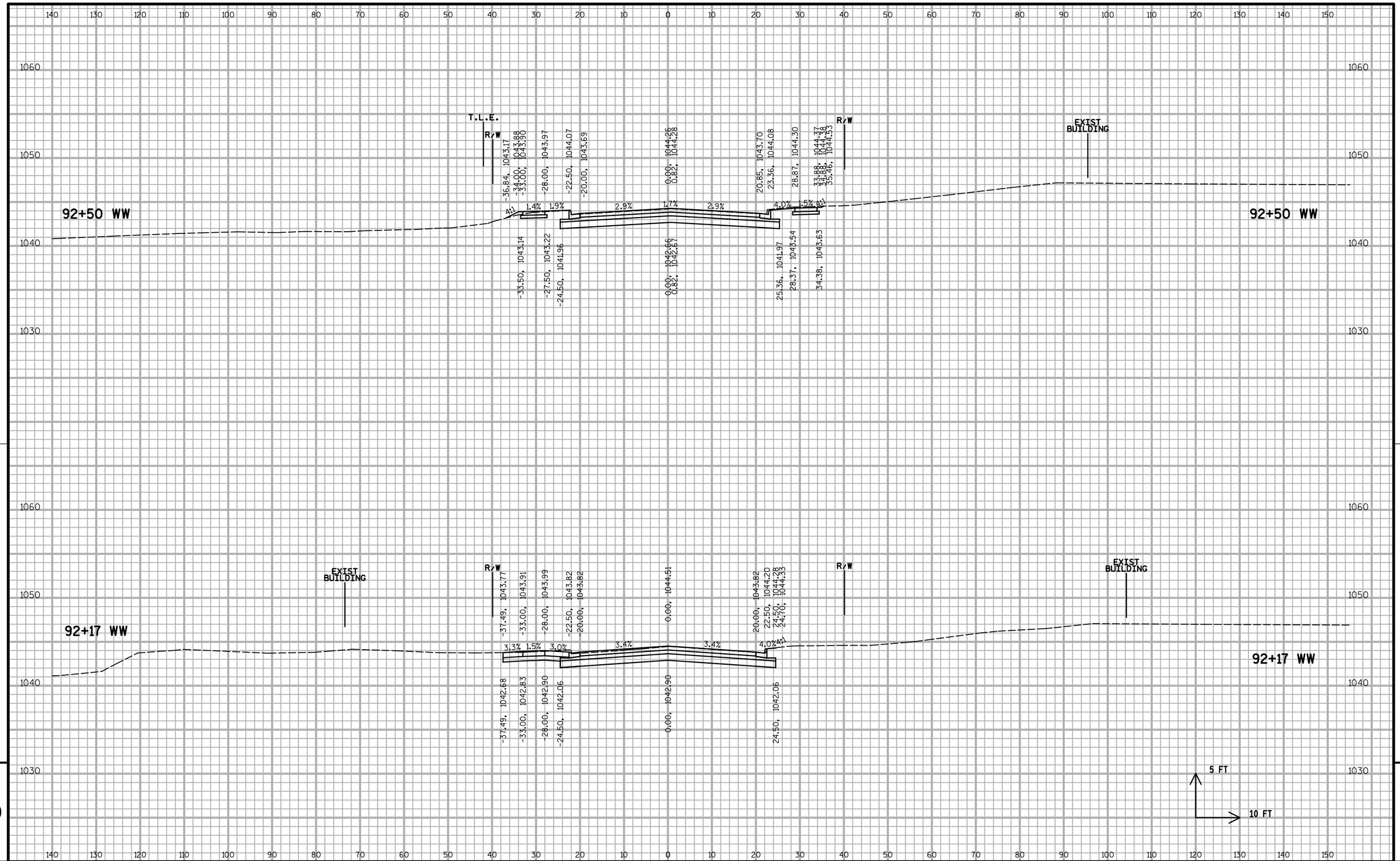
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - WILLIAMSBURG WAY (WW) | SHEET 1178 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090220_xs_ww.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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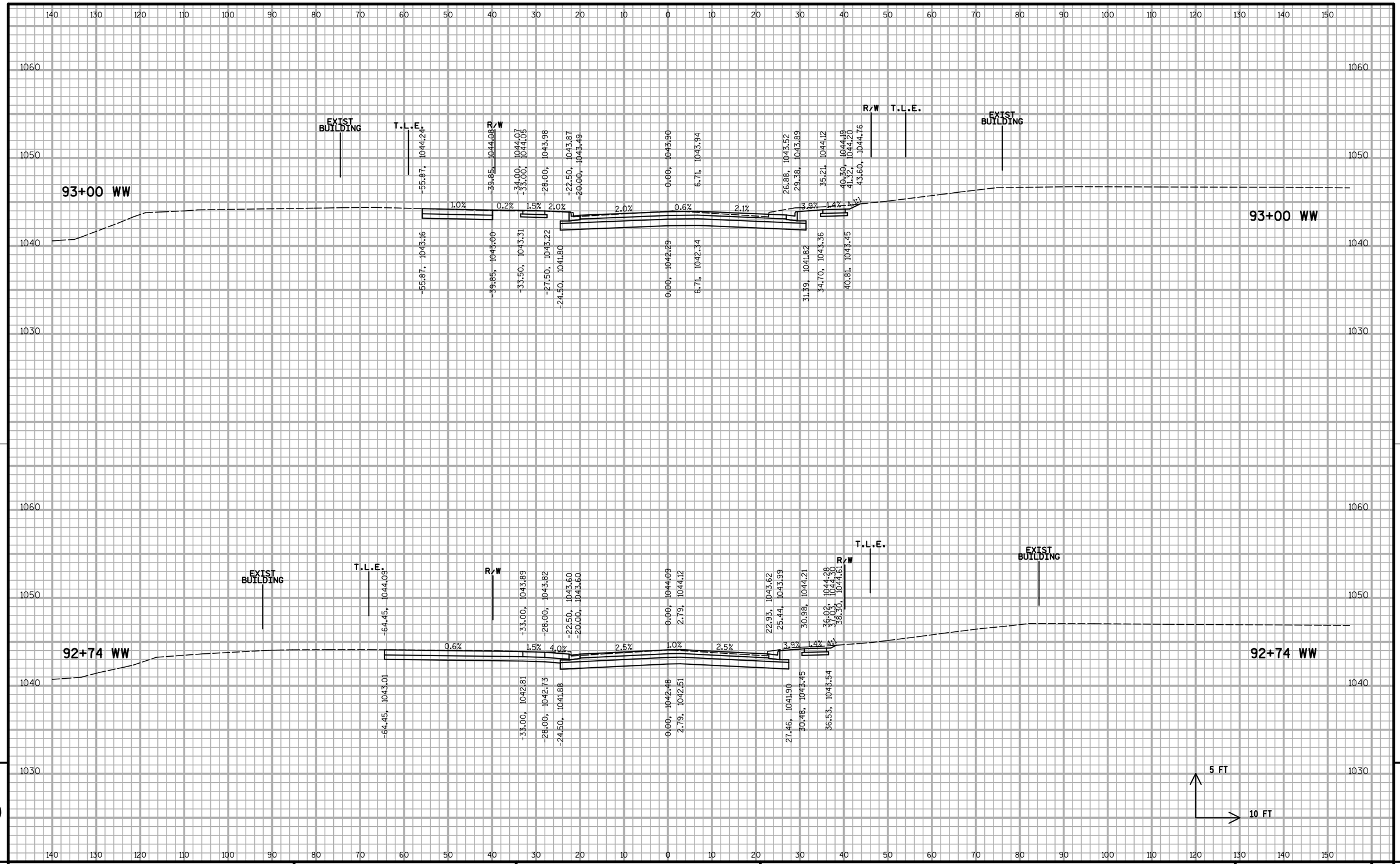
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - WILLIAMSBURG WAY (WW) | SHEET 1179 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090220_xs_ww.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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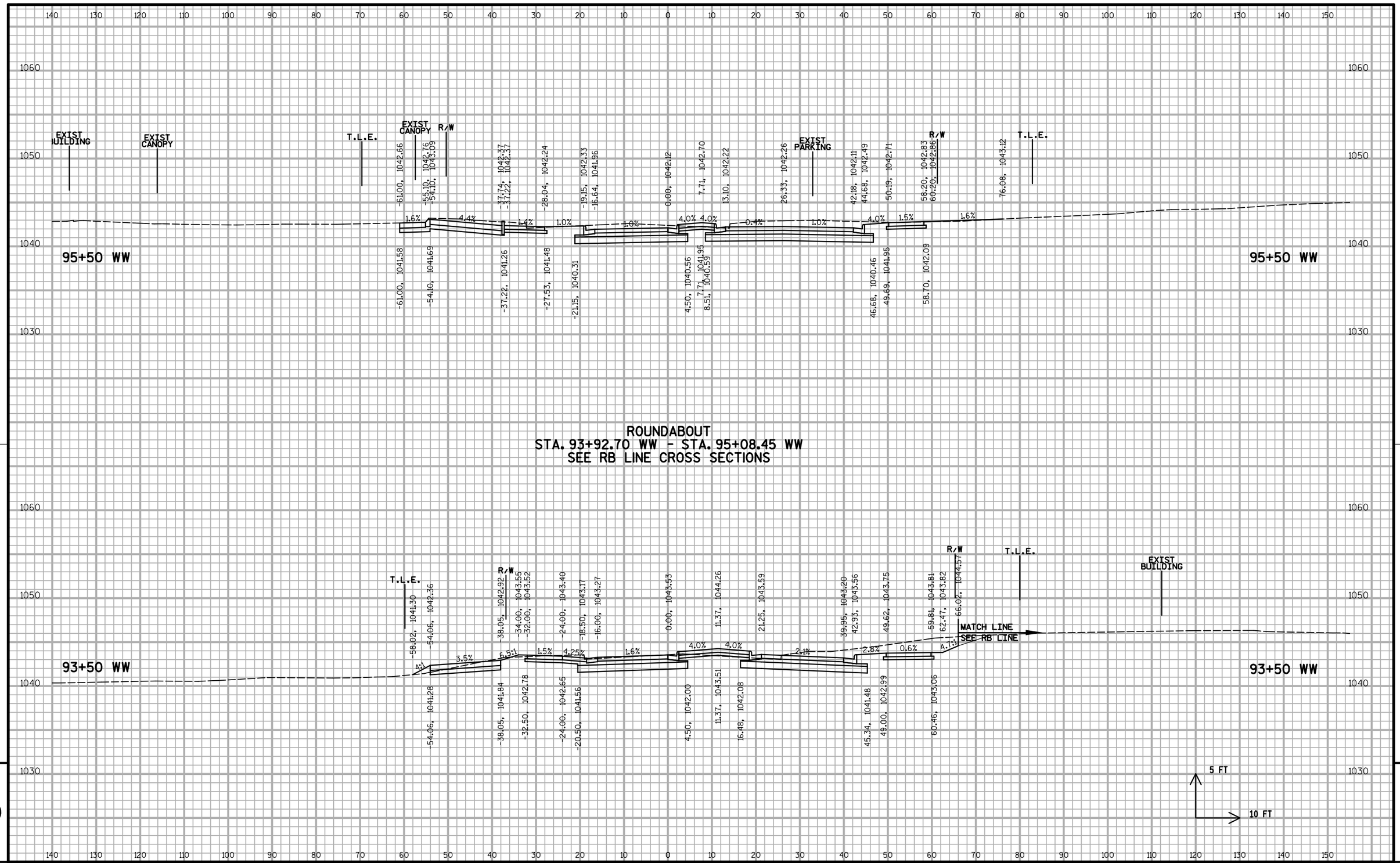
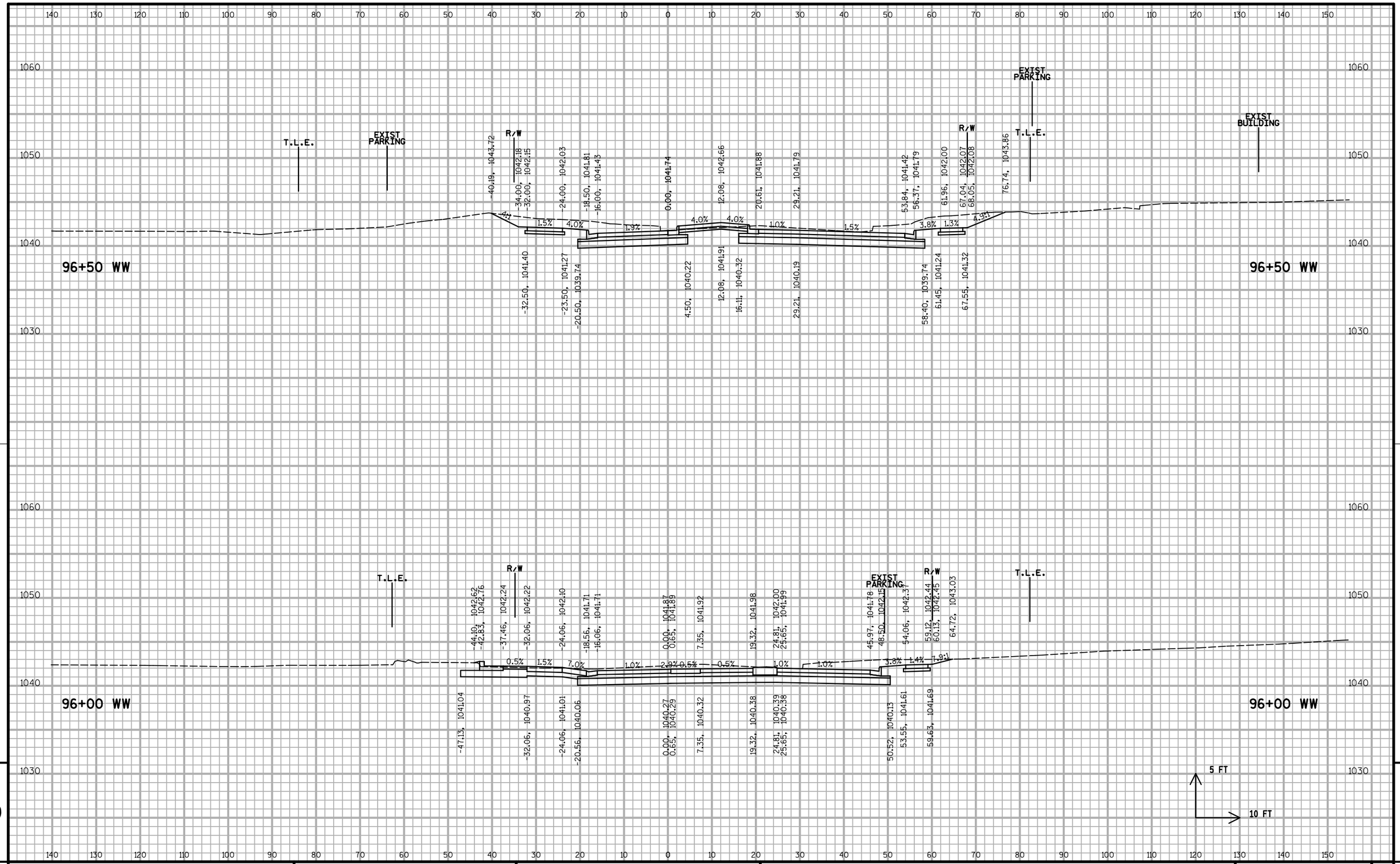
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - WILLIAMSBURG WAY (WW) | SHEET 1180 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090220_xs_ww.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - WILLIAMSBURG WAY (WW) | SHEET 1181 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090220_xs_ww.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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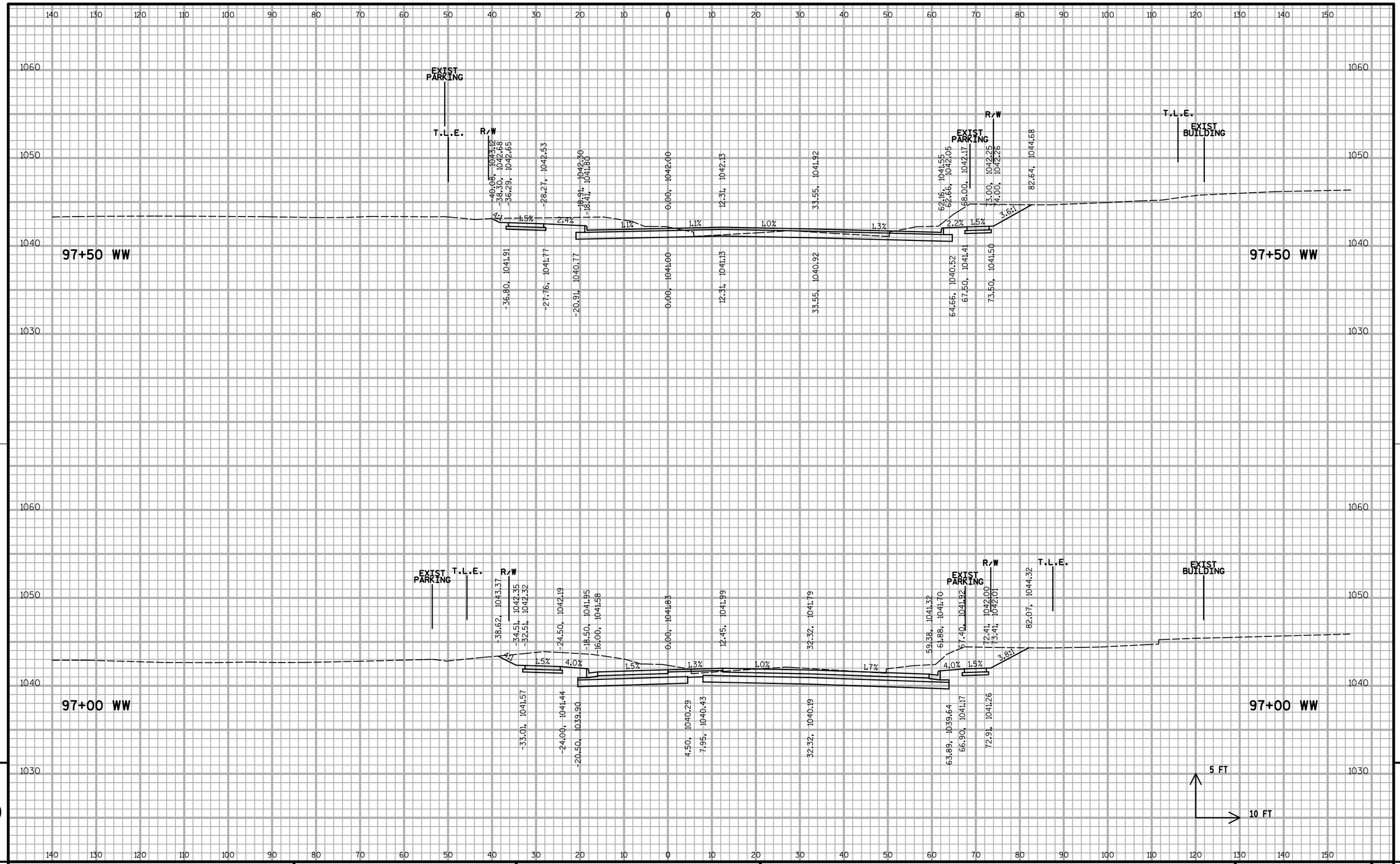
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - WILLIAMSBURG WAY (WW) | SHEET 1182 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090220_xs_ww.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - WILLIAMSBURG WAY (WW) | SHEET 1183 | E |
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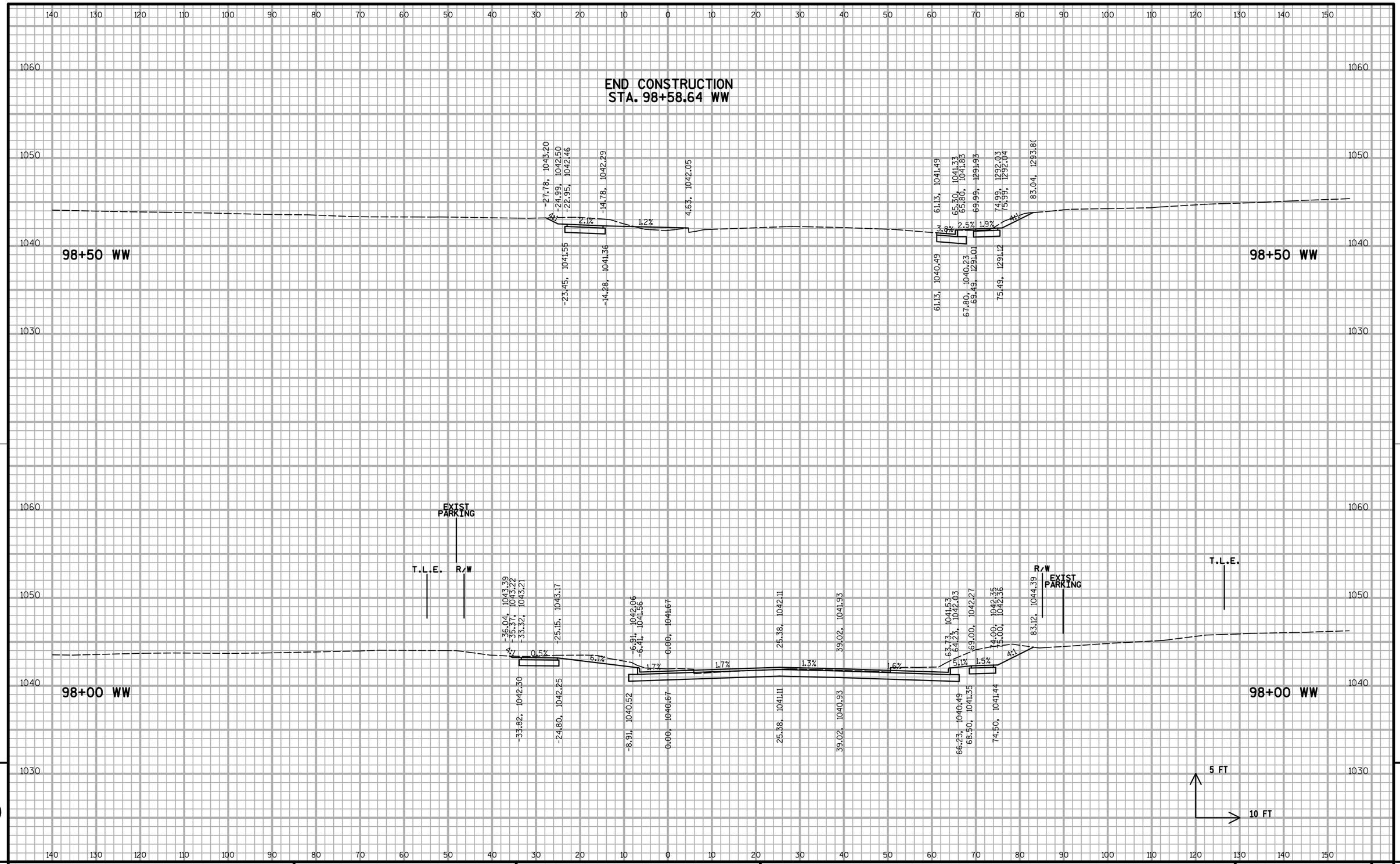
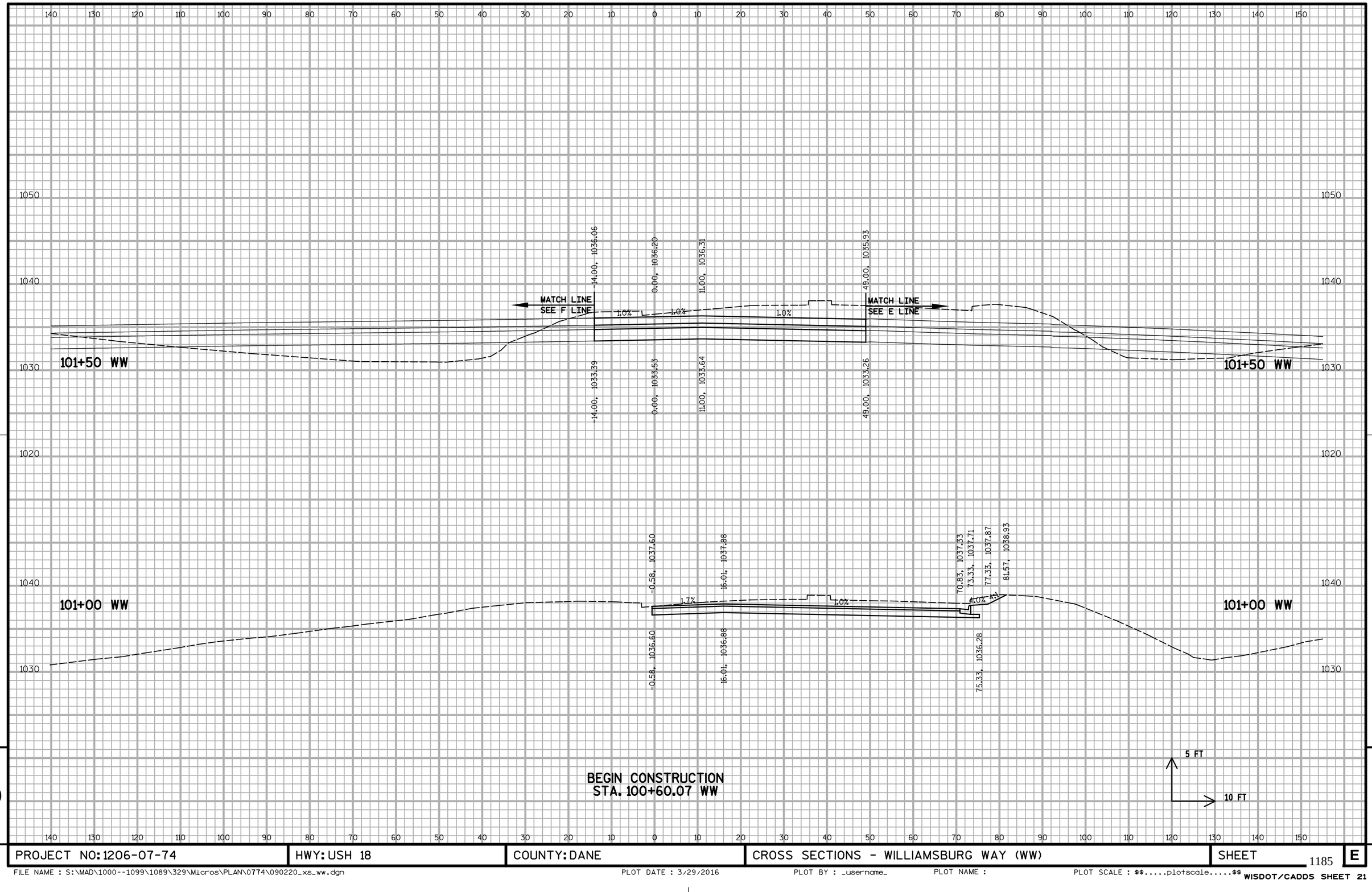
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090220_xs_ww.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - WILLIAMSBURG WAY (WW) | SHEET 1184 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090220_xs_ww.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - WILLIAMSBURG WAY (WW) | SHEET 1185 | E |
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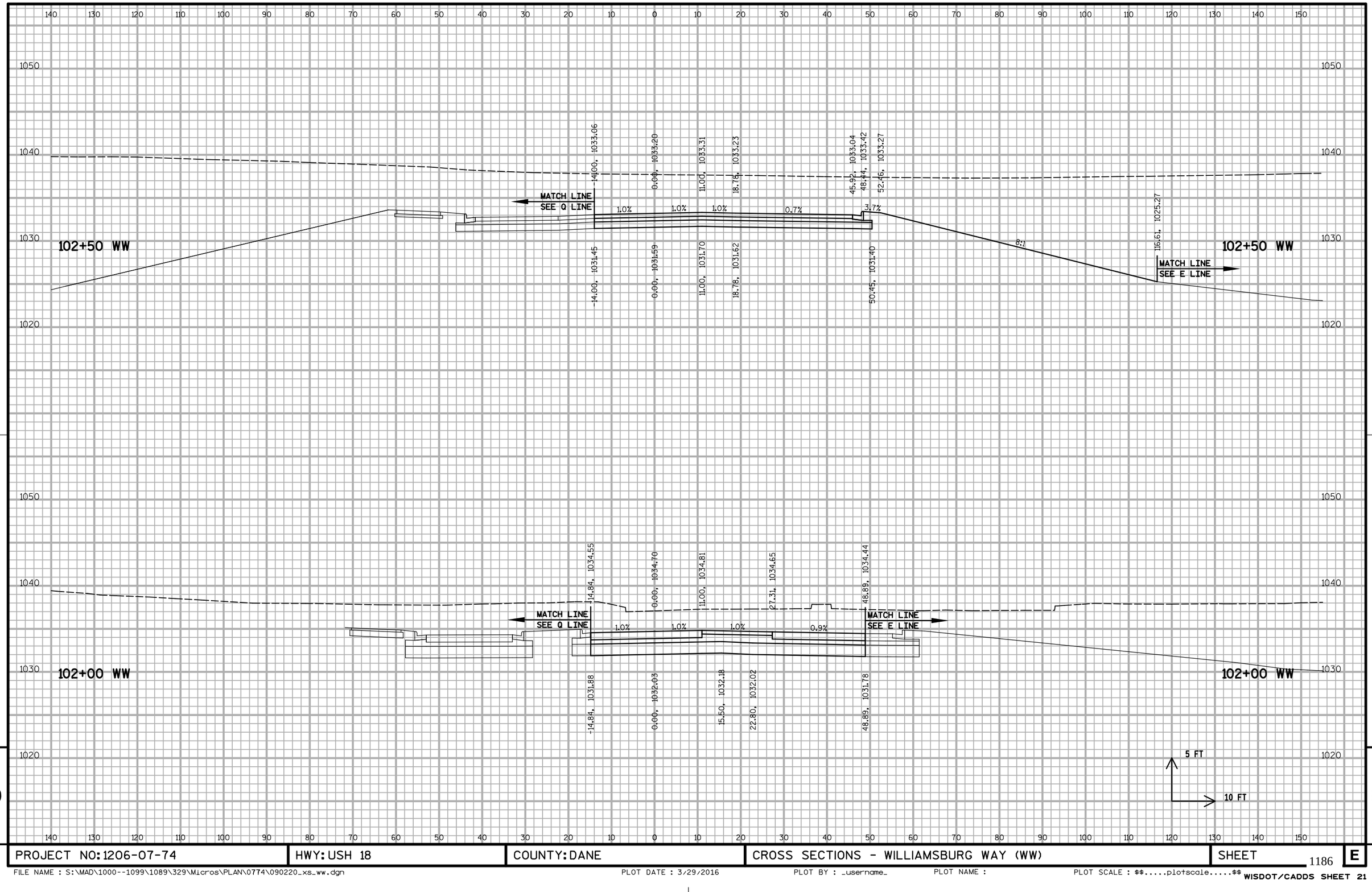
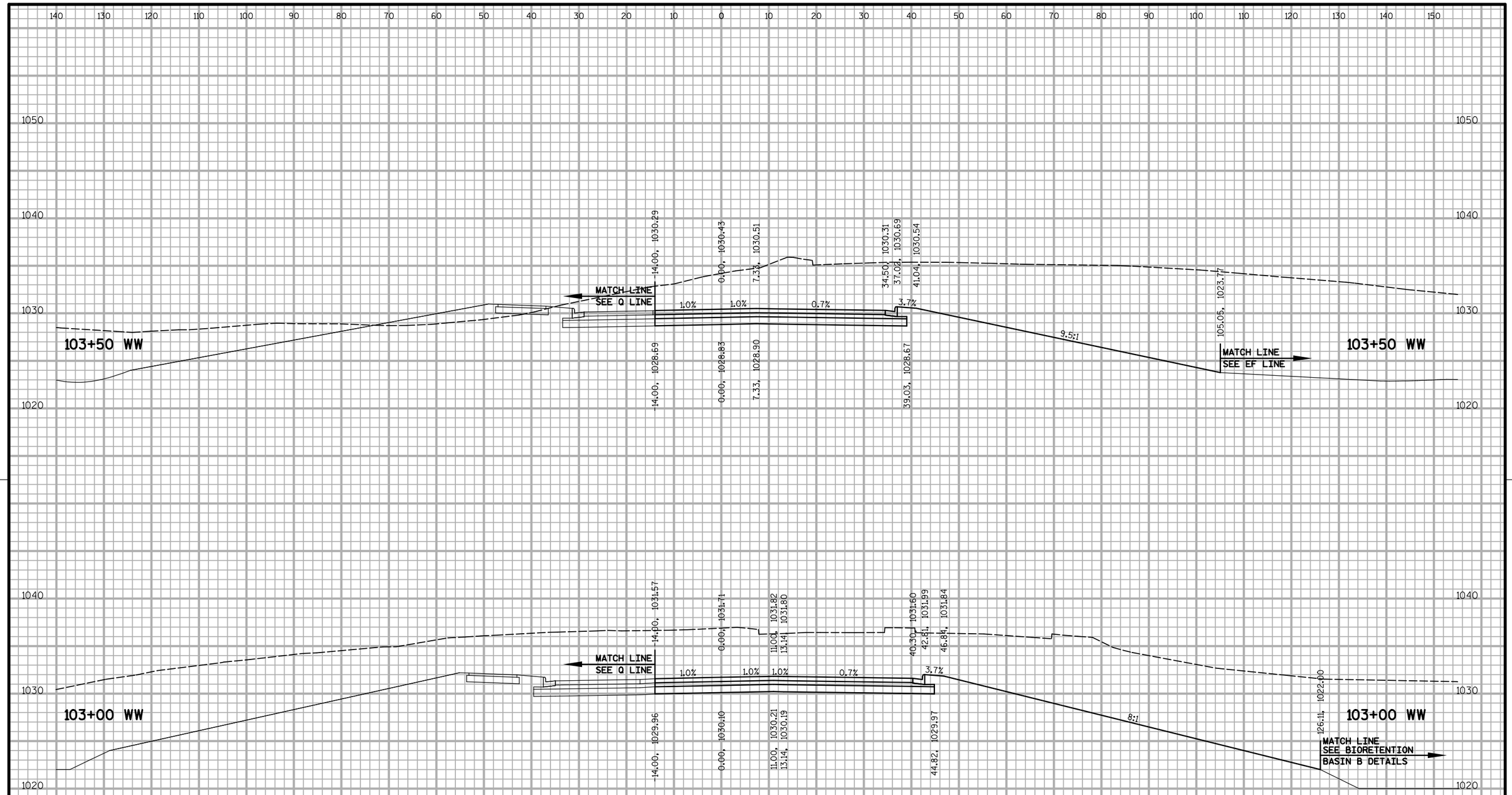


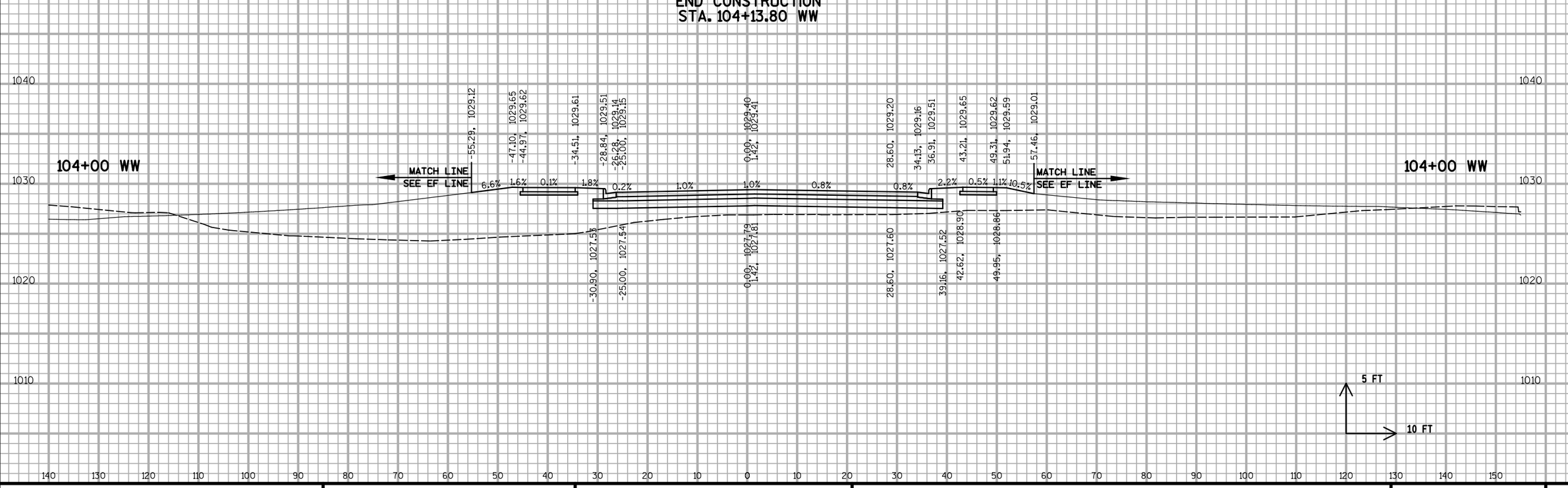

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - WILLIAMSBURG WAY (WW) | SHEET 1186 | E |
|---|---|---|---|---|---|




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - WILLIAMSBURG WAY (WW) | SHEET 1187 | E |
|---|---|---|---|---|---|

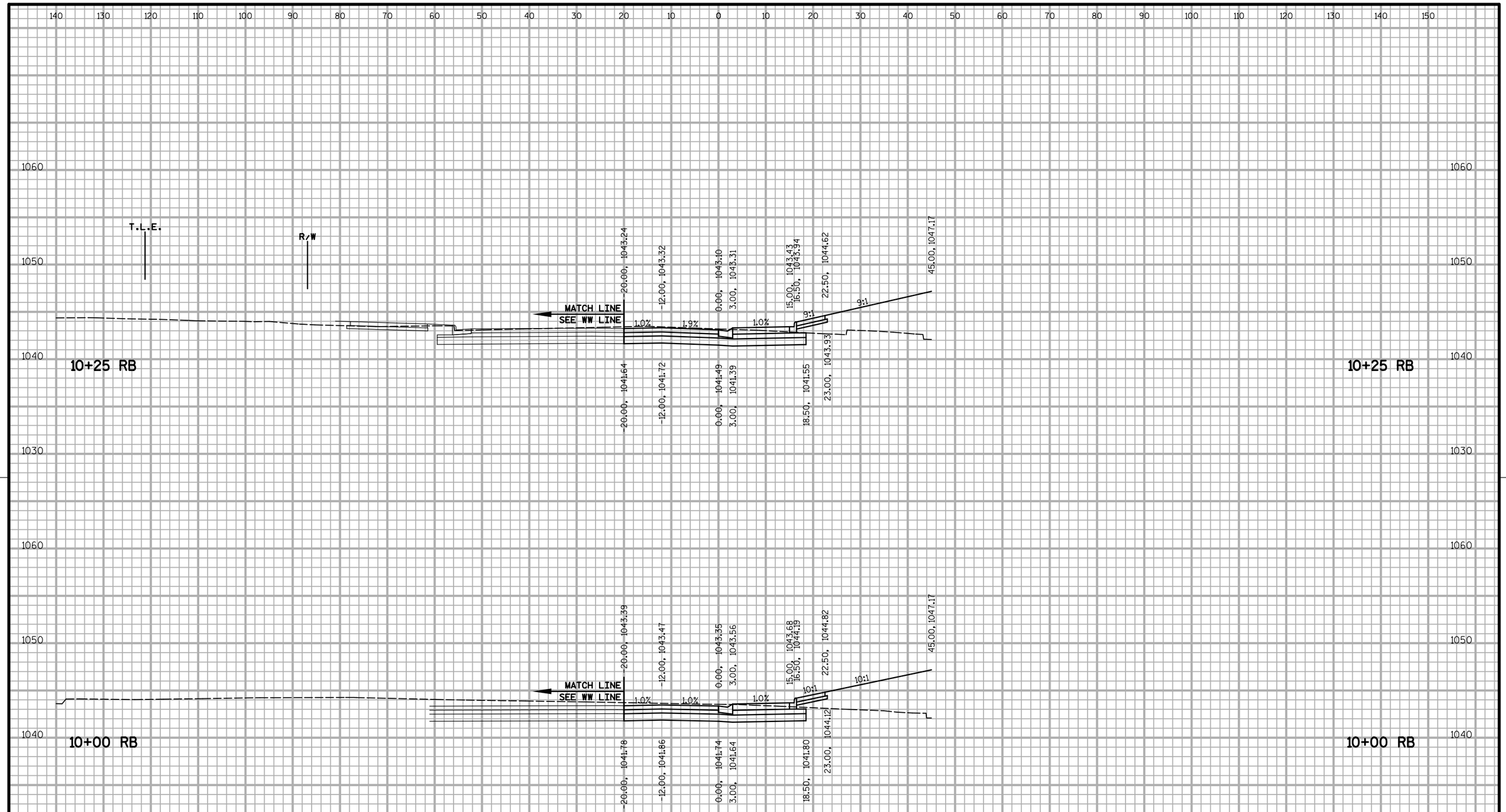
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090220_xs_ww.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

END CONSTRUCTION
STA. 104+13.80 WW



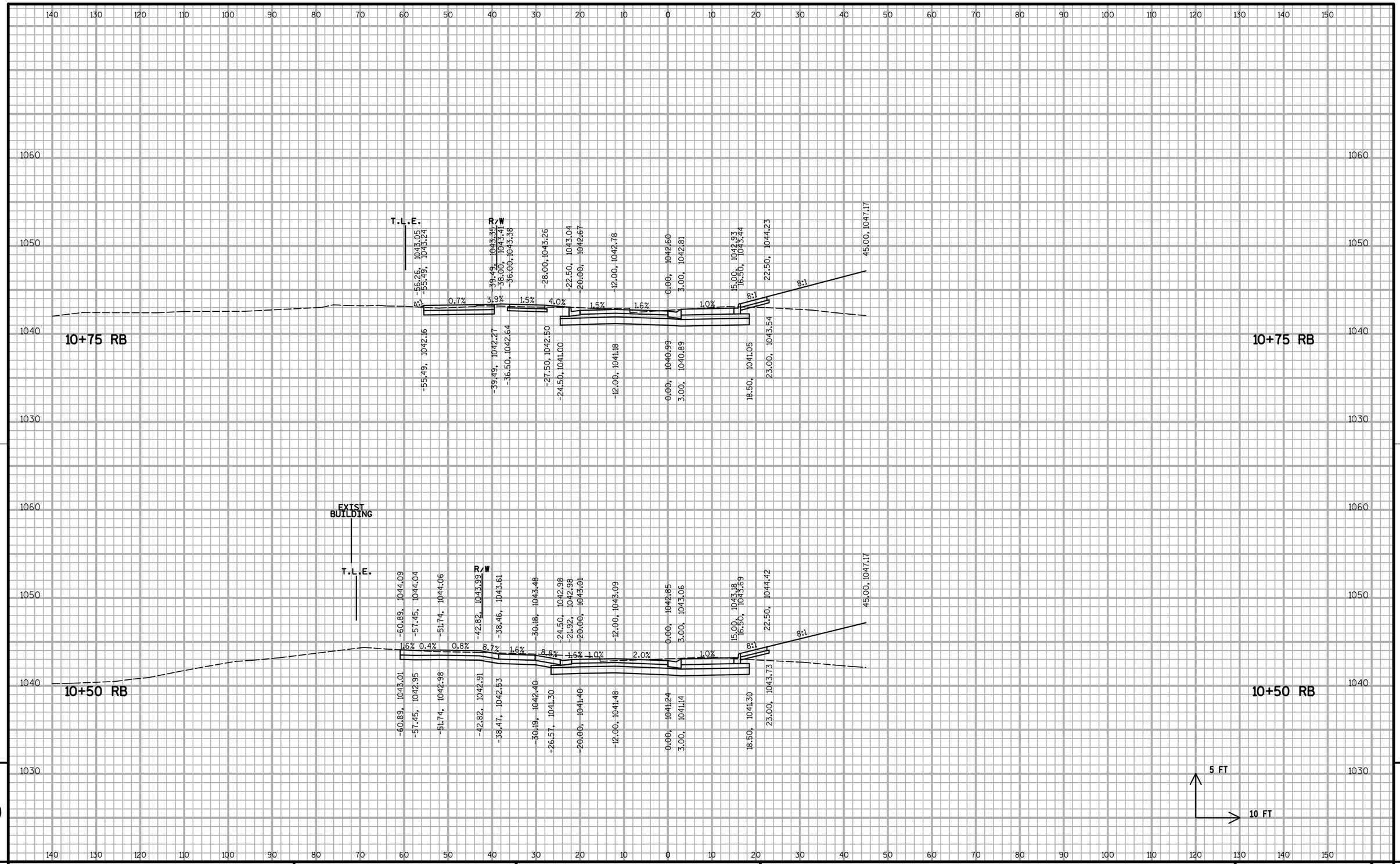

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - WILLIAMSBURG WAY (WW) | SHEET 1188 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090220_xs_ww.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



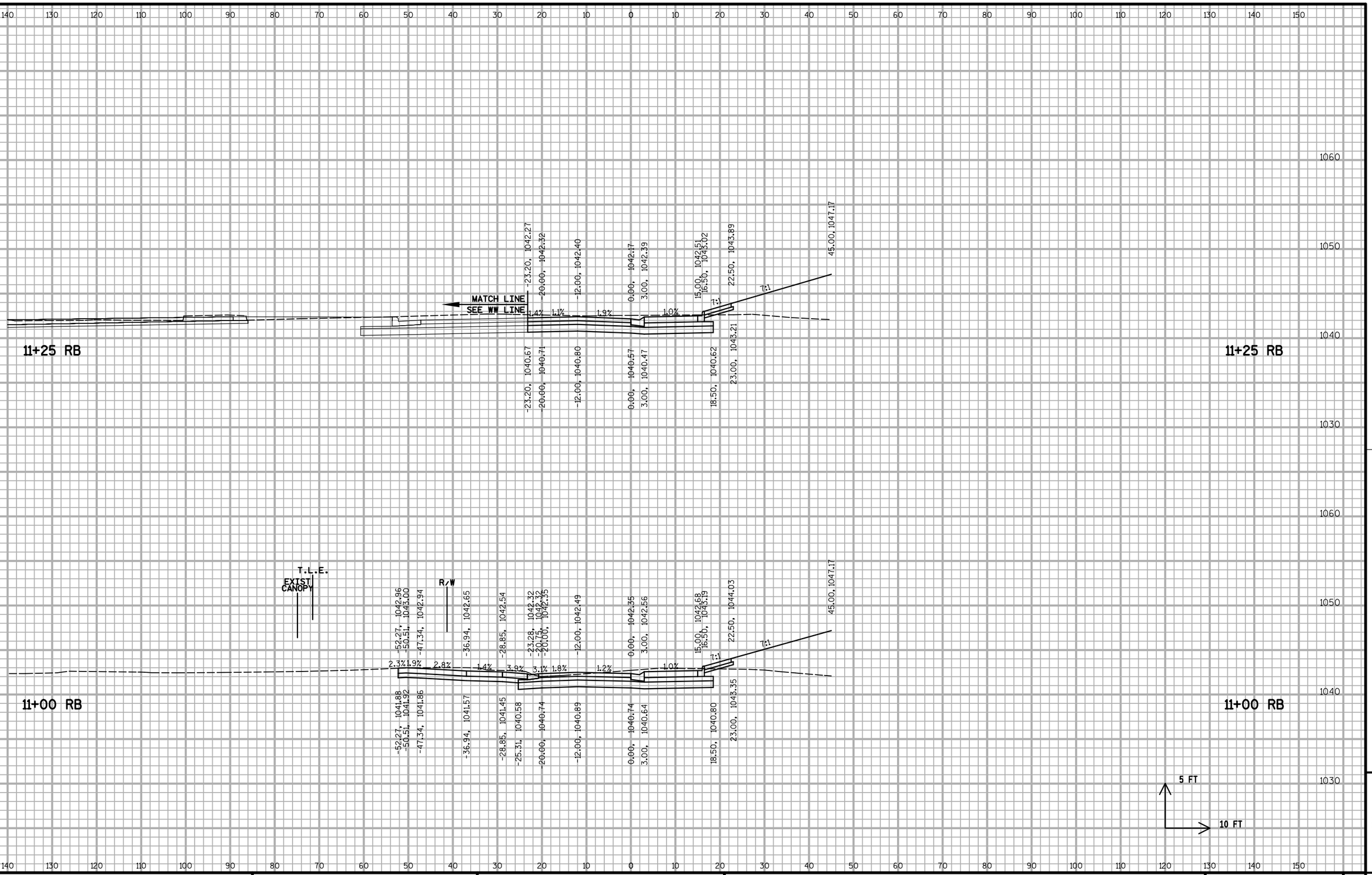

| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - WILLIAMSBURG WAY ROUNDABOUT (RB) | SHEET 1189 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090223_xs_rb.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - WILLIAMSBURG WAY ROUNDABOUT (RB) | SHEET 1190 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090223_xs_rb.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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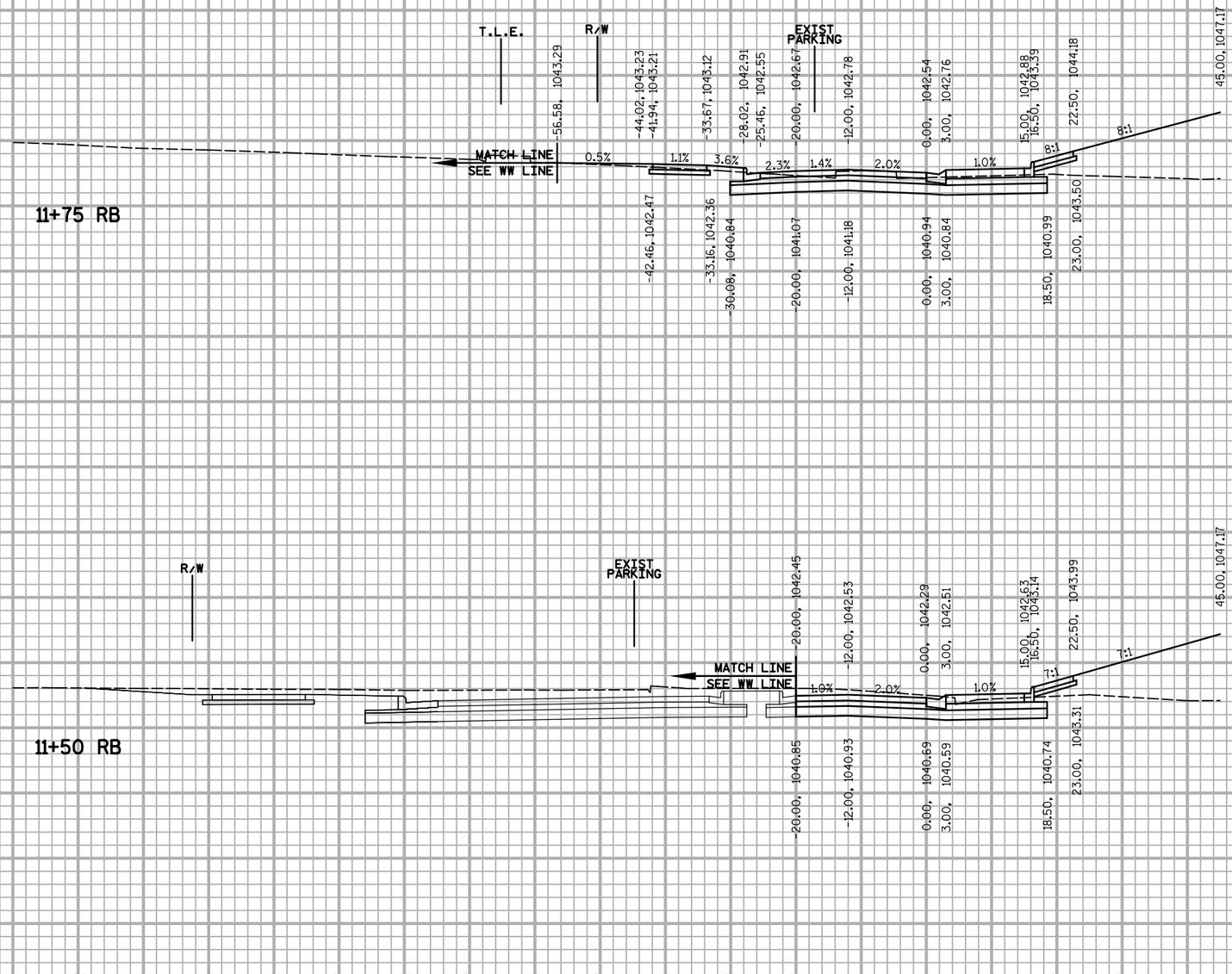
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - WILLIAMSBURG WAY ROUNDABOUT (RB) | SHEET 1191 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090223_xs_rb.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - WILLIAMSBURG WAY ROUNDABOUT (RB) | SHEET 1192 | E |
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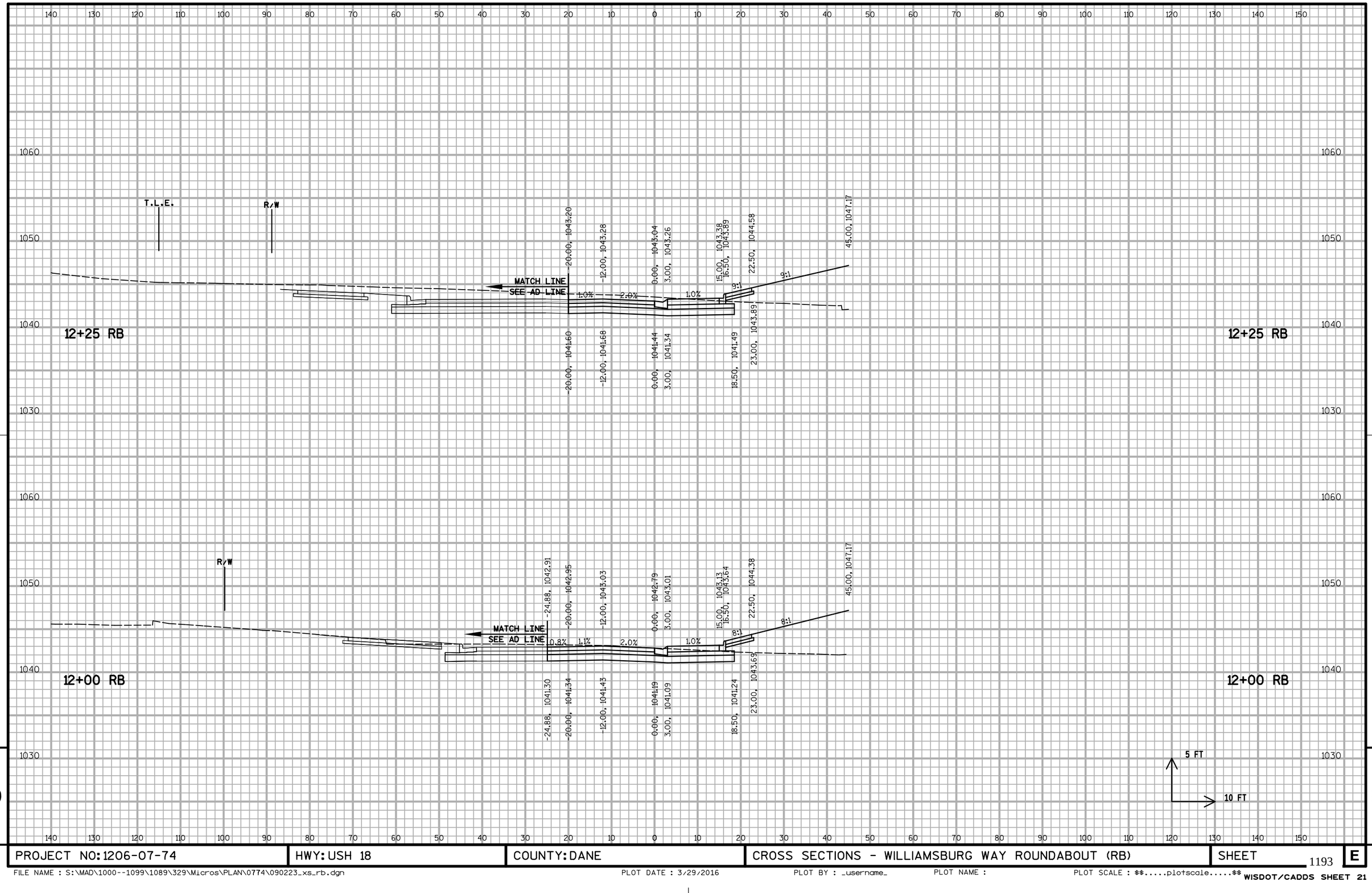
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090223_xs_rb.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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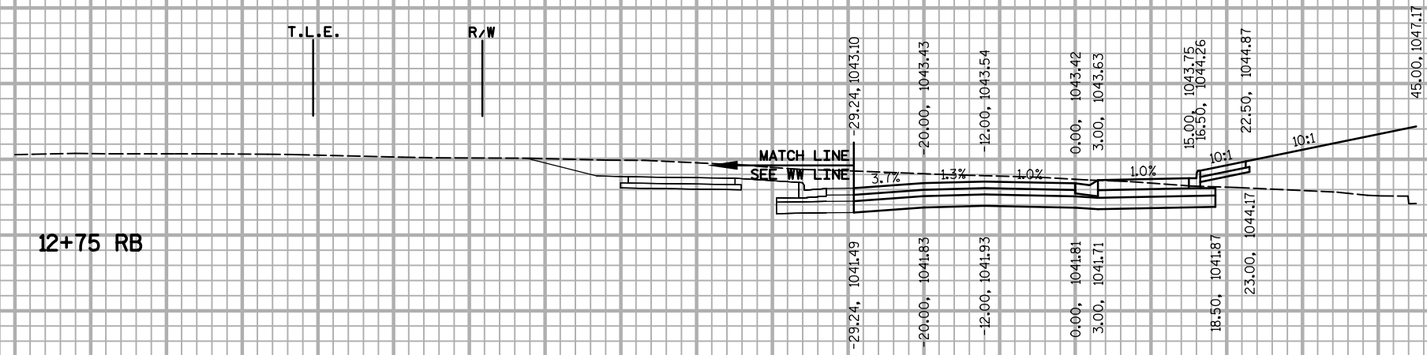
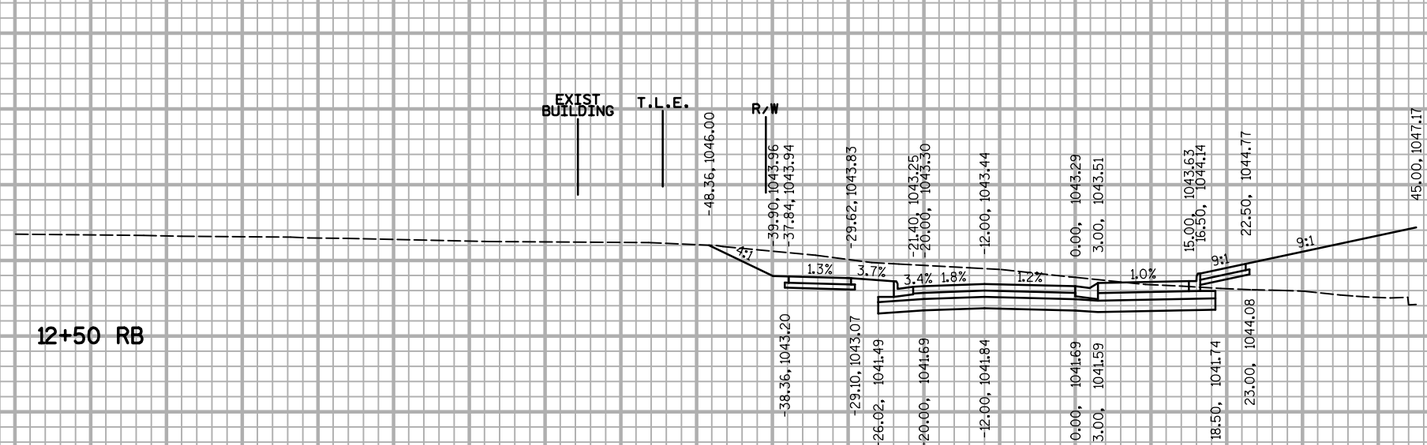
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - WILLIAMSBURG WAY ROUNDABOUT (RB) | SHEET 1193 | E |
|---|---|---|---|---|---|

