MAD

PROJECT ID: 1674-00-81, 1674-00-84

COUNTY: SAUK

JULY 2016

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 = 910



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

LAKE DELTON - SAUK CITY

TERRYTOWN RD TO SKI HI RD, PHASE 3

USH 12
SAUK COUNTY

STATE PROJECT NUMBER
1674-00-81

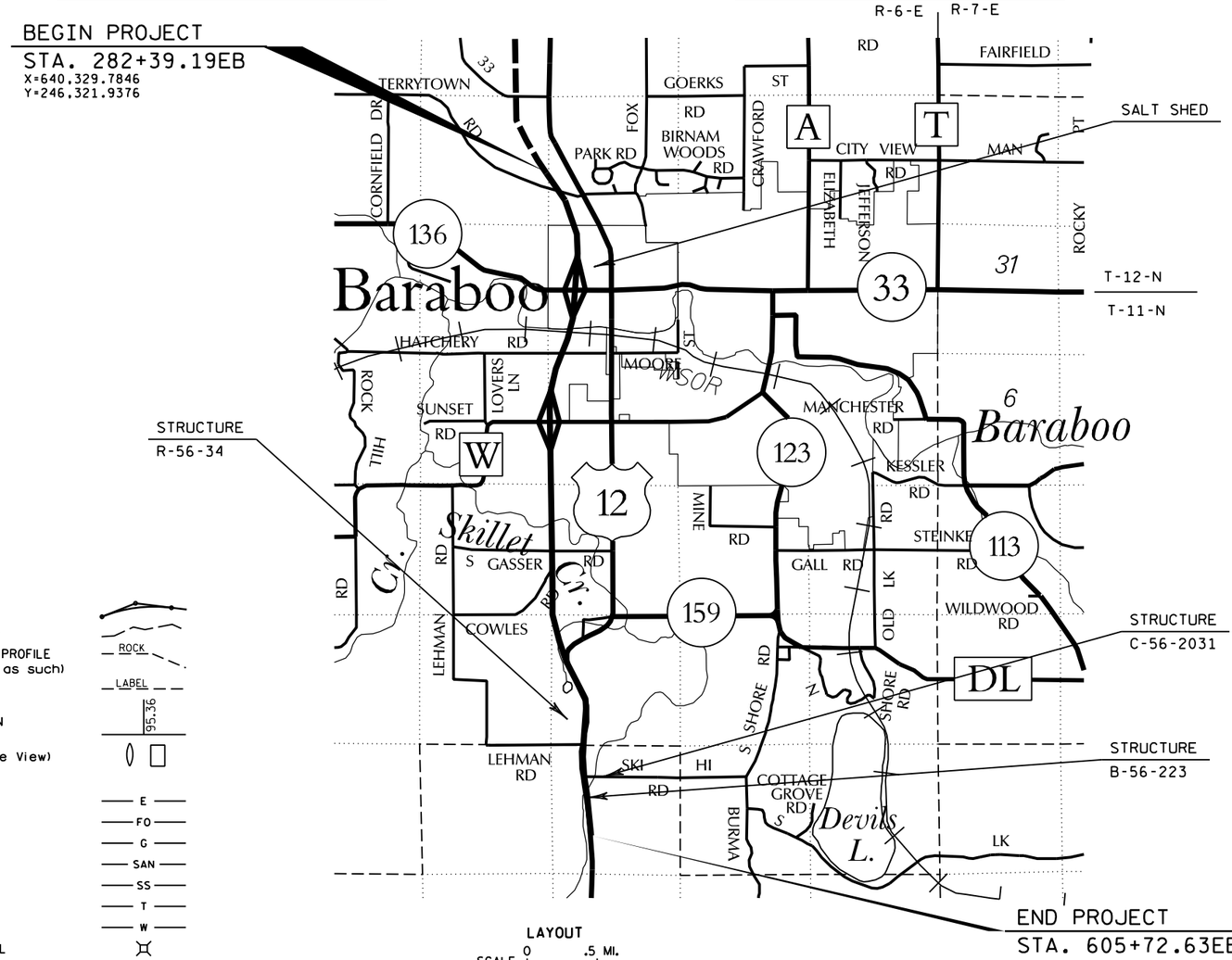
IH 90/94 TO SKI HI RD

SALT STORAGE FACILITY
SAUK COUNTY

STATE PROJECT NUMBER
1674-00-84

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1674-00-81	WISC 2016250	1
1674-00-84		

BEGIN PROJECT
STA. 282+39.19EB
X=640,329.7846
Y=246,321.9376



STRUCTURE
R-56-34

LAYOUT
SCALE 0 .5 MI.

TOTAL NET LENGTH OF CENTERLINE = 6.124 MI.

-"Coordinates on this plan are referenced to the Wisconsin County Coordinate System (WCCS), Sauk County. Vertical Datum: NGVD 29"

DESIGN DESIGNATION

A.A.D.T.	(2015)	=	12,400 - 20,400
A.A.D.T.	(2035)	=	15,000 - 23,500
D.H.V.	(2035)	=	1,500 - 2,350
D.D.		=	50/50
T.		=	8%
DESIGN SPEED		=	70
ESALS		=	10,592,300

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

ORIGINAL PLANS PREPARED BY

KL Engineering
[A] Better Experience

WISCONSIN
BRIAN W. VEIT
#41689-006
OREGON, WI
PROFESSIONAL ENGINEER

JANUARY 11, 2016 (Date)

(Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	KL ENGINEERING, INC.
Designer	KL ENGINEERING, INC.
Project Manager	GREG BRECKA
Regional Examiner	GREG BRECKA
Regional Supervisor	BRENDA SCHOENFELD
C.O. Examiner	

APPROVED FOR THE DEPARTMENT

DATE: 1/14/16 Brenda Schoenfeld (Signature)

E

FILE NAME : G:\WDOTSW\SW12023\dgn\010101_ti(81).dgn

PLOT DATE : 1/11/2016

PLOT BY : KL Engineering

PLOT NAME :

PLOT SCALE :

WISDOT/CADDS SHEET 10

ABBREVIATIONS

BAD	BASE AGGREGATE DENSE
BM	BENCH MARK
BLDG.	BUILDING
CTR	CENTER
C/L	CENTERLINE
C.E.	COMMERCIAL ENTRANCE
CONC.	CONCRETE
CSW	CONCRETE SIDEWALK
CMCP	CORRUGATED METAL CULVERT PIPE
CP	CULVERT PIPE
CPCS	CULVERT PIPE CORRUGATED STEEL
CPRC	CULVERT PIPE REINFORCED CONCRETE
CPRCHE	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
CPT	CONSTRUCTION PERMIT
EB	EASTBOUND
ELEC	ELECTRIC
IE	INVERT ELEVATION
EX.	EXISTING
FO	FIBER OPTIC
F.E.	FIELD ENTRANCE
GAS	GAS
HMA	HOT MIX ASPHALT
HSE.	HOUSE
LHF	LEFT HAND FORWARD
MH	MANHOLE
MAX.	MAXIMUM
MIN.	MINIMUM
NOR.	NORMAL
NTS	NOT TO SCALE
PLE	PERMANENT LIMITED EASEMENT
P.E.	PRIVATE ENTRANCE
P.L.	PROPERTY LINE
PROP.	PROPOSED
PRW	PROPOSED RIGHT-OF-WAY
RAD	RADIUS
R/L	REFERENCE LINE
RCCP	REINFORCED CONCRETE CULVERT PIPE
REQ'D.	REQUIRED
RHF	RIGHT HAND FORWARD
RW	RIGHT-OF-WAY LINE
SAN	SANITARY SEWER
SHLD	SHOULDER
SW	SIDEWALK
SF	SQUARE FEET
SY	SQUARE YARD
S.D.D.	STANDARD DETAIL DRAWING
STA	STATION
SS	STORM SEWER
SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
TEL	TELEPHONE
TLE	TEMPORARY LIMITED EASEMENT
TYP	TYPICAL
WAT	WATER
WB	WESTBOUND

ORDER OF DETAIL SHEETS

PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
PAVING DETAILS
EROSION CONTROL
STORM SEWER
PLANTING
PERMANENT SIGNING
PAVEMENT MARKING
TRAFFIC CONTROL
ALIGNMENT DETAILS
CONTROL POINT DATA SHEETS
SALT STORAGE FACILITY

UTILITY CONTACTS

COMMUNICATIONS

Steve Bishop
CenturyLink - Communication Line
130 4th Street
Baraboo, WI 53913
(608) 355-7501
steve.bishop@centurytel.com

COMMUNICATIONS

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Charter Communications - Communication Line
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Baraboo, WI 53913
(608) 235-1911
harlow.jarvis@charter.com

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Howard Castle
Baraboo Sanitary District #1 - Sewer
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Baraboo, WI 53913-0176
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Scott Napp
Northern Natural Gas Company - Gas/Petroleum
5557 County Road D
Platteville, WI 53818
(608) 778-8522
scott.napp@nngco.com

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Wade Peterson
City of Baraboo - Water
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(608) 355-2740

WATER

Robert Demars
Village of West Baraboo - Water
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P.O. Box 261
West Baraboo, WI 53913
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ELECTRIC

Rodger Ludlum
ATC Management, Inc. - Electricity
5303 Fen Oak Court
Madison, WI 53718
(608) 622-9225
rludlum@atcllc.com

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

GENERAL NOTES

REMOVAL ITEMS REQUIRING RESTORATION OF CONCRETE OR ASPHALT SHALL BE REMOVED TO AN EXISTING JOINT OR SAWED AS DETERMINED BY THE ENGINEER.

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

THE LOCATION OF EXISTING AND PROPOSED UTILITIES INSTALLATIONS AS SHOWN IN THE PLANS, ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. 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 SEPERATELY.

ALL GRADES PROVIDED ALONG RADII ARE ALONG EDGE OF PAVEMENT.

EXPANSION JOINTS TO BE CONSTRUCTED AT ALL RADII POINTS IN THE CURB AND GUTTER OR AT LOCATIONS SHOWN ON THE PLAN.

EROSION CONTROL FEATURES AS SHOWN IN THE PLANS ARE AT SUGGESTED LOCATIONS. THE ENGINEER MAY MODIFY LOCATIONS AS NEEDED. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY.

PIPE ELEVATIONS, LENGTHS, AND LOCATIONS AS SHOWN ON THE PLANS, MAY BE ADJUSTED TO FIT EXISTING FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ALL CONCRETE PIPE SHALL HAVE THE APRON ENDWALL AND THE FIRST TWO PIPE JOINTS TIED AT THE JOINTS (3 JOINTS TOTAL). JOINT TIES SHALL BE INCIDENTAL TO THE ITEM OF SSPRC & CPRC.

CONTRACTOR IS RESPONSIBLE FOR RESHAPING AND FINISHING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY THEIR OPERATION OUTSIDE THE NORMAL CONSTRUCTION LIMITS.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY ARE TO BE RESTORED AS DIRECTED BY THE ENGINEER AND AS SHOWN ON THE PLANS.

THE EXACT LOCATION OF DRIVEWAYS IS TO BE DETERMINED IN THE FIELD BY THE ENGINEER. ALL DRIVEWAYS ARE TO BE REPLACED IN KIND.

LOCATIONS OF INLETS AND MANHOLES AS SHOWN ON THE STORM SEWER SHEETS ARE BY STATION AND OFFSET TO THE CENTER OF THE STRUCTURE (SEE DETAIL).

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

HMA PAVEMENT, WHEN INDICATED ON THE PLANS, SHALL CONSIST OF COURSES AS FOLLOWS UNLESS OTHERWISE NOTED ON THE PLANS.

HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 112 LB/SY/IN

3.5-INCH SHOULDERS MAY BE PLACED IN A SINGLE LAYER

TOTAL DEPTH	LAYERS	TYPE
2-INCH	2-INCH	4 LT 58-28 S
3.5-INCH	1.75-INCH LOWER	4 LT 58-28 S
	1.75-INCH UPPER	4 LT 58-28 S
4.75-INCH	2.75-INCH LOWER	4 LT 58-28 S
	2-INCH UPPER	4 LT 58-28 S
5-INCH	3-INCH LOWER	4 LT 58-28 S
	2-INCH UPPER	4 LT 58-28 S

REGION CONTACT

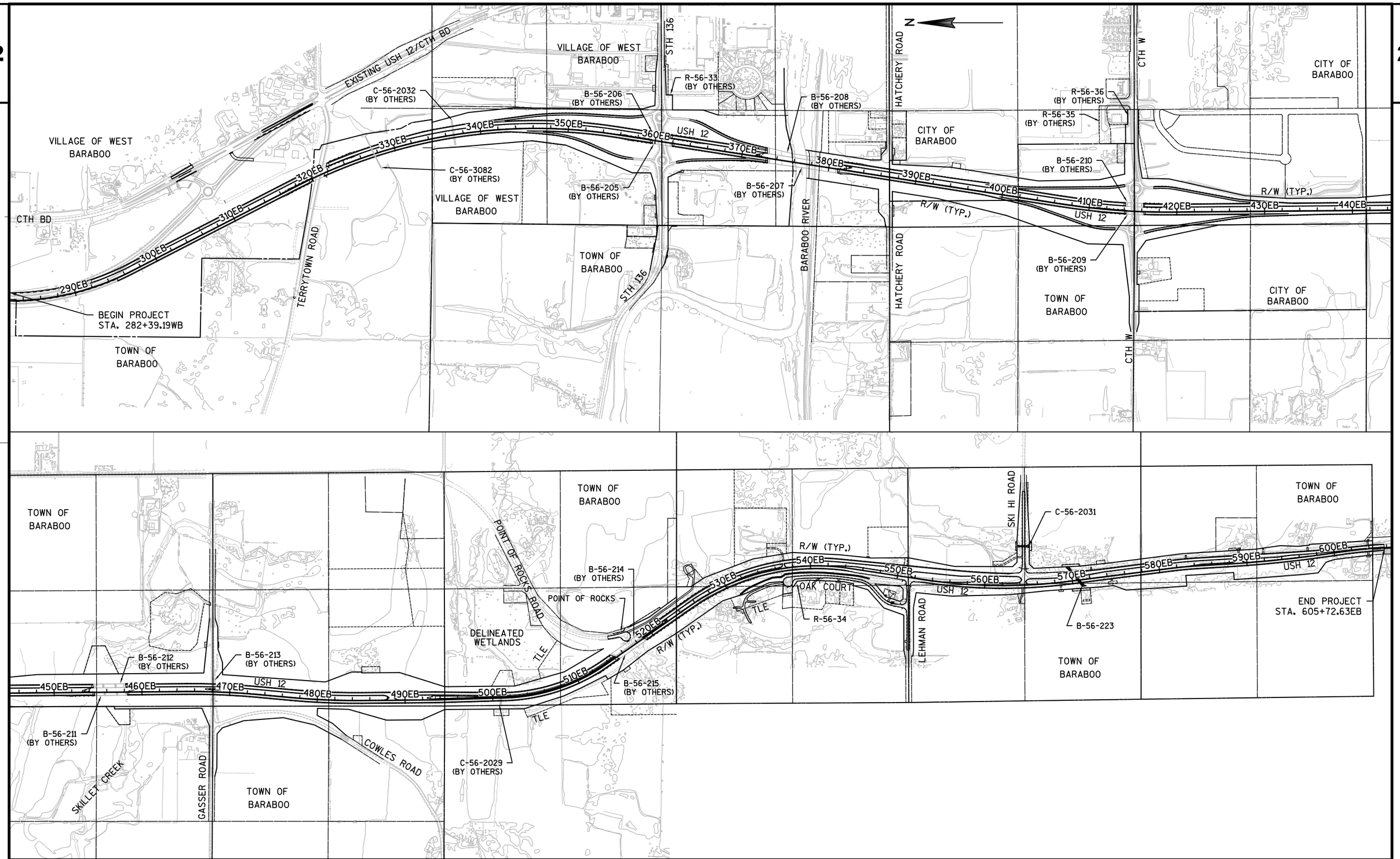
GREGORY BRECKA, P.E.
WISDOT SW REGION (MADISON)
2101 WRIGHT STREET
MADISON, WI 53704
(608) 245-2671
gregory.brecka@dot.wi.us

DESIGN CONTACT

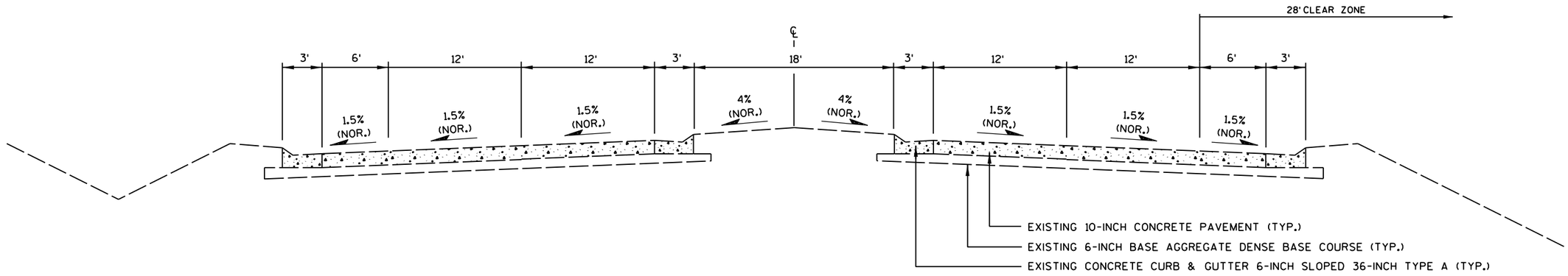
BRIAN W. VEIT, P.E.
KL ENGINEERING, INC.
5950 SEMINOLE CENTRE CT
SUITE 200
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bveit@klengineering.com

DNR LIAISON

ANDY BARTA
DEPARTMENT OF NATURAL RESOURCES
DNR SOUTH CENTRAL REGION HEADQUARTERS
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FITCHBURG, WI 53711
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andy.barta@wisconsin.gov

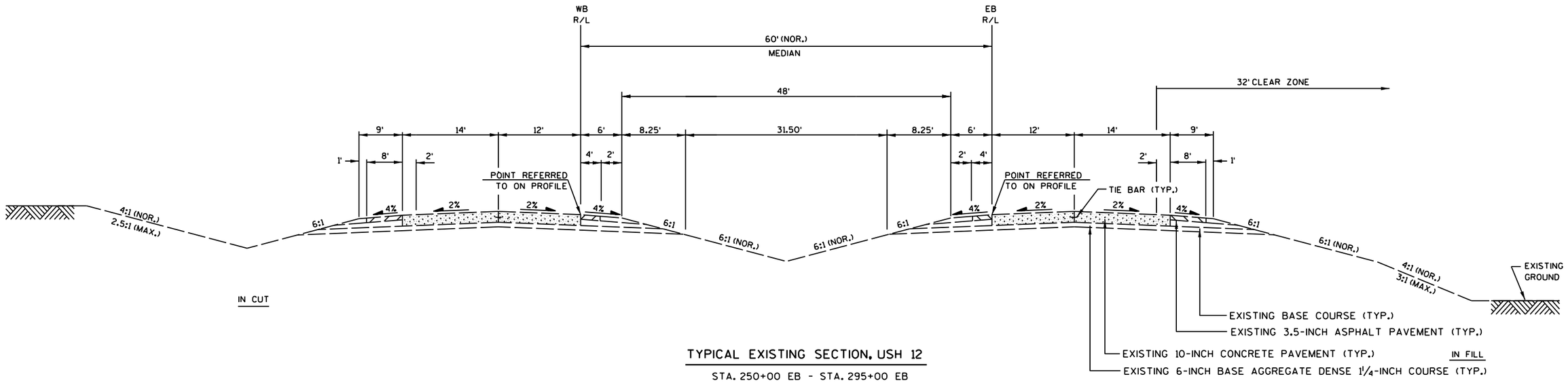


PROJECT NO: 1674-00-81/1674-00-84	HWY: USH 12	COUNTY: SAUK	PROJECT OVERVIEW	SHEET 3	E



TYPICAL EXISTING SECTION, CTH BD

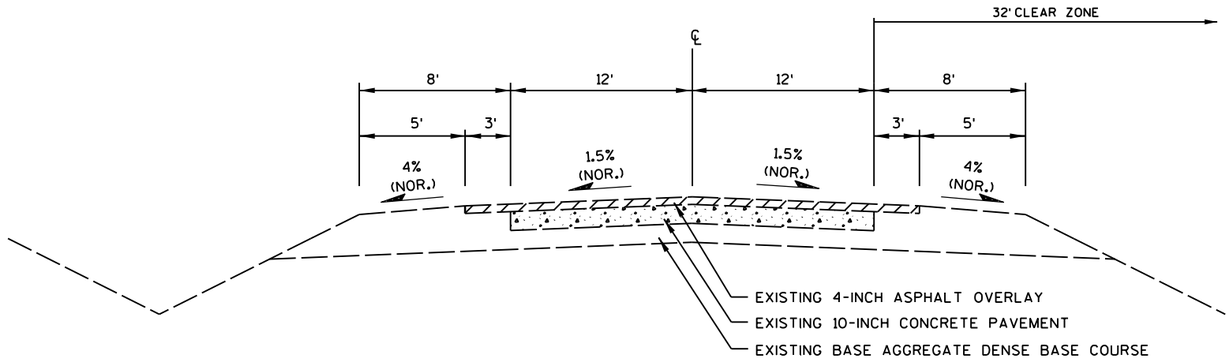
STA. 30+05 BD - STA. 48+20 BD



TYPICAL EXISTING SECTION, USH 12

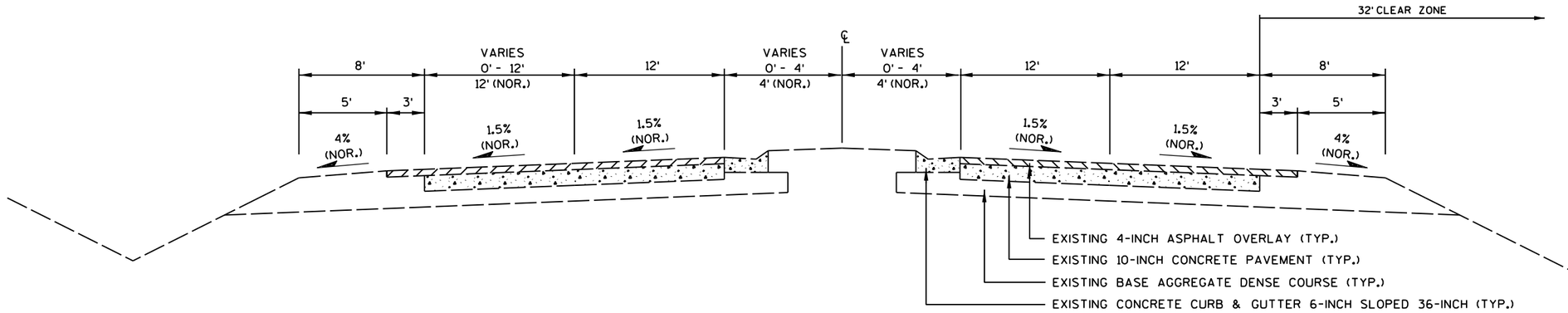
STA. 250+00 EB - STA. 295+00 EB

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 4	E



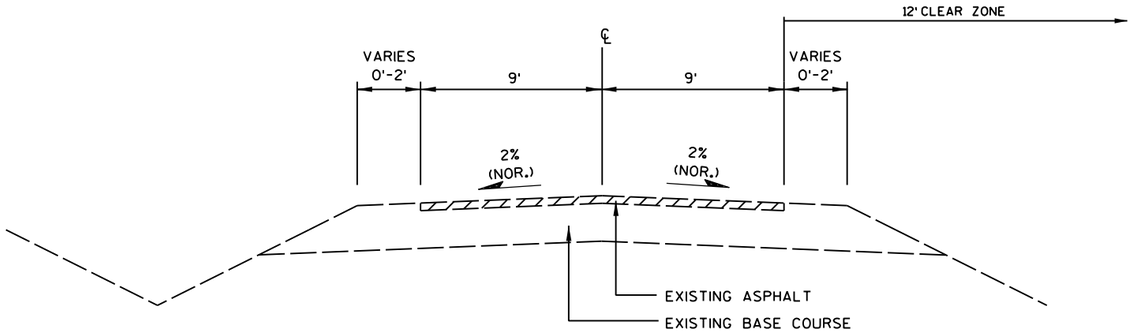
TYPICAL EXISTING SECTION, USH 12

STA. 514+00 EB - STA. 598+50 EB



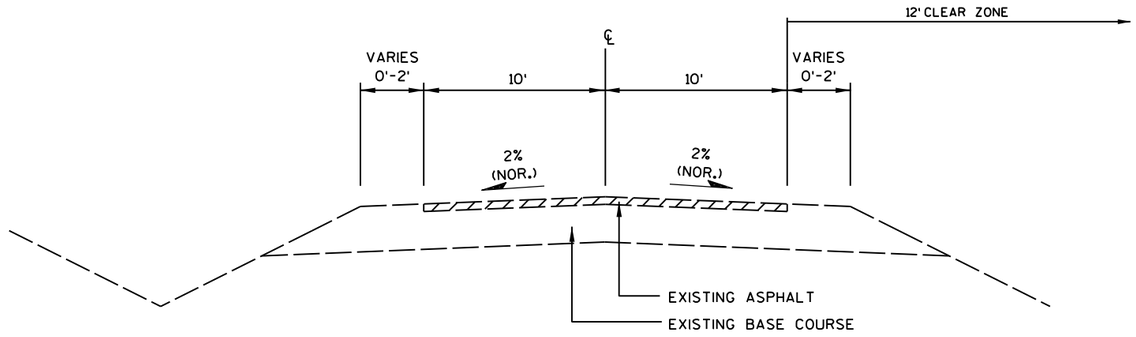
TYPICAL EXISTING SECTION, USH 12

STA. 598+50 EB - STA. 605+73 EB



TYPICAL EXISTING SECTION, LEHMAN ROAD

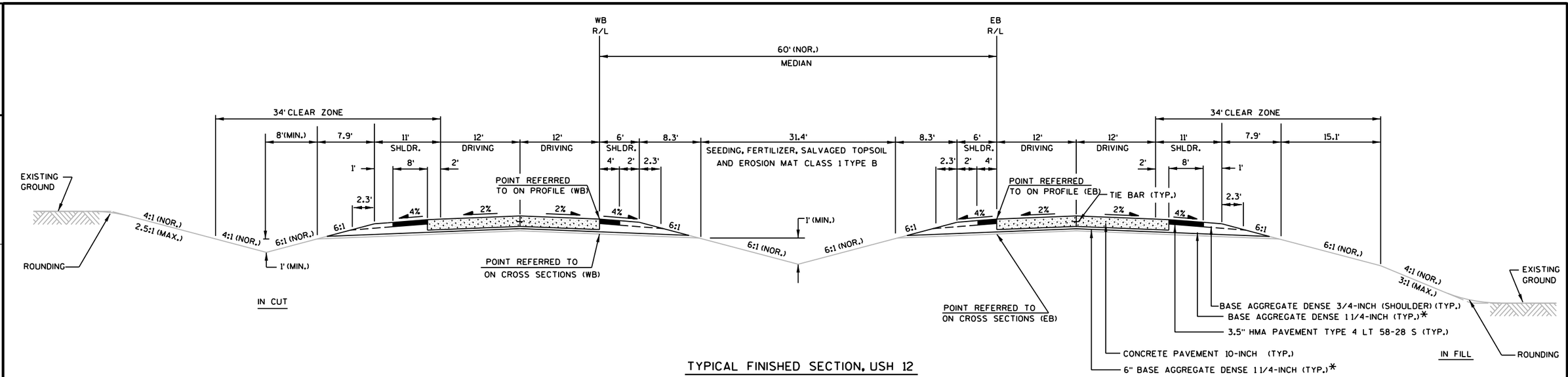
STA. 598+50 EB - STA. 605+73 EB



TYPICAL EXISTING SECTION, SKI HI ROAD

STA. 598+50 EB - STA. 605+73 EB

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 5	E

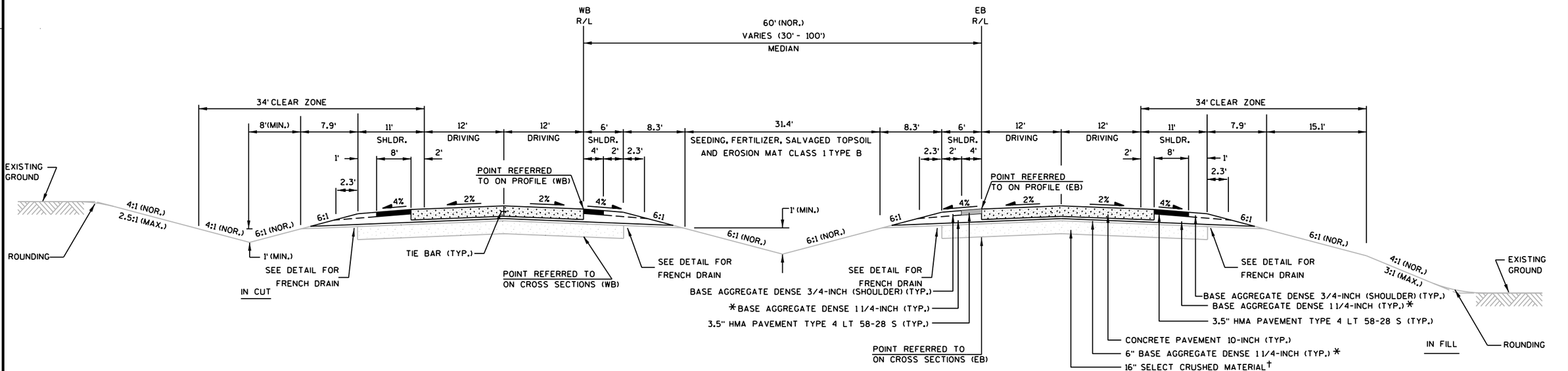


TYPICAL FINISHED SECTION, USH 12

STA. 282+89 EB - STA. 359+74 EB
STA. 361+88 EB - STA. 373+00 EB

† ITEMS CONSTRUCTED BY OTHERS

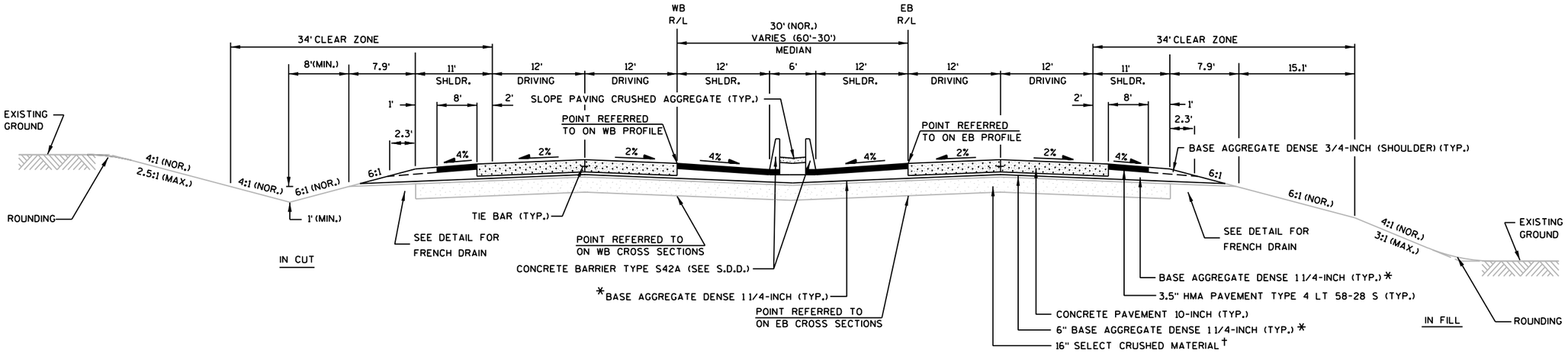
* PLACE REMAINING 3" OF BASE AGGREGATE DENSE 1 1/4-INCH (INITIAL 3" PLACED UNDER PREVIOUS CONTRACT)



TYPICAL FINISHED SECTION, USH 12

STA. 381+02 EB - STA. 414+22 EB
STA. 416+25 EB - STA. 454+64 EB
STA. 458+29 EB - STA. 493+47 EB

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 6	E

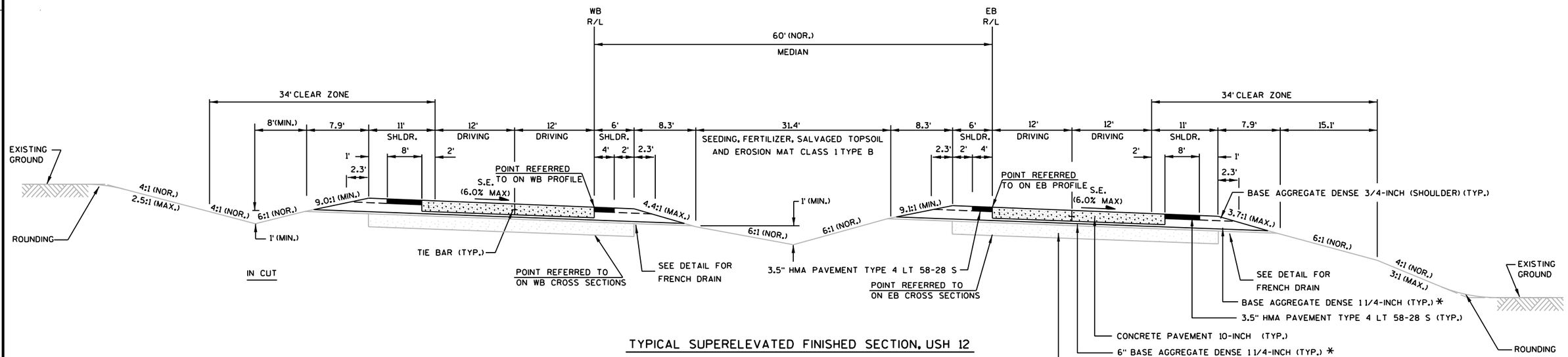


TYPICAL FINISHED SECTION, USH 12

STA. 493+47 EB - STA. 515+35 EB

† ITEMS CONSTRUCTED BY OTHERS

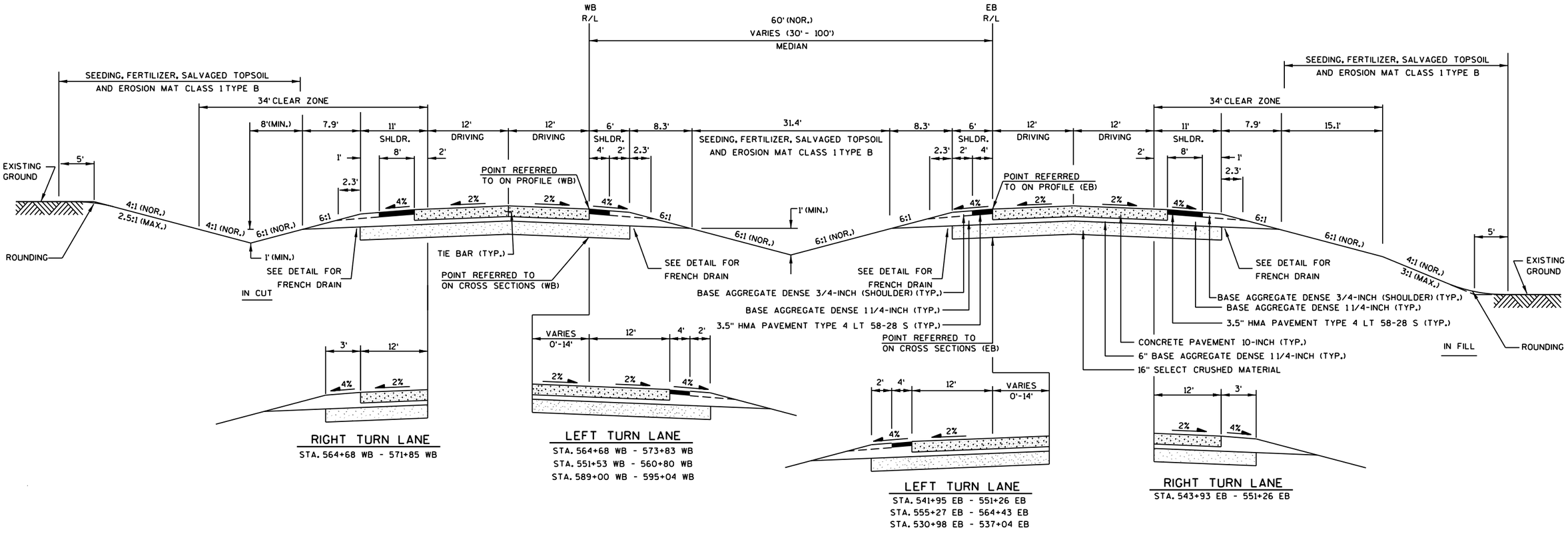
* PLACE REMAINING 3" OF BASE AGGREGATE DENSE 1 1/4-INCH (INITIAL 3" PLACED UNDER PREVIOUS CONTRACT)



TYPICAL SUPERELEVATED FINISHED SECTION, USH 12

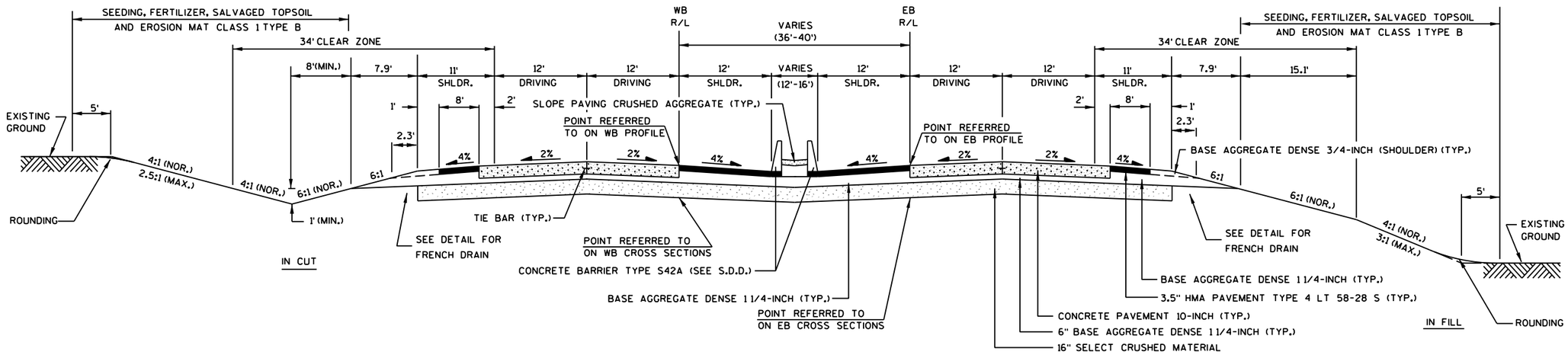
STA. 282+67.57 EB - STA. 296+01.28 EB
STA. 318+43.65 EB - STA. 355+05.54 EB
STA 407+00.94 EB - STA. 419+39.38 EB †
STA. 465+49.73 EB - STA. 472+71.61 EB †
STA. 477+42.47 EB - STA. 484+73.02 EB †
STA. 501+86.64 EB - STA. 512+75.34 EB †

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 7	E



TYPICAL FINISHED SECTION, USH 12

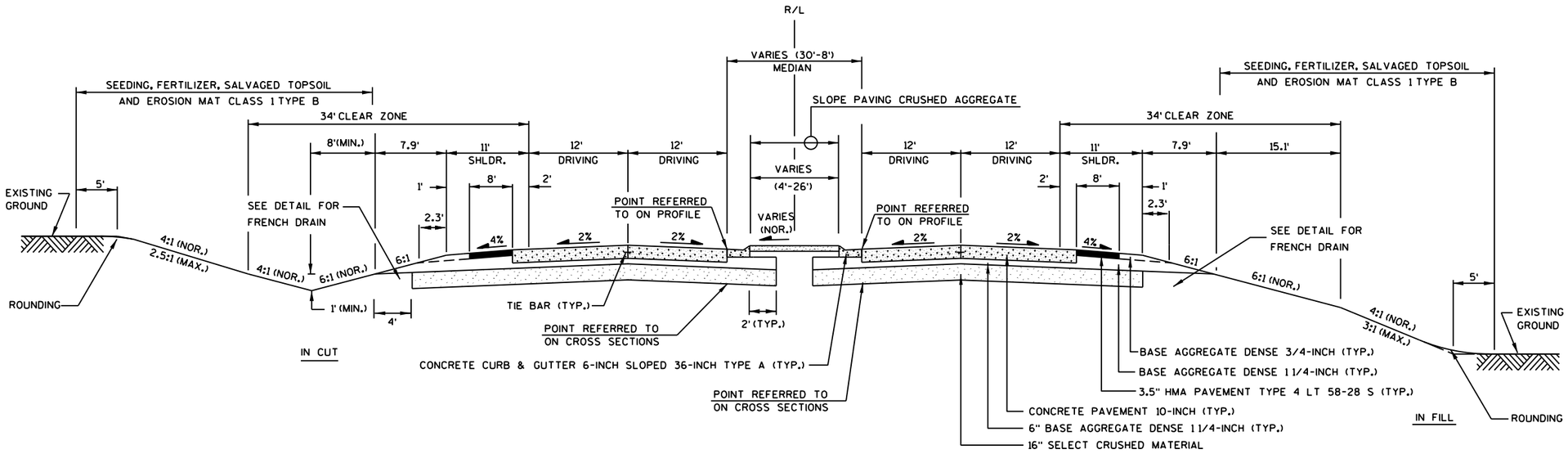
STA. 521+72 EB - 597+27 EB



TYPICAL FINISHED SECTION, USH 12

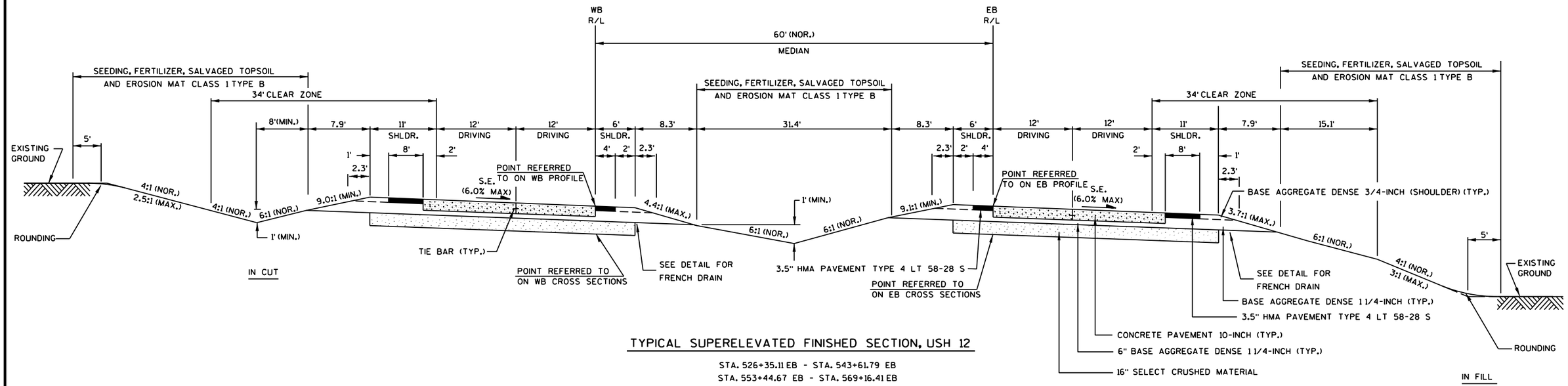
STA. 518+25 EB - 521+72 EB

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 8	E



TYPICAL FINISHED SECTION, USH 12

STA. 597+27 EB - STA. 605+73 EB

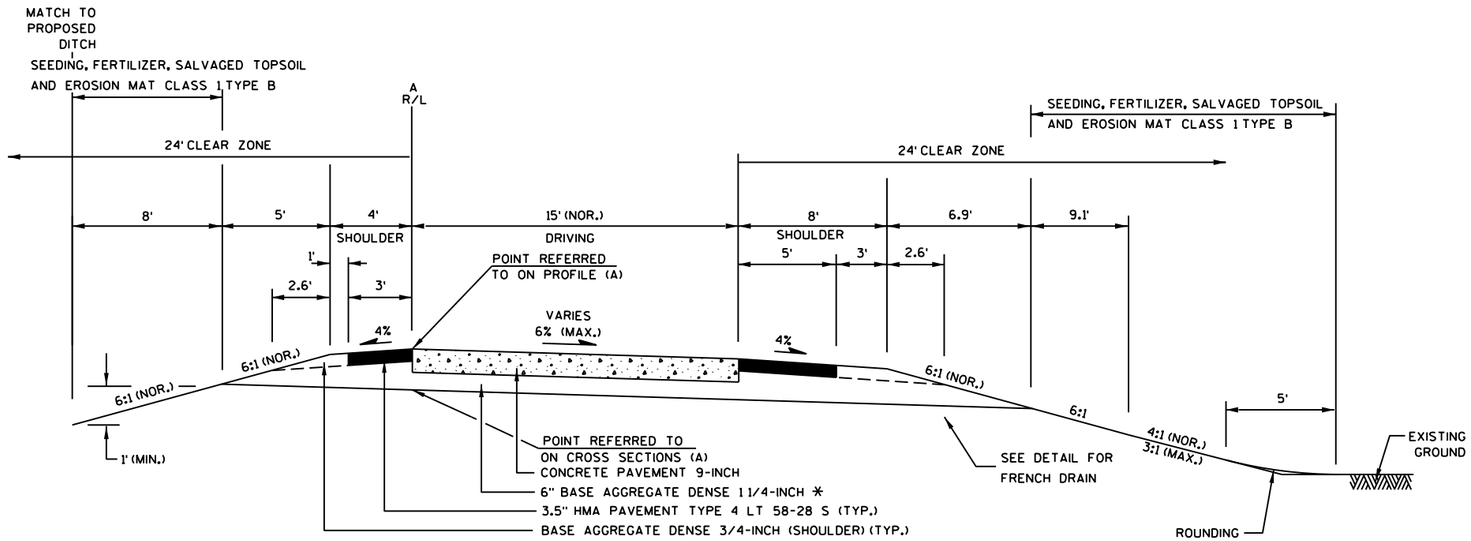


TYPICAL SUPERELEVATED FINISHED SECTION, USH 12

STA. 526+35.11 EB - STA. 543+61.79 EB
STA. 553+44.67 EB - STA. 569+16.41 EB
STA. 582+16.73 EB - STA. 583+42.61 EB
STA. 588+15.16 EB - STA. 599+92.92 EB

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET	E

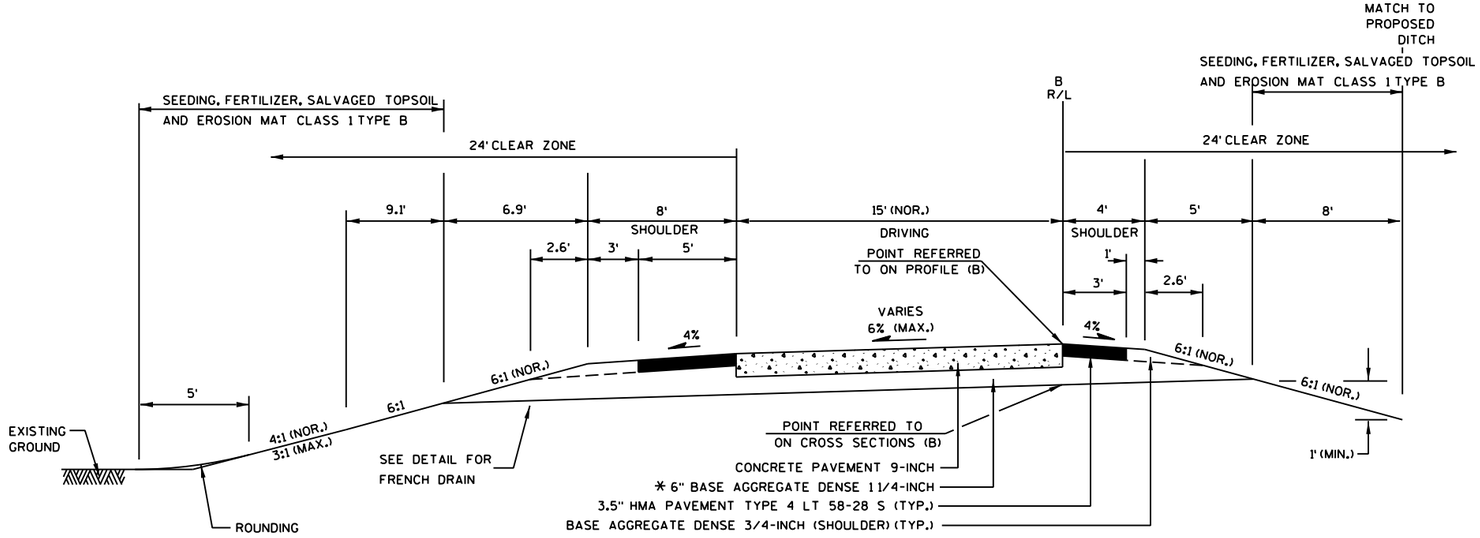
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PLOT DATE : 5/3/2016
PLOT BY : KL Engineering
PLOT NAME :
PLOT SCALE :
WISDOT/CADDS SHEET 42



TYPICAL FINISHED SECTION, STH 136 EB RAMP

STA. 345+38 A - 357+20 A
STA. 362+99 A - 373+49 A

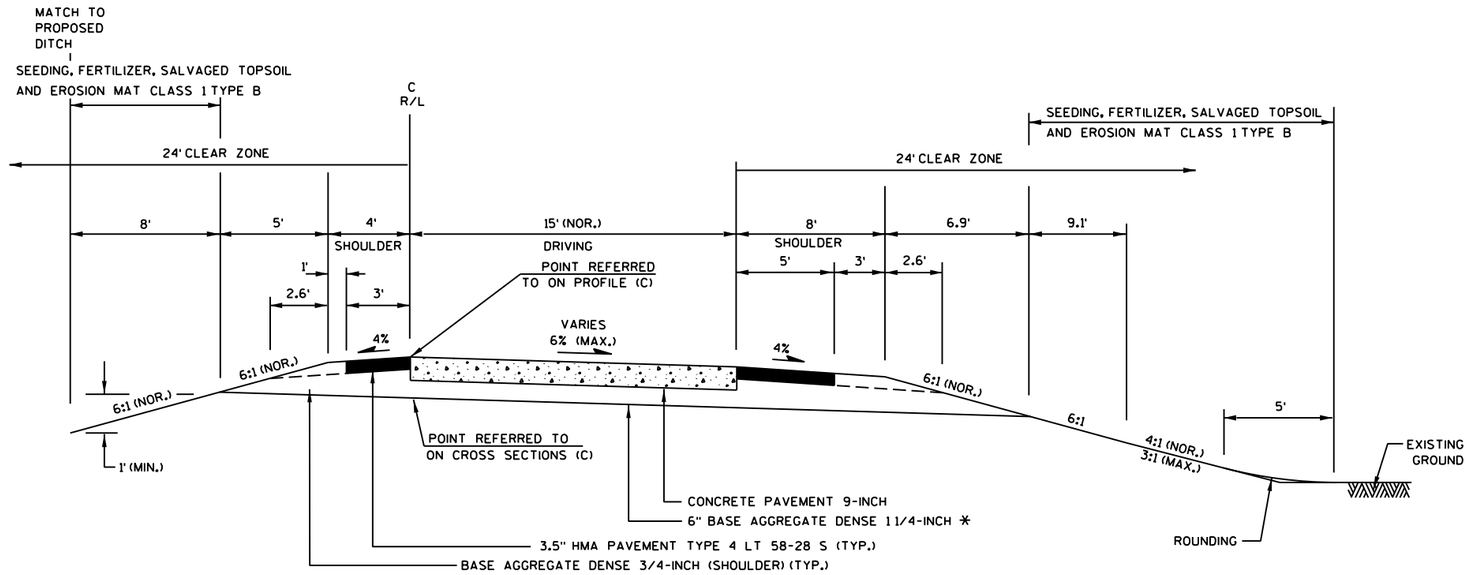
* PLACE REMAINING 3" OF BASE AGGREGATE DENSE 1 1/4-INCH (INITIAL 3" PLACED UNDER PREVIOUS CONTRACT)



TYPICAL FINISHED SECTION, STH 136 WB RAMP

STA. 340+60 B - 359+03 B
STA. 365+10 B - 374+76 B

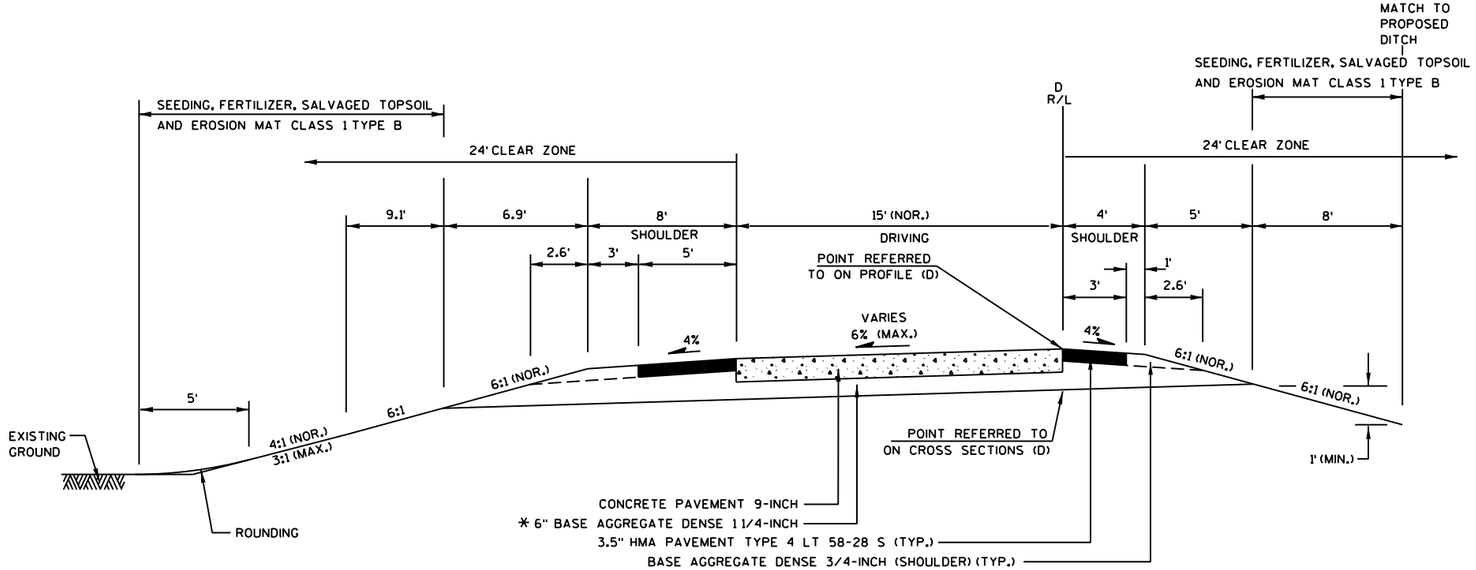
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 10	E



TYPICAL FINISHED SECTION, CTH W EB RAMP

STA. 399+91 C - 413+58 C
STA. 416+97 C - 433+55 C

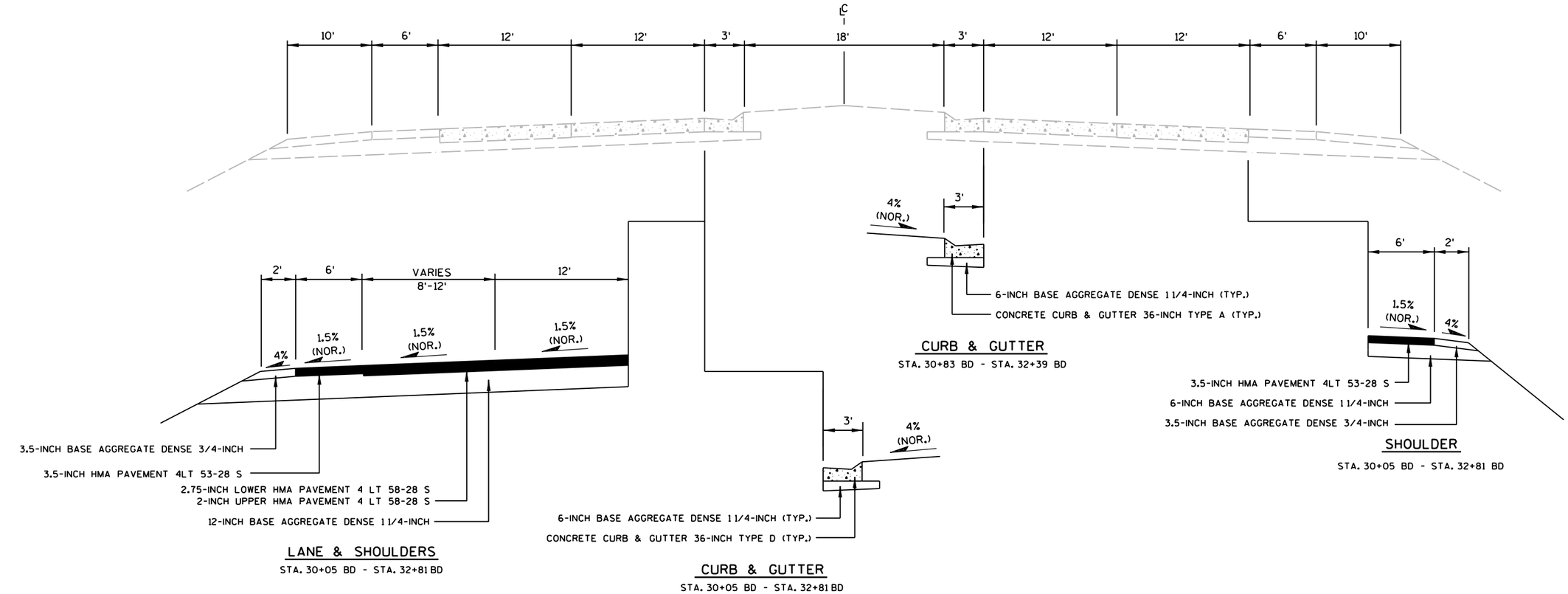
* PLACE REMAINING 3" OF BASE AGGREGATE DENSE 1 1/4-INCH (INITIAL 3" PLACED UNDER PREVIOUS CONTRACT)



TYPICAL FINISHED SECTION, CTH W WB RAMP

STA. 398+13 D - 414+02 D
STA. 417+35 D - 431+02 D

PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 11	E



LANE & SHOULDERS

STA. 30+05 BD - STA. 32+81 BD

CURB & GUTTER

STA. 30+83 BD - STA. 32+39 BD

SHOULDER

STA. 30+05 BD - STA. 32+81 BD

CURB & GUTTER

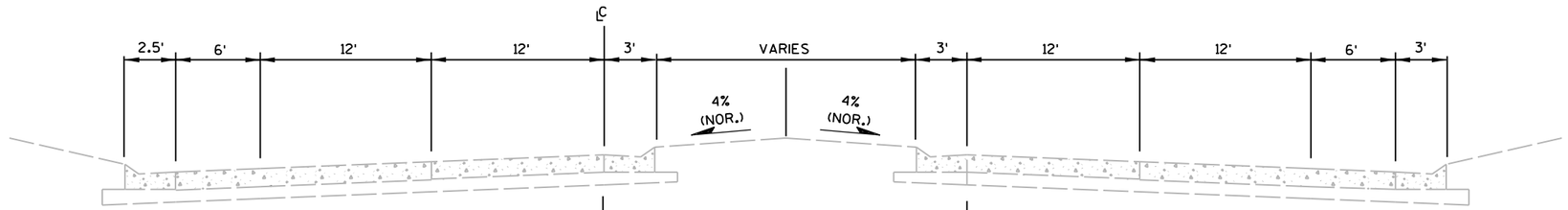
STA. 30+05 BD - STA. 32+81 BD

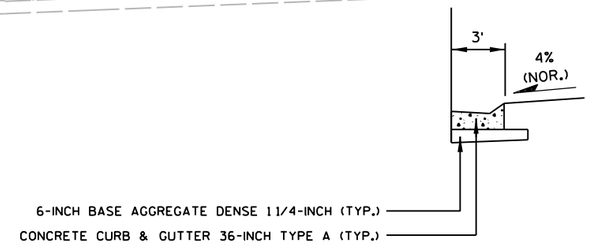
TYPICAL FINISHED SECTION, CTH BD

STA. 30+05 BD - STA. 32+91 BD

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 12	E

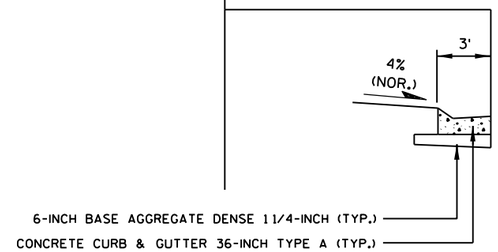
2





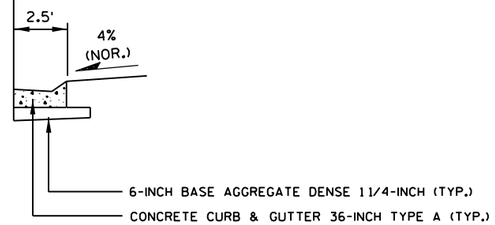
CURB & GUTTER

STA. 41+65 BD - STA. 48+20 BD



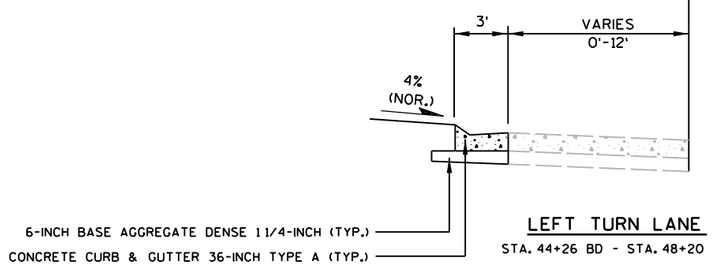
CURB & GUTTER

STA. 41+65 BD - STA. 44+28 BD



CURB & GUTTER

STA. 40+43 BD - STA. 48+20 BD



LEFT TURN LANE

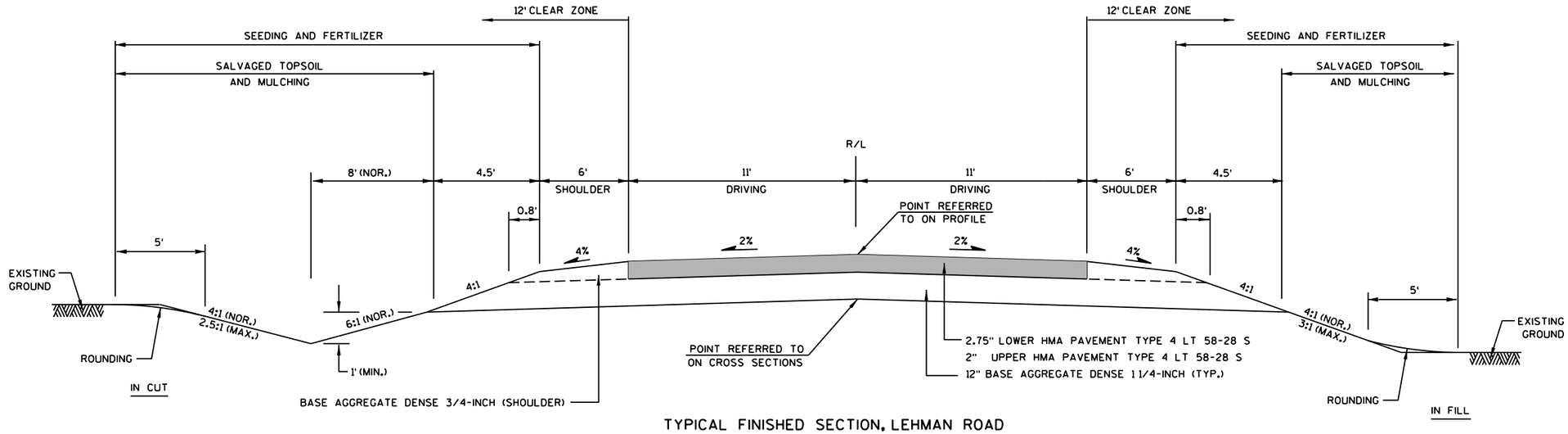
STA. 44+26 BD - STA. 48+20 BD

TYPICAL FINISHED SECTION, CTH BD

STA. 40+43 BD - STA. 48+20 BD

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 13	E

2



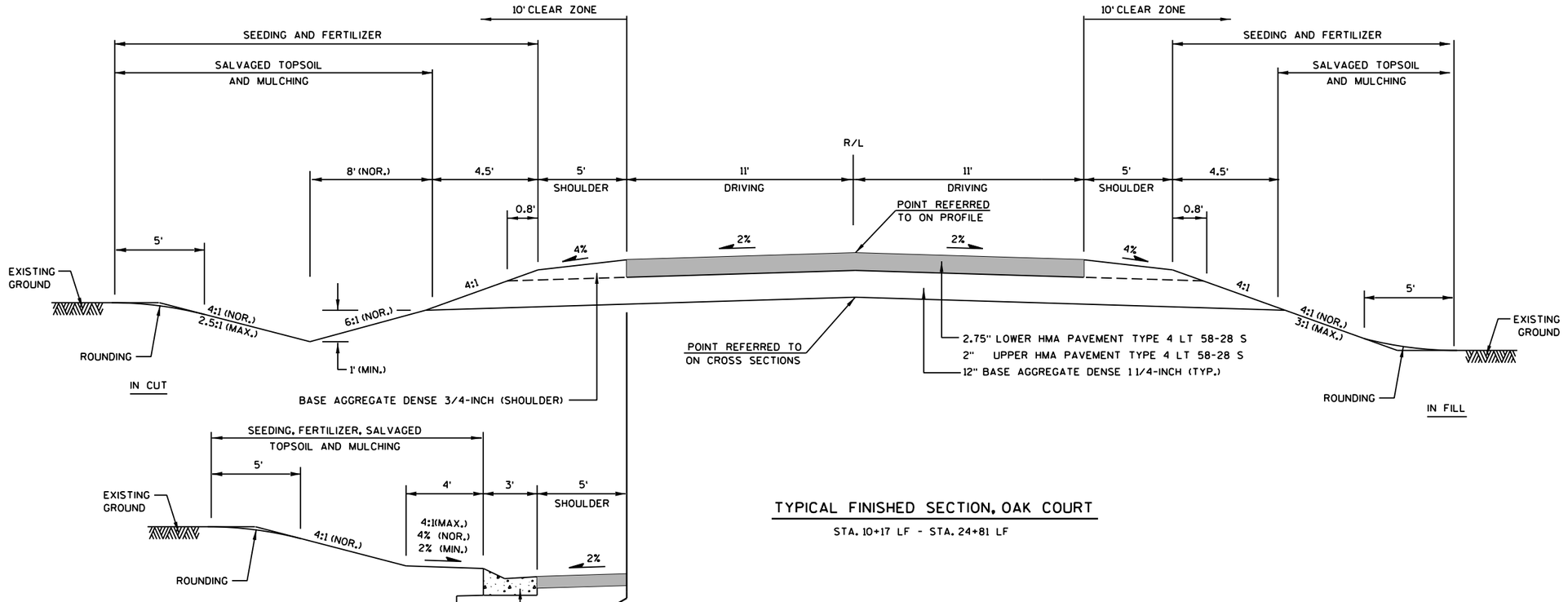
TYPICAL FINISHED SECTION, LEHMAN ROAD

STA. 491+00 LR - STA. 498+93 LR

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET	E

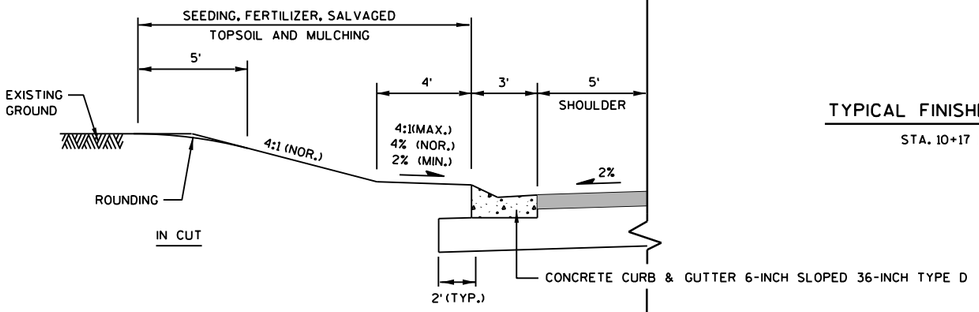
FILE NAME : G:\WDOTSW\SW12023\dgn\020301_ts(81).dgn PLOT DATE : 5/3/2016 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42



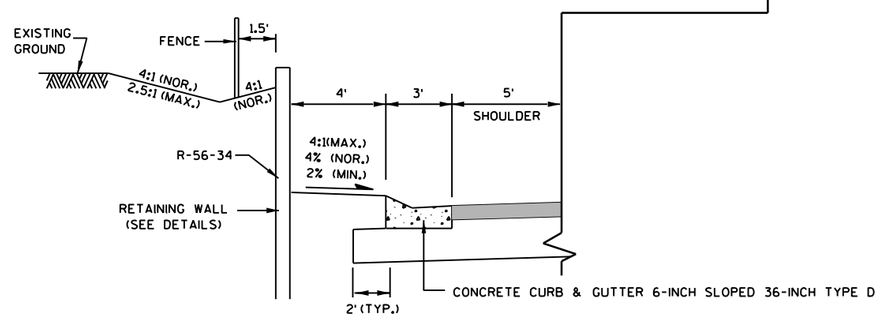
TYPICAL FINISHED SECTION, OAK COURT

STA. 10+17 LF - STA. 24+81 LF



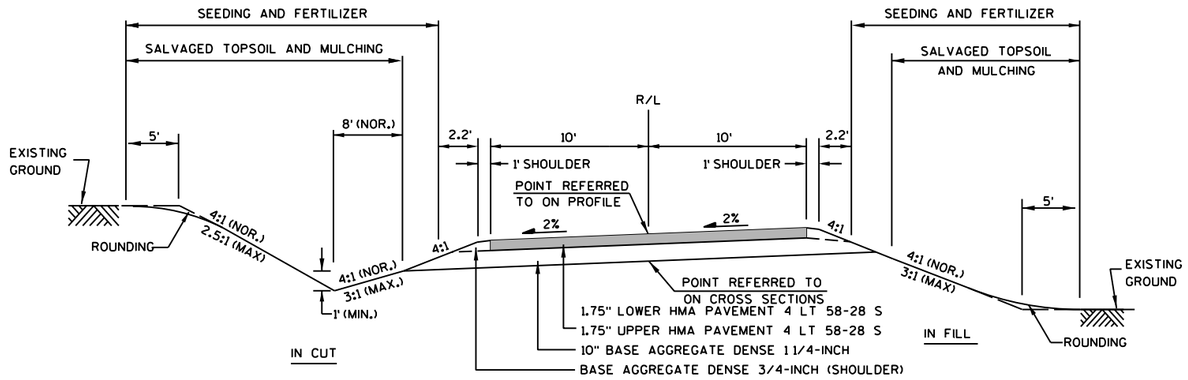
CURB & GUTTER SECTION

STA. 20+85 LF - STA. 21+75 LF
STA. 24+70 LF - STA. 24+80 LF
STA. 20+85 LF - STA. 24+80 LF



RETAINING WALL SECTION

STA. 21+75 LT - STA. 24+70 LT

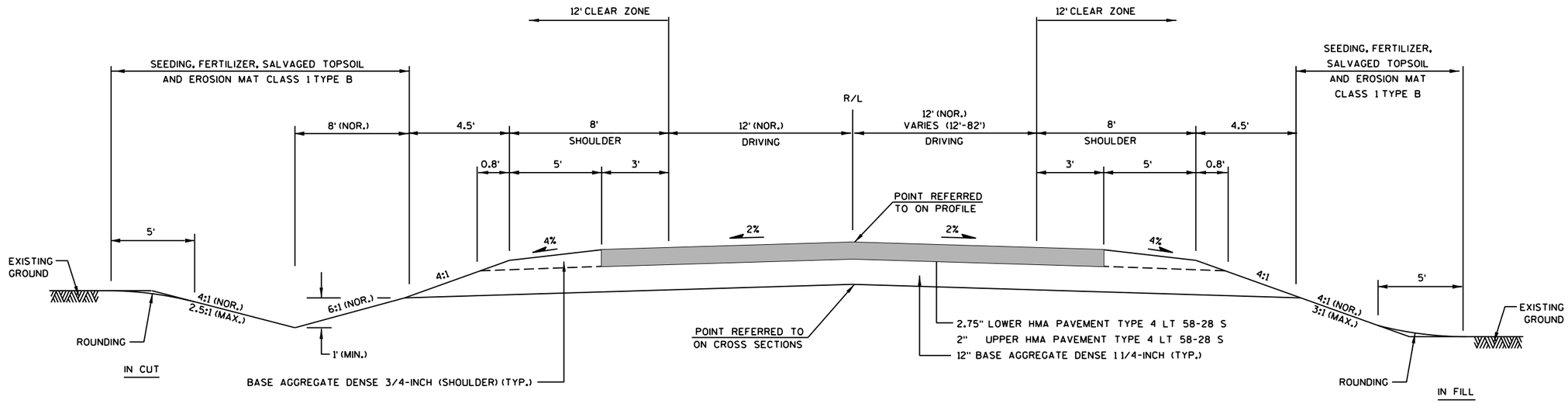


TYPICAL FINISHED SECTION, GREEN VALLEY DRIVEWAY, PARK ACCESS AND TURN-AROUND

STA. 30+49 GD - STA. 38+25 GD
STA. 10+00 GT - STA. 11+18 GT
STA. 8+75 GP - STA. 10+00 GP

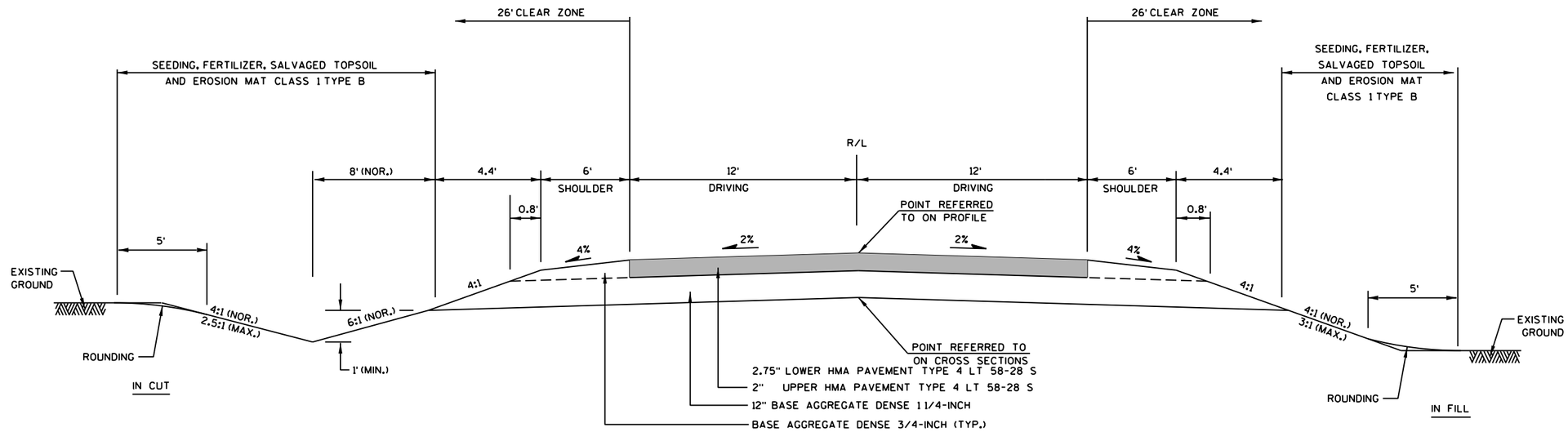
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET	E

FILE NAME : G:\WDOTSW\SW12023\dgn\020301_ts(81).dgn
PLOT DATE : 5/3/2016
PLOT BY : KL Engineering
PLOT NAME :
PLOT SCALE :
WISDOT/CADDS SHEET 42



TYPICAL FINISHED SECTION, POINT OF ROCKS ROAD

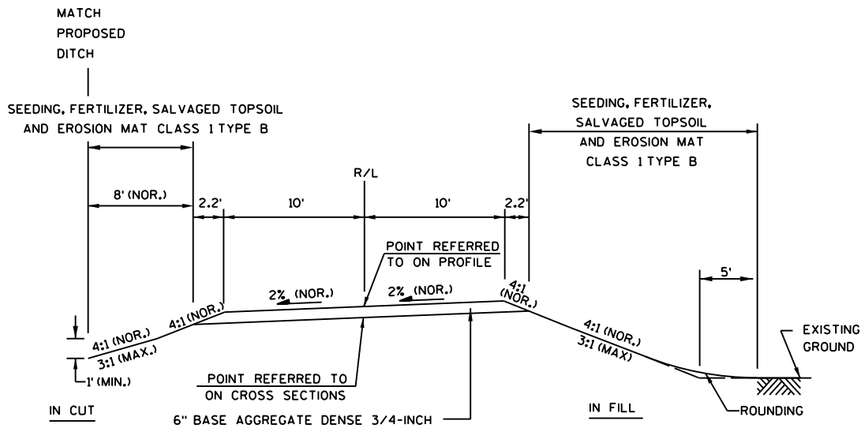
STA. 514+00 EX - STA. 515+99 EX



TYPICAL FINISHED SECTION, SKI HI ROAD

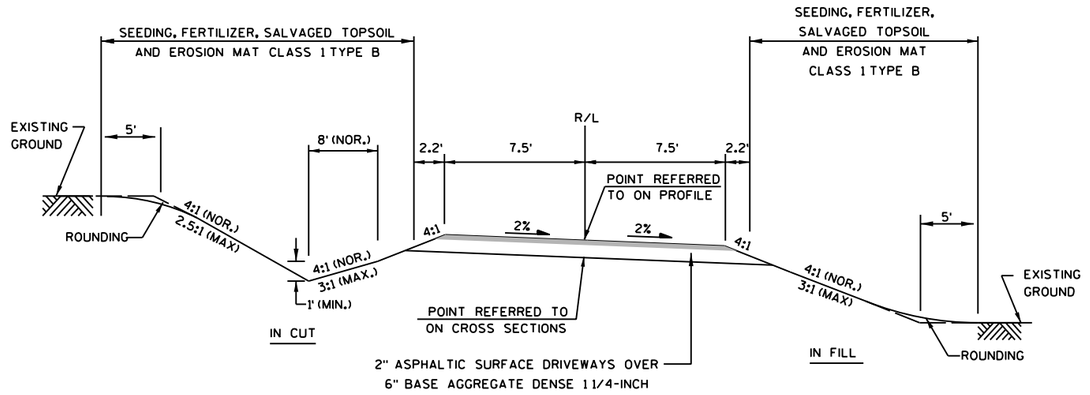
STA. 600+66 SH - STA. 610+00 SH

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 16	E



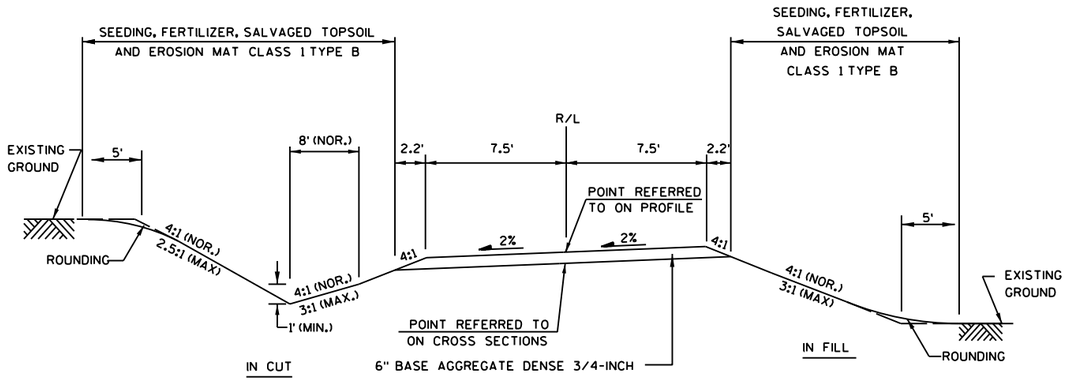
TYPICAL FINISHED SECTION, ARCHIBALD DRIVEWAY

STA. 9+03 AD - STA. 9+15 AD



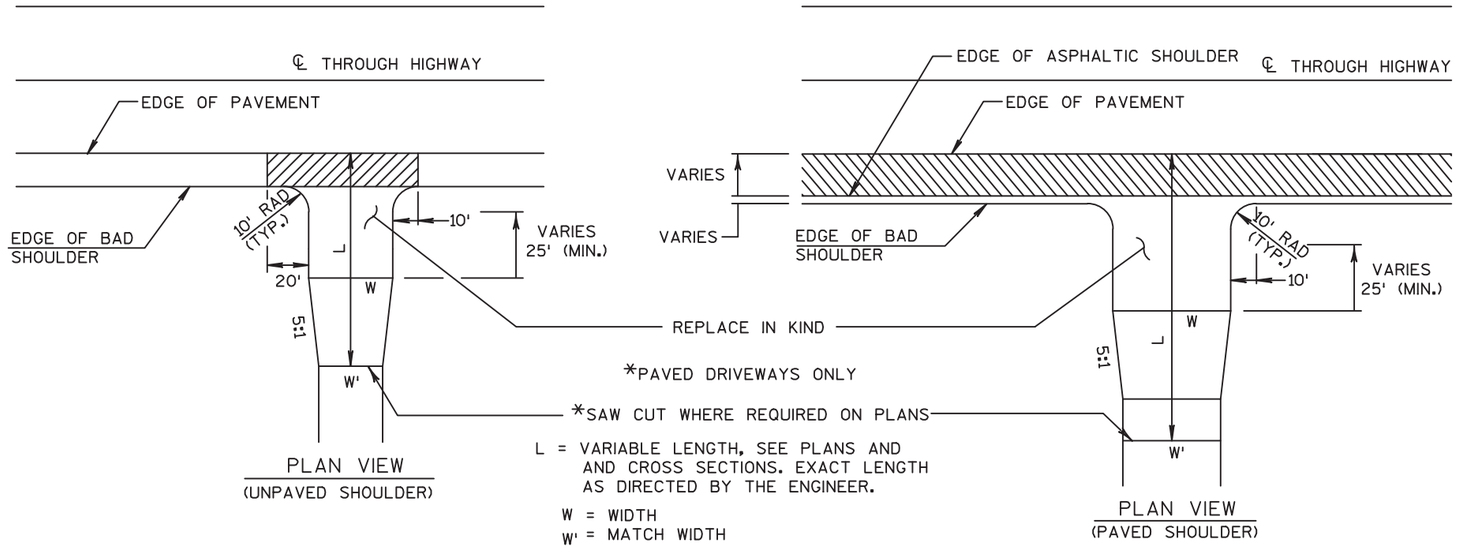
TYPICAL FINISHED SECTION, WENZEL DRIVEWAY

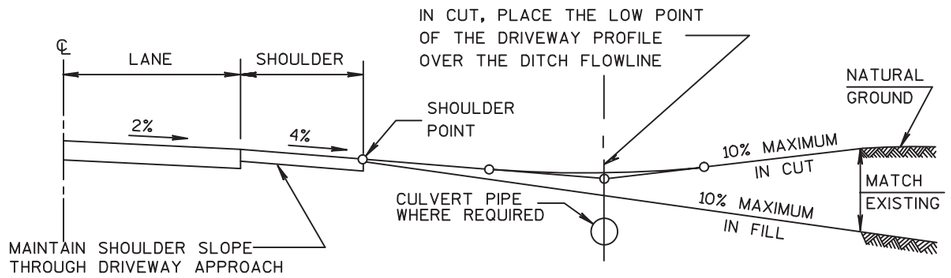
STA. 20+28 WD - STA. 31+00 WD



TYPICAL FINISHED SECTION, SKI HI ORCHARD DRIVEWAY

STA. 10+18 SE - STA. 13+57 SE



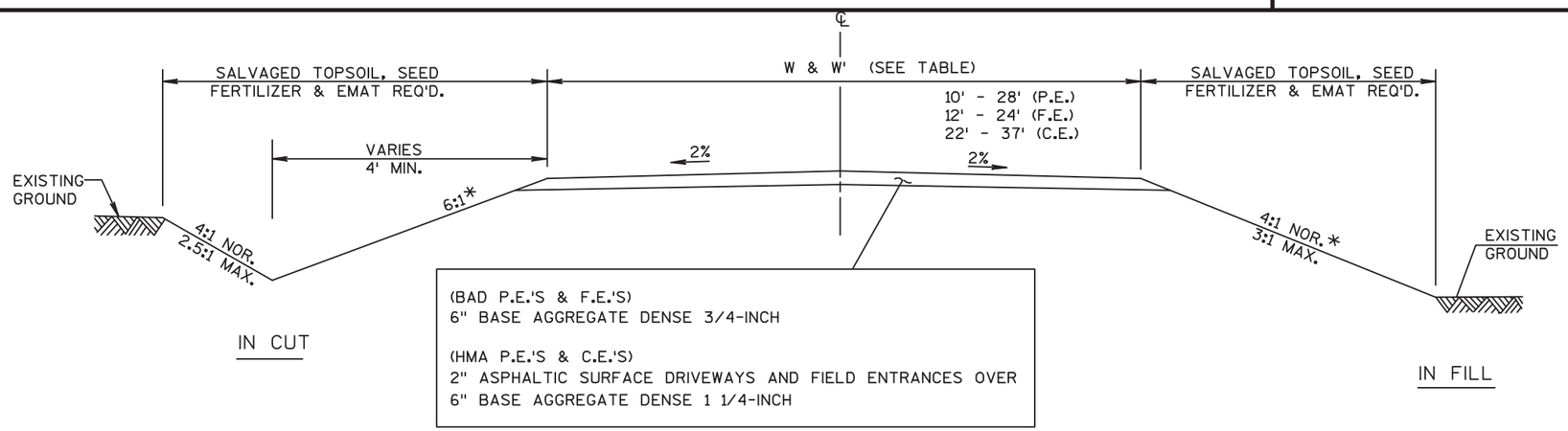


TYPICAL DRIVEWAY DETAILS

DRIVEWAYS					
STATION	LOCATION	TYPE	WIDTH (W)	MATCH WIDTH	SURFACE
USH 12 EB					
564+29EB	RT	P.E.	15'	11'	HMA
568+65EB	RT	F.E.	15'	16'	BAD
574+45EB	RT	F.E.	12'	10'	BAD
603+89EB	RT	P.E.	15'	11'	HMA
USH 12 WB					
537+26WB	LT	P.E.	15'	N/A	BAD
551+16WB	LT	F.E.	30'	N/A	BAD
572+43WB	LT	P.E.	12'	10'	BAD
583+14WB	LT	F.E.	12'	12'	BAD
589+14WB	LT	P.E.	15'	16'	HMA
591+93WB	LT	F.E.	15'	15'	BAD
597+00WB	LT	P.E.	15'	12'	BAD
603+91WB	LT	P.E.	15'	10'	HMA
LEHMAN ROAD					
492+00LR	LT	F.E.	24'	N/A	BAD
OAK COURT					
12+43LF	RT	P.E.	15'	10'	BAD
18+94LF	LT	P.E.	13'	13'	HMA
21+18LF	LT	P.E.	12'	9'	HMA
SKI HI ROAD					
602+50SH	LT	F.E.	15'	10'	BAD
CTH BD					
10+31BD	RT	C.E.	30'	30'	HMA

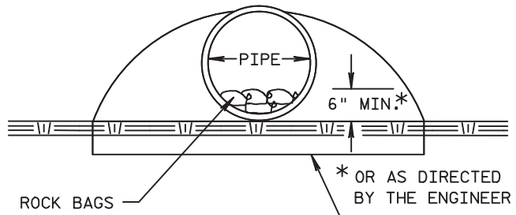
BAD = 6-INCHES OF BASE AGGREGATE DENSE 3/4-INCH

HMA = 2-INCHES OF ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 6-INCHES OF BASE AGGREGATE DENSE 1 1/4-INCH

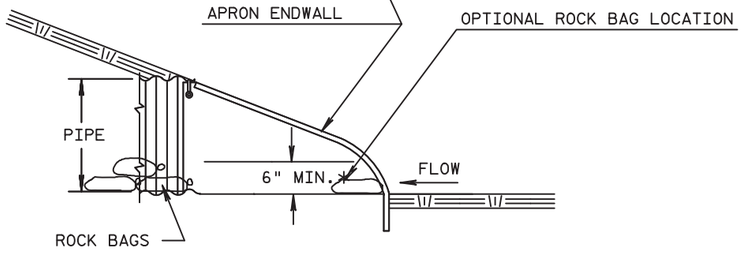


TYPICAL SECTION FOR RURAL DRIVEWAY

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



END VIEW

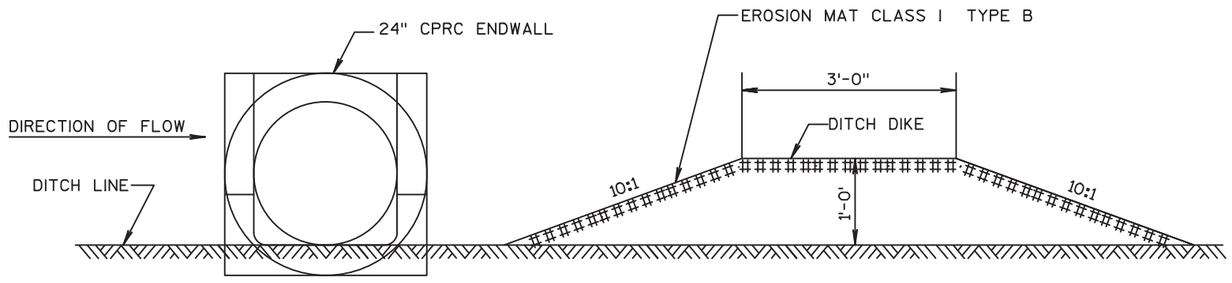


SIDE VIEW

CULVERT PIPE CHECKS

SEE EROSION CONTROL PLANS FOR LOCATIONS

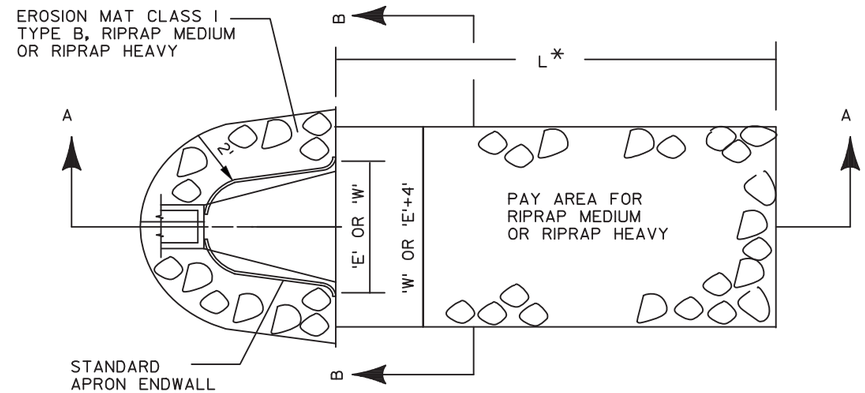
ESTIMATED BAG SIZE = 18-INCH X 12-INCH X 6-INCH	
PIPE SIZE	ESTIMATED NO. OF BAGS
12-INCH	1
15-INCH	2
18-INCH	2
21-INCH	3
14-INCH X 23-INCH	3
24-INCH	3
27-INCH	4
30-INCH	5
19-INCH X 30-INCH	5
36-INCH	7
24-INCH X 38-INCH	8
42-INCH	8
29-INCH X 45-INCH	10
48-INCH	10
34-INCH X 53-INCH	10
38-INCH X 60-INCH	13
60-INCH	13
66-INCH	15
53-INCH X 83-INCH	19



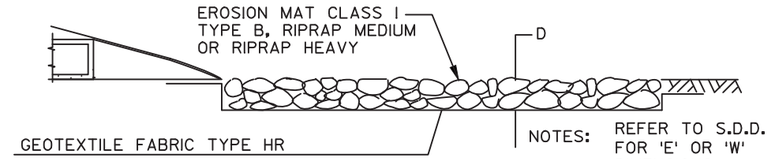
DETAIL FOR DITCH DIKES AT MEDIAN DRAINS

SEE EROSION CONTROL PLANS FOR LOCATIONS

NOTE: INSTALL DITCH DIKES AT MEDIAN DRAINS WITHIN 5 DAYS OF CULVERT INSTALLATION



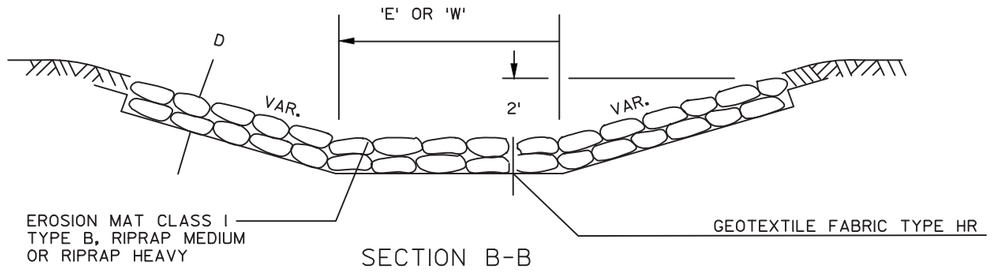
* L = 3 X 'W' OR 'E' OR L=10' MIN. AS INDICATED IN THE PLANS, OR AS DIRECTED BY THE ENGINEER



NOTES: REFER TO S.D.D. FOR 'E' OR 'W' DIMENSIONS

SECTION A-A

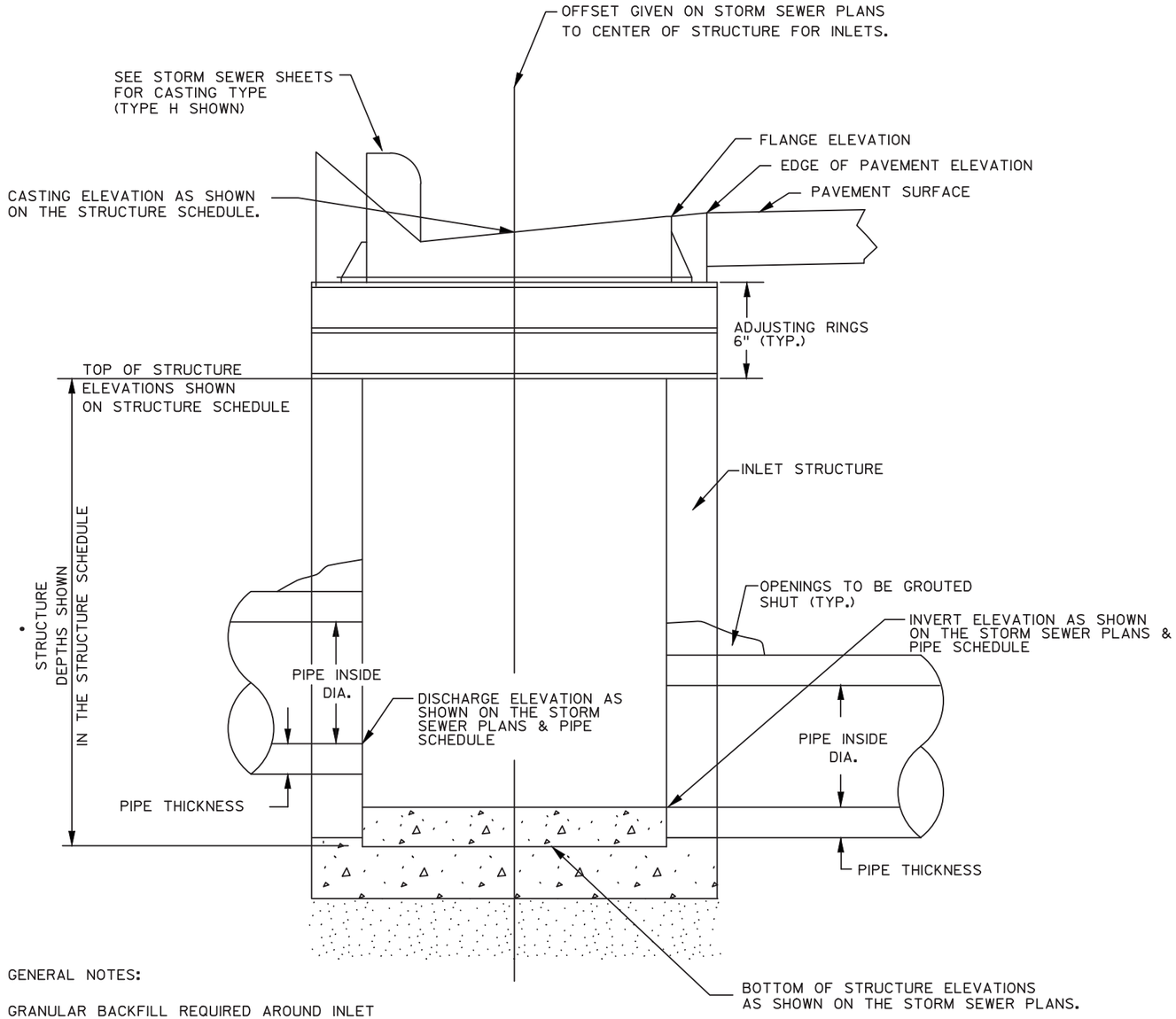
D = 18" (RIPRAP MEDIUM)
24" (RIPRAP HEAVY)



SECTION B-B

EROSION CONTROL TREATMENT AT PIPE ENDWALLS

SEE EROSION CONTROL PLANS FOR LOCATIONS

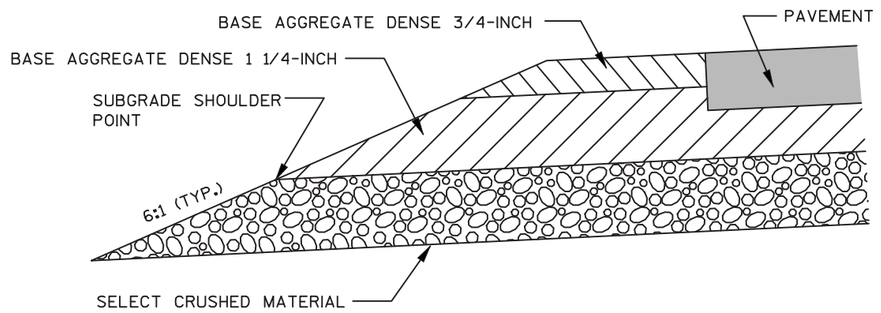


GENERAL NOTES:

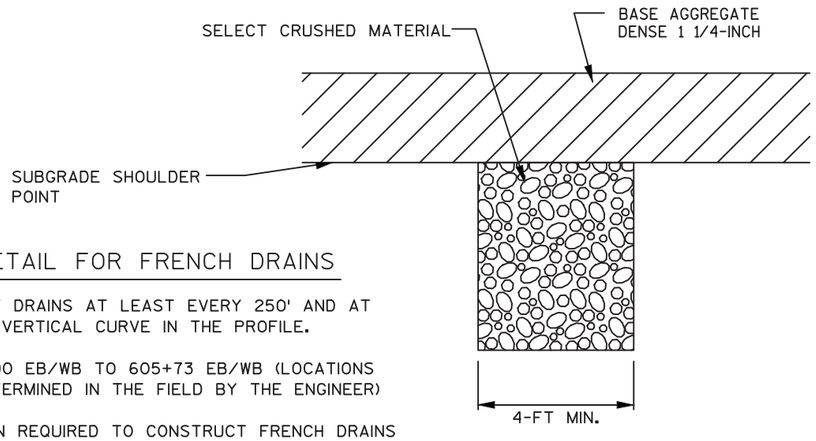
GRANULAR BACKFILL REQUIRED AROUND INLET (INCIDENTAL TO CONSTRUCTION OF INLET)

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

DETAIL OF INLET W/CASTING



SECTION A-A



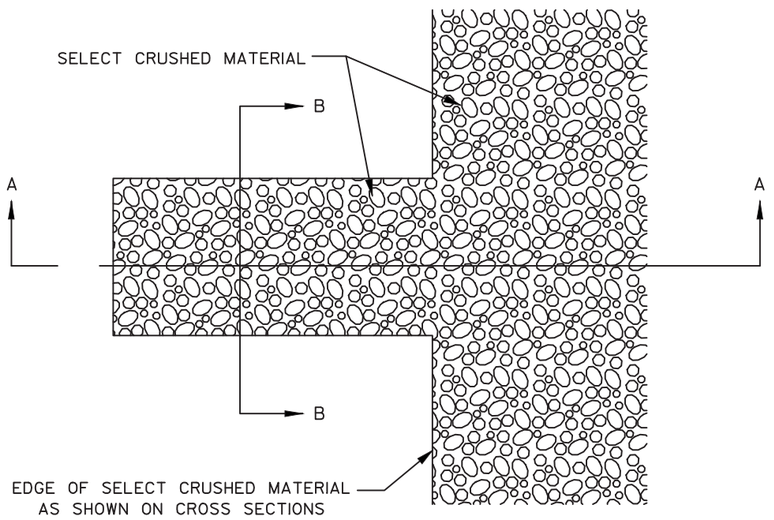
DETAIL FOR FRENCH DRAINS

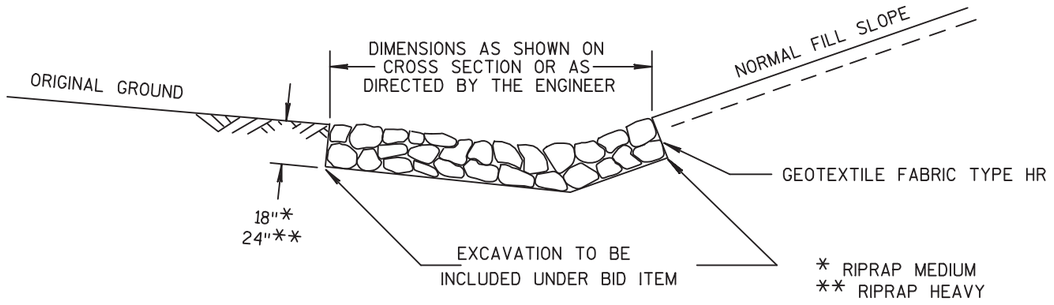
CONSTRUCT DRAINS AT LEAST EVERY 250' AND AT EACH SAG VERTICAL CURVE IN THE PROFILE.

STA. 519+00 EB/WB TO 605+73 EB/WB (LOCATIONS TO BE DETERMINED IN THE FIELD BY THE ENGINEER)

EXCAVATION REQUIRED TO CONSTRUCT FRENCH DRAINS INCIDENTAL TO THE ITEM SELECT CRUSHED MATERIAL

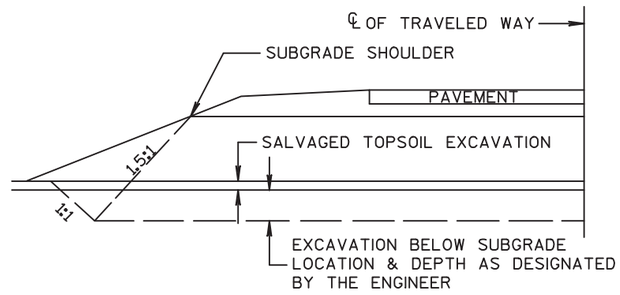
SECTION B-B



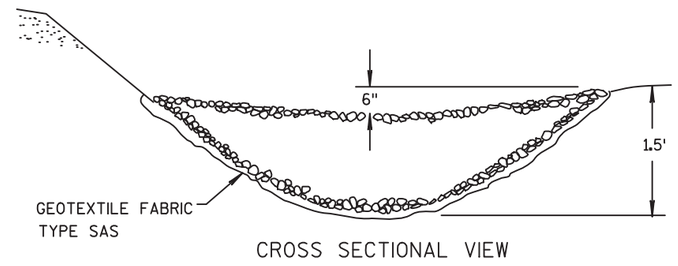


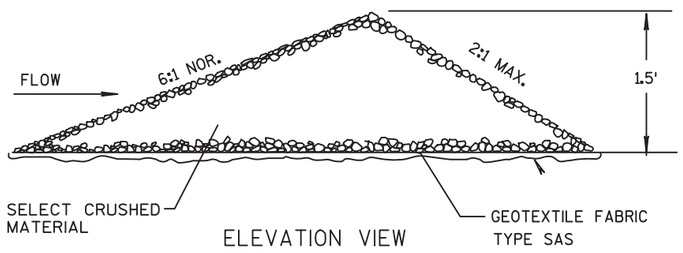
RIPRAP IN DITCHES DETAIL

SEE EROSION CONTROL PLANS FOR LOCATIONS



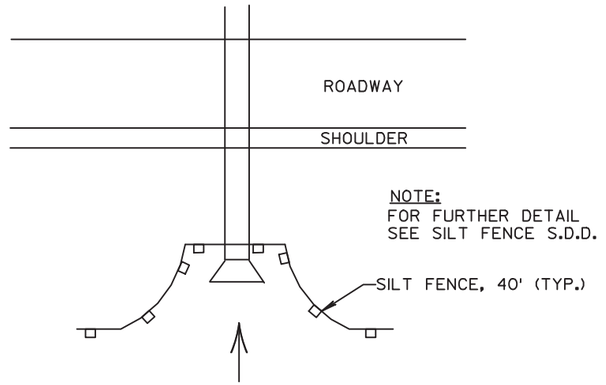
DETAIL FOR EXCAVATION BELOW SUBGRADE





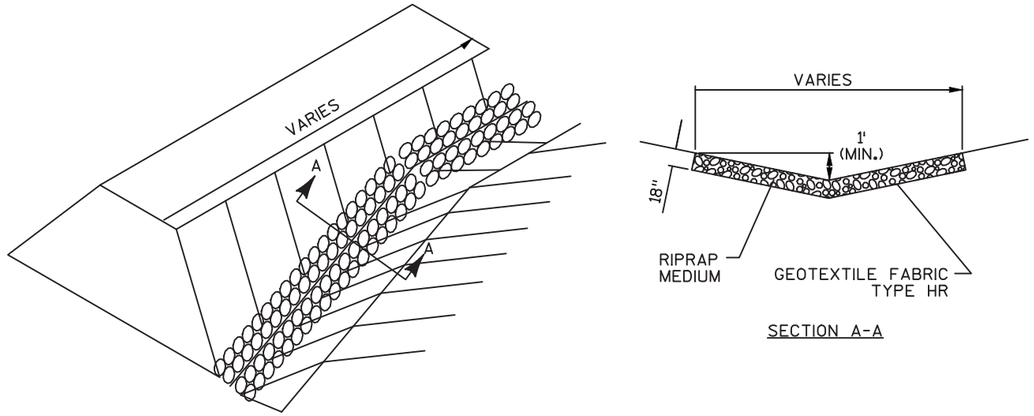
STONE OR ROCK DITCH CHECKS DETAIL

SEE EROSION CONTROL PLANS FOR LOCATIONS



SILT FENCE AT PIPE INLET

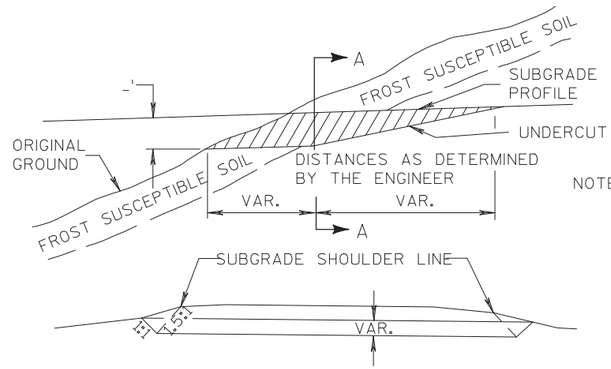
SEE EROSION CONTROL PLANS FOR LOCATIONS



SECTION A-A

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

SEE EROSION CONTROL PLAN FOR LOCATIONS



SECTION A-A

CROSS SECTION SHOWING UNDERCUT

NOTE: EXACT LOCATIONS AND EXTENT OF EBS SECTIONS TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

EBS AREA TO BE BACKFILLED WITH MATERIAL ACCEPTABLE TO THE ENGINEER

BACKFILL MUST BE HOMOGENEOUS WITH ADJOINING FILL MATERIAL.

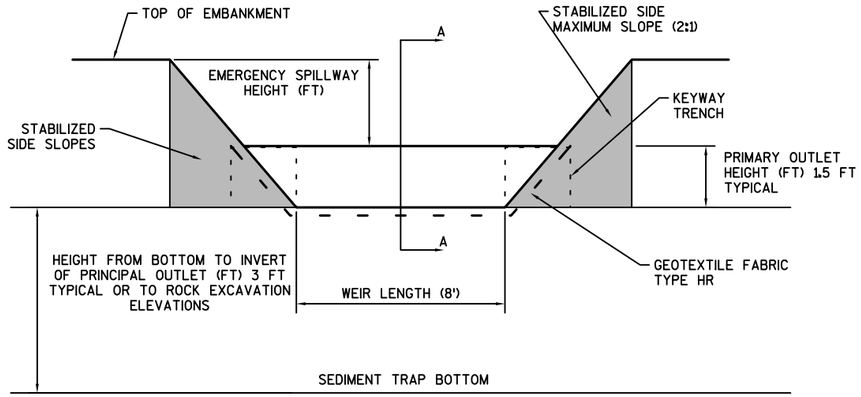
THE FILL SECTION WITHIN 100' OF THE MOUTH OF THE CUT MUST BE KEPT 2' BELOW SUBGRADE UNTIL EBS IS COMPLETED.

DETAIL FOR EXCAVATION BELOW SUBGRADE

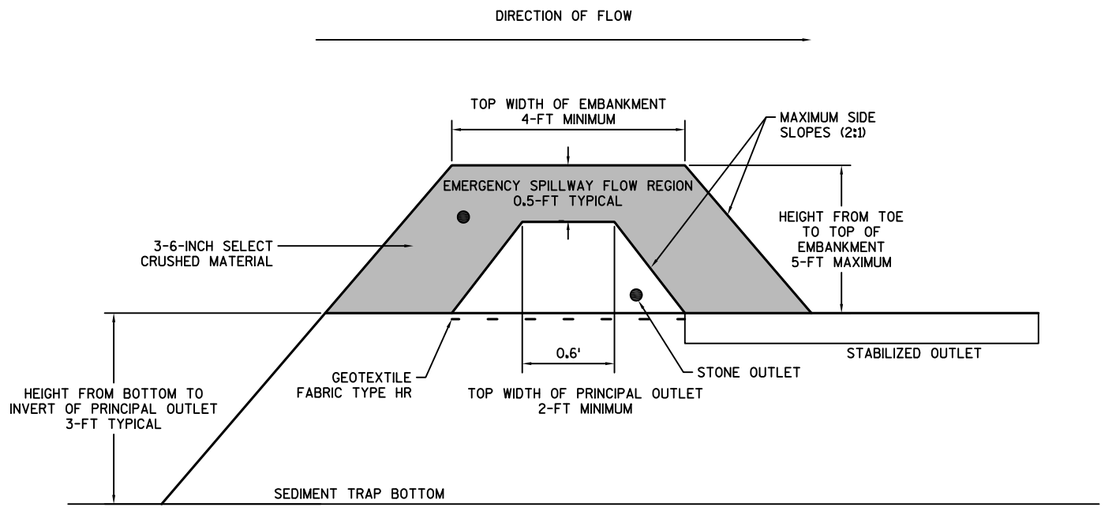
CUT TO FILL TRANSITION

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

TOTAL PROJECT AREA = 76.5 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 59.7 ACRES

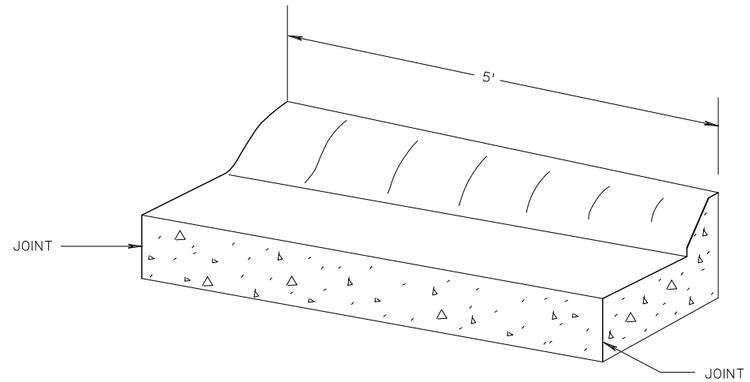


CROSS SECTION VIEW OF PRINCIPAL OUTLET



VIEW A-A OF PRINCIPAL OUTLET

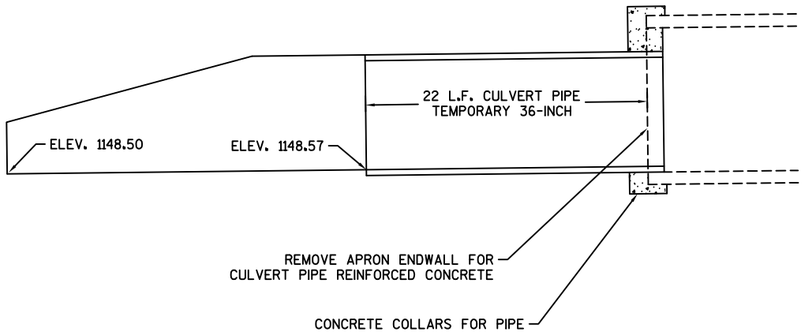
TEMPORARY SEDIMENT TRAP OUTLET DETAIL

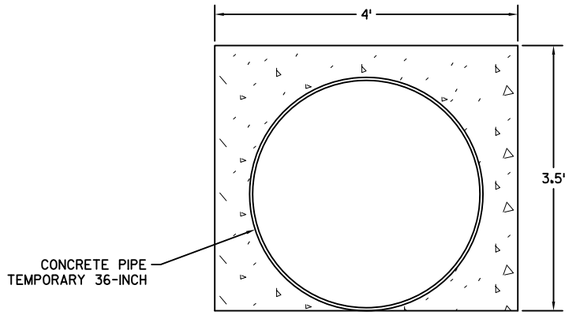


CURB TRANSITION DETAIL

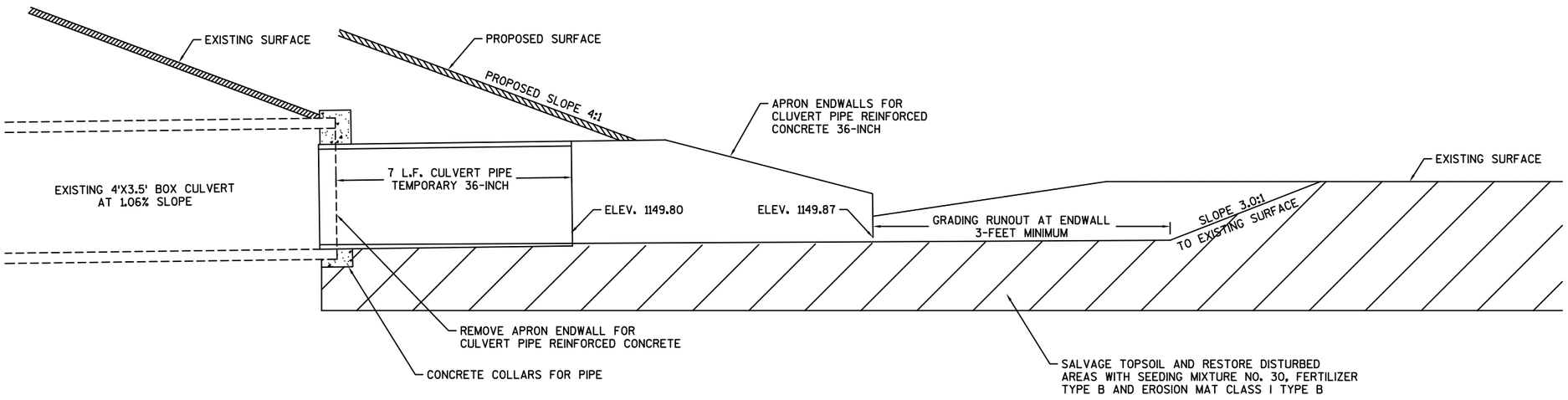
CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
TO EXISTING CONCRETE CURB & GUTTER 30" 6" SLOPED TYPE G
(TO BE MEASURED & PAID FOR AS CONCRETE CURB & GUTTER
6-INCH SLOPED 36" TYPE A)

2





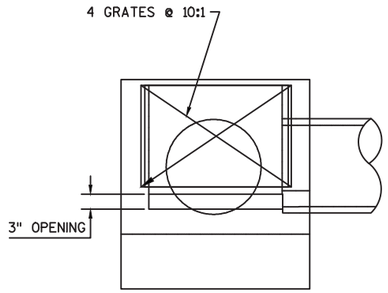
CROSS-SECTION VIEW OF CULVERT



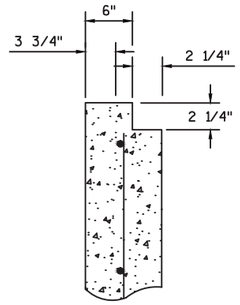
CULVERT PIPE EXTENSION DETAIL

STA. 603+65 EB

2



SECTION A-A



SECTION B-B

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 PROVISIONS FOR EQUIVALENT CAPACITY AND STRENGTH.

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

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

SECTION C-C

PLAN VIEW

INLETS MEDIAN 4 GRATE MODIFIED

PROJECT NO:1674-00-81	HWY: USH 12	COUNTY: SAUK	CONSTRUCTION DETAILS	SHEET 25	E

2

USH 12 EB SUPERELEVATION TABLE

STATION	INSIDE SLOPE	OUTSIDE SLOPE	DESCRIPTION
279+38.39 EB	-2.00%	-2.00%	End Normal Crown
280+28.57 EB	-2.00%	0.00%	Level Crown
281+18.76 EB	-2.00%	2.00%	Reverse Crown
282+67.57 EB	-5.30%	5.30%	Begin Full Super
296+01.28 EB	-5.30%	5.30%	End Full Super
297+50.10 EB	-2.00%	2.00%	Reverse Crown
298+40.28 EB	-2.00%	0.00%	Level Crown
299+30.47 EB	-2.00%	-2.00%	Begin Normal Crown
316+04.34 EB	-2.00%	-2.00%	End Normal Crown
316+94.65 EB	0.00%	-2.00%	Level Crown
317+84.95 EB	2.00%	-2.00%	Reverse Crown
318+43.65 EB	3.30%	-3.30%	Begin Full Super
355+05.54 EB	3.30%	-3.30%	End Full Super
355+64.24 EB	2.00%	-2.00%	Reverse Crown
356+54.54 EB	0.00%	-2.00%	Level Crown
357+44.84 EB	-2.00%	-2.00%	Begin Normal Crown
404+97.54 EB	-2.00%	-2.00%	End Normal Crown
405+87.94 EB	-2.00%	0.00%	Level Crown
406+78.34 EB	-2.00%	2.00%	Reverse Crown
407+00.94 EB	-2.50%	2.50%	Begin Full Super
419+39.38 EB	-2.50%	2.50%	End Full Super
419+61.98 EB	-2.00%	2.00%	Reverse Crown
420+52.38 EB	-2.00%	0.00%	Level Crown
421+42.78 EB	-2.00%	-2.00%	Begin Normal Crown
463+42.73 EB	-2.00%	-2.00%	End Normal Crown
464+32.73 EB	0.00%	-2.00%	Level Crown
465+22.73 EB	2.00%	-2.00%	Reverse Crown
465+49.73 EB	2.60%	-2.60%	Begin Full Super
472+71.61 EB	2.60%	-2.60%	End Full Super
472+98.61 EB	2.00%	-2.00%	Reverse Crown
473+88.61 EB	0.00%	-2.00%	Level Crown
476+29.47 EB	-2.00%	0.00%	Level Crown
477+19.87 EB	-2.00%	2.00%	Reverse Crown
477+42.47 EB	-2.50%	2.50%	Begin Full Super
484+73.02 EB	-2.50%	2.50%	End Full Super
484+95.62 EB	-2.00%	2.00%	Reverse Crown
485+86.02 EB	-2.00%	0.00%	Level Crown
486+76.42 EB	-2.00%	-2.00%	Begin Normal Crown
498+26.64 EB	-2.00%	-2.00%	End Normal Crown
499+16.64 EB	-2.00%	0.00%	Level Crown
500+06.64 EB	-2.00%	2.00%	Reverse Crown
501+86.64 EB	-6.00%	6.00%	Begin Full Super
512+75.34 EB	-6.00%	6.00%	End Full Super
514+55.34 EB	-2.00%	2.00%	Reverse Crown
519+14.74 EB	-2.00%	2.00%	End Reverse Crown
520+04.74 EB	-2.00%	0.00%	Level Crown
520+94.74 EB	-2.00%	-2.00%	Begin Normal Crown
522+84.11 EB	-2.00%	-2.00%	End Normal Crown
523+74.11 EB	0.00%	-2.00%	Level Crown
524+64.11 EB	2.00%	-2.00%	Reverse Crown
526+35.11 EB	5.80%	-5.80%	Begin Full Super
543+61.79 EB	5.80%	-5.80%	End Full Super
545+32.79 EB	2.00%	-2.00%	Reverse Crown
546+22.79 EB	0.00%	-2.00%	Level Crown
547+12.79 EB	-2.00%	-2.00%	Begin Normal Crown
551+05.36 EB	-2.00%	-2.00%	End Normal Crown
551+95.67 EB	-2.00%	0.00%	Level Crown
552+85.97 EB	-2.00%	2.00%	Reverse Crown
553+44.67 EB	-3.30%	3.30%	Begin Full Super
569+16.41 EB	-3.30%	3.30%	End Full Super
569+75.10 EB	-2.00%	2.00%	Reverse Crown
570+65.41 EB	-2.00%	0.00%	Level Crown
571+55.71 EB	-2.00%	-2.00%	Begin Normal Crown
579+23.51 EB	-2.00%	-2.00%	End Normal Crown
580+13.73 EB	0.00%	-2.00%	Level Crown
581+03.96 EB	2.00%	-2.00%	Reverse Crown
582+16.73 EB	4.50%	-4.50%	Begin Full Super
583+42.61 EB	4.50%	-4.50%	End Full Super
588+15.16 EB	-2.00%	2.00%	Begin Full Super
588+15.16 EB	-2.00%	2.00%	Reverse Crown
599+92.92 EB	-2.00%	2.00%	End Full Super
600+11.99 EB	2.00%	-2.00%	Reverse Crown
600+74.99 EB	1.80%	-1.80%	Begin Full Super
610+88.63 EB	1.80%	-1.80%	End Full Super

USH 12 WB SUPERELEVATION TABLE

STATION	INSIDE SLOPE	OUTSIDE SLOPE	DESCRIPTION
279+35.11 WB	-2.00%	-2.00%	End Normal Crown
280+25.11 WB	0.00%	-2.00%	Level Crown
281+17.62 WB	2.00%	-2.00%	Reverse Crown
282+68.11 WB	5.40%	-5.40%	Begin Full Super
295+71.19 WB	5.40%	-5.40%	End Full Super
297+51.24 WB	2.00%	-2.00%	Reverse Crown
298+43.75 WB	0.00%	-2.00%	Level Crown
299+33.75 WB	-2.00%	-2.00%	Begin Normal Crown
316+07.85 WB	-2.00%	-2.00%	End Normal Crown
316+97.85 WB	-2.00%	0.00%	Level Crown
317+88.25 WB	-2.00%	2.00%	Reverse Crown
318+41.86 WB	-3.20%	3.20%	Begin Full Super
355+45.13 WB	-3.20%	3.20%	End Full Super
355+60.94 WB	-2.00%	2.00%	Reverse Crown
356+60.94 WB	-2.00%	0.00%	Level Crown
357+41.32 WB	-2.00%	-2.00%	Begin Normal Crown
404+94.03 WB	-2.00%	-2.00%	End Normal Crown
405+84.03 WB	0.00%	-2.00%	Level Crown
406+78.16 WB	2.00%	-2.00%	Reverse Crown
407+01.03 WB	2.60%	-2.60%	Begin Full Super
419+29.47 WB	2.60%	-2.60%	End Full Super
419+52.34 WB	2.00%	-2.00%	Reverse Crown
420+56.30 WB	0.00%	-2.00%	Level Crown
421+46.30 WB	-2.00%	-2.00%	Begin Normal Crown
463+45.25 WB	-2.00%	-2.00%	End Normal Crown
464+35.25 WB	-2.00%	0.00%	Level Crown
465+26.12 WB	-2.00%	2.00%	Reverse Crown
465+48.25 WB	-2.50%	2.50%	Begin Full Super
472+79.14 WB	-2.50%	2.50%	End Full Super
473+01.26 WB	-2.00%	2.00%	Reverse Crown
473+86.11 WB	-2.00%	0.00%	Level Crown
476+30.02 WB	0.00%	-2.00%	Level Crown
477+19.72 WB	2.00%	-2.00%	Reverse Crown
477+42.59 WB	2.60%	-2.60%	Begin Full Super
484+66.90 WB	2.60%	-2.60%	End Full Super
484+89.77 WB	2.00%	-2.00%	Reverse Crown
485+89.93 WB	0.00%	-2.00%	Level Crown
486+79.93 WB	-2.00%	-2.00%	Begin Normal Crown
498+26.44 WB	-2.00%	-2.00%	End Normal Crown
499+16.44 WB	0.00%	-2.00%	Level Crown
500+07.14 WB	2.00%	-2.00%	Reverse Crown
501+86.44 WB	6.00%	-6.00%	Begin Full Super
512+84.05 WB	6.00%	-6.00%	End Full Super
514+81.33 WB	2.00%	-2.00%	Reverse Crown
518+81.76 WB	2.00%	-2.00%	End Reverse Crown
519+91.33 WB	0.00%	-2.00%	Level Crown
520+81.33 WB	-2.00%	-2.00%	Begin Normal Crown
522+79.96 WB	-2.00%	-2.00%	End Normal Crown
523+69.96 WB	-2.00%	0.00%	Level Crown
524+62.40 WB	-2.00%	2.00%	Reverse Crown
526+30.96 WB	-5.80%	5.80%	Begin Full Super
542+77.96 WB	-5.80%	5.80%	End Full Super
544+46.53 WB	-2.00%	2.00%	Reverse Crown
545+38.96 WB	-2.00%	0.00%	Level Crown
546+28.96 WB	-2.00%	-2.00%	Begin Normal Crown
555+09.25 WB	-2.00%	-2.00%	End Normal Crown
555+99.50 WB	0.00%	-2.00%	Level Crown
556+90.03 WB	2.00%	-2.00%	Reverse Crown
557+12.51 WB	2.50%	-2.50%	Begin Full Super
574+34.84 WB	2.50%	-2.50%	End Full Super
574+57.33 WB	2.00%	-2.00%	Reverse Crown
575+33.37 WB	0.00%	-2.00%	Level Crown
576+23.64 WB	-2.00%	-2.00%	Begin Normal Crown
579+26.85 WB	-2.00%	-2.00%	End Normal Crown
580+16.85 WB	-2.00%	0.00%	Level Crown
581+07.56 WB	-2.00%	2.00%	Reverse Crown
582+14.85 WB	-4.40%	4.40%	Begin Full Super
583+48.44 WB	-4.40%	4.40%	End Full Super
584+51.79 WB	-2.00%	2.00%	Reverse Crown
585+42.50 WB	-2.00%	0.00%	Level Crown
586+32.50 WB	-2.00%	-2.00%	Begin Normal Crown
593+53.79 WB	-2.00%	-2.00%	End Normal Crown
594.43.79 WB	0.00%	-2.00%	Level Crown
595+33.79 WB	2.00%	-2.00%	Begin Full Super
602+37.63 WB	2.00%	-2.00%	End Full Super
602+53.44 WB	-2.00%	2.00%	Reverse Crown
603+21.12 WB	-1.40%	1.40%	Begin Full Super
610+63.17 WB	-1.40%	1.40%	End Full Super

CTH W EB RAMP SUPERELEVATION TABLE

STATION	INSIDE SLOPE	OUTSIDE SLOPE	DESCRIPTION
401+34.30 C	-2.00%	-2.00%	End Normal Crown
401+87.63 C	0.00%	-2.00%	Level Crown
402+40.96 C	2.00%	-2.00%	Reverse Crown
403+47.63 C	6.00%	-6.00%	Begin Full Super
403+97.93 C	6.00%	-6.00%	End Full Super
405+04.59 C	2.00%	-2.00%	Reverse Crown
405+57.93 C	0.00%	-2.00%	Level Crown
406+11.26 C	-2.00%	-2.00%	Begin Normal Crown
408+84.34 C	-2.00%	-2.00%	End Normal Crown
409+25.54 C	-2.00%	0.00%	Level Crown
409+66.74 C	-2.00%	2.00%	Reverse Crown
410+28.54 C	-5.00%	5.00%	Begin Full Super
412+76.91 C	-5.00%	5.00%	End Full Super
413+38.71 C	-2.00%	2.00%	Reverse Crown
413+79.91 C	-2.00%	0.00%	Level Crown
414+21.11 C	-2.00%	-2.00%	Begin Normal Crown
417+37.71 C	-2.00%	-2.00%	End Normal Crown
417+72.26 C	0.00%	-2.00%	Level Crown
418+06.80 C	2.00%	-2.00%	Reverse Crown
418+10.26 C	2.20%	-2.20%	Begin Full Super
419+03.88 C	2.20%	-2.20%	End Full Super
419+07.33 C	2.00%	-2.00%	Reverse Crown
419+41.88 C	0.00%	-2.00%	Level Crown
419+76.42 C	-2.00%	-2.00%	Begin Normal Crown
425+90.00 C	-2.00%	-2.00%	End Normal Crown
426+43.49 C	0.00%	-2.00%	Level Crown
426+96.98 C	2.00%	-2.00%	Reverse Crown
427+58.49 C	4.30%	-4.30%	Begin Full Super
430+40.73 C	4.30%	-4.30%	End Full Super
431+02.24 C	2.00%	-2.00%	Reverse Crown
431+55.73 C	0.00%	-2.00%	Level Crown
432+09.22 C	-2.00%	-2.00%	Begin Normal Crown

STH 136 WB RAMP SUPERELEVATION TABLE

STATION	INSIDE SLOPE	OUTSIDE SLOPE	DESCRIPTION
340+59.69 B	-3.20%	3.20%	End Full Super
342+03.33 B	-2.00%	0.00%	Level Crown
342+93.36 B	-2.00%	-2.00%	Begin Normal Crown
344+37.82 B	-2.00%	-2.00%	End Normal Crown
344+91.32 B	-2.00%	0.00%	Level Crown
345+44.82 B	-2.00%	2.00%	Reverse Crown
345+98.32 B	-4.00%	4.00%	Begin Full Super
352+03.81 B	-4.00%	4.00%	End Full Super
352+57.31 B	-2.00%	2.00%	Reverse Crown
353+10.81 B	-2.00%	0.00%	Level Crown
353+64.31 B	-2.00%	-2.00%	Begin Normal Crown
355+97.81 B	-2.00%	-2.00%	End Normal Crown
356+33.92 B	0.00%	-2.00%	Level Crown
356+70.03 B	2.00%	-2.00%	Reverse Crown
356+98.92 B	3.60%	-3.60%	Begin Full Super
358+93.24 B	3.60%	-3.60%	End Full Super
359+22.13 B	2.00%	-2.00%	Reverse Crown
359+58.24 B	0.00%	-2.00%	Level Crown
359+94.35 B	-2.00%	-2.00%	Begin Normal Crown
362+53.89 B	-2.00%	-2.00%	End Normal Crown
362+90.34 B	-2.00%	0.00%	Level Crown
363+26.78 B	-2.00%	2.00%	Reverse Crown
363+72.34 B	-4.50%	4.50%	Begin Full Super
365+91.99 B	-4.50%	4.50%	End Full Super
368+43.18 B	5.20%	-5.20%	Begin Full Super
371+38.25 B	5.20%	-5.20%	End Full Super
372+15.17 B	2.00%	-2.00%	Reverse Crown
372+63.25 B	0.00%	-2.00%	Level Crown
373+11.33 B	-2.00%	-2.00%	Begin Normal Crown

CTH W WB RAMP SUPERELEVATION TABLE

STATION	INSIDE SLOPE	OUTSIDE SLOPE	DESCRIPTION
398+28.42 D	-2.00%	-2.00%	End Normal Crown
398+88.42 D	0.00%	-2.00%	Level Crown
399+48.42 D	2.00%	-2.00%	Reverse Crown
400+47.42 D	5.30%	-5.30%	Begin Full Super
403+71.15 D	5.30%	-5.30%	End Full Super
404+70.15 D	2.00%	-2.00%	Reverse Crown
405+30.15 D	0.00%	-2.00%	Level Crown
405+90.15 D	-2.00%	-2.00%	Begin Normal Crown
410+96.86 D	-2.00%	-2.00%	End Normal Crown
411+33.23 D	0.00%	-2.00%	Level Crown
411+69.59 D	2.00%	-2.00%	Reverse Crown
411+93.23 D	3.30%	-3.30%	Begin Full Super
413+75.10 D	3.30%	-3.30%	End Full Super
413+98.74 D	2.00%	-2.00%	Reverse Crown
414+35.10 D	0.00%	-2.00%	Level Crown
414+71.46 D	-2.00%	-2.00%	Begin Normal Crown
416+76.77 D	-2.00%	-2.00%	End Normal Crown
417+13.08 D	-2.00%	0.00%	Level Crown
417+49.40 D	-2.00%	2.00%	Reverse Crown
417+82.08 D	-3.80%	3.80%	Begin Full Super
419+66.04 D	-3.80%	3.80%	End Full Super
419+98.72 D	-2.00%	2.00%	Reverse Crown
420+35.04 D	-2.00%	0.00%	Level Crown
420+71.36 D	-2.00%	-2.00%	Begin Normal Crown
425+09.32 D	-2.00%	-2.00%	End Normal Crown
425+57.40 D	0.00%	-2.00%	Level Crown
426+05.47 D	2.00%	-2.00%	Reverse Crown
426+82.40 D	5.20%	-5.20%	Begin Full Super
427+59.54 D	5.20%	-5.20%	End Full Super
428+36.46 D	2.00%	-2.00%	Reverse Crown
428+84.54 D	0.00%	-2.00%	Level Crown
429+32.62 D	-2.00%	-2.00%	Begin Normal Crown

STH 136 EB RAMP SUPERELEVATION TABLE

STATION	INSIDE SLOPE	OUTSIDE SLOPE	DESCRIPTION
344+14.31 A	-2.00%	-2.00%	End Normal Crown
344+74.31 A	0.00%	-2.00%	Level Crown
345+34.31 A	2.00%	-2.00%	Reverse Crown
345+70.31 A	3.20%	-3.20%	Begin Full Super
348+08.94 A	3.20%	-3.20%	End Full Super
348+94.27 A	6.00%	-6.00%	Begin Full Super
352+19.95 A	6.00%	-6.00%	End Full Super
355+46.34 A	-5.10%	5.10%	Begin Full Super
358+23.28 A	-5.10%	5.10%	End Full Super
358+87.71 A	-2.00%	2.00%	Reverse Crown
359+29.28 A	-2.00%	0.00%	Level Crown
359+70.85 A	-2.00%	-2.00%	Begin Normal Crown
362+19.95 A	-2.00%	-2.00%	End Normal Crown
362+56.06 A	0.00%	-2.00%	Level Crown
362+92.17 A	2.00%	-2.00%	Reverse Crown
363+21.06 A	3.60%	-3.60%	Begin Full Super
365+05.89 A	3.60%	-3.60%	End Full Super
365+34.78 A	2.00%	-2.00%	Reverse Crown
365+70.89 A	0.00%	-2.00%	Level Crown
366+07.00 A	-2.00%	-2.00%	Begin Normal Crown
368+78.72 A	-2.00%	-2.00%	End Normal Crown
369+32.06 A	0.00%	-2.00%	Level Crown
369+85.39 A	2.00%	-2.00%	Reverse Crown
370+92.06 A	6.00%	-6.00%	Begin Full Super
371+94.30 A	6.00%	-6.00%	End Full Super
373+00.96 A	2.00%	-2.00%	Reverse Crown
373+54.30 A	0.00%	-2.00%	Level Crown
374+07.63 A	-2.00%	-2.00%	Begin Normal Crown

2

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	SUPERELEVATION TABLE	SHEET 26	E

PLAN DETAILS LEGEND

→	TRAFFIC FLOW	CD-7	CONCRETE DRIVEWAY 7-INCH
▪	PROPOSED INLET	HMA	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
●	PROPOSED STORM SEWER MANHOLE	GRVL-6	6-INCH BASE AGGREGATE DENSE 3/4-INCH
▷	PROPOSED APRON ENDWALL		ANTICIPATED CONCRETE JOINTING
- - - -	SLOPE INTERCEPT		DRIVEWAY CURB
XXXX	SAWING ASPHALT		REVERSE SLOPE GUTTER
//////	SAWING CONCRETE	CG-36A6	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
R-WAL	RETAINING WALL	CG-36D6	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
XX	LAYOUT POINT NUMBER	N-1	CONCRETE MEDIAN SLOPED NOSE
~→	FLOW ARROW	S42A	CONCRETE BARRIER TYPE S42A
XXX	ACCESS REMOVAL		

2

2

R/W

N

SLOPE INTERCEPT (TYP.)

1-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

STA. 282+39.19WB
34.00' LT

282+00WB

283+00WB

284+00WB

285+00WB

USH 12 (WB)

286+00WB

287+00WB

MATCH LINE STA. 288+00EB

2-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

4-FT HMA PAVED SHOULDER

282+00EB

283+00EB

284+00EB

285+00EB

286+00EB

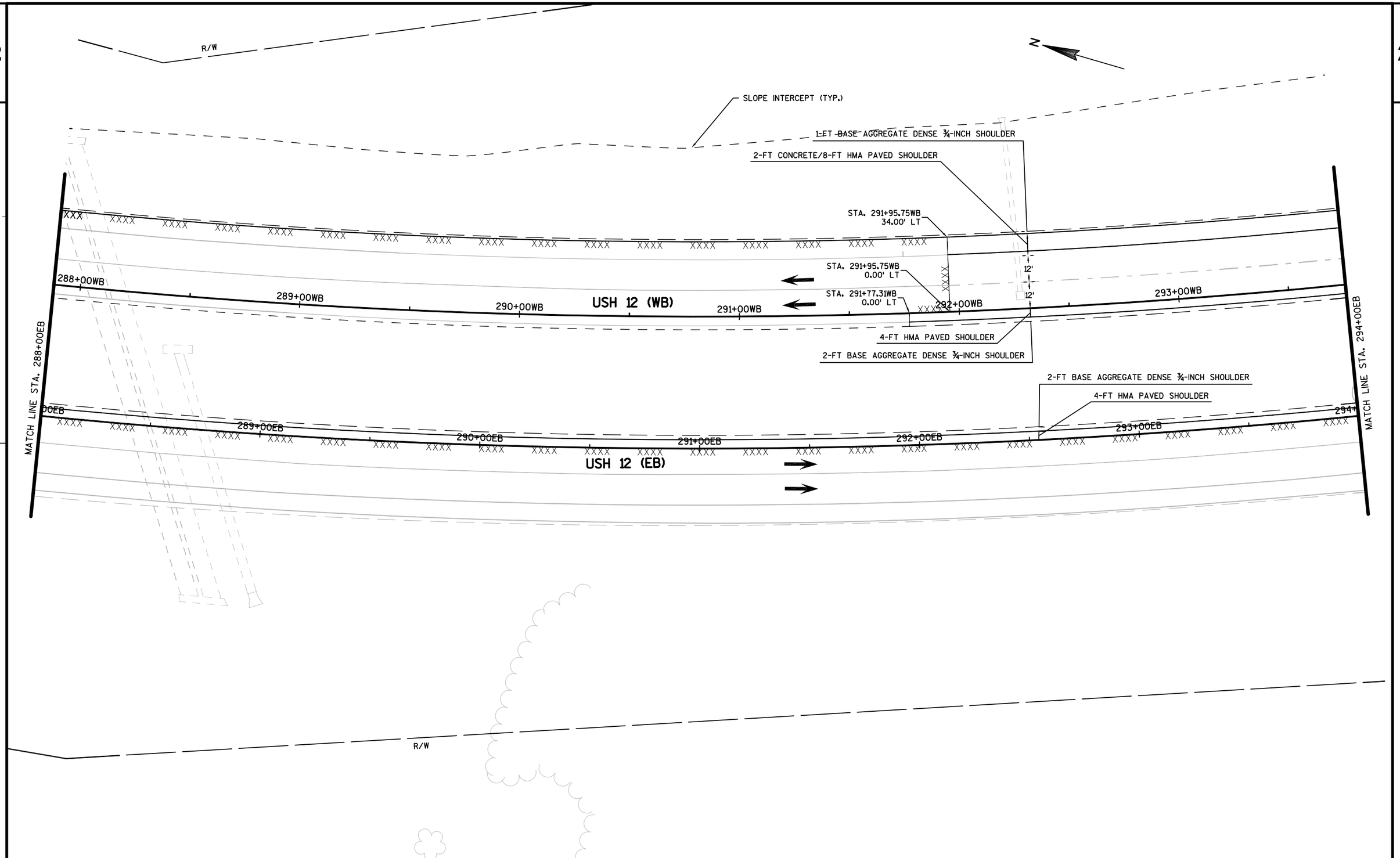
287+00EB

STA. 282+88.81EB
0.00' LT

USH 12 (EB)

R/W

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET 28	E



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET 29 E

2

SLOPE INTERCEPT (TYP.)

N

1-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

2-FT CONCRETE/8-FT HMA PAVED SHOULDER

12'

12'

294+00WB

295+00WB

296+00WB

USH 12 (WB)

297+00WB

298+00WB

299+00WB

300+

4-FT HMA PAVED SHOULDER

2-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

2-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

4-FT HMA PAVED SHOULDER

MATCH LINE STA. 294+00EB

MATCH LINE STA. 300+00EB

295+00EB

296+00EB

297+00EB

298+00EB

299+00EB

300+

STA. 295+02.65EB
0.00' RT

USH 12 (EB)

12'

12'

STA. 295+02.57EB
26.00' RT

STA. 294+98.19EB
34.00' RT

2-FT CONCRETE/8-FT HMA PAVED SHOULDER

1-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

R/W

2

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET 30	E

2

2

N

1-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

2-FT CONCRETE/8-FT HMA PAVED SHOULDER

USH 12 (WB)

12'

12'

00WB 301+00WB 302+00WB 303+00WB 304+00WB 305+00WB 306+

4-FT HMA PAVED SHOULDER

2-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

SLOPE INTERCEPT (TYP.)

MATCH LINE STA. 300+00EB

MATCH LINE STA. 306+00EB

2-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

4-FT HMA PAVED SHOULDER

00EB 301+00EB 302+00EB 303+00EB 304+00EB 305+00EB 306+

USH 12 (EB)

12'

12'

2-FT CONCRETE/8-FT HMA PAVED SHOULDER

1-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

R/W

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET 31	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLAN DETAILS\81 PROJECT\021201_PD(USH 12).DWG PLOT DATE : 4/25/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

2

2

N

1-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

2-FT CONCRETE/8-FT HMA PAVED SHOULDER

SLOPE INTERCEPT (TYP.)

USH 12 (WB)

12'

12'

00WB 307+00WB 308+00WB 309+00WB 310+00WB 311+00WB 312+

MATCH LINE STA. 306+00EB

4-FT HMA PAVED SHOULDER

2-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

2-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

4-FT HMA PAVED SHOULDER

00EB 307+00EB 308+00EB 309+00EB 310+00EB 311+00EB 312+

MATCH LINE STA. 312+00EB

USH 12 (EB)

12'

12'

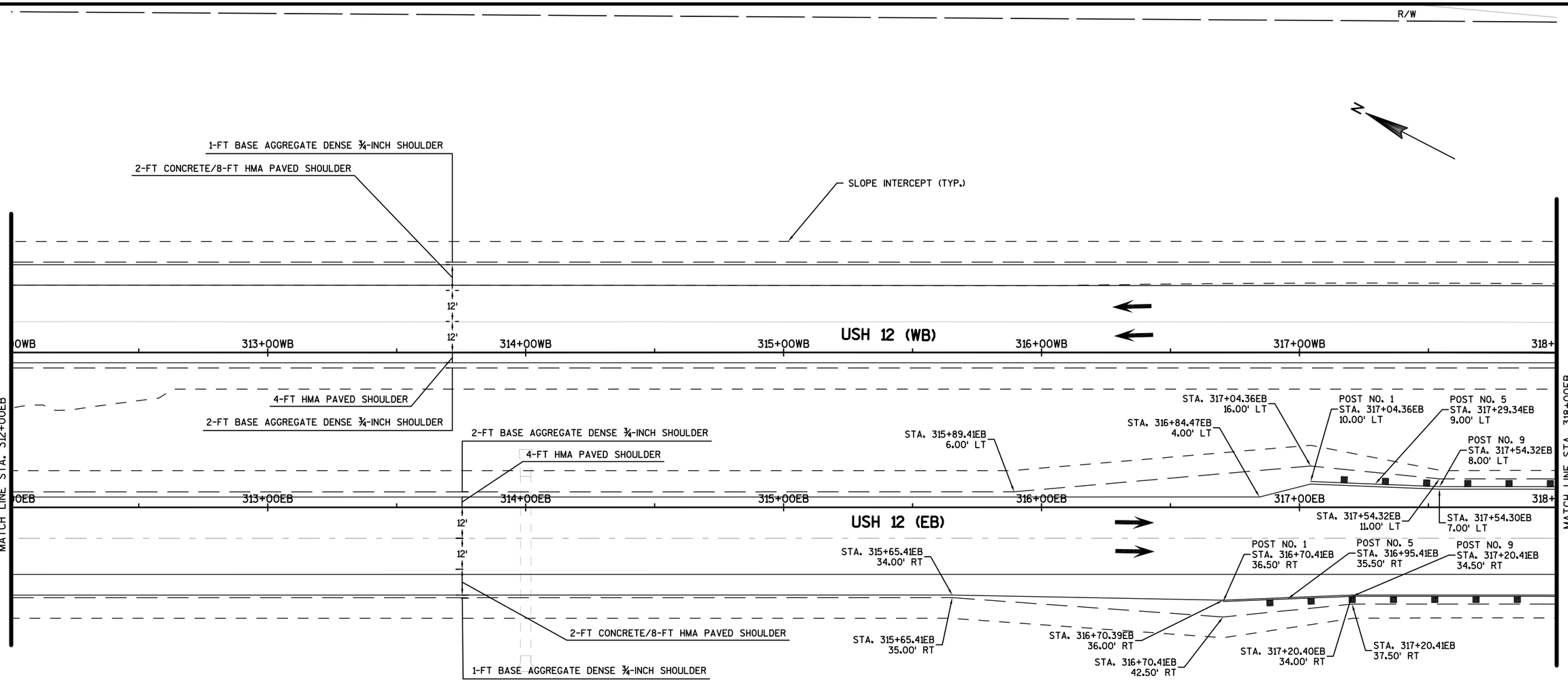
2-FT CONCRETE/8-FT HMA PAVED SHOULDER

1-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

R/W

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET 32	E

2



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET 33	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLAN DETAILS\81 PROJECT\021201_PD (USH 12).DWG PLOT DATE : 4/25/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1 IN:40 FT

2

R/W

1-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

2-FT CONCRETE/8-FT HMA PAVED SHOULDER

SLOPE INTERCEPT (TYP.)

STA. 320+60.14WB
34.00' LT

STA. 320+60.10WB
25.74' LT

EXISTING B-56-188

12'

12'

USH 12 (WB)

319+00WB

320+00WB

321+00WB

322+00WB

323+00WB

324+00

MATCH LINE STA. 318+00EB

4-FT HMA PAVED SHOULDER

2-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

3.5-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

STA. 319+57.95EB
7.00' LT

STA. 319+57.95EB
0.00' RT

7-FT PAVED SHOULDER

STA. 320+10.53EB
6.66' LT

STA. 320+05.44EB
0.00' RT

CONCRETE PAVEMENT
APPROACH SLAB
(SEE S.D.D.)

STA. 322+28.67WB
35.00' LT

STA. 322+22.48WB
26.00' LT

STA. 322+03.97WB
0.00' LT

STA. 321+99.95WB
5.50' RT

STA. 322+43.51WB
35.00' LT

STA. 322+43.51WB
26.00' LT

STA. 322+43.51WB
0.00' RT

STA. 322+43.51WB
5.50' RT

3.5-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

2-FT CONCRETE/8-FT HMA PAVED SHOULDER

CONCRETE SURFACE
DRAIN FLUME TYPE
(SEE S.D.D.)

7-FT PAVED SHOULDER

3.5-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

STA. 321+56.73EB
0.00' RT

STA. 321+61.26EB
6.22' LT

STA. 321+86.44EB
7.11' LT

2-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

4-FT HMA PAVED SHOULDER

MATCH LINE STA. 324+00EB

USH 12 (EB)

319+00EB

320+00EB

321+00EB

322+00EB

323+00EB

324+

STA. 319+57.95EB
26.00' RT

STA. 319+57.95EB
33.99' RT

STA. 319+85.41EB
26.00' RT

STA. 321+86.44EB
0.00' RT

STA. 321+86.44EB
26.00' RT

STA. 321+37.56EB
26.00' RT

STA. 321+30.82EB
35.09' RT

STA. 321+86.44EB
34.00' RT

STA. 319+79.21EB
34.05' RT

2-FT CONCRETE/8-FT HMA PAVED SHOULDER

3.5-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

EXISTING B-56-189

CONCRETE SURFACE
DRAIN FLUME TYPE
(SEE S.D.D.)

2-FT CONCRETE/8-FT HMA PAVED SHOULDER

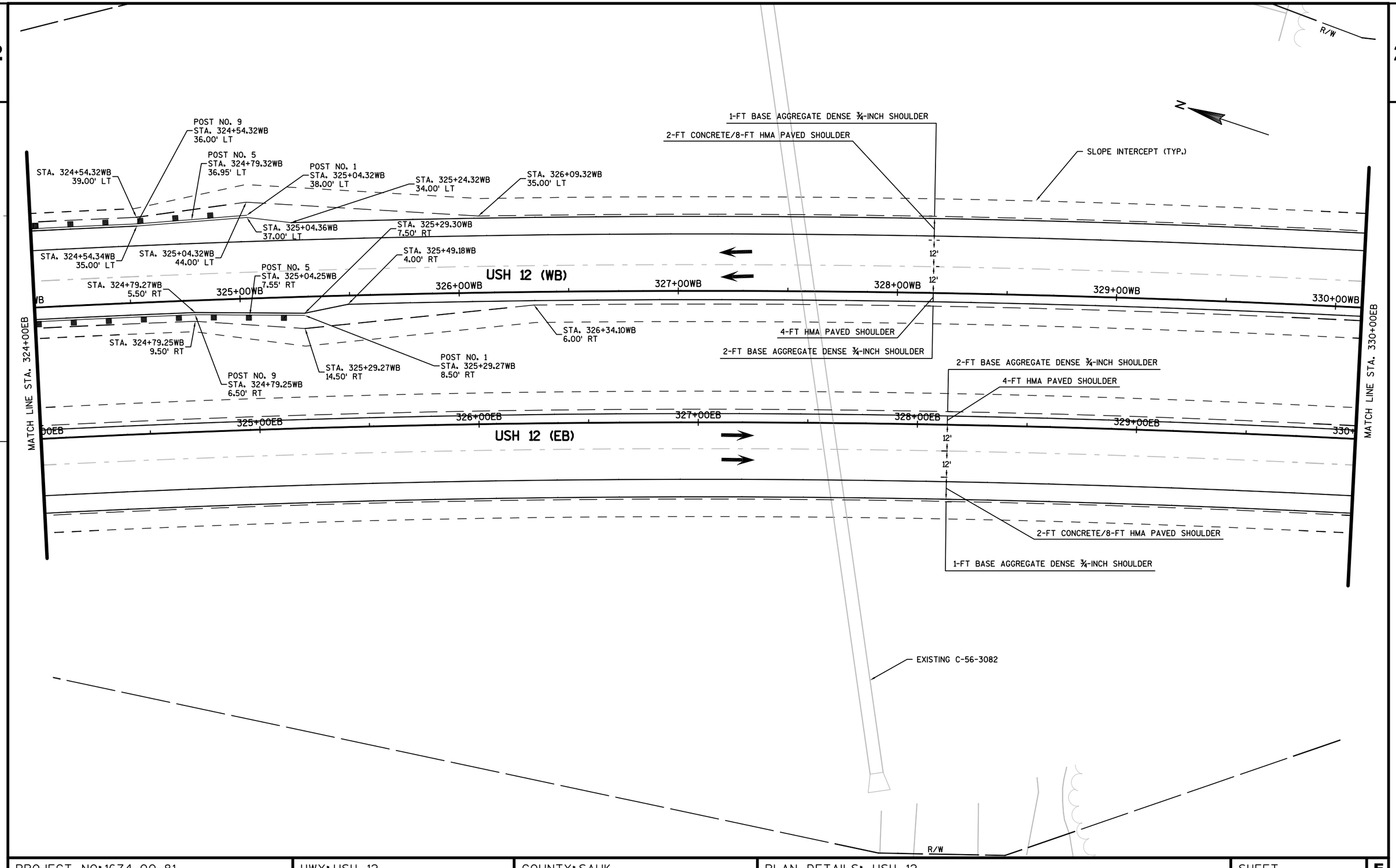
1-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

TERRYTOWN ROAD

R/W

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET 34	E

2



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET 35	E

2

R/W

N

1-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

2-FT CONCRETE/8-FT HMA PAVED SHOULDER

STA. 331+60.94WB
34.00' LT

SLOPE INTERCEPT (TYP.)

STA. 333+72.60WB
44.00' LT

STA. 333+72.69WB
41.00' LT

STA. 333+72.86WB
36.00' LT

3-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

5-FT HMA PAVED SHOULDER

STA. 331+00.77WB
35.00' LT

STA. 330+31.40WB
28.00' LT

STA. 331+30.94WB
28.00' LT

STA. 330+31.40WB
26.00' LT

12'

12'

12'

12'

USH 12 (WB)

331+00WB

332+00WB

333+00WB

334+00WB

335+00WB

336+00WB

4-FT HMA PAVED SHOULDER

4-FT HMA PAVED SHOULDER

2-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

2-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

MATCH LINE STA. 330+00EB

MATCH LINE STA. 336+00EB

2-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

4-FT HMA PAVED SHOULDER

00EB

331+00EB

332+00EB

333+00EB

334+00EB

335+00EB

336+

USH 12 (EB)

12'

12'

2-FT CONCRETE/8-FT HMA PAVED SHOULDER

1-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

R/W

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET 36	E

2

3-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

5-FT HMA PAVED SHOULDER

N

R6000'

STA. 339+75.85WB
42.00' LT

STA. 336+74.36WB
36.00' LT

STA. 340+52.90WB
29.00' LT

15'

340+60B

341+00B

342+00B

STA. 340+52.90WB
26.00' LT

12'

12'

USH 12 (WB)

337+00WB

338+00WB

339+00WB

340+00WB

341+00WB

342+00WB

4-FT HMA PAVED SHOULDER

2-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

2-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

4-FT HMA PAVED SHOULDER

SLOPE INTERCEPT (TYP.)

MATCH LINE STA. 336+00EB

MATCH LINE STA. 342+00EB

00EB

337+00EB

338+00EB

339+00EB

340+00EB

341+00EB

342+

12'

12'

USH 12 (EB)

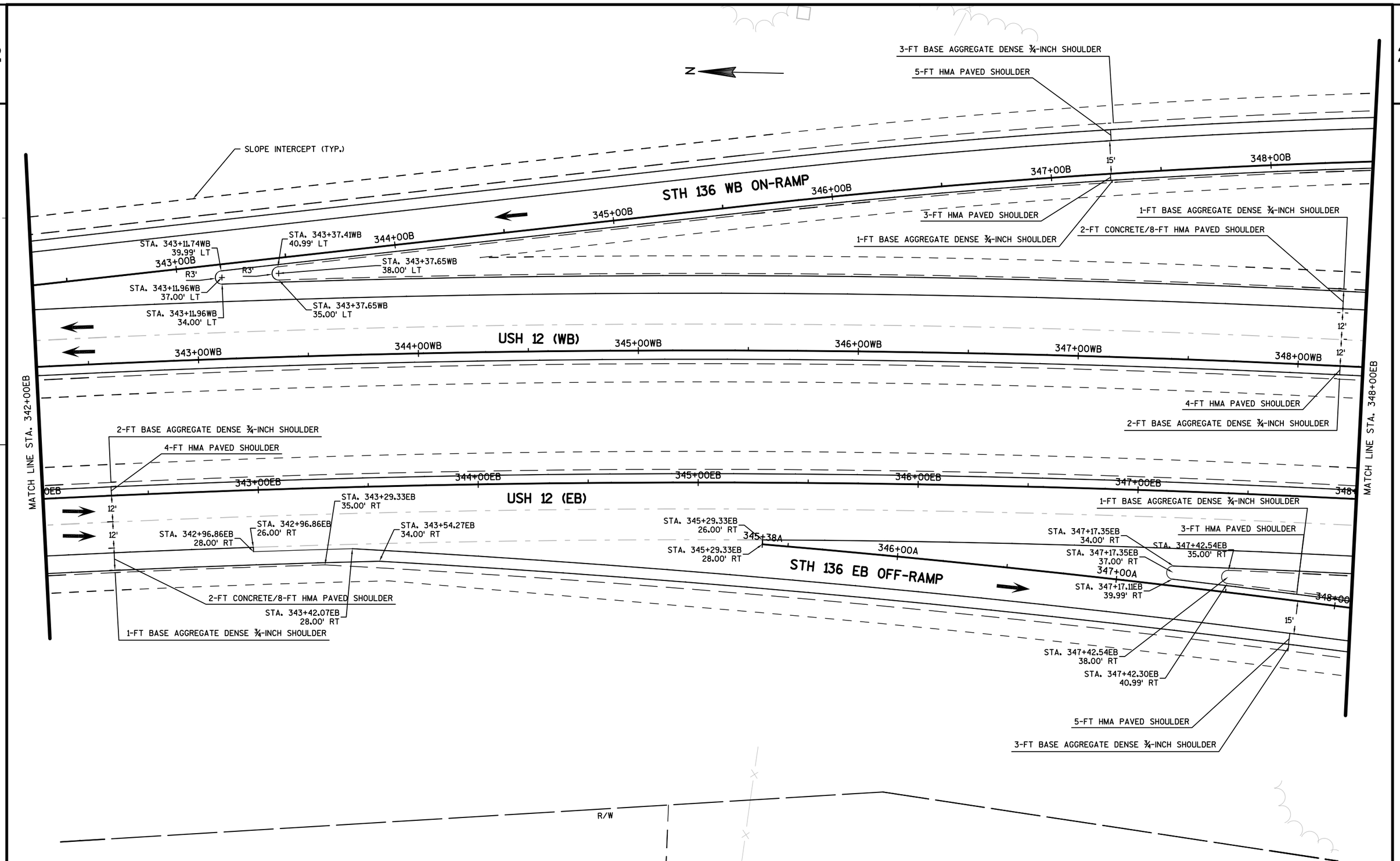
2-FT CONCRETE/8-FT HMA PAVED SHOULDER

1-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

EXISTING C-56-2032

R/W

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET 37	E



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET 38 E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLAN DETAILS\81 PROJECT\021201_PD(USH 12).DWG PLOT DATE : 4/25/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1 IN:40 FT

2

3-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

5-FT HMA PAVED SHOULDER

N

STH 136 WB ON-RAMP

349+00B

350+00B

351+00B

352+00B

353+00B

354+

MATCH LINE STA. 354+00B

15'

3-FT HMA PAVED SHOULDER

1-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

SLOPE INTERCEPT (TYP.)

1-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

2-FT CONCRETE/8-FT HMA PAVED SHOULDER

12'

12'

USH 12 (WB)

349+00WB

350+00WB

351+00WB

352+00WB

353+00WB

354+00WB

4-FT HMA PAVED SHOULDER

2-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

MATCH LINE STA. 348+00EB

MATCH LINE STA. 354+00EB

2-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

4-FT HMA PAVED SHOULDER

349+00EB

350+00EB

351+00EB

352+00EB

353+00EB

354+

USH 12 (EB)

12'

12'

2-FT CONCRETE/8-FT HMA PAVED SHOULDER

1-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

1-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

3-FT HMA PAVED SHOULDER

349+00A

350+00A

STH 136 EB OFF-RAMP

351+00A

15'

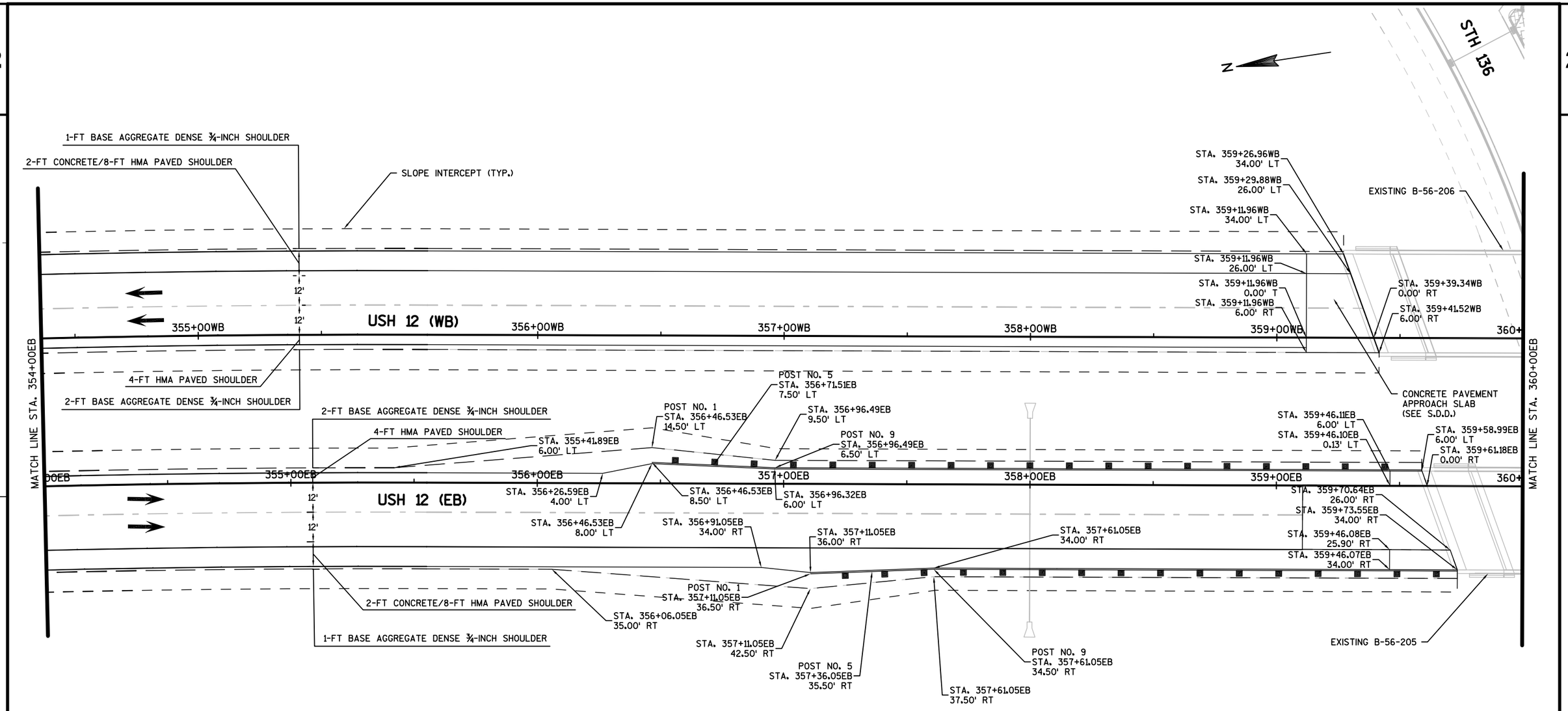
352+

MATCH LINE STA. 352+00A

5-FT HMA PAVED SHOULDER

3-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET 39	E



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET 40	E

2

N

SLOPE INTERCEPT (TYP.)

EXISTING B-56-206

STA. 361+55.63WB
34.00' LT

STA. 361+85.18WB
34.00' LT

STA. 361+58.54WB
26.00' LT

STA. 361+85.18WB
26.00' LT

STA. 361+68.00WB
0.00' RT

STA. 361+70.18WB
6.00' RT

STA. 361+85.18WB
0.00' T

STA. 361+85.18WB
6.00' RT

CONCRETE SURFACE
DRAIN (SEE S.D.D.) (TYP.)

CONCRETE PAVEMENT
APPROACH SLAB
(SEE S.D.D.)

MATCH LINE STA. 360+00EB

00WB 361+00WB 362+00WB 363+00WB 364+00WB 365+00WB 366+

USH 12 (WB)

STA. 363+68.13WB
37.50' LT

STA. 363+68.13WB
34.00' LT

POST NO. 9
STA. 363+68.13WB
34.50' LT

POST NO. 5
STA. 363+93.13WB
35.50' LT

STA. 364+18.13WB
42.50' LT

POST NO. 1
STA. 364+18.13WB
36.50' LT

STA. 364+18.13WB
36.00' LT

STA. 364+38.13WB
34.00' LT

STA. 365+23.13WB
35.00' LT

1-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

2-FT CONCRETE/8-FT HMA PAVED SHOULDER

STA. 364+32.68WB
6.00' RT

POST NO. 9
STA. 364+32.68WB
6.50' RT

STA. 364+32.68WB
9.50' RT

POST NO. 5
STA. 364+57.66WB
7.50' RT

STA. 364+82.64WB
8.00' RT

POST NO. 1
STA. 364+82.64WB
8.50' RT

STA. 365+87.30WB
6.00' RT

STA. 365+02.64WB
4.00' RT

STA. 364+82.64WB
14.50' RT

4-FT HMA PAVED SHOULDER

2-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

EXISTING B-56-205

STA. 361+87.65EB
6.00' LT

STA. 361+89.84EB
0.00' RT

STA. 362+17.21EB
6.00' LT

STA. 362+17.21EB
0.00' RT

2-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

4-FT HMA PAVED SHOULDER

00EB 361+00EB 362+00EB 363+00EB 364+00EB 365+00EB 366-

USH 12 (EB)

12'

12'

STA. 361+99.30EB
26.00' RT

STA. 362+17.21EB
26.00' RT

STA. 362+02.21EB
34.00' RT

STA. 362+17.21EB
34.00' RT

2-FT CONCRETE/8-FT HMA PAVED SHOULDER

1-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

MATCH LINE STA. 366+00EB

STH 136

1-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

3-FT HMA PAVED SHOULDER

366+00A

365+00A

15'

STA. 362+99.40A
2.00' LT

STA. 363+19.34A
3.00' LT

364+00A

STH 136 EB ON-RAMP

363+00A

5-FT HMA PAVED SHOULDER

3-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

STA. 363+19.80A
20.00' RT

STA. 362+99.40A
17.00' RT

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET 41	E

2

N

MATCH LINE STA. 369+00B

STH 136 WB OFF-RAMP

3-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

5-FT HMA PAVED SHOULDER

370+00B

15'

371+00B

372+00B

373+00B

3-FT HMA PAVED SHOULDER

1-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

STA. 371+50.44WB
40.99' LT

STA. 371+75.49WB
39.99' LT

STA. 371+50.20WB
38.00' LT

STA. 371+50.20WB
35.00' LT

STA. 371+75.25WB
37.00' LT

STA. 371+75.25WB
34.00' LT

R3'

R3'

1-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

2-FT CONCRETE/8-FT HMA PAVED SHOULDER

12'

12'

USH 12 (WB)

00WB

367+00WB

368+00WB

369+00WB

370+00WB

371+00WB

372+

MATCH LINE STA. 366+00EB

4-FT HMA PAVED SHOULDER

2-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

2-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

4-FT HMA PAVED SHOULDER

STEEL THRIE BEAM BULLNOSE TERMINAL (SEE S.D.D.)

MATCH LINE STA. 372+00EB

00EB

367+00EB

368+00EB

369+00EB

370+00EB

371+00EB

372+

USH 12 (EB)

12'

12'

STA. 370+46.73EB
34.00' RT

STA. 370+46.73EB
37.00' RT

STA. 370+47.12EB
39.97' RT

STA. 370+32.10EB
35.00' RT

STA. 370+32.10EB
38.00' RT

R3'

R3'

372+00A

371+00A

370+00A

2-FT CONCRETE/8-FT HMA PAVED SHOULDER

1-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

STA. 370+32.52EB
40.97' RT

STA. 370+51.38A
24.45' RT

STA. 371+02.22A
23.00' RT

STA. 371+02.33A
26.50' RT

1-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

3-FT HMA PAVED SHOULDER

369+00A

368+00A

367+00A

STH 136 EB ON-RAMP

POST NO. 9
STA. 371+02.22A
23.50' RT

POST NO. 1
STA. 370+51.38A
24.95' RT

POST NO. 5
STA. 370+76.81A
24.45' RT

STA. 370+08.57A
20.00' RT

STA. 370+51.31A
30.45' RT

STA. 369+42.40A
23.00' RT

15'

SLOPE INTERCEPT (TYP.)

5-FT HMA PAVED SHOULDER

3-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

R/W

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET 42	E

2

N

R/W

BARABOO RIVER

STA. 372+57.65WB
59.50' LT

STA. 372+57.01WB
51.53' LT

SLOPE INTERCEPT (TYP.)

EXISTING B-56-208

STA. 372+55.82WB
36.57' LT

STA. 372+72.60WB
58.31' LT

STA. 372+74.04WB
50.16' LT

374+00B

374+76B

STA. 372+55.82WB
26.00' LT

STA. 372+78.30WB
26.00' LT

STA. 372+55.82WB
0.00' RT

STA. 372+55.82WB
6.00' RT

CONCRETE SURFACE DRAIN
(SEE S.D.D.) (TYP.)

MATCH LINE STA. 372+00EB

00WB

373+00WB

374+00WB

USH 12 (WB)

375+00WB

376+00WB

377+00WB

378+

STA. 372+82.88WB
0.00' RT

STA. 372+83.94WB
6.00' RT

STA. 372+65.80WB
6.50' RT

CONCRETE PAVEMENT
APPROACH SLAB
(SEE S.D.D.)

EXISTING B-56-207

00EB

373+00EB

374+00EB

USH 12 (EB)

375+00EB

376+00EB

377+00EB

378+

MATCH LINE STA. 378+00EB

STA. 372+92.41EB
6.00' LT

STA. 372+93.46EB
0.00' RT

STA. 372+77.41EB
26.00' RT

373+00A

373+49A

STA. 372+77.41EB
6.00' LT

STA. 372+77.78EB
44.57' RT

STA. 372+77.41EB
0.00' RT

STA. 372+77.94EB
52.57' RT

STA. 372+98.05EB
26.00' RT

STA. 373+01.24EB
44.10' RT

STA. 373+02.64EB
52.01' RT

R/W

BARABOO R.

R/W

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET 43	E

2

N

99.023

R/W

N8° 41' 29.10"E

STA. 381+05.37WB
34.00' LT

STA. 381+05.37WB
26.00' LT

STA. 380+83.32WB
34.00' LT

STA. 380+84.73WB
26.00' LT

3.5-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

2-FT CONCRETE/8-FT HMA PAVED SHOULDER

EXISTING B-56-208

STA. 383+68.66WB
34.00' LT

STA. 383+48.65WB
42.00' LT

POST NO. 1
STA. 383+48.60WB
36.50' LT

POST NO. 5
STA. 383+23.62WB
35.50' LT

STA. 382+98.66WB
37.50' LT

POST NO. 9
STA. 382+98.64WB
34.50' LT

STA. 382+98.66WB
34.00' LT

STA. 383+48.65WB
36.00' LT

STA. 380+89.32WB
0.00' RT

STA. 380+90.37WB
6.00' RT

STA. 381+05.37WB
0.00' RT

STA. 381+05.37WB
6.00' RT

12'

12'

MATCH LINE STA. 378+00EB

00WB 379+00WB 380+00WB 381+00WB 382+00WB 383+00WB 384+

USH 12 (WB)

4-FT HMA PAVED SHOULDER

STEEL THRIE BEAM BULLNOSE TERMINAL (SEE S.D.D.)

CONCRETE PAVEMENT
APPROACH SLAB
(SEE S.D.D.)

1-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

2-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

4-FT HMA PAVED SHOULDER

STA. 380+98.84EB
6.00' LT

STA. 381+22.65EB
5.72' LT

EXISTING B-56-207

00EB 379+00EB 380+00EB 381+00EB 382+00EB 383+00EB 384+

USH 12 (EB)

STA. 381+22.65EB
0.00' RT

STA. 380+99.90EB
0.00' RT

STA. 381+59.62EB
44.00' RT

12'

12'

STA. 382+50.46EB
34.00' RT

STA. 382+59.66EB
35.00' RT

2-FT CONCRETE/8-FT HMA PAVED SHOULDER

1-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

STA. 381+05.13EB
29.70' RT

STA. 381+07.65EB
44.00' RT

SLOPE INTERCEPT (TYP.)

STA. 381+22.65EB
29.11' RT

STA. 381+22.65EB
44.00' RT

MATCH LINE STA. 384+00EB

S8° 51' 40.41"W

688.979

R/W

ROAD

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET 44	E

HATCHERY ROAD

R/W

R/W

1-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

2-FT CONCRETE/8-FT HMA PAVED SHOULDER

SLOPE INTERCEPT (TYP.)

STA. 384+53.66WB
35.00' LT

STA. 387+56.10WB
28.00' LT

STA. 387+56.10WB
26.00' LT

STA. 388+25.97WB
35.00' LT

STA. 388+86.03WB
34.00' LT

STA. 388+56.10WB
28.00' LT

N

12'

12'

00WB 385+00WB 386+00WB 387+00WB 388+00WB 389+00WB 390+

USH 12 (WB)

MATCH LINE STA. 384+00EB

MATCH LINE STA. 390+00EB

4-FT HMA PAVED SHOULDER

2-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

2-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

4-FT HMA PAVED SHOULDER

00EB 385+00EB 386+00EB 387+00EB 388+00EB 389+00EB 390+

USH 12 (EB)

12'

12'

2-FT CONCRETE/8-FT HMA PAVED SHOULDER

1-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

R/W

R/W

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET 45	E

2

R/W

N

3-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

5-FT HMA PAVED SHOULDER

SLOPE INTERCEPT (TYP.)

STA. 390+96.10WB
36.00' LT

STA. 393+96.10WB
36.00' LT

12'

12'

MATCH LINE STA. 390+00EB

00WB 391+00WB USH 12 (WB) 392+00WB 393+00WB 394+00WB 395+00WB 396+

12'

4-FT HMA PAVED SHOULDER

2-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

2-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

4-FT HMA PAVED SHOULDER

00EB 391+00EB 392+00EB 393+00EB 394+00EB 395+00EB 396+

MATCH LINE STA. 396+00EB

USH 12 (EB)

12'

12'

2-FT CONCRETE/8-FT HMA PAVED SHOULDER

1-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

R/W

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET 46	E

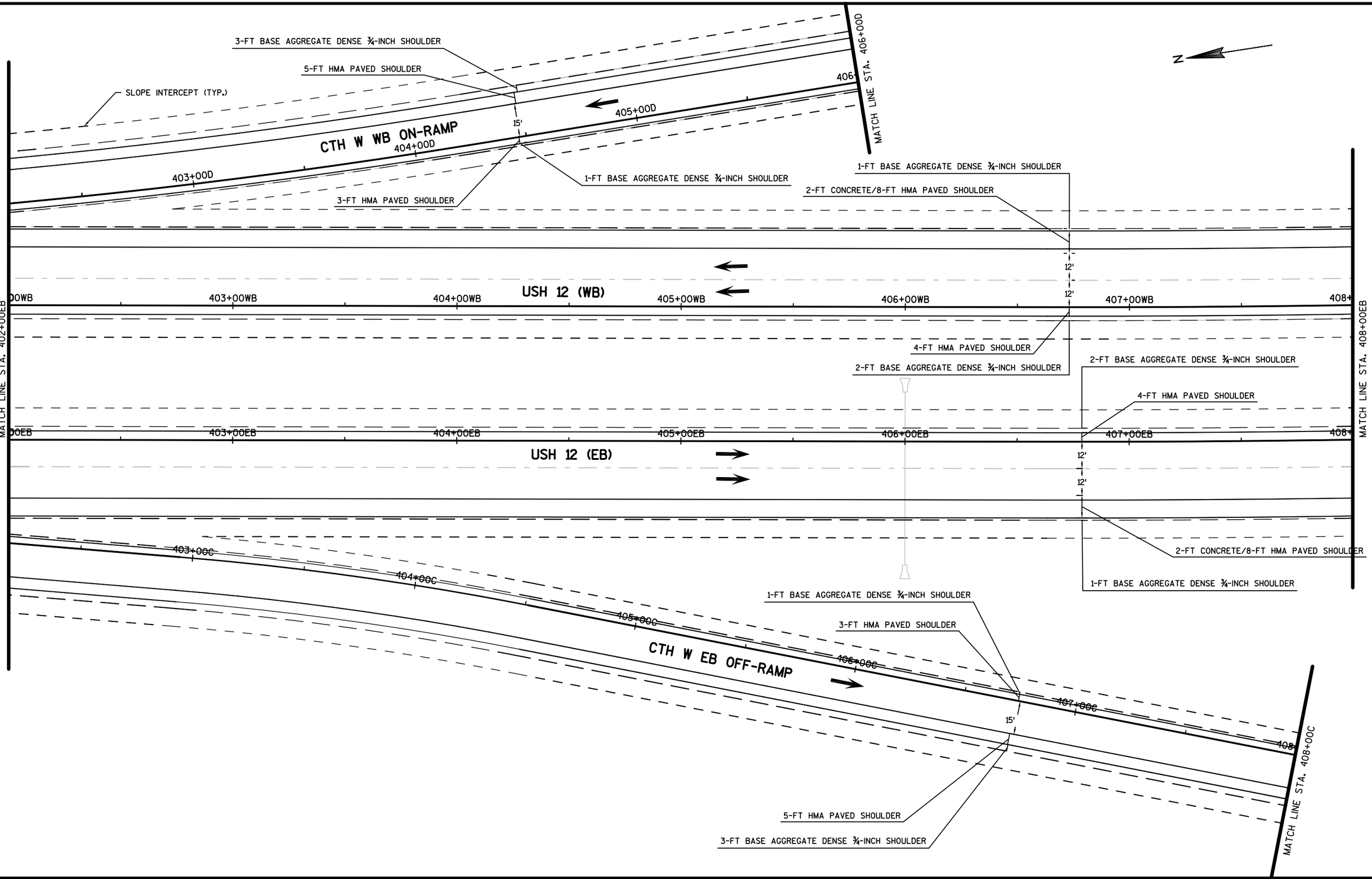
2

N

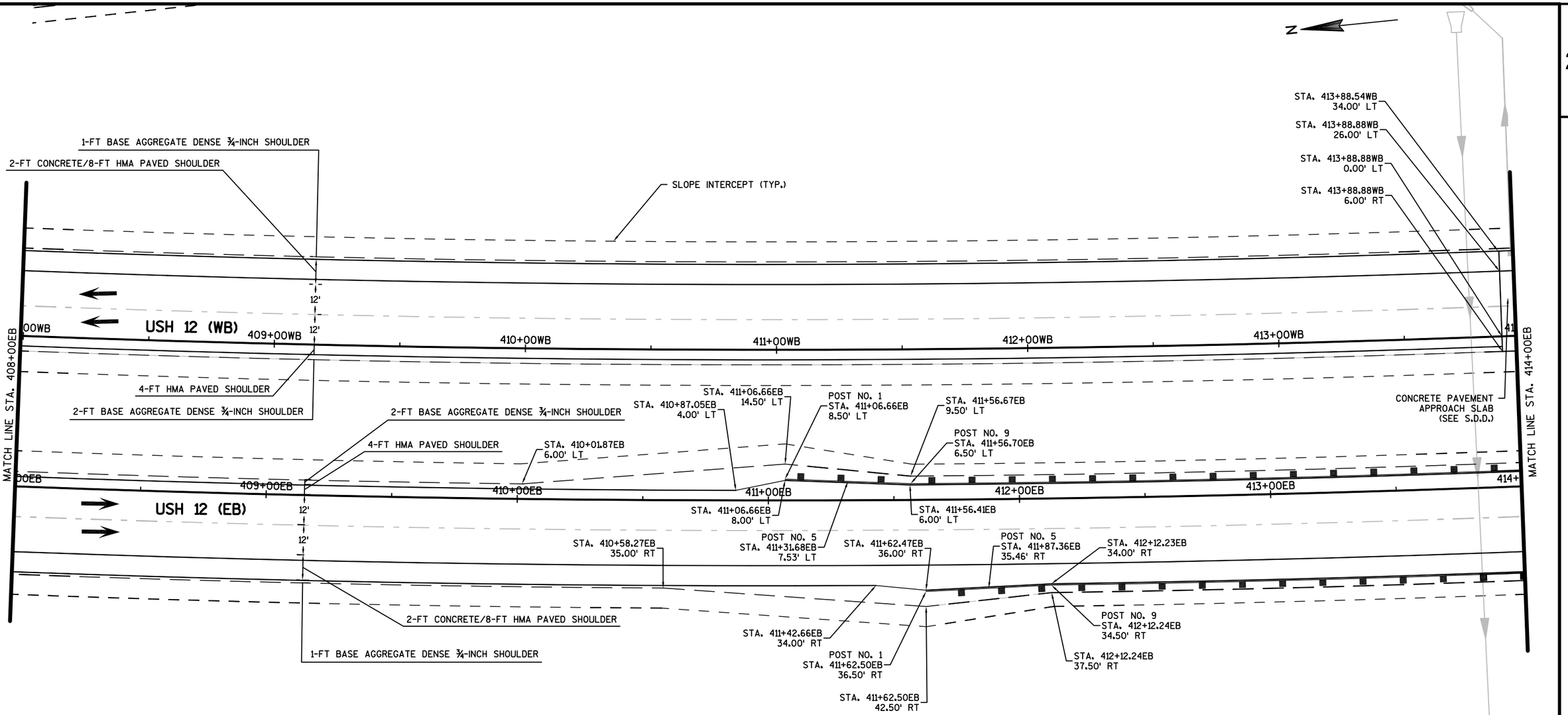
3-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER
5-FT HMA PAVED SHOULDER
3-FT HMA PAVED SHOULDER
1-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER
SLOPE INTERCEPT (TYP.)
STA. 401+74.39WB 39.99' LT
STA. 401+74.64WB 37.00' LT
STA. 401+74.64WB 34.00' LT
STA. 401+96.87WB 40.99' LT
STA. 401+97.15WB 38.00' LT
STA. 401+97.15WB 35.00', LT
STA. 397+96.22WB 29.00' LT
STA. 397+96.22WB 26.00' LT
CTH WB ON-RAMP
USH 12 (WB)
MATCH LINE STA. 396+00EB
MATCH LINE STA. 402+00EB
1-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER
2-FT CONCRETE/8-FT HMA PAVED SHOULDER
4-FT HMA PAVED SHOULDER
2-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER
2-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER
4-FT HMA PAVED SHOULDER
USH 12 (EB)
STA. 401+61.91EB 34.00' RT
STA. 401+86.95EB 35.00' RT
STA. 401+61.91EB 37.00' RT
STA. 401+61.67EB 39.99' RT
STA. 401+86.95EB 38.00' RT
STA. 401+86.72EB 40.99' RT
STA. 397+41.17EB 26.00' RT
STA. 397+86.17EB 28.00' RT
STA. 397+41.17EB 28.00' RT
STA. 397+73.28EB 35.00' RT
STA. 397+98.40EB 34.00' RT
STA. 399+74.18EB 26.00' RT
STA. 399+74.18EB 28.00' RT
CTH W EB OFF-RAMP
2-FT CONCRETE/8-FT HMA PAVED SHOULDER
1-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER
1-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER
3-FT HMA PAVED SHOULDER
5-FT HMA PAVED SHOULDER
3-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER
R/W

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET 47	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLAN DETAILS\81 PROJECT\021201_PD(USH 12).DWG PLOT DATE : 4/25/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET 48 E



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET 49 E

2

N

SLOPE INTERCEPT (TYP.)

EXISTING B-56-210

EXISTING B-56-209

STA. 414+03.94WB
34.00' LT

STA. 414+04.82WB
26.00' LT

MATCH LINE STA. 414+00EB

STA. 414+07.67WB
0.00' RT

STA. 414+08.33WB
6.00' RT

STA. 414+04.42EB
6.00' LT

STA. 414+19.43EB
6.02' LT

STA. 414+20.08EB
0.00' RT

CONCRETE PAVEMENT APPROACH SLAB (SEE S.D.D.)

STA. 414+04.42EB
0.00' RT

CONCRETE SURFACE DRAIN FLUME TYPE (SEE S.D.D.)

STA. 414+22.91EB
26.00' RT

STA. 414+23.78EB
34.00' RT

STA. 414+04.42EB
26.00' RT

STA. 414+04.42EB
34.00' RT

CTH W

3.5-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

2-FT CONCRETE/8-FT HMA PAVED SHOULDER

STA. 416+09.34WB
34.00' LT

STA. 416+24.41WB
34.00' LT

STA. 416+24.41WB
26.00' LT

STA. 416+10.02WB
26.00' LT

STA. 416+12.19WB
0.00' LT

USH 12 (WB)

12'

12'

6-FT PAVED SHOULDER

STA. 416+12.69WB
6.00' RT

STA. 416+24.41WB
0.00' LT

STA. 416+24.41WB
6.00' RT

3.5-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

STA. 416+24.10EB
6.00' LT

STA. 416+24.60EB
0.00' RT

STA. 416+42.36EB
6.00' LT

STA. 416+42.36EB
0.00' RT

USH 12 (EB)

12'

12'

STA. 416+26.76EB
26.00' RT

STA. 416+27.43EB
34.00' RT

STA. 416+42.36EB
26.00' RT

STA. 416+42.36EB
34.00' RT

STA. 418+22.66WB
37.50' LT

POST NO. 9
STA. 418+22.66WB
34.50' LT

STA. 418+22.66WB
34.00' LT

STA. 418+72.99WB
42.50' LT

POST NO. 1
STA. 418+72.99WB
36.50' LT

STA. 418+72.99WB
36.00' LT

STA. 418+92.99WB
34.00' LT

STA. 419+53.09WB
34.99' LT

POST NO. 5
STA. 418+99.99WB
7.44' RT

POST NO. 5
STA. 418+47.82WB
35.54' LT

STA. 418+75.05WB
6.00' RT

STA. 419+44.53WB
4.00' RT

POST NO. 1
STA. 418+75.03WB
6.50' RT

STA. 418+74.97WB
9.50' RT

STA. 419+24.95WB
8.00' RT

POST NO. 1
STA. 419+24.95WB
8.50' RT

2-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

4-FT HMA PAVED SHOULDER

STA. 419+24.95WB
14.50' RT

MATCH LINE STA. 420+00EB

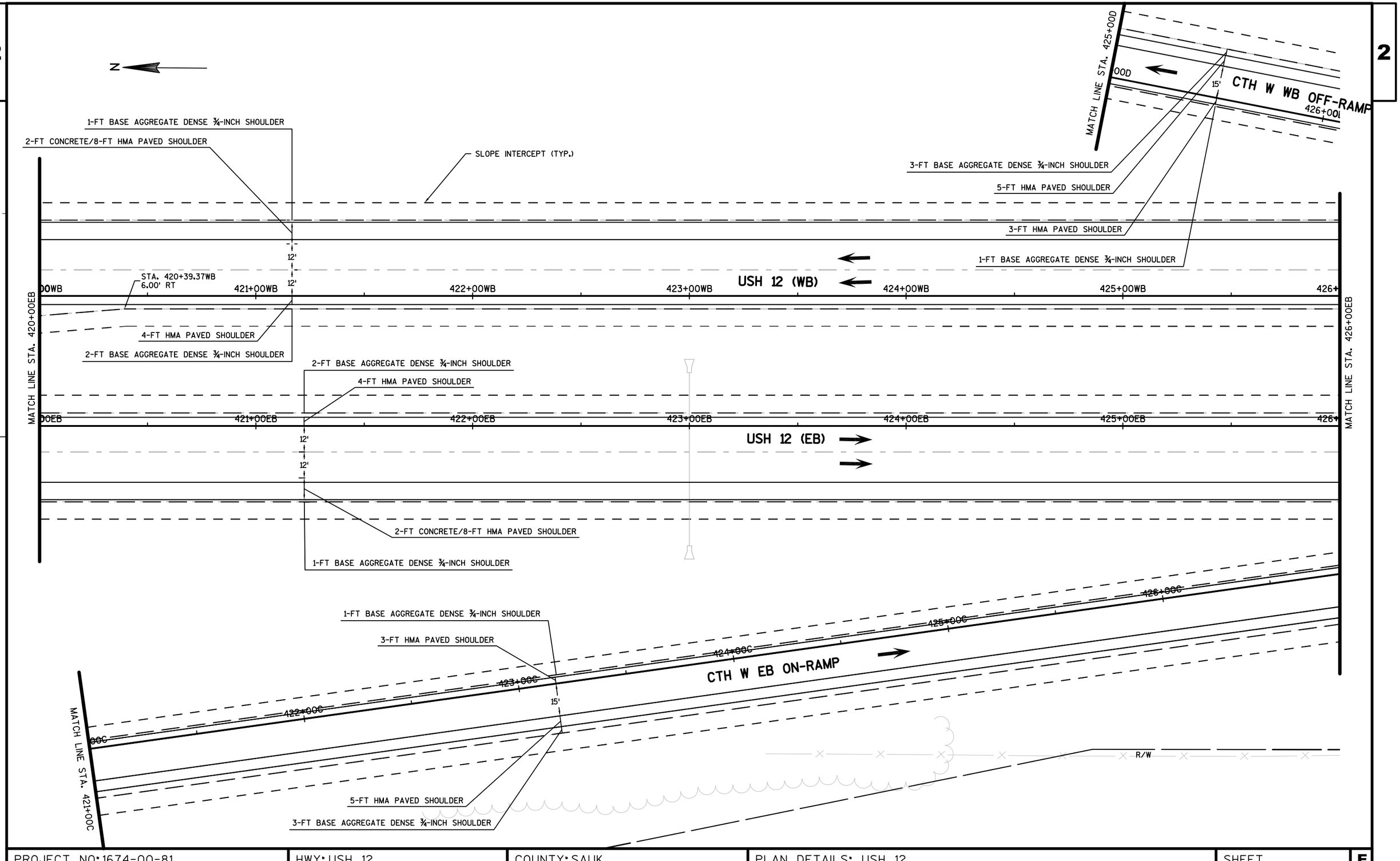
2-FT CONCRETE/8-FT HMA PAVED SHOULDER

1-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

414+00WB
415+00WB
416+00WB
417+00WB
418+00WB
419+00WB
420+

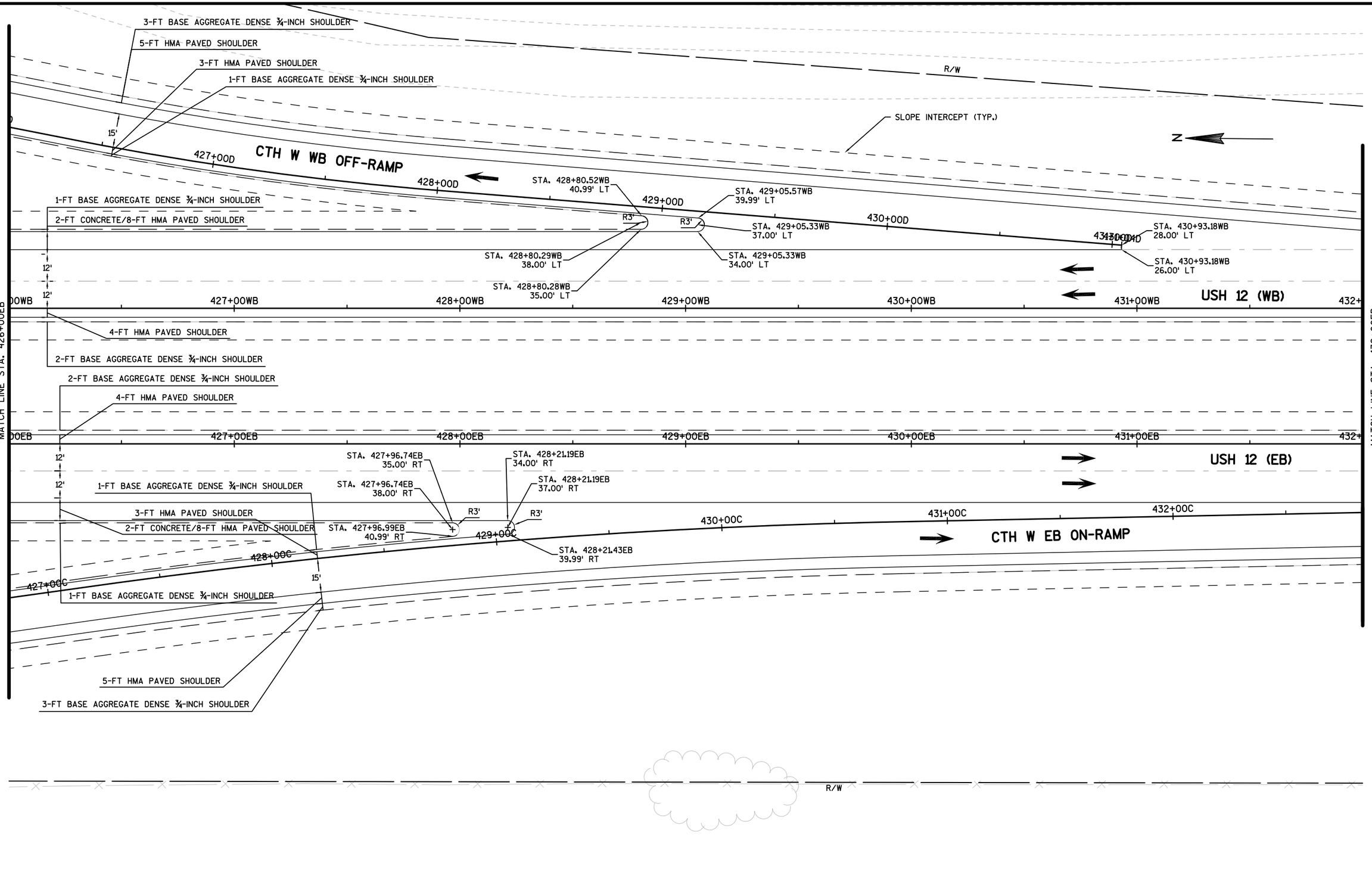
414+00EB
415+00EB
416+00EB
417+00EB
418+00EB
419+00EB
420+

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET 50	E



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET 51	E

2



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET 52	E

2

R/W

1-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

2-FT CONCRETE/8-FT HMA PAVED SHOULDER

N

SLOPE INTERCEPT (TYP.)

STA. 432+69.05WB
34.00' LT

STA. 432+94.21WB
35.00' LT

STA. 433+26.37WB
28.00' LT

STA. 432+81.37WB
28.00' LT

STA. 433+26.37WB
26.00' LT

00WB 433+00WB 434+00WB 435+00WB 436+00WB 437+00WB 438+

USH 12 (WB)

12'

12'

4-FT HMA PAVED SHOULDER

2-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

MATCH LINE STA. 432+00EB

MATCH LINE STA. 438+00EB

2-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

4-FT HMA PAVED SHOULDER

00EB 433+00EB 434+00EB 435+00EB 436+00EB 437+00EB 438+

USH 12 (EB)

12'

12'

12'

STA. 432+70.87EB
26.00' RT

433+00C

433+55C

STA. 432+70.86EB
29.00' RT

STA. 436+71.01EB
36.00' RT

5-FT HMA PAVED SHOULDER

3-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

R/W

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET 53	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLAN DETAILS\81 PROJECT\021201_PD (USH 12).DWG PLOT DATE : 4/25/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:40 FT

2

R/W

1' BASE AGGREGATE DENSE ¾" SHOULDER

10' PAVED SHOULDER

N

SLOPE INTERCEPT (TYP.)

12'

12'

00WB 439+00WB 440+00WB 441+00WB 442+00WB 443+00WB 444+

USH 12 (WB)

4' PAVED SHOULDER

2' BASE AGGREGATE DENSE ¾" SHOULDER

MATCH LINE STA. 438+00EB

2-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

4-FT HMA PAVED SHOULDER

00EB 439+00EB 440+00EB 441+00EB 442+00EB 443+00EB 444+

USH 12 (EB)

12'

12'

12'

12'

12'

STA. 441+81.10EB
34.00' RT

STA. 442+41.20EB
35.00' RT

STA. 443+11.02EB
26.00' RT

STA. 443+11.02EB
28.00' RT

2-FT CONCRETE/8-FT HMA PAVED SHOULDER

STA. 442+11.02EB
28.00' RT

1-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

5-FT PAVED SHOULDER

STA. 439+71.01EB
36.00' RT

3-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

MATCH LINE STA. 444+00EB

R/W

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET 54	E

2

2

R/W

1' BASE AGGREGATE DENSE ¾" SHOULDER

10' PAVED SHOULDER

N

USH 12 (WB)

00WB | 445+00WB | 446+00WB | 447+00WB | 448+00WB | 449+00WB | 450+

12'

12'

4' PAVED SHOULDER

2' BASE AGGREGATE DENSE ¾" SHOULDER

MATCH LINE STA. 444+00EB

SLOPE INTERCEPT (TYP.)

2-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

4-FT HMA PAVED SHOULDER

00EB | 445+00EB | 446+00EB | 447+00EB | 448+00EB | 449+00EB | 450+

MATCH LINE STA. 450+00EB

USH 12 (EB)

12'

12'

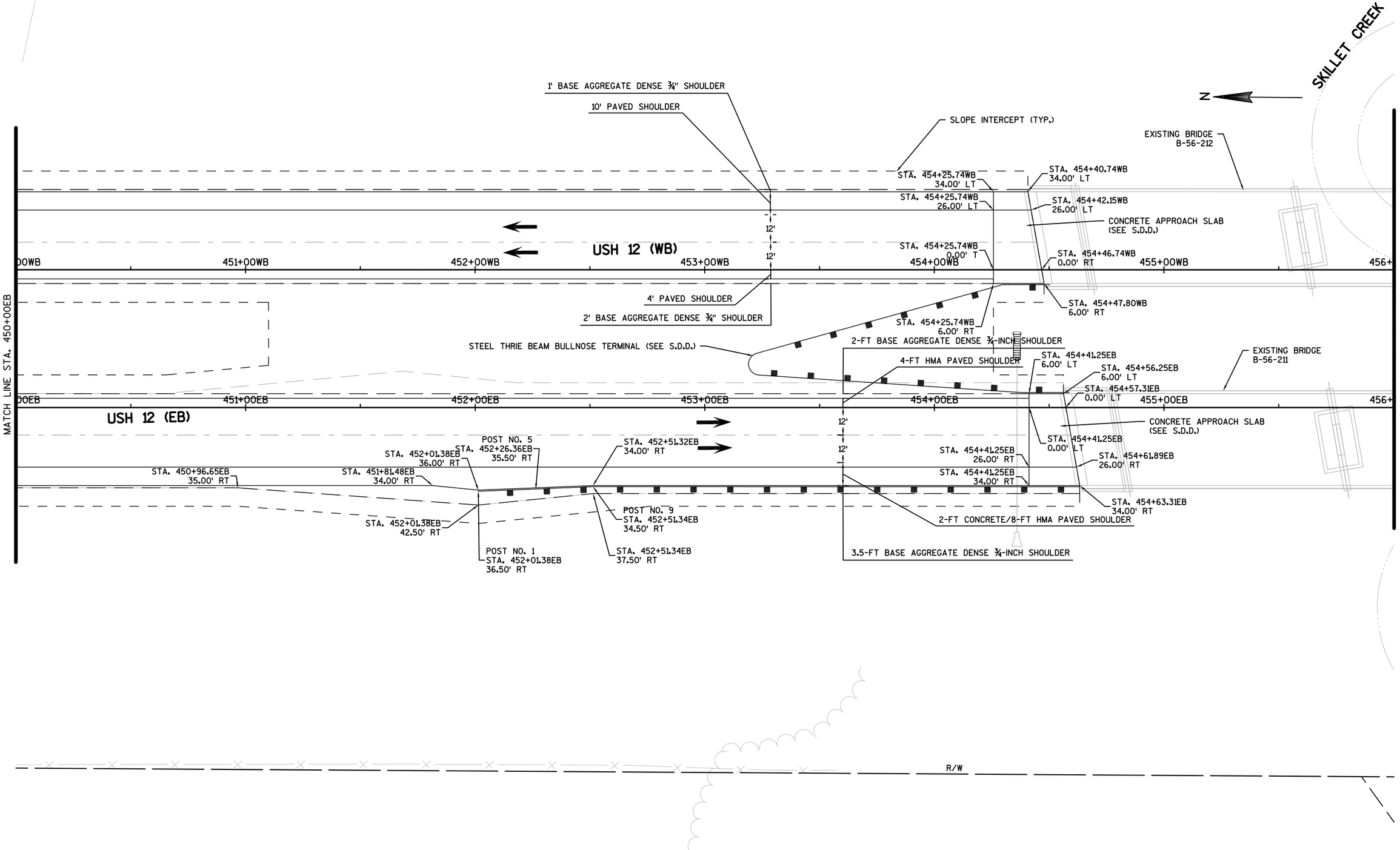
2-FT CONCRETE/8-FT HMA PAVED SHOULDER

1-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

R/W

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET 55	E

2



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET 56	E

2

SKILLET CREEK

N

EXISTING BRIDGE B-56-212

5' BASE AGGREGATE DENSE ¾" SHOULDER

10' PAVED SHOULDER

CONCRETE SURFACE DRAINS DROP INLET TYPE AT STRUCTURES (SEE S.D.D.)
STA. 458+13.28WB
34.00' LT

STA. 458+14.69WB
26.00' LT

CONCRETE APPROACH SLAB (SEE S.D.D.)

STA. 458+19.28WB
0.00' LT

STA. 458+35.22WB
6.00' RT

STA. 458+20.34WB
6.00' RT

STA. 458+35.22WB
34.00' LT

STA. 458+35.22WB
26.00' LT

STA. 458+35.22WB
0.00' LT

4' PAVED SHOULDER

2' BASE AGGREGATE DENSE ¾" SHOULDER

CONCRETE SURFACE DRAINS DROP INLET TYPE AT STRUCTURES (SEE S.D.D.)
STA. 458+28.79EB
6.00' LT

STA. 458+50.84EB
6.00' LT

STA. 458+29.85EB
0.00' RT

STA. 458+50.84EB
0.00' RT

CONCRETE APPROACH SLAB (SEE S.D.D.)

STA. 458+34.43EB
26.00' RT

STA. 458+50.84EB
26.00' RT

STA. 458+35.84EB
34.00' RT

STA. 458+50.84EB
34.00' RT

SLOPE INTERCEPT (TYP.)

EXISTING BRIDGE B-56-211

STA. 460+75.30WB
43.79' LT

POST NO. 5
STA. 460+50.76WB
35.50' LT

POST NO. 1
STA. 460+75.74WB
36.50' LT

STA. 460+25.34WB
38.79' LT

STA. 460+25.96WB
34.00' LT

POST NO. 9
STA. 460+25.78WB
34.50' LT

STA. 460+75.74WB
36.00' LT

STA. 460+97.02WB
34.00' LT

STA. 461+79.93WB
35.00' LT

USH 12 (WB)

12'

12'

457+00WB | 458+00WB | 459+00WB | 460+00WB | 461+00WB | 462+

MATCH LINE STA. 456+00EB

STEEL THRIE BEAM BULLNOSE TERMAINAL

2-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

4-FT HMA PAVED SHOULDER

457+00EB | 458+00EB | 459+00EB | 460+00EB | 461+00EB | 462+

MATCH LINE STA. 462+00EB

USH 12 (EB)

12'

12'

2-FT CONCRETE/8-FT HMA PAVED SHOULDER

1-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

R/W

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET 57	E

2

2

GASSER ROAD

N

1' BASE AGGREGATE DENSE ¾" SHOULDER

10' PAVED SHOULDER

SLOPE INTERCEPT (TYP.)

EXISTING BRIDGE
B-56-213

12'

12'

USH 12 (WB)

00WB 463+00WB 464+00WB 465+00WB 466+00WB 467+00WB 468+0

4' PAVED SHOULDER

2' BASE AGGREGATE DENSE ¾" SHOULDER

STA. 462+34.33WB
6.00' RT

2-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

4-FT HMA PAVED SHOULDER

STEEL THRIE BEAM BULLNOSE
TERMINAL (SEE S.D.D.)

MATCH LINE STA. 462+00EB

00EB 463+00EB 464+00EB 465+00EB 466+00EB 467+00EB 468+

USH 12 (EB)

MATCH LINE STA. 468+00EB

12'

12'

2-FT CONCRETE/8-FT HMA PAVED SHOULDER

1-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

R/W

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET 58	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLAN DETAILS\81 PROJECT\021201_PD (USH 12)2.DWG PLOT DATE : 4/25/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1:40

2

2

1' BASE AGGREGATE DENSE ¾" SHOULDER

10' PAVED SHOULDER

SLOPE INTERCEPT (TYP.)

N

12'

12'

USH 12 (WB)

0WB 469+00WB 470+00WB 471+00WB 472+00WB 473+00WB 474+

MATCH LINE STA. 468+00EB

4' PAVED SHOULDER

2' BASE AGGREGATE DENSE ¾" SHOULDER

STEEL THRIE BEAM BULLNOSE TERMINAL (SEE S.D.D.)

2-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

4-FT HMA PAVED SHOULDER

0EB 469+00EB 470+00EB 471+00EB 472+00EB 473+00EB 474+

MATCH LINE STA. 474+00EB

12'

12'

USH 12 (EB)

2-FT CONCRETE/8-FT HMA PAVED SHOULDER

1-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

EXISTING BRIDGE
B-56-213

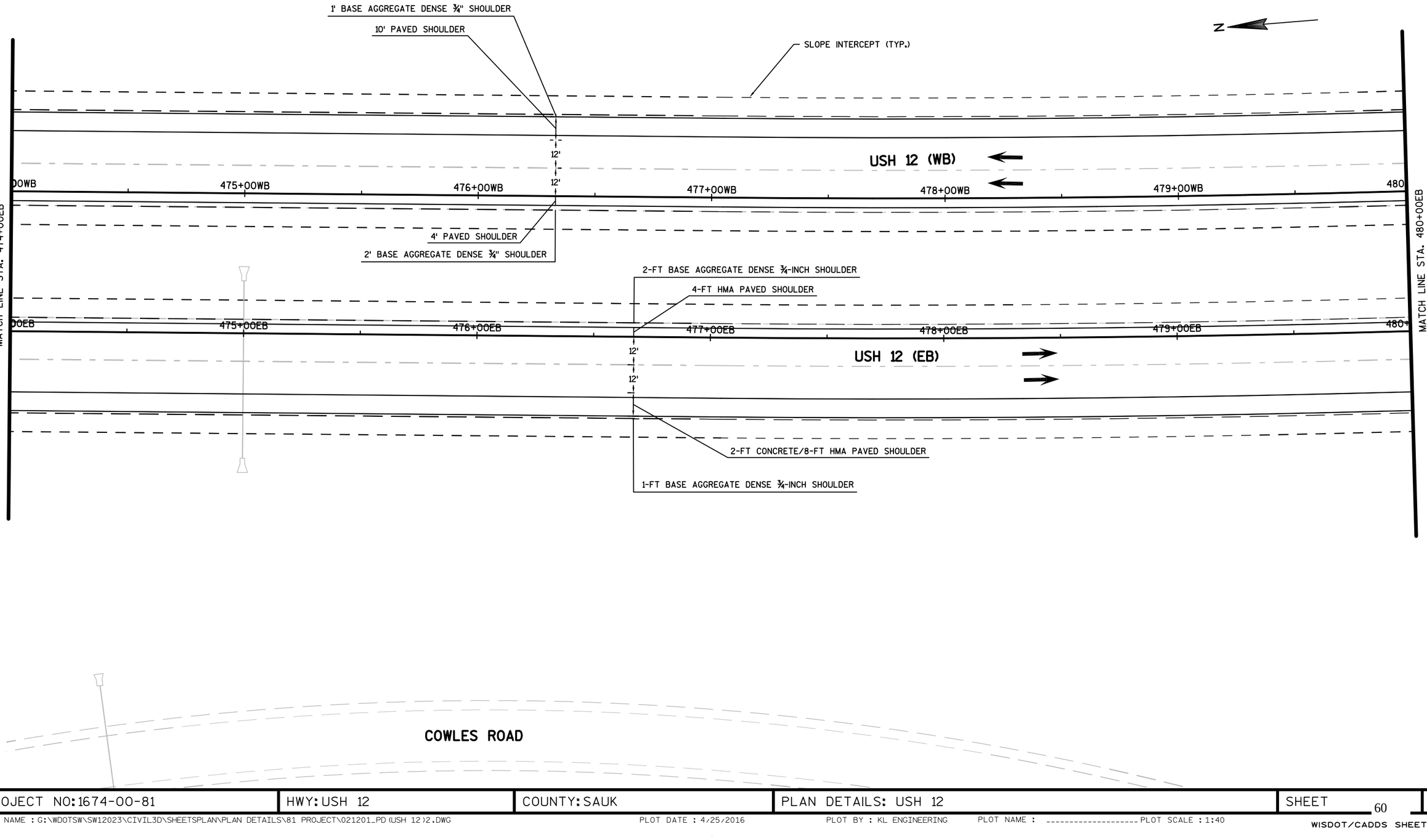
GASSER ROAD

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET 59	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLAN DETAILS\81 PROJECT\021201_PD (USH 12)2.DWG PLOT DATE : 4/25/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40

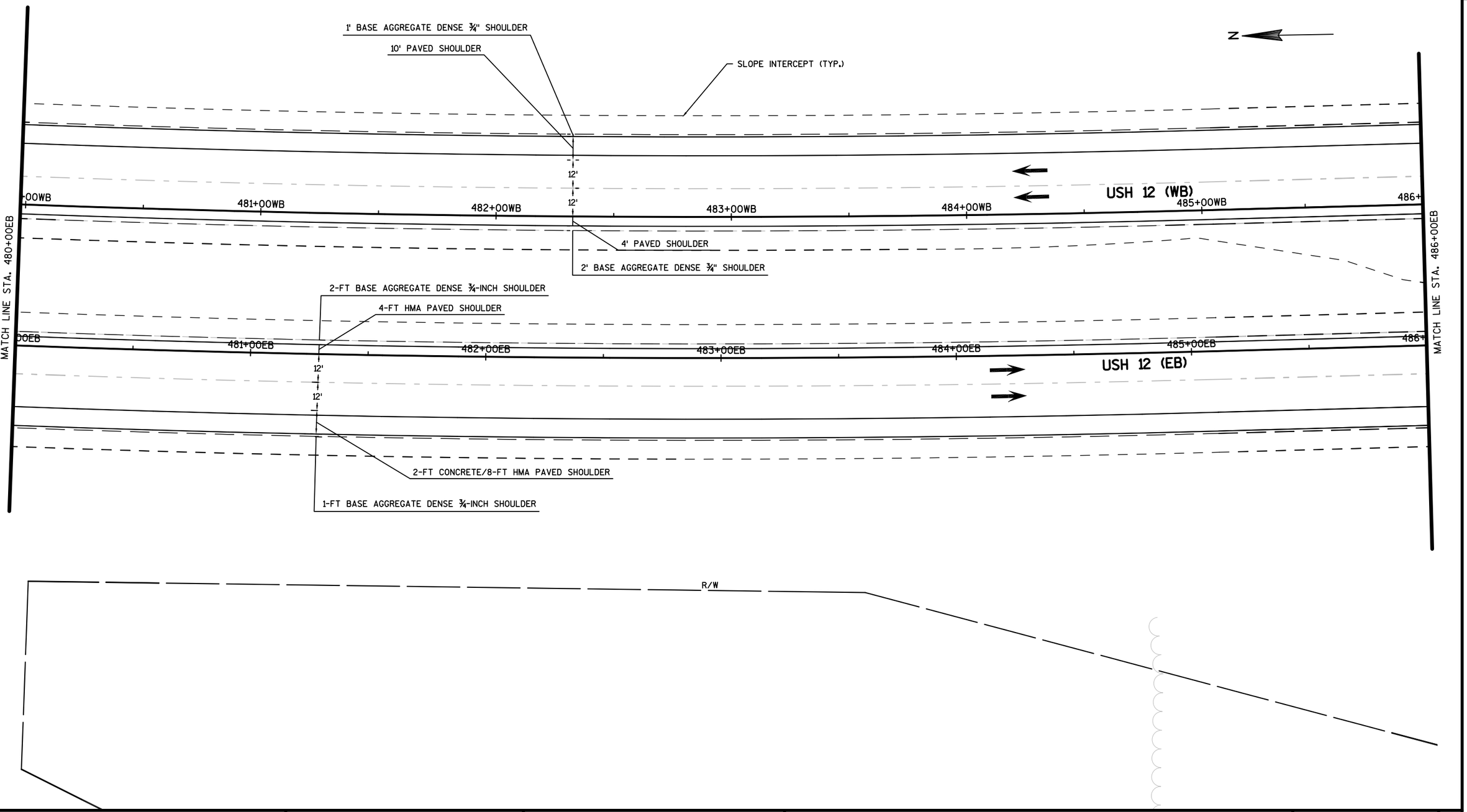
WISDOT/CADDS SHEET 42

2



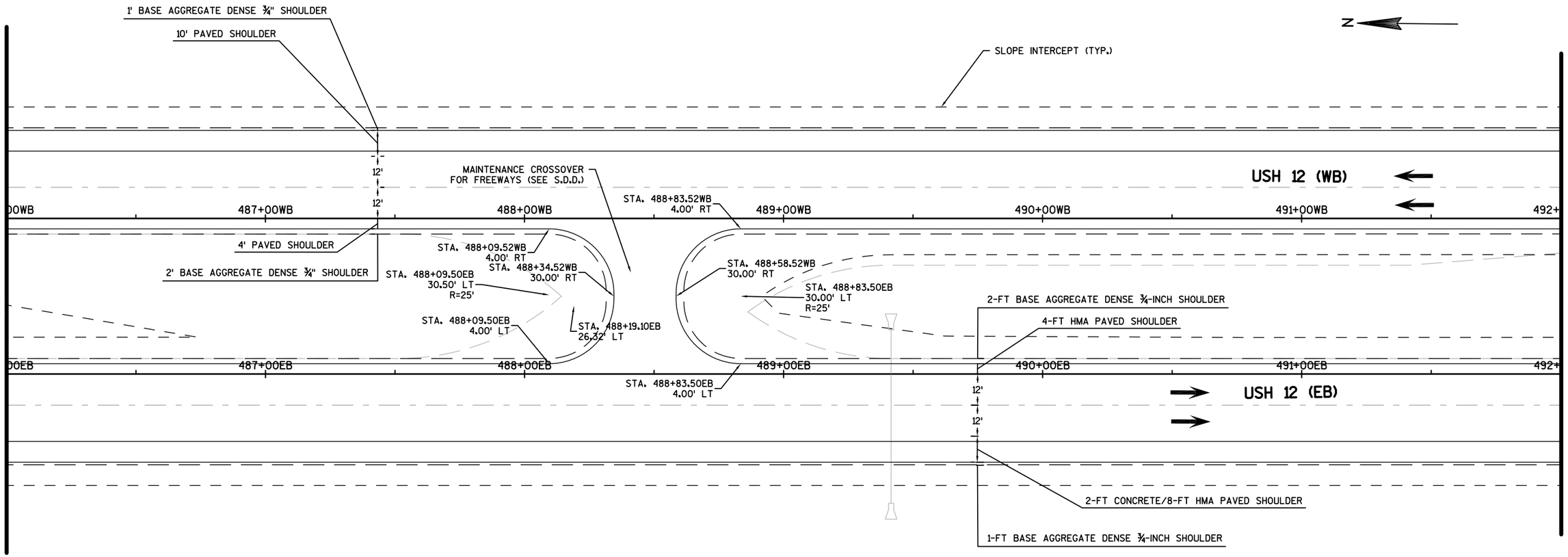
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET 60	E

2



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET 61	E

2



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET 62	E

2

R/W

1' BASE AGGREGATE DENSE ¾" SHOULDER

10' PAVED SHOULDER

N

1' BASE AGGREGATE DENSE ¾" SHOULDER

10' PAVED SHOULDER

SLOPE INTERCEPT (TYP.)

12'

12'

12'

12'

MATCH LINE STA. 492+00EB

00WB

493+00WB

STA. 493+21.52WB
4.00' RT

494+00WB

495+00WB

496+00WB

USH 12 (WB)

497+00WB

498

STA. 493+21.21WB
6.00' RT

4' PAVED SHOULDER

2' BASE AGGREGATE DENSE ¾" SHOULDER

12' PAVED SHOULDER

S42A

STA. 493+52.41WB
22.85' RT

STEEL THIRE BEAM
BULLNOSE TERMINAL (SEE
S.D.D.)

2-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

STA. 493+46.76EB
13.00' LT

12-FT PAVED SHOULDER

S42A

4-FT HMA PAVED SHOULDER

00EB

493+00EB

STA. 493+21.19EB
6.00' LT

494+00EB

495+00EB

496+00EB

497+00EB

498

STA. 493+21.50EB
4.00' LT

USH 12 (EB)

MATCH LINE STA. 498+00EB

12'

12'

12'

12'

2-FT CONCRETE/8-FT HMA PAVED SHOULDER

2-FT CONCRETE/8-FT HMA PAVED SHOULDER

1-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

1-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

R/W

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET 63	E

2

N

R/W

1' BASE AGGREGATE DENSE ¾" SHOULDER

10' PAVED SHOULDER

SLOPE INTERCEPT (TYP.)

EXISTING CULVERT
C-56-2029

MATCH LINE STA. 498+00EB

00WB

499+00WB

500+00WB

501+00WB

502+00WB

503+00WB

12' PAVED SHOULDER

12'

12'

USH 12 (WB)

STA. 500+96.67WB
13.00' RT

S42A

00EB

499+00EB

500+00EB

501+00EB

502+00EB

503+00EB

12' PAVED SHOULDER

STA. ???EB
??? ???T

12'

12'

12'

USH 12 (EB)

10' PAVED SHOULDER

1' BASE AGGREGATE DENSE ¾" SHOULDER

MATCH LINE STA. 504+00EB

504+

R/W

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLAN DETAILS\81 PROJECT\021201_PD (USH 12)2.DWG PLOT DATE : 4/25/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40

2

R/W

N

1' BASE AGGREGATE DENSE ¾" SHOULDER

10' PAVED SHOULDER

SLOPE INTERCEPT (TYP.)

MATCH LINE STA. 504+00EB

+00WB

505+00WB

506+00WB

507+00WB

508+00WB

USH 12 (WB)

509+00WB

MATCH LINE STA. 510+00EB

12'

12' PAVED SHOULDER

S42A

00EB

505+00EB

506+00EB

507+00EB

508+00EB

USH 12 (EB)

509+00EB

510+

12' PAVED SHOULDER

12'

12'

10' PAVED SHOULDER

1' BASE AGGREGATE DENSE ¾" SHOULDER

(EB)

R/W

FARR FIELD ENTRANCE

TLE

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET 65	E

2

R/W

1' BASE AGGREGATE DENSE ¾" SHOULDER

10' PAVED SHOULDER

SLOPE INTERCEPT (TYP.)

STA. 514+52.67WB
34.00' LT

STA. 514+67.67WB
34.00' LT

EXISTING BRIDGE
B-56-214

STA. 514+73.27WB
26.00' LT

CONCRETE PAVEMENT
APPROACH SLAB (SEE S.D.D.)

STA. 514+52.67WB
26.00' LT

STA. 514+91.47WB
0.00' T

MATCH LINE STA. 510+00EB

510+00WB

511+00WB

512+00WB

513+00WB

USH 12 (WB)

514+00WB

515+00WB

516+

STA. 514+52.67WB
0.00' T

STA. 514+99.88WB
13.00' RT

STA. 514+52.67WB
12.00' RT

12' PAVED SHOULDER

STA. 515+05.63EB
13.00' LT

EXISTING BRIDGE
B-56-215

00EB

511+00EB

512+00EB

513+00EB

514+00EB

515+00EB

516+

STA. 514+90.63EB
12.00' LT

12' PAVED SHOULDER

STA. 515+12.56EB
0.00' LT

CONCRETE PAVEMENT
APPROACH SLAB (SEE
S.D.D.)

STA. 514+90.63EB
0.00' LT

12'

12'

12'

12'

12'

12'

6'

S42A

USH 12 (EB)

STA. 512+58.98EB
36.00' RT

STA. 512+39.40EB
34.00' RT

STA. 513+08.11EB
34.00' RT

POST NO. 9
STA. 513+08.11EB
34.50' RT

STA. 514+90.63EB
26.00' RT

STA. 515+27.57EB
26.00' RT

STA. 515+32.19EB
34.00' RT

10' PAVED SHOULDER

1' BASE AGGREGATE DENSE ¾" SHOULDER

STA. 511+56.12EB
35.00' RT

STA. 514+90.63EB
34.00' RT

10' PAVED SHOULDER

POST NO. 5
STA. 512+83.53EB
35.35' RT

STA. 513+09.81EB
37.50' RT

STA. 512+58.98EB
42.50' RT

POST NO. 1
STA. 512+58.98EB
36.50' RT

3.5' BASE AGGREGATE DENSE ¾" SHOULDER

MATCH LINE STA. 516+00EB

R/W

TLE

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET 66	E

2

POINT OF ROCKS ROAD

20+00WD

21+00WD

22+00WD

23+00WD

24+00WD

R/W

SLOPE INTERCEPT (TYP.)

R50'

5' BASE AGGREGATE DENSE ¾" SHOULDER

15'

WENZEL DRIVEWAY

MATCH LINE STA. 516+00EB

517+00WB

518+00WB

519+00WB

520+00WB

521+00WB

517+00EB

518+00EB

519+00EB

520+00EB

521+00EB

MATCH LINE STA. 522+00EB

STA. 518+47.72WB
34.00' LT

STA. 518+94.93WB
35.00' LT

STA. 518+53.32WB
26.00' LT

STA. 518+94.93WB
26.00' LT

USH 12 (WB)

STA. 521+91.81WB
4.00' RT

STA. 521+66.70WB
12.00' RT

STA. 521+92.12WB
6.00' RT

EXISTING BRIDGE
B-56-214

CONCRETE PAVEMENT
APPROACH SLAB
(SEE S.D.D.)

STA. 518+94.93WB
0.00' RT

STA. 518+79.93WB
13.00' RT

STA. 518+94.93WB
12.00' RT

STA. 521+66.70WB
13.00' RT

S42A

STEEL THRIE BEAM BULLNOSE TERMINAL (SEE S.D.D.)

STA. 521+66.80EB
13.00' LT

S42A

STA. 518+88.18EB
13.00' LT

STA. 519+29.74EB
12.00' LT

12' PAVED SHOULDER

STA. 521+66.80EB
12.00' LT

STA. 518+95.11EB
0.00' LT

USH 12 (EB)

STA. 521+91.80EB
6.00' LT

12'

12'

CONCRETE PAVEMENT
APPROACH SLAB
(SEE S.D.D.)

STA. 521+91.80EB
4.00' LT

EXISTING BRIDGE
B-56-215

11' PAVED SHOULDER

STA. 519+10.12EB
26.00' RT

3.5' BASE AGGREGATE DENSE ¾" SHOULDER

STA. 519+29.74EB
26.00' RT

STA. 519+14.74EB
35.00' RT

STA. 519+29.74EB
35.00' RT

R/W

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET 67	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLAN DETAILS\81 PROJECT\021201_PD (USH 12)2.DWG PLOT DATE : 4/25/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40

2

2

R/W

SLOPE INTERCEPT (TYP.)

25+00WD 26+00WD 27+00WD 28+00WD 29+00WD

WENZEL DRIVEWAY

N

3.5' BASE AGGREGATE DENSE ¾" SHOULDER

11' PAVED SHOULDER

12'

12'

523+00WB 524+00WB 525+00WB 526+00WB 527+00WB 528+00

USH 12 (WB)

4' PAVED SHOULDER

2' BASE AGGREGATE DENSE ¾" SHOULDER

STEEL THRIE BEAM BULLNOSE TERMINAL (SEE S.D.D.)

2' BASE AGGREGATE DENSE ¾" SHOULDER

4' PAVED SHOULDER

MATCH LINE STA. 522+00EB

523+00EB 524+00EB 525+00EB 526+00EB 527+00EB 528+

USH 12 (EB)

12'

12'

11' PAVED SHOULDER

3.5' BASE AGGREGATE DENSE ¾" SHOULDER

MATCH LINE STA. 528+00EB

R/W

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET 68	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLAN DETAILS\81 PROJECT\021201_PD (USH 12)2.DWG PLOT DATE : 4/25/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1:40

2

R/W

SLOPE INTERCEPT (TYP.)

3.5-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

STA. 529+44.81WB
42.99' LT

POST NO. 1
STA. 529+45.08WB
37.50' LT

11-FT PAVED SHOULDER

STA. 528+95.23WB
38.50' LT

POST NO. 9
STA. 528+95.23WB
35.50' LT

STA. 529+45.10WB
37.00' LT

STA. 530+62.55WB
35.00' LT

POST NO. 5
STA. 529+20.16WB
36.38' LT

STA. 529+74.62WB
34.00' LT

STA. 528+95.24WB
35.00' LT

12'

12'

529+00WB

530+00WB

531+00WB

USH 12 (WB)

532+00WB

533+00WB

534+00WB

4-FT HMA PAVED SHOULDER

2-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

2-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

4-FT HMA PAVED SHOULDER

STA. 532+46.67EB
12.00' LT

MATCH LINE STA. 528+00EB

529+00EB

530+00EB

531+00EB

532+00EB

12.5:1 TAPER

533+00EB

534+

USH 12 (EB)

STA. 530+97.49EB
0.00' T

12'

12'

STA. 532+38.79EB
35.00' RT

STA. 532+89.50EB
37.00' RT

MATCH LINE STA. 534+00EB

11-FT PAVED SHOULDER

POST NO. 9
STA. 532+38.79EB
35.50' RT

STA. 532+39.54EB
38.50' RT

STA. 533+19.91EB
34.00' RT

3.5-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

POST NO. 5
STA. 532+64.11EB
36.63' RT

POST NO. 1
STA. 532+89.46EB
37.50' RT

STA. 532+89.50EB
43.00' RT

SEE LANDSCAPING PLANS
FOR PLANTINGS ON BERM

R/W

TANKS

GREEN VALLEY DRIVEWAY

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET 69 E

2

2

AUTO SALVAGE YARD

TANKS

TILE

STA. 13+02.63U
7.50' RT

13+00U13+13U

STA. 13+02.63U
7.50' LT

12+00U

N

R/W

SLOPE INTERCEPT (TYP.)

11+00U

BAKER DRIVEWAY

15'

1-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

2-FT CONCRETE/8-FT HMA PAVED SHOULDER

STA. 10+43.90U
7.50' LT

STA. 10+46.18U
7.50' RT

GRVL-6

USH 12 (WB)

10+00U

STA. 537+31.13WB
0.00' LT

535+00WB

536+00WB

537+00WB

538+00WB

539+00WB

540+00WB

STA. 536+53.17EB
52.00' LT
R=40'

STA. 537+16.10WB
0.00' T

STA. 536+84.27EB
27.46' LT

STA. 536+92.28EB
49.22' LT

STA. 537+06.50EB
39.85' LT

STA. 537+43.87EB
38.00' LT
R=40'

STA. 537+12.78EB
16.64' LT

2-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

4-FT HMA PAVED SHOULDER

STA. 536+53.17EB
14.00' LT

STA. 536+53.17EB
12.00' LT

STA. 536+65.50EB
14.00' LT

STA. 537+31.80EB
2.00' LT

STA. 537+43.87EB
2.00' LT

STA. 537+43.87EB
0.00' T

USH 12 (EB)

535+00EB

536+00EB

537+00EB

538+00EB

539+00EB

MATCH LINE STA. 534+00EB

MATCH LINE STA. 540+00EB

STA. 534+11.21EB
35.00' RT

SEE LANDSCAPING PLANS
FOR PLANTINGS ON BERM

12'

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET 70	E

2

N

1-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

2-FT CONCRETE/8-FT HMA PAVED SHOULDER

SLOPE INTERCEPT (TYP.)

R/W

USH 12 (WB)

541+00WB

542+00WB

543+00WB

544+00WB

545+00WB

546+00WB

12'

12'

4-FT HMA PAVED SHOULDER

2-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

2-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

4-FT HMA PAVED SHOULDER

STA. 545+17.80EB
26.00' LT

12.5:1 TAPER

MATCH LINE STA. 540+00EB

MATCH LINE STA. 546+00EB

541+00EB

542+00EB

543+00EB

544+00EB

545+00EB

546+

USH 12 (EB)

STA. 541+94.70EB
2.00' LT

STA. 541+94.70EB
0.00' T

STA. 543+92.57EB
26.00' RT

STA. 544+16.39EB
28.00' RT

12'

14'

12'

12'

12'

12'

2-FT CONCRETE/8-FT HMA PAVED SHOULDER

STA. 543+92.57EB
28.00' RT

1-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

3-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

OAK COURT

22+00LF

21+00LF

20+00LF

19+00LF

18+00LF

17+00LF

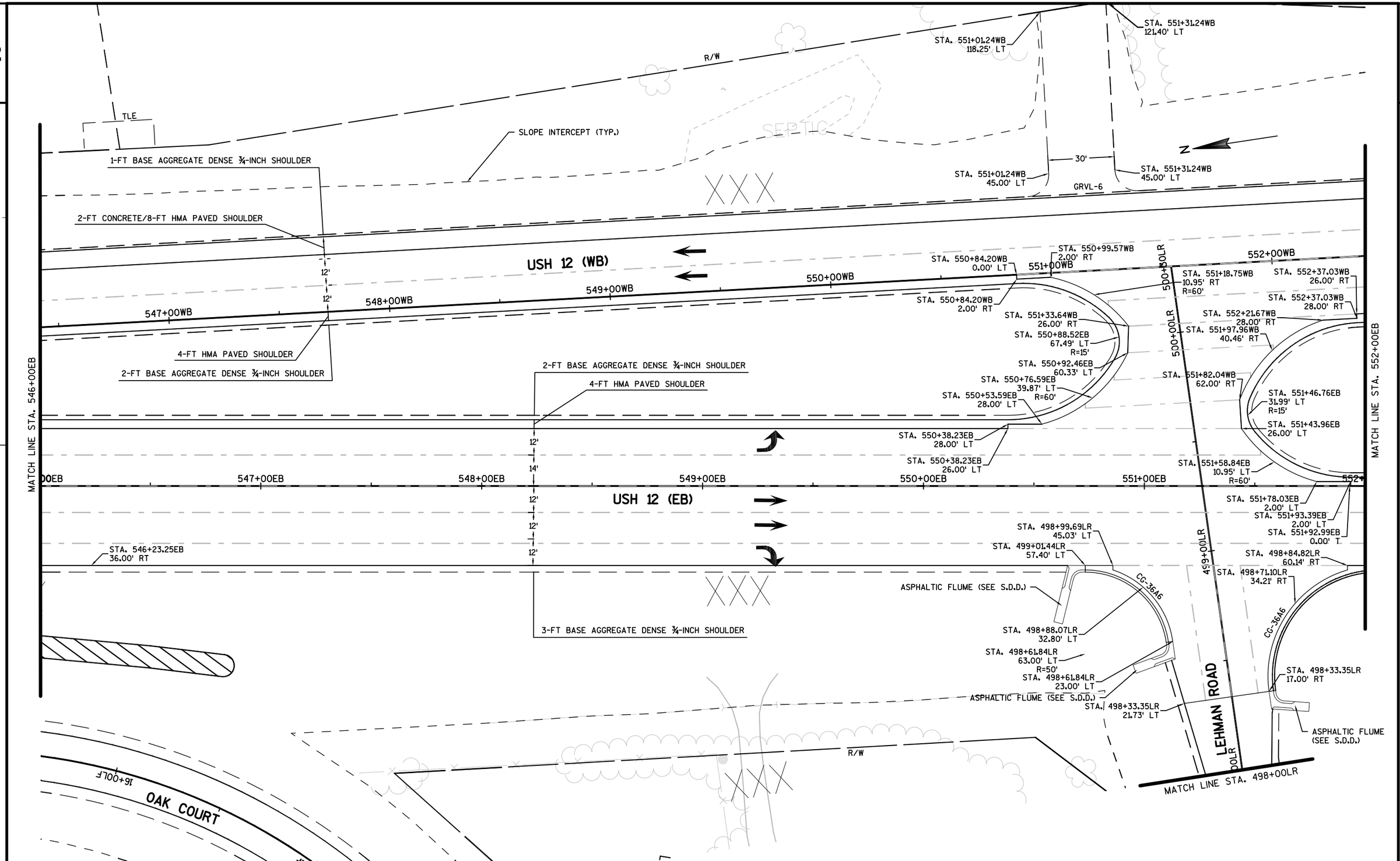
11+20

11+00

R/W

SEPTIC

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET 71	E



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET 72 E

2

R/W

N

1-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

2-FT CONCRETE/8-FT HMA PAVED SHOULDER

12'

12'

14'

12'

553+00WB

554+00WB

555+00WB

556+00WB

USH 12 (WB)

557+00WB

558+00WB

12.5:1 TAPER

STA. 557+56.31WB
26.00' RT

4-FT HMA PAVED SHOULDER

2-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

MATCH LINE STA. 552+00EB

MATCH LINE STA. 558+00EB

2-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

4-FT HMA PAVED SHOULDER

12.5:1 TAPER

00EB

553+00EB

554+00EB

555+00EB

556+00EB

557+00EB

558+

USH 12 (EB)

STA. 555+51.63EB
2.00' LT

STA. 555+26.71EB
2.00' LT

STA. 555+26.71EB
0.00' T

STA. 552+90.51EB
28.00' RT

STA. 553+05.91EB
26.00' RT

12'

STA. 553+05.91EB
28.00' RT

STA. 552+44.39EB
34.00' RT

STA. 552+05.96EB
36.00' RT

2-FT CONCRETE/8-FT HMA PAVED SHOULDER

1-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

STA. 552+05.96EB
86.00' RT
R=50'

SLOPE INTERCEPT (TYP.)

R/W

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET 73	E

2

1-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

2-FT CONCRETE/8-FT HMA PAVED SHOULDER

N

STA. 563+99.30WB
86.00' LT
R=50'

STA. 563+14.44WB
28.00' LT

STA. 562+99.74WB
28.00' LT

STA. 562+99.74WB
26.00' LT

STA. 563+59.84WB
34.00' LT

STA. 563+99.30WB
36.00' LT

CG-36A6

USH 12 (WB)

STA. 560+79.77WB
0.00' RT

STA. 560+54.85WB
2.00' RT

559+00WB

560+00WB

561+00WB

562+00WB

563+00WB

STA. 563+91.37WB
0.00' T

564+00WB

12.5:1 TAPER

STA. 560+79.77WB
2.00' RT

4-FT HMA PAVED SHOULDER

2-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

STA. 563+91.37WB
2.00' RT

STA. 564+08.64WB
2.00' RT

MATCH LINE STA. 558+00EB

MATCH LINE STA. 564+00EB

2-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

4-FT HMA PAVED SHOULDER

STA. 563+85.44EB
28.00' LT

STA. 558+51.41EB
26.00' LT

STA. 563+69.93EB
28.00' LT

STA. 563+69.93EB
26.00' LT

12.5:1 TAPER

00EB

559+00EB

560+00EB

561+00EB

562+00EB

563+00EB

564+

USH 12 (EB)

12'

14'

12'

12'

12'

2-FT CONCRETE/8-FT HMA PAVED SHOULDER

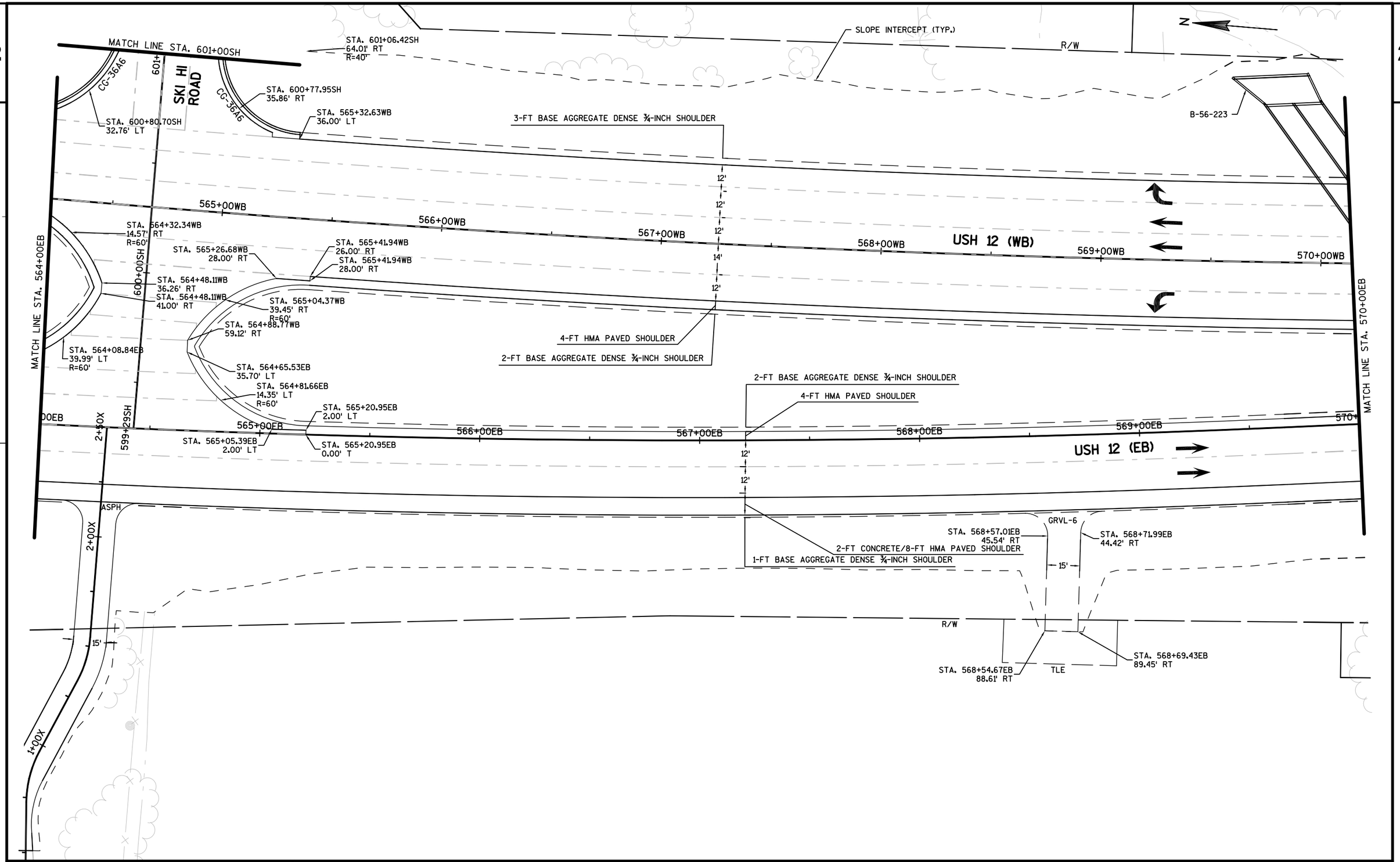
1-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

SLOPE INTERCEPT (TYP.)

R/W

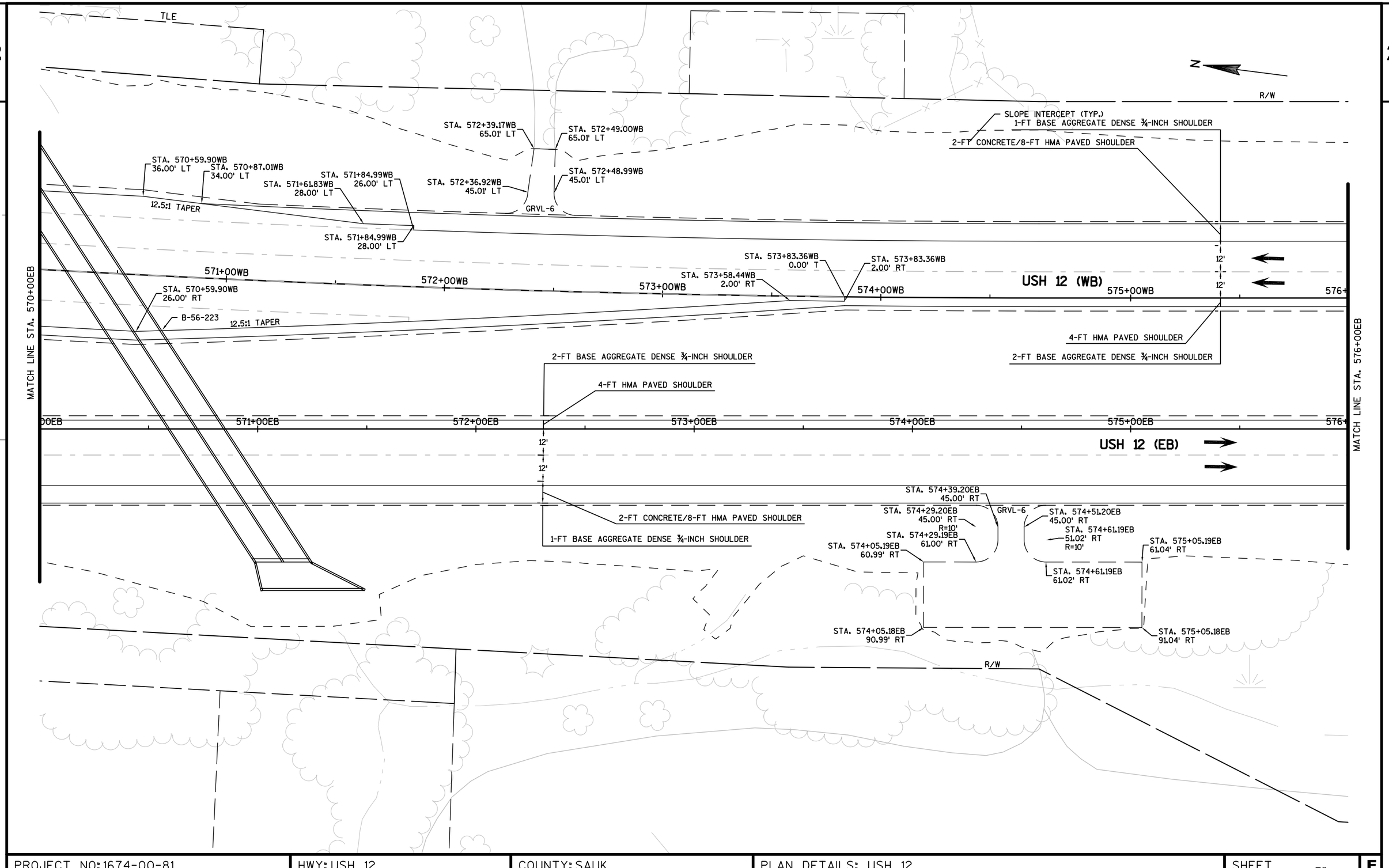
SEPTIC

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET 74	E



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET 75 E

2



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET 76	E

2

N

SLOPE INTERCEPT (TYP.)

R/W

1-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

2-FT CONCRETE/8-FT HMA PAVED SHOULDER

12'

12'

USH 12 (WB)

00WB 577+00WB 578+00WB 579+00WB 580+00WB 581+00WB 582+

MATCH LINE STA. 576+00EB

MATCH LINE STA. 582+00EB

4-FT HMA PAVED SHOULDER

2-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

2-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

4-FT HMA PAVED SHOULDER

00EB 577+00EB 578+00EB 579+00EB 580+00EB 581+00EB 582+

12'

12'

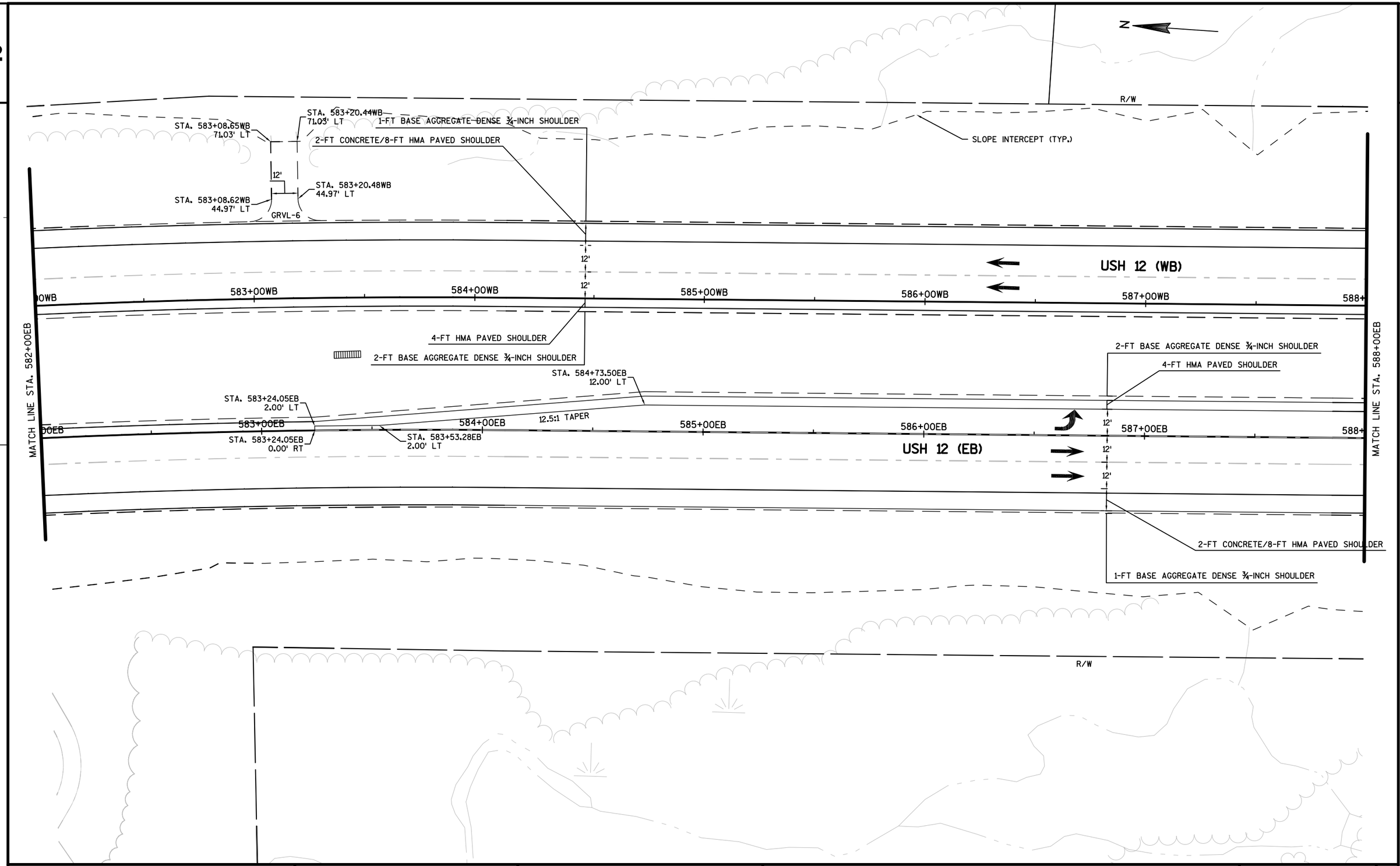
USH 12 (EB)

2-FT CONCRETE/8-FT HMA PAVED SHOULDER

1-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

R/W

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET 77	E



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET 78 E

2

STA. 588+87.88WB
103.45' LT

STA. 589+30.24WB
103.45' LT

XXXX

STA. 589+06.22WB
92.14' LT

STA. 589+21.22WB
87.23' LT

FOUNDATION REMOVAL
TO BE PAID AS 5X
COMMON EXCAVATION

1-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

2-FT CONCRETE/8-FT HMA PAVED SHOULDER

SLOPE INTERCEPT (TYP.)

STA. 591+85.04WB
90.21' LT

STA. 592+00.04WB
90.30' LT

R/W

STA. 589+06.23WB
44.00' LT

15'
HMA

STA. 589+21.23WB
44.00' LT

STA. 591+85.31WB
45.06' LT

15'
GRVL-6

STA. 592+00.31WB
44.94' LT

MATCH LINE STA. 588+00EB

STA. 588+19.51WB
0.00' RT

STA. 588+19.51WB
2.00' RT

00WB

STA. 588+39.12WB
2.00' RT

589+00WB

STA. 588+51.01WB
5.15' RT

STA. 589+88.00WB
14.00' RT

STA. 589+76.56WB
17.04' RT

590+00WB

STA. 590+07.90WB
12.00' RT

STA. 590+07.90WB
14.00' RT

591+00WB

592+00WB

593+00WB

594

USH 12 (WB)

12'

4-FT HMA PAVED SHOULDER

STA. 588+76.53EB
35.80' LT
R=5'

STA. 588+79.30WB
19.90' RT

STA. 589+48.38WB
31.64' RT

STA. 589+46.62EB
23.37' LT

12.5:1 TAPER

STA. 588+51.09EB
17.07' LT
R=100'

STA. 588+81.55EB
35.77' LT

2-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

STA. 589+51.63EB
23.35' LT
R=5-FT

2-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

STA. 593+54.36WB
12.00' RT

STA. 588+79.52EB
31.78' LT

STA. 589+48.68EB
19.31' LT

4-FT HMA PAVED SHOULDER

STA. 588+39.50EB
14.00' LT

STA. 588+19.51EB
14.00' LT

STA. 589+48.68EB
19.31' LT

00EB

589+00EB

590+00EB

591+00EB

592+00EB

593+00EB

594

STA. 588+19.51EB
12.00' LT

STA. 589+76.72EB
4.98' LT
R=100'

STA. 590+07.79EB
2.00' LLT

USH 12 (EB)

STA. 589+88.04EB
2.00' LLT

STA. 590+07.79EB
0.00' LT

12'

12'

2-FT CONCRETE/8-FT HMA PAVED SHOULDER

1-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

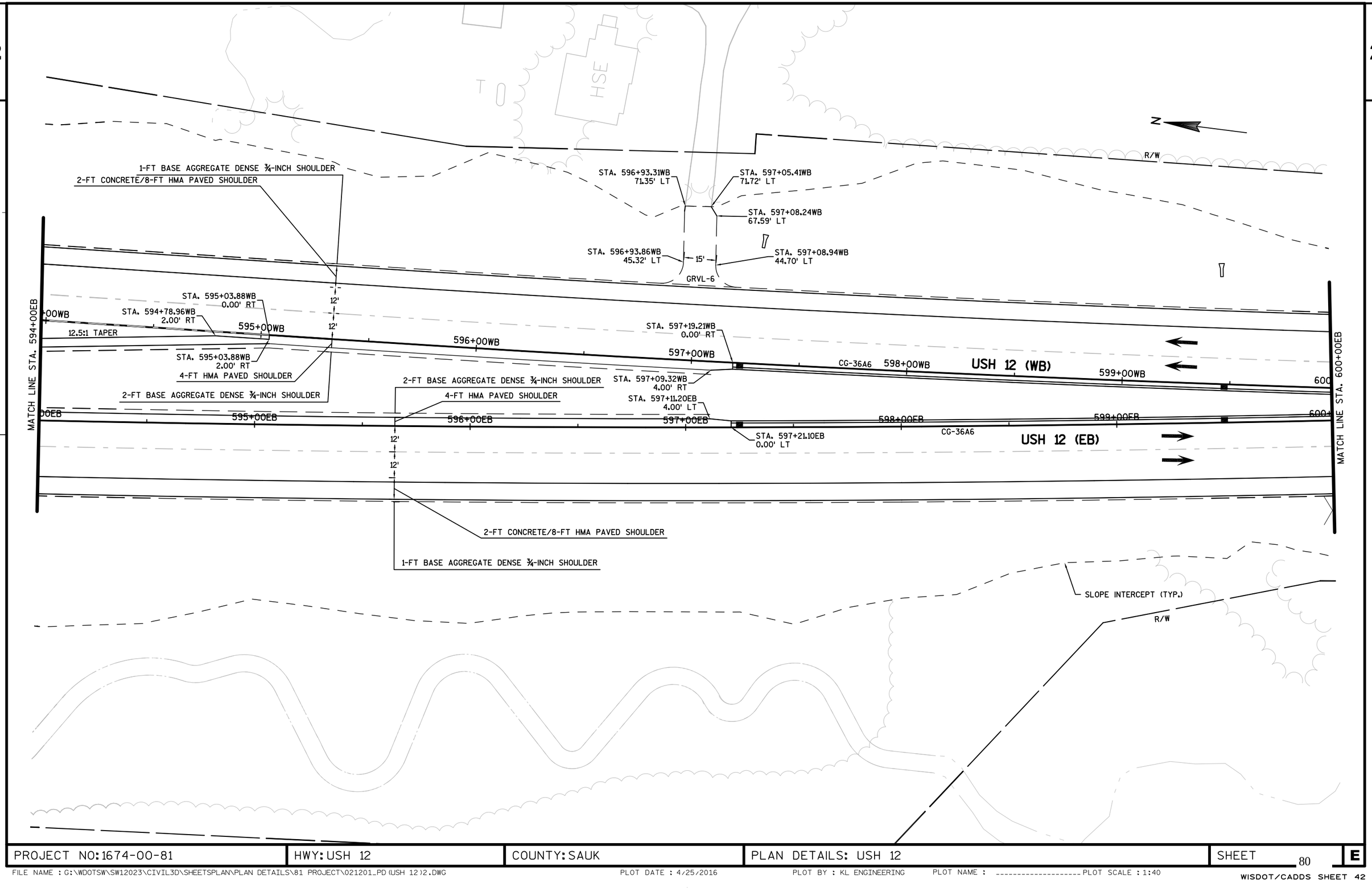
MATCH LINE STA. 594+00EB

R/W

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET 79	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLAN DETAILS\81 PROJECT\021201_PD (USH 12)2.DWG PLOT DATE : 4/25/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1:40

2



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET 80	E

2

2

N

STA. 603+97.97WB
100.51' LT

STA. 603+87.35WB
87.99' LT

STA. 604+05.32WB
94.11' LT

R/W

SLOPE INTERCEPT (TYP.)

STA. 603+83.34WB
43.81' LT

15'

STA. 603+98.22WB
44.14' LT

ASPH

5-FT TRANSITION FROM CONCRETE CURB
& GUTTER 6-INCH SLOPED 36-INCH
TYPE A TO EXISTING CURB & GUTTER
(SEE CONSTRUCTION DETAIL)

STA. 603+62.96WB
0.00' LT

STA. 603+62.82EB
4.23' LT
R=4.23'

STA. 604+17.01WB
0.00' LT

STA. 605+72.89WB
26.00' LT

STA. 605+72.88WB
0.00' LT

MATCH LINE STA. 600+00EB

600+00WB

601+00WB

602+00WB

603+00WB

CG-36A6

N-1

604+00WB

CG-36A6

605+00WB

606+00WB

USH 12 (WB)

600+00EB

601+00EB

602+00EB

603+00EB

CG-36A6

604+00EB

N-1

CG-36A6

605+00EB

606+00EB

12'

USH 12 (EB)

12'

STA. 603+62.06EB
0.00' LT

STA. 604+16.88EB
4.33' LT
R=4.33'

STA. 604+16.84EB
0.00' LT

STA. 605+72.48EB
0.00' T

CURB
TRANSITION REQ'D.
(SEE DETAIL)

STA. 605+72.49EB
25.86' RT

ASPH

STA. 603+80.92EB
44.22' RT

2-FT CONCRETE/8-FT HMA PAVED SHOULDER

15'

STA. 603+96.06EB
43.64' RT

1-FT BASE AGGREGATE DENSE ¾-INCH SHOULDER

STA. 603+95.66EB
58.39' RT

R/W

STA. 603+80.51EB
57.97' RT

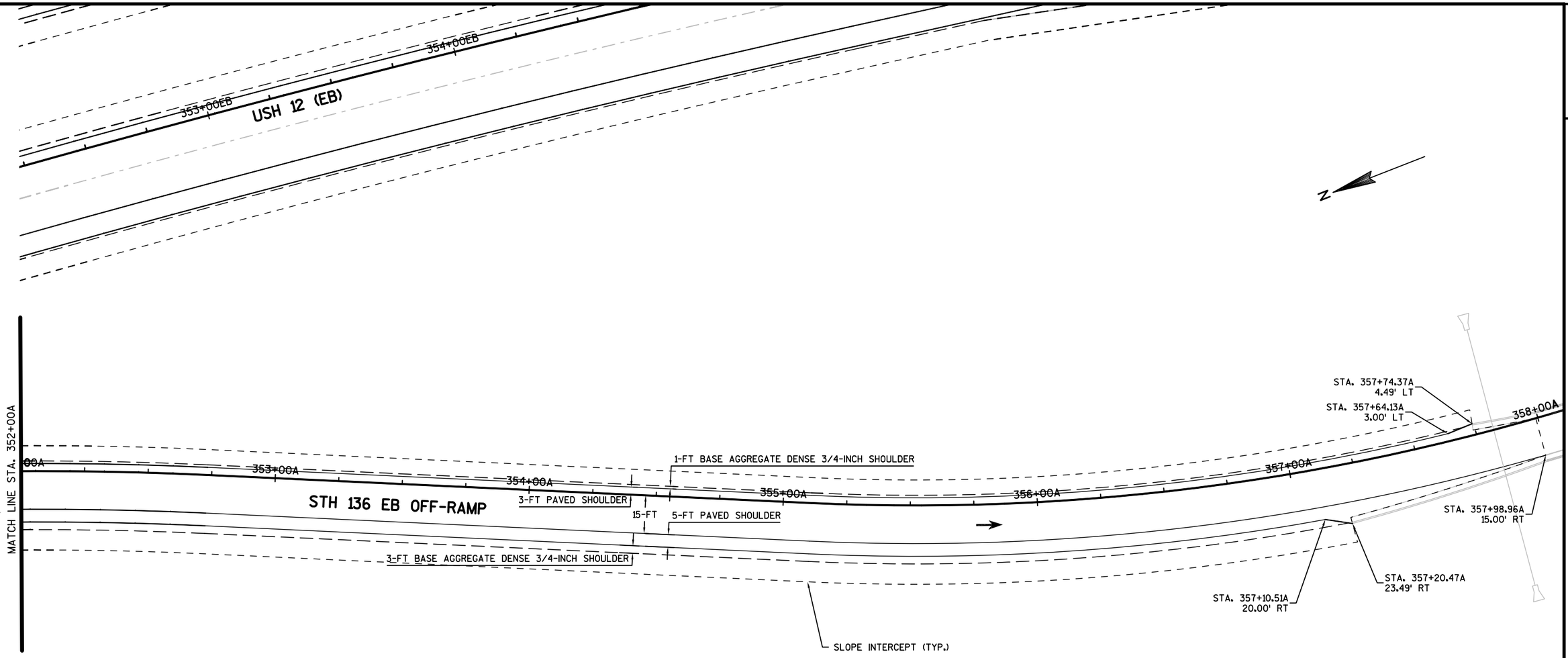
STA. 603+92.87EB
76.01' RT

STA. 603+82.05EB
76.01' RT

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: USH 12	SHEET 81	E

2

2



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN: STH 136 EB RAMP	SHEET 82	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLAN DETAILS\81 PROJECT\021201_PD(RAMP A).DWG PLOT DATE : 1/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

2

2

N

R/W

MATCH LINE STA. 354+00B

5-FT PAVED SHOULDER

3-FT BASE AGGREGATE DENSE 3/4-INCH SHOULDER

SLOPE INTERCEPT (TYP.)

15-FT

3-FT PAVED SHOULDER

1-FT BASE AGGREGATE DENSE 3/4-INCH SHOULDER

STA. 358+82.98B
23.00' LT

STA. 358+83.14B
20.00' LT

STA. 359+03.14B
15.00' LT

STA. 358+82.68B
4.00' RT

STA. 358+82.66B
3.00' RT

STA. 359+02.64B
0.00' RT

00B

355+00B

356+00B

357+00B

358+00B

359+00B

360+00B

STH 136 WB OFF-RAMP

354+00WB

355+00WB

356+00WB

357+00WB

358+00WB

USH 12 (WB)

354+00EB

355+00EB

USH 12 (EB)

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN: STH 136 WB RAMP	SHEET 83	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLAN DETAILS\81 PROJECT\021201_PD(RAMP B).DWG PLOT DATE : 1/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1:40

2

R/W

N

SLOPE INTERCEPT (TYP.)

STA. 365+20.15B
20.00' LT

STA. 365+09.96B
23.00' LT

3-FT BASE AGGREGATE DENSE 3/4-INCH SHOULDER

5-FT PAVED SHOULDER

15-FT

3-FT PAVED SHOULDER

1-FT BASE AGGREGATE DENSE 3/4-INCH SHOULDER

STA. 364+33.08B
15.00' LT

STH 136 WB ON-RAMP

366+00B

367+00B

368+00B

369+

MATCH LINE STA. 369+00B

365+00B

364+00B

STA. 364+93.33B
2.00' RT

STA. 365+03.40B
3.00' RT

STA. 364+33.15B
0.00' LT

367+00WB

366+00WB

USH 12 (WB)

365+00WB

367+00EB

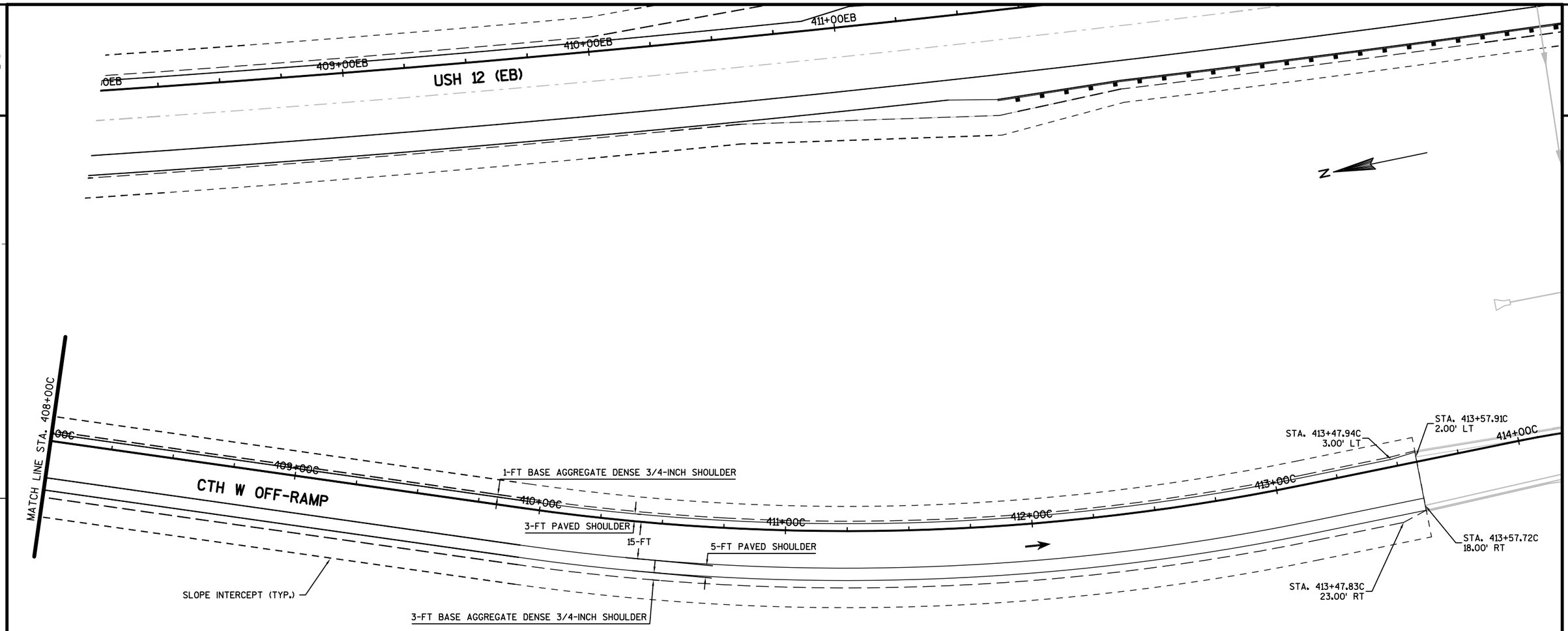
366+00EB

USH 12 (EB)

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN: STH 136 WB RAMP	SHEET 84	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLAN DETAILS\81 PROJECT\021201_PD(RAMP B).DWG PLOT DATE : 1/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1:40

2

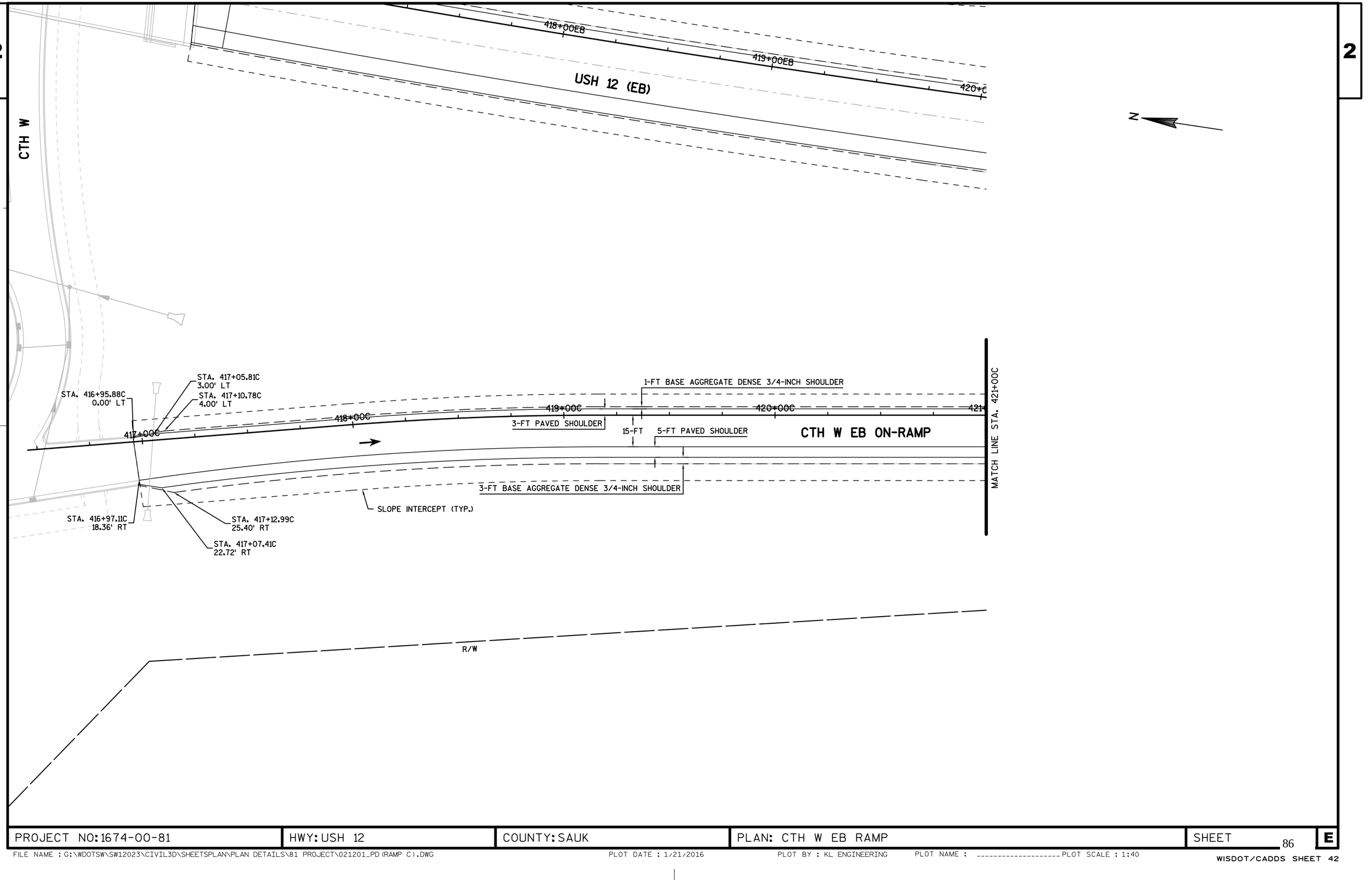


PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN: CTH W EB RAMP	SHEET 85	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLAN DETAILS\81 PROJECT\021201_PD(RAMP C).DWG PLOT DATE : 1/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN: CTH W EB RAMP	SHEET 86	E

2

N

R/W

SLOPE INTERCEPT (TYP.)

3-FT BASE AGGREGATE DENSE 3/4-INCH SHOULER

5-FT PAVED SHOULDER

15-FT

3-FT PAVED SHOULDER

CTH W ON-RAMP

MATCH LINE STA. 406+00D

00D

407+00D

408+00D

409+00D

410+00D

411+

MATCH LINE STA. 411+00D

1-FT BASE AGGREGATE DENSE 3/4-INCH SHOULDER

6+00WB

407+00WB

USH 12 (WB)

408+00WB

409+00WB

410+00WB

411+(

EB

407+00EB

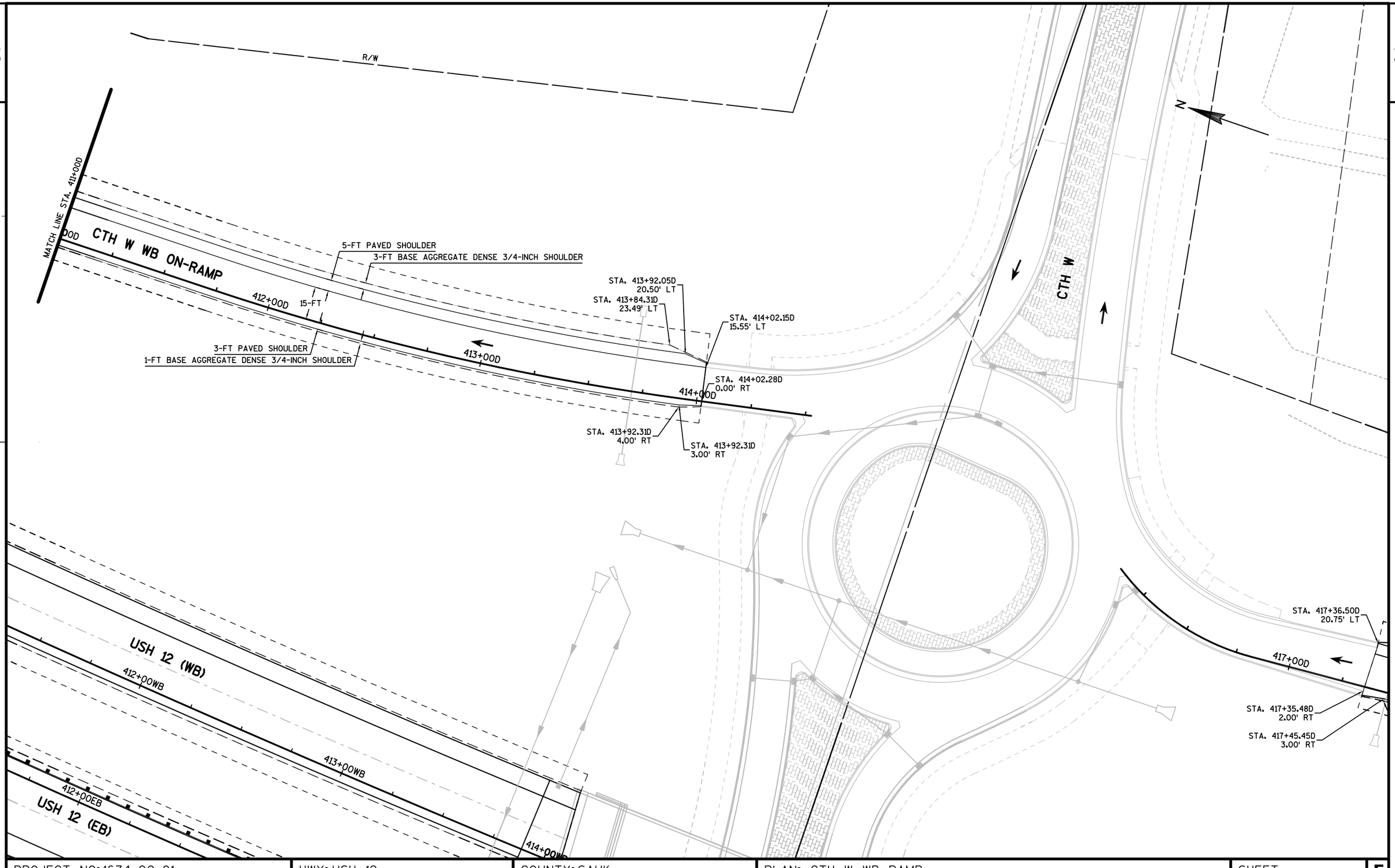
USH 12 (EB)

408+00EB

PROJECT NO:1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN: CTH W WB RAMP	SHEET 87	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLAN DETAILS\81 PROJECT\021201_PD(RAMP D).DWG PLOT DATE : 1/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40

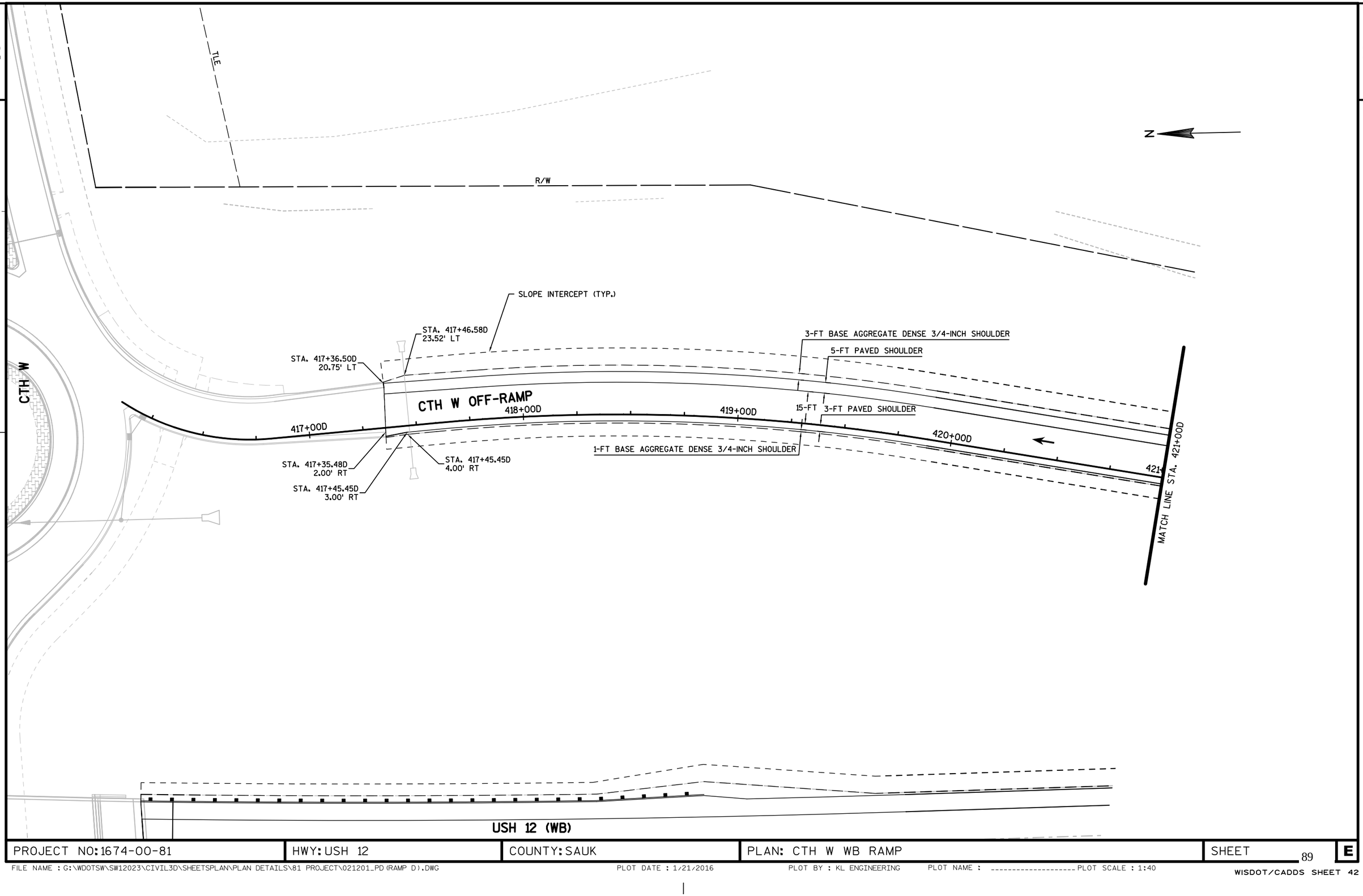
2



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN: CTH W WB RAMP	SHEET 88	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLAN DETAILS\81 PROJECT\021201_PD(RAMP D).DWG PLOT DATE : 1/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40

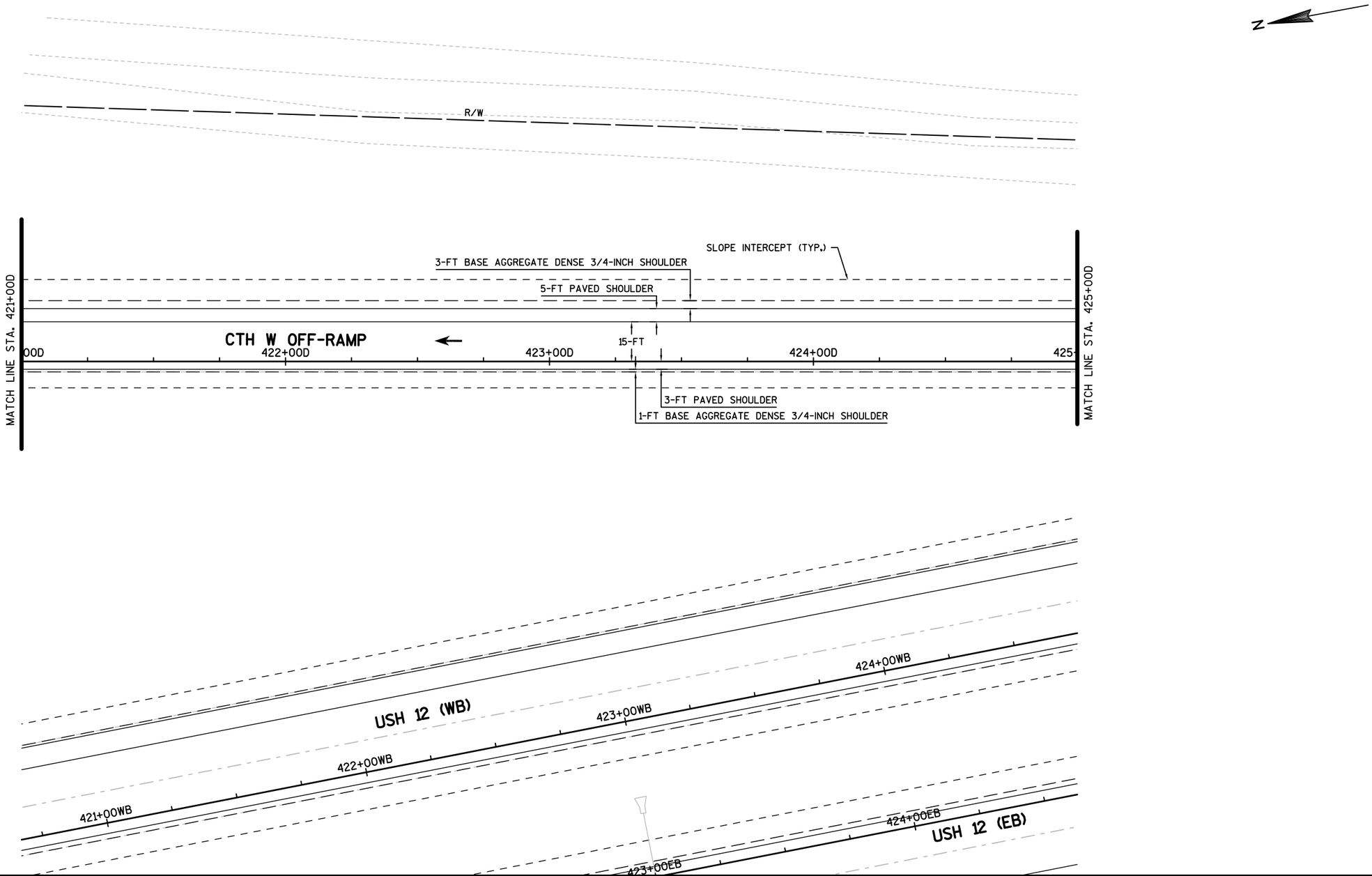
2



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN: CTH W WB RAMP	SHEET 89	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLAN DETAILS\81 PROJECT\021201_PD(RAMP D).DWG PLOT DATE : 1/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40

2



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN: CTH W WB RAMP	SHEET 90	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLAN DETAILS\81 PROJECT\021201_PD(RAMP D).DWG PLOT DATE : 1/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40

2

SLOPE INTERCEPT (TYP.)

6-FT HMA PAVED SHOULDER

ASPHALTIC FLUME (SEE S.D.D.)

R/W

STA. 30+04.66BD
42.74' LT

2-FT BASE AGGREGATE DENSE 3/4-INCH SHOULDER

STA. 30+04.53BD
48.81' LT

STA. 32+81.05BD
54.01' LT

CURB TRANSITION REQ'D.
(SEE DETAIL)

STA. 32+80.91BD
24.09' LT

STA. 30+05.05BD
22.35' LT

12'

CG-36A6

CURB TRANSITION REQ'D.
(SEE DETAIL)

30+00BD | 31+00BD | 32+00BD | 33+00BD | 34+00BD | 35+00BD | 36+

CG-36A6

STA. 30+82.80BD
0.01' RT

STA. 32+38.56BD
0.02' RT

CTH BD

STA. 30+33.51BD
26.43' RT

STA. 32+90.83BD
26.61' RT

STA. 30+33.52BD
32.43' RT

6-FT HMA PAVED SHOULDER

2-FT BASE AGGREGATE DENSE 3/4-INCH SHOULDER

R/W

MATCH LINE STA. 36+00BD

OBLITERATING OLD ROAD

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN: CTH BD	SHEET 91	E

2

2

MATCH LINE STA. 36+00BD

MATCH LINE STA. 42+00BD

CTH BD

37+00BD

38+00BD

39+00BD

40+00BD

41+00BD

10+00DL

11+00DL

12+00DL

13+00DL

14+00DL

STA. 41+65.16BD
23.91' LT

CG-36A6

CURB TRANSITION REQ'D.
(SEE DETAIL)

CG-36A6

STA. 41+65.24BD
0.15' RT

ADJUSTING INLET REQ'D.

STA. 40+43.33BD
30.34' RT

CG-36A6

CURB TRANSITION REQ'D.
(SEE DETAIL)

STA. 10+38.82DL
15.00' RT

STA. 10+38.19DL
15.00' LT

CD-7
HMA

R/W

R/W

R/W

DL GASSER DRIVEWAY

OBLITERATING OLD ROAD

SLOPE INTERCEPT (TYP.)

WISCONSIN DEPARTMENT OF
TRANSPORTATION HAS OBTAINED A
CONSTRUCTION PERMIT TO CONSTRUCT THE
DRIVEWAY OUTSIDE OF THE RIGHT-OF-WAY

STA. 13+18.60DL
14.99' LT

STA. 13+18.77DL
14.98' RT

SIGN

INL

INL

INL

RAMP

RAMP

N

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN: CTH BD	SHEET 92	E

2

MATCH LINE STA. 42+00BD

2

CG-36A6

U.S.H. 12/S.T.H. 33

INL

STA. 46+78.32BD
12.45' LT

STA. 48+20.08BD
24.13' LT

STA. 44+26.11BD
0.26' LT

0BD

43+00BD

44+00BD

45+00BD

46+00BD

47+00BD

CURB TRANSITION REQ'D.
(SEE DETAIL)

48+00BD

CG-36A6

CTH BD

INL

U.S.H. 12/S.T.H. 33

STA. 48+20.02BD
12.46' LT

ADJUSTING INLET REQ'D.

STA. 47+59.40BD
30.72' RT

CG-36A6

CURB TRANSITION REQ'D.
(SEE DETAIL)

R/W

SLOPE INTERCEPT (TYP.)

OBLITERATING OLD ROAD

R/W

N

WALLS

T

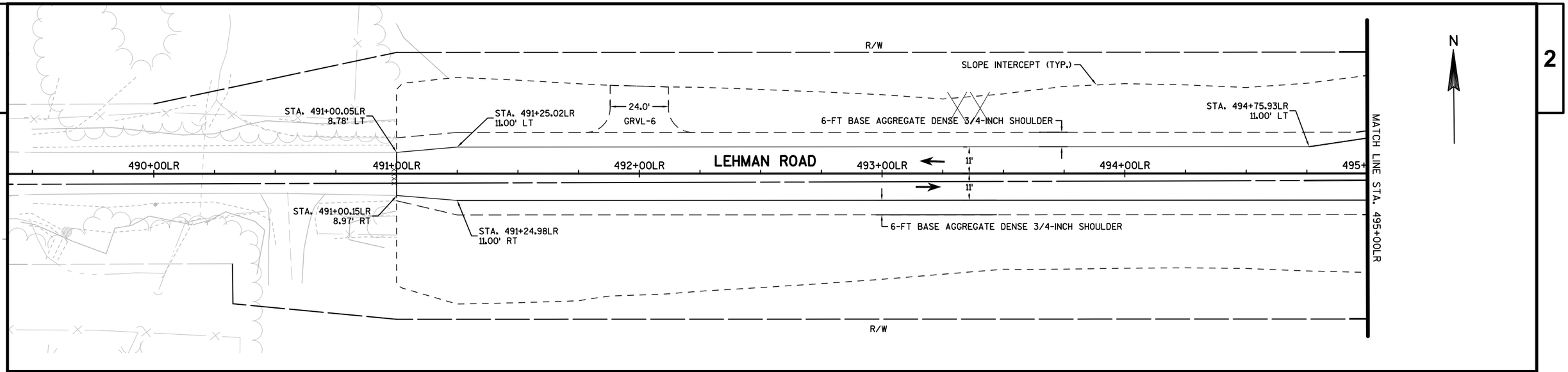
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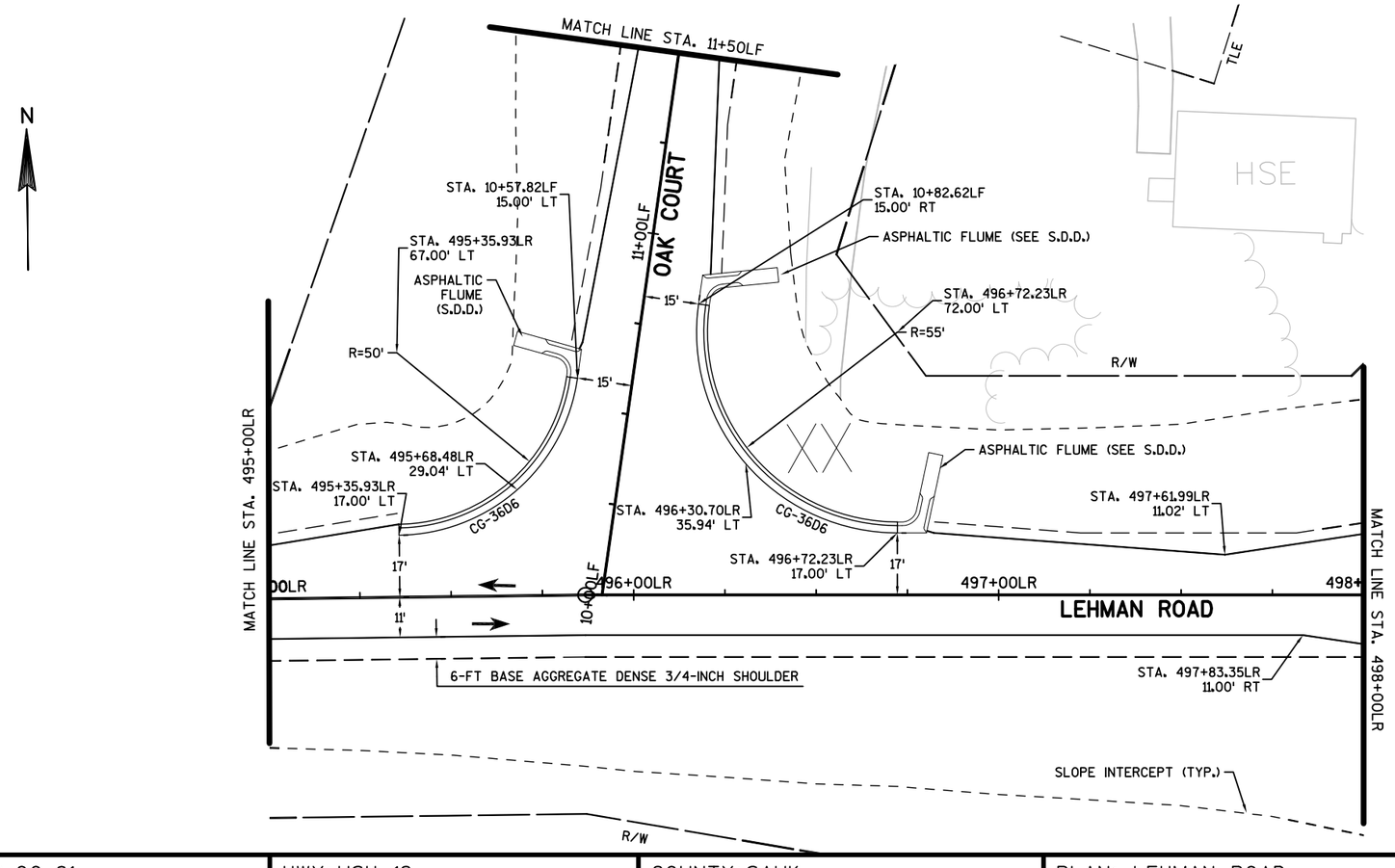
WALLS

TERRYTOWN ROAD

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN: CTH BD	SHEET 93	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLAN DETAILS\81 PROJECT\021201_PD(CTH BD).DWG PLOT DATE : 4/25/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40





PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN: LEHMAN ROAD	SHEET 94	E

2

2

N

P.L.

R/W

PT: 13+44.18

PC: 14+18.48

PT: 16+70.46

MATCH LINE STA. 17+50LF

MATCH LINE STA. 11+50LF

PC: 11+52.19

STA. 11+52.19LF
11.00' LT

5-FT BASE AGGREGATE DENSE 3/4-INCH SHOULDER

SLOPE INTERCEPT (TYP.)

12+00DF

13+00DF

14+00DF

15+00DF

16+00DF

17+00DF

0+00V

11'

11'

OAK COURT

GRVL-6

STA. 0+26.62V
7.50' LT

5-FT BASE AGGREGATE DENSE 3/4-INCH SHOULDER

STA. 0+26.62V
7.50' RT

STA. 11+52.19LF
11.00' RT

STA. 0+62.45V
7.50' RT

R50'

SCOLES DRIVEWAY

1+00V

R/W

REMOVE BUILDINGS AND
SITE CLEARANCE REQ'D
PARCEL 50

STA. 0+96.27V
49.28' RT

R30'

STA. 1+37.01V
7.50' RT

TLE

1+50V

STA. 1+37.01V
7.50' LT

STA. 1+10.10V
48.54' RT

HSE

SEE LANDSCAPING PLANS FOR
PLANTINGS ON BERM

USH 12 (EB)

546+00EB

547+00EB

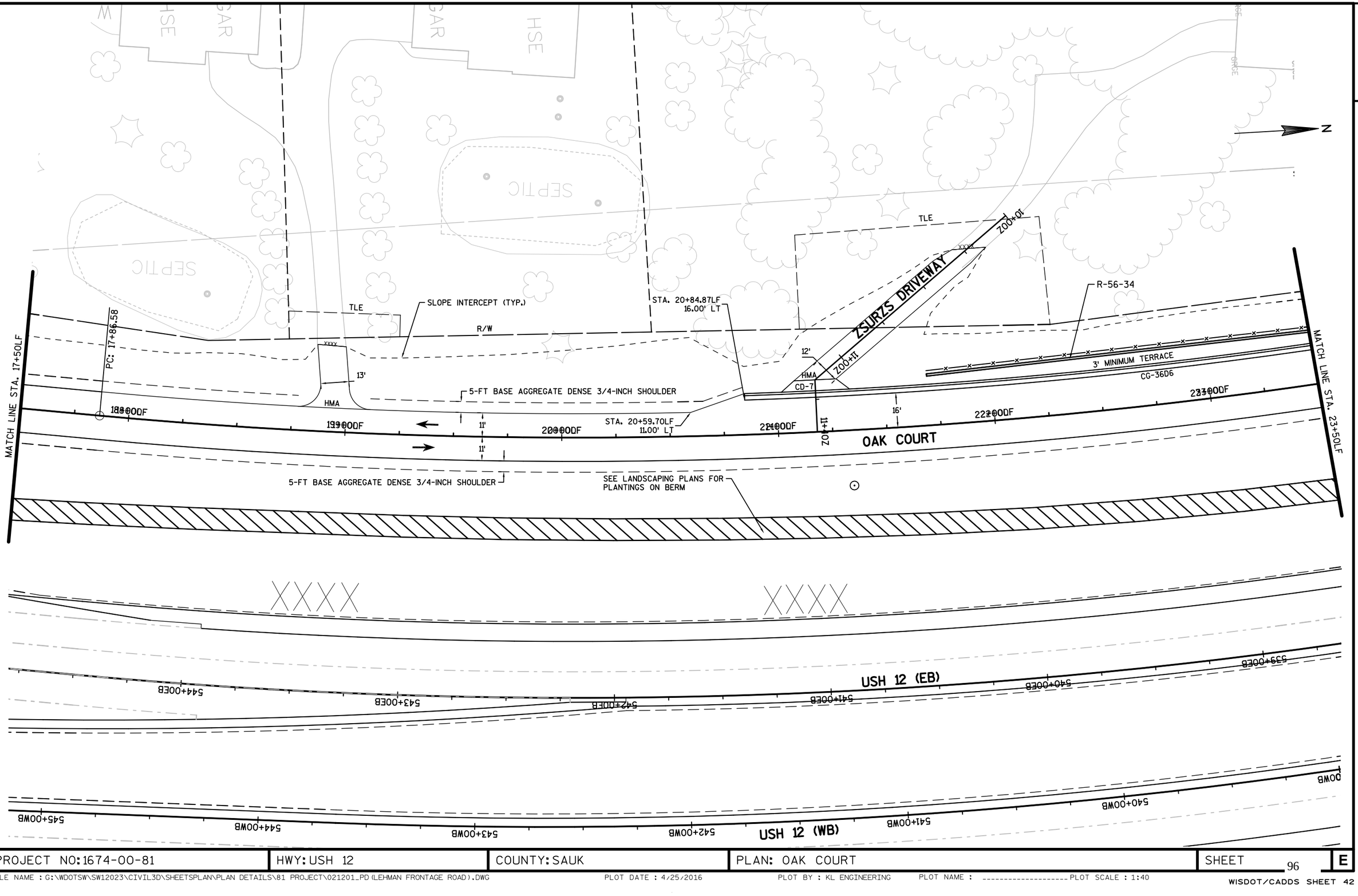
546+00WB

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN: OAK COURT	SHEET 95	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLAN DETAILS\81 PROJECT\021201_PD(LEHMAN FRONTAGE ROAD).DWG PLOT DATE : 4/25/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1:40

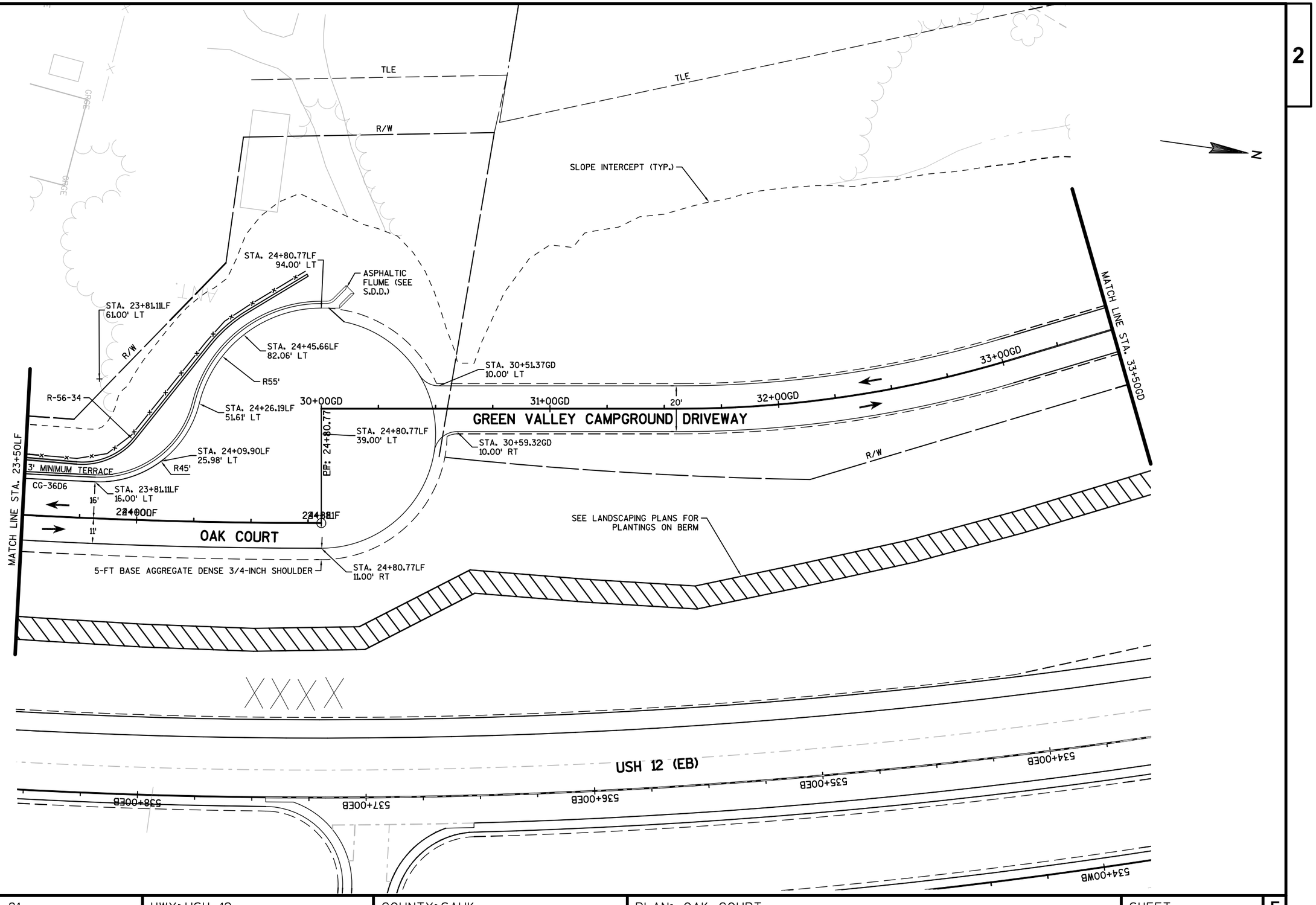
WISDOT/CADDS SHEET 42

2



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN: OAK COURT	SHEET 96	E

2



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN: OAK COURT	SHEET 97	E

2

2

STA. 38+25.00GD
6.40' RT

STA. 38+25.00GD
6.00' LT

STA. 38+00.00GD
10.00' RT

STA. 38+00.00GD
10.00' LT

38+00GD

N

7+00GP

8+00GP

GREEN VALLEY CAMPGROUND PARK ACCESS

STA. 8+75.00GP
4.42' RT

STA. 8+75.00GP
4.45' LT

TLE

STA. 9+00.00GP
7.50' LT

STA. 9+00.00GP
7.50' RT

STA. 35+71.47GD
25.00' LT

STA. 36+20.39GD
19.63' RT

9+00GP

15'

STA. 9+67.87GP
7.50' RT

STA. 35+17.56GD
30.04' LT

STA. 35+31.18GD
16.02' LT

R15'

STA. 35+17.56GD
10.00' LT

10+00GP

35+00GD

34+00GD

GREEN VALLEY CAMPGROUND DRIVEWAY

MATCH LINE STA. 33+50GD

37+00GD

20'

10+00GT

R25'

STA. 36+61.49GD
10.00' RT

STA. 36+61.49GD
35.00' RT

WELL LOCATION

STA. 36+50.03GD
13.66' RT

STA. 10+22.26GT
7.50' LT

STA. 10+45.76GT
7.50' RT

36+00GD

R25

R15'

STA. 36+03.32GD
10.00' RT

STA. 36+03.32GD
35.00' RT

STA. 35+71.47GD
10.00' LT

STA. 35+60.29GD
13.76' LT

STA. 9+77.55GP
7.50' LT

SLOPE INTERCEPT (TYP.)

WISCONSIN DEPTARTMENT OF TRANSPORTATION HAS OBTAINED A PERMIT TO CONSTRUCT THE GREEN VALLEY DRIVEWAYS OUTSIDE OF THE TLE. DO NOT PERFORM ANY ADDITIONAL WORK WITHOUT APPROVAL OF THE ENGINEER.

15'

11+00GT

STA. 11+25.00GT
5.68' LT

STA. 11+25.00GT
5.54' RT

GREEN VALLEY CAMPGROUND DRIVEWAY TURN-AROUND

12+00GT

12+50GT

SEE LANDSCAPING PLANS FOR PLANTINGS ON BERM

R/W

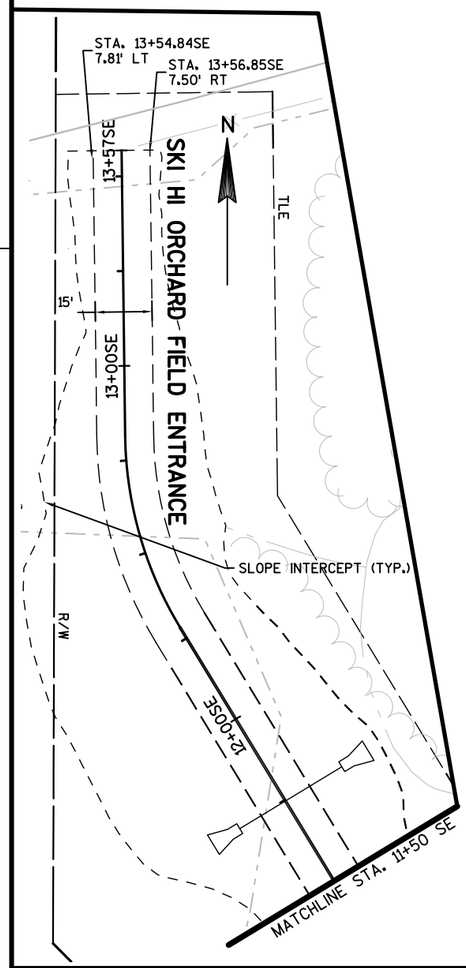
SHED

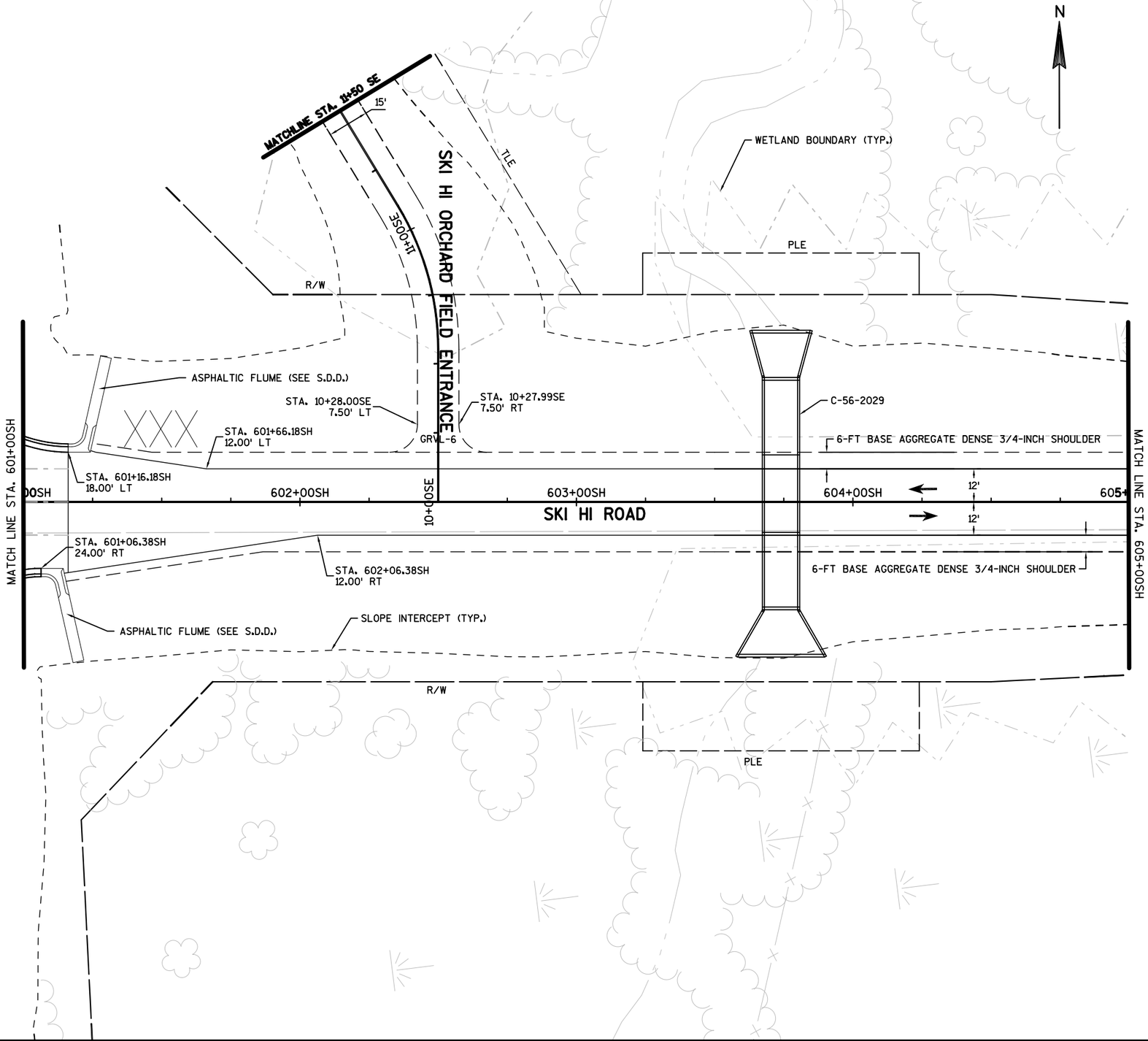
SHED

TANKS

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN: GREEN VALLEY DRIVEWAY	SHEET 98	E

2





PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: SKI HI ROAD	SHEET 99 E

2

2

N

WETLAND BOUNDARY (TYP.)

R/W

SLOPE INTERCEPT (TYP.)

STA. 609+50.00SH
12.00' LT

STA. 610+00.01SH
11.14' LT

6-FT BASE AGGREGATE DENSE 3/4-INCH SHOULDER

MATCH LINE STA. 605+00SH

00SH 606+00SH 607+00SH 608+00SH 609+00SH 610+00SH 611+00SH

12'

12'

SKI HI ROAD

6-FT BASE AGGREGATE DENSE 3/4-INCH SHOULDER

STA. 610+00.01SH
10.65' RT

STA. 609+50.00SH
12.00' RT

TLE

R/W

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: SKI HI ROAD	SHEET 100	E

2

2

N

STA. 514+00.03EX
15.00' LT

514+00EX

SAFETY FENCE TO PROTECT
POINT OF ROCKS OUTCROPPING

3-FT HMA SHOULDER

12'

12'

3-FT HMA SHOULDER

STA. 514+00.05EX
15.20' RT

5-FT GRAVEL SHOULDER

515+00EX

POINT OF ROCKS ROAD

STA. 515+08.76EX
15.00' RT

STA. 515+36.47EX
24.39' RT

R50'

STA. 515+08.76EX
65.00' RT

STA. 515+98.88EX
35.00' RT

STA. 515+53.07EX
48.73' RT

R50'

20+00WD

515+99EX

STA. 20+25.44WD
7.50' LT

STA. 515+98.88EX
15.00' LT

STA. 20+58.58WD
7.50' RT

SIGN

SIGN

PLE

SLOPE INTERCEPT (TYP.)

R/W

MATCH LINE STA. 24+00WD

21+00WD

22+00WD

23+00WD

24+

WENZEL DRIVEWAY

15'

5-FT BASE AGGREGATE DENSE 3/4-INCH SHOULDER

USH 12 (WB)

516+00WB

517+00WB

518+00WB

519+00WB

520+00WB

521+00WB

516+00EB

517+00EB

518+00EB

519+00EB

520+00EB

521+00EB

USH 12 (EB)

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: WENZEL DRIVEWAY	SHEET	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLAN DETAILS\81 PROJECT\021201_PD(WENTZEL DRIVEWAY).DWG
PLOT DATE : 4/25/2016
PLOT BY : KL ENGINEERING
PLOT NAME : _____ PLOT SCALE : 1:40
WISDOT/CADDS SHEET 42

2

2

N

WISCONSIN DEPARTMENT OF TRANSPORTATION HAS OBTAINED A CONSTRUCTION PERMIT TO PAVE THE CIRCLE DRIVEWAY OUTSIDE OF THE TLE LIMITS. PREPARE FOUNDATION FOR ASPHALTIC PAVING AND PAVE 2-INCH OF ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES OUTSIDE OF TLE. COORDINATE PAVING LIMITS WITH ENGINEER AND PROPERTY OWNER.

P.L.

TLE

STA. 30+37.97WD
7.54' LT

STA. 30+37.50WD
7.50' RT

SLOPE INTERCEPT (TYP.)