## END CONSTRUCTION
## STA. 12+82.74 RB

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| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - WILLIAMSBURG WAY ROUNDABOUT (RB) | SHEET 1194 | E |
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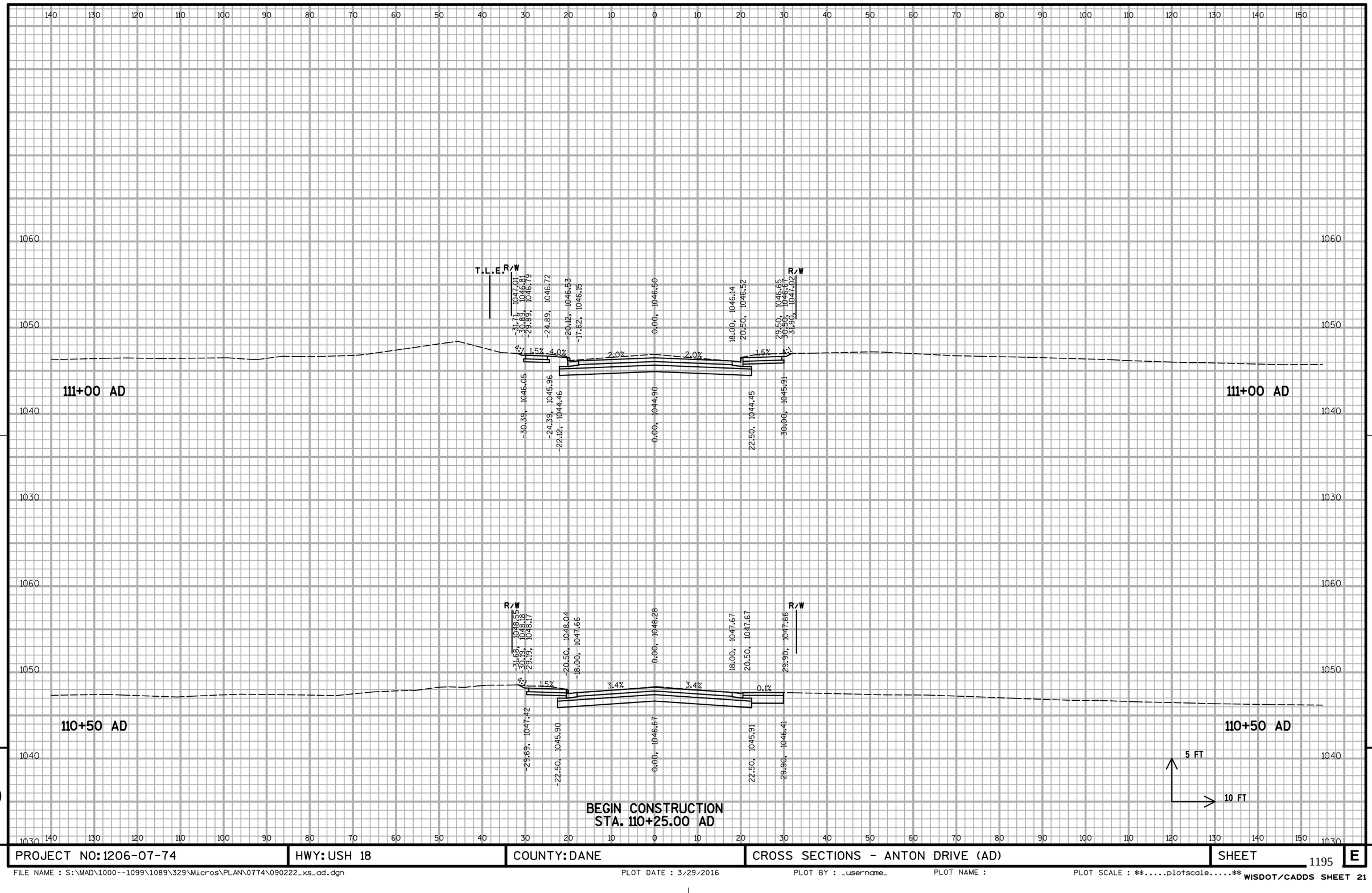
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090223_xs_rb.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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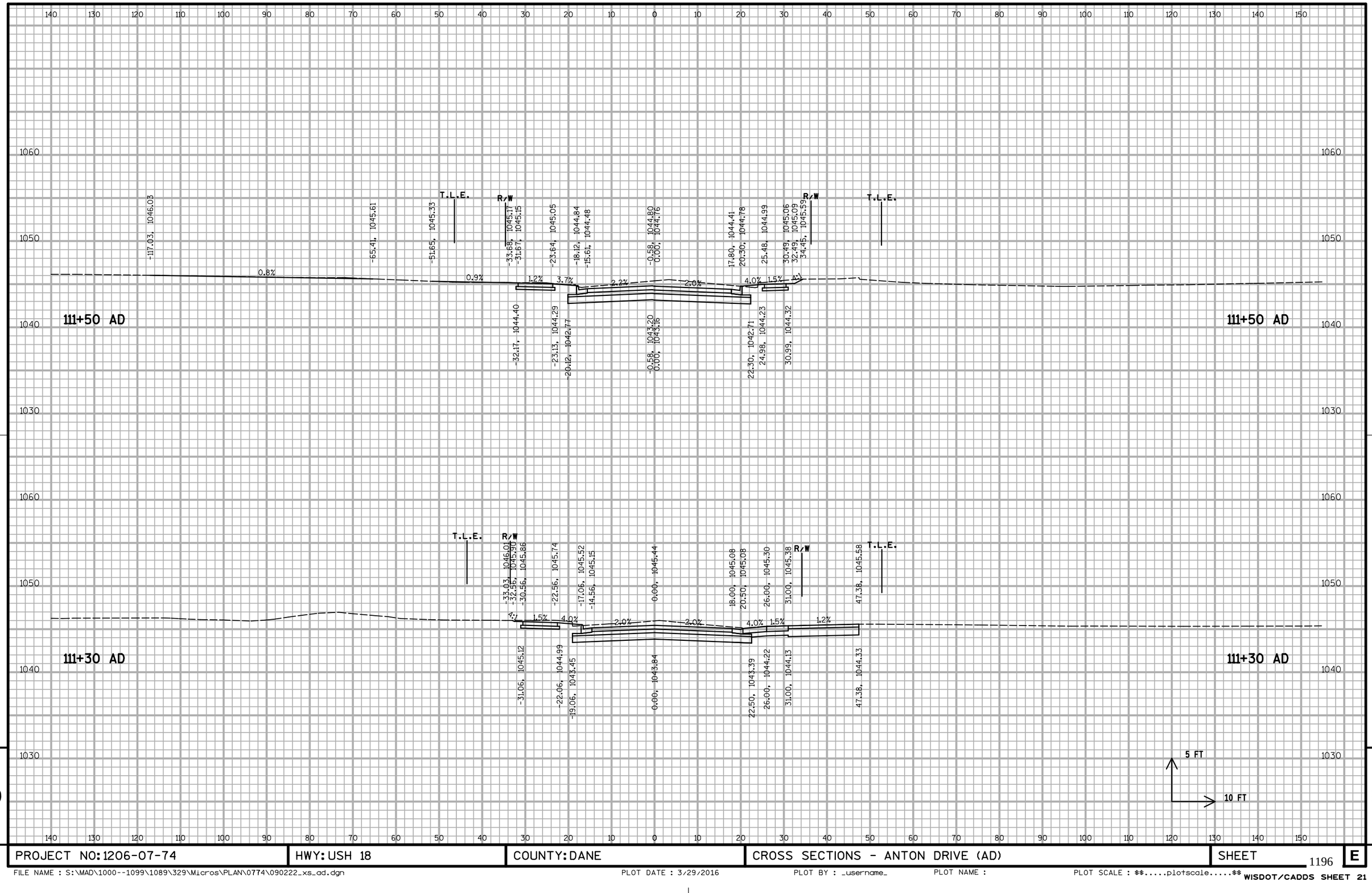
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - ANTON DRIVE (AD) | SHEET 1195 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090222_xs_ad.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - ANTON DRIVE (AD) | SHEET 1196 | E |
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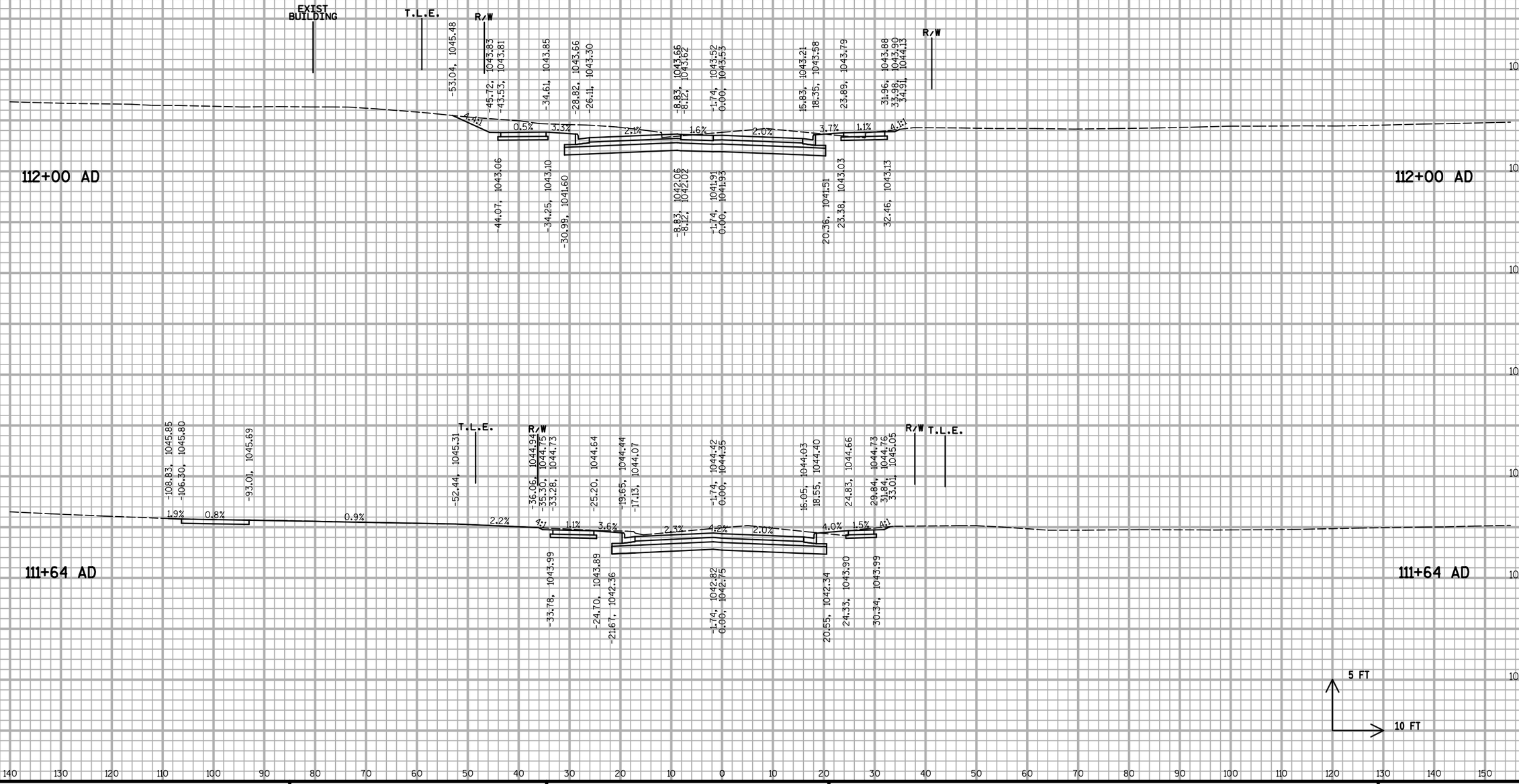
## END CONSTRUCTION
## STA. 112+40.86 AD

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| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - ANTON DRIVE (AD) | SHEET 1197 | E |
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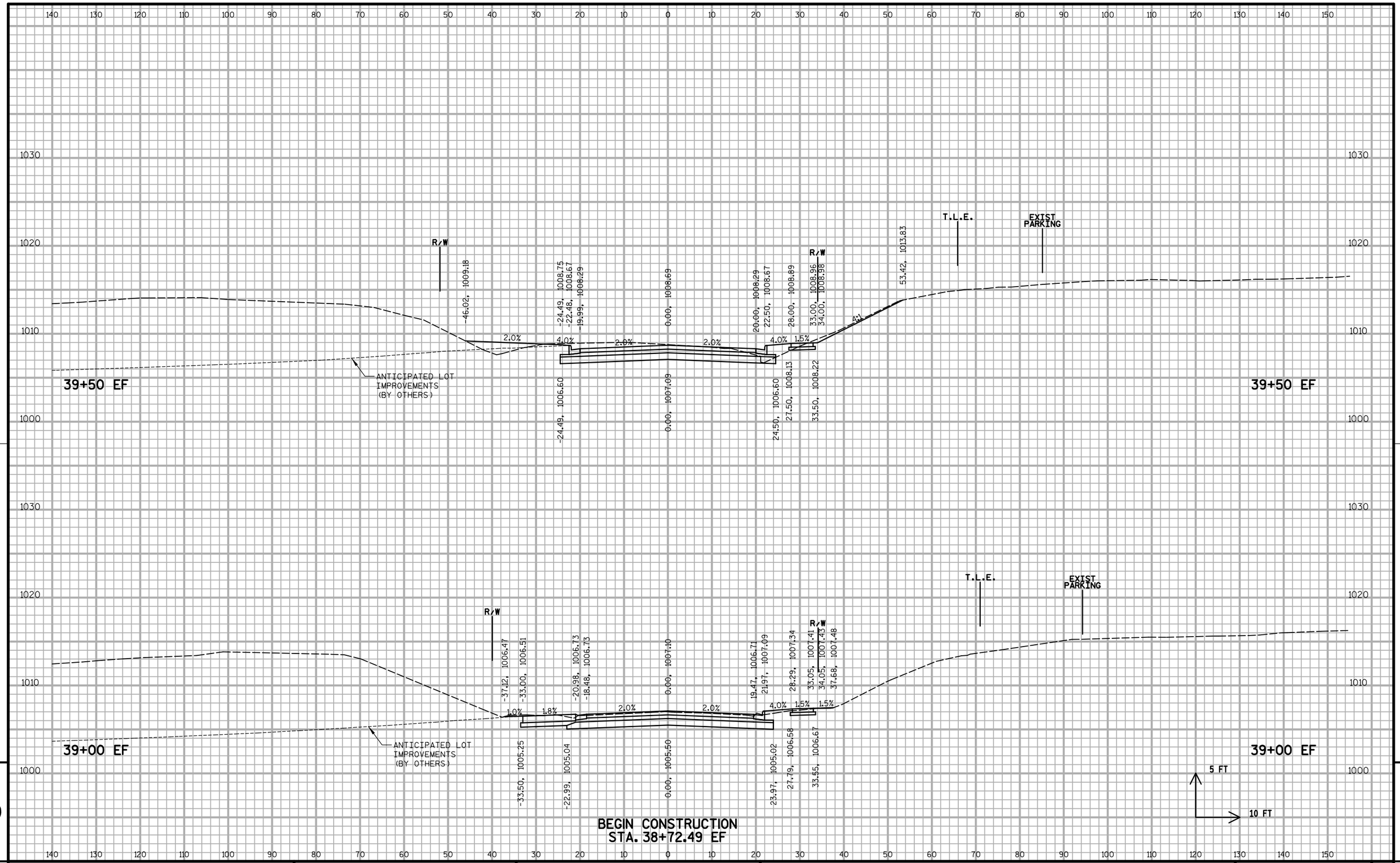
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090222_xs_ad.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 1198 | E |
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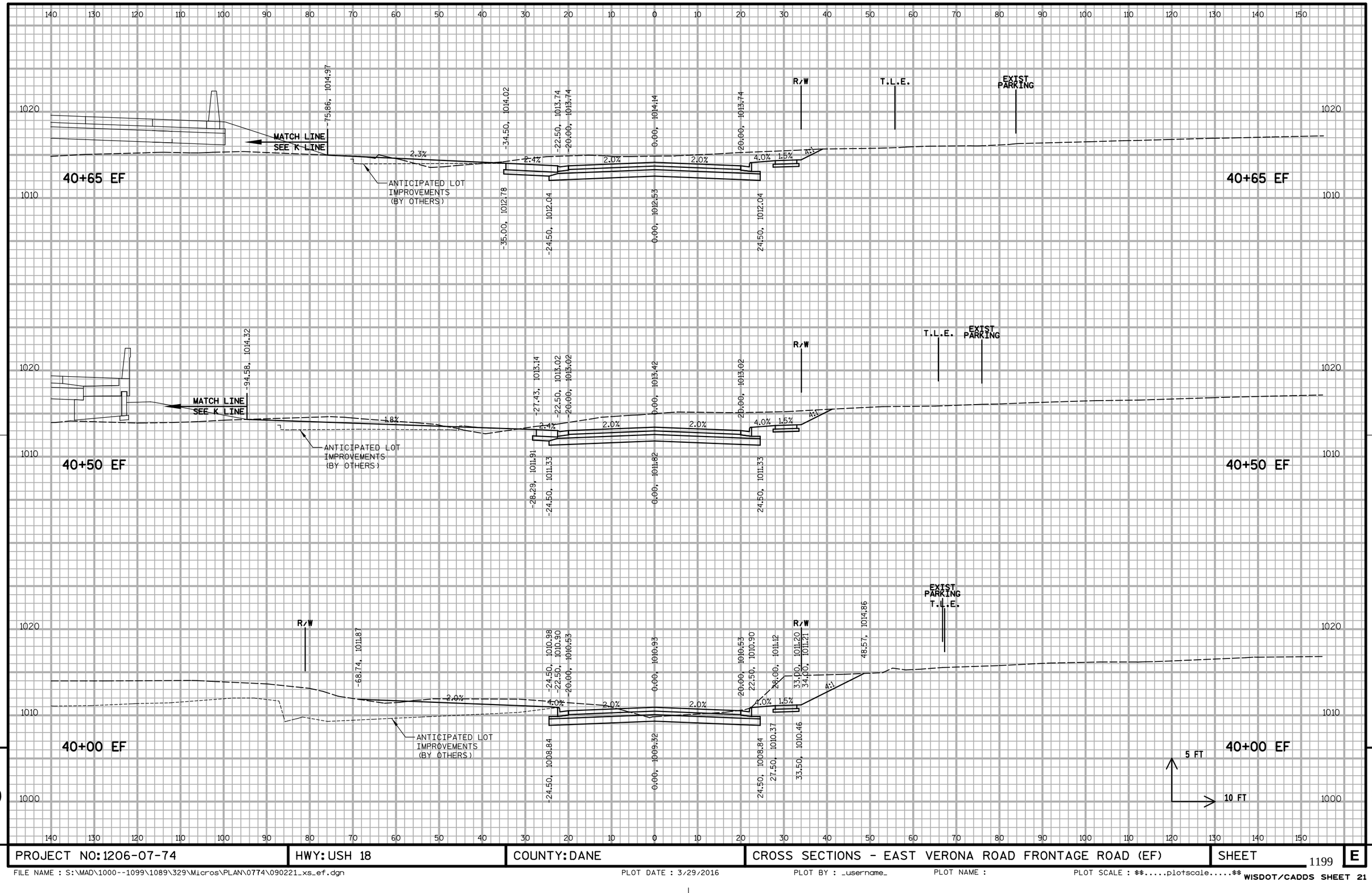
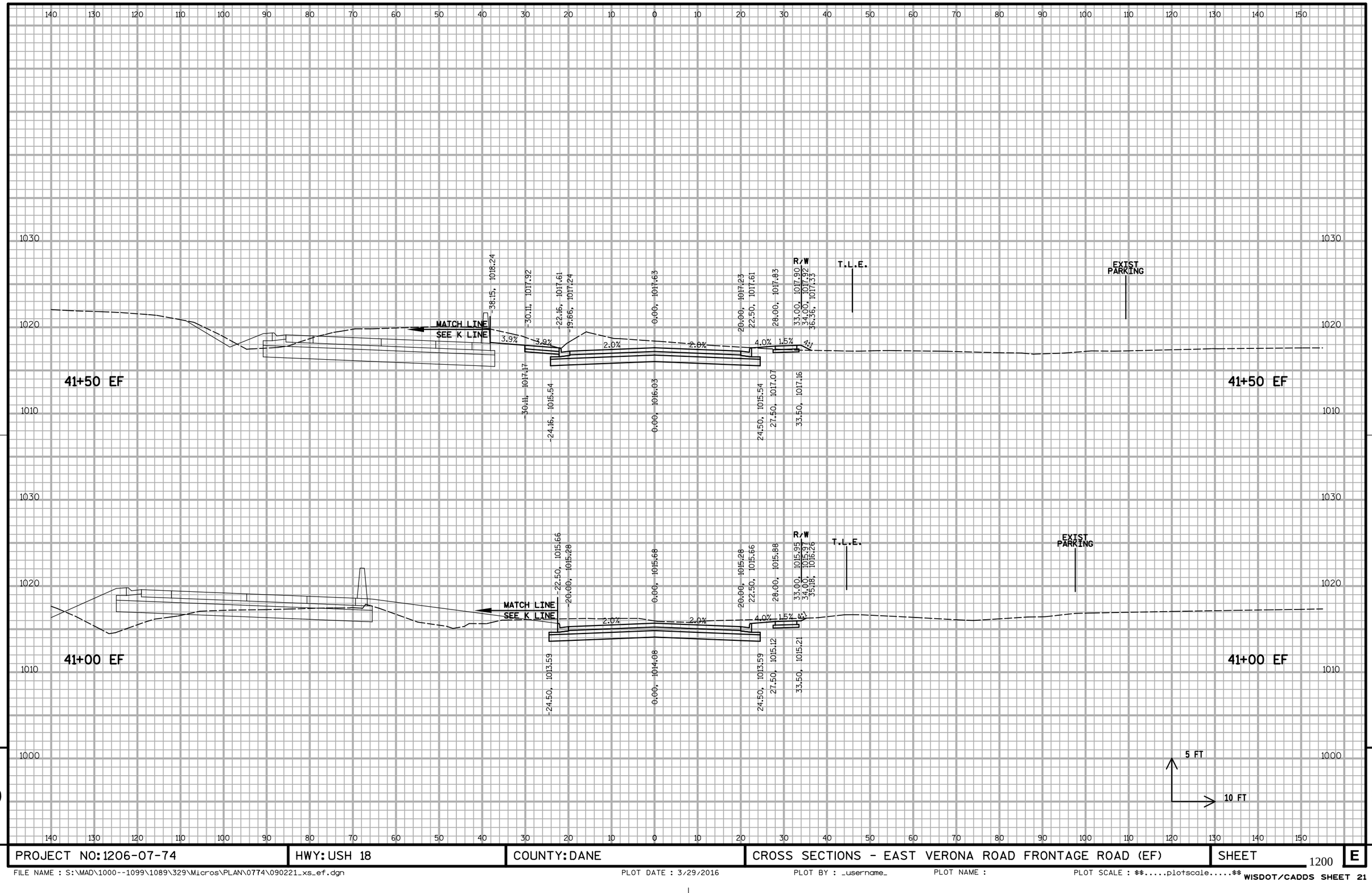
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090221_xs_ef.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 1199 | E |
|---|---|---|---|---|---|

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| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 1200 | E |
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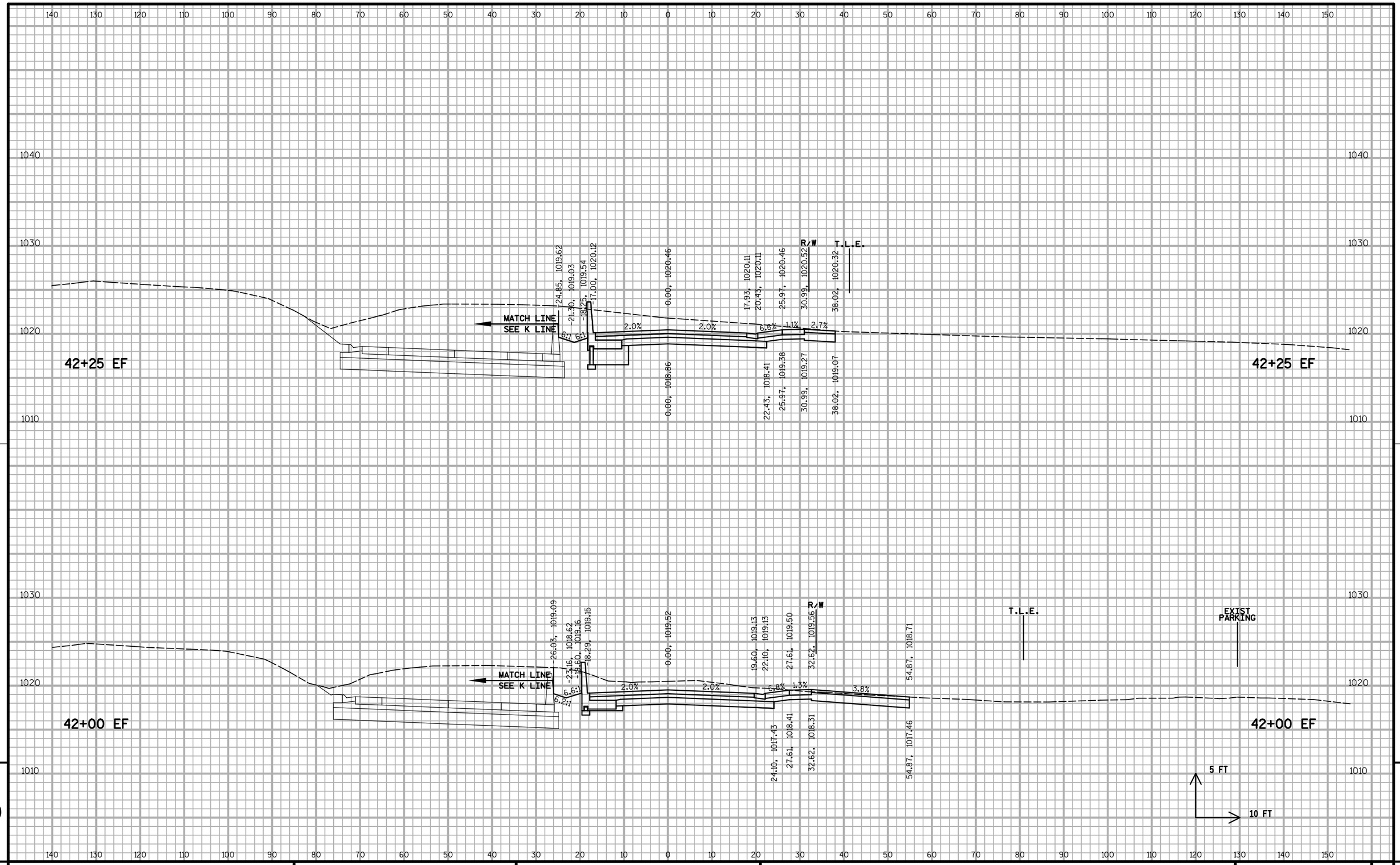
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090221_xs_ef.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 1201 | E |
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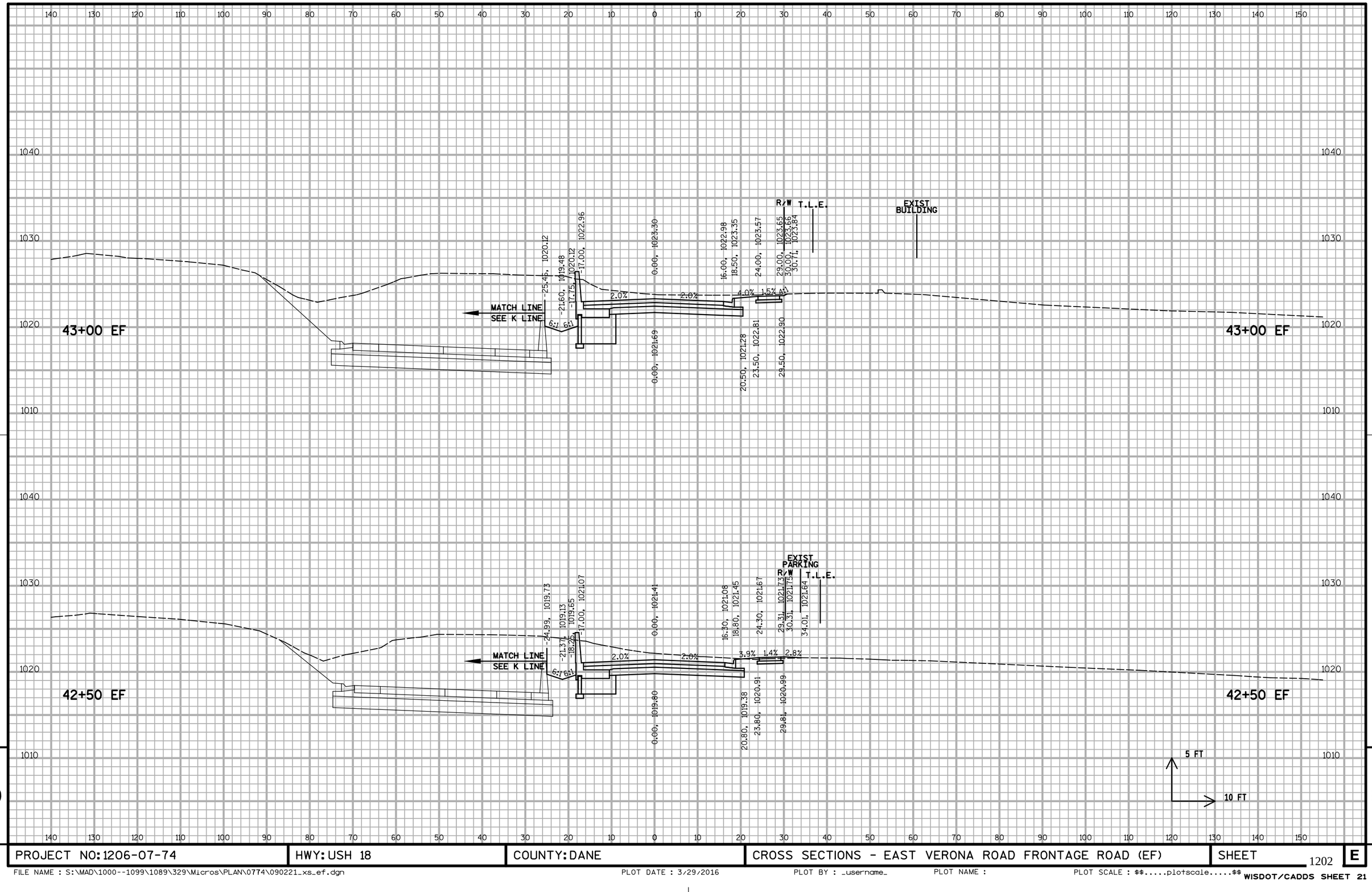
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090221_xs_ef.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 1202 | E |
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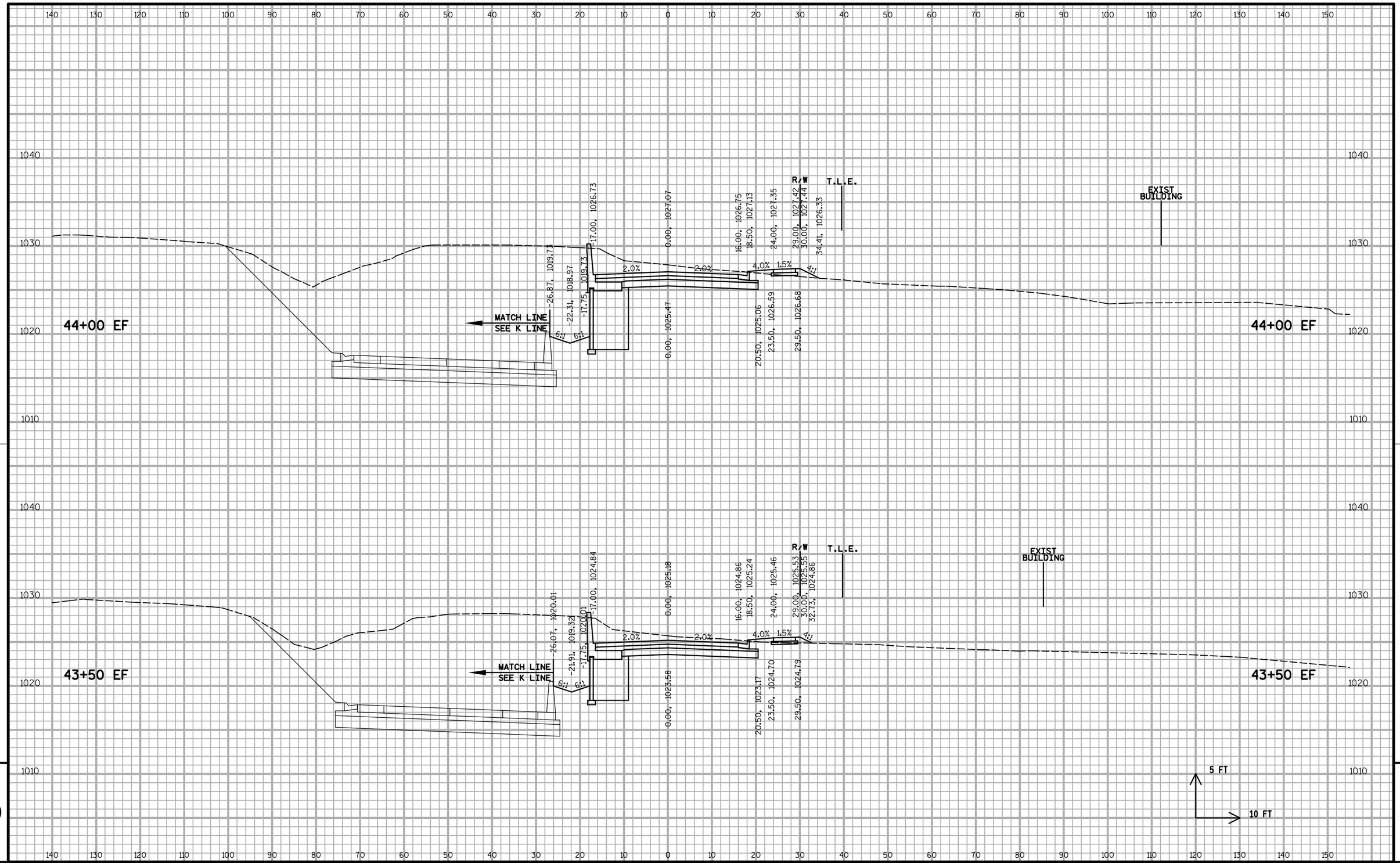
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090221_xs_ef.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 1203 | E |
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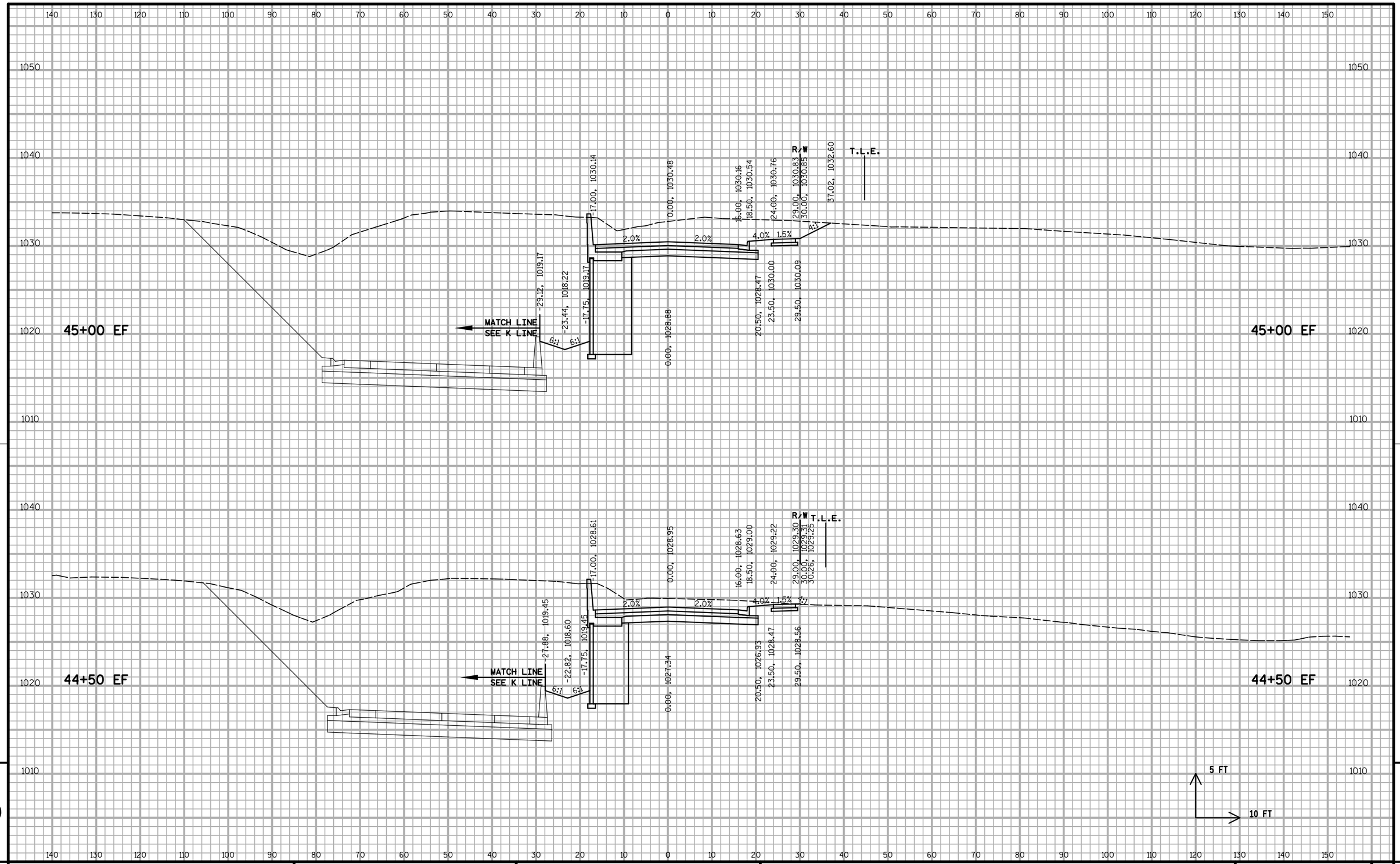
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090221_xs_ef.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 1204 E |
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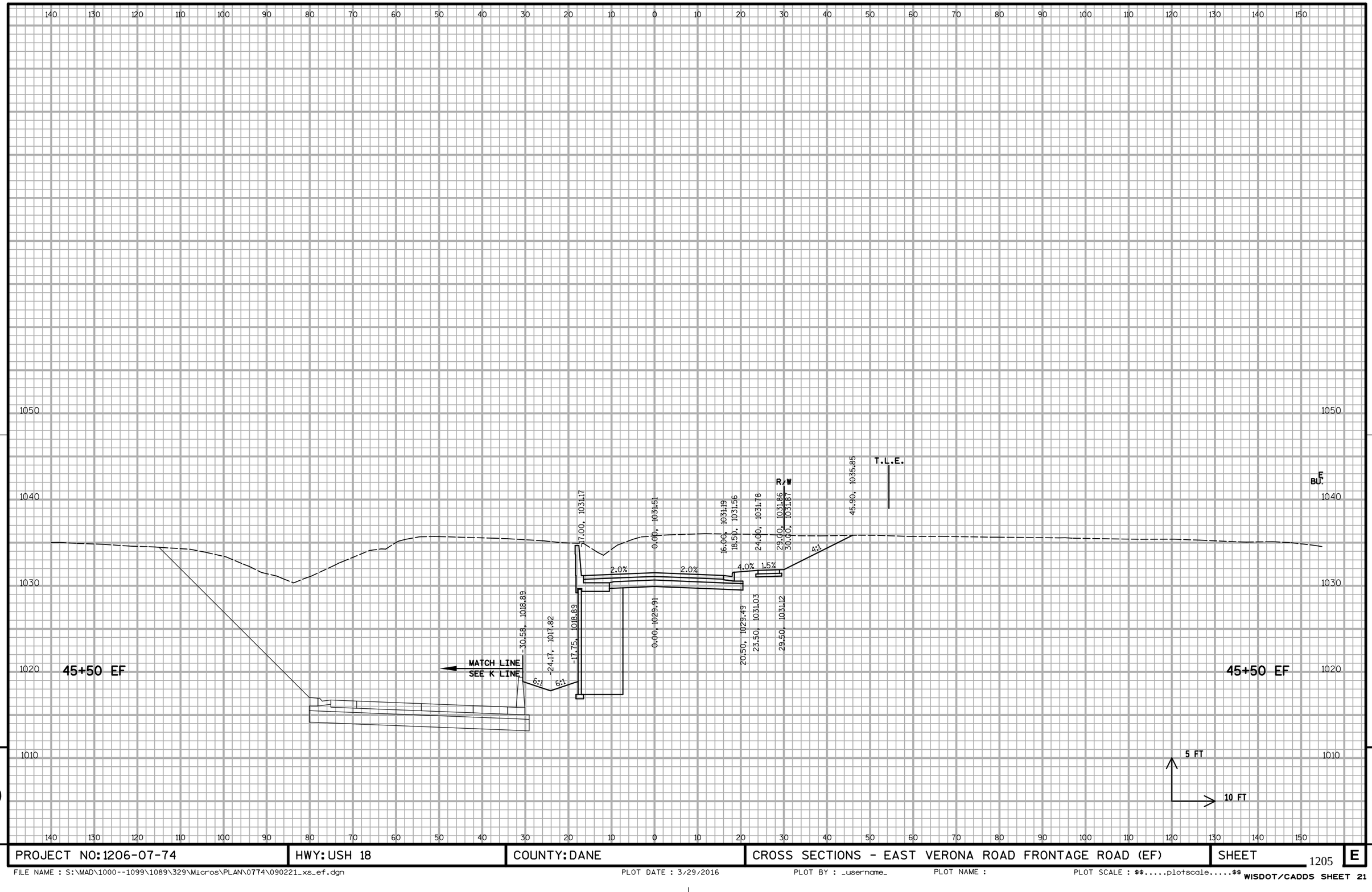
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090221_xs_ef.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 1205 | E |
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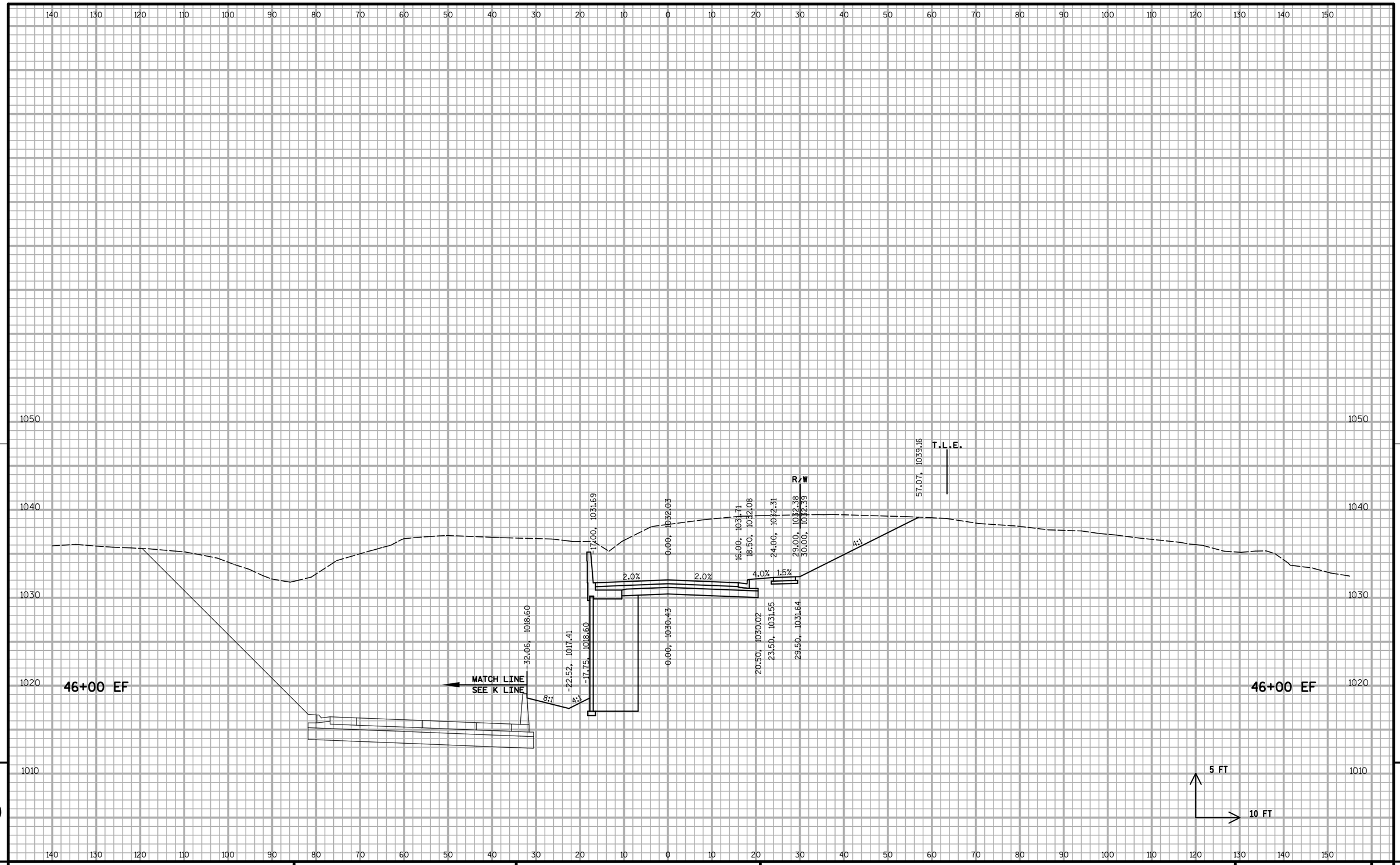


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| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 1206 | E |
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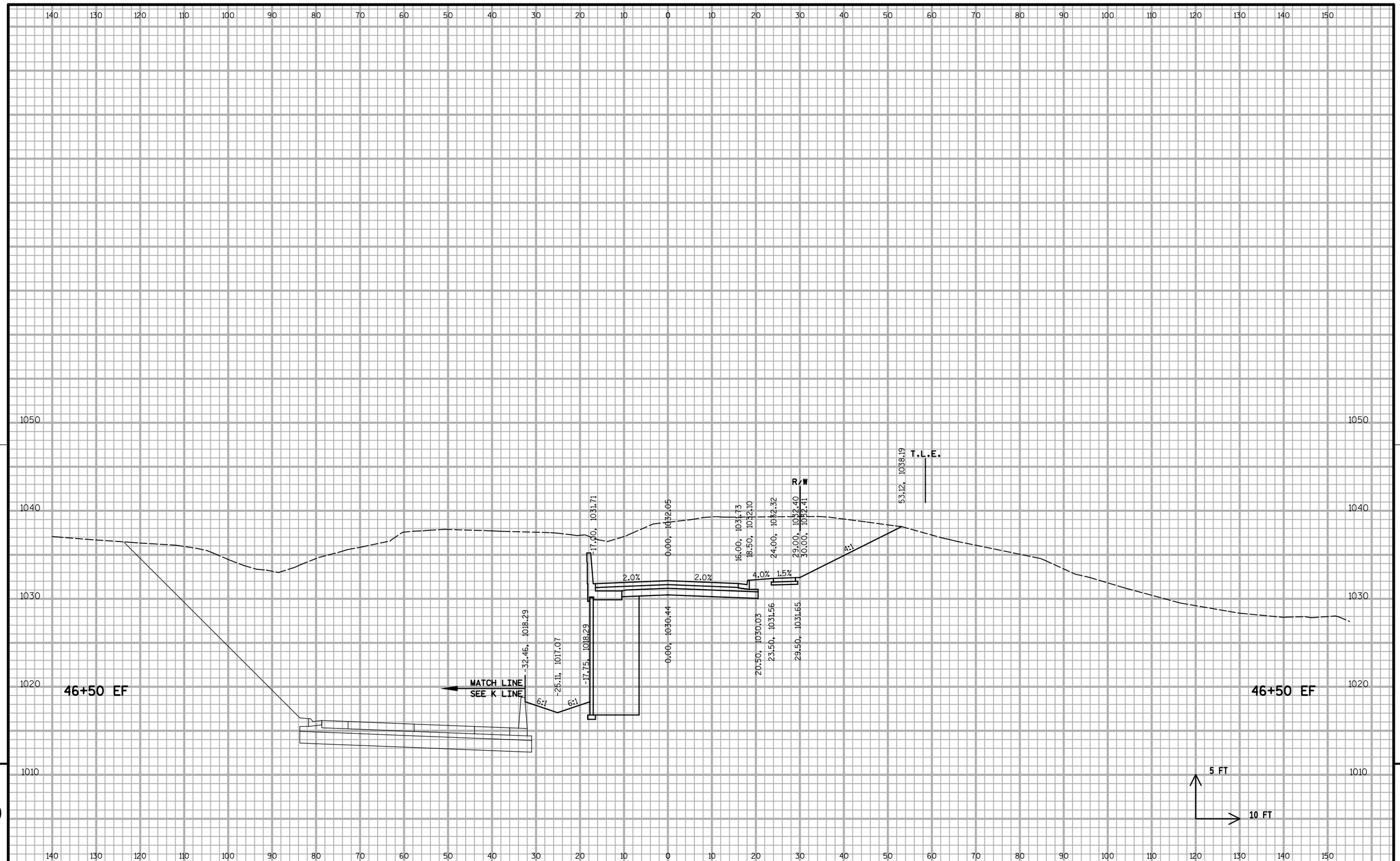
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090221_xs_ef.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 1207 | E |
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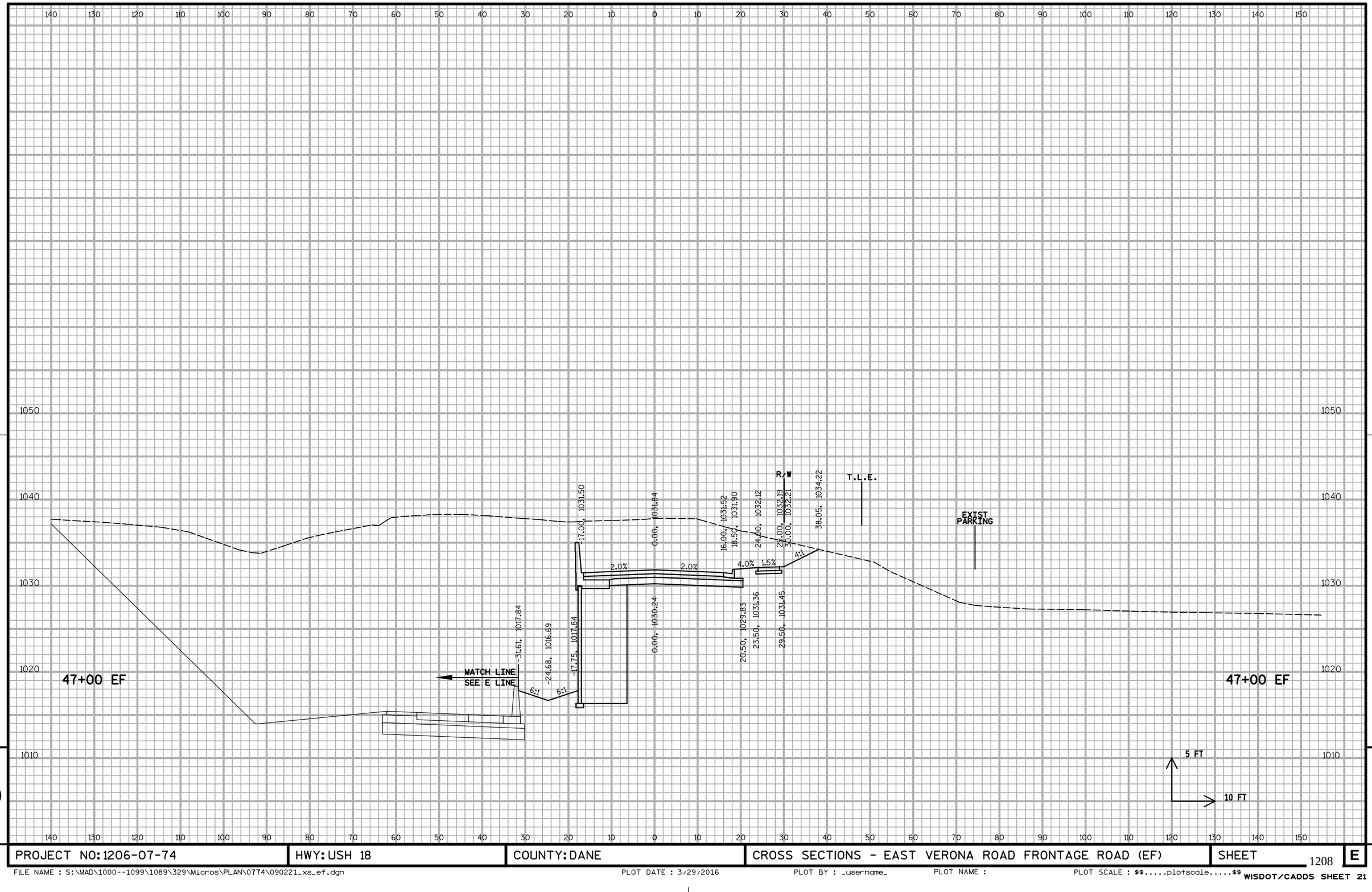


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| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 1208 | E |
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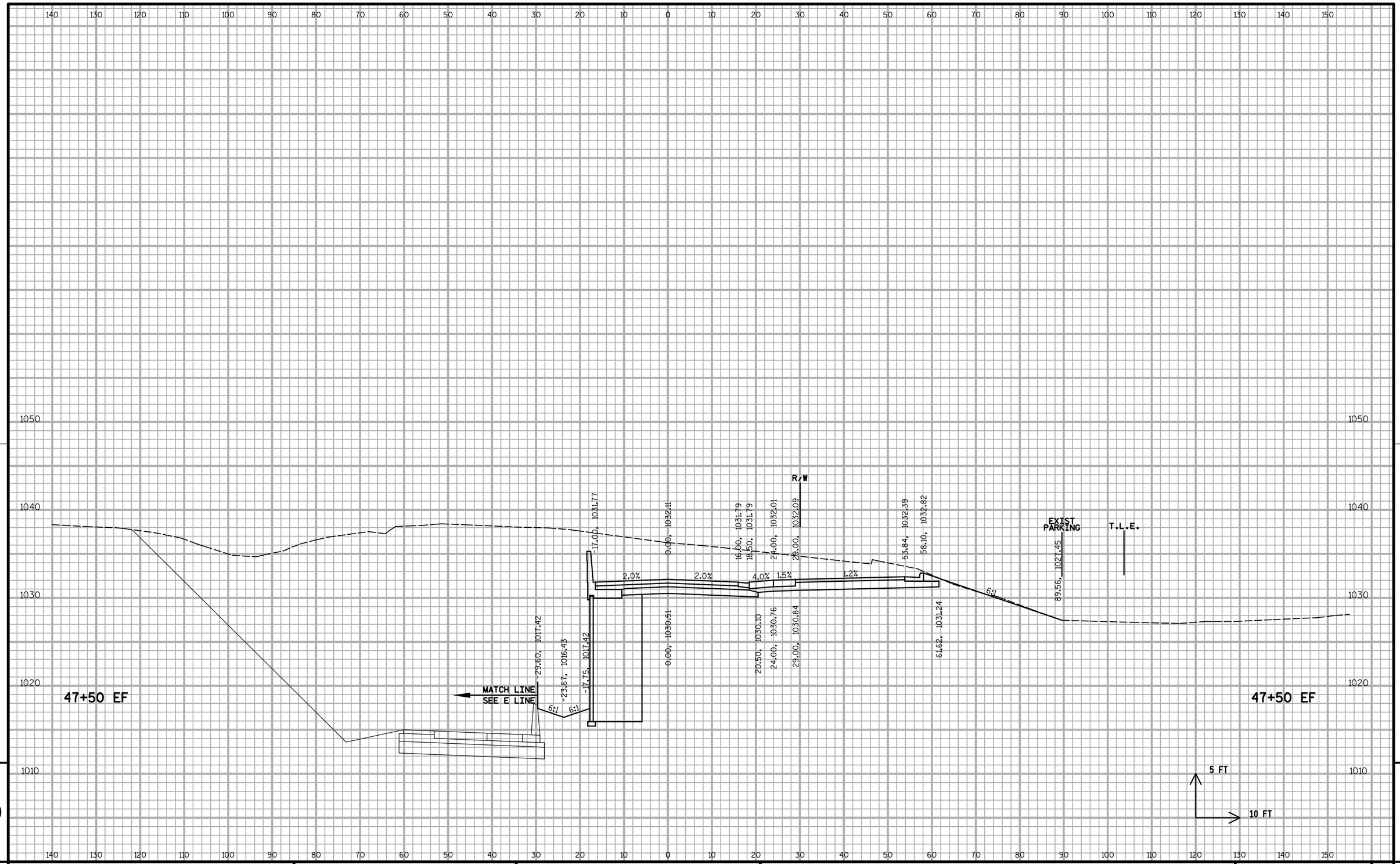
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090221_xs_ef.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 1209 | E |
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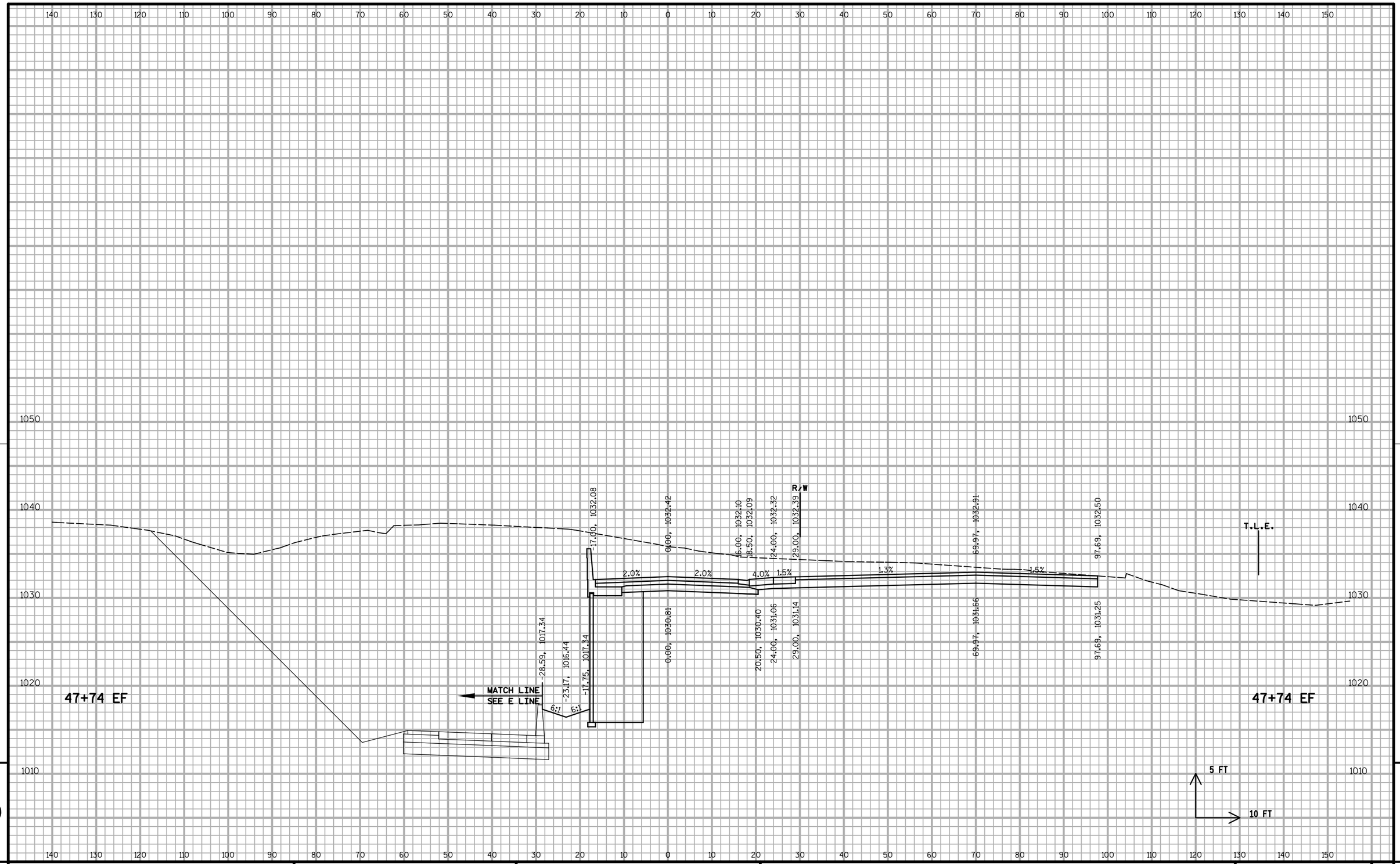
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090221_xs_ef.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 1210 | E |
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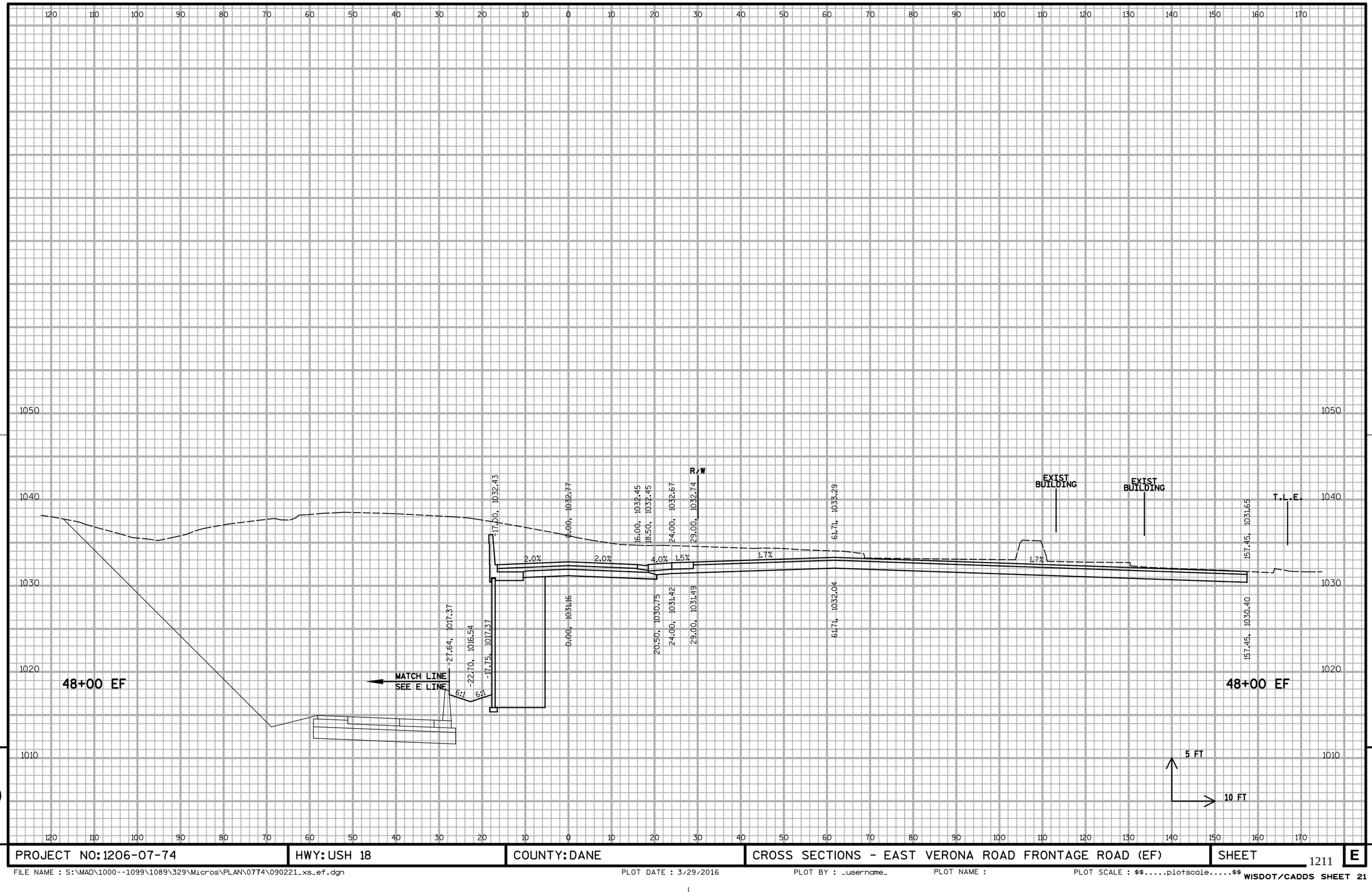


| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 1211 | E |
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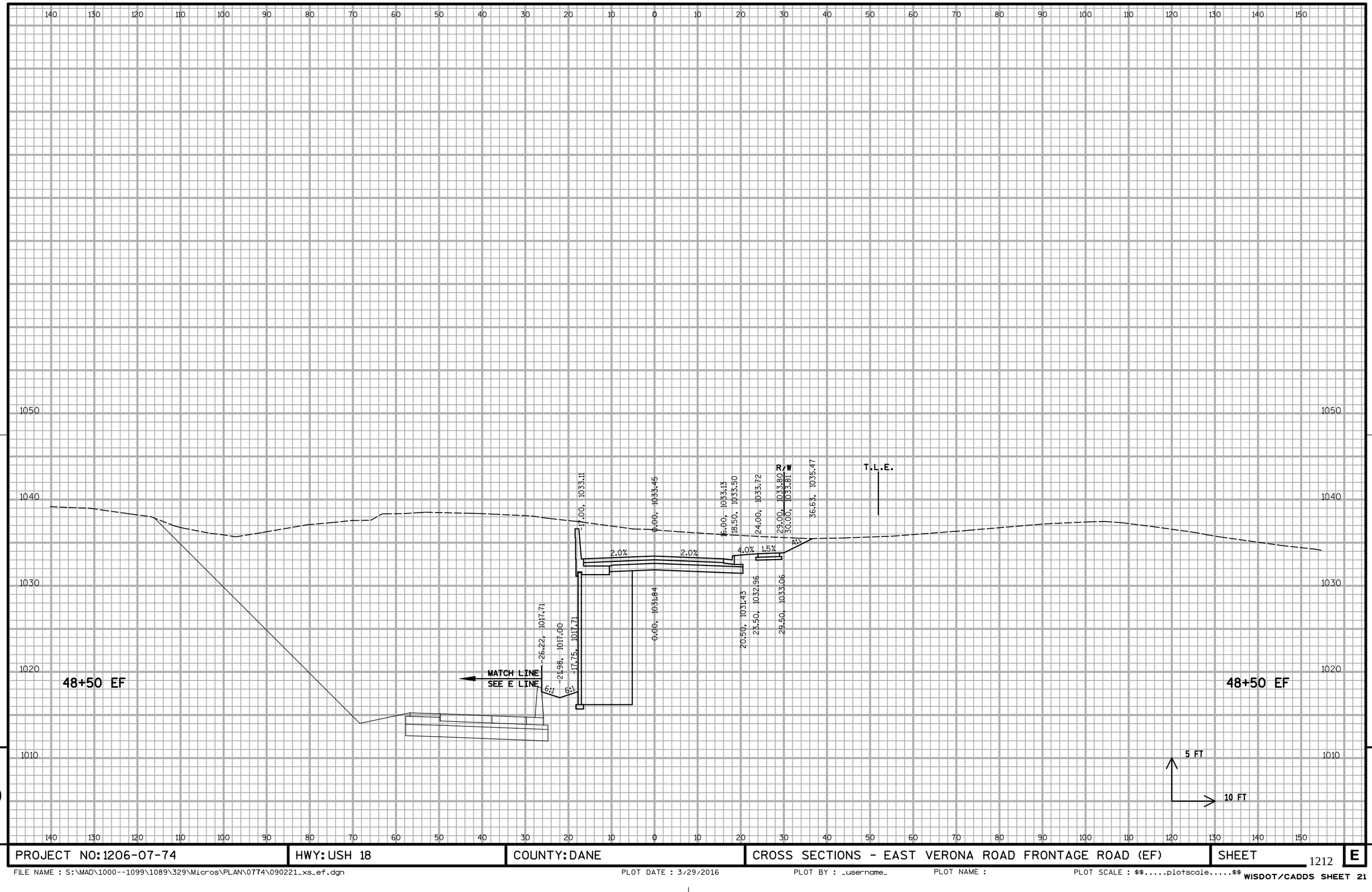
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090221_xs_ef.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 1212 | E |
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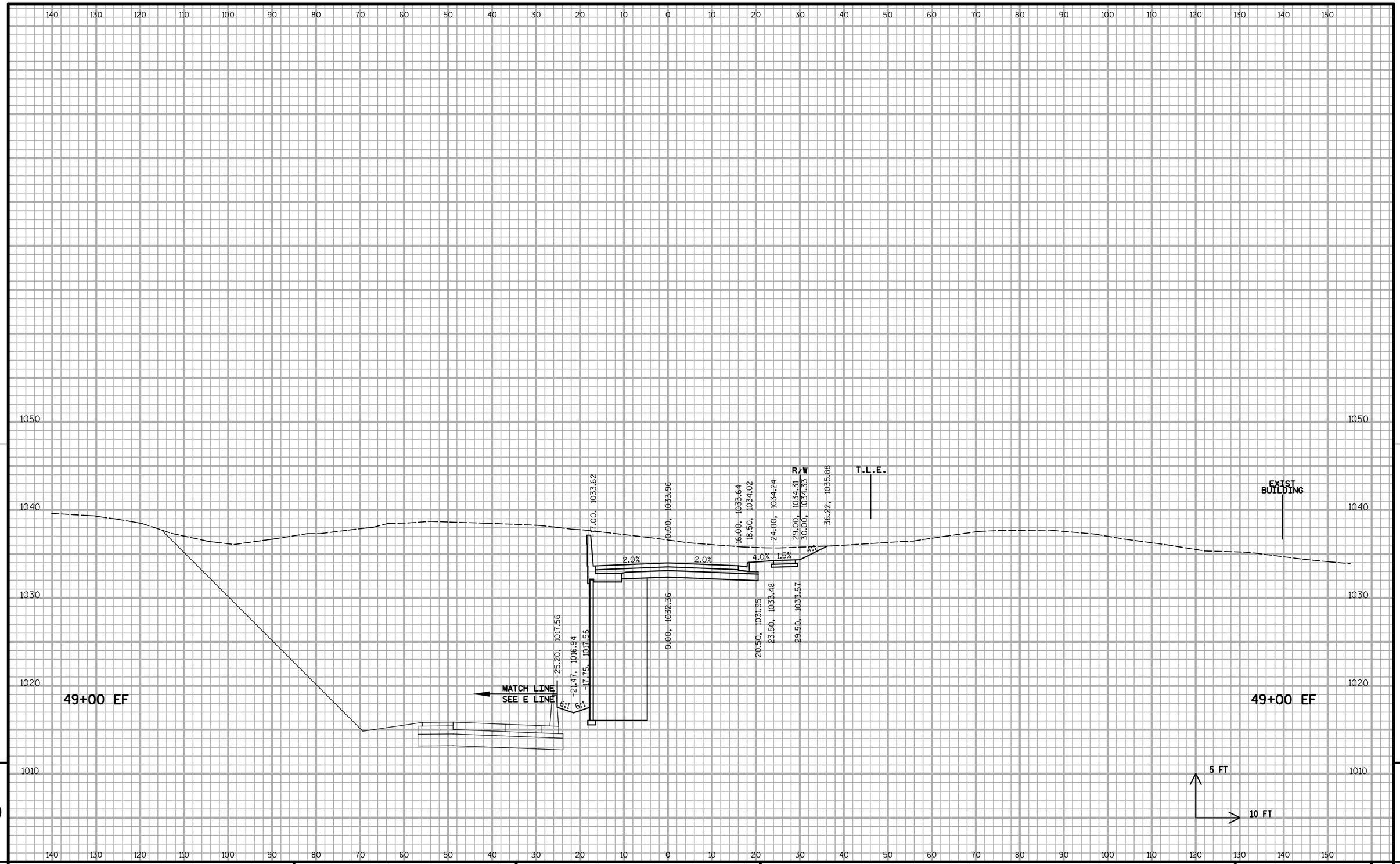


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| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 1213 | E |
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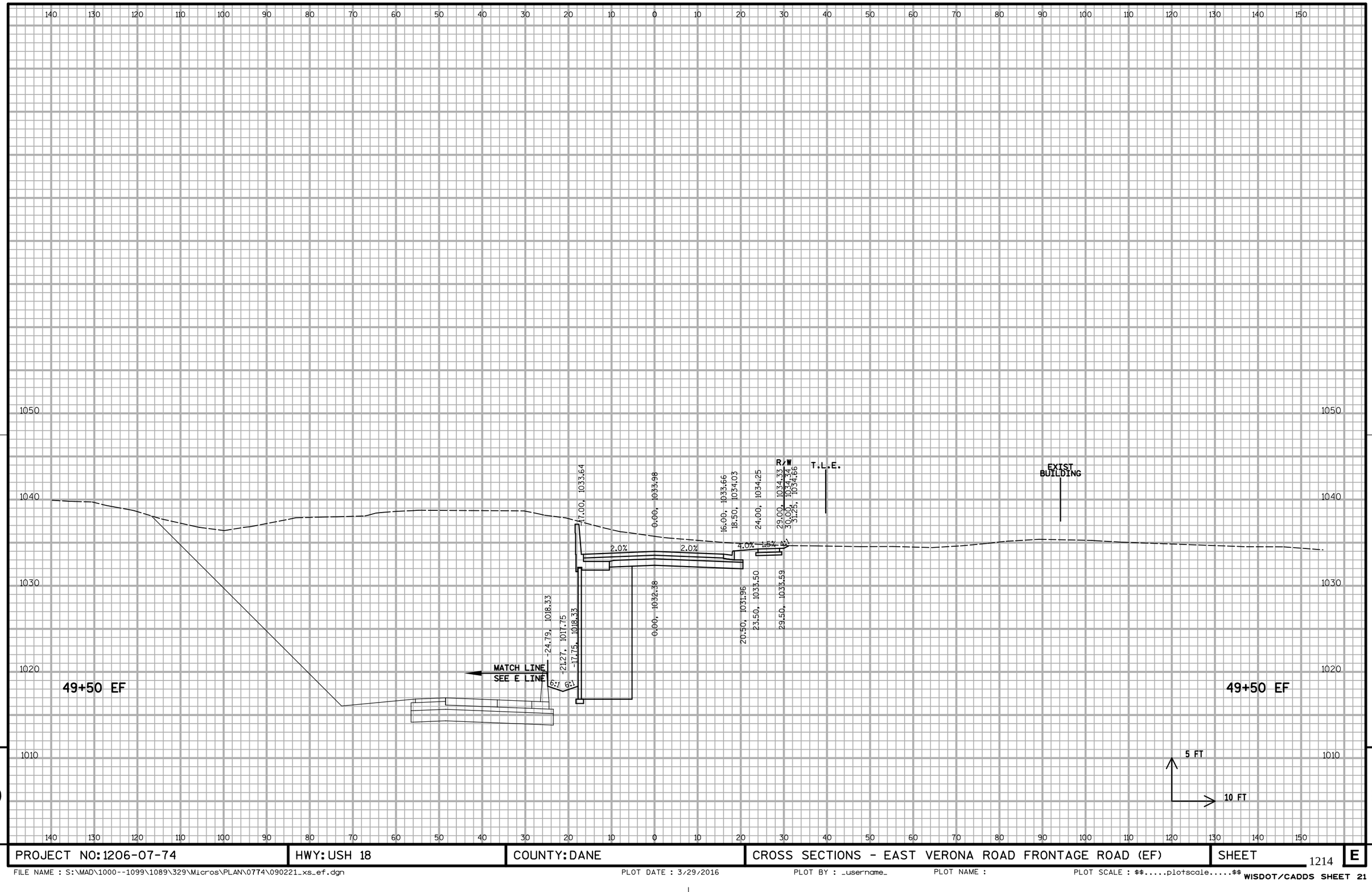
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090221_xs_ef.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 1214 | E |
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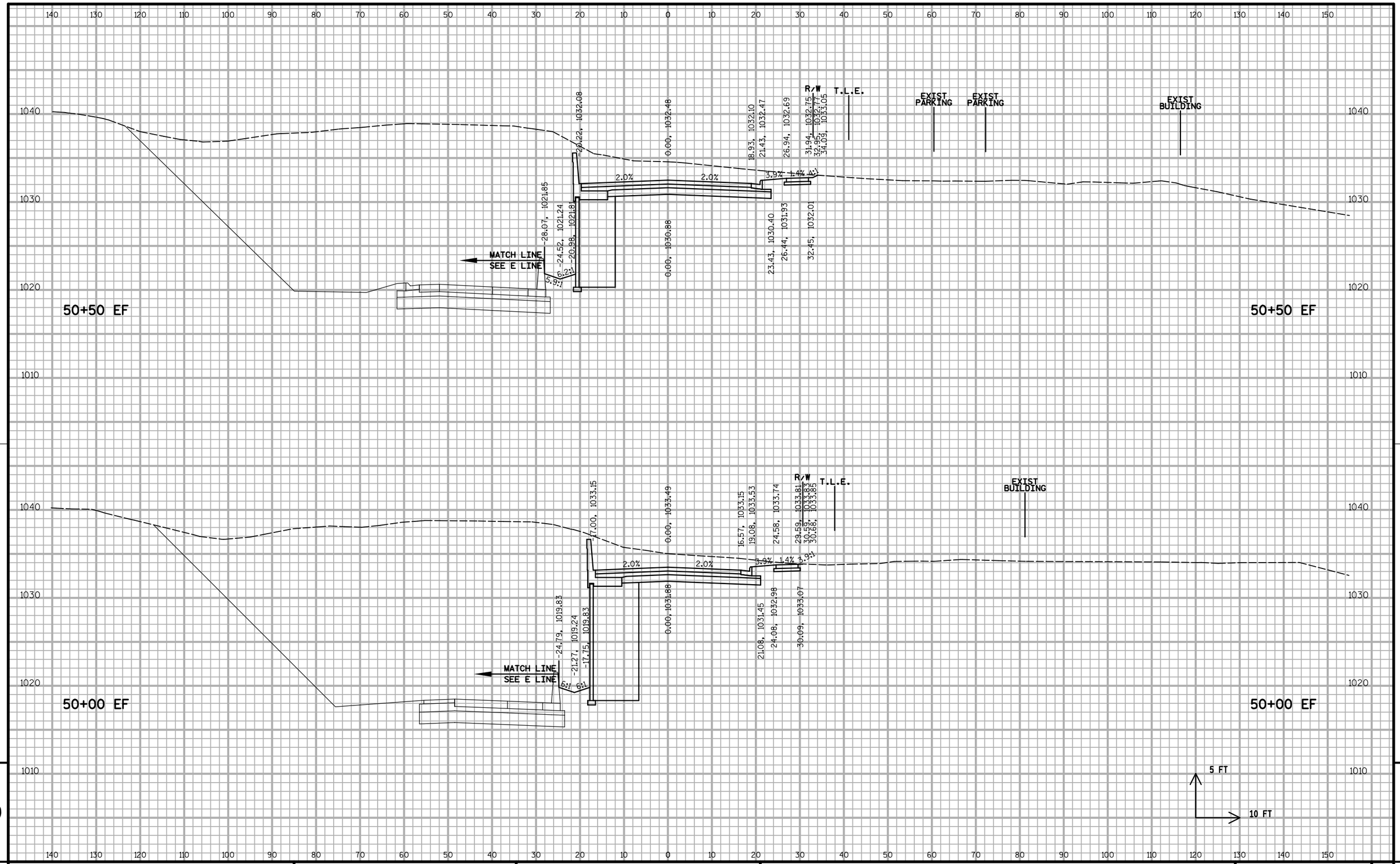
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090221_xs_ef.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 1215 | E |
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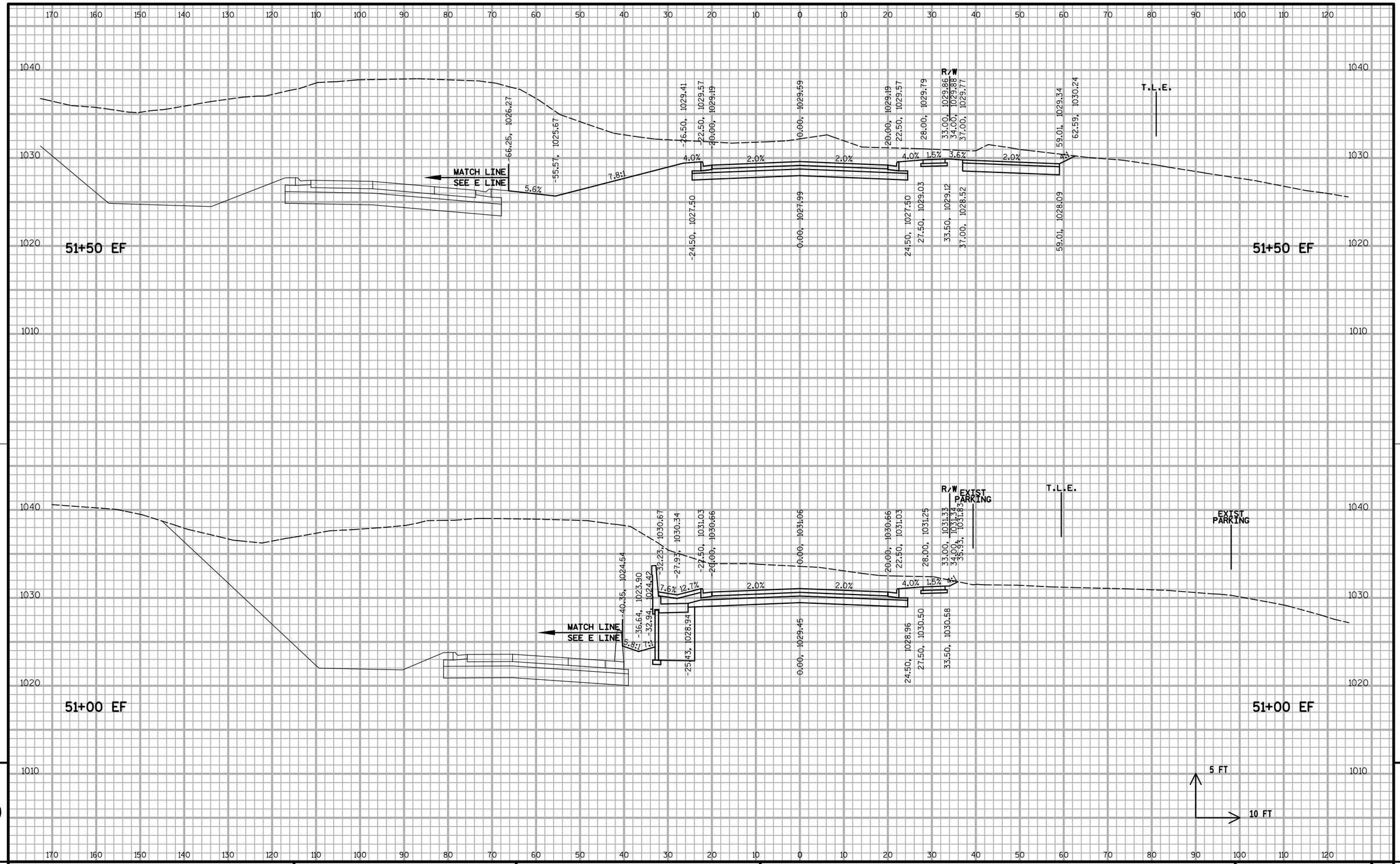
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090221_xs_ef.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 1216 | E |
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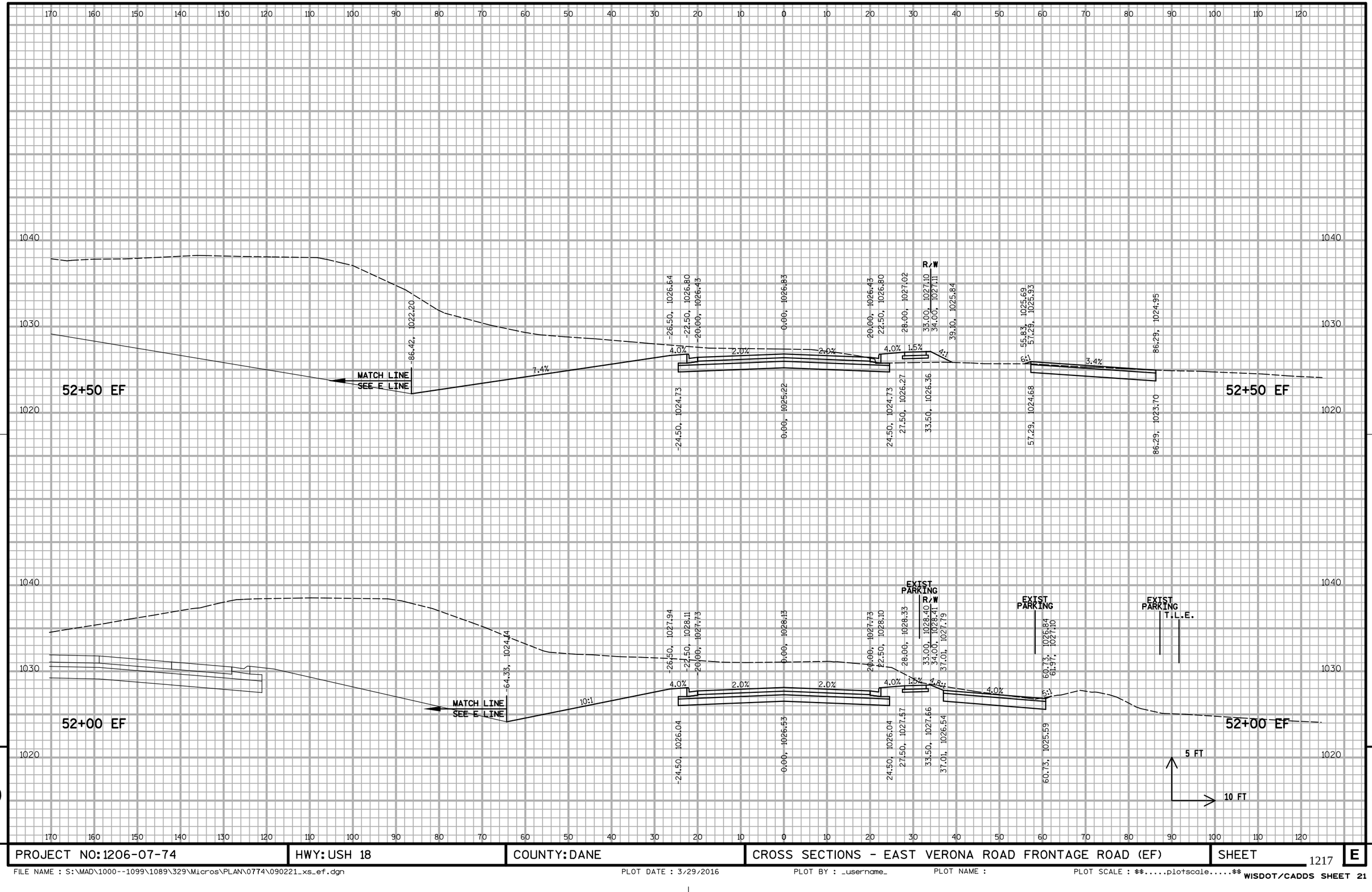
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090221_xs_ef.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 1217 | E |
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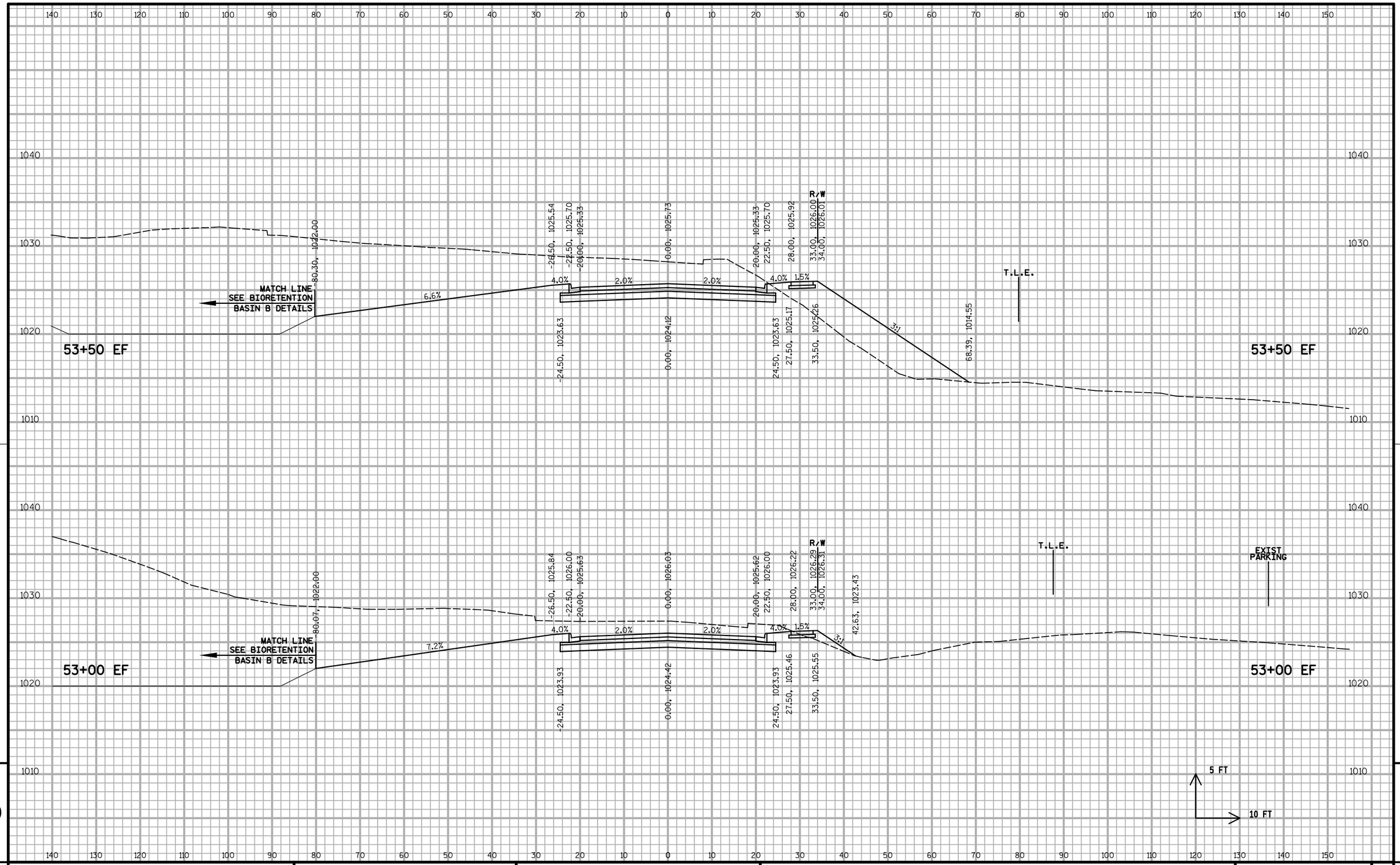


| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 1218 | E |
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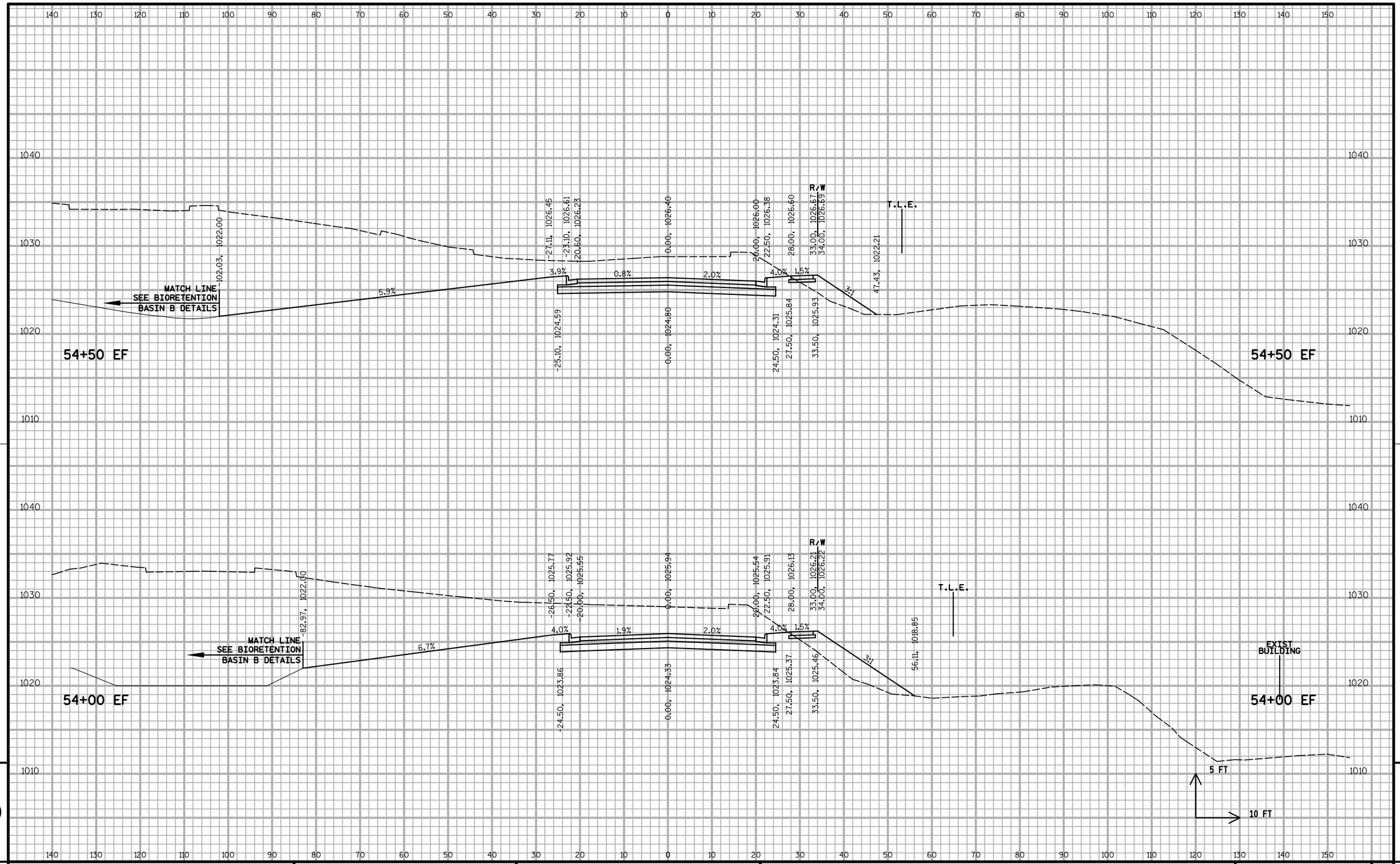


| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 1219 | E |
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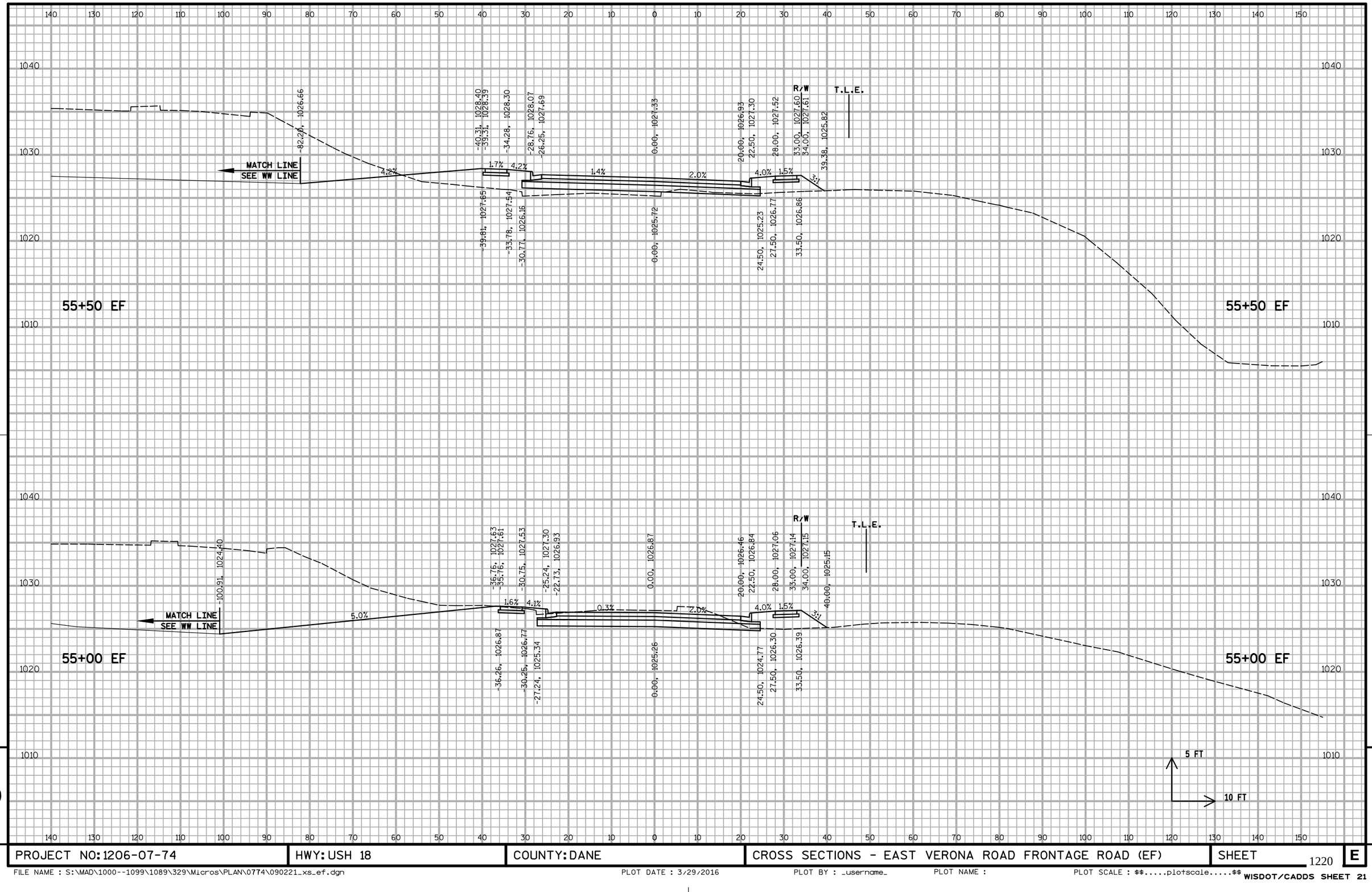
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090221_xs_ef.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 1220 | E |
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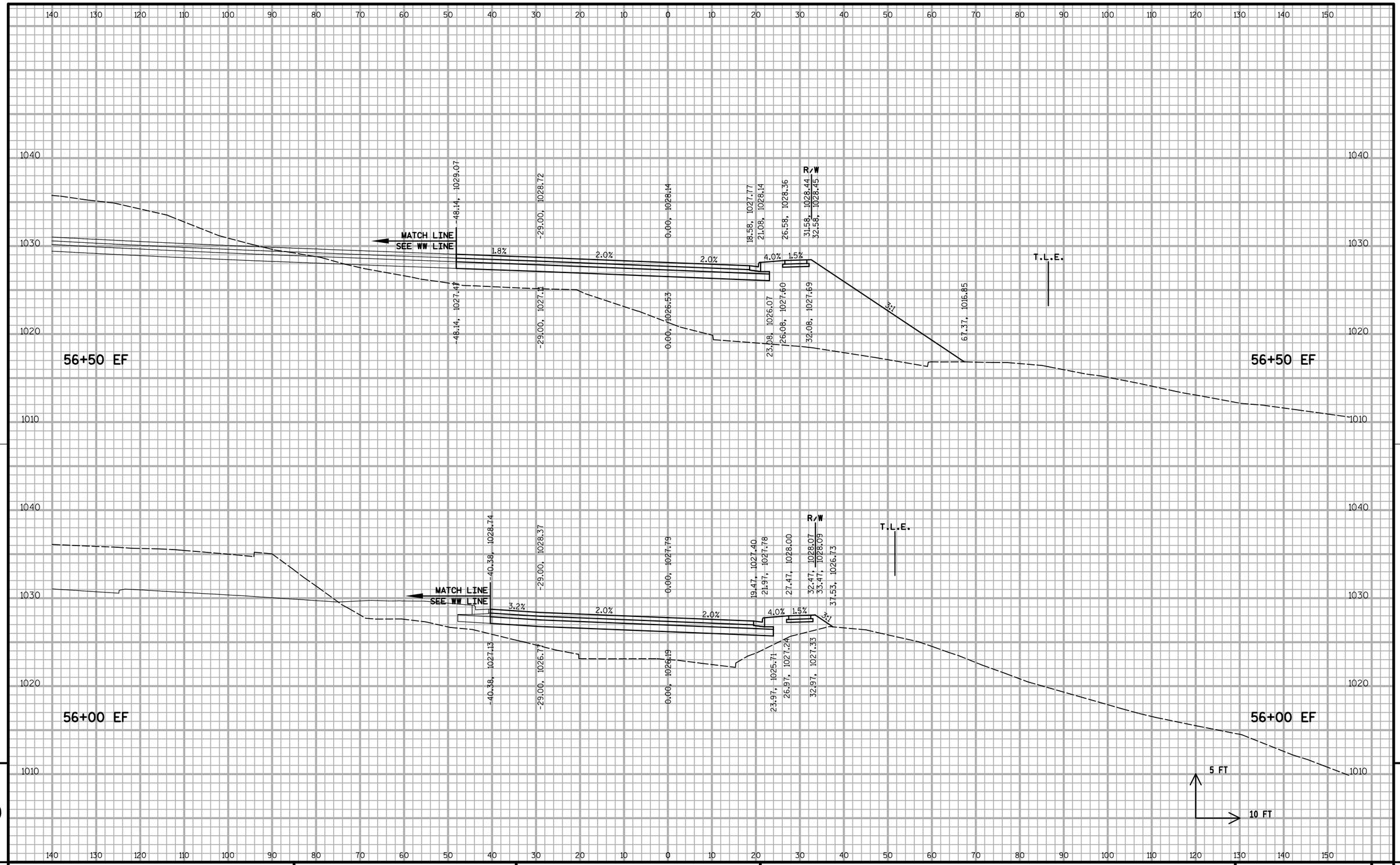
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090221_xs_ef.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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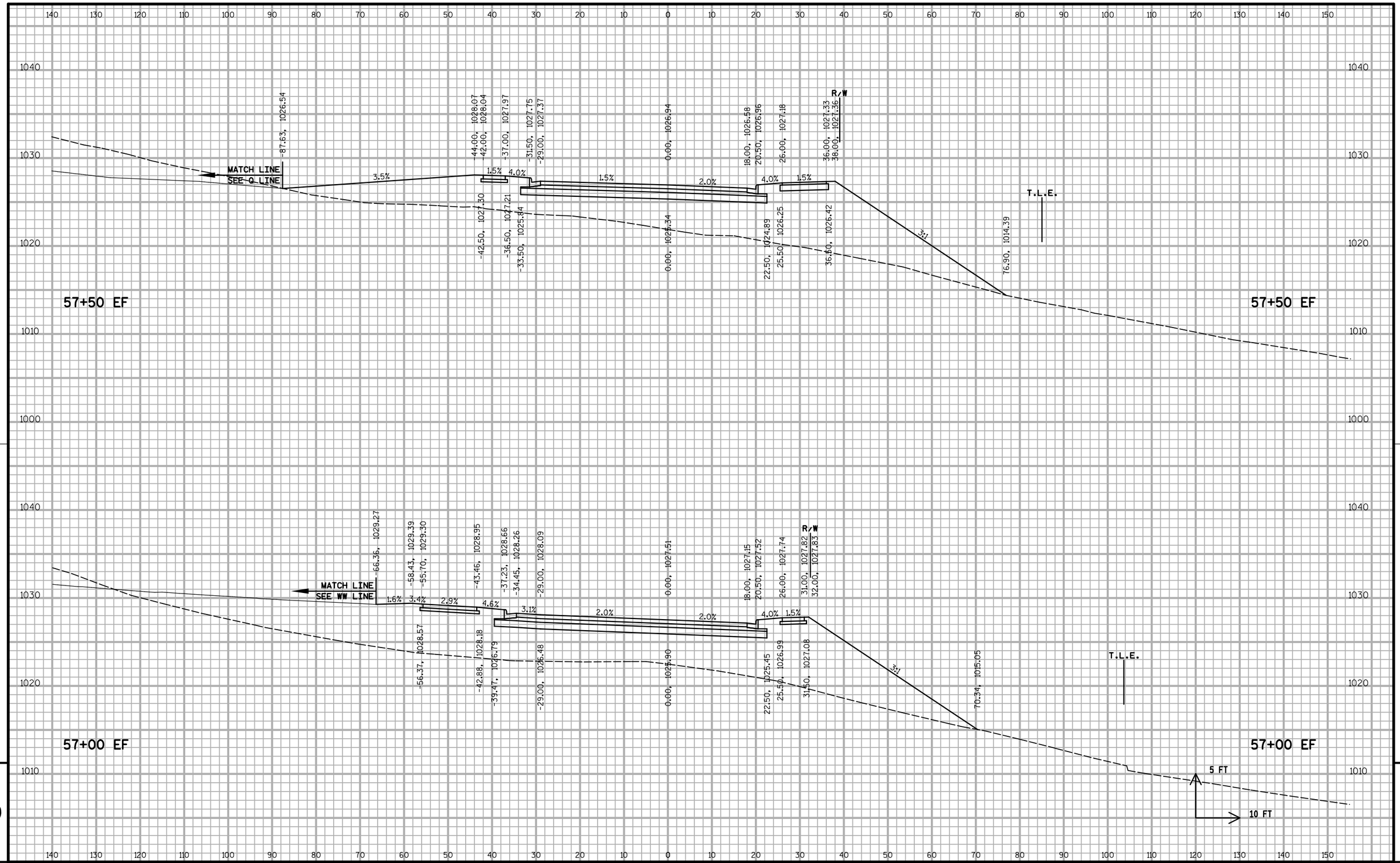
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 1221 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090221_xs_ef.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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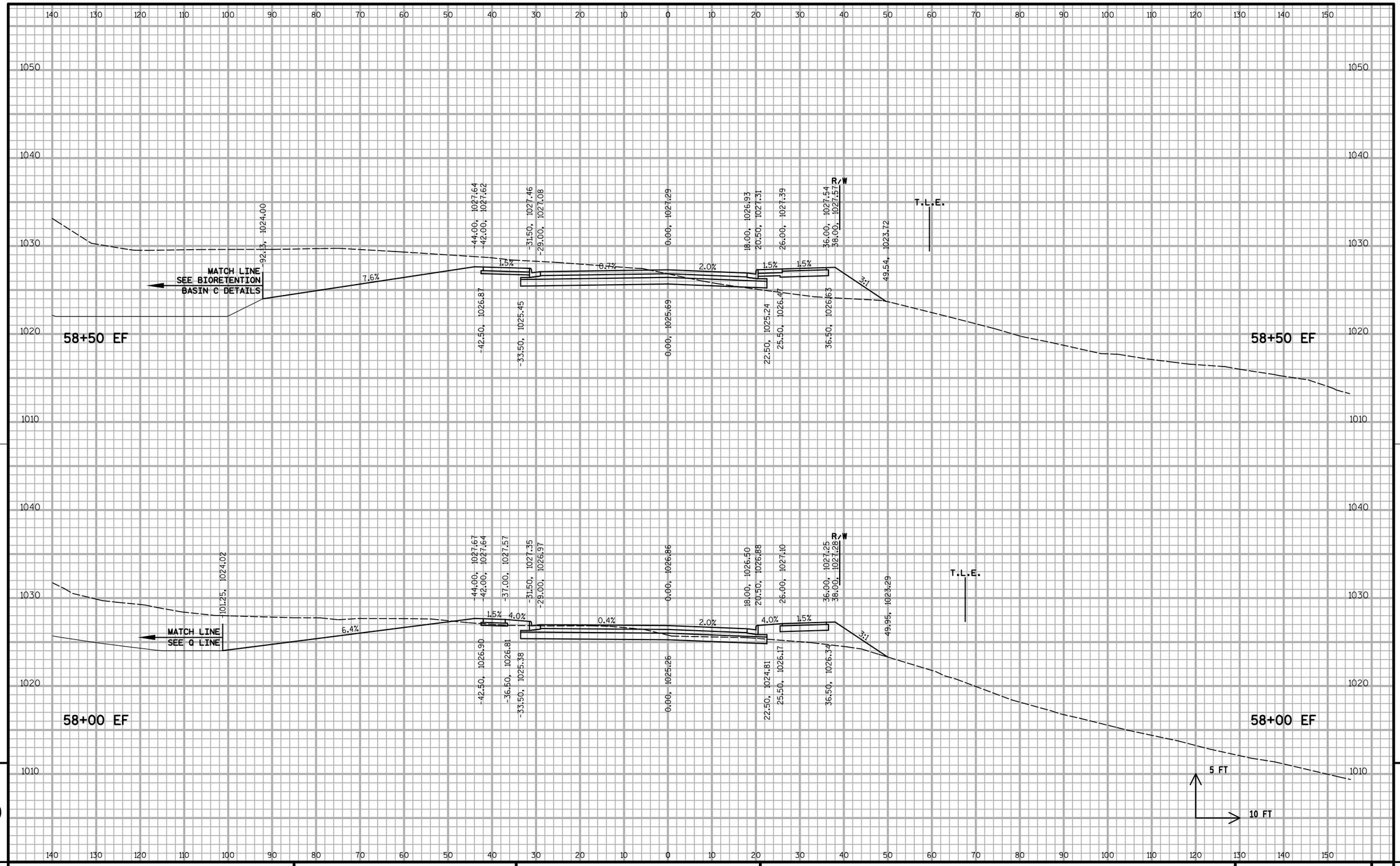
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 1222 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090221_xs_ef.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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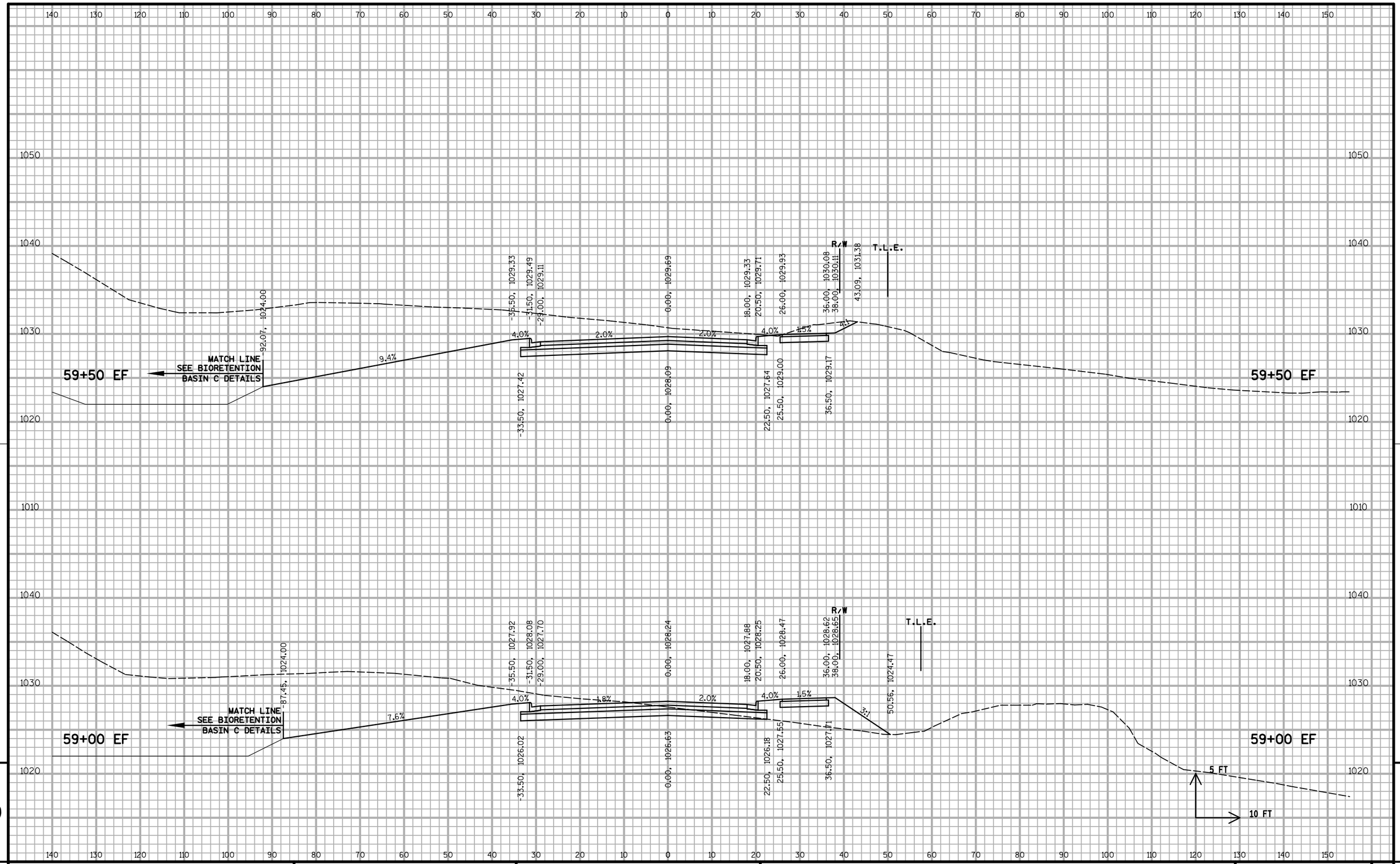
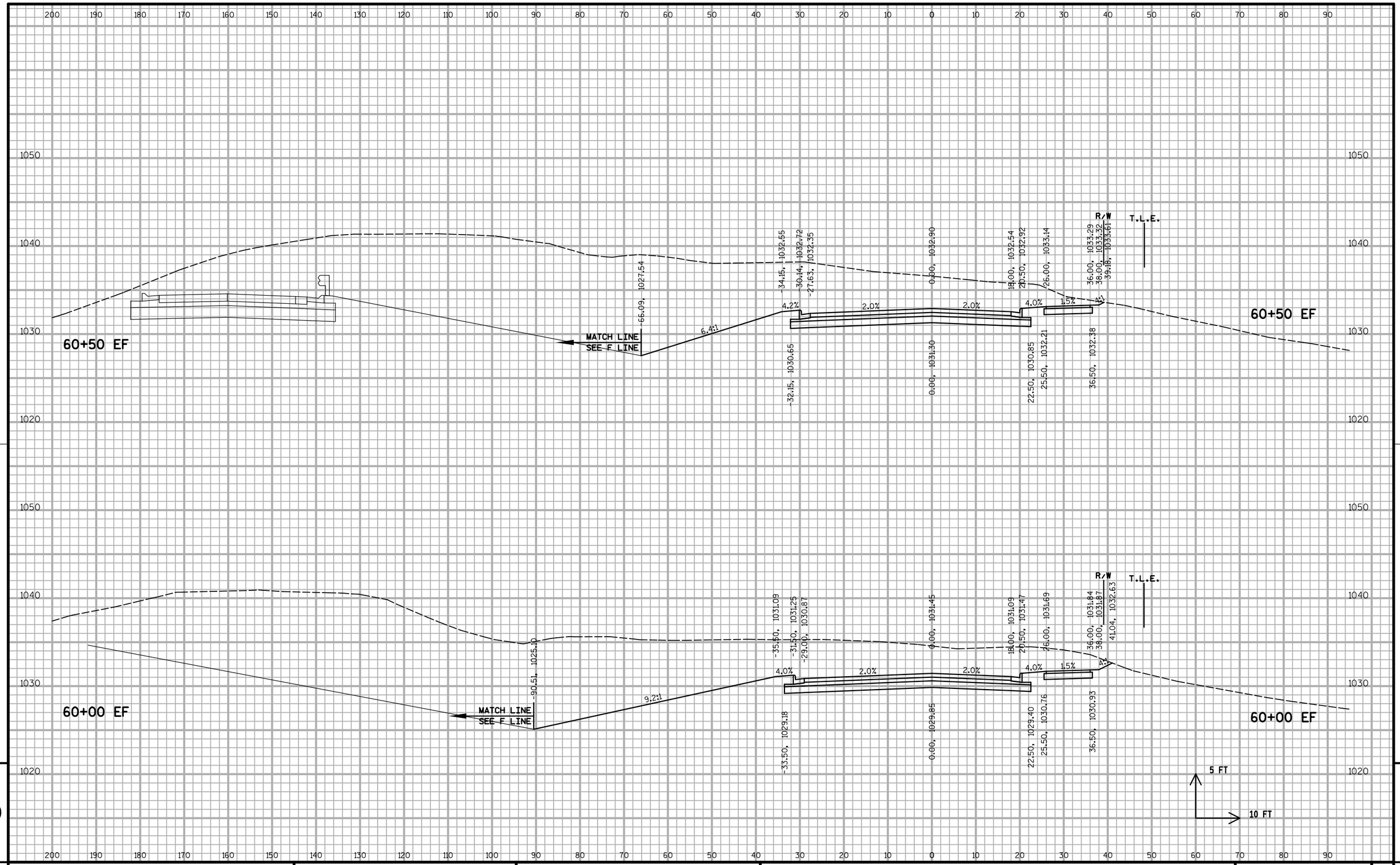
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 1223 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090221_xs_ef.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 1224 E |
|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090221_xs_ef.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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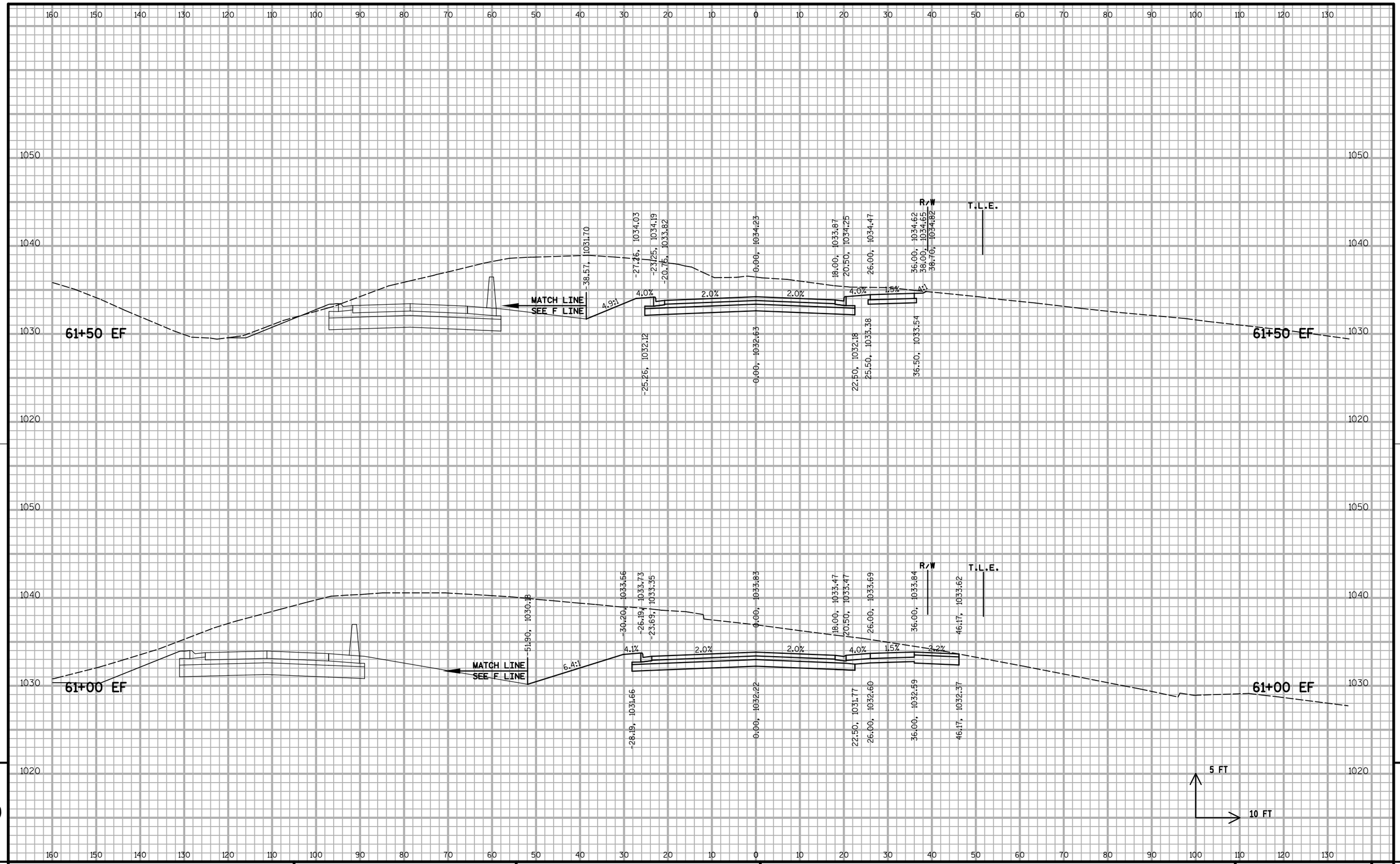
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 1225 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090221_xs_ef.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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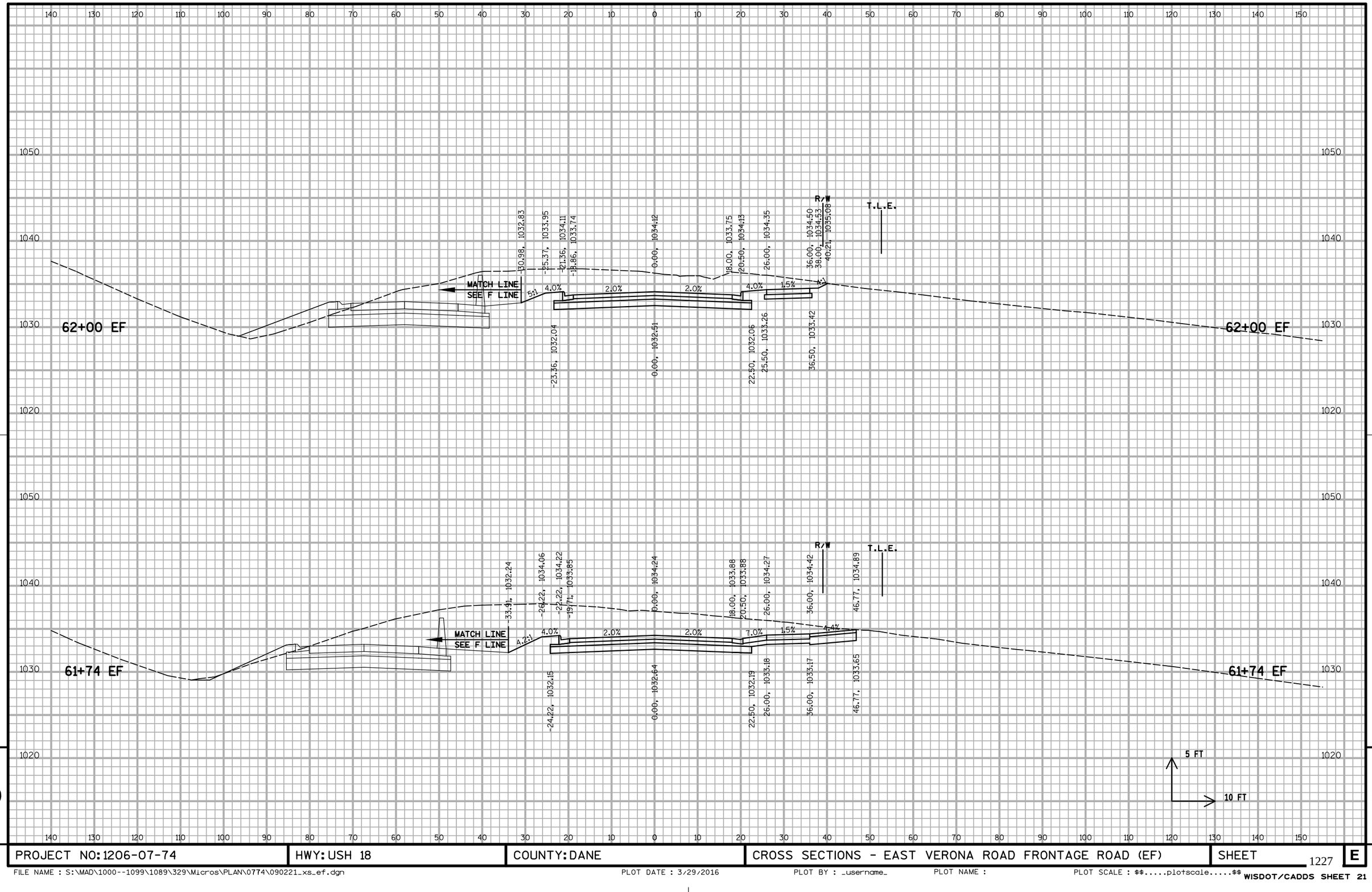
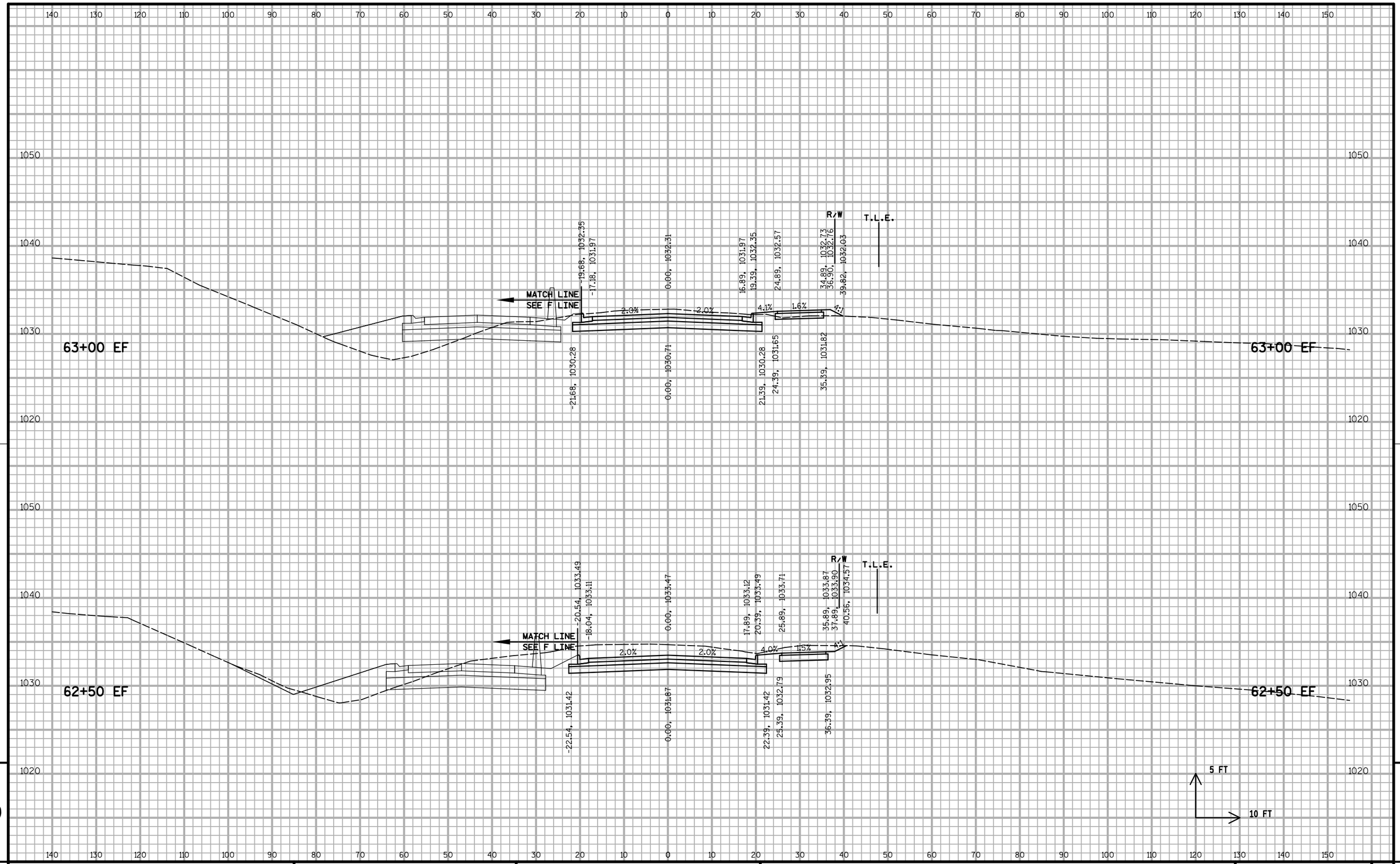
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 1226 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090221_xs_ef.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 1227 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090221_xs_ef.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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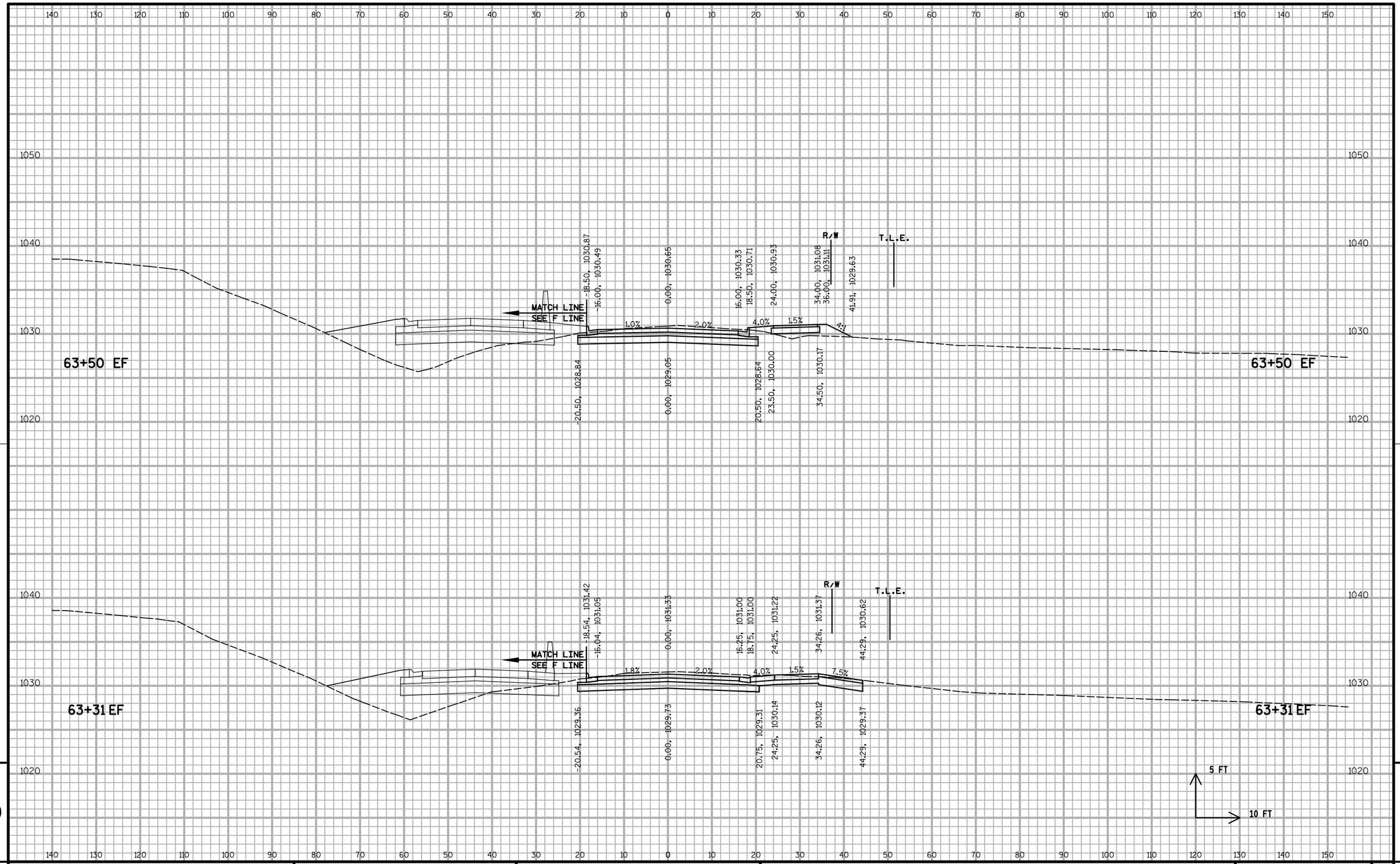
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 1228 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090221_xs_ef.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 1229 | E |
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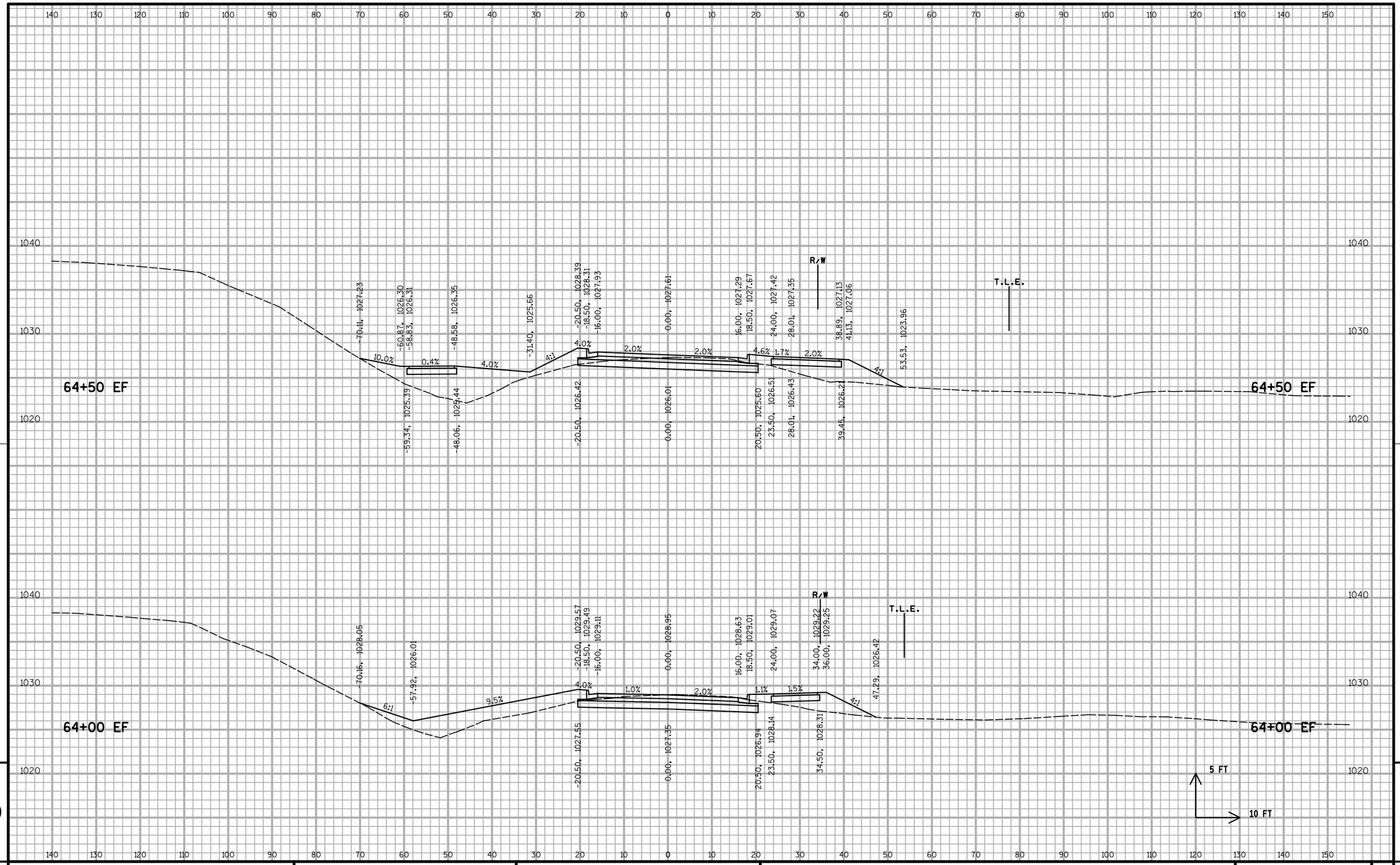