31+00WD

30+00WD

29+00WD

28+00WD

27+00WD

26+00WD

25+00WD

24+00WD

R/W

PLE

15'

WENZEL DRIVEWAY

MATCH LINE STA. 24+00WD

USH 12 (WB)

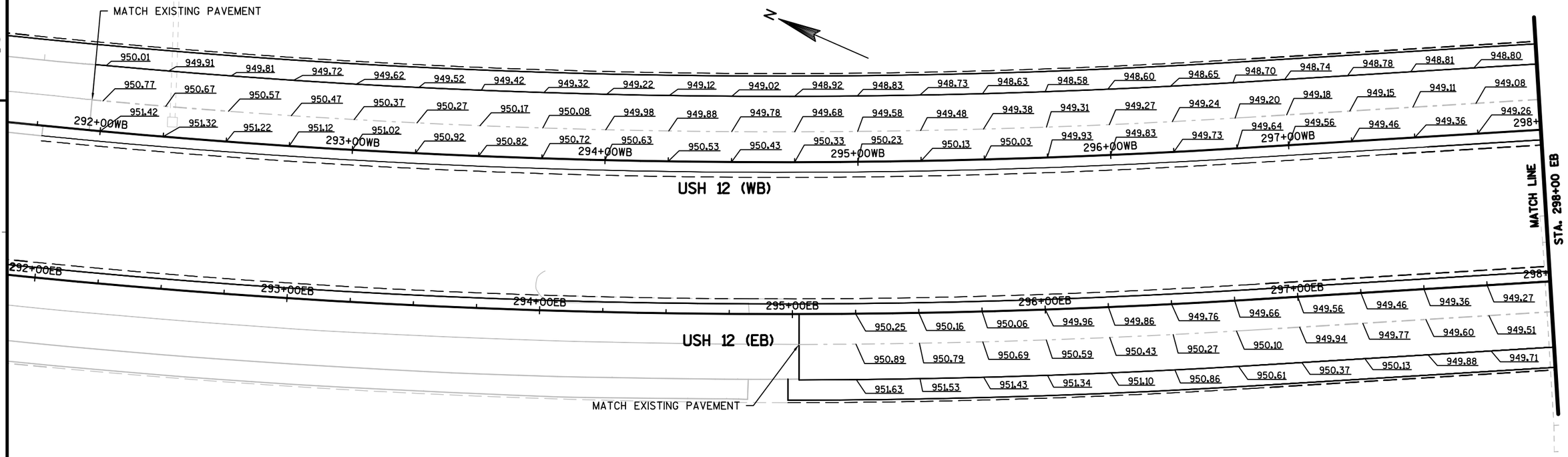
527+00WB

526+00WB

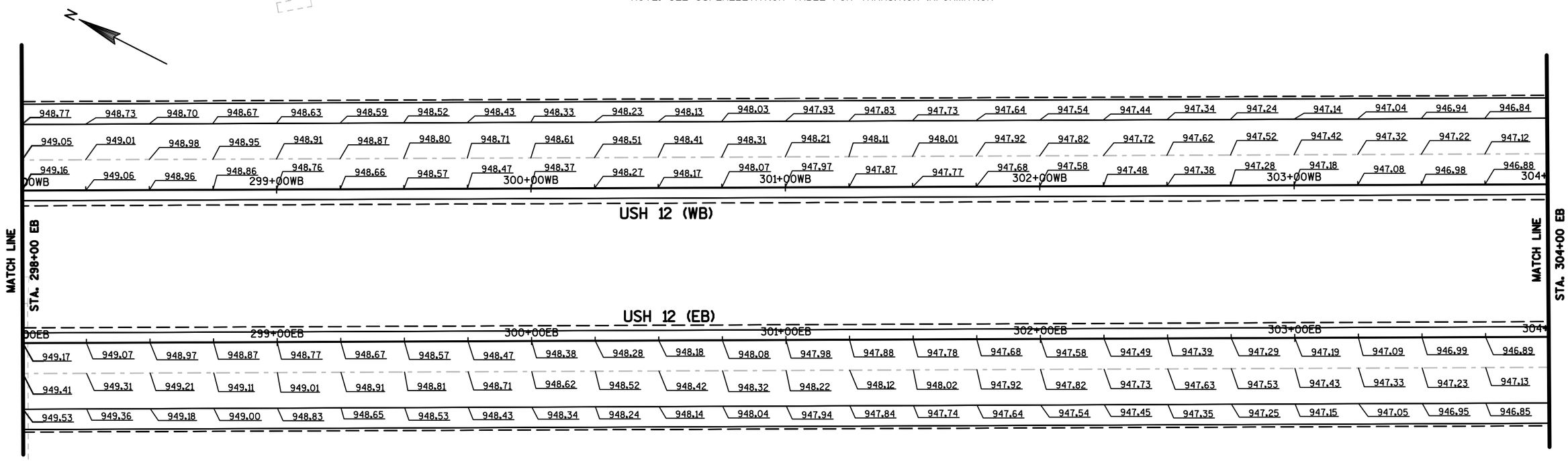
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN DETAILS: WENZEL DRIVEWAY	SHEET 102	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLAN DETAILS\81 PROJECT\021201_PD(WENTZEL DRIVEWAY).DWG PLOT DATE : 4/25/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40

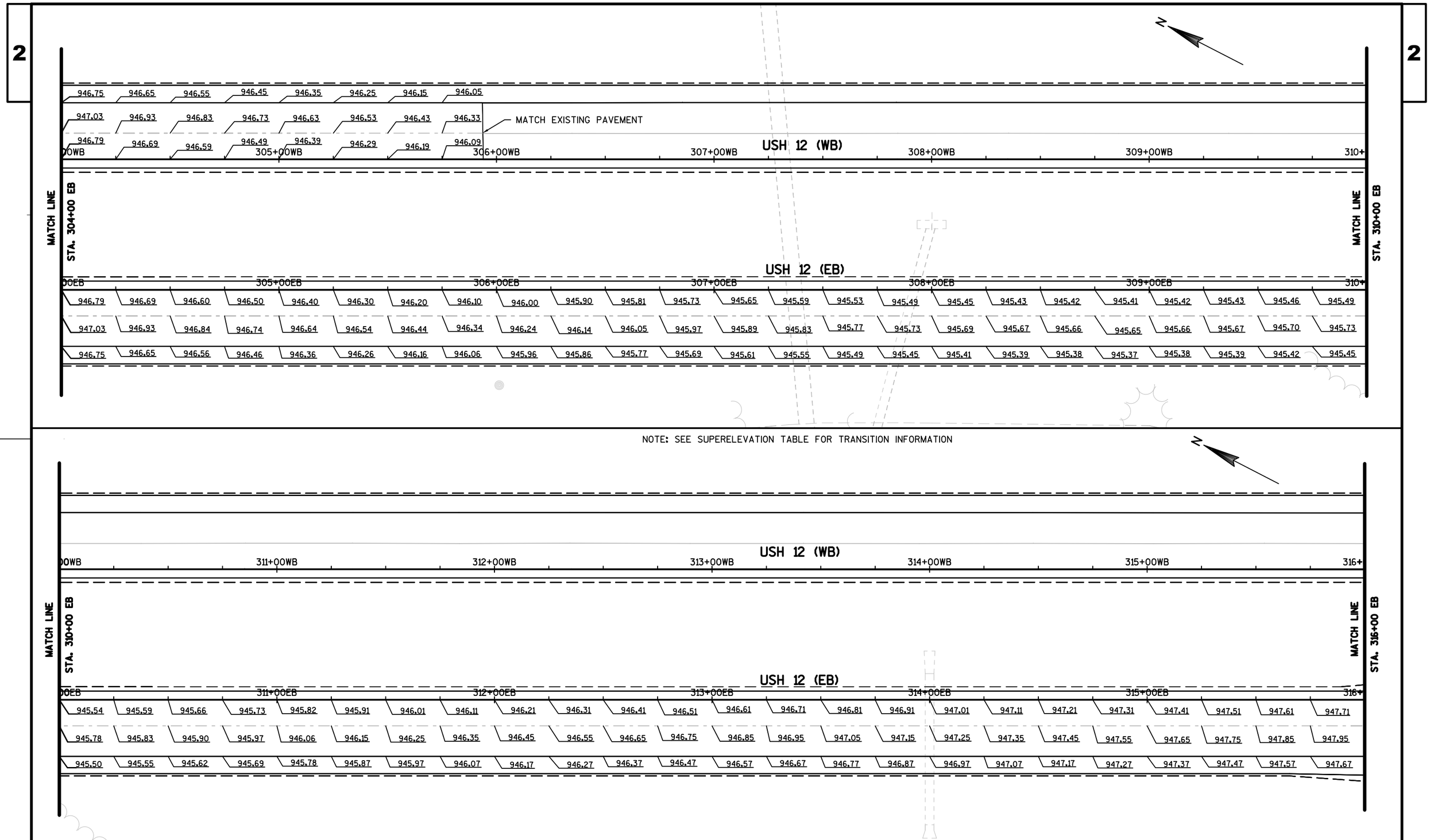
WISDOT/CADDS SHEET 42



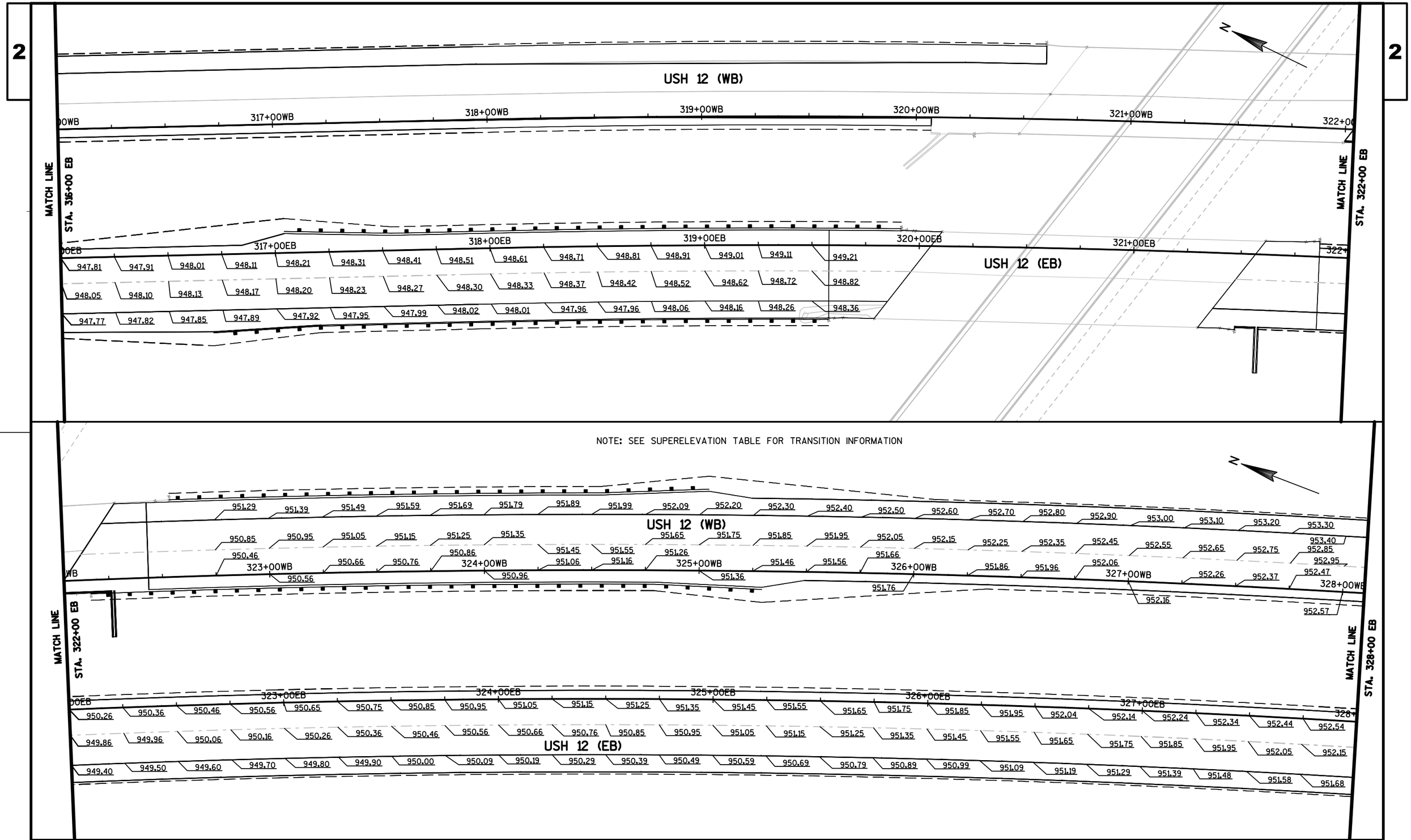
NOTE: SEE SUPERELEVATION TABLE FOR TRANSITION INFORMATION



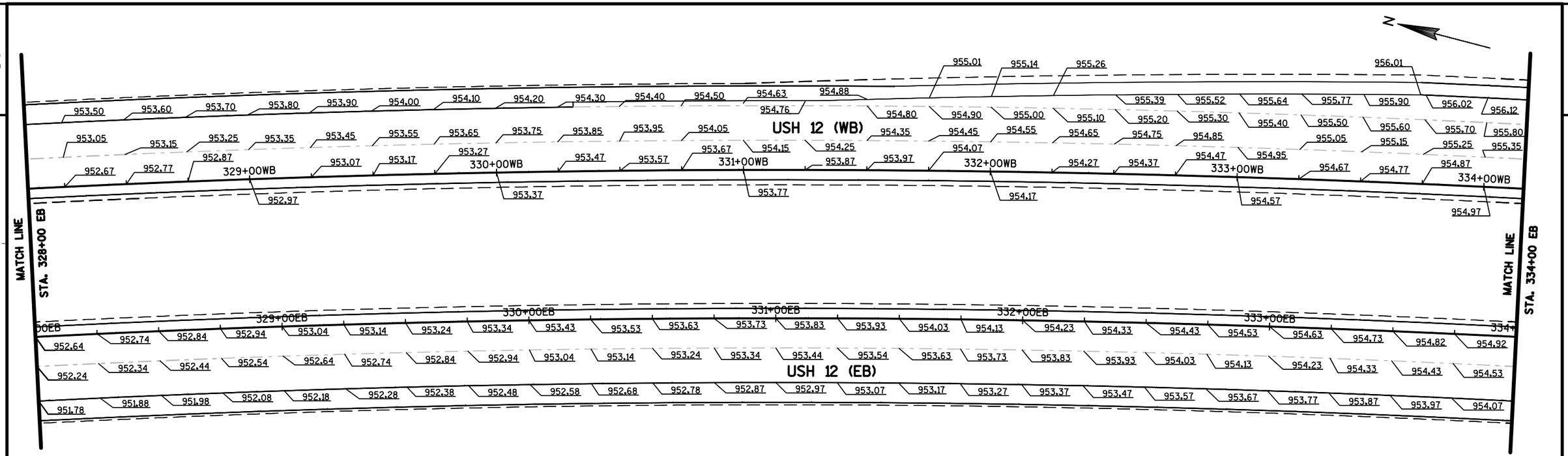
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: USH 12	SHEET 103	E



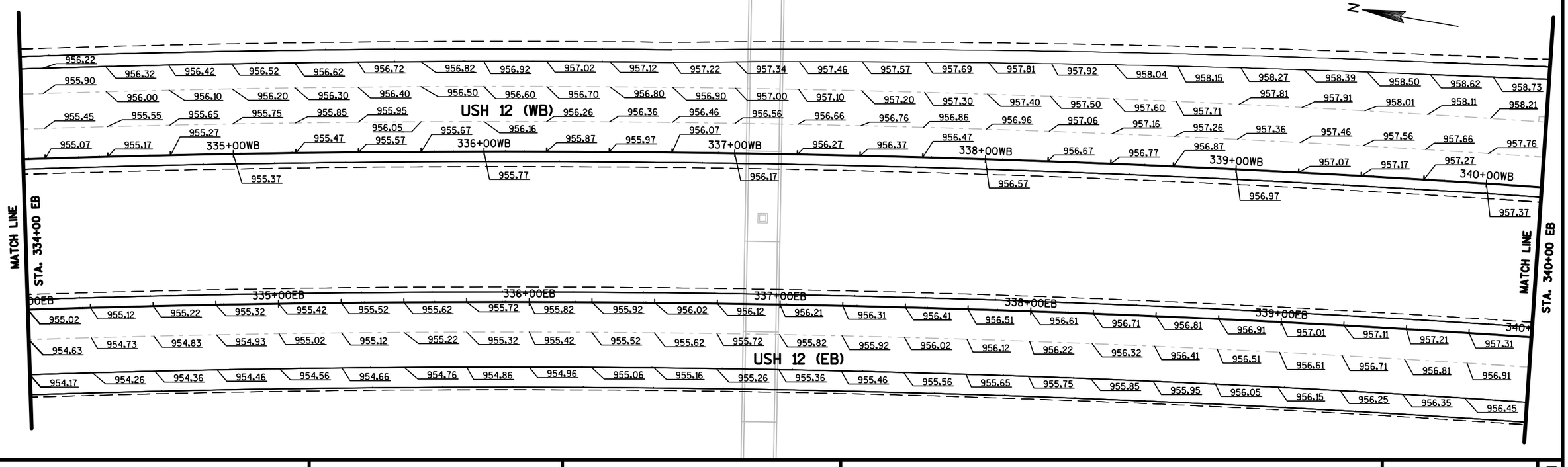
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: USH 12	SHEET 104	E



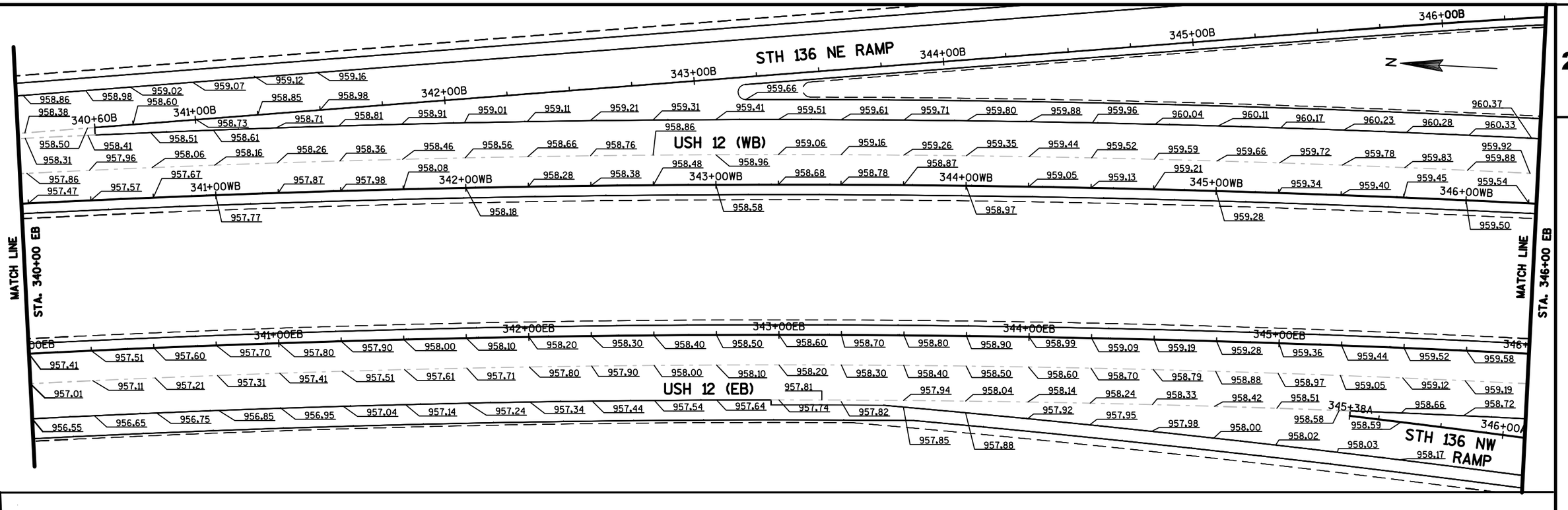
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: USH 12	SHEET 105	E



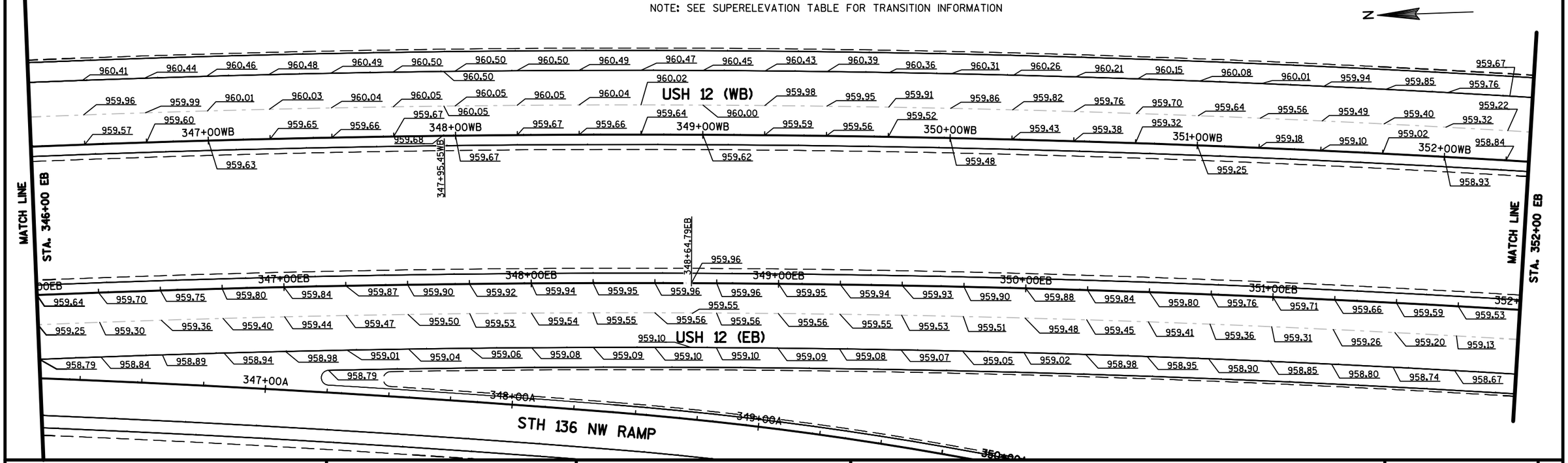
NOTE: SEE SUPERELEVATION TABLE FOR TRANSITION INFORMATION



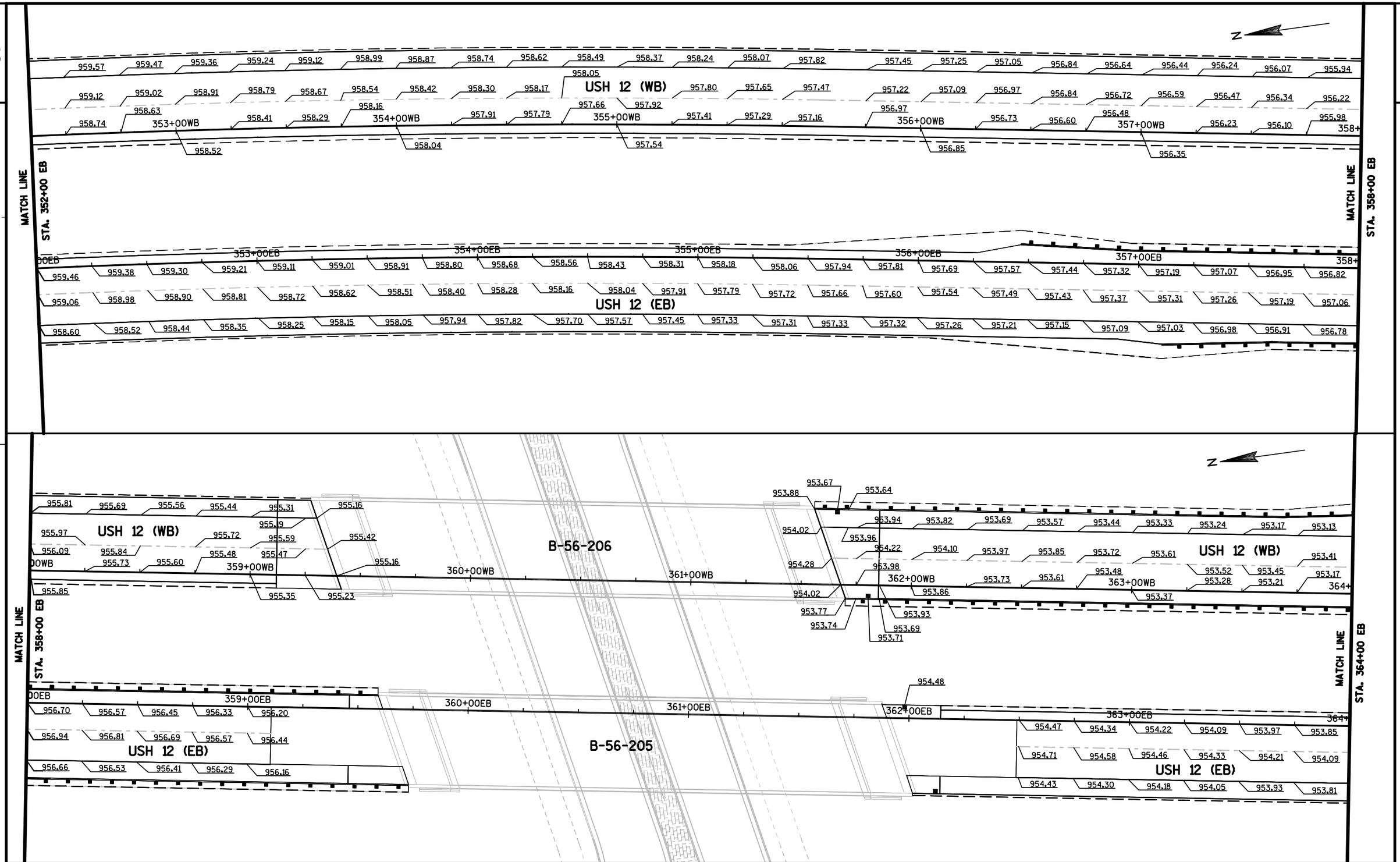
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: USH 12	SHEET 106	E



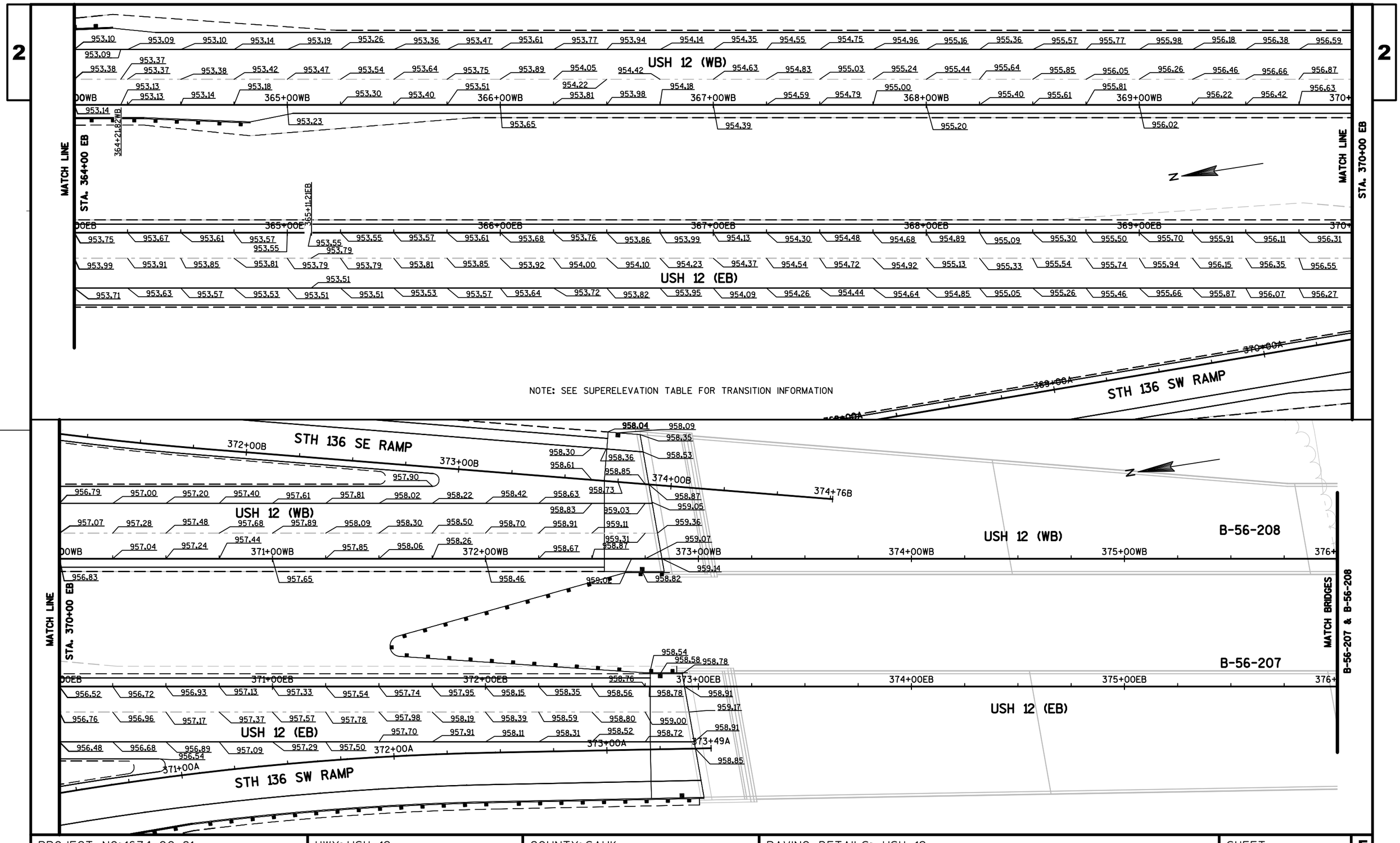
NOTE: SEE SUPERELEVATION TABLE FOR TRANSITION INFORMATION



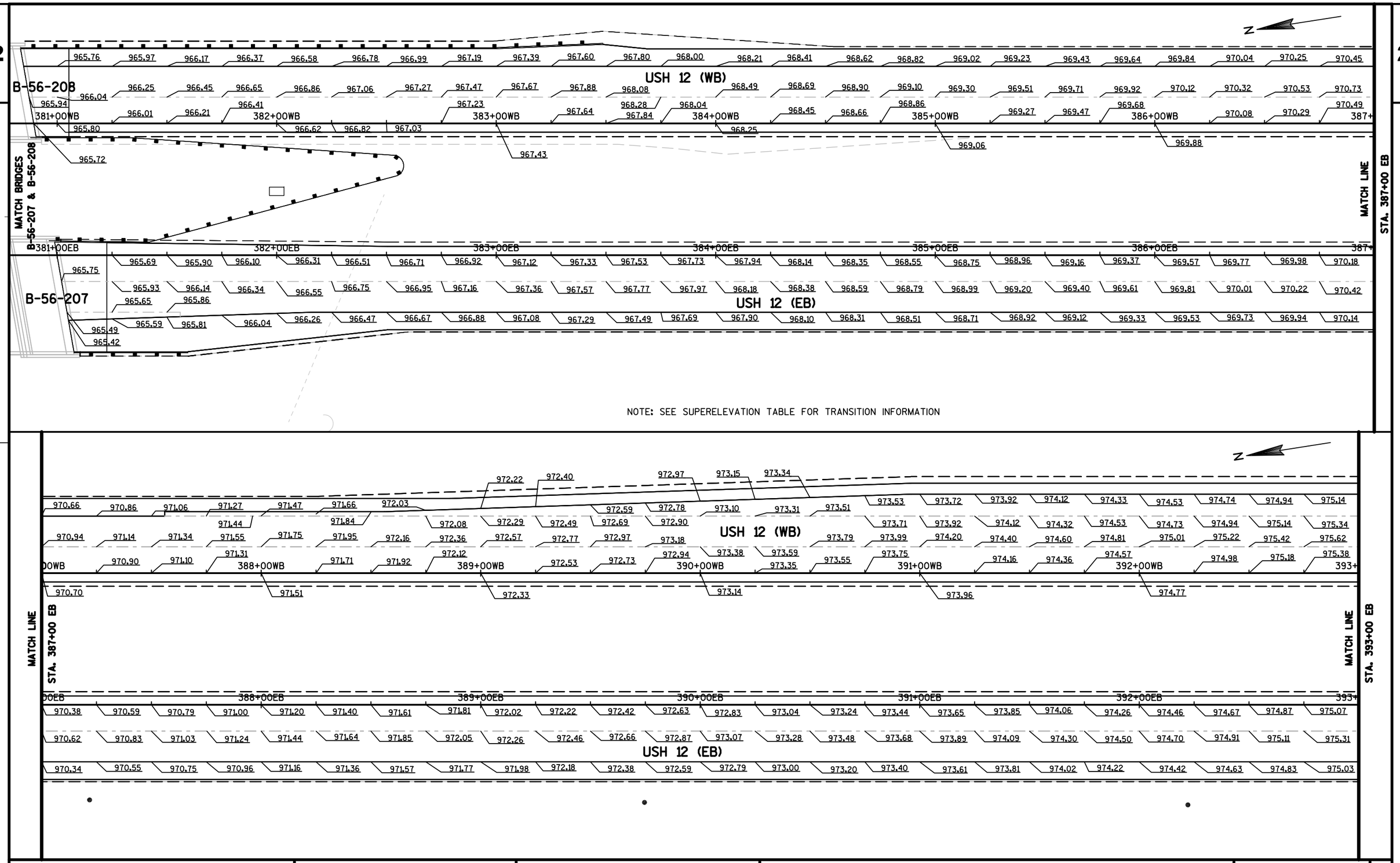
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: USH 12	SHEET 107	E


N
MATCH LINE
STA. 352+00 EB
MATCH LINE
STA. 358+00 EB
MATCH LINE
STA. 358+00 EB
MATCH LINE
STA. 364+00 EB
USH 12 (WB)
USH 12 (EB)
USH 12 (WB)
USH 12 (EB)
B-56-206
B-56-205
353+00WB
354+00WB
355+00WB
356+00WB
357+00WB
353+00EB
354+00EB
355+00EB
356+00EB
357+00EB
359+00WB
360+00WB
361+00WB
362+00WB
363+00WB
359+00EB
360+00EB
361+00EB
362+00EB
363+00EB

NOTE: SEE SUPERELEVATION TABLE FOR TRANSITION INFORMATION

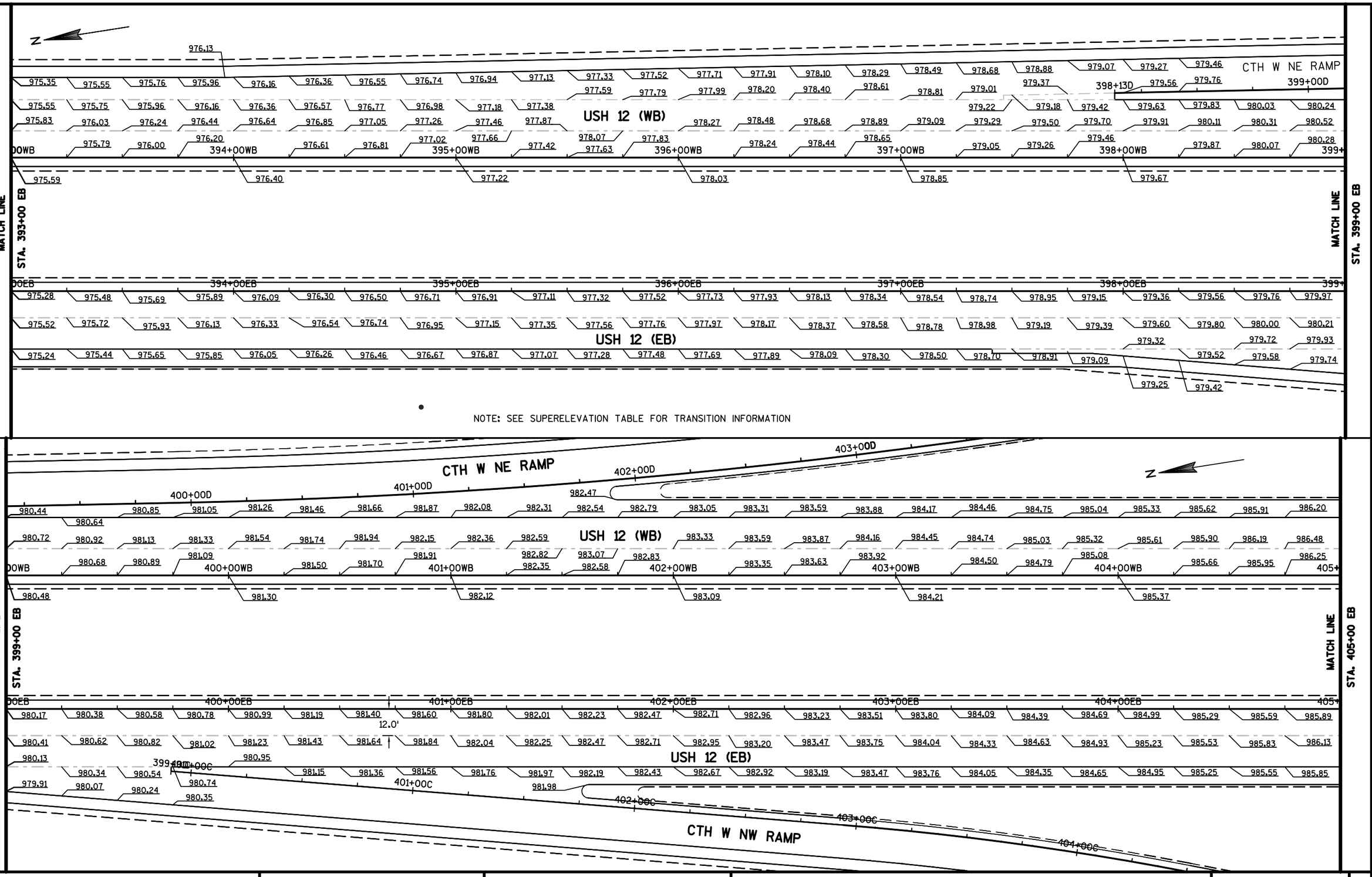


PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: USH 12	SHEET 109	E

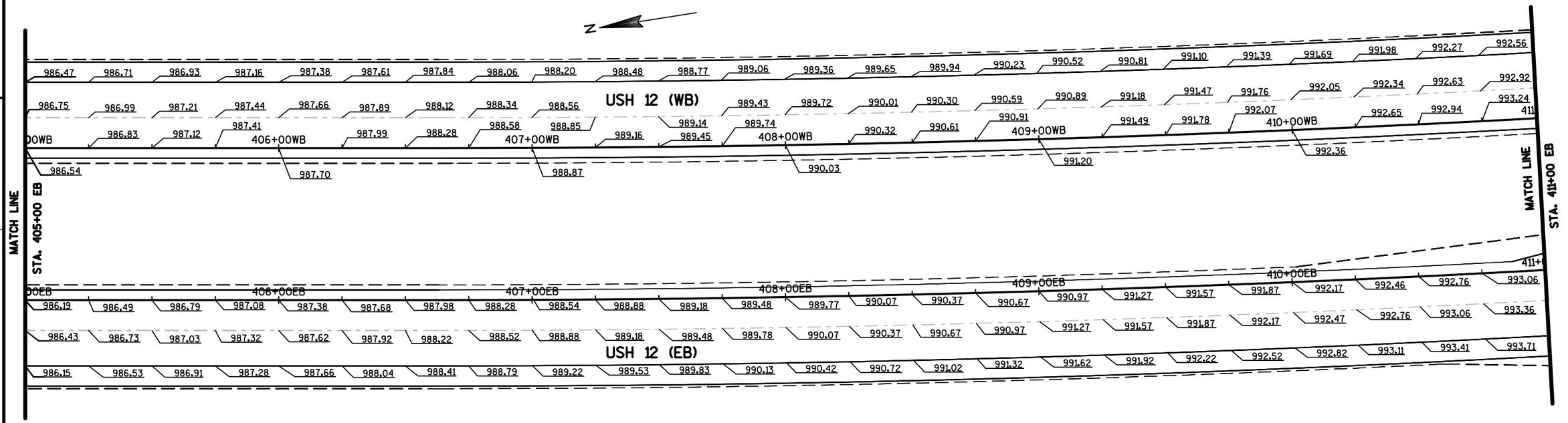


NOTE: SEE SUPERELEVATION TABLE FOR TRANSITION INFORMATION

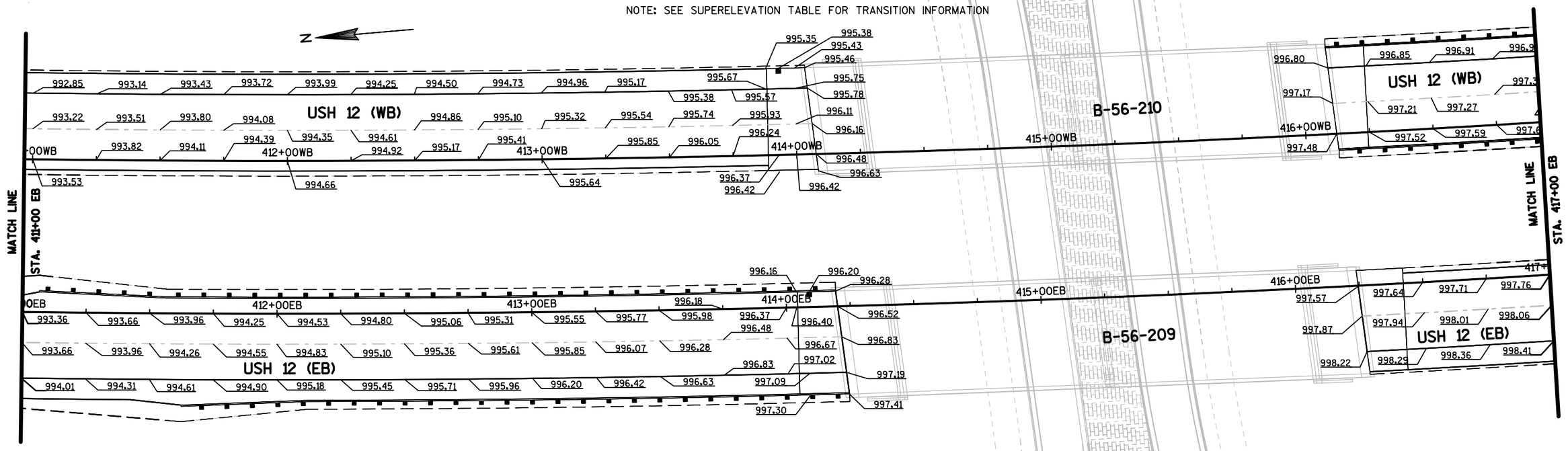
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: USH 12	SHEET 110	E



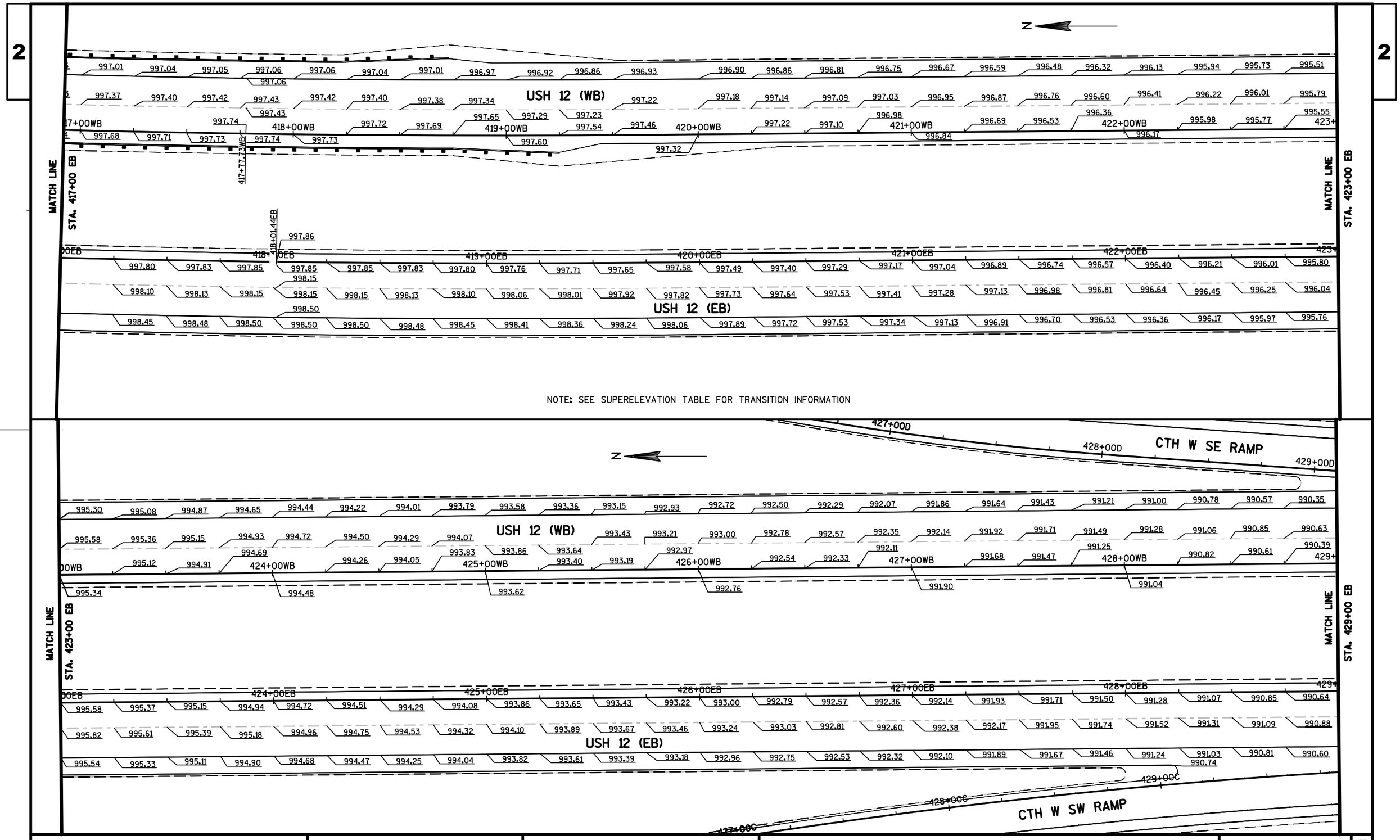
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: USH 12	SHEET 111	E



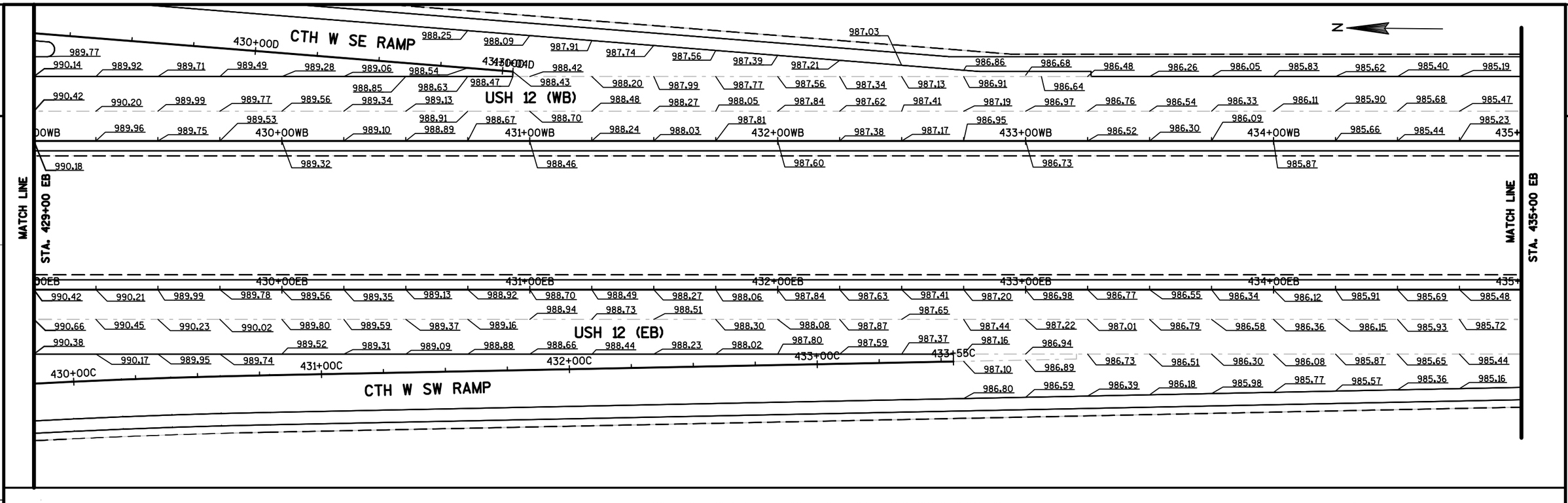
NOTE: SEE SUPERELEVATION TABLE FOR TRANSITION INFORMATION



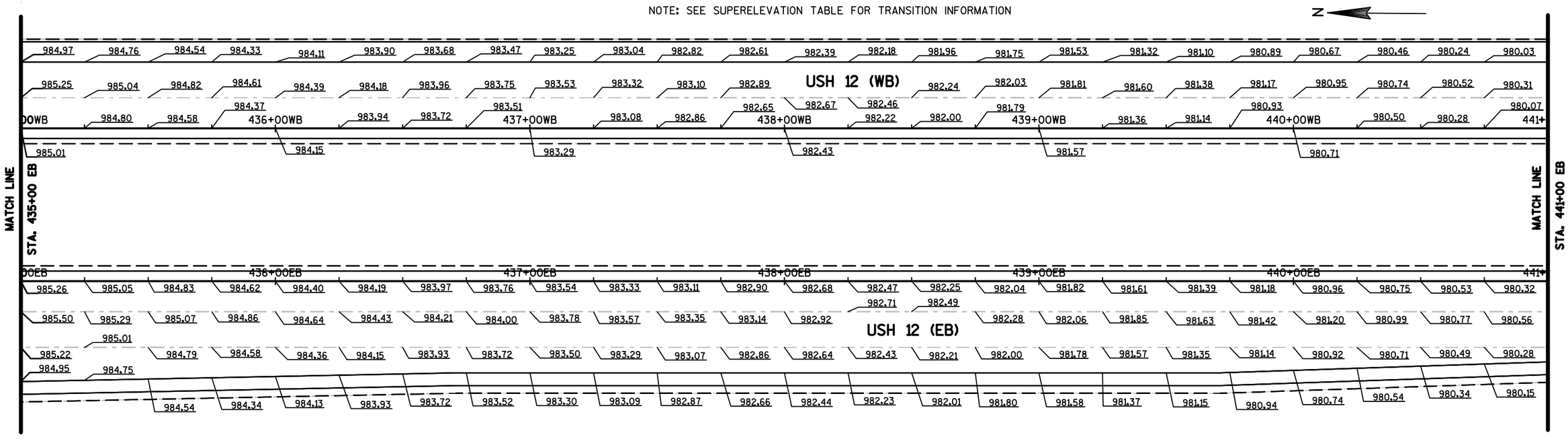
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: USH 12	SHEET 112	E



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: USH 12	SHEET 113	E



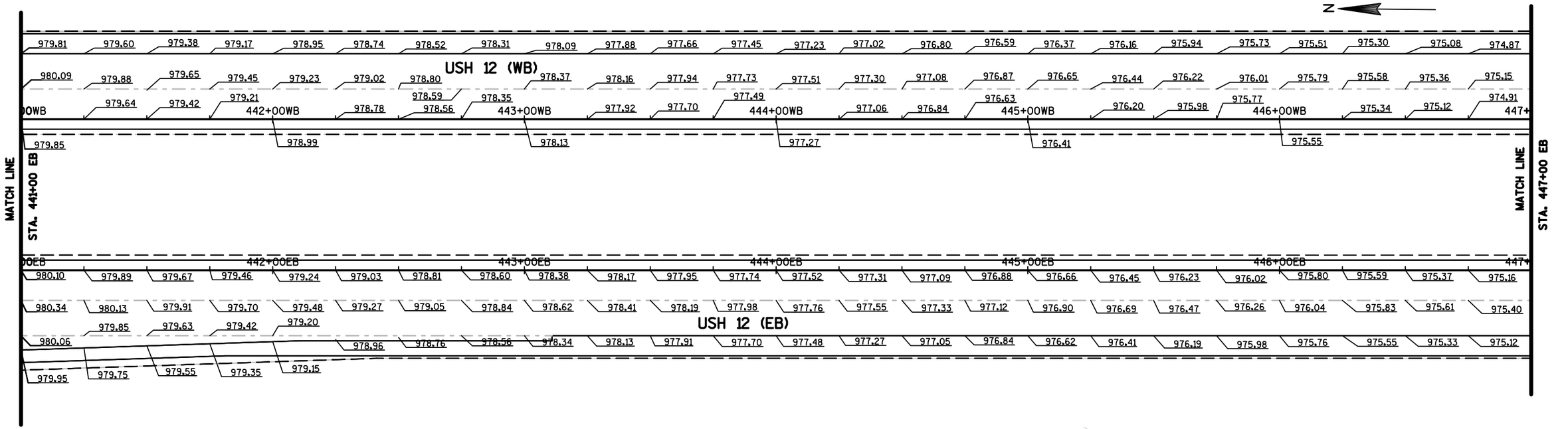
NOTE: SEE SUPERELEVATION TABLE FOR TRANSITION INFORMATION



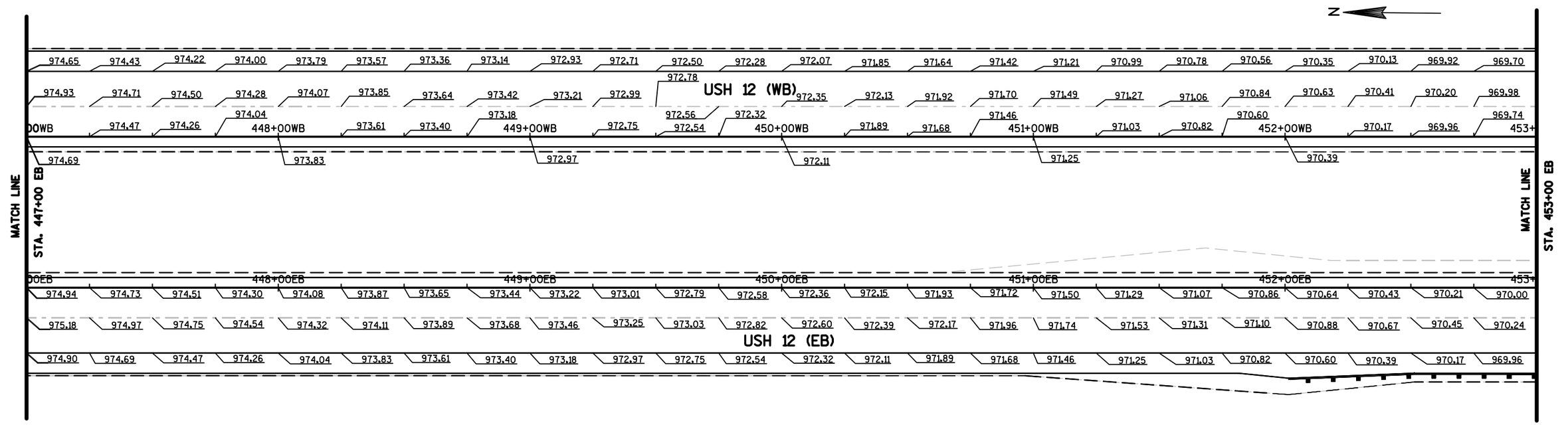
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: USH 12	SHEET 114	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PAVING DETAILS\81 PROJECT\021201-PV-12.DWG PLOT DATE : 4/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 40'

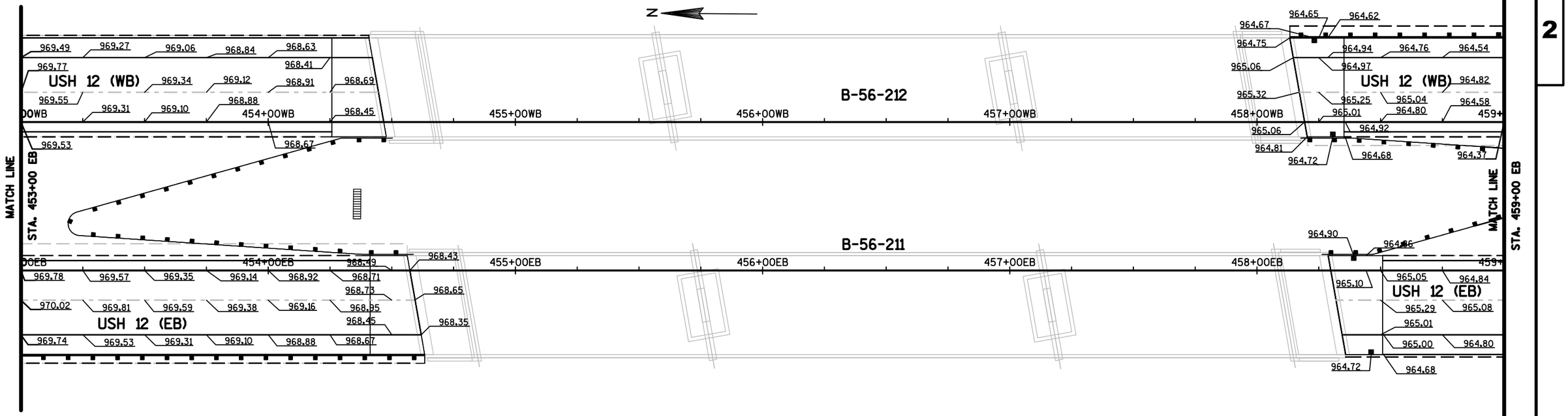
WISDOT/CADDS SHEET 42



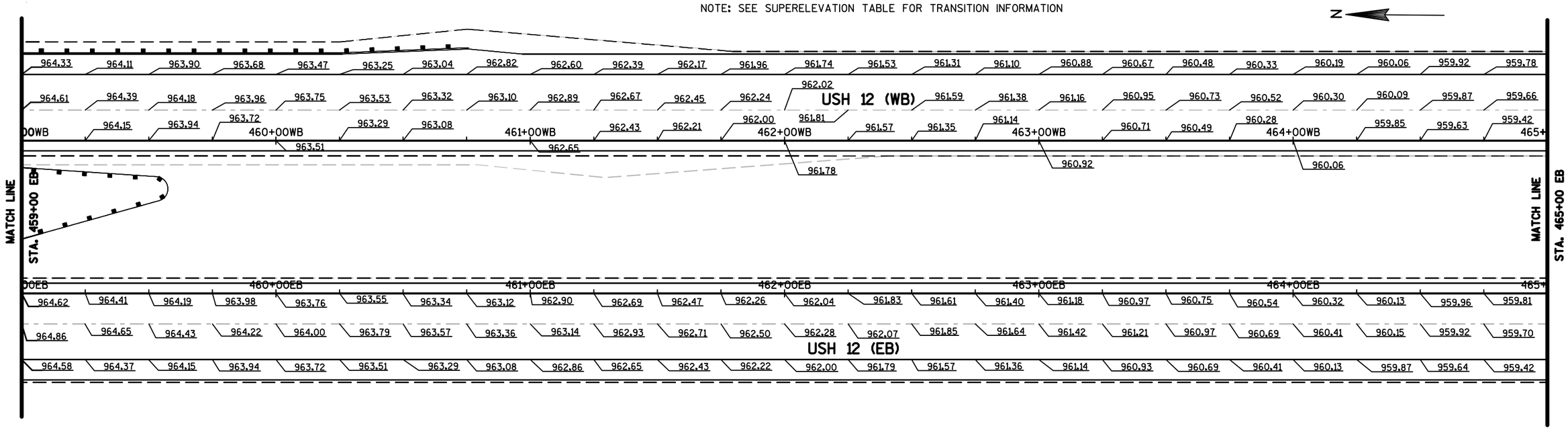
NOTE: SEE SUPERELEVATION TABLE FOR TRANSITION INFORMATION



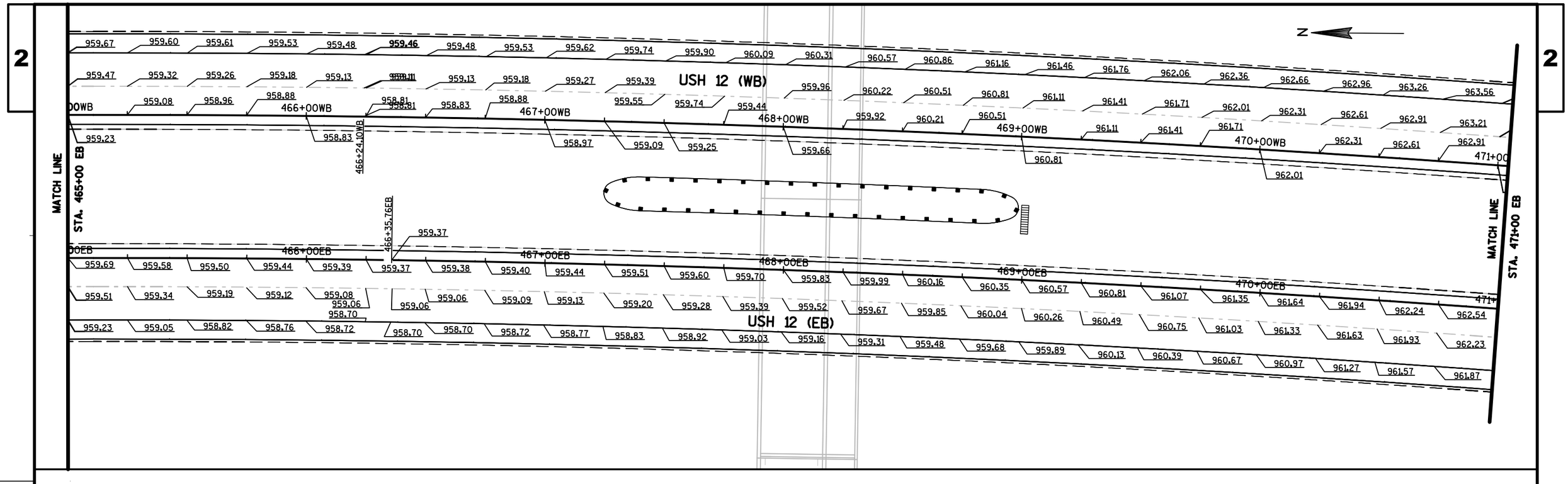
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: USH 12	SHEET 115	E



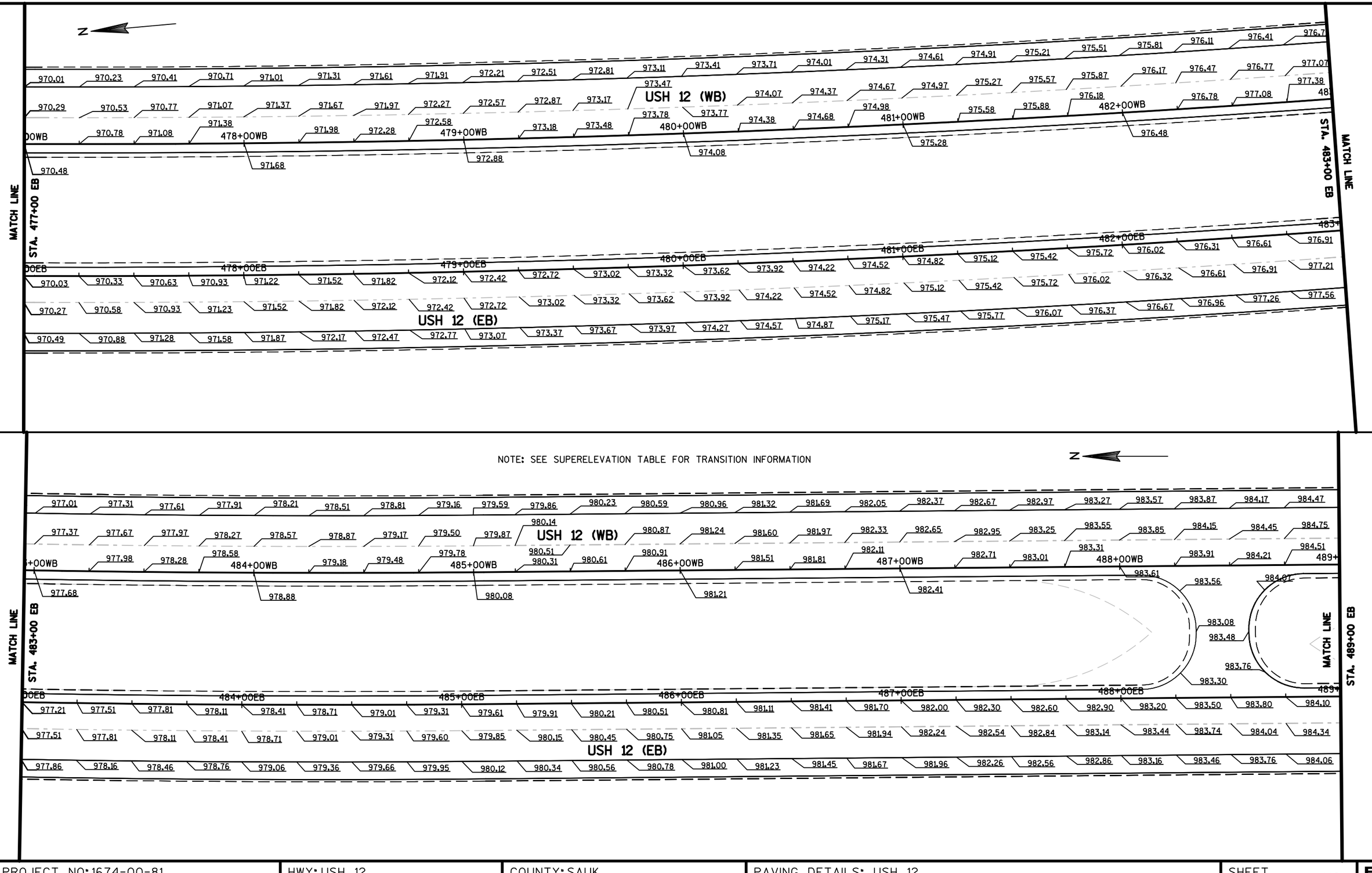
NOTE: SEE SUPERELEVATION TABLE FOR TRANSITION INFORMATION

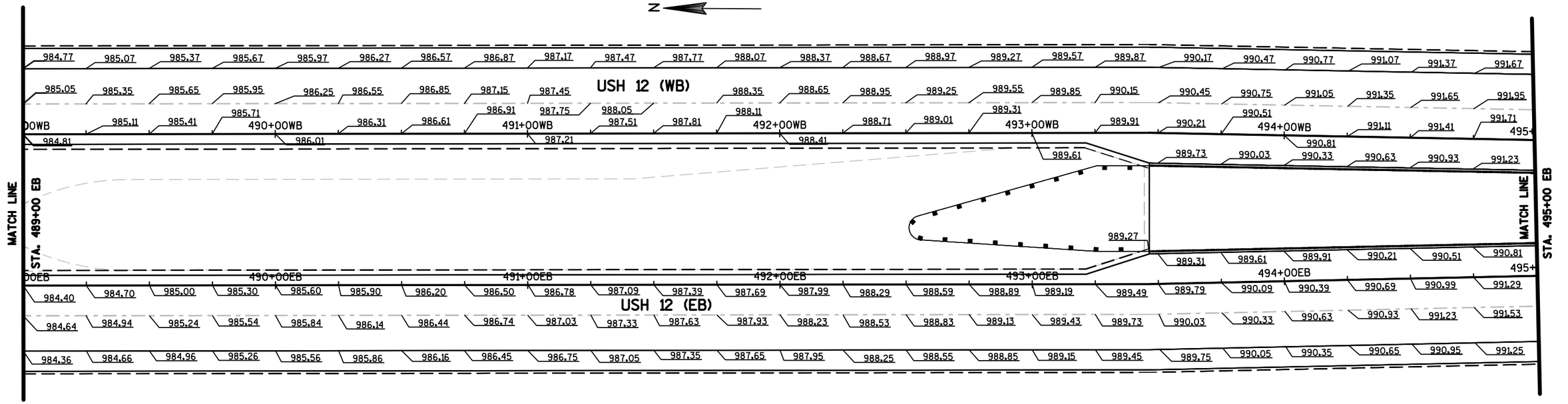


PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: USH 12	SHEET 116	E

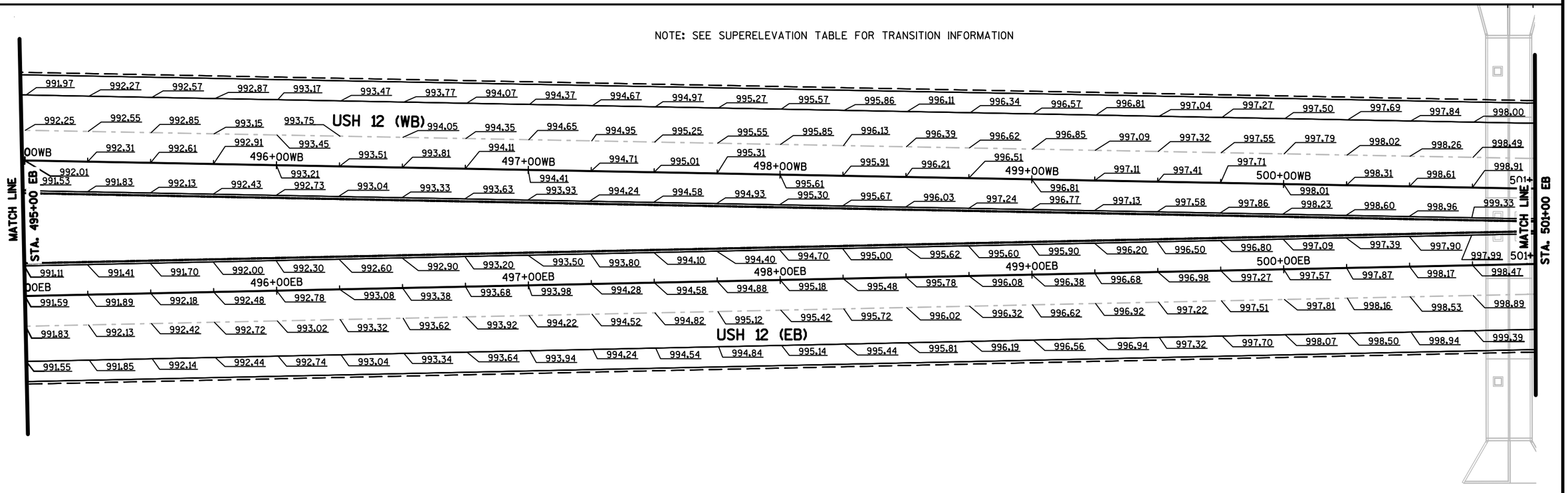


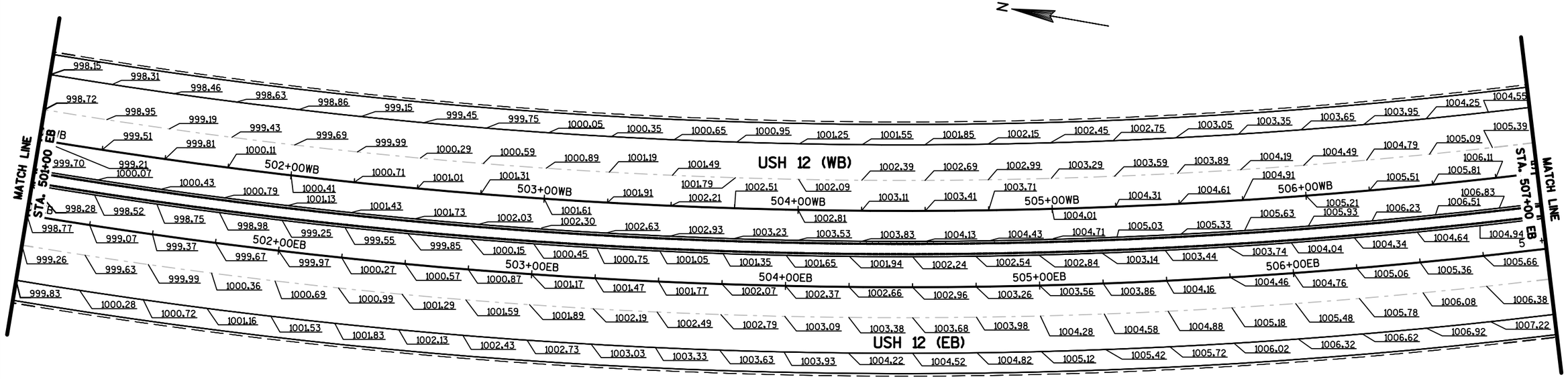
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: USH 12	SHEET 117	E


N
MATCH LINE
STA. 477+00 EB
STA. 483+00 EB
MATCH LINE
USH 12 (WB)
USH 12 (EB)
478+00WB
479+00WB
480+00WB
481+00WB
482+00WB
478+00EB
479+00EB
480+00EB
481+00EB
482+00EB
NOTE: SEE SUPERELEVATION TABLE FOR TRANSITION INFORMATION
N
MATCH LINE
STA. 483+00 EB
STA. 489+00 EB
MATCH LINE
USH 12 (WB)
USH 12 (EB)
484+00WB
485+00WB
486+00WB
487+00WB
488+00WB
484+00EB
485+00EB
486+00EB
487+00EB
488+00EB

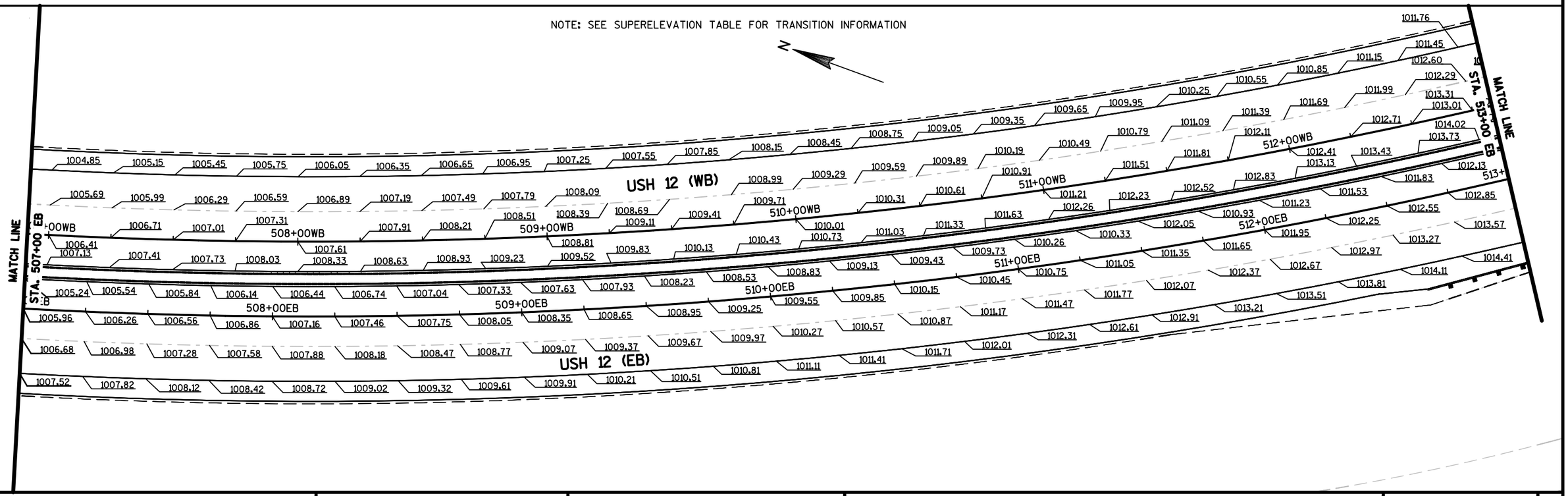


NOTE: SEE SUPERELEVATION TABLE FOR TRANSITION INFORMATION

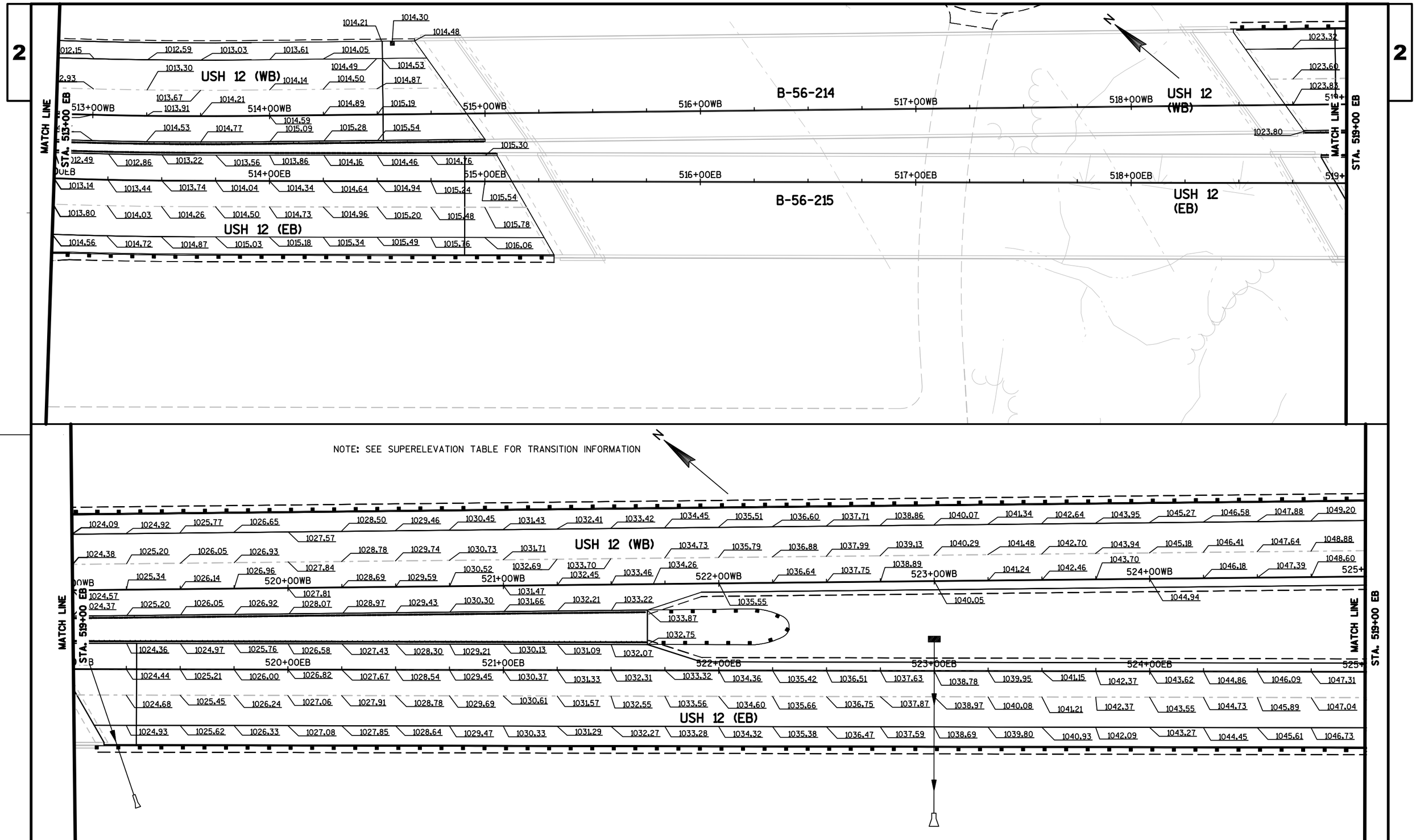




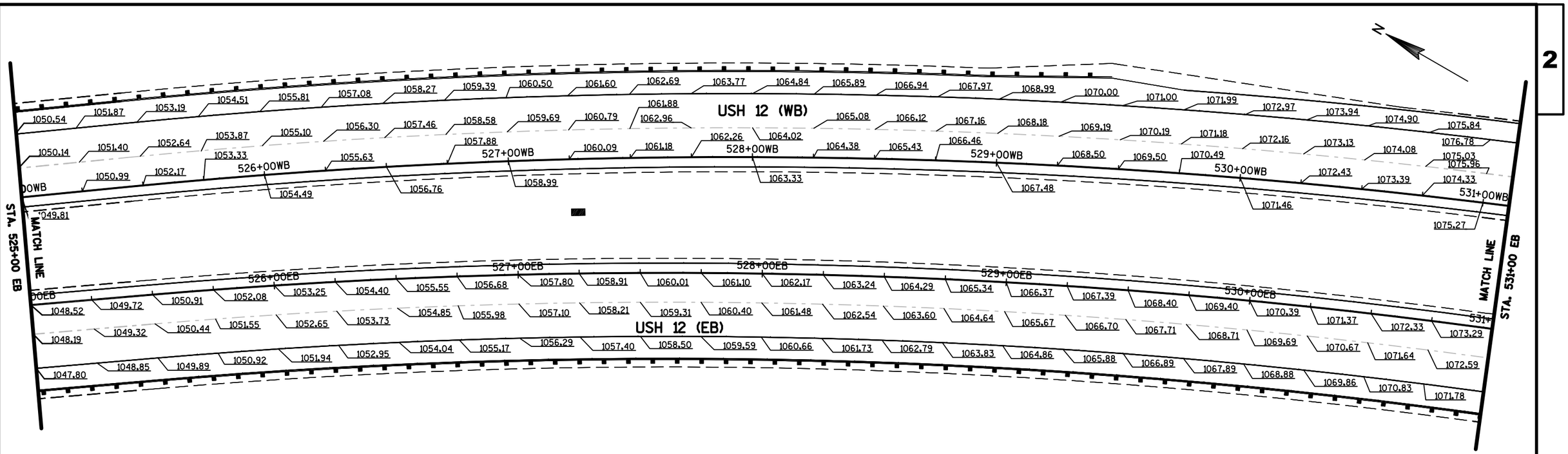
NOTE: SEE SUPERELEVATION TABLE FOR TRANSITION INFORMATION



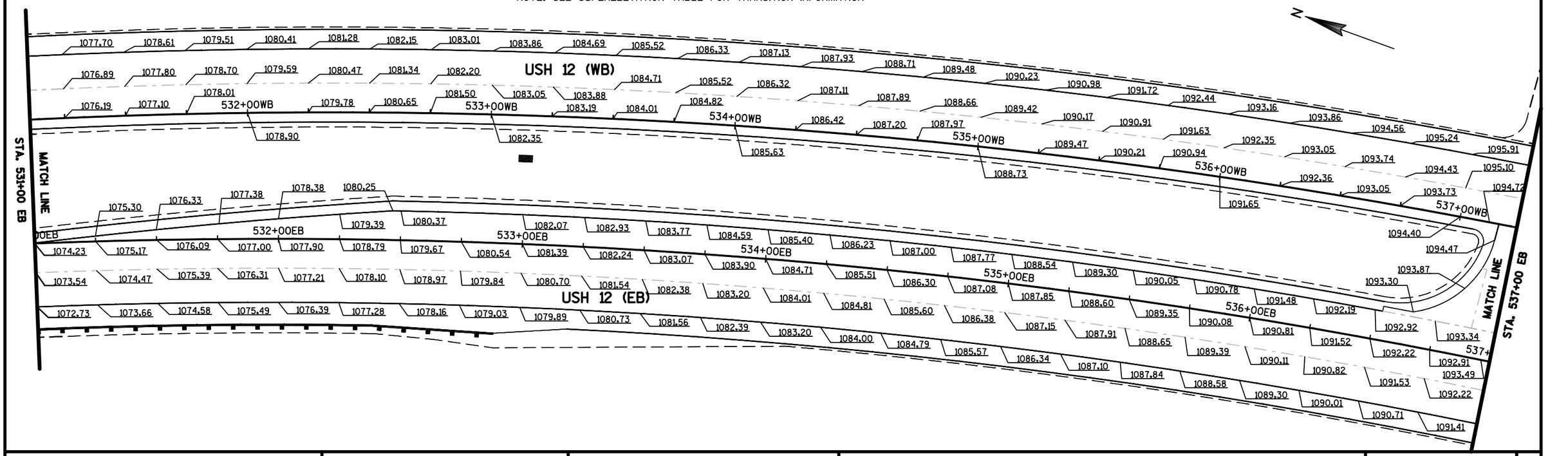
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: USH 12	SHEET 120	E



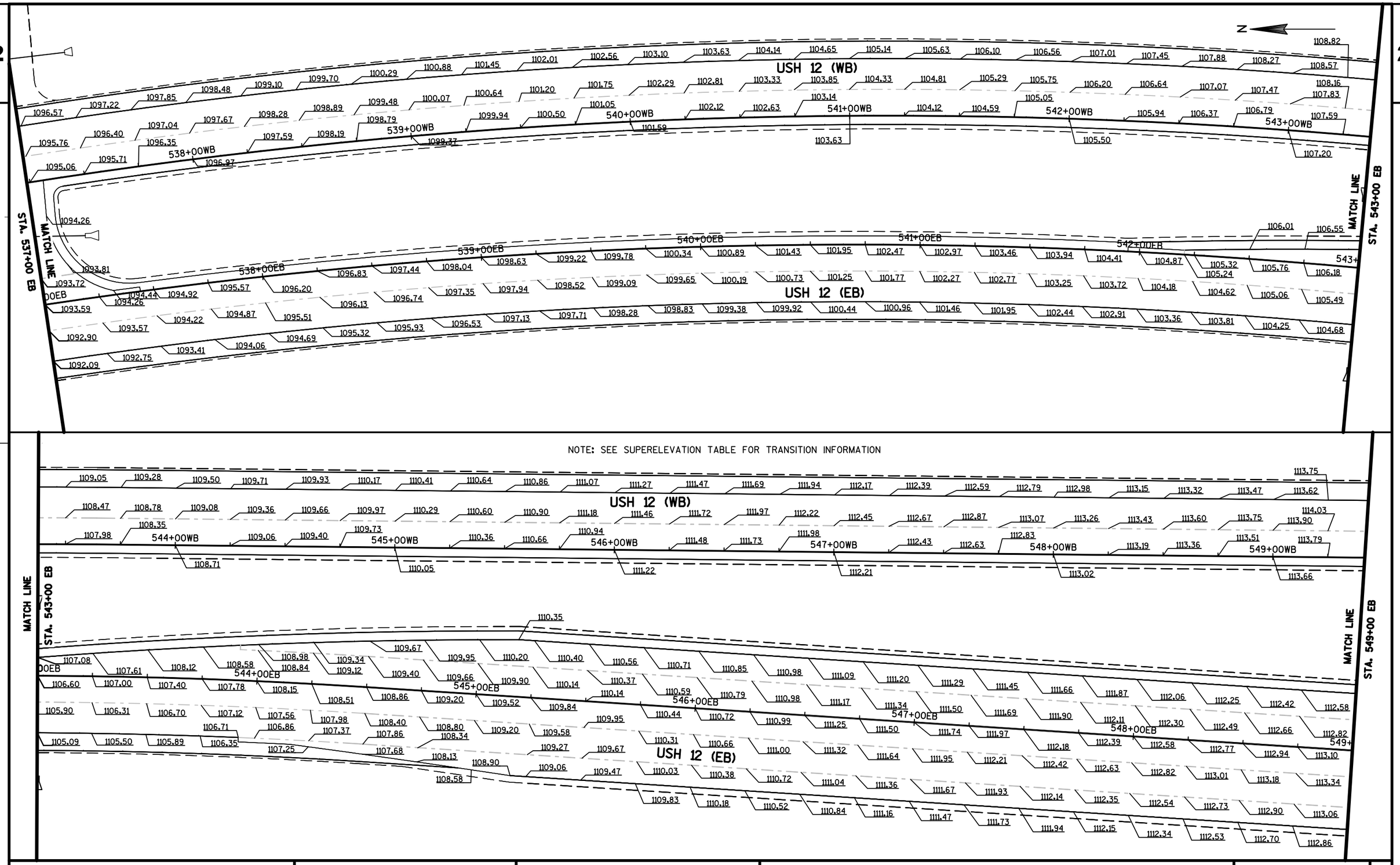
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: USH 12	SHEET 121	E



NOTE: SEE SUPERELEVATION TABLE FOR TRANSITION INFORMATION



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: USH 12	SHEET 122	E



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: USH 12	SHEET 123 E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PAVING DETAILS\81 PROJECT\021201-PV-12.DWG PLOT DATE : 4/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1" = 40'

NOTE: SEE SUPERELEVATION TABLE FOR TRANSITION INFORMATION

N

SEPTIC

USH 12 (WB)

USH 12 (EB)

MATCH LINE
STA. 549+00 EB

MATCH LINE
STA. 555+00 EB

500+50LR

500+00LR

499+00LR

498+00LR

LEHMAN ROAD

552+11.78WB

552+28.33EB

550+00WB

551+00WB

552+00WB

553+00WB

554+00WB

555+00WB

550+00EB

551+00EB

552+00EB

553+00EB

554+00EB

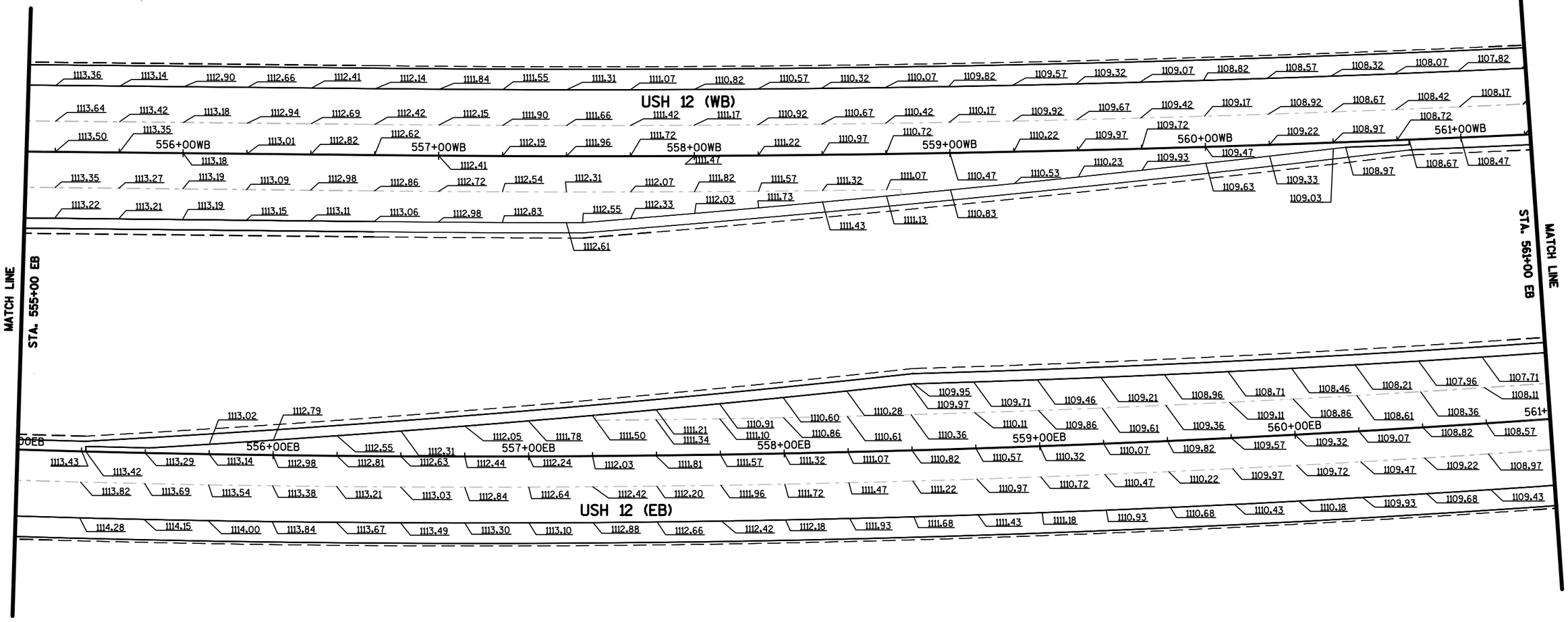
555+

14.0'

12.0'

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: USH 12	SHEET 124	E

NOTE: SEE SUPERELEVATION TABLE FOR TRANSITION INFORMATION



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: USH 12	SHEET 125	E

NOTE: SEE SUPERELEVATION TABLE FOR TRANSITION INFORMATION

N

MATCH LINE
STA. 561+00 EB

USH 12 (WB)

SKI HI ROAD

601+00SH

600+00SH

2+50X

2+00X

1+00X

USH 12 (EB)

MATCH LINE
STA. 567+00 EB

SEPTIC

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: USH 12	SHEET	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PAVING DETAILS\81 PROJECT\021201-PV-12.DWG PLOT DATE : 4/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 40'
WISDOT/CADDS SHEET 42

NOTE: SEE SUPERELEVATION TABLE FOR TRANSITION INFORMATION

B-56-223

N

USH 12 (WB)

USH 12 (EB)

MATCH LINE STA. 567+00 EB

MATCH LINE STA. 573+00 EB

568+00WB 569+00WB 570+00WB 571+00WB 572+00WB 573+00WB

568+00EB 569+00EB 570+00EB 571+00EB 572+00EB 573+

569+62.72WB

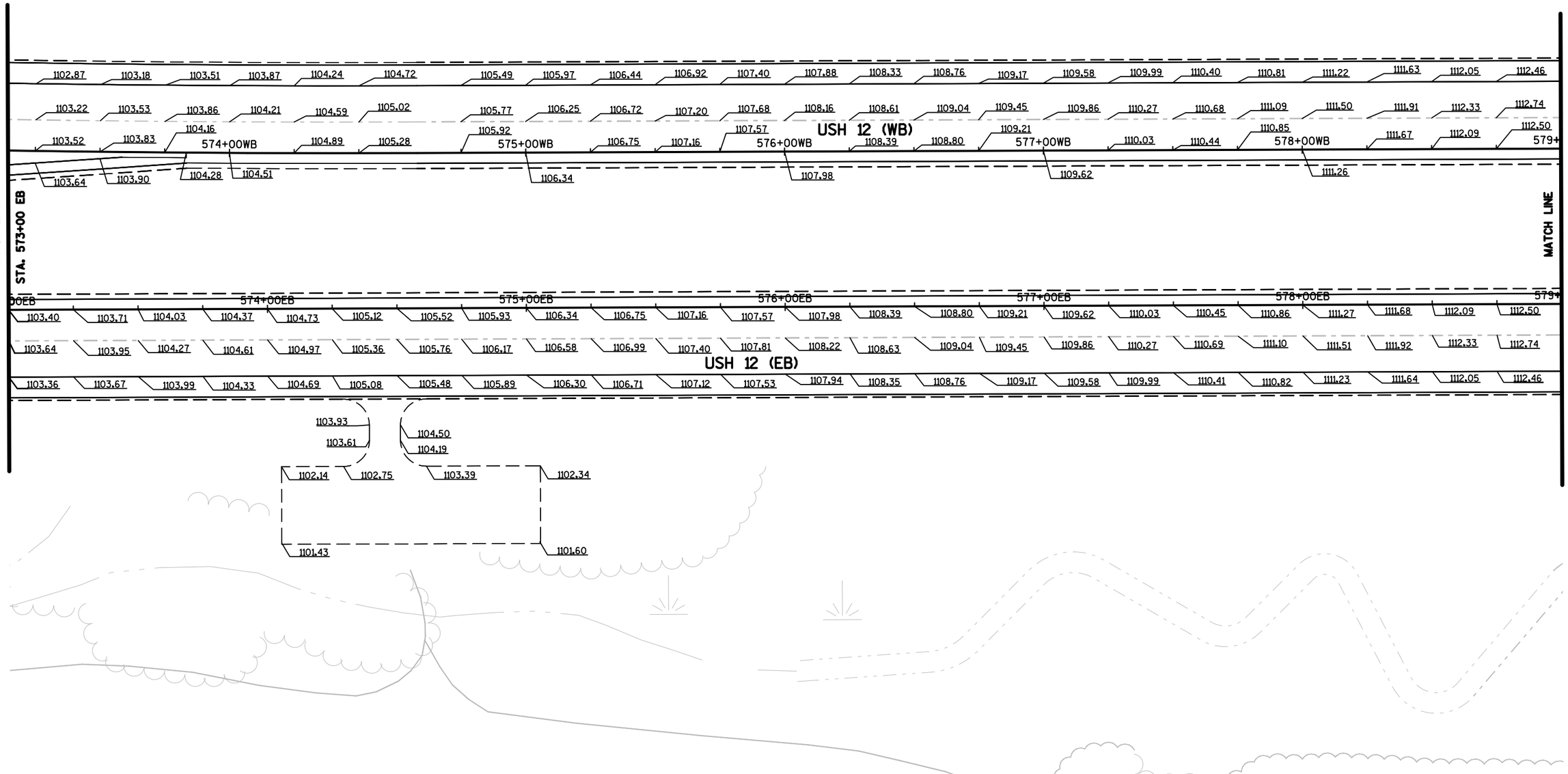
569+47.81EB

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: USH 12	SHEET 127	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PAVING DETAILS\81 PROJECT\021201-PV-12.DWG PLOT DATE : 4/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 40'

WISDOT/CADDS SHEET 42

NOTE: SEE SUPERELEVATION TABLE FOR TRANSITION INFORMATION



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: USH 12	SHEET 128	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PAVING DETAILS\81 PROJECT\021201-PV-12.DWG PLOT DATE : 4/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 40'

NOTE: SEE SUPERELEVATION TABLE FOR TRANSITION INFORMATION

2

2

N

MATCH LINE

STA. 579+00 EB

MATCH LINE

STA. 585+00 EB

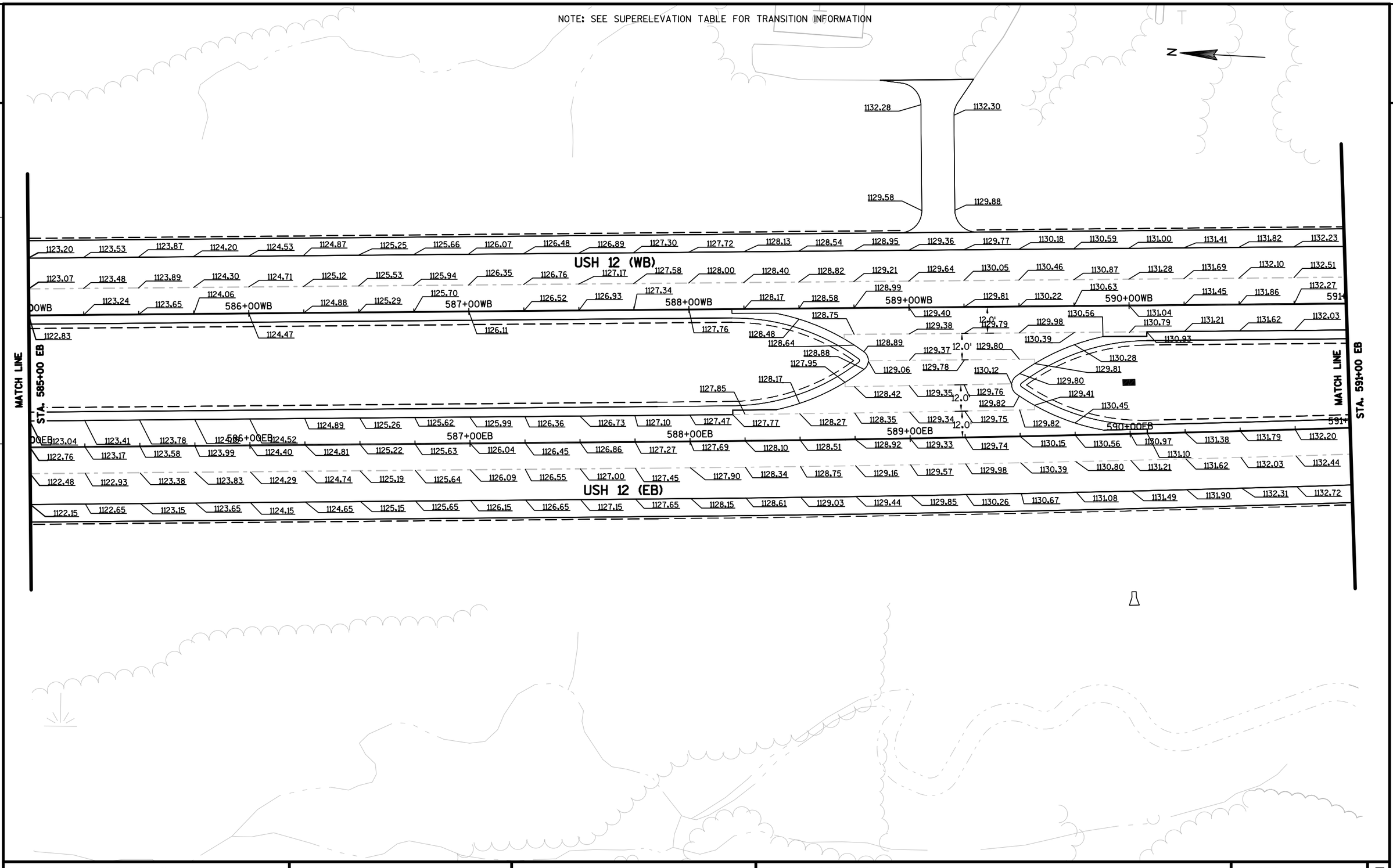
USH 12 (WB)

USH 12 (EB)

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: USH 12	SHEET 129	E

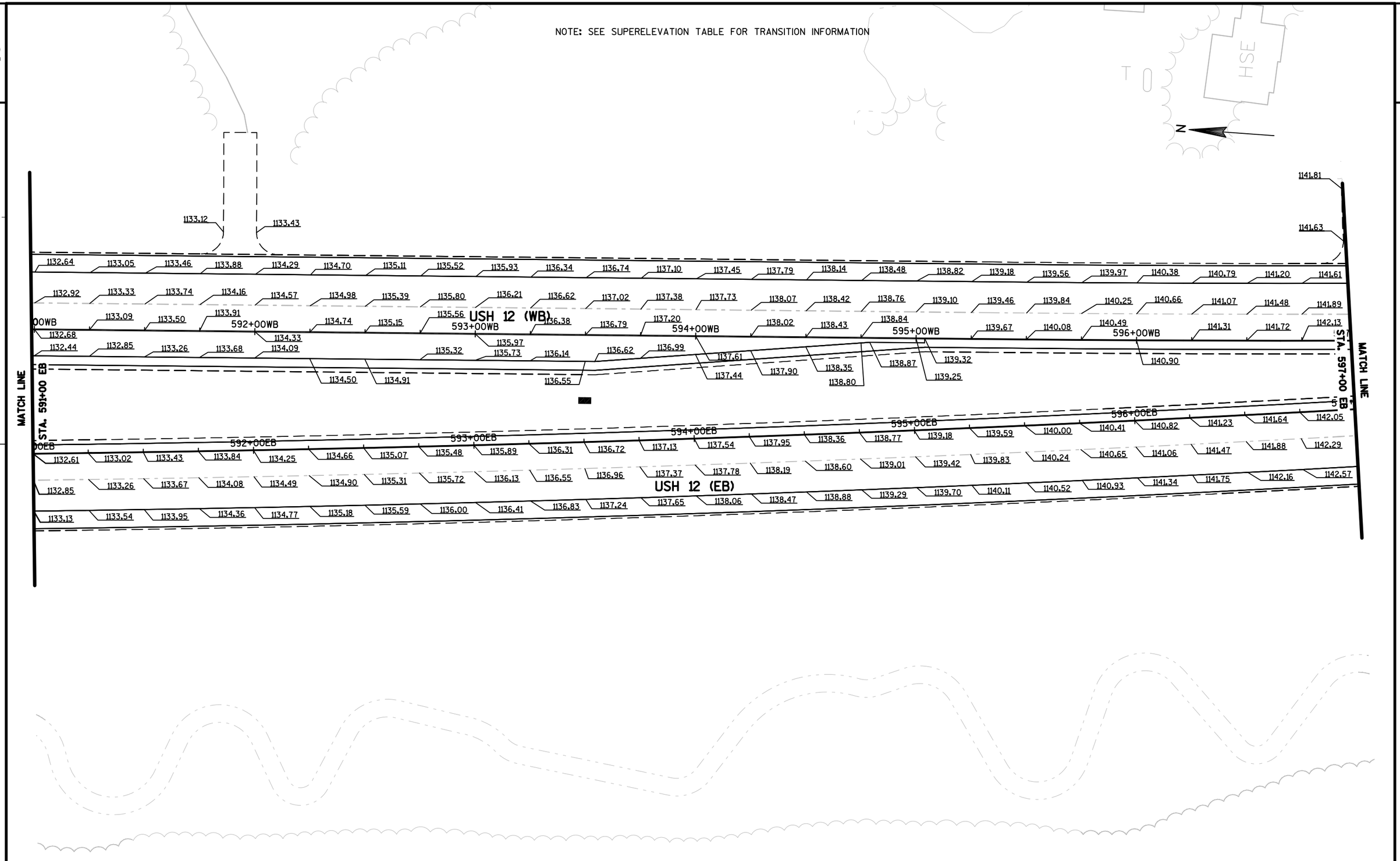
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PAVING DETAILS\81 PROJECT\021201-PV-12.DWG PLOT DATE : 4/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 40'

NOTE: SEE SUPERELEVATION TABLE FOR TRANSITION INFORMATION



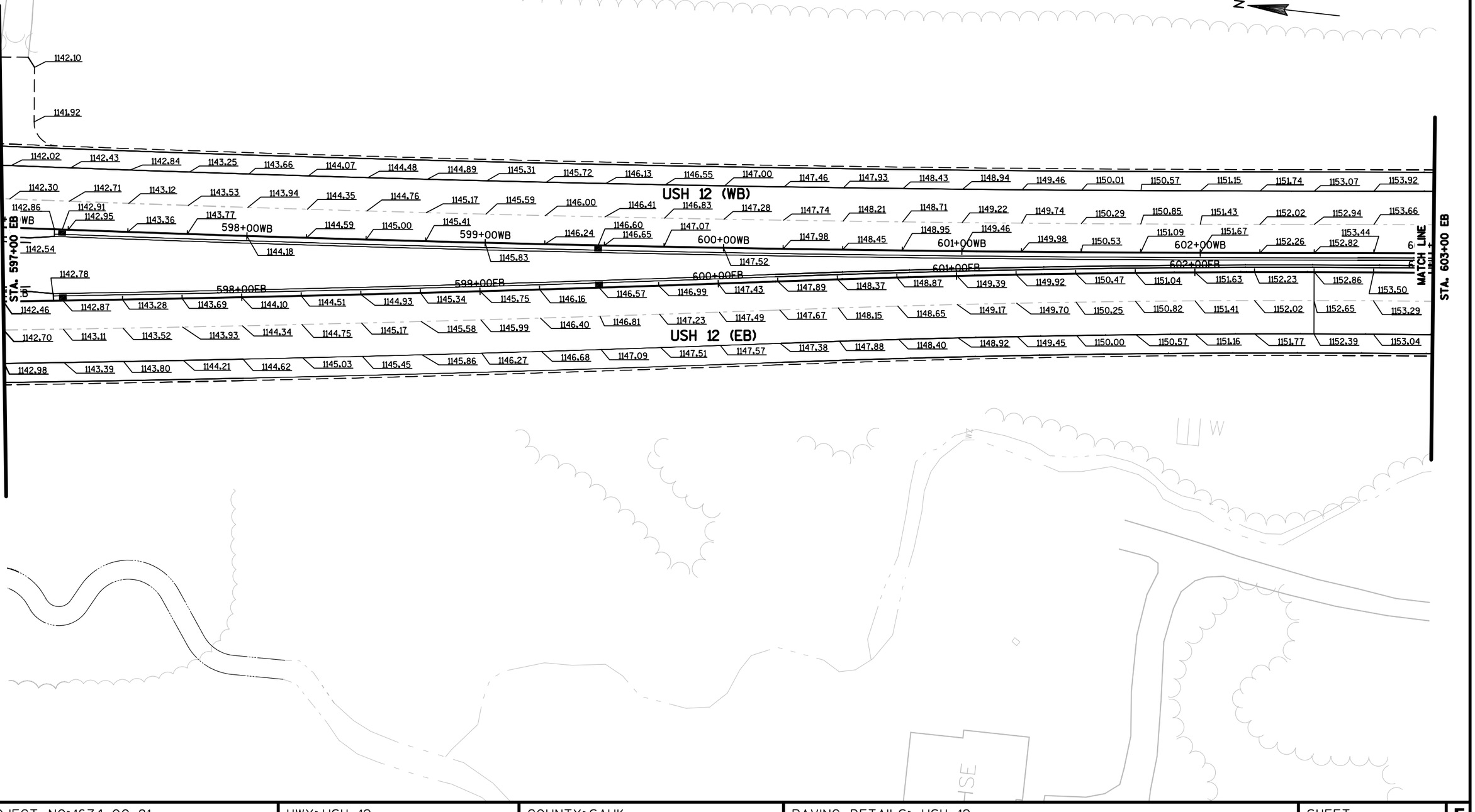
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: USH 12	SHEET 130	E

NOTE: SEE SUPERELEVATION TABLE FOR TRANSITION INFORMATION



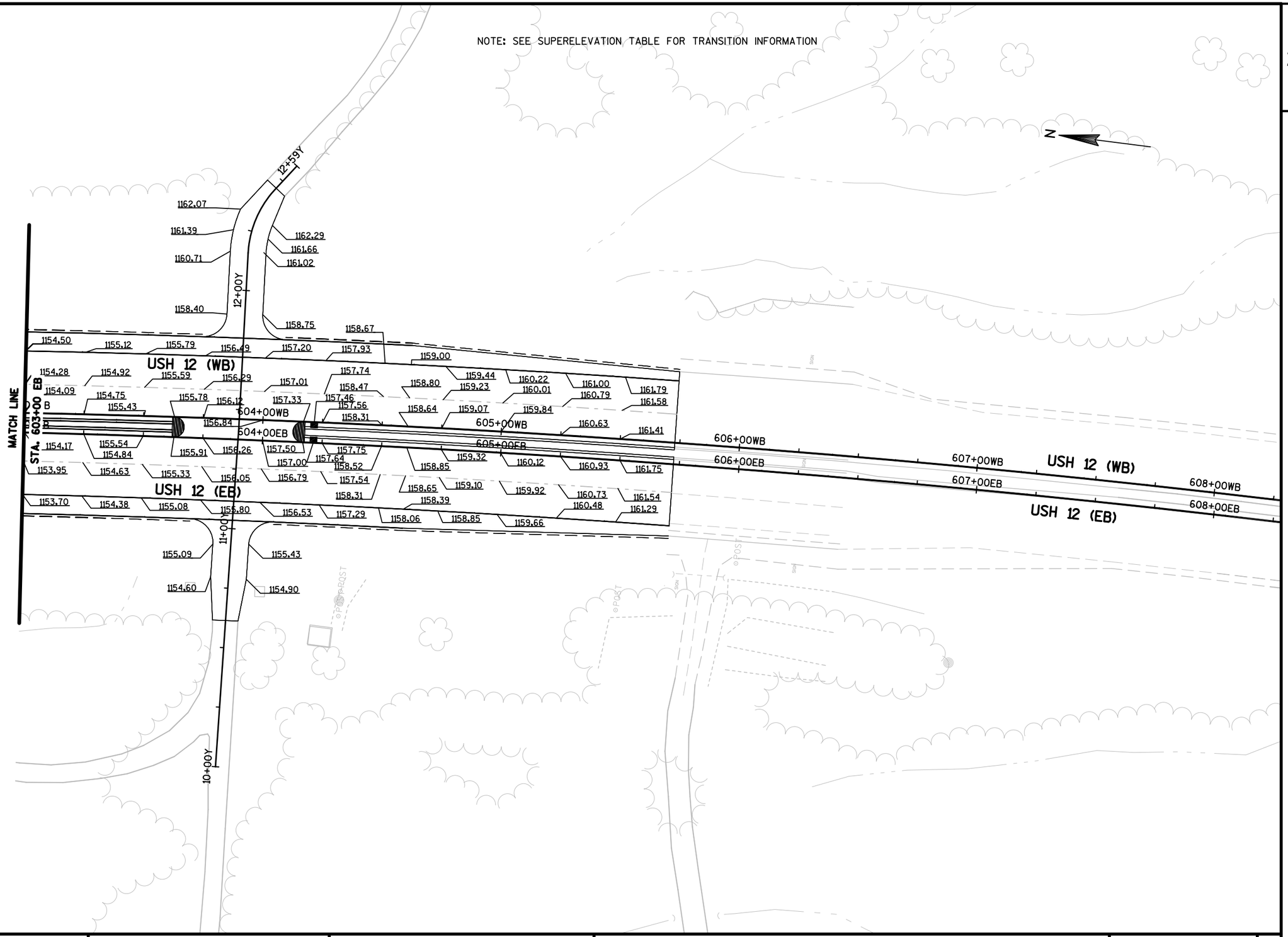
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: USH 12	SHEET 131	E

NOTE: SEE SUPERELEVATION TABLE FOR TRANSITION INFORMATION



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: USH 12	SHEET 132	E

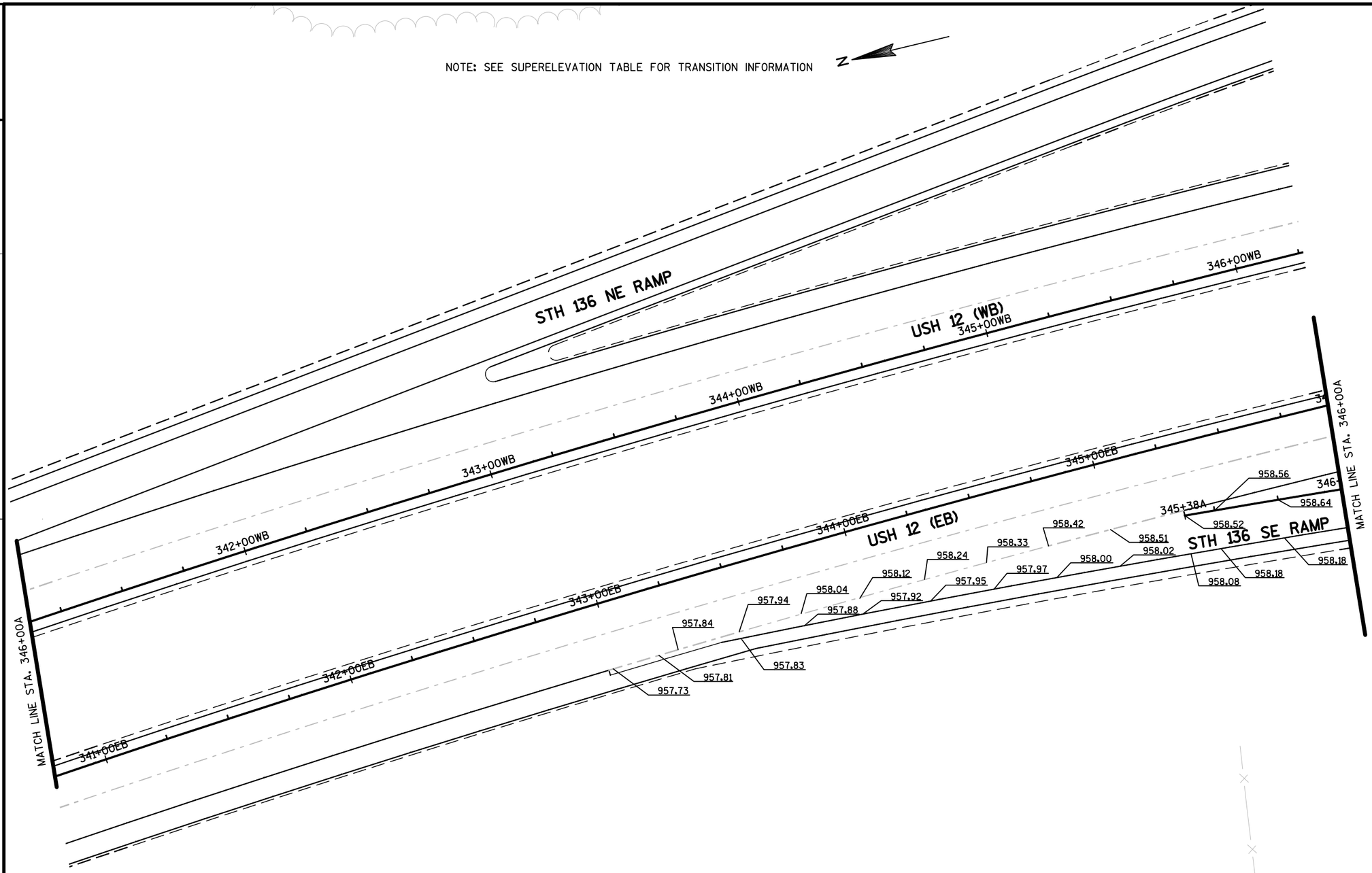
NOTE: SEE SUPERELEVATION TABLE FOR TRANSITION INFORMATION



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: USH 12	SHEET 133 E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PAVING DETAILS\81 PROJECT\021201-PV-12.DWG PLOT DATE : 4/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 40'

NOTE: SEE SUPERELEVATION TABLE FOR TRANSITION INFORMATION



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAIL: STH 136 EB RAMP	SHEET 134	E

2

N

NOTE: SEE SUPERELEVATION TABLE FOR TRANSITION INFORMATION

STH 136 NE RAMP

USH 12 (WB)

347+00WB
348+00WB
349+00WB
350+00WB
351+00WB
352+00WB

347+00EB
348+00EB
349+00EB
350+00EB
351+00EB
352+00EB

USH 12 (EB)

STH 136 SE RAMP

MATCH LINE STA. 346+00A

MATCH LINE STA. 368+50 A

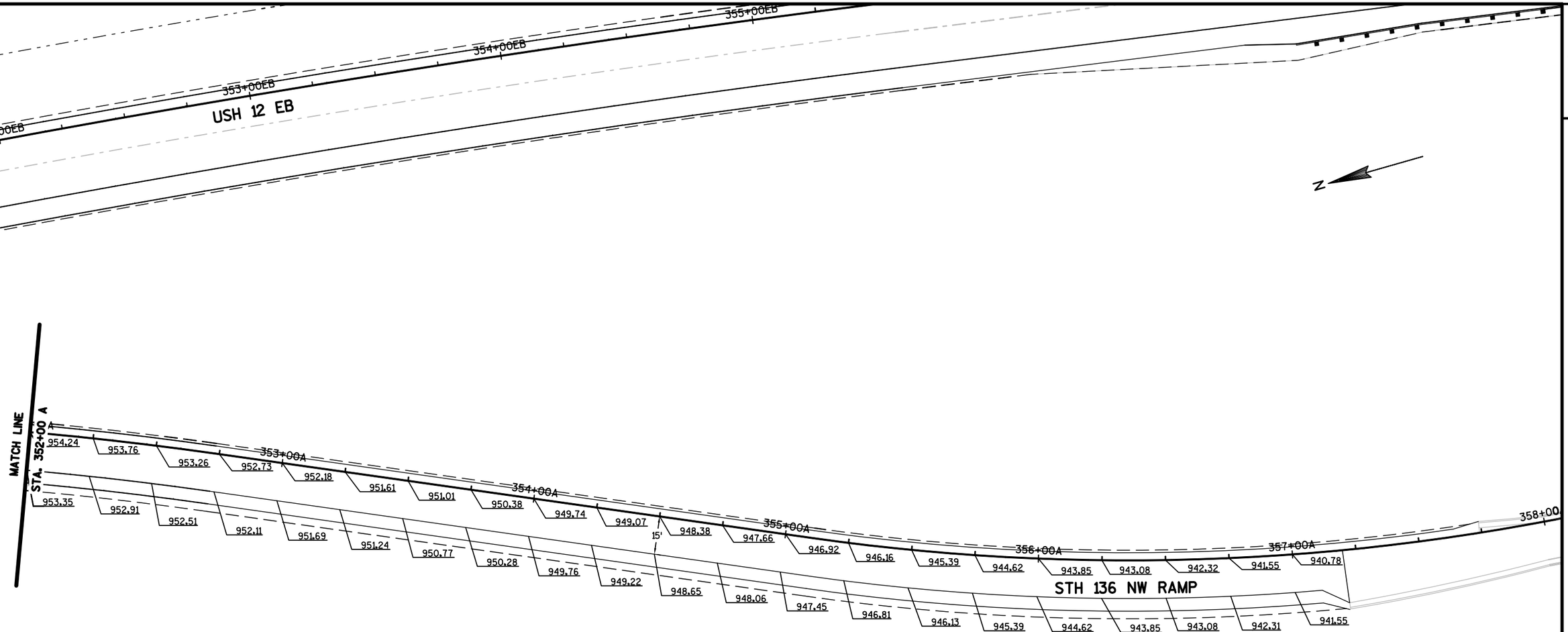
346+00A
347+00A
347+02.54A
348+00A
349+00A
350+00A
351+00A

15'

958.72
958.80
958.86
958.90
958.91
958.91
958.77
958.90
958.87
958.81
958.73
958.63
958.50
958.35
958.18
957.98
957.76
957.51
957.24
956.95
956.63
956.30
955.93
955.55
955.14
954.70
958.43
958.42
958.39
958.33
958.24
958.07
957.82
957.55
957.29
957.08
956.86
956.61
956.34
956.05
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955.40
955.03
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958.38
958.32
958.24

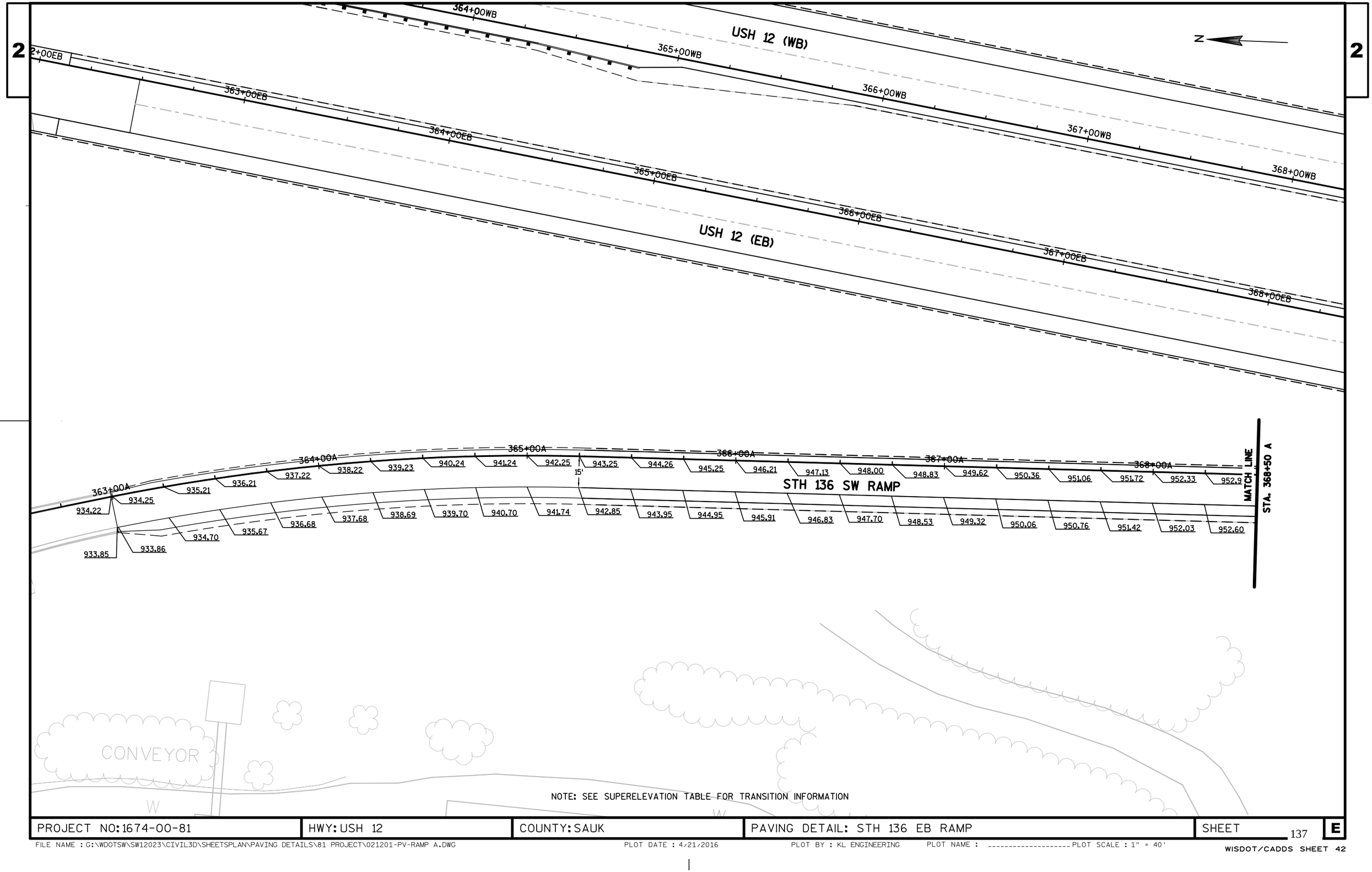
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAIL: STH 136 EB RAMP	SHEET 135	E

2



NOTE: SEE SUPERELEVATION TABLE FOR TRANSITION INFORMATION

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAIL: STH 136 EB RAMP	SHEET 136	E



NOTE: SEE SUPERELEVATION TABLE FOR TRANSITION INFORMATION

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAIL: STH 136 EB RAMP	SHEET 137	E

2

2

N

STH 136 SE RAMP

USH 12 (WB)

368+00WB 369+00WB 370+00WB 371+00WB 372+00WB 373+00WB 374+00WB

B-56-208

368+00EB 369+00EB 370+00EB 371+00EB 372+00EB 373+00EB 374+00EB

USH 12 (EB)

STA. 368+50 A

MATCH LINE

369+00A 370+00A 371+00A 372+00A 373+00A 373+49A

953.43 953.91 954.36 954.75 955.11 955.42 955.69 955.93 956.16 956.39 956.62 956.85 957.08 957.31 957.54 957.77 958.00 958.23 958.46 958.39 958.12 958.85

15'

953.13 953.61 954.06 954.45 954.81 955.11 955.30 955.40 955.49 955.59 955.73 955.95 956.18 956.41 956.69 957.04 957.41 957.79 958.44 958.12

956.70

958.69

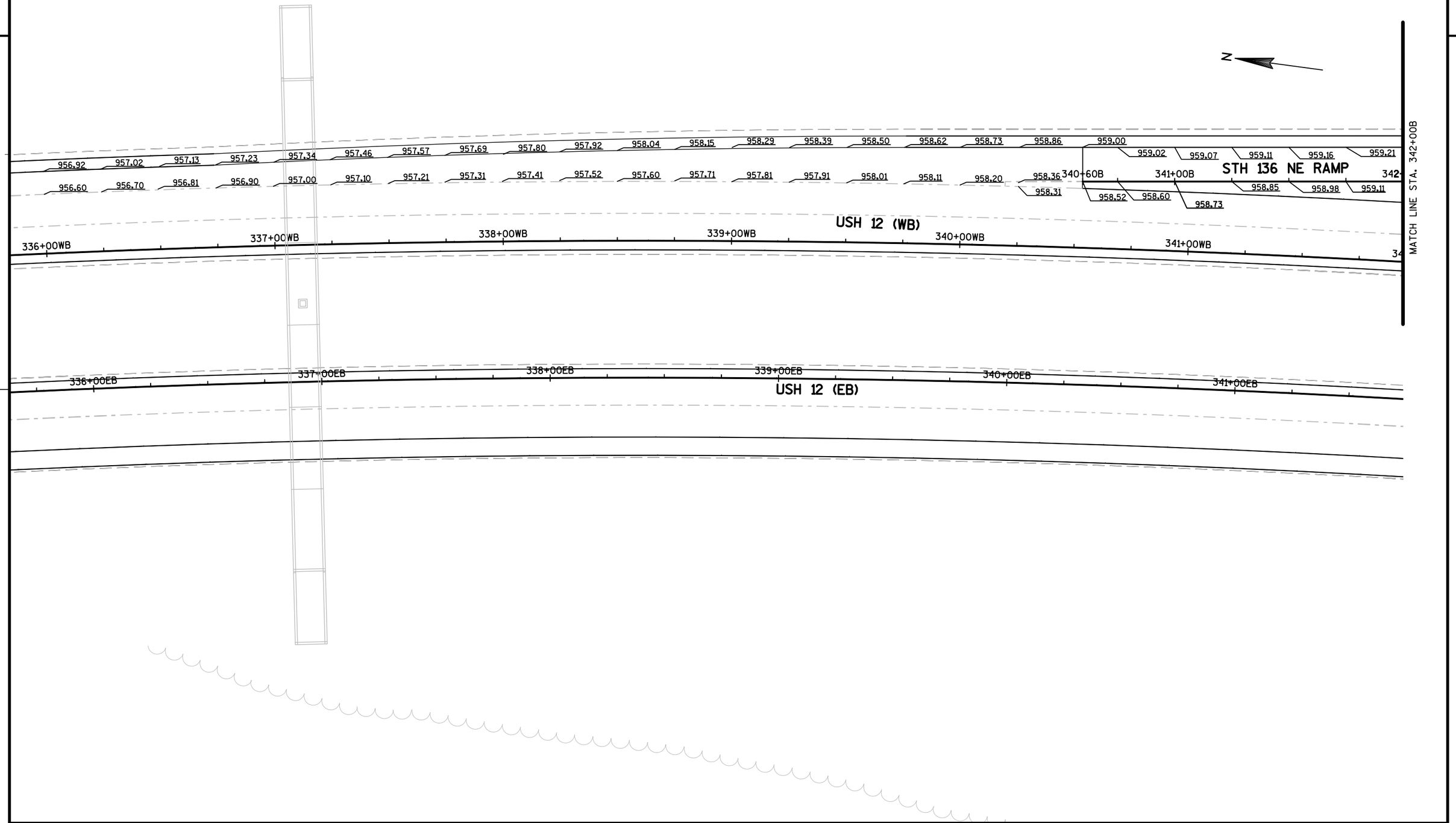
STH 136 SW RAMP

B-56-207

NOTE: SEE SUPERELEVATION TABLE FOR TRANSITION INFORMATION

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAIL: STH 136 EB RAMP	SHEET 138	E

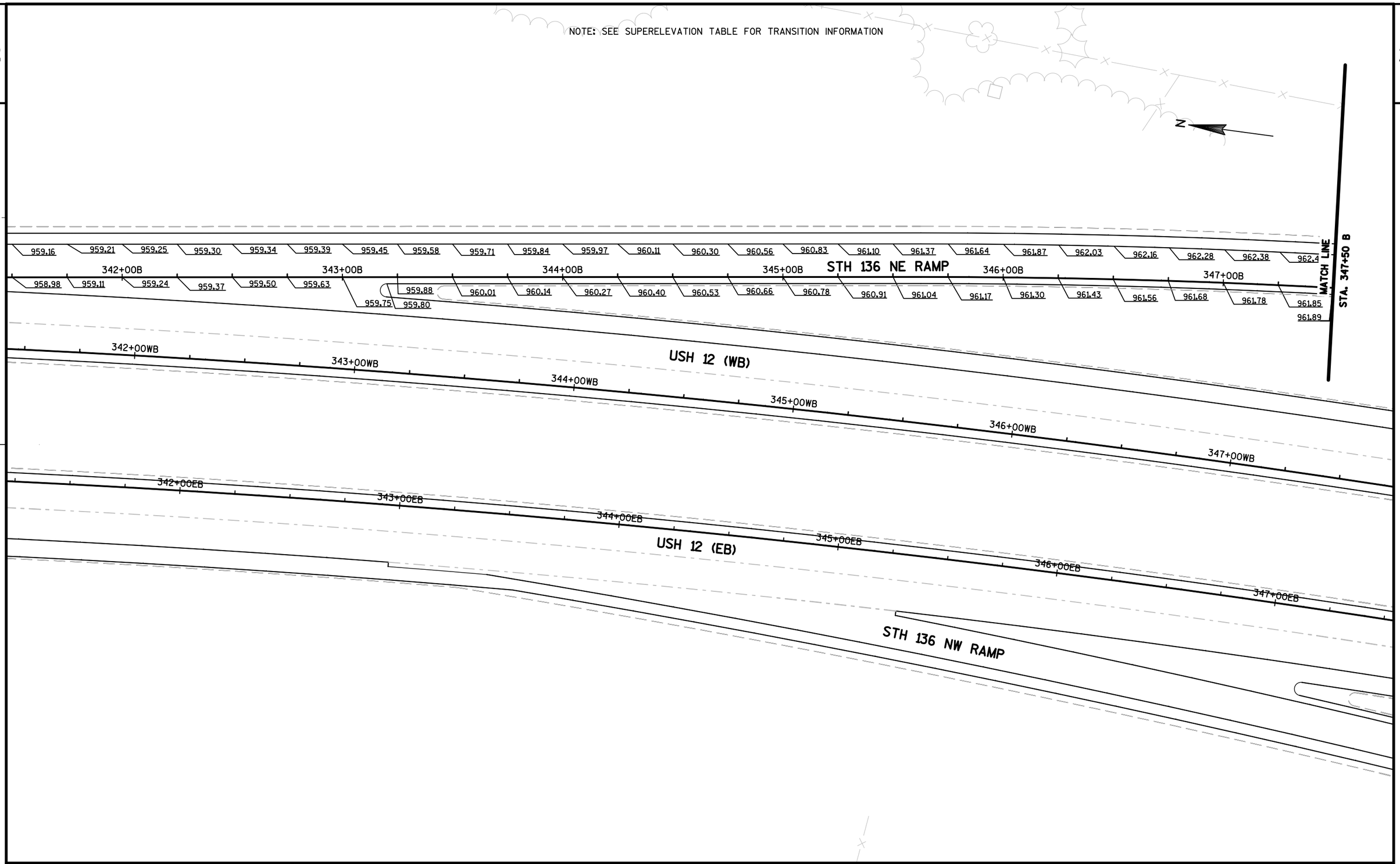
NOTE: SEE SUPERELEVATION TABLE FOR TRANSITION INFORMATION



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: STH 136 WB RAMP	SHEET 139	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PAVING DETAILS\81 PROJECT\021201-PV-RAMP B.DWG PLOT DATE : 4/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 40'

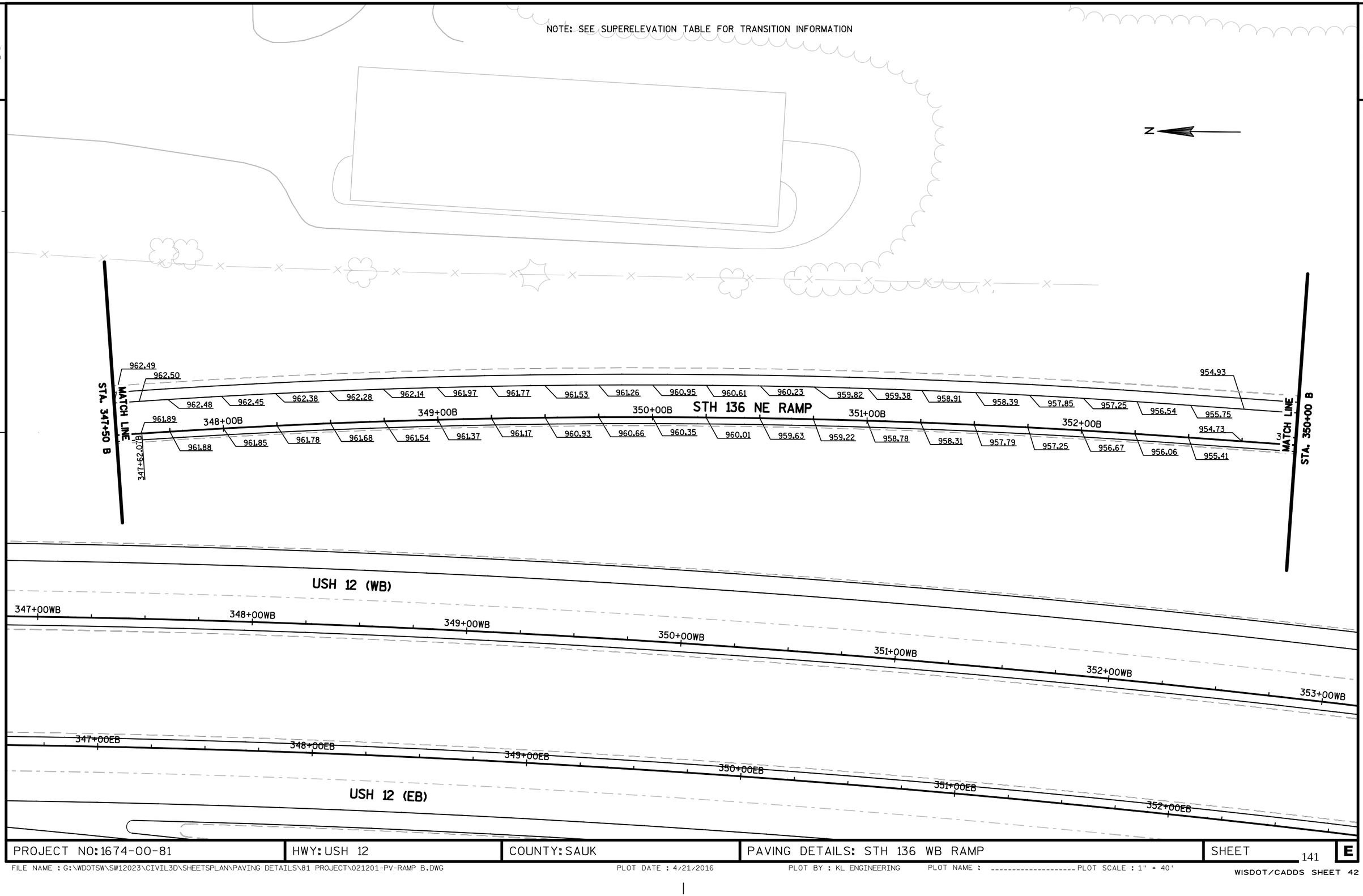
NOTE: SEE SUPERELEVATION TABLE FOR TRANSITION INFORMATION



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: STH 136 WB RAMP	SHEET 140	E

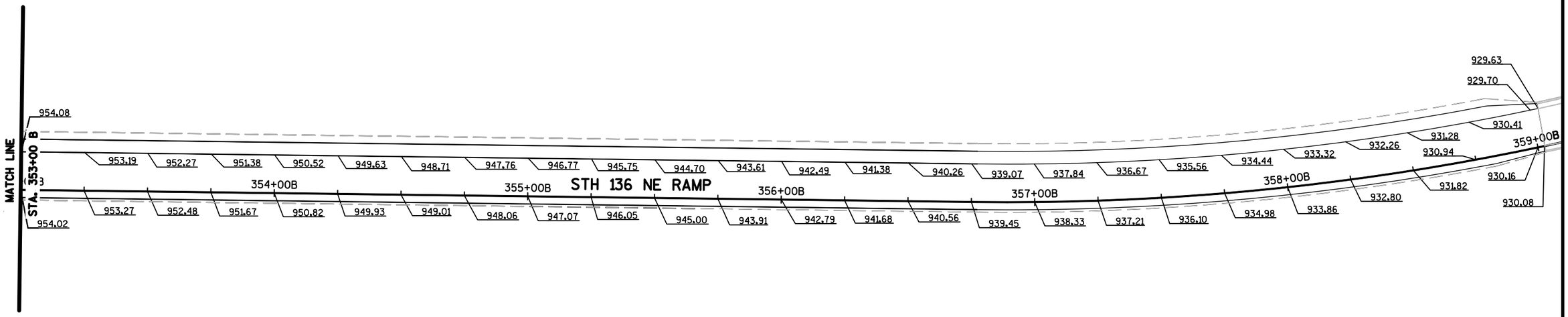
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PAVING DETAILS\81 PROJECT\021201-PV-RAMP B.DWG PLOT DATE : 4/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 40'

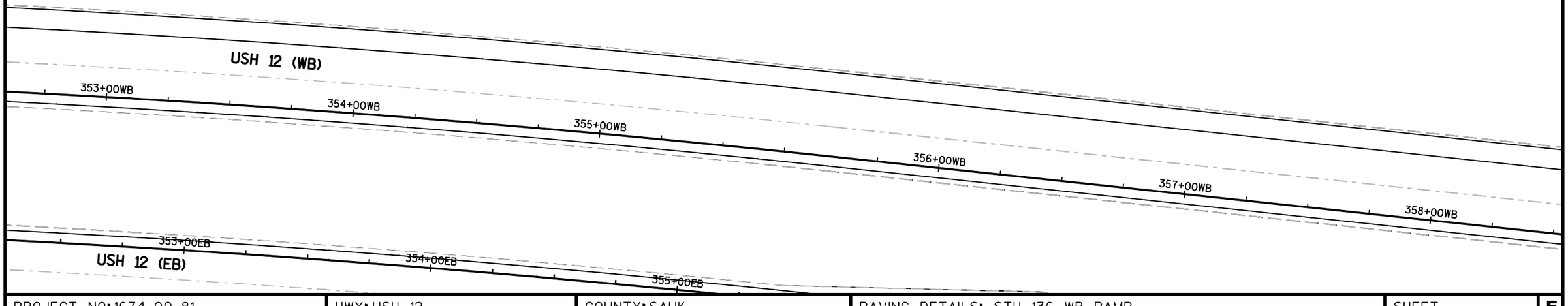
NOTE: SEE SUPERELEVATION TABLE FOR TRANSITION INFORMATION



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: STH 136 WB RAMP	SHEET 141	E

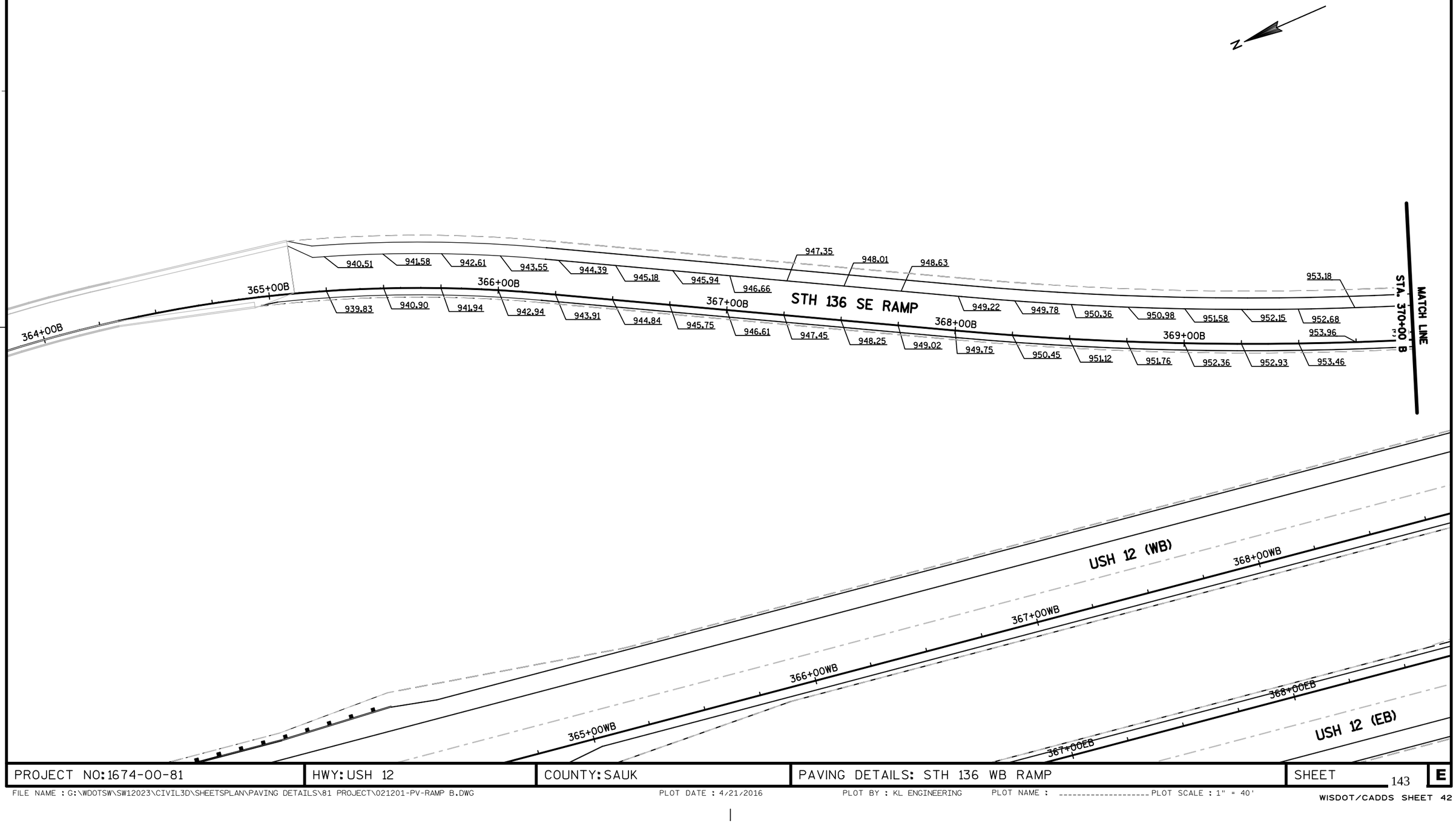
NOTE: SEE SUPERELEVATION TABLE FOR TRANSITION INFORMATION





PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: STH 136 WB RAMP	SHEET 142	E

NOTE: SEE SUPERELEVATION TABLE FOR TRANSITION INFORMATION

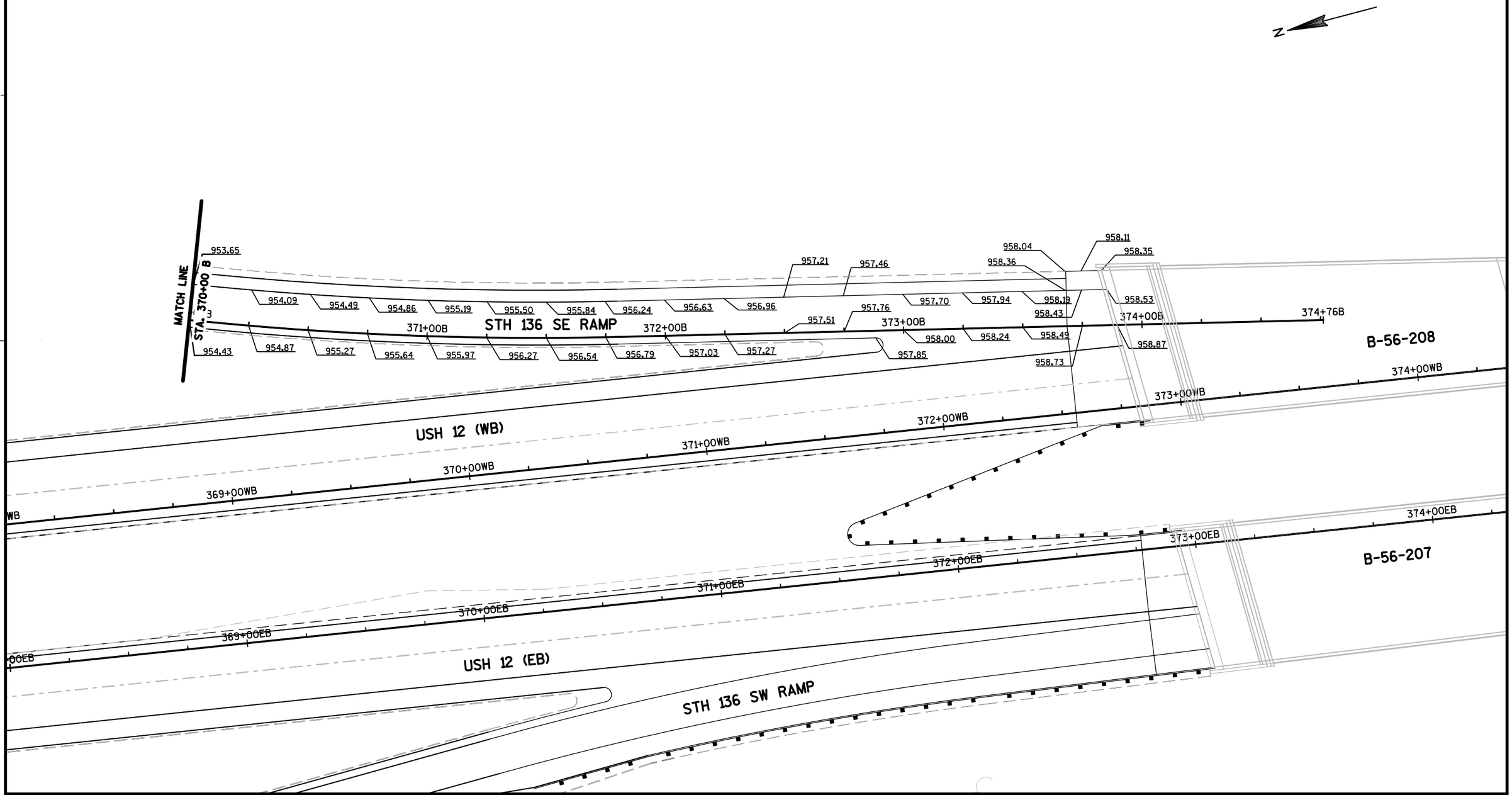


PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: STH 136 WB RAMP	SHEET 143 E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PAVING DETAILS\81 PROJECT\021201-PV-RAMP B.DWG PLOT DATE : 4/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1" = 40'

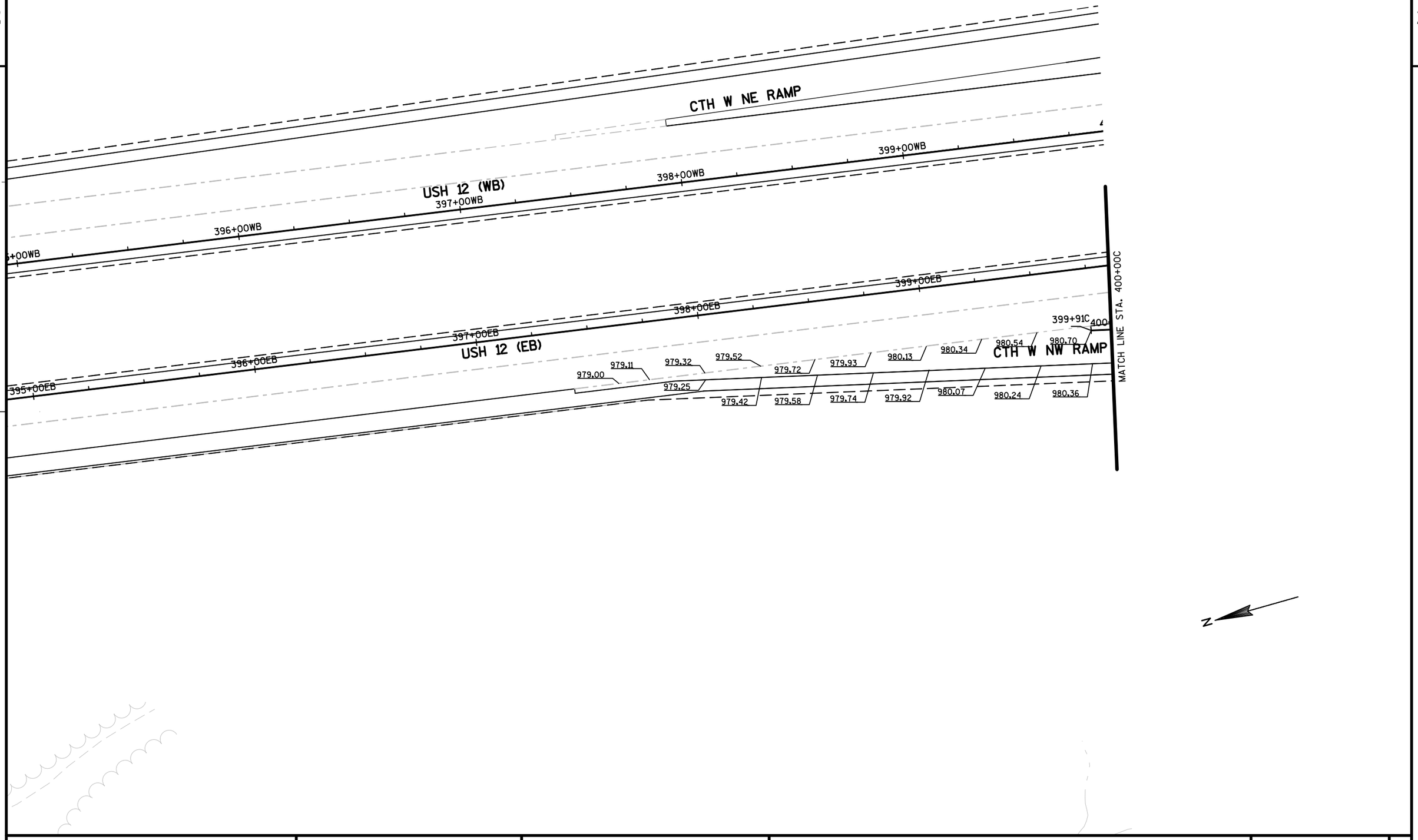
WISDOT/CADDS SHEET 42

NOTE: SEE SUPERELEVATION TABLE FOR TRANSITION INFORMATION



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: STH 136 WB RAMP	SHEET 144	E

NOTE: SEE SUPERELEVATION TABLE FOR TRANSITION INFORMATION



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: CTH W EB RAMP	SHEET 145	E

NOTE: SEE SUPERELEVATION TABLE FOR TRANSITION INFORMATION

CTH W NE RAMP

USH 12 (WB)

100+00WB 401+00WB 402+00WB 403+00WB 404+00WB 405+00WB 406+00WB

USH 12 (EB)

400+00EB 401+00EB 402+00EB 403+00EB 404+00EB 405+00EB 406+00

MATCH LINE STA. 400+00C

400+00C 401+00C 402+00C 403+00C 404+00C 405+00C

980.75 980.92 981.09 981.26 981.43 981.59 981.76 981.93 982.10 982.26 982.43 982.60 982.77 982.94 983.10 983.26 983.41 983.53 983.64 983.73 983.81 983.86 983.91 983.93 983.94

CTH W NW RAMP

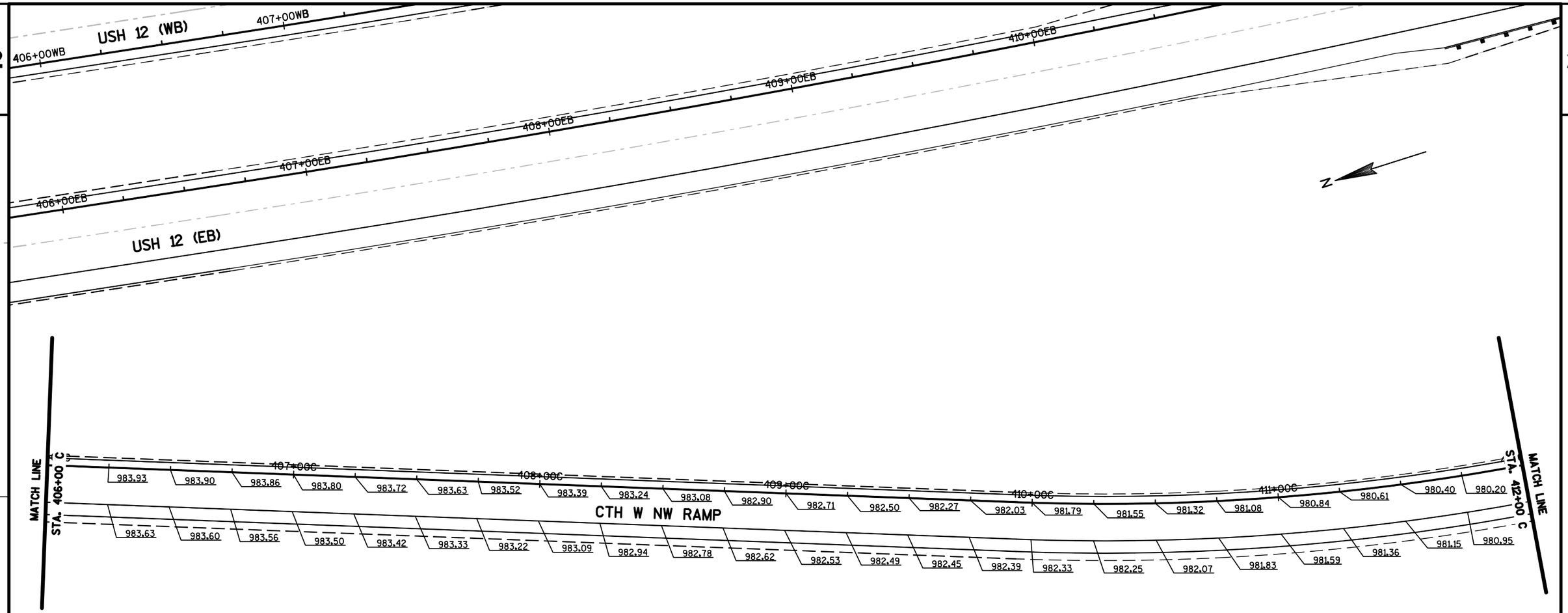
980.46 980.62 980.79 980.96 981.13 981.29 981.46 981.63 981.80 981.96 982.07 982.11 982.14 982.17 982.23 982.37 982.55 982.78 983.03 983.27 983.46 983.56 983.61 983.64 983.63

MATCH LINE STA. 406+00 C

N

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: CTH W EB RAMP	SHEET 146	E

2



NOTE: SEE SUPERELEVATION TABLE FOR TRANSITION INFORMATION

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: CTH W EB RAMP	SHEET 147	E

2

2

CTH W WB

CTH W EB

N

CTH W WEST RAB

MATCH LINE

STA. 412+00 C

980.02

979.87

979.73

979.60

413+00C

979.47

979.34

979.22

979.16

414+00C

979.18

CTH W NW RAMP

979.44

979.34

979.36

980.77

980.62

980.48

980.31

980.05

979.74

978.21

STA. 416+00 C

MATCH LINE

977.94

977.70

417+00C

977.46

CTH W SW RAMP

977.91

977.63

978.22

977.42

977.07

977.37

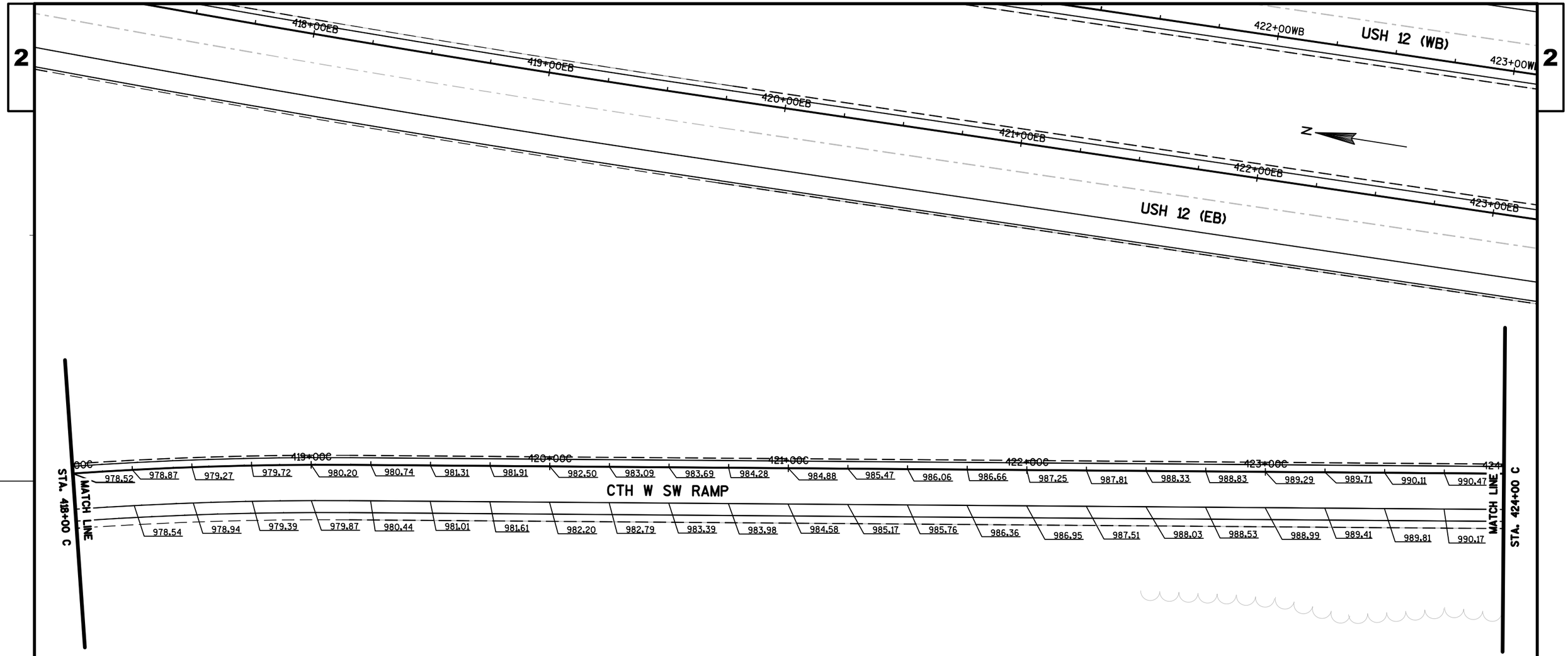
977.10

WB CTH W

EB CTH W

NOTE: SEE SUPERELEVATION TABLE FOR TRANSITION INFORMATION

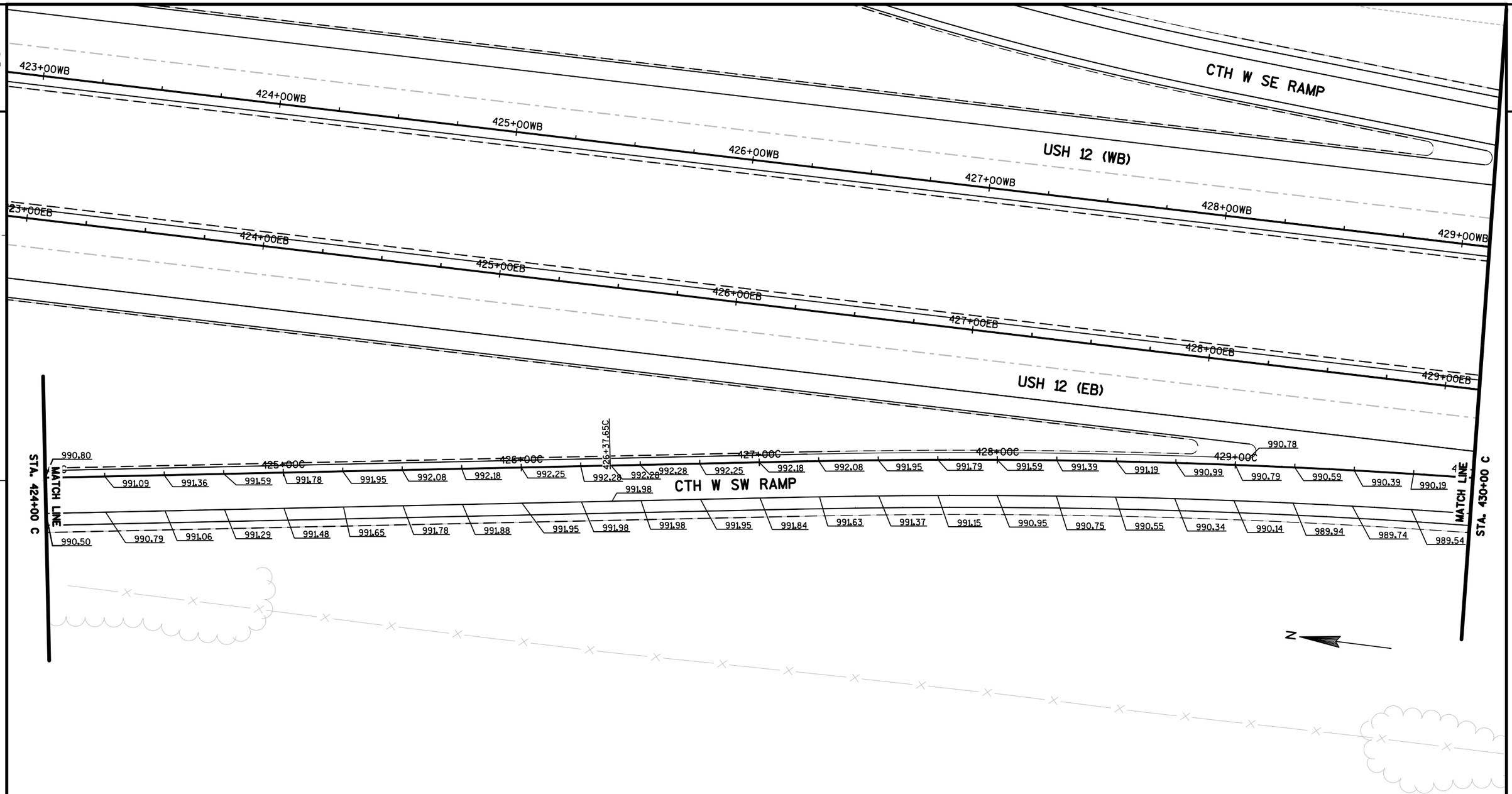
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: CTH W EB RAMP	SHEET 148	E



NOTE: SEE SUPERELEVATION TABLE FOR TRANSITION INFORMATION

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: CTH W EB RAMP	SHEET 149	E

2



NOTE: SEE SUPERELEVATION TABLE FOR TRANSITION INFORMATION

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: CTH W EB RAMP	SHEET 150	E

2

CTH W SE RAMP

N

USH 12 (WB)

429+00WB 430+00WB 431+00WB 432+00WB 433+00WB 434+00WB 435+00WB

430+00EB 431+00EB 432+00EB 433+00EB 434+00EB 435+00EB

USH 12 (EB)

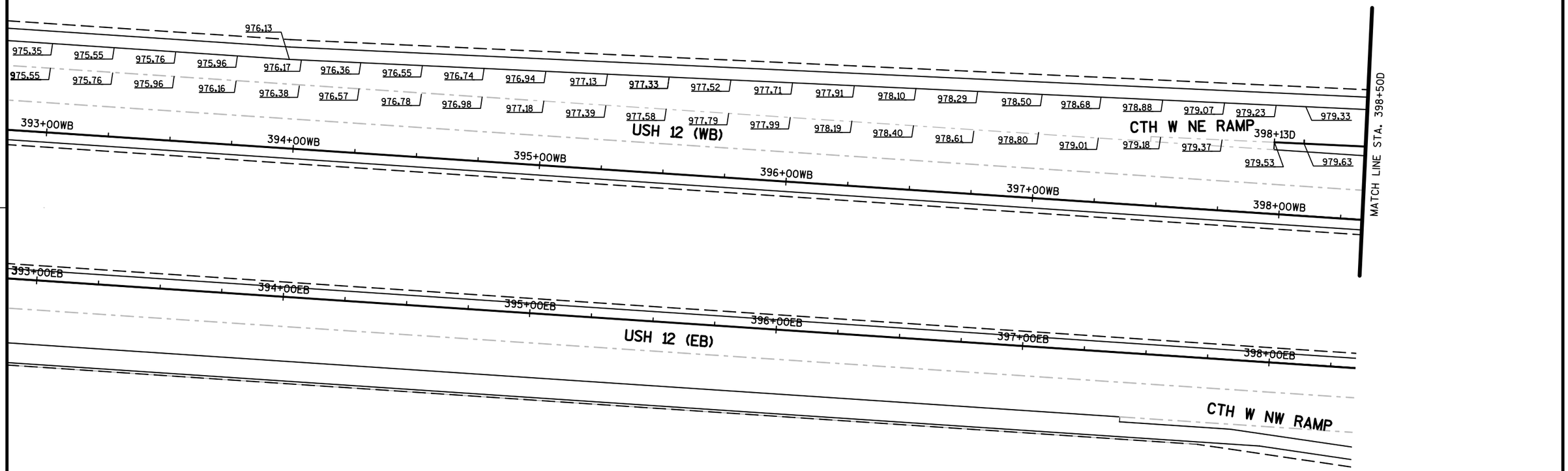
STA. 430+00 C MATCH LINE

431+00C 432+00C 433+00C 433+55C

CTH W SW RAMP

| | | |

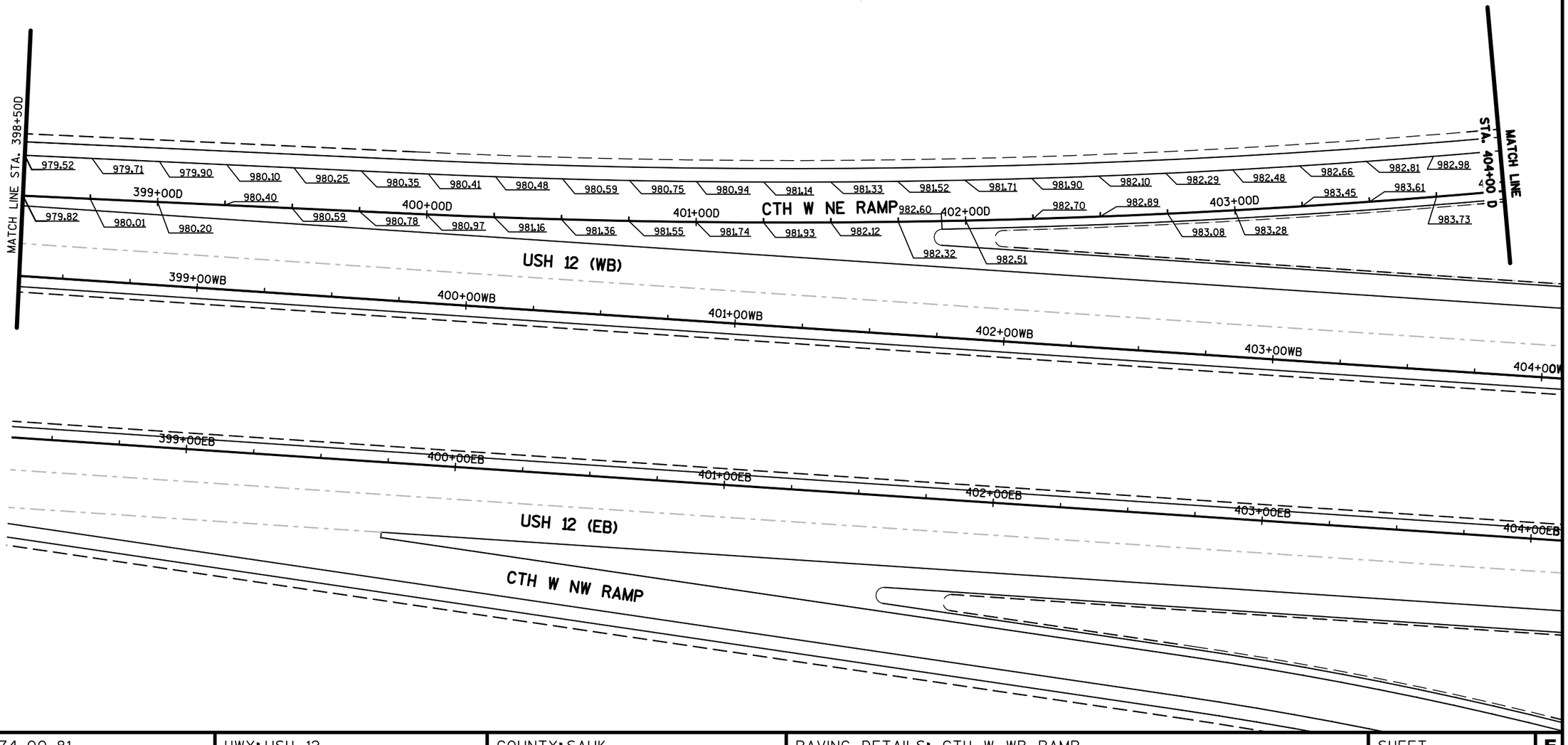
NOTE: SEE SUPERELEVATION TABLE FOR TRANSITION INFORMATION



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: CTH W WB RAMP	SHEET 152	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PAVING DETAILS\81 PROJECT\021201-PV-RAMP D.DWG PLOT DATE : 4/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 40'

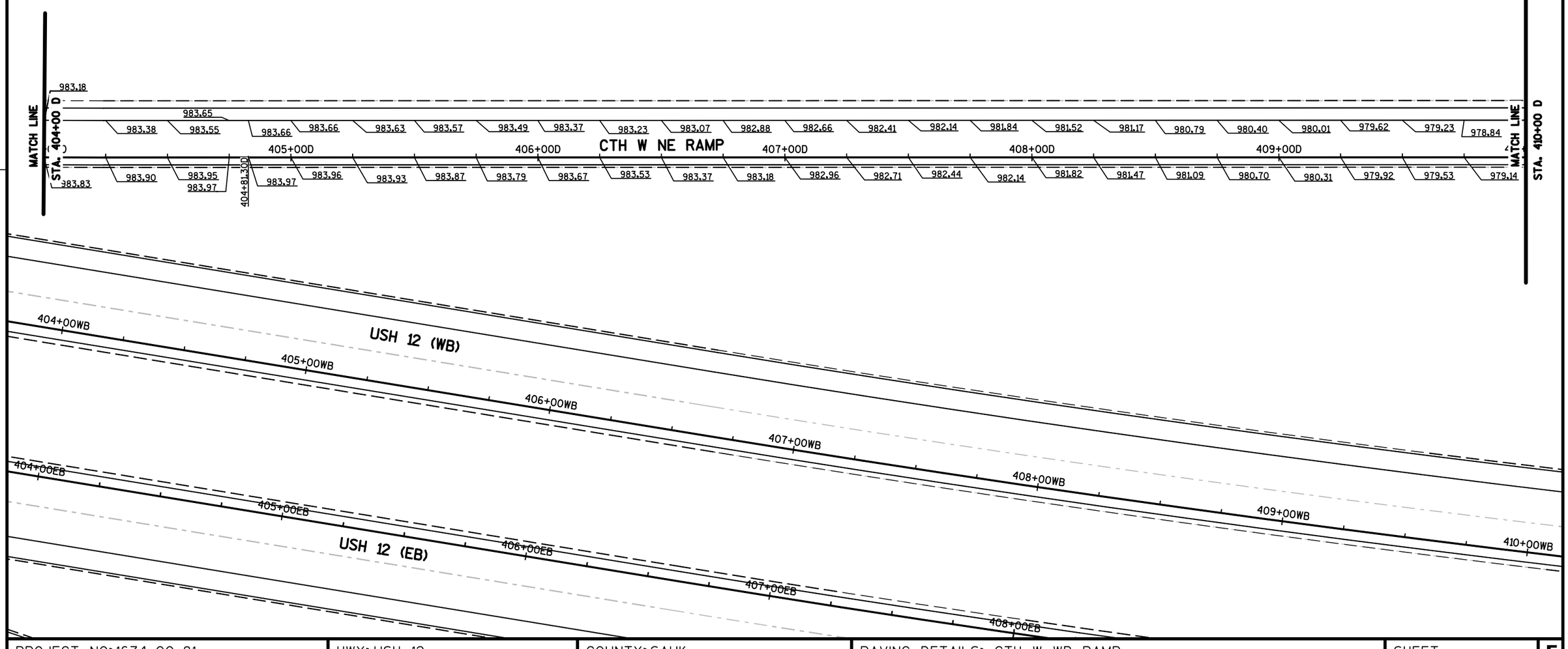
NOTE: SEE SUPERELEVATION TABLE FOR TRANSITION INFORMATION



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: CTH W WB RAMP	SHEET 153 E

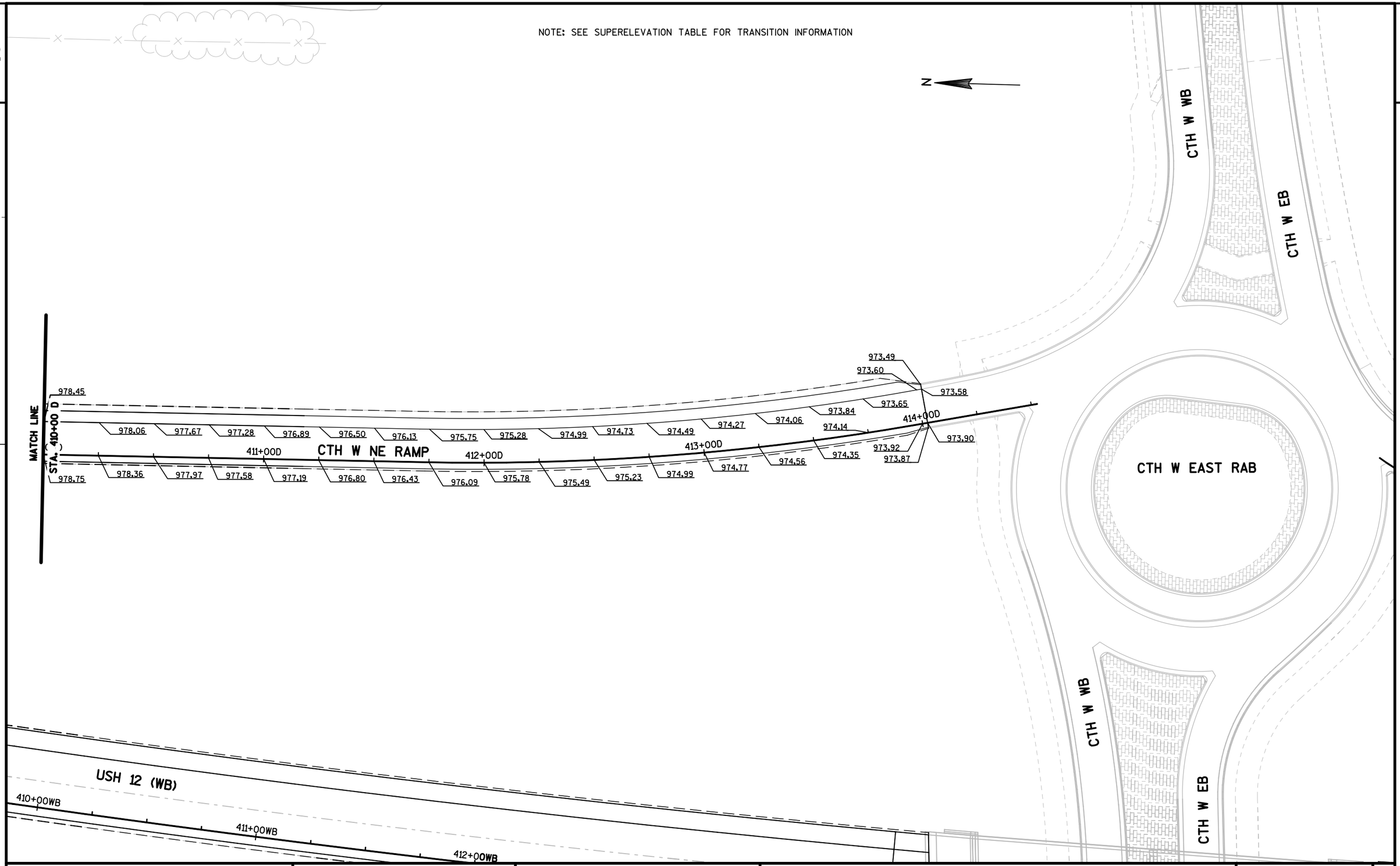
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PAVING DETAILS\81 PROJECT\021201-PV-RAMP D.DWG PLOT DATE : 4/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 40'

NOTE: SEE SUPERELEVATION TABLE FOR TRANSITION INFORMATION



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: CTH W WB RAMP	SHEET 154	E

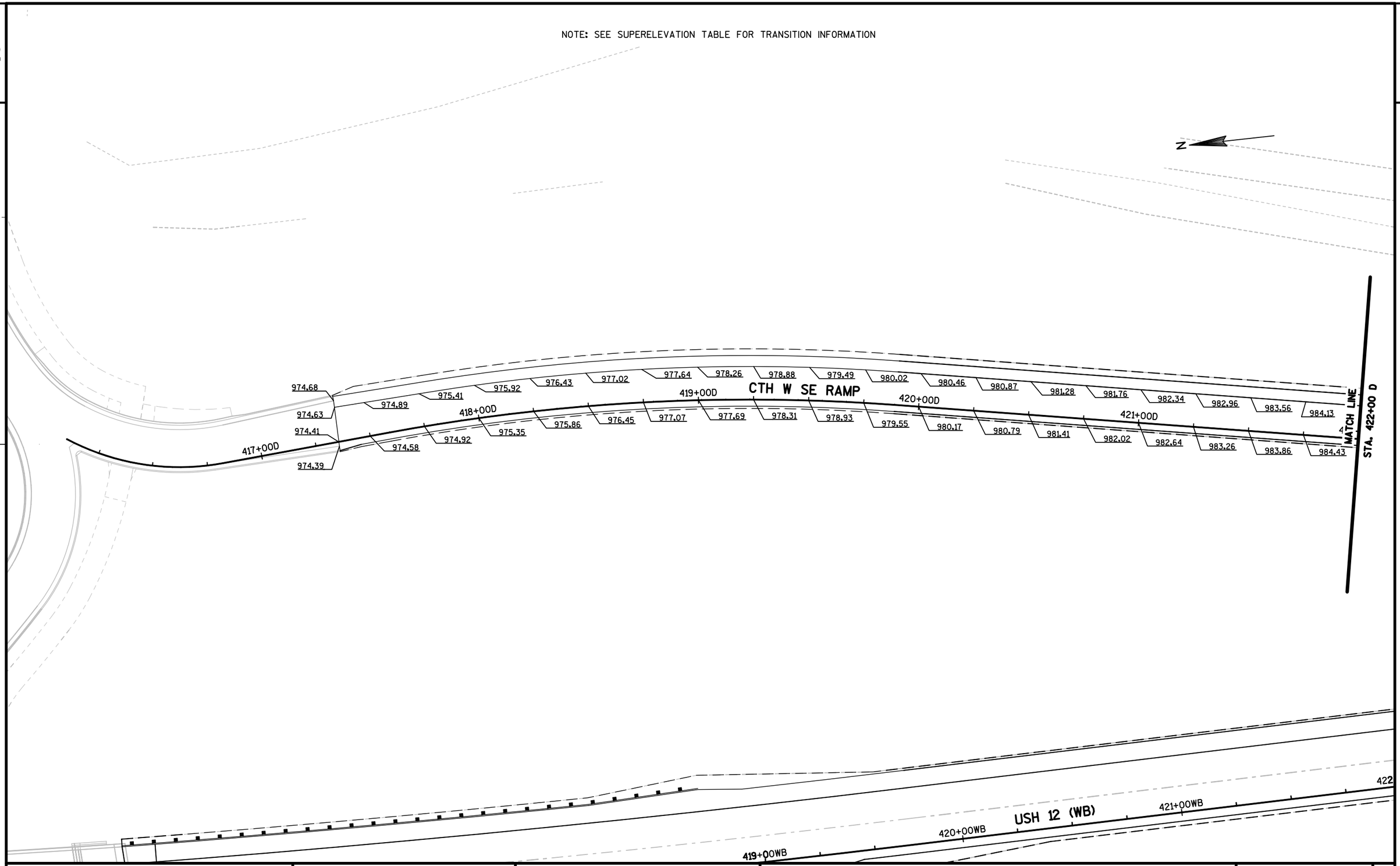
NOTE: SEE SUPERELEVATION TABLE FOR TRANSITION INFORMATION



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: CTH W WB RAMP	SHEET	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PAVING DETAILS\81 PROJECT\021201-PV-RAMP D.DWG PLOT DATE : 4/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 40'
WISDOT/CADDS SHEET 42

NOTE: SEE SUPERELEVATION TABLE FOR TRANSITION INFORMATION

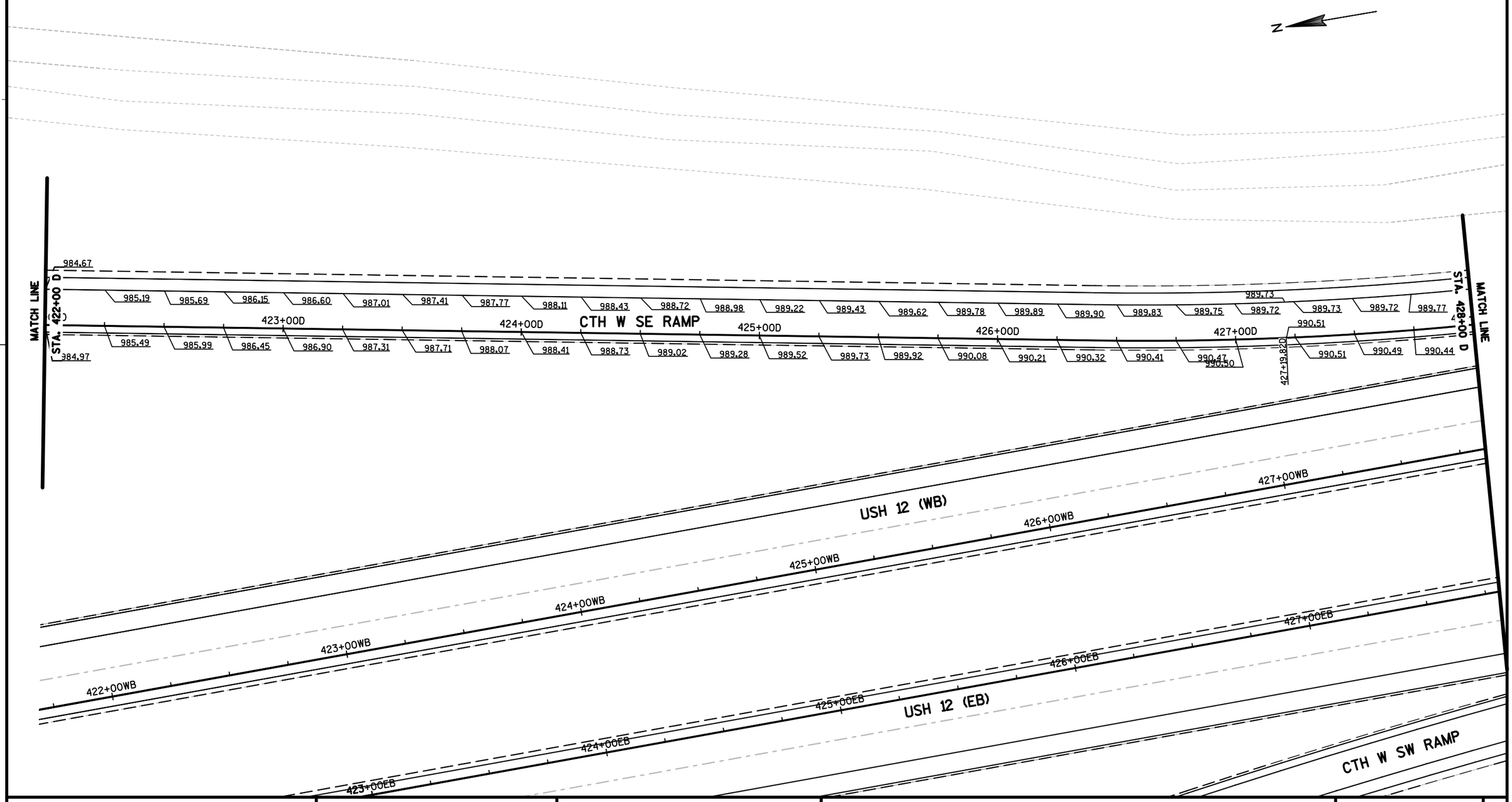


PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: CTH W WB RAMP	SHEET 156	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PAVING DETAILS\81 PROJECT\021201-PV-RAMP D.DWG PLOT DATE : 4/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 40'

WISDOT/CADDS SHEET 42

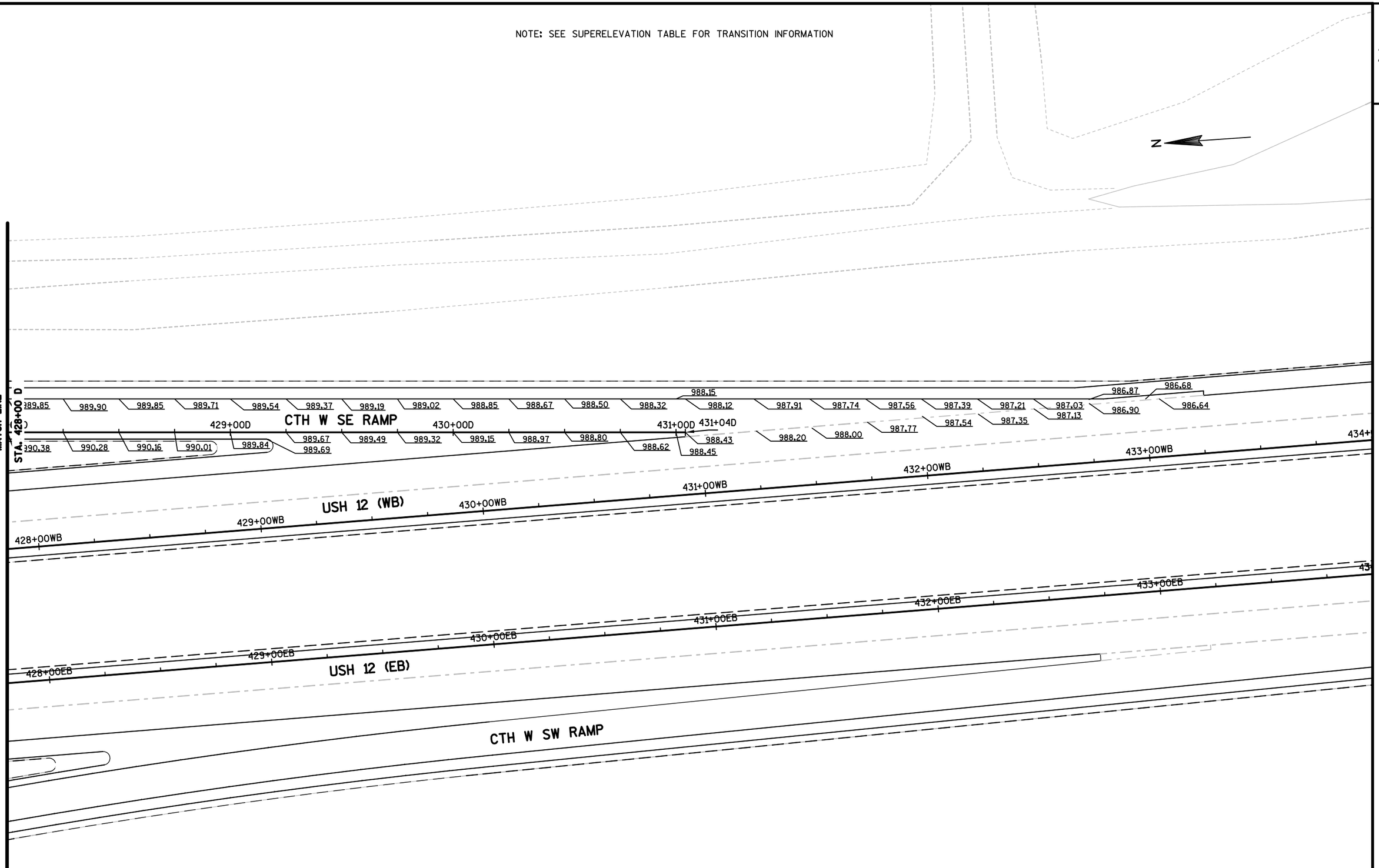
NOTE: SEE SUPERELEVATION TABLE FOR TRANSITION INFORMATION



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: CTH W WB RAMP	SHEET 157	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PAVING DETAILS\81 PROJECT\021201-PV-RAMP D.DWG PLOT DATE : 4/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 40'

NOTE: SEE SUPERELEVATION TABLE FOR TRANSITION INFORMATION



PROJECT NO:1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: CTH W WB RAMP	SHEET 158	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PAVING DETAILS\81 PROJECT\021201-PV-RAMP D.DWG PLOT DATE : 4/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 40'

2

2

N

SIGN

SIGN

514+00EX

515+00EX

POINT OF ROCKS ROAD

WENZEL DRIVEWAY

21+00WD

22+00WD

23+00WD

MATCH LINE STA. 24+00 WD

USH 12 (WB)

USH 12 (EB)

516+00WB

517+00WB

518+00WB

519+00WB

520+00WB

521+00WB

517+00EB

518+00EB

519+00EB

520+00EB

521+00EB

PROJECT NO:1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: POINT OF ROCKS ROAD/WENZEL DRIVEWAY	SHEET 159	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PAVING DETAILS\81 PROJECT\021201-PV-EXISTING USH 12.DWG PLOT DATE : 4/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 40'

2

2

N

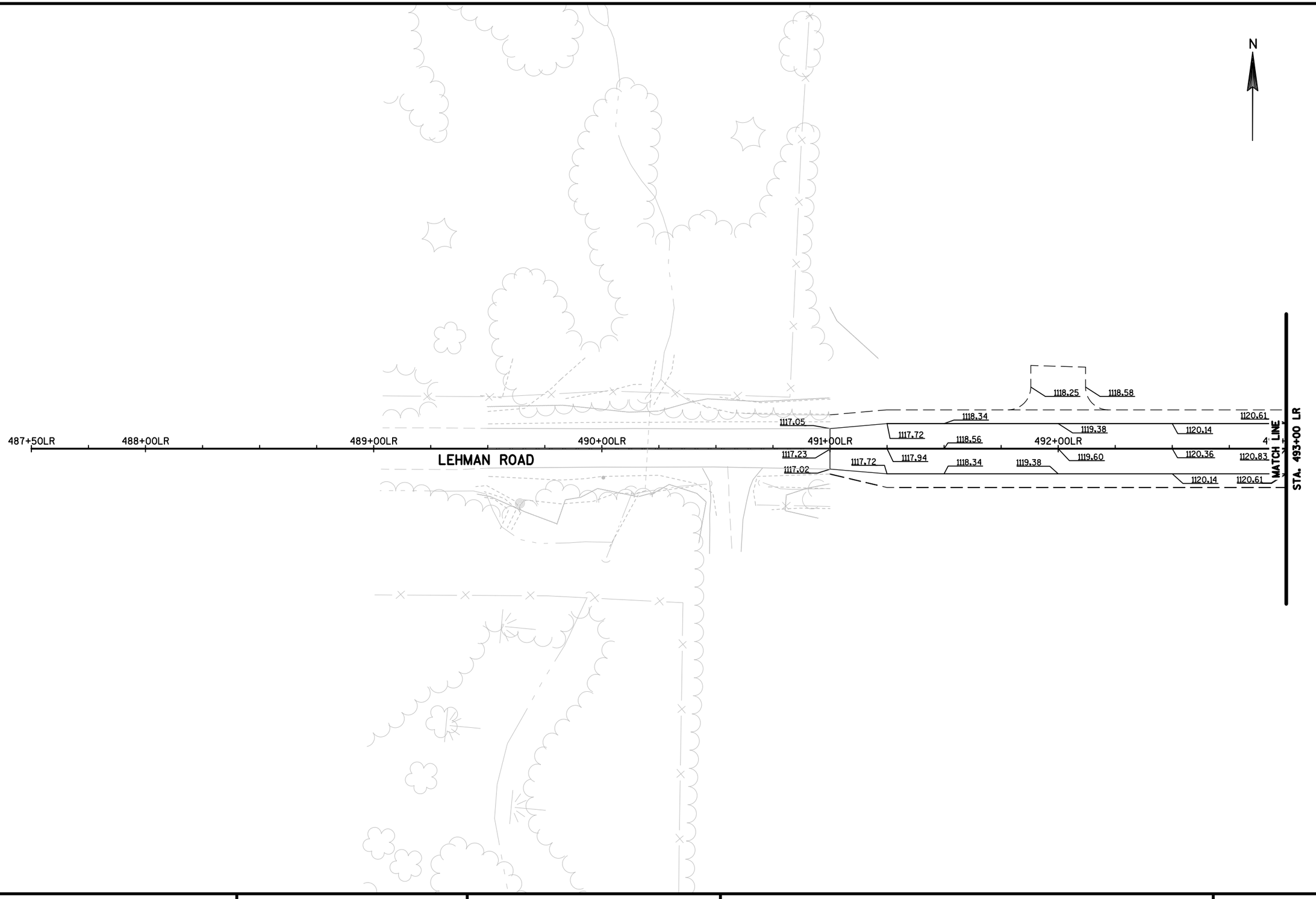
1055.13
1055.28
1055.43
30+00WD
31+00WD
1051.93
1052.09
1052.24
1048.80
1046.08
29+00WD
1049.10
1043.77
1046.23
1048.95
1041.52
28+00WD
1043.92
1046.38
1039.08
WENZEL DRIVEWAY
1041.67
1044.07
1036.27
27+00WD
1039.23
1041.82
1033.27
1036.42
1039.38
1030.27
26+00WD
1033.42
1036.57
1027.27
1030.42
1033.57
25+00WD
1027.42
1030.57
1024.58
1027.57
1024.73
1024.88
022.52
022.67
022.82
MATCH LINE
STA. 24+00 WD
USH 12 WB
527+00WB
526+00WB
525+00WB
524+00WB
523+00WB
522+00WB
21+00WB
527+00EB
526+00EB
525+00EB
524+00EB
523+00EB
USH 12 EB

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: POINT OF ROCKS ROAD/WENZEL DRIVEWAY	SHEET 160	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PAVING DETAILS\81 PROJECT\021201-PV-EXISTING USH 12.DWG PLOT DATE : 4/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 40'

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: LEHMAN ROAD	SHEET 161	E

2

2

N

HSE

OAK COURT

11+00LF

10+00LF

MATCH LINE
STA. 493+00 LR

493+58.19LR

LEHMAN ROAD

494+00LR

495+00LR

496+00LR

497+00LR

498+00LR

499+00LR

USH 12 EB

555+00EB

1120.80 1120.79 1120.70 1120.32 1120.01 1119.59 1118.89 1118.35 1118.15 1117.54 1117.53 1117.67 1117.19 1117.00 1116.68 1116.27 1115.77 1114.88 1114.67 1113.90 1113.69 1113.64 1113.50 1113.40 1113.45 1113.55 1113.66 1113.75 1113.76

1121.02 1121.02 1120.92 1120.54 1119.88 1118.96 1118.00 1117.04 1116.08 1115.12 1114.24 1113.97 1113.93 1113.88 1113.94 1114.02

1120.80 1120.80 1120.70 1120.32 1119.66 1118.74 1118.17 1117.78 1116.82 1115.86 1114.90 1114.29 1113.81 1113.77 1113.96 1114.10

1116.17 1116.46 1116.32 1116.71 1117.12 1116.04 1116.46 1115.43

1113.59 1114.11 1114.34 1114.49

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: LEHMAN ROAD	SHEET 162	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PAVING DETAILS\81 PROJECT\021201-PV-LEHMAN ROAD.DWG PLOT DATE : 4/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1' = 40'

WISDOT/CADDS SHEET 42

2

2

N

OAK COURT

10+00LF

11+00LF

12+00LF

13+00LF

14+00LF

15+00LF

10+00 RT

10+00 LT

11+00 RT

11+00 LT

12+00 RT

12+00 LT

13+00 RT

13+00 LT

14+00 RT

14+00 LT

15+00 RT

15+00 LT

1+00V

1+50V

496+00LR

497+00LR

547+00EB

STA. 16+00

MATCH LINE

LEHMAN ROAD

USH 12 EB

HSE

1118.89 1118.35 1117.54 1116.46 1116.71 1117.53 1116.68 1116.27 1115.86 1116.17 1115.94 1114.99 1113.89 1113.93 1113.16 1112.74 1112.49 1112.24 1111.99 1111.74 1111.49 1111.24 1110.99 1115.26 1115.43 1114.93 1115.86 1116.46 1114.15 1113.89 1113.92 1113.38 1112.96 1112.74 1113.16 1112.49 1112.79 1112.91 1112.97 1113.09 1113.17 1112.61 1112.67 1112.88 1113.41 1113.73 1112.71 1112.46 1112.24 1112.21 1111.99 1111.96 1111.74 1111.71 1111.49 1111.46 1111.24 1111.49 1111.24 1110.99

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: OAK COURT	SHEET	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PAVING DETAILS\81 PROJECT\021201-PV-OAK COURT.DWG PLOT DATE : 4/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 40'

2

2

N

HSE

GAR

GAR

HSE

SEPTIC

SEPTIC

MATCH LINE
STA. 15+00 LF

MATCH LINE
STA. 22+00 LF

OAK COURT

17+00LF

18+00LF

19+00LF

20+00LF

21+00LF

1110.74 1110.49 1110.24 1109.99 1109.61 1109.03 1108.78 1108.50

1110.74 1110.96 1110.71 1110.46 1110.21 1109.83 1109.25 1108.46 1108.24 1107.46 1107.24 1106.25 1106.03 1105.77 1105.56 1104.96 1104.83 1104.61 1104.51 1103.73 1103.21 1102.89 1102.99 1102.01 1101.46 1101.24 1101.14

1110.49

1108.24

1107.24

1106.03

1104.61

1106.83

1106.59

1104.37

200+11

EB USH 12

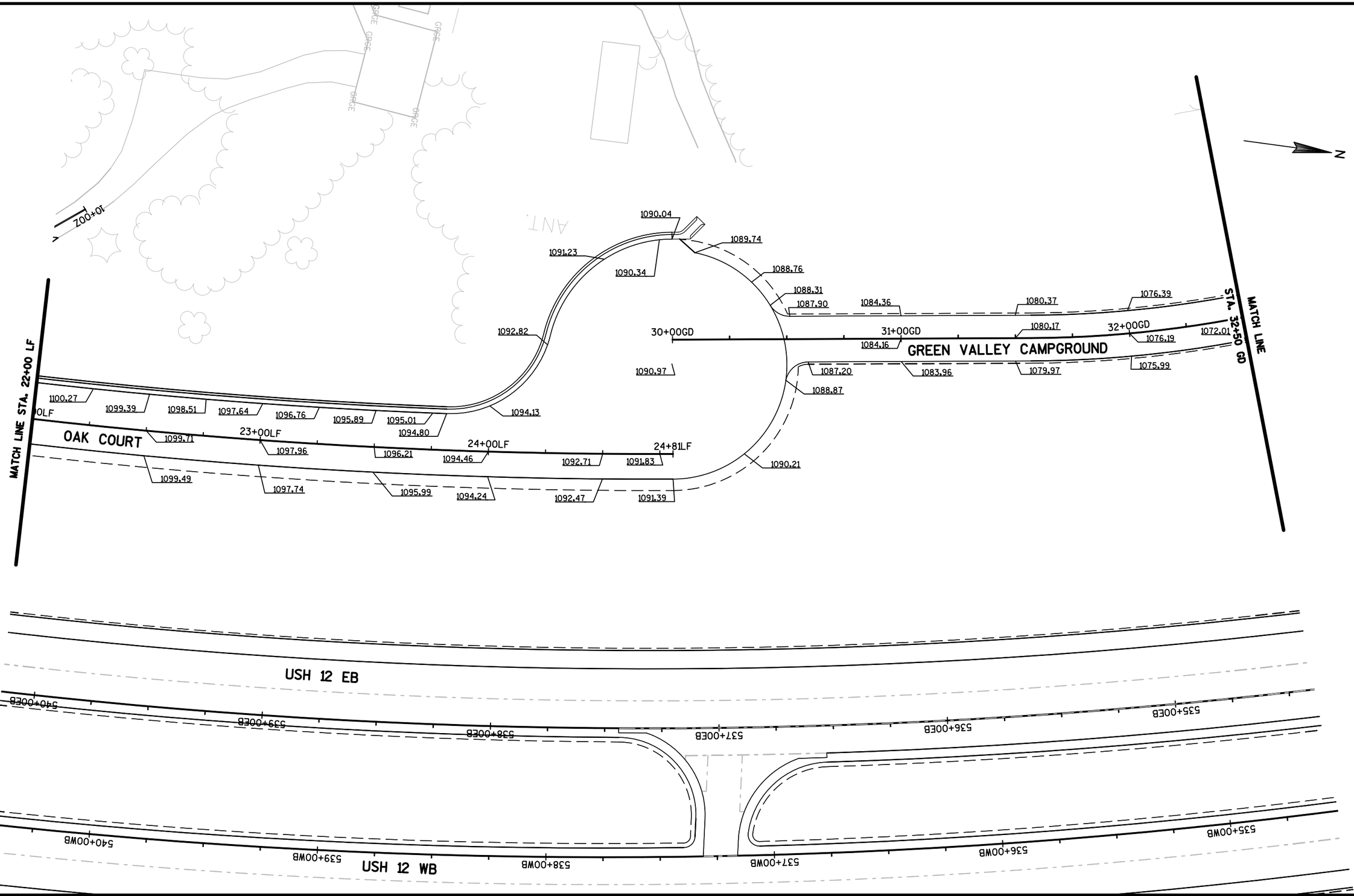
546+00EB 545+00EB 544+00EB 543+00EB 542+00EB 541+00EB

543+00WB 542+00WB 541+00WB

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: OAK COURT	SHEET 164	E

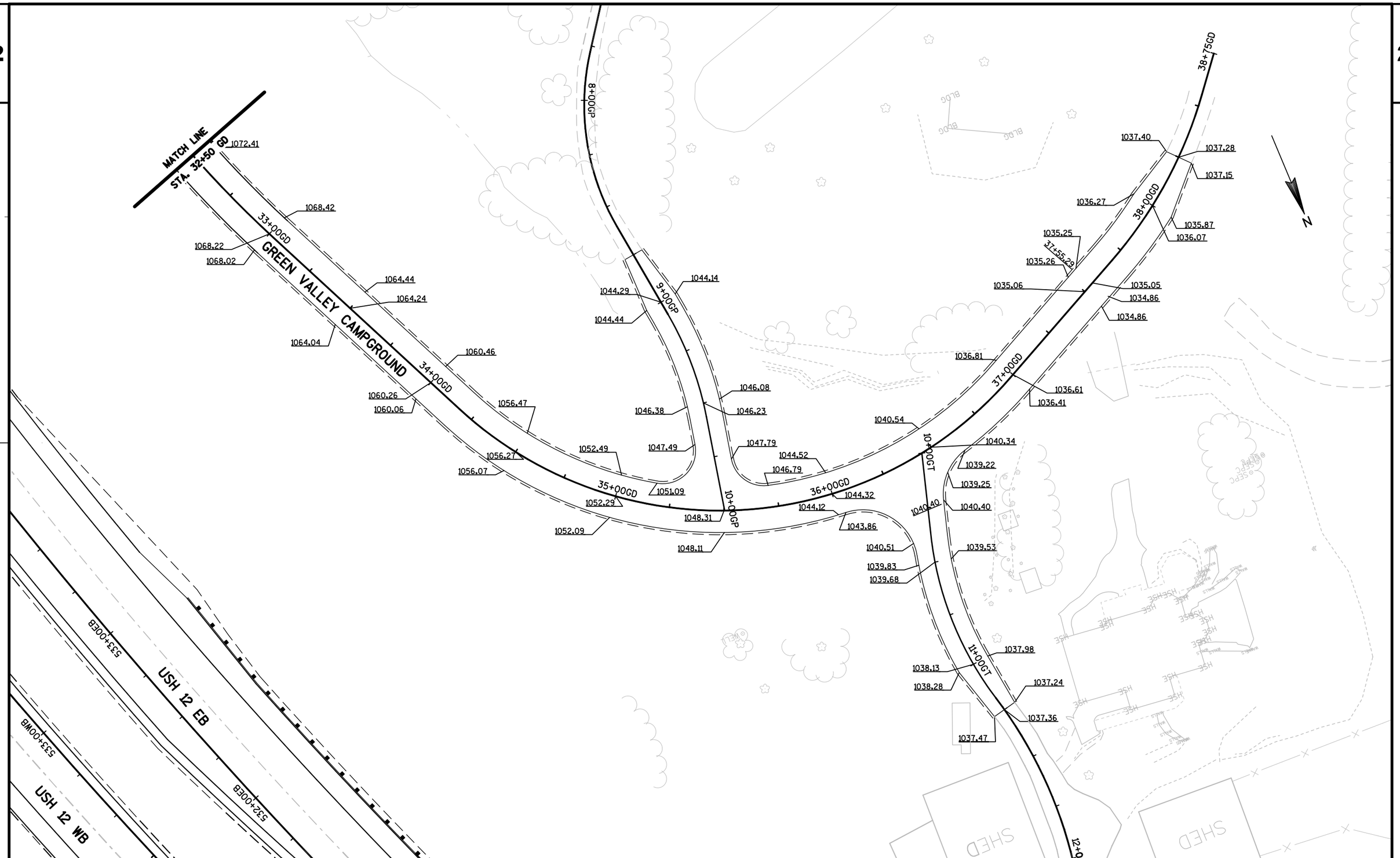
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PAVING DETAILS\81 PROJECT\021201-PV-OAK COURT.DWG PLOT DATE : 4/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1" = 40'

2



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: OAK COURT	SHEET	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PAVING DETAILS\81 PROJECT\021201-PV-OAK COURT.DWG PLOT DATE : 4/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 40'



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: GREEN VALLEY CAMPGROUND DRIVEWAY	SHEET	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PAVING DETAILS\81 PROJECT\021201-PV-GREEN VALLEY.DWG PLOT DATE : 4/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 40'

2

N

USH 12 WB

SKI HI ROAD

C-56-2031

MATCH LINE STA. 606+00 SH

BM563+00WB

BM564+00WB

BM565+00WB

BM566+00WB

12+00SD

11+00SD

10+00SD

604+68.80SH

601+00SH 602+00SH 603+00SH 604+00SH 605+00SH

1092.57 1092.29 1092.60 1092.29 1094.11 1094.67 1093.81 1094.37

1104.58 1104.14 1103.65 1102.17 1102.67 1102.78 1103.20 1102.78 1102.29 1101.40 1101.69 1103.89 1103.64 1102.96 1102.53 1103.43 1102.29 1103.76 1102.71 1101.28 1102.45 1102.02 1103.14 1102.29 1103.37 1103.24

1097.15 1097.47 1097.46 1097.77 1098.84 1099.14 1100.36 1099.46 1098.74 1098.21 1097.86 1097.70 1097.69 1097.72 1097.93 1099.70 1100.60 1098.98 1098.45 1098.10 1097.94 1097.93 1097.96 1098.17 1099.46 1100.34 1098.74 1098.21 1097.86 1097.70 1097.70 1097.72 1097.93

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: SKI HI ROAD	SHEET 167	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PAVING DETAILS\81 PROJECT\021201-PV-SKI HI ROAD.DWG PLOT DATE : 4/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 40'

2

2

N

MATCH LINE STA. 606+00 SH

1098.32 1098.90 1099.66 1100.61 1101.74 1103.06 1104.48 1105.90

:H 607+00SH SKI HI ROAD 608+00SH 609+00SH 610+00SH 611+00SH 612+00SH

1098.56 1099.14 1099.90 1100.85 1101.98 1103.30 1104.72 1106.14 1105.90

1098.32 1098.90 1099.66 1100.61 1101.73 1103.06 1104.48

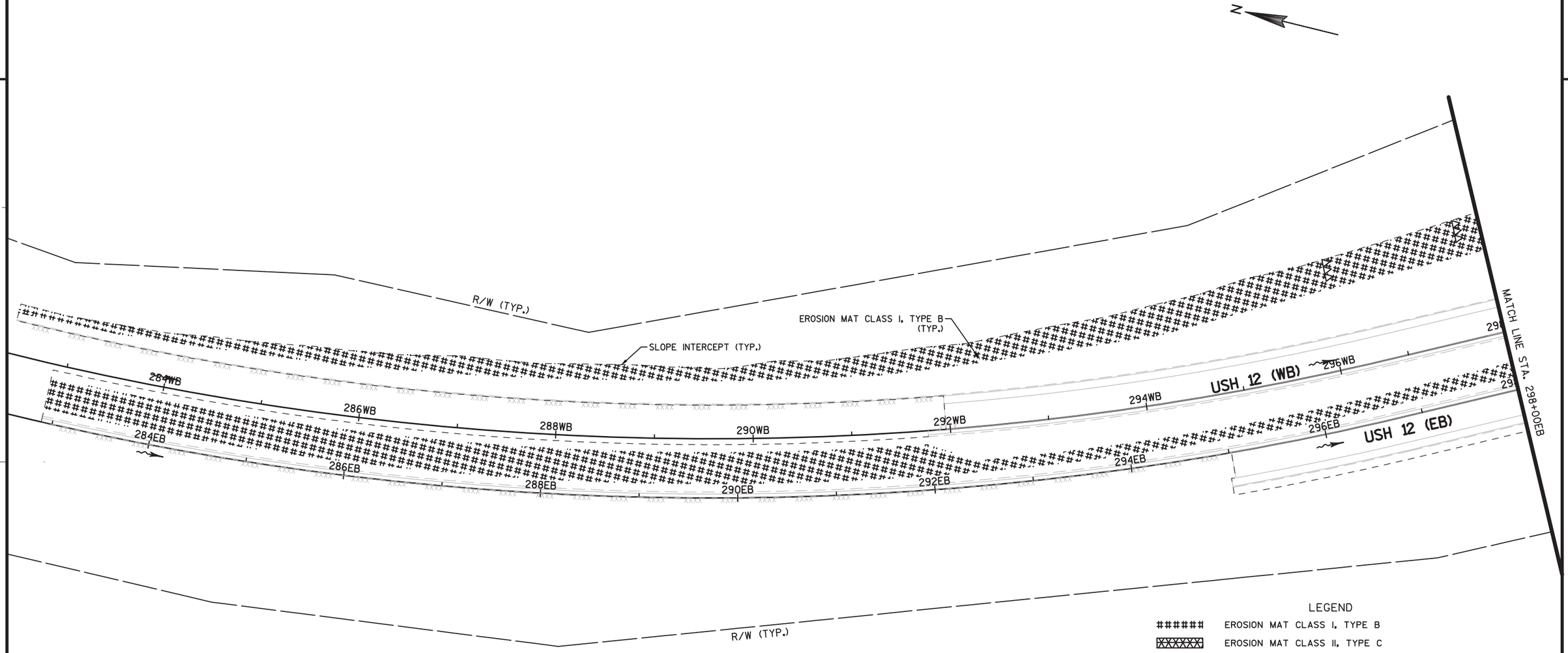
SKI HI R

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVING DETAILS: SKI HI ROAD	SHEET 168	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PAVING DETAILS\81 PROJECT\021201-PV-SKI HI ROAD.DWG PLOT DATE : 4/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 40'

WISDOT/CADDS SHEET 42

2



LEGEND

######	EROSION MAT CLASS I, TYPE B
XXXXXX	EROSION MAT CLASS II, TYPE C
	RIPRAP
	SILT FENCE
	TEMPORARY DITCH CHECK
F	STONE OR ROCK DITCH CHECK (SEE DETAIL)
	SEDIMENT TRAP
	EROSION BALE
	CULVERT PIPE CHECKS
	SURFACE WATER FLOW
A	INLET PROTECTION TYPE A
AB	PLACE INLET PROTECTION TYPE A UNTIL 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.

2

2

CTH BD

AB

AC

INL

INL

INL

SIGN

LEGEND

- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS II, TYPE C
- RIPRAP
- SILT FENCE
- TEMPORARY DITCH CHECK
- STONE OR ROCK DITCH CHECK (SEE DETAIL)
- SEDIMENT TRAP
- EROSION BALE
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- (A) INLET PROTECTION TYPE A
- (AB) PLACE INLET PROTECTION TYPE A UNTIL 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.

EROSION MAT CLASS I, TYPE B (TYP.)

SLOPE INTERCEPT (TYP.)

SEDIMENT TRAP (SEE DETAIL) (TYP.)

STONE DTICH CHECK (SEE SDD) (TYP.)

TRACKING PAD REQ'D IN STAGE 3 (SEE SDD)

TEMPORARY DITCH CHECK (SEE SDD) (TYP.)

R/W (TYP.)

MATCH LINE STA. 298+00EB

WB 300WB 302WB USH 12 (WB) 304WB 306WB 308WB 310WB 312WB

EB 300EB 302EB 304EB 306EB 308EB 310EB 312EB

USH 12 (EB)

NOTE: THE EROSION MAT CLASS I, TYPE B IN USH 12 MEDIAN BETWEEN 308+00EB AND 313+00EB IS FOR WHEN THE CROSSOVER IS REMOVED. THERE IS ANOTHER CROSSOVER BETWEEN 484+00EB AND 490+00EB WHICH WILL REQUIRE SIMILAR TREATMENT.

R/W (TYP.)

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL: USH 12	SHEET 170	E

2

CULVERT PIPE CHECKS (SEE DETAIL) (TYP.)

SILT FENCE AT PIPE INLET (SEE DETAIL) (TYP.)

SEDIMENT TRAP (SEE DETAIL) (TYP.)

EROSION MAT CLASS II, TYPE C (SEE DETAIL) (TYP.)

STONE DITCH CHECK (SEE SDD) (TYP.)

EROSION MAT CLASS I, TYPE B (TYP.)

SLOPE INTERCEPT (TYP.)

R/W (TYP.)

PLE

TLE

515CDS

TW02

POINT OF ROCKS ROAD

22WD

24WD

26WD

WENZEL DRIVEWAY

31WD

30WD

USH 12 (WB)

USH 12 (EB)

518WB

520WB

522WB

524WB

526WB

528WB

530WB

532WB

518EB

520EB

522EB

524EB

526EB

528EB

530EB

AB

DITCH CHECK AT MEDIAN DRAIN (SEE DETAIL) (TYP.)

MATCH LINE STA. 517+00EB

MATCH LINE STA. 532+00EB

12'

16'

RIPRAP MEDIUM TREATMENT AT PIPE ENDWALLS (SEE DETAIL)

SILT FENCE (SEE SDD) (TYP.)

RIPRAP MEDIUM CUT TO FILL TRANSITION (SEE DETAIL)

EROSION BALES (SEE SDD) (TYP.)

RIPRAP MEDIUM (SEE RIPRAP IN DITCHES DETAIL)

36GC

38GD

GREEN VALLEY DRIVEWAY

514CDS

POINT OF ROCKS ROAD

516WB

516EB

MATCH LINE STA. 517+00EB

LEGEND

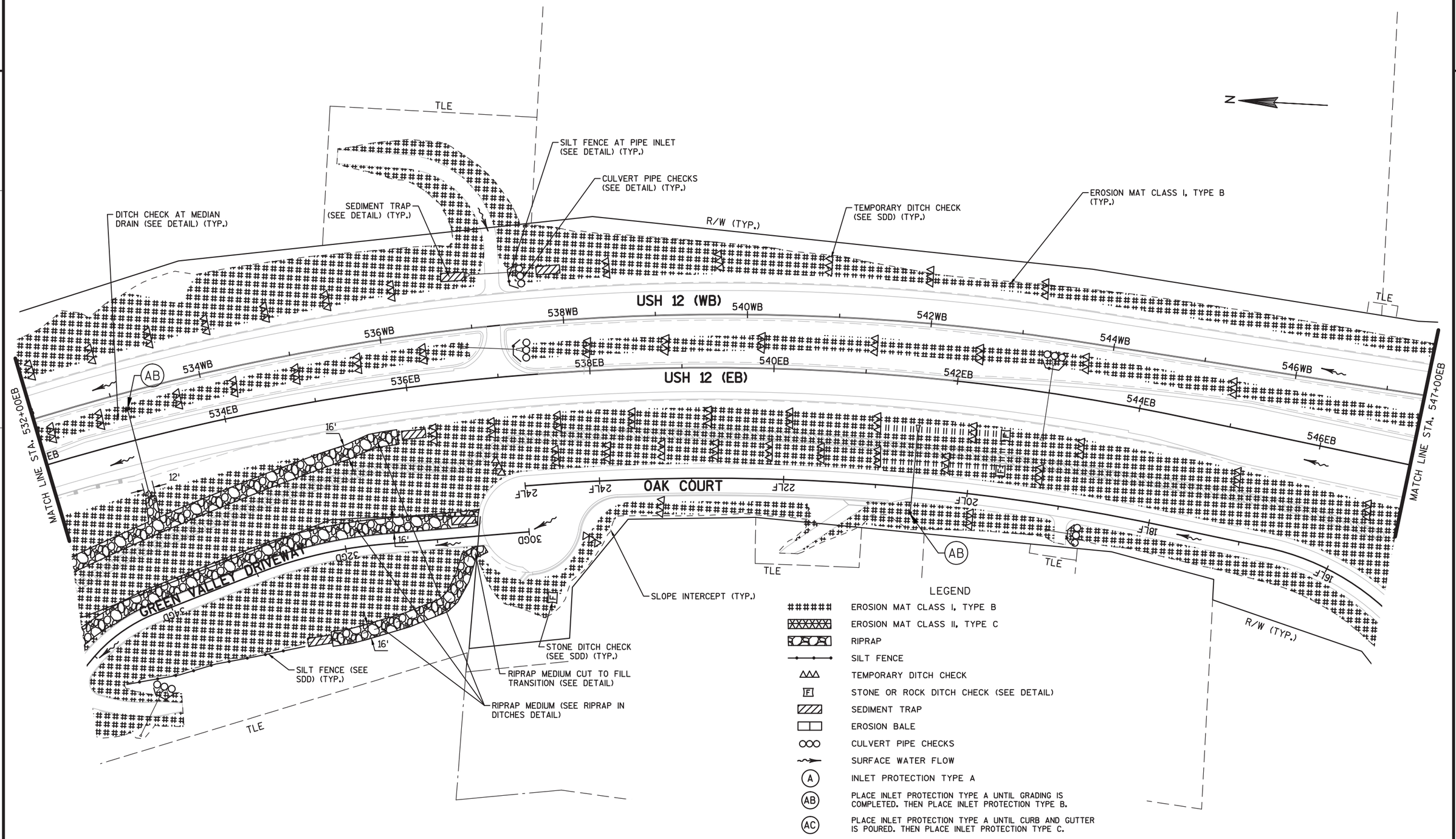
- ###### EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS II, TYPE C
- RIPRAP
- SILT FENCE
- TEMPORARY DITCH CHECK
- F STONE OR ROCK DITCH CHECK (SEE DETAIL)
- SEDIMENT TRAP
- EROSION BALE
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- (A) INLET PROTECTION TYPE A
- (AB) PLACE INLET PROTECTION TYPE A UNTIL 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.

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL: USH 12	SHEET 171	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\EROSION CONTROL\81 PROJECT\022001_EC(USH 12).DWG PLOT DATE : 4/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL: USH 12	SHEET 172	E

2

RIPRAP MEDIUM AT CUT TO FILL TRANSITION (SEE DETAIL)

SLOPE INTERCEPT (TYP.)

STONE DITCH CHECK (SEE SDD) (TYP.)

R/W (TYP.)

TLE

548WB 550WB 552WB 554WB 556WB USH 12 (WB) 558WB 560WB 562WB

MATCH LINE STA. 547+00EB

500LR

MATCH LINE STA. 562+10EB

548EB 550EB 552EB 554EB 556EB 558EB 560EB 562E

USH 12 (EB)

SEDIMENT TRAP (SEE DETAIL) (TYP.)

TRACKING PAD REQ'D IN STAGE 2 (SEE SDD)

SILT FENCE AT PIPE INLET (SEE DETAIL) (TYP.)

CULVERT PIPE CHECKS (SEE DETAIL) (TYP.)

498LR

TLE

OAK COURT

14LF

AB

LEHMAN ROAD

R/W (TYP.)

EROSION MAT CLASS I, TYPE B (TYP.)

TEMPORARY DITCH CHECK (SEE SDD) (TYP.)

496LR

10'

12LF

RIPRAP MEDIUM TREATMENT AT PIPE ENDWALLS (SEE DETAIL)

12'

EROSION BALES (SEE SDD) (TYP.)

SILT FENCE (SEE SDD) (TYP.)

494LR

MATCH LINE STA. 493+00LR

MATCH LINE STA. 493+00LR

R/W (TYP.)

492LR

R/W (TYP.)

SLOPE INTERCEPT (TYP.)

LEHMAN ROAD

490LR

LEGEND

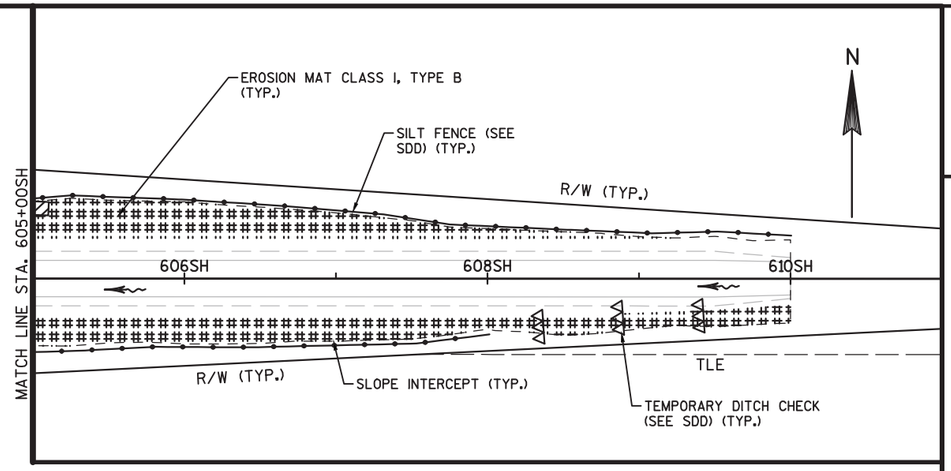
- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS II, TYPE C
- RIPRAP
- SILT FENCE
- TEMPORARY DITCH CHECK
- STONE OR ROCK DITCH CHECK (SEE DETAIL)
- SEDIMENT TRAP
- EROSION BALE
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- (A) INLET PROTECTION TYPE A
- (AB) PLACE INLET PROTECTION TYPE A UNTIL GRADING 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.

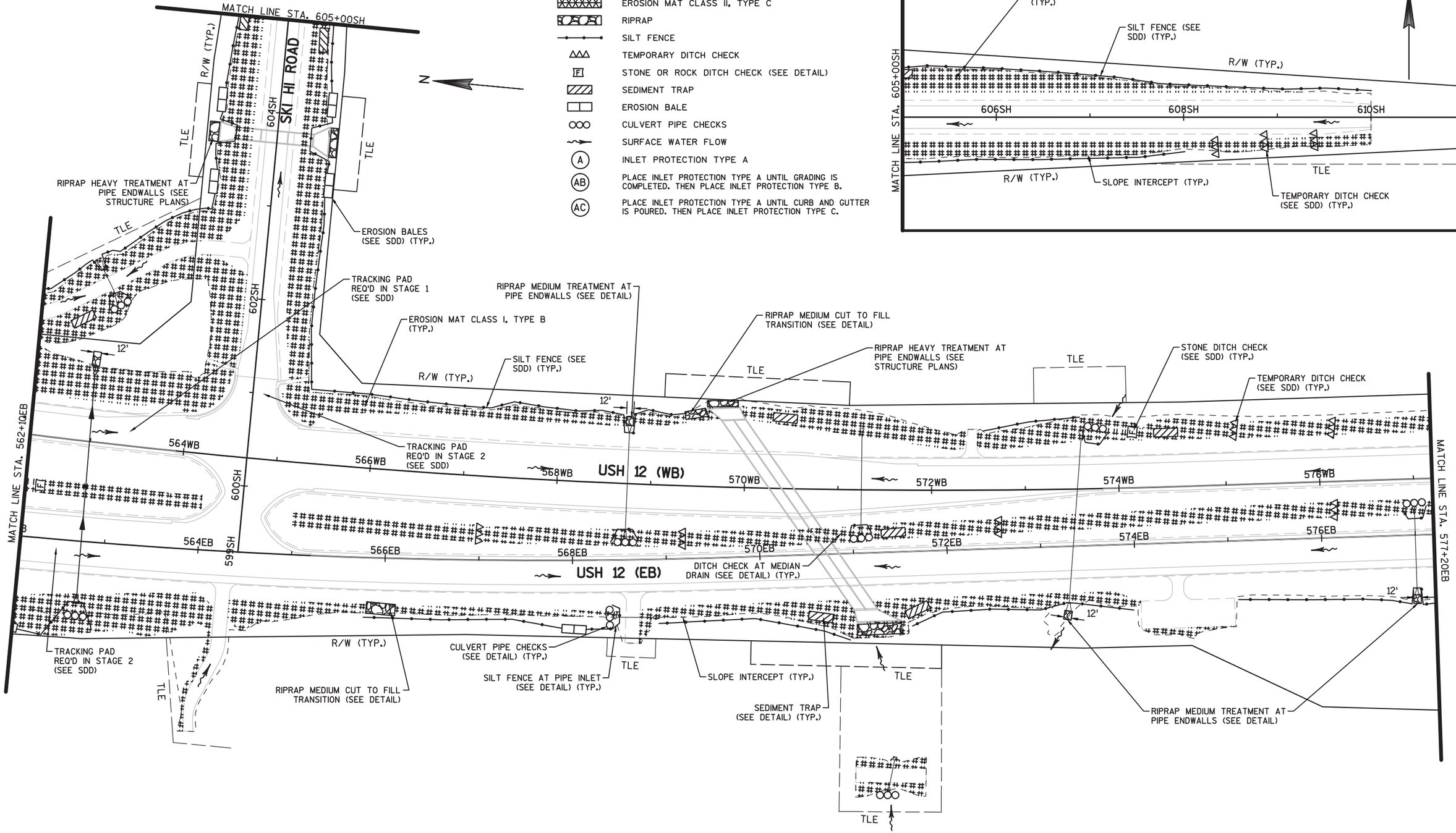
PROJECT NO:1674-00-81	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL: USH 12	SHEET 173	E

2

LEGEND

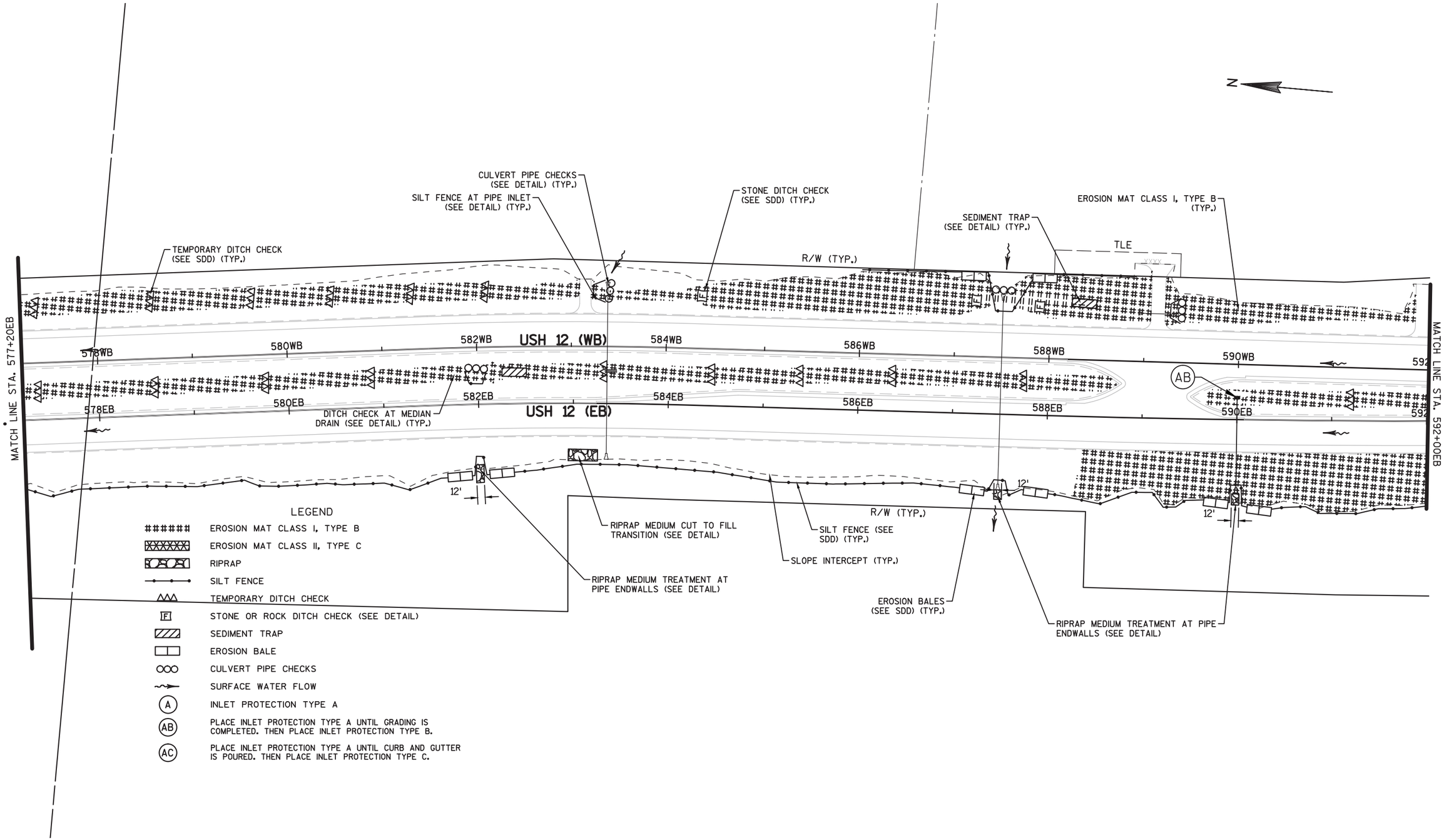
- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS II, TYPE C
- RIPRAP
- SILT FENCE
- TEMPORARY DITCH CHECK
- STONE OR ROCK DITCH CHECK (SEE DETAIL)
- SEDIMENT TRAP
- EROSION BALE
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- (A) INLET PROTECTION TYPE A
- (AB) PLACE INLET PROTECTION TYPE A UNTIL GRADING 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.





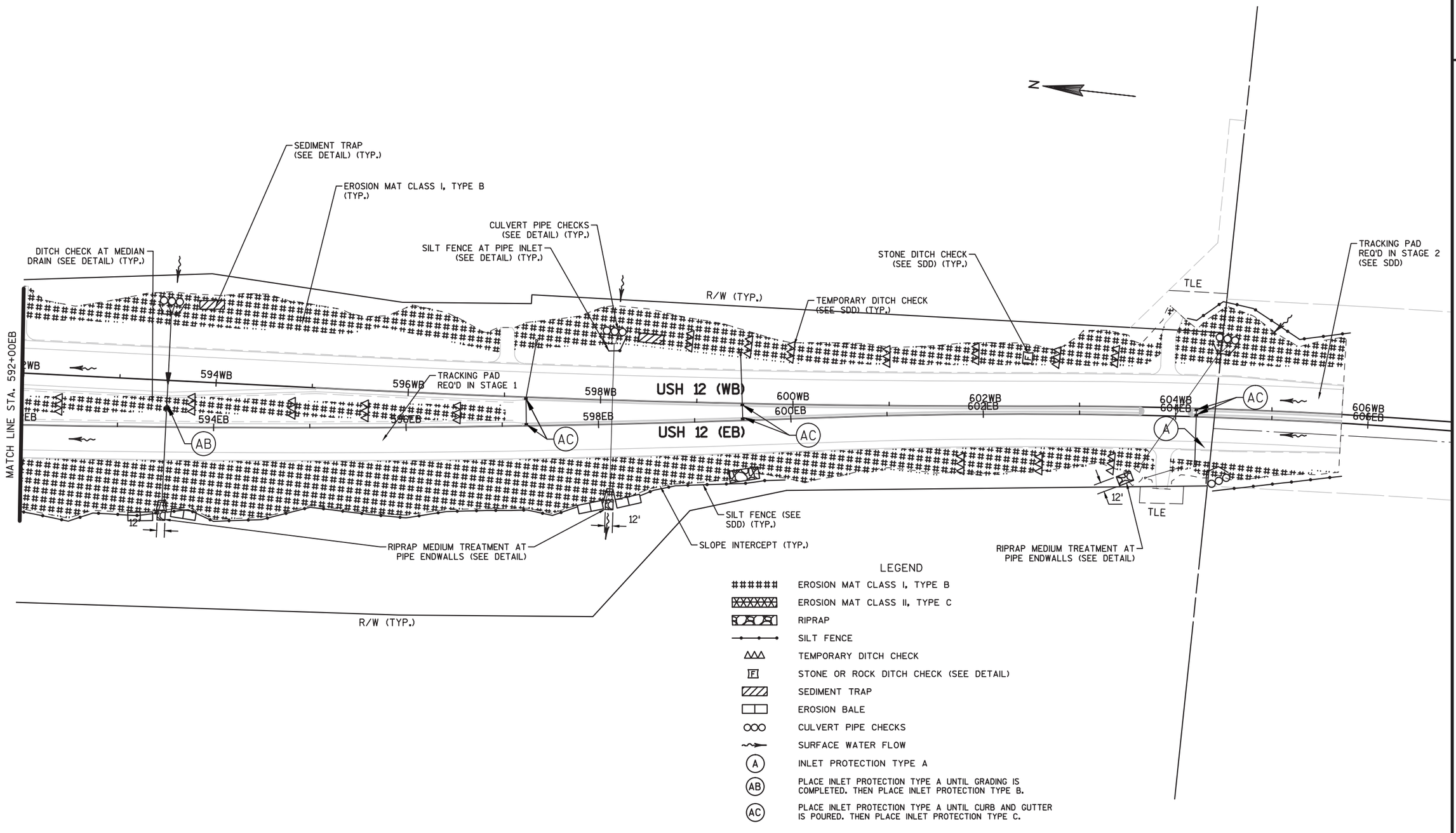
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL: USH 12	SHEET 174	E

2



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL: USH 12	SHEET 175	E

2

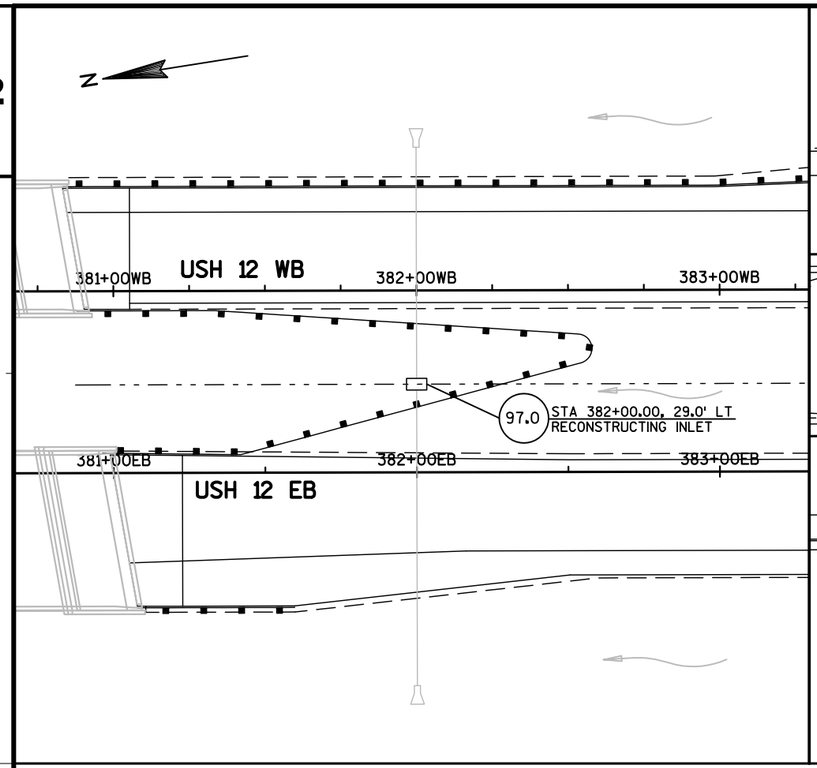


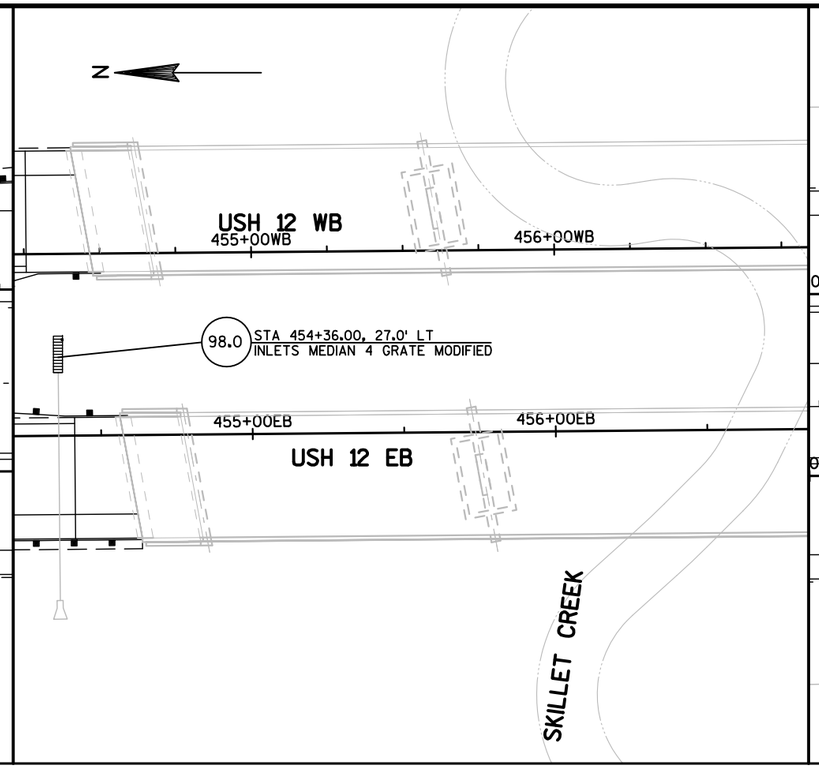
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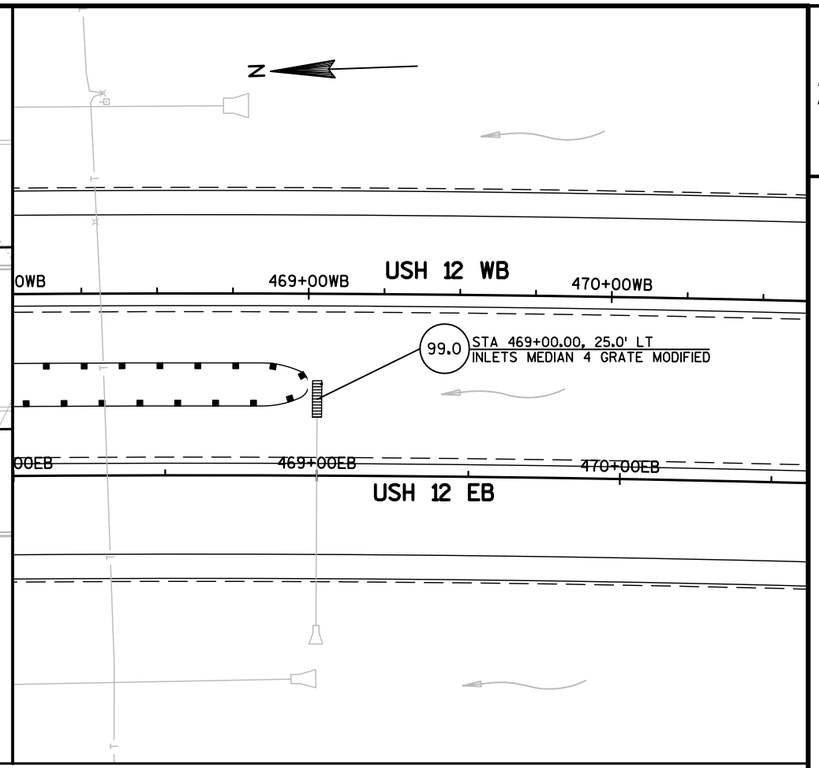
######	EROSION MAT CLASS I, TYPE B
XXXXXX	EROSION MAT CLASS II, TYPE C
	RIPRAP
	SILT FENCE
△△△	TEMPORARY DITCH CHECK
F	STONE OR ROCK DITCH CHECK (SEE DETAIL)
	SEDIMENT TRAP
	EROSION BALE
OOO	CULVERT PIPE CHECKS
	SURFACE WATER FLOW
(A)	INLET PROTECTION TYPE A
(AB)	PLACE INLET PROTECTION TYPE A UNTIL GRADING 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.

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL: USH 12	SHEET 176	E

2

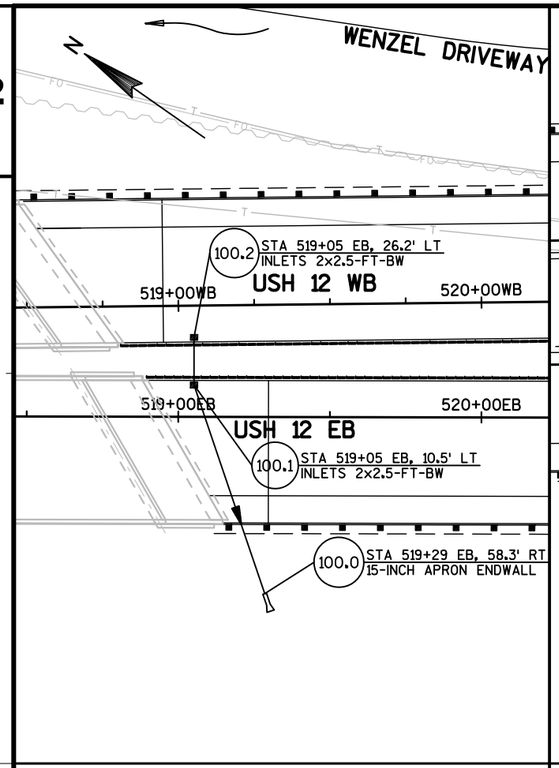


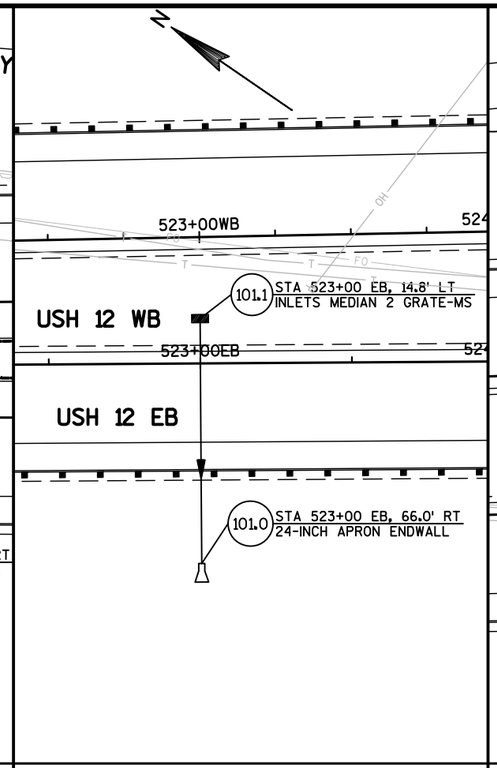


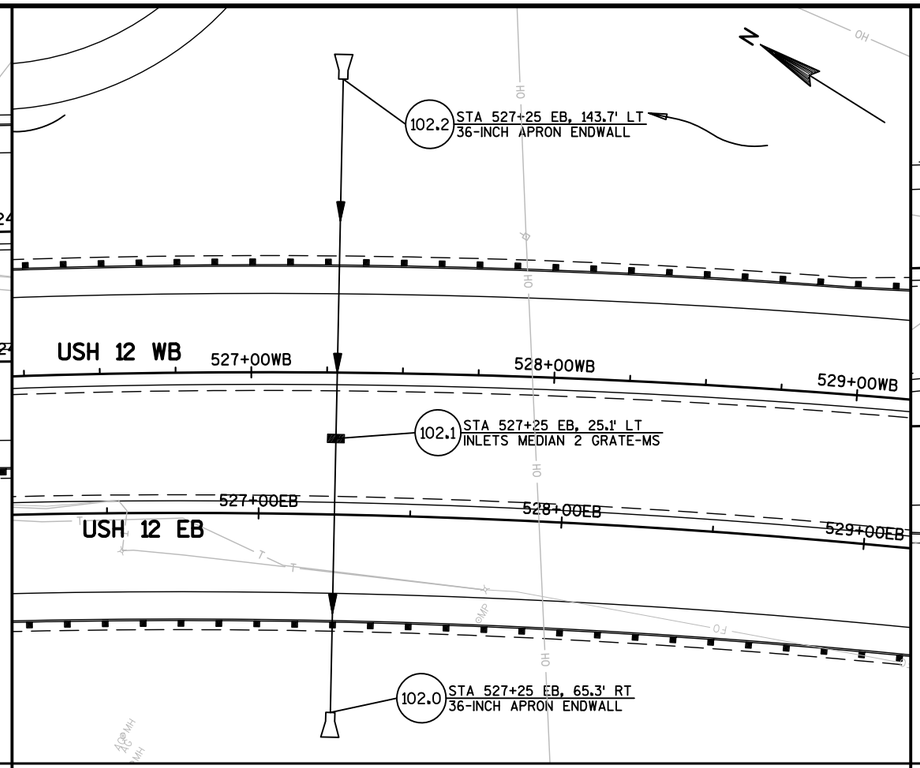


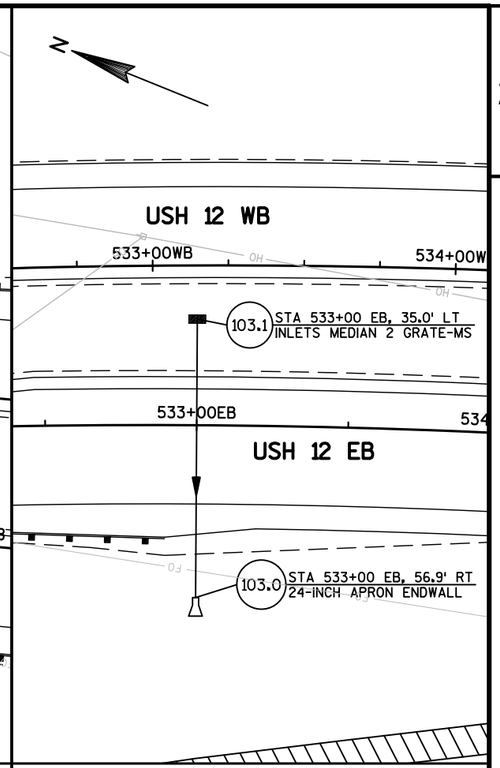
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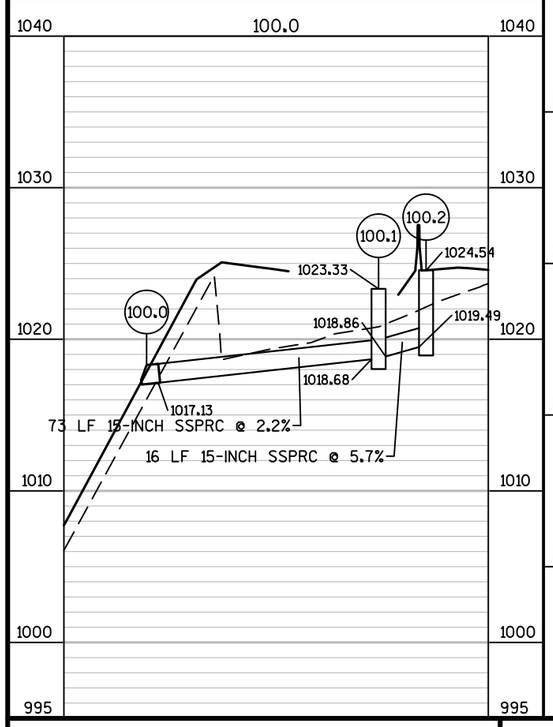
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	STORM SEWER PLAN	SHEET 177	E

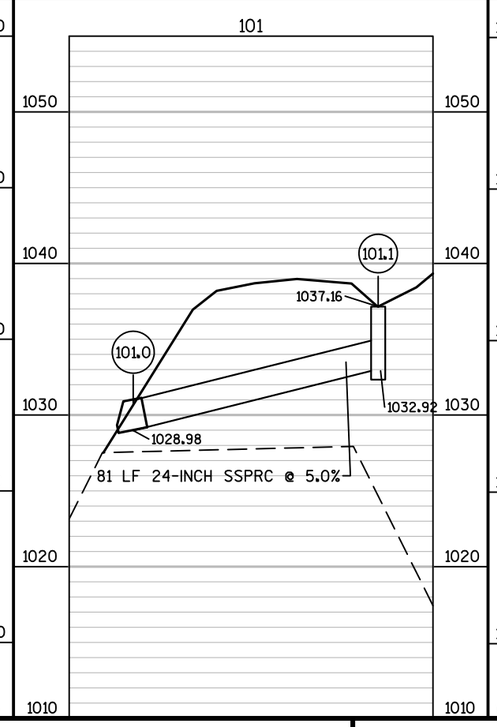


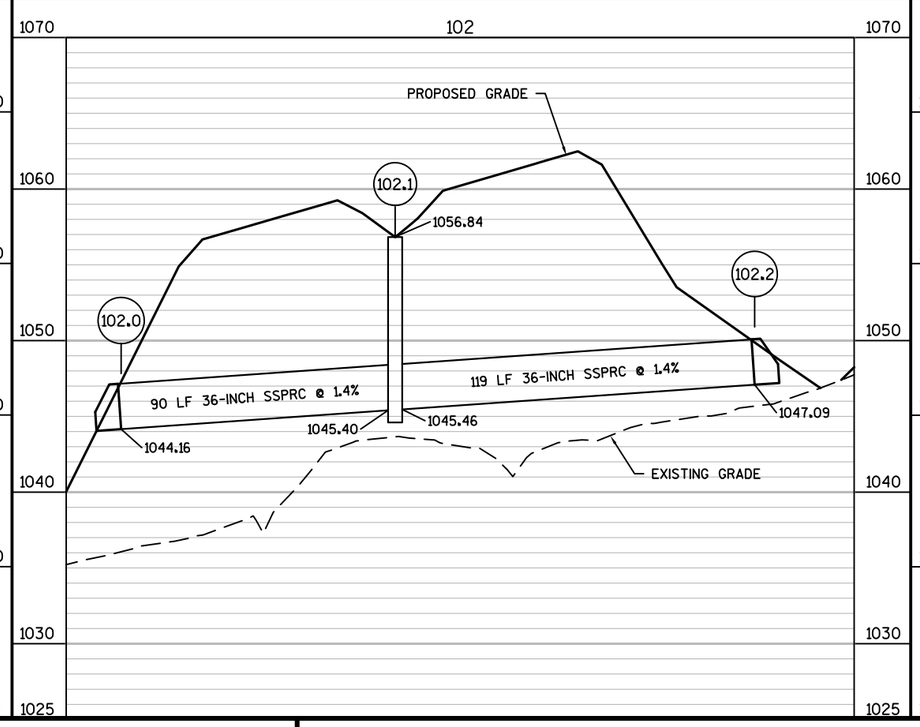


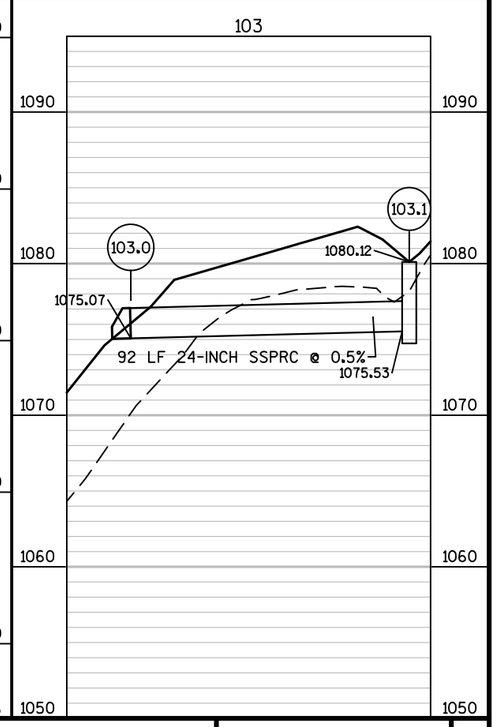




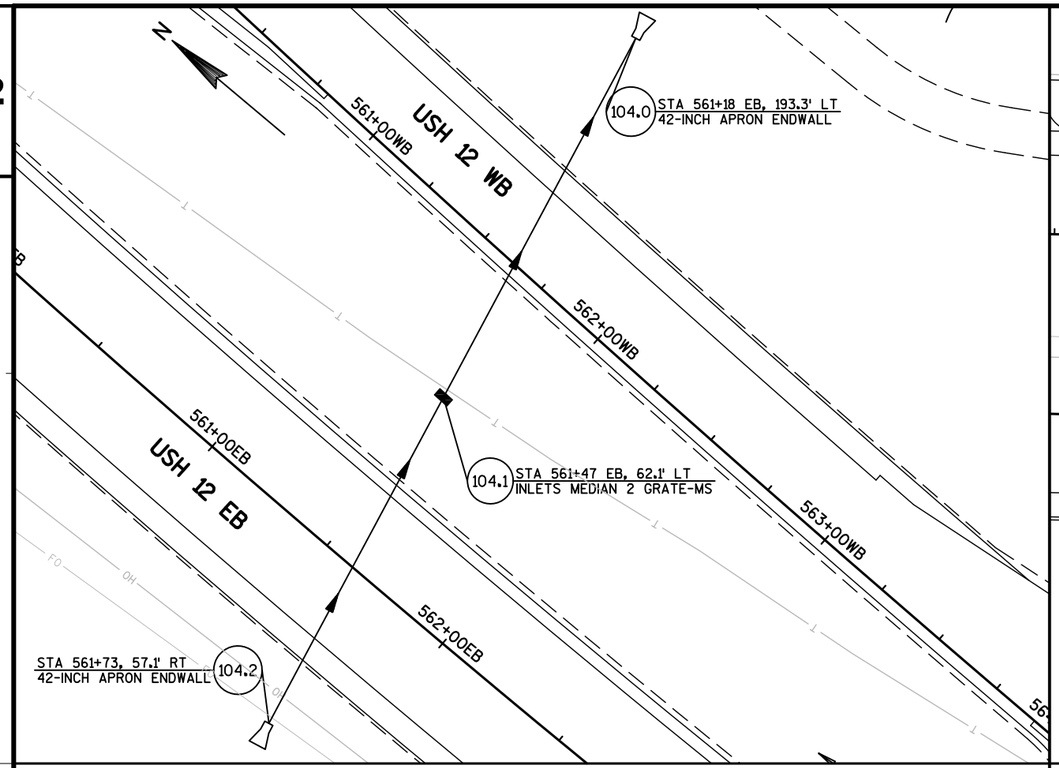


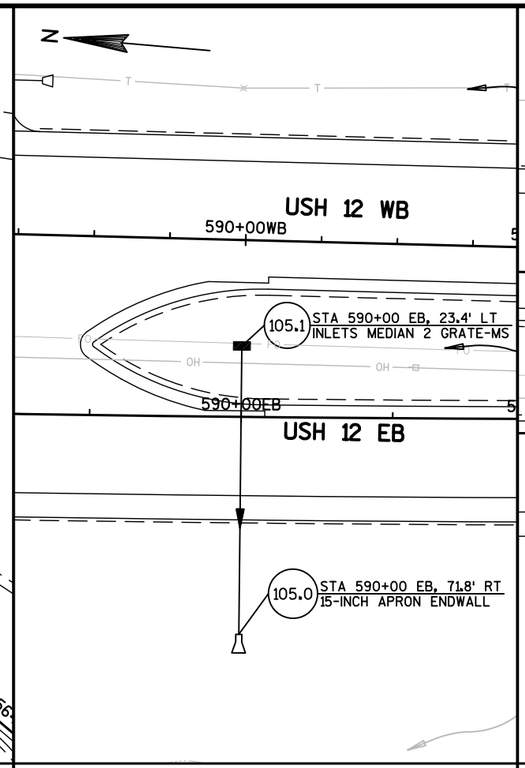


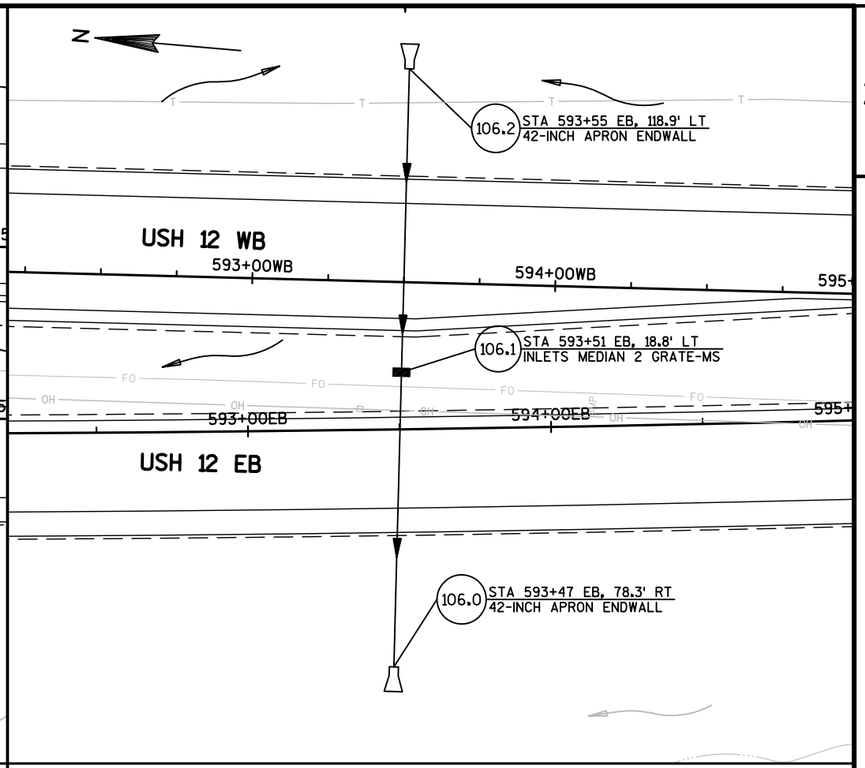


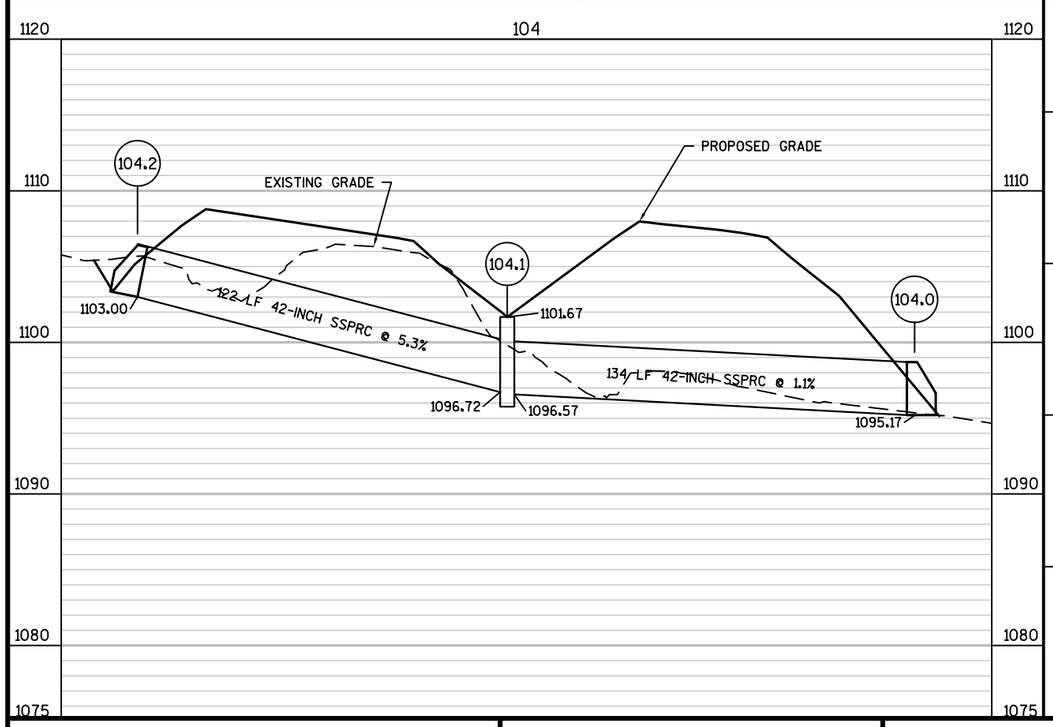


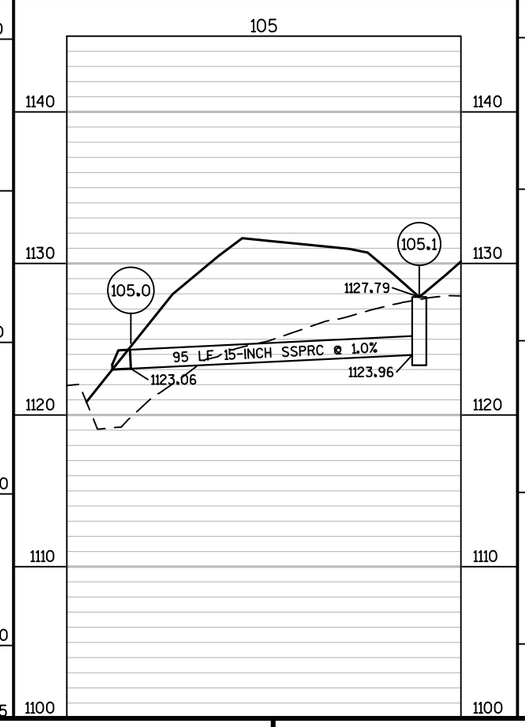
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	STORM SEWER PLAN	SHEET 178 E

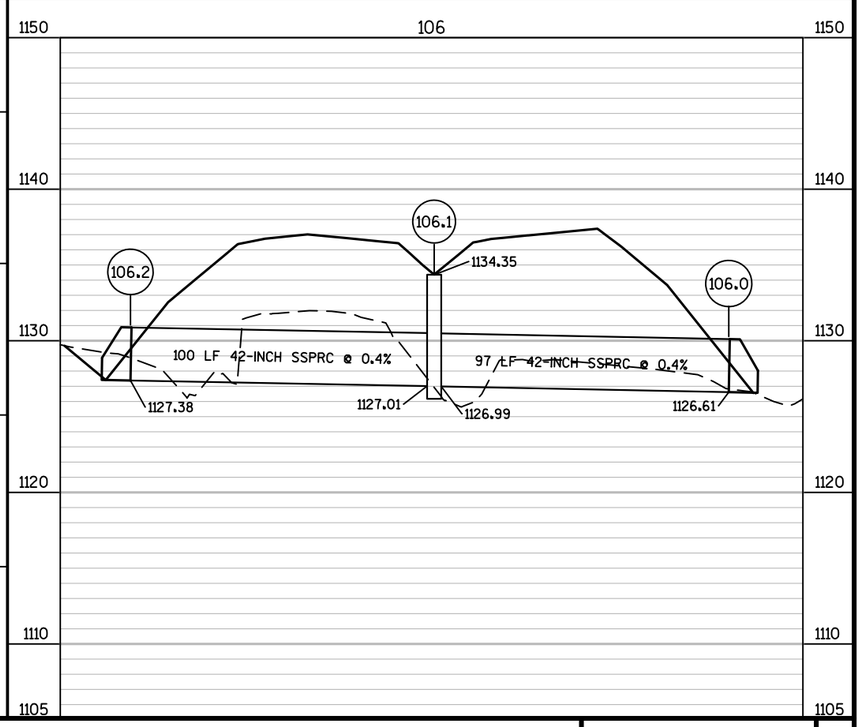




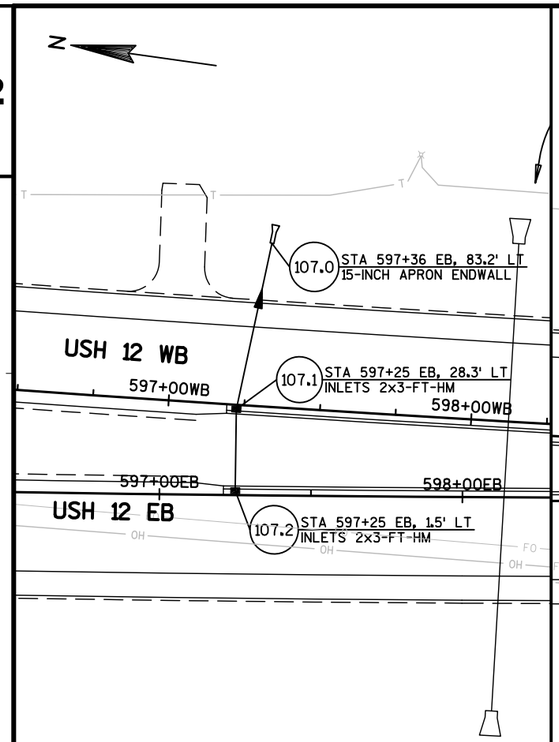


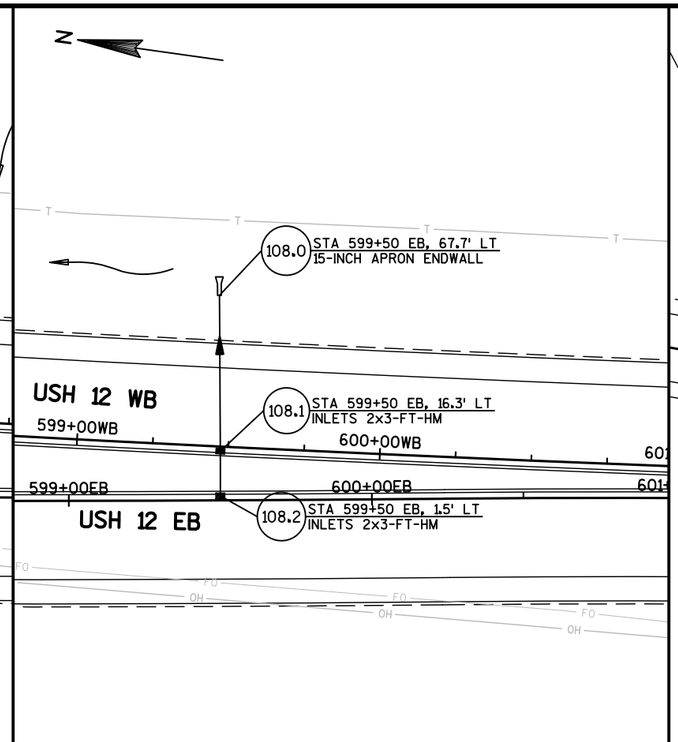


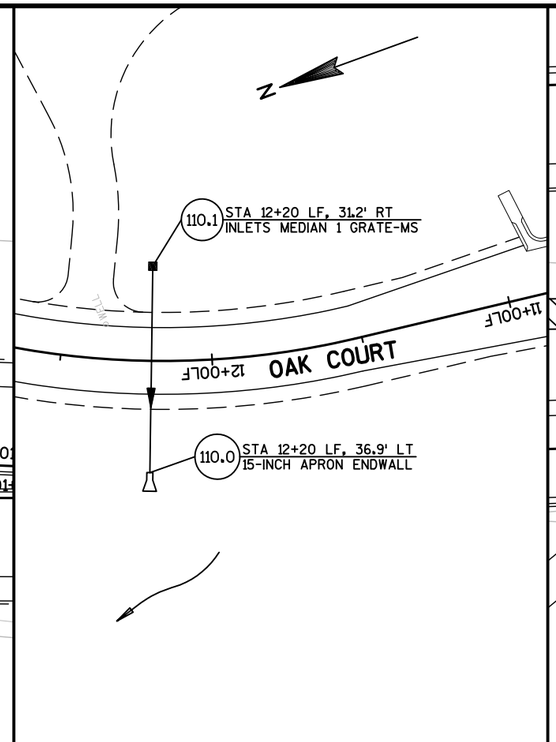


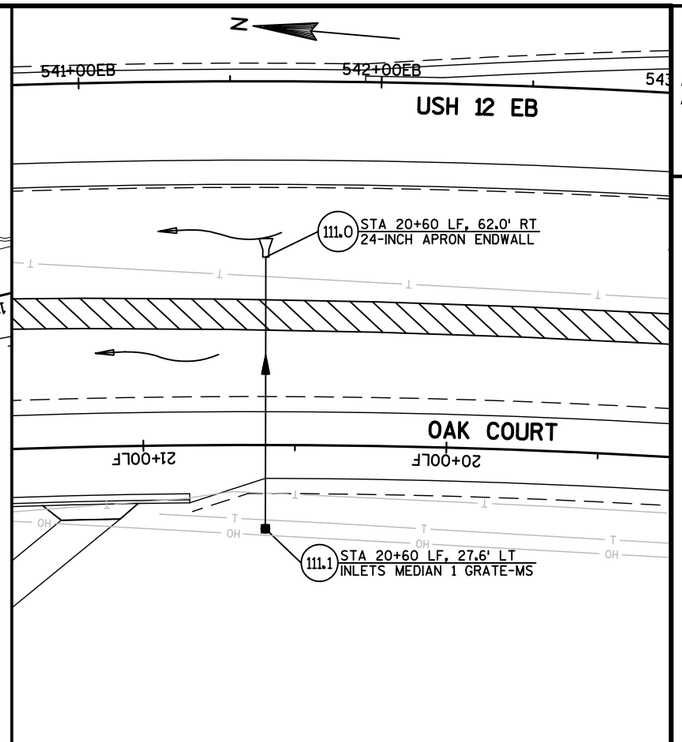


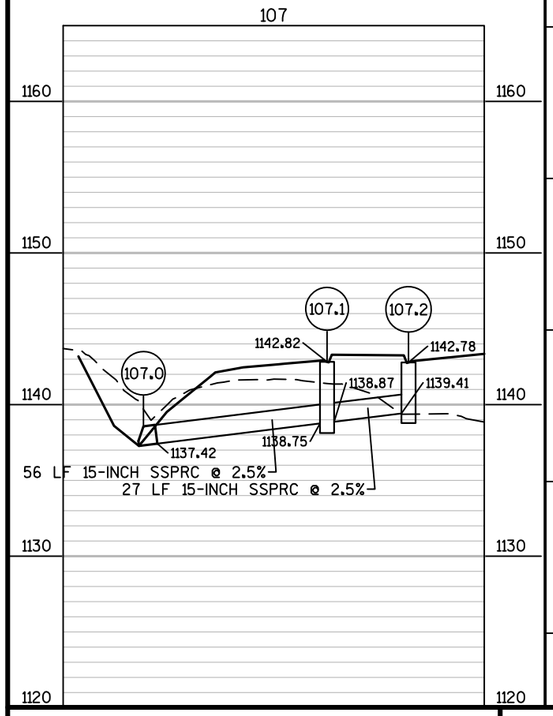
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	STORM SEWER PLAN	SHEET 179	E

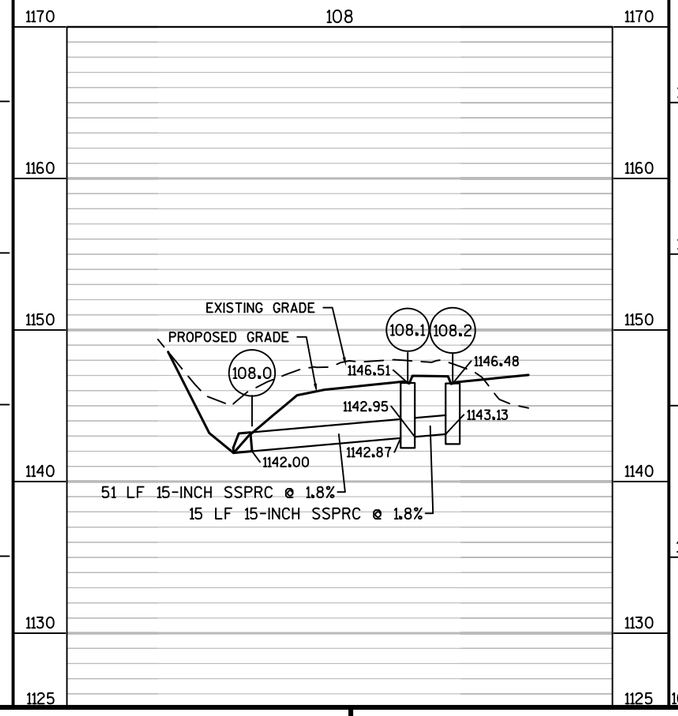


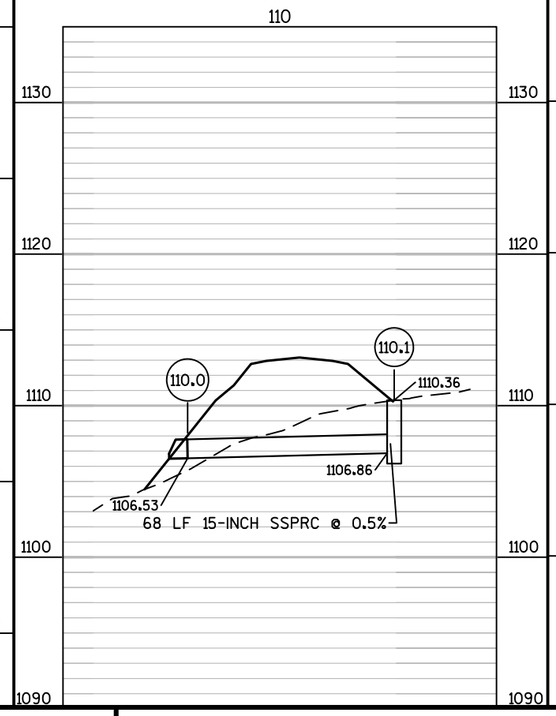


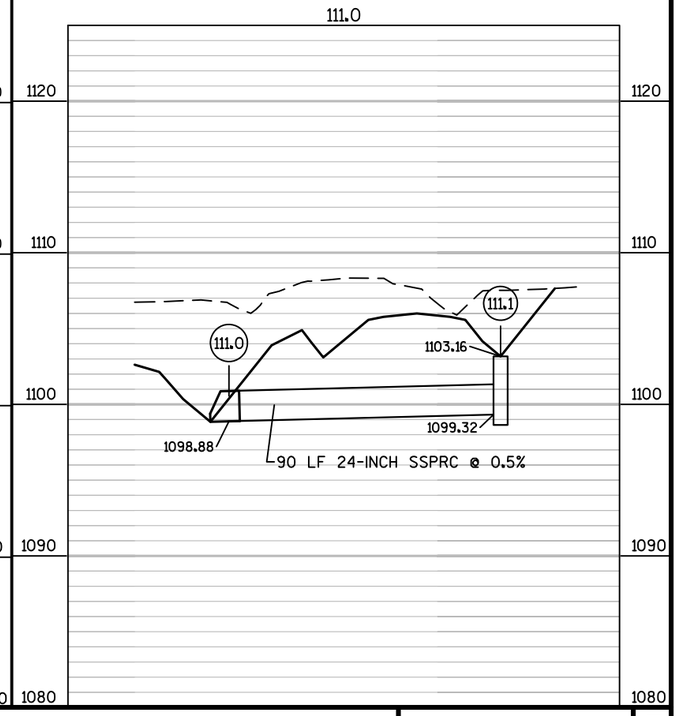






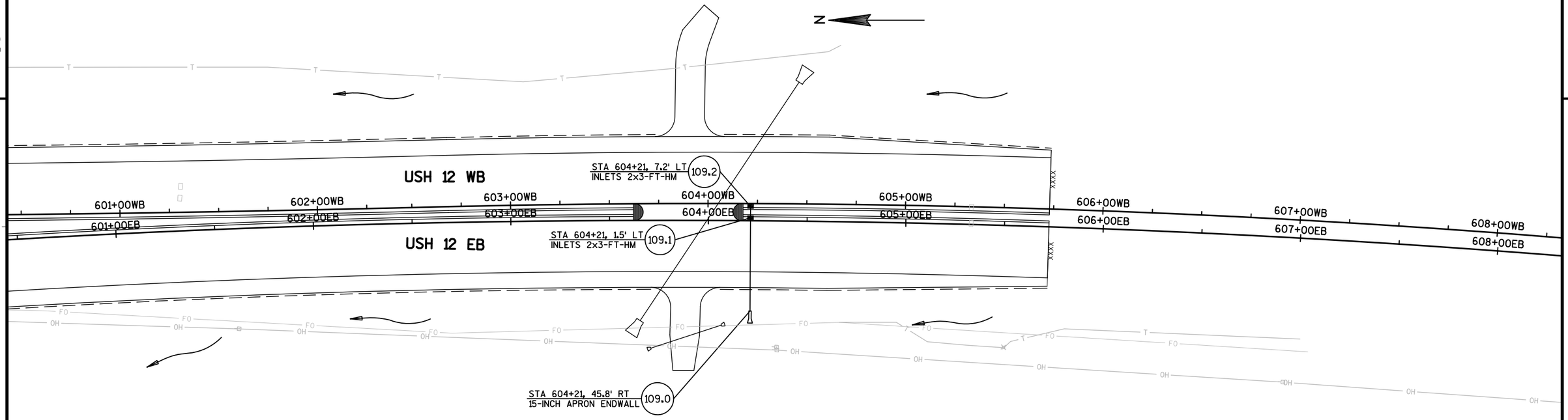


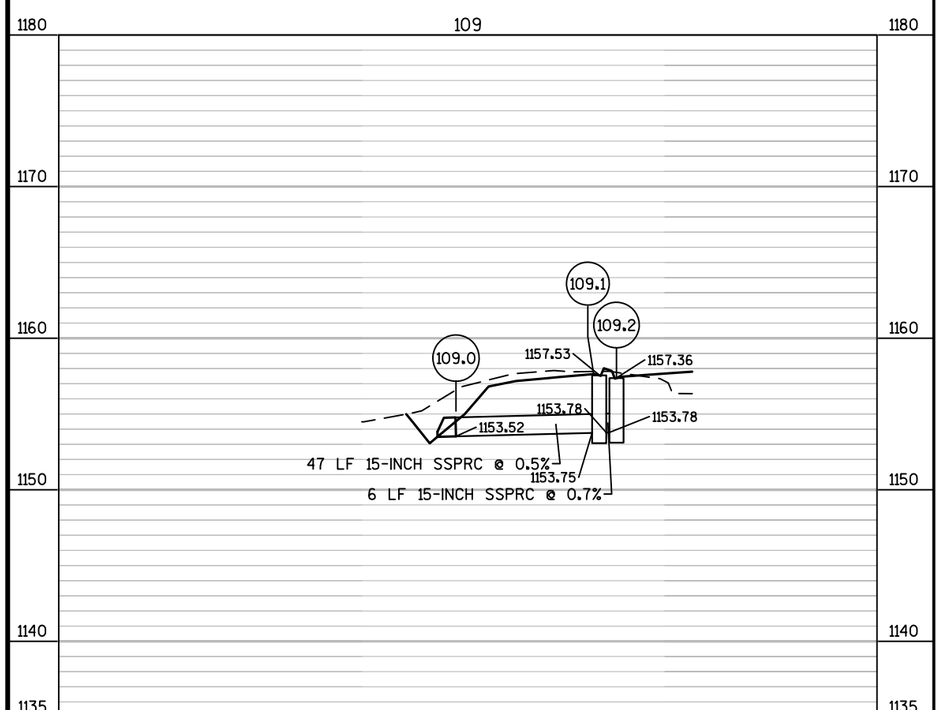




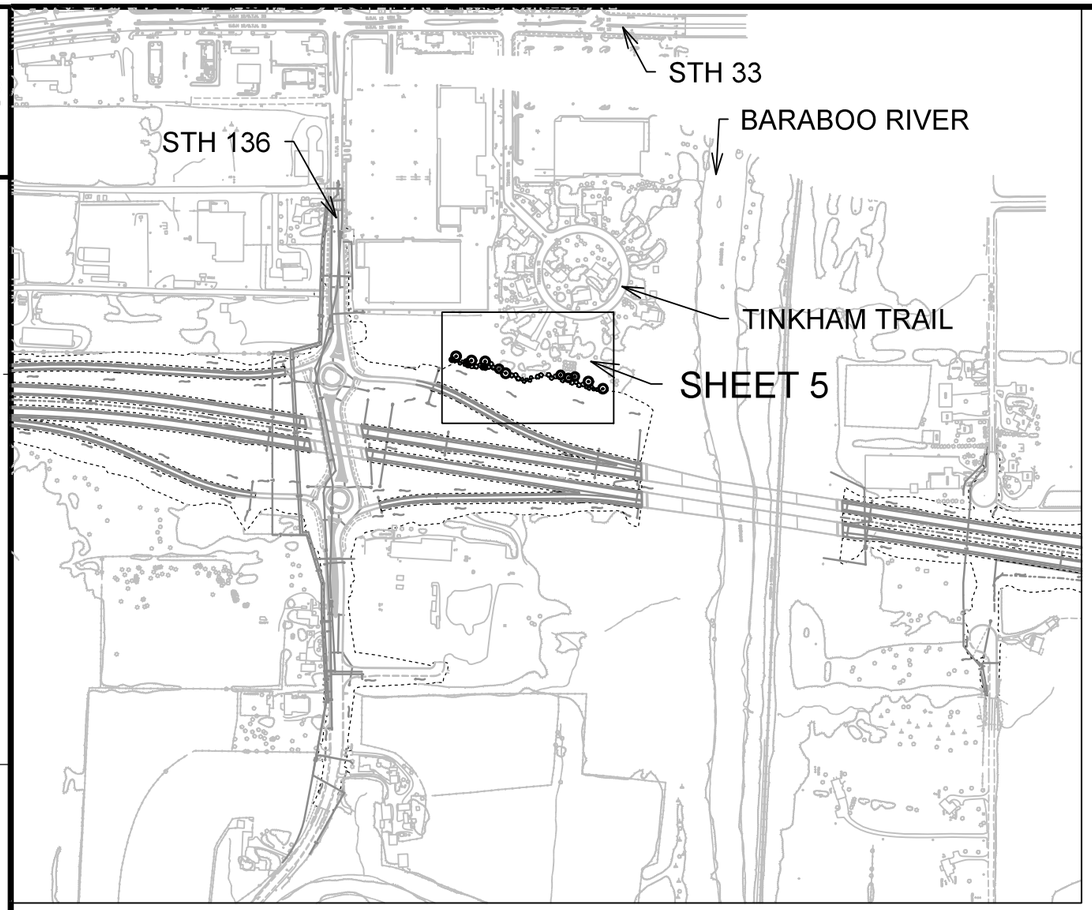
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	STORM SEWER PLAN	SHEET 180	E

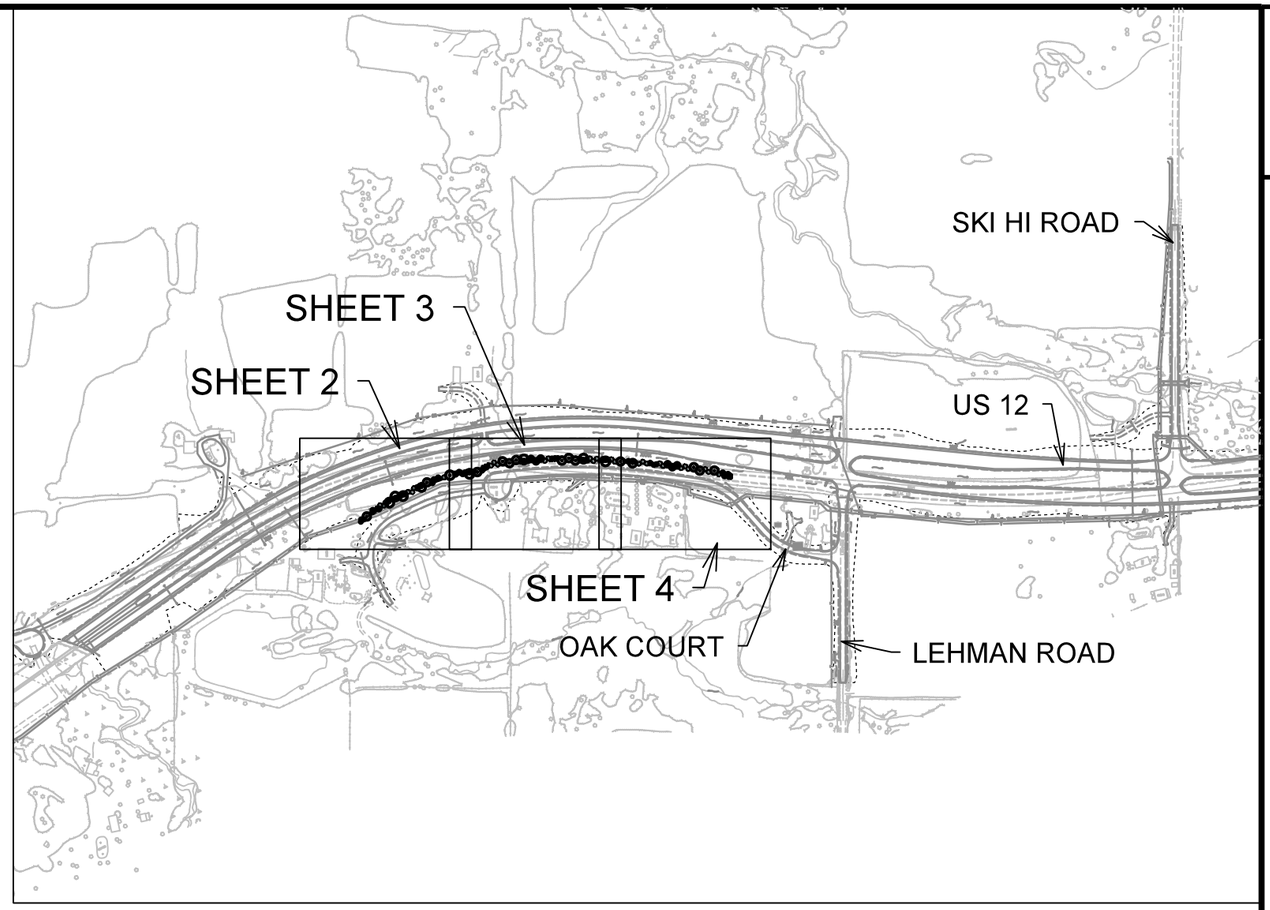
2





PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	STORM SEWER PLAN	SHEET 181	E





NOTES

CONTRACTOR WILL BE FULLY RESPONSIBLE FOR REPAIRING ANY AND ALL AREAS IN INFIELDS, OUTFIELDS, AND RIGHT-OF-WAYS DISTURBED BY PLANTING OPERATIONS WITH WISDOT APPROVED SEED MIX AND APPROPRIATE EROSION CONTROL MATERIAL AND/OR MULCH ACCORDING TO SECTION 630 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURES CONSTRUCTION, CURRENT EDITION, AND THE EROSION CONTROL TEMPORARY AND PERMANENT PLANS INCLUDED IN THIS CONTRACT.

THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING AND PROPOSED UTILITIES AND SHALL ADJUST PLANT LOCATIONS AS NECESSARY TO AVOID CONFLICTS AND ACCOMMODATE UTILITY OFFSET REQUIREMENTS.

-- 5'-0" MIN. FROM GAS & UG ELECTRIC LINES
-- 3'-0" MIN. FROM TELECOM, FIBER OPTIC & COAX LINES
-- 8'-0" MIN. FROM SANITARY & WATER LINES
-- 25'-0" MIN. FROM CENTER OF ATC OVERHEAD POWER LINES

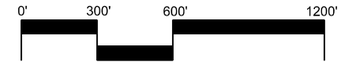
CONTRACTOR SHALL VERIFY THAT A MINIMUM OF 18-INCHES OF TOPSOIL SPECIAL HAS BEEN PROVIDED FOR TREES AND 12-INCHES FOR SHRUBS PLANTED IN LAWN AREAS FOR THE WIDTHS INDICATED IN THE TREE PLANTING DETAIL, THIS PACKAGE. ONLY THE TREES LOCATED ON SHEET 5 (ADJACENT TINKHAM TRAIL) DO NOT REQUIRE TOPSOIL SPECIAL; ALL OTHERS REQUIRE TOPSOIL SPECIAL AS NOTED ON EACH INDIVIDUAL PLANTING SHEET.

SEE EROSION CONTROL PLANS FOR EXTENT OF SEED/SOD.

IF FIELD ADJUSTMNET OF TREES OUTSIDE OF THE ROADWAY OCCURS, RELOCATIONS MUST BE COORDINATED WITH FIELD ENGINEER.

RE-MULCHING TREE AND SHRUB RINGS 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.





SCALE 1" = 600'-0"

1 OF 8

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLANTING - OVERVIEW	SHEET	E

FILE NAME : Q:2012-012 USH 12\CAD\ 1 - Working Drawings\1674-00-80_ksd base.dgn PLOT DATE : 01-Feb-2016 PLOT BY : rdeboer PLOT NAME : PLOT SCALE : WISDOT/CADDS SHEET 42

2

LEGEND

abc / xx — PLANT SYMBOL / QUANTITY

XXX — STATIONING POINT

DECIDUOUS PLANT MATERIAL LOCATION

EVERGREEN PLANT MATERIAL LOCATION

NOTES

ALL PLANT MATERIAL TO RECEIVE TOPSOIL SPECIAL

PLANT KEY

SYM	COMMON NAME
HC	Hawthorn, Cockspur Thornless (Shrub Form Tree)
HW	Hawthorn, 'Winter King'
HT	Honeylocust, Thornless 'Imperial'
JH	Juniper, Hill Dundee
JM	Juniper, 'Mountbatten'
MF	Maple, Freeman 'Sienna Glen'
MS	Maple, State Street
MW	Musclewood, J.N. Strain
SS	Serviceberry, Smooth (Shrub Form Tree)
SB	Spruce, Black Hills
Va	Viburnum, Arrowwood
VB	Viburnum, Blackhaw 'Forest Rouge' (Shrub Form Tree)

US 12 WESTBOUND

US 12 EASTBOUND

530+00EB 531+00EB 532+00EB 532+00WB 533+00EB 533+00WB 534+00EB 534+00WB 535+00EB 536+00EB

SHEET 2
SHEET 3

ACCESS DRIVE

TOP OF BERM

SLOPE INTERCEPT, TYP.

CAMPGROUND

WELL

32+00GD 33+00GD 34+00GD 35+00GD 36+00GD

100 101 VB 3 102 SS 1 103 104 105 HW 1 106 107 JH 8 108 HW 1 109 110 SB 2 111 112 113 114 MF 2 115 116 HT 1 117 Va 15 118 SB 3 119 120 121 122 MS 1 123 Va 6 124 MW 1 125 HC 2 126 127 128 HC 1 129 JM 7 130 SB 1 131 HT 1 132 HW 2 133

N

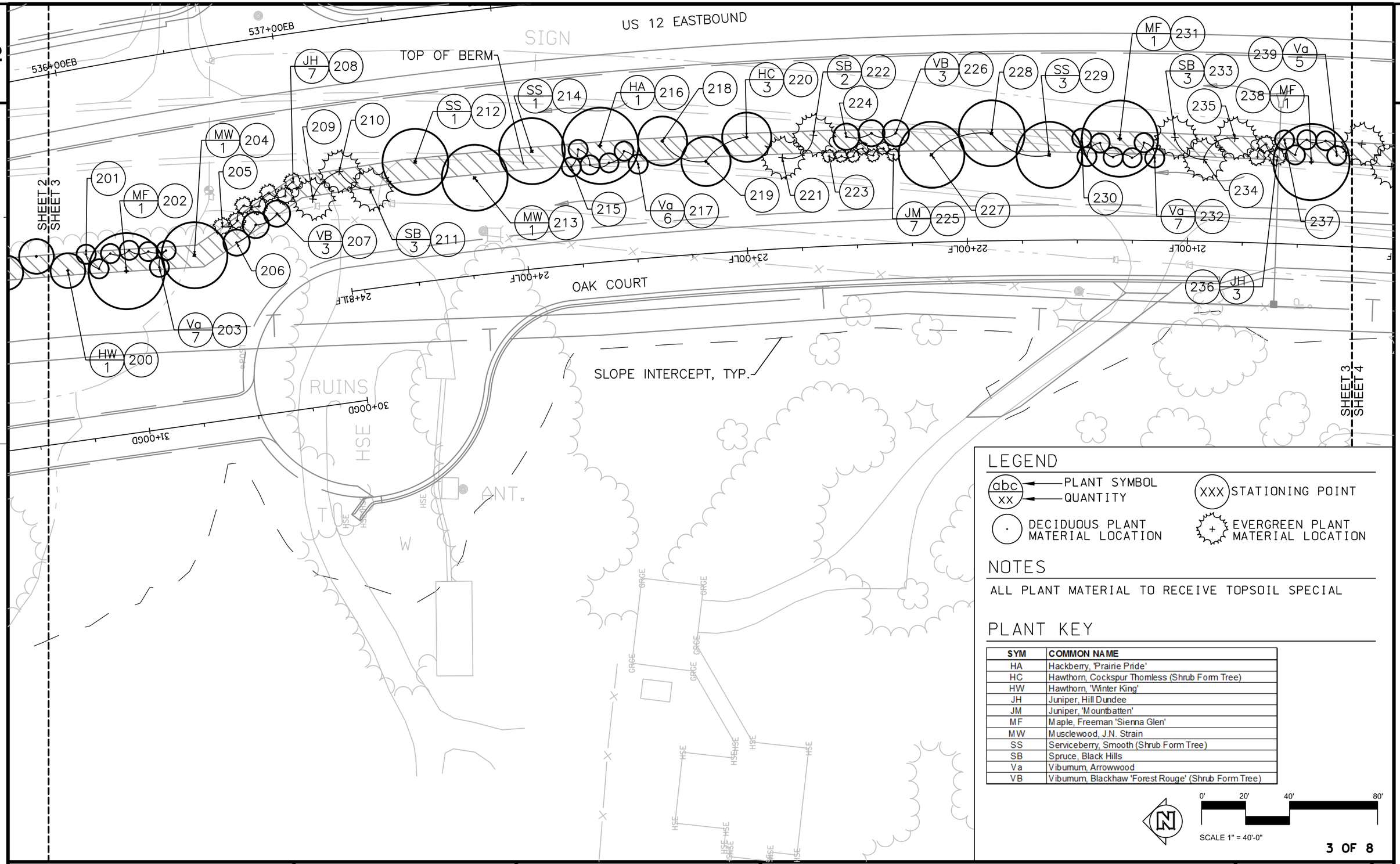
0' 20' 40' 80'

SCALE 1" = 40'-0"

2 OF 8

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLANTING - LEHMAN FRONTAGE ROAD BERM	SHEET	E

FILE NAME : Q:2012-012 USH 12\CAD\ 1 - Working Drawings\1674-00-80_ksd base.dgn PLOT DATE : 01-Feb-2016 PLOT BY : rdeboer 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

NOTES

ALL PLANT MATERIAL TO RECEIVE TOPSOIL SPECIAL

PLANT KEY

SYM	COMMON NAME
HA	Hackberry, 'Prairie Pride'
HC	Hawthorn, Cockspur Thornless (Shrub Form Tree)
HW	Hawthorn, 'Winter King'
JH	Juniper, Hill Dundee
JM	Juniper, 'Mountbatten'
MF	Maple, Freeman 'Sienna Glen'
MW	Musclewood, J.N. Strain
SS	Serviceberry, Smooth (Shrub Form Tree)
SB	Spruce, Black Hills
Va	Viburnum, Arrowwood
VB	Viburnum, Blackhaw 'Forest Rouge' (Shrub Form Tree)

N

0' 20' 40' 80'

SCALE 1" = 40'-0"

3 OF 8

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLANTING - LEHMAN FRONTAGE ROAD BERM	SHEET 184	E

2

544+00EB
545+00EB
546+00EB
547+00EB
548+00E

US 12 EASTBOUND

300
MW 1 302
303
305
MS 1 306
Va 5 307
SB 3 310
VB 1 312
JM 5 314
VB 2 315
316
SB 2 317
318
HC 3 320
SB 3 323
SS 2 325
SB 2 327
MW 1 328
SB 1 329
HW 3 332
Va 3 333
SB 2 301
JH 4 304
308
309
311
313
319
321
322
324
326
330
331

20+00LF
19+00LF
18+00LF
17+00LF
16+00LF

TOP OF BERM

OAK COURT

SHEET 3
SHEET 4

SEPTIC

SEPTIC

HSE
GAR
GAR
HSE
POND
SHED

SLOPE INTERCEPT, TYP.

LEGEND

- abc / xx — PLANT SYMBOL / QUANTITY
- XXX — STATIONING POINT
- · — DECIDUOUS PLANT MATERIAL LOCATION
- + — EVERGREEN PLANT MATERIAL LOCATION

NOTES

ALL PLANT MATERIAL TO RECEIVE TOPSOIL SPECIAL

PLANT KEY

SYM	COMMON NAME
HC	Hawthorn, Cockspur Thornless (Shrub Form Tree)
HW	Hawthorn, 'Winter King'
JH	Juniper, Hill Dundee
JM	Juniper, 'Mountbatten'
MS	Maple, State Street
MW	Musclewood, J.N. Strain
SS	Serviceberry, Smooth (Shrub Form Tree)
SB	Spruce, Black Hills
Va	Viburnum, Arrowwood
VB	Viburnum, Blackhaw 'Forest Rouge' (Shrub Form Tree)

N

0' 20' 40' 80'

SCALE 1" = 40'-0"

4 OF 8

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLANTING - LEHMAN FRONTAGE ROAD BERM	SHEET	E

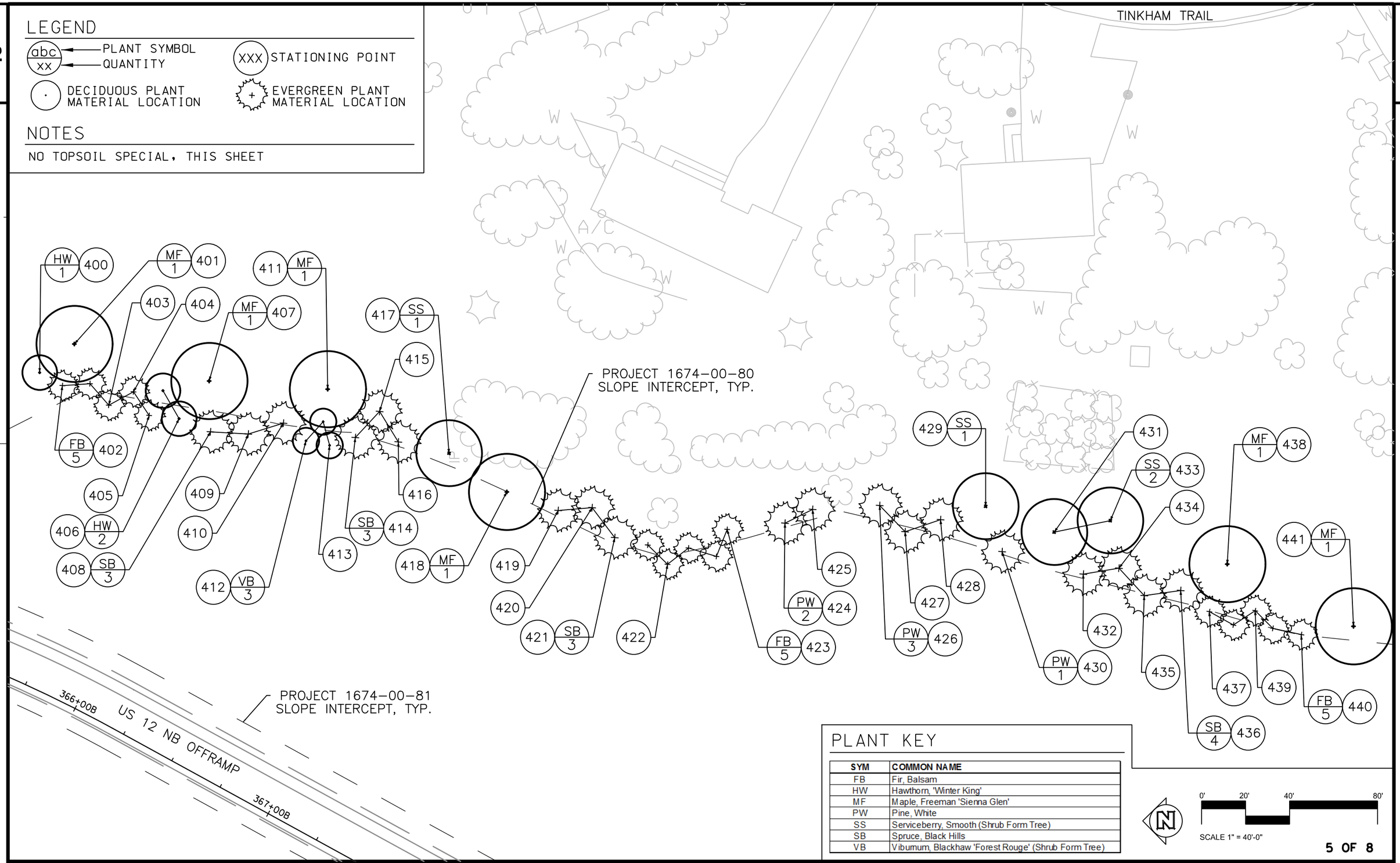
FILE NAME : Q:2012-012 USH 12\CAD\ 1 - Working Drawings\1674-00-80_ksd base.dgn PLOT DATE :01-Feb-2016 PLOT BY : rdeboer PLOT NAME : PLOT SCALE : WISDOT/CADDS SHEET 42

LEGEND

- abc / xx — PLANT SYMBOL / QUANTITY
- XXX — STATIONING POINT
- · — DECIDUOUS PLANT MATERIAL LOCATION
- + — EVERGREEN PLANT MATERIAL LOCATION

NOTES

NO TOPSOIL SPECIAL, THIS SHEET



PLANT KEY

SYM	COMMON NAME
FB	Fir, Balsam
HW	Hawthorn, 'Winter King'
MF	Maple, Freeman 'Sienna Glen'
PW	Pine, White
SS	Serviceberry, Smooth (Shrub Form Tree)
SB	Spruce, Black Hills
VB	Viburnum, Blackhaw 'Forest Rouge' (Shrub Form Tree)

0' 20' 40' 80'

SCALE 1" = 40'-0"

5 OF 8

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLANTING - TINKHAM TRAIL BERM	SHEET	E

FILE NAME : Q:2012-012 USH 12\CAD\ 1 - Working Drawings\1674-00-80_ksd base.dgn PLOT DATE :01-Feb-2016 PLOT BY : rdeboer PLOT NAME : PLOT SCALE : WISDOT/CADDS SHEET 42

SHEET 2

POINT	STATION	OFFSET	DESCRIPTION
100	531+22.71 EB	158.16	TREE
101	531+28.65 EB	149.55	TREE
102	531+54.26 EB	146.93	TREE
103	531+70.38 EB	138.84	EVERGREEN
104	531+85.79 EB	143.33	EVERGREEN
105	531+87.27 EB	132.59	TREE
106	531+98.98 EB	138.02	EVERGREEN
107	532+10.01 EB	126.02	EVERGREEN
108	532+13.93 EB	135.60	TREE
109	532+22.80 EB	123.05	EVERGREEN
110	532+37.97 EB	129.94	EVERGREEN
111	532+46.34 EB	119.31	SHRUB
112	532+63.76 EB	125.72	TREE
113	532+81.18 EB	119.25	SHRUB
114	532+94.36 EB	106.96	TREE
115	533+09.97 EB	110.65	SHRUB
116	533+25.81 EB	117.63	TREE
117	533+38.92 EB	107.59	SHRUB
118	533+50.84 EB	107.52	EVERGREEN
119	533+67.02 EB	112.82	EVERGREEN
120	533+79.15 EB	99.61	EVERGREEN
121	533+91.31 EB	106.01	SHRUB
122	534+09.97 EB	104.80	TREE
123	534+20.56 EB	99.44	SHRUB
124	534+37.18 EB	91.07	TREE
125	534+58.01 EB	98.10	TREE
126	534+68.05 EB	87.28	TREE
127	534+74.48 EB	96.22	EVERGREEN
128	534+85.24 EB	84.85	TREE
129	534+99.23 EB	93.22	EVERGREEN
130	535+08.90 EB	87.81	EVERGREEN
131	535+35.44 EB	84.31	TREE
132	535+59.42 EB	84.63	TREE
133	535+74.55 EB	80.17	TREE

SHEET 3

POINT	STATION	OFFSET	DESCRIPTION
200	535+88.36 EB	89.27	TREE
201	535+98.60 EB	83.53	SHRUB
202	536+15.23 EB	94.43	TREE
203	536+30.28 EB	95.42	SHRUB
204	136+47.96 EB	92.79	TREE
205	136+63.52 EB	81.93	EVERGREEN
206	136+68.62 EB	90.18	TREE
207	136+89.93 EB	80.06	TREE
208	136+99.34 EB	66.91	EVERGREEN
209	137+7.51 EB	75.95	EVERGREEN
210	137+21.14 EB	65.23	EVERGREEN
211	137+35.00 EB	75.40	EVERGREEN
212	24+45.03 LF	54.49	TREE
213	24+19.56 LF	44.08	TREE
214	23+93.14 LF	53.31	TREE
215	23+76.30 LF	44.45	SHRUB
216	23+62.65 LF	52.78	TREE
217	23+46.39 LF	42.98	SHRUB
218	23+34.75 LF	52.54	TREE
219	23+16.23 LF	41.83	TREE
220	22+97.21 LF	54.57	TREE
221	22+81.95 LF	41.28	EVERGREEN
222	22+67.50 LF	50.76	EVERGREEN
223	22+61.03 LF	40.94	EVERGREEN
224	22+52.76 LF	49.34	TREE
225	22+32.17 LF	40.23	EVERGREEN
226	22+30.85 LF	50.05	TREE
227	22+15.36 LF	39.66	TREE
228	21+88.17 LF	48.83	TREE
229	21+62.54 LF	38.72	TREE
230	21+48.18 LF	46.11	SHRUB
231	21+30.93 LF	46.16	TREE
232	21+15.39 LF	37.49	TREE
233	21+6.30 LF	46.94	EVERGREEN
234	20+93.38 LF	37.28	EVERGREEN
235	20+79.54 LF	47.26	EVERGREEN
236	20+60.43 LF	39.25	EVERGREEN
237	20+57.49 LF	47.21	SHRUB
238	20+45.34 LF	37.65	TREE
239	20+33.91 LF	41.10	SHRUB

SHEET 4

POINT	STATION	OFFSET	DESCRIPTION
300	20+23.25 LF	46.95	EVERGREEN
301	20+9.32 LF	37.44	EVERGREEN
302	19+86.97 LF	40.31	TREE
303	19+71.40 LF	46.30	EVERGREEN
304	19+58.52 LF	39.45	EVERGREEN
305	19+57.05 LF	47.01	SHRUB
306	19+39.16 LF	37.27	TREE
307	19+27.39 LF	41.22	SHRUB
308	19+15.20 LF	37.29	EVERGREEN
309	19+0.55 LF	47.25	EVERGREEN
310	18+85.18 LF	41.50	EVERGREEN
311	18+74.21 LF	38.77	EVERGREEN
312	18+71.59 LF	46.29	TREE
313	18+56.85 LF	38.83	TREE
314	18+53.73 LF	46.59	EVERGREEN
315	18+46.33 LF	43.38	TREE
316	18+34.42 LF	48.55	EVERGREEN
317	18+20.93 LF	39.17	EVERGREEN
318	18+3.39 LF	49.52	TREE
319	17+83.84 LF	40.27	TREE
320	17+66.29 LF	50.91	TREE
321	17+49.46 LF	41.62	EVERGREEN
322	17+34.68 LF	51.52	EVERGREEN
323	17+21.10 LF	42.40	EVERGREEN
324	16+99.85 LF	52.75	TREE
325	16+74.40 LF	43.50	TREE
326	16+56.37 LF	53.15	EVERGREEN
327	16+43.51 LF	44.86	EVERGREEN
328	16+25.46 LF	56.39	TREE
329	16+7.11 LF	48.62	EVERGREEN
330	15+98.18 LF	60.18	TREE
331	15+88.51 LF	52.17	TREE
332	15+79.30 LF	63.41	TREE
333	15+69.76 LF	57.60	SHRUB

SHEET 5

POINT	STATION	OFFSET	DESCRIPTION
400	20+23.25 B	-133.53	TREE
401	20+9.32 B	-151.44	TREE
402	19+86.97 B	-131.82	EVERGREEN
403	19+71.40 B	-131.49	EVERGREEN
404	19+58.52 B	-141.62	EVERGREEN
405	19+57.05 B	-134.70	EVERGREEN
406	19+39.16 B	-139.15	TREE
407	19+27.39 B	-160.52	TREE
408	19+15.20 B	-140.09	EVERGREEN
409	19+0.55 B	-146.98	EVERGREEN
410	18+85.18 B	-159.03	EVERGREEN
411	18+74.21 B	-182.24	TREE
412	18+71.59 B	-156.89	TREE
413	18+56.85 B	-160.26	TREE
414	18+53.73 B	-169.00	EVERGREEN
415	18+46.33 B	-184.71	EVERGREEN
416	18+34.42 B	-176.67	EVERGREEN
417	18+20.93 B	-183.22	TREE
418	18+3.39 B	-180.46	TREE
419	17+83.84 B	-184.30	EVERGREEN
420	17+66.29 B	-192.86	EVERGREEN
421	17+49.46 B	-185.84	EVERGREEN
422	17+34.68 B	-186.76	EVERGREEN
423	17+21.10 B	-213.56	EVERGREEN
424	16+99.85 B	-228.10	EVERGREEN
425	16+74.40 B	-239.37	EVERGREEN
426	16+56.37 B	-254.21	EVERGREEN
427	16+43.51 B	-248.21	EVERGREEN
428	16+25.46 B	-259.74	EVERGREEN
429	16+7.11 B	-273.41	TREE
430	15+98.18 B	-257.21	EVERGREEN
431	15+88.51 B	-274.26	TREE
432	15+88.51 B	-260.99	EVERGREEN
433	15+88.51 B	-288.08	TREE
434	15+88.51 B	-269.06	EVERGREEN
435	15+88.51 B	-261.08	EVERGREEN
436	15+88.51 B	-268.52	EVERGREEN
437	15+88.51 B	-263.26	EVERGREEN
438	15+88.51 B	-286.28	TREE
439	15+88.51 B	-269.73	EVERGREEN
440	15+88.51 B	-264.98	EVERGREEN
441	15+69.76 B	-274.58	TREE

2

PLANT DATA TABLE

Symbol	Common Name	Scientific Name	Type	Average Mature Height	Size When Planted	Root Zone Mode	Minimum Size					Brace Or Guy	Fertilizer Units Required	Rodent Protection Required	Mulch Ring Required	Plant Bed Detail
							Ball/Pot		Root	Plant Hole						
							Diameter	Depth	Spread	Diameter	Depth					
Canopy Trees																
HA	Hackberry, 'Prairie Pride'	*Celtis occidentalis 'Prairie Pride'*	1T	40-60' Ht.	2.5" Cal.	B&B	28"	17"	-------	72"	18"	See SPV	6	Yes	60"	-------
HT	Honeylocust, Thornless 'Imperial'	*Gleditsia triacanthos var. inermis 'Impcole'*	1T	30-35' Ht.	2.5" Cal.	B&B	28"	17"	-------	72"	18"	See SPV	6	Yes	60"	-------
MF	Maple, Freeman 'Sienna Glen'	*Acer x freemanii 'Sienna Glen'*	1T	45-50' Ht.	2.5" Cal.	B&B	28"	17"	-------	72"	18"	See SPV	6	Yes	60"	-------
MS	Maple, State Street	*Acer miyabei 'Morton'*	1T	30-40' Ht.	2.5" Cal.	B&B	28"	17"	-------	72"	18"	See SPV	6	Yes	60"	-------
Deciduous Ornamental Trees																
HC	Hawthorn, Cockspur Thornless (Shrub Form Tree)	*Crataegus crus-galli var. inermis* (Shrub Form Tree)	3T	20-25' Ht.	6' Ht.	B&B	22"	12"	-------	72"	18"	See SPV	3	Yes	48"	-------
HW	Hawthorn, 'Winter King'	*Crataegus viridis 'Winter King'*	3T	20-25' Ht.	6' Ht.	B&B	22"	12"	-------	72"	18"	See SPV	3	Yes	48"	-------
MW	Musclewood, J.N. Strain	*Carpinus caroliniana 'J.N. Strain'*	3T	30' Ht.	5' Ht.	B&B	22"	12"	-------	72"	18"	See SPV	3	Yes	48"	-------
SS	Serviceberry, Smooth (Shrub Form Tree)	*Amelanchier laevis* (Shrub Form Tree)	3T	15-25' Ht.	5' Ht.	B&B	22"	12"	-------	72"	18"	See SPV	3	Yes	48"	-------
VB	Viburnum, Blackhaw 'Forest Rouge' (Shrub Form Tree)	*Viburnum prunifolium 'McKRouge'* (Shrub Form Tree)	4T	12-15' Ht.	6' Ht.	B&B	22"	12"	-------	72"	18"	See SPV	3	Yes	48"	-------
Evergreens																
FB	Fir, Balsam	*Abies balsamea*	4E	50-65' Ht.	7' Ht.	B&B	27"	16"	-------	72"	18"	See SPV	4	No	60"	-------
JH	Juniper, Hill Dundee	*Juniperus virginiana 'Hillii'*	5E	10-15' Ht.	5' Ht.	B&B	20"	12"	-------	72"	18"	See SPV	3	No	48"	-------
JM	Juniper, 'Mountbatten'	*Juniperus chinensis 'Mountbatten'*	5E	12-14' Ht.	5' Ht.	B&B	20"	12"	-------	72"	18"	See SPV	3	No	48"	-------
PW	Pine, White	*Pinus strobus*	4E	50-70' Ht.	7' Ht.	B&B	27"	16"	-------	72"	18"	See SPV	4	No	60"	-------
SB	Spruce, Black Hills	*Picea glauca var. densata*	4E	40' Ht.	7' Ht.	B&B	27"	16"	-------	72"	18"	See SPV	4	No	60"	-------
Deciduous Ornamental Shrubs																
Va	Viburnum, Arrowwood	*Viburnum dentatum 'J.N. Select'*	3S	8-10' Ht.	3' Ht./ # 5	CONT	14"	9"	-------	36"	12"	-------	2	No	24"	-------

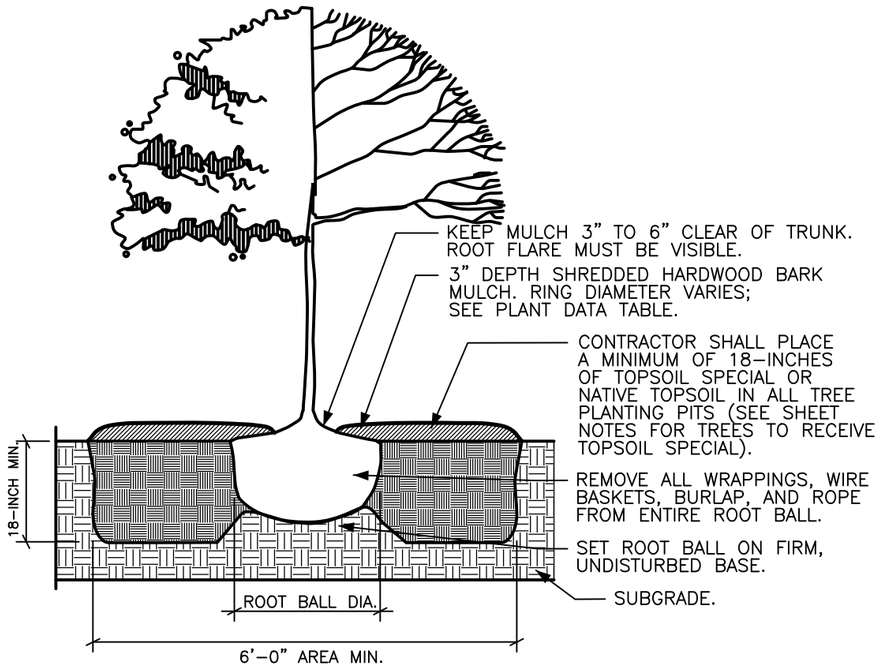
PLANT QUANTITIES TABLE

Symbol		Common Name	Scientific Name	Size When Planted	Root Zone Mode	Quantities				
						Sheet 2	Sheet 3	Sheet 4	Sheet 5	Totals
Canopy Trees 632.0101										
HA	632.0101.001	Hackberry, 'Prairie Pride'	*Celtis occidentalis 'Prairie Pride'*	2.5" Cal.	B&B		1			1
HT	632.0101.002	Honeylocust, Thornless 'Imperial'	*Gleditsia triacanthos var. inermis 'Impcole'*	2.5" Cal.	B&B	2				2
MF	632.0101.003	Maple, Freeman 'Sienna Glen'	*Acer x freemanii 'Sienna Glen'*	2.5" Cal.	B&B	2	3		6	11
MS	632.0101.004	Maple, State Street	*Acer miyabei 'Morton'*	2.5" Cal.	B&B	1		1		2
Deciduous Ornamental Trees 632.0101										
HC	632.0101.005	Hawthorn, Cockspur Thornless (Shrub Form Tree)	*Crataegus crus-galli var. inermis* (Shrub Form Tree)	6' Ht.	B&B	3	3	3		9
HW	632.0101.006	Hawthorn, 'Winter King'	*Crataegus viridis 'Winter King'*	6' Ht.	B&B	4	1	3	3	11
MW	632.0101.007	Musclewood, J.N. Strain	*Carpinus caroliniana 'J.N. Strain'*	5' Ht.	B&B	1	2	2		5
SS	632.0101.008	Serviceberry, Smooth (Shrub Form Tree)	*Amelanchier laevis* (Shrub Form Tree)	5' Ht.	B&B	1	5	2	4	12
VB	632.0101.009	Viburnum, Blackhaw 'Forest Rouge' (Shrub Form Tree)	*Viburnum prunifolium* 'McKRouge' (Shrub Form Tree)	6' Ht.	B&B	3	6	3	3	15
Evergreens 632.0101										
FB	632.0101.010	Fir, Balsam	*Abies balsamea*	7' Ht.	B&B				15	15
JH	632.0101.011	Juniper, Hill Dundee	*Juniperus virginiana 'Hillii'*	5' Ht.	B&B	8	10	4		22
JM	632.0101.012	Juniper, 'Mountbatten'	*Juniperus chinensis 'Mountbatten'*	5' Ht.	B&B	7	7	5		19
PW	632.0101.013	Pine, White	*Pinus strobus*	7' Ht.	B&B				6	6
SB	632.0101.014	Spruce, Black Hills	*Picea glauca var. densata*	7' Ht.	B&B	6	8	13	13	40
Deciduous Ornamental Shrubs 632.0201										
Va	632.0201.001	Viburnum, Arrowwood	*Viburnum dentatum 'J.N. Select'*	3' Ht./ # 5	CONT	21	25	8		54

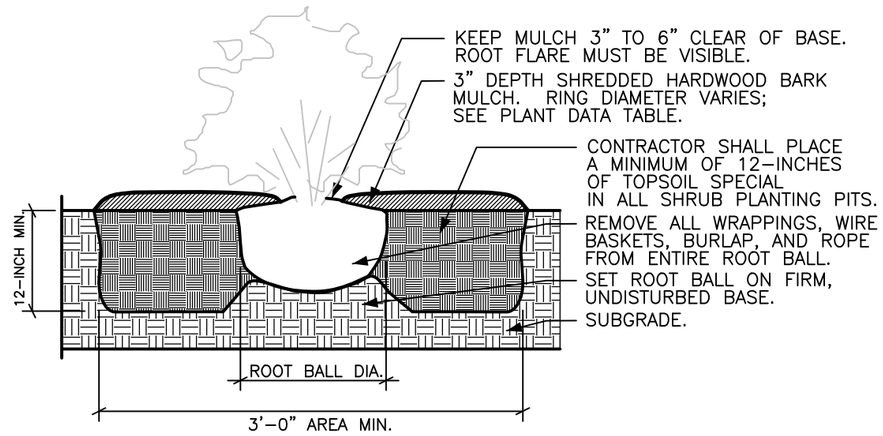
PROJECT NO: 1674-00-81 | HWY: USH 12 | COUNTY: SAUK | PLANT DATA AND QUANTITIES | SHEET E

FILE NAME : Q:2012-012 USH 12\CAD\ 1 - Working Drawings\1674-00-80.ksd base.dgn PLOT DATE : 01-Feb-2016 PLOT BY : rdeboer PLOT NAME : PLOT SCALE : WISDOT/CADDS SHEET 42

2



1 TREE PLANTING WITH NATIVE SOIL OR TOPSOIL SPECIAL, DETAIL — DETAIL NOT TO SCALE



2 SHRUB PLANTING WITH TOPSOIL SPECIAL DETAIL — DETAIL NOT TO SCALE

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
- (X-XX) DENOTES PROPOSED SIGN NUMBER
- [EX-XX] DENOTES EXISTING SIGN NUMBER

NOTE: ALL EXISTING SIGNS NOT SHOWN ARE TO REMAIN

N

OLD HIGHWAY 12

USH 12

TERRYTOWN ROAD

OLD HIGHWAY 33

MATCH LINE 335+00 EB

SEE NEXT SHEET FOR REMOVALS

E1-01 REMOVING STRUCTURAL STEEL SIGN SUPPORTS REQ'D

E1-02 FREEWAY ENDS 1/2 MILE — MOVE SIGN E1-01 TO STA. 511+00 EB RT

E1-03 ROUNDABOUT AHEAD 15 M.P.H. — REMOVE

E1-04 ROUNDABOUT AHEAD 15 M.P.H. — REMOVE

E1-05 REMOVE

E1-06 REMOVE

E1-07 REMOVE AND REPLACE ALL 55 MPH SPEED LIMIT SIGNS WITH 65 MPH SPEED LIMIT SIGNS. SEE MISCELLANEOUS QUANTITIES FOR DETAILS.

E1-08 EAST 12 33 / WEST 12 33 — REMOVE

E1-09 25 M.P.H. — REMOVE

E1-10 REMOVE

E1-11 REMOVE

E1-12 REMOVE

E1-13 DEAD END — REMOVE

E1-14 PEDESTRIANS BICYCLES NON-MOTORIZED TRAFFIC MOTOR BICYCLES PROHIBITED — REMOVE

E1-15 ROUNDABOUT AHEAD 15 M.P.H. — REMOVE

E1-16

E1-17 Terrytown Rd — MOVE SIGN E1-17 TO 44+00 BD RT

E1-18

E1-19 REMOVE

10+00 BD, 15+00 BD, 20+00 BD, 25+00 BD, 30+00 BD, 35+00 BD, 40+00 BD, 45+00 BD, 50+00 BD

275+00 WB, 275+00 EB, 280+00 WB, 280+00 EB, 285+00 WB, 285+00 EB, 290+00 WB, 290+00 EB, 295+00 WB, 295+00 EB, 300+00 WB, 300+00 EB, 305+00 WB, 305+00 EB, 310+00 WB, 310+00 EB, 315+00 WB, 315+00 EB, 320+00 WB, 320+00 EB, 325+00 WB, 325+00 EB, 330+00 WB, 330+00 EB, 335+00

SHEET 1 OF 14

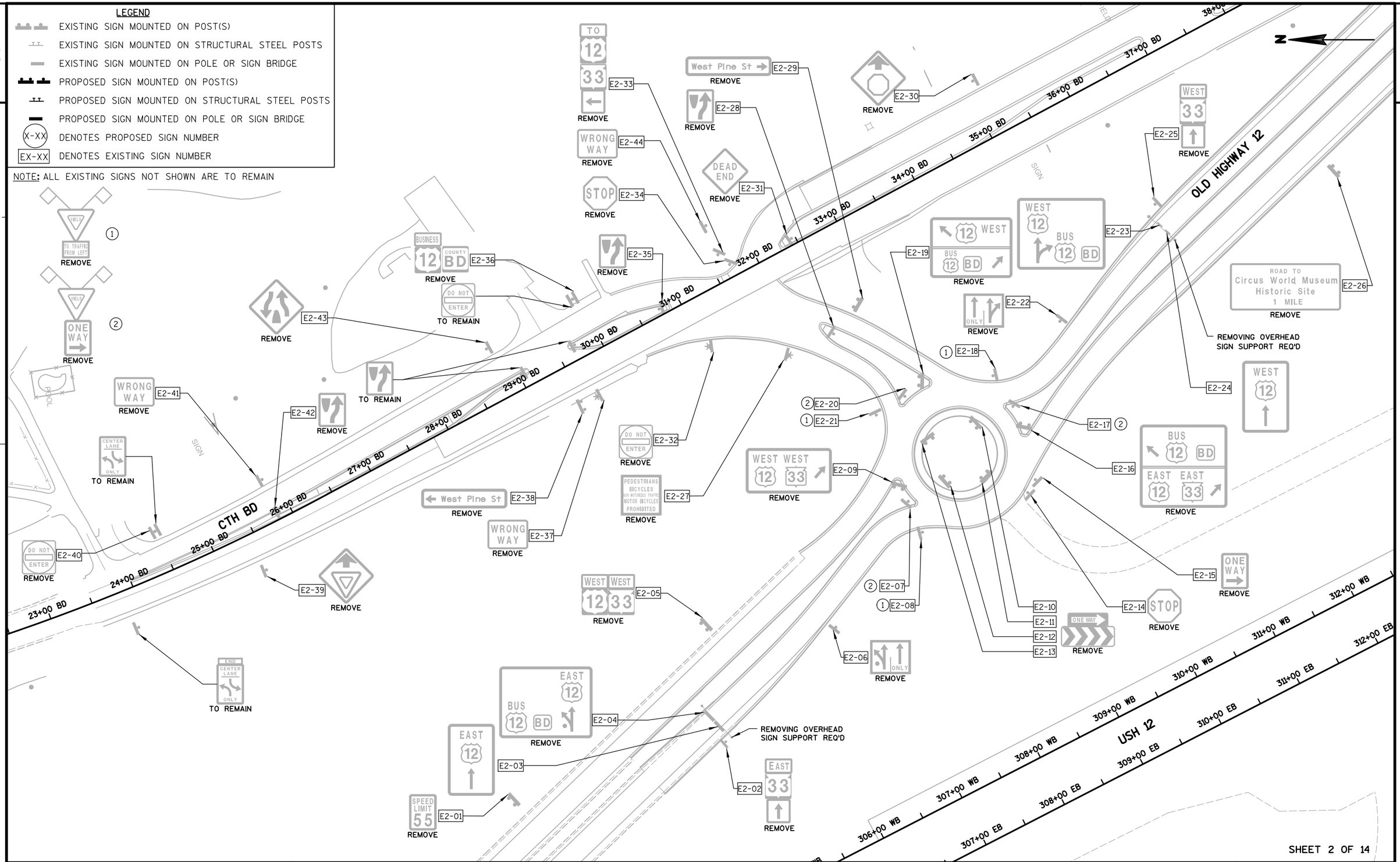
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING - REMOVALS	SHEET	E

FILE NAME : S:\MAD\1400--1499\1467\011\Micros\PLAN\0081\023201_ps.dgn PLOT DATE : 1/25/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
- (X-XX) DENOTES PROPOSED SIGN NUMBER
- [EX-XX] DENOTES EXISTING SIGN NUMBER

NOTE: ALL EXISTING SIGNS NOT SHOWN ARE TO REMAIN



SHEET 2 OF 14

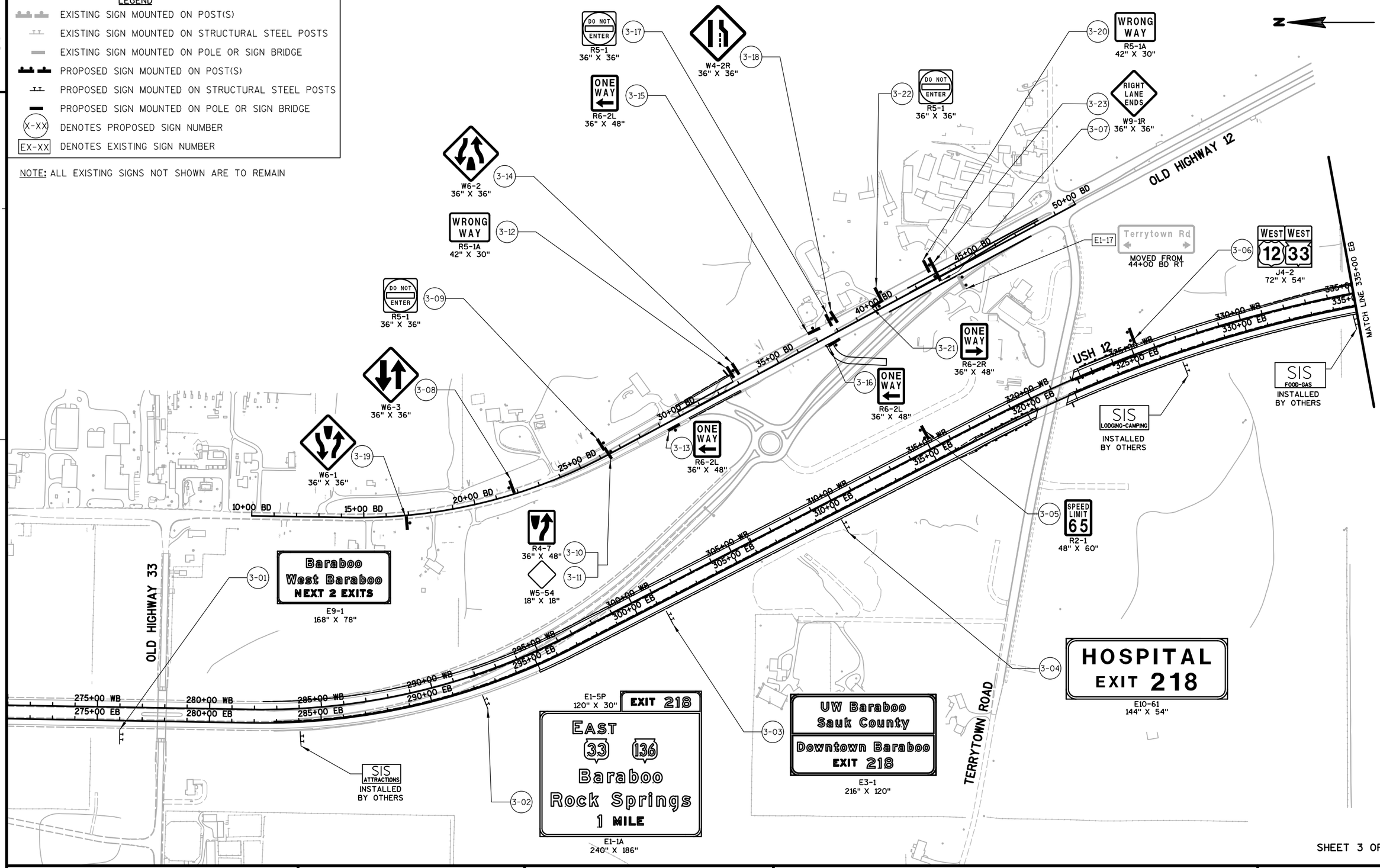
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING - REMOVALS	SHEET E

FILE NAME : S:\MAD\1400--1499\1467\011\Micros\PLAN\0081\023202_ps.dgn PLOT DATE : 1/25/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
- (X-XX) DENOTES PROPOSED SIGN NUMBER
- [EX-XX] DENOTES EXISTING SIGN NUMBER

NOTE: ALL EXISTING SIGNS NOT SHOWN ARE TO REMAIN



SHEET 3 OF 14

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING	SHEET	E

FILE NAME : S:\MAD\1400--1499\1467\011\Micros\PLAN\0081\023203_ps.dgn PLOT DATE : 1/25/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

SEE NEXT SHEET FOR REMOVALS

OLD HIGHWAY 12

Lake Delton 9
Reedsburg 14
REMOVE
E4-01

JCT 136
REMOVE
E4-02

BUSINESS 12 EAST 12
NO PARKING ANY TIME
WRONG WAY
REMOVE
E4-03

Baraboo
Lake Delton
Madison
Baraboo-Dells Airport
REMOVE
E4-07

WEST 33 EAST 33
REMOVE
E4-06

WEST 12 EAST 12
REMOVE
E4-05

JCT 12 JCT 33 END 136
REMOVE
E4-04

Sauk City 15
Madison 44
REMOVE
E4-08

HWY 12
REMOVED BY OTHERS

CARPENTER ST
TO REMAIN

HATCHERY ROAD

MATCH LINE 335+00 EB

340+00 WB
340+00 EB
345+00 B
345+00 WB
345+00 EB
350+00 B
350+00 WB
350+00 EB
350+00 A
355+00 B
355+00 WB
355+00 EB
355+00 A
360+00 B
360+00 WB
360+00 EB
360+00 A
365+00 WB
365+00 EB
365+00 A
370+00 B
370+00 WB
370+00 EB
370+00 A
375+00 WB
375+00 EB
380+00 WB
380+00 EB
385+00 WB
385+00 EB
390+00 WB
390+00 EB
MATCH LINE 393+00 EB

USH 12

115+00 LE
110+00 LE
105+00 LW
95+00 LW
90+00 LW
85+00 LE

STH 136/LINN STREET

BARABOO RIVER

HATCHERY ROAD

NOTE: ALL EXISTING SIGNS NOT SHOWN ARE TO REMAIN

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
- X-XX DENOTES PROPOSED SIGN NUMBER
- EX-XX DENOTES EXISTING SIGN NUMBER

SHEET 4 OF 14

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING - REMOVALS	SHEET	E

FILE NAME : S:\MAD\1400--1499\1467\011\Micros\PLAN\0081\023204_ps.dgn PLOT DATE : 1/25/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
- (X-XX) DENOTES PROPOSED SIGN NUMBER
- [EX-XX] DENOTES EXISTING SIGN NUMBER

NOTE: ALL EXISTING SIGNS NOT SHOWN ARE TO REMAIN

WEST MULBERRY STREET

OLD HIGHWAY 12

STH 33/LINN STREET

STH 136/LINN STREET

115+00 LE

E5-01 REMOVE — ALTERNATE 90
E5-02 REMOVE — EAST 33 WEST 136
E5-03 REMOVE — ALTERNATE 90
E5-04 REMOVE — EAST 33
E5-05 REMOVE — EAST BUSINESS 33 12
E5-06 REMOVE — ALTERNATE 90
E5-07 REMOVE — WEST WEST 12 33
E5-08 REMOVE — Mid Continent Railway Museum; Circus World Museum; UW Baraboo
E5-09 REMOVE — WEST 136; 13' 6"; 11 MILES AHEAD
E5-10 REMOVE — WEST 136
E5-11 REMOVE — WEST 136
E5-12 REMOVE — WEST WEST EAST EAST 12 33 33 12
E5-13 REMOVE — EAST 12
E5-14 REMOVE — WEST WEST 136 33
E5-15 REMOVE — WEST EAST 136 33 H
E5-16 REMOVE — Wisconsin Dells; Rock Springs; Baraboo; UW Baraboo; Mid Continent Railway Museum
E5-17 REMOVE — WEST WEST 136 12
E5-18 REMOVE — WEST EAST 33 33
E5-19 REMOVE — WEST 136; 13' 6"; 11 MILES AHEAD
E5-20 REMOVE — EAST 12
E5-21 REMOVE — WEST WEST 12 33
E5-22 — EAST WEST WEST WEST 12 136 12 33
E5-23 REMOVE — ALTERNATE 90; BUS 12; ALTERNATE 94
E5-24 REMOVE — WEST 136; 13' 6"; 11 MILES AHEAD
E5-25 REMOVE — JCT 12 136; APPROX. 550'

SHEET 5 OF 14

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING - REMOVALS	SHEET	E

FILE NAME : S:\MAD\1400--1499\1467\011\Micros\PLAN\0081\023205_ps.dgn PLOT DATE : 1/25/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTE: ALL EXISTING SIGNS NOT SHOWN ARE TO REMAIN

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
- (X-XX) DENOTES PROPOSED SIGN NUMBER
- [EX-XX] DENOTES EXISTING SIGN NUMBER

* SEE SHEET 7 OF 14 FOR PROPOSED SIGNING FROM
STA. 92+50 LW TO STA. 108+00 LW
STA. 357+00 A TO STA. 366+00 A
STA. 357+00 B TO STA. 366+00 A

CTH BD (OLD HIGHWAY 12)

USH 12

STH 136/LINN STREET

BARABOO RIVER

HATCHERY ROAD

MATCH LINE 335+00 EB

MATCH LINE 393+00 EB

SHEET 6 OF 14

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING	SHEET 195	E

FILE NAME : S:\MAD\1400--1499\1467\011\Micros\PLAN\0081\023206_ps.dgn PLOT DATE : 4/4/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
- (X-XX) DENOTES PROPOSED SIGN NUMBER
- [EX-XX] DENOTES EXISTING SIGN NUMBER

[R] REMOVABLE SIGN REQ'D (PAID FOR AS POSTS TUBULAR STEEL 2X2-INCH X -FT)

NOTE: ALL EXISTING SIGNS NOT SHOWN ARE TO REMAIN

N

MATCH LINE 357+00 A

MATCH LINE 357+00 B

USH 12

⇦ Baraboo
Rock Springs ⇨
D1-2
90" X 30"
7-14

WRONG WAY
R5-1A
36" X 24"
7-03

7-02
WRONG WAY
R5-1A
36" X 24"

⇦ Downtown Baraboo
⇦ UW Baraboo Sauk County
D1-3
114" X 36"
7-06

12 EAST
136 WEST
D1-2
66" X 42"
7-08

WEST 136
REMOVE
E7-01

WEST 136
REMOVE
E7-03

EAST WEST
12 136
D1-2
66" X 30"
7-01

E7-09 3
E7-10 4

PEDESTRIANS BICYCLES NON MOTORIZED TRAFFIC MOTOR BICYCLES PROHIBITED
R5-57
36" X 36"
7-19

[R] EAST WEST
12 136
WEST WEST
12 33
D1-4
66" X 60"
7-18

WEST ALTERNATE
INTERSTATE
33 90
J2-2
48" X 57"
7-09

MATCH LINE 92+50 LW

93+00 LW 94+00 LW 95+00 LW 96+00 LW 97+00 LW 98+00 LW 99+00 LW 100+00 LW 101+00 LW 102+00 LW 103+00 LW 104+00 LW 105+00 LW 106+00 LW 107+00 LW 108+00 LW

93+00 LE 94+00 LE 95+00 LE 96+00 LE 97+00 LE 98+00 LE 99+00 LE 100+00 LE 101+00 LE 102+00 LE 103+00 LE 104+00 LE 105+00 LE 106+00 LE 107+00 LE 108+00 LE

S-56-25 S-56-27 S-56-28 S-56-26

STH 136/ LINN STREET

MATCH LINE 108+00 LW

E7-11 5
E7-12 6

WEST WEST
12 33
EAST EAST
33 136
D1-4
66" X 60"
7-16

EAST EAST
33 136
J4-2
48" X 36"
7-17

E7-04
EAST 136
REMOVE

UW Baraboo Sauk County ⇨
D1-2
90" X 24"
7-15

⇦ Rock Springs
Baraboo ⇨
D1-2
90" X 30"
7-12

H
J13-1
24" X 45"
7-13

WRONG WAY
R5-1A
36" X 24"
7-11
7-10

E7-07 1
E7-08 2

E7-02
136 EAST
REMOVE

WEST EAST
12 33 136
D1-2
78" X 30"
7-07

[R] WEST EAST
12 33 136
12 EAST
D1-3
78" X 48"
7-04

PEDESTRIANS BICYCLES NON MOTORIZED TRAFFIC MOTOR BICYCLES PROHIBITED
R5-57
36" X 36"
7-05

MATCH LINE 366+00 A

MATCH LINE 366+00 B

CONVEYOR

E7-05
WEST EAST
12 33 136
Wis Dells
REMOVING SIGNING COVER PLAQUE REQ'D

E7-06
EAST EAST
33 136
12 EAST
Madison
REMOVING SIGNING COVER PLAQUE REQ'D

1
EAST EAST
33 136
WEST WEST
12 33
Wis Dells
REMOVING SIGNING COVER PLAQUE REQ'D

2
EAST EAST
33 136
Baraboo
REMOVING SIGNING COVER PLAQUE REQ'D

5
EAST WEST
12 136
Madison
REMOVING SIGNING COVER PLAQUE REQ'D

6
136 WEST
WEST WEST
12 33
Wis Dells
REMOVING SIGNING COVER PLAQUE REQ'D

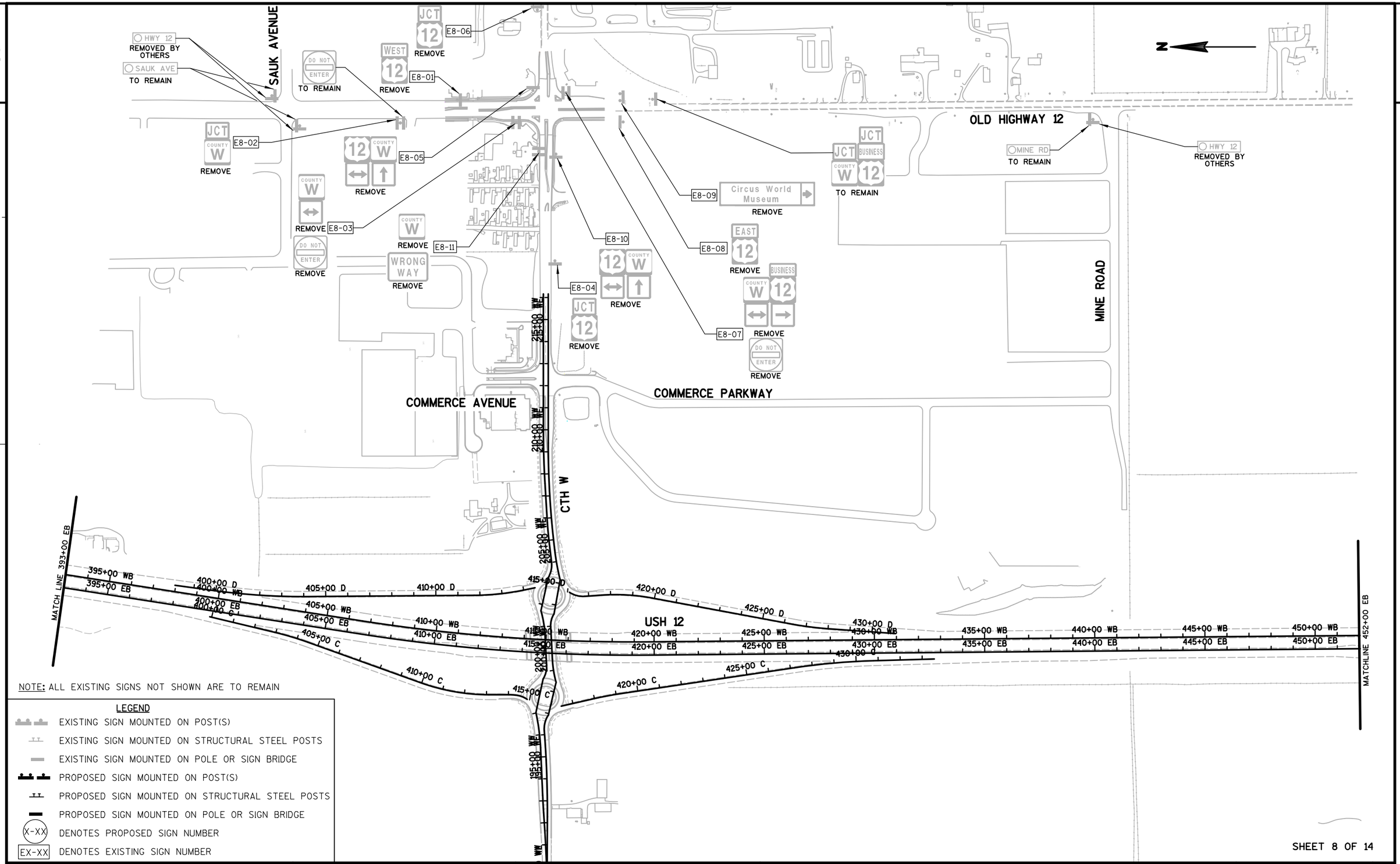
3
WEST 136
12 EAST
Madison
REMOVING SIGNING COVER PLAQUE REQ'D

4
136 WEST
Rock Springs
REMOVING SIGNING COVER PLAQUE REQ'D

SHEET 7 OF 14

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING	SHEET	E

FILE NAME : S:\MAD\1400--1499\1467\011\Micros\PLAN\0081\023207_ps.dgn PLOT DATE : 1/25/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



NOTE: ALL EXISTING SIGNS NOT SHOWN ARE TO REMAIN

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
- (X-XX) DENOTES PROPOSED SIGN NUMBER
- [EX-XX] DENOTES EXISTING SIGN NUMBER

SHEET 8 OF 14

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING - REMOVALS	SHEET	E

FILE NAME : S:\MAD\1400--1499\1467\011\Micros\PLAN\0081\023208_ps.dgn PLOT DATE : 1/25/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
- (X-XX) DENOTES PROPOSED SIGN NUMBER
- [EX-XX] DENOTES EXISTING SIGN NUMBER

NOTE: ALL EXISTING SIGNS NOT SHOWN ARE TO REMAIN

OLD HIGHWAY 12

300' MAX. TO INTERSECTION

9-30 JCT BUSINESS 12 JCT COUNTY W — J1-2(MOD.) 48" X 51"

9-32

9-40

9-33

9-31

9-39 BUSINESS 136 12 COUNTY W — J3-3(MOD.) 72" X 57"

9-38 DO NOT ENTER — R5-1 36" X 36"

9-29

9-28

9-36 DO NOT ENTER — R5-1 36" X 36"

9-37 Devils Lake State Park — D7-53R 60" X 36"

9-27 BUSINESS 12 COUNTY W — J4-2(MOD.) 48" X 36"

9-35 WRONG WAY — R5-1A 36" X 24"

COMMERCE AVENUE

9-26 JCT 136 — J1-1 24" X 39"

COMMERCE PARKWAY

E1-5P 120" X 30" EXIT 218

EAST 33 136 Baraboo Rock Springs ½ MILE — E1-1A 240" X 186"

UW Baraboo Sauk County HOSPITAL EXIT 218 — E3-1 168" X 120"

9-01

9-10 JCT 12 END BUSINESS 12 — J1-2(MOD.) 48" X 48"

9-25

9-34 Downtown Baraboo / Devils Lake State Park — D1-3 114" X 36"

9-11 North Freedom / Baraboo — D1-2 96" X 30"

9-12 W3-2 36" X 36"

9-13 WEST 12 BUS 12 W W South Blvd — D1-62 132" X 84"

9-22 Circus World Museum / Mid Continent Railway Museum EXIT 219 — E3-1 252" X 120"

9-14 9-15 W2-6 36" X 36" / 15 M.P.H. W13-1 24" X 24"

E1-5P 120" X 30" EXIT 219

BUS 12 W South Blvd — E4-1A 252" X 120"

9-20

W4-1 48" X 48"

9-07

MATCHLINE 393+00 EB

395+00 WB 395+00 EB 400+00 D 400+00 WB 400+00 EB 400+00 C 405+00 D 405+00 WB 405+00 EB 405+00 C 410+00 D 410+00 WB 410+00 EB 410+00 C 415+00 D 415+00 WB 415+00 EB 415+00 C 420+00 D 420+00 WB 420+00 EB 420+00 C 425+00 D 425+00 WB 425+00 EB 425+00 C 430+00 D 430+00 WB 430+00 EB 430+00 C 435+00 WB 435+00 EB 440+00 WB 440+00 EB 445+00 WB 445+00 EB 450+00 WB 450+00 EB

CTH W

205+00 WB 210+00 WB 215+00 WB 220+00 WB 225+00 WB 230+00 WB 235+00 WB

USH 12

MATCHLINE 452+00 EB

E1-5P 120" X 30" EXIT 219

BUS 12 W South Blvd — E4-1A 252" X 120"

9-02

9-08 W3-2 36" X 36"

9-09 Baraboo / North Freedom — D1-2 96" X 30"

9-06

EXIT 219 — E5-1A 90" X 60"

9-03

W2-6 36" X 36" / W13-1 24" X 24" 15 M.P.H.

9-04 9-05

EAST 12 BUS 12 W W South Blvd — D1-62 132" X 84"

9-24

WEST BUS 12 12 W South Blvd EAST 12 — D1-62 96" X 96"

9-23 JCT 12 — J1-1 24" X 39" STA. 184+00 WE

9-16

W4-1 48" X 48"

9-17

EXIT 219 — E5-1A 90" X 60"

9-18 9-19 MILE 220 — D10-3 12" X 48"

9-21 EAST 12 — J4-1 36" X 54"

* SEE SHEET 10 OF 14 FOR PROPOSED SIGNING FROM
STA. 192+50 WE TO STA. 208+00 WE
STA. 411+50 C TO STA. 421+00 C
STA. 411+00 D TO STA. 420+00 D

1 WEST 136 — J4-1 24" X 36"

3 BUSINESS 12 COUNTY W WEST 136 — J3-3(MOD.) 72" X 57"

4 EAST 136 — J4-1 24" X 36"

5 BUSINESS 12 COUNTY W EAST 136 — J3-3(MOD.) 72" X 57"

SHEET 9 OF 14

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING	SHEET	E

FILE NAME : S:\MAD\1400--1499\1467\011\Micros\PLAN\0081\023209_ps.dgn PLOT DATE : 1/25/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
- (X-XX) DENOTES PROPOSED SIGN NUMBER
- [EX-XX] DENOTES EXISTING SIGN NUMBER

NOTE: ALL EXISTING SIGNS NOT SHOWN ARE TO REMAIN

MATCH LINE 411+50 C

10-23 Devils Lake State Park — D7-53L 60" X 36"

10-05 / 10-19 WRONG WAY — R5-1A 36" X 24"

10-12 Circus World Museum / Mid Continent Railway Museum — D1-3 114" X 36"

10-20 EAST 12 W — D1-2 66" X 30"

10-21 EAST 12 — J2-1 24" X 57"

10-22 North Freedom / Madison — D1-2 96" X 30"

E10-03 WEST W — REMOVE

E10-01 WEST W — REMOVE

10-02 12 EAST / W — D1-2 66" X 42"

MATCH LINE 411+00 D

10-18 PEDESTRIANS BICYCLES (NON MOTORIZED TRAFFIC) MOTOR BICYCLES PROHIBITED — R5-57 36" X 36"

10-17 EAST 12 W / 12 WEST — D1-3 66" X 48"

10-15 EAST 12 W / WEST 12 — D1-62 96" X 84"

10-16 Madison / North Freedom / Wis Dells — D1-3 96" X 36"

MATCH LINE 192+50 WE

193+00 WW 194+00 WW 195+00 WW 196+00 WW 197+00 WW 198+00 WW 199+00 WW 200+00 WW 201+00 WW 202+00 WW 203+00 WW 204+00 WW 205+00 WW 206+00 WW 207+00 WW 208+00 WW

193+00 WE 194+00 WE 195+00 WE 196+00 WE 197+00 WE 198+00 WE 199+00 WE 200+00 WE 201+00 WE 202+00 WE 203+00 WE 204+00 WE 205+00 WE 206+00 WE 207+00 WE 208+00 WE

MATCH LINE 208+00 WE

CTH W

10-14 BUSINESS 12 COUNTY W — J4-2 (MOD.) 48" X 36"

10-01 Baraboo / Wis Dells / Madison — D1-3 66" X 36"

10-13 12 WEST / 12 BUS W / South Blvd — D1-3 78" X 48"

E10-04 South Blvd — REMOVE

10-06 WEST BUS 12 12 W / South Blvd — D1-3 78" X 42"

E10-02 South Blvd — REMOVE

10-08 Baraboo / Wis Dells — D1-2 72" X 30"

10-07 WEST 12 — J2-1 24" X 57"

10-04 PEDESTRIANS BICYCLES (NON MOTORIZED TRAFFIC) MOTOR BICYCLES PROHIBITED — R5-57 36" X 36"

10-03 WEST BUS 12 12 W / South Blvd / 12 EAST — D1-4 78" X 60"

10-10 / 10-11 WRONG WAY — R5-1A 36" X 24"

10-09 Mid Continent Railway Museum / Circus World Museum — D1-3 114" X 36"

USH 12

MATCH LINE 421+00 C

MATCH LINE 420+00 D

SHEET 10 OF 14

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING	SHEET	E

FILE NAME : S:\MAD\1400--1499\1467\011\Micros\PLAN\0081\023210_ps.dgn PLOT DATE : 1/25/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
- (X-XX) DENOTES PROPOSED SIGN NUMBER
- [EX-XX] DENOTES EXISTING SIGN NUMBER

NOTE: ALL EXISTING SIGNS NOT SHOWN ARE TO REMAIN

OLD HIGHWAY 12

ROAD TO Circus World Museum Historic Site 1 MILE — REMOVE — E11-01

WEST 136 — J2-1 24" X 57" — 11-17

WEST 136 — J3-1 24" X 57" — 11-11

WEST 136 — J4-1 24" X 36" — 11-10

Sauk City / Baraboo — REMOVE — E11-16

Baraboo — D1-1 66" X 15" — 11-16

Baraboo 2 — REMOVE — E11-04

JCT END 12 159 — REMOVE — E11-18

EAST WEST 12 12 — REMOVE — E11-17

EAST 159 — REMOVE — E11-15

EAST 136 — J4-1 24" X 36" — 11-15

EAST WEST 12 12 — REMOVE — E11-08

WEST EAST 12 159 — REMOVE — E11-13

JCT 159 — REMOVE — E11-02

EAST 136 — J2-1 24" X 57" — 11-08

EAST EAST 159 12 — REMOVE — E11-03

SPEED LIMIT 55 — R2-1 24" X 30" — 11-07

Devils Lake State Park — D7-53L 60" X 36" — 11-09

EAST 136 — J3-1 24" X 57" — 11-12

WEST 12 — REMOVE — E11-06

Devils Lake / Sauk City — REMOVE — E11-05

Sauk City 14 / Madison 41 — REMOVE — E11-12

Baraboo / Devils Lake — REMOVE — E11-11

JCT 159 — REMOVE — E11-14

DEAD END — W14-1 30" X 30" — 11-14

500+00 EX

505+00 EX

510+00 EX

EAST EAST 159 12 — REMOVE — E11-07

EAST 12 — REMOVE — E11-10

WEST EAST 12 159 — REMOVE — E11-09

NO OUTLET — W14-2 30" X 30" — 11-13

Baraboo West Baraboo NEXT 2 EXITS — E9-1 168" X 78" — 11-06

E1-5P 120" X 30"

EXIT 219 BUS 12 W South Blvd 1 MILE — E1-1A 204" X 150" — 11-05

Devils Lake State Park EXIT 219 — E3-1 144" X 84" — 11-04

Downtown Baraboo EXIT 219 — E3-1 216" X 60" — 11-03

SOUTH GASSER ROAD

SKILLET CREEK TRIBUTARY

SKILLET CREEK

COWLES ROAD

MATCH LINE 452+00 EB

MATCH LINE 512+00 EX

MATCH LINE 512+00 EB

455+00 WB / 455+00 EB

460+00 WB / 460+00 EB

465+00 WB / 465+00 EB

470+00 WB / 470+00 EB

475+00 WB / 475+00 EB

480+00 WB / 480+00 EB

485+00 WB / 485+00 EB

490+00 WB / 490+00 EB

495+00 WB / 495+00 EB

500+00 WB / 500+00 EB

505+00 WB / 505+00 EB

510+00 WB / 510+00 EB

USH 12

SIS — INSTALLED BY OTHERS

SIS — INSTALLED BY OTHERS

SPEED LIMIT 65 — R2-1 48" X 60" — 11-01

Sauk City 15 / Madison 42 — D2-2 180" X 60" — 11-02

R3-4B 36" X 48" — EXCEPT MAINTENANCE AND POLICE AUTHORIZED VEHICLES — 11-18 / 11-19

FREEWAY ENDS 1/2 MILE — W19-1 180" X 102" MOVED FROM 276+75 EB — E1-01

SHEET 11 OF 14

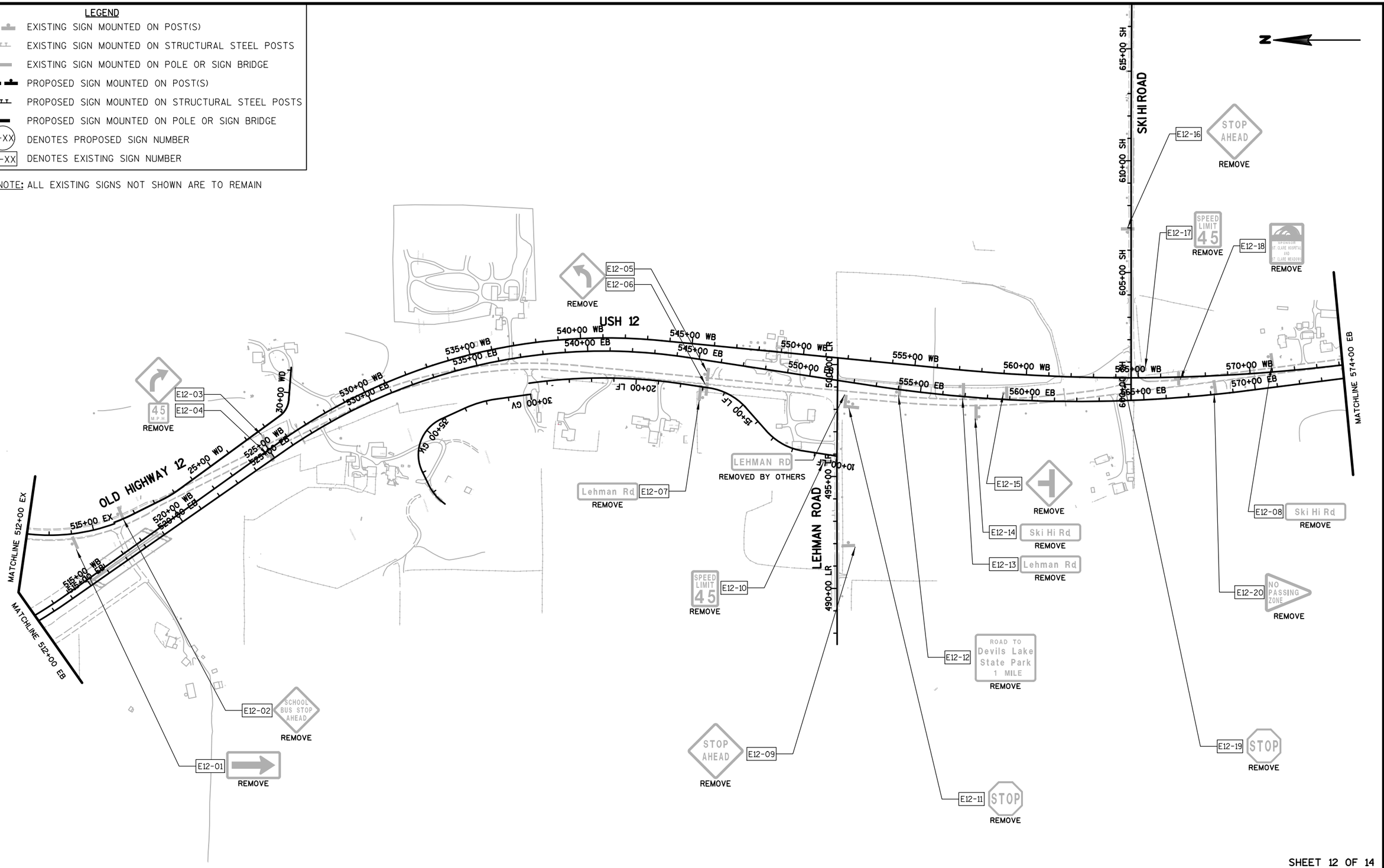
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING	SHEET 200	E

FILE NAME : S:\MAD\1400--1499\1467\011\Micros\PLAN\0081\023211_ps.dgn PLOT DATE : 4/12/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
- X-XX DENOTES PROPOSED SIGN NUMBER
- EX-XX DENOTES EXISTING SIGN NUMBER

NOTE: ALL EXISTING SIGNS NOT SHOWN ARE TO REMAIN



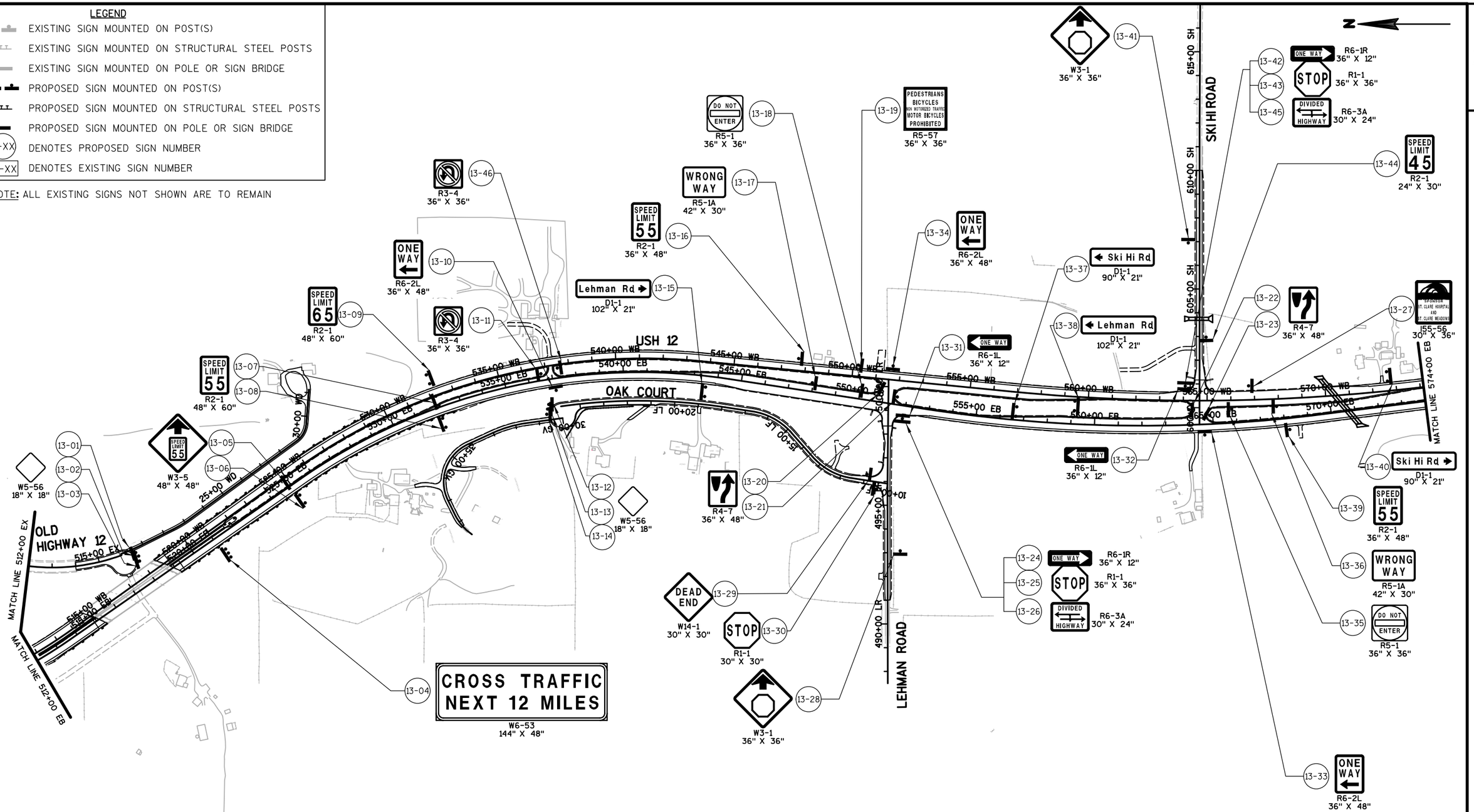
SHEET 12 OF 14

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING - REMOVALS	SHEET 201	E

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
- (X-XX) DENOTES PROPOSED SIGN NUMBER
- [EX-XX] DENOTES EXISTING SIGN NUMBER

NOTE: ALL EXISTING SIGNS NOT SHOWN ARE TO REMAIN



SHEET 13 OF 14

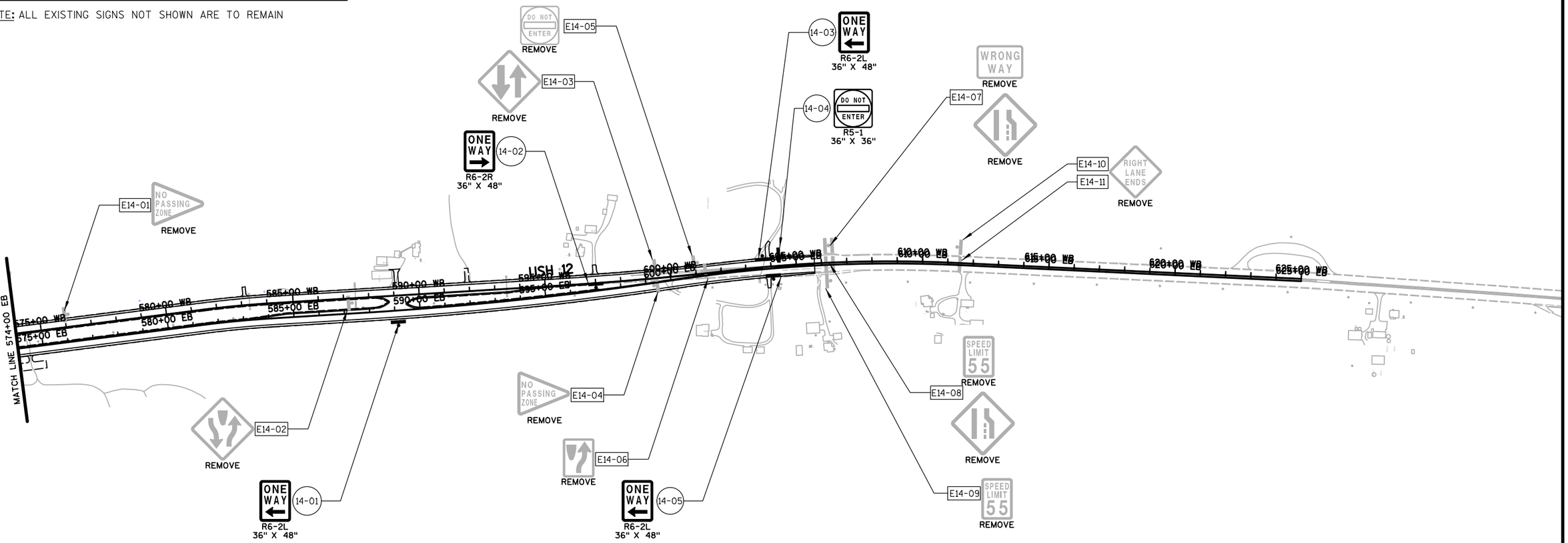
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING	SHEET 202	E

2

LEGEND

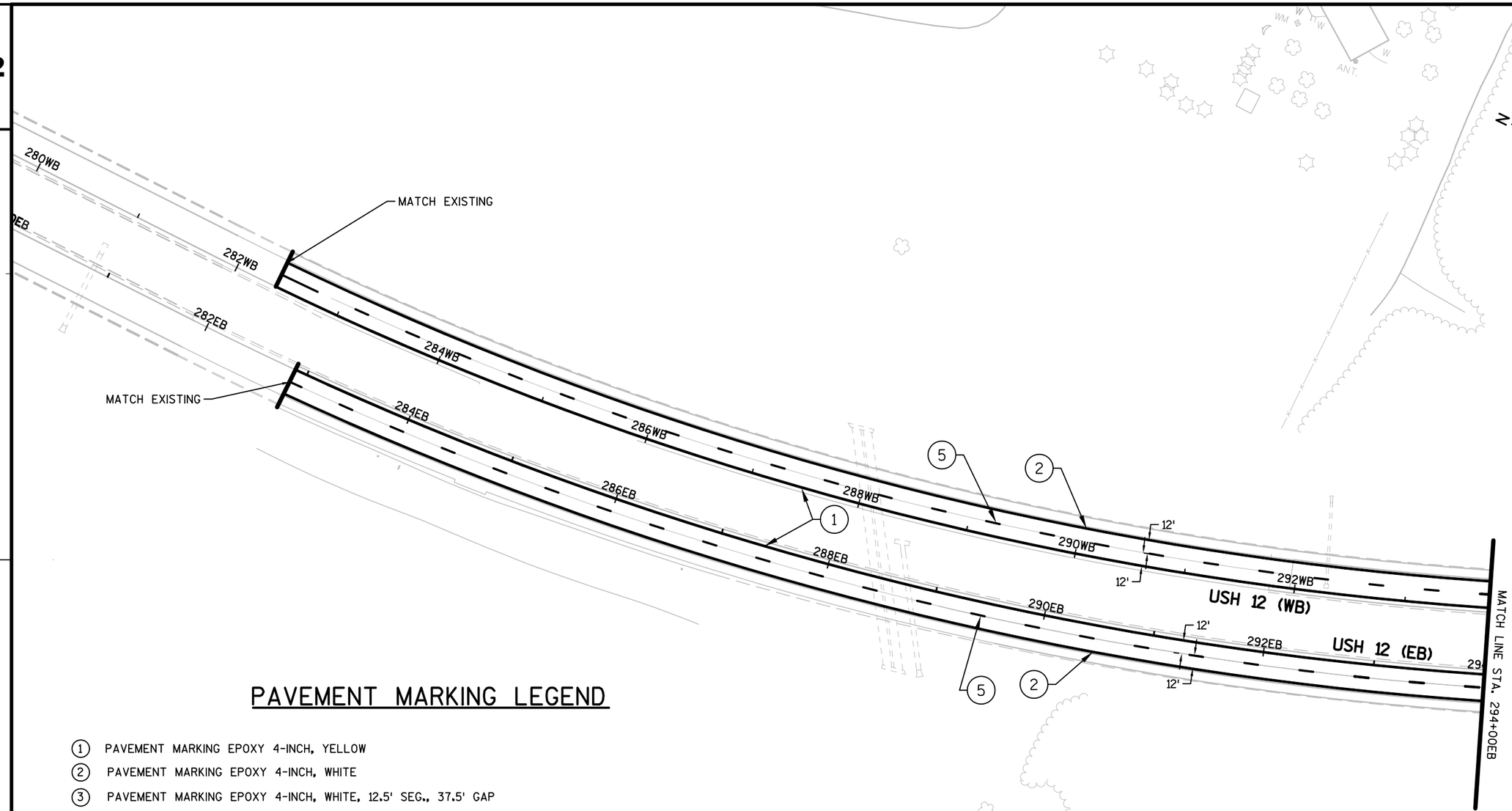
- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
- (X-XX) DENOTES PROPOSED SIGN NUMBER
- [EX-XX] DENOTES EXISTING SIGN NUMBER

NOTE: ALL EXISTING SIGNS NOT SHOWN ARE TO REMAIN



SHEET 14 OF 14

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING	SHEET 203	E



PAVEMENT MARKING LEGEND

(1) PAVEMENT MARKING EPOXY 4-INCH, YELLOW

(2) PAVEMENT MARKING EPOXY 4-INCH, WHITE

(3) PAVEMENT MARKING EPOXY 4-INCH, WHITE, 12.5' SEG., 37.5' GAP

(4) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH, WHITE, 3' SEG., 9' GAP

(5) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH, WHITE, 12.5' SEG., 37.5' GAP

(6) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 6-INCH, WHITE

(7) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 8-INCH, WHITE (CHANNELIZING)

(8) PAVEMENT MARKING CURB EPOXY, YELLOW

(9) PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW

(10) PAVEMENT MARKING STOP LINE, 18-INCH, EPOXY

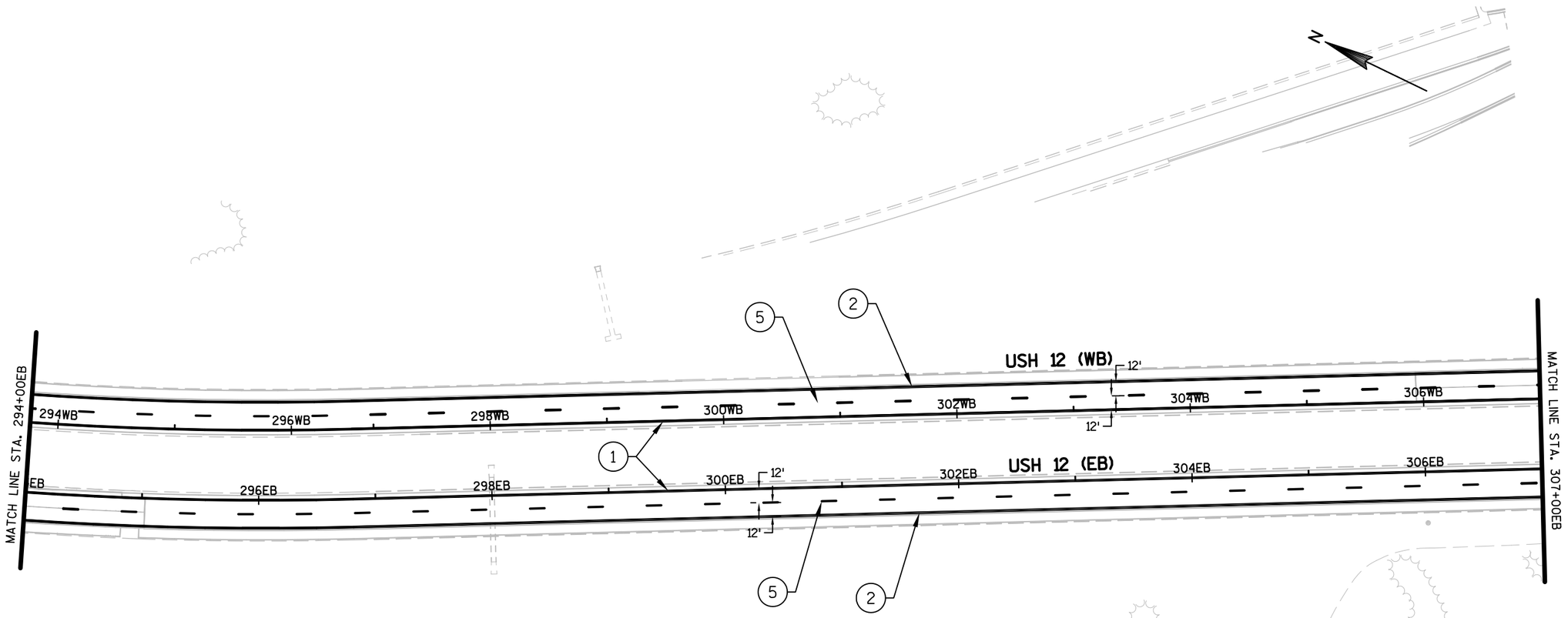
(11) PAVEMENT MARKING DIAGONAL EPOXY, 12-INCH, EPOXY, WHITE

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING: USH 12	SHEET 204	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PAVEMENT MARKING\81 PROJECT\024501_PM(81).DWG PLOT DATE : 4/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

2



PAVEMENT MARKING LEGEND

(1) PAVEMENT MARKING EPOXY 4-INCH, YELLOW

(2) PAVEMENT MARKING EPOXY 4-INCH, WHITE

(3) PAVEMENT MARKING EPOXY 4-INCH, WHITE, 12.5' SEG., 37.5' GAP

(4) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH, WHITE, 3' SEG., 9' GAP

(5) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH, WHITE, 12.5' SEG., 37.5' GAP

(6) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 6-INCH, WHITE

(7) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 8-INCH, WHITE (CHANNELIZING)

(8) PAVEMENT MARKING CURB EPOXY, YELLOW

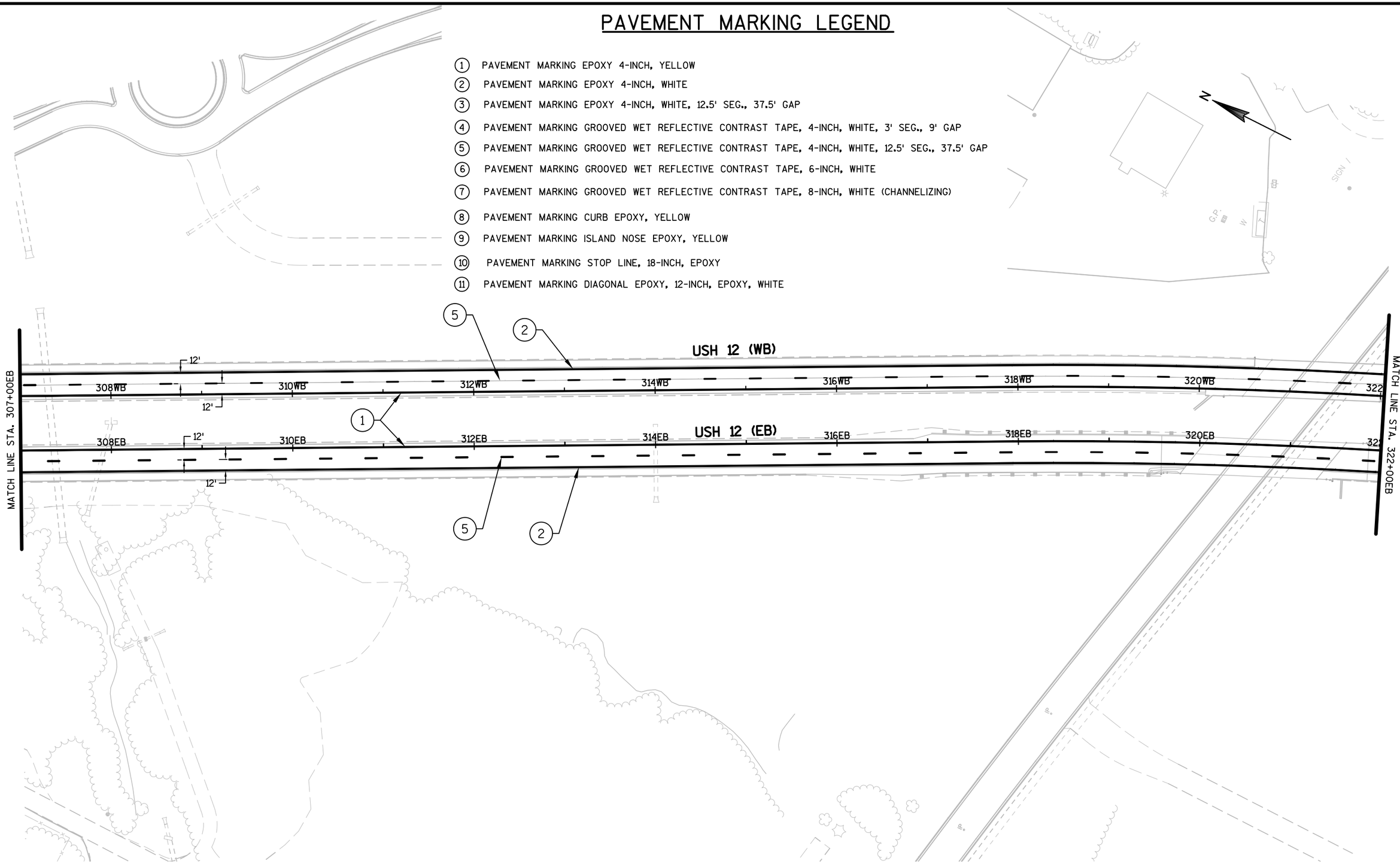
(9) PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW

(10) PAVEMENT MARKING STOP LINE, 18-INCH, EPOXY

(11) PAVEMENT MARKING DIAGONAL EPOXY, 12-INCH, EPOXY, WHITE

PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
2. PAVEMENT MARKING EPOXY 4-INCH, WHITE
3. PAVEMENT MARKING EPOXY 4-INCH, WHITE, 12.5' SEG., 37.5' GAP
4. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH, WHITE, 3' SEG., 9' GAP
5. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH, WHITE, 12.5' SEG., 37.5' GAP
6. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 6-INCH, WHITE
7. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 8-INCH, WHITE (CHANNELIZING)
8. PAVEMENT MARKING CURB EPOXY, YELLOW
9. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
10. PAVEMENT MARKING STOP LINE, 18-INCH, EPOXY
11. PAVEMENT MARKING DIAGONAL EPOXY, 12-INCH, EPOXY, WHITE

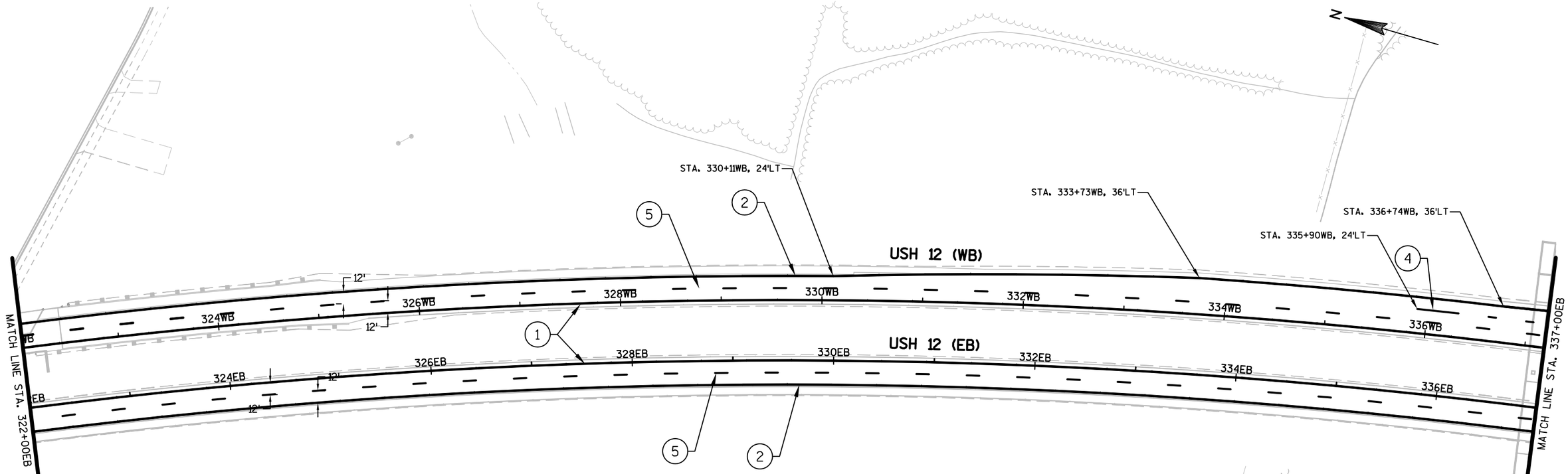


PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING: USH 12	SHEET 206 E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PAVEMENT MARKING\81 PROJECT\024501_PM(81).DWG PLOT DATE : 4/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

2

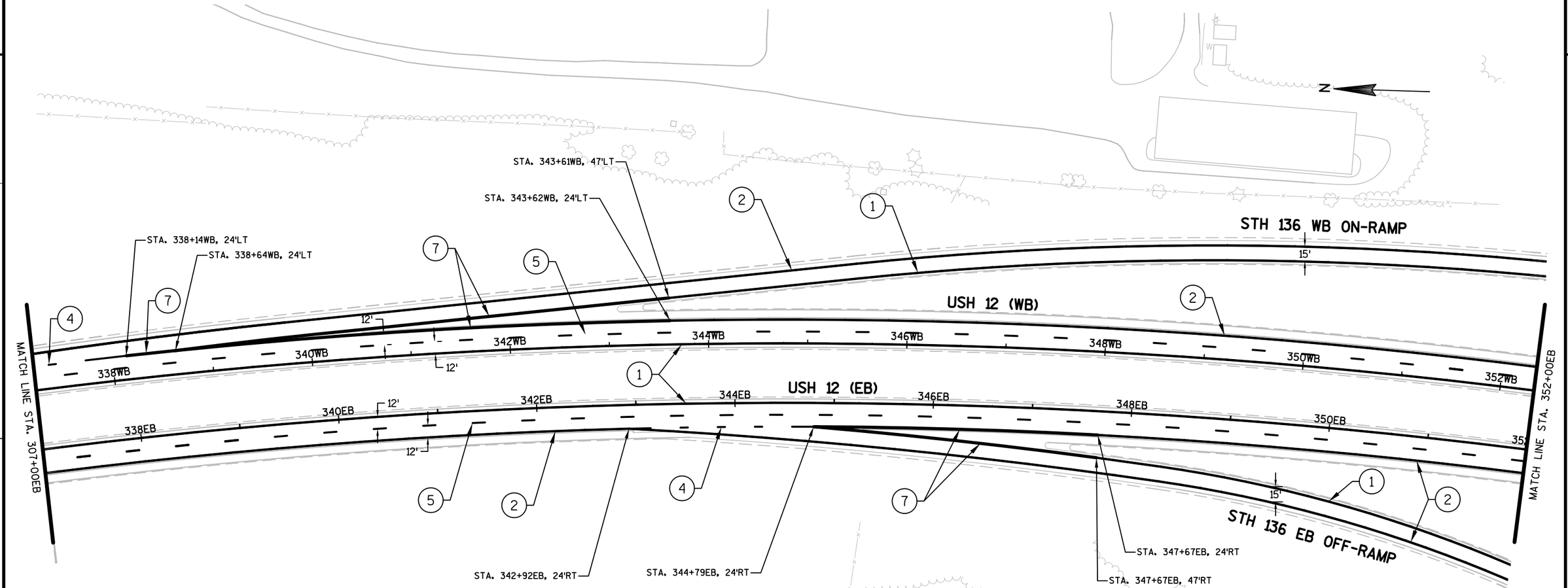


PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
2. PAVEMENT MARKING EPOXY 4-INCH, WHITE
3. PAVEMENT MARKING EPOXY 4-INCH, WHITE, 12.5' SEG., 37.5' GAP
4. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH, WHITE, 3' SEG., 9' GAP
5. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH, WHITE, 12.5' SEG., 37.5' GAP
6. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 6-INCH, WHITE
7. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 8-INCH, WHITE (CHANNELIZING)
8. PAVEMENT MARKING CURB EPOXY, YELLOW
9. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
10. PAVEMENT MARKING STOP LINE, 18-INCH, EPOXY
11. PAVEMENT MARKING DIAGONAL EPOXY, 12-INCH, EPOXY, WHITE

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING: USH 12	SHEET 207	E

2

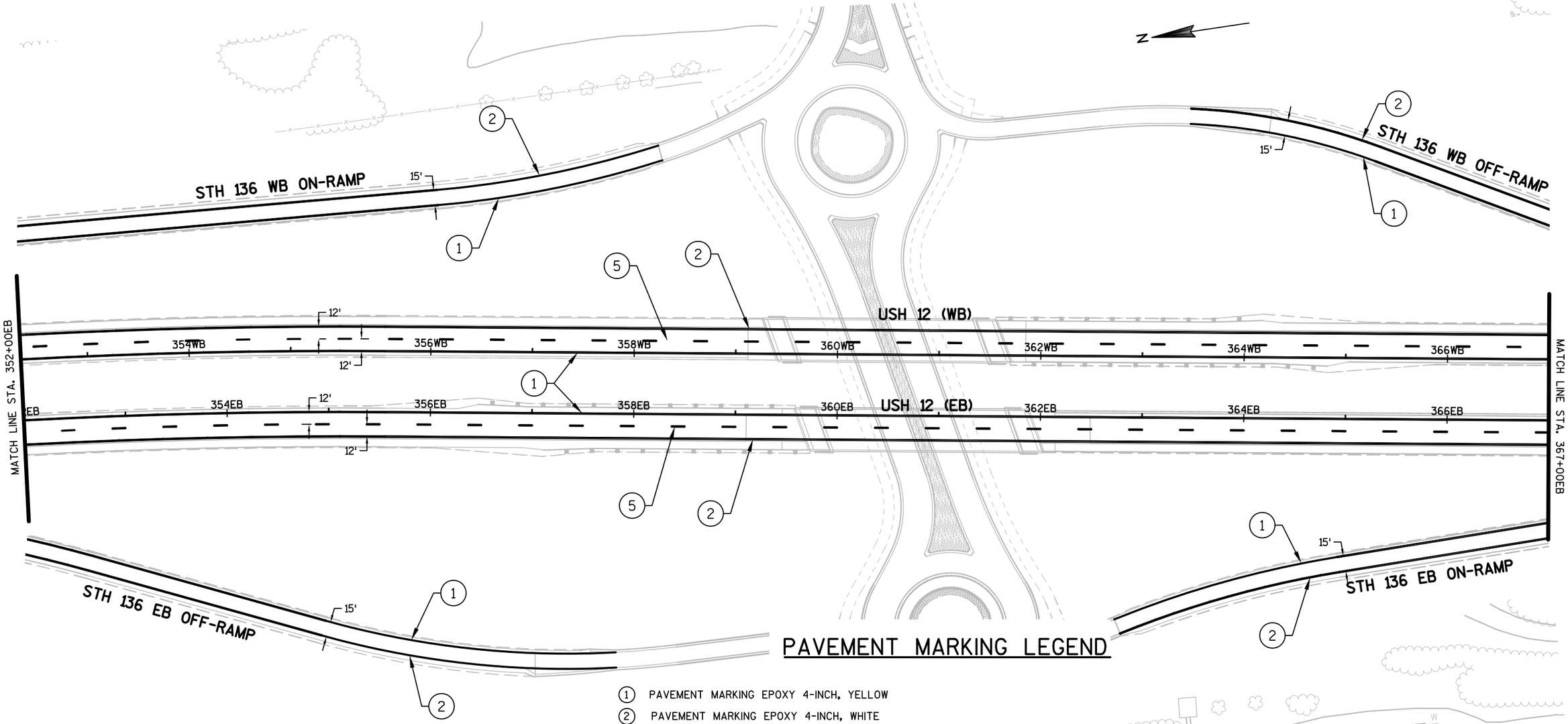


PAVEMENT MARKING LEGEND

(1) PAVEMENT MARKING EPOXY 4-INCH, YELLOW
(2) PAVEMENT MARKING EPOXY 4-INCH, WHITE
(3) PAVEMENT MARKING EPOXY 4-INCH, WHITE, 12.5' SEG., 37.5' GAP
(4) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH, WHITE, 3' SEG., 9' GAP
(5) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH, WHITE, 12.5' SEG., 37.5' GAP
(6) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 6-INCH, WHITE
(7) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 8-INCH, WHITE (CHANNELIZING)
(8) PAVEMENT MARKING CURB EPOXY, YELLOW
(9) PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
(10) PAVEMENT MARKING STOP LINE, 18-INCH, EPOXY
(11) PAVEMENT MARKING DIAGONAL EPOXY, 12-INCH, EPOXY, WHITE

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING: USH 12	SHEET 208	E

2



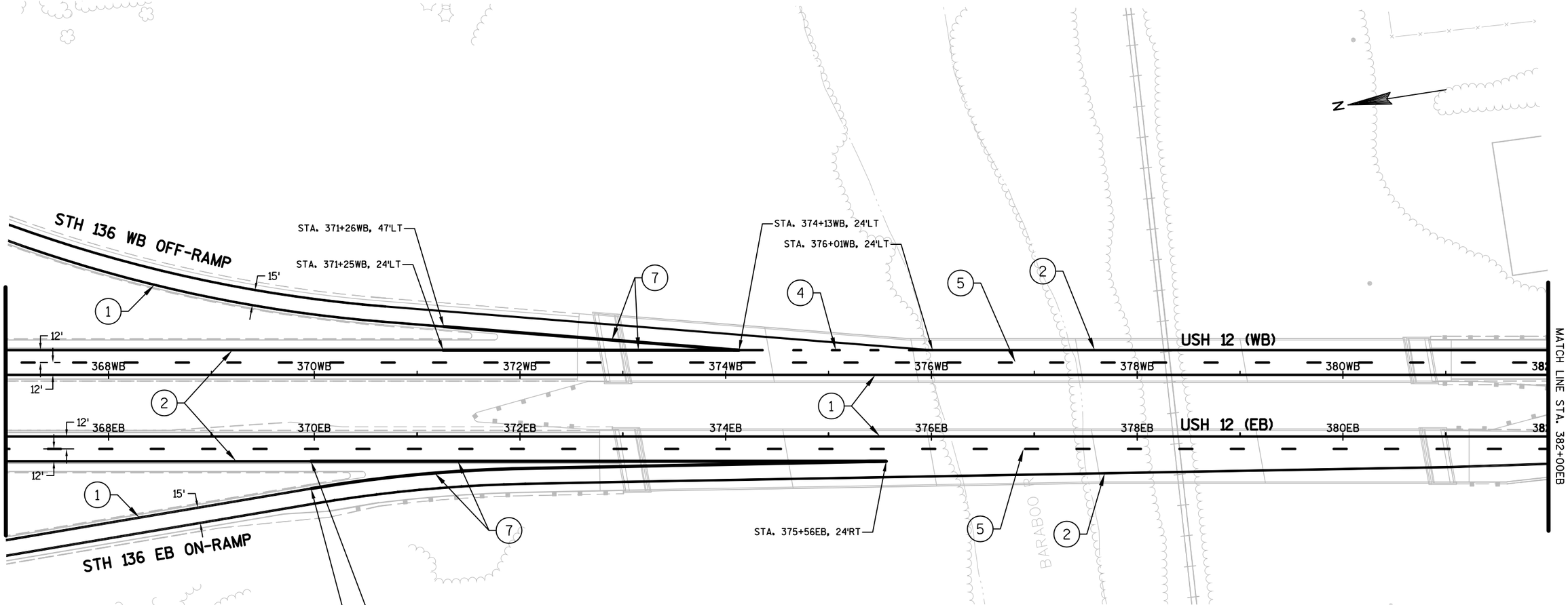
PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
2. PAVEMENT MARKING EPOXY 4-INCH, WHITE
3. PAVEMENT MARKING EPOXY 4-INCH, WHITE, 12.5' SEG., 37.5' GAP
4. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH, WHITE, 3' SEG., 9' GAP
5. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH, WHITE, 12.5' SEG., 37.5' GAP
6. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 6-INCH, WHITE
7. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 8-INCH, WHITE (CHANNELIZING)
8. PAVEMENT MARKING CURB EPOXY, YELLOW
9. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
10. PAVEMENT MARKING STOP LINE, 18-INCH, EPOXY
11. PAVEMENT MARKING DIAGONAL EPOXY, 12-INCH, EPOXY, WHITE

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING: USH 12	SHEET 209	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PAVEMENT MARKING\81 PROJECT\024501_PM(81).DWG PLOT DATE : 4/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF

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PAVEMENT MARKING LEGEND

(1) PAVEMENT MARKING EPOXY 4-INCH, YELLOW

(2) PAVEMENT MARKING EPOXY 4-INCH, WHITE

(3) PAVEMENT MARKING EPOXY 4-INCH, WHITE, 12.5' SEG., 37.5' GAP

(4) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH, WHITE, 3' SEG., 9' GAP

(5) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH, WHITE, 12.5' SEG., 37.5' GAP

(6) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 6-INCH, WHITE

(7) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 8-INCH, WHITE (CHANNELIZING)

(8) PAVEMENT MARKING CURB EPOXY, YELLOW

(9) PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW

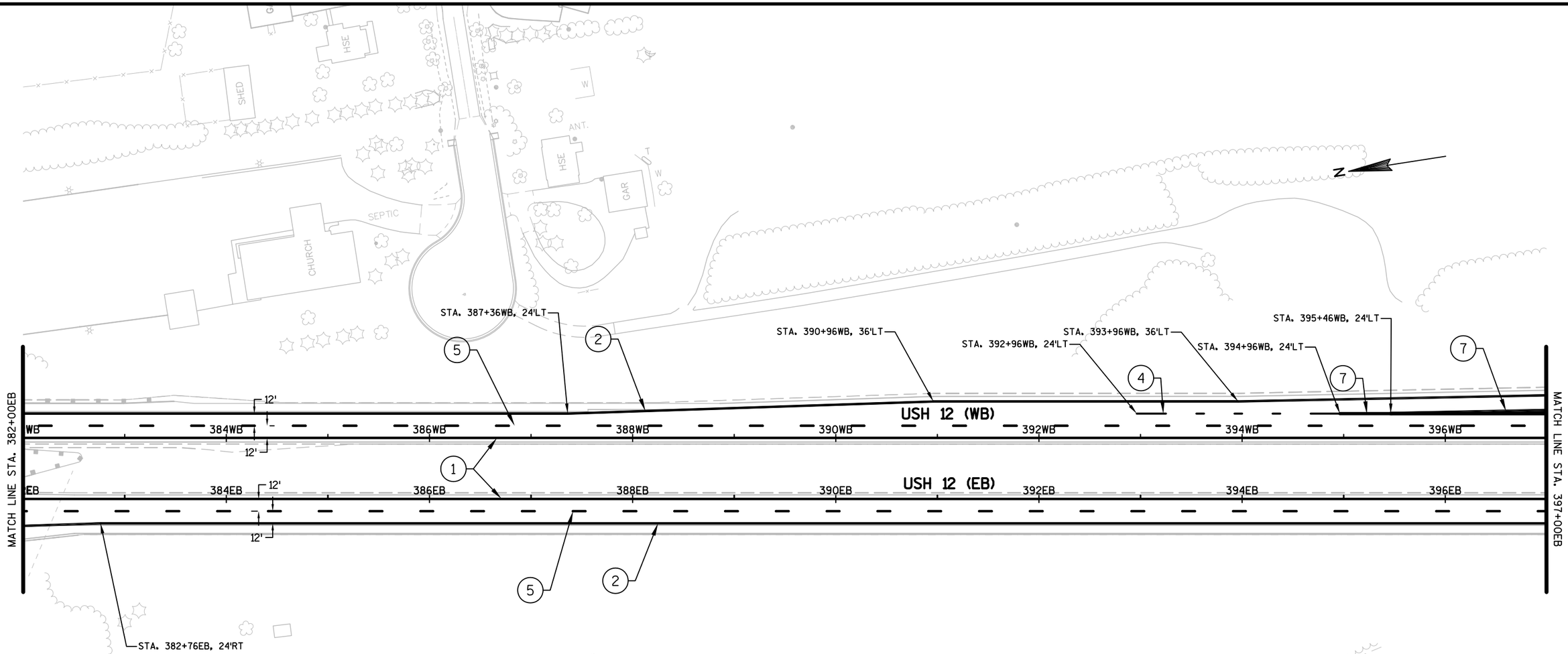
(10) PAVEMENT MARKING STOP LINE, 18-INCH, EPOXY

(11) PAVEMENT MARKING DIAGONAL EPOXY, 12-INCH, EPOXY, WHITE

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING: USH 12	SHEET 210	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PAVEMENT MARKING\81 PROJECT\024501_PM(81).DWG PLOT DATE : 4/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

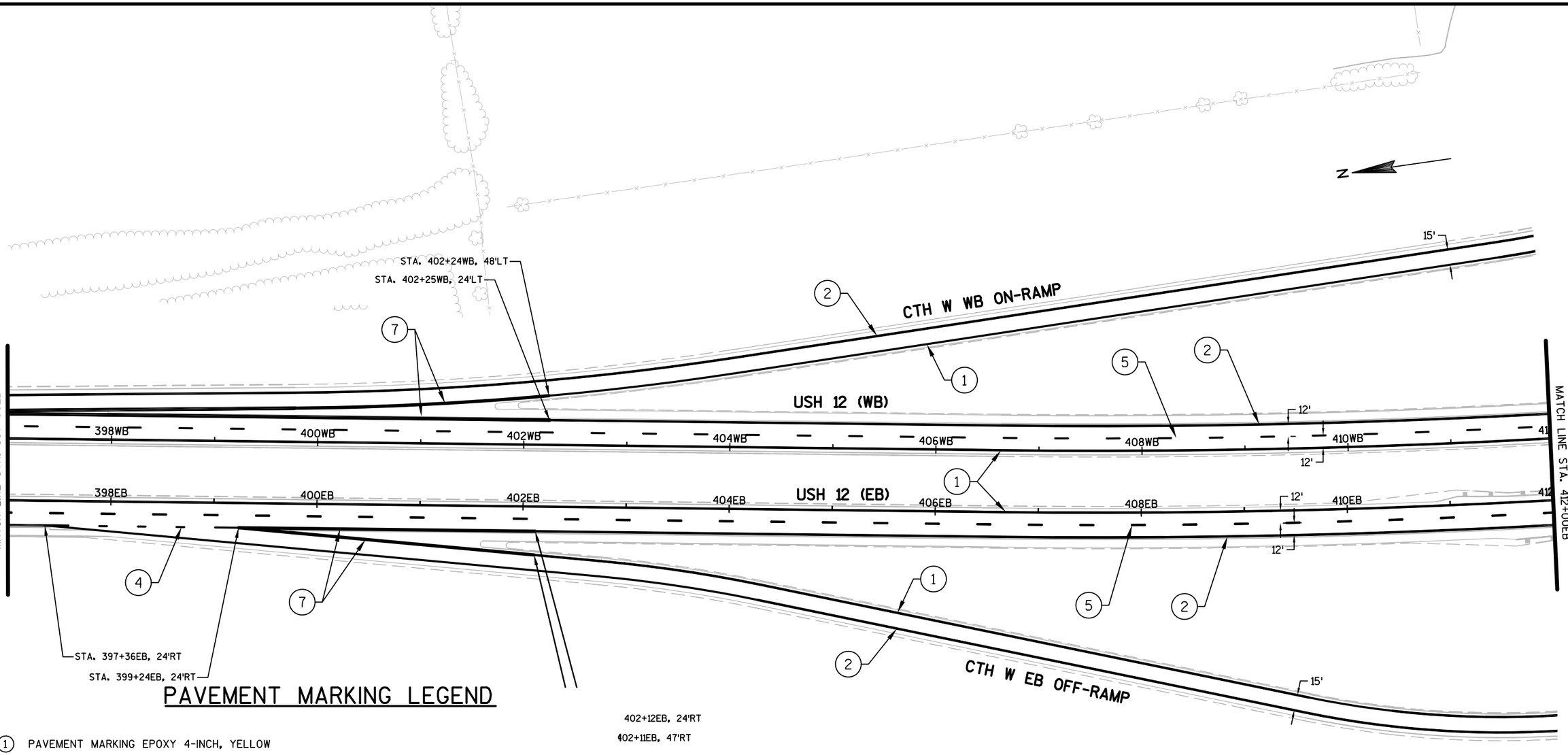


PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
2. PAVEMENT MARKING EPOXY 4-INCH, WHITE
3. PAVEMENT MARKING EPOXY 4-INCH, WHITE, 12.5' SEG., 37.5' GAP
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5. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH, WHITE, 12.5' SEG., 37.5' GAP
6. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 6-INCH, WHITE
7. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 8-INCH, WHITE (CHANNELIZING)
8. PAVEMENT MARKING CURB EPOXY, YELLOW
9. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
10. PAVEMENT MARKING STOP LINE, 18-INCH, EPOXY
11. PAVEMENT MARKING DIAGONAL EPOXY, 12-INCH, EPOXY, WHITE

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING: USH 12	SHEET 211	E

2



PAVEMENT MARKING LEGEND

(1) PAVEMENT MARKING EPOXY 4-INCH, YELLOW

(2) PAVEMENT MARKING EPOXY 4-INCH, WHITE

(3) PAVEMENT MARKING EPOXY 4-INCH, WHITE, 12.5' SEG., 37.5' GAP

(4) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH, WHITE, 3' SEG., 9' GAP

(5) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH, WHITE, 12.5' SEG., 37.5' GAP

(6) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 6-INCH, WHITE

(7) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 8-INCH, WHITE (CHANNELIZING)

(8) PAVEMENT MARKING CURB EPOXY, YELLOW

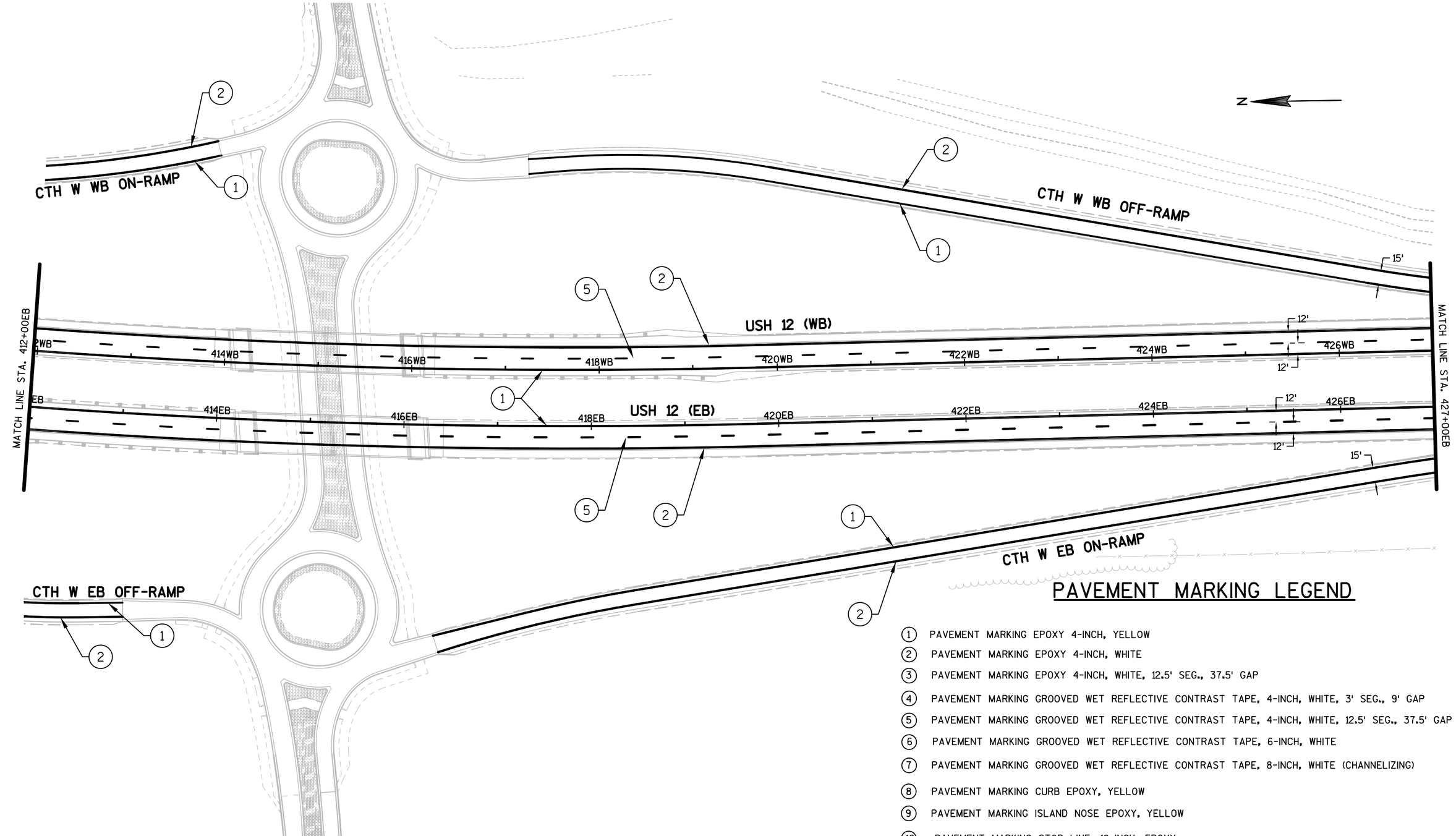
(9) PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW

(10) PAVEMENT MARKING STOP LINE, 18-INCH, EPOXY

(11) PAVEMENT MARKING DIAGONAL EPOXY, 12-INCH, EPOXY, WHITE

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING: USH 12	SHEET 212	E

2



PAVEMENT MARKING LEGEND

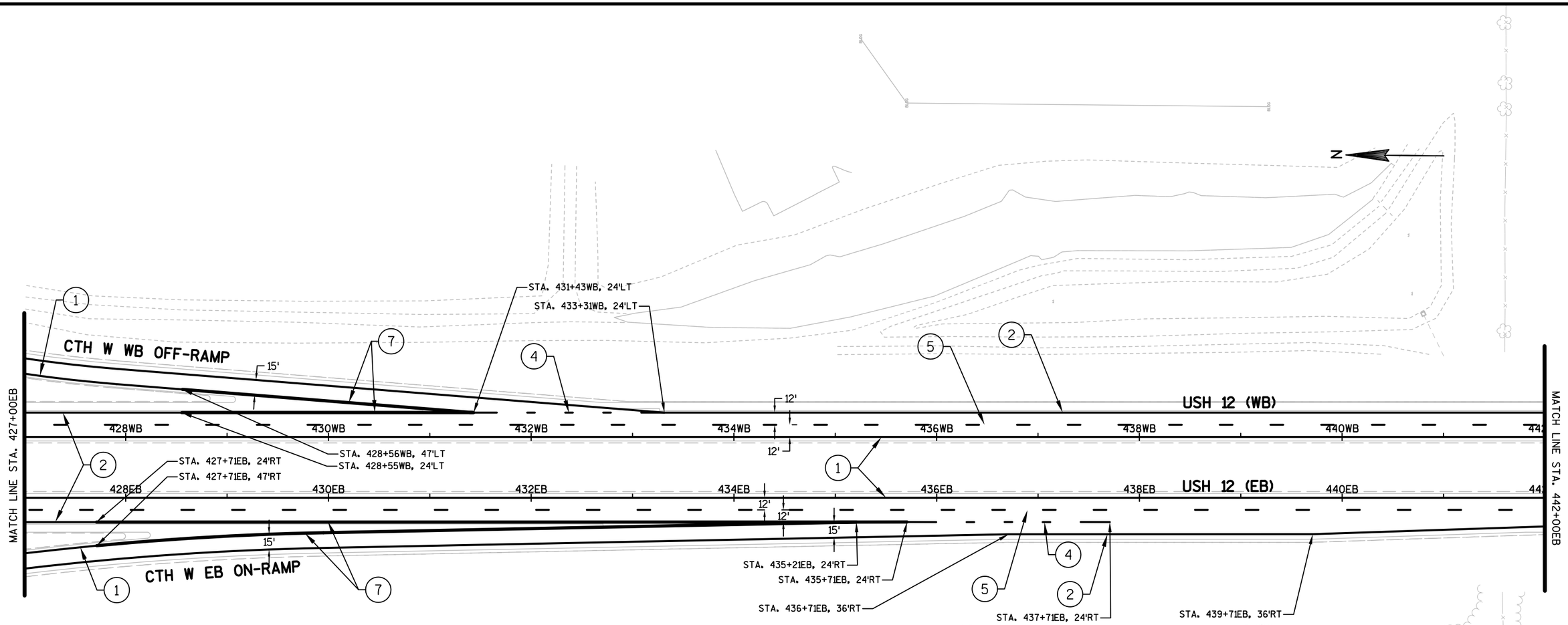
1. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
2. PAVEMENT MARKING EPOXY 4-INCH, WHITE
3. PAVEMENT MARKING EPOXY 4-INCH, WHITE, 12.5' SEG., 37.5' GAP
4. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH, WHITE, 3' SEG., 9' GAP
5. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH, WHITE, 12.5' SEG., 37.5' GAP
6. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 6-INCH, WHITE
7. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 8-INCH, WHITE (CHANNELIZING)
8. PAVEMENT MARKING CURB EPOXY, YELLOW
9. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
10. PAVEMENT MARKING STOP LINE, 18-INCH, EPOXY
11. PAVEMENT MARKING DIAGONAL EPOXY, 12-INCH, EPOXY, WHITE

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING: USH 12	SHEET 213	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PAVEMENT MARKING\81 PROJECT\024501_PM(81).DWG PLOT DATE : 4/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

2



PAVEMENT MARKING LEGEND

(1) PAVEMENT MARKING EPOXY 4-INCH, YELLOW

(2) PAVEMENT MARKING EPOXY 4-INCH, WHITE

(3) PAVEMENT MARKING EPOXY 4-INCH, WHITE, 12.5' SEG., 37.5' GAP

(4) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH, WHITE, 3' SEG., 9' GAP

(5) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH, WHITE, 12.5' SEG., 37.5' GAP

(6) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 6-INCH, WHITE

(7) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 8-INCH, WHITE (CHANNELIZING)

(8) PAVEMENT MARKING CURB EPOXY, YELLOW

(9) PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW

(10) PAVEMENT MARKING STOP LINE, 18-INCH, EPOXY

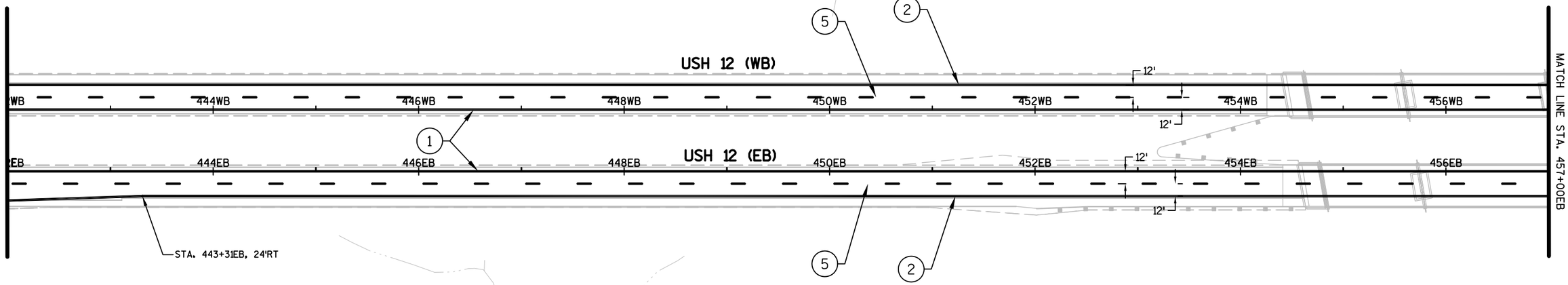
(11) PAVEMENT MARKING DIAGONAL EPOXY, 12-INCH, EPOXY, WHITE

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING: USH 12	SHEET 214	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PAVEMENT MARKING\81 PROJECT\024501_PM(81).DWG PLOT DATE : 4/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF

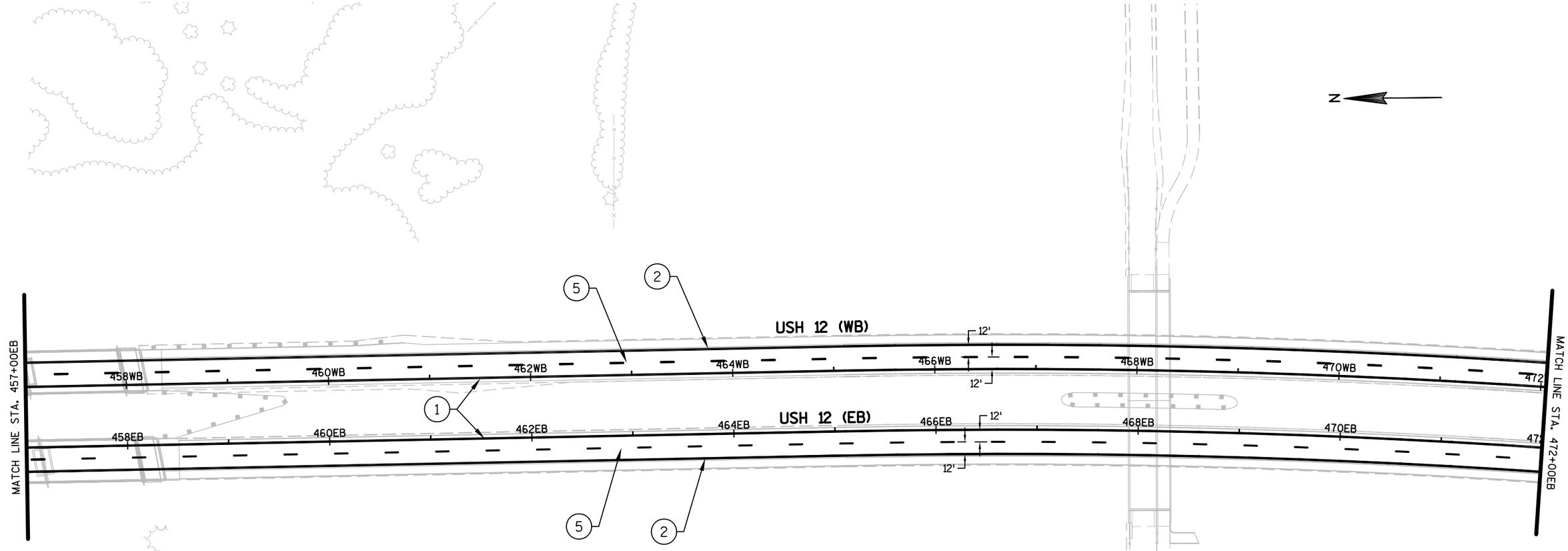
PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
2. PAVEMENT MARKING EPOXY 4-INCH, WHITE
3. PAVEMENT MARKING EPOXY 4-INCH, WHITE, 12.5' SEG., 37.5' GAP
4. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH, WHITE, 3' SEG., 9' GAP
5. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH, WHITE, 12.5' SEG., 37.5' GAP
6. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 6-INCH, WHITE
7. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 8-INCH, WHITE (CHANNELIZING)
8. PAVEMENT MARKING CURB EPOXY, YELLOW
9. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
10. PAVEMENT MARKING STOP LINE, 18-INCH, EPOXY
11. PAVEMENT MARKING DIAGONAL EPOXY, 12-INCH, EPOXY, WHITE



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING: USH 12	SHEET 215	E

2



PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
2. PAVEMENT MARKING EPOXY 4-INCH, WHITE
3. PAVEMENT MARKING EPOXY 4-INCH, WHITE, 12.5' SEG., 37.5' GAP
4. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH, WHITE, 3' SEG., 9' GAP
5. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH, WHITE, 12.5' SEG., 37.5' GAP
6. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 6-INCH, WHITE
7. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 8-INCH, WHITE (CHANNELIZING)
8. PAVEMENT MARKING CURB EPOXY, YELLOW
9. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
10. PAVEMENT MARKING STOP LINE, 18-INCH, EPOXY
11. PAVEMENT MARKING DIAGONAL EPOXY, 12-INCH, EPOXY, WHITE

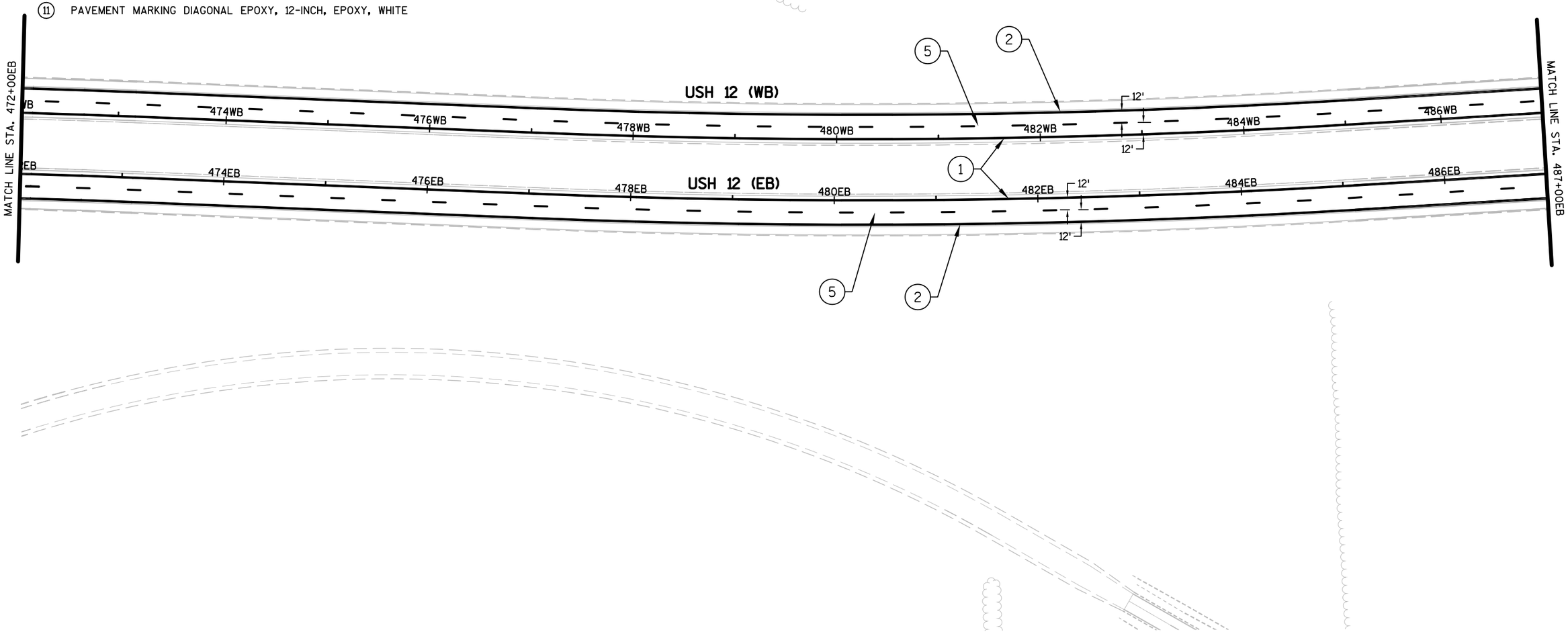
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING: USH 12	SHEET 216	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PAVEMENT MARKING\81 PROJECT\024501_PM(81).DWG PLOT DATE : 4/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

PAVEMENT MARKING LEGEND

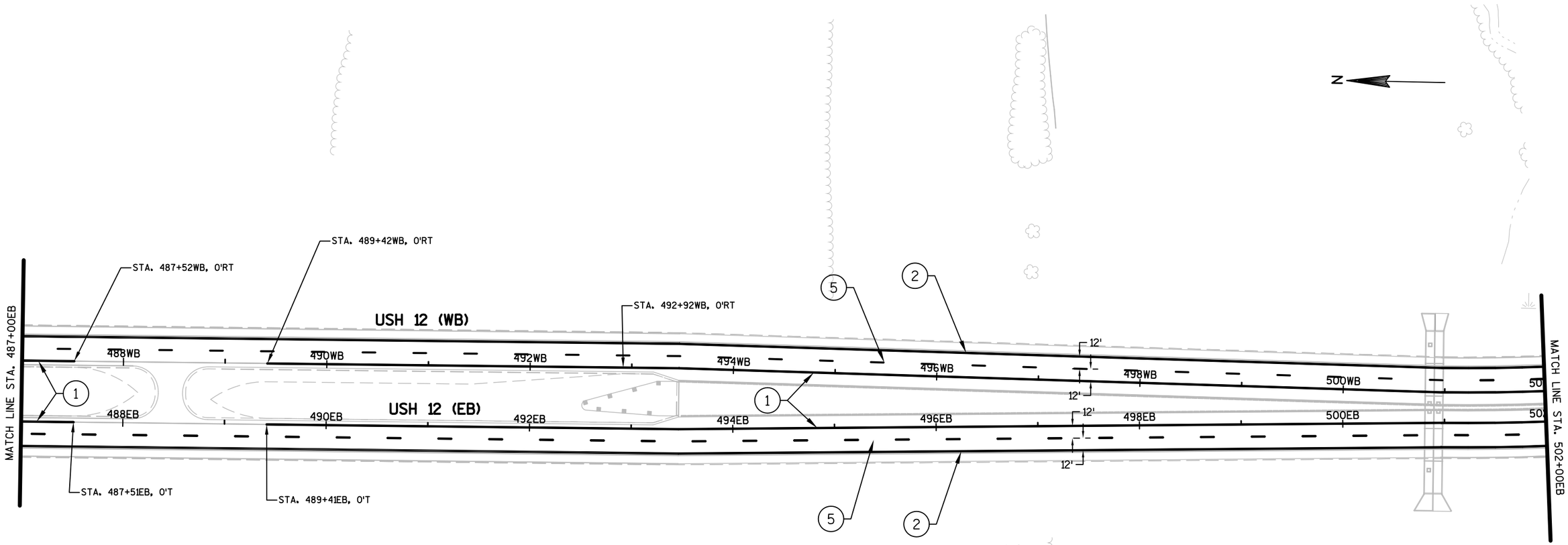
(1) PAVEMENT MARKING EPOXY 4-INCH, YELLOW
(2) PAVEMENT MARKING EPOXY 4-INCH, WHITE
(3) PAVEMENT MARKING EPOXY 4-INCH, WHITE, 12.5' SEG., 37.5' GAP
(4) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH, WHITE, 3' SEG., 9' GAP
(5) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH, WHITE, 12.5' SEG., 37.5' GAP
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(8) PAVEMENT MARKING CURB EPOXY, YELLOW
(9) PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
(10) PAVEMENT MARKING STOP LINE, 18-INCH, EPOXY
(11) PAVEMENT MARKING DIAGONAL EPOXY, 12-INCH, EPOXY, WHITE



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING: USH 12	SHEET 217	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PAVEMENT MARKING\81 PROJECT\024501_PM(81).DWG PLOT DATE : 4/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1:100_XREF

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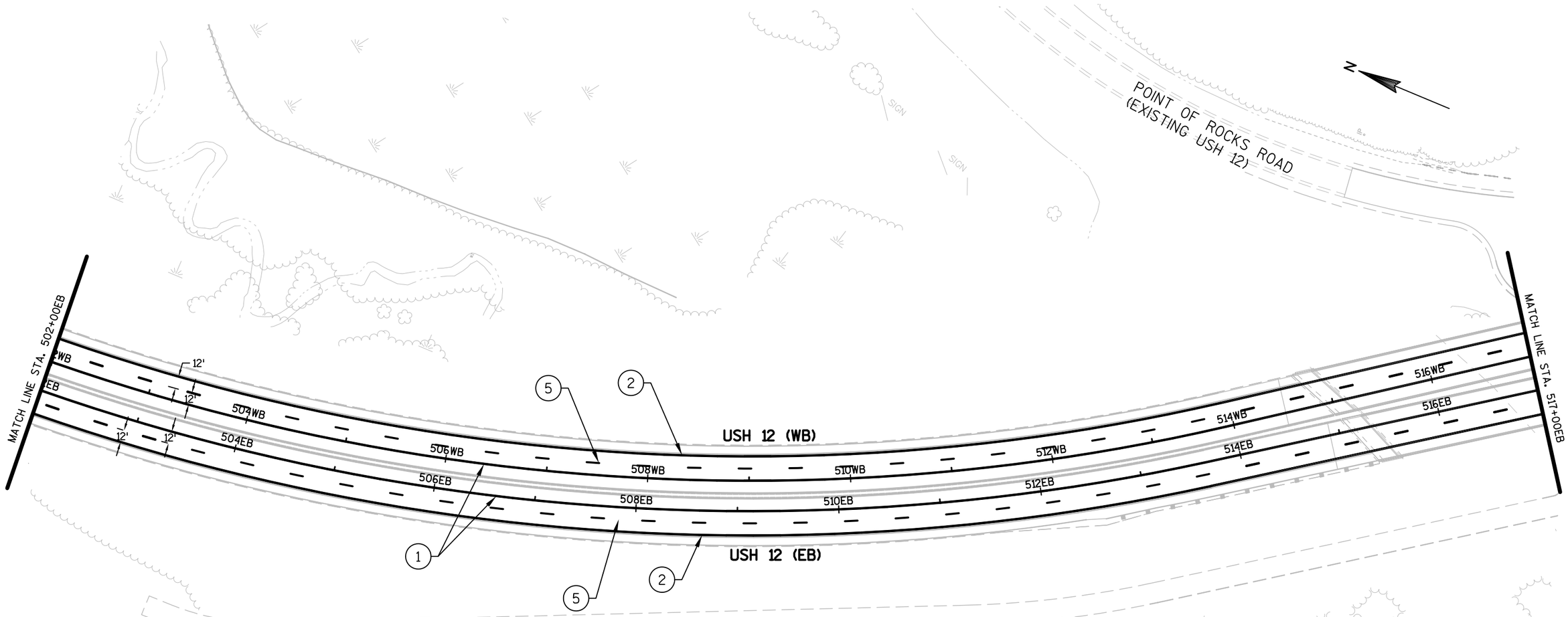


PAVEMENT MARKING LEGEND

(1) PAVEMENT MARKING EPOXY 4-INCH, YELLOW
(2) PAVEMENT MARKING EPOXY 4-INCH, WHITE
(3) PAVEMENT MARKING EPOXY 4-INCH, WHITE, 12.5' SEG., 37.5' GAP
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(8) PAVEMENT MARKING CURB EPOXY, YELLOW
(9) PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
(10) PAVEMENT MARKING STOP LINE, 18-INCH, EPOXY
(11) PAVEMENT MARKING DIAGONAL EPOXY, 12-INCH, EPOXY, WHITE

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING: USH 12	SHEET 218	E

2

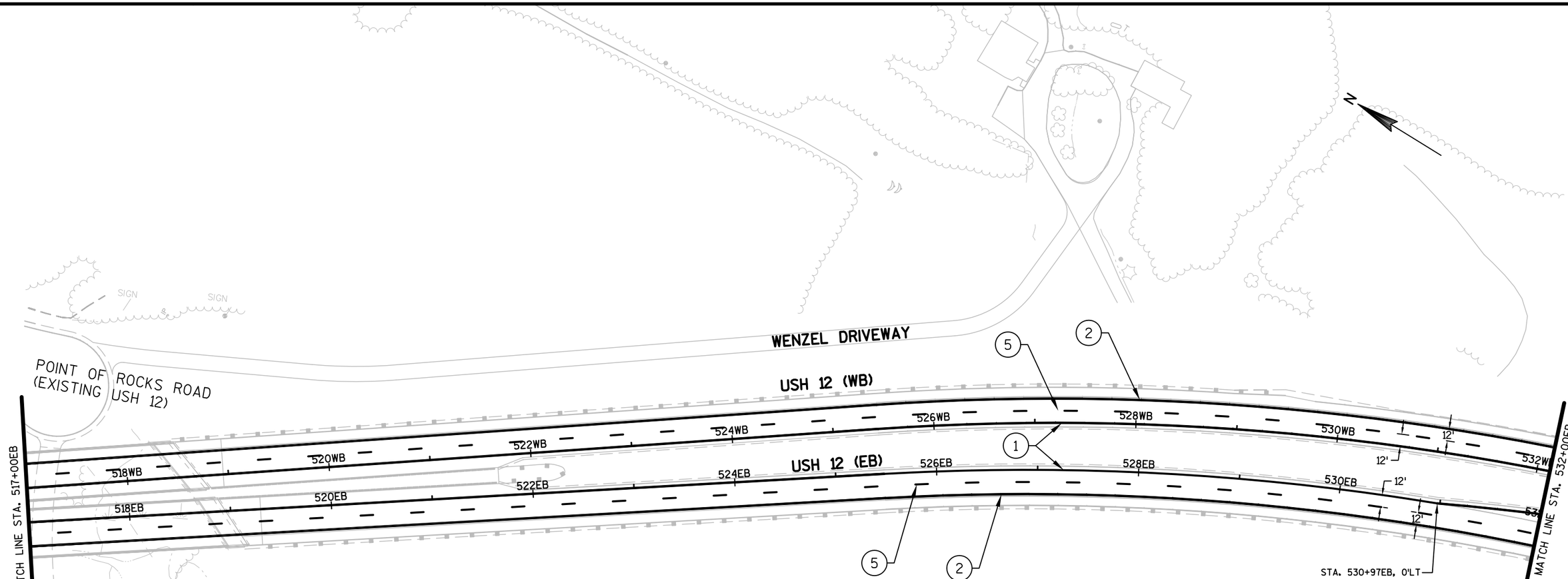


PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
2. PAVEMENT MARKING EPOXY 4-INCH, WHITE
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11. PAVEMENT MARKING DIAGONAL EPOXY, 12-INCH, EPOXY, WHITE

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING: USH 12	SHEET 219	E

2

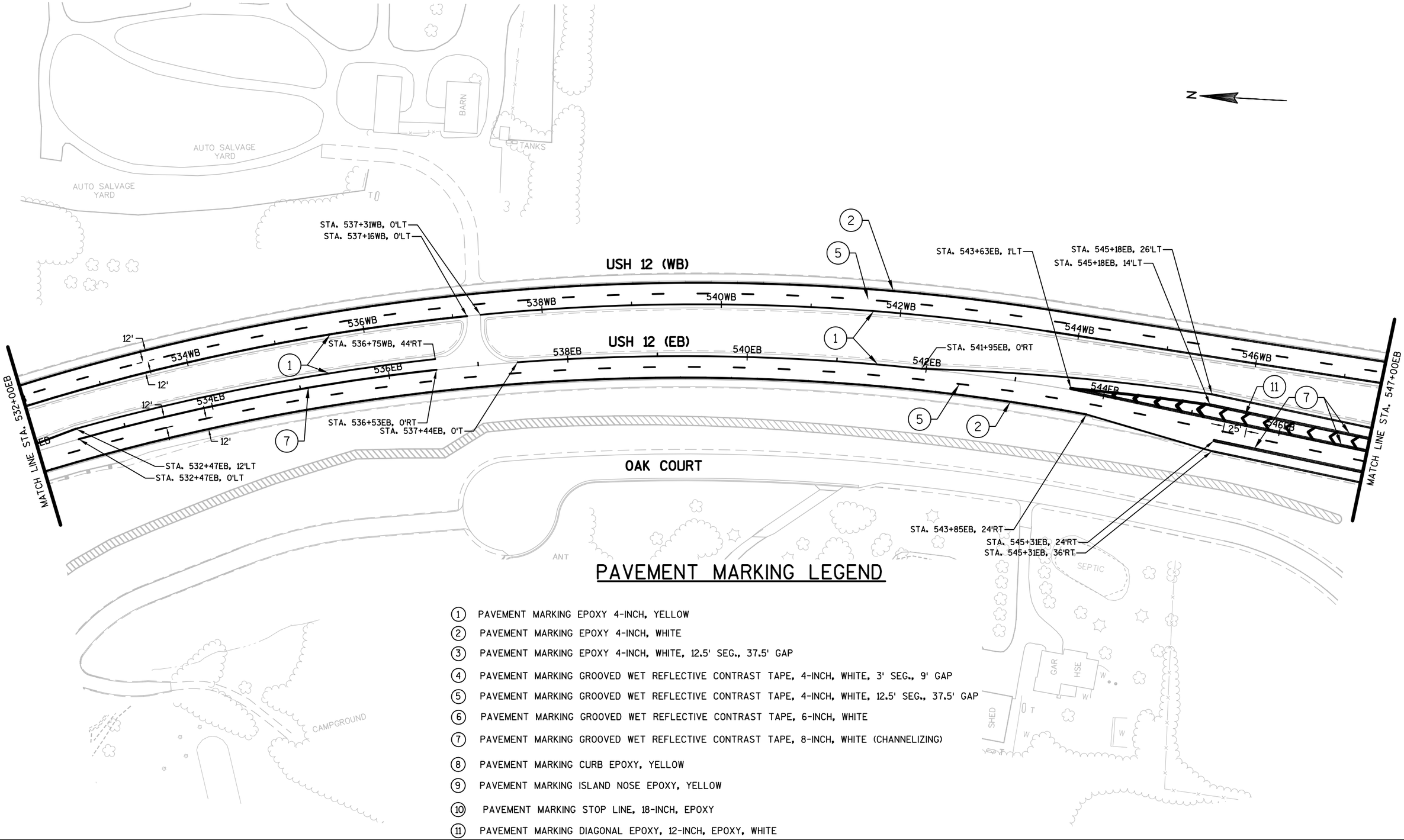


PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
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9. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
10. PAVEMENT MARKING STOP LINE, 18-INCH, EPOXY
11. PAVEMENT MARKING DIAGONAL EPOXY, 12-INCH, EPOXY, WHITE

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING: USH 12	SHEET 220	E

2

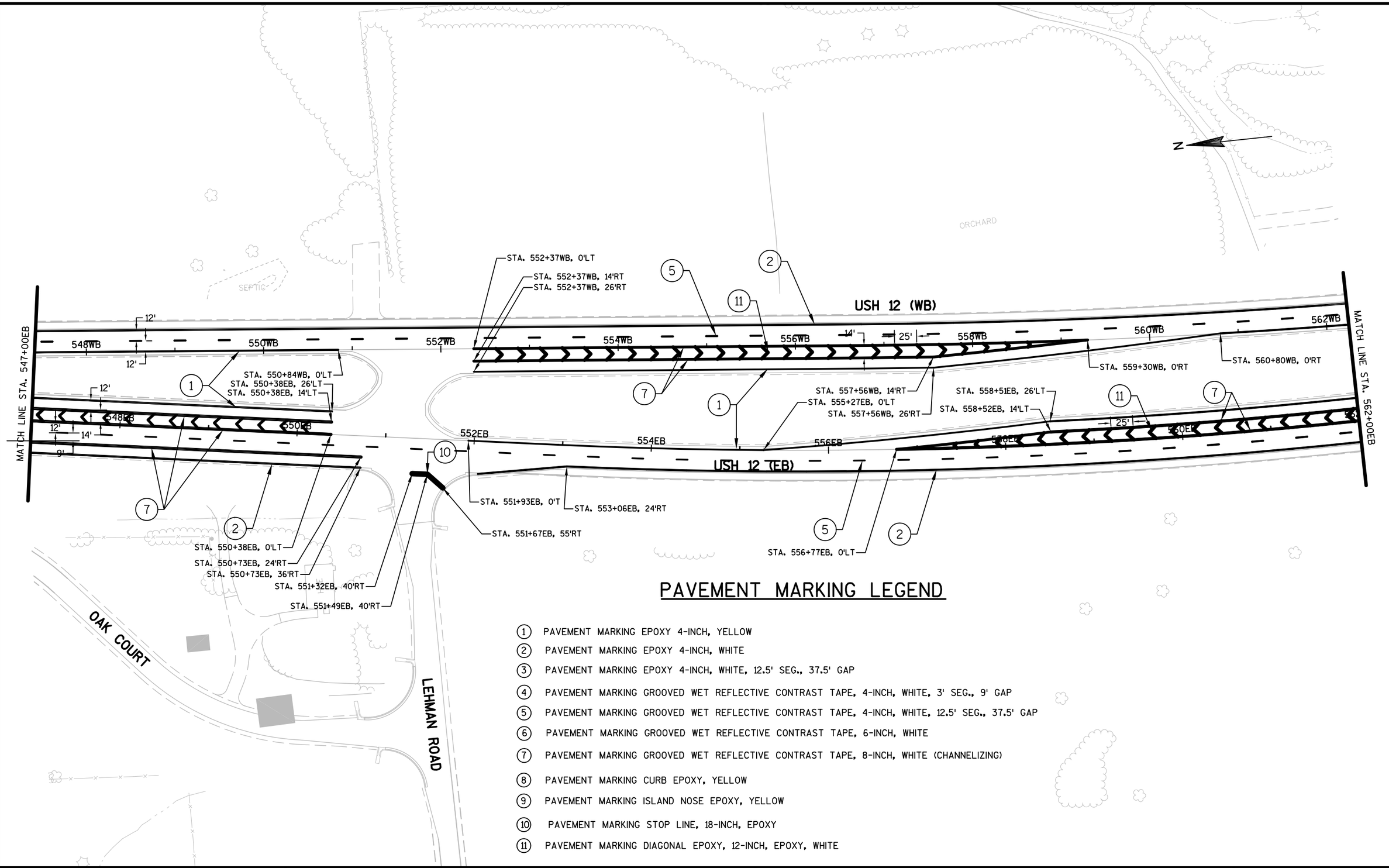


PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
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11. PAVEMENT MARKING DIAGONAL EPOXY, 12-INCH, EPOXY, WHITE

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING: USH 12	SHEET 221	E

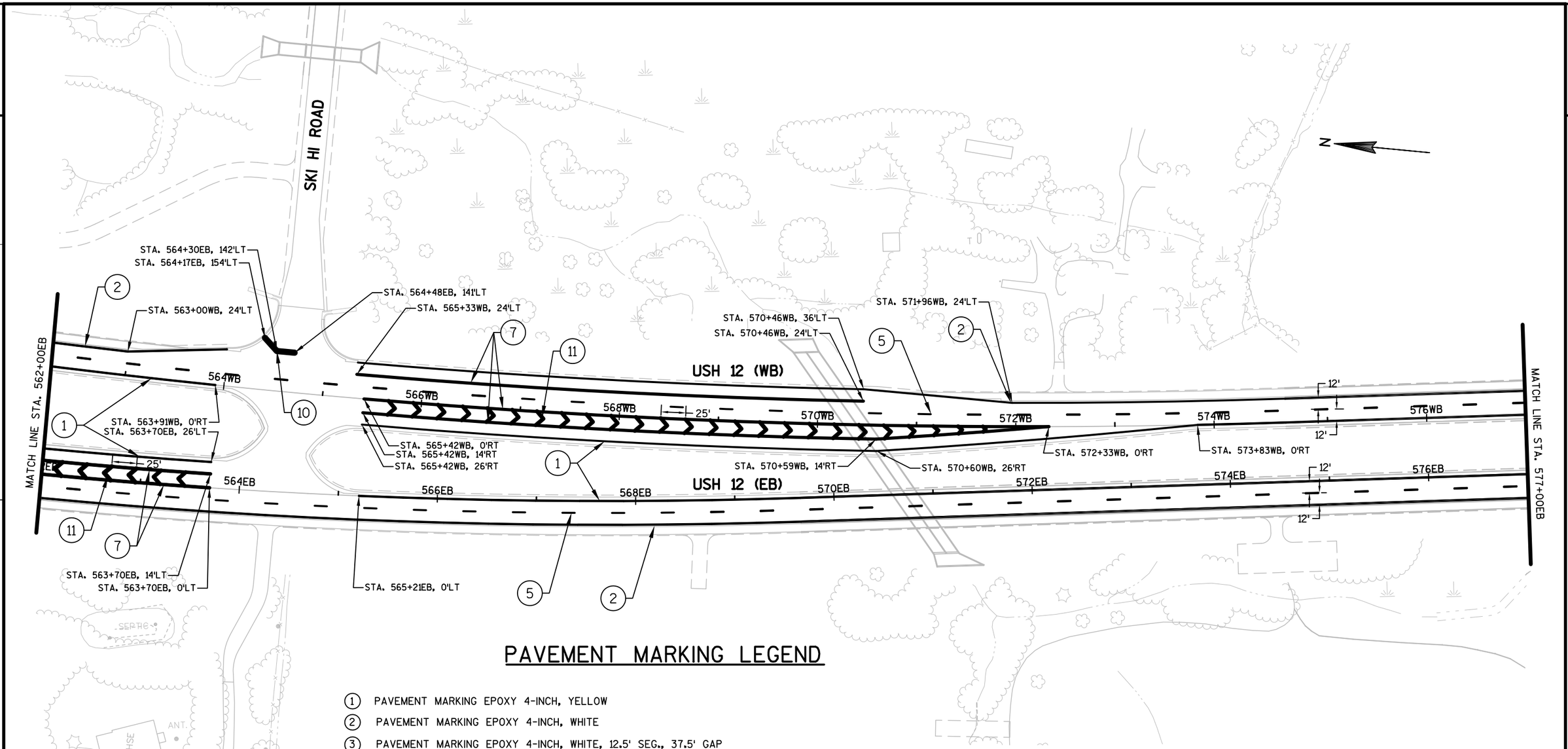
2



PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
2. PAVEMENT MARKING EPOXY 4-INCH, WHITE
3. PAVEMENT MARKING EPOXY 4-INCH, WHITE, 12.5' SEG., 37.5' GAP
4. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH, WHITE, 3' SEG., 9' GAP
5. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH, WHITE, 12.5' SEG., 37.5' GAP
6. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 6-INCH, WHITE
7. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 8-INCH, WHITE (CHANNELIZING)
8. PAVEMENT MARKING CURB EPOXY, YELLOW
9. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
10. PAVEMENT MARKING STOP LINE, 18-INCH, EPOXY
11. PAVEMENT MARKING DIAGONAL EPOXY, 12-INCH, EPOXY, WHITE

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING: USH 12	SHEET 222	E



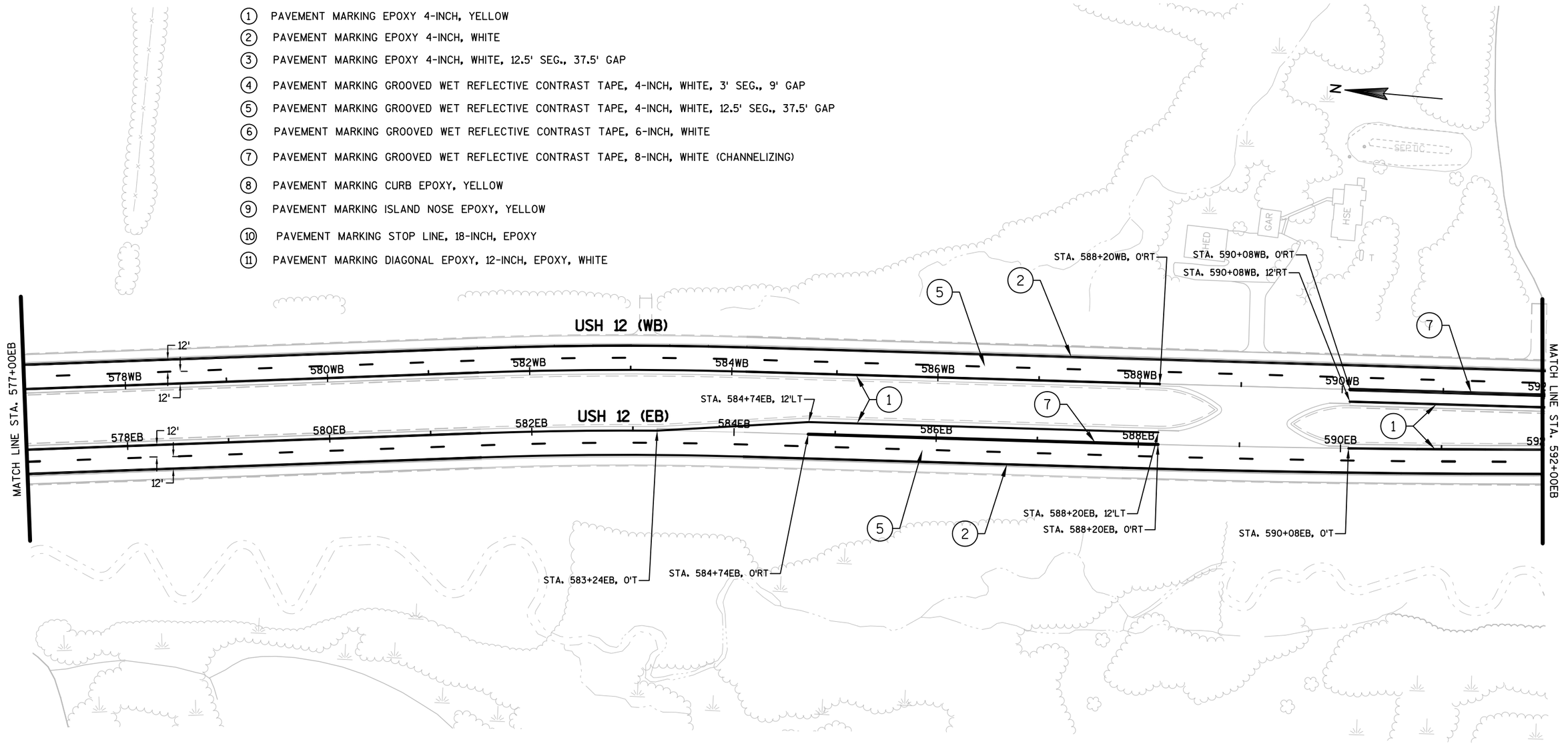
PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
2. PAVEMENT MARKING EPOXY 4-INCH, WHITE
3. PAVEMENT MARKING EPOXY 4-INCH, WHITE, 12.5' SEG., 37.5' GAP
4. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH, WHITE, 3' SEG., 9' GAP
5. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH, WHITE, 12.5' SEG., 37.5' GAP
6. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 6-INCH, WHITE
7. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 8-INCH, WHITE (CHANNELIZING)
8. PAVEMENT MARKING CURB EPOXY, YELLOW
9. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
10. PAVEMENT MARKING STOP LINE, 18-INCH, EPOXY
11. PAVEMENT MARKING DIAGONAL EPOXY, 12-INCH, EPOXY, WHITE

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING: USH 12	SHEET 223	E

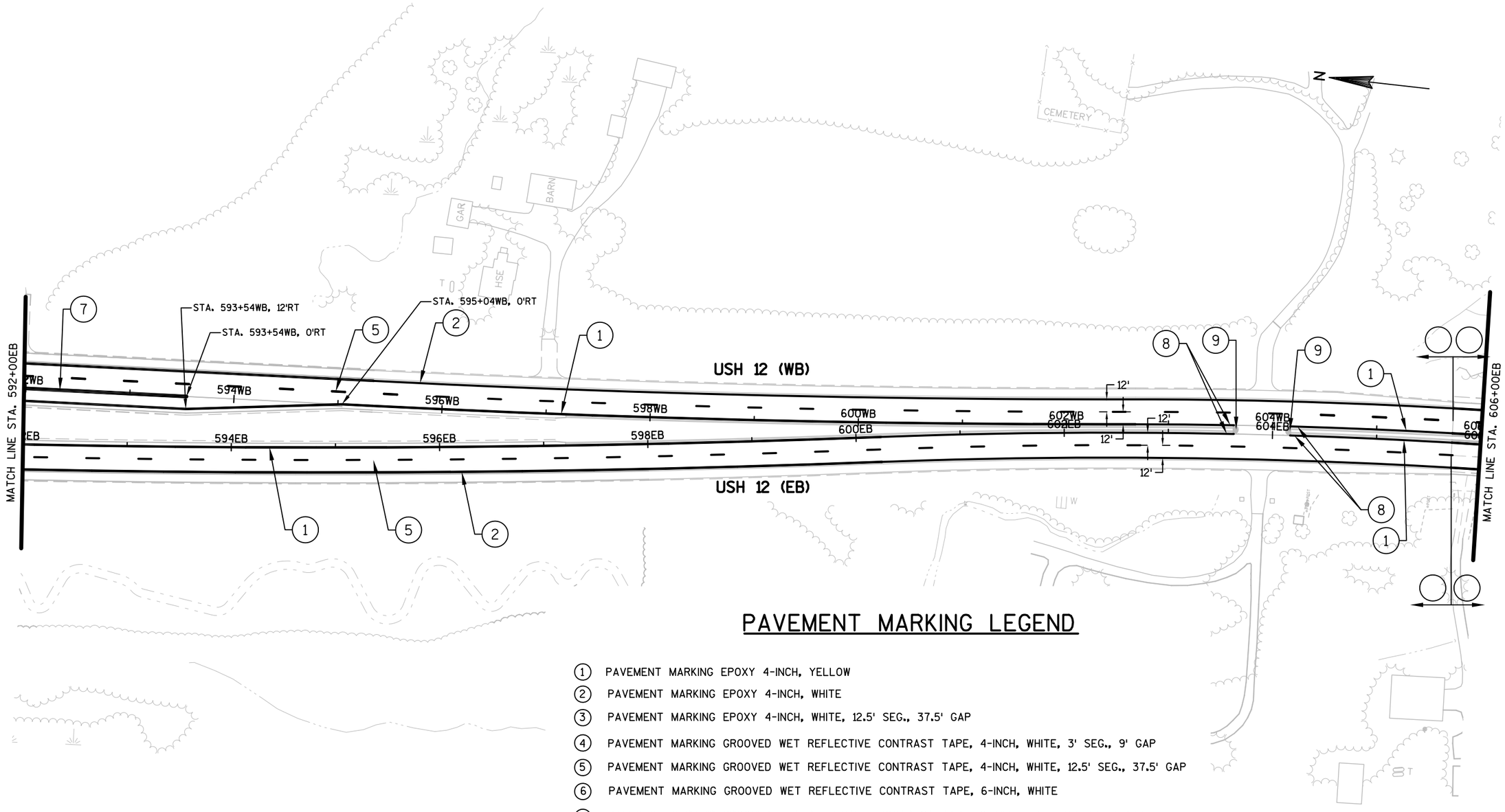
PAVEMENT MARKING LEGEND

(1) PAVEMENT MARKING EPOXY 4-INCH, YELLOW
(2) PAVEMENT MARKING EPOXY 4-INCH, WHITE
(3) PAVEMENT MARKING EPOXY 4-INCH, WHITE, 12.5' SEG., 37.5' GAP
(4) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH, WHITE, 3' SEG., 9' GAP
(5) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH, WHITE, 12.5' SEG., 37.5' GAP
(6) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 6-INCH, WHITE
(7) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 8-INCH, WHITE (CHANNELIZING)
(8) PAVEMENT MARKING CURB EPOXY, YELLOW
(9) PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
(10) PAVEMENT MARKING STOP LINE, 18-INCH, EPOXY
(11) PAVEMENT MARKING DIAGONAL EPOXY, 12-INCH, EPOXY, WHITE



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING: USH 12	SHEET 224	E

2



PAVEMENT MARKING LEGEND

(1) PAVEMENT MARKING EPOXY 4-INCH, YELLOW

(2) PAVEMENT MARKING EPOXY 4-INCH, WHITE

(3) PAVEMENT MARKING EPOXY 4-INCH, WHITE, 12.5' SEG., 37.5' GAP

(4) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH, WHITE, 3' SEG., 9' GAP

(5) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH, WHITE, 12.5' SEG., 37.5' GAP

(6) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 6-INCH, WHITE

(7) PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 8-INCH, WHITE (CHANNELIZING)

(8) PAVEMENT MARKING CURB EPOXY, YELLOW

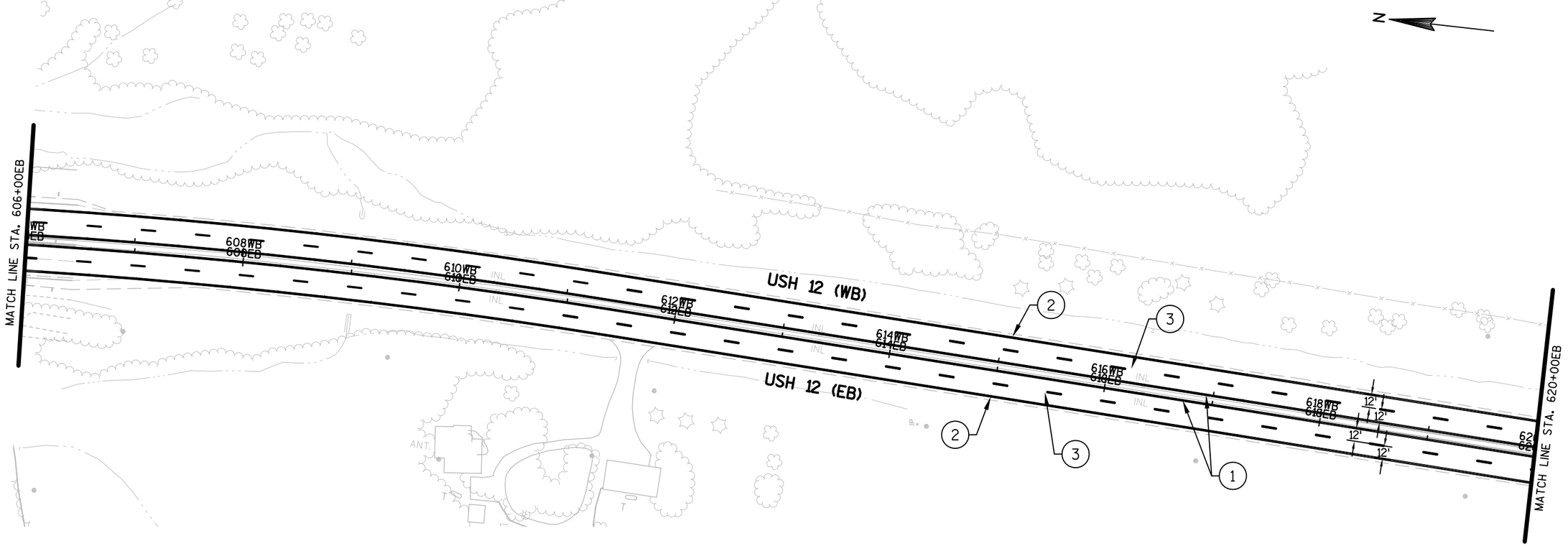
(9) PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW

(10) PAVEMENT MARKING STOP LINE, 18-INCH, EPOXY

(11) PAVEMENT MARKING DIAGONAL EPOXY, 12-INCH, EPOXY, WHITE

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING: USH 12	SHEET 225	E

2

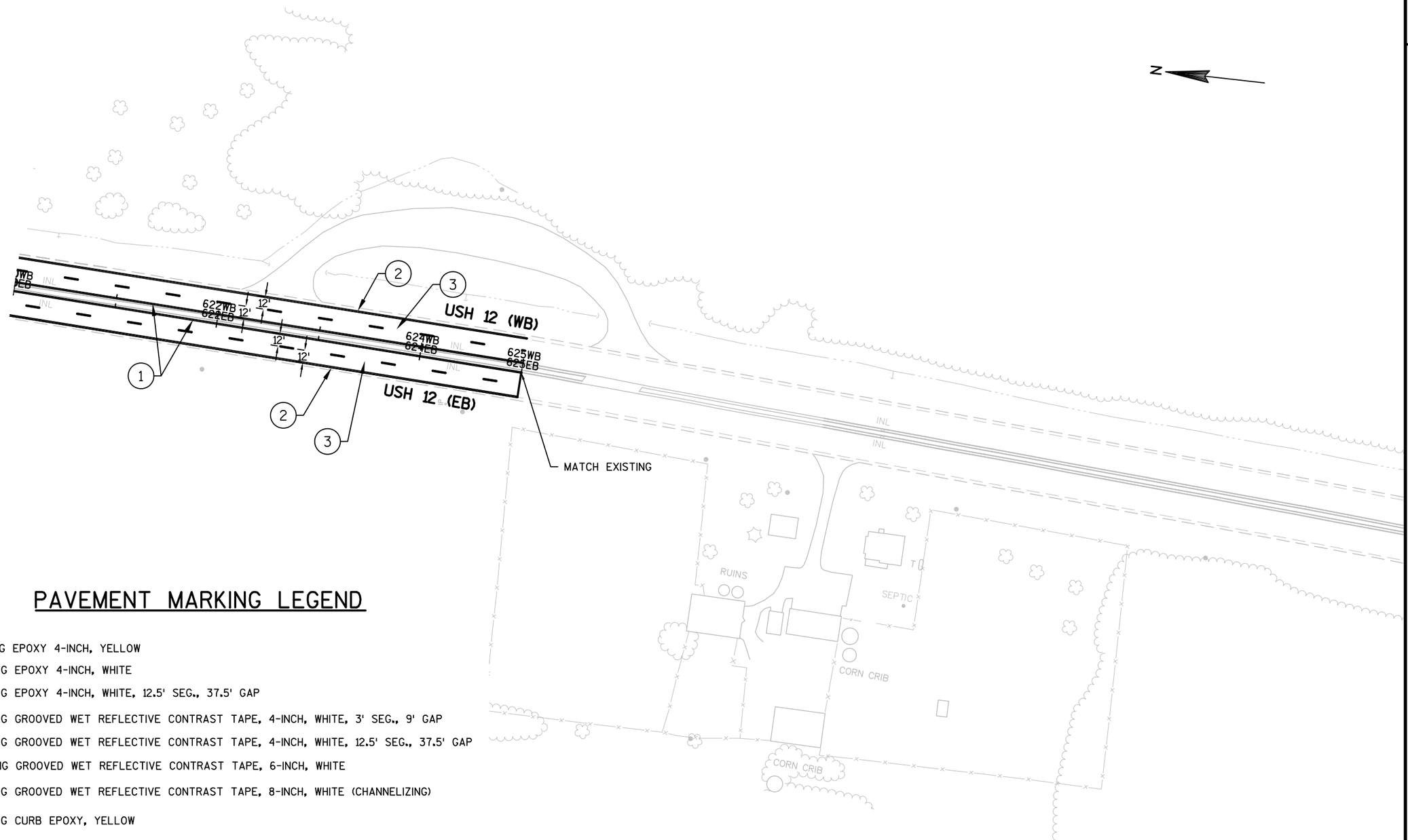


PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
2. PAVEMENT MARKING EPOXY 4-INCH, WHITE
3. PAVEMENT MARKING EPOXY 4-INCH, WHITE, 12.5' SEG., 37.5' GAP
4. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH, WHITE, 3' SEG., 9' GAP
5. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH, WHITE, 12.5' SEG., 37.5' GAP
6. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 6-INCH, WHITE
7. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 8-INCH, WHITE (CHANNELIZING)
8. PAVEMENT MARKING CURB EPOXY, YELLOW
9. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
10. PAVEMENT MARKING STOP LINE, 18-INCH, EPOXY
11. PAVEMENT MARKING DIAGONAL EPOXY, 12-INCH, EPOXY, WHITE

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING: USH 12	SHEET 226	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PAVEMENT MARKING\81 PROJECT\024501_PM(81).DWG PLOT DATE : 4/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF
WISDOT/CADDS SHEET 42



PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
2. PAVEMENT MARKING EPOXY 4-INCH, WHITE
3. PAVEMENT MARKING EPOXY 4-INCH, WHITE, 12.5' SEG., 37.5' GAP
4. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH, WHITE, 3' SEG., 9' GAP
5. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH, WHITE, 12.5' SEG., 37.5' GAP
6. PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE, 6-INCH, WHITE
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8. PAVEMENT MARKING CURB EPOXY, YELLOW
9. PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
10. PAVEMENT MARKING STOP LINE, 18-INCH, EPOXY
11. PAVEMENT MARKING DIAGONAL EPOXY, 12-INCH, EPOXY, WHITE

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING: USH 12	SHEET 227	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PAVEMENT MARKING\81 PROJECT\024501_PM(81).DWG PLOT DATE : 4/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF
WISDOT/CADDS SHEET 42

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) A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE WORK AREAS IF WARRANTED BY CONDITIONS OR AS DIRECTED BY THE ENGINEER. FLAGGING IS NOT PERMITTED ON FREEWAY LANES.

3) ALL SIGNS ARE 48" X 48" UNLESS NOTED.

4) "WO" IS THE "W" EXCEPT THE BACKGROUND IS ORANGE.

5) FOR NIGHTTIME OPERATION ALL DRUMS IN TAPERS SHALL HAVE A TYPE C STEADY BURN WARNING LIGHT.

6) ALL TYPE III BARRICADES SHALL BE 8' WIDE, UNLESS OTHERWISE NOTED, AND EQUIPPED WITH TWO TYPE "A" (LOW INTENSITY FLASHING) LIGHTS.

7) DIMENSIONS TO CONCRETE BARRIER TEMPORARY PRECAST ARE TO THE FACE OF BARRIER AND ADJACENT TO TRAFFIC. STATION CALL-OUTS TO CONCRETE BARRIER TEMPORARY PRECAST ARE TO THE FACE OF THE BARRIER.

8) WHEN A SEGMENT OF THE PROJECT IS NOT SHOWN ON THE STAGING PLANS, USE THE SAME TRAFFIC CONTROL AS THE PREVIOUS STAGE FOR THAT SEGMENT.

9) EXISTING AND ADVANCE WARNING TRAFFIC SIGNS MAY REQUIRE RELOCATION DURING CONSTRUCTION STAGING, INCIDENTAL TO THE CONTRACT.

10) MAINTAIN LOCAL ACCESS AT ALL TIMES UNLESS OTHERWISE NOTED IN THE TRAFFIC CONTROL PLANS.

11) COVER OR REMOVE NON-APPLICABLE TRAFFIC CONTROL ADVANCED WARNING SIGNS DURING THE WINTER MONTHS WHEN NO CONSTRUCTION WORK IS TAKING PLACE.

12) MAINTAIN ACCESS AT ALL TIMES TO PROPERTIES ON EXISTING USH 12, LEHMAN ROAD AND SKI HI ROAD FOR LOCAL RESIDENT, BUSINESS, AGRICULTURAL AND EMERGENCY VEHICLE ACCESS.

13) PLACE PCMS SIGNS AS SHOWN ON ADVANCE WARNING PLAN 7 DAYS PRIOR TO ANY CHANGE IN TRAFFIC OPERATIONS.

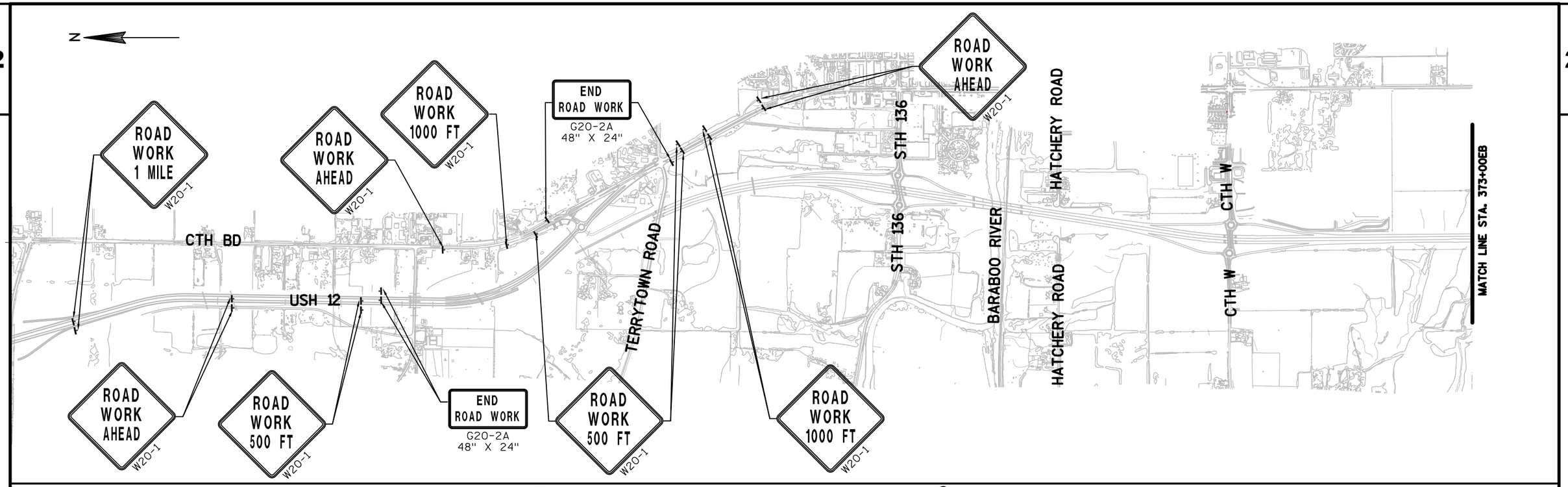
TEMPORARY PAVEMENT MARKING LEGEND

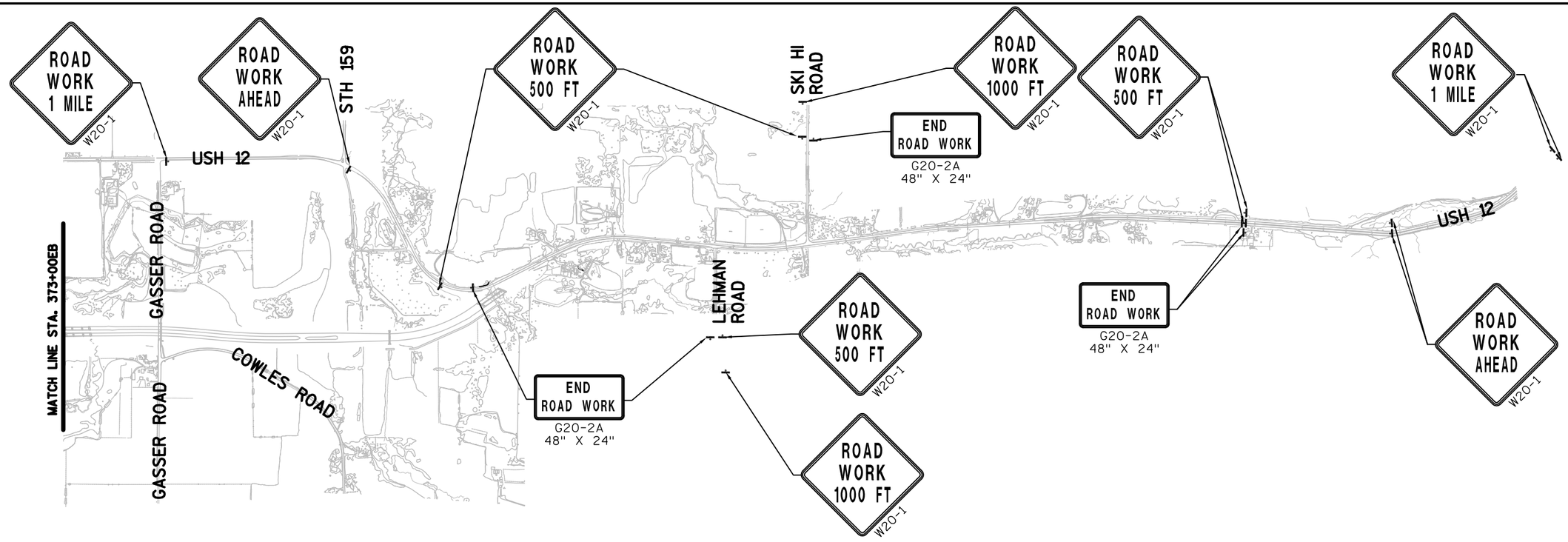
(1) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH, WHITE
(2) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH, YELLOW
(3) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE STOP LINE 18-INCH
(4) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH, WHITE
(5) TEMPORARY PAVEMENT MARKING PAINT 4-INCH, YELLOW
(6) TEMPORARY PAVEMENT MARKING PAINT 4-INCH, WHITE

TRAFFIC CONTROL LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN AND TYPE A LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHT
- FLEXIBLE TUBULAR MARKER
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON EXISTING SUPPORT
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKERS
- CONCRETE BARRIER TEMPORARY PRECAST
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
- CC — CRASH CUSHION TEMPORARY
- TEMPORARY PAVEMENT
- WORK AREA

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL LEGEND	SHEET 228	E





PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL ADVANCED WARNING DETAIL	SHEET 229	E

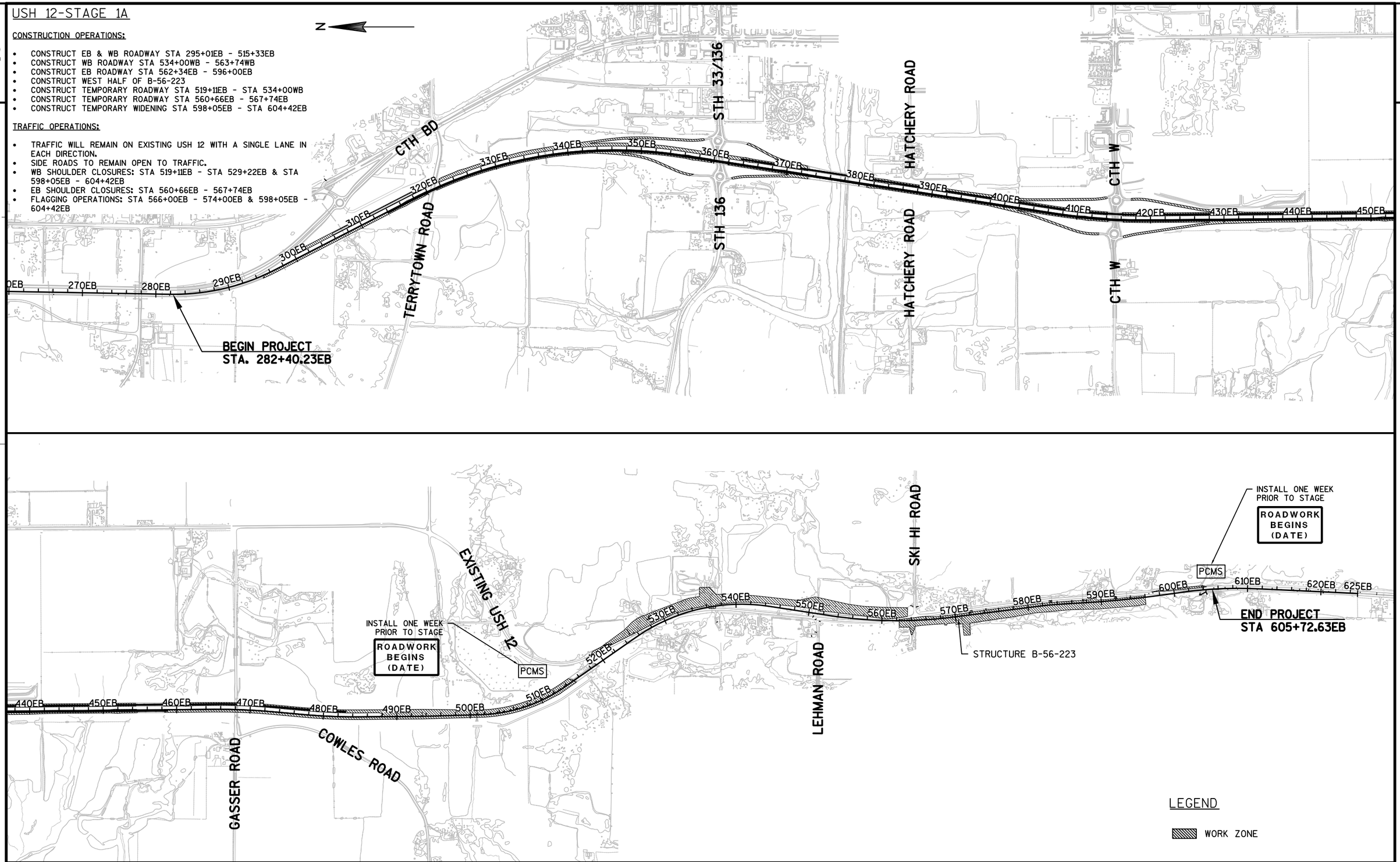
USH 12-STAGE 1A

CONSTRUCTION OPERATIONS:

- CONSTRUCT EB & WB ROADWAY STA 295+01EB - 515+33EB
- CONSTRUCT WB ROADWAY STA 534+00WB - 563+74WB
- CONSTRUCT EB ROADWAY STA 562+34EB - 596+00EB
- CONSTRUCT WEST HALF OF B-56-223
- CONSTRUCT TEMPORARY ROADWAY STA 519+11EB - STA 534+00WB
- CONSTRUCT TEMPORARY ROADWAY STA 560+66EB - 567+74EB
- CONSTRUCT TEMPORARY WIDENING STA 598+05EB - STA 604+42EB

TRAFFIC OPERATIONS:

- TRAFFIC WILL REMAIN ON EXISTING USH 12 WITH A SINGLE LANE IN EACH DIRECTION.
- SIDE ROADS TO REMAIN OPEN TO TRAFFIC.
- WB SHOULDER CLOSURES: STA 519+11EB - STA 529+22EB & STA 598+05EB - 604+42EB
- EB SHOULDER CLOSURES: STA 560+66EB - 567+74EB
- FLAGGING OPERATIONS: STA 566+00EB - 574+00EB & 598+05EB - 604+42EB



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL OVERVIEW - STAGE 1A	SHEET 230 E

2

SEE ADVANCE WARNING DETAIL
FOR MORE INFORMATION

512J EXISTING USH 12

514J

516J

518J

100'

50'

N

TEMPORARY PAVEMENT (TYP.)

518+99.65J
12.00 LT

518+63.47J
19.05 LT

518+39.33J
17.00 LT

CONCRETE BARRIER TEMPORARY PRECAST
TO BE PLACED AFTER TEMPORARY
PAVEMENT IS INSTALLED. BARRELS SPACED
AT 50' WILL BE USED UNTIL THEN.

MATCH LINE STA. 520+00J

B-56-214 COMPLETED BY OTHERS

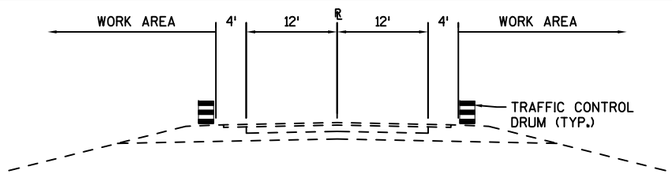
WORK AREA (TYP.)

USH 12 (WB)

USH 12 (EB)

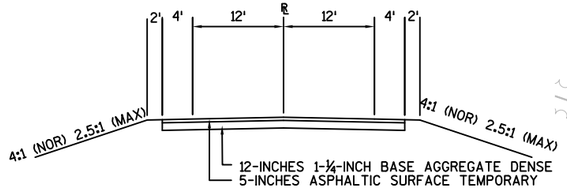
B-56-215 COMPLETED BY OTHERS

SIGN



TYPICAL SECTION, USH 12 - STAGE 1A
STA. 515+00J TO 594+00J

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 1A	SHEET 231	E



TYPICAL SECTION, USH 12

TEMPORARY PAVEMENT

TEMPORARY PIPE CULVERT (TYP.)

WORK AREA (TYP.)

TEMPORARY STORM SEWER (TYP.)

TEMPORARY PAVEMENT (TYP.)

MATCH LINE STA. 520+00J

522L

524L

526L

528L

530L

532L

534L

522J

524J

526J

528J

530J

532J

534J

527+68.25L
16.00 LT

527+88.48L
16.00 LT

527+91.85L
16.00 RT

528+32.61L
16.00 RT

533+62.51L
16.00 LT

533+62.51L
16.00 RT

50'

100'

EXISTING USH 12

520+45.53J
12.18 LT

CONCRETE BARRIER TEMPORARY PRECAST TO BE PLACED AFTER TEMPORARY PAVEMENT IS INSTALLED. BARRELS SPACED AT 50' WILL BE USED UNTIL THEN.

MATCH LINE STA. 535+00J

N

AUTO SALVAGE YARD

AUTO SALVAGE YARD

SIGN

SIGN

SIGN

TANKS

SHED

SHED

GAR

W

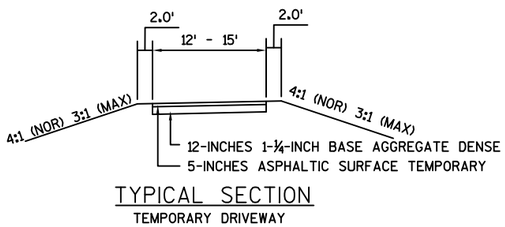
T

CAMPGROUND

CAMPGROUND

CAMPGROUND

FOOTBRIDGE



TYPICAL SECTION

TEMPORARY DRIVEWAY

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 1A	SHEET 232	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025001-TC-STAGE 1A.DWG PLOT DATE : 5/3/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

N

RIGHT SHOULDER CLOSED
W21-5A

RIGHT SHOULDER CLOSED AHEAD
W21-5B

WORK AREA (TYP.)

MATCH LINE STA. 535+00J

536J 538J 540J 542J 544J 546J 548J 550J

536L 538L 540L 542L 544L 546L 548L 550L

100'

EXISTING USH 12

TEMPORARY PAVEMENT (TYP.)

MATCH LINE STA. 550+00J

BARN
TANKS
ANT.
SIGN
RUINS
HSE
W
SEPTIC
GAR
POND
SHED
DRY WELL
CAMPGROUND

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 1A	SHEET 233	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025001-TC-STAGE 1A.DWG PLOT DATE : 5/3/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT

2

N

SKI HI ROAD

WORK AREA (TYP.)

TEMPORARY PAVEMENT (TYP.)

TEMPORARY STORM SEWER (TYP.)
(TEMPORARY STORM SEWER TO BE ABANDONED AND SEALED AFTER COMPLETION OF PERMANENT STORM SEWER.)

CONCRETE BARRIER TEMPORARY PRECAST WITH 8:1 TAPER TO CLEAR ZONE

552L
554L
556L
557+11.67L
16.00 LT
554+70.92L
16.00 RT
558L
560L
562+79.27L
16.00 LT
562L
562J
564L
564J
25'
564+53.90L
5.19 LT
564+16.95L
16.00 LT
562+46.68L
16.00 RT
561+34.11L
16.00 RT
560J
558J
556J
554J
552J
100'

MATCH LINE STA. 550+00J

MATCH LINE STA. 565+00J

EXISTING USH 12

W5-52R
12"X36"

RIGHT SHOULDER CLOSED AHEAD
W21-5B

RIGHT SHOULDER CLOSED
W21-5A

LEHMAN ROAD

ORCHARD

SIGN

SEPTIC

HSE

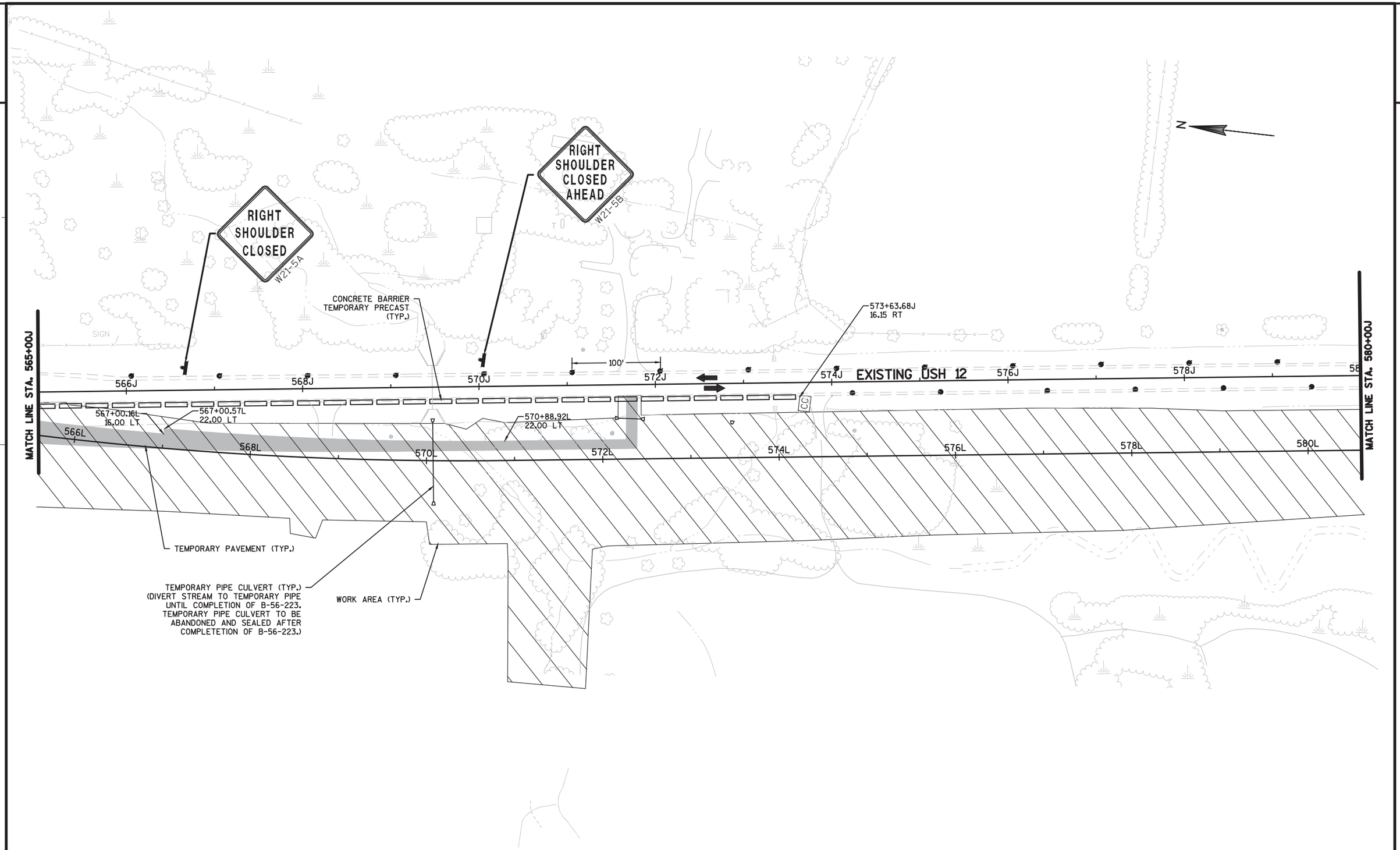
ANT.

CAR

RUINS

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 1A	SHEET 234	E

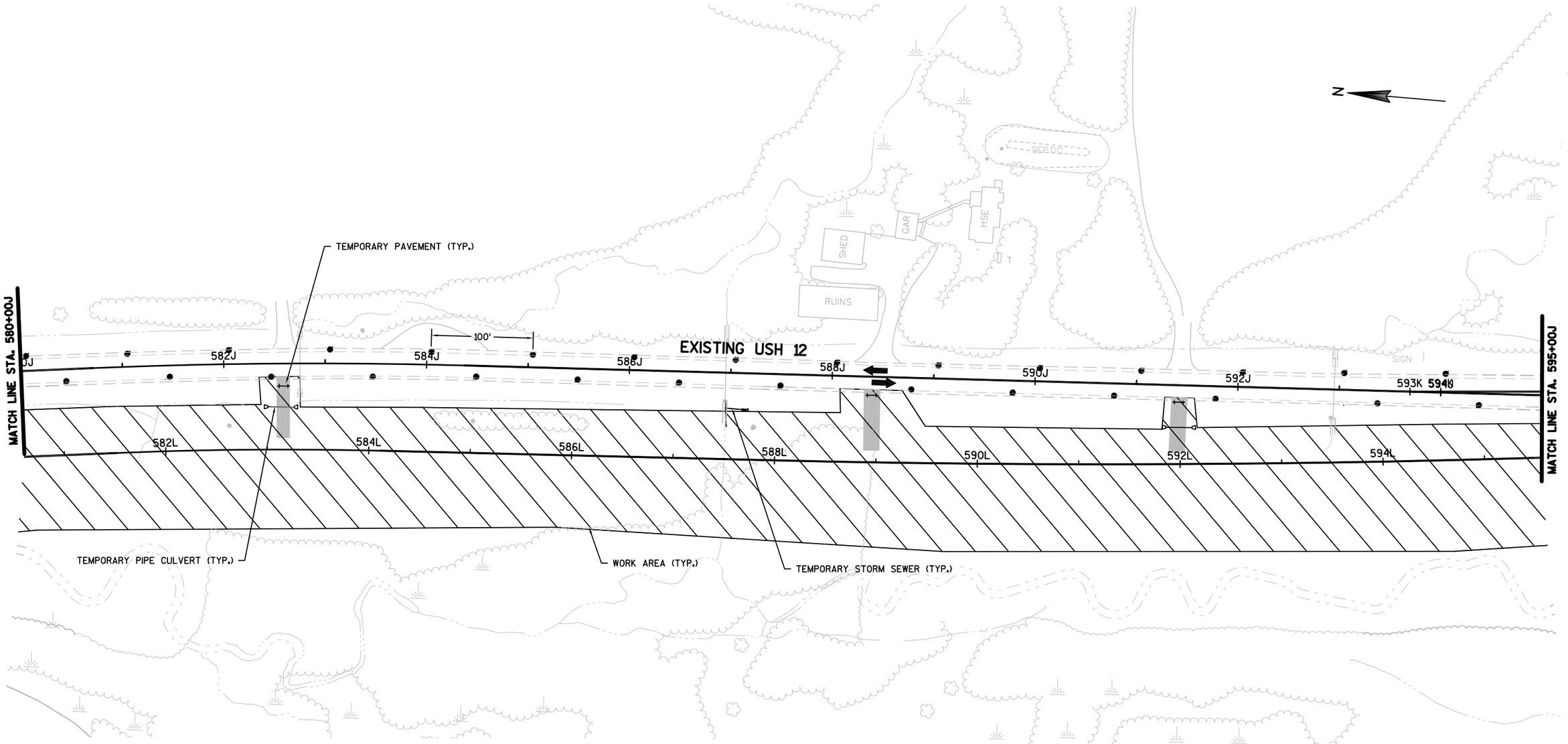
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PROJECT NO:1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 1A	SHEET 235	E

2

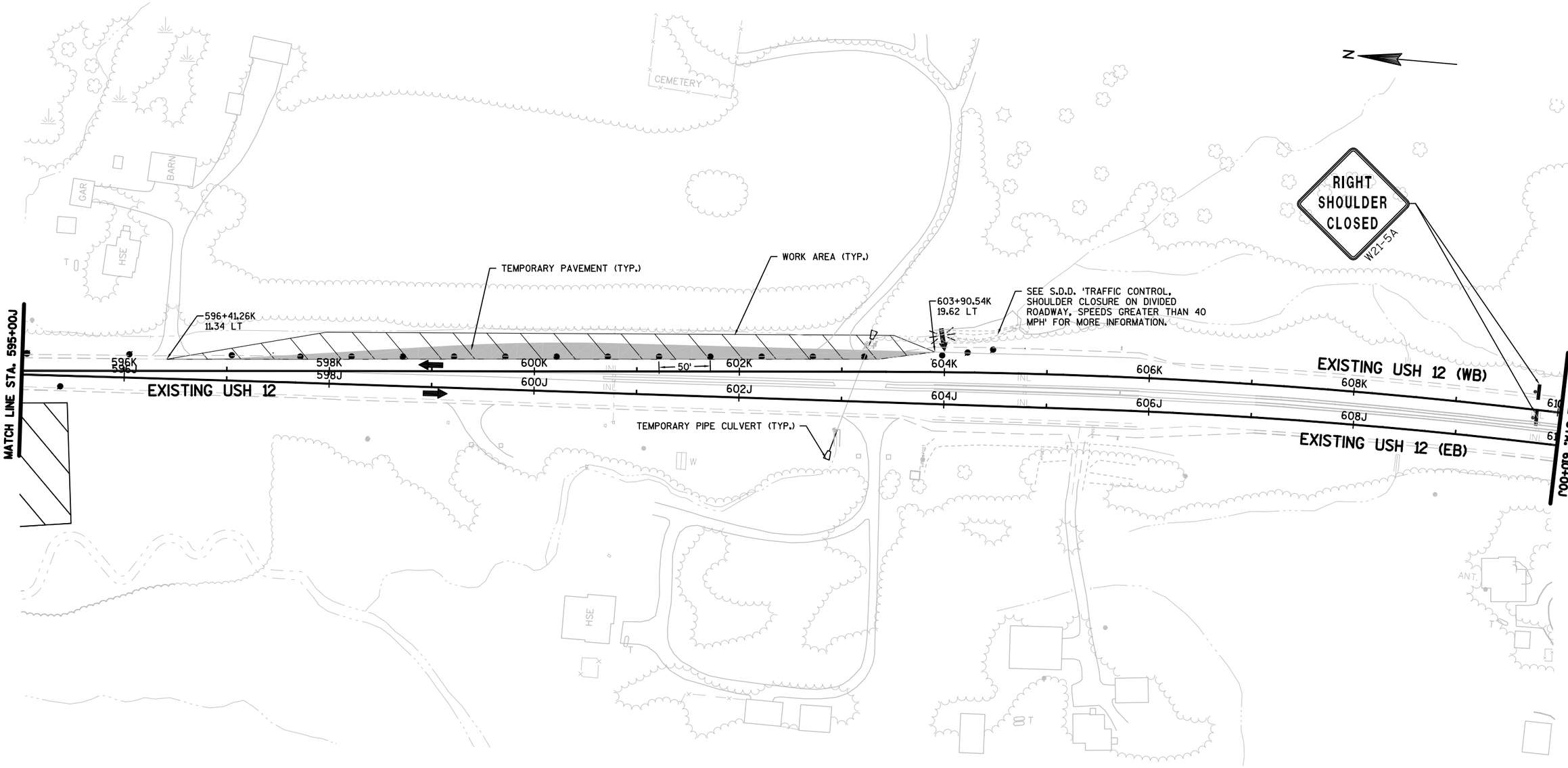
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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 1A	SHEET 236	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025001-TC-STAGE 1A.DWG PLOT DATE : 5/3/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT

2



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 1A	SHEET 237	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025001-TC-STAGE 1A.DWG PLOT DATE : 5/3/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT

2

N

SEE ADVANCE WARNING DETAIL FOR MORE INFORMATION

RIGHT SHOULDER CLOSED AHEAD
W21-5B

EXISTING USH 12 (WB)

612K 614K 616K 618K 620K 622K 624K

612J 614J 616J 618J 620J 622J 624J

EXISTING USH 12 (EB)

MATCH LINE STA. 610+00J

RUINS

RUINS

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 1A	SHEET 238	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025001-TC-STAGE 1A.DWG PLOT DATE : 5/3/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT

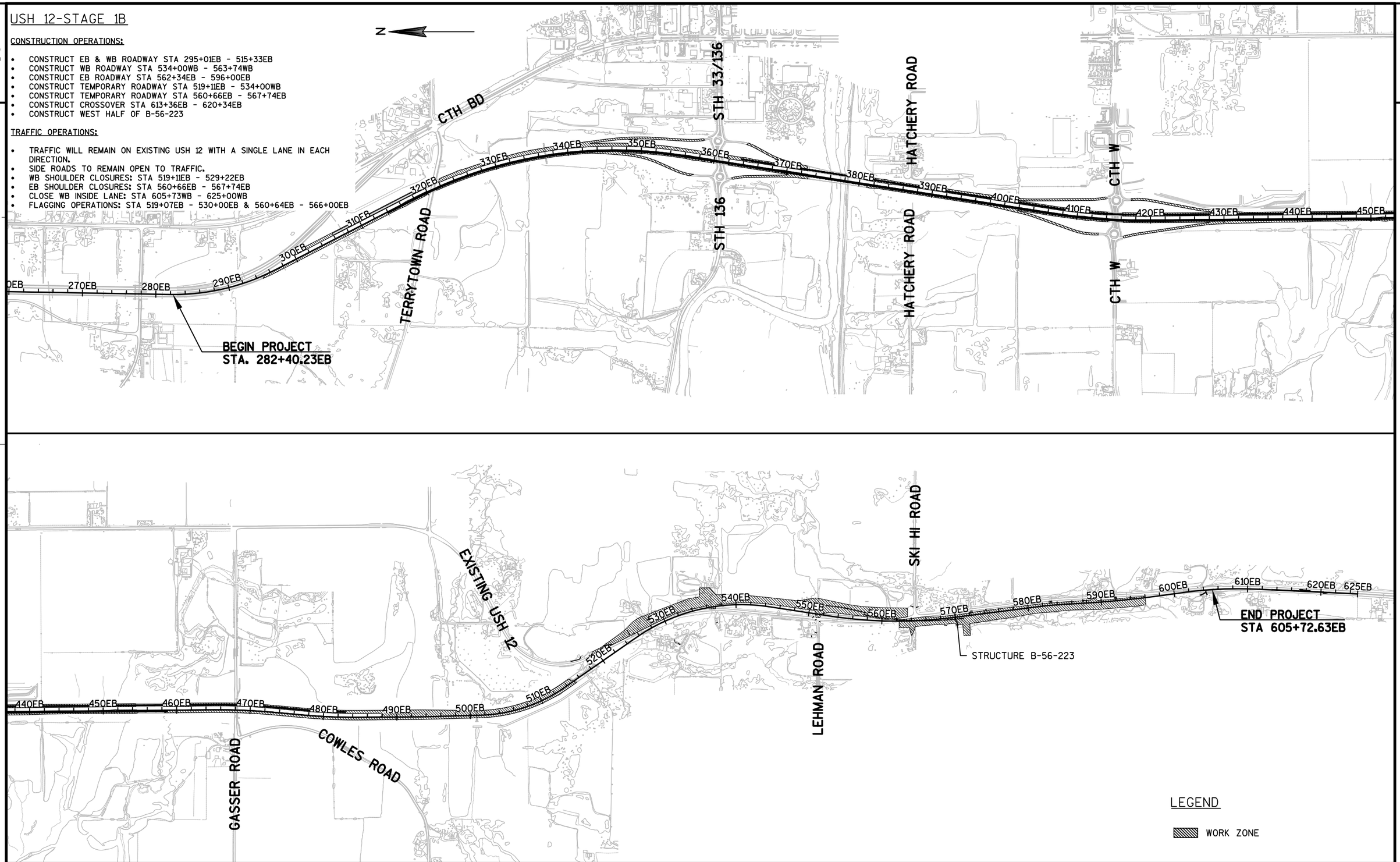
USH 12-STAGE 1B

CONSTRUCTION OPERATIONS:

- CONSTRUCT EB & WB ROADWAY STA 295+01EB - 515+33EB
- CONSTRUCT WB ROADWAY STA 534+00WB - 563+74WB
- CONSTRUCT EB ROADWAY STA 562+34EB - 596+00EB
- CONSTRUCT TEMPORARY ROADWAY STA 519+11EB - 534+00WB
- CONSTRUCT TEMPORARY ROADWAY STA 560+66EB - 567+74EB
- CONSTRUCT CROSSOVER STA 613+36EB - 620+34EB
- CONSTRUCT WEST HALF OF B-56-223

TRAFFIC OPERATIONS:

- TRAFFIC WILL REMAIN ON EXISTING USH 12 WITH A SINGLE LANE IN EACH DIRECTION.
- SIDE ROADS TO REMAIN OPEN TO TRAFFIC.
- WB SHOULDER CLOSURES: STA 519+11EB - 529+22EB
- EB SHOULDER CLOSURES: STA 560+66EB - 567+74EB
- CLOSE WB INSIDE LANE: STA 605+73WB - 625+00WB
- FLAGGING OPERATIONS: STA 519+07EB - 530+00EB & 560+64EB - 566+00EB



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL OVERVIEW - STAGE 1B	SHEET 239 E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025001-TC-OVERVIEW.DWG PLOT DATE : 1/22/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:1200

WISDOT/CADDS SHEET 42

2

SEE ADVANCE WARNING DETAIL
FOR MORE INFORMATION

512J EXISTING USH 12 514J

N

TEMPORARY PAVEMENT (TYP.)

518+99.65J
12.00 LT

518+63.47J
19.05 LT

100'

516J

100'

518J

CONCRETE BARRIER
TEMPORARY PRECAST
(TYP.)

MATCH LINE STA. 520+00J

B-56-214 COMPLETED BY OTHERS

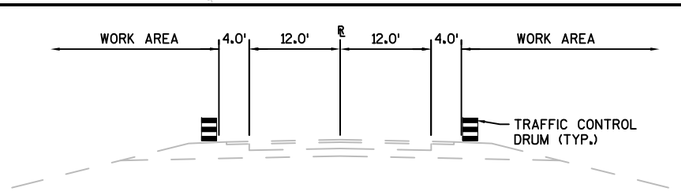
WORK AREA (TYP.)

USH 12 (WB)

USH 12 (EB)

B-56-215 COMPLETED BY OTHERS

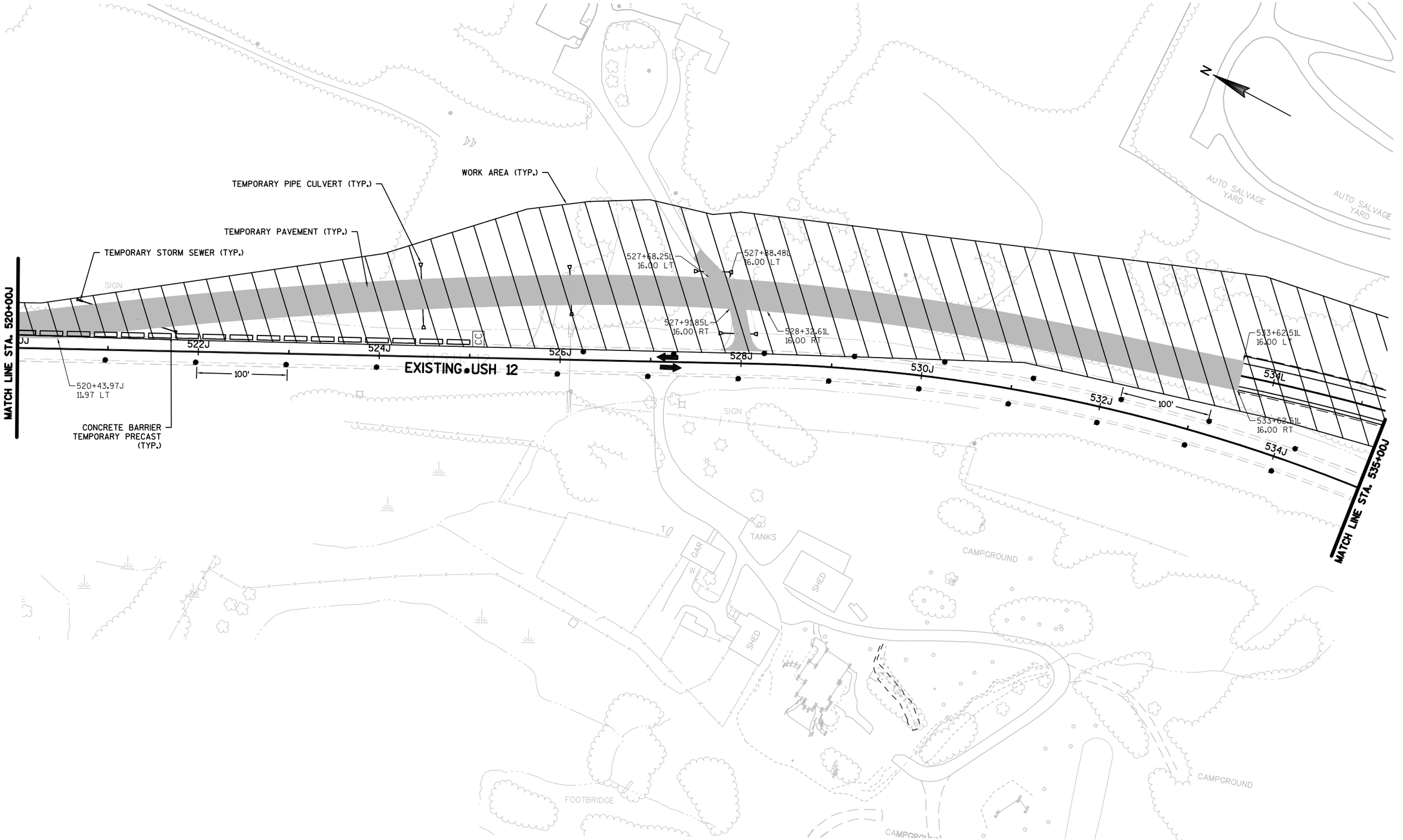
SIGN



TYPICAL SECTION, USH 12 - STAGE 1B
STA. 515+00J TO 594+00J

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 1B	SHEET 240	E

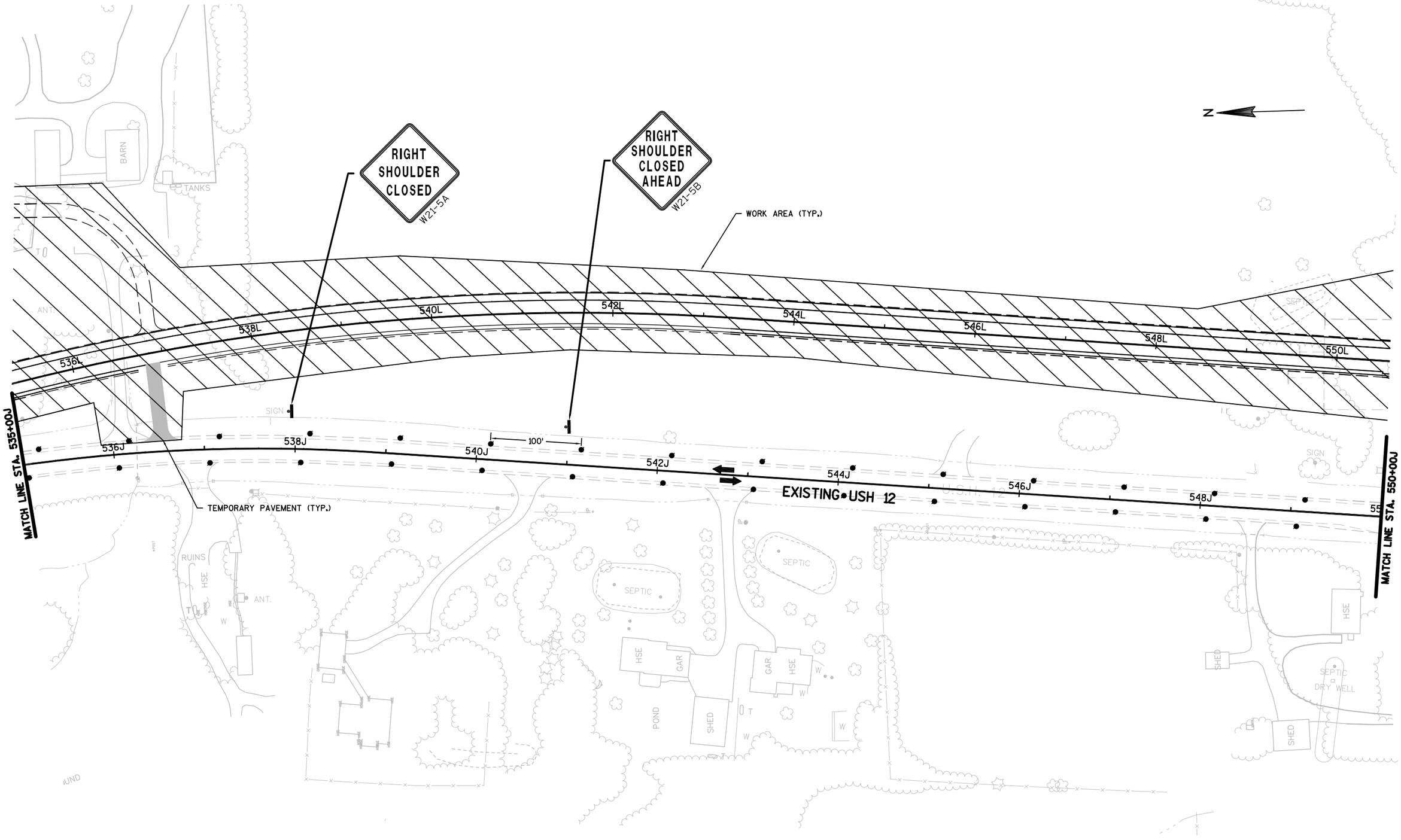
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025002-TC-STAGE 1B.DWG PLOT DATE : 5/3/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT



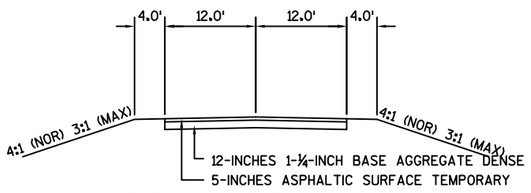
2

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 1B	SHEET 241	E

2

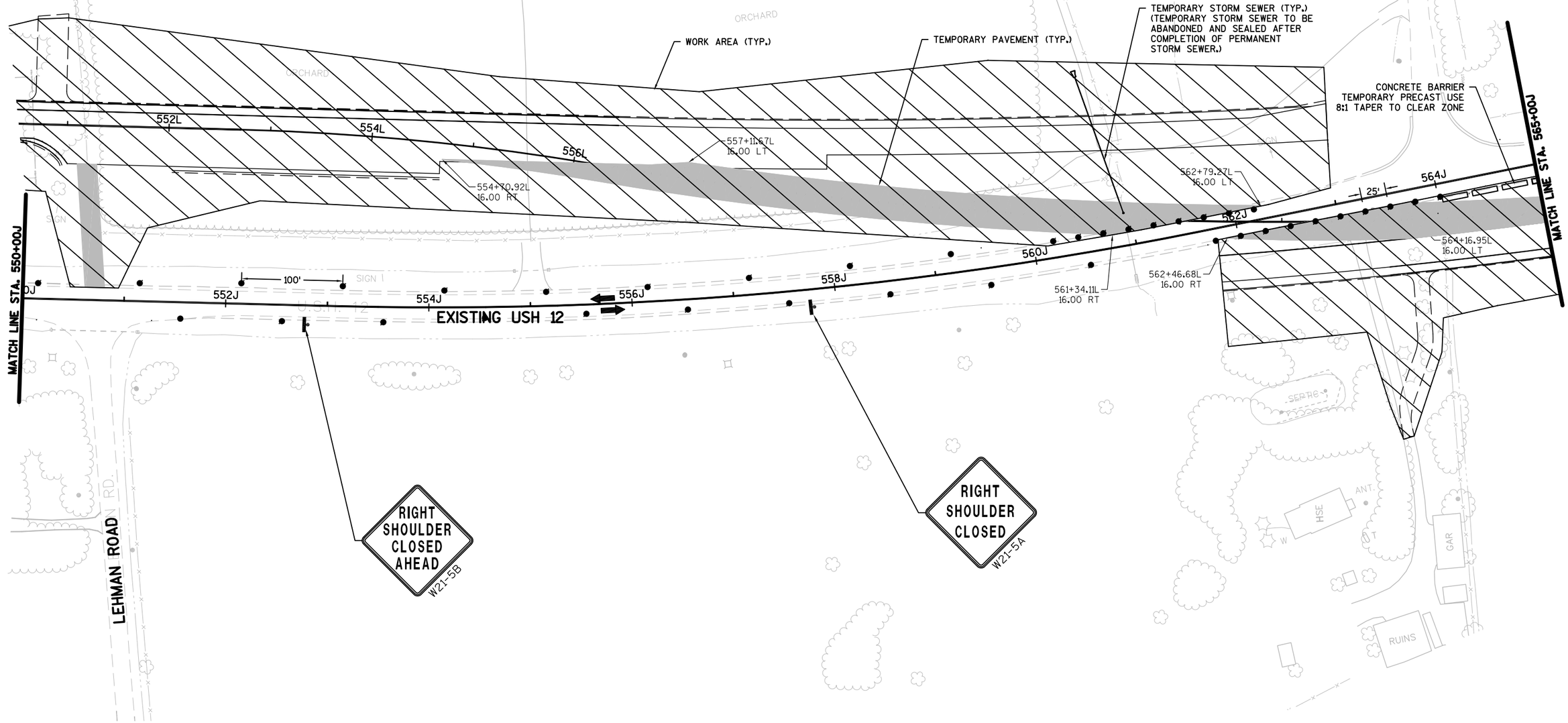


PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 1B	SHEET 242	E



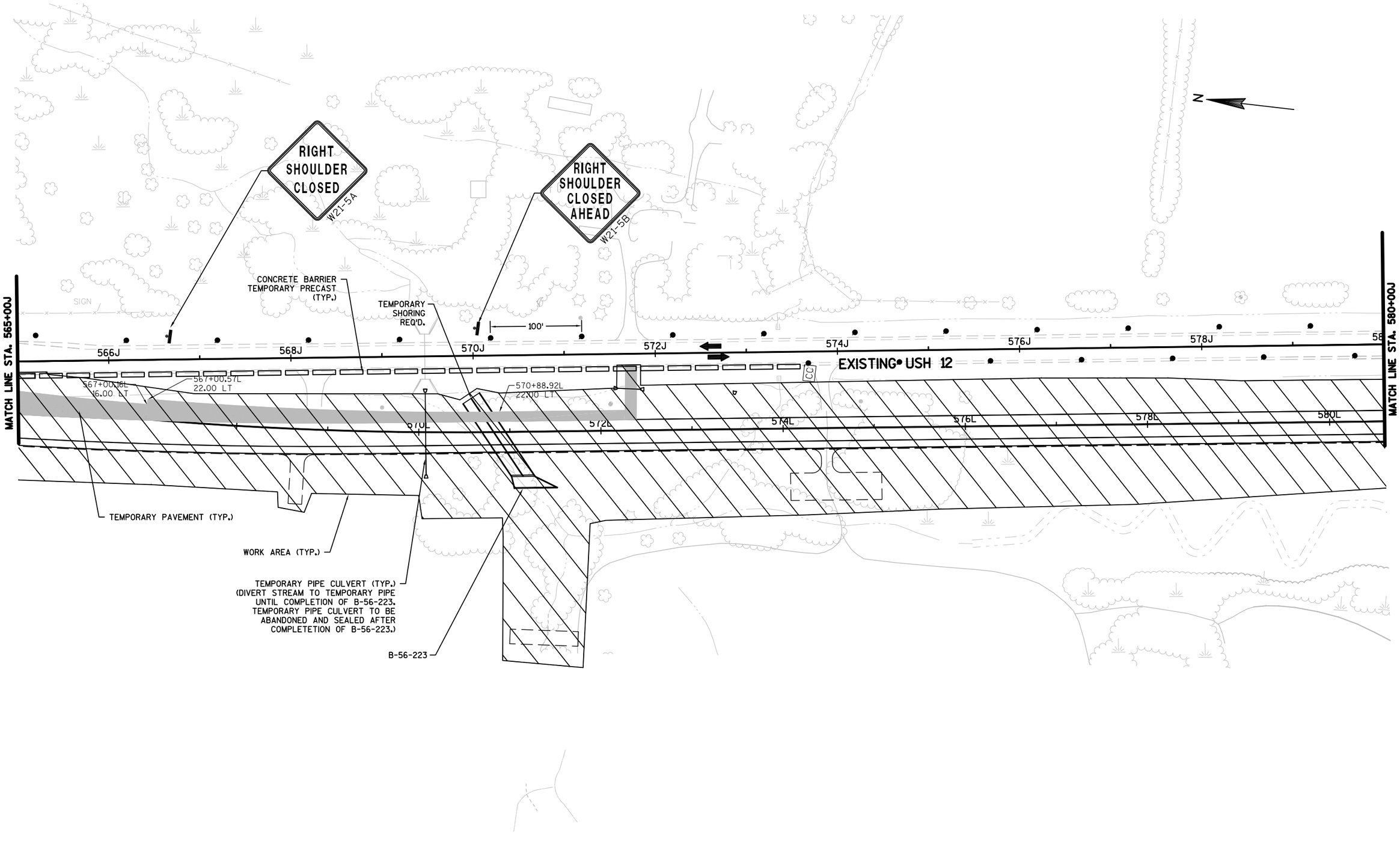
TYPICAL SECTION, USH 12

TEMPORARY CROSSOVER PAVEMENT



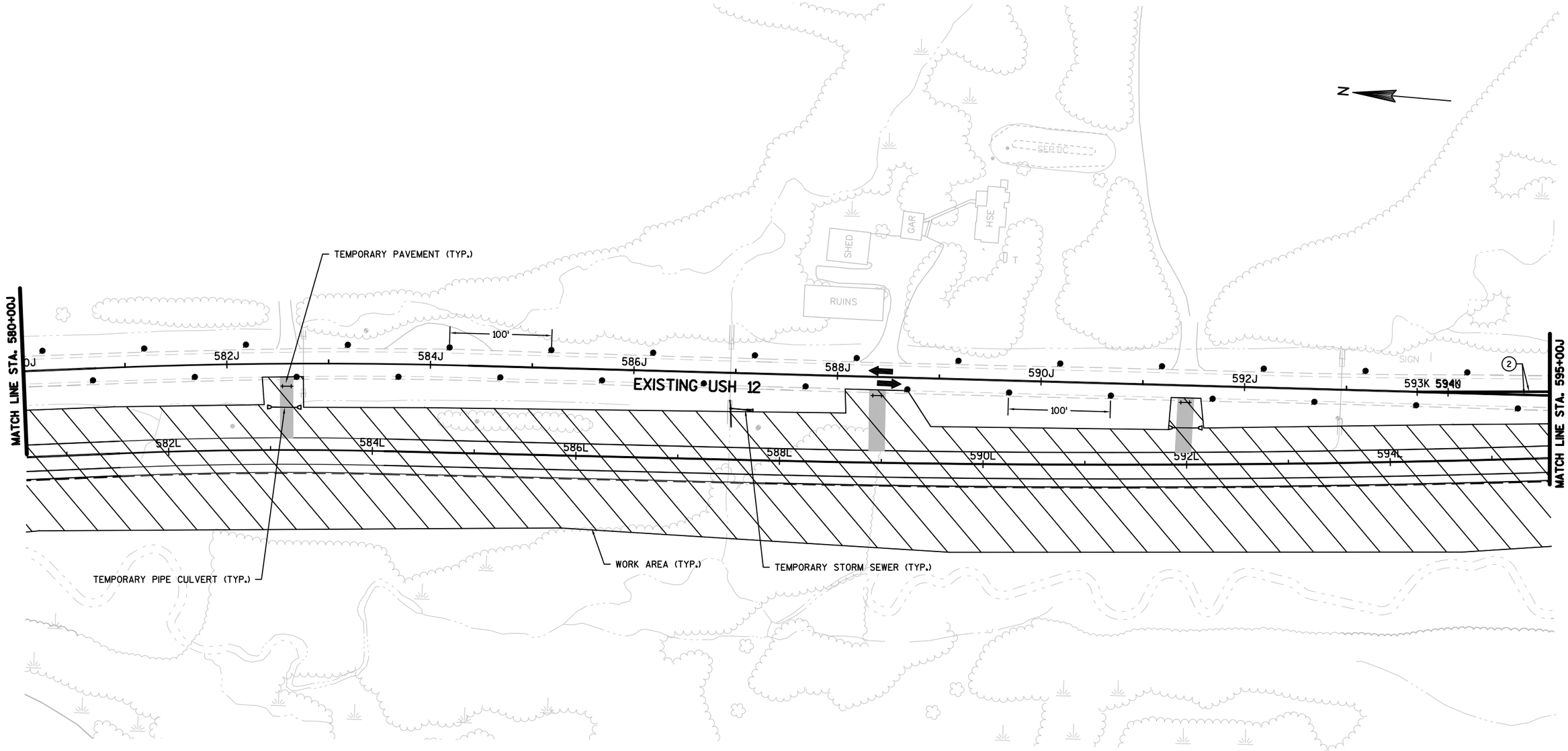
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 1B	SHEET 243 E

2



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 1B	SHEET 244	E

2



PROJECT NO:1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 1B	SHEET 245	E

2

2

N

CEMETERY

BARN

GAR

HSE

T

TEMPORARY PAVEMENT (TYP.)

596+42.26K
12.00 LT

603+90.54K
19.62 LT

100'

50'

100'

MATCH LINE STA. 595+00J

596K
598K
600K
602K
604K
606K
608K

598J
600J
602J
604J
606J
608J

EXISTING USH 12 (WB)

EXISTING USH 12 (EB)

MATCH LINE STA. 610+00J

WORK AREA (TYP.)

ANT.

T

ST

4.0' 12.0' WORK AREA 12.0' 4.0'

TYPICAL SECTION, USH 12 - STAGE 1B

STA. 594+00J TO 620+00J

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 1B	SHEET 246	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025002-TC-STAGE 1B.DWG PLOT DATE : 5/3/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

N

SEE SDD 'TRAFFIC CONTROL, LANE CLOSURE' FOR MORE INFORMATION

TEMPORARY PAVEMENT (TYP.)

EXISTING USH 12 (WB)

EXISTING USH 12 (EB)

612K 50' 614K 616K 618K 620K 622K 624K

612J 614J 616J 618J 620J 622J 624J

100' 100'

WORK AREA (TYP.)

MATCH LINE STA. 610+00J

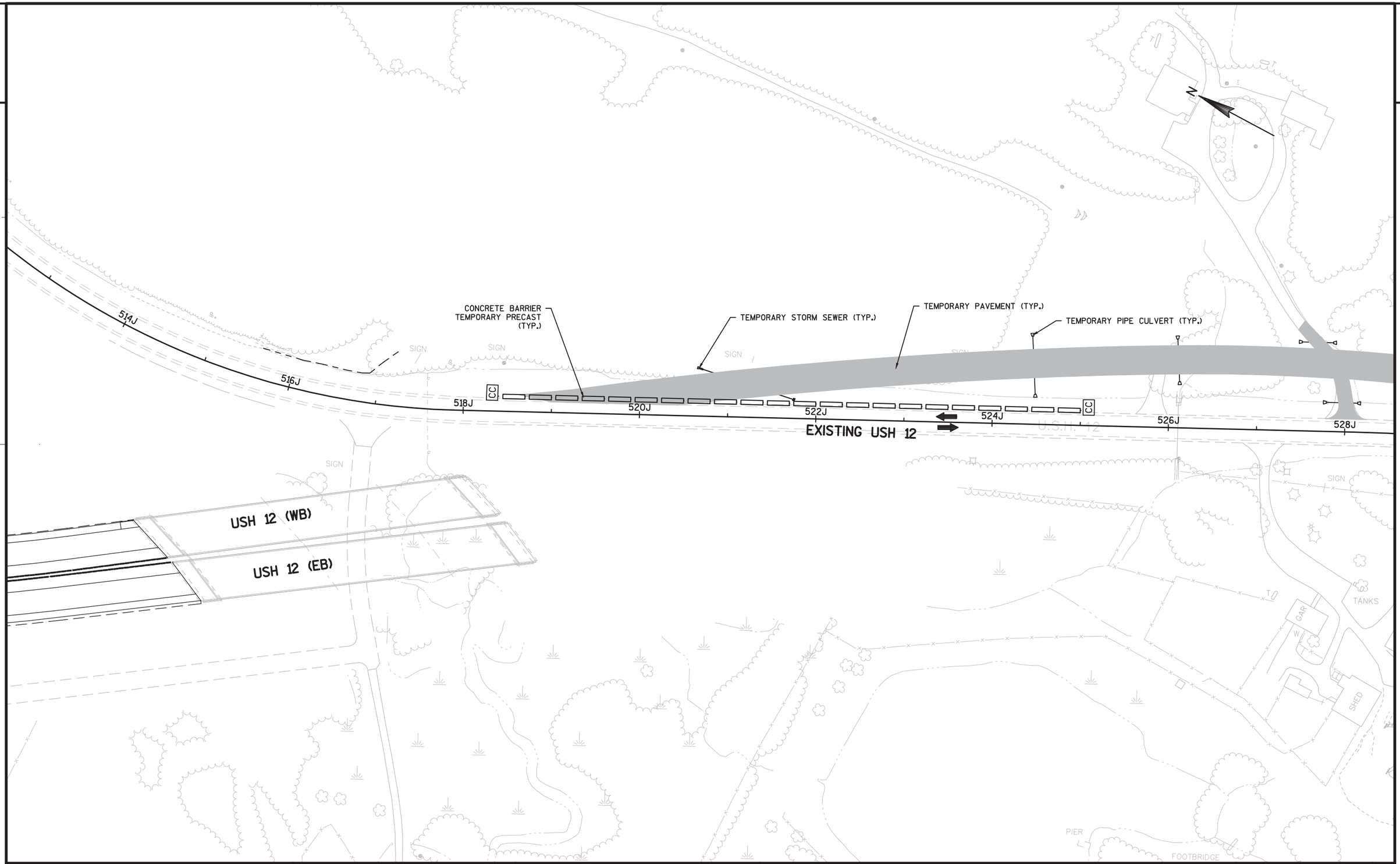
RUINS

RUINS

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 1B	SHEET 247	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025002-TC-STAGE 1B.DWG PLOT DATE : 5/3/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT

2



PROJECT NO:1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - WINTER STAGE	SHEET 248	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025003-TC-STAGE WINTER.DWG PLOT DATE : 5/3/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT

2

N

SKI HI ROAD

ORCHARD

OFFSET FLEXIBLE TUBULAR MARKERS 15-FT FROM EDGE OF LANE TO ACCOMMODATE SNOW STORAGE

CONCRETE BARRIER TEMPORARY PRECAST WITH 8:1 TAPERS TO CLEAR ZONE.

USH 12 (WB)

EXISTING USH 12

USH 12 (EB)

570J

568J

566J

564J

562J

560J

558J

556J

B-56-223

TEMPORARY PAVEMENT (TYP.)

CONCRETE BARRIER TEMPORARY PRECAST WITH CRASH CUSHION TO REMAIN FROM STAGE 1A AND 1B.

W01-6
48" X 24"

ROAD CLOSED

R11-2
48" X 30"

SEPTIC

HSE

ANT.

W

GAR

RUINS

PROJECT NO:1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - WINTER STAGE	SHEET 249	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025003-TC-STAGE WINTER.DWG PLOT DATE : 5/3/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT

2

2

N

606J
608J
610J
612J
614J
616J
618J
620J

EXISTING USH 12 (WB)
EXISTING USH 12 (EB)

TEMPORARY PAVEMENT (TYP.)

CONCRETE BARRIER
TEMPORARY PRECAST
(TYP.)

INL
ANT.
T
RUINS

PROJECT NO:1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - WINTER STAGE	SHEET 250	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025003-TC-STAGE WINTER.DWG PLOT DATE : 5/3/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT

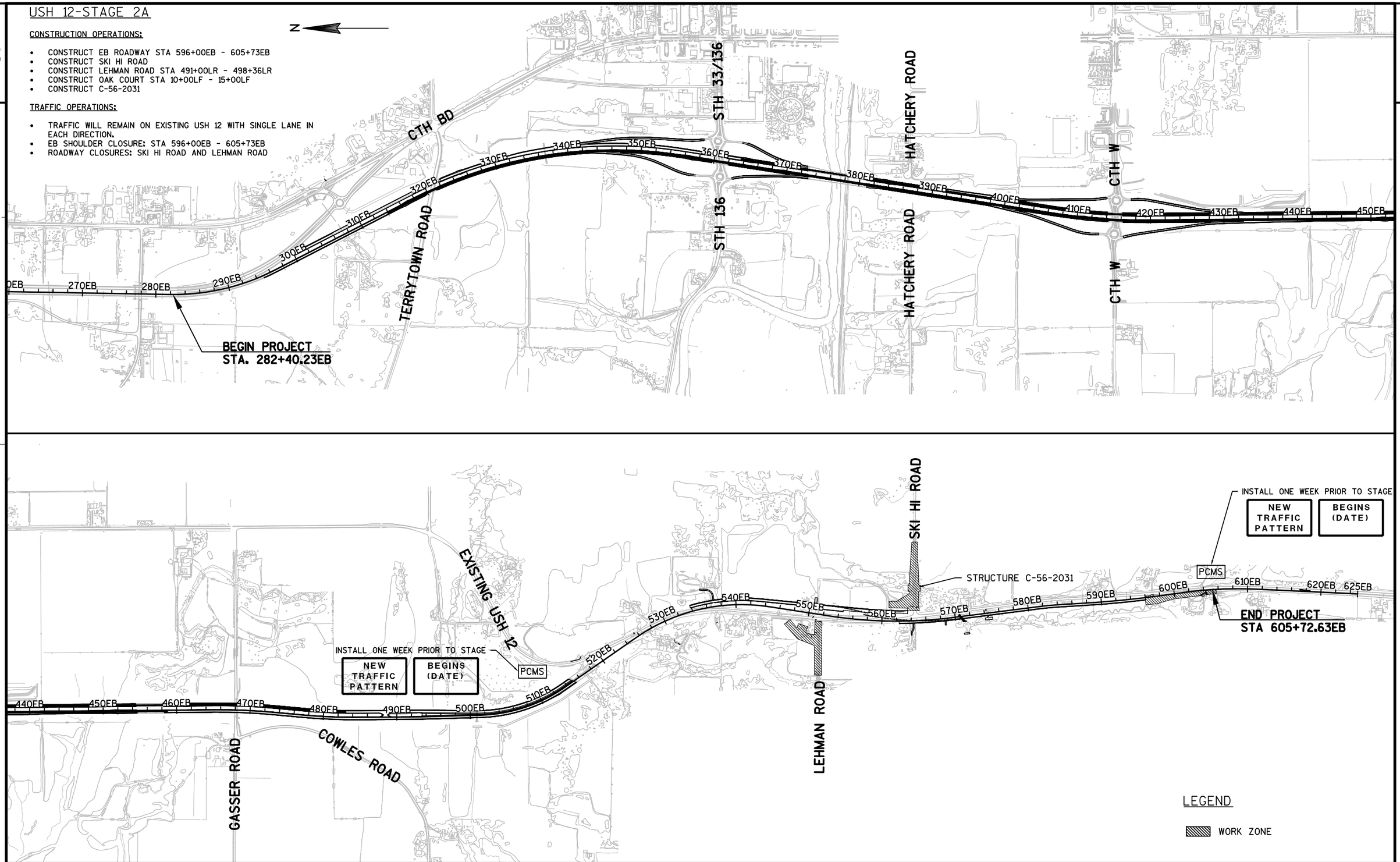
USH 12-STAGE 2A

CONSTRUCTION OPERATIONS:

- CONSTRUCT EB ROADWAY STA 596+00EB - 605+73EB
- CONSTRUCT SKI HI ROAD
- CONSTRUCT LEHMAN ROAD STA 491+00LR - 498+36LR
- CONSTRUCT OAK COURT STA 10+00LF - 15+00LF
- CONSTRUCT C-56-2031

TRAFFIC OPERATIONS:

- TRAFFIC WILL REMAIN ON EXISTING USH 12 WITH SINGLE LANE IN EACH DIRECTION.
- EB SHOULDER CLOSURE: STA 596+00EB - 605+73EB
- ROADWAY CLOSURES: SKI HI ROAD AND LEHMAN ROAD

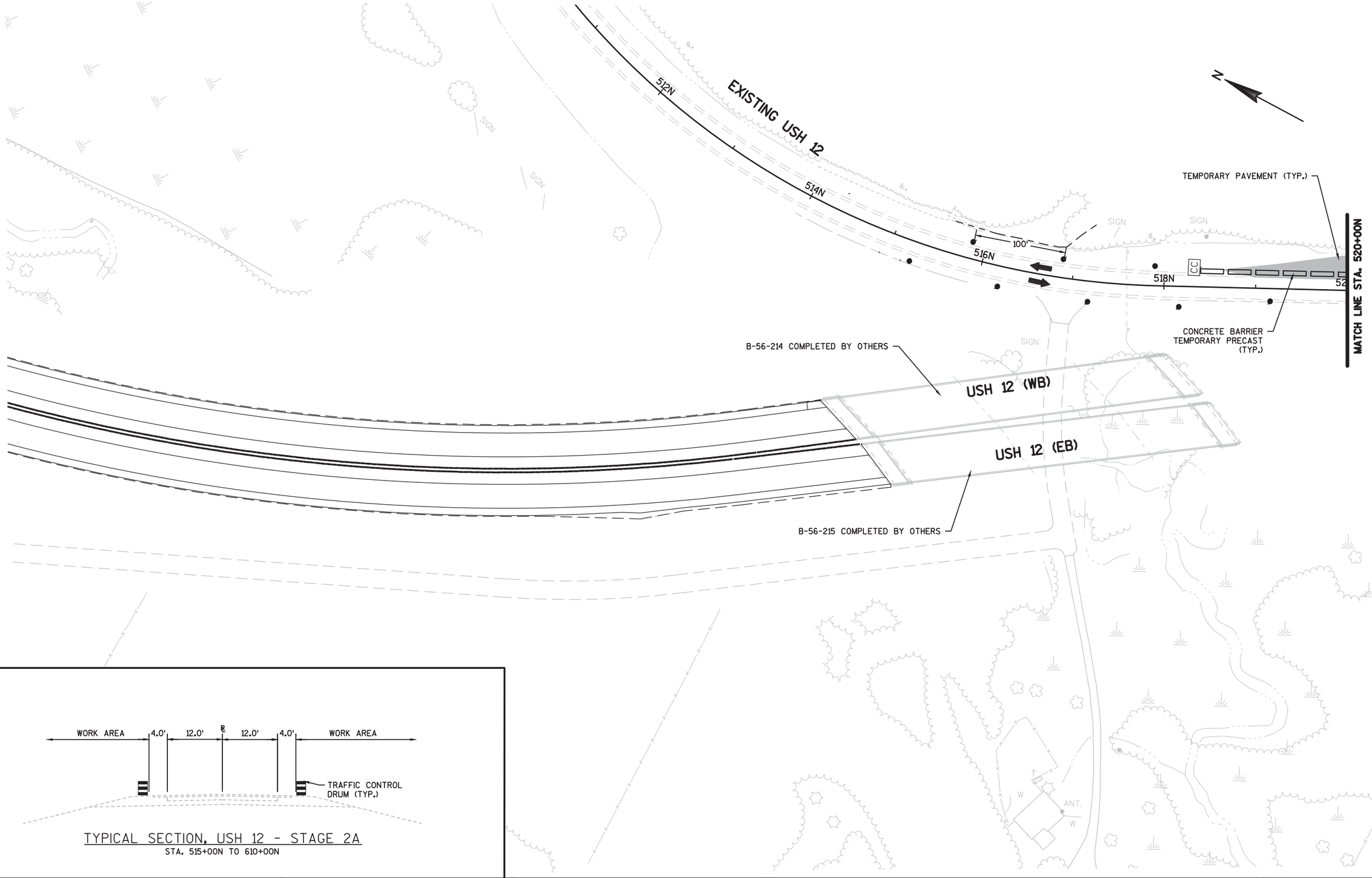


PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL OVERVIEW - STAGE 2A	SHEET 251	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025001-TC-OVERVIEW.DWG PLOT DATE : 1/22/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:1200

WISDOT/CADDS SHEET 42

2

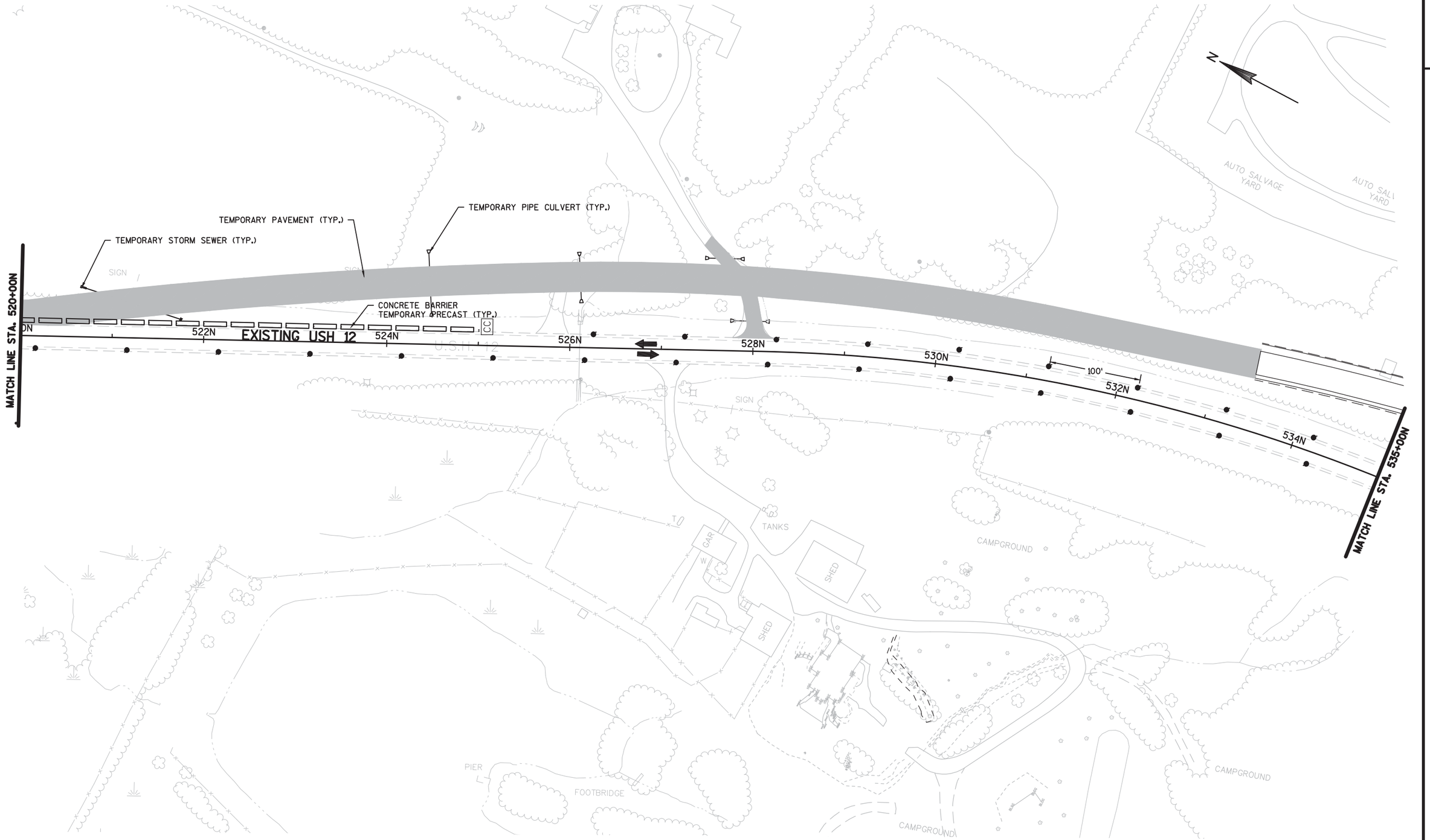


TYPICAL SECTION, USH 12 - STAGE 2A

STA. 515+00N TO 610+00N

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2A	SHEET 252	E

2



PROJECT NO:1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2A	SHEET 253	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025003-TC-STAGE 2A.DWG PLOT DATE : 5/3/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT

2

N

USH 12 (WB)

MATCH LINE STA. 535+00N

536N

538N

540N

EXISTING USH 12

542N

100'

544N

546N

548N

MATCH LINE STA. 550+00N

TEMPORARY PAVEMENT (TYP.)

WORK AREA (TYP.)

BARN

TANKS

ANT.

SIGN

RUINS

HSE

SEPTIC

GAR

POND

SHED

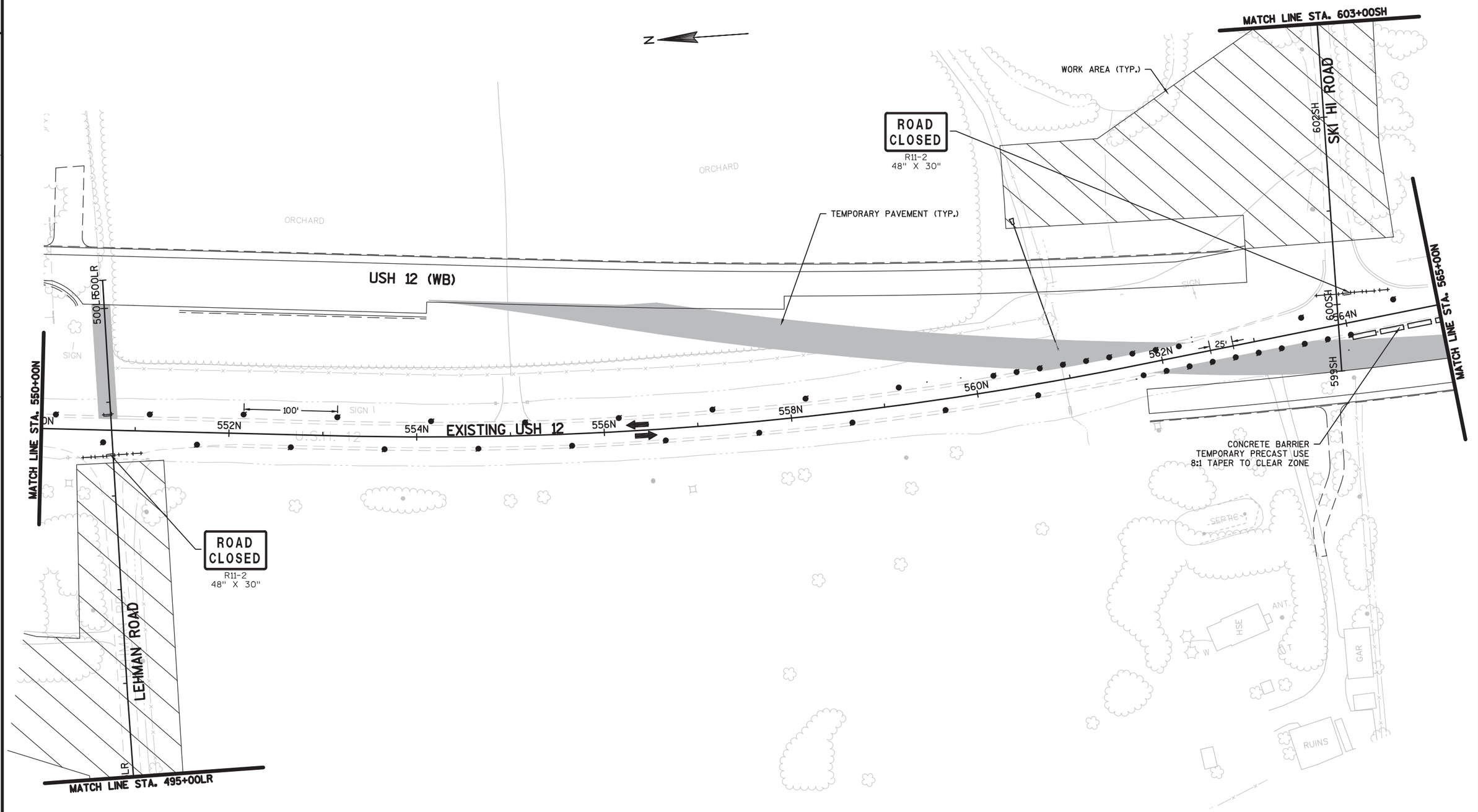
CAMPGROUND

DRY WELL

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2A	SHEET 254	E

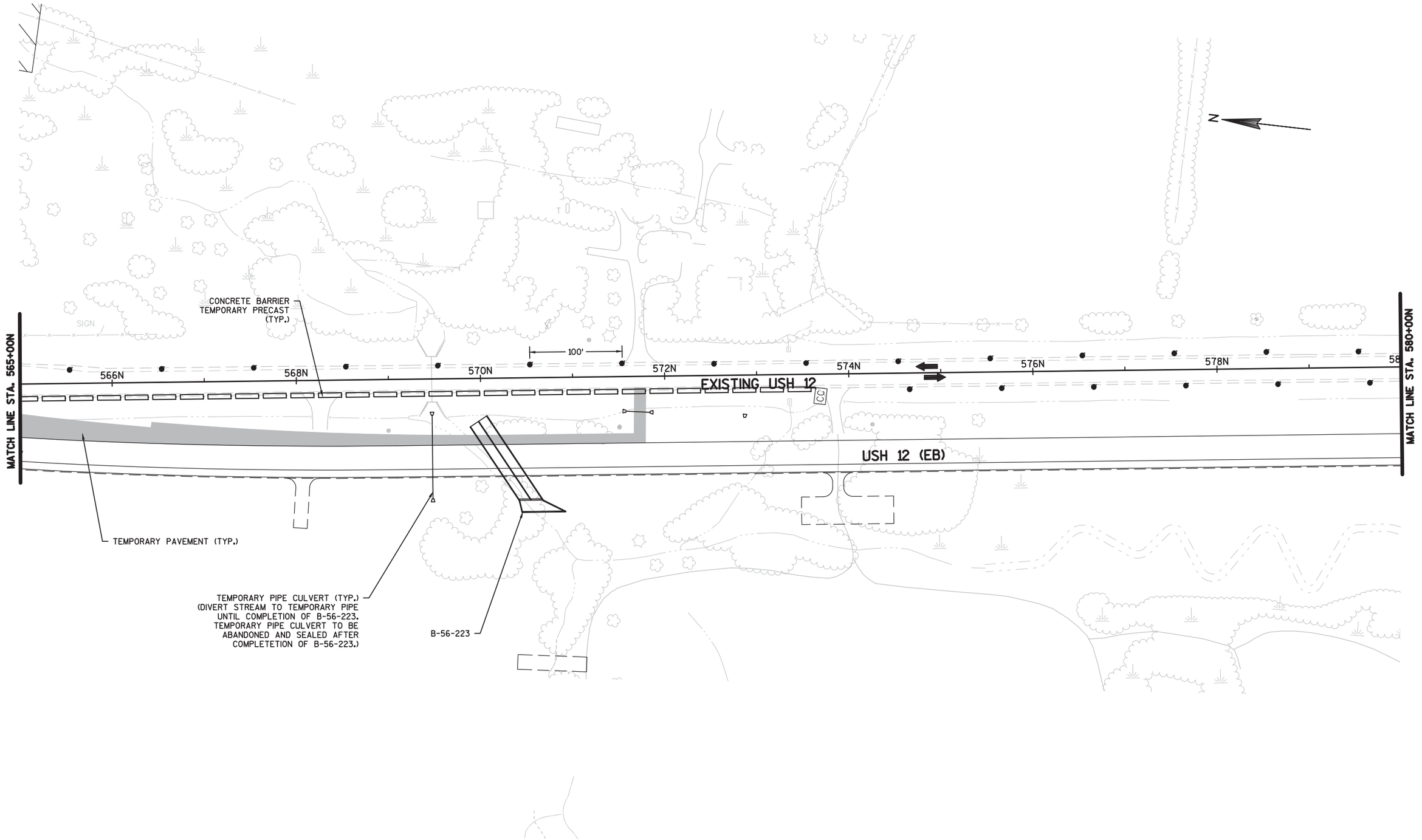
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025003-TC-STAGE 2A.DWG PLOT DATE : 5/3/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT

2



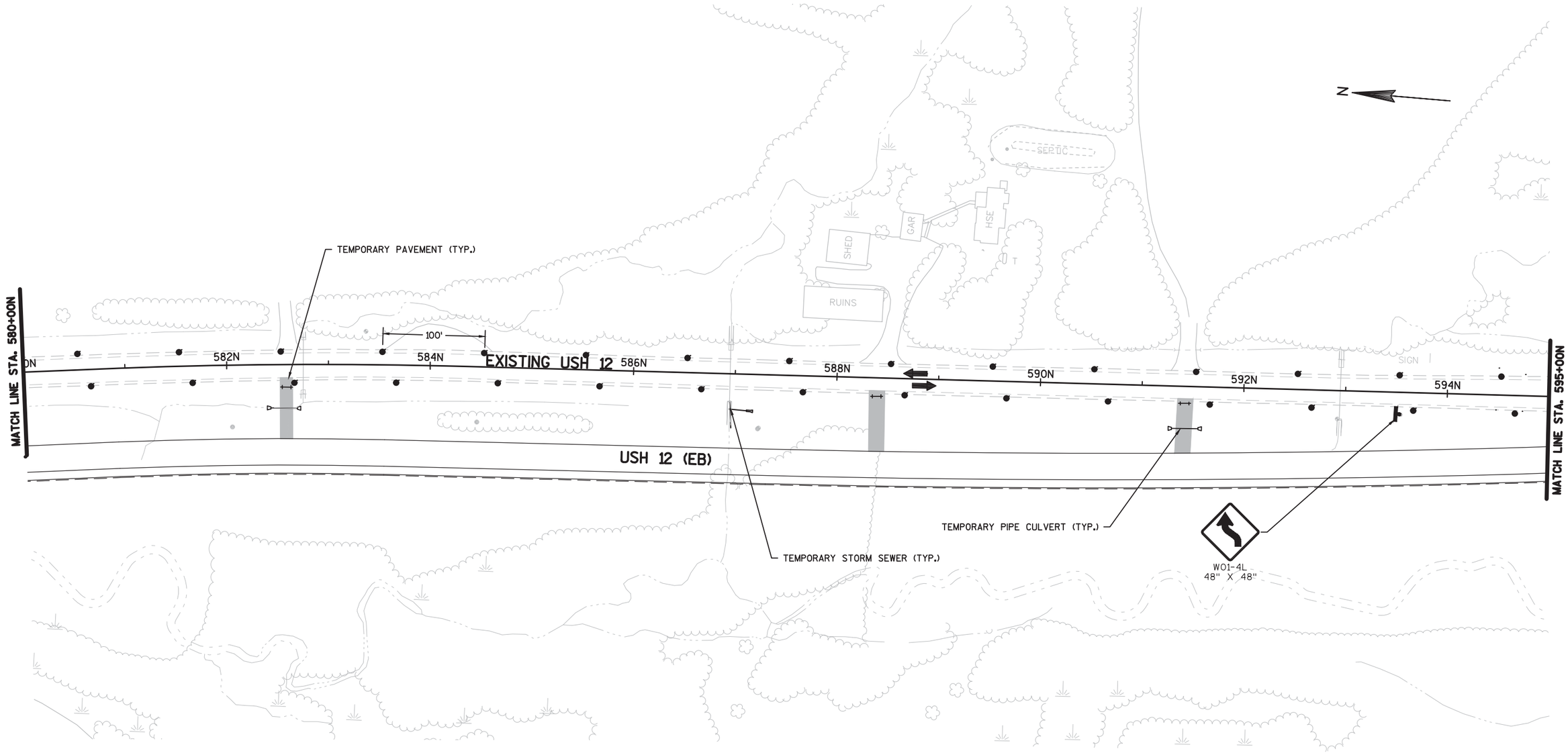
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2A	SHEET 255	E

2



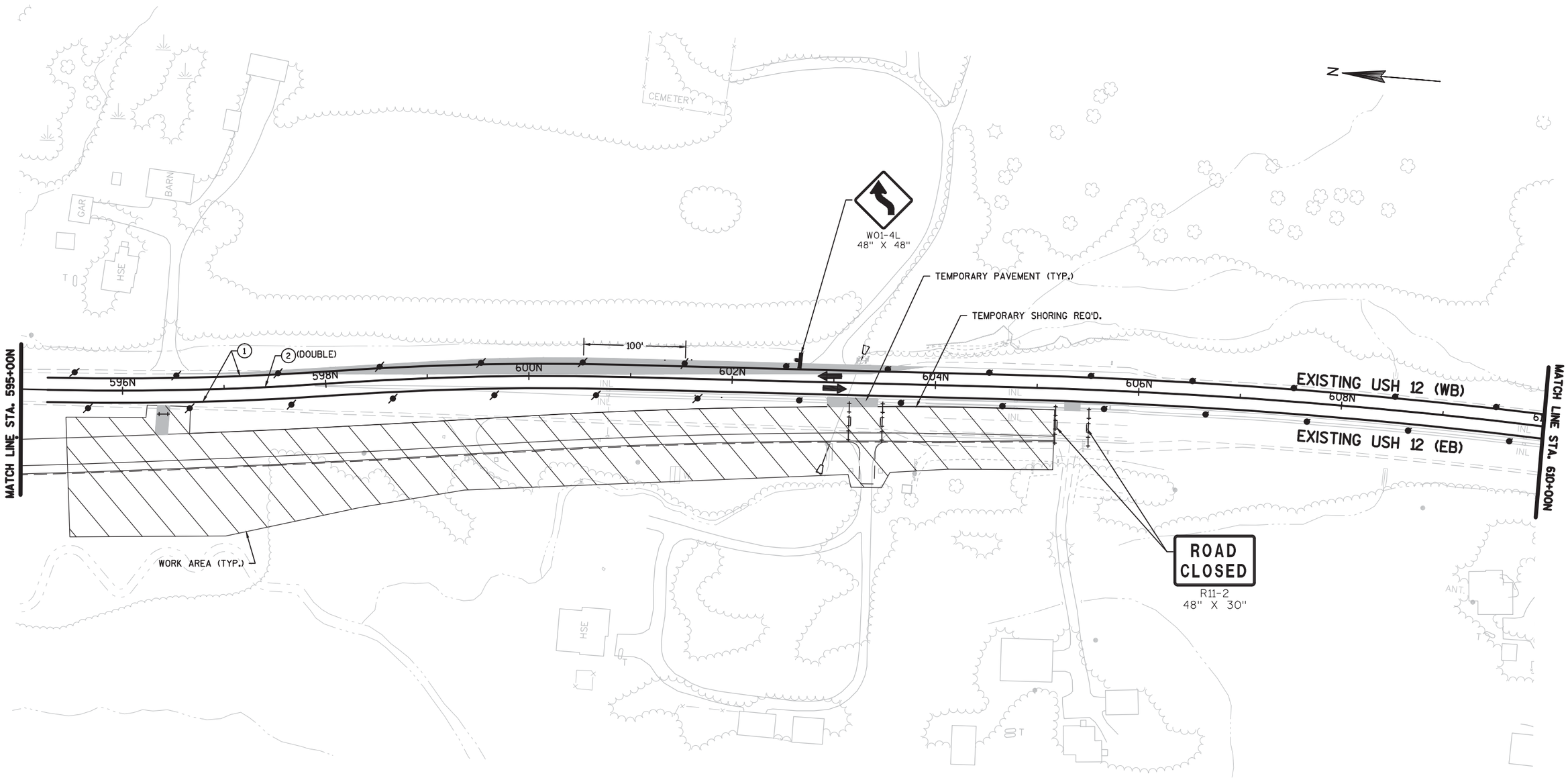
PROJECT NO:1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2A	SHEET 256	E

2



PROJECT NO:1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2A	SHEET 257	E

2



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2A	SHEET 258	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025003-TC-STAGE 2A.DWG PLOT DATE : 5/3/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT

2

N

SEE S.D.D. 'TRAFFIC CONTROL, LANE CLOSURE' FOR MORE INFORMATION

SEE S.D.D. 'TRAFFIC CONTROL, SINGLE LANE CROSSOVER' FOR MORE INFORMATION

TEMPORARY PAVEMENT (TYP.)

MATCH LINE STA. 610+00N

EXISTING USH 12 (WB)

EXISTING USH 12 (EB)

100'

100'

25'

50'

(1)

(2) (DOUBLE)

(2)

(2)

612N

614N

616N

618N

620N

622N

624N

INL

W01-4R
48"X48"

ROAD CLOSED
R11-2
48" X 30"

T

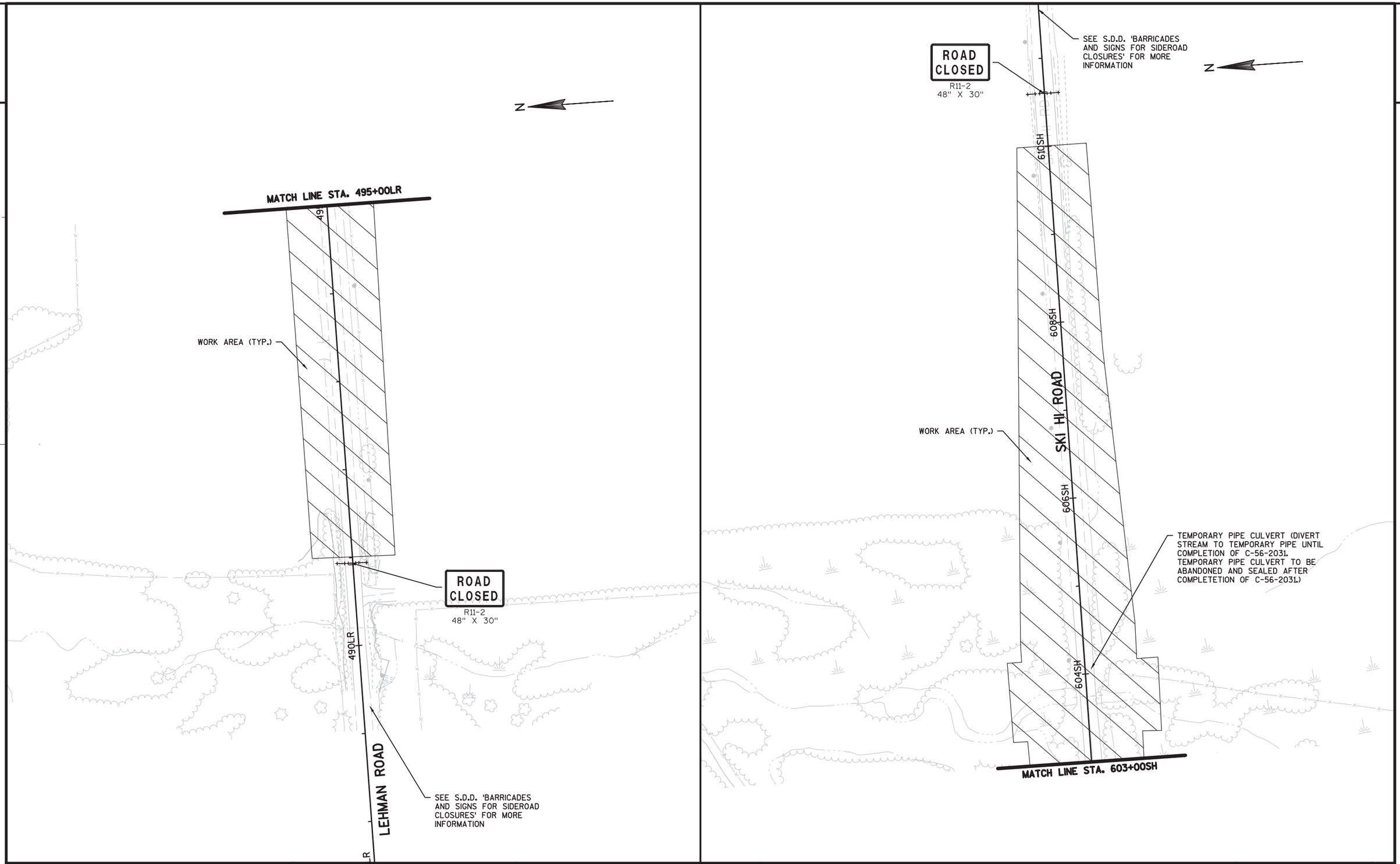
RUINS

RUINS

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2A	SHEET 259	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025003-TC-STAGE 2A.DWG PLOT DATE : 5/3/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42



2

PROJECT NO:1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2A	SHEET 260	E

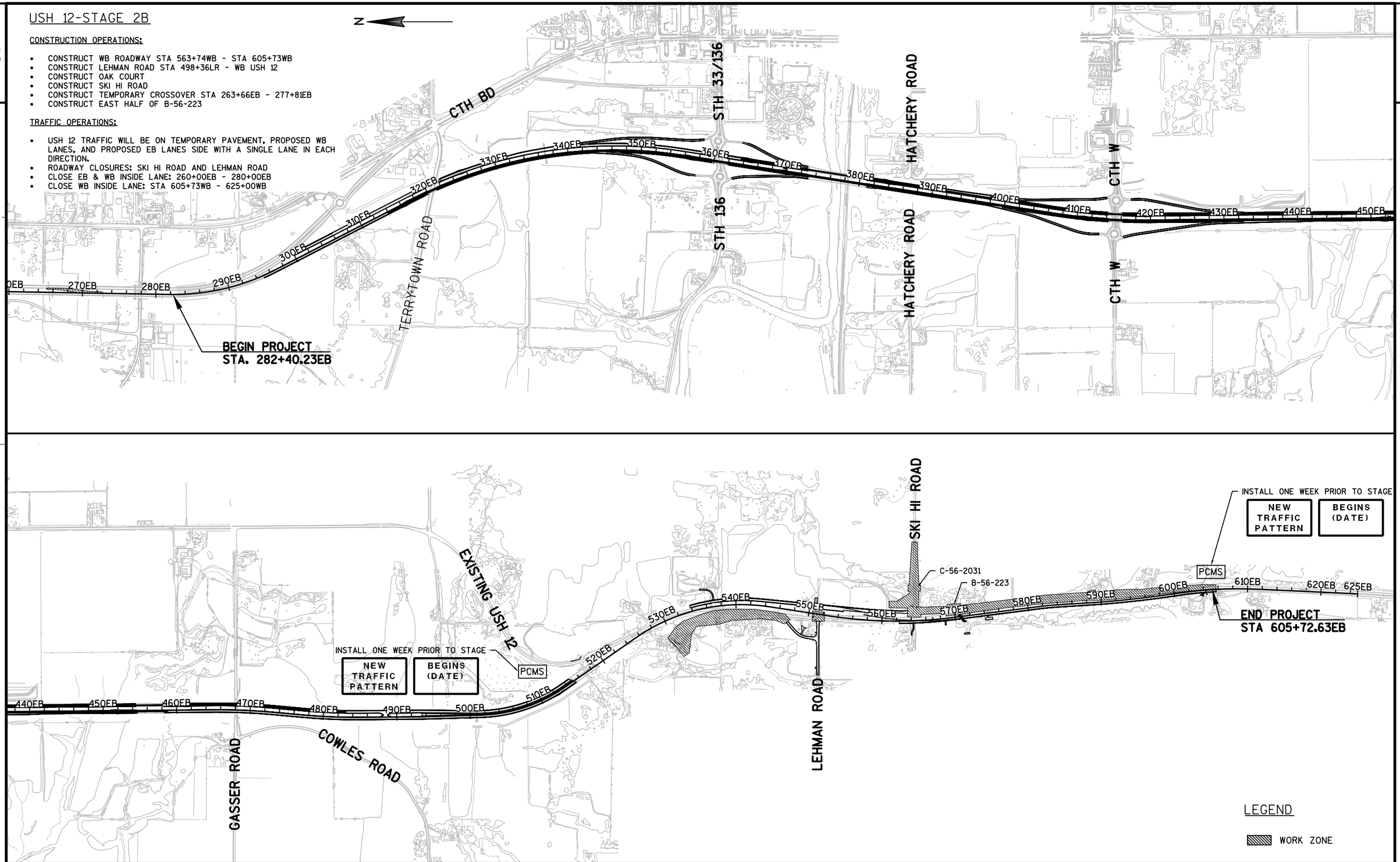
USH 12-STAGE 2B

CONSTRUCTION OPERATIONS:

- CONSTRUCT WB ROADWAY STA 563+74WB - STA 605+73WB
- CONSTRUCT LEHMAN ROAD STA 498+36LR - WB USH 12
- CONSTRUCT OAK COURT
- CONSTRUCT SKI HI ROAD
- CONSTRUCT TEMPORARY CROSSOVER STA 263+66EB - 277+81EB
- CONSTRUCT EAST HALF OF B-56-223

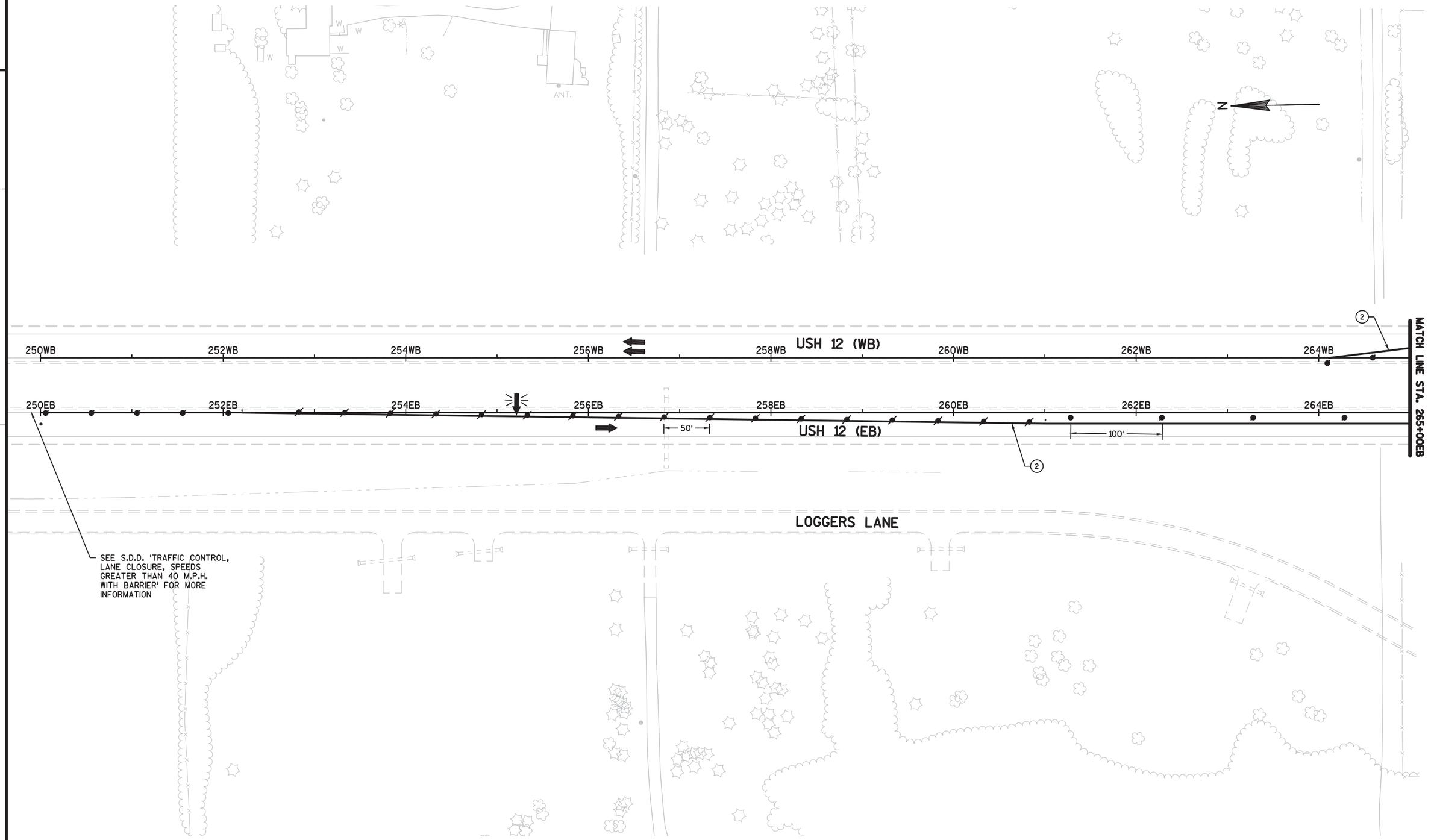
TRAFFIC OPERATIONS:

- USH 12 TRAFFIC WILL BE ON TEMPORARY PAVEMENT, PROPOSED WB LANES, AND PROPOSED EB LANES SIDE WITH A SINGLE LANE IN EACH DIRECTION.
- ROADWAY CLOSURES: SKI HI ROAD AND LEHMAN ROAD
- CLOSE EB & WB INSIDE LANE: 260+00EB - 280+00EB
- CLOSE WB INSIDE LANE: STA 605+73WB - 625+00WB



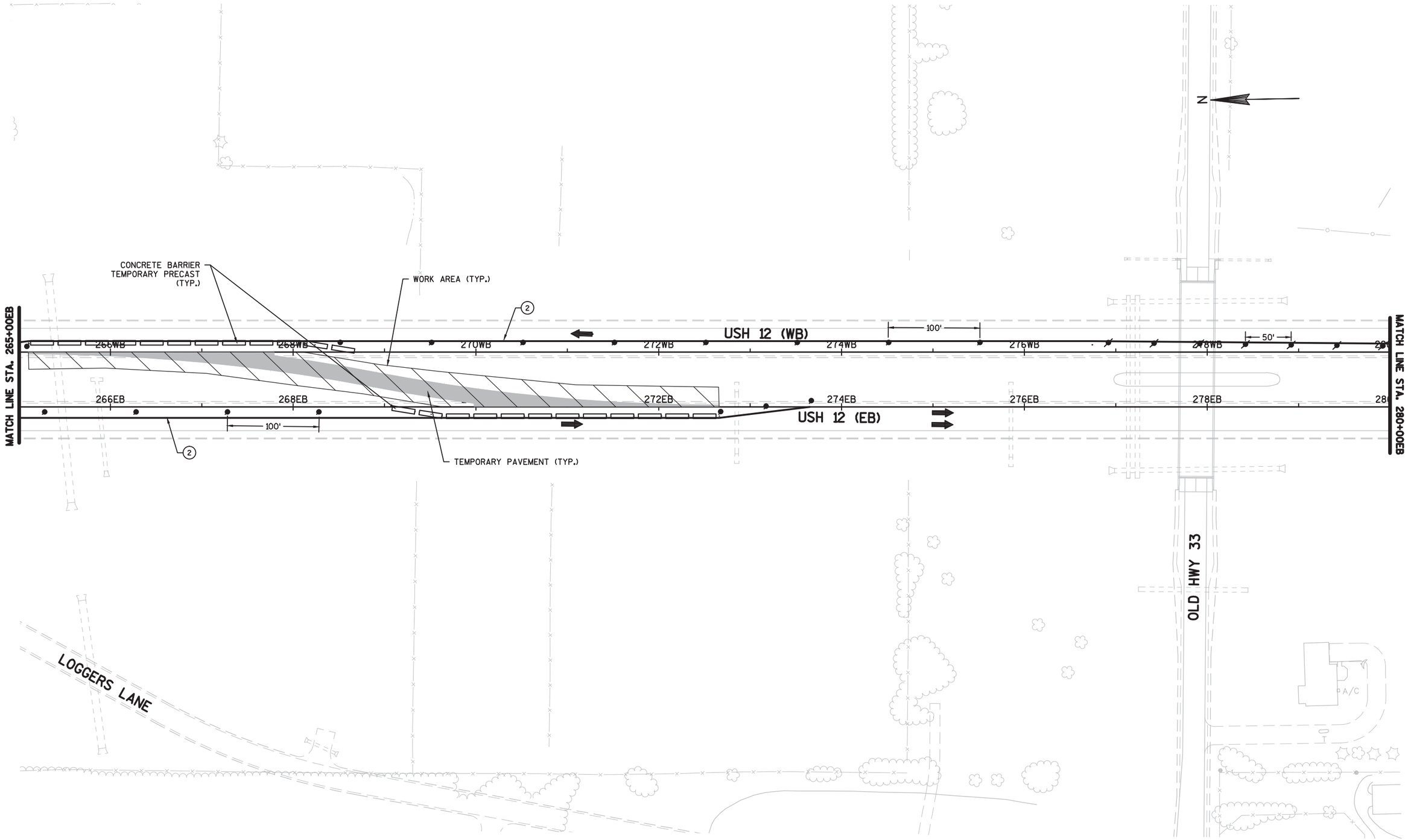
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL OVERVIEW - STAGE 2B	SHEET 261 E

2



PROJECT NO:1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2B	SHEET 262	E

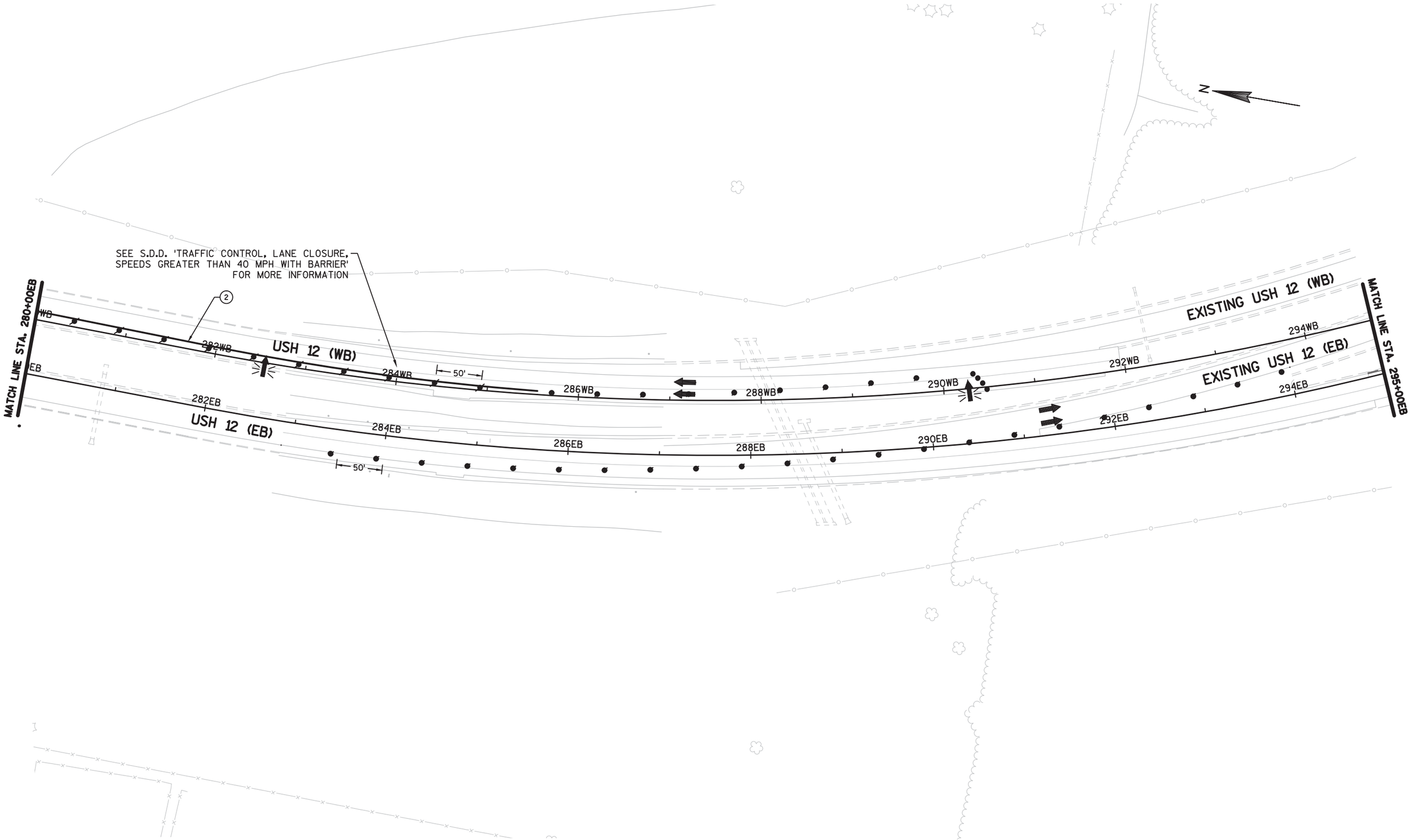
2



PROJECT NO:1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2B	SHEET 263	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025004-TC-STAGE 2B.DWG PLOT DATE : 5/3/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT

2



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2B	SHEET 264	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025004-TC-STAGE 2B.DWG PLOT DATE : 5/3/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT

2

2

SIGN

SIGN

INL

INL

INL

N

SEE S.D.D. 'TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER' FOR MORE INFORMATION

LEFT LANE CLOSED 1500 FT

W20-5

W04-2L

EXISTING USH 12 (WB)

EXISTING USH 12 (EB)

MATCH LINE STA. 295+00EB

296WB 298WB 300WB 302WB 304WB 306WB 308WB 310WB

USH 12 (WB)

296EB 298EB 300EB 302EB 304EB 306EB 308EB 310EB

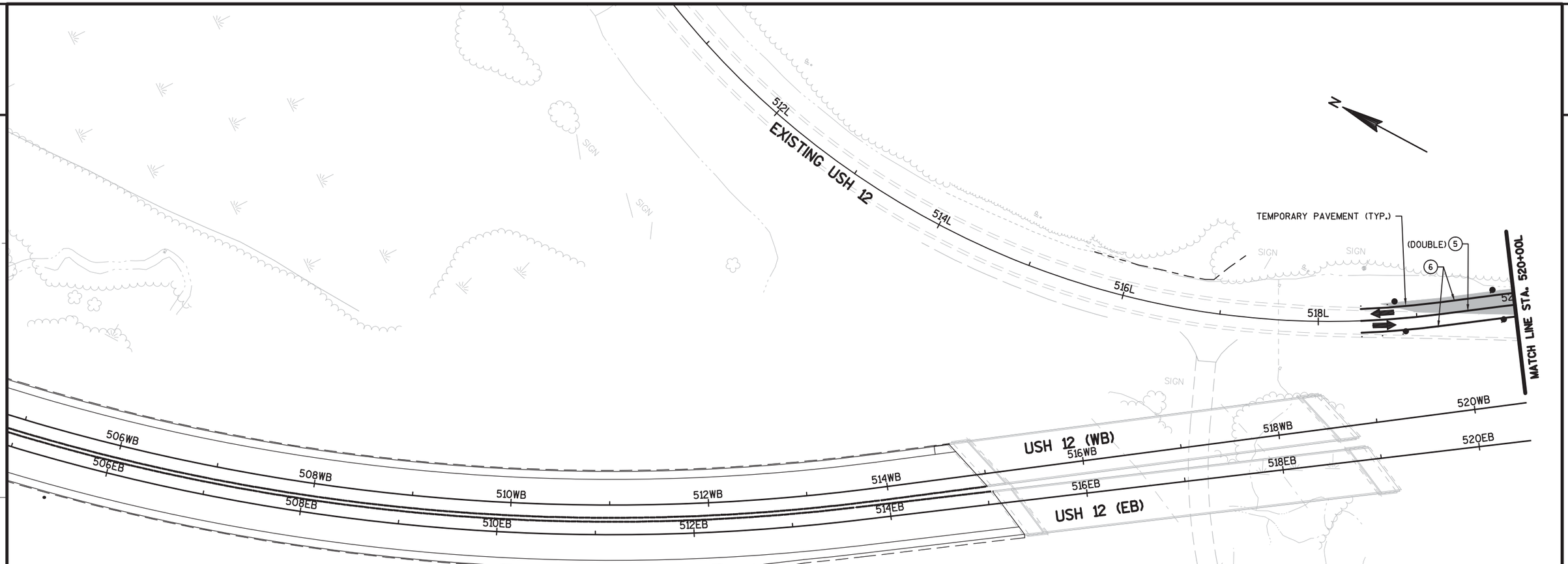
USH 12 (EB)

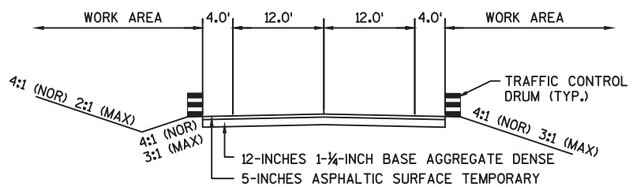
PROJECT NO:1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2B	SHEET 265	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025004-TC-STAGE 2B.DWG PLOT DATE : 5/3/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2



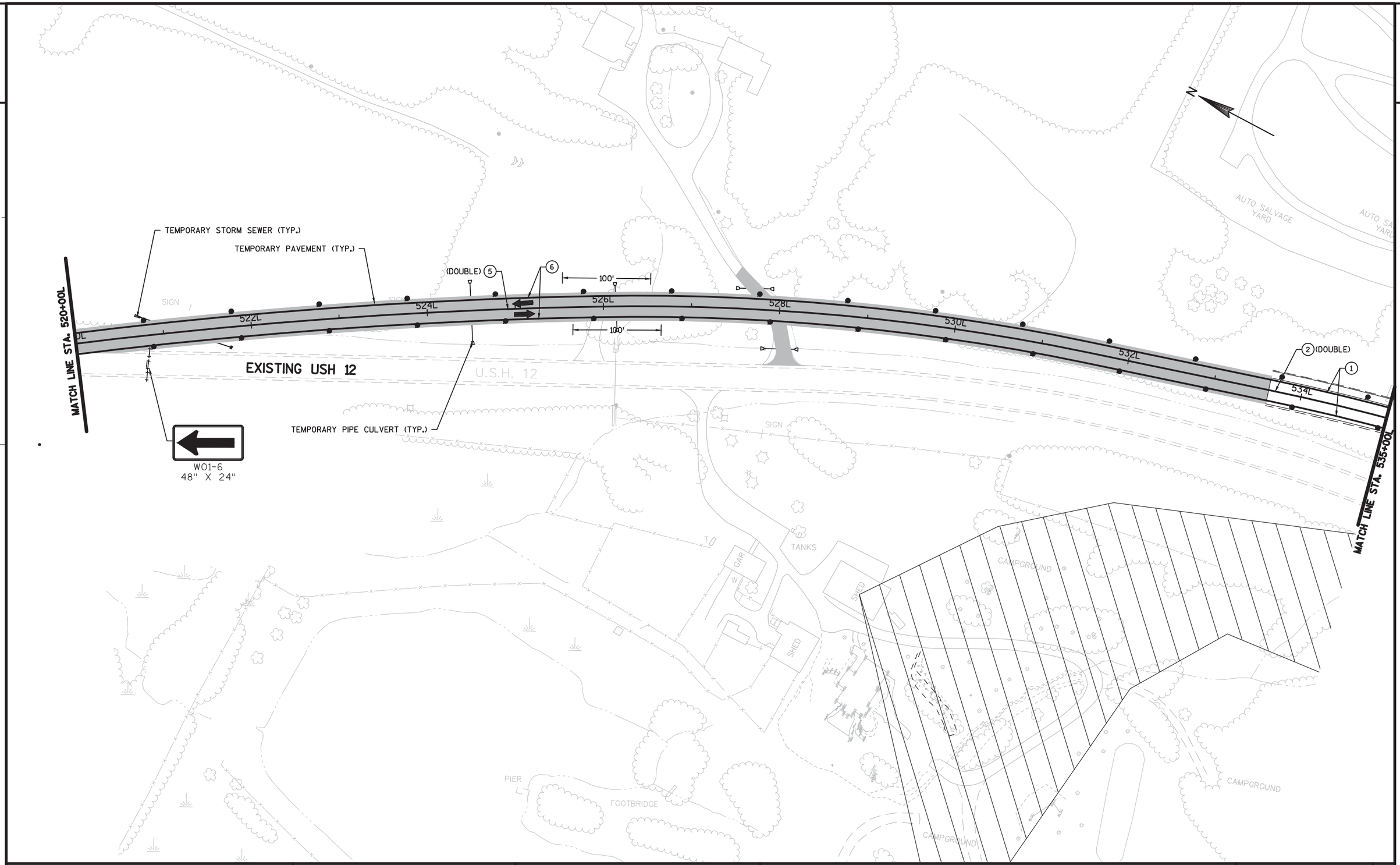


TYPICAL SECTION, USH 12 - STAGE 2B

STA. 515+00L TO 615+00L

PROJECT NO:1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2B	SHEET 266	E

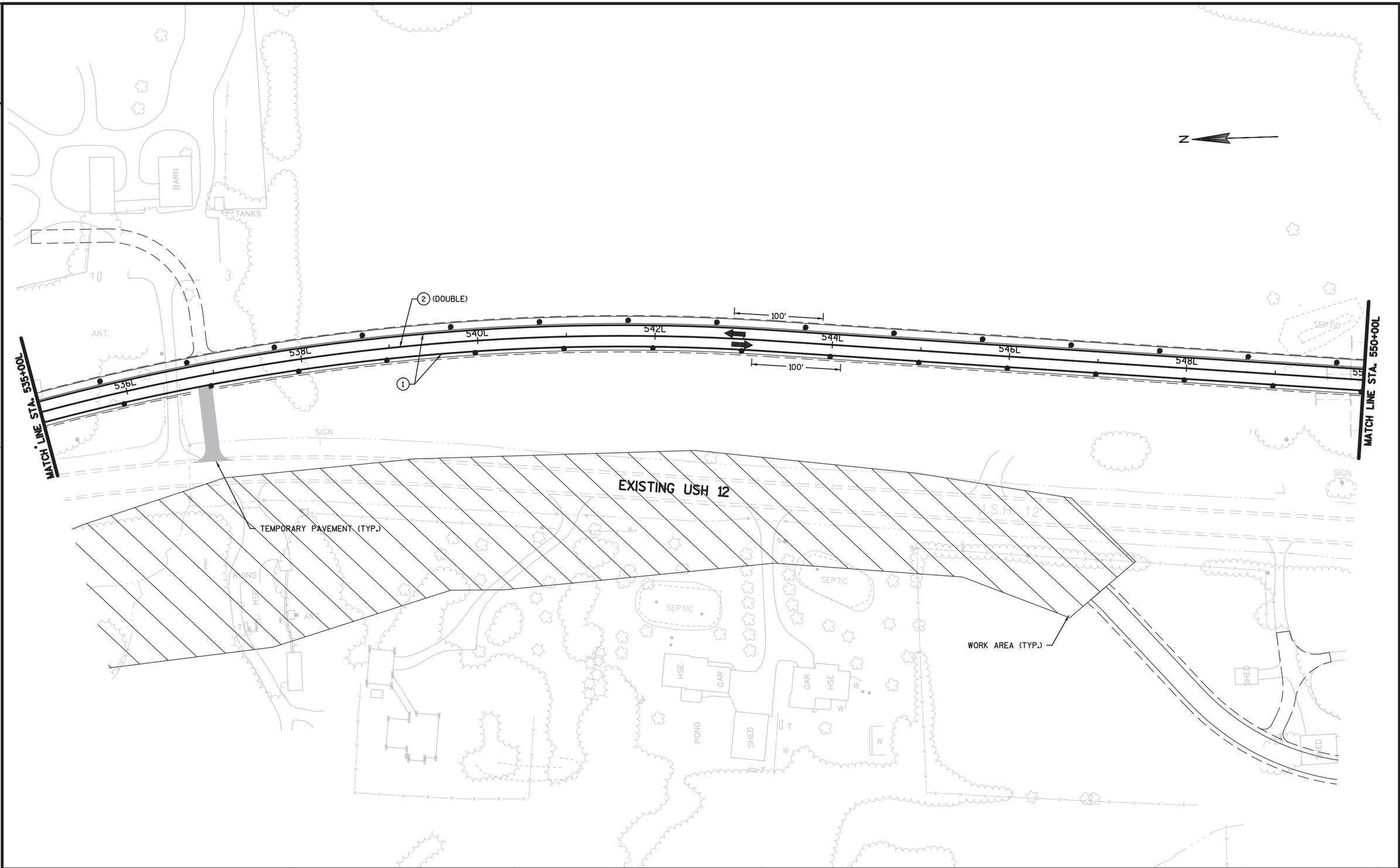
2



PROJECT NO:1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2B	SHEET 267	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025004-TC-STAGE 2B.DWG PLOT DATE : 5/3/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT

2



PROJECT NO:1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2B	SHEET 268	E

2

N

MATCH LINE STA. 550+00L

MATCH LINE STA. 565+00L

WORK AREA (TYP.)

SKI HI ROAD

TEMPORARY PAVEMENT (TYP.)

W01-6
48" X 24"

1

2 (DOUBLE)

5 (DOUBLE)

6

552L

554L

556L

558L

560L

562L

564L

100'

100'

ORCHARD

ORCHARD

SIGN

SIGN

SIGN

U.S.H. 12 **EXISTING USH 12**

ROAD CLOSED
R11-2
48" X 30"

W01-6
48" X 24"

ROAD CLOSED
R11-2
48" X 30"

HSE

SEPTIC
DRY WELL

LEHMAN ROAD

LEHMAN RD.

SEPTIC

HSE

ANT.

W

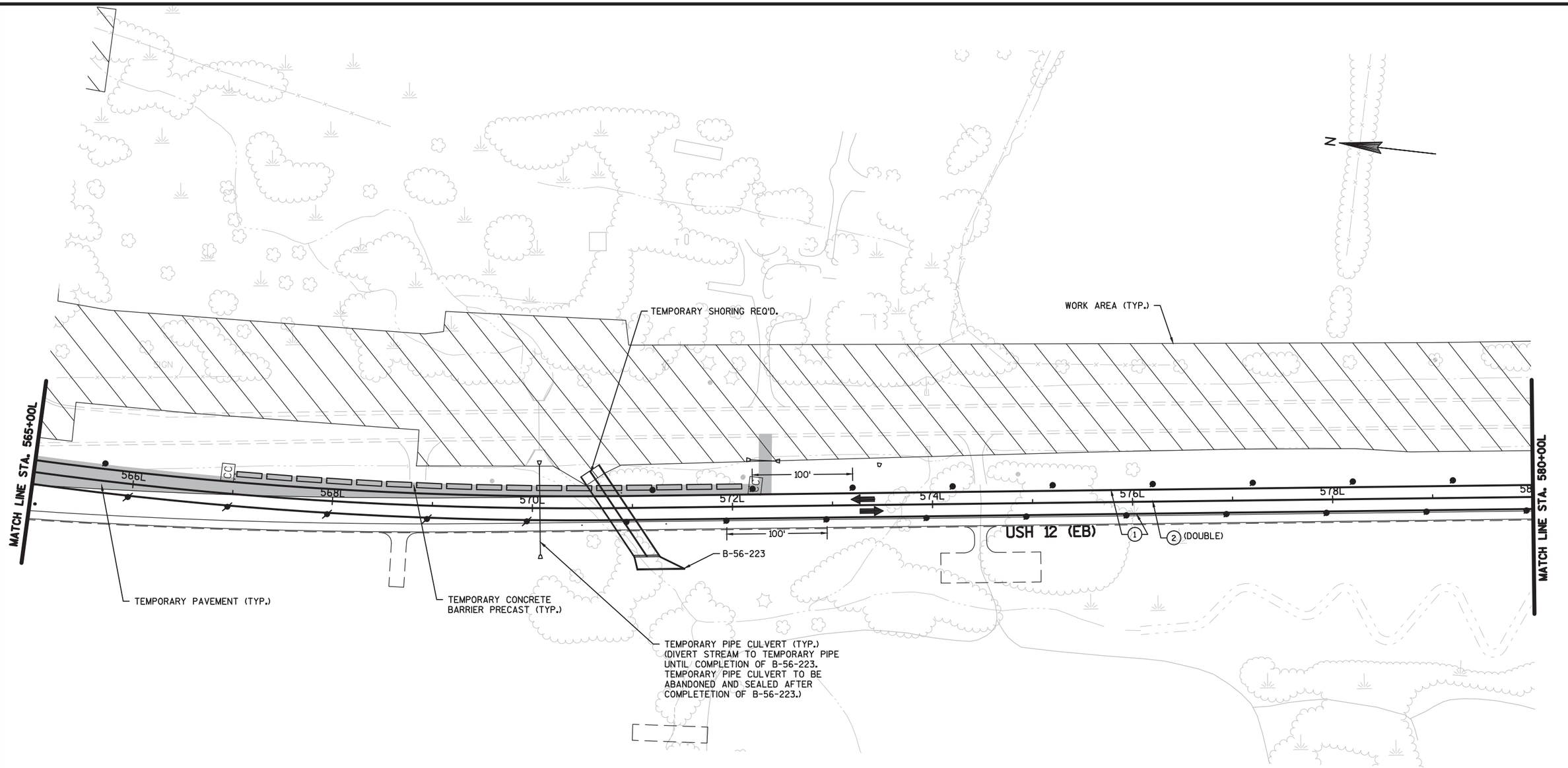
T

GAR

RUINS

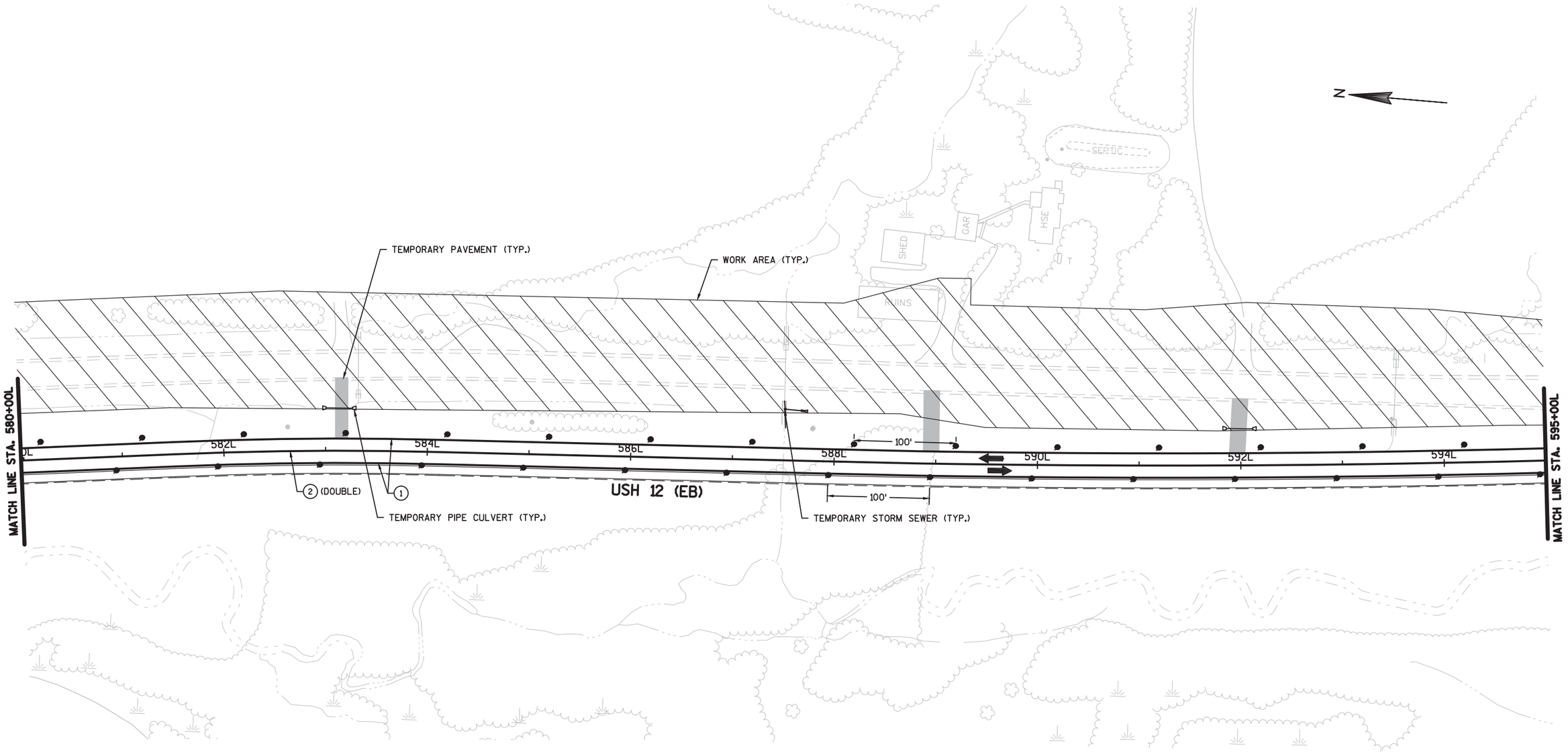
PROJECT NO:1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2B	SHEET 269	E

2



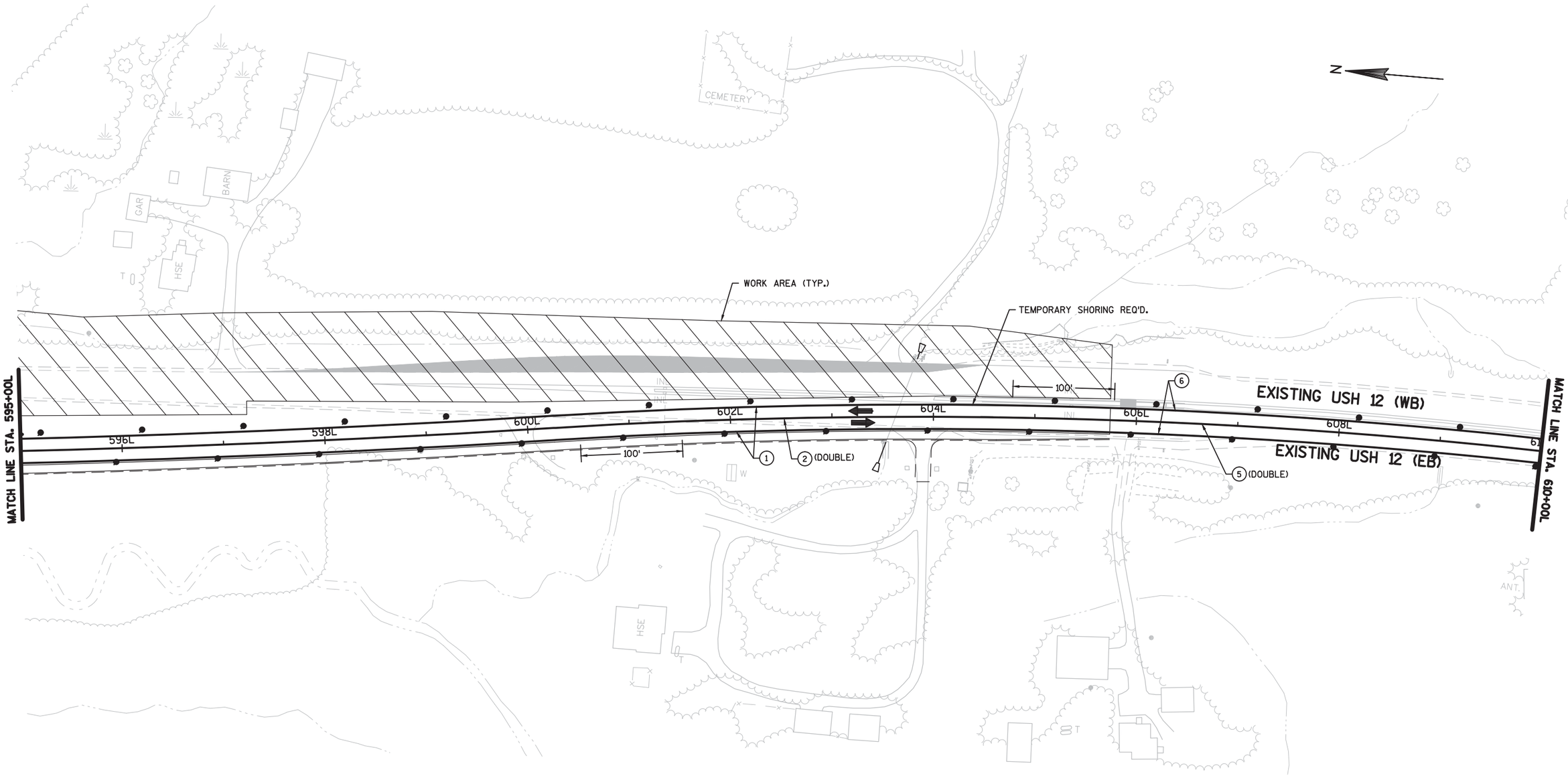
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2B	SHEET 270	E

2



PROJECT NO:1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2B	SHEET 271	E

2



PROJECT NO:1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2B	SHEET 272	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025004-TC-STAGE 2B.DWG PLOT DATE : 5/3/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT

2

N

ROAD CLOSED
R11-2
48" X 30"

W01-6
48" X 24"

SEE SDD 'TRAFFIC CONTROL, LANE CLOSURE' FOR MORE INFORMATION

TEMPORARY PAVEMENT (TYP.)

MATCH LINE STA. 610+00L

EXISTING USH 12 (WB)

EXISTING USH 12 (EB)

612L 614M 616M 616L 618M 618L 620M 620L 622M 622L 624M 624L

INL

50' 100' 25' 100' 50'

1 2

SEE S.D.D. 'TRAFFIC CONTROL, SINGLE LANE CROSSOVER' FOR MORE INFORMATION

RUINS

RUINS

PROJECT NO:1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2B	SHEET 273	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025004-TC-STAGE 2B.DWG PLOT DATE : 5/3/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

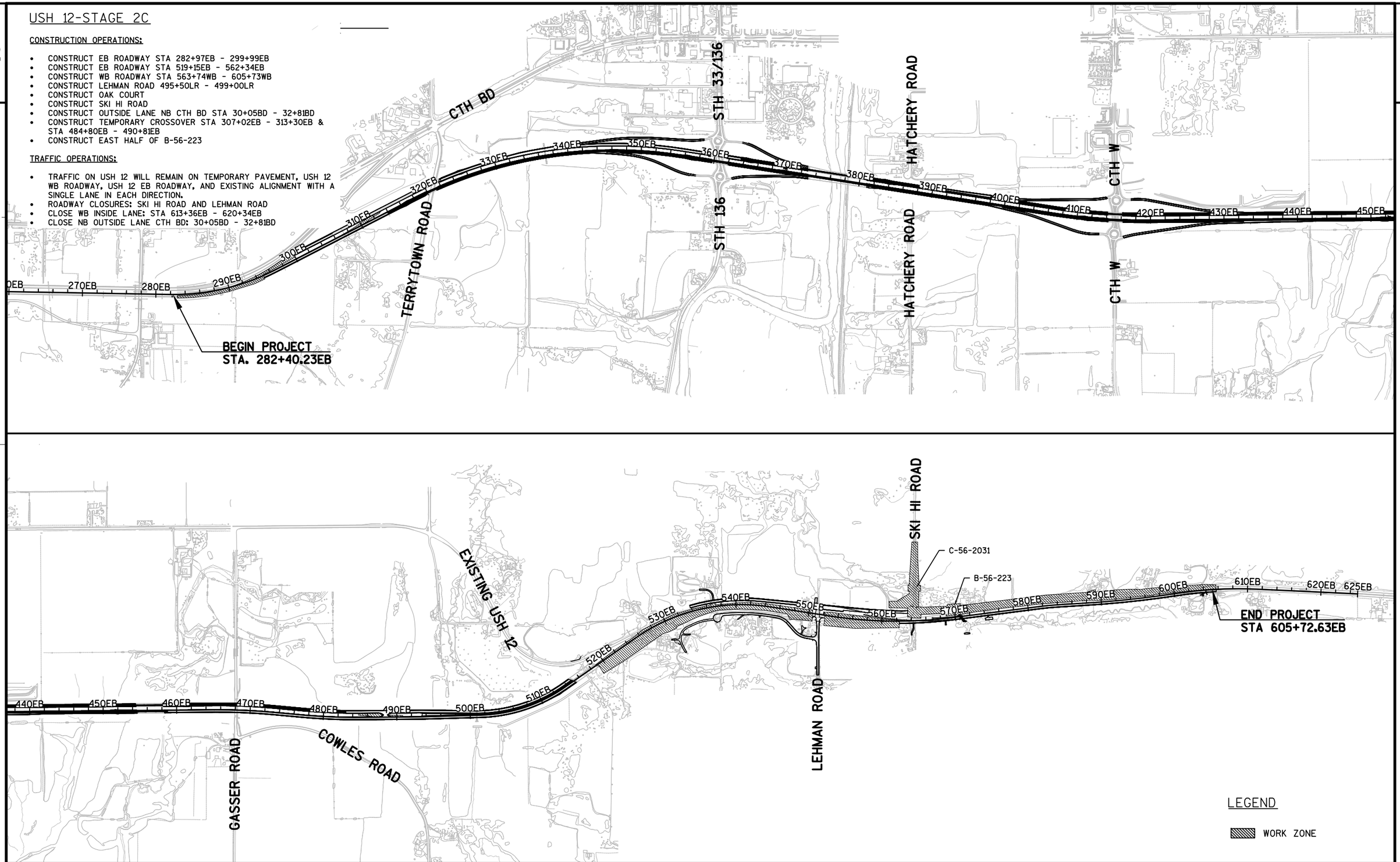
USH 12-STAGE 2C

CONSTRUCTION OPERATIONS:

- CONSTRUCT EB ROADWAY STA 282+97EB - 299+99EB
- CONSTRUCT EB ROADWAY STA 519+15EB - 562+34EB
- CONSTRUCT WB ROADWAY STA 563+74WB - 605+73WB
- CONSTRUCT LEHMAN ROAD 495+50LR - 499+00LR
- CONSTRUCT OAK COURT
- CONSTRUCT SKI HI ROAD
- CONSTRUCT OUTSIDE LANE NB CTH BD STA 30+05BD - 32+81BD
- CONSTRUCT TEMPORARY CROSSOVER STA 307+02EB - 313+30EB & STA 484+80EB - 490+81EB
- CONSTRUCT EAST HALF OF B-56-223

TRAFFIC OPERATIONS:

- TRAFFIC ON USH 12 WILL REMAIN ON TEMPORARY PAVEMENT, USH 12 WB ROADWAY, USH 12 EB ROADWAY, AND EXISTING ALIGNMENT WITH A SINGLE LANE IN EACH DIRECTION.
- ROADWAY CLOSURES: SKI HI ROAD AND LEHMAN ROAD
- CLOSE WB INSIDE LANE: STA 613+36EB - 620+34EB
- CLOSE NB OUTSIDE LANE CTH BD: 30+05BD - 32+81BD



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL OVERVIEW - STAGE 2C	SHEET 274 E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025001-TC-OVERVIEW.DWG PLOT DATE : 1/28/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:1200

WISDOT/CADDS SHEET 42

2

W

W

W

W

ANT.

N

250WB 252WB 254WB 256WB 258WB 260WB 262WB 264WB

USH 12 (WB)

250EB 252EB 254EB 256EB 258EB 260EB 262EB 264EB

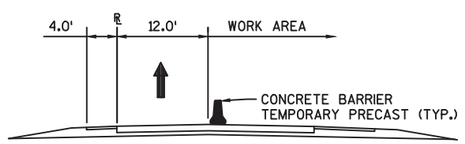
USH 12 (EB)

MATCH LINE STA. 265+00EB

50'

W04-2R

SEE SDD 'TRAFFIC CONTROL, LANE CLOSURE' FOR MORE INFORMATION



TYPICAL SECTION, USH 12 - STAGE 2C

STA. 260+00EB TO 302+00P

PROJECT NO:1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2C	SHEET 275	E

2

N

MATCH LINE STA. 265+00EB

266WB 268WB 270WB 272WB 274WB 276WB 278WB 28

50'

USH 12 (WB)

266EB 268EB 270EB 272EB 274EB 276EB 278EB 28

50'

50'

1

USH 12 (EB)

100'

MATCH LINE STA. 280+00EB & 280+00P

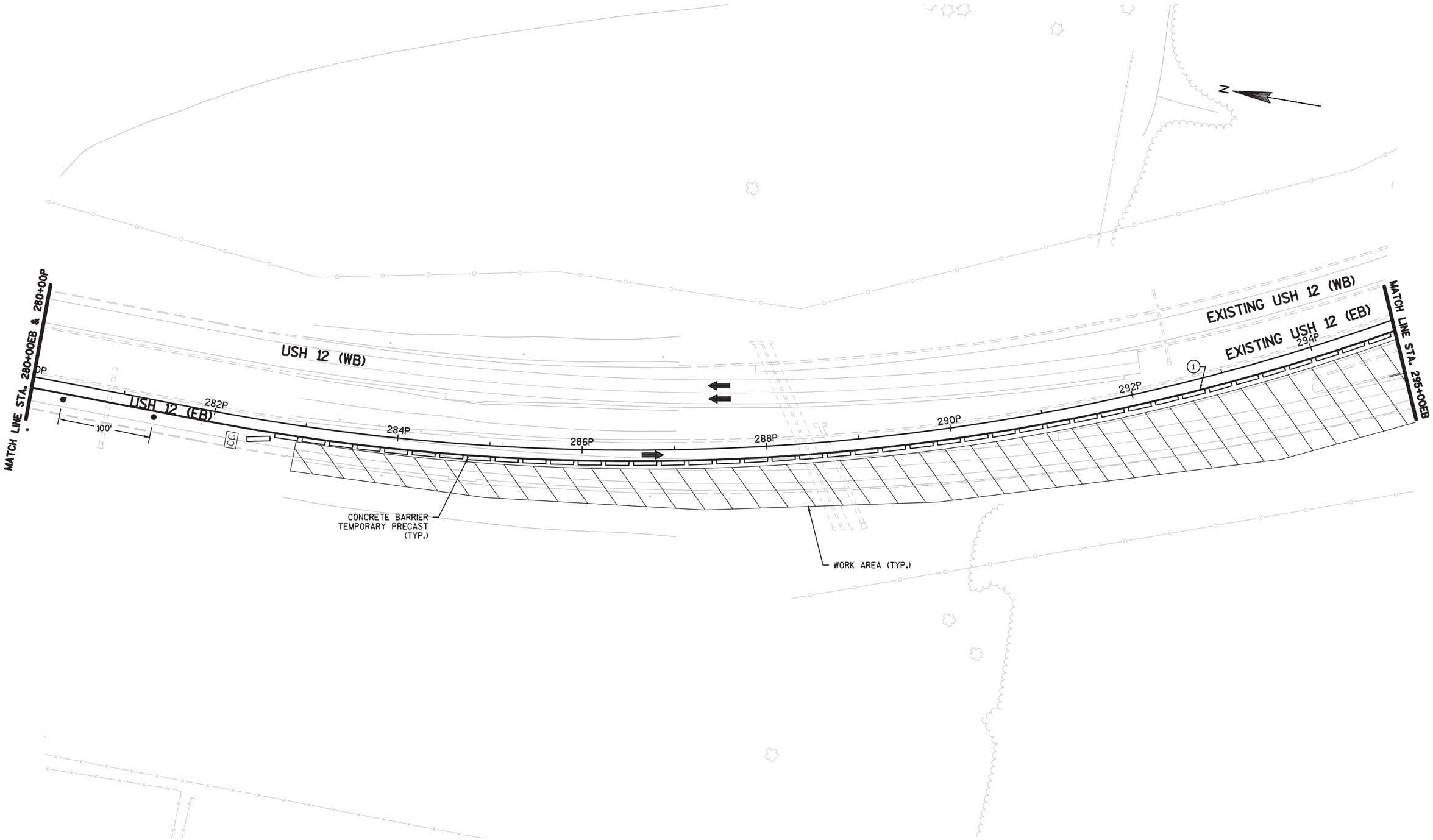
OLD HWY 33

A/C

PROJECT NO:1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2C	SHEET 276	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025004-TC-STAGE 2C.DWG PLOT DATE : 5/3/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT

2



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2C	SHEET 277	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025004-TC-STAGE 2C.DWG PLOT DATE : 5/3/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT

2

SIGN

SIGN

INL

INL

INL

25'

N

EXISTING USH 12 (WB)

EXISTING USH 12 (EB)

305P

304P

302P

300P

298P

296P

CONCRETE BARRIER TEMPORARY PRECAST (TYP.)

2

WORK AREA (TYP.)

TEMPORARY PAVEMENT (TYP.)

MATCH LINE STA. 295+00EB

MATCH LINE STA. 310+00EB

296WB

298WB

300WB

302WB

304WB

306WB

308WB

USH 12 (WB)

296EB

298EB

300EB

302EB

304EB

306EB

308EB

USH 12 (EB)

PROJECT NO:1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2C	SHEET 278	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025004-TC-STAGE 2C.DWG PLOT DATE : 5/3/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT

2

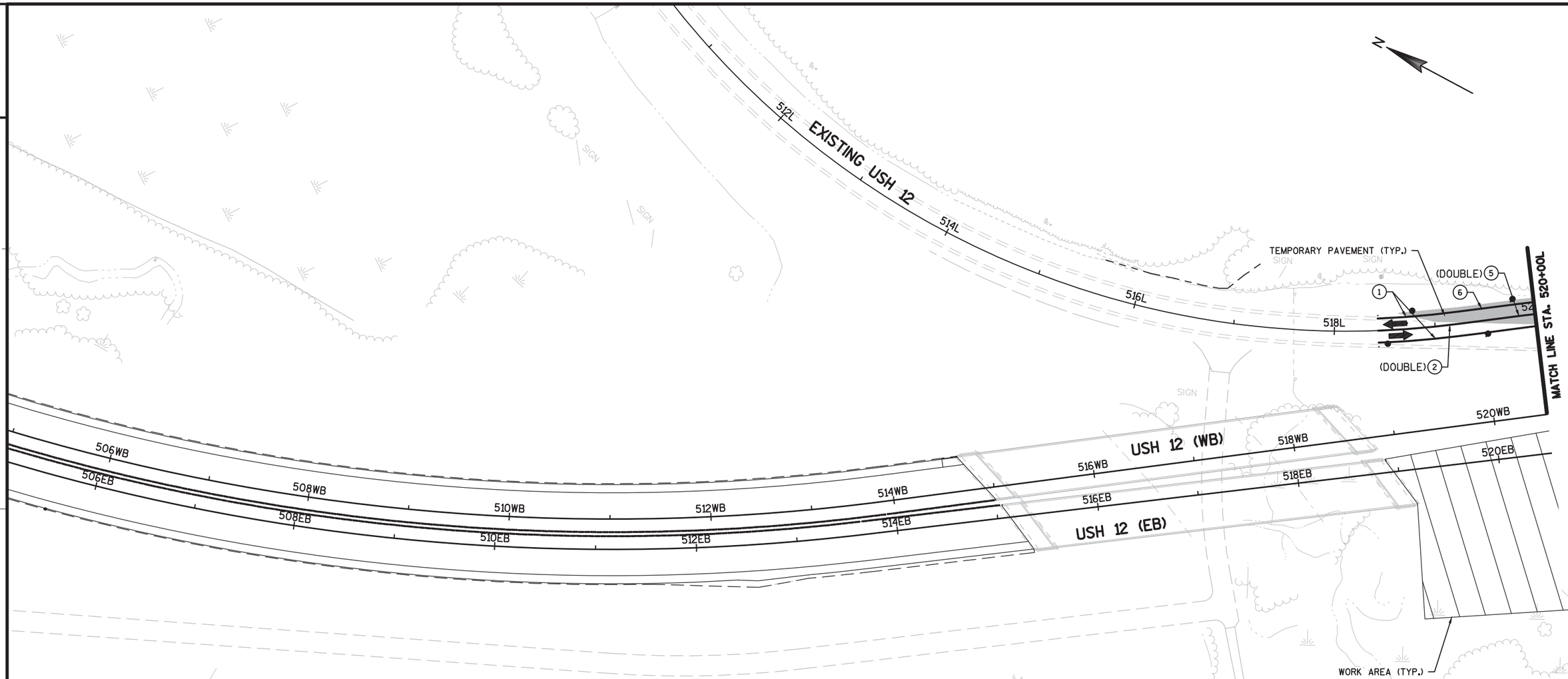
SIGN
ATHLETIC FIELD
W
SIGN
W
SIGN
SIGN
INL
INL
INL
INL
INL
INL
INL
INL
INL
INL
INL
INL
U.S.H. 12/S.T.H. 33
U.S.H. 12/S.T.H. 33
SIGN
SIGN
N
EXISTING USH 12 (WB)
EXISTING USH 12 (EB)
WALLS
WALLS
RAMP
RAMP
T
W
G.P.
W
SIGN
P.
P.
TERRYTOWN ROAD

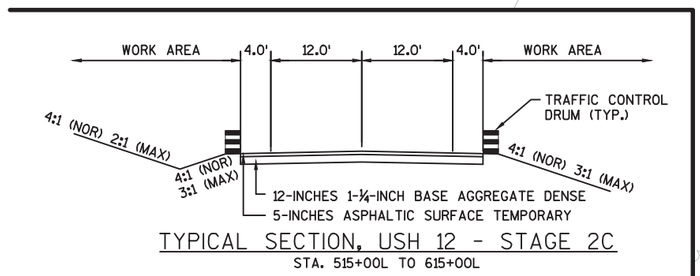
WORK AREA (TYP.)
TEMPORARY PAVEMENT (TYP.)
MATCH LINE STA. 310+00EB
WB
312WB
314WB
316WB
USH 12 (WB)
318WB
320WB
322WB
324WB
EB
312EB
314EB
316EB
318EB
320EB
322EB
324EB
USH 12 (EB)

PROJECT NO:1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2C	SHEET 279	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025004-TC-STAGE 2C.DWG PLOT DATE : 5/3/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT

2

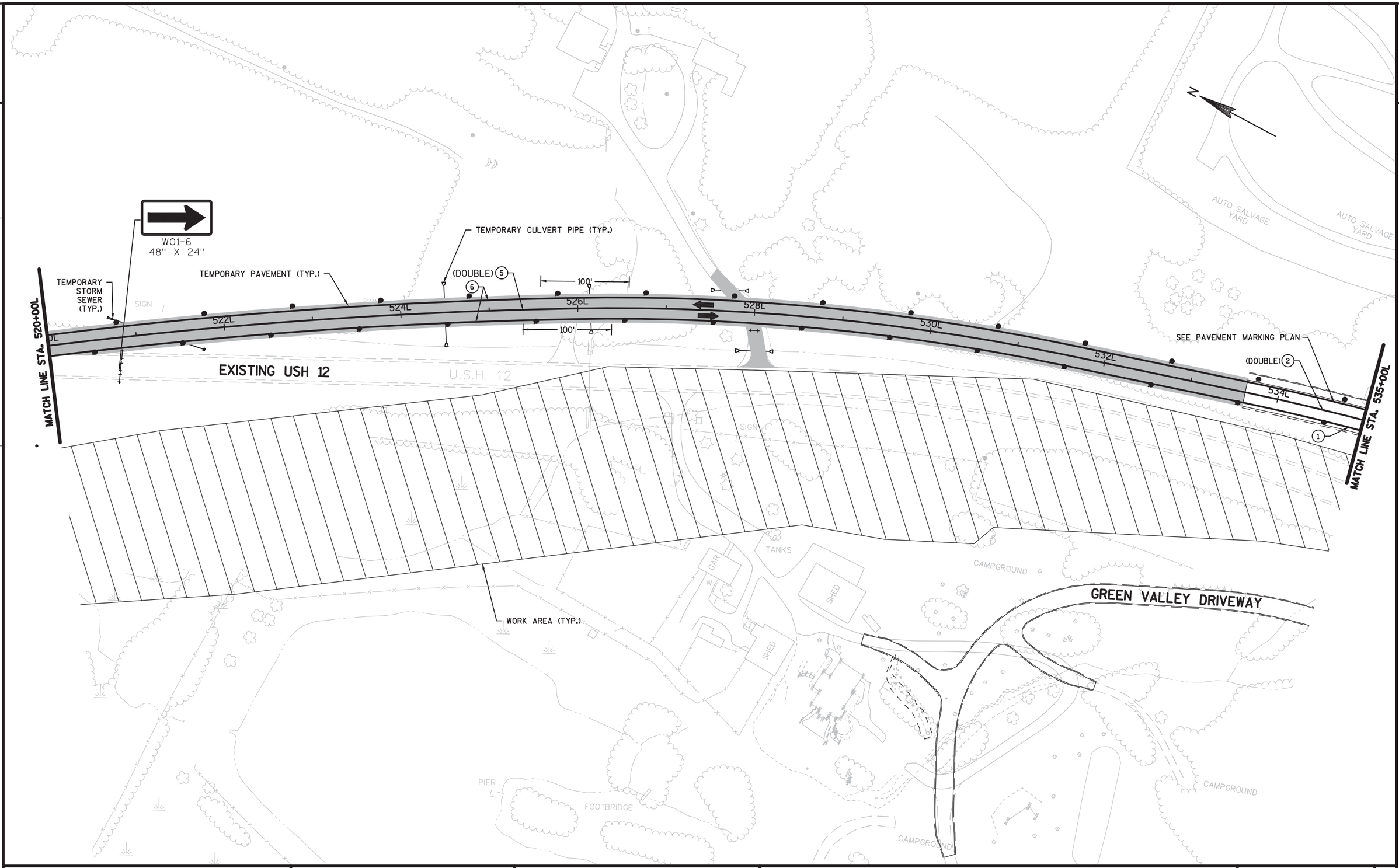




TYPICAL SECTION, USH 12 - STAGE 2C

STA. 515+00L TO 615+00L

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2C	SHEET 280	E



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2C	SHEET 281	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025004-TC-STAGE 2C.DWG PLOT DATE : 5/3/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT

2

2

N

SEE PAVEMENT MARKING PLAN

(DOUBLE) 2

1

100'

100'

536L

538L

540L

542L

544L

546L

548L

MATCH LINE STA. 535+00L

MATCH LINE STA. 550+00L

TEMPORARY PAVEMENT (TYP.)

OAK COURT

U.S.H. 12

WORK AREA (TYP.)

BARN

TANKS

ANT.

SEPTIC

SIGN

RUINS

HSE

GAR

POND

SHED

W

T

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2C	SHEET 282	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025004-TC-STAGE 2C.DWG PLOT DATE : 5/3/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT

2

N

MATCH LINE STA. 550+00L

SEE PAVEMENT MARKING PLAN

552L

554L

556L

100'

100'

1

2 (DOUBLE)

W01-6
48" X 24"

6

5 (DOUBLE)

TEMPORARY PAVEMENT (TYP.)

558L

560L

562L

564L

MATCH LINE STA. 565+00L

WORK AREA (TYP.)

SKI HI ROAD

USH 12 (WB)

USH 12 (EB)

EXISTING USH 12

ROAD CLOSED
R11-2
48" X 30"

ROAD CLOSED
R11-2
48" X 30"

W01-6
48" X 24"

LEHMAN ROAD

25'

ORCHARD

SEPTIC & DRY WELL

HSE

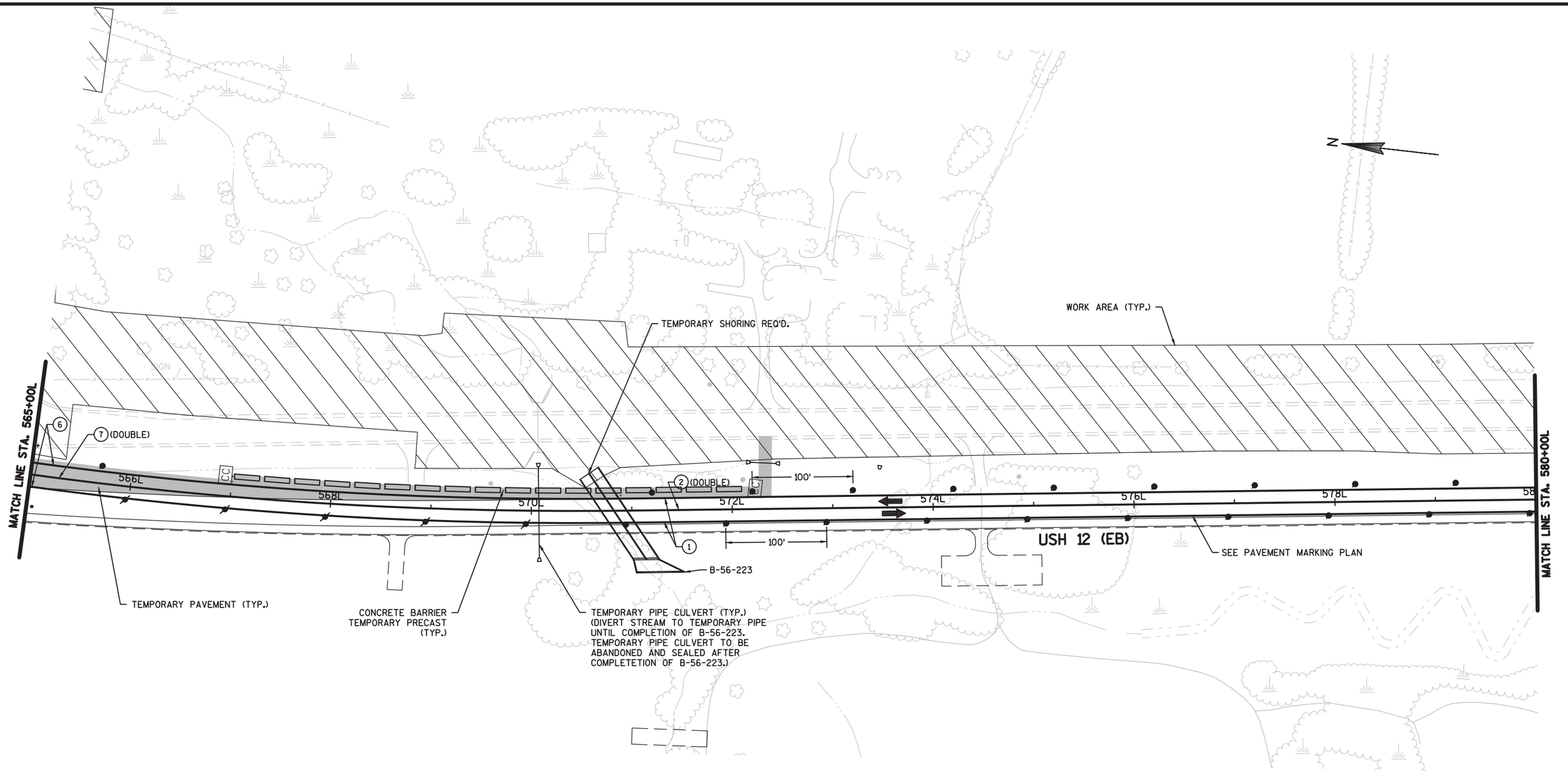
GAR

RUINS

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2C	SHEET 283	E

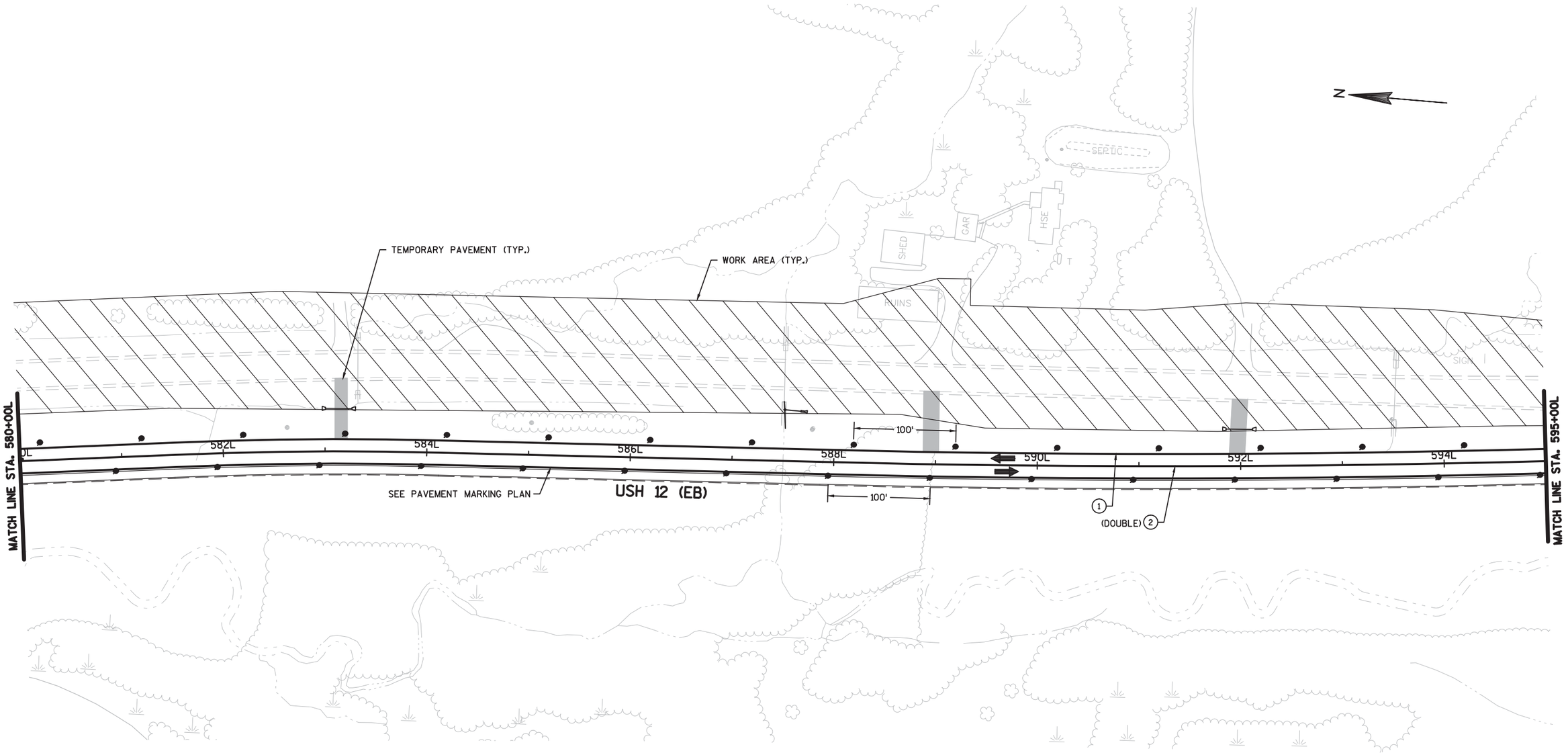
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025004-TC-STAGE 2C.DWG PLOT DATE : 5/3/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT

2



PROJECT NO:1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2C	SHEET 284	E

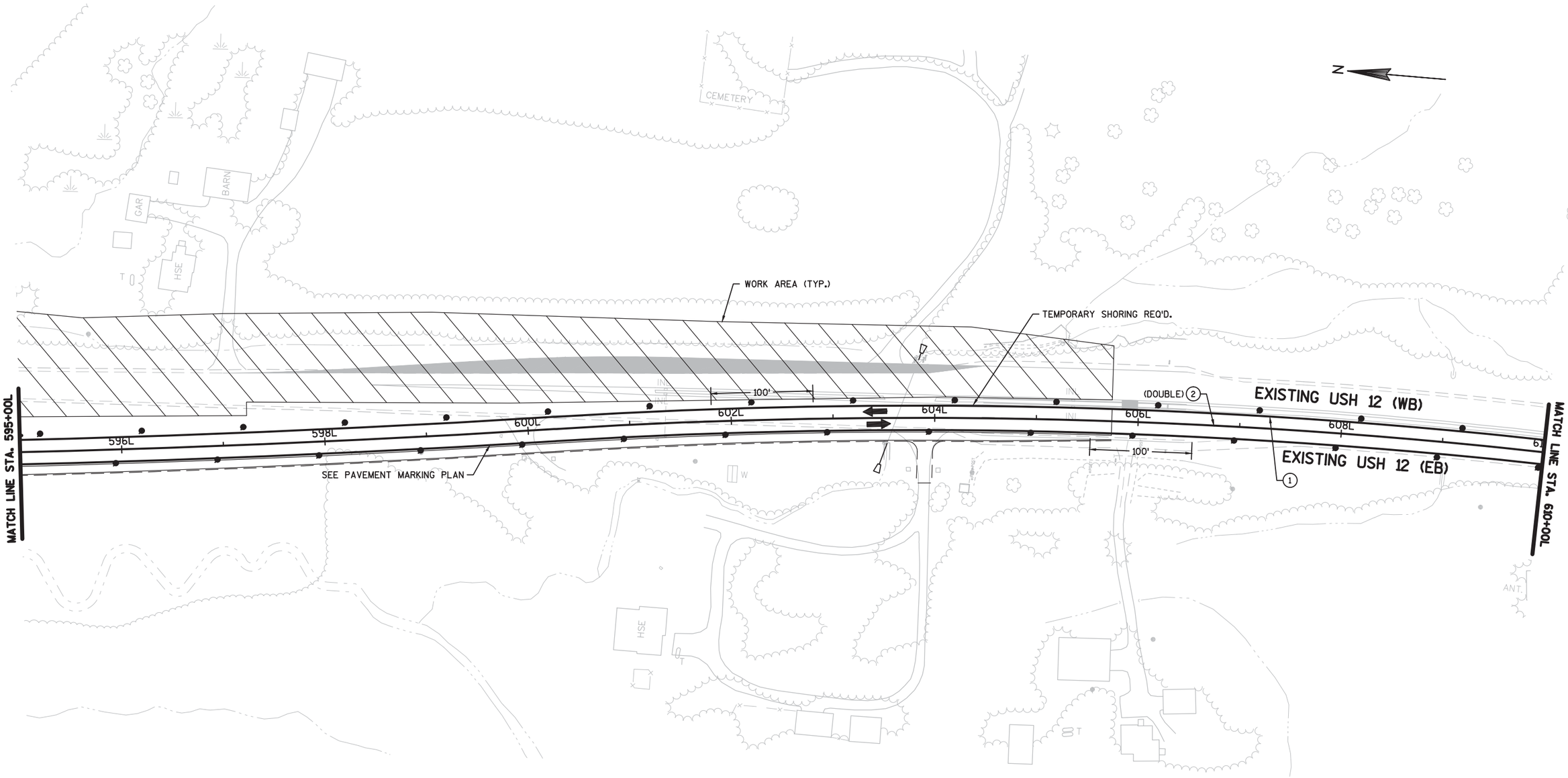
2



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2C	SHEET 285	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025004-TC-STAGE 2C.DWG PLOT DATE : 5/3/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT

2



PROJECT NO:1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2C	SHEET 286	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025004-TC-STAGE 2C.DWG PLOT DATE : 5/3/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

N

ROAD CLOSED
R11-2
48" X 30"

W01-6
48" X 24"

SEE S.D.D. 'TRAFFIC CONTROL, LANE CLOSURE' FOR MORE INFORMATION

TEMPORARY PAVEMENT (TYP.)

MATCH LINE STA. 610+00L

EXISTING USH 12 (WB)

EXISTING USH 12 (EB)

2 (DOUBLE)

1

2

100'

50'

25'

612L

614M

616M

616L

618M

618L

620M

620L

622M

622L

624M

624L

INL

SEE S.D.D. 'TRAFFIC CONTROL, SINGLE LANE CROSSOVER' FOR MORE INFORMATION

RUINS

RUINS

PROJECT NO:1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2C	SHEET 287	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025004-TC-STAGE 2C.DWG PLOT DATE : 5/3/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

USH 12-STAGE 3

N

CONSTRUCTION OPERATIONS:

- SIS SIGNS MUST BE INSTALLED PRIOR TO STAGE 3
- CONSTRUCT WB ROADWAY STA 282+38WB - STA 305+96WB, 518+44WB - 534+00WB
- CONSTRUCT CTH BD SHOULDER STA 30+33BD - 47+60BD
- CONSTRUCT POINT OF ROCKS ROAD

TRAFFIC OPERATIONS:

- TRAFFIC ON USH 12 WILL REMAIN ON USH 12 BYPASS WITH A SINGLE LANE IN EACH DIRECTION EXCEPT ON EB ROADWAY STA 314+00EB - 458+72EB AND WB ROADWAY STA 363+66EB - 483+00EB WHERE THERE WILL BE TWO LANES IN EACH DIRECTION.
- CLOSE WB ROADWAY: STA 282+38WB - 305+96WB
- CLOSE CTH BD OUTSIDE LANE: STA 30+33BD - 47+60BD

ROADWORK BEGINS (DATE)

INSTALL ONE WEEK PRIOR TO STAGE

PCMS

BEGIN PROJECT STA. 282+40.23EB

CTH BD

TERRYTOWN ROAD

STH 33/136

STH 136

HATCHERY ROAD

CTH W

270EB 280EB 290EB 300EB 310EB 320EB 330EB 340EB 350EB 360EB 370EB 380EB 390EB 400EB 410EB 420EB 430EB 440EB 450EB

INSTALL ONE WEEK PRIOR TO STAGE

TRAFFIC USE CTH W

FOR USH 12 ACCESS

PCMS

EXISTING USH 12

INSTALL ONE WEEK PRIOR TO STAGE

NEW TRAFFIC PATTERN

BEGINS (DATE)

PCMS

440EB 450EB 460EB 470EB 480EB 490EB 500EB 510EB 520EB 530EB 540EB 550EB 560EB 570EB 580EB 590EB 600EB 610EB 620EB 625EB

SKI HI ROAD

LEHMAN ROAD

INSTALL ONE WEEK PRIOR TO STAGE

NEW TRAFFIC PATTERN

BEGINS (DATE)

PCMS

END PROJECT STA 605+72.63EB

GASSER ROAD

COWLES ROAD

LEGEND

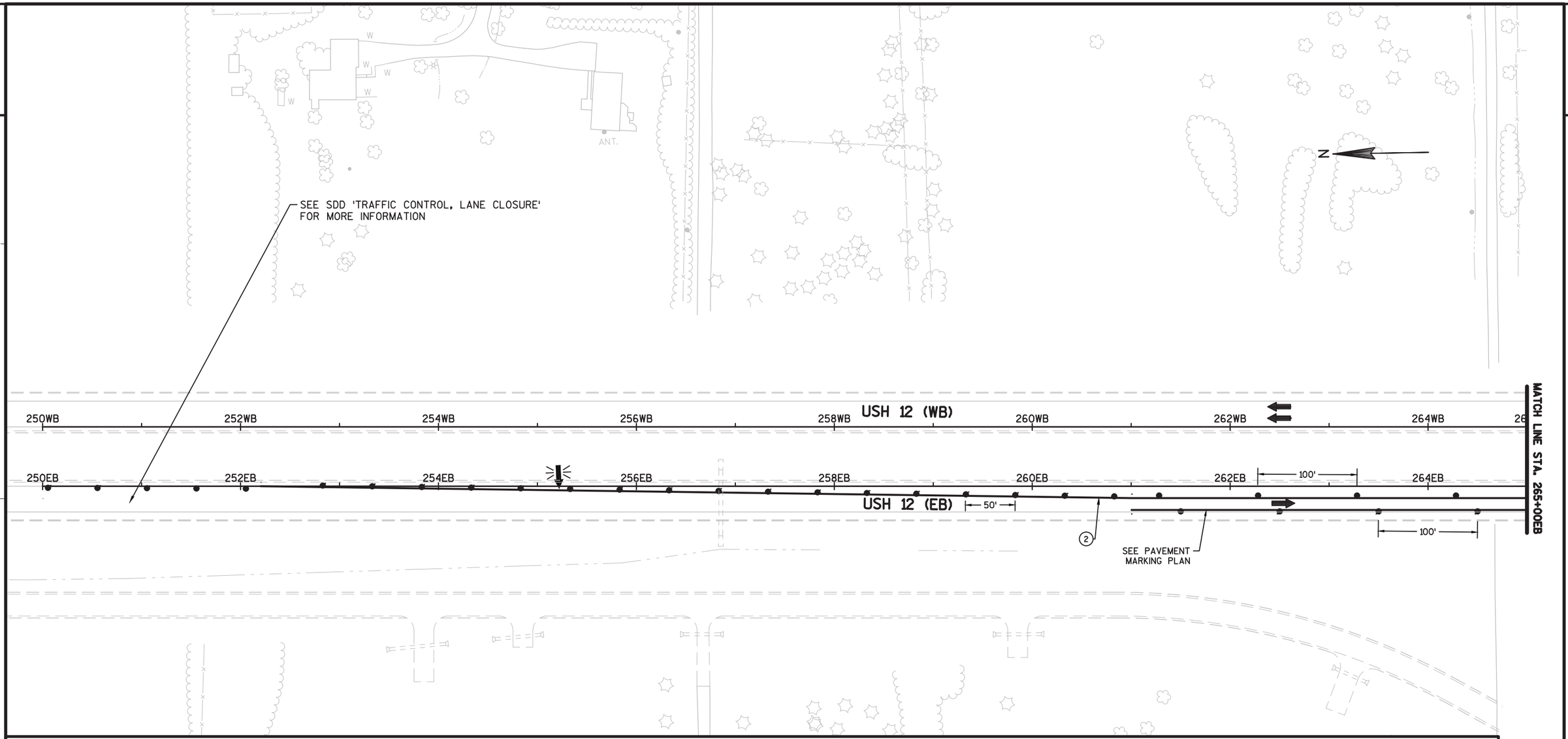
WORK ZONE

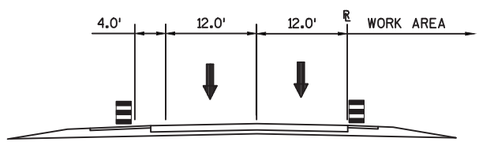
NOTE: SIS SIGNS MUST BE INSTALLED PRIOR TO STAGE 3 SWITCH

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL OVERVIEW - STAGE 3	SHEET 288	E

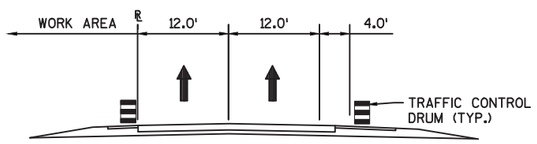
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025001-TC-OVERVIEW.DWG PLOT DATE : 5/4/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:1200

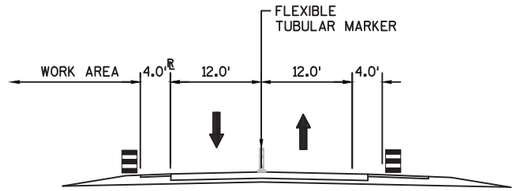
2





TYPICAL SECTION, USH 12 - STAGE 3
STA. 312+00EB TO 480+00EB





TYPICAL SECTION, USH 12 - STAGE 3
STA. 272+00EB TO 306+00EB
STA. 486+00EB TO 610+00EB

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 3	SHEET 289	E

2

N

W01-6
48" X 24"

W01-4R

SEE SDD 'TRAFFIC CONTROL, SINGLE LANE CROSSOVER' FOR MORE INFORMATION

TEMPORARY PAVEMENT (TYP.)

MATCH LINE STA. 265+00EB

MATCH LINE STA. 280+00EB

USH 12 (WB)

USH 12 (EB)

266EB 268EB 270EB 272EB 274EB 276EB 278EB

268WB 270WB 272WB 274WB 276WB 278WB

268R 270R 272R 273R

25' 50' 100' 100'

(DOUBLE)

SEE PAVEMENT MARKING PLAN

SEE SDD 'TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION' FOR MORE INFORMATION

OLD HWY 33

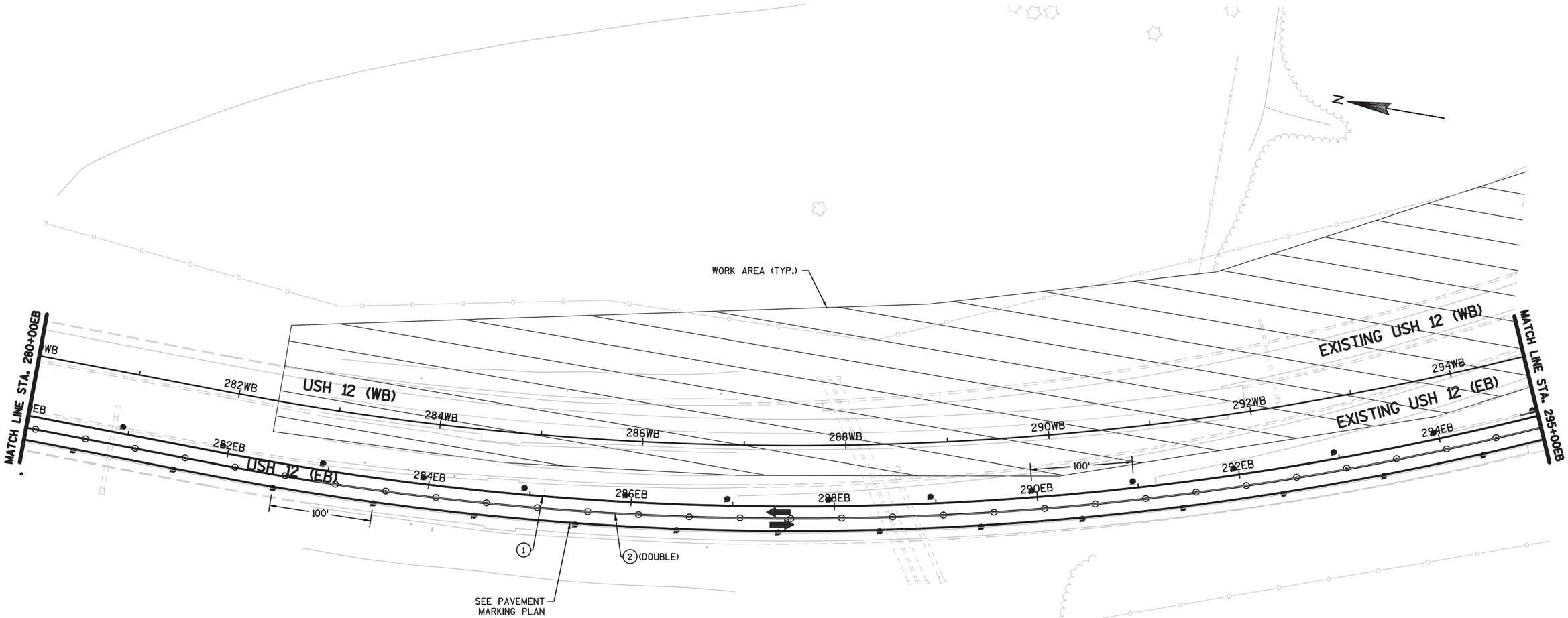
A/C

PROJECT NO:1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 3	SHEET 290	E

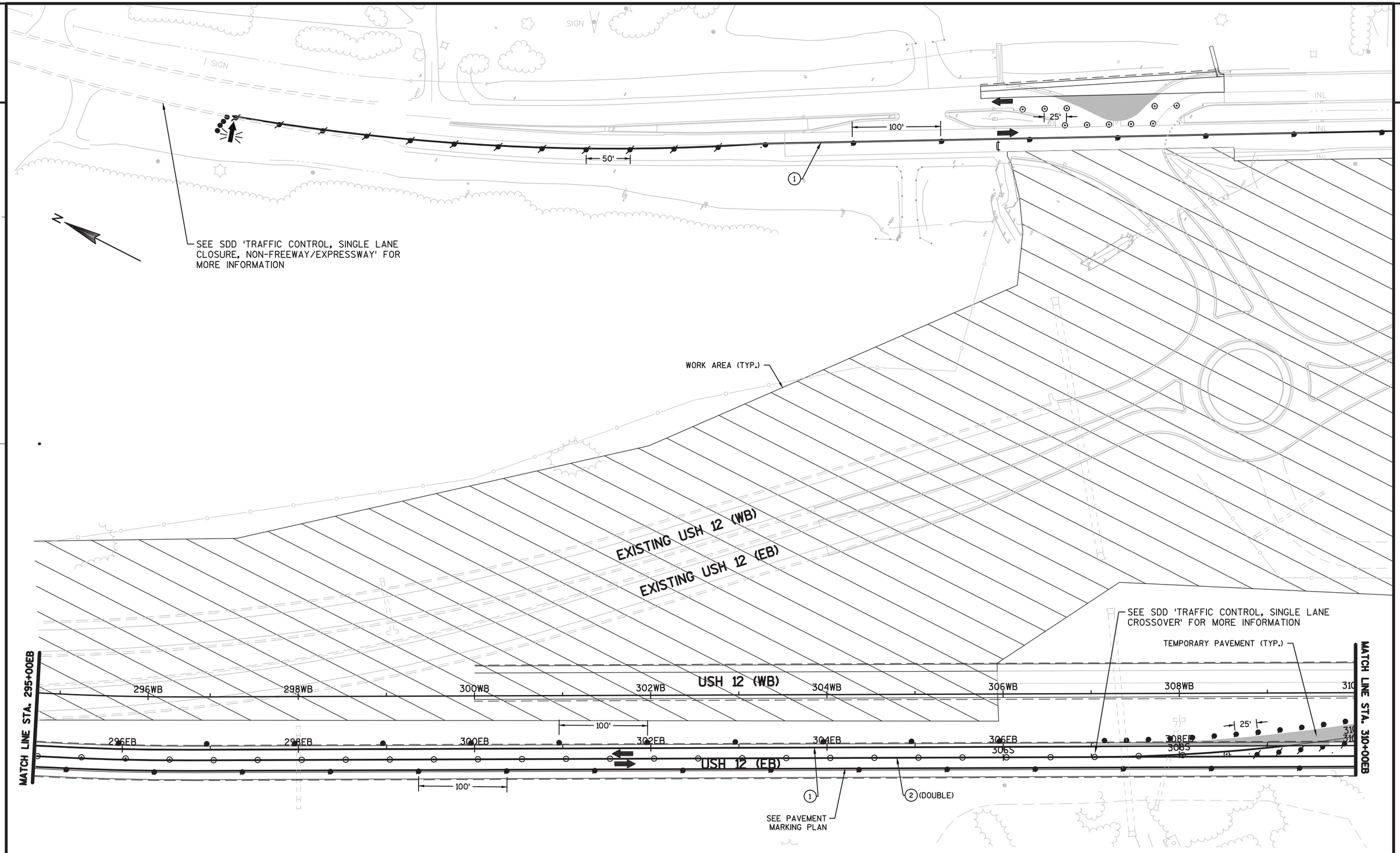
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025005-TC-STAGE 3.DWG PLOT DATE : 5/4/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

2



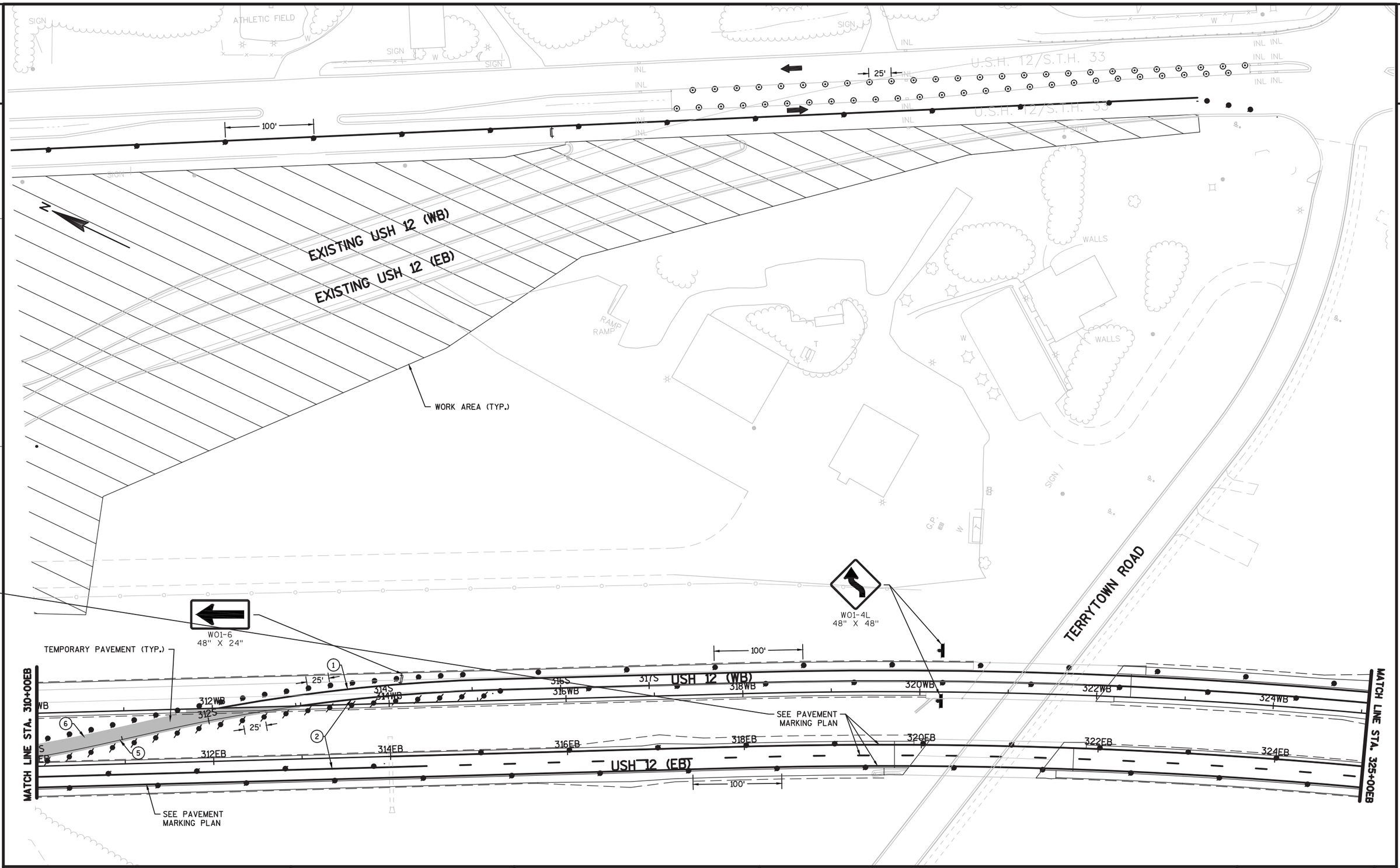
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 3	SHEET 291	E



PROJECT NO:1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 3	SHEET 292	E

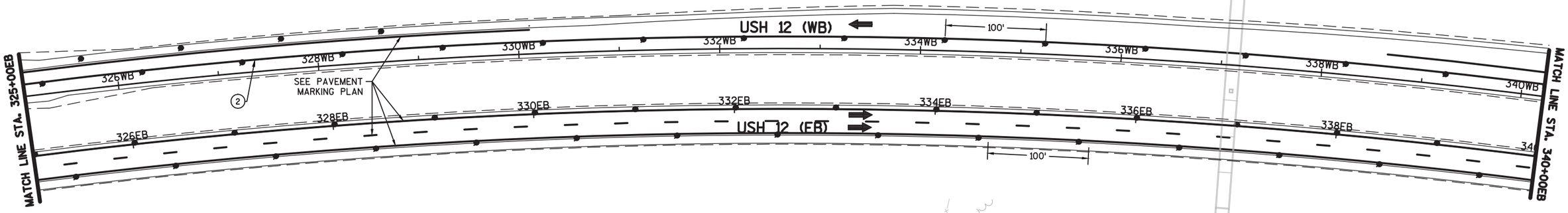
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025005-TC-STAGE 3.DWG PLOT DATE : 5/4/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF

2



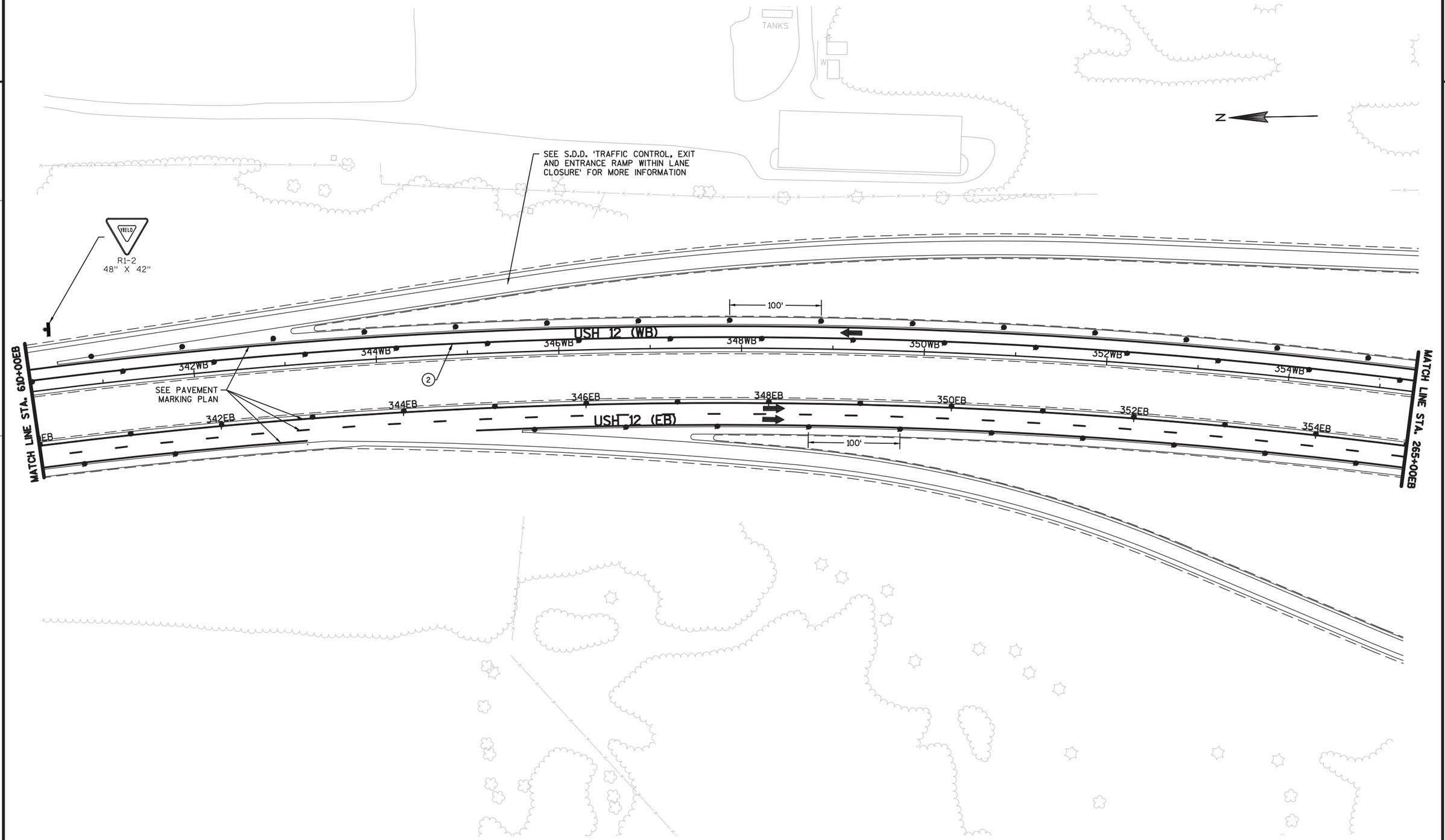
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 3	SHEET 293	E

2



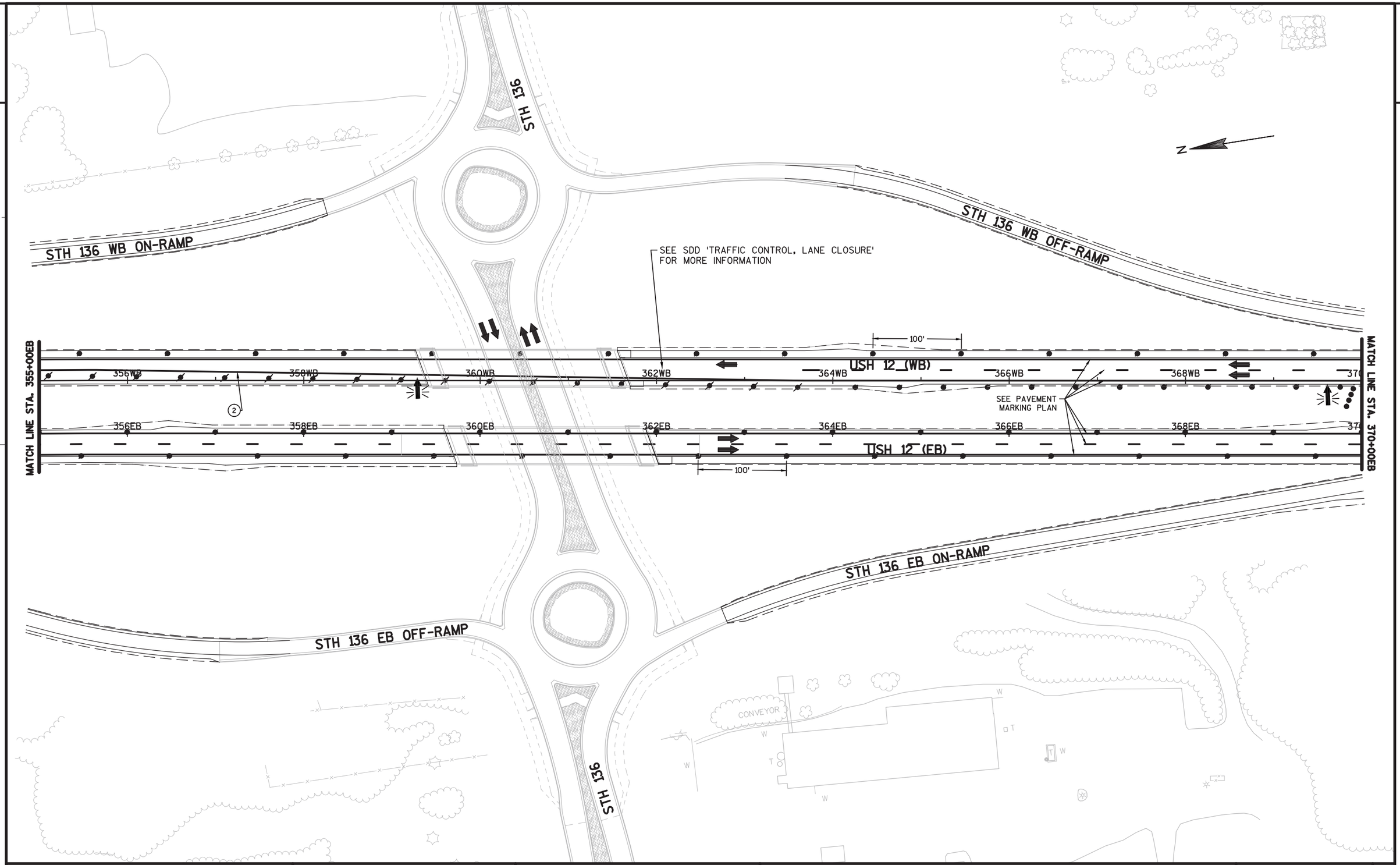
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 3	SHEET 294	E

2



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 3	SHEET 295	E

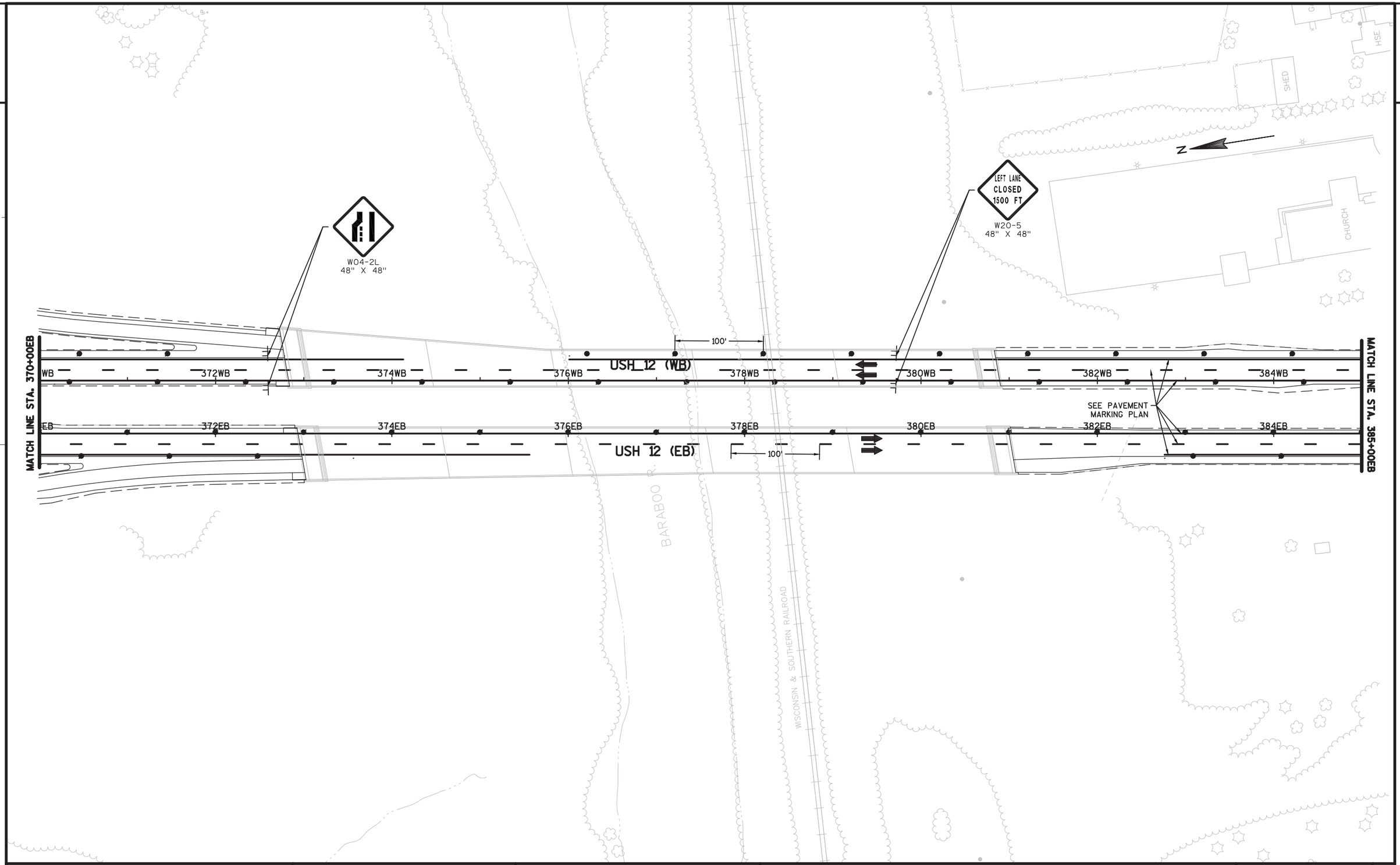
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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 3	SHEET 296	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025005-TC-STAGE 3.DWG PLOT DATE : 5/4/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1:100_XREF

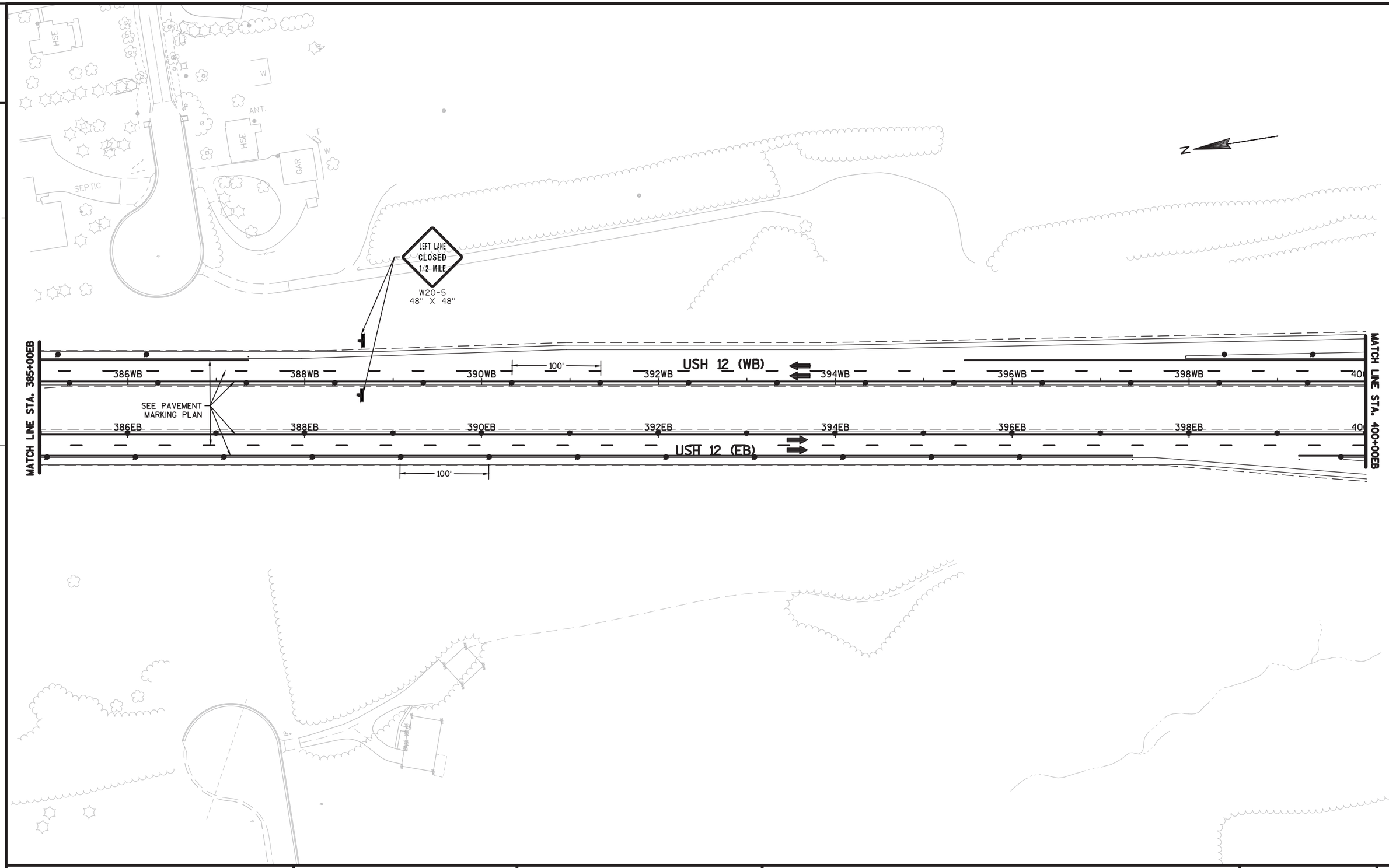
2



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 3	SHEET 297	E

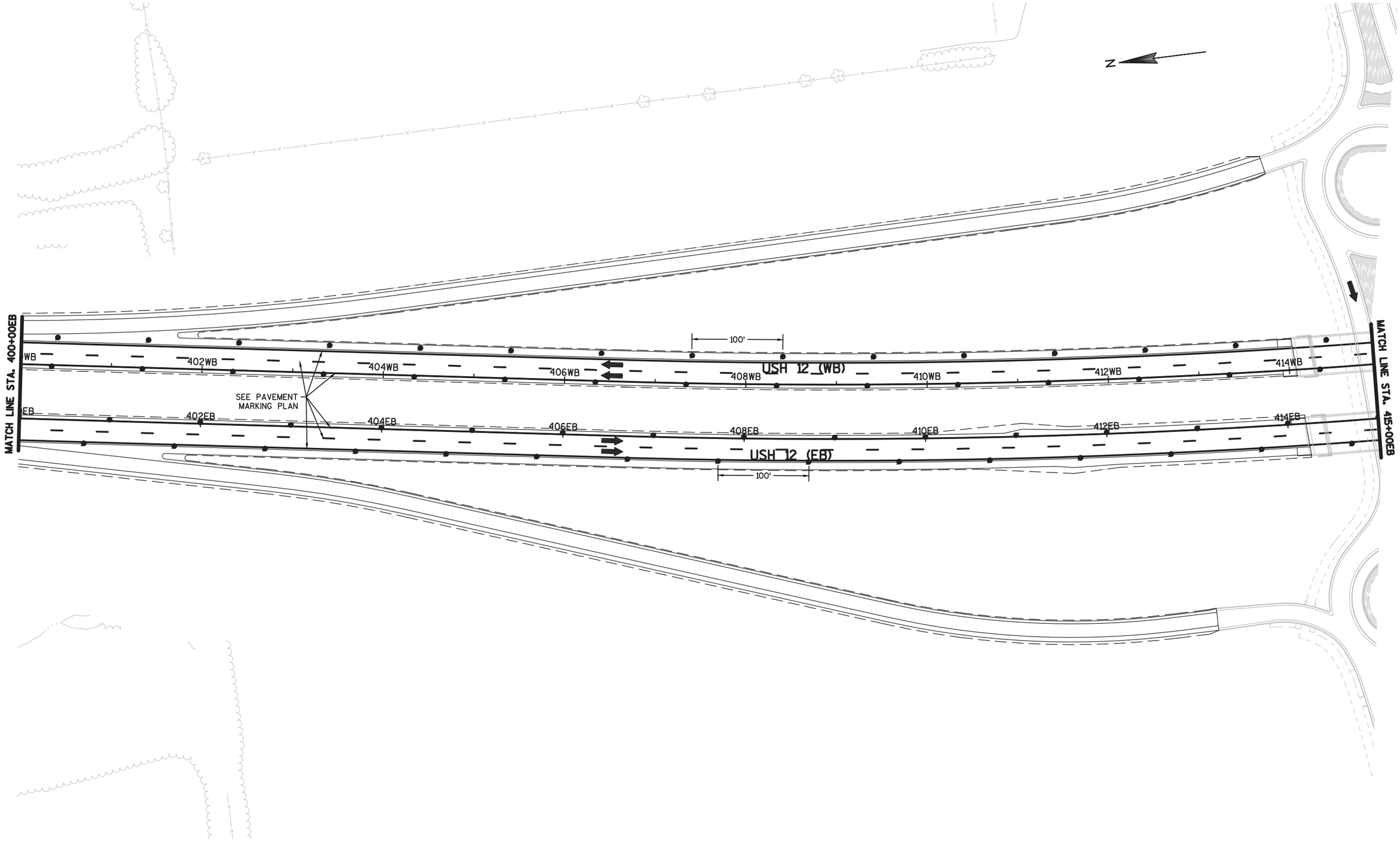
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025005-TC-STAGE 3.DWG PLOT DATE : 5/4/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF

2



PROJECT NO:1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 3	SHEET 298	E

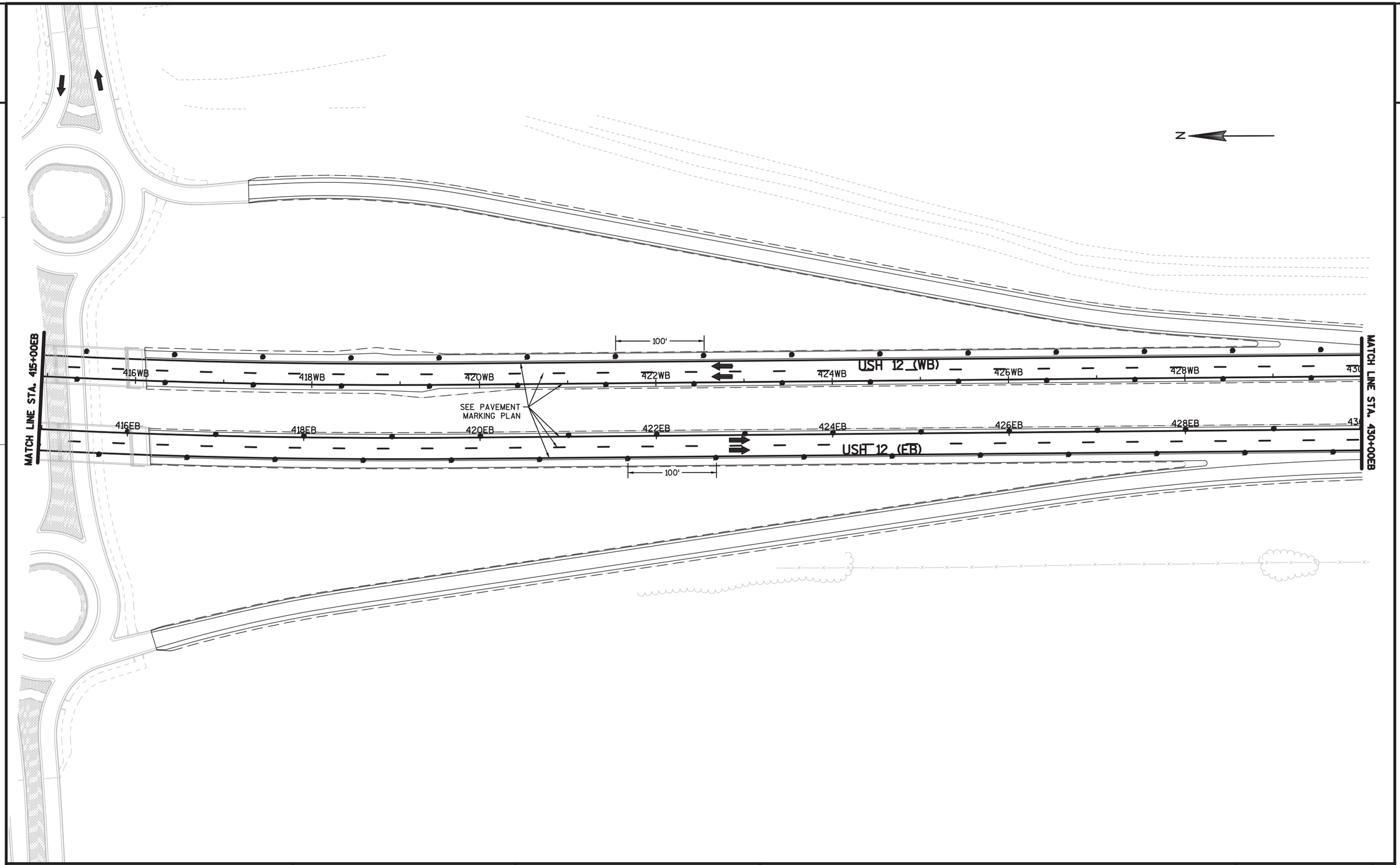
2



PROJECT NO:1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 3	SHEET 299	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025005-TC-STAGE 3.DWG PLOT DATE : 5/4/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF

2



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 3	SHEET 300	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025005-TC-STAGE 3.DWG PLOT DATE : 5/4/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

2

2

N

MATCH LINE STA. 430+00EB

MATCH LINE STA. 445+00EB

USH 12 (WB)

USH 12 (EB)

100'

100'

SEE PAVEMENT MARKING PLAN

LEFT LANE CLOSED 1/2 MILE

W20-5
48" X 48"

LEFT LANE CLOSED 1500 FT

W20-5
48" X 48"

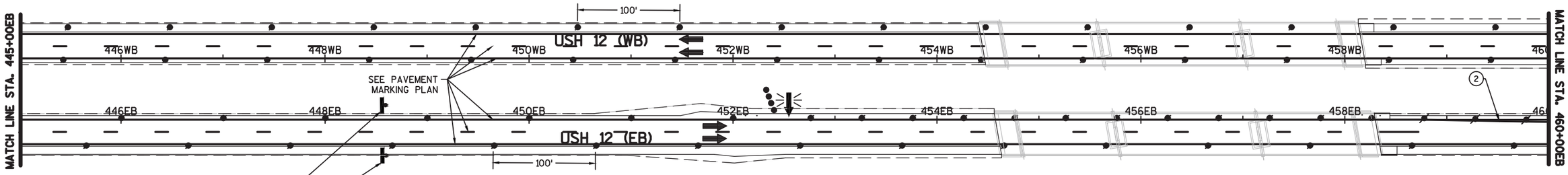
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 3	SHEET 301	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025005-TC-STAGE 3.DWG PLOT DATE : 5/4/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

2

N



PROJECT NO:1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 3	SHEET 302	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025005-TC-STAGE 3.DWG PLOT DATE : 5/4/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

2

N

SEE PAVEMENT MARKING PLAN

100'

MATCH LINE STA. 460+00EB

462WB 464WB USH 12 (WB) 466WB 468WB 470WB 472WB 474WB

MATCH LINE STA. 475+00EB

462EB 464EB 466EB 468EB 470EB 472EB 474EB

USH 12 (EB)

100'

SEE PAVEMENT MARKING PLAN

SEE SDD 'TRAFFIC CONTROL, LANE CLOSURE' FOR MORE INFORMATION

RUINS

RUINS

WM

PROJECT NO:1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 3	SHEET 303	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025005-TC-STAGE 3.DWG PLOT DATE : 5/4/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF

2

N

ROAD CLOSED
R11-2
48" X 30"

WO1-6
48" X 24"

TEMPORARY PAVEMENT (TYP.)