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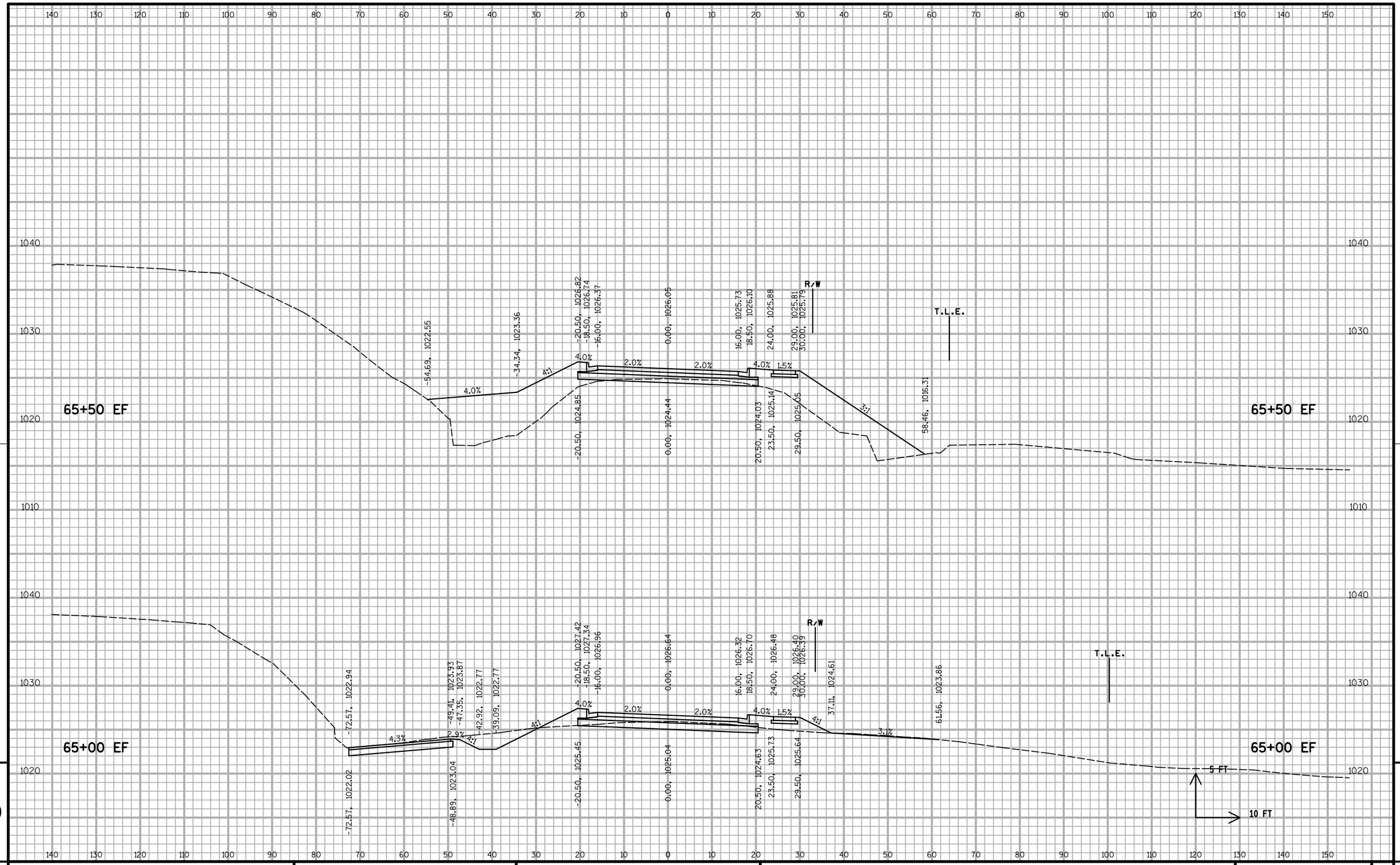
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 1230 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090221_xs_ef.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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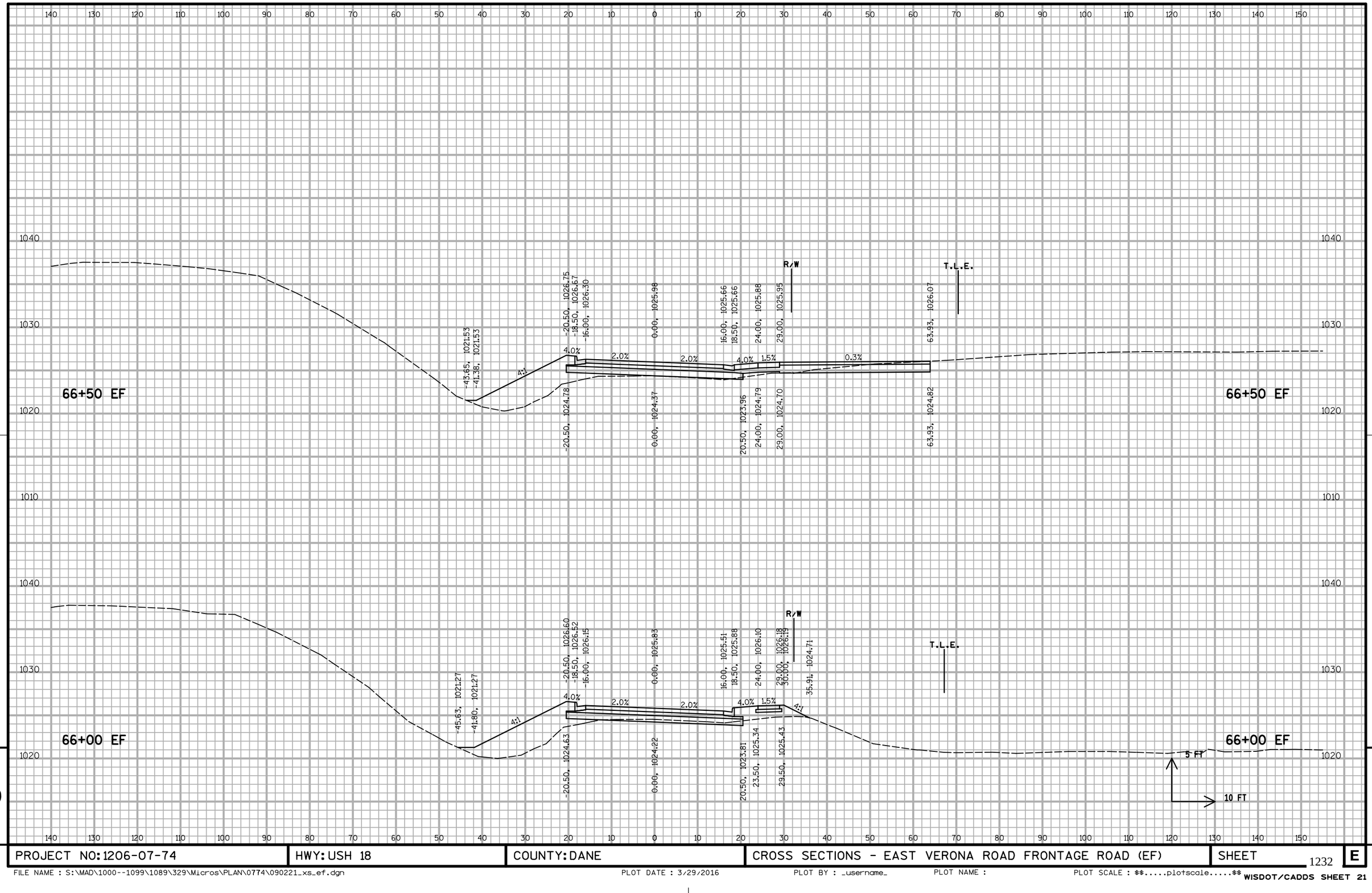
|---|---|---|---|---|
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 1231 E |

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090221_xs_ef.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 1232 | E |
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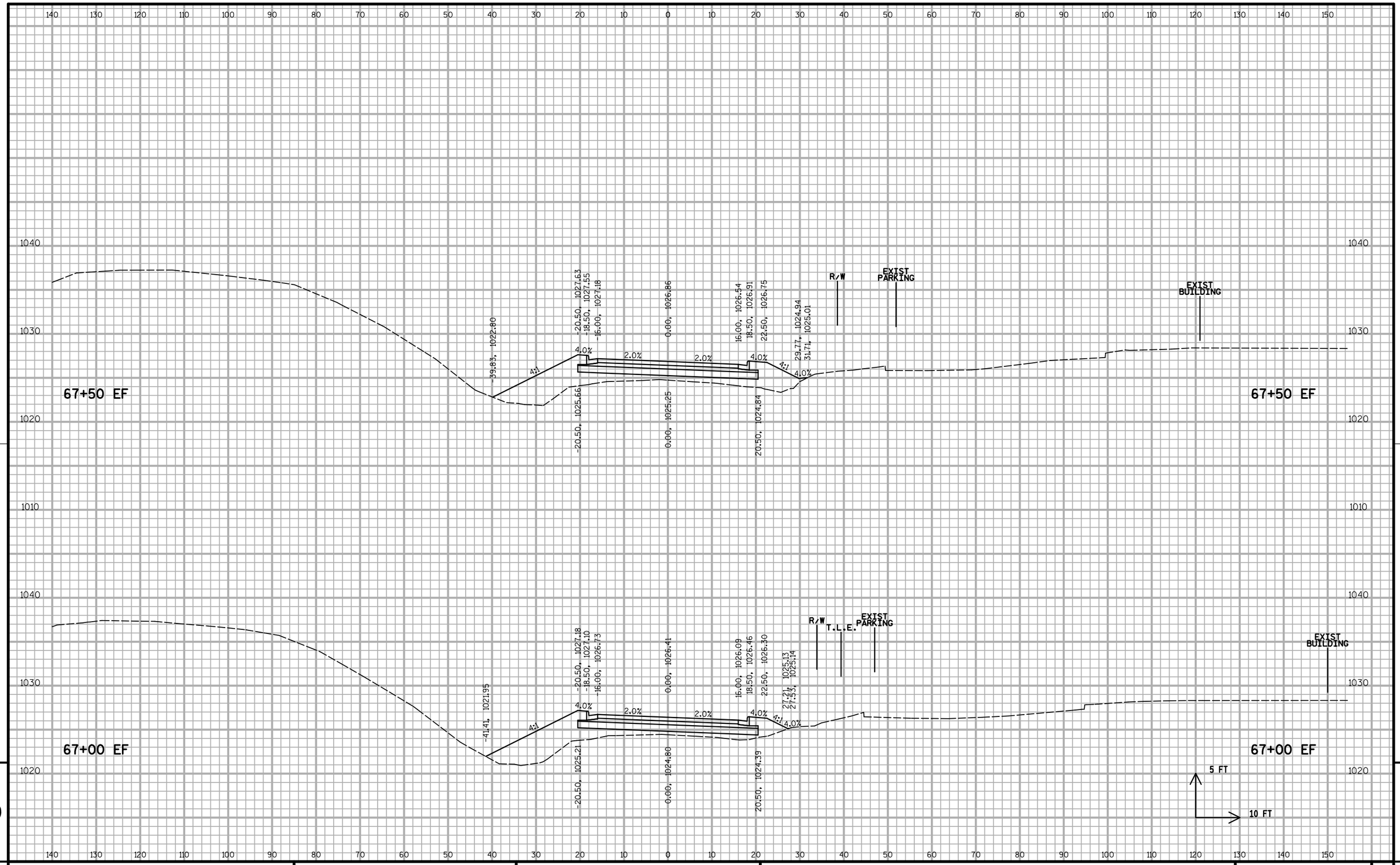
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090221_xs_ef.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 1233 | E |
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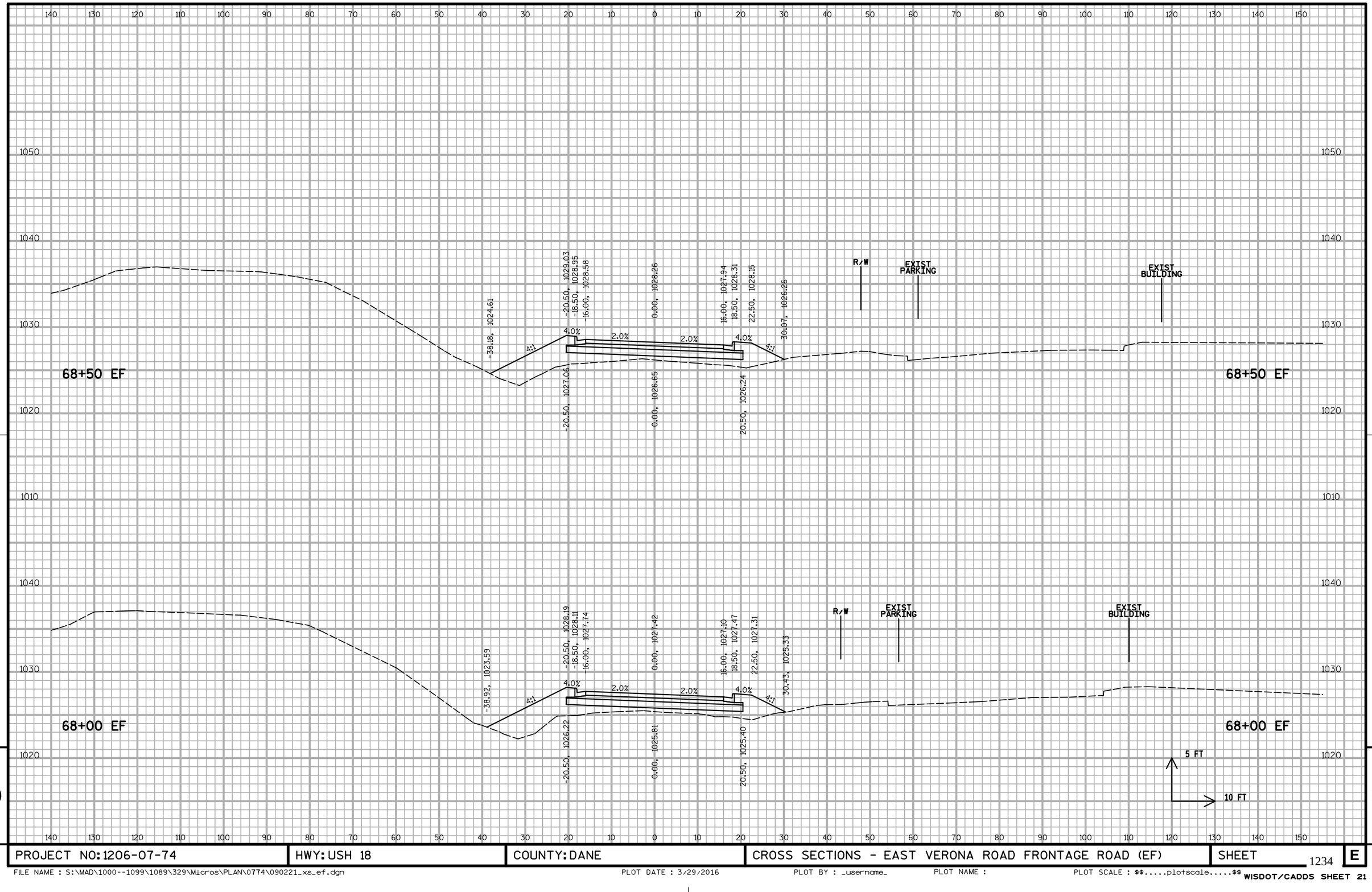


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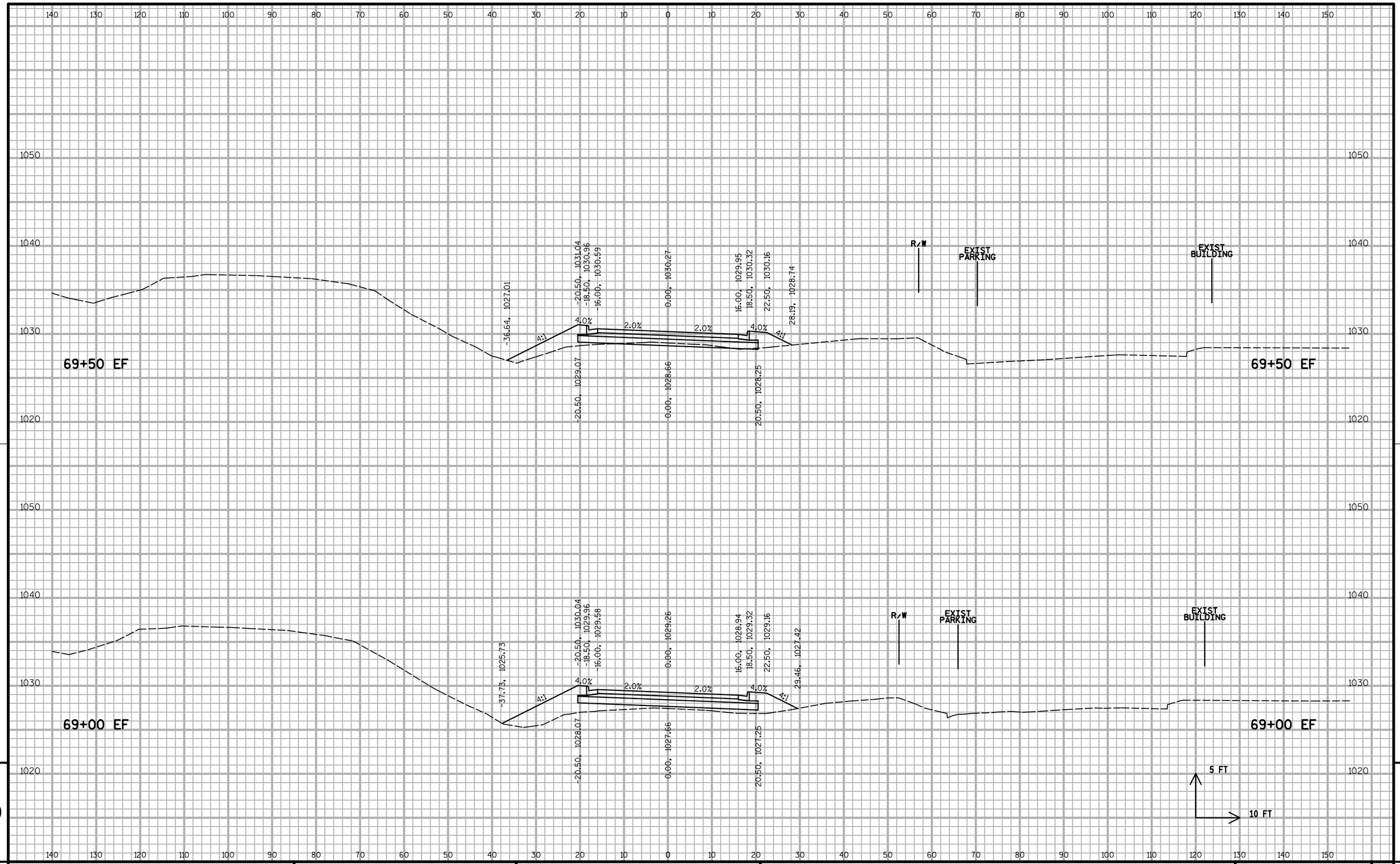
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 1234 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090221_xs_ef.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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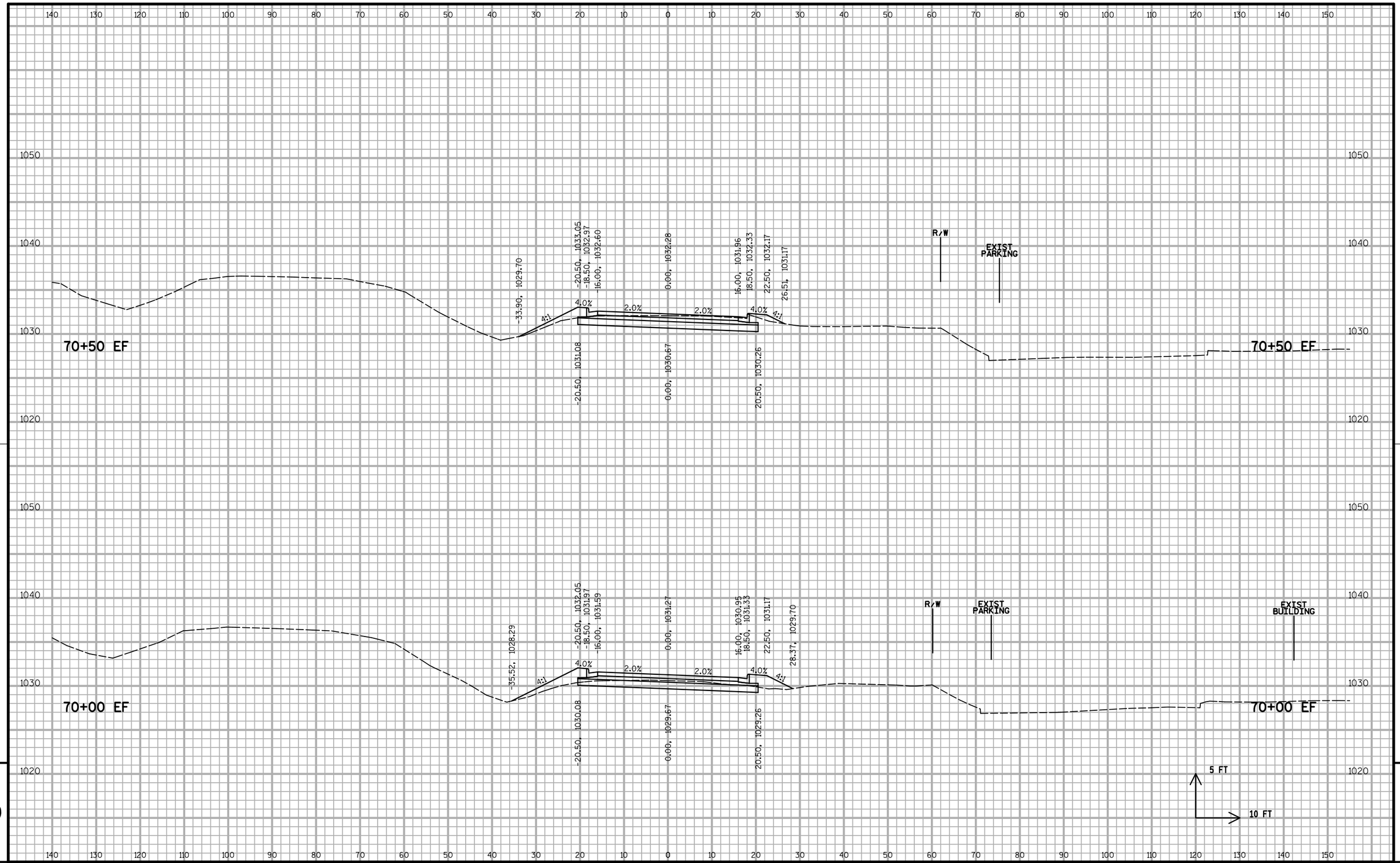
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 1235 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090221_xs_ef.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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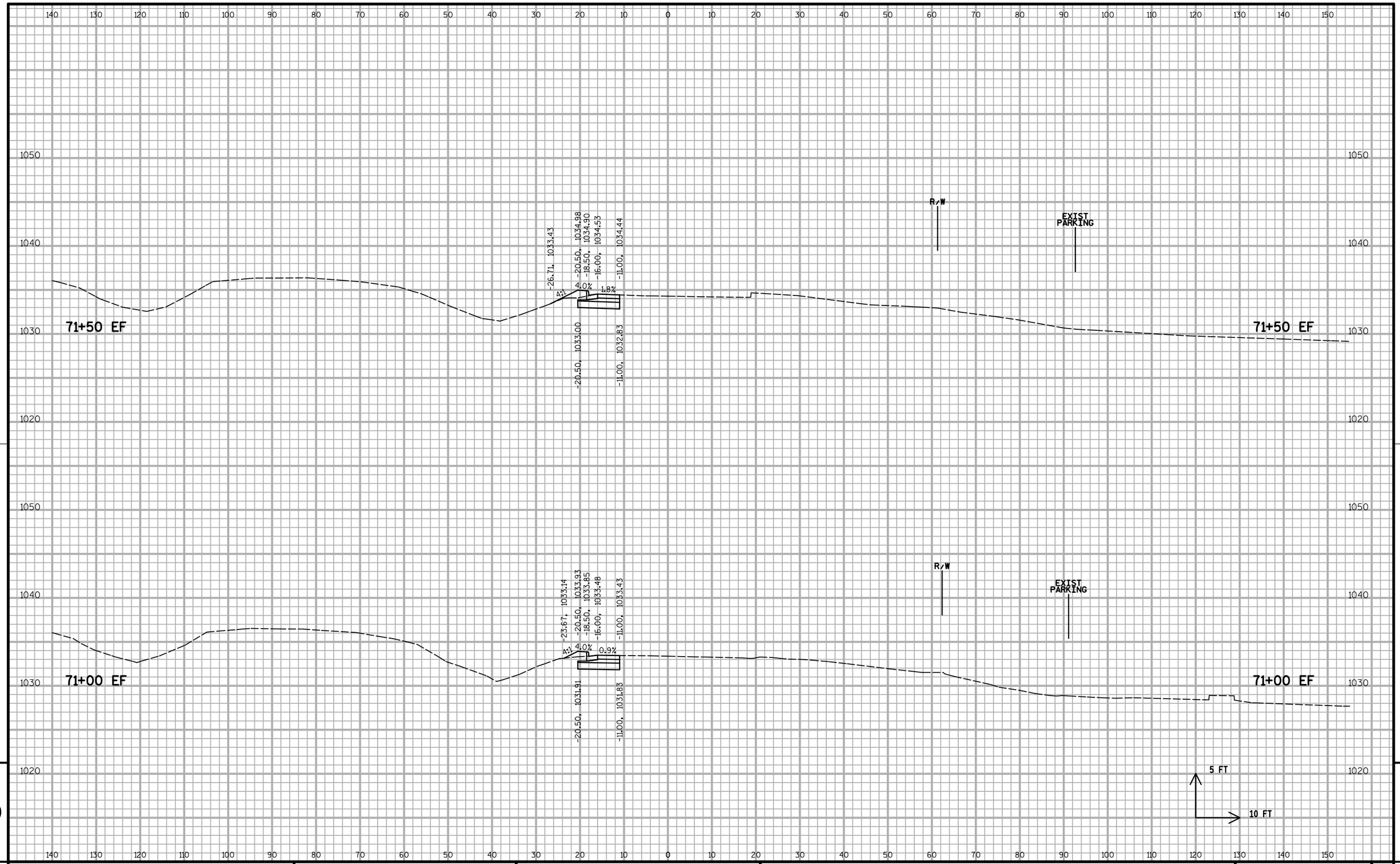
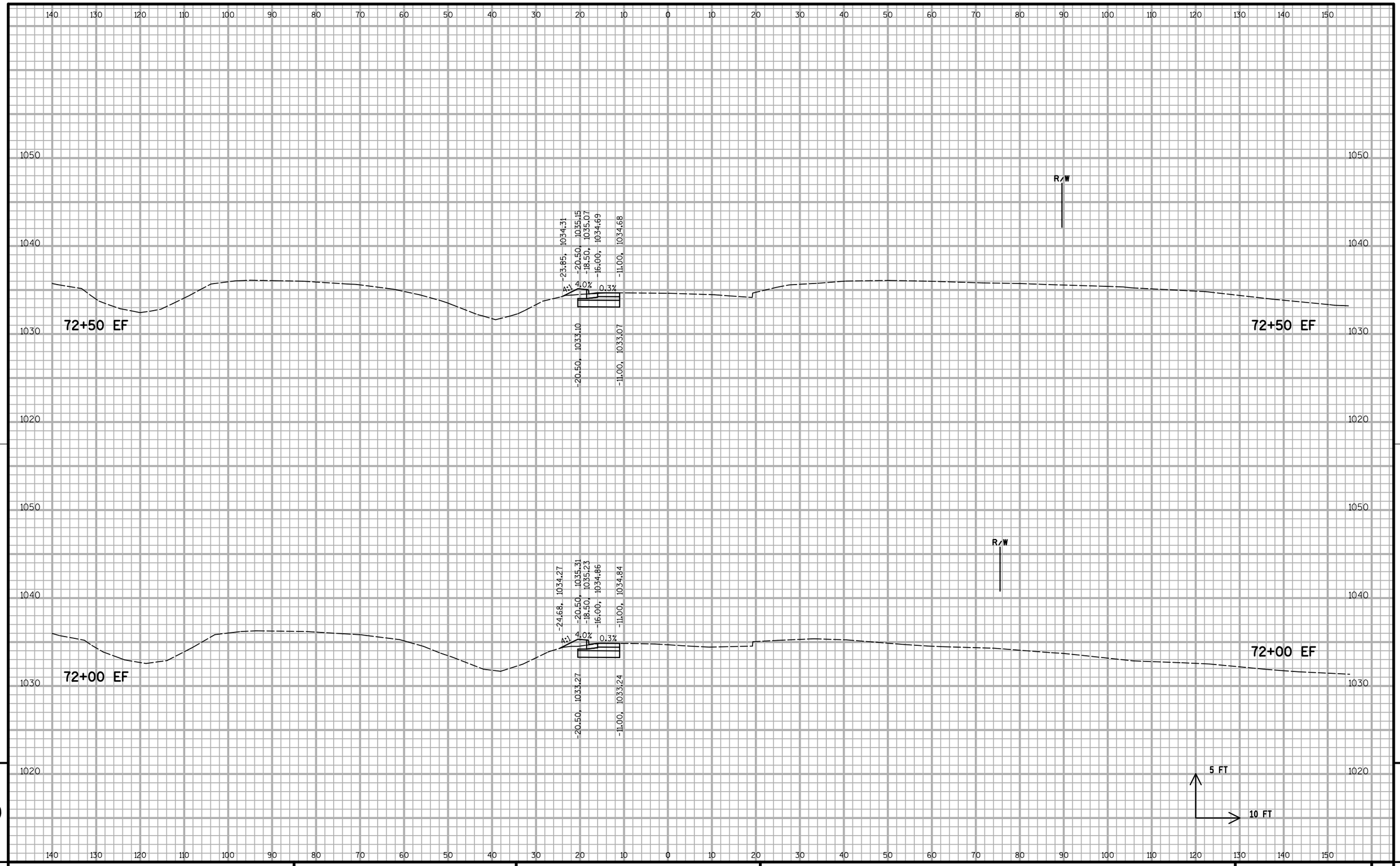
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 1236 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090221_xs_ef.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 1237 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090221_xs_ef.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 1238 | E |
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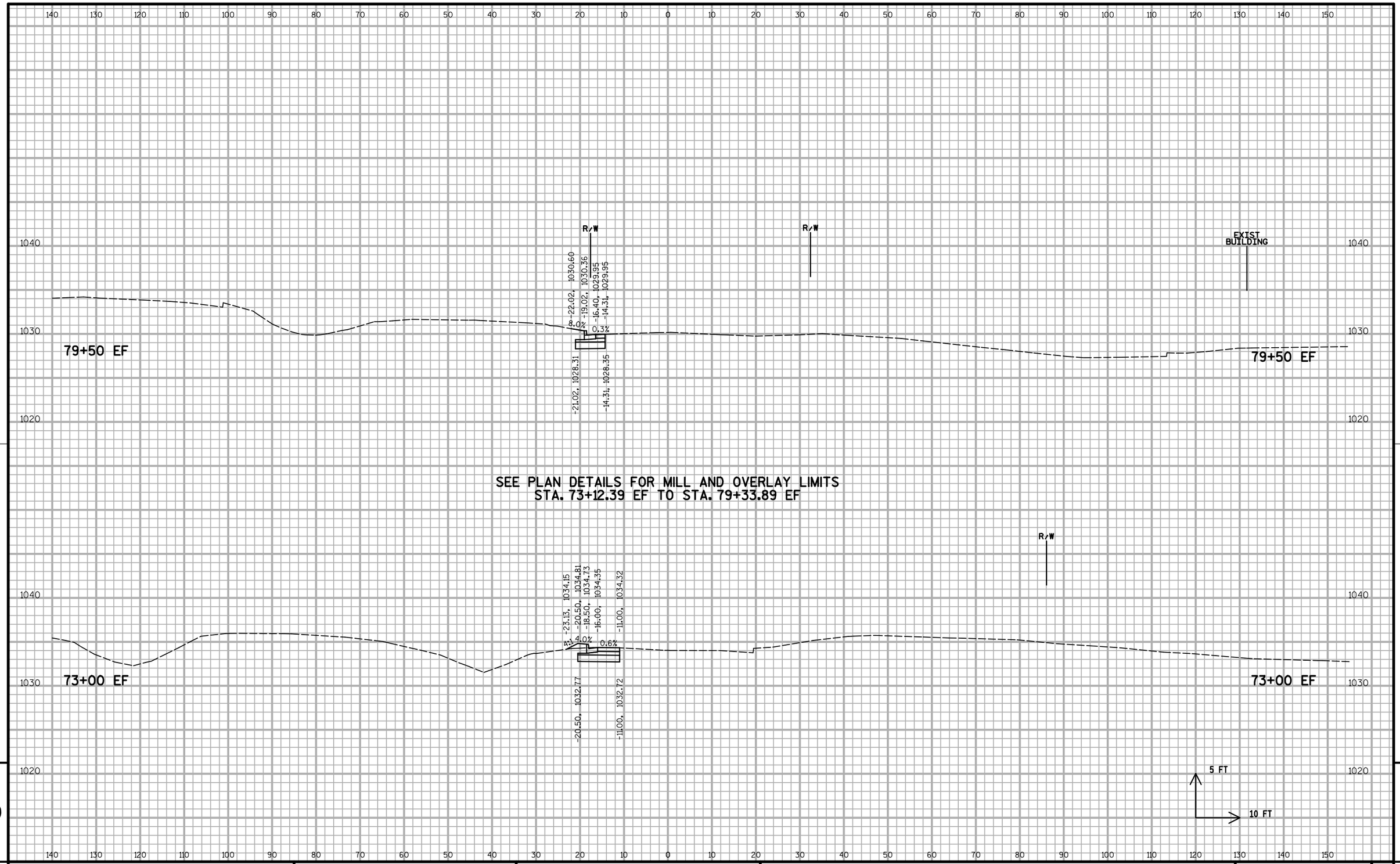


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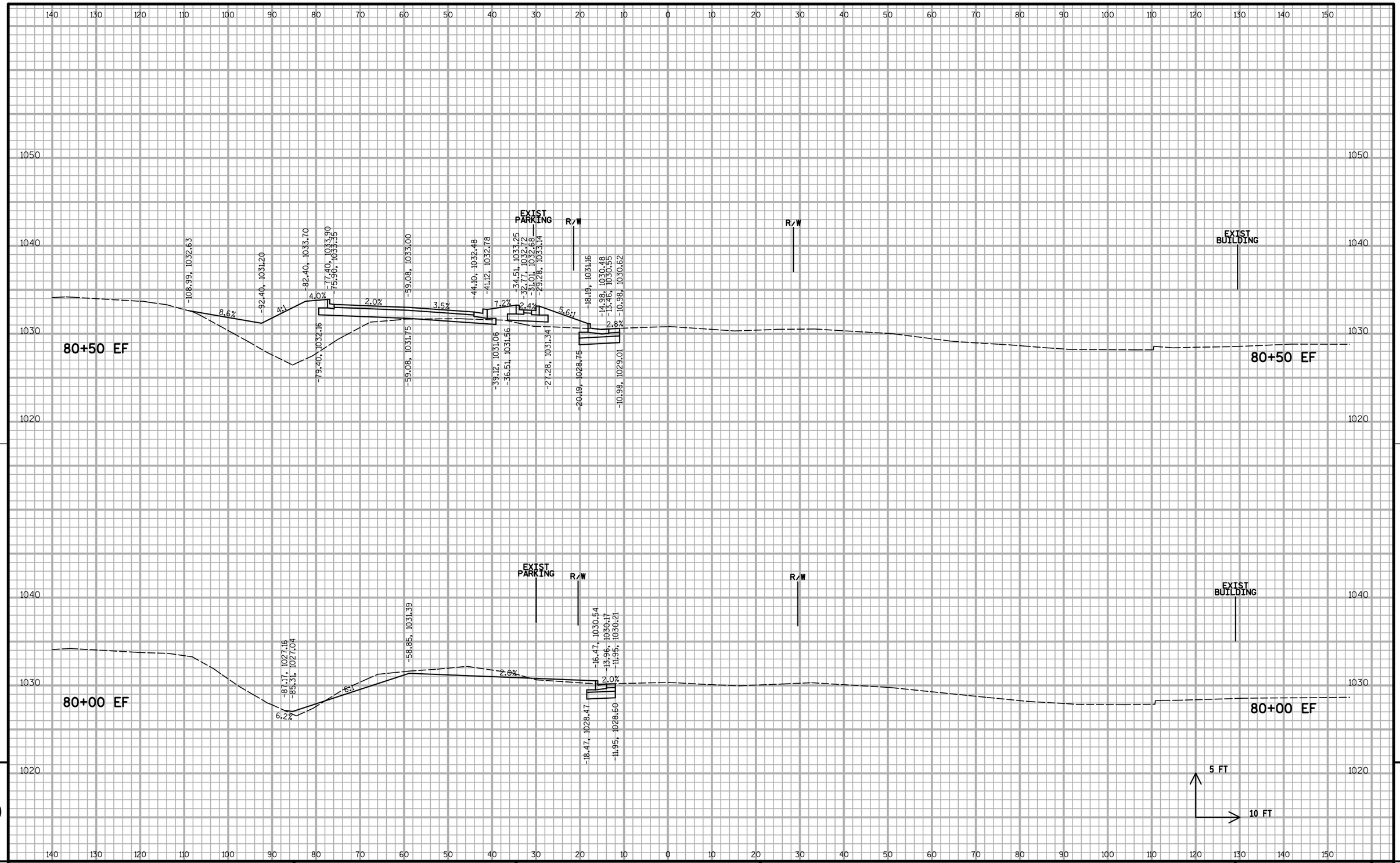
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 1239 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090221_xs_ef.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 1240 | E |
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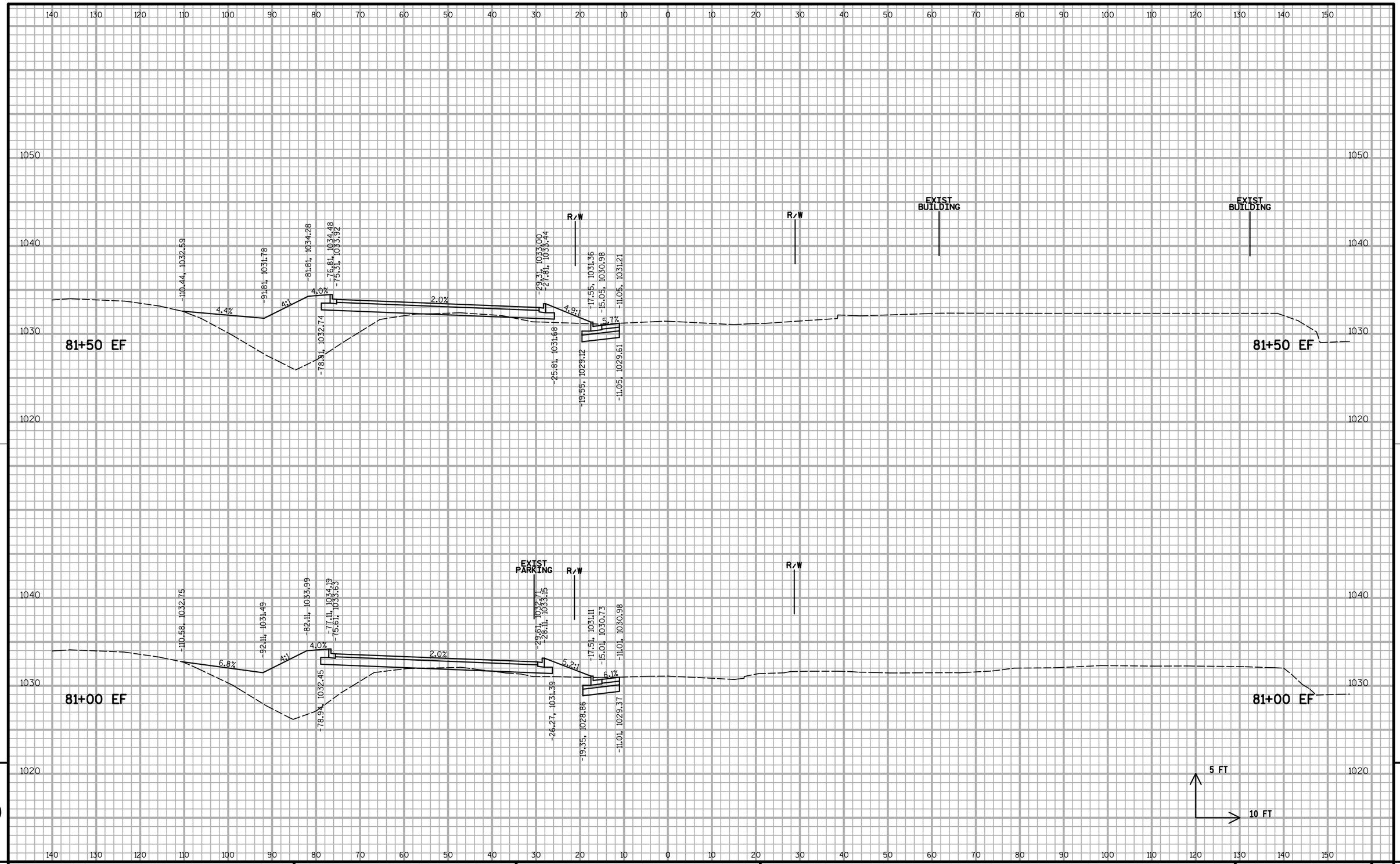
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090221_xs_ef.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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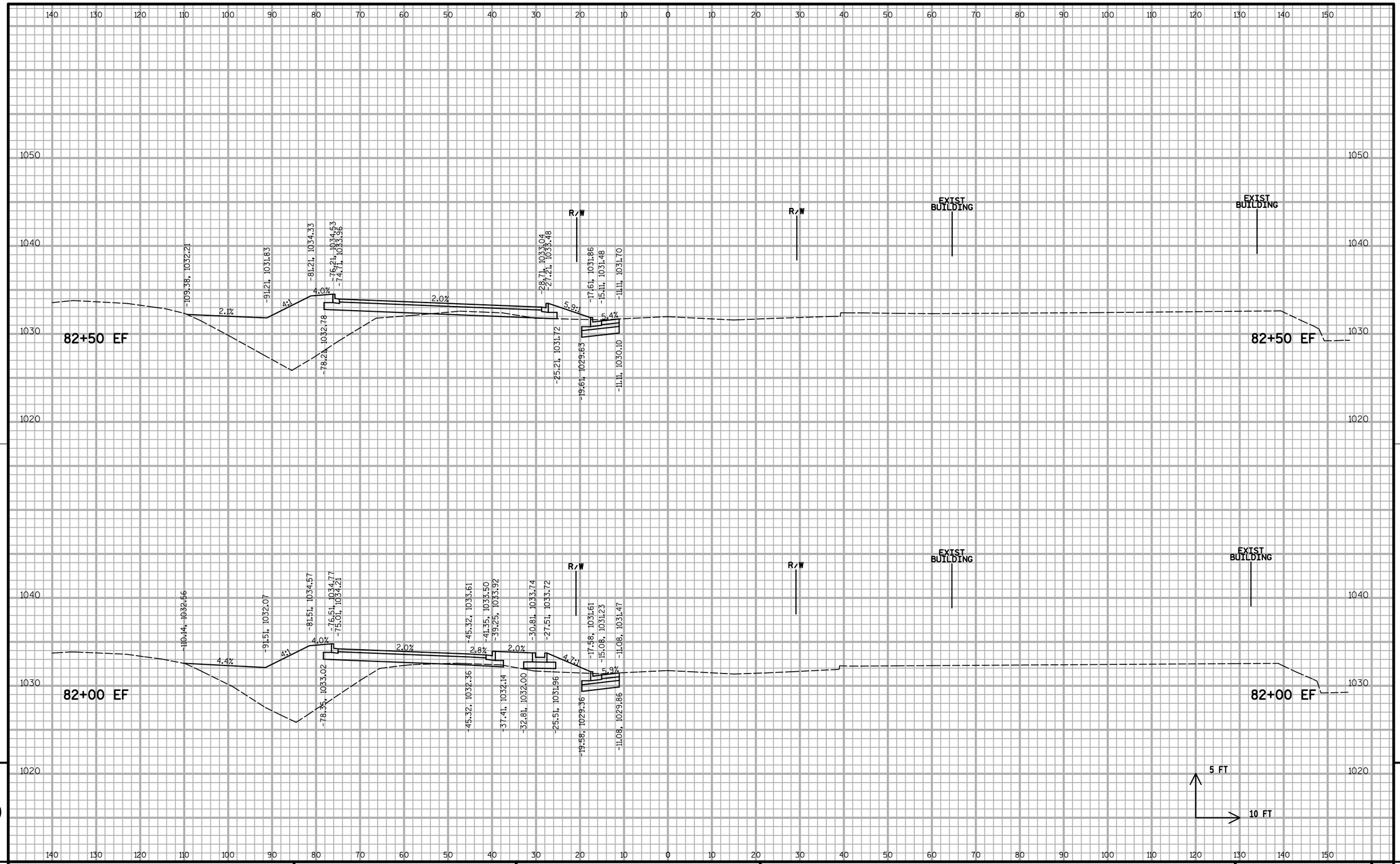
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 1241 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090221_xs_ef.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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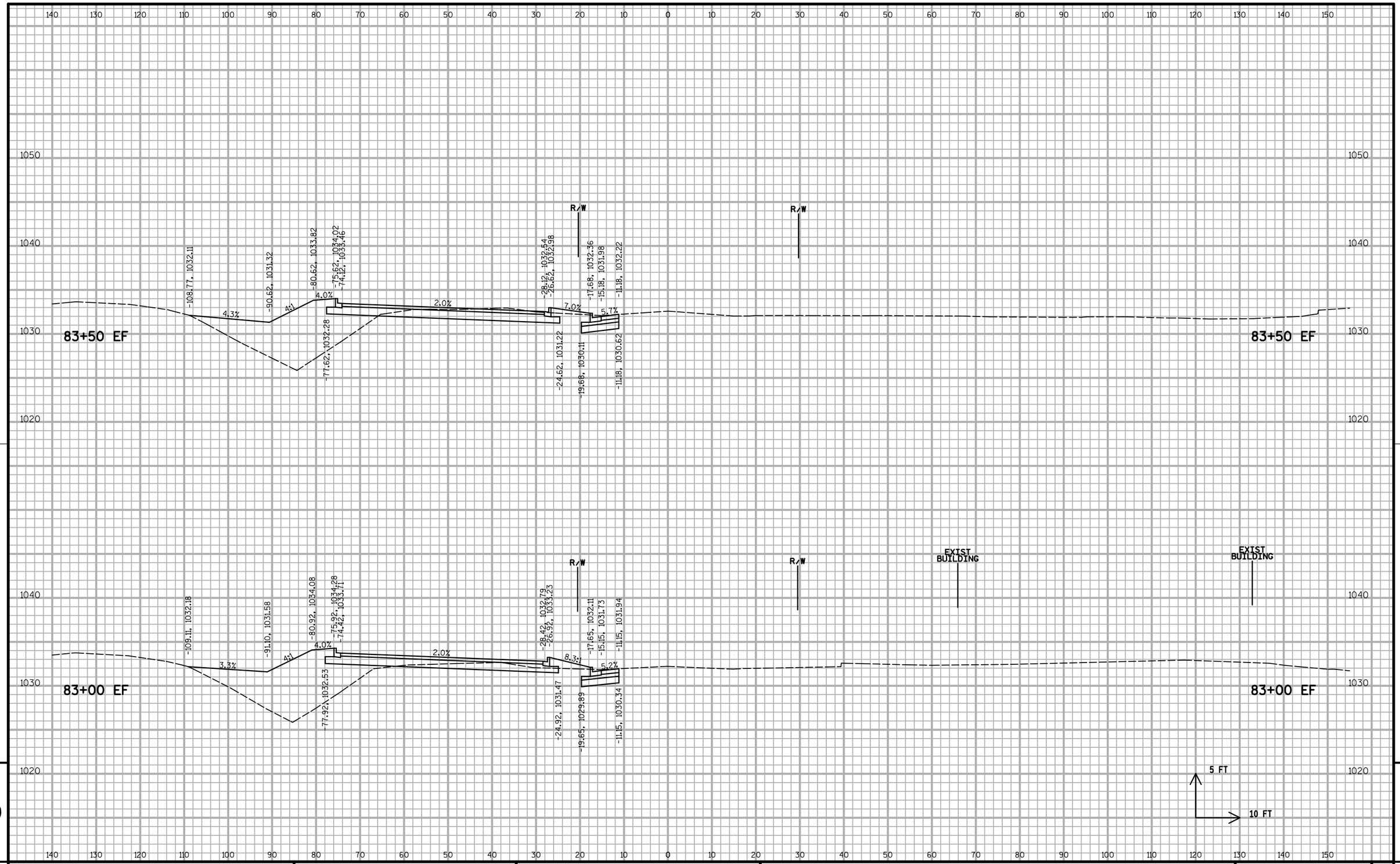
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 1242 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090221_xs_ef.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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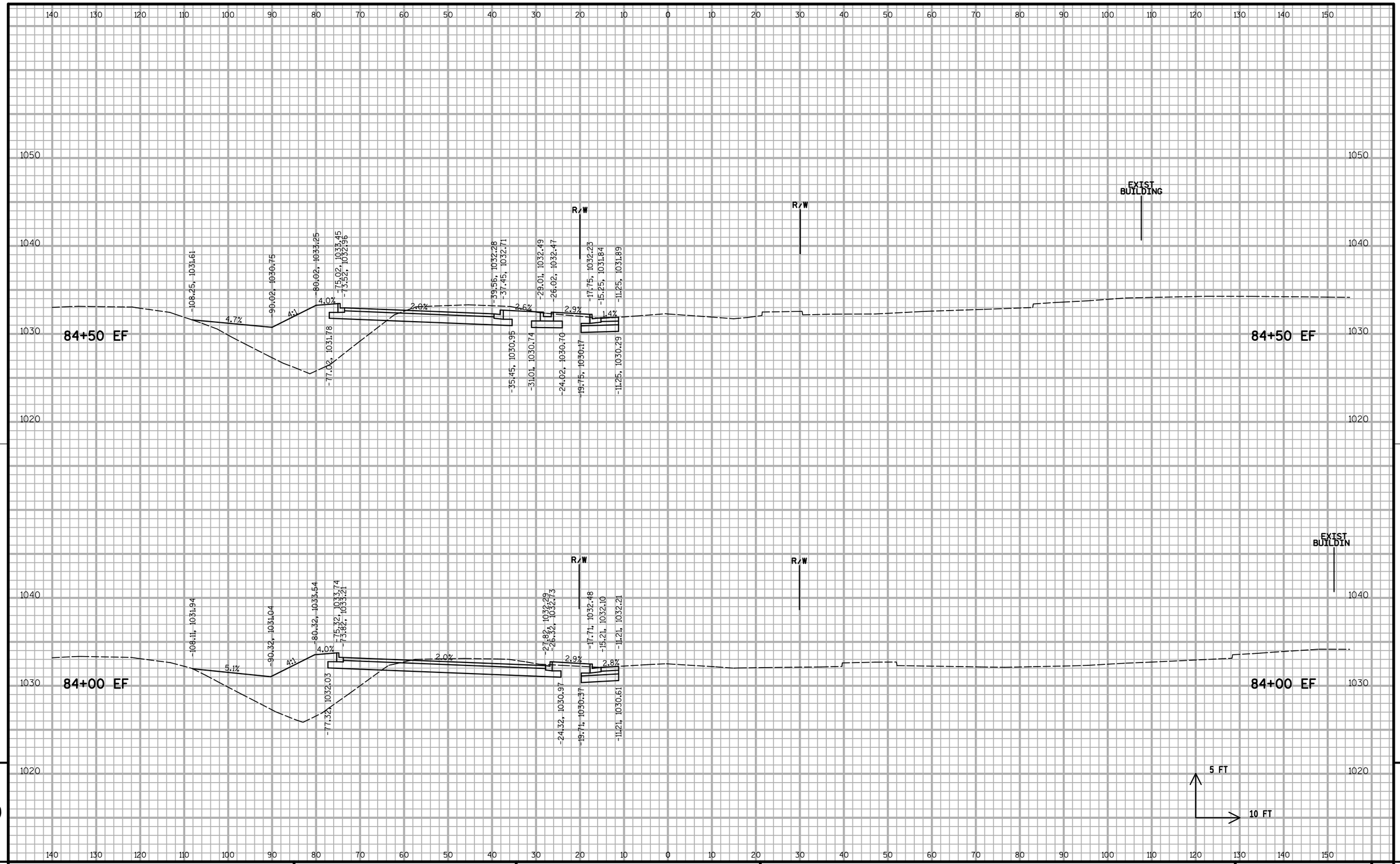
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 1243 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090221_xs_ef.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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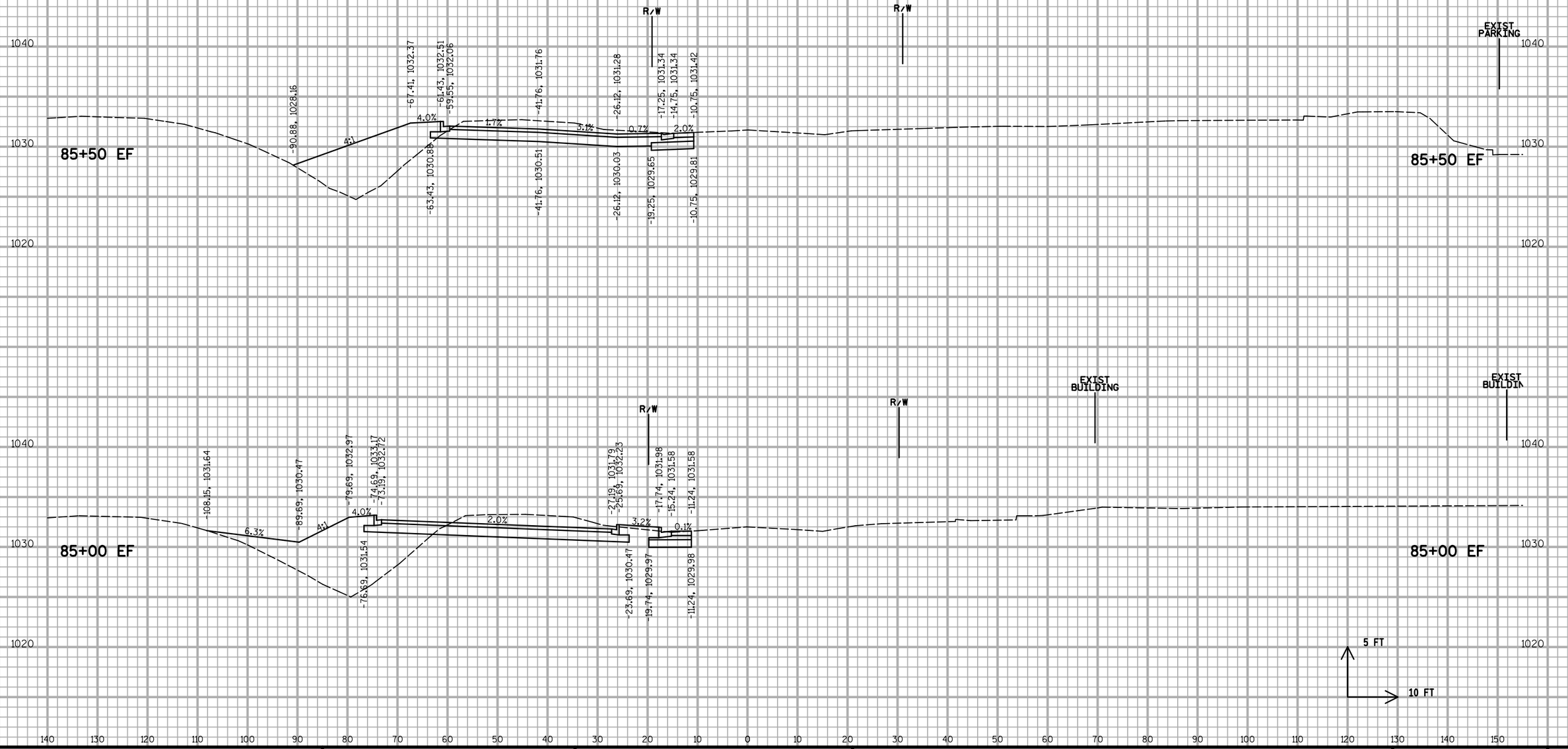
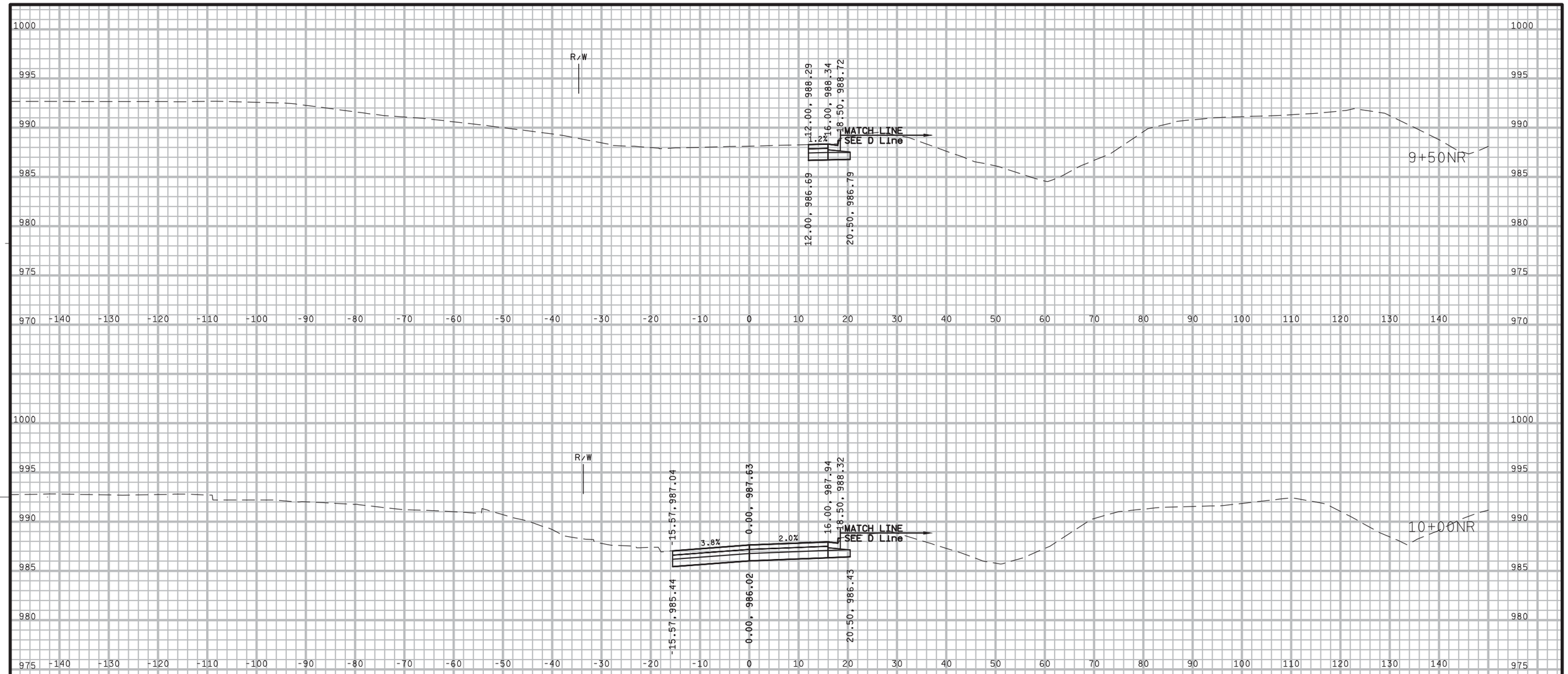
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 1244 | E |
|---|---|---|---|---|---|

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0774\090221_xs_ef.dgn PLOT DATE : 3/29/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

## END CONSTRUCTION
## STA. 85+93.28 EF




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - EAST VERONA ROAD FRONTAGE ROAD (EF) | SHEET 1245 | E |
|---|---|---|---|---|---|

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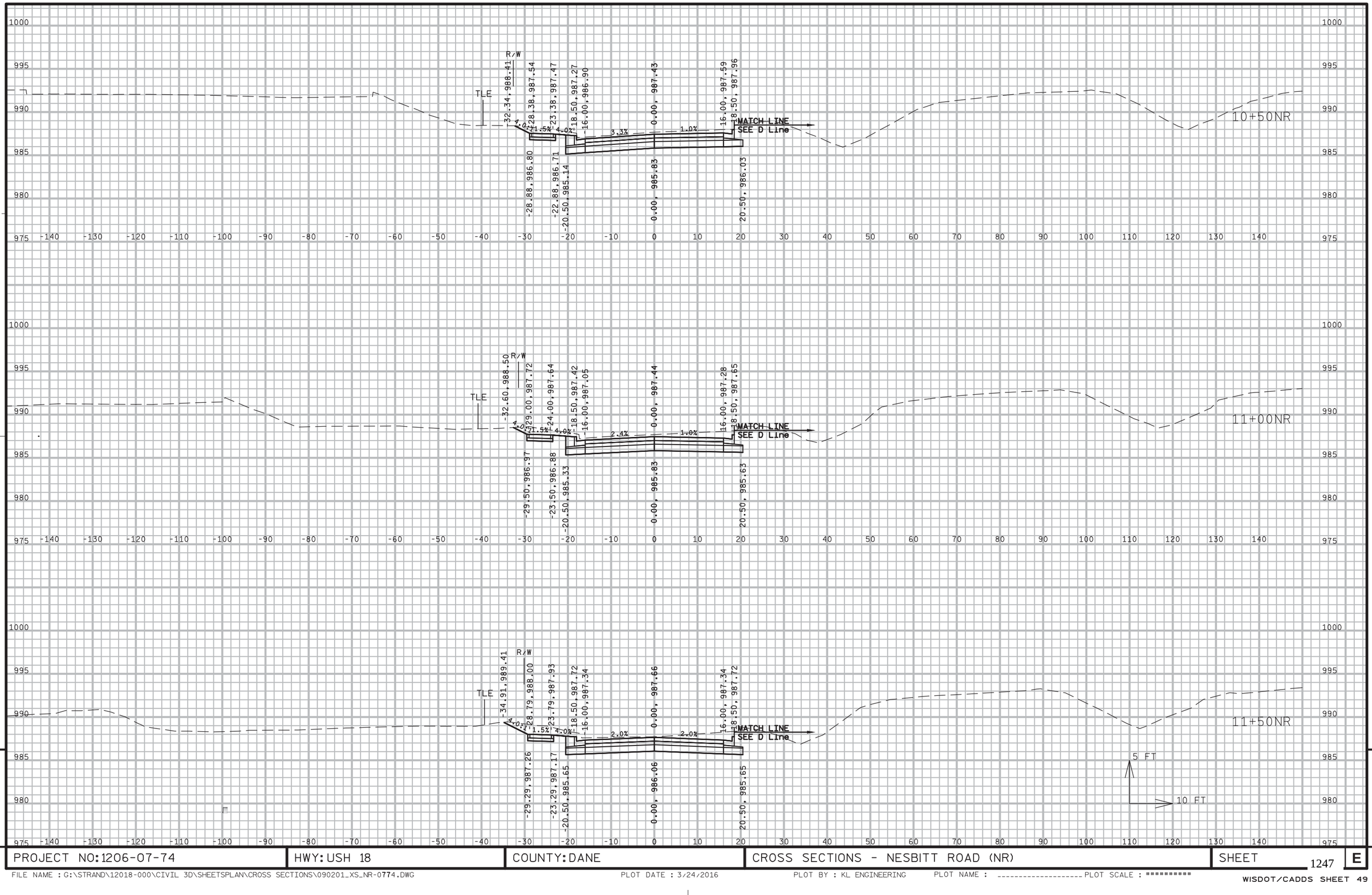
| PROJECT NO:1206-07-74 | HWY:USH 18 | COUNTY:DANE | CROSS SECTIONS - NESBITT ROAD (NR) | SHEET 1246 | E |
|---|---|---|---|---|---|

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_NR-0774.DWG PLOT DATE : 3/24/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

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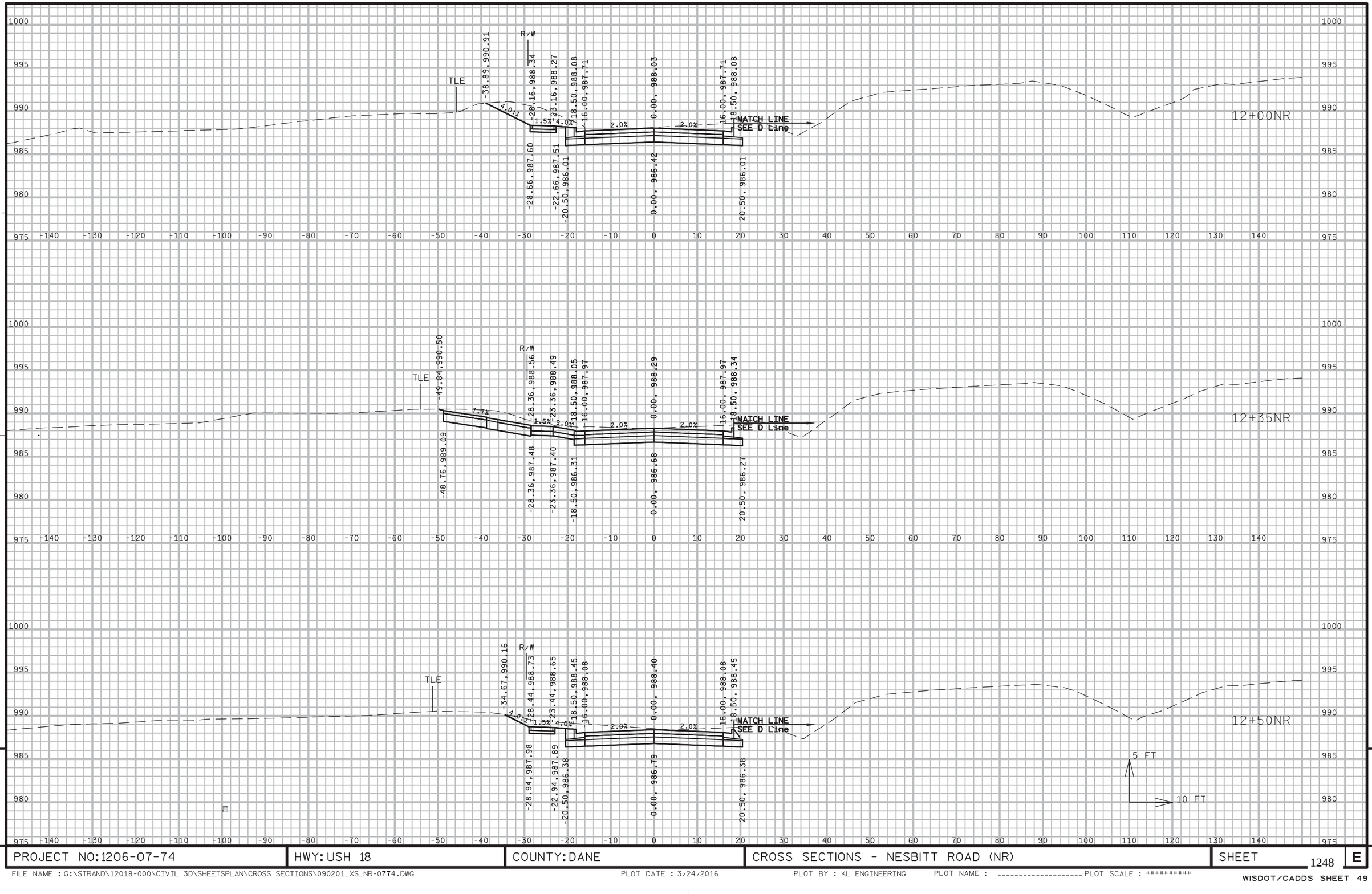
| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - NESBITT ROAD (NR) | SHEET 1247 | E |
|---|---|---|---|---|---|