SEE PAVEMENT MARKING PLAN

MATCH LINE STA. 475+00EB

MATCH LINE STA. 490+00EB

USH 12 (WB)

USH 12 (EB)

476WB 477T 478WB 478T 480WB 480T 482WB 482T 484WB 484T 486WB 486T 488WB 488T

476EB 478EB 478Q 480EB 480Q 482EB 482Q 484EB 484Q 486EB 486Q 488EB 488Q

100' 50' 25' 100'

WO6-2
48"X48"

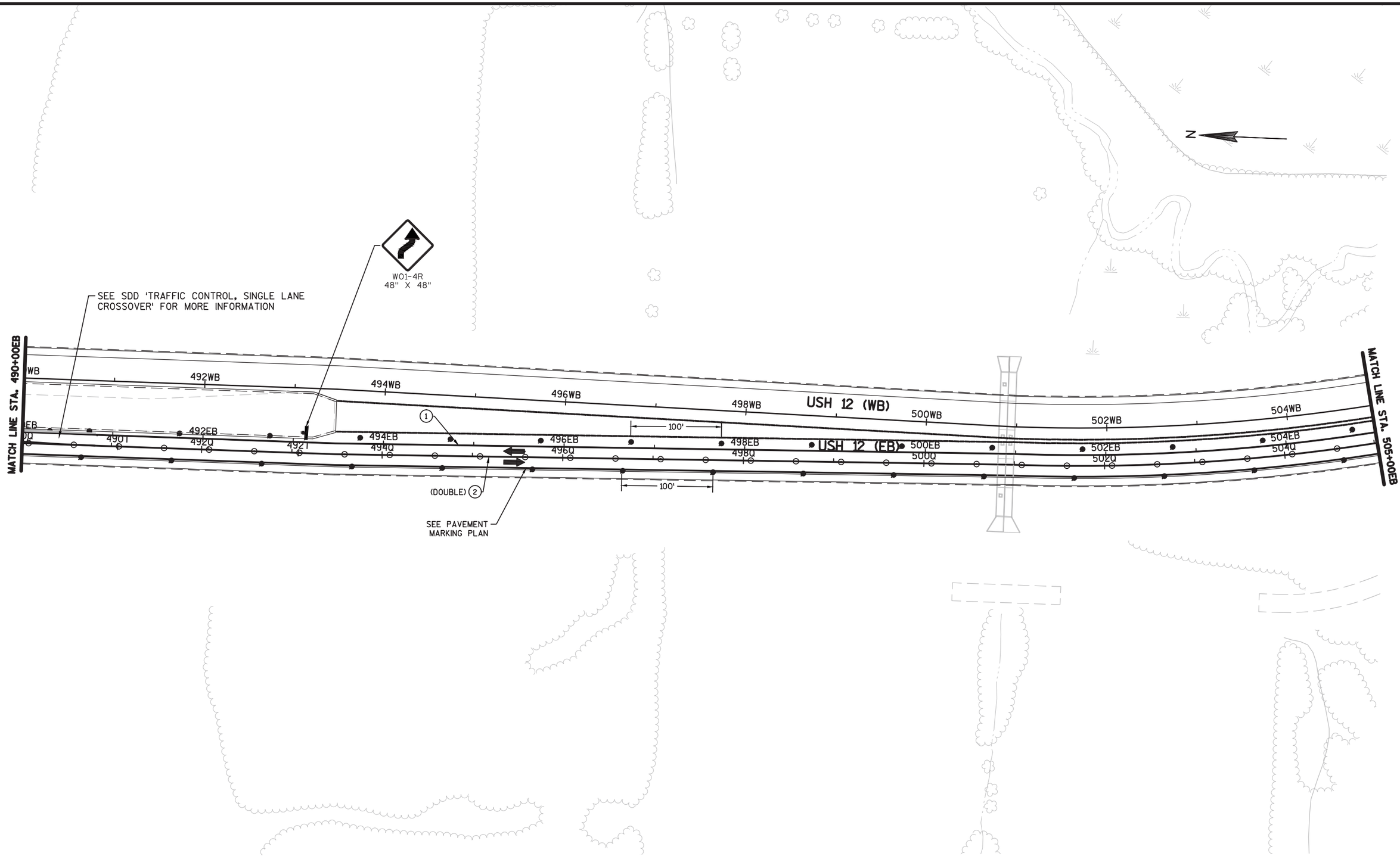
WO6-3
48" X 48"

SEE PAVEMENT MARKING PLAN

PROJECT NO:1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 3	SHEET 304	E

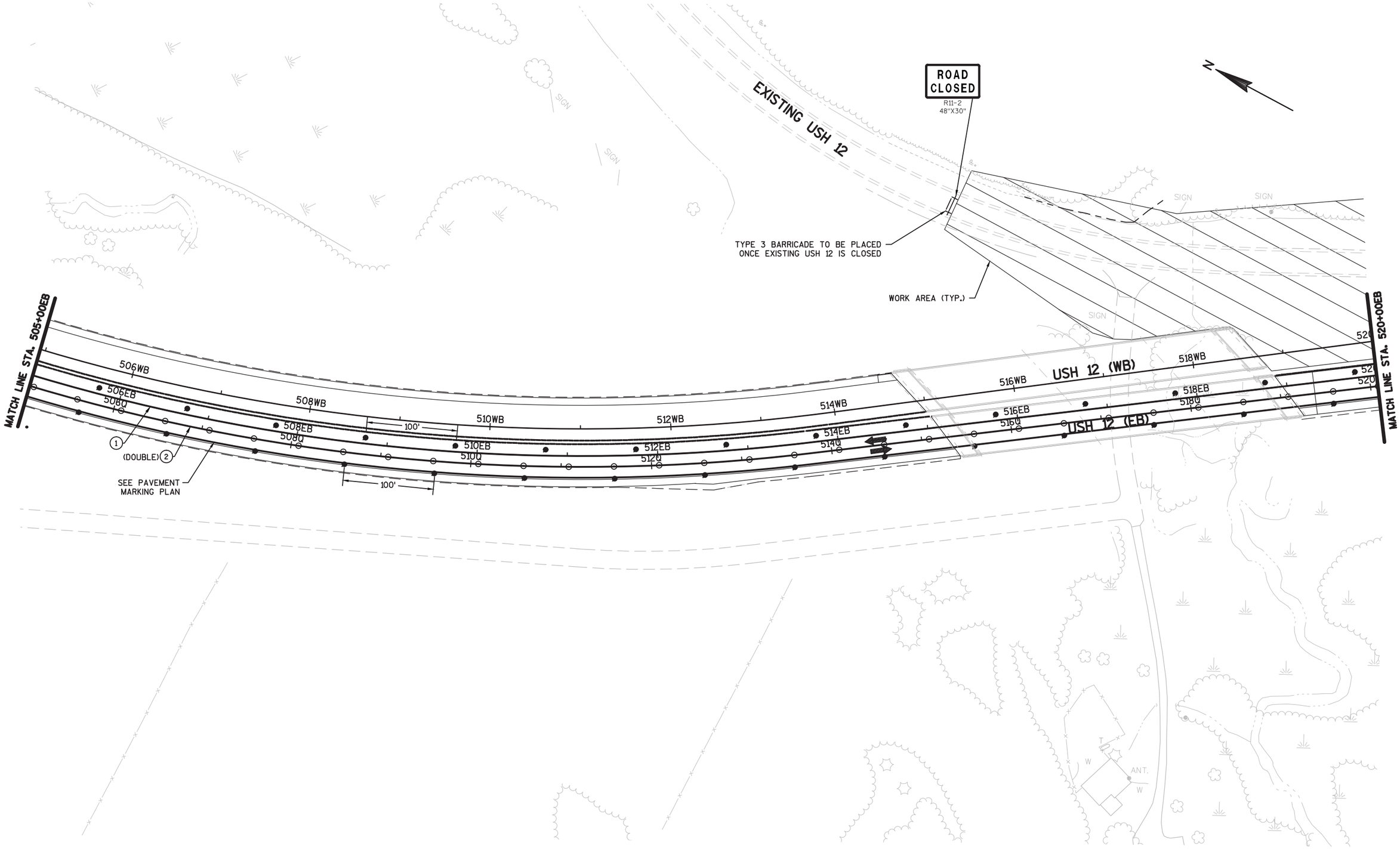
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2



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 3	SHEET 305	E

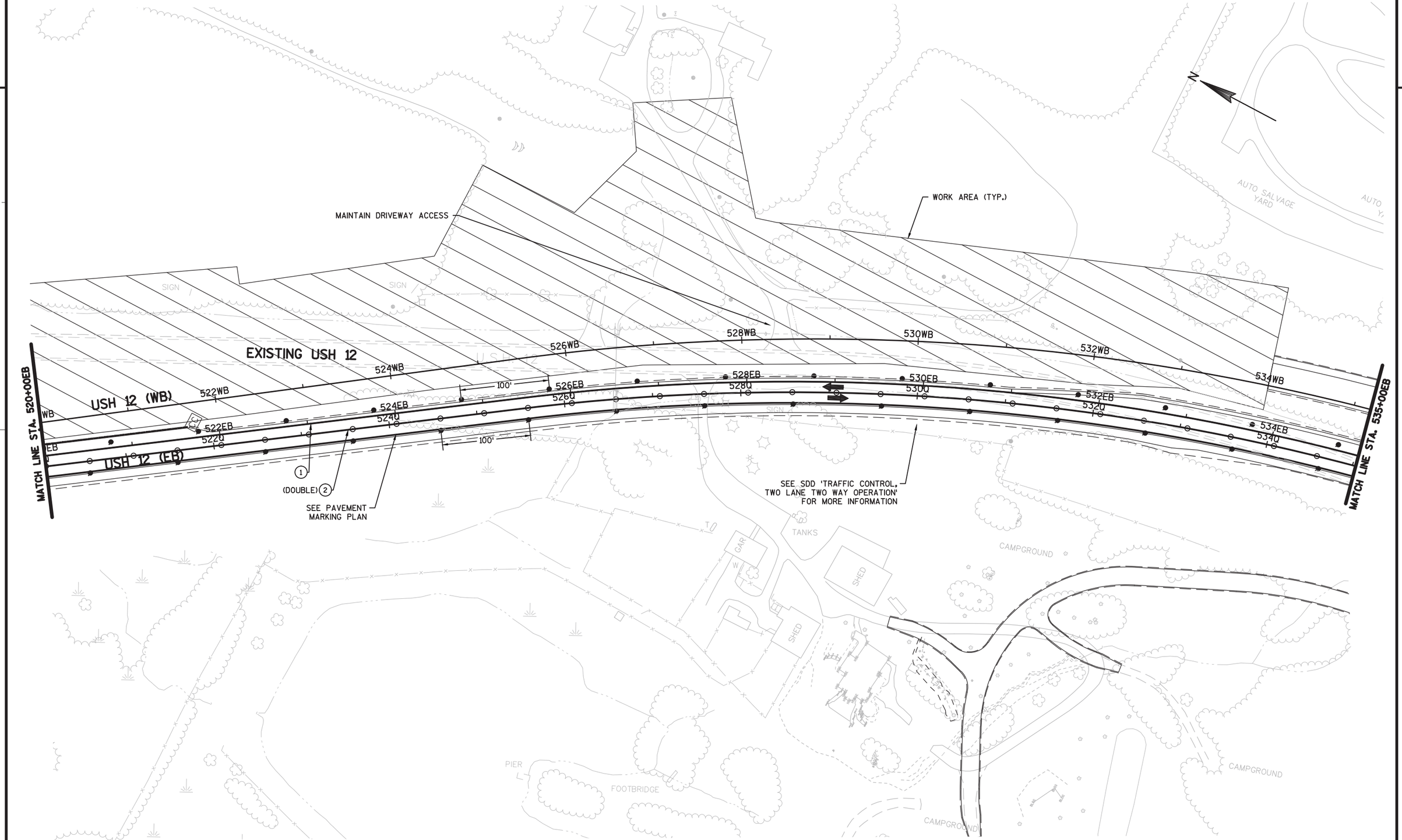
2



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 3	SHEET 306	E

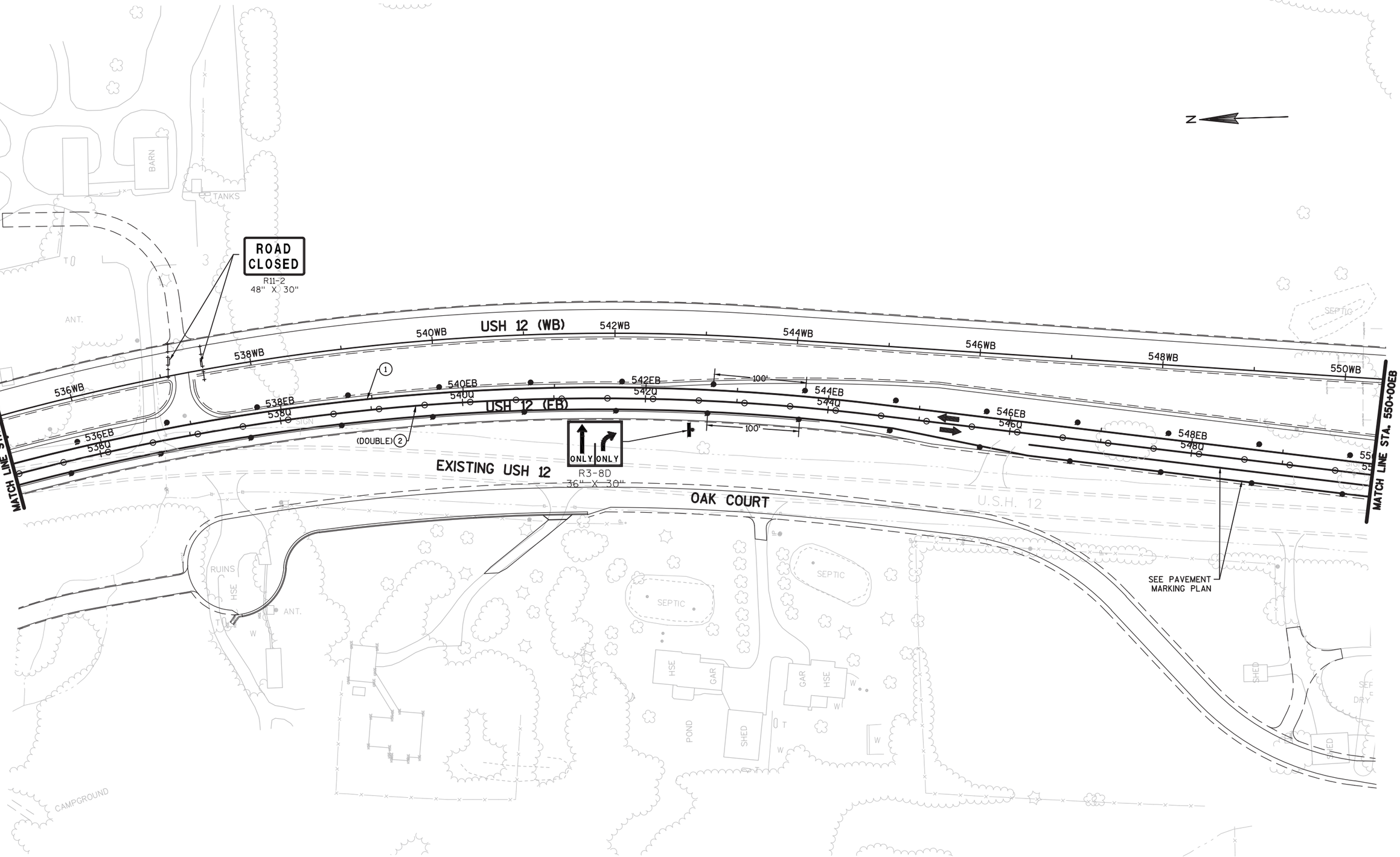
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025005-TC-STAGE 3.DWG PLOT DATE : 5/4/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF

2



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 3	SHEET 307	E

2



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 3	SHEET 308	E

2

N

ROAD CLOSED
R11-2
48" X 30"

ROAD CLOSED
R11-2
48" X 30"

SKI HI ROAD

ORCHARD

ORCHARD

USH 12 (WB)

552WB 554WB 556WB 558WB 560WB 562WB 564WB

MATCH LINE STA. 550+00EB

MATCH LINE STA. 555+00EB

552EB 554EB 556EB 558EB 560EB 562EB 564EB

552Q 554Q 556Q 558Q 560Q 562Q 564Q

USH 12 (EB)

U.S.H. 12 EXISTING USH 12

100'

25'

25'

(DOUBLE) 2

SEE PAVEMENT MARKING PLAN

HSE

SEPTIC

WELL

LEHMAN ROAD

SEPTIC

HSE

ANT.

W

T

GAR

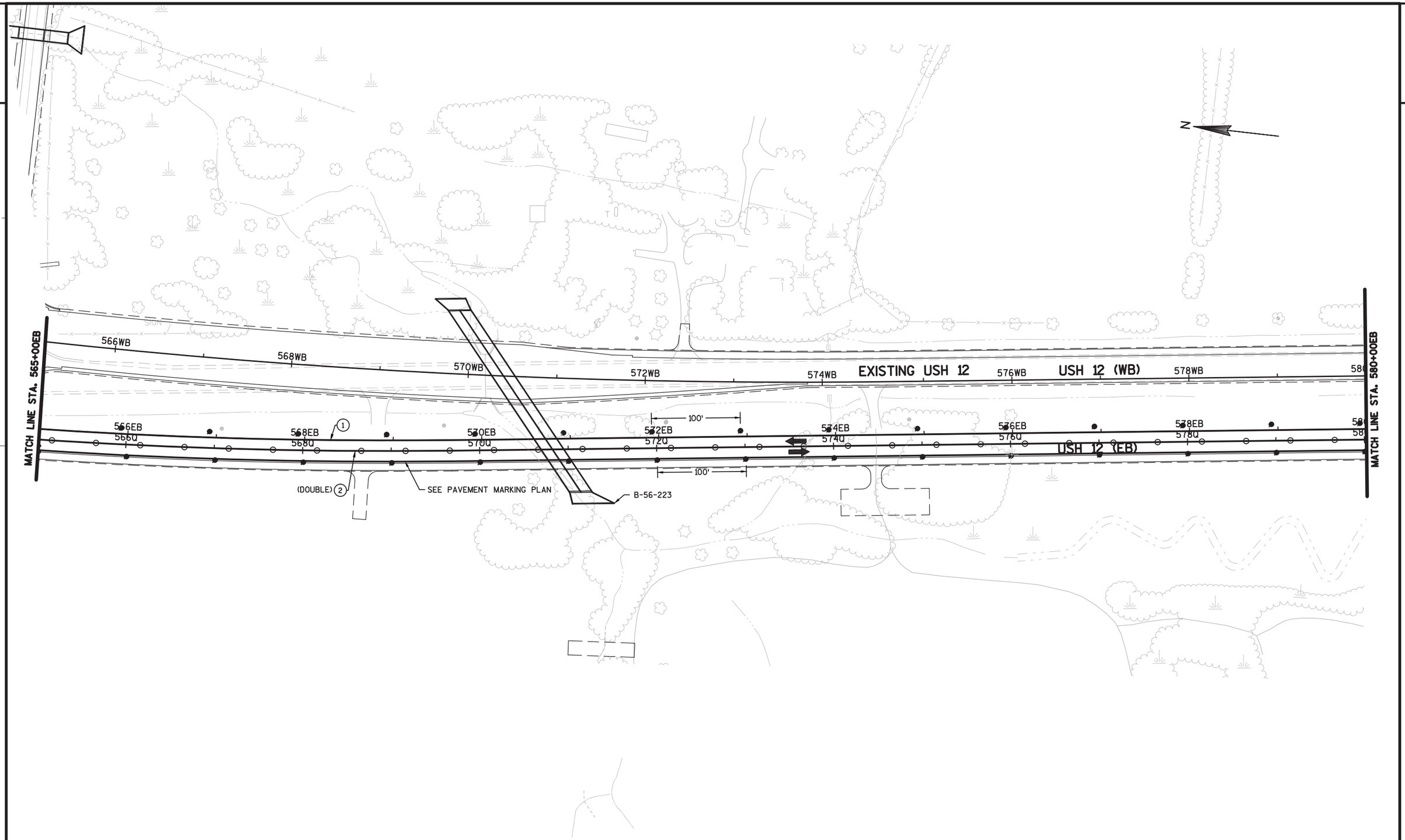
RUINS

PROJECT NO:1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 3	SHEET 309	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025005-TC-STAGE 3.DWG PLOT DATE : 5/4/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF

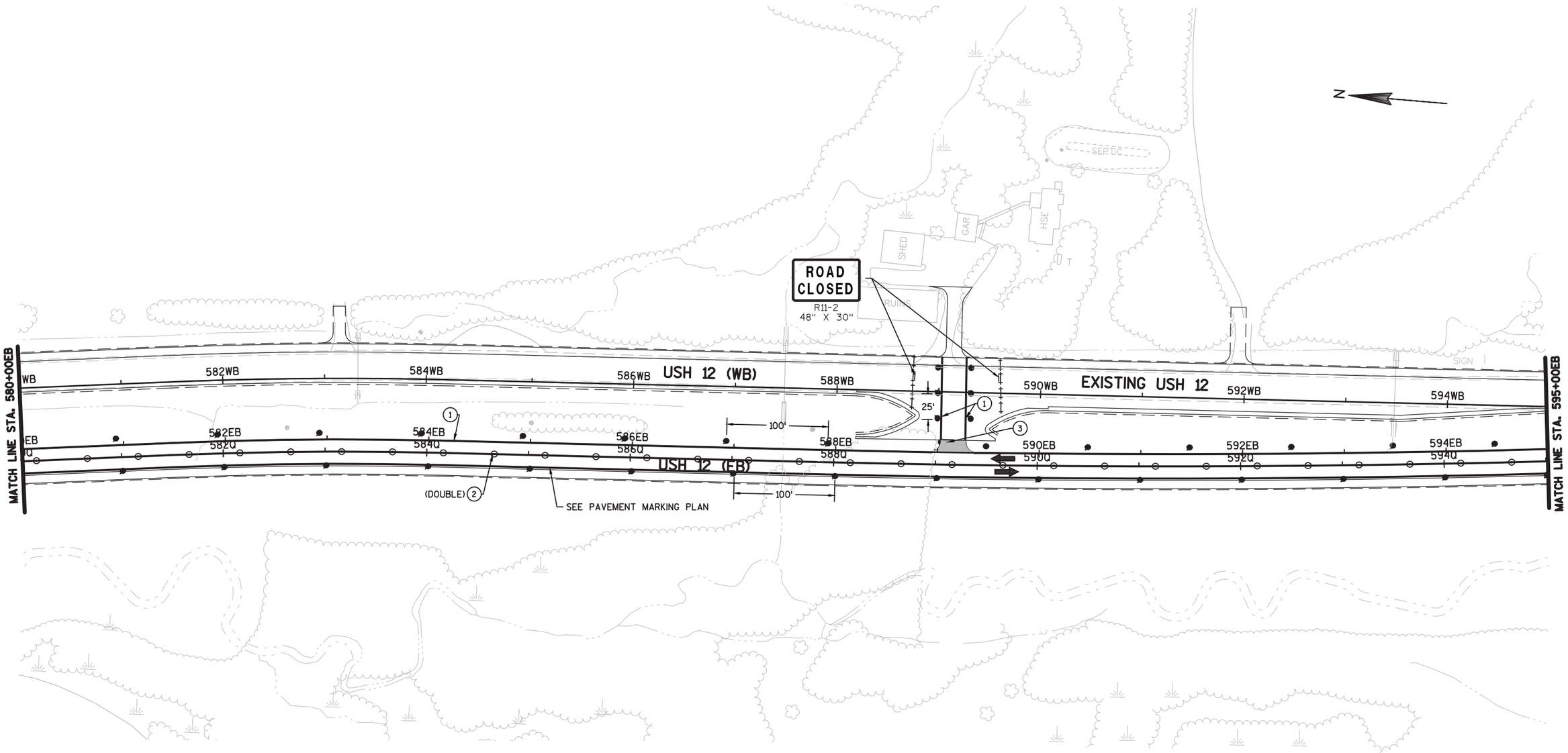
WISDOT/CADDS SHEET 42

2



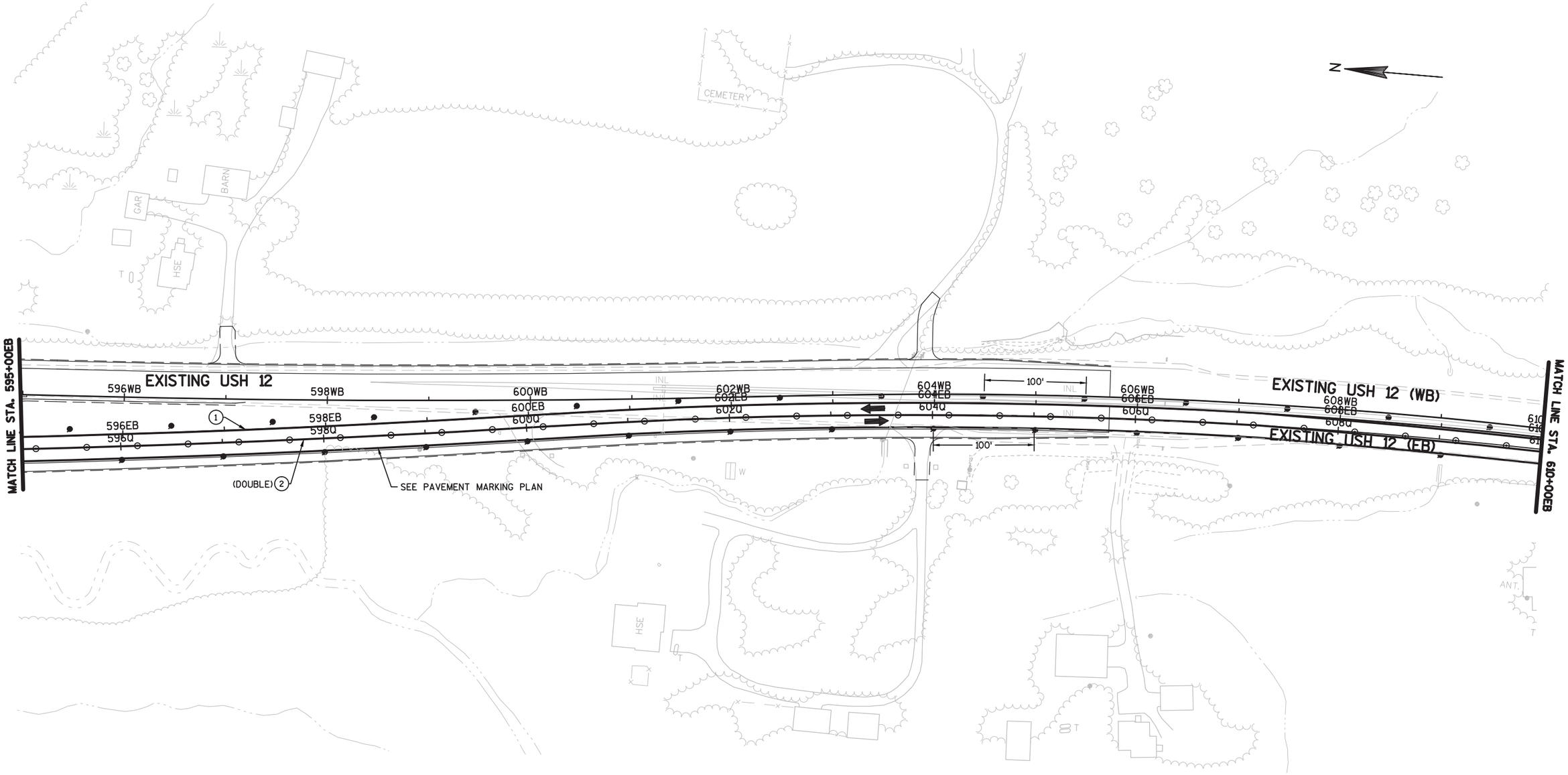
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 3	SHEET 310	E

2



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 3	SHEET 311	E

2



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 3	SHEET 312	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025005-TC-STAGE 3.DWG PLOT DATE : 5/4/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF

2

N

ROAD CLOSED
R11-2
48" X 30"

W01-6
48" X 24"

TEMPORARY PAVEMENT (TYP.)

SEE SDD 'TRAFFIC CONTROL, LANE CLOSURE' FOR MORE INFORMATION

MATCH LINE STA. 610+00EB

EXISTING USH 12 (WB)

EXISTING USH 12 (EB)

612WB 612EB 612Q 614WB 614EB 614M 616WB 616M 616EB 616Q 618M 618WB 618EB 618Q 620M 620WB 620EB 620Q 622M 622WB 622EB 622Q 624M 624WB 624EB 624Q 625WB 625EB

50' 25' 100' 50' 100'

SEE PAVEMENT MARKING PLAN

SEE SDD 'TRAFFIC CONTROL, SINGLE LANE CROSSOVER' FOR MORE INFORMATION

RUINS

RUINS

PROJECT NO:1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 3	SHEET 313	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025005-TC-STAGE 3.DWG PLOT DATE : 5/4/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF

USH 12-STAGE 4

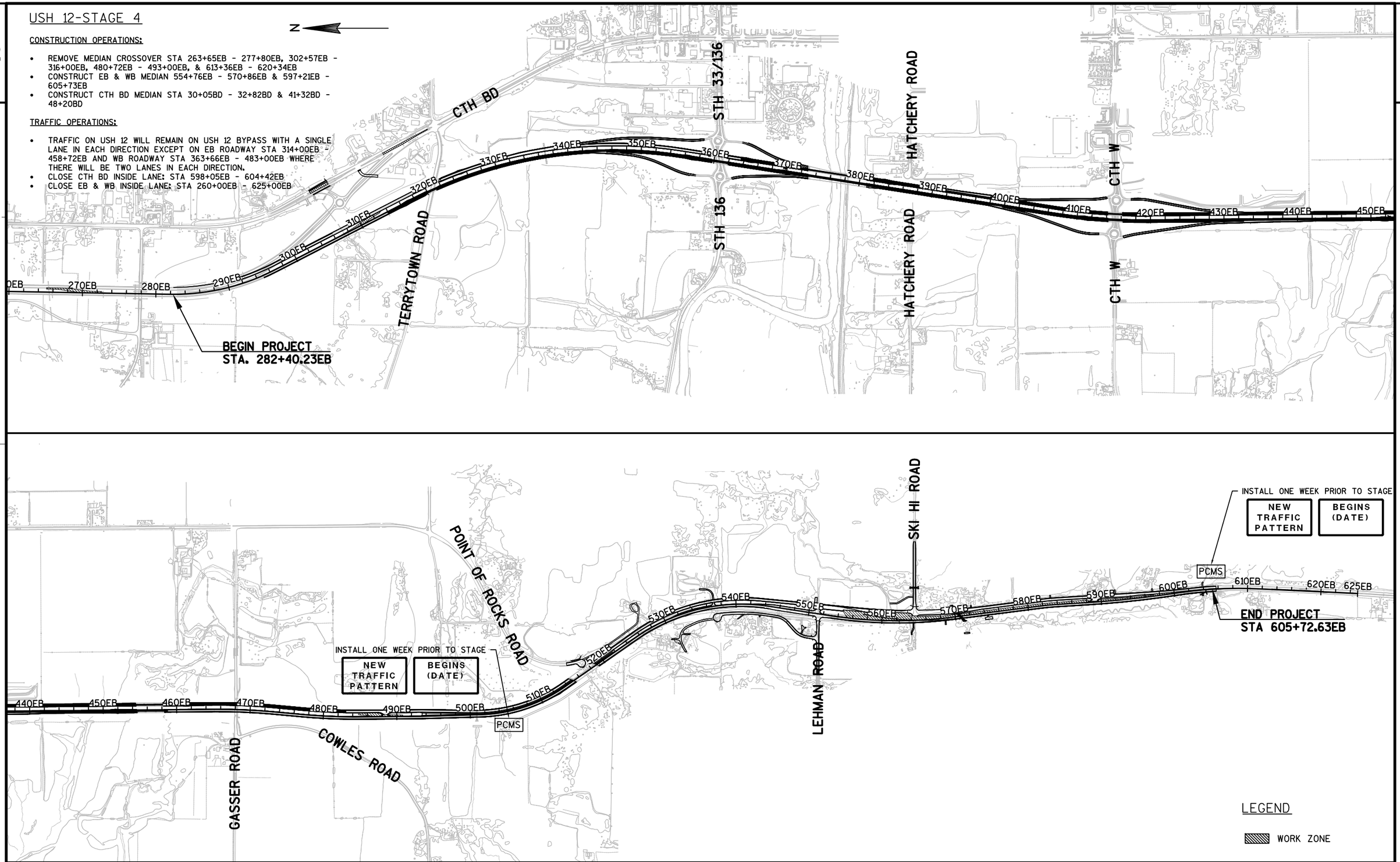
N

CONSTRUCTION OPERATIONS:

- REMOVE MEDIAN CROSSOVER STA 263+65EB - 277+80EB, 302+57EB - 316+00EB, 480+72EB - 493+00EB, & 613+36EB - 620+34EB
- CONSTRUCT EB & WB MEDIAN 554+76EB - 570+86EB & 597+21EB - 605+73EB
- CONSTRUCT CTH BD MEDIAN STA 30+05BD - 32+82BD & 41+32BD - 48+20BD

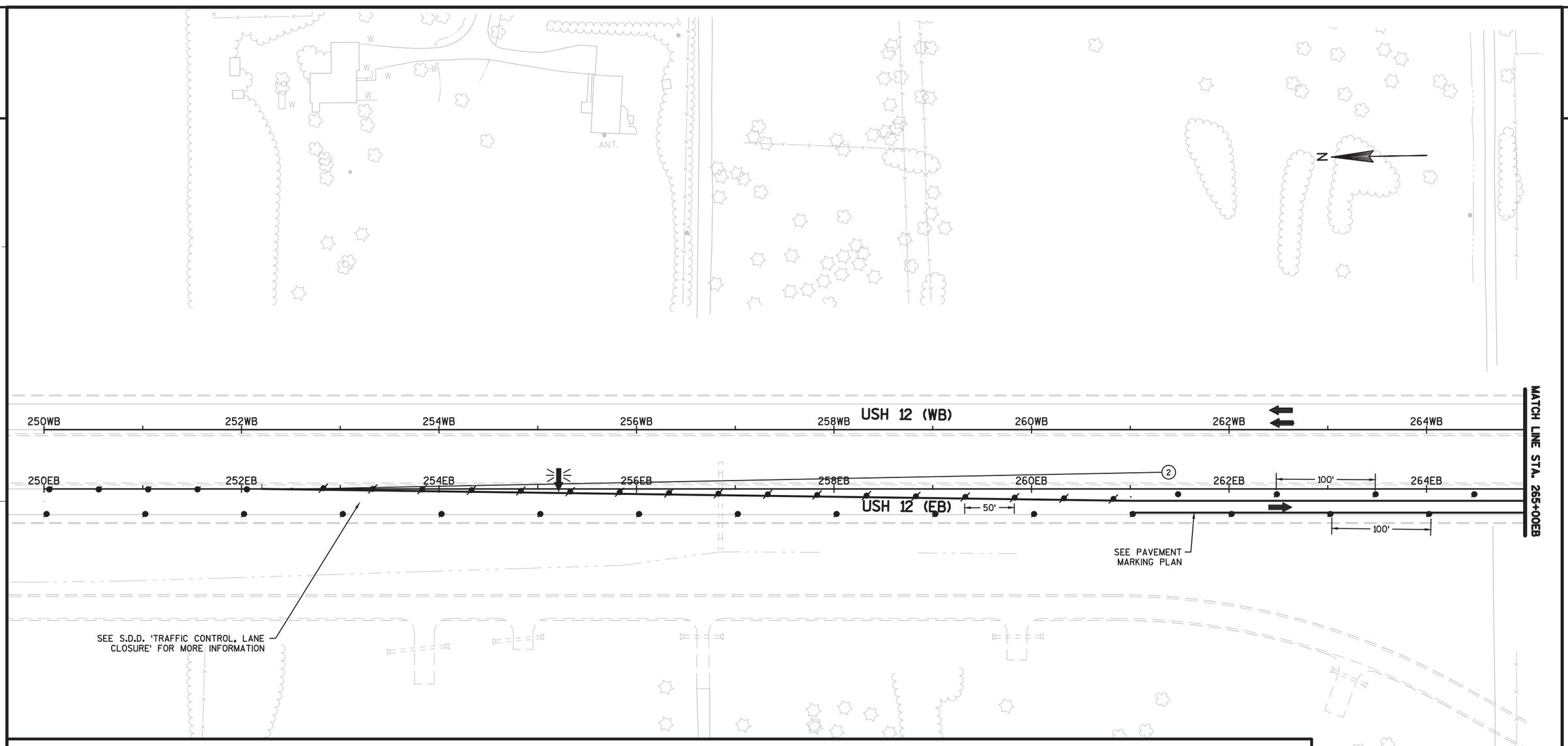
TRAFFIC OPERATIONS:

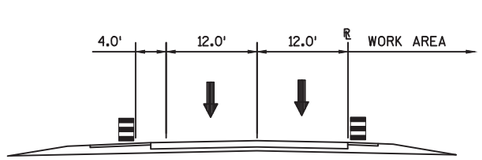
- TRAFFIC ON USH 12 WILL REMAIN ON USH 12 BYPASS WITH A SINGLE LANE IN EACH DIRECTION EXCEPT ON EB ROADWAY STA 314+00EB - 458+72EB AND WB ROADWAY STA 363+66EB - 483+00EB WHERE THERE WILL BE TWO LANES IN EACH DIRECTION.
- CLOSE CTH BD INSIDE LANE: STA 598+05EB - 604+42EB
- CLOSE EB & WB INSIDE LANE: STA 260+00EB - 625+00EB



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL OVERVIEW - STAGE 4	SHEET 314 E

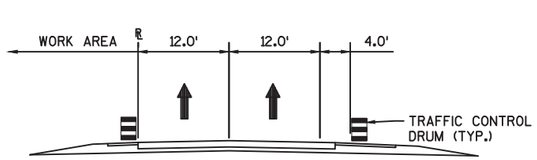
2

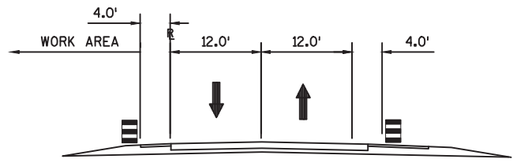




TYPICAL SECTION, USH 12 - STAGE 4

STA. 312+00EB TO 480+00EB





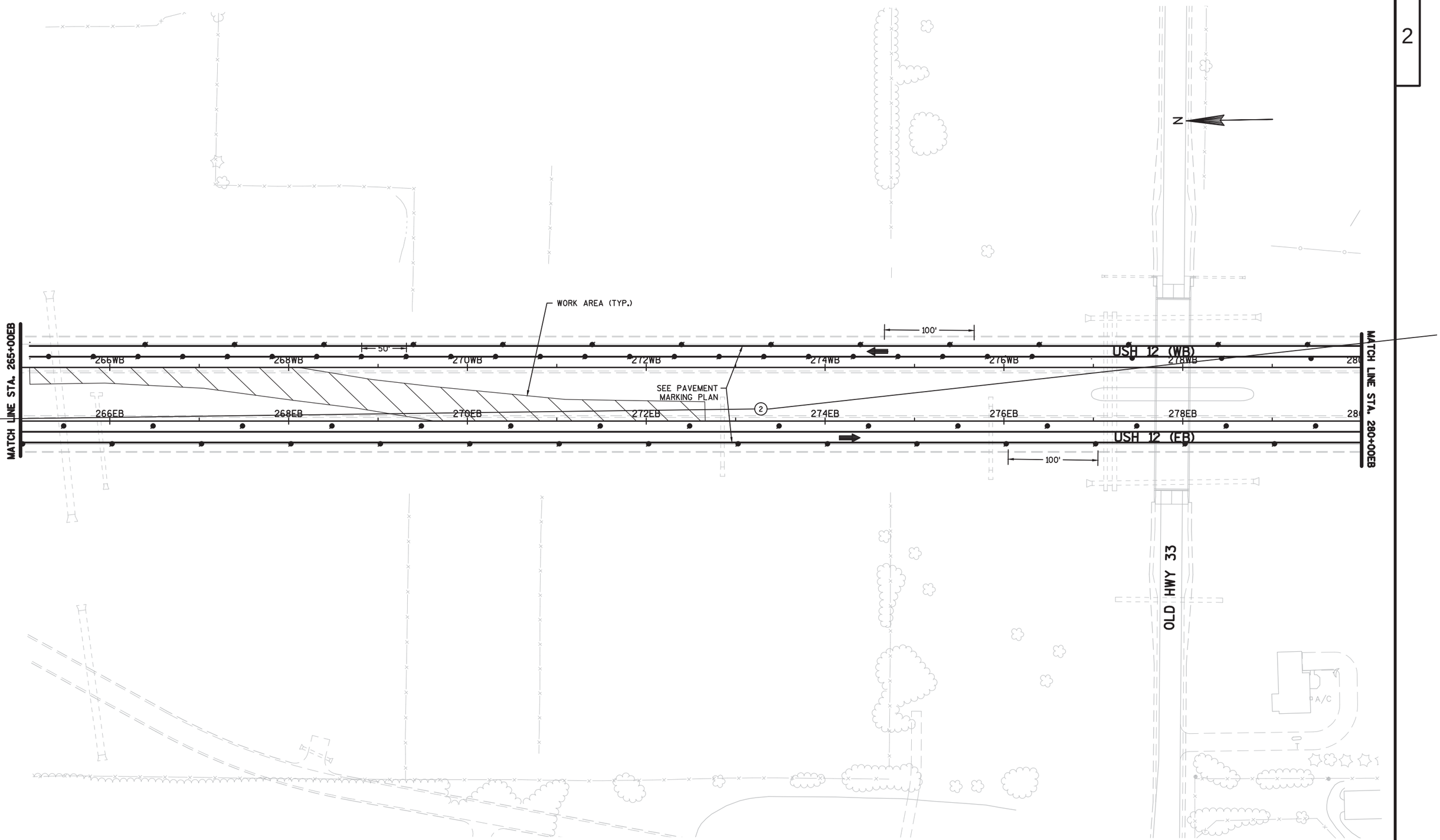
TYPICAL SECTION, USH 12 - STAGE 4

STA. 272+00EB TO 306+00EB

STA. 486+00EB TO 610+00EB

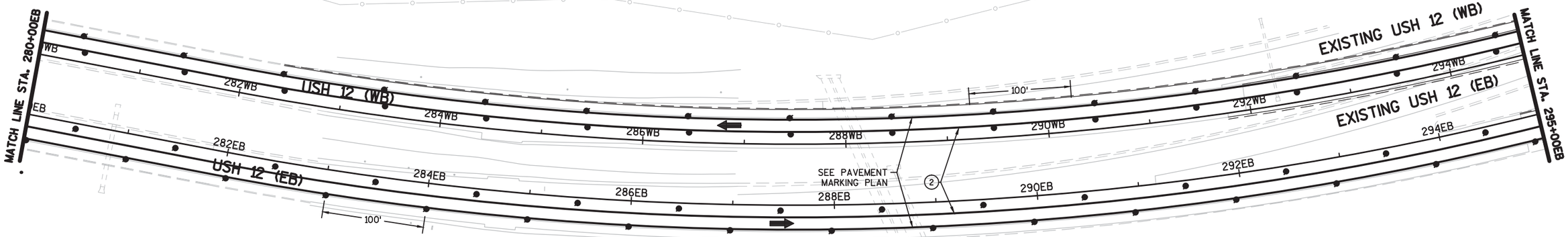
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 4	SHEET 315	E

2



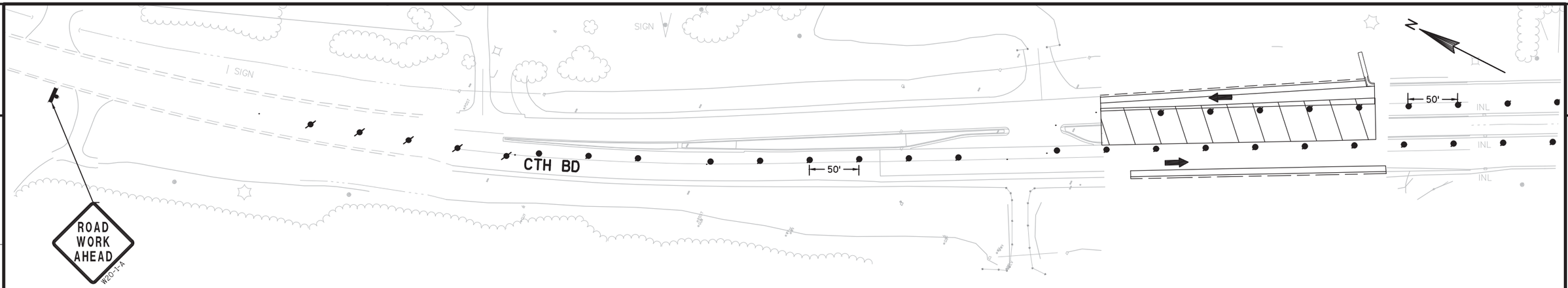
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 4	SHEET 316	E

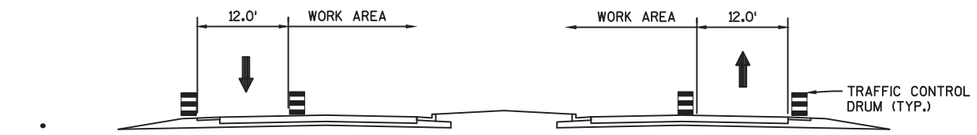
2



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 4	SHEET 317	E

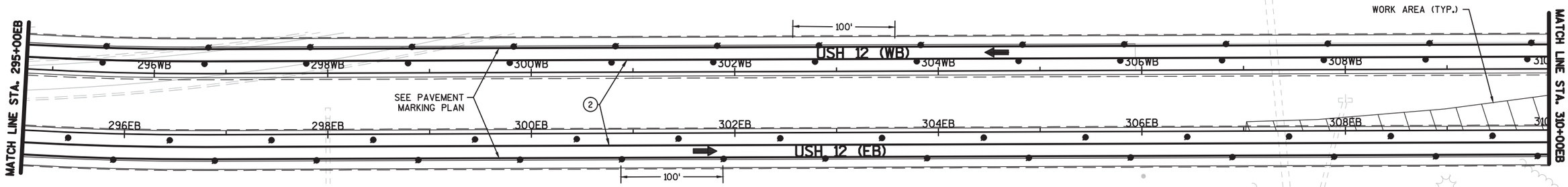
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025006-TC-STAGE 4.DWG PLOT DATE : 5/4/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF





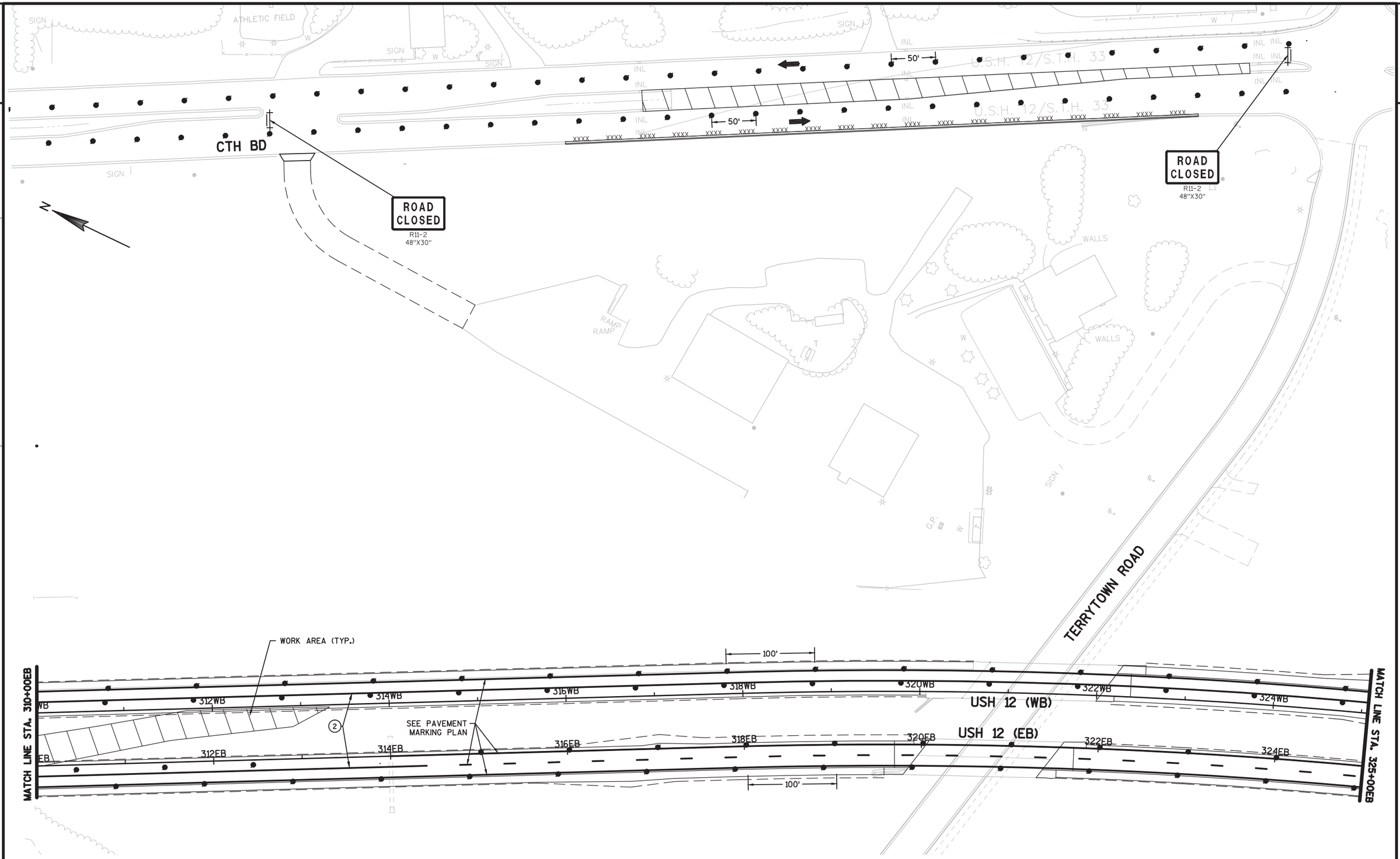
TYPICAL SECTION, CTH BD - STAGE 4

STA. 28+00BD TO 48+00BD



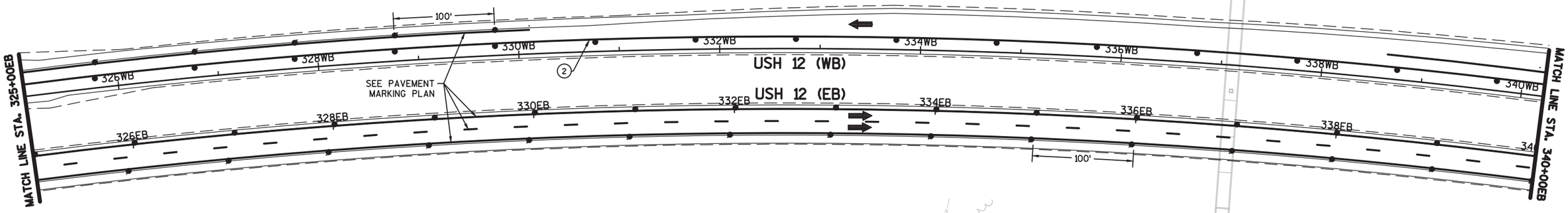
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 4	SHEET 318	E

2



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 4	SHEET 319	E

2



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 4	SHEET 320	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025006-TC-STAGE 4.DWG PLOT DATE : 5/4/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

2

2

SIGN

TANKS

W

N

SEE S.D.D. 'TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE' FOR MORE INFORMATION

YIELD

R1-2
48" X 42"

100'

342WB

344WB

346WB

348WB

350WB

352WB

354WB

USH 12 (WB)

USH 12 (EB)

SEE PAVEMENT MARKING PLAN

2

342EB

344EB

346EB

348EB

350EB

352EB

354EB

100'

MATCH LINE STA. 340+00EB

MATCH LINE STA. 355+00EB

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 4	SHEET 321	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025006-TC-STAGE 4.DWG PLOT DATE : 5/4/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

2

N

SEE S.D.D. 'TRAFFIC CONTROL, LANE CLOSURE' FOR MORE INFORMATION

2

MATCH LINE STA. 355+00EB

MATCH LINE STA. 370+00EB

100'

356WB 358WB 360WB 362WB 364WB 366WB 368WB

USH 12 (WB)

USH 12 (EB)

SEE PAVEMENT MARKING PLAN

356EB 358EB 360EB 362EB 364EB 366EB 368EB

100'

CONVEYOR

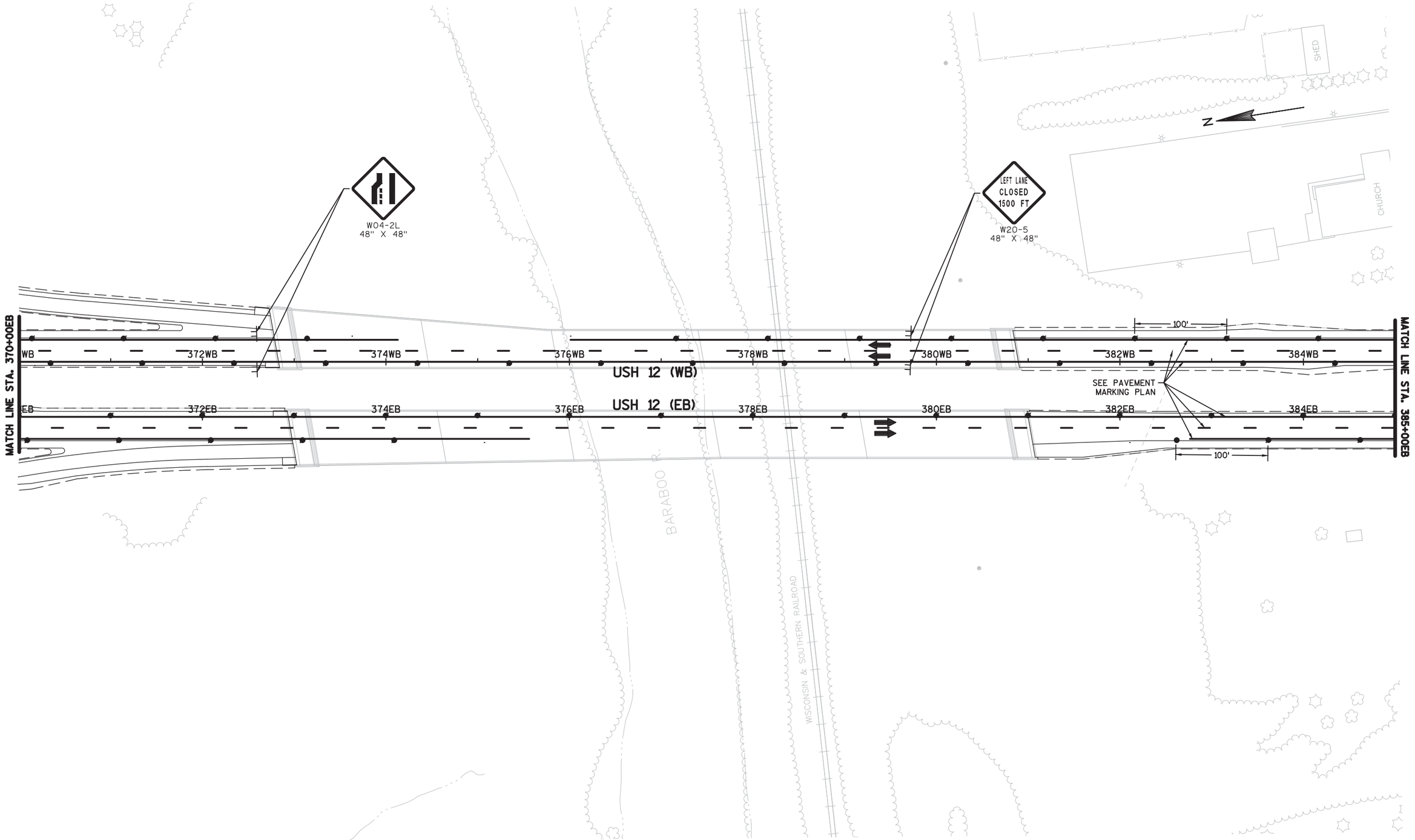
W

T

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 4	SHEET 322	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025006-TC-STAGE 4.DWG PLOT DATE : 5/4/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF

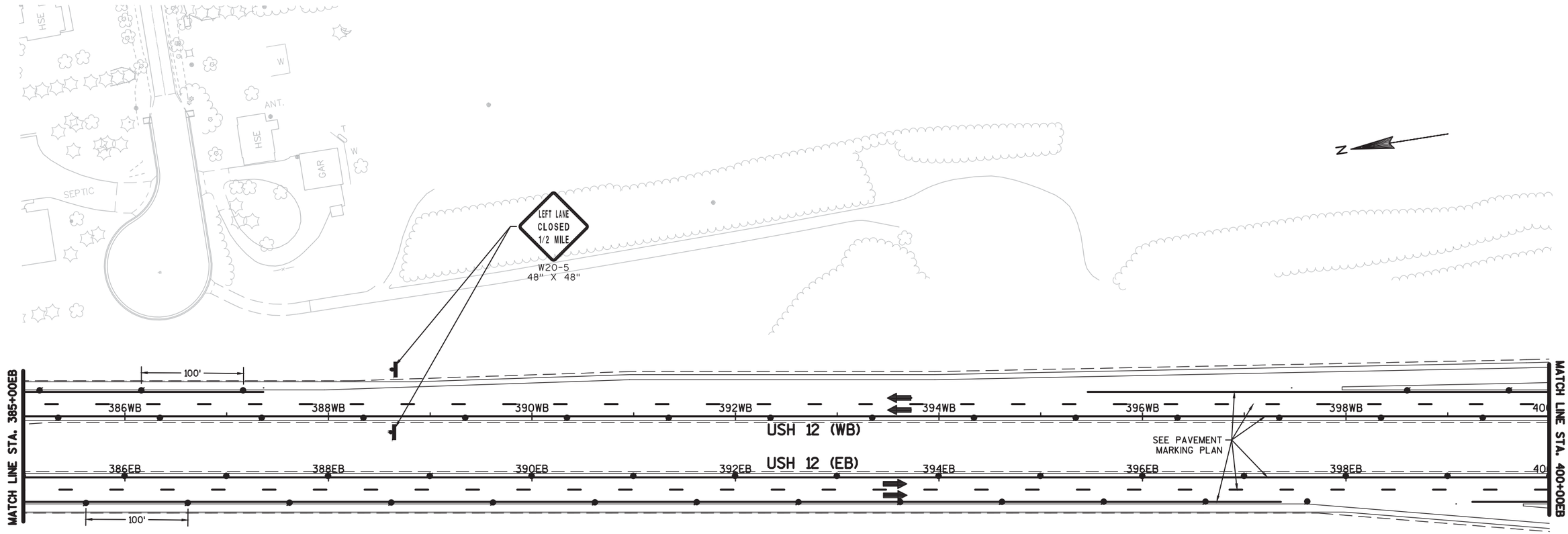
2



PROJECT NO:1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 4	SHEET 323	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025006-TC-STAGE 4.DWG PLOT DATE : 5/4/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF

2

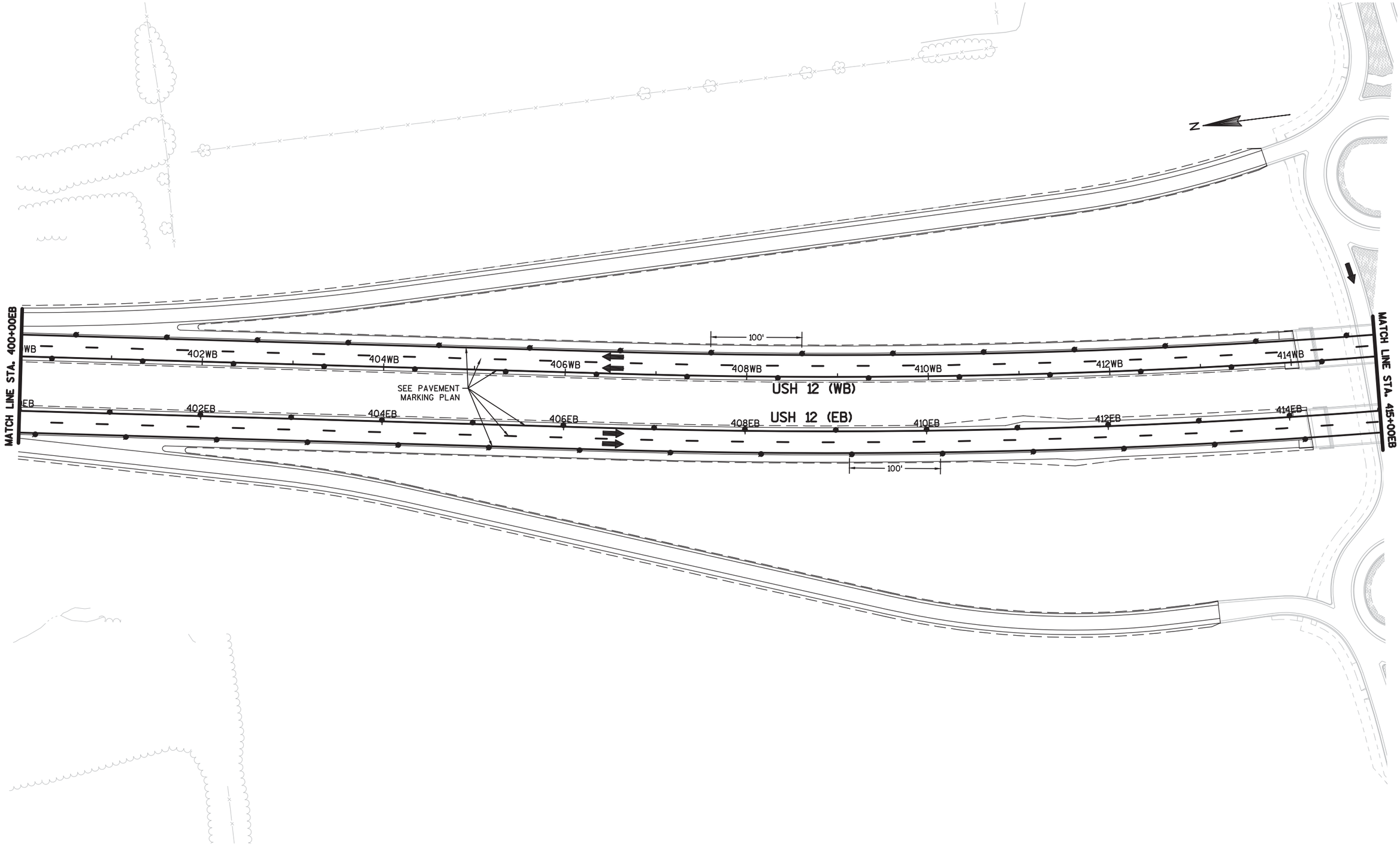


PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 4	SHEET 324	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025006-TC-STAGE 4.DWG PLOT DATE : 5/4/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

2



PROJECT NO:1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 4	SHEET 325	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025006-TC-STAGE 4.DWG PLOT DATE : 5/4/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

2

2

N

MATCH LINE STA. 415+00EB

MATCH LINE STA. 430+00EB

100'

416WB 418WB 420WB 422WB 424WB 426WB 428WB

USH 12 (WB)

SEE PAVEMENT MARKING PLAN

USH 12 (EB)

416EB 418EB 420EB 422EB 424EB 426EB 428EB

100'

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 4	SHEET 326	E

2

N

MATCH LINE STA. 430+00EB

MATCH LINE STA. 445+00EB

100'

WB 432WB 434WB 436WB 438WB 440WB 442WB 444WB

USH 12 (WB)

SEE PAVEMENT MARKING PLAN

USH 12 (EB)

EB 432EB 434EB 436EB 438EB 440EB 442EB 444EB

100'

LEFT LANE CLOSED 1/2 MILE

W20-5 48" X 48"

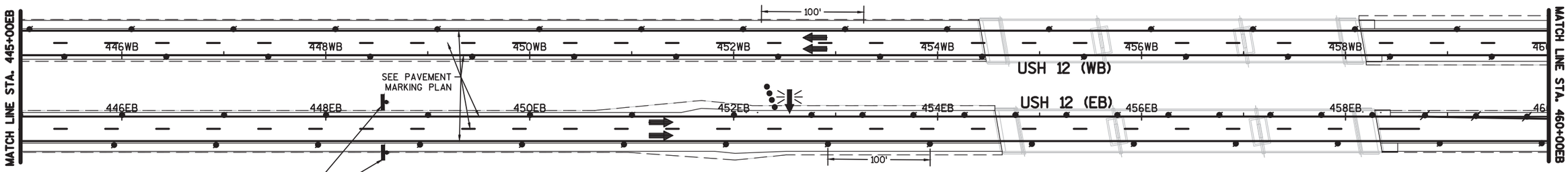
LEFT LANE CLOSED 1500 FT

W20-5 48" X 48"

PROJECT NO:1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 4	SHEET 327	E

2

N



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 4	SHEET 328	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025006-TC-STAGE 4.DWG PLOT DATE : 5/4/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF

2

N

MATCH LINE STA. 460+00EB

MATCH LINE STA. 475+00EB

WB

462WB

464WB

466WB

468WB

470WB

472WB

474WB

USH 12 (WB)

EB

462EB

464EB

USH 12 (EB)

466EB

468EB

470EB

472EB

474EB

100'

100'

SEE PAVEMENT MARKING PLAN

2

SEE S.D.D. 'TRAFFIC CONTROL, LANE CLOSURE' FOR MORE INFORMATION

RUINS

RUINS

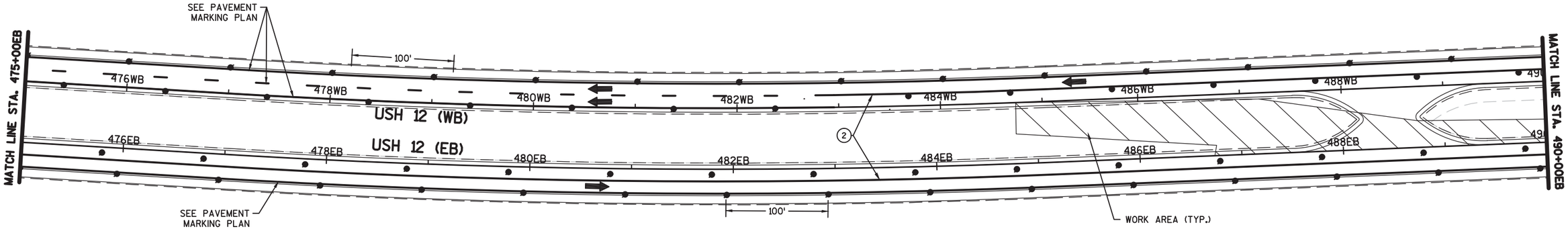
WM

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 4	SHEET 329	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025006-TC-STAGE 4.DWG PLOT DATE : 5/4/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF

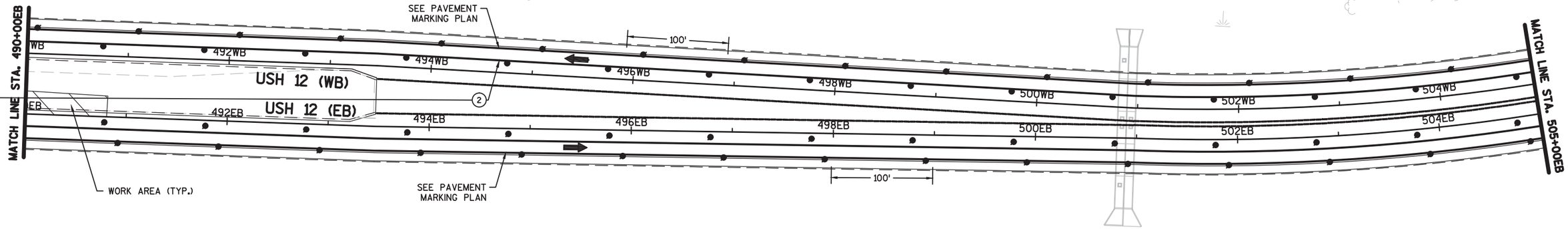
2

N



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 4	SHEET 330	E

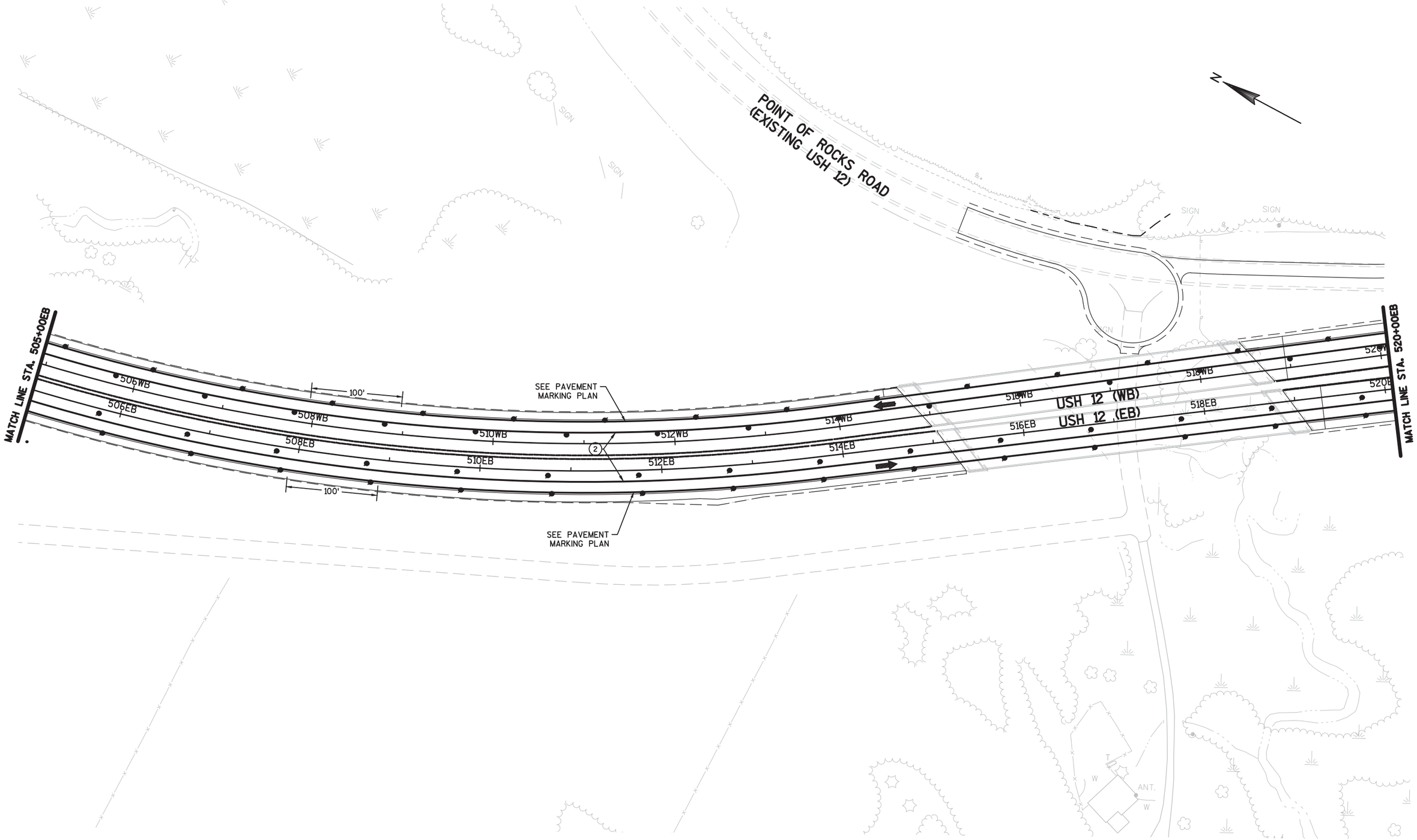
2





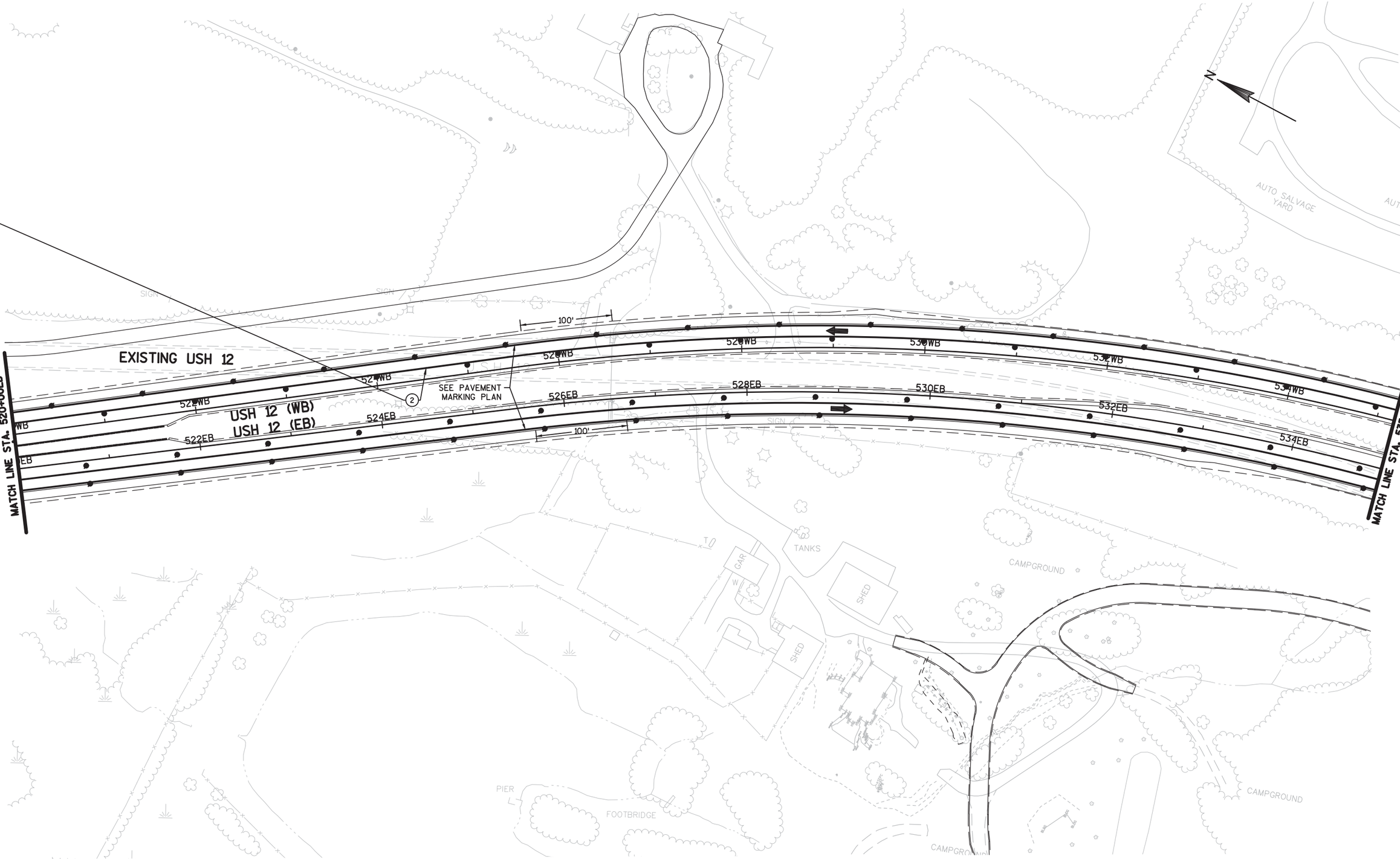
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 4	SHEET 331	E

2



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 4	SHEET 332	E

2



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 4	SHEET 333	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025006-TC-STAGE 4.DWG PLOT DATE : 5/4/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF

2

2

N

USH 12 (WB)

USH 12 (EB)

EXISTING USH 12

U.S.H. 12

MATCH LINE STA. 535+00EB

MATCH LINE STA. 550+00EB

536EB 538EB 540EB 542EB 544EB 546EB 548EB

536WB 538WB 540WB 542WB 544WB 546WB 548WB 550WB

100'

100'

SEE PAVEMENT MARKING PLAN

SEE PAVEMENT MARKING PLAN

ONLY ONLY

R3-8D
36" X 30"

BARN

TANKS

ANT.

SEPTIC

RUINS

HSE

GAR

POND

SHED

CAMPGROUND

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 4	SHEET 334	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025006-TC-STAGE 4.DWG PLOT DATE : 5/4/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

2

N

ORCHARD

ONLY ONLY
R3-8E
36" X 30"

SKI HI ROAD

MAINTAIN ACCESS DURING CONCRETE PAVEMENT CONSTRUCTION

25'

100'

552WB 554WB 556WB 558WB 560WB 562WB 564WB

USH 12 (WB)

MATCH LINE STA. 550+00EB

MATCH LINE STA. 555+00EB

WORK AREA (TYP.)

SEE PAVEMENT MARKING PLAN

552EB 554EB 556EB 558EB 560EB 562EB 564EB

USH 12 (EB)

EXISTING USH 12

U.S.H. 12

SEE S.D.D. 'TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE' FOR MORE INFORMATION

SEPTIC
DRY WELL

HSE

LEHMAN ROAD

SEPTIC

HSE

ANT.

W

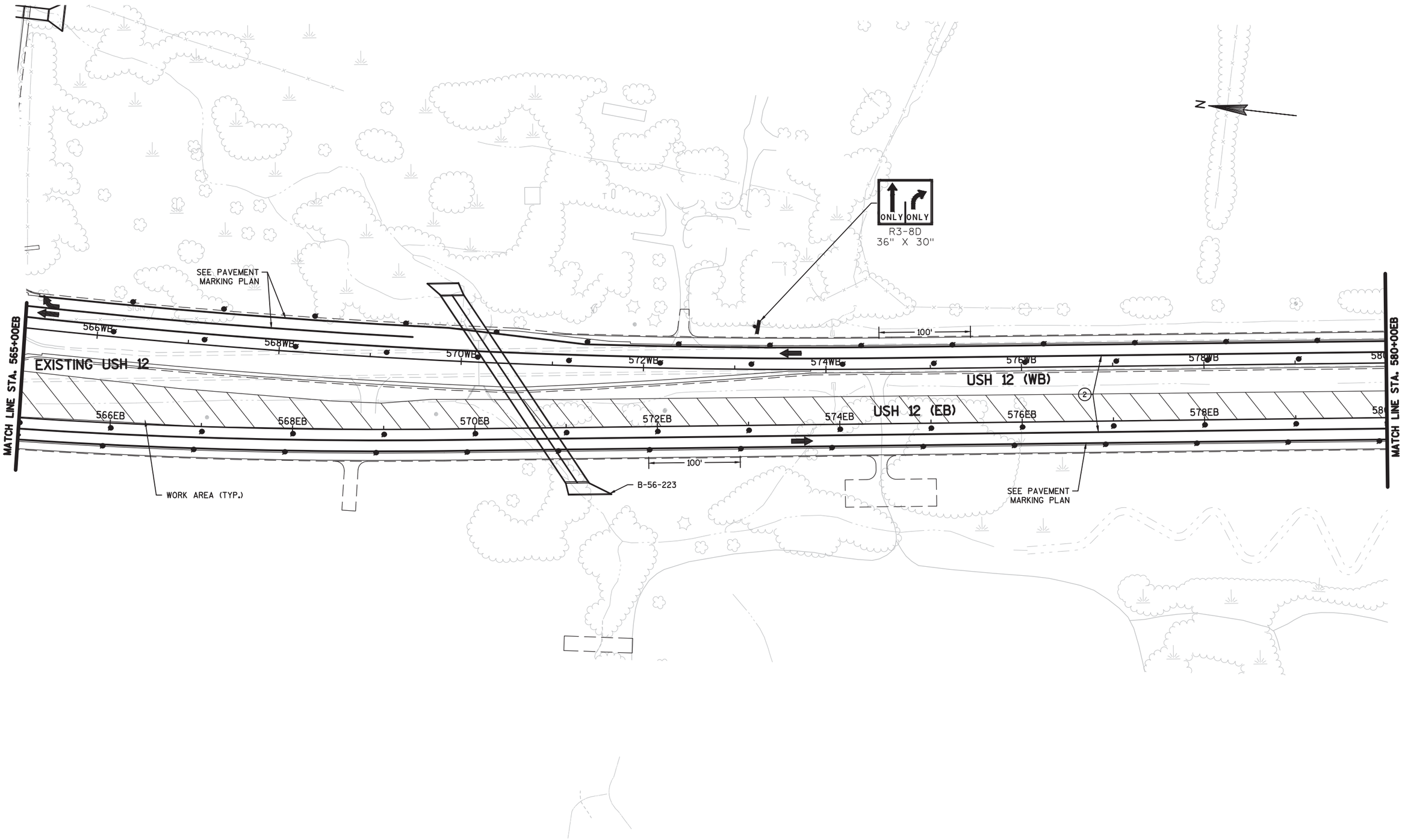
T

GAR

RUINS

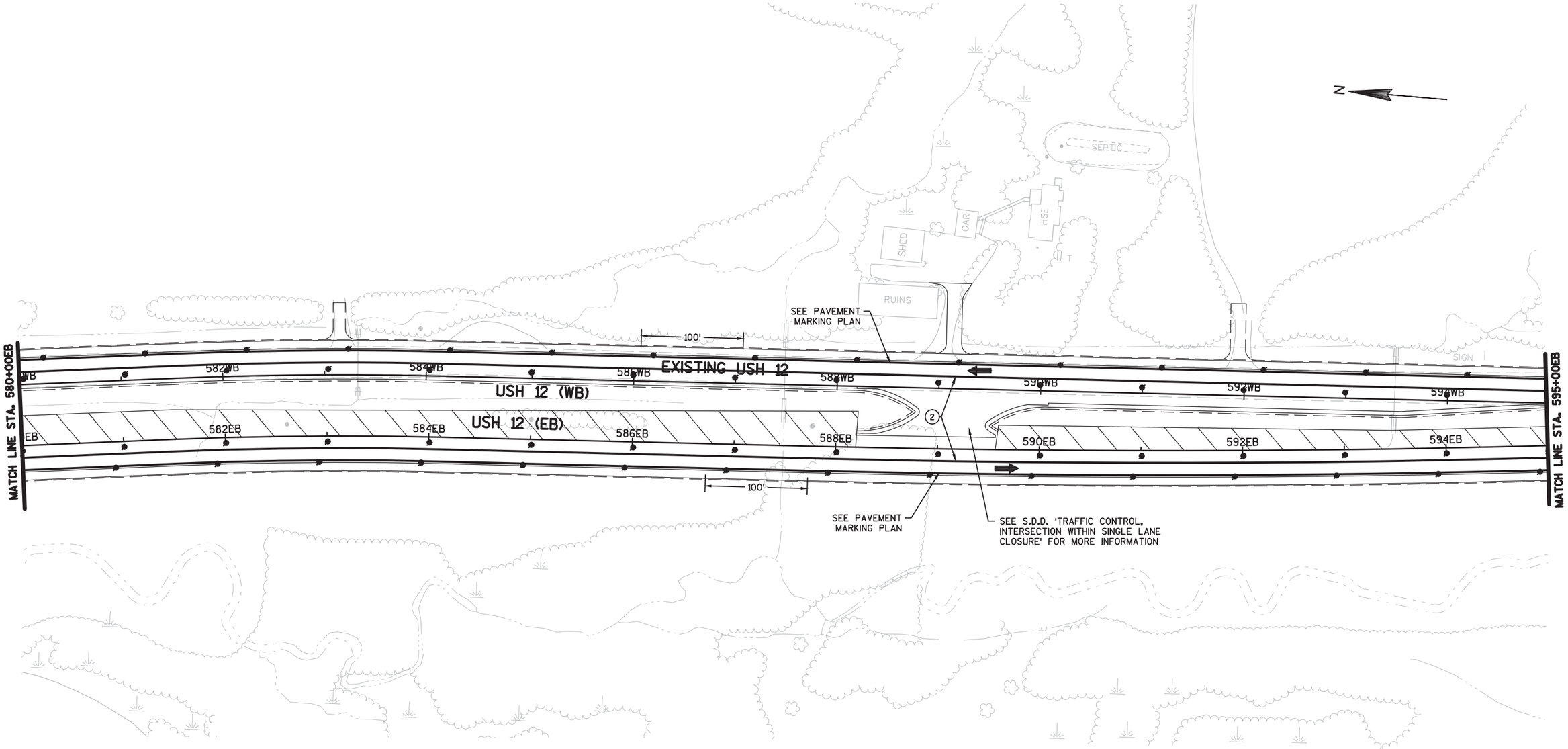
PROJECT NO:1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 4	SHEET 335	E

2



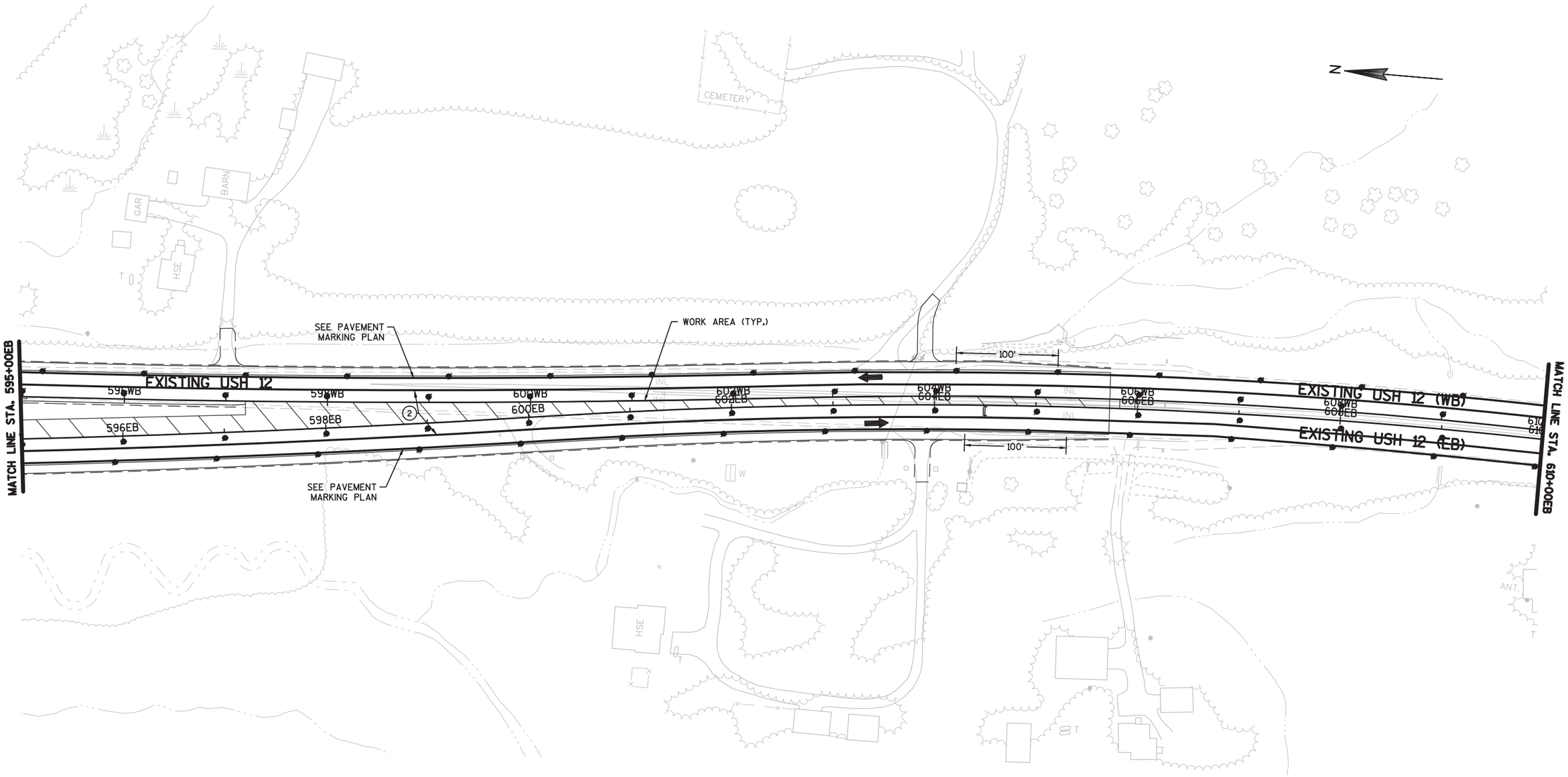
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 4	SHEET 336	E

2



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 4	SHEET 337	E

2



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 4	SHEET 338	E

2

N

SEE SDD 'TRAFFIC CONTROL, LANE CLOSURE' FOR MORE INFORMATION

SEE PAVEMENT MARKING PLAN

EXISTING USH 12 (WB)

EXISTING USH 12 (EB)

100'

100'

25'

SEE PAVEMENT MARKING PLAN

MATCH LINE STA. 610+00EB

RUINS

RUINS

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 4	SHEET 339	E

2

2

CTH BD

INL

INL

SIGN

STA. 305+47EB, 427' LT

6-FT CHAIN LINK FENCE

STA. 308+21EB, 309' LT

302WB

304WB

306WB

USH 12 (WB)

308WB

310WB

312WB

314WB

316WB

302EB

304EB

306EB

308EB

310EB

312EB

314EB

316EB

USH 12 (EB)

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	FENCING PLAN: USH 12	SHEET 340	E

2

2

POINT OF ROCKS ROAD

STA. 518+04EB, 146' LT

PLE

STA. 519+02EB, 132' LT

R/W

ZM00+02

22+00WZ

24+00WZ

26+00WZ

WENZEL DRIVEWAY

28+00WZ

30+00WZ

31+15WZ

TLE

STA. 526+72EB, 131' LT

STA. 527+03EB, 177' LT

STA. 527+89EB, 181' LT

4-FT CHAIN LINK FENCE 8-FT CHAIN LINK FENCE

STA. 520+27EB, 113' LT

8-FT CHAIN LINK FENCE

STA. 518+24EB, 72' LT

B-56-214

USH 12 (WB)

516WB 518WB 520WB 522WB 524WB 526WB 528WB 530WB

516EB 518EB 520EB 522EB 524EB 526EB 528EB 530EB

USH 12 (EB)

B-56-215

STA. 518+95EB, 37' RT

8-FT CHAIN LINK FENCE

STA. 528+16EB, 149' RT

FARR FIELD ENTRANCE

4-FT CHAIN LINK FENCE 8-FT CHAIN LINK FENCE

R/W

STA. 520+15EB, 151' RT

STA. 518+95EB, 145' RT

STA. 522+35EB, 163' RT

TLE

ARCHIBALD DRIVEWAY

GAR.

W

TANKS

SHED

SHED

TLE

PIER

FOOTBRIDGE

ANT.

W

W

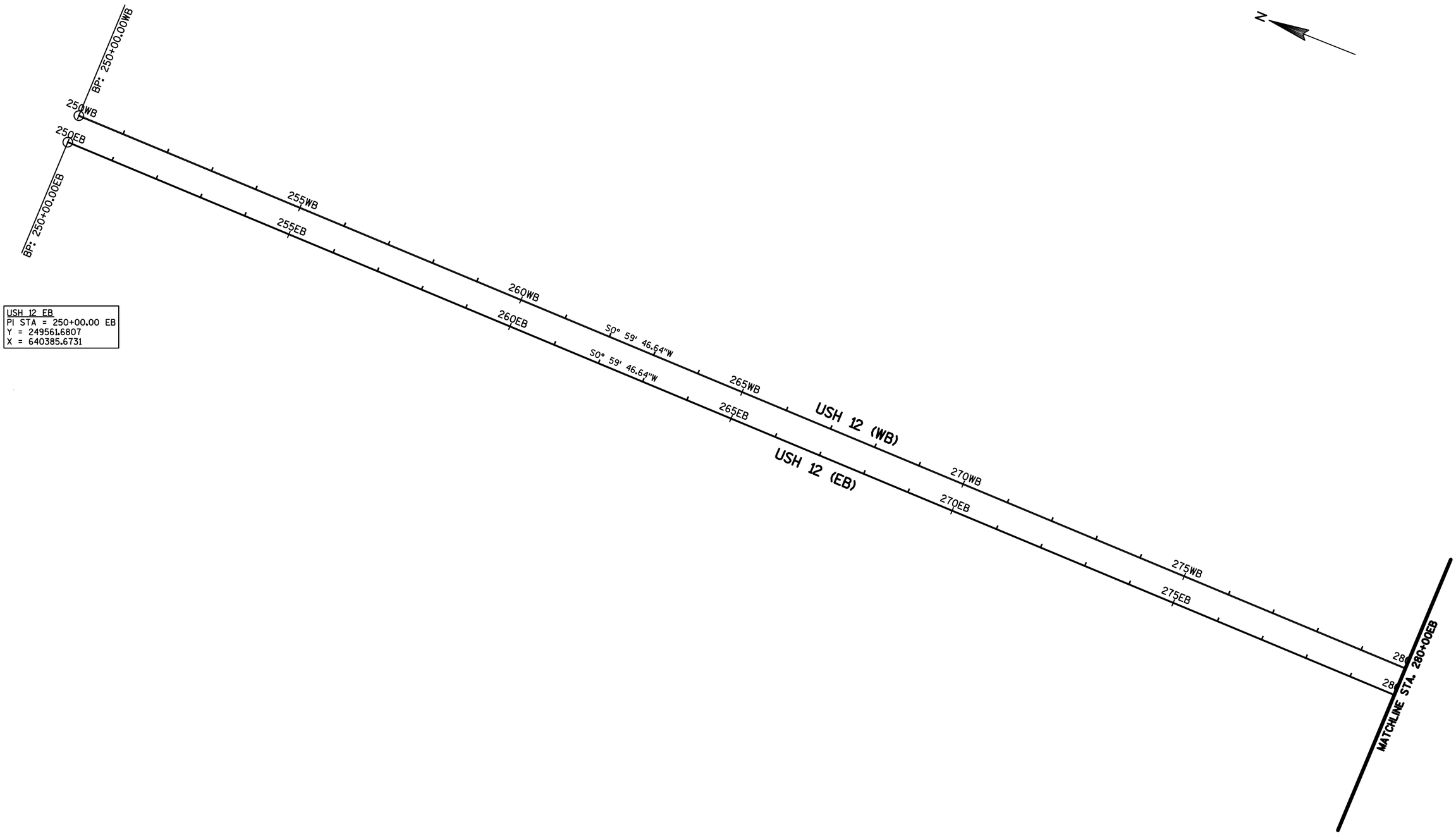
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	FENCING PLAN: USH 12	SHEET 341	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\027101_FN(81).DWG PLOT DATE : 4/18/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 100'_XREF

2

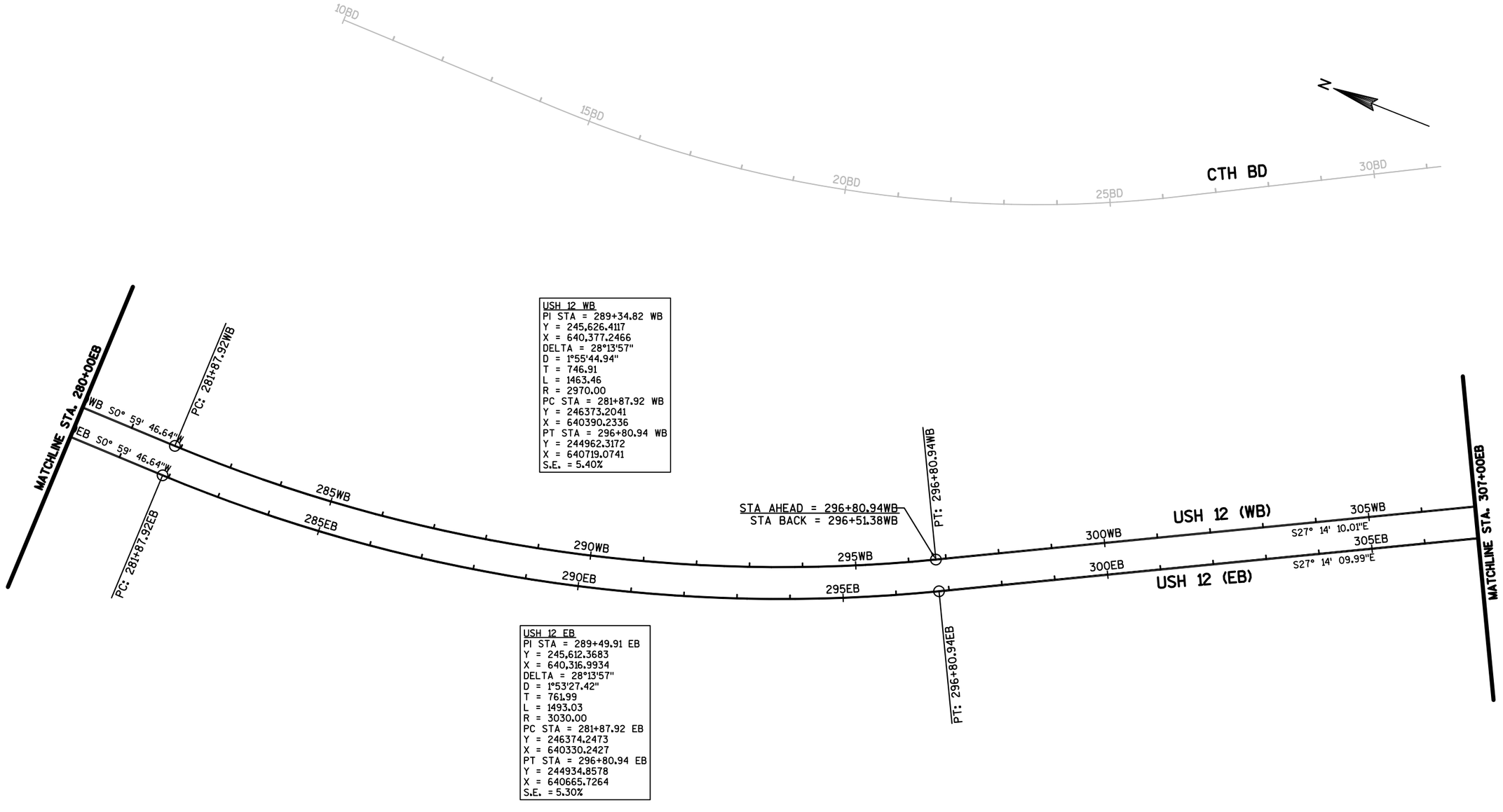
USH 12 WB
PI STA = 250+00.00 WB
Y = 249560.6375
X = 640445.6640

USH 12 EB
PI STA = 250+00.00 EB
Y = 249561.6807
X = 640385.6731



PROJECT NO:1674-00-81	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 342	E

2

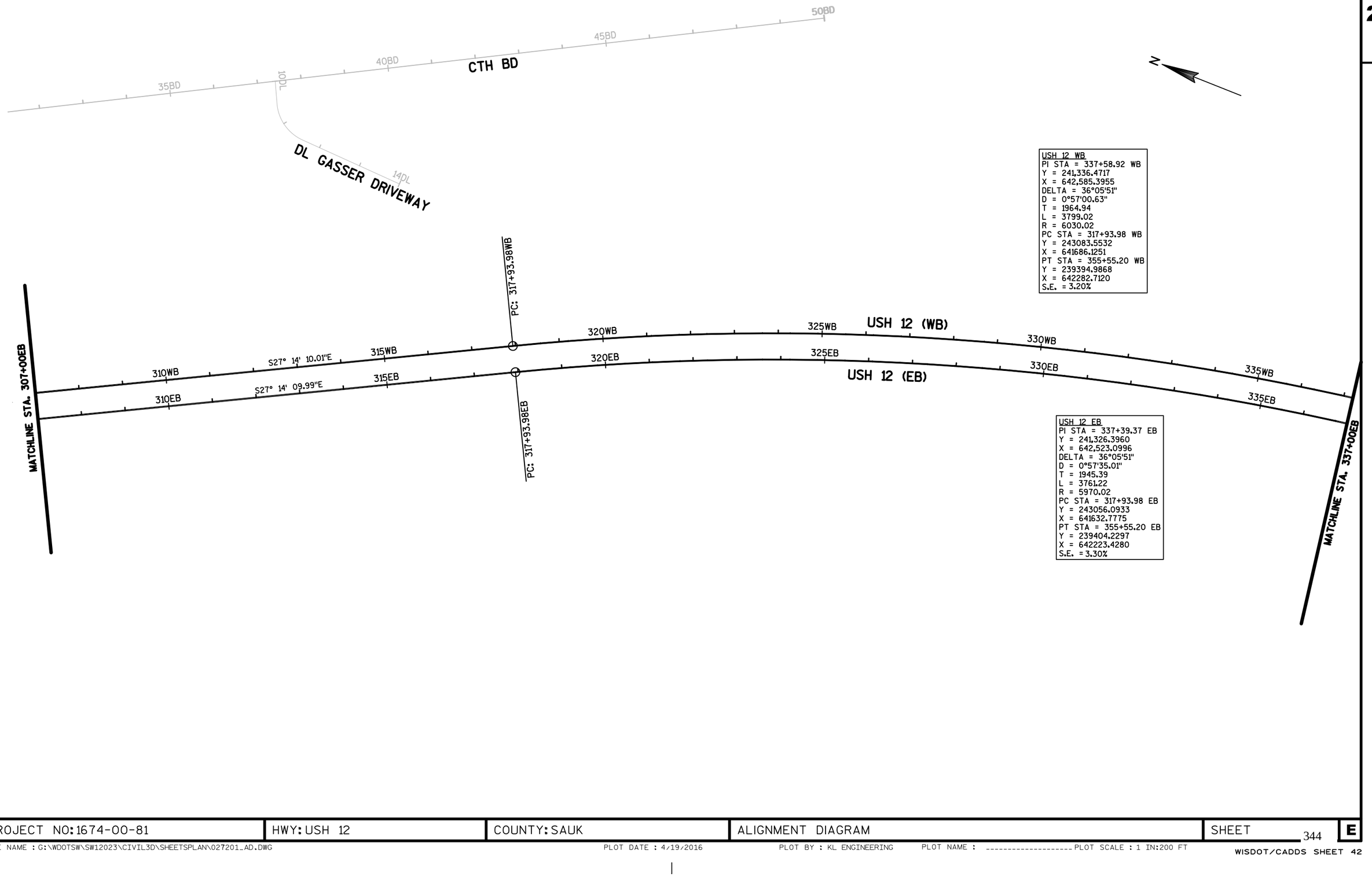


USH 12 WB
PI STA = 289+34.82 WB
Y = 245,626.4117
X = 640,377.2466
DELTA = 28°13'57"
D = 1°55'44.94"
T = 746.91
L = 1463.46
R = 2970.00
PC STA = 281+87.92 WB
Y = 246373.2041
X = 640390.2336
PT STA = 296+80.94 WB
Y = 244962.3172
X = 640719.0741
S.E. = 5.40%

USH 12 EB
PI STA = 289+49.91 EB
Y = 245,612.3683
X = 640,316.9934
DELTA = 28°13'57"
D = 1°53'27.42"
T = 761.99
L = 1493.03
R = 3030.00
PC STA = 281+87.92 EB
Y = 246374.2473
X = 640330.2427
PT STA = 296+80.94 EB
Y = 244934.8578
X = 640665.7264
S.E. = 5.30%

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 343	E

2



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 344	E

N

STH 136 WB RAMP
PI STA = 340+59.69 B
Y = 240933.2485
X = 642352.9624

STH 136 WB RAMP
PI STA = 349+02.13 B
Y = 240,098.2466
X = 642,464.6763
DELTA = 11°07'39"
D = 1°38'38.65"
T = 339.48
L = 676.82
R = 3485.00
PC STA = 345+62.65 B
Y = 240434.7258
X = 642419.6591
PT STA = 352+39.47 B
Y = 239759.4051
X = 642443.9097
S.E. = 3.20%

STH 136 WB RAMP
PI STA = 357+96.62 B
Y = 239,203.2982
X = 642,409.8277
DELTA = 13°23'20"
D = 5°38'01.69"
T = 119.37
L = 237.65
R = 1017.00
PC STA = 356+77.25 B
Y = 239322.4440
X = 642417.1298
PT STA = 359+14.91 B
Y = 239085.6998
X = 642430.3133
S.E. = 4.00%

STH 136 WB RAMP
PI STA = 359+39.48 B
Y = 239,061.5002
X = 642,434.5937
DELTA = 6°03'02"
D = 12°19'18.02"
T = 24.58
L = 49.10
R = 465.00
PC STA = 359+14.91 B
Y = 239085.6998
X = 642430.3133
PT STA = 359+64.01 B
Y = 239037.8866
X = 642441.4011
S.E. = 3.60%

STH 136 WB RAMP
PI STA = 360+15.08 B
Y = 238988.8124
X = 642455.5483

STH 136 WB RAMP
PI STA = 361+82.04 B
Y = 238825.8002
X = 642419.4651

STH 136 WB RAMP
PI STA = 362+11.16 B
Y = 238,800.8094
X = 642,404.5200
DELTA = 27°12'36"
D = 47°37'15.42"
T = 29.12
L = 57.14
R = 120.32
PC STA = 361+82.04 B
Y = 238825.8002
X = 642419.4651
PT STA = 362+39.18 B
Y = 238771.7505
X = 642402.6558
S.E. = 2.00%

STH 136 WB RAMP
PI STA = 364+84.59 B
Y = 238,526.6050
X = 642,391.3140
DELTA = 26°06'29"
D = 9°31'03.26"
T = 139.58
L = 274.31
R = 602.00
PC STA = 363+45.01 B
Y = 238666.0368
X = 642397.7649
PT STA = 366+19.32 B
Y = 238404.2388
X = 642324.1620
S.E. = 4.50%

USH 12 WB
PI STA = 337+58.92 WB
Y = 241,336.4717
X = 642,585.3955
DELTA = 36°05'51"
D = 0°57'00.63"
T = 1964.94
L = 3799.02
R = 6030.02
PC STA = 317+93.98 WB
Y = 243083.5532
X = 641686.1251
PT STA = 355+55.20 WB
Y = 239394.9868
X = 642282.7120
S.E. = 3.20%

STH 136 WB
STH 136 EB

PC: 345+62.65B
PT: 352+39.47B
PC: 356+77.25B
PCC: 359+14.91B
PT: 359+64.01B
PI: 360+15.08B
PT: 362+39.18B
PC: 363+45.01B
PT: 366+19.32B
PC: 368+01.52B

BP: 340+59.69B
S7° 37' 13.01"E
340B
345B
350B
355B
S3° 30' 25.52"W
360B
S16° 04' 52.67"E
S2° 38' 56.16"W
365B
PC: 361+82.04B
S28° 45' 25.36"W

340WB
345WB
350WB
355WB
360WB
365WB
S8° 51' 40.51"W

340EB
345EB
350EB
355EB
360EB
365EB
S8° 51' 40.51"W

STA AHEAD = 355+55.20WB
STA BACK = 355+93.00WB
PT: 355+55.20WB
PT: 355+55.20EB

USH 12 (WB)
USH 12 (EB)
STH 136 WB ON-RAMP
STH 136 WB OFF-RAMP

MATCHLINE STA. 337+00EB

USH 12 EB
PI STA = 337+39.37 EB
Y = 241,326.3960
X = 642,523.0996
DELTA = 36°05'51"
D = 0°57'35.01"
T = 1945.39
L = 3761.22
R = 5970.02
PC STA = 317+93.98 EB
Y = 243056.0933
X = 641632.7775
PT STA = 355+55.20 EB
Y = 239404.2297
X = 642223.4280
S.E. = 3.30%

BP: 345+38.31A
PC: 345+38.31A
PT: 348+40.94A
PC: 348+40.94A

345A
350A
355A
S24° 00' 25.52"W
360A
S1° 30' 11.61"W

PT: 352+73.27A
PC: 355+11.01A
PT: 358+58.61A
PC: 359+77.87A
PT: 360+46.78A

STH 136 EB OFF-RAMP

STH 136 EB ON-RAMP
365A
S0° 44' 34.81"E
PC: 362+13.71A
PCC: 362+89.40A
PT: 365+27.56A

MATCHLINE STA. 368+00EB

STH 136 EB RAMP
PI STA = 345+38.31 A
Y = 240425.9478
X = 642265.8097

STH 136 EB RAMP
PI STA = 346+89.66 A
Y = 240,274.9023
X = 642,256.2559
DELTA = 2°52'58"
D = 0°57'09.17"
T = 151.35
L = 302.63
R = 6015.00
PC STA = 345+38.31 A
Y = 240425.9479
X = 642265.8081
PT STA = 348+40.94 A
Y = 240124.5283
X = 642239.1195
S.E. = 3.20%

STH 136 EB RAMP
PI STA = 350+58.81 A
Y = 239,908.0654
X = 642,214.4517
DELTA = 17°30'21"
D = 4°02'57.02"
T = 217.86
L = 432.33
R = 1415.00
PC STA = 348+40.94 A
Y = 240124.5270
X = 642239.1193
PT STA = 352+73.27 A
Y = 239709.0491
X = 642125.8144
S.E. = 6.00%

STH 136 EB RAMP
PI STA = 356+87.08 A
Y = 239,331.0371
X = 641,957.4565
DELTA = 22°30'14"
D = 6°28'26.76"
T = 176.07
L = 347.60
R = 885.00
PC STA = 355+11.01 A
Y = 239491.8748
X = 642029.0899
PT STA = 358+58.61 A
Y = 239155.0292
X = 641952.8377
S.E. = 5.10%

STH 136 EB RAMP
PI STA = 360+13.22 A
Y = 239,000.4708
X = 641,948.7818
DELTA = 31°35'11"
D = 45°50'11.84"
T = 35.36
L = 68.91
R = 125.00
PC STA = 359+77.87 A
Y = 239035.8141
X = 641949.7092
PT STA = 360+46.78 A
Y = 238970.8493
X = 641929.4795
S.E. = 2.00%

STH 136 EB RAMP
PI STA = 360+46.78 A
Y = 238970.8493
X = 641929.4795

STH 136 EB RAMP
PI STA = 362+13.71 A
Y = 238807.5401
X = 641894.9042

STH 136 EB RAMP
PI STA = 362+56.56 A
Y = 238,766.2192
X = 641,906.2415
DELTA = 1°43'33"
D = 2°00'51.16"
T = 42.85
L = 85.69
R = 2844.58
PC STA = 362+13.71 A
Y = 238807.5401
X = 641894.9042
PT STA = 362+99.40 A
Y = 238724.5757
X = 641916.3292
S.E. = 2.00%

STH 136 EB RAMP
PI STA = 364+13.96 A
Y = 238,613.2253
X = 641,943.2618
DELTA = 12°51'15"
D = 5°38'01.69"
T = 114.56
L = 228.16
R = 1017.00
PC STA = 362+99.40 A
Y = 238724.5757
X = 641916.3292
PT STA = 365+27.56 A
Y = 238498.6738
X = 641944.7474
S.E. = 3.60%

STH 136 WB
STH 136 EB

14BC
10BC
CONCRETE PLANT DRIVEWAY

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 345	E

2

STH 136 WB RAMP
PI STA = 369+91.85 B
Y = 238,077.6562
X = 642,144.9404
DELTA = 15°19'19"
D = 4°02'57.02"
T = 190.33
L = 378.39
R = 1415.00
PC STA = 368+01.52 B
Y = 238244.5151
X = 642236.5090
PT STA = 371+79.91 B
Y = 237892.5320
X = 642100.7174
S.E. = 5.20%

STH 136 WB RAMP
PI STA = 374+76.10 B
Y = 237604.4531
X = 642031.9004

HATCHERY ROAD
PI STA = 720+49.39 HR
Y = 236302.2246
X = 643818.9219

CTH W WB RAMP
PI STA = 398+12.99 D
Y = 235199.6229
X = 641661.5337

N

705HR

PT: 371+79.91B

EP: 374+76.10B

BP: 398+12.99D

370B

S13° 26' 06.68"W

374B

398D

MATCHLINE STA. 368+00EB

370WB 375WB 380WB USH 12 (WB) 385WB 390WB S8° 51' 40.51"W 395WB

700HR

370EB 375EB 380EB 385EB 390EB S8° 51' 40.51"W 395EB

MATCHLINE STA. 399+00EB

USH 12 (EB)

370A

373A

S0° 44' 34.81"E

S7° 42' 56.07"W

PC: 370+38.73A

PT: 372+47.63A

EP: 373+48.92A

HATCHERY ROAD

PI: 695+06.20HR

695HR

STH 136 EB RAMP
PI STA = 371+43.37 A
Y = 237,882.9165
X = 641,952.7329
DELTA = 8°27'31"
D = 4°02'57.02"
T = 104.64
L = 208.90
R = 1415.00
PC STA = 370+38.73 A
Y = 237987.5461
X = 641951.3760
PT STA = 372+47.63 A
Y = 237779.2254
X = 641938.6846
S.E. = 6.00%

STH 136 EB RAMP
PI STA = 373+48.92 A
Y = 237678.8457
X = 641925.0850

HATCHERY ROAD
PI STA = 695+06.20 HR
Y = 236297.0986
X = 641275.7324

HATCHERY ROAD
PI STA = 667+77.18 HR
Y = 236296.5068
X = 638546.7179

690HR

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\027201_AD.DWG PLOT DATE : 4/19/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

N

CTH W WB RAMP
PI STA = 402+09.65 D
Y = 234,807.0225
X = 641,604.8115
DELTA = 8°09'58"
D = 1°54'01.29"
T = 215.22
L = 429.72
R = 3015.00
PC STA = 399+94.43 D
Y = 235020.2987
X = 641633.7066
PT STA = 404+24.15 D
Y = 234591.8044
X = 641606.5044
S.E. = 5.30%

CTH W WB RAMP
PI STA = 412+84.50 D
Y = 233,731.4785
X = 641,613.2715
DELTA = 10°54'42"
D = 4°55'05.13"
T = 111.27
L = 221.87
R = 1165.00
PC STA = 411+73.23 D
Y = 233842.7462
X = 641612.3963
PT STA = 413+95.10 D
Y = 233622.3882
X = 641635.1935
S.E. = 3.30%

CTH W WB RAMP
PI STA = 414+52.67 D
Y = 233565.9448
X = 641646.5359

CTH W WB RAMP
PI STA = 416+09.15 D
Y = 233409.8376
X = 641626.3826

CTH W WB RAMP
PI STA = 416+47.07 D
Y = 233,378.5027
X = 641,605.0192
DELTA = 38°22'08"
D = 52°33'53.77"
T = 37.92
L = 72.99
R = 109.00
PC STA = 416+09.15 D
Y = 233409.8376
X = 641626.3826
PT STA = 416+82.14 D
Y = 233340.6744
X = 641607.7198
S.E. = 2.00%

CTH W WB RAMP
PI STA = 418+74.69 D
Y = 233,148.6123
X = 641,621.4316
DELTA = 14°38'22"
D = 6°21'58.31"
T = 115.61
L = 229.95
R = 900.00
PC STA = 417+59.08 D
Y = 233263.9257
X = 641613.1992
PT STA = 419+89.04 D
Y = 233034.9619
X = 641600.2532
S.E. = 3.80%

CTH W WB RAMP
PI STA = 427+21.06 D
Y = 232,315.3320
X = 641,466.1523
DELTA = 6°29'52"
D = 4°02'57.02"
T = 80.32
L = 160.47
R = 1415.00
PC STA = 426+40.73 D
Y = 232394.2935
X = 641480.8666
PT STA = 428+01.20 D
Y = 232235.2127
X = 641460.4681
S.E. = 5.20%

USH 12 WB
PI STA = 413+16.71 WB
Y = 233,702.2461
X = 641,395.1963
DELTA = 9°22'26"
D = 0°43'08.03"
T = 653.42
L = 1303.93
R = 7969.95
PC STA = 406+63.29 WB
Y = 234347.8698
X = 641495.8510
PT STA = 419+77.05 WB
Y = 233048.8494
X = 641401.0428
S.E. = 2.60%

CTH W WB
CTH W EB

PC: 399+94.43D
PT: 404+24.15D
PC: 411+73.23D
PT: 413+95.10D
PI: 414+52.67D
PT: 416+82.14D
PC: 417+59.08D
PT: 419+89.04D

MATCHLINE STA. 399+00EB

400D
405D
CTH W WB ON-RAMP
410D
S0° 27' 02.39"E
S11° 21' 44.65"E
S4° 05' 01.10"E
420D
CTH W WB OFF-RAMP
S10° 33' 20.97"W
425D
S4° 03' 29.33"W
430

PC: 406+63.29WB
PC: 406+63.28EB
PC: 416+09.15D
PC: 426+40.73D
PT: 428+01.20D

400WB
405WB
410WB
USH 12 (WB)
415WB
420WB
425WB
430WB
S8° 51' 40.51"W
S0° 30' 45.59"E

STA AHEAD = 419+77.05WB
STA BACK = 419+67.22WB
PT: 419+77.05WB

400EB
400C
405EB
410EB
USH 12 (EB)
415EB
420EB
425EB
430EB
430C
S8° 51' 40.51"W
S0° 30' 45.61"E

399C
S13° 26' 06.42"W
PC: 402+94.30C
PT: 419+77.05EB

BP: 399+90.99C

405C
CTH W EB OFF-RAMP
S19° 47' 25.43"W
410C
S8° 28' 43.65"E
425C
420C
CTH W EB ON-RAMP
S12° 58' 17.42"E

PT: 404+51.25C
PC: 409+94.21C
PT: 414+89.36C
S0° 09' 11.75"W
PC: 414+01.79C
PT: 413+11.24C
PCC: 414+31.70C
PI: 416+45.59C
PC: 417+97.59C
PT: 419+16.54C
PC: 427+20.16C
PT: 430+79.06C

MATCHLINE STA. 430+00EB

USH 12 EB
PI STA = 413+21.63 EB
Y = 233,706.6260
X = 641,335.1543
DELTA = 9°22'26"
D = 0°42'48.66"
T = 658.35
L = 1313.76
R = 8030.06
PC STA = 406+63.28 EB
Y = 234357.1193
X = 641436.5682
PT STA = 419+77.05 EB
Y = 233048.3011
X = 641341.0450
S.E. = 2.50%

CTH W WB
CTH W EB

CTH W EB RAMP
PI STA = 399+90.99 C
Y = 235042.2900
X = 641515.0498

CTH W EB RAMP
PI STA = 403+72.86 C
Y = 234,670.8730
X = 641,426.3252
DELTA = 6°21'19"
D = 4°02'57.02"
T = 78.56
L = 156.95
R = 1415.00
PC STA = 402+94.30 C
Y = 234747.2801
X = 641444.5774
PT STA = 404+51.25 C
Y = 234596.9560
X = 641399.7274
S.E. = 6.00%

CTH W EB RAMP
PI STA = 411+54.29 C
Y = 233,935.4404
X = 641,161.6924
DELTA = 19°38'14"
D = 6°11'38.90"
T = 160.08
L = 317.03
R = 925.00
PC STA = 409+94.21 C
Y = 234086.0703
X = 641215.8940
PT STA = 413+11.24 C
Y = 233775.3561
X = 641161.2645
S.E. = 5.00%

CTH W EB RAMP
PI STA = 414+16.76 C
Y = 233,669.8365
X = 641,160.9822
DELTA = 5°18'21"
D = 17°44'19.07"
T = 14.97
L = 29.91
R = 323.00
PC STA = 414+01.79 C
Y = 233684.8028
X = 641161.0223
PT STA = 414+31.70 C
Y = 233654.9381
X = 641159.5584
S.E. = N/A

CTH W EB RAMP
PI STA = 414+61.17 C
Y = 233,625.6014
X = 641,156.7547
DELTA = 29°14'03"
D = 50°42'15.23"
T = 29.47
L = 57.66
R = 113.00
PC STA = 414+31.70 C
Y = 233654.9381
X = 641159.5584
PT STA = 414+89.36 C
Y = 233601.3705
X = 641139.9807
S.E. = N/A

CTH W EB RAMP
PI STA = 414+89.36 C
Y = 233601.3705
X = 641139.9807

CTH W EB RAMP
PI STA = 416+45.59 C
Y = 233447.1079
X = 641109.2119

CTH W EB RAMP
PI STA = 418+57.10 C
Y = 233,241.0010
X = 641,156.6875
DELTA = 4°29'34"
D = 3°46'36.89"
T = 59.51
L = 118.95
R = 1517.00
PC STA = 417+97.59 C
Y = 233298.9890
X = 641143.3303
PT STA = 419+16.54 C
Y = 233182.1449
X = 641165.4613
S.E. = 2.20%

CTH W EB RAMP
PI STA = 428+99.82 C
Y = 232,209.6113
X = 641,310.4395
DELTA = 6°49'13"
D = 1°54'01.29"
T = 179.66
L = 358.90
R = 3015.00
PC STA = 427+20.16 C
Y = 232387.3084
X = 641283.9497
PT STA = 430+79.06 C
Y = 232030.0259
X = 641315.6391
S.E. = 4.30%

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 347	E

2

N

CTH W WB RAMP
PI STA = 431+04.16 D
Y = 231933.0120
X = 641439.0280

EP: 431+04.16D

431D

MATCHLINE STA. 430+00EB

435WB 440WB 445WB S0° 30' 45.59"E 450WB 455WB 460WB

USH 12 (WB)

435EB 440EB 445EB S0° 30' 45.61"E 450EB 455EB 460EB

USH 12 (EB)

MATCHLINE STA. 461+00EB

S1° 39' 30.48"E

433C

EP: 433+54.92C

CTH W EB RAMP
PI STA = 433+54.72 C
Y = 231754.4819
X = 641323.6172

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 348	E

N

USH 12 WB
PI STA = 469+14.03 WB
Y = 228,112.0626
X = 641,445.2168
DELTA = 5°45'00"
D = 0°42'48.64"
T = 403.27
L = 805.87
R = 8030.11
PC STA = 465+10.76 WB
Y = 228515.3206
X = 641441.6085
PT STA = 473+10.61 WB
Y = 227710.4722
X = 641408.4054
S.E. = 2.50%

USH 12 WB
PI STA = 481+05.08 WB
Y = 226,919.3145
X = 641,335.8848
DELTA = 5°45'00"
D = 0°43'08.16"
T = 400.24
L = 799.80
R = 7969.56
PC STA = 477+04.85 WB
Y = 227317.8792
X = 641372.4188
PT STA = 485+10.68 WB
Y = 226519.0948
X = 641339.4661
S.E. = 2.60%

MATCHLINE STA. 461+00EB

PC: 465+10.76WB

PT: 473+10.61WB

PC: 477+04.85WB

STA AHEAD = 473+10.61WB
STA BACK = 473+16.63WB

STA AHEAD = 485+10.68WB
STA BACK = 485+04.65WB

S0° 30' 45.59"E

S5° 14' 14.36"W

S0° 30' 45.70"E

465WB 470WB 475WB 480WB 485WB 490WB

PT: 485+10.68WB

S0° 30' 45.61"E

465EB 470EB 475EB 480EB 485EB 490EB

PT: 473+10.61EB

S5° 14' 14.39"W

S0° 30' 45.61"E

USH 12 (WB)

USH 12 (EB)

MATCHLINE STA. 492+00EB

PC: 465+10.73EB

PC: 477+04.80EB

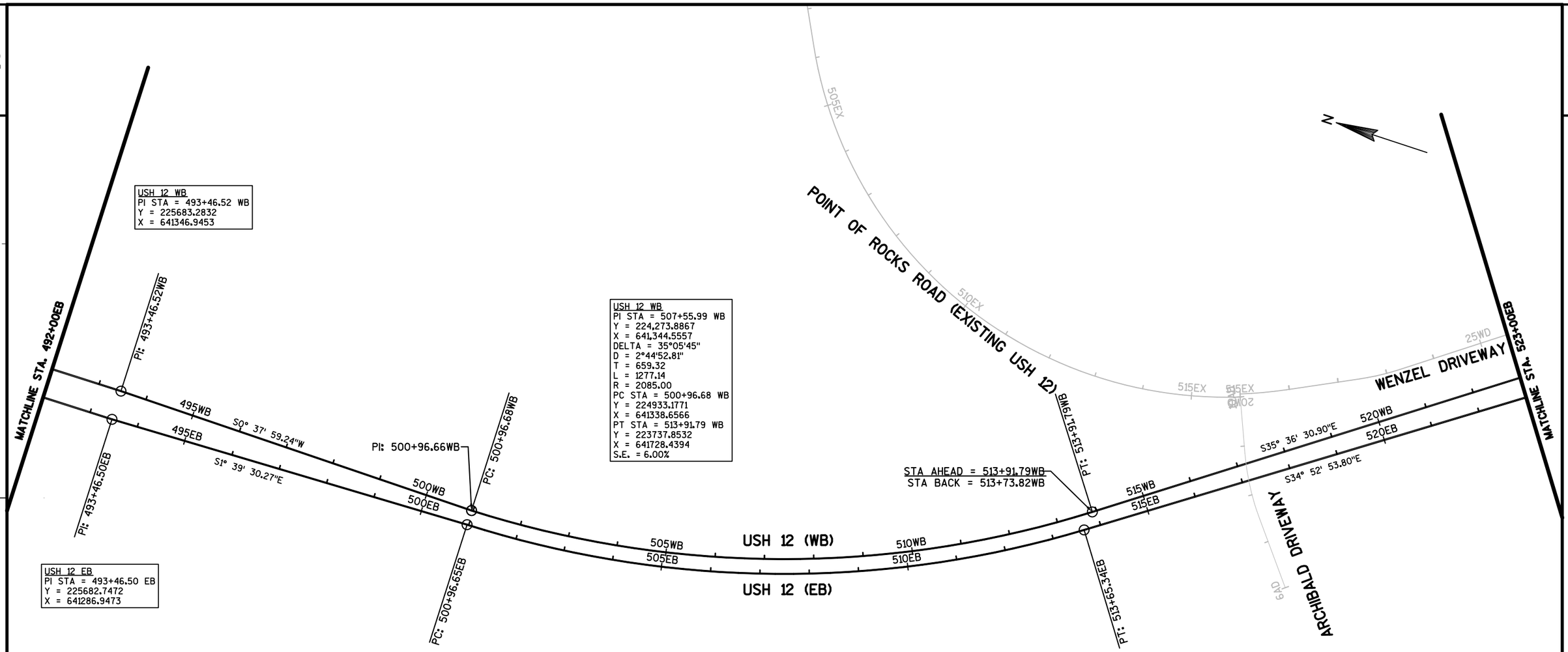
PT: 485+10.68EB

USH 12 EB
PI STA = 469+11.00 EB
Y = 228,114.5391
X = 641,385.1924
DELTA = 5°45'00"
D = 0°43'07.89"
T = 400.28
L = 799.88
R = 7970.38
PC STA = 465+10.73 EB
Y = 228514.7988
X = 641381.6109
PT STA = 473+10.61 EB
Y = 227715.9344
X = 641348.6546
S.E. = 2.60%

USH 12 EB
PI STA = 481+08.08 EB
Y = 226,921.7930
X = 641,275.8604
DELTA = 5°45'00"
D = 0°42'48.64"
T = 403.28
L = 805.88
R = 8030.13
PC STA = 477+04.80 EB
Y = 227323.3855
X = 641312.6720
PT STA = 485+10.68 EB
Y = 226518.5329
X = 641279.4687
S.E. = 2.50%

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 349	E

2



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 350	E

2

USH 12 WB
PI STA = 534+95.81 WB
Y = 222,027.2578
X = 642,953.4932
DELTA = 41°12'13"
D = 2°15'52.75"
T = 951.06
L = 1819.43
R = 2530.00
PC STA = 525+44.75 WB
Y = 222800.4807
X = 642399.7447
PT STA = 543+64.17 WB
Y = 221080.7311
X = 642860.7672
S.E. = 5.80%

N

BAKER DRIVEWAY

WENZEL DRIVEWAY

USH 12 (WB)

USH 12 (EB)

PC: 525+44.75WB

PT: 543+64.17WB

S35° 36' 30.90"E

S34° 52' 53.80"E

525WB

525EB

530WB

530EB

535WB

535EB

540WB

540EB

545WB

545EB

550WB

550EB

S5° 35' 42.35"W

S8° 40' 42.31"W

PC: 525+48.12EB

PT: 544+48.78EB

GREEN VALLEY CAMPGROUND DRIVEWAY

GREEN VALLEY CAMPGROUND PARK ACCESS

GREEN VALLEY CAMPGROUND DRIVEWAY TURN-AROUND

ZSURZS DRIVEWAY

OAK COURT

SCOLES DRIVEWAY

LEHMAN ROAD

MATCHLINE STA. 523+00EB

MATCHLINE STA. 552+00EB

USH 12 EB
PI STA = 535+47.04 EB
Y = 221,952.5742
X = 642,936.2402
DELTA = 43°33'36"
D = 2°17'30.61"
T = 998.92
L = 1900.66
R = 2500.00
PC STA = 525+48.12 EB
Y = 222772.0199
X = 642364.9779
PT STA = 544+48.78 EB
Y = 220965.0956
X = 642785.5154
S.E. = 5.80%

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 351	E

2

2

N

USH 12 WB
PI STA = 565+77.48 WB
Y = 218,877.9727
X = 642,644.9751
DELTA = 12°52'27"
D = 0°42'58.30"
T = 902.59
L = 1797.58
R = 8000.02
PC STA = 556+74.89 WB
Y = 219776.2607
X = 642732.9754
PT STA = 574+57.99 WB
Y = 217982.6585
X = 642759.3349
S.E. = 2.50%

USH 12 EB
PI STA = 561+35.98 EB
Y = 219,297.2168
X = 642,530.9370
DELTA = 15°57'27"
D = 0°57'17.75"
T = 840.97
L = 1671.06
R = 6000.00
PC STA = 552+95.00 EB
Y = 220128.5631
X = 642657.8304
PT STA = 569+66.07 EB
Y = 218463.0196
X = 642637.4903
S.E. = 3.30%

MATCHLINE STA. 552+00EB

PC: 552+95.00EB

PC: 556+74.89WB

S5° 35' 42.35"W

S8° 40' 42.31"W

555WB

555EB

560WB

560EB

565WB

565EB

570WB

570EB

575WB

575EB

580WB

580EB

S7° 16' 44.61"E

USH 12 (WB)

USH 12 (EB)

STA AHEAD = 574+57.99WB
STA BACK = 574+72.46WB

PT: 574+57.99WB

PT: 569+66.07EB

SKI HI ROAD

SKI HI FRUIT FARM DRIVEWAY

FARDIN DRIVEWAY

MCGANN FIELD DRIVEWAY

MATCHLINE STA. 581+00EB

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 352	E

2

2

N

USH 12 WB
PI STA = 582+81.69 WB
Y = 217,165.5988
X = 642,863.6992
DELTA = 3°46'09"
D = 1°25'18.05"
T = 132.61
L = 265.12
R = 4030.14
PC STA = 581+49.08 WB
Y = 217297.1383
X = 642846.8974
PT STA = 584+10.27 WB
Y = 217033.2393
X = 642871.8175
S.E. = 4.40%

USH 12 WB
PI STA = 598+85.78 WB
Y = 215,560.4913
X = 642,962.1498
DELTA = 2°53'13"
D = 0°24'33.26"
T = 352.78
L = 705.42
R = 14000.53
PC STA = 595+33.00 WB
Y = 215912.6128
X = 642940.5521
PT STA = 602+38.42 WB
Y = 215209.9043
X = 643001.4542
S.E. = 2.00%

USH 12 WB
PI STA = 611+44.64 WB
Y = 214306.0742
X = 643031.0249

MATCHLINE STA. 581+00EB

PC: 581+49.08WB
PT: 584+10.27WB
STA AHEAD = 584+10.27WB
STA BACK = 584+14.21WB
585WB
590WB
S3° 30' 35.59"E
595WB
PC: 595+33.00WB
USH 12 (WB)
STA AHEAD = 602+40.66WB
STA BACK = 602+38.49WB
600WB
S6° 29' 48.26"E
PT: 602+38.42WB
PC: 602+68.47WB
605WB
610WB
PT: 611+15.82WB

PC: 581+49.07EB
PT: 584+10.27EB
585EB
S3° 30' 35.58"E
PC: 587+85.16EB
590EB
595EB
USH 12 (EB)
PT: 600+22.92EB
600EB
S8° 34' 31.64"E
PC: 600+24.00EB
605EB
610EB

12Y
10Y
DRIVEWAY 604+00
LT & RT

STA BACK = 611+40.94WB
STA AHEAD = 611+39.82WB

USH 12 EB
PI STA = 582+79.72 EB
Y = 217,159.9551
X = 642,803.9326
DELTA = 3°46'09"
D = 1°26'35.01"
T = 130.64
L = 261.19
R = 3970.44
PC STA = 581+49.07 EB
Y = 217289.5462
X = 642787.3797
PT STA = 584+10.27 EB
Y = 217029.5561
X = 642811.9307
S.E. = 4.50%

USH 12 EB
PI STA = 594+04.44 EB
Y = 216,037.2454
X = 642,872.7949
DELTA = 5°03'56"
D = 0°24'33.32"
T = 619.28
L = 1237.75
R = 14000.00
PC STA = 587+85.16 EB
Y = 216655.3636
X = 642834.8821
PT STA = 600+22.92 EB
Y = 215424.8889
X = 642965.1368
S.E. = 2.00%

USH 12 EB
PI STA = 605+83.60 EB
Y = 214,870.4751
X = 643,048.7410
DELTA = 11°12'47"
D = 1°00'18.36"
T = 559.60
L = 1115.62
R = 5700.51
PC STA = 600+24.00 EB
Y = 215423.8179
X = 642965.2983
PT STA = 611+39.62 EB
Y = 214311.4691
X = 643022.9884
S.E. = 1.80%

USH 12 EB
PI STA = 611+44.32 EB
Y = 214306.7669
X = 643023.0482

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 353	E

STH 136 WB
PI STA = 85+37.69 LW
Y = 238,942.8658
X = 640,718.8293

STH 136 EB
PI STA = 80+07.01 LE
Y = 239,251.7607
X = 640,292.8447

STH 136 EB
PI STA = 85+40.70 LE
Y = 238894.2373
X = 640689.0791
DELTA = 42°03'05"
D = 7°17'56"
T = 301.74
L = 576.14
R = 785.00
PC STA = 82+38.96 LE
Y = 239096.3733
X = 640465.0568
PT STA = 88+15.10 LE
Y = 238894.1913
X = 640990.8156
S.E. = N/A

STH 136 EB
PI STA = 85+40.70 LE
Y = 238894.2373
X = 640689.0791
DELTA = 42°03'05"
D = 7°17'56"
T = 301.74
L = 576.14
R = 785.00
PC STA = 82+38.96 LE
Y = 239096.3733
X = 640465.0568
PT STA = 88+15.10 LE
Y = 238894.1913
X = 640990.8156
S.E. = N/A

STH 136 EB
PI STA = 91+57.34 LE
Y = 238894.1391
X = 641333.0508
DELTA = 1°14'02"
D = 1°37'36"
T = 37.92
L = 75.84
R = 3522.00
PC STA = 91+19.41 LE
Y = 238894.1449
X = 641295.1290
PT STA = 91+95.26 LE
Y = 238893.3168
X = 641370.9637
S.E. = N/A

STH 136 WB
PI STA = 96+14.25 LW
Y = 238915.3955
X = 641790.5132
DELTA = 9°07'21"
D = 5°43'46"
T = 79.78
L = 159.22
R = 1000.00
PC STA = 95+34.48 LW
Y = 238913.9780
X = 641710.7488
PT STA = 96+93.69 LW
Y = 238929.4413
X = 641869.0440
S.E. = N/A

STH 136 EB
PI STA = 94+54.26 LE
Y = 238887.7006
X = 641629.9039
DELTA = 8°30'27"
D = 7°21'52"
T = 57.87
L = 115.52
R = 778.00
PC STA = 93+96.39 LE
Y = 238888.9554
X = 641572.0517
PT STA = 95+11.91 LE
Y = 238895.0181
X = 641687.3051
S.E. = N/A

STH 136 WB
PI STA = 96+93.69 LW
Y = 238,929.4413
X = 641,869.0440

STH 136 WB
PI STA = 98+31.51 LW
Y = 238,901.7041
X = 642,004.0428

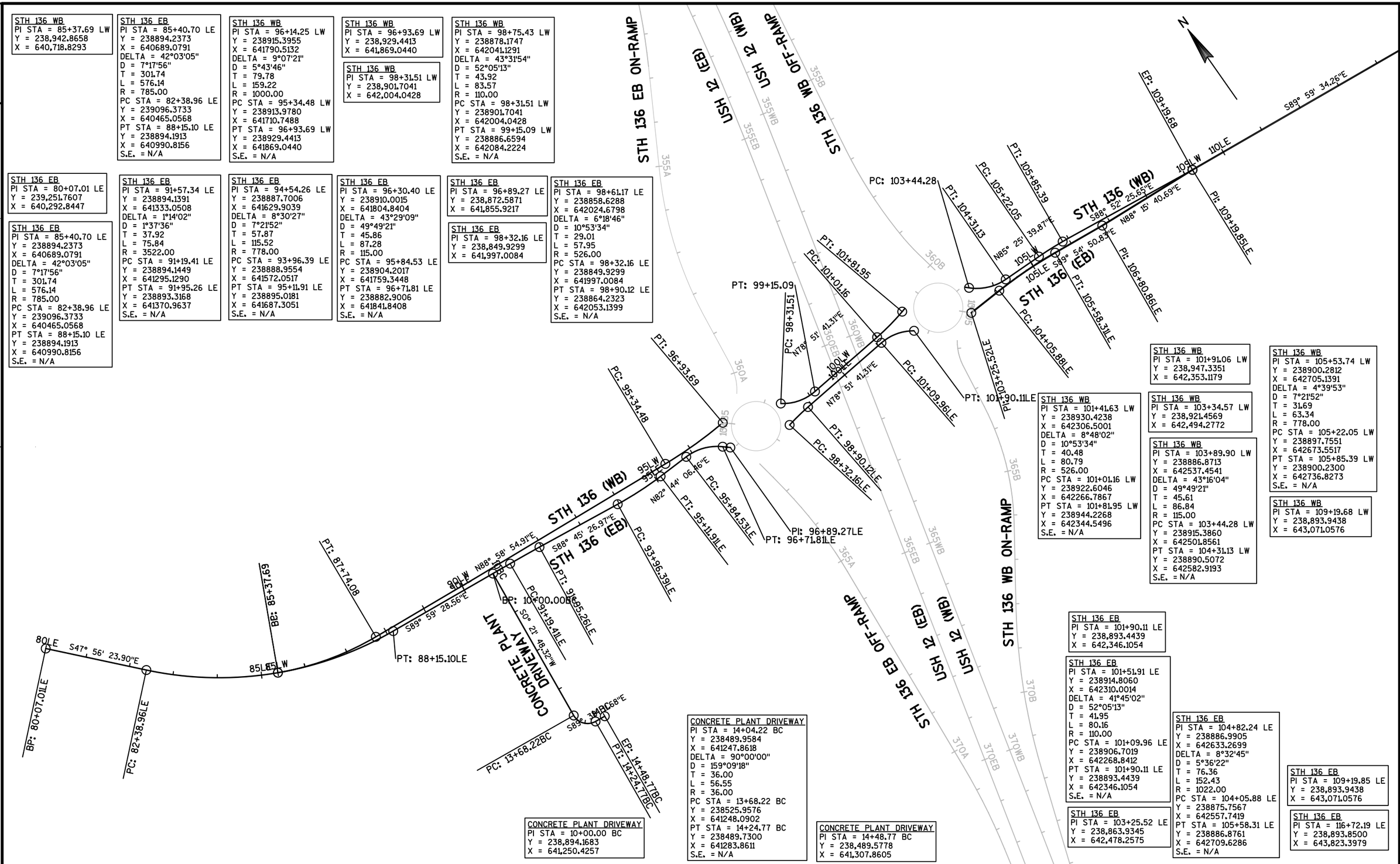
STH 136 EB
PI STA = 96+30.40 LE
Y = 238910.0015
X = 641804.8404
DELTA = 43°29'09"
D = 49°49'21"
T = 45.86
L = 87.28
R = 115.00
PC STA = 95+84.53 LE
Y = 238904.2017
X = 641759.3448
PT STA = 96+71.81 LE
Y = 238882.9006
X = 641841.8408
S.E. = N/A

STH 136 WB
PI STA = 98+75.43 LW
Y = 238878.1747
X = 642041.1291
DELTA = 43°31'54"
D = 52°05'13"
T = 43.92
L = 83.57
R = 110.00
PC STA = 98+31.51 LW
Y = 238901.7041
X = 642004.0428
PT STA = 99+15.09 LW
Y = 238886.6594
X = 642084.2224
S.E. = N/A

STH 136 EB
PI STA = 96+89.27 LE
Y = 238,872.5871
X = 641,855.9217

STH 136 EB
PI STA = 98+32.16 LE
Y = 238,849.9299
X = 641,997.0084

STH 136 EB
PI STA = 98+61.17 LE
Y = 238858.6288
X = 642024.6798
DELTA = 6°18'46"
D = 10°53'34"
T = 29.01
L = 57.95
R = 526.00
PC STA = 98+32.16 LE
Y = 238849.9299
X = 641997.0084
PT STA = 98+90.12 LE
Y = 238864.2323
X = 642053.1399
S.E. = N/A



STH 136 WB
PI STA = 101+41.63 LW
Y = 238930.4238
X = 642306.5001
DELTA = 8°48'02"
D = 10°53'34"
T = 40.48
L = 80.79
R = 526.00
PC STA = 101+01.16 LW
Y = 238922.6046
X = 642266.7867
PT STA = 101+81.95 LW
Y = 238944.2268
X = 642344.5496
S.E. = N/A

STH 136 WB
PI STA = 101+91.06 LW
Y = 238,947.3351
X = 642,353.1179

STH 136 WB
PI STA = 103+34.57 LW
Y = 238,921.4569
X = 642,494.2772

STH 136 WB
PI STA = 103+89.90 LW
Y = 238886.8713
X = 642537.4541
DELTA = 43°16'04"
D = 49°49'21"
T = 45.61
L = 86.84
R = 115.00
PC STA = 103+44.28 LW
Y = 238915.3860
X = 642501.8561
PT STA = 104+31.13 LW
Y = 238890.5072
X = 642582.9193
S.E. = N/A

STH 136 WB
PI STA = 105+53.74 LW
Y = 238900.2812
X = 642705.1391
DELTA = 4°39'53"
D = 7°21'52"
T = 31.69
L = 63.34
R = 778.00
PC STA = 105+22.05 LW
Y = 238897.7551
X = 642673.5517
PT STA = 105+85.39 LW
Y = 238900.2300
X = 642736.8273
S.E. = N/A

STH 136 WB
PI STA = 109+19.68 LW
Y = 238,893.9438
X = 643,071.0576

STH 136 EB
PI STA = 101+90.11 LE
Y = 238,893.4439
X = 642,346.1054

STH 136 EB
PI STA = 101+51.91 LE
Y = 238914.8060
X = 642310.0014
DELTA = 41°45'02"
D = 52°05'13"
T = 41.95
L = 80.16
R = 110.00
PC STA = 101+09.96 LE
Y = 238906.7019
X = 642268.8412
PT STA = 101+90.11 LE
Y = 238893.4439
X = 642346.1054
S.E. = N/A

STH 136 EB
PI STA = 103+25.52 LE
Y = 238,863.9345
X = 642,478.2575

STH 136 EB
PI STA = 104+82.24 LE
Y = 238886.9905
X = 642633.2699
DELTA = 8°32'45"
D = 5°36'22"
T = 76.36
L = 152.43
R = 1022.00
PC STA = 104+05.88 LE
Y = 238875.7567
X = 642557.7419
PT STA = 105+58.31 LE
Y = 238886.8761
X = 642709.6286
S.E. = N/A

STH 136 EB
PI STA = 109+19.85 LE
Y = 238,893.9438
X = 643,071.0576

STH 136 EB
PI STA = 116+72.19 LE
Y = 238,893.8500
X = 643,823.3979

CONCRETE PLANT DRIVEWAY
PI STA = 10+00.00 BC
Y = 238,894.1683
X = 641,250.4257

CONCRETE PLANT DRIVEWAY
PI STA = 14+04.22 BC
Y = 238489.9584
X = 641247.8618
DELTA = 90°00'00"
D = 159°09'18"
T = 36.00
L = 56.55
R = 36.00
PC STA = 13+68.22 BC
Y = 238525.9576
X = 641248.0902
PT STA = 14+24.77 BC
Y = 238489.7300
X = 641283.8611
S.E. = N/A

CONCRETE PLANT DRIVEWAY
PI STA = 14+48.77 BC
Y = 238,489.5778
X = 641,307.8605

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 354	E

CTH W WB
PI STA = 188+38.27 WW
Y = 233,511.7715
X = 640,218.7000

CTH W WB
PI STA = 189+95.84 WW
Y = 233511.0254
X = 640376.2637
DELTA = 4°00'39"
D = 1°16'24"
T = 157.57
L = 315.00
R = 4499.91
PC STA = 188+38.27 WW
Y = 233511.7715
X = 640218.7000
PT STA = 191+53.27 WW
Y = 233521.3019
X = 640533.4936
S.E. = N/A

CTH W WB
PI STA = 192+84.96 WW
Y = 233529.8906
X = 640664.9014
DELTA = 1°11'52"
D = 1°30'28"
T = 39.72
L = 79.44
R = 3800.00
PC STA = 192+45.24 WW
Y = 233527.3001
X = 640625.2663
PT STA = 193+24.68 WW
Y = 233531.6521
X = 640704.5819
S.E. = N/A

CTH W WB
PI STA = 197+01.63 WW
Y = 233,562.2617
X = 641,079.7339

CTH W WB
PI STA = 198+57.34 WW
Y = 233,529.5510
X = 641,232.9332

CTH W WB
PI STA = 196+21.56 WW
Y = 233544.8182
X = 641001.1712
DELTA = 9°58'36"
D = 6°12'51"
T = 80.48
L = 160.54
R = 922.00
PC STA = 195+41.08 WW
Y = 233541.2492
X = 640920.7744
PT STA = 197+01.63 WW
Y = 233562.2617
X = 641079.7339
S.E. = N/A

CTH W WB
PI STA = 198+89.96 WW
Y = 233512.1807
X = 641260.5432
DELTA = 35°08'44"
D = 55°37'37"
T = 32.62
L = 63.18
R = 103.00
PC STA = 198+57.34 WW
Y = 233529.5510
X = 641232.9332
PT STA = 199+20.52 WW
Y = 233513.8710
X = 641293.1190
S.E. = N/A

N

CTH W EB ON-RAMP

CTH W WB
PI STA = 201+71.83 WW
Y = 233,539.1712
X = 641,542.5312

CTH W WB
PI STA = 201+16.79 WW
Y = 233524.0419
X = 641489.1286
DELTA = 12°50'50"
D = 11°37'19"
T = 55.50
L = 110.54
R = 493.00
PC STA = 200+61.29 WW
Y = 233521.1654
X = 641433.6989
PT STA = 201+71.83 WW
Y = 233539.1712
X = 641542.5312
S.E. = N/A

CTH W WB
PI STA = 203+23.34 WW
Y = 233,506.8319
X = 641,691.8390

CTH W WB
PI STA = 203+62.61 WW
Y = 233486.7145
X = 641725.5697
DELTA = 37°42'42"
D = 49°49'21"
T = 39.27
L = 75.69
R = 115.00
PC STA = 203+23.34 WW
Y = 233506.8319
X = 641691.8390
PT STA = 203+99.03 WW
Y = 233491.4324
X = 641764.5596
S.E. = N/A

CTH W WB
PI STA = 205+32.90 WW
Y = 233507.5146
X = 641897.4658
DELTA = 3°26'08"
D = 3°48'53"
T = 45.05
L = 90.06
R = 1502.00
PC STA = 204+87.86 WW
Y = 233502.1034
X = 641852.7466
PT STA = 205+77.92 WW
Y = 233510.2363
X = 641942.4290
S.E. = N/A

COMMERCE DRIVEWAY
PI STA = 20+00.00 CD
Y = 233,831.2195
X = 642,042.1520

COMMERCE DRIVEWAY
PI STA = 22+19.82 CD
Y = 233,840.9510
X = 642,261.7600

COMMERCE AVENUE
PI STA = 9+00.00 CC
Y = 233,861.7202
X = 642,166.1884

COMMERCE AVENUE
PI STA = 13+41.33 CC
Y = 233,865.0214
X = 642,607.5049

CTH W WB
PI STA = 208+76.15 WW
Y = 233528.2549
X = 642240.1079
DELTA = 3°27'50"
D = 1°26'17"
T = 120.47
L = 240.86
R = 3984.00
PC STA = 207+55.68 WW
Y = 233520.9764
X = 642119.8618
PT STA = 209+96.54 WW
Y = 233528.2549
X = 642360.5741
S.E. = N/A

CTH W WB
PI STA = 216+15.81 WW
Y = 233,528.2549
X = 642,979.8433

BP: 9+00.00
EP: 13+41.33
COMMERCE COURT
9CC 10CC N89° 34' 17.08"E 13CC
20CD 22CD
N87° 27' 45.75"E
COMMERCE DRIVEWAY
BP: 20+00.00CD
EP: 22+19.82CD

CTH W (WB)
CTH W (EB)
N88° 15' 37.77"E
S89° 43' 43.55"E
N87° 27' 29.59"E
N87° 01' 46.88"E
N83° 06' 01.76"E
N86° 32' 09.94"E
N90° 00' 00.00"E
EP: 216+15.81
EP: 216+16.17WE

PC: 188+38.27
BP: 188+38.27
PT: 191+53.27
PC: 192+45.24
PC: 192+27.24WE
PT: 193+24.68
PC: 194+85.82WE
PC: 195+41.08
PCC: 194+85.82WE
PRC: 196+17.08WE
PT: 197+01.63
PC 198+57.34
PT: 196+92.69WE
PC: 198+44.66WE
PT: 199+20.52
PT: 199+50.78WE
PC: 200+61.29
PC: 200+97.72WE
PT: 201+71.83
PT: 201+59.27WE
PC: 203+16.30WE
PT: 203+99.03
PC: 204+87.86
PCC: 204+53.87WE
PT: 205+77.92
BP: 20+00.00CD
PC: 207+55.68
EP: 22+19.82CD
PT: 209+96.54
PT: 209+40.11WE
PC 203+23.34

CTH W EB OFF-RAMP
USH 12 (EB)
USH 12 (WB)
CTH W WB ON-RAMP
CTH W WB OFF-RAMP
410C
410EB
410WB
410D
420C
420EB
420WB
420D
425C
425EB
425WB
425D

CTH W EB
PI STA = 180+00.00 WE
Y = 233,515.7412
X = 639,380.1045

CTH W EB
PI STA = 193+56.56 WE
Y = 233509.3193
X = 640736.6484
DELTA = 2°57'47"
D = 1°08'45"
T = 129.32
L = 258.59
R = 5000.00
PC STA = 192+27.24 WE
Y = 233509.9315
X = 640607.3283
PT STA = 194+85.82 WE
Y = 233515.3930
X = 640865.8274
S.E. = N/A

CTH W EB
PI STA = 196+56.36 WE
Y = 233527.3287
X = 641035.9320
DELTA = 38°20'11"
D = 50°42'15"
T = 39.28
L = 75.61
R = 113.00
PC STA = 196+17.08 WE
Y = 233524.0141
X = 640996.7917
PT STA = 196+92.69 WE
Y = 233505.6510
X = 641068.6889
S.E. = N/A

CTH W EB
PI STA = 196+92.69 WE
Y = 233,505.6510
X = 641,068.6889

CTH W EB
PI STA = 198+44.66 WE
Y = 233,470.5411
X = 641,217.9469

CTH W EB
PI STA = 198+97.92 WE
Y = 233484.5985
X = 641269.3219
DELTA = 12°19'57"
D = 11°37'19"
T = 53.26
L = 106.12
R = 493.00
PC STA = 198+44.66 WE
Y = 233470.5411
X = 641217.9469
PT STA = 199+50.78 WE
Y = 233487.3585
X = 641322.5139
S.E. = N/A

CTH W EB
PI STA = 201+59.27 WE
Y = 233,480.1504
X = 641,528.0593

CTH W EB
PI STA = 201+29.45 WE
Y = 233496.6169
X = 641500.9427
DELTA = 34°14'18"
D = 55°37'37"
T = 31.72
L = 61.55
R = 103.00
PC STA = 200+97.72 WE
Y = 233494.9730
X = 641469.2605
PT STA = 201+59.27 WE
Y = 233480.1504
X = 641528.0593
S.E. = N/A

CTH W EB
PI STA = 203+16.30 WE
Y = 233,452.1063
X = 641,683.4925

CTH W EB
PI STA = 203+85.17 WE
Y = 233468.5372
X = 641750.3711
DELTA = 6°51'58"
D = 4°59'27"
T = 68.87
L = 137.57
R = 1148.00
PC STA = 203+16.30 WE
Y = 233452.1063
X = 641683.4925
PT STA = 204+53.87 WE
Y = 233476.8550
X = 641818.7343
S.E. = N/A

CTH W EB
PI STA = 206+97.29 WE
Y = 233506.2549
X = 642060.3691
DELTA = 6°56'14"
D = 1°25'36"
T = 243.42
L = 486.24
R = 4016.00
PC STA = 204+53.87 WE
Y = 233476.8550
X = 641818.7343
PT STA = 209+40.11 WE
Y = 233506.2549
X = 642303.7860
S.E. = N/A

CTH W EB
PI STA = 216+16.17 WE
Y = 233,506.2549
X = 642,979.8433

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 355	E

2

GASSER ROAD
PI STA = 280+00.00 GR
Y = 228,236.0020
X = 639,414.2998

285GR 290GR 295GR 300GR 305GR 310GR 315GR

GASSER ROAD

EP: 30+00.00CR

BP: 295+89.59GS

PC: 296+47.31GS

N70° 27' 16.73"E 29.36GS

N83° 40' 01.77"E

S89° 33' 34.16"E

PT: 296+81.90GS

PC: 297+36.71GS

PT: 297+79.95GS

PC: 297+79.95GS

S89° 33' 33.50"E

PT: 298+35.01GS

PC: 301+51.01GS

PI: 303+20.77GR

N89° 29' 24.44"E

PC: 302+07.05GS

PT: 302+64.76GS

N89° 29' 24.77"E 305GS

GASSER ROAD SNOWMOBILE TRAIL

EP: 305+06.62GS

PI: 310+78.30GR

S89° 09' 16.25"E

EP: 315+00.00GR

N

N89° 34' 18"W 34.53

PT: 26+95.51CR

25CR

COWLES ROAD

20CR

PC: 15+99.19CR

15CR

N32° 47' 09.41"E

BP: 13+00.00CR

13CR

475EB 475WB 480EB 480WB

USH 12 (EB)

USH 12 (WB)

GASSER ROAD
PI STA = 303+20.77 GR
Y = 228,218.1592
X = 641,734.9980

GASSER ROAD
PI STA = 310+78.30 GR
Y = 228,224.9004
X = 642,492.4971

GASSER ROAD
PI STA = 315+00.00 GR
Y = 228,218.6777
X = 642,914.1553

COWLES ROAD
PI STA = 30+00.00 CR
Y = 228,223.9355
X = 640,983.7734

COWLES ROAD
PI STA = 21+88.96 CR
Y = 227381.2891
X = 641283.1553
DELTA = 52°20'44"
D = 4°46'29"
T = 589.76
L = 1096.32
R = 1200.00
PC STA = 15+99.19 CR
Y = 226885.4750
X = 640963.7970
PT STA = 26+95.51 CR
Y = 227937.0201
X = 641085.7109
S.E. = 5.60%

COWLES ROAD
PI STA = 13+00.00 CR
Y = 226,633.9434
X = 640,801.7832

GASSER ROAD SNOWMOBILE TRAIL
PI STA = 295+89.59 GS
Y = 228,140.2188
X = 641,013.5176

GASSER ROAD SNOWMOBILE TRAIL
PI STA = 296+64.68 GS
Y = 228165.3398
X = 641084.2793
DELTA = 13°12'45"
D = 38°11'50"
T = 17.37
L = 34.59
R = 150.00
PC STA = 296+47.31 GS
Y = 228159.5279
X = 641067.9081
PT STA = 296+81.90 GS
Y = 228167.2561
X = 641101.5455
S.E. = N/A

GASSER ROAD SNOWMOBILE TRAIL
PI STA = 297+58.67 GS
Y = 228175.7246
X = 641177.8516
DELTA = 24°46'23"
D = 57°17'45"
T = 21.96
L = 43.24
R = 100.00
PC STA = 297+36.71 GS
Y = 228173.3021
X = 641156.0238
PT STA = 297+79.95 GS
Y = 228187.0706
X = 641196.6556
S.E. = N/A

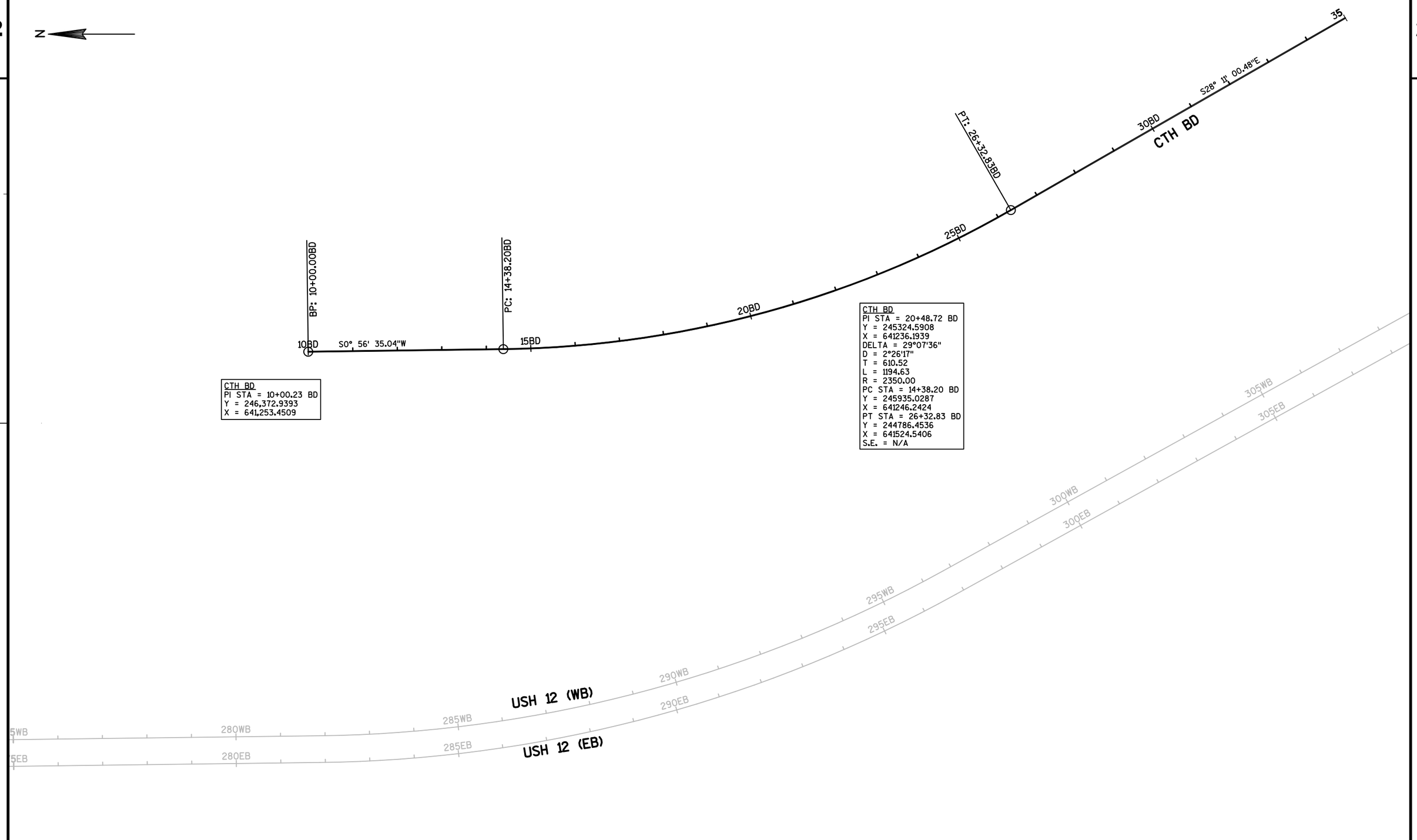
GASSER ROAD SNOWMOBILE TRAIL
PI STA = 298+08.19 GS
Y = 228201.6641
X = 641220.8418
DELTA = 31°32'48"
D = 57°17'45"
T = 28.25
L = 55.06
R = 100.00
PC STA = 297+79.95 GS
Y = 228187.0711
X = 641196.6565
PT STA = 298+35.01 GS
Y = 228201.4468
X = 641249.0878
S.E. = N/A

GASSER ROAD SNOWMOBILE TRAIL
PI STA = 301+79.79 GS
Y = 228198.7949
X = 641593.8594
DELTA = 32°06'40"
D = 57°17'45"
T = 28.78
L = 56.04
R = 100.00
PC STA = 301+51.01 GS
Y = 228199.0163
X = 641565.0808
PT STA = 302+07.05 GS
Y = 228183.3098
X = 641618.1177
S.E. = N/A

GASSER ROAD SNOWMOBILE TRAIL
PI STA = 302+36.73 GS
Y = 228167.3398
X = 641643.1357
DELTA = 33°03'41"
D = 57°17'45"
T = 29.68
L = 57.70
R = 100.00
PC STA = 302+07.05 GS
Y = 228183.3093
X = 641618.1185
PT STA = 302+64.76 GS
Y = 228167.6039
X = 641672.8143
S.E. = N/A

GASSER ROAD SNOWMOBILE TRAIL
PI STA = 305+06.62 GS
Y = 228,169.7559
X = 641,914.6689

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 356	E



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 357	E

2

2

N

EP: 50+01.65BD

50BD

CTH BD

45BD

S28° 11' 00.48"E

40BD

10DL

S63° 51' 22.79"W

BD

BP: 10+00.00DL

PC: 10+51.03DL

S2° 47' 16.86"W

14DL

PT: 11+57.62DL

EP: 14+00.00DL

DL GASSER DRIVEWAY

CTH BD
PI STA = 50+01.65 BD
Y = 242,698.4850
X = 642,643.3240

DL Gasser Driveway
PI STA = 10+00.00 DL
Y = 243,809.7437
X = 642,047.8851

DL Gasser Driveway
PI STA = 14+00.00 DL
Y = 243,460.2564
X = 641,934.4645

DL Gasser Driveway
PI STA = 11+10.02 DL
Y = 243761.2673
X = 641949.1231
DELTA = 61°04'06"
D = 57°17'45"
T = 58.98
L = 106.58
R = 100.00
PC STA = 10+51.03 DL
Y = 243787.2574
X = 642002.0733
PT STA = 11+57.62 DL
Y = 243702.3523
X = 641946.2541
S.E. = N/A

335WB
335EB
330WB
330EB
325WB
325EB
320WB
320EB
315WB
315EB

USH 12 (WB)

USH 12 (EB)

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 358	E

2

N

POINT OF ROCKS ROAD
PI STA = 30+02.65 WD
Y = 224,741.2852
X = 642,783.4097

500EX
BP: 500+00.00EX
S62° 39' 57.14"W
PC: 503+77.16EX
505EX
510EX
POINT OF ROCKS ROAD (EXISTING USH 12)
515EX

POINT OF ROCKS ROAD
PI STA = 511+22.65 EX
Y = 224225.7891
X = 641786.1123
DELTA = 82°50'23"
D = 6°46'50"
T = 745.49
L = 1221.72
R = 845.00
PC STA = 503+77.16 EX
Y = 224568.1019
X = 642448.3632
PT STA = 515+98.88 EX
Y = 223526.0357
X = 642043.2107
S.E. = N/A

POINT OF ROCKS ROAD
PI STA = 515+98.88 EX
Y = 223,526.0357
X = 642,043.2107

WENZEL DRIVEWAY
PI STA = 20+00.00 WD
Y = 223,528.1055
X = 642,048.8423

WENZEL DRIVEWAY
PI STA = 20+47.26 WD
Y = 223483.7461
X = 642065.1401
DELTA = 6°26'54"
D = 6°49'46"
T = 47.26
L = 94.42
R = 838.95
PC STA = 20+00.00 WD
Y = 223528.1060
X = 642048.8421
PT STA = 20+94.42 WD
Y = 223441.4972
X = 642086.3170
S.E. = N/A

WENZEL DRIVEWAY
PI STA = 22+85.92 WD
Y = 223270.2969
X = 642172.1294
DELTA = 9°32'49"
D = 11°27'33"
T = 41.75
L = 83.31
R = 500.00
PC STA = 22+44.17 WD
Y = 223307.6231
X = 642153.4200
PT STA = 23+27.48 WD
Y = 223236.5906
X = 642196.7704
S.E. = N/A

WENZEL DRIVEWAY
PI STA = 29+28.45 WD
Y = 222751.4395
X = 642551.4409
DELTA = 49°28'14"
D = 57°17'45"
T = 46.07
L = 86.34
R = 100.00
PC STA = 28+82.38 WD
Y = 222788.6305
X = 642524.2524
PT STA = 29+68.72 WD
Y = 222747.9365
X = 642597.3769
S.E. = N/A

WENZEL DRIVEWAY
PI STA = 31+12.89 WD
Y = 222,736.9746
X = 642,741.1250

EP: 31+12.89WD
31WD
S85° 38' 21.13"E
30WD
PT: 29+68.72WD
PC: 28+82.38WD
25WD
S36° 10' 07.42"E
WENZEL DRIVEWAY
PT: 23+27.48WD
PC: 22+44.17WD
PT: 20+94.42WD
BP: 515+98.88EX
S26° 37' 18.68"E
PC: 20+00.00WD
EP: 10+00.00AD
N67° 01' 02.97"E
BP: 20+00.00WD
PT: 8+85.46AD
PC: 7+49.33AD
N51° 25' 02.85"E
BP: 6+00.00AD
ARCHIBALD DRIVEWAY

ARCHIBALD DRIVEWAY
PI STA = 6+00.00 AD
Y = 223,318.7305
X = 641,704.4395

ARCHIBALD DRIVEWAY
PI STA = 8+17.82 AD
Y = 223454.5723
X = 641874.7119
DELTA = 15°36'00"
D = 11°27'33"
T = 68.49
L = 136.14
R = 500.00
PC STA = 7+49.33 AD
Y = 223411.8580
X = 641821.1713
PT STA = 8+85.46 AD
Y = 223481.3148
X = 641937.7670
S.E. = N/A

ARCHIBALD DRIVEWAY
PI STA = 10+00.00 AD
Y = 223,526.0352
X = 642,043.2109

525WB
525EB
520WB
520EB
515WB
515EB
510WB
510EB
505WB
505EB
500WB
500EB
495WB
495EB
USH 12 (WB)
USH 12 (EB)

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 359	E

GREEN VALLEY CAMPGROUND DRIVEWAY
PI STA = 30+00.00 GD
Y = 221,667.9277
X = 642,621.2743

GREEN VALLEY CAMPGROUND DRIVEWAY
PI STA = 32+29.96 GD
Y = 221895.6263
X = 642589.1386
DELTA = 16°37'55"
D = 11°27'33"
T = 73.08
L = 145.14
R = 500.00
PC STA = 31+56.87 GD
Y = 221823.2596
X = 642599.3519
PT STA = 33+02.01 GD
Y = 221962.0422
X = 642558.6397
S.E. =N/A

Baker Driveway
PI STA = 13+13.47 U
Y = 221,909.6402
X = 643,017.6320

Zsurzs Driveway
PI STA = 11+40.00 Z
Y = 221,313.1609
X = 642,693.9598

Baker Driveway
PI STA = 10+00.00 U
Y = 221,719.3096
X = 642,842.2822

Baker Driveway
PI STA = 11+72.01 U
Y = 221734.6497
X = 643013.6077
DELTA = 84°04'07"
D = 57°17'45"
T = 90.15
L = 146.73
R = 100.00
PC STA = 10+81.86 U
Y = 221726.6101
X = 642923.8178
PT STA = 12+28.59 U
Y = 221824.7897
X = 643014.8896
S.E. = N/A

GREEN VALLEY CAMPGROUND DRIVEWAY
PI STA = 35+98.15 GD
Y = 222231.1631
X = 642435.0566
DELTA = 91°45'14"
D = 32°44'26"
T = 180.44
L = 280.25
R = 175.00
PC STA = 34+17.71 GD
Y = 222067.1856
X = 642510.3568
PT STA = 36+97.96 GD
Y = 222150.8798
X = 642273.4605
S.E. = N/A

GREEN VALLEY CAMPGROUND DRIVEWAY
PI STA = 38+12.82 GD
Y = 222099.7756
X = 642170.5969
DELTA = 24°48'52"
D = 28°38'52"
T = 44.00
L = 86.62
R = 200.00
PC STA = 37+68.82 GD
Y = 222119.3522
X = 642210.0011
PT STA = 38+55.43 GD
Y = 222065.4694
X = 642143.0468
S.E. = N/A

GREEN VALLEY CAMPGROUND DRIVEWAY
PI STA = 38+75.00 GD
Y = 222,050.2145
X = 642,130.7961

LEHMAN ROAD
PI STA = 500+30.11 LR
Y = 220,294.3965
X = 642,783.7344

N

BAKER DRIVEWAY
EP: 13+13.47U
PT: 12+28.59U
N0° 48' 53.08"E
PC: 10+81.86U
BP: 10+00.00U
131U
100U
N84° 53' 00.56"E

USH 12 (WB)
USH 12 (EB)
530WB
530EB
535WB
535EB
540WB
540EB
545WB
545EB
550WB
550EB
555WB
555EB

ZSURZS DRIVEWAY
EP: 11+40.00Z
PI: 11+15.98Z
EP: 24+80.77LF
241F
S37° 20' 25.14"E
107Z
S89° 17' 53.21"E
PC: 31+56.87GD
N8° 01' 59.73"W
305D
BP: 30+00.00GD
BP: 10+00.00Z

OAK COURT
201F
N8° 40' 42.29"E
PC: 17+86.58LF
PT: 16+70.46LF
PC: 14+78.48LF
N48° 40' 42.22"E
151F
PT: 13+44.18LF
BP: 0+00.00V
S62° 29' 01.70"E
PC: 11+52.19LF

EP: 1+49.54V
PT: 0+84.17V
N84° 09' 29.85"E
PC: 0+40.51V
N8° 40' 42.16"E
PI: 495+86.74LR
S89° 22' 14.72"E
BP: 10+00.00LR
490LR
495LR
500LR
EP: 500+30.11LR

SCOLES DRIVEWAY
LEHMAN ROAD
N89° 54' 22.49"E
490LR
BP: 487+50.00LR
487LR

GREEN VALLEY CAMPGROUND PARK ACCESS
EP: 10+00.00GP
BP: 10+00.00GT
PT: 9+56.49GP
PC: 7+77.79GP
BP: 7+00.00GP
PT: 8+60.01GP
PC: 9+06.36GP
N27° 39' 54.24"W
N7° 27' 47.46"W
N35° 21' 58.65"E
355D
100T
N19° 56' 38.03"E
100T
N16° 22' 02.90"E
100T
S63° 34' 52.09"W
S38° 46' 00.22"W
PT: 12+38.65GT
PT: 36+97.96GD
PC: 38+06.82GD
PRC
PT: 38+55.43GD
EP: 38+75.00GD

GREEN VALLEY CAMPGROUND DRIVEWAY

GREEN VALLEY CAMPGROUND DRIVEWAY TURN-AROUND
PI STA = 12+50.00 GT
Y = 222,411.8419
X = 642,345.0938

GREEN VALLEY CAMPGROUND DRIVEWAY TURN-AROUND
PI STA = 11+80.40 GT
Y = 222342.8785
X = 642320.0696
DELTA = 34°27'10"
D = 28°38'52"
T = 62.01
L = 120.26
R = 200.00
PC STA = 11+18.39 GT
Y = 222282.8448
X = 642335.6053
PT STA = 12+38.65 GT
Y = 222401.1709
X = 642341.2216
S.E. = N/A

GREEN VALLEY CAMPGROUND DRIVEWAY TURN-AROUND
PI STA = 10+00.00 GT
Y = 222,166.9665
X = 642,323.7284

Zsurzs Driveway
PI STA = 10+00.00 Z
Y = 221,405.6643
X = 642,599.5940

GREEN VALLEY CAMPGROUND PARK ACCESS
PI STA = 10+00.00 GP
Y = 222,156.4825
X = 642,416.7073

GREEN VALLEY CAMPGROUND PARK ACCESS
PI STA = 9+31.66 GP
Y = 222089.1007
X = 642402.7721
DELTA = 19°08'52"
D = 38°11'50"
T = 25.30
L = 50.13
R = 150.00
PC STA = 9+06.36 GP
Y = 222064.0148
X = 642406.0583
PT STA = 9+56.49 GP
Y = 222113.8767
X = 642407.8960
S.E. = N/A

GREEN VALLEY CAMPGROUND PARK ACCESS
PI STA = 8+20.93 GP
Y = 221975.2817
X = 642417.6823
DELTA = 42°49'46"
D = 52°05'13"
T = 43.14
L = 82.23
R = 110.00
PC STA = 7+77.79 GP
Y = 221940.1015
X = 642392.7121
PT STA = 8+60.01 GP
Y = 222018.0574
X = 642412.0787
S.E. = N/A

GREEN VALLEY CAMPGROUND PARK ACCESS
PI STA = 7+00.00 GP
Y = 221,876.6685
X = 642,347.6887

OAK COURT
PI STA = 24+80.77 LF
Y = 221,674.9137
X = 642,670.7840

OAK COURT
PI STA = 21+36.16 LF
Y = 221328.7715
X = 642719.6357
DELTA = 16°42'42"
D = 2°24'27"
T = 349.57
L = 694.18
R = 2380.00
PC STA = 17+86.58 LF
Y = 220983.2013
X = 642666.8893
PT STA = 24+80.77 LF
Y = 221674.9137
X = 642670.7840
S.E. = N/A

OAK COURT
PI STA = 15+78.57 LF
Y = 220769.4629
X = 642634.2651
DELTA = 40°00'00"
D = 20°50'05"
T = 100.09
L = 191.99
R = 275.00
PC STA = 14+78.48 LF
Y = 220703.3738
X = 642559.0947
PT STA = 16+70.46 LF
Y = 220868.4087
X = 642649.3678
S.E. = N/A

OAK COURT
PI STA = 12+52.28 LF
Y = 220548.6094
X = 642383.0640
DELTA = 40°00'00"
D = 20°50'05"
T = 100.09
L = 191.99
R = 275.00
PC STA = 11+52.19 LF
Y = 220449.6635
X = 642367.9613
PT STA = 13+44.18 LF
Y = 220614.6985
X = 642458.2345
S.E. = N/A

LEHMAN ROAD
PI STA = 495+86.74 LR
Y = 220,299.2656
X = 642,340.3931

OAK COURT
PI STA = 10+00.00 LF
Y = 220,299.2148
X = 642,344.9976

Scoles Driveway
PI STA = 1+49.54 V
Y = 220,515.0623
X = 642,539.1526

Scoles Driveway
PI STA = 0+00.00 V
Y = 220,535.2197
X = 642,395.9210

Scoles Driveway
PI STA = 0+62.98 V
Y = 220506.1225
X = 642451.7749
DELTA = 33°21'28"
D = 76°23'39"
T = 22.47
L = 43.67
R = 75.00
PC STA = 0+40.51 V
Y = 220516.5042
X = 642431.8458
PT STA = 0+84.17 V
Y = 220508.4097
X = 642474.1293
S.E. = N/A

LEHMAN ROAD
PI STA = 487+50.00 LR
Y = 220,297.8965
X = 641,503.6494

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 360	E

2

2

N

USH 12 (EB)

USH 12 (WB)

560EB

560WB

565EB

565WB

570EB

570WB

SKI HIGH FRUIT FARMS DRIVEWAY

EP: 13+56.86SE

PT: 12+81.59SE

PC: 12+28.28SE

PT: 11+09.67SE

PC: 10+55.14SE

BP: 10+00.00SE

N0° 41' 54.60"W 135

N0° 00' 00.00"E

N31° 14' 36.30"W

105

SKI HI FRUIT FARMS DRIVEWAY
PI STA = 13+56.86 SE
Y = 219,318.7715
X = 642,823.4375

SKI HI FRUIT FARMS DRIVEWAY
PI STA = 12+55.58 SE
Y = 219216.2031
X = 642824.6880
DELTA = 30°32'42"
D = 57°17'45"
T = 27.31
L = 53.31
R = 100.00
PC STA = 12+28.28 SE
Y = 219192.8579
X = 642838.8505
PT STA = 12+81.59 SE
Y = 219243.5063
X = 642824.3551
S.E. = N/A

SKI HI FRUIT FARMS DRIVEWAY
PI STA = 10+83.10 SE
Y = 219067.5410
X = 642914.8750
DELTA = 31°14'36"
D = 57°17'45"
T = 27.96
L = 54.53
R = 100.00
PC STA = 10+55.14 SE
Y = 219039.5797
X = 642914.8750
PT STA = 11+09.67 SE
Y = 219091.4472
X = 642900.3721
S.E. = N/A

SKI HI FRUIT FARMS DRIVEWAY
PI STA = 10+00.00 SE
Y = 218,984.4434
X = 642,914.8750

PI: 611+84.06SH

EP: 620+00.01SH

595SH 600SH S89° 58' 58.37"E 605SH 610SH 615SH S89° 43' 23.64"E 620SH

SKI HIGH ROAD

SKI HI ROAD
PI STA = 611+84.06 SH
Y = 218,984.1641
X = 643,848.9258

SKI HI ROAD
PI STA = 620+00.01 SH
Y = 218,980.2227
X = 644,664.8604

FARDIN DRIVWAY

EP: 2+50.00X

PT: 1+54.15X

PC: 1+33.49X

PT: 0+96.93X

PC: 0+72.93X

BP: 0+00.00X

0X

2X

N86° 00' 18.22"E

S66° 29' 33.00"E

N89° 49' 47.65"E

BP: 599+29.02SH

Fardin Driveway
PI STA = 0+00.00 X
Y = 219,014.8952
X = 642,347.7151

Fardin Driveway
PI STA = 2+50.00 X
Y = 218,996.6296
X = 642,593.4157

Fardin Driveway
PI STA = 1+43.97 X
Y = 218996.3139
X = 642487.0927
DELTA = 23°40'39"
D = 114°35'29"
T = 10.48
L = 20.66
R = 50.00
PC STA = 1+33.49 X
Y = 219000.4944
X = 642477.4816
PT STA = 1+54.15 X
Y = 218996.3450
X = 642497.5735
S.E. = N/A

Fardin Driveway
PI STA = 0+85.16 X
Y = 219019.9598
X = 642432.7302
DELTA = 27°30'09"
D = 114°35'29"
T = 12.24
L = 24.00
R = 50.00
PC STA = 0+72.93 X
Y = 219019.1074
X = 642420.5239
PT STA = 0+96.93 X
Y = 219015.0792
X = 642443.9508
S.E. = N/A

SKI HI ROAD
PI STA = 599+29.02 SH
Y = 218,984.5391
X = 642,593.8848

MCGANN FIELD DRIVEWAY

EP: 21+50.00MG

21MG

BP: 20+00.00MG

20MG

MCGANN FIELD DRIVEWAY
PI STA = 21+50.00 MG
Y = 218,330.1992
X = 642,417.3629

MCGANN FIELD DRIVEWAY
PI STA = 20+00.00 MG
Y = 218,180.6533
X = 642,429.0263

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 361	E

2

2

USH 12 (EB)

USH 12 (WB)

595EB

595WB

6808EB

6808WB

N

DRIVEWAY 604+00 LT & RT

BP: 10+00.00Y

PI: 11+41.45Y

PC: 12+15.78Y

PT: 12+45.35Y

10Y

30Y

N86° 42' 32.05"E

EP: 12+58.70Y

6999EB

6999WB

8109EB

8109WB

Driveway 604+00 LT & RT
PI STA = 12+58.70 Y
Y = 215,050.6123
X = 643,125.0363

Driveway 604+00 LT & RT
PI STA = 10+00.00 Y
Y = 215,052.7800
X = 642,870.9646

Driveway 604+00 LT & RT
PI STA = 12+31.19 Y
Y = 215067.4005
X = 643101.6855
DELTA = 39°52'05"
D = 134°48'49"
T = 15.41
L = 29.57
R = 42.50
PC STA = 12+15.78 Y
Y = 215066.2841
X = 643086.3126
PT STA = 12+45.35 Y
Y = 215058.4030
X = 643114.2002
S.E. = N/A

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 362	E

2

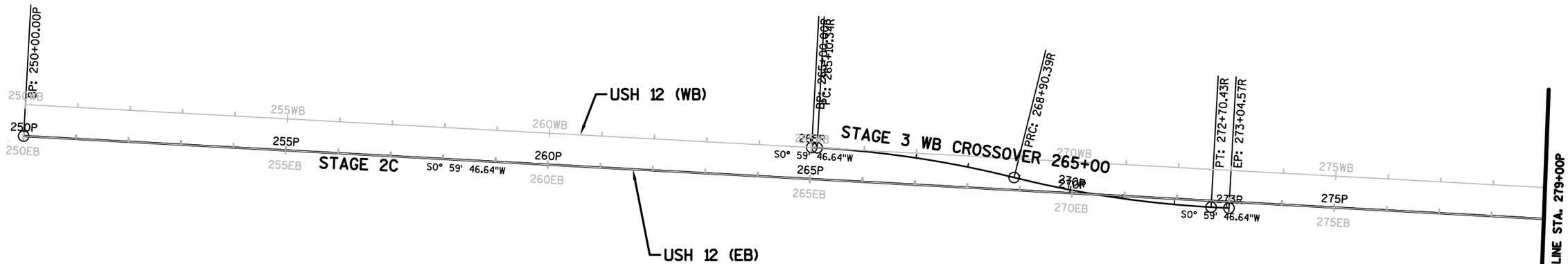
N

Stage 3 WB Crossover 265+00
PI STA = 265+00.00 R
Y = 248060.8643
X = 640419.5825

Stage 3 WB Crossover 265+00
PI STA = 273+04.57 R
Y = 247262.2370
X = 640333.6832

Stage 3 WB Crossover 265+00
PI STA = 267+00.94 R
Y = 247,859.9538
X = 640,416.0886
DELTA = 10°53'15"
D = 2°51'53.24"
T = 190.60
L = 380.04
R = 2000.00
PC STA = 265+10.34 R
Y = 248050.5213
X = 640419.4026
PT STA = 268+90.39 R
Y = 247673.4425
X = 640376.8397
S.E. = N/A

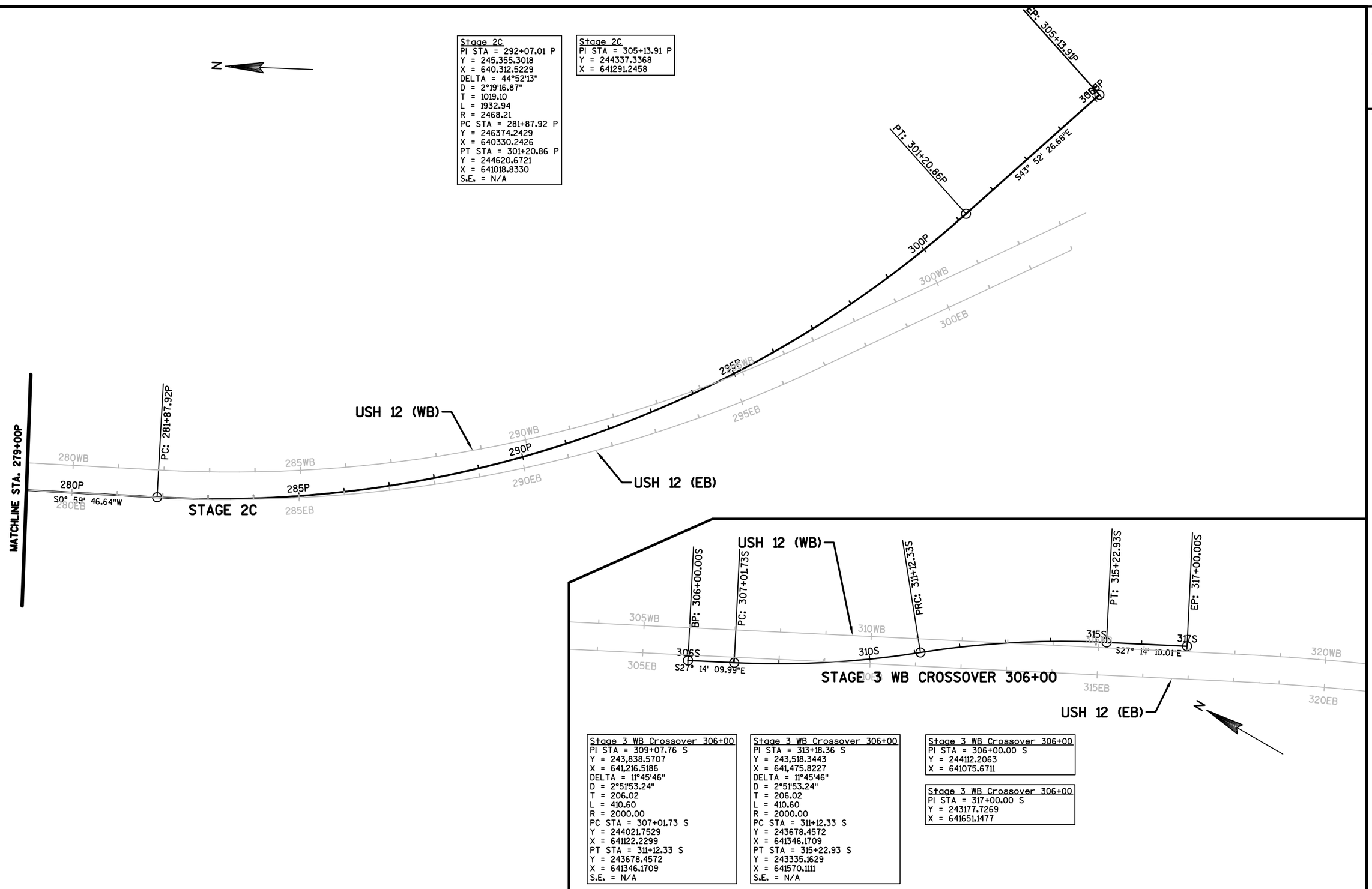
Stage 3 WB Crossover 265+00
PI STA = 270+80.99 R
Y = 247,486.9312
X = 640,337.5907
DELTA = 10°53'15"
D = 2°51'53.24"
T = 190.60
L = 380.04
R = 2000.00
PC STA = 268+90.39 R
Y = 247673.4425
X = 640376.8397
PT STA = 272+70.43 R
Y = 247296.3637
X = 640334.2767
S.E. = N/A



Stage 2C
PI STA = 250+00.00 P
Y = 249561.6807
X = 640385.6731

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 363	E

2



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 364	E

Stage 3 WB Crossover 477+00
PI STA = 477+00.00 T
Y = 227217.1466
X = 641375.8665

Stage 3 WB Crossover 477+00
PI STA = 492+00.00 T
Y = 225723.1619
X = 641274.5852

Stage 3 WB Crossover 477+00
PI STA = 483+73.13 T
Y = 226,544.6867
X = 641,349.1582
DELTA = 10°29'46"
D = 2°51'53.24"
T = 183.70
L = 366.38
R = 2000.00
PC STA = 481+89.43 T
Y = 226728.3636
X = 641352.3430
PT STA = 485+55.81 T
Y = 226364.6632
X = 641312.5667
S.E. = N/A

Stage 3 WB Crossover 477+00
PI STA = 487+66.05 T
Y = 226,158.6311
X = 641,270.6886
DELTA = 12°00'07"
D = 2°51'53.24"
T = 210.25
L = 418.95
R = 2000.00
PC STA = 485+55.81 T
Y = 226364.6632
X = 641312.5667
PT STA = 489+74.76 T
Y = 225948.3945
X = 641272.5698
S.E. = N/A



Stage 3 EB
PI STA = 478+00.00 Q
Y = 227229.4903
X = 641292.5823

Stage 3 EB
PI STA = 493+47.68 Q
Y = 225682.5199
X = 641274.9489

Stage 3 EB
PI STA = 481+56.10 Q
Y = 226,874.5139
X = 641,264.2829
DELTA = 5°04'15"
D = 0°42'44.80"
T = 356.10
L = 711.74
R = 8042.13
PC STA = 478+00.00 Q
Y = 227229.4903
X = 641292.5823
PT STA = 485+11.74 Q
Y = 226518.4256
X = 641267.4692
S.E. = N/A

Stage 3 EB
PI STA = 507+55.55 Q
Y = 224,274.9891
X = 641,302.5836
DELTA = 34°21'55"
D = 2°41'37.33"
T = 657.72
L = 1275.76
R = 2127.03
PC STA = 500+97.83 Q
Y = 224932.6807
X = 641296.6588
PT STA = 513+73.60 Q
Y = 223735.4382
X = 641678.7194
S.E. = N/A

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 365	E

2

Stage 2 EB
PI STA = 498+00.00 L
Y = 224875.4047
X = 643042.5910

Stage 2A EB
PI STA = 498+00.00 N
Y = 224875.4047
X = 643042.5910

Stage 2 EB
PI STA = 514+50.55 L
Y = 224,118.6025
X = 641,575.7739
DELTA = 98°28'36"
D = 6°44'26.45"
T = 986.07
L = 1460.93
R = 850.00
PC STA = 504+64.48 L
Y = 224570.7295
X = 642452.0763
PT STA = 519+25.41 L
Y = 223318.5181
X = 642152.1329
S.E. = EXISTING 6.0%

Stage 2 EB
PI STA = 528+73.23 L
Y = 222,510.3164
X = 642,645.8997
DELTA = 12°49'29"
D = 2°17'30.59"
T = 280.97
L = 559.58
R = 2500.00
PC STA = 525+92.26 L
Y = 222755.9007
X = 642509.4066
PT STA = 531+51.84 L
Y = 222240.5612
X = 642724.4757
S.E. = 4.9%

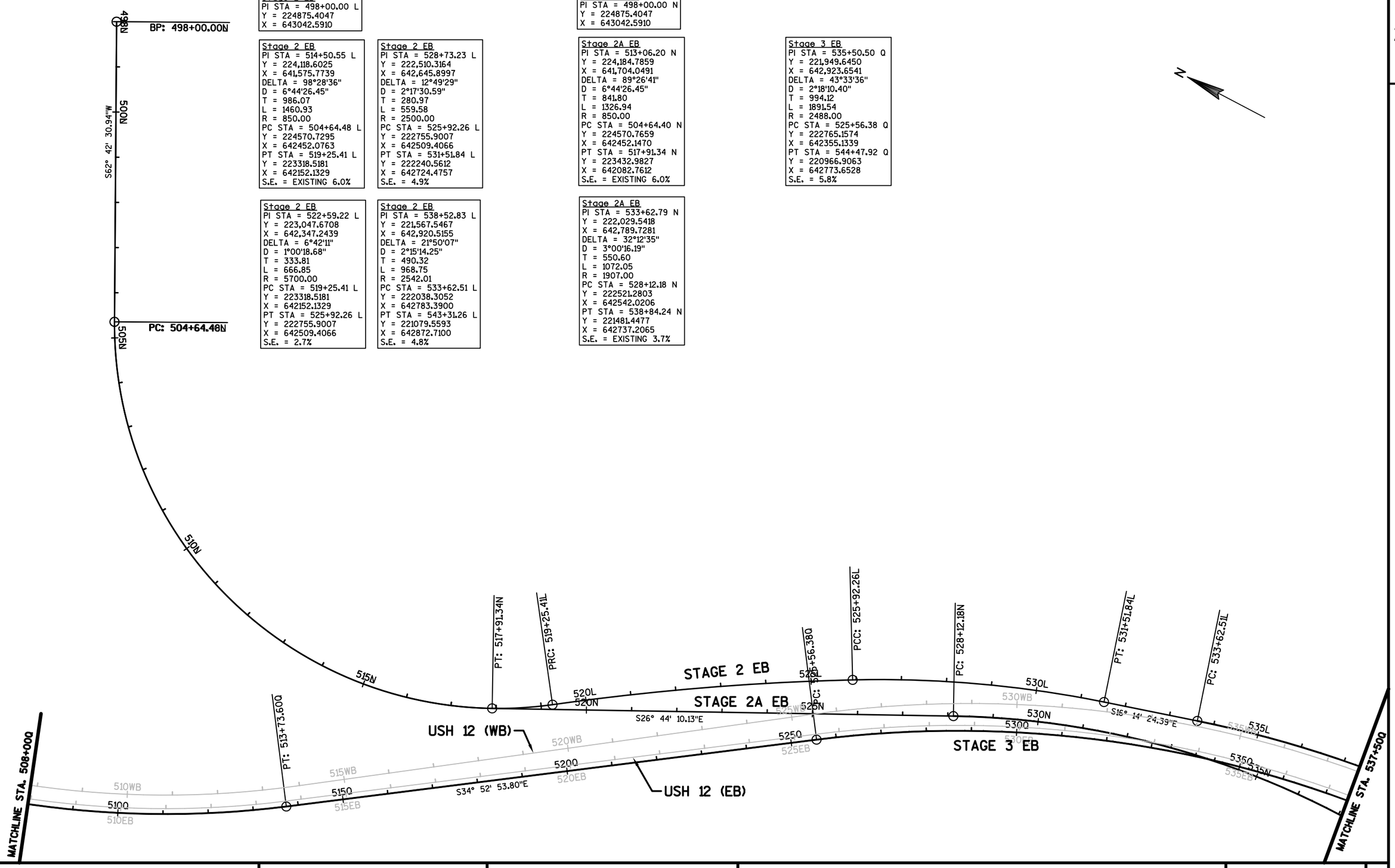
Stage 2A EB
PI STA = 513+06.20 N
Y = 224,184.7859
X = 641,704.0491
DELTA = 89°26'41"
D = 6°44'26.45"
T = 841.80
L = 1326.94
R = 850.00
PC STA = 504+64.40 N
Y = 224570.7659
X = 642452.1470
PT STA = 517+91.34 N
Y = 223432.9827
X = 642082.7612
S.E. = EXISTING 6.0%

Stage 3 EB
PI STA = 535+50.50 Q
Y = 221,949.6450
X = 642,923.6541
DELTA = 43°33'36"
D = 2°18'10.40"
T = 994.12
L = 1891.54
R = 2488.00
PC STA = 525+56.38 Q
Y = 222765.1574
X = 642355.1339
PT STA = 544+47.92 Q
Y = 220966.9063
X = 642773.6528
S.E. = 5.8%

Stage 2 EB
PI STA = 522+59.22 L
Y = 223,047.6708
X = 642,347.2439
DELTA = 6°42'11"
D = 1°00'18.68"
T = 333.81
L = 666.85
R = 5700.00
PC STA = 519+25.41 L
Y = 223318.5181
X = 642152.1329
PT STA = 525+92.26 L
Y = 222755.9007
X = 642509.4066
S.E. = 2.7%

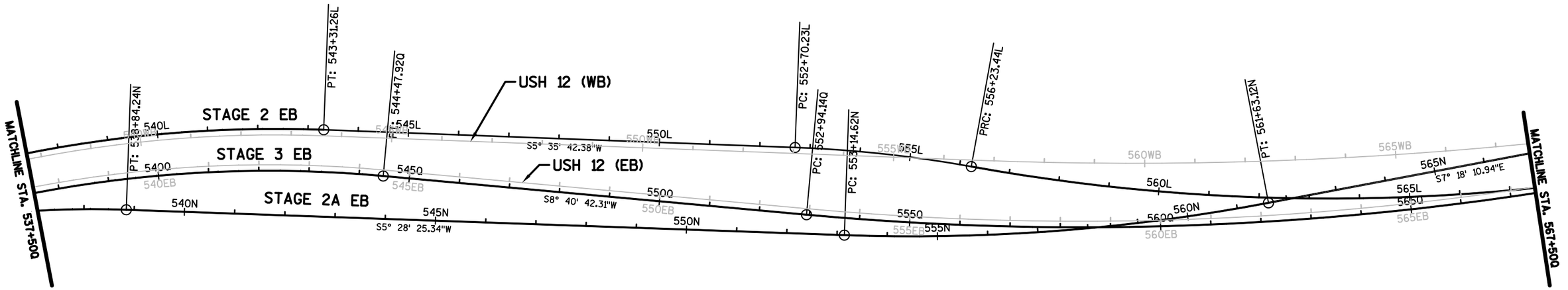
Stage 2 EB
PI STA = 538+52.83 L
Y = 221,567.5467
X = 642,920.5155
DELTA = 21°50'07"
D = 2°15'14.25"
T = 490.32
L = 968.75
R = 2542.01
PC STA = 533+62.51 L
Y = 222038.3052
X = 642783.3900
PT STA = 543+31.26 L
Y = 221079.5593
X = 642872.7100
S.E. = 4.8%

Stage 2A EB
PI STA = 533+62.79 N
Y = 222,029.5418
X = 642,789.7281
DELTA = 32°12'35"
D = 3°00'16.19"
T = 550.60
L = 1072.05
R = 1907.00
PC STA = 528+12.18 N
Y = 222521.2803
X = 642542.0206
PT STA = 538+84.24 N
Y = 221481.4477
X = 642737.2065
S.E. = EXISTING 3.7%



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 366	E

2



Stage 2 EB
PI STA = 554+47.13 L
Y = 219,969.0026
X = 642,763.9147
DELTA = 8°05'42"
D = 2°17'30.59"
T = 176.90
L = 353.21
R = 2500.00
PC STA = 552+70.23 L
Y = 220145.0616
X = 642781.1622
PT STA = 556+23.44 L
Y = 219797.1266
X = 642722.0470
S.E. = N/A

Stage 2A EB
PI STA = 557+40.64 N
Y = 219,633.5148
X = 642,560.1267
DELTA = 12°46'36"
D = 1°30'20.89"
T = 426.02
L = 848.50
R = 3805.00
PC STA = 553+14.62 N
Y = 220057.5894
X = 642600.7641
PT STA = 561+63.12 N
Y = 219210.9535
X = 642614.2809
S.E. = EXISTING 2.2%

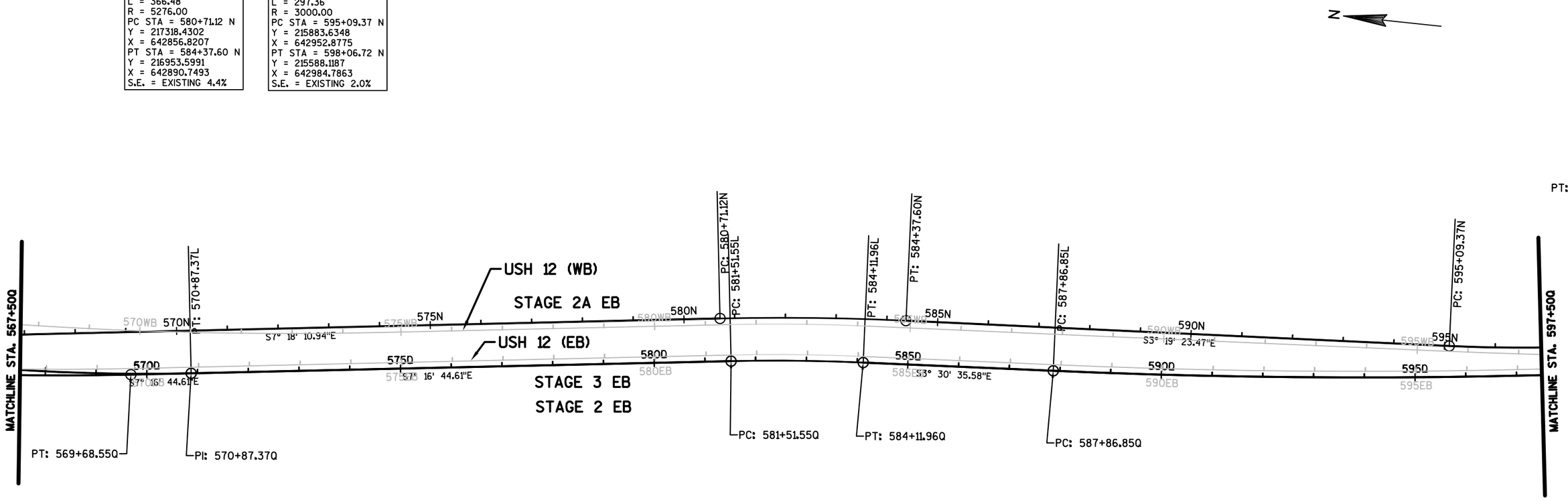
Stage 3 EB
PI STA = 561+36.80 Q
Y = 219,297.3648
X = 642,518.8206
DELTA = 15°57'27"
D = 0°57'10.88"
T = 842.66
L = 1674.41
R = 6012.00
PC STA = 552+94.14 Q
Y = 220130.3737
X = 642645.9678
PT STA = 569+68.55 Q
Y = 218461.4992
X = 642625.5870
S.E. = 3.3%

Stage 2 EB
PI STA = 563+63.69 L
Y = 219,077.9113
X = 642,546.8517
DELTA = 20°58'09"
D = 1°25'56.62"
T = 740.25
L = 1463.93
R = 4000.00
PC STA = 556+23.44 L
Y = 219797.1266
X = 642722.0470
PT STA = 570+87.37 L
Y = 218343.6312
X = 642640.6424
S.E. = N/A

2

Stage 2A EB
PI STA = 582+54.43 N
Y = 217,136.6041
X = 642,880.1230
DELTA = 3°58'47"
D = 1°05'09.49"
T = 183.31
L = 366.48
R = 5276.00
PC STA = 580+71.12 N
Y = 217318.4302
X = 642856.8207
PT STA = 584+37.60 N
Y = 216953.5991
X = 642890.7493
S.E. = EXISTING 4.4%

Stage 2A EB
PI STA = 596+58.17 N
Y = 215,735.0854
X = 642,961.5031
DELTA = 5°40'45"
D = 1°54'35.49"
T = 148.80
L = 297.36
R = 3000.00
PC STA = 595+09.37 N
Y = 215883.6348
X = 642952.8775
PT STA = 598+06.72 N
Y = 215588.1187
X = 642984.7863
S.E. = EXISTING 2.0%



Stage 3 EB
PI STA = 570+87.37 Q
Y = 218343.6312
X = 642640.6424

Stage 3 EB
PI STA = 582+81.80 Q
Y = 217,158.8263
X = 642,791.9793
DELTA = 3°46'09"
D = 1°26'50.76"
T = 130.25
L = 260.40
R = 3958.44
PC STA = 581+51.55 Q
Y = 217288.0258
X = 642775.4765
PT STA = 584+11.96 Q
Y = 217028.8215
X = 642799.9532
S.E. = 4.5%

Stage 3 EB
PI STA = 594+06.66 Q
Y = 216,035.9809
X = 642,860.8499
DELTA = 5°03'56"
D = 0°24'32.06"
T = 619.81
L = 1238.81
R = 14012.00
PC STA = 587+86.85 Q
Y = 216654.6290
X = 642822.9046
PT STA = 600+25.67 Q
Y = 215423.0995
X = 642953.2709
S.E. = 2.0%

Stage 2 EB
PI STA = 582+81.80 L
Y = 217,158.8263
X = 642,791.9793
DELTA = 3°46'09"
D = 1°26'50.76"
T = 130.25
L = 260.40
R = 3958.44
PC STA = 581+51.55 L
Y = 217288.0258
X = 642775.4765
PT STA = 584+11.96 L
Y = 217028.8215
X = 642799.9532
S.E. = 4.5%

Stage 2 EB
PI STA = 594+06.66 L
Y = 216,035.9809
X = 642,860.8499
DELTA = 5°03'56"
D = 0°24'32.06"
T = 619.81
L = 1238.81
R = 14012.00
PC STA = 587+86.85 L
Y = 216654.6290
X = 642822.9046
PT STA = 600+25.67 L
Y = 215423.0995
X = 642953.2709
S.E. = 2.0%

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 368	E

Stage 2 WB
PI STA = 614+00.00 M
Y = 214052.3375
X = 642999.0390

Stage 2 WB
PI STA = 615+89.12 M
Y = 213,863.4248
X = 642,990.2196
DELTA = 4°47'59"
D = 1°54'35.49"
T = 125.73
L = 251.31
R = 3000.00
PC STA = 614+63.39 M
Y = 213989.0157
X = 642996.0828
PT STA = 617+14.70 M
Y = 213737.7837
X = 642994.8853
S.E. = N/A

Stage 2 WB
PI STA = 618+38.66 M
Y = 213,613.9071
X = 642,999.4855
DELTA = 4°43'56"
D = 1°54'35.49"
T = 123.96
L = 247.78
R = 3000.00
PC STA = 617+14.70 M
Y = 213737.7837
X = 642994.8853
PT STA = 619+62.48 M
Y = 213490.0734
X = 642993.8502
S.E. = N/A

Stage 2 WB
PI STA = 625+96.99 M
Y = 212,856.2256
X = 642,965.0054
DELTA = 1°36'44"
D = 0°13'33.19"
T = 356.88
L = 713.71
R = 25365.00
PC STA = 622+40.11 M
Y = 213212.7329
X = 642981.2291
PT STA = 629+53.81 M
Y = 212500.3159
X = 642938.7582
S.E. = N/A

Stage 2A EB
PI STA = 599+49.92 N
Y = 215,446.6848
X = 643,007.1930
DELTA = 5°27'56"
D = 1°54'35.49"
T = 143.20
L = 286.18
R = 3000.00
PC STA = 598+06.72 N
Y = 215588.1187
X = 642984.7863
PT STA = 600+92.90 N
Y = 215303.7596
X = 643016.0264
S.E. = EXISTING 2.0%

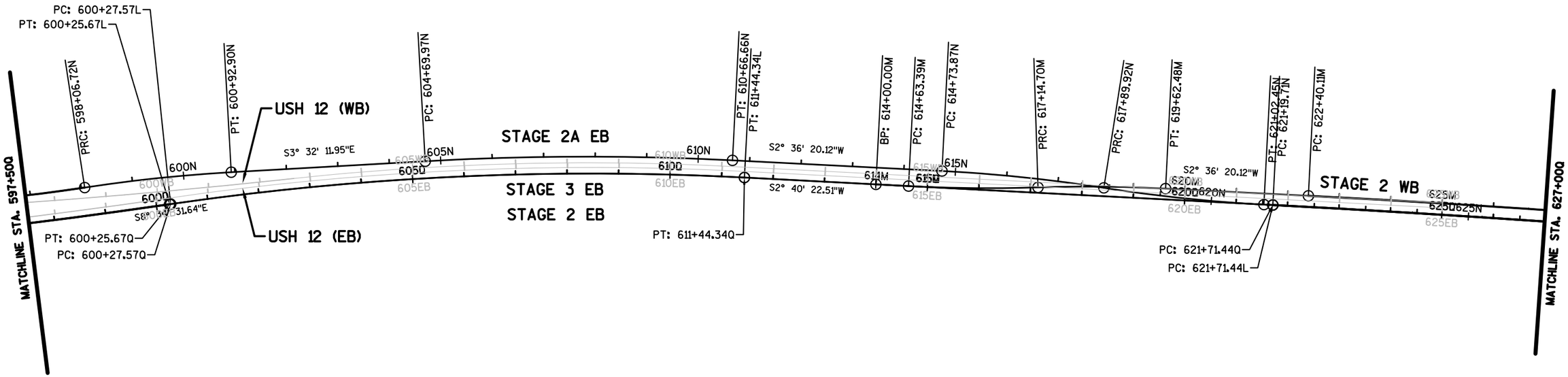
Stage 2A EB
PI STA = 607+68.60 N
Y = 214,629.3499
X = 643,057.7082
DELTA = 6°08'32"
D = 1°01'45.80"
T = 298.63
L = 596.69
R = 5566.00
PC STA = 604+69.97 N
Y = 214927.4113
X = 643039.2865
PT STA = 610+66.66 N
Y = 214331.0285
X = 643044.1323
S.E. = EXISTING 2.9%

Stage 2A EB
PI STA = 616+32.04 N
Y = 213,766.2298
X = 643,018.4298
DELTA = 6°02'10"
D = 1°54'35.49"
T = 158.17
L = 316.05
R = 3000.00
PC STA = 614+73.87 N
Y = 213924.2388
X = 643025.6203
PT STA = 617+89.92 N
Y = 213609.8529
X = 642994.6634
S.E. = N/A

Stage 2A EB
PI STA = 619+46.32 N
Y = 213,455.2236
X = 642,971.1627
DELTA = 5°58'08"
D = 1°54'35.49"
T = 156.40
L = 312.53
R = 3000.00
PC STA = 617+89.92 N
Y = 213609.8529
X = 642994.6634
PT STA = 621+02.45 N
Y = 213298.9888
X = 642963.8688
S.E. = N/A

Stage 2A EB
PI STA = 625+26.41 N
Y = 212,875.4812
X = 642,944.0973
DELTA = 1°31'01"
D = 0°11'11.39"
T = 406.70
L = 813.36
R = 30722.00
PC STA = 621+19.71 N
Y = 213281.7409
X = 642963.0636
PT STA = 629+33.07 N
Y = 212469.8661
X = 642914.3834
S.E. = N/A

N



Stage 3 EB
PI STA = 605+87.76 Q
Y = 214,867.2925
X = 643,037.0853
DELTA = 11°14'54"
D = 1°00'26.00"
T = 560.19
L = 1116.77
R = 5688.50
PC STA = 600+27.57 Q
Y = 215421.2167
X = 642953.5548
PT STA = 611+44.34 Q
Y = 214307.7151
X = 643010.9614
S.E. = EXISTING 3.0%

Stage 3 EB
PI STA = 625+78.14 Q
Y = 212,875.4812
X = 642,944.0973
DELTA = 1°31'01"
D = 0°11'11.39"
T = 406.70
L = 813.36
R = 30722.00
PC STA = 621+71.44 Q
Y = 213281.7409
X = 642963.0636
PT STA = 629+84.79 Q
Y = 212469.8661
X = 642914.3834
S.E. = EXISTING 3.2%

Stage 2 EB
PI STA = 605+87.76 L
Y = 214,867.2925
X = 643,037.0853
DELTA = 11°14'54"
D = 1°00'26.00"
T = 560.19
L = 1116.77
R = 5688.50
PC STA = 600+27.57 L
Y = 215421.2167
X = 642953.5548
PT STA = 611+44.34 L
Y = 214307.7151
X = 643010.9614
S.E. = EXISTING 3.0%

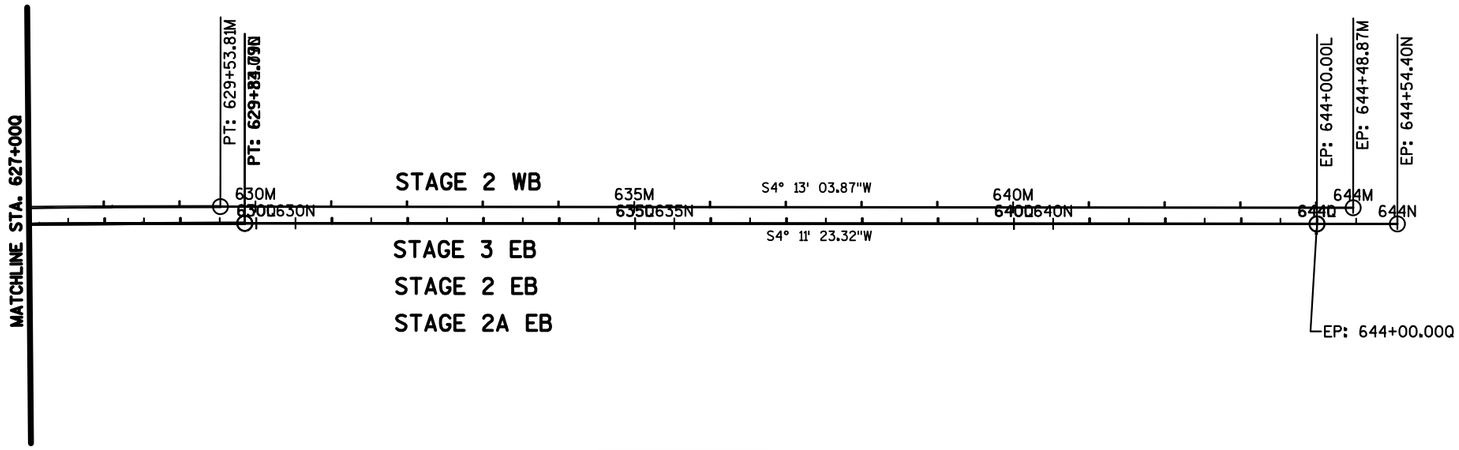
Stage 2 EB
PI STA = 625+78.14 L
Y = 212,875.4812
X = 642,944.0973
DELTA = 1°31'01"
D = 0°11'11.39"
T = 406.70
L = 813.36
R = 30722.00
PC STA = 621+71.44 L
Y = 213281.7409
X = 642963.0636
PT STA = 629+84.79 L
Y = 212469.8661
X = 642914.3834
S.E. = EXISTING 3.2%

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 369	E

2

N

Stage 2 WB
PI STA = 644+48.87 M
Y = 211009.3136
X = 642828.8016



Stage 3 EB
PI STA = 644+00.00 Q
Y = 211058.4409
X = 642810.9874

Stage 2 EB
PI STA = 644+00.00 L
Y = 211058.4409
X = 642810.9869

Stage 2A EB
PI STA = 644+54.40 N
Y = 210952.6016
X = 642803.2337

PROJECT NO:1674-00-81	HWY:USH 12	COUNTY:SAUK	ALIGNMENT DIAGRAM	SHEET 370	E

PT #	Y	X	DESCRIPTION
502	238,502.78	642,066.05	5/8IN RB KL CAP
503	238,931.54	643,190.38	5/8IN RB KL CAP
504	238,853.29	642,140.20	5/8IN RB KL CAP
505	238,913.32	641,646.77	5/8IN RB KL CAP
506	238,945.03	640,778.05	5/8IN RB KL CAP
507	236,273.41	642,293.43	5/8IN RB KL CAP
508	236,324.34	641,884.33	5/8IN RB KL CAP
509	236,276.10	641,387.90	PK
532	238,872.95	641,002.86	5/8IN RB KL CAP
533	236,276.78	643,016.23	DISK IN CONC
534	237,138.17	642,429.49	5/8IN RB KL CAP
535	237,181.45	641,391.45	5/8IN RB KL CAP
543	238,914.64	641,417.47	MAG NAIL
560	242,802.77	642,535.43	5/8IN RB KL CAP
567	242,627.03	641,943.34	5/8IN RB KL CAP
568	243,156.22	641,438.23	5/8IN RB KL CAP

2

N

EXISTING USH 12
USH 12
STH 136
HATCHERY ROAD
TERRYTOWN ROAD
BARABOO RIVER
MATCH LINE STA. 394+00EB

CP 560
CP 567
CP 568
CP 503
CP 504
CP 505
CP 506
CP 502
CP 543
CP 532
CP 534
CP 535
CP 533
CP 507
CP 508
CP 509

325EB 330EB 335EB 340EB 345EB 350EB 355EB 360EB 365EB 370EB 375EB 380EB 385EB 390EB

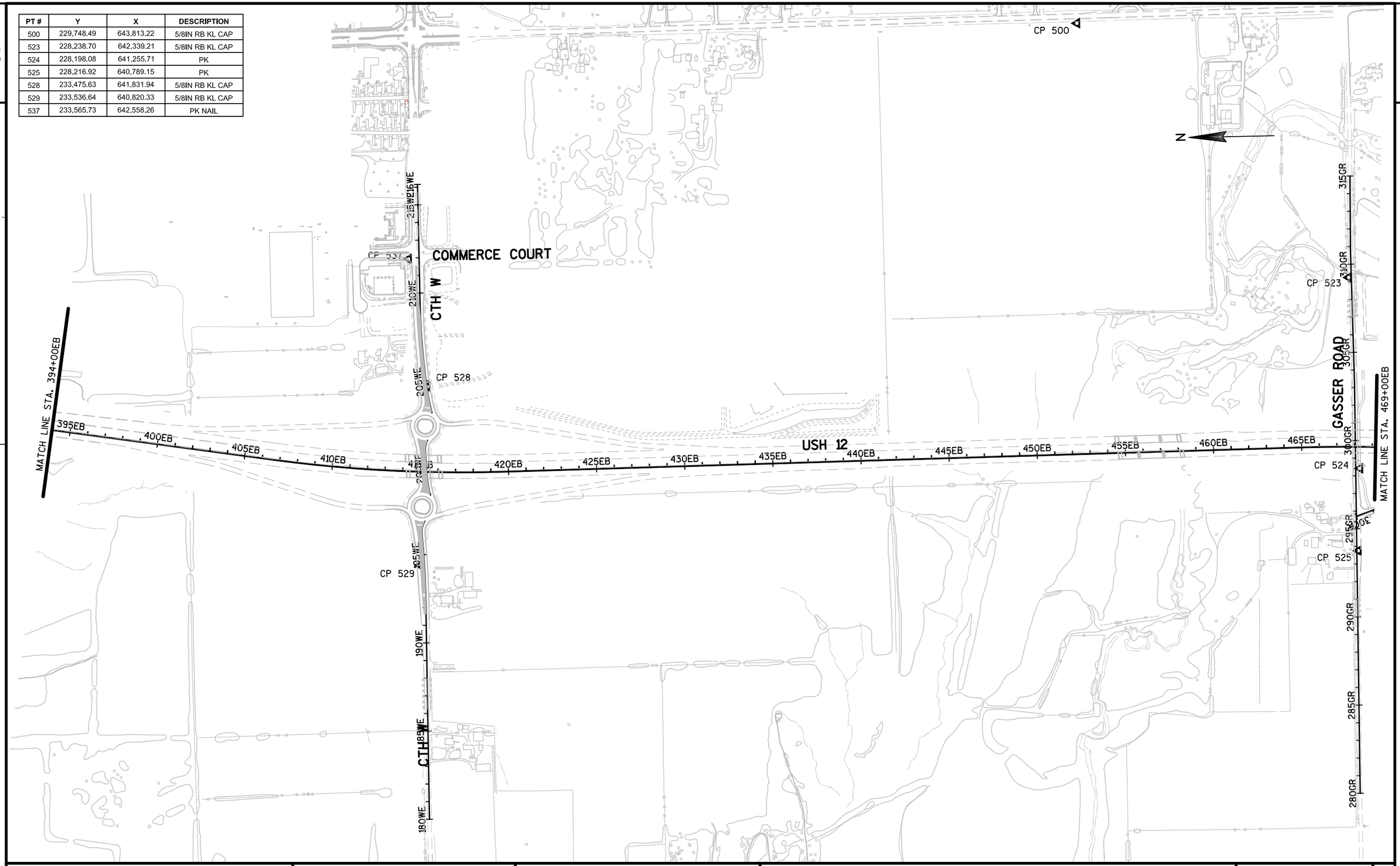
105LE 110LE 115LE 85LE 90LE 80LE

720HR 715HR 710HR 705HR 700HR 695HR 690HR 685HR 680HR

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CONTROL POINT SHEET	SHEET 371 E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\027301_CP.DWG PLOT DATE : 1/15/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:500000_XREF
WISDOT/CADDS SHEET 42

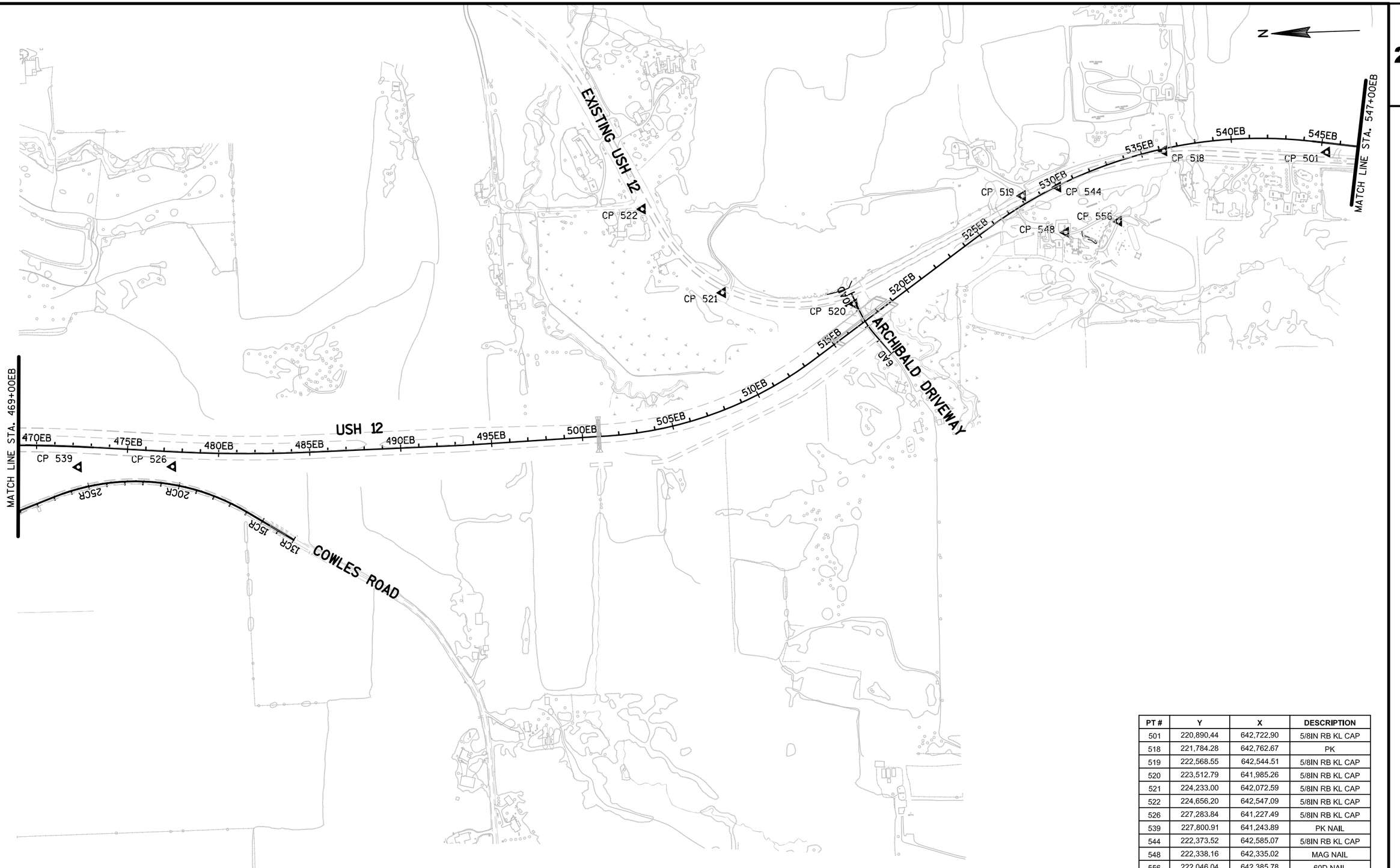
PT #	Y	X	DESCRIPTION
500	229,748.49	643,813.22	5/8IN RB KL CAP
523	228,238.70	642,339.21	5/8IN RB KL CAP
524	228,198.08	641,255.71	PK
525	228,216.92	640,789.15	PK
528	233,475.63	641,831.94	5/8IN RB KL CAP
529	233,536.64	640,820.33	5/8IN RB KL CAP
537	233,565.73	642,558.26	PK NAIL



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CONTROL POINT SHEET	SHEET 372	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\027301_CP.DWG PLOT DATE : 1/15/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1:500000_XREF

WISDOT/CADDS SHEET 42



PT #	Y	X	DESCRIPTION
501	220,890.44	642,722.90	5/8IN RB KL CAP
518	221,784.28	642,762.67	PK
519	222,568.55	642,544.51	5/8IN RB KL CAP
520	223,512.79	641,985.26	5/8IN RB KL CAP
521	224,233.00	642,072.59	5/8IN RB KL CAP
522	224,656.20	642,547.09	5/8IN RB KL CAP
526	227,283.84	641,227.49	5/8IN RB KL CAP
539	227,800.91	641,243.89	PK NAIL
544	222,373.52	642,585.07	5/8IN RB KL CAP
548	222,338.16	642,335.02	MAG NAIL
556	222,046.04	642,385.78	60D NAIL

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CONTROL POINT SHEET	SHEET 373	E

2



PT #	Y	X	DESCRIPTION
511	215,076.76	642,968.28	5/8IN RB KL CAP
512	216,343.56	642,949.14	5/8IN RB KL CAP
513	217,381.91	642,824.63	5/8IN RB KL CAP
514	218,233.15	642,716.62	5/8IN RB KL CAP
515	218,999.47	642,680.78	PK
516	219,882.60	642,617.63	5/8IN RB KL CAP
517	220,288.81	642,569.27	PK
531	215,714.72	642,938.51	5/8IN RB KL CAP

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CONTROL POINT SHEET	SHEET 374	E

PROJECT ID: 1674-00-84

COUNTY: SAUK

ORDER OF SHEETS

Section No.	1	Title	
Section No.	2	Typical Sections and Details	(Includes Erosion Control)
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 =



N

DESIGN DESIGNATION

A.A.D.T.	=	N/A
A.A.D.T.	=	N/A
D.H.V.	=	N/A
D.D.	=	N/A
T.	=	N/A
DESIGN SPEED	=	N/A
ESALS	=	N/A

CONVENTIONAL SYMBOLS

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

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

LAKE DELTON - SAUK CITY

IH 90/94 TO SKI HI RD

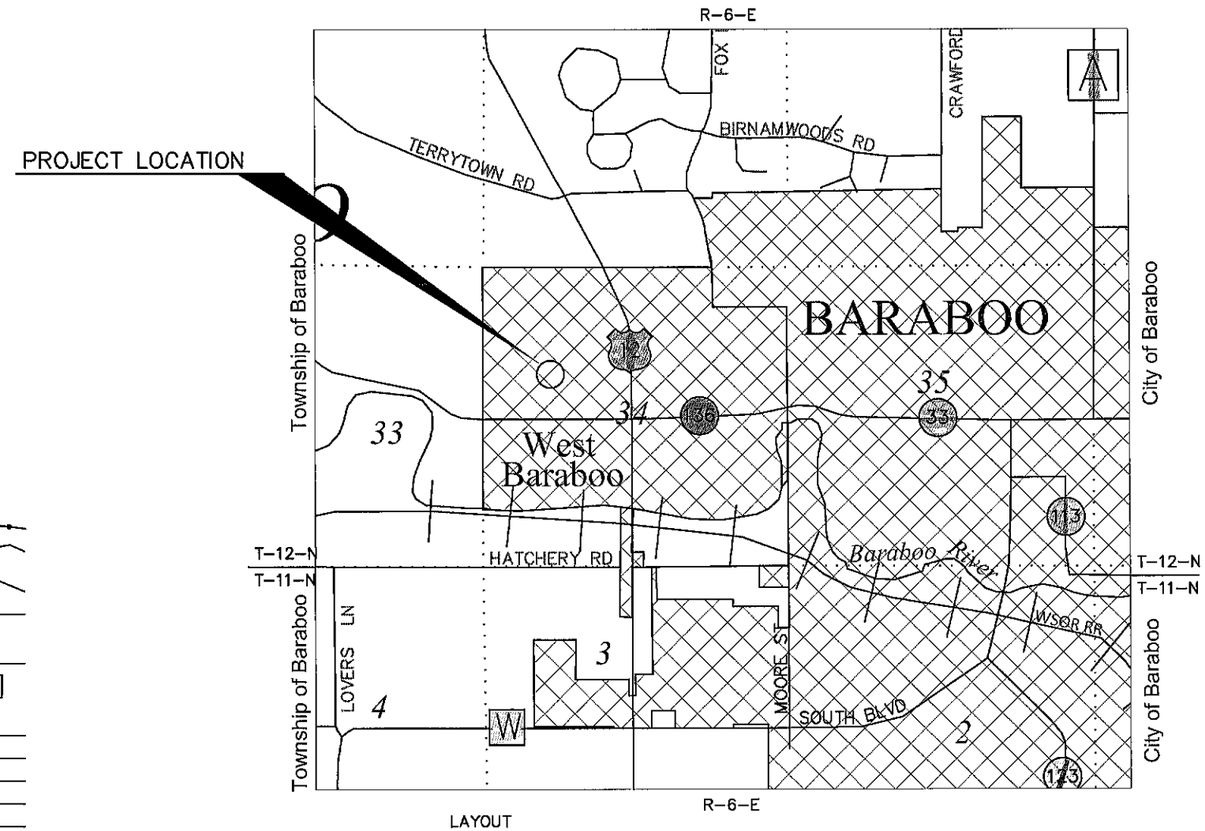
SALT STORAGE FACILITY

SAUK COUNTY

STATE PROJECT NUMBER
1674-00-84

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1674-00-81		

DSPS CONDITIONAL APPROVAL 6/27/2015
TRANSACTION ID NO. 2550235
SITE ID NO. 759382



LAYOUT

SCALE 0 1 MILE

TOTAL NET LENGTH OF CENTERLINE = 0.000 MI.

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, SAUK COUNTY, NAD83 ( )1990 U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

JEWELL associates engineers, inc.
Engineers · Surveyors · Architects

WISCONSIN
PAUL JAMES KARDATZKE
A-8815-005
SPRING GREEN WIS.
ARCHITECT
5/20/16

(Date) (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	JEWELL ASSOCIATES ENGINEERS, INC.
Designer	JEWELL ASSOCIATES ENGINEERS, INC.
Project Manager	GREG JEWELL, PE, PLS
Regional Examiner	
Regional Supervisor	OSCAR IAN WINGER

APPROVED FOR THE DEPARTMENT

DATE: 2/1/2016 Brenda Schonfeld
(Signature)

E

2

LIST OF STANDARD ENGINEER ABBREVIATIONS

BM	BENCH MARK
CP	CONROL POINT
P.L.	PROPERTY LINE
R/W	RIGHT OF WAY

LIST OF STANDARD ARCHITECTURAL ABBREVIATIONS

AB	ANCHOR BOLT
AFF	ABOVE FINISHED FLOOR
CJ	CONTROL JOINT
CLG	CEILING
CL	CENTER LINE
COL	COLUMN
CONC	CONCRETE
DIM	DIMENSION
DS	DOWNSPOUT
EJ	EXPANSION JOINT
EQ	EQUAL
EXT	EXTERIOR
FD	FLOOR DRAIN
FE	FIRE EXTINGUISHER
FINFLR	FINISHED FLOOR
FLR	FLOOR
REINF	REINFORCE (ED) (ING)
GC	GENERAL CONTRACTOR
INSUL	INSULATION
INT	INTERIOR
JT	JOINT
MET	METAL
NTS	NOT TO SCALE
OD	OUTSIDE DIMENSION
PL	PLATE
QTY	QUANTITY
R	RADIUS
RM	ROOM
RO	ROUGH OPENING
SIM	SIMILAR
SS	STAINLESS STEEL
STL	STEEL
TEMP	TEMPERED
T&B	TOP AND BOTTOM
TOC	TOP OF CONCRETE
TOF	TOP OF FOOTING
TOS	TOP OF SLAB
TOW	TOP OF WALL
TYP	TYPICAL
UON	UNLESS OTHERWISE NOTED
VB	VAPOR BARRIER
W/	WITH
WD	WOOD

ARCHITECTURAL SYMBOLS



ELEVATION



BUILDING SECTION

DETAIL



WALL TYPE



DOOR

CODE SUMMARY

OCCUPANCY
S2 – STORAGE

CONSTRUCTION TYPE
VB – COMBUSTIBLE UNPROTECTED

FIRE PROTECTION
FIRE EXTINGUISHERS

AREA
9,253 SQ. FT.

SUMMARY BUILDING CODE REQUIREMENTS

APPLICABLE CODE PROVISIONS INCLUDE, BUT ARE NOT LIMITED TO THE FOLLOWING:

62.1011 – EXIT SIGNS
INTERNALLY LIT EXIT SIGNS WITH BATTERY BACKUP SHALL BE PROVIDED TO MARK APPROVED EXITS FROM ANY DIRECTION OF EGRESS TRAVEL.
62.1006 – MEANS OF EGRESS ILLUMINATION
THE MEANS OF EGRESS, INCLUDING THE EXIT DISCHARGE, SHALL BE ILLUMINATED TO A MINIMUM OF 1 FOOT–CANDLE AT THE FLOOR LEVEL AT ALL TIMES THE BUILDING SPACE IS OCCUPIED.
62.1006 – ILLUMINATION EMERGENCY POWER
IN THE EVENT OF POWER SUPPLY FAILURE, AN EMERGENCY SYSTEM SHALL AUTOMATICALLY ILLUMINATE TO AN AVERAGE OF 1 FOOT–CANDLE AND MINIMUM OF 0.1 FOOT–CANDLE AT THE FLOOR LEVEL AT ALL CORRIDORS, STAIRWAYS, AND THE PORTION OF THE EXTERIOR EXIT DISCHARGE IMMEDIATELY ADJACENT TO EXIT DISCHARGE DOORWAYS, EXTERIOR WALK OR STOOPS ADJACENT TO THE EXIT DOORS TO COMPLY.
62.2304.9.5 – FASTENERS IN PRESERVATIVE TREATED WOOD
FASTENERS FOR PRESERVATIVE TREATED WOOD SHALL BE HOT–DIPPED, ZINC COATED, GALVANIZED OR STAINLESS STEEL.

THE GENERAL CONTRACTOR AND SUB CONTRACTORS ARE RESPONSIBLE FOR COORDINATING WITH PRODUCT MANUFACTURERS, SUPPLIERS, AND INSTALLERS TO ENSURE THAT ALL APPLICABLE CODE PROVISIONS ARE COMPLIED WITH. REVIEW THE FULL WISCONSIN BUILDING CODE FOR COMPLETE REQUIREMENTS.

GENERAL NOTES

COORDINATES AND BEARINGS ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), SAUK COUNTY.

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

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

REMOVAL OF ASPHALTIC SURFACE WHERE AN ABUTTING ASPHALTIC SURFACE IS TO REMAIN IN PLACE SHALL REQUIRE A SAWCUT MEETING THE APPROVAL OF THE ENGINEER IN THE FIELD (BY OTHERS).

THE SOILS REPORT MAY BE OBTAINED FROM JEWELL ASSOCIATES ENGINEERS, INC.

NO TREES OR SHRUBS ARE TO BE REMOVED UNLESS SUCH TREES OR SHRUBS HAVE FIRST BEEN INDICATED FOR REMOVAL BY THE ENGINEER IN THE FIELD.

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

SILT FENCE SHALL BE PLACED AS SHOWN ON THE PLAN OR AS DIRECTED BY THE ENGINEER IN THE FIELD. SILT FENCE SHALL BE PLACED PRIOR TO CONSTRUCTION (BY CONTRACTOR).

THE EXACT LOCATION OF COMMERCIAL ENTRANCES TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

ALL WORK TO BE CONSTRUCTED PER GOVERNING CODES/ORDINANCES, AS AMENDED BY LOCAL AUTHORITIES. SAID CODES/ORDINANCES ARE HEREIN INCORPORATED INTO THESE DOCUMENTS. ALL CODE REQUIRED WORK TO BE INCLUDED IN CONTRACT SUM.

ADHERENCE TO CODE REQUIREMENTS OF THE NEW CONSTRUCTION SHALL BE THE STRICT RESPONSIBILITY OF THE BUILDER.

THE ARCHITECT SHALL NOT BE HELD LIABLE FOR ANY SUCH UNAUTHORIZED DEVIATIONS OR VIOLATIONS OF ANY APPLICABLE BUILDING, PLUMBING, HVAC, OR ELECTRICAL CODES OR THE ADA (AMERICANS WITH DISABILITY ACT.)

GENERAL NOTES ARE INTENDED TO CLARIFY OR EMPHASIZE THE REQUIREMENTS OF THE DRAWINGS AND SPECIFICATIONS. IN THE EVENT OF A CONFLICT BETWEEN THE DRAWINGS OR SPECIFICATIONS AND THESE NOTES, THE CONTRACTOR SHALL COMPLY WITH THE MORE STRINGENT REQUIREMENT.

ALL WORK TO BE PERFORMED IN A MANNER SO AS TO HAVE A MINIMUM OF DISRUPTION AND DISTURBANCE WITH EXISTING OPERATIONS AND LOCAL ENVIRONMENT. NOISE AND DUST SHALL BE KEPT TO A MINIMUM.

DO NOT SCALE DRAWINGS.

PERMIT AND APPROVALS ARE TO BE KEPT ON–SITE AT ALL TIMES (BY OTHERS).

DETAILS AND NOTES OF SIMILAR CONDITIONS ARE TYPICAL WHETHER OR NOT CALLED OUT AT ALL PLACES. REFERENCES TO ANY DETAIL IS FOR CONVENIENCE ONLY AND DOES NOT LIMIT THE APPLICATION OF SUCH DETAIL OR DRAWING.

SYSTEMS SHOWN ON DRAWINGS ARE INTENDED TO BE FURNISHED, INSTALLED, AND TURNED OVER TO THE OWNER IN PROPER FUNCTIONING CONDITION. ALL WORK TO BE CONSIDERED IN CONTRACT SUM.

CONTRACTOR SHALL CHECK AND VERIFY ALL FIELD CONDITIONS AND DIMENSIONS WITH THE CONSTRUCTION DRAWINGS AT THE PROJECT SITE PRIOR TO CONSTRUCTION, ERECTION, AND/OR FABRICATION.

CONTRACTOR SHALL INSPECT RELATED WORK AND ADJACENT SURFACES. CONTRACTOR SHALL REPORT ANY DISCREPANCIES BETWEEN THE CONTRACT DOCUMENTS AND THE EXISTING CONDITIONS WHICH SHALL PREVENT PROPER EXECUTION OF THIS WORK TO THE ARCHITECT BEFORE PROCEEDING WITH THE WORK. CONTRACTOR IS RESPONSIBLE FOR DIMENSIONS, QUANTITIES, AND COORDINATION OF OTHER TRADES.

INSTALLATION OF ALL MATERIALS AND SYSTEMS SHALL BE IN ACCORDANCE WITH MANUFACTURER'S WRITTEN INSTRUCTIONS.

ALL PRODUCTS ARE TO BE SELECTED FOR THE INTENDED USE AND INSTALLED PER MANUFACTURER'S SPECIFICATIONS.

CONTRACTOR SHALL COORDINATE ALL EROSION CONTROL WITH SAUK COUNTY HIGHWAY DEPARTMENT.

CONTACTS

DESIGN CONSULTANT:
JEWELL ASSOCIATES ENGINEERS, INC.
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FAX: (608) 588–9322
E–MAIL: greg.jewell@jewellassoc.com

DNR LIAISON:
DEPARTMENT OF NATURAL RESOURCES
DNR SOUTH CENTRAL REGION HEADQUARTERS
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711
ATTN: ANDY BARTA
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SAUK COUNTY HIGHWAY DEPARTMENT
STEVE MUCHOW, COMMISSIONER
SAUK COUNTY HIGHWAY DEPARTMENT
620 STH 136
WEST BARABOO, WI 53913

WISDOT:
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MECHANICAL ENGINEER:
JDR ENGINEERING
5525 NOBEL DRIVE, SUITE 110
MADISON, WI 53711
ATTN: TIM MEEKER
PH: (608) 819–0170

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ALLIANT ENERGY – ELECTRICITY
ATTN: DAVID MCCOY
520 COMMERCE AVANUE
BARABOO, WI 53913
PH: (608) 356–0609
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DIGGERS HOTLINE
Dial 811 or (800) 242-8511
www.DiggersHotline.com

* DENOTES UTILITY IS NOT A MEMBER OF DIGGERS HOTLINE

SHEET INDEX

T1.0 TITLE SHEET
C1.0 PROJECT LOCATION AND SITE PLAN
C1.1 GRADING PLAN AND EROSION CONTROL PLAN

A1.0 FLOOR PLAN
A2.0 ELEVATIONS
A2.1 ELEVATIONS
A3.0 SECTIONS

S0.0 STRUCTURAL NOTES
S0.1 STRUCTURAL NOTES
S1.0 FOUNDATION PLAN
S1.1 ROOF FRAMING PLAN
S2.1 FOUNDATION DETAILS

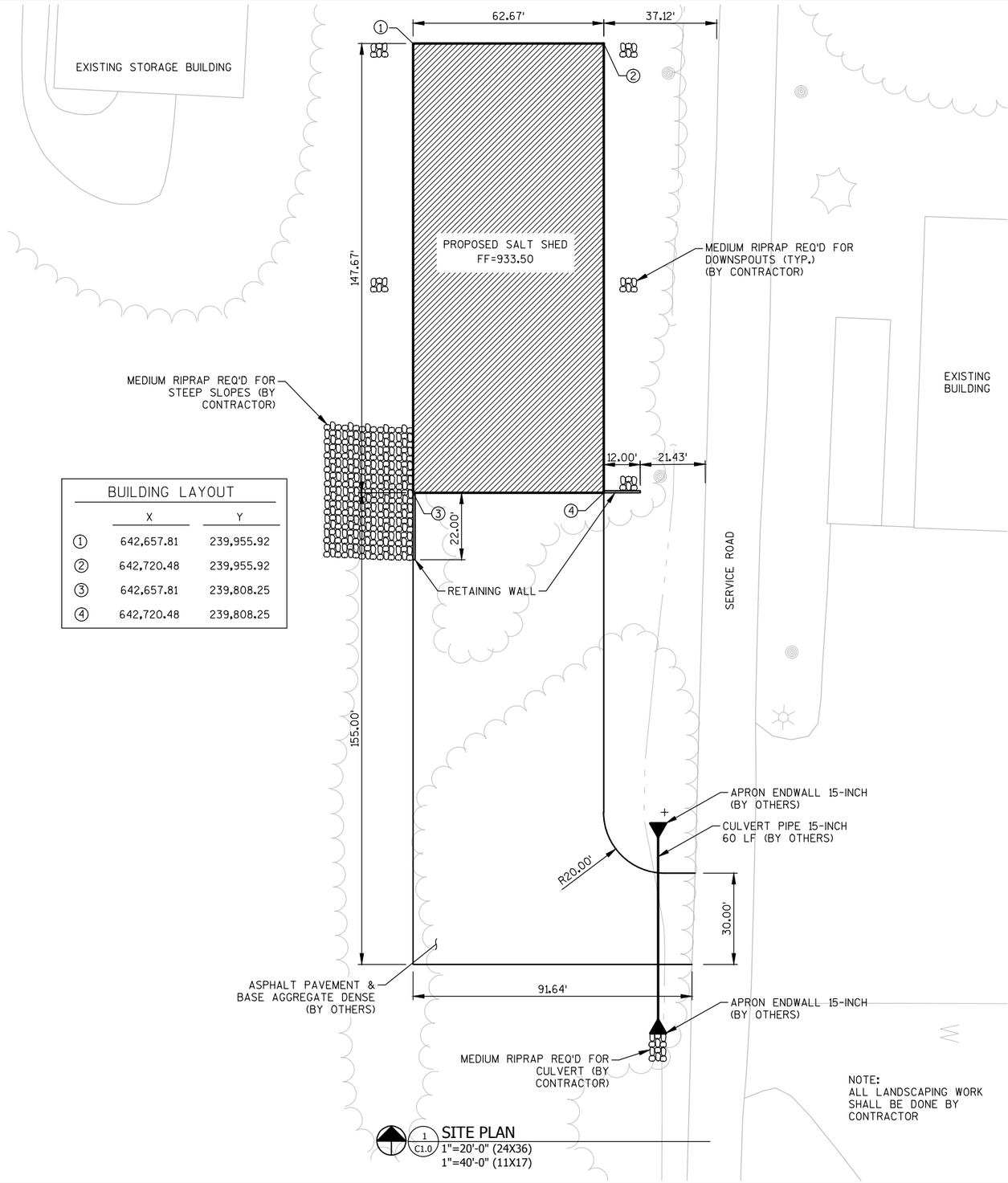
M1.0 VENTILATION PLAN

E0.0 SYMBOLS & SCHEDULES – ELECTRICAL
E0.1 SITE PLAN – ELECTRICAL
E1.0 FLOOR PLAN – ELECTRICAL



2 C1.0 AERIAL PHOTO OF PROJECT SITE
NOT TO SCALE

BUILDING LAYOUT		
	X	Y
①	642,657.81	239,955.92
②	642,720.48	239,955.92
③	642,657.81	239,808.25
④	642,720.48	239,808.25



1 C1.0 SITE PLAN
1"=20'-0" (24X36)
1"=40'-0" (11X17)

PROJECT NO: 1674-00-84	HWY: SALT STORAGE FACILITY	COUNTY: SAUK	PROJECT LOCATION AND SITE PLAN	SHEET 377

EXISTING STORAGE BUILDING

LEGEND	
P	PAVEMENT
TW	TOP OF WALL
GL	GROUND LINE
INV	INVERT

PROPOSED SALT SHED
FF=933.50

GL=943.50
GL=943.50
GL=943.50
TW=945.50
GL=939.50
TW=945.50
GL=933.50
P=933.50
933
P=933.50
TW=935.50
GL=932.40
TW=934.40
P=932.40
SERVICE ROAD
5.0%
2.3%
3.0:1
P=928.22
INV=923.50
P=926.65
5.0%
P=926.15
P=929.31
5.0%
P=924.73
INV=922.00

1 C1.0 GRADING PLAN
1"=20'-0" (24X36)
1"=40'-0" (11X17)

LEGEND	
	SILT FENCE
	E-MAT CLASS I TYPE B
	TRACKING PAD(BY OTHERS)
	DITCH CHECKS/SEDIMENT TRAP
	ALL OTHER AREAS NEED SEED, FERILIZER AND MULCH

PROPOSED SALT SHED
FF=933.50

INSTALL 5 DAYS AFTER RETAINING WALL BACKFILLING

SERVICE ROAD

NOTE:
ALL EROSION CONTROL MEASURES INSTALLED BY CONTRACTOR

CONTRACTOR SHALL COORDINATE ALL EROSION CONTROL WITH SAUK COUNTY HIGHWAY DEPARTMENT.

TEMPORARY CULVERT CHECKS

ROCK BAGS FOR SILT FENCE RELIEF

1 C1.0 EROSION CONTROL PLAN
1"=25'-0" (24X36)
1"=50'-0" (11X17)

2

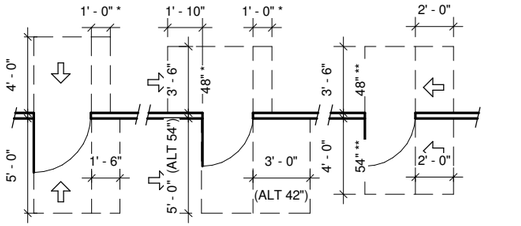
PROJECT NO: 1674-00-84	HWY: SALT STORAGE FACILITY	COUNTY: SAUK	GRADING PLAN & EROSION CONTROL PLAN	SHEET

FILE NAME : S:\PROJECTS\S28010 SAUK CO SALT SHED STORM WATER\DESIGN\S28010_DESIGN.DWG
LAYOUT : GRAD & EROS

PLOT DATE : 4/20/2016
PLOT TIME : 1:47:17 PM

PLOT BY : RING, ANDREA

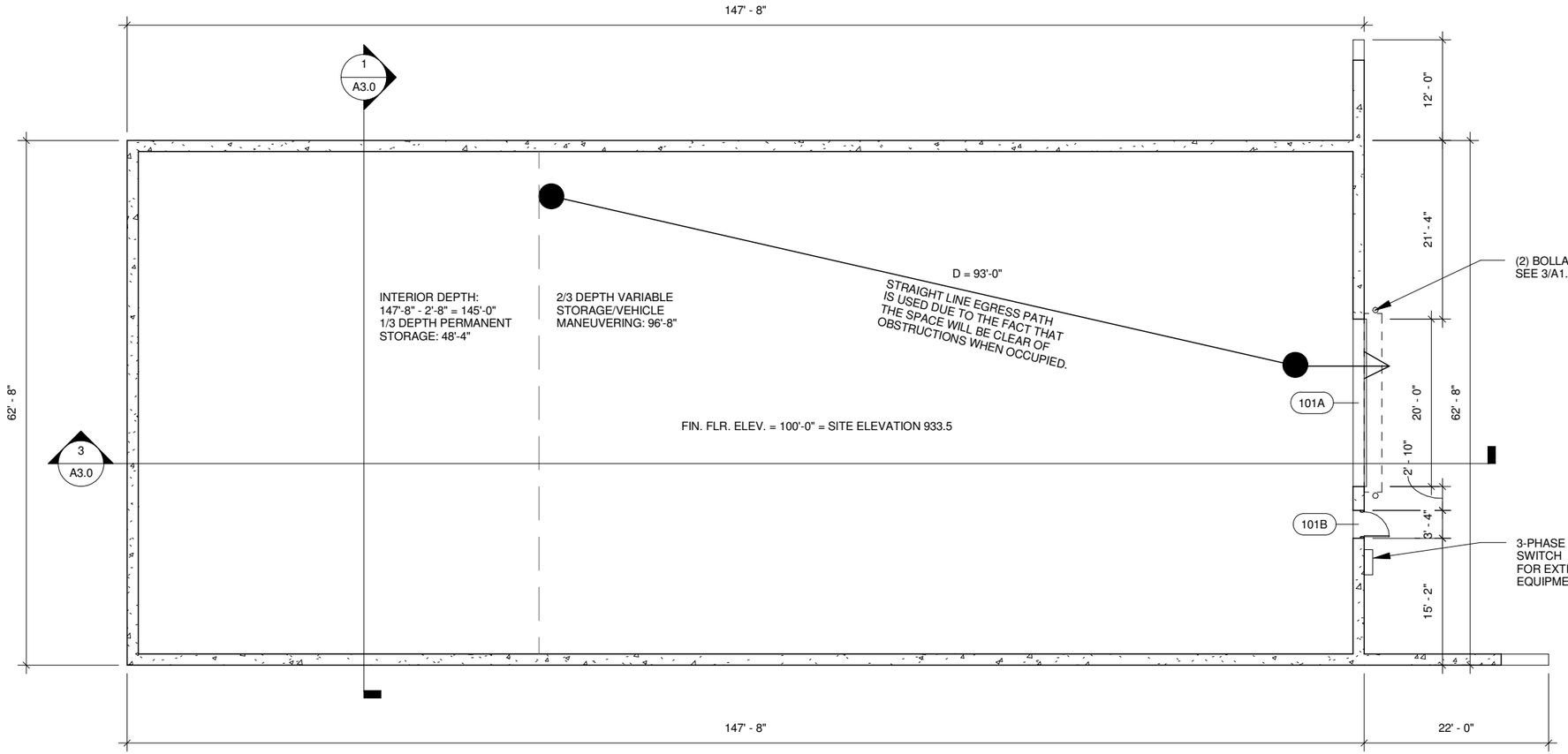
PLOT SCALE : 1" = 1'

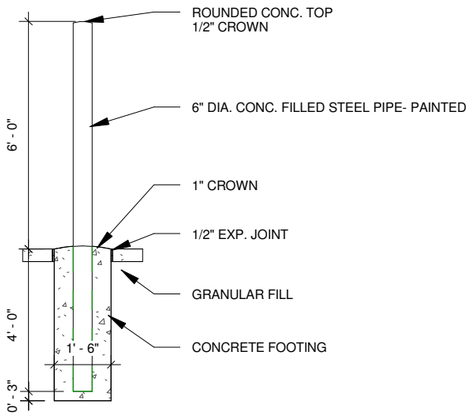


* If both closer and latch are provided
** If closer provided

2 / A1.0 DOOR CLEARANCES - ANSI A117.1 606
1/8" = 1'-0"

Door Schedule					
Mark	Description	Width	Height	Thickness	Comments
101A	Overhead Rolling Door - Exterior Mounted	20' - 0"	25' - 0"	0' - 0 5/8"	Galvanized Hardware; 3 HP Power Operator w/ interior push button control. backup manual control; Weather Stripping, Exterior face of wall mounted hood
101B	Fiberglass Door w/ Fiberglass Frame	3' - 0"	7' - 0"	0' - 1 3/4"	Stainless Steel Lockset; Weatherstrip; Sill Sweep.

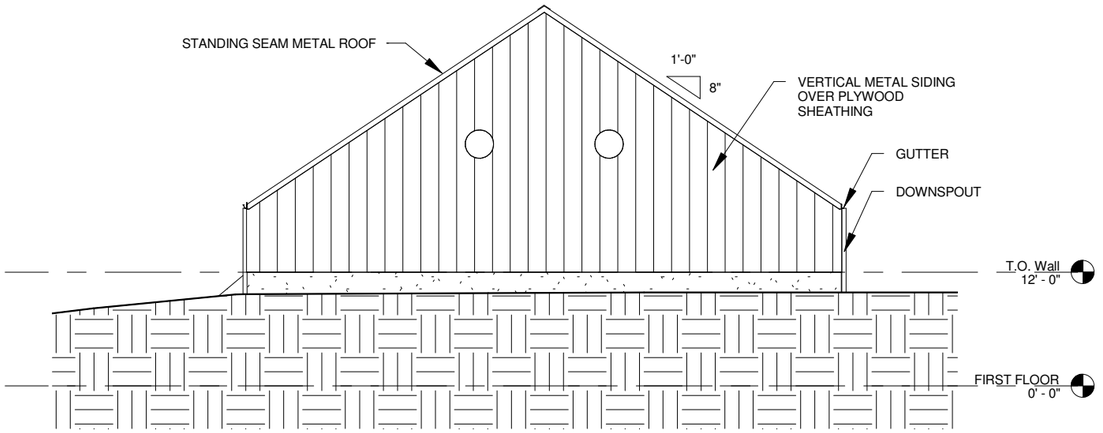




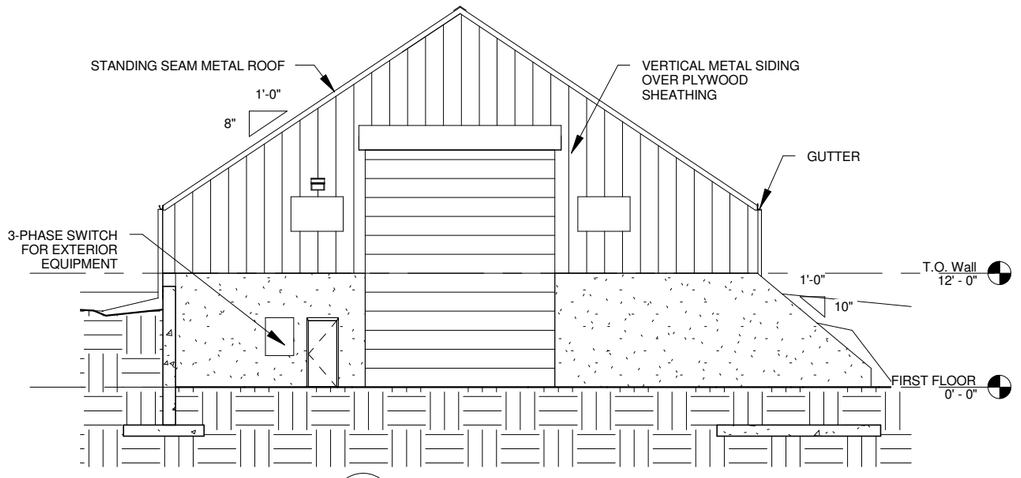
3 / A1.0 BOLLARD DETAIL
NOT TO SCALE

1 / A1.0 FIRST FLOOR
1/16" = 1'-0"

2



2 / A2.0 NORTH ELEVATION
1/16" = 1'-0"



3 / A2.0 SOUTH ELEVATION
1/16" = 1'-0"

PROJECT NO:1674-00-84	HWY: SALT STORAGE FACILITY	COUNTY:SAUK	DRAWING NAME: Elevations	SHEET 380	E

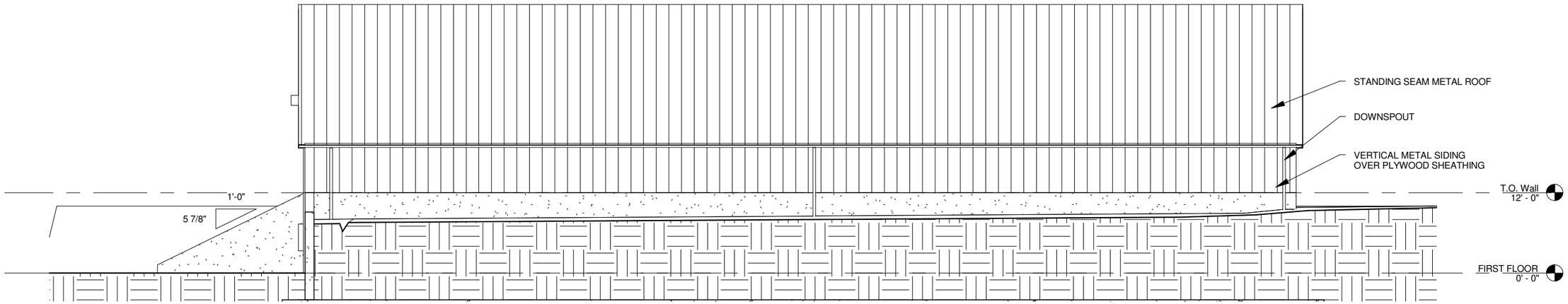
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PLOT DATE : ----
PLOT TIME : ----

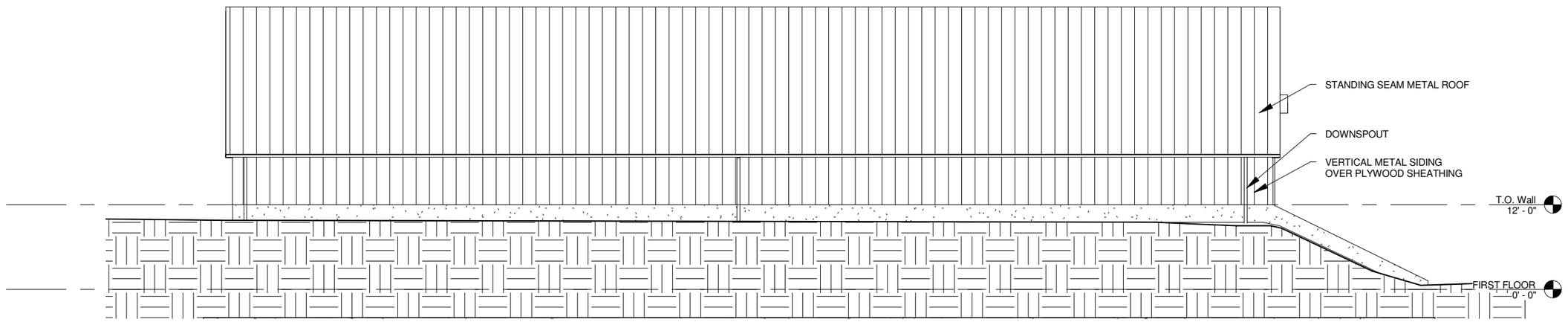
PLOT BY : RING, ANDREA

PLOT SCALE : 1" = 1'

2



1 A2.1 EAST ELEVATION
1/16" = 1'-0"

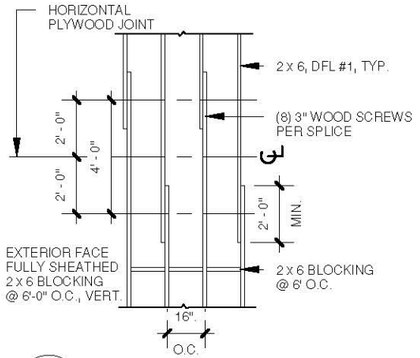


2 A2.1 WEST ELEVATION
1/16" = 1'-0"

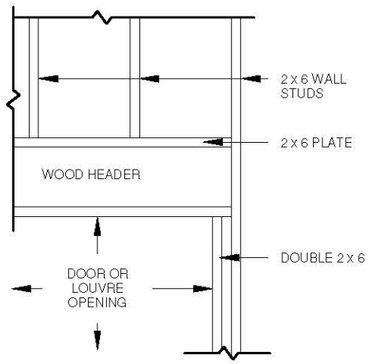
PROJECT NO:1674-00-84	HWY: SALT STORAGE FACILITY	COUNTY:SAUK	DRAWING NAME: Elevations	SHEET 381	E

FILE NAME : S:\PROJECTS\K51010 KL ENGINEERING - STH 136 SAUK CO SALT SHED\CADD FILES\REVIT FILES\DOT LAYOUT TITLEBLOCK\DOT DETAIL BORDER.DWG
PLOT DATE : ----
PLOT TIME : ----
PLOT BY : RING, ANDREA
PLOT SCALE : 1" = 1'

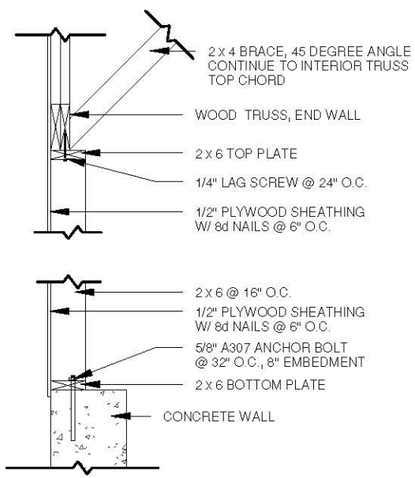
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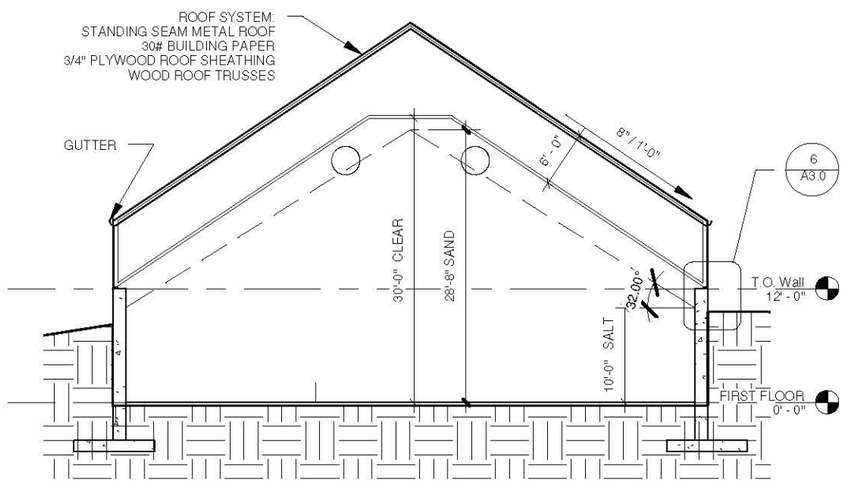
4 / A3.0 END WALL DETAIL
N.T.S.



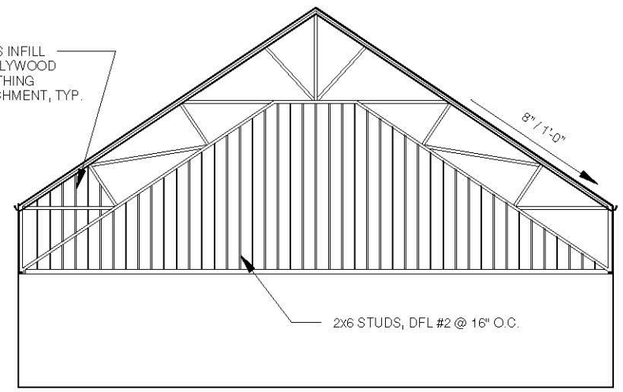
5 / A3.0 WALL FRAMING - DOOR OPENING
NOT TO SCALE



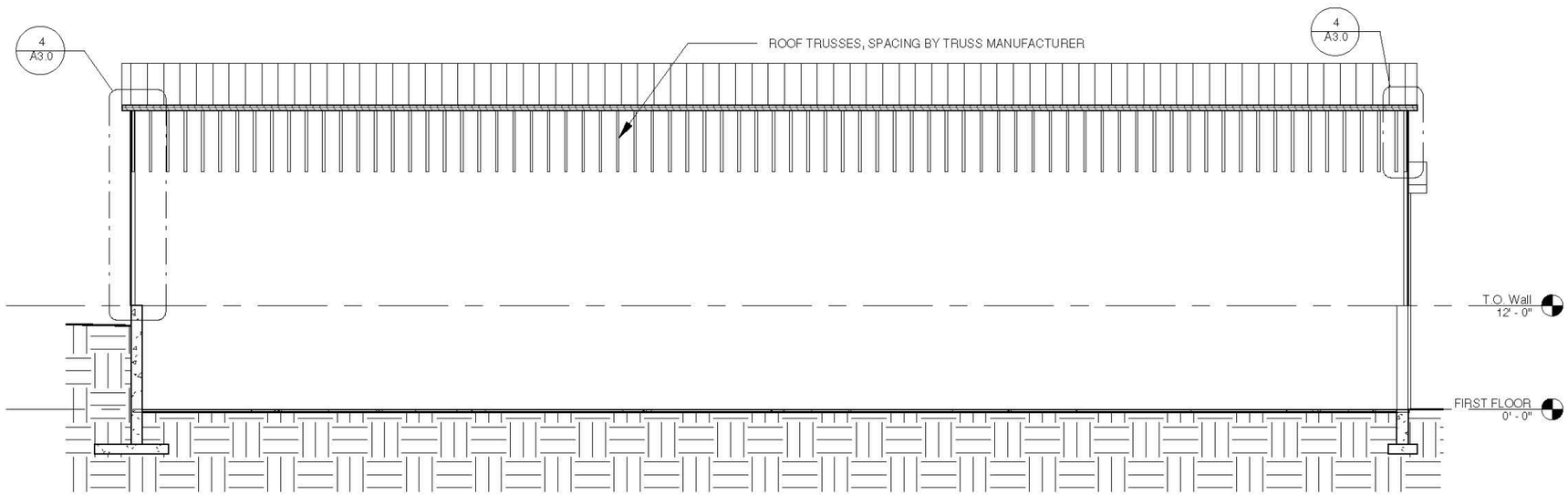
6 / A3.0 WALL DETAIL
NOT TO SCALE



1 / A3.0 SECTION 1
1/16" = 1'-0"



2 / A3.0 END WALL ELEVATION
1/16" = 1'-0"



3 / A3.0 SECTION 2
1/16" = 1'-0"

PROJECT NO:1674-00-84	HWY: SALT STORAGE FACILITY	COUNTY:SAUK	DRAWING NAME: Sections	SHEET 382	E

FILE NAME : S:\PROJECTS\K51010 KL ENGINEERING - STH 136 SAUK CO SALT SHED\CADD FILES\REVIT FILES\DOT LAYOUT TITLEBLOCK\DOT DETAIL BORDER.DWG
PLOT DATE : ----
PLOT TIME : ----
PLOT BY : RING, ANDREA
PLOT SCALE : 1" = 1'

2

GENERAL STRUCTURAL NOTES

1. DESIGNED IN CONFORMANCE WITH THE 2009 INTERNATIONAL BUILDING CODE, INCLUDING THE WISCONSIN AMENDMENTS, 2011.
2. DESIGN LOADS:
   - ROOF: 20.2 PSF BALANCED SNOW LOAD
   - PF = 0.7 X CE X CT X I X PG
   - PG = 30 PSF, CE = 1.0, CT = 1.2, I = IS = 0.8
3. DESIGN DEAD LOADS:
   - ROOF 15 PSF
4. WIND DESIGN CRITERIA:
   - PER ASCE 7-05 METHOD 1 SIMPLIFIED PROCEDURE
   - ENCLOSED BUILDING
   - V = 90 MPH, EXPOSURE C
5. KD=0.85, KZ=1.00, IW = 0.87
6. SEISMIC DESIGN CRITERIA:
   - SITE CLASS D, SDS = 0.091, S1 = 0.062
   - SEISMIC DESIGN CATEGORY A
6. STRUCTURAL DRAWINGS ARE INTENDED TO BE USED WITH ARCHITECTURAL, PLUMBING, HVAC AND ELECTRICAL DRAWINGS. CONTRACTOR IS RESPONSIBLE FOR COORDINATING SUCH REQUIREMENTS INTO THE SHOP DRAWINGS AND WORK.
7. NO OPENING (OTHER THAN THOSE SHOWN ON THE DRAWINGS) SHALL BE MADE IN ANY BEAM, COLUMN, OR OTHER STRUCTURAL MEMBER WITHOUT THE WRITTEN APPROVAL OF THE ARCHITECT/ENGINEER.
8. THE CONTRACTOR IS RESPONSIBLE FOR LIMITING THE AMOUNT OF CONSTRUCTION LOAD IMPOSED UPON NEW OR EXISTING STRUCTURAL FRAMING. CONSTRUCTION LOADS SHALL NOT EXCEED THE DESIGN CAPACITY OF THE FRAMING AT THE TIME THE LOADS ARE IMPOSED.
9. SOIL BEARING CAPACITY = 3000 PSF. (VERIFIED)
10. THE STRUCTURE IS DESIGNED TO FUNCTION AS A UNIT UPON COMPLETION. THE CONTRACTOR IS RESPONSIBLE FOR DESIGNING AND FURNISHING ALL TEMPORARY BRACING AND/ OR SUPPORT THAT MAY BE REQUIRED AS THE RESULT OF THE CONTRACTOR'S CONSTRUCTION METHODS AND/OR SEQUENCES. THE STRUCTURAL ENGINEER ASSUMES NO LIABILITY FOR THE STRUCTURE DURING CONSTRUCTION.
11. THE CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS AND EXISTING CONDITIONS PRIOR TO CONSTRUCTION. NOTIFY THE OWNER'S REPRESENTATIVE OF ANY DISCREPANCY IMMEDIATELY. INFORMATION PERTAINING TO EXISTING FIELD CONDITIONS GIVEN ON THESE STRUCTURAL DRAWINGS REPRESENTS TO THE BEST OF OUR KNOWLEDGE, THE ACTUAL EXISTING FIELD CONDITIONS. JEWELL ASSOCIATES MAKES NO WARRANTY AS TO THEIR ACCURACY. CONTRACTOR TO FIELD VERIFY EXISTING CONDITIONS IMPERATIVE TO THE NEW CONSTRUCTION AND REPORT DISCREPANCIES BETWEEN THE DRAWINGS AND FIELD CONDITIONS TO THE A/E FOR REVIEW. ANY WORK PERFORMED PRIOR TO RESOLUTION OF DISCREPANCIES BY THE A/E IS SUBJECT TO REMOVAL AND REPLACEMENT AT NO ADDITIONAL COST TO THE CONTRACT.
12. CONTRACTOR NOTE: THE BASE OF ALL EXCAVATIONS SHALL BE KEPT FREE OF WATER AND LOOSE SOIL PRIOR TO PLACING CONCRETE. CARE SHOULD BE TAKEN DURING EXCAVATION AND CONSTRUCTION TO MINIMIZE DISTURBANCE OF THE BEARING SOILS THE CONCRETE SHOULD BE PLACED AS SOON AS POSSIBLE AFTER EXCAVATION TO PREVENT EXCESSIVE DRYING OR WETTING OF THE EXCAVATION.
13. FOR APPLICABLE CODES AND STANDARDS, MATERIAL STRENGTHS AND CONSTRUCTION REQUIREMENTS, SEE GENERAL STRUCTURAL NOTES AND SPECIFICATIONS.
14. VERIFY ALL DIMENSIONS WITH ARCHITECTURAL DRAWINGS PRIOR TO START OF CONSTRUCTION – RESOLVE ANY DISCREPANCY WITH ARCHITECT. DO NOT SCALE DRAWINGS.
15. FOR CLARITY, ALL EXTERIOR SLABS AND SIDEWALKS MAY NOT BE SHOWN. FOR EXACT DIMENSIONS, LOCATIONS, JOINTS AND SCORE LINES, SEE ARCHITECTURAL DRAWINGS.
16. FOR CLARITY, ALL ROOF, FLOOR AND WALL OPENINGS MAY NOT BE SHOWN ON STRUCTURAL DRAWINGS. FOR EXACT SIZE, NUMBER AND LOCATION OF OPENINGS, SEE ARCHITECTURAL, MECHANICAL, ELECTRICAL AND PLUMBING DRAWINGS. FOR FRAMING AT OPENINGS, SEE TYPICAL STRUCTURAL DETAILS. VERIFY ALL SIZES, WEIGHTS AND LOCATIONS OF MECHANICAL AND ELECTRICAL EQUIPMENT, DUCTS, ETC. WITH MECHANICAL AND ELECTRICAL ENGINEERS THROUGH ARCHITECT.
17. DETAILS MARKED "TYPICAL" MAY OR MAY NOT BE CUT ON PLANS, BUT SHALL APPLY UNLESS NOTED OTHERWISE.

CAST IN PLACE CONCRETE

1. PERFORM FORMWORK, SHORING AND BRACING IN ACCORDANCE WITH ACI 301, ACI 318 AND ACI 347 TO CONFORM TO DESIGN AND APPLICABLE CODE REQUIREMENTS TO ACHIEVE CONCRETE SHAPE, LINE AND DIMENSION AS INDICATED ON DRAWINGS.
2. PERFORM AND FABRICATE CONCRETE REINFORCING WORK IN ACCORDANCE WITH ACI 301, ACI 315, ACI 318.
   – PERFORM CAST-IN-PLACE CONCRETE WORK IN ACCORDANCE WITH ACI 301, ACI 318 ACI 305, AND ACI 306.1.
3. SUBMITTALS:
   - SHOP DRAWINGS: INDICATE PERTINENT DIMENSIONING, FORM MATERIALS, ARRANGEMENT OF JOINTS AND TIES, REINFORCEMENT SIZES, SPACINGS, LOCATIONS, AND QUANTITIES, BENDING AND CUTTING SCHEDULES, SUPPORTING AND SPACING DEVICES, SIDEWALKS, AND SLABS-ON-GRADE.
   - PRODUCT DATA: INDICATE ADMIXTURES AND ANCHORS
   - DESIGN DATA: SUBMIT MIX DESIGNS
4. FIRE RATED CONSTRUCTION: RATING AS INDICATED ON DRAWINGS.
   - TESTED RATING: DETERMINED IN ACCORDANCE WITH ASTM E119.
   - PRESCRIPTIVE RATING: DETERMINED IN ACCORDANCE WITH APPLICABLE CODE.
5. FORM MATERIALS
   - PLYWOOD: SOUND UNDAMAGED SHEETS WITH CLEAN TRUE EDGES.
   - LUMBER: SPF SPECIES; CONSTRUCTION GRADE.
   - PREFABRICATED STEEL TYPE: TIGHT FITTING, STIFFENED TO SUPPORT WEIGHT OF CONCRETE.
   - PAN TYPE: STEEL; OF SIZE AND PROFILE REQUIRED.
   - TUBULAR COLUMN TYPE: ROUND, SPIRALLY WOUND LAMINATED MATERIALS, INSIDE SURFACE TREATED WITH RELEASE AGENT, OF SIZE REQUIRED.
6. FORM TIES: METAL TYPE OF FIXED LENGTH.
7. WATER STOPS: BENTONITE, MAXIMUM POSSIBLE LENGTHS, PROFILED AS REQUIRED FOR PROJECT CONDITIONS. INSTALL WATER STOPS CONTINUOUS WITHOUT DISPLACING REINFORCEMENT.
8. FORM RELEASE AGENT: COLORLESS MINERAL OIL NOT CAPABLE OF STAINING CONCRETE OR IMPAIRING NATURAL BONDING CHARACTERISTICS OF COATING INTENDED FOR USE ON CONCRETE.
9. SLAB EDGE JOINT FILLER: ASTM D1751, PREMOLDED ASPHALTIC BOARD, ½ INCH THICK.
10. ALL CONCRETE REINFORCING STEEL IS TO BE ASTM A-615, GRADE 60, EPOXY COATED, LAPS SHALL BE AS FOLLOWS:
    BAR SIZE: #3 #4 #5 #6 #7 #8 #10
    LAP LENGTH: 19" 25" 32" 38" 44" 54" 77"
11. WELDED DEFORMED WIRE FABRIC: ASTM A497; IN FLAT SHEETS AND UNFINISHED.
12. WELDED PLAIN WIRE FABRIC: ASTM A185; IN FLAT SHEETS AND UNFINISHED.
13. CHAIRS, BOLSTERS, BAR SUPPORTS, SPACERS: SIZED AND SHAPED FOR SUPPORT OF REINFORCING; PLASTIC TIPPED OR NON-CORRODING FOR SUPPORTS IN SLABS FORMING FINISHED CEILINGS OR WHERE SUPPORTS ARE EXPOSED TO WEATHER.
14. FABRICATE CONCRETE REINFORCEMENT IN ACCORDANCE WITH ACI 301 AND ACI 318.
15. WELD REINFORCEMENT IN ACCORDANCE WITH AWS D1.4
16. EPOXY COATED FINISH FOR STEEL BARS: ASTM A775/A775M.
17. EPOXY COATING PATCHING MATERIAL: TYPE AS RECOMMENDED BY COATING MANUFACTURER. BEND ALL BENT BARS PRIOR TO EPOXY COATING.
18. CEMENT: ASTM C150, NORMAL-TYPE I, PORTLAND TYPE.
19. FINE AND COARSE AGGREGATES: ASTM C33.
20. WATER: CLEAN AND NOT DETRIMENTAL TO CONCRETE.
21. AIR ENTRAINMENT ADMIXTURE: ASTM C260.
22. BONDING AGENT: POLYMER RESIN EMULSION.
23. NON-SHRINK GROUT: PREMIXED COMPOUND CONSISTING OF NON-METALLIC AGGREGATE, CEMENT, WATER REDUCING AND PLASTICIZING AGENTS.
24. CURING COMPOUND: ASTM C1315, TYPE 1, CLASS A.
25. ABSORPTIVE MATS: ASTM C171, BURLAP-POLYETHYLENE.
26. METALLIC HARDENER: PREMIXED CLEAR, OXIDABLE TYPE.
27. MIX AND DELIVER CONCRETE IN ACCORDANCE WITH ASTM C94/C94M, OPTION A.
28. FURNISH CONCRETE OF THE FOLLOWING STRENGTH:
    - COMPRESSIVE STRENGTH 3,500 PSI: FOOTINGS, FOUNDATION WALLS, AND ALL OTHER CONCRETE NOT NOTED.
    - 3,500 PSI: INTERIOR AND EXTERIOR SLAB ON GRADE.
    - 4,000 PSI: SUSPENDED FLOOR SLABS, STRUCTURAL TOPPING, BEAMS AND COLUMNS (28 DAY). SLUMP 3 TO 5 INCHES.
    - MAXIMUM WATER-CEMENT RATIO: 0.50.
31. SELECT ADMIXTURE PROPORTIONS FOR NORMAL WEIGHT CONCRETE IN ACCORDANCE WITH ACI 318.
32. ADD AIR ENTRAINING AGENT TO CONCRETE MIX FOR CONCRETE WORK EXPOSED TO EXTERIOR.
33. ERECT FORMWORK, SHORING AND BRACING TO ACHIEVE DESIGN REQUIREMENTS. PROVIDE BRACING TO ENSURE STABILITY OF FORMWORK.
34. CAMBER SLABS AND FRAMING TO ACHIEVE ACI 301 TOLERANCES.
35. PROVIDE BRACING TO ENSURE STABILITY OF FORMWORK.
36. FORM EXTERNAL CORNERS OF BEAMS, JOISTS, AND COLUMNS, AS INDICATED ON DRAWINGS. PROVIDE FORMED OPENINGS WHERE REQUIRED FOR WORK TO BE EMBEDDED IN AND PASSING THROUGH CONCRETE MEMBERS. COORDINATE WORK OF OTHER SECTIONS IN FORMING AND SETTING OPENINGS, SLOTS, RECESSES, CHASES, SLEEVES, BOLTS, ANCHORS, AND OTHER INSERTS. INSTALL CONCRETE ACCESSORIES STRAIGHT, LEVEL, AND PLUMB.
37. APPLY FORM RELEASE AGENT TO FORMWORK PRIOR TO PLACING FORM ACCESSORIES AND REINFORCEMENT. DO NOT APPLY FORM RELEASE AGENT WHERE CONCRETE SURFACES WILL RECEIVE SPECIAL FINISHES OR APPLIED COVERINGS AFFECTED BY AGENT.
38. CLEAN FORMS AS ERECTION PROCEEDS, TO REMOVE FOREIGN MATTER.
39. PROVIDE FORMED OPENINGS WHERE REQUIRED FOR WORK TO BE EMBEDDED IN AND PASSING THROUGH CONCRETE MEMBERS. COORDINATE WORK OF OTHER SECTIONS IN FORMING AND SETTING OPENINGS, SLOTS, RECESSES, CHASES, SLEEVES, BOLTS, ANCHORS, AND OTHER INSERTS. INSTALL CONCRETE ACCESSORIES STRAIGHT, LEVEL, AND PLUMB.
40. PLACE JOINT FILLER AT PERIMETER OF FLOOR SLAB, PENETRATIONS, AND ISOLATION JOINTS.
41. INSTALL VOID FORMS. PROTECT FORMS FROM MOISTURE BEFORE CONCRETE PLACEMENT AND FROM CRUSHING DURING CONCRETING.
42. PLACE REINFORCEMENT, SUPPORTED AND SECURED AGAINST DISPLACEMENT.
43. ENSURE REINFORCING IS CLEAN, FREE OF LOOSE SCALE, DIRT, OR OTHER FOREIGN COATINGS.
44. WELD REINFORCEMENT IN ACCORDANCE WITH AWS D1.4.
    - DO NOT WELD CROSSING REINFORCEMENT BARS FOR ASSEMBLY EXCEPT AS PERMITTED BY ARCHITECT/ENGINEER.
45. SPACE REINFORCEMENT BARS WITH MINIMUM CLEAR SPACING IN ACCORDANCE WITH ACI 301.
46. MAINTAIN CONCRETE COVER AROUND REINFORCEMENT IN ACCORDANCE WITH ACI 301.
47. PREPARE PREVIOUSLY PLACED CONCRETE BY CLEANING WITH STEEL BRUSH AND APPLYING BONDING AGENT.
48. PLACE CONCRETE CONTINUOUSLY BETWEEN PREDETERMINED EXPANSION, CONTROL AND CONSTRUCTION JOINTS. DO NOT BREAK OR INTERRUPT SUCCESSIVE POURS CREATING COLD JOINTS.
49. WHERE NEW CONCRETE IS DOWELED TO EXISTING WORK, DRILL HOLES IN EXISTING CONCRETE, INSERT STEEL DOWELS AND PACK WITH NON-SHRINK GROUT.
50. DO NOT REMOVE FORMS OR BRACING UNTIL CONCRETE HAS GAINED SUFFICIENT STRENGTH TO CARRY ITS OWN WEIGHT AND IMPOSED LOADS.
51. REMOVE FORMWORK PROGRESSIVELY AND IN ACCORDANCE WITH CODE REQUIREMENTS.
52. PRIOR TO PLACING, ROUGHEN CONCRETE BASE COURSE AND REMOVE DELETERIOUS MATERIAL. BROOM AND VACUUM CLEAN.
53. PLACE REQUIRED DIVIDERS, EDGE STRIPS, REINFORCING AND OTHER ITEMS TO BE CAST IN.
54. MAINTAIN SURFACE FLATNESS, WITH MAXIMUM VARIATION OF 1/8 INCH IN 10 FT.
55. IMMEDIATELY AFTER PLACEMENT, PROTECT CONCRETE FROM PREMATURE DRYING, EXCESSIVELY HOT OR COLD TEMPERATURES, AND MECHANICAL INJURY.
56. MAINTAIN CONCRETE WITH MINIMAL MOISTURE LOSS AT RELATIVELY CONSTANT TEMPERATURE FOR PERIOD NECESSARY FOR HYDRATION OF CEMENT AND HARDENING OF CONCRETE FOR NOT LESS THAN 7 DAYS.
57. PROVIDE CONCRETE SURFACES TO BE LEFT EXPOSED WITH SMOOTH RUBBED FINISH.
58. INSTALL REINFORCEMENT WITHIN TOLERANCES REQUIRED BY ACI 301.
59. PERFORM FIELD INSPECTION AND TESTING IN ACCORDANCE WITH ACI 301.
60. REINFORCEMENT INSPECTION:
    - INSPECT FOR CORRECT MATERIALS, FABRICATION, SIZES, LOCATIONS, SPACING, CONCRETE COVER, AND SPLICING.
72. MODIFY OR REPLACE CONCRETE NOT CONFORMING TO REQUIRED COMPRESSIVE STRENGTH LINES, DETAILS AND ELEVATIONS, AS DIRECTED BY ARCHITECT/ENGINEER.
73. PIPE SLEEVES OVER 1-1/2 INCHES IN DIAMETER WHICH PASS THROUGH CONCRETE WALLS OR SLABS SHALL BE SCHEDULE 40 GALVANIZED STEEL PIPE. ALL OTHER SLEEVES SHALL BE 18 GAUGE SHEET METAL. SLEEVES SHALL BE ONE SIZE LARGER THAN OUTSIDE DIAMETER OF PIPE PASSING THROUGH SLEEVE. VERIFY SIZE AND NUMBER WITH MECHANICAL, ELECTRICAL, AND PLUMBING CONTRACTORS.
74. ALUMINUM CONDUIT IS NOT PERMITTED TO BE EMBEDDED IN CONCRETE.
75. PROVIDE 2" CLEAR COVER TO REINFORCING UNLESS NOTED OTHERWISE.

2

PROJECT NO:1674-00-84	HWY: SALT STORAGE FACILITY	COUNTY:SAUK	DRAWING NAME: STRUCTURAL NOTES	SHEET 383 E

FILE NAME : S:\PROJECTS\K51010 KL ENGINEERING – STH 136 SAUK CO SALT SHED\CADD FILES\K51010 STRUCTURAL NOTES.DWG
LAYOUT : STRUCTURAL NOTES
PLOT DATE : 1/19/2016
PLOT TIME : 9:12:15 AM
PLOT BY : RING, ANDREA
PLOT SCALE : 1" = 1'

2

ROUGH CARPENTRY

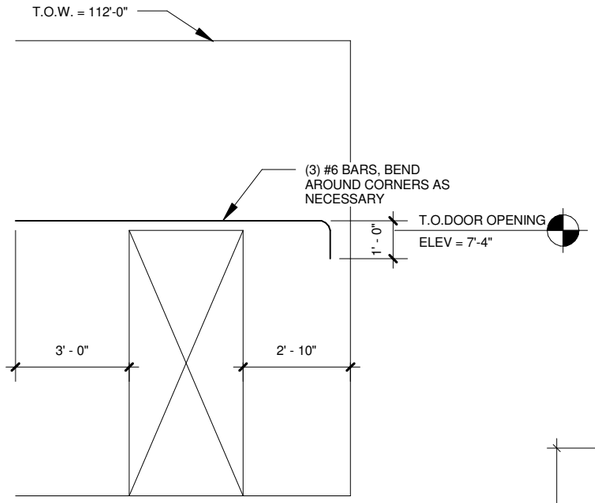
1. SECTION INCLUDES WALL, AND ROOF FRAMING; BUILT-UP STRUCTURAL MEMBERS; TRUSSES; WALL AND ROOF SHEATHING; PRESERVATIVE AND FIRE RETARDANT TREATMENT; SILL GASKETS. FLASHINGS; AND ROOF CURBS AND CANTS; BLOCKING IN WALL AND ROOF OPENINGS; WOOD FURRING AND GROUNDS; ELECTRICAL PANEL BACK BOARDS, CONCEALED WOOD BLOCKING.
2. PERFORM WORK IN ACCORDANCE WITH THE FOLLOWING:
   - LUMBER GRADING AGENCY: CERTIFIED BY DOC PS 20.
   - WOOD STRUCTURAL PANEL GRADING AGENCY: CERTIFIED BY EWA – THE ENGINEERED WOOD ASSOCIATION.
   - LUMBER: DOC PS 20.
   - WOOD STRUCTURAL PANELS: DOC PS 1 OR DOC PS 2.
3. FIRE RATED CONSTRUCTION: RATING AS INDICATED ON DRAWINGS
   - TESTED RATING: DETERMINED IN ACCORDANCE WITH ASTM E119.
4. LUMBER GRADING RULES: WWPA G-5.
5. BEAM FRAMING: DFL SPECIES, #2GRADE, 19 PERCENT MAXIMUM MOISTURE CONTENT.
6. JOIST FRAMING: DFL SPECIES, #2GRADE, 19 PERCENT MAXIMUM MOISTURE CONTENT.
7. RAFTER FRAMING: DFL SPECIES, #2GRADE, 19 PERCENT MAXIMUM MOISTURE CONTENT.
8. NON-STRUCTURAL LIGHT FRAMING: SPF SPECIES, CONSTRUCTION GRADE, 19 PERCENT MAXIMUM MOISTURE CONTENT.
9. STUDDING: DFL SPECIES, #2 GRADE, 19 PERCENT MAXIMUM MOISTURE CONTENT.
10. SILL PLATE: PRESSURE TREATED.
11. PLYWOOD ROOF SHEATHING: RATED SHEATHING SPAN RATING AS REQUIRED FOR SPAN CONDITIONS; EXPOSURE DURABILITY 1.
12. PLYWOOD WALL SHEATHING: RATED SHEATHING, SPAN RATING AS REQUIRED FOR SPAN CONDITIONS; EXPOSURE DURABILITY 1.
13. TELEPHONE AND ELECTRICAL PANEL BOARDS: PLYWOOD.
14. PLYWOOD UNDERLAYMENT: RATED SHEATHING, SPAN RATING AS REQUIRED BY SPAN CONDITIONS; EXPOSURE DURABILITY 1.
15. SHEATHING: 3/4 INCH THICK, 48 X 96 INCH SIZED SHEETS, SQUARE EDGES.
16. ABOVE GRADE WALL SHEATHING: 1/2 INCH THICK, 48 X 96 INCH SIZED SHEETS, SQUARE EDGES.
17. FIREBLOCKING: SOLID LUMBER, STRUCTURAL WOOD PANEL, OR PARTICLEBOARD.
    - SOLID LUMBER NOMINAL 2 INCHES THICK.
    - TWO LAYERS OF SOLID LUMBER NOMINAL 1 INCH THICK WITH BROKEN LAPPED JOINTS.
    - STRUCTURAL WOOD PANEL 23/32 INCH THICK WITH JOINTS BACKED BY STRUCTURAL WOOD PANEL.
    - PARTICLEBOARD 3/4 INCH THICK WITH JOINTS BACKED BY PARTICLEBOARD.
18. DRAFTSTOPPING: MINIMUM 1/2 INCH THICK GYPSUM BOARD, 3/8 INCH THICK WOOD STRUCTURAL PANEL OR 3/8 INCH THICH PARTICLEBOARD.
19. FASTENERS AND ANCHORS:
20. FASTENERS: HOT DIPPED GALVANIZED STEEL FOR HIGH HUMIDITY AND TREATED WOOD LOCATIONS.
21. DIE STAMPED CONNECTORS: STAINLESS STEEL, W/ PAINTED BITUMINOUS COATING
22. SILL GASKET ON TOP OF FOUNDATION WALL: PLATE WIDTH, CLOSED CELL FOAM STRIP.
23. SILL FLASHING (UNDER SILL GASKET): GALVANIZED STEEL.
24. BUILDING PAPER: ASTM D226, TYPE II, NO. 30, UNPERFORATED ASPHALT FELT.
25. WOOD PRESERVATIVE (PRESSURE TREATMENT): AWPA TREATMENT C1 USING WATER BORNE PRESERVATIVE WITH 0.25 PCF RETENTION.
26. MOISTURE CONTENT AFTER TREATMENT: KILN DRIED (KDAT).
    - LUMBER: MAXIMUM 19 PERCENT.
    - STRUCTURAL PANELS: MAXIMUM 15 PERCENT.
27. SET STRUCTURAL MEMBERS LEVEL AND PLUMB, IN CORRECT POSITION.
28. FASTEN FRAMING IN ACCORDANCE WITH APPLICABLE CODE.
29. PLACE HORIZONTAL MEMBERS CROWN SIDE UP.
30. PLACE FULL WIDTH CONTINUOUS SILL FLASHING ON FOUNDATIONS.
31. PLACE SILL GASKET DIRECTLY ON SILL FLASHING.
32. BRIDGE JOISTS IN EXCESS OF 8 FEET SPAN AT MID-SPAN OF MEMBERS. FIT BRIDGING AT ENDS OF MEMBERS.
33. CURB ROOF OPENINGS EXCEPT WHERE CURBS ARE PROVIDED. CONSTRUCT CURB MEMBERS OF SINGLE PIECES FOR EACH SIDE.
34. FASTEN SHEATHING IN ACCORDANCE WITH APPLICABLE CODE.
35. SECURE WALL SHEATHING WITH ENDS STAGGERED, OVER FIRM BEARING.
36. PLACE BUILDING PAPER OVER WALL SHEATHING, WEATHER LAP JOINTS AND END LAPS, STAPLE IN PLACE. COORDINATE FLASHING INSTALLATION TO ENSURE CONTINUOUS WATER RESISTANT BARRIER.
37. USE SHEATHING CLIPS BETWEEN SHEETS BETWEEN ROOF FRAMING MEMBERS.
38. INSTALL TELEPHONE AND ELECTRICAL PANEL BACK BOARDS WITH PLYWOOD SHEATHING MATERIAL WHERE REQUIRED. SIZE BACK BOARD BY 12 INCHES BEYOND SIZE OF ELECTRICAL PANEL.
39. INSTALL FIREBLOCKING TO CUT OFF CONCEALED DRAFT OPENINGS.
    - CONCEALED FRAMED WALL AND FURRED SPACES: INSTALL FIREBLOCKING VERTICALLY AT FLOOR AND CEILING LEVELS AND HORIZONTALLY AT MAXIMUM 10 FEET ON CENTER.
    - CONNECTIONS BETWEEN HORIZONTAL AND VERTICAL SPACES: INSTALL FIREBLOCKING BETWEEN VERTICAL WALLS AND PARTITIONS AND THE FOLLOWING:
    - HORIZONTAL FLOOR AND ROOF FRAMING.
    - SOFFITS, DROPPED CEILINGS, COVE CEILINGS AND OTHER HORIZONTAL CONCEALED SPACES.
    - STAIRS: INSTALL FIREBLOCKING BETWEEN STAIR STRINGERS AT TOP AND BOTTOM OF EACH RUN.
    - EXTERIOR COMBUSTIBLE ARCHITECTURAL TRIM: INSTALL FIREBLOCKING AT MAXIMUM 20 FEET ON CENTER.
40. INSTALL DRAFTSTOPPING IN FLOORS AND AT LOCATIONS INDICATED ON DRAWINGS.
    - FLOORS: IN LOCATIONS TO LIMIT EACH AREA TO 1000 SF.
    - ATTICS: IN LOCATIONS TO LIMIT EACH AREA TO 3000 SF.
41. TREAT SITE-SAWN CUTS. BRUSH APPLY TWO COATS OF PRESERVATIVE TREATMENT ON UNTREATED WOOD IN CONTACT WITH CEMENTITIOUS MATERIALS ROOFING AND RELATED METAL FLASHINGS. ALLOW PRESERVATIVE TO CURE PRIOR TO ERECTING MEMBERS.

SHOP-FABRICATED WOOD TRUSSES

1. SECTION INCLUDES SHOP FABRICATED WOOD TRUSSES FOR ROOF; BRIDGING, BRACING, AND ANCHORAGE; AND PRESERVATIVE TREATMENT OF WOOD.
2. DESIGN LOADING SHALL BE ACCORDING TO APPLICABLE BUILDING CODES. SUBMITTALS:
   - SHOP DRAWINGS: INDICATE SIZES AND SPACING OF TRUSSES AND ASSOCIATED COMPONENTS, WEB AND CHORD SIZES, PLATE SIZES, FASTENER DESCRIPTIONS AND SPACINGS, LOADS AND TRUSS CAMBERS, FRAMED AND OPENINGS. SUBMIT STAMPED DESIGN CALCULATIONS.
   - PRODUCT DATA: PROVIDE TRUSS CONFIGURATIONS, BEARING AND ANCHOR DETAILS, BRIDGING AND BRACING.
3. PERFORM WORK IN ACCORDANCE WITH THE FOLLOWING:
   - LUMBER GRADING AGENCY: CERTIFIED BY DOC PS 20.
   - WOOD STRUCTURAL PANEL GRADING AGENCY: CERTIFIED BY EWA – THE ENGINEERED WOOD ASSOCIATION.
   - LUMBER: DOC PS 20.
   - WOOD STRUCTURAL PANELS: DOC PS 1 OR DOC PS 2.
   - TRUSS DESIGN, FABRICATION, AND INSTALLATION: IN ACCORDANCE WITH TPI 1.
8. FIRE RATED CONSTRUCTION: RATING AS INDICATED ON DRAWINGS.
   - TESTED RATING: DETERMINED IN ACCORDANCE WITH ASTM E119.
9. MANUFACTURER: COMPANY SPECIALIZING IN MANUFACTURING SHOP FABRICATED WOOD TRUSSES WITH MINIMUM THREE YEARS EXPERIENCE.
10. DESIGN TRUSSES UNDER DIRECT SUPERVISION OF PROFESSIONAL ENGINEER EXPERIENCED IN DESIGN OF THIS WORK AND LICENSED AT PROJECT LOCATION. SUBMIT STAMPED CALCULATIONS AND LAYOUT DRAWINGS FOR SUBMISSION TO THE STATE OF WISCONSIN
11. LUMBER GRADING RULES: WWPA G-5.
12. WOOD MEMBERS: SINGLE TOP AND BOTTOM CHORD, DFL SPECIES #2 GRADE OR BETTER. 19 PERCENT MAXIMUM AND 7 PERCENT MINIMUM MOISTURE CONTENT.
13. STEEL PLATE CONNECTORS SHALL BE TPI 1, SECTION 6; HOT DIP, GALVANIZED; DIE STAMPED WITH INTEGRAL TEETH W/ PAINTED BITUMINOUS COATING.
14. TRUSS BRIDGING: TYPE, SIZE AND SPACING RECOMMENDED BY TRUSS MANUFACTURER.
15. WOOD BLOCKING SHALL BE SOFTWOOD LUMBER, S/P/F SPECIES, CONSTRUCTION GRADE, 19 PERCENT MAXIMUM AND 7 PERCENT MINIMUM MOISTURE CONTENT.
16. FASTENERS AND ANCHORS:
    - FASTENERS: HOT DIPPED GALVANIZED STEEL FOR HIGH HUMIDITY AND TREATED WOOD LOCATIONS, UNFINISHED STEEL ELSEWHERE.
    - NAILS AND STAPLES: ASTM F1667.
    - ANCHORS: TOGGLE BOLT TYPE FOR ANCHORAGE TO HOLLOW MASONRY.EXPANSION SHIELD AND LAG BOLT TYPE FOR ANCHORAGE TO SOLID MASONRY OR CONCRETE. BOLT OR BALLISTIC FASTENER FOR ANCHORAGES TO STEEL.
17. FABRICATE TRUSSES TO ACHIEVE STRUCTURAL REQUIREMENTS SPECIFIED.
18. FURNISH BOTTOM AND TOP CHORD EXTENSIONS AS INDICATED ON DRAWINGS.
19. FABRICATE TO ACHIEVE MINIMUM END BEARING OF:
    - 3 1/2 INCHES ON STEEL.
    - 3 1/2 INCHES ON MASONRY.
    - 5 1/2 INCHES ON WOOD.
20. FRAME SPECIAL SIZED OPENINGS IN WEB FRAMING AS REQUIRED BY MECHANICAL SYSTEMS.
21. VERIFY SUPPORTS AND OPENINGS ARE READY TO RECEIVE TRUSSES.
22. COORDINATE PLACEMENT OF BEARING SUPPORT ITEMS.
23. SET MEMBERS LEVEL AND PLUMB, IN CORRECT POSITION.
24. MAKE PROVISIONS FOR ERECTION LOADS, AND FOR SUFFICIENT TEMPORARY BRACING TO MAINTAIN STRUCTURE PLUMB, AND IN INDICATED ALIGNMENT UNTIL COMPLETION OF ERECTION AND INSTALLATION OF PERMANENT BRACING.
25. DO NOT FIELD CUT OR ALTER STRUCTURAL MEMBERS WITHOUT APPROVAL OF ARCHITECT/ENGINEER.
26. PLACE HEADERS AND SUPPORTS TO FRAME OPENINGS.
27. COORDINATE PLACEMENT OF DECKING SHEATHING WITH WORK OF THIS SECTION.
28. AFTER ERECTION, TOUCH-UP DAMAGED SURFACES WITH PRIMER CONSISTENT WITH SHOP COAT.
29. BRUSH APPLY TWO COATS OF PRESERVATIVE TREATMENT ON WOOD IN CONTACT WITH CEMENTITIOUS MATERIALS AND ROOFING AND RELATED METAL FLASHINGS. TREAT SITE-SAWN CUTS.
30. ALLOW PRESERVATIVE TO DRY PRIOR TO ERECTING MEMBERS.

2

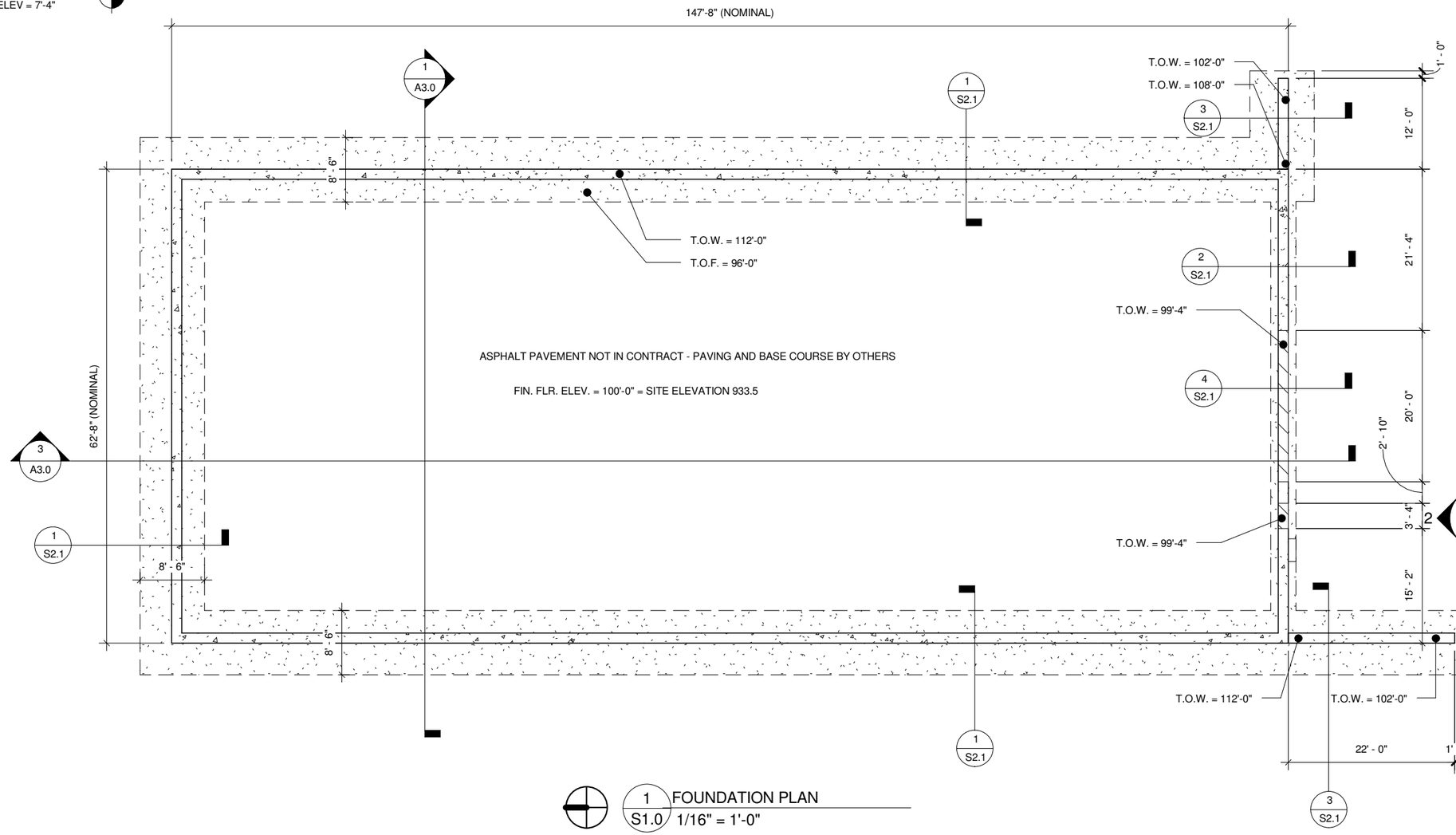
PROJECT NO:1674-00-84	HWY: SALT STORAGE FACILITY	COUNTY: SAUK	DRAWING NAME: STRUCTURAL NOTES	SHEET 384 E



2 S1.0 DOOR HEADER DETAIL
NOT TO SCALE

NOTE:
ALL STEEL REINF. SHALL BE EPOXY COATED.

FOUNDATION CONTRACTOR TO COORDINATE EXACT CONCRETE DIMENSIONS WITH WOOD ROOF STRUCTURE SUPPLIER.



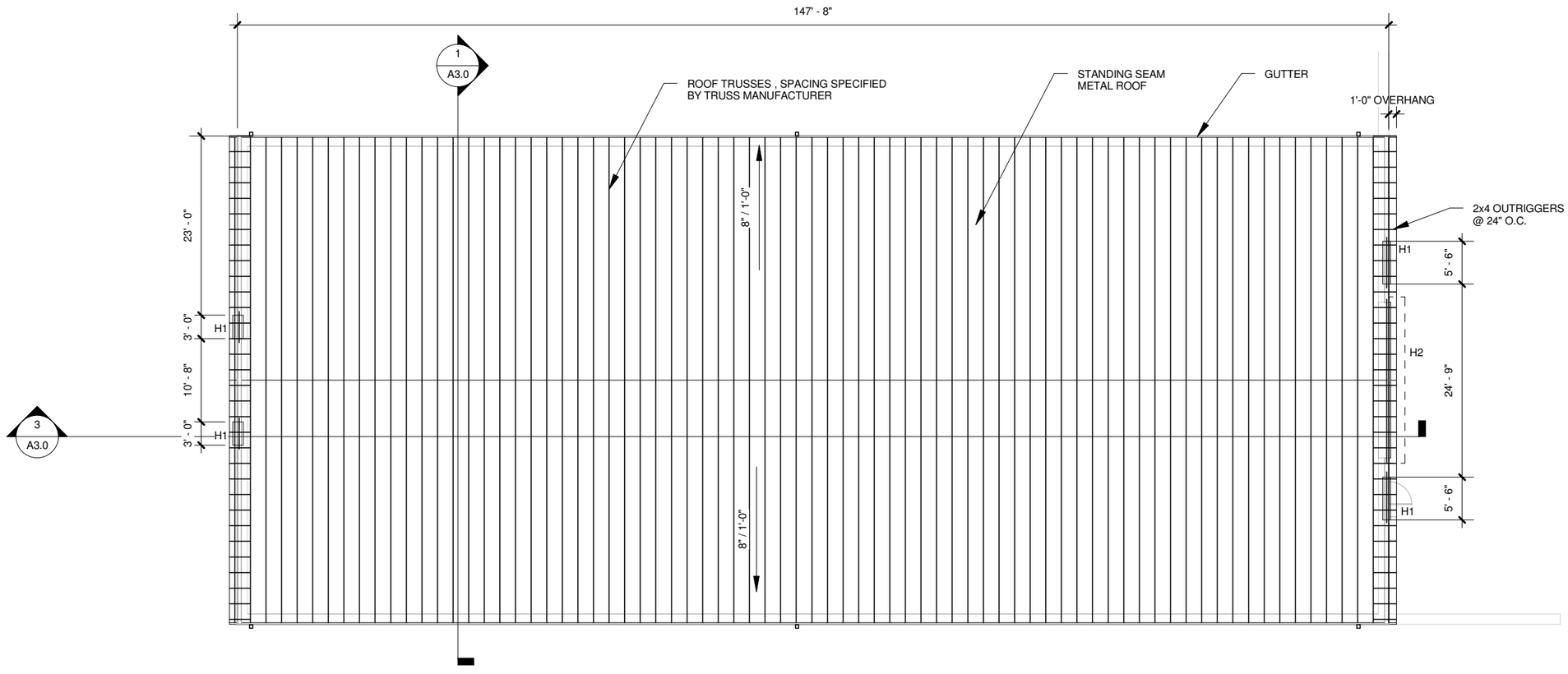
1 S1.0 FOUNDATION PLAN
1/16" = 1'-0"

HEADER SCHEDULE

H1 - (2) 2X8, DFL #2
H2 - 2 PLY 14" MICROLLAM , E=2.0 X 10^6 PSI

BALANCED ROOF SNOW LOAD = 20.2 PSF

SNOW DRIFT LOADS & SLIDING SNOW LOADS SHALL BE APPLIED IN ADDITION TO BALANCED SNOW LOADS.



1 / S1.1 ROOF FRAMING PLAN
1/16" = 1'-0"

PROJECT NO:1674-00-84	HWY: SALT STORAGE FACILITY	COUNTY:SAUK	DRAWING NAME: Roof Framing Plan	SHEET 386	E

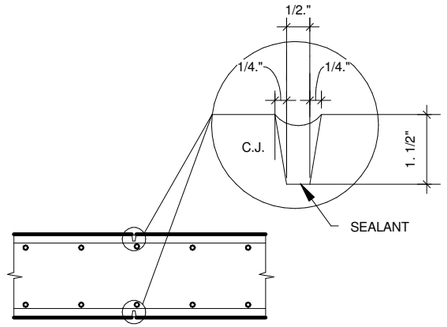
FILE NAME : S:\PROJECTS\K51010 KL ENGINEERING - STH 136 SAUK CO SALT SHED\CADD FILES\REVIT FILES\DOT TITLEBLOCK\DOT DETAIL BORDER.DWG
LAYOUT

PLOT DATE : ----
PLOT TIME : ----

PLOT BY : RING, ANDREA

PLOT SCALE : 1" = 1'

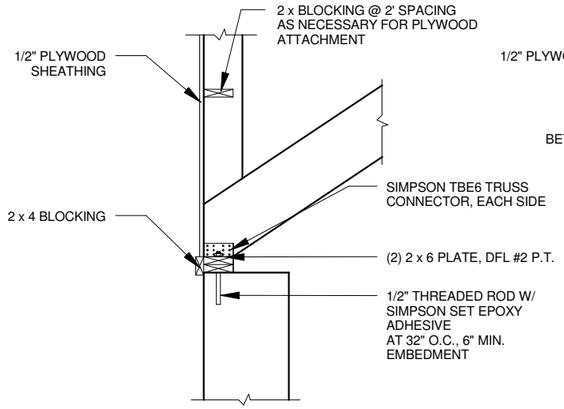
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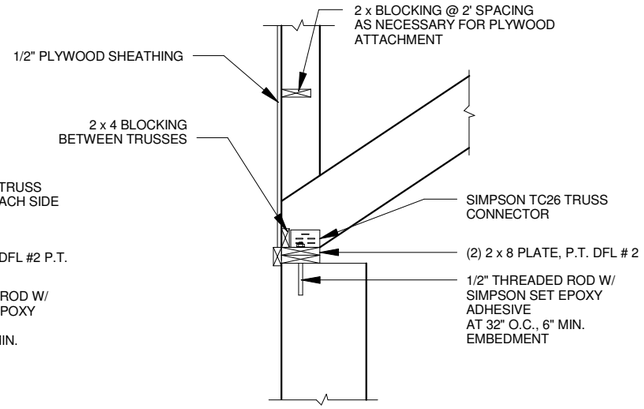


TYPICAL CONTROL JOINT

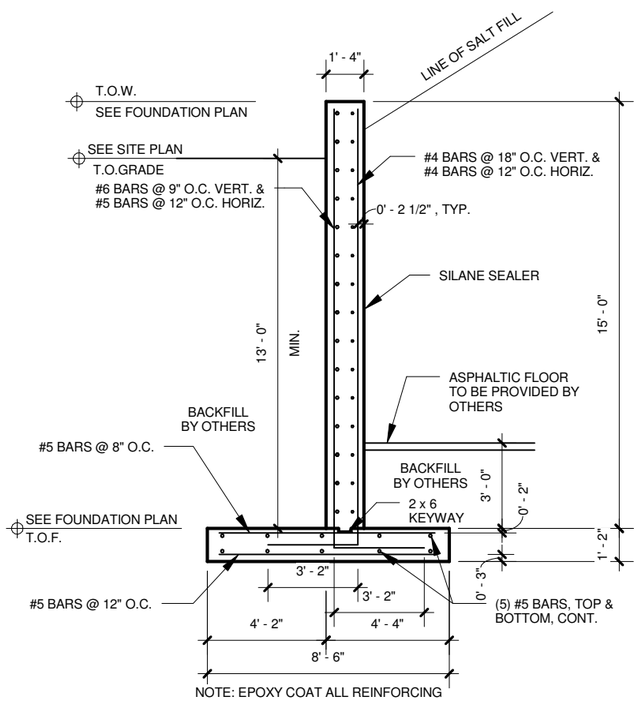
NOTES:
1. FILL JOINT WITH SEALANT.
2. OVER LONG FOUNDATION SPANS EQUALLY SPACE CONTROL JOINTS.
3. COORDINATE CONCRETE FINISH WITH ARCHITECTURAL DRAWINGS.
4. LIMIT SPACING TO 40'-0".
5. CONTROL JOINTS SHOULD COINCIDE WITH MASONRY CMU OR PRECAST. VENEER CONTROL JOINTS WHERE APPLICABLE.

5 S2.1 FOUNDATION WALL CONTROL JOINT DETAIL
N.T.S.

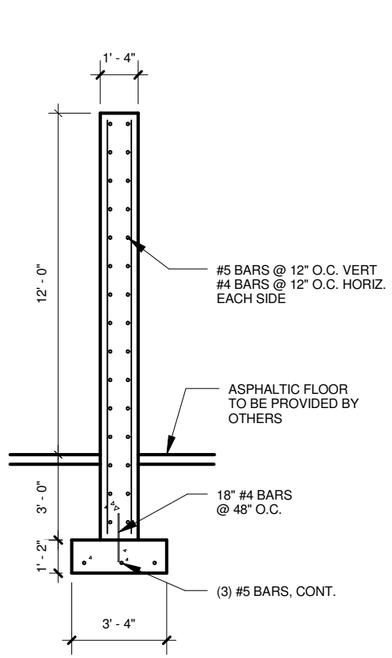




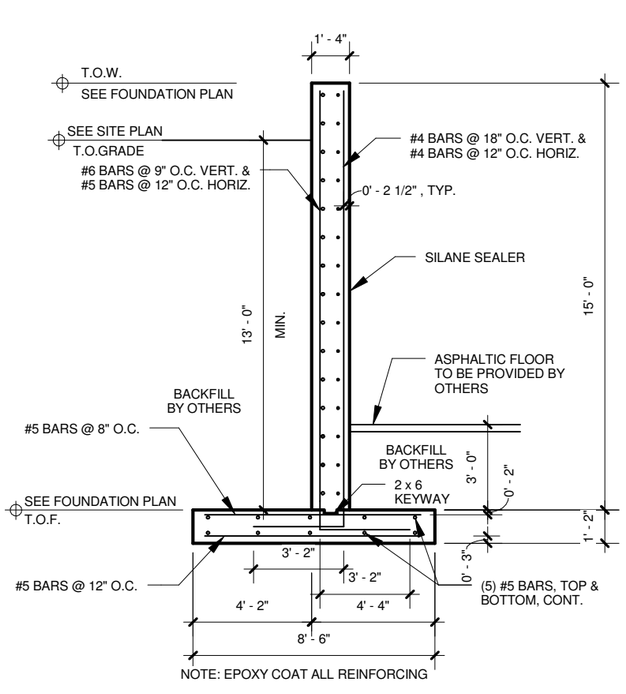
6 S2.1 TYPICAL TRUSS BEARING DETAILS
N.T.S.
VERIFY W/ TRUSS MANUFACTURER



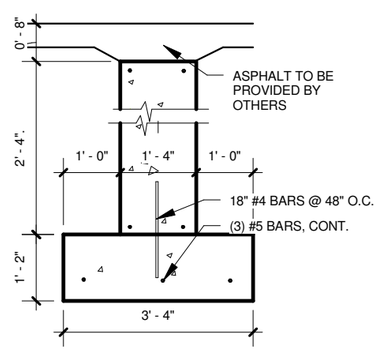
1 S2.1 RETAINING WALL SECTION 1
N.T.S.



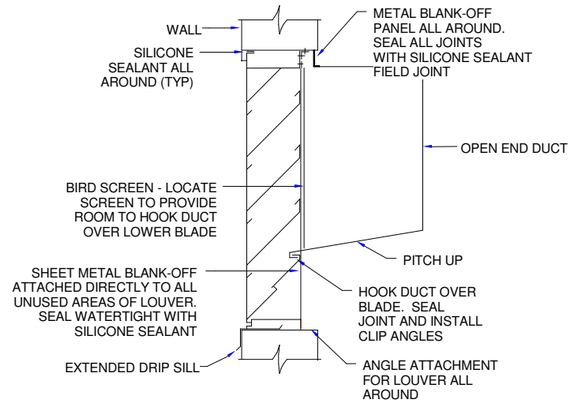
2 S2.1 RETAINING WALL W/O SALT
N.T.S.



3 S2.1 RETAINING WALL SECTION 2
N.T.S.

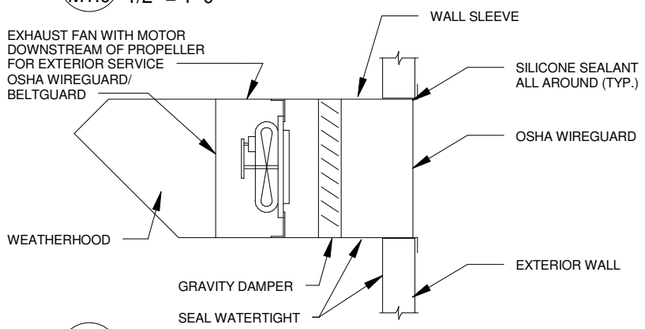


4 S2.1 CONCRETE WALL SECTION1
N.T.S.



NOTE: ALL DUCT JOINTS. CORNERS AND SEAMS SHALL BE SEALED WITH SILICONE SEALANT OR SOLDERED LEAK TIGHT.

2 / M1.0 LOUVER INSTALLATION DETAIL
1/2" = 1'-0"



3 / M1.0 WALL EXHAUST FAN
N.T.S.

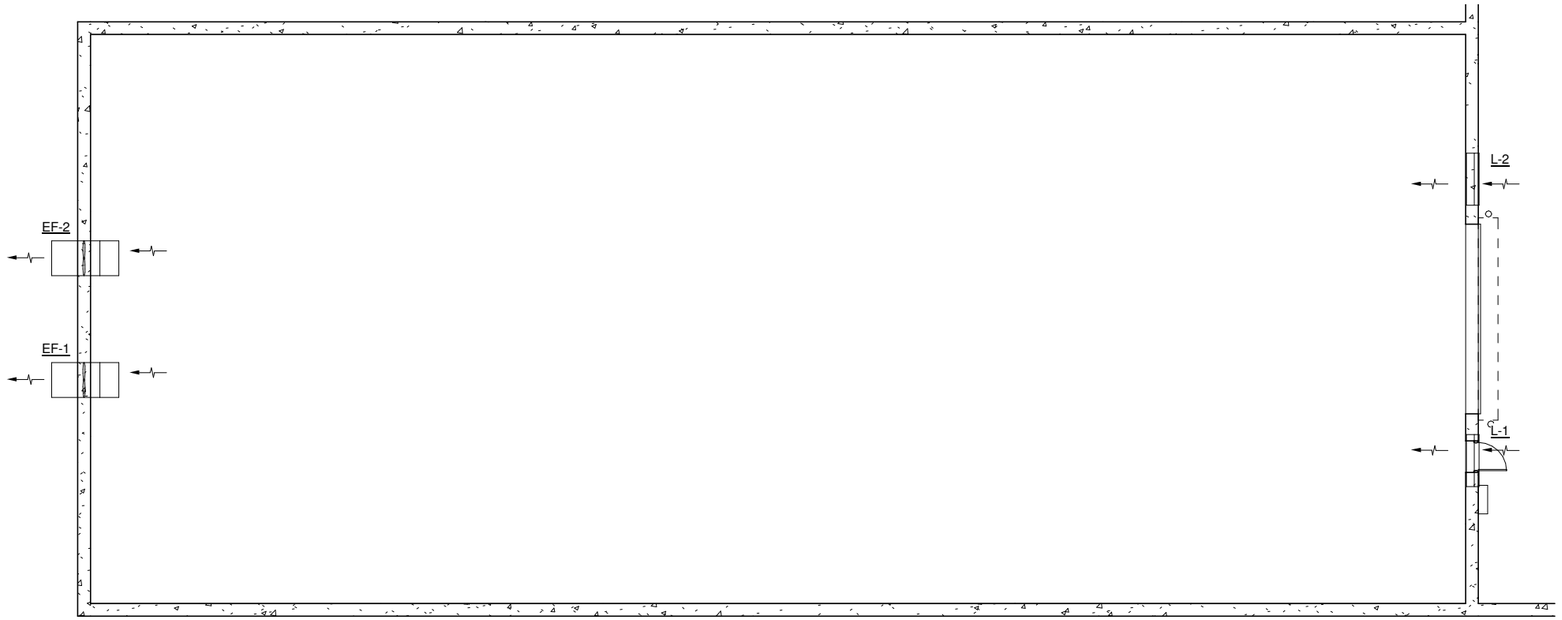
LOUVER SCHEDULE			
UNIT NO.	L-1	L-2	
MANUFACTURER	GREENHECK	GREENHECK	
MODEL NO.	ESD-635	ESD-635	
SERVICE	INTAKE	INTAKE	
AIRFLOW (CFM)	7,000	7,000	
SIZE WxH (IN)	66 x 44	66 x 44	
FREE AREA (FT²)	10.2	10.2	
FREE AREA VEL. (FPM)	725	725	
STATIC PRESSURE (IN W.C.)	-	-	
REMARKS	⟨1⟩⟨2⟩	⟨1⟩⟨2⟩	

KEYED NOTES:

⟨1⟩ ALUMINUM LOUVER WITH CUSTOM KYNAR COATING. VERIFY COLOR WITH ARCHITECT. PROVIDE LOUVER WITH 1/2 " x 1/2" MESH ALUMINUM-BIRD SCREEN WITH 12 GAUGE ALUMINUM SILL. LOUVER TO BE MOUNTED IN WOOD WALL. VERIFY MOUNTING WITH GENERAL CONTRACTOR.

⟨2⟩ TOP OF LOUVER SHALL BE APPROXIMATELY 20' ABOVE FINISHED FLOOR.

4 / M1.0 LOUVER SCHEDULE
N.T.S.



1 / M1.0 VENTILATION PLAN
1/16" = 1'-0"

FAN SCHEDULE			
UNIT NO.		EF-1	EF-2
MANUFACTURER		GREENHECK	GREENHECK
MODEL NO.		SBCE-3H36	SBCE-3H36
SERVICE		EXHAUST	EXHAUST
FAN TYPE		PROPELLER	PROPELLER
ARRANGEMENT		-	-
DESIGN CFM		7,000	7,000
EXT. SP (IN WC)		0.25	0.25
FAN WHEEL TYPE		PROPELLER	PROPELLER
FAN DIAMETER		36	36
APPROXIMATE FAN RPM		670	670
BHP		0.57	0.57
MOTOR HP		1.0	1.0
VOLTS/PHASE		240/1	240/1
DRIVE		BELT	BELT
TWO SPEED		NO	NO
VFD		NO	NO
MAX. SONES		18.0	18.0
MAX. FAN INLET AIR SOUND DATA SOUND POWER BY OCTAVE BAND (dB)	1	-	-
	2	-	-
	3	-	-
	4	-	-
	5	-	-
	6	-	-
	7	-	-
	8	-	-
REMARKS		⟨1⟩⟨2⟩⟨3⟩	⟨1⟩⟨2⟩⟨3⟩

KEYED NOTES:

⟨1⟩ EXHAUST FAN. PROVIDE THE FOLLOWING ACCESSORIES: WALL HOUSING AND WEATHER HOOD (POLYESTER COATED), ALUMINUM OSHA WIREGUARD (BELTGUARD), ALUMINUM GRAVITY BACKDRAFT DAMPER, ALUMINUM SHEAVES, TOTALLY ENCLOSED FAN MOTOR AND NEMA TYPE 7 DISCONNECT.

TURN DISCONNECT OVER TO ELECTRICAL CONTRACTOR FOR INSTALLATION.

⟨2⟩ TOP OF FAN TO BE MOUNTED APPROXIMATELY 27'-0" ABOVE FINISHED FLOOR.

⟨3⟩ FANS TO BE OPERATED IN PARALLEL VIA ELECTRICAL CONTRACTOR PROVIDED AND INSTALLED DISCONNECT. ELECTRICAL CONTRACTOR TO PROVIDE ALL WIRING FROM DISCONNECT STARTER TO FAN DISCONNECTS.

5 / M1.0 FAN SCHEDULE
N.T.S.

FILE NAME : S:\PROJECTS\K51010 KL ENGINEERING - STH 136 SAUK CO SALT SHED\CADD FILES\REVIT FILES\DOT LAYOUT TITLEBLOCK\DOT DETAIL BORDER.DWG
PLOT DATE : ----
PLOT TIME : ----
PLOT BY : RING, ANDREA
PLOT SCALE : 1" = 1'

LIGHTING FIXTURE SCHEDULE

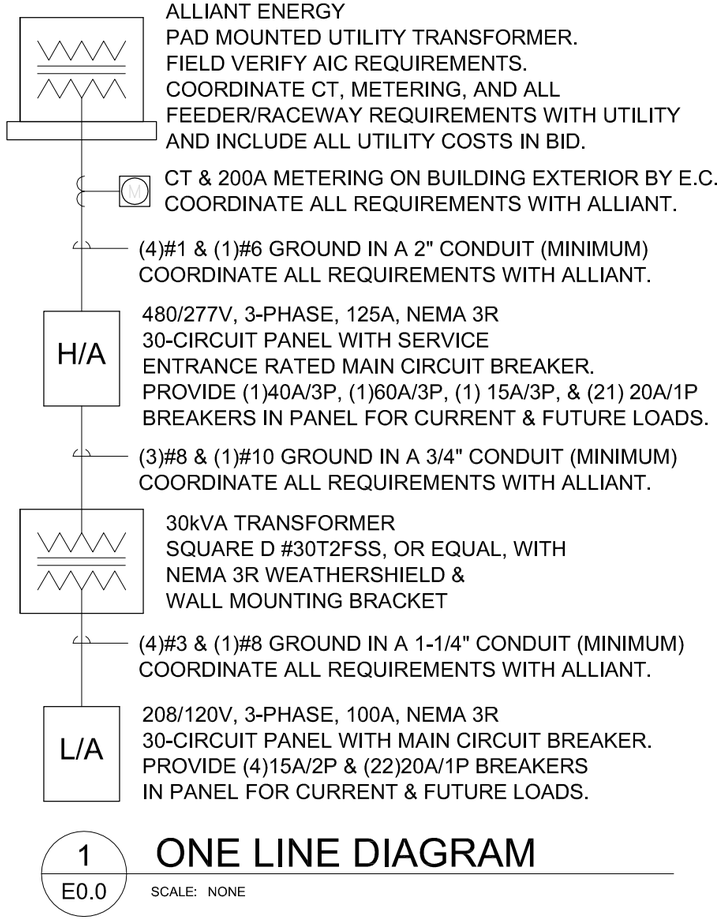
NOTE: ACCEPTABLE SHALL MEET ALL REQUIREMENTS AND FEATURES INDICATED. ACCEPTABLE MANUFACTURERS MUST MEET THE PHOTOMETRIC PERFORMANCE OF THE LISTED UNIT.

ABBREVIATIONS:
DW = DRYWALL
ES = EXPOSED STRUCTURE
LG = LAY-IN GRID
P = PENDANT
PL = PLASTER
R = RECESS
S = SURFACE
W = WALL MOUNTED
V = VARIES

DES.	LAMP DATA		DESCRIPTION	LIGHTING FIXTURE		VOLT	MOUNT & MTG. HEIGHT	CEILING TYPE	FIXTURE DEPTH	NOTES	ACCEPTABLE MANUFACTURERS
	NO.	TYPE		MANUFACTURER	CATALOG NUMBER						
8K	-	LED W/FIXTURE	HIGH BAY	KENALL	EPLB-22-E-HL-PPA-MW-204L-40K8-DCC-120-SCH	120	S (TIGHT TO CLG.)	ES	24"	1	DAY-BRITE, FAIL-SAFE
2S	-	LED W/FIXTURE	EXTERIOR WALL SCONCE	GARDCO	121-EP2-4-35LA-2-3235-NW-120-BLP-PCB	120	W (30'-0"AFF)	-	11"	-	LITHONIA, MCGRAW-EDISON
7X	-	LED W/FIXTURE	EXIT/EGRESS	EMERGI-LITE	WW-SVX24N-1-R-D-4X-2-MK-CW4	120	W (7'-6"AFF)	-	5"	-	KENALL, FAIL-SAFE
EM	-	LED W/FIXTURE	EXTERIOR EGRESS	LITHONIA	AFN-B-EXT-FWD	120	W (7'-6"AFF)	-	3"	-	ISOLITE, CHLORIDE

LIGHTING FIXTURE SCHEDULE NOTES:

1. PROVIDE RECEPTACLE ON CEILING OF FACILITY FOR CORDED FIXTURE.



1 / E0.0 ONE LINE DIAGRAM

SCALE: NONE

SYMBOLS LIST:

MOUNTING HEIGHTS FOR DEVICES AND EQUIPMENT TO BE MEASURED FROM FINISHED FLOOR TO CENTERLINE OF DEVICE.

LIGHTING:

LIGHTING FIXTURE - CEILING SURFACE

A - # — FIXTURE DESIGNATION (SEE SCHEDULE THIS SHEET); CIRCUIT NUMBER

LIGHTING FIXTURE - WALL SURFACE

SHADING INDICATES FIXTURE WIRED TO EMERGENCY OR NIGHT LIGHTING CIRCUIT.

a — SINGLE POLE SWITCH - TOGGLE TYPE - MOUNT AT 44" AFF, UNLESS NOTED OTHERWISE; SWITCH DESIGNATION

POWER:

3 WP — GROUND FAULT INTERRUPTING DUPLEX RECEPTACLE - MOUNTED AT 48" AFF UNLESS NOTED OTHERWISE.
WEATHER PROOF
CIRCUIT NUMBER

MOTOR CONNECTION - SEE KEYED NOTE

EQUIPMENT CONNECTION - SEE KEYED NOTE

FUSED DISCONNECT - (3R) INDICATES NEMA 3R WEATHERPROOF

OVERHEAD DOOR CONTROLLER

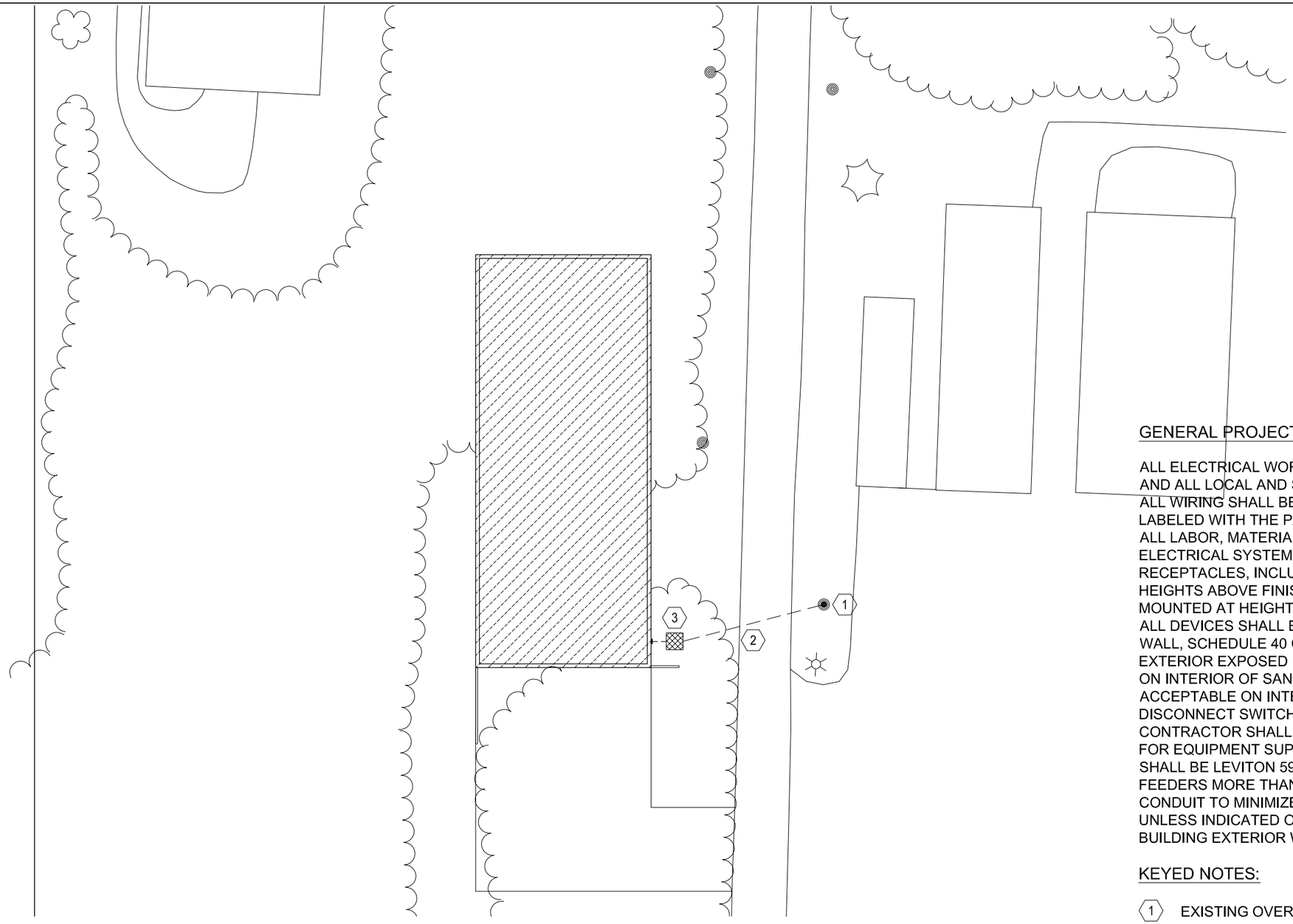
TRANSFORMER (3R)

GENERAL:

ELECTRICAL PANEL (3R)

1 — SEE KEYED NOTE SYMBOL

2



1 / E0.1 SITE PLAN - ELECTRICAL

SCALE: 1"=40'-0"

NORTH

GENERAL PROJECT NOTES:

ALL ELECTRICAL WORK SHALL COMPLY WITH THE NATIONAL ELECTRICAL CODE AND ALL LOCAL AND STATE CODES. ALL CONDUCTORS SHALL BE COPPER AND ALL WIRING SHALL BE ROUTED IN CONDUIT. ALL ELECTRICAL BOXES SHALL BE LABELED WITH THE PANEL AND CIRCUIT NUMBER. WORK PERFORMED INCLUDES ALL LABOR, MATERIALS, AND EQUIPMENT REQUIRED TO INSTALL A COMPLETE ELECTRICAL SYSTEM AS INDICATED ON THESE DRAWINGS. ALL POWER RECEPTACLES, INCLUDING DUPLEX RECEPTACLES, SHALL BE MOUNTED AT HEIGHTS ABOVE FINISHED FLOOR AS INDICATED. ALL LIGHT SWITCHES SHALL BE MOUNTED AT HEIGHTS ABOVE FINISHED FLOOR AS INDICATED ON SYMBOLS LIST. ALL DEVICES SHALL BE RATED FOR APPROPRIATE ENVIRONMENT. GRC, HEAVY WALL, SCHEDULE 40 CONDUIT SHALL BE USED ON ALL UNDERGROUND AND EXTERIOR EXPOSED RACEWAYS. IMC OR EMT CONDUIT SHALL BE ACCEPTABLE ON INTERIOR OF SAND STORAGE FACILITY. SCHEDULE 80 PVC CONDUIT SHALL BE ACCEPTABLE ON INTERIOR OF SALT STORAGE FACILITY. PROVIDE FUSED DISCONNECT SWITCHES FOR ALL MOTORS, UNLESS NOTED OTHERWISE. CONTRACTOR SHALL VERIFY ALL EQUIPMENT SIZES AND POWER REQUIREMENTS FOR EQUIPMENT SUPPLIED BY OTHERS. WEATHERPROOF RECEPTACLE COVERS SHALL BE LEVITON 5997-DGY OR APPROVED EQUAL. ANY 20-AMP, 1-PHASE FEEDERS MORE THAN 100 FEET IN LENGTH SHALL BE FED WITH (3)#10 IN A 3/4" CONDUIT TO MINIMIZE VOLTAGE DROP. ALL CIRCUITS FED FROM NEW PANEL "LA" UNLESS INDICATED OTHERWISE. ALL WIRING/CONDUIT SHALL BE INSTALLED ON BUILDING EXTERIOR WHEREVER POSSIBLE.

KEYED NOTES:

1. EXISTING OVERHEAD SERVICE LATERAL BY ALLIANT ENERGY.
2. NEW UNDERGROUND SERVICE LATERAL TO BE PROVIDED BY ALLIANT ENERGY. COORDINATE ALL REQUIREMENTS WITH ALLIANT ENERGY, PRIOR TO BID, AND INCLUDE ALL COSTS IN BID.
3. NEW PAD MOUNTED UTILITY TRANSFORMER BY ALLIANT ENERGY.

PROJECT NO:1674-00-84	HWY: SALT STORAGE FACILITY	COUNTY:SAUK	DRAWING NAME: SITE PLAN - ELECTRICAL	SHEET E

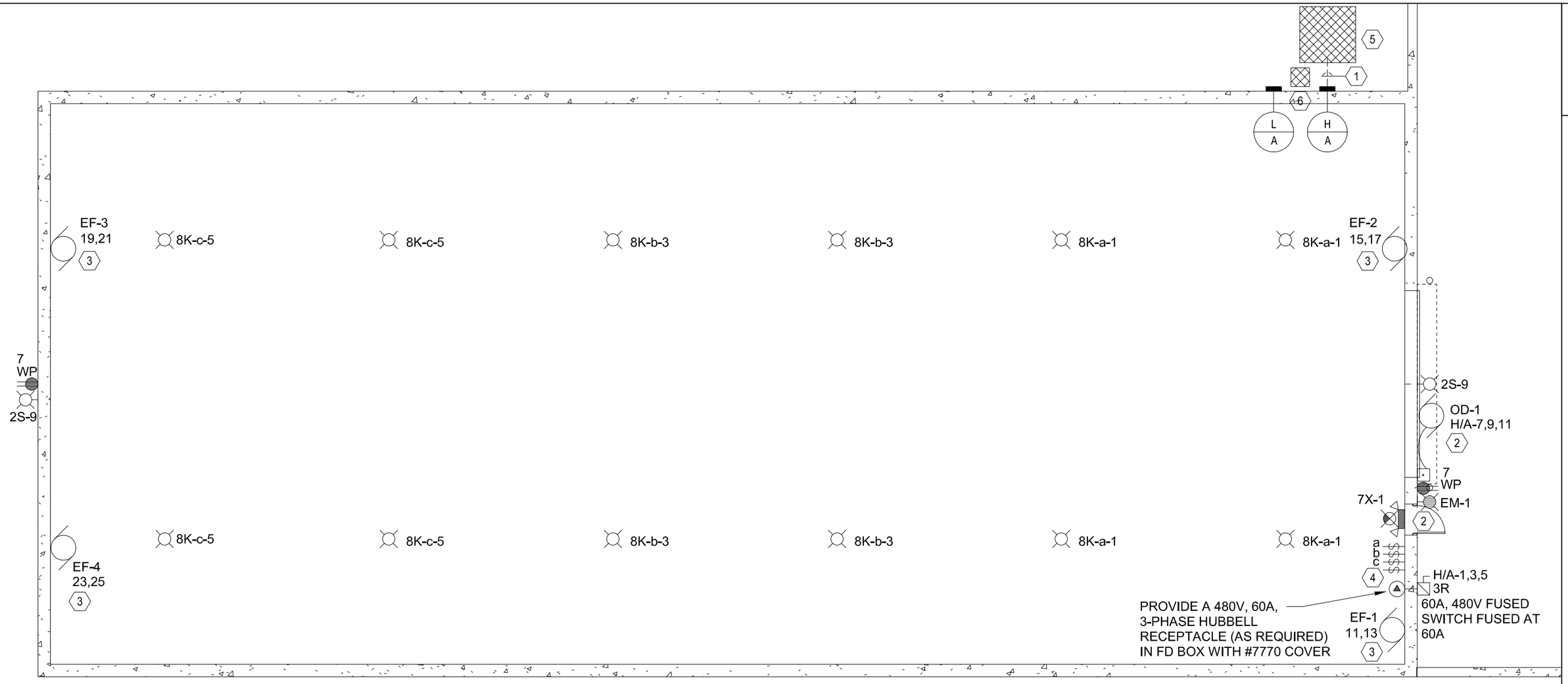
FILE NAME : ----
LAYOUT

PLOT DATE : ----
PLOT TIME : ----

PLOT BY : ----

PLOT SCALE : ----

2



1
E1.0

FLOOR PLAN - ELECTRICAL

SCALE: 3/32"=1'-0"

NORTH

KEYED NOTES:

1. NEW UNDERGROUND SERVICE LATERAL TO BE PROVIDED BY ALLIANT ENERGY. COORDINATE ALL REQUIREMENTS WITH ALLIANT ENERGY, PRIOR TO BID, AND INCLUDE ALL COSTS IN BID.
2. PROVIDE A 480V, 15A/3P CONNECTION TO OVERHEAD DOOR OPERATOR.
3. PROVIDE A 208V, 15A/2P CONNECTION TO EXHAUST FAN. PROVIDE NEMA 3R DISCONNECT AT UNIT ON BUILDING EXTERIOR.
4. PROVIDE MOTOR RATED SWITCH FOR OPERATION OF EXHAUST FANS EF-1, EF-2, EF-3, & EF-4. FANS SHALL OPERATE IN PARALLEL. PROVIDE CONTACTORS ON BUILDING EXTERIOR, IN A NEMA 3R ENCLOSURE, AS REQUIRED.
5. ALLIANT ENERGY PAD MOUNTED UTILITY TRANSFORMER. FIELD VERIFY AIC REQUIREMENTS. COORDINATE CT, METERING, AND ALL FEEDER/RACEWAY REQUIREMENTS WITH UTILITY AND INCLUDE ALL UTILITY COSTS IN BID.
6. 30kVA TRANSFORMER WALL MOUNTED ABOVE PANELS.

DATE 16MAY16 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	1674-00-81 QUANTITY	1674-00-84 QUANTITY
0010	201.0105	Clearing	STA	138.000	138.000	
0020	201.0205	Grubbing	STA	138.000	138.000	
0030	203.0100	Removing Small Pipe Culverts	EACH	26.000	26.000	
0040	203.0200	Removing Old Structure (station) 001. 526+60 EB	LS	1.000	1.000	
0050	203.0200	Removing Old Structure (station) 002. 561+61 EB	LS	1.000	1.000	
0060	203.0200	Removing Old Structure (station) 003. 573+93 EB	LS	1.000	1.000	
0070	203.0200	Removing Old Structure (station) 004. 583+27 EB	LS	1.000	1.000	
0080	203.0200	Removing Old Structure (station) 005. 593+55 EB	LS	1.000	1.000	
0090	203.0200	Removing Old Structure (station) 006. 603+67 EB	LS	1.000	1.000	
0100	203.0200	Removing Old Structure (station) 007. 570+30.00	LS	1.000	1.000	
0110	203.0200	Removing Old Structure (station) 008. 603+74.00	LS	1.000	1.000	
0120	203.0210.S	Abatement of Asbestos Containing Material (structure) 001. PARCEL 50	LS	1.000	1.000	
0130	204.0100	Removing Pavement	SY	28,000.000	28,000.000	
0140	204.0110	Removing Asphaltic Surface	SY	100.000	100.000	
0150	204.0150	Removing Curb & Gutter	LF	8,650.000	8,650.000	
0160	204.0170	Removing Fence	LF	5,320.000	5,320.000	
0170	204.0185	Removing Masonry	CY	5.000	5.000	
0180	204.0195	Removing Concrete Bases	EACH	17.000	17.000	
0190	204.0220	Removing Inlets	EACH	22.000	22.000	
0200	204.0235	Removing Buildings (parcel) 001. PARCEL 50	LS	1.000	1.000	
0210	204.0240	Site Clearance (parcel) 001. PARCEL 50	LS	1.000	1.000	
0220	204.0245	Removing Storm Sewer (size) 001. 12-INCH	LF	400.000	400.000	
0230	204.0245	Removing Storm Sewer (size) 002. 15-INCH	LF	50.000	50.000	
0240	204.0265	Abandoning Wells	EACH	1.000	1.000	
0250	204.0270	Abandoning Culvert Pipes	EACH	3.000	3.000	
0260	204.0280	Sealing Pipes	EACH	3.000	3.000	
0270	204.9060.S	Removing (item description) 001. SIGNING COVER PLAQUE	EACH	25.000	25.000	
0280	204.9060.S	Removing (item description) 002. OVERHEAD SIGN SUPPORT	EACH	2.000	2.000	
0290	204.9060.S	Removing (item description) 003. PERMANENT TYPE III BARRICADES	EACH	8.000	8.000	
0300	204.9060.S	Removing (item description) 004. PERMANENT CRASH CUSHIONS	EACH	5.000	5.000	
0310	204.9060.S	Removing (item description) 005. REMOVING SEPTIC MOUND	EACH	1.000	1.000	
0320	204.9060.S	Removing (item description) 006. Street Lights	EACH	15.000	15.000	
0330	204.9060.S	Removing (item description) 007. Street Lighting Cabinet	EACH	1.000	1.000	
0340	204.9090.S	Removing (item description) 001. TEMPORARY CONCRETE BARRIER	LF	5,950.000	5,950.000	
0350	205.0100	Excavation Common	CY	219,663.000	219,663.000	
0360	205.0200	Excavation Rock	CY	35,924.000	35,924.000	
0370	206.2000	Excavation for Structures Culverts (structure) 001. B-56-223	LS	1.000	1.000	

3

DATE 16MAY16 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	1674-00-81 QUANTITY	1674-00-84 QUANTITY
0380	206.2000	Excavation for Structures Culverts (structure) 002. C-56-2031	LS	1.000	1.000	
0390	208.0100	Borrow	CY	72,899.000	72,899.000	
0400	210.0100	Backfill Structure	CY	2,739.000	2,739.000	
0410	211.0100	Prepare Foundation for Asphaltic Paving (project) 001. 1674-00-81	LS	1.000	1.000	
0420	213.0100	Finishing Roadway (project) 001. 1674-00-81	EACH	1.000	1.000	
0430	214.0100	Obliterating Old Road	STA	20.000	20.000	
0440	305.0110	Base Aggregate Dense 3/4-Inch	TON	10,600.000	10,600.000	
0450	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	169,500.000	169,500.000	
0460	311.0115	Breaker Run	CY	96.000	96.000	
0470	312.0110	Select Crushed Material	TON	88,000.000	88,000.000	
0480	415.0090	Concrete Pavement 9-Inch	SY	20,500.000	20,500.000	
0490	415.0100	Concrete Pavement 10-Inch	SY	180,000.000	180,000.000	
0500	415.0210	Concrete Pavement Gaps	EACH	13.000	13.000	
0510	415.0410	Concrete Pavement Approach Slab	SY	1,700.000	1,700.000	
0520	416.0170	Concrete Driveway 7-Inch	SY	50.000	50.000	
0530	416.0610	Drilled Tie Bars	EACH	825.000	825.000	
0540	416.0620	Drilled Dowel Bars	EACH	224.000	224.000	
0550	416.1010	Concrete Surface Drains	CY	90.000	90.000	
0560	416.1110	Concrete Shoulder Rumble Strips	LF	53,100.000	53,100.000	
0570	440.4410	Incentive IRI Ride	DOL	54,000.000	54,000.000	
0580	450.4000	HMA Cold Weather Paving	TON	1,438.000	1,438.000	
0590	455.0605	Tack Coat	GAL	600.000	600.000	
0600	460.2000	Incentive Density HMA Pavement	DOL	13,100.000	13,100.000	
0610	460.5224	HMA Pavement 4 LT 58-28 S	TON	21,000.000	21,000.000	
0620	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	470.000	470.000	
0630	465.0125	Asphaltic Surface Temporary	TON	3,550.000	3,550.000	
0640	465.0315	Asphaltic Flumes	SY	120.000	120.000	
0650	465.0400	Asphaltic Shoulder Rumble Strips	LF	55,700.000	55,700.000	
0660	504.0100	Concrete Masonry Culverts	CY	794.000	794.000	
0670	505.0400	Bar Steel Reinforcement HS Structures	LB	86,040.000	86,040.000	
0680	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	3,810.000	3,810.000	
0690	511.1100	Temporary Shoring	SF	280.000	280.000	
0700	511.1200	Temporary Shoring (structure) 001. B-56-223	SF	560.000	560.000	
0710	516.0500	Rubberized Membrane Waterproofing	SY	73.000	73.000	
0720	520.4018	Culvert Pipe Temporary 18-Inch	LF	52.000	52.000	
0730	520.4024	Culvert Pipe Temporary 24-Inch	LF	162.000	162.000	
0740	520.4036	Culvert Pipe Temporary 36-Inch	LF	77.000	77.000	
0750	520.4048	Culvert Pipe Temporary 48-Inch	LF	171.000	171.000	
0760	520.8000	Concrete Collars for Pipe	EACH	4.000	4.000	
0770	521.0112	Culvert Pipe Corrugated Steel 12-Inch	LF	37.000	37.000	
0780	521.0118	Culvert Pipe Corrugated Steel 18-Inch	LF	167.000	167.000	
0790	521.0124	Culvert Pipe Corrugated Steel 24-Inch	LF	216.000	216.000	
0800	521.0130	Culvert Pipe Corrugated Steel 30-Inch	LF	31.000	31.000	
0810	521.1012	Apron Endwalls for Culvert Pipe Steel 12-Inch	EACH	2.000	2.000	
0820	521.1018	Apron Endwalls for Culvert Pipe Steel 18-Inch	EACH	12.000	12.000	
0830	521.1024	Apron Endwalls for Culvert Pipe Steel 24-Inch	EACH	19.000	19.000	

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DATE 16MAY16 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	1674-00-81 QUANTITY	1674-00-84 QUANTITY
0840	521.1036	Apron Endwalls for Culvert Pipe Steel 36-Inch	EACH	2.000	2.000	
0850	522.0324	Culvert Pipe Reinforced Concrete Class IV 24-Inch	LF	582.000	582.000	
0860	522.0336	Culvert Pipe Reinforced Concrete Class IV 36-Inch	LF	229.000	229.000	
0870	522.1015	Apron Endwalls for Culvert Pipe Reinforced Concrete 15-Inch	EACH	7.000	7.000	
0880	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	19.000	19.000	
0890	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	1.000	1.000	
0900	522.1036	Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	EACH	8.000	8.000	
0910	522.1042	Apron Endwalls for Culvert Pipe Reinforced Concrete 42-Inch	EACH	4.000	4.000	
0920	523.0419	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 19x30-Inch	LF	131.000	131.000	
0930	523.0424	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 24x38-Inch	LF	175.000	175.000	
0940	523.0434	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 34x53-Inch	LF	177.000	177.000	
0950	523.0519	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 19x30-Inch	EACH	4.000	4.000	
0960	523.0524	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 24x38-Inch	EACH	2.000	2.000	
0970	523.0534	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 34x53-Inch	EACH	2.000	2.000	
0980	523.0548	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 48x76-Inch	EACH	2.000	2.000	
0990	601.0555	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type A	LF	4,100.000	4,100.000	
1000	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	450.000	450.000	
1010	603.1242	Concrete Barrier Type S42A	LF	4,900.000	4,900.000	
1020	603.8000	Concrete Barrier Temporary Precast Delivered	LF	5,355.000	5,355.000	
1030	603.8125	Concrete Barrier Temporary Precast Installed	LF	5,355.000	5,355.000	
1040	604.0500	Slope Paving Crushed Aggregate	SY	3,300.000	3,300.000	
1050	606.0200	Riprap Medium	CY	2,900.000	2,900.000	
1060	606.0300	Riprap Heavy	CY	169.000	169.000	
1070	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	359.000	359.000	
1080	608.0424	Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	LF	508.000	508.000	
1090	608.0430	Storm Sewer Pipe Reinforced Concrete Class IV 30-Inch	LF	142.000	142.000	
1100	608.0436	Storm Sewer Pipe Reinforced Concrete Class IV 36-Inch	LF	209.000	209.000	

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DATE 16MAY16 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	1674-00-81 QUANTITY	1674-00-84 QUANTITY
1110	608.0442	Storm Sewer Pipe Reinforced Concrete Class IV 42-Inch	LF	451.000	451.000	
1120	611.0430	Reconstructing Inlets	EACH	1.000	1.000	
1130	611.0530	Manhole Covers Type J	EACH	2.000	2.000	
1140	611.0610	Inlet Covers Type BW	EACH	2.000	2.000	
1150	611.0627	Inlet Covers Type HM	EACH	6.000	6.000	
1160	611.0642	Inlet Covers Type MS	EACH	23.000	23.000	
1170	611.2005	Manholes 5-FT Diameter	EACH	2.000	2.000	
1180	611.3225	Inlets 2x2.5-FT	EACH	2.000	2.000	
1190	611.3230	Inlets 2x3-FT	EACH	6.000	6.000	
1200	611.3901	Inlets Median 1 Grate	EACH	3.000	3.000	
1210	611.3902	Inlets Median 2 Grate	EACH	6.000	6.000	
1220	611.8115	Adjusting Inlet Covers	EACH	22.000	22.000	
1230	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	355.000	355.000	
1240	614.0200	Steel Thrie Beam Structure Approach	LF	248.000	248.000	
1250	614.0220	Steel Thrie Beam Bullnose Terminal	EACH	8.000	8.000	
1260	614.0230	Steel Thrie Beam	LF	813.000	813.000	
1270	614.0396	Guardrail Mow Strip Asphalt	SY	2,800.000	2,800.000	
1280	614.0905	Crash Cushions Temporary	EACH	8.000	8.000	
1290	614.2300	MGS Guardrail 3	LF	5,500.000	5,500.000	
1300	614.2500	MGS Thrie Beam Transition	LF	788.000	788.000	
1310	614.2610	MGS Guardrail Terminal EAT	EACH	18.000	18.000	
1320	614.2620	MGS Guardrail Terminal Type 2	EACH	1.000	1.000	
1330	616.0204	Fence Chain Link 4-FT	LF	410.000	410.000	
1340	616.0206	Fence Chain Link 6-FT	LF	300.000	300.000	
1350	616.0208	Fence Chain Link 8-FT	LF	1,710.000	1,710.000	
1360	616.0700.S	Fence Safety	LF	500.000	500.000	
1370	618.0100	Maintenance And Repair of Haul Roads (project) 001. 1674-00-81	EACH	1.000	1.000	
1380	619.1000	Mobilization	EACH	1.000	0.980	0.020
1390	620.0300	Concrete Median Sloped Nose	SF	70.000	70.000	
1400	624.0100	Water	MGAL	9,000.000	9,000.000	
1410	625.0500	Salvaged Topsoil	SY	337,900.000	335,100.000	2,800.000
1420	627.0200	Mulching	SY	300,300.000	300,000.000	300.000
1430	628.1104	Erosion Bales	EACH	520.000	520.000	
1440	628.1504	Silt Fence	LF	25,300.000	25,000.000	300.000
1450	628.1520	Silt Fence Maintenance	LF	45,200.000	44,300.000	900.000
1460	628.1905	Mobilizations Erosion Control	EACH	30.000	30.000	
1470	628.1910	Mobilizations Emergency Erosion Control	EACH	15.000	15.000	
1480	628.1920	Cleaning Sediment Basins	CY	300.000	300.000	
1490	628.2004	Erosion Mat Class I Type B	SY	211,200.000	208,700.000	2,500.000
1500	628.2027	Erosion Mat Class II Type C	SY	3,800.000	3,800.000	
1510	628.6510	Soil Stabilizer Type B	ACRE	30.000	30.000	
1520	628.7005	Inlet Protection Type A	EACH	16.000	16.000	
1530	628.7010	Inlet Protection Type B	EACH	10.000	10.000	
1540	628.7015	Inlet Protection Type C	EACH	6.000	6.000	
1550	628.7020	Inlet Protection Type D	EACH	4.000	4.000	
1560	628.7504	Temporary Ditch Checks	LF	3,490.000	3,400.000	90.000
1570	628.7515.S	Stone or Rock Ditch Checks	CY	810.000	800.000	10.000
1580	628.7555	Culvert Pipe Checks	EACH	153.000	150.000	3.000
1590	628.7560	Tracking Pads	EACH	13.000	12.000	1.000
1600	628.7570	Rock Bags	EACH	100.000	100.000	
1610	629.0210	Fertilizer Type B	CWT	221.000	220.000	1.000
1620	630.0130	Seeding Mixture No. 30	LB	3,400.000	3,350.000	50.000

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DATE 16MAY16 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	1674-00-81 QUANTITY	1674-00-84 QUANTITY
1630	630.0200	Seeding Temporary	LB	3,075.000	3,050.000	25.000
1640	630.0300	Seeding Borrow Pit	LB	5,500.000	5,500.000	
1650	630.0400	Seeding Nurse Crop	LB	1,100.000	1,100.000	
1660	632.0101	Trees (species) (size) (root) 001. HACKBERRY, "PRAIRIE PRIDE", B&B, 2. 5-INCH CAL.	EACH	1.000	1.000	
1670	632.0101	Trees (species) (size) (root) 002. HONEYLOCUST, THRONLESS 'IMPERIAL',B&B, 2.5-INCH CAL.	EACH	2.000	2.000	
1680	632.0101	Trees (species) (size) (root) 003. MAPLE, FREEMAN 'SIENNA GLEN', B&B, 2. 5-INCH CAL.	EACH	11.000	11.000	
1690	632.0101	Trees (species) (size) (root) 004. MAPLE, STATE STREET, B&B, 2.5-INCH CAL.	EACH	2.000	2.000	
1700	632.0101	Trees (species) (size) (root) 005. HAWTHORN, COCKSPUR THORNLESS (SHRUB FROM TREE), B&B, 6-FOOT HT.	EACH	9.000	9.000	
1710	632.0101	Trees (species) (size) (root) 006. HAWTHORN, 'WINTER KING' (SHRUB FORM TREE), B&B, 6-FOOT HT.	EACH	11.000	11.000	
1720	632.0101	Trees (species) (size) (root) 007. MUSCLEWOOD, J.N. STRAIN, B&B, 5-FOOT HT.	EACH	5.000	5.000	
1730	632.0101	Trees (species) (size) (root) 008. SERVICEBERRY, SMOOTH (SHRUB FORM TREE), B&B, 5-FOOT HT.	EACH	12.000	12.000	
1740	632.0101	Trees (species) (size) (root) 009. VIBURNUM, BLACKHAW 'FOREST ROUGE' (SHRUB FORM TREE), B&B, 6-FOOT HT.	EACH	15.000	15.000	
1750	632.0101	Trees (species) (size) (root) 010. FIR, BALSAM, B&B, 7-FOOT HT.	EACH	15.000	15.000	
1760	632.0101	Trees (species) (size) (root) 011. JUNIPER, HILL DUNDEE, B&B, 5-FOOT HT.	EACH	22.000	22.000	
1770	632.0101	Trees (species) (size) (root) 012. JUNIPER, 'MOUNTBATTEN', B&B, 5-FOOT HT.	EACH	19.000	19.000	
1780	632.0101	Trees (species) (size) (root) 013. PINE, WHITE, B&B, 7-FOOT HT.	EACH	6.000	6.000	
1790	632.0101	Trees (species) (size) (root) 014. SPRUCE, BLACK HILLS, B&B, 7-FOOT HT	EACH	40.000	40.000	
1800	632.0201	Shrubs (species) (size) (root) 001. VIBURNUM, ARROWWOOD, CONT., 3-FOOT HT. /#5	EACH	54.000	54.000	
1810	632.9101	Landscape Planting Surveillance and Care Cycles	EACH	20.000	20.000	
1820	633.0200	Delineators Flexible	EACH	300.000	300.000	
1830	633.0500	Delineator Reflectors	EACH	22.000	22.000	
1840	633.1000	Delineator Brackets	EACH	22.000	22.000	
1850	633.5200	Markers Culvert End	EACH	46.000	46.000	
1860	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	16.000	16.000	
1870	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	32.000	32.000	
1880	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	96.000	96.000	
1890	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	55.000	55.000	
1900	634.0620	Posts Wood 4x6-Inch X 20-FT	EACH	31.000	31.000	
1910	634.0622	Posts Wood 4x6-Inch X 22-FT	EACH	11.000	11.000	
1920	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	6.000	6.000	
1930	635.0200	Sign Supports Structural Steel HS	LB	19,062.000	19,062.000	
1940	636.0100	Sign Supports Concrete Masonry	CY	30.000	30.000	
1950	636.0500	Sign Supports Steel Reinforcement	LB	1,806.000	1,806.000	

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DATE 16MAY16 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	1674-00-81 QUANTITY	1674-00-84 QUANTITY
1960	637.1220	Signs Type I Reflective SH	SF	3,523.000	3,523.000	
1970	637.2210	Signs Type II Reflective H	SF	2,918.000	2,918.000	
1980	637.2220	Signs Type II Reflective SH	SF	13.500	13.500	
1990	637.2230	Signs Type II Reflective F	SF	325.000	325.000	
2000	638.2101	Moving Signs Type I	EACH	1.000	1.000	
2010	638.2102	Moving Signs Type II	EACH	1.000	1.000	
2020	638.2601	Removing Signs Type I	EACH	5.000	5.000	
2030	638.2602	Removing Signs Type II	EACH	169.000	169.000	
2040	638.3000	Removing Small Sign Supports	EACH	172.000	172.000	
2050	638.3100	Removing Structural Steel Sign Supports	EACH	4.000	4.000	
2060	642.5401	Field Office Type D	EACH	1.000	1.000	
2070	642.6001	Field Laboratory	EACH	1.000	1.000	
2080	643.0200	Traffic Control Surveillance and Maintenance (project) 001. 1674-00-81	DAY	361.000	361.000	
2090	643.0300	Traffic Control Drums	DAY	143,000.000	143,000.000	
2100	643.0420	Traffic Control Barricades Type III	DAY	8,200.000	8,200.000	
2110	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	1,000.000	1,000.000	
2120	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	1,000.000	1,000.000	
2130	643.0705	Traffic Control Warning Lights Type A	DAY	6,450.000	6,450.000	
2140	643.0715	Traffic Control Warning Lights Type C	DAY	23,100.000	23,100.000	
2150	643.0800	Traffic Control Arrow Boards	DAY	950.000	950.000	
2160	643.0900	Traffic Control Signs	DAY	5,200.000	5,200.000	
2170	643.0920	Traffic Control Covering Signs Type II	EACH	10.000	10.000	
2180	643.1050	Traffic Control Signs PCMS	DAY	300.000	300.000	
2190	645.0105	Geotextile Type C	SY	286.000	286.000	
2200	645.0111	Geotextile Type DF Schedule A	SY	90.000	90.000	
2210	645.0120	Geotextile Type HR	SY	7,994.000	7,994.000	
2220	645.0140	Geotextile Type SAS	SY	2,800.000	2,800.000	
2230	646.0106	Pavement Marking Epoxy 4-Inch	LF	154,000.000	154,000.000	
2240	646.0600	Removing Pavement Markings	LF	10,000.000	10,000.000	
2250	646.0841.S	Pavement Marking Grooved Wet Reflective Contrast Tape 4-Inch	LF	16,500.000	16,500.000	
2260	646.0843.S	Pavement Marking Grooved Wet Reflective Contrast Tape 8-Inch	LF	15,100.000	15,100.000	
2270	647.0456	Pavement Marking Curb Epoxy	LF	20.000	20.000	
2280	647.0566	Pavement Marking Stop Line Epoxy 18-Inch	LF	80.000	80.000	
2290	647.0606	Pavement Marking Island Nose Epoxy	EACH	2.000	2.000	
2300	647.0726	Pavement Marking Diagonal Epoxy 12-Inch	LF	1,900.000	1,900.000	
2310	649.0400	Temporary Pavement Marking Removable Tape 4-Inch	LF	184,000.000	184,000.000	
2320	649.0402	Temporary Pavement Marking Paint 4-Inch	LF	6,000.000	6,000.000	
2330	649.0801	Temporary Pavement Marking Removable Tape 8-Inch	LF	500.000	500.000	
2340	649.1200	Temporary Pavement Marking Stop Line Removable Tape 18-Inch	LF	150.000	150.000	
2350	650.4000	Construction Staking Storm Sewer	EACH	42.000	42.000	
2360	650.4500	Construction Staking Subgrade	LF	22,330.000	22,330.000	
2370	650.5000	Construction Staking Base	LF	5,105.000	5,105.000	
2380	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	4,550.000	4,550.000	
2390	650.6000	Construction Staking Pipe Culverts	EACH	34.000	34.000	
2400	650.6500	Construction Staking Structure Layout (structure) 001. R-56-34	LS	1.000	1.000	

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DATE 16MAY16 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	1674-00-81 QUANTITY	1674-00-84 QUANTITY
2410	650.6500	Construction Staking Structure Layout (structure) 002. B-56-223	LS	1.000	1.000	
2420	650.6500	Construction Staking Structure Layout (structure) 003. C-56-2031	LS	1.000	1.000	
2430	650.7000	Construction Staking Concrete Pavement	LF	64,100.000	64,100.000	
2440	650.7500	Construction Staking Concrete Barrier	LF	4,900.000	4,900.000	
2450	650.9910	Construction Staking Supplemental Control (project) 001. 1674-00-81	LS	1.000	1.000	
2460	650.9920	Construction Staking Slope Stakes	LF	22,330.000	22,330.000	
2470	690.0150	Sawing Asphalt	LF	4,600.000	4,600.000	
2480	690.0250	Sawing Concrete	LF	2,350.000	2,350.000	
2490	715.0415	Incentive Strength Concrete Pavement	DOL	60,150.000	60,150.000	
2500	715.0502	Incentive Strength Concrete Structures	DOL	4,764.000	4,764.000	
2510	ASP.1T0A	On-the-Job Training Apprentice at $5. 00/HR	HRS	2,100.000	2,100.000	
2520	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	6,480.000	6,480.000	
2530	SPV.0035	Special 001. TOPSOIL SPECIAL	CY	203.000	203.000	
2540	SPV.0060	Special 001. INLET COVERS TEMPORARY	EACH	4.000	4.000	
2550	SPV.0060	Special 002. INLET MEDIAN 4 GRATE MODIFIED	EACH	2.000	2.000	
2560	SPV.0085	Special 001. SEEDING MIXTURE NO. 75 MODIFIED	LB	1,100.000	1,100.000	
2570	SPV.0090	Special 001. FENCE CHAIN LINK POLYMER-COATED 4-FT	LF	335.000	335.000	
2580	SPV.0090	Special 002. LANDSCAPE EDGING	LF	340.000	340.000	
2590	SPV.0090	Special 003. CULVERT PIPE HORIZONTAL ELLIPTICAL CLASS HE IV 48X76-INCH	LF	145.000	145.000	
2600	SPV.0105	Special 001. CONCRETE PAVEMENT JOINT LAYOUT	LS	1.000	1.000	
2610	SPV.0105	Special 002. SAUK COUNTY SALT STORAGE FACILITY	LS	1.000		1.000
2620	SPV.0165	Special 001. WALL MODULAR BLOCK MECHANICALLY STABILIZED EARTH LRFD/QMP	SF	2,440.000	2,440.000	
2630	SPV.0195	Special 001. COARSE AGGREGATE SPECIAL	TON	17.000	17.000	

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CLEARING AND GRUBBING

CATEGORY	LOCATION	STATION - STATION	201.0105 CLEARING (STA)	201.0205 GRUBBING (STA)
0010	USH 12 EB	518+72 EB - 522+99 EB	4	4
		523+02 EB - 527+53 EB	5	5
		528+47 EB - 529+27 EB	1	1
		530+71 EB - 537+00 EB	6	6
		546+95 EB - 547+61 EB	1	1
		548+76 EB - 550+38 EB	2	2
		551+26 EB - 559+19 EB	8	8
		554+03 EB - 554+92 EB	1	1
		572+98 EB - 581+49 EB	9	9
		584+62 EB - 586+14 EB	2	2
		587+30 EB - 601+11 EB	14	14
	USH 12 WB	518+60 WB - 521+78 WB	3	3
		522+01 WB - 522+99 WB	1	1
		526+28 WB - 527+83 WB	2	2
		528+61 WB - 529+25 WB	1	1
		529+81 WB - 536+71 WB	7	7
		537+73 WB - 538+49 WB	1	1
		548+86 WB - 550+55 WB	2	2
		550+89 WB - 560+92 WB	10	10
		562+37 WB - 563+12 WB	1	1
		566+34 WB - 567+49 WB	1	1
		568+14 WB - 571+56 WB	3	3
		572+43 WB - 574+85 WB	2	2
		577+09 WB - 577+66 WB	1	1
		581+28 WB - 583+00 WB	2	2
		583+26 WB - 584+22 WB	1	1
		584+98 WB - 588+42 WB	3	3
		589+27 WB - 590+32 WB	1	1
		590+81 WB - 591+89 WB	1	1
		592+14 WB - 605+71 WB	14	14
	WENZEL DRIVEWAY	21+89 WD - 27+22 WD	5	5
		29+10 WD + 30+03 WD	1	1
	GREEN VALLEY DRIVEWAY	30+00 GD - 35+91 GD	6	6
		36+64 GD - 37+32 GD	1	1
	OAK COURT	10+28 LF - 11+49 LF	1	1
		11+97 LF - 12+67 LF	1	1
		15+10 LF - 17+28 LF	2	2
		20+53 LF - 21+13 LF	1	1
		24+61 LF - 23+84 LF	1	1
	LEHMAN ROAD	491+00 LR - 491+57 LR	1	1
		496+58 LR - 498+07 LR	1	1
	SKI HI ROAD	600+82 SH - 605+74 SH	5	5
		606+71 SH - 609+19 SH	2	2
PROJECT 1674-00-81 TOTAL			138	138

REMOVING CULVERTS

CATEGORY	LOCATION	STATION	OFFSET	203.0100 SMALL PIPE CULVERTS (EACH)	203.0200.001 REMOVING OLD STRUCTURE (LS)	203.0200.002 REMOVING OLD STRUCTURE (LS)	203.0200.003 REMOVING OLD STRUCTURE (LS)	203.0200.004 REMOVING OLD STRUCTURE (LS)	203.0200.005 REMOVING OLD STRUCTURE (LS)	203.0200.006 REMOVING OLD STRUCTURE (LS)	NOTE
0010	USH 12 EB/WB	299+00 EB	150' RT	1	—	—	—	—	—	—	64-FEET LONG
		526+60 EB	30' LT	—	1	—	—	—	—	—	64-FEET LONG
		527+67 EB	17' RT	1	—	—	—	—	—	—	24-FEET LONG
		528+39 EB	54' LT	1	—	—	—	—	—	—	31-FEET LONG
		536+65 EB	37' RT	1	—	—	—	—	—	—	57-FEET LONG
		545+85 EB	59' RT	1	—	—	—	—	—	—	34-FEET LONG
		549+22 EB	100' RT	1	—	—	—	—	—	—	25-FEET LONG
		551+32 EB	90' RT	1	—	—	—	—	—	—	81-FEET LONG
		555+56 EB	2' RT	1	—	—	—	—	—	—	30-FEET LONG
		561+40 EB	108' LT	1	—	—	—	—	—	—	17-FEET LONG
		561+61 EB	17' LT	—	—	1	—	—	—	—	62-FEET LONG
		562+12 EB	126' LT	1	—	—	—	—	—	—	45-FEET LONG
		563+72 EB	4' LT	1	—	—	—	—	—	—	20-FEET LONG
		569+01 EB	49' RT	1	—	—	—	—	—	—	20-FEET LONG
		573+93 EB	74' LT	—	—	—	1	—	—	—	54-FEET LONG
		574+08 EB	11' LT	1	—	—	—	—	—	—	51-FEET LONG
		574+55 EB	18' RT	1	—	—	—	—	—	—	25-FEET LONG
		583+27 EB	72' LT	—	—	—	—	1	—	—	56-FEET LONG
		587+48 EB	74' LT	1	—	—	—	—	—	—	57-FEET LONG
		592+00 EB	101' LT	1	—	—	—	—	—	—	24-FEET LONG
		593+55 EB	61' LT	—	—	—	—	—	1	—	59-FEET LONG
		596+99 EB	81' RT	1	—	—	—	—	—	—	30-FEET LONG
		601+33 EB	3' RT	1	—	—	—	—	—	—	39-FEET LONG
		603+65 EB	4' LT	—	—	—	—	—	—	1	88-FEET LONG
	CTH BD	32+34 BD	104' RT	1	—	—	—	—	—	—	112-FEET LONG
	WENZEL DRIVEWAY	20+69 WD	14' RT	1	—	—	—	—	—	—	78-FEET LONG
	OAK COURT	18+95 LF	10' LT	1	—	—	—	—	—	—	40-FEET LONG
		21+16 LF	10' LT	1	—	—	—	—	—	—	31-FEET LONG
		24+75 LF	39' RT	1	—	—	—	—	—	—	31-FEET LONG
	LEHMAN ROAD	493+37 LR	16' LT	1	—	—	—	—	—	—	23-FEET LONG
	SKI HI ROAD	601+59 SH	13' LT	1	—	—	—	—	—	—	27-FEET LONG
		603+75 SH	1' RT	1	—	—	—	—	—	—	33-FEET LONG
PROJECT 1674-00-81 TOTAL				26	1	1	1	1	1	1	

ABANDONING AND SEALING PIPES

CATEGORY	LOCATION	STATION	OFFSET	204.0270 ABANDONING CULVERT PIPES (EACH)	204.0280 SEALING PIPES (EACH)	NOTES
0010	USH 12 EB/WB	371+00 WB	0' RT	1	1	24-INCH ROUND CULVERT
		570+13 L	13' RT	1	1	48-INCH ROUND CULVERT
		603+60 EB	0' RT	1	1	4-FT X 3.5-FT BOX CULVERT
PROJECT 1674-00-81 TOTAL				3	3	

3

REMOVING FENCE

CATEGORY	LOCATION	STATION - STATION	OFFSET	204.0170 (LF)
0010	USH 12 EB/WB	522+20 EB - 522+52 EB	RT	65
		524+00 EB - 527+20 EB	RT	485
		526+53 EB - 533+68 EB	RT	750
		551+20 EB - 561+35 EB	LT	1,355
		564+51 EB - 564+56 EB	RT	80
		565+15 EB - 567+03 EB	LT	185
		573+71 EB - 576+37 EB	LT	300
	WENZEL DRIVEWAY	27+03 WD - 28+91 WD	RT	250
	OAK COURT	20+47 LF - 24+81 LF	LT/RT	445
		13+55 LF - 17+19 LF	LT	500
	LEHMAN ROAD	491+00 LR - 497+53 LR	RT	650
	SKI HI ROAD	601+00 SH - 603+53 SH	RT	255
		PROJECT 1674-00-81 TOTAL		5,320

REMOVING CONCRETE BASES

CATEGORY	LOCATION	STATION	OFFSET	204.0195 REMOVING CONCRETE BASES (EACH)
0010	USH 12 EB/WB	304+85 EB	225' LT	1
		305+04 EB	179' LT	1
		306+66 EB	400' LT	1
		306+76 EB	304' LT	1
		307+63 EB	593' LT	1
		307+74 EB	446' LT	1
		307+80 EB	309' LT	1
		308+11 EB	647' LT	1
		308+14 EB	506' LT	1
		308+78 EB	309' LT	1
		309+04 EB	527' LT	1
		309+74 EB	468' LT	1
		309+85 EB	367' LT	1
		311+28 EB	531' LT	1
		311+52 EB	435' LT	1
	CTH BD	36+14 BD	158' RT	1
		36+30 BD	205' RT	1
		PROJECT 1674-00-81 TOTAL		17

3

REMOVALS

CATEGORY	LOCATION	STATION - STATION	204.0100 REMOVING PAVEMENT (SY)	204.0110 REMOVING ASPHALTIC SURFACE (SY)	204.0150 REMOVING CURB & GUTTER (LF)	204.0185 REMOVING MASONRY (CY)	204.0220 REMOVING INLETS (EACH)	204.0245.001 REMOVING STORM SEWER (12") (LF)	204.0245.002 REMOVING STORM SEWER (15") (LF)	204.9060.S.003 REMOVING PERMANENT TYPE III BARRICADES (EACH)	204.9090.S.001 REMOVING TEMPORARY CONCRETE BARRIER (LF)	204.9060.S.004 REMOVING PERMANENT CRASH CUSHIONS (EACH)	214.0100 OBLITERATING OLD ROAD (STA)	646.0600 REMOVING PAVEMENT MARKINGS (LF)
0010	USH 12 EB/WB	282+40 EB - 319+92 EB	—	---	—	---	—	—	---	—	5950	5	---	5000
		517+70 EB - 520+28 EB	—	---	—	---	—	—	---	—	---	---	---	---
		515+37 EB - 537+04 EB	5838	---	—	---	—	—	---	—	---	---	---	---
		537+04 EB - 551+34 EB	3984	---	—	---	—	—	---	—	---	---	---	---
		551+34 EB - 564+45 EB	3981	---	—	---	—	—	---	—	---	---	---	---
		564+45 EB - 589+12 EB	6938	---	—	---	—	—	---	—	---	---	---	---
		589+12 EB - 597+27 EB	2322	---	—	---	—	—	---	—	---	---	---	---
		597+27 EB -604+61 EB	3909	---	900	5	4	60	---	—	---	---	---	4000
	STH 136	360+00 EB - 361+00 EB	—	---	—	---	—	—	---	4	---	---	---	---
	CTH W	414+00 EB - 416+00 EB	—	---	—	---	—	—	---	4	---	---	---	---
	CTH BD	28+00 BD - 48+00 BD	1029	---	7584	---	18	340	50	—	---	---	20	1000
	SKI HI ROAD	601+16 SH - 610+00 SH	—	---	166	---	—	—	---	—	---	---	---	---
		UNDISTRIBUTED	—	100	—	---	—	—	---	—	---	---	---	---
		PROJECT 1674-00-81 TOTAL	28,000	100	8,650	5	22	400	50	8	5,950	5	20	10,000

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CONCRETE PAVEMENT APPROACH SLAB AND SURFACE DRAINS

CATEGORY	STAGE 1	STATION-STATION	415.0410 CONCRETE PAVEMENT APPROACH SLAB (SY)	416.1010 CONCRETE SURFACE DRAINS (CY)
0010	USH 12 EB	319+58 EB - 320+05 EB	111	---
		321+38 EB - 321+86 EB	116	13
		359+42 EB - 359+72 EB	65	---
		361+90 EB - 362.19 EB	67	9
		372+76 EB - 373+01 EB	101	7
		381+00 EB - 381+24 EB	71	---
		414+03 EB - 414+22 EB	52	3
		416+26 EB - 416+44 EB	52	---
		454+42 EB - 454+53 EB	56	0
		458+30 EB - 458+51 EB	56	7
		514+90 EB - 515+32 EB	87	6
	USH 12 WB	322+04 WB - 322+44 WB	90	---
		359+10 WB - 359+39 WB	67	8
		361+57 WB - 361+87 WB	65	8
		372+57 WB - 372+82 WB	129	7
		380+85 WB - 381+07 WB	55	---
		413+87 WB - 414+07 WB	52	4
		416+11 WB - 416+29 WB	40	---
		454+26 WB - 454+47 WB	56	---
		458+13 WB - 458+35 WB	53	5
		514+52 WB - 515+00 WB	86	3
	STAGE 1 TOTAL		1,528	80
	STAGE 2			
	USH 12 EB	518+88 EB - 519+30 EB	78	10
	STAGE 2 TOTAL		78	10
	STAGE 3			
	USH 12 WB	518+49 WB - 518+96 WB	94	---
	STAGE 3 TOTAL		94	---
	PROJECT 1674-00-81 TOTAL		1,700	90

PREPARE FOUNDATION FOR ASPHALTIC PAVING

CATEGORY	LOCATION	STATION - STATION	211.0100.001 (LS)
0010	WENZEL DRIVEWAY	30+00 WD - 31+00 WD	1
	PROJECT 1674-00-81 TOTAL		1

REMOVING BUILDINGS AND SITE CLEARANCE

CATEGORY	PROJECT LOCATION	STATION - STATION	LOCATION	203.0210.S ABATEMENT OF ASBESTOS CONTAINING MATERIAL PARCEL 50 (LS)	204.9060.S.006 REMOVING SEPTIC MOUND (EACH)	204.0235 REMOVING BUILDINGS (PARCEL) (LS)	204.0240 SITE CLEARANCE (LS)	204.0265 ABANDONING WELLS (EACH)
	LEHMAN FRONTAGE RD	11+50 LF - 13+50 LF	PARCEL 50	1	1	1	1	1
		PROJECT 1674-00-81 TOTAL		1	1	1	1	1

REMOVING STREET LIGHTS AND STREET LIGHTING CABINET

CATEGORY	LOCATION	STATION - STATION	204.9060.S.006 REMOVING STREET LIGHTS (EACH)	204.9060.S.007 REMOVING STREET LIGHTING CABINET (EACH)
0010	CTH BD	30+00 BD - 36+00 BD	15	1
	PROJECT 1674-00-81 TOTAL		15	1

3

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EARTHWORK

CATEGORY	STAGE	DIVISION	LOCATION	STATION - STATION	205.0100 Excavation Common (1) Cut (2) (CY)	205.0100 Excavation Common (1) EBS Excavation (3) (CY)	Salvaged/ Unusable Pavement Material (4)	Available Material (5)	205.0400 Excavation Marsh (6) (CY)	205.0200 Excavation Rock (12) (CY)	Reduced Marsh in Fill (7) Factor 0.60	Reduced EBS in Fill (8) Factor 0.80	Expanded Marsh Backfill (9) Factor 1.50	Expanded Rock Backfill (12) Factor 1.10	Unexpanded Fill	Expanded Fill (10) Factor 1.25	Mass Ordinate +/- (11)	Waste	208.0100 Borrow (CY)
0010	1	1	USH 12 EB	369+46EB - 372+77EB	---	---	---	---	---	---	---	---	---	---	131	164	-164	---	
				381+23EB - 388+00EB	---	10	---	---	---	---	---	8	---	---	281	342	-342	---	
				449+00EB - 454+26EB	---	6	---	---	---	---	---	5	---	---	193	235	-235	---	
				458+51EB - 461+67EB	---	---	---	---	---	---	---	---	---	---	201	252	-252	---	
				465+40EB - 471+06EB	---	---	---	---	---	---	---	---	---	---	283	353	-353	---	
				490+41EB - 493+21EB	3	---	---	3	---	---	---	---	---	---	85	106	-103	---	
				562+36EB - 596+00EB	2,102	160	---	2,102	---	---	---	128	---	---	29,559	36,789	-34,687	---	
			USH 12 WB	534+00WB - 563+74WB	49,321	143	---	49,321	---	14,793	---	115	---	16,272	7,330	-9,472	58,793	58,793	
			BAKER DRIVEWAY	10+36U - 13+03U	2,610	130	---	2,610	---	49	---	104	---	54	---	-191	2,801	2,801	
			FARDIN DRIVEWAY	0+51X - 2+14X	80	4	---	80	---	---	---	3	---	---	6	4	76	76	
			TRAFFIC CONTROL	518+70L - 533+63L	7,909	---	---	7,909	---	5,335	---	---	---	5,868	2,354	-3,726	11,636	11,636	
				554+71L - 570+88L	6,970	---	---	6,970	---	2,043	---	---	---	2,247	3,997	2,443	4,527	4,527	
				598+05EB - 604+42EB	150	8	---	150	---	---	---	6	---	---	---	-8	158	158	
				613+36EB - 620+34EB	400	20	67	333	---	---	---	16	---	---	---	-20	353	353	
				596+69K - 603+90K	309	---	---	309	---	---	---	---	---	---	68	85	224	224	
			TEMPORARY SEDIMENT TRAPS	515+00EB - 596+00EB	450	---		450	---	---	---	---	---	---	---	---	450	450	
		Sub-total 1			70,304	482	67	70,237	---	22,219	---	385	---	24,441	44,489	27,356	42,881	42,881	---
0010	2	2	USH 12 EB	295+03EB - 319+58EB	955	---	---	955	---	---	---	0	---	---	95	119	836	836	
				519+17EB - 562+36EB	52,564	208	1,857	50,706	---	13,335	---	166	---	14,669	64,118	63,271	-12,565	---	
				596+00EB - 605+72EB	3,957	47	348	3,609	---	---	---	37	---	---	4,258	5,276	-1,667	---	
			USH 12 WB	300+00WB - 320+60WB	1,461	---	---	1,461	---	---	---	---	---	---	11	14	1,447	1,447	
				563+74WB - 605+73WB	22,516	202	2,548	19,968	---	---	---	162	---	---	12,548	15,483	4,485	4,485	
			CTH BD	30+05BD - 32+80BD	741	---	18	722	---	---	---	---	---	---	5	6	716	716	
			SKI HI ROAD	601+00SH - 610+00SH	197	10	---	197	---	---	---	8	---	---	10,478	13,087	-12,890	---	
			SKI HI FRUIT FARMS DRIVEWAY	10+25SE - 13+56SE	193	10	---	193	---	---	---	8	---	---	2,375	2,959	-2,766	---	
			LEHMAN ROAD	491+00LR - 498+50LR	5,137	257	---	5,137	---	---	---	205	---	---	362	195	4,942	4,942	
			OAK COURT	10+28LF - 24+81LF	13,778	138	---	13,778	---	---	---	110	---	---	1,866	2,195	11,583	11,583	
			GREEN VALLEY CAMPGROUND DRIVEWAY	30+60GD - 38+25GD	727	24	---	727	---	---	---	19	---	---	17,058	21,298	-20,571	---	
			GREEN VALLEY CAMPGROUND DRIVEWAY TURN-AROUND	10+23GT - 11+25GT	152	9	---	152	---	---	---	7	---	---	74	83	68	68	
			GREEN VALLEY CAMPGROUND PARK ACCESS	8+75GP - 9+78GP	44	1	---	44	---	---	---	1	---	---	281	350	-306	---	
			ZSURZS DRIVEWAY	10+23Z - 11+08Z	154	29	---	154	---	---	---	23	---	---	---	-29	183	183	
			SCOLES DRIVEWAY	0+17S - 1+37S	15	---	---	15	---	---	---	---	---	---	159	198	-183	---	
			DRIVEWAY 604+00 LT & RT	10+62Y - 11+00Y	69	8	---	69	---	---	---	7	---	---	---	-8	78	78	
				11+50Y - 12+46Y	103	8	---	103	---	---	---	6	---	---	178	215	-111	---	
			TRAFFIC CONTROL	265+10R - 272+70R	288	4	---	288	---	---	---	3	---	---	332	412	-123	---	
				307+02S - 313+02S	232	4	---	232	---	---	---	3	---	---	33	38	194	194	
				481+25T - 487+37T	187	3	---	187	---	---	---	2	---	---	337	419	-232	---	
			TEMPORARY SEDIMENT TRAPS	515+00EB - 5605+72EB	450	---	---	450	---	---	---	---	---	---	---	---	450	450	
		Sub-total 2			103,920	960	4,772	99,148	---	13,335	---	768	---	14,669	114,567	125,580	-26,432	---	26,432

EARTHWORK

CATEGORY	STAGE	DIVISION	LOCATION	STATION - STATION	205.0100 Excavation Common (1) Cut (2) (CY)	205.0100 Excavation Common (1) EBS Excavation (3) (CY)	Salvaged/ Unusable Pavement Material (4)	Available Material (5)	205.0400 Excavation Marsh (6) (CY)	205.0200 Excavation Rock (12) (CY)	Reduced Marsh in Fill (7) Factor 0.60	Reduced EBS in Fill (8) Factor 0.80	Expanded Marsh Backfill (9) Factor 1.50	Expanded Rock Backfill (12) Factor 1.10	Unexpanded Fill	Expanded Fill (10) Factor 1.25	Mass Ordinate +/- (11)	Waste	208.0100 Borrow (CY)
		Sub-total 2			103,920	960	4,772	99,148	---	13,335	---	768	---	14,669	114,567	125,580	-26,432	---	26,432
0010	3	3	USH 12 WB	282+39WB - 305+93WB	22,717	113	86	22,631	---	---	---	91	---	---	953	1,078	21,553	21,553	
				518+73WB - 534+00WB	1,947	74	---	1,947	---	370	---	59	---	407	46,726	57,871	-55,924	---	
			CTH BD	30+34BD - 32+91BD	359	18	---	359	---	---	---	14	---	---	14	0	359	359	
				40+43BD - 47+59BD	130	7	---	130	---	---	---	5	---	---	223	272	-141	---	
			DL GASSER DRIVEWAY	10+39DL - 13+18DL	78	4	---	78	---	---	---	3	---	---	539	670	-592	---	
			POINT OF ROCKS ROAD	514+00EX - 515+99EX	569	28	---	569	---	---	---	23	---	---	348	406	163	163	
			WENZEL DRIVEWAY	20+50WZ - 30+38WZ	66	48	---	66	---	---	---	38	---	---	9,678	12,051	-11,984	---	
			TEMPORARY SEDIMENT TRAPS	518+73WB - 534+00 WB	100	---	---	100	---	---	---	---	---	---	---	---	100	100	
		Sub-total 3			25,966	291	86	25,880	---	370	---	233	---	407	58,481	72,347	-46,467	---	46,467
0010	4	4	USH 12 EB	282+89EB - 291+97EB	5,273	---	---	5,273	---	---	---	---	---	---	1	1	5,272	5,272	
				555+26EB - 605+73EB	7,066	---	---	7,066	---	---	---	---	---	---	1,363	1,704	5,363	5,363	
			USH 12 WB	555+00WB - 563+74WB	3,193	---	---	3,193	---	---	---	---	---	---	1,444	1,805	1,388	1,388	
				597+21WB - 605+73WB	268	---	---	268	---	---	---	---	---	---	---	---	268	268	
			CTH BD	30+05BD - 32+81BD	320	---	---	320	---	---	---	---	---	---	5	6	314	314	
				41+65BD - 48+20BD	350	---	---	350	---	---	---	---	---	---	14	17	333	333	
			TRAFFIC CONTROL	265+10R - 272+70R	332	---	---	332	---	---	---	---	---	---	288	360	-28	---	
				307+02S - 313+02S	33		---	33	---	---	---		---	---	232	289	-256	---	
				481+25T - 487+37T	337	16	---	337	---	---	---	12	---	---	213	250	87	87	
				598+05EB - 604+42EB	150	---	---	150	---	---	---	---	---	---	---	---	150	150	
				613+36EB - 620+34EB	400	---	---	400	---	---	---	---	---	---	---	---	400	400	
		Sub-total 4			17,724	16	---	17,724	---	---	---	13	---	---	3,559	4,433	13,291	13,291	---
Grand Totals					217,914	1,749	4,925	212,989	---	35,924	---	1,399	---	39,517	221,096	229,715	-16,726	56,173	72,899
Total Excavation Common					219,663														

1) Common Excavation is the sum of the Cut and EBS Excavation columns
2) Salvaged/Unsuable Pavement Material is included in Cut
3) EBS Excavation to be backfilled with Select Crushed Material
4) Salvaged/Unusable Pavement Material
5) Available Material = Cut - Salvaged/Unusuable Pavement Material
6) Marsh Excavation - to be backfilled with Select Borrow Material
7) Reduced Marsh in Fill - Excavated Marsh material is usuable in Fills outside the 1:1 slope. Marsh in Fill Reduction factor = 0.6
8) Reduced EBS in Fill - Excavated EBS material is usuable in Fills outside the 1:1 slope. EBS in Fill Reduction factor = 0.8
9) Expanded Marsh Backfill - This is to be filled with Select Borrow material. Marsh Backfill Factor = 1.5
10) Expanded Fill. Factor = 1.25
11) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.
12) Expanded Rock Factor = 1.10

BASE AGGREGATE DENSE AND SELECT CRUSHED MATERIAL

CATEGORY	STAGE 1	STATION - STATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH (TON)	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH (TON)	312.0110 SELECT CRUSHED MATERIAL (TON)
0010	USH 12 EB/WB	282+40 EB - 319+92 EB	678	14,250	—
		321+57 EB - 359+84 EB	1,029	13,679	—
		361+67 EB - 373+17 EB	321	4,260	—
		380+77 EB - 414+43 EB	862	11,980	—
		416+02 EB - 454+80 EB	974	13,768	—
		458+07 EB - 515+35 EB	1,070	20,012	—
		518+95 EB - 537+04 EB	36	937	1,389
		537+04 EB - 551+34 EB	433	4,057	6,008
		551+34 EB - 564+45 EB	84	3,545	6,479
		564+45 EB - 589+12 EB	380	4,896	8,592
		589+12 EB - 597+27 EB	32	1,405	2,434
	STH 136 EB RAMP	345+38 A - 360+47 A	179	1,610	—
		362+14 A - 373+49 A	144	1,333	—
	STH 136 WB RAMP	340+60 B - 360+15 B	227	2,563	—
		361+82 B - 374+13 B	119	1,052	—
	CTH W EB RAMP	399+91 C - 414+89 C	203	1,796	—
		416+46 C - 433+55 C	212	2,286	—
	CTH W WB RAMP	398+13 D - 414+53 D	207	2,182	—
		416+09 D - 431+04 D	203	1,797	—
	STAGE 2 EB	518+00 L - 621+00 L	--	7,394	—
		EXCAVATION BELOW SUBGRADE (EBS)	--	—	826
		FRENCH DRAINS	--	—	78
		TEMPORARY SEDIMENT TRAPS	--	—	135
	STAGE 1 TOTAL		7,395	114,800	25,941
0010	STAGE 2				
	USH 12 EB/WB	282+40 EB - 319+92 EB	--	500	—
		458+07 EB - 515+35 EB	--	370	—
		518+95 EB - 537+04 EB	273	5,582	8,768
		537+04 EB - 551+34 EB	182	4,706	8,544
		551+34 EB - 564+45 EB	86	3,454	5,317
		564+45 EB - 589+12 EB	332	7,864	12,641
		589+12 EB - 597+27 EB	96	2,856	4,494
		597+27 EB - 605+73 EB	79	3,413	5,804
	CTH BD	30+04 BD - 48+20 BD	18	690	—
	GREEN VALLEY DRIVEWAY	30+49 GD - 38+25 GD	91	1,438	—
	OAK COURT	10+70 LF - 24+81 LF	421	4,968	—
	LEHMAN ROAD	491+00 LR - 498+33 LR	192	2,407	—
	SKI HI ROAD	601+16 SH - 610+00 SH	453	2,713	—
		EXCAVATION BELOW SUBGRADE (EBS)	--	—	1,630
		FRENCH DRAINS	--	—	114
		TEMPORARY ACCESS	400	—	—
		TEMPORARY SEDIMENT TRAPS	--	—	135
	STAGE 2 TOTAL		2,622	40,961	47,447

CATEGORY	STAGE 3	STATION - STATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH (TON)	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH (TON)	312.0110 SELECT CRUSHED MATERIAL (TON)
0010	USH 12 EB/WB	518+95 EB - 537+04 EB	242	4,493	6,886
		537+04 EB - 551+34 EB	—	—	—
		551+34 EB - 564+45 EB	—	—	—
		564+45 EB - 589+12 EB	—	—	—
		589+12 EB - 597+27 EB	—	—	—
		597+27 EB - 605+73 EB	—	—	—
	CTH BD	30+04 BD - 48+20 BD	12	892	—
	POINT OF ROCKS ROAD	514+00 EX - 515+99 EX	—	978	—
	WENZEL DRIVEWAY	20+32 WD - 31+13 WD	—	930	—
		EXCAVATION BELOW SUBGRADE (EBS)	—	—	495
		TEMPORARY SEDIMENT TRAPS	—	—	30
	STAGE 3 TOTAL		254	7,294	7,411
0010	STAGE 4				
	USH 12 EB/WB	551+34 EB - 564+45 EB	118	2,389	3,710
		564+45 EB - 589+12 EB	160	2,363	2,211
		589+12 EB - 597+27 EB	52	699	531
		597+27 EB - 605+73 EB	—	572	732
	CTH BD	30+04 BD - 48+20 BD	—	421	—
		FRENCH DRAINS	—	—	18
	STAGE 4 TOTAL		330	6,444	7,201
	PROJECT 1674-00-81 TOTAL		10,600	169,500	88,000

CONCRETE DRIVEWAY 7-INCH

CATEGORY	STAGE 2	STATION	OFFSET	416.0170 CONCRETE DRIVEWAY 7-INCH (SY)
0010	OAK COURT	21+18 LF	LT	15
	STAGE 2 TOTAL			15
	STAGE 3			
	CTH BD	37+40 BD	RT	35
	STAGE 3 TOTAL			35
	PROJECT 1674-00-81 TOTAL			50

CONCRETE PAVEMENT

CATEGORY	STAGE 1	STATION - STATION	415.0090 CONCRETE PAVEMENT 9-INCH (SY)	415.0100 CONCRETE PAVEMENT 10-INCH (SY)	415.0210 CONCRETE PAVEMENT GAPS (EACH)	416.0610 DRILLED TIE BARS (EACH)	416.0620 DRILLED DOWEL BARS (EACH)
0010	USH 12 EB	282+89 EB - 320+06 EB	—	7,119	—	—	24
		321+57 EB - 359+84 EB	—	10,963	—	—	---
		361+67 EB - 373+17 EB	—	3,087	—	—	---
		380+77 EB - 414+43 EB	—	9,583	—	—	---
		416+02 EB - 454+80 EB	—	11,612	—	—	---
		458+07 EB - 515+35 EB	—	16,635	—	—	---
		551+34 EB - 564+45 EB	—	611	1	—	---
		564+45 EB - 589+12 EB	—	7,127	—	—	---
		589+12 EB - 597+27 EB	—	1,989	—	—	---
	USH 12 WB	282+39 WB - 320+53 WB	—	1,740	—	—	24
		322+04 WB - 359+62 WB	—	11,518	—	—	---
		361+45 WB - 373+07 WB	—	3,118	—	—	---
		380+65 WB - 414+30 WB	—	10,272	—	—	---
		415+87 WB - 454+69 WB	—	11,026	—	—	---
		457+97 WB - 515+24 WB	—	16,546	—	—	---
		521+67 WB - 537+28 WB	—	980	1	—	---
		537+28 WB - 551+69 WB	—	4,345	—	—	---
		551+69 WB - 564+71 WB	—	5,094	—	—	---
	STH 136 EB RAMP	345+38 A - 360+47 A	2,285	---	—	—	13
		362+14 A - 373+49 A	1,697	---	—	—	13
	STH 136 WB RAMP	340+60 B - 360+15 B	3,534	---	—	—	13
		361+82 B - 374+13 B	1,575	---	—	—	13
	CTH W EB RAMP	399+91 C - 414+89 C	2,494	---	—	—	13
		416+46 C - 433+55 C	3,356	---	—	—	13
	CTH W WB RAMP	398+13 D - 414+53 D	3,066	---	—	—	13
		416+09 D - 431+04 D	2,493	---	—	—	13
	STAGE 1 TOTAL		20,500	133,364	2	—	152

CATEGORY	STAGE 2	STATION - STATION	415.0090 CONCRETE PAVEMENT 9-INCH (SY)	415.0100 CONCRETE PAVEMENT 10-INCH (SY)	415.0210 CONCRETE PAVEMENT GAPS (EACH)	416.0610 DRILLED TIE BARS (EACH)	416.0620 DRILLED DOWEL BARS (EACH)
0010	USH 12 EB	518+95 EB - 521+67 EB	---	702	---	—	—
		521+67 EB - 537+04 EB	---	5,259	1	—	—
		537+04 EB - 551+34 EB	---	7,571	1	—	—
		551+34 EB - 564+45 EB	---	3,731	1	—	—
		597+27 EB - 605+73 EB	---	2,828	1	—	24
	USH 12 WB	551+69 WB - 564+71 WB	---	758	---	—	—
		564+71 WB - 589+14 WB	---	10,340	3	—	—
		589+14 WB - 597+23 WB	---	3,147	3	—	—
		597+23 WB - 605+73 WB	---	2,473	1	—	24
	STAGE 2 TOTAL		---	36,810	11	—	48
	STAGE 3						
0010	USH 12 WB	282+39 WB - 320+53 WB	---	2232	---	—	24
		518+73 WB - 521+67 WB	---	855	---	—	—
		521+67 WB - 537+28 WB	---	3,577	---	—	—
	CTH BD	30+04 BD - 48+20 BD	---	---	---	245	—
	STAGE 3 TOTAL		---	6,664	---	245	24
0010	STAGE 4						
	USH 12 EB	551+34 EB - 564+45 EB	---	2342	---	—	—
		564+45 EB - 589+12 EB	---	201	---	—	—
	USH 12 WB	551+69 WB - 564+71 WB	---	619	---	—	—
	CTH BD	30+04 BD - 48+20 BD	---	---	---	580	—
	STAGE 4 TOTAL		---	3,162	---	580	—
	PROJECT 1674-00-81 TOTAL		20,500	180,000	13	825	224

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ASPHALTIC ITEMS

CATEGORY	STAGE 1	STATION - STATION	455.0605 TACK COAT (GAL)	450.4000 HMA COLD WEATHER PAVING (TON)	460.5224 HMA PAVEMENT 4 LT 58-28 S (TON)	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES (TON)	465.0125 ASPHALTIC SURFACE TEMPORARY (TON)	465.0315 ASPHALTIC FLUME (SY)
0010	USH 12 EB	282+89 EB - 320+06 EB	—	—	647	---	---	—
		321+57 EB - 359+84 EB	—	—	965	---	---	—
		361+67 EB - 373+17 EB	—	—	279	---	---	—
		380+77 EB - 414+43 EB	—	—	864	---	---	—
		416+02 EB - 454+80 EB	—	—	956	---	---	—
		458+07 EB - 515+35 EB	—	—	1,921	---	---	—
		551+34 EB - 564+45 EB	—	37	37	38	---	—
		564+45 EB - 589+12 EB	—	430	430	---	---	—
		589+12 EB - 597+27 EB	—	120	120	---	---	—
	USH 12 WB	282+39 WB - 320+53 WB	—	—	534	---	---	—
		322+04 WB - 359+62 WB	—	—	914	---	---	—
		361+45 WB - 373+07 WB	—	—	314	---	---	—
		380+65 WB - 414+30 WB	—	—	720	---	---	—
		415+87 WB - 454+69 WB	—	—	988	---	---	—
		457+97 WB - 515+24 WB	—	—	1,860	---	---	—
		521+67 WB - 537+28 WB	—	86	86	---	---	—
		537+28 WB - 551+69 WB	—	375	375	---	---	—
		551+69 WB - 564+71 WB	—	225	225	---	---	—
	STH 136 EB RAMP	345+38 A - 360+47 A	—	—	217	---	---	—
		362+14 A - 373+49 A	—	—	183	---	---	—
	STH 136 WB RAMP	340+60 B - 360+15 B	—	—	312	---	---	—
		361+82 B - 374+13 B	—	—	151	---	---	—
	CTH W EB RAMP	399+91 C - 414+89 C	—	—	249	---	---	—
		416+46 C - 433+55 C	—	—	259	---	---	—
	CTH W WB RAMP	398+13 D - 414+53 D	—	—	349	---	---	—
		416+09 D - 431+04 D	—	—	248	---	---	—
	STAGE 2 EB	518+00 L - 621+00 L	—	—	—	---	3,121	—
	STAGE 1 TOTAL		—	1,273	14,203	38	3,121	—

STAGE 2	STATION - STATION	455.0605 TACK COAT (GAL)	450.4000 HMA COLD WEATHER PAVING (TON)	460.5224 HMA PAVEMENT 4 LT 58-28 S (TON)	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES (TON)	465.0125 ASPHALTIC SURFACE TEMPORARY (TON)	465.0315 ASPHALTIC FLUME (SY)
USH 12 EB	518+95 EB - 521+67 EB	---	---	116	---	---	---
	521+67 EB - 537+04 EB	---	---	402	---	---	---
	537+04 EB - 551+34 EB	---	---	252	---	---	14
	551+34 EB - 564+45 EB	---	---	209	---	---	---
	589+12 EB - 597+27 EB	---	22	22	---	---	---
	597+27 EB - 605+73 EB	---	143	143	8	—	---
USH 12 WB	282+39 WB - 320+53 WB	---	---	203	---	210	---
	457+97 WB - 515+24 WB	---	---	—	---	155	---
	551+69 WB - 564+71 WB	---	---	6	---	---	---
	564+71 WB - 589+14 WB	---	---	528	---	---	---
	589+14 WB - 597+23 WB	---	---	209	14	—	---
	597+23 WB - 605+73 WB	---	---	142	13	—	---
CTH BD	30+04 BD - 48+20 BD	20	---	135	---	63	18
GREEN VALLEY DRIVEWAY	30+49 GD - 38+25 GD	---	---	418	---	—	---
OAK COURT	10+70 LF - 24+81 LF	240	---	1,228	19	—	23
LEHMAN ROAD	491+00 LR - 498+33 LR	126	---	618	---	—	31
SKI HI ROAD	601+16 SH - 610+00 SH	122	---	649	---	—	34
STAGE 2 TOTAL		508	165	5,281	54	429	120

STAGE 3	STATION - STATION	455.0605 TACK COAT (GAL)	450.4000 HMA COLD WEATHER PAVING (TON)	460.5224 HMA PAVEMENT 4 LT 58-28 S (TON)	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES (TON)	465.0125 ASPHALTIC SURFACE TEMPORARY (TON)	465.0315 ASPHALTIC FLUME (SY)
USH 12 WB	518+73 WB - 521+67 WB	---	---	131	---	—	---
	521+67 WB - 537+28 WB	---	---	326	---	—	---
CTH BD	30+04 BD - 48+20 BD	---	---	33	105	—	---
POINT OF ROCKS ROAD	514+00 EX - 515+99 EX	73	---	390	---	—	---
WENZEL DRIVEWAY	20+32 WD - 31+13 WD	---	---	—	274	—	---
STAGE 3 TOTAL		73	---	880	378	—	---

STAGE 4	STATION - STATION	455.0605 TACK COAT (GAL)	450.4000 HMA COLD WEATHER PAVING (TON)	460.5224 HMA PAVEMENT 4 LT 58-28 S (TON)	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES (TON)	465.0125 ASPHALTIC SURFACE TEMPORARY (TON)	465.0315 ASPHALTIC FLUME (SY)
USH 12 EB	282+89 EB - 320+06 EB	---	---	105	---	—	---
	551+34 EB - 564+45 EB	---	---	79	---	—	---
	564+45 EB - 589+12 EB	---	---	210	---	—	---
	589+12 EB - 597+27 EB	---	---	67	---	—	---
USH 12 WB	551+69 WB - 564+71 WB	---	---	78	---	—	---
CTH BD	30+04 BD - 48+20 BD	18	---	98	---	—	---
STAGE 4 TOTAL		18	---	636	---	—	---
PROJECT 1674-00-81 TOTAL		600	1,438	21,000	470	3,550	120

SHOULDER RUMBLE STRIPS

CATEGORY	LOCATION	STATION-STATION	416.1110 CONCRETE (LF)	465.0400 ASPHALT (LF)
0010	USH 12 EB	294+98 EB - 605+73 EB	26,032	28,256
	USH 12 WB	291+96 WB - 605+73 WB	27,068	27,444
	PROJECT 1674-00-81		53,100	55,700

CULVERT PIPE TEMPORARY

CATEGORY	STAGE	LOCATION	INLET STATION	INLET OFFSET	INLET ELEV.	OUTLET STATION	OUTLET OFFSET	OUTLET ELEV.	NOTES	SLOPE (%)	520.4018 CULVERT PIPE TEMPORARY 18-INCH (LF)	520.4024 CULVERT PIPE TEMPORARY 24-INCH (LF)	520.4036 CULVERT PIPE TEMPORARY 36-INCH (LF)	520.4048 CULVERT PIPE TEMPORARY 48-INCH (LF)	520.8000 (A) CONCRETE COLLARS FOR PIPE (EACH)	650.6000(A) CONSTRUCTION STAKING PIPE CULVERTS (EACH)
0010	1	USH 12 EB/WB	524+50.00 L	34.93' RT	1029.93	524+50.00 L	30.94' LT	1028.19	CROSS DRAIN	2.65	---	66	---	---	---	1
	1	USH 12 EB/WB	526+13.43 L	23.49' LT	1033.47	526+15.06 L	24.88' RT	1033.10	CROSS DRAIN	0.76	---	---	48	---	---	1
	1	USH 12 EB/WB	527+53.38 L	23.06' LT	1054.37	527+88.48 L	24.00' LT	1052.22	DRIVEWAY LT	6.08	---	35	---	---	---	1
	1	USH 12 EB/WB	527+84.45 L	43.91' RT	1050.24	528+20.48 L	42.53' RT	1048.21	DRIVEWAY RT	5.81	---	35	---	---	---	1
	1	USH 12 EB/WB	570+14.90 L	46.42' RT	1097.10	570+09.19 L	33.64' LT	1093.83	CROSS DRAIN	4.08	---	---	---	80	---	1
	1	USH 12 EB/WB	572+18.31 L	46.47' LT	1099.45	572+44.24 L	45.06' LT	1099.45	DRIVEWAY RT	3.41	26	---	---	---	---	1
	1	USH 12 EB/WB	583+00.71 L	42.20' LT	1115.04	583+26.40 L	41.86' LT	1114.05	DRIVEWAY RT	3.80	---	26	---	---	---	1
	1	USH 12 EB/WB	591+85.93 L	36.35' LT	1126.14	592+11.95 L	35.89' LT	1126.14	DRIVEWAY RT	0.54	26	---	---	---	---	1
	1	USH 12 EB/WB	603+53.11 L	25.16 RT	N/A	603+45.25 L	45.57' RT	1148.57	EXTENSION	1.06	---	---	22	---	1	1
	1	USH 12 EB/WB	603+86.64 L	63.73' LT	1149.80	603+84.25 L	57.32' LT	N/A	EXTENSION	1.06	---	---	7	---	1	1
	2A/B/C	SKI HI ROAD	604+00.00 SH	42.00' RT	1087.85	604+00 SH	48.00' LT	1086.15	CROSS DRAIN		---	---	---	91	---	1
									PROJECT 1674-00-81 TOTAL		52	162	77	171	2	11

(A) DENOTES ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN PLANS

CONCRETE AND STEEL CULVERT PIPES

CATEGORY	LOCATION	INLET STATION	INLET OFFSET	INLET ELEV.	OUTLET STATION	OUTLET OFFSET	OUTLET ELEV.	NOTES	SLOPE (%)	521.0112 CULVERT PIPE CORRUGATED STEEL 12-INCH (LF)	521.0118 CULVERT PIPE CORRUGATED STEEL 18-INCH (LF)	521.0124 CULVERT PIPE CORRUGATED STEEL 24-INCH (LF)	521.0130 CULVERT PIPE CORRUGATED STEEL 30-INCH (LF)	522.0324 CULVERT PIPE REINFORCED CONCRETE CLASS IV 24-INCH (LF)	522.0336 CULVERT PIPE REINFORCED CONCRETE CLASS IV 36-INCH (LF)	SPV.0090.003 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 48x76-INCH (LF)	523.0419 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 19x30-INCH (LF)	523.0424 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 24x38-INCH (LF)	523.0434 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 34x53-INCH (LF)	633.5200 MARKERS CULVERT END (EACH)	650.6000(A) CONSTRUCTION STAKING PIPE CULVERTS (EACH)
0010	USH 12 EB/WB	537+49.21 WB	56.09' LT	1094.65	537+03.21 WB	57.84' LT	1093.06	DRIVEWAY LT	3.2	---	---	47	---	---	---	---	---	---	---	2	1
	USH 12 EB/WB	537+22.54 EB	28.50' LT	1091.23	536+68.68 EB	35.80' LT	1091.05	CROSS DRAIN	0.3	---	---	---	---	---	---	---	55	---	---	2	1
	USH 12 EB/WB	543+00.00 EB	30.30' LT	1104.12	543+00.00 EB	45.74' RT	1101.44	CROSS DRAIN	3.4	---	---	---	---	---	---	---	76	---	---	2	1
	USH 12 EB/WB	568+46.26 EB	61.03' RT	1098.33	568+85.11 EB	61.99' RT	1097.97	DRIVEWAY RT	0.9	---	---	39	---	---	---	---	---	---	---	2	1
	USH 12 EB/WB	568+75.00 WB	51.60' RT	1098.18	568+75.00 WB	55.88' LT	1096.53	CROSS DRAIN	1.5	---	---	---	---	107	---	---	---	---	---	2	1
	USH 12 EB/WB	571+25.00 WB	41.20' RT	1098.86	571+25.00 WB	59.16' LT	1095.80	CROSS DRAIN	3.0	---	---	---	---	100	---	---	---	---	---	2	1
	USH 12 EB/WB	571+29.81 EB	251.38' RT	1100.30	571+36.66 EB	221.96' RT	1099.18	DRIVEWAY RT	3.3	---	---	30	---	---	---	---	---	---	---	2	1
	USH 12 EB/WB	573+59.86 EB	113.56' LT	1098.71	573+29.05 EB	60.93' RT	1097.79	CROSS DRAIN (SKEW 10° LHF)	0.5	---	---	---	---	---	---	---	---	---	177	2	1
	USH 12 EB/WB	577+00.00 EB	23.89' LT	1105.33	577+00.00 EB	57.57' RT	1104.49	CROSS DRAIN	1.0	---	---	---	---	81	---	---	---	---	---	2	1
	USH 12 EB/WB	583+38.00 WB	61.80' LT	1115.28	583+38.00 WB	104.50' RT	1114.43	CROSS DRAIN	0.5	---	---	---	---	---	---	---	---	---	175	2	1
	USH 12 EB/WB	587+50.00 EB	120.29' LT	1121.26	587+50.00 EB	73.73' RT	1119.87	CROSS DRAIN	0.7	---	---	---	---	194	---	---	---	---	---	2	1
	USH 12 EB/WB	589+31.61 WB	50.00' LT	1126.90	588+96.69 WB	50.86' LT	1126.27	DRIVEWAY LT	1.7	---	---	35	---	---	---	---	---	---	---	2	1
	USH 12 EB/WB	598+18.21 EB	83.70' LT	1136.82	598+09.94 EB	70.50' RT	1135.55	CROSS DRAIN (SKEW 3° LHF)	0.8	---	---	---	---	---	154	---	---	---	---	2	1
	USH 12 EB/WB	604+06.80 EB	53.00' RT	1153.00	603+70.78 EB	64.70' RT	1152.50	DRIVEWAY RT	1.2	37	---	---	---	---	---	---	---	---	---	2	1
	USH 12 EB/WB	604+45.59 WB	61.70' LT	1150.96	603+65.36 EB	50.70' RT	1150.12	CROSS DRAIN (SKEW 34° LHF)	0.6	---	---	---	---	---	---	145	---	---	---	2	1
	WENZEL DRIVEWAY	20+61.37 WD	27.65' LT	995.39	20+72.66 WD	45.60' RT	994.19	CROSS DRAIN (SKEW 9° RHF)	1.5	---	---	---	---	---	74	---	---	---	---	2	1
	GREEN VALLEY PARK ACCESS	8+95.88 GP	18.40' RT	1042.33	9+19.71 GP	27.30' LT	1041.93	CROSS DRAIN	0.7	---	52	---	---	---	---	---	---	---	---	2	1
	GREEN VALLEY TURN-AROUND	10+48.21 GT	29.60' RT	1036.76	10+17.73 GT	26.20' LT	1035.03	CROSS DRAIN	2.6	---	---	64	---	---	---	---	---	---	---	2	1
	GREEN VALLEY DRIVEWAY	37+55.29 GD	18.30' LT	1032.99	37+55.28 GD	33.57' RT	1031.51	CROSS DRAIN	2.7	---	52	---	---	---	---	---	---	---	---	2	1
	OAK COURT	18+82.61 LF	27.65' LT	1106.67	19+07.63 LF	27.65' LT	1106.29	DRIVEWAY LT	1.3	---	25	---	---	---	---	---	---	---	---	2	1
	LEHMAN ROAD	492+19.42 LR	30.55' LT	1116.77	491+80.60 LR	30.55' LT	1116.02	DRIVEWAY LT	1.8	---	39	---	---	---	---	---	---	---	---	2	1
	LEHMAN ROAD	498+53.87 LR	40.86' RT	1110.50	498+76.25 LR	54.94' LT	1110.02	CROSS DRAIN (SKEW 13° LHF)	0.5	---	---	---	---	98	---	---	---	---	---	2	1
	SKI HI ORCHARD FIELD ENTRANCE	11+74.74 SE	14.09' LT	1088.26	11+74.74 SE	17.39' RT	1087.89	CROSS DRAIN	1.1	---	---	---	31	---	---	---	---	---	---	2	1
								PROJECT 1674-00-81 TOTAL		37	167	216	31	582	229	145	131	175	177	46	23

NOTE: FOR CULVERT PIPE CORRUGATED STEEL THE MINIMUM STEEL WALL THICKNESS IS 0.064-INCH.
(A) DENOTES ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN PLANS

APRON ENDWALLS

				521.1012	521.1018	521.1024	521.1036	522.1015	522.1024	522.1030	522.1036	522.1042	523.0519	523.0524	523.0534	523.0548	
				APRON ENDWALLS FOR CULVERT PIPE STEEL				APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE					APRON ENDWALLS FOR CULVERT				
CATEGORY	LOCATION	STATION	OFFSET	12-INCH (EACH)	18-INCH (EACH)	24-INCH (EACH)	36-INCH (EACH)	15-INCH (EACH)	24-INCH (EACH)	30-INCH (EACH)	36-INCH (EACH)	42-INCH (EACH)	19x30-INCH (EACH)	24x38-INCH (EACH)	34x53-INCH (EACH)	48x76-INCH (EACH)	NOTE
0010	USH 12 EB/WB	519+27.98 EB	58.60' RT	—	---	---	—	1	—	---	---	—	—	---	—	---	
	USH 12 EB/WB	523+00.00 EB	65.30' RT	—	---	---	—	—	1	---	---	—	—	---	—	---	
	USH 12 EB/WB	527+25.00 EB	153.69' LT	—	---	---	—	—	—	---	1	—	—	---	—	---	
	USH 12 EB/WB	527+25.00 EB	65.34' RT	—	---	---	—	—	—	---	1	—	—	---	—	---	
	USH 12 EB/WB	533+00.00 EB	56.88' RT	—	---	---	—	—	1	---	---	—	—	---	—	---	
	USH 12 EB/WB	537+49.21 WB	50.79' LT	—	---	1	—	—	—	---	---	—	—	---	—	---	
	USH 12 EB/WB	537+14.43 WB	50.33' LT	—	---	1	—	—	—	---	---	—	—	---	—	---	
	USH 12 EB/WB	536+68.68 EB	35.80' LT	—	---	---	—	—	—	---	---	—	1	---	—	---	
	USH 12 EB/WB	537+22.54 EB	28.50' LT	—	---	---	—	—	—	---	---	—	1	---	—	---	
	USH 12 EB/WB	543+00.00 EB	30.30' LT	—	---	---	—	—	—	---	---	—	1	---	—	---	
	USH 12 EB/WB	543+00.00 EB	45.70' RT	—	---	---	—	—	—	---	---	—	1	---	—	---	
	USH 12 EB/WB	561+73.31 EB	57.10' RT	—	---	---	—	—	—	---	---	1	—	---	—	---	
	USH 12 EB/WB	561+17.67 EB	193.30' LT	—	---	---	—	—	—	---	---	1	—	---	—	---	
	USH 12 EB/WB	568+46.26 EB	61.03' RT	—	---	1	—	—	—	---	---	—	—	---	—	---	
	USH 12 EB/WB	568+85.11 EB	61.99' RT	—	---	1	—	—	—	---	---	—	—	---	—	---	
	USH 12 EB/WB	568+75.00 WB	51.60' RT	—	---	---	—	—	1	---	---	—	—	---	—	---	
	USH 12 EB/WB	568+75.00 WB	55.88' LT	—	---	---	—	—	1	---	---	—	—	---	—	---	
	USH 12 EB/WB	571+25.00 WB	41.20' RT	—	---	---	—	—	1	---	---	—	—	---	—	---	
	USH 12 EB/WB	571+25.00 WB	59.16' LT	—	---	---	—	—	1	---	---	—	—	---	—	---	
	USH 12 EB/WB	571+29.81 EB	251.38' RT	—	---	1	—	—	—	---	---	—	—	---	—	---	
	USH 12 EB/WB	571+36.66 EB	221.96' RT	—	---	1	—	—	—	---	---	—	—	---	—	---	
	USH 12 EB/WB	573+59.86 EB	113.56' LT	—	---	---	—	—	—	---	---	—	—	---	1	---	
	USH 12 EB/WB	573+29.05 EB	60.93' RT	—	---	---	—	—	—	---	---	—	—	---	1	---	
	USH 12 EB/WB	577+00.00 EB	23.89' LT	—	---	---	—	—	1	---	---	—	—	---	—	---	
	USH 12 EB/WB	577+00.00 EB	57.57' RT	—	---	---	—	—	1	---	---	—	—	---	—	---	
	USH 12 EB/WB	582+00.00 EB	27.37' LT	—	---	---	—	—	1	---	---	—	—	---	—	---	
	USH 12 EB/WB	582+00.00 EB	56.90' RT	—	---	---	—	—	1	---	---	—	—	---	—	---	
	USH 12 EB/WB	583+38.00 WB	61.80' LT	—	---	---	—	—	—	---	---	—	—	1	—	---	
	USH 12 EB/WB	583+38.00 WB	104.50' RT	—	---	---	—	—	—	---	---	—	—	1	—	---	
	USH 12 EB/WB	587+50.00 EB	120.29' LT	—	---	---	—	—	1	---	---	—	—	---	—	---	
	USH 12 EB/WB	587+50.00 EB	73.73' RT	—	---	---	—	—	1	---	---	—	—	---	—	---	
	USH 12 EB/WB	589+31.61 WB	50.00' LT	—	---	1	—	—	—	---	---	—	—	---	—	---	
	USH 12 EB/WB	588+96.69 WB	50.86' LT	—	---	1	—	—	—	---	---	—	—	---	—	---	
	USH 12 EB/WB	590+00.00 EB	55.88' RT	—	---	---	—	—	1	---	---	—	—	---	—	---	
	USH 12 EB/WB	593+55.01 EB	118.94' LT	—	---	---	—	—	—	---	---	1	—	---	—	---	
	USH 12 EB/WB	593+47.02 EB	78.30' RT	—	---	---	—	—	—	---	---	1	—	---	—	---	
	USH 12 EB/WB	597+36.29 EB	83.20' LT	—	---	---	—	1	—	---	---	—	—	---	—	---	
	USH 12 EB/WB	598+18.21 EB	83.70' LT	—	---	---	—	—	—	---	1	—	—	---	—	---	
	USH 12 EB/WB	598+09.94 EB	70.50' RT	—	---	---	—	—	—	---	1	—	—	---	—	---	
	USH 12 EB/WB	599+50.01 EB	67.70' LT	—	---	---	—	1	—	---	---	—	—	---	—	---	
	USH 12 EB/WB	603+70.78 EB	64.70' RT	1	---	---	—	—	—	---	---	—	—	---	—	---	
	USH 12 EB/WB	604+06.80 EB	53.00' RT	1	---	---	—	—	—	---	---	—	—	---	—	---	
	USH 12 EB/WB	603+65.36 EB	50.70' RT	—	---	---	—	1	—	---	---	—	—	---	—	1	
	USH 12 EB/WB	604+45.59 WB	61.70' LT	—	---	---	—	—	—	---	---	—	—	---	—	1	
	USH 12 EB/WB	604+21.43 EB	45.80' RT	—	---	---	—	1	—	---	---	—	—	---	—	---	
	GREEN VALLEY PARK ACCESS	8+95.88 GP	18.40' RT	—	1	---	—	—	—	---	---	—	—	---	—	---	
	GREEN VALLEY PARK ACCESS	9+19.71 GP	27.30' LT	—	1	---	—	—	—	---	---	—	—	---	—	---	
	GREEN VALLEY TURN-AROUND	10+48.21 GT	29.60' RT	—	---	1	—	—	—	---	---	—	—	---	—	---	
	GREEN VALLEY TURN-AROUND	10+17.73 GT	26.20' LT	—	---	1	—	—	—	---	---	—	—	---	—	---	
	GREEN VALLEY DRIVEWAY	37+55.29 GD	18.30' LT	—	1	---	—	—	—	---	---	—	—	---	—	---	
	GREEN VALLEY DRIVEWAY	37+55.28 GD	33.57' RT	—	1	---	—	—	—	---	---	—	—	---	—	---	
		SUBTOTAL		2	4	10	—	5	13	---	4	4	4	2	2	2	

APRON ENDWALLS

				521.1012	521.1018	521.1024	521.1036	522.1015	522.1024	522.1030	522.1036	522.1042	523.0519	523.0524	523.0534	523.0548	
				APRON ENDWALLS FOR CULVERT PIPE STEEL				APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE					PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL				
CATEGORY	LOCATION	STATION	OFFSET	12-INCH (EACH)	18-INCH (EACH)	24-INCH (EACH)	36-INCH (EACH)	15-INCH (EACH)	24-INCH (EACH)	30-INCH (EACH)	36-INCH (EACH)	42-INCH (EACH)	19x30-INCH (EACH)	24x38-INCH (EACH)	34x53-INCH (EACH)	48x76-INCH (EACH)	NOTE
0010		SUBTOTAL		2	4	10	—	5	13		4	4	4	2	2	2	
0010	OAK COURT	12+20.00 LF	36.90' LT	---	---	—	—	1	---	---	—	—	—	---	—	---	
	OAK COURT	18+82.61 LF	27.65' LT	---	1	—	—	---	---	---	—	—	—	---	—	---	
	OAK COURT	19+07.63 LF	27.65' LT	---	1	—	—	---	---	---	—	—	—	---	—	---	
	OAK COURT	20+59.70 LF	62.00' RT	---	---	—	—	1	---	---	—	—	—	---	—	---	
	LEHMAN ROAD	492+19.42 LR	30.55' LT	---	1	—	—	---	---	---	—	—	—	---	—	---	
	LEHMAN ROAD	491+80.60 LR	30.55' LT	---	1	—	—	---	---	---	—	—	—	---	—	---	
	LEHMAN ROAD	498+53.87 LR	40.86' RT	---	---	—	—	---	1	---	—	—	—	---	—	---	
	LEHMAN ROAD	498+76.25 LR	46.00' LT	---	---	—	—	---	1	---	—	—	—	---	—	---	
	SKI HI ORCHARD FIELD ENTRANCE	11+74.74 SE	14.09' LT	---	---	—	—	---	1	---	—	—	—	---	—	---	
	SKI HI ORCHARD FIELD ENTRANCE	11+74.74 SE	17.39' RT	---	---	—	—	---	1	---	—	—	—	---	—	---	
	WENZEL DRIVEWAY	20+61.37 WD	61.70' LT	---	---	—	—		---	---	1	—	—	---	—	---	
	WENZEL DRIVEWAY	20+72.66 WD	50.70' RT	---	---	—	—	---	---	---	1	—	—	---	—	---	
	USH 12 EB/WB	520+75.51 L	21.20' LT	---	---	—	—	---	1	---	—	—	—	---	—	---	TEMPORARY, STAGE 1A
	USH 12 EB/WB	524+50.00 L	34.93' RT	---	---	1	—	---	---	---	—	—	—	---	—	---	TEMPORARY, STAGE 1A
	USH 12 EB/WB	524+50.00 L	30.94' LT	---	---	1	—	---	---	---	—	—	—	---	—	---	TEMPORARY, STAGE 1A
	USH 12 EB/WB	527+53.38 L	23.06' LT	---	---	1	—	---	---	---	—	—	—	---	—	---	TEMPORARY, STAGE 1A
	USH 12 EB/WB	527+88.48 L	24.00' LT	---	---	1	—	---	---	---	—	—	—	---	—	---	TEMPORARY, STAGE 1A
	USH 12 EB/WB	560+89.03 L	137.2' LT	---	---	—	—	---	---	1	—	—	—	---	—	---	TEMPORARY, STAGE 1A
	USH 12 EB/WB	570+14.90 L	46.42' RT	---	---	—	1	---	---	---	—	—	—	---	—	---	TEMPORARY, STAGE 1A
	USH 12 EB/WB	570+09.19 L	33.64' LT	---	---	—	1	---	---	---	—	—	—	---	—	---	TEMPORARY, STAGE 1A
	USH 12 EB/WB	572+18.31 L	46.47' LT	---	1	—	—	---	---	---	—	—	—	---	—	---	TEMPORARY, STAGE 1A
	USH 12 EB/WB	572+44.24 L	45.06' LT	---	1	—	—	---	---	---	—	—	—	---	—	---	TEMPORARY, STAGE 1A
	USH 12 EB/WB	573+46.93 L	38.31' LT	---	---	1	—	---	---	---	—	—	—	---	—	---	TEMPORARY, STAGE 1A
	USH 12 EB/WB	583+00.71 L	42.20' LT	---	---	1	—	---	---	---	—	—	—	---	—	---	TEMPORARY, STAGE 1A
	USH 12 EB/WB	583+26.40 L	41.86' LT	---	---	1	—	---	---	---	—	—	—	---	—	---	TEMPORARY, STAGE 1A
	USH 12 EB/WB	587+66.72 L	49.20' LT	---	---	—	—	---	1	---	—	—	—	---	—	---	TEMPORARY, STAGE 1A
	USH 12 EB/WB	591+85.93 L	36.35' LT	---	1	—	—	---	---	---	—	—	—	---	—	---	TEMPORARY, STAGE 1A
	USH 12 EB/WB	592+11.95 L	35.89' LT	---	1	—	—	---	---	---	—	—	—	---	—	---	TEMPORARY, STAGE 1A
	USH 12 EB/WB	603+45.25 L	45.57' RT	---	---	—	—	---	---	---	1	—	—	---	—	---	TEMPORARY, STAGE 1A
	USH 12 EB/WB	603+86.64 L	63.73' LT	---	---	—	—	---	---	---	1	—	—	---	—	---	TEMPORARY, STAGE 1A
	USH 12 EB/WB	484+58.85 T	25.08' LT	---	---	1	—	---	---	---	—	—	—	---	—	---	TEMPORARY, STAGE 2C
	USH 12 EB/WB	483+18.25 T	12.15' RT	---	---	1	—	---	---	---	—	—	—	---	—	---	TEMPORARY, STAGE 2C
															—	---	
	PROJECT 1674-00-81 TOTAL			2	12	19	2	7	19	1	8	4	4	2	2	2	

TEMPORARY SHORING

				511.1100	511.1200.001
CATEGORY	LOCATION	STATION-STATION	STRUCTURE	TEMPORARY SHORING (SF)	TEMPORARY SHORING STRUCTURE (SF)
0010	USH 12 EB	570+40 EB - 570+80 EB	B-56-223	—	560
	USH 12 EB	604+20 EB - 604+60 EB		280	---
	PROJECT 1674-00-81			280	560

SLOPE PAVING CRUSHED AGGREGATE

			604.0500
CATEGORY	LOCATION	STATION-STATION	(SY)
0010	USH 12 EB/WB	493+47 EB - 521+67 EB	2,600
		597+27 EB - 605+73 EB	700
	PROJECT 1674-00-81		3,300

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CURB AND GUTTER

CATEGORY	LOCATION		OFFSET	601.0555 6-INCH SLOPED 36-INCH TYPE A (LF)	601.0557 6-INCH SLOPED 36-INCH TYPE D (LF)	650.5500 CONSTRUCTION STAKING CURB AND GUTTER (LF)
0010	USH 12 EB	550+73 EB - 551+13 EB	RT	57	---	57
		551+56 EB - 552+06 EB	RT	86	---	86
		597+21 EB - 603+62 EB	RT	651	---	651
		604+18 EB - 605+73 EB	RT	155	---	155
	USH 12 WB	563+99 WB - 564+50 WB	RT	79	---	79
		564+92 WB - 5645+33 WB	RT	63	---	63
		597+19 WB - 603+62 WB	RT	651	---	651
		604+18 WB - 605+73 WB	RT	155	---	155
	LEHMAN ROAD	495+36 LR - 495+86 LR	RT	—	68	68
		496+17 LR - 496+72 LR	RT	—	91	91
	CTH BD	30+04 BD - 47+59 BD	RT	1548	---	1548
		30+04 BD - 48+20 BD	RT	655	291	946
		PROJECT 1674-00-81 TOTAL		4,100	450	4,550

PIPE SCHEDULE

CATEGORY	FROM STRUCTURE	TO STRUCTURE	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE (%)	608.0415 15-INCH SSPRC (LF)	608.0424 24-INCH SSPRC (LF)	608.0430 CLASS IV 30-INCH SSPRC (LF)	608.0436 36-INCH SSPRC (LF)	608.0442 42-INCH SSPRC (LF)
0010	100.1	100.0	1018.73	1017.13	2.2%	73	---	—	—	---
	100.2	100.1	1019.62	1018.73	5.7%	16	---	—	—	---
	101.1	101.0	1033.03	1028.98	5.0%	—	81	—	—	---
	102.1	102.0	1045.43	1044.16	1.4%	—	---	—	90	---
	102.2	102.1	1047.09	1045.43	1.4%	—	---	—	119	---
	103.1	103.0	1075.54	1075.07	0.5%	—	92	—	—	---
	104.1	104.0	1096.59	1095.17	1.1%	—	---	—	—	132
	104.2	104.1	1103.00	1096.59	5.3%	—	---	—	—	122
	105.1	105.0	1123.98	1123.06	1.0%	—	95	—	—	---
	106.1	106.0	1127.00	1126.61	0.4%	—	---	—	—	97
	106.2	106.1	1127.38	1127.00	0.4%	—	---	—	—	100
	107.1	107.0	1138.81	1137.42	2.5%	56	---	—	—	---
	107.2	107.1	1139.47	1138.81	2.5%	27	---	—	—	---
	108.1	108.0	1142.91	1142.00	1.8%	51	---	—	—	---
	108.2	108.1	1143.17	1142.91	1.8%	15	---	—	—	---
	109.1	109.0	1153.76	1153.52	0.5%	47	---	—	—	---
	109.2	109.1	1153.80	1153.76	0.6%	6	---	—	—	---
	110.1	110.0	1106.87	1106.53	0.5%	68	---	—	—	---
	111.1	111.0	1099.33	1098.88	0.5%	—	90	—	—	---
	T190.1	T190.0	1100.00	1098.09	1.3%	—	---	142	—	---
	T200.1	T200.0	1010.00	1008.98	0.9%	—	109	—	—	---
	T201.1	T201.0	1120.96	1120.54	2.3%	—	18	—	—	---
	T201.2	T201.1	1121.15	1120.96	2.4%	—	8	—	—	---
	T201.3	T201.1	1123.00	1120.96	12.8%	—	16	—	—	---
		PROJECT 1674-00-81 TOTAL				359	508	142	209	451

ADJUSTING INLET COVERS AND INLET COVERS TEMPORARY

CATEGORY	STAGE 1	STATION-STATION	611.8115 ADJUSTING INLET COVERS (EACH)	SPV.0060.001 INLET COVERS TEMPORARY (EACH)
0010	USH 12 EB	361+90 EB - 362.19 EB	2	—
		372+76 EB - 373+01 EB	2	—
		414+03 EB - 414+22 EB	1	—
		458+30 EB - 458+51 EB	2	—
		514+90 EB - 515+32 EB	1	—
	USH 12 WB	361+57 WB - 361+87 WB	2	—
		372+57 WB - 372+82 WB	2	—
		413+87 WB - 414+07 WB	1	—
		458+13 WB - 458+35 WB	2	—
		514+52 WB - 515+00 WB	1	—
		STAGE 1 TOTAL	16	—
	STAGE 3			
	CTH BD	30+00 BD - 49+00 BD	3	—
		STAGE 3 TOTAL	3	—
	STAGE 4			
	CTH BD	30+00 BD - 49+00 BD	3	—
	USH 12 EB/WB	597+27 EB -604+61 EB	---	4
		STAGE 4 TOTAL	3	4
		PROJECT 1674-00-81 TOTAL	22	4

CONCRETE BARRIER

CATEGORY	LOCATION	STATION-STATION	603.1242 CONCRETE BARRIER TYPE S42A (LF)	650.7500 CONSTRUCTION STAKING CONCRETE BARRIER (LF)
0010	USH 12 EB	493+47 EB - 515+06 EB	2,167	2,167
		518+88 EB - 521+67 EB	281	281
	USH 12 WB	493+47 WB - 515+00 WB	2,163	2,163
			289	289
		PROJECT 1674-00-81	4,900	4,900

STRUCTURE SCHEDULE

CATEGORY	STRUC. NO.	STATION	OFFSET TO STRUCTURE	CASTING ELEV.	TOP OF STR. ELEV.	BOTTOM OF STR. ELEV.	DEPTH	520.8000 (A) CONCRETE COLLARS FOR PIPE (EACH)	611.2005 MANHOLES 5-FT DIAMETER (EACH)	611.3225 INLETS 2X2.5-FT (EACH)	611.3230 2X3-FT (EACH)	611.3901 MEDIAN 1 GRATE (EACH)	611.3902 MEDIAN 2 GRATE (EACH)	SPV.0060.002 MEDIAN 4 GRATE MODIFIED (EACH)	611.0430 RECONSTRUCTING (EACH)	611.0530 COVERS TYPE J (EACH)	611.0610 INLET COVERS TYPE BW (EACH)	611.0627 INLET COVERS TYPE HM (EACH)	611.0642 INLET COVERS TYPE MS (EACH)	650.4000 CONSTRUCTION STAKING STORM SEWER SYSTEM (EACH)
0010	97.0	382+00.00 EB	29' LT	963.58	—	—	—	---	—	---	---	—	—	---	1	---	---	—	---	1
	98.0	454+36.00 EB	27' LT	965.50	—	—	—	---	—	---	---	—	—	1	—	---	---	—	4	1
	99.0	469+00.00 EB	25' LT	957.60	—	—	—	---	—	---	---	—	—	1	—	---	---	—	4	1
	100.0	519+27.98 EB	58.6' RT	ENDWALL	—	1017.00	—	---	—	---	---	—	—	---	—	---	---	—	---	1
	100.1	518+95.16 EB	10.5' LT	1023.33	1022.04	1018.54	3.50	---	—	1	---	—	—	---	—	---	1	—	---	1
	100.2	518+95.15 EB	25.1' LT	1024.54	1023.25	1019.43	3.82	---	—	1	---	—	—	---	—	---	1	—	---	1
	101.0	523+00.00 EB	66.0' RT	ENDWALL	—	1028.76	—	---	—	---	---	—	—	---	—	---	---	—	---	1
	101.1	523+00.00 EB	14.8' LT	1037.16	1037.16	1032.84	4.32	---	—	---	---	—	1	---	—	---	---	—	2	1
	102.0	527+25.00 EB	65.3' RT	ENDWALL	—	1044.04	—	---	—	---	---	—	—	---	—	---	---	—	---	1
	102.1	527+25.00 EB	25.1' LT	1056.84	1056.84	1045.10	11.74	---	—	---	---	—	1	---	—	---	---	—	2	1
	102.2	527+25.00 EB	143.7' LT	ENDWALL	—	1047.35	—	---	—	---	---	—	—	---	—	---	---	—	---	1
	103.0	533+00.00 EB	56.9' RT	ENDWALL	—	1075.04	—	---	—	---	---	—	—	---	—	---	---	—	---	1
	103.1	533+00.00 EB	35.0' LT	1080.12	1080.12	1075.29	4.83	---	—	---	---	—	1	---	—	---	---	—	2	1
	104.0	561+17.67 EB	193.3' LT	ENDWALL	—	1095.17	—	---	—	---	---	—	—	---	—	---	---	—	---	1
	104.1	561+47.42 EB	62.1' LT	1102.12	1101.67	1096.17	5.50	---	—	---	---	—	1	---	—	---	---	—	2	1
	104.2	561+73.31 EB	57.1' RT	ENDWALL	—	1103.37	—	---	—	---	---	—	—	---	—	---	---	—	---	1
	105.0	590+00.00 EB	71.8' RT	ENDWALL	—	1123.00	—	---	—	---	---	—	—	---	—	---	---	—	---	1
	105.1	590+00.00 EB	23.4' LT	1127.79	1127.79	1123.79	4.00	---	—	---	---	—	1	---	—	---	---	—	2	1
	106.0	593+55.01 EB	118.9' LT	ENDWALL	—	1126.58	—	---	—	---	---	—	—	---	—	---	---	—	---	1
	106.1	593+51.12 EB	18.8' LT	1134.35	1134.35	1126.67	7.68	---	—	---	---	—	1	---	—	---	---	—	2	1
	106.2	593+47.02 EB	78.3' RT	ENDWALL	—	1127.41	—	---	—	---	---	—	—	---	—	---	---	—	---	1
	107.0	597+36.29 EB	83.2' LT	ENDWALL	—	1037.27	—	---	—	---	---	—	—	---	—	---	---	—	---	1
	107.1	597+25.08 EB	28.3' LT	1142.82	1141.9	1138.62	3.28	---	—	---	1	—	—	---	—	---	---	1	---	1
	107.2	597+25.00 EB	1.5' LT	1142.78	1141.86	1139.28	2.58	---	—	---	1	—	—	---	—	---	---	1	---	1
	108.0	599+50.01 EB	67.7' LT	ENDWALL	—	1141.89	—	---	—	---	---	—	—	---	—	---	---	—	---	1
	108.1	599+50.08 EB	16.3' LT	1146.51	1145.6	1142.72	2.88	---	—	---	1	—	—	---	—	---	---	1	---	1
	108.2	599+50.00 EB	1.5' LT	1146.48	1145.56	1142.98	2.58	---	—	---	1	—	—	---	—	---	---	1	---	1
	109.0	604+21.43 EB	45.8' RT	ENDWALL	—	1153.50	—	---	—	---	---	—	—	---	—	---	---	—	---	1
	109.1	604+21.35 EB	1.5' LT	1157.55	1156.63	1153.57	3.06	---	—	---	1	—	—	---	—	---	---	1	---	1
	109.2	604+21.35 EB	7.2' LT	1157.37	1156.45	1153.61	2.85	---	—	---	1	—	—	---	—	---	---	1	---	1
	110.0	12+20.00 LF	36.9' LT	ENDWALL	—	1106.50	—	---	—	---	---	—	—	---	—	---	---	—	---	1
	110.1	12+20.00 LF	31.2' RT	1110.36	1110.36	1106.68	3.68	---	—	---	---	1	—	---	—	---	---	—	1	1
	111.0	20+59.70 LF	62.0' RT	ENDWALL	—	1098.85	—	---	—	---	---	—	—	---	—	---	---	—	---	1
	111.1	20+59.70 LF	27.6' LT	1103.16	1103.16	1099.14	4.02	---	—	---	---	1	—	---	—	---	---	—	1	1
T190.0	560+89.03 L	137.2' LT	ENDWALL	—	1098.09	—	---	—	---	---	—	—	---	—	---	---	—	---	1
T190.1	561+43.88 L	5.9' LT	1105.94	1104.94	1099.71	5.23	---	1	---	---	—	—	---	—	1	---	—	---	1
T200.0	520+75.51 L	21.2' LT	ENDWALL	—	1008.92	—	---	—	---	---	—	—	---	—	---	---	—	---	1
T200.1	521+75.00 L	23.1' RT	1014.27	1014.27	1009.75	4.52	---	—	---	---	1	—	---	—	---	---	—	1	1
T201.0	587+51.70 L	32.1' LT	CONCRETE COLLAR	—	1120.54	—	1	—	---	---	—	—	---	—	---	---	—	---	1
T201.1	587+50.75 L	50.3 LT	1124.50	1123.50	1120.71	2.79	---	1	---	---	—	—	---	—	1	---	—	---	1
T201.2	587+50.02 L	58.3' LT	CONCRETE COLLAR	—	1121.15	—	1	—	---	---	—	—	---	—	---	---	—	---	1
T201.3	587+66.72 L	49.2' LT	ENDWALL	—	1124.00	—	---	—	---	---	—	—	---	—	---	---	—	---	1
			PROJECT 1674-00-81 TOTAL					2	2	2	6	3	6	2	1	2	2	6	23	42

(A) DENOTES ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN PLANS

MGS GUARDRAIL

CATEGORY	STAGE 1	STATION - STATION	OFFSET	614.0396 GUARDRAIL MOW STRIP ASPHALT (SY)	614.2300 MGS GUARDRAIL 3 (LF)	614.2500 MGS THRIE BEAM TRANSITION (LF)	614.2610 MGS GUARDRAIL TERMINAL EAT (EACH)	614.2620 MGS GUARDRAIL TYPE 2 (EACH)
0010	USH 12 EB	317+04 EB - 319+91 EB	LT	115	205	39.4	1	---
		316+70 EB - 319+59 EB	RT	113	202	39.4	1	---
		356+46 EB - 359+59 EB	LT	104	178	39.4	1	---
		357+11 EB - 359+74 EB	RT	83	123	39.4	1	---
		370+13 EB - 373+00 EB	RT	113	201	39.4	1	---
		381+08 EB - 381+60 EB	RT	20	13	39.4	—	1
		411+07 EB - 414+19 EB	LT	123	228	39.4	1	---
		411+62 EB - 414+24 EB	RT	102	173	39.4	1	---
		452+01 EB - 454+63 EB	RT	102	173	39.4	1	---
		512+59 EB - 515+32 EB	RT	108	186	39.4	1	---
	USH 12 WB	322+54 WB - 325+04 WB	LT	98	162	39.4	1	---
		322+16 WB - 325+29 WB	RT	122	223	39.4	1	---
		361+55 WB - 364+18 WB	LT	83	123	39.4	1	---
		361+70 WB - 364+83 WB	RT	126	223	39.4	1	---
		380+83 WB - 383+49 WB	LT	103	176	39.4	1	---
		416+09 WB - 418+73 WB	LT	102	173	39.4	1	---
		416+13 WB - 419+25 WB	RT	122	223	39.4	1	---
		458+13 WB - 460+76 WB	LT	102	173	39.4	1	---
		STAGE 1 TOTAL		1,840	3,158	709	17	1
	STAGE 2							
	USH 12 EB	519+12 EB - 532+90 EB	RT	532	1,328	39.4	—	---
		STAGE 2 TOTAL		532	1,328	39	—	---
	STAGE 3							
	USH 12 WB	518+46 WB - 530+00 WB	LT	429	1,015	39.4	1	---
		STAGE 3 TOTAL		429	1015	39	1	---
		PROJECT 1674-00-81 TOTAL		2,800	5,500	788	18	1

INLET PROTECTION

CATEGORY	LOCATION	STATION - STATION	628.7005 TYPE A (EACH)	628.7010 TYPE B (EACH)	628.7015 TYPE C (EACH)	628.7020 TYPE D (EACH)
0010	USH 12 EB/WB	515+37 EB - 537+04 EB	5	5	---	—
	USH 12 EB/WB	537+04 EB - 551+34 EB	---	—	---	—
	USH 12 EB/WB	551+34 EB - 564+45 EB	1	1	---	—
	USH 12 EB/WB	564+45 EB - 589+12 EB	---	—	---	—
	USH 12 EB/WB	589+12 EB - 597+27 EB	---	—	---	—
	USH 12 EB/WB	597+27 EB -604+61 EB	8	2	6	—
	OAK COURT	10+17 LF - 24+81 LF	2	2	---	—
		UNDISTRIBUTED	---	—	---	4
	PROJECT 1674-00-81 TOTAL		16	10	6	4

STEEL THRIE BEAM

CATEGORY	STAGE 1	STATION - STATION	OFFSET	614.0200 STEEL THRIE BEAM STRUCTURE APPROACH (LF)	614.0220 STEEL THRIE BEAM BULLNOSE TERMINAL (EACH)	614.0230 STEEL THRIE BEAM (LF)
0010	USH 12 EB	371+79 EB - 373+00 EB	LT	41.3	1	137.5
		380+90 EB - 382+08 EB	LT	41.3	1	200
		453+43 EB - 454+56 EB	LT	41.3	1	137.5
		458+20 EB - 459+34 EB	LT	41.3	1	137.5
				—	2	150
		492+75 EB - 493+47 EB	LT	41.3	1	50
		STAGE 1 TOTAL		206	7	813
	STAGE 2					
	USH 12 EB	521+67 EB - 522+37 EB	LT	21	---	---
		STAGE 2 TOTAL		21	---	---
	STAGE 3					
	USH 12 EB	521+67 WB - 522+37 WB	RT	21	1	---
		STAGE 3 TOTAL		21	1	---
		PROJECT 1674-00-81 TOTAL		248	8	813

FENCE

CATEGORY	LOCATION	STATION - STATION	616.0204 FENCE CHAIN LINK 4-FT (LF)	616.0206 FENCE CHAIN LINK 6-FT (LF)	616.0208 FENCE CHAIN LINK 8-FT (LF)	616.0700.S SAFETY (LF)
0010	USH 12 EB/WB	305+47 EB - 308+21 EB	—	300	---	—
		518+95 EB - 528+00 EB	410	—	1710	—
	POINT OF ROCKS ROAD	514+25 CDS - 515+99 CDS	—	—	---	500
	PROJECT 1674-00-81 TOTAL		410	300	1,710	500

CONCRETE MEDIAN NOSE

CATEGORY	STAGE 4	STATION	OFFSET	620.0300 CONCRETE MEDIAN SLOPED NOSE (SF)
0010	USH 12 EB/WB	603+63 EB	4' LT	35
		604+17 EB	4' LT	35
	PROJECT 1674-00-81 TOTALS			70

WATER

CATEGORY	LOCATION	TASK	624.0100 (MGAL)
0010	PROJECT	DUST CONTROL	4,500
		COMPACTION	4,500
	PROJECT 1674-00-81 TOTAL		9,000

MOBILIZATIONS EROSION CONTROL

CATEGORY	LOCATION	628.1905 (EACH)	628.1910 EMERGENCY (EACH)
0010	PROJECT	30	15
PROJECT 1674-00-81 TOTAL		30	15

EROSION CONTROL

CATEGORY	STAGE 1	STATION - STATION	606.0200 RIPRAP MEDIUM (CY)	606.0300 RIPRAP HEAVY (CY)	627.0200 MULCHING (SY)	628.1104 EROSION BALES (EACH)	628.1504 SILT FENCE (LF)	628.1520 SILT FENCE MAINTENANCE (LF)	628.1920 CLEANING SEDIMENT BASINS (CY)	628.2004 EROSION MAT CLASS I TYPE B (SY)	628.2027 EROSION MAT CLASS II TYPE C (SY)	628.6510 SOIL STABILIZER TYPE B (ACRE)	628.7504 TEMPORARY DITCH CHECKS (LF)	628.7555 CULVERT PIPE CHECKS (EACH)	628.7570 ROCK BAGS (EACH)	628.7515.S STONE OR ROCK DITCH CHECKS (CY)	645.0120 GEOTEXTILE FABRIC TYPE HR (SY)	645.0140 GEOTEXTILE FABRIC TYPE SAS (SY)	628.7560 TRACKING PADS (EACH)
0010	USH 12 EB/WB	515+37 EB - 537+04 EB	—	—	---	—	1,058	529	---	2,929	—	---	60	---	—	—	240	---	—
		537+04 EB - 551+34 EB	—	—	---	—	—	---	---	6,026	—	---	75	3	—	—	60	---	—
		551+34 EB - 564+45 EB	27	—	---	—	605	1,573	---	7,087	—	---	---	7	—	5	175	20	1
		564+45 EB - 589+12 EB	15	—	---	2	1,454	3,728	---	5,873	—	---	225	12	—	—	269	---	—
		589+12 EB - 597+27 EB	11	—	---	—	979	2,551	---	6,517	—	---	90	---	—	—	82	---	1
		597+27 EB -604+61 EB	—	—	---	—	—	---	---	---	—	---	---	---	—	—	60	---	—
		515+00 L - 606+00 L	—	—	---	—	—	---	---	17,000	—	---	---	---	—	50	—	---	—
		BORROW SITE	—	—	100,000	—	5,000	2,500	---	20,000	—	---	500	---	—	—	—	---	2
		UNDISTRIBUTED	13	—	25,000	200	1,017	2,089	100	7,058	—	6	113	11	25	1	221	5	1
	STAGE 1 TOTAL		66	—	125,000	202	10,113	12,970	100	72,489	—	6	1,063	33	25	56	1,107	25	5
CATEGORY	STAGE 2																		
0010	USH 12 EB/WB	515+37 EB - 537+04 EB	1,090	—	---	—	785	2,316	---	19,857	—	---	45	---	—	106	2,294	375	—
		537+04 EB - 551+34 EB	—	—	---	—	64	194	---	10,153	—	---	390	6	—	10	60	40	—
		551+34 EB - 564+45 EB	—	7	---	1	559	1,696	---	7,073	—	---	150	3	—	20	13	60	1
		564+45 EB - 589+12 EB	27	47	---	7	1,858	5,263	---	9,361	—	---	352	19	—	25	321	80	—
		589+12 EB - 597+27 EB	—	—	---	7	78	237	---	3,518	—	---	90	10	—	—	60	---	—
		597+27 EB -604+61 EB	5	—	---	—	650	1,972	---	5,148	—	---	165	16	—	5	70	20	1
	GREEN VALLEY DRIVEWAY	30+49 GD - 38+25 GD	981	—	---	—	1,071	3,249	---	3,844	—	---	---	4	—	—	2,129	---	—
	OAK COURT	10+17 LF - 24+81 LF	6	—	---	3	402	1,219	---	4,128	—	---	45	2	—	5	11	20	—
	LEHMAN ROAD	491+00 LR - 498+33 LR	—	—	---	—	238	722	---	4,030	—	---	60	2	—	10	—	40	1
	SKI HI ROAD	601+16 SH - 610+00 SH	—	27	---	—	1,801	5,463	---	4,768	—	---	---	7	—	—	229	---	1
		UNDISTRIBUTED	525	19	25,000	200	1,840	5,580	100	17,955	—	20	323	26	50	38	1,280	150	1
	STAGE 2 TOTAL		2,634	100	25,000	218	9,346	27,910	100	89,835	—	20	1,620	95	50	219	6,468	785	5
CATEGORY	STAGE 3																		
0010	USH 12 EB/WB	282+00 EB - 313+00 EB	—	—	98,000	—	—	---	---	20,000	—	---	---	---	—	—	—	---	1
		515+37 EB - 537+04 EB	—	—	---	—	433	736	---	10,701	3,001	---	90	14	—	418	180	1,560	—
	CTH BD	30+00 BD - 49+00 BD	—	—	---	—	—	---	---	1,000	—	---	45	---	—	—	—	---	—
		BORROW SITE	—	—	100,200	—	5,000	2,500	---	20,000	50	---	500	---	—	—	—	---	2
		UNDISTRIBUTED	200	—	49,800	100	108	184	100	7,675	749	4	23	9	25	98	45	390	
	STAGE 3 TOTAL		200	—	150,000	100	5,541	3,420	100	39,377	3,800	4	658	23	25	516	225	1,950	2
CATEGORY	STAGE 4																		
0010	USH 12 EB/WB	282+00 EB - 313+00 EB	—	—	---	—	—	---	---	1,000	—	---	---	---	—	—	—	---	—
		482+00 EB - 486+00 EB	—	—	---	—	—	---	---	1,000	—	---	---	---	—	—	—	---	—
		551+34 EB - 564+45 EB	—	—	---	—	—	---	---	2,000	—	---	---	---	—	10	—	40	—
		564+45 EB - 589+12 EB	—	—	---	—	—	---	---	2,000	—	---	30	---	—	—	—	---	—
	CTH BD	30+00 BD - 49+00 BD	—	—	---	—	—	---	---	1,000	—	---	30	---	—	—	—	---	—
	STAGE 4 TOTAL		—	—	---	—	—	---	---	7,000	—	---	60	---	—	10	—	40	—
	PROJECT 1674-00-81 TOTAL		2,900	100	300,000	520	25,000	44,300	300	208,700	3,800	30	3,400	150	100	800	7,800	2,800	12

FINISHING

CATEGORY	LOCATION	STATION - STATION	625.0500 SALVAGED TOPSOIL (SY)	629.0210 FERTILIZER TYPE B (CWT)	630.0130 SEEDING MIXTURE NO. 30 (LB)	SPV.0085.001 SEEDING MIXTURE NO. 75 MOD. (LB)	630.0200 SEEDING MIXTURE TEMPORARY (LB)	630.0300 SEEDING MIXTURE BORROW PIT (LB)	630.0400 SEEDING MIXTURE NURSE CROP (LB)
0010	USH 12 EB/WB	282+40 EB - 319+92 EB	120,556	76	400	708	1,085	—	708
		321+57 EB - 359+84 EB	---	—	—	---	---	—	—
		361+67 EB - 373+17 EB	---	—	—	---	---	—	—
		380+77 EB - 414+43 EB	---	—	—	---	---	—	—
		416+02 EB - 454+80 EB	---	—	—	---	---	—	—
		458+07 EB - 515+35 EB	---	—	—	---	---	—	—
		518+95 EB - 537+04 EB	45,613	29	244	231	411	—	231
		537+04 EB - 551+34 EB	24,126	15	395	16	217	—	16
		551+34 EB - 564+45 EB	25,588	16	461	---	230	—	—
		564+45 EB - 589+12 EB	31,679	20	570	---	285	—	—
		589+12 EB - 597+27 EB	6,801	4	122	---	61	—	—
		597+27 EB - 605+73 EB	11,222	7	202	---	101	—	—
	STH 136 EB RAMP	345+38 A - 360+47 A	---	—	—	---	---	—	—
		362+14 A - 373+49 A	---	—	—	---	---	—	—
	STH 136 WB RAMP	340+60 B - 360+15 B	---	—	—	---	---	—	—
		361+82 B - 374+13 B	---	—	—	---	---	—	—
	CTH W EB RAMP	399+91 C - 414+89 C	---	—	—	---	---	—	—
		416+46 C - 433+55 C	---	—	—	---	---	—	—
	CTH W WB RAMP	398+13 D - 414+53 D	---	—	—	---	---	—	—
		416+09 D - 431+04 D	---	—	—	---	---	—	—
	CTH BD	30+04 BD - 48+20 BD	11,111	7	100	40	100	—	40
	POINT OF ROCKS ROAD	514+00 EX - 515+99 EX	1,243	1	22	---	11	—	—
	WENZEL DRIVEWAY	20+32 WD - 31+13 WD	6,024	4	108	---	54	—	—
	GREEN VALLEY DRIVEWAY	30+49 GD - 38+25 GD	6,364	4	115	---	57	—	—
	OAK COURT	10+70 LF - 24+81 LF	4,364	3	79	---	39	—	—
	LEHMAN ROAD	491+00 LR - 498+33 LR	3,588	2	65	---	32	—	—
	SKI HI ROAD	601+16 SH - 610+00 SH	6,318	4	114	---	57	—	—
		BORROW SITE	---	—	—	---	---	5,000	—
		UNDISTRIBUTED	30,504	28	353	105	308	500	105
	PROJECT 1674-00-81 TOTAL		335,100	220	3,350	1,100	3,050	5,500	1,100

LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES

CATEGORY	ROADWAY	LOCATION	632.9101 LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES EACH
0020	USH 12 EB/WB	ALL	20
	PROJECT 1674-00-81 TOTALS		20

SHRUBS

CATEGORY	ROADWAY	LOCATION	BID ITEM NO.	NAME	632.0201 SHRUBS EA
0020	USH 12 EB/WB	ALL	632.0201	DECIDUOUS ORNAMENTAL SHRUBS	TOTALS
			632.0201.001	VIBURNUM, ARROWWOOD, CONT, 3' HT / #5	54
		PROJECT 1674-00-81 TOTAL			54

TOPSOIL SPECIAL

CATEGORY	ROADWAY	LOCATION	SPV.0035.001 TOPSOIL SPECIAL CY
0020	USH 12 EB/WB	ALL TREES	189
		ALL SHRUBS	14
	PROJECT 1674-00-81 TOTALS		203

TREES

CATEGORY	ROADWAY	LOCATION	BID ITEM NO.	NAME	632.0101 TREES EA
0020	USH 12 EB/WB	ALL	632.0101	CANOPY TREES	TOTALS
			632.0101.001	HACKBERRY, 'PRAIRIE PRIDE', B&B, 2.5-INCH CAL.	1
			632.0101.002	HONEYLOCUST, THORNLESS 'IMPERIAL', B&B, 2.5-INCH CAL.	2
			632.0101.003	MAPLE, FREEMAN 'SIENNA GLEN', B&B, 2.5-INCH CAL.	11
			632.0101.004	MAPLE, STATE STREET, B&b, 2.5-INCH CAL.	2
				SUBTOTAL	16
	USH 12 EB/WB	ALL	632.0101	DECIDUOUS ORNAMENTAL TREES	
			632.0101.005	HAWTHORN, COCKSPUR THORNLESS (SHRUB FORM TREE), B&B, 6-FOOT HT.	9
			632.0101.006	HAWTHORN, 'WINTER KING' (SHRUB FORM TREE), B&B, 6-FOOT HT.	11
			632.0101.007	MUSCLEWOOD, J.N. STRAIN, B&B, 5-FOOT HT.	5
			632.0101.008	SERVICEBERRY, SMOOTH (SHRUB FORM TREE), B&B, 5-FOOT HT.	12
			632.0101.009	VIBURNUM, BLACKHAW 'FOREST ROUGE' (SHRUB FORM TREE), B&B, 6-FOOT HT.	15
				SUBTOTAL	52
	USH 12 EB/WB	ALL	632.0101	EVERGREEN TREES	
			632.0101.010	FIR, BALSAM, B&B, 7-FOOT HT.	15
			632.0101.011	JUNIPER, HILL DUNDEE, B&B, 5-FOOT HT.	22
			632.0101.012	JUNIPER, 'MOUNTBATTEN', B&B, 5-FOOT HT.	19
			632.0101.013	PINE, WHITE, B&B, 7-FOOT HT.	6
			632.0101.014	SPRUCE, BLACK HILLS, B&B, 7-FOOT HT.	40
					102
				PROJECT 1674-00-81 TOTALS	170

DELINEATOR

CATEGORY	LOCATION	STATION - STATION	633.0500 DELINEATOR REFLECTORS (EACH)	633.1000 DELINEATOR BRACKETS (EACH)	633.0200 DELINEATORS FLEXIBLE (EACH)
0010	USH 12 EB	294+98 EB - 605+73 EB	11	11	78
	USH 12 WB	282+39 WB - 605+73 WB	11	11	81
	STH 136 EB ON/OFF RAMP	345+38 A - 373+49 A	---	---	24
	STH 136 WB ON/OFF RAMP	340+60 B - 374+76 B	---	---	38
	CTH W EB ON/OFF RAMP	399+91 C - 433+55 C	---	---	40
	CTH W WB ON/OFF RAMP	398+13 D - 431+02 D	---	---	39
	PROJECT 1674-00-81 TOTAL		22	22	300

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	637.2220 SIGNS TYPE II REFLECTIVE SH SF	637.2230 SIGNS TYPE II REFLECTIVE 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	634.0622 x 22-FT EACH	634.0814 POSTS TUBULAR STEEL 2x2-INCH x 14-FT EACH	635.0200 SIGN SUPPORTS STRUCTURAL STEEL HS LB	636.0100 SIGN SUPPORTS CONCRETE MASONRY CY	636.0500 SIGN SUPPORTS STEEL REINFORCEMENT LB	REMARKS
0010																					
	E1-17	44+00 BD	RT	D1-61	TERRYTOWN RD WITH ARROWS	90x30	---	---	---	---	---	2	---	---	---	---	---	---	---	---	MOVED TO NEW POSTS AT 44+00 BD RT
	3-01	276+00 EB	RT	E9-1	BARABOO/WEST BARABOO NEXT 2 EXITS	168x78	91.00	---	---	---	---	---	---	---	---	---	---	603	1.2	68	SIZE/TYPE OF STEEL: 2-TYPE A
	3-02	292+00 EB	RT	E1-1A	ADVANCE EXIT GUIDE SIGN; BARABOO ROCK SPRINGS 1 MILE	240x186	310.00	---	---	---	---	---	---	---	---	---	---	1,427	1.8	112	SIZE/TYPE OF STEEL: 2-TYPE D
				E1-5P	EXIT 218	120x30	25.00	---	---	---	---	---	---	---	---	---	---	---	---	---	
	3-03	301+00 EB	RT	E3-1	UW BARABOO SAUK COUNTY/ DOWNTOWN BARABOO EXIT 218	216x120	180.00	---	---	---	---	---	---	---	---	---	---	1,006	1.6	98	SIZE/TYPE OF STEEL: 2-TYPE B
	3-04	310+00 EB	RT	E10-61	HOSPITAL EXIT 218	144x54	54.00	---	---	---	---	---	---	---	---	---	---	559	1.2	68	SIZE/TYPE OF STEEL: 2-TYPE A
	3-05	315+00 WB	LT	R2-1	SPEED LIMIT 65 MPH	48x60	---	20.00	---	---	---	---	---	2	---	---	---	---	---	---	
	3-06	325+00 WB	LT	J4-2	WEST USH 12; WEST STH 33	72x54	---	27.00	---	---	---	---	---	2	---	---	---	---	---	---	
	3-07	43+00 BD	MEDIAN	W9-1R	RIGHT LANE ENDS	36x36	---	---	---	9.00	---	---	1	---	---	---	---	---	---	---	
	3-08	21+70 BD	LT	W6-3	TWOWAY TRAFFIC SYMBOL	36x36	---	---	---	9.00	---	---	1	---	---	---	---	---	---	---	
	3-09	26+50 BD	LT	R5-1	DO NOT ENTER	36x36	---	9.00	---	---	---	---	1	---	---	---	---	---	---	---	
	3-10	26+40 BD	MEDIAN	R4-7	KEEP RIGHT	36x48	---	12.00	---	---	---	---	1	---	---	---	---	---	---	---	
	3-11	26+40 BD	MEDIAN	W5-54	CLEARANCE MARKER WITH YELLOW TYPE F SHEETING	18x18	---	---	---	2.25	---	---	---	---	---	---	---	---	---	---	MOUNT AT HT OF 4 FT.; INSTALL ON SAME POST AS SIGN 3-10
	3-12	33+00 BD	LT	R5-1A	WRONG WAY	42x30	---	8.75	---	---	---	---	---	---	---	---	---	---	---	---	INSTALL ON SAME POST AS SIGN 3-14
	3-13	29+50 BD	RT	R6-2L	ONE WAY LEFT ARROW	36x48	---	12.00	---	---	---	---	---	1	---	---	---	---	---	---	
	3-14	33+00 BD	LT	W6-2	DIVIDED HIGHWAY ENDS SYMBOL	36x36	---	---	---	9.00	---	---	1	---	---	---	---	---	---	---	
	3-15	37+00 BD	LT	R6-2L	ONE WAY LEFT ARROW	36x48	---	12.00	---	---	---	---	1	---	---	---	---	---	---	---	
	3-16	37+60 BD	RT	R6-2L	ONE WAY LEFT ARROW	36x48	---	12.00	---	---	---	---	1	---	---	---	---	---	---	---	
	3-17	38+00 BD	RT	R5-1	DO NOT ENTER	36x36	---	9.00	---	---	---	---	---	---	---	---	---	---	---	---	INSTALL ON SAME POST AS SIGN 3-18
	3-18	38+00 BD	RT	W4-2R	LANE REDUCTION TRANSITION SYMBOL - RIGHT	36x36	---	---	---	9.00	---	---	1	---	---	---	---	---	---	---	
	3-19	17+00 BD	RT	W6-1	DIVIDED HIGHWAY AHEAD SYMBOL	36x36	---	---	---	9.00	---	---	1	---	---	---	---	---	---	---	
	3-20	43+00 BD	LT	R5-1A	WRONG WAY	42x30	---	8.75	---	---	---	---	---	---	---	---	---	---	---	---	INSTALL ON SAME POST AS SIGN 3-23
	3-21	40+15 BD	MEDIAN	R6-2R	ONE WAY RIGHT ARROW	36x48	---	12.00	---	---	---	---	1	---	---	---	---	---	---	---	
	3-22	40+50 BD	LT	R5-1	DO NOT ENTER	36x36	---	9.00	---	---	---	---	1	---	---	---	---	---	---	---	
	3-23	43+00 BD	LT	W9-1R	RIGHT LANE ENDS	36x36	---	---	---	9.00	---	---	1	---	---	---	---	---	---	---	
	6-01	343+00 WB	RT	E4-1A	EXIT DIRECTION SIGN W/ ARROW; BARABOO ROCK SPRINGS	288x156	312.00	---	---	---	---	---	---	---	---	---	---	1,412	1.8	112	SIZE/TYPE OF STEEL: 2-TYPE D
				E1-5P	EXIT 218	120x30	25.00	---	---	---	---	---	---	---	---	---	---	---	---	---	
	6-02	350+00 WB	LT	W4-1	MERGING TRAFFIC SYMBOL (RIGHT)	48x48	---	---	---	16.00	---	---	---	1	1	---	---	---	---	---	
	6-03	348+60 EB	RT	E5-1A	EXIT 218 (ARROW)	90x60	---	37.50	---	---	---	---	---	---	2	---	---	---	---	---	
	6-04	349+50 A	RT	W2-6	CIRCULAR INTERSECTION SIGN	36x36	---	---	---	9.00	---	---	---	1	---	---	---	---	---	---	
	6-05	349+50 A	RT	W13-1	ADVISORY SPEED PLATE (YELLOW BACK) (15 MPH)	24x24	---	---	---	4.00	---	---	---	---	---	---	---	---	---	---	INSTALL ON SAME POST AS SIGN 6-04
	6-06	351+50 A	RT	D1-62	ROUNDABOUT DESTINATION - DIRECTION SIGN	132x84	---	77.00	---	---	---	---	---	---	1	2	---	---	---	---	
	6-07	353+00 A	RT	W3-2	YIELD AHEAD	36x36	---	---	---	9.00	---	---	1	---	---	---	---	---	---	---	
	6-08	353+00 EB	RT	E1-1A	ADVANCE EXIT GUIDE SIGN; CTH W/SOUTH BLVD 1 MILE	204x150	212.50	---	---	---	---	---	---	---	---	---	---	1,132	1.6	98	SIZE/TYPE OF STEEL: 2-TYPE B
				E1-5P	EXIT 219	120x30	25.00	---	---	---	---	---	---	---	---	---	---	---	---	---	
	6-09	354+75 A	RT	J32-2	TRAILBLAZER ADVANCE TURN WITH CARDINAL	48x69	---	23.00	---	---	---	---	---	2	---	---	---	---	---	---	
	6-10	356+25 A	RT	J13-1	HOSPITAL RIGHT TURN	24x45	---	7.50	---	---	---	---	1	---	---	---	---	---	---	---	
	6-11	389+00 WB	LT	J4-1	USH 12 WEST	36x54	---	13.50	---	---	---	---	---	1	---	---	---	---	---	---	
	6-12	363+50 EB	RT	W4-1	MERGING TRAFFIC SYMBOL (RIGHT)	48x48	---	---	---	16.00	---	---	---	---	2	---	---	---	---	---	
	6-13	367+50 B	LT	J32-1	TRAILBLAZER ADVANCE TURN WITH CARDINAL	24x69	---	11.50	---	---	---	---	---	1	---	---	---	---	---	---	
	6-14	369+00 B	LT	W3-2	YIELD AHEAD	36x36	---	---	---	9.00	---	---	---	1	---	---	---	---	---	---	
	6-15	370+50 B	LT	D1-62	ROUNDABOUT DESTINATION - DIRECTION SIGN	132x84	---	77.00	---	---	---	---	---	---	1	2	---	---	---	---	
	6-16	370+30 WB	LT	E5-1A	EXIT 218 (ARROW)	90x60	---	37.50	---	---	---	---	---	---	2	---	---	---	---	---	
	6-17	372+00 B	LT	W2-6	CIRCULAR INTERSECTION SIGN	36x36	---	---	---	9.00	---	---	---	1	---	---	---	---	---	---	
	6-18	372+00 B	LT	W13-1	ADVISORY SPEED PLATE (YELLOW BACK) (15 MPH)	24x24	---	---	---	4.00	---	---	---	---	---	---	---	---	---	---	INSTALL ON SAME POST AS SIGN 6-17
	6-19	373+60 B	LT	E4-1A	EXIT DIRECTION SIGN W/ ARROW; BARABOO ROCK SPRINGS	288x156	312.00	---	---	---	---	---	---	---	---	---	---	1,615	1.8	112	SIZE/TYPE OF STEEL: 2-TYPE D
				E1-5P	EXIT 218	120x30	25.00	---	---	---	---	---	---	---	---	---	---	---	---	---	
	6-20	382+20 WB	LT	D10-3	MILEPOST MARKER (3 DIGIT)	12x48	---	4.00	---	---	---	1	---	---	---	---	---	---	---	---	
	6-21	382+20 EB	RT	D10-3	MILEPOST MARKER (3 DIGIT)	12x48	---	4.00	---	---	---	1	---	---	---	---	---	---	---	---	
	6-22	387+50 EB	RT	R2-1	SPEED LIMIT 65 MPH	48x60	---	20.00	---	---	---	---	---	2	---	---	---	---	---	---	
	6-23	390+00 EB	RT	E3-1	DEVILS LAKE STATE PARK EXIT 219	144x84	84.00	---	---	---	---	---	---	---	---	---	---	619	1.2	68	SIZE/TYPE OF STEEL: 2-TYPE A
	6-24	384+00 WB	LT	R2-1	SPEED LIMIT 65 MPH	48x60	---	20.00	---	---	---	---	---	1	1	---	---	---	---	---	
	6-25	382+00 EB	RT	E3-1	CIRCUS WORLD MUSEUM/RAILWAY MUSEUM EXIT 219	252x120	210.00	---	---	---	---	---	---	---	---	---	---	1,019	1.6	98	SIZE/TYPE OF STEEL: 2-TYPE B
							1,865.50	484.00	0.00	132.25	0	4	14	16	10	4	0	9,392	13.8	834	

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	637.2220 SIGNS TYPE II REFLECTIVE SH 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	634.0622 POSTS WOOD 4x6-INCH x 22-FT EACH	634.0814 POSTS TUBULAR STEEL 2x2-INCH x 14-FT EACH	635.0200 SIGN SUPPORTS STRUCTURAL STEEL HS LB	636.0100 SIGN SUPPORTS CONCRETE MASONRY CY	636.0500 SIGN SUPPORTS STEEL REINFORCEMENT LB	REMARKS
0010 (CON'T)					SUBTOTALS 0010		1,865.50	484.00	0.00	132.25	0	4	14	16	10	4	0	9,392	13.8	834	
	6-26	109+65 LE	RT	J1-2	JCT CTH BD; JCT BUSINESS USH 12	48x51	---	17.00	---	---	---	---	---	1	---	---	---	---	---	---	
	6-27	111+20 LE	LT	J1-1	JCT USH 12	24x39	---	6.50	---	---	---	---	1	---	---	---	---	---	---	---	
	6-28	112+25 LE	RT	24x57	EAST STH 136 RIGHT TURN	24x57	---	9.50	---	---	---	---	---	1	---	---	---	---	---	---	
	6-29	116+00 LE	RT	72x57	CTH BD LT; BUSINESS 12 LT/AHEAD; EAST STH 136 RT	72x57	---	28.50	---	---	---	---	---	2	---	---	---	---	---	---	
	6-30	115+80 LE	LT	72x36	WEST STH 33; WEST STH 136; ALTERNATE IH 90	72x36	---	18.00	---	---	---	2	---	---	---	---	---	---	---	---	
	6-31	WB LINN ST	---	24x45	STH 136 LEFT/AHEAD	24x45	---	7.50	---	---	---	---	1	---	---	---	---	---	---	---	
	6-32	EB LINN ST	---	72x36	EAST STH 33; ALTERNATE IH 90; BUSINESS USH 12	72x36	---	18.00	---	---	---	---	2	---	---	---	---	---	---	---	
	6-33	WB LINN ST	---	24x81	BUS 12/CTH BD RIGHT ARROW	24x81	---	13.50	---	---	---	---	---	1	---	---	---	---	---	---	
	6-34	WB LINN ST	---	96x57	E 136 LT TURN; W 33 ALTERNATE 90 AHEAD; BUS 12 RT TURN	96x57	---	38.00	---	---	---	1	1	---	---	---	---	---	---	---	
	6-35	WB LINN ST	---	48x39	JCT STH 136; JCT CTH BD	48x39	---	13.00	---	---	---	---	1	---	---	---	---	---	---	---	
	6-36	SB CTH BD	---	72x39	JCT STH 33; JCT STH 136; END CTH BD	72x39	---	19.50	---	---	---	---	2	---	---	---	---	---	---	---	
	6-37	SB CTH BD	---	24x30	NO PARKING ANY TIME - DOUBLE ARROW	24x30	---	5.00	---	---	---	---	1	---	---	---	---	---	---	---	
	6-38	SB CTH BD	---	48x57	WEST STH 33 RT TURN; WEST STH 136 RT TURN	48x57	---	19.00	---	---	---	---	1	---	---	---	---	---	---	---	
	6-39	NB CTH BD	---	48x36	CTH BD; BUSINESS USH 12	48x36	---	12.00	---	---	---	---	1	---	---	---	---	---	---	---	
	6-40	SB CTH BD	---	48x45	STH 33 RIGHT/LEFT; STH 136 AHEAD/RIGHT	48x45	---	15.00	---	---	---	---	1	---	---	---	---	---	---	---	
	6-41	EAST STH 136	---	24x36	EAST STH 136	24x36	---	6.00	---	---	---	---	1	---	---	---	---	---	---	---	
	6-42	WEST STH 136	---	48x57	WEST STH 136 LEFT; STH 33 LEFT/RIGHT	48x57	---	19.00	---	---	---	---	1	---	---	---	---	---	---	---	
	6-43	WEST STH 136	---	48x57	CTH BD AHEAD; BUSINESS USH 12 AHEAD/RIGHT	48x57	---	19.00	---	---	---	---	1	---	---	---	---	---	---	---	
	6-44	WEST STH 136	---	24x57	EAST STH 33 RIGHT TURN	24x57	---	9.50	---	---	---	---	1	---	---	---	---	---	---	---	
	6-45	WEST STH 136	---	48x57	WEST STH 33 LEFT TURN; WEST STH 136 LEFT TURN	48x57	---	19.00	---	---	---	---	1	---	---	---	---	---	---	---	
	6-46	WEST STH 136	---	72x51	JCT STH 33; JCT CTH BD; JCT BUSINESS USH 12	72x51	---	25.50	---	---	---	---	---	2	---	---	---	---	---	---	
	6-47	88+00 LE	RT	48x39	JCT USH 12; JCT STH 33	48x39	---	13.00	---	---	---	---	1	---	---	---	---	---	---	---	
	6-48	SB CTH BD	---	48x57	ROUTE TURN ASSEMBLY (2 HEADED ROUTE PANEL)	48x57	---	19.00	---	---	---	---	1	---	---	---	---	---	---	---	
	6-49	SB CTH BD	---	36x24	WRONG WAY	36x24	---	6.00	---	---	---	1	---	---	---	---	---	---	---	---	
	6-50	114+00 LE	RT	72x57	EAST STH 33; ALTERNATE IH 90; HOSPITAL AHEAD	72x57	---	28.50	---	---	---	2	---	---	---	---	---	---	---	---	
	6-51	385+00 EB	RT	36x54	EAST USH 12	36x54	---	13.50	---	---	1	---	---	---	---	---	---	---	---	---	
	7-01	101+75 LW	MEDIAN	66x30	EAST USH 12 WEST STH 136 ROUNDABOUT EXIT	66x30	---	13.75	---	---	---	---	---	---	---	---	---	---	---	---	INSTALL ON EXISTING POSTS
	7-02	385+00 A	LT	36x24	WRONG WAY	36x24	---	6.00	---	---	---	---	---	---	---	---	---	---	---	---	
	7-03	358+00 A	RT	36x24	WRONG WAY	36x24	---	6.00	---	---	---	---	---	---	---	---	---	---	---	---	INSTALL ON SAME POST AS SIGN 7-14
	7-04	362+30 A	LT	78x48	USH 12 EAST ON-RAMP ROUNDABOUT EXIT	78x48	---	26.00	---	---	---	---	---	---	---	---	3	---	---	---	REMOVABLE SIGN REQ'D, USE SIGN POST BOX-OUT
	7-05	362+90 A	RT	36x36	PEDESTRIANS ETC PROHIBITED	36x36	---	9.00	---	---	---	1	---	---	---	---	---	---	---	---	
	7-06	359+40 A	RT	114x36	DOWNTOWN BARABOO; UW BARABOO SAUK COUNTY LT	114x36	---	28.50	---	---	1	1	---	---	---	---	---	---	---	---	
	7-07	98+45 LE	MEDIAN	78x30	WEST USH 12 STH 33 EAST STH 136 ROUNDABOUT EXIT	78x30	---	16.25	---	---	---	---	---	---	---	---	---	---	---	---	INSTALL ON EXISTING POSTS
	7-08	96+75 LW	MEDIAN	66x42	USH 12 EAST LT STH 136 WEST ROUNDABOUT EXIT	66x42	---	19.25	---	---	---	---	---	---	---	---	---	---	---	---	INSTALL ON EXISTING POSTS
	7-09	108+00 LW	LT	48x57	WEST STH 33 RT TURN; ALTERNATE IH 90 RT TURN	48x57	---	19.00	---	---	---	---	---	1	---	---	---	---	---	---	
	7-10	364+25 B	RT	36x24	WRONG WAY	36x24	---	6.00	---	---	---	---	---	---	---	---	---	---	---	---	
	7-11	364+25 B	LT	36x24	WRONG WAY	36x24	---	6.00	---	---	---	---	---	---	---	---	---	---	---	---	INSTALL ON SAME POST AS SIGN 7-12
	7-12	364+25 B	LT	90x30	ROCK SPRINGS LEFT; BARABOO RIGHT	90x30	---	18.75	---	---	2	---	---	---	---	---	---	---	---	---	
	7-13	366+00 B	LT	24x45	HOSPITAL RIGHT TURN	24x45	---	7.50	---	---	---	---	1	---	---	---	---	---	---	---	
	7-14	358+00 A	RT	90x30	BARABOO LEFT; ROCK SPRINGS RIGHT	90x30	---	18.75	---	---	---	2	---	---	---	---	---	---	---	---	
	7-15	362+90 B	LT	90x24	UW BARABOO SAUK COUNTY RIGHT	90x24	---	15.00	---	---	2	---	---	---	---	---	---	---	---	---	
	7-16	103+40 LE	MEDIAN	66x60	WEST 12 WEST 33 LEFT; EAST 33 EAST 136 ROUNDABOUT EXIT	66x60	---	27.50	---	---	---	---	---	---	---	---	---	---	---	---	INSTALL ON EXISTING POSTS
	7-17	105+00 LE	RT	48x36	EAST STH 33; EAST STH 136	48x36	---	12.00	---	---	---	---	1	---	---	---	---	---	---	---	
	7-18	360+00 B	RT	66x60	WB USH 12 ON-RAMP ROUNDABOUT EXIT	66x60	---	27.50	---	---	---	---	---	---	---	---	3	---	---	---	REMOVABLE SIGN REQ'D, USE SIGN POST BOX-OUT
	7-19	359+25 B	LT	36x36	PEDESTRIANS ETC PROHIBITED	36x36	---	9.00	---	---	---	1	---	---	---	---	---	---	---	---	
	9-01	395+00 WB	LT	168x120	UW BARABOO SAUK COUNTY/ HOSPITAL EXIT 218	168x120	140.00	---	---	---	---	---	---	---	---	---	---	808	1.6	98	SIZE/TYPE OF STEEL: 2-TYPE B
	9-02	397+60 EB	RT	252x120	EXIT DIRECTION SIGN WITH ARROW; CTH W/SOUTH BLVD	252x120	210.00	---	---	---	---	---	---	---	---	---	---	1047	1.6	98	SIZE/TYPE OF STEEL: 2-TYPE B
				120x30	EXIT 219	120x30	25.00	---	---	---	---	---	---	---	---	---	---	---	---	---	
	9-03	403+10 EB	RT	90x60	EXIT 219 (ARROW)	90x60	---	37.50	---	---	---	---	---	---	2	---	---	---	---	---	
	9-04	403+75 C	RT	36x36	CIRCULAR INTERSECTION SIGN	36x36	---	---	---	9.00	---	---	---	1	---	---	---	---	---	---	
	9-05	403+75 C	RT	24x24	ADVISORY SPEED PLATE (YELLOW BACK) (15 MPH)	24x24	---	---	---	4.00	---	---	---	---	---	---	---	---	---	---	INSTALL ON SAME POST AS SIGN 9-04
							2,240.50	1,231.25	0.00	145.25	6	15	35	25	12	4	6	11,247	17.0	1,030	

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	637.2220 SIGNS TYPE II REFLECTIVE SH SF	637.2230 SIGNS TYPE II REFLECTIVE 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	634.0622 x 22-FT EACH	634.0814 POSTS TUBULAR STEEL 2x2-INCH x 14-FT EACH	635.0200 SIGN SUPPORTS STRUCTURAL STEEL HS LB	636.0100 SIGN SUPPORTS CONCRETE MASONRY CY	636.0500 SIGN SUPPORTS STEEL REINFORCEMENT LB	REMARKS
0010 (CON'T)					SUBTOTALS 0010		2,240.50	1,231.25	0.00	145.25	6	15	35	25	12	4	6	11,247	17.0	1,030	
	9-06	405+75 C	RT	D1-62	ROUNDABOUT DESTINATION - DIRECTION SIGN	132x84	---	77.00	---	---	---	---	---	---	1	2	---	---	---	---	
	9-07	407+00 WB	LT	W4-1	MERGING TRAFFIC SYMBOL (RIGHT)	48x48	---	---	---	16.00	---	---	---	---	2	---	---	---	---	---	
	9-08	407+40 C	RT	W3-2	YIELD AHEAD	36x36	---	---	---	9.00	---	---	1	---	---	---	---	---	---	---	
	9-09	409+40 C	RT	D1-2	BARABOO LEFT; NORTH FREEDOM RIGHT	96x30	---	20.00	---	---	---	1	1	---	---	---	---	---	---	---	
	9-10	409+00 WB	LT	E1-1A	ADVANCE EXIT GUIDE SIGN; BARABOO ROCK SPRINGS 1/2 MILE	240x186	310.00	---	---	---	---	---	---	---	---	---	---	1,728	1.8	112	SIZE/TYPE OF STEEL: 2-TYPE D
				E1-5P	EXIT 218	120x30	25.00	---	---	---	---	---	---	---	---	---	---	---	---	---	
	9-11	422+00 D	LT	D1-2	NORTH FREEDOM LEFT; BARABOO RIGHT	96x30	---	20.00	---	---	---	---	2	---	---	---	---	---	---	---	
	9-12	423+75 D	LT	W3-2	YIELD AHEAD	36x36	---	---	---	9.00	---	---	1	---	---	---	---	---	---	---	
	9-13	425+50 D	LT	D1-62	ROUNDABOUT DESTINATION - DIRECTION SIGN	132x84	---	77.00	---	---	---	---	---	---	1	2	---	---	---	---	
	9-14	427+25 D	LT	W2-6	CIRCULAR INTERSECTION SIGN	36x36	---	---	---	9.00	---	---	---	1	---	---	---	---	---	---	
	9-15	427+25 D	LT	W13-1	ADVISORY SPEED PLATE (YELLOW BACK) (15 MPH)	24x24	---	---	---	4.00	---	---	---	---	---	---	---	---	---	---	INSTALL ON SAME POST AS SIGN 9-14
	9-16	424+00 EB	RT	W4-1	MERGING TRAFFIC SYMBOL (RIGHT)	48x48	---	---	---	16.00	---	---	---	---	2	---	---	---	---	---	
	9-17	427+60 WB	LT	E5-1A	EXIT 219 (ARROW)	90x60	---	37.50	---	---	---	---	---	---	---	---	---	---	---	---	
	9-18	433+00 EB	RT	D10-3	MILEPOST MARKER (3 DIGIT)	12x48	---	4.00	---	---	---	1	---	---	---	---	---	---	---	---	
	9-19	433+00 WB	LT	D10-3	MILEPOST MARKER (3 DIGIT)	12x48	---	4.00	---	---	---	1	---	---	---	---	---	---	---	---	
	9-20	433+00 WB	LT	E4-1A	EXIT DIRECTION SIGN WITH ARROW; CTH W/SOUTH BLVD	252x120	210.00	---	---	---	---	---	---	---	---	---	---	857	1.6	98	SIZE/TYPE OF STEEL: 2-TYPE B
				E1-5P	EXIT NUMBER FOR E1-1 & E4-1	120x30	25.00	---	---	---	---	---	---	---	---	---	---	---	---	---	
	9-21	445+00 EB	RT	J4-1	EAST USH 12	36x54	---	13.50	---	---	---	---	---	1	---	---	---	---	---	---	
	9-22	446+00 WB	LT	E3-1	CIRCUS WORLD MUSEUM/RAILWAY MUSEUM EXIT 219	252x120	210.00	---	---	---	---	---	---	---	---	---	---	993	1.6	98	SIZE/TYPE OF STEEL: 2-TYPE B
	9-23	184+00 WE	RT	J1-1	JCT USH 12	24x39	---	6.50	---	---	---	---	1	---	---	---	---	---	---	---	
	9-24	188+00 WE	RT	D1-62	ROUNDABOUT DESTINATION - DIRECTION SIGN	96x96	---	64.00	---	---	---	---	---	---	---	2	---	---	---	---	
	9-25	211+10 WW	LT	J1-2	JCT USH 12; END BUSINESS USH 12	48x48	---	16.00	---	---	---	---	1	---	---	---	---	---	---	---	
	9-26	216+00 WE	RT	J1-1	JCT STH 136	24x39	---	6.50	---	---	---	---	1	---	---	---	---	---	---	---	
	9-27	WB CTH W	LT	J4-2	BUSINESS USH 12; CTH W	48x36	---	12.00	---	---	---	---	1	---	---	---	---	---	---	---	
	9-28	EB CTH W	RT	J3-3	STH 136 L/R; BUSINESS USH 12 AHEAD; CTH W AHEAD	72x57	---	28.50	---	---	---	---	---	1	1	---	---	---	---	---	
	9-29	WB CTH W	LT	J3-3	STH 136 L/R; BUSINESS USH 12 AHEAD; CTH W AHEAD	72x57	---	28.50	---	---	---	---	---	2	---	---	---	---	---	---	
	9-30	WB CTH W	LT	J1-1	JCT STH 136	24x39	---	6.50	---	---	---	---	1	---	---	---	---	---	---	---	
	9-31	WB STH 136	LT	J3-3	BUSINESS USH 12 L/R; CTH W L/R; WEST STH 136 AHEAD	72x57	---	28.50	---	---	---	---	---	---	2	---	---	---	---	---	
	9-32	EB STH 136	RT	J1-2	JCT BUSINESS USH 12; JCT CTH W	48x51	---	17.00	---	---	---	---	1	---	---	---	---	---	---	---	
	9-33	EB STH 136	RT	J3-3	BUSINESS USH 12 L/R; CTH W L/R; EAST STH 136 AHEAD	72x57	---	28.50	---	---	---	---	---	2	---	---	---	---	---	---	
	9-34	420+25 D	LT	D1-3	DOWNTOWN BARABOO RIGHT; DEVILS LAKE STATE PARK RIGHT	114x36	---	28.50	---	---	---	---	1	1	---	---	---	---	---	---	
	9-35	WB CTH W	LT	R5-1A	WRONG WAY	36x24	---	6.00	---	---	---	---	---	---	---	---	---	---	---	---	INSTALL ON SAME POST AS SIGN 9-27
	9-36	EB STH 136	RT	R5-1	DO NOT ENTER	36x36	---	9.00	---	---	---	---	---	---	---	---	---	---	---	---	INSTALL ON SAME POST AS SIGN 9-33
	9-37	EB CTH W	RT	D7-53R	DEVILS LAKE STATE PARK ARROW RIGHT	60x36	---	15.00	---	---	---	---	2	---	---	---	---	---	---	---	
	9-38	WB STH 136	RT	R5-1	DO NOT ENTER	36x36	---	9.00	---	---	---	---	---	---	---	---	---	---	---	---	INSTALL ON SAME POST AS SIGN 9-31
	9-39	EB STH 136	RT	J4-1	EAST STH 136	24x36	---	6.00	---	---	1	---	---	---	---	---	---	---	---	---	INSTALL IN SAME LOCATION AS EXISTING REASSURANCE ASSEMBLY
	9-40	WB STH 136	RT	J4-1	WEST STH 136	24x36	---	6.00	---	---	1	---	---	---	---	---	---	---	---	---	INSTALL IN SAME LOCATION AS EXISTING REASSURANCE ASSEMBLY
	10-01	195+50 WE	RT	D1-3	BARABOO WIS DELLS AHEAD; MADISON RIGHT	66x36	---	16.50	---	---	---	1	1	---	---	---	---	---	---	---	
	10-02	196+85 WW	MEDIAN	D1-2	USH 12 EAST LEFT; CTH W RIGHT ROUNDABOUT EXIT	66x42	---	19.25	---	---	---	---	---	---	---	---	---	---	---	---	INSTALL ON EXISTING POSTS
	10-03	416+60 C	LT	D1-4	USH 12 EAST ON-RAMP ROUNDABOUT EXIT	78x60	---	32.50	---	---	---	---	---	2	---	---	---	---	---	---	
	10-04	417+50 C	RT	R5-57	PEDESTRIANS ETC PROHIBITED	36x36	---	9.00	---	---	---	---	1	---	---	---	---	---	---	---	
	10-05	411+75 C	LT	R5-1A	WRONG WAY	36x24	---	6.00	---	---	---	---	1	---	---	---	---	---	---	---	
	10-06	198+60 WE	MEDIAN	D1-3	WEST 12 BUSINESS 12 CTH W SOUTH BLVD ROUNDABOUT EXIT	78x42	---	22.75	---	---	---	---	---	---	---	---	---	---	---	---	INSTALL ON EXISTING POSTS
	10-07	199+35 WE	RT	J2-1	WEST USH 12 LEFT TURN	24x57	---	9.50	---	---	---	---	1	---	---	---	---	---	---	---	
	10-08	200+85 WE	RT	D1-2	BARABOO AHEAD; WIS DELLS LEFT	72x30	---	15.00	---	---	1	1	---	---	---	---	---	---	---	---	
	10-09	418+50 D	LT	D1-3	MID CONTINENT MUSEUM LT; CIRCUS WORLD MUSEUM RT	114x36	---	28.50	---	---	---	---	2	---	---	---	---	---	---	---	
	10-10	418+50 D	LT	R5-1A	WRONG WAY	36x24	---	6.00	---	---	---	---	---	---	---	---	---	---	---	---	INSTALL ON SAME POST AS SIGN 10-09
	10-11	418+50 D	RT	R5-1A	WRONG WAY	36x24	---	6.00	---	---	---	---	1	---	---	---	---	---	---	---	
	10-12	413+75 C	RT	D1-3	CIRCUS WORLD MUSEUM LT; MID CONTINENT MUSEUM RT	114x36	---	28.50	---	---	---	---	2	---	---	---	---	---	---	---	
	10-13	203+30 WE	MEDIAN	D1-3	12 WEST LT; BUS 12 CTH W SOUTH BLVD ROUNDABOUT EXIT	78x48	---	26.00	---	---	---	---	---	---	---	---	---	---	---	---	INSTALL ON EXISTING POSTS
	10-14	204+50 WE	RT	J4-2	BUSINESS USH 12; CTH W	48x36	---	12.00	---	---	---	---	1	---	---	---	---	---	---	---	
	10-15	207+20 WW	LT	D1-62	ROUNDABOUT DESTINATION - DIRECTION SIGN	96x84	---	56.00	---	---	---	---	---	1	1	---	---	---	---	---	
							3,020.50	2,099.75	0.00	208.25	9	20	59	36	24	10	6	14,825	22.0	1,338	

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	637.2220 SIGNS TYPE II REFLECTIVE SH 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	634.0622 POSTS WOOD 4x6-INCH x 22-FT EACH	634.0814 POSTS TUBULAR STEEL 2x2-INCH x 14-FT EACH	635.0200 SIGN SUPPORTS STRUCTURAL STEEL HS LB	636.0100 SIGN SUPPORTS CONCRETE MASONRY CY	636.0500 SIGN SUPPORTS STEEL REINFORCEMENT LB	REMARKS
0010 (CON'T)					SUBTOTALS 0010		3,020.50	2,099.75	0.00	208.25	9	20	59	36	24	10	6	14,825	22.0	1,338	
	10-16	205+20 WW	LT	D1-3	MADISON NORTH FREEDOM AHEAD; WIS DELLS RT	96x36	---	24.00	---	---	---	1	1	---	---	---	---	---	---	---	
	10-17	414+40 D	RT	D1-3	WEST USH 12 ON-RAMP ROUNDABOUT EXIT	66x48	---	22.00	---	---	---	---	---	2	---	---	---	---	---	---	
	10-18	413+50 D	LT	R5-57	PEDESTRIANS ETC PROHIBITED	36x36	---	9.00	---	---	---	---	1	---	---	---	---	---	---	---	
	10-19	411+75 C	RT	R5-1A	WRONG WAY	36x24	---	6.00	---	---	---	---	---	---	---	---	---	---	---	---	INSTALL ON SAME POST AS SIGN 10-23
	10-20	201+55 WW	MEDIAN	D1-2	EAST USH 12 CTH W ROUNDABOUT EXIT	66x30	---	13.75	---	---	---	---	---	---	---	---	---	---	---	---	INSTALL ON EXISTING POSTS
	10-21	200+80 WW	LT	J2-1	EAST USH 12 LT TURN	24x57	---	9.50	---	---	---	---	1	---	---	---	---	---	---	---	
	10-22	199+40 WW	LT	D1-2	NORTH FREEDOM AHEAD; MADISON LEFT	96x30	---	20.00	---	---	1	1	---	---	---	---	---	---	---	---	
	10-23	411+75 C	RT	D7-53L	DEVILS LAKE STATE PARK ARROW LEFT	60x36	---	15.00	---	---	---	2	---	---	---	---	---	---	---	---	
	11-01	453+00 EB	RT	R2-1	SPEED LIMIT 65 MPH	48x60	---	20.00	---	---	---	---	---	2	---	---	---	---	---	---	
	11-02	463+00 EB	RT	D2-2	SAUK CITY 15; MADISON 42	180x60	---	---	---	---	---	---	---	---	---	---	---	580	1.2	68	SIZE/TYPE OF STEEL: 2-TYPE A
	11-03	464+00 WB	LT	E3-1	DOWNTOWN BARABOO EXIT 219	216x60	90.00	---	---	---	---	---	---	---	---	---	---	565	1.2	68	SIZE/TYPE OF STEEL: 2-TYPE A
	11-04	474+00 WB	LT	E3-1	DEVILS LAKE STATE PARK EXIT 219	144x84	84.00	---	---	---	---	---	---	---	---	---	---	582	1.2	68	SIZE/TYPE OF STEEL: 2-TYPE A
	11-05	484+00 WB	LT	E1-1A E1-5P	ADVANCE EXIT GUIDE SIGN; CTH W/SOUTH BLVD 1 MILE EXIT 219	204x150 120x30	212.50 25.00	---	---	---	---	---	---	---	---	---	---	940	1.6	98	SIZE/TYPE OF STEEL: 2-TYPE B
	11-06	507+00 WB	LT	E9-1	BARABOO/WEST BARABOO NEXT 2 EXITS	168x78	91.00	---	---	---	---	---	---	---	---	---	---	639	1.2	68	SIZE/TYPE OF STEEL: 2-TYPE A
	11-07	WB STH 136	---	R2-1	SPEED LIMIT 55 MPH	24x30	---	5.00	---	---	---	1	---	---	---	---	---	---	---	---	INSTALL APPROX. 300 FT. NORTH OF INTERSECTION
	11-08	EB STH 136	---	J2-1	EAST STH 136 LEFT TURN	24x57	---	9.50	---	---	---	---	---	1	---	---	---	---	---	---	INSTALL APPROX. 500 FT. NORTH OF INTERSECTION
	11-09	EB STH 136	---	D7-53L	DEVILS LAKE STATE PARK ARROW LEFT	60x36	---	15.00	---	---	---	---	2	---	---	---	---	---	---	---	INSTALL APPROX. 300 FT. NORTH OF INTERSECTION
	11-10	WB STH 136	---	J4-1	WEST STH 136	24x36	---	6.00	---	---	---	---	1	---	---	---	---	---	---	---	INSTALL APPROX. 100 FT. NORTH OF INTERSECTION
	11-11	WB STH 136	---	J3-1	WEST STH 136 RIGHT	24x57	---	9.50	---	---	---	---	---	---	1	---	---	---	---	---	INSTALL ON EAST LEG OF INTERSECTION AT RIGHT TURN LANE TAPER
	11-12	EB STH 136	---	J3-1	EAST STH 136 LEFT	24x57	---	9.50	---	---	---	---	---	---	1	---	---	---	---	---	INSTALL AT INTERSECTION ON NORTH LEG
	11-13	EX. EB USH 12	---	W14-2	NO OUTLET	30x30	---	---	---	6.25	---	---	1	---	---	---	---	---	---	---	INSTALL ON SOUTH LEG 50 FT. PAST INTERSECTION
	11-14	502+50 EX	RT	W14-1	DEAD END	30x30	---	---	---	6.25	---	---	1	---	---	---	---	---	---	---	
	11-15	EB STH 136	---	J4-1	EAST STH 136	24x36	---	6.00	---	---	---	---	1	---	---	---	---	---	---	---	INSTALL ON EAST LEG OF INTERSECTION 200 FT. PAST SPEED LIMIT SIGN
	11-16	WB STH 136	---	D1-1	BARABOO RIGHT	66x15	---	6.88	---	---	---	---	2	---	---	---	---	---	---	---	INSTALL ON EAST LEG, APPROX. 200 FT. BEFORE DIRECTIONAL ASSEMBLY
	11-17	WB STH 136	---	J2-1	WEST STH 136 RIGHT TURN	24x57	---	9.50	---	---	---	---	---	1	---	---	---	---	---	---	INSTALL ON E LEG, APPROX. 200 FT. PRIOR TO BARABOO DESTINATION SIGN
	11-18	488+75 EB	MEDIAN	R3-4B	NO U TURN SIGN COMBINED WITH MAINT. AND POLICE VEHICLE	36x48	---	12.00	---	---	---	---	---	1	---	---	---	---	---	---	
	11-19	488+10 WB	MEDIAN	R3-4B	NO U TURN SIGN COMBINED WITH MAINT. AND POLICE VEHICLE	36x48	---	12.00	---	---	---	---	---	1	---	---	---	---	---	---	
	E1-01	511+00 EB	RT	W19-1	FREEWAY ENDS 1/2 MILE	180x102	---	---	---	---	---	---	---	---	---	---	---	931	1.6	98	SIZE/TYPE OF STEEL: 2-TYPE B
	13-01	20+60 WD	RT	W5-56	END OF ROAD MARKER WITH RED TYPE SH SHEETING	18x18	---	---	2.25	---	1	---	---	---	---	---	---	---	---	---	MOUNT AT HEIGHT OF 4 FT.
	13-02	20+60 WD	RT	W5-56	END OF ROAD MARKER WITH RED TYPE SH SHEETING	18x18	---	---	2.25	---	1	---	---	---	---	---	---	---	---	---	MOUNT AT HEIGHT OF 4 FT.
	13-03	20+60 WD	RT	W5-56	END OF ROAD MARKER WITH RED TYPE SH SHEETING	18x18	---	---	2.25	---	1	---	---	---	---	---	---	---	---	---	MOUNT AT HEIGHT OF 4 FT.
	13-04	521+00 EB	RT	W6-53	CROSS TRAFFIC NEXT 12 MILES	144x48	---	---	---	48.00	---	---	---	1	1	1	---	---	---	---	
	13-05	525+00 EB	MEDIAN	W3-5	SPEED LIMIT 55 AHEAD (ARROW)	48x48	---	---	---	16.00	---	---	---	1	1	---	---	---	---	---	
	13-06	525+00 EB	RT	W3-5	SPEED LIMIT 55 AHEAD (ARROW)	48x48	---	---	---	16.00	---	---	---	---	2	---	---	---	---	---	
	13-07	532+00 EB	MEDIAN	R2-1	SPEED LIMIT 55 MPH	48x60	---	20.00	---	---	---	---	---	2	---	---	---	---	---	---	
	13-08	532+00 EB	RT	R2-1	SPEED LIMIT 55 MPH	48x60	---	20.00	---	---	---	---	---	1	1	---	---	---	---	---	
	13-09	532+00 WB	LT	R2-1	SPEED LIMIT 65 MPH	48x60	---	20.00	---	---	---	---	---	2	---	---	---	---	---	---	
	13-10	537+00 EB	RT	R6-2L	ONE WAY LEFT ARROW	36x48	---	12.00	---	---	---	---	1	---	---	---	---	---	---	---	
	13-11	536+75 EB	MEDIAN	R3-4	NO UTURN SYMBOL	36x36	---	9.00	---	---	---	1	---	---	---	---	---	---	---	---	
	13-12	30+60 GV	RT	W5-56	END OF ROAD MARKER WITH RED TYPE SH SHEETING	18x18	---	---	2.25	---	1	---	---	---	---	---	---	---	---	---	MOUNT AT HEIGHT OF 4 FT.
	13-13	30+60 GV	RT	W5-56	END OF ROAD MARKER WITH RED TYPE SH SHEETING	18x18	---	---	2.25	---	1	---	---	---	---	---	---	---	---	---	MOUNT AT HEIGHT OF 4 FT.
	13-14	30+60 GV	RT	W5-56	END OF ROAD MARKER WITH RED TYPE SH SHEETING	18x18	---	---	2.25	---	1	---	---	---	---	---	---	---	---	---	MOUNT AT HEIGHT OF 4 FT.
	13-15	543+50 EB	RT	D1-1	LEHMAN RD RIGHT	102x21	---	14.88	---	---	---	1	1	---	---	---	---	---	---	---	
	13-16	547+50 WB	LT	R2-1	SPEED LIMIT 55 MPH	36x48	---	12.00	---	---	---	---	1	---	---	---	---	---	---	---	
	13-17	548+00 EB	MEDIAN	R5-1A	WRONG WAY	42x30	---	8.75	---	---	---	---	1	---	---	---	---	---	---	---	
							3,523.00	2,456.51	13.50	300.75	16	27	74	51	31	11	6	19,062	30.0	1,806	

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	637.2220 SIGNS TYPE II REFLECTIVE SH 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	634.0622 POSTS WOOD 4x6-INCH x 22-FT EACH	634.0814 POSTS TUBULAR STEEL 2x2-INCH x 14-FT EACH	635.0200 SIGN SUPPORTS STRUCTURAL STEEL HS LB	636.0100 SIGN SUPPORTS CONCRETE MASONRY CY	636.0500 SIGN SUPPORTS STEEL REINFORCEMENT LB	REMARKS
0010 (CON'T)					SUBTOTALS 0010		3,523.00	2,456.51	13.50	300.75	16	27	74	51	31	11	6	19,062	30.0	1,806	
	13-18	550+00 EB	MEDIAN	R5-1	DO NOT ENTER	36x36	---	9.00	---	---	---	---	1	---	---	---	---	---	---	---	
	13-19	550+50 WB	LT	R5-57	PEDESTRIANS ETC PROHIBITED	36x36	---	9.00	---	---	---	---	1	---	---	---	---	---	---	---	
	13-20	551+20 WB	MEDIAN	R4-7	KEEP RIGHT	36x48	---	12.00	---	---	---	---	1	---	---	---	---	---	---	---	
	13-21	551+50 EB	MEDIAN	R4-7	KEEP RIGHT	36x48	---	12.00	---	---	---	---	1	---	---	---	---	---	---	---	
	13-22	564+30 WB	MEDIAN	R4-7	KEEP RIGHT	36x48	---	12.00	---	---	---	---	1	---	---	---	---	---	---	---	
	13-23	564+80 EB	MEDIAN	R4-7	KEEP RIGHT	36x48	---	12.00	---	---	---	---	1	---	---	---	---	---	---	---	
	13-24	498+60 LR	RT	R6-1R	ONE WAY RIGHT ARROW	36x12	---	3.00	---	---	---	---	---	1	---	---	---	---	---	---	
	13-25	498+60 LR	RT	R1-1	STOP	36x36	---	7.46	---	---	---	---	---	---	---	---	---	---	---	---	INSTALL ON SAME POST AS SIGN 13-24
	13-26	498+60 LR	RT	R6-3A	DIVIDED HIGHWAY CROSSING T INTERSECTION	30x24	---	5.00	---	---	---	---	---	---	---	---	---	---	---	---	INSTALL ON SAME POST AS SIGN 13-24
	13-27	566+75 WB	LT	I55-56	ADOPT-A-HIGHWAY(ST. CLARE HOSPITAL & ST. CLARE MEADOWS)	30x36	---	7.50	---	---	---	---	1	---	---	---	---	---	---	---	
	13-28	493+00 LR	RT	W3-1	STOP AHEAD	36x36	---	---	---	9.00	---	---	---	1	---	---	---	---	---	---	
	13-29	10+80 LF	LT	W14-1	DEAD END	30x30	---	---	---	6.25	---	---	1	---	---	---	---	---	---	---	
	13-30	10+40 LF	RT	R1-1	STOP	30x30	---	5.18	---	---	---	---	1	---	---	---	---	---	---	---	
	13-31	498+60 LR	RT	R6-1L	ONE WAY LEFT ARROW	36x12	---	3.00	---	---	---	---	---	---	---	---	---	---	---	---	INSTALL ON SAME POST AS SIGN 13-24
	13-32	600+85 SH	LT	R6-1L	ONE WAY LEFT ARROW	36x12	---	3.00	---	---	---	---	---	---	---	---	---	---	---	---	INSTALL ON SAME POST AS SIGN 13-42
	13-33	564+50 EB	RT	R6-2L	ONE WAY LEFT ARROW	36x48	---	12.00	---	---	---	---	1	---	---	---	---	---	---	---	
	13-34	551+65 WB	LT	R6-2L	ONE WAY LEFT ARROW	36x48	---	12.00	---	---	---	---	1	---	---	---	---	---	---	---	
	13-35	566+00 WB	MEDIAN	R5-1	DO NOT ENTER	36x36	---	9.00	---	---	---	---	1	---	---	---	---	---	---	---	
	13-36	568+00 WB	MEDIAN	R5-1A	WRONG WAY	42x30	---	8.75	---	---	---	1	---	---	---	---	---	---	---	---	
	13-37	556+50 EB	MEDIAN	D1-1	SKI HI RD LEFT	90x21	---	13.13	---	---	---	1	1	---	---	---	---	---	---	---	
	13-38	559+50 WB	MEDIAN	D1-1	LEHMAN RD LEFT	102x21	---	14.88	---	---	---	2	---	---	---	---	---	---	---	---	
	13-39	568+00 EB	RT	R2-1	SPEED LIMIT 55 MPH	36x48	---	12.00	---	---	---	---	1	---	---	---	---	---	---	---	
	13-40	572+75 WB	LT	D1-1	SKI HI RD RIGHT	90x21	---	13.13	---	---	---	1	1	---	---	---	---	---	---	---	
	13-41	607+00 SH	LT	W3-1	STOP AHEAD	36x36	---	---	---	9.00	---	---	---	1	---	---	---	---	---	---	
	13-42	600+85 SH	LT	R6-1R	ONE WAY RIGHT ARROW	36x12	---	3.00	---	---	---	---	---	1	---	---	---	---	---	---	
	13-43	600+85 SH	LT	R1-1	STOP	36x36	---	7.46	---	---	---	---	---	---	---	---	---	---	---	---	INSTALL ON SAME POST AS SIGN 13-42
	13-44	603+00 SH	RT	R2-1	SPEED LIMIT 45 MPH	24x30	---	5.00	---	---	---	---	1	---	---	---	---	---	---	---	
	13-45	600+85 SH	LT	R6-3A	DIVIDED HIGHWAY CROSSING T INTERSECTION	30x24	---	5.00	---	---	---	---	---	---	---	---	---	---	---	---	INSTALL ON SAME POST AS SIGN 13-42
	13-46	537+50 WB	MEDIAN	R3-4	NO UTURN SYMBOL	36x36	---	9.00	---	---	---	---	1	---	---	---	---	---	---	---	
	14-01	589+00 EB	RT	R6-2L	ONE WAY LEFT ARROW	36x48	---	12.00	---	---	---	---	1	---	---	---	---	---	---	---	
	14-02	597+00 WB	MEDIAN	R6-2R	ONE WAY RIGHT ARROW	36x48	---	12.00	---	---	---	---	1	---	---	---	---	---	---	---	
	14-03	603+75 WB	LT	R6-2L	ONE WAY LEFT ARROW	36x48	---	12.00	---	---	---	---	1	---	---	---	---	---	---	---	
	14-04	604+50 WB	LT	R5-1	DO NOT ENTER	36x36	---	9.00	---	---	---	---	1	---	---	---	---	---	---	---	
	14-05	604+05 EB	RT	R6-2L	ONE WAY LEFT ARROW	36x48	---	12.00	---	---	---	---	1	---	---	---	---	---	---	---	
	0-1	USH 12 EB	—	R2-1	SPEED LIMIT 65 MPH	48x60	---	20.00	---	---	---	---	---	---	---	---	---	---	---	---	REPLACE SIGN E0-01; LOCATED AT S-56-14
	0-2	USH 12 EB	—	R2-1	SPEED LIMIT 65 MPH	48x60	---	20.00	---	---	---	---	---	---	---	---	---	---	---	---	REPLACE SIGN E0-02; LOCATED AT S-56-14
	0-3	USH 12 EB	—	R2-1	SPEED LIMIT 65 MPH	48x60	---	20.00	---	---	---	---	---	---	---	---	---	---	---	---	REPLACE SIGN E0-03; LOCATED APPROX. 300 FT. SOUTH OF MOON RD
	0-4	USH 12 EB	—	R2-1	SPEED LIMIT 65 MPH	48x60	---	20.00	---	---	---	---	---	---	---	---	---	---	---	---	REPLACE SIGN E0-04; LOCATED APPROX. 1400 FT. N. OF SHADY LANE RD
	0-5	USH 12 EB	—	R2-1	SPEED LIMIT 65 MPH	48x60	---	20.00	---	---	---	---	---	---	---	---	---	---	---	---	REPLACE SIGN E0-05; LOCATED BETWEEN REEDSBURG RD & PIT RD
	0-6	USH 12 EB	—	R2-1	SPEED LIMIT 65 MPH	48x60	---	20.00	---	---	---	---	---	---	---	---	---	---	---	---	REPLACE SIGN E0-06; LOCATED BETWEEN PIT RD & OLD STH 33
	0-7	USH 12 WB	—	R2-1	SPEED LIMIT 65 MPH	48x60	---	20.00	---	---	---	---	---	---	---	---	---	---	---	---	REPLACE SIGN E0-07; LOCATED BETWEEN REEDSBURG RD & SHADY LANE RD
	0-8	USH 12 WB	—	R2-1	SPEED LIMIT 65 MPH	48x60	---	20.00	---	---	---	---	---	---	---	---	---	---	---	---	REPLACE SIGN E0-08; LOCATED BETWEEN PIT RD & REEDSBURG RD
	0-9	USH 12 WB	—	R2-1	SPEED LIMIT 65 MPH	48x60	---	20.00	---	---	---	---	---	---	---	---	---	---	---	---	REPLACE SIGN E0-09; LOCATED APPROX. 900 FT NORTH OF OLD STH 33
					PROJECT 1674-00-81 TOTAL		3,523.00	2,918.00	13.50	325.00	16	32	96	55	31	11	6	19,062	30.0	1,806	

MOVING/REMOVING SIGN ITEMS

CATEGORY	SIGN NUMBER	SIGN CODE	638.2601 REMOVING SIGNS TYPE I EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS EACH	204.9060.S.002 REMOVING OVERHEAD SIGN SUPPORT EACH	204.9060.S.001 REMOVING SIGNING COVER PLAQUE EACH	638.2101 MOVING SIGNS TYPE I EACH	638.2102 MOVING SIGNS TYPE II EACH	DESCRIPTION	REMARKS
0010	E1-01	W19-1	—	---	—	2	---	---	1	—	FREEWAY ENDS 1/2 MILE	INSTALL ON NEW STRUCTURAL STEEL POSTS AT 511+00 EB RT
	E1-02	W19-1	1	---	—	2	---	---	---	—	FREEWAY ENDS 1/2 MILE	
	E1-03	W2-6; W2-6P; W13-1	—	1	2	---	---	---	---	—	CIRCULAR INTERSECTION; ROUNDABOUT AHEAD PLAQUE; 15 MPH ADVISORY SPEED	
	E1-04	W2-6; W2-6P; W13-1	—	1	2	---	---	---	---	—	CIRCULAR INTERSECTION; ROUNDABOUT AHEAD PLAQUE; 15 MPH ADVISORY SPEED	
	E1-05	W3-2	—	1	1	---	---	---	---	—	YIELD AHEAD	
	E1-06	W3-2	—	1	1	---	---	---	---	—	YIELD AHEAD	
	E1-07	W6-1	—	1	1	---	---	---	---	—	DIVIDED HIGHWAY AHEAD	
	E1-08	W2-6; W2-6P; W13-1	—	1	2	---	---	---	---	—	CIRCULAR INTERSECTION; ROUNDABOUT AHEAD PLAQUE; 15 MPH ADVISORY SPEED	
	E1-09	D1-62	—	1	2	---	---	---	---	—	ROUNDABOUT TYPE 2 GUIDE SIGN	
	E1-10	W1-1R; W13-1	—	1	1	---	---	---	---	—	RIGHT TURN; 25 MPH ADVISORY SPEED	
	E1-11	W3-2	—	1	1	---	---	---	---	—	YIELD AHEAD	
	E1-12	W3-2	—	1	1	---	---	---	---	—	YIELD AHEAD	
	E1-13	W14-1	—	1	1	---	---	---	---	—	DEAD END	
	E1-14	R5-57	—	1	1	---	---	---	---	—	PEDESTRIANS, BICYCLES, ETC. PROHIBITED	
	E1-15	W2-6; W2-6P; W13-1	—	1	2	---	---	---	---	—	CIRCULAR INTERSECTION; ROUNDABOUT AHEAD PLAQUE; 15 MPH ADVISORY SPEED	
	E1-16	W2-6; W2-6P; W13-1	—	1	2	---	---	---	---	—	CIRCULAR INTERSECTION; ROUNDABOUT AHEAD PLAQUE; 15 MPH ADVISORY SPEED	
	E1-17	D1-61	—	---	2	---	---	---	---	1	TERRYTOWN RD	INSTALL ON NEW POSTS AT 44+00 BD RT
	E1-18	W1-2L	—	1	1	---	---	---	---	—	LEFT CURVE	
	E1-19	W1-2L	—	1	1	---	---	---	---	—	LEFT CURVE	
	E2-01	R2-1	—	1	2	---	---	---	---	—	SPEED LIMIT 55 MPH	
	E2-02	J2-1	—	1	1	---	---	---	---	—	EAST STH 33 AHEAD	
	E2-03	E6-54A	1	---	—	---	1	---	---	—	ROUNDABOUT OVERHEAD GUIDE SIGN; EAST USH 12 AHEAD	
	E2-04	E6-52	1	---	—	---	---	---	---	—	ROUNDABOUT OVERHEAD GUIDE SIGN; EAST USH 12 AHEAD/BUS 12 CTH BD LEFT	
	E2-05	J4-2	—	1	2	---	---	---	---	—	WEST USH 12/ WEST STH 33	
	E2-06	R3-8GG	—	1	1	---	---	---	---	—	LEFT AHEAD/ AHEAD ONLY (ROUNDABOUT)	
	E2-07	R1-2; R6-2R	—	1	1	---	---	---	---	—	YIELD; ONE WAY RIGHT	
	E2-08	R1-2; R1-54	—	1	1	---	---	---	---	—	YIELD; TO TRAFFIC FROM LEFT	
	E2-09	D1-2	—	1	2	---	---	---	---	—	WEST USH 12/ WEST STH 33 RIGHT	
	E2-10	R6-1R; R6-4B	—	1	2	---	---	---	---	—	ONE WAY RIGHT; ROUNDABOUT CHEVRON	
	E2-11	R6-1R; R6-4B	—	1	2	---	---	---	---	—	ONE WAY RIGHT; ROUNDABOUT CHEVRON	
	E2-12	R6-1R; R6-4B	—	1	2	---	---	---	---	—	ONE WAY RIGHT; ROUNDABOUT CHEVRON	
	E2-13	R6-1R; R6-4B	—	1	2	---	---	---	---	—	ONE WAY RIGHT; ROUNDABOUT CHEVRON	
	E2-14	R1-1	—	1	1	---	---	---	---	—	STOP SIGN	
	E2-15	R6-2R	—	1	1	---	---	---	---	—	ONE WAY RIGHT	
	E2-16	D1-4	—	1	2	---	---	---	---	—	BUS 12/CTH BD LEFT; EAST USH 12/EAST STH 33 RIGHT	
	E2-17	R1-2; R6-2R	—	1	1	---	---	---	---	—	YIELD; ONE WAY RIGHT	
	E2-18	R1-2; R1-54	—	1	1	---	---	---	---	—	YIELD; TO TRAFFIC FROM LEFT	
	E2-19	D1-3	—	1	2	---	---	---	---	—	USH 12 WEST LEFT; BUS 12/CTH BD RIGHT	
	E2-20	R1-2; R6-2R	—	1	1	---	---	---	---	—	YIELD; ONE WAY RIGHT	
	E2-21	R1-2; R1-54	—	1	1	---	---	---	---	—	YIELD; TO TRAFFIC FROM LEFT	
	E2-22	R3-8G	—	1	1	---	---	---	---	—	AHEAD ONLY/ AHEAD RIGHT	
	E2-23	E6-53	1	---	—	---	1	---	---	—	ROUNDABOUT OVERHEAD GUIDE SIGN; WEST USH 12 AHEAD/ BUS 12 CTH BD RIGHT	
	E2-24	E6-54A	1	---	—	---	---	---	---	—	ROUNDABOUT OVERHEAD GUIDE SIGN; WEST USH 12 AHEAD	
	E2-25	J2-1	—	1	1	---	---	---	---	—	WEST STH 33 AHEAD	
	E2-26	D5-65A	—	1	2	---	---	---	---	—	ROAD TO CIRCUS WORLD MUSEUM HISTORIC SITE 1 MILE	
	E2-27	R5-57	—	1	—	---	---	---	---	—	PEDESTRIANS, BICYCLES, ETC. PROHIBITED	MOUNTED ON LIGHT POLE
	E2-28	R4-7	—	1	1	---	---	---	---	—	KEEP RIGHT	
	E2-29	D1-1	—	1	2	---	---	---	---	—	WEST PINE ST	
	E2-30	W3-1	—	1	1	---	---	---	---	—	STOP AHEAD	
	E2-31	W14-1	—	1	1	---	---	---	---	—	DEAD END	
	E2-32	R5-1	—	1	—	---	---	---	---	—	DO NOT ENTER	MOUNTED ON LIGHT POLE
	E2-33	JV	—	1	1	---	---	---	---	—	USH 12/STH 33 LEFT	
	E2-34	R1-1	—	1	1	---	---	---	---	—	STOP SIGN	
	E2-35	R4-7	—	1	1	---	---	---	---	—	KEEP RIGHT	
	E2-36	J4-2	—	1	—	---	---	---	---	—	BUS 12/CTH BD	DO NOT ENTER SIGN AND POST TO REMAIN
	SUBTOTALS		5	48	64	4	2	0	1	1		

MOVING/REMOVING SIGN ITEMS CONTINUED

CATEGORY	SIGN NUMBER	SIGN CODE	638.2601 REMOVING SIGNS TYPE I EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS EACH	204.9060.S.002 REMOVING OVERHEAD SIGN SUPPORT EACH	204.9060.S.001 REMOVING SIGNING COVER PLAQUE EACH	638.2101 MOVING SIGNS TYPE I EACH	638.2102 MOVING SIGNS TYPE II EACH	DESCRIPTION	REMARKS
SUBTOTALS 0010			5	48	64	4	2	0	1	1		
0010 (CON'T)	E2-37	R5-1A	—	1	—	---	—	—	---	—	WRONG WAY	MOUNTED ON LIGHT POLE
	E2-38	D1-1	—	1	2	---	—	—	---	—	WEST PINE ST	
	E2-39	W3-2	—	1	1	---	—	—	---	—	YIELD AHEAD	
	E2-40	R5-1	—	1	—	---	—	—	---	—	DO NOT ENTER	POST TO REMAIN
	E2-41	R5-1A	—	1	1	---	—	—	---	—	WRONG WAY	
	E2-42	R4-7	—	1	1	---	—	—	---	—	KEEP RIGHT	
	E2-43	W6-2	—	1	1	---	—	—	---	—	DIVIDED HIGHWAY ENDS SYMBOL	
	E2-44	R5-1A	—	1	1	---	—	—	---	—	WRONG WAY	
	E4-01	D2-2	—	1	2	---	—	—	---	—	LAKE DELTON 9/REEDSBURG 14	
	E4-02	J1-1	—	1	1	---	—	—	---	—	JCT STH 136	
	E4-03	J2-2; R7-1L; R5-1A	—	1	1	---	—	—	---	—	BUS 12 LT/ EAST USH 12 AHEAD; NO PARKING ANYTIME LT ARROW; WRONG WAY	
	E4-04	J1-3	—	1	2	---	—	—	---	—	JCT USH 12/JCT STH 33/ END STH 136	
	E4-05	J2-2	—	1	1	---	—	—	---	—	WEST USH 12 LEFT/ EAST USH 12 RIGHT	
	E4-06	J2-2	—	1	1	---	—	—	---	—	WEST STH 33 LEFT/ EAST STH 33 AHEAD	
	E4-07	D1-3; D9-52	—	1	1	---	—	—	---	—	BARABOO AHEAD/ LAKE DELTON LT/ MADISON RT; BARABOO-DELLS AIRPORT LT ARROW	
	E4-08	D2-2	—	1	2	---	—	—	---	—	SAUK CITY 15/ MADISON 44	
	E5-01	J2-1	—	1	1	---	—	—	---	—	ALTERNATE IH 90 LEFT	
	E5-02	J2-2	—	1	1	---	—	—	---	—	EAST STH 33 LEFT/WEST STH 136 RIGHT	
	E5-03	J3-1	—	1	1	---	—	—	---	—	ALTERNATE IH 90 LEFT	
	E5-04	J3-1	—	1	1	---	—	—	---	—	EAST STH 33 LEFT	
	E5-05	J3-2	—	1	1	---	—	—	---	—	EAST STH 33 LEFT/ BUS 12 LEFT	
	E5-06	J4-1	—	1	1	---	—	—	---	—	ALTERNATE IH 90	
	E5-07	J4-2	—	1	1	---	—	—	---	—	WEST USH 12/ WEST STH 33	
	E5-08	D1-1;D1-1;D1-1	—	1	2	---	—	—	---	—	CIRCUS WORLD MUSEUM LEFT; UW BARABOO LEFT; MID CONTINENT RAILWAY MUSEUM RIGHT	
	E5-09	J4-1; W12-2; W57-52	—	—	—	---	—	—	---	—	WEST STH 136 13'-6" 11 MILES AHEAD	
	E5-10	J3-1	—	1	1	---	—	—	---	—	WEST STH 136 RIGHT	
	E5-11	J4-1	—	1	—	---	—	—	---	—	WEST STH 136	MOUNTED ON LIGHT POLE
	E5-12	J3-4	—	1	2	---	—	—	---	—	WEST USH 12 WEST STH 33 RIGHT/ EAST STH 33 AHEAD/ EAST USH 12 RIGHT	
	E5-13	J4-1	—	1	—	---	—	—	---	—	EAST USH 12	MOUNTED ON LIGHT POLE
	E5-14	J3-2	—	1	—	---	—	—	---	—	WEST STH 136 LEFT/ WEST STH 33 AHEAD	MOUNTED ON LIGHT POLE
	E5-15	J3-2; J13-1	—	1	1	---	—	—	---	—	WEST STH 136 LEFT/ EAST STH 33 RIGHT; HOSPITAL RIGHT	
	E5-16	D1-3; D1-1; D1-1	—	1	1	---	—	—	---	—	WIS DELLS AHEAD/ROCK SPRINGS LT/ BARABOO UW BARABOO RT/MID CONTINENT MUSEUM LT	
	E5-17	J2-2	—	1	1	---	—	—	---	—	WEST STH 136 LEFT/ WEST USH 12 AHEAD	
	E5-18	J2-2	—	1	1	---	—	—	---	—	WEST STH 33 AHEAD/ EAST STH 33 RIGHT	
	E5-19	J4-1; W12-2; W57-52	—	—	—	---	—	—	---	—	WEST STH 136 13'-6" 11 MILES AHEAD	
	E5-20	J3-1	—	1	—	---	—	—	---	—	EAST USH 12 LEFT	MOUNTED ON SIGNAL POLE
	E5-21	J3-2	—	1	—	---	—	—	---	—	WEST USH 12/ WEST STH 33 RIGHT	MOUNTED ON LIGHT POLE
	E5-22	J2-4	—	1	2	---	—	—	---	—	EAST USH 12 LEFT/WEST STH 136 AHEAD/ WEST USH 12 WEST STH 33 RIGHT	
	E5-23	JV	—	1	1	---	—	—	---	—	BUS 12 RIGHT/ ALTERNATE IH 90 IH 94 RIGHT	
	E5-24	J4-1; W12-2; W57-52	—	—	—	---	—	—	---	—	WEST STH 136 13'-6" 11 MILES AHEAD	
	E5-25	JV	—	1	1	---	—	—	---	—	JCT USH 12/STH 136	
	E7-01	D1-1	—	1	—	---	—	—	---	—	WEST STH 136 ROUNDABOUT EXIT	POSTS TO REMAIN
	E7-02	D1-1	—	1	—	---	—	—	---	—	EAST STH 136 ROUNDABOUT EXIT	POSTS TO REMAIN
	E7-03	D1-1	—	1	—	---	—	—	---	—	WEST STH 136 ROUNDABOUT EXIT	POSTS TO REMAIN
	E7-04	D1-1	—	1	—	---	—	—	---	—	EAST STH 136 ROUNDABOUT EXIT	POSTS TO REMAIN
	E7-05	E6-54A	—	—	—	---	—	4	---	—	OVERHEAD ROUNDABOUT GUIDE SIGN	
	E7-06	E6-53	—	—	—	---	—	3	---	—	OVERHEAD ROUNDABOUT GUIDE SIGN	
	E7-07	E6-52	—	—	—	---	—	3	---	—	OVERHEAD ROUNDABOUT GUIDE SIGN	
	E7-08	E6-54A	—	—	—	---	—	2	---	—	OVERHEAD ROUNDABOUT GUIDE SIGN	
	E7-09	E6-52	—	—	—	---	—	3	---	—	OVERHEAD ROUNDABOUT GUIDE SIGN	
	E7-10	E6-54A	—	—	—	---	—	4	---	—	OVERHEAD ROUNDABOUT GUIDE SIGN	
	E7-11	E6-54A	—	—	—	---	—	2	---	—	OVERHEAD ROUNDABOUT GUIDE SIGN	
	E7-12	E6-53	—	—	—	---	—	4	---	—	OVERHEAD ROUNDABOUT GUIDE SIGN	
	E8-01	J4-1	—	1	1	---	—	—	---	—	WEST USH 12	
	E8-02	J1-1	—	1	—	---	—	—	---	—	JCT CTH W	DO NOT ENTER SIGN AND POST TO REMAIN
SUBTOTALS			5	92	103	4	2	25	1	1		

CATEGORY	SIGN NUMBER	SIGN CODE	638.2601 REMOVING SIGNS TYPE I EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS EACH	204.9060.S.002 REMOVING OVERHEAD SIGN SUPPORT EACH	204.9060.S.001 REMOVING SIGNING COVER PLAQUE EACH	638.2101 MOVING SIGNS TYPE I EACH	638.2102 MOVING SIGNS TYPE II EACH	DESCRIPTION	REMARKS
	SUBTOTALS 0010		5	92	103	4	2	25	1	1		
0010 (CON'T)	E8-03	J13-1; R5-1	—	1	1	—	—	—	—	—	CTH W LEFT/RIGHT; DO NOT ENTER	
	E8-04	J4-1	—	1	1	—	—	—	—	—	JCT USH 12	
	E8-05	J13-2	—	1	1	—	—	—	—	—	USH 12 LEFT/RIGHT CTH W AHEAD	
	E8-06	J1-1	—	1	1	—	—	—	—	—	JCT USH 12	
	E8-07	J3-2; R5-1	—	1	1	—	—	—	—	—	CTH W BUSINESS 12 LEFT/RIGHT; DO NOT ENTER	
	E8-08	J4-1	—	1	1	—	—	—	—	—	EAST USH 12	
	E8-09	D1-1	—	1	2	—	—	—	—	—	CIRCUS WORLD MUSEUM RIGHT	
	E8-10	J13-2	—	1	1	—	—	—	—	—	USH 12 LEFT/RIGHT CTH W AHEAD	
	E8-11	M1-5A; R5-1A	—	1	1	—	—	—	—	—	CTH W; WRONG WAY	
	E10-01	D1-1	—	1	—	—	—	—	—	—	WEST CTH W ROUNDABOUT EXIT	POSTS TO REMAIN
	E10-02	D1-1	—	1	—	—	—	—	—	—	SOUTH BLVD ROUNDABOUT EXIT	POSTS TO REMAIN
	E10-03	D1-1	—	1	—	—	—	—	—	—	WEST CTH W ROUNDABOUT EXIT	POSTS TO REMAIN
	E10-04	D1-1	—	1	—	—	—	—	—	—	SOUTH BLVD ROUNDABOUT EXIT	POSTS TO REMAIN
	E11-01	D5-65A	—	1	2	—	—	—	—	—	ROAD TO CIRCUS WORLD MUSEUM HISTORIC SITE 1 MILE	
	E11-02	J1-1	—	1	1	—	—	—	—	—	JCT STH 159	
	E11-03	J2-2	—	1	1	—	—	—	—	—	EAST STH 159 LEFT/ EAST USH 12 DIAGONAL RIGHT	
	E11-04	D2-1	—	1	2	—	—	—	—	—	BARABOO 2	
	E11-05	D1-2	—	1	2	—	—	—	—	—	DEVILS LAKE LEFT/ SAUK CITY DIAGONAL RIGHT	
	E11-06	J4-1	—	1	1	—	—	—	—	—	WEST USH 12	
	E11-07	J3-2	—	1	1	—	—	—	—	—	EAST STH 159 LEFT/ EAST USH 12 DIAGONAL RIGHT	
	E11-08	J3-2	—	1	1	—	—	—	—	—	EAST USH 12 LEFT/ WEST USH 12 RIGHT	
	E11-09	J3-2	—	1	1	—	—	—	—	—	WEST USH 12 DIAGONAL LEFT/ EAST STH 159 RIGHT	
	E11-10	J4-1	—	1	1	—	—	—	—	—	EAST USH 12	
	E11-11	D1-2	—	1	2	—	—	—	—	—	BARABOO DIAGONAL LEFT/ DEVILS LAKE RIGHT	
	E11-12	D2-2	—	1	2	—	—	—	—	—	SAUK CITY 14/ MADISON 41	
	E11-13	J2-2	—	1	1	—	—	—	—	—	WEST USH 12 DIAGONAL LEFT/ EAST STH 159 RIGHT	
	E11-14	J1-1	—	1	1	—	—	—	—	—	JCT STH 159	
	E11-15	J4-1	—	1	1	—	—	—	—	—	EAST STH 159	
	E11-16	D1-2	—	1	2	—	—	—	—	—	SAUK CITY LEFT/ BARABOO RIGHT	
	E11-17	J2-2	—	1	1	—	—	—	—	—	EAST USH 12 LEFT/ WEST USH 12 RIGHT	
	E11-18	J1-2	—	1	1	—	—	—	—	—	JCT USH 12/ END STH 159	
	E12-01	W1-6	—	1	1	—	—	—	—	—	NIGHT ARROW	
	E12-02	S3-1	—	1	1	—	—	—	—	—	SCHOOL BUS STOP AHEAD	
	E12-03	W1-2R; W13-1	—	1	1	—	—	—	—	—	RIGHT CURVE; 45 MPH ADVISORY SPEED	
	E12-04	W1-2R; W13-1	—	1	1	—	—	—	—	—	RIGHT CURVE; 45 MPH ADVISORY SPEED	
	E12-05	W1-2L	—	1	1	—	—	—	—	—	LEFT CURVE	
	E12-06	W1-2L	—	1	—	—	—	—	—	—	LEFT CURVE	ON SAME POST AS SIGN E12-07
	E12-07	D1-1	—	1	2	—	—	—	—	—	LEHMAN RD	
	E12-08	D1-1	—	1	2	—	—	—	—	—	SKI HI RD	
	E12-09	W3-1	—	1	1	—	—	—	—	—	STOP AHEAD	
	E12-10	R2-1	—	1	1	—	—	—	—	—	SPEED LIMIT 45 MPH	
	E12-11	R1-1	—	1	1	—	—	—	—	—	STOP SIGN	
	E12-12	D7-52	—	1	2	—	—	—	—	—	ROAD TO DEVILS LAKE STATE PARK 1 MILE	
	E12-13	D1-1	—	1	2	—	—	—	—	—	LEHMAN RD	
	E12-14	D1-1	—	1	2	—	—	—	—	—	SKI HI RD	
	E12-15	W2-2	—	1	1	—	—	—	—	—	SIDE ROAD	
	E12-16	W3-1	—	1	1	—	—	—	—	—	STOP AHEAD	
	E12-17	R2-1	—	1	1	—	—	—	—	—	SPEED LIMIT 45 MPH	
	E12-18	I55-56	—	1	1	—	—	—	—	—	ADOPT A HIGHWAY ST. CLARE HOSPITAL AND ST. CLARE MEADOWS	
	E12-19	R1-1	—	1	1	—	—	—	—	—	STOP SIGN	
	E12-20	W14-3	—	1	1	—	—	—	—	—	NO PASSING ZONE	
	E14-01	W14-3	—	1	1	—	—	—	—	—	NO PASSING ZONE	
	E14-02	W6-1	—	1	1	—	—	—	—	—	DIVIDED HIGHWAY AHEAD	
	E14-03	W6-3	—	1	1	—	—	—	—	—	TWO-WAY TRAFFIC	
	E14-04	W14-3	—	1	1	—	—	—	—	—	NO PASSING ZONE	
	SUBTOTALS		5	147	165	4	2	25	1	1		

MOVING/REMOVING SIGN ITEMS CONTINUED

CATEGORY	SIGN NUMBER	SIGN CODE	638.2601 REMOVING SIGNS TYPE I EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS EACH	204.9060.S.002 REMOVING OVERHEAD SIGN SUPPORT EACH	204.9060.S.001 REMOVING SIGNING COVER PLAQUE EACH	638.2101 MOVING SIGNS TYPE I EACH	638.2102 MOVING SIGNS TYPE II EACH	DESCRIPTION	REMARKS
	SUBTOTALS 0010		5	147	165	4	2	25	1	1		
0010 (CON'T)	E14-05	R5-1	—	1	1	—	—	—	—	—	DO NOT ENTER	
	E14-06	R4-7	—	1	1	—	—	—	—	—	KEEP RIGHT	
	E14-07	R5-1A; W4-2R	—	1	1	—	—	—	—	—	WRONG WAY; LANE REDUCTION TRANSITION SYMBOL	
	E14-08	R2-1; W4-2R	—	1	1	—	—	—	—	—	SPEED LIMIT 55 MPH; LANE REDUCTION TRANSITION SYMBOL	
	E14-09	R2-1	—	1	1	—	—	—	—	—	SPEED LIMIT 55 MPH	
	E14-10	W9-1R	—	1	1	—	—	—	—	—	RIGHT LANE ENDS	
	E14-11	W9-1R	—	1	1	—	—	—	—	—	RIGHT LANE ENDS	
	E0-01	R2-1	—	1	—	—	—	—	—	—	SPEED LIMIT 55 MPH	POST(S) TO REMAIN; USH 12 EB AT S-56-14
	E0-02	R2-1	—	1	—	—	—	—	—	—	SPEED LIMIT 55 MPH	POST(S) TO REMAIN; USH 12 EB AT S-56-14
	E0-03	R2-1	—	1	—	—	—	—	—	—	SPEED LIMIT 55 MPH	POST(S) TO REMAIN; USH 12 EB APPROX. 300 FT. SOUTH OF MOON RD
	E0-04	R2-1	—	1	—	—	—	—	—	—	SPEED LIMIT 55 MPH	POST(S) TO REMAIN; USH 12 EB APPROX. 1400 FT. NORTH OF SHADY LANE RD
	E0-05	R2-1	—	1	—	—	—	—	—	—	SPEED LIMIT 55 MPH	POST(S) TO REMAIN; USH 12 EB BETWEEN REEDSBURG RD AND PIT RD
	E0-06	R2-1	—	1	—	—	—	—	—	—	SPEED LIMIT 55 MPH	POST(S) TO REMAIN; USH 12 EB BETWEEN PIT RD AND OLD STH 33
	E0-07	R2-1	—	1	—	—	—	—	—	—	SPEED LIMIT 55 MPH	POST(S) TO REMAIN; USH 12 WB BETWEEN REEDSBURG RD AND SHADY LANE RD
	E0-08	R2-1	—	1	—	—	—	—	—	—	SPEED LIMIT 55 MPH	POST(S) TO REMAIN; USH 12 WB BETWEEN PIT RD AND REEDSBURG RD
	E0-09	R2-1	—	1	—	—	—	—	—	—	SPEED LIMIT 55 MPH	POST(S) TO REMAIN; USH 12 WB APPROX. 900 FT NORTH OF OLD STH 33
	E0-12	R11-2R	—	1	—	—	—	—	—	—	RAMP CLOSED	STH 136 ON/OFF RAMPS
	E0-13	R11-2R	—	1	—	—	—	—	—	—	RAMP CLOSED	STH 136 ON/OFF RAMPS
	E0-14	R11-2R	—	1	—	—	—	—	—	—	RAMP CLOSED	CTH W ON/OFF RAMPS
	E0-15	R11-2R	—	1	—	—	—	—	—	—	RAMP CLOSED	CTH W ON/OFF RAMPS
	E0-16	R11-2R	—	1	—	—	—	—	—	—	RAMP CLOSED	CTH W ON/OFF RAMPS
	E0-17	R11-2R	—	1	—	—	—	—	—	—	RAMP CLOSED	CTH W ON/OFF RAMPS
PROJECT 1674-00-81 TOTALS			5	169	172	4	2	25	1	1		

TRAFFIC CONTROL

CATEGORY	LOCATION	643.0200.001 SURVENILLANCE AND MAINTENANCE (DAY)	603.8000 CONCRETE BARRIER TEMPORARY PRECAST DELIVERED (LF)	603.8125 CONCRETE BARRIER TEMPORARY PRECAST INSTALLED (LF)	614.0905 CRASH CUSHIONS TEMPORARY (EACH)	643.0300 DRUMS (DAY)	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 (DAY)	643.0715 WARNING LIGHTS TYPE C (DAY)	643.0800 ARROW BOARD (DAY)	643.0900 SIGNS (DAY)	643.0920 COVERING SIGNS TYPE II (EACH)	643.1050 SIGNS PCMS (DAY)
0010	STAGE 1	79	1,631	1,631	3	27,961	158	---	---	158	8,949	79	1,027	---	42
	WINTER STAGE	128	700	700	2	---	1,280	60	60	1,408	---	---	512	---	42
	STAGE 2A	35	---	---	---	13,106	1,575	---	---	1,645	1,008	70	420	---	42
	STAGE 2B/C	58	3,024	3,024	3	26,195	2,378	---	---	1,044	4,479	348	986	---	42
	STAGE 3	42	---	---	---	44,381	1,848	450	450	1,176	5,524	210	1,428	---	42
	STAGE 4	19	---	---	---	17,832	190	---	---	380	958	152	266	---	42
	UNDISTRIBUTED	---	---	---	---	13,525	771	489	489	639	2,183	91	561	10	48
	PROJECT 1674-00-81 TOTAL	361	5,355	5,355	8	143,000	8,200	1,000	1,000	6,450	23,100	950	5,200	10	300

PAVEMENT MARKING

CATEGORY	LOCATION	STATION - STATION	646.0106 EPOXY 4-INCH YELLOW SOLID (LF)	646.0106 EPOXY 4-INCH WHITE SOLID (LF)	646.0106 EPOXY 4-INCH WHITE 12.5' SEG., 37.5' GAP	646.0841.S CONTRAST TAPE WHITE 4-INCH 3' SEG, 9' GAP (LF)	646.0841.S CONTRAST TAPE WHITE 4-INCH 12.5' SEG., 37.5' GAP (LF)	646.0843.S GROOVED WET REFLECTIVE CONTRAST TAPE WHITE 8-INCH SOLID (LF)	647.0456 PAVEMENT MARKING CURB EPOXY (LF)	647.0566 PAVEMENT MARKING STOP LINE 18-INCH EPOXY (LF)	647.0606 PAVEMENT MARKING ISLAND NOSE EPOXY (EACH)	647.0726 DIAGONAL EPOXY WHITE 12-INCH (LF)
0010	USH 12 EB/WB	282+40 EB - 321+57 EB	7,785	7,785	---	---	1,943	---	---	---	---	---
		321+57 EB - 359+84 EB	7,713	7,112	---	103	1,922	1,077	---	---	---	---
		359+84 EB - 380+77 EB	4,210	3,662	---	47	1,046	1,148	---	---	---	---
		380+77 EB - 416+02 EB	7,069	6,404	---	97	1,761	1,326	---	---	---	---
		416+02 EB - 458+07 EB	8,432	7,692	---	97	2,102	1,389	---	---	---	---
		458+07 EB - 515+35 EB	11,085	11,463	---	---	2,859	---	---	---	---	---
		515+35 EB - 524+00 EB	1,755	1,755	---	---	433	---	---	---	---	---
		524+00 EB - 537+04 EB	2,575	2,635	---	---	658	406	---	---	---	---
		537+04 EB - 551+34 EB	2,649	2,819	---	---	720	1,894	---	---	---	480
		551+34 EB - 564+45 EB	2,331	2,464	---	---	650	2,772	---	---	---	940
		564+45 EB - 589+12 EB	4,598	4,863	---	---	1,233	2,243	---	---	---	480
		589+12 EB - 597+27 EB	1,436	1,627	---	---	407	346	---	---	---	---
		597+27 EB - 605+73 EB	1,585	1,692	---	---	423	---	20	---	2	---
		605+73 EB - 625+00 EB	3,856	3,856	964	---	---	---	---	---	---	---
	STH 136 WB RAMP	340+60 B - 360+15 B	1,533	1,843	---	---	---	310	---	---	---	---
		361+82 B - 374+13 B	805	1,044	---	---	---	238	---	---	---	---
	STH 136 EB RAMP	345+38 A - 360+47 A	1,024	1,260	---	---	---	237	---	---	---	---
		362+14 A - 373+49 A	739	1,044	---	---	---	310	---	---	---	---
	CTH W EB RAMP	399+91 C - 414+89 C	1,129	1,370	---	---	---	238	---	---	---	---
		416+46 C - 433+55 C	1,159	1,655	---	---	---	500	---	---	---	
	CTH W WB RAMP	398+13 D - 414+53 D	1,161	1,584	---	---	---	428	---	---	---	---
		416+09 D - 431+04 D	1,131	1,370	---	---	---	238	---	---	---	---
	CTH BD	30+04 BD - 48+20 BD	---	277	---	---	---	---	---	---	---	---
	LEHMAN ROAD	491+00 LR - 498+33 LR	---	---	---	---	---	---	---	43	---	---
	SKI HI ROAD	601+16 SH - 610+00 SH	---	---	---	---	---	---	---	37	---	---
	PROJECT 1674-00-81 TOTAL		75,760	964		344	16,156	15,100	20	80	2	1,900
			154,000			16,500						

3

TEMPORARY PAVMENT MARKING

		649.0400		649.0801	649.1200	649.0402	
		REMOVABLE TAPE					
		4-INCH		8-INCH	STOP LINE	PAINT 4-INCH	
CATEGORY	LOCATION	WHITE (LF)	YELLOW (LF)	WHITE (LF)	18-INCH (LF)	WHITE (LF)	YELLOW (LF)
0010	STAGE 1	1,000	6,700	---	---	---	---
	STAGE 2	28,800	29,000	---	---	3,000	3,000
	STAGE 3	21,700	48,000	---	50	---	---
	STAGE 4	1,000	47,800	500	100	---	---
PROJECT 1674-00-81 TOTAL		52,500	131,500	500	150	3,000	3,000
		184,000				6,000	

SAWING

			690.0150	690.0250
			ASPHALT	CONCRETE
CATEGORY	LOCATION	STATION TO STATION	(LF)	(LF)
0010	USH 12 EB/WB	518+95 EB - 521+67 EB	48	---
		521+67 EB - 537+04 EB	10	---
		564+45 EB - 589+12 EB	34	---
		597+27 EB - 605+73 EB	35	61
	CTH BD	30+04 BD - 48+20 BD	67	2,289
	OAK COURT	10+17 LF - 24+81 LF	24	---
	LEHMAN ROAD	491+00 LR - 498+33 LR	18	---
	SKI HI ROAD	601+16 SH - 610+00 SH	22	---
	TRAFFIC CONTROL	STAGE 1	3,000	---
		STAGE 2	600	---
		STAGE 3	100	---
		STAGE 4	642	---
PROJECT 1674-00-81 TOTAL			4,600	2,350

CONSTRUCTION STAKING

			650.4500	650.5000	650.7000	650.9920	650.9910.001
			CONSTRUCTION STAKING SUBGRADE	CONSTRUCTION STAKING BASE	CONSTRUCTION STAKING CONCRETE PAVEMENT	CONSTRUCTION STAKING SLOPE STAKES	CONSTRUCTION STAKING SUPPLEMENTAL CONTROL
CATEGORY	LOCATION	STATION - STATION	(LF)	(LF)	(LF)	(LF)	(LS)
0010	USH 12 EB	321+57 EB - 359+84 EB	---	---	3,850	---	---
		361+67 EB - 373+17 EB	---	---	1,150	---	---
		380+77 EB - 414+43 EB	---	---	3,366	---	---
		416+02 EB - 454+80 EB	---	---	3,878	---	---
		458+07 EB - 515+35 EB	---	---	5,728	---	---
		518+49 EB - 604+61 EB	8,612	---	8,612	8,612	---
		604+61 EB - 605+72 EB	111	111	---	111	---
	USH 12 WB	322+04 WB - 359+62 WB	---	---	3,758	---	---
		361+45 WB - 373+06 WB	---	---	1,161	---	---
		380+66 WB - 414+30 WB	---	---	3,364	---	---
		415+90 WB - 454+60 WB	---	---	3,870	---	---
		457+97 WB - 515+15 WB	---	---	5,718	---	---
		518+48 WB - 604+61 WB	8,613	---	8,613	8,613	---
		604+61 WB - 605+73 WB	112	112	---	112	---
	STH 136 EB RAMP	345+38 A - 357+74 A	---	---	1,236	---	---
		362+99 A - 373+49 A	---	---	1,050	---	---
	STH 136 WB RAMP	340+60 B - 359+03 B	---	---	1,843	---	---
		364+93 B - 374+13 B	---	---	920	---	---
	CTH W EB RAMP	399+91 C - 413+58 C	---	---	1,367	---	---
		416+96 C - 433+55 C	---	---	1,659	---	---
	CTH W WB RAMP	398+13 D - 414+02 D	---	---	1,589	---	---
		417+36 D - 431+04 D	---	---	1,368	---	---
	WENZEL DRIVEWAY	20+39 WD - 31+18 WD	1,079	1,079	---	1,079	---
	GREEN VALLEY DRIVEWAY	30+49 GD - 38+25 GD	776	776	---	776	---
	OAK COURT	10+71 LF - 24+81 LF	1,410	1,410	---	1,410	---
	LEHMAN ROAD	491+00 LR - 498+33 LR	733	733	---	733	---
	SKI HI ROAD	601+16 SH - 610+00 SH	884	884	---	884	---
PROJECT 1674-00-81 TOTAL			22,330	5,105	64,100	22,330	1

CONSTRUCTION STAKING STRUCTURE LAYOUT

		650.6500
CATEGORY	LOCATION	(LS)
0030	B-56-223	1
0040	C-56-2031	1
0050	R-56-34	1
PROJECT 1674-00-81 TOTAL		3

CONCRETE PAVEMENT JOINT LAYOUT

		SPV.0105.001
CATEGORY	LOCATION	(LS)
0010	PROJECT	1
PROJECT 1674-00-81 TOTAL		1

EROSION CONTROL

CATEGORY		LOCATION	627.0200 MULCHING (SY)	628.1504 SILT FENCE (LF)	628.1520 SILT FENCE MAINTENANCE (LF)	628.2004 EROSION MAT CLASS I TYPE B (SY)	628.7504 TEMPORARY DITCH CHECKS (LF)	628.7555 CULVERT PIPE CHECKS (EACH)	628.7515.S STONE OR ROCK DITCH CHECKS (CY)	628.7560 TRACKING PADS (EACH)
0010	USH 12 EB/WB	SALT SHED	300	300	900	2,500	90	3	—	1
		UNDISTRIBUTED	---	—	---	---	—	—	10	—
	PROJECT 1674-00-84 TOTAL		300	300	900	2,500	90	3	10	1

FINISHING

CATEGORY	LOCATION	STATION - STATION	625.0500 SALVAGED TOPSOIL (SY)	629.0210 FERTILIZER TYPE B (CWT)	630.0130 SEEDING MIXTURE NO. 30 (LB)	630.0200 SEEDING MIXTURE TEMPORARY (LB)
0010	USH 12 EB/WB	282+40 EB - 319+92 EB	2,800	1	50	25
		UNDISTRIBUTED	—	---	---	---
	PROJECT 1674-00-84 TOTAL		2,800	1	50	25

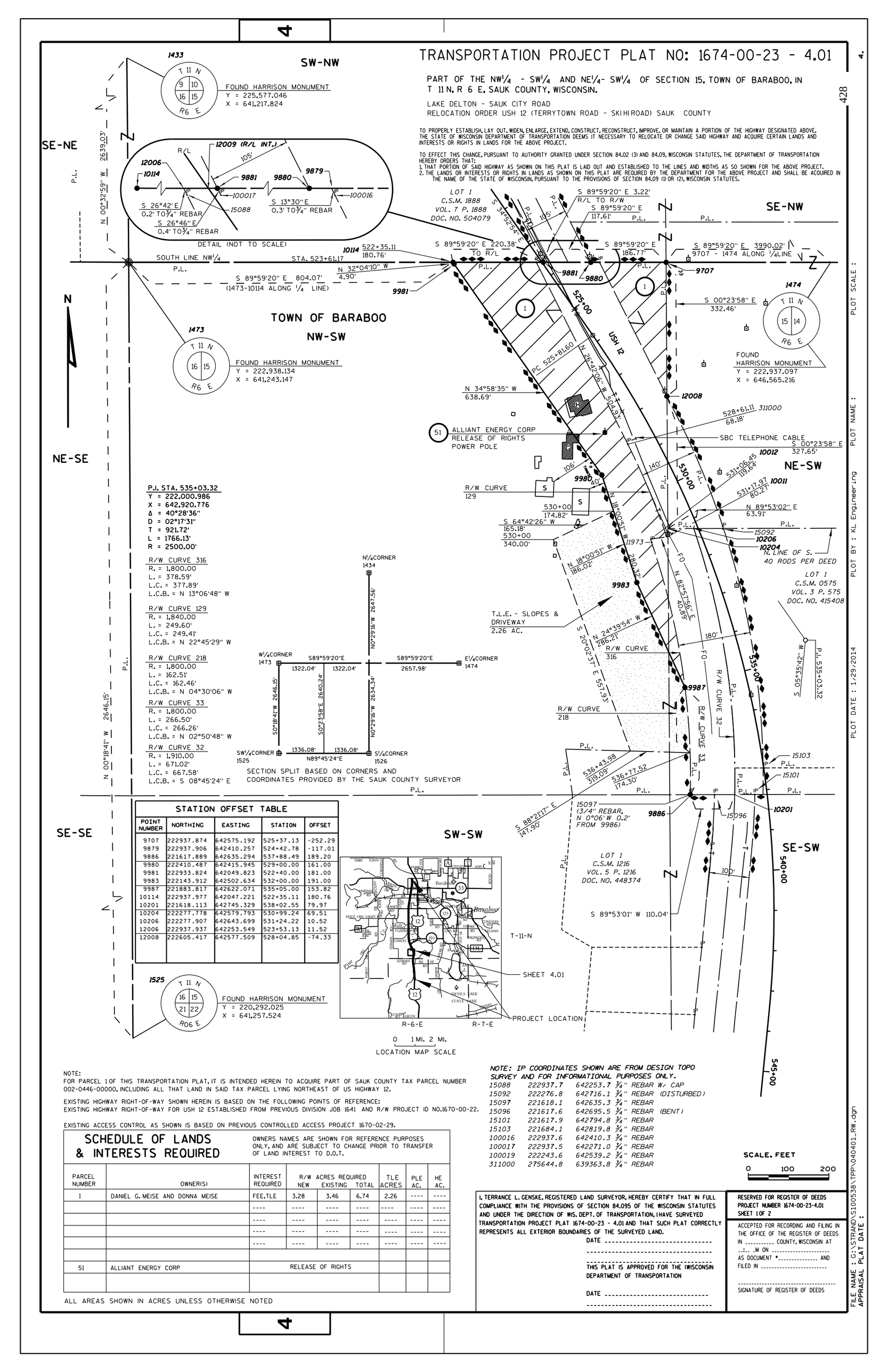
TRANSPORTATION PROJECT PLAT NO: 1674-00-23 - 4.01

PART OF THE NW¼ - SW¼ AND NE¼- SW¼ OF SECTION 15, TOWN OF BARABOO, IN T 11 N, R 6 E, SAUK COUNTY, WISCONSIN.

LAKE DELTON - SAUK CITY ROAD
RELOCATION ORDER USH 12 (TERRYTOWN ROAD - SKI HI ROAD) SAUK COUNTY

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) AND 84.09, 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.



STATION OFFSET TABLE				
POINT NUMBER	NORTHING	EASTING	STATION	OFFSET
9707	222937.874	642575.192	525+37.13	-252.29
9879	222937.906	642410.257	524+42.78	-117.01
9886	221617.889	642635.294	537+88.49	189.20
9980	222410.487	642415.945	529+00.00	161.00
9981	222933.824	642049.823	522+40.00	181.00
9983	222143.912	642502.634	532+00.00	191.00
9987	221883.817	642622.071	535+05.00	153.82
10114	222937.977	642047.221	522+35.11	180.76
10201	221618.113	642745.329	538+02.55	79.97
10204	222277.778	642579.793	530+99.24	69.51
10206	222277.907	642643.699	531+24.22	10.52
12006	222937.937	642253.549	523+53.13	11.52
12008	222605.417	642577.509	528+04.85	-74.33

NOTE:
FOR PARCEL 1 OF THIS TRANSPORTATION PLAT, IT IS INTENDED HEREIN TO ACQUIRE PART OF SAUK COUNTY TAX PARCEL NUMBER 002-0446-00000, INCLUDING ALL THAT LAND IN SAID TAX PARCEL LYING NORTHEAST OF US HIGHWAY 12.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR USH 12 ESTABLISHED FROM PREVIOUS DIVISION JOB 1641 AND R/W PROJECT ID NO.1670-00-22.

EXISTING ACCESS CONTROL AS SHOWN IS BASED ON PREVIOUS CONTROLLED ACCESS PROJECT 1670-02-29.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES	PLE AC.	HE AC.
1	DANIEL G. MEISE AND DONNA MEISE	FEE,TLE	3.28	3.46	6.74	2.26	----	----
		----	----	----	----	----	----	----
		----	----	----	----	----	----	----
		----	----	----	----	----	----	----
		----	----	----	----	----	----	----
51	ALLIANT ENERGY CORP	RELEASE OF RIGHTS						

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

NOTE: IP COORDINATES SHOWN ARE FROM DESIGN TOPO SURVEY AND FOR INFORMATIONAL PURPOSES ONLY.

15088	222937.7	642253.7	¾" REBAR W/ CAP
15092	222276.8	642716.1	¾" REBAR (DISTURBED)
15097	221618.1	642635.3	¾" REBAR
15096	221617.6	642695.5	¾" REBAR (BENT)
15101	221617.9	642794.8	¾" REBAR
15103	221684.1	642819.8	¾" REBAR
100016	222937.6	642410.3	¾" REBAR
100017	222937.5	642271.0	¾" REBAR
100019	222243.6	642539.2	¾" REBAR
311000	275644.8	639363.8	¾" REBAR

SCALE, FEET
0 100 200

I, TERRANCE L. GENSKE, 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 WIS. DEPT. OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1674-00-23 - 4.01 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

DATE ----------

THIS PLAT IS APPROVED FOR THE (WISCONSIN DEPARTMENT OF TRANSPORTATION

DATE ----------

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1674-00-23-4.01
SHEET 1 OF 2

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN ---------- COUNTY, WISCONSIN AT ..:.. .M ON ---------- AS DOCUMENT *---------- AND FILED IN ----------

SIGNATURE OF REGISTER OF DEEDS

FILE NAME : G:\STRAND\S100538\TPP\040401_RW.dgn
APPRAISAL PLAT DATE :
PLOT DATE : 1/29/2014
PLOT BY : KL Engineering
PLOT NAME :
PLOT SCALE :

428

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

TRANSPORTATION PROJECT PLAT TITLE SHEET

PROJECT NO. 1674-00-23

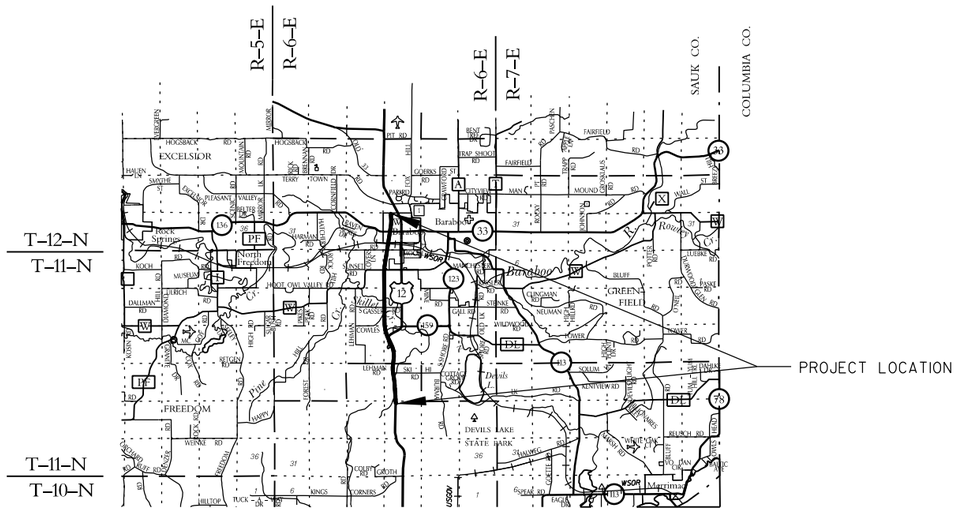
LAKE DELTON - SAUK CITY ROAD

(TERRYTOWN ROAD - SKI HI ROAD)

USH 12

SAUK COUNTY





THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 1674-00-23.

NOTES:

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

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, SAUK COUNTY ZONE, NAD83 (91) ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (TYPICALLY ¾" X 24" REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

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

ALL SECTION CORNER COORDINATES PROVIDED BY THE SAUK COUNTY SURVEYOR

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

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

ACCESS TO BE CONSTRUCTED WITHIN THE LOCATION SPECIFIED. THE LOCATION SHOWN IS THE CENTER POINT OF THE DEFINED WIDTH, AND NOT NECESSARILY THE WIDTH OF THE PHYSICAL DRIVEWAY.

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

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

A **PERMANENT LIMITED EASEMENT** (PLE) 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 NECESSARY OR DESIRABLE. BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENT ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

N

LAYOUT
SCALE 0 2 MI.

CONVENTIONAL ABBREVIATIONS

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

CURVE DATA

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

CONVENTIONAL SYMBOLS

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

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	

	NON COMPENSABLE	COMPENSABLE
POWER POLE		
TELEPHONE POLE		
TELEPHONE PEDESTAL		
ELECTRIC TOWER		

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1674-00-23 - 4.12
SHEET 2 OF 2

FILE NAME : G:\STRAND\S100538\TPP\040101_RW_TITLE_v8.dgn PLOT DATE : 1/29/2014 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

4.

TRANSPORTATION PROJECT PLAT NO: 1674-00-23-4.03 AMENDMENT NO. 1

LAKE DELTON - SAUK CITY ROAD
(TERRYTOWN ROAD - SKI HI ROAD) SAUK COUNTY

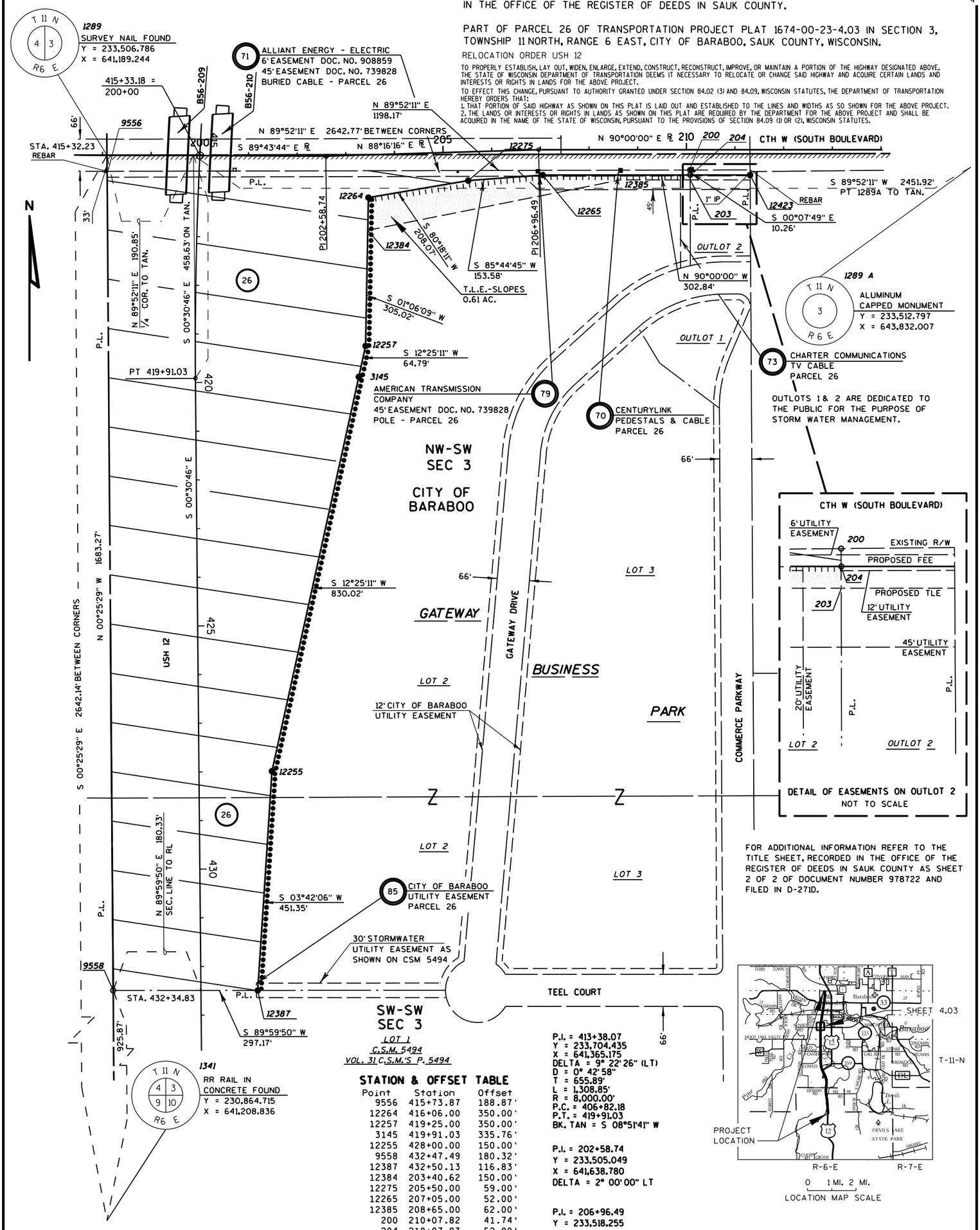
THIS AMENDMENT ADDS UTILITY PARCEL NUMBER 79 TO TRANSPORTATON PROJECT PLAT 1674-00-23-4.03, RECORDED AS DOCUMENT #1020598 AND FILED IN D-278E IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY.

PART OF PARCEL 26 OF TRANSPORTATION PROJECT PLAT 1674-00-23-4.03 IN SECTION 3, TOWNSHIP 11 NORTH, RANGE 6 EAST, CITY OF BARABOO, SAUK COUNTY, WISCONSIN.

RELOCATION ORDER USH 12

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) AND 84.09, 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.



STATION & OFFSET TABLE

Point	Station	Offset
9556	415+73.87	188.87'
12264	416+06.00	350.00'
12257	419+25.00	350.00'
3145	419+91.03	335.76'
12255	428+00.00	150.00'
9558	432+47.49	180.32'
12387	432+50.13	116.83'
12384	203+40.62	150.00'
12275	205+50.00	59.00'
12265	207+05.00	52.00'
12385	208+65.00	62.00'
200	210+07.82	41.74'
204	210+07.83	52.00'
203	210+07.86	62.00'

P.I. = 413+38.07
Y = 233,704.435
X = 641,365.175
DELTA = 9° 22' 26" (LT)
D = 0° 42' 58"
T = 655.89'
L = 1,308.85'
R = 8,000.00'
P.C. = 406+82.18
P.T. = 419+91.03
BK. TAN = S 08°51'41" W

P.I. = 202+58.74
Y = 233,505.049
X = 641,638.780
DELTA = 2° 00' 00" LT

P.I. = 206+96.49
Y = 233,518.255
X = 642,076.337
DELTA = 1° 43' 44" RT

EXISTING R/W ON CTH W (SOUTH BOULEVARD) IS VARIABLE AND IS BASED ON VARIOUS CERTIFIED SURVEY MAPS, PLATS OF SURVEY, ALTA LAND TITLE SURVEYS, AND FOUND IRONS. SOME SURVEYS SHOW THE EXISTING R/W BASED ON 66 FEET CENTERED ON THE EXISTING CENTERLINE, WHILE OTHER SURVEYS SHOW THE R/W AS 66 FEET CENTERED ON THE EAST - WEST QUARTER LINE OF SECTIONS 3 AND 4.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.
ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	R/W ACRES REQUIRED EXISTING	R/W ACRES REQUIRED TOTAL	TLE ACRES	PLE AC.	HE AC.
26	DEVCO I LLC	FEE, AR, TLE	16.55	---	16.55	0.61	----	----
70	CENTURYLINK	RELEASE OF RIGHTS						
71	ALLIANT ENERGY - ELECTRIC	RELEASE OF RIGHTS						
73	CHARTER COMMUNICATIONS	RELEASE OF RIGHTS						
79	AMERICAN TRANSMISSION COMPANY	RELEASE OF RIGHTS						
85	CITY OF BARABOO	RELEASE OF RIGHTS						

SCALE, FEET
0 100 200

KL Engineering
(A) Better Experience

I, THOMAS J. HANSEN, 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 1674-00-23-4.03 AMENDMENT No. 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN THOMAS J. HANSEN S-2033 MADISON, WISCONSIN LAND SURVEYOR

Thomas J. Hansen — FEBRUARY 16, 2011
THOMAS J. HANSEN — DATE
AGENT FOR KL ENGINEERING, INC.
R.L.S. NUMBER 2033

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

JAMES R. KUEHN — DATE

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1674-00-23-4.03
AMENDMENT No. 1

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY, WISCONSIN AT ...:... .M ON .....
AS DOCUMENT #..... AND FILED IN .....

SIGNATURE OF REGISTER OF DEEDS

430

4.03 AMEND. 1

PLOT SCALE :
PLOT NAME :
PLOT BY : KL Engineering
PLOT DATE : 1/29/2014
PLOT DATE :
FILE NAME : G:\STRAND\S100538.TPP\amendments\amend1_devco167400234O3.dgn

4

TRANSPORTATION PROJECT PLAT NO: 1674-00-23 - 4.05

LAKE DELTON - SAUK CITY ROAD
(TERRYTOWN ROAD - SKIHI ROAD) SAUK COUNTY

PART OF LOT 1 OF C.S.M. 1668, IN AND INCLUDING PART OF THE NW¼ - NW¼, AND PARTS OF THE NE¼- NW1/4 , SE¼- NW¼ AND SW¼- NW¼ ALL IN SECTION 34, T12N, R6E, IN THE VILLAGE OF WEST BARABOO, SAUK COUNTY, WISCONSIN.

RELOCATION ORDER USH 12

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.

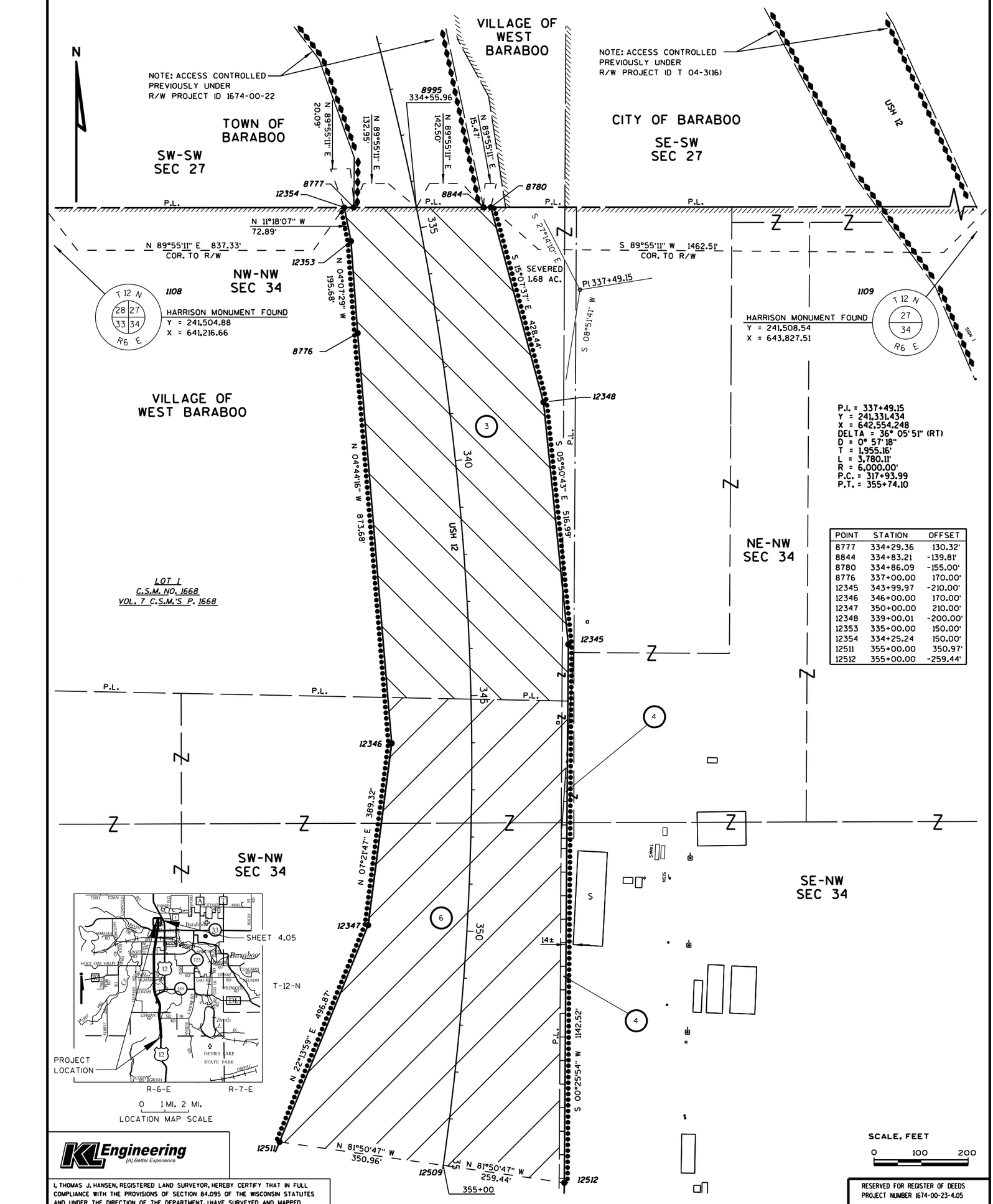
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
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.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.
ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES	PLE AC.	HE AC.
3	DAN V. & ELAINE R. PARSONS	FEE	8.86	----	8.86	----	----	----
4	SAUK COUNTY	FEE	0.22	----	0.22	----	----	----
6	*	FEE	10.12	----	10.12	----	----	----

* NANCY JO DILLMAN & HELFRIED O. MOH, REVOCABLE TRUST



P.I. = 337+49.15
Y = 241,331.434
X = 642,554.248
DELTA = 36° 05' 51" (RT)
D = 0° 57' 18"
T = 1,955.16'
L = 3,780.11'
R = 6,000.00'
P.C. = 317+93.99
P.T. = 355+74.10

POINT	STATION	OFFSET
8777	334+29.36	130.32'
8844	334+83.21	-139.81'
8780	334+86.09	-155.00'
8776	337+00.00	170.00'
12345	343+99.97	-210.00'
12346	346+00.00	170.00'
12347	350+00.00	210.00'
12348	339+00.01	-200.00'
12353	335+00.00	150.00'
12354	334+25.24	150.00'
12511	355+00.00	350.97'
12512	355+00.00	-259.44'

KL Engineering
[A] Better Experience

I, THOMAS J. HANSEN, 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 1674-00-23-4.05 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN THOMAS J. HANSEN S-2033 MADISON, WISCONSIN LAND SURVEYOR

AUGUST 15, 2012
THOMAS J. HANSEN — DATE
AGENT FOR KL ENGINEERING, INC.
R.L.S. NUMBER 2033
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

JAMES R. KUEHN — DATE

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY AS SHEET 2 OF 2, OF DOCUMENT NUMBER 1035382 AND FILED IN D-281C.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1674-00-23-4.05

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY, WISCONSIN AT ..:.. .M ON _____ AS DOCUMENT #_____ AND FILED IN _____

_____
SIGNATURE OF REGISTER OF DEEDS

4

4.05
431

PLOT SCALE :
PLOT NAME :
PLOT BY : KL Engineering
PLOT DATE : 1/29/2014
FILE NAME : G:\STRAND\S100538\TPP\040405_RW8.dgn

TRANSPORTATION PROJECT PLAT NO: 1674-00-23 - 4.06

LAKE DELTON - SAUK CITY ROAD
(TERRYTOWN ROAD - SKI HI ROAD) SAUK COUNTY

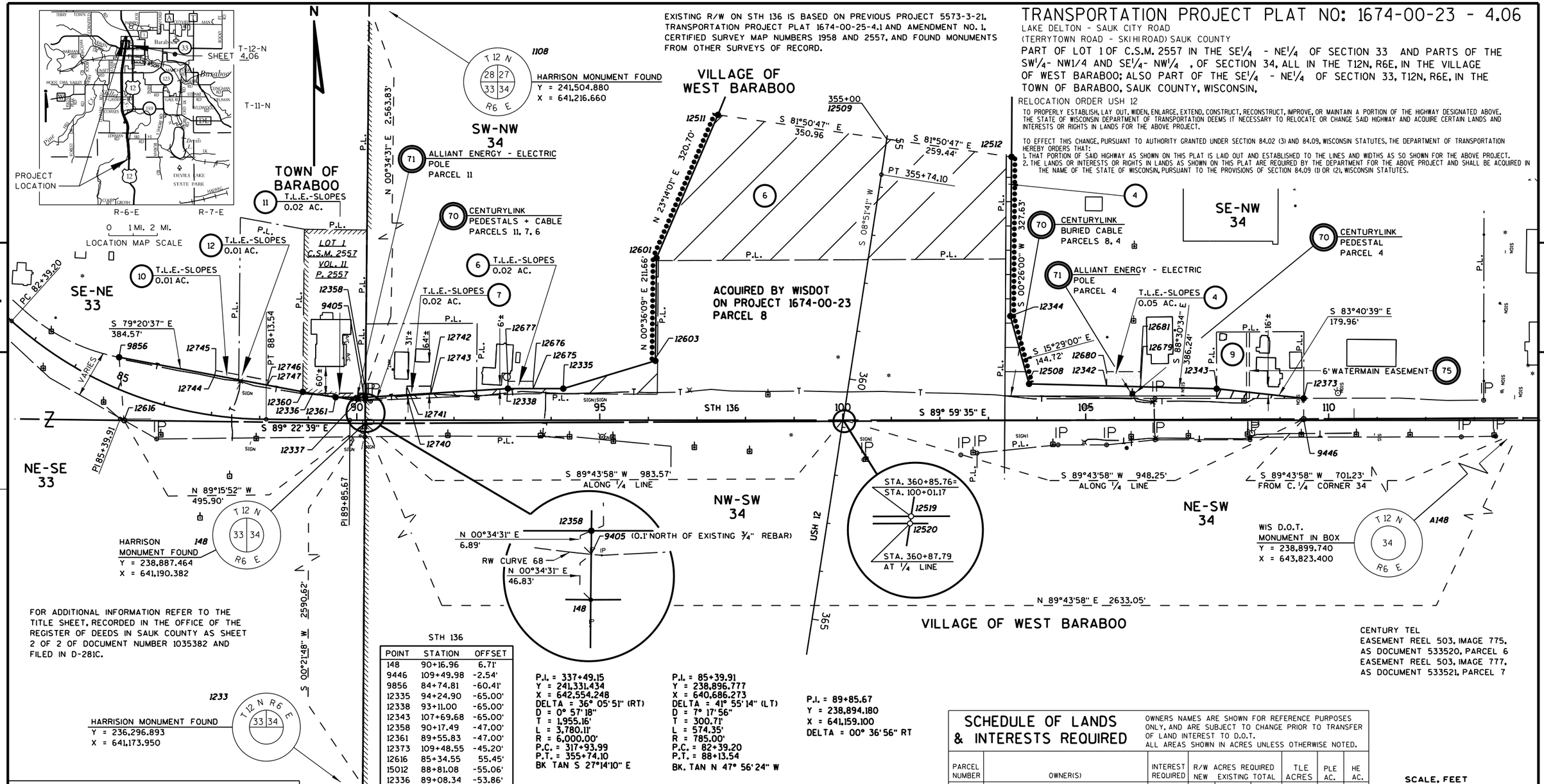
PART OF LOT 1 OF C.S.M. 2557 IN THE SE¼ - NE¼ OF SECTION 33 AND PARTS OF THE SW¼- NW1/4 AND SE¼- NW¼ , OF SECTION 34, ALL IN THE T12N, R6E, IN THE VILLAGE OF WEST BARABOO; ALSO PART OF THE SE¼ - NE¼ OF SECTION 33, T12N, R6E, IN THE TOWN OF BARABOO, SAUK COUNTY, WISCONSIN,

RELOCATION ORDER USH 12

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) AND 84.09, 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.

EXISTING R/W ON STH 136 IS BASED ON PREVIOUS PROJECT 5573-3-21, TRANSPORTATION PROJECT PLAT 1674-00-25-4.1 AND AMENDMENT NO. 1, CERTIFIED SURVEY MAP NUMBERS 1958 AND 2557, AND FOUND MONUMENTS FROM OTHER SURVEYS OF RECORD.



FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1035382 AND FILED IN D-281C.

CENTURY TEL
EASEMENT REEL 503, IMAGE 775, AS DOCUMENT 533520, PARCEL 6
EASEMENT REEL 503, IMAGE 777, AS DOCUMENT 533521, PARCEL 7

STH 136

POINT	STATION	OFFSET
148	90+16.96	6.71'
9446	109+49.98	-2.54'
9856	84+74.81	-60.41'
12335	94+24.90	-65.00'
12338	93+11.00	-65.00'
12343	107+69.68	-65.00'
12358	90+17.49	-47.00'
12361	89+55.83	-47.00'
12373	109+48.55	-45.20'
12616	85+34.55	55.45'
15012	88+81.08	-55.06'
12336	89+08.34	-53.86'
12337	90+17.57	-55.76'
12342	105+43.00	-70.87'
12675	93+63.00	-65.00'
12676	93+63.00	-80.00'
12677	93+11.00	-80.00'
12679	106+13.00	-69.06'
12680	105+43.00	-100.00'
12681	106+13.00	-100.00'
12740	91+02.50	-52.21'
12741	91+02.50	-70.00'
12742	91+52.50	-70.00'
12743	91+52.50	-55.28'
12744	86+94.57	-82.21'
12745	86+94.94	-92.20'
12746	88+16.74	-80.05'
12747	88+15.00	-70.20'

P.I. = 337+49.15
Y = 241,331.434
X = 642,554.248
DELTA = 36° 05' 51" (RT)
D = 0° 57' 18"
T = 1,955.16'
L = 3,780.11'
R = 6,000.00'
P.C. = 317+93.99
P.T. = 355+74.10
BK TAN S 27°14'10" E

P.I. = 85+39.91
Y = 238,896.777
X = 640,686.273
DELTA = 41° 55' 14" (LT)
D = 7° 17' 56"
T = 300.71'
L = 574.35'
R = 785.00'
P.C. = 82+39.20
P.T. = 88+13.54
BK. TAN N 47° 56' 24" W

P.I. = 89+85.67
Y = 238,894.180
X = 641,159.100
DELTA = 00° 36' 56" RT

CURVE 12360 - 12361
L = 68.50'
LC = 68.49'
R = 1486.54'
LCB = S 80°45'31" E

MAINLINE (USH 12)

POINT	STATION	OFFSET
12338	358+15.00	431.00'
12344	358+20.89	-306.98'
12601	359+52.75	-366.64'
12603	360+24.46	400.60'
12509	355+00.00	0.00'
12511	355+00.00	350.96'
12512	355+00.00	-259.44'
12508	359+52.75	-366.64'
12519	360+85.76	0.00'
12520	360+87.79	0.00'

COURSE TABLE

POINT NUMBER	BEARING	DISTANCE	TO POINT NUMBER
12616	N 04°32'07" W	130.19'	9856
12361	S 89°41'43" E	61.15'	12358
12358	N 86°29'52" E	294.06'	12338
12338	S 89°59'35" E	113.90'	12335
12335	N 73°12'24" E	197.99'	12603
12373	S 00°16'02" E	42.67'	9446

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.
ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES	PLE AC.	HE AC.
4	SAUK COUNTY	FEE,TLE	0.41	----	0.41	0.05	----	----
6	*	FEE,TLE	4.16	----	4.16	0.02	----	----
7	WILLIAM J. STUBER III & JENNIFER MEISTER	FEE,TLE	0.05	----	0.05	0.02	----	----
9	EVEREST E. & DOROTHY M. SONSALLA	FEE	0.04	----	0.04	----	----	----
10	COLLEEN M. BURTTS & ***	TLE	----	----	----	0.01	----	----
11	DANA A. MADALON	FEE,TLE	192S.F.	----	192S.F.	0.02	----	----
12	JAMES W. LAFLEUR	TLE	----	----	----	0.01	----	----
70	CENTURYLINK	RELEASE OF RIGHTS						
71	ALLIANT ENERGY - ELECTRIC	RELEASE OF RIGHTS						
75	VILLAGE OF WEST BARABOO	RELEASE OF RIGHTS						

* NANCY JO DILLMAN & HELFRIED O. MOH, REVOCABLE TRUST
*** LIFE ESTATE OF MIRIAM BARNHART

SCALE, FEET
0 100 200

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1674-00-23-4.06

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY, WISCONSIN AT
__:__ _M ON _____
AS DOCUMENT *_____ AND FILED IN _____

_____
SIGNATURE OF REGISTER OF DEEDS

KL Engineering
[A] Better Experience

I, THOMAS J. HANSEN, 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 1674-00-23-4.06 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN THOMAS J. HANSEN S-2033 MADISON, WISCONSIN LAND SURVEYOR

AUGUST 15, 2012
THOMAS J. HANSEN — DATE
AGENT FOR KL ENGINEERING, INC.
R.L.S. NUMBER 2033

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

JAMES R. KUEHN — DATE

TRANSPORTATION PROJECT PLAT NO: 1674-00-23-4.07 AMENDMENT No. 1

THIS AMENDS UTILITY NUMBER 75 TO SHOW ADDITIONAL FACILITIES ON TRANSPORTATON PROJECT PLAT 1674-00-23-4.07, RECORDED AS DOCUMENT #1059513 AND FILED IN D-285A IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY.

LAKE DELTON - SAUK CITY ROAD
(TERRYTOWN ROAD - SKIHI ROAD) SAUK COUNTY

PART OF LOT 1 OF C.S.M. 1958, IN THE NE1/4 - SW1/4, AND PART OF THE NW1/4 - SW1/4, ALL IN SECTION 34, T12N, R6E, IN THE VILLAGE OF WEST BARABOO, ALSO PART OF THE NE1/4 - SE1/4, OF SECTION 33, T12N, R6E, IN THE TOWN OF BARABOO, ALL IN SAUK COUNTY, WISCONSIN.

RELOCATION ORDER USH 12

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) AND 84.09, 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.

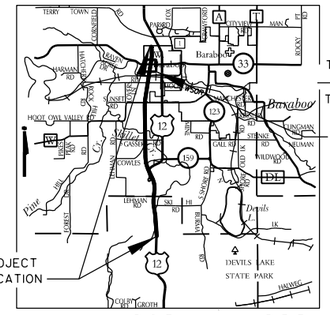
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 136 IS ESTABLISHED FROM PREVIOUS PROJECT 5573-03-21.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY AS SHEET 2 OF 2 DOCUMENT NUMBER 1035382 AND FILED IN D-281C.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.
ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES	PLE AC.	HE-AC.
13	COLLEEN M. BURTTS	FEE,TLE	0.32	----	0.32	0.06	----	----
14	CROELL-REDI MIX, INC.	FEE,TLE	0.71	----	0.71	2.13	----	----
16	WESTDAYL PLAZA STATION, LLC	FEE,TLE	0.96	----	0.96	0.23	----	
75	VILLAGE OF WEST BARABOO	RELEASE OF RIGHTS						
71	ALLIANT ENERGY - ELECTRIC	RELEASE OF RIGHTS						



N

ALLIANT ENERGY - ELECTRIC
1 POLE
PARCEL 13

HARRISON MONUMENT FOUND
Y = 238,887.464
X = 641,190.382

1108
HARRISON MONUMENT FOUND
Y = 241,504.880
X = 641,216.660

N 00°34'31" E 2,617.55'

RW CURVE 68
9405
N 00°34'31" E 46.83'
148
N 00°21'48" E 68.29'
12318

SW-NW 34
SE-NE 33
SE-NW 34
NE-SW 34
NW-SW 34
NE-SE 33

VILLAGE OF WEST BARABOO

STA. 360+85.76 = STA. 100+00.83
12519
12520
STA. 360+87.79 AT 1/4 LINE

N 89°43'58" E 983.57'
N 89°43'58" E 2633.05'
N 89°43'58" E 948.25' ALONG 1/4 LINE
N 89°43'58" E 701.23' ALONG 1/4 LINE

A148
WISD.O.T. MONUMENT IN BOX
Y = 238,899.740
X = 643,823.400

ACCESS CONTROL PER CSM 1958

PT 88+13.54
S 89°15'52" E 495.90'
S 89° 22' 39" E
S 89° 59' 35" E
STH 136
POST
12616
15016
12304
12308
12307
12306
12305
12309
12318
12303
12473
9446
12483
12332
12333
12330
12684
12683
12331
12329
12328
12327
12313
12366
12367
12315
12314
12323
12312
12310
12311
12319
12320
12686
12316
12317
12521
12522
12517
12061
PI 85+39.91
N 60°14'58" W 77.19'
PI 89+85.67
S 00°21'48" W 2590.62'
N 00°21'59" E 527.84'
N 81°08'19" W 236.14'
N 81°08'19" W 400.42'
369+00
S 08°51'40" W
S 00°16'48" W 347.38'
S 18°09'54" W 187.11'
S 00°28'29" W 216.00'
USH 12
ACOUIRED BY WISDOT ON PROJECT 1674-00-25-4.01 PARCEL 1
EXISTING WATERMAIN EASEMENT VILLAGE OF WEST BARABOO R. 406 I. 333 AS DOC. 477625
PRIVATE LIGHT POLE
VILLAGE OF WEST BARABOO WATERMAIN PARCEL 16
LOT 1 C.S.M. 1958 VOL. 8 P. 1958 (FORMERLY C.S.M. 1900)
PLAT OF WESTDAYL
T.L.E.-SLOPES 0.01 AC.
T.L.E.-SLOPES 0.06 AC.
T.L.E.-SLOPES & BUILDING REMOVAL 2.11 AC.
T.L.E.-SLOPES 0.02 AC.
T.L.E.-SLOPES 0.23 AC.
ALLIANT ENERGY - ELECTRIC POLE PARCEL 14

HARRISION MONUMENT FOUND
Y = 236,296.893
X = 641,173.950
1233

P.I. = 85+39.91
Y = 238,896.777
X = 640,686.273
DELTA = 41° 55' 14" (LT)
D = 7° 17' 56"
T = 300.71'
L = 574.35'
R = 785.00'
P.C. = 82+39.20
P.T. = 88+13.54
BK. TAN N 47° 56' 24" W

P.I. = 89+85.67
Y = 238,894.180
X = 641,159.100
DELTA = 00° 36' 56" RT

COURSE TABLE			
POINT NUMBER	BEARING	DISTANCE	TO POINT NUMBER
9446	S 00°16'02" E	37.33'	12483
12483	S 89°51'52" W	111.01'	12473
12473	S 03°22'14" E	7.77'	12333
12333	S 88°16'14" W	335.66'	12303
12303	S 00°00'26" W	72.00'	12331
12331	N 89°59'35" W	170.00'	12329
12686	N 25°31'09" W	183.25'	12309
12309	N 89°59'35" W	549.98'	12318
12318	N 89°59'35" W	273.76	12305
12305	N 76°47'04" W	158.85'	15016

MAINLINE (USH 12)

POINT	STATION	OFFSET
12319	363+92.23	337.26'
12320	363+88.54	312.53'
12323	363+30.69	346.45'
12328	365+01.65	-399.16'
12329	361+58.17	-347.33'
12517	369+00.00	0.00'
12521	369+00.00	236.14'
12522	369+00.00	-400.42'
15061	366+86.31	-368.91'
12686	363+77.95	314.11'

STH 136

POINT	STATION	OFFSET
148	90+16.96	6.71'
9446	109+48.75	-2.53'
12303	105+02.87	53.00'
12305	87+49.39	79.90'
12309	95+66.52	75.00'
12318	90+16.53	75.00'
12331	105+02.87	125.00'
12333	108+38.38	42.83'
12473	108+37.92	35.07'
12483	109+48.93	34.80'
12616	85+34.55	55.45'
15016	86+04.49	71.25'

STH 136

POINT	STATION	OFFSET
12304	86+62.40	71.18'
12306	86+92.59	72.99'
12307	86+91.92	82.96'
12308	86+62.08	81.17'
12310	91+50.00	190.00'
12311	91+35.44	250.74'
12312	95+12.00	190.00'
12313	89+47.34	75.42'
12314	95+12.00	75.00'
12315	90+15.91	175.00'
12316	91+34.04	475.73'
12317	90+14.04	474.99'
12330	108+50.00	51.00'
12332	109+49.01	51.00'
12366	90+06.28	174.94'
12367	90+05.91	115.94'
12683	108+50.00	75.00'
12684	105+02.87	75.00'

SCALE, FEET
0 100 200

KL Engineering
[A] Better Experience

I, THOMAS J. HANSEN, 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 1674-00-23-4.07 AMENDMENT No. 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN THOMAS J. HANSEN S-2033 MADISON, WISCONSIN LAND SURVEYOR

JANUARY 9, 2014
THOMAS J. HANSEN — DATE
AGENT FOR KL ENGINEERING, INC.
R.L.S. NUMBER 2033

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

JENNIFER QUERAM — DATE

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1674-00-23-4.07
AMENDMENT No. 1

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY, WISCONSIN AT ..:.. .M ON _____ AS DOCUMENT #_____ AND FILED IN _____

_____
SIGNATURE OF REGISTER OF DEEDS

TRANSPORTATION PROJECT PLAT NO: 1674-00-23 - 4.08 AMENDMENT No. 2

LAKE DELTON - SAUK CITY ROAD
(TERRYTOWN ROAD - SKIHI ROAD) SAUK COUNTY

THIS AMENDMENT REVISES PARCEL NUMBERS 18, 19 & UTILITY PARCEL 79 AND ADDS UTILITY PARCELS 80 & 81 TO TRANSPORTATON PROJECT PLAT 1674-00-23-4.08, AMENDMENT No. 1 RECORDED AS DOCUMENT No. 1073142 AND FILED IN D-286B IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY.

PART OF LOT 1 OF C.S.M. 1605 AND LOT 1, C.S.M. 1652, IN AND INCLUDING PART OF THE SW¼ - SW¼ OF SECTION 34, T12N, R6E; ALSO PART OF LOT 1, C.S.M. 3127 AND LOT 1, C.S.M. 2016 IN AND INCLUDING PART OF THE NW¼ - NW¼ OF SECTION 3, T11N, R6E, ALL IN THE TOWN OF BARABOO, ALSO PART OF THE NW¼ - NW¼ OF SECTION 3, T11N, R6E, IN THE CITY OF BARABOO, ALL IN SAUK COUNTY, WISCONSIN.

RELOCATION ORDER USH 12

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) AND 84.09, 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.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.
ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES	PLE AC.	HE AC.
17	UNION PACIFIC RAIL ROAD *	HE	----	----	----	----	----	1.08
18	ANATOLIY & LYDIA BOGDASCHEWSKYI LIVING TRUST	FEE,TLE	5.95	0.58	6.53	0.01	----	----
19	BARABOO WISCONSIN CONGREGATION JEHOVAH'S WITNESSES	FEE,TLE	0.53	----	0.53	0.07	----	----
20	VALENTINA GOOD	TLE	----	----	----	0.06	----	----
21	LAURENCE A. & PATRICIA A. PARCHEM	TLE	----	----	----	0.05	----	----
22	JEFFREY S. SORG	FEE,TLE	3.41	0.35	3.76	0.10	----	----
79	AMERICAN TRANSMISSION COMPANY	RELEASE OF RIGHTS						
80	VERIZON	RELEASE OF RIGHTS						
81	SPRINT	RELEASE OF RIGHTS						

* LEASED/OPERATED BY WISCONSIN AND SOUTHERN RAIL ROAD

NOTE: RIGHT OF WAY AND TRACK MAP OF THE CHICAGO AND NORTH-WESTERN RAILWAY, (EVANSVILLE, WIS TO ELROY, WIS. SHEET V-22 17) SHOWS POSSIBLE RAILROAD LANDS ON THE NORTH SIDE OF THE BARABOO RIVER. ANY FORMER RAILROAD LANDS ARE PRESUMED TO HAVE BEEN ABANDONED ACCORDING TO WISDOT BUREAU OF RAILS AND HARBORS (BRH) STAFF.
NOTE: PARCEL 17 INCLUDES ALL LANDS BETWEEN THE MEANDER LINE AND THE BARABOO RIVER.

MAINLINE (USH 12)

POINT	STATION	OFFSET
226	385+84.14	-207.42'
227	385+93.26	-149.68'
237	388+14.79	-129.14'
248	386+15.76	185.00'
3143	388+39.40	588.14'
9416	375+76.32	-88.60'
9417	374+69.06	-350.26'
9418	374+37.40	-482.13'
9420	376+22.00	128.30'
12300	387+75.72	185.00'
12301	387+27.54	-120.00'
12369	376+59.60	122.69'
12370	374+68.39	-486.86'
12374	378+91.90	-130.00'
12375	384+75.01	-131.73'
12376	379+26.78	185.00'
12517	369+00.00	0.00'
12521	369+00.00	236.09'
12522	369+00.00	-400.42'
12523	392+00.00	0.00'
12525	392+00.00	185.00'
12526	392+00.00	-169.83'
12527	377+88.82	185.00'
12528	377+30.41	-129.52'
12529	377+57.97	-129.60'
12530	377+76.04	-91.00'
12531	377+93.27	-3.59'
12532	377+97.01	62.64'
12533	378+14.06	185.00'

HATCHERY RD

POINT	STATION	OFFSET
226	702+25.00	-95.00'
228	703+71.68	-45.00'
229	703+00.00	-45.00'
230	703+00.00	-95.00'
231	703+00.00	33.00'
232	703+00.00	60.00'
233	702+25.00	60.00'
234	702+25.00	45.00'
235	701+62.85	45.00'
236	701+63.15	120.00'
238	695+25.00	33.00'
239	695+25.00	50.00'
240	696+50.00	50.00'
241	696+50.00	33.00'
243	695+00.00	-60.00'
244	695+75.00	-125.00'
246	694+04.68	-40.00'
247	694+04.74	-50.00'
259	694+52.34	-50.00'
268	703+71.68	-33.00'
1232	693+99.18	0.00'
1233	694+04.41	0.18'
3141	694+04.63	-32.82'
3143	693+99.42	33.19'
9464	703+71.68	0.00'
12300	698+07.49	33.00'
12301	701+16.28	33.00'
12302	698+17.92	-33.00'
12570	701+62.81	33.00'
12610	703+71.67	33.00'
12691	702+99.24	-33.00'

EXISTING R/W (PROPERTY LINES) FOR THE UNION PACFIC RAILROAD SOUTH OF THE RIVER ARE PER RIGHT OF WAY AND TRACK MAP, C & N.W. RAILWAY, EVANSVILLE, WI. TO ELROY, WI. V-22 17

EXISTING R/W ON HATCHERY ROAD IS 66 FT CENTERED ON THE SOUTH LINE OF THE SW ¼ OF SECTION 34 PER REFERENCES SHOWN ON CERTIFIED SURVEY MAP NUMBERS 1601, 1605 & 1652.

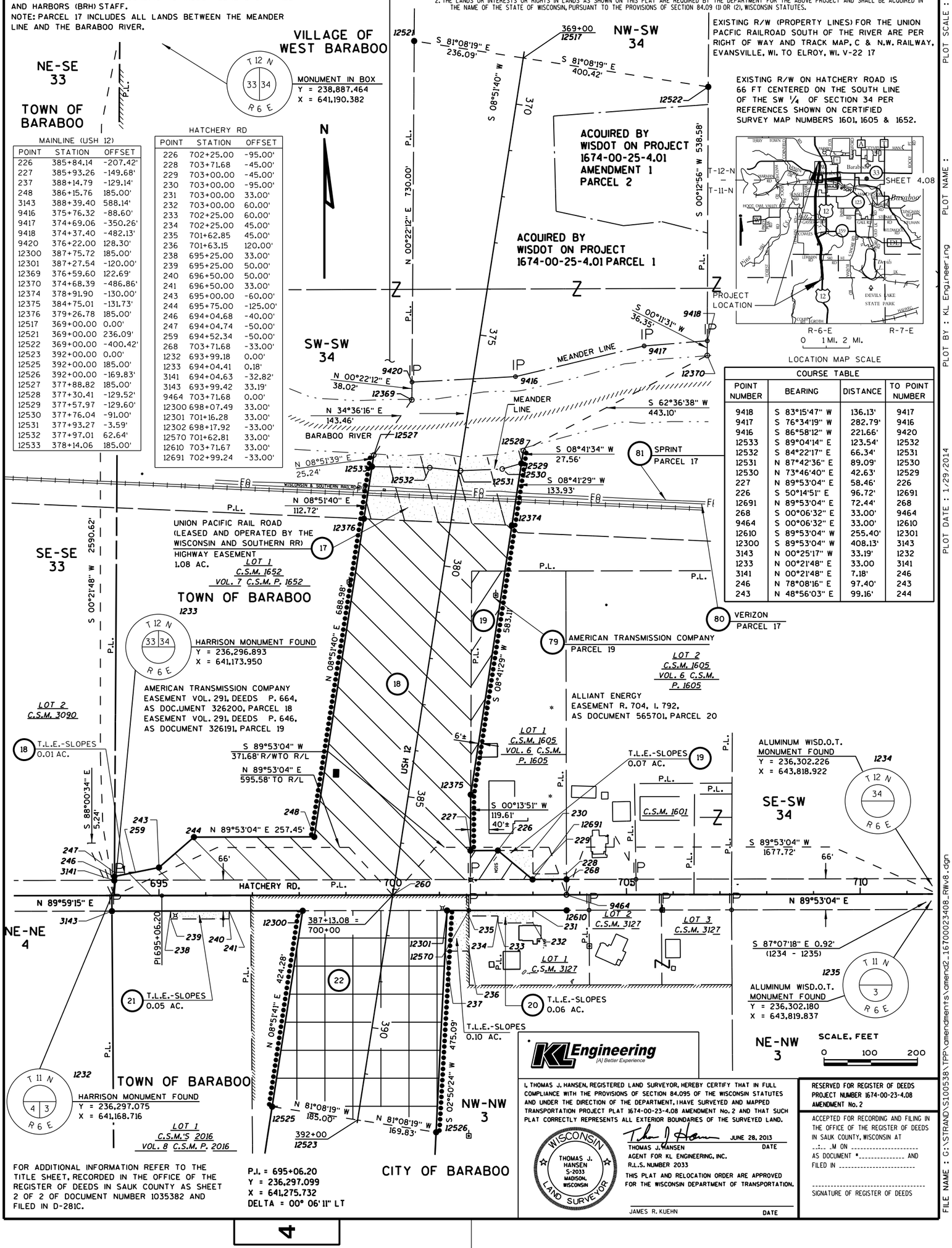
ACQUIRED BY WISDOT ON PROJECT 1674-00-25-4.01 AMENDMENT 1 PARCEL 2

ACQUIRED BY WISDOT ON PROJECT 1674-00-25-4.01 PARCEL 1

LOCATION MAP SCALE

COURSE TABLE

POINT NUMBER	BEARING	DISTANCE	TO POINT NUMBER
9418	S 83°15'47" W	136.13'	9417
9417	S 76°34'19" W	282.79'	9416
9416	S 86°58'12" W	221.66'	9420
12533	S 89°04'14" E	123.54'	12532
12532	S 84°22'17" E	66.34'	12531
12531	N 87°42'36" E	89.09'	12530
12530	N 73°46'40" E	42.63'	12529
227	N 89°53'04" E	58.46'	226
226	S 50°14'51" E	96.72'	12691
12691	N 89°53'04" E	72.44'	268
268	S 00°06'32" E	33.00'	9464
9464	S 00°06'32" E	33.00'	12610
12610	S 89°53'04" W	255.40'	12301
12300	S 89°53'04" W	408.13'	3143
3143	N 00°25'17" W	33.19'	1232
1233	N 00°21'48" E	33.00	3141
3141	N 00°21'48" E	7.18'	246
246	N 78°08'16" E	97.40'	243
243	N 48°56'03" E	99.16'	244



FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1035382 AND FILED IN D-281C.

KL Engineering [A] Better Experience

I, THOMAS J. HANSEN, 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 1674-00-23-4.08 AMENDMENT No. 2 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN THOMAS J. HANSEN S-2033 MADISON, WISCONSIN LAND SURVEYOR

JUNE 28, 2013
THOMAS J. HANSEN — DATE
AGENT FOR KL ENGINEERING, INC.
R.L.S. NUMBER 2033

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

JAMES R. KUEHN — DATE

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1674-00-23-4.08
AMENDMENT No. 2

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY, WISCONSIN AT ..:.. .M ON ..... AS DOCUMENT #..... AND FILED IN .....

SIGNATURE OF REGISTER OF DEEDS

434

4.08 AMEND 2

PLOT SCALE :
PLOT NAME :
PLOT BY : KL Engineering
PLOT DATE : 1/29/2014
FILE NAME : G:\STRAND\S100538\TPP\amendments\amend2_1670002308_RW8.dgn

TRANSPORTATION PROJECT PLAT NO: 1674-00-23- 4.09 AMENDMENT No. 1

LAKE DELTON - SAUK CITY ROAD
(TERRYTOWN ROAD - SKIHI ROAD) SAUK COUNTY

THIS AMENDS PARCEL 23 OF TRANSPORTATON PROJECT PLAT 1674-00-23-4.09, RECORDED AS DOCUMENT #1062009 AND FILED IN D-285B IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY. THIS AMENDMENT ADDS C.S.M. INFORMATION ASSOCIATED WITH PARCEL 23.

PART OF LOT 1 OF C.S.M. 6175 (RECORDED AS DOCUMENT 1077728 IN V. 36, P. 6175) IN THE SW1/4- NW1/4 OF SECTION 3, PART OF LOT 2 OF C.S.M. 6175 (RECORDED AS DOCUMENT 1077728 IN V. 36, P. 6175) IN THE SW1/4 - NW1/4 OF SECTION 3 AND ALSO IN THE SE1/4 - NE1/4 OF SECTION 4; PART OF LOT 1 OF C.S.M. 2016 (RECORDED AS DOCUMENT 516119 IN V. 8, P. 2016) IN THE NW1/4 - NW1/4 OF SECTION 3, ALL IN THE TOWN OF BARABOO; ALSO PART OF THE NW1/4 - NW1/4 OF SECTION 3, IN THE CITY OF BARABOO, ALL IN T 11 N, R 6 E, SAUK COUNTY, WISCONSIN.

RELOCATION ORDER USH 12

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) AND 84.09, 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.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1035382 AND FILED IN D-281C.

HATCHERY RD.

1232
HARRISON MONUMENT FOUND
Y = 236,297.075
X = 641,168.716
T 11 N, R 6 E, 4 | 3

MAINLINE (USH 12)

POINT	STATION	OFFSET
12267	410+00.00	430.00'
12281	401+00.06	255.00'
12286	392+99.98	185.00'
12287	404+00.00	-190.00'
12288	393+91.19	-190.00'
12289	394+02.70	-245.00'
12290	394+97.97	-245.00'
12291	394+02.70	-190.00'
12292	394+97.97	-190.00'
12523	392+00.00	0.00'
12525	392+00.00	185.00'
12526	392+00.00	-169.83'
12534	410+00.00	0.00'
12536	410+00.00	-287.57'
12537	404+66.23	322.23'

TOWN OF BARABOO
NE-NE
4

N 00°25'17" W 1,681.62'
R/W TO COR.

LOT 1
C.S.M. 2016
VOL. 8 C.S.M. P. 2016

12525
N 08°51'41" E
99.98'
392+00
12523
S 81°08'19" E
185.00'
S 81°08'19" E
169.83'
12526
P.I.
12286
S 02°50'24" W
192.25'
71
ALLIANT ENERGY - ELECTRIC
POLE
PARCEL 22
S 08°51'41" W
395
12288
12291
12289
T.L.E.-BLDG
REMOVAL
0.12 AC.
22
12290
12292
N 13°51'41" E
803.14'
CITY OF BARABOO
NW-NW
3
21
P.I.
S 08°51'41" W
1008.81'
400
12281
P.I.
P.I.
P.I.

N

SHEET 4.09
T-11-N
PROJECT LOCATION
R-6-E
R-7-E
0 1 MI. 2 MI.
LOCATION MAP SCALE

KL Engineering
[A] Better Experience

I, THOMAS J. HANSEN, 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 1674-00-23-4.09 AMENDMENT No. 1, AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN
THOMAS J. HANSEN
S-2033
MADISON, WISCONSIN
LAND SURVEYOR

FEBRUARY 7, 2014
THOMAS J. HANSEN — DATE
AGENT FOR KL ENGINEERING, INC.
R.L.S. NUMBER 2033

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

JENNIFER OUERAM — DATE

LOT 2
C.S.M. 6175
VOL. 36 C.S.M. P. 6175

12537
N 19°15'53" E
372.30'
P.I.
USH 12
405
12287
CITY OF BARABOO
TOWN OF BARABOO
LOT 1
C.S.M. 4112
P.I.
N 19°15'53" E
559.96'
PC 406+82.18
SW-NW
3
23
S 01°07'41" E
597.55'
LOT 1
C.S.M. 6175
VOL. 36 C.S.M. P. 6175

P.I. = 413+38.07
Y = 233,704.435
X = 641,365.175
DELTA = 9° 22' 26" (LT)
D = 0° 42' 58"
T = 655.89'
L = 1,308.85'
R = 8,000.00'
P.C. = 406+82.18
P.T. = 419+91.03
AH. TAN = S 00°30'46" E

12267
N 83°24'54" W
190.05'
N 83°24'54" W
239.95'
N 83°24'54" W
287.57'
12541
410+00
12534
12536
S 00°25'17" E 1,108.74'
R/W TO CORNER
SE-NE
4
OUTLOT 1 C.S.M. 4112

1289
SURVEY NAIL FOUND
Y = 233,506.786
X = 641,189.244
T 11 N, R 6 E, 4 | 3

CTH W

NE-SE
4
CITY OF BARABOO

SCALE, FEET
0 100 200

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.
ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES	PLE AC.	HE AC.
21	LAURANCE A. & PATRICIA A. PARCHEM	FEE	1.94	----	1.94	----	----	----
22	JEFFREY S. SORG	FEE,TLE	7.49	----	7.49	0.12	----	----
23	FREDERICK R. & MARILYN Y. BISCH, *	FEE	10.58	----	10.58	----	----	----
71	ALLIANT ENERGY - ELECTRIC	RELEASE OF RIGHTS						

* TRUSTEES, OR THEIR SUCCESSORS IN TRUST, UNDER THE BISCH LIVING TRUST, DATED OCTOBER 27, 1998 AND ANY AMENDMENTS THERETO.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1674-00-23-4.09
AMENDMENT No. 1

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY, WISCONSIN AT
.:.. .M ON ----------
AS DOCUMENT #---------- AND
FILED IN ----------

SIGNATURE OF REGISTER OF DEEDS

435

AMEND 4.09

PLOT SCALE :
PLOT NAME :
PLOT BY : KL Engineering
PLOT DATE : 6/25/2014
FILE NAME : G:\STRAD\S100538\TPP\amendments\amend1_040409_RW8.dgn

TRANSPORTATION PROJECT PLAT NO: 1674-00-23- 4.10 AMENDMENT No. 3

THIS AMENDS PARCEL 23 OF TRANSPORTATON PROJECT PLAT 1674-00-23-4.10, RECORDED AS DOCUMENT #1067266 AND FILED IN D-285F IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY. THIS AMENDMENT ADDS C.S.M. INFORMATION ASSOCIATED WITH PARCEL 23.

LAKE DELTON - SAUK CITY ROAD
(TERRYTOWN ROAD - SKIHIROAD) SAUK COUNTY

PART OF LOT 1 OF C.S.M. 6175 (RECORDED AS DOCUMENT 1077728 IN V. 36, P. 6175) IN THE SW1/4- NW1/4 OF SECTION 3, PART OF LOT 2 OF C.S.M. 6175 (RECORDED AS DOCUMENT 1077728 IN V. 36, P. 6175) IN THE SW1/4 - NW1/4 OF SECTION 3 AND ALSO IN THE SE1/4 - NE1/4 OF SECTION 4; PART OF THE NE1/4 - SE1/4 OF SECTION 4, ALL IN THE TOWN OF BARABOO; ALSO PART LOTS 1 & 2 OF C.S.M. 4274, IN AND INCLUDING PART OF THE SW1/4 - NW1/4 OF SECTION 3; ALSO PART OF OUTLOT 2, GATEWAY BUSINESS PARK, IN AND INCLUDING PART OF THE SW1/4 - NW1/4 OF SECTION 3; ALSO PART OF LOT 1, C.S.M. 1685 AND LOT 1, C.S.M. 5245, IN AND INCLUDING PART OF THE NE1/4 - SE1/4 OF SECTION 4, IN THE CITY OF BARABOO, ALL IN T 11 N, R 6 E, SAUK COUNTY, WISCONSIN.

RELOCATION ORDER USH 12

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) AND 84.09, 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.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.
ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES	PLE AC.	HE AC.
23	FREDERICK R. BISCH & MARILYN Y. BISCH*	FEE,AR,TLE	10.44	1.62	12.06	0.42	----	----
24	CITY OF BARABOO	FEE,AR,	0.26	----	0.26	----	----	----
25	STAND ROCK PROPERTIES, LLC	FEE,AR,TLE	0.10	----	0.10	0.01	----	
27	SPIRIT LAKE, LLC	FEE,AR,TLE	2.30	----	2.30	0.03	----	----
28	WISCONSIN POWER AND LIGHT COMPANY	FEE	0.07	----	0.07	----	----	----
29	DONALD C. SCHELLENBERGER	FEE,AR	0.10	0.17	0.27	----	----	----
30	CITY OF BARABOO	FEE,AR,TLE	0.03	----	0.03	0.03	----	----
70	CENTURYLINK	RELEASE OF RIGHTS						
71	ALLIANT ENERGY - ELECTRIC	RELEASE OF RIGHTS						
79	AMERICAN TRANSMISSION COMPANY	RELEASE OF RIGHTS						

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE WISCONSIN DEPARTMENT OF TRANSPORTATION REGION OFFICE IN LACROSSE.
* TRUSTEES, OR THEIR SUCCESSORS IN TRUST, UNDER THE BISCH LIVING TRUST, DATED OCTOBER 27, 1998 AND ANY AMENDMENTS THERETO.

TOWN OF BARABOO

SE-NE 4

SW-NW 3

NE-SE 4

NW-SW 3

CITY OF BARABOO SE-NW 3

NE-SW 3

CITY OF BARABOO

1232 HARRISON MONUMENT FOUND
Y = 236,297.075
X = 641,168.716

1288A SURVEY NAIL FOUND
Y = 233,525.337
X = 638,571.892

1289 SURVEY NAIL FOUND
Y = 233,506.786
X = 641,189.244

79 AMERICAN TRANSMISSION COMPANY
POLES - PARCEL 23

71 ALLIANT ENERGY - ELECTRIC
PARCEL 23

71 ALLIANT ENERGY - ELECTRIC
BURIED CABLE, POLES
PARCEL 27

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1035382 AND FILED IN D-281C.

ALLIANT ENERGY
EASEMENT AS DOCUMENT 899301
PARCEL 27
AMERICAN TRANSMISSION COMPANY
EASEMENT R. 563, I. 796,
AS DOCUMENT 739828, PARCEL 23

RR RAIL IN CONCRETE FOUND
Y = 230,864.715
X = 641,208.836

70 CENTURYLINK
PEDESTALS & CABLE
PARCEL 24

30 T.L.E.-SLOPES
0.03 AC.

T.L.E.-SLOPES
0.42 AC.

T.L.E.-BY TPP
1674-00-23-4.03

T.L.E.-SLOPES
0.03 AC.

ALUMINUM CAPPED MONUMENT
Y = 233,512.797
X = 643,832.007

1290 T 11 N 3 R6 E

ACQUIRED BY WISDOT ON PROJECT 1674-00-23 PARCEL 26

PREVIOUS ACCESS RESTRICTIONS, AS SHOWN, ACQUIRED BY WISDOT ON PROJECT 1674-00-23-4.03.

CTH W (SOUTH BOULEVARD)

LOT 1 C.S.M. 6175 VOL. 36 C.S.M. P. 6175

LOT 2 C.S.M. 6175 VOL. 36 C.S.M. P. 6175

LOT 1 C.S.M. 5245

LOT 1 C.S.M. 1685

LOT 1 C.S.M. 4112 OUTLOT 1

C.S.M. 4274 VOL. C.S.M. P. 4274 LOT 1 LOT 2

OUTLOT 1 OUTLOT 2 LOT 3

GATEWAY BUSINESS PARK

COMMERCE AVENUE 80'

COMMERCE PARKWAY 66'

USH 12

CTH W

POINT	STATION	OFFSET
203	210+07.86	62.00'
204	210+07.84	52.00'
251	192+54.00	64.00'
252	192+92.00	64.00'
253	192+54.00	32.17'
254	191+37.37	55.00'
255	192+54.00	32.08'
266	211+30.49	- 41.03'
9512	211+30.78	8.46'
9600	191+37.37	31.81'
12016	207+41.93	-90.10
12258	186+99.99	55.00'
12259	186+00.00	30.54'
12260	186+00.00	-35.46'
12261	187+00.01	-55.00'
12262	189+99.99	-55.00'
12265	207+05.00	52.00'
12270	186+00.00	-2.46'
12271	209+62.10	-65.26'
12275	205+50.00	59.00'
12293	205+27.90	-190.62'
12294	209+61.97	-91.76'
12296	207+41.37	-187.10'
12298	205+26.00	-106.64'
12299	211+30.34	-66.53'
12385	208+65.00	62.00'
12386	211+31.10	62.00'
12420	207+41.85	-103.10'
12423	211+31.04	52.00'
12617	211+30.33	-68.53'
12618	209+62.09	-67.26'

MAINLINE (USH 12)

POINT	STATION	OFFSET
3145	419+91.03	-335.76'
3146	419+91.03	282.38'
12256	425+00.00	179.18'
12257	419+25.00	-350.00'
12263	415+84.43	499.56'
12264	416+06.00	-350.00'
12266	414+27.73	414.90'
12267	410+00.00	430.00'
12268	413+95.11	-387.59'
12269	410+99.98	-300.00'
12272	416+74.95	355.83'
249	410+44.79	440.77'
12384	416+76.31	-351.05'
12534	410+00.00	0.00'
12536	410+00.00	-287.57'
12540	425+00.00	-218.89'
12541	410+00.00	239.95'

COURSE TABLE			
POINT NUMBER	BEARING	DISTANCE	TO POINT NUMBER
12259	N 00°16'49" E	33.00'	12270
12270	N 00°16'49" E	33.00'	12260
266	S 00°20'12" E	49.50'	9512
9512	S 00°20'24" E	43.54'	12423
9600	S 00°16'16" W	23.19'	254
12420	S 00°20'00" E	13.00'	12016
12294	S 00°16'43" E	26.50'	12271
12299	S 00°20'12" E	25.50'	266

KL Engineering [A] Better Experience

I, THOMAS J. HANSEN, 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 1674-00-23-4.10 AMENDMENT No. 3 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN THOMAS J. HANSEN S-2033 MADISON, WISCONSIN LAND SURVEYOR

FEBRUARY 7, 2014
THOMAS J. HANSEN — DATE
AGENT FOR KL ENGINEERING, INC.
R.L.S. NUMBER 2033

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

JENNIFER QUERAM — DATE

P.I. = 413+38.07
Y = 233,704.435
X = 641,365.175
DELTA = 9° 22' 26" (LT)
D = 0° 42' 58"
T = 655.89'
L = 1,308.85'
R = 8,000.00'
P.C. = 406+82.18
P.T. = 419+91.03

CTH W
P.I. = 206+96.49
Y = 233,518.255
X = 642,076.337
DELTA = 1° 43'44" RT

CTH W
P.I. = 202+58.74
Y = 233,505.049
X = 641,638.780
DELTA = 2° 00' 00" LT

SCALE, FEET
0 100 200

SHEET 4.10

T-11-N
R-6-E R-7-E
PROJECT LOCATION
0 1 MI. 2 MI.
LOCATION MAP SCALE

EXISTING R/W ON CTH W (SOUTH BOULEVARD) IS VARIABLE AND IS BASED ON VARIOUS CERTIFIED SURVEY MAPS, PLATS OF SURVEY, ALTA LAND TITLE SURVEYS, AND FOUND IRONS. SOME SURVEYS SHOW THE EXISTING R/W BASED ON 66 FEET CENTERED ON THE EXISTING CENTERLINE, WHILE OTHER SURVEYS SHOW THE R/W AS 66 FEET CENTERED ON THE EAST - WEST QUARTER LINE OF SECTIONS 3 AND 4.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1674-00-23-4.10
AMENDMENT No. 3

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY, WISCONSIN AT ___:___ _M ON _____
AS DOCUMENT #_____ AND FILED IN _____

_____
SIGNATURE OF REGISTER OF DEEDS

FILE NAME : G:\STRAND\S100538\TPP\amendments\amend3_16700023410_RWv8.dgn PLOT DATE : 6/25/2014 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

AMEND 4.10

TRANSPORTATION PROJECT PLAT NO: 1674-00-23 - 4.11

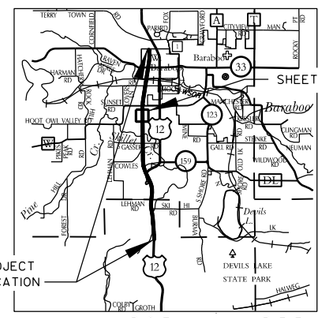
LAKE DELTON - SAUK CITY ROAD
(TERRYTOWN ROAD - SKIHI ROAD) SAUK COUNTY

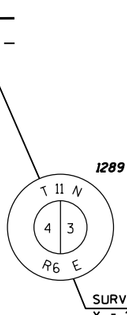
PART OF LOT 1, C.S.M. 5494, LOCATED IN THE SW¼-SW¼ OF SECTION 3 T11N, R6E, CITY OF BARABOO, SAUK COUNTY, WISCONSIN.

ADVANCED ACQUISITION
RELOCATION ORDER USH 12

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) AND 84.09, 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.





MAINLINE

POINT	STATION	OFFSET
1341	441+73.35	181.74'
9557	441+33.35	181.68'
12037	441+74.04	-0.00'
12251	440+49.99	-115.00'
12253	441+74.52	-125.44'
12254	432+74.99	-115.00'
12255	428+00.00	-150.00'
12256	425+00.00	179.18'
12388	441+34.50	-122.09'
261	425+00.00	-0.00'
12540	425+00.00	-220.48'

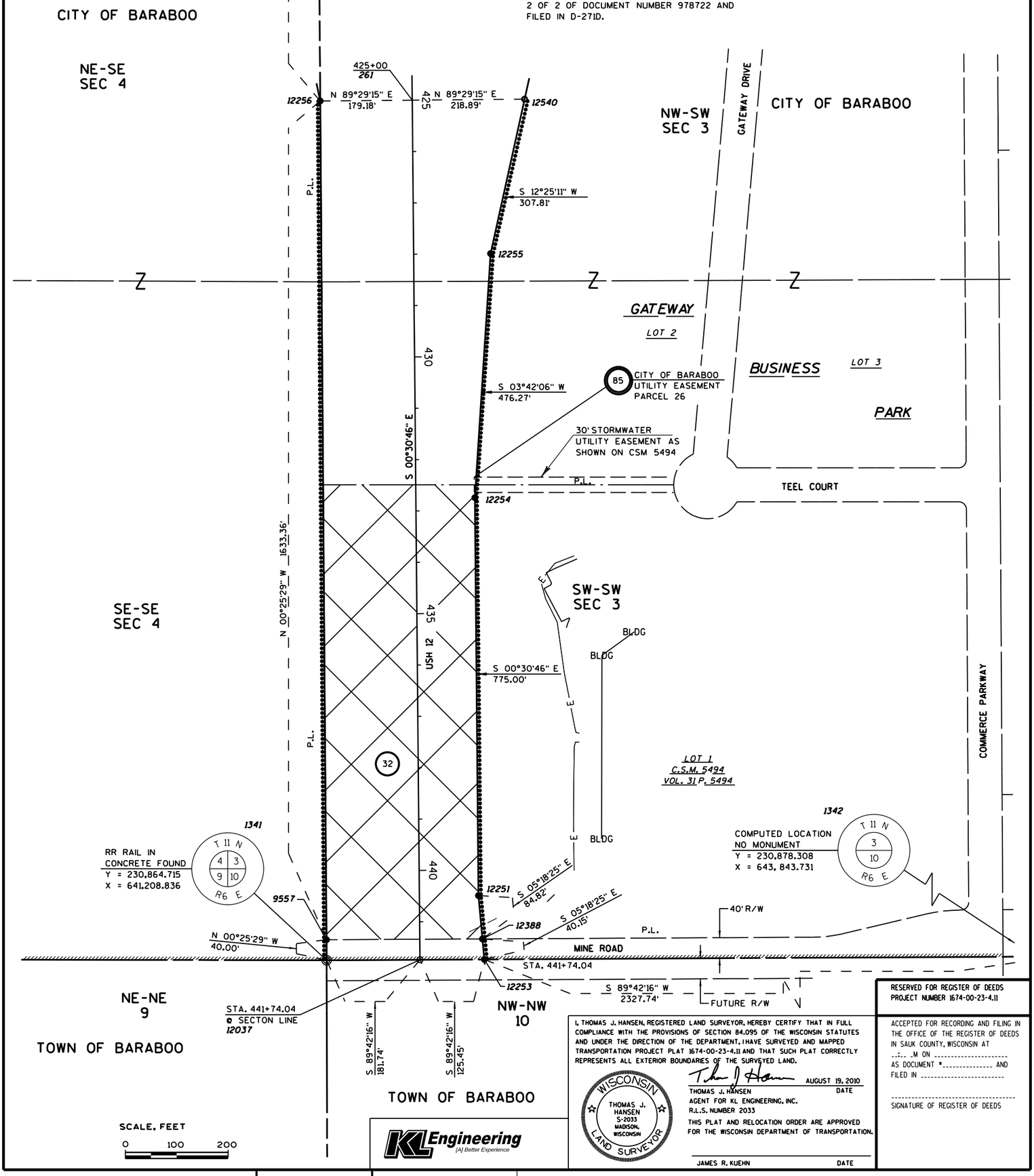
SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.
ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES	PLE AC.	HE AC.
32	RENEWAL I LLC	FEE	6.02	----	6.02	----	----	----
85	CITY OF BARABOO	RELEASE OF RIGHTS						

EXISTING R/W ON MINE ROAD IS SHOWN AS 40 FEET NORTH OF THE SOUTH LINE OF THE SW¼ OF SECTION 3 PER CERTIFIED SURVEY MAP NUMBER 5494. LANDS ARE SHOWN SOUTH OF THE SOUTH LINE AS POTENTIAL FUTURE ROAD EXPANSION.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 978722 AND FILED IN D-271D.



I, THOMAS J. HANSEN, 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 1674-00-23-4.11 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN THOMAS J. HANSEN S-2033 MADISON, WISCONSIN LAND SURVEYOR

Thomas J. Hansen — AUGUST 19, 2010
THOMAS J. HANSEN — DATE
AGENT FOR KL ENGINEERING, INC.
R.L.S. NUMBER 2033

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

JAMES R. KUEHN — DATE

KL Engineering
[A] Better Experience

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1674-00-23-4.11

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY, WISCONSIN AT ..:.. .M ON ---------- AS DOCUMENT *---------- AND FILED IN ----------

---------- SIGNATURE OF REGISTER OF DEEDS

4.11
437
PLOT SCALE :
PLOT NAME :
PLOT BY : KL Engineering
PLOT DATE : 1/29/2014
FILE NAME : G:\STRAND\S100538\TPP\040411_RW8.dgn
APPRAISAL PLAT DATE :

TRANSPORTATION PROJECT PLAT NO: 1674-00-23 - 4.12

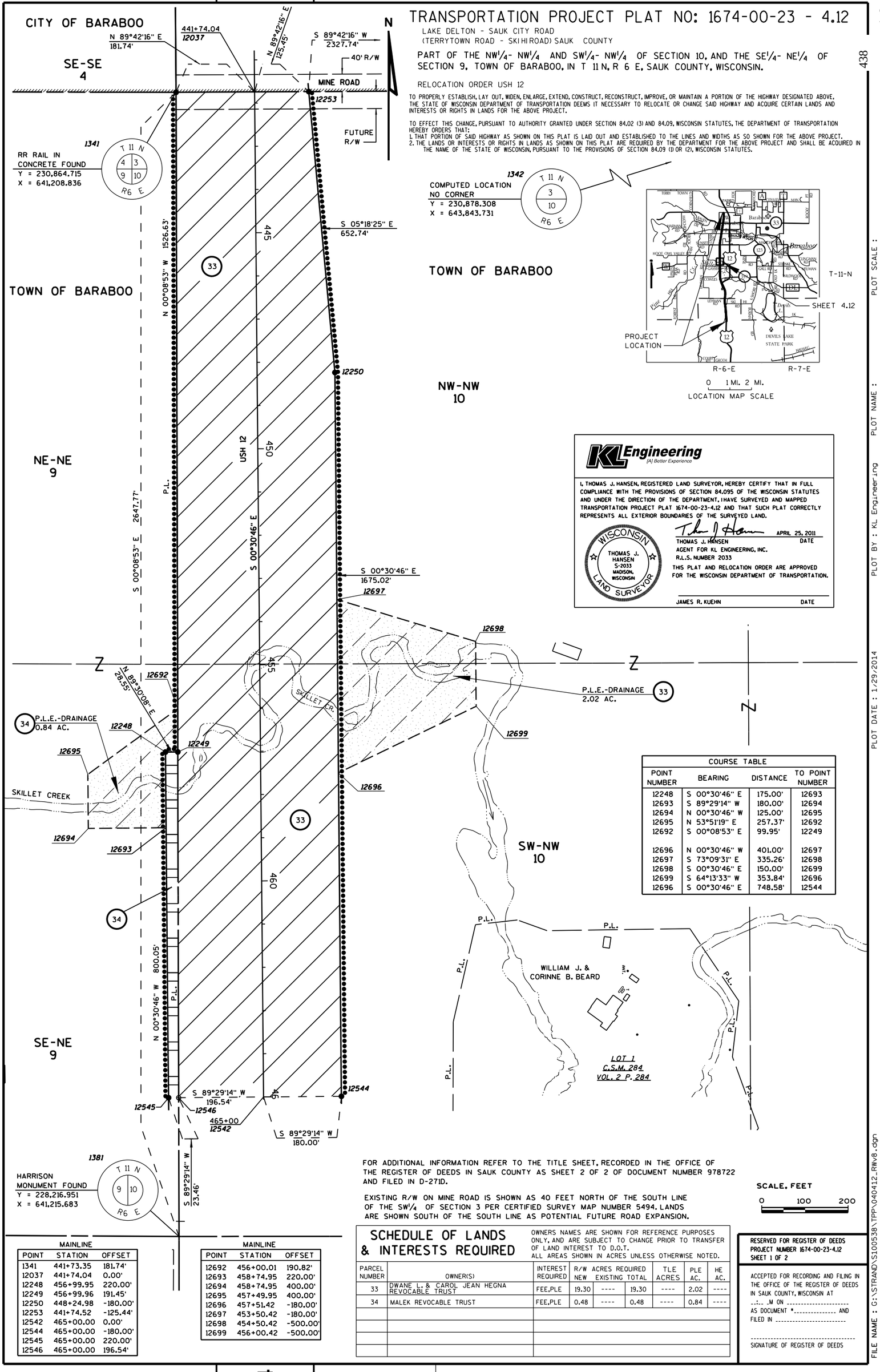
LAKE DELTON - SAUK CITY ROAD
(TERRYTOWN ROAD - SKI HI ROAD) SAUK COUNTY

PART OF THE NW¼- NW¼ AND SW¼- NW¼ OF SECTION 10, AND THE SE¼- NE¼ OF SECTION 9, TOWN OF BARABOO, IN T 11 N, R 6 E, SAUK COUNTY, WISCONSIN.

RELOCATION ORDER USH 12

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) AND 84.09, 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.



KL Engineering
(A) Better Experience

I, THOMAS J. HANSEN, 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 1674-00-23-4.12 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN THOMAS J. HANSEN S-2033 MADISON, WISCONSIN LAND SURVEYOR

APRIL 25, 2011
THOMAS J. HANSEN — DATE
AGENT FOR KL ENGINEERING, INC.
R.L.S. NUMBER 2033

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

JAMES R. KUEHN — DATE

COURSE TABLE			
POINT NUMBER	BEARING	DISTANCE	TO POINT NUMBER
12248	S 00°30'46" E	175.00'	12693
12693	S 89°29'14" W	180.00'	12694
12694	N 00°30'46" W	125.00'	12695
12695	N 53°51'19" E	257.37'	12692
12692	S 00°08'53" E	99.95'	12249
12696	N 00°30'46" W	401.00'	12697
12697	S 73°09'31" E	335.26'	12698
12698	S 00°30'46" E	150.00'	12699
12699	S 64°13'33" W	353.84'	12696
12696	S 00°30'46" E	748.58'	12544

MAINLINE		
POINT	STATION	OFFSET
1341	441+73.35	181.74'
12037	441+74.04	0.00'
12248	456+99.95	220.00'
12249	456+99.96	191.45'
12250	448+24.98	-180.00'
12253	441+74.52	-125.44'
12542	465+00.00	0.00'
12544	465+00.00	-180.00'
12545	465+00.00	220.00'
12546	465+00.00	196.54'

MAINLINE		
POINT	STATION	OFFSET
12692	456+00.01	190.82'
12693	458+74.95	220.00'
12694	458+74.95	400.00'
12695	457+49.95	400.00'
12696	457+51.42	-180.00'
12697	453+50.42	-180.00'
12698	454+50.42	-500.00'
12699	456+00.42	-500.00'

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 978722 AND FILED IN D-271D.

EXISTING R/W ON MINE ROAD IS SHOWN AS 40 FEET NORTH OF THE SOUTH LINE OF THE SW¼ OF SECTION 3 PER CERTIFIED SURVEY MAP NUMBER 5494. LANDS ARE SHOWN SOUTH OF THE SOUTH LINE AS POTENTIAL FUTURE ROAD EXPANSION.

SCALE, FEET
0 100 200

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.
ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES	PLE AC.	HE AC.
33	DWANE L. & CAROL JEAN HEGNA REVOCABLE TRUST	FEE,PLE	19.30	----	19.30	----	2.02	----
34	MALEK REVOCABLE TRUST	FEE,PLE	0.48	----	0.48	----	0.84	----

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1674-00-23-4.12
SHEET 1 OF 2

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY, WISCONSIN AT ..:.. .M ON ----------
AS DOCUMENT *---------- AND FILED IN ----------

SIGNATURE OF REGISTER OF DEEDS

4.12
438
PLOT SCALE :
PLOT NAME :
PLOT BY : KL Engineering
PLOT DATE : 1/29/2014
FILE NAME : G:\STRAND\S100538\TPP\040412_RW8.dgn

TRANSPORTATION PROJECT PLAT NO: 1674-00-23 - 4.13

LAKE DELTON - SAUK CITY ROAD
(TERRYTOWN - SKI HI ROAD) SAUK COUNTY

THAT PART OF THE SE¼ - NE¼ AND NE¼ - SE¼ OF SECTION 9, AND THE SW¼ - NW¼ AND NW¼ - SW¼ OF SECTION 10, ALL IN T11N, R6E, TOWN OF BARABOO, SAUK COUNTY, WISCONSIN.

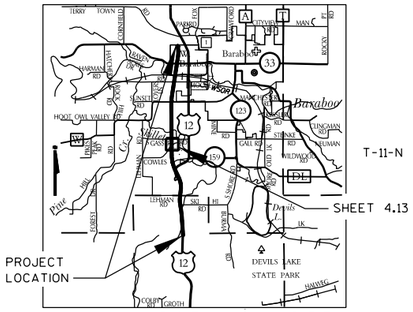
RELOCATION ORDER USH 12

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) AND 84.09, 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.

EXISTING R/W ON COWLES ROAD IS 66 FEET PER CERTIFIED SURVEY MAP NUMBER 3922 AND IS CENTERED ON THE EXISTING CENTERLINE.

EXISTING R/W ON GASSER ROAD IS 66 FEET PER CERTIFIED SURVEY MAP NUMBER 284 AND IS CENTERED ON THE EXISTING CENTERLINE.



FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1035382 AND FILED INF D-281C.

1341
RR RAIL IN CONCRETE FOUND
Y = 230,864.715
X = 641,208.836

468+19.15 = 299+94.59
468+22.70

N

TOWN OF BARABOO

SE-NE 9 | SW-NW 10 | NE-SE 9 | NW-SW 10

1380
HARRISON MONUMENT FOUND
Y = 228,245.889
X = 635,940.026

1381
HARRISON MONUMENT FOUND
Y = 228,216.951
X = 641,215.683
468+28.47
192.96'

1433
HARRISON MONUMENT FOUND
Y = 225,577.046
X = 641,217.824

1382
COMPUTED LOCATION NO MONUMENT
Y = 228,219.212
X = 643,864.223

70 CENTURYLINK BURIED CABLE PARCEL 34

74 NORTHERN NATURAL GAS GAS MAIN PARCEL 34, 38

LOT 1
C.S.M. 284
VOL. 2 P. 284

S 00°08'53" E 2326.69'
N 89°29'14" E 23.46'
N 89°29'14" E 196.54'
S 00°30'46" E
465+00
12542
N 89°29'14" E 180.00'
PC 465+24.74
S 00°30'46" E 221.03'
N 89°57'04" E 198.59' TO TAN.
S 00°30'46" E 307.94' ON TAN.
P.I. STA. 304+67.50
S 89°57'04" W 799.98' TO TAN.
S 84°06'28" E 289.26'
T.L.E.-DRIVEWAY 0.03 AC.
S 84°06'28" E 334.59'
P.I. 310+78.30
S 89°09'17" E
S 89°26'09" E 193.54'
S 89°27'34" E 67.66'
N 00°30'46" W 195.14'
N 66°55'14" E 231.36'
295+69.52 = 30+00.00
S 89°19'55" E 313.80'
N 89°33'34" W 386.33'
S 89°41'09" E 801.48'
N 48°44'09" W 92.27'
N 18°22'13" W 255.78'
N 19°33'34" W
PI 469+26.50
PT 26+95.51
N 04°27'56" W 298.83'
PT 473+27.59
S 05°14'14" W
475+00
S 04°03'47" W 583.37'
S 89°46'11" W 138.36'
PI 303+20.77
S 71°23'02" W 159.73'
T.L.E.-DRIVEWAY 0.01 AC.
S 89°29'25" W 250.00'
S 73°53'39" W 103.82'
S 89°57'04" W 1649.97'
N 89°29'24" E
S 89°41'09" E 447.26'
N 76°42'55" W 102.57'
66'
1" I.P.
USH 12
COWLES RD.
GASSER RD.

POINT	STATION	OFFSET
9657	295+07.34	-32.14'
12224	291+93.54	-33.38'
12228	294+86.33	55.00'
12229	291+00.00	55.00'
12230	290+00.00	32.20'
12231	290+00.00	-33.80'
12233	304+50.00	60.00'
12234	304+67.50	60.00'
12235	305+32.50	60.00'
12236	305+32.50	70.00'
12237	304+67.50	70.00'
12238	307+00.00	60.00'
12240	305+32.50	-90.00'
12241	304+67.50	-90.00'
12242	305+32.50	-63.93'
12243	304+67.50	-71.22'
12244	308+00.00	-33.91'
12246	295+75.00	-32.02'
12247	308+00.00	32.09'
12507	308+00.00	4.62'
12553	290+00.00	6.97'
12720	303+00.00	110.00'

MAINLINE

POINT	STATION	OFFSET
12218	472+00.02	340.00'
12220	469+25.13	-170.00'
12221	469+50.43	435.00'
12239	467+16.67	-182.35'
12245	466+99.93	218.13'
12542	465+00.00	0.00'
12544	465+00.00	-180.00'
12545	465+00.00	220.00'
12546	465+00.00	196.54'
12547	475+00.00	0.00'
12549	475+00.00	-171.62'
12550	475+00.00	93.37'
12551	475+00.00	159.67'
12552	475+00.00	290.61'
12581	475+00.00	147.19'

GASSER ROAD
P.I. = 310+78.30
Y = 228,224.900
X = 642,492.497
DELTA = 01°21'19" RT

GASSER ROAD
P.I. = 303+20.77
Y = 228,218.159
X = 641,734.998
DELTA = 00°57'02" LT

COWLES ROAD
P.I. = 21+88.95
Y = 227,381.288
X = 641,283.155
DELTA = 52° 20' 43" (LT)
D = 4° 46' 29"
T = 589.76'
L = 1,096.32'
R = 1,200.00'
P.C. = 15+99.19
P.T. = 26+95.51
BK TAN S 32° 47' 09" W

P.I. = 469+26.50
Y = 228,113.300
X = 641,415.205
DELTA = 5° 45' 00" (RT)
D = 0° 42' 58"
T = 401.76'
L = 802.85'
R = 8,000.00'
P.C. = 465+24.74
P.T. = 473+27.59

NORTHERN NATURAL GAS
EASEMENT VOL. 314, DEEDS P. 140, AS DOCUMENT 339519, PARCEL 34
EASEMENT VOL. 314, DEEDS P. 418, AS DOCUMENT 339793, PARCEL 38

COURSE TABLE			
POINT NUMBER	BEARING	DISTANCE	TO POINT NUMBER
12244	S 00°30'39" E	38.53'	12507
12507	S 00°30'39" E	27.47'	12247
12549	N 84°45'46" W	171.62'	12547
12547	N 84°45'46" W	93.37'	12550
12550	N 84°45'46" W	53.82'	12581
12581	N 84°45'46" W	12.48'	12551
12551	N 84°45'46" W	130.94'	12552
12230	N 00°26'31" E	25.23'	12553
12553	N 00°26'31" E	40.77'	12231
12545	N 89°29'14" E	23.46'	12546
12546	N 89°29'14" E	196.54'	12542
12542	N 89°29'14" E	180.00'	12544
12239	S 84°06'28" E	289.26'	12243
12243	N 00°30'34" W	18.78'	12241
12241	N 89°29'26" E	65.00'	12240
12240	S 00°30'36" E	26.07'	12242
12242	N 84°06'28" W	65.41'	12243
12233	N 89°29'24" E	17.50'	12234
12234	N 89°29'24" E	65.00'	12235
12235	S 00°30'36" E	10.00'	12236
12236	S 89°29'26" W	65.00'	12237
12237	N 00°30'36" W	10.00'	12234

KL Engineering
[A] Better Experience

I, THOMAS J. HANSEN, 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 1674-00-23-4.13 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN THOMAS J. HANSEN S-2033 MADISON, WISCONSIN LAND SURVEYOR

OCTOBER 13, 2011
THOMAS J. HANSEN DATE
AGENT FOR KL ENGINEERING, INC.
R.L.S. NUMBER 2033

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

JAMES R. KUEHN DATE

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.
ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES	PLE AC.	HE AC.
33	DUANE L. & CAROL JEAN HEGNA *	FEE,AR,TLE	3.01	0.79	3.80	0.03	----	----
34	MALEK REVOCABLE TRUST **	FEE,AR	3.14	1.41	4.55	----	----	----
								----

38	ROBERT B. & DARLEEN J. HILL	FEE,AR,TLE	4.89	1.49	6.38	0.01	----	----
70	CENTURYLINK	RELEASE OF RIGHTS						
74	NORTHERN NATURAL GAS	RELEASE OF RIGHTS						

* JOINT REVOCABLE TRUST
** DATED FEBURARY 6, 2004

SCALE, FEET
0 100 200

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1674-00-23-4.13

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY, WISCONSIN AT
--:-- M ON _____
AS DOCUMENT # _____ AND FILED IN _____

_____
SIGNATURE OF REGISTER OF DEEDS

FILE NAME : G:\STRAND\S100538\TPP\040413_RWv8.dgn PLOT DATE : 1/29/2014 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

4.13

TRANSPORTATION PROJECT PLAT NO: 1674-00-23 - 4.14

LAKE DELTON - SAUK CITY ROAD
(TERRYTOWN ROAD - SKIHI ROAD) SAUK COUNTY

PART OF THE NE¼ - SE¼ AND SE¼ - SE¼ OF SECTION 9, PART OF LOT 6, C.S.M. 3826 AND PART OF THE NW¼ - SW¼ OF SECTION 10, TOWN OF BARABOO, IN T 11 N, R 6 E, SAUK COUNTY, WISCONSIN.