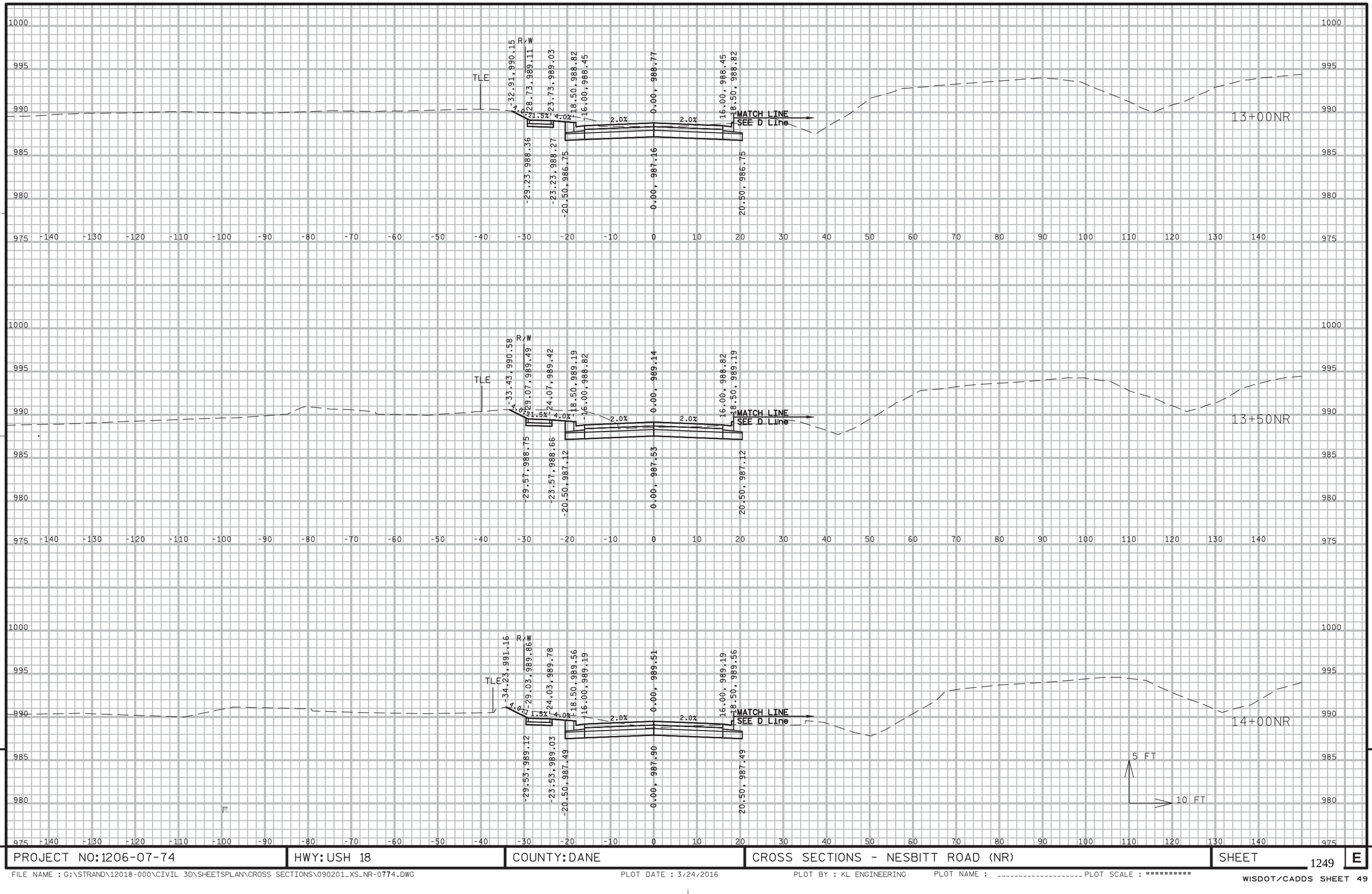
FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_NR-0774.DWG PLOT DATE : 3/24/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - NESBITT ROAD (NR) | SHEET 1248 E |
|---|---|---|---|---|

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_NR-0774.DWG PLOT DATE : 3/24/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

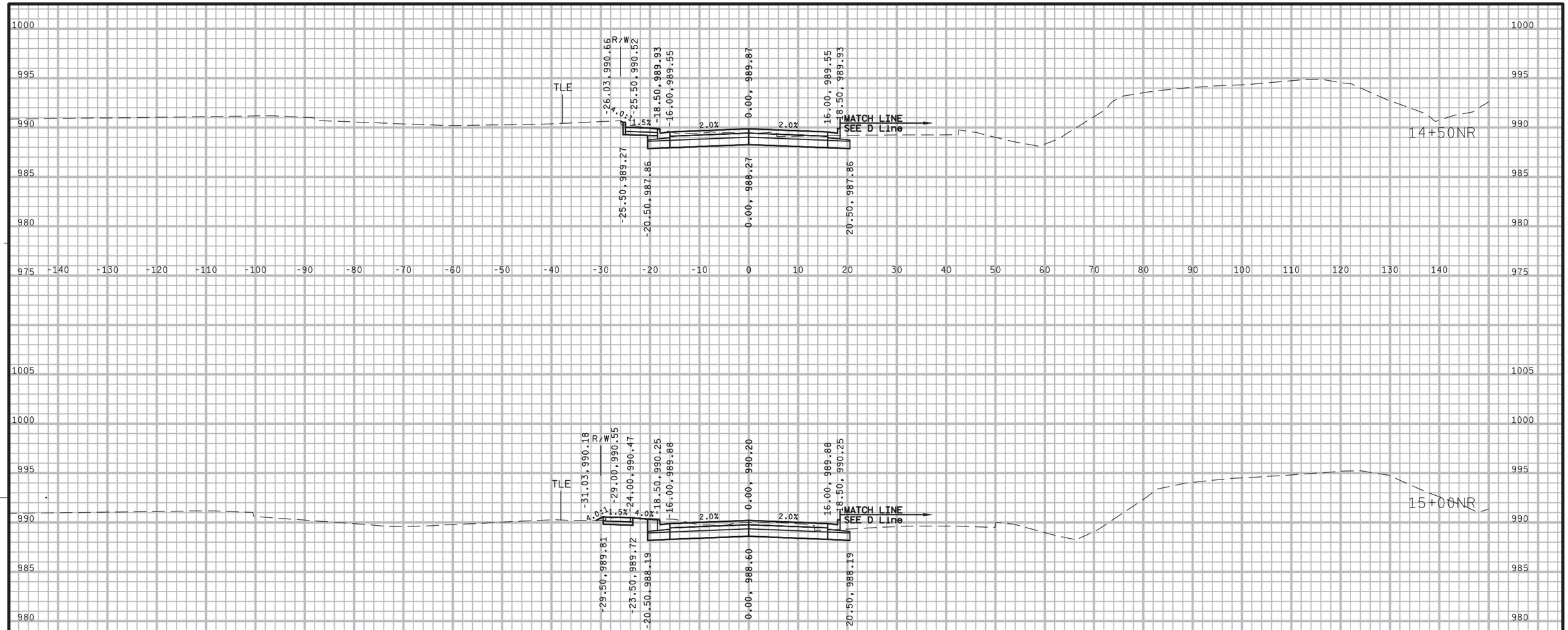
WISDOT/CADDS SHEET 49




| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - NESBITT ROAD (NR) | SHEET 1249 E |
|---|---|---|---|---|

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_NR-0774.DWG PLOT DATE : 3/24/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

WISDOT/CADDS SHEET 49

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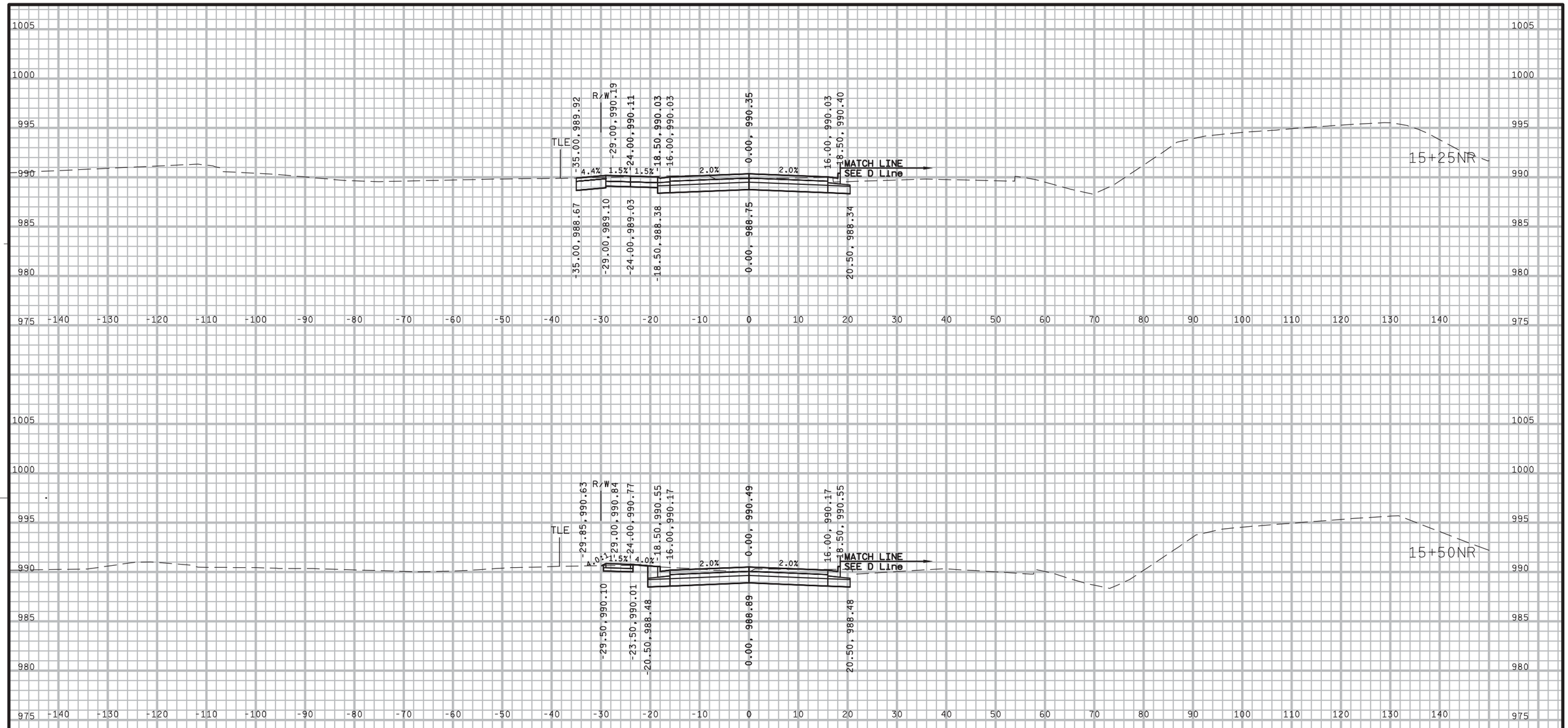
| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - NESBITT ROAD (NR) | SHEET 1250 | E |
|---|---|---|---|---|---|

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_NR-0774.DWG PLOT DATE : 3/24/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

WISDOT/CADDS SHEET 49

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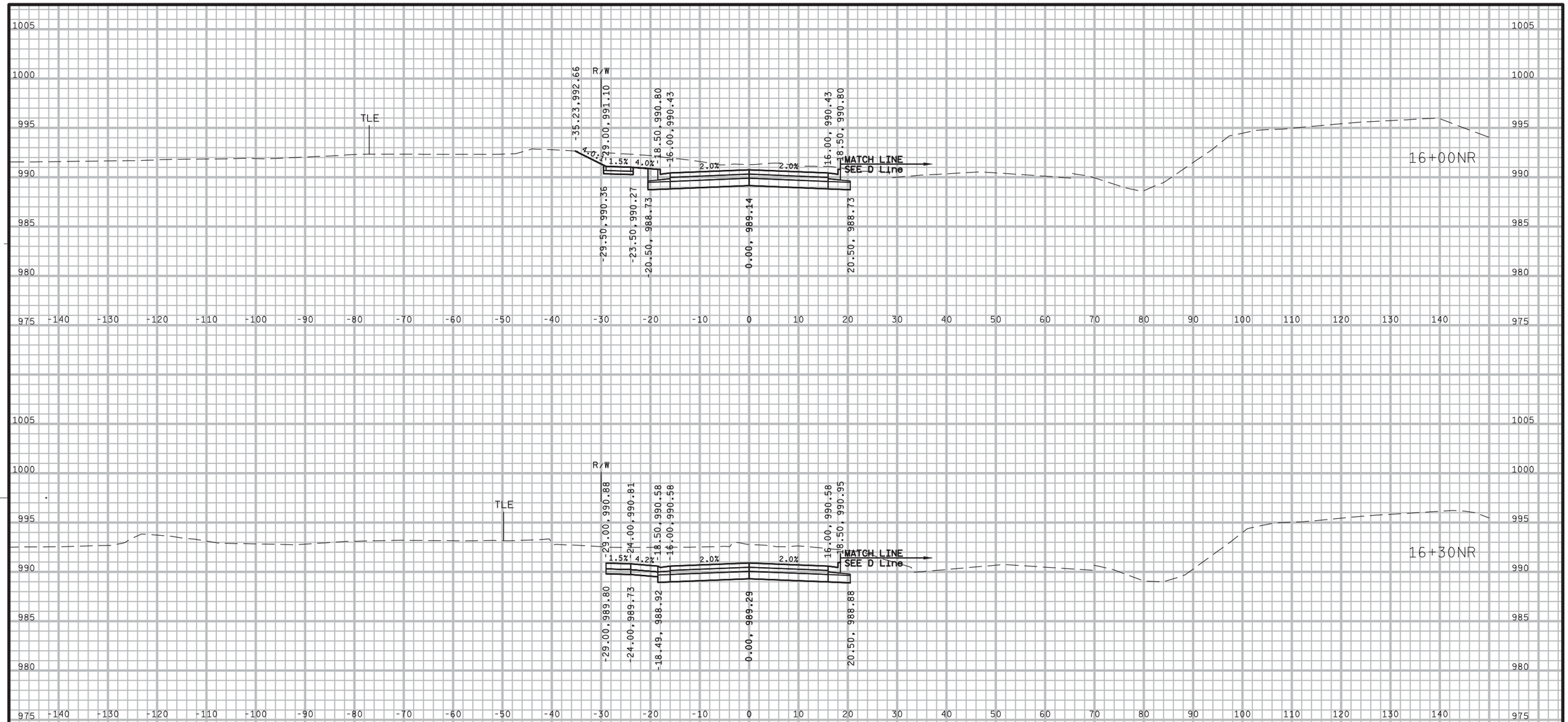
| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - NESBITT ROAD (NR) | SHEET 1251 | E |
|---|---|---|---|---|---|

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_NR-0774.DWG PLOT DATE : 3/24/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

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| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - NESBITT ROAD (NR) | SHEET 1252 | E |
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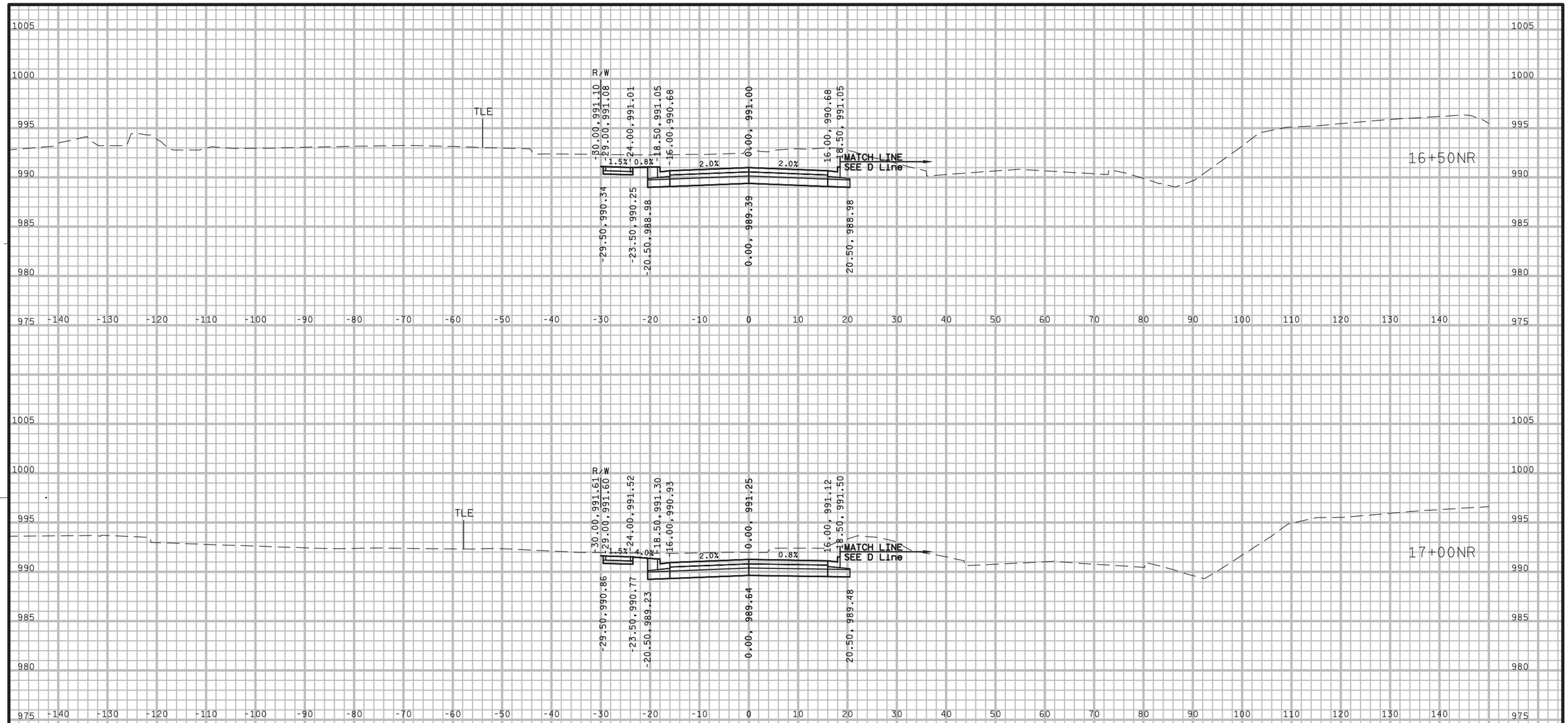
FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_NR-0774.DWG PLOT DATE : 3/24/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

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| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - NESBITT ROAD (NR) | SHEET 1253 | E |
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FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_NR-0774.DWG PLOT DATE : 3/24/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

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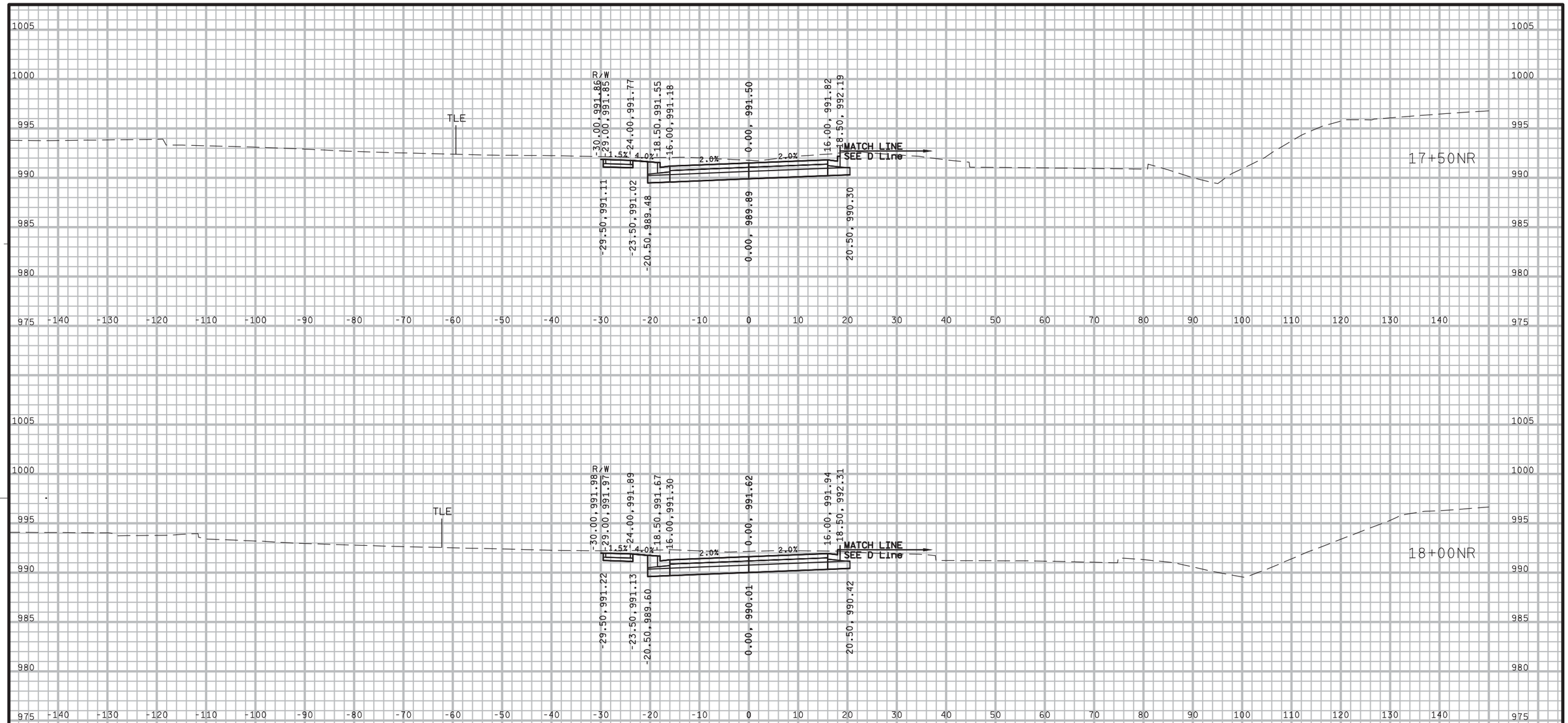





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10 FT

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| PROJECT NO:1206-07-74 | HWY:USH 18 | COUNTY:DANE | CROSS SECTIONS - NESBITT ROAD (NR) | SHEET 1254 | E |
|---|---|---|---|---|---|

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_NR-0774.DWG PLOT DATE : 3/24/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

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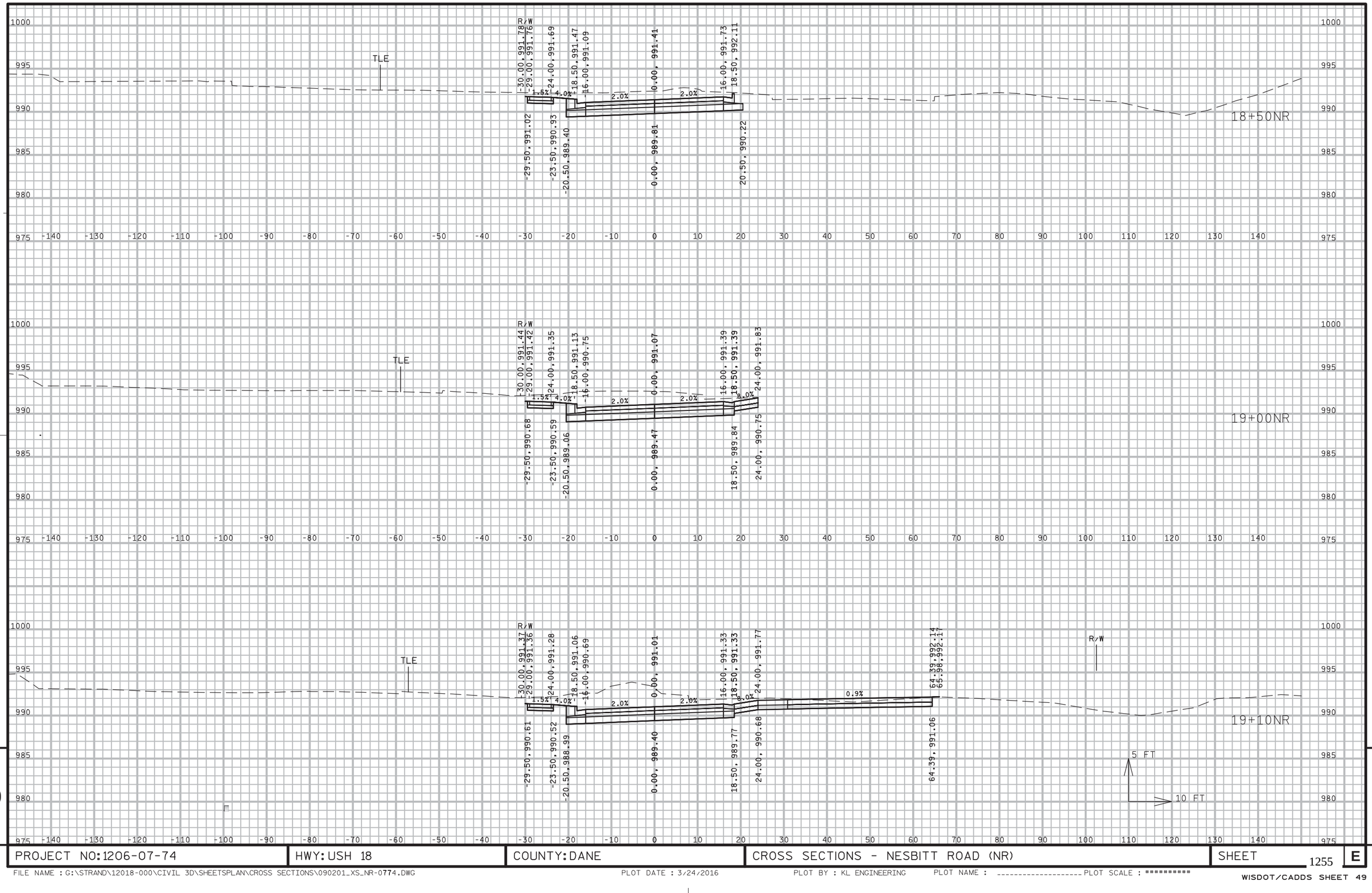


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| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - NESBITT ROAD (NR) | SHEET 1255 | E |
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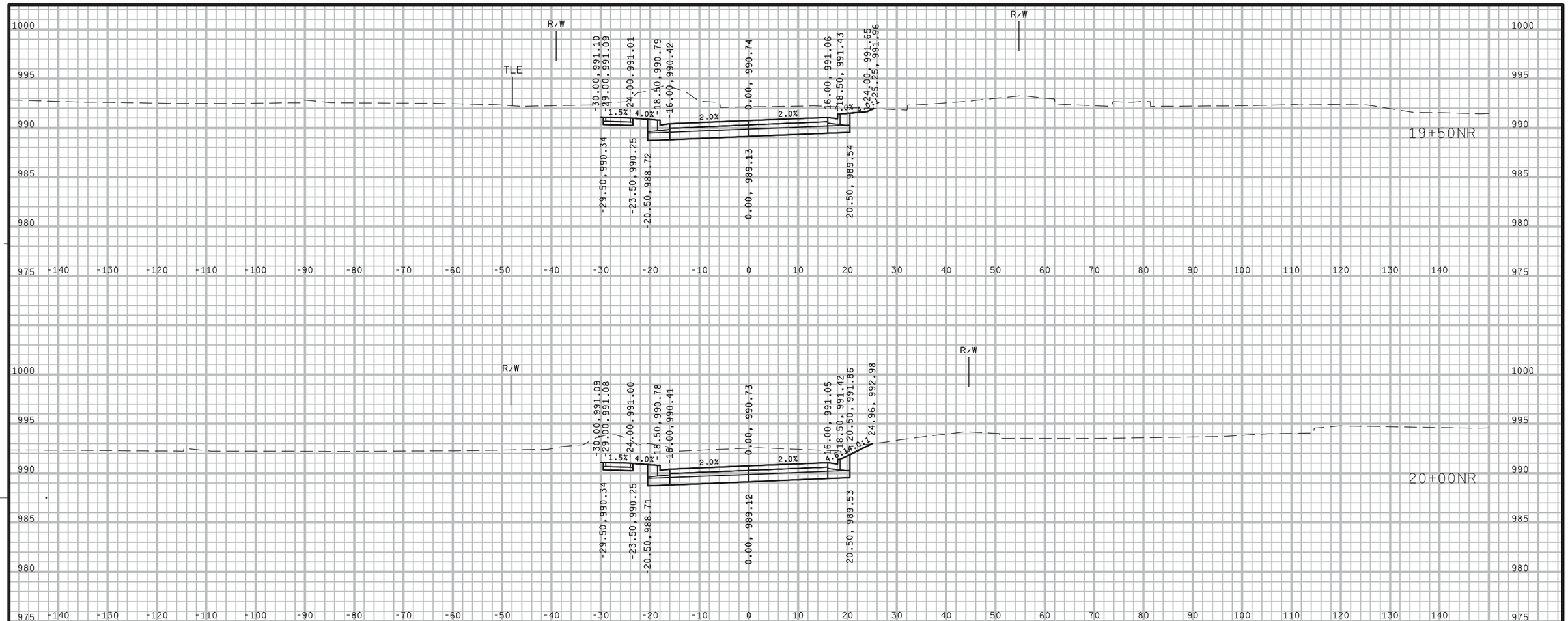
FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_NR-0774.DWG PLOT DATE : 3/24/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

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| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - NESBITT ROAD (NR) | SHEET 1256 | E |
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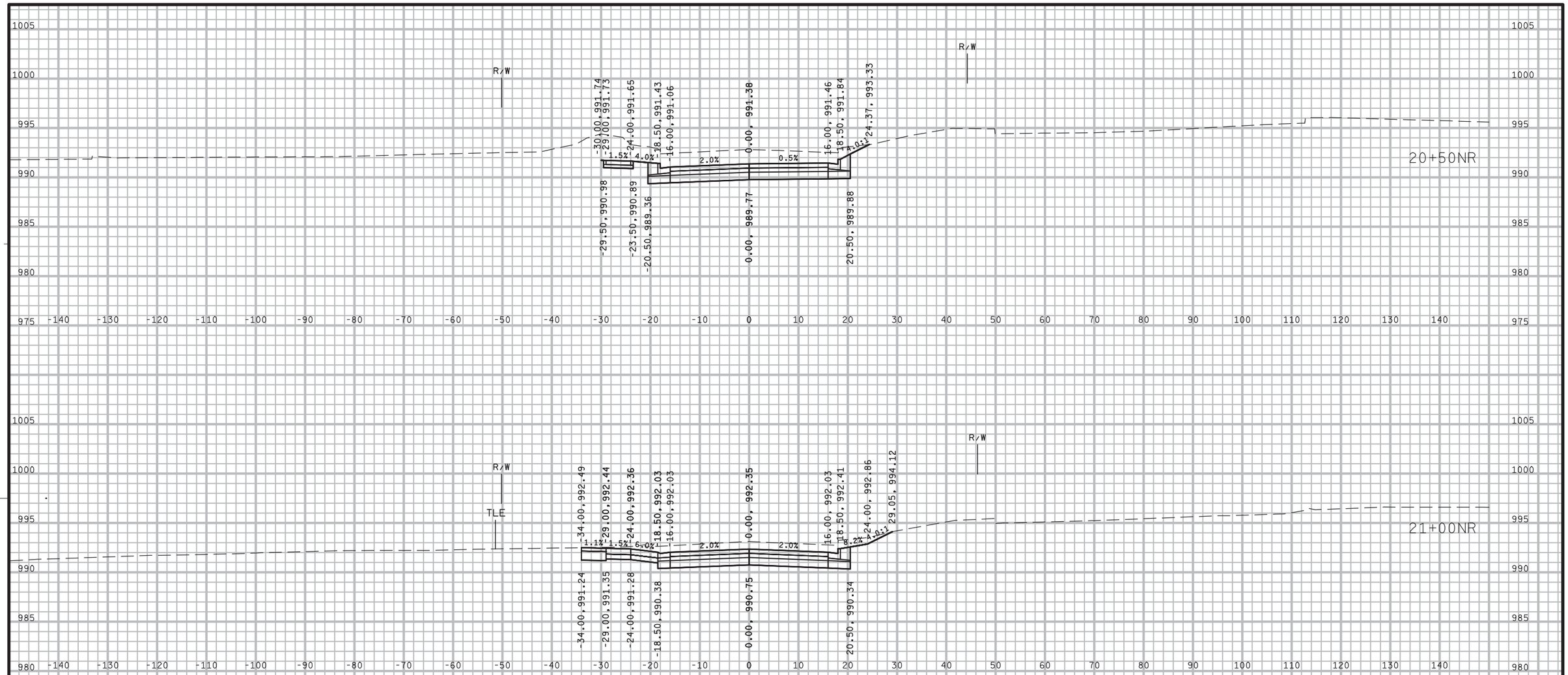


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| PROJECT NO:1206-07-74 | HWY:USH 18 | COUNTY:DANE | CROSS SECTIONS - NESBITT ROAD (NR) | SHEET 1257 | E |
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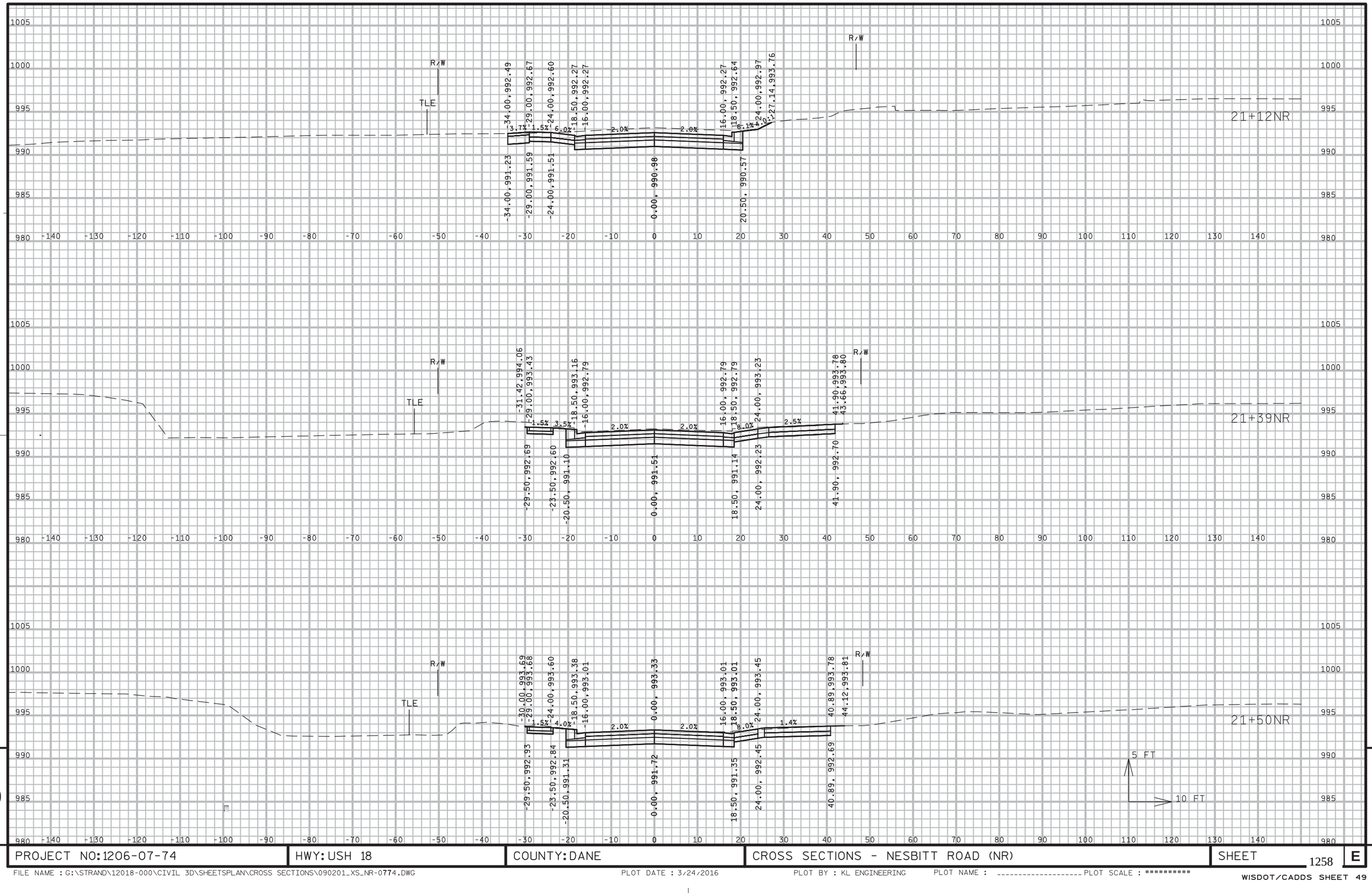


| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - NESBITT ROAD (NR) | SHEET 1258 | E |
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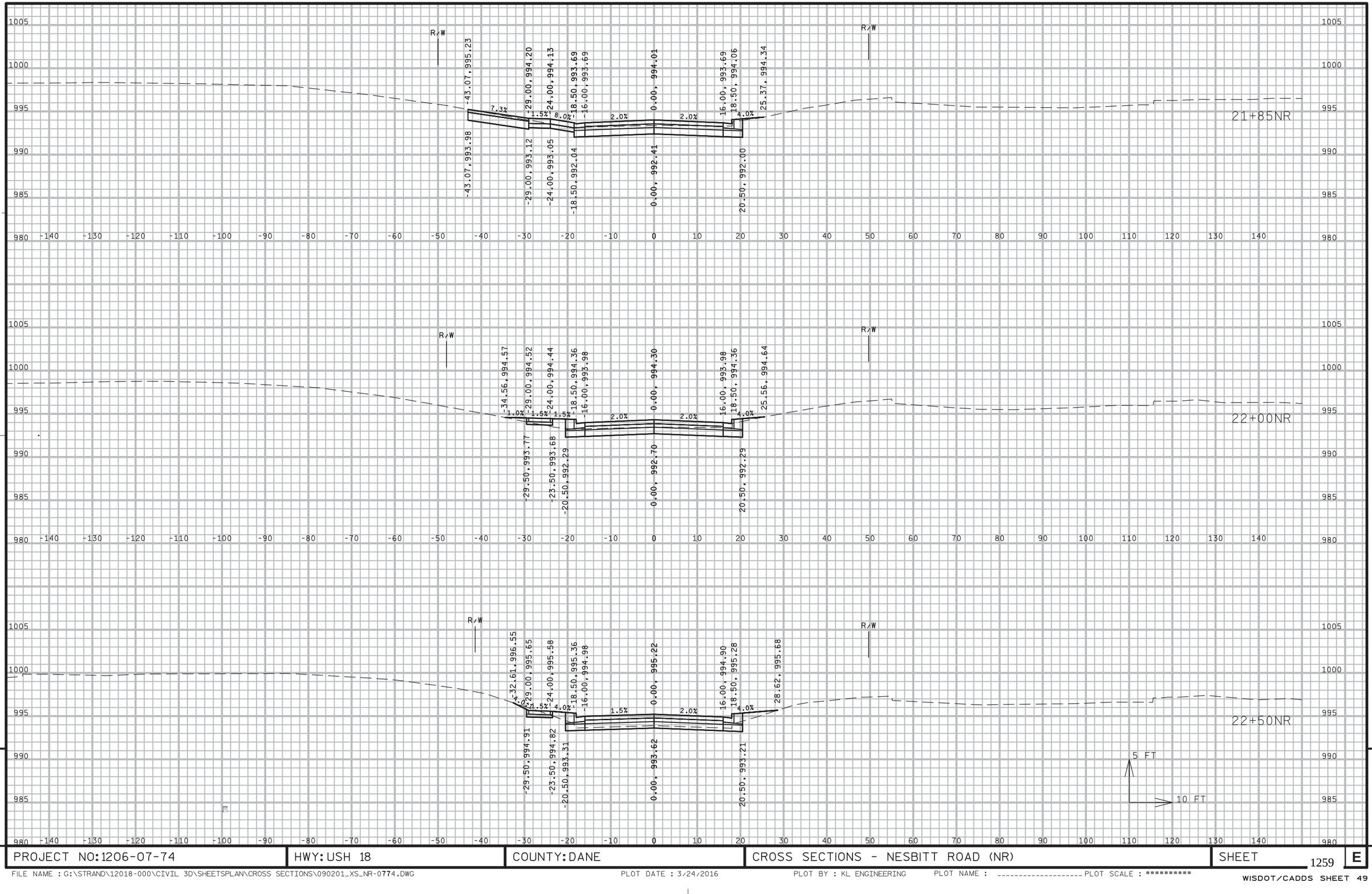


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| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - NESBITT ROAD (NR) | SHEET 1259 | E |
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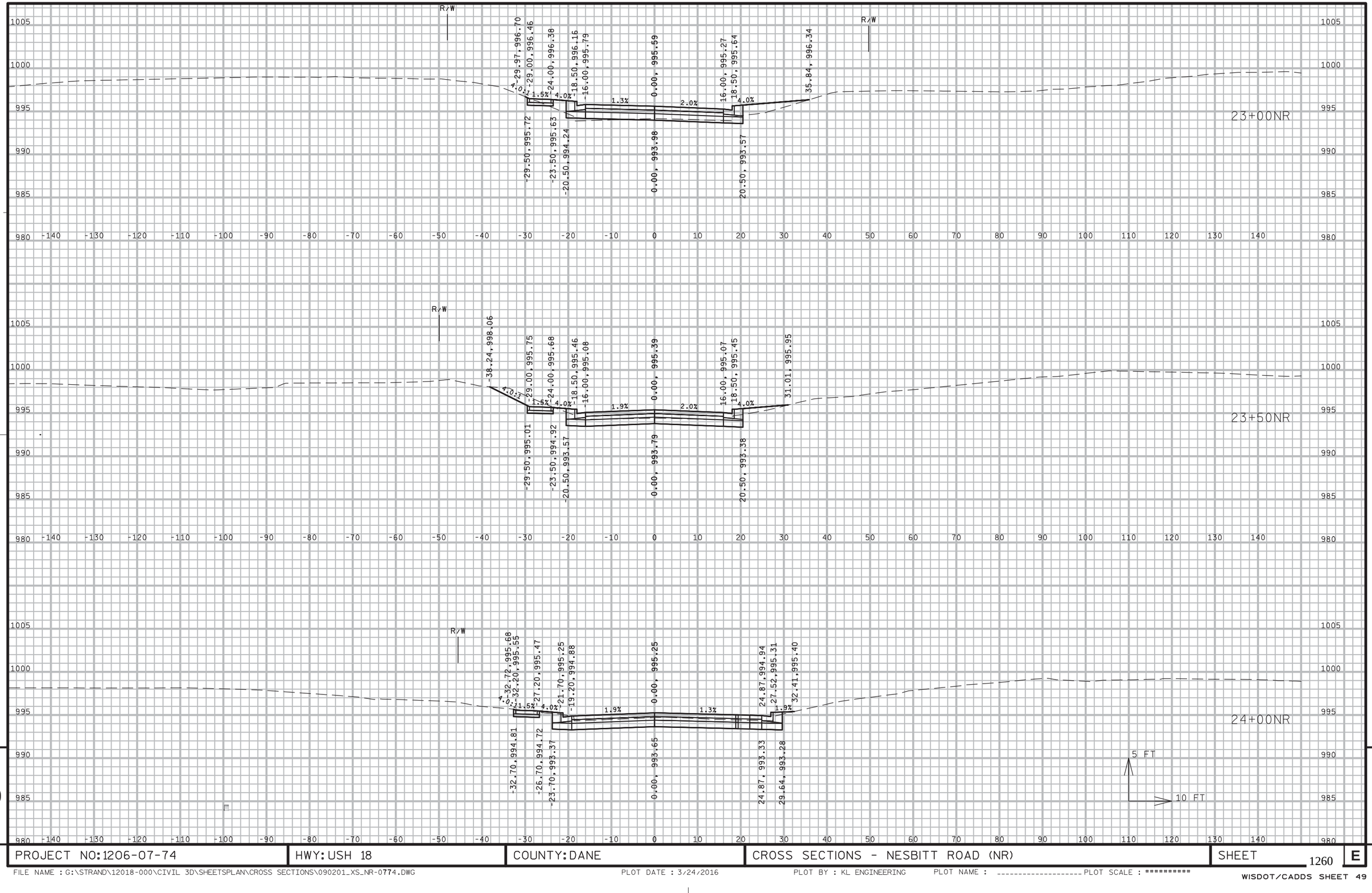
FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_NR-0774.DWG PLOT DATE : 3/24/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

WISDOT/CADDS SHEET 49




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - NESBITT ROAD (NR) | SHEET 1260 E |
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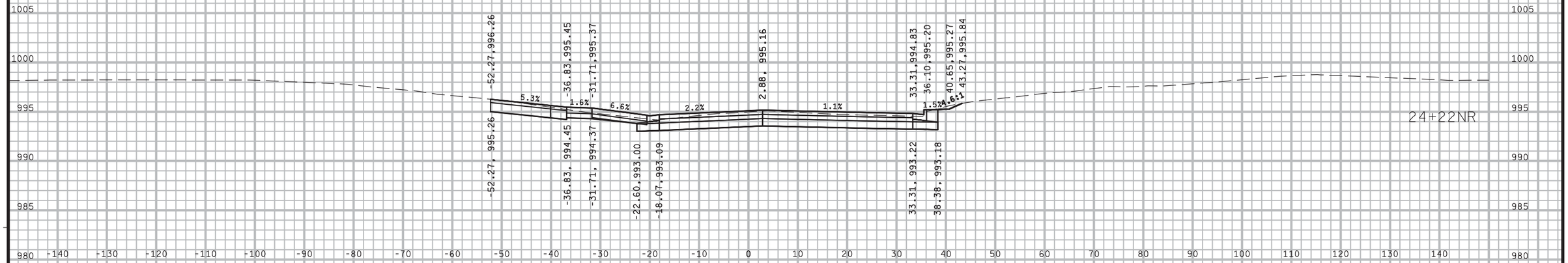
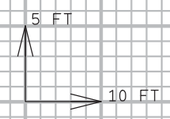
FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_NR-0774.DWG PLOT DATE : 3/24/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

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| PROJECT NO:1206-07-74 | HWY:USH 18 | COUNTY:DANE | CROSS SECTIONS - NESBITT ROAD (NR) | SHEET 1261 | E |
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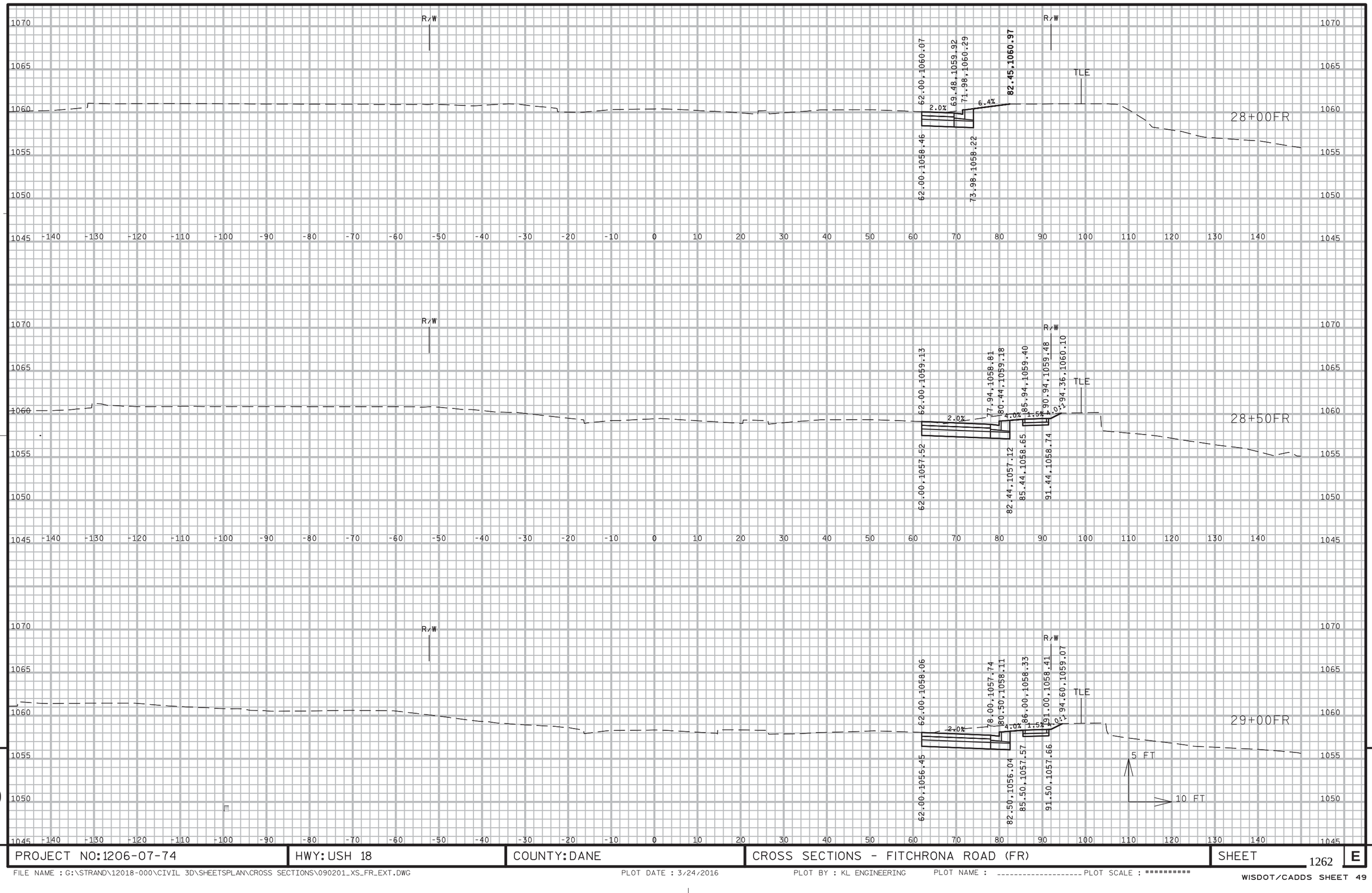
FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_NR-0774.DWG PLOT DATE : 3/24/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

WISDOT/CADDS SHEET 49

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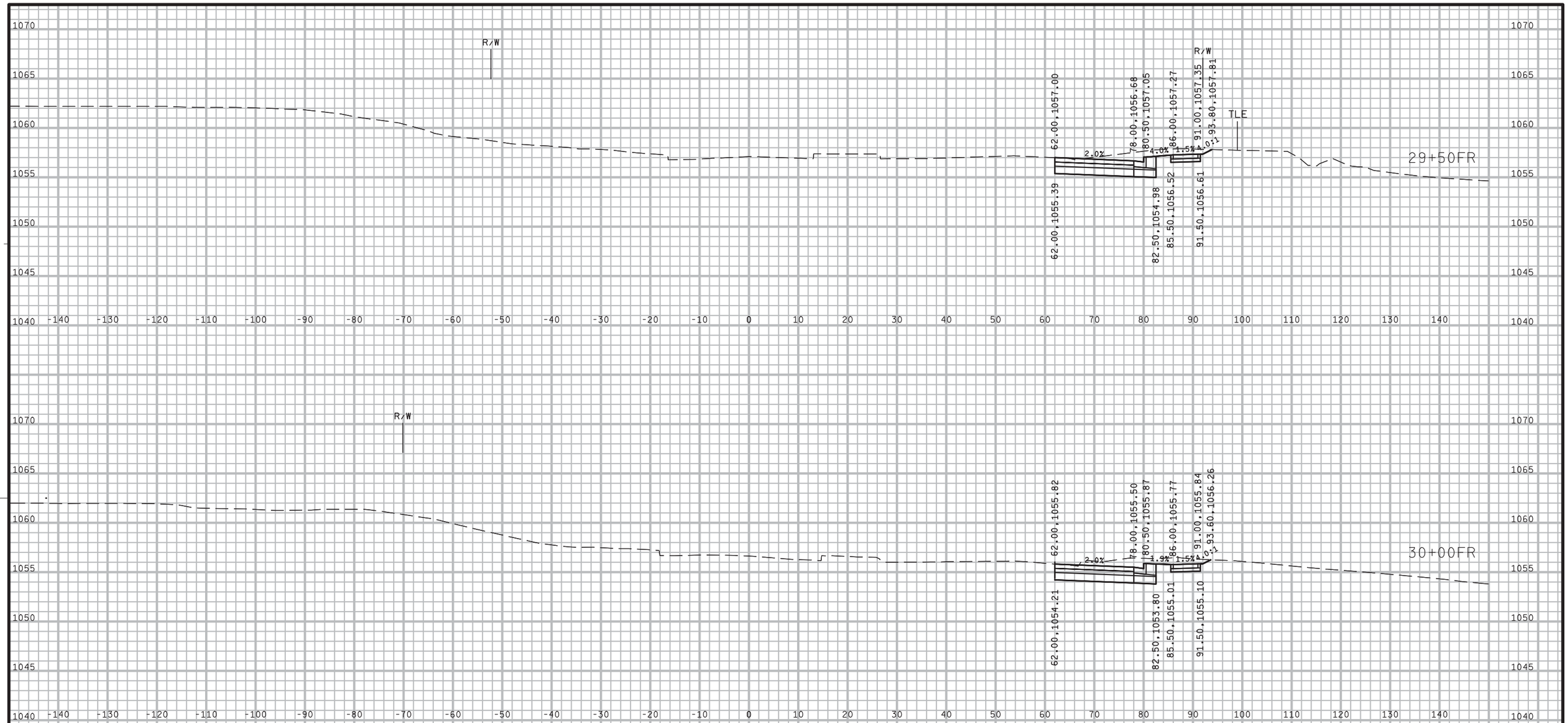
| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1262 | E |
|---|---|---|---|---|---|

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FR_EXT.DWG PLOT DATE : 3/24/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

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| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1263 | E |
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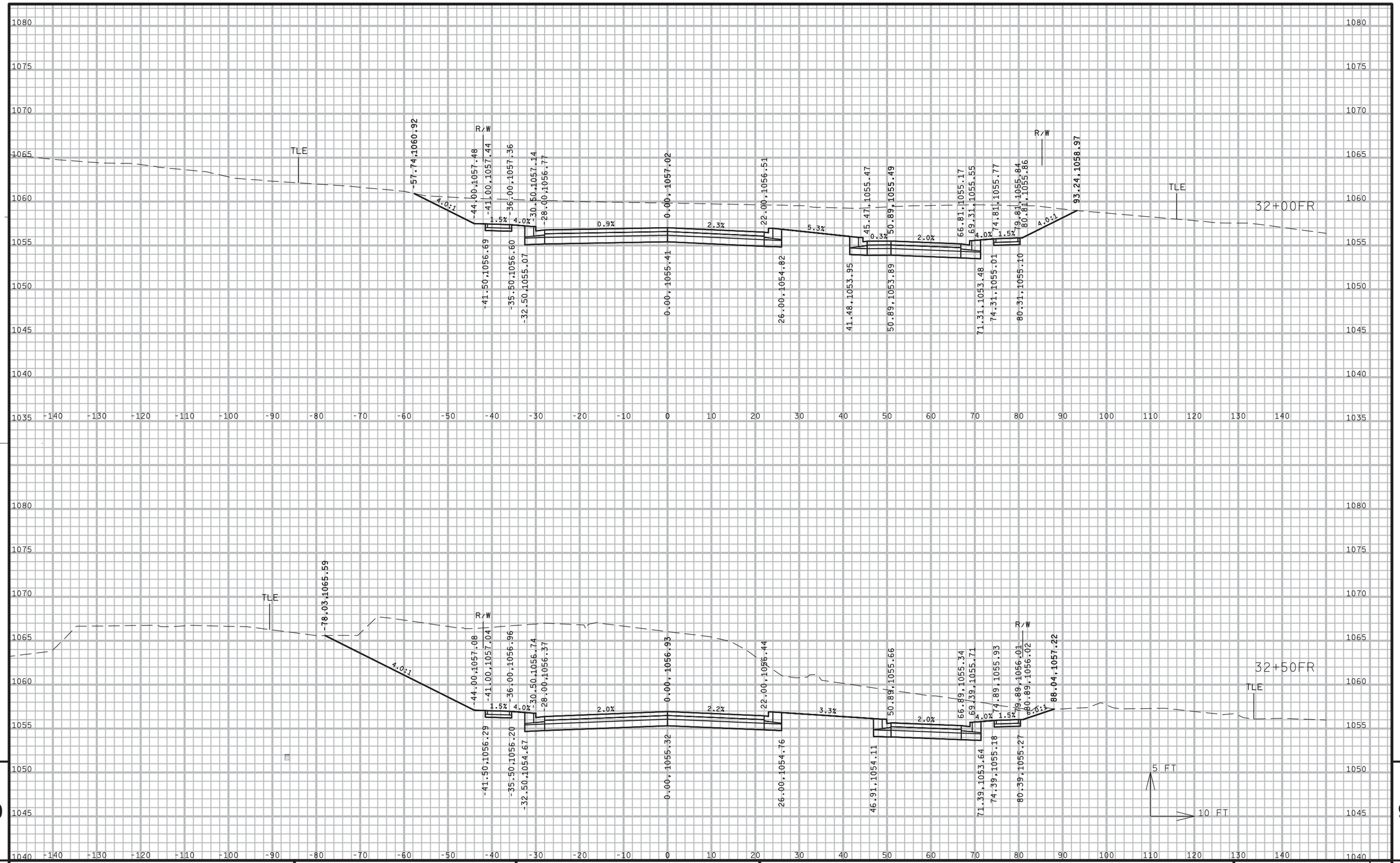
FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FR_EXT.DWG PLOT DATE : 3/24/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

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| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1264 | E |
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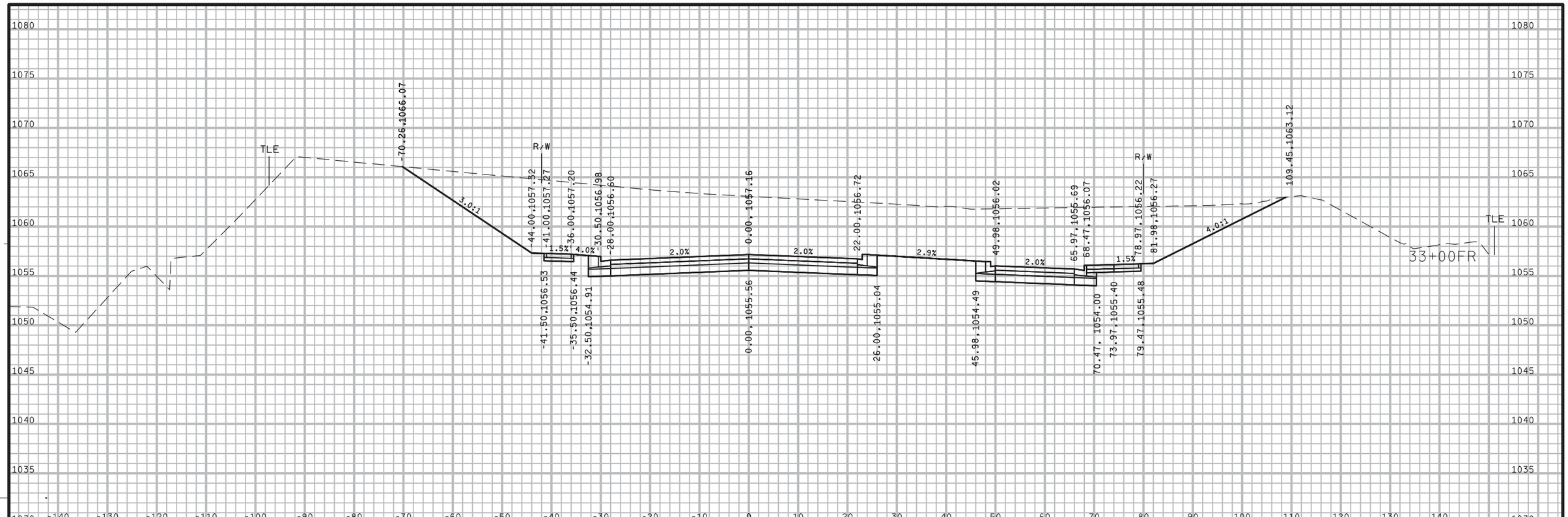
FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FR.DWG PLOT DATE : 4/14/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49




| PROJECT NO:1206-07-74 | HWY:USH 18 | COUNTY:DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1265 | E |
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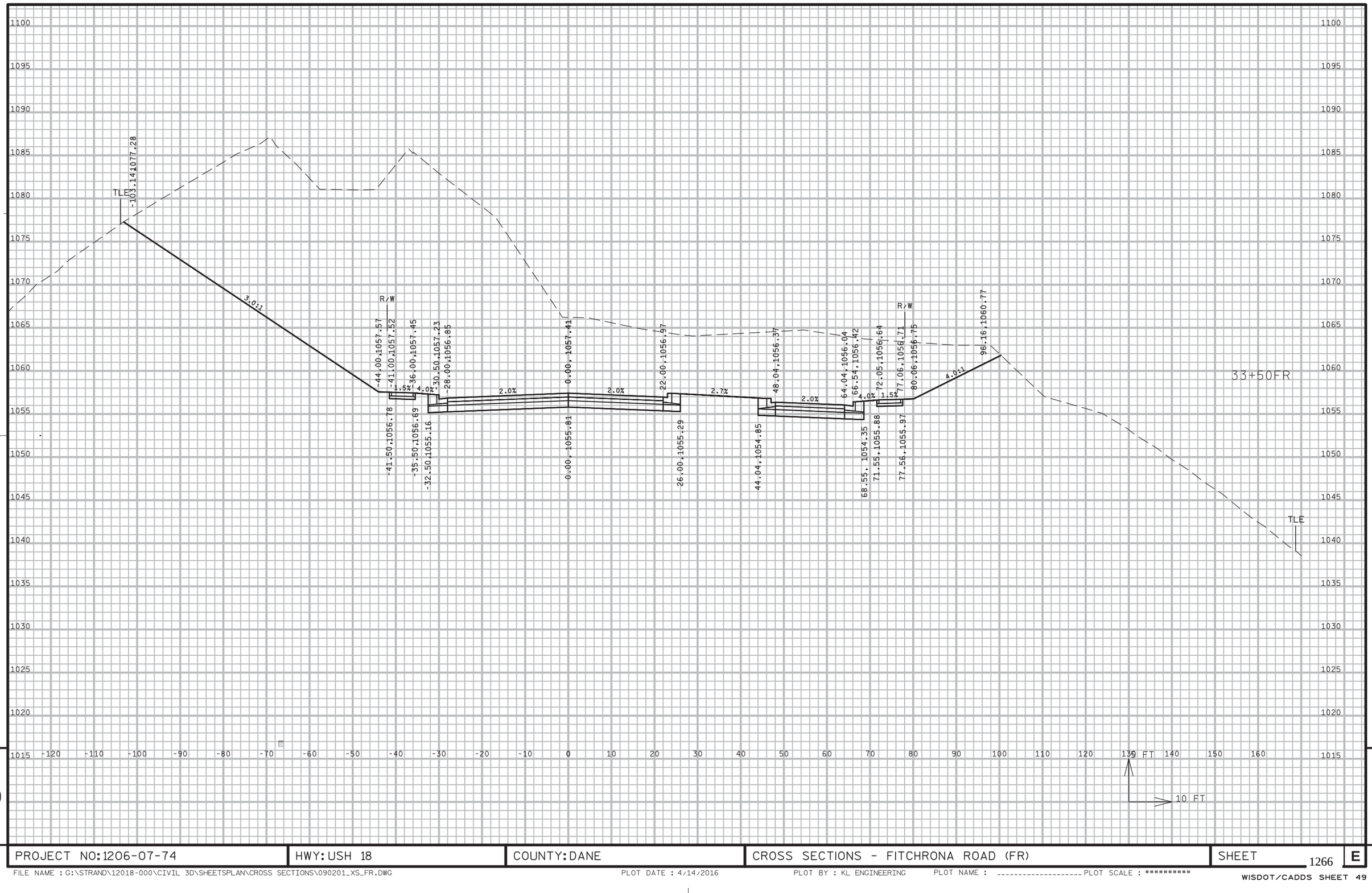
FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FR.DWG PLOT DATE : 4/14/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