RELOCATION ORDER USH 12

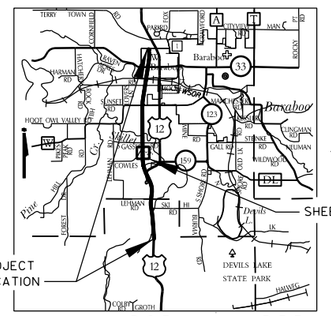
TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, 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.

EXISTING R/W ON COWLES ROAD IS 66 FEET PER CERTIFIED SURVEY MAP 3922 AND IS CENTERED ON THE EXISTING CENTERLINE.

HARRISON MONUMENT FOUND
Y = 228,216.951
X = 641,215.683

T 11 N, 9, 10, R6 E — 1381



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.
ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES	PLE AC.	HE AC.
34	MALEK REVOCABLE TRUST *	FEE	1.72	0.77	2.49	----	----	----
36	LAVON J. PUTTKAMER	FEE	3.33	0.31	3.64	----	----	----
37	RICHARD A. HEUER	FEE,TLE	10.35	----	10.35	0.33	----	----
38	ROBERT B. & DARLENE J. HILL	FEE,AR	4.04	0.33	4.37	----	----	----

* DATED FEBRUARY 6, 2004

COWLES ROAD

POINT	STATION	OFFSET
12212	17+91.09	61.68'
12213	16+01.21	63.46'
12214	13+98.49	33.07'
12215	14+19.65	-32.89'
12216	17+75.98	-50.23'
12217	21+60.28	-63.51'
12551	23+05.87	49.00'
12552	23+21.02	-81.08'

P.I. = 481+23.57
Y = 226,920.552
X = 641,305.872
DELTA = 5° 45' 00" (LT)
D = 0° 42' 58"
T = 401.76'
L = 802.85'
R = 8,000.00'
P.C. = 477+21.82
P.T. = 485+24.67

KL Engineering
[A] Better Experience

I, THOMAS J. HANSEN, 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 1674-00-23-4.14 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN — THOMAS J. HANSEN S-2033 MADISON, WISCONSIN — LAND SURVEYOR

OCTOBER 13, 2011
THOMAS J. HANSEN — DATE
AGENT FOR KL ENGINEERING, INC.
R.L.S. NUMBER 2033

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

JAMES R. KUEHN — DATE

COWLES ROAD
P.I. = 21+88.95
Y = 227,381.288
X = 641,283.155
DELTA = 52° 20' 43" (LT)
D = 4° 46' 29"
T = 589.76'
L = 1,096.32'
R = 1,200.00'
P.C. = 15+99.19
P.T. = 26+95.51
AH TAN N 19° 33' 34" W

COURSE TABLE

POINT NUMBER	BEARING	DISTANCE	TO POINT NUMBER
12549	N 84°45'46" W	171.62'	12547
12547	N 84°45'46" W	93.37'	12550
12550	N 84°45'46" W	53.82'	12581
12581	N 84°45'46" W	12.48'	12551
12551	N 84°45'46" W	130.94'	12552
12214	N 39°25'25" W	69.28'	12215
12213	S 41°18'26" W	205.10'	12214
12212	S 27°38'48" W	199.58'	12213
12211	N 86°52'56" W	80.00'	12212
12209	N 01°48'46" E	355.78'	12211
12206	N 89°35'25" E	60.00'	12725
12725	S 00°24'35" E	205.30'	12723
12723	S 89°35'25" W	70.00'	12724
12724	N 00°35'25" W	205.30'	12722
12706	S 89°35'25" W	10.00'	12722

MAINLINE

POINT	STATION	OFFSET
1433	494+65.57	100.07'
12035	494+66.16	-0.00'
12663	494+65.01	140.00'
12186	494+66.87	-120.01'
12205	491+99.85	255.00'
12206	485+24.86	-295.72'
12207	488+00.03	255.00'
12208	484+00.00	-295.00'
12209	483+75.00	130.00'
12210	481+00.09	-175.00'
12211	480+24.88	130.00'
12547	475+00.00	0.00'
12549	475+00.00	-171.62'
12550	475+00.00	93.37'
12581	475+00.00	147.19'
12721	489+56.14	-284.94'
12722	485+24.84	-285.72'
12723	487+30.14	-285.35'
12724	487+30.26	-355.35'
12725	485+24.96	-355.72'

NE-SE 9 — NW-SW 10 — SE-SE 9 — SW-SW 10 — NE-NE 16 — NW-NW 15

TOWN OF BARABOO

COWLES RD. — USH 12 — P.L. — PI 481+23.58 — PC 15+99.19 — PI 21+88.95 — PC 477+21.82 — PT 485+24.67 — STA. 478+50.00 — 475+00

N 04°27'56" W 151.95'
N 13°06'39" E 364.76'
N 10°42'45" E 1355.09'
N 27°53'48" E 349.59'
N 32°47'09" E
N 15°57'48" E 445.76'
S 05°14'14" W 5
S 00°02'47" E 2639.91'
S 04°03'47" W 591.80'
S 20°56'47" E 314.84'
S 00°24'35" E 120.26'
S 00°24'35" E 431.30'
N 00°30'45" W 399.82'
S 00°30'46" E 490
S 17°23'07" W 536.71'
N 23°57'35" W 289.02'
S 89°42'22" E 2590.06'
N 89°49'39" E 2446.80'
N 89°42'22" W 39.93'
S 89°49'39" W 100.07'
S 89°49'39" W 120.00'

NORTHERN NATURAL GAS COMPANY
NORTHERN NATURAL GAS COMPANY LAUNCHER/RECEIVER SITE EASEMENT DOC. NO. 800717

T.L.E.-DRIVEWAY 0.33 AC.

LOT 5 C.S.M. 3826 VOL. 31 P. 3826
LOT 6 C.S.M. 3826 VOL. 19 P. 3826
LOT 5
66' ACCESS EASEMENT TO LOT 6

1-¼" IRON ROD FOUND
Y = 225,585.081
X = 643,884.691

HARRISON MONUMENT FOUND
Y = 225,590.542
X = 638,587.866

HARRISON MONUMENT FOUND
Y = 225,577.05
X = 641,217.82

SCALE, FEET
0 100 200

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1035382 AND FILED IN D-281C.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1674-00-23-4.14

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY, WISCONSIN AT .:.. .M ON _____ AS DOCUMENT #_____ AND FILED IN _____

_____
SIGNATURE OF REGISTER OF DEEDS

4.14 — 440

PLOT SCALE : | PLOT NAME : | PLOT BY : KL Engineering | PLOT DATE : 1/29/2014 | FILE NAME : G:\STRAND\S100538\TPP\040414_RW8.dgn

TRANSPORTATION PROJECT PLAT NO: 1674-00-23 - 4.15 AMENDMENT No. 1

LAKE DELTON - SAUK CITY ROAD
(TERRYTOWN ROAD - SKIHI ROAD) SAUK COUNTY

THIS AMENDMENT REVISES PARCELS 42 & 43 OF TRANSPORTATON PROJECT PLAT 1674-00-23-4.15, RECORDED AS DOCUMENT #1072572 AND FILED IN D-286A IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY. PART OF THE NE¼- NE¼ OF SECTION 16, PART OF LOT 1 OF C.S.M. 1888, VOL. 7 IN AND INCLUDING PART OF THE SW¼- NW¼ OF SECTION 15; ALSO PART OF THE NW¼- NW¼ OF SECTION 15, ALL IN T 11 N, R 6 E, TOWN OF BARABOO, SAUK COUNTY, WISCONSIN.

RELOCATION ORDER USH 12

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) AND 84.09, 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.

EXISTING R/W ON USH 12 IS BASED ON PREVIOUS DIVISION JOB. NO. 1641, R/W PROJECT ID NUMBER 1670-00-22, AND FOUND IRONS AND R/W MARKER POSTS.

EXISTING R/W ON SKILLET CREEK ROAD IS 66 FEET AND WAS REESTABLISHED FROM FOUND MONUMENT REFERENCES PER A JOHN BRENEMAN PLAT OF SURVEY DATED 8/14/1992.

EXISTING ACCESS CONTROL AS SHOWN IS BASED ON PREVIOUS CONTROLLED ACCESS PROJECT 1670-02-29.

441

4.15 AMEND 1

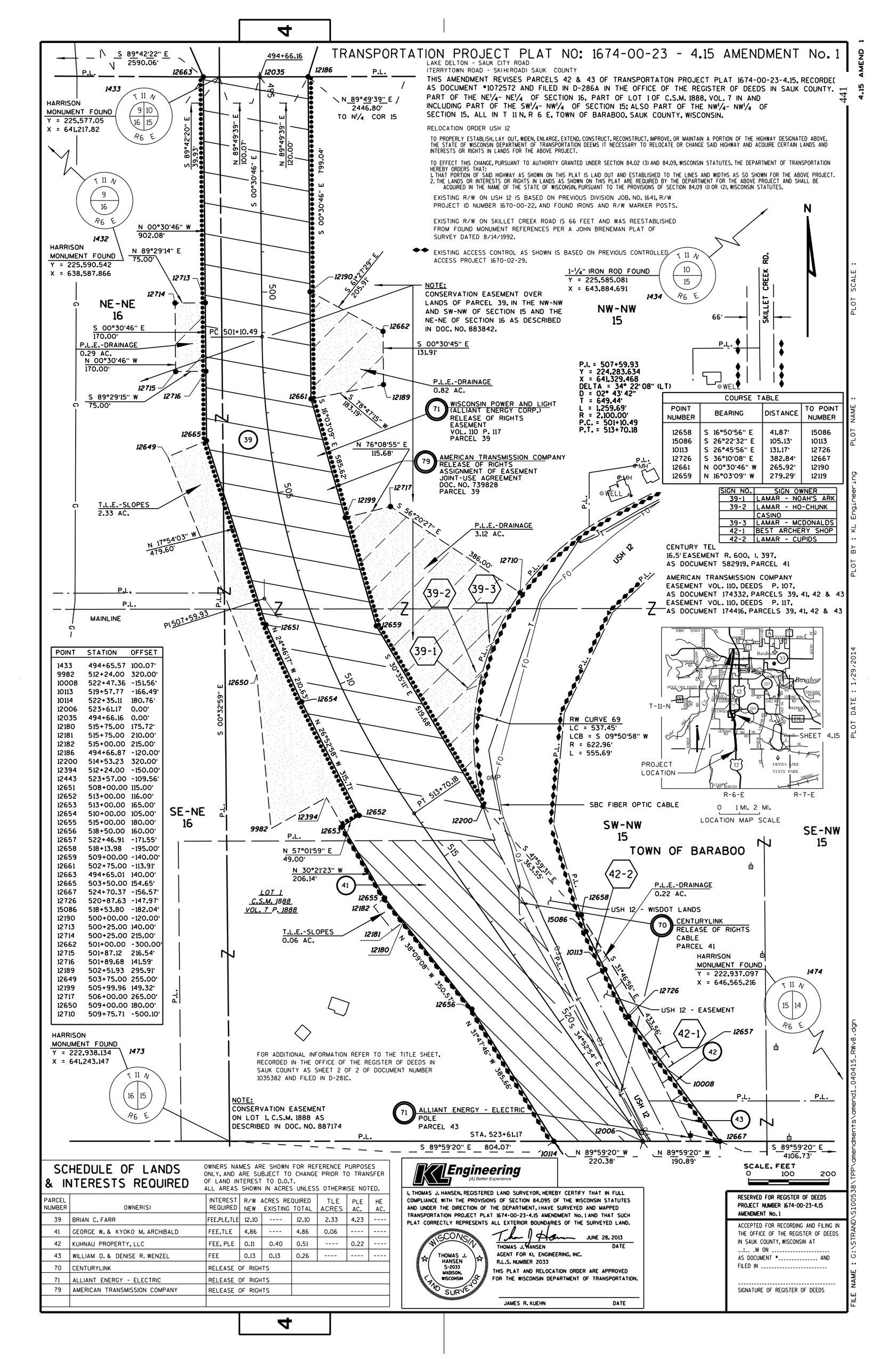
PLOT SCALE :

PLOT NAME :

PLOT BY : KL Engineering

PLOT DATE : 1/29/2014

FILE NAME : G:\STRAND\S100538\TPP\amendments\amend1_040415_RW8.dgn



POINT	STATION	OFFSET
1433	494+65.57	100.07'
9982	512+24.00	320.00'
10008	522+47.36	-151.56'
10113	519+57.77	-166.49'
10114	522+35.11	180.76'
12006	523+61.17	0.00'
12035	494+66.16	0.00'
12180	515+75.00	175.72'
12181	515+75.00	210.00'
12182	515+00.00	215.00'
12186	494+66.87	-120.00'
12200	514+53.23	320.00'
12394	512+24.00	-150.00'
12443	523+57.00	-109.56'
12651	508+00.00	115.00'
12652	513+00.00	116.00'
12653	513+00.00	165.00'
12654	510+00.00	105.00'
12655	515+00.00	180.00'
12656	518+50.00	160.00'
12657	522+46.91	-171.55'
12658	518+13.98	-195.00'
12659	509+00.00	-140.00'
12661	502+75.00	-113.91'
12663	494+65.01	140.00'
12665	503+50.00	154.65'
12667	524+70.37	-156.57'
12726	520+87.63	-147.97'
15086	518+53.80	-182.04'
12190	500+00.00	-120.00'
12713	500+25.00	140.00'
12714	500+25.00	215.00'
12662	501+00.00	-300.00'
12715	501+87.12	216.54'
12716	501+89.68	141.59'
12189	502+51.93	295.91'
12649	503+75.00	255.00'
12199	505+99.96	149.32'
12717	506+00.00	265.00'
12650	509+00.00	180.00'
12710	509+75.71	-500.10'

COURSE TABLE			
POINT NUMBER	BEARING	DISTANCE	TO POINT NUMBER
12658	S 16°50'56" E	41.87'	15086
15086	S 26°22'32" E	105.13'	10113
10113	S 26°45'56" E	131.17'	12726
12726	S 36°10'08" E	382.84'	12667
12661	N 00°30'46" W	265.92'	12190
12659	N 16°03'09" W	279.29'	12119

SIGN NO.	SIGN OWNER
39-1	LAMAR - NOAH'S ARK
39-2	LAMAR - HO-CHUNK CASINO
39-3	LAMAR - MCDONALDS
42-1	BEST ARCHERY SHOP
42-2	LAMAR - CUPIDS

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.
ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES	PLE AC.	HE AC.
39	BRIAN C. FARR	FEE,PLE,TLE	12.10	----	12.10	2.33	4.23	----
41	GEORGE W. & KYOKO M. ARCHIBALD	FEE,TLE	4.86	----	4.86	0.06	----	----
42	KUHNAU PROPERTY, LLC	FEE, PLE	0.11	0.40	0.51	----	0.22	----
43	WILLIAM D. & DENISE R. WENZEL	FEE	0.13	0.13	0.26	----	----	----
70	CENTURYLINK	RELEASE OF RIGHTS						
71	ALLIANT ENERGY - ELECTRIC	RELEASE OF RIGHTS						
79	AMERICAN TRANSMISSION COMPANY	RELEASE OF RIGHTS						

KL Engineering
[A] Better Experience.

I, THOMAS J. HANSEN, 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 1674-00-23-4.15 AMENDMENT No. 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN
THOMAS J. HANSEN
S-2033
MADISON, WISCONSIN
LAND SURVEYOR

JUNE 28, 2013
THOMAS J. HANSEN — DATE
AGENT FOR KL ENGINEERING, INC.
R.L.S. NUMBER 2033

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

JAMES R. KUEHN — DATE

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1674-00-23-4.15
AMENDMENT No. 1

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY, WISCONSIN AT ..:.. .M ON ..... AS DOCUMENT #..... AND FILED IN .....

SIGNATURE OF REGISTER OF DEEDS

TRANSPORTATION PROJECT PLAT NO: 1674-00-23 - 4.16
AMENDMENT No. 1

THIS AMENDMENT REVISES PARCEL 43 AND ADDS UTILITY PARCEL NUMBER 79 TO TRANSPORTATION PROJECT PLAT 1674-00-23-4.16, RECORDED AS DOCUMENT #1042546 AND FILED IN D-283A IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY.

LAKE DELTON - SAUK CITY ROAD
(TERRYTOWN ROAD - SKI HI ROAD) SAUK COUNTY

PART OF LOT 1, CSM 1216, LOT 1, CSM 0575, PART OF THE NW¼ - SW¼, NE¼ - SW¼, SW¼ - SW¼, AND SE¼ - SW 1/4, OF SECTION 15, TOWN OF BARABOO, IN T 11 N, R 6 E, SAUK COUNTY, WISCONSIN.

RELOCATION ORDER- USH 12

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) AND 84.09, 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.

442

4.16 AMEND 1

PLOT SCALE :

PLOT NAME :

PLOT BY : KL Engineering

PLOT DATE : 1/29/2014

FILE NAME : G:\STRAND\S100538\TPP\amendments\amend1_040416_RWv8.dgn

SE-NE | SW-NW | NE-SE | SE-SW | NW-SW

1433 — T 11 N, R 6 E, Sec 9, 10, 16, 15

FOUND HARRISON MONUMENT
Y = 225,577.046
X = 641,217.824

N¼ CORNER 1434
W¼ CORNER 1473
E¼ CORNER 1474
SW¼ CORNER 1525
1526

S89°59'20"E 1322.04' + 1322.04' = 2657.98'
N0°29'16"W 2647.56'
S0°18'41"W 2646.15'
S0°23'58"E 2640.24'
N0°29'16"W 2634.34'
1336.08' + 1336.08'
N89°45'24"E

SECTION SPLIT BASED ON CORNERS AND COORDINATES PROVIDED BY THE SAUK COUNTY SURVEYOR

N 0°32'59" W 2639.03'

SOUTH LINE NW¼ P.L.

STA. 523+61.17

S 89°59'20" E 804.07' (1473-10114 ALONG ¼ LINE)

10114 522+35.11 180.76'

N 32°04'11" W 4.90'

9981

S 89°59'20" E 220.38' TO R/L

S 89°59'20" E 307.59' R/L TO R/W

9707 S 89°59'20" E 3990.02'

(RECORDED AS S 00°23'58" E) S 00°24'35" E 160.64'

1474 — T 11 N, R 6 E, Sec 15, 14

FOUND HARRISON MONUMENT
Y = 222,937.097
X = 646,565.216

1473 — T 11 N, R 6 E, Sec 16, 15

FOUND HARRISON MONUMENT
Y = 222,938.134
X = 641,243.147

TOWN OF BARABOO

R/W CURVE 218
R. = 1,800.00
L. = 162.51'
L.C. = 162.46'
L.C.B. = N 04°30'06" W

523+61.17 12006

S 34°52'54" E

PC 525+81.60

USH 12

N 34°58'35" W 638.69'

S 32°55'48" E 198.36'

AMERICAN TRANSMISSION COMPANY
EASEMENT VOL. 110, DEEDS P. 107,
AS DOCUMENT 174332, PARCEL 43
EASEMENT VOL. 110, DEEDS P. 117,
AS DOCUMENT 174416, PARCEL 43
EASEMENT VOL. 110, DEEDS P. 102,
AS DOCUMENT 174321, PARCELS 46 & 50
EASEMENT VOL. 110, DEEDS P. 258,
AS DOCUMENT 175604, PARCEL 46

AMERICAN TRANSMISSION COMPANY
EASEMENT VOL. 110, DEEDS P. 97,
AS DOCUMENT 174316, PARCEL 47
EASEMENT VOL. 110, DEEDS P. 118,
AS DOCUMENT 174417, PARCEL 47
EASEMENT VOL. 132, DEEDS P. 450,
AS DOCUMENT 201252, PARCEL 47
EASEMENT VOL. 110, DEEDS P. 103,
AS DOCUMENT 174323, PARCELS 48, 49 & 52

SBC TELEPHONE CABLE

CENTURY TEL
EASEMENT VOL. 110, DEEDS P. 268,
AS DOCUMENT 175605, PARCEL 43
EASEMENT VOL. 166, DEEDS P. 451,
AS DOCUMENT 239368, PARCEL 43
EASEMENT VOL. 132, DEEDS P. 458,
AS DOCUMENT 201251, PARCEL 46
EASEMENT VOL. 166, DEEDS P. 293,
AS DOCUMENT 240224, PARCEL 46
EASEMENT VOL. 166, DEEDS P. 295,
AS DOCUMENT 240226, PARCEL 50
EASEMENT REEL 603, REC. IMAGE 144,
AS DOCUMENT 584168, PARCEL 47

POINT	STATION	OFFSET	POINT	STATION	OFFSET
9707	525+37.13	-252.29'	12168	528+00.02	-305.00'
9891	536+77.52	174.30'	12169	526+99.98	-250.00'
9980	529+00.00	161.00'	12170	526+64.20	-162.82'
9981	522+40.00	181.00'	12171	528+21.02	-167.90'
9983	532+00.00	191.00'	12395	528+46.06	241.42'
9987	535+05.00	153.82'	12396	527+47.81	249.22'
10114	522+35.11	180.76'	12397	527+42.39	175.38'
12003	536+43.98	319.09'	12400	528+37.56	167.83'
12006	523+61.17	0.00'	12401	539+99.94	190.00'
12144	543+47.73	-110.00'	12402	540+00.00	240.00'
12145	538+27.32	-140.00'	12403	541+25.00	240.00'
12147	535+77.72	-289.07'	12404	541+25.00	196.54'
12148	535+48.05	-141.02'	12405	544+14.97	190.00'
12149	537+77.96	-251.36'	12406	543+25.00	205.00'
12155	534+00.00	-155.00'	12407	543+78.46	205.00'
12157	537+70.54	315.00'	12408	543+25.00	194.98'
12158	537+78.64	260.00'	12409	543+77.59	192.15'
12159	538+49.83	190.00'	12444	526+29.85	-186.66'
12160	536+44.98	315.00'	12446	537+64.02	-137.34'
12161	536+37.24	339.83'	12554	544+14.97	0.00'
12162	537+66.71	340.09'	12555	544+14.97	-109.70'
12164	528+50.10	-170.00'			
12167	526+99.98	-305.00'			

COURSE TABLE			
POINT NUMBER	BEARING	DISTANCE	TO POINT NUMBER
12170	N 00°24'35" W	43.80'	12444
12444	S 72°41'03" E	99.12'	12169
12169	N 57°49'39" E	55.00'	12167
12167	S 31°01'20" E	112.24'	12168
12168	S 50°50'46" W	139.01'	12171
12171	N 32°55'48" W	167.25'	12170
9980	N 34°58'35" W	58.73'	12400
12400	S 55°01'31" W	74.01'	12395
12395	N 34°58'33" W	88.95'	12396
12396	N 55°01'30" E	74.01'	12397
12397	S 34°58'35" E	88.95'	12400
12157	S 89°53'01" W	25.31'	12162
12162	N 09°04'17" W	111.85'	12161
12161	S 84°52'30" E	21.55'	12003
12003	S 88°23'54" E	4.18'	12160
12160	S 09°04'19" E	109.73'	12157
12401	S 02°17'59" W	115.56'	12404
12404	N 89°30'35" W	43.46'	12403
12403	N 00°56'30" W	112.99'	12402
12402	N 87°34'03" E	50.00'	12401
12405	N 02°17'58" E	37.44'	12409
12409	N 88°14'57" W	12.88'	12407
12407	N 05°29'24" E	51.59'	12406
12406	S 84°55'30" E	10.02'	12408
12408	N 09°20'05" W	50.91'	12409
12446	N 09°20'05" W	227.94'	12148
12148	N 89°53'01" E	151.52'	12147
12147	S 00°06'59" E	225.00'	12149
12149	S 89°53'01" W	115.00'	12446

P.I. = 535+03.32
Y = 222,000.986
X = 642,920.776
DELTA = 40° 28' 36" (RT)
D = 02° 17' 31"
T = 921.72'
L = 1,765.13'
R = 2,500.00'
P.C. = 525+81.60
P.T. = 543+47.73

N 18°00'51" W 280.32'

N 24°39'54" W 286.21'

S 20°57'56" E 584.65'

N. LINE OF S. 40 RODS PER DEED

T.L.E.-BY TPP 1674-00-23-4.01

LOT 1 C.S.M. 0575 VOL. 3 P. 575 DOC. NO. 415408

PI 535+03.32

S 09°20'05" E 452.23'

12003 536+43.98 T.L.E. 319.09'
12160 536+44.99 315.00'

R/W CURVE 218
536+77.52 174.30'

S 88°21'17" E 143.72'

47 T.L.E.-BLDG REMOVAL 0.06 AC.

N 09°04'19" W 109.73'

PT 24+80.76

S 89°53'00" W 55.46'

N 53°50'53" W 95.37'

N 04°05'45" W 138.69'

76 SBC FIBER OPTIC CABLE PARCELS 47, 49

71 ALLIANT ENERGY -ELECTRIC PARCELS 48, 49 & 52

LOT 1 C.S.M. 1216 VOL. 5 P. 1216 DOC. NO. 448374

48 T.L.E.-SLOPES 0.12 AC.

N 02°17'58" E 388.20'

49 T.L.E.-SLOPES 0.01 AC.

PT 543+47.73

S 02°45'46" W 546.27'

S 05°35'42" W

S 05°51'08" W 67.24'

N 84°24'18" W 190.00'

N 84°24'18" W 109.70'

544+14.97

43 T.L.E.-SLOPES 0.47 AC.

71 ALLIANT ENERGY -ELECTRIC PARCEL 43

79 AMERICAN TRANSMISSION COMPANY POLES - PARCEL 43

T.L.E.-DRIVEWAY BUILDING REMOVAL 0.69 AC.

BUILDINGS TO REMAIN

PI 21+36.15

P.I. = 21+36.15
Y = 221,328.772
X = 642,719.636
DELTA = 15° 42' 42" (LT)
D = 02° 24' 27"
T = 349.57'
L = 694.18'
R = 2,380.00'
P.C. = 17+86.58
P.T. = 24+80.76

79 AMERICAN TRANSMISSION COMPANY POLES PARCELS 48, 49 & 52

T-11-N

SHEET 4.16

R-6-E R-7-E

PROJECT LOCATION

0 1 MI. 2 MI.
LOCATION MAP SCALE

SIGN NO.	SIGN OWNER
43-1	WENZEL CHIROPRACTIC

1525 — T 11 N, R 6 E, Sec 16, 15, 21, 22

FOUND HARRISON MONUMENT
Y = 220,292.025
X = 641,257.524

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING HIGHWAY RIGHT-OF-WAY FOR USH 12 ESTABLISHED FROM PREVIOUS DIVISION JOB 1641, R/W PROJECT ID NO.1670-00-22 AND TPP 1674-00-23-4.01.

EXISTING ACCESS CONTROL AS SHOWN IS BASED ON PREVIOUS CONTROLLED ACCESS PROJECT 1670-02-29.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1035382 AND FILED IN D-281C.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.
ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES	PLE AC.	HE AC.
43	WILLIAM D. & DENISE R. WENZEL	FEE,TLE	0.94	0.43	1.37	0.47	----	----
44	NORMA L. BAKER	FEE,TLE	1.59	0.97	2.56	0.69	----	----
46	STATE OF WISCONSIN, DNR	FEE	0.22	0.11	0.33	----	----	----
47	ISREAL BARRERA HERNANDEZ & DELFINA CORTES SALAS	FEE,TLE	0.34	----	0.34	0.06	----	----
48	TOMASZ ZSURZS & IWONA MAJEWSKA	FEE,TLE	0.36	----	0.36	0.12	----	----
49	MARK R. ENERSON	FEE,TLE	0.06	----	0.06	0.01	----	----
50	VERA M. SCOLES	FEE	2.51	0.68	3.19	----	----	----
52	RUSS MANSKE	FEE	0.01	----	0.01	----	----	----
71	ALLIANT ENERGY - ELECTRIC	RELEASE OF RIGHTS						
76	SBC	RELEASE OF RIGHTS						
79	AMERICAN TRANSMISSION COMPANY	RELEASE OF RIGHTS						

KL Engineering (A) Better Experience

I, THOMAS J. HANSEN, 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 1674-00-23-4.16 AMENDMENT No. 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN THOMAS J. HANSEN S-2033 MADISON, WISCONSIN LAND SURVEYOR

THOMAS J. HANSEN — DATE JUNE 28, 2013
AGENT FOR KL ENGINEERING, INC.
R.L.S. NUMBER 2033

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

JAMES R. KUEHN — DATE

SCALE, FEET
0 100 200

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1674-00-23-4.16
AMENDMENT No. 1

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY, WISCONSIN AT ..:.. .M ON ..... AS DOCUMENT #..... AND FILED IN .....

SIGNATURE OF REGISTER OF DEEDS

TRANSPORTATION PROJECT PLAT NO: 1674-00-23 - 4.17 AMENDMENT No. 3

THIS AMENDS PARCEL 50 OF TRANSPORTATON PROJECT PLAT 1674-00-23-4.17 AMENDMENT 2, RECORDED AS DOCUMENT #1088285 AND FILED IN D-290A IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY.

LAKE DELTON - SAUK CITY ROAD
(TERRYTOWN ROAD - SKI HI ROAD) SAUK COUNTY

PART OF LOTS 1 & 2 OF C.S.M. 6014(RECORDED AS DOCUMENT 1032564 IN V.35, P.6014) IN THE SE1/4- SW1/4 OF SECTION 15; PART OF LOT 1 OF C.S.M. 6015(RECORDED AS DOCUMENT 1032565 IN V.35, P.6015) IN THE SW1/4- SW1/4 OF SECTION 15; PART OF LOTS 3 & 4 OF C.S.M. 2694 AND LOT 2 OF C.S.M. 2231, PART OF THE SW1/4- SW1/4 AND SE1/4- SW1/4 OF SECTION 15, TOWN OF BARABOO, AND A PART OF THE NW1/4- NW1/4, NE1/4- NW1/4, SW1/4- NW1/4 AND SE1/4- NW1/4 OF SECTION 22, TOWN OF SUMPTER, ALL IN T 11 N, R 6 E, SAUK COUNTY, WISCONSIN.

RELOCATION ORDER USH 12

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.

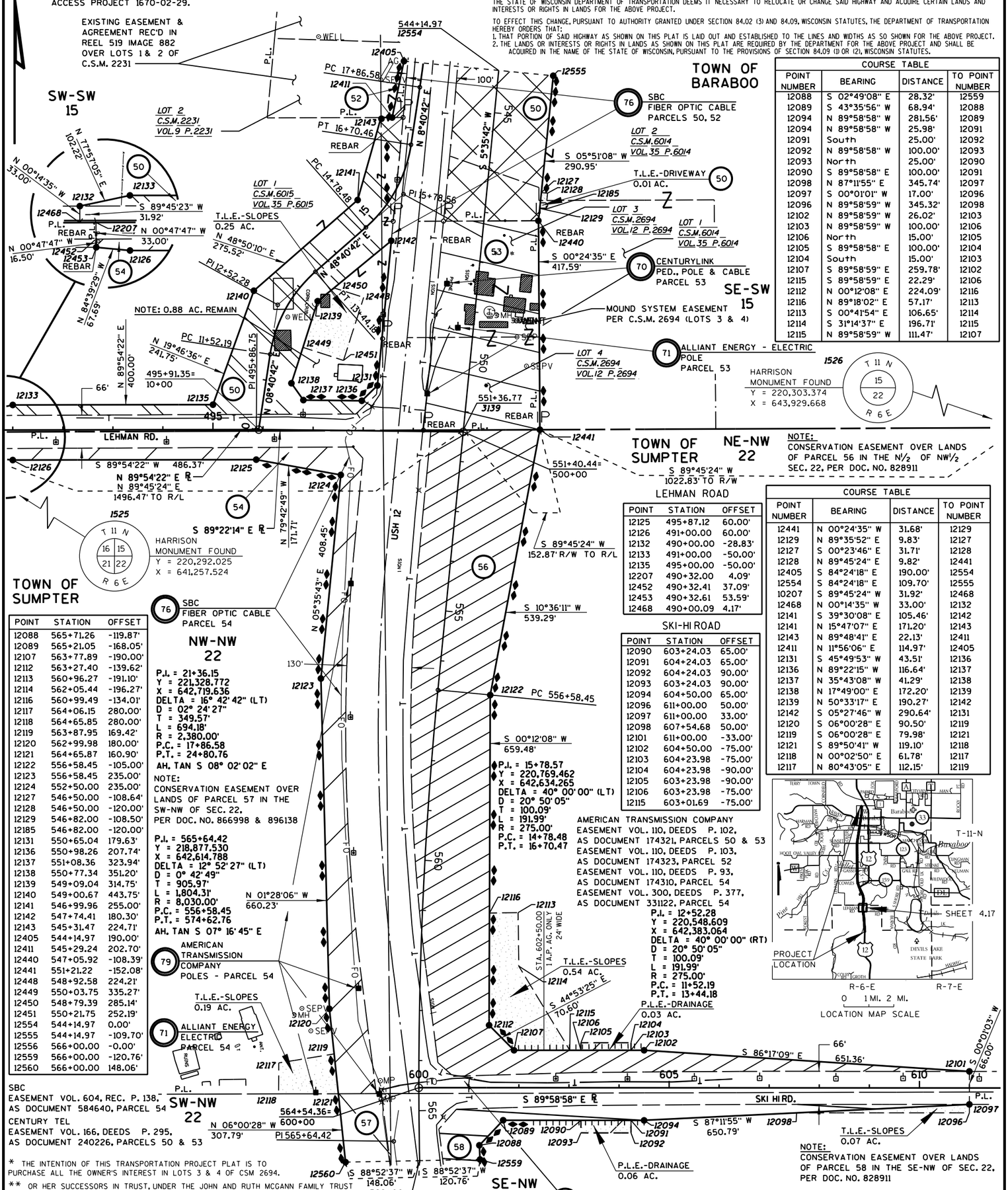
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
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.

EXISTING R/W ON USH 12 IS BASED ON PREVIOUS DIVISION JOB NO. 1641, CERTIFIED SURVEY MAPS 2694, 2583 AND 2231, AND FOUND IRONS AND R/W MARKER POSTS.

EXISTING R/W ON SKI HI ROAD IS 66 FEET CENTERED ON THE EXISTING CENTERLINE PER REFERANCE TO CERTIFIED SURVEY MAP NO. 3830.

EXISTING R/W ON LEHMAN ROAD IS 66 FEET CENTERED ON THE NORTH LINE OF THE NW 1/4 OF SECTION 22 PER REFERANCE SHOWN ON M.S.A. PLAT OF SURVEY MAP DATED 10/11/07.

EXISTING ACCESS CONTROL AS SHOWN IS BASED ON PREVIOUS CONTROLLED ACCESS PROJECT 1670-02-29.



POINT NUMBER	BEARING	DISTANCE	TO POINT NUMBER
12088	S 02°49'08" E	28.32'	12559
12089	S 43°35'56" W	68.94'	12088
12094	N 89°58'58" W	281.56'	12089
12094	N 89°58'58" W	25.98'	12091
12091	South	25.00'	12092
12092	N 89°58'58" W	100.00'	12093
12093	North	25.00'	12090
12090	S 89°58'58" E	100.00'	12091
12098	N 87°11'55" E	345.74'	12097
12097	S 00°01'01" W	17.00'	12096
12096	N 89°58'59" W	345.32'	12098
12102	N 89°58'59" W	26.02'	12103
12103	N 89°58'59" W	100.00'	12106
12106	North	15.00'	12105
12105	S 89°58'58" E	100.00'	12104
12104	South	15.00'	12103
12107	S 89°58'59" E	259.78'	12102
12115	S 89°58'59" E	22.29'	12106
12112	N 00°12'08" E	224.09'	12116
12116	N 89°18'02" E	57.17'	12113
12113	S 00°41'54" E	106.65'	12114
12114	S 31°14'37" E	196.71'	12115
12115	N 89°58'59" W	111.47'	12107

POINT	STATION	OFFSET
12088	565+71.26	-119.87'
12089	565+21.05	-168.05'
12107	563+77.89	-190.00'
12112	563+27.40	-139.62'
12113	560+96.27	-191.10'
12114	562+05.44	-196.27'
12116	560+99.49	-134.01'
12117	564+06.15	280.00'
12118	564+65.85	280.00'
12119	563+87.95	169.42'
12120	562+99.98	180.00'
12121	564+65.87	160.90'
12122	556+58.45	-105.00'
12123	556+58.45	235.00'
12124	552+50.00	235.00'
12127	546+50.00	-108.64'
12128	546+50.00	-120.00'
12129	546+82.00	-108.50'
12185	546+82.00	-120.00'
12131	550+65.04	179.63'
12136	550+98.26	207.74'
12137	551+08.36	323.94'
12138	550+77.34	351.20'
12139	549+09.04	314.75'
12140	549+00.67	443.75'
12141	546+99.96	255.00'
12142	547+74.41	180.30'
12143	545+31.47	224.71'
12405	544+14.97	190.00'
12411	545+29.24	202.70'
12440	547+05.92	-108.39'
12441	551+21.22	-152.08'
12448	548+92.58	224.21'
12449	550+03.75	335.27'
12450	548+79.39	285.14'
12451	550+21.75	252.19'
12554	544+14.97	0.00'
12555	544+14.97	-109.70'
12556	566+00.00	-0.00'
12559	566+00.00	-120.76'
12560	566+00.00	148.06'

POINT	STATION	OFFSET
12125	495+87.12	60.00'
12126	491+00.00	60.00'
12132	490+00.00	-28.83'
12133	491+00.00	-50.00'
12135	495+00.00	-50.00'
12207	490+32.00	4.09'
12452	490+32.41	37.09'
12453	490+32.61	53.59'
12468	490+00.09	4.17'

POINT	STATION	OFFSET
12090	603+24.03	65.00'
12091	604+24.03	65.00'
12092	604+24.03	90.00'
12093	603+24.03	90.00'
12094	604+50.00	65.00'
12096	611+00.00	50.00'
12097	611+00.00	33.00'
12098	607+54.68	50.00'
12101	611+00.00	-33.00'
12102	604+50.00	-75.00'
12103	604+23.98	-75.00'
12104	604+23.98	-90.00'
12105	603+23.98	-90.00'
12106	603+23.98	-75.00'
12115	603+01.69	-75.00'

POINT NUMBER	BEARING	DISTANCE	TO POINT NUMBER
12441	N 00°24'35" W	31.68'	12129
12129	N 89°35'52" E	9.83'	12127
12127	S 00°23'46" E	31.71'	12128
12128	N 89°45'24" E	9.82'	12441
12405	S 84°24'18" E	190.00'	12554
12554	S 84°24'18" E	109.70'	12555
10207	S 89°45'24" W	31.92'	12468
12468	N 00°14'35" W	33.00'	12132
12141	S 39°30'08" E	105.46'	12142
12141	N 15°47'07" E	171.20'	12143
12143	N 89°48'41" E	22.13'	12411
12411	N 11°56'06" E	114.97'	12405
12131	S 45°49'53" W	43.51'	12136
12136	N 89°22'15" W	116.64'	12137
12137	N 35°43'08" W	41.29'	12138
12138	N 17°49'00" E	172.20'	12139
12139	N 50°33'17" E	190.27'	12142
12142	S 05°27'46" W	290.64'	12131
12120	S 06°00'28" E	90.50'	12119
12119	S 06°00'28" E	79.98'	12121
12121	S 89°50'41" W	119.10'	12118
12118	N 00°02'50" E	61.78'	12117
12117	N 80°43'05" E	112.15'	12119

NOTE:
CONSERVATION EASEMENT OVER LANDS OF PARCEL 56 IN THE N1/2 OF NW1/2 SEC. 22, PER DOC. NO. 828911

NOTE:
CONSERVATION EASEMENT OVER LANDS OF PARCEL 58 IN THE SE-NW OF SEC. 22, PER DOC. NO. 828911

NOTE:
CONSERVATION EASEMENT OVER LANDS OF PARCEL 57 IN THE SW-NW OF SEC. 22, PER DOC. NO. 866998 & 896138

P.I. = 21+36.15
Y = 221,328.772
X = 642,719.636
DELTA = 16° 42' 42" (LT)
D = 02° 24' 27"
T = 349.57'
L = 694.18'
R = 2,380.00'
P.C. = 17+86.58
P.T. = 24+80.76
AH. TAN S 08° 02' 02" E

P.I. = 565+64.42
Y = 218,877.530
X = 642,614.788
DELTA = 12° 52' 27" (LT)
D = 0° 42' 49"
T = 905.97'
L = 1,804.31'
R = 8,030.00'
P.C. = 556+58.45
P.T. = 574+62.76
AH. TAN S 07° 16' 45" E

P.I. = 15+78.57
Y = 220,769.462
X = 642,634.265
DELTA = 40° 00' 00" (LT)
D = 20° 50' 05"
T = 100.09'
L = 191.99'
R = 275.00'
P.C. = 14+78.48
P.T. = 16+70.47

P.I. = 12+52.28
Y = 220,548.609
X = 642,383.064
DELTA = 40° 00' 00" (RT)
D = 20° 50' 05"
T = 100.09'
L = 191.99'
R = 275.00'
P.C. = 11+52.19
P.T. = 13+44.18

AMERICAN TRANSMISSION COMPANY
EASEMENT VOL. 110, DEEDS P. 102, AS DOCUMENT 174321, PARCELS 50 & 53
EASEMENT VOL. 110, DEEDS P. 103, AS DOCUMENT 174323, PARCEL 52
EASEMENT VOL. 110, DEEDS P. 93, AS DOCUMENT 174310, PARCEL 54
EASEMENT VOL. 300, DEEDS P. 377, AS DOCUMENT 331122, PARCEL 54

SBC
EASEMENT VOL. 604, REC. P. 138, AS DOCUMENT 584640, PARCEL 54

CENTURY TEL
EASEMENT VOL. 166, DEEDS P. 295, AS DOCUMENT 240226, PARCELS 50 & 53

* THE INTENTION OF THIS TRANSPORTATION PROJECT PLAT IS TO PURCHASE ALL THE OWNER'S INTEREST IN LOTS 3 & 4 OF CSM 2694.

** OR HER SUCCESSORS IN TRUST, UNDER THE JOHN AND RUTH MCGANN FAMILY TRUST

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1035382 AND FILED IND-281C.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.
ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES	PLE AC.	HE AC.
50	VERA M. SCOLES	FEE,TLE	3.21	1.72	4.93	0.26	----	----
52	RUSS MANSKE	FEE	0.04	0.13	0.17	----	----	----
53	BRAD J. & DONNA M. LUCE *	FEE	2.02	0.48	2.50	----	----	----
54	LUIS E. & HEATHER R. FARDON	FEE,TLE	1.99	2.58	4.57	0.19	----	
56	SKI-HI FRUIT FARM, INC.	FEE,PLE,AR,TLE	5.41	2.98	8.39	0.54	0.03	----
57	RUTH A. MCGANN, TRUSTEE, **	FEE	0.27	0.17	0.44	----	----	----
58	SKI-HI FRUIT FARM, INC.	FEE,PLE,AR,TLE	0.64	0.79	1.43	0.07	0.06	----
70	CENTURYLINK	RELEASE OF RIGHTS						
71	ALLIANT ENERGY - ELECTRIC	RELEASE OF RIGHTS						
76	SBC	RELEASE OF RIGHTS						
79	AMERICAN TRAMSMISSION COMPANY	RELEASE OF RIGHTS						

KL Engineering
[A] Better Experience

I, THOMAS J. HANSEN, 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 1674-00-23-4.17 AMENDMENT No. 3 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN THOMAS J. HANSEN S-2033 MADISON, WISCONSIN LAND SURVEYOR

MAY 19, 2014
THOMAS J. HANSEN — DATE
AGENT FOR KL ENGINEERING, INC.
R.L.S. NUMBER 2033

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

CORY SCHLAGEL — DATE

SCALE, FEET
0 100 200

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1674-00-23-4.17
AMENDMENT No. 3

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY, WISCONSIN AT ..:.. .M ON ----------
AS DOCUMENT # ---------- AND FILED IN ----------

SIGNATURE OF REGISTER OF DEEDS

AMEND 4.17
443
PLOT SCALE :
PLOT NAME :
PLOT BY : KL Engineering
PLOT DATE : 6/25/2014
FILE NAME : G:\STRAND\S100538\TPP\amendments\amend3_040417_RW8.dgn

I, THOMAS J. HANSEN, 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 1674-00-23-4.18 AMENDMENT No. 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN LAND SURVEYOR — THOMAS J. HANSEN S-2033 MADISON, WISCONSIN

Thomas J. Hansen — JUNE 11, 2013

THOMAS J. HANSEN — DATE

AGENT FOR KL ENGINEERING, INC.

R.L.S. NUMBER 2033

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

JAMES R. KUEHN — DATE

KL Engineering — (A) Better Experience

TRANSPORTATION PROJECT PLAT NO: 1674-00-23 - 4.18 AMENDMENT No. 1

THIS AMENDMENT REVISES PARCEL NUMBER 57 AND ADDS UTILITY PARCEL 79 TO TRANSPORTATON PROJECT PLAT 1674-00-23-4.18, RECORDED AS DOCUMENT #1042548 AND FILED IN D-283C IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY.

LAKE DELTON - SAUK CITY ROAD
(TERRYTOWN ROAD - SKI HI ROAD) SAUK COUNTY

PART OF THE SW¼ - NW¼, SE¼ - NW¼, NW¼ - SW¼, NE¼ - SW¼, AND SE¼ - SW¼ OF SECTION 22, T 11 N, R 6 E, TOWN OF SUMPTER, SAUK COUNTY, WISCONSIN.

RELOCATION ORDER USH 12

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) AND 84.09, 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.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.
ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES	PLE AC.	HE AC.
57	RUTH A. MCGANN, TRUSTEE, *	FEE,PLE,TLE	9.00	3.04	12.04	0.41	0.12	----
58	SKI-HI FRUIT FARM, INC.	FEE,PLE,TLE	1.10	1.38	2.48	0.09	0.11	----
59	RICHARD J. & NADENE C. ROENSPIES	FEE	0.45	1.08	1.53	----	----	----
61	TERRY J. FISHER	FEE,TLE	0.25	0.59	0.84	0.08	----	----
62	GLORIA K. ALTEMUS, ETAL	FEE	0.04	0.10	0.14	----	----	----
63	KEVIN B. & VICTORIA M. OLSON	FEE	0.40	0.09	0.49	----	----	----
71	ALLIANT ENERGY - ELECTRIC	RELEASE OF RIGHTS						
79	AMERICAN TRANSMISSION COMPANY	RELEASE OF RIGHTS						

* OR HER SUCCESSORS INTRUST, UNDER THE JOHN & RUTH MCGANN FAMILY TRUST

NOTE:
CONSERVATION EASEMENT OVER LANDS OF PARCEL 57 IN THE SW-NW, SE-NW, NW-SW, NE-SW & SW-SW OF SECTION 22 PER DOC. NO.'S 866998 & 896138.

T.L.E.-SLOPES 0.02 AC.

71 ALLIANT ENERGY - ELECTRIC PARCEL 57

79 AMERICAN TRANSMISSION COMPANY POLES PARCEL 57

P.L.E.-DRAINAGE 0.12 AC.

SW-NW SEC 22

T.L.E.-FIELD ENTRANCE 0.39 AC.

AMERICAN TRANSMISSION COMPANY EASEMENT VOL. 110, DEEDS P. 93, AS DOCUMENT 174310, PARCEL 61
EASEMENT VOL. 110, DEEDS P. 93, AS DOCUMENT 174311, PARCELS 57 & 59
EASEMENT VOL. 110, DEEDS P. 102, AS DOCUMENT 174322, PARCEL 57
EASEMENT VOL. 300, DEEDS, P. 588 AS DOCUMENT 331297, PARCEL 57

CENTURY TEL EASEMENT VOL. 166, DEEDS, P. 293, AS DOCUMENT 240223, PARCELS 59 & 61
EASEMENT VOL. 166, DEEDS, P. 290, AS DOCUMENT 240219, PARCEL 58
EASEMENT VOL. 166, DEEDS, P. 294, AS DOCUMENT 240225, PARCEL 628

P.L.E.-DRAINAGE 0.11 AC.

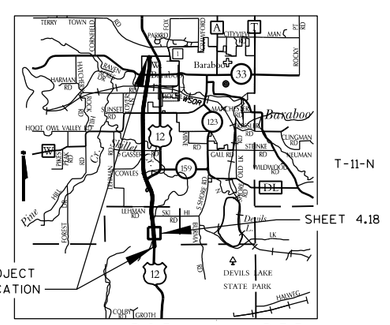
T.L.E.-BLDG REMOVAL 0.09 AC.

APPROXIMATE LOCATION OF DRAINAGE & CULVERT EASEMENT, PER VOL. 166, P. 59

TOWN OF SUMPTER

SE-NW SEC 22

NOTE:
CONSERVATION EASEMENT OVER LANDS OF PARCEL 58 IN THE SE-NW OF SECTION 22 PER DOC. NO. 855094.



N 88°52'37" E 148.06'
N 88°52'37" E 120.76'
566+00
105'
N 06°00'28" W 102.12'
S 02°49'08" E 492.43'
N 04°09'20" W 661.15'
N 06°52'36" W 114.72'
N 19°44'46" E 154.06'
N 03°45'31" W 168.63'
S 07°16'45" E 348.62'
S 05°59'05" E 357.30'
PT 574+62.76
N 89°56'01" E 1254.60'
N 89°56'01" E 343.07'
N 03°45'31" W 523.52'
S 07°16'45" E 478.04'
N 89°56'01" E 5292.65'
N 89°56'01" E 3694.98'
S 84°48'49" W 122.37'
N 03°08'57" W 113.25'
PT 584+17.00
N 03°30'36" W 432.99'
N 86°29'24" E 80.00'
N 03°30'36" W 266.14'
N 04°30'06" W 85.15'
S 86°08'37" W 208.79'
S 86°08'37" W 126.55'
592+00
S 03°30'36" E 590
S 08°08'54" E 84.18'
PC 591+15.33
PI 582+85.48
S 03°30'36" E 833.90'
PC 581+53.86
577+87.63
P.I. = 565+64.42
Y = 218,877.530
X = 642,614.788
DELTA = 12° 52' 27" (LT)
D = 0° 42' 49"
T = 905.97'
L = 1,804.31'
R = 8,030.00'
P.C. = 556+58.45
P.T. = 574+62.76
BK. TAN N 05° 35' 42" E
P.I. = 582+85.48
Y = 217,162.776
X = 642,833.816
DELTA = 3° 46' 09" (RT)
D = 1° 25' 57"
T = 131.62'
L = 263.14'
R = 4,000.00'
P.C. = 581+53.86
P.T. = 584+17.00
P.I. = 596+19.18
Y = 215,831.481
X = 642,915.472
DELTA = 04° 07' 20" (LT)
D = 00° 24' 33"
T = 503.85'
L = 1,007.26'
R = 14,000.00'
P.C. = 591+15.33
P.C.C. = 601+22.59
AH, TAN S 07° 37' 56" E
1566 HARRISON MONUMENT FOUND
Y = 217,646.405
X = 641,295.107
1567 HARRISON MONUMENT FOUND
Y = 217,652.542
X = 646,587.757
T 11 N 21 22 R6 E
T 11 N 22 23 R 6 E
CENTURY TEL
ALLIANT ENERGY - ELECTRIC VOL. 110 P. 93 PARCEL 57
ALLIANT ENERGY - ELECTRIC PARCEL 57
NW-SW SEC 22
NE-SW SEC 22
SE-SW SEC 22
SW-SW SEC 22
LOT 1 C.S.M. 3792 VOL. 19 C.S.M.'S P. 3792
T.L.E.-BDLG REMOVAL 0.08 AC.
EXISTING 50' EASEMENT AND RIGHT-OF-WAY OVER PARCEL 62 PER. VOL. 351 P. 458.
EXISTING R/W ON USH 12 IS BASED ON PREVIOUS DIVISION JOB NO. 1641, FOUND IRONS AND R/W MARKER POSTS.
EXISTING ACCESS CONTROL AS SHOWN IS BASED ON PREVIOUS CONTROLLED ACCESS PROJECT 1670-02-29.

POINT	STATION	OFFSET
12050	584+17.00	130.00'
12054	591+15.33	-120.00'
12056	582+85.43	-122.23'
12057	588+10.00	-145.00'
12058	589+42.95	-145.00'
12059	588+10.00	-120.00'
12060	589+42.95	-120.00'
12068	574+62.76	-120.00'
12069	573+00.00	-160.00'
12070	574+00.01	-160.00'
12071	573+00.00	-122.00'
12072	574+00.01	-121.15'
12074	571+00.83	-144.98'
12075	569+00.00	-148.98'
12076	568+99.80	-123.99'
12077	573+50.00	140.00'
12078	570+00.00	158.35'
12079	572+00.02	160.26'
12080	570+00.00	133.35'
12081	572+00.02	135.25'
12082	567+00.01	140.00'
12083	569+00.00	155.00'
12084	568+49.05	155.00'
12085	569+00.00	134.30'
12086	568+49.17	135.27'
12095	571+00.00	-120.00'
12556	566+00.00	-0.00'
12559	566+00.00	-120.76'
12560	566+00.00	148.06'
12561	592+00.00	-0.00'
12564	592+00.00	208.79'
12565	592+00.00	-126.55'
12727	583+00.00	127.63'
12728	583+00.00	250.00'
12729	575+99.99	210.00'
12731	574+62.76	140.00'
12732	588+49.99	130.00'
12733	588+49.99	210.00'
12734	591+16.12	210.00'
12458	577+68.30	220.36'
12454	578+11.38	-120.00'
12750	572+00.02	315.00'
12751	570+95.00	315.00'
12752	570+95.00	158.62'

COURSE TABLE			
POINT NUMBER	BEARING	DISTANCE	TO POINT NUMBER
12076	N 87°10'56" E	25.00'	12075
12075	S 02°49'07" E	197.19'	12074
12074	S 87°10'56" W	25.00'	12095
12095	N 02°49'08" W	197.19'	12076
12095	S 05°59'05" E	196.99'	12071
12071	N 83°52'51" E	38.00'	12069
12069	S 06°28'28" E	98.02'	12070
12070	S 83°10'26" W	38.85'	12072
12072	N 05°59'05" W	98.50'	12071
12072	S 05°59'05" E	61.82'	12068
12077	N 04°09'20" W	152.63'	12081
12081	S 84°35'21" W	25.01'	12079
12079	N 04°09'19" W	204.00'	12078
12078	N 86°01'30" E	25.00'	12080
12080	S 04°09'20" E	203.37'	12081
12080	N 04°09'20" W	101.67'	12085
12085	S 86°44'16" W	20.70'	12083
12083	N 03°04'55" W	51.93'	12084
12084	N 87°27'00" E	19.73'	12086
12086	S 04°09'20" E	51.69'	12085
12054	N 03°30'36" W	172.37'	12060
12060	N 03°30'36" W	132.96'	12059
12059	N 86°29'24" E	25.00'	12057
12057	S 03°30'36" E	132.95'	12058
12058	S 86°28'56" W	25.00'	12060

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1035382 AND FILED IN D-281C.

SCALE, FEET
0 100 200

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1674-00-23-4.18
AMENDMENT No. 1

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY, WISCONSIN AT .:.. .M ON _____ AS DOCUMENT #_____ AND FILED IN _____

_____
SIGNATURE OF REGISTER OF DEEDS

444

AMEND 4.18

PLOT SCALE :

PLOT NAME :

PLOT BY : KL Engineering

PLOT DATE : 1/29/2014

FILE NAME : G:\STRAND\S100538\TPP\amendments\amend1_040418_RW8.dgn

TRANSPORTATION PROJECT PLAT NO: 1674-00-23 - 4.19
AMENDMENT No. 1

THIS AMENDMENT ADDS UTILITY PARCEL NUMBER 79 TO TRANSPORTATON PROJECT PLAT 1674-00-23-4.19, RECORDED AS DOCUMENT #1042549 AND FILED IN D-283D IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY.

LAKE DELTON - SAUK CITY ROAD
(TERRYTOWN ROAD - SKI HI ROAD) SAUK COUNTY

PART OF LOT 1 OF C.S.M. 3792, AND PART OF THE SE¼ - SW¼ OF SECTION 22, T 11 N, R 6 E, TOWN OF SUMPTER, SAUK COUNTY, WISCONSIN.

RELOCATION ORDER USH 12

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) AND 84.09, 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.

I, THOMAS J. HANSEN, 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 1674-00-23-4.19 AMENDMENT No. 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

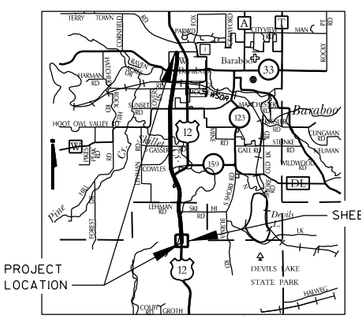
WISCONSIN THOMAS J. HANSEN S-2033 MADISON, WISCONSIN LAND SURVEYOR

JUNE 17, 2013
THOMAS J. HANSEN — DATE
AGENT FOR KL ENGINEERING, INC.
R.L.S. NUMBER 2033

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

JAMES R. KUEHN — DATE

KL Engineering [A] Better Experience



SW-SW SEC 22 | SE-SW SEC 22 | SW-SE SEC 22

71 ALLIANT ENERGY - ELECTRIC PARCEL 63

79 AMERICAN TRANSMISSION COMPANY POLES - PARCEL 63

TOWN OF SUMPTER

P.I. = 596+19.18
Y = 215,831.481
X = 642,915.472
DELTA = 04° 07' 20" (LT)
D = 00° 24' 33"
T = 503.85'
L = 1,007.26'
R = 14,000.00'
P.C. = 591+15.33
P.C.C. = 601+22.59
BK. TAN N 03° 30' 36" W

P.I. = 606+38.07
Y = 214,821.185
X = 643,050.852
DELTA = 10° 16' 52" (RT)
D = 00° 59' 59"
T = 515.48'
L = 1,028.19'
R = 5,730.00'
P.C.C. = 601+22.59
P.T. = 611+50.78
AH TAN S 02° 38' 56" W

HARRISON MONUMENT FOUND
Y = 214,997.441
X = 641,329,347
T 11 N, R 6 E, 21 22 28 27

HARRISON MONUMENT FOUND
Y = 215,017.400
X = 643,967.909
T 11 N, R 6 E, 22 27

NW-NW SEC 27 | NE-NW SEC 27 | SW-NW 27 | SE-NW 27

CENTURY TEL
EASEMENT VOL. 166, DEEDS P. 294, AS DOCUMENT 240294, PARCEL 62

AMERICAN TRANSMISSION COMPANY
EASEMENT VOL. 305, DEEDS P. 639, AS DOCUMENT 33461, PARCEL 62

EXISTING R/W ON USH 12 IS BASED ON PREVIOUS DIVISION JOB. NO. 1641, CERTIFIED SURVEY MAP NO.'S 3792 AND 4770, FOUND IRONS AND R/W MARKER POSTS.

EXISTING ACCESS CONTROL AS SHOWN IS BASED ON PREVIOUS CONTROLED ACCESS PROJECT 1670-02-29.

ALL DISTANCES AS SHOWN FROM BUILDINGS TO NEW R/W LINE ARE APPROXIMATE ONLY.

POINT	STATION	OFFSET
9806	597+35.61	-124.16'
9843	603+56.79	-86.86'
12038	603+69.83	95.00'
12039	604+15.61	95.00'
12041	600+00.00	80.00'
12042	603+70.39	78.26'
12043	604+16.07	76.63'
12047	599+00.01	100.00'
12051	596+00.00	-115.00'
12052	597+35.16	-115.00'
12053	594+00.00	-140.00'
12430	604+41.86	63.53'
12433	604+52.06	-84.24'
12434	604+54.78	-125.00'
12435	604+46.31	0.00'
12561	592+00.00	-0.00'
12564	592+00.00	208.79'
12565	592+00.00	-126.55'
12735	598+00.03	210.00'
12736	596+00.81	210.03'
12737	603+95.05	-126.43'
15154	601+00.00	-101.86'

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.
ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES	PLE AC.	HE AC.
62	GLORIA K. ALTEMUS, ETAL	FEE,TLE	0.40	2.38	2.78	0.07	----	----
63	KEVIN B. & VICTORIA M. OLSON	FEE,TLE	3.36	1.37	4.73	0.02	----	----
71	ALLIANT ENERGY - ELECTRIC	RELEASE OF RIGHTS						
79	AMERICAN TRANSMISSION COMPANY	RELEASE OF RIGHTS						

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1035382 AND FILED IN D-281C.

SCALE, FEET
0 100 200

COURSE TABLE			
POINT NUMBER	BEARING	DISTANCE	TO POINT NUMBER
12431	N 07°01'56" W	24.63'	12043
12043	S 86°42'31" W	18.38'	12039
12039	N 04°55'53" W	45.02'	12038
12038	N 86°42'33" E	16.75'	12042
12042	S 06°59'46" E	45.09'	12043
12433	N 03°15'47" W	96.73'	9843
9843	S 50°32'02" E	55.55'	12737
12737	S 03°15'47" E	61.06'	12434
12434	S 89°34'00" W	40.85'	12433

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1674-00-23-4.19
AMENDMENT No. 1

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY, WISCONSIN AT ___:___ .M ON _____ AS DOCUMENT #_____ AND FILED IN _____

_____
SIGNATURE OF REGISTER OF DEEDS

445 AMEND 4.19

PLOT SCALE :
PLOT NAME :
PLOT BY : KL Engineering
PLOT DATE : 1/29/2014
FILE NAME : G:\STRAND\S100538\TPP\amendments\amend1_040419_RW8.dgn

BEGIN PROJECT
STA. 282+39.19EB
MATCH EXISTING

BEGIN CONSTRUCTION
STA. 291+95.37WB
MATCH EXISTING

BEGIN CONSTRUCTION
STA. 295+02.37EB
MATCH EXISTING

15BD
20BD
25BD
30BD
35BD
10DL
CTH BD

285WB
285EB
290WB
290EB
295WB
295EB
300WB
300EB
305WB
305EB
310WB
310EB
USH 12 (WB)
USH 12 (EB)

BM643
BM644
BM645
BM646
BM649

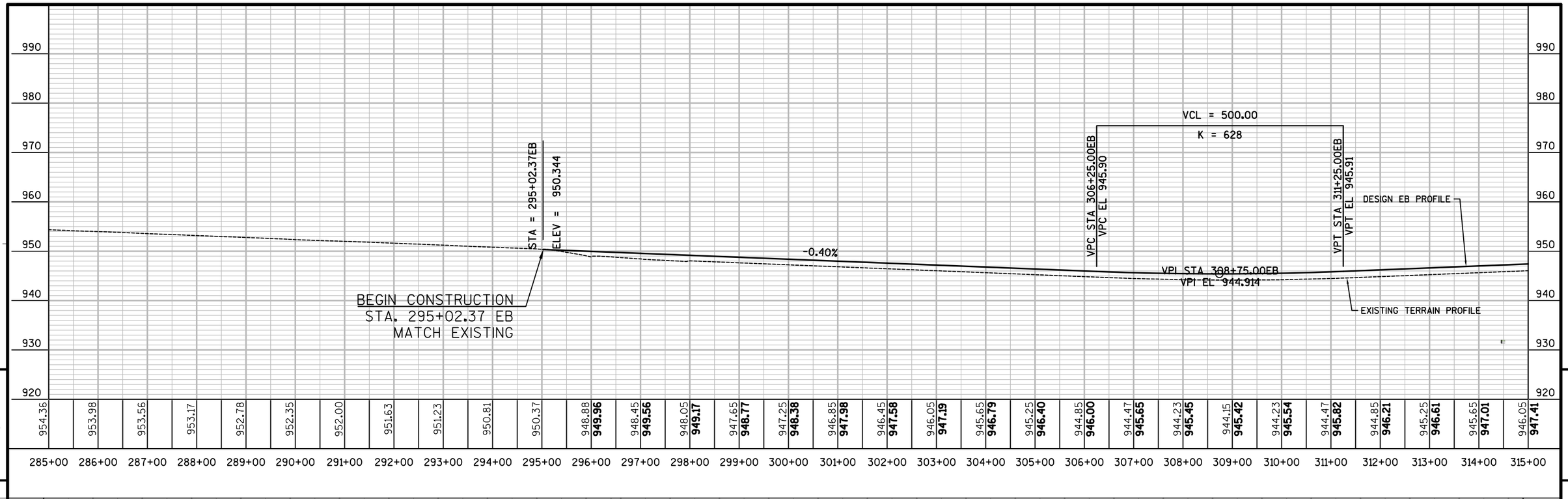
ADJUSTING INLET COVERS REQ'D.
STA. 30+00BD - 49+00BD

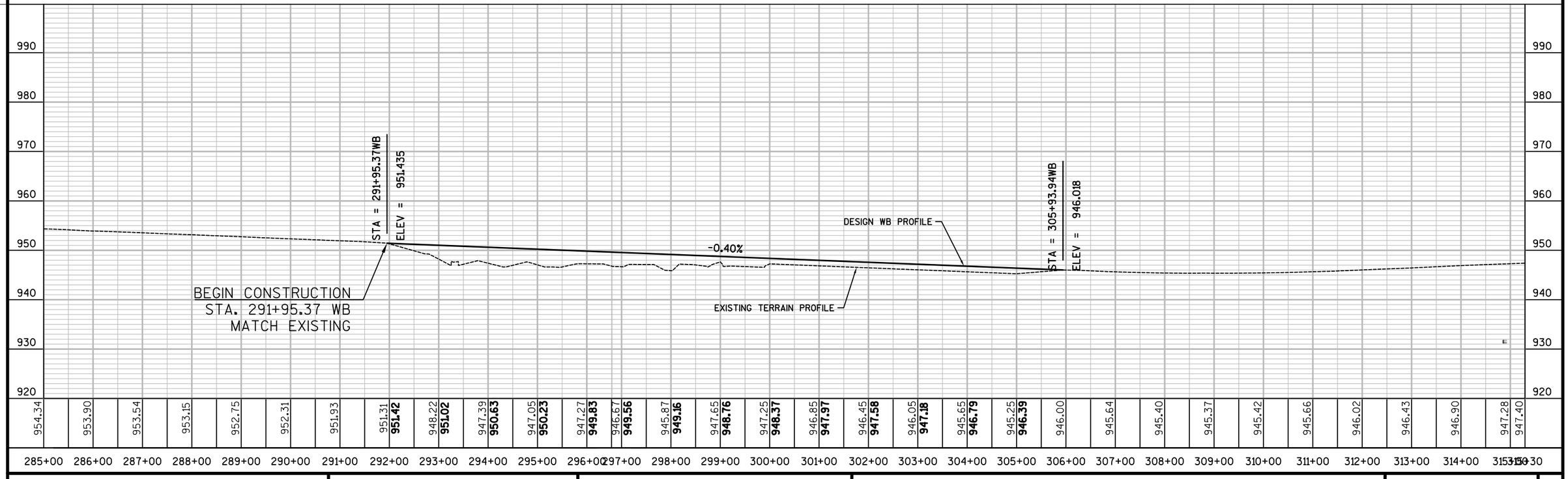
REMOVING SMALL PIPE CULVERTS REQ'D.
REMOVING INLETS
REMOVING CURB AND GUTTER
REMOVING PAVEMENT
REMOVING STORM SEWER (12-INCH)
REMOVING STORM SEWER (15-INCH)
STA. 28+00BD - 48+00BD
REMOVE INLETS
REMOVING STREET LIGHTS REQ'D.
STA. 30+00BD - 36+00BD
REMOVING STREET LIGHTING CABINET REQ'D.
REMOVING INLETS
C/O FINANCE DEPT
MATHY CONSTRUCTION COMPANY
R/W
REMOVING SMALL PIPE CULVERTS REQ'D.
SLOPE INTERCEPT (TYP.)
MATCH LINE STA. 314+00EB
REMOVING TEMPORARY CONCRETE BARRIER
REMOVING PERMANENT CRASH CUSHIONS

BENCHMARKS			
NO.	STATION	DESCRIPTION	ELEV.
643	308+53EB 624' LT	CHIS SQ SE END 24-INCH RCCP	949.99
644	302+64EB 618' LT	TOP NUT HYD	944.26
645	299+07EB 133' LT	CHIS X E SIDE MIDIAN INL	944.95
646	288+02EB 125' LT	CHIS SQ TOP OF CONC WINGWALL	947.58
649	309+67EB 340' LT	CHIS SQ TOP 12-INCH RCCP	955.06

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: USH 12	SHEET 446 E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLAN AND PROFILE\81 PROJECT\050101_PP (USH 12).DWG PLOT DATE : 5/13/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:200 FT





PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: USH 12	SHEET 447	E

BM322

50BD

CTH BD

45BD

BM650

40BD

REMOVING INLETS

14DL

C/O FINANCE DEPT
MATHY CONSTRUCTION
COMPANY

TERRYTOWN ROAD

STA. 322+54WB - STA. 325+04WB LT
STA. 322+16WB - STA. 325+29WB RT
MGS THRIE BEAM TRANSITION
MGS GUARDRAIL 3 &
MGS GUARDRAIL TERMINAL EAT REQ'D
(SEE S.D.D.)

SAUK COUNTY

N

SLOPE INTERCEPT (TYP.)

BM648

330WB

325WB

335WB

USH 12 (WB)

340WB

345WB

STH 136 WB ON-RAMP

330EB

325EB

335EB

USH 12 EB

340EB

320WB

320EB

315WB

315EB

BM647

EXISTING C-56-2032

EXISTING STRUCTURE B-56-189

MATCH LINE STA. 314+00EB

STA. 317+04EB - STA. 319+91EB LT
STA. 316+70EB - STA. 319+59EB RT
MGS THRIE BEAM TRANSITION
MGS GUARDRAIL 3 &
MGS GUARDRAIL TERMINAL EAT REQ'D
(SEE S.D.D.)

C/O FINANCE DEPT
MATHY CONSTRUCTION
COMPANY

JAMES C & SUZANNE B
DOHNER

DAN V. & ELAINE R.
PARSONS

MATCH LINE STA. 345+00EB

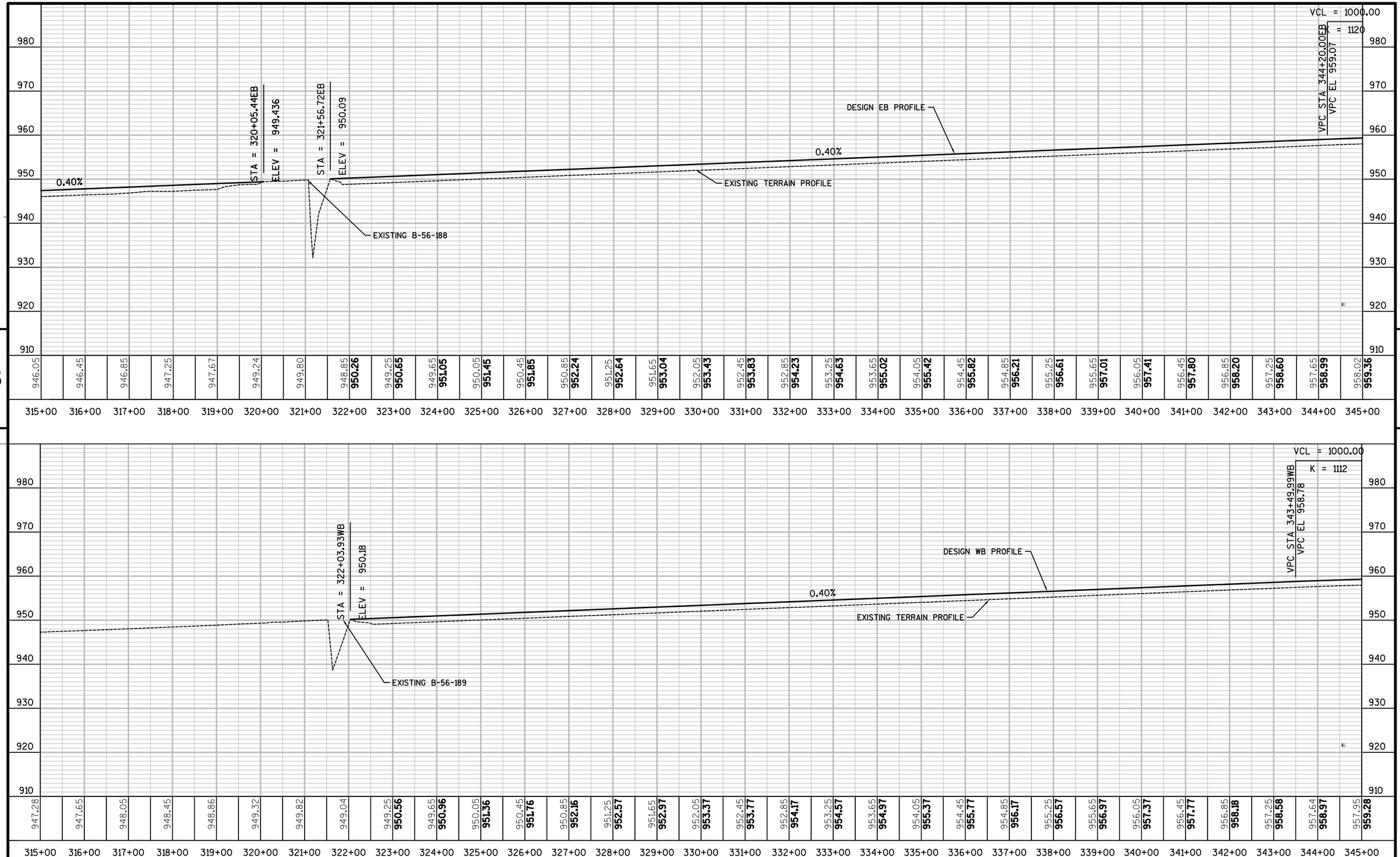
5

5

BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV.
322	323+54EB 871' LT	RR SPIKE IN PPOL	926.84
647	319+63EB 35' RT	WISDOT DISK	950.92
648	322+45EB 97' LT	WISDOT DISK	954.30
650	322+90EB 702' LT	TOP NUT HYD	935.78

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: USH 12	SHEET 448 E



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: USH 12	SHEET 449	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLAN AND PROFILE\81 PROJECT\050101_PP (USH 12).DWG PLOT DATE : 4/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1 IN:200 FT

N

STH 136

WEST DAY-PLAZA STATION, LLC

EXISTING R-56-33

TLE

STA. 361+55WB - STA. 364+18WB LT
STA. 361+70WB - STA. 364+83WB RT
MGS THRIE BEAM TRANSITION
MGS GUARDRAIL 3 &
MGS GUARDRAIL TERMINAL EAT REQ'D
(SEE S.D.D.)

BM610

SAUK COUNTY

REMOVING PERMANENT TYPE III BARRICADES

R/W

360B

355B

350B

STH 136 WB ON-RAMP

EXISTING B-56-206

REMOVING PERMANENT TYPE III BARRICADES

365B

STH 136 WB OFF-RAMP

370B

VILLAGE OF WEST BARABOO (WATER AND STORM SEWER) (TYP.)

ABANDON AND SEAL 24-INCH CULVERT

EXISTING B-56-208

STA. 371+79EB - STA. 373+00EB LT
STEEL THRIE BEAM STRUCTURE APPROACH
STEEL THRIE BEAM BULLNOSE TERMINAL
(SEE S.D.D.)

5

MATCH LINE STA. 345+00EB

350WB

355WB

360WB

365WB

USH 12 (WB)

370WB

350EB

355EB

360EB

365EB

USH 12 (EB)

370EB

345A

350A

STH 136 EB OFF-RAMP

355A

360A

EXISTING B-56-205

BM611

CENTURYLINK. (TYP.)

ALLIANT ENERGY (GAS) (TYP.)

365A

STH 136 EB ON-RAMP

370A

EXISTING B-56-207

MATCH LINE STA. 375+00EB

5

R/W

REMOVING PERMANENT TYPE III BARRICADES

STA. 370+13EB - STA. 373+00EB RT
MGS THRIE BEAM TRANSITION
MGS GUARDRAIL 3 &
MGS GUARDRAIL TERMINAL EAT REQ'D
(SEE S.D.D.)

REMOVING PERMANENT TYPE III BARRICADES

ALLIANT ENERGY (ELEC)

R/W

STH 136

STA. 356+46EB - STA. 359+59EB LT
STA. 357+11EB - STA. 359+74EB RT
MGS THRIE BEAM TRANSITION
MGS GUARDRAIL 3 &
MGS GUARDRAIL TERMINAL EAT REQ'D
(SEE S.D.D.)

BM612

TLE

CROELL-REDIMIX, INC.

NANCY JO DILLMAN &
HELFRIED D. MOH,
REVOCABLE TRUST

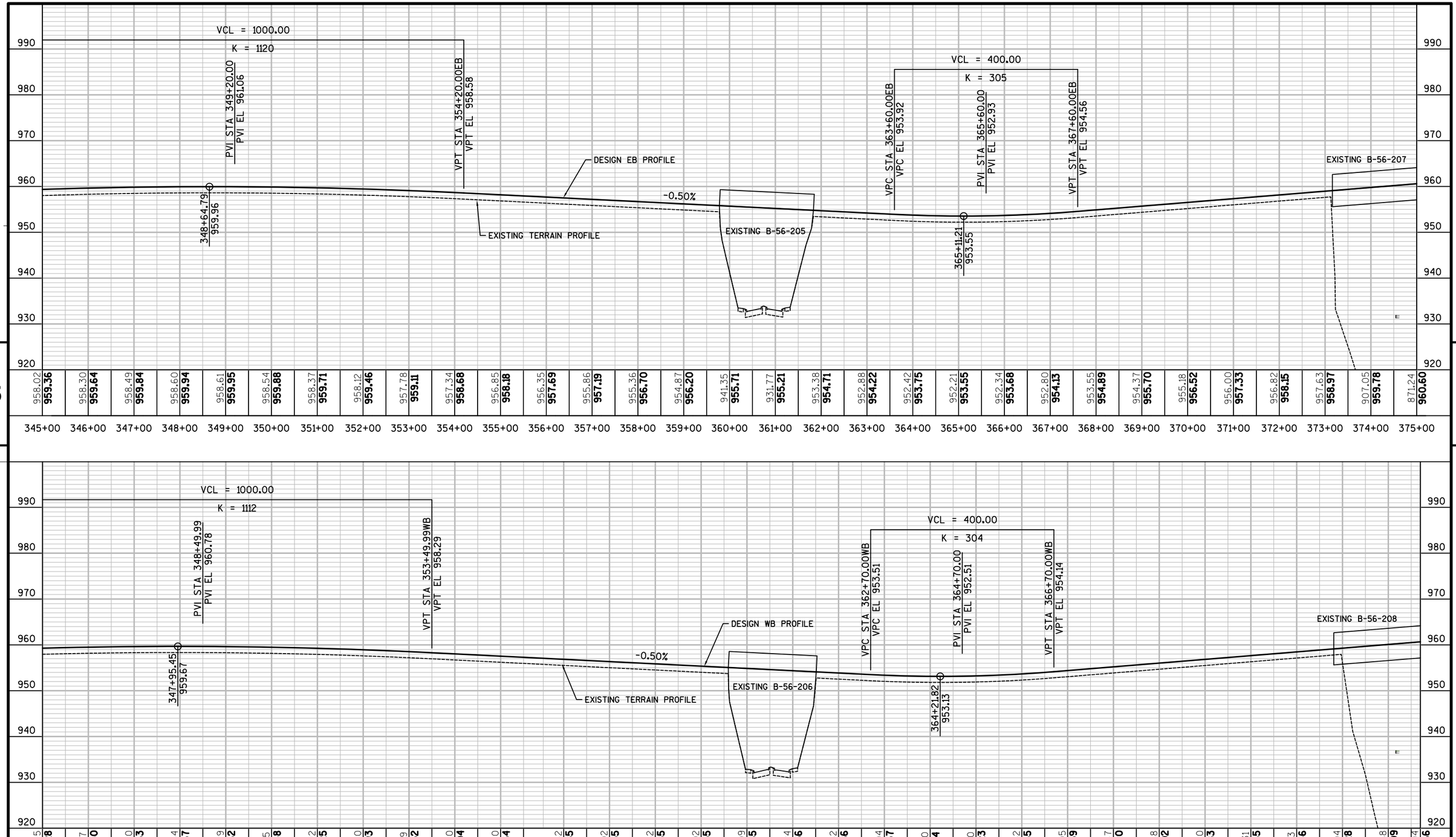
CONCRETE PLANT DRIVEWAY

BENCHMARKS

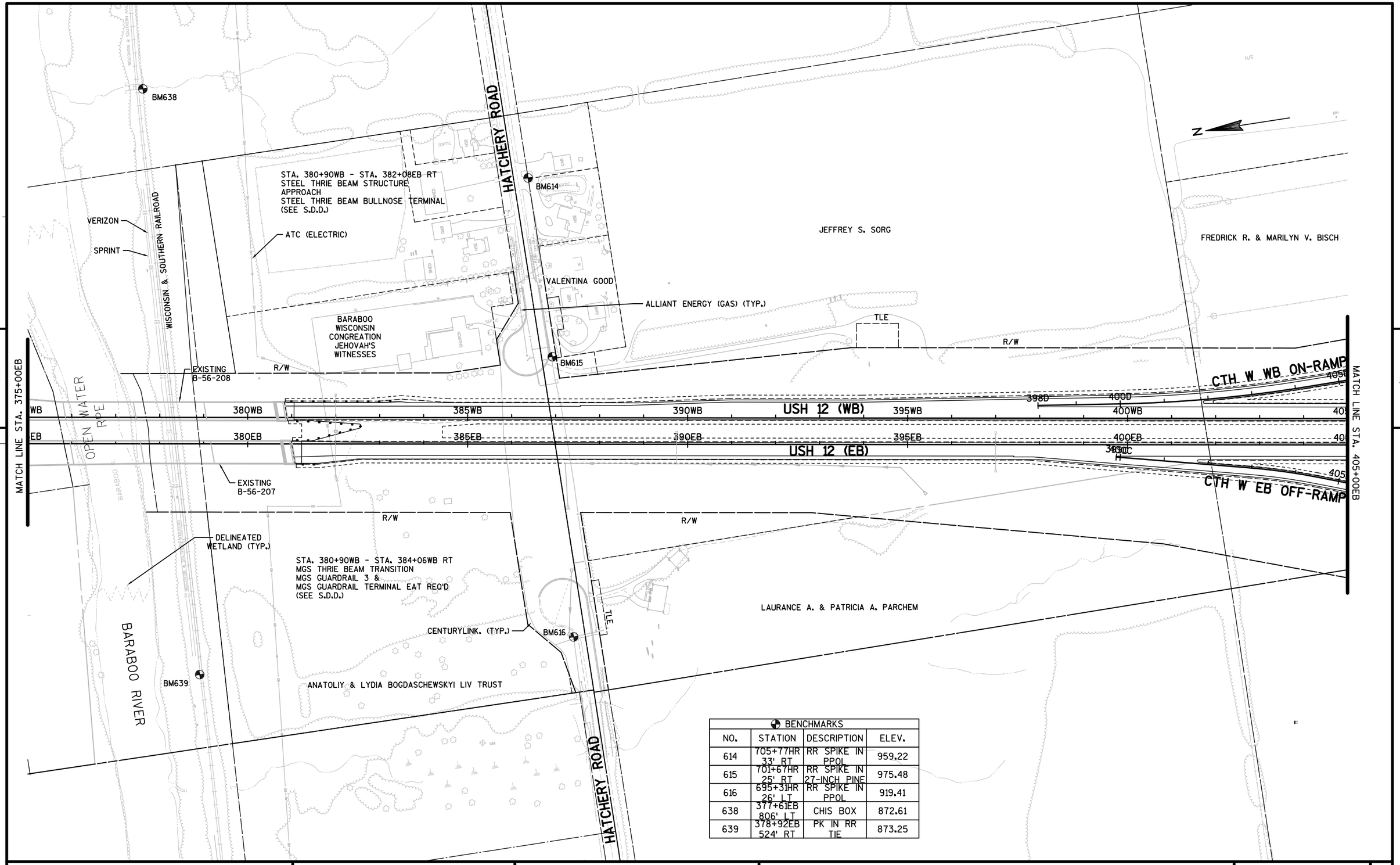
NO.	STATION	DESCRIPTION	ELEV.
610	104+51LE 36' LT	RR SPIKE IN PPOL	925.18
611	99+04LE 2' RT	RR SPIKE IN PPOL	944.48
612	93+76LE 27' RT	RR SPIKE IN PPOL	930.17

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: USH 12	SHEET 450	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLAN AND PROFILE\81 PROJECT\050101_PP (USH 12).DWG PLOT DATE : 4/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1 IN:200 FT

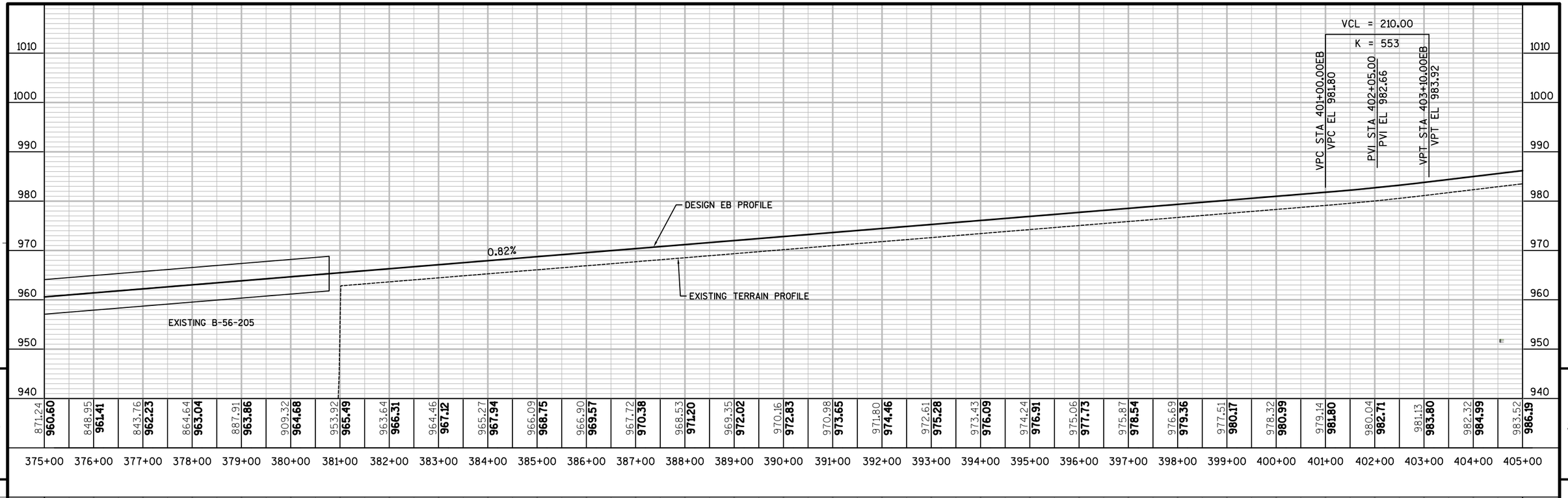


PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: USH 12	SHEET 451	E



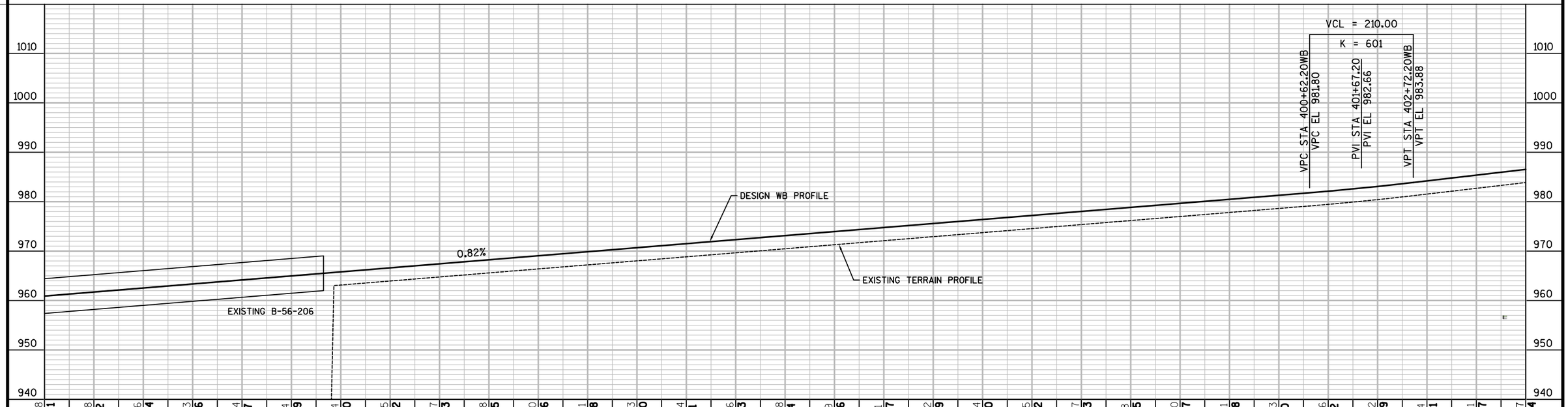
BENCHMARKS			
NO.	STATION	DESCRIPTION	ELEV.
614	705+77HR 33' RT	RR SPIKE IN PPOL	959.22
615	701+67HR 25' RT	RR SPIKE IN 27-INCH PINE	975.48
616	695+31HR 26' LT	RR SPIKE IN PPOL	919.41
638	377+61EB 806' LT	CHIS BOX	872.61
639	378+92EB 524' RT	PK IN RR TIE	873.25

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: USH 12	SHEET 452 E



871.24	848.95	843.76	864.64	887.91	909.32	953.92	963.64	964.46	965.27	966.09	966.90	967.72	968.53	969.35	970.16	970.98	971.80	972.61	973.43	974.24	975.06	975.87	976.69	977.51	978.32	979.14	980.04	981.13	982.32	983.52
960.60	**961.41**	**962.23**	**963.04**	**963.86**	**964.68**	**965.49**	**966.31**	**967.12**	**967.94**	**968.75**	**969.57**	**970.38**	**971.20**	**972.02**	**972.83**	**973.65**	**974.46**	**975.28**	**976.09**	**976.91**	**977.73**	**978.54**	**979.36**	**980.17**	**980.99**	**981.80**	**982.71**	**983.80**	**984.99**	**986.19**

375+00 376+00 377+00 378+00 379+00 380+00 381+00 382+00 383+00 384+00 385+00 386+00 387+00 388+00 389+00 390+00 391+00 392+00 393+00 394+00 395+00 396+00 397+00 398+00 399+00 400+00 401+00 402+00 403+00 404+00 405+00



870.68	843.78	843.76	868.93	897.54	918.54	963.14	963.95	964.77	965.58	966.40	967.21	968.03	968.84	969.66	970.48	971.29	972.11	972.92	973.74	974.55	975.37	976.18	977.00	977.81	978.63	979.46	980.42	981.54	982.71	983.87
960.91	**961.72**	**962.54**	**963.36**	**964.17**	**964.99**	**965.80**	**966.62**	**967.43**	**968.25**	**969.06**	**969.88**	**970.70**	**971.51**	**972.33**	**973.14**	**973.96**	**974.77**	**975.59**	**976.40**	**977.22**	**978.03**	**978.85**	**979.67**	**980.48**	**981.30**	**982.12**	**983.09**	**984.21**	**985.37**	**986.54**

375+00 376+00 377+00 378+00 379+00 380+00 381+00 382+00 383+00 384+00 385+00 386+00 387+00 388+00 389+00 390+00 391+00 392+00 393+00 394+00 395+00 396+00 397+00 398+00 399+00 400+00 401+00 402+00 403+00 404+00 405+00

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: USH 12	SHEET 453	E

EXISTING R-56-35

EXISTING R-56-34

ALLIANT ENERGY (ELEC.)

DEYCO J, LLC

FREDRICK R. & MARILYN V. BISCH

STA. 416+09WB - STA. 418+73WB LT
STA 416+13WB - STA. 419+25WB RT MED.
MGS THRIE BEAM TRANSITION
MGS GUARDRAIL 3 &
MGS GUARDRAIL TERMINAL EAT REQ'D
(SEE S.D.D.)

ALLIANT ENERGY (ELEC.)

CENTURYLINK (TYP.)

T.L.E.

R/W

REMOVING PERMANENT TYPE III BARRICADES

REMOVING PERMANENT TYPE III BARRICADES

MATCH LINE STA. 405+00EB

5

410D

CTH W WB ON-RAMP

420D

CTH W WB OFF-RAMP

425D

430D

431D

410WB

410EB

415WB

415EB

420WB

420EB

USH 12 (WB)

USH 12 (EB)

425WB

425EB

430WB

430EB

430C

433C

EXISTING B-56-210

EXISTING B-56-209

CTH W EB OFF-RAMP

410C

CTH W EB ON-RAMP

425C

420C

MATCH LINE STA. 435+00EB

5

REMOVING PERMANENT TYPE III BARRICADES

REMOVING PERMANENT TYPE III BARRICADES

R/W

R/W

SPIRIT LAKE, LLC

STA. 411+07EB - STA. 414+19EB LT MED.
STA 411+62EB - STA. 414+24EB RT
MGS THRIE BEAM TRANSITION
MGS GUARDRAIL 3 &
MGS GUARDRAIL TERMINAL EAT REQ'D
(SEE S.D.D.)

ATC (ELEC.)

BM626

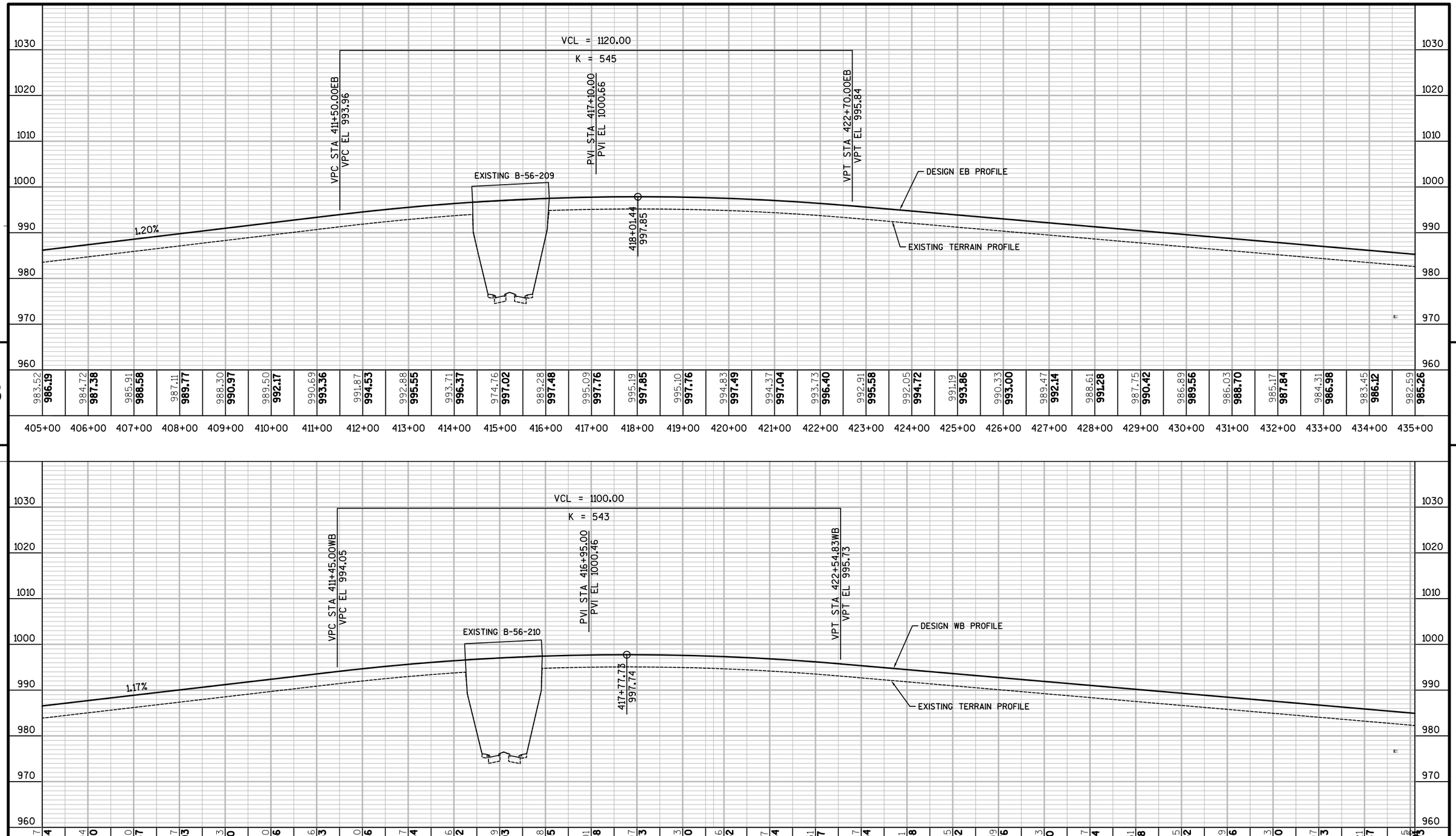
FREDRICK R. & MARILYN V. BISCH

CTH W

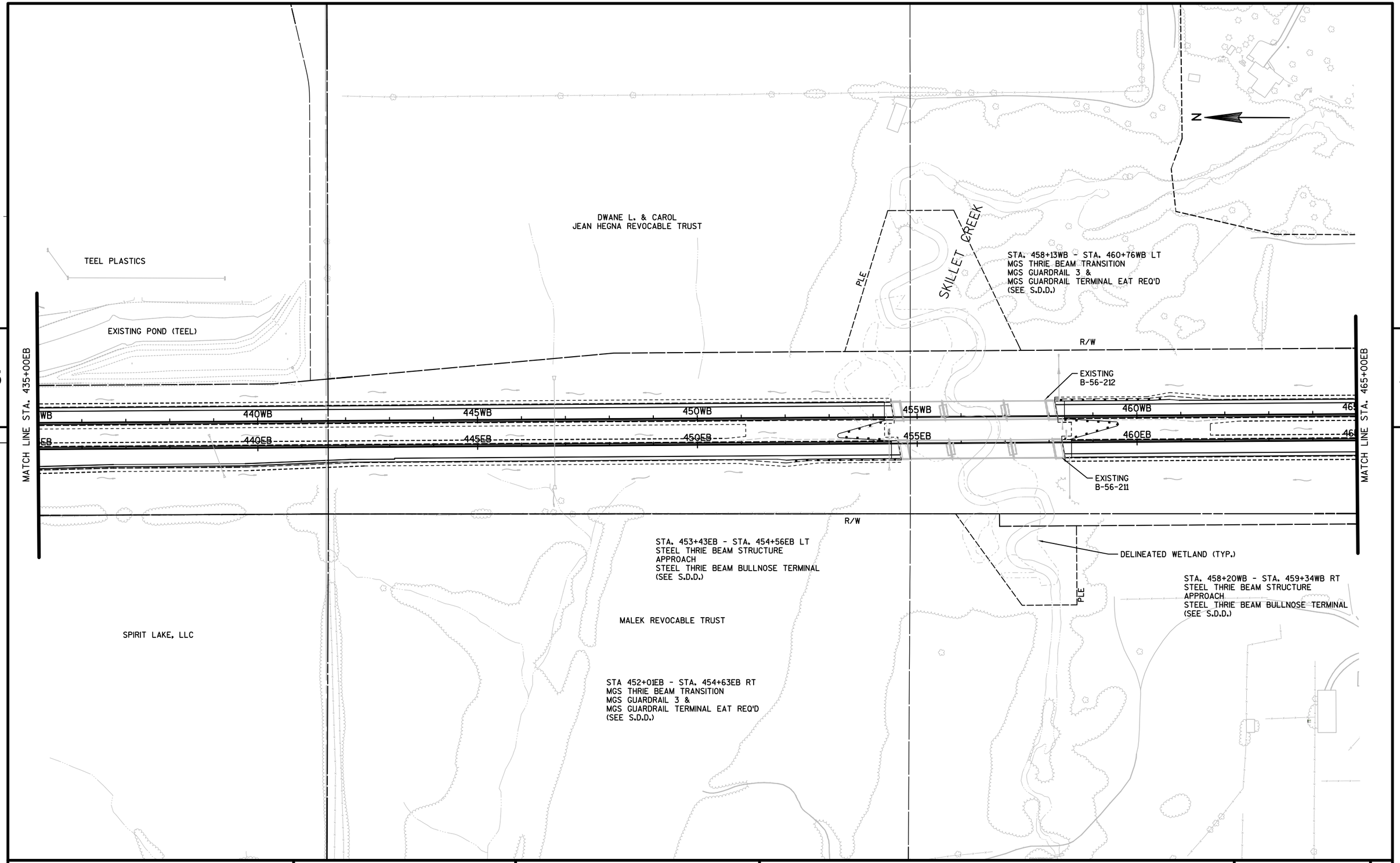
ALLIANT ENERGY (ELEC.)

BENCHMARKS			
NO.	STATION	DESCRIPTION	ELEV.
626	193+79WE 34' LT	RR SPIKE IN PPOL	987.23

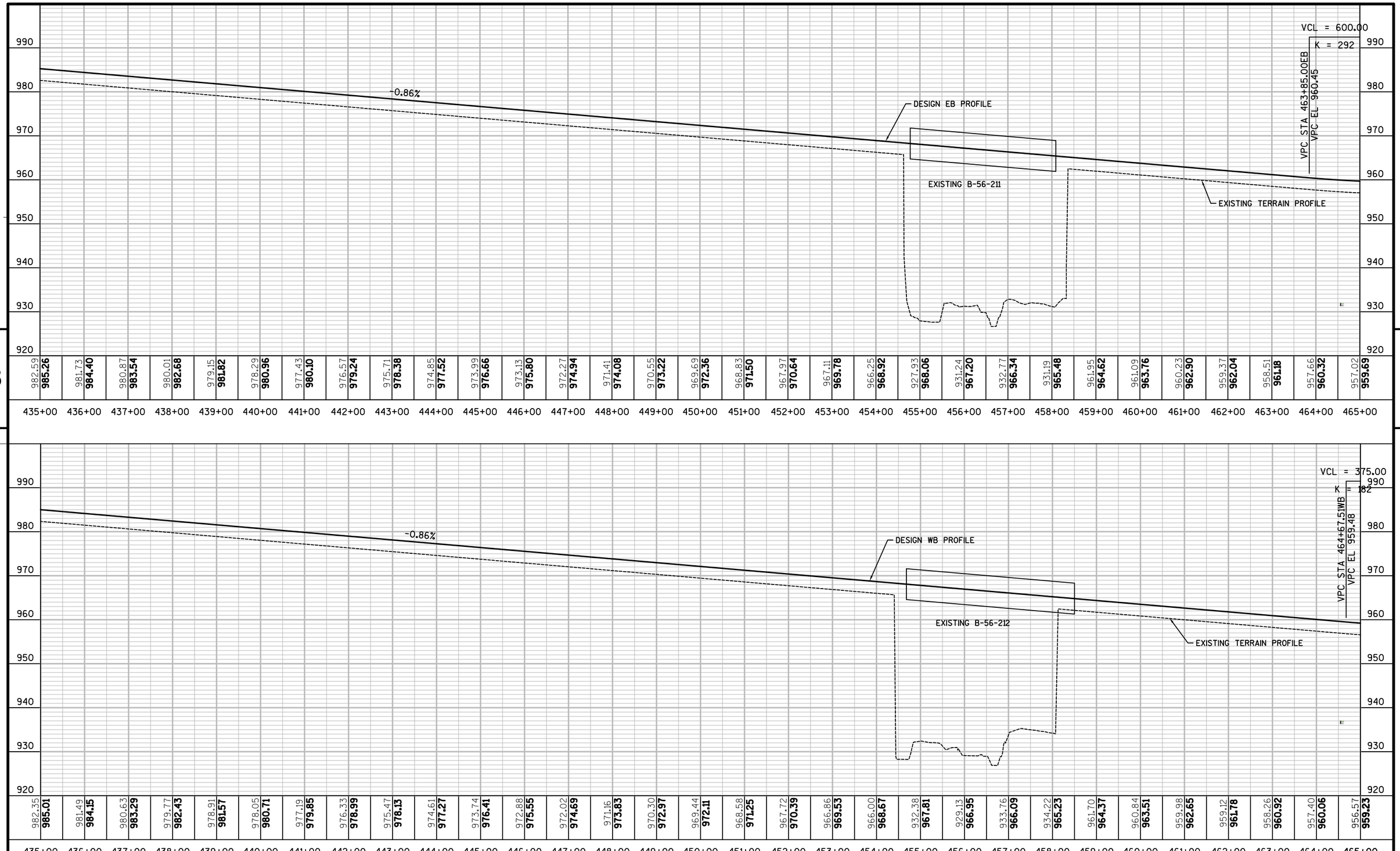
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: USH 12	SHEET 454	E



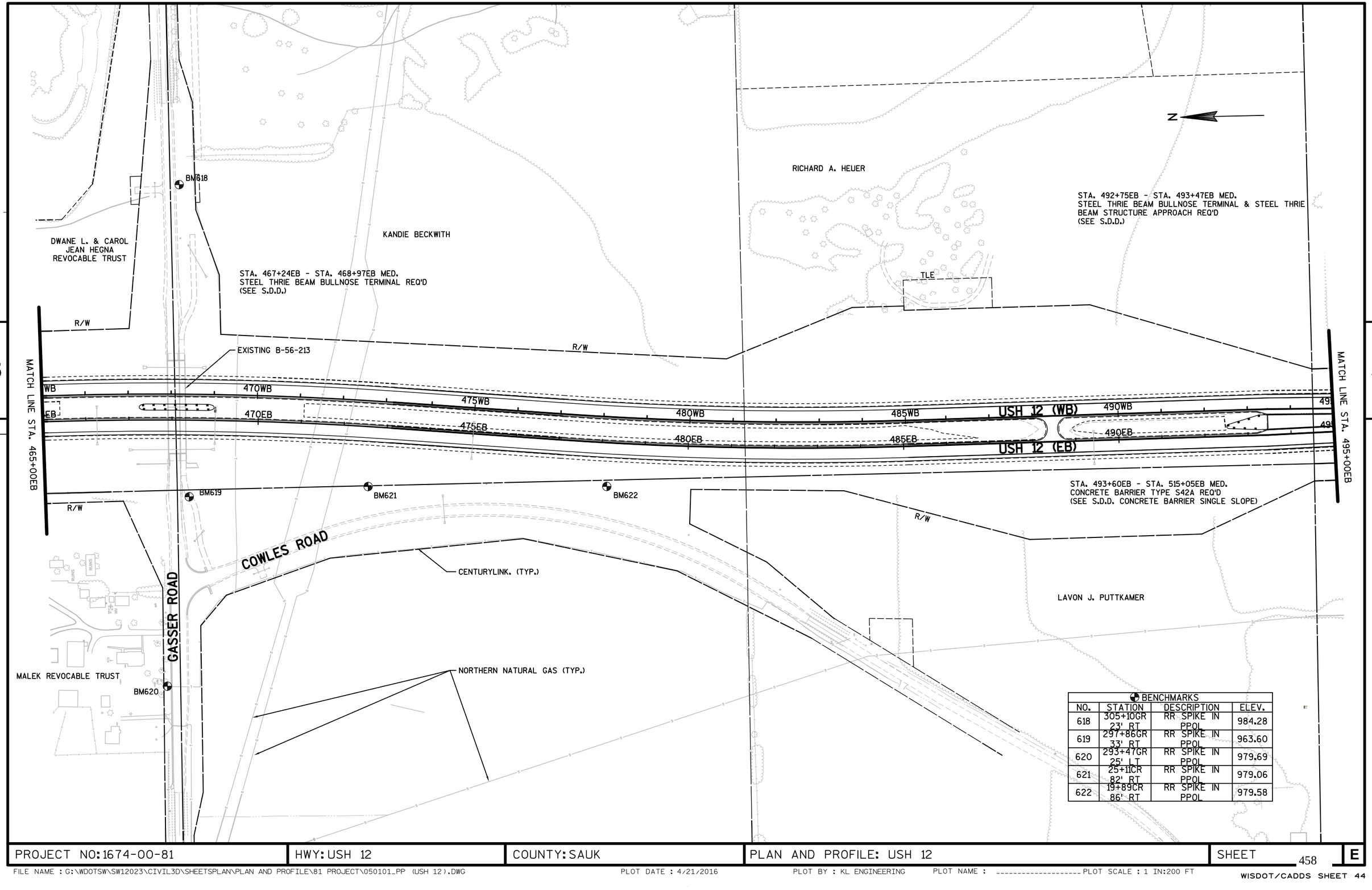
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: USH 12	SHEET 455	E



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: USH 12	SHEET 456	E

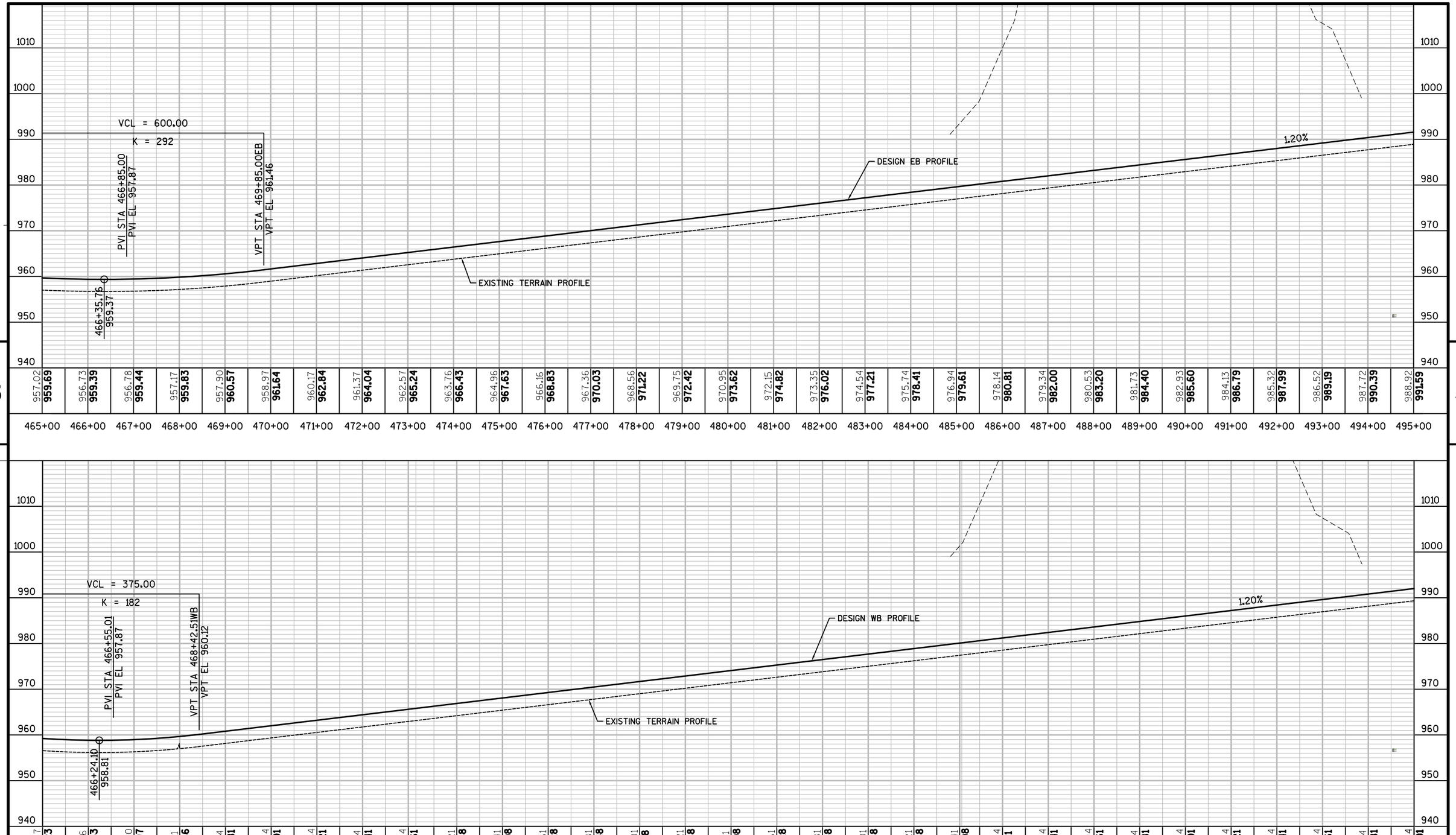


PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: USH 12	SHEET 457	E

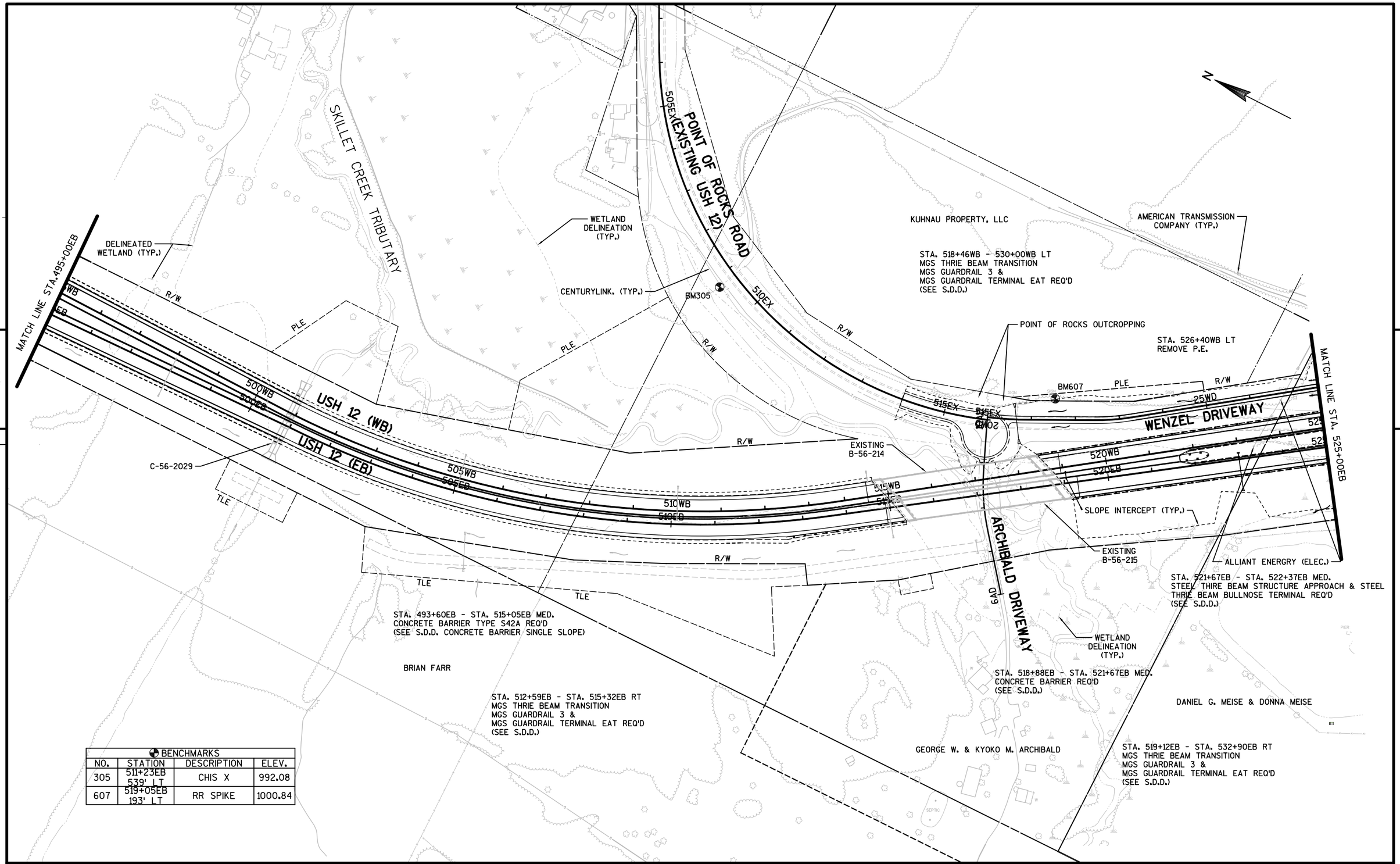


BENCHMARKS			
NO.	STATION	DESCRIPTION	ELEV.
618	305+10GR 23' RT	RR SPIKE IN PPOL	984.28
619	297+86GR 33' RT	RR SPIKE IN PPOL	963.60
620	293+47GR 25' LT	RR SPIKE IN PPOL	979.69
621	25+11CR 82' RT	RR SPIKE IN PPOL	979.06
622	19+89CR 86' RT	RR SPIKE IN PPOL	979.58

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: USH 12	SHEET 458	E



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: USH 12	SHEET 459	E



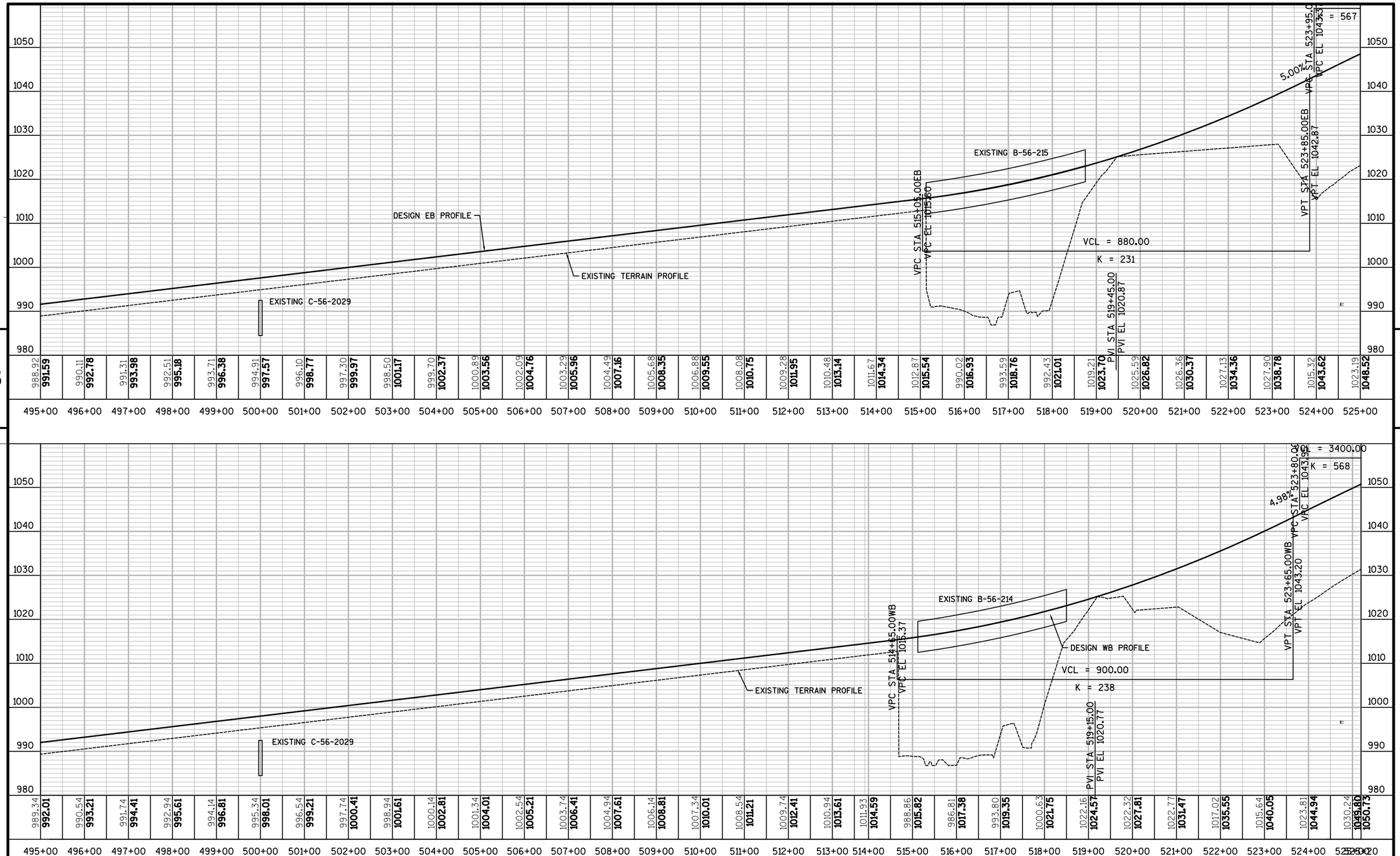
BENCHMARKS			
NO.	STATION	DESCRIPTION	ELEV.
305	511+23EB 539' LT	CHIS X	992.08
607	519+05EB 193' LT	RR SPIKE	1000.84

5

5

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: USH 12	SHEET 460 E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLAN AND PROFILE\81 PROJECT\050101_PP (USH 12).DWG PLOT DATE : 4/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:200 FT



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: USH 12	SHEET	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLAN AND PROFILE\81 PROJECT\050101_PP (USH 12).DWG PLOT DATE : 4/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1 IN:200 FT

STA. 536+85WB LT
REMOVE P.E.

NORMA L. BAKER

WILLIAM D. & DENISE R. WENZEL

VERA M. SCOLES

STA. 536+69EB
19-INCH BY 30-INCH CPRCHE X 55'
CLASS IV WITH
2 APRON ENDWALLS REQ'D.

STA. 546+05WB LT
EXISTING 18" x 34' CP TO BE REMOVED
REMOVE F.E.

STA. 543+00EB
19-INCHx30-INCH X 76' CPRC HE CLASS IV WITH
2 APRON ENDWALLS REQ'D.

STA. 551+16WB LT
30' CONSTRUCT P.E.
TO R/W

STA. 537+26WB LT
CONSTRUCT P.E.
24-INCH x 47' CP WITH
2 APRON ENDWALLS REQ'D.

STA. 549+60WB LT
REMOVE C.E.

LANDSCAPING
BERM
(SEE LANDSCAPE
PLAN AND CROSS
SECTIONS)

SLOPE INTERCEPTS (TYP.)

ALLIANT ENERGY (ELEC.)

BAKER DRIVEWAY

STA. 518+46WB - 530+00WB LT
MGS THRIE BEAM TRANSITION
MGS GUARDRAIL 3 &
MGS GUARDRAIL TERMINAL EAT REQ'D
(SEE S.D.D.)

STA. 528+46WB LT
EXISTING 24" X 31' CP TO BE REMOVED
REMOVE P.E.

REMOVING OLD STRUCTURE (STA. 526+60EB)
EXISTING 3.5' x 6' x 64'
CONCRETE BOX CULVERT TO BE REMOVED

540WB USH 12 (WB) 545WB 550WB

540EB USH 12 (EB) 545EB 550EB

535WB 535EB

530WB 530EB

BM303 BM605 BM606 BM304 BM302

OAK COURT

R-56-34

WENZEL DRIVEWAY

GREEN VALLEY DRIVEWAY

ZSURZS DRIVEWAY

TOMASZ ZSURZS &
IWONA MAJEWSKA

ISREAL
BARRERA
HERNANDEZ
& DELFINA
CORTES
SALAS

MARK R.
ENERSON

RUSS
MANSKE

AMERICAN TRANSMISSION
COMPANY (POLES) (TYP.)

CENTURYLINK. (TYP.)

REMOVING BUILDING
PARCEL 50 AND SITE
CLEARANCE PARCEL 50.

EXISTING SEPTIC MOUND

LUIS E. &
HEATHER L.
FARDIN

LEHMAN ROAD

ALLIANT
ENERGY
(ELEC.)

MATCH LINE STA. 554+00EB

MATCH LINE STA. 525+00EB

GREEN VALLEY CAMPGROUND

STA. 527+59EB RT
EXISTING 18" X 24' CP TO BE REMOVED
REMOVE P.E.

STA. 541+20EB RT
EXISTING 18" x 31' CP TO BE REMOVED
REMOVE P.E.

STA. 548+35EB RT
EXISTING 18" x 25' CP TO BE REMOVED
REMOVE P.E.

STA. 537+40EB RT
EXISTING 18" x 31' CP TO BE REMOVED
REMOVE P.E.

STA. 543+55EB RT
EXISTING 18" x 40' CP TO BE REMOVED
REMOVE P.E.

STA. 519+12EB - STA. 532+90EB RT
MGS THRIE BEAM TRANSITION
MGS GUARDRAIL 3 &
MGS GUARDRAIL TERMINAL EAT REQ'D
(SEE S.D.D.)

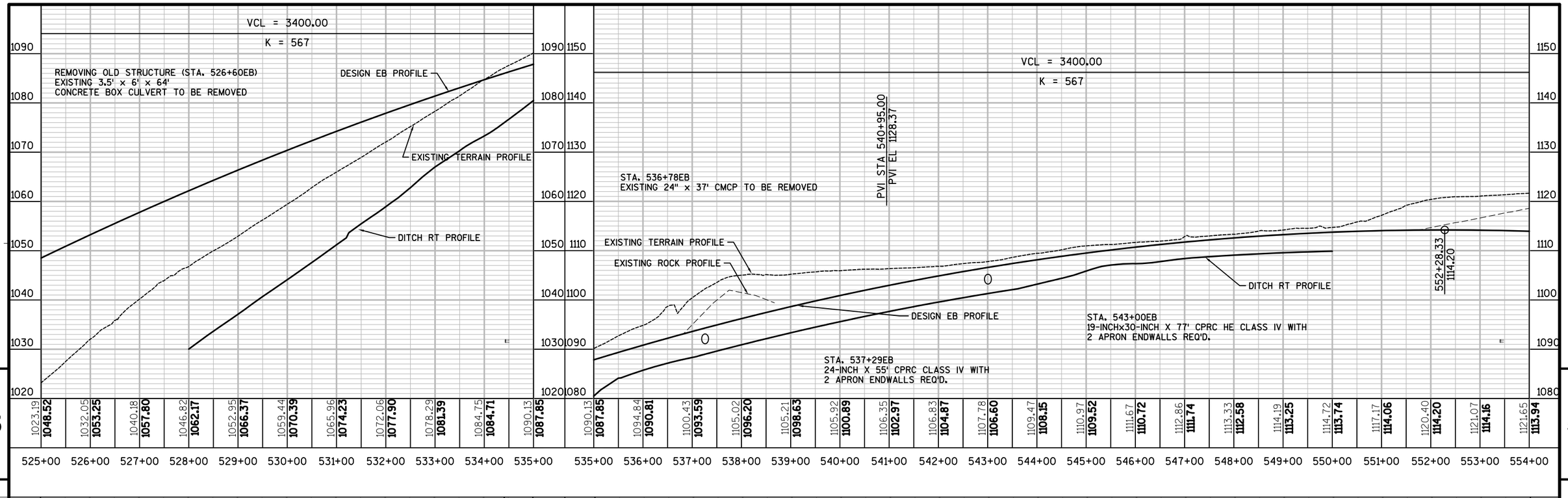
BENCHMARKS

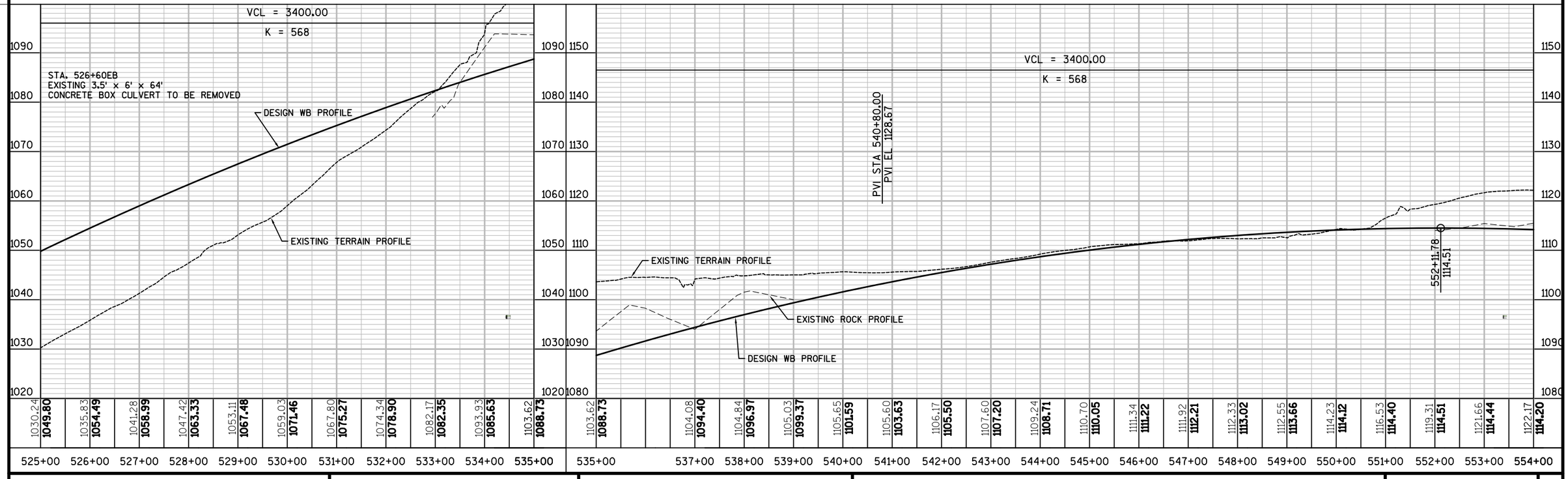
NO.	STATION	DESCRIPTION	ELEV.
302	551+78EB 143' RT	RR SPIKE IN PP	1119.35
303	536+60EB 65' RT	CHSLD 'X' ON 24" CMCP	1095.95
304	526+53EB 2' RT	CHIS BOX	1035.45
605	543+60EB 151' RT	RR SPIKE IN PP	1108.76
606	531+05EB 55' RT	RR SPIKE IN PP	1062.88

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: USH 12	SHEET 462 E

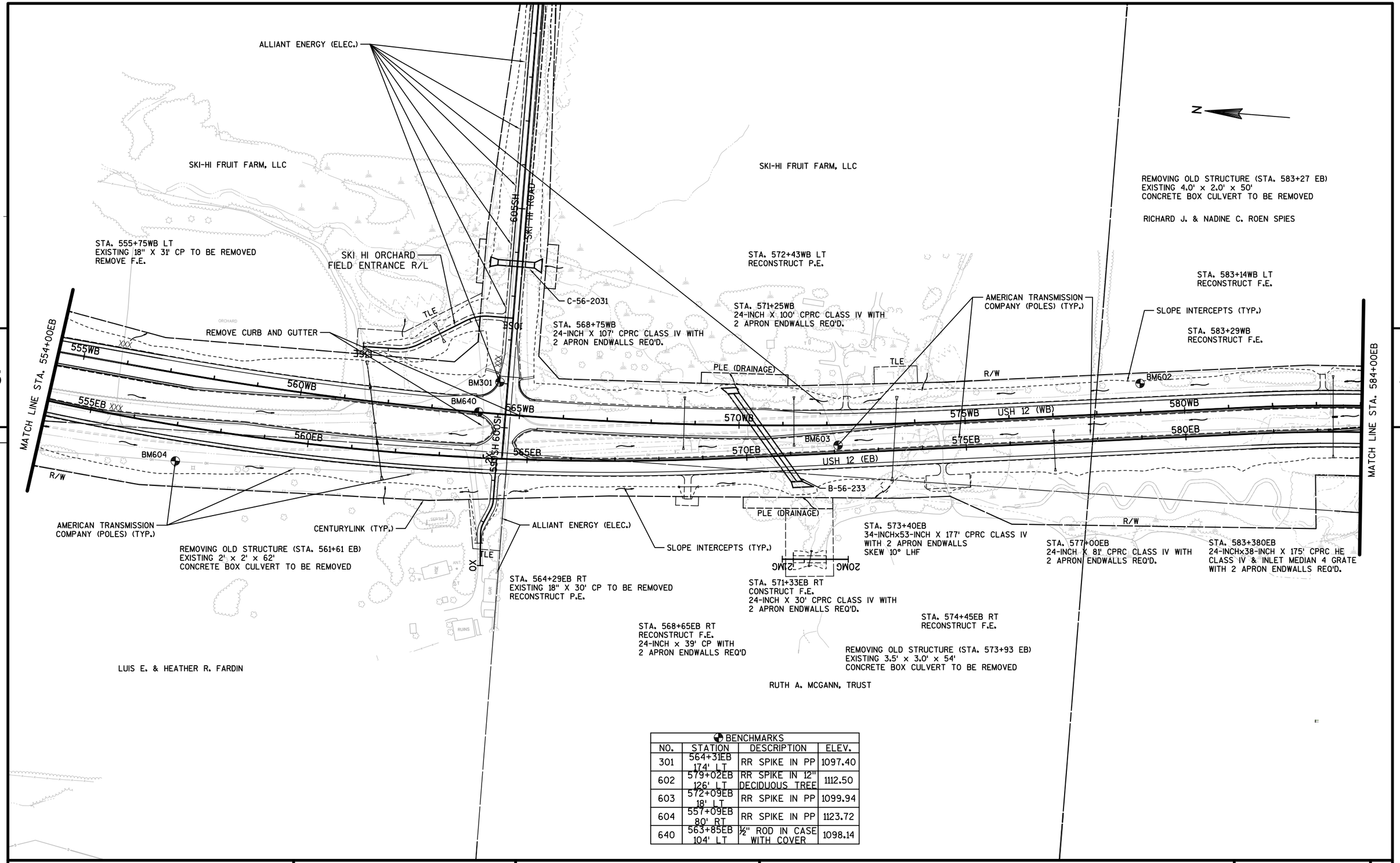
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLAN AND PROFILE\81 PROJECT\050101_PP (USH 12).DWG PLOT DATE : 4/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44



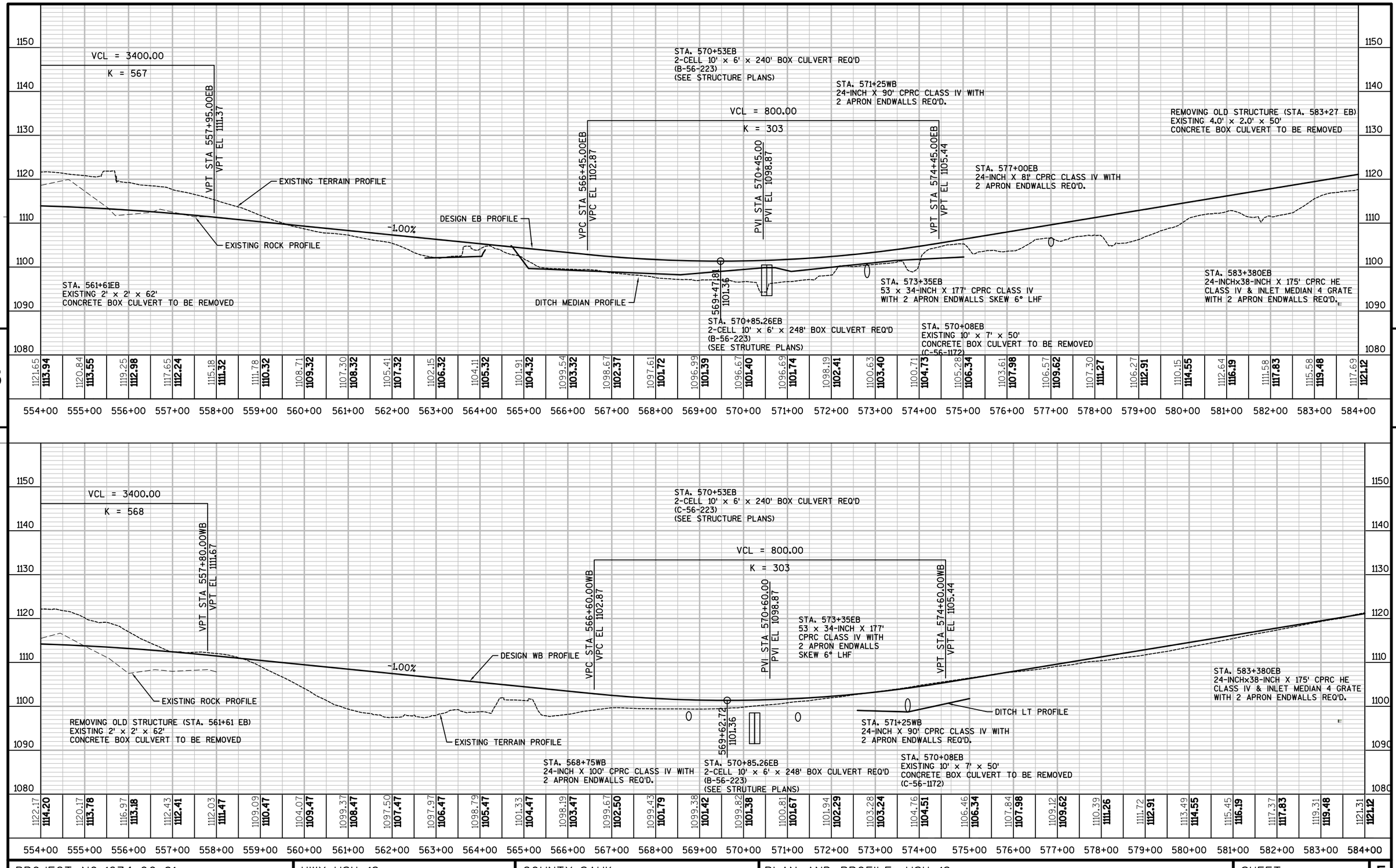


PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: USH 12	SHEET 463 E



BENCHMARKS			
NO.	STATION	DESCRIPTION	ELEV.
301	564+31EB 174' LT	RR SPIKE IN PP	1097.40
602	579+02EB 126' LT	RR SPIKE IN 12" DECIDUOUS TREE	1112.50
603	572+09EB 18' LT	RR SPIKE IN PP	1099.94
604	557+09EB 80' RT	RR SPIKE IN PP	1123.72
640	563+85EB 104' LT	½" ROD IN CASE WITH COVER	1098.14

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: USH 12	SHEET 464 E



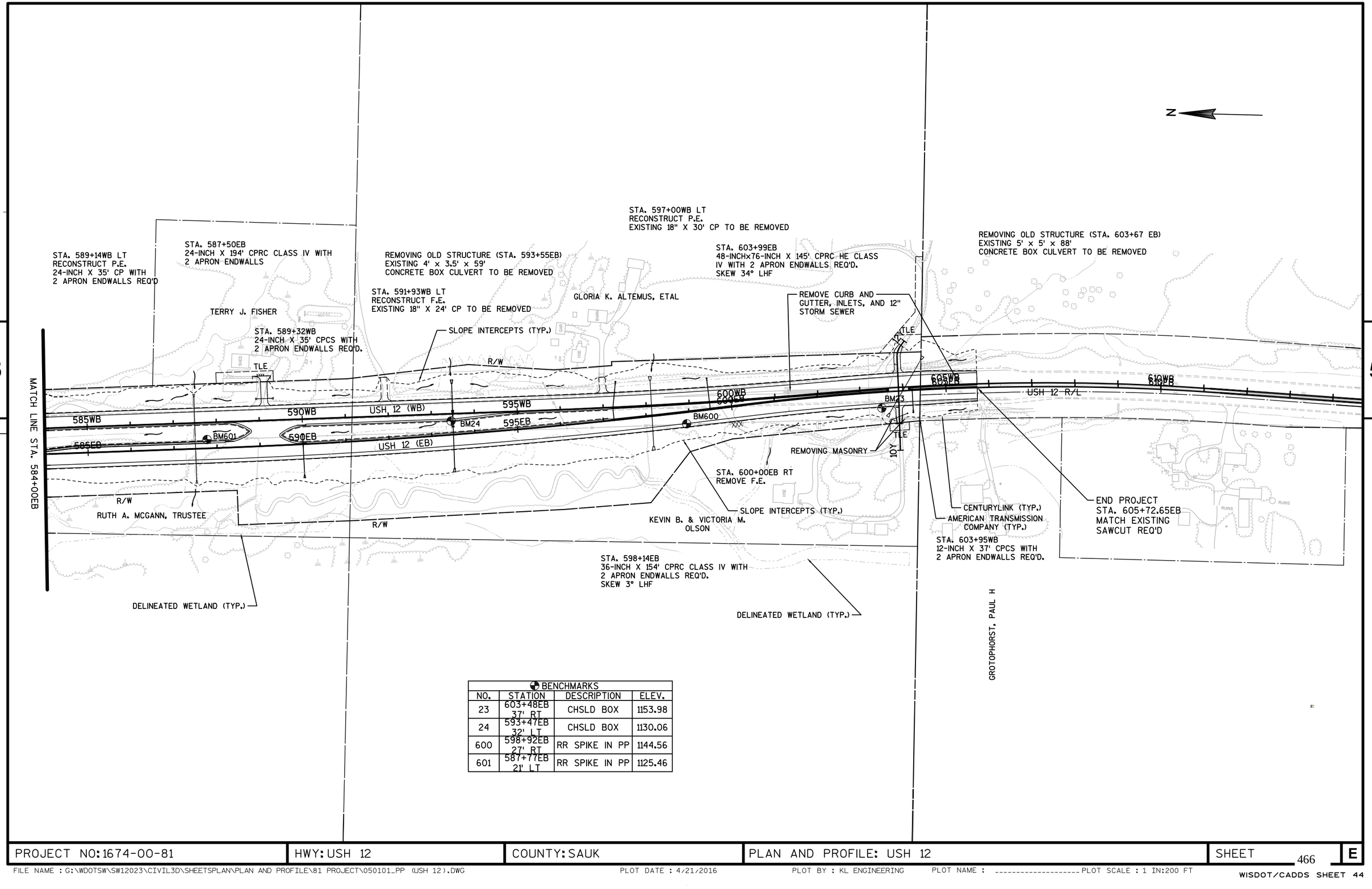
5

5

PROJECT NO: 1674-00-81 | HWY: USH 12 | COUNTY: SAUK | PLAN AND PROFILE: USH 12 | SHEET 465 | E

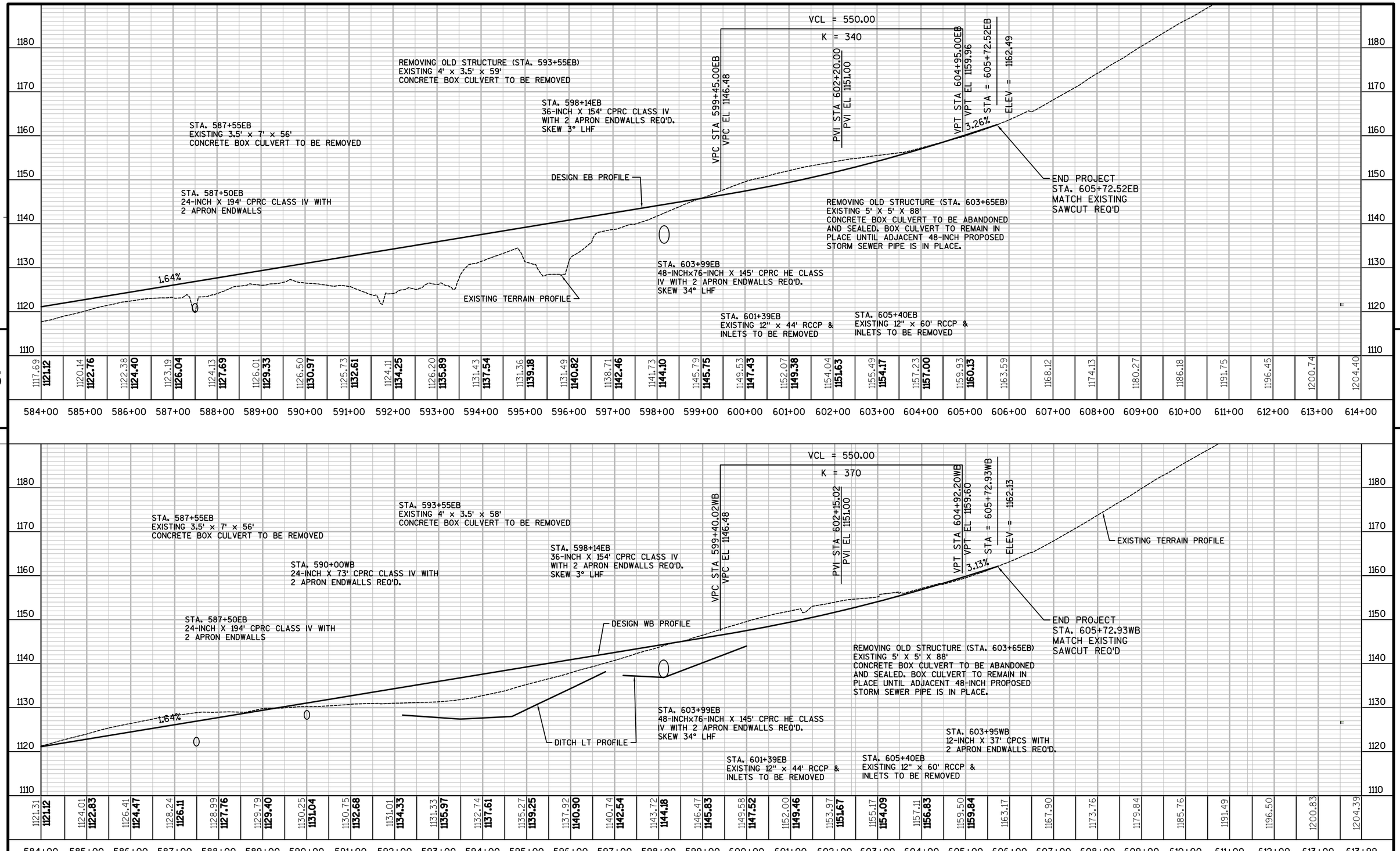
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLAN AND PROFILE\81 PROJECT\050101_PP (USH 12).DWG PLOT DATE : 4/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44



BENCHMARKS			
NO.	STATION	DESCRIPTION	ELEV.
23	603+48EB 37' RT	CHSLD BOX	1153.98
24	593+47EB 32' LT	CHSLD BOX	1130.06
600	598+92EB 27' RT	RR SPIKE IN PP	1144.56
601	587+77EB 21' LT	RR SPIKE IN PP	1125.46

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: USH 12	SHEET 466	E



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: USH 12	SHEET 467 E

SAUK COUNTY

360B
365B
365B
STH 136 WB ON-RAMP
VILLAGE OF WEST BARABOO (WATER AND STORM SEWER) (TYP.)
STH 136 WB OFF-RAMP
370B
374B
350WB
355WB
USH 12 (WB)
360WB
365WB
370WB
350EB
355EB
USH 12 (EB)
360EB
365EB
370EB
345EB
345A
350A
CENTURYLINK. (TYP.)
ALLIANT ENERGY (GAS) (TYP.)
REMOVING PERMANENT TYPE III BARRICADES
370A
373A
355A
STH 136 EB OFF-RAMP
REMOVING PERMANENT TYPE III BARRICADES
360A
365A
STH 136 EB ON-RAMP
R/W
R/W
R/W
TLE
BEGIN CONSTRUCTION STA. 345+38.31A
NANCY JO DILLMAN & HELFRIED O. MOH, REVOCABLE TRUST
END CONSTRUCTION STA. 357+19.72A MATCH EXISTING
STH 136
TLE
BEGIN CONSTRUCTION STA. 363+00.00A MATCH EXISTING
GROELL-REDI MIX, INC.
END CONSTRUCTION STA. 373+48.92A
N

5

5

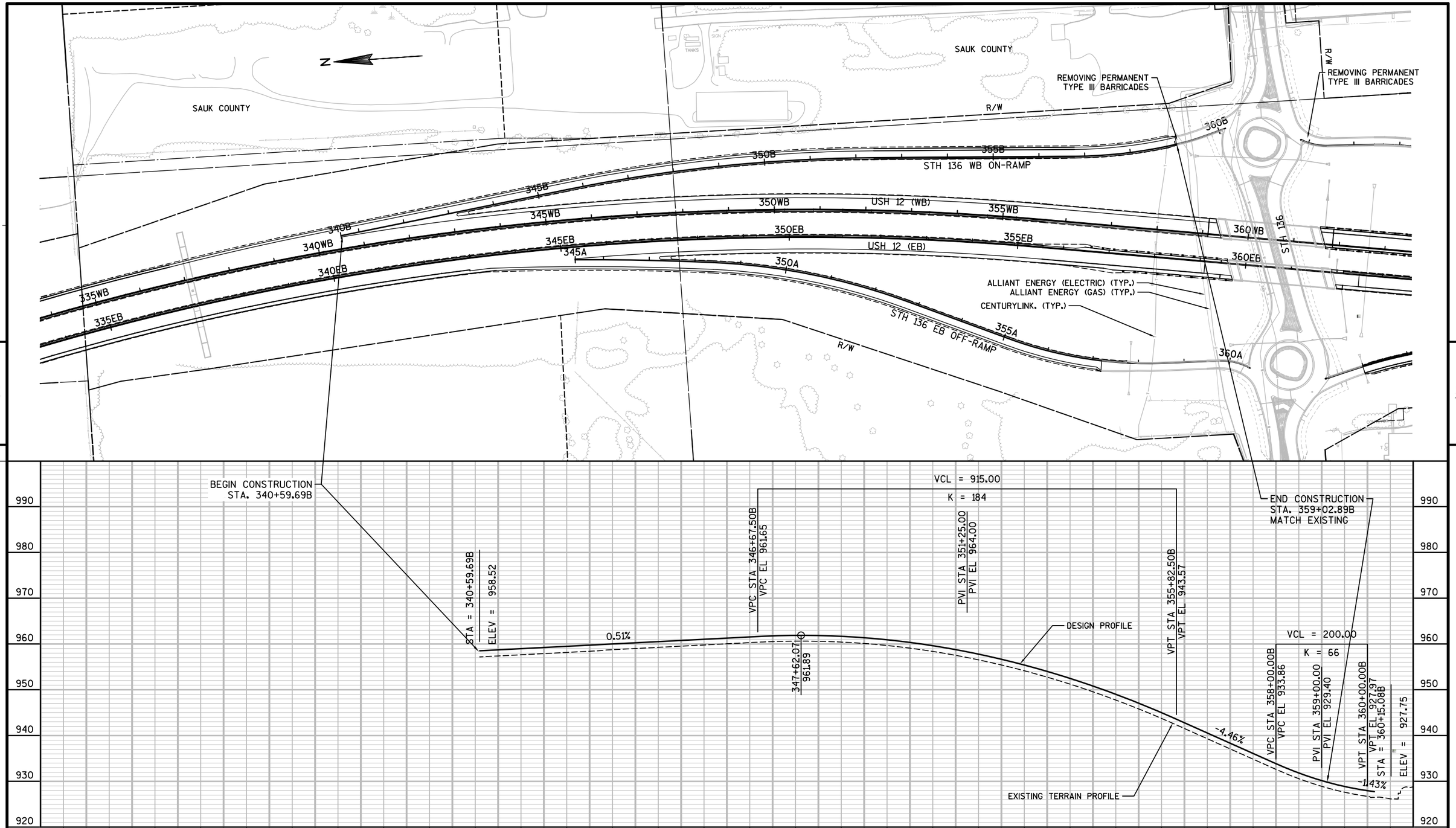
990
980
970
960
950
940
930
920

VCL = 900.00
K = 265
STA = 345+38.31A
ELEV = 958.52
VPC STA 346+17.15A
VPC EL 958.77
PVI STA 350+67.15
PVI EL 960.22
VPT STA 355+17.15A
VPT EL 946.40
0.32%
347+02.54
958.91
DESIGN PROFILE
EXISTING TERRAIN PROFILE
-3.07%
VCL = 150.00
K = 65
VPC STA 358+75.00A
VPC EL 935.40
PVI STA 359+50.00
PVI EL 933.10
VPT STA 360+25.00A
VPT EL 932.53
STA = 360+46.78A
ELEV = 932.37
STA = 362+13.71A
ELEV = 931.94
-0.75%
VCL = 100.00
K = 47
VPC STA 362+20.11A
VPC EL 932.06
PVI STA 362+70.11
PVI EL 933.00
VPT STA 363+20.11A
VPT EL 935.01
1.88%
MATCH EXISTING PAVEMENT
4.02%
VCL = 450.00
K = 145
VPC STA 365+60.11A
VPC EL 944.66
PVI STA 367+85.11
PVI EL 953.71
VPT STA 370+10.11A
VPT EL 955.79
0.92%
STA = 373+48.92A
ELEV = 958.91

957.38 **958.72**
957.58 **958.91**
957.48 **958.73**
956.92 **958.18**
955.99 **957.24**
954.68 **955.93**
952.99 **954.24**
950.93 **952.18**
948.49 **949.74**
945.67 **946.92**
942.60 **943.85**
939.53 **940.78**
936.46 **937.71**
933.43 **934.68**
931.52 **932.77**
930.88
930.79
932.99 **934.25**
936.97 **938.22**
940.99 **942.25**
944.96 **946.21**
948.36 **949.62**
951.08 **952.33**
953.10 **954.36**
954.44 **955.69**
955.28 **956.62**
956.21 **957.54**
957.13 **958.46**

345+00 346+00 347+00 348+00 349+00 350+00 351+00 352+00 353+00 354+00 355+00 356+00 357+00 358+00 359+00 360+00 361+00 362+00 363+00 364+00 365+00 366+00 367+00 368+00 369+00 370+00 371+00 372+00 373+00 374+00 375+00

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: STH 136 EB RAMP	SHEET 468 E



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: STH 136 WB RAMP	SHEET 469 E

WESTDAYL PLAZA STATION, LLC

VILLAGE OF WEST BARABOO (WATER AND STORM SEWER) (TYP.)

R/W

REMOVING PERMANENT TYPE III BARRICADES

365B

STH 136 WB OFF-RAMP

370B

374B

375WB

USH 12 (WB)

380WB

385WB

390W

370WB

365WB

375EB

USH 12 (EB)

380EB

385EB

390

370EB

373A

365EB

370A

365A

STH 136 EB ON-RAMP

R/W

B-56-208

B-56-207

BARABOO RIVER

BARABOO

HATCHERY ROAD

N8° 39' 10.9"E
474.785

N8° 41' 29.10"E
99.023

S8° 51' 40.41"W
688.979

S89° 05' 04.05"W
257.452

S48° 56' 02.93"W
99.158

97.184

47.122

N0° 21' 48.29"E

S87° 27' 26.77"E
529.172

788.898

48.31"E

N

5

5

BEGIN CONSTRUCTION
STA. 365+11.07B
MATCH EXISTING

END CONSTRUCTION
STA. 374+76.10B
MATCH EXISTING

VCL = 640.00
K = 187

VCL = 185.00
K = 49

STA = 361+82.04B
ELEV = 928.84
VPC EL 928.80

PVI STA 362+86.04
PVI EL 929.35

VPT STA 363+78.54B
VPT EL 933.41

VPC STA 365+16.04B
VPC EL 939.44

PVI STA 368+36.04
PVI EL 953.49

VPT STA 371+56.04B
VPT EL 956.60

STA = 374+76.10B
ELEV = 959.71

0.60%

4.39%

0.97%

EXISTING TERRAIN PROFILE

DESIGN PROFILE

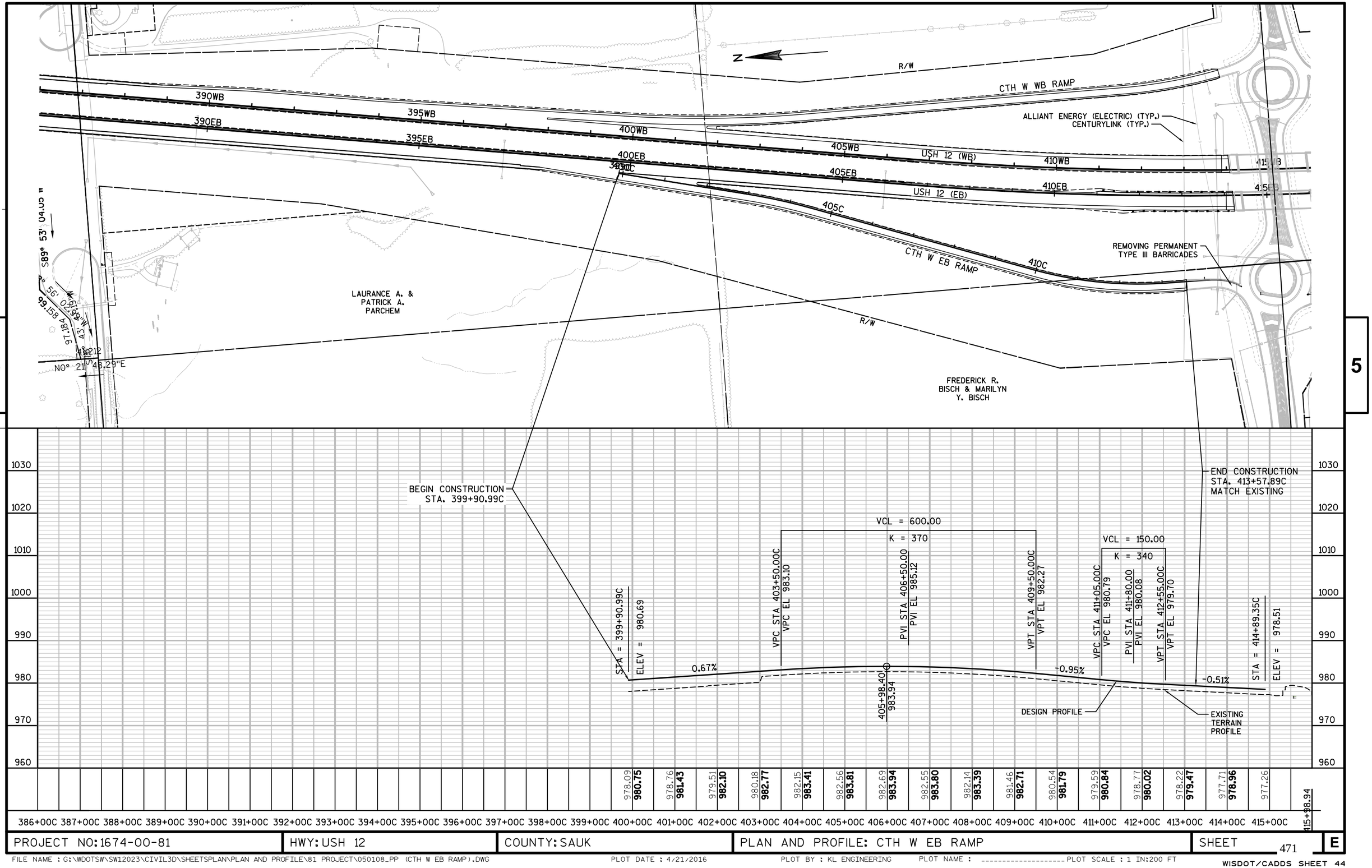
928.81	927.59	928.84	929.34	930.59	933.10	934.35	937.49	938.74	941.69	942.94	945.36	946.61	948.50	949.75	951.11	952.36	953.18	954.43	954.72	955.97	955.78	957.03	956.66	958.00	957.64	958.97

990 980 970 960 950 940 930 920

361+00 362+00 363+00 364+00 365+00 366+00 367+00 368+00 369+00 370+00 371+00 372+00 373+00 374+00 375+00 376+00 377+00 378+00 379+00 380+00 381+00 382+00 383+00 384+00 385+00 386+00 387+00 388+00 389+00 390+00 391+00

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: STH 136 WB RAMP	SHEET 470	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLAN AND PROFILE\81 PROJECT\050105_PP (STH 136 WB RAMP).DWG PLOT DATE : 4/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:200 FT



5 5

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: CTH W EB RAMP	SHEET 471 E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLAN AND PROFILE\81 PROJECT\050108_PP (CTH W EB RAMP).DWG PLOT DATE : 4/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

DEYCOI LLC

RENEWAL I LLC

R/W

CTH W WB RAMP

AMERICAN TRANSMISSION COMPANY (TYP.)

ALLIANT ENERGY (ELECTRIC) (TYP.)

420WB USH 12 (WB) 425WB 430WB 435WB 440WB 445WB

420EB USH 12 (EB) 425EB 430EB 435EB 440EB 445EB

420C CTH W EB RAMP 425C 430C 433C

R/W

REMOVING PERMANENT TYPE III BARRICADES

SPIRIT LAKE, LLC

END CONSTRUCTION STA. 433+54.92C

BEGIN CONSTRUCTION STA. 416+98.88C MATCH EXISTING

VCL = 200.00
K = 141

VCL = 605.00
K = 190

STA = 416+45.60C
ELEV = 976.93

VPC STA 417+48.03C
VPC EL 977.92

PVI STA 418+48.03
PVI EL 978.89

VPT STA 419+48.03C
VPT EL 981.26

VPC STA 421+85.53C
VPC EL 986.91

PVI STA 424+88.03
PVI EL 994.10

VPT STA 427+90.53C
VPT EL 991.67

STA = 433+54.92C
ELEV = 987.13

DESIGN PROFILE

EXISTING TERRAIN PROFILE

0.68%

0.86%

2.38%

-0.80%

426+37.65C
992.28

1020 1010 1000 990 980 970 960 950

415+98.94	417+00C	418+00C	419+00C	420+00C	421+00C	422+00C	423+00C	424+00C	425+00C	426+00C	427+00C	428+00C	429+00C	430+00C	431+00C	432+00C	433+00C	434+00C	435+00C	436+00C	437+00C	438+00C	439+00C	440+00C	441+00C	442+00C	443+00C	444+00C	445+00C	445+99C
	976.21 **977.46**	977.27 **978.52**	978.95 **980.20**	981.25 **982.50**	983.63 **984.88**	986.00 **987.25**	988.04 **989.29**	989.55 **990.80**	990.53 **991.78**	990.99 **992.25**	990.93 **992.18**	990.34 **991.59**	989.54 **990.79**	987.32 **989.98**	986.51 **989.18**	985.71 **988.38**	984.91 **987.57**													

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: CTH W EB RAMP	SHEET 472	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLAN AND PROFILE\81 PROJECT\050108_PP (CTH W EB RAMP).DWG PLOT DATE : 4/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

JEFFREY S. SORG

FEDERICK R. BISCH
& MARILYN Y. BISCH

N

CTH W R/L

AMERICAN TRANSMISSION COMPANY (POLES) (TYP.)

REMOVING PERMANENT
TYPE III BARRICADES

R/W

385WB
385EB
390WB
390EB
395WB
395EB
398D
400D
400WB
400EB
405D
405WB
405EB
410D
CTH W WB RAMP
USH 12 (WB)
410WB
USH 12 (EB)
410EB
415WB
415EB

CENTURYLINK
(TYP.)

ALLIANT
ENERGY
(ELEC.)
(TYP.)

CTH W EB RAMP

R/W

257.452
S89° 53' 04.05"W
S48° 55' 02.19"W
99.158
184.43

BEGIN CONSTRUCTION
STA. 398+12.99D

END CONSTRUCTION
STA. 414+02.30D
MATCH EXISTING

STA = 398+12.99D
ELEV = 979.54

0.77%

DESIGN PROFILE

VCL = 550.00
K = 236

VPC STA 403+00.00D
VPC EL 983.28

PVI STA 405+75.00
PVI EL 985.39

404+81.30
983.97

VPT STA 408+50.00D
VPT EL 981.09

-1.56%

VCL = 175.00
K = 246

VPC STA 411+12.50D
VPC EL 976.99

PVI STA 412+00.00
PVI EL 975.62

VPT STA 412+87.50D
VPT EL 974.88

-0.85%

STA = 414+52.71D
ELEV = 973.48

EXISTING TERRAIN PROFILE

1020
1010
1000
990
980
970
960
950

| | | |

DEYCO I LLC

TEEL PLASTICS

DWANE L. & CAROL JEAN HEGNA REVOCABLE TRUST

CTH W R/L

TLE

REMOVING PERMANENT TYPE III BARRICADES

R/W

420D

CTH W WB RAMP

425D

430D

431D

435WB

USH 12 (WB)

440WB

445WB

AMERICAN TRANSMISSION COMPANY (POLES) (TYP.)

430WB

425WB

420WB

435EB

USH 12 (EB)

440EB

445EB

430EB

425EB

420EB

ALLIANT ENERGY (ELEC.) (TYP.)

CTH W EB RAMP

R/W

EXISTING POND (TEEL)

N

5

5

BEGIN CONSTRUCTION
STA. 417+35.62D
MATCH EXISTING

VCL = 150.00
K = 77

VCL = 775.00
K = 244

STA = 416+09.22D
ELEV = 973.64
0.53%

VPC STA 416+95.93D
VPC EL 974.10

PVI STA 417+70.93
PVI EL 974.50

VPT STA 418+45.93D
VPT EL 976.35

2.48%

VPC STA 421+15.43D
VPC EL 983.03

PVI STA 425+02.93
PVI EL 992.62

VPT STA 428+90.43D
VPT EL 989.91

-0.70%

STA = 431+01.74D
ELEV = 988.43

END CONSTRUCTION
STA. 431+01.74D

EXISTING TERRAIN PROFILE

DESIGN PROFILE

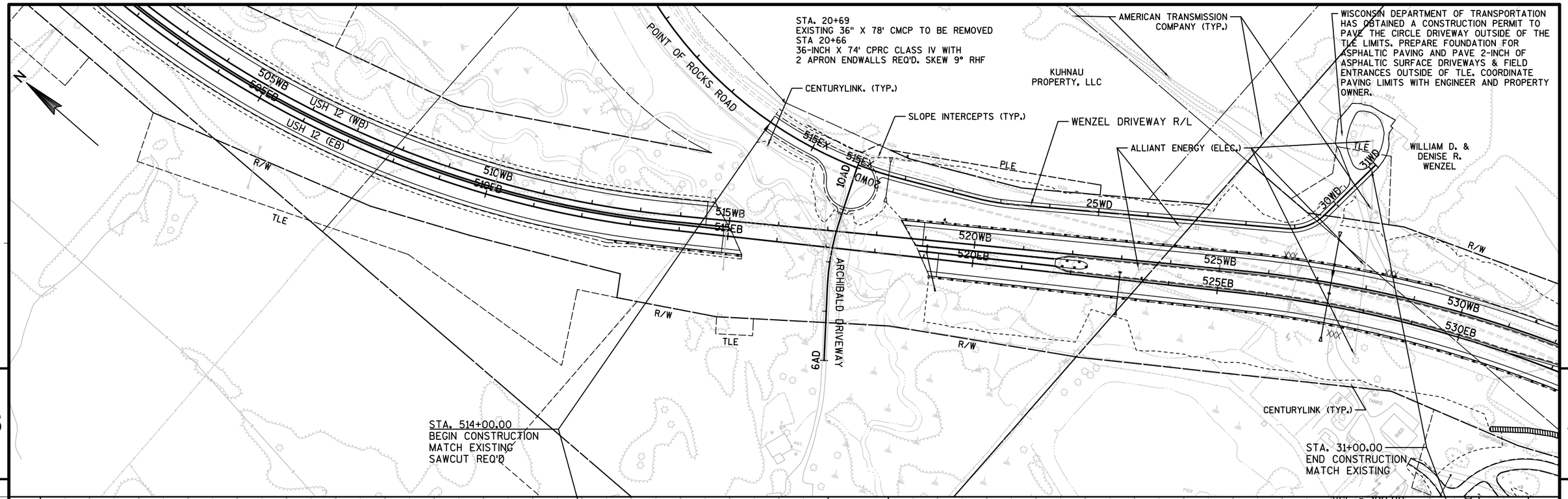
427+19.82
990.51

1030
1020
1010
1000
990
980
970
960

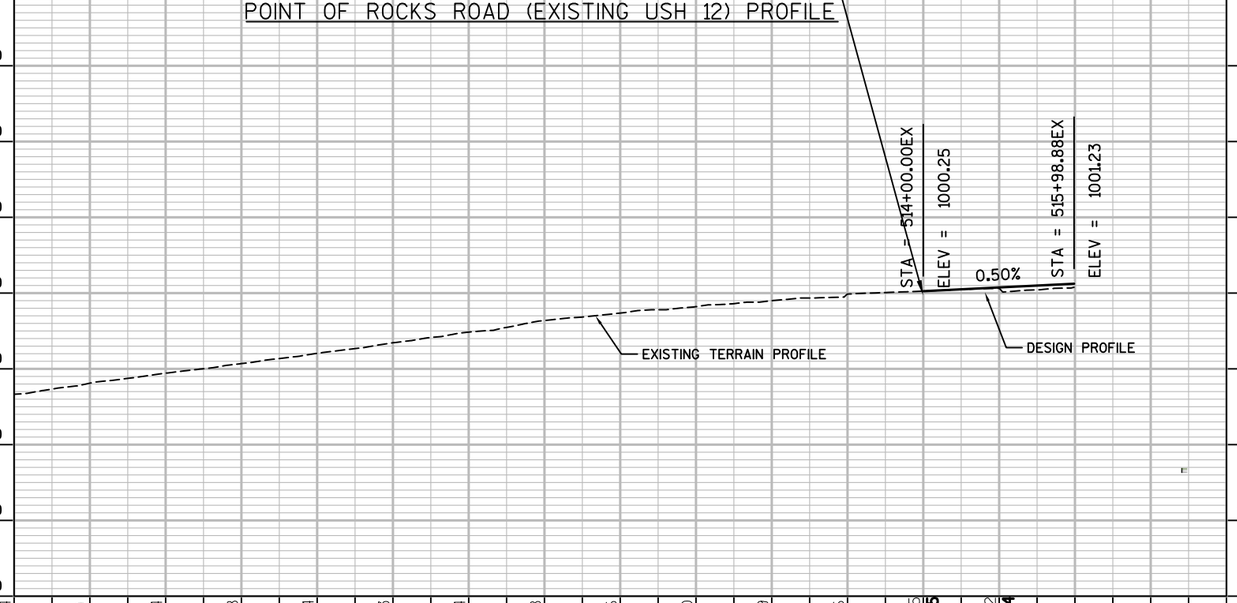
414+99.07	972.49	972.87 **974.12**	974.10 **975.35**	976.44 **977.69**	978.92 **980.17**	981.39 **982.64**	983.72 **984.97**	985.65 **986.90**	987.16 **988.41**	988.27 **989.52**	988.96 **990.21**	989.25 **990.50**	989.12 **990.38**	988.59 **989.84**	986.48 **989.15**	985.78 **988.45**

416+00 417+00 418+00 419+00 420+00 421+00 422+00 423+00 424+00 425+00 426+00 427+00 428+00 429+00 430+00 431+00 432+00 433+00 434+00 435+00 436+00 437+00 438+00 439+00 440+00 441+00 442+00 443+00 444+00 444+99

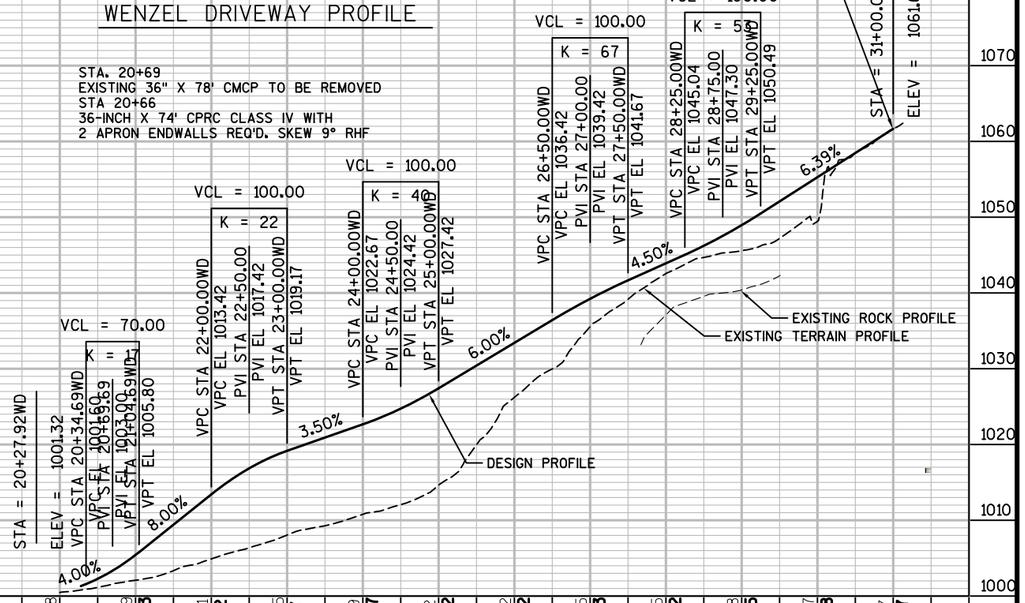
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: CTH W WB RAMP	SHEET 474	E



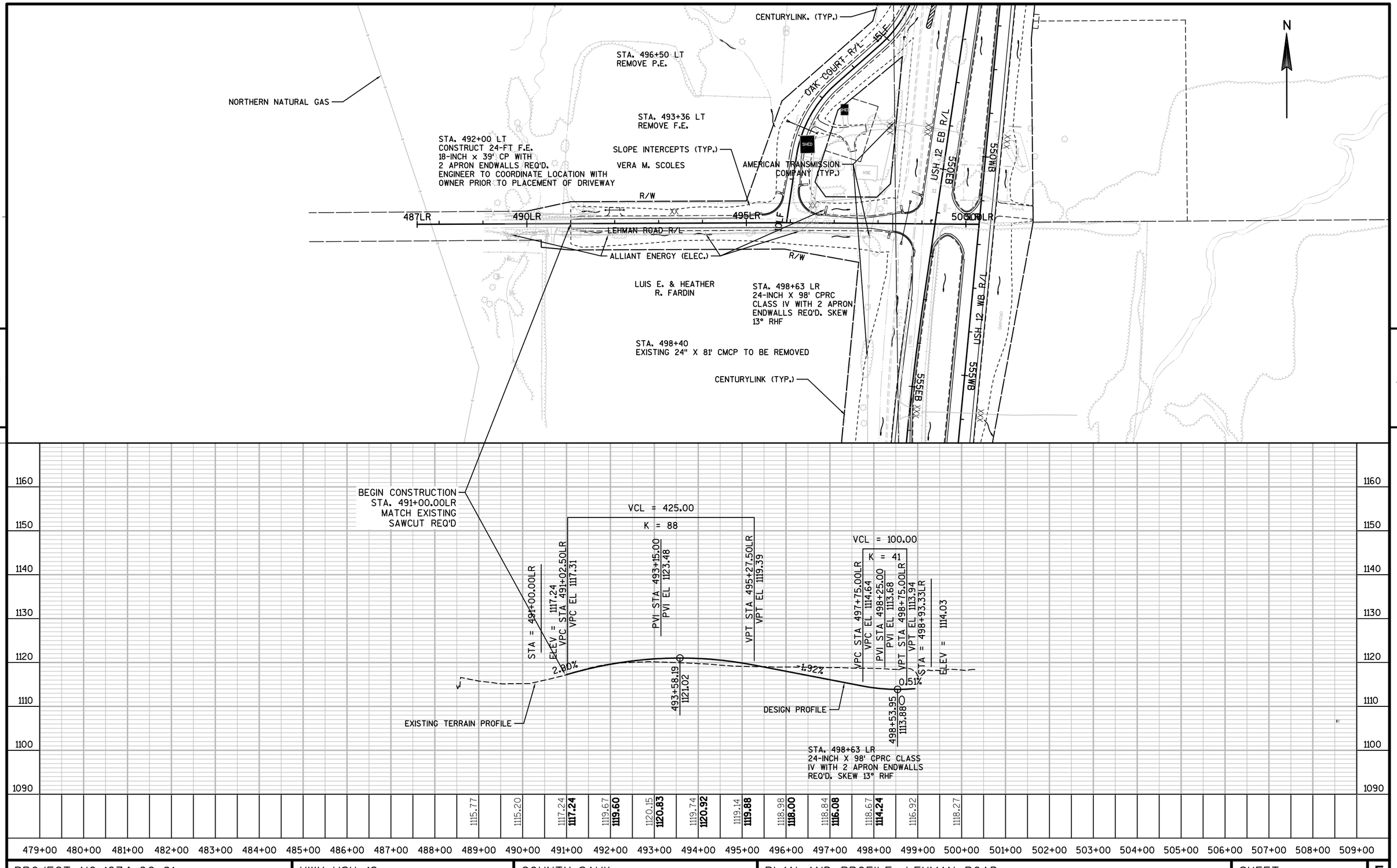
POINT OF ROCKS ROAD (EXISTING USH 12) PROFILE



WENZEL DRIVEWAY PROFILE



| | | |



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: LEHMAN ROAD	SHEET 476 E

ALLIANT ENERGY (ELEC.)

VERA M. SCOLES

STA. 12+43 LF RT
CONSTRUCT P.E.

EXISTING SEPTIC MOUND

SLOPE INTERCEPTS (TYP.)

STA. 18+94 LF LT
CONSTRUCT P.E.
18-INCH X 25' CP WITH
2 APRON ENDWALLS REQ'D.

DANIEL G. MEISE AND DONNA MEISE

STA. 21+75 - STA. 24+70 LT
RETAINING WALL REQ'D.

SLOPE INTERCEPTS (TYP.)

AMERICAN TRANSMISSION COMPANY (TYP.)

LEHMAN ROAD R/L

REMOVING BUILDING PARCEL 50 AND SITE CLEARANCE PARCEL 50.

VERA M. SCOLES

RUSS MANSKE

MARK R. ENERSON

AMERICAN TRANSMISSION COMPANY (TYP.)

STA. 21+18 LT
CONSTRUCT P.E.

TOMASZ ZSURZS & IWONA MAJEWSKA

ISREAL BARRERA HERNANDEZ & DELFINA CORTES SALAS

ZSURZS DRIVEWAY

GREEN VALLEY DRIVEWAY R/L

OAK COURT

USH 12 (EB)

USH 12 (WB)

CENTURYLINK (TYP.)

ALLIANT ENERGY (ELEC.)

CENTURYLINK. (TYP.)

BEGIN CONSTRUCTION
STA. 10+17.17LF

R-56-34

TLE

R/W

20LF

24LF

30GD

35GD

5+00 R

4+96 R

5+06 L

5+50EB

5+50WB

5+45EB

5+45WB

5+40EB

5+40WB

5+35EB

5+35WB

5+30EB

5+30WB

5+25EB

5+25WB

N

5

5

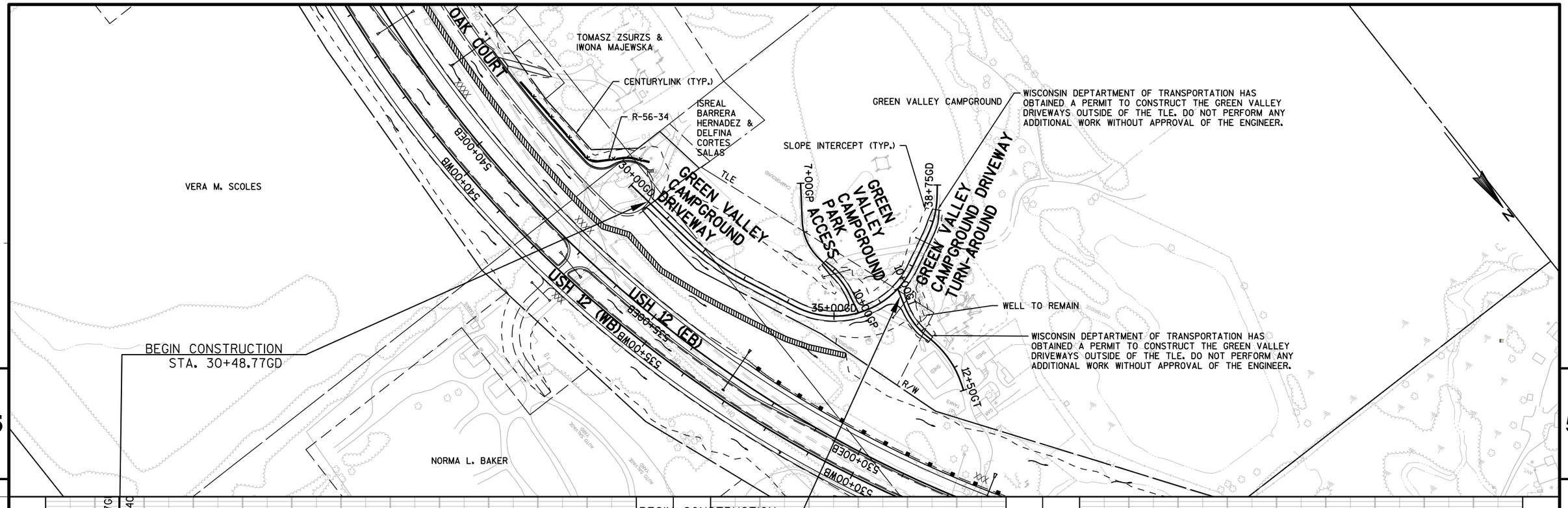
1160
1150
1140
1130
1120
1110
1100
1090

STA = 10+17.17LF
ELEV = 1117.78
VPC STA 10+50.00LF
VPC EL 1116.71
VCL = 200.00
K = 73
PVI STA 11+50.00
PVI EL 1113.46
VPT STA 12+50.00LF
VPT EL 1112.96
VPC STA 17+95.00LF
VPC EL 1110.24
VCL = 360.00
K = 120
PVI STA 19+75.00
PVI EL 1109.34
VPT STA 21+55.00LF
VPT EL 1103.03
STA = 24+80.77LF
ELEV = 1091.63

-2.50%
DESIGN PROFILE
-0.50%
EXISTING TERRAIN PROFILE
-3.50%

9+00	10+00	11+00	12+00	13+00	14+00	15+00	16+00	17+00	18+00	19+00	20+00	21+00	22+00	23+00	24+00	25+00	26+00	27+00	28+00	29+00	30+00	31+00	32+00	33+00	34+00	35+00	36+00	37+00	38+00	39+00
	1118.96	1110.97 **1115.26**	1108.83 **1113.38**	1108.99 **1112.71**	1110.51 **1112.21**	1111.50 **1111.71**	1111.26 **1111.21**	1109.88 **1110.71**	1110.09 **1110.21**	1109.37 **1109.25**	1108.44 **1107.46**	1107.31 **1104.83**	1105.26 **1101.46**	1105.83 **1097.96**	1104.23 **1094.46**																

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: OAK COURT	SHEET 477	E



GREEN VALLEY CAMPGROUND DRIVEWAY PROFILE

STA. = 30+48.77GD
ELEV = 1088.240
STA. 37+55 GD
18-INCH X 55' CMP WITH 2 APRON ENDWALLS REQ'D.
DESIGN PROFILE
-7.97%
EXISTING TERRAIN PROFILE
VCL = 125.00
K = 10
VPC STA 36+77.50GD
VPC EL 1038.15
VPT STA 38+02.50GD
VPT EL 1036.19
STA = 38+25.00GD
ELEV = 1037.278
4.84%
VPI STA 37+40.00GD
VPI EL 1033.168

BEGIN CONSTRUCTION STA. 10+11.01GT — GREEN VALLEY DRIVEWAY TURN-AROUND PROFILE

STA. 10+36 GT
24-INCH X 64' CMP WITH 2 APRON ENDWALLS REQ'D.
STA = 10+11.00GT
ELEV = 1040.895
STA = 11+25.00GT
ELEV = 1037.358
-3.10%
PROPOSED PROFILE
EXISTING TERRAIN PROFILE

GREEN VALLEY PARK ACCESS PROFILE

STA. 9+00 GP
18-INCH X 52' CMP WITH 2 APRON ENDWALLS REQ'D.
VCL = 50.00
STA = 8+75.00GP
ELEV = 1044.886
VPC STA 8+85.00GP
VPC EL 1044.56
K = 5
VPT STA 9+35.00GP
VPT EL 1045.30
STA = 9+89.83GP
ELEV = 1048.700
EXISTING TERRAIN PROFILE
-6.20%
VPI STA 9+10.00GP
VPI EL 1043.750
DESIGN PROFILE

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: GREEN VALLEY CAMPGROUND	SHEET 478 E

CENTURYLINK. (TYP.)

AMERICAN TRANSMISSION COMPANY (TYP.)

ALLIANT ENERGY (ELEC.)

USH 12 (EB)

USH 12 (WB)

SR35EB

SR35WB

STA. 11+74.74 SE
30-INCH X 31' CPRC CLASS IV
WITH 2 APRON ENDWALLS REQ'D.

STA. 601+55 LT
REMOVE F.E.

STA. 602+50 LT
CONSTRUCT F.E.

SKI HI ORCHARD FIELD ENTRANCE R/L

ALLIANT ENERGY (ELEC.) (TYP.)

TLE

CENTURYLINK. (TYP.)

SLOPE INTERCEPTS (TYP.)

PLE (DRAINAGE)

R/W

599SH 600SH 605SH 610SH 615SH 620SH

SKI HI ROAD

TLE

R/W

PLE (DRAINAGE)

C-56-2031

SKI-HI FRUIT
FARM, INC.

SKI-HI FRUIT
FARM, INC.

STA. 610+00.00
END CONSTRUCTION
MATCH EXISTING
SAWCUT REQ'D

N

5

5

STA. 603+78
EXISTING 72" X 33' CMCP TO BE REMOVED
SINGLE CELL 12' X 6' X 88' BOX CULVERT REQ'D.
(C-56-2031)
(SEE STRUCTURE PLANS)

VCL = 755.00
K = 135

STA = 600+66.01SH
ELEV = 1103.89
VPC STA 600+97.50SH
VPC EL 1103.03

PVI STA 604+75.00
PVI EL 1092.66

VPT STA 608+52.50SH
VPT EL 1103.37

STA = 610+00.00SH
ELEV = 1107.56

-2.75%

2.84%

DESIGN PROFILE

EXISTING TERRAIN PROFILE

604+68.80
1092.93

1160 1150 1140 1130 1120 1110 1100 1090

1102.58 | 1098.05 **1102.96** | 1093.17 **1100.60** | 1091.64 **1098.98** | 1092.15 **1098.10** | **1097.96** | 1093.10 **1098.56** | 1094.90 **1099.90** | 1098.46 **1101.98** | 1103.57 **1104.72** | 1107.56 **1107.56** | 1110.32 | 1114.12 | 1119.67 | 1124.73 | 1128.44 | 1130.55

595+00 596+00 597+00 598+00 599+00 600+00 601+00 602+00 603+00 604+00 605+00 606+00 607+00 608+00 609+00 610+00 611+00 612+00 613+00 614+00 615+00 616+00

STA. 11+74.74 SE
30-INCH X 31' CPRC CLASS IV
WITH 2 APRON ENDWALLS REQ'D.

VCL = 100.00
K = 12

VCL = 100.00
K = 39

STA = 10+18.00SE
ELEV = 1099.61
VPC STA 11+00.00SE
VPC EL 1094.52
PVI STA 11+50.00
PVI EL 1091.42
VPT STA 12+00.00SE
VPT EL 1092.42
VPC STA 12+50.00SE
VPC EL 1093.42
PVI STA 13+00.00
PVI EL 1094.42
VPT STA 13+50.00SE
VPT EL 1094.15
STA = 13+56.86SE
ELEV = 1094.11

-6.20%

2.00%

0.55%

11+75.62
1092.18

13+28.58
1094.21

DESIGN PROFILE

EXISTING TERRAIN PROFILE

SKI HI ORCHARD FIELD ENTRANCE PROFILE

1160 1150 1140 1130 1120 1110 1100 1090

1130 1120 1110 1100 1090 1080 1070 1060

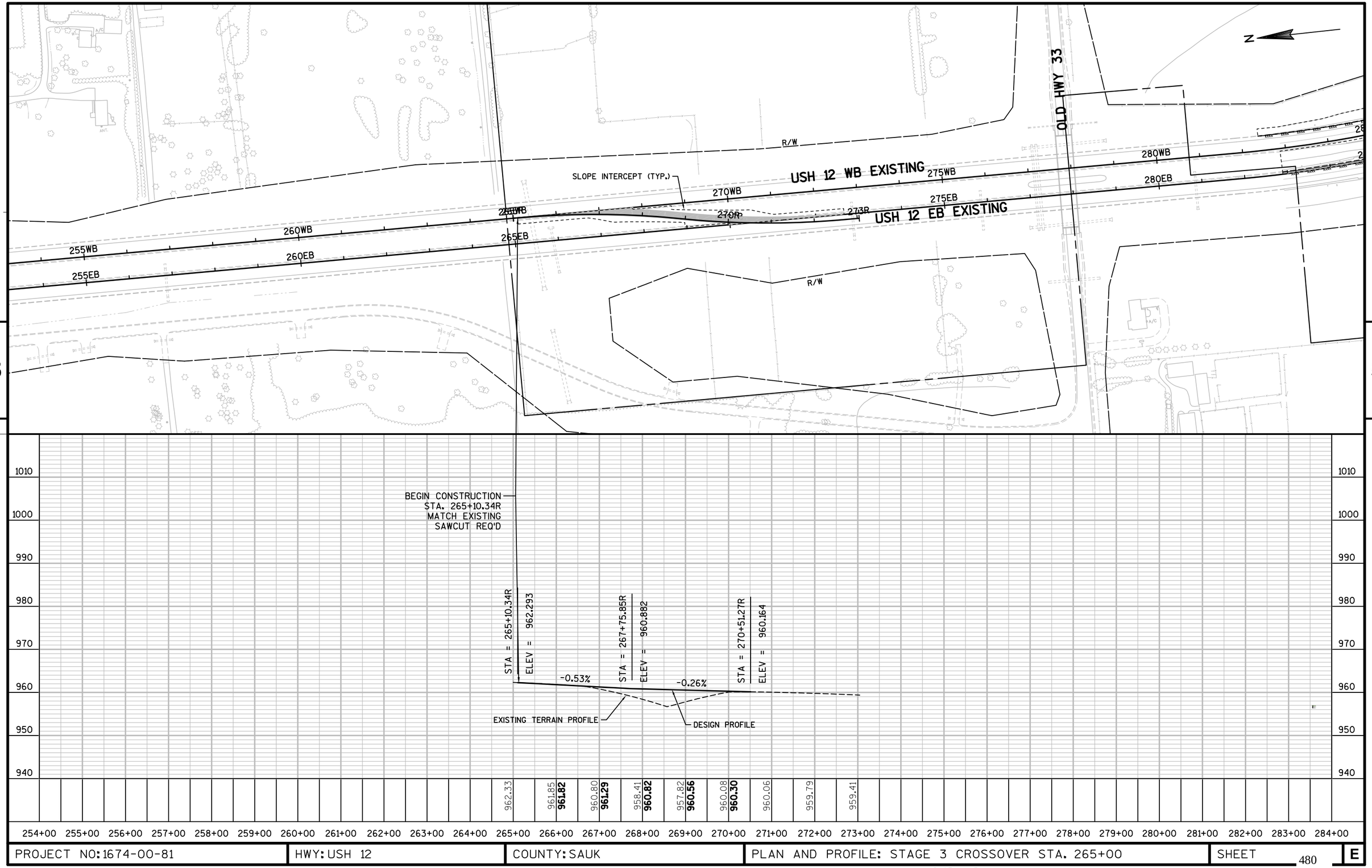
1091.87 | 1088.60 **1094.52** | 1090.38 **1092.42** | 1092.63 **1094.10**

8+00 9+00 10+00 11+00 12+00 13+00 14+00 15+00 16+00

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: SKI HI ROAD	SHEET 479	E

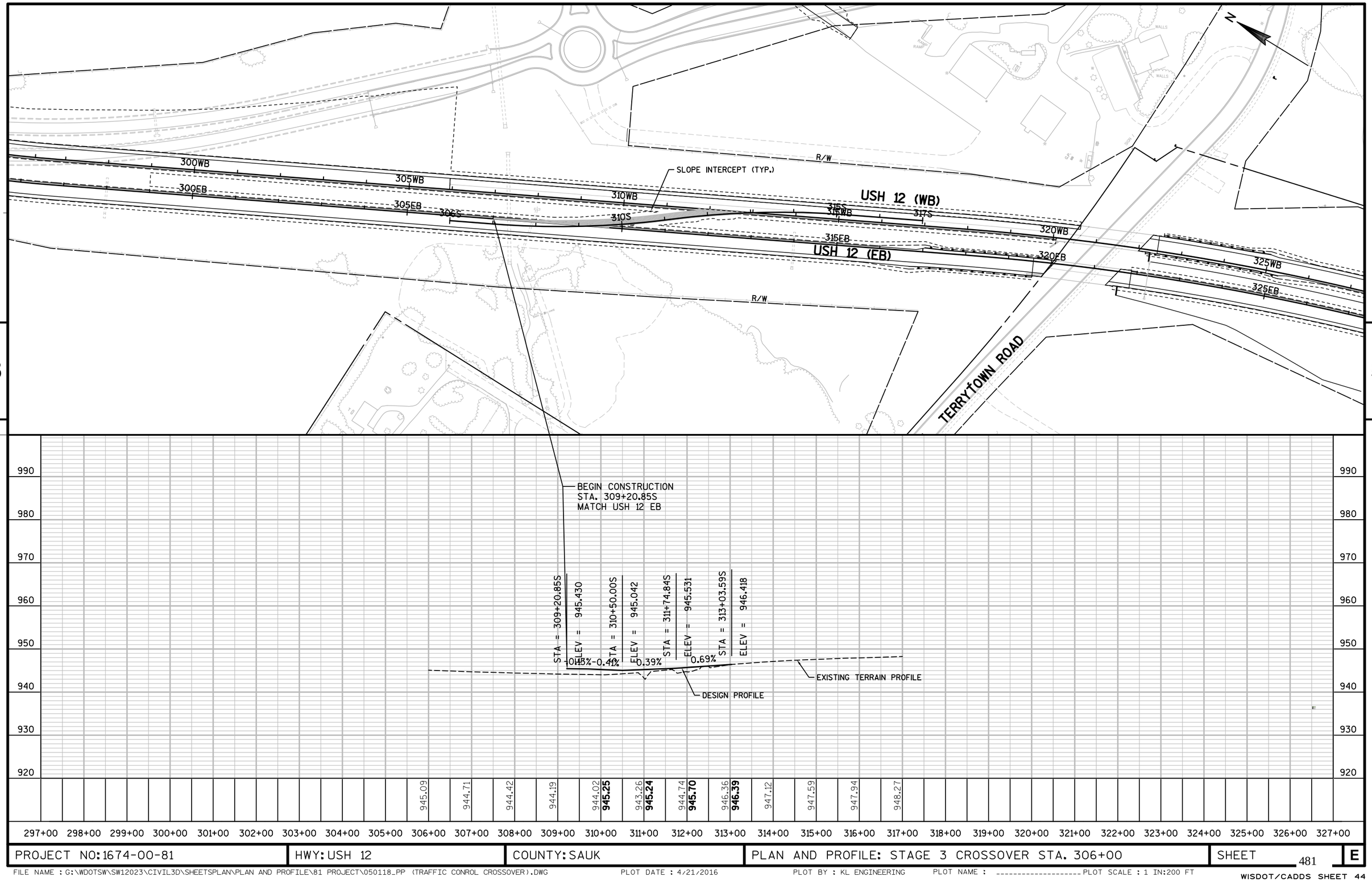
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLAN AND PROFILE\81 PROJECT\050117_PP (SKI HI ROAD).DWG PLOT DATE : 4/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

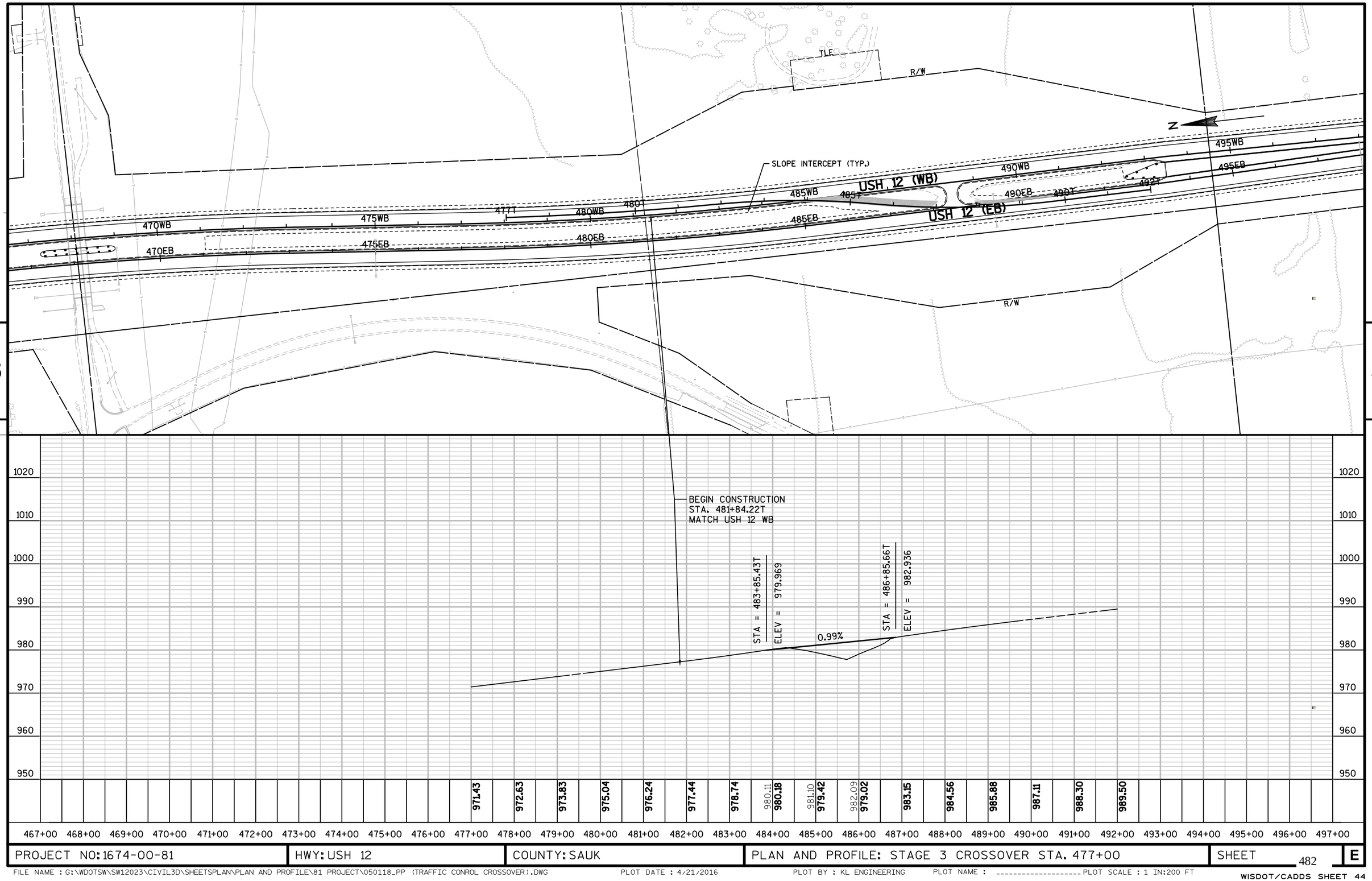


PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: STAGE 3 CROSSOVER STA. 265+00	SHEET 480	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLAN AND PROFILE\81 PROJECT\050118_PP (TRAFFIC CONROL CROSSOVER).DWG PLOT DATE : 4/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1 IN:200 FT



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: STAGE 3 CROSSOVER STA. 306+00	SHEET 481 E



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: STAGE 3 CROSSOVER STA. 477+00	SHEET 482	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLAN AND PROFILE\81 PROJECT\050118_PP (TRAFFIC CONROL CROSSOVER).DWG PLOT DATE : 4/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

N

AMERICAN TRANSMISSION COMPANY (TYP.)

540L

535L

530L

525L

520L

TLE

EXISTING USH 12

R/W

TLE

CENTURYLINK. (TYP.)

END CONSTRUCTION
STA. 533+52.51L
MATCH PROPOSED 534+00WB

BEGIN CONSTRUCTION
STA. 519+55.44L
MATCH EXISTING
SAWCUT REQ'D

STA. 498+63 LR
24-INCH X 98' CPRC CLASS
IV WITH 2 APRON ENDWALLS
REQ'D. SKEW 13° RHF

EXISTING TERRAIN PROFILE

EXISTING ROCK PROFILE

DESIGN PROFILE

STA = 519+55.44L
ELEV = 1006.676
VPC STA 519+73.87L
VPC EL 1007.25

VCL = 250.00
K = 64

VPT STA 522+23.87L
VPT EL 1019.87

VPI STA 520+98.87L
VPI EL 1011.123

3.10%

7.00%

VPC STA 523+48.87L
VPC EL 1028.62

VCL = 200.00
K = 199

VPT STA 525+48.87L
VPT EL 1041.62

VPI STA 524+48.87L
VPI EL 1035.623

5.99%

VPC STA 531+00.73L
VPC EL 1074.70

VCL = 235.00
K = 83

VPT STA 533+35.73L
VPT EL 1085.47
STA = 533+62.51L
ELEV = 1086.315

VPI STA 532+18.23L
VPI EL 1081.742

3.17%

1080 1070 1060 1050 1040 1030 1020 1010 1005

998.28 999.04 999.89 1000.28 1000.16 1000.99 1002.43 1005.20 1007.60 **1008.11** 1009.29 **1012.40** 1015.57 **1018.25** 1026.61 **1025.20** 1035.29 **1032.14** 1041.28 **1038.63** 1041.65 **1044.68** 1046.80 **1050.68** 1052.73 **1056.67** 1064.78 **1062.67** 1074.89 **1068.66** 1079.04 **1074.65** 1083.82 **1080.06** 1088.89 **1084.26** 1102.77 1104.55 1105.11 1104.88 1105.40 1105.79 1105.38 1105.62 1106.55

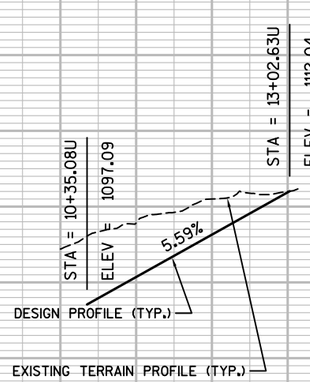
512+00 513+00 514+00 515+00 516+00 517+00 518+00 519+00 520+00 521+00 522+00 523+00 524+00 525+00 526+00 527+00 528+00 529+00 530+00 531+00 532+00 533+00 534+00 535+00 536+00 537+00 538+00 539+00 540+00 541+00 542+00

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: TRAFFIC CONTROL STAGE 1A/B	SHEET 483 E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\PLAN AND PROFILE\81 PROJECT\050115_PP (TRAFFIC CONTROL).DWG PLOT DATE : 4/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1" = 200'_XREF

WISDOT/CADDS SHEET 44

BAKER DRIVEWAY

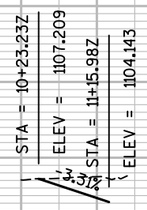


1140 1130 1120 1110 1100 1090 1080 1070

1104.41 | 1107.85 **1100.72** | 1111.00 **1106.30** | 1112.00 **1111.89**

9+00 10+00 11+00 12+00 13+00 14+00

ZSURZA DRIVEWAY

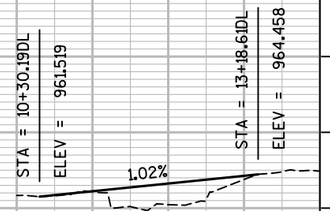


1140 1130 1120 1110 1100 1090 1080 1070 1060

1107.06 | 1104.67 **1107.49**

8+00 9+00 10+00 11+00 12+00 13+00 14+00

DL GASSER DRIVEWAY

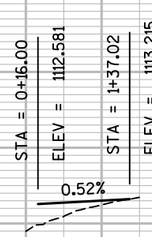


1130 1120 1110 1100 1090 1080 1070 1060 990 980 970 960 950 940 930 920

961.67 | 962.23 **962.16** | 963.25 **960.44** | 964.27 **963.78** | **964.87**

9+00 10+00 11+00 12+00 13+00 14+00

SCOLES DRIVEWAY

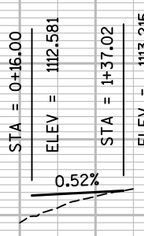


1140 1130 1120 1110 1100 1090 1080 1070

1108.98 | 1112.46 **1113.02**

-2+00 -1+00 0+00 1+00 2+00 3+00

FARDIN DRIVEWAY



1140 1130 1120 1110 1100 1090 1080 1070

1108.98 | 1112.46 **1113.02**

-2+00 -1+00 0+00 1+00 2+00 3+00

DRIVEWAY 604+00 LT & RT

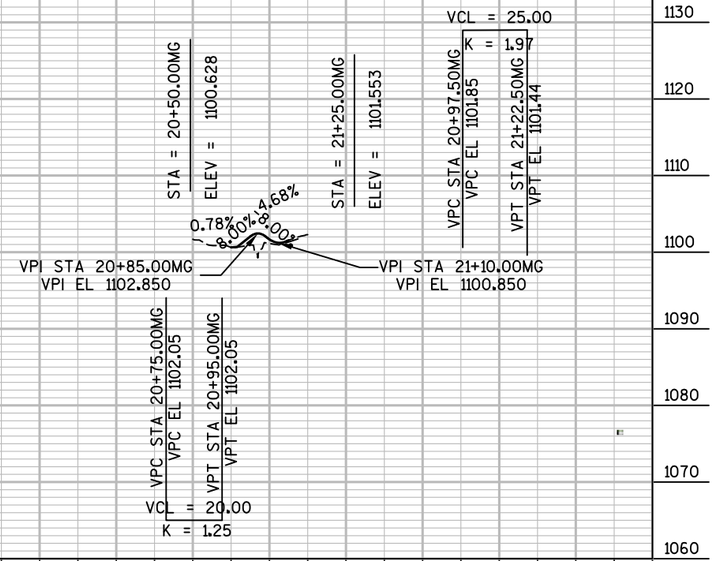


1200 1190 1180 1170 1160 1150 1140 1130

1153.64 | 1156.34 **1155.49** | 1155.15 **1159.45**

8+00 9+00 10+00 11+00 12+00 13+00 14+00 15+00

MCGANN FIELD DRIVEWAY



1130 1120 1110 1100 1090 1080 1070 1060

1101.68 | 1101.14 **1101.67**

16+00 17+00 18+00 19+00 20+00 21+00 22+00 23+00 24+00 25+00 26+00

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: DRIVEWAYS	SHEET 484	E

Standard Detail Drawing List

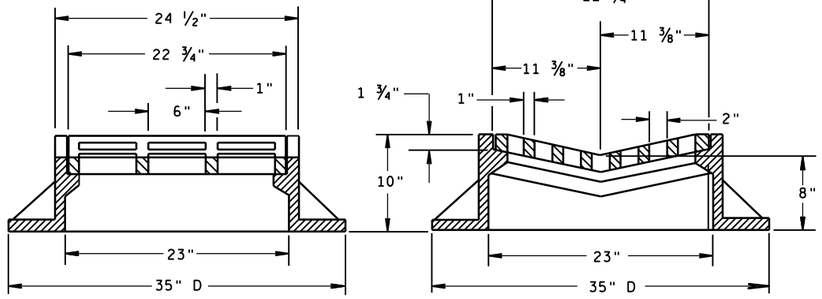
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-01	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08C07-01	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08C08-01	INLETS MEDIAN 1 AND 2 GRATE
08C09-01	INLETS MEDIAN 3 AND 4 GRATE
08D01-18	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
11A01-05	MAINTENANCE CROSSOVER FOR FREEWAYS
11B02-02	CONCRETE MEDIAN NOSE
13A05-05A	SHOULDER RUMBLE STRIP, MILLING
13A05-05B	SHOULDER RUMBLE STRIP, MILLING
13B02-08A	CONCRETE PAVEMENT APPROACH SLAB
13B02-08B	STRUCTURAL APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB
13C01-18	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C16-02B	DETAIL FOR RIGHT TURN LANE/TEE INTERSECTION BYPASS LANE ON A CONRETE ROADWAY
13C17-01A	CONCRETE JOINT DETAIL FOR EXIT RAMP TERMINI
13C17-01B	CONCRETE JOINT DETAIL FOR ENTRANCE RAMP TERMINI
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
14A02-01	TREE PLANTING DETAIL
14B07-14A	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14B	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14C	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14D	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14E	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14F	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14G	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14H	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B08-02A	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
14B18-06A	STEEL PLATE BEAM GUARD, CLASS "A" (AT BRIDGES, OBSTACLES AND SIDEROADS/DRIVEWAYS)
14B18-06B	STEEL PLATE BEAM GUARD, CLASS "A" AT MEDIAN APPROACH TO BRIDGES
14B20-11A	STEEL THRIE BEAM STRUCTURE APPROACH
14B20-11B	STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SQUARE END PARAPETS
14B26-03A	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-03B	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-03C	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-03D	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-03E	STEEL THRIE BEAM BULLNOSE TERMINAL
14B28-03	GUARDRAIL MOW STRIP
14B29-01	SAFETY EDGE
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
14B42-03A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-03B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

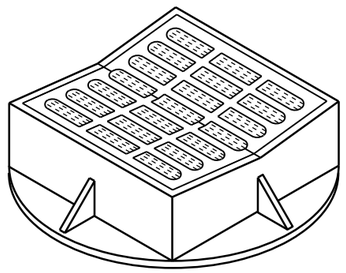
6

Standard Detail Drawing List

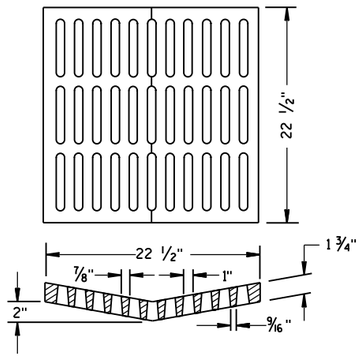
14B42-03C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-02A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-02B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-02C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-03A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B47-02A	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-02B	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-02C	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
15A02-08	DELINEATOR POST, DELINEATOR, AND DELINEATOR BRACKET WITH REFLECTIVE SHEETING
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15A04-02	FLEXIBLE DELINEATOR POST
15A06-02	DELINEATOR LAYOUT
15B03-15A	FENCE CHAIN LINK
15B03-15B	FENCE CHAIN LINK
15C03-03	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-03	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C08-16B	PAVEMENT MARKING (INTERSECTIONS)
15C08-16E	PAVEMENT MARKING (LEFT TURN LANE)
15C11-06	FLEXIBLE TUBULAR MARKER POST
15C18-03	MEDIAN ISLAND MARKING
15C31-01A	PAVEMENT MARKING (RAMPS AND GORES)
15C31-01D	PAVEMENT MARKING FOR PARALLEL ON-RAMP AND PARALLEL OFF-RAMP
15C33-01	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D03-02	TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER
15D11-05	TRAFFIC CONTROL, SINGLE LANE CROSSOVER
15D15-02	TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE
15D27-02	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D29-03	TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD

6



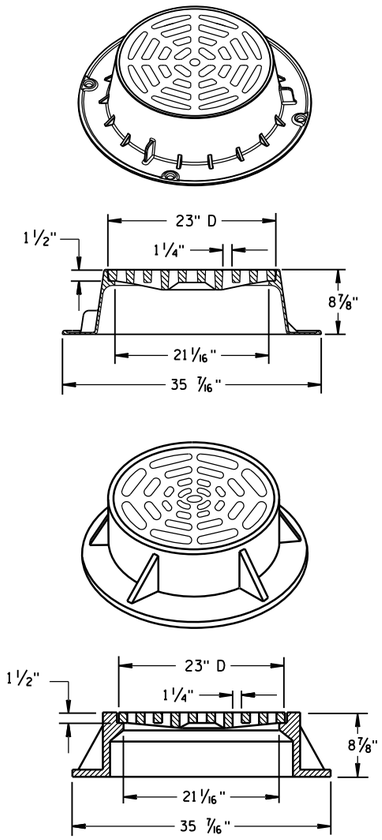


TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.
NOTED AS TYPE B-A ON THE DRAINAGE TABLE



TYPE "C"

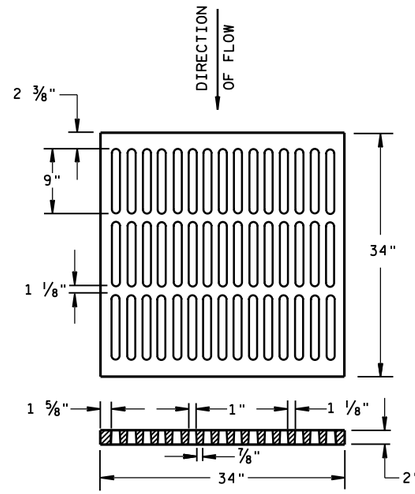
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

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

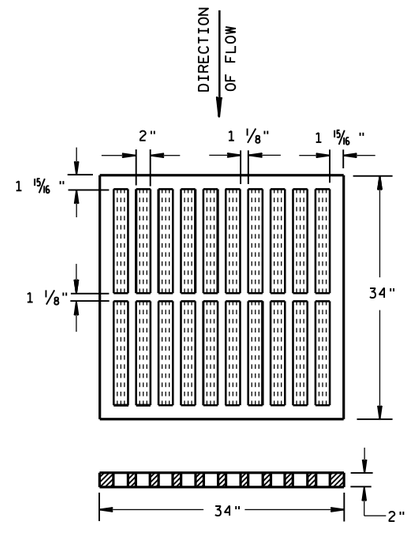
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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



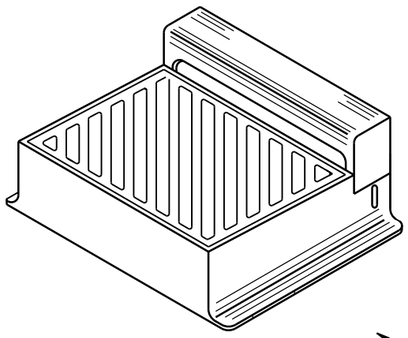
ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

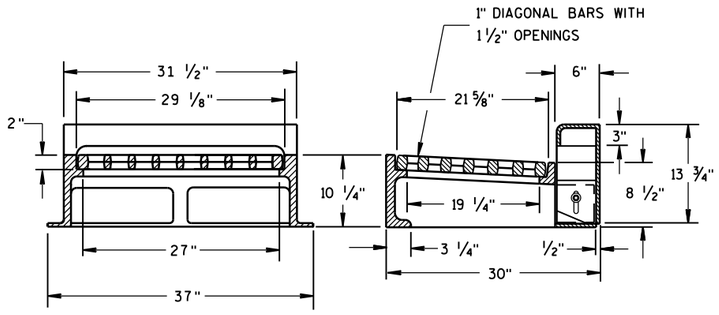


TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS
NOTED AS TYPE MS ON DRAINAGE TABLE



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



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

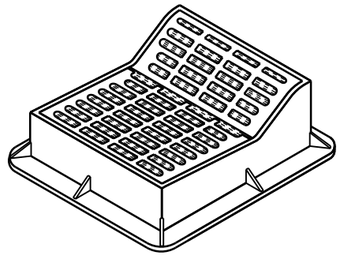
INLET COVERS
TYPE B, B-A, C,
MS, MS-A, & WM

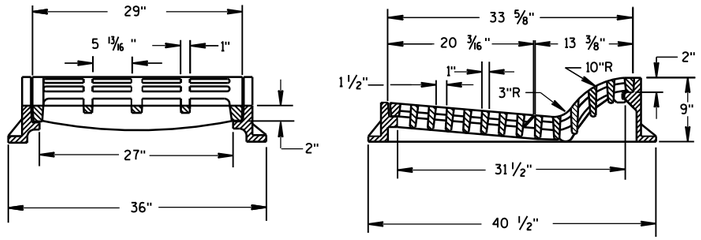
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

6

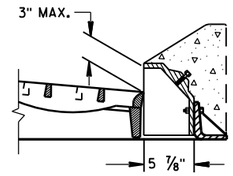
S.D.D. 8 A 5-19b





TYPE "F"

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



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

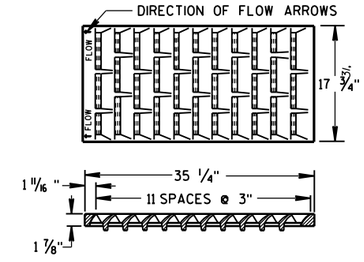
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

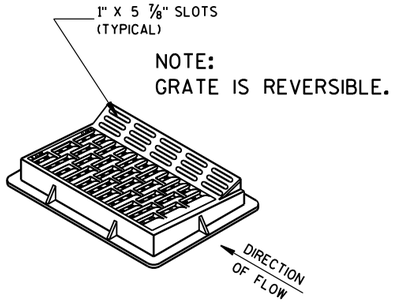
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

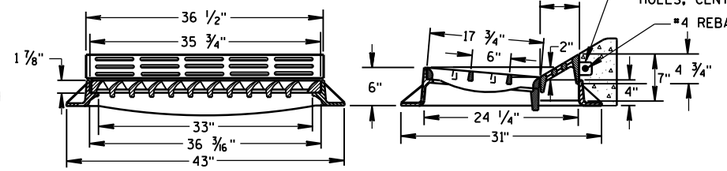
GENERAL NOTES

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.



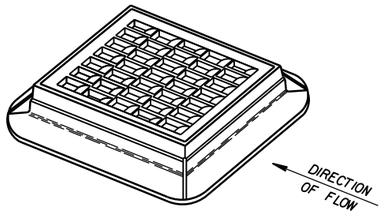


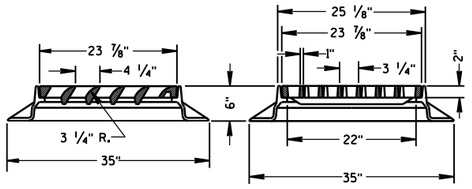


TYPE "HM"

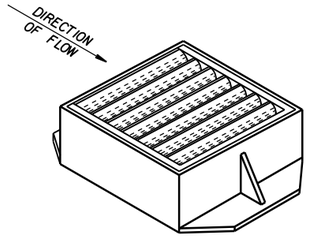
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

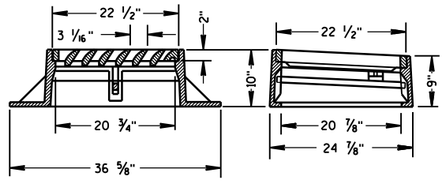
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



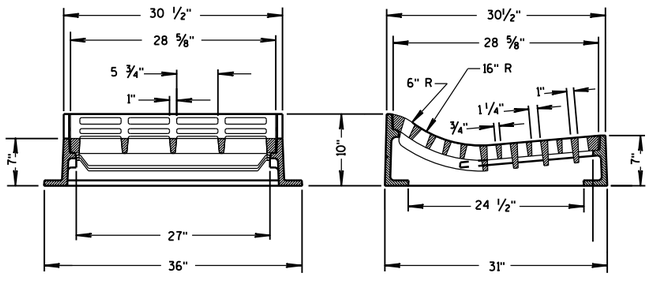


TYPE "S"



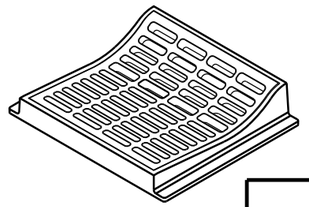


TYPE "V"



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

488

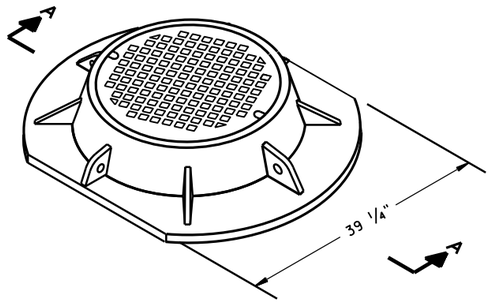
FHWA

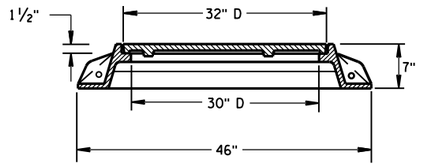
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S.D.D. 8 A 5-19c

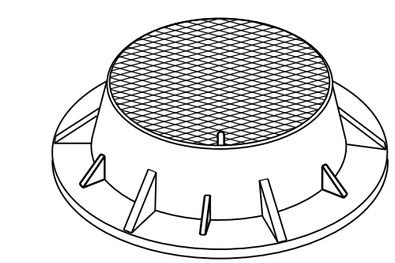
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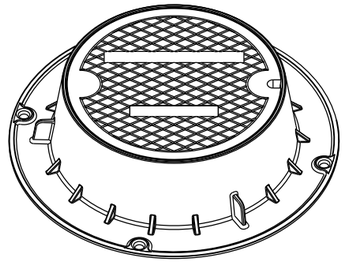
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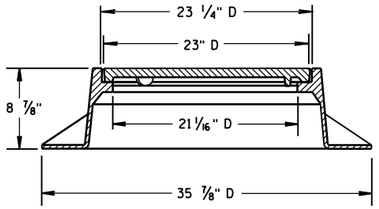


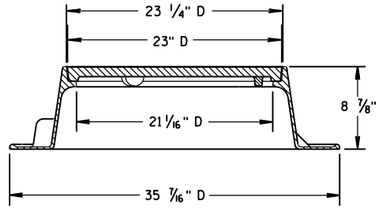


SECTION A-A
TYPE "K"









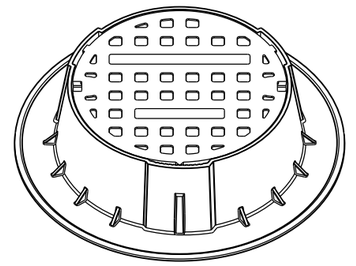
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

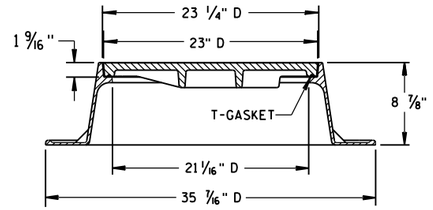
GENERAL NOTES

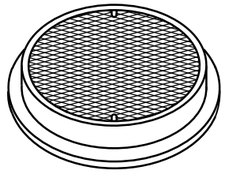
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

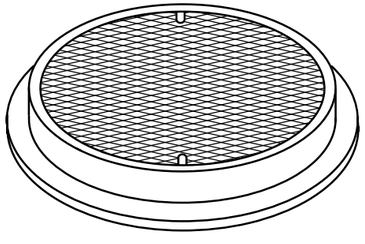
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

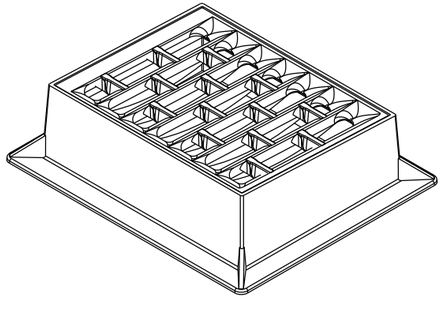
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

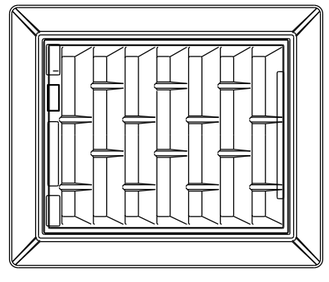


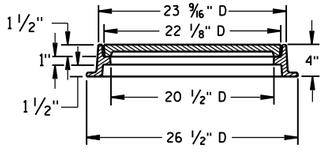




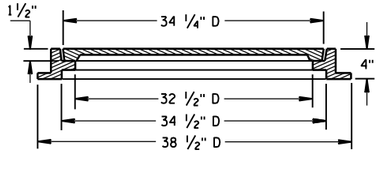




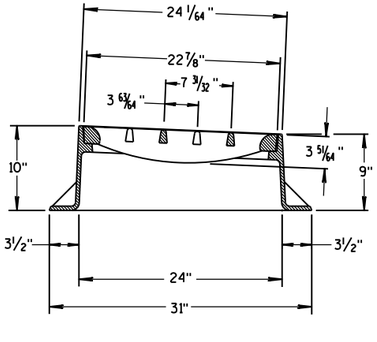


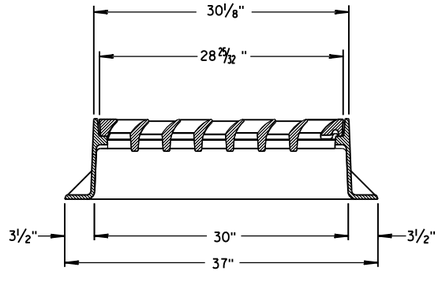


TYPE "L"

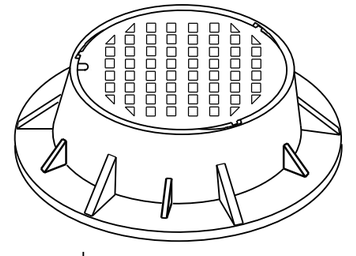


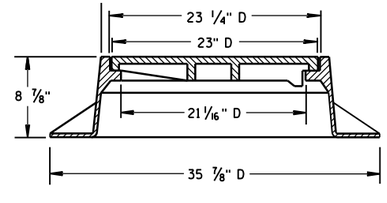
TYPE "M"





INLET COVER TYPE "BW"





TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE

INLET COVER TYPE BW
MANHOLE COVERS, TYPE K, J, J-S, L & M

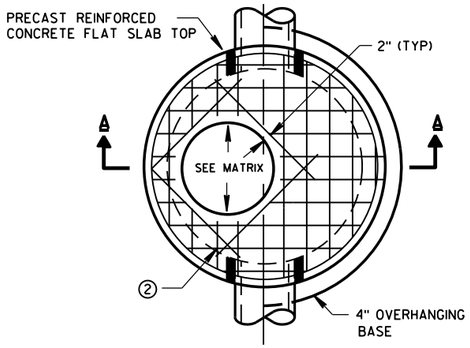
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE
FHWA

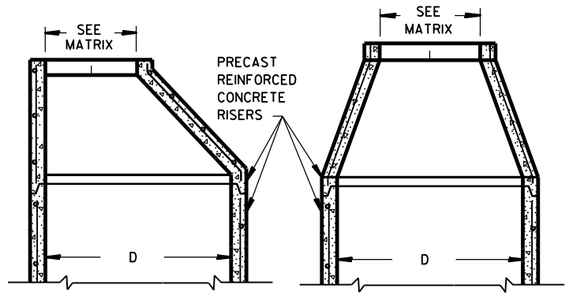
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

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

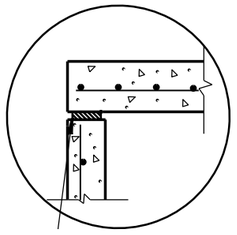


PLAN VIEW CIRCULAR OPENING

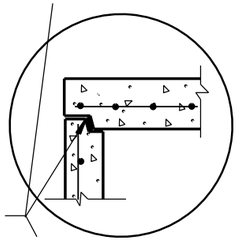


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

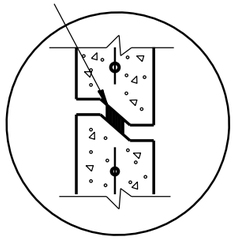


TOP WITH PLAIN END JOINT



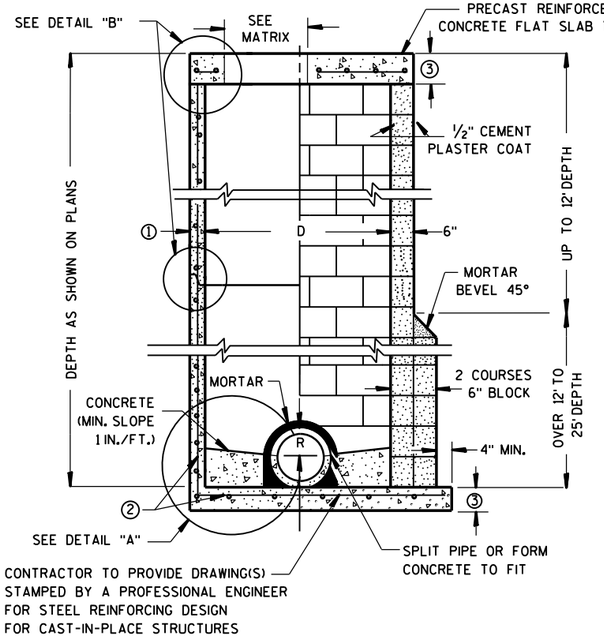
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



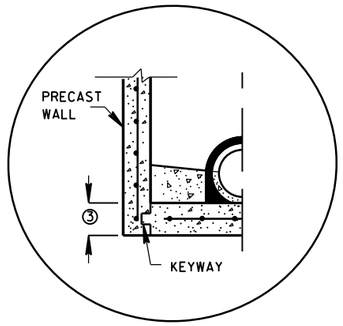
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

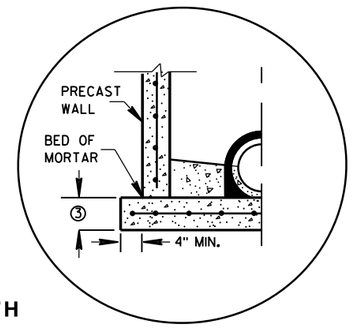


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

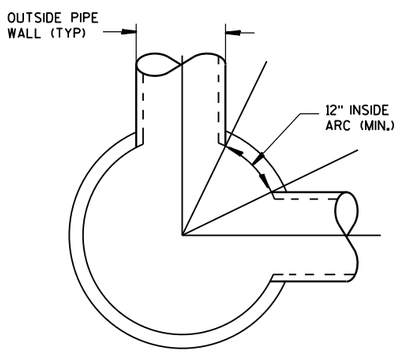


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



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

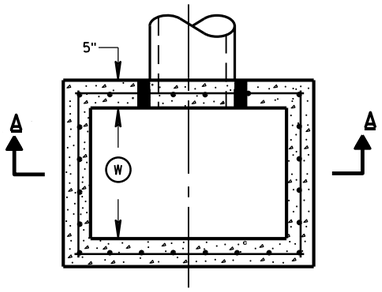
MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	36
7-FT	48	36
8-FT	60	42

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

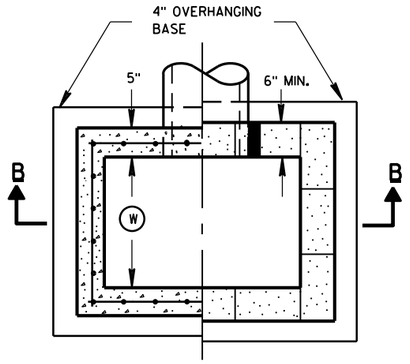
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

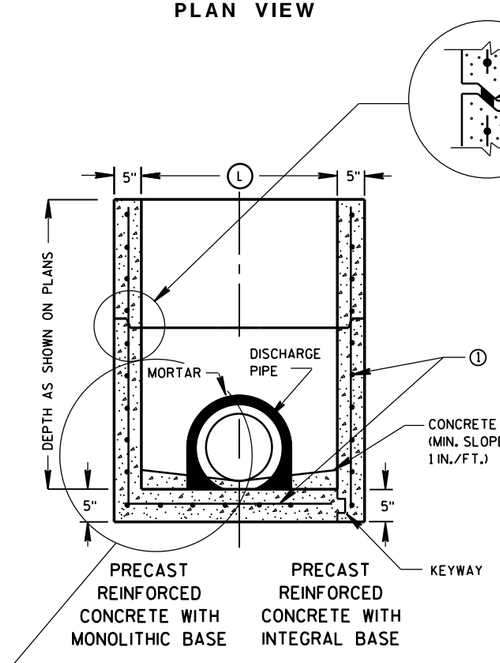
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S.D.D. 8 B 9-1



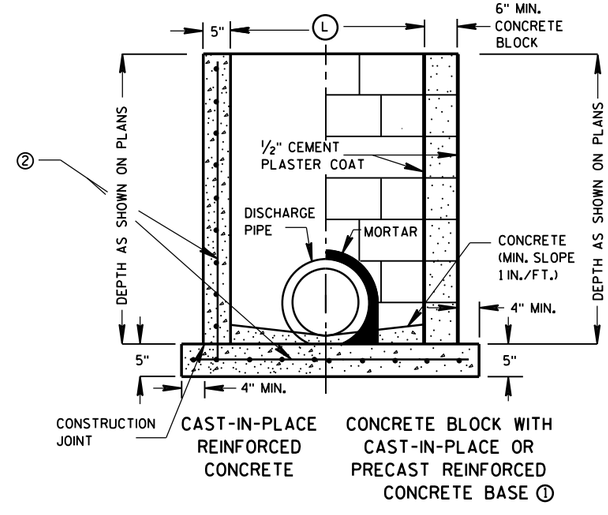
PLAN VIEW



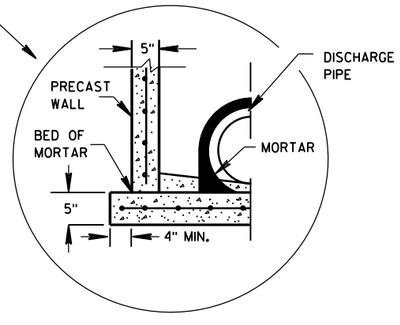
PLAN VIEW



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.

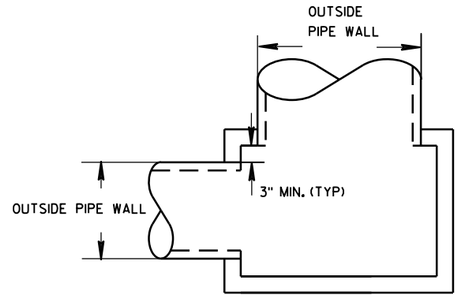
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

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"

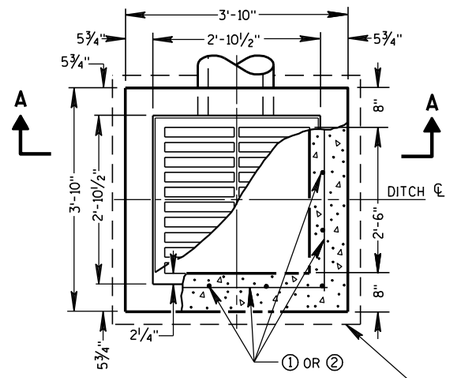
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

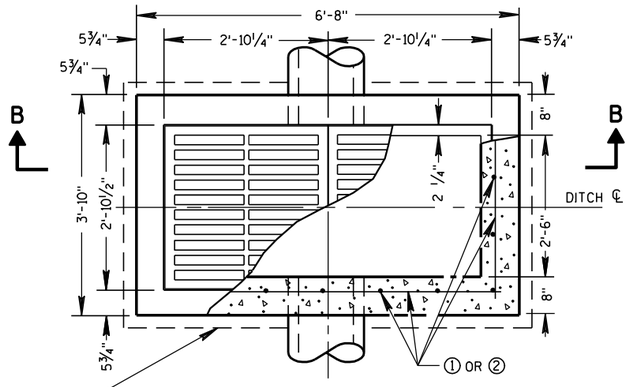
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6/5/2012
DATE
FHWA

/S/ Jerry H. Zogg
ROADWAY STANDARDS DE ENGINEER

6
S.D.D. 8 C 7-1

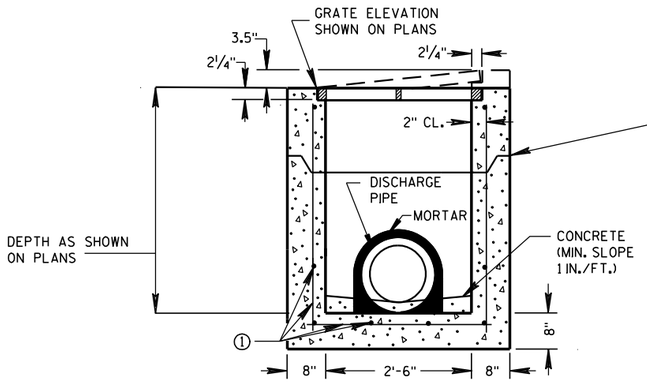


PLAN VIEW

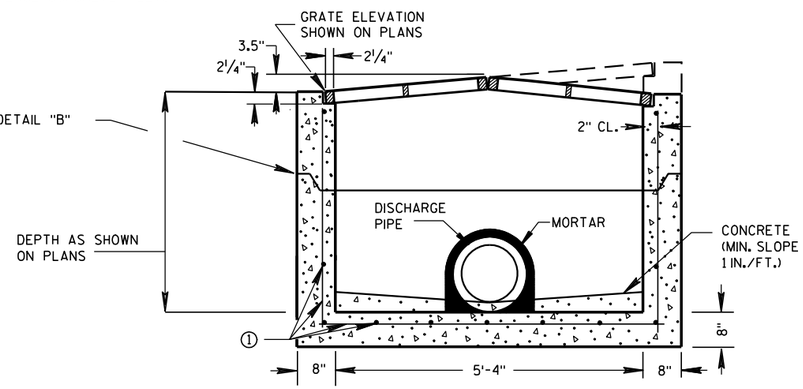


PLAN VIEW

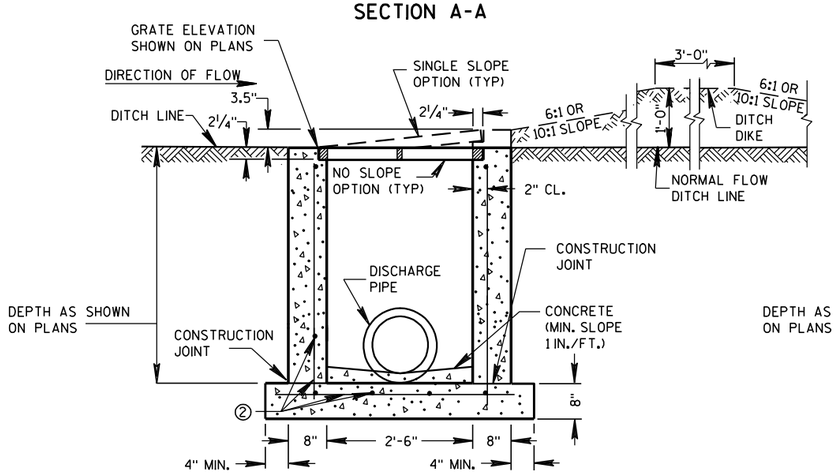
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



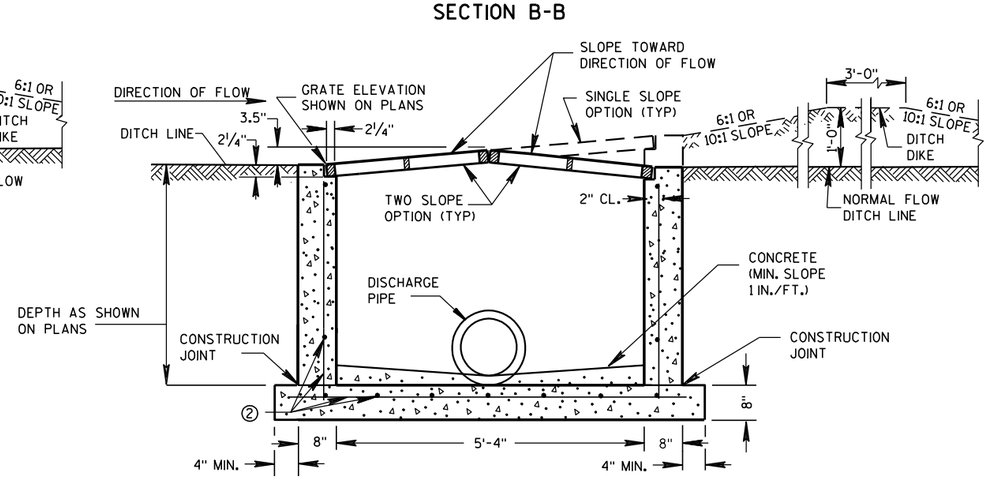
PRECAST REINFORCED CONCRETE SECTION A-A



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.

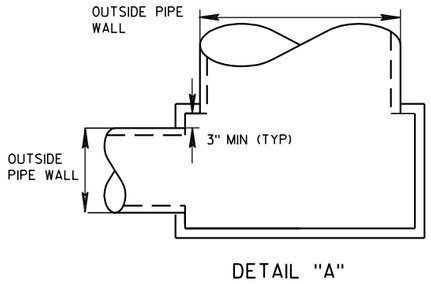
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

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.

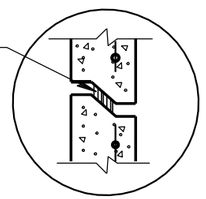
PIPE MATRIX

	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)

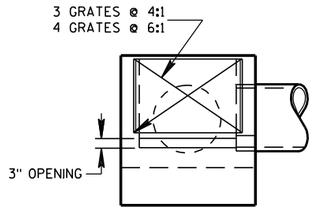


DETAIL "B"

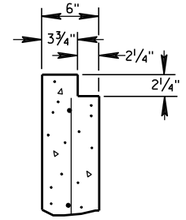
INLETS MEDIAN 1 AND 2 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



SECTION B-B



SECTION C-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.

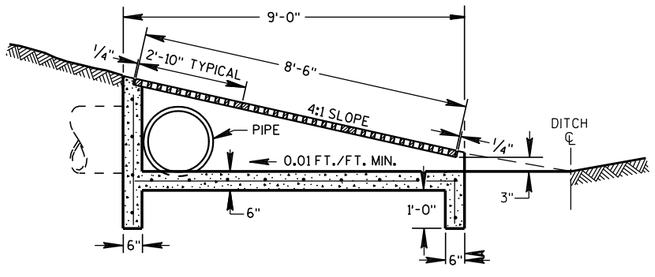
UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

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.

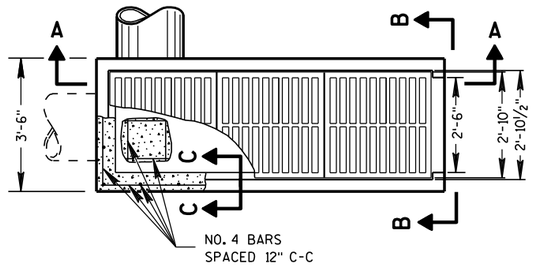
ALL MEDIAN INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 3G-MS", ETC. THE FIRST NUMBER AND LETTER DESIGNATE THE TYPE OF STRUCTURE, AND THE FOLLOWING LETTERS DESIGNATE THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

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

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

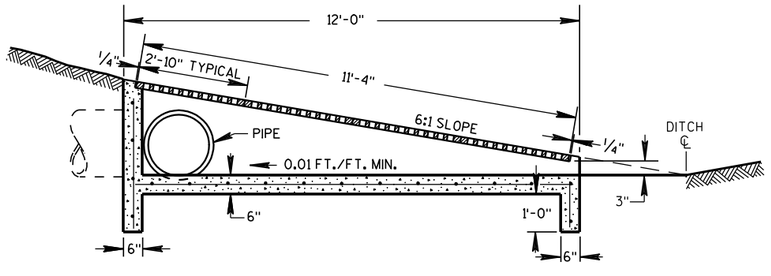


SECTION A-A

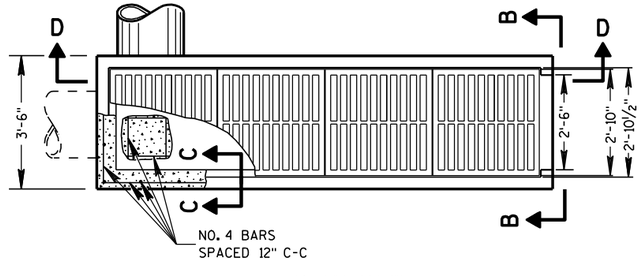


PLAN VIEW

INLETS MEDIAN 3 GRATE



SECTION D-D



PLAN VIEW

INLETS MEDIAN 4 GRATE

INLETS MEDIAN 3 AND 4 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

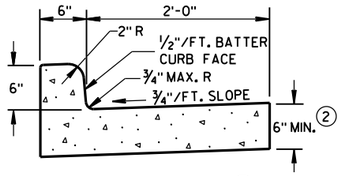
6/5/2012 — DATE

/S/ Jerry H. Zogg — ROADWAY STANDARDS DEV ENGINEER

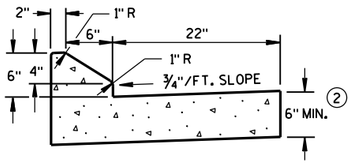
FHWA

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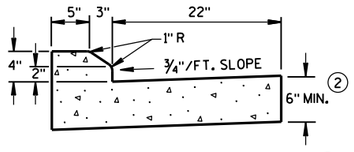
S.D.D. 8 C 9-1



TYPES A & D ①

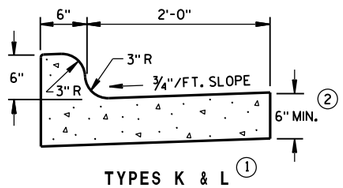


6" SLOPED CURB TYPES G & J ①

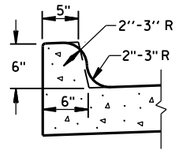


4" SLOPED CURB TYPES G & J ①

CONCRETE CURB & GUTTER 30"

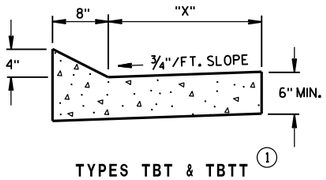


TYPES K & L ①



OPTIONAL CURB SHAPE FOR TYPES K & L ①

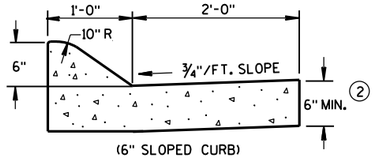
CONCRETE CURB & GUTTER 30"



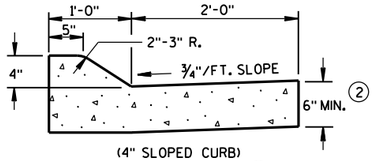
TYPES TBT & TBTT ①

CONCRETE CURB & GUTTER

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

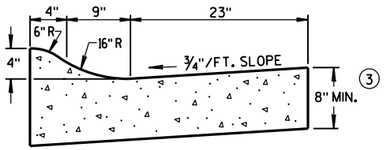


(6" SLOPED CURB)



(4" SLOPED CURB)

TYPES A & D ①



4" SLOPED CURB TYPES R & T ① ④

CONCRETE CURB & GUTTER 36"

GENERAL NOTES

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

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

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

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

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

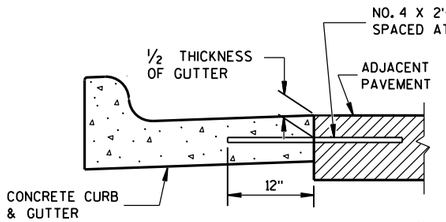
① TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K, R AND TBTT.

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

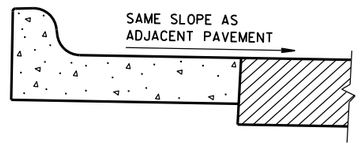
③ THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

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

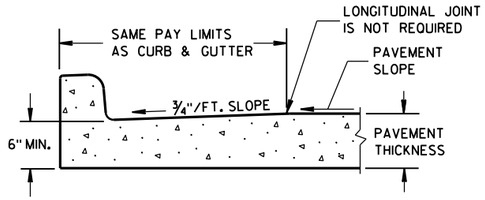
⑤ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.



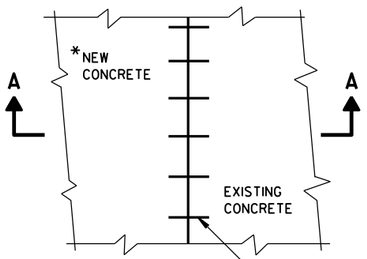
TYPICAL TIE BAR LOCATION ①



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

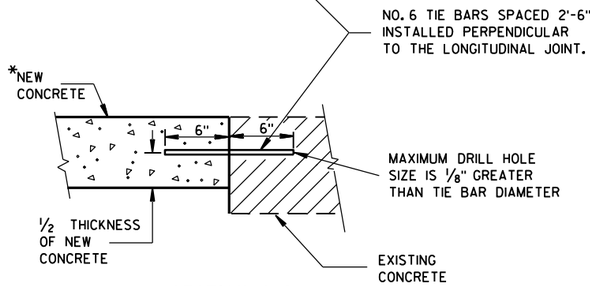


PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB & GUTTER



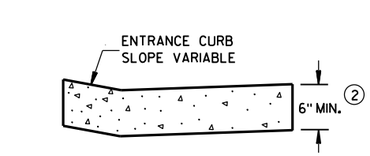
PLAN VIEW

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

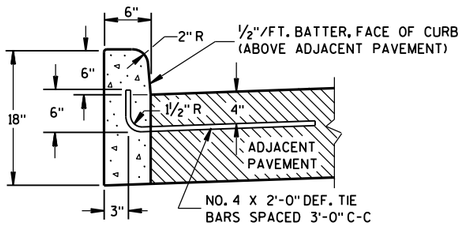


SECTION A-A

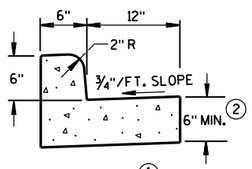
TIE BARS DRILLED
INTO EXISTING PAVEMENT



DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)

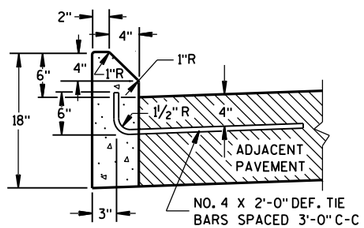


① TYPES A & D

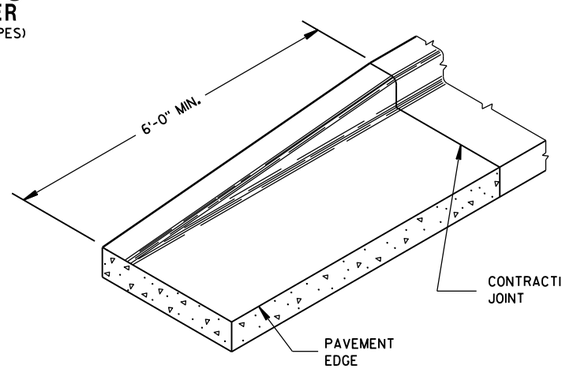


① TYPES A & D

CONCRETE CURB & GUTTER 18"



① TYPES G & J



END SECTION CURB & GUTTER

CONCRETE CURB

CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

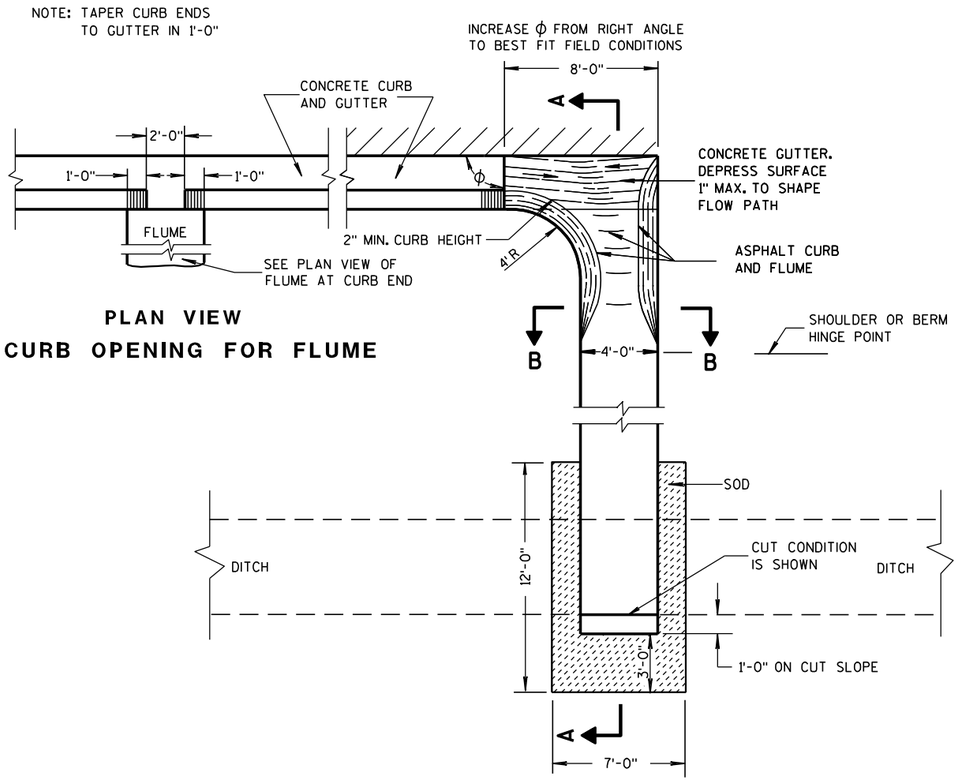
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

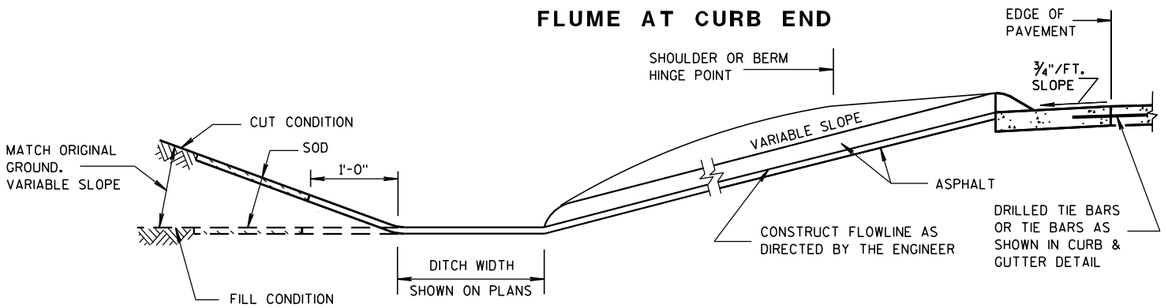
S.D.D. 8 D 1-18

ASPHALTIC FLUME

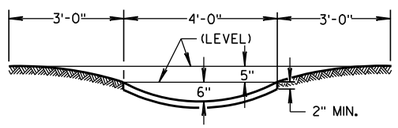


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

GENERAL NOTES

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

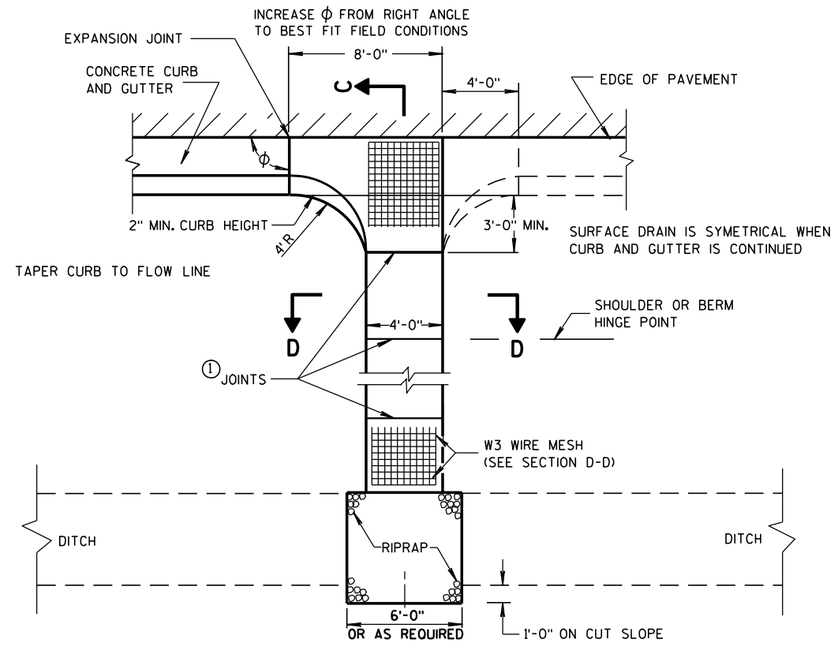
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

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

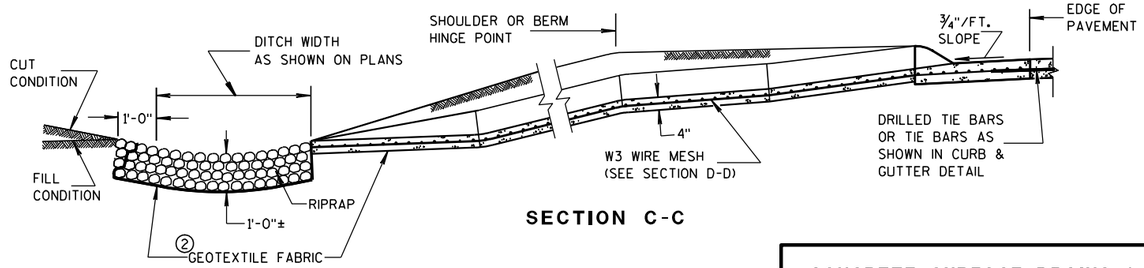
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

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

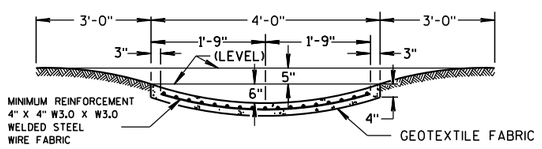
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9-4-08 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
495
MENT

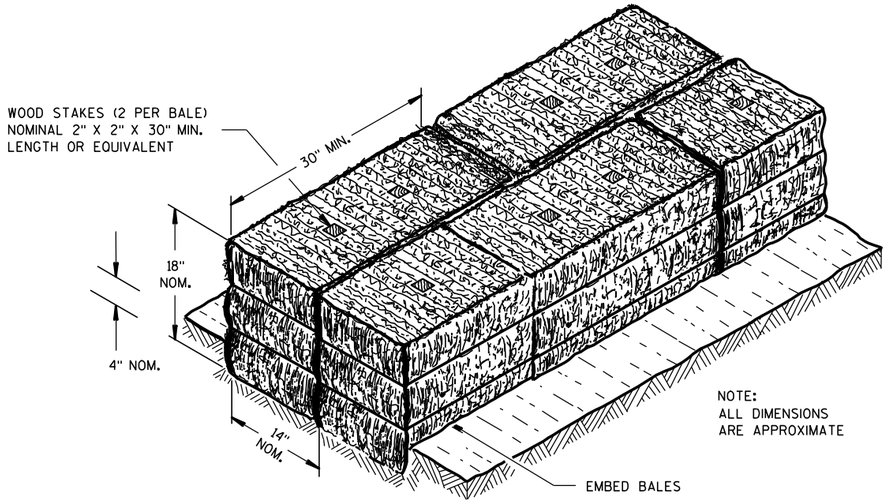
FHWA

6

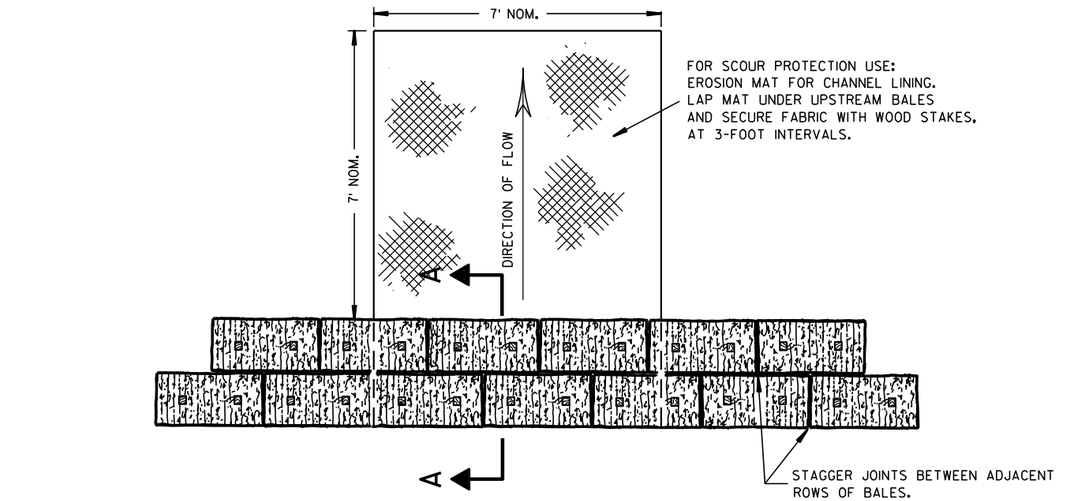
S.D.D. 8 D 4-5

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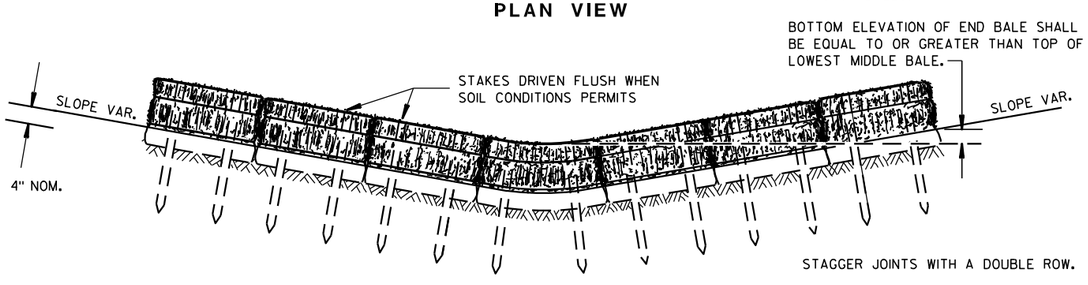
S.D.D. 8 D 4-5



SECTION A-A



PLAN VIEW



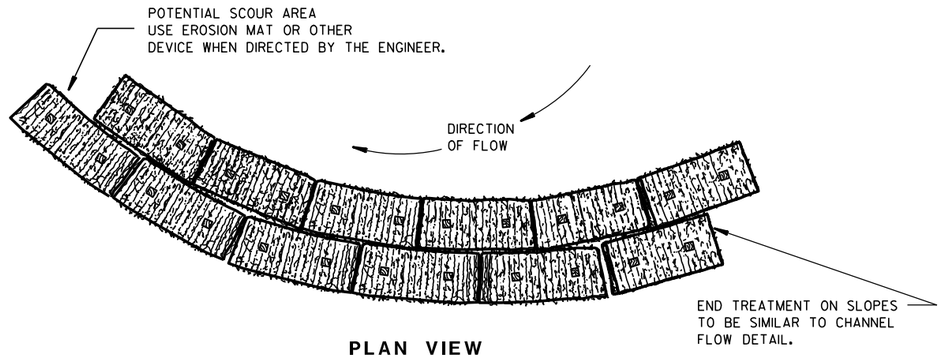
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

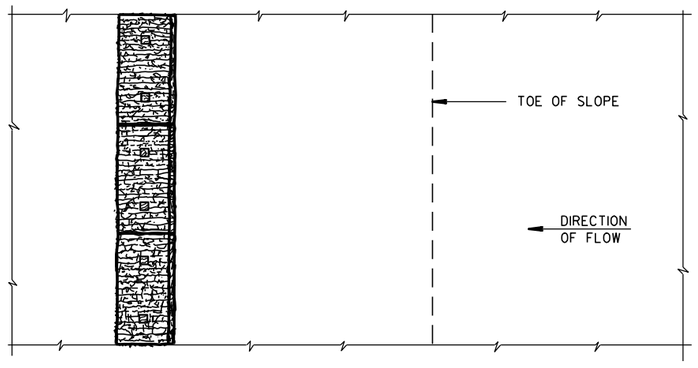
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

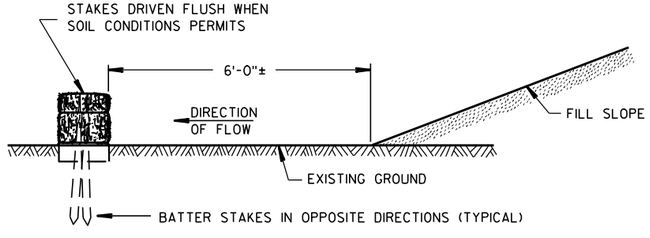


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

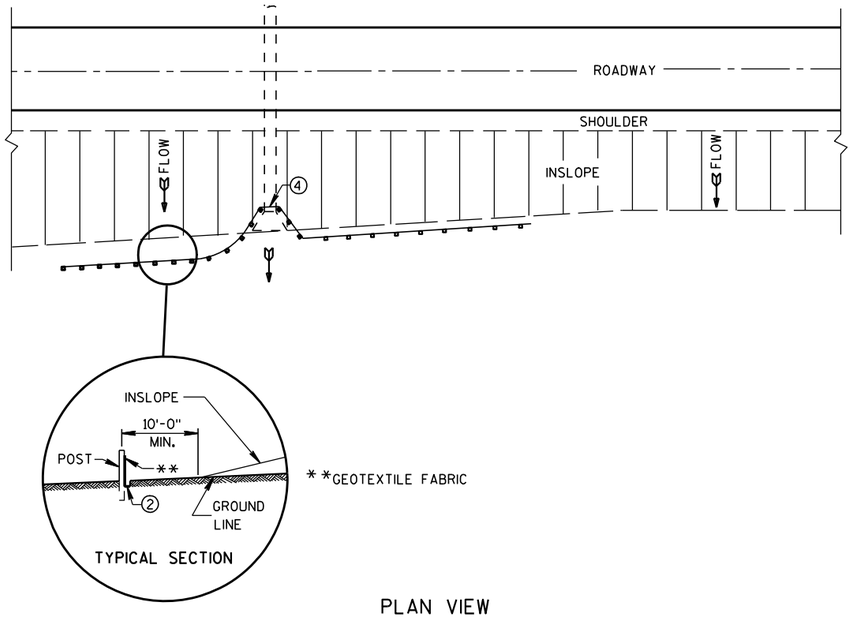
EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

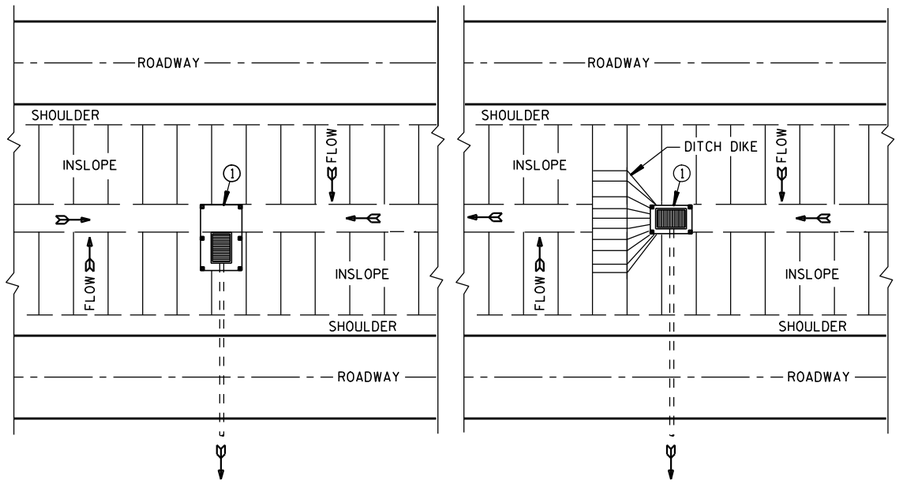
APPROVED
6/04/02 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

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.

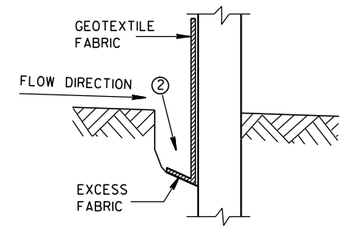
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

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.

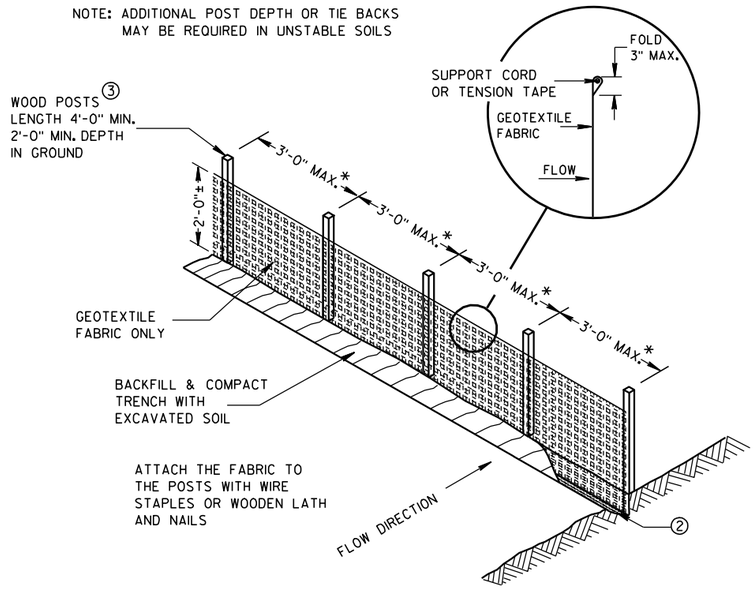
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

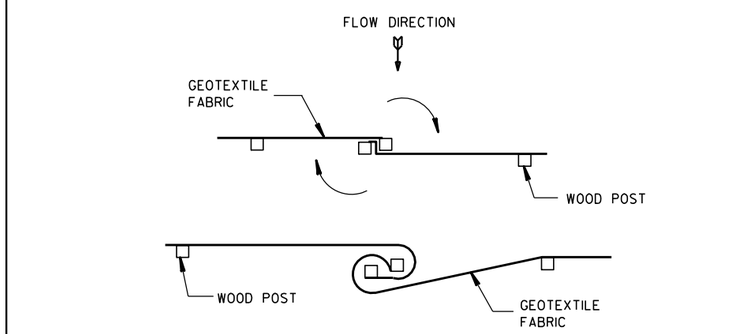
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



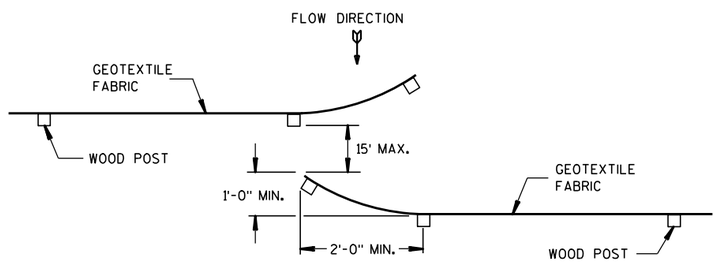
TRENCH DETAIL



SILT FENCE

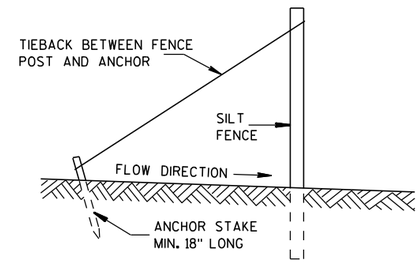


TWIST METHOD



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

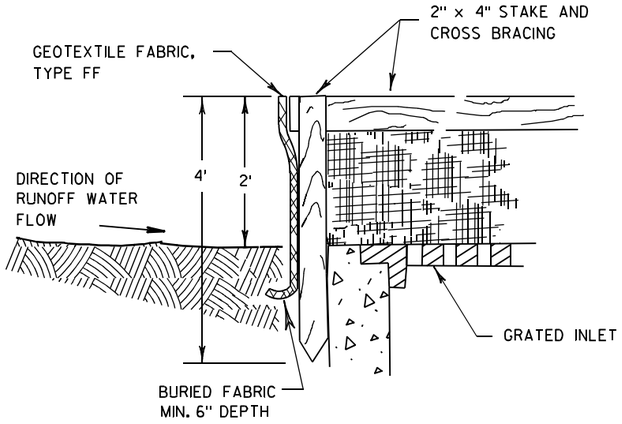
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

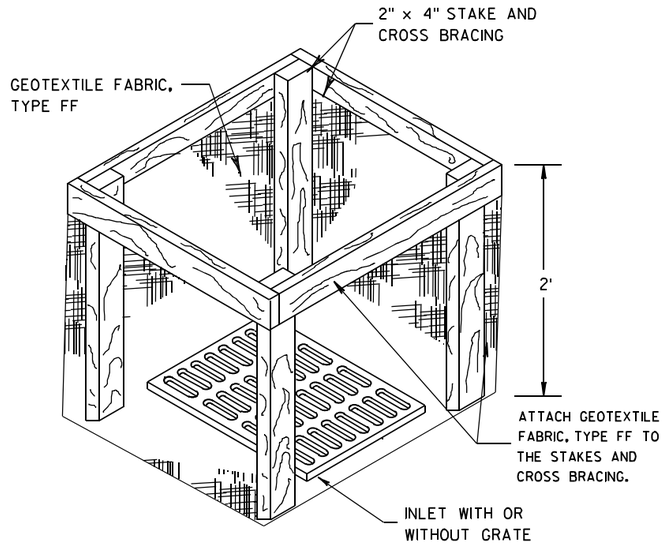
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S.D.D. 8 E 9-6

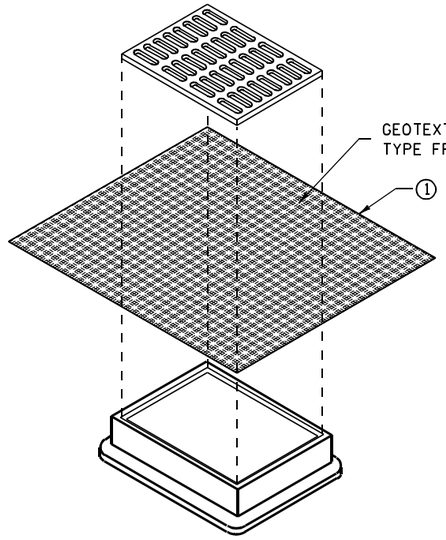
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S.D.D. 8 E 9-6



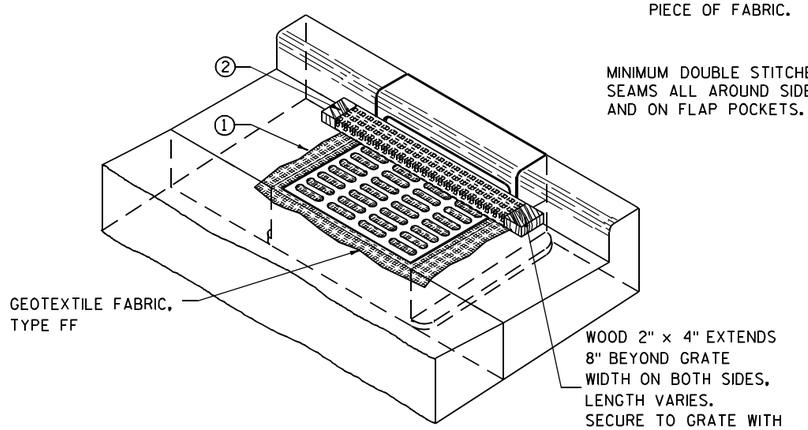


INLET PROTECTION, TYPE A

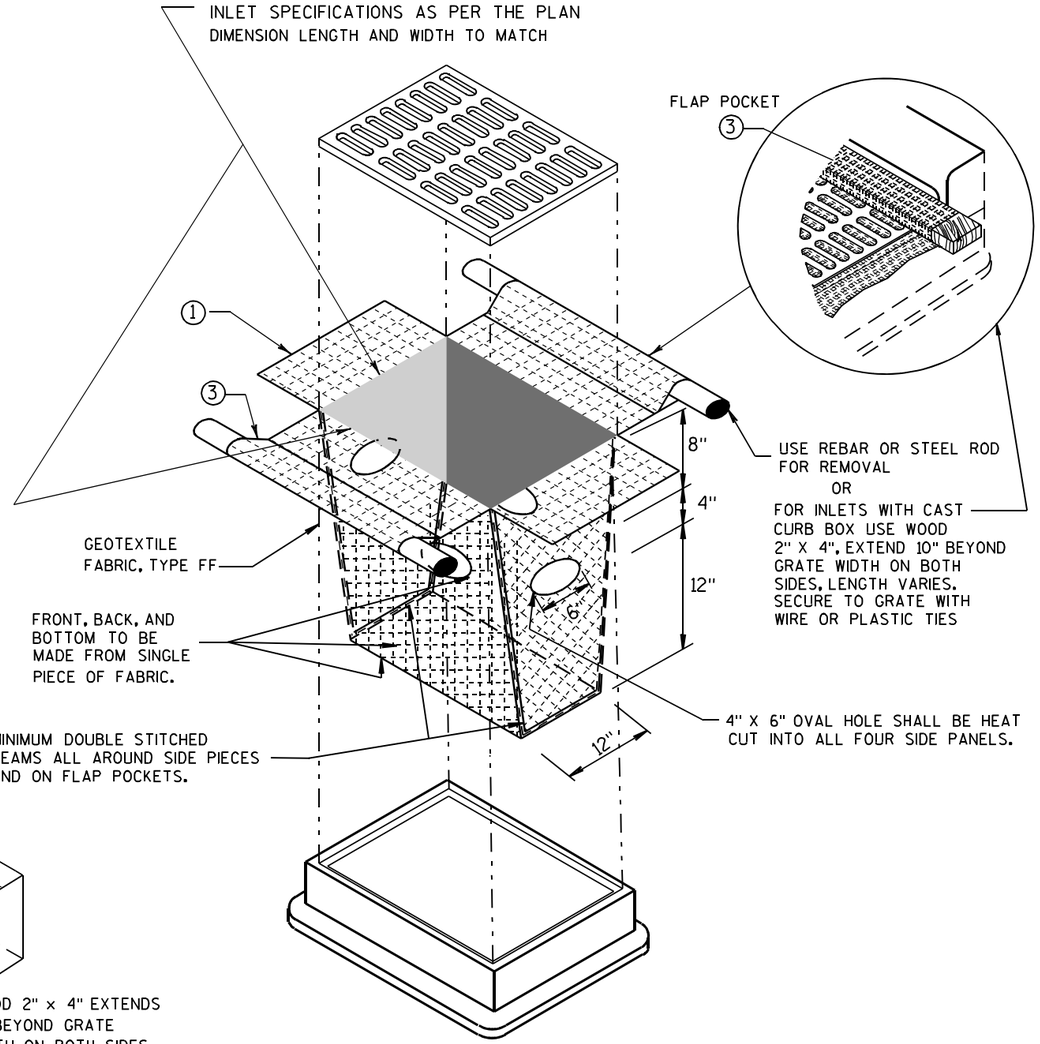


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

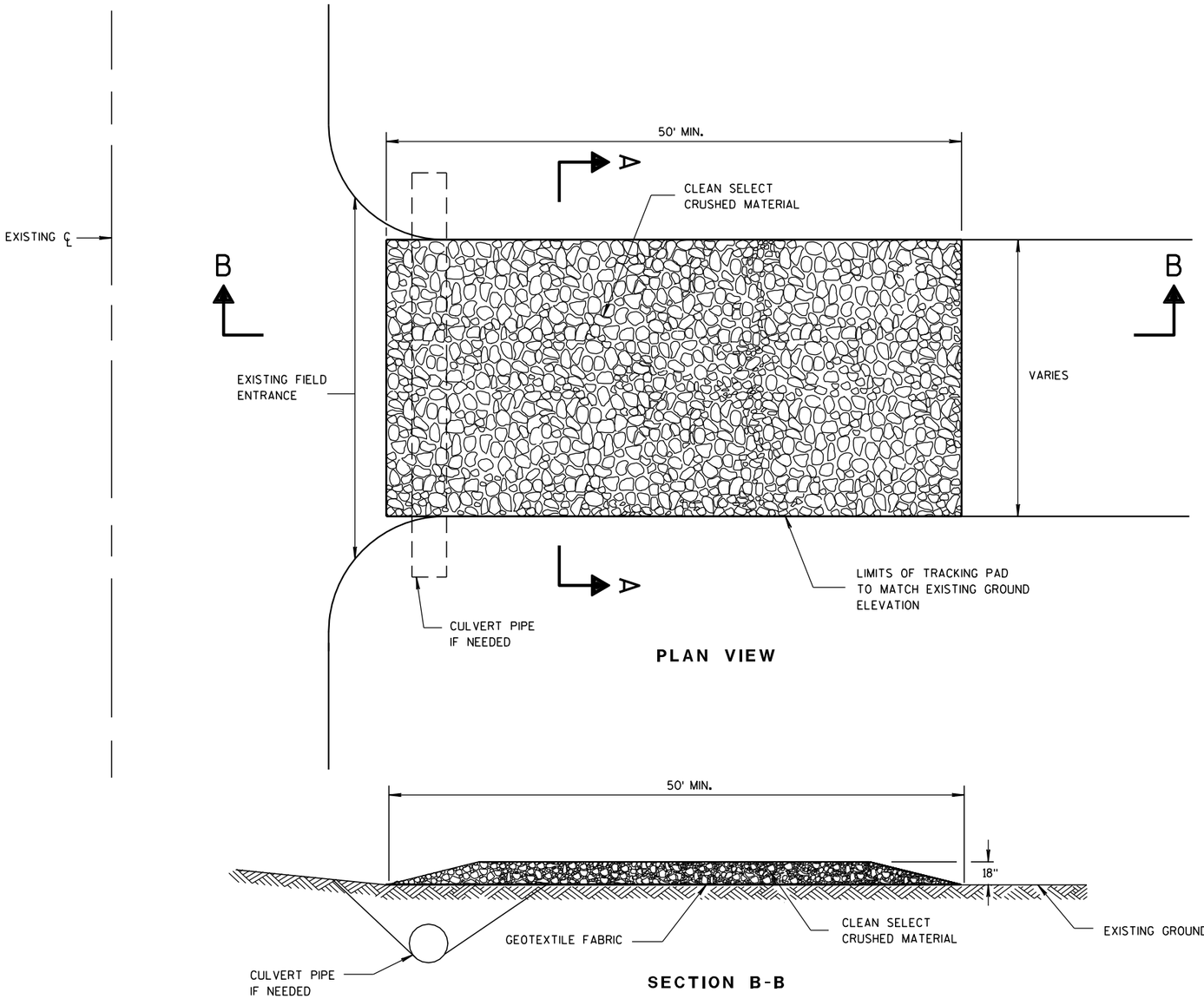
APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 10-2

6

S.D.D. 8 E 10-2



PLAN VIEW

SECTION B-B

GENERAL NOTES

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

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

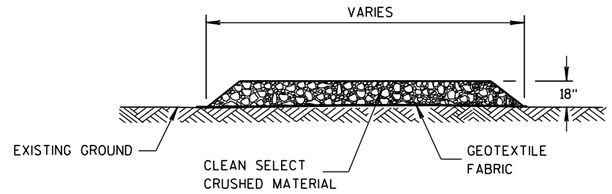
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.



SECTION A-A

TRACKING PAD

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/24/2011 — DATE
/S/ Jerry H. Zoda — ROADWAY STANDARDS ENGINEER
FHWA

6

S.D.D. 8 E 14-1

6

S.D.D. 8 E 14-1

METAL APRON ENDWALLS

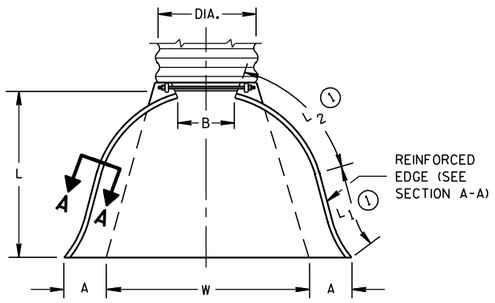
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

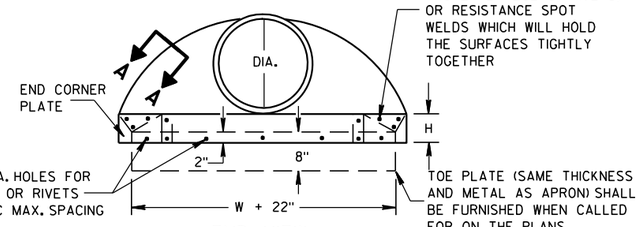
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 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

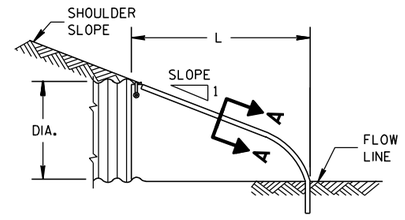
*MINIMUM
**MAXIMUM



PLAN VIEW

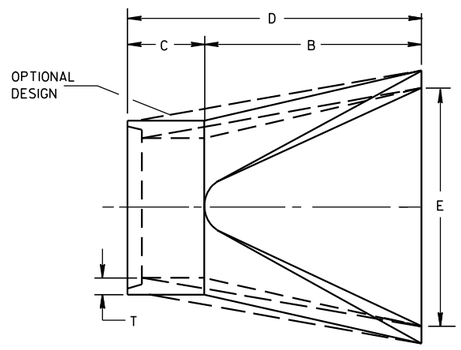


END VIEW

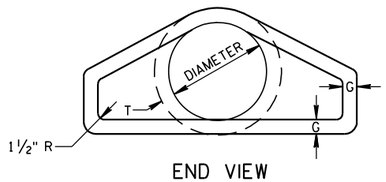


SIDE ELEVATION

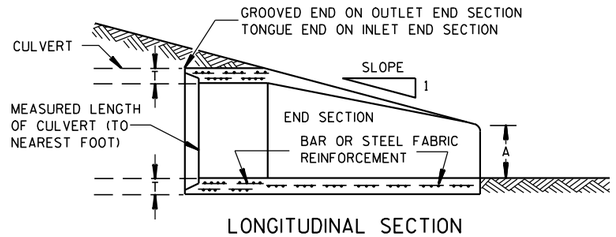
METAL ENDWALLS



PLAN

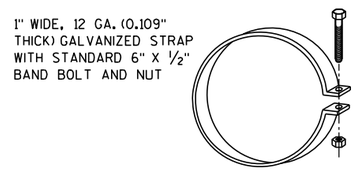


END VIEW



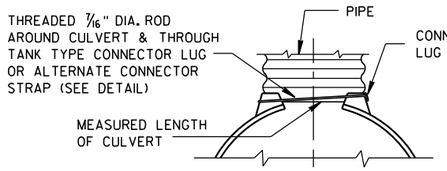
LONGITUDINAL SECTION

CONCRETE ENDWALLS

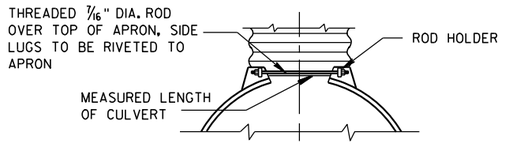


ALTERNATE FOR TYPE 1 CONNECTION

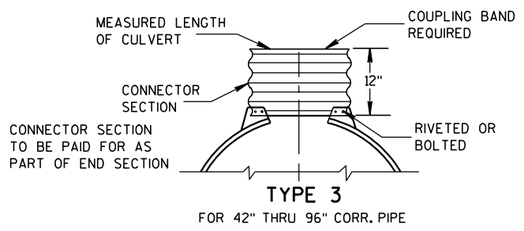
END SECTION CONNECTOR STRAP



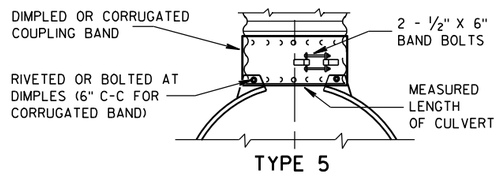
TYPE 1
FOR 12" THRU 24" CORR. PIPE



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

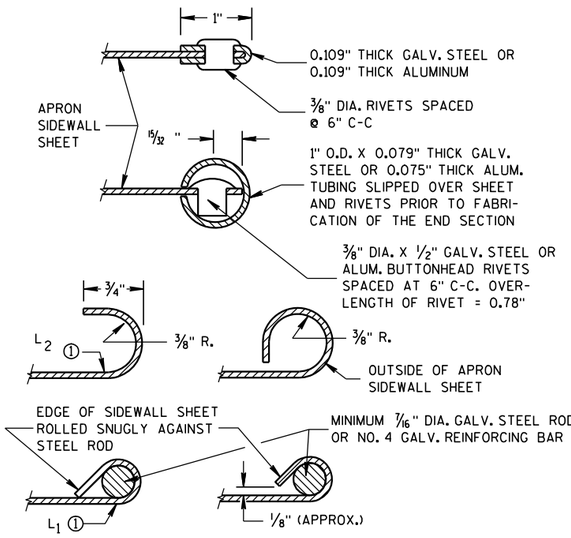
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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.

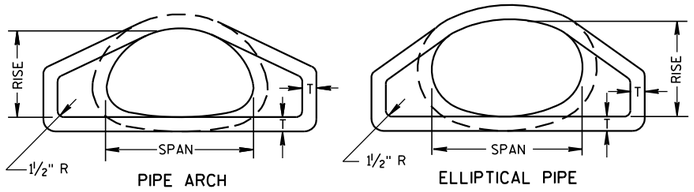
APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

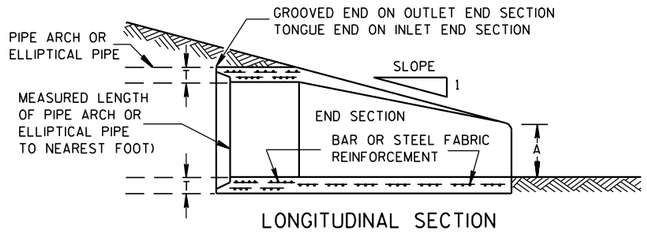
APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOP 500 NEER
FHWA

6

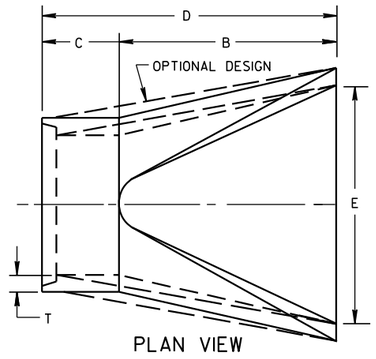
S.D.D. 8 F 1-11



END VIEW

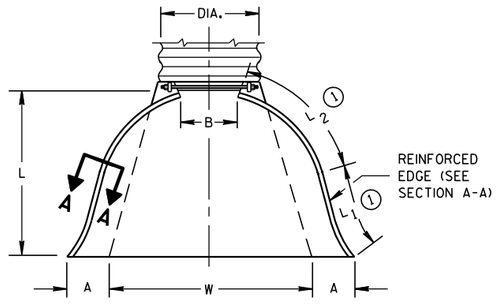


LONGITUDINAL SECTION

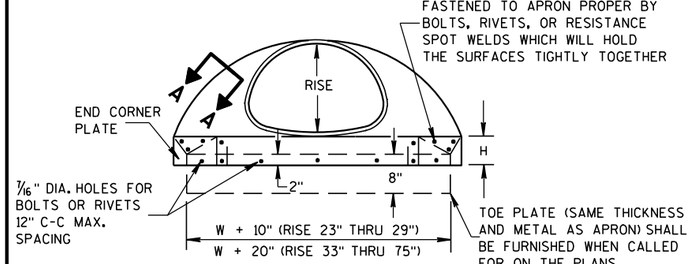


PLAN VIEW

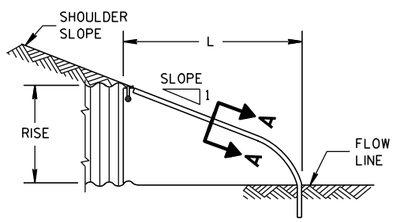
CONCRETE ENDWALLS



PLAN VIEW

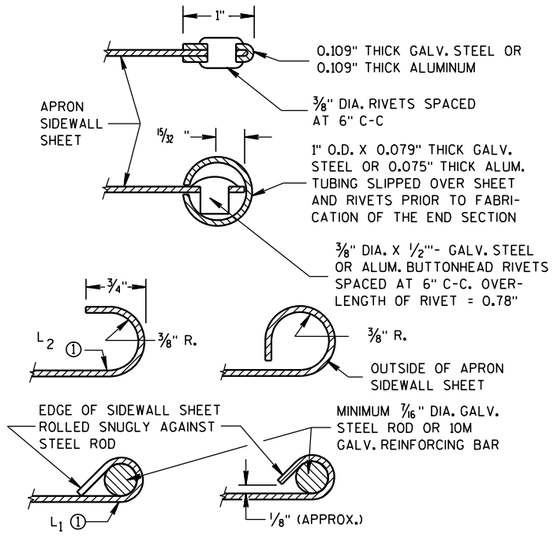


END VIEW



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

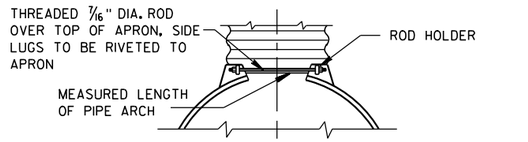
REINFORCED CONCRETE PIPE ARCH

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

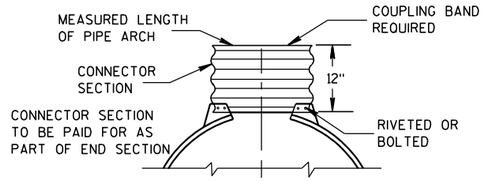
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48	6½	30	60	36	96	96	2½ to 1

**NOMINAL SIZE



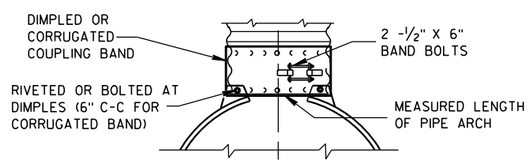
TYPE 2

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

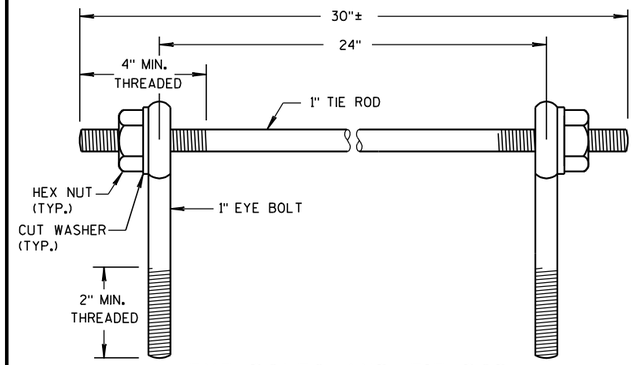
11/30/94 — DATE

/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER

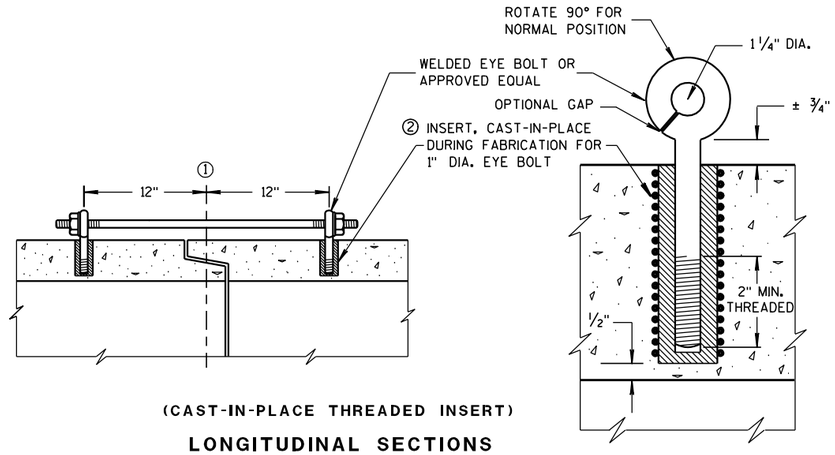
FHWA

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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.

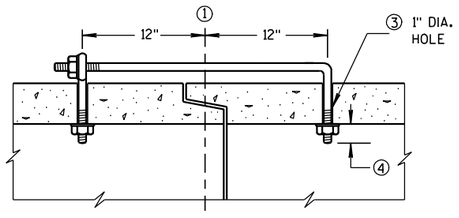
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

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

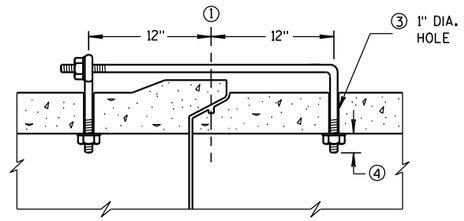
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

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)

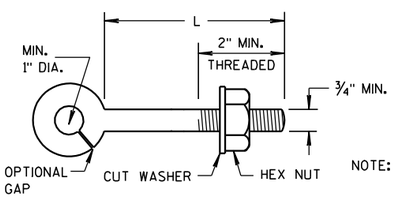


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

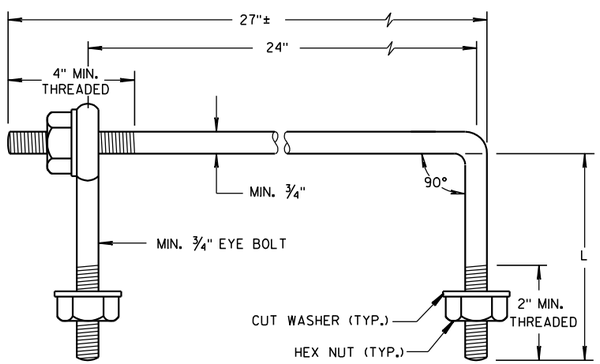
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



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

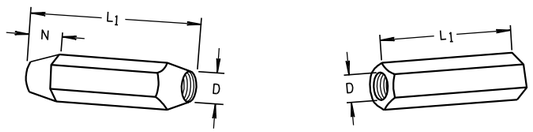
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

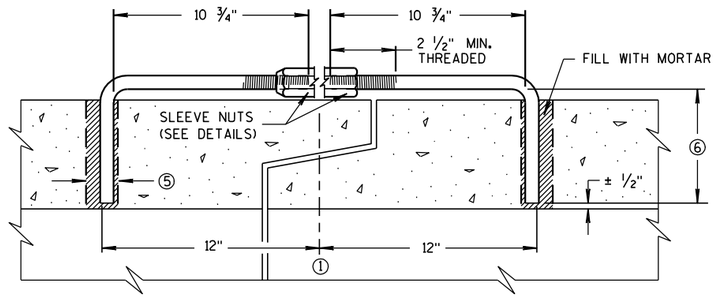
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

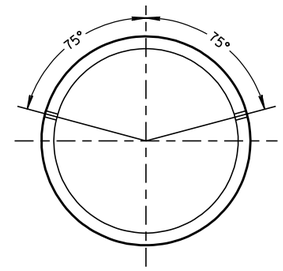
SLEEVE NUTS



LONGITUDINAL SECTION

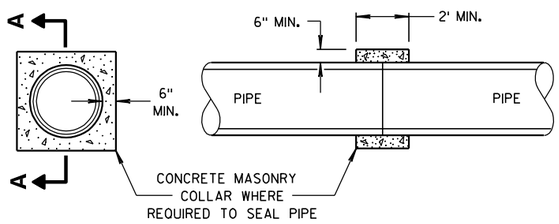
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

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

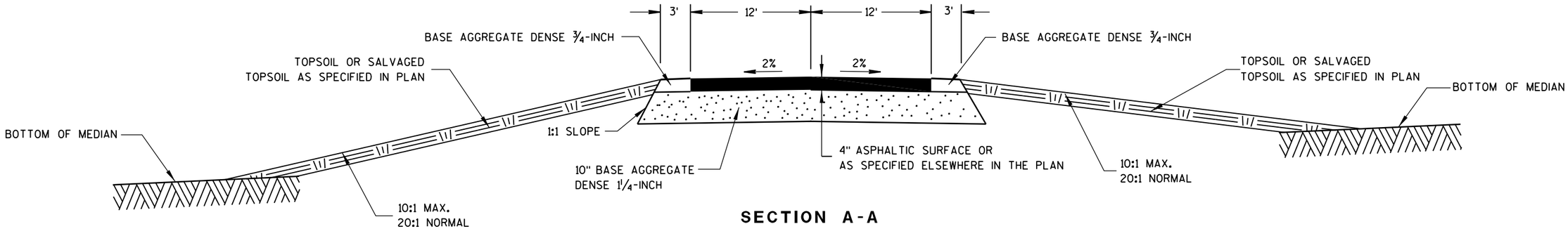
JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

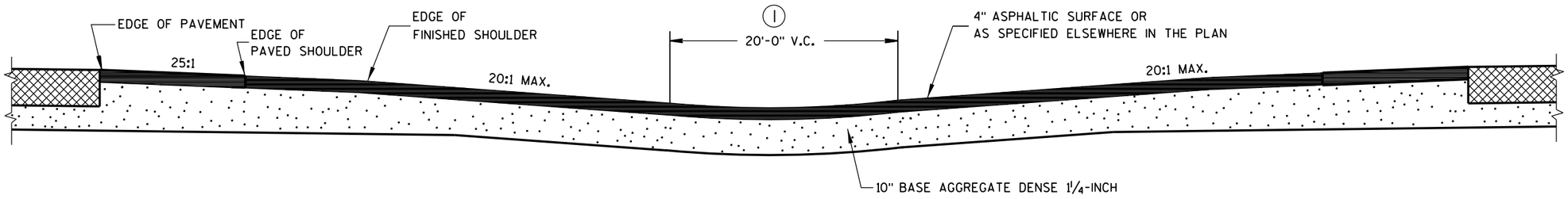
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
502
FHWA

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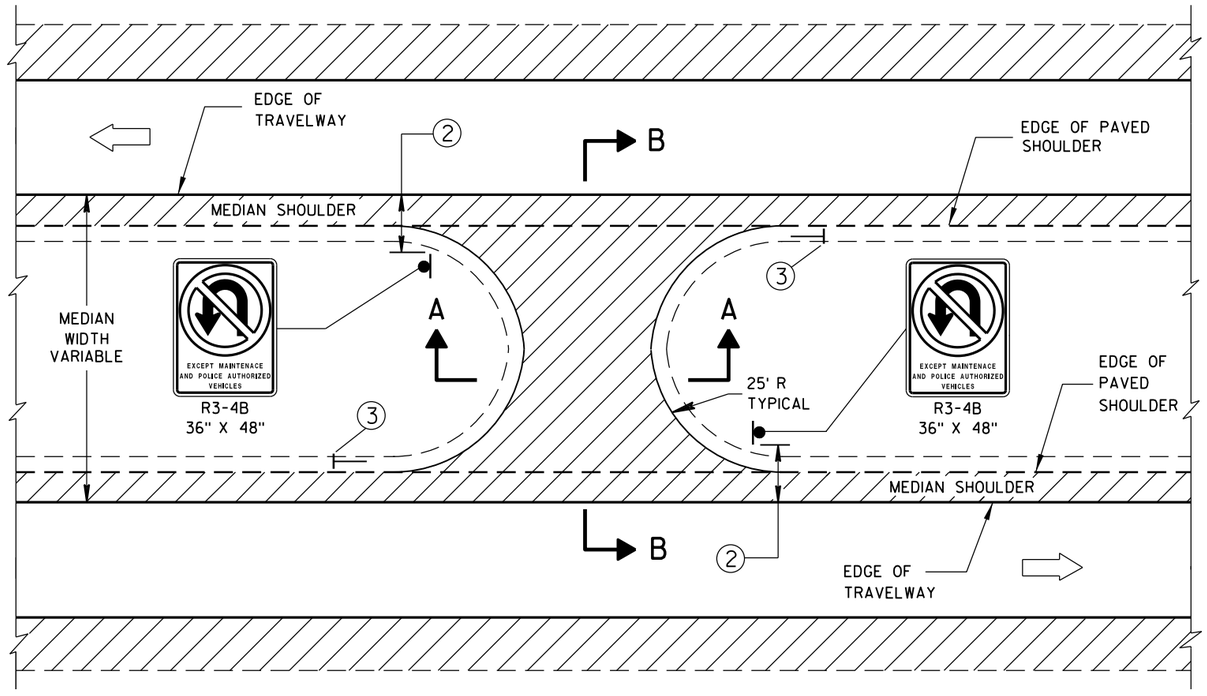
S.D.D. 8 F 4-7



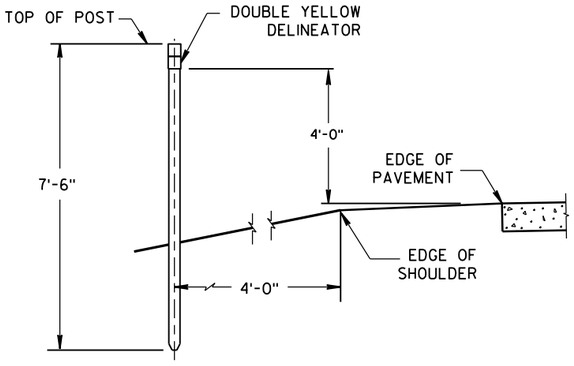
SECTION A-A



SECTION B-B



PLAN VIEW



DOUBLE YELLOW DELINEATOR INSTALLATION

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) ADJUST VERTICAL CURVE LOCATION LATERALLY TO MAINTAIN 20:1 MAX.

(2) SIGNING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

(3) INSTALL DOUBLE YELLOW DELINEATOR. SEE STANDARD DETAIL DRAWING 15A2.

MAINTENANCE CROSSOVER FOR FREEWAYS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013 — DATE

/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER

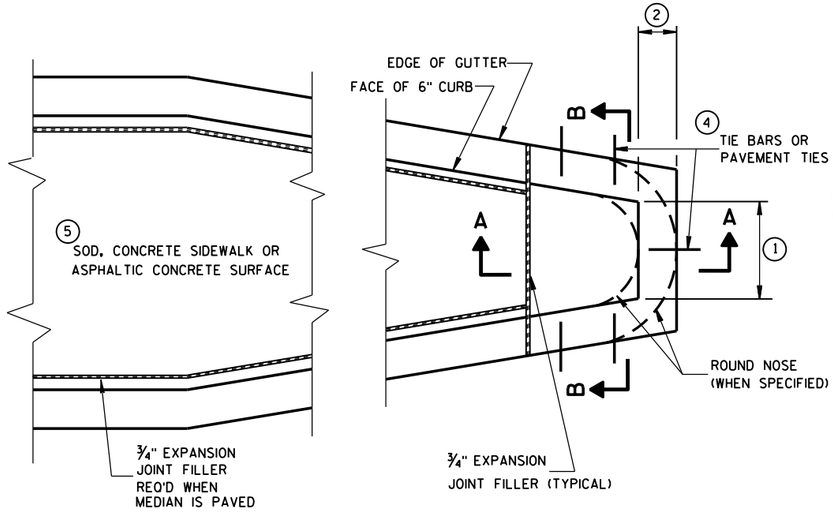
FHWA

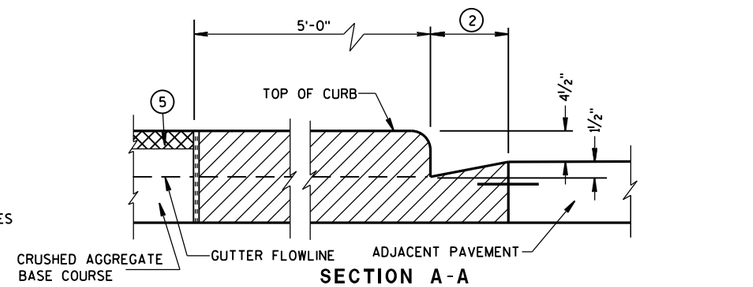
6

S.D.D. 11 A 1-5

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S.D.D. 11 A 1-5





CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

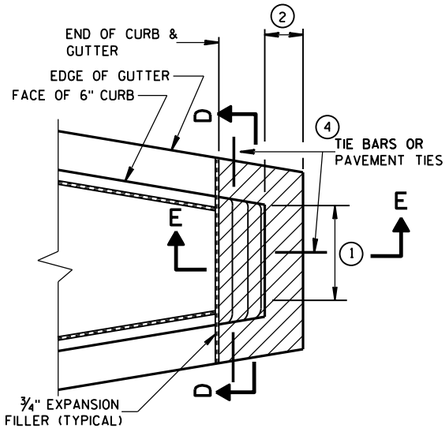
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

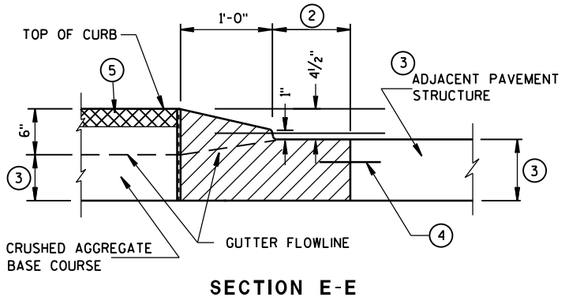
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

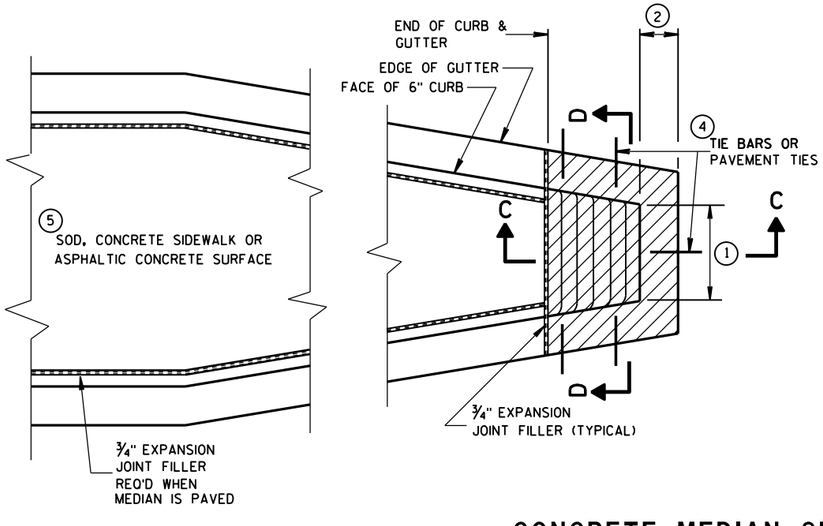
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

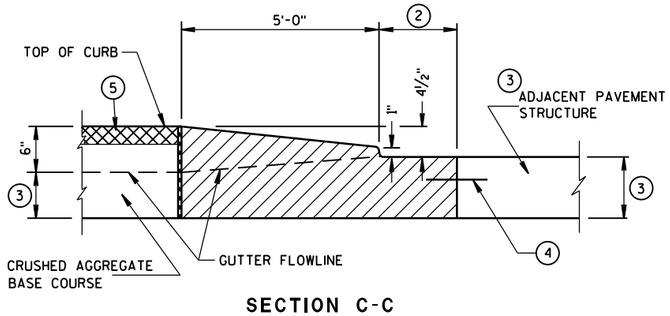




SECTION E-E

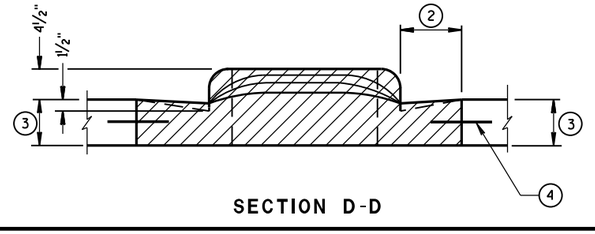
CONCRETE MEDIAN SLOPED NOSE TYPE 2





SECTION C-C

CONCRETE MEDIAN SLOPED NOSE TYPE 1



SECTION D-D

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/8/2006
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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S.D.D. 11 B 2-2

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S.D.D. 11 B 2-2

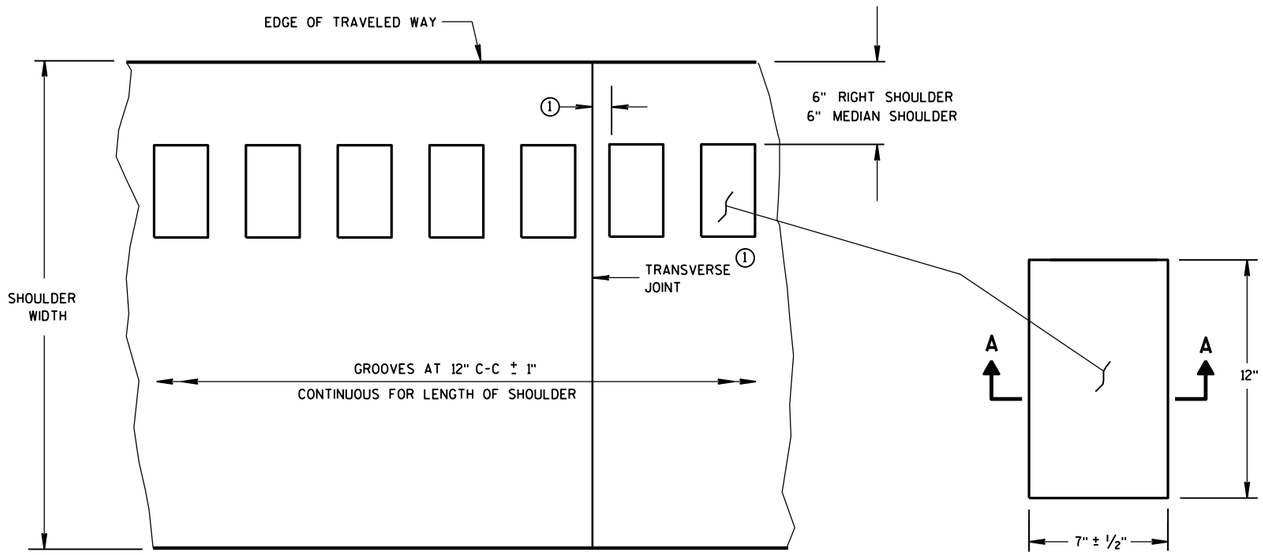
GENERAL NOTES

DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

RUMBLE STRIPS ON EXPRESSWAYS

DO NOT INSTALL RUMBLE STRIPS ACROSS SIDE ROAD INTERSECTIONS, COMMERCIAL DRIVEWAYS, PRIVATE DRIVEWAYS OR ADJACENT TO RIGHT TURN LANES, LEFT TURN LANES, TURN LANE TAPERS, BRIDGE DECKS, BRIDGE APPROACHES, OR 100 FEET IN ADVANCE OF RAILROAD CROSSING. THE ATTACHED STANDARD DETAIL DRAWING SHOWS THE LOCATION OF THE RUMBLE STRIPS AT INTERCHANGE AREAS.

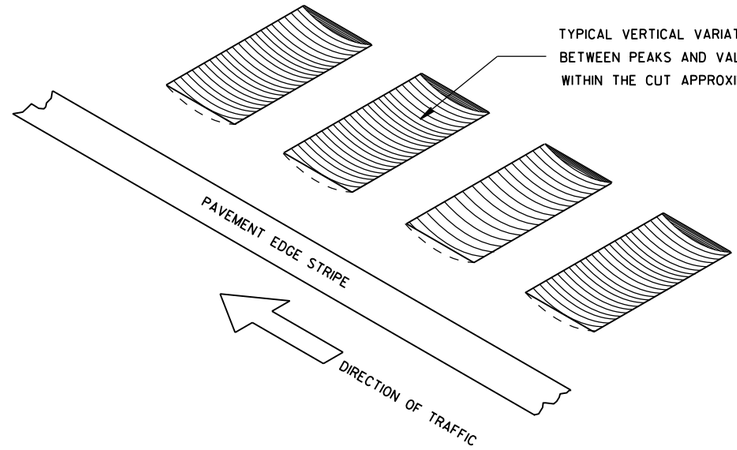
(1) CONCRETE PAVEMENT - RUMBLE STRIPS SHALL BE A MINIMUM OF 6" AWAY FROM TRANSVERSE JOINTS.



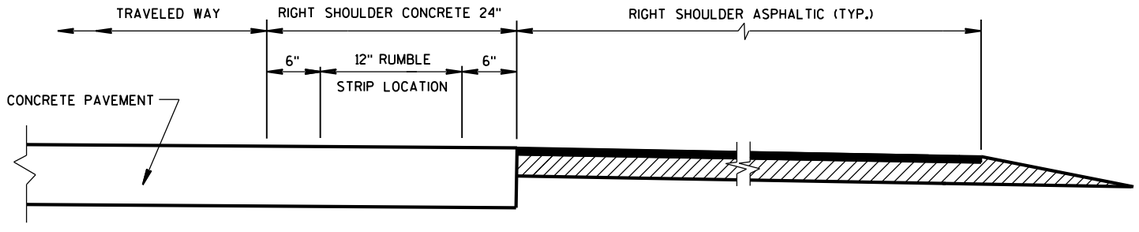
PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

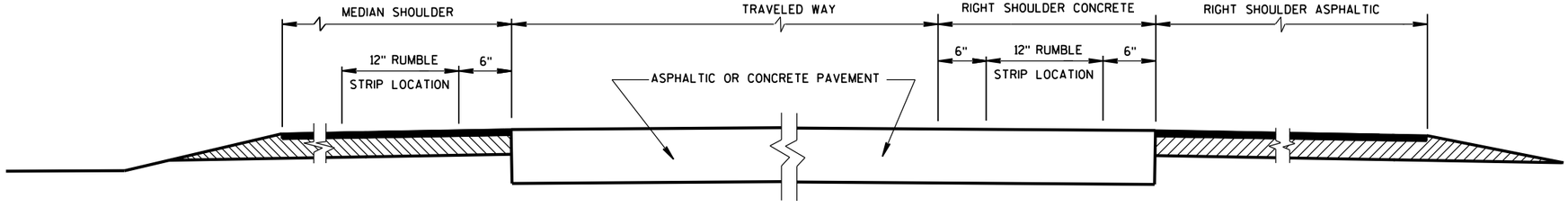
PLACEMENT DETAIL FOR MILLED RUMBLE STRIP



ISOMETRIC

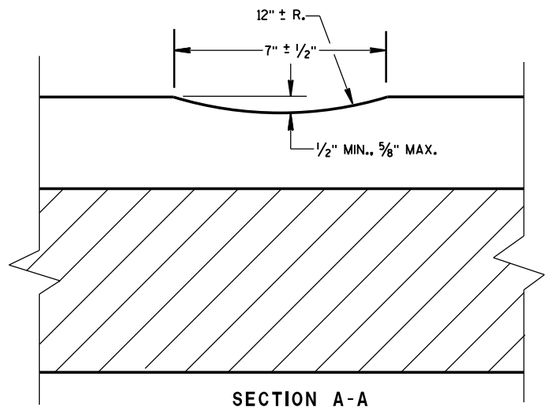


SECTION VIEW
CONCRETE PAVEMENT EXTENDS INTO RIGHT SHOULDER)



SECTION VIEW

TYPICAL LOCATIONS OF SHOULDER RUMBLE STRIPS
IN RURAL DIVIDED HIGHWAYS
(ONE ROADWAY IS SHOWN)



SECTION A-A

SHOULDER RUMBLE STRIP, MILLING

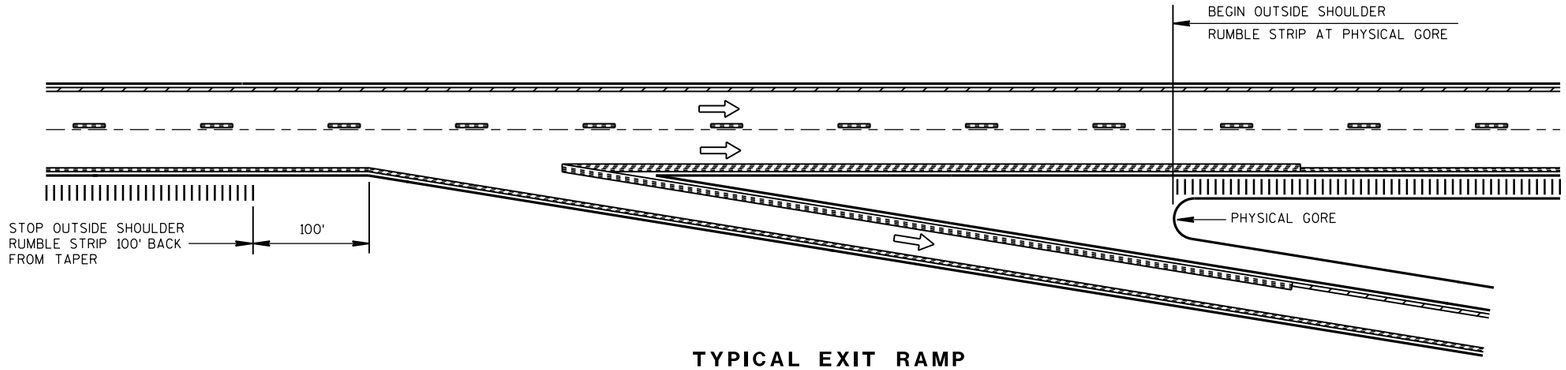
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 505

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S.D.D. 13 A 5-5a

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S.D.D. 13 A 5-5a



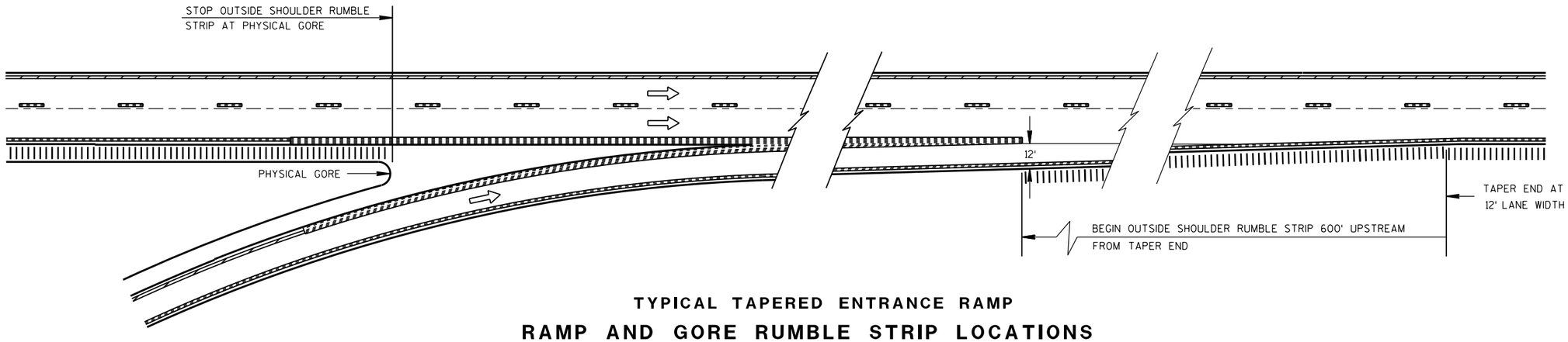
TYPICAL EXIT RAMP

NOTES:

NO RUMBLE STRIP ON EXIT, DIRECTIONAL, OR ENTRANCE RAMPS, EXCEPT NEAR THE ENTRANCE TAPER END AND ALONG THE PARALLEL RAMP AREA AS SHOWN.