WISDOT/CADDS SHEET 49

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| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1266 E |
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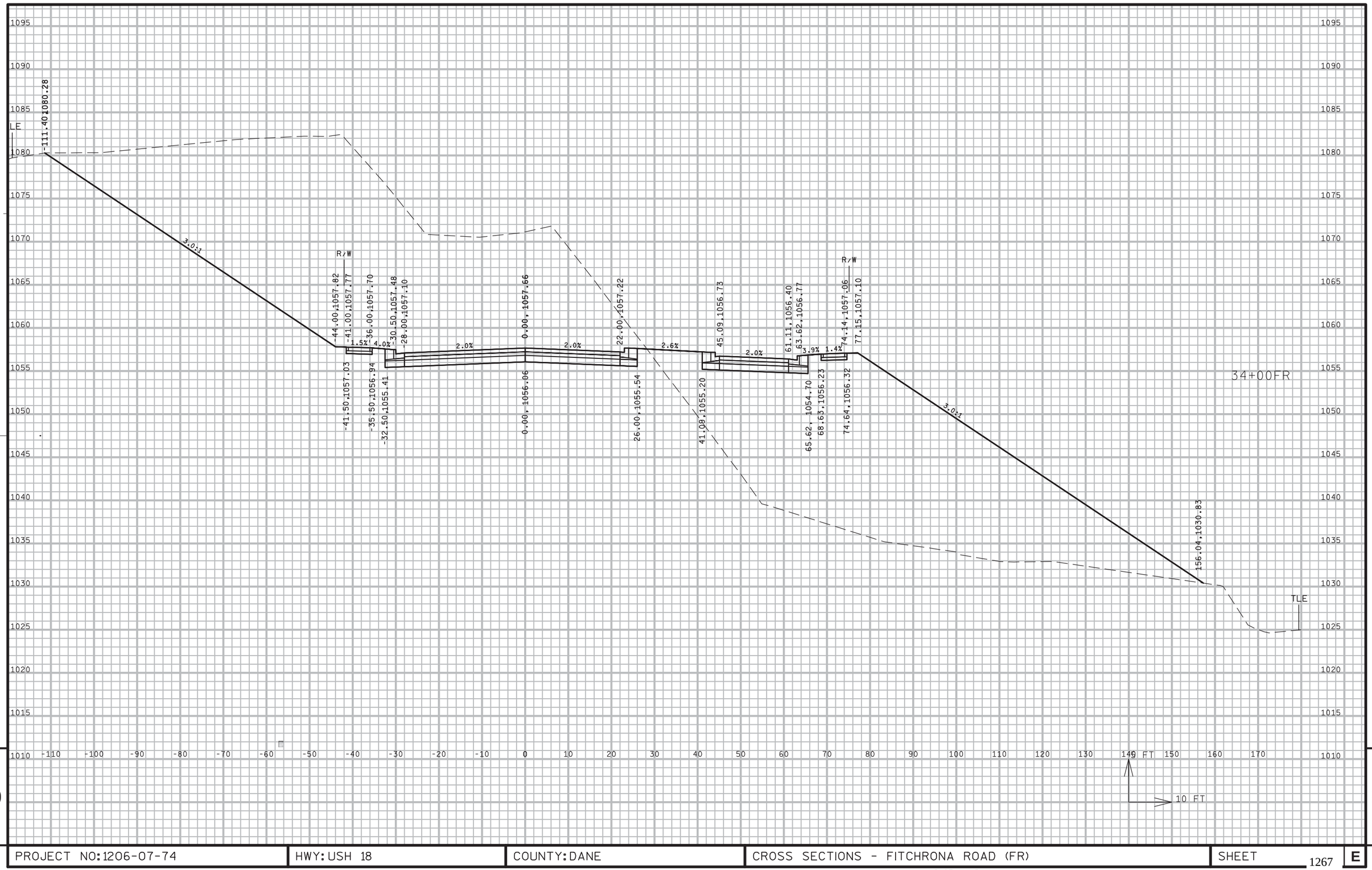


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| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1267 E |
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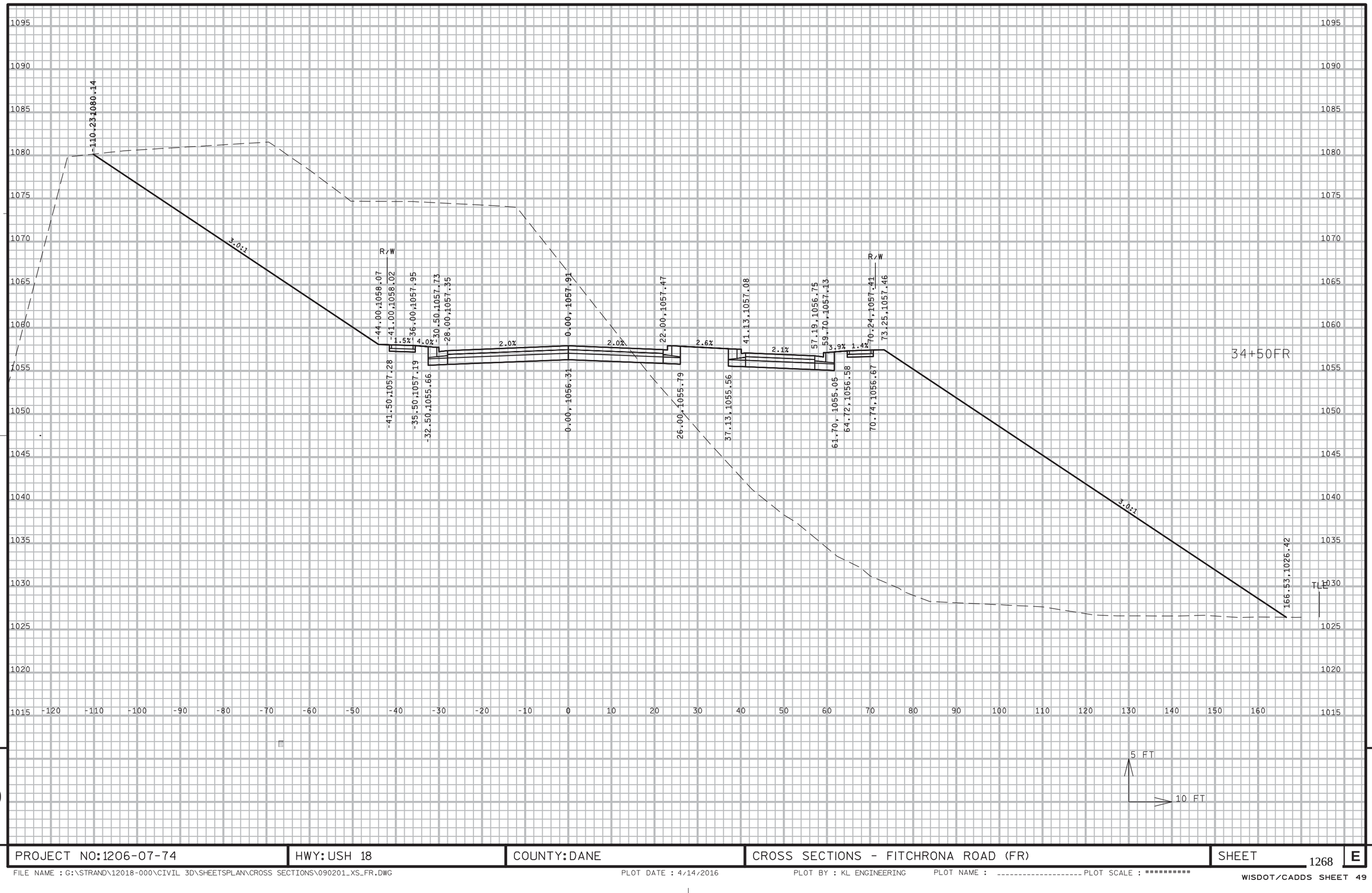
FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FR.DWG PLOT DATE : 4/14/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

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| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1268 | E |
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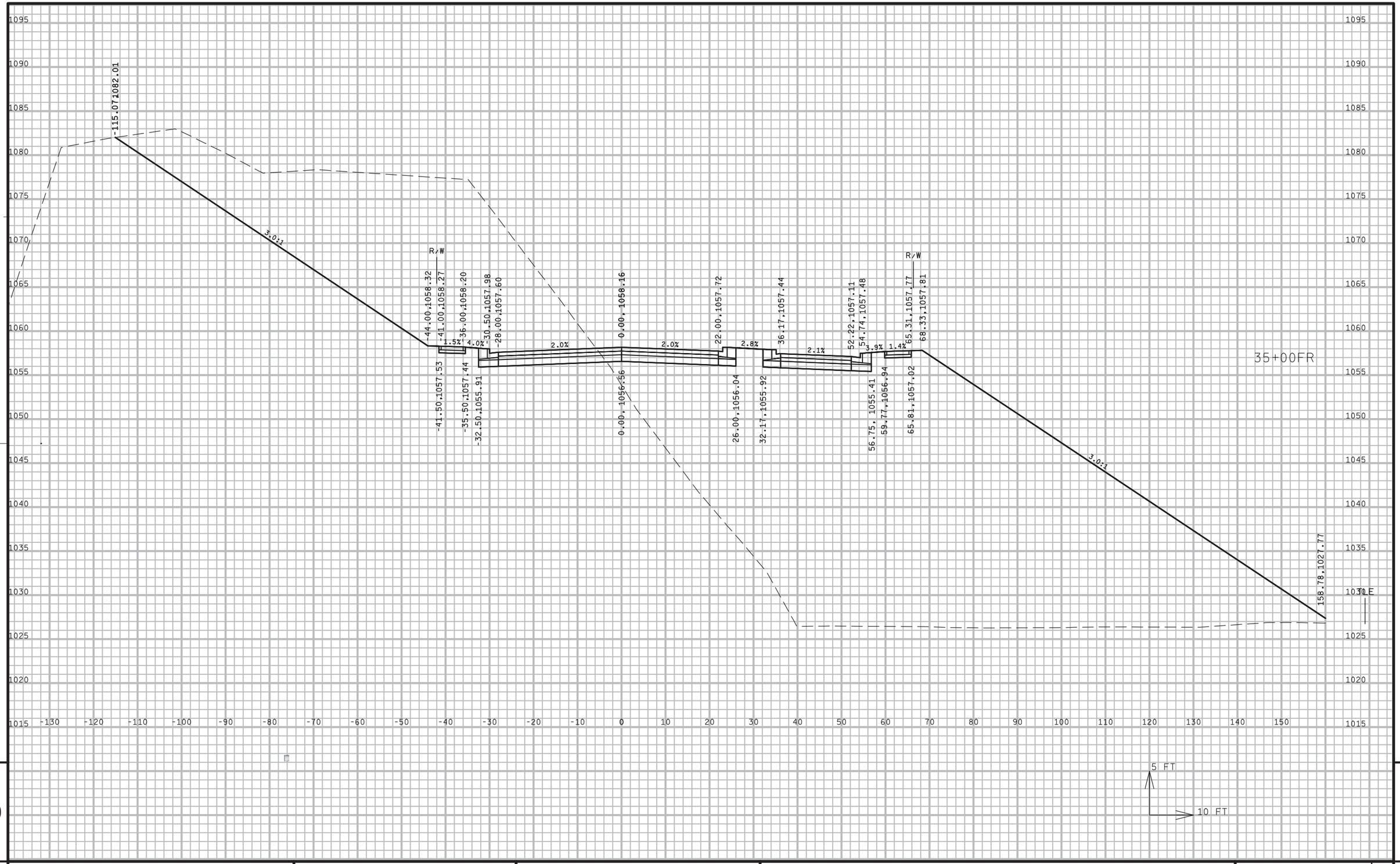
FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FR.DWG PLOT DATE : 4/14/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

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| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1269 | E |
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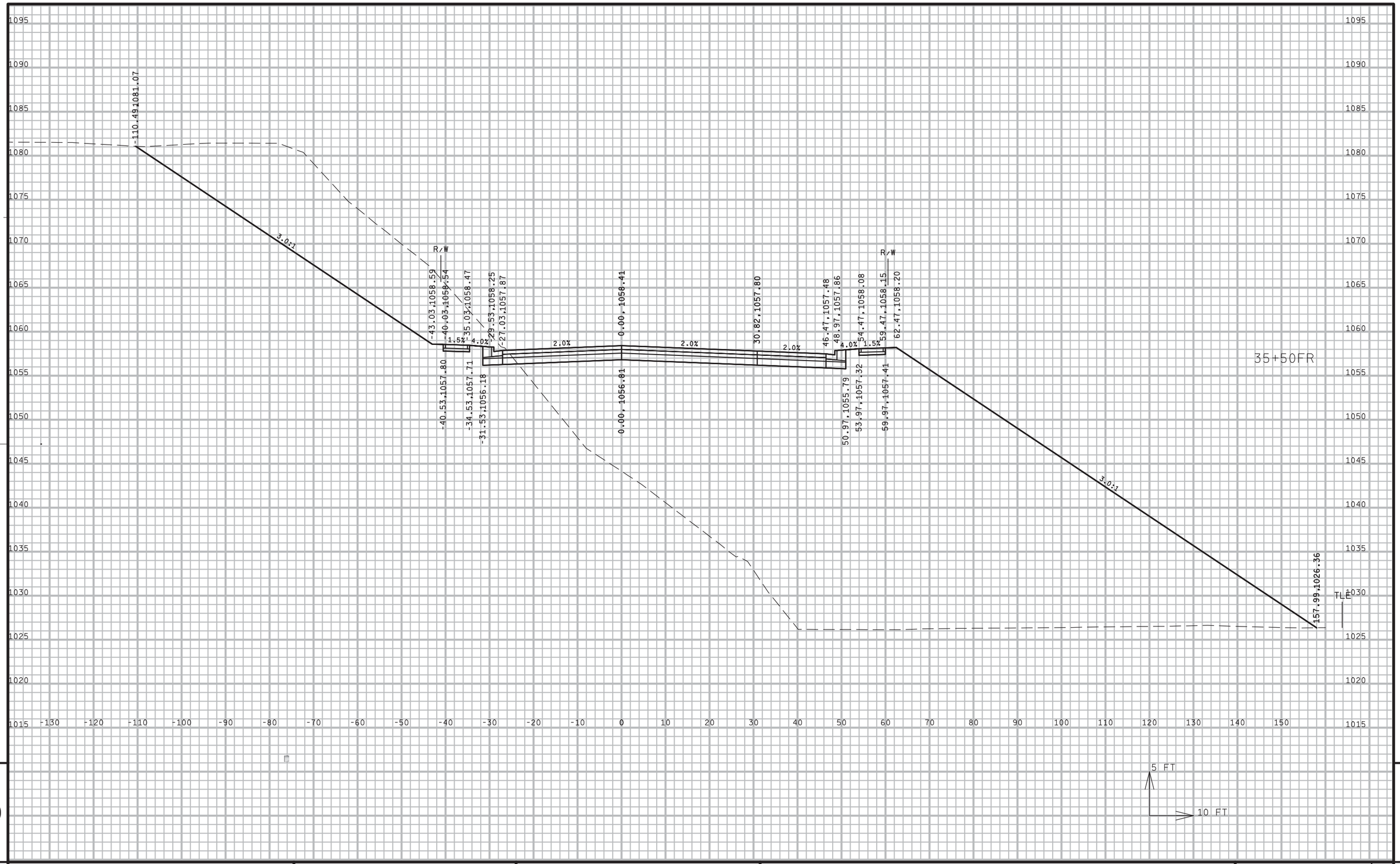
FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FR.DWG PLOT DATE : 4/14/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

WISDOT/CADDS SHEET 49

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| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1270 | E |
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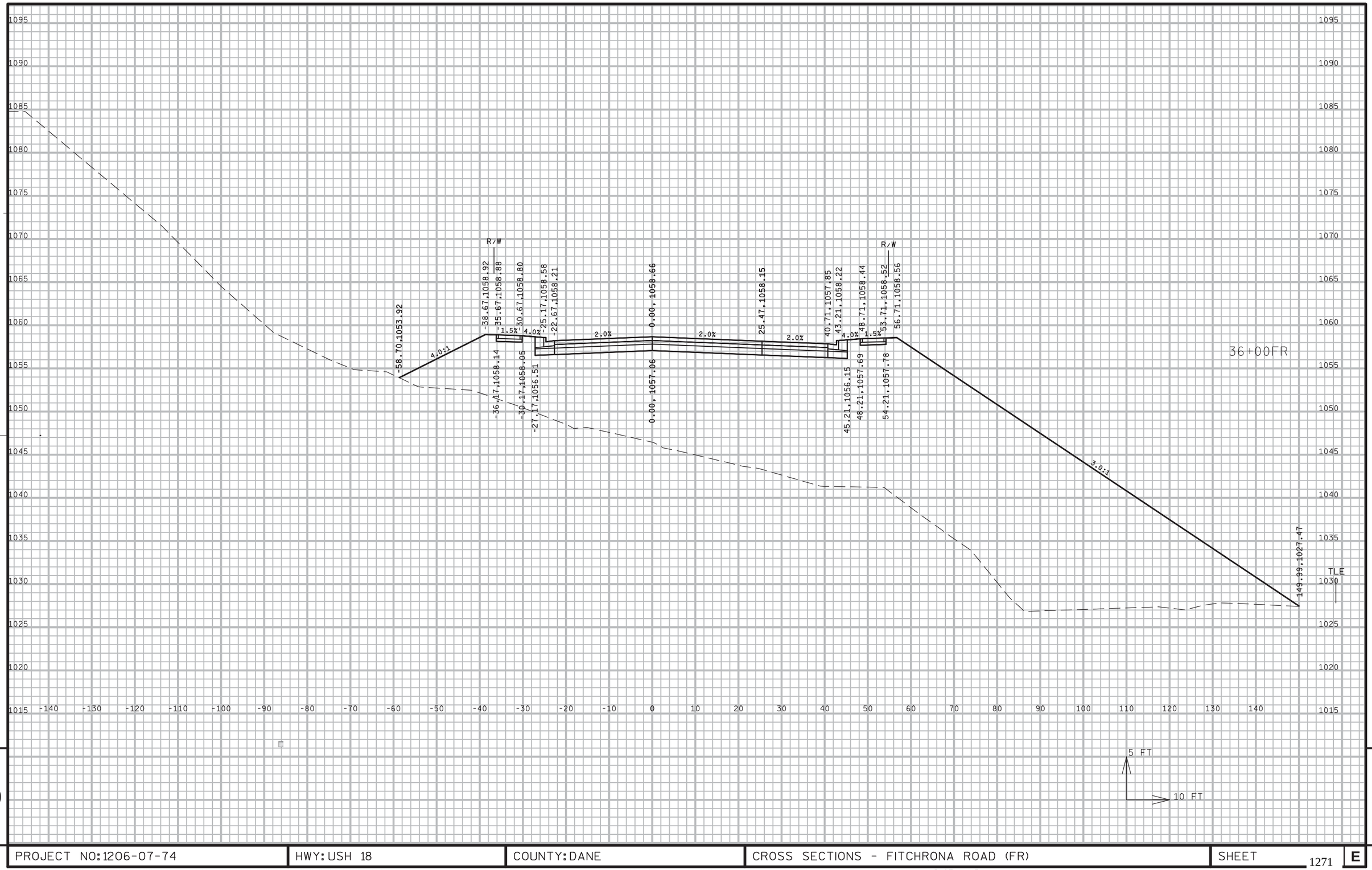
FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FR.DWG PLOT DATE : 4/14/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

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| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1271 | E |
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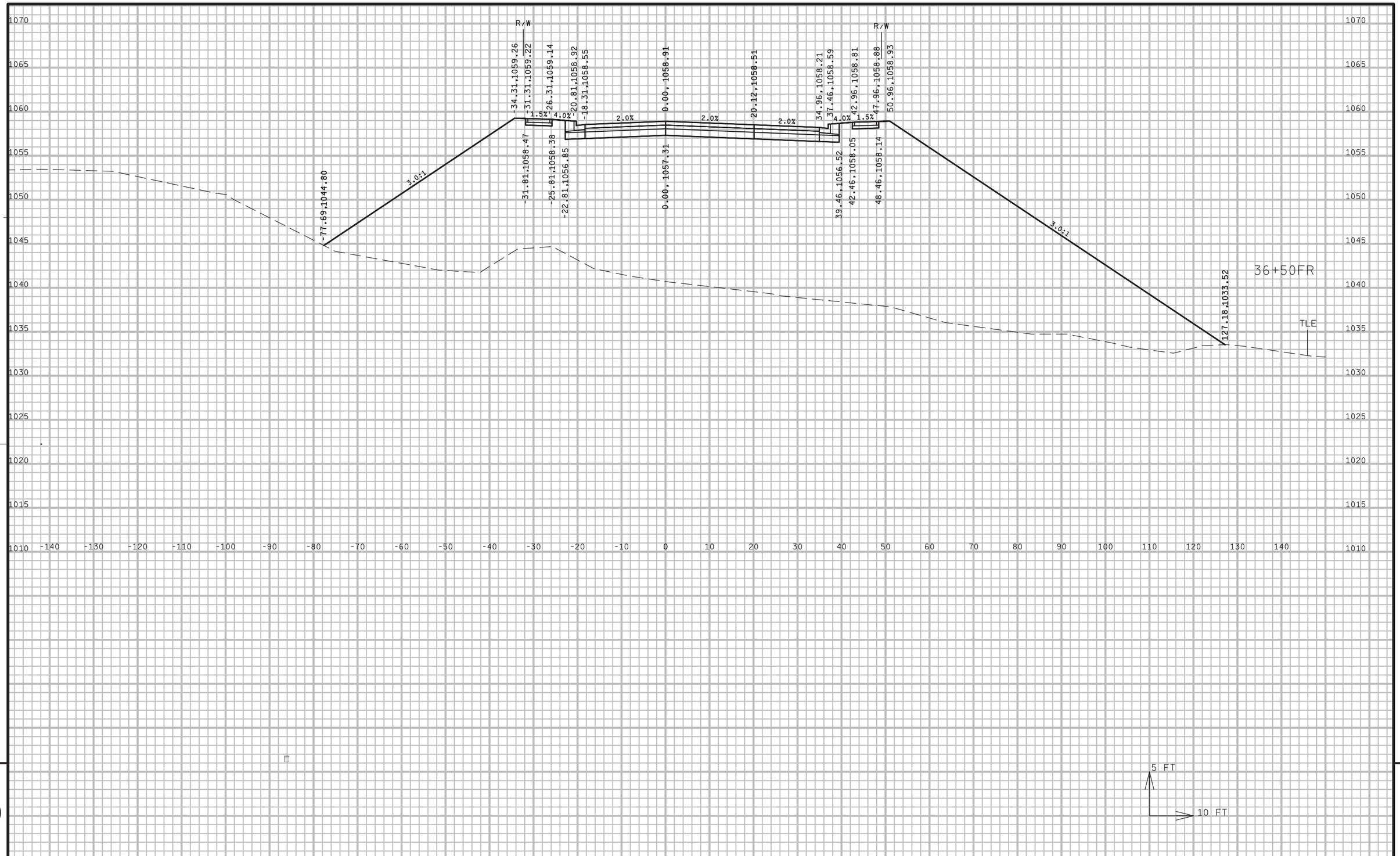
FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FR.DWG PLOT DATE : 4/14/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

WISDOT/CADDS SHEET 49

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| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1272 | E |
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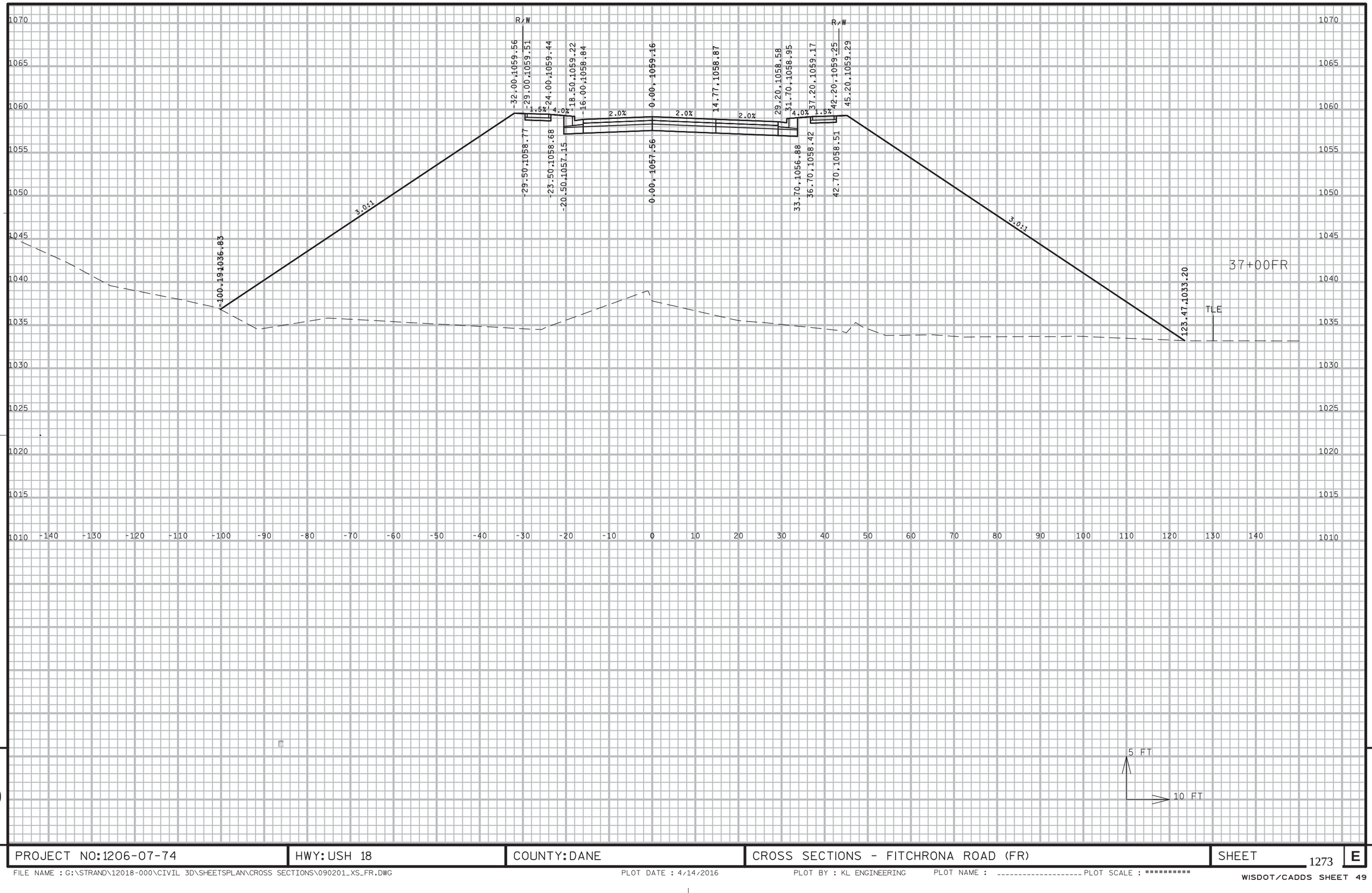
FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FR.DWG PLOT DATE : 4/14/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

WISDOT/CADDS SHEET 49

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| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1273 | E |
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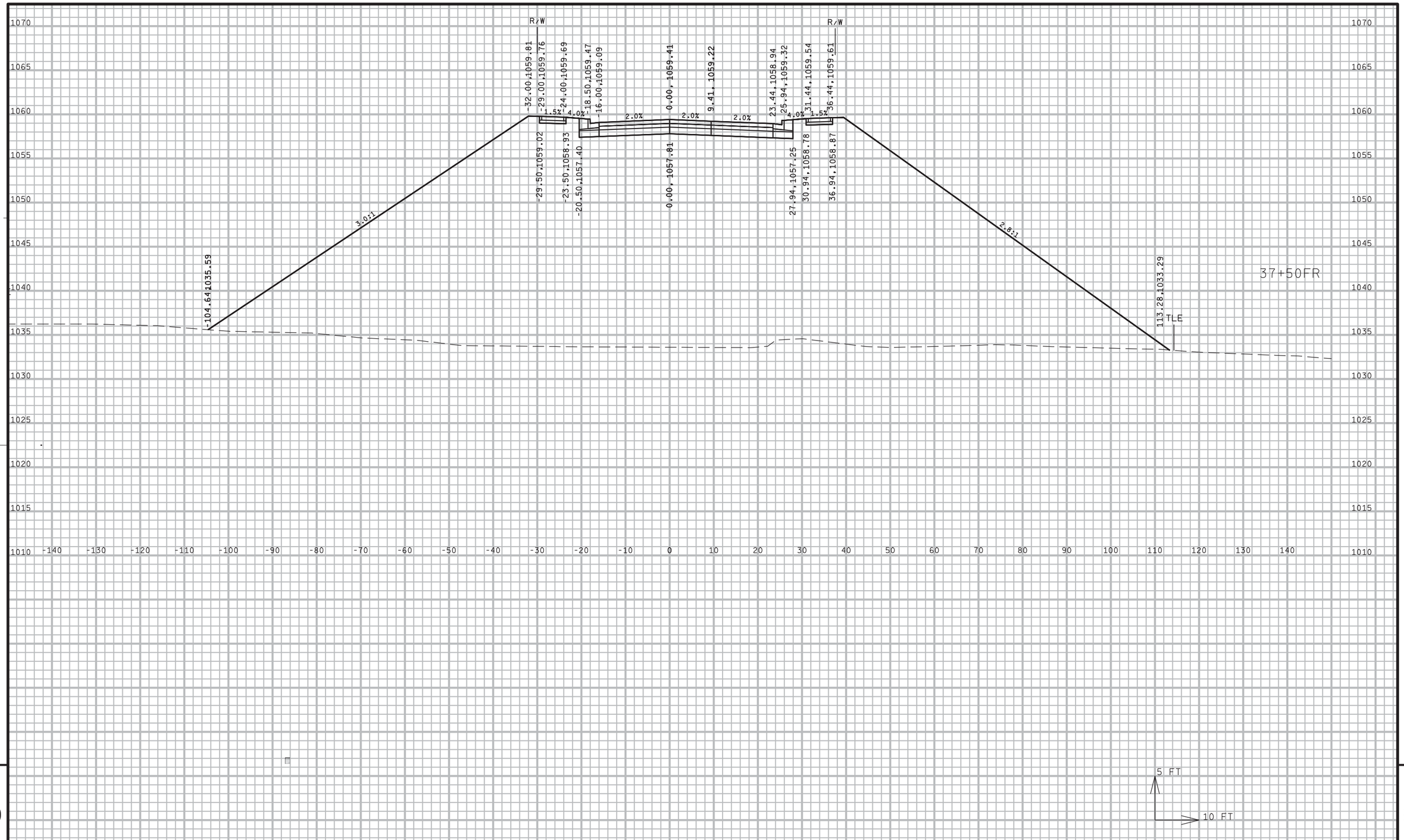
FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FR.DWG PLOT DATE : 4/14/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

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| PROJECT NO:1206-07-74 | HWY:USH 18 | COUNTY:DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1274 | E |
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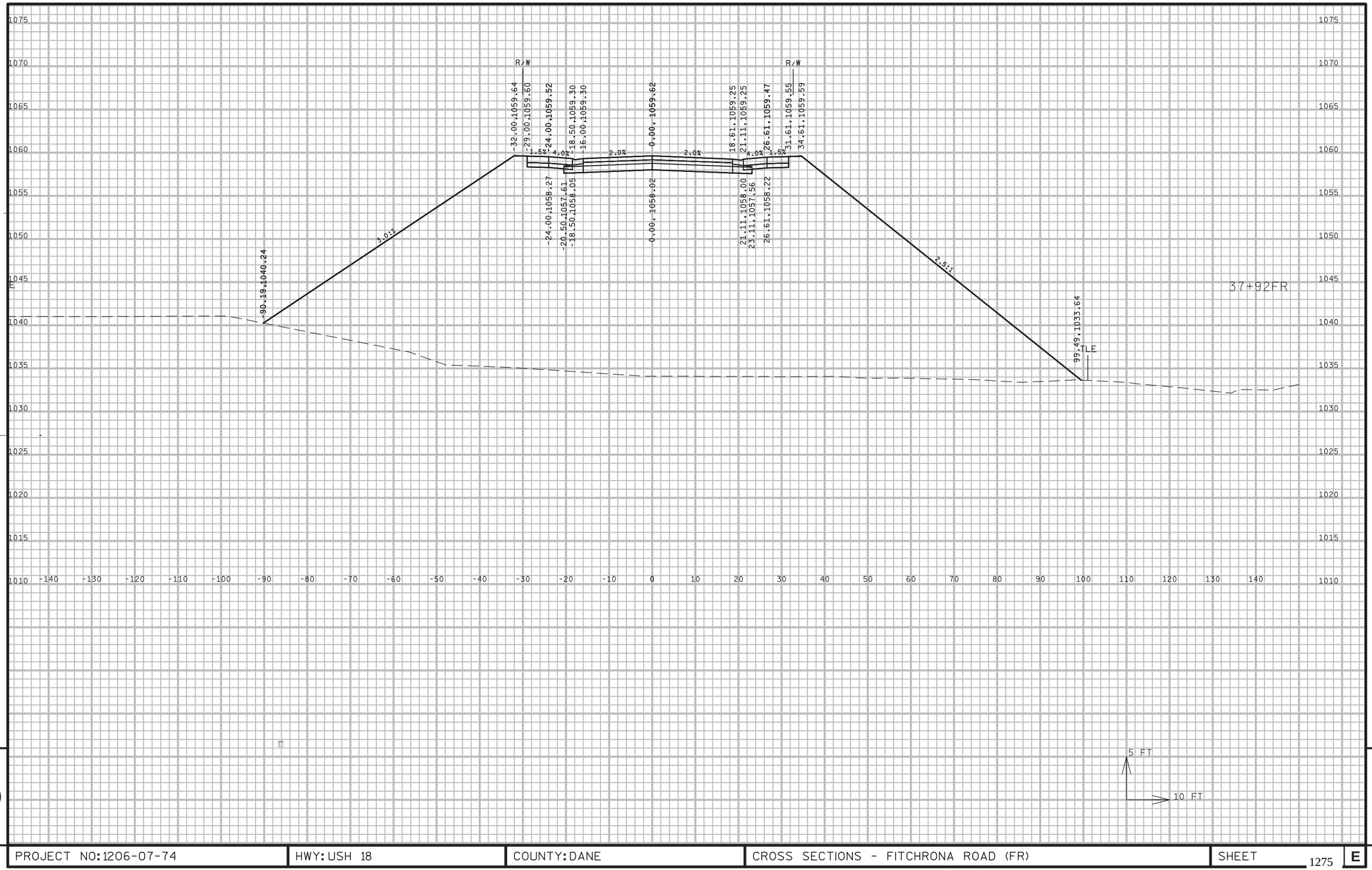
FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FR.DWG PLOT DATE : 4/14/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********




| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1275 | E |
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FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FR.DWG PLOT DATE : 4/14/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

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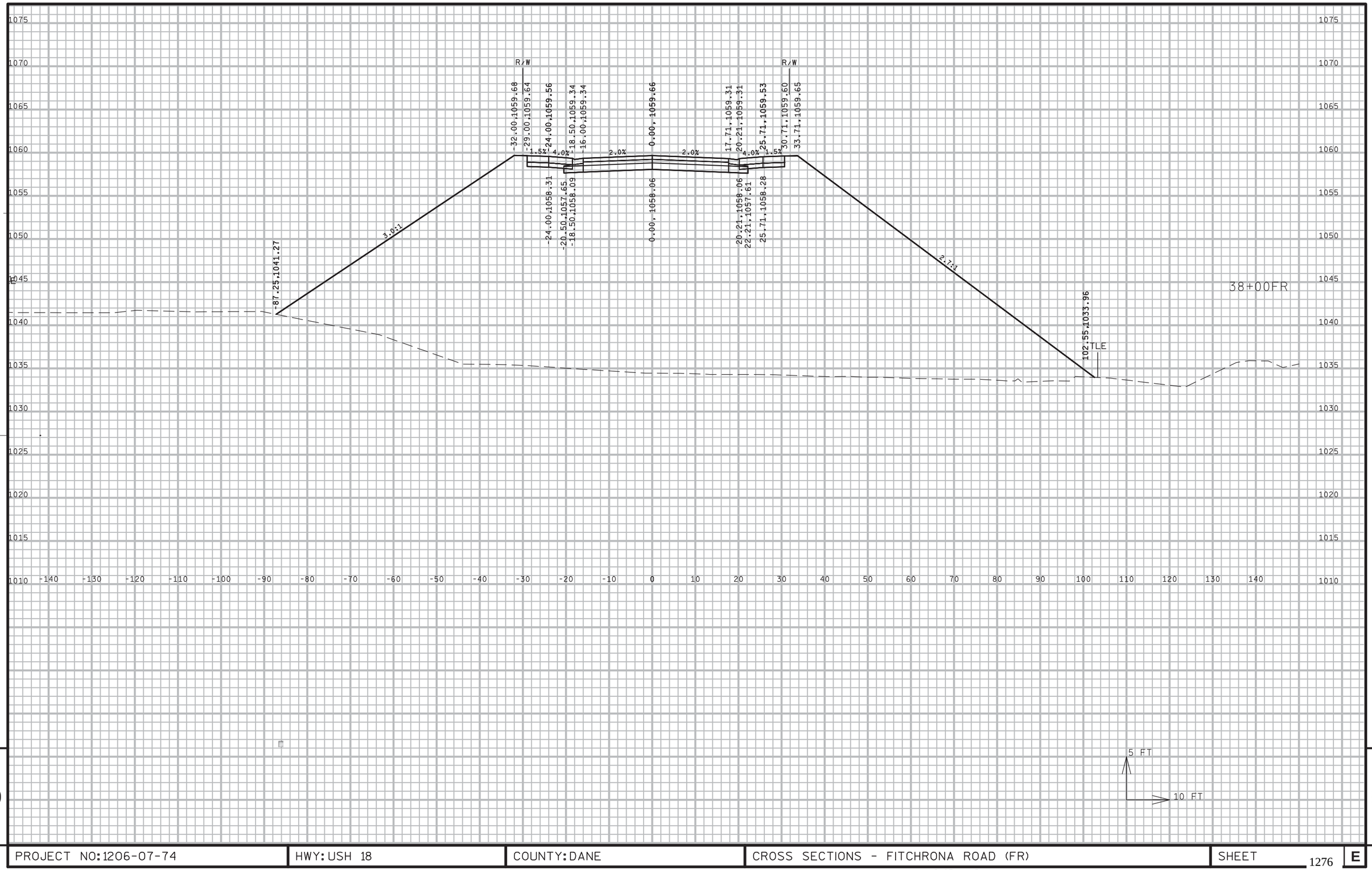


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| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1276 | E |
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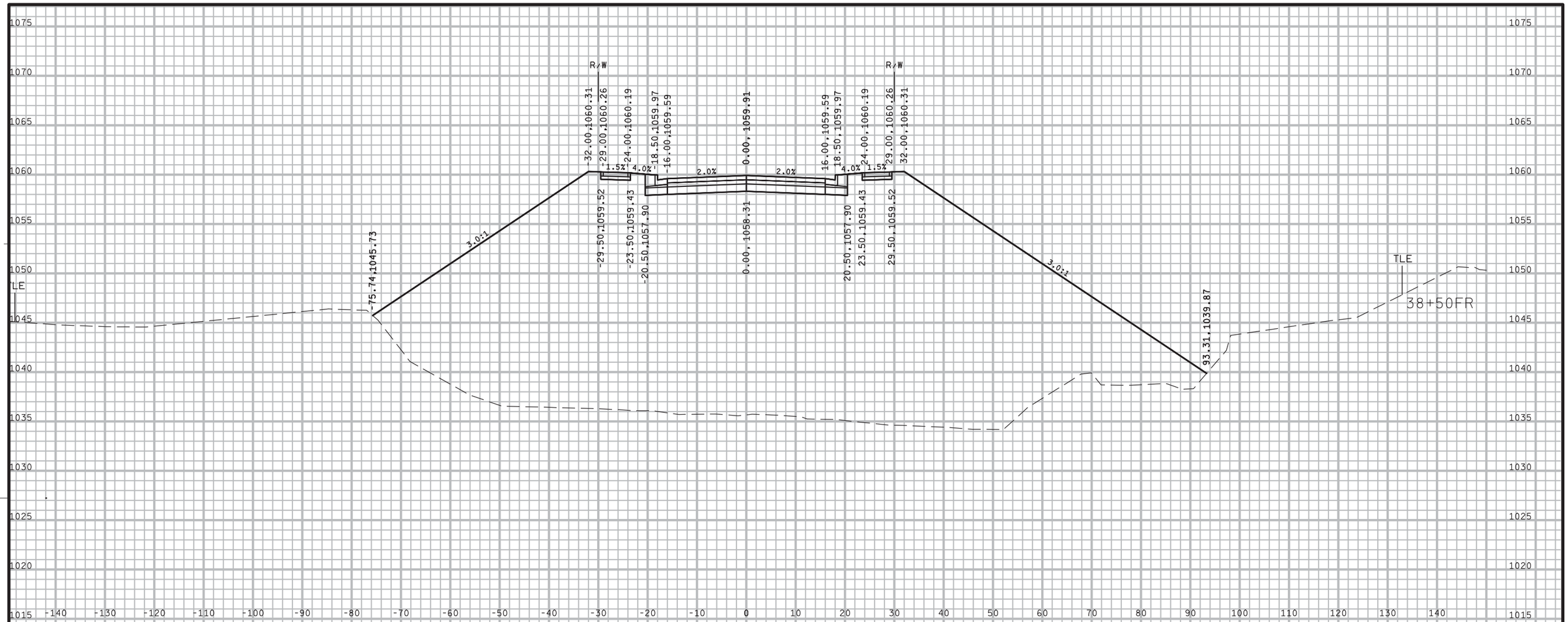
FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FR.DWG PLOT DATE : 4/14/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

WISDOT/CADDS SHEET 49

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| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1277 | E |
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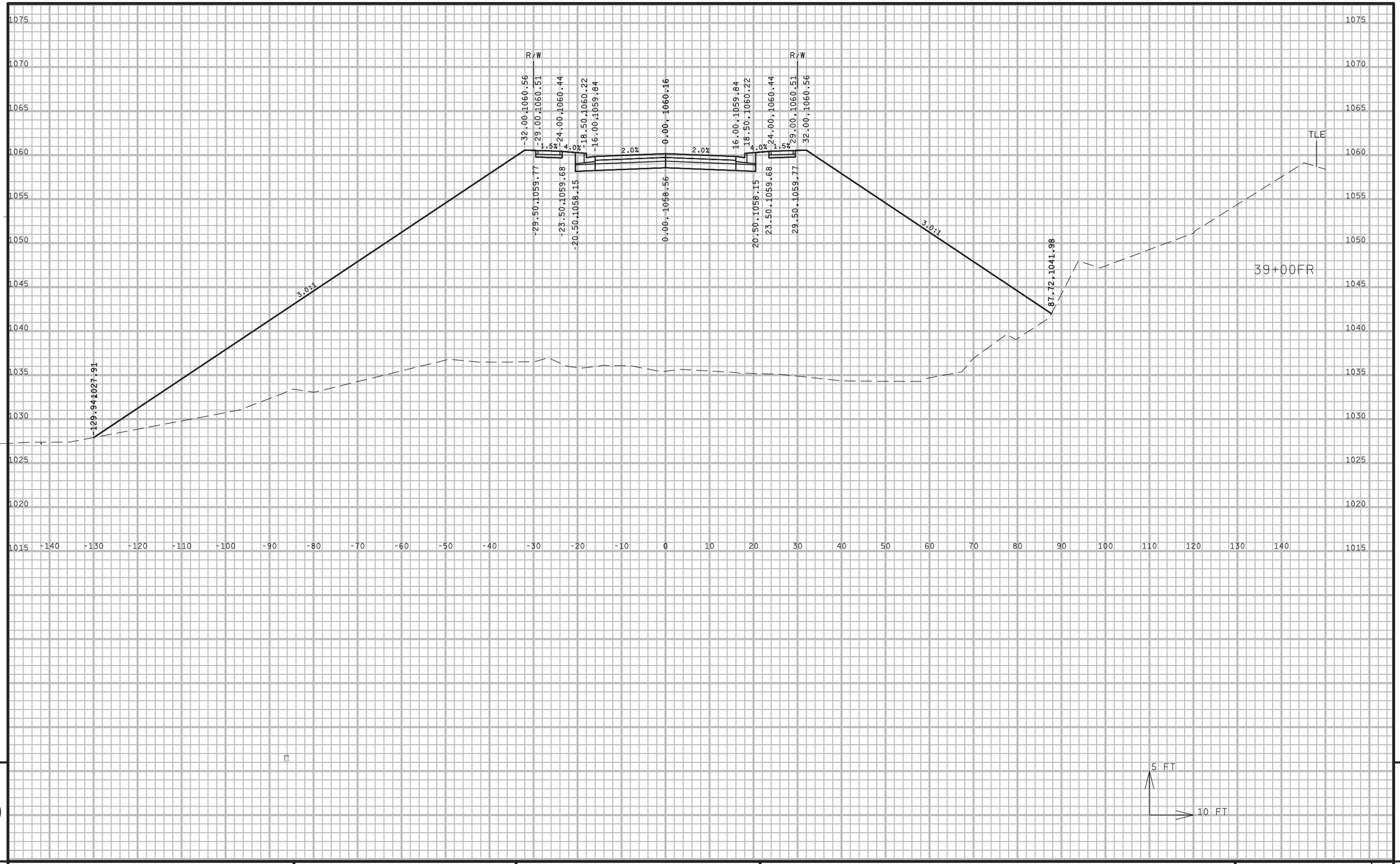


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| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1278 | E |
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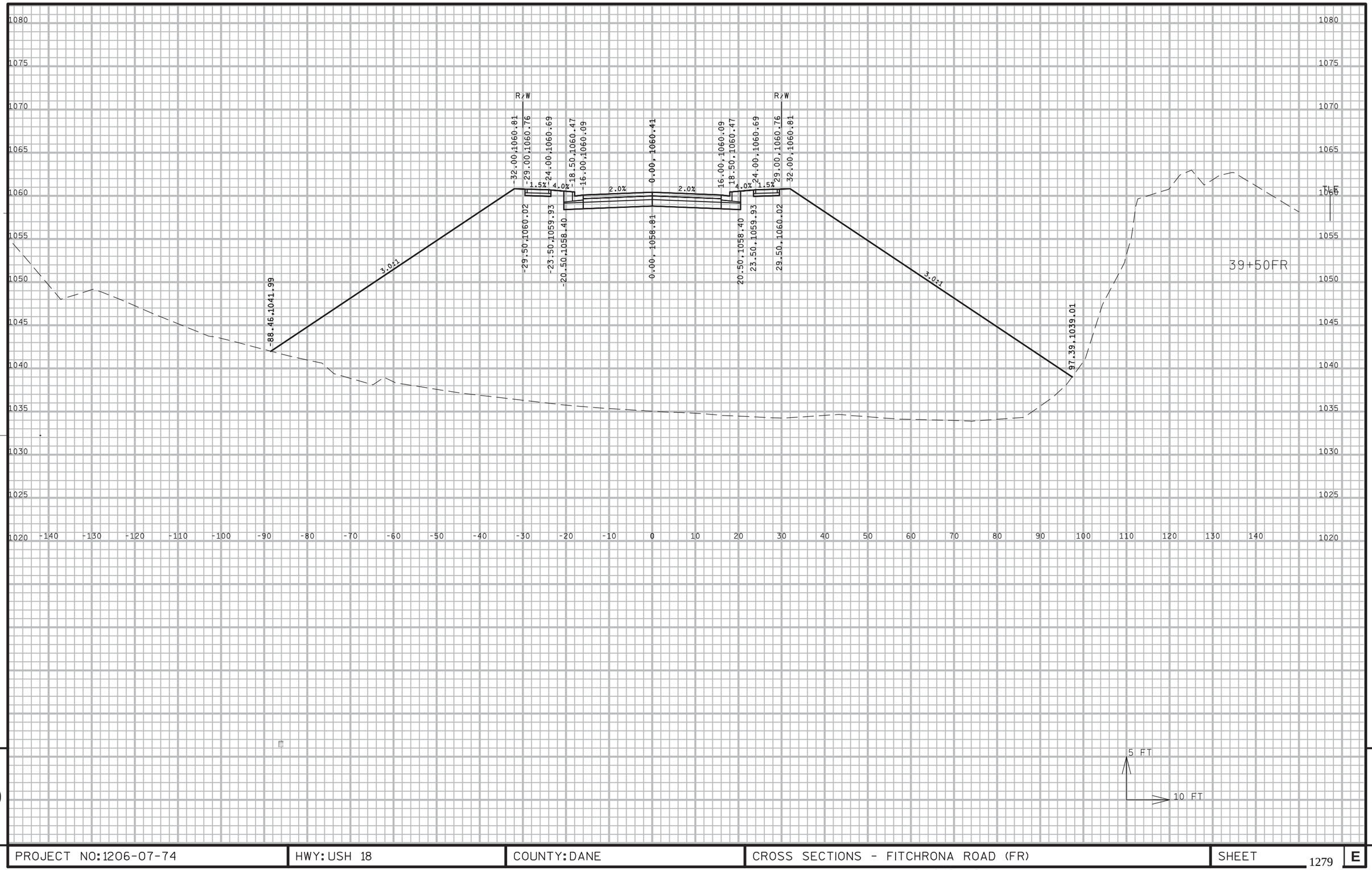
FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FR.DWG PLOT DATE : 4/14/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

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| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1279 | E |
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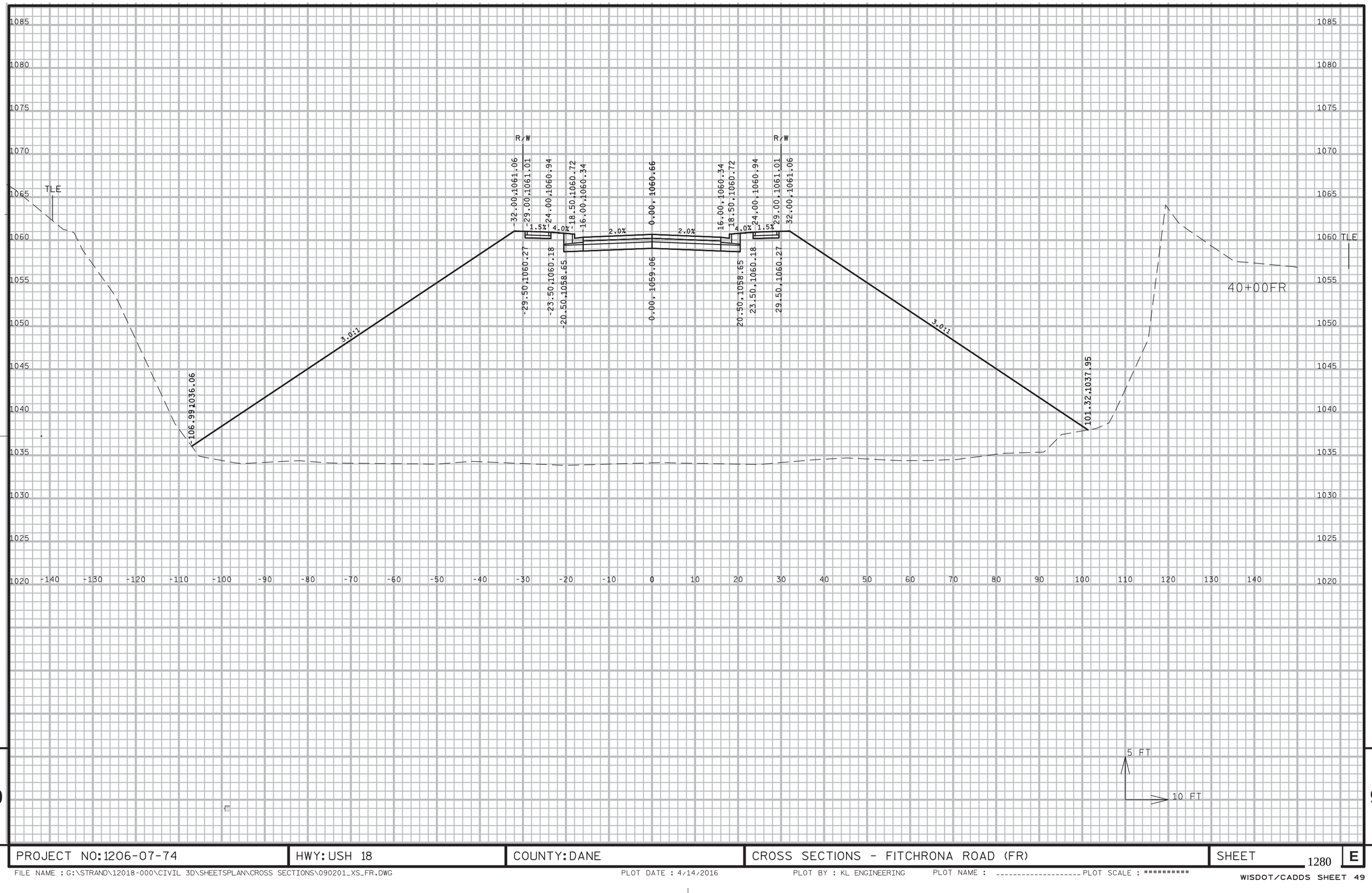
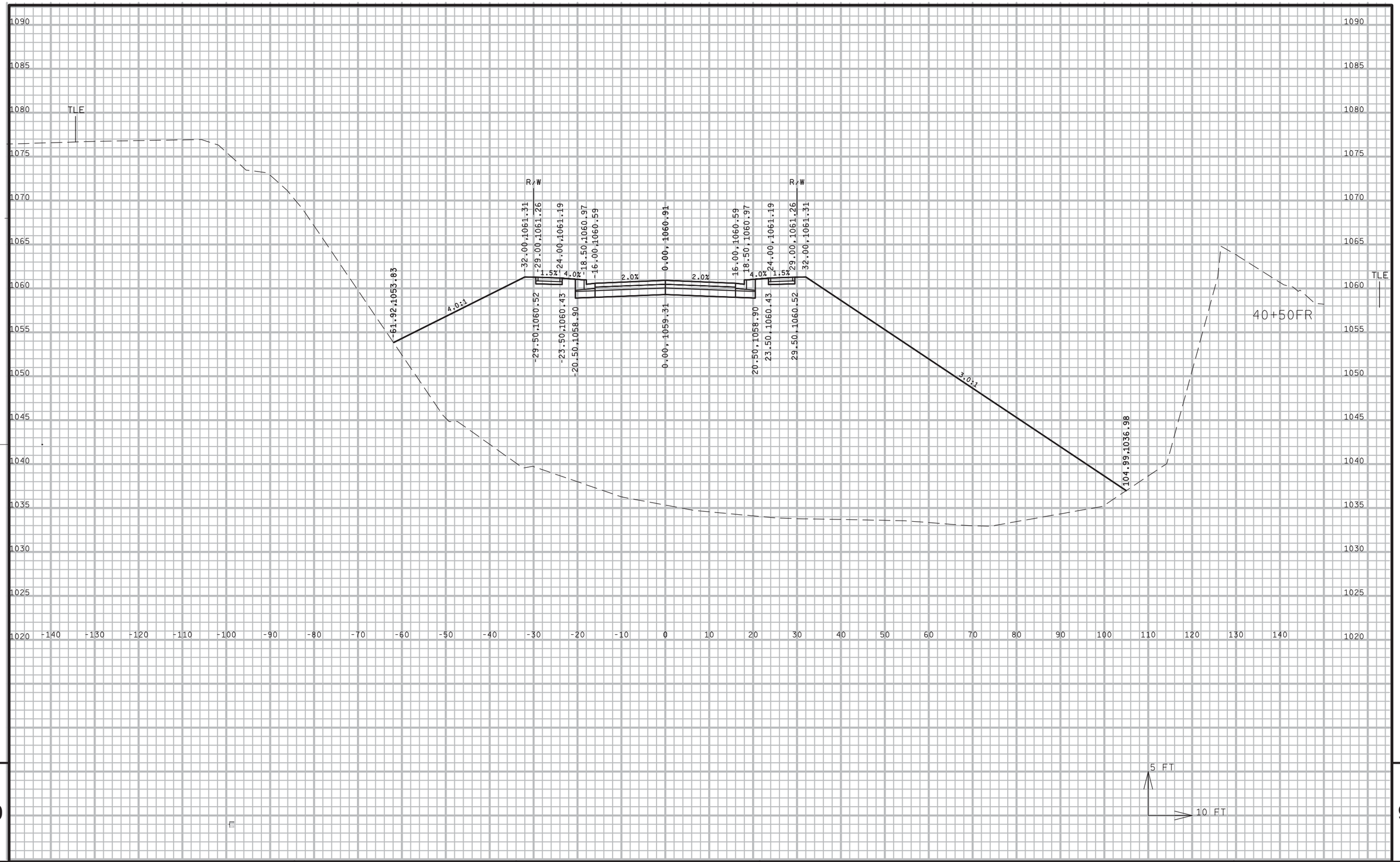
FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FR.DWG PLOT DATE : 4/14/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********




| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1280 | E |
|---|---|---|---|---|---|

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FR.DWG PLOT DATE : 4/14/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********




| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1281 | E |
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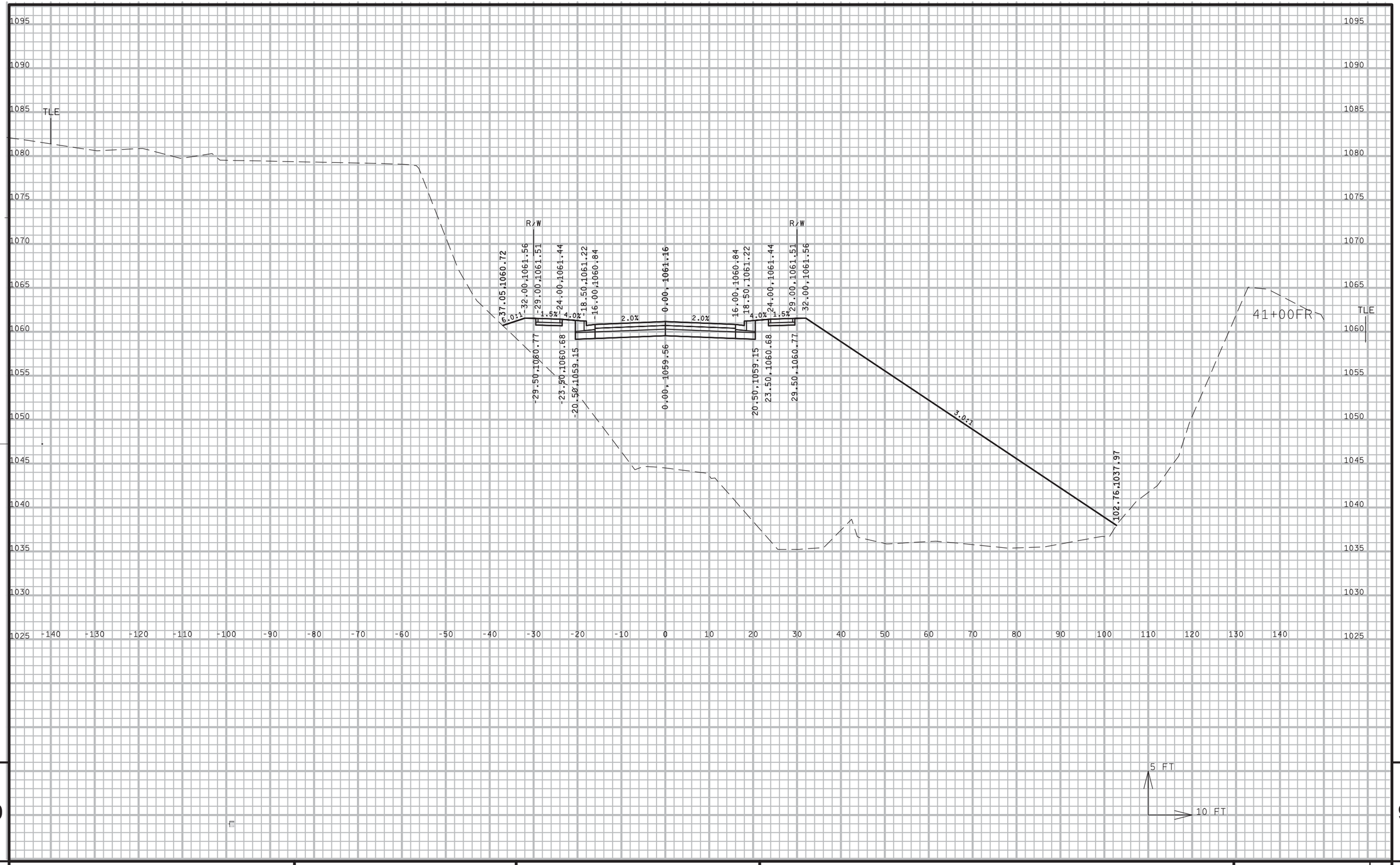
FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FR.DWG PLOT DATE : 4/14/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

WISDOT/CADDS SHEET 49

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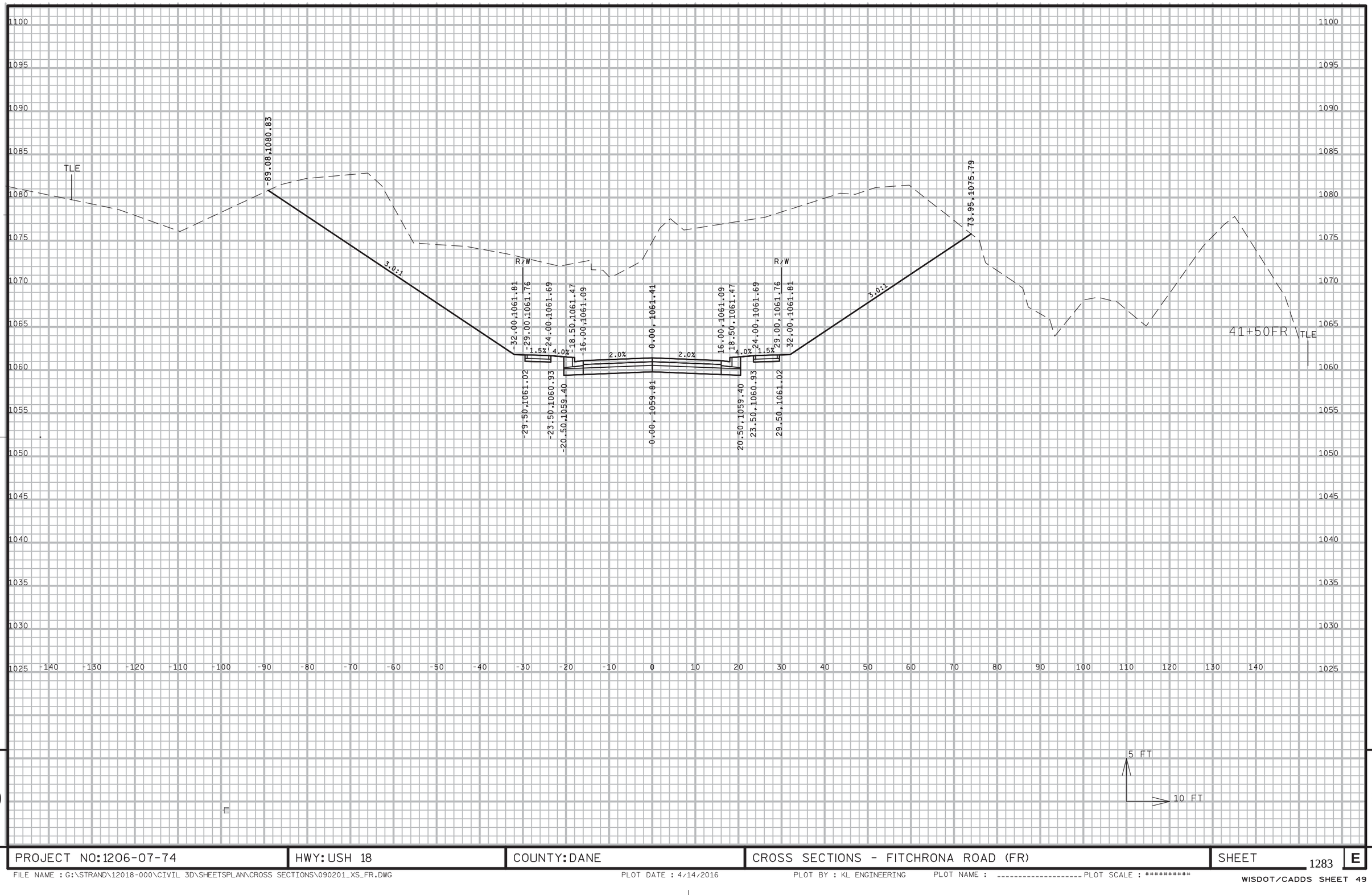
| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1282 | E |
|---|---|---|---|---|---|

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FR.DWG PLOT DATE : 4/14/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