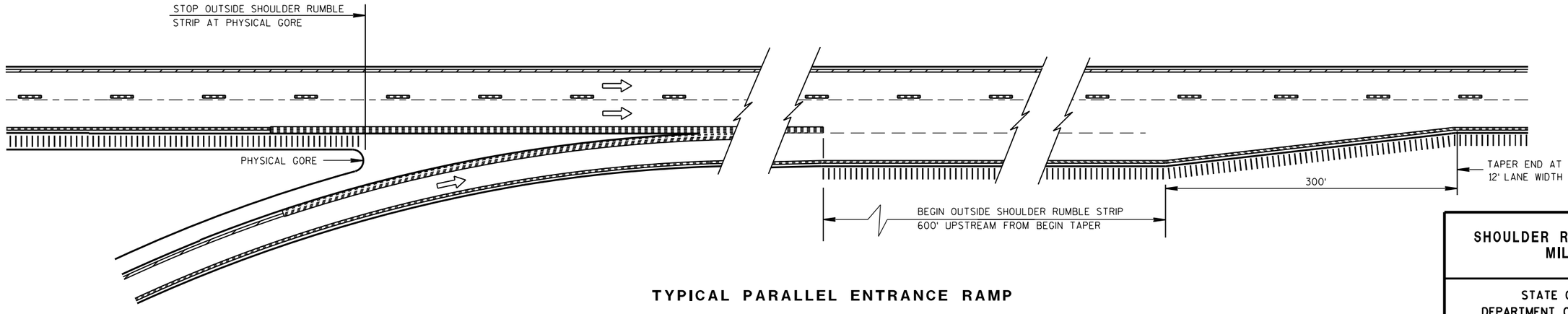
PAVEMENT MARKING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL



TYPICAL TAPERED ENTRANCE RAMP

RAMP AND GORE RUMBLE STRIP LOCATIONS



TYPICAL PARALLEL ENTRANCE RAMP

RAMP AND GORE RUMBLE STRIP LOCATIONS

SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

12/17/2012
DATE

/S/ Jerry H. Zoga
ROADWAY STANDARDS ENGINEER

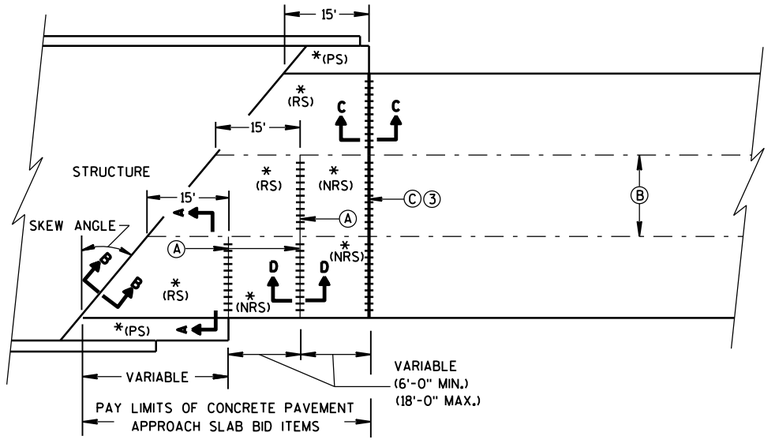
FHWA

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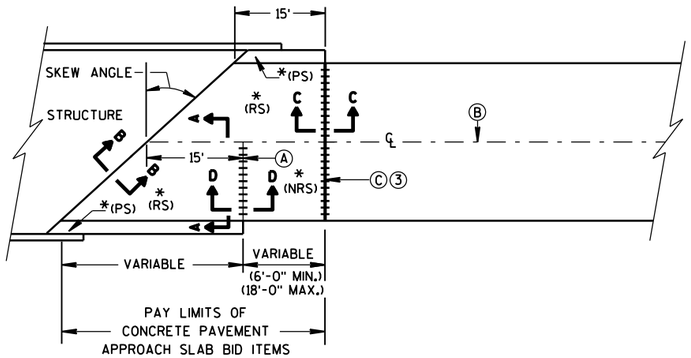
S.D.D. 13 A 5-5b

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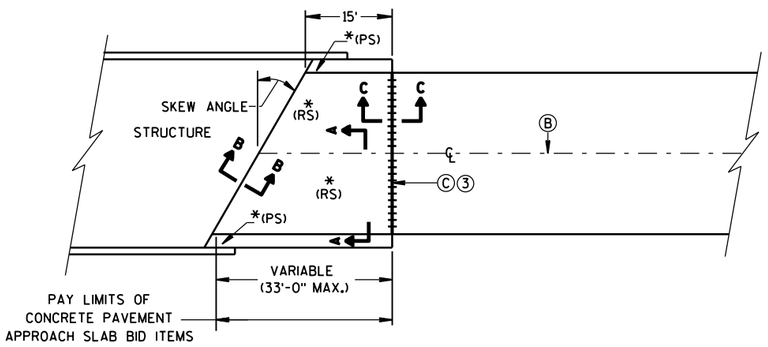
S.D.D. 13 A 5-5b



SKEWED APPROACH
(PAVEMENT MORE THAN 2 LANES)



SKEWS >20°
(PAVEMENT WIDTH ≤30')



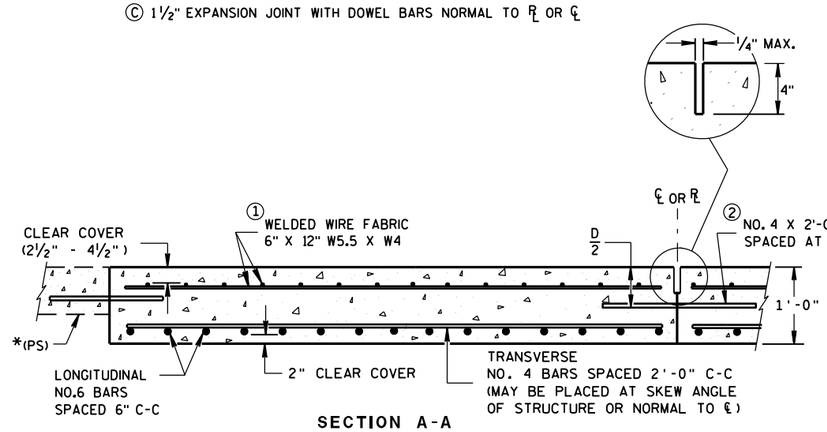
SKEWS ≤20°
(PAVEMENT WIDTH ≤30')

APPROACH SLAB AND ADJACENT PAVEMENT

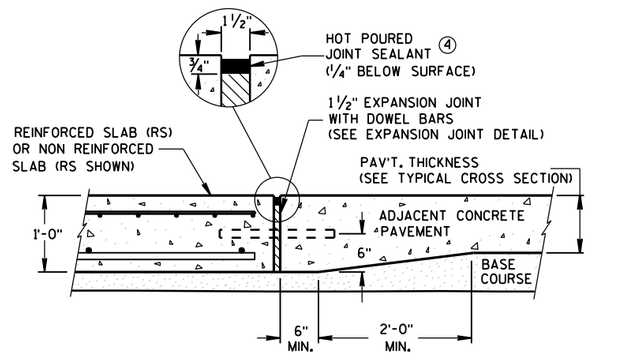
*(RS) = REINFORCED CONCRETE SLAB
*(PS) = PAVED CONCRETE SHOULDER OR CONCRETE DRAINAGE SLAB
(SEE DETAILS ELSEWHERE IN THE PLAN)
*(NRS) = NON-REINFORCED CONCRETE SLAB

***STANDARD DOWEL BAR DIAMETER
(SEE SDD 13C11, & SDD 13C13)

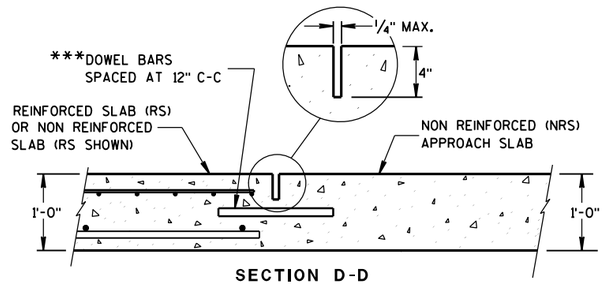
Ⓐ STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℄
Ⓑ STANDARD LONGITUDINAL JOINT WITH TIE BARS.
Ⓒ 1½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℄



SECTION A-A
REINFORCEMENT POSITIONING DETAIL



SECTION C-C
TRANSITION DETAIL
APPROACH SLAB TO ADJACENT PAVEMENT



SECTION D-D
CONTRACTION JOINT

GENERAL NOTES

THE CONTRACTOR MAY SPLICE NO. 6 BARS IN THE APPROACH SLAB FOR SKEWED STRUCTURES ONLY. STAGGER SPLICES WITH A MAXIMUM OF ONE SPLICE PER BAR. THE LENGTH OF LAP IS 20 INCHES.

TACK WELD DOWEL BARS TO THE BASKETS ON ALTERNATE ENDS.

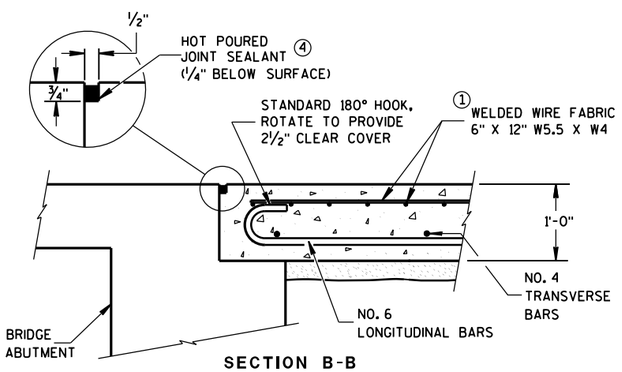
① THE CONTRACTOR MAY USE NO. 4 BARS SPACED AT 2'-0" C-C IN BOTH THE LONGITUDINAL AND TRANSVERSE DIRECTIONS FOR TOP REINFORCEMENT AS AN ALTERNATIVE TO THE WELDED WIRE FABRIC.

② THE CONTRACTOR MAY OMIT TIE BARS BETWEEN REINFORCED SLABS WHERE SLAB REINFORCEMENT BARS EXTEND ACROSS THE CENTERLINE OR REFERENCE LINE.

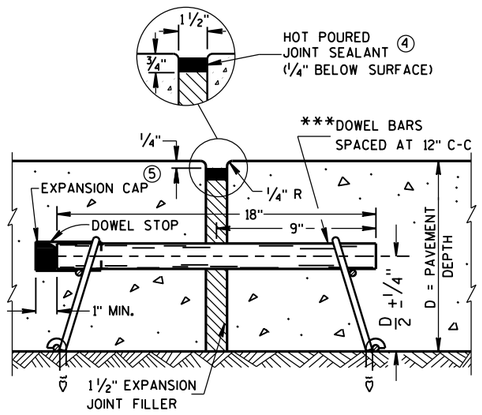
③ DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING AN HMA PAVEMENT.

④ USE A JOINT SEALANT MEETING THE REQUIREMENTS OF ASTM D6690.

⑤ PLACE EXPANSION CAP ON THE END OF THE DOWEL THAT IS NOT TACK WELDED TO THE BASKET. DO NOT FORCE DOWEL BAR PAST THE DOWEL STOP.



SECTION B-B
BEND DETAIL
BOTTOM REINFORCEMENT



EXPANSION JOINT DETAIL

CONCRETE PAVEMENT APPROACH SLAB

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

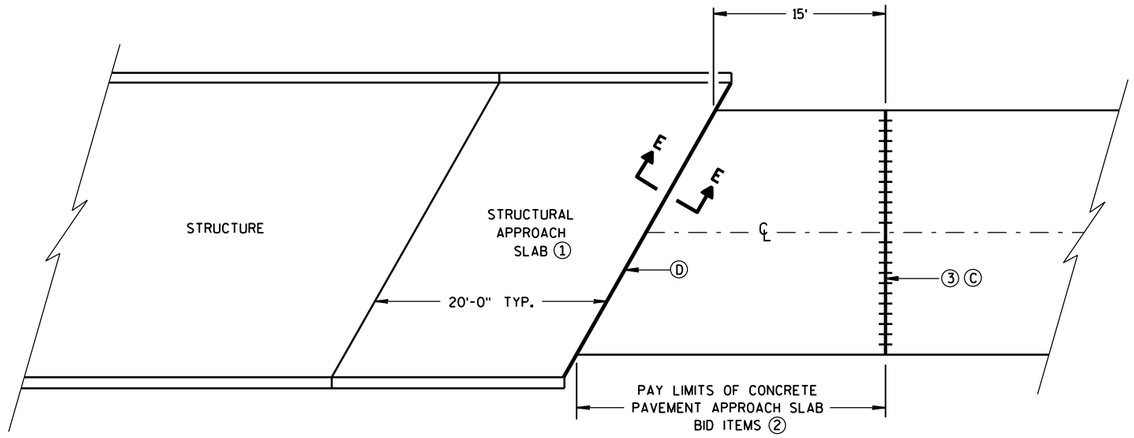
APPROVED
June, 2015
DATE
/S/ Peter Kemp, P.E.
PAVEMENT SUPER
FHWA

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S.D.D. 13 B 2-8a

6

S.D.D. 13 B 2-8a



GENERAL NOTES

ALL PROJECTS THAT INVOLVE A STRUCTURAL APPROACH SLAB WILL ALSO HAVE A CONCRETE PAVEMENT APPROACH SLAB.

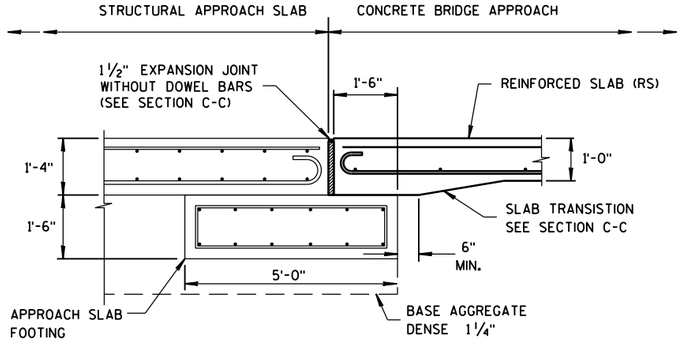
① SEE BRIDGE PLAN.

② CONFORM TO SHEET 13 B 2(A) FOR CONCRETE PAVEMENT APPROACH SLAB DETAILS.

③ DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING AN HMA PAVEMENT.

Ⓒ 1½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℄

Ⓓ 1½" EXPANSION JOINT (NO DOWELS)



SECTION E-E

FOOTING DETAIL

STRUCTURAL APPROACH SLAB TO CONCRETE BRIDGE APPROACH

STRUCTURAL APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

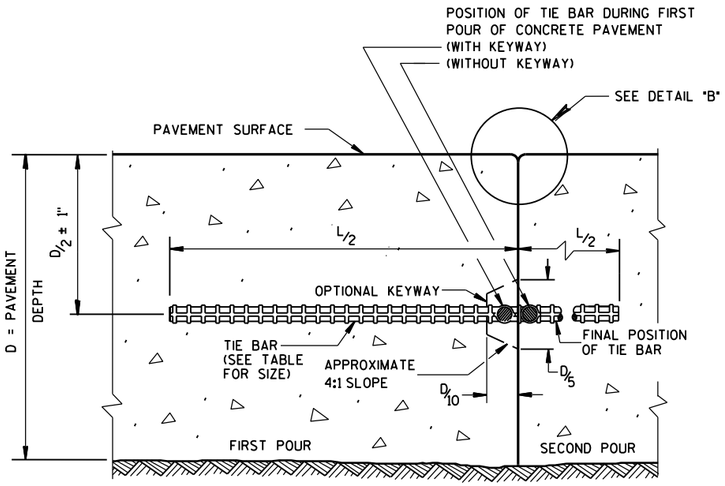
June, 2015
DATE

/S/ Peter Kemp, P.E.
PAVEMENT SUPERV

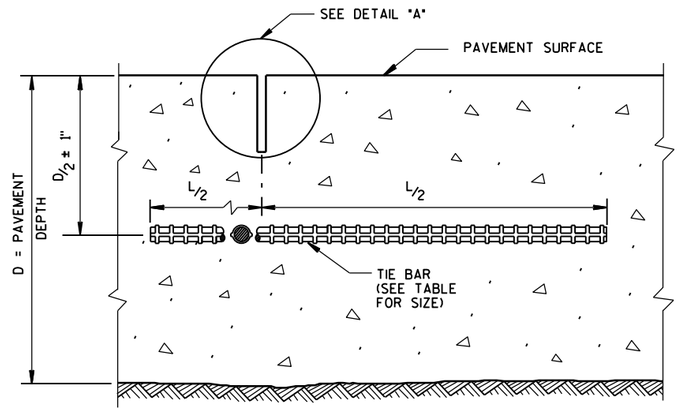
FHWA

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S.D.D. 13 B 2-8b



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.

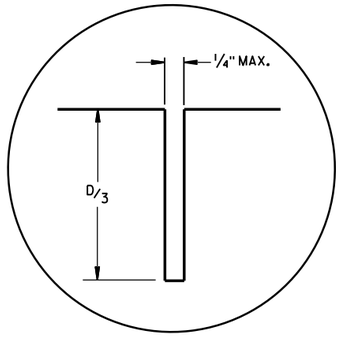
(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

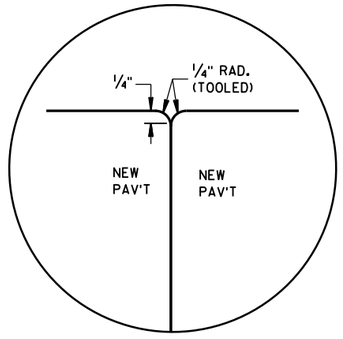
PLAN VIEW

SECTION A-A

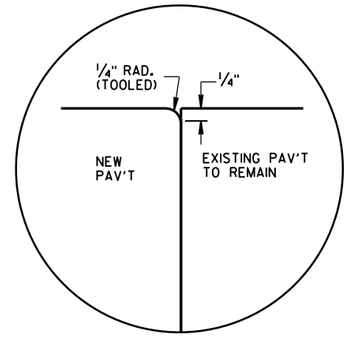
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT



DETAIL "A"



DETAIL "B"



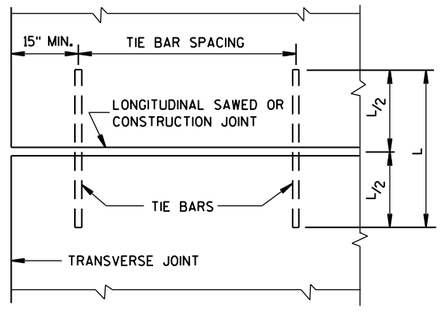
DETAIL "C"

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

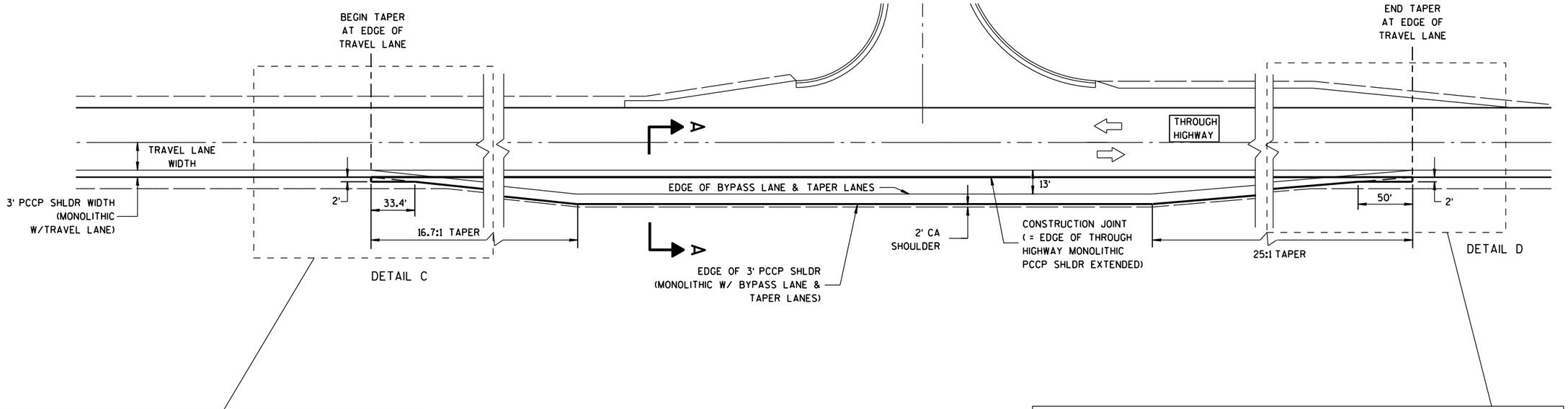
CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

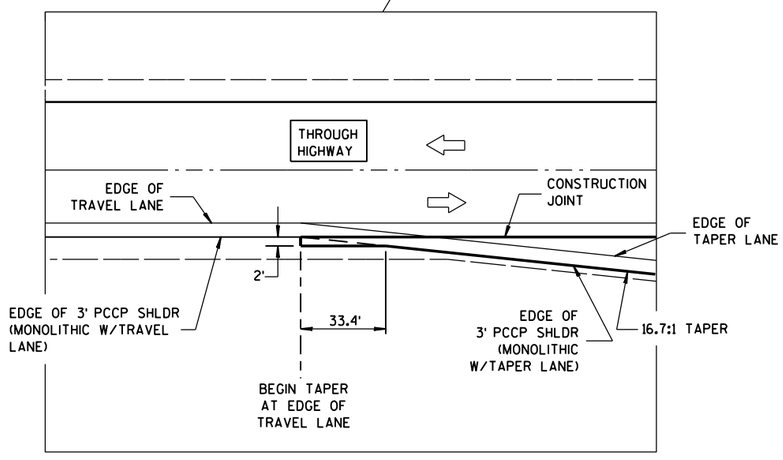
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPER
FHWA

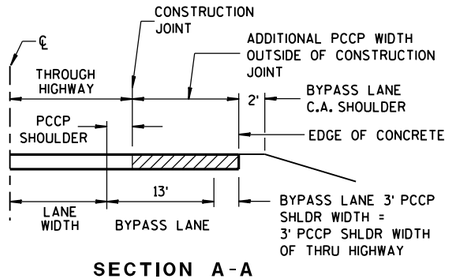
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S.D.D. 13 C 1-18



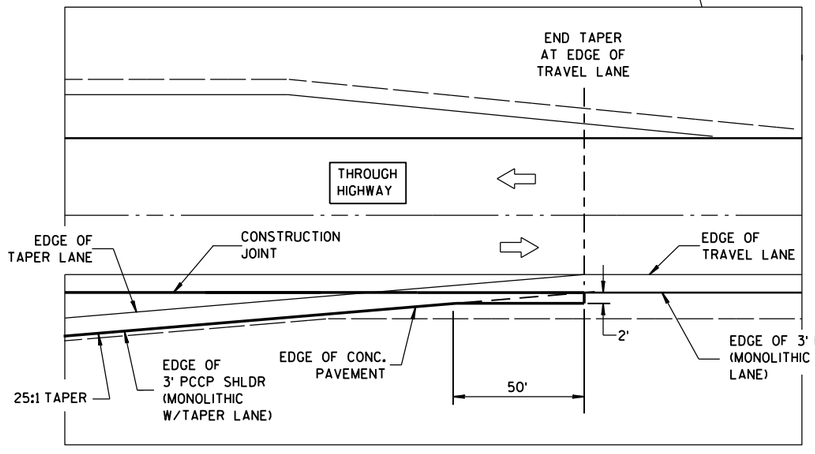


DETAIL C



SECTION A-A

(SHOWING BYPASS LANE AND SHOULDER)



DETAIL D

TWO LANE UNDIVIDED HIGHWAY TEE INTERSECTION BYPASS LANE

DETAIL FOR RIGHT TURN LANE/ TEE INTERSECTION BYPASS LANE ON A CONCRETE ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

12/18/12
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

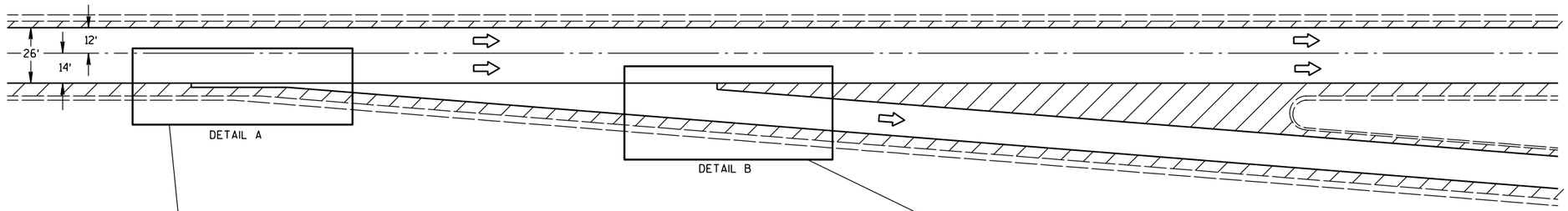
FHWA

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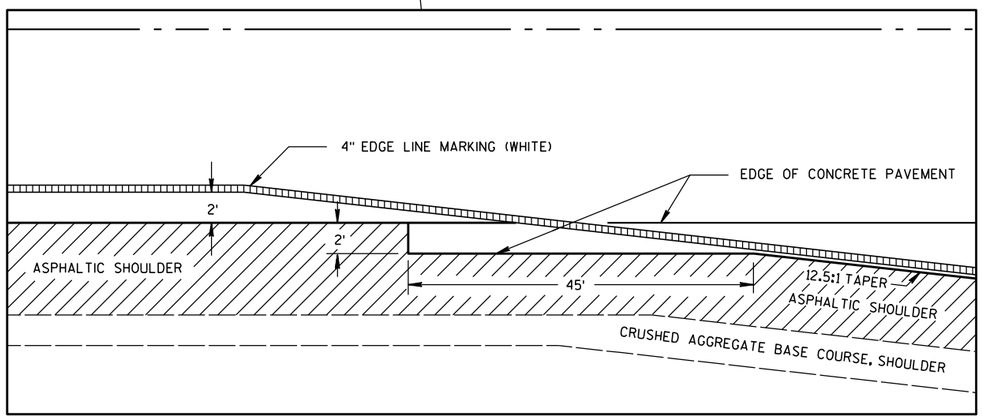
S.D.D. 13 C 16-2b

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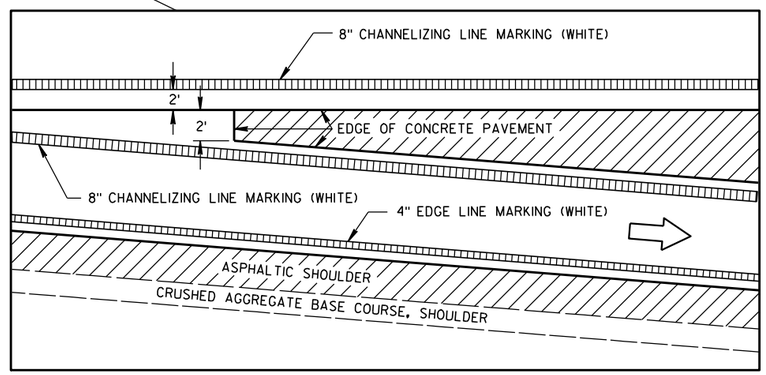
S.D.D. 13 C 16-2b



EXIT RAMP DETAIL



DETAIL A



DETAIL B

CONCRETE JOINT PAVING DETAILS

GENERAL NOTES

PAVEMENT MARKING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

SEE SDD 13 A 4-4c OR SDD 13 A 5-1b FOR RAMP AND GORE RUMBLE STRIP LOCATION.

CONCRETE JOINT DETAIL FOR EXIT RAMP TERMINI

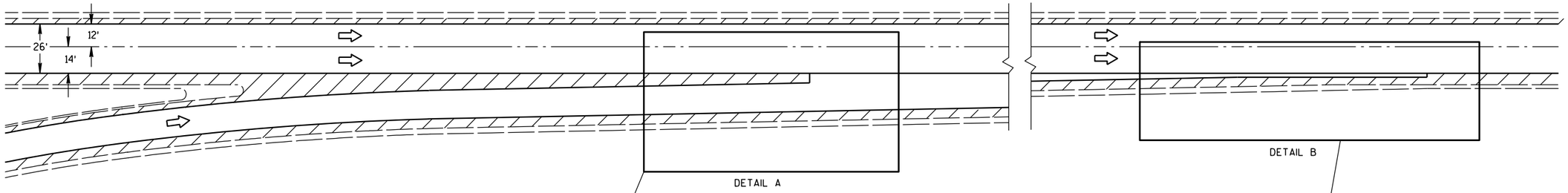
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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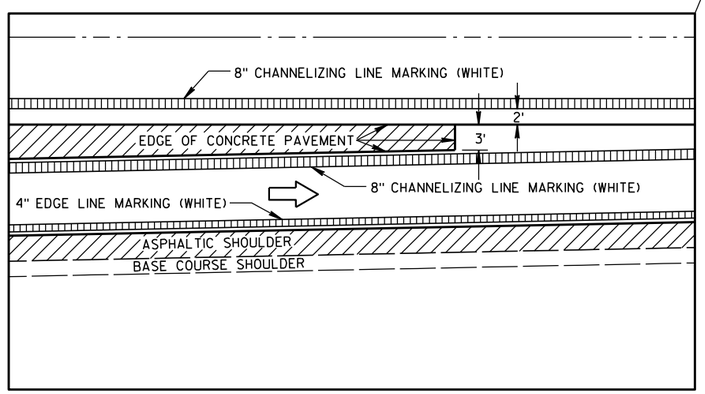
S.D.D. 13 C 17-1a

6

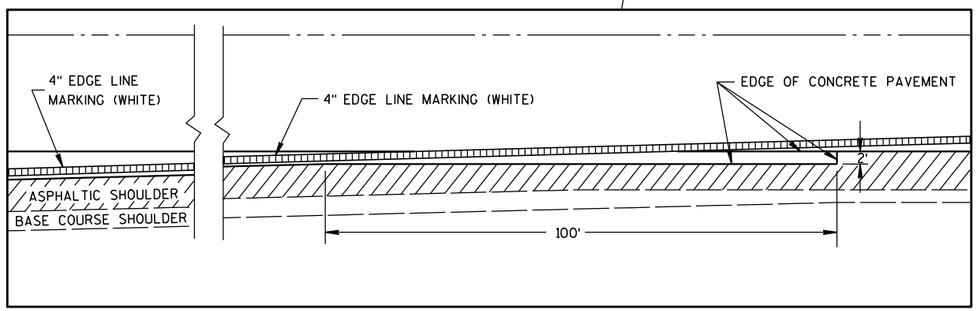
S.D.D. 13 C 17-1a



ENTRANCE RAMP DETAIL



DETAIL A



DETAIL B

CONCRETE JOINT PAVING DETAILS

GENERAL NOTES

PAVEMENT MARKING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

SEE SDD 13 A 4-4c OR SDD 13 A 5-1b FOR RAMP AND GORE RUMBLE STRIP LOCATION.

CONCRETE JOINT DETAIL FOR ENTRANCE RAMP TERMINI

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/27/98
DATE

/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER

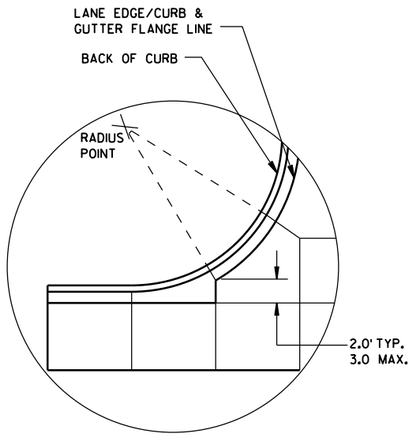
FHWA

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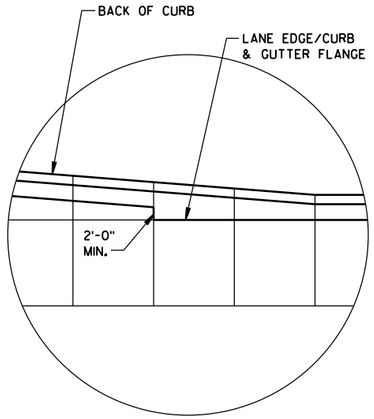
S.D.D. 13 C 17-1b

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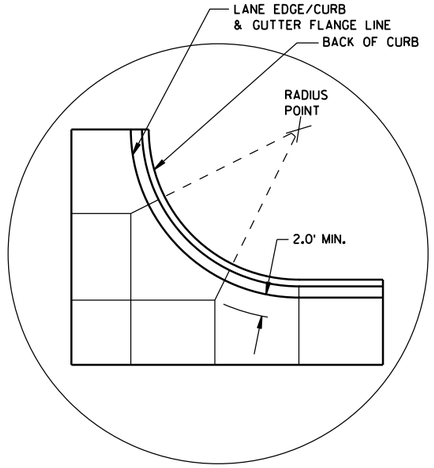
S.D.D. 13 C 17-1b



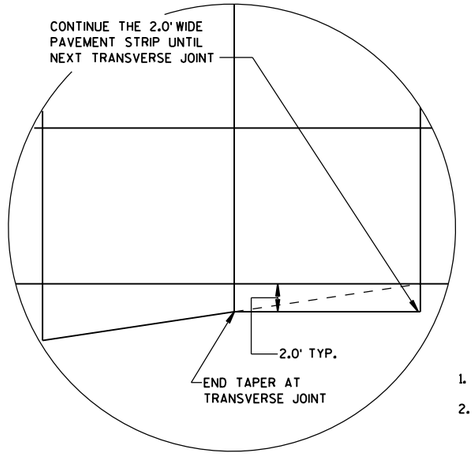
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G. MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

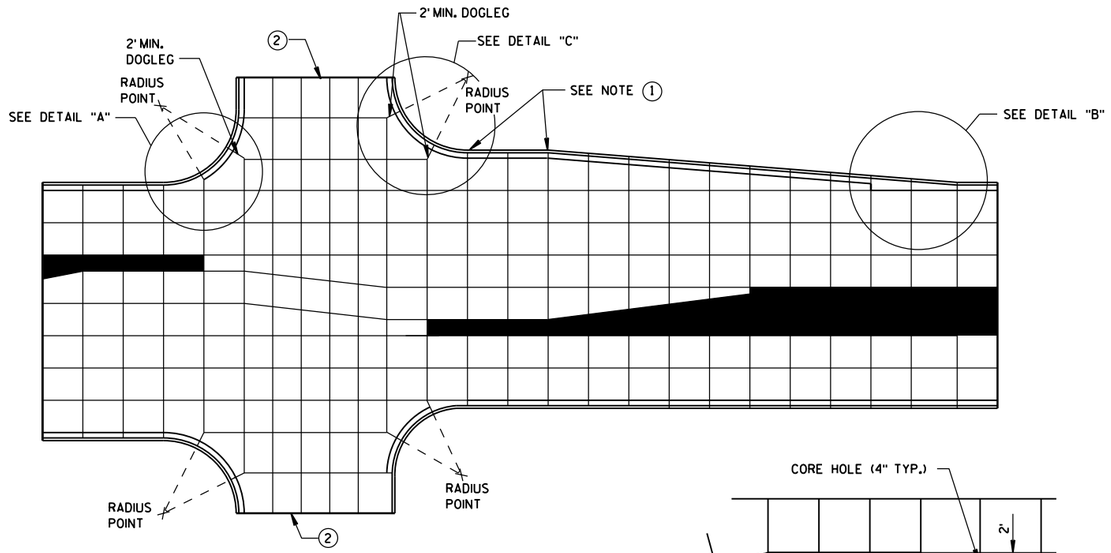
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

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

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

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

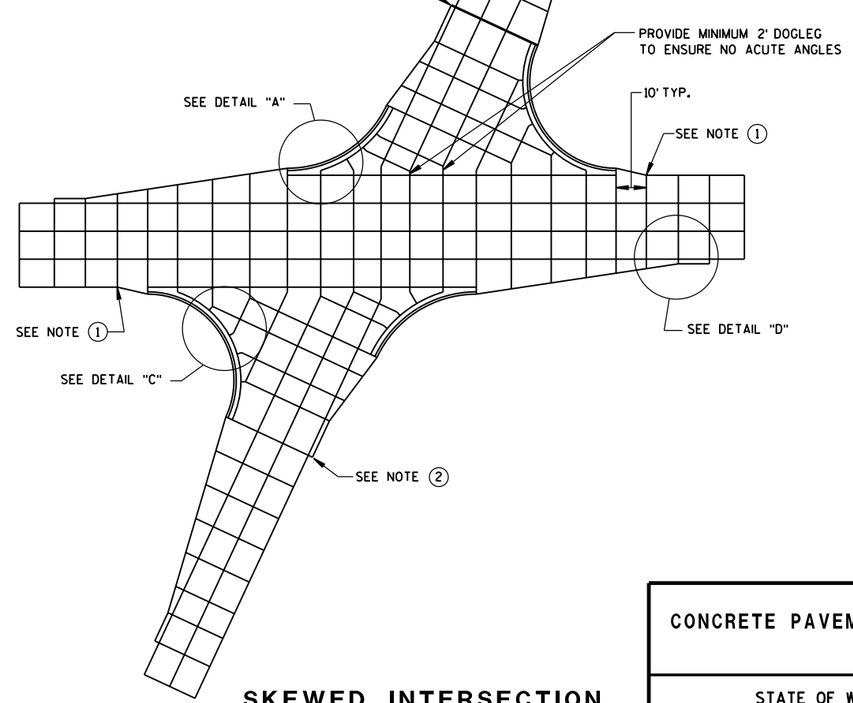
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM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



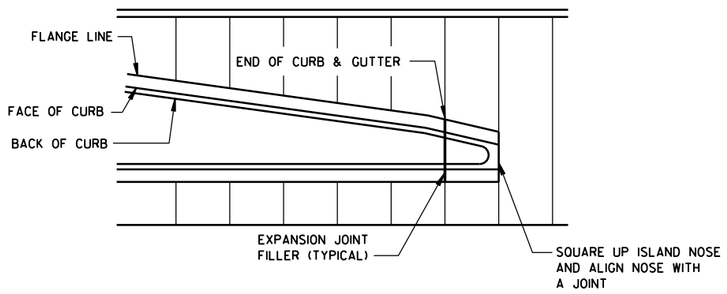
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

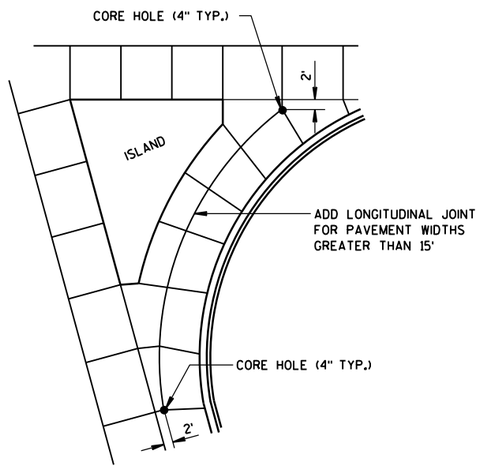
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6½"	12'
7", 7½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 513

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S.D.D. 13 C 18-3a

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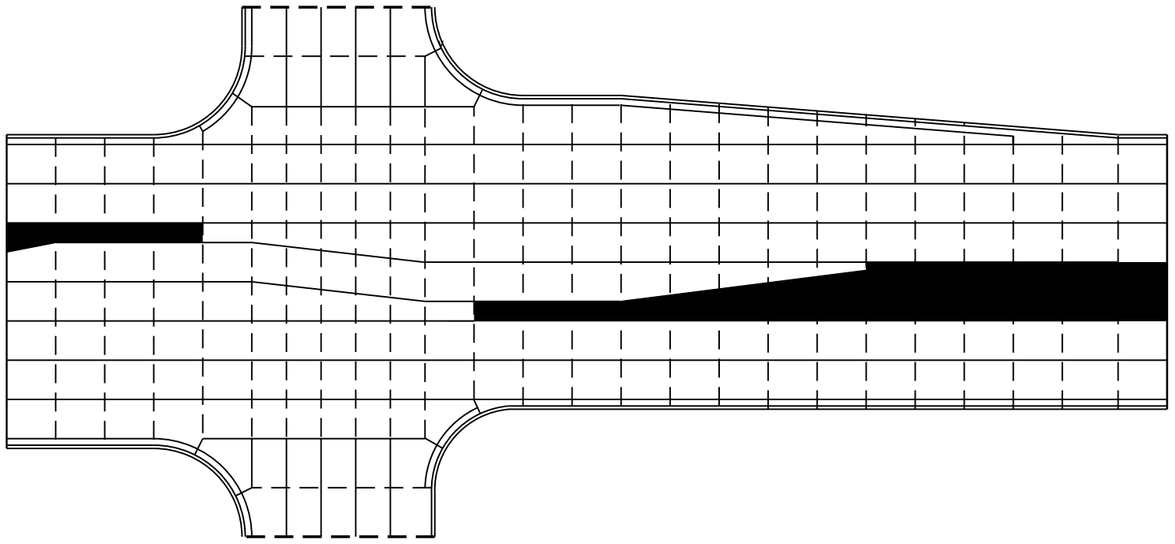
S.D.D. 13 C 18-3a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

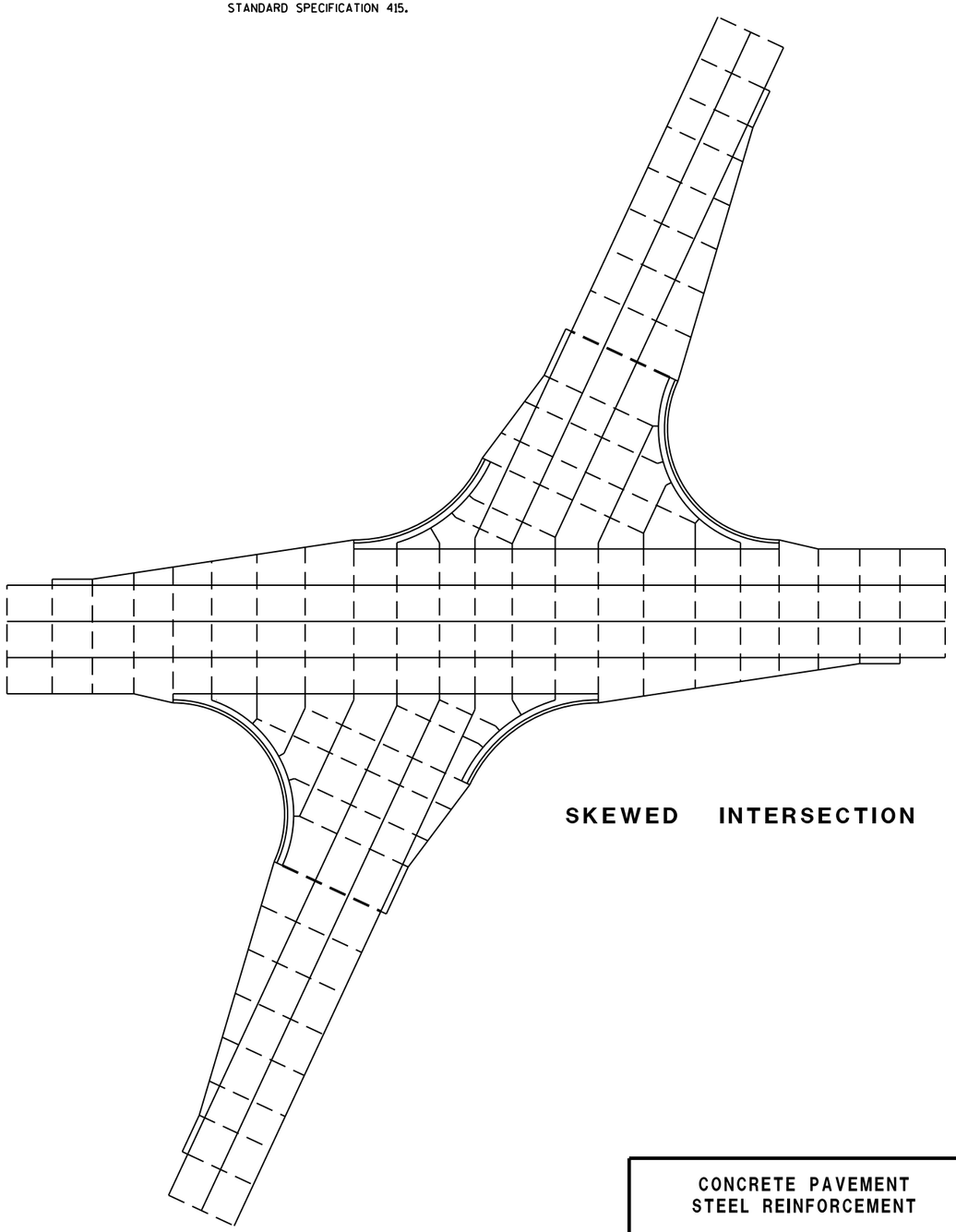
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

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



SKEWED INTERSECTION

CONCRETE PAVEMENT
STEEL REINFORCEMENT

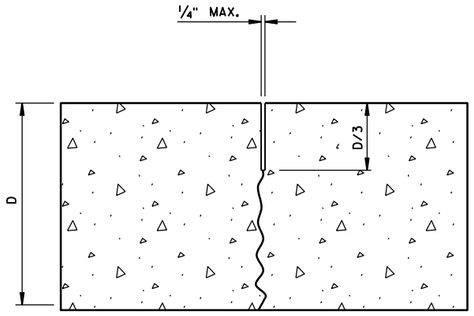
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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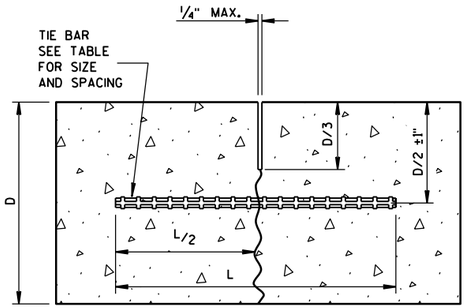
S.D.D. 13 C 18-3b

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S.D.D. 13 C 18-3b



UNDOWELED-TRANSVERSE



TIED LONGITUDINAL

TIE BAR TABLE

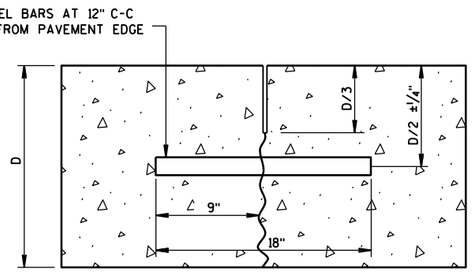
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4*	30"	24"**

* 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

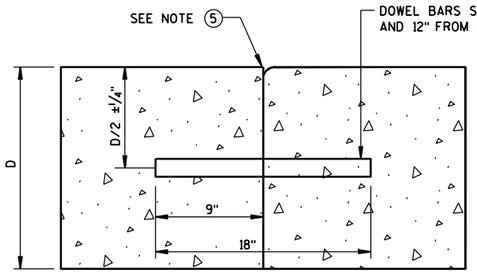
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 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.



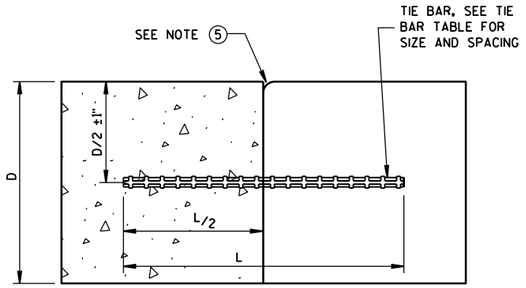
DOWELED-TRANSVERSE

CONTRACTION JOINTS

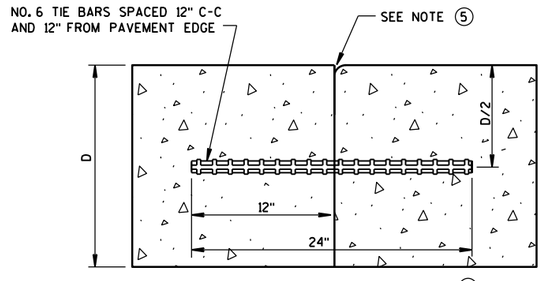
SEE NOTE (2)



DOWELED TRANSVERSE (3)

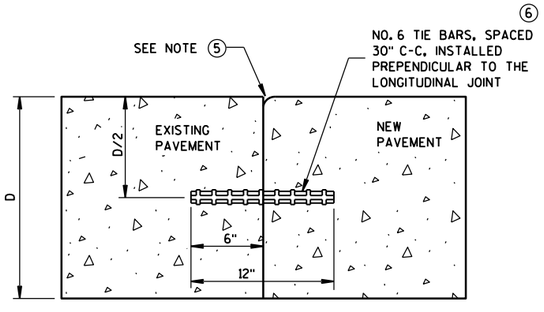


TIED LONGITUDINAL



TIED TRANSVERSE (3)

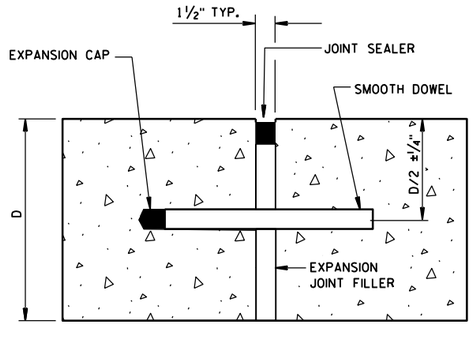
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

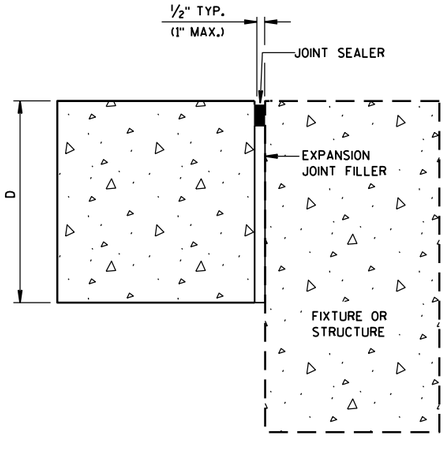
CONSTRUCTION JOINTS

SEE NOTE (4)



DOWELED-TRANSVERSE

SEE NOTE (1)



UNTIED-LONGITUDINAL

EXPANSION JOINTS

6

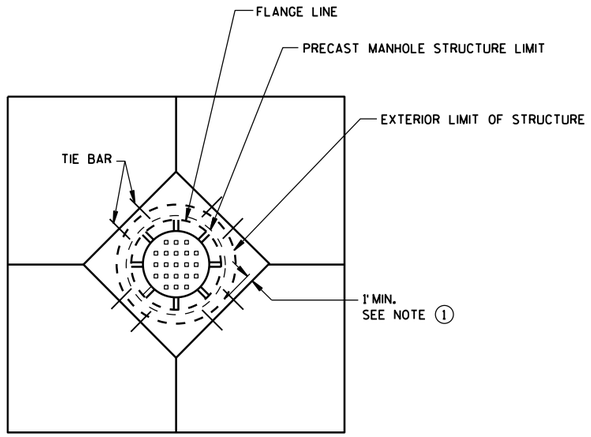
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S.D.D. 13 C 18-3c

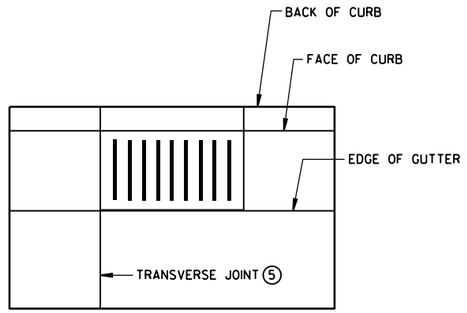
S.D.D. 13 C 18-3c

CONCRETE PAVEMENT
JOINT TYPES

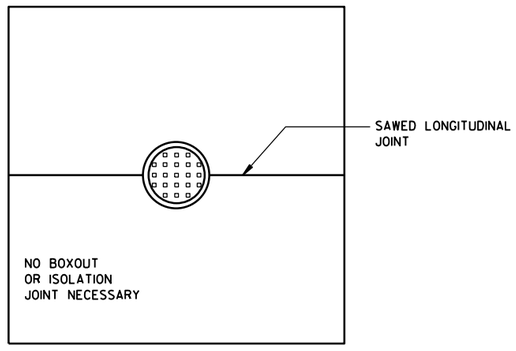
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI



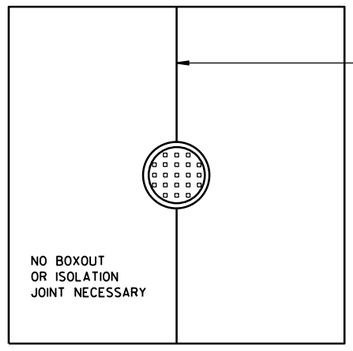
DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS



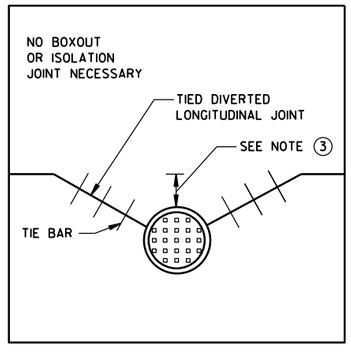
INLET WITH TRANSVERSE JOINT



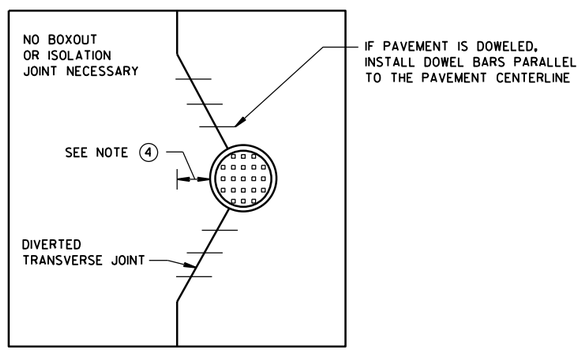
MANHOLE WITH LONGITUDINAL JOINT



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.

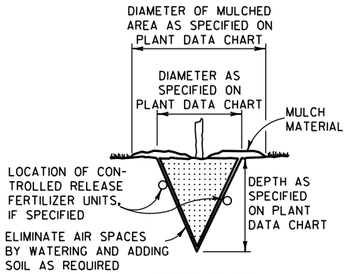
CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
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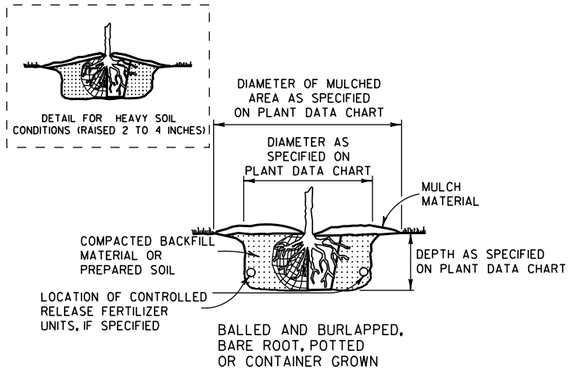
APPROVED
June, 2015
DATE
/S/ Peter Kemp, P.E.
PAVEMENT SUPER
FHWA

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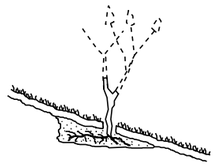
S.D.D. 13 C 18-3d



MACHINE MOVED

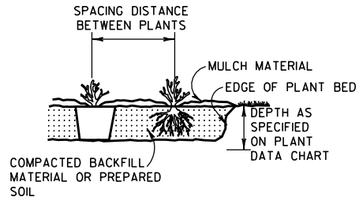


BALLED AND BURLAPPED, BARE ROOT, POTTED OR CONTAINER GROWN



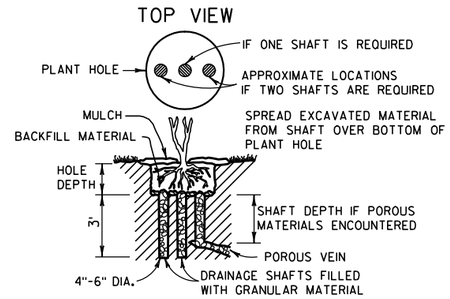
ACCOMMODATE ROOTS (SMOOTH AND STAGHORN SUMAC)

NOTE:
1) ENGINEER SHALL REQUIRE 3 SLITS IN POT TO SPEED DETERIORATION
2) METAL, PLASTIC OR OTHER NONDEGRADABLE POTS SHALL BE REMOVED PRIOR TO PLANTING



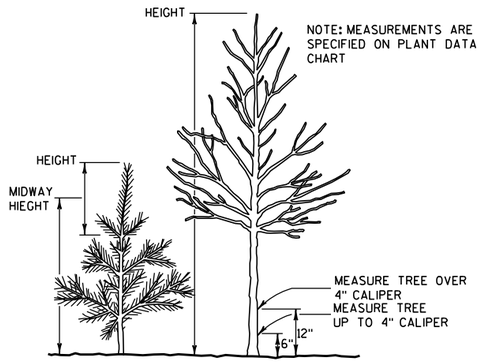
PREPARED BED (BARE ROOT AND POTTED)

PLANTING

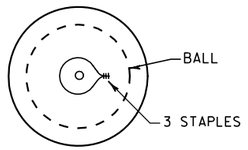


NOTE:
DRAINAGE SHAFT AS SPECIFIED ON PLANT DATA CHART

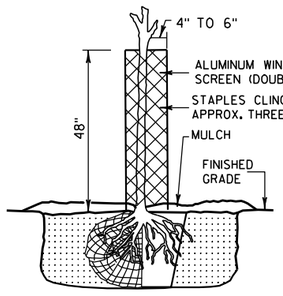
DRAINING



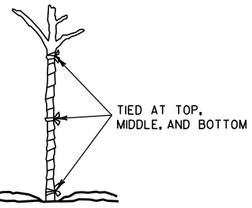
MEASURING



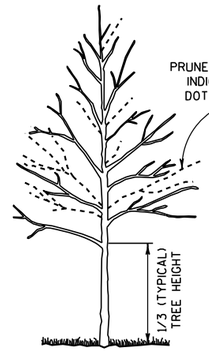
TOP VIEW



RODENT PROTECTION



WRAPPING



TALL DECIDUOUS TREES (ASH, MAPLE, LINDEN, OAK)

SINGLE STEMMED LOW DECIDUOUS TREES (CRABS AND OTHER SINGLE STEM TYPE)

MULTI-STEMMED LOW DECIDUOUS TREES OR LARGE SHRUBS (HAWTHORN, SERVICEBERRY)

NOTE: WHEN PRUNING, PRESERVE CHARACTER AND SHAPE OF TREE. AVOID LEAVING STUBS - REMOVE BRANCH OR TWIG BACK TO THE NEAREST CROTCH
1) PRUNE TO REMOVE DEAD AND BROKEN BRANCHES
2) PRUNE TO REMOVE BRANCHES THAT TOUCH OR ARE TOO CLOSE TO OTHER BRANCHES

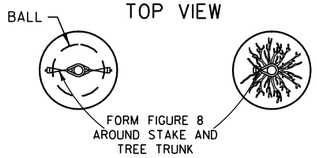


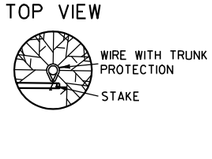
SHRUBS (GRAY DOGWOOD ARROWWOOD VIBURNUM)

SUMAC

TREE TYPE EVERGREENS (PINE, SPRUCE, FIR) EVERGREENS USUALLY ARE NOT PRUNED

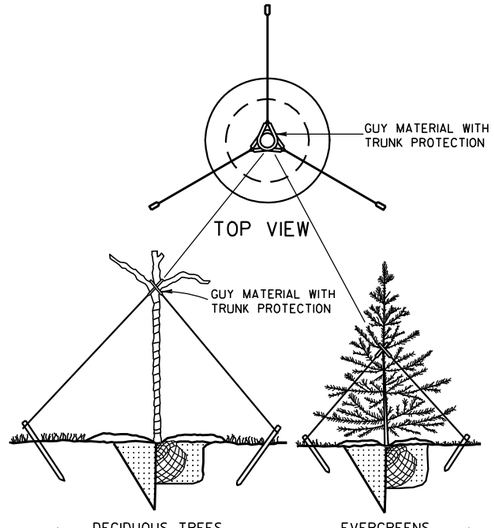
PRUNING





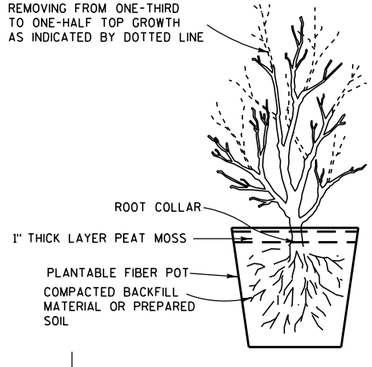
NOTE: BRACING STAKE
1) SHALL BE DRIVEN INTO THE GROUND AS CLOSE TO THE TREE AS POSSIBLE WITHOUT DAMAGING THE BRANCHES.
2) MAY BE DRIVEN AT SUCH AN ANGLE THAT IT DOES NOT PENETRATE THE BALL OR POT.
3) SHALL NOT PROTRUDE ABOVE THE TOP OF THE TREE; AND
4) SHALL HAVE A HOLE NEAR THE TOP TO HOLD THE WIRE IN PLACE.

BRACING



GUYING

PRUNE LARGER SHRUBS BY REMOVING FROM ONE-THIRD TO ONE-HALF TOP GROWTH AS INDICATED BY DOTTED LINE



POTTING

NOTES

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

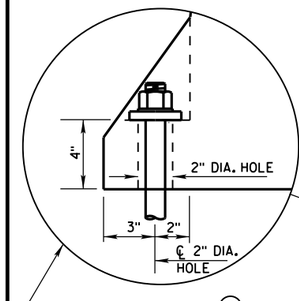
BRACING, WRAPPING, GUYING, RODENT PROTECTION, FERTILIZER AND MULCH SHALL BE USED ONLY WHEN SPECIFIED ON THE PLANT DATA CHART (PART OF PLAN) OR SPECIAL PROVISIONS.

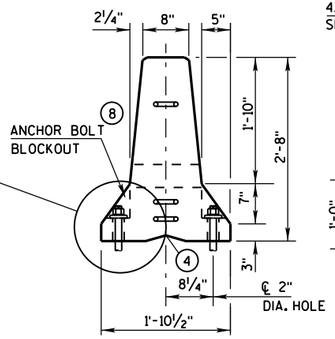
TREE PLANTING DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

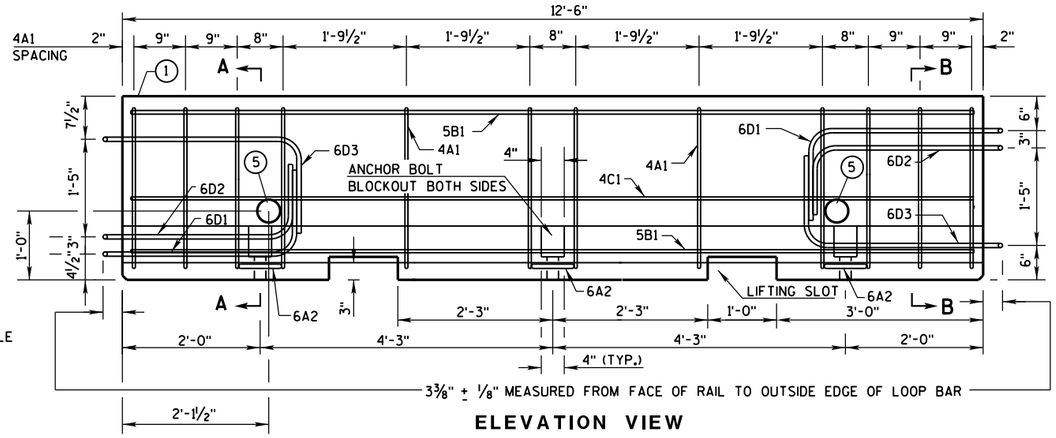
APPROVED
4/11/94
DATE
/S/ Rory L. Rhinesmith
CHIEF METHODS DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 14 A 2-1
6

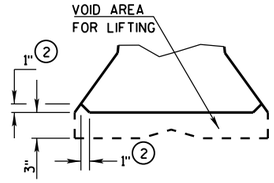




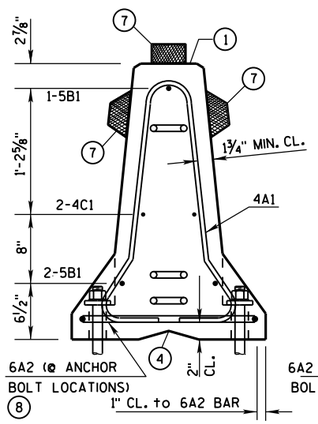
END VIEW



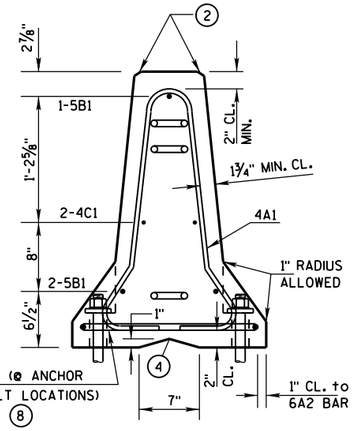
ELEVATION VIEW



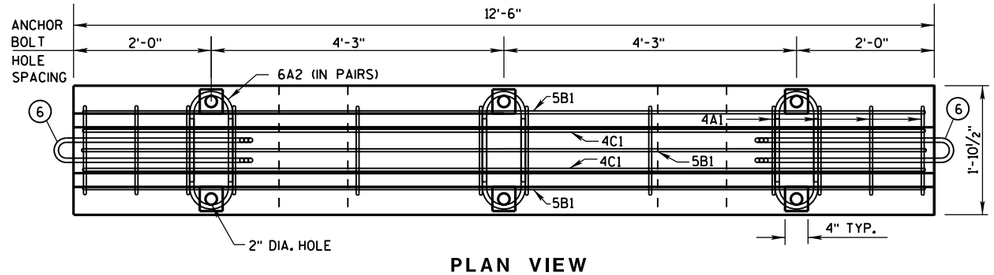
DETAIL "B"
LIFTING SLOT DETAIL



SECTION A-A
(STIRRUP PLACEMENT)

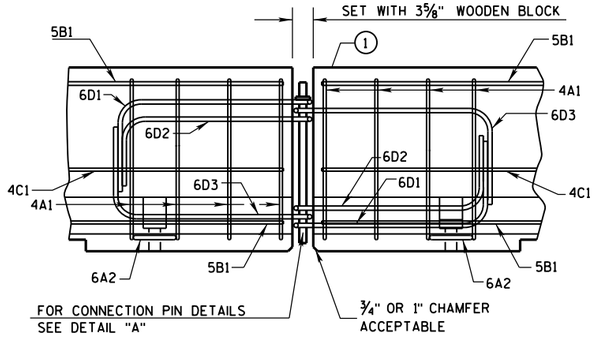


SECTION B-B
(STIRRUP PLACEMENT)

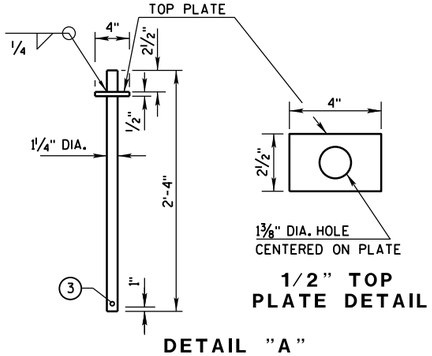


PLAN VIEW

DETAILS OF BARRIER SECTION

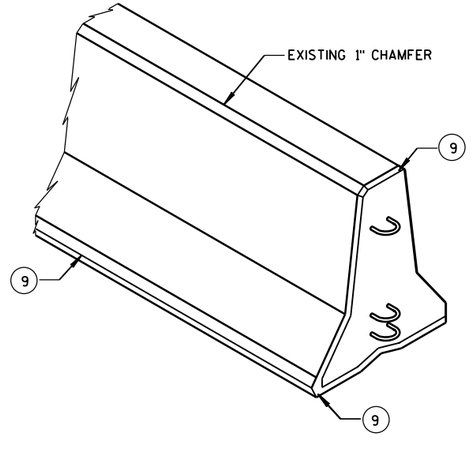


DETAILS OF BARRIER CONNECTION



1/2" TOP
PLATE DETAIL

DETAIL "A"
CONNECTION PIN
(A36 STEEL (10.9 LB EACH))



GENERAL NOTES

THESE GENERAL NOTES APPLY TO SHEETS 14B7-14(a) THRU 14B7-14(h).

DO NOT INTERMIX CONCRETE BARRIER TEMPORARY PRCAST, 12'-6" (CBTP12.5) WITH OTHER TEMPORARY CONCRETE BARRIERS.

USE ASTM A-615, GRADE 60, DEFORMED STEEL BARS FOR BARS 4A1, 6A2, 5B1 AND 4C1 IN THE BARRIER SECTION AND FOR 4V1, 4V2, 4V3, 4V4, 4V5, 4V6, 4F1, 4F2 AND 5F3 IN THE BARRIER TAPER SECTION.

LOOP BARS 6D1, 6D2 AND 6D3 SHALL BE ¾" SMOOTH STEEL BARS WITH A MINIMUM YIELD STRENGTH OF 60 KSI, A TENSILE STRENGTH OF NOT LESS THAN 1.25 TIMES THE YIELD STRENGTH BUT A MINIMUM OF 80 KSI, A MINIMUM 14% ELONGATION IN 8 INCHES AND PASSING A 180 DEGREE BEND TEST USING A 3-½" PIN BEND DIAMETER FOR BEND TESTS. THE LOOPS SHALL BE INSTALLED WITHIN ⅛" OF THE PLAN DIMENSION.

CONSTRUCT LIFTING SLOTS AS SPECIFIED ON THE PLANS TO FACILITATE THE DRAINAGE OF WATER AFTER INSTALLATION.

PLACE BARRIER ON A PAVED SURFACE. REMOVE ALL LOOSE DIRT AND SAND FROM THE ROADWAY SURFACE PRIOR TO PLACEMENT OF THE BARRIER.

INSTALL MECHANICAL OR 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.

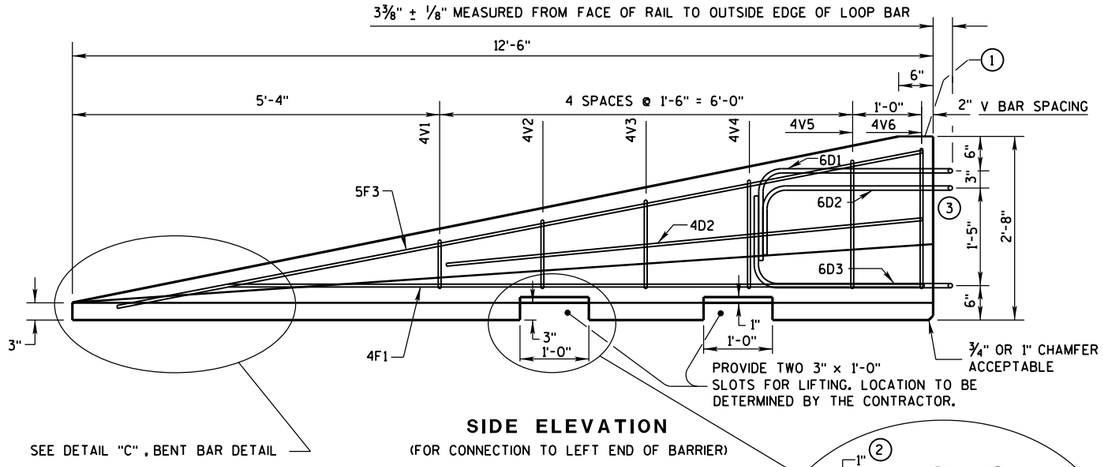
(7) USE DELINEATORS CONFORMING TO SECTION 633 OF THE STANDARD SPECIFICATIONS. CONTRACTOR MAY USE ALTERNATE SHAPES AND HOUSING. INSTALL DELINEATORS ACCORDING TO MANUFACTURES INSTRUCTION. INSTALL YELLOW REFLECTORS WHEN BARRIER IS LOCATED TO THE LEFT OF TRAFFIC AND WHITE REFLECTORS WHEN BARRIER IS LOCATED 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.

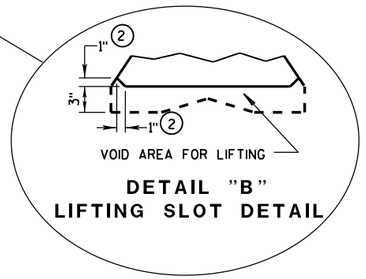
(9) 1" CHAMFER OPTIONAL.

**CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"**

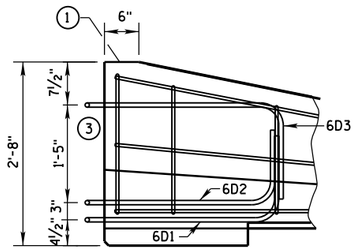
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI 518



SIDE ELEVATION
(FOR CONNECTION TO LEFT END OF BARRIER)



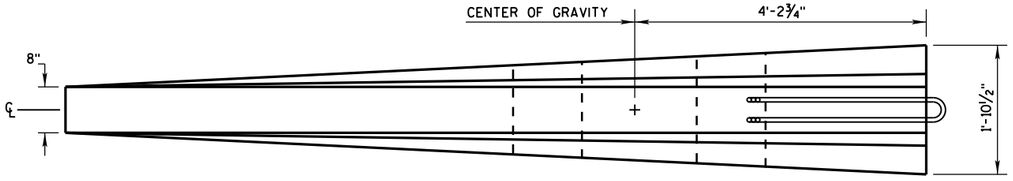
DETAIL "B"
LIFTING SLOT DETAIL



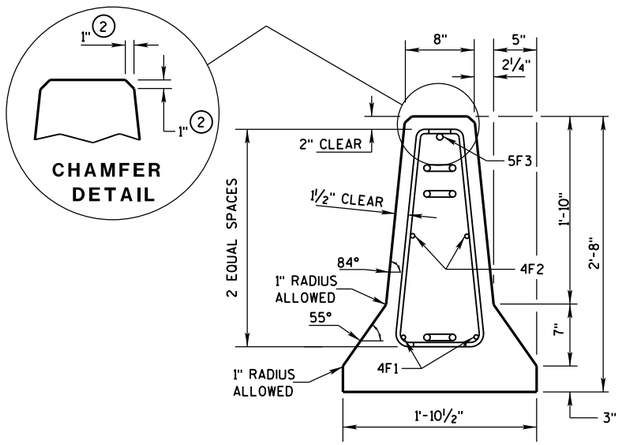
SIDE ELEVATION
LOOP BAR ASSEMBLY INVERTED
FOR OPPOSITE END.
(FOR CONNECTION TO RIGHT END OF BARRIER)

GENERAL NOTES

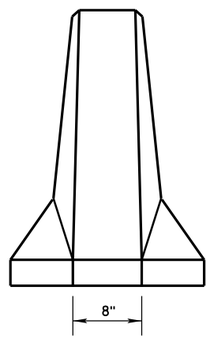
1. MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
   a. TYPE WICBTP
   b. MANUFACTURER
   c. DATE MANUFACTURED (MONTH AND YEAR)
2. 1" CHAMFER TO PREVENT SPALLING.
3. NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.



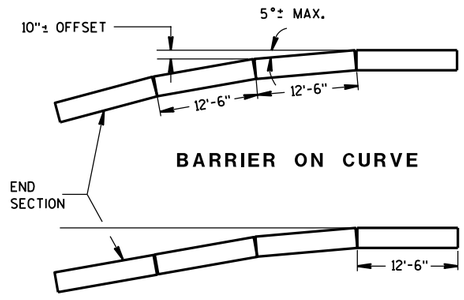
PLAN VIEW



END SECTION



FRONT ELEVATION



BARRIER ON CURVE

FLARE AT BARRIER END

POSTED SPEED, (MPH)	FLARE RATE
40 OR LESS	6:1
45 OR GREATER	8:1

DETAILS OF BARRIER TAPER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

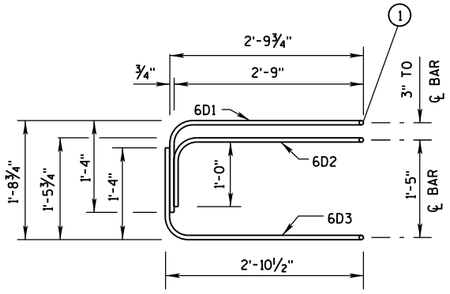
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6
S.D.D. 14 B 7-14b

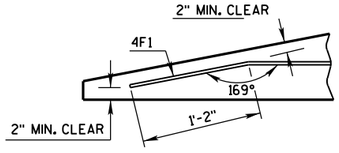
BARRIER TAPER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER TAPER SECTION)

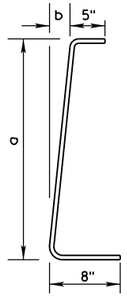
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4V1	4	2	1'-11"
4V2	4	2	2'-2"
4V3	4	2	2'-6"
4V4	4	2	2'-9"
4V5	4	2	3'-2"
4V6	4	2	3'-4"
4F1	4	2	12'-0"
4F2	4	2	7'-6"
5F3	5	1	11'-9"
LOOP ASSEMBLY			
6D1	6	1	8'-5"
6D2	6	1	7'-7"
6D3	6	1	8'-6"



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

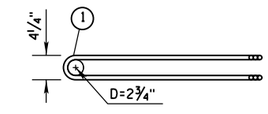
GENERAL NOTES

(1) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

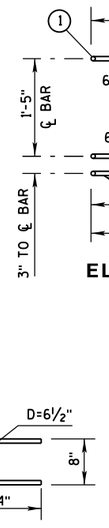
BARRIER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER SECTION)

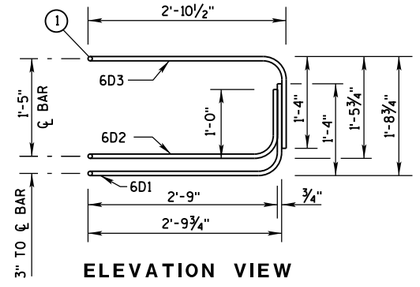
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4A1	4	12	6'-0"
6A2	6	6	2'-11"
5B1	5	3	12'-2"
4C1	4	2	12'-2"
LOOP ASSEMBLY			
6D1	6	2	8'-5"
6D2	6	2	7'-7"
6D3	6	2	8'-6"



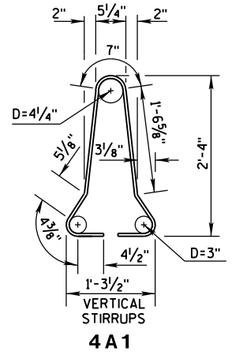
PLAN VIEW
LOOP BAR ASSEMBLY
(MARKED END SHOWN, INVERT FOR OTHER END)



6A2



ELEVATION VIEW



4A1

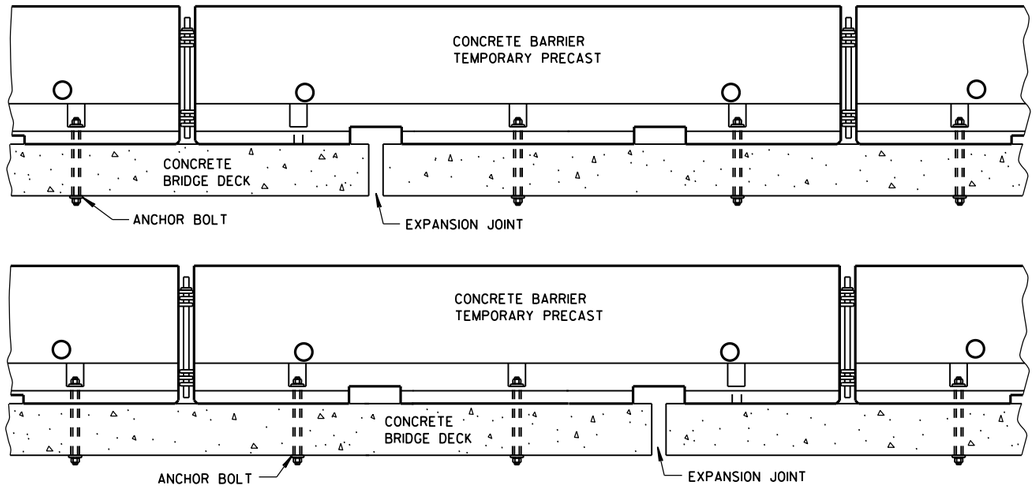
BARRIER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

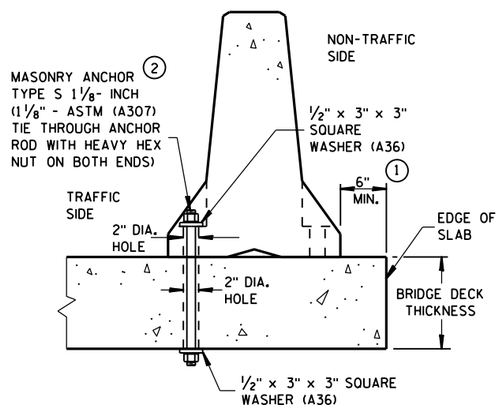
6

S.D.D. 14 B 7-14c



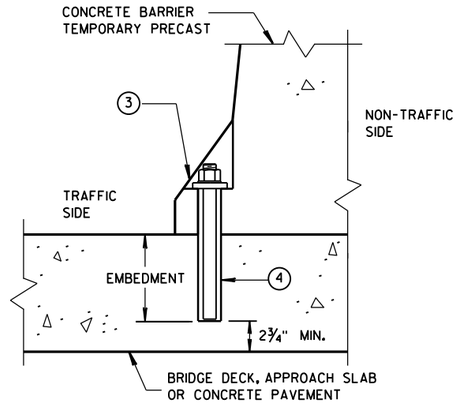
TREATMENT AT BRIDGE DECK EXPANSION JOINTS

(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.

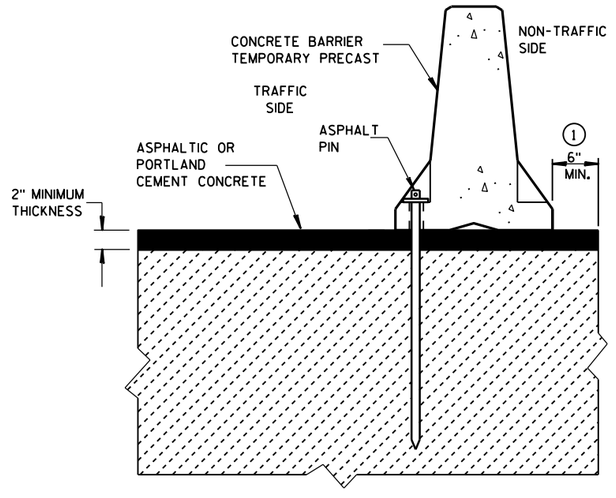
② ANCHORING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST.

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.

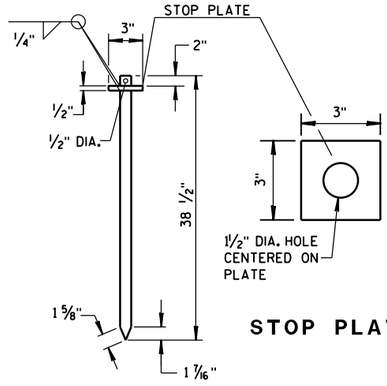
③ 1⅛" DIAMENTER A307 THREADED ROD, ½" X 3" X 3" SQUARE PLATE WASHER WITH ASTM A36 STEEL, ASTM A563A HEAVY HEX NUT.

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)

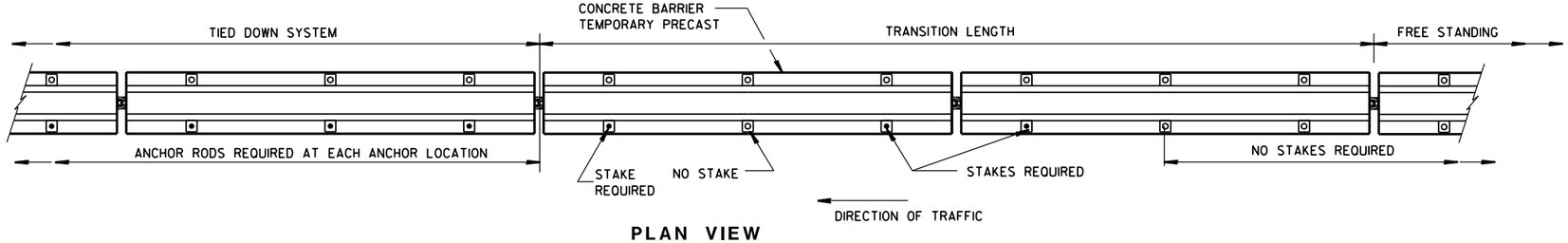


STOP PLATE



ASPHALT PIN

(ASTM A36 STEEL)



PLAN VIEW

FREE STANDING TRANSITION TO TIED-DOWN SYSTEM

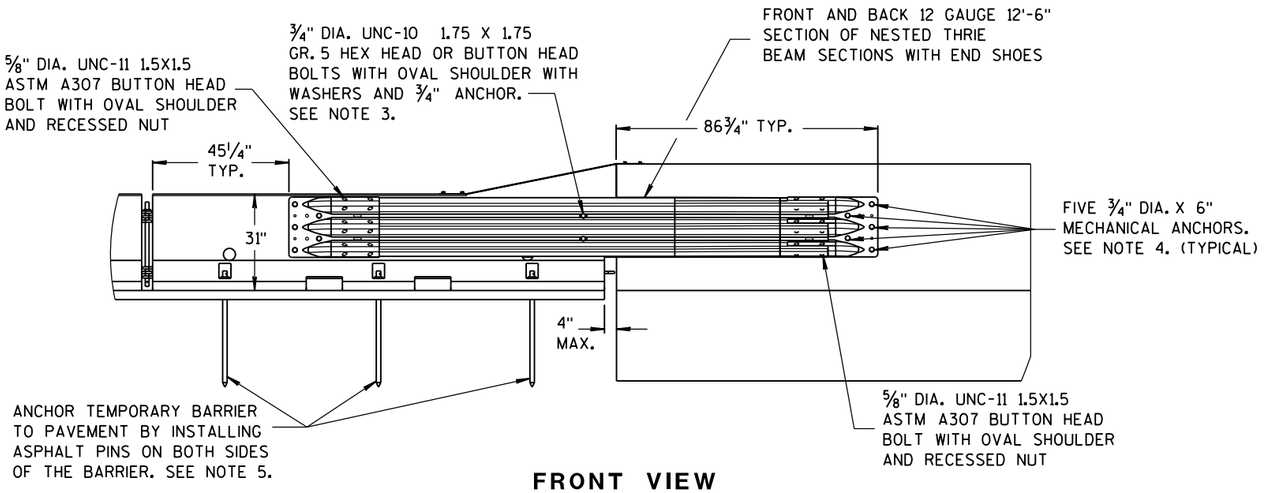
(PLACE TRANSITION IN A TANGENT SECTION OF BARRIER PARALLEL TO THE ROADWAY. IF TRANSITION OCCURS ON STRUCTURAL SLAB, ANCHOR AS SHOWN.)

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

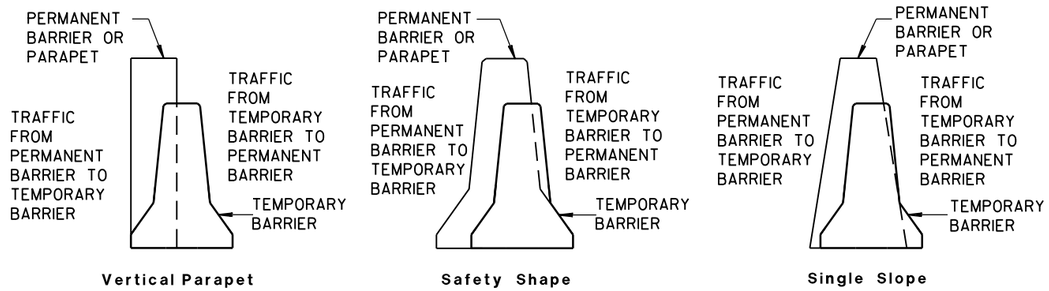
STATE OF WISCONSIN
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FRONT VIEW

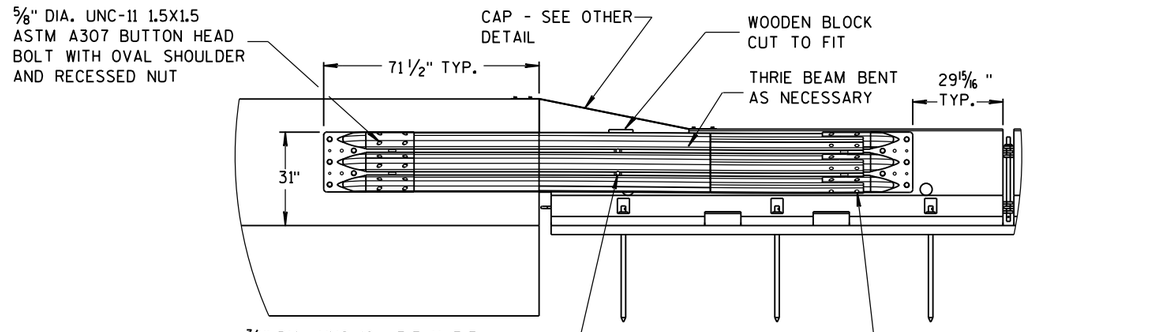


TEMPORARY BARRIER PLACEMENT FOR BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

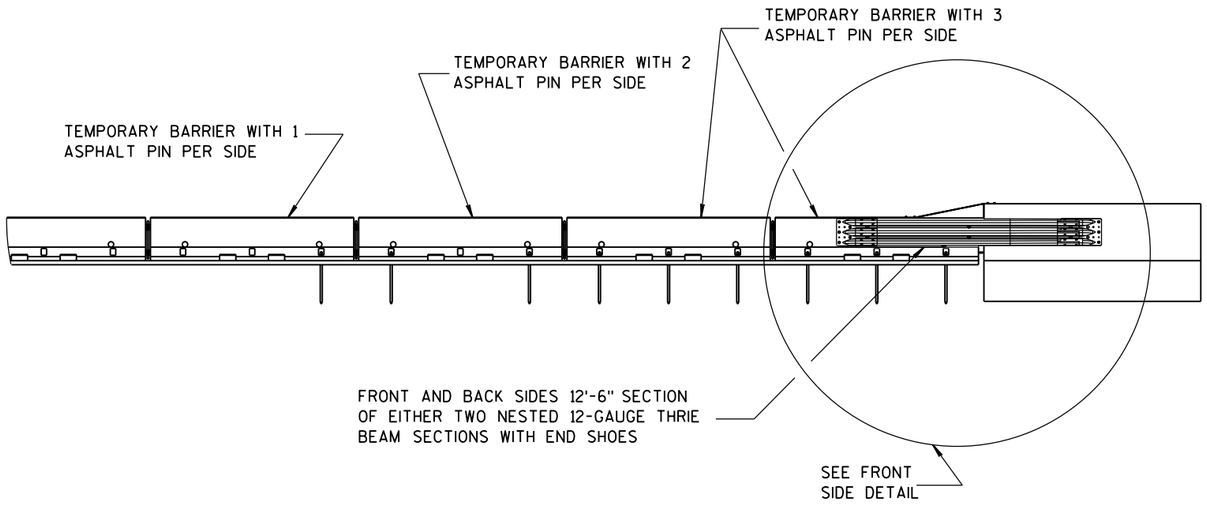
NOTES

NESTED THRIE BEAM IS REQUIRED ON BOTH SIDES OF THE TEMPORARY BARRIER FOR ALL INSTALLATIONS.

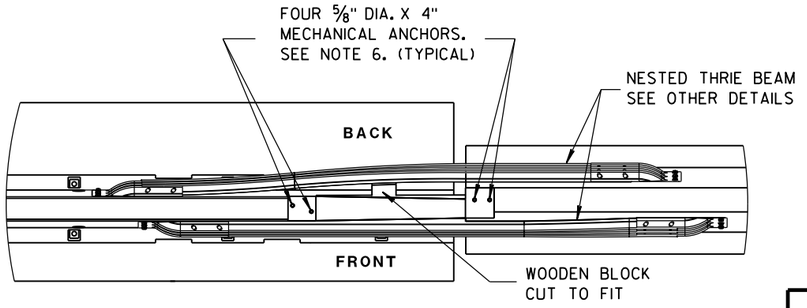
1. CAP END PLATE PLACED FLUSH WITH UPSTREAM END OF PERMANENT BARRIER OR PARAPET.
2. THRIE BEAM PIECES ARE OFFSET 15 1/4" TO PREVENT INTERFERENCE FROM THE ANCHORS ON OPPOSING SIDES.
3. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 9.48 KIPS AND ULTIMATE SHEAR LOAD 10.48 KIPS.
4. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 17.9 KIPS AND ULTIMATE SHEAR LOAD 21.96 KIPS.
5. MAY BE USED ON CONCRETE OR ASPHALT PAVEMENTS. ASPHALT OPTION SHOWN. FOR CONCRETE OPTION SEE OTHER DETAILS.
6. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 12.14 KIPS AND ULTIMATE SHEAR LOAD 17.5 KIPS.



BACK VIEW



FRONT VIEW



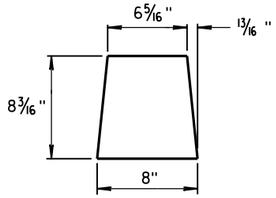
PLAN VIEW

BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

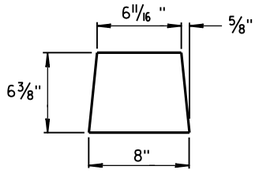
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
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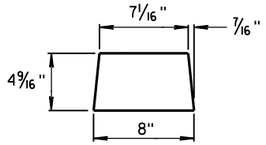
6
S.D.D. 14 B 7-14e



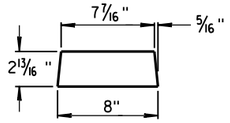
GUSSET 1



GUSSET 2

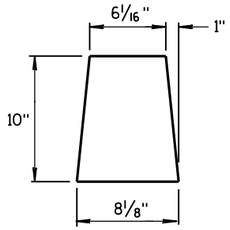


GUSSET 3

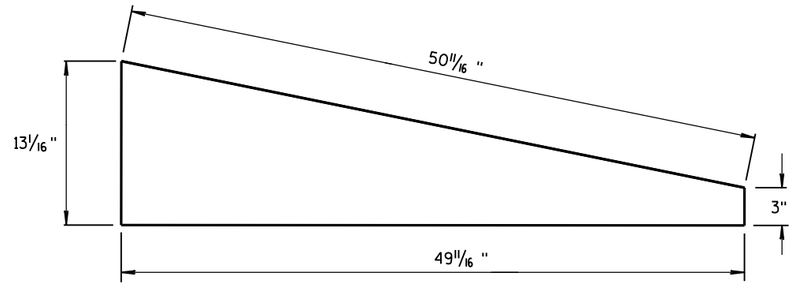


GUSSET 4

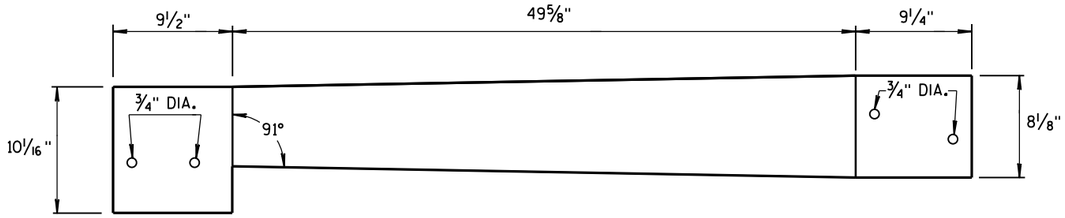
GUSSETS

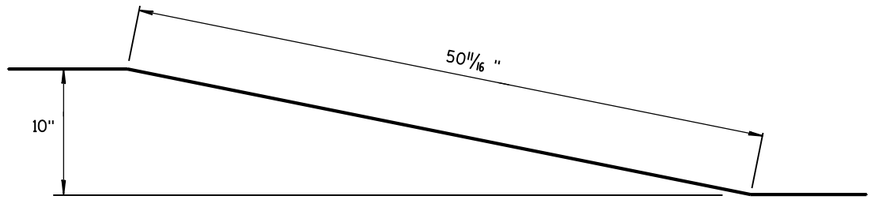


END PLATE



SIDE PLATE

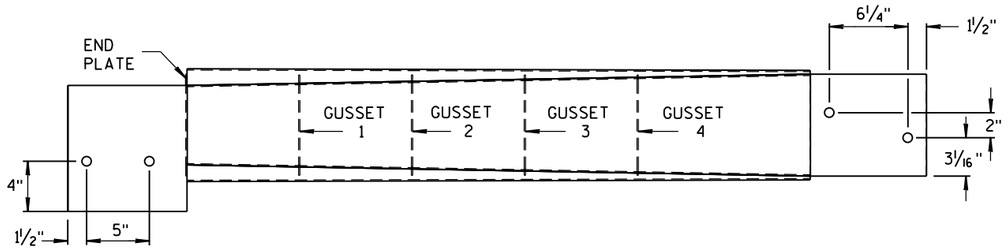


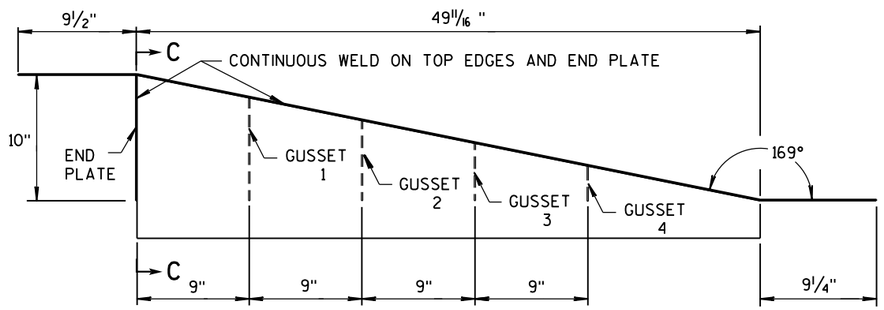


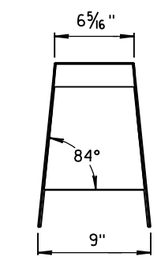
TOP PLATE

SIDE, TOP AND END PLATES FOR CAP FROM TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 GALVANIZED STEEL.







SECTION C-C

NOTES

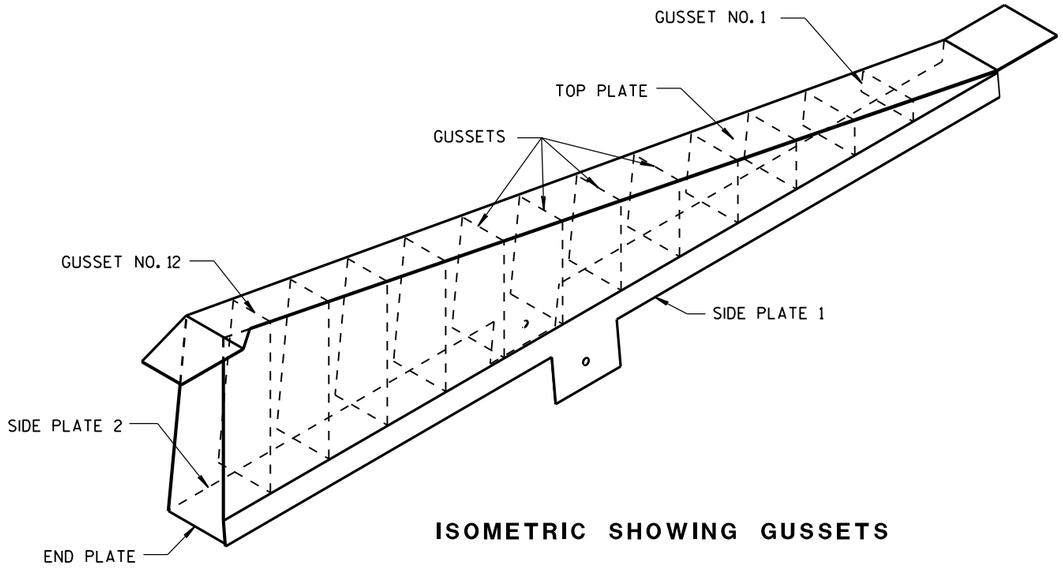
1. FOUR GUSSETS AND END PLATE ARE STITCH WELDED ON THREE SIDES.
2. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE, AND GUSSETS.

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

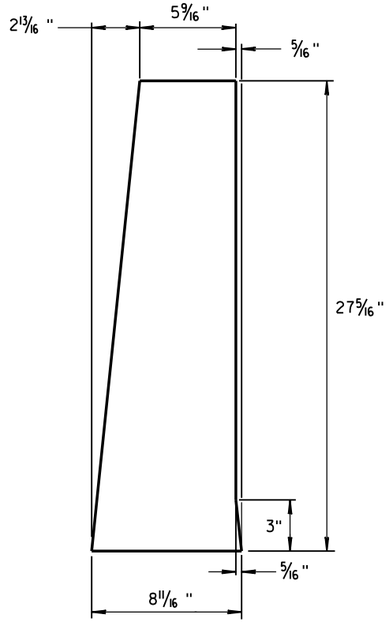
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 14 B 7-14f

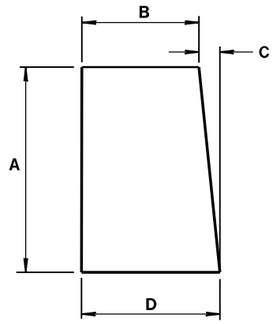


ISOMETRIC SHOWING GUSSETS



END PLATE

1/8" STEEL PLATE



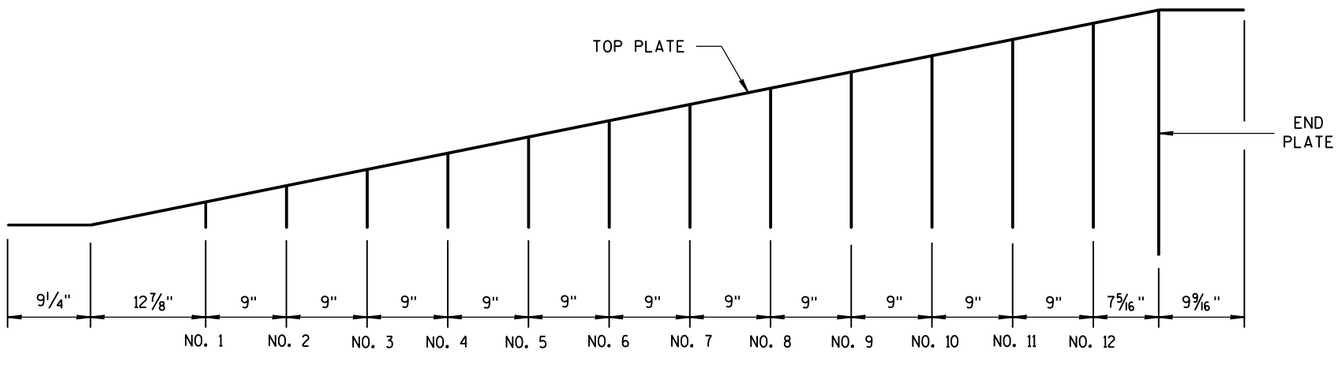
GUSSETS 1 - 12

ALL GUSSETS 1/8" STEEL PLATE

GUSSET DIMENSIONS				
GUSSET NO.	A	B	C	D
1	2 7/8"	7 3/4"	1/4"	8
2	4 11/16 "	7 9/16 "	1/2"	8
3	6 1/2"	7 3/8"	11/16 "	8 1/16 "
4	8 5/16 "	7 3/16 "	7/8"	8 1/16 "
5	10 1/8"	7"	1 1/16 "	8 1/16 "
6	11 15/16 "	6 13/16 "	1 1/4"	8 1/16 "
7	13 3/4"	6 5/8"	1 7/16 "	8 1/16 "
8	15 9/16 "	6 7/16 "	1 9/16 "	8 1/16 "
9	17 3/8"	6 1/4"	1 13/16 "	8 1/16 "
10	19 3/16 "	6 1/16 "	1 15/16 "	8 1/16 "
11	21"	5 7/8"	2 3/16 "	8 1/16 "
12	22 13/16 "	5 11/16 "	2 5/16 "	8 1/16 "

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 STEEL AND GALVANIZED.

GUSSETS AND END PLATE ARE STITCH WELDED ON 3 SIDES. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE AND GUSSETS.



GUSSET LOCATION

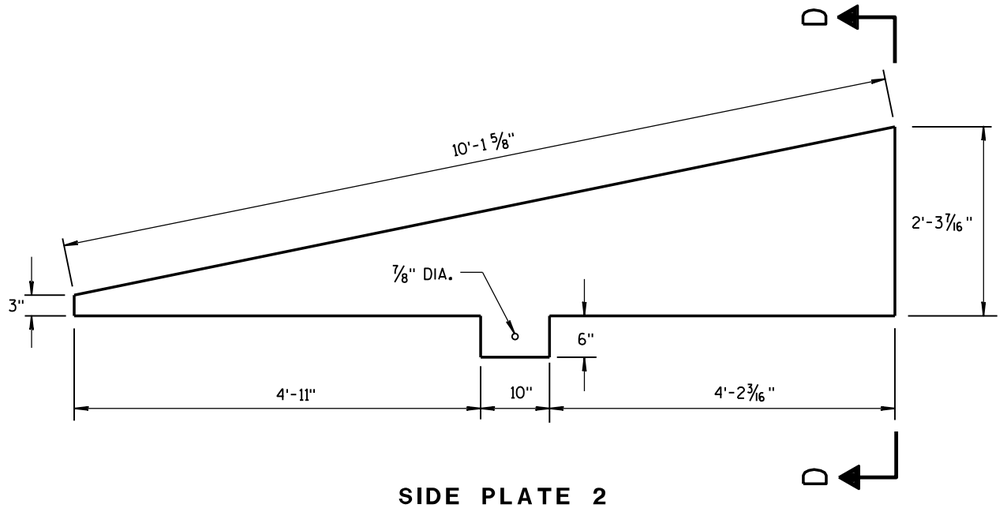
CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

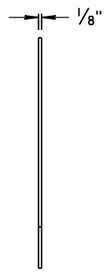
STATE OF WISCONSIN
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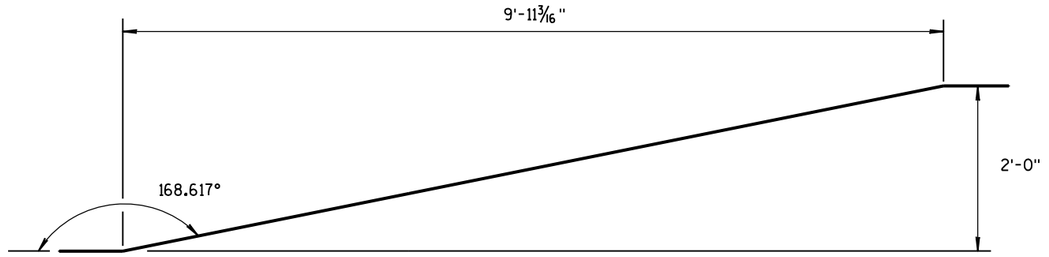
S.D.D. 14 B 7-14g



SIDE PLATE 2

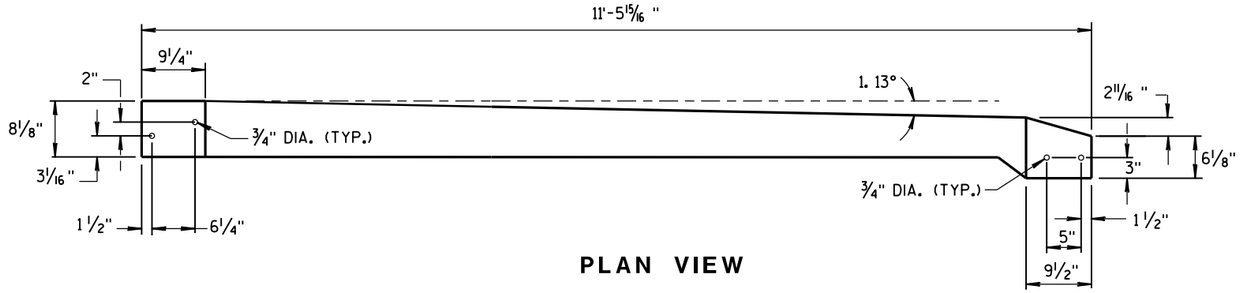


END VIEW



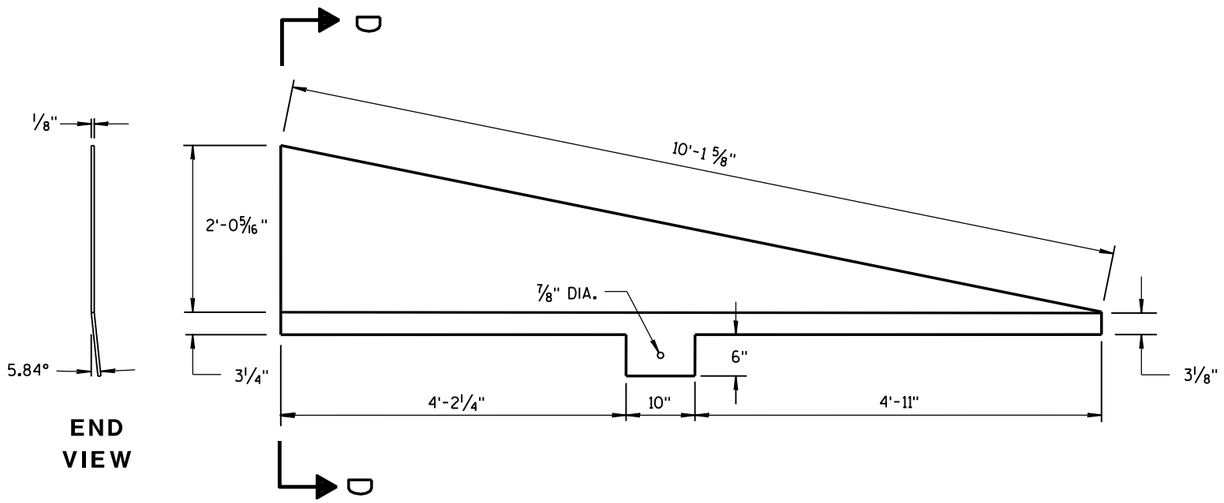
SIDE VIEW

TOP PLATE



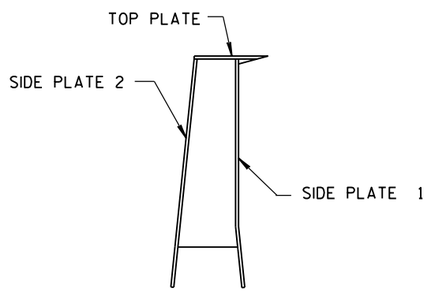
PLAN VIEW

TOP PLATE



END VIEW

SIDE PLATE 1



SECTION D-D

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014 — DATE
/S/ Jerry H. Zoaa — ROADWAY STANDARD DEVELOPMENT ENGINEER
FHWA

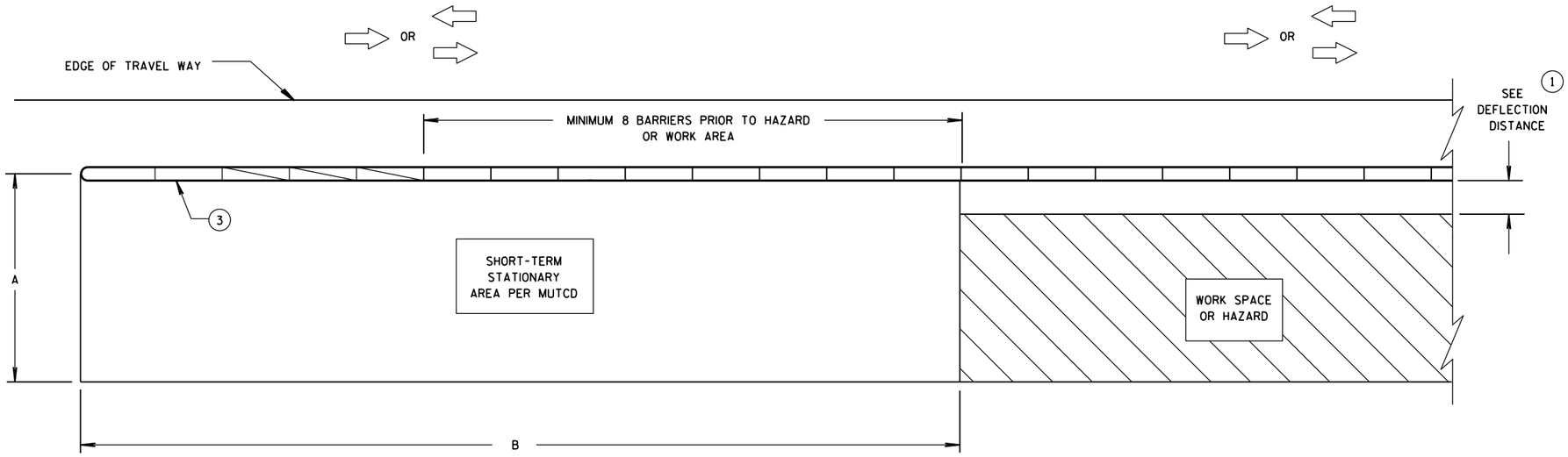
525

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S.D.D. 14 B 7-14h

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S.D.D. 14 B 7-14h



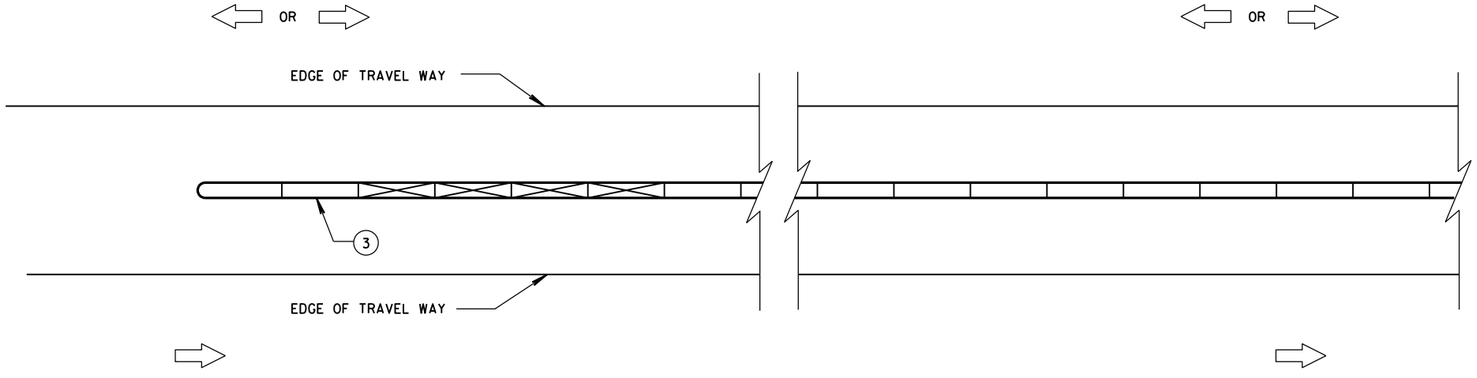
CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE OF BARRIER

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.

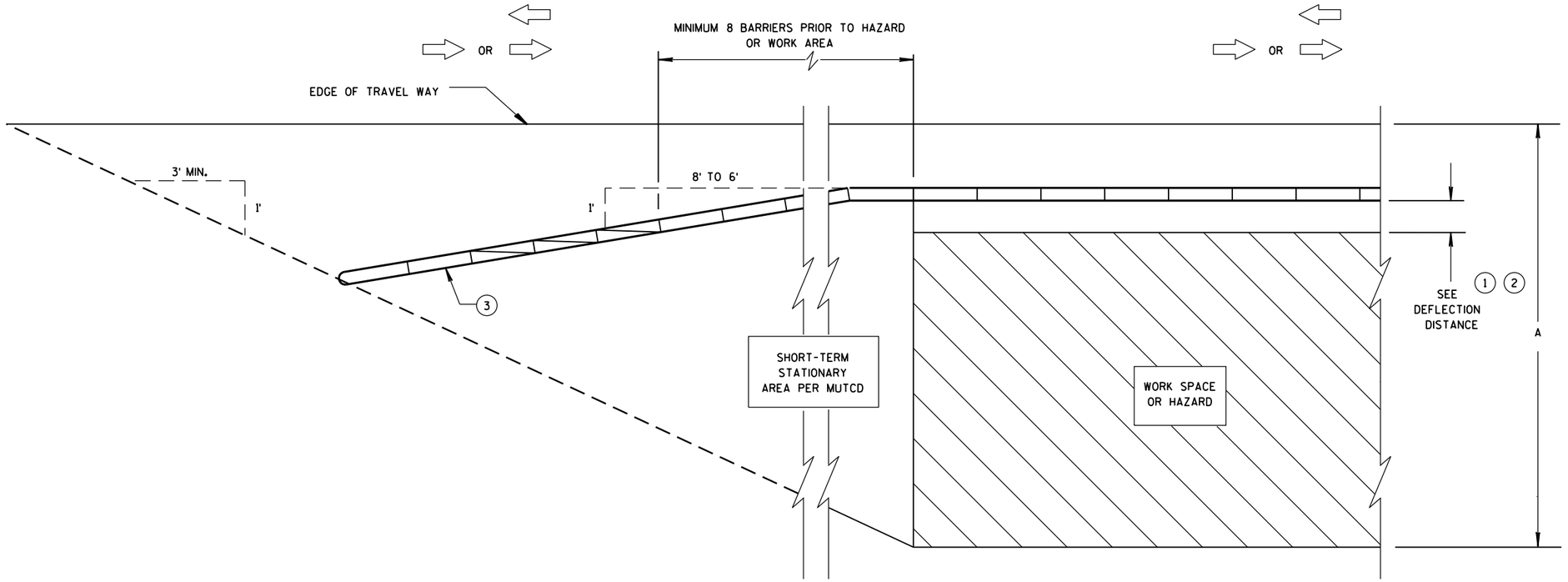
(3) ANCHOR TEMPORARY BARRIER ACCORDING TO CRASH CUSHION OR SAND BARREL MANUFACTURER'S RECOMMENDATIONS. IF MANUFACTURER'S RECOMMENDATIONS ARE NOT PROVIDED, ANCHOR 3 PINS ON TRAFFIC SIDE.

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

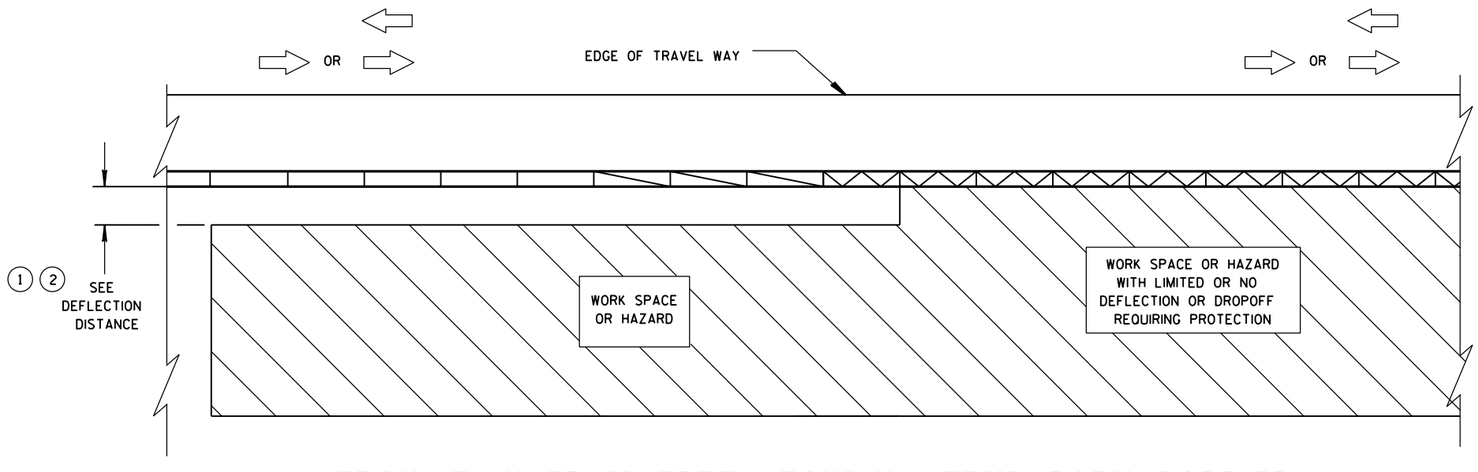
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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S.D.D. 14 B 8-2a



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

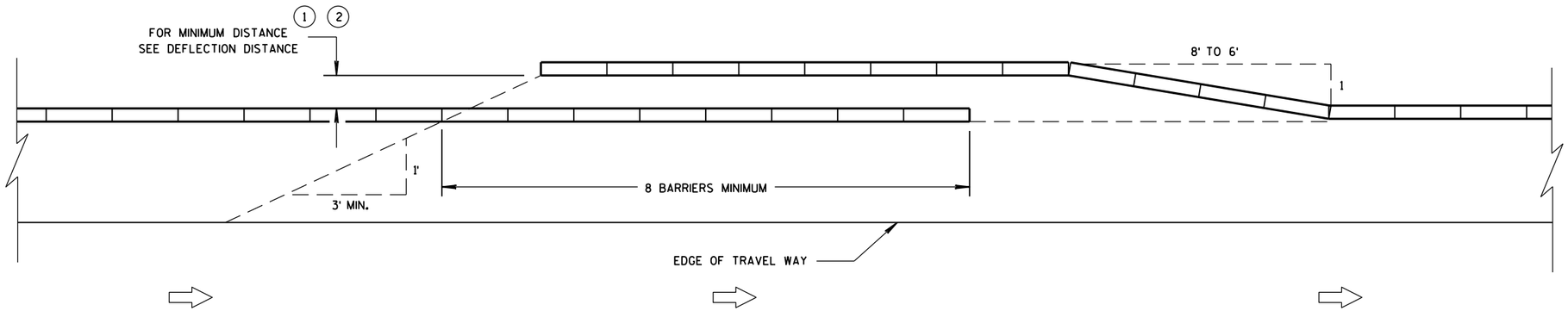
STATE OF WISCONSIN
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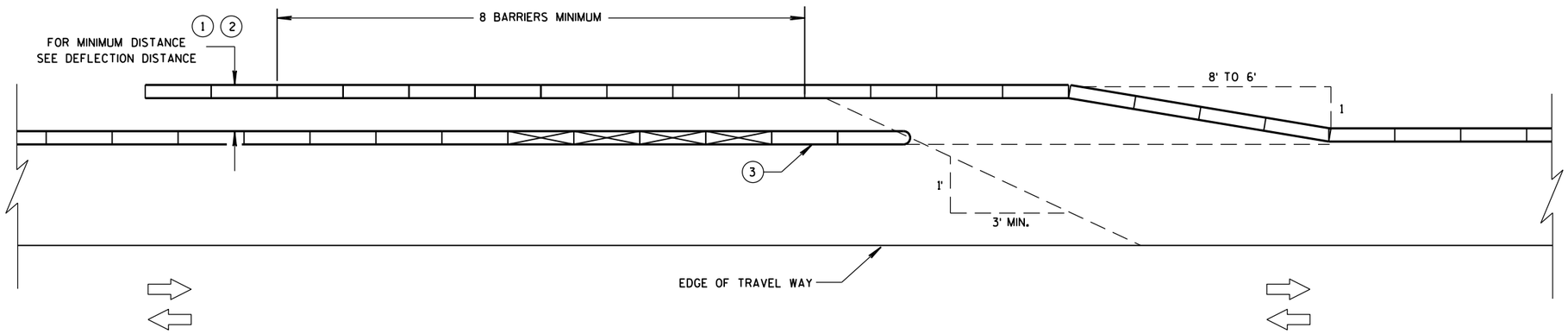
S.D.D. 14 B 8-2b

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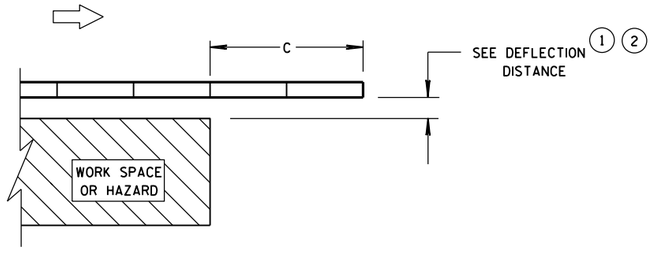
S.D.D. 14 B 8-2b



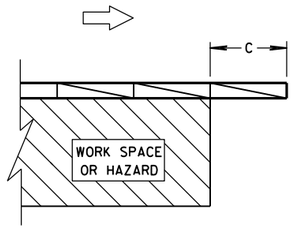
TEMPORARY BARRIER OVERLAP - ONE-WAY TRAFFIC



TEMPORARY BARRIER OVERLAP - TWO-WAY TRAFFIC



ENDING TEMPORARY BARRIER DOWNSTREAM - UNANCHORED



ENDING TEMPORARY BARRIER DOWNSTREAM - ANCHORED

LEGEND

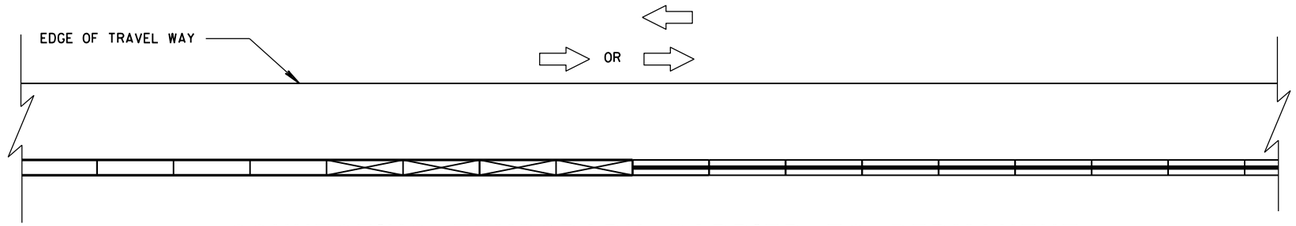
- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

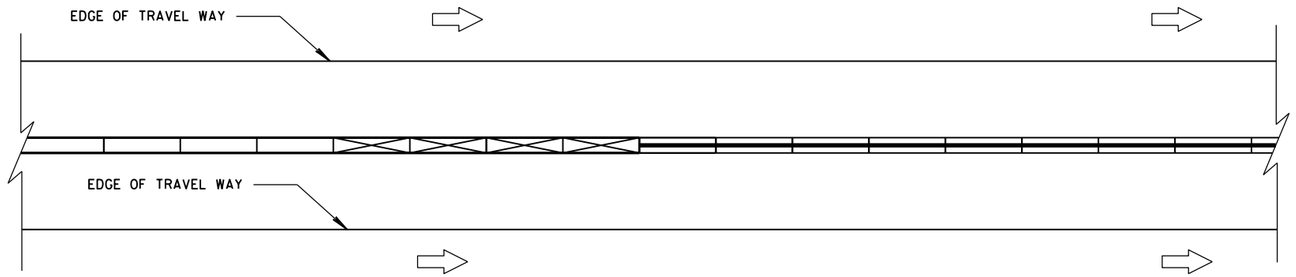
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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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

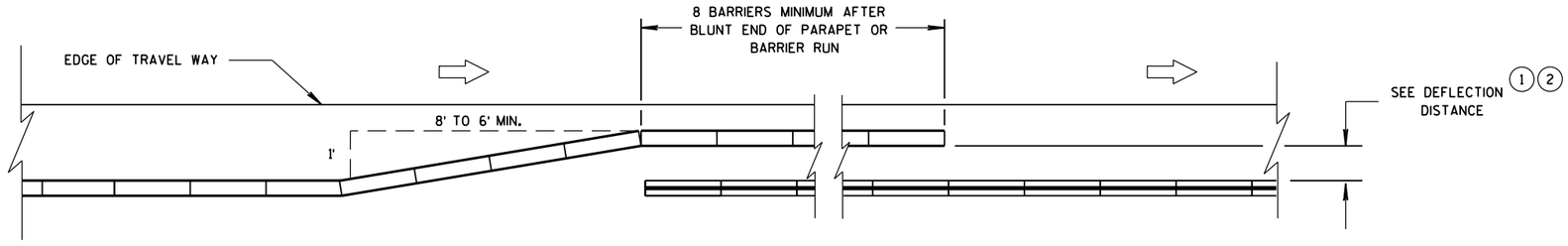
SEE FREE STANDING TRANSITION
TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION
TO TIED-DOWN SYSTEM DETAILS

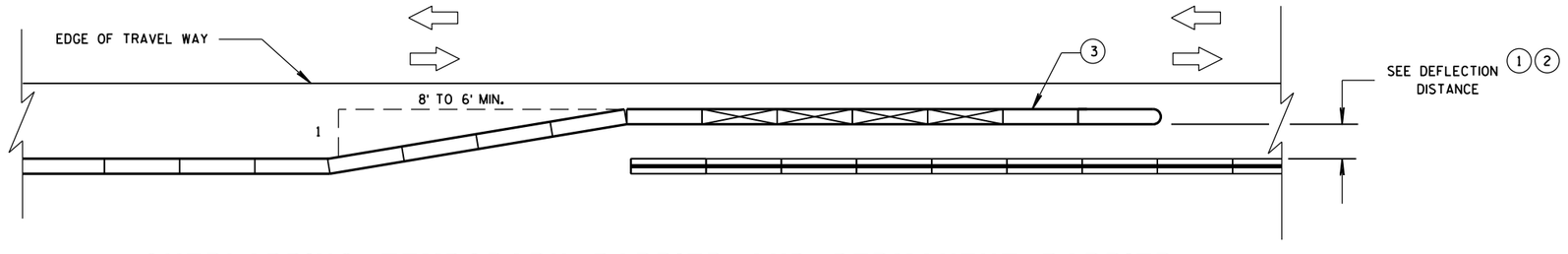
3 PINS PLACED ON
TRAFFIC SIDE OF BARRIER

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

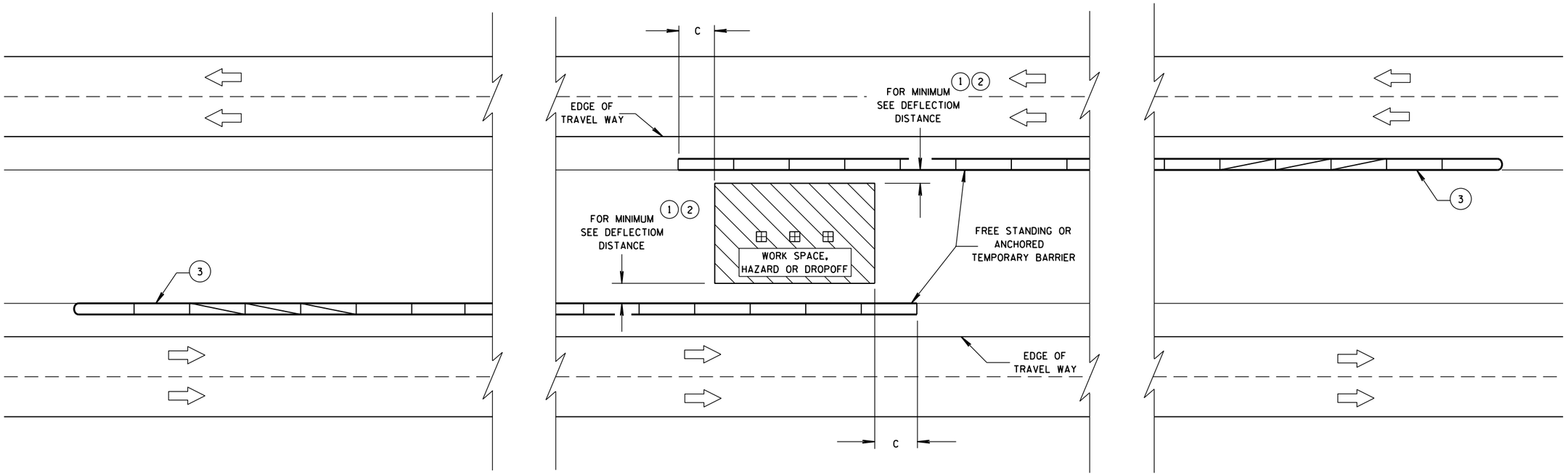
3 PINS PLACED ON TRAFFIC SIDE OF BARRIER

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 DEVELOPMENT ENGINNER

FHWA

6

S.D.D. 14 B 8-2e

GENERAL NOTES

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

(1) W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POSTS WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS. APPROVED PLASTIC BLOCKOUT DESIGNS MAY VARY FROM THIS TYPICAL DETAIL WHEN USED IN CONJUNCTION WITH STEEL POSTS.

DO NOT MIX STEEL POSTS AND WOOD POSTS IN A SINGLE INSTALLATION.

(2) USE STRUCTURAL STEEL POSTS CONFORMING TO ASTM A 36. GALVANIZED POSTS ACCORDING TO AASHTO M 111. EITHER SET THE POSTS IN DRILLED HOLES OR DRIVE TO GRADE. REMOVE MUSHROOMING CAUSED BY DRIVING AND REPAIR DAMAGED SPELTER COATING ON GALVANIZED POSTS.

(3) INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(4) USE EITHER WOOD OR APPROVED PLASTIC BLOCKOUTS ON WOOD POSTS.

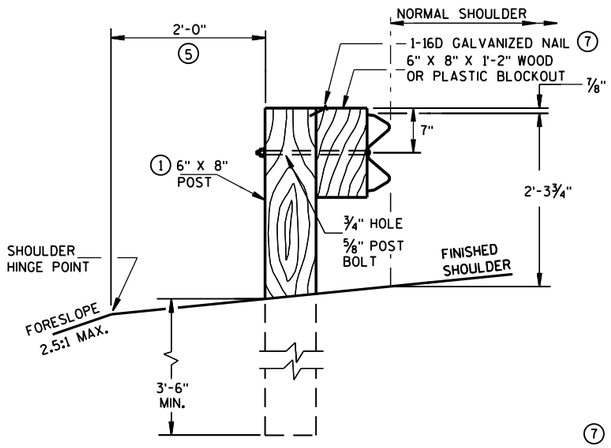
(5) IF THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING, W BEAM (LHW).

(6) IF ROCK IS ENCOUNTERED DURING EXCAVATION, THE ENGINEER MAY APPROVE USING A 12 INCH DIAMETER POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE APPROXIMATELY 2½ INCHES DEEP. CUT THE POSTS TO LENGTH AND PLACE IN YHE HOLE. BACKFILL WITH MATERIAL EXCAVATED FROM THE HOLE AND COMPACT ADEQUATEY.

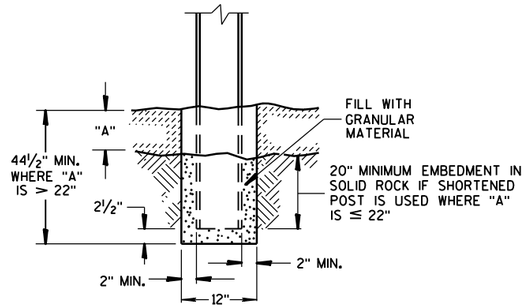
(7) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

INSTALL BEAM GUARD SECTIONS AND ALL NECESSARY HARDWARE ACCORDING TO THE APPLICABLE PLAN AND CURRENT STANDARD AND SUPPLEMENTAL SPECIFICATIONS.

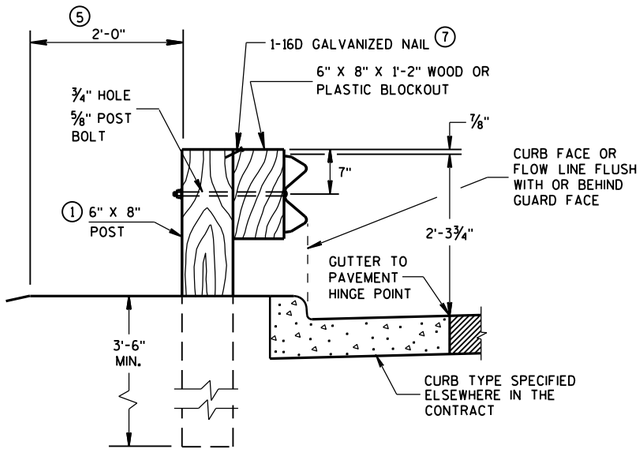
ALL DIMENSIONS ARE SUBJECT TO MANUFACTURER'S TOLERANCES EXCEPT WHERE ALLOWABLE TOLERANCES ARE SHOWN.



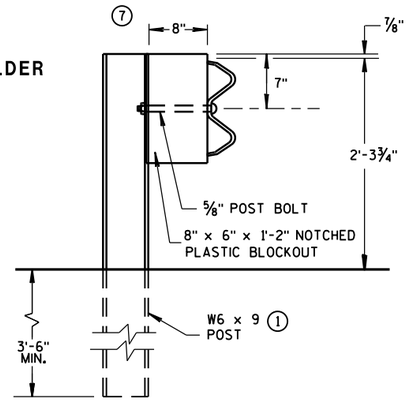
END VIEW
LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



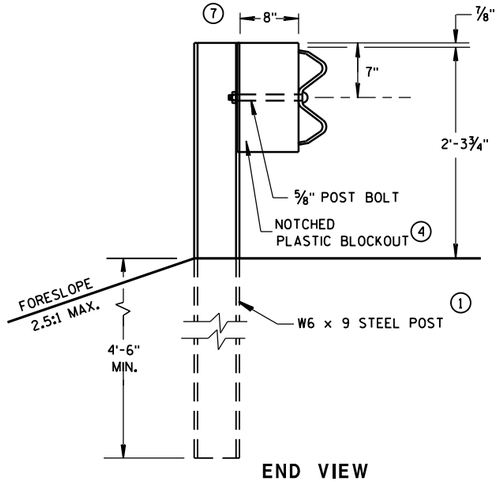
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (6)



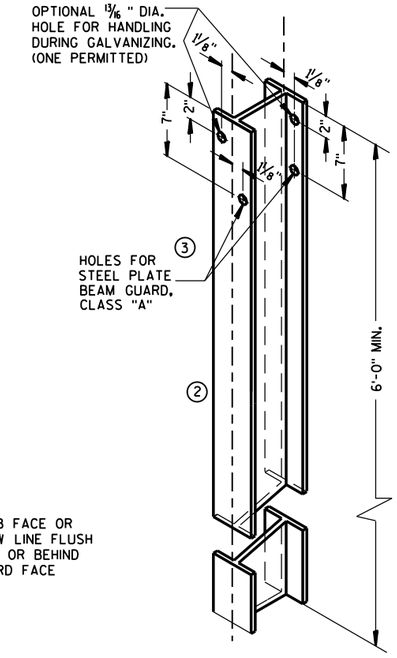
END VIEW
LOCATED ALONG A CURBED ROADWAY



END VIEW
STEEL POST & NOTCHED
PLASTIC BLOCKOUT ALTERNATIVE
STANDARD INSTALLATION

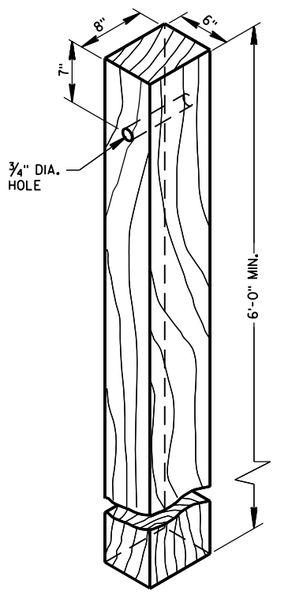


END VIEW
LONGER POST AT HALF
POST SPACING W BEAM
(LHW)

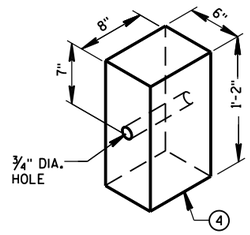


STEEL POST &
HOLE PUNCHING DETAIL
(W6 X 9) (1)

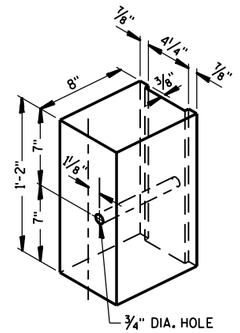
ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED



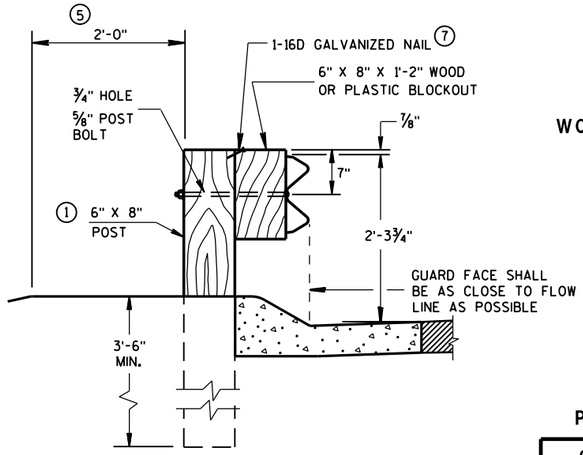
WOOD POST
(6"X8") NOMINAL



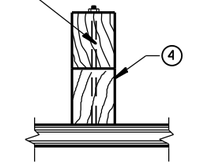
WOOD OR PLASTIC
BLOCKOUT FOR
WOOD POSTS



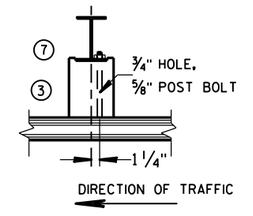
TYPICAL NOTCHED (1)
PLASTIC BLOCKOUT
FOR STEEL POSTS



END VIEW
LOCATED ALONG A
MOUNTABLE CURBED ROADWAY



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, NOTCHED
PLASTIC BLOCKOUT & BEAM

TYPICAL INSTALLATION OF STEEL PLATE BEAM GUARD

STEEL PLATE BEAM GUARD,
CLASS "A"
INSTALLATION & ELEMENTS

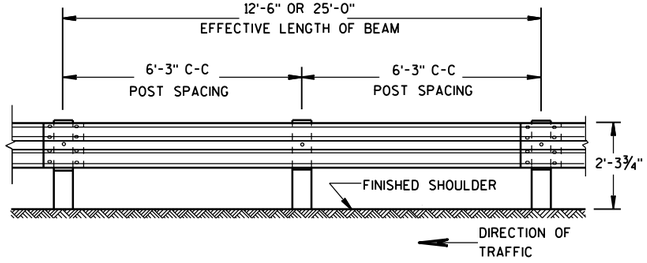
STATE OF WISCONSIN
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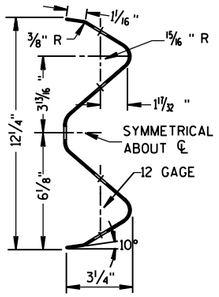
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S.D.D. 14 B 15-8a

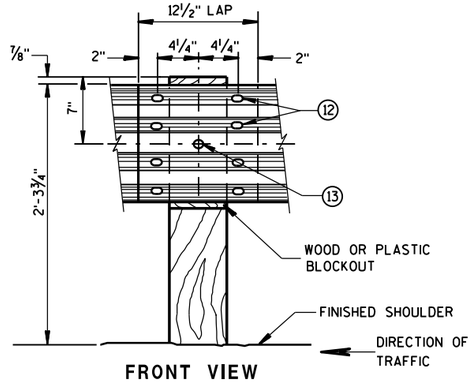


FRONT VIEW

POST SPACING STANDARD INSTALLATION



SECTION THRU W BEAM



FRONT VIEW

BEAM SPLICE AT WOOD POST AND POST MOUNTING DETAIL

GENERAL NOTES

(8) PROVIDE SILVER REFLECTIVE SHEETING ON ALL REFLECTORS EXCEPT THOSE LOCATED ALONG THE LEFT EDGE OF ONE-WAY ROADWAYS, WHICH SHALL BE PROVIDED WITH YELLOW REFLECTIVE SHEETING. SHEETING IS TYPE H. SEE STANDARD SPECIFICATION 637.

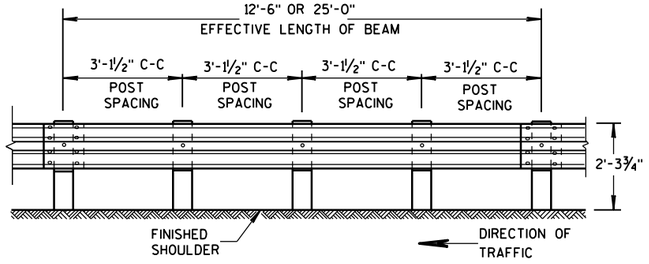
(9) DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

(10) REVERSE EVERY OTHER REFLECTOR FOR 2-WAY VISIBILITY. THE CONTRACTOR MAY FURNISH TWO-SIDED REFLECTORS IN LIEU OF ONE-SIDED REFLECTORS.

(11) PROVIDE AN ANGLE OF BEND OF 90° ± 1° FOR TWO-SIDED REFLECTORS.

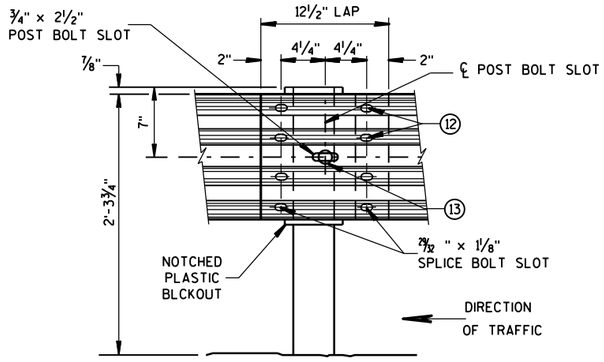
(12) 8 -⅝" ϕ X 2" BUTTON HEAD BOLTS WITH OVAL SHOULDERS & RECESS NUTS.

(13) ⅝" DIA. BUTTON HEAD BOLT AND RECESS NUT WITH ⅝" DIA. F844 FLAT WASHER UNDER NUT.



FRONT VIEW

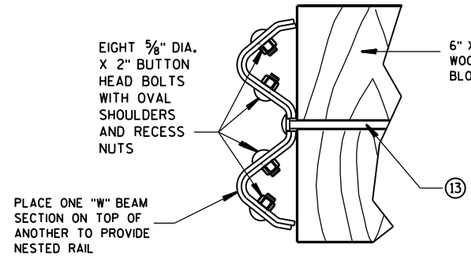
POST SPACING FOR LONGER POST AT HALF POST SPACING W BEAM (LHW)



FRONT VIEW

BEAM SPLICE AT STEEL POST

TYPICAL SPLICING DETAILS OF STEEL PLATE BEAM GUARD

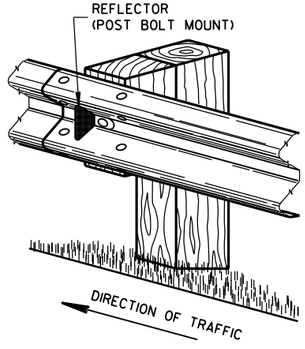


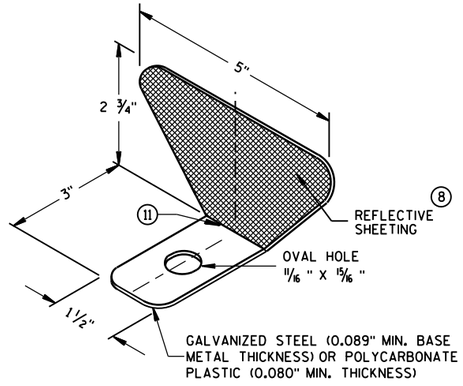
NESTED W BEAM (NW)

USE ALL OTHER STANDARD BEAM GUARD DETAILS FOR CONSTRUCTING NESTED W BEAM (NW)

REFLECTOR SPACING (9)

	BEAM GUARD LENGTH	REFLECTOR SPACING	NO. SURFACES REFLECTORIZED	MIN. NO. REFLECTORS
ONE WAY TRAFFIC	< 200'	50' C-C	1	3
	> 200'	100' C-C	1	
TWO WAY TRAFFIC	< 200'	25' C-C	1 (10)	6
	> 200'	50' C-C	1	
TWO WAY TRAFFIC	< 200'	50' C-C	2 (11)	3
	> 200'	100' C-C	2	



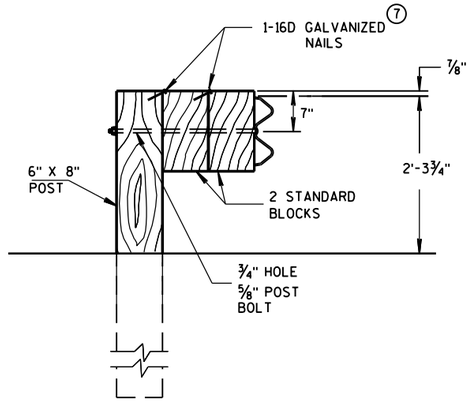


ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION (8)

STEEL PLATE BEAM GUARD,
CLASS "A",
INSTALLATION & ELEMENTS

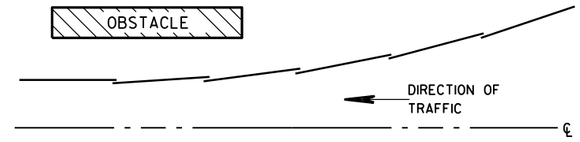
STATE OF WISCONSIN
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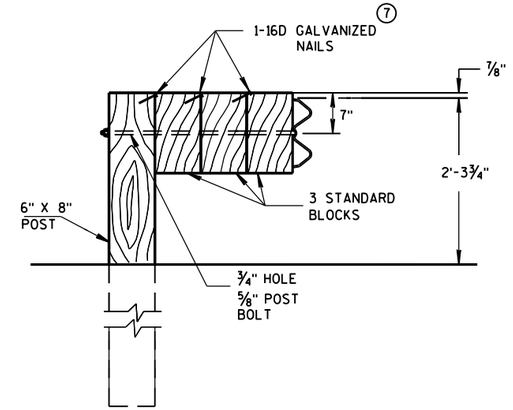


DETAIL FOR DOUBLE BLOCKS

THE NUMBER OF DOUBLE BLOCK POSTS WITHIN A BARRIER RUN IS UNLIMITED

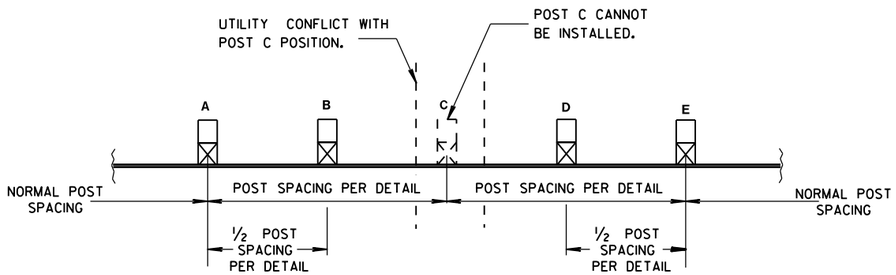


PLAN VIEW
BEAM LAPPING DETAIL



DETAIL FOR TRIPLE BLOCKS

TRIPLE BLOCK DETAIL IS LIMITED TO ONE LOCATION WITHIN A BEAM GUARD RUN.



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION

NOTES: USE DOUBLE OR TRIPLE BLOCKS WHEN UNDERGROUND OBSTACLES PREVENT THE POST FROM BEING INSTALLED.

DO NOT USE EXTRA BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

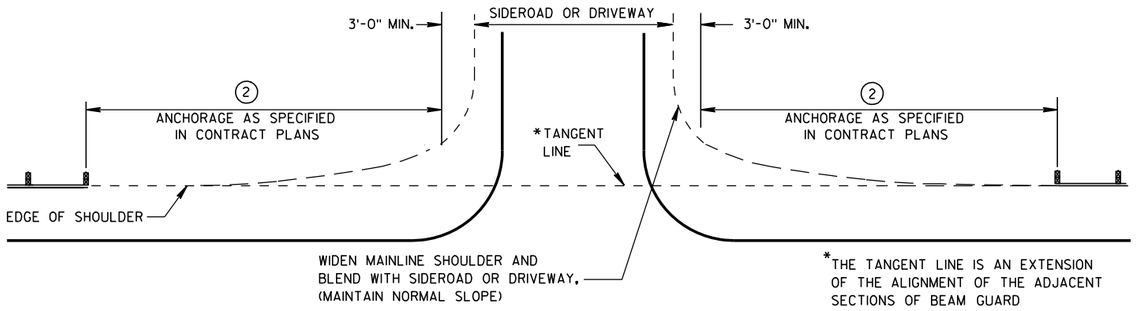
STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

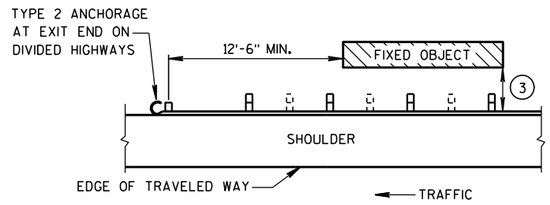
APPROVED
June 2014 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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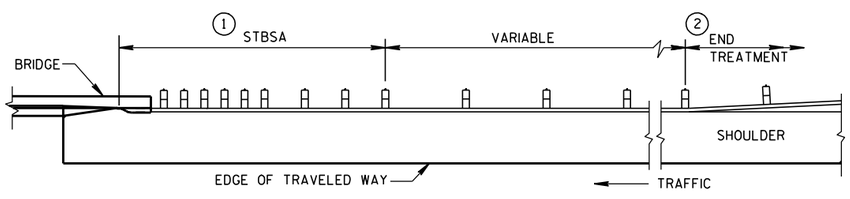
S.D.D. 14 B 15-8c



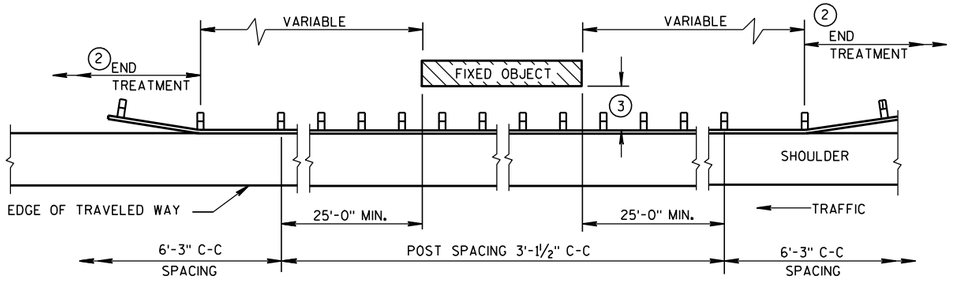
BEAM GUARD AT SIDEROADS OR DRIVEWAYS



BEAM GUARD AT OBSTACLES EXIT END - ONE WAY TRAFFIC

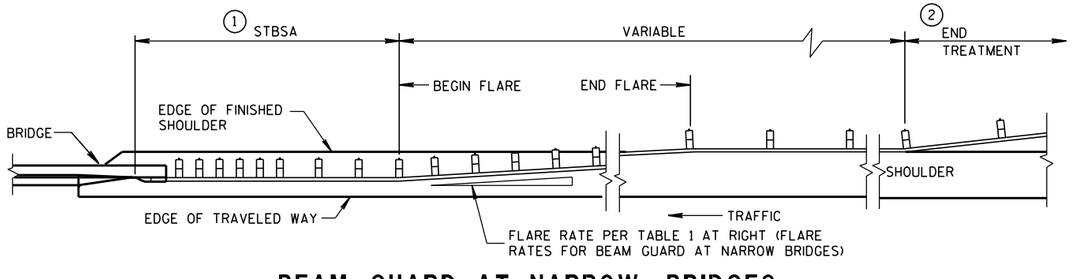


BEAM GUARD AT FULL WIDTH BRIDGES



BEAM GUARD AT OBSTACLES - TWO WAY TRAFFIC

(RAIL TO OBSTACLE CLEARANCE 3'-6" TO 4'-6")



BEAM GUARD AT NARROW BRIDGES

(FLARED TO SHOULDER EDGE, THEN PARALLEL TO ROADWAY)

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE PERTINENT STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

W6 X 9 OR W6 X 8.5 STEEL POSTS WITH NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POSTS WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS.

THE LOCATIONS AND LENGTHS OF BEAM GUARD ARE SHOWN ELSEWHERE IN THE PLAN.

(1) STEEL THRIE BEAM STRUCTURAL APPROACH (STBSA) - SEE CURRENT SDD 14B20.

(2) USE AN APPROVED END TREATMENT FOR THE TRAFFIC APPROACH SIDE OF BRIDGE/OBSTACLES. USE TYPE 2 ANCHORAGE ONLY AT THE DOWNSTREAM ENDS OF BEAM GUARD LOCATED ALONG ROADWAYS WITH ONE WAY TRAFFIC.

(3)

MINIMUM LATERAL DISTANCE FROM FACE OF BEAM GUARD TO FIXED OBJECT	POST SPACING
3'-6"	3' - 1½"
4'-6"	6' - 3"

TABLE 1
FLARE RATES FOR BEAM GUARD AT NARROW BRIDGES

POSTED SPEED (MPH)	FLARE RATE
25	13:1
30	15:1
35	16:1
40	18:1
45	21:1
50	24:1
55	26:1
65	30:1

STEEL PLATE BEAM GUARD CLASS "A" AT BRIDGES, OBSTACLES AND SIDEROADS/DRIVEWAYS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

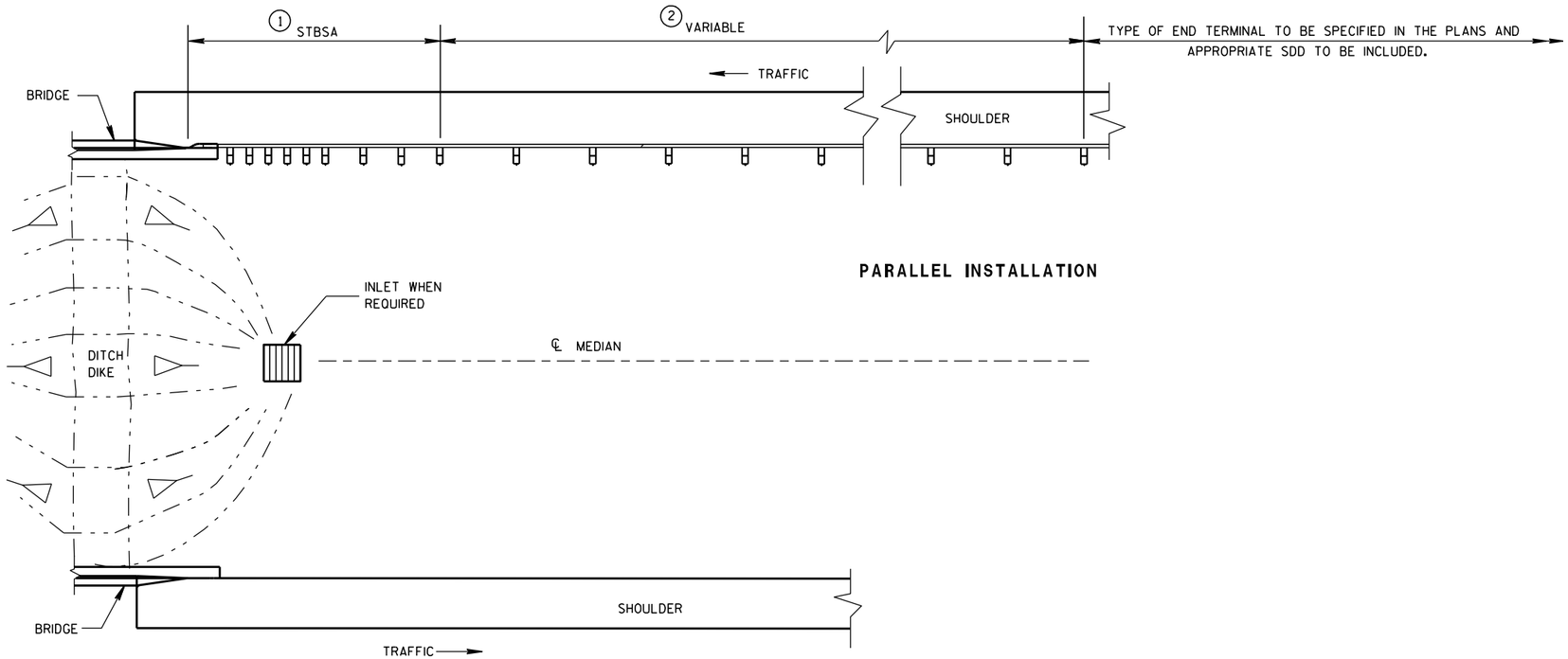
8-21-07
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

GENERAL NOTES

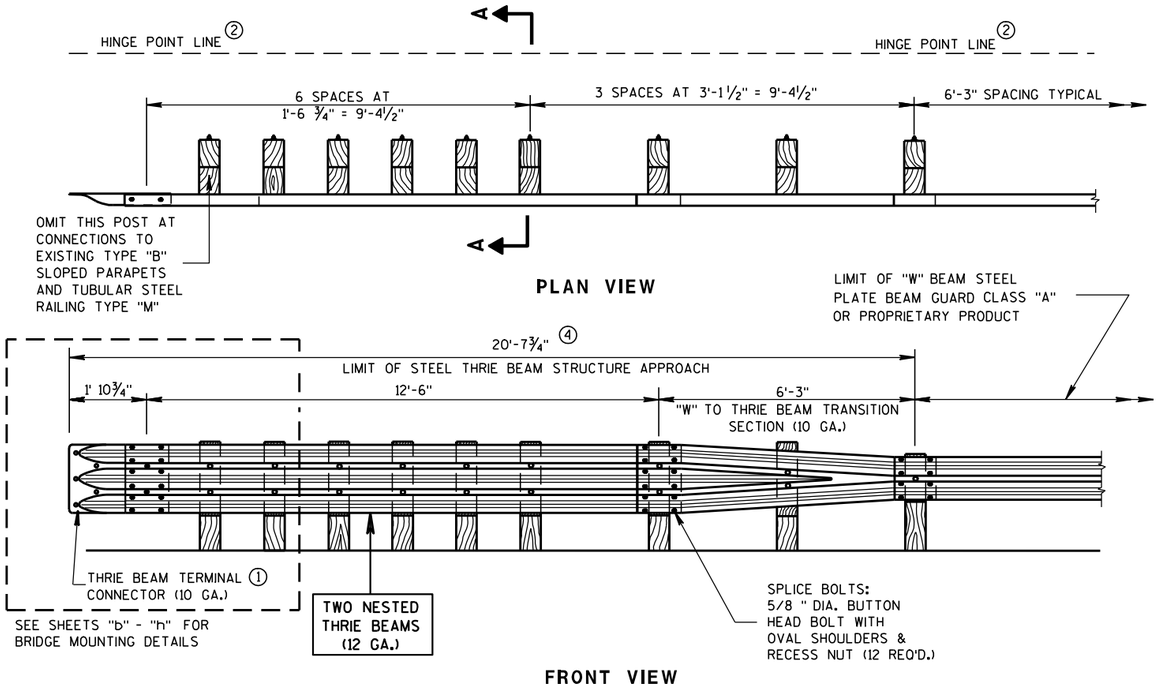
1. STEEL THRIE BEAM STRUCTURAL APPROACH (STBSA) - SEE CURRENT SDD 14B20.
2. LOCATIONS AND LENGTHS OF BEAM GUARD ARE SHOWN ELSEWHERE IN THE PLAN.



PARALLEL INSTALLATION

BEAM GUARD AT MEDIAN APPROACH TO BRIDGES

STEEL PLATE BEAM GUARD CLASS "A" AT MEDIAN APPROACH TO BRIDGES	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
8-21-07 DATE	/S/ Jerry H. Zogg ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA	



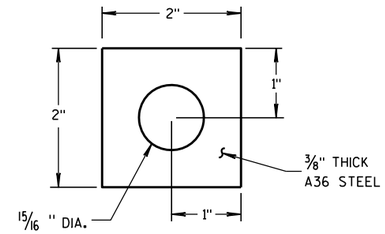


PLATE WASHER DETAIL

GENERAL NOTES

BOLT THE THRIE BEAM TO ALL POSTS AND BLOCKOUTS. DRILL OR PUNCH BOLT HOLES IN THE BEAM IF THE POST SPACING IS LESS THAN 6'-3".

DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.

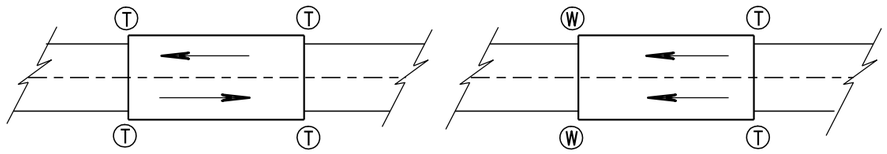
IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2 1/2" , AND 12" DIAMETER AROUND POST. SEE 14B15 FOR MORE DETAILS.

① BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

② MINIMUM EMBEDMENT SHALL BE 4'-0". WHERE EXISTING CONDITIONS DO NOT PERMIT THE APPROPRIATE EARTHWORK SHOWN ON THE PLAN TYPICAL SECTIONS OR DETAILS, THE ENGINEER MAY ALLOW THE REDUCTION OR ELIMINATION OF THE 2 FOOT DISTANCE TO THE HINGE POINT. OTHERWISE BUILD AS THE PLAN SHOWS OR AS THE ENGINEER DIRECTS. IF THE 2 FOOT DISTANCE TO THE HINGE POINT IS REDUCED OR ELIMINATED, INCREASE THE POST EMBEDMENT DEPTH TO 4'-6" OR MORE.

③ POST BOLTS ARE 5/8" DIAMETER ASTM A307 BUTTON HEAD BOLT. A POST BOLT REQUIRES A 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX AND A 5/8" DIAMETER F844 FLAT WASHER. LENGTH OF POST BOLT MAY VARY.

④ ALL WOOD POSTS MUST BE 6" X 8" AND AT LEAST 7'-0" LONG.



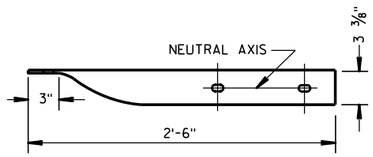
TWO WAY TRAFFIC

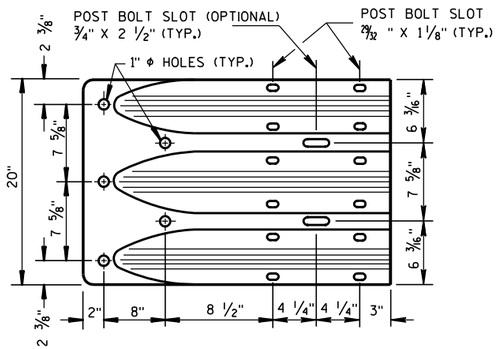
ONE WAY TRAFFIC

T THRIE BEAM CONNECTION

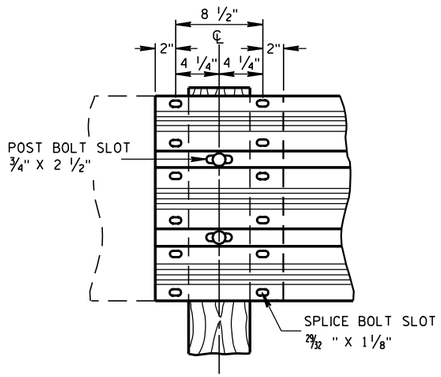
W W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

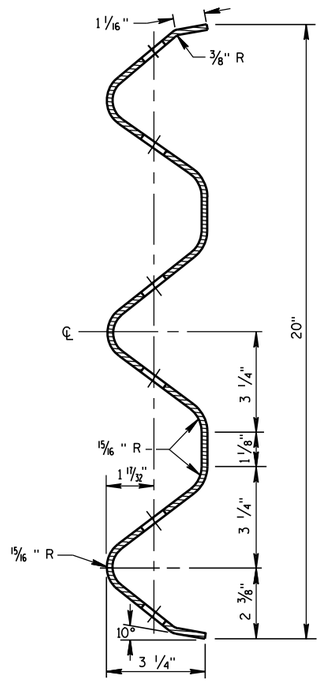




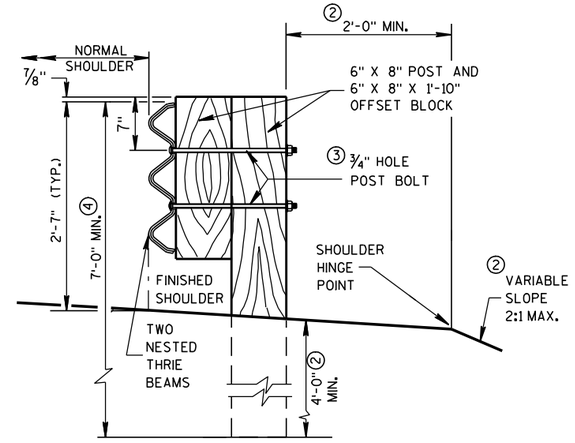
THRIE BEAM TERMINAL CONNECTOR



THRIE BEAM SPLICE



SECTION THRU THRIE BEAM RAIL ELEMENT



SECTION A-A

STEEL THRIE BEAM STRUCTURE APPROACH

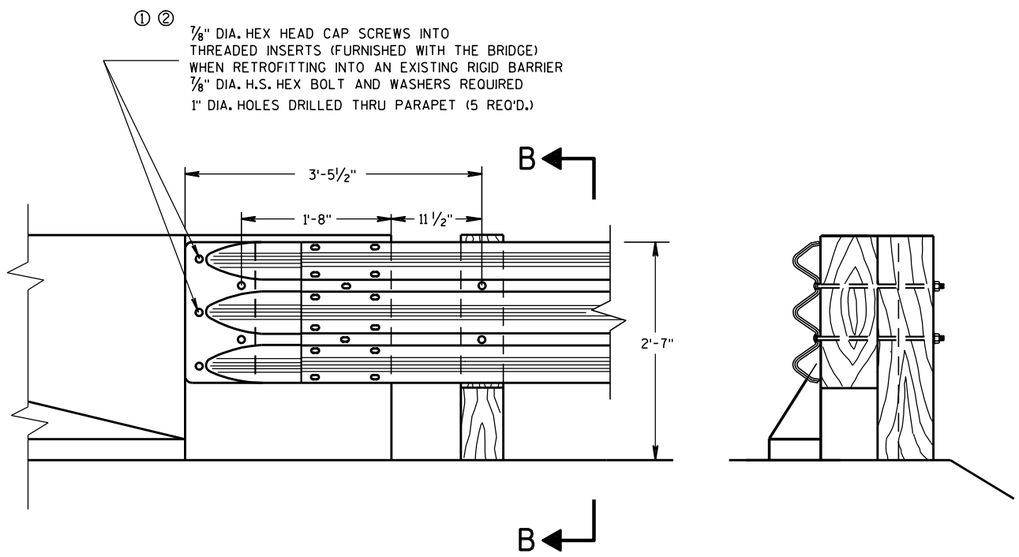
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/31/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

FHWA



FRONT VIEW

SECTION B-B

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.

BOLTS, NUTS AND WASHERS SHALL CONFORM TO ASTM A325, A449 AND GALVANIZED PER STANDARD SPECIFICATIONS 614.

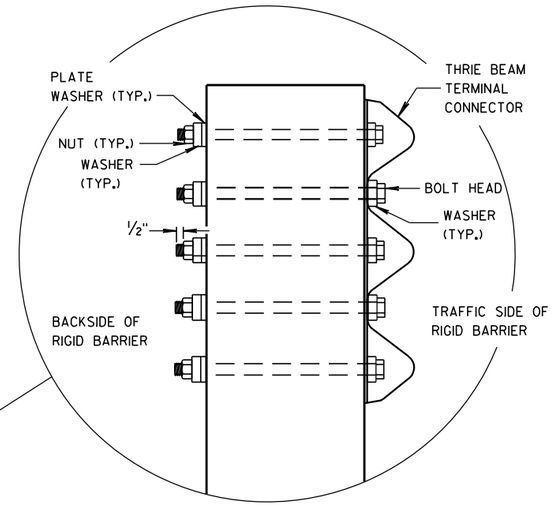
① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

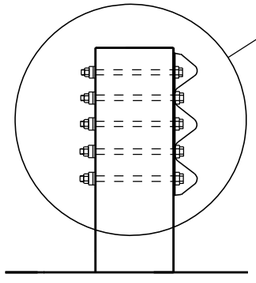
② BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM TERMINAL CONNECTOR. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X ⅝" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

③ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 ½".

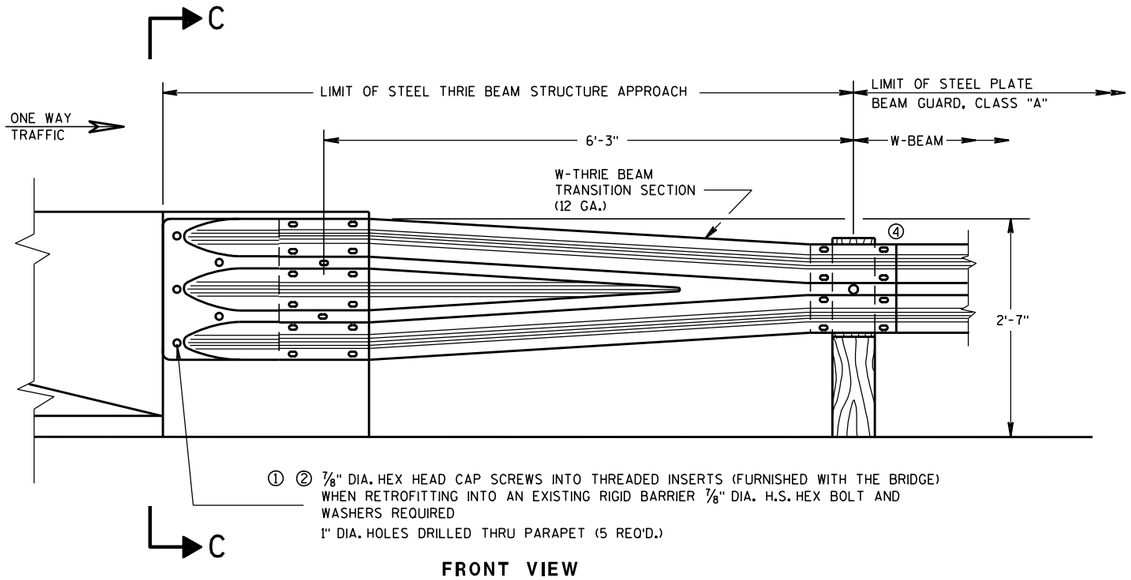
④ W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POST WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS.

DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.





SECTION C-C



① ② ⅞" DIA. HEX HEAD CAP SCREWS INTO THREADED INSERTS (FURNISHED WITH THE BRIDGE) WHEN RETROFITTING INTO AN EXISTING RIGID BARRIER ⅞" DIA. H.S. HEX BOLT AND WASHERS REQUIRED
1" DIA. HOLES DRILLED THRU PARAPET (5 REQ'D.)

FRONT VIEW

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SQUARE END PARAPETS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/31/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS [537
ENGINEER

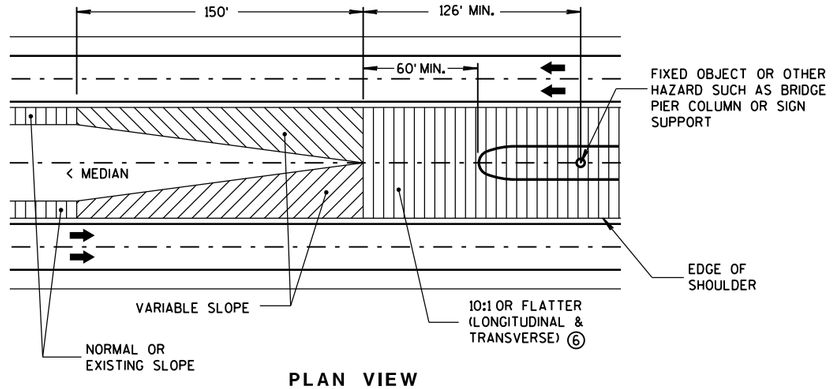
FHWA

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S.D.D. 14 B 20-11b

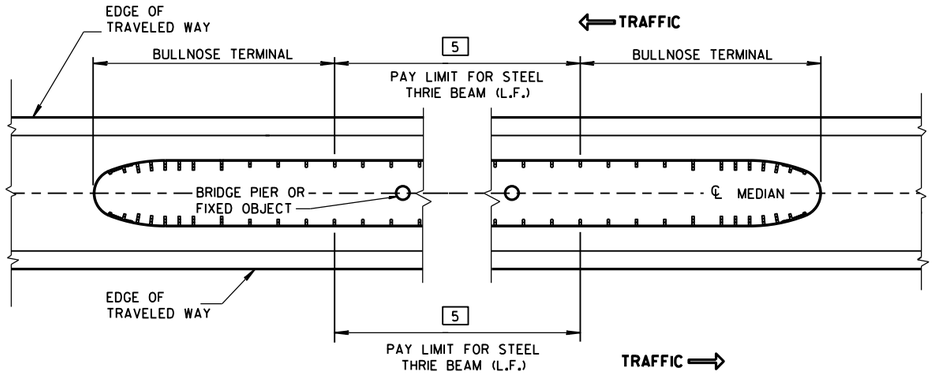
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S.D.D. 14 B 20-11b

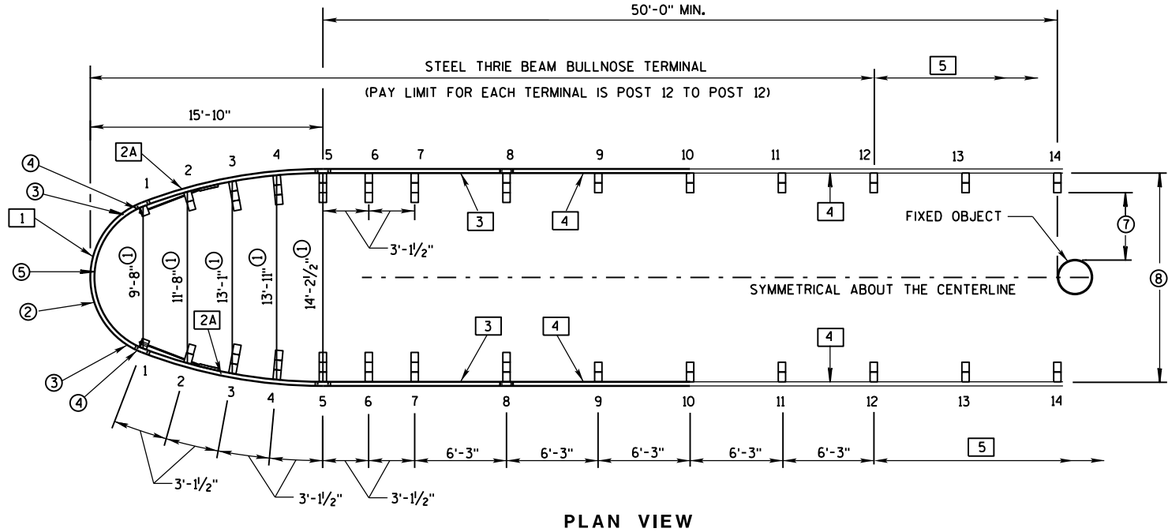


PLAN VIEW

GRADING AT BULLNOSE
(ALL INSTALLATIONS)

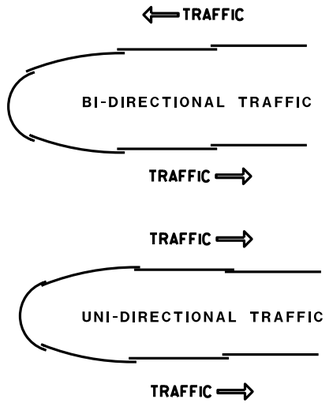


MEDIAN HAZARD PROTECTION PAY LIMITS



PLAN VIEW

TYPICAL BULLNOSE LAYOUT



LAPPING DETAIL
(ALL INSTALLATIONS)

GENERAL NOTES

SEE STANDARD DETAIL DRAWINGS 14 B 26a-e.

PUNCHING, DRILLING, CUTTING OR WELDING IS NOT PERMITTED ON ANY GALVANIZED THRIE BEAM ACCESSORY OR TERMINAL ACCESSORY.

OTHER ANCHOR CABLE ASSEMBLIES HAVING 40,000 LBS. MIN. BREAKING STRENGTH MAY BE USED.

FOR POSTS 2 THROUGH 14, IF POST CANNOT BE INSTALLED AT SPECIFIED LOCATION 1 EXTRA STANDARD WOOD BLOCK MAY BE ADDED.

THE USE OF STEEL POSTS ON THE BULLNOSE IS NOT ALLOWED.

BOLTS AND ALL NECESSARY HARDWARE SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A 153.

ALL THRIE BEAM SHALL BE 12-GAUGE.

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½" AND 12" DIAMETER AROUND POST. SEE SDD 14B15 OR SDD 14B42 FOR MORE INFORMATION.

[1] SLOTTED THRIE BEAM RAIL NO. 1. (POST 1 TO POST 1)

[2A] SLOTTED THRIE BEAM RAIL NO. 2A. (POST 1 TO POST 5)

[3] SLOTTED THRIE BEAM RAIL NO. 3. (POST 5 TO POST 8)

[4] UNBENT STANDARD THRIE-BEAM RAIL NO.4. (POST 8 TO POST 10 & POST 10 TO POST 12)

[5] BEYOND POST 12: CONSTRUCT STEEL THRIE BEAM - USE UNBENT STANDARD THRIE BEAM RAIL NO. 5.

① DIMENSIONS ARE FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO POST OR BLOCK.

② U-BOLT CABLE CLIPS (3 PER CABLE) SPACED OUT ON NOSE, TO HOLD CABLE TO BACKSIDE OF THE RAIL.

③ NOSE CABLE W/SWAGGED END BUTTONS.

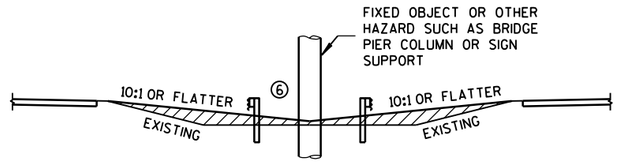
④ NOSE CABLE ANCHOR PLATE (BACKSIDE OF SPLICE).

⑤ THE SLACK IN THE NOSE CABLES SHALL BE EVENLY DISTRIBUTED BETWEEN THE CABLE CLIP FASTENERS AND POST NO. 1 ON EITHER SIDE OF THE NOSE.

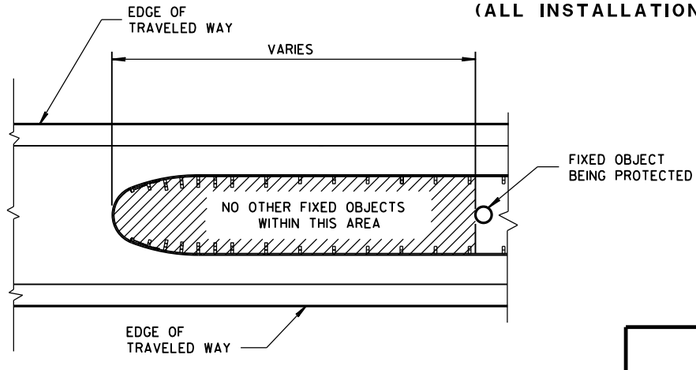
⑥ PROVIDE SUITABLE DRAINAGE WHEN MEDIAN GRADING IMPEDES NORMAL FLOW.

⑦ 2'-6" MINIMUM LATERAL DISTANCE BETWEEN BACK OF POST AND FACE OF FIXED OBJECT.

⑧ MAXIMUM WIDTH OF SYSTEM IS 14'-2½" MEASURED FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO A POST OR BLOCK.



MEDIAN GRADING SECTION
(ALL INSTALLATIONS)

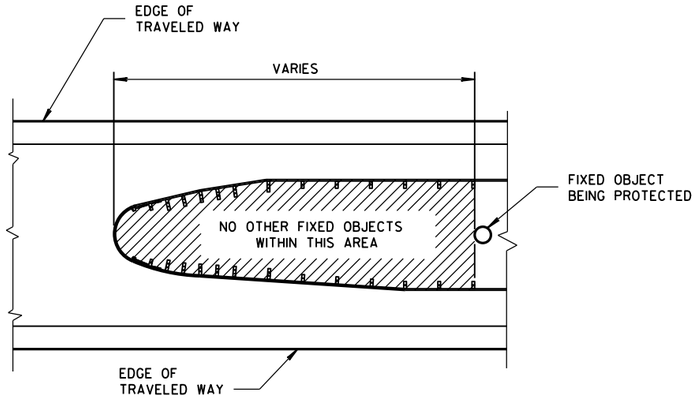


HAZARD FREE AREA INSIDE BULLNOSE

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6
S.D.D. 14 B 26-3a



HAZARD FREE
AREA INSIDE BULLNOSE

GENERAL NOTES

SEE STANDARD DETAIL DRAWINGS 14 B 26a-e.

FOR POSTS 2 THROUGH 14, IF POST CANNOT BE INSTALLED AT SPECIFIED LOCATION 1 EXTRA STANDARD WOOD BLOCK MAY BE ADDED.

[1] SLOTTED THRIE BEAM RAIL NO. 1. (POST 1 TO POST 1)

[2A] SLOTTED THRIE BEAM RAIL NO. 2A, (POST 1 TO POST 5)

[2B] SLOTTED THRIE BEAM RAIL NO. 2B, (POST 1 TO POST 5)

[3] SLOTTED THRIE BEAM RAIL NO. 3. (POST 5 TO POST 8)

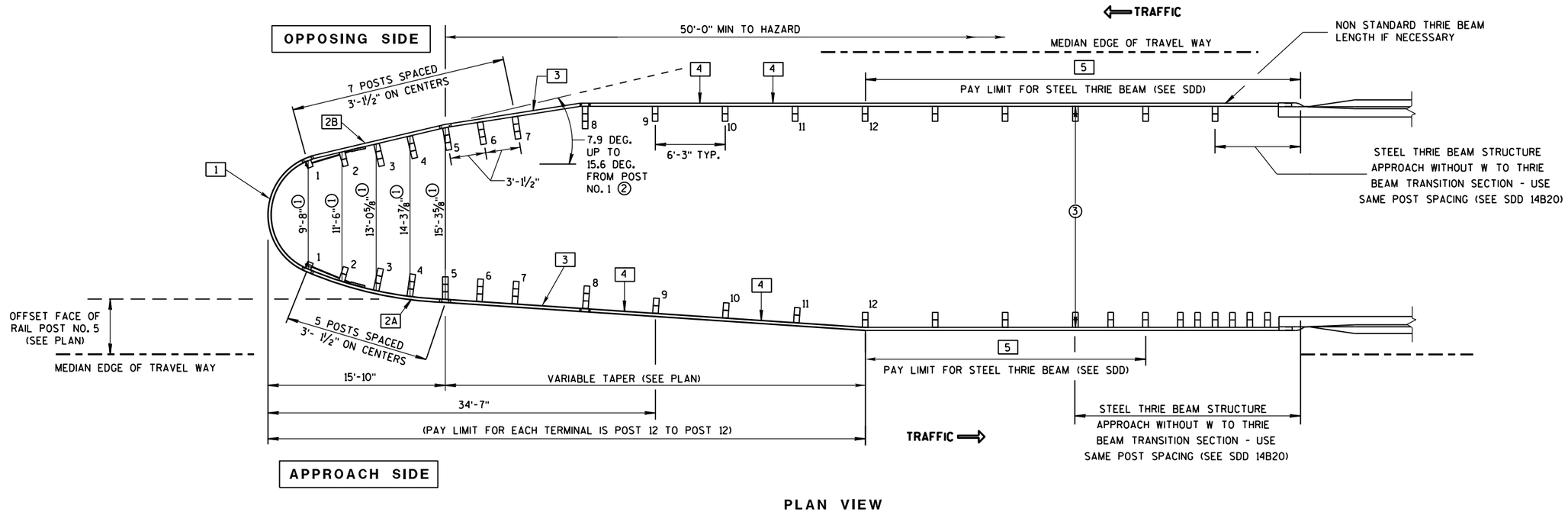
[4] UNBENT STANDARD THRIE-BEAM RAIL NO. 4, (POST 8 TO POST 10 & POST 10 TO POST 12)

[5] BEYOND POST 12: CONSTRUCT STEEL THRIE BEAM - USE UNBENT STANDARD THRIE BEAM RAIL NO. 5.

① DIMENSIONS ARE FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO POST.

② TAPER BEGINNING AT POST NO. 1 MUST CONTINUE TO POST NO. 5. PAST POST NO. 5 TAPER MAY END OR BE EXTENDED UP TO 15.6 DEGREES TO FIT VARIABLE MEDIAN WIDTHS. (SEE PLAN)

③ FOR MEDIANS WIDER THAN 14'-2½" MEASURED FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO A POST OR BLOCK.



PLAN VIEW

WIDENED BULLNOSE DESIGN

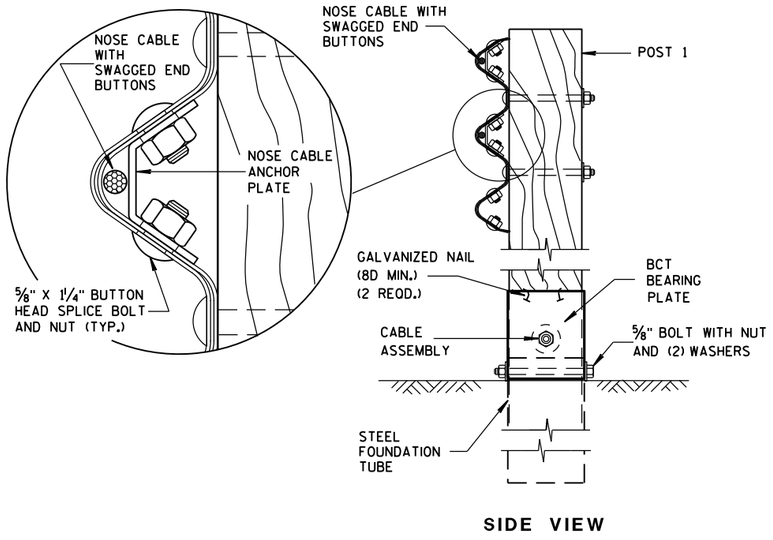
(INSTALLATION AT TWIN BRIDGES WITH BI-DIRECTIONAL TRAFFIC SHOWN)

STEEL THRIE BEAM
BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

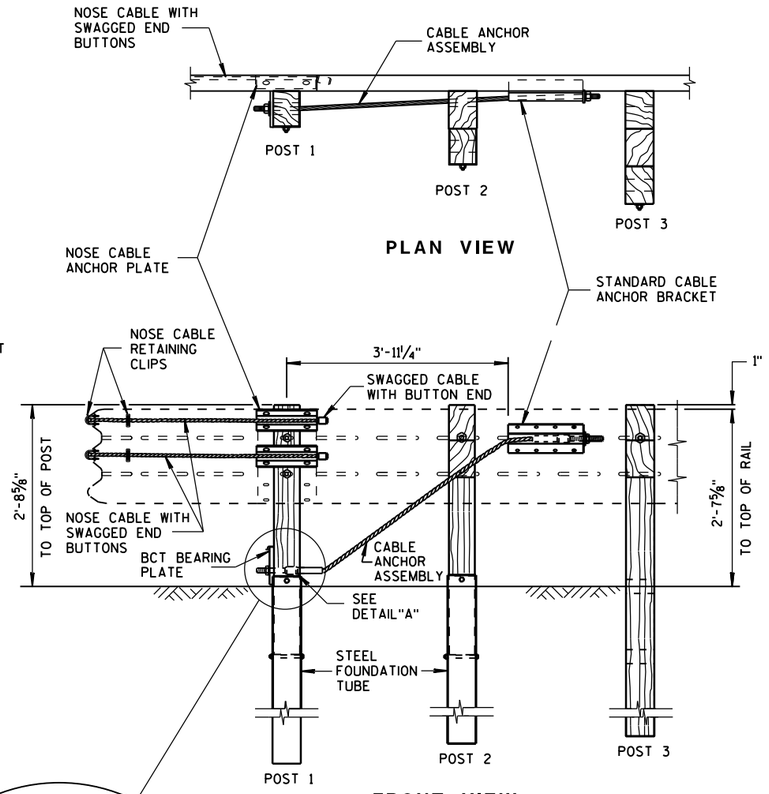
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S.D.D. 14 B 26-3b



SIDE VIEW

NOSE CABLE ASSEMBLY AT POST NO. 1



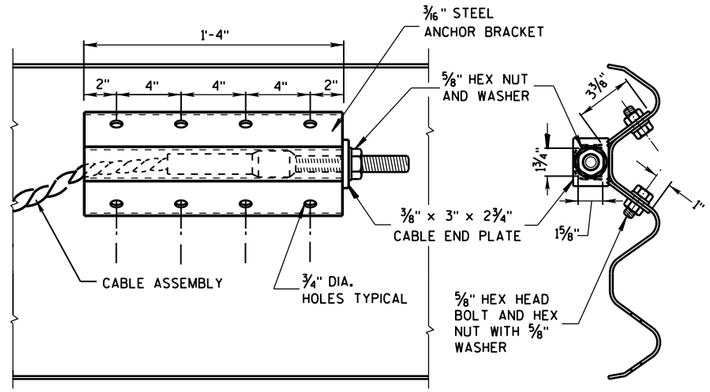
PLAN VIEW

FRONT VIEW

NOSE CABLE ANCHOR AND STANDARD BRACKET ASSEMBLY

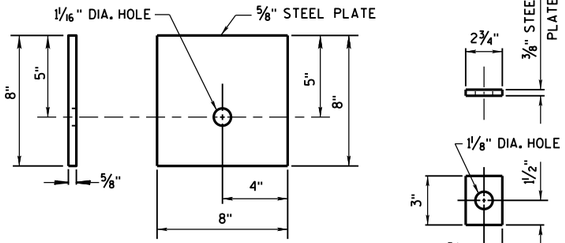
GENERAL NOTES

SEE STANDARD DETAIL DRAWINGS 14 B 26a-e.



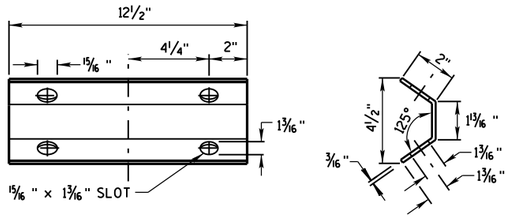
FRONT VIEW END VIEW

DETAILS OF CABLE ANCHOR BRACKET



BCT BEARING PLATE

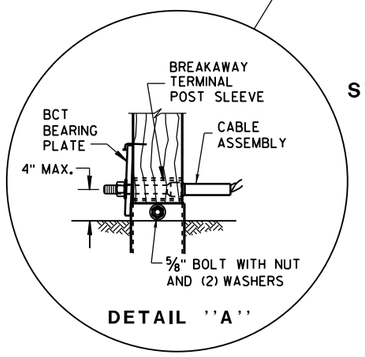
CABLE END PLATE



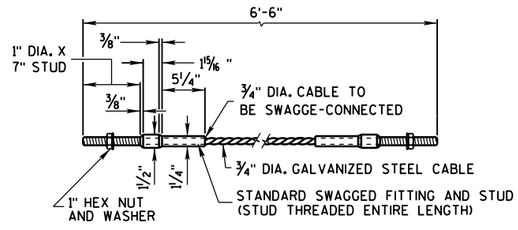
ELEVATION VIEW END VIEW

NOSE CABLE ANCHOR PLATE

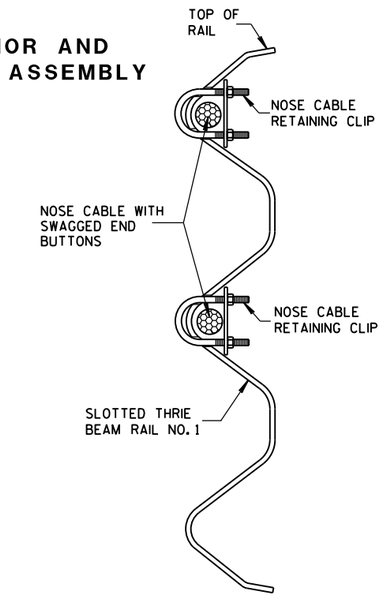
NOTE: 12 1/2" x 5 13/16" x 3/16" STEEL PLATE (A306)



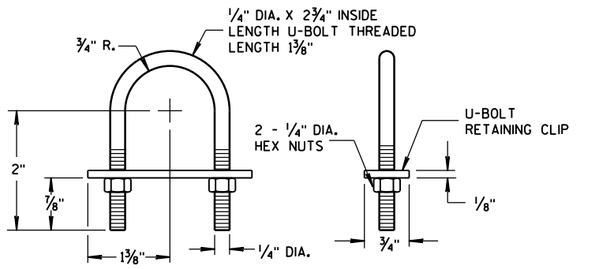
DETAIL ''A''



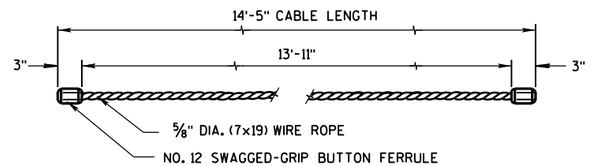
DETAILS OF CABLE ANCHOR ASSEMBLY



PLACEMENT OF NOSE CABLE RETAINING CLIP



NOSE CABLE RETAINING CLIP



NOSE CABLE WITH SWAGGED END BUTTONS

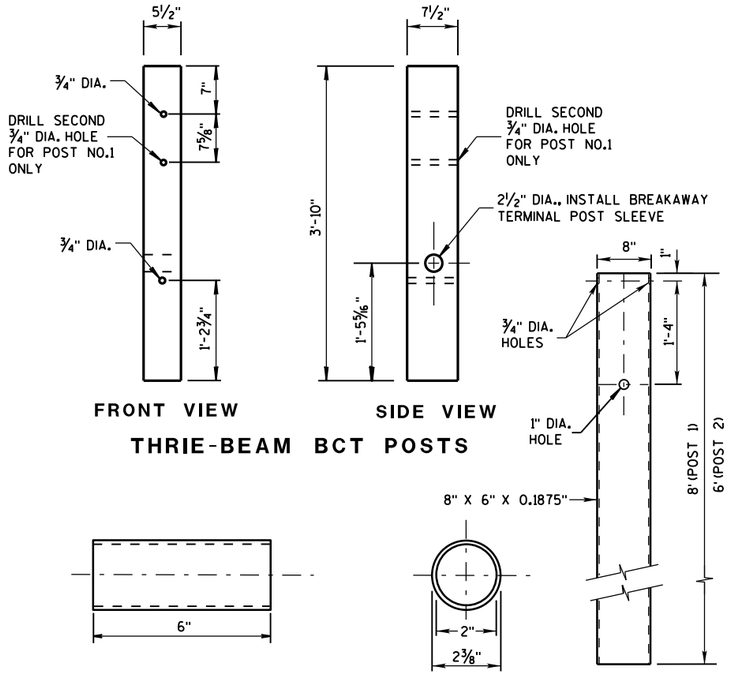
TO PULL OFF SWAGGED GRIP BUTTON FERRULE FROM WIRE ROPE REQUIRES A FORCE EQUAL TO 98% OF THE WIRE ROPE'S BREAKING STRENGHT.

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 14 B 26-3c

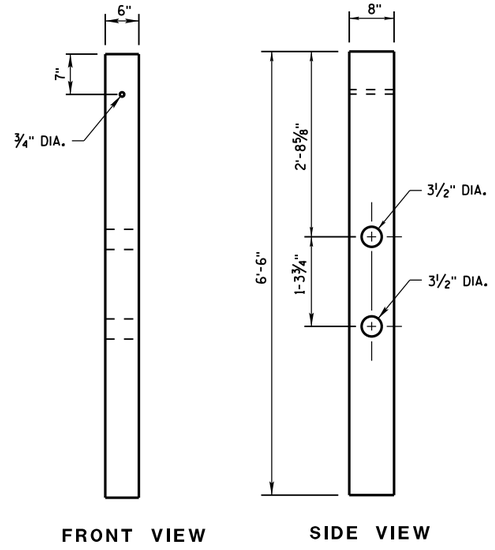


FRONT VIEW SIDE VIEW

THRIE-BEAM BCT POSTS

BREAKAWAY TERMINAL POST SLEEVE

STEEL FOUNDATION TUBE

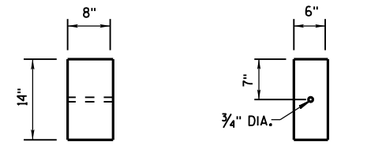


FRONT VIEW SIDE VIEW

THRIE-BEAM CRT WOOD POSTS

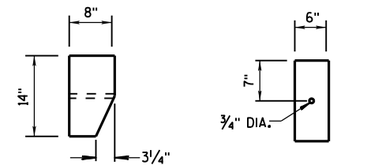
GENERAL NOTES

SEE STANDARD DETAIL DRAWINGS 14 B 26a-e.



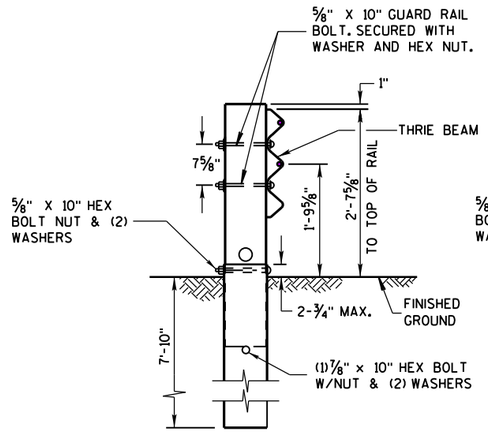
SIDE VIEW FRONT VIEW

STANDARD WOOD BLOCK



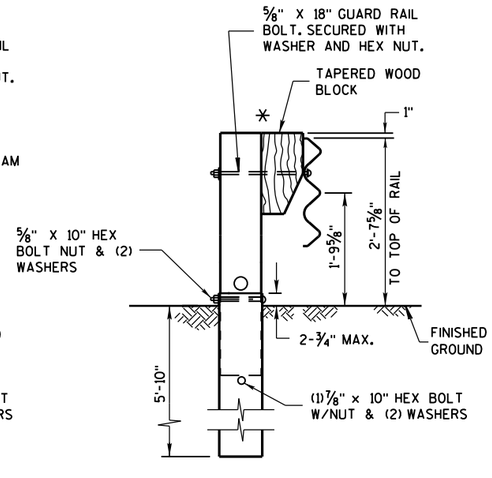
SIDE VIEW FRONT VIEW

TAPERED WOOD BLOCK



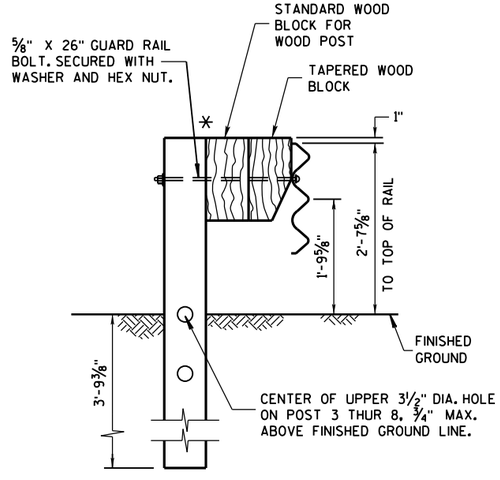
THRIE-BEAM BCT POST
(WITH 8'-0" FOUNDATION TUBE)

POST NO. 1



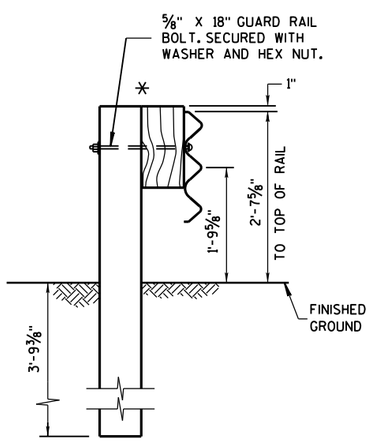
THRIE-BEAM BCT POST
(WITH 6'-0" FOUNDATION TUBE AND 1'-2" TAPERED BLOCK)

POST NO. 2



THRIE-BEAM CRT POST
(6'-6" LONG POST WITH 1'-2" BLOCK AND 1'-2" TAPERED BLOCK)

POST NO. 3,4,5,6,7, & 8



THRIE-BEAM POST
(6'-6" LONG POST WITH 1'-2" BLOCK)

POST NO. 9,10,11,& 12

(ALSO USE FOR STEEL THRIE BEAM BEYOND POST 12)

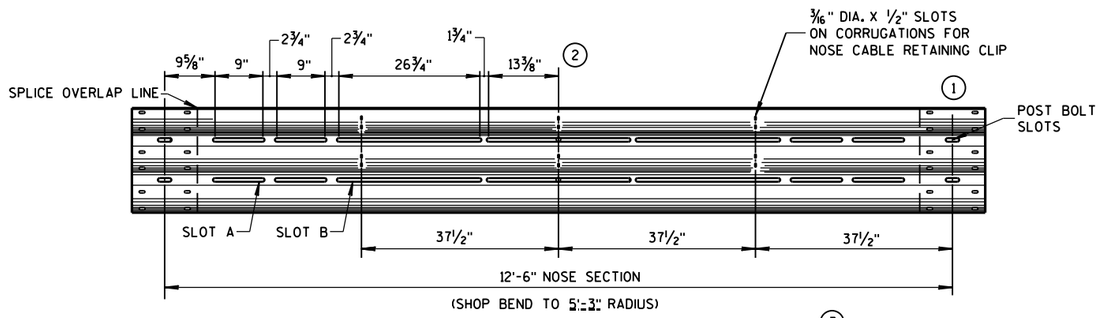
* IF NEEDED DUE TO AN UNDERGROUND OBSTACLE ADD 1 ADDITIONAL STANDARD BLOCKOUT TO POST.

STEEL THRIE BEAM BULLNOSE TERMINAL

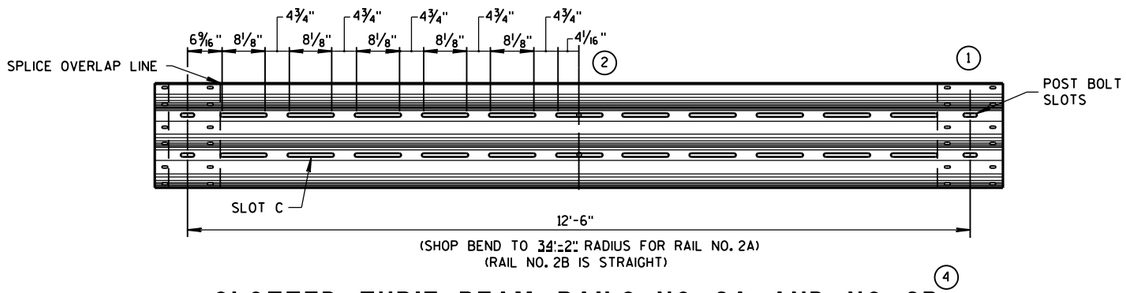
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

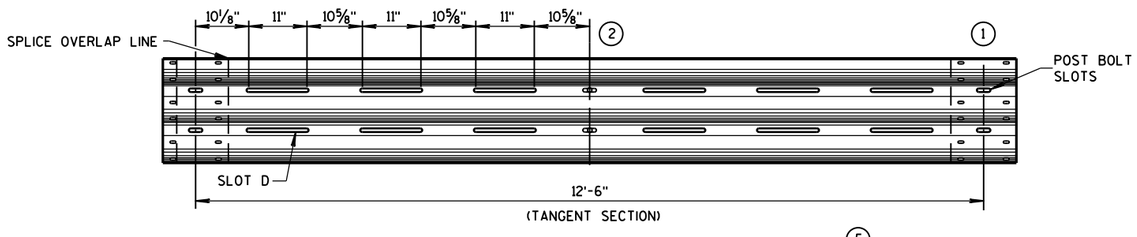
S.D.D. 14 B 26-3d



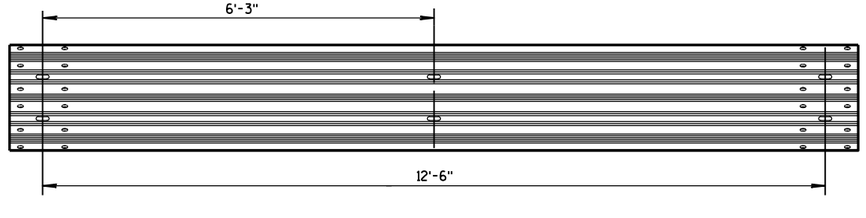
SLOTTED THRIE BEAM RAIL NO. 1 (3)



SLOTTED THRIE BEAM RAILS NO. 2A AND NO. 2B (4)



SLOTTED THRIE BEAM RAIL NO. 3 (5)



UNBENT STANDARD THRIE BEAM RAIL NO. 4 AND NO. 5

GENERAL NOTES

SEE STANADRD DETAIL DRAWINGS 14 B 26a-e.

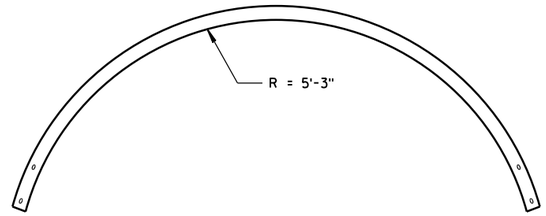
(1) SLOTTED THRIE BEAM RAIL DIMENSIONS SHOWN ARE BEFORE BENDING TO THE RADIUS SHOWN.

(2) SLOT SIZE AND SPACING SYMMETRIC.

(3) SLOTTED THRIE BEAM RAIL NO. 1, 12'-6", SHOP BEND TO R=5'-3".

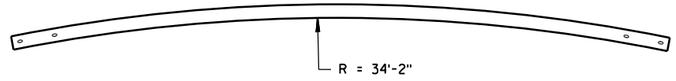
(4) SLOTTED THRIE BEAM RAIL NO. 2A, 12'-6", SHOP BEND TO R=34'-2".
SLOTTED THRIE BEAM RAIL NO. 2B, 12'-6", RAIL IS STRAIGHT.

(5) SLOTTED THRIE BEAM RAIL NO. 3, 12'-6", TANGENT.



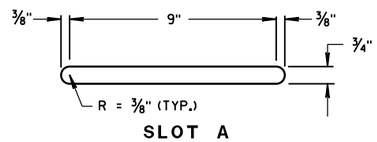
PLAN VIEW

SLOTTED THRIE BEAM RAIL NO. 1

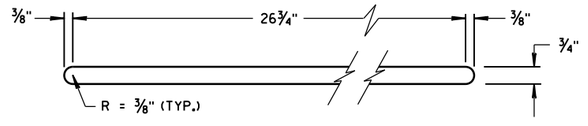


PLAN VIEW

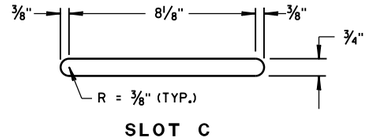
SLOTTED THRIE BEAM RAIL NO. 2A



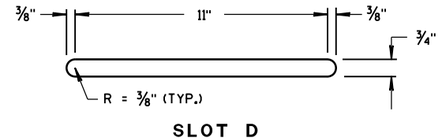
SLOT A



SLOT B



SLOT C



SLOT D

SLOT DETAILS

STEEL THRIE BEAM
BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

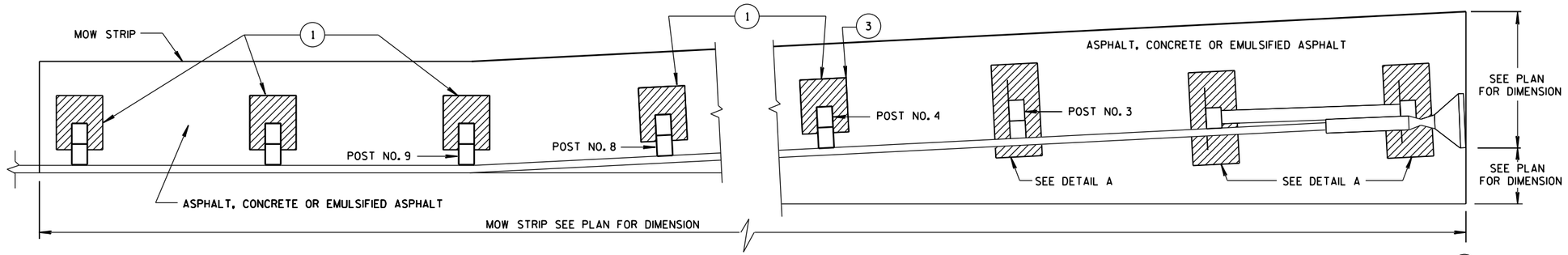
APPROVED
June 2014 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
NT
FHWA

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S.D.D. 14 B 26-3e

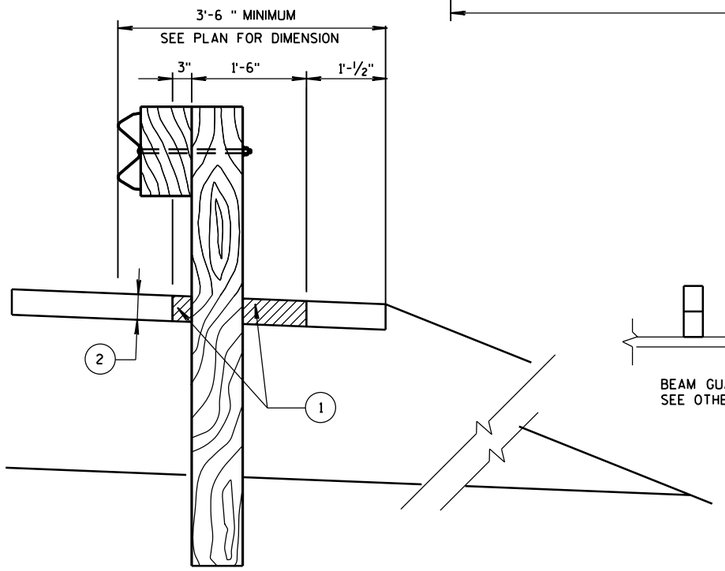
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S.D.D. 14 B 26-3e

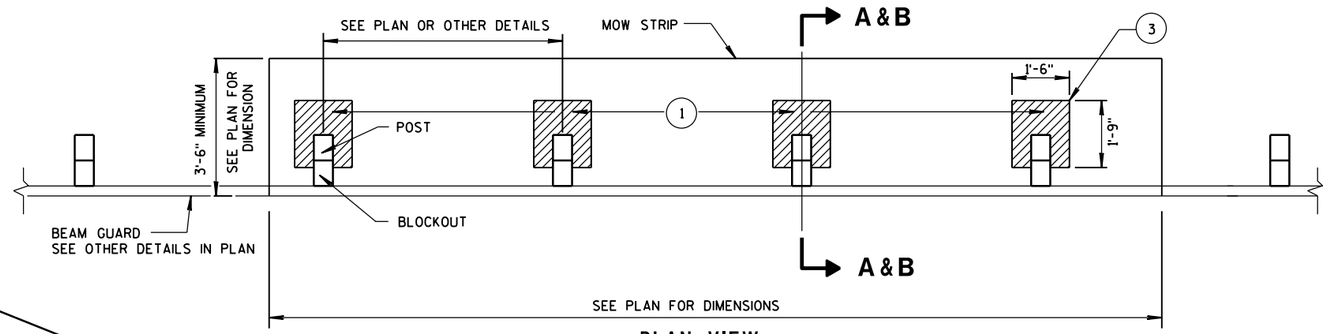


PLAN VIEW

MOW STRIP LAYOUT FOR ENERGY ABORBING TERMINAL

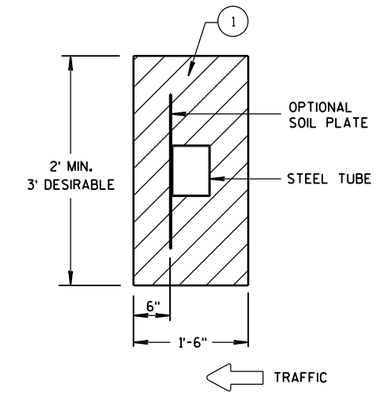


SECTION A-A

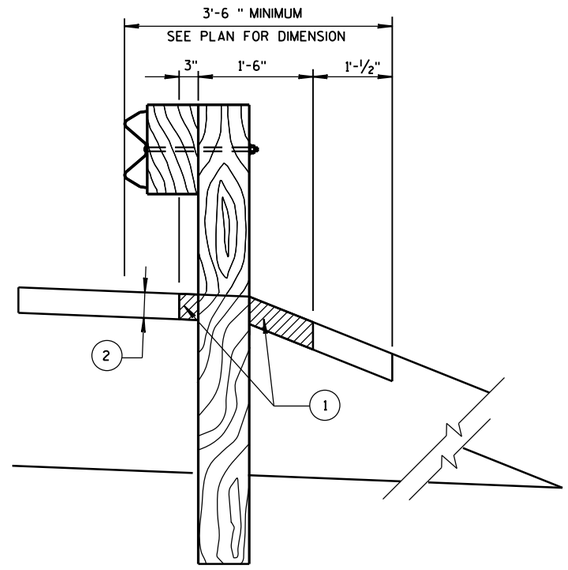


PLAN VIEW

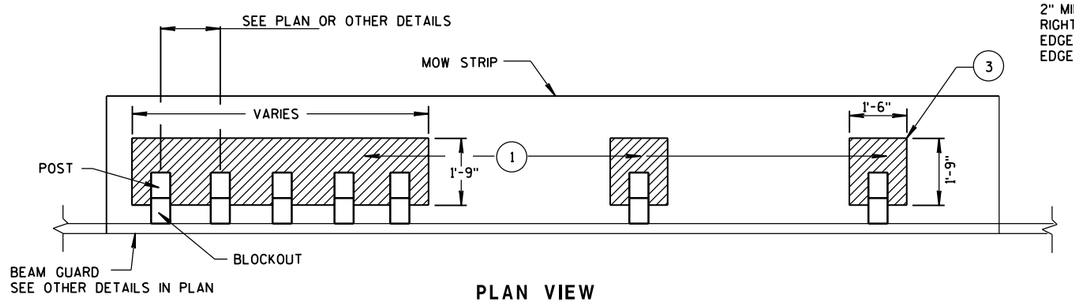
MOW STRIP FOR TYPICAL BLOCKOUT LAYOUT



DETAIL A

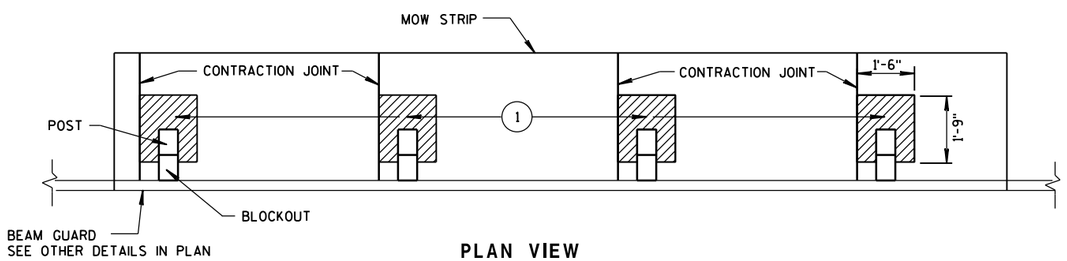


SECTION B-B



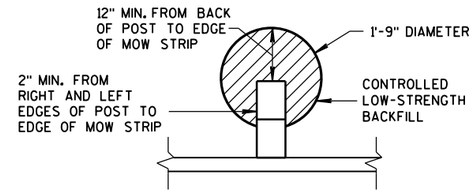
PLAN VIEW

MOW STRIP FOR TIGHT SPACING LAYOUT



PLAN VIEW

JOINT PLACEMENT FOR CONCRETE MOW STRIP



ALTERNATIVE HMA
MOW STRIP DESIGN

(1) CONTROLLED LOW-STRENGTH BACKFILL OR EMULSIFIED ASPHALT.

(2) DEPTH OF MOW STRIP:
ASPHALT - 4"
CONCRETE - 4"
EMULSIFIED ASPHALT - 1" OR LESS

(3) FOR EMULSIFIED ASPHALT MOW STRIP LEAVE OUTS NOT REQUIRED. (TYPICAL FOR ALL POSTS.)

GUARDRAIL MOW STRIP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

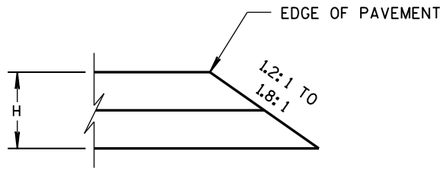
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S.D.D. 14 B 28-3

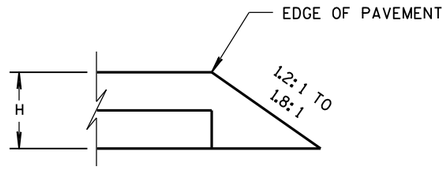
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S.D.D. 14 B 28-3



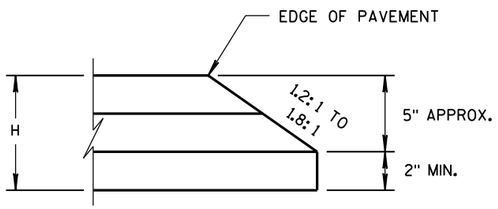
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



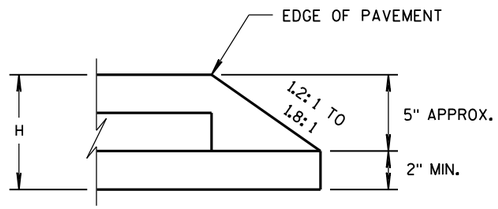
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

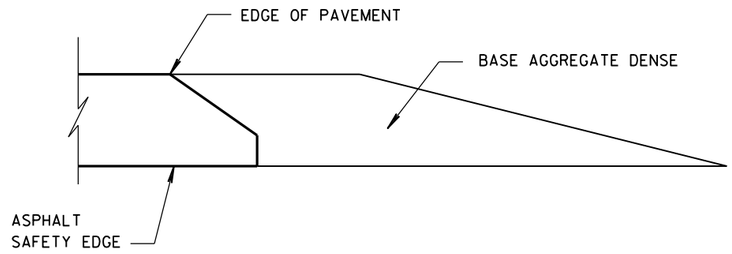
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER

FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

6

6

S.D.D. 14 B 29-1

S.D.D. 14 B 29-1

SAFETY EDGE SM

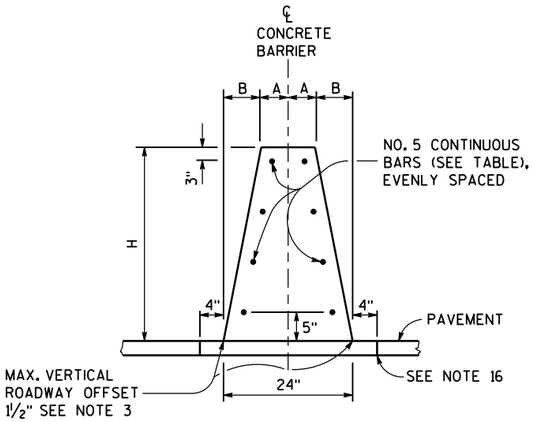
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

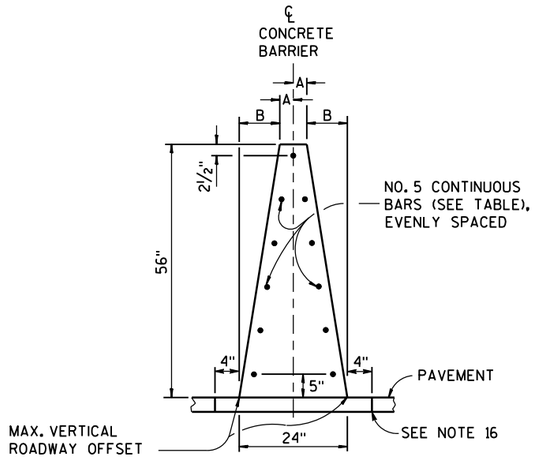
11/30/2012
DATE

/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

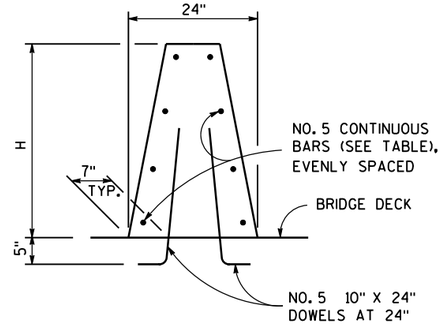
FHWA



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)



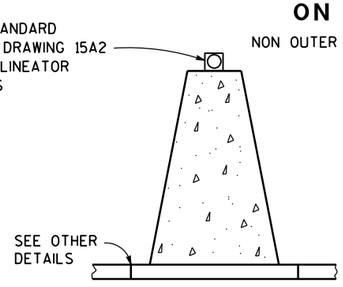
SINGLE SLOPE CONCRETE BARRIER ON BRIDGE

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



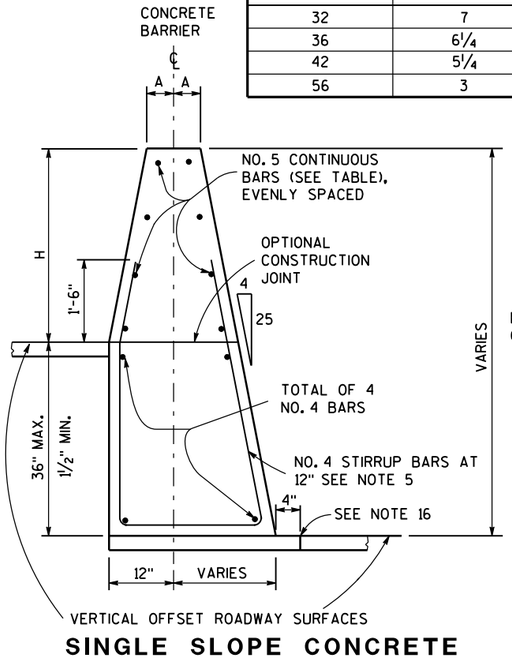
DELINEATION

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

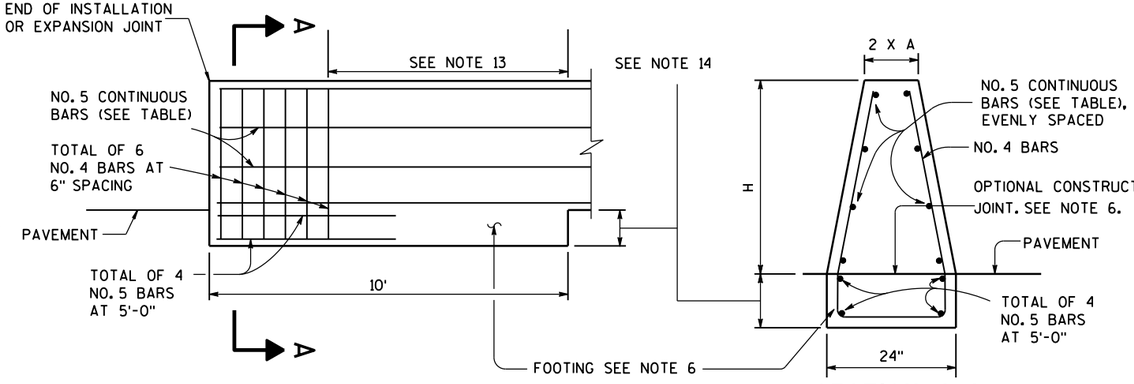
DELINEATOR SPACING ON RADIUS GREATER THAN 1000 FEET OR TANGENT SECTIONS

	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

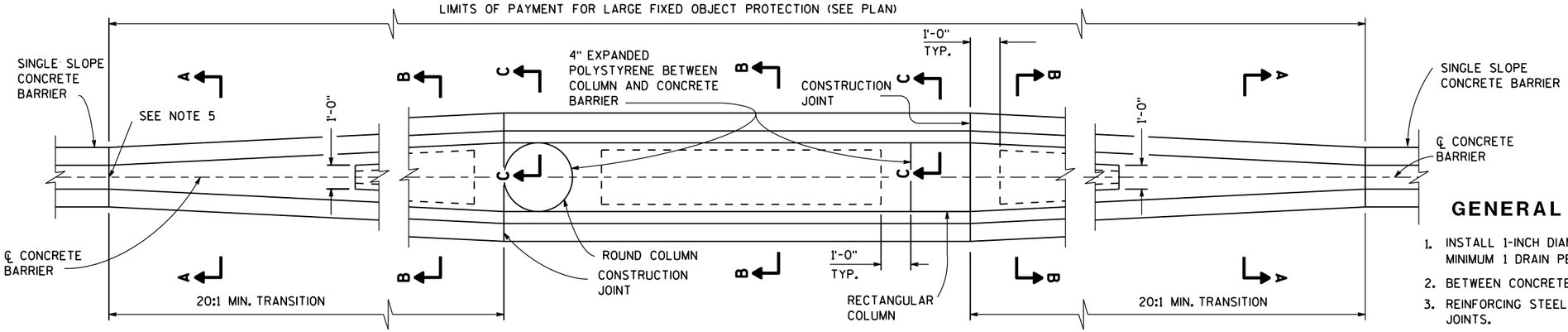
AT CONSTRUCTION JOINT

SECTION A-A

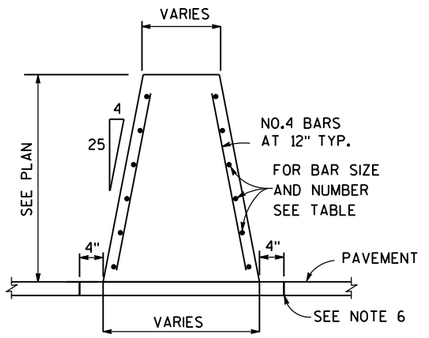
CONCRETE BARRIER SINGLE SLOPE (CBSS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

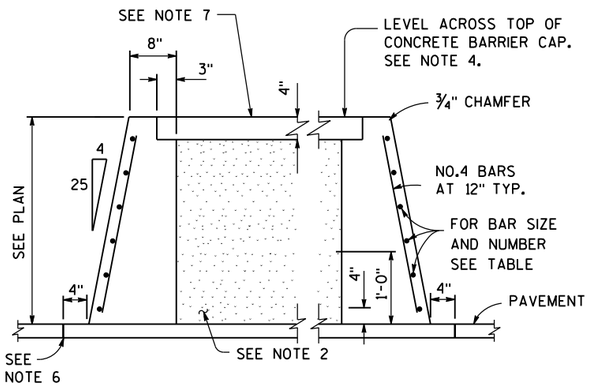
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S.D.D. 14 B 32-3a



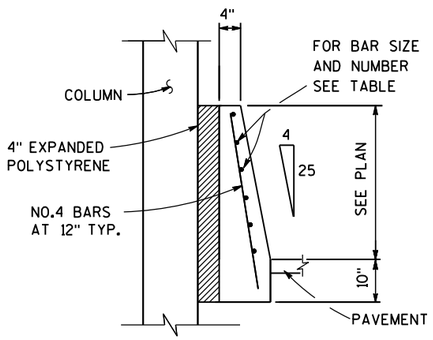
LARGE FIXED OBJECTS PROTECTION
TYPE S32, TYPE S36, TYPE S42, TYPE S56



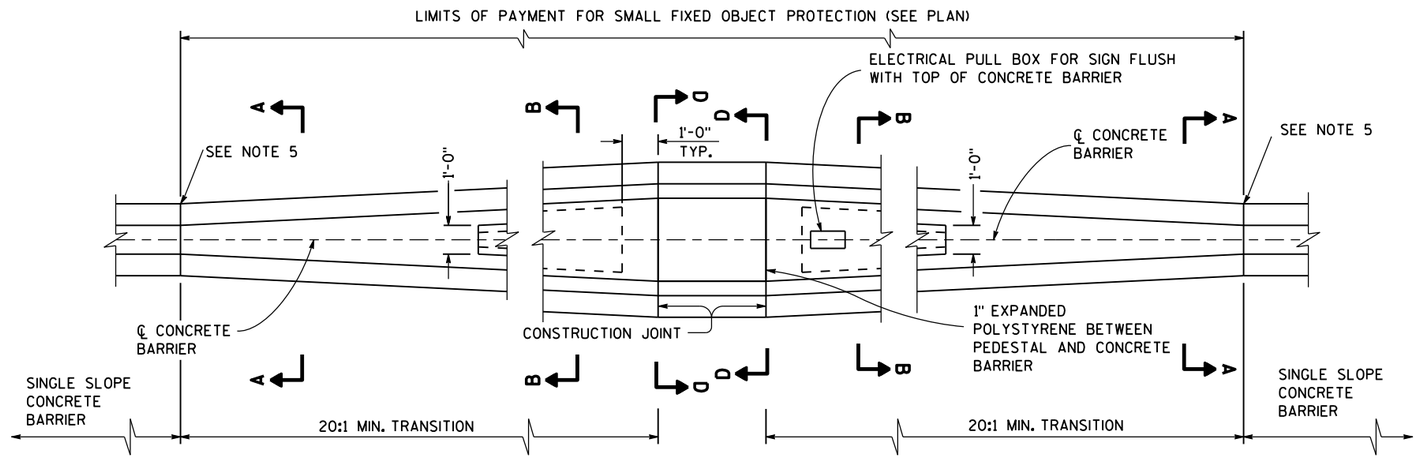
SECTION A-A



SECTION B-B



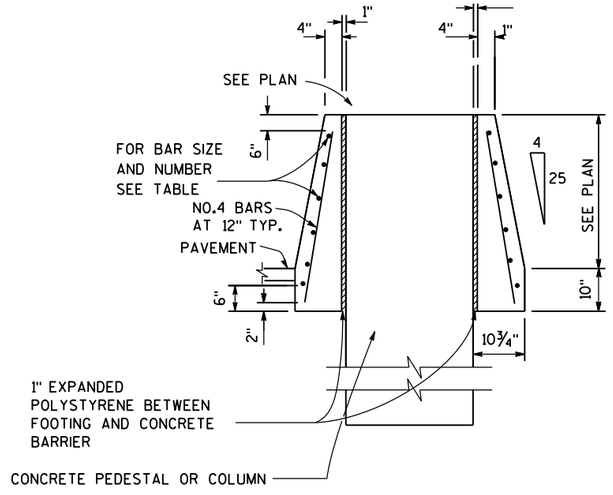
SECTION C-C



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

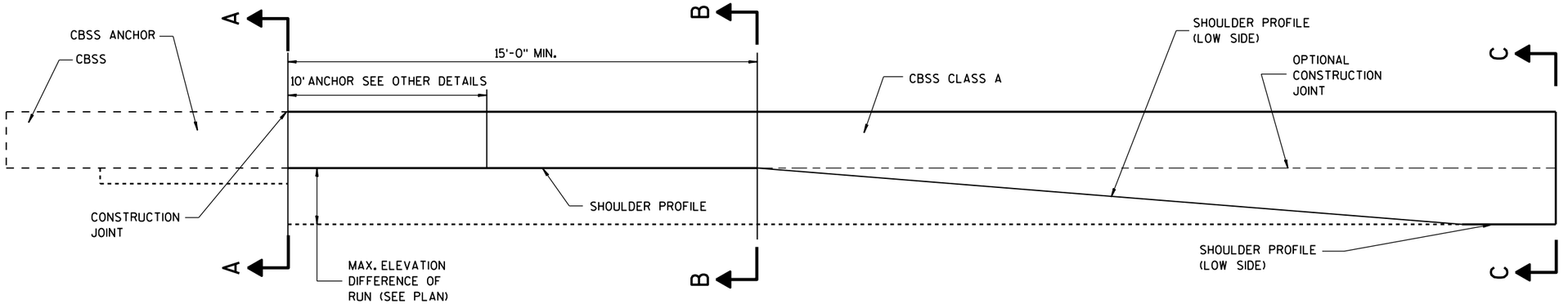
BARRIER HEIGHT H INCHES	BAR SIZE	NUMBER OF BARS EACH
32	4	6
36	4	6
42	5	6
56	5	9

CONCRETE BARRIER SINGLE SLOPE (CBSS)

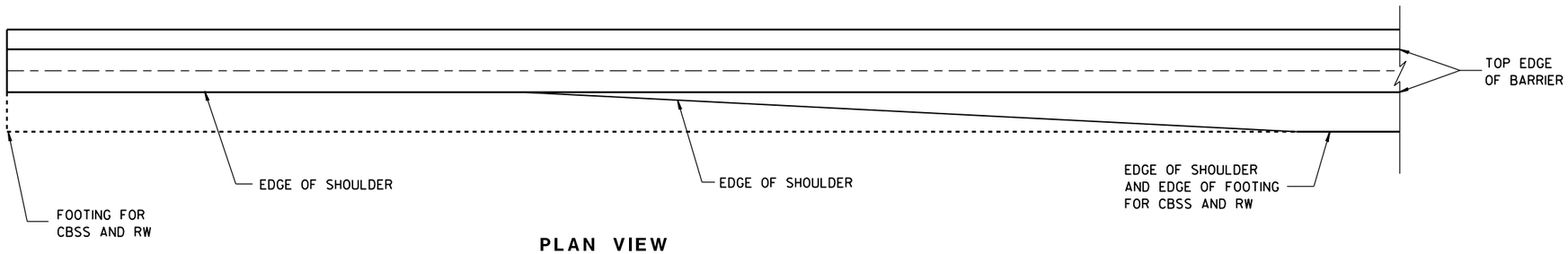
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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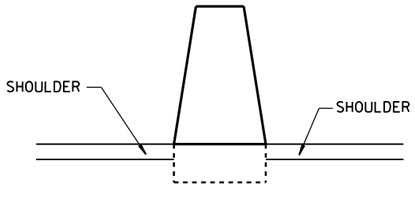
S.D.D. 14 B 32-3b



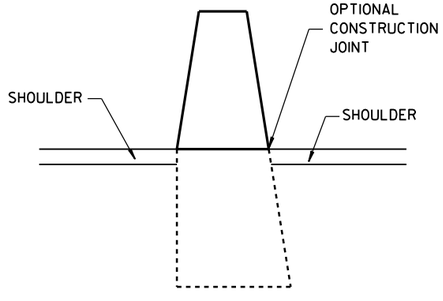
ELEVATION VIEW
TRANSITION TO CBSS CLASS A
(TYPE S32A, TYPE S36A, TYPE S42A, TYPE S56A)



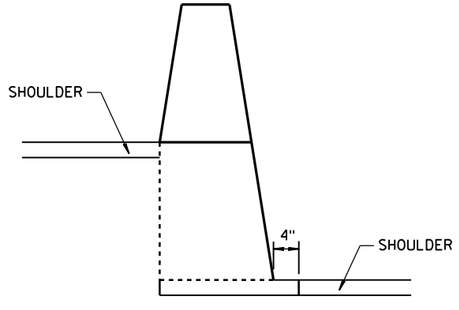
PLAN VIEW
TRANSITION TO CBSS CLASS A
(TYPE S32A, TYPE S36A, TYPE S42A, TYPE S56A)



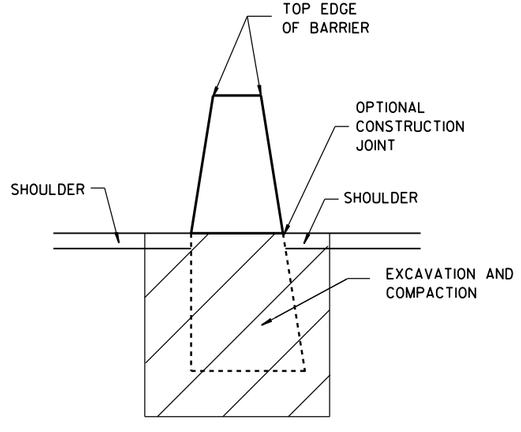
SECTION A-A



SECTION B-B



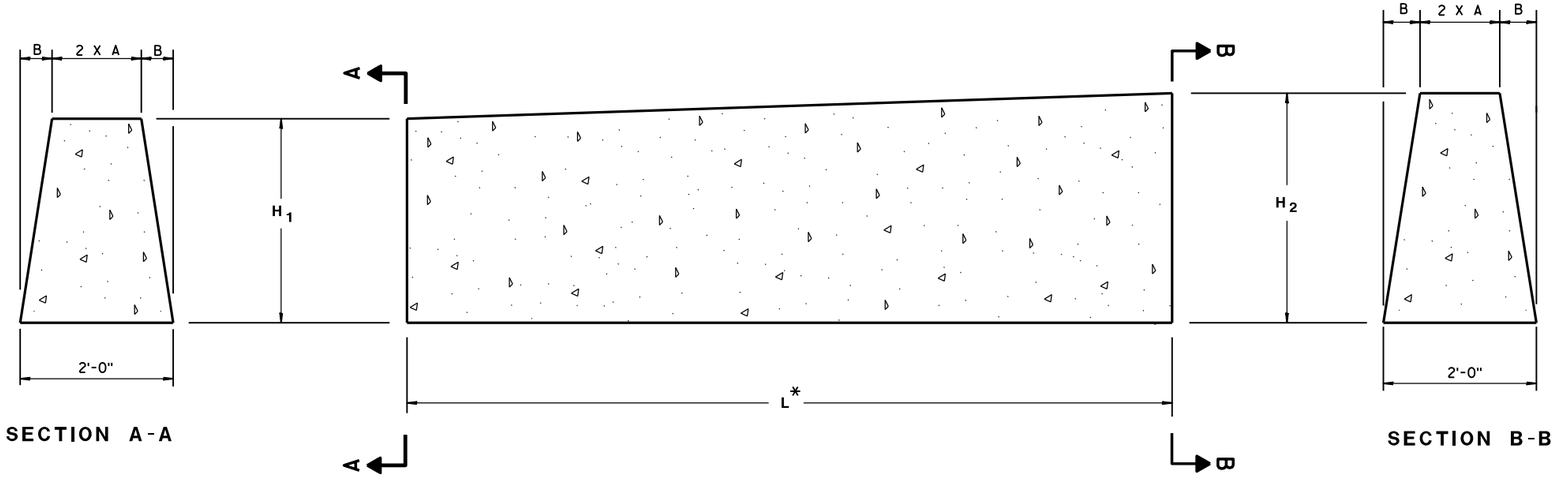
SECTION C-C



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

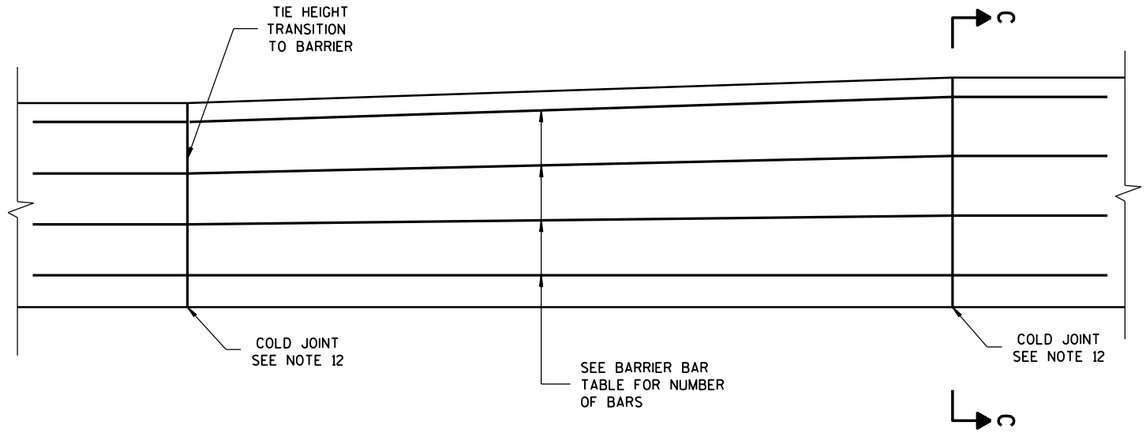
MULTIPLE HEIGHT TRANSITIONS MAY BE USED IN SEQUENCE TO GET TO APPROPRIATE HEIGHT.

USE COLD JOINT TO CONNECT MULTIPLE HEIGHT TRANSITIONS.

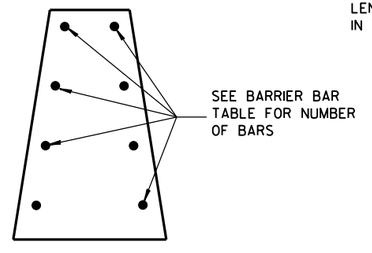
BARRIER BARS

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
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June 2014 — DATE

/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER

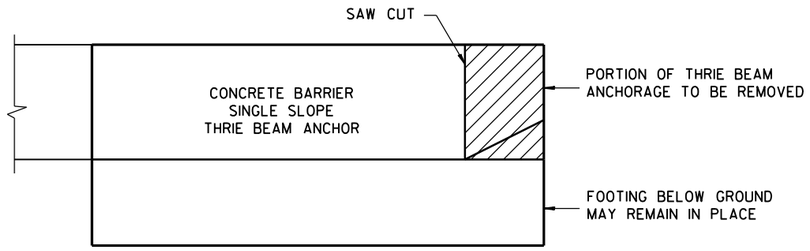
FHWA

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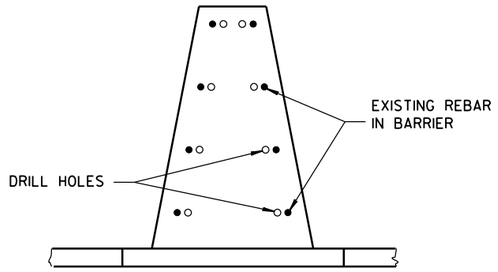
S.D.D. 14 B 32-3d

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S.D.D. 14 B 32-3d



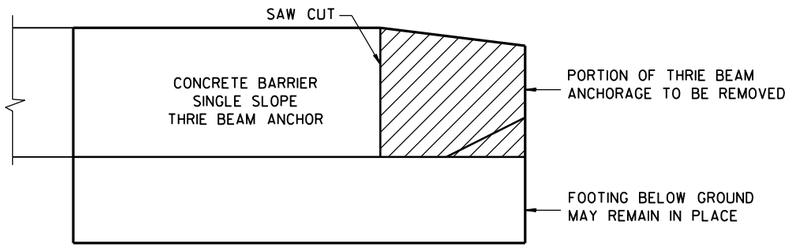
REMOVAL AREA OF
32" CONCRETE THRIE BEAM ANCHORAGE



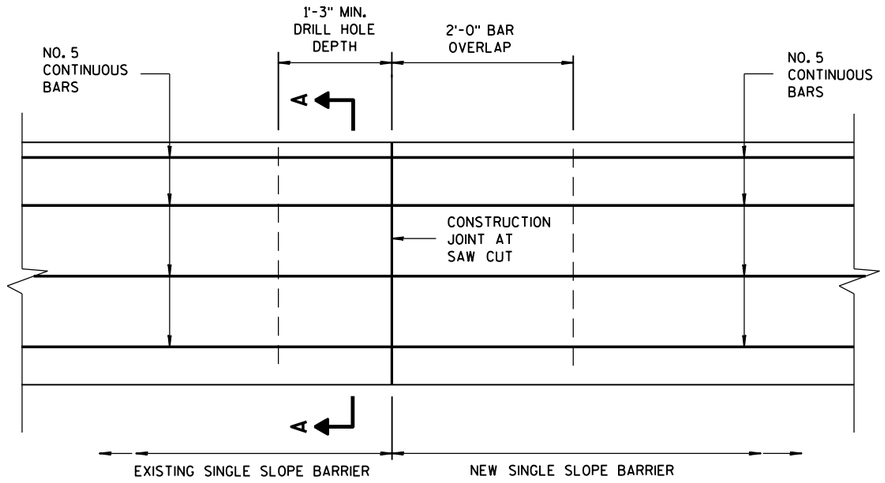
SECTION A-A

GENERAL NOTES

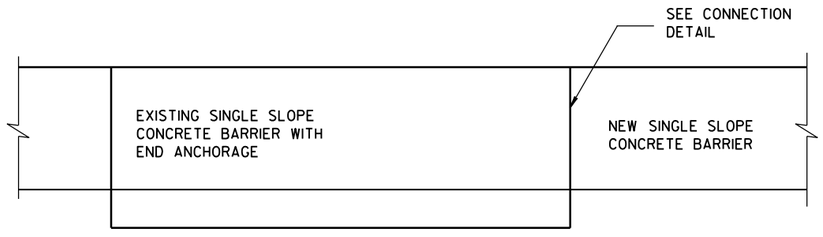
1. THE NUMBER OF DRILL HOLES IS EQUAL TO THE NUMBER OF REBAR IN BARRIER (SEE OTHER DETAILS).
2. MINIMUM DEPTH OF DRILL HOLES IS 1'-3".
3. DRILL HOLES TO BE A MINIMUM OF 4 INCHES FROM THE EDGE OF CONCRETE.
4. INSTALL EPOXY COATED NO. 5 BARS IN DRILL HOLES.
5. END ANCHORAGE MAY OR MAY NOT BE PRESENT ON EXISTING BARRIER.
6. REMOVE THRIE BEAM ANCHORAGE AS SHOWN.



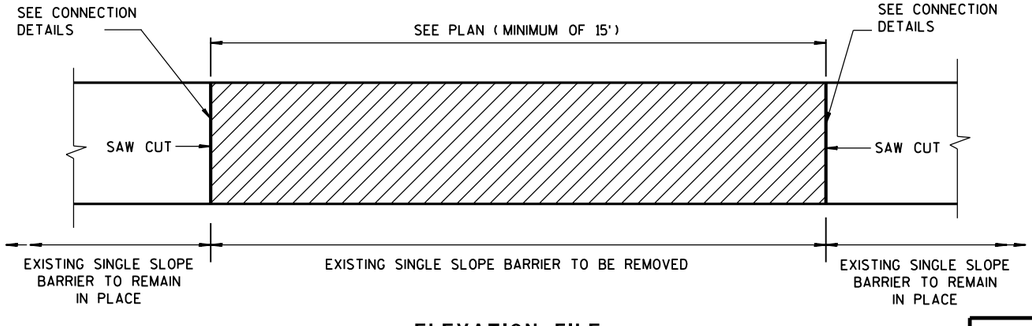
REMOVAL AREA OF CONCRETE THRIE BEAM
ANCHORAGE WITH HEIGHT GREATER THAN 32"



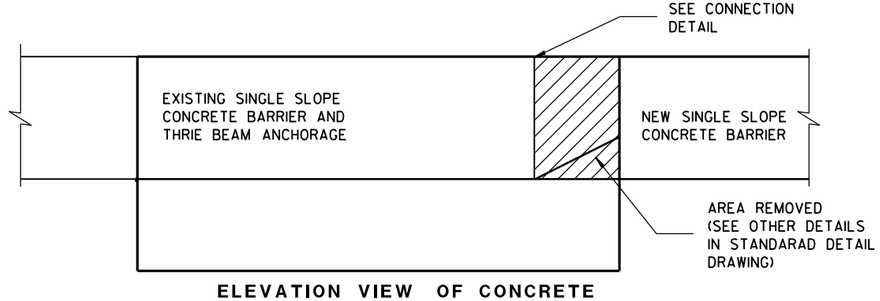
CONNECTION OF EXISTING SINGLE SLOPE CONCRETE BARRIER TO
NEW SINGLE SLOPE CONCRETE BARRIER



ELEVATION VIEW OF CONCRETE
BARRIER EXTENSION NEAR END ANCHORAGE



ELEVATION FILE
BARRIER REMOVAL AND REPLACEMENT



ELEVATION VIEW OF CONCRETE
BARRIER EXTENSION NEAR THRIE BEAM TERMINAL

CONCRETE BARRIER
SINGLE SLOPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

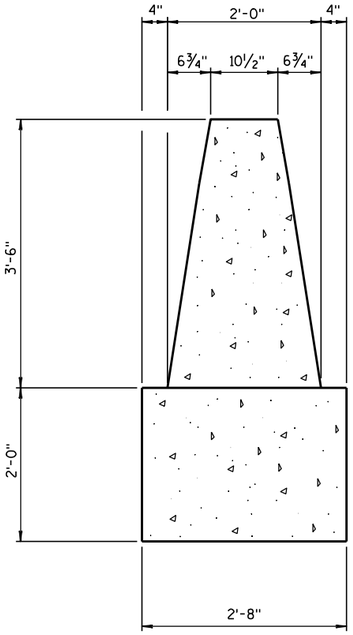
RETROFIT OR REPAIR SINGLE SLOPE CONCRETE BARRIER

6

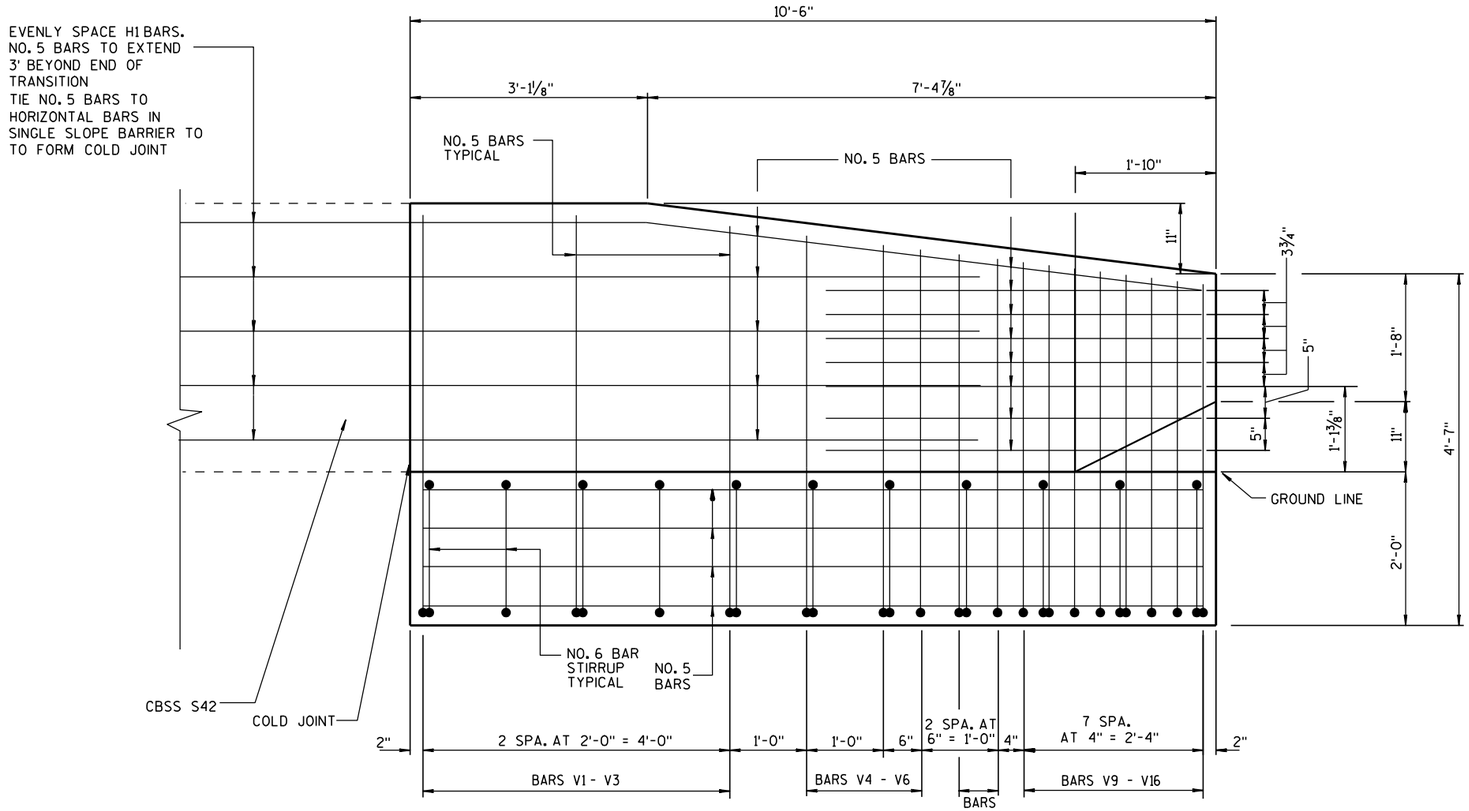
S.D.D. 14 B 32-3e

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S.D.D. 14 B 32-3e

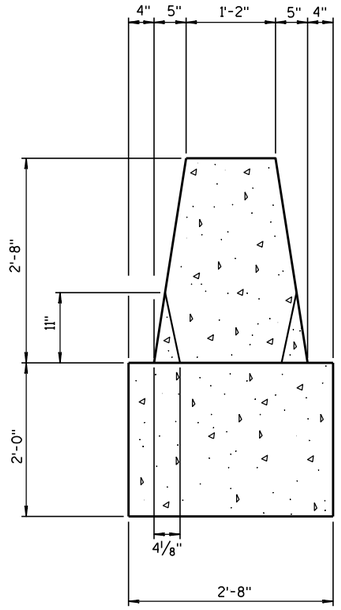


SECTION A-A

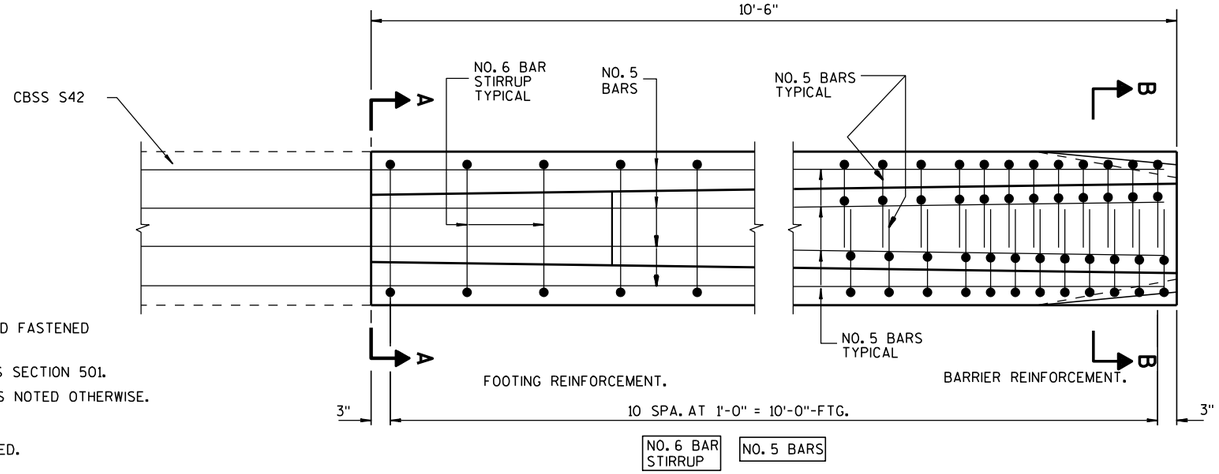


SEE SECTIONS ① THRU ⑯

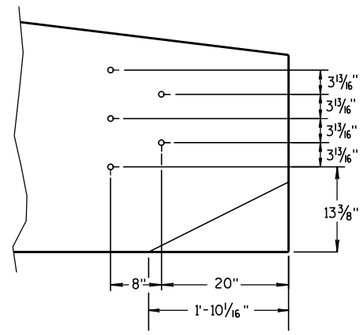
ELEVATION VIEW



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

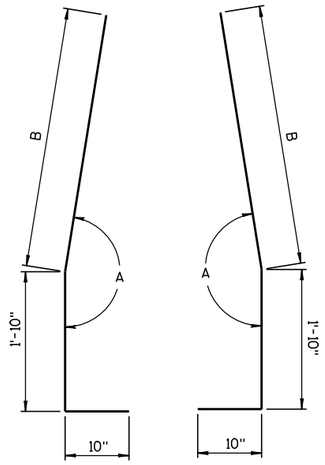
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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S.D.D. 14 B 33-1g

BAR CHART
SECTIONS V1 - V11

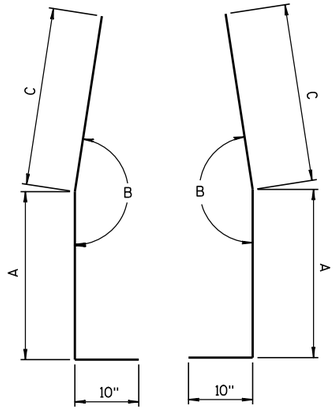
BAR	A	B
V1	170°-50'	3'-4½"
V2	171°-20'	3'-4½"
V3	171°-30'	3'-2½"
V4	171°-25'	3'-1½"
V5	171°-15'	3'-0"
V6	171°-15'	2'-11"
V7	171°-20'	2'-10½"
V8	171°-10'	2'-9½"
V9	171°-10'	2'-9"
V10	171°-05'	2'-8½"
V11	171°-10'	2'-8"



BAR BENDING DETAIL
FOR BARS V1 - V11

BAR CHART
SECTIONS V12 - V13

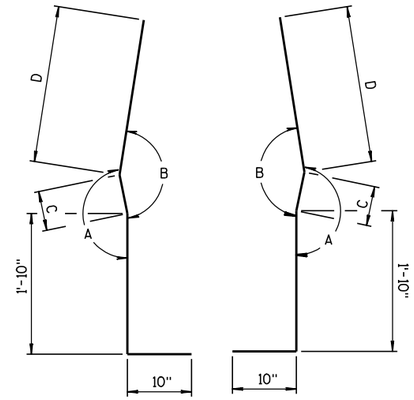
BAR	A	B	C
V12	2'-2"	171°-15'	2'-3½"
V13	2'-7"	171°-05'	1'-10"



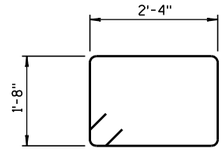
BAR BENDING DETAIL
FOR BARS V12 - V13

BAR CHART
SECTIONS V14 - V16

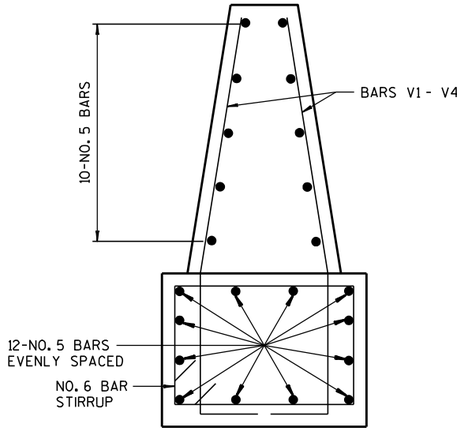
BAR	A	B	C	D
V14	168°-15'	159°-15'	6"	2'-0"
V15	169°-20'	161°-00'	8"	1'-10"
V16	168°-40'	160°-10'	10"	1'-8"



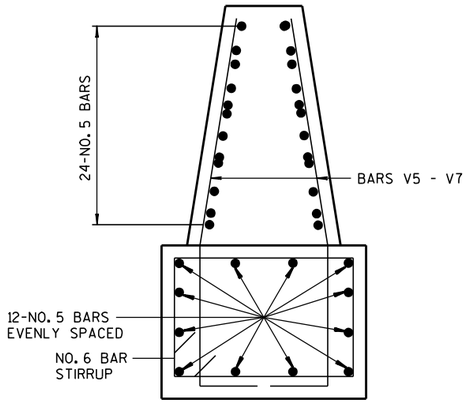
BAR BENDING DETAIL
FOR BARS V14 - V16



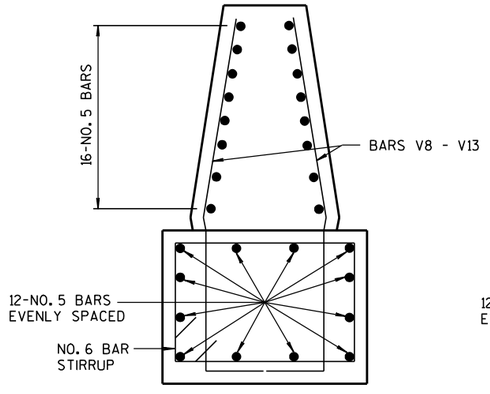
STIRRUP BAR
BENDING DETAIL



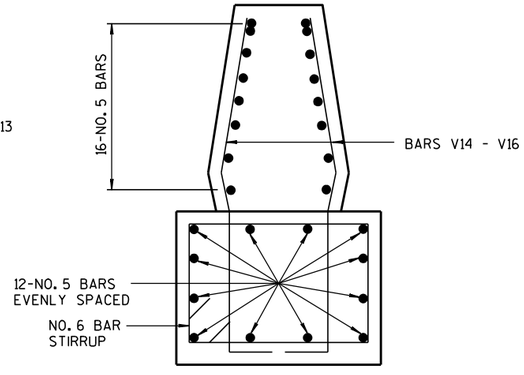
BAR DETAIL
SECTIONS V1 - V4



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

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S.D.D. 14 B 33-1h

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S.D.D. 14 B 33-1h

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.

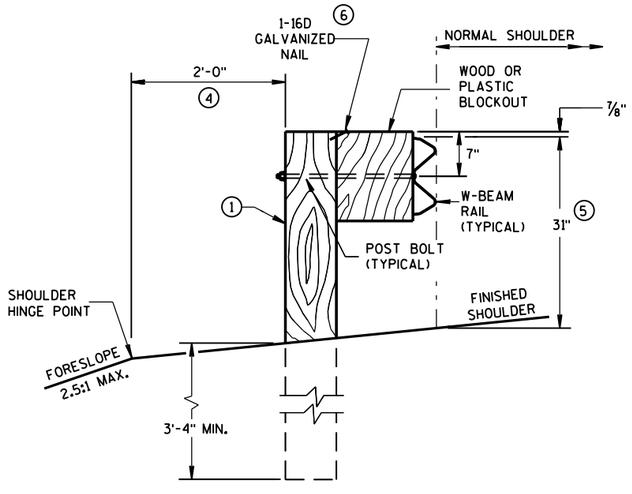
2. USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

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).

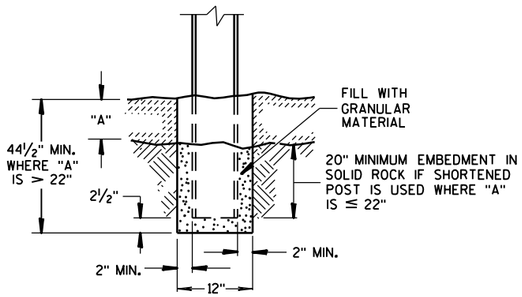
5. FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ± 1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27¾" TO 32".

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.



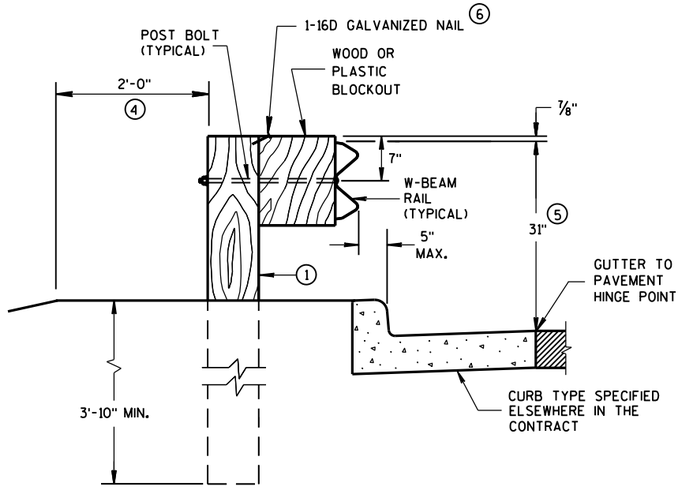
END VIEW

LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



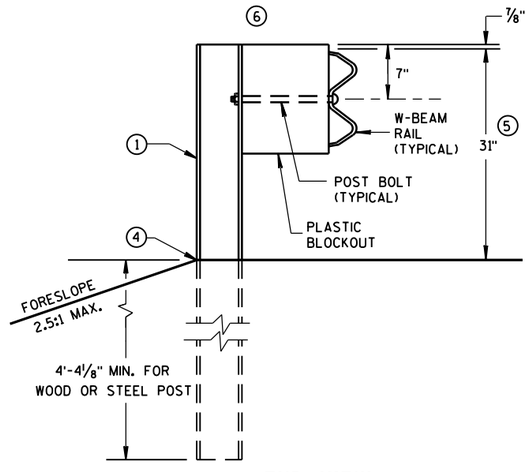
END VIEW

SETTING STEEL OR WOOD POST IN ROCK ③



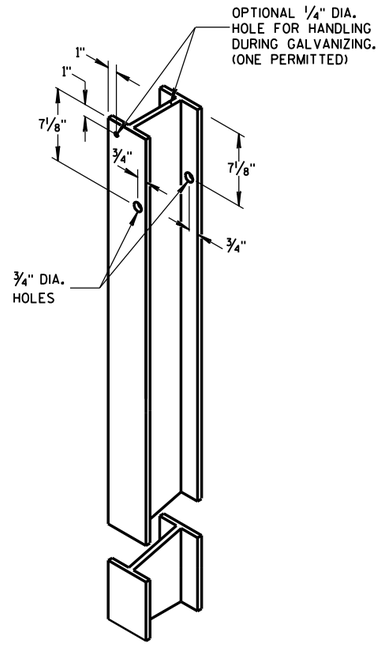
END VIEW

LOCATED ALONG A CURBED ROADWAY

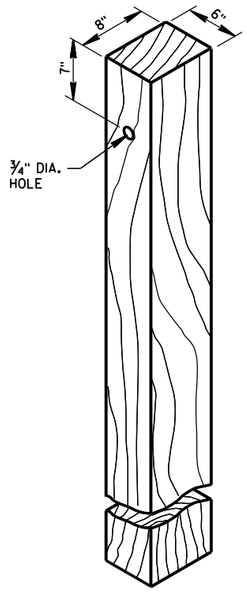


END VIEW

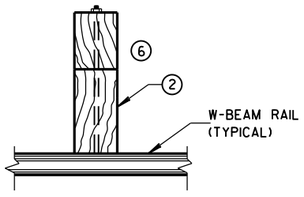
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



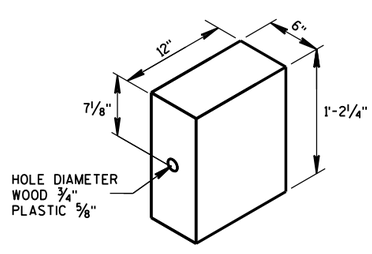
STEEL POST &
HOLE PUNCHING DETAIL
(w6X9) ①



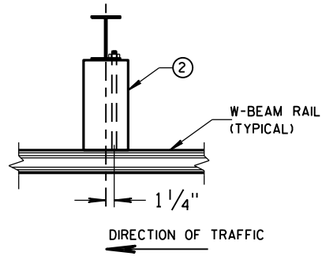
WOOD POST
(6" X 8") NOMINAL ①



PLAN VIEW
WOOD POST,
BLOCKOUT & BEAM



WOOD OR
PLASTIC BLOCKOUT ②

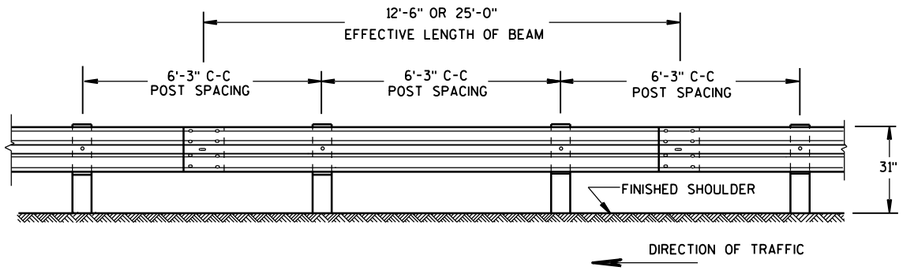


PLAN VIEW
STEEL POST,
PLASTIC BLOCKOUT & BEAM

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

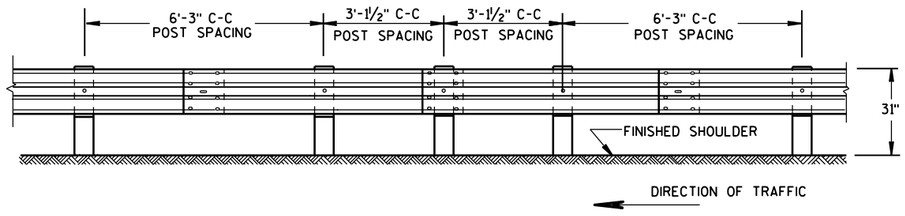
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 14 B 42-3a



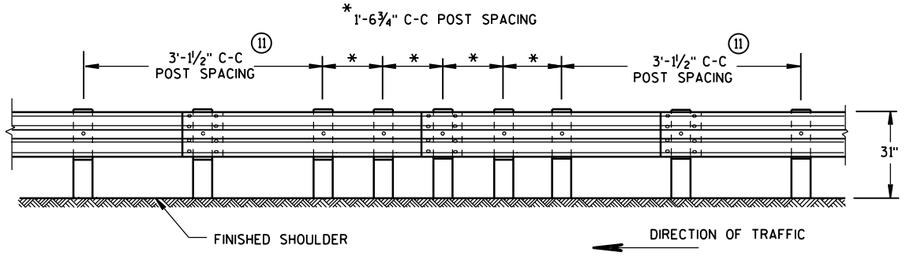
FRONT VIEW

POST SPACING STANDARD INSTALLATION



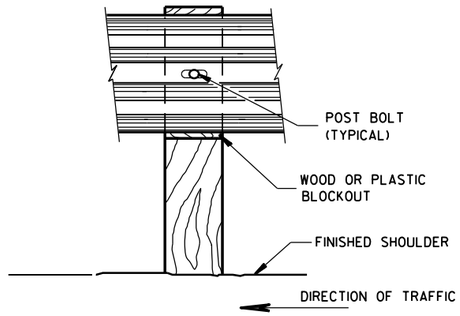
FRONT VIEW

HALF POST SPACING (HS) AND HALF POST SPACING WITH LONGER POSTS (K)

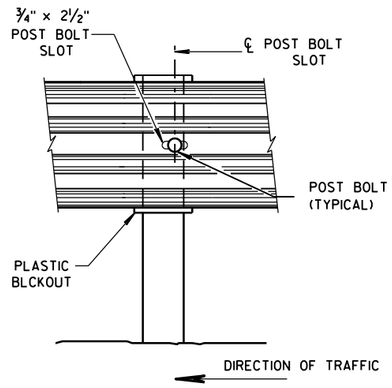


FRONT VIEW

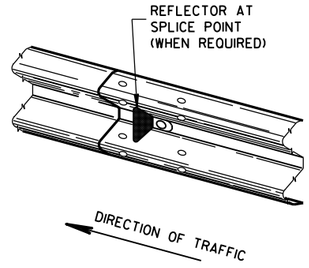
QUARTER POST SPACING (QS)

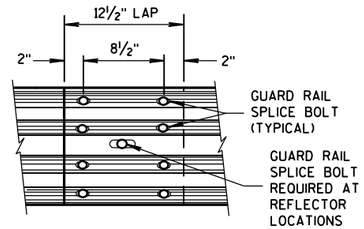


FRONT VIEW AT WOOD POST



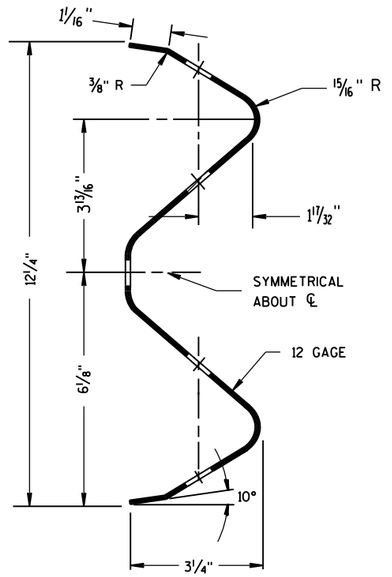
FRONT VIEW AT STEEL POST



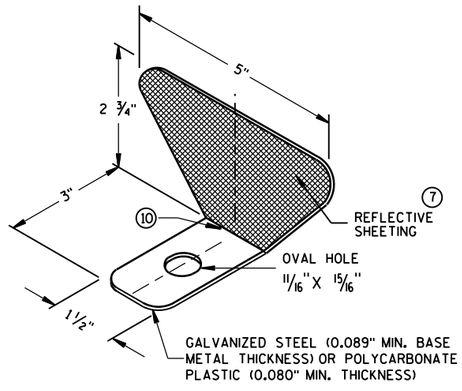


FRONT VIEW

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' > 200'	50' C-C 100' C-C	1 1	3
TWO WAY TRAFFIC	< 200' > 200'	25' C-C 50' C-C	1 ⑨ 1	6
TWO WAY TRAFFIC	< 200' > 200'	50' C-C 100' C-C	2 2 ⑩	3

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

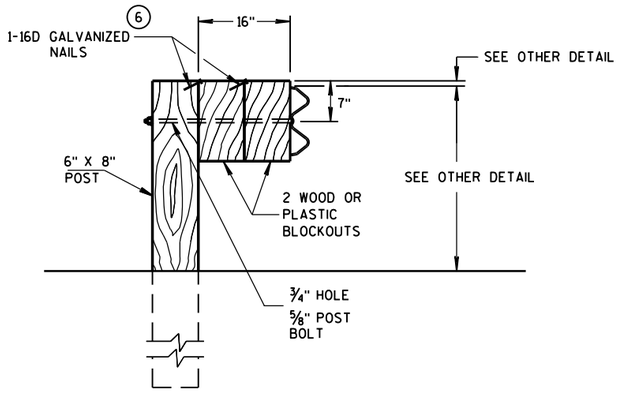
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO 553

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S.D.D. 14 B 42-3b

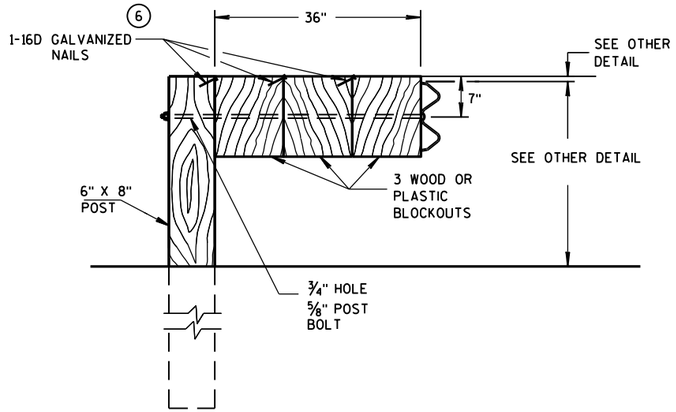
6

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DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.

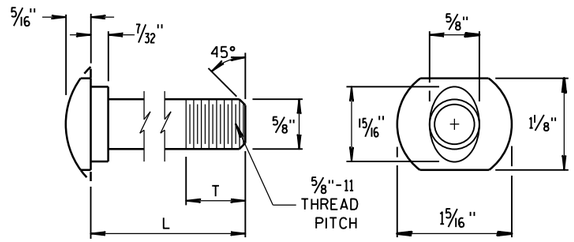


DETAIL FOR 36" BLOCKOUT DEPTH

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

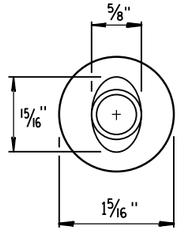
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

NOTE: 1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 1/16".
2. IF THE BOLT EXTENDS MORE THAN 1/4" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

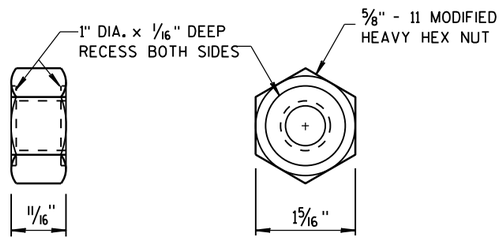


POST BOLT TABLE

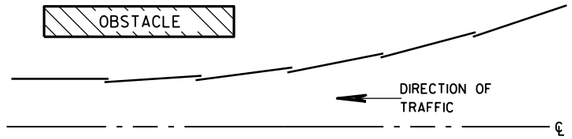
L	T (MIN.)
1 1/4"	1 1/8"
2"	1 3/4"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"



ALTERNATE BOLT HEAD

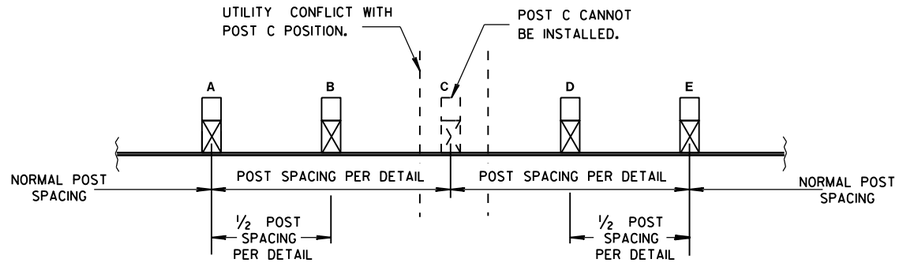


POST BOLT AND RECESS NUT

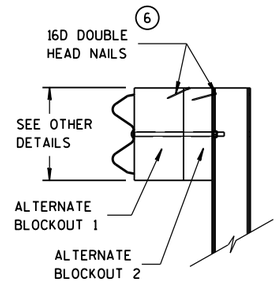


PLAN VIEW

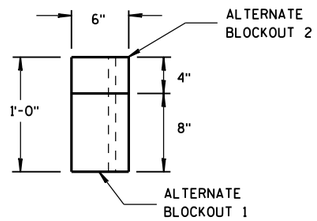
BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



SIDE VIEW



TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
FHWA

6
S.D.D. 14 B 42-3c

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL), AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED.

(C) DIFFERENT MANUFACTURES REQUIRE DIFFERENT PERFORATED W-BEAM RAIL END PANELS. SEE MANUFACTURES INFORMATION.

(D) THE TOP OF THE STEEL TUBE ON POST 1 AND POST 2 SHALL NOT BE MORE THAN 3" ABOVE THE FINISH GROUND ELEVATION.

(F) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF-TAPPING SCREWS. ONE SCREW PER CORNER.

(G) ½" DIAMETER X 3" LONG LAG BOLT AND WASHER.

(H) HARDWARE VARIES BETWEEN DIFFERENT MANUFACTURES. SEE MANUFACTURE'S DRAWING FOR INFORMATION.

(I) DIMENSIONS MAY VARY. SEE MANUFACTURE'S INFORMATION.

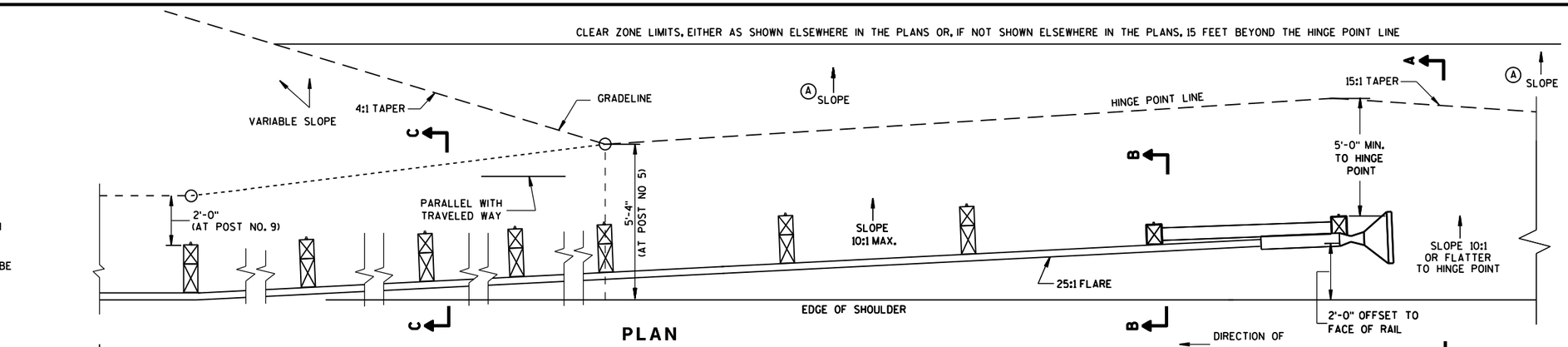
SEE SDD 14B42 FOR MORE INFORMATION.

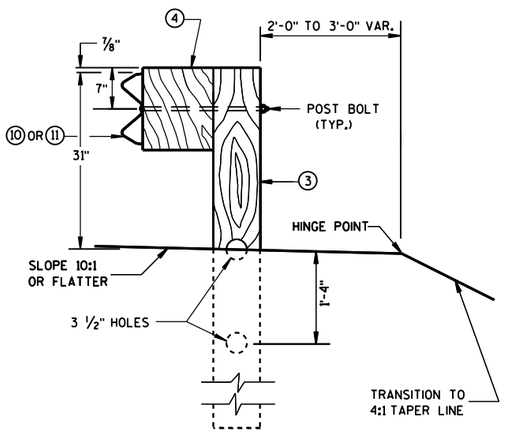
* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

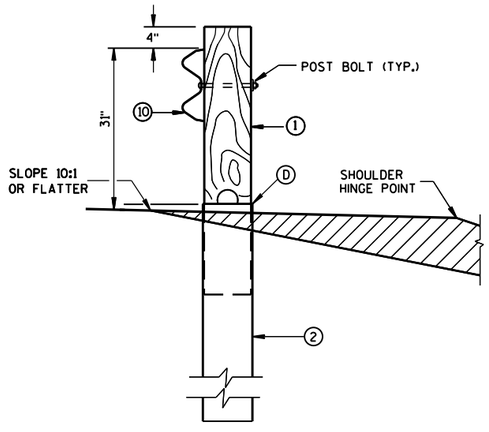
W-BEAM RAIL SPLICES ARE LOCATED AT POST NUMBER 3, AND BETWEEN POST 5 AND 6, BETWEEN POSTS 7 AND 8, AND MIDDLE OF THE SPAN AFTER POST 9.

THE CENTER OF THE UPPER 3½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE.

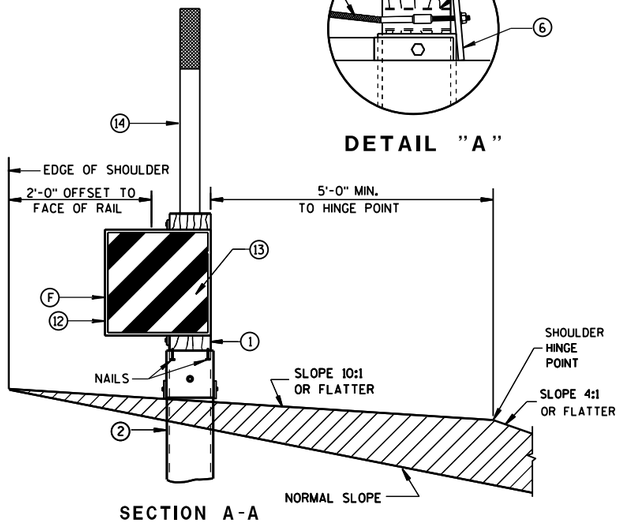




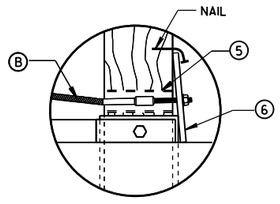
SECTION C-C
TYPICAL AT POST NOS. 3-9



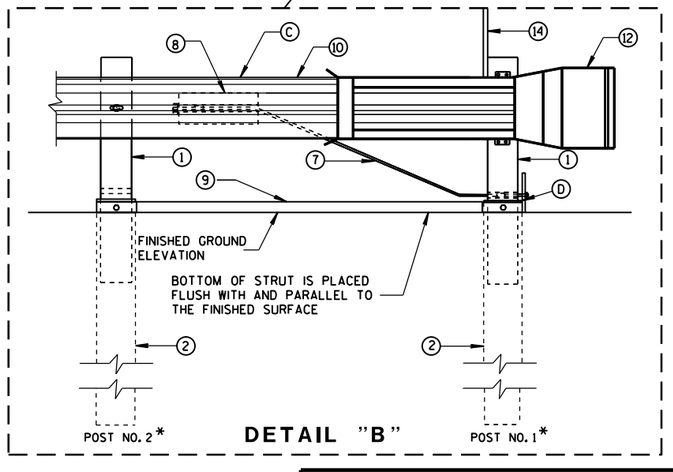
SECTION B-B
TYPICAL AT POST NO. 2*



SECTION A-A
TYPICAL AT POST NO. 1*



DETAIL "A"



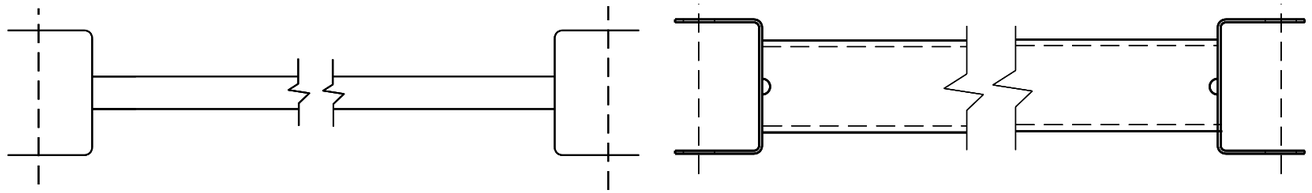
DETAIL "B"

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO 555

S.D.D. 14 B 44-2a

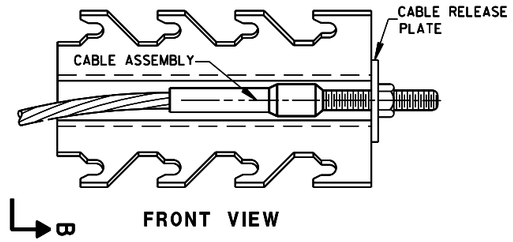
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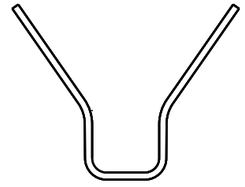
GENERIC GROUND STRUT (9) (H)

BILL OF MATERIALS

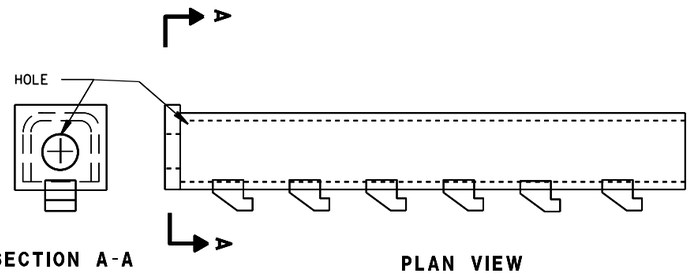
PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUFACTURER'S DETAILS FOR MORE INFORMATION.
(1)	WOOD BREAKAWAY POST
(2)	6" X 8" X 0.188", 6'-0" LONG FOUNDATION TUBE AT POSTS 1 AND 2
(3)	WOOD CRT
(4)	WOOD BLOCKOUT
(5)	PIPE SLEEVE
(6)	BEARING PLATE
(7)	BCT CABLE ASSEMBLY
(8)	ANCHOR CABLE BOX
(9)	GROUND STRUT
(10)	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
(11)	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
(12)	END SECTION EAT
(13)	0.040" ALUMINUM SHEET WITH REFLECTIVE SHEETING TYPE F PER SECTION 637 OF THE STANDARD SPECIFICATIONS
(14)	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)



FRONT VIEW



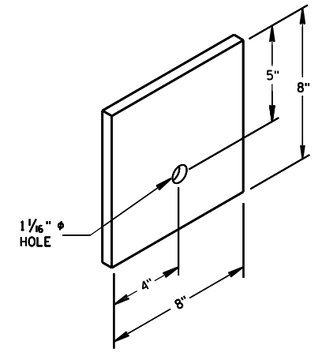
SECTION B-B



SECTION A-A

PLAN VIEW

GENERIC ANCHOR CABLE BOX (8) (H)



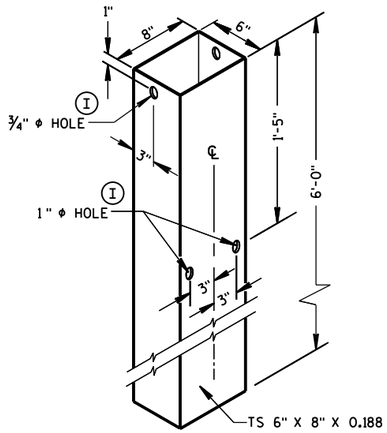
BEARING PLATE (6)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

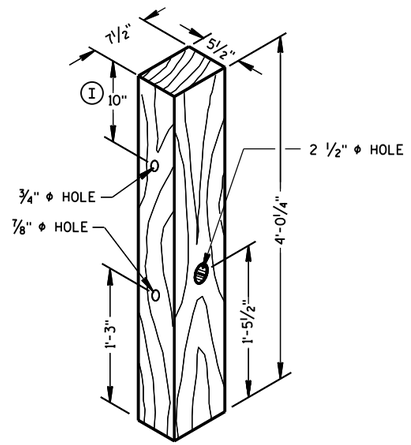
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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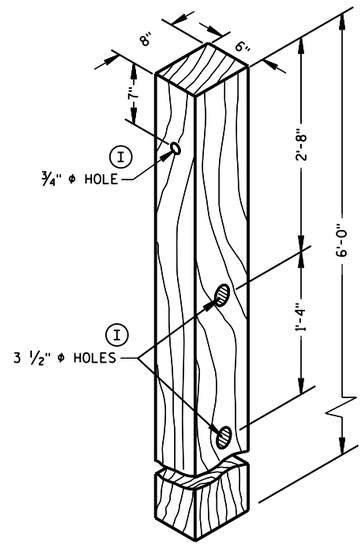


FOUNDATION TUBE (2)



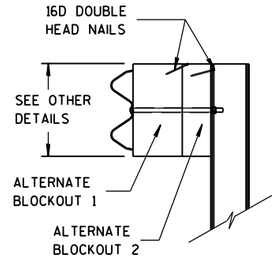
POSTS NUMBER 1 AND 2

WOOD BREAKAWAY POST (1)

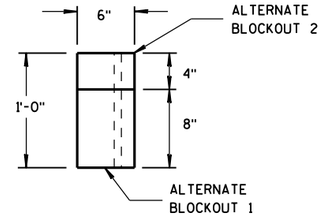


POSTS NUMBER 3-9

WOOD CRT POST (3)

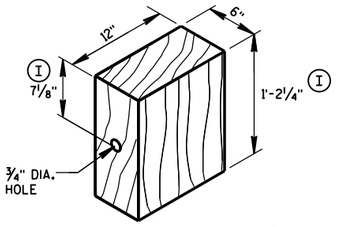


SIDE VIEW



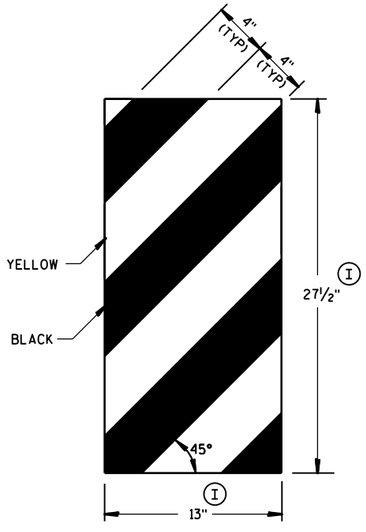
TOP VIEW

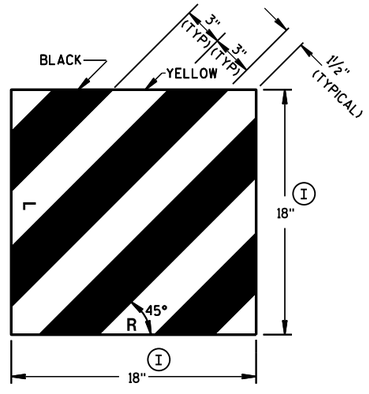
ALTERNATE WOOD BLOCKOUT DETAIL



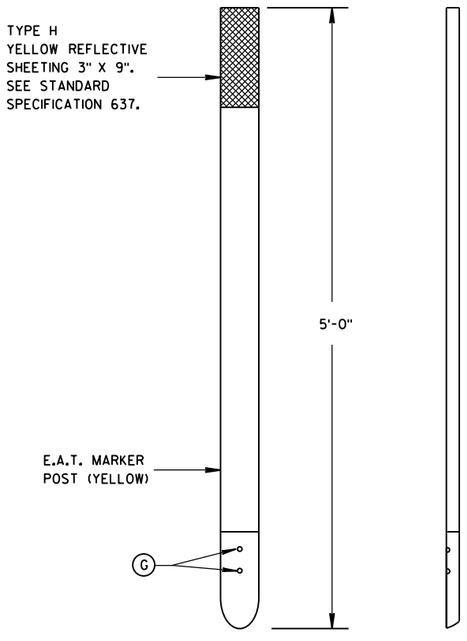
WOOD BLOCKOUT (4)

REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2





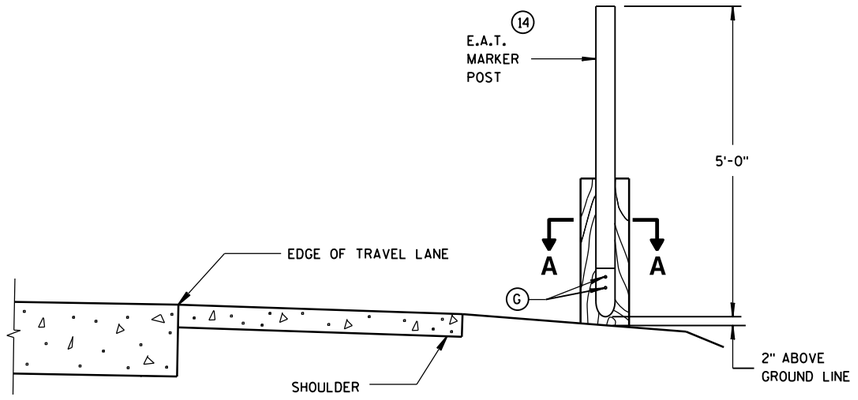
GENERIC REFLECTIVE SHEETING (13) (H)



FRONT VIEW

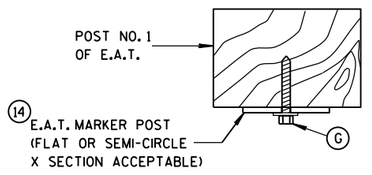
SIDE VIEW

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

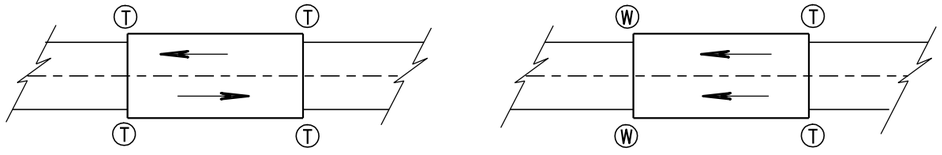
557

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

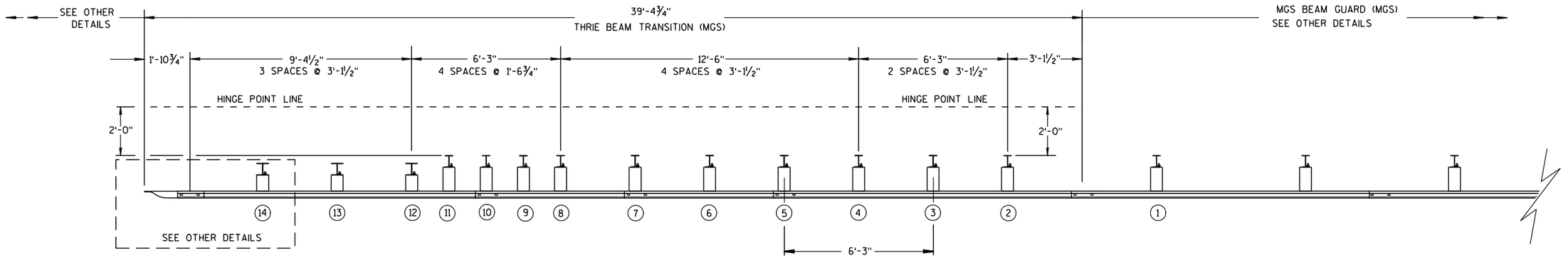
BOLT THE THRIE BEAM TO ALL POSTS AND BLOCKOUTS. DRILL OR PUNCH BOLT HOLES IN THE BEAM IF THE POST SPACING IS LESS THAN 6'-3.

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

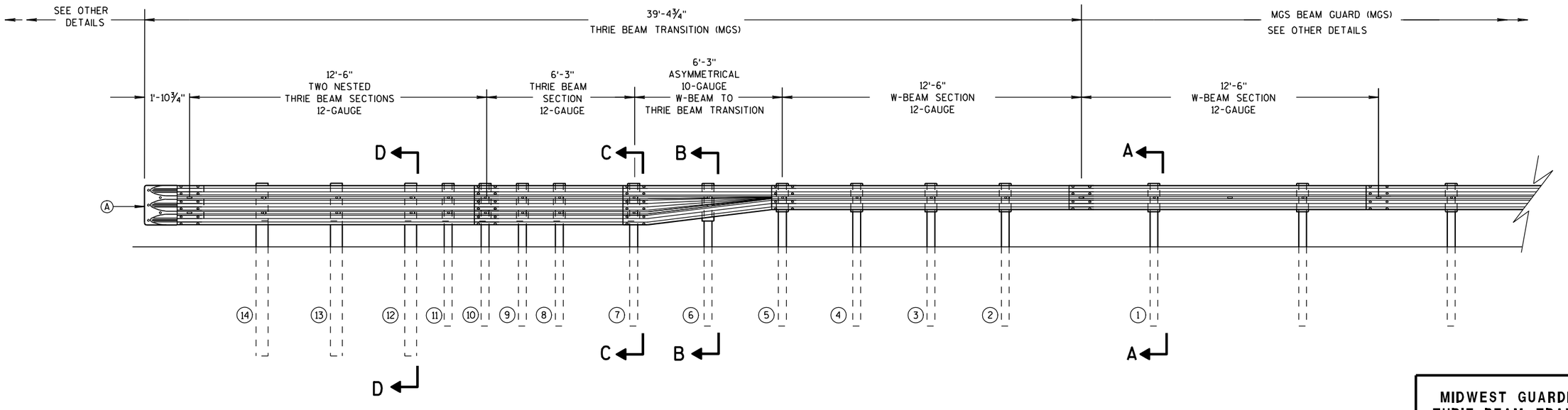
TRANSITION USES STEEL POSTS ONLY.

SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

Ⓐ BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO...

6

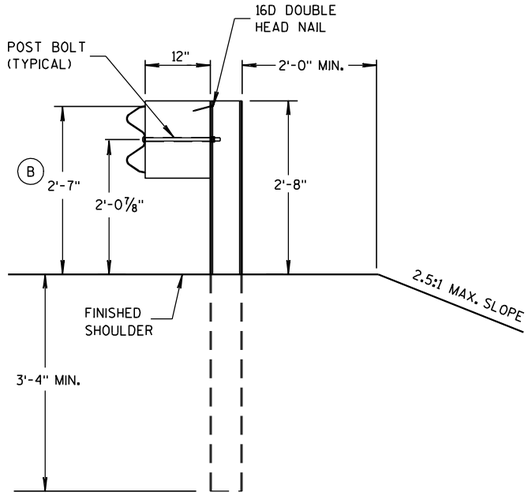
S.D.D. 14 B 45-3a

6

S.D.D. 14 B 45-3a

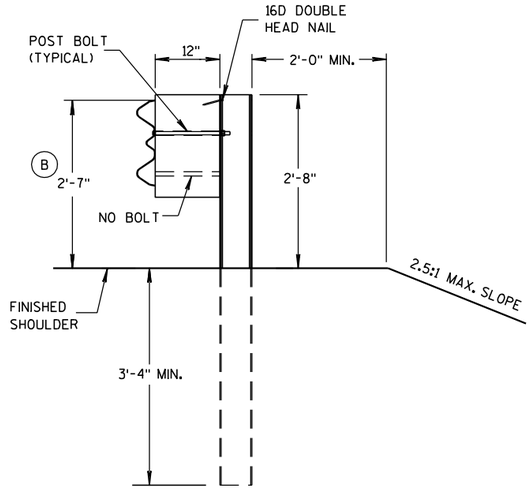
GENERAL NOTES

(B) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".



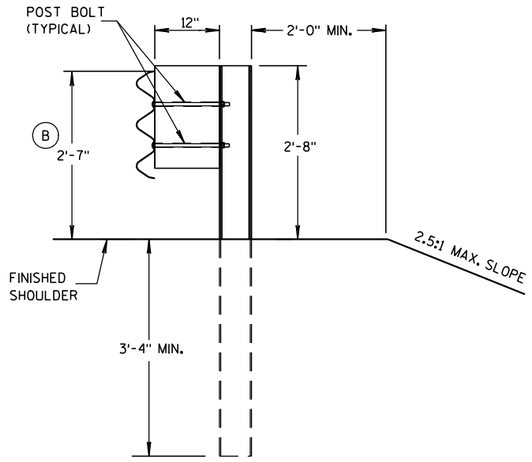
SECTION A-A

POSTS 1-5



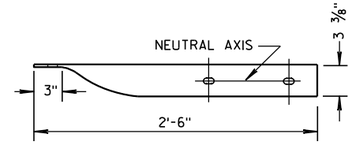
SECTION B-B

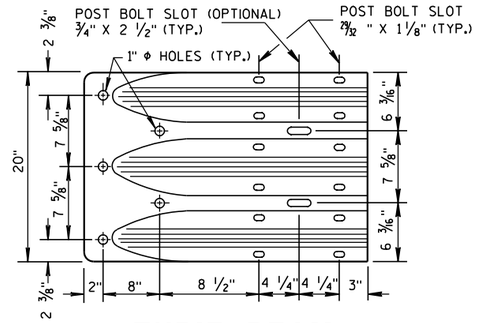
POST 6



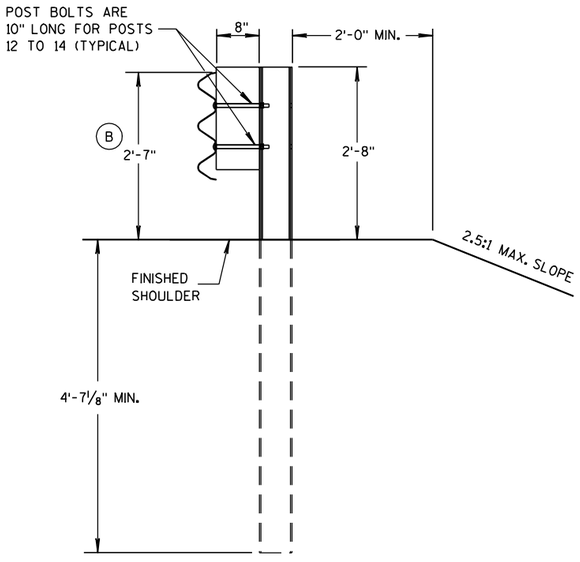
SECTION C-C

POSTS 7-11





THRIE BEAM TERMINAL CONNECTOR



SECTION D-D

POSTS 12-14

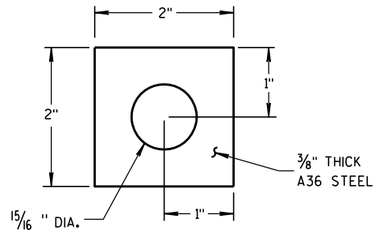
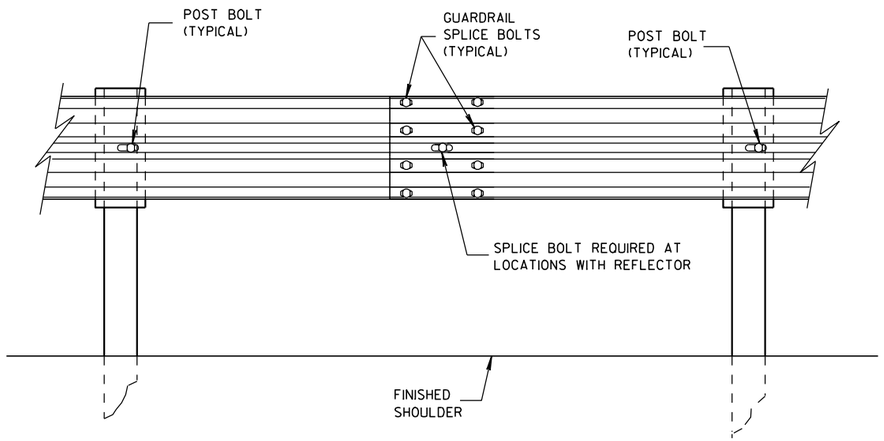
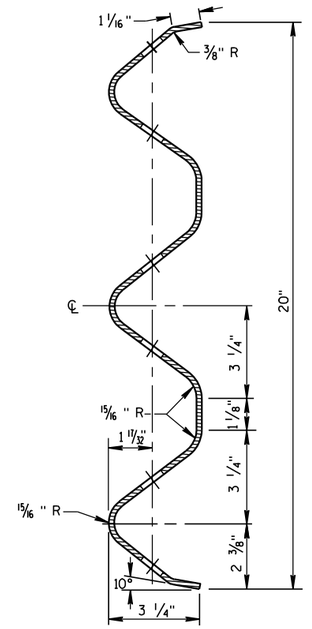


PLATE WASHER DETAIL



SPLICE DETAIL



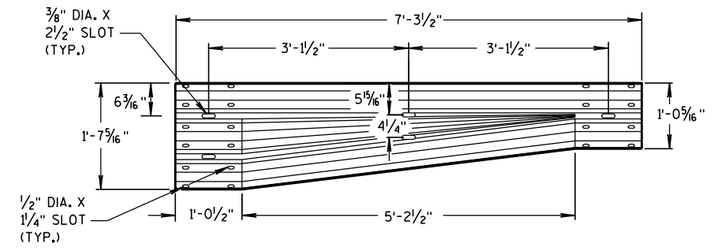
SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

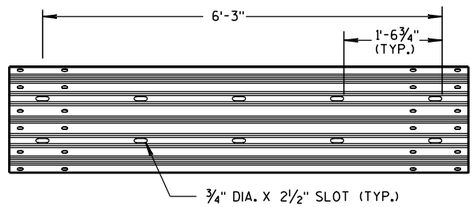
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

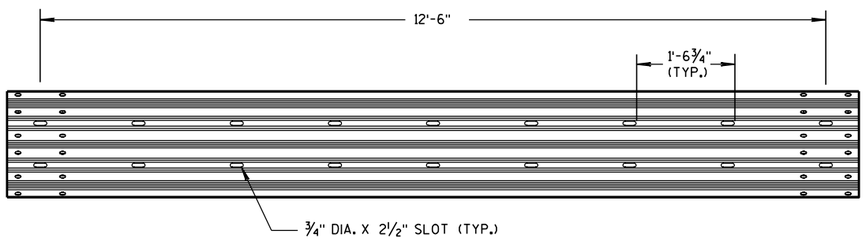
S.D.D. 14 B 45-3b



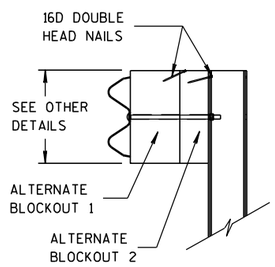
W-BEAM TO THRIE BEAM TRANSITION SECTION



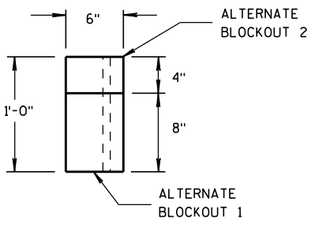
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

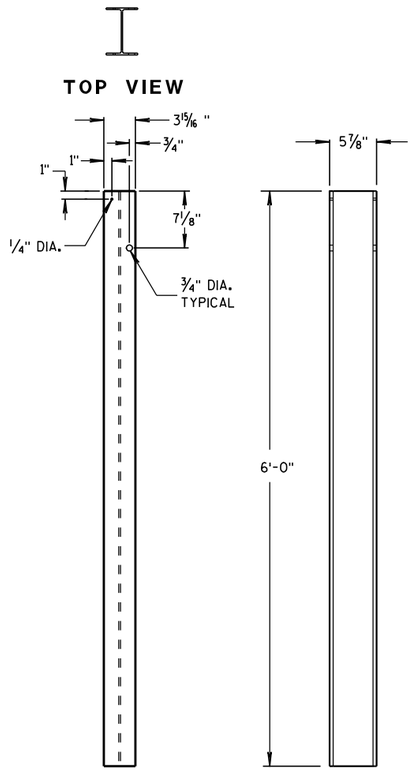


SIDE VIEW

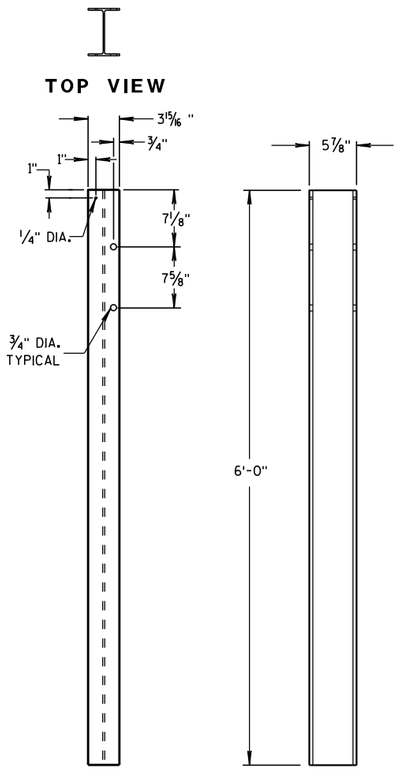


TOP VIEW

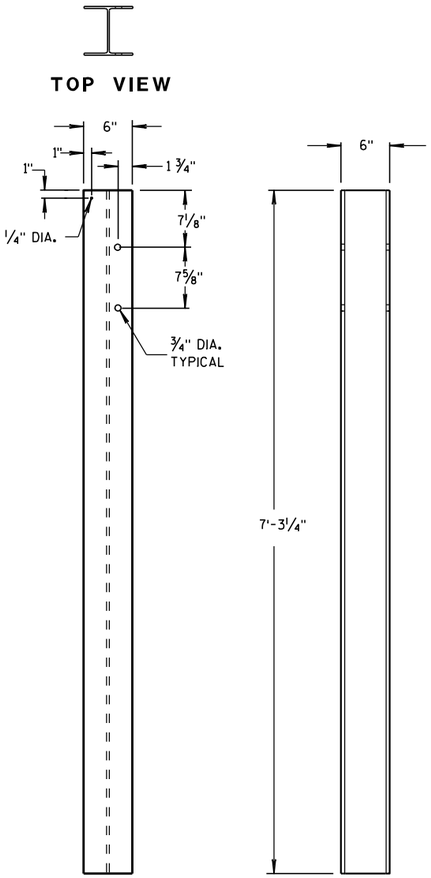
ALTERNATE WOOD BLOCKOUT DETAIL



STEEL POSTS 1-5

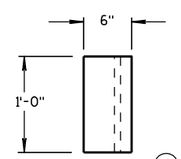


STEEL POSTS 6-11

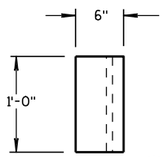


STEEL POSTS 12-14

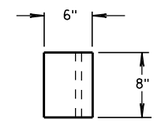
(1) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.



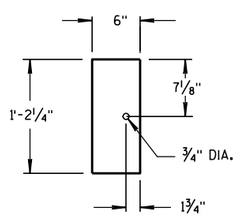
TOP VIEW (1)



TOP VIEW (1)

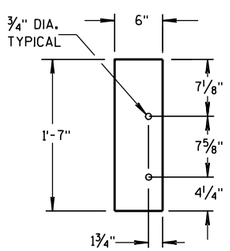


TOP VIEW



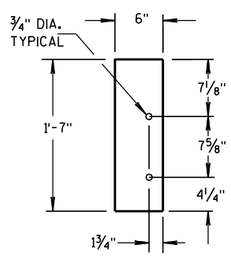
FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-11



FRONT VIEW

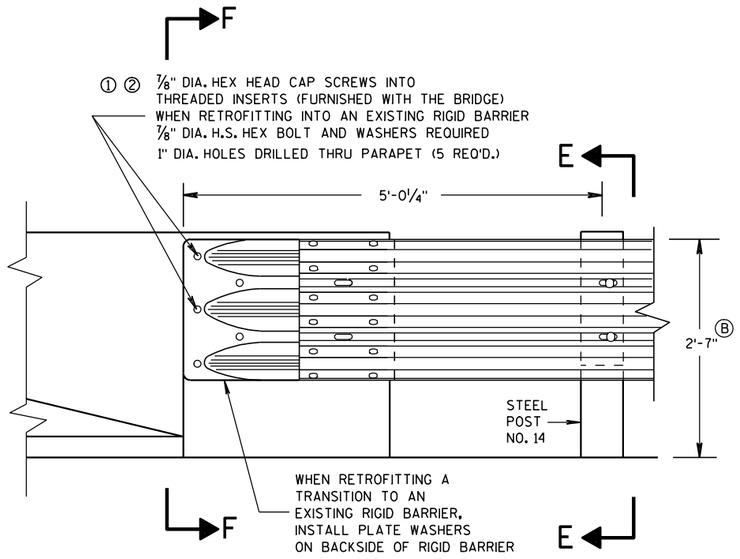
BLOCKOUT POSTS 12-14

STEEL POST SIZES

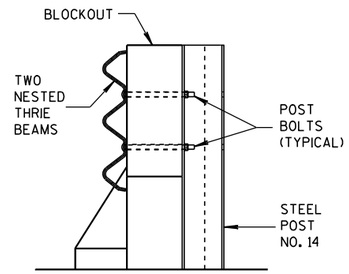
POST NUMBER	SECTION TYPE	LENGTH
1	W6x9	72"
2	W6x9	72"
3	W6x9	72"
4	W6x9	72"
5	W6x9	72"
6	W6x9	72"
7	W6x9	72"
8	W6x9	72"
9	W6x9	72"
10	W6x9	72"
11	W6x9	72"
12	W6x15	87 1/8"
13	W6x15	87 1/8"
14	W6x15	87 1/8"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



FRONT VIEW



SECTION E-E

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

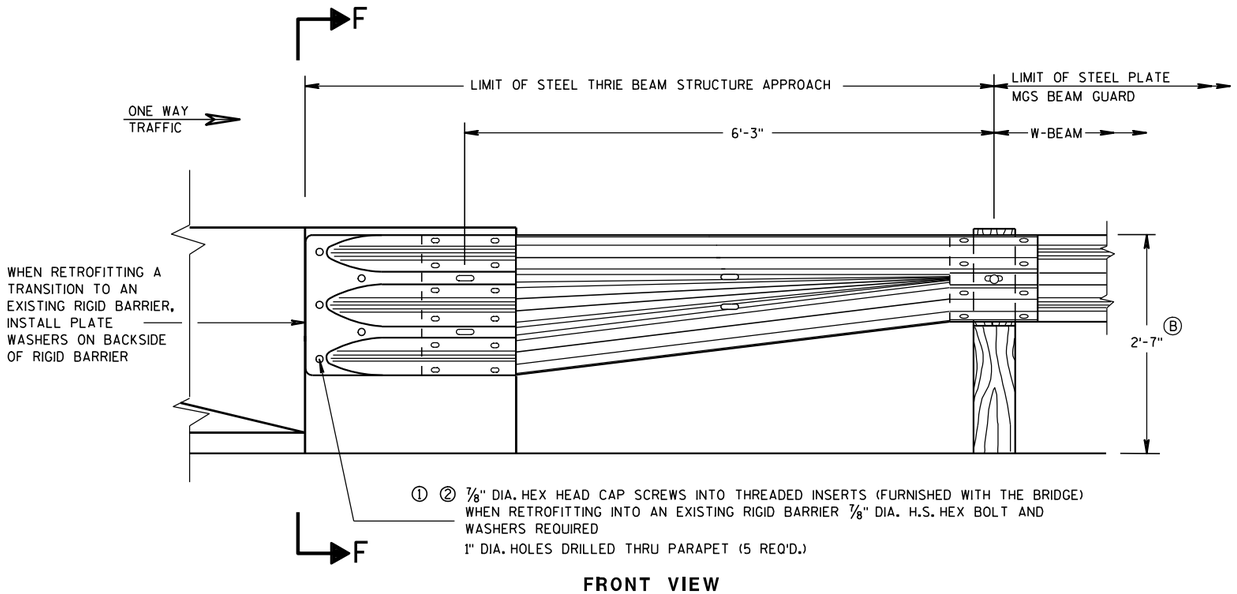
① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

② BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

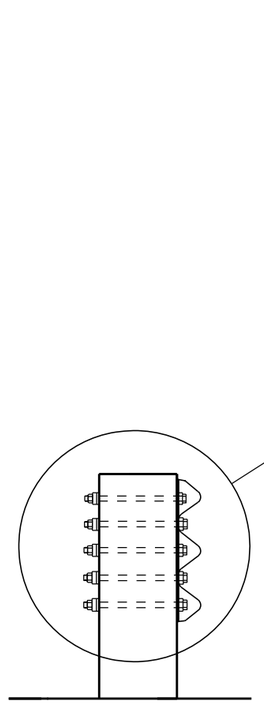
③ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

Ⓑ TOLERANCE FOR TOP OF BEAM IS ± 1".

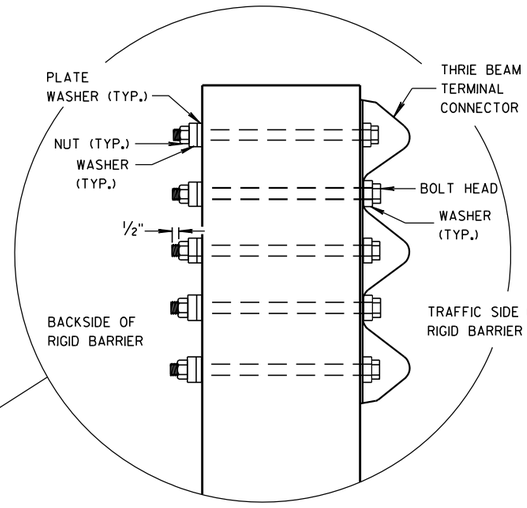
THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS



FRONT VIEW



SECTION F-F



W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

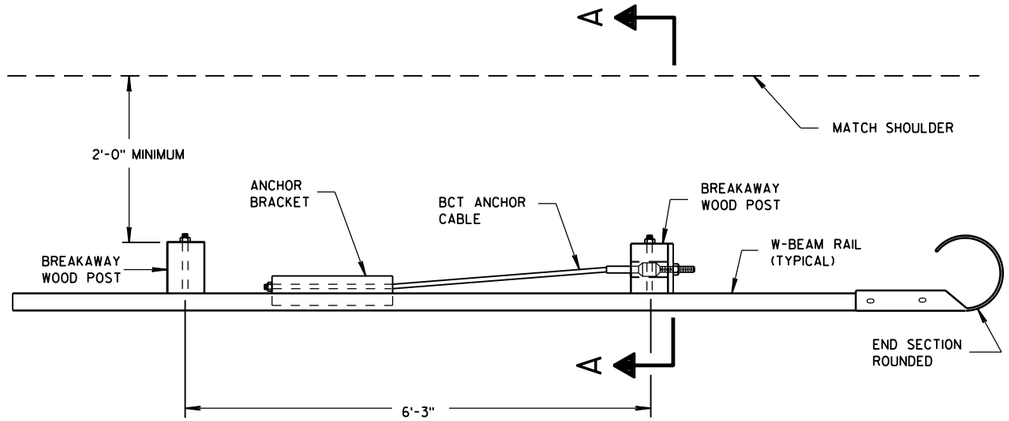
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

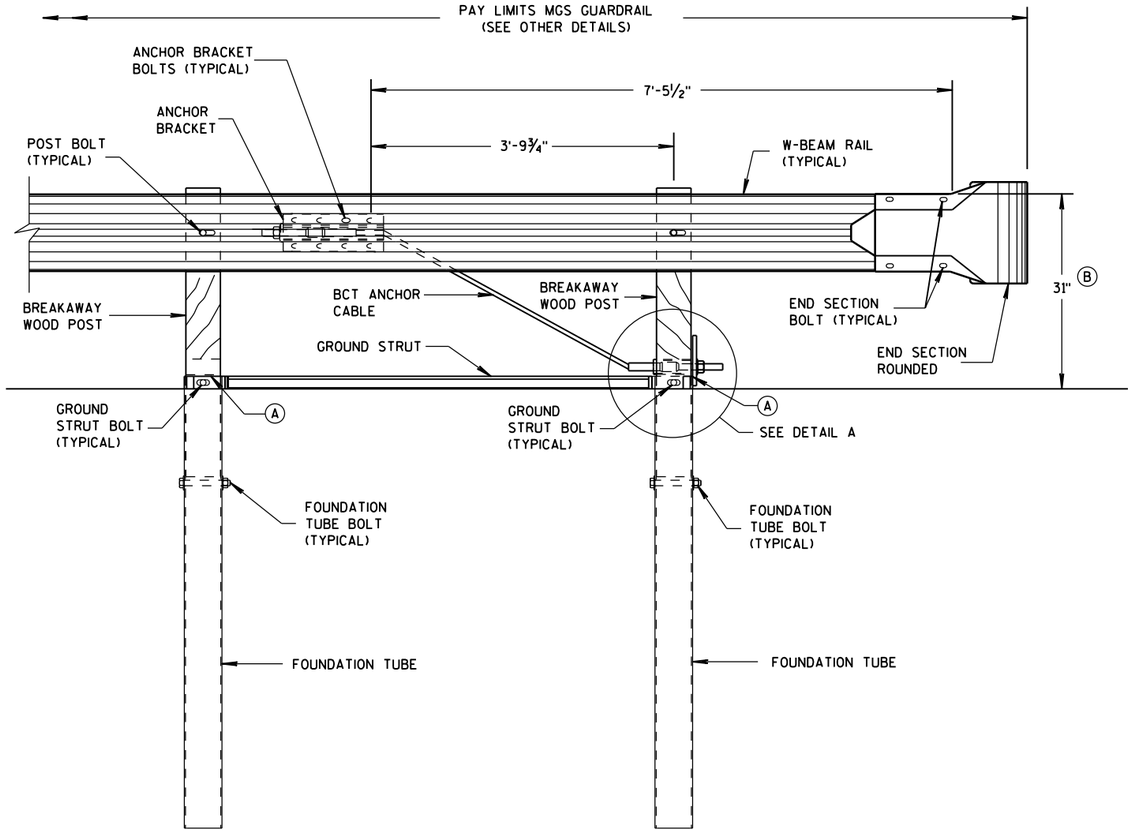
8/31/2012
DATE

/S/ Jerry H. [illegible]
ROADWAY STANDARDS [illegible]
ENGINEER

FHWA

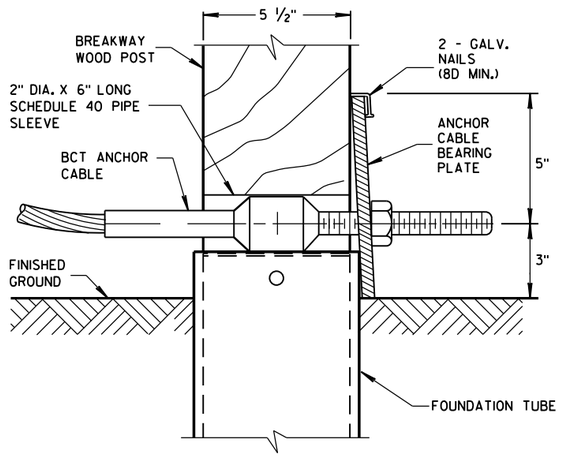


PLAN VIEW



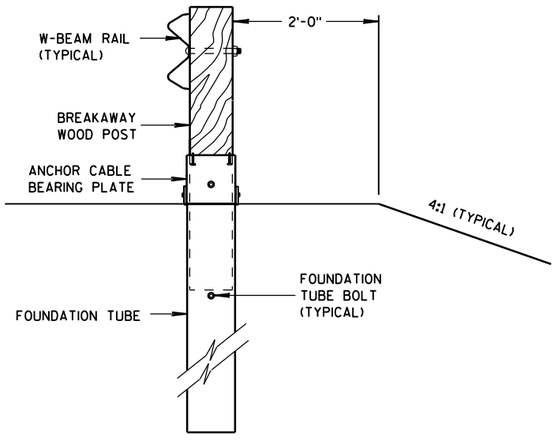
FRONT VIEW

END RAIL DETAIL



DETAIL A

POST NO. 1
GROUNG STRUT NOT SHOWN FOR CLARITY.



SECTION A-A

GENERAL NOTES

SEE SDD 14 B 42 FOR MORE INFORMATION.

END SECTION BOLTS AND NUTS HAVE THE SAME MATERIAL REQUIREMENTS AS SPLICE BOLTS.

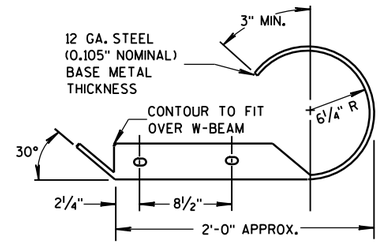
FOUNDATION TUBE BOLTS ARE ⅞" DIAMETER ASTM A307 HEX HEAD BOLT. FOUNDATION TUBE BOLTS REQUIRE ASTM A563 A NUT AND TWO ASTM F844 ⅞" DIAMETER FLAT WASHERS. INSTALL ONE WASHER UNDER BOLT HEAD AND ONE WASHER UNDER NUT.

ANCHOR BRACKET AND GROUND STRUT BOLTS ARE A ⅝" DIAMETER ASTM A307 HEX HEAD BOLT. ANCHOR BRACKET BOLTS REQUIRE ASTM A563 A NUT AND TWO ASTM F844 ⅝" DIAMETER FLAT WASHERS. INSTALL ONE WASHER UNDER BOLT HEAD AND ONE WASHER UNDER NUT.

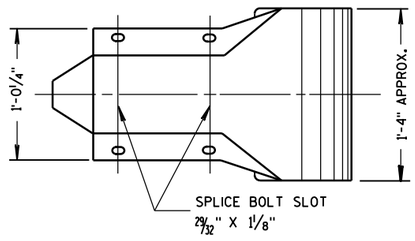
W-BEAM END SECTION ROUNDED HAS THE SAME MATERIAL PROPERTIES AS STANDARD STEEL RAIL.

(A) TOP OF FOUNDATION TUBE SHALL BE NO MORE THAN 3" ABOVE FINISHED GROUND.

(B) FOR NEW CONSTRUCTION TOP OF RAIL IS 31" ± 1".
FOR EXISTING INSTALLATIONS TOP OF RAIL IS BETWEEN 27¾" TO 32" ± 1".