WISDOT/CADDS SHEET 49

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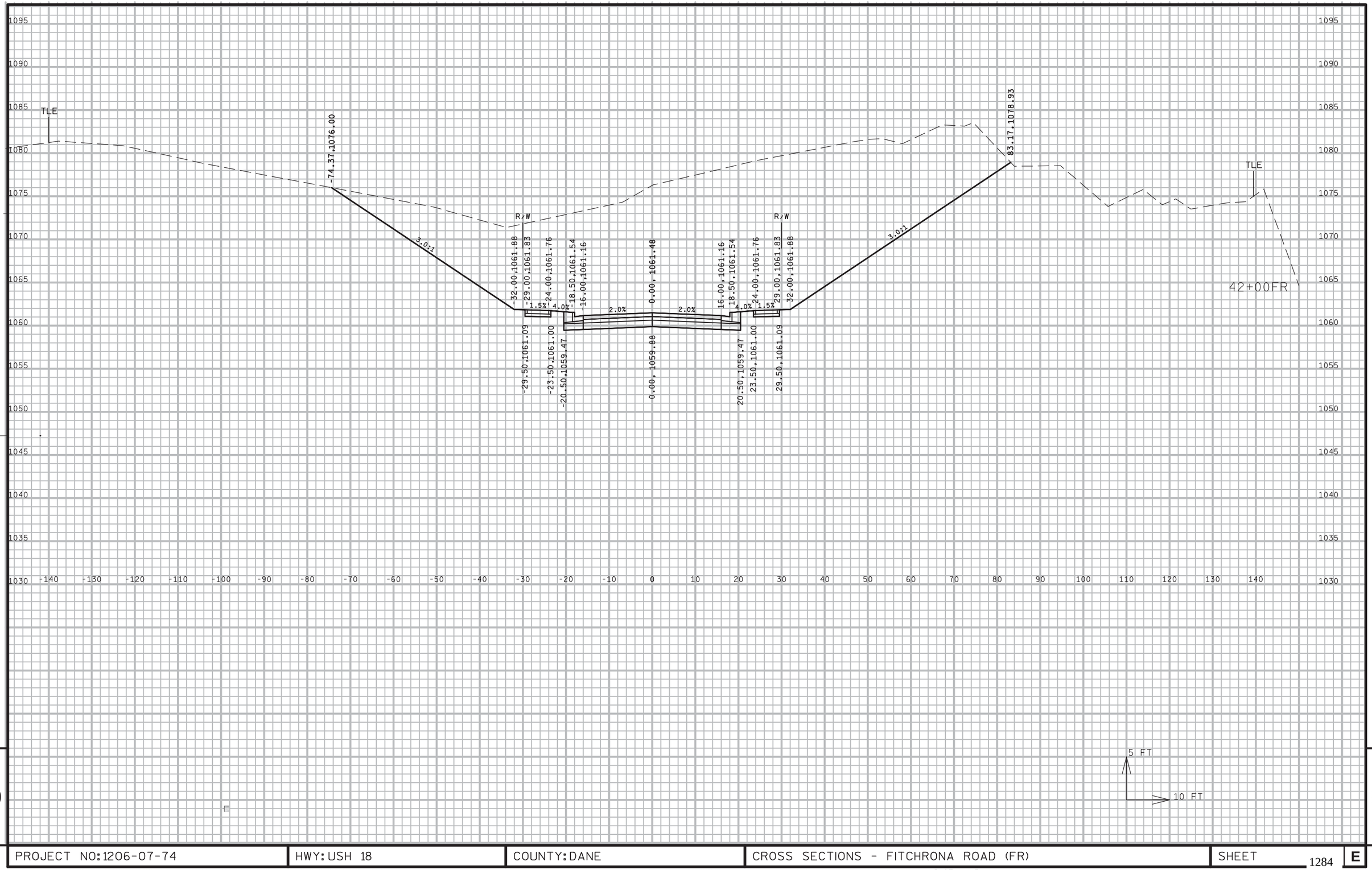
| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1283 | E |
|---|---|---|---|---|---|

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FR.DWG PLOT DATE : 4/14/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

WISDOT/CADDS SHEET 49

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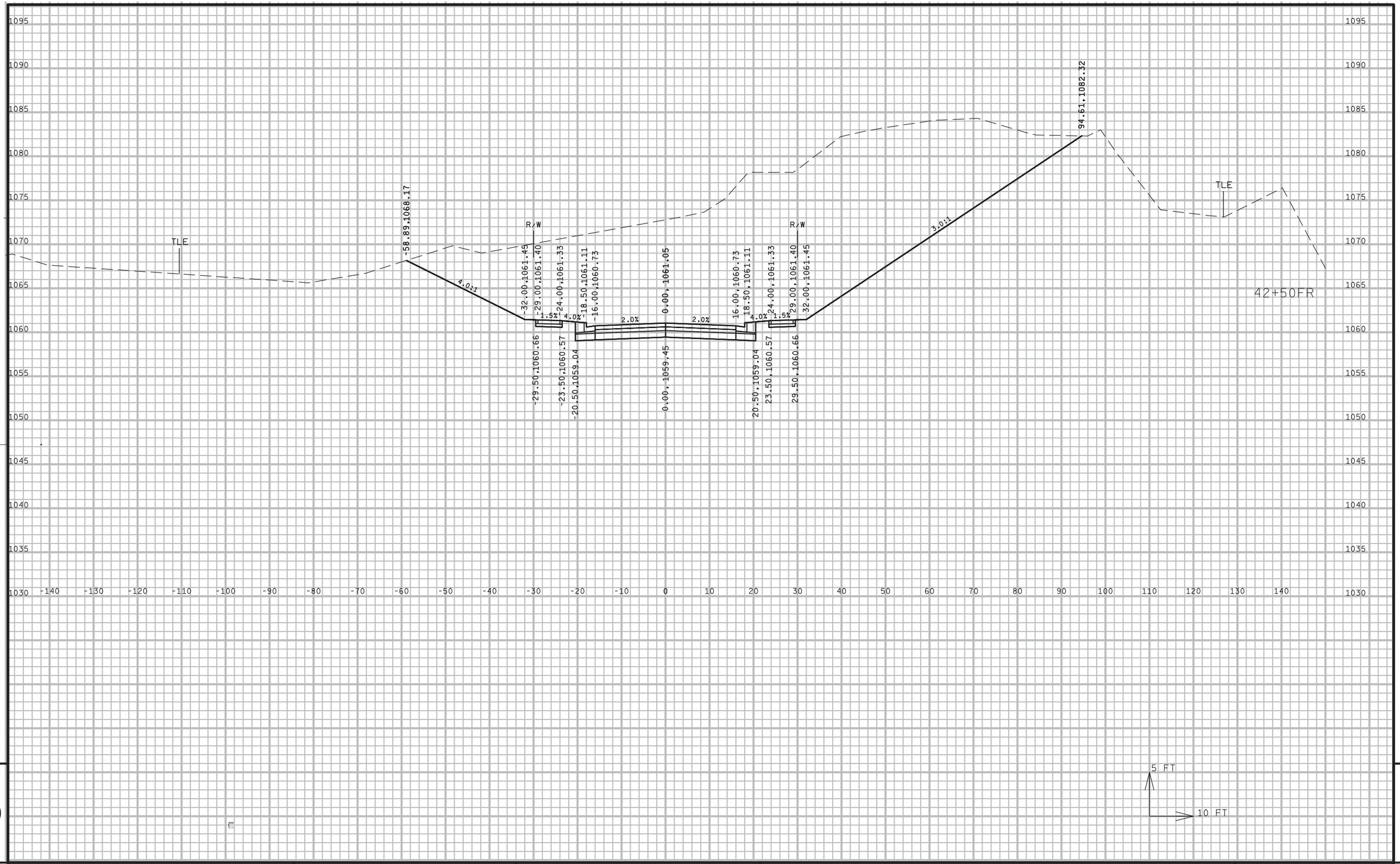
| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1284 | E |
|---|---|---|---|---|---|

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FR.DWG PLOT DATE : 4/14/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

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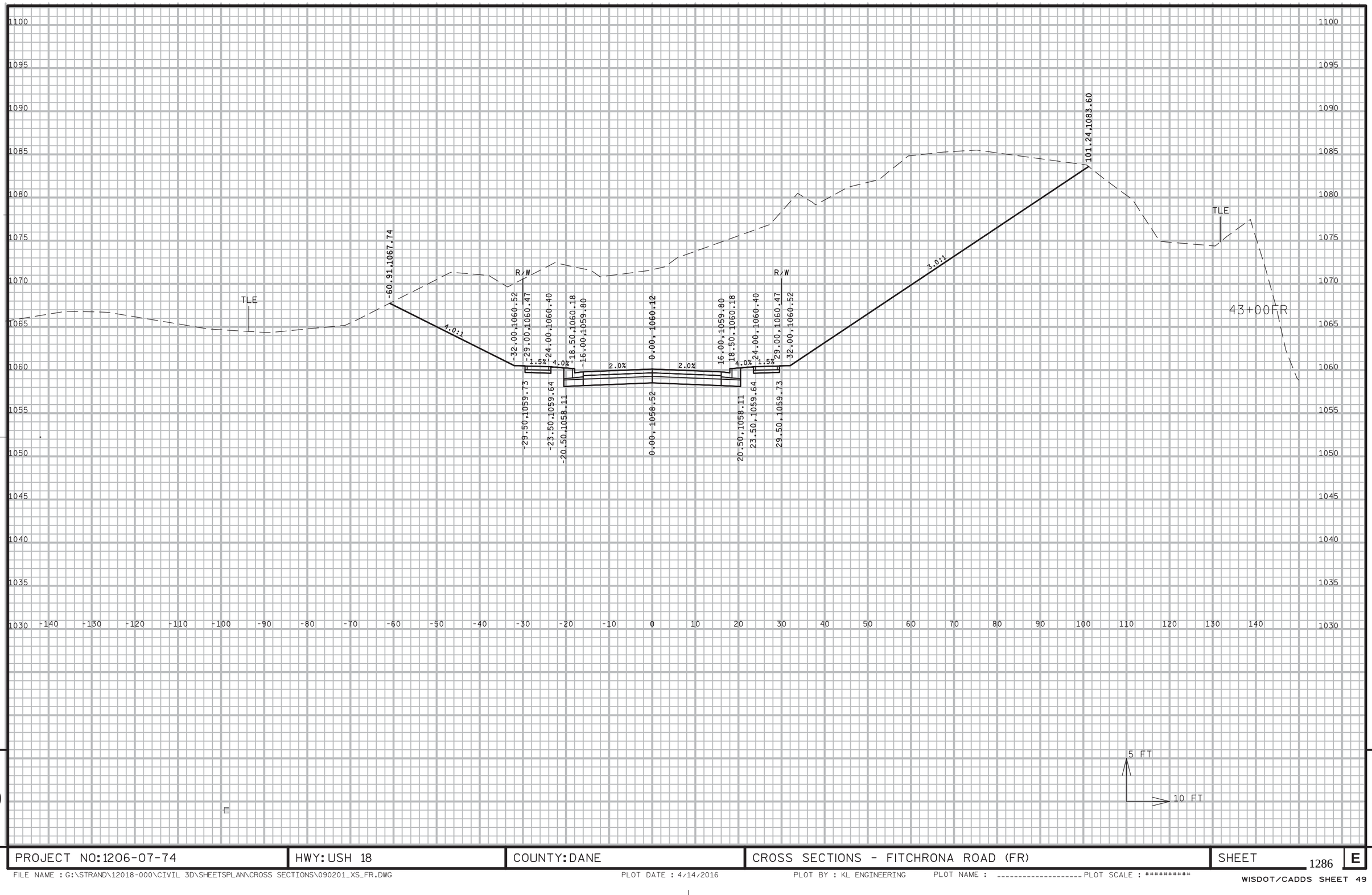
| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1285 | E |
|---|---|---|---|---|---|

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FR.DWG PLOT DATE : 4/14/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

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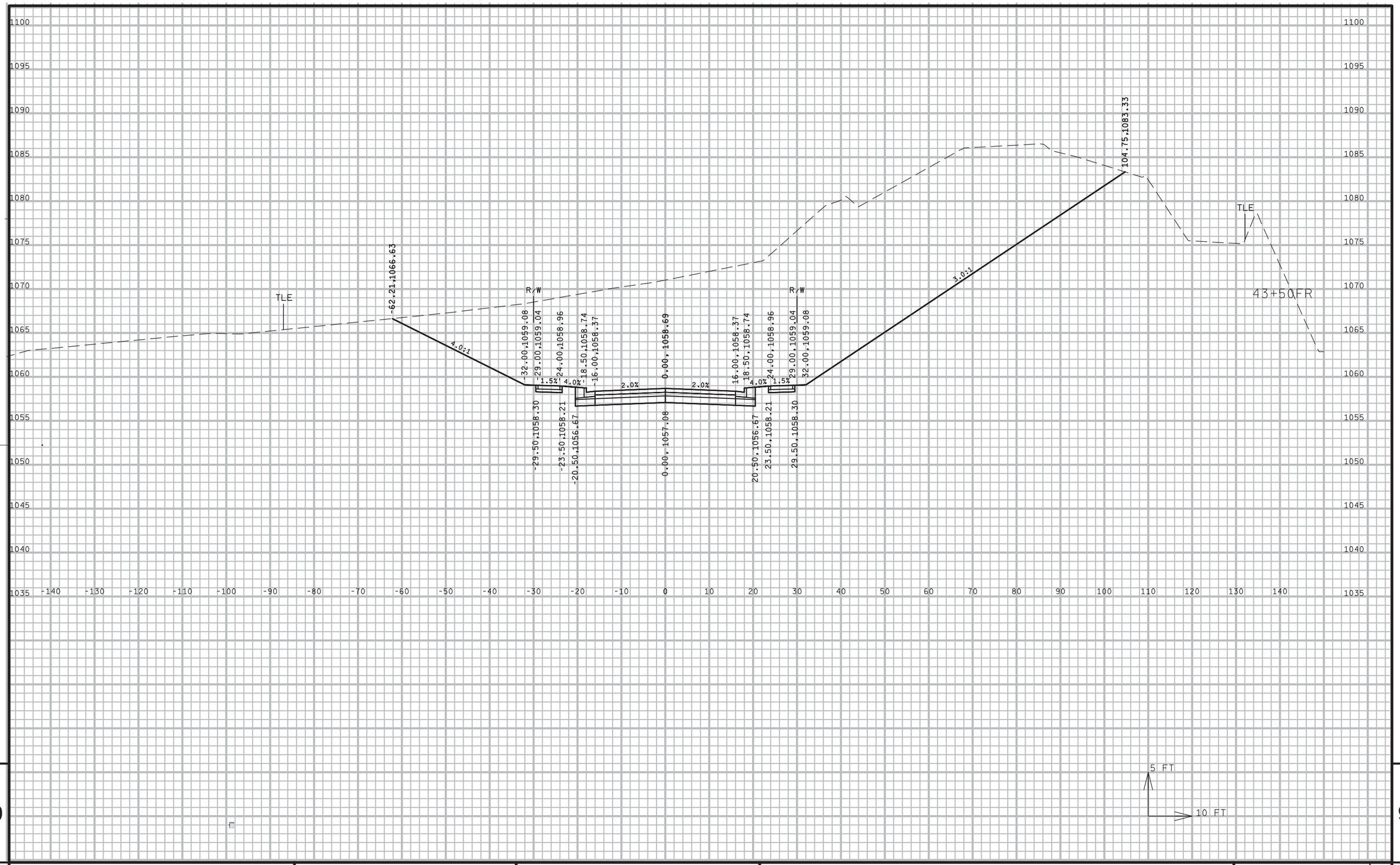
| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1286 | E |
|---|---|---|---|---|---|

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FR.DWG PLOT DATE : 4/14/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

WISDOT/CADDS SHEET 49




| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1287 | E |
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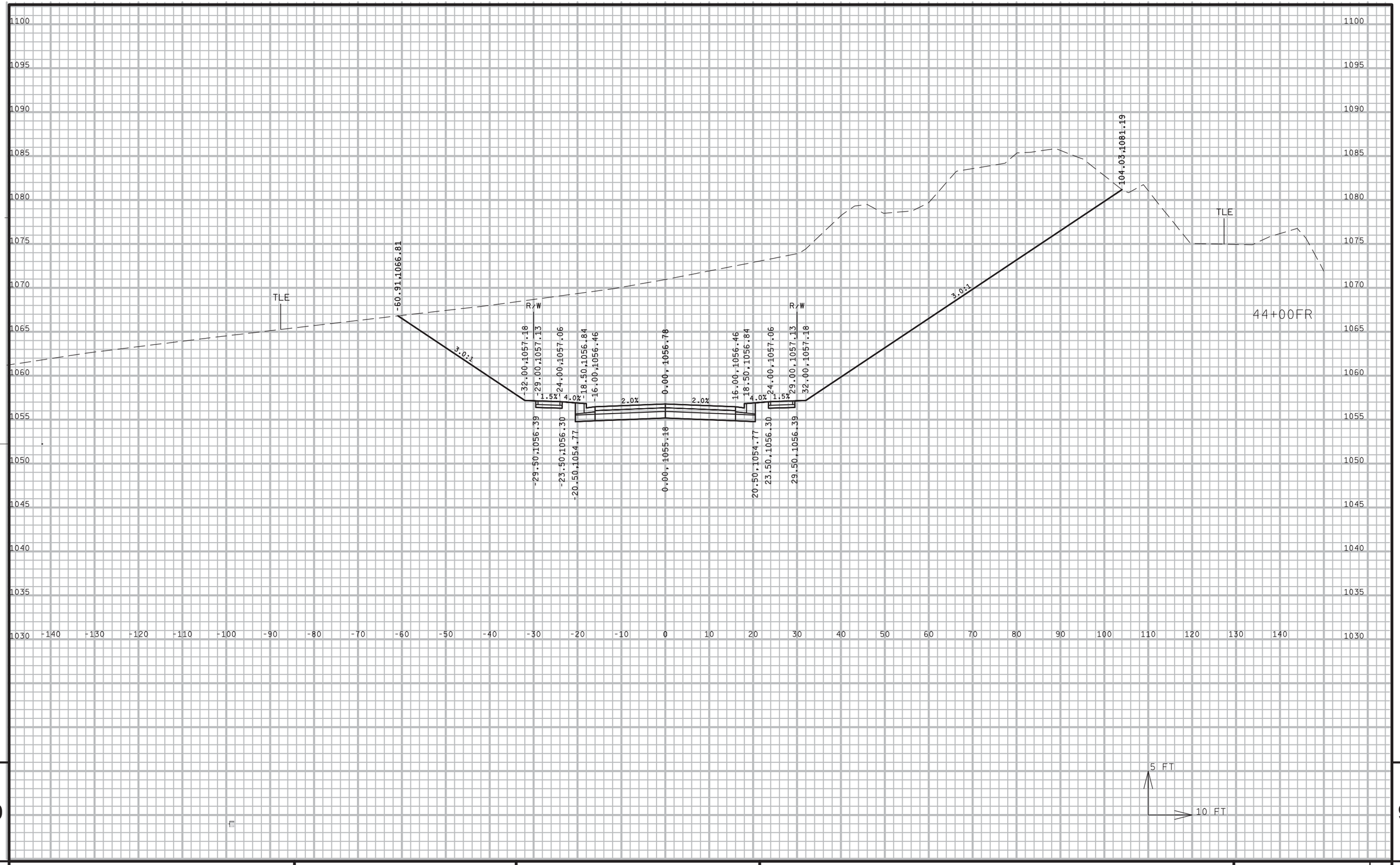
FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FR.DWG PLOT DATE : 4/14/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

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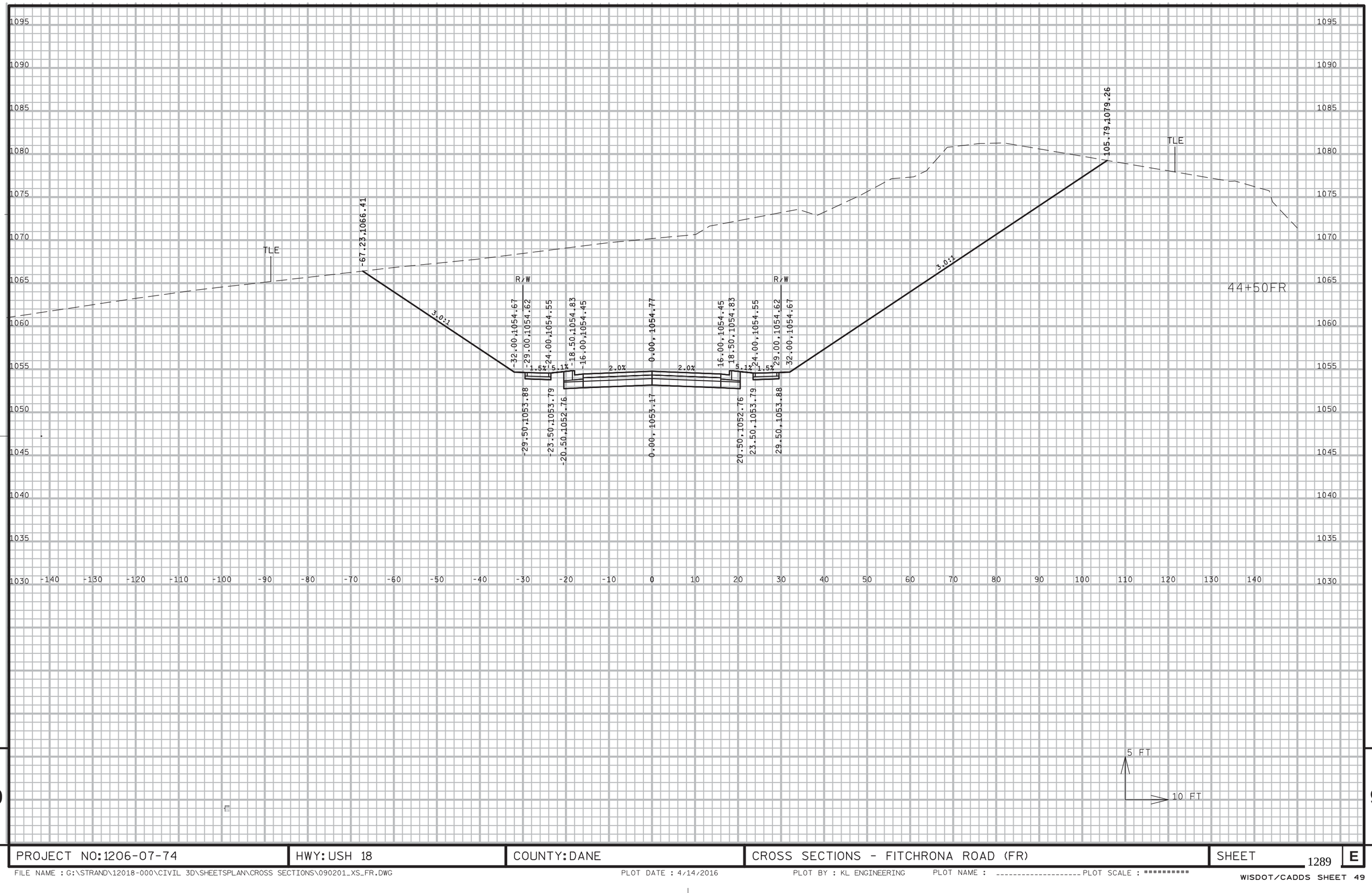
| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1288 | E |
|---|---|---|---|---|---|

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FR.DWG PLOT DATE : 4/14/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

WISDOT/CADDS SHEET 49

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| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1289 | E |
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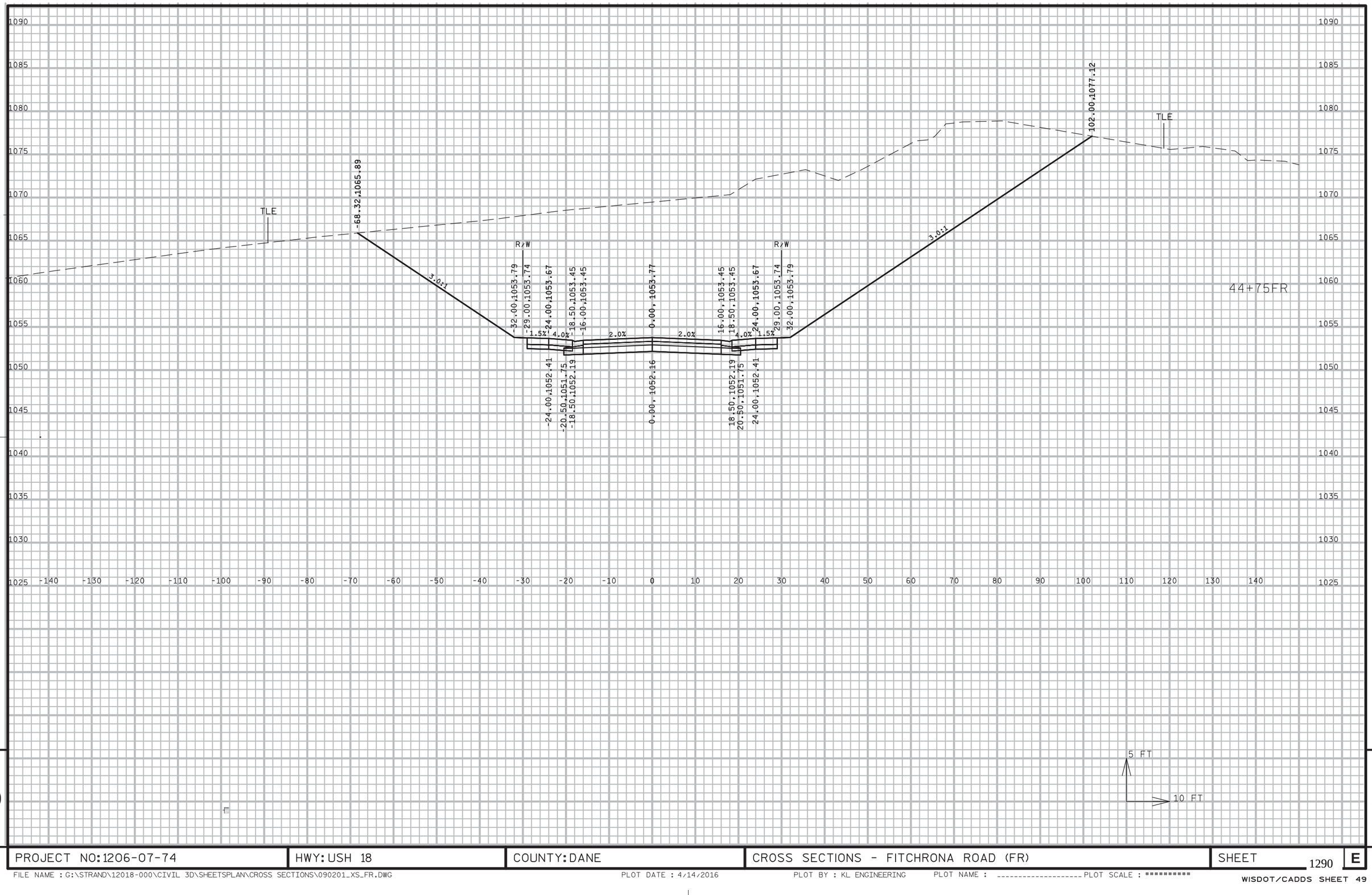
FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FR.DWG PLOT DATE : 4/14/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********




| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1290 | E |
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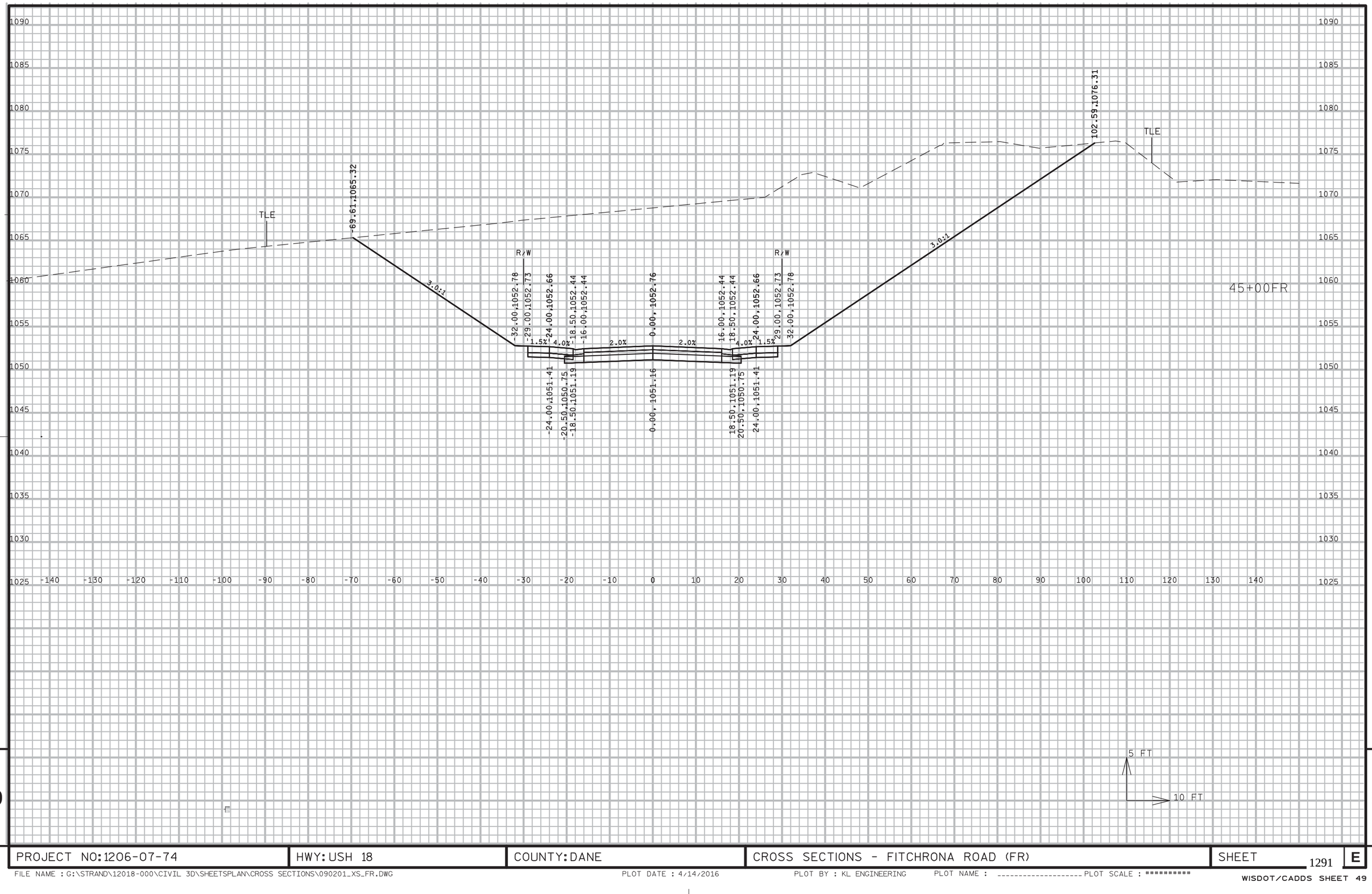
FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FR.DWG PLOT DATE : 4/14/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

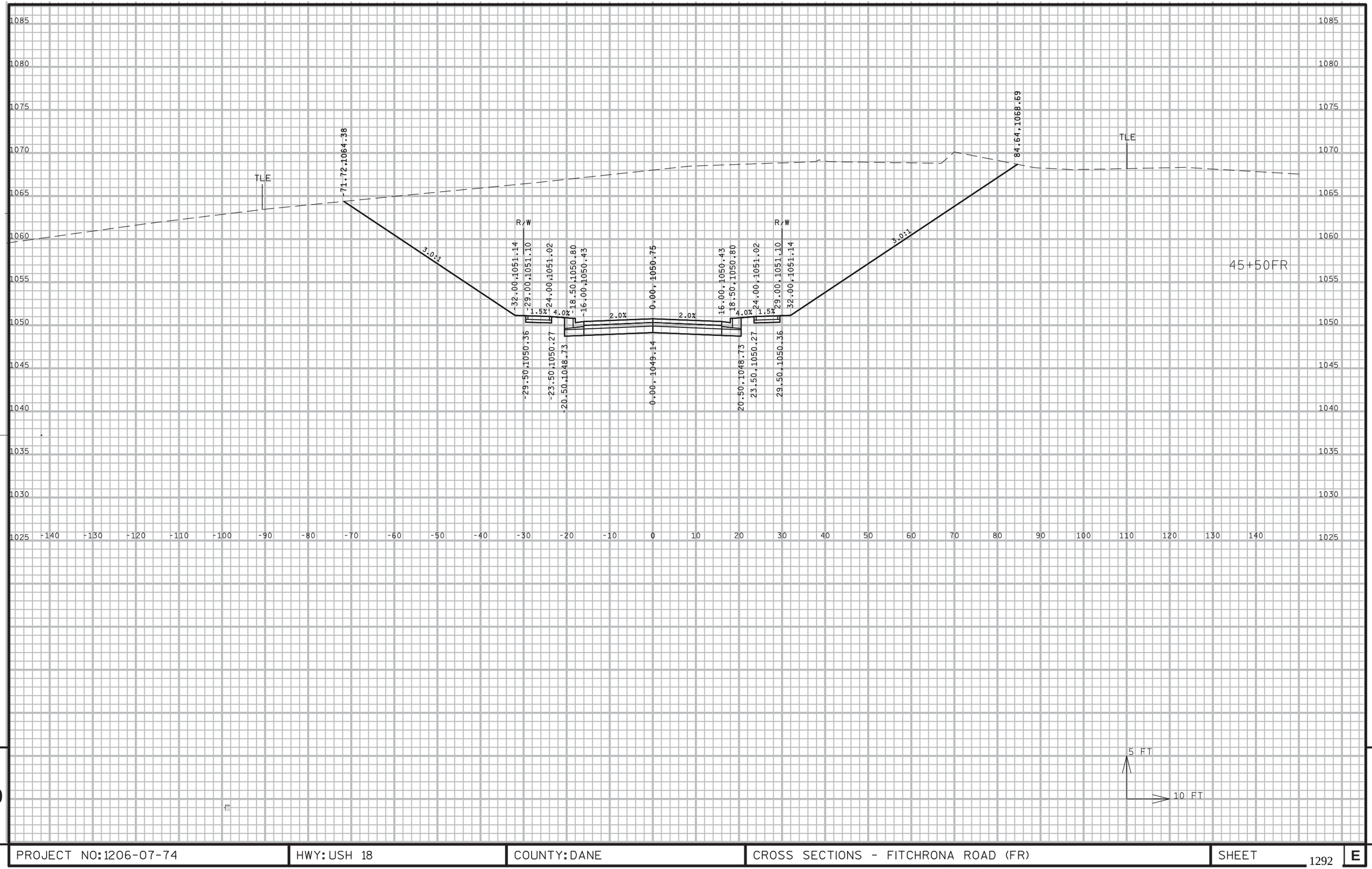
WISDOT/CADDS SHEET 49




| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1291 | E |
|---|---|---|---|---|---|

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FR.DWG PLOT DATE : 4/14/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

WISDOT/CADDS SHEET 49




| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1292 | E |
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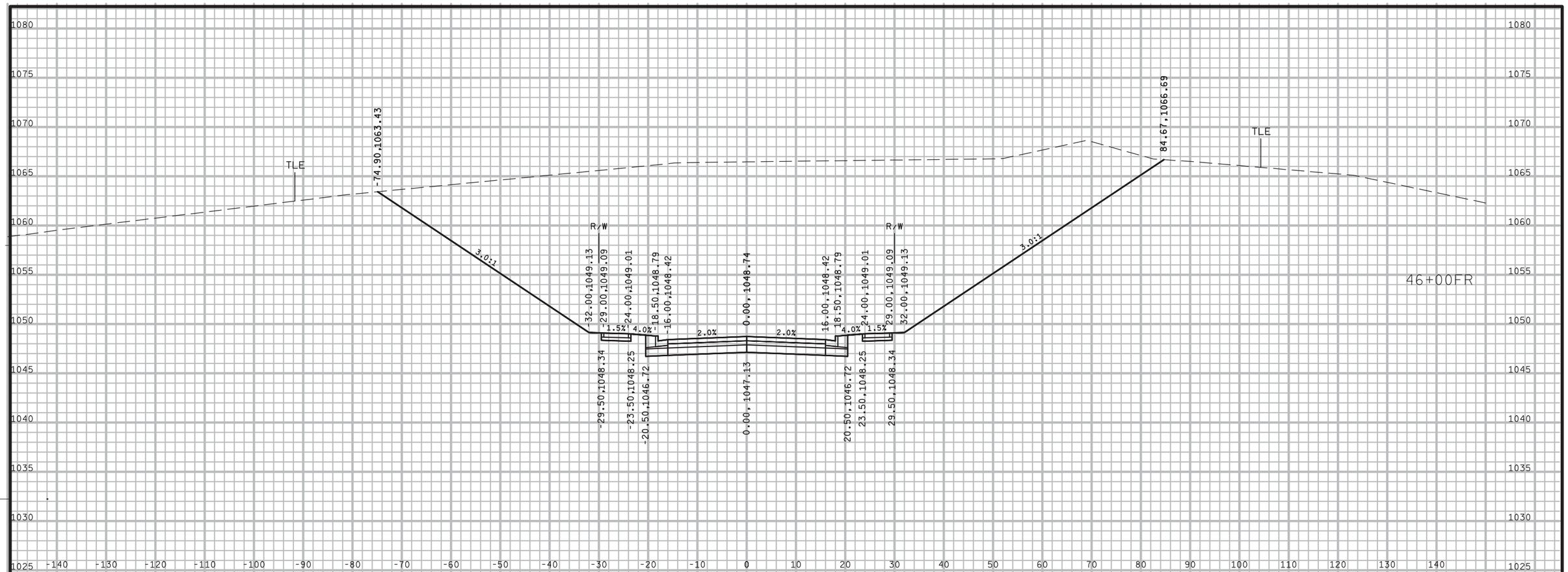
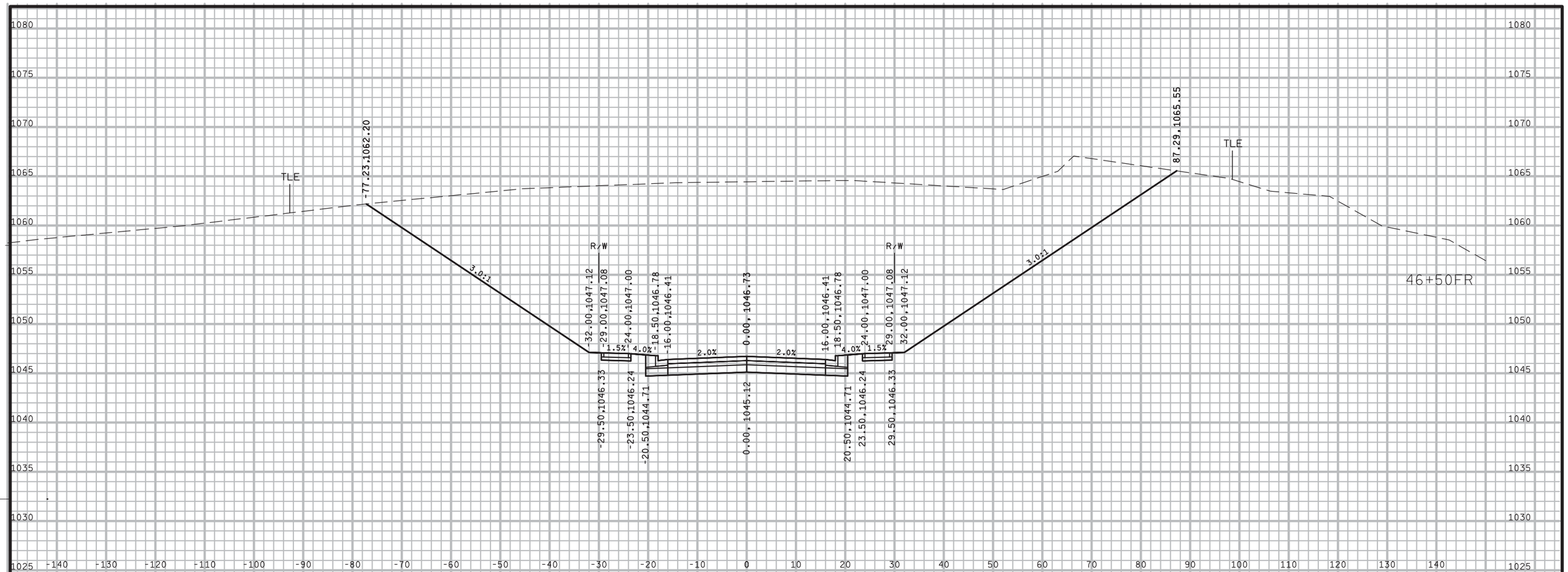
FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FR.DWG PLOT DATE : 4/14/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

WISDOT/CADDS SHEET 49




| PROJECT NO:1206-07-74 | HWY:USH 18 | COUNTY:DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1293 | E |
|---|---|---|---|---|---|

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FR.DWG PLOT DATE : 4/14/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********




| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1294 | E |
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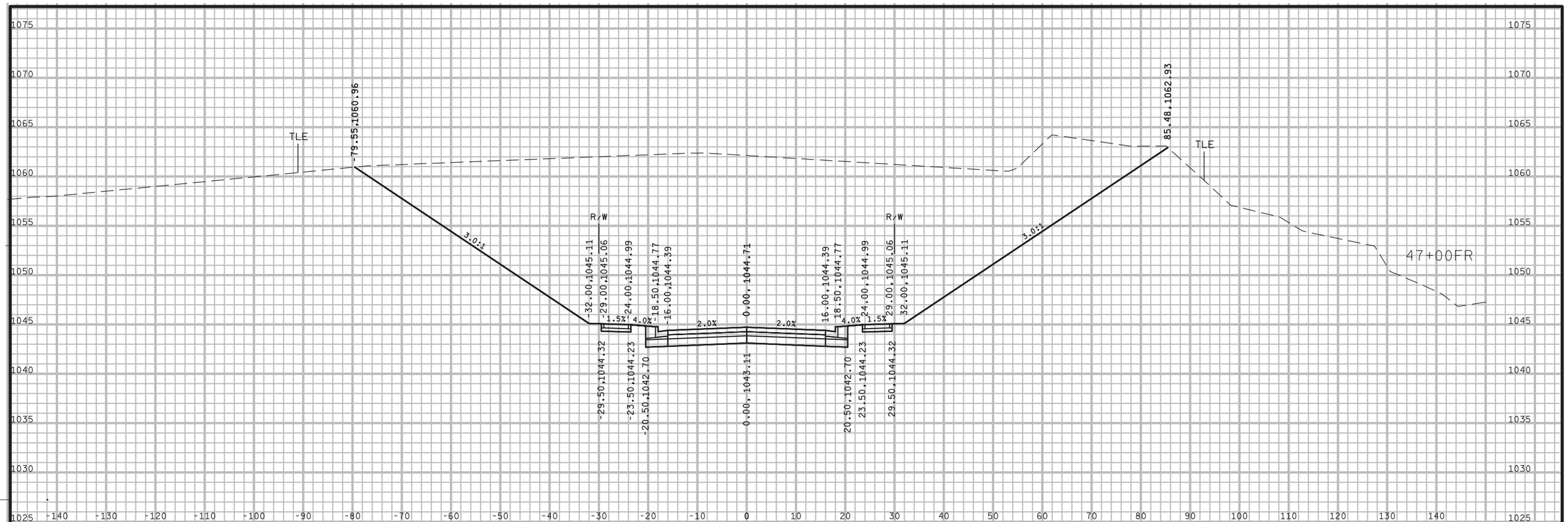
FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FR.DWG PLOT DATE : 4/14/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

WISDOT/CADDS SHEET 49

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| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1295 | E |
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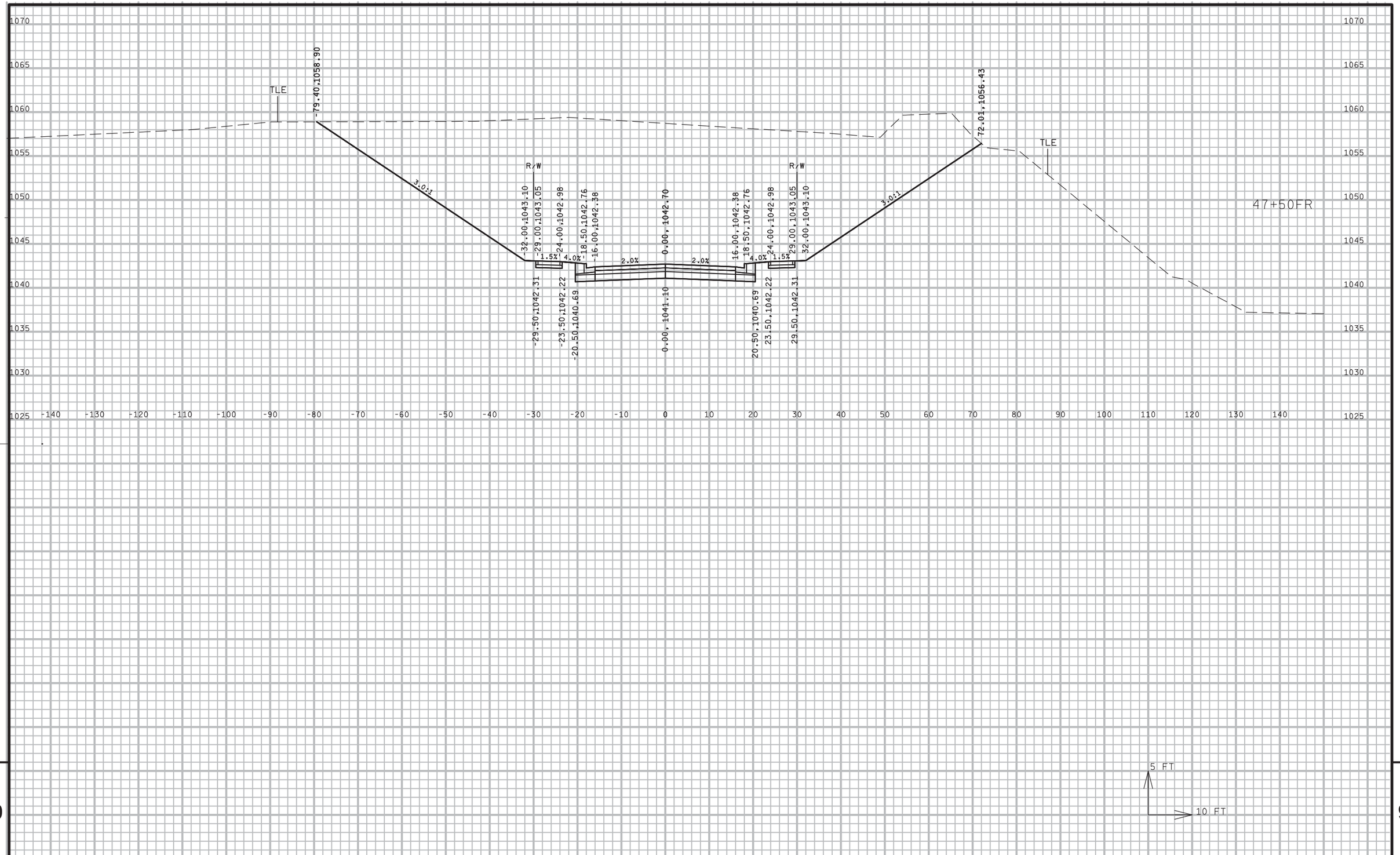
FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FR.DWG PLOT DATE : 4/14/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

WISDOT/CADDS SHEET 49

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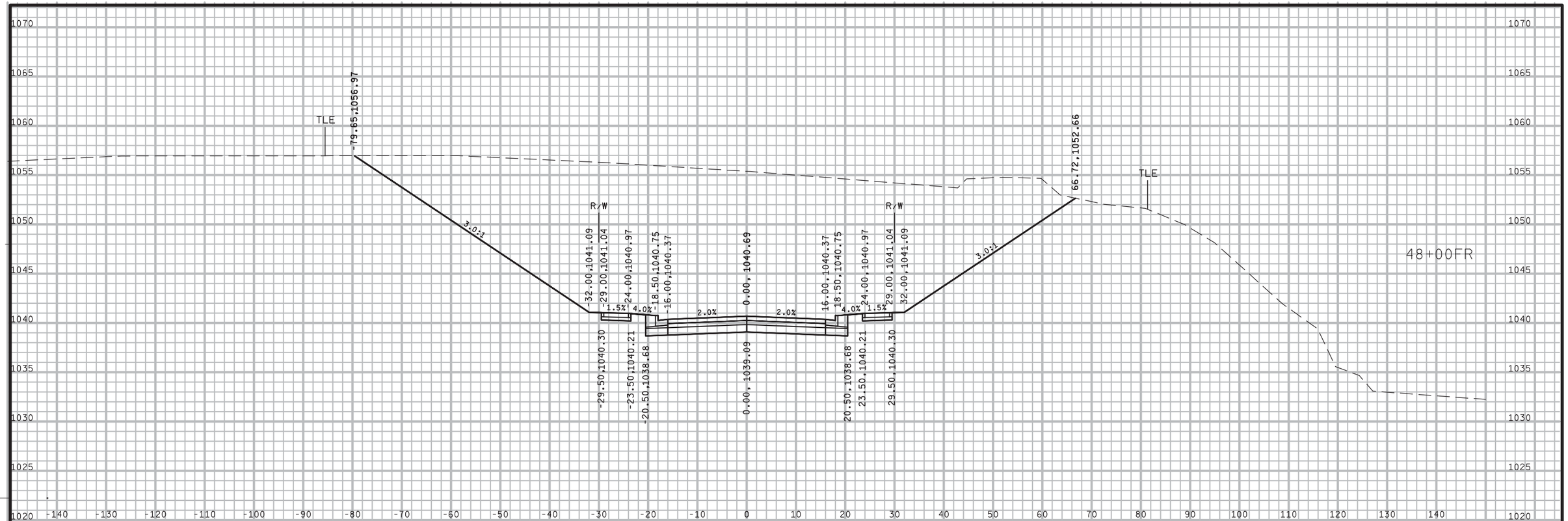
| PROJECT NO:1206-07-74 | HWY:USH 18 | COUNTY:DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1296 | E |
|---|---|---|---|---|---|

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FR.DWG PLOT DATE : 4/14/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

WISDOT/CADDS SHEET 49

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| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1297 | E |
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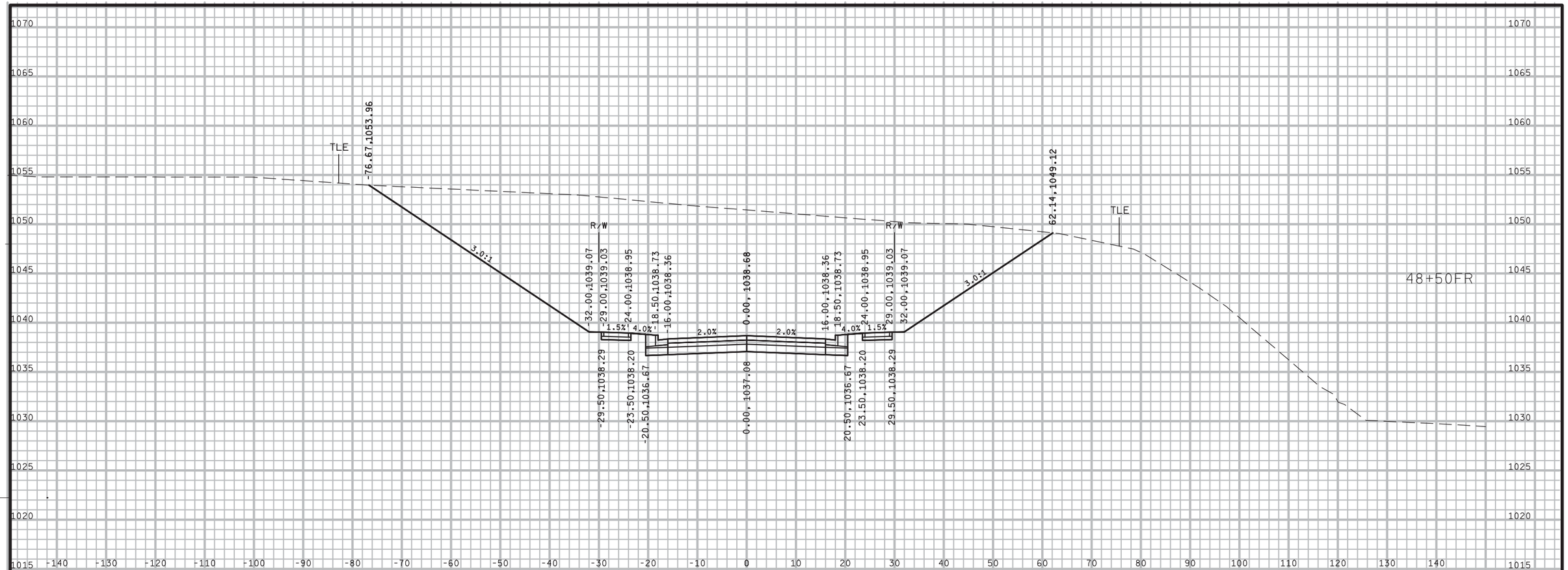
FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FR.DWG PLOT DATE : 4/14/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

WISDOT/CADDS SHEET 49




| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1298 | E |
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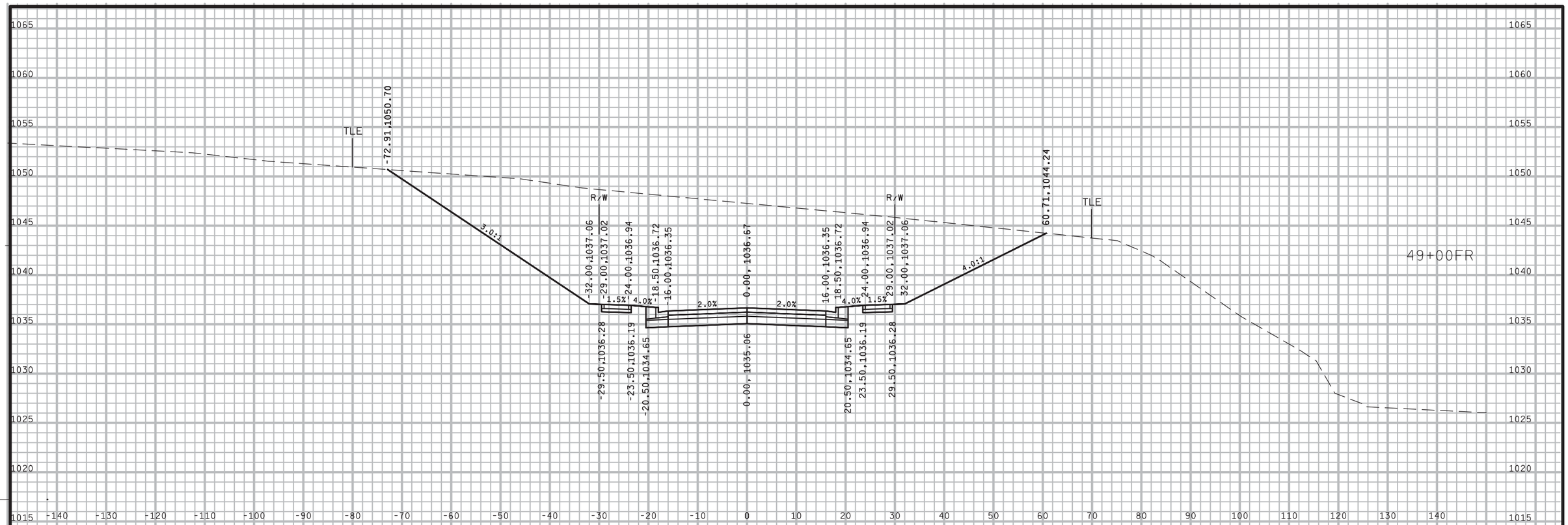
FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FR.DWG PLOT DATE : 4/14/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

WISDOT/CADDS SHEET 49

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| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1299 | E |
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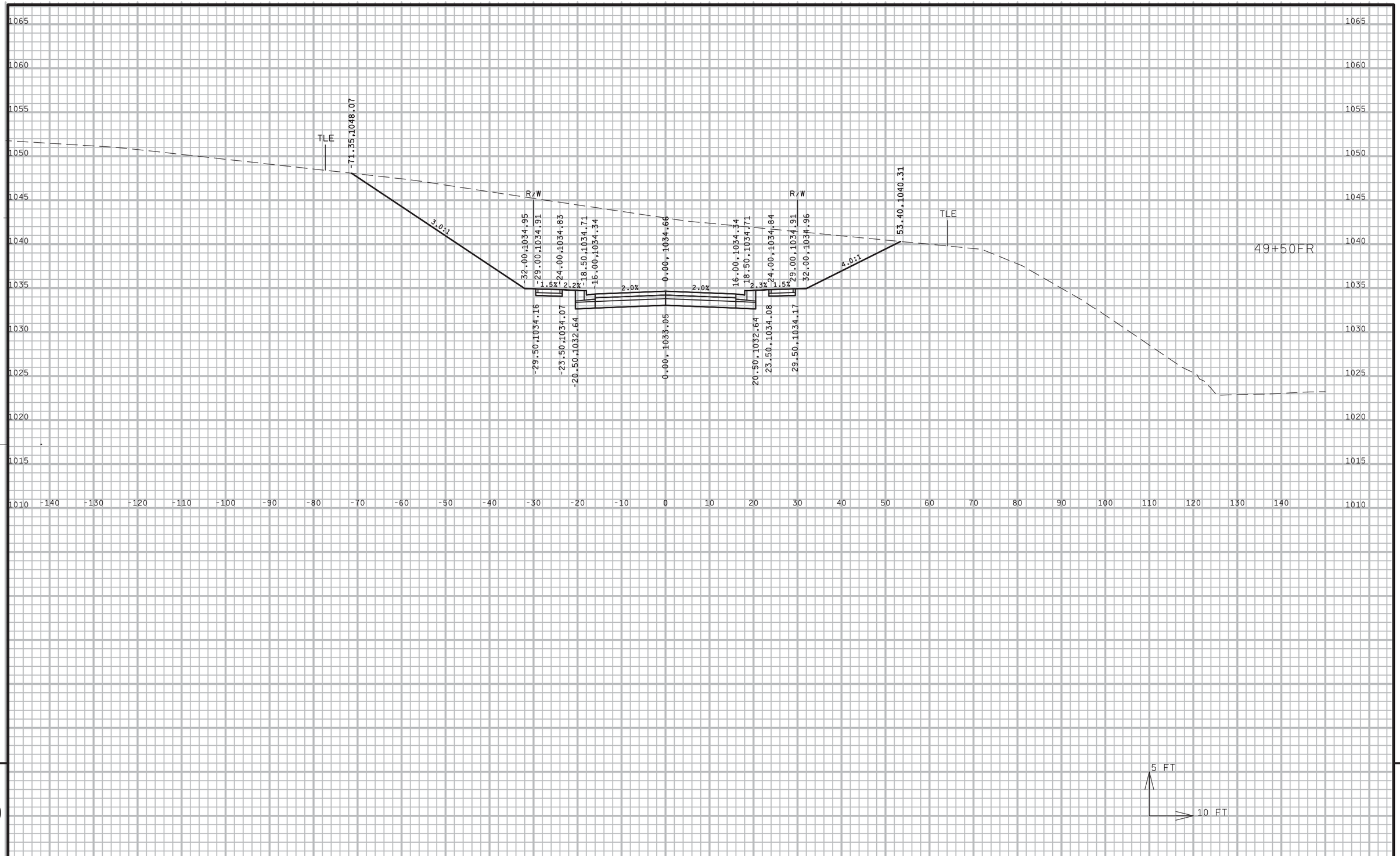
FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FR.DWG PLOT DATE : 4/14/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

WISDOT/CADDS SHEET 49

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| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1300 | E |
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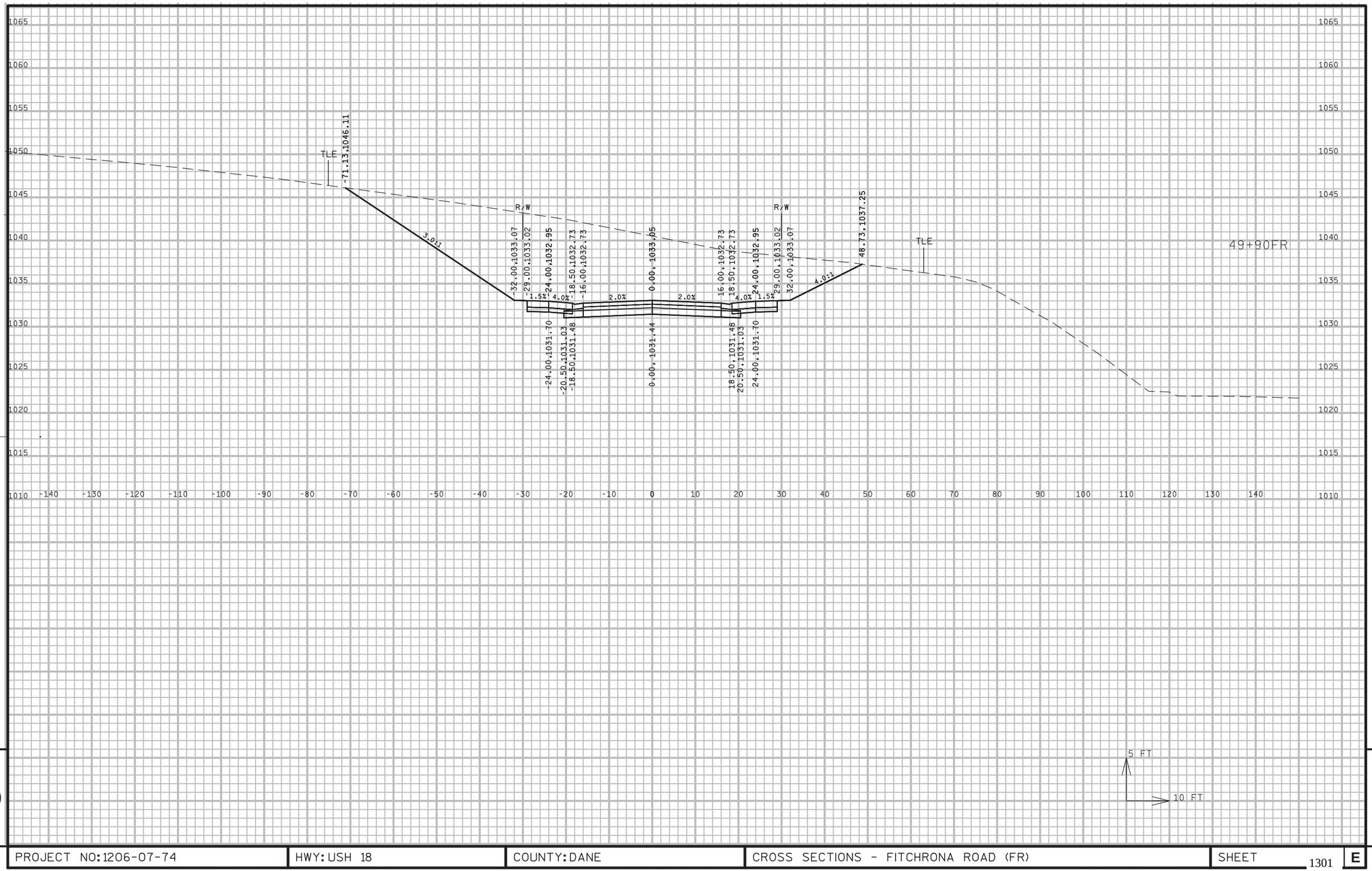
FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FR.DWG PLOT DATE : 4/14/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

WISDOT/CADDS SHEET 49

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| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1301 | E |
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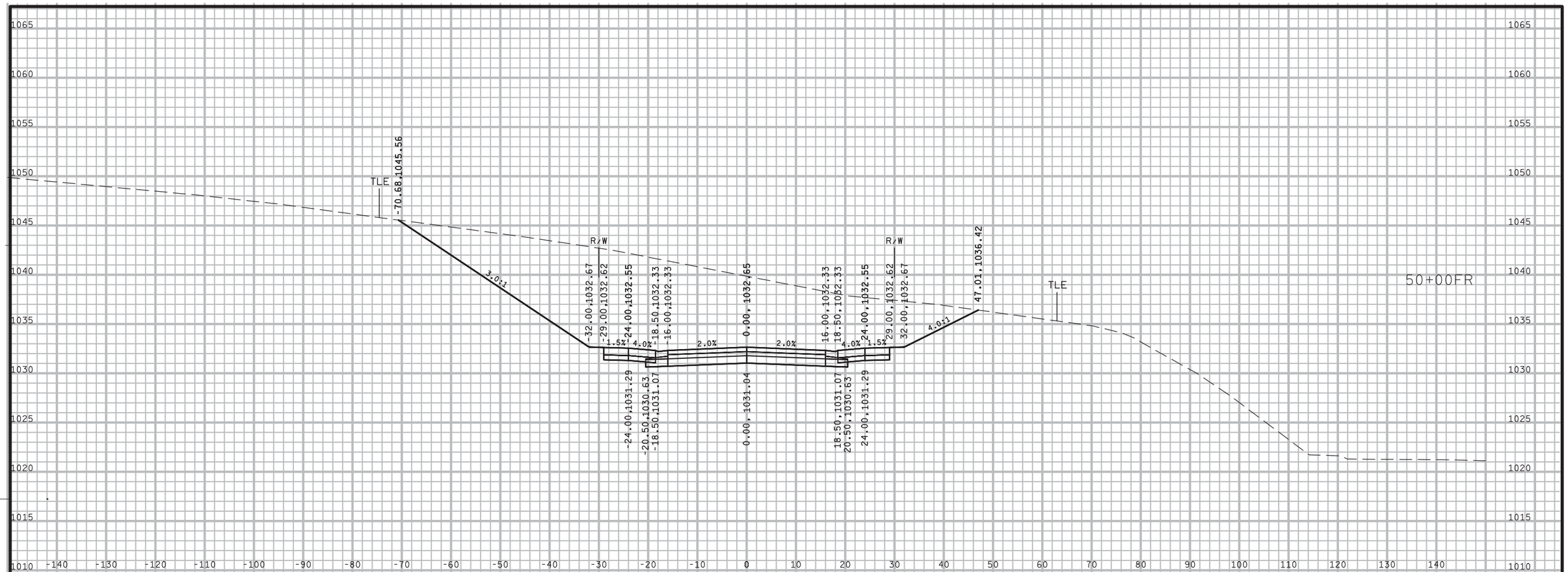
FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FR.DWG PLOT DATE : 4/14/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

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| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1302 | E |
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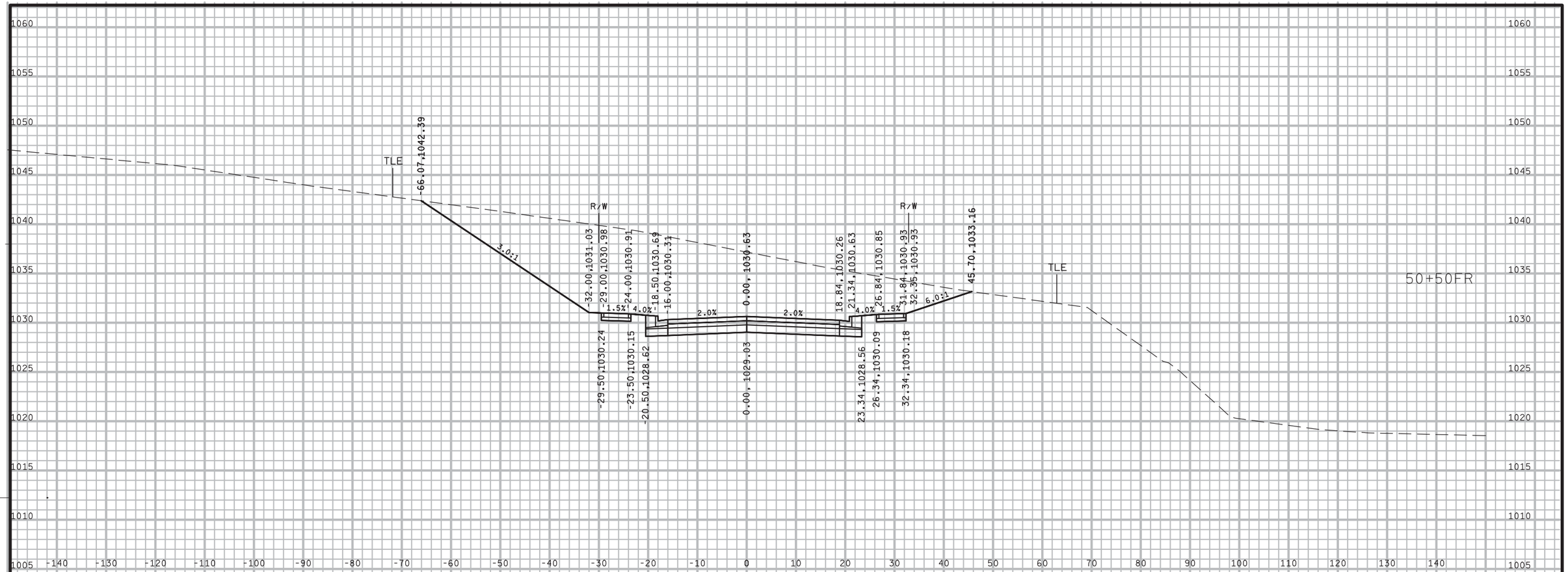
FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FR.DWG PLOT DATE : 4/14/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

WISDOT/CADDS SHEET 49

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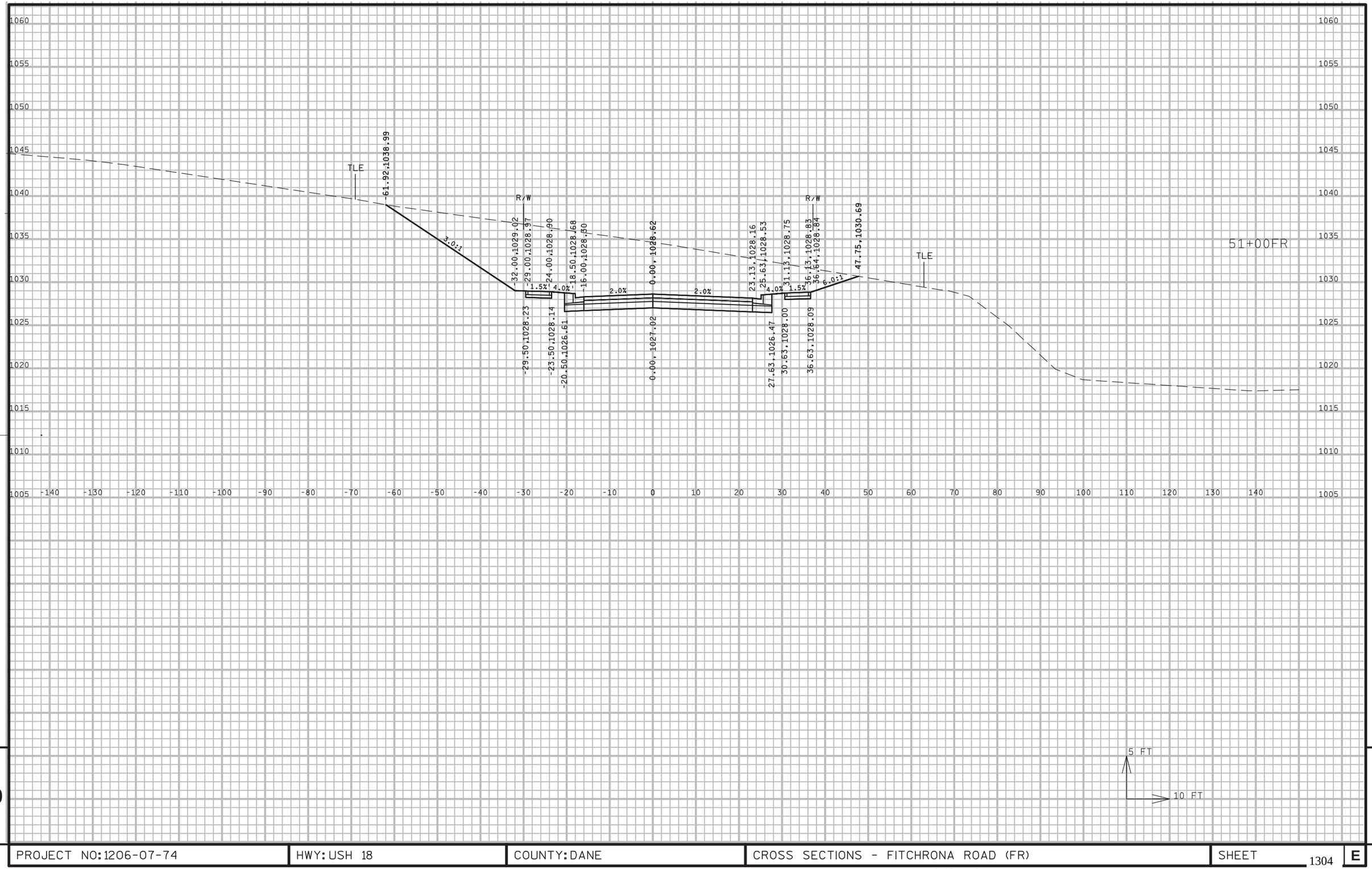
| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1303 | E |
|---|---|---|---|---|---|

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FR.DWG PLOT DATE : 4/14/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

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| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1304 | E |
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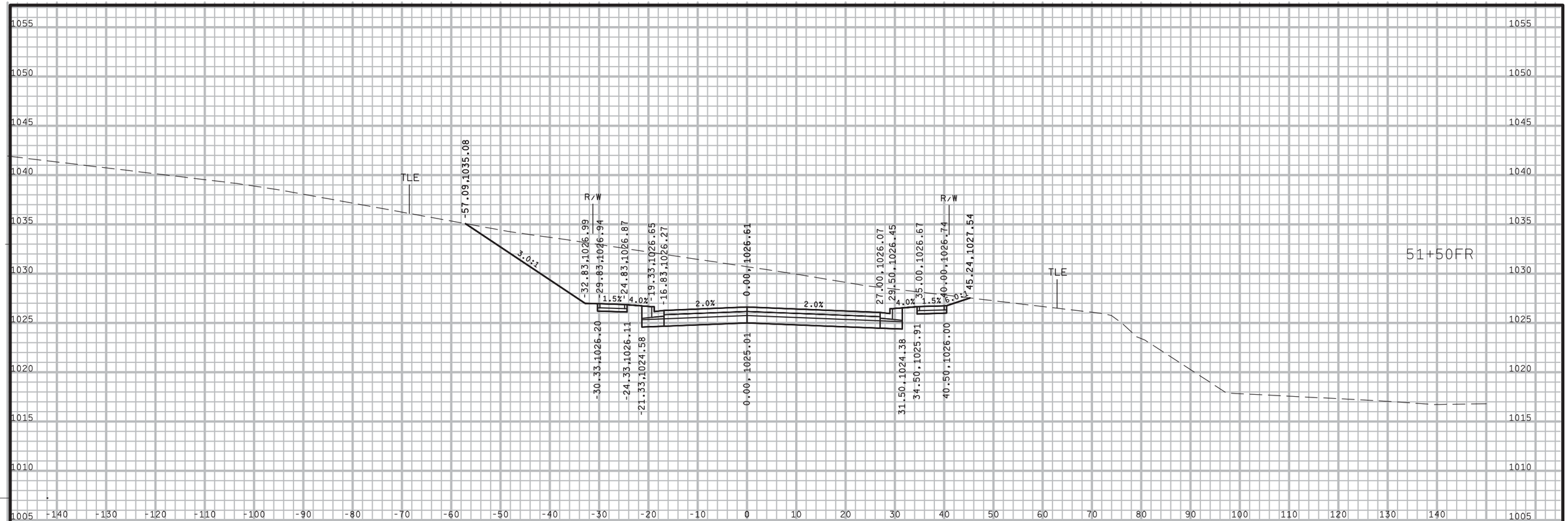
FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FR.DWG PLOT DATE : 4/14/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

WISDOT/CADDS SHEET 49

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| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1305 | E |
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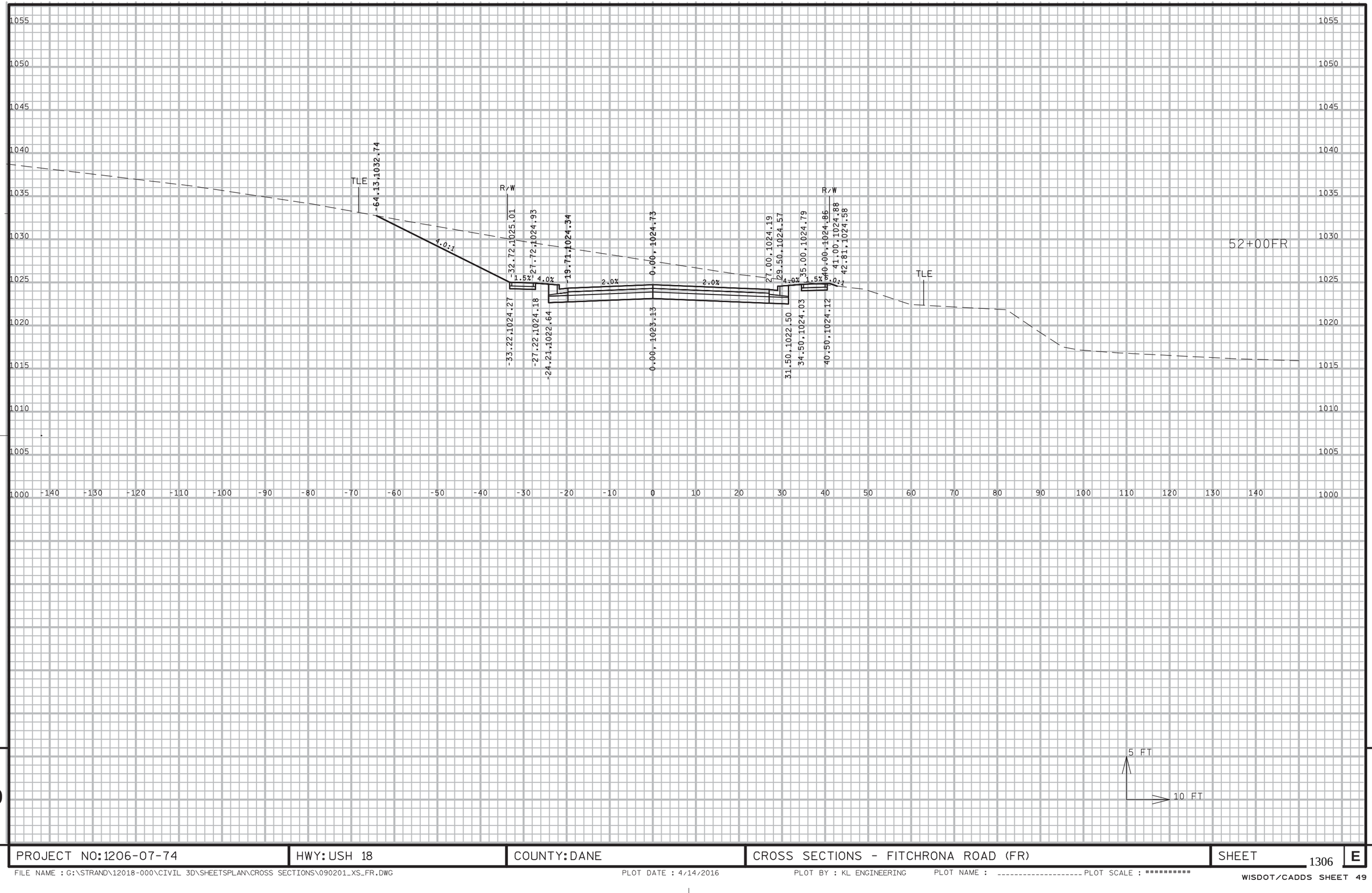
FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FR.DWG PLOT DATE : 4/14/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

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| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1306 | E |
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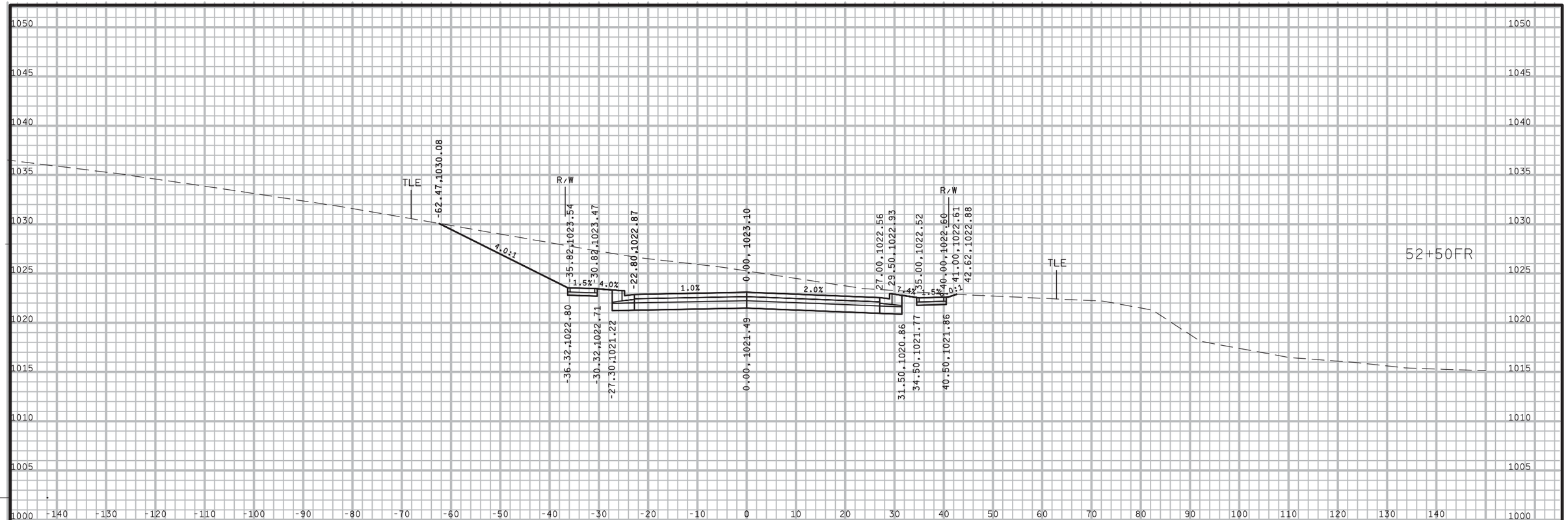
FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FR.DWG PLOT DATE : 4/14/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

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| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1307 | E |
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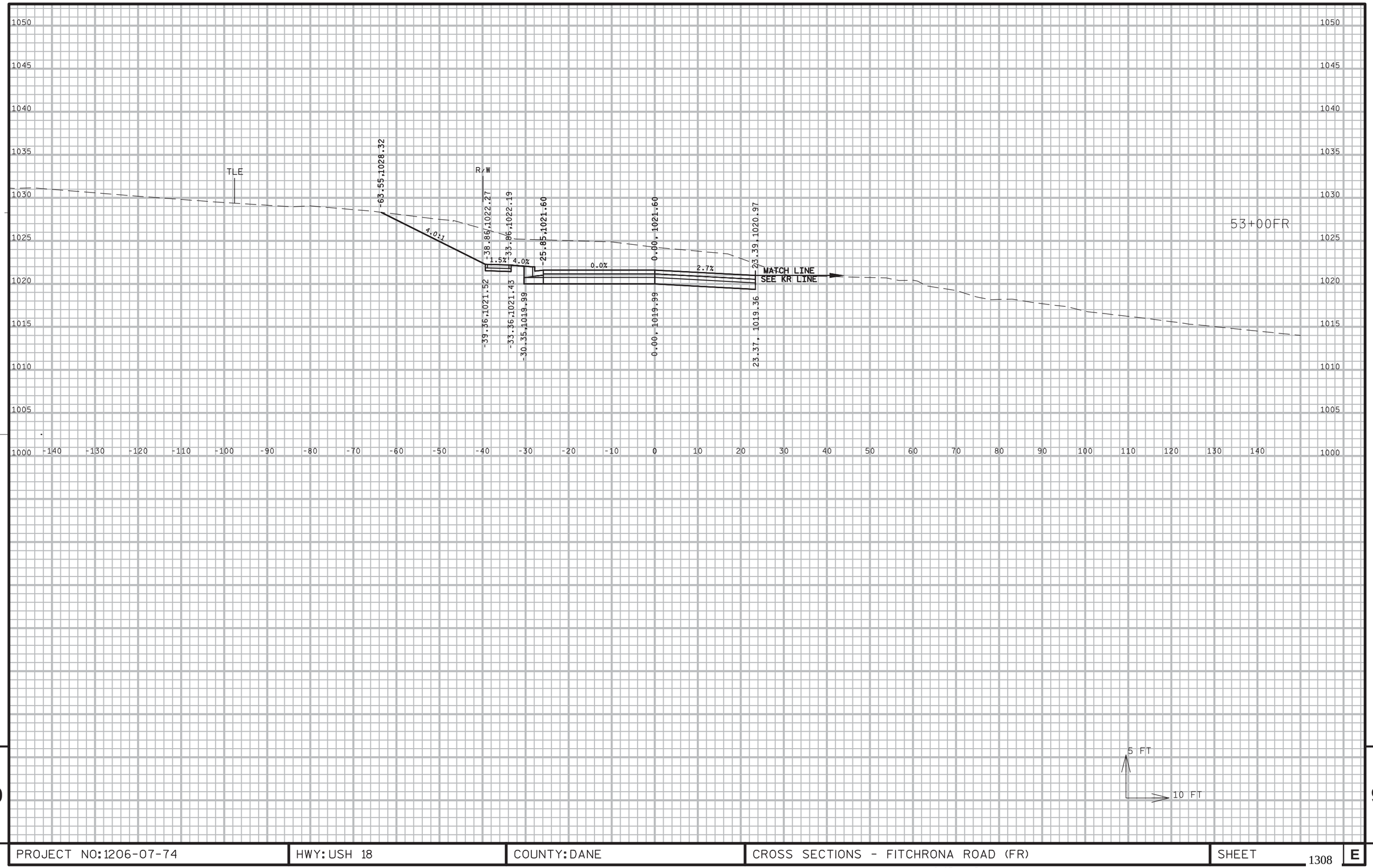
FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FR.DWG PLOT DATE : 4/14/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

WISDOT/CADDS SHEET 49




| PROJECT NO:1206-07-74 | HWY:USH 18 | COUNTY:DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1308 | E |
|---|---|---|---|---|---|

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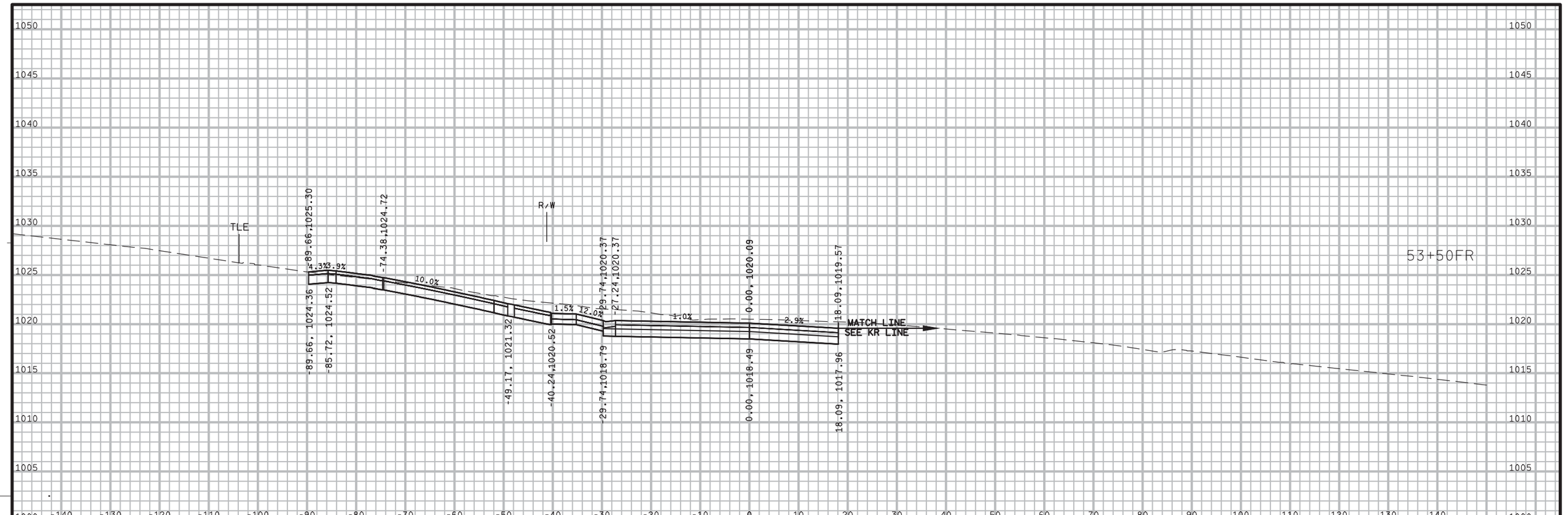


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| PROJECT NO:1206-07-74 | HWY:USH 18 | COUNTY:DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1309 | E |
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WISDOT/CADDS SHEET 49

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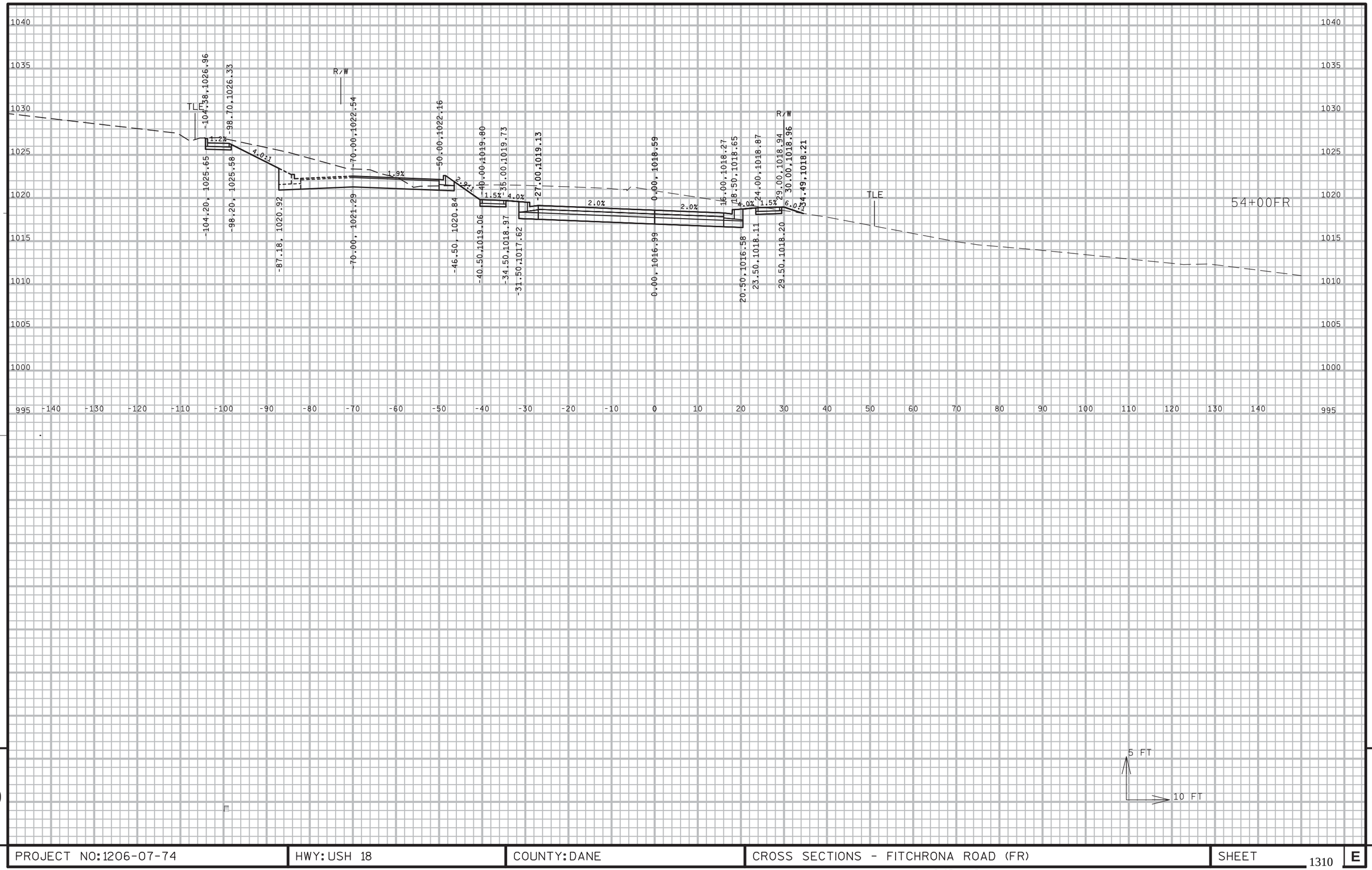


| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1310 | E |
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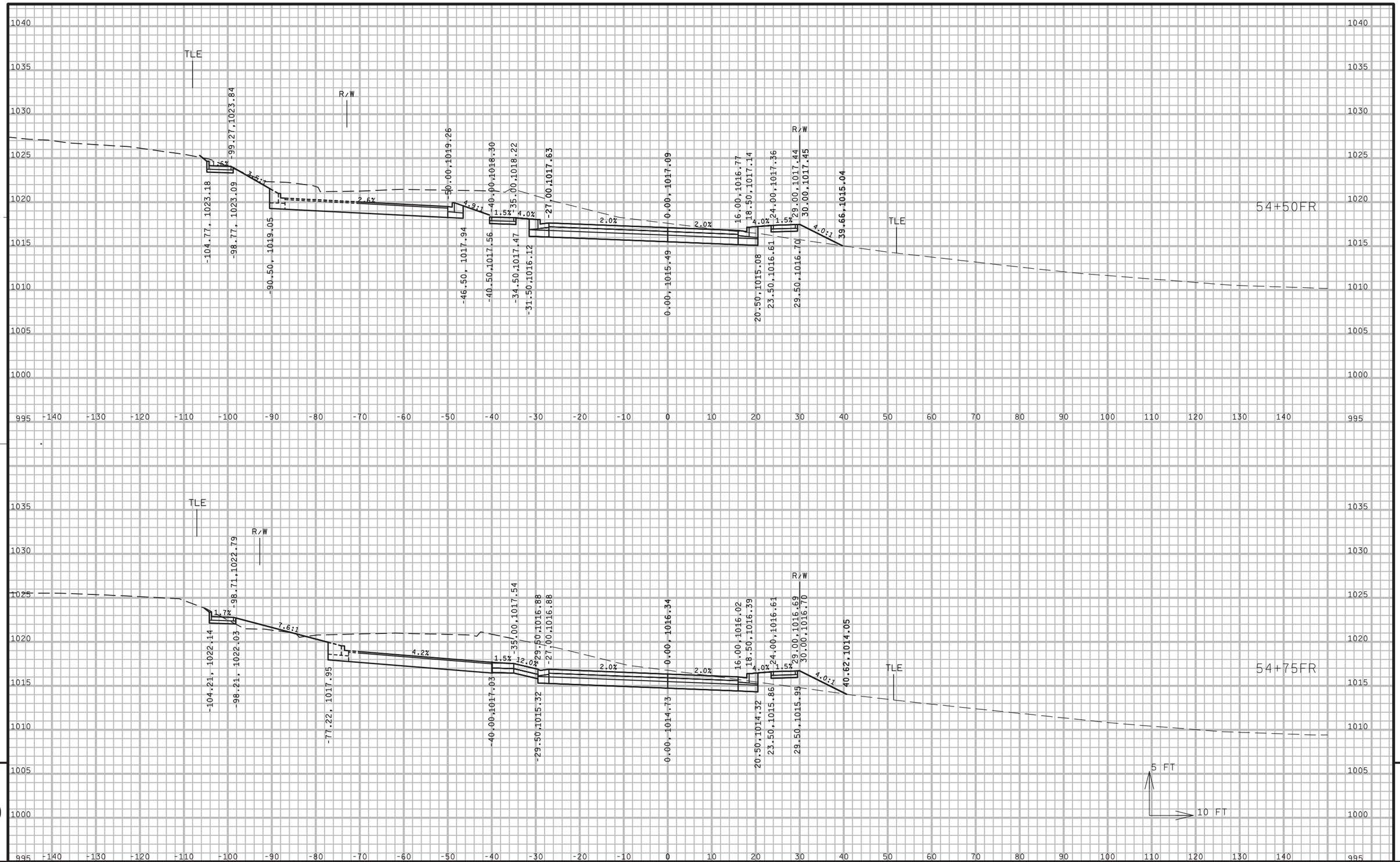
FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FR.DWG PLOT DATE : 4/14/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

WISDOT/CADDS SHEET 49




| PROJECT NO:1206-07-74 | HWY:USH 18 | COUNTY:DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1311 E |
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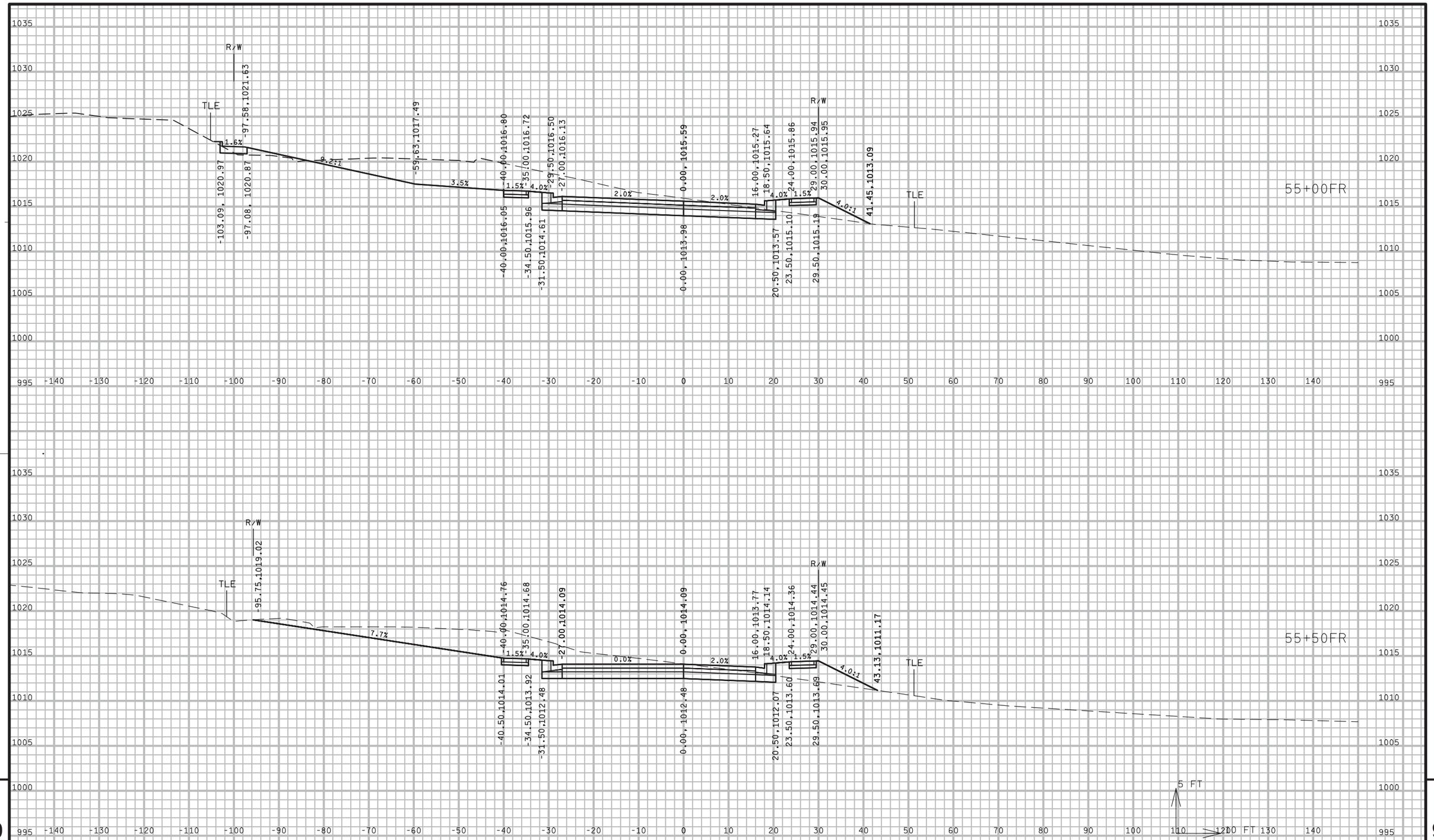
FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FR.DWG PLOT DATE : 4/14/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

WISDOT/CADDS SHEET 49




| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1312 | E |
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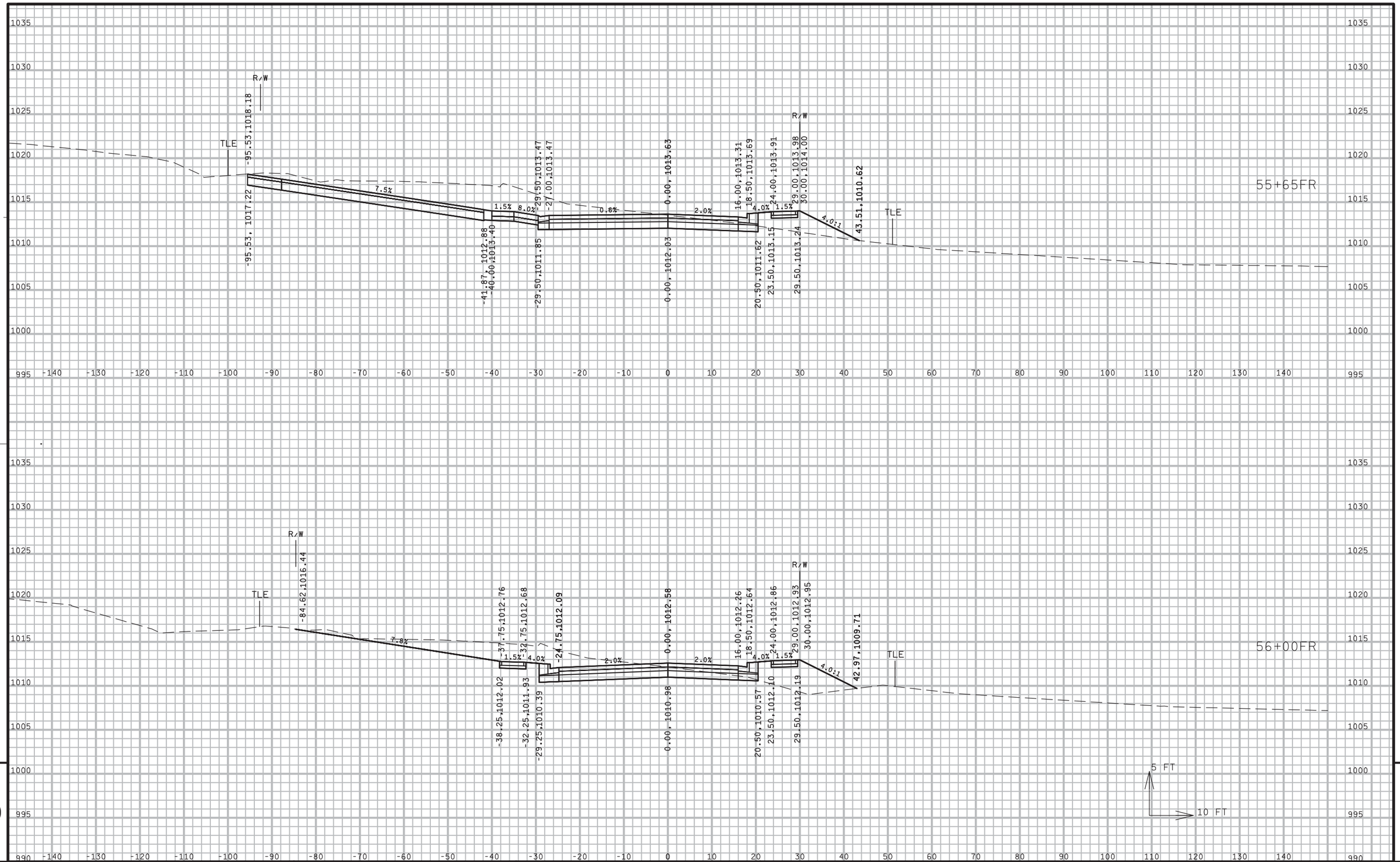
FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FR.DWG PLOT DATE : 4/14/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

WISDOT/CADDS SHEET 49




| PROJECT NO:1206-07-74 | HWY:USH 18 | COUNTY:DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1313 E |
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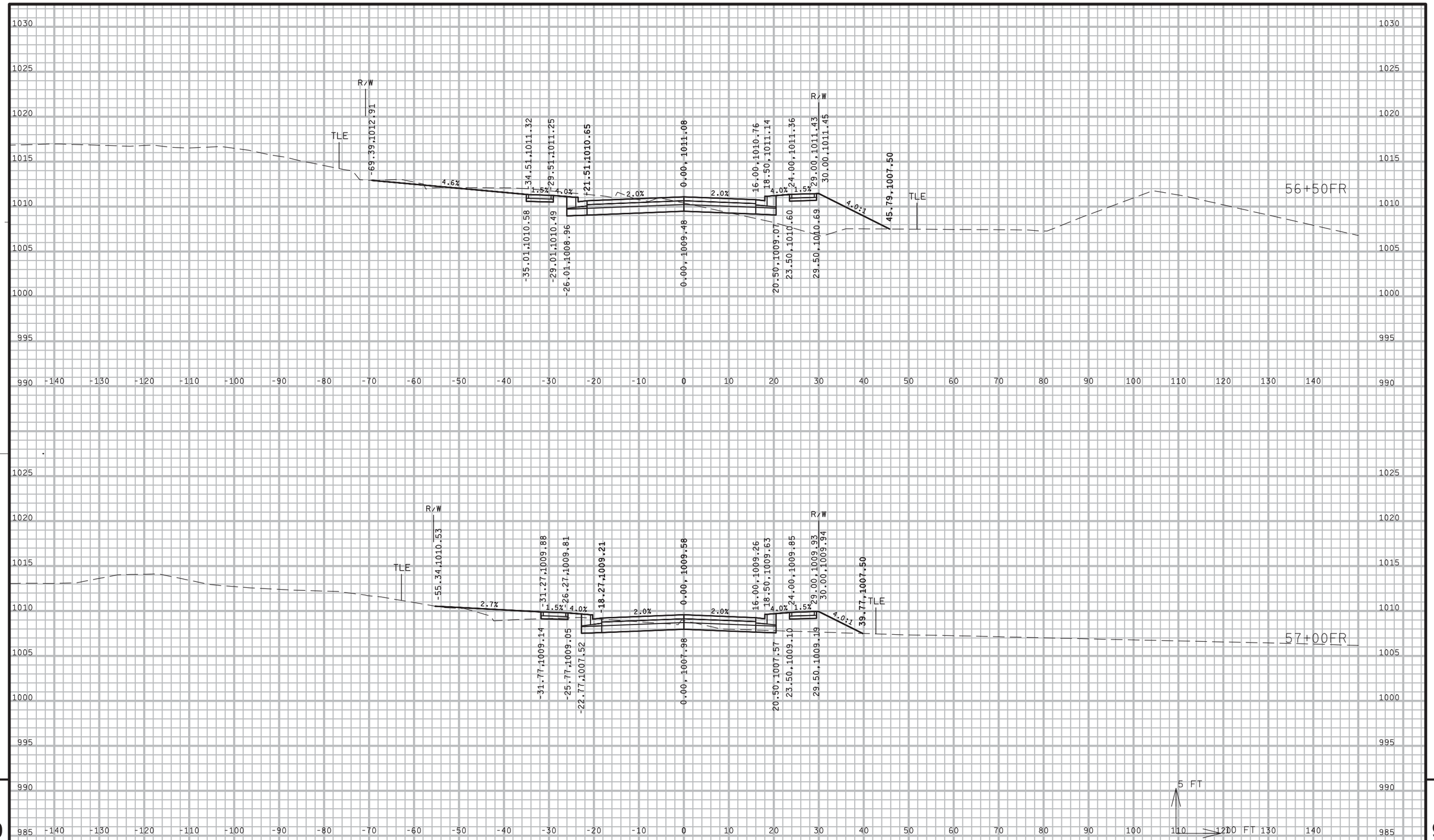
FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FR.DWG PLOT DATE : 4/14/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

WISDOT/CADDS SHEET 49




| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1314 | E |
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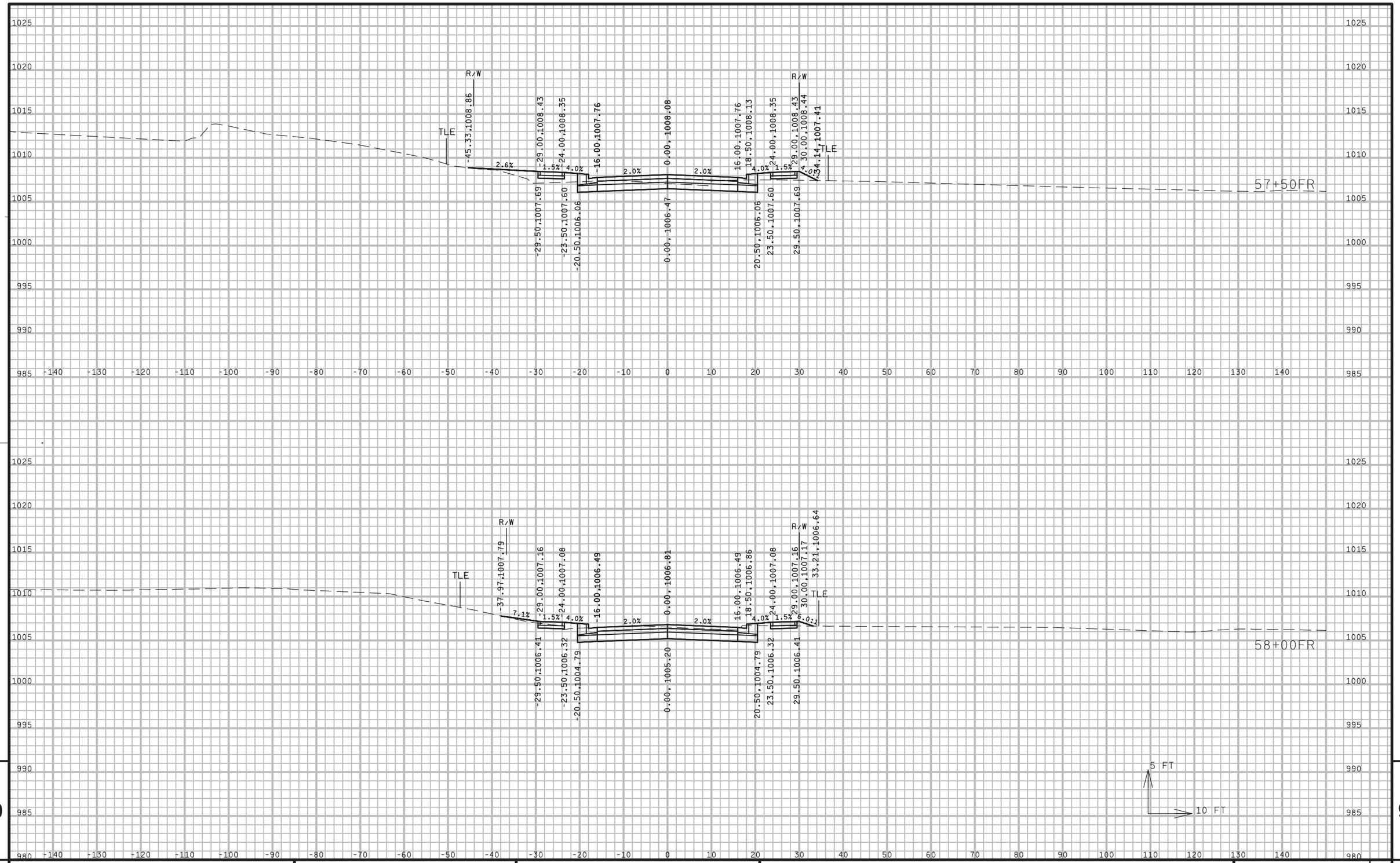
FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FR.DWG PLOT DATE : 4/14/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

WISDOT/CADDS SHEET 49

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| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1315 | E |
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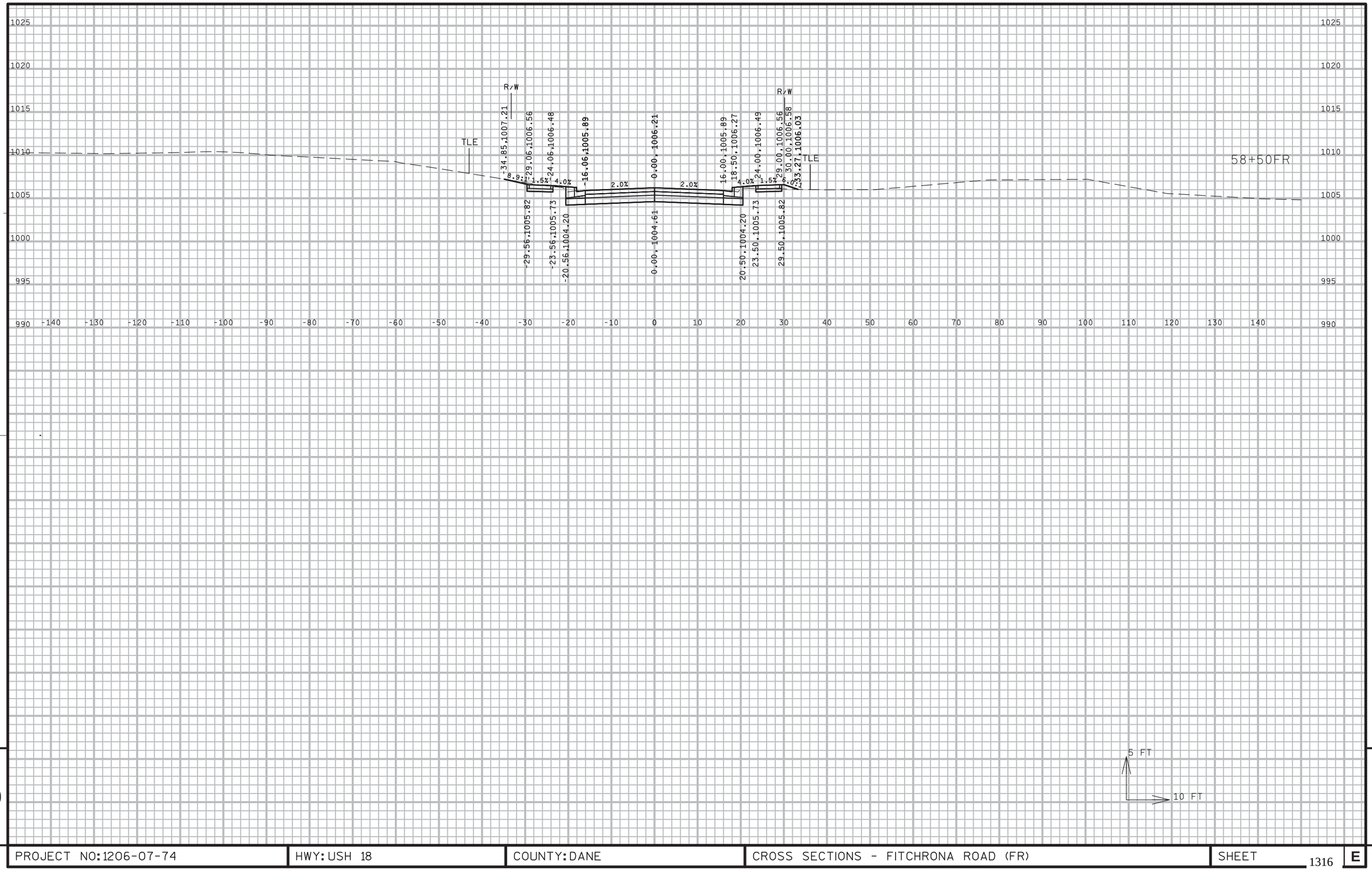
FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FR.DWG PLOT DATE : 4/14/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

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| PROJECT NO:1206-07-74 | HWY:USH 18 | COUNTY:DANE | CROSS SECTIONS - FITCHRONA ROAD (FR) | SHEET 1316 | E |
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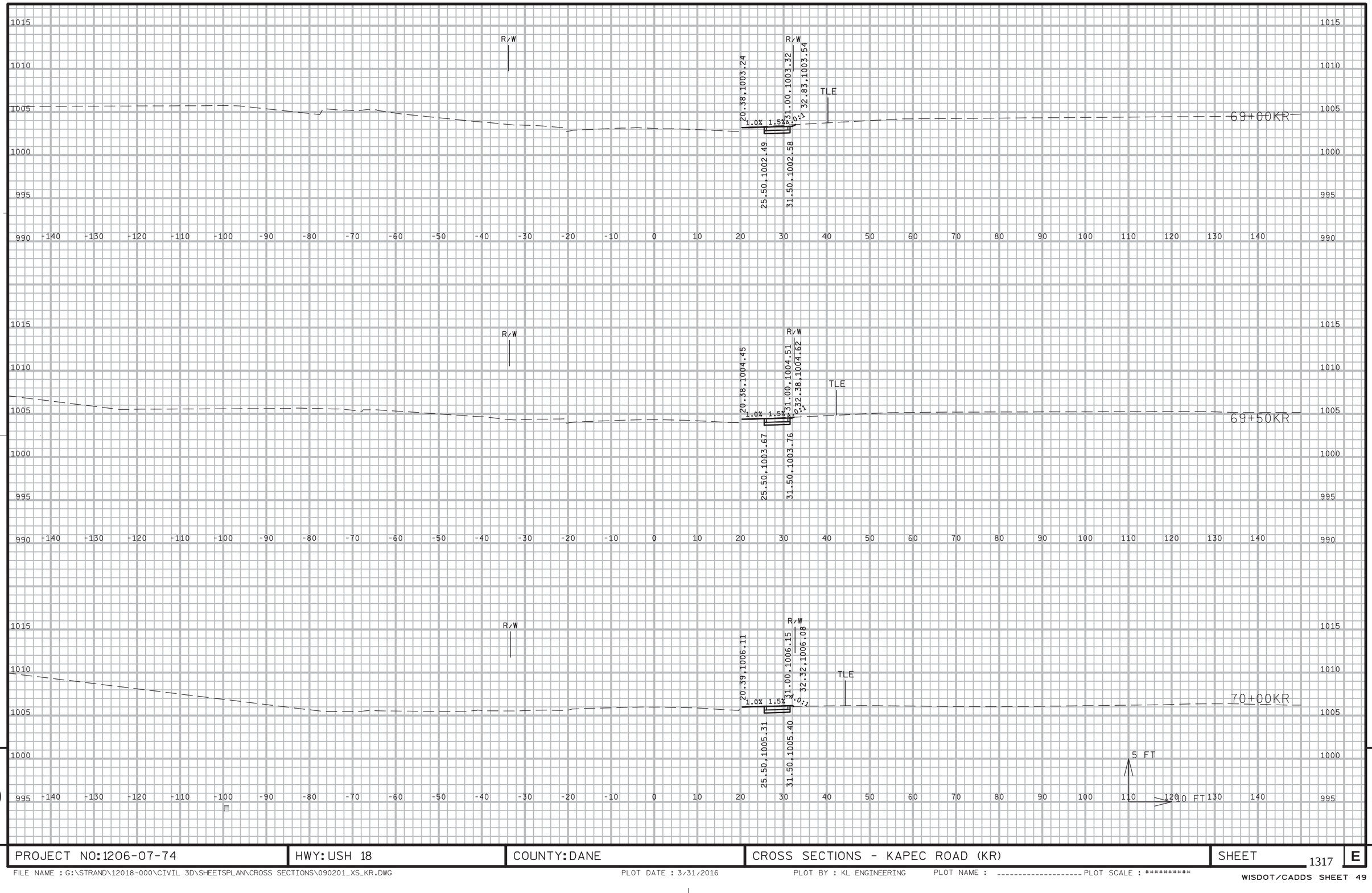
FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FR.DWG PLOT DATE : 4/14/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

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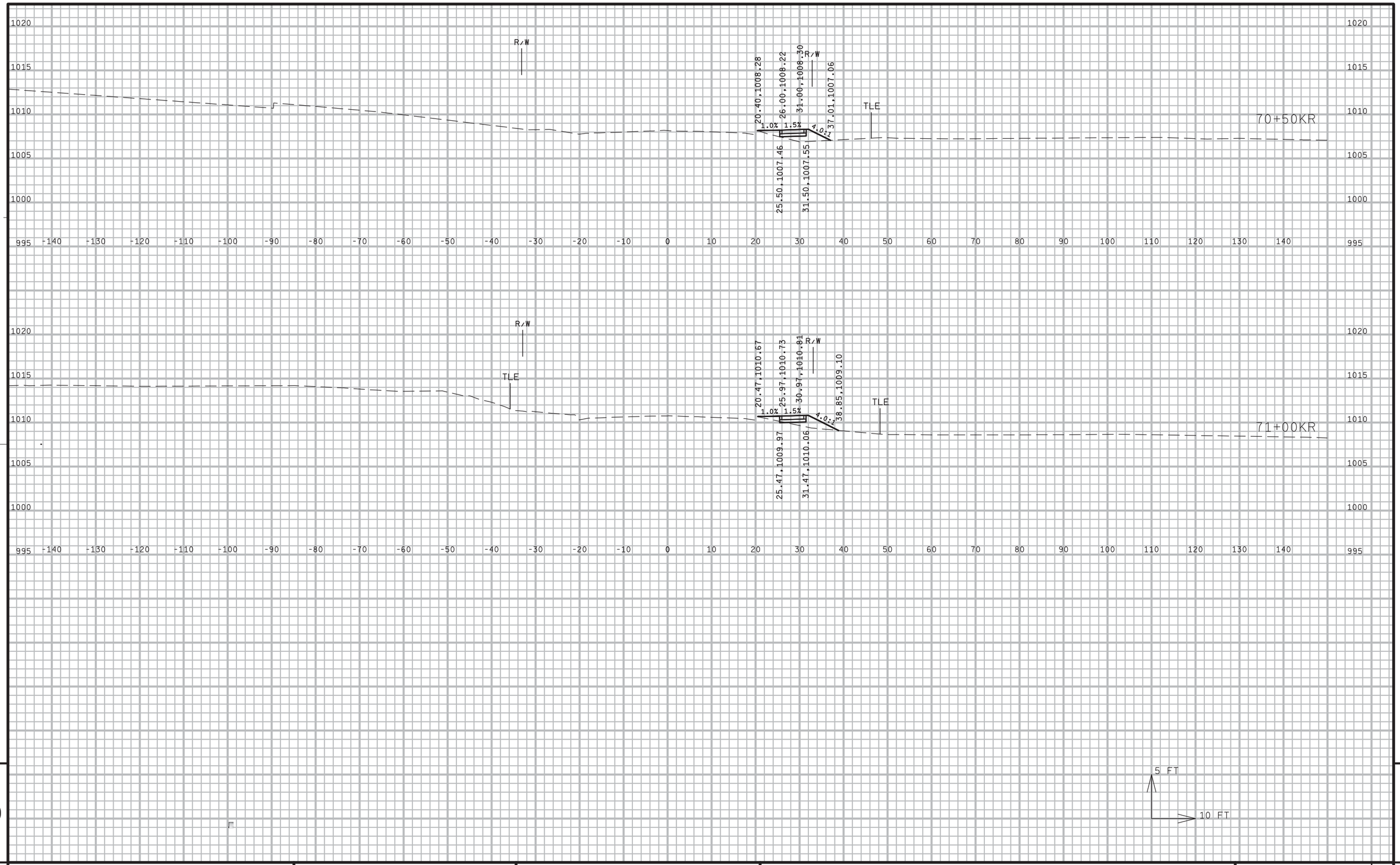
| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - KAPEC ROAD (KR) | SHEET 1317 E |
|---|---|---|---|---|

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_KR.DWG PLOT DATE : 3/31/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

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| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - KAPEC ROAD (KR) | SHEET 1318 | E |
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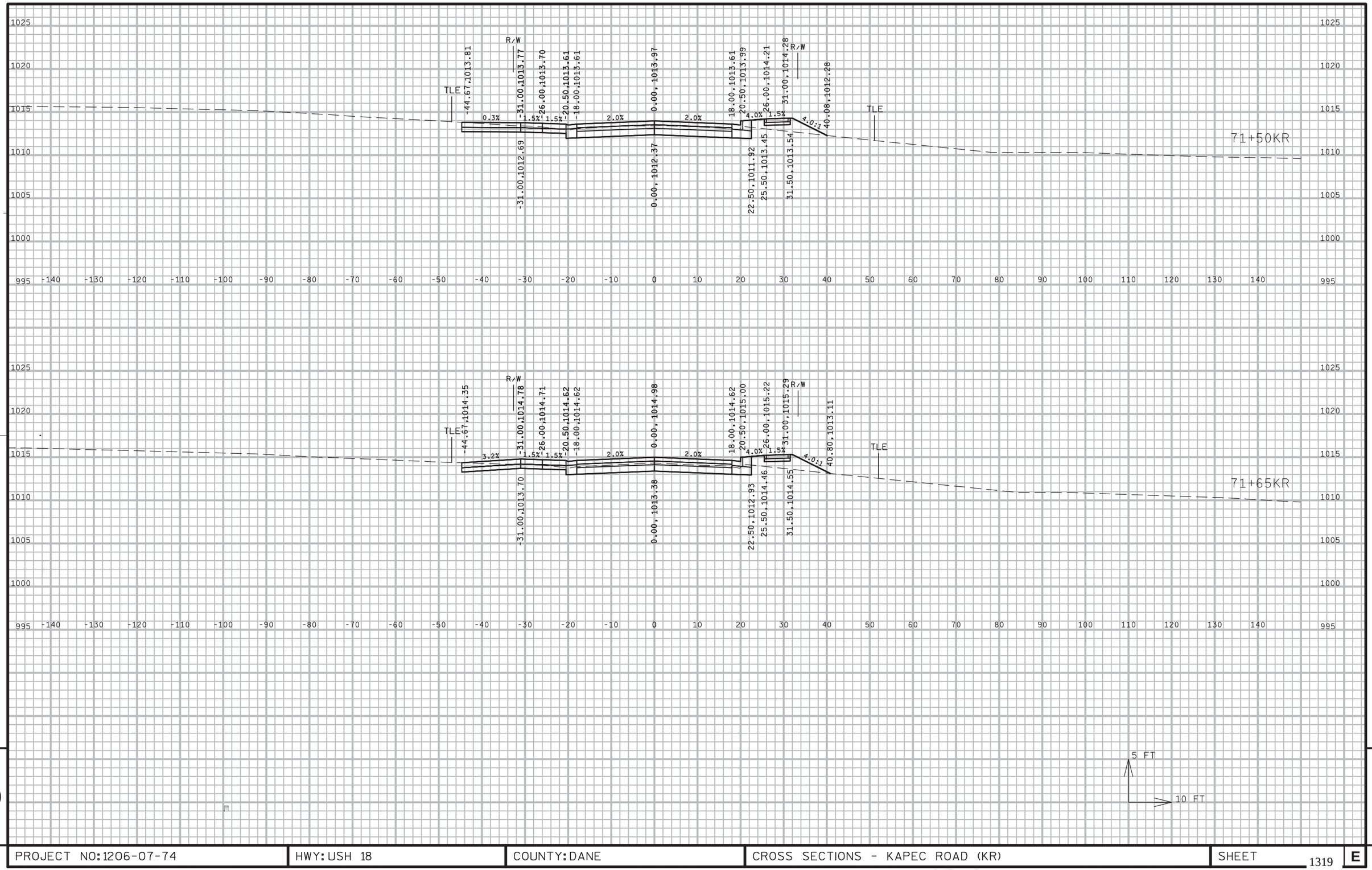
FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_KR.DWG PLOT DATE : 3/31/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : **********

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| PROJECT NO:1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - KAPEC ROAD (KR) | SHEET 1319 E |
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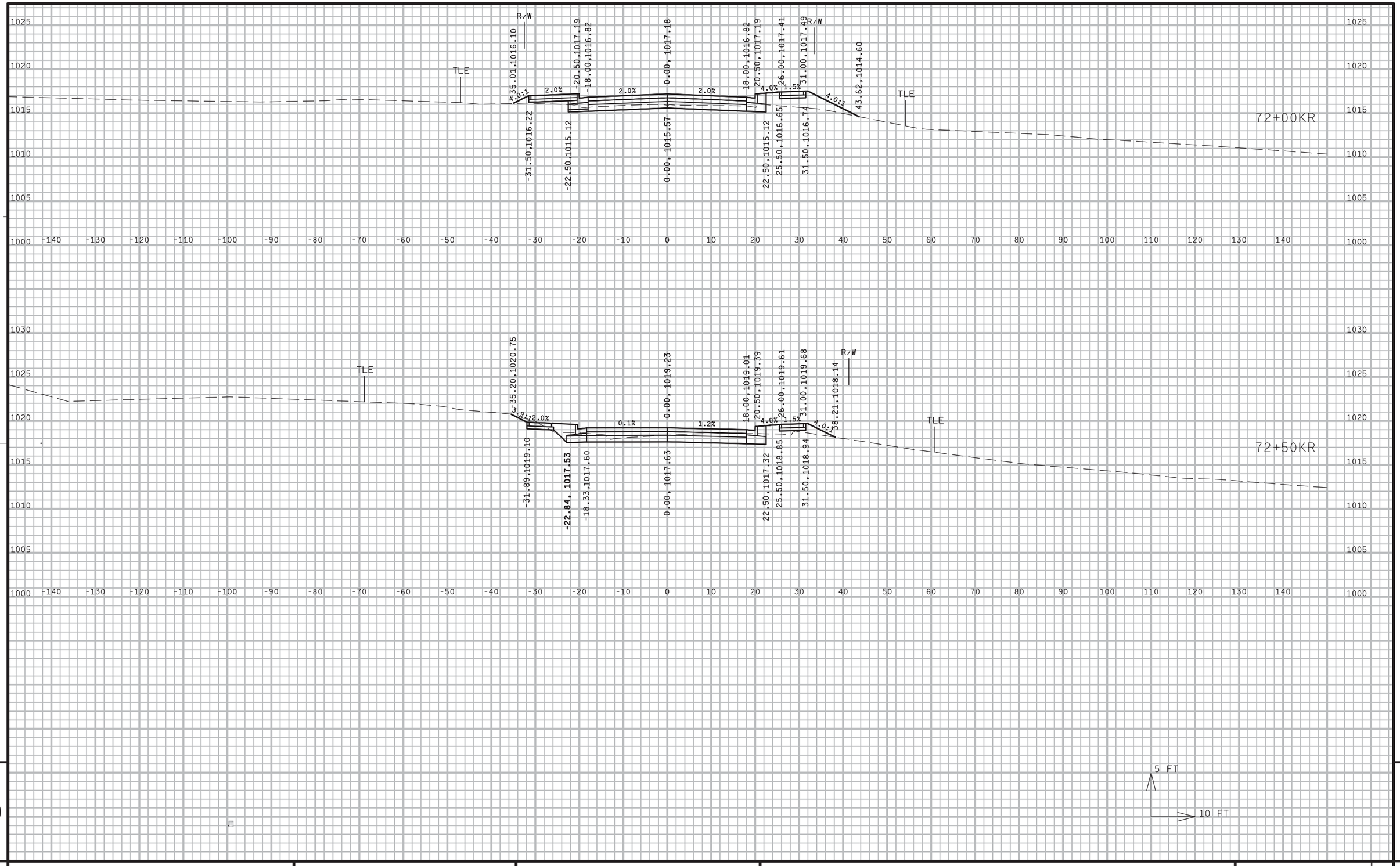
FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_KR.DWG PLOT DATE : 3/31/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********




| PROJECT NO: 1206-07-74 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - KAPEC ROAD (KR) | SHEET 1320 | E |
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Notes

**Wisconsin Department of Transportation**

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