PLAN VIEW



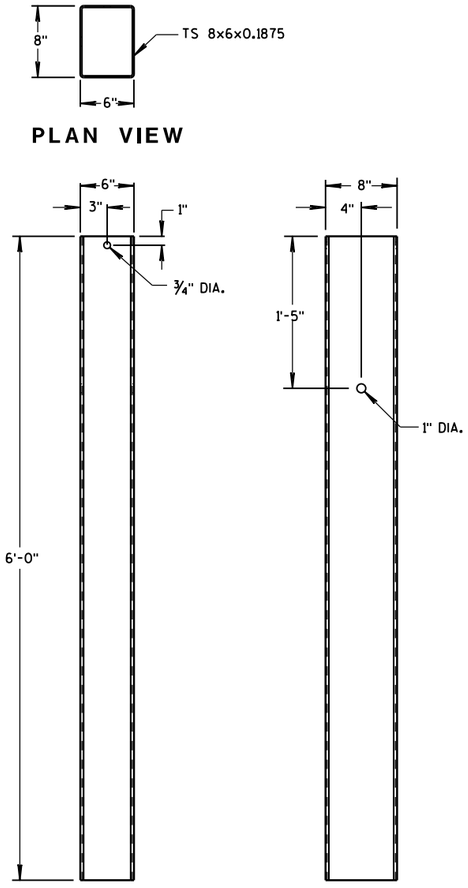
FRONT VIEW

W BEAM END SECTION ROUNDED

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

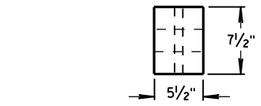
6
S.D.D. 14 B 47-2a



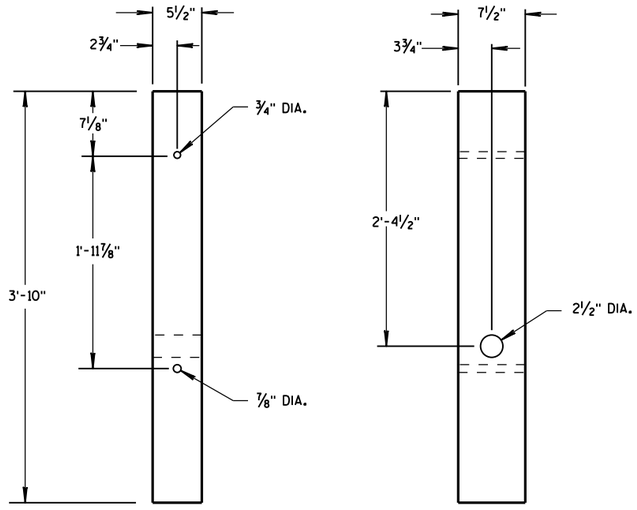
PLAN VIEW

FRONT VIEW SIDE VIEW

FOUNDATION TUBE



PLAN VIEW

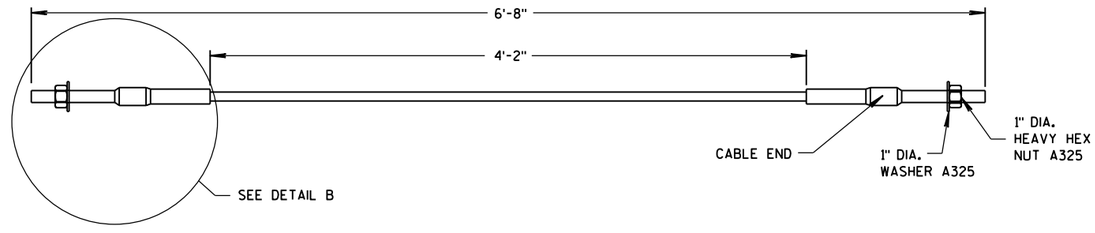


FRONT VIEW SIDE VIEW

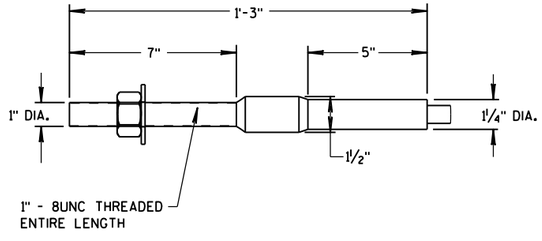
BREAKAWAY WOOD POST

GENERAL NOTES

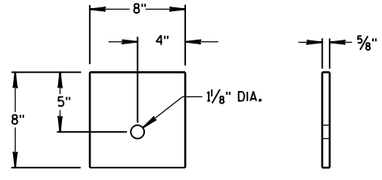
BCT ANCHOR CABLE IS A ¾" DIAMETER 6X19 IWRC IPS GALVANIZED WIRE ROPE. THE SWAGED FITTINGS AND STUD ARE REQUIRED. END FITTING SHALL BE MACHINED FROM HOT-ROLLED CARBON STEEL CONFORMING TO ASTM A576 GRADE 1035 AND GALVANIZED ACCORDING TO ASTM A123. TREADED STUD SHALL CONFORM TO ASTM A325 OR SAE GRADE 5. MINIMUM BREAKING STRENGTH OF WIRE ROPE IS 43,000 LB. WIRE ROPE IS TO BE TAUT.



BCT ANCHOR CABLE



DETAIL B



SIDE VIEW FRONT VIEW

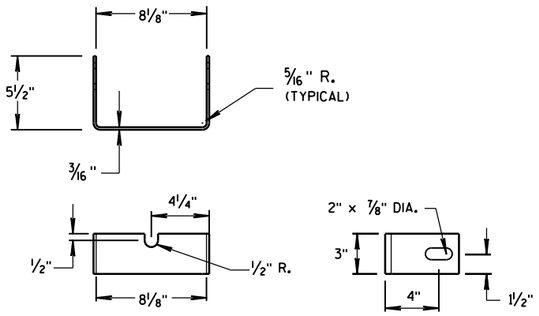
ANCHOR CABLE
BEARING PLATE

MIDWEST GUARDRAIL
SYSTEM (MGS) TYPE 2 TERMINAL

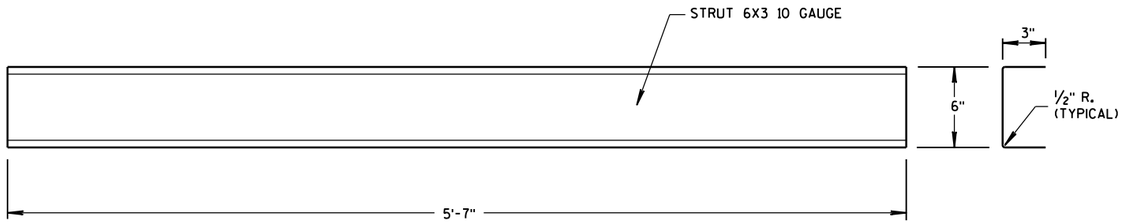
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

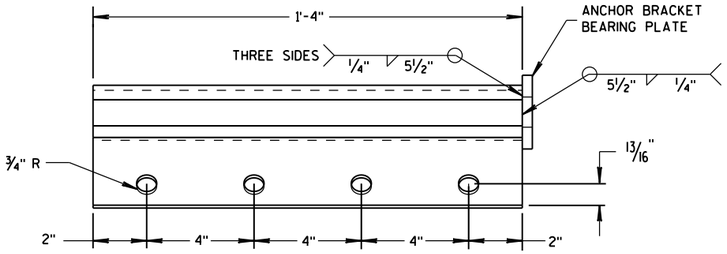
S.D.D. 14 B 47-2b

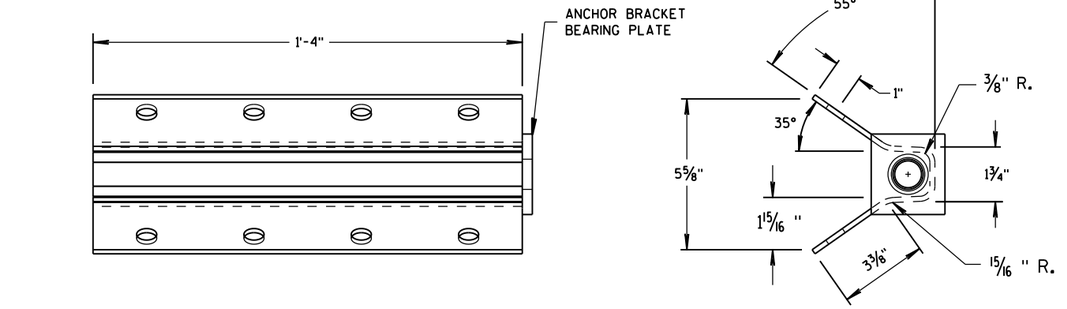


YOKE DETAIL

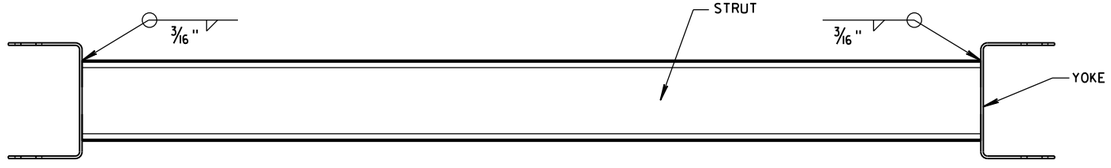


STRUT DETAIL

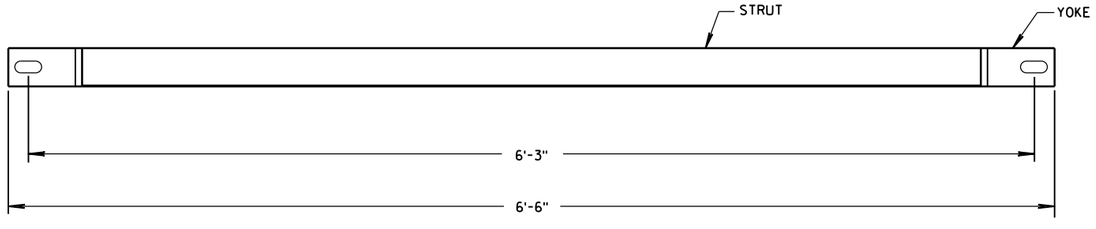




ANCHOR BRACKET

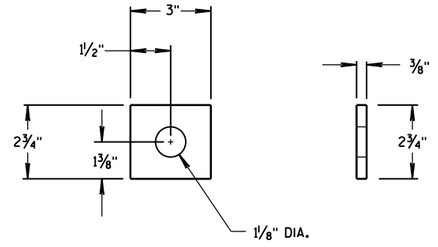


PLAN VIEW



FRONT VIEW

GROUND STRUT DETAIL



ANCHOR BRACKET BEARING PLATE

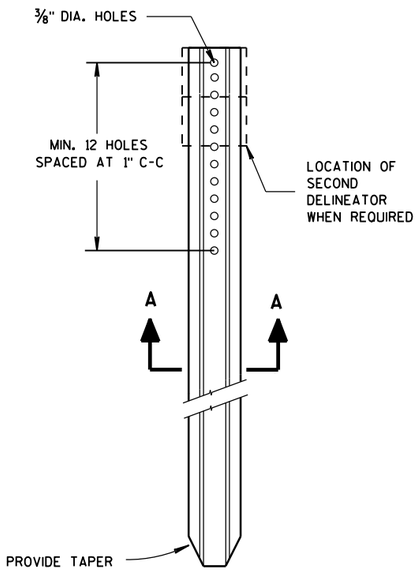
MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

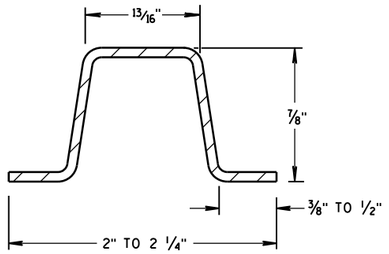
APPROVED
June 2014
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
FHWA

6

S.D.D. 14 B 47-2c

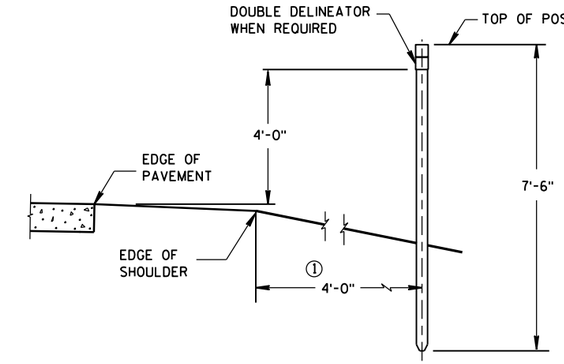


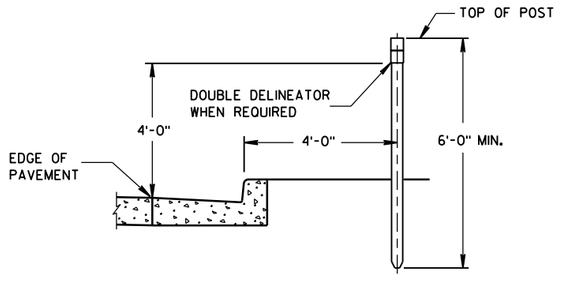
DELINEATOR POST



SECTION A-A

WEIGHT 1.12 LBS PER FT. ± 0.1 LB.



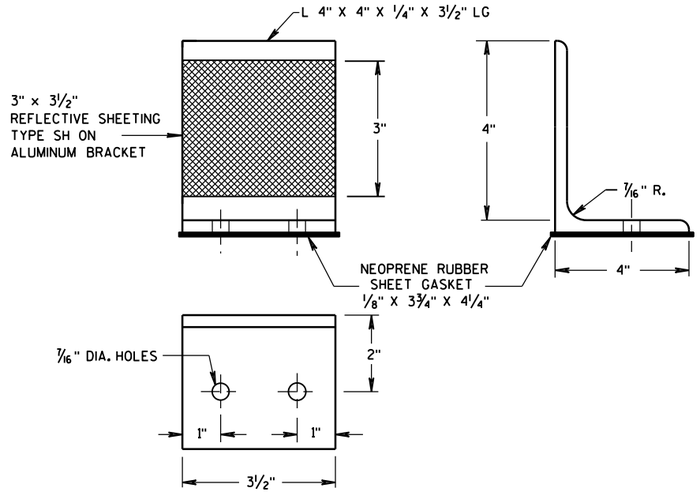


TYPICAL INSTALLATIONS OF DELINEATOR POSTS

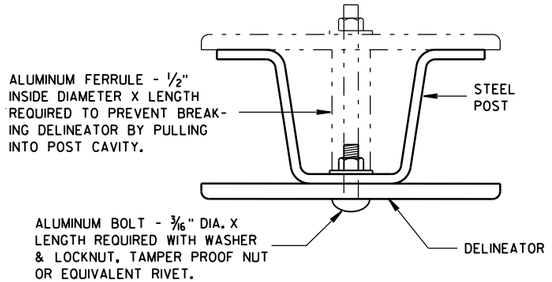
GENERAL NOTES

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

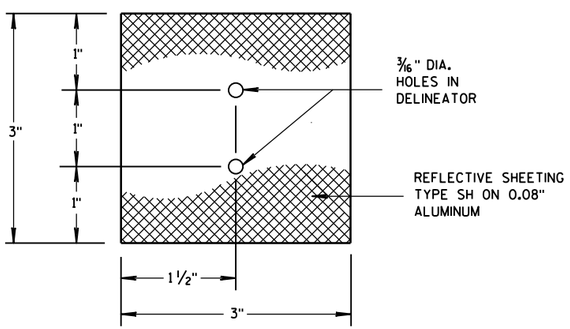
① DELINEATORS SHALL BE PLACED AT A CONSTANT DISTANCE FROM THE EDGE OF THE SHOULDER FOR THE LENGTH OF THE INSTALLATION.



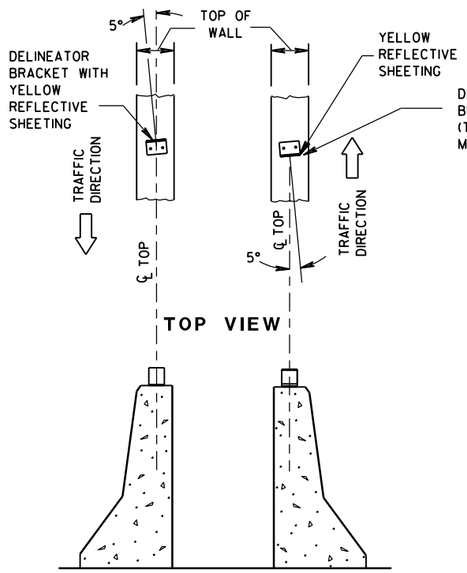
DELINEATOR BRACKET



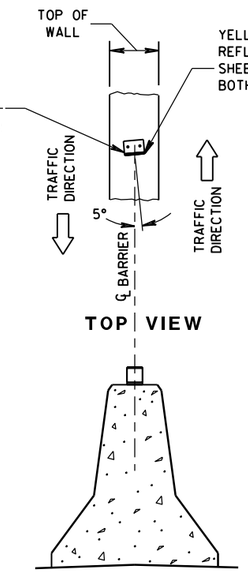
MOUNTING DETAIL FOR DELINEATOR



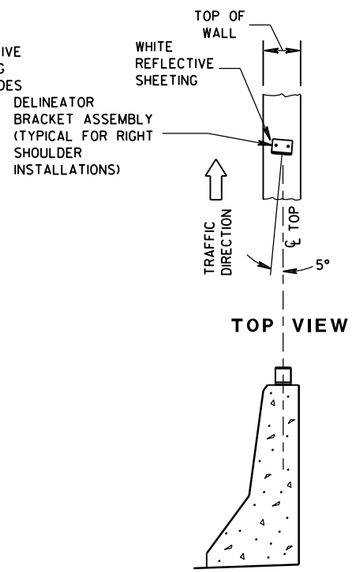
3"x 3" DELINEATOR



DOUBLE BARRIERS IN MEDIAN

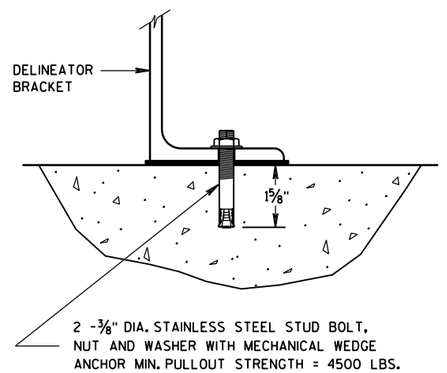


MEDIAN BARRIER



BARRIER LOCATED TO RT. OF TRAFFIC FLOW

LOCATION AND AIMING DETAILS FOR DELINEATOR BRACKETS MOUNTED ON CONCRETE BARRIERS



DELINEATOR BRACKET MOUNTING DETAIL

DELINEATOR POST, DELINEATOR, AND DELINEATOR BRACKET WITH REFLECTIVE SHEETING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC E
FHWA

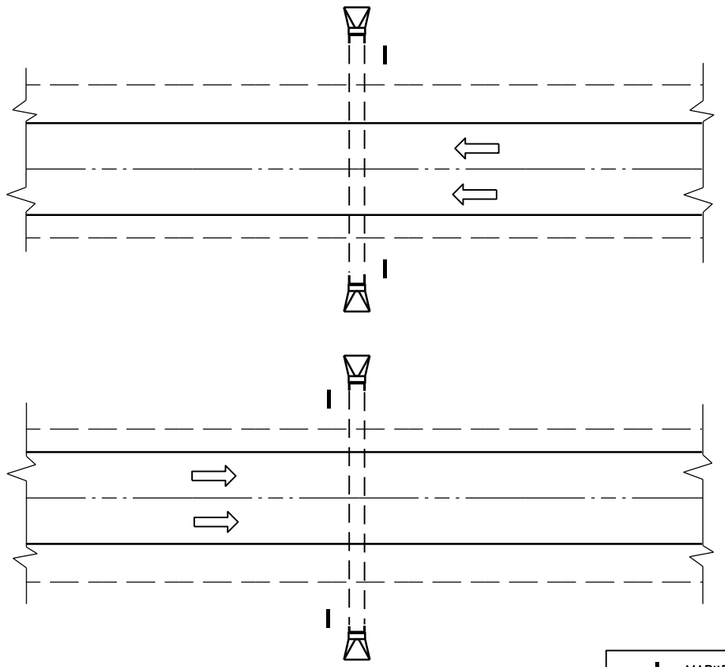
565

6

S.D.D. 15 A 2-8

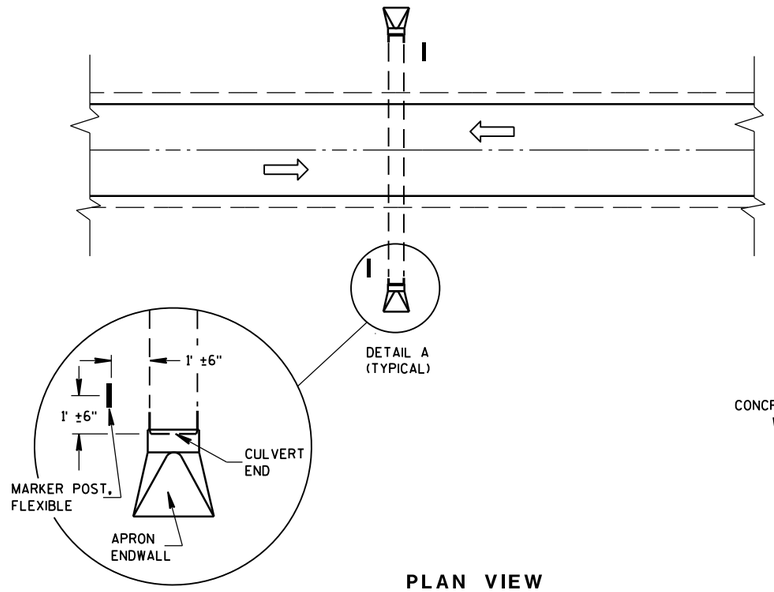
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S.D.D. 15 A 2-8



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

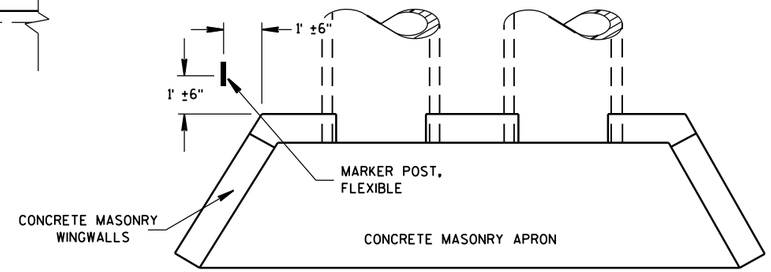
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

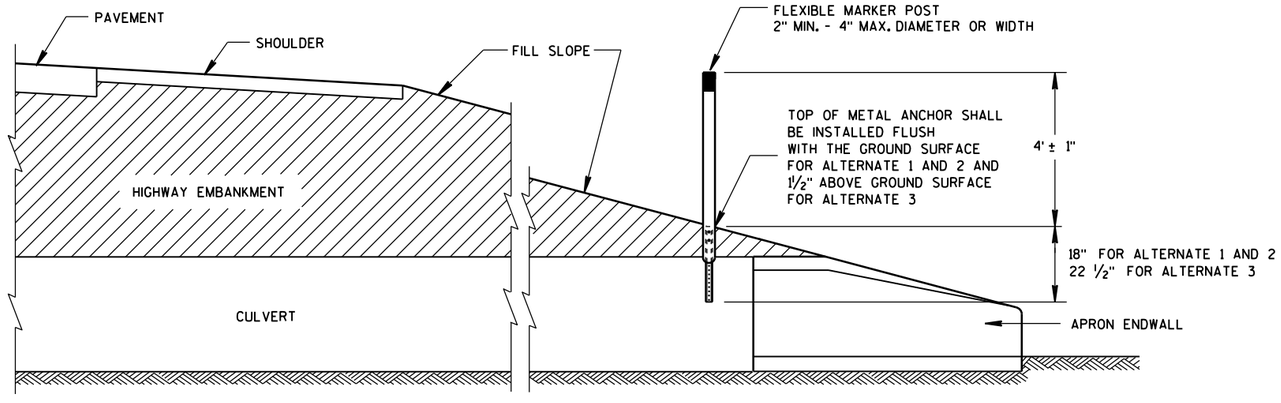
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

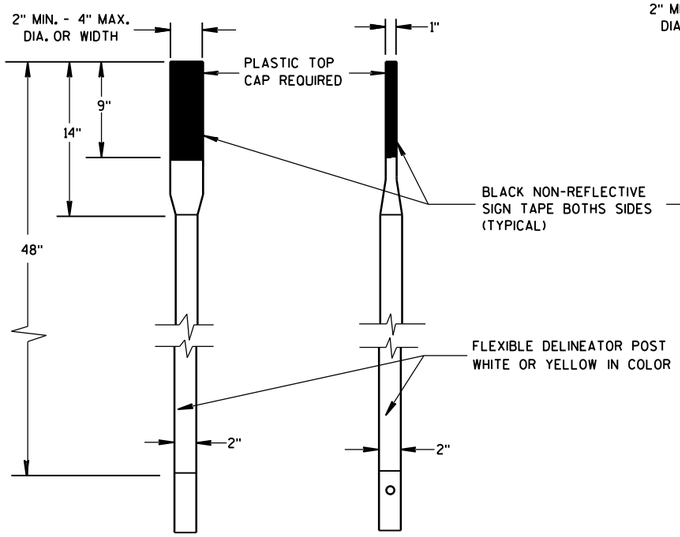
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

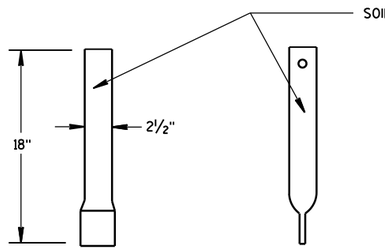
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S.D.D. 15 A 3-2a

6

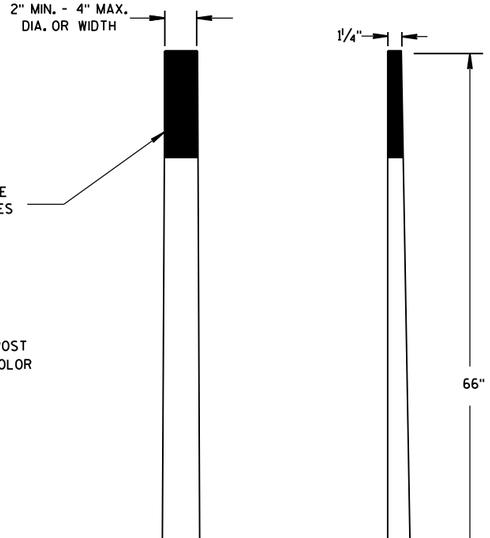
S.D.D. 15 A 3-2a





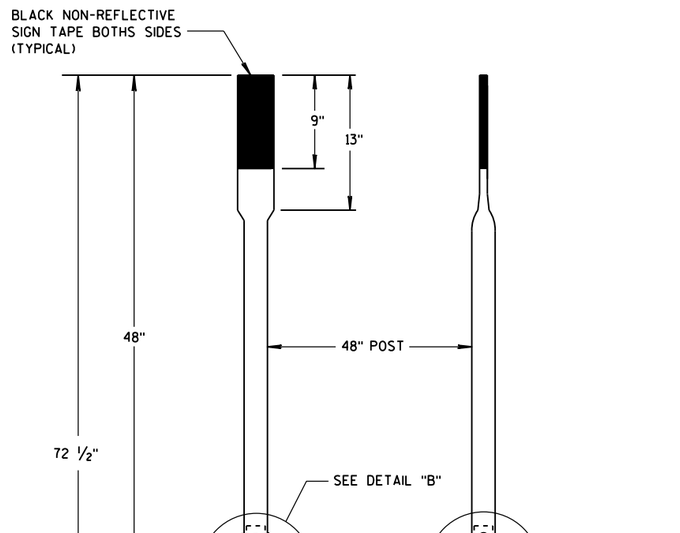
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

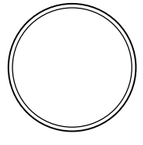
ALTERNATE 2



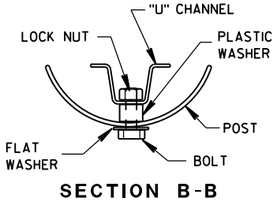
FRONT VIEW SIDE VIEW

ALTERNATE 3

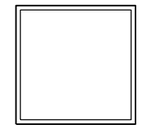
FLEXIBLE MARKER POSTS



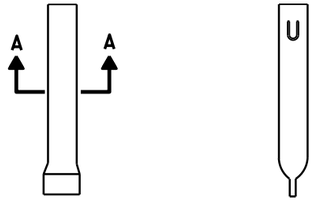
SECTION A-A



SECTION B-B

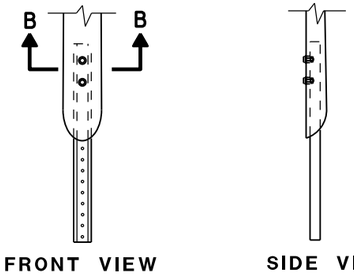


SECTION C-C



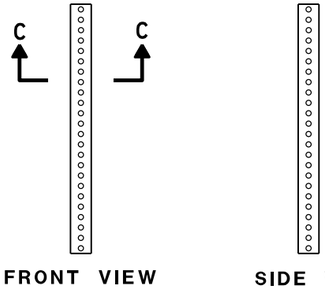
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

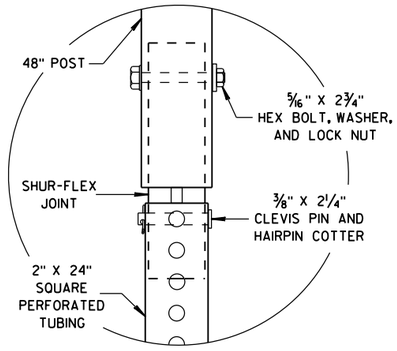
ALTERNATE 2



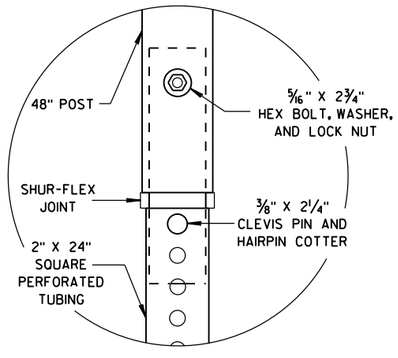
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

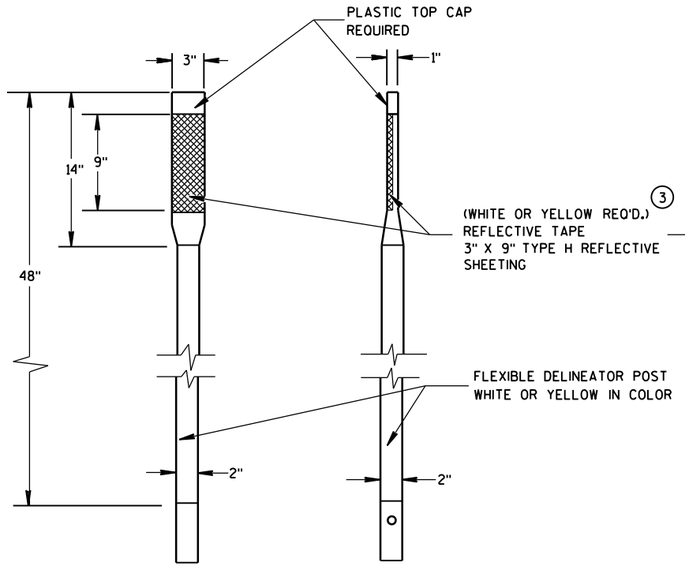
APPROVED
10/1/2012
DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINEER
FHWA

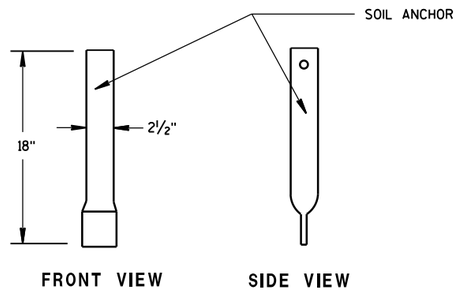
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S.D.D. 15 A 3-2b

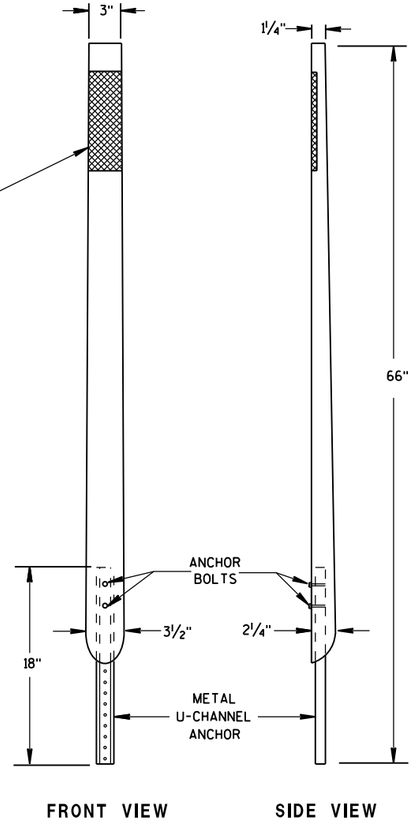
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S.D.D. 15 A 3-2b

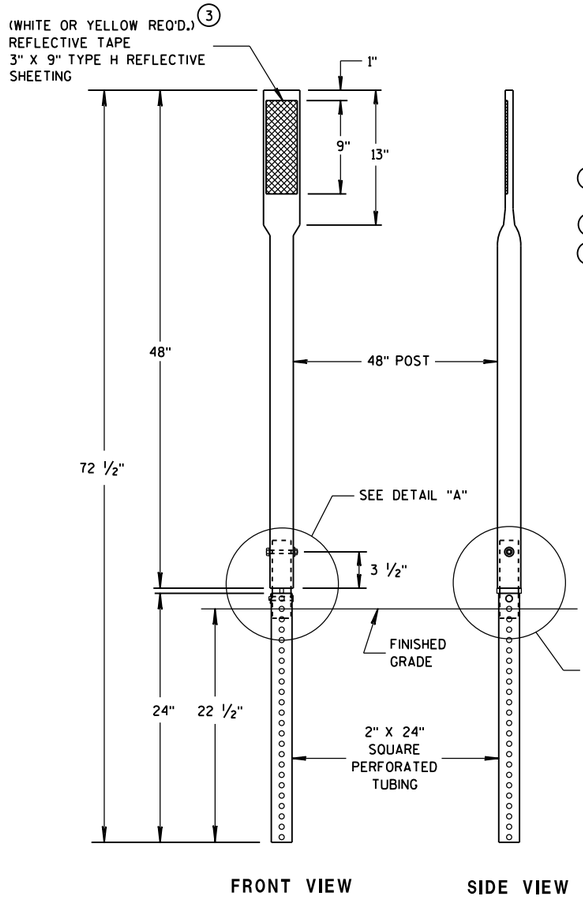




ALTERNATE 1



ALTERNATE 2



ALTERNATE 3

FLEXIBLE DELINEATOR POSTS

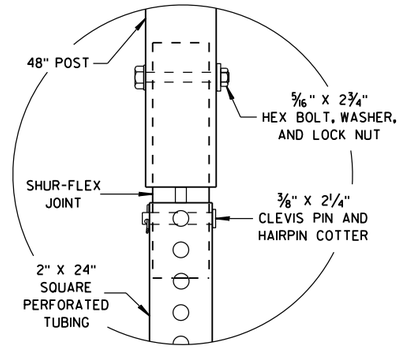
GENERAL NOTES

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

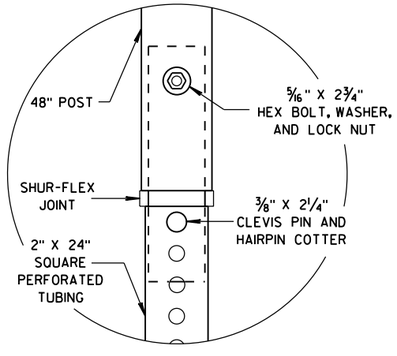
(1) DELINEATORS SHALL BE PLACED AT A CONSTANT DISTANCE FROM THE EDGE OF THE SHOULDER FOR THE LENGTH OF THE INSTALLATION.

(2) EITHER ALTERNATE NO. 1, NO. 2 OR NO. 3 MAY BE FURNISHED.

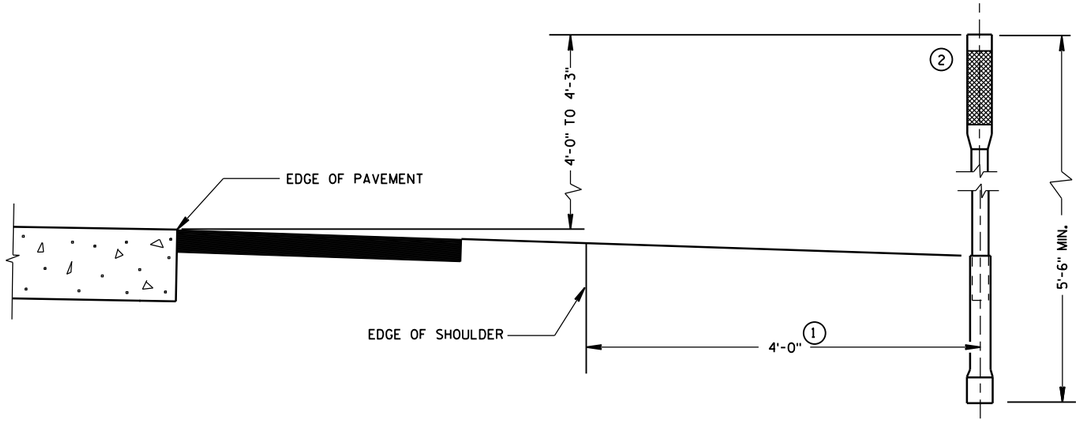
(3) AS PER SECTION 637.2.2.2. OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.

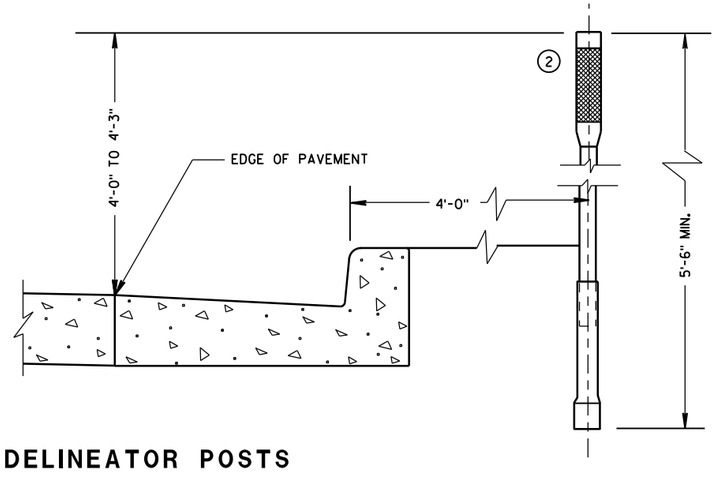


DETAIL A



DETAIL B





TYPICAL INSTALLATIONS OF FLEXIBLE DELINEATOR POSTS

FLEXIBLE DELINEATOR POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9-26-2012
DATE

/S/ Travis Feltes
STATE TRAFFIC ENGINEER

FHWA

6

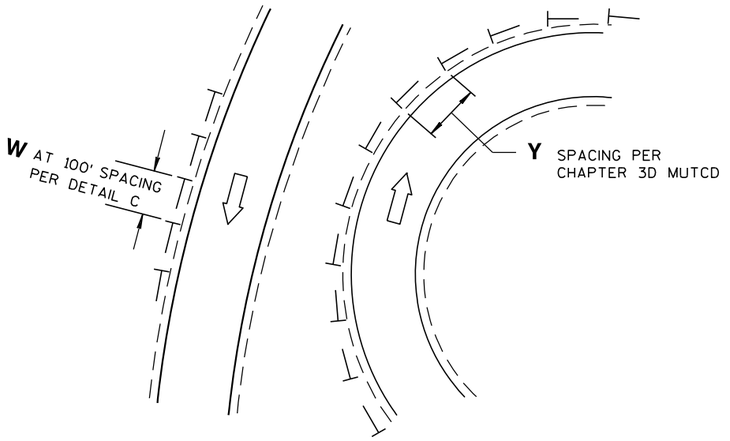
S.D.D. 15 A 4-2

6

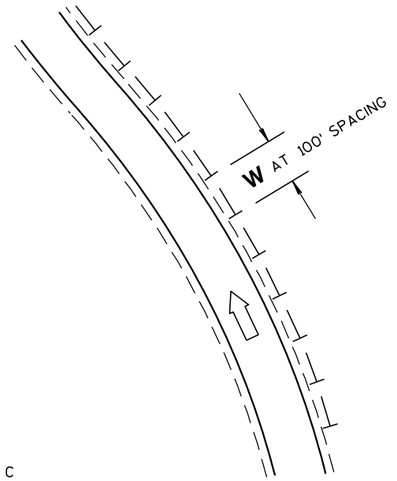
S.D.D. 15 A 4-2

GENERAL NOTES

* USE DOUBLE DELINEATOR ALONG ACCELERATION-DECELERATION LANES AND TAPERS. USE SINGLE DELINEATOR WHEN RAMP PAVEMENT IS FULL WIDTH.



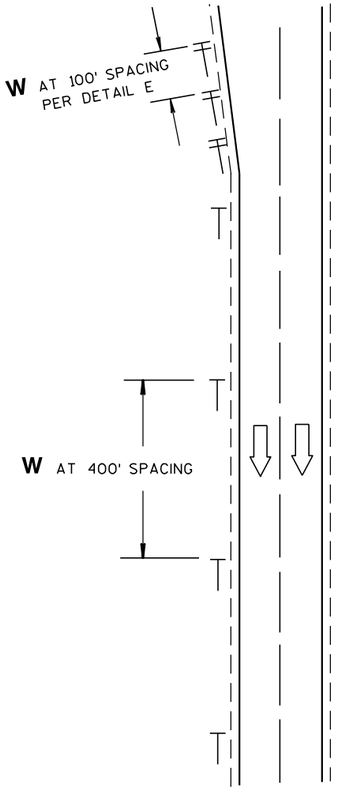
DETAIL A
DELINEATOR LAYOUT AT CURVED RAMP



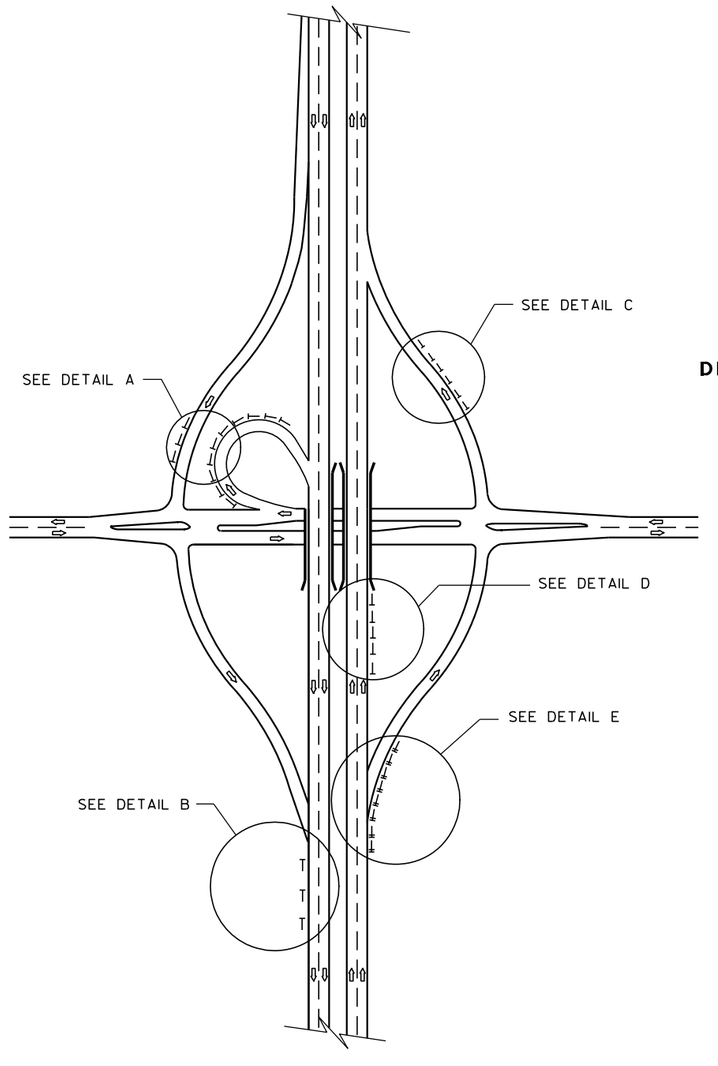
DETAIL C
DELINEATOR LAYOUT ALONG RAMP

LEGEND

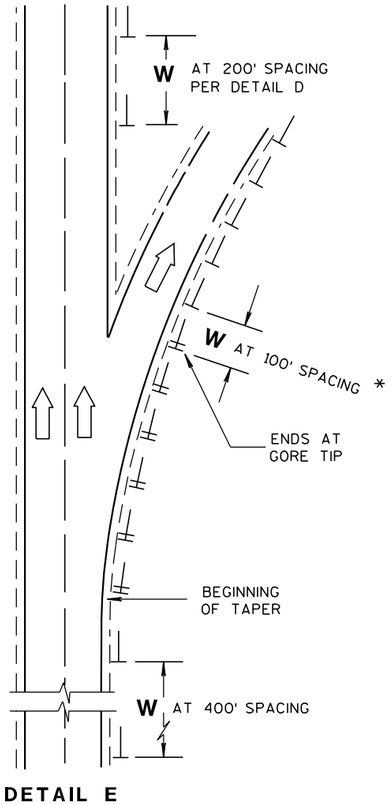
- DIRECTION OF TRAFFIC FLOW
- SINGLE DELINEATOR
- DOUBLE DELINEATOR
- W — WHITE
- Y — YELLOW



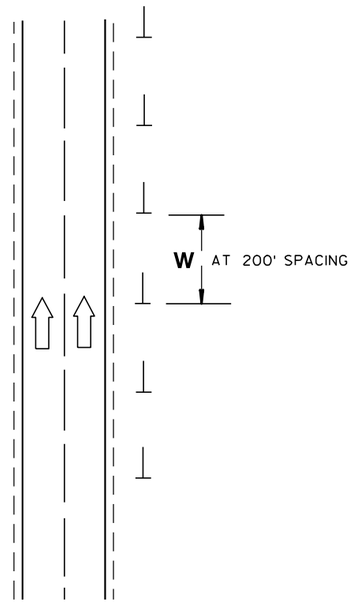
DETAIL B
DELINEATOR LAYOUT ALONG MAINLINE



DELINEATOR LAYOUT



DETAIL E
DELINEATOR LAYOUT FOR ACCELERATION - DECELERATION LANES AND TAPERS AT RAMPS



DETAIL D
DELINEATOR LAYOUT BETWEEN INTERCHANGE RAMPS

DELINEATOR LAYOUT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

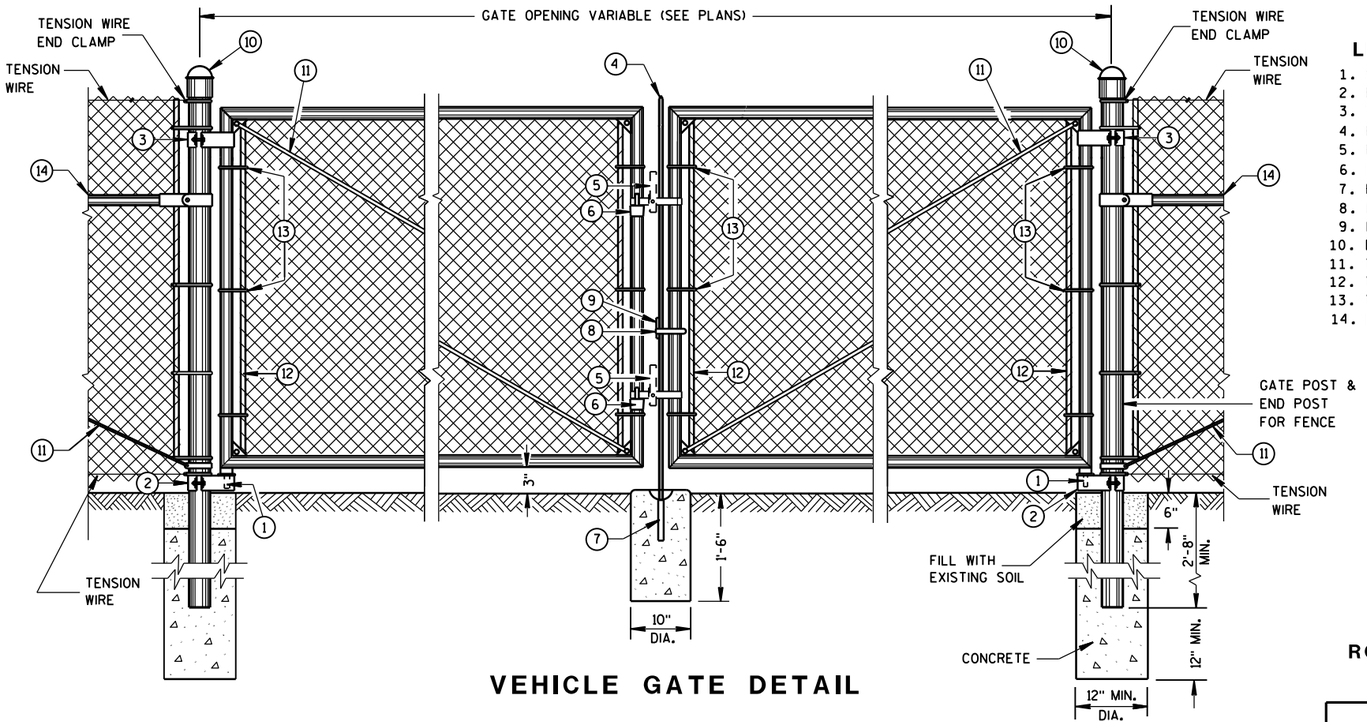
APPROVED
2/5/09 DATE
/S/ Thomas N. Nothdurft STATE TRAFFIC ENGINEER
FHWA

6

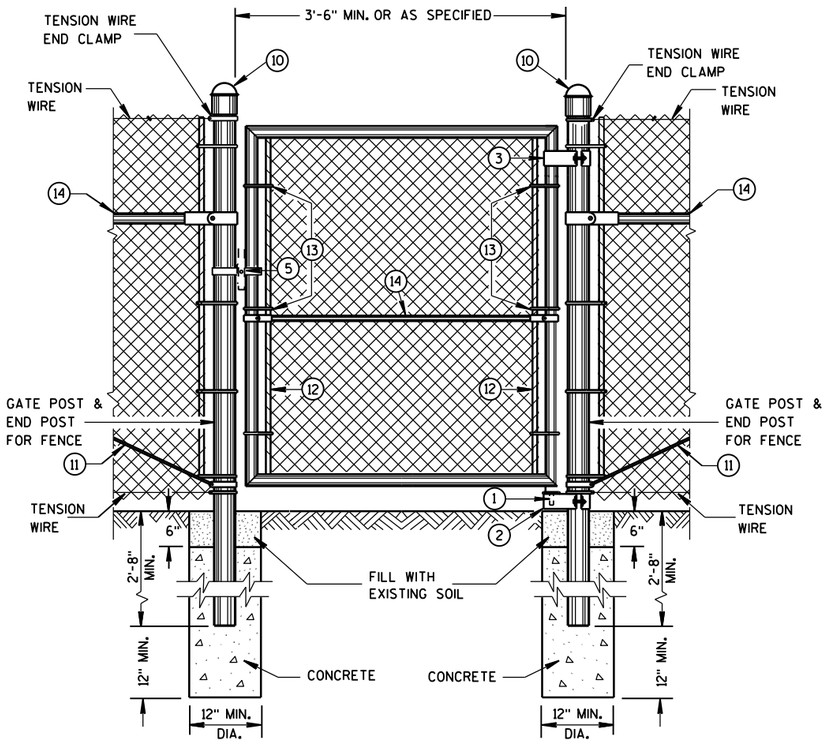
S.D.D. 15 A 6-2

6

S.D.D. 15 A 6-2



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.

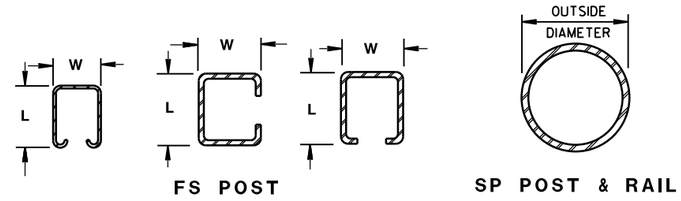
USE FENCE FABRIC KNUCKLED AT BOTH SELVAGES.

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.



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)

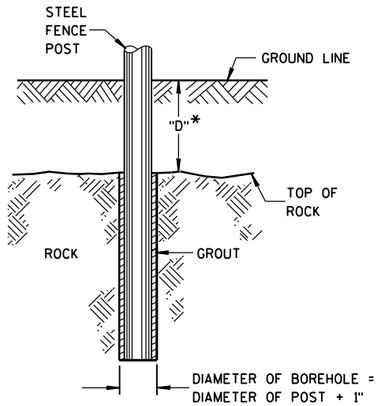
POST TYPE	OUTSIDE DIMENSION INCH	WALL THICKNESS INCH	WEIGHT LBS/FT
SP1	1.660	0.140	2.270
SP2	1.900	0.145	2.720
SP3	2.375	0.154	3.650
SP4	2.875	0.203	5.800
SP5	4.000	0.226	9.120
SP6	6.625	0.280	18.990
SP7	8.625	0.322	28.580

FENCE CHAIN LINK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

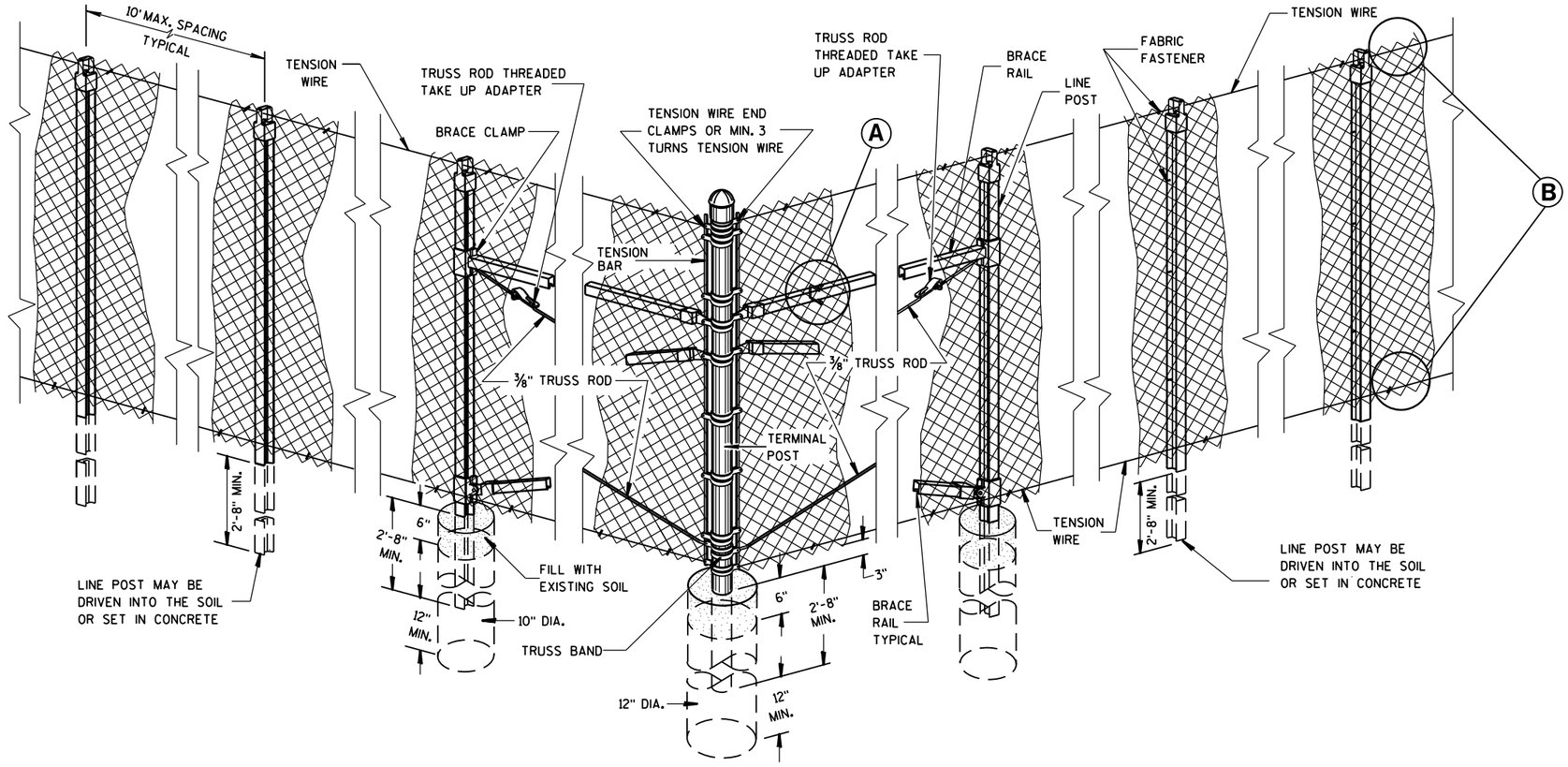
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S.D.D. 15 B 3-15a
S.D.D. 15 B 3-15a

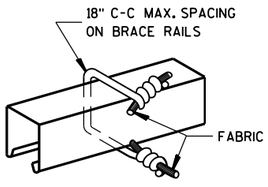


*IF "D" IS LESS THAN 2'-6", DRILL ROCK AND INSTALL GROUT

ROCK INSTALLATION OF LINE POST



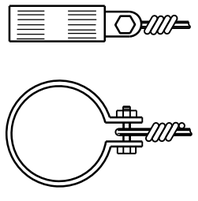
END, CORNER, ANGLE INTERSECTION & INTERMEDIATE BRACED POSTS



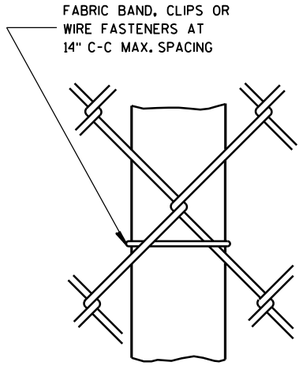
BRACE RAIL

FABRIC FASTENER

Ⓐ



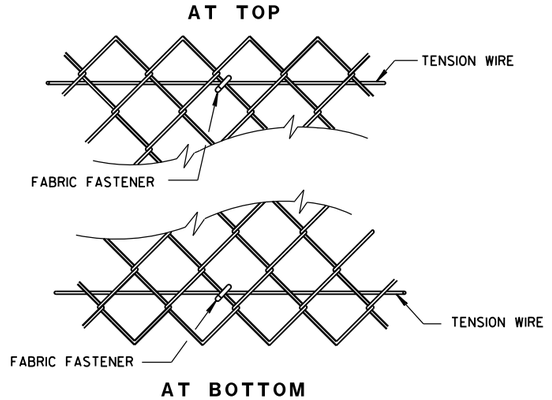
TENSION WIRE END CLAMP



LINE POST

FABRIC FASTENER

AT TOP



AT BOTTOM

SELVAGES

Ⓑ

FENCE CHAIN LINK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

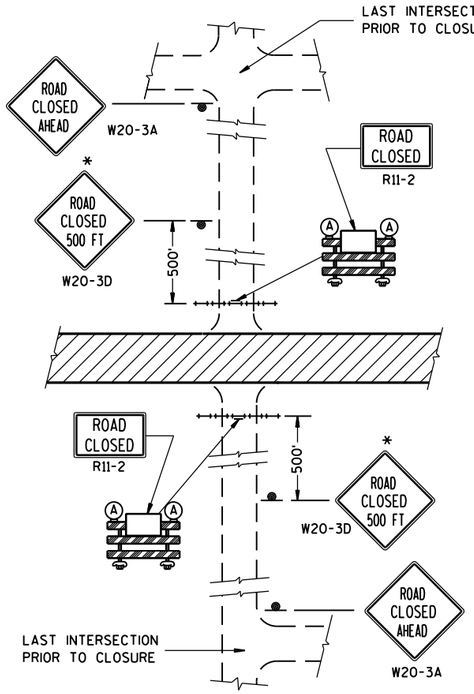
APPROVED
FEB. 2015 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 15 B 3-15b

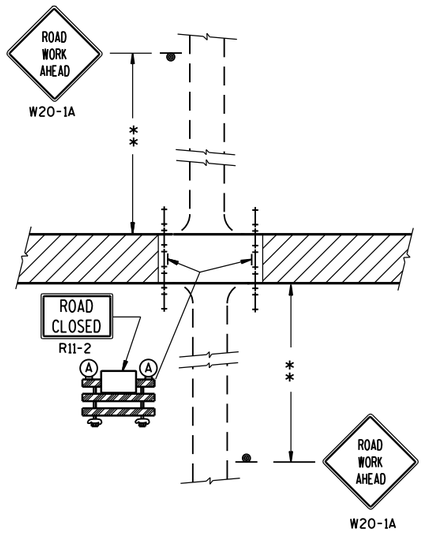
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S.D.D. 15 B 3-15b



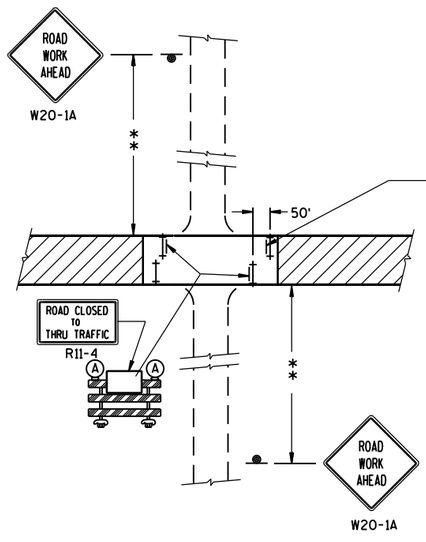
DETAIL 1

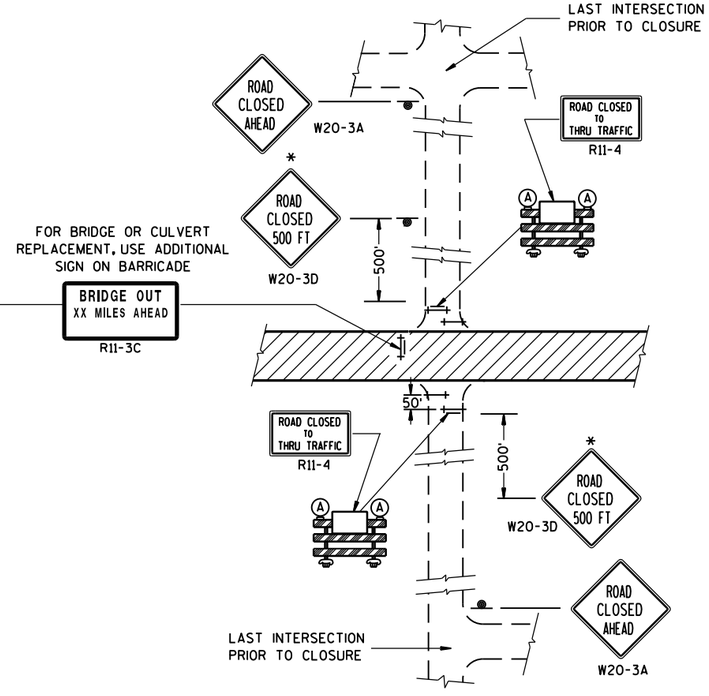
(NO ACCESS TO PROJECT)



DETAIL 2

(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT).





DETAIL 3

(PUBLIC CROSS-TRAFFIC MAINTAINED. CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS).

DETAIL 4

(CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND BARRICADES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3 AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

*OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FT. OR LESS FROM THE WORK ZONE.

**500' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO[illegible]FIC SAFETY ENGI[illegible]
FHWA

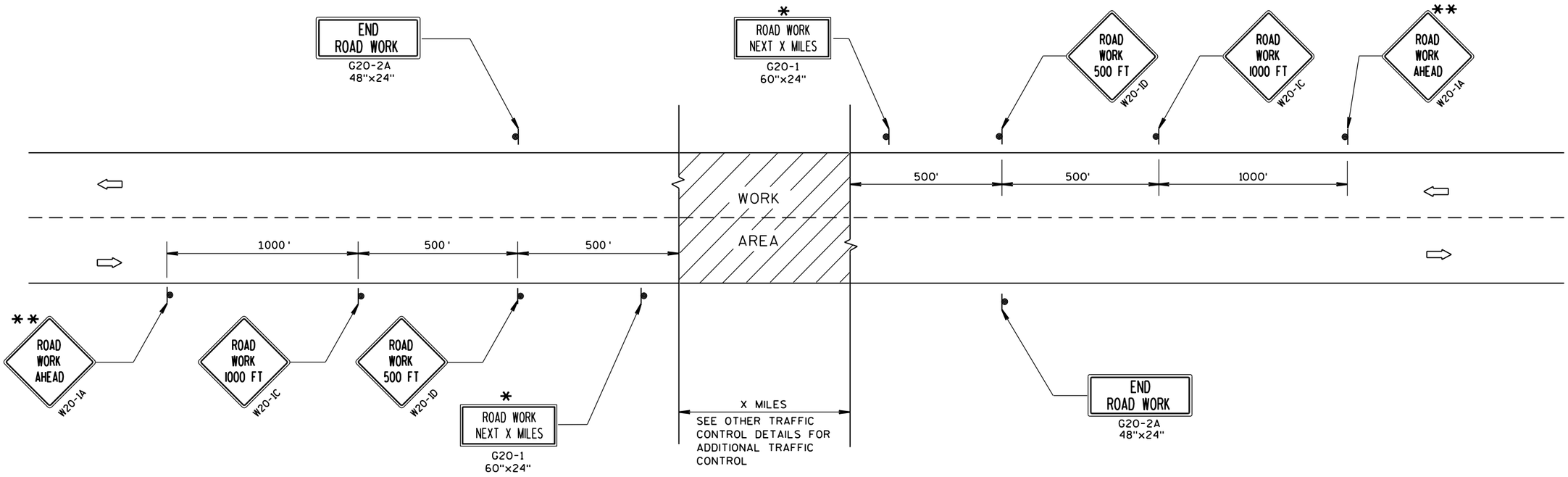
6

S.D.D. 15 C 3-3

6

S.D.D. 15 C 3-3

TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL



GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

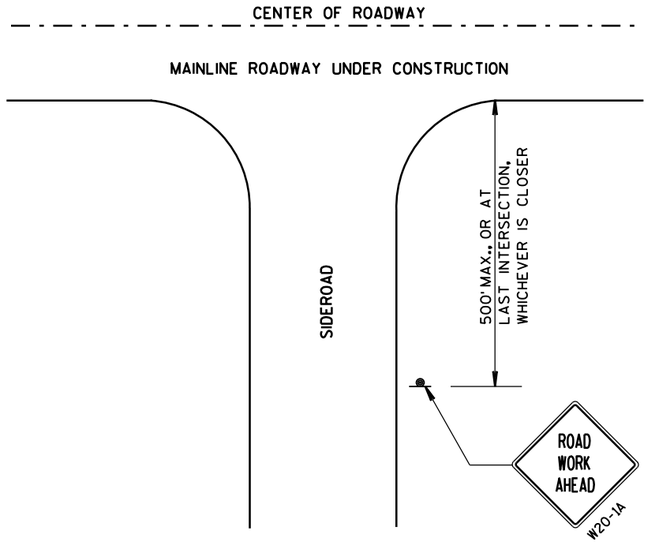
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

** PLACE ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

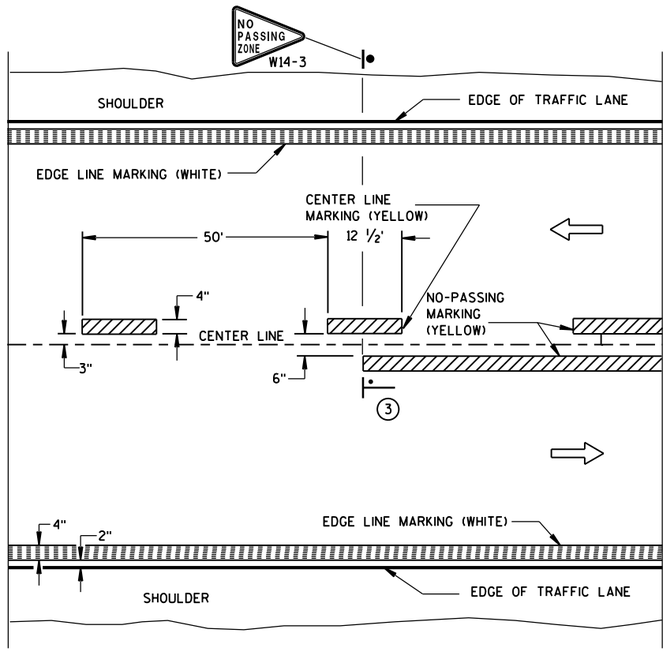
Sept. 2015 — DATE

/S/ Peter Amakobe Atepe — STATEWIDE WORK ZONE SAFETY ENGINEER

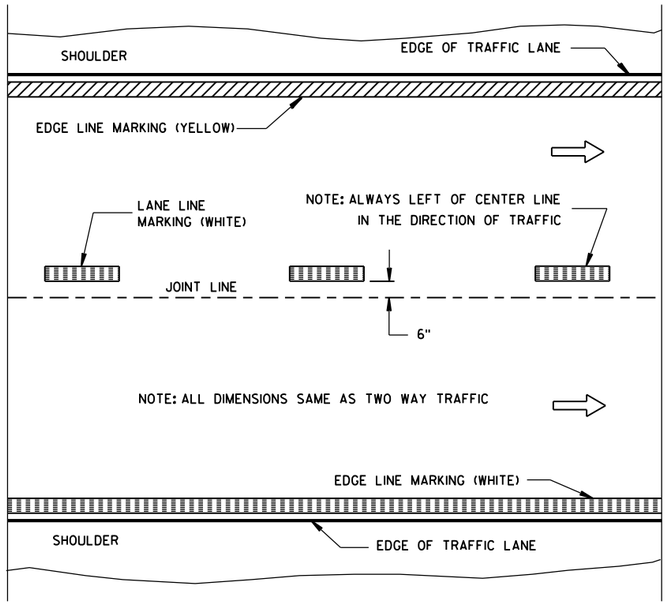
FHWA

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S.D.D. 15 C 4-3

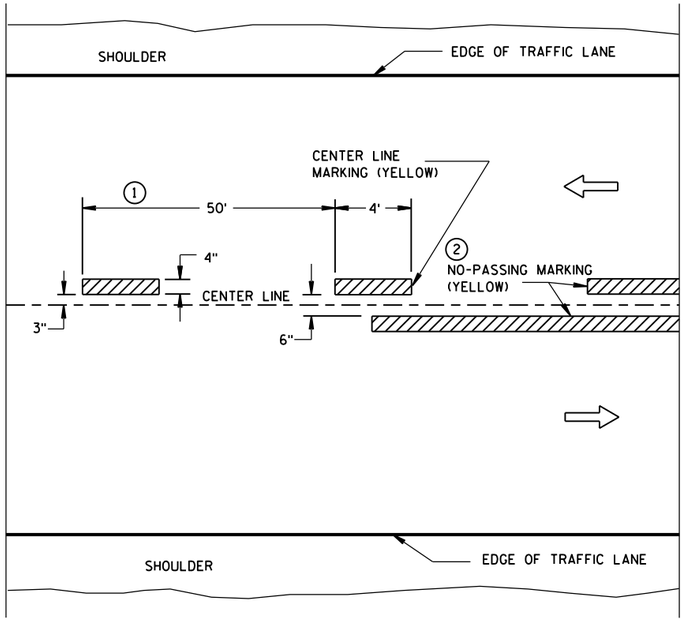


TWO WAY TRAFFIC

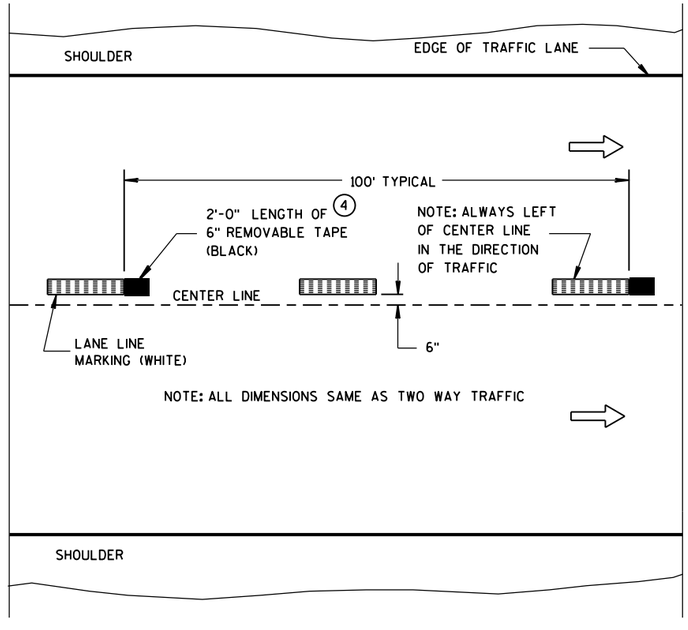


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

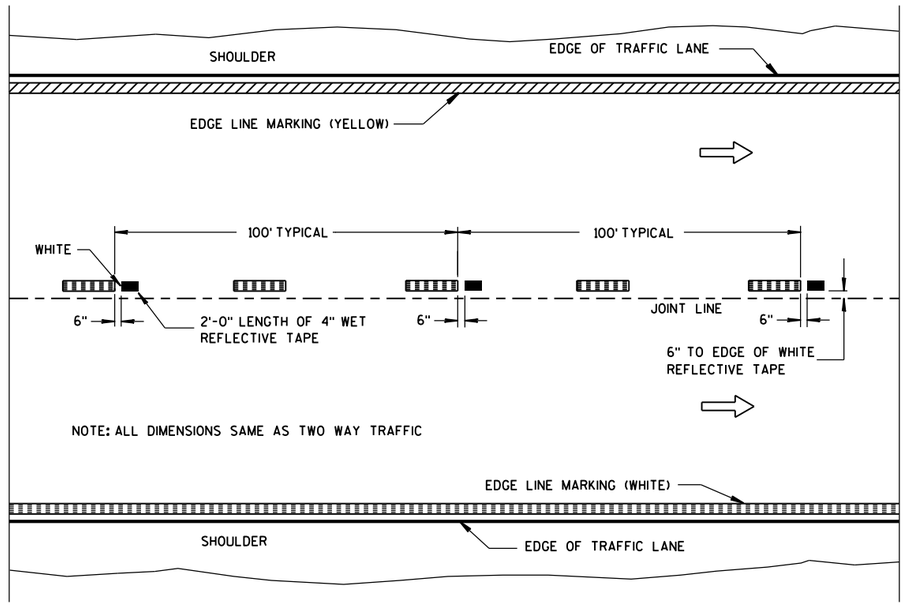
GENERAL NOTES

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)

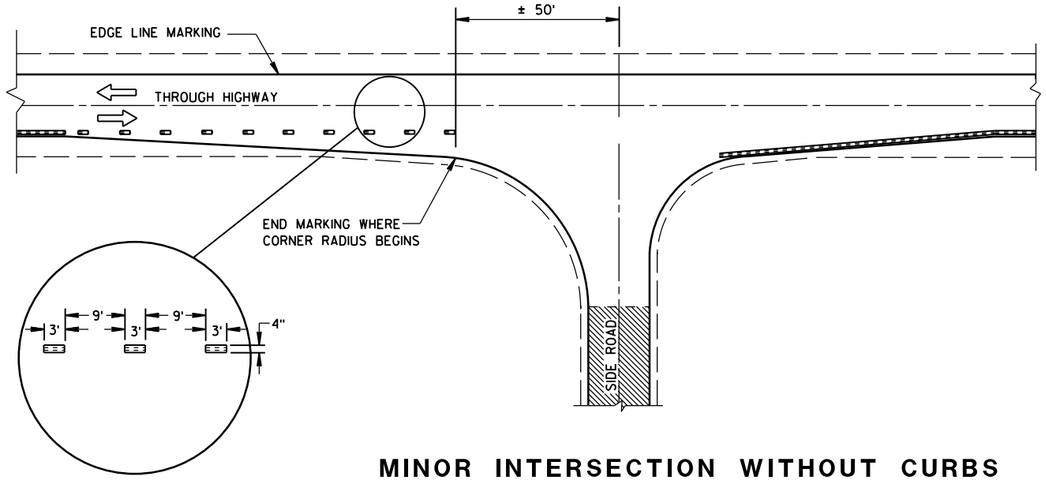
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5-13-2013 DATE
/S/ Travis Feltes STATE TRAFFIC E
FHWA

574

6

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.

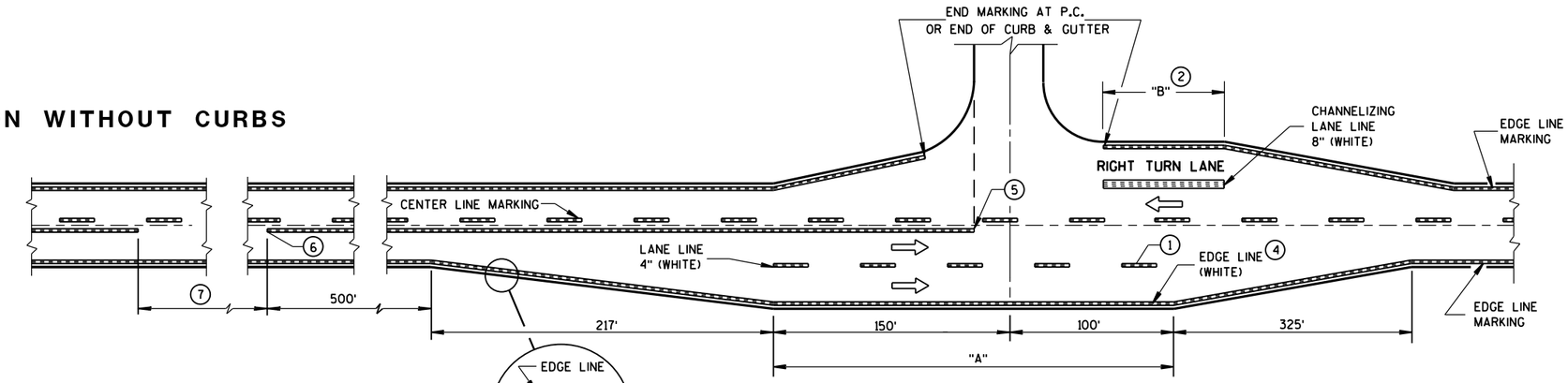
(7) IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.

(8) 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

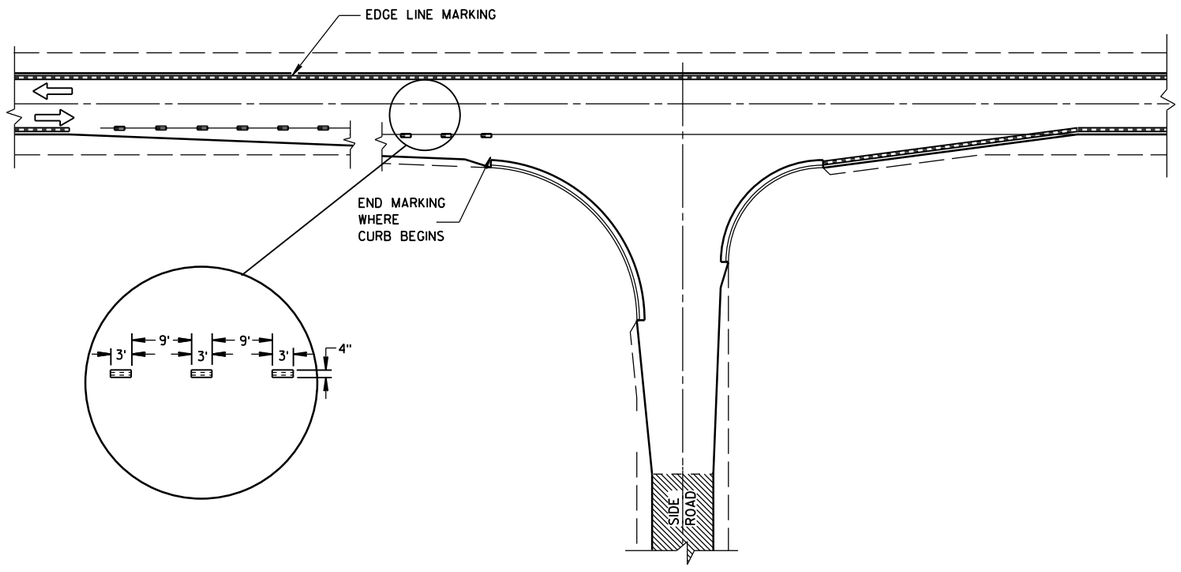
(7)

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



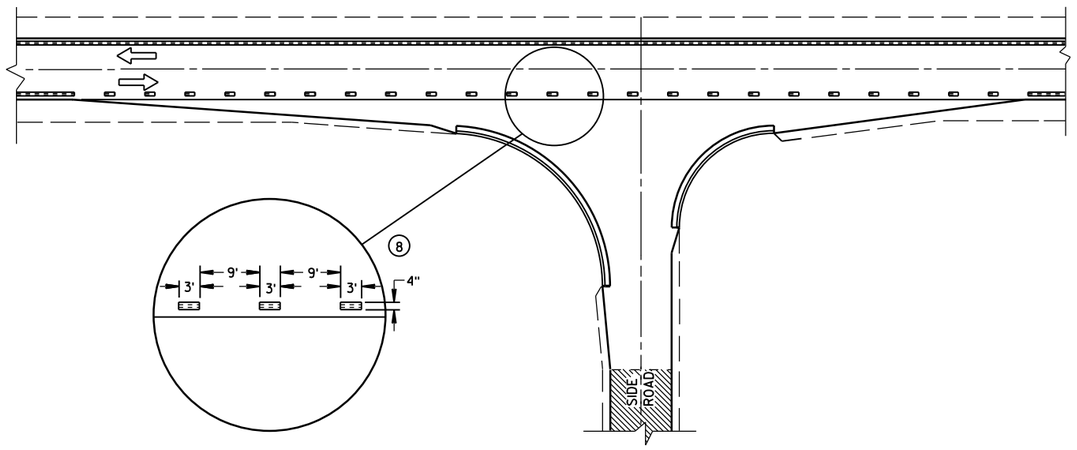
MAJOR INTERSECTIONS

(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)

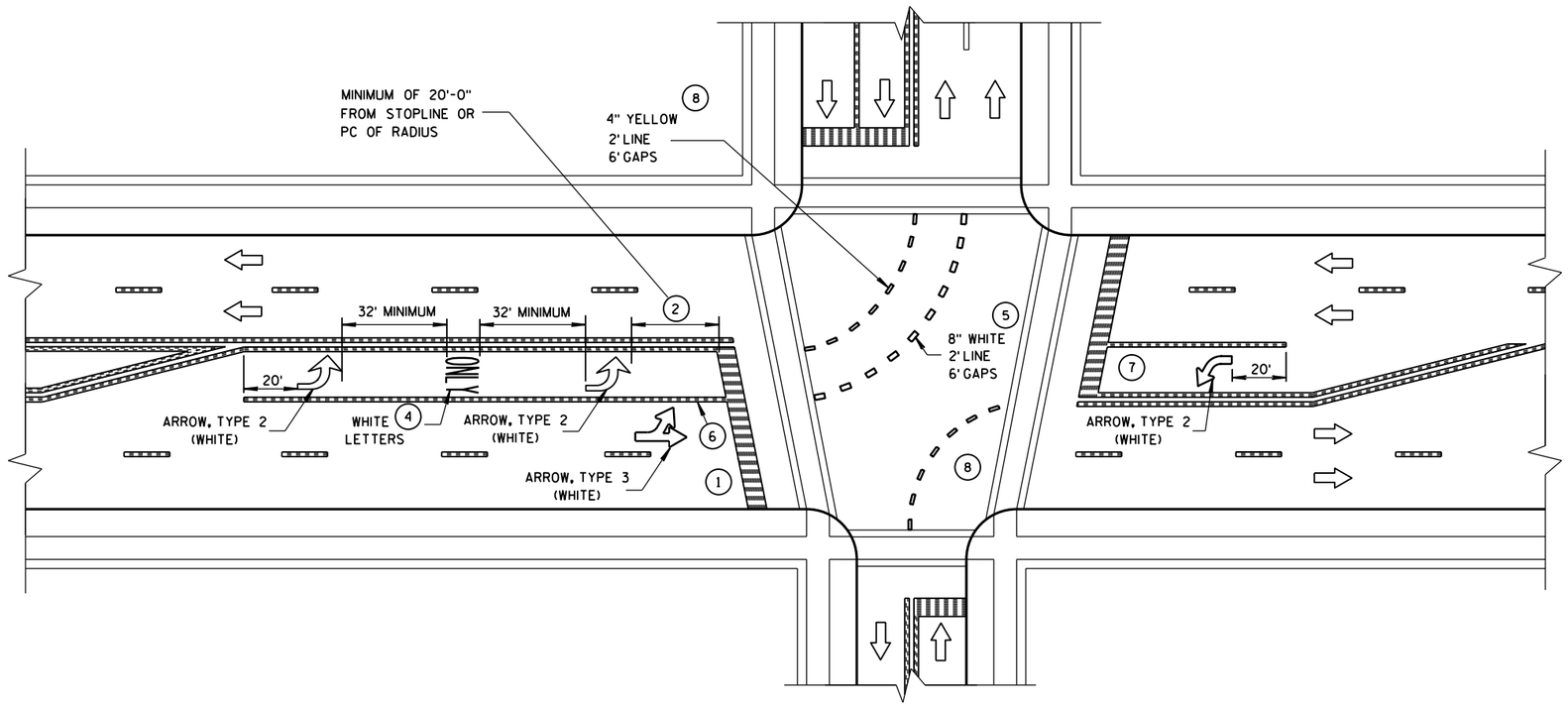
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 575

6

S.D.D. 15 C 8-16b

6

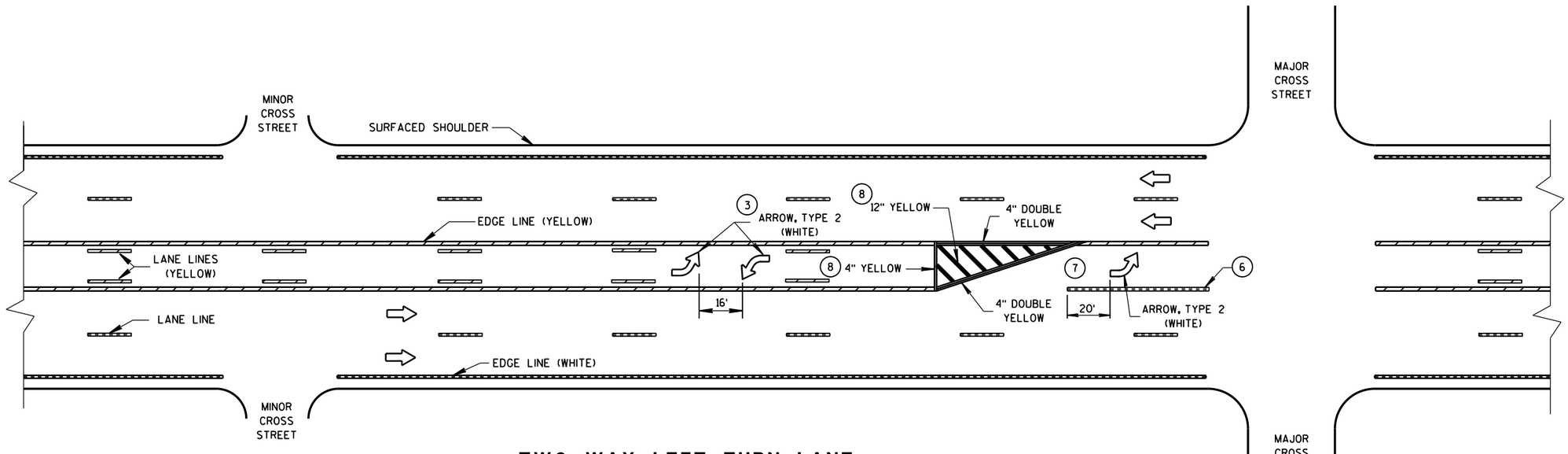
S.D.D. 15 C 8-16b



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



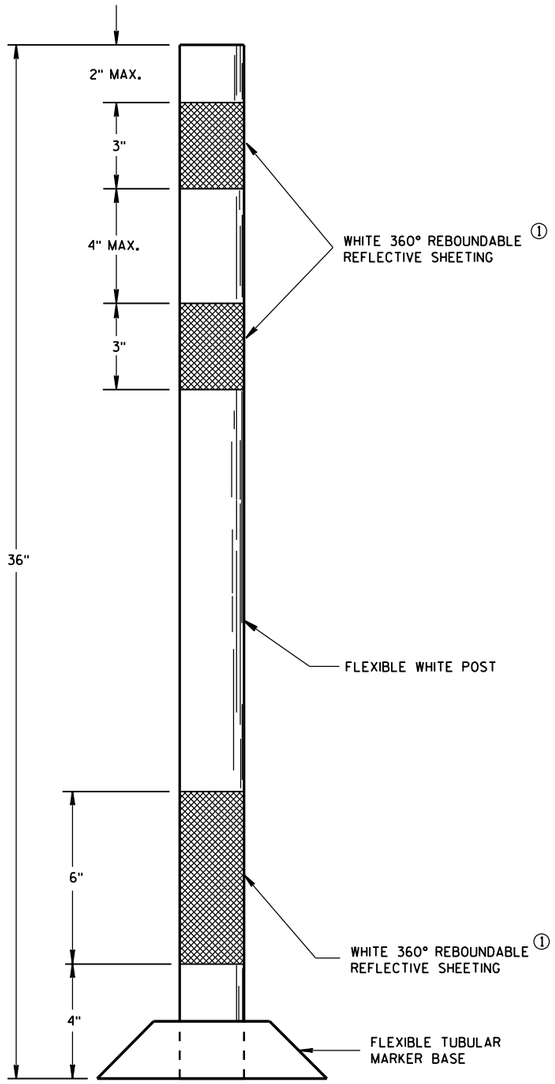
TWO WAY LEFT TURN LANE

PAVEMENT MARKING (LEFT TURN LANE)

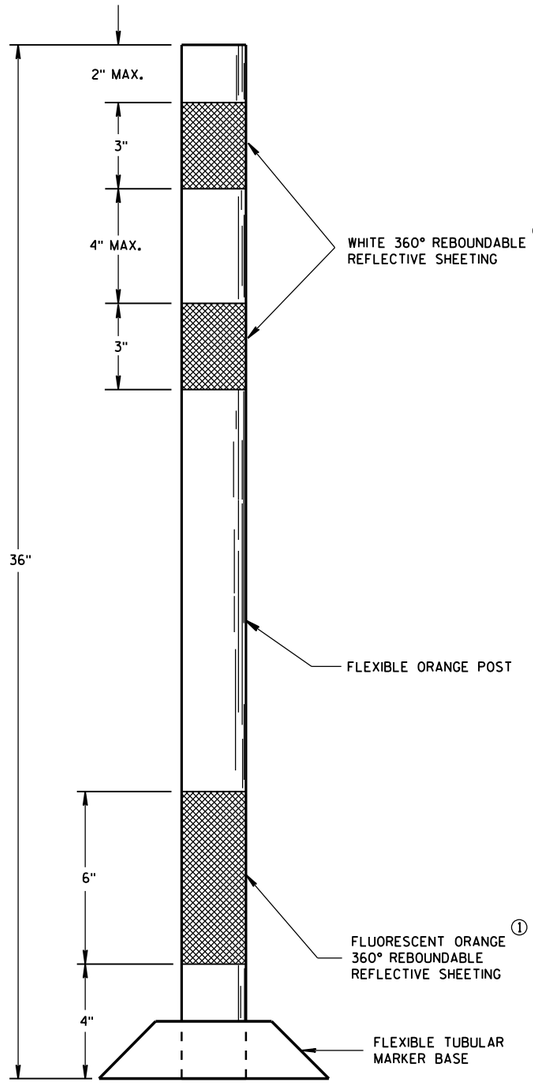
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 15 C 8-16e



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.

FLEXIBLE TUBULAR MARKER POST

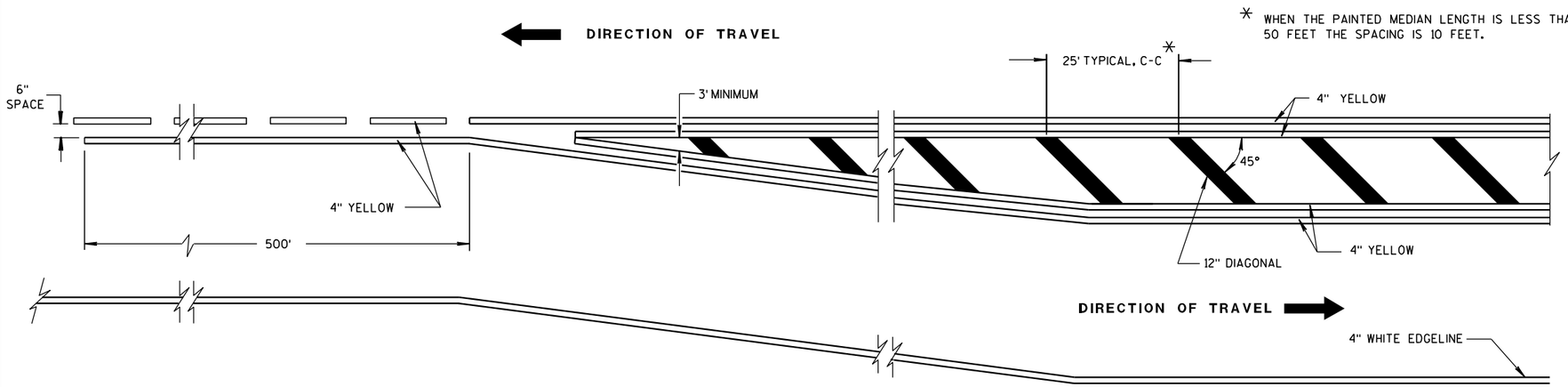
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10-16-2015
DATE
FHWA

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZON
SAFETY ENGINE

6

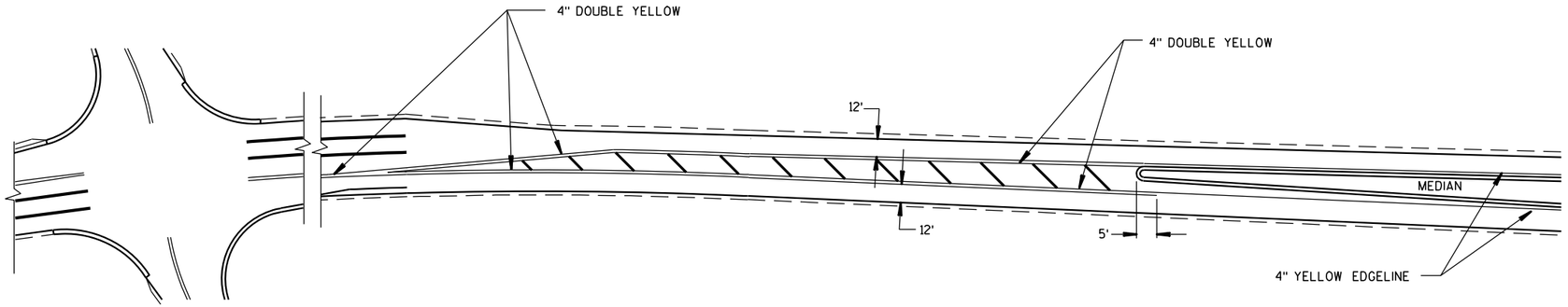
S.D.D. 15 C 11-6



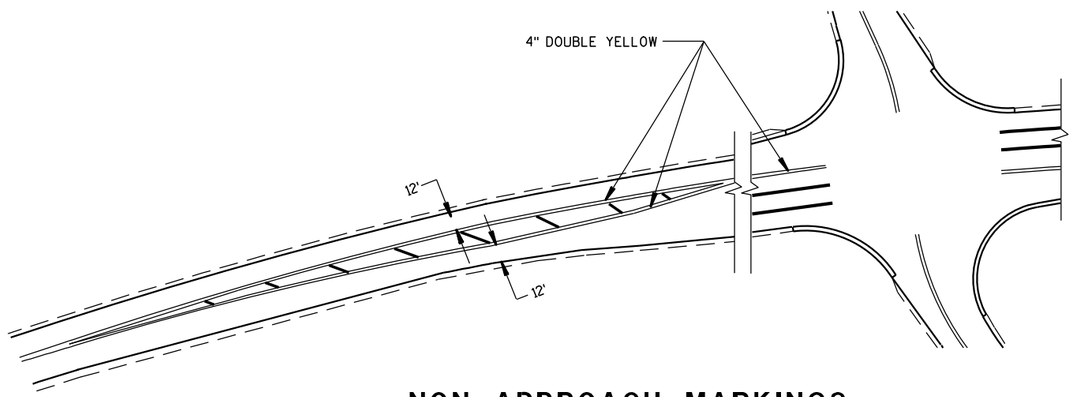
MEDIAN ISLAND DETAIL

GENERAL NOTE

DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT WIDEST POINT.



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON APPROACH MARKINGS

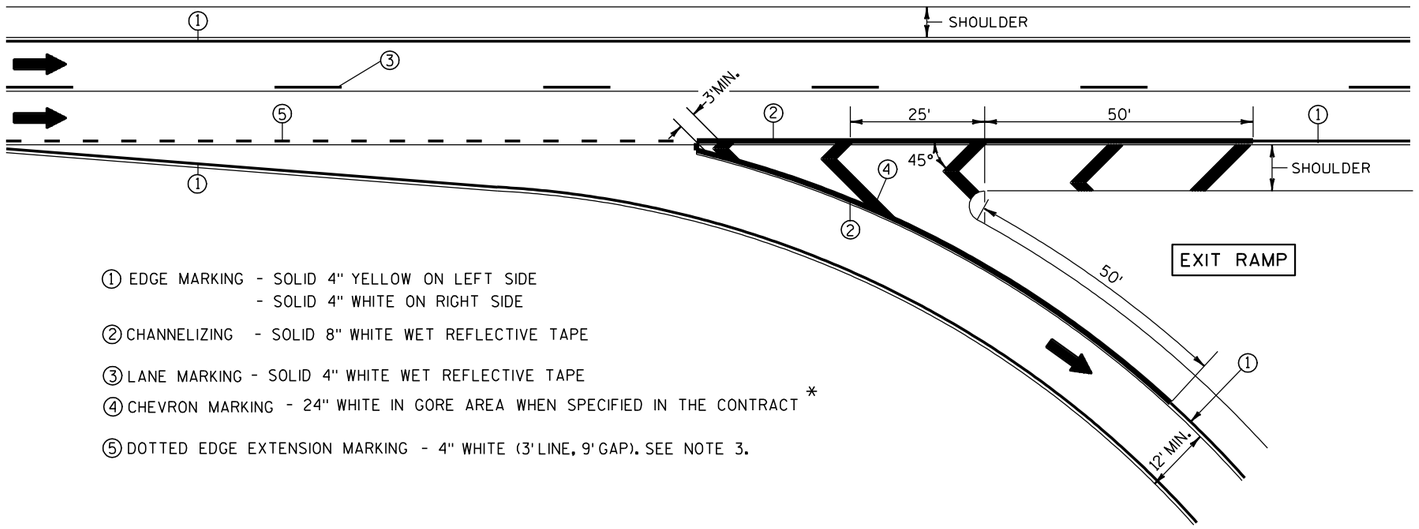
MEDIAN ISLAND MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 2-5-09 DATE	/S/ Thomas N. Nothohm STATE TRAFFIC ENGINEER 578 IGN
FHWA	

6

S.D.D. 15 C 18-3

6

S.D.D. 15 C 18-3



① EDGE MARKING - SOLID 4" YELLOW ON LEFT SIDE
- SOLID 4" WHITE ON RIGHT SIDE

② CHANNELIZING - SOLID 8" WHITE WET REFLECTIVE TAPE

③ LANE MARKING - SOLID 4" WHITE WET REFLECTIVE TAPE

④ CHEVRON MARKING - 24" WHITE IN GORE AREA WHEN SPECIFIED IN THE CONTRACT *

⑤ DOTTED EDGE EXTENSION MARKING - 4" WHITE (3' LINE, 9' GAP). SEE NOTE 3.

NOTES:

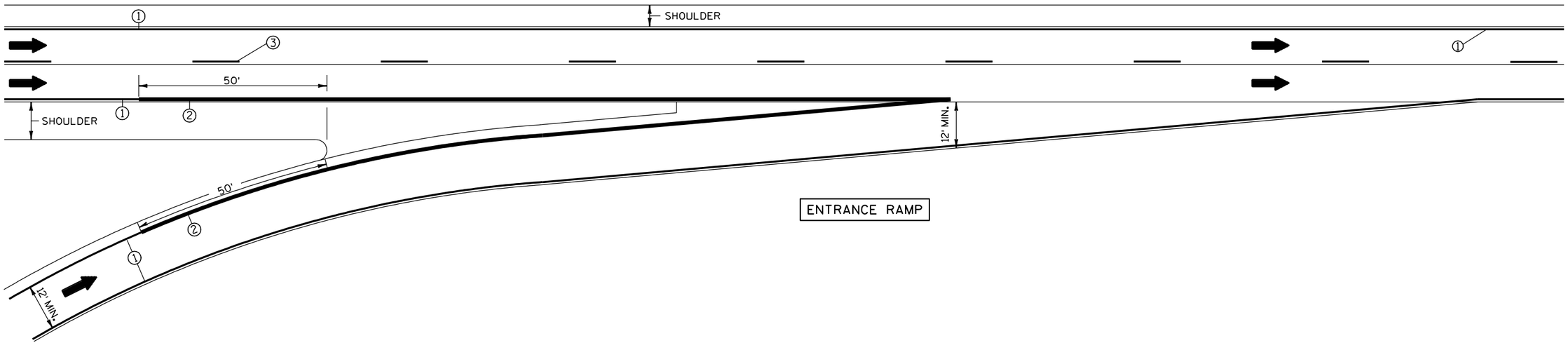
1. ARROWS SHOWN ON THIS MARKING PLAN DESIGNATE TRAFFIC FLOW, AND SHALL NOT BE TAKEN AS PROPOSED PAVEMENT MARKINGS.

2. PLACE WHITE EDGE OF TAPE 6" LEFT FROM JOINT.

3. 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE-GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

4. RETRACE EXISTING DIAGONAL MARKINGS.

* REFER TO DESIGN NOTES.



6

S.D.D. 15 C 31-1a

PAVEMENT MARKING
(RAMPS AND GORES)

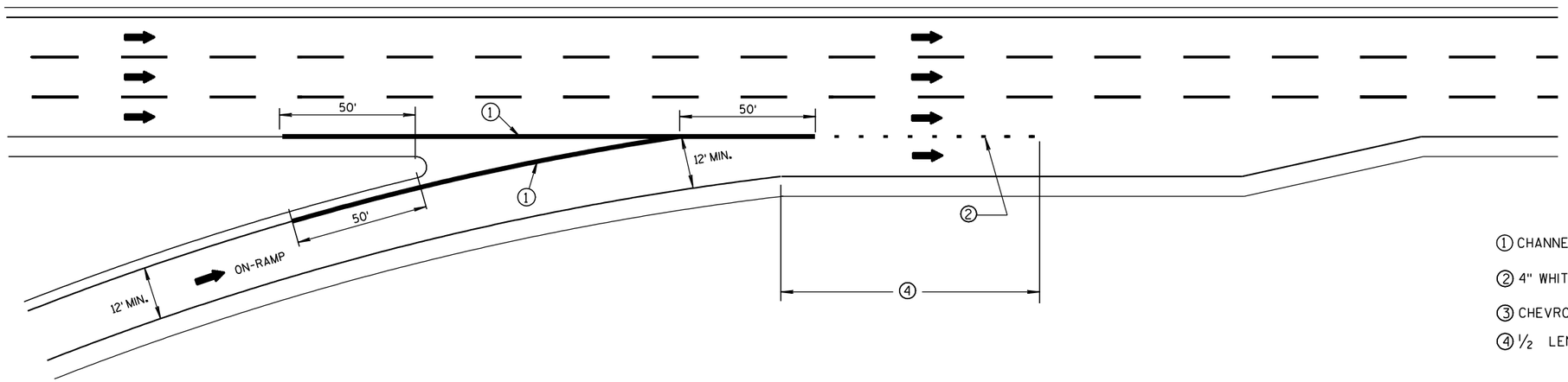
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 15 C 31-1a

NOTES:

1. AHEAD ARROWS SHOWN ON THIS MARKING PLAN DESIGNATE TRAFFIC FLOW, AND SHALL NOT BE TAKEN AS PROPOSED PAVEMENT MARKINGS.
2. PLACE WHITE EDGE OF TAPE 6" LEFT FROM JOINT.
3. RETRACE EXISTING DIAGONAL MARKINGS.



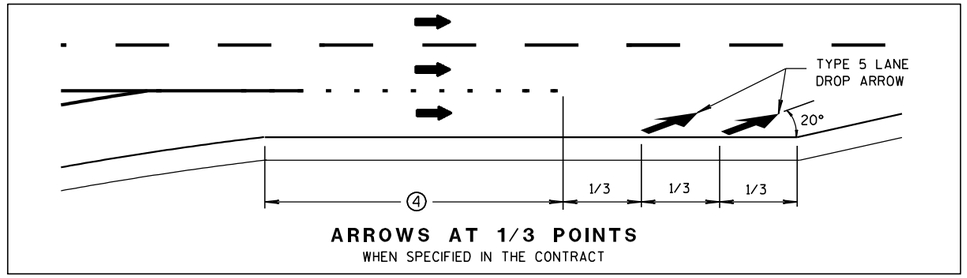
① CHANNELIZING - SOLID 8" WHITE WET REFLECTIVE TAPE IN GORE AREA.

② 4" WHITE (3' LINE, 9' GAP).

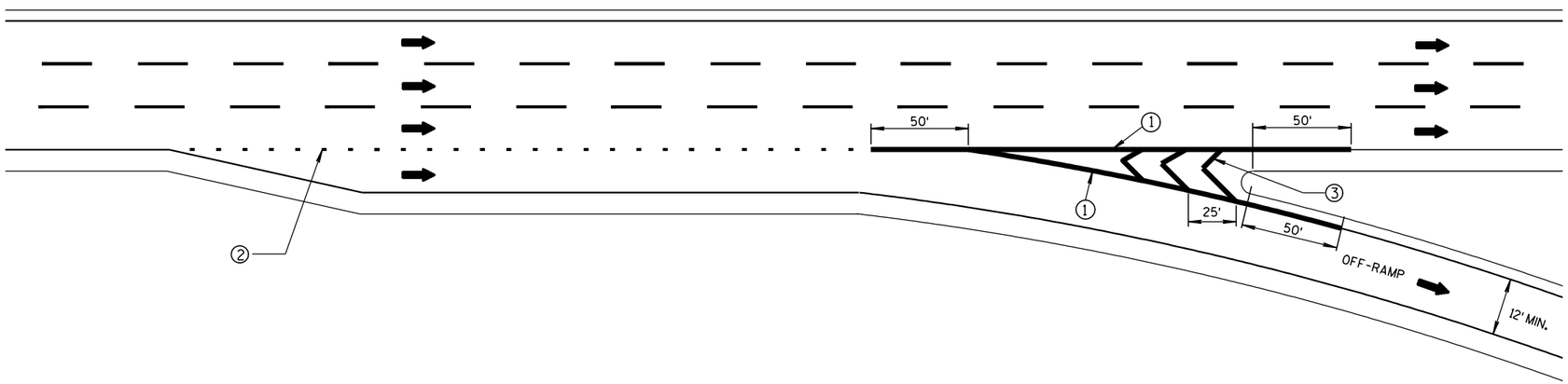
③ CHEVRON MARKING - 24" WHITE WHEN SPECIFIED IN THE CONTRACT.

④ ½ LENGTH OF FULL WIDTH ACCELERATION LANE.

SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL ENTRANCE-RAMP



ARROWS AT 1/3 POINTS
WHEN SPECIFIED IN THE CONTRACT



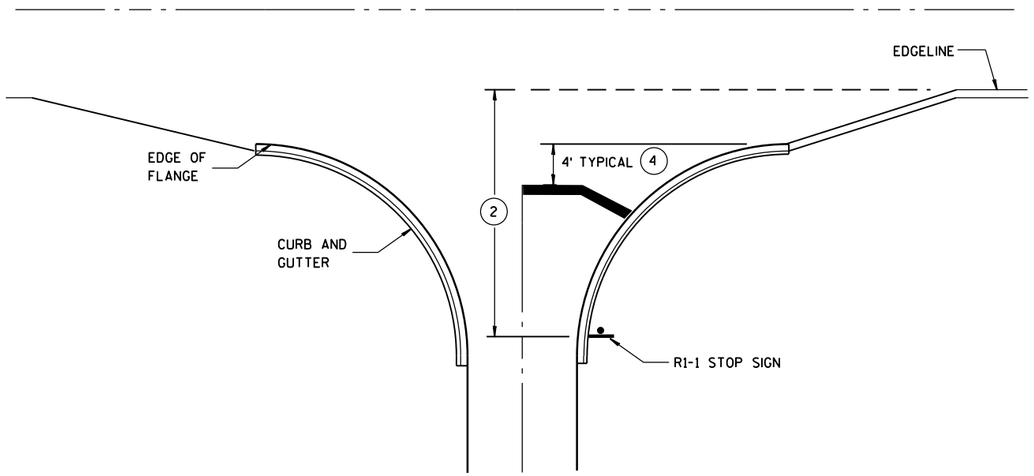
SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL EXIT-RAMP

PAVEMENT MARKING FOR PARALLEL ON-RAMP AND PARALLEL OFF-RAMP

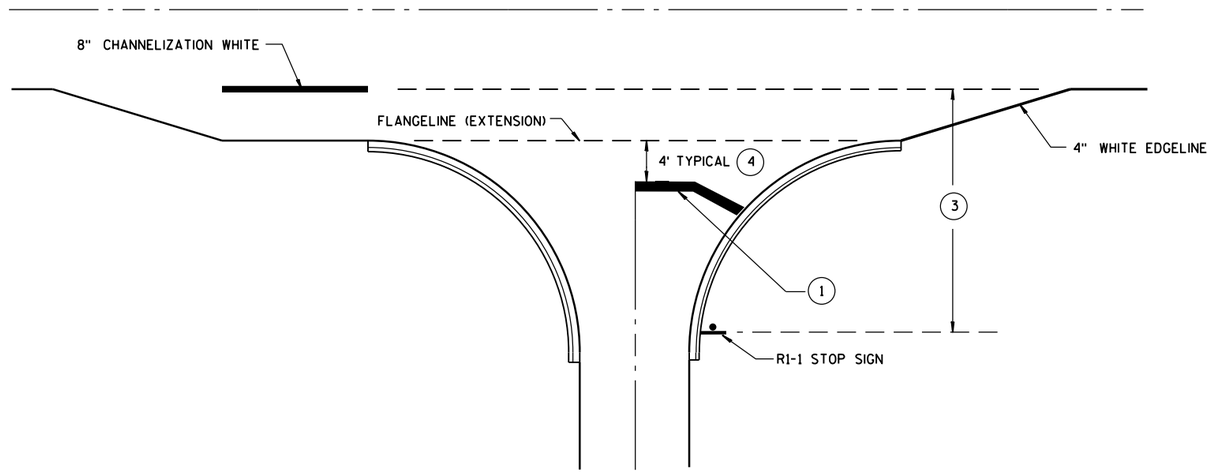
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/23/2011 DATE
/S/ Thomas N. Nothem
STATE TRAFFIC ENGINE 580 SIGN
FHWA

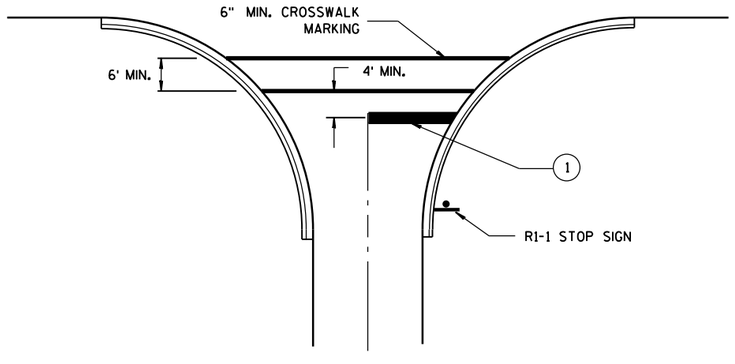
6
S.D.D. 15 C 31-1d



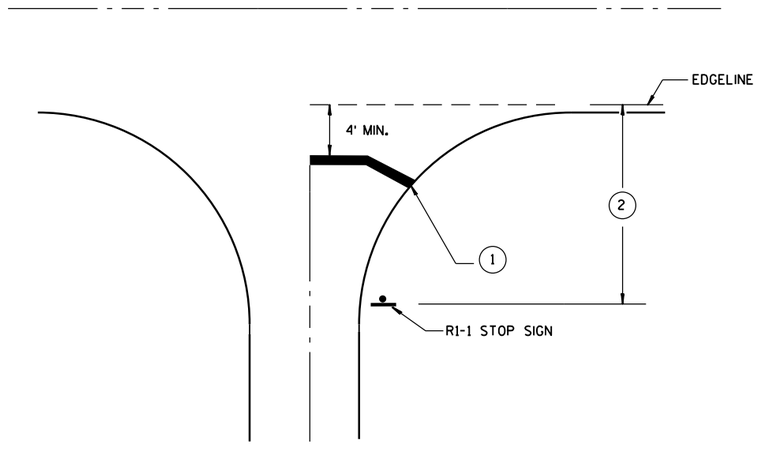
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

GENERAL NOTES

1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE PROJECT ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE THAN NO STOP LINE IS REQUIRED.
3. IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION THAN NO STOP LINE IS REQUIRED.
4. MOVE CLOSER TO EDGE OF TRAVEL LANE AS NEEDED FOR VISIBILITY AND SIGHT LINES.

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4/30/2013
DATE

/S/ Travis Feltes
STATE TRAFFIC E

FHWA

6

S.D.D. 15 C 33-1

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- REMOVING PAVEMENT MARKING
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA



W057-52
36"x24"

INSTALL ON EACH APPROACH AT THE CLOSEST INTERSECTION WITH A STATE OR COUNTY TRUNK HIGHWAY, OR AS DIRECTED BY THE ENGINEER. WIDTH ON SIGN TO BE APPROX. 1 FOOT LESS THAN AVAILABLE WIDTH (OMIT IF AVAILABLE WIDTH IS MORE THAN 16 FEET).



LOCATED 500 FEET IN ADVANCE OF R2-1 SIGN AND 500 FEET BEYOND THE "ROAD WORK 1 MILE" SIGN.



R2-1
48"x60"
(BLACK AND WHITE)

IF THE REGULATORY SPEED HAS BEEN REDUCED, A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. THERE SHOULD BE A SPEED LIMIT SIGN INCORPORATED A MINIMUM OF EVERY 2 OR 3 MILES.

* INCLUDE RESUME SPEED LIMIT SIGN A MINIMUM OF 200 FEET (500 FEET DESIRABLE) AFTER END ROAD WORK SIGNS.

GENERAL NOTES

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.

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 OR AS APPROVED BY THE ENGINEER.

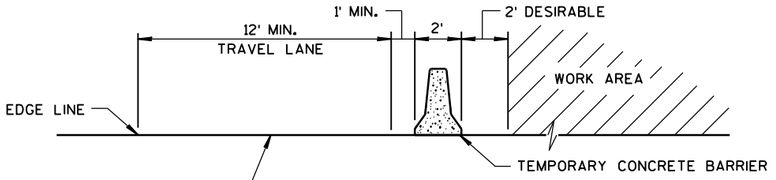
(1) CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUM TAPER.

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.

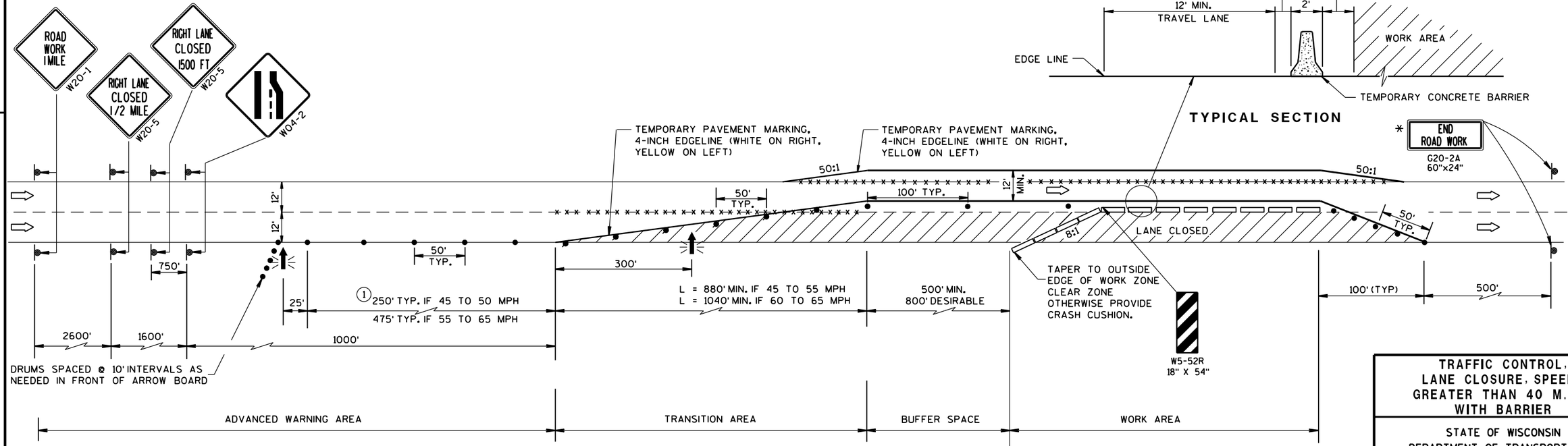
REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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 OR INTERSECTION. THE LANE CLOSURE 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.



TYPICAL SECTION



TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

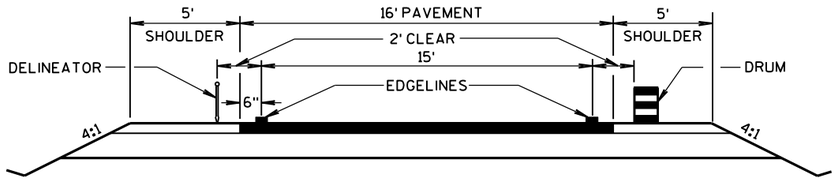
APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER — SIGN
FHWA

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S.D.D. 15 D 3-2

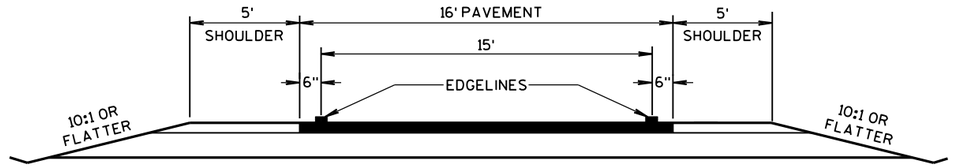
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S.D.D. 15 D 3-2



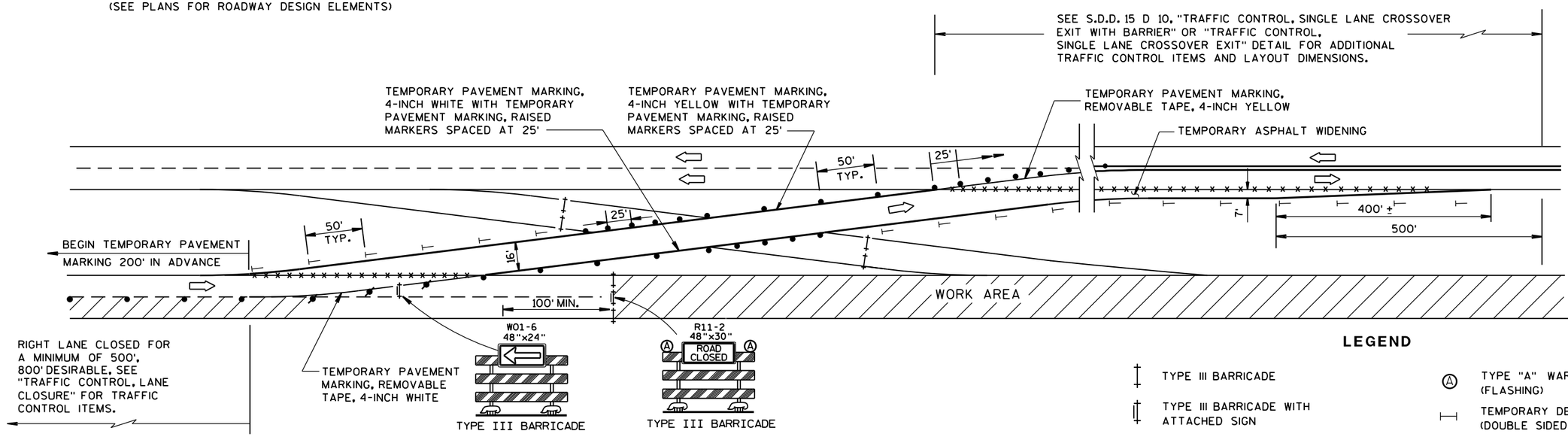
TYPICAL TEMPORARY CROSSOVER ROADWAY DIMENSIONS

(SEE PLANS FOR ROADWAY DESIGN ELEMENTS)



TYPICAL CROSSOVER TO REMAIN IN PLACE ROADWAY DIMENSIONS

(SEE PLANS FOR ROADWAY DESIGN ELEMENTS)



LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- TEMPORARY DELINEATOR (STEEL POST W/SINGLE DELINEATOR) COLOR OF DELINEATOR SHALL MATCH THE COLOR OF THE RESPECTIVE EDGELINE MARKING
- TYPE "A" WARNING LIGHT (FLASHING)
- TEMPORARY DELINEATOR (DOUBLE SIDED)
- REMOVING PAVEMENT MARKINGS
- DELINEATOR FLEXIBLE/ TUBULAR MARKER
- DIRECTION OF TRAFFIC
- WORK AREA

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN PROPOSED SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

TEMPORARY PAVEMENT MARKING REMOVABLE TAPE SHALL BE USED WHEN CROSSING PERMANENT ROADWAY SURFACES THAT WILL REMAIN AFTER USE OF CROSSOVER AND TEMPORARY PAVEMENT MARKING WHERE USED.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

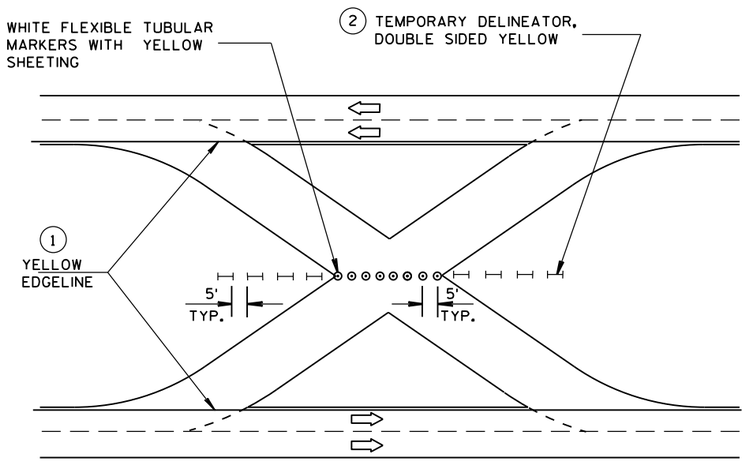
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

REVERSE DEVICES WHEN OTHER LEG OF CROSSOVER IS IN USE.

(1) FOR PERMANENT CROSSOVER, PAVEMENT MARKING SHOULD CONFORM TO SECTION 646 OF THE STANDARD SPECIFICATIONS.

(2) FOR PERMANENT CROSSOVER, INSTALL PERMANENT DELINEATORS ACCORDING TO SECTION 633 OF THE STANDARD SPECIFICATIONS.



TRAFFIC CONTROL FOR CROSSOVER THAT IS NOT IN USE

TRAFFIC CONTROL, SINGLE LANE CROSSOVER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

9/2014 DATE

/S/ Travis Feltes
STATE TRAFFIC ENGINEER

SIGN

FHWA

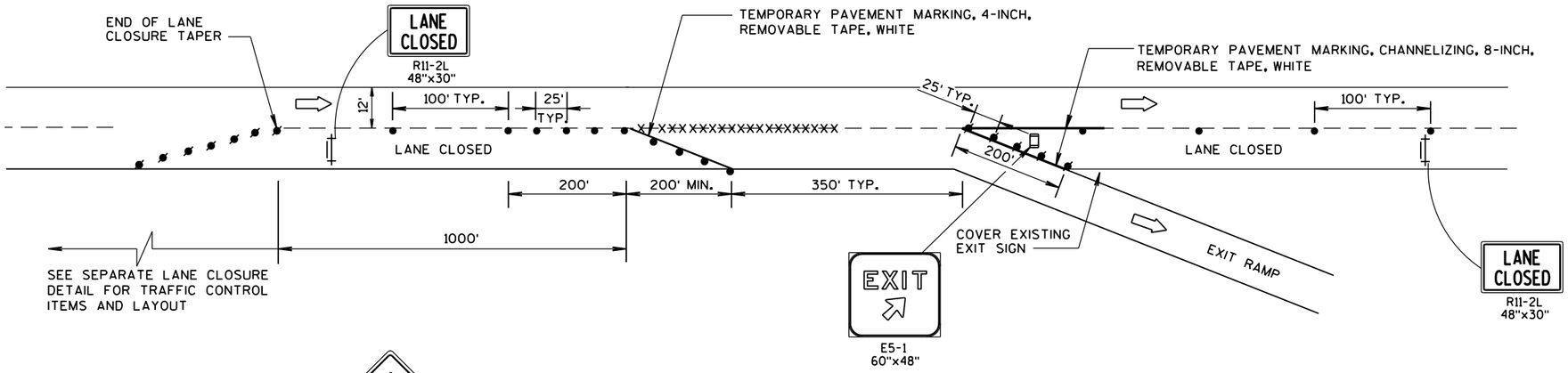
583

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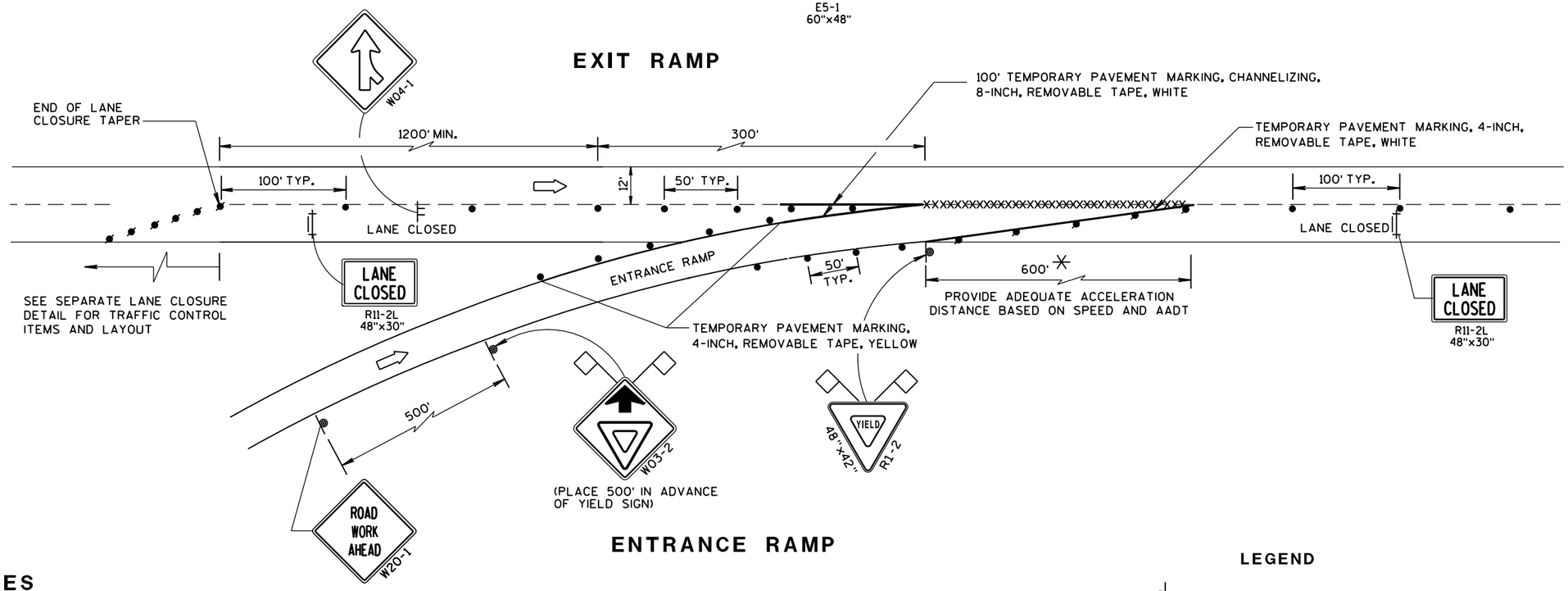
S.D.D. 15 D 11-5

6

S.D.D. 15 D 11-5



EXIT RAMP



ENTRANCE RAMP

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

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 MINIMUM OF 200 FEET, (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2L "LANE CLOSED" SIGNS.

YIELD SIGN AND WARNING SIGNS ON ENTRANCE RAMP ARE ALSO APPROPRIATE FOR CLOSURE OF THE MAINLINE LEFT LANE. OMIT THE YIELD SIGN IF MORE THAN ONE LANE REMAINS OPEN ON THE MAINLINE AND THE RAMP TAPER IS AT LEAST AS LONG AS THE NORMAL ENTRANCE RAMP TAPER AT THE SITE.

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.

IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

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 7 OR MORE CONTINUOUS DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

* LENGTH OF OPENING MAY BE REDUCED TO 150 FEET DURING STAGING OF WORK IN IMMEDIATE AREA OF RAMP TAPER.

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- TYPE III BARRICADE WITH ATTACHED SIGN
- FLAGS, 16" x 16" MIN., (ORANGE)
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE SAFETY ENGINEER
FHWA

S.D.D. 15 D 15-2

S.D.D. 15 D 15-2

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- WORK AREA

GENERAL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE RIGHT SHOULDER. FOR CLOSING THE LEFT SHOULDER, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR DIVIDED ROADWAYS WITH ANY NUMBER OF TRAVEL LANES.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

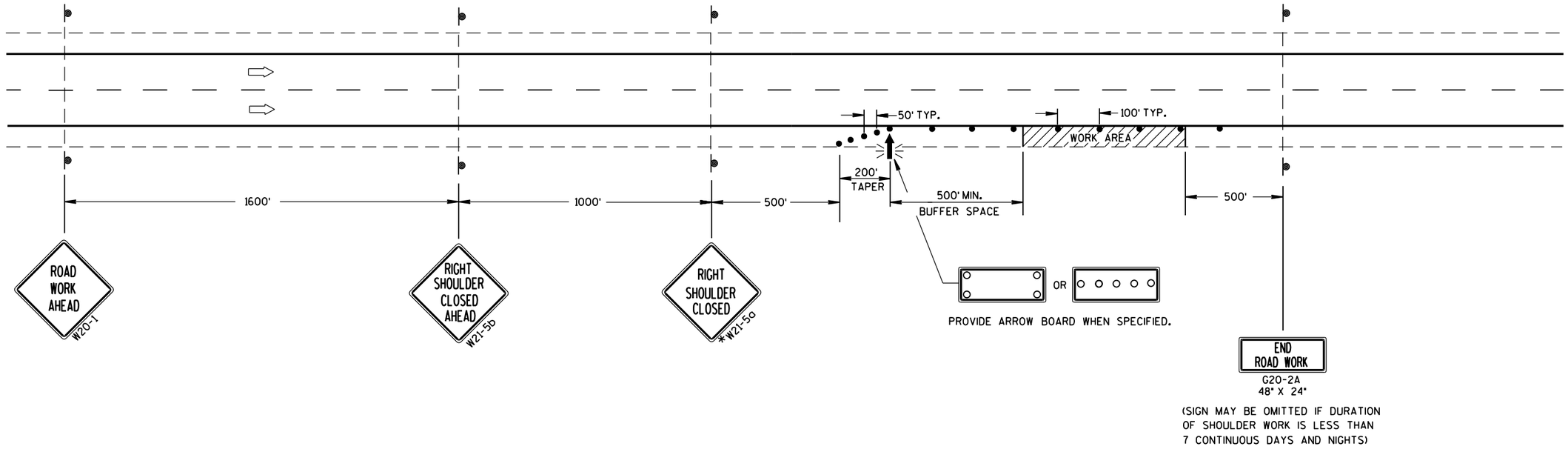
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

*FOR SHORT DURATION SHOULDER WORK OF LESS THAN ONE HOUR, THE W21-5a SIGN MAY BE OMITTED.



6

S.D.D. 15 D 27-2

6

S.D.D. 15 D 27-2

TRAFFIC CONTROL SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH

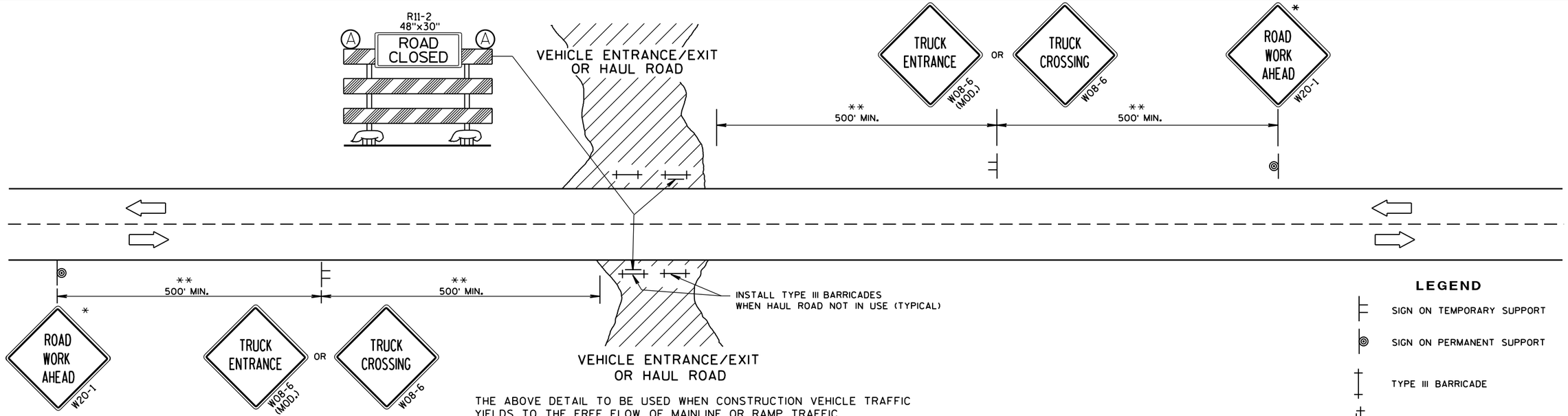
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013 DATE

/S/ Travis Feltes
STATE TRAFFIC ENGINE 585 ESIGN

FHWA



THE ABOVE DETAIL TO BE USED WHEN CONSTRUCTION VEHICLE TRAFFIC YIELDS TO THE FREE FLOW OF MAINLINE OR RAMP TRAFFIC

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS, DEVICES AND FLAGGERS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

WHEN ACTIVITY REFLECTED BY THE SIGN IS NOT CURRENTLY TAKING PLACE, THE HIGHWAY SHALL BE RESTORED TO NORMAL CONDITION AND THE SIGNS SHALL BE REMOVED, COVERED OR TURNED AWAY FROM TRAFFIC.

WHEN A SIDE ROAD OR RAMP INTERSECTS WITHIN THE ADVANCE SIGNING AREA, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

* THESE SIGNS ARE TO BE USED ONLY WHEN VEHICLE **ENTRANCE/EXIT CONDITIONS ARE SEPARATED BY MORE THAN 2 MILES** FROM PREVIOUS WORK AREA OR SIGNING OR AS DIRECTED BY THE ENGINEER.

** 500 FEET SHOWN IS FOR ROADWAYS WITH A NON-CONSTRUCTION REGULATORY SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FEET. FOR 25-30 MPH, USE 200 FEET. USE 1000 FEET/1500 FEET FOR EXPRESSWAY/FREEWAY.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

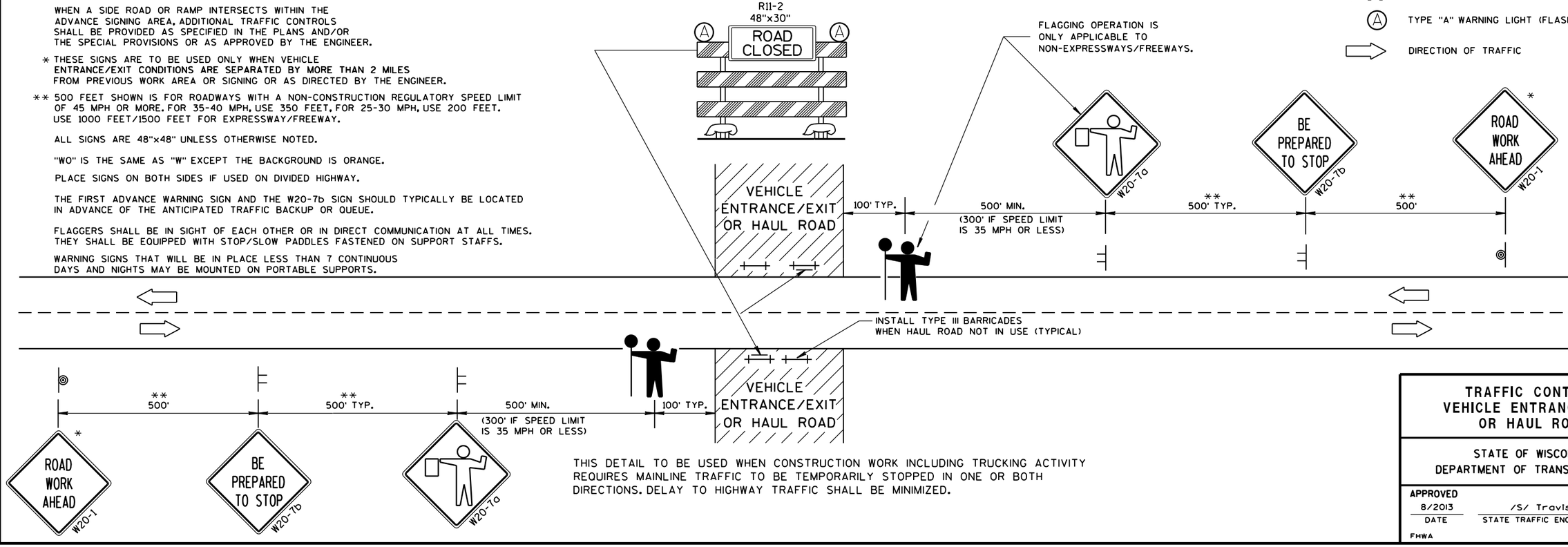
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

PLACE SIGNS ON BOTH SIDES IF USED ON DIVIDED HIGHWAY.

THE FIRST ADVANCE WARNING SIGN AND THE W20-7b SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS.

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



THIS DETAIL TO BE USED WHEN CONSTRUCTION WORK INCLUDING TRUCKING ACTIVITY REQUIRES MAINLINE TRAFFIC TO BE TEMPORARILY STOPPED IN ONE OR BOTH DIRECTIONS. DELAY TO HIGHWAY TRAFFIC SHALL BE MINIMIZED.

TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

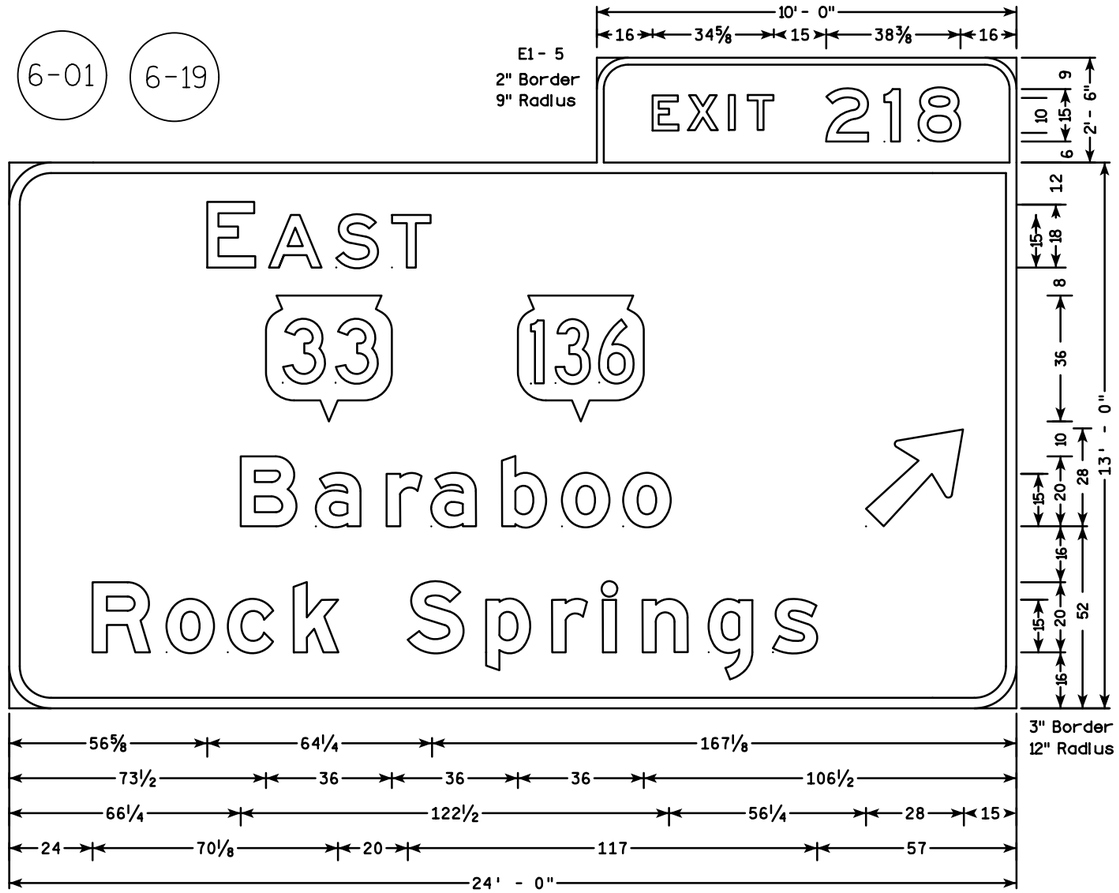
8/2013	/S/ Travis Feltes	
DATE	STATE TRAFFIC ENGINEER	IGN

FHWA

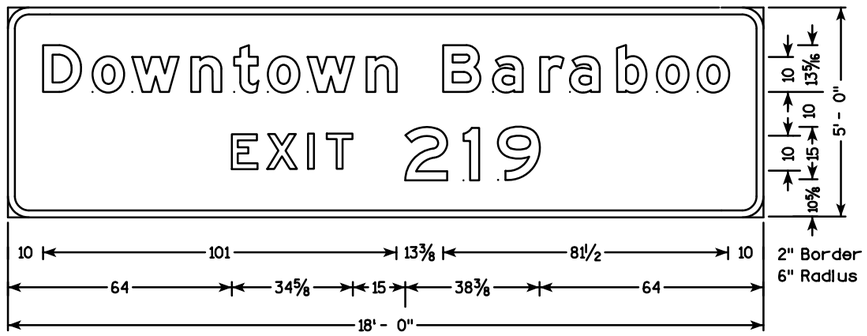
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S.D.D. 15 D 29-3

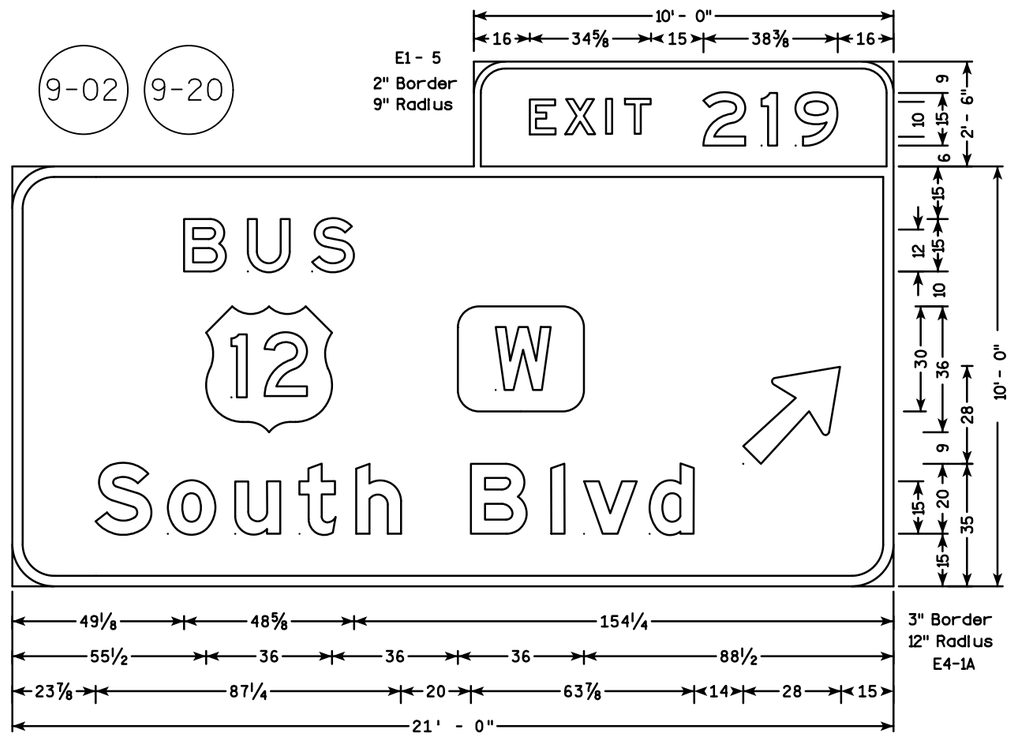
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11-03



9-02 9-20



NOTES

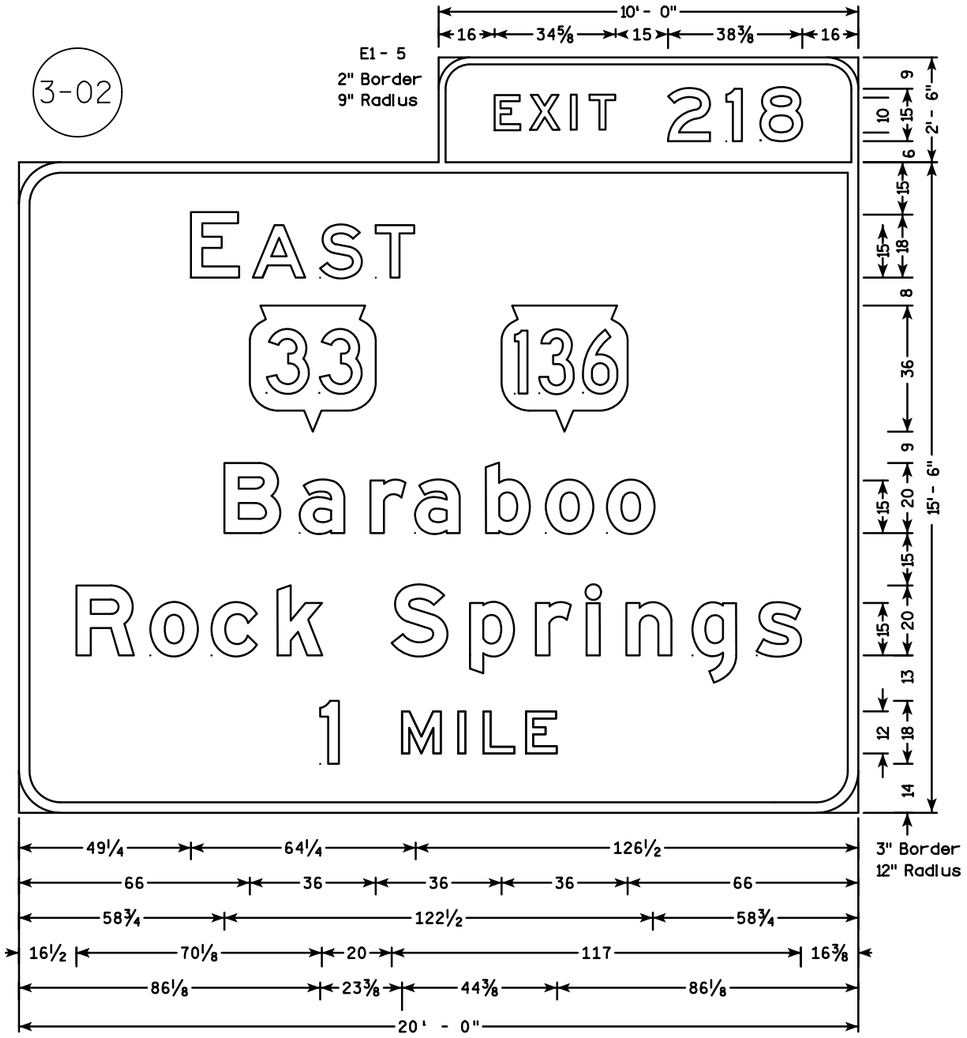
1. All Signs are Type I - Type SH Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White
3. Message Series - E Modified except all cap WORDS are Series E

7

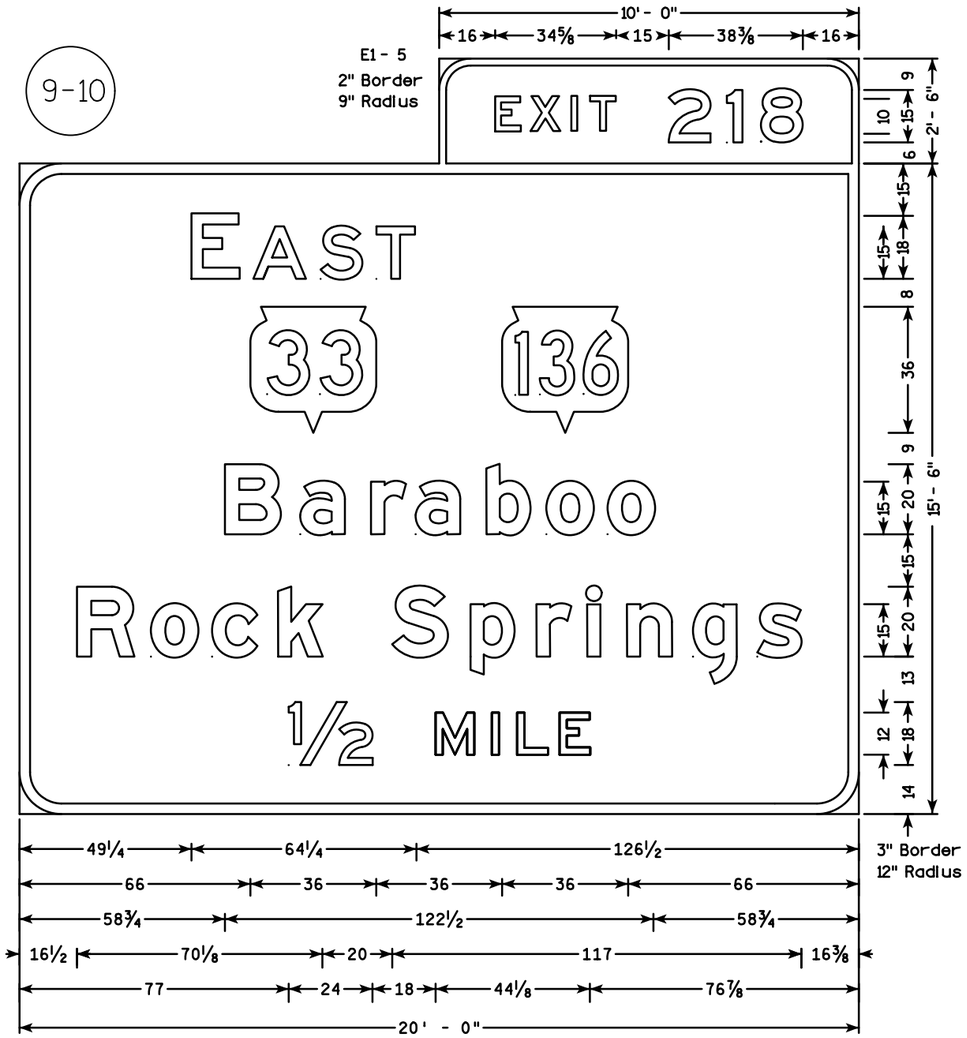
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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	SIGNING DETAILS	SHEET 587	E

3-02



9-10



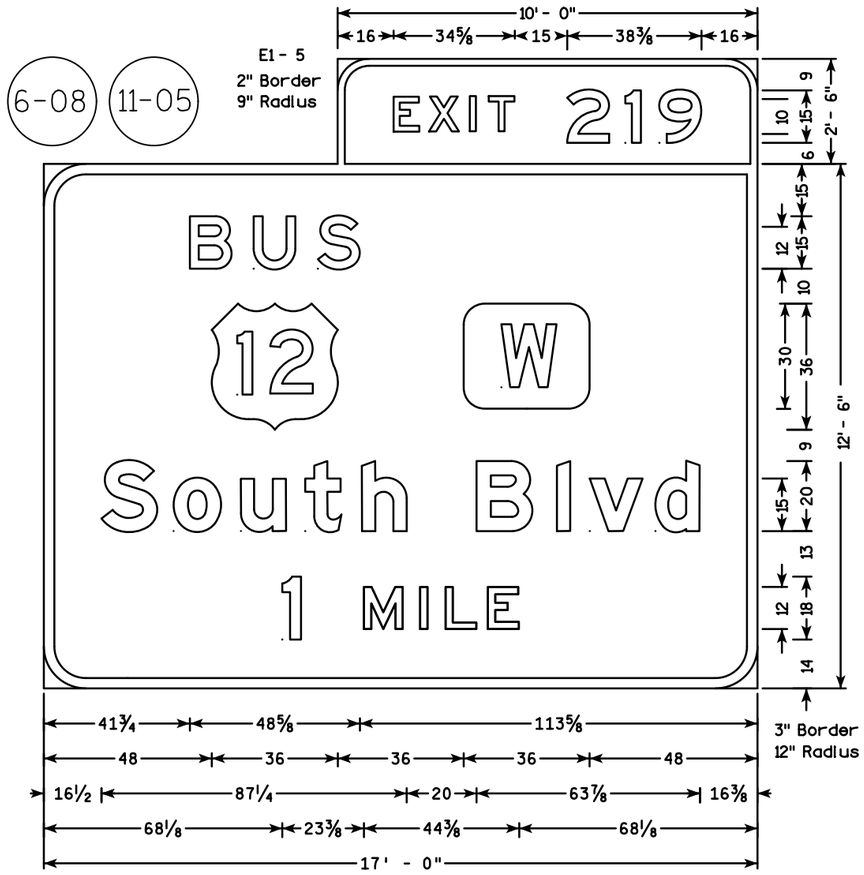
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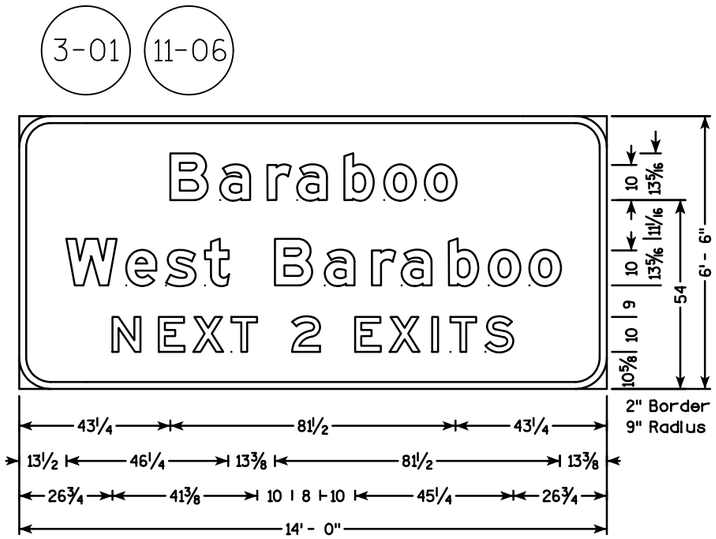
1. All Signs are Type I - Type SH Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White
3. Message Series - E Modified except all cap WORDS are Series E

7

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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	SIGNING DETAILS	SHEET 588	E





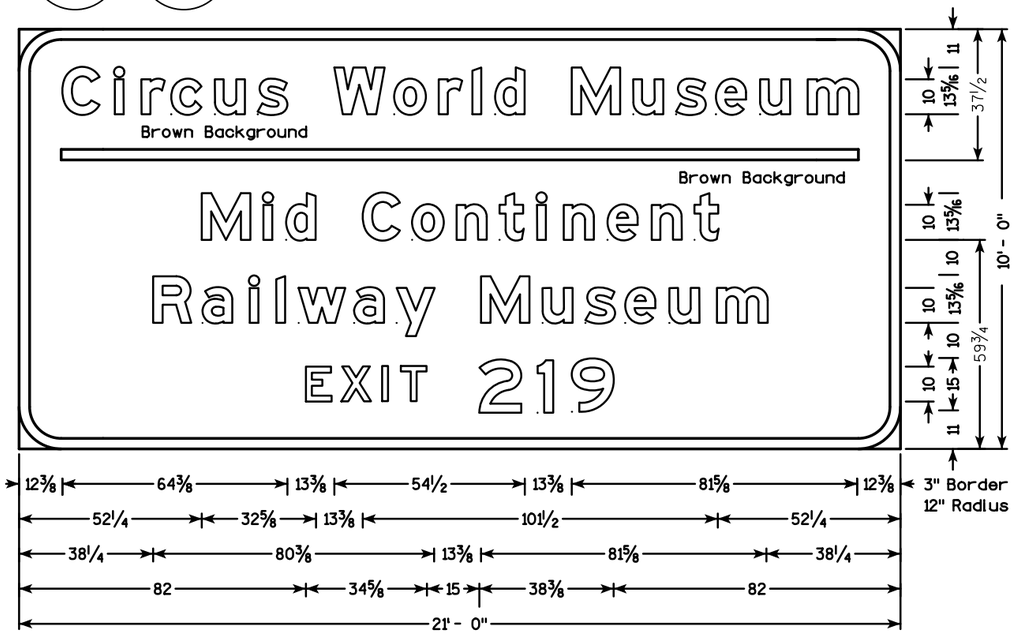
NOTES

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2. Color:
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   Message - White
3. Message Series - E Modified except all cap WORDS are Series E

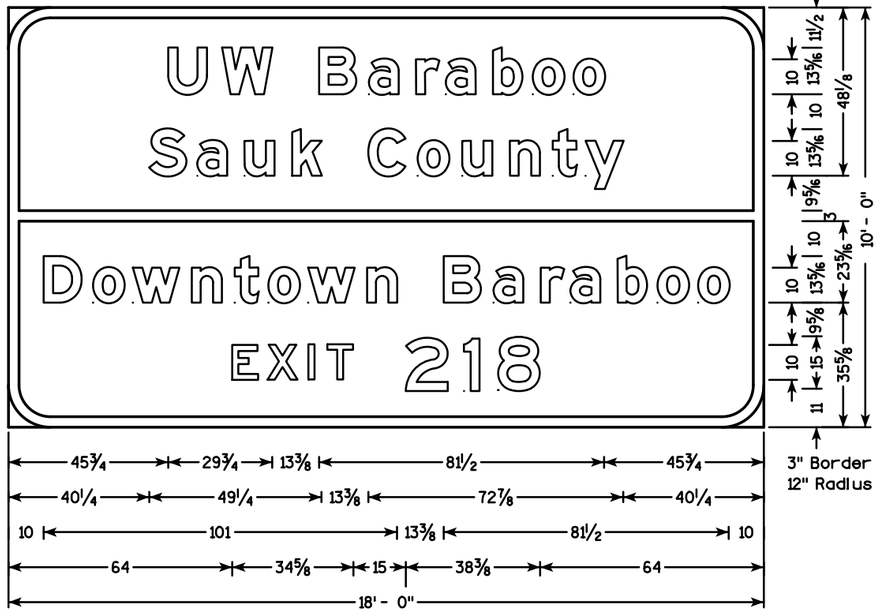
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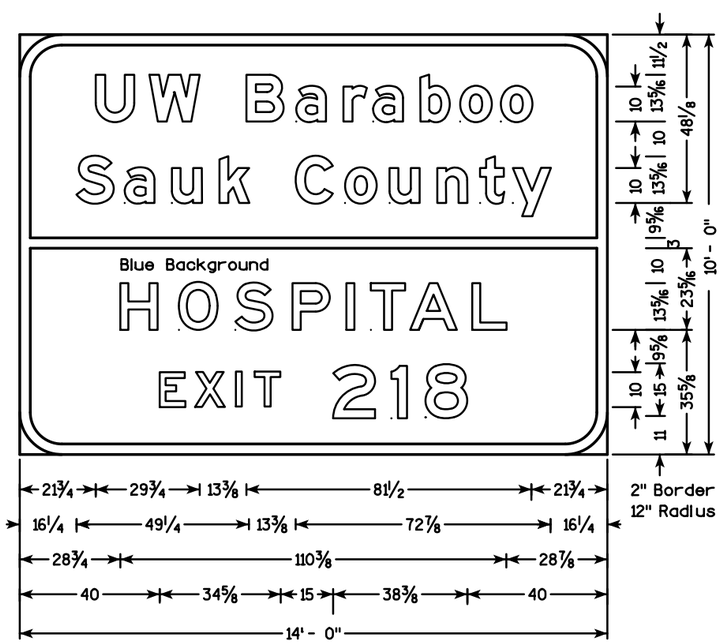
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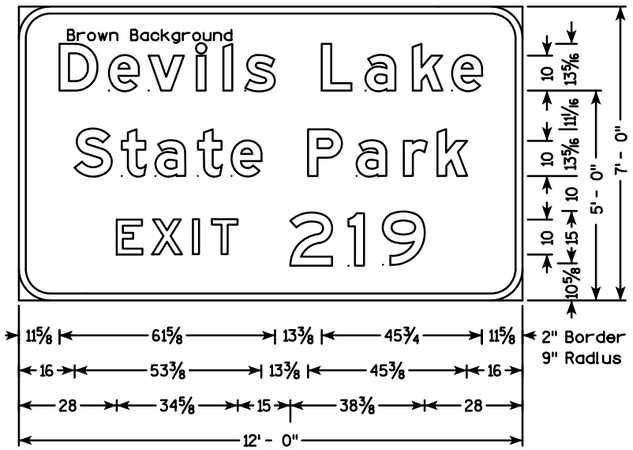
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9-01



6-23 11-04



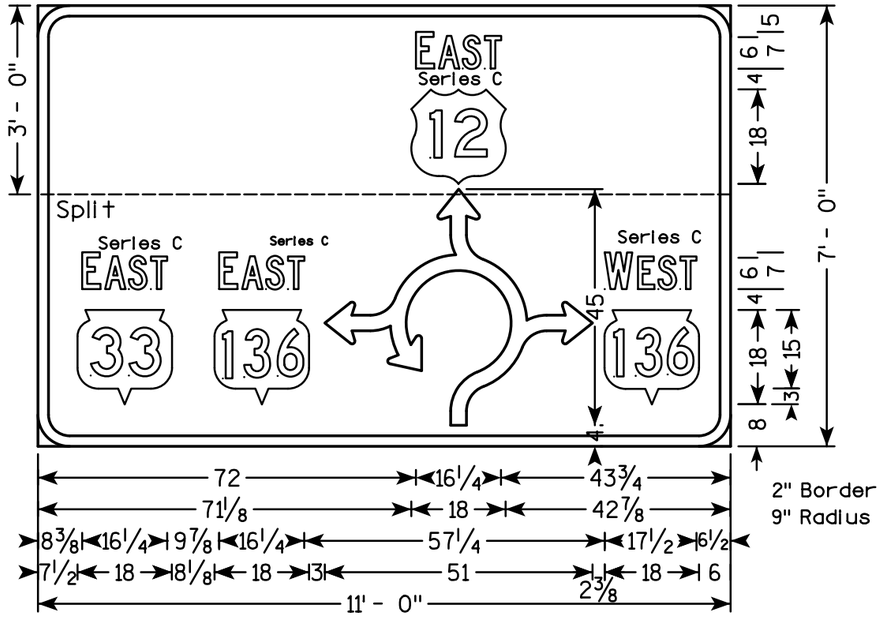
NOTES

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2. Color:
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7

7

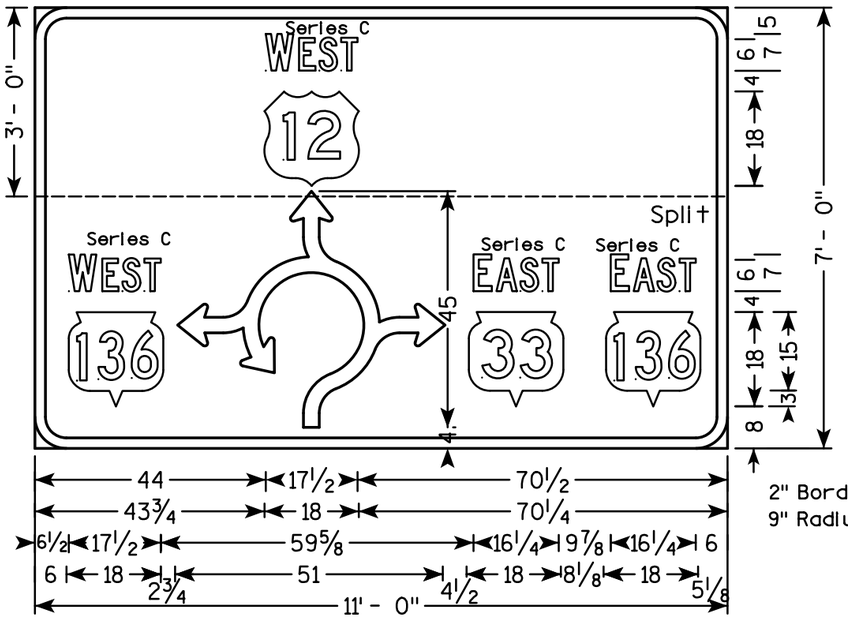
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	SIGNING DETAILS	SHEET 590	E



6-06

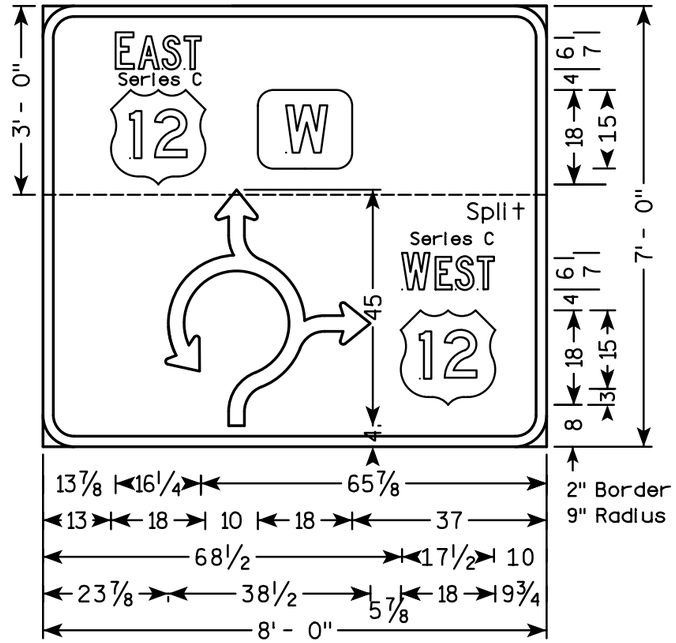
NOTES

1. All Signs 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 - E except as noted
4. For Roundabout Detail refer to Standard Plate A11-12 for dimensions.



6-15

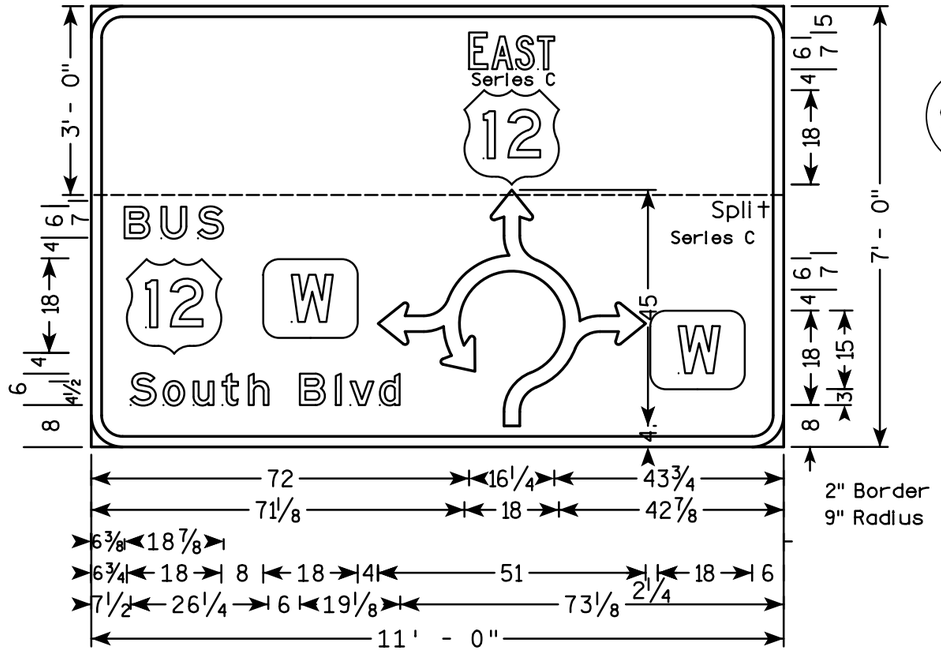
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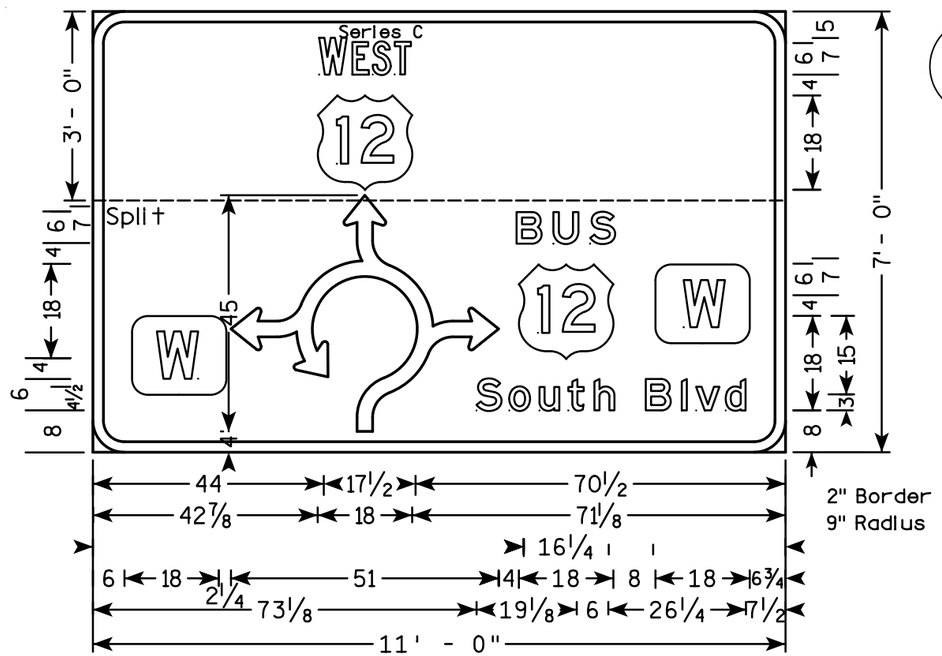
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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	SIGNING DETAILS	SHEET 591	E



9-06

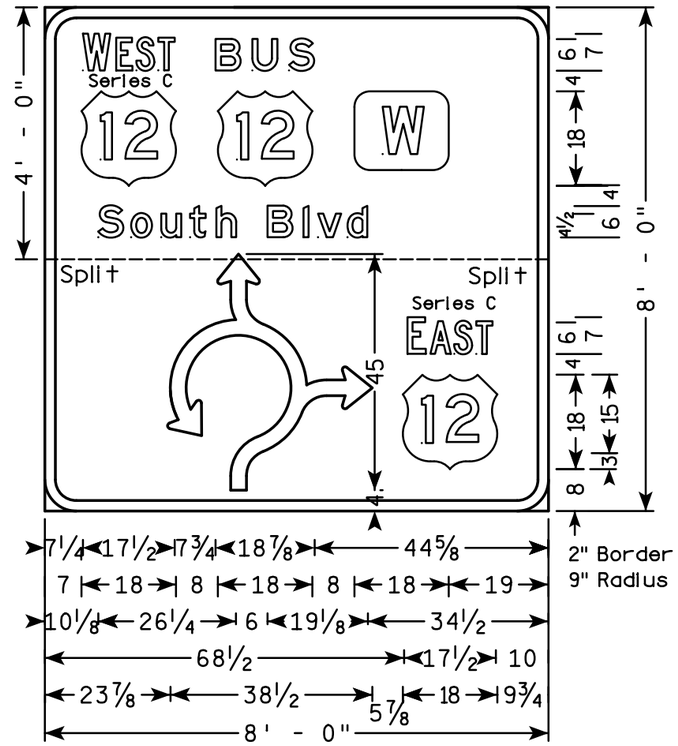


9-13

NOTES

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2. Color:
   Background - Green
   Message - White
3. Message Series - E except as noted
4. For Roundabout Detail refer to Standard Plate A11-12 for dimensions.

9-24

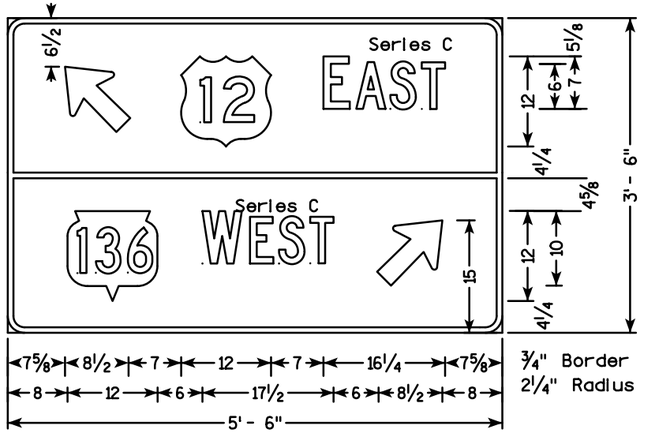


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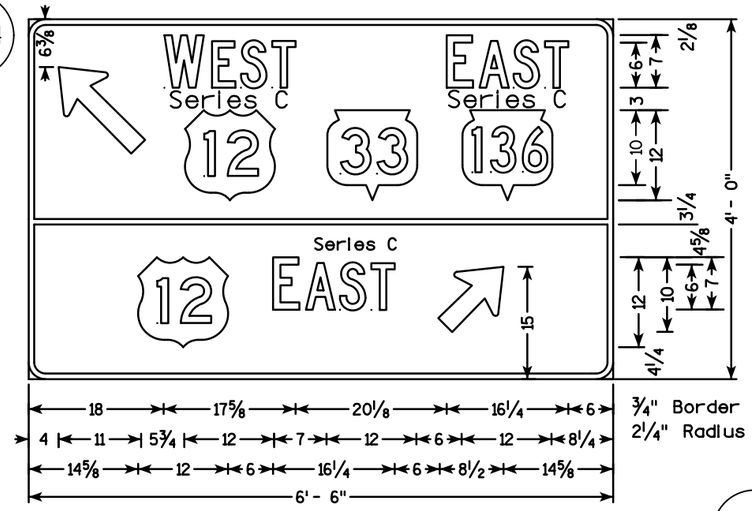
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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	SIGNING DETAILS	SHEET 592	E

7-08



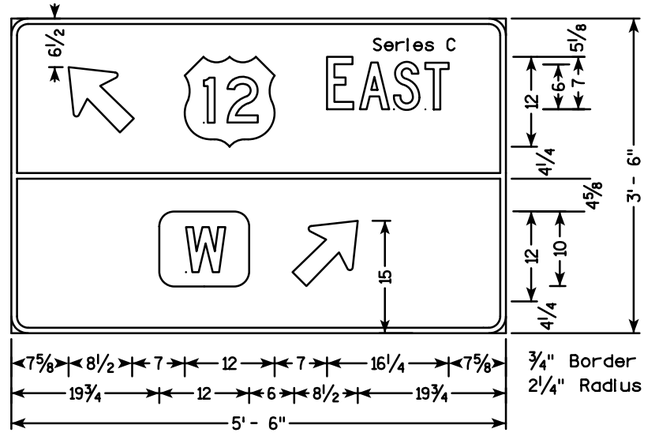
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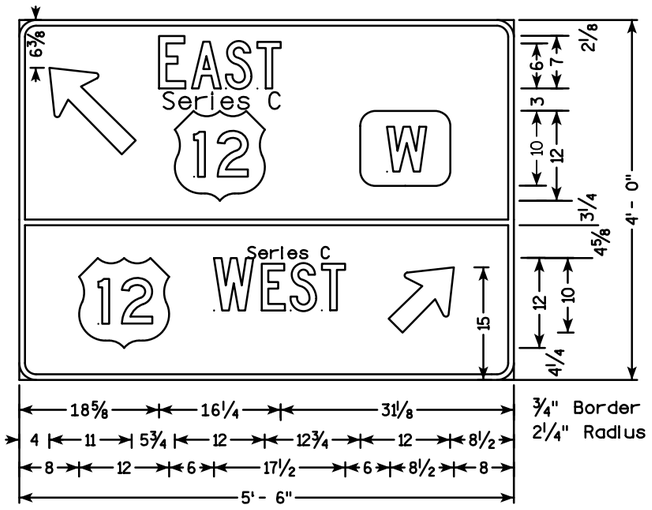
NOTES

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2. Color:
   Background - GREEN
   Message - WHITE
3. Message Series - E except as SHOWN

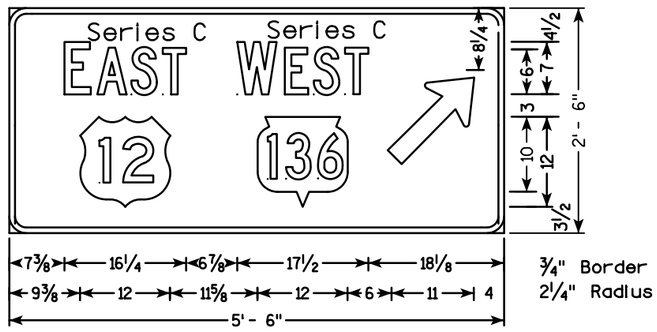
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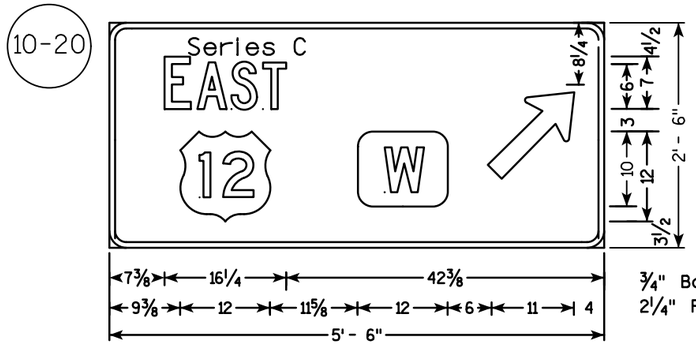
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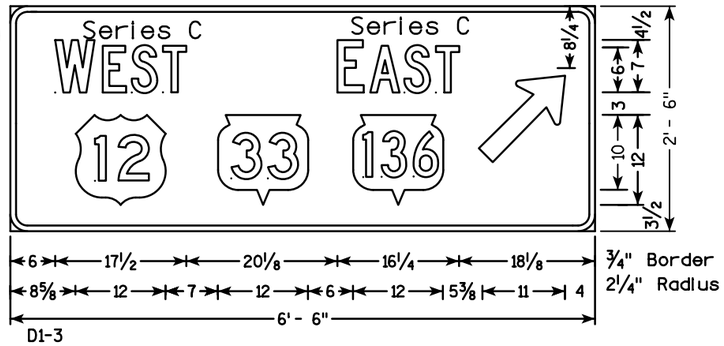
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10-20



7-07



D1-3

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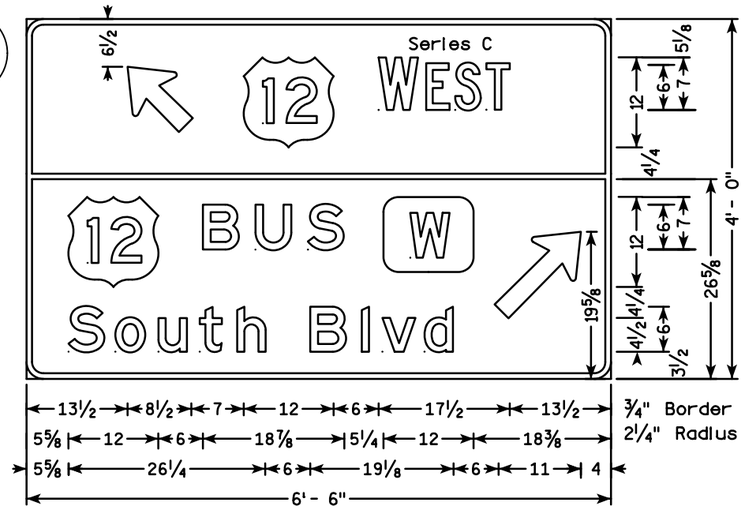
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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	SIGNING DETAILS	SHEET 593	E

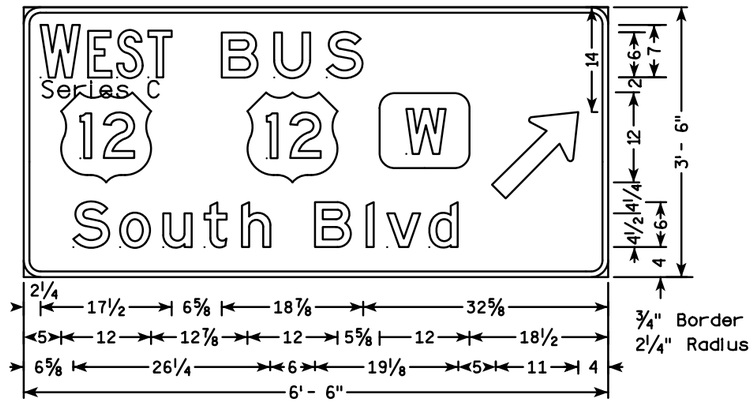
NOTES

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2. Color:
   Background - GREEN
   Message - WHITE
3. Message Series - E except as SHOWN

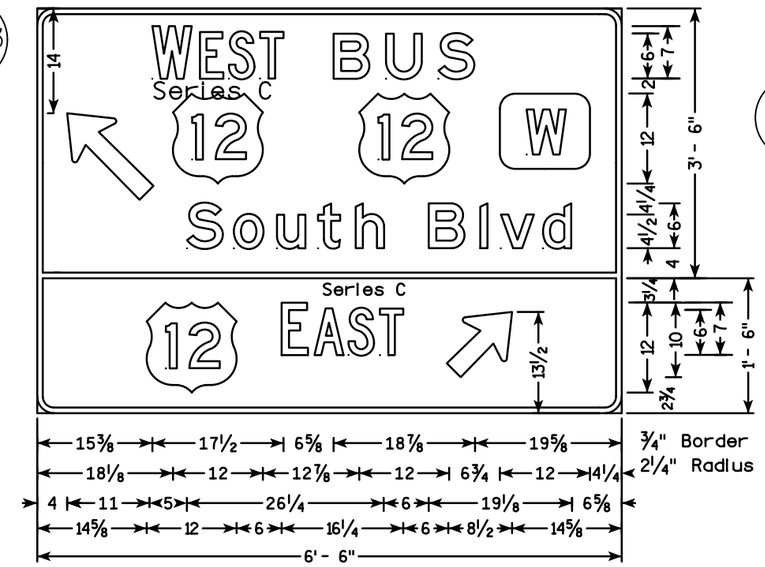
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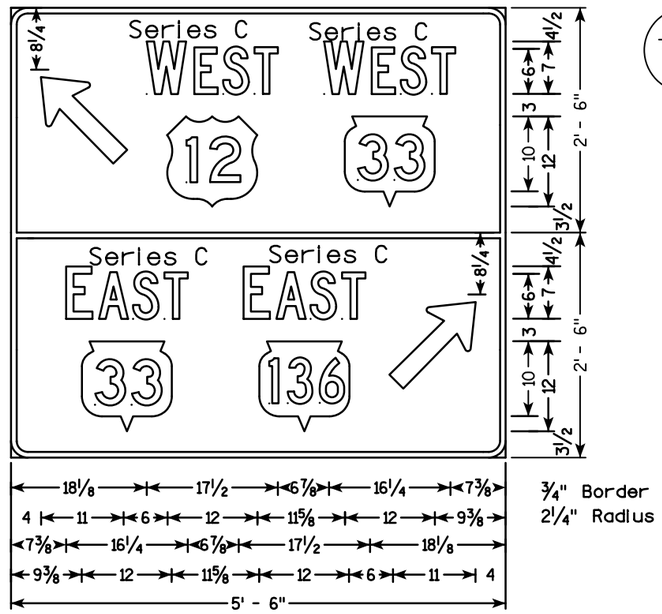
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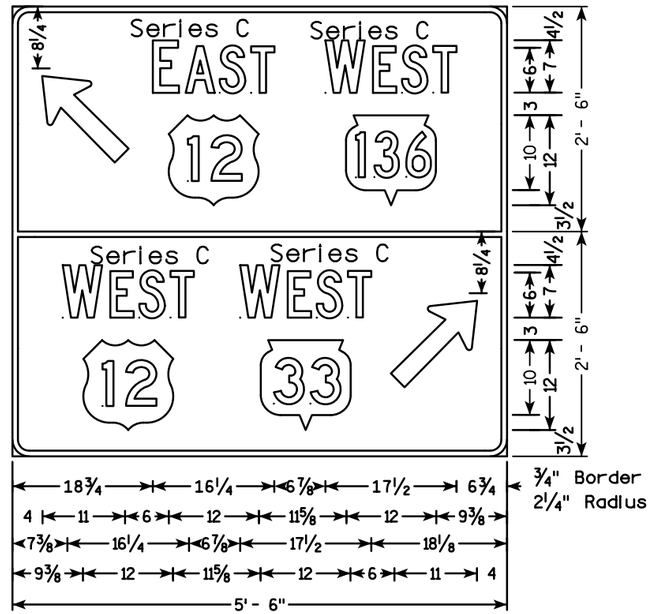
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7-16



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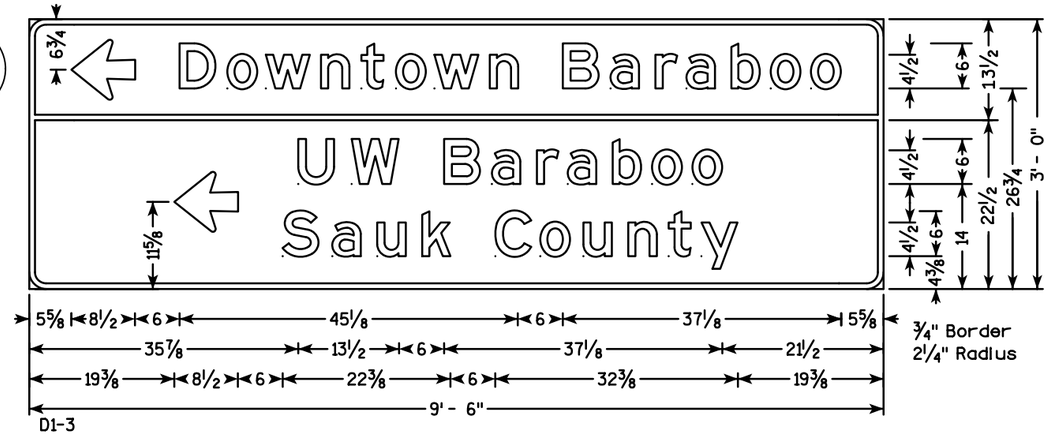


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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	SIGNING DETAILS	SHEET 594	E

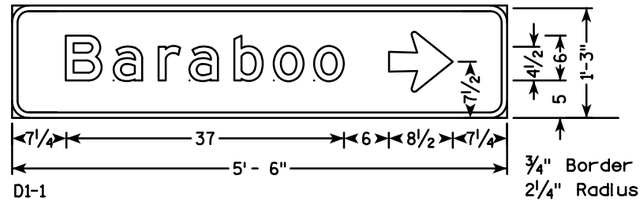
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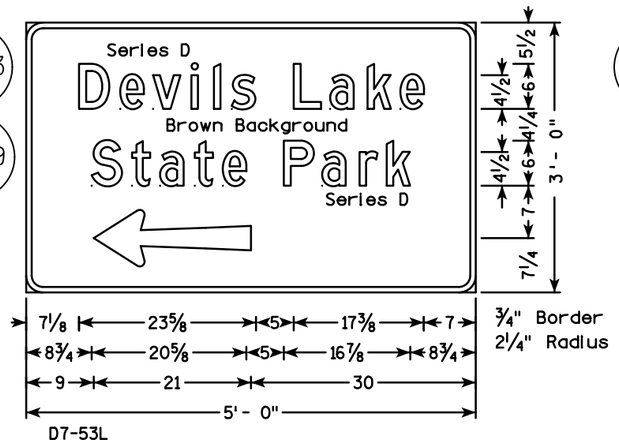
NOTES

1. All Signs Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - GREEN except as noted
   Message - WHITE
3. Message Series - E except as SHOWN

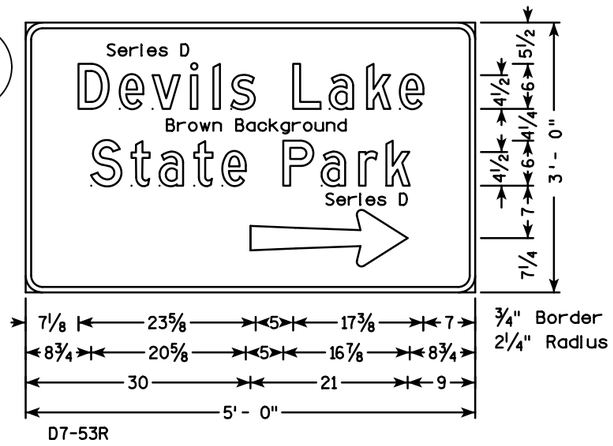
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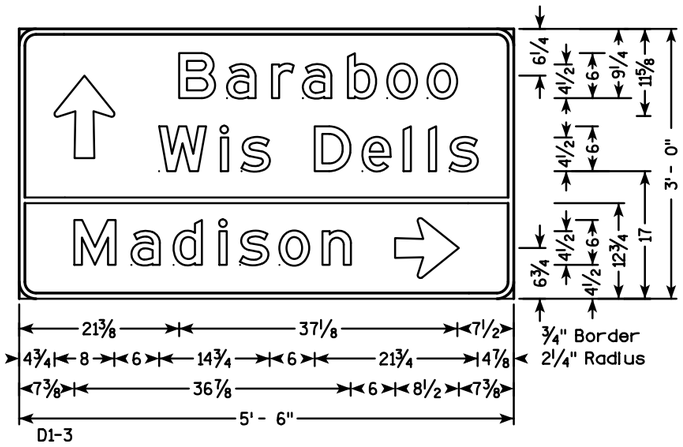
10-23
11-09



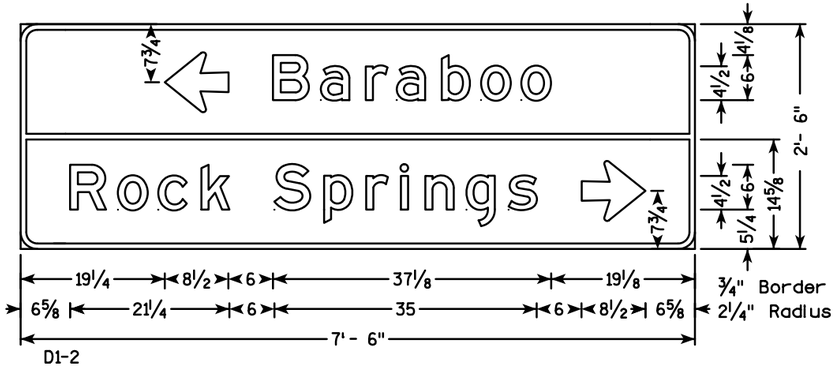
9-37



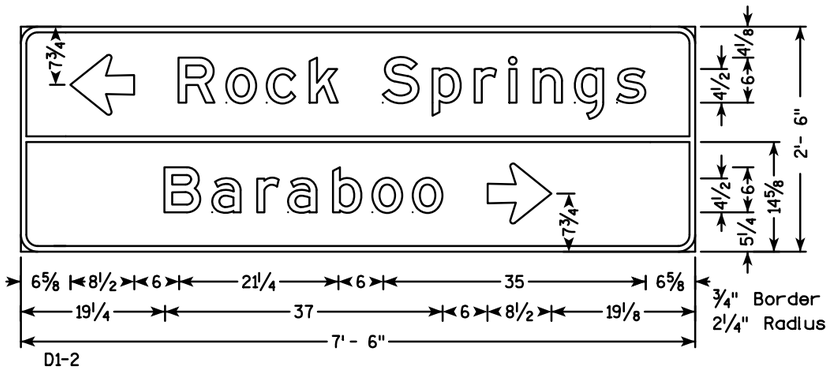
10-01



7-14



7-12



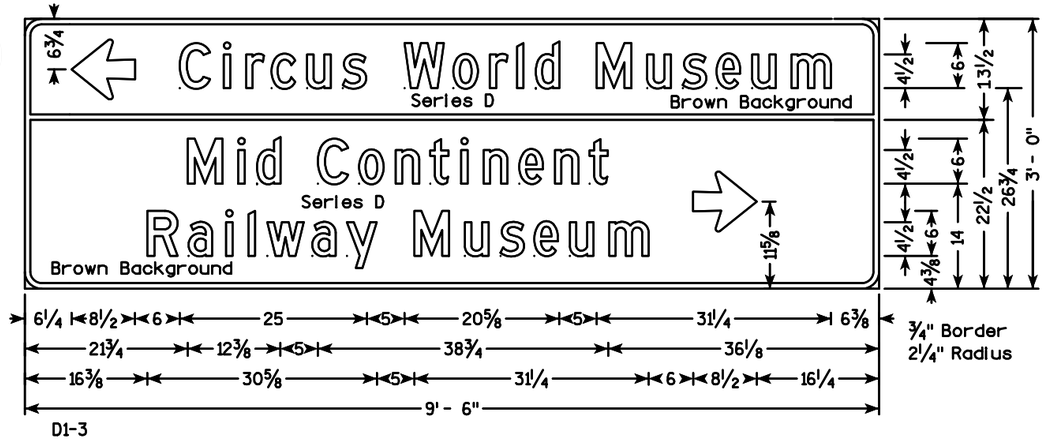
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7

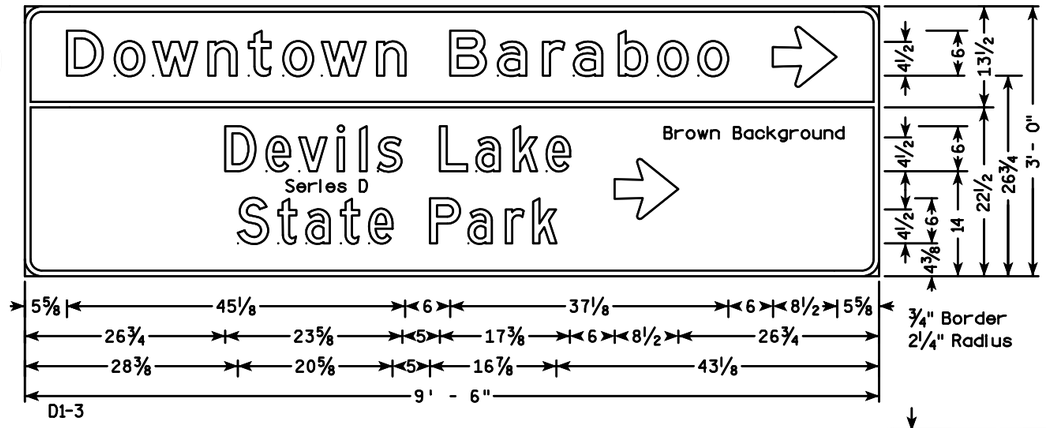
NOTES

1. All Signs Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - GREEN except as noted
   Message - WHITE
3. Message Series - E except as SHOWN

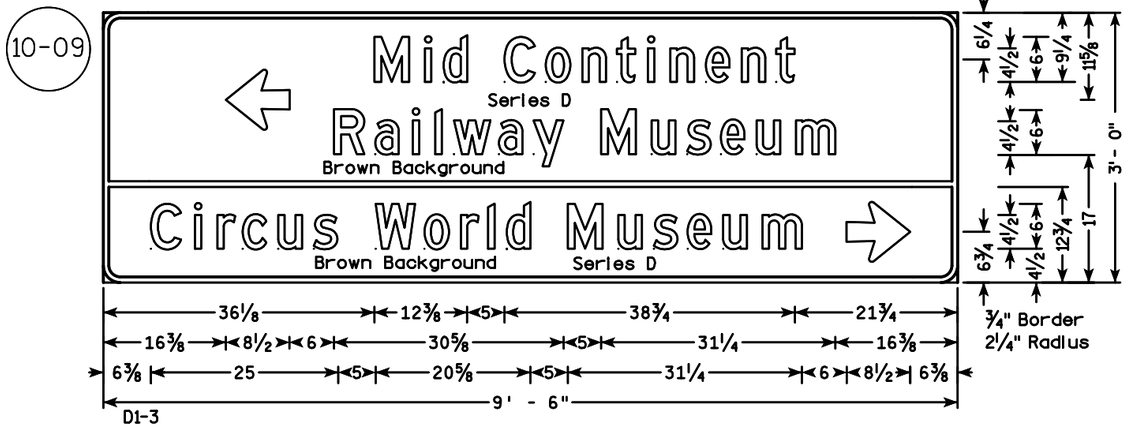
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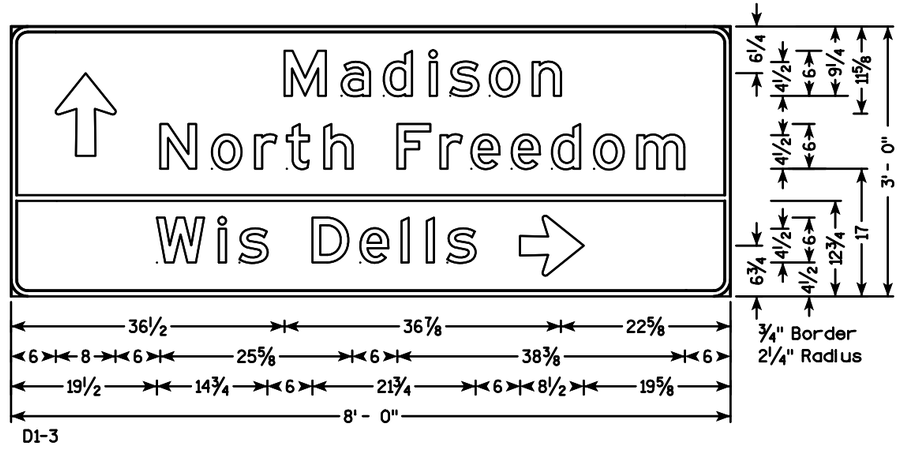
9-34



10-09



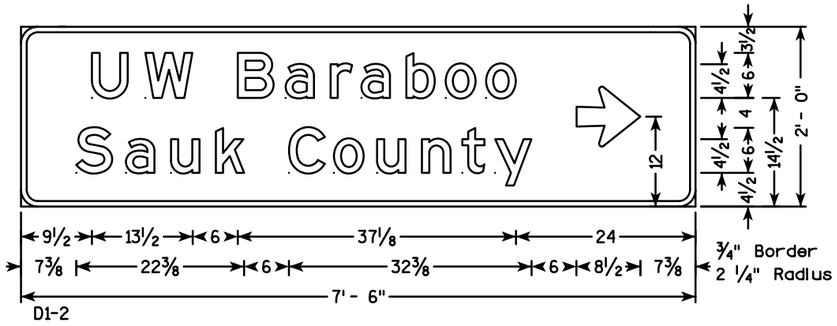
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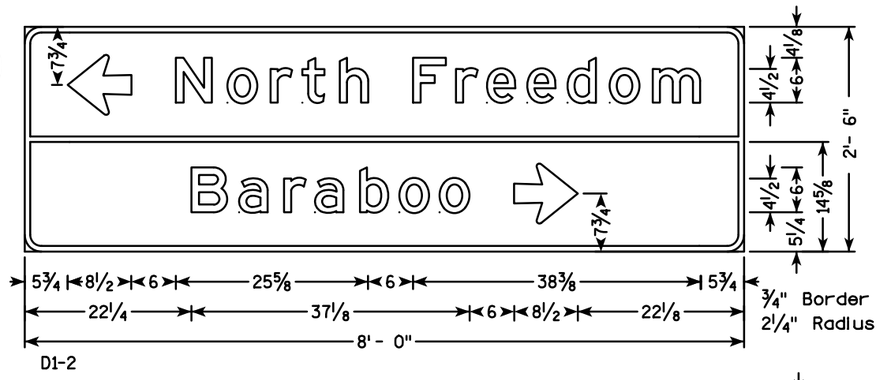
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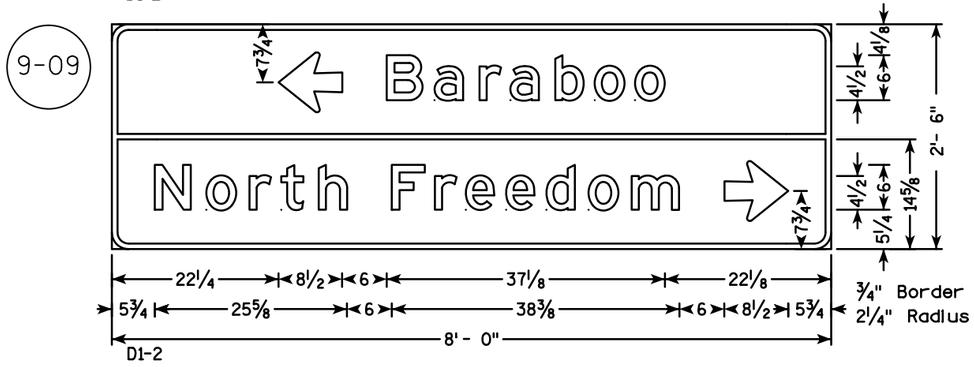
7-15



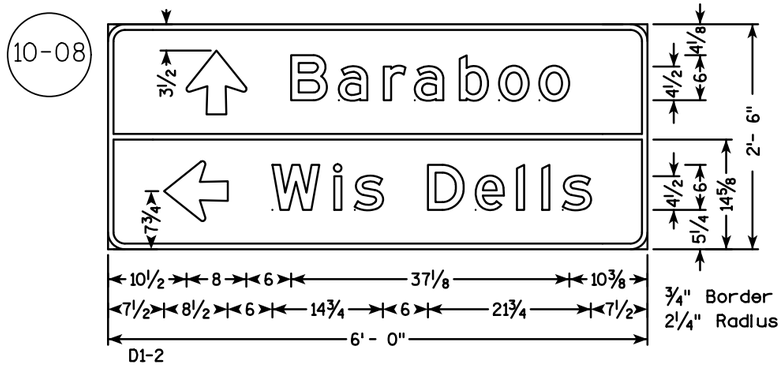
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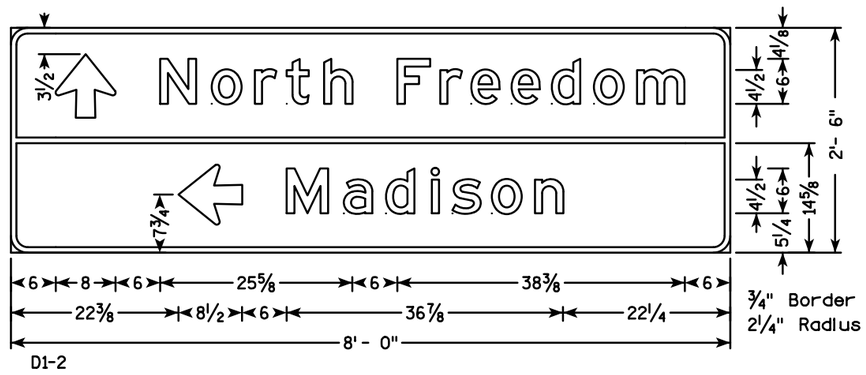
9-09



10-08



10-22



NOTES

1. All Signs 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 - E except as SHOWN

7

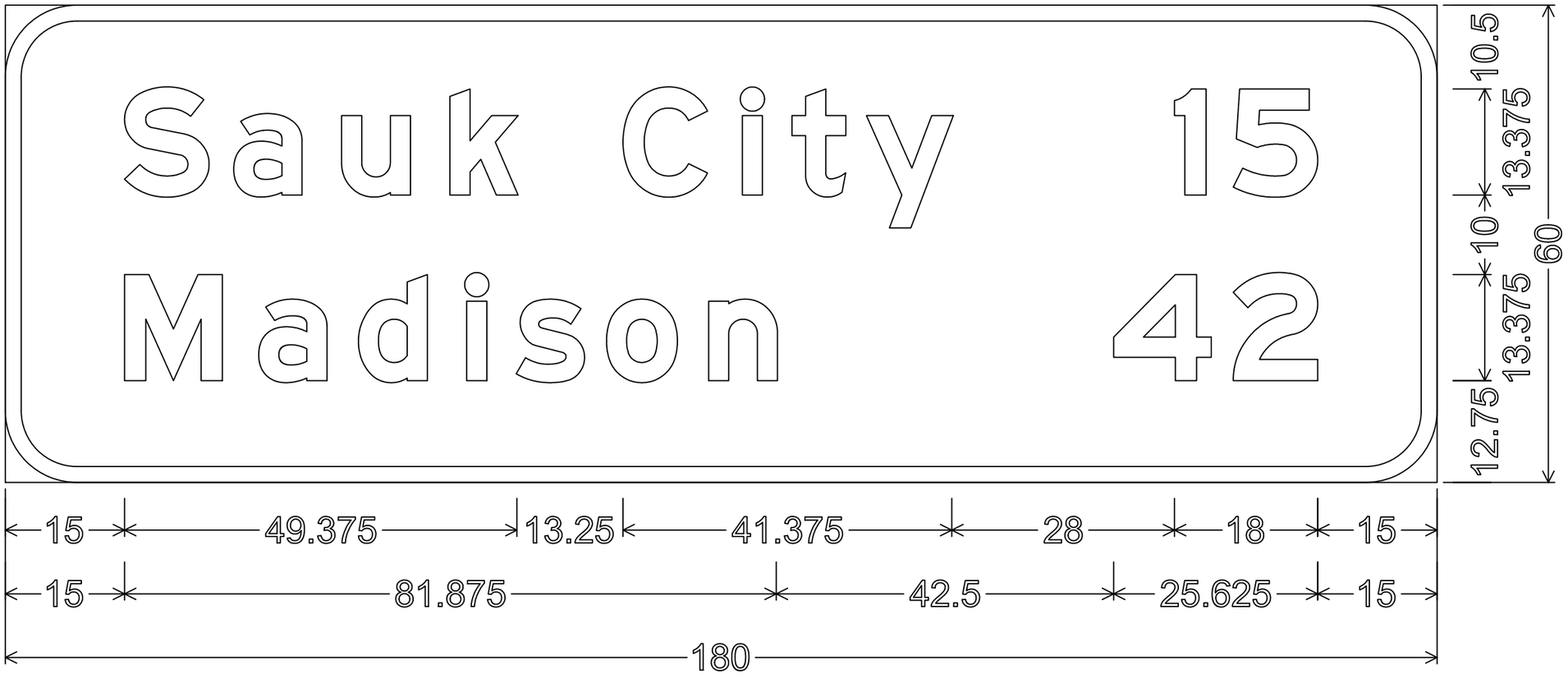
7

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	SIGNING DETAILS	SHEET 597	E

NOTES

1. All Signs Type I - Type SH Reflective
2. Color:
   Background - GREEN
   Message - WHITE
3. Message Series - E exceot as Shown

11-02

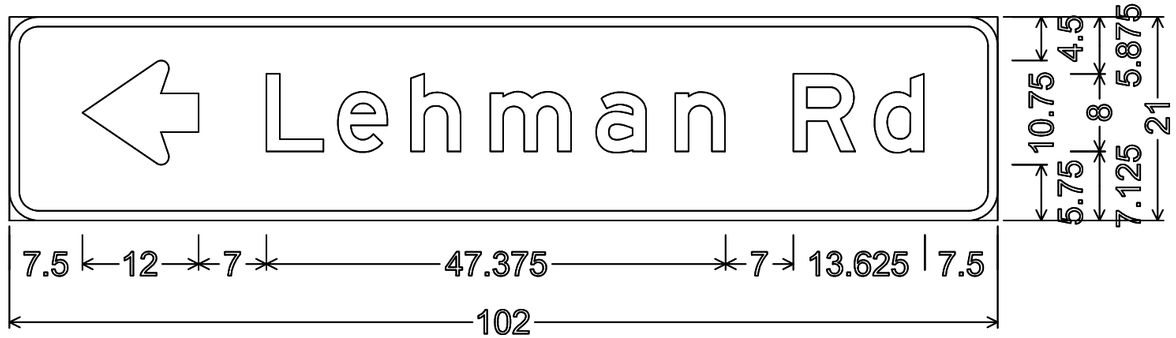


9.000" Radius, 2.000" Border

7

7

13-38

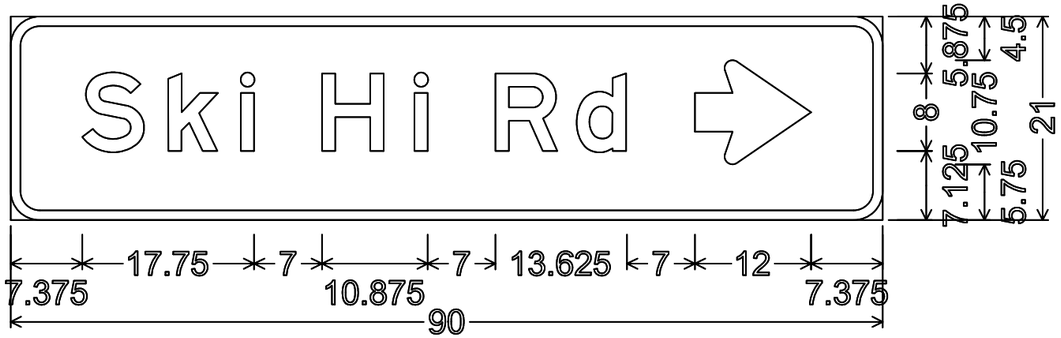


D1-1; 3.000" Radius, 1.000" Border

NOTES

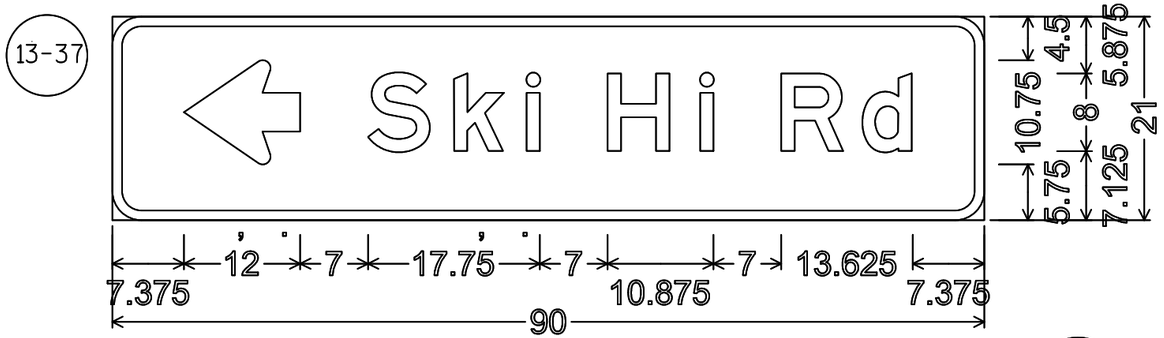
1. All Signs Type II - Type H Reflective
2. Color:
   Background - GREEN
   Message - WHITE
3. Message Series - E exceot as Shown

13-40



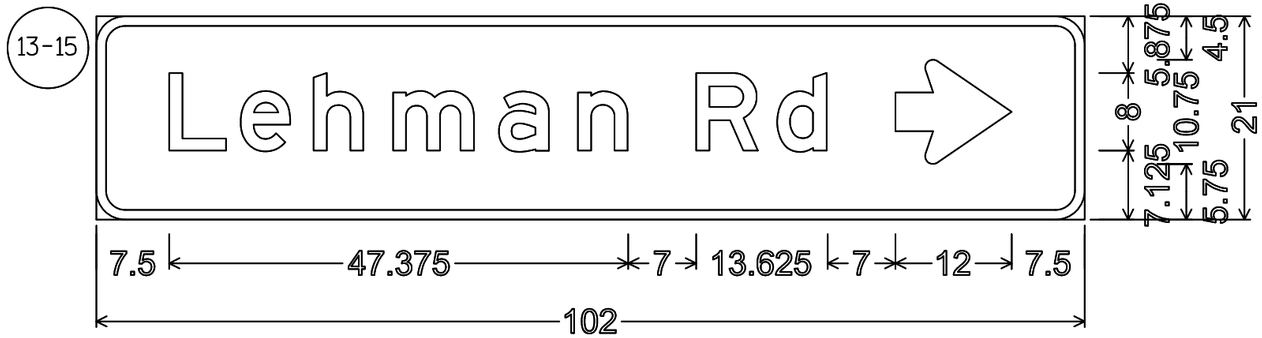
D1-1; 3.000" Radius, 1.000" Border

13-37



D1-1· 3 000" Radius 1 000" Border

13-15



D1-1; 3.000" Radius, 1.000" Border

7

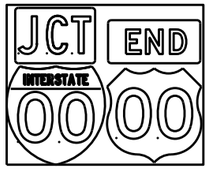
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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	SIGNING DETAILS	SHEET 599	E

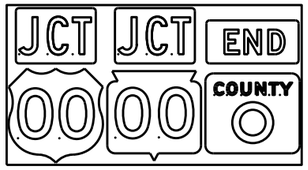
TYPICAL ASSEMBLIES



J1-1



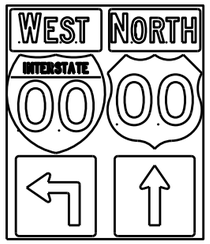
J1-2



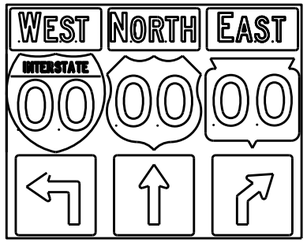
J1-3



J2-1



J2-2

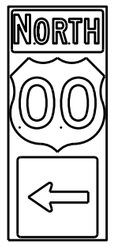


J2-3

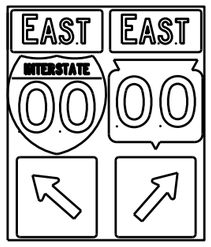


JV

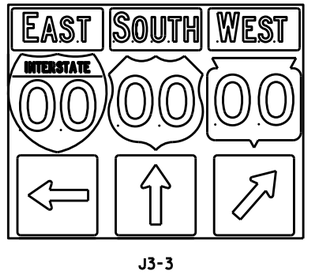
(Typical Vertical J-Assembly
See Note 10 and 11)



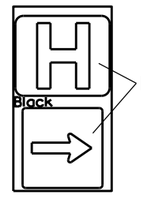
J3-1



J3-2



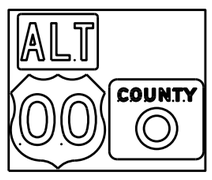
J3-3



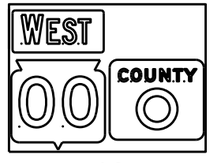
JH-1



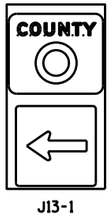
J4-1



J4-2



J4-2



J13-1



J12-1



J32-1



J33-1

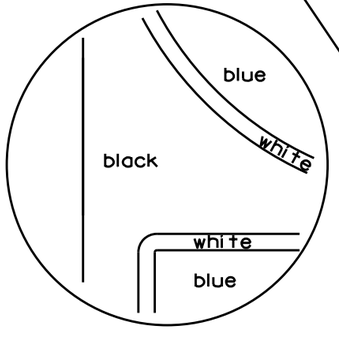


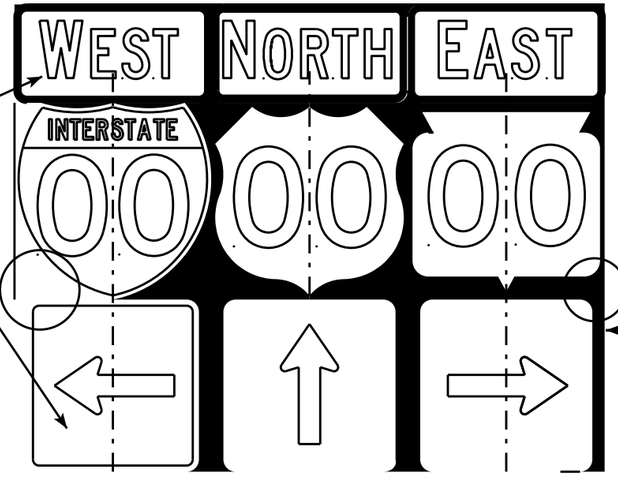
J23-1

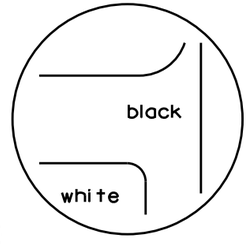


J22-1

[blue background with interstate]







[black background]

NOTES

1. Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
8. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of Interstate and non Interstate shields, arrows and cardinals shall be white on blue.

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

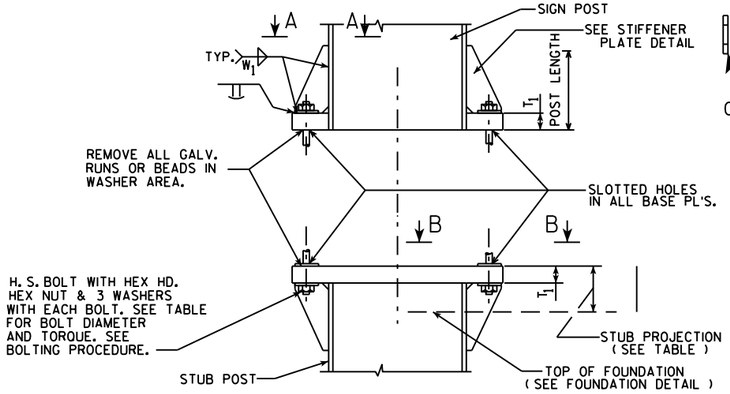
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

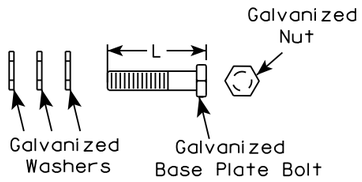
DATE 2/06/14 PL... A2-1S.8

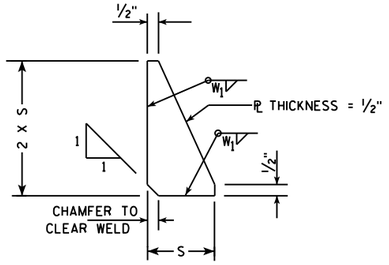
PROJECT NO: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A21S.DGN PLOT DATE : 06-FEB-2014 14:10 PLOT BY : mscsja PLOT NAME :
WISDOT/CADDS SHEET 42



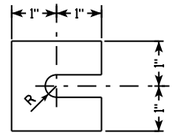
SIGN POST AND STUB POST ELEVATION





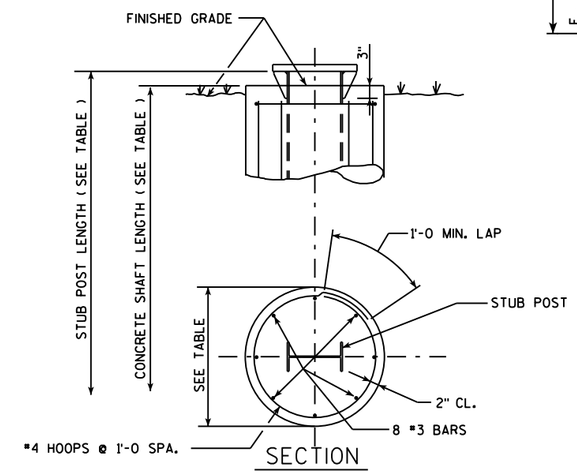
STIFFENER PLATE DETAIL

(SEE TABLE FOR DIMENSIONS)

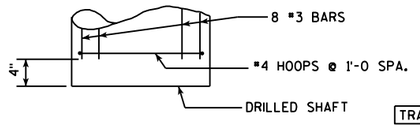


FURNISH 2 @ .012" ± THICK AND 2 @ .032" ± THICK SHIMS PER POST. SHIMS SHALL BE FABRICATED FROM BRASS SHIM STOCK OR STRIP CONFORMING TO A.S.T.M.- B36.

SHIM DETAIL



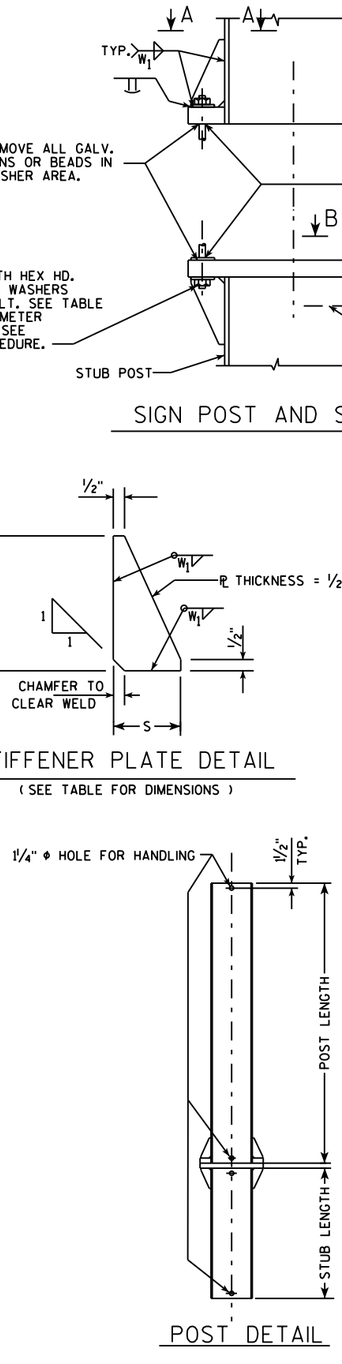
SECTION



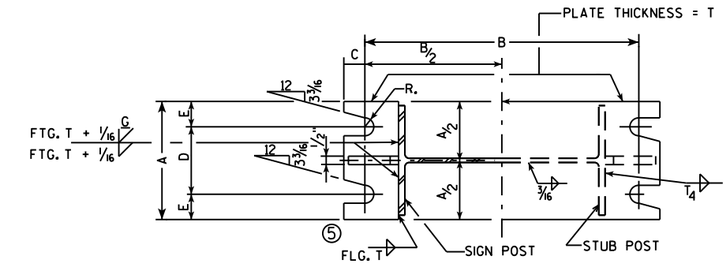
FOUNDATION DETAIL

QUANTITIES FOR 1 FOOTING		
	CONC. MASONRY C.Y.	REINF. STEEL LBS.
A	0.6	34
B	0.8	49
C	0.9	50
D	0.9	56
⑦ E	1.0	62

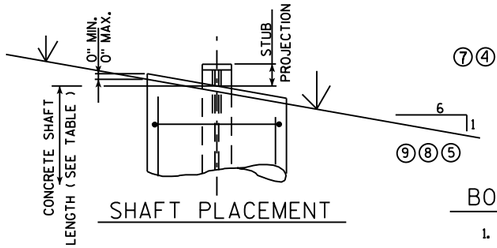
REINF.	TYPE	#3	#4
	A	8 @ 4'-5	5 @ 6'-3
	B	8 @ 6'-5	7 @ 6'-3
	C	8 @ 6'-11	7 @ 6'-3
	D	8 @ 7'-5	8 @ 6'-3
⑦	E	8 @ 7'-11	9 @ 6'-3



POST DETAIL



SECTION A-A SECTION B-B



SHAFT PLACEMENT

DESIGN DATA

WIND PRESSURE = 75 M.P.H.
WIND COMPONENTS - NORMAL = 1.0 TRANSVERSE = 0.0
ICE LOAD = 3 P.S.F.

GROUP LOADS	PERCENT OF ALLOWABLE STRESS
1. DEAD	100
2. DEAD & WIND	140
3. DEAD, ICE & ½ WIND[4]	140 [4]25 P.S.F. MIN.

ALLOWABLE SOIL PRESSURE = 1½T / SQ. FT.
WIND LOAD WAS APPLIED TO THE AREA OF THE SIGN AND TO THE SUPPORTING MEMBERS.
ICE LOAD WAS APPLIED TO ONE FACE OF THE SIGN AND AROUND THE SURFACE OF THE SUPPORTING MEMBERS.

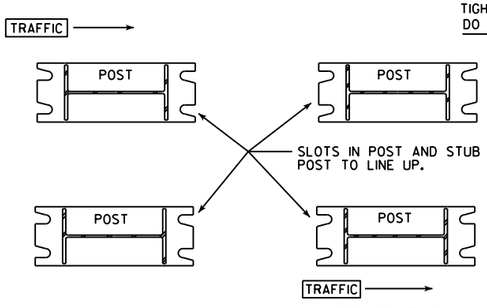
GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
DESIGN CONFORMS WITH A.A.S.H.T.O. SPECIFICATIONS 1985.
⑨ ALL POSTS, POST STUBS & ATTACHMENTS SHALL BE A.S.T.M. A709 GRADE 50, GALVANIZED IN ACCORDANCE WITH ASTM A123.
THE POST, BASE PLATES, UPPER SIX INCHES OF STUB POST FLANGE SPLICE PLATE AND FUSE PLATE SHALL BE GALVANIZED AFTER FABRICATION.
FURNISH STEEL BOLTS, NUTS, AND WASHERS IN ACCORDANCE WITH SECTION 635 OF THE STANDARD SPECIFICATIONS.

BOLTING PROCEDURE - BASE CONNECTION

1. ASSEMBLE SIGN POST TO STUB POST WITH BOLTS AND ONE OF THE FLAT WASHERS ON EACH BOLT BETW. PLATES.
2. SHIM AS REQ'D. TO PLUMB POST.
3. PRIOR TO BOLT TIGHTENING LUBRICATE BASE CONNECTION BOLTS WITH BEESWAX OR OTHER HIGH-WAX LUBRICANT.
4. TIGHTEN ALL BOLTS THE MAXIMUM POSSIBLE WITH 12" OR 15" WRENCH TO BED WASHERS & SHIMS AND TO CLEAN BOLT THREADS, THEN LOOSEN EACH BOLT IN TURN AND RETIGHTEN IN A SYSTEMATIC ORDER TO THE PRESCRIBED TORQUE. (SEE TABLE)
5. BURR THREADS AT JUNCTION WITH NUT USING A CENTER PUNCH TO PREVENT NUT LOOSENING.

NOTE:
TIGHTEN THE HIGH STRENGTH BOLTS TO THE TORQUE SHOWN. DO NOT OVERTIGHTEN.



POST SLOT ORIENTATION ⑦

L	X	TYPE	DIMENSION / POST SIZE	BASE CONNECTION DATA TABLE: BOLT SIZE & TORQUE	A	B	C	D	E	T_1	T_4	W_1	R	S	FOUNDATION DATA: STUB LENGTH	STUB PROJECTION	SHAFT DIAMETER	SHAFT LENGTH	② K
3 ¾	④	A	W10"X12.0 #/FT.	¾" ϕ @ 75#-FT.	5¼"	1'-0⅜	⅞"	3½"	⅞'	1"	3/16"	5/16"	13/32"	2⅛"	3'-6	3"	2'-0 ϕ	5'-0	76.0# ④
4 ¾	④	B	W12"X16.0 #/FT.	⅞" ϕ @ 85#-FT.	5½"	1'-4¼	1"	3½"	1"	1¼"	¼"	5/16"	13/32"	3"	5'-6	3"	2'-0 ϕ	7'-0	146.5# ④
5		C	W12"X19.0 #/FT.	⅞" ϕ @ 85#-FT.	5½"	1'-4¼	1"	3½"	1"	1½"	5/16"	5/16"	13/32"	3"	6'-0	3"	2'-0 ϕ	7'-6	182.1#
5		D	W12"X22.0 #/FT.	⅞" ϕ @ 85#-FT.	5½"	1'-4¼	1"	3½"	1"	1½"	⅜"	5/16"	13/32"	3"	6'-6	3"	2'-0 ϕ	8'-0	210.5#
5	③	E	W12"X26.0 #/FT.	1" ϕ @ 90#-FT.	7"	1'-4¼	1¼"	4"	1½"	1½"	⅜"	5/16"	11/32"	3"	7'-0	3"	2'-0 ϕ	8'-6	293.0# ③

① ⑥ ①

STRUCTURAL CARBON STEEL PAY WTS. (1 POST) = K+ (POST LENGTH X POST WT.)
" K " INCLUDES STUB, BASE PLATES, STIFFS., BOLTS, AND WASHERS.

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 11/12/15 PLATE NO. A3-1.16

⑩	1-21-14	LUBRICATION OF BASE BOLTS
⑨	4-26-11	REMOVE NON-GALVANIZED
⑧	10-30-96	NOT GALVANIZED/GALVANIZED
⑦	10-30-92	QUANT., A588 EXCEPT., ADD SLOT VIEW
⑥	8-24-87	BASE CONN. WELD
⑤	10-13-81	BASE CONN. WELD & FUSE PL WASHERS
④	10-19-79	POST A & B, A572 GR. 50, & K
②	11-28-78	"K" ③ 4-23-79 TYPE "E"
①	5-4-78	T_1 , T_2 & W_1
NO.	DATE	REVISION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

TYPE A, B, C, D, & E

CONST. SPEC. 2011	DRAWN BY JPH	PLANS CK'D.

FTG. & SIGN SUPPORT DETAILS GROUND MOUNT BREAK-AWAY SIGNS

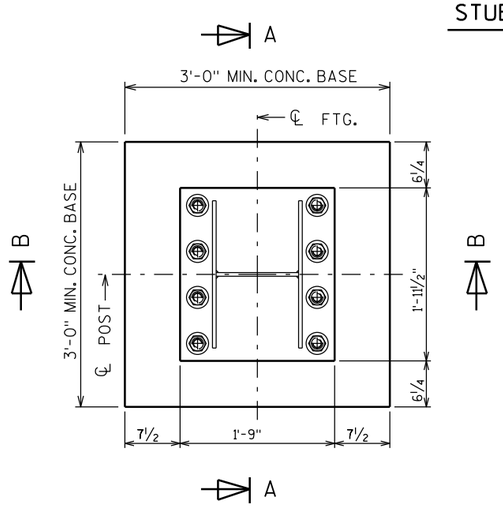
SHEET 601

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

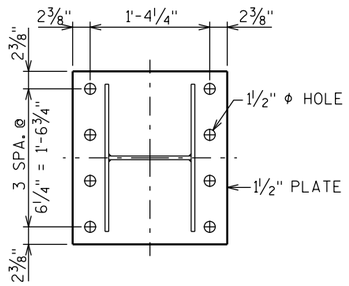
7

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A31.DGN PLOT DATE : 01-DEC-2015 18:20 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 5.351066:1.000000

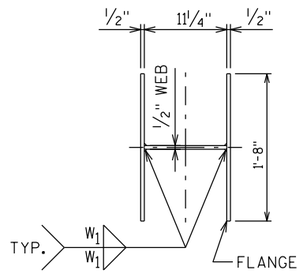
STUB AND MASONRY ANCHOR DETAILS



STUB SECTION



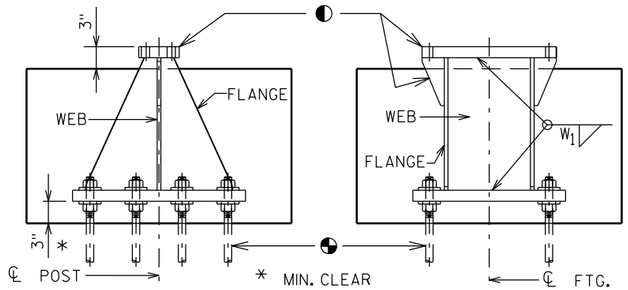
BASE PLATE



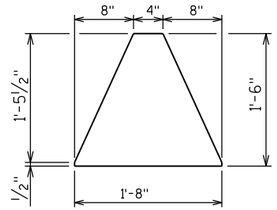
STUB

◐ SEE PLATE NO. A3-1 FOR DETAILS

◒ MASONRY ANCHORS TYPE S 1¼-INCHES (ADHESIVE). ALLOWABLE PULL OUT CAPACITY 14,995 KIPS. EMBED 1'-3" IN ROCK.



SECTION A SECTION B



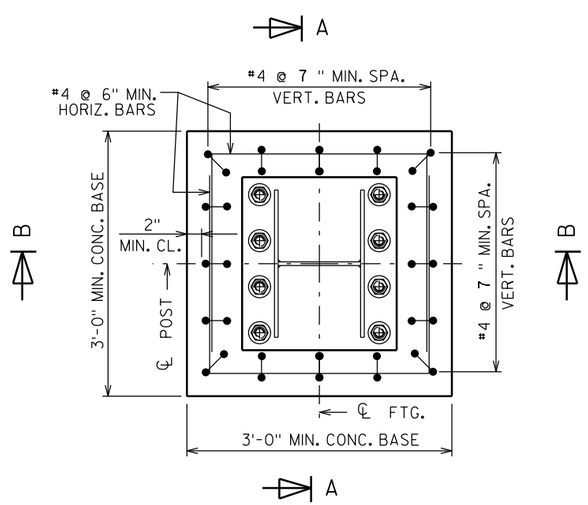
FLANGE

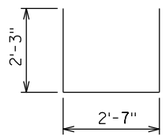
GENERAL NOTES

1. Quantities per Base:
   - REINFORCING BAR STEEL = 62 LBS
   - CONCRETE = 0.6 C.Y.
   - STEEL WEIGHT = 335 LBS
2. All materials, except anchor rod, nuts and washers, are to be A.S.T.M. A709 grade 50. All materials to be galvanized after fabrication.
3. If the contractor encounters rock before reaching the footing depth, per the A3-1 Sign Detail, determine the pull-out capacity of a test adhesive anchor installed in the rock. If the test result equals or exceeds the pull-out capacity of 14,995 KIPS, the contractor may install the breakaway stub for rock, according to this detail.

CONCRETE BASE AND REINFORCING STEEL DETAILS

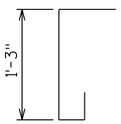
CONCRETE BASE SECTION





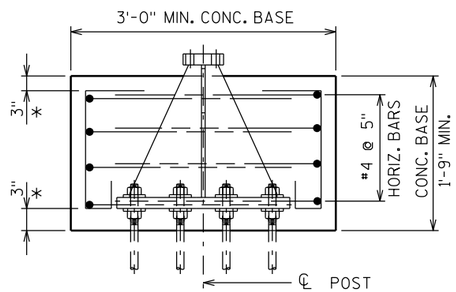
HORIZONTAL BAR

8 BARS @ 6'-11" LENGTH



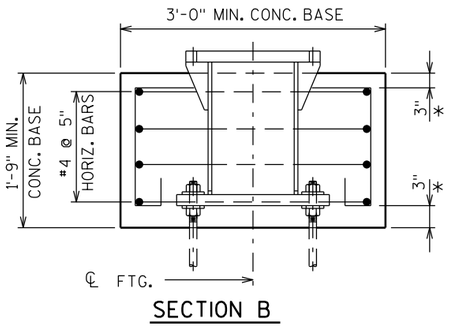
VERTICAL BARS

16 BARS @ 2'-4" LENGTH
MAY BE PLACED IN SKEW
FOR CLEARANCE NEED



SECTION A

* MIN. CLEAR



SECTION B

ALTERNATE BREAK-AWAY BASE ON ROCK
A3-1M

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 2/06/2014 PLAN 602 A3-1M.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

VERITCAL DIMENSION ⇨

HORIZONTAL DIMENSION ⇩

⇩ \ ⇨	2.5 ft.	3 ft.	3.5 ft.	4 ft.	4.5 ft.	5 ft.	5.5 ft.	6 ft.	6.5 ft.	7 ft.	7.5 ft.	8 ft.	8.5 ft.	9 ft.	9.5 ft.	10 ft.	10.5 ft.	11 ft.	11.5 ft.	12 ft.	12.5 ft.	13 ft.	13.5 ft.	14 ft.	14.5 ft.	15 ft.	15.5 ft.	16 ft.
10 ft.	25 Sq. Ft	30 Sq. Ft	35 Sq. Ft	40 Sq. Ft	45 Sq. Ft	50 Sq. Ft	55 Sq. Ft	60 Sq. Ft	65 Sq. Ft	70 Sq. Ft	75 Sq. Ft	80 Sq. Ft	85 Sq. Ft	90 Sq. Ft	95 Sq. Ft	100 Sq. Ft	105 Sq. Ft	110 Sq. Ft	115 Sq. Ft	120 Sq. Ft	125 Sq. Ft	130 Sq. Ft	135 Sq. Ft	140 Sq. Ft	145 Sq. Ft	150 Sq. Ft	155 Sq. Ft	160 Sq. Ft
11 ft.	27.5 Sq. Ft	33 Sq. Ft	38.5 Sq. Ft	44 Sq. Ft	49.5 Sq. Ft	55 Sq. Ft	60.5 Sq. Ft	66 Sq. Ft	71.5 Sq. Ft	77 Sq. Ft	82.5 Sq. Ft	88 Sq. Ft	93.5 Sq. Ft	99 Sq. Ft	104.5 Sq. Ft	110 Sq. Ft	115.5 Sq. Ft	121 Sq. Ft	126.5 Sq. Ft	132 Sq. Ft	137.5 Sq. Ft	143 Sq. Ft	148.5 Sq. Ft	154 Sq. Ft	159.5 Sq. Ft	165 Sq. Ft	170.5 Sq. Ft	176 Sq. Ft
12 ft.	30 Sq. Ft	36 Sq. Ft	42 Sq. Ft	48 Sq. Ft	54 Sq. Ft	60 Sq. Ft	66 Sq. Ft	72 Sq. Ft	78 Sq. Ft	84 Sq. Ft	90 Sq. Ft	96 Sq. Ft	102 Sq. Ft	108 Sq. Ft	114 Sq. Ft	120 Sq. Ft	126 Sq. Ft	132 Sq. Ft	138 Sq. Ft	144 Sq. Ft	150 Sq. Ft	156 Sq. Ft	162 Sq. Ft	168 Sq. Ft	174 Sq. Ft	180 Sq. Ft	186 Sq. Ft	192 Sq. Ft
13 ft.	32.5 Sq. Ft	39 Sq. Ft	45.5 Sq. Ft	52 Sq. Ft	58.5 Sq. Ft	65 Sq. Ft	71.5 Sq. Ft	78 Sq. Ft	84.5 Sq. Ft	91 Sq. Ft	97.5 Sq. Ft	104 Sq. Ft	110.5 Sq. Ft	117 Sq. Ft	123.5 Sq. Ft	130 Sq. Ft	136.5 Sq. Ft	143 Sq. Ft	149.5 Sq. Ft	156 Sq. Ft	162.5 Sq. Ft	169 Sq. Ft	175.5 Sq. Ft	182 Sq. Ft	188.5 Sq. Ft	195 Sq. Ft	201.5 Sq. Ft	208 Sq. Ft
14 ft.	35 Sq. Ft	42 Sq. Ft	49 Sq. Ft	56 Sq. Ft	63 Sq. Ft	70 Sq. Ft	77 Sq. Ft	84 Sq. Ft	91 Sq. Ft	98 Sq. Ft	105 Sq. Ft	112 Sq. Ft	119 Sq. Ft	126 Sq. Ft	133 Sq. Ft	140 Sq. Ft	147 Sq. Ft	154 Sq. Ft	161 Sq. Ft	168 Sq. Ft	175 Sq. Ft	182 Sq. Ft	189 Sq. Ft	196 Sq. Ft	203 Sq. Ft	210 Sq. Ft	217 Sq. Ft	224 Sq. Ft
15 ft.	37.5 Sq. Ft	45 Sq. Ft	52.5 Sq. Ft	60 Sq. Ft	67.5 Sq. Ft	75 Sq. Ft	82.5 Sq. Ft	90 Sq. Ft	97.5 Sq. Ft	105 Sq. Ft	112.5 Sq. Ft	120 Sq. Ft	127.5 Sq. Ft	135 Sq. Ft	142.5 Sq. Ft	150 Sq. Ft	157.5 Sq. Ft	165 Sq. Ft	172.5 Sq. Ft	180 Sq. Ft	187.5 Sq. Ft	195 Sq. Ft	202.5 Sq. Ft	210 Sq. Ft	217.5 Sq. Ft	225 Sq. Ft	232.5 Sq. Ft	240 Sq. Ft
16 ft.	40 Sq. Ft	48 Sq. Ft	56 Sq. Ft	64 Sq. Ft	72 Sq. Ft	80 Sq. Ft	88 Sq. Ft	96 Sq. Ft	104 Sq. Ft	112 Sq. Ft	120 Sq. Ft	128 Sq. Ft	136 Sq. Ft	144 Sq. Ft	152 Sq. Ft	160 Sq. Ft	168 Sq. Ft	176 Sq. Ft	184 Sq. Ft	192 Sq. Ft	200 Sq. Ft	208 Sq. Ft	216 Sq. Ft	224 Sq. Ft	232 Sq. Ft	240 Sq. Ft	248 Sq. Ft	256 Sq. Ft
17 ft.	42.5 Sq. Ft	51 Sq. Ft	59.5 Sq. Ft	68 Sq. Ft	76.5 Sq. Ft	85 Sq. Ft	93.5 Sq. Ft	102 Sq. Ft	110.5 Sq. Ft	119 Sq. Ft	127.5 Sq. Ft	136 Sq. Ft	144.5 Sq. Ft	153 Sq. Ft	161.5 Sq. Ft	170 Sq. Ft	178.5 Sq. Ft	187 Sq. Ft	195.5 Sq. Ft	204 Sq. Ft	212.5 Sq. Ft	221 Sq. Ft	229.5 Sq. Ft	238 Sq. Ft	246.5 Sq. Ft	255 Sq. Ft	263.5 Sq. Ft	272 Sq. Ft
18 ft.	45 Sq. Ft	54 Sq. Ft	63 Sq. Ft	72 Sq. Ft	81 Sq. Ft	90 Sq. Ft	99 Sq. Ft	108 Sq. Ft	117 Sq. Ft	126 Sq. Ft	135 Sq. Ft	144 Sq. Ft	153 Sq. Ft	162 Sq. Ft	171 Sq. Ft	180 Sq. Ft	189 Sq. Ft	198 Sq. Ft	207 Sq. Ft	216 Sq. Ft	225 Sq. Ft	234 Sq. Ft	243 Sq. Ft	252 Sq. Ft	261 Sq. Ft	270 Sq. Ft	279 Sq. Ft	288 Sq. Ft
19 ft.	47.5 Sq. Ft	57 Sq. Ft	66.5 Sq. Ft	76 Sq. Ft	85.5 Sq. Ft	95 Sq. Ft	104.5 Sq. Ft	114 Sq. Ft	123.5 Sq. Ft	133 Sq. Ft	142.5 Sq. Ft	152 Sq. Ft	161.5 Sq. Ft	171 Sq. Ft	180.5 Sq. Ft	190 Sq. Ft	199.5 Sq. Ft	209 Sq. Ft	218.5 Sq. Ft	228 Sq. Ft	237.5 Sq. Ft	247 Sq. Ft	256.5 Sq. Ft	266 Sq. Ft	275.5 Sq. Ft	285 Sq. Ft	294.5 Sq. Ft	304 Sq. Ft
20 ft.	50 Sq. Ft	60 Sq. Ft	70 Sq. Ft	80 Sq. Ft	90 Sq. Ft	100 Sq. Ft	110 Sq. Ft	120 Sq. Ft	130 Sq. Ft	140 Sq. Ft	150 Sq. Ft	160 Sq. Ft	170 Sq. Ft	180 Sq. Ft	190 Sq. Ft	200 Sq. Ft	210 Sq. Ft	220 Sq. Ft	230 Sq. Ft	240 Sq. Ft	250 Sq. Ft	260 Sq. Ft	270 Sq. Ft	280 Sq. Ft	290 Sq. Ft	300 Sq. Ft	310 Sq. Ft	320 Sq. Ft
21 ft.	52.5 Sq. Ft	63 Sq. Ft	73.5 Sq. Ft	84 Sq. Ft	94.5 Sq. Ft	105 Sq. Ft	115.5 Sq. Ft	126 Sq. Ft	136.5 Sq. Ft	147 Sq. Ft	157.5 Sq. Ft	168 Sq. Ft	178.5 Sq. Ft	189 Sq. Ft	199.5 Sq. Ft	210 Sq. Ft	220.5 Sq. Ft	231 Sq. Ft	241.5 Sq. Ft	252 Sq. Ft	262.5 Sq. Ft	273 Sq. Ft	283.5 Sq. Ft	294 Sq. Ft	304.5 Sq. Ft	315 Sq. Ft	325.5 Sq. Ft	336 Sq. Ft

Type "A" (2 Posts)
1.2 CY Conc.
68 LBs Bar Steel

Type "B" (2 Posts)
1.6 CY Conc.
98 LBs Bar Steel

Type "C" (2 Posts)
1.8 CY Conc.
100 LBs Bar Steel

Type "D" (2 Posts)
1.8 CY Conc.
112 LBs Bar Steel

Type "C" (3 Posts)
2.7 CY Conc.
150 LBs Bar Steel

STEEL POST SIZE

"A" - W10" x 12"
"B" - W12" x 16"
"C" - W12" x 19"
"D" - W12 x 22"

7

7

DETERMINATION OF HIGH STRENGTH STRUCTURAL STEEL SIGN SUPPORT TYPE

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/03/10 PLATE NO. A3-2.2

PROJECT NO: | SHEET NO: E

FILE NAME : C:\users\PROJECTS\tr_stdplate\A32.DGN PLOT DATE : 05-MAR-2010 10:10 PLOT BY : ditjph

VERTICAL DIMENSION ⇨

HORIZONTAL DIMENSION ⇩

Type "A" (2 Posts) 1.2 CY Conc. 68 LBs Bar Steel

⇩ \ ⇨	2.5 ft.	3 ft.	3.5 ft.	4 ft.	4.5 ft.	5 ft.	5.5 ft.	6 ft.	6.5 ft.	7 ft.	7.5 ft.	8 ft.	8.5 ft.	9 ft.	9.5 ft.	10 ft.	10.5 ft.	11 ft.	11.5 ft.	12 ft.	12.5 ft.	13 ft.	13.5 ft.	14 ft.	14.5 ft.	15 ft.	15.5 ft.	16 ft.
22 ft.	55 Sq. Ft	66 Sq. Ft	77 Sq. Ft	88 Sq. Ft	99 Sq. Ft	110 Sq. Ft	121 Sq. Ft	132 Sq. Ft	143 Sq. Ft	154 Sq. Ft	165 Sq. Ft	176 Sq. Ft	187 Sq. Ft	198 Sq. Ft	209 Sq. Ft	220 Sq. Ft	231 Sq. Ft	242 Sq. Ft	253 Sq. Ft	264 Sq. Ft	275 Sq. Ft	286 Sq. Ft	297 Sq. Ft	308 Sq. Ft	319 Sq. Ft	330 Sq. Ft	341 Sq. Ft	352 Sq. Ft
23 ft.	57.5 Sq. Ft	69 Sq. Ft	80.5 Sq. Ft	92 Sq. Ft	103.5 Sq. Ft	115 Sq. Ft	126.5 Sq. Ft	138 Sq. Ft	149.5 Sq. Ft	161 Sq. Ft	172.5 Sq. Ft	184 Sq. Ft	195.5 Sq. Ft	207 Sq. Ft	218.5 Sq. Ft	230 Sq. Ft	241.5 Sq. Ft	253 Sq. Ft	264.5 Sq. Ft	276 Sq. Ft	287.5 Sq. Ft	299 Sq. Ft	310.5 Sq. Ft	322 Sq. Ft	333.5 Sq. Ft	345 Sq. Ft	356.5 Sq. Ft	368 Sq. Ft
24 ft.	60 Sq. Ft	72 Sq. Ft	84 Sq. Ft	96 Sq. Ft	108 Sq. Ft	120 Sq. Ft	132 Sq. Ft	144 Sq. Ft	156 Sq. Ft	168 Sq. Ft	180 Sq. Ft	192 Sq. Ft	204 Sq. Ft	216 Sq. Ft	228 Sq. Ft	240 Sq. Ft	252 Sq. Ft	264 Sq. Ft	276 Sq. Ft	288 Sq. Ft	300 Sq. Ft	312 Sq. Ft	324 Sq. Ft	336 Sq. Ft	348 Sq. Ft	360 Sq. Ft	372 Sq. Ft	384 Sq. Ft
25 ft.	62.5 Sq. Ft	75 Sq. Ft	87.5 Sq. Ft	100 Sq. Ft	112.5 Sq. Ft	125 Sq. Ft	137.5 Sq. Ft	150 Sq. Ft	162.5 Sq. Ft	175 Sq. Ft	187.5 Sq. Ft	200 Sq. Ft	212.5 Sq. Ft	225 Sq. Ft	237.5 Sq. Ft	250 Sq. Ft	262.5 Sq. Ft	275 Sq. Ft	287.5 Sq. Ft	300 Sq. Ft	312.5 Sq. Ft	325 Sq. Ft	337.5 Sq. Ft	350 Sq. Ft	362.5 Sq. Ft	375 Sq. Ft	387.5 Sq. Ft	400 Sq. Ft
26 ft.	65 Sq. Ft	78 Sq. Ft	91 Sq. Ft	104 Sq. Ft	117 Sq. Ft	130 Sq. Ft	143 Sq. Ft	156 Sq. Ft	169 Sq. Ft	182 Sq. Ft	195 Sq. Ft	208 Sq. Ft	221 Sq. Ft	234 Sq. Ft	247 Sq. Ft	260 Sq. Ft	273 Sq. Ft	286 Sq. Ft	299 Sq. Ft	312 Sq. Ft	325 Sq. Ft	338 Sq. Ft	351 Sq. Ft	364 Sq. Ft	377 Sq. Ft	390 Sq. Ft	403 Sq. Ft	416 Sq. Ft
27 ft.	67.5 Sq. Ft	81 Sq. Ft	94.5 Sq. Ft	108 Sq. Ft	121.5 Sq. Ft	135 Sq. Ft	148.5 Sq. Ft	162 Sq. Ft	175.5 Sq. Ft	189 Sq. Ft	202.5 Sq. Ft	216 Sq. Ft	229.5 Sq. Ft	243 Sq. Ft	256.5 Sq. Ft	270 Sq. Ft	283.5 Sq. Ft	297 Sq. Ft	310.5 Sq. Ft	324 Sq. Ft	337.5 Sq. Ft	351 Sq. Ft	364.5 Sq. Ft	378 Sq. Ft	391.5 Sq. Ft	405 Sq. Ft	418.5 Sq. Ft	432 Sq. Ft
28 ft.	70 Sq. Ft	84 Sq. Ft	98 Sq. Ft	112 Sq. Ft	126 Sq. Ft	140 Sq. Ft	154 Sq. Ft	168 Sq. Ft	182 Sq. Ft	196 Sq. Ft	210 Sq. Ft	224 Sq. Ft	238 Sq. Ft	252 Sq. Ft	266 Sq. Ft	280 Sq. Ft	294 Sq. Ft	308 Sq. Ft	322 Sq. Ft	336 Sq. Ft	350 Sq. Ft	364 Sq. Ft	378 Sq. Ft	392 Sq. Ft	406 Sq. Ft	420 Sq. Ft	434 Sq. Ft	448 Sq. Ft
29 ft.	72.5 Sq. Ft	87 Sq. Ft	101.5 Sq. Ft	116 Sq. Ft	130.5 Sq. Ft	145 Sq. Ft	159.5 Sq. Ft	174 Sq. Ft	188.5 Sq. Ft	203 Sq. Ft	217.5 Sq. Ft	232 Sq. Ft	246.5 Sq. Ft	261 Sq. Ft	275.5 Sq. Ft	290 Sq. Ft	304.5 Sq. Ft	319 Sq. Ft	333.5 Sq. Ft	348 Sq. Ft	362.5 Sq. Ft	377 Sq. Ft	391.5 Sq. Ft	406 Sq. Ft	420.5 Sq. Ft	435 Sq. Ft	449.5 Sq. Ft	464 Sq. Ft
30 ft.	75 Sq. Ft	90 Sq. Ft	105 Sq. Ft	120 Sq. Ft	135 Sq. Ft	150 Sq. Ft	165 Sq. Ft	180 Sq. Ft	195 Sq. Ft	210 Sq. Ft	225 Sq. Ft	240 Sq. Ft	255 Sq. Ft	270 Sq. Ft	285 Sq. Ft	300 Sq. Ft	315 Sq. Ft	330 Sq. Ft	345 Sq. Ft	360 Sq. Ft	375 Sq. Ft	390 Sq. Ft	405 Sq. Ft	420 Sq. Ft	435 Sq. Ft	450 Sq. Ft	465 Sq. Ft	480 Sq. Ft
31 ft.	77.5 Sq. Ft	93 Sq. Ft	108.5 Sq. Ft	124 Sq. Ft	139.5 Sq. Ft	155 Sq. Ft	170.5 Sq. Ft	186 Sq. Ft	201.5 Sq. Ft	217 Sq. Ft	232.5 Sq. Ft	248 Sq. Ft	263.5 Sq. Ft	279 Sq. Ft	294.5 Sq. Ft	310 Sq. Ft	325.5 Sq. Ft	341 Sq. Ft	356.5 Sq. Ft	372 Sq. Ft	387.5 Sq. Ft	403 Sq. Ft	418.5 Sq. Ft	434 Sq. Ft	449.5 Sq. Ft	465 Sq. Ft	480.5 Sq. Ft	496 Sq. Ft
32 ft.	80 Sq. Ft	96 Sq. Ft	112 Sq. Ft	128 Sq. Ft	144 Sq. Ft	160 Sq. Ft	176 Sq. Ft	192 Sq. Ft	208 Sq. Ft	224 Sq. Ft	240 Sq. Ft	256 Sq. Ft	272 Sq. Ft	288 Sq. Ft	304 Sq. Ft	320 Sq. Ft	336 Sq. Ft	352 Sq. Ft	368 Sq. Ft	384 Sq. Ft	400 Sq. Ft	416 Sq. Ft	432 Sq. Ft	448 Sq. Ft	464 Sq. Ft	480 Sq. Ft	496 Sq. Ft	512 Sq. Ft
33 ft.	82.5 Sq. Ft	99 Sq. Ft	115.5 Sq. Ft	132 Sq. Ft	148.5 Sq. Ft	165 Sq. Ft	181.5 Sq. Ft	198 Sq. Ft	214.5 Sq. Ft	231 Sq. Ft	247.5 Sq. Ft	264 Sq. Ft	280.5 Sq. Ft	297 Sq. Ft	313.5 Sq. Ft	330 Sq. Ft	346.5 Sq. Ft	363 Sq. Ft	379.5 Sq. Ft	396 Sq. Ft	412.5 Sq. Ft	429 Sq. Ft	445.5 Sq. Ft	462 Sq. Ft	478.5 Sq. Ft	495 Sq. Ft	511.5 Sq. Ft	528 Sq. Ft
34 ft.	85 Sq. Ft	102 Sq. Ft	119 Sq. Ft	136 Sq. Ft	153 Sq. Ft	170 Sq. Ft	187 Sq. Ft	204 Sq. Ft	221 Sq. Ft	238 Sq. Ft	255 Sq. Ft	272 Sq. Ft	289 Sq. Ft	306 Sq. Ft	323 Sq. Ft	340 Sq. Ft	357 Sq. Ft	374 Sq. Ft	391 Sq. Ft	408 Sq. Ft	425 Sq. Ft	442 Sq. Ft	459 Sq. Ft	476 Sq. Ft	493 Sq. Ft	510 Sq. Ft	527 Sq. Ft	544 Sq. Ft
35 ft.	87.5 Sq. Ft	105 Sq. Ft	122.5 Sq. Ft	140 Sq. Ft	157.5 Sq. Ft	175 Sq. Ft	192.5 Sq. Ft	210 Sq. Ft	227.5 Sq. Ft	245 Sq. Ft	262.5 Sq. Ft	280 Sq. Ft	297.5 Sq. Ft	315 Sq. Ft	332.5 Sq. Ft	350 Sq. Ft	367.5 Sq. Ft	385 Sq. Ft	402.5 Sq. Ft	420 Sq. Ft	437.5 Sq. Ft	455 Sq. Ft	472.5 Sq. Ft	490 Sq. Ft	507.5 Sq. Ft	525 Sq. Ft	542.5 Sq. Ft	560 Sq. Ft
36 ft.	90 Sq. Ft	108 Sq. Ft	126 Sq. Ft	144 Sq. Ft	162 Sq. Ft	180 Sq. Ft	198 Sq. Ft	216 Sq. Ft	234 Sq. Ft	252 Sq. Ft	270 Sq. Ft	288 Sq. Ft	306 Sq. Ft	324 Sq. Ft	342 Sq. Ft	360 Sq. Ft	378 Sq. Ft	396 Sq. Ft	414 Sq. Ft	432 Sq. Ft	450 Sq. Ft	468 Sq. Ft	486 Sq. Ft	504 Sq. Ft	522 Sq. Ft	540 Sq. Ft	558 Sq. Ft	576 Sq. Ft

Type "B" (2 Posts)
1.6 CY Conc.
98 LBs Bar Steel

Type "C" (2 Posts)
1.8 CY Conc.
100 LBs Bar Steel

Type "D" (2 Posts)
1.8 CY Conc.
112 LBs Bar Steel

Type "C" (3 Posts)
2.7 CY Conc.
150 LBs Bar Steel

Type "D" (3 Posts)
2.7 CY Conc.
168 LBs Bar Steel

STEEL POST SIZE

"A" - W10" x 12"
"B" - W12" x 16"
"C" - W12" x 19"
"D" - W12 x 22"

DETERMINATION OF HIGH STRENGTH STRUCTURAL STEEL SIGN SUPPORT TYPE

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

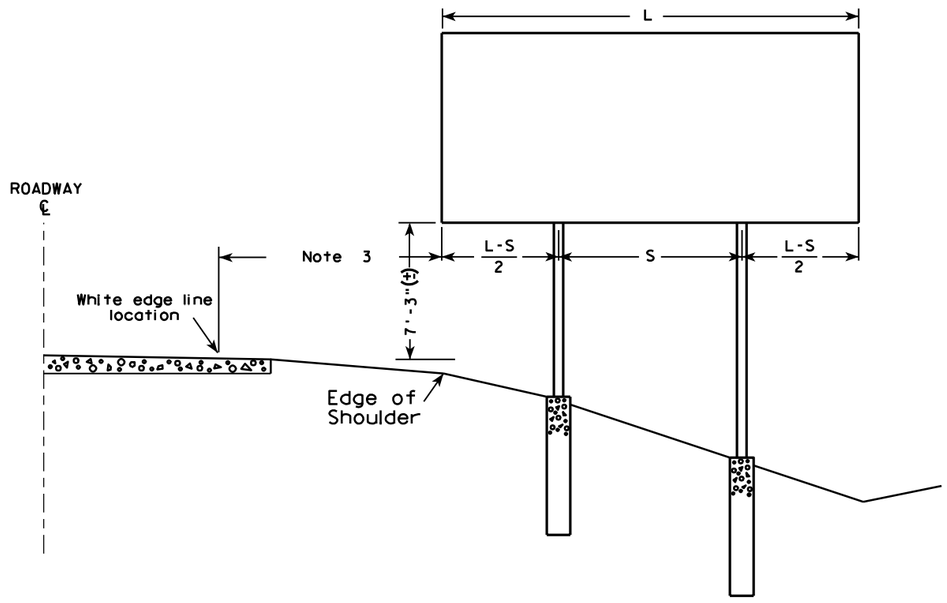
DATE 3/5/10 PLATE NO. A3-3.2

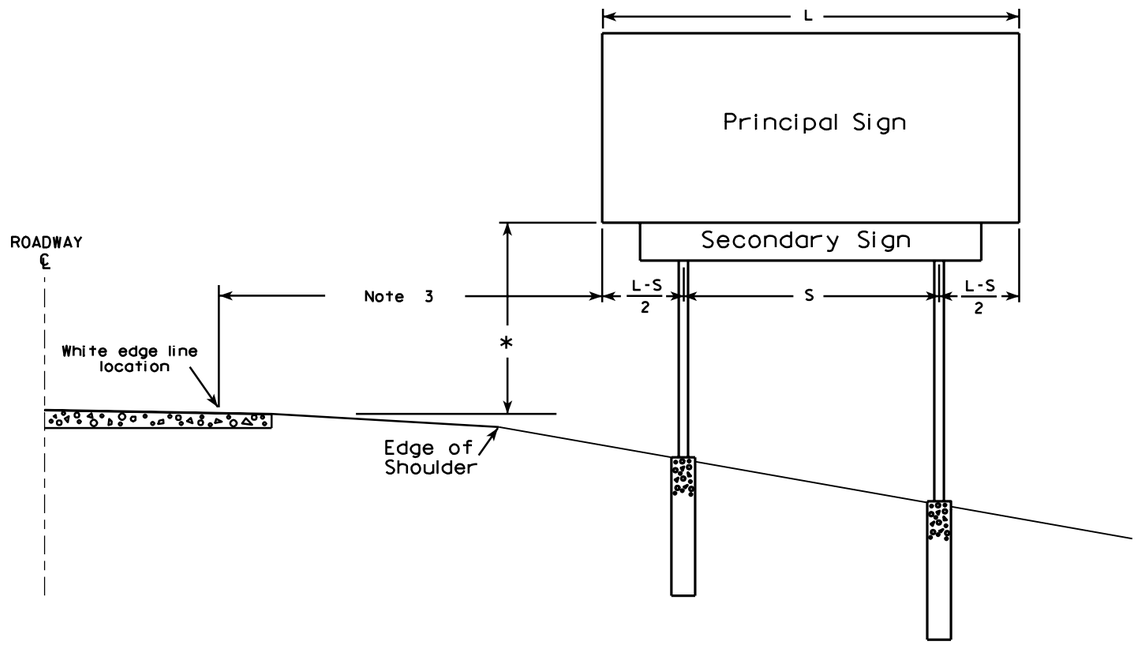
PROJECT NO: | SHEET NO: E

FILE NAME : C:\users\PROJECTS\tr_stdplate\A33.DGN PLOT DATE : 05-MAR-2010 10:07 PLOT BY : ditjph

7

7





GENERAL NOTES

1. For a 2 post installation, S equals 3L/5, but shall not be less than 9 ft.
2. For a 3 post installation, S equals 5L/7, but shall not be less than 18 ft., and the space between any two posts shall not be less than 9 ft.
3. Unless noted in the plan, the sign offset distance shall be a minimum of 17'-6", desirable 30'-0".
4. The (±) tolerance shown on this sheet is 3 in.
5. The vertical sign height clearance detailed is measured from the bottom of the sign to the near edge of pavement.
6. Post lengths shown in the miscellaneous quantities are estimated lengths. The contractor shall verify post lengths at the time of final grading.
7. Refer to the Traffic Guidelines Manual for further guidance on minimum vertical clearance requirements.

* Clearance is 8'-3"(±) when the secondary sign is 3 ft. or less in height. For secondary signs larger than 3 ft., the clearance to the bottom of the secondary sign shall be 5'-3"(±).

7

7

TYPICAL INSTALLATION
OF TYPE I SIGNS

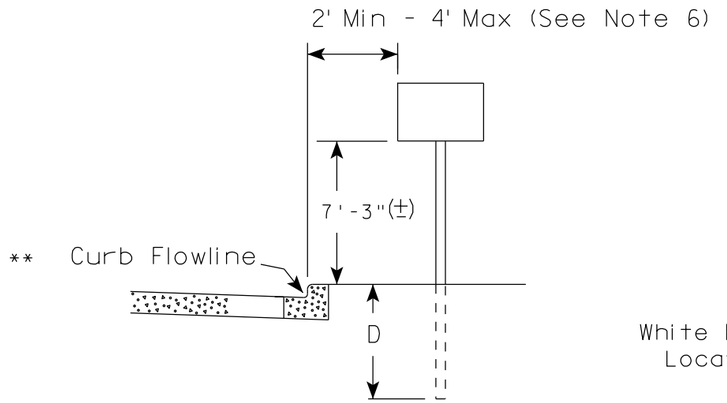
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

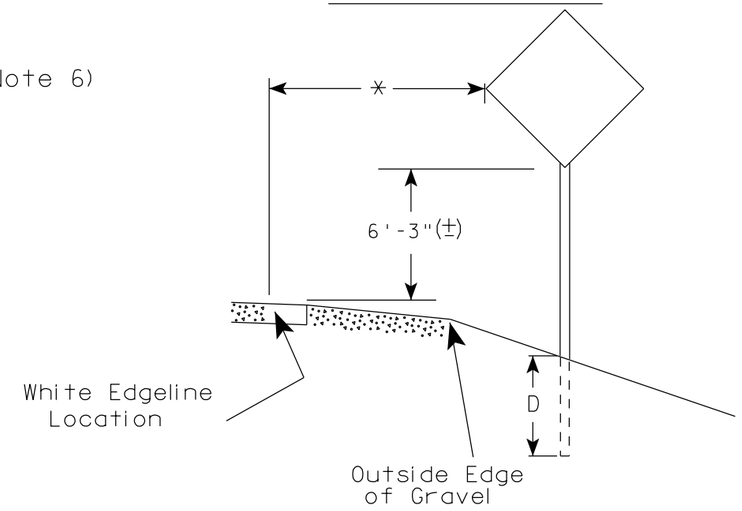
DATE 4/02/08 PLATE NO. A4-1.9

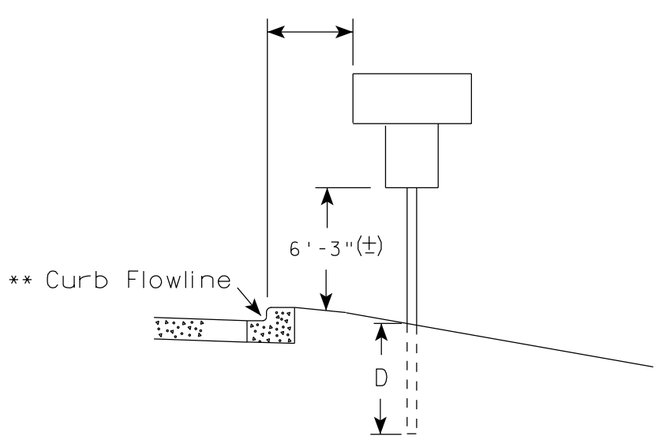
PROJECT NO:				SHEET NO: 605	E

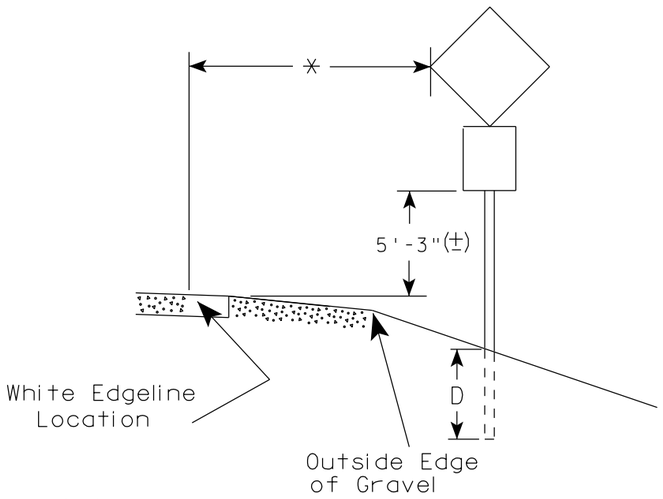
URBAN AREA



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

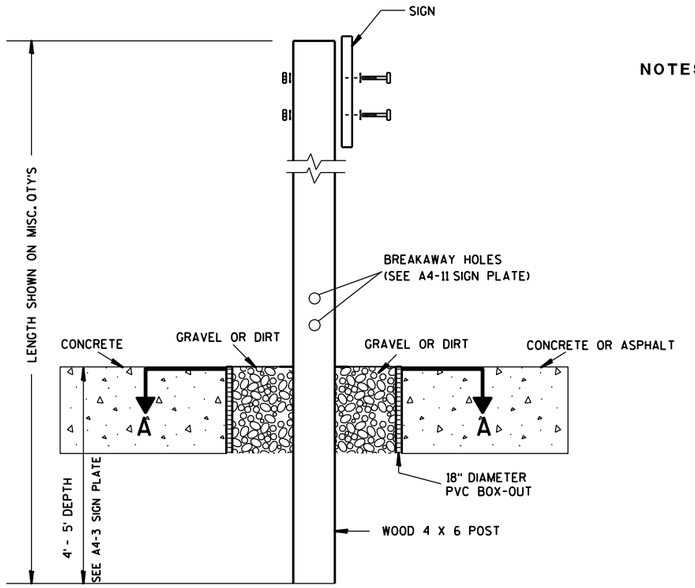
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/23/15 PLATE NO. A4-3.20

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

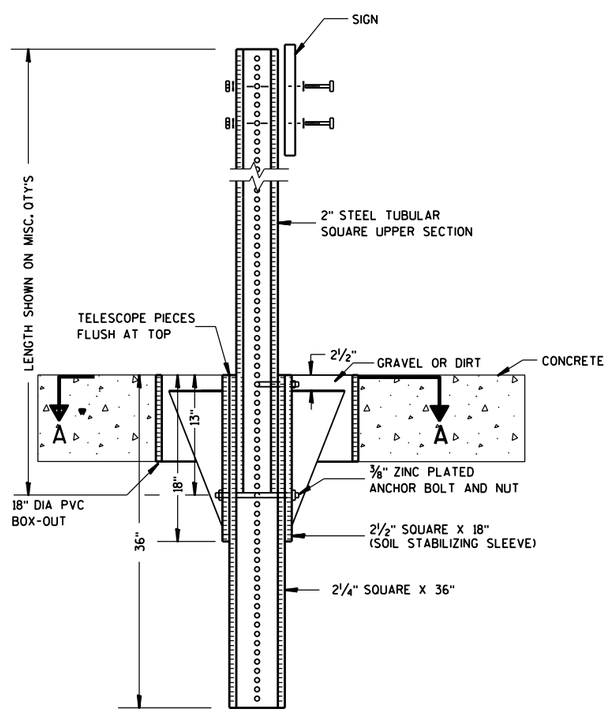
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A43.DGN PLOT DATE : 23-JUL-2015 15:21 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 99.237937:1.000000 WISDOT/CADDS SHEET 42



ELEVATION VIEW

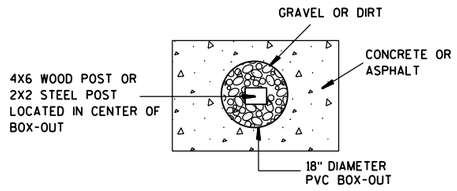
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

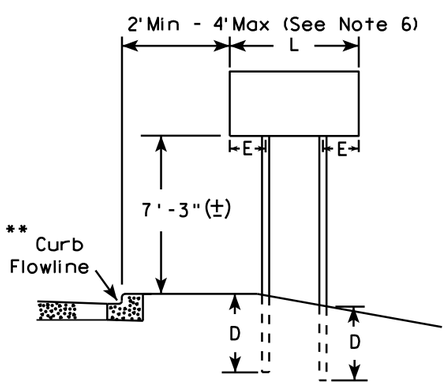
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

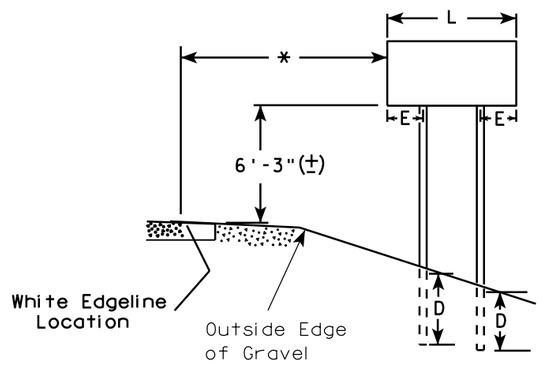
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

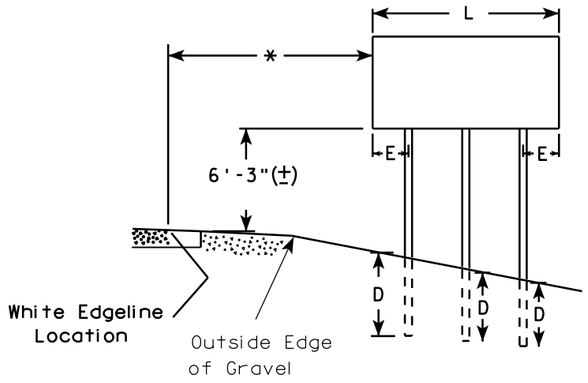
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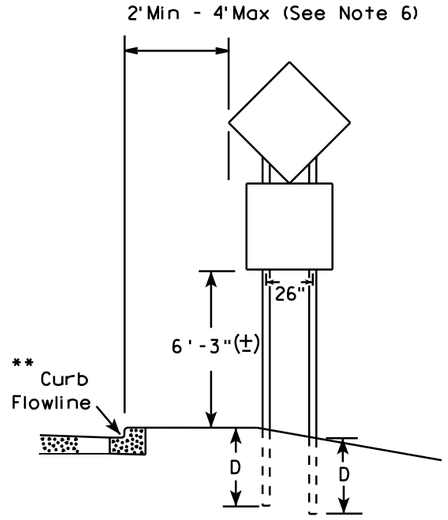
URBAN AREA



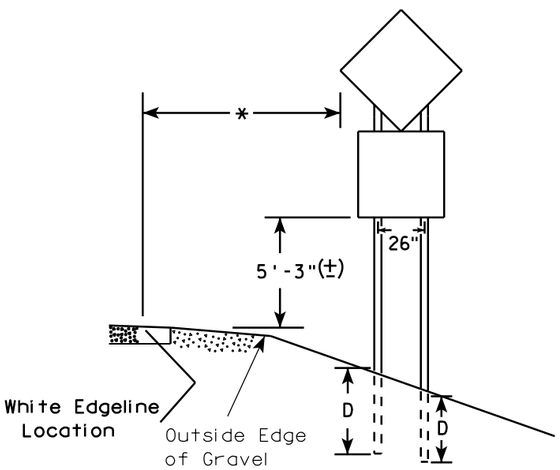
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±).

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
L	E
Greater than 48" Less than 60"	12"
60" to 120"	L/5

***

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 120" less than 168"	12"

SIGN SHAPE OTHER THAN DIAMOND (FOUR POSTS REQUIRED)	
L	E
168" and greater	12"

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

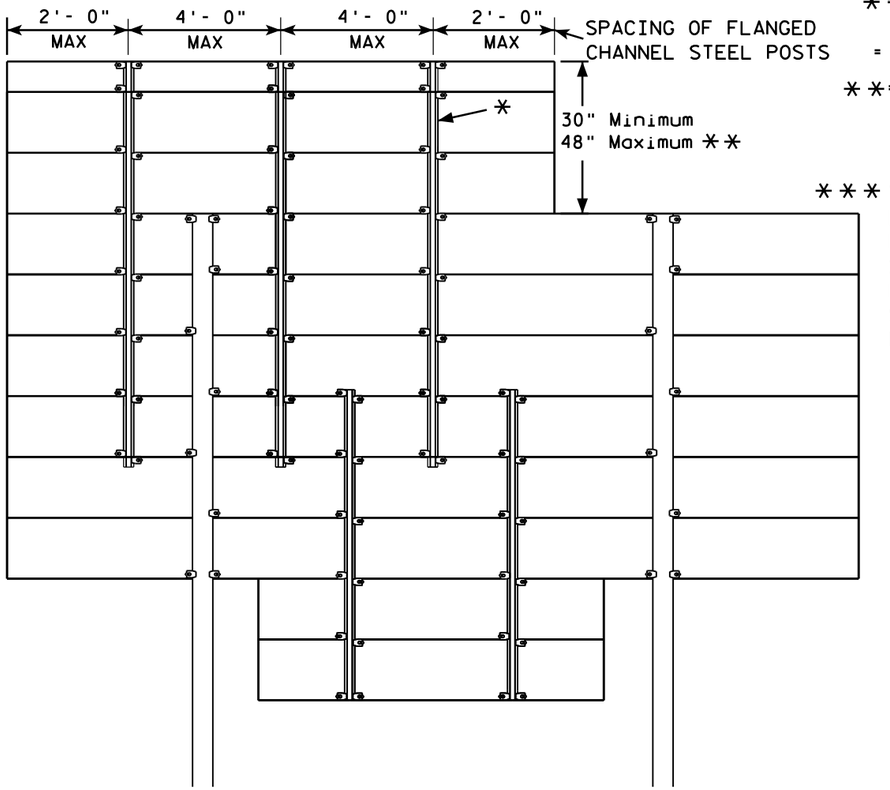
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/23/15 PLATE NO. A4-4 608 14

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

GROUND MOUNTED SIGN

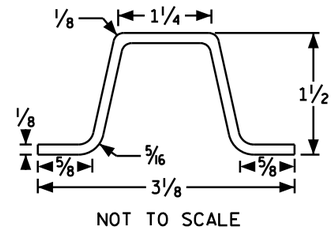


*=2.00 lb/ft FLANGED CHANNEL, MIN. YIELD STRENGTH = 60,000 PSI (GRADE 60) GALVANIZED

**=FOR 48" HEIGHT PANELS ON OVERHEAD STRUCTURES, ENTIRE SIGN SHALL BE CENTERED VERTICALLY ABOUT THE DEPTH OF THE TRUSS.

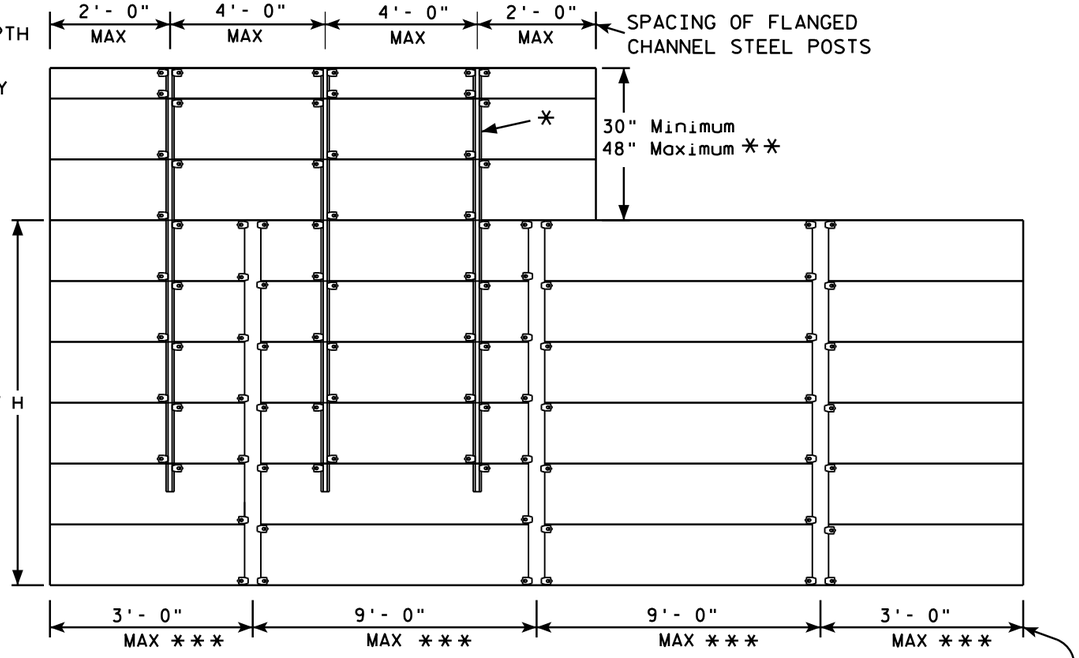
*** THESE SPACING DISTANCES SHALL ONLY BE USED WHEN THE MAIN SIGN HAS A MAXIMUM HEIGHT (DIMENSION H) OF 16 FT OR LESS. FOR SIGNS WITH A HEIGHT OF GREATER THAN 16 FT, STRUCTURAL CALCULATIONS SHALL BE PERFORMED.

FLANGE CHANNEL DETAIL



NOT TO SCALE

SIGN BRIDGE MOUNTED SIGN



SPACING OF ALUMINUM SIGN SUPPORTS
5" X 3.5" X 3.7 LBS./ft.

GENERAL NOTES

1. Flanged channel steel posts shall conform to size and material above, and shall be considered as incidental to other items in the contract.
2. Number of Flanged channel steel supports varies with length of panel and shall be spaced as shown:

   PANEL LENGTH 8'-0" OR LESS = 2 CHANNELS
   PANEL LENGTH 9'- 0" - 12'- 0" = 3 CHANNELS
   PANEL LENGTH 13'- 0" OR MORE = 4 CHANNELS

   If the flanged channel steel posts can not be horizontally spaced as shown, they can be moved so as to securely hold the sign.
3. The EXIT NUMBER PANEL shall normally be positioned above the guide sign aligned with the right edge of the guide sign. If the guide sign indicates a left exit, the EXIT NUMBER PANEL shall be aligned with the left edge of the guide sign.
4. If the bolt holes in the top panel (EXIT NUMBER), or sub panel (NEXT EXIT) line up with holes in main sign panel, stitch bolts shall be used in addition to the channels.
5. Provide post clips for each sign as shown. (Please note the differences between a ground mounted versus Sign bridge mounted sign as far as number of clips required on the main supports or beams)
6. Structural steel sign supports shall extend to the top of the main signs, as shown on the above details.

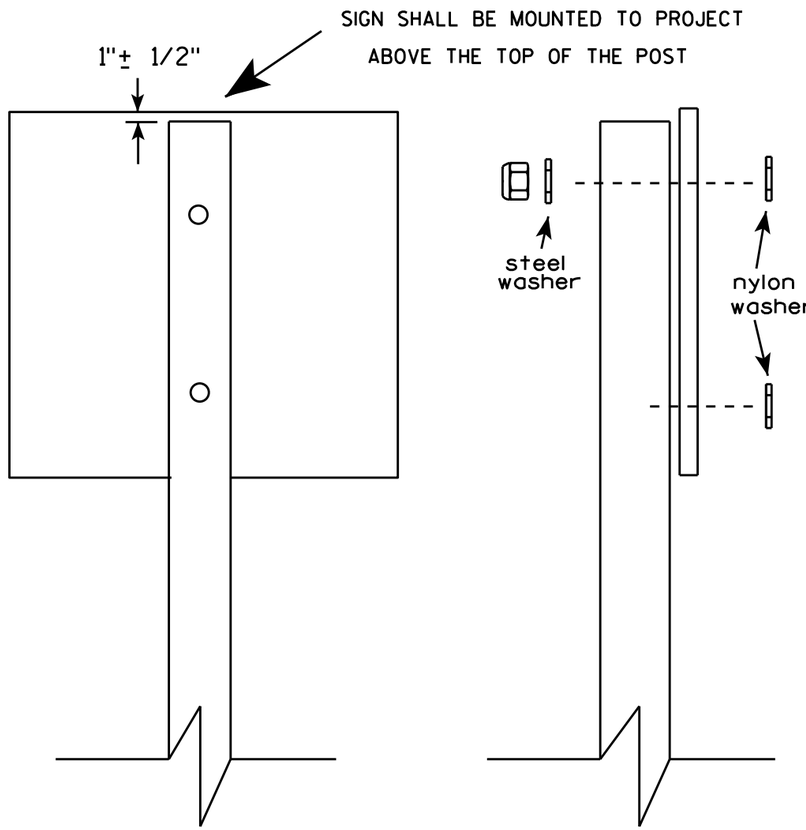
ATTACHMENT OF GUIDE SIGNS TO SUPPORTS

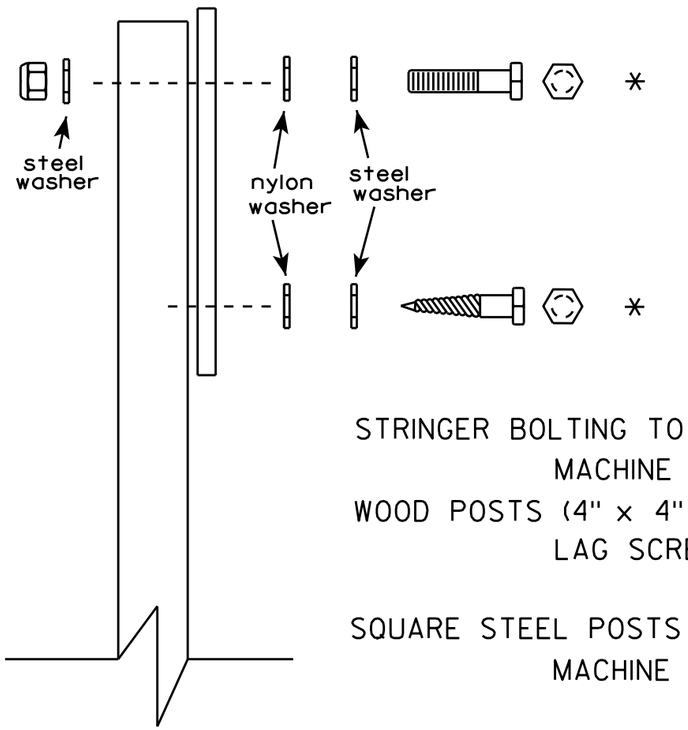
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/05/13 PLAT 609 A4-6.12

PROJECT NO: | SHEET NO: E





Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/8" 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)

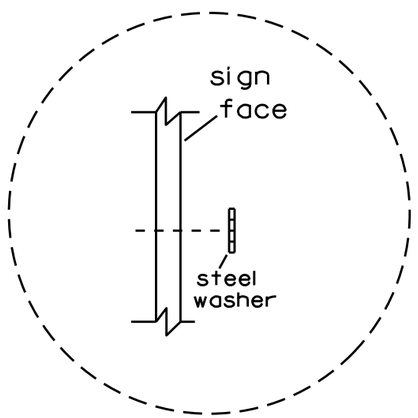
SQUARE STEEL POSTS (2" x 2")

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 for all Type H signs.



Washer Placement when Sign Has Other Than Type H or Type F Face

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

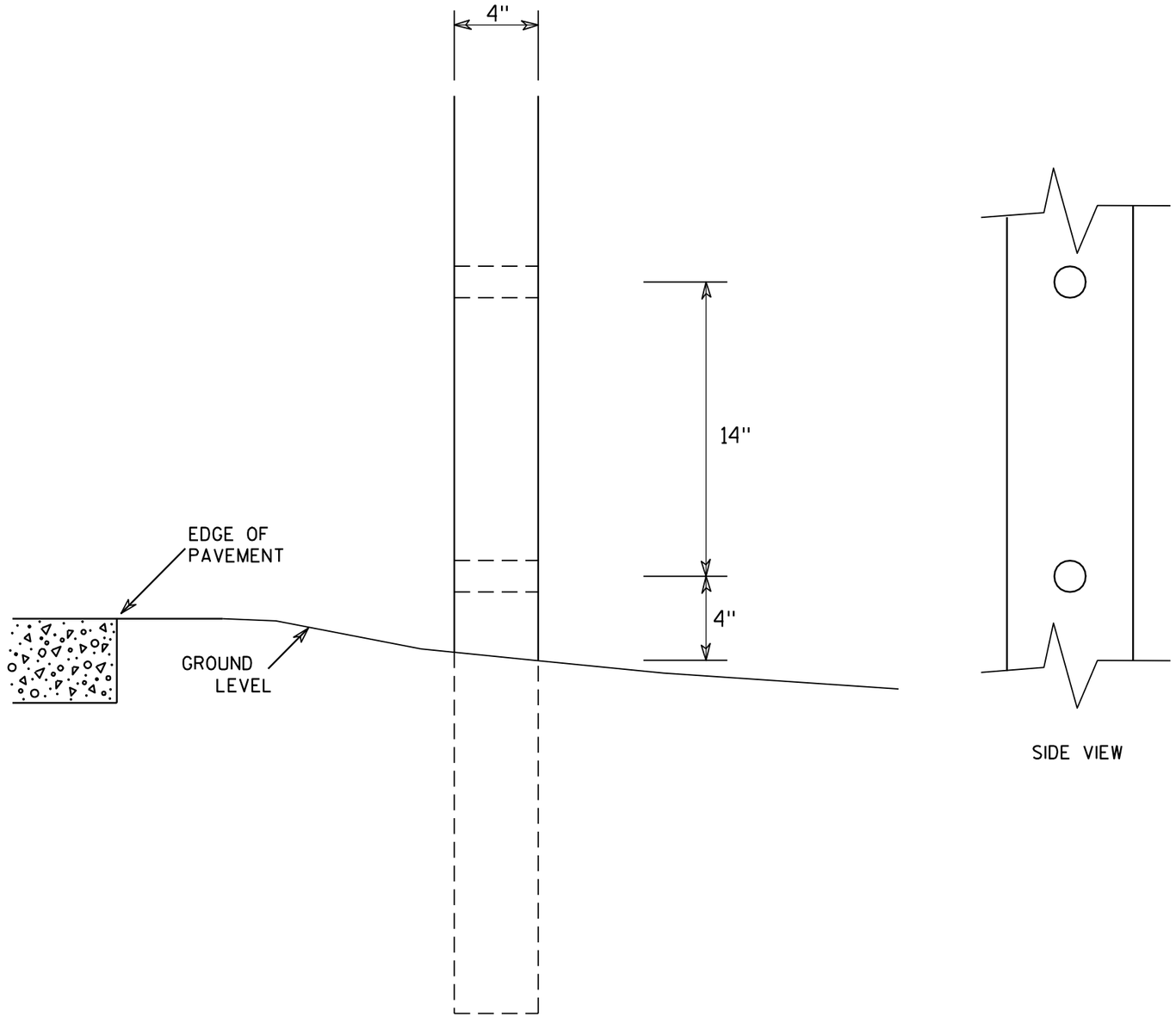
ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/5/16 PLATE NO. A4-8.8

PROJECT NO: 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.

7

7

4 X 6 WOOD POST MODIFICATIONS

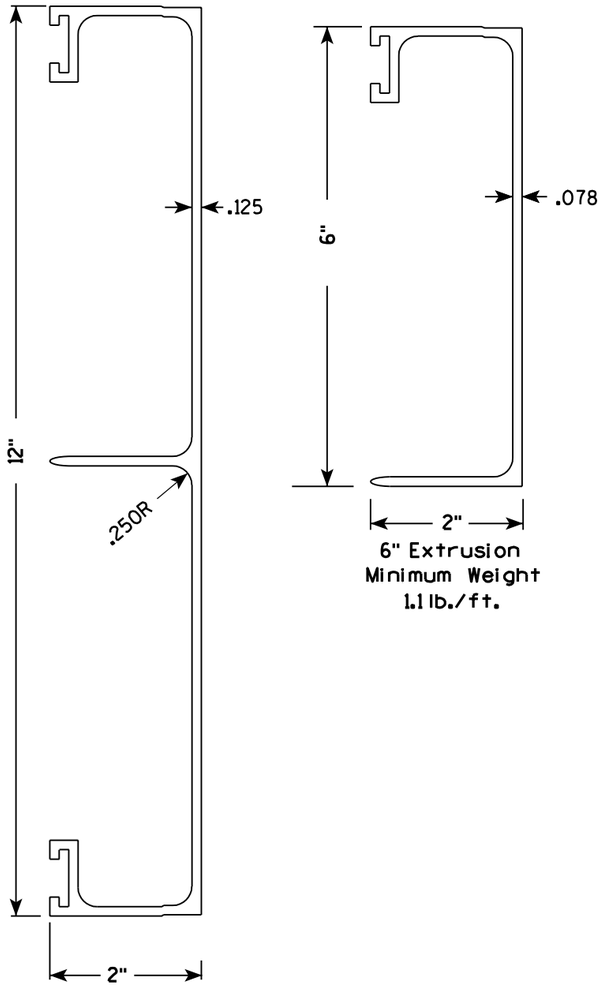
WISCONSIN DEPT OF TRANSPORTATION

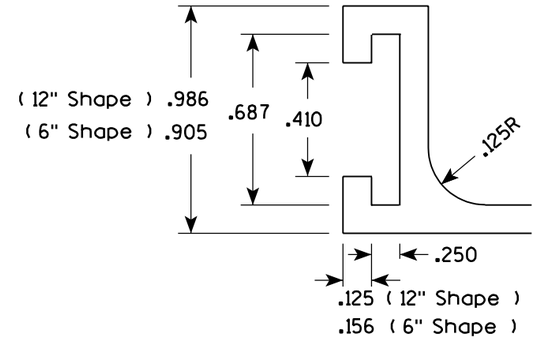
APPROVED Chester J Spang for State Traffic Engineer

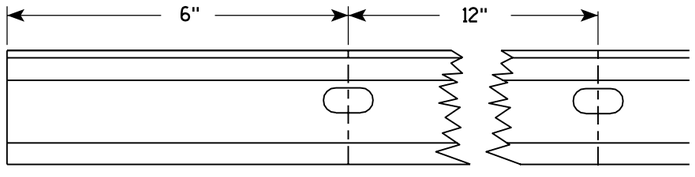
DATE 3/27/97 PLATE NO. A4-11.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 611	E

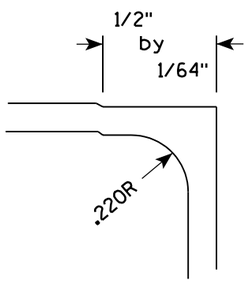
Extruded Shape







Punch 7/16" x 7/8" oval holes beginning 6" in from end of extrusion 12" CC on both edges of 6" and 12" panels.

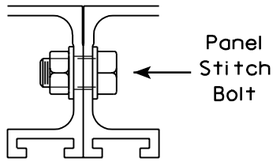


Hardware

STITCH BOLT, WASHER & NUT

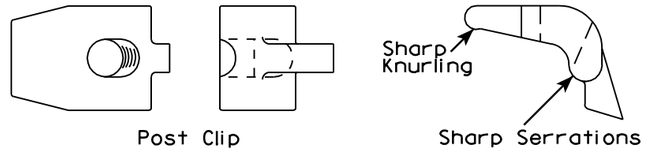
The hardware includes:

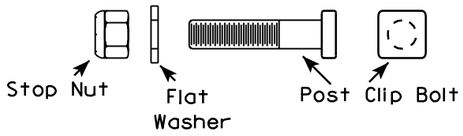
3/8 " - 16 X 3/4 " Economy Bolt 2024-T4 alloy
3/8 " - Stainless steel stop nut
3/8" X .064 Flat Washers, Alclad 2024-T4 alloy



POST CLIP, POST CLIP BOLT, WASHER & NUT

Post Clip shall be Alum. Alloy 356-T6
Post Clip Bolt shall be Stainless Steel.
Flat washer shall be 3/8" X .091, Stainless Steel.
Stop nut shall be stainless steel.





NOTES

1. The contractor may select any brand of extrusion that conforms to the illustrations or meets with the approval of the engineer, but all extrusions used on this contract shall be of the same brand.
2. Panel Stitch Bolts shall be used to assemble adjacent panels. Maximum stitch bolt spacing shall be 24" C-C, and a minimum of 4 bolts shall be used to connect any two extrusions.
3. Post Clips shall be used to attach the sign panel to the sign support.

ALUMINUM EXTRUSIONS FOR TYPE I SIGNS

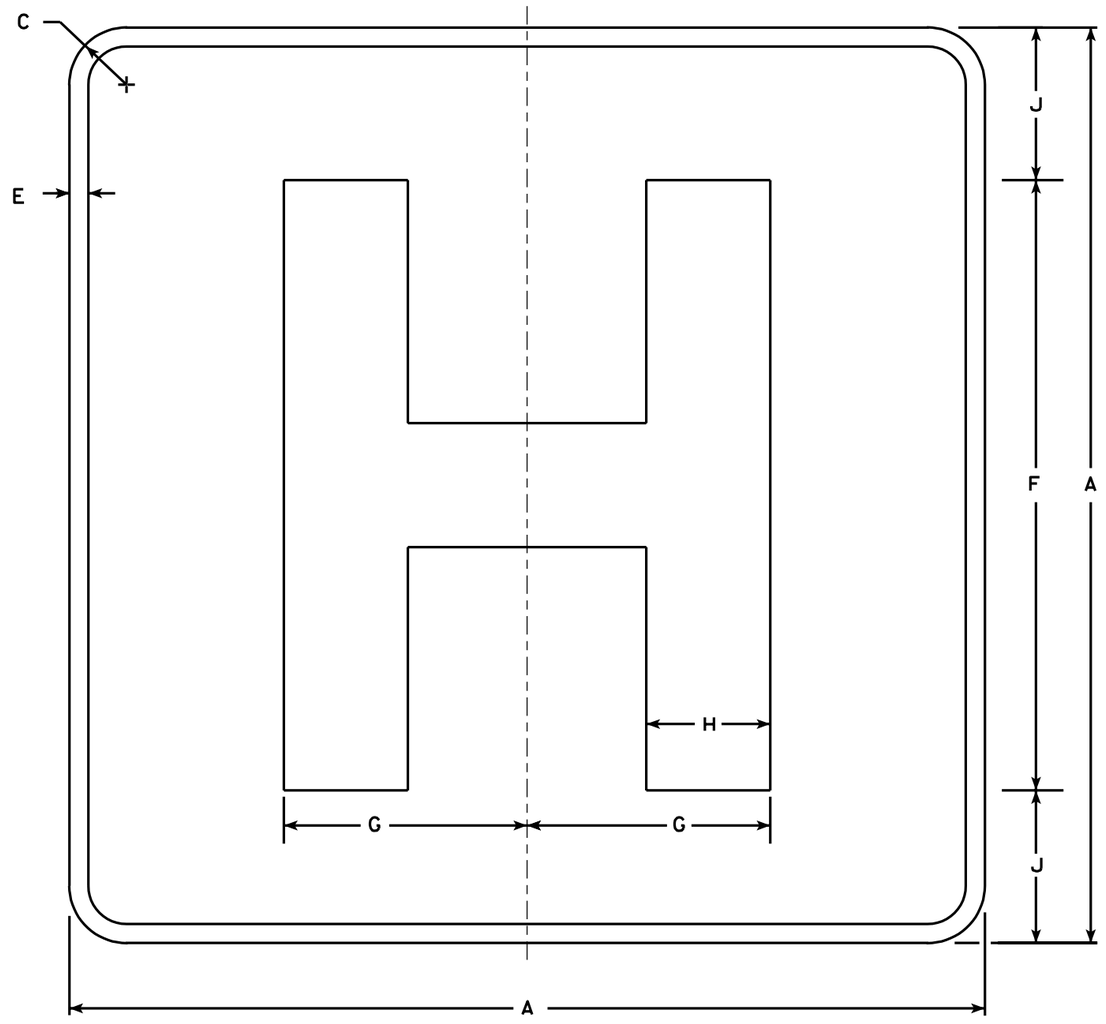
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

DATE 11/18/99 PLATE NO. A5-2.9

PROJECT NO:

SHEET NO: 612 E



D9-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Blue
   Message - White - Type H Reflective
3. Message Series - E Modified
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	450 mmX 450 mm
2	600 mmX 600 mm
3	900 mmX 900 mm
4	X
5	X

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		1/2	12	4 3/4	2 3/8		3																	4.0
2	24		1 1/2		1/2	16	6 3/8	3 1/4		4																	4.0
3	36		2 1/4		3/4	24	9 1/2	4 7/8		6																	9.0
4																											
5																											

STANDARD SIGN
D9-2

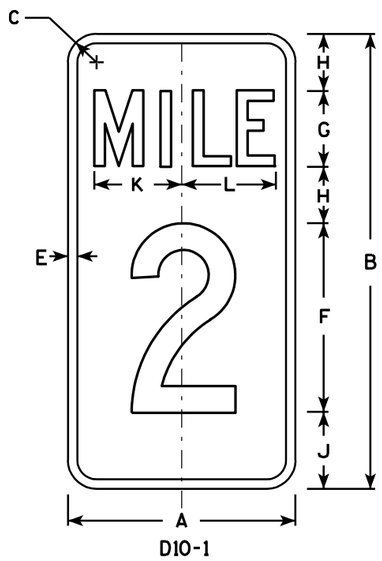
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spong
for State Traffic Engineer

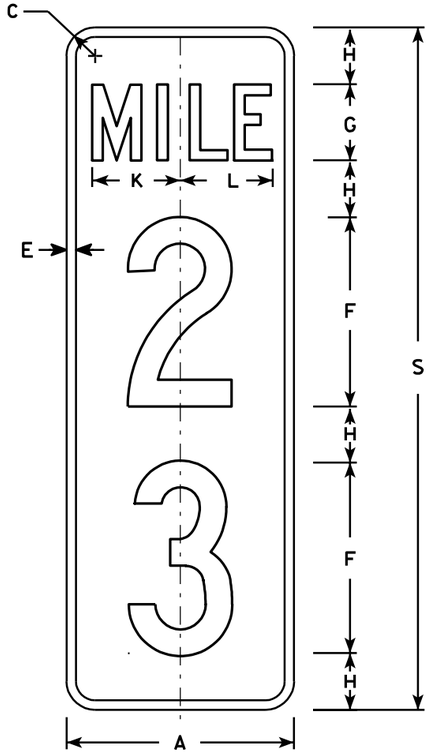
DATE 1/15/02 PLATE NO. D9-2.4

PROJECT NO:

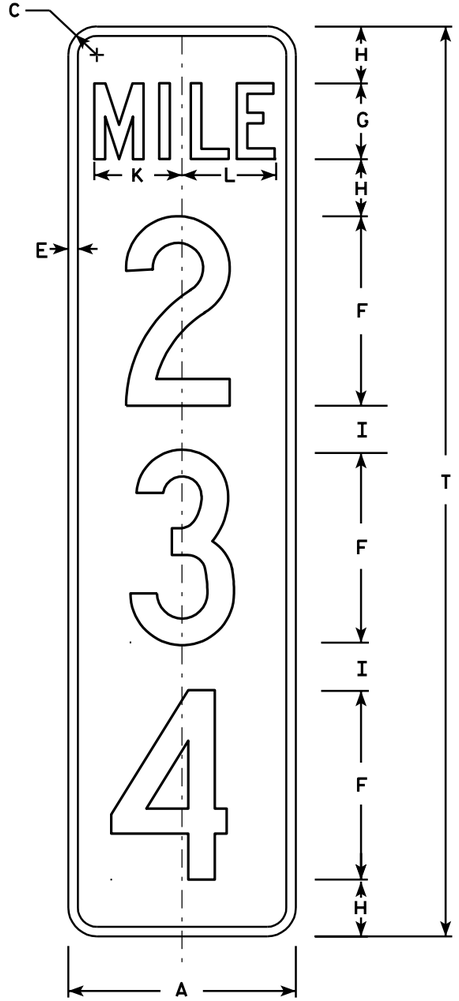
SHEET NO: 613 E



D10-1



D10-2



D10-3

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White - Type H Reflective
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. Optically adjust numerals about the centerline of the sign to achieve proper balance.

Metric equivalent for this sign is:

PHY. SIZE	
12 X 24	300 mm X 600 mm
12 X 36	300 mm X 900 mm
12 X 48	300 mm X 1200 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
1																										
2																										
3																										
4	12	24	1 ½		½	10	4	3	2 ½	4	4 ⅝	4 ⅞							36	48						
5	12	24	1 ½		½	10	4	3	2 ½	4	4 ⅝	4 ⅞							36	48						

D10-1	D10-2	D10-3
Area sq. ft.	Area sq. ft.	Area sq. ft.
2.0	3.0	4.0
Area m2	Area m2	Area m2
.19	.28	.38

STANDARD SIGN
D10-1 , D10-2 & D10-3

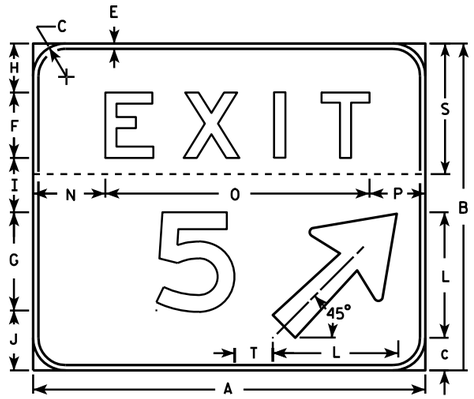
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for Director, Office of Traffic

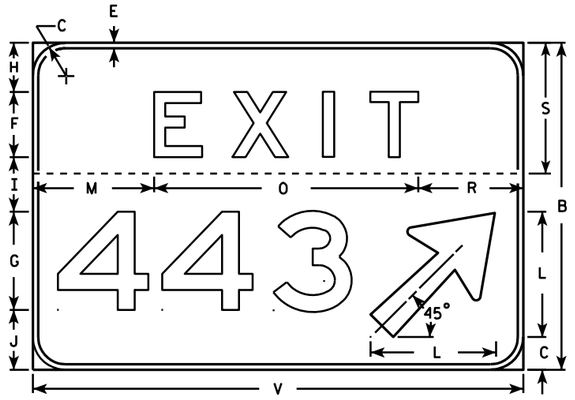
DATE 1/16/02 PLATE NO. D10-3.2

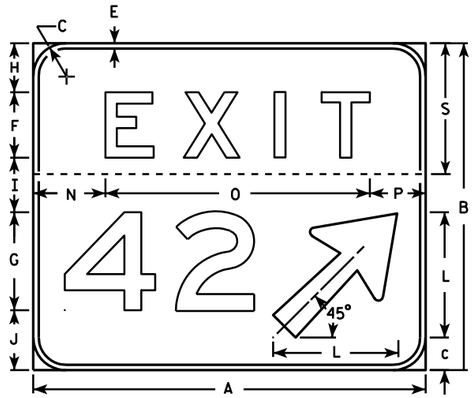
PROJECT NO:

SHEET NO: 614 E



NOTE: T diminision shall be measured from the back of the number to the front of the arrow

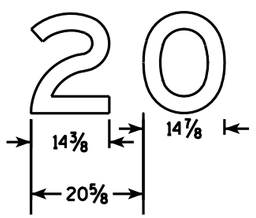




NOTES

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 (Type H reflective)
3. Message Series - E
4. Corners may be square or rounded but the border shall be rounded as shown.
5. Base material for this sign shall be plywood and shall be split into two seperate pieces as shown on each detail by the dashed line (----------).
6. Arrow is Type "A" from sign plate A1-1.
7. Substitute appropriate message, space per the table and adjust placement on sign to achieve proper balance.
8. As per the Standard Spec's, these signs shall not have a vertical joint.

EXAMPLE FOR USING SPACING CHART



SPACING CHART FOR 18" NUMERALS

NUMBERS	WIDTH	0	1	2	3	4	5	6	7	8	9	A	B	C
0	14 7/8	21 5/8	21 5/8	21 1/4	20 3/8	21 1/4	21 1/4	21 5/8	19 7/8	22 1/8	21 5/8			
1	5 7/8	14	14	14	13 1/8	12 1/8	14	14	12 1/4	14	14			
2	14 3/8	20 5/8	21 1/8	20 5/8	19 3/4	20 1/4	20 5/8	20 5/8	18 7/8	21 1/8	20 5/8			
3	14 3/8	20 3/4	21 1/8	20 3/4	20 1/4	19 3/4	20 3/4	20 3/4	19 3/8	21 1/8	20 3/4			
4	16 5/8	22 7/8	22	22 1/2	21 5/8	21 5/8	22 7/8	22 7/8	20 5/8	23 3/8	22 7/8			
5	14 1/4	20 5/8	20 5/8	20 1/8	18 3/4	18 3/4	20 5/8	20 5/8	18 3/8	20 5/8	20 5/8			
6	14 1/2	21 1/4	20 3/4	20 3/4	19 7/8	19 1/2	20 3/8	20 3/4	19	20 3/4	20 3/8			
7	14 3/8	19 3/4	19 3/4	20 1/4	19 3/4	17	19 3/4	20 5/8	18 7/8	20 5/8	19 3/4			
8	14 1/4	21 1/2	21 1/2	20 5/8	19 1/4	19 3/4	20 5/8	21 1/2	19 5/8	21 1/2	20 5/8			
9	14 1/2	21 1/4	21 1/4	20 7/8	20	20 7/8	20 7/8	21 1/4	19 1/2	21 3/4	21 1/4			
A	18	19 3/4	19 3/4	20 1/4	19 3/4	17	19 3/4	20 5/8	18 7/8	20 5/8	19 3/4	21 5/8	23 7/8	23
B	14 1/4	21 1/2	21 1/2	20 5/8	19 1/4	19 3/4	20 5/8	21 1/2	19 5/8	21 1/2	20 5/8	19 1/2	22 3/8	21 1/2
C	14 1/4	21 1/4	21 1/4	20 7/8	20	20 7/8	20 7/8	21 1/4	19 1/2	21 3/4	21 1/4	18 3/8	21	19 3/4

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
2																										
3																										
4																										
5	72	60	6		1	12	18	9	10	11	8 7/8	23	22 1/4	13 1/4	48 1/2	10 1/4		19 1/4	24	7		90		96	7 1/2	

1-2 Digit Bid Area	3 Digit Bid Area
Sq. Ft.	
30	37.5

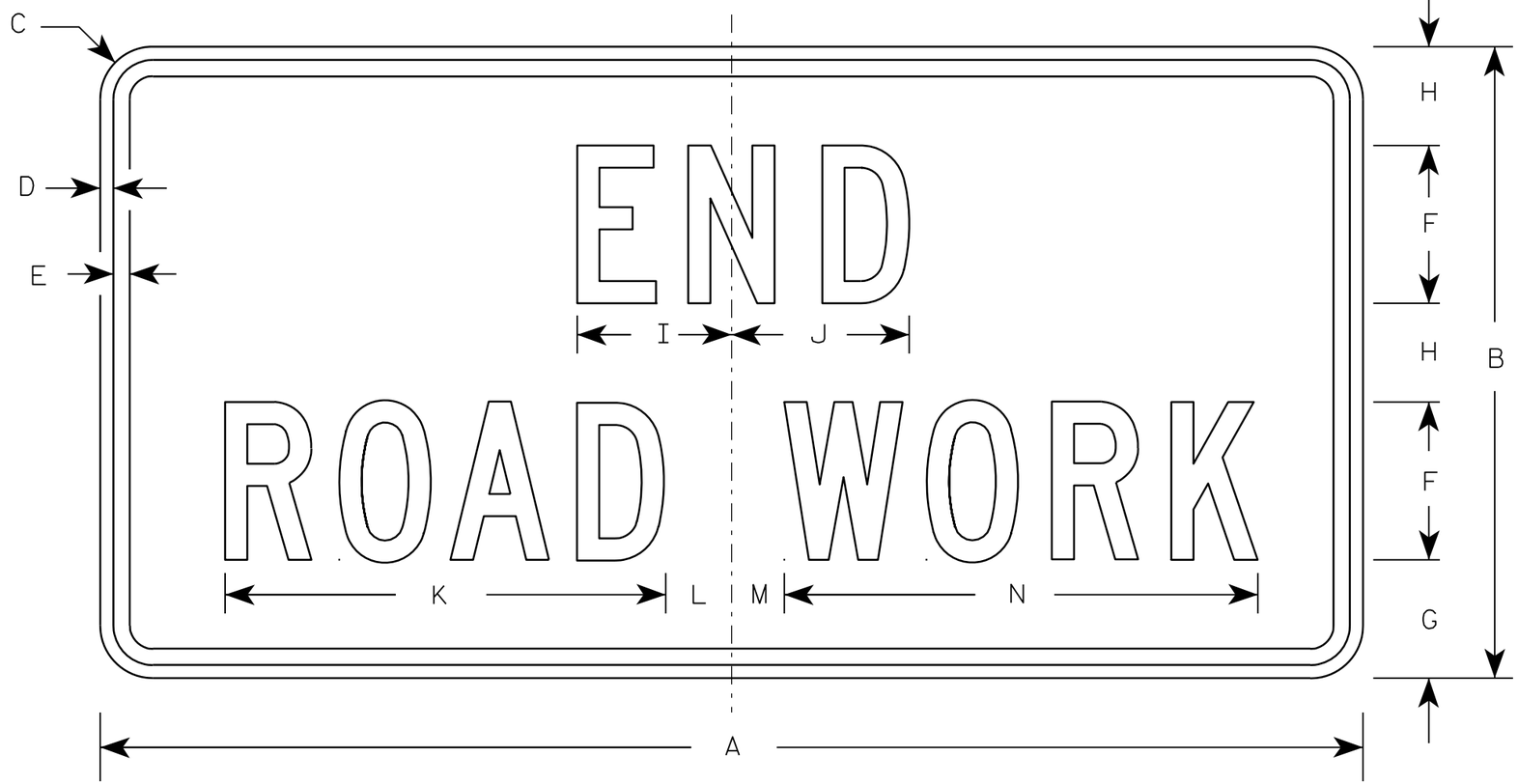
STANDARD SIGN
E5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/11/10 PLATE NO. E5-1A.12

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 615 | E



G20-2A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	900 mm X 450 mm
2	1200 mm X 600 mm
3	1200 mm X 600 mm
4	1200 mm X 600 mm
5	1200 mm X 600 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72

STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

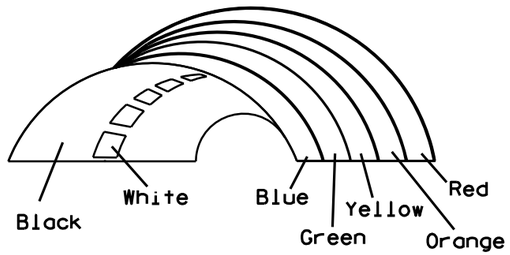
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 616	E



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 - (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.

Background Colors of Symbol*



*1/4" Black Border between each color of rainbow and border of rainbow

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

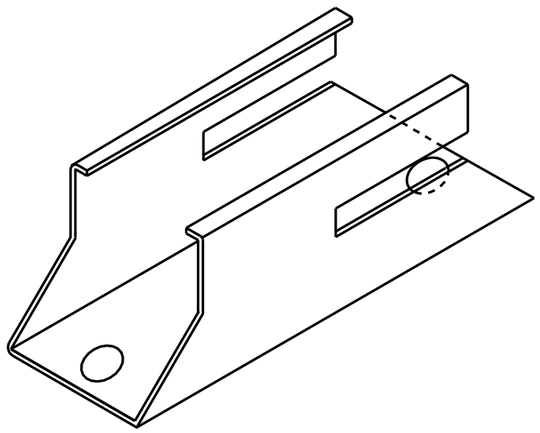
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

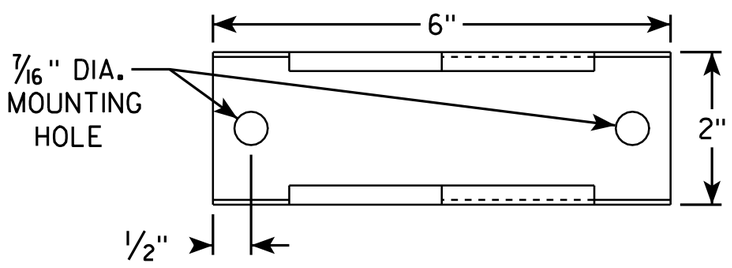
DATE 4/27/11 PLATE NO. 155-56.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 617

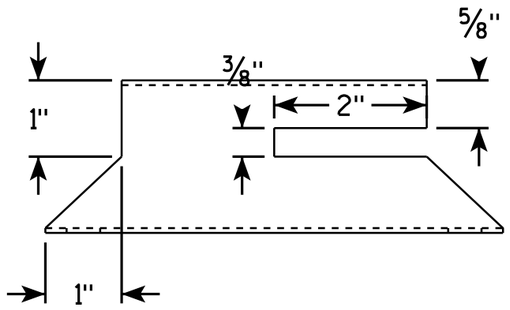
ISOMETRIC VIEW



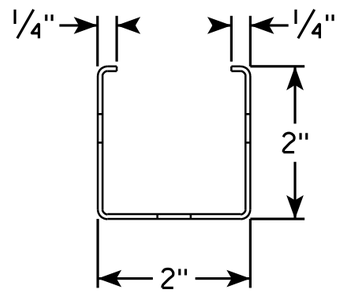
TOP VIEW



SIDE VIEW



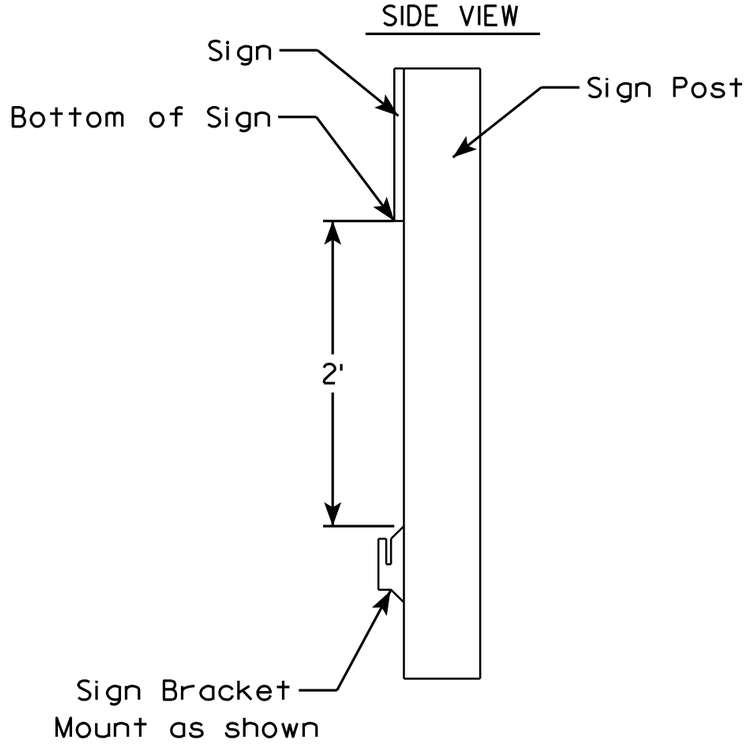
END VIEW



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 2/5/10 PLATE NO. I55-56B.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 618	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\I5556B.DGN PLOT DATE : 01-MAR-2010 15:34 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 1.986348:1.000000

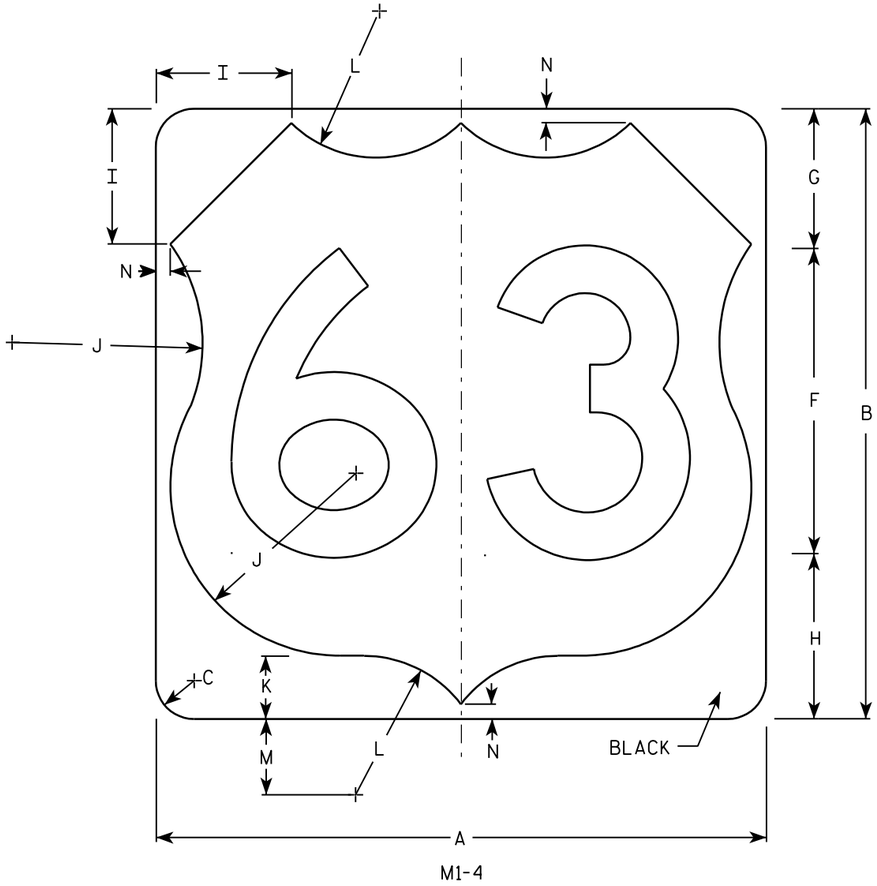
WISDOT/CADDS SHEET 42

7

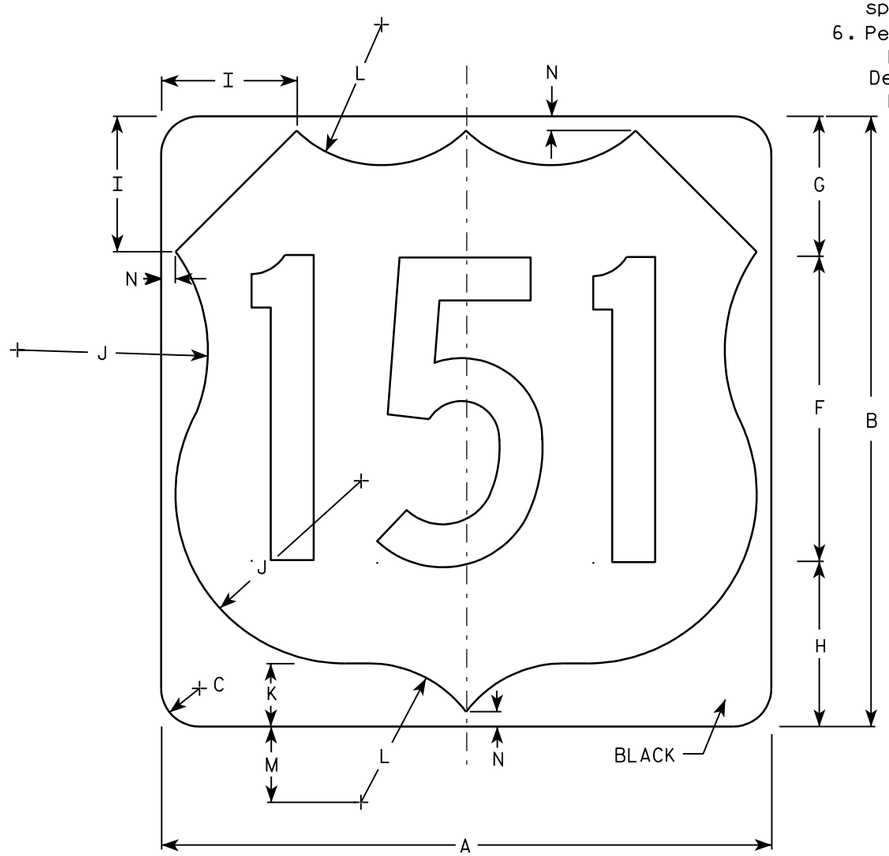
7

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and adjust spacing as per Plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or other temporary signs
   Background - Reflective



M1-4



M1-4

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0	.36
3	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
4	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
5	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81

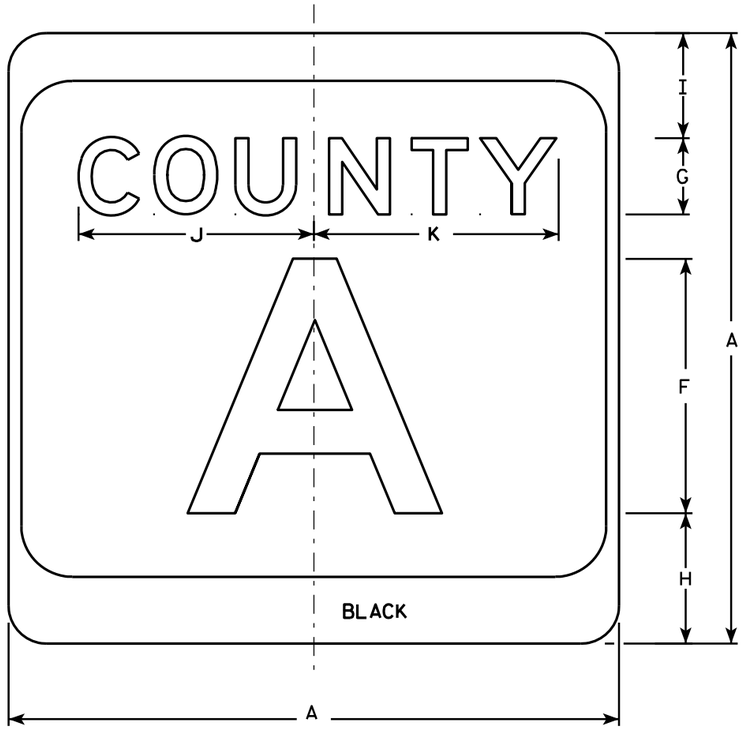
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

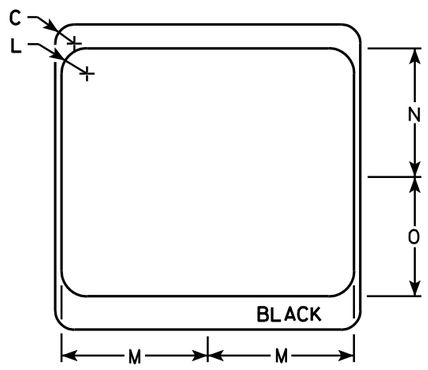
APPROVED Matthew R Rauch
for State Traffic Engineer

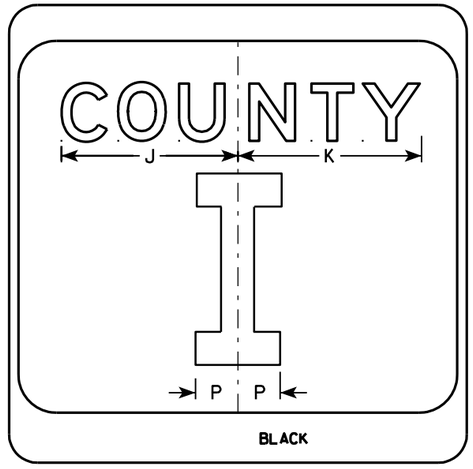
DATE 08/25/05 PLATE NO. M1-4.9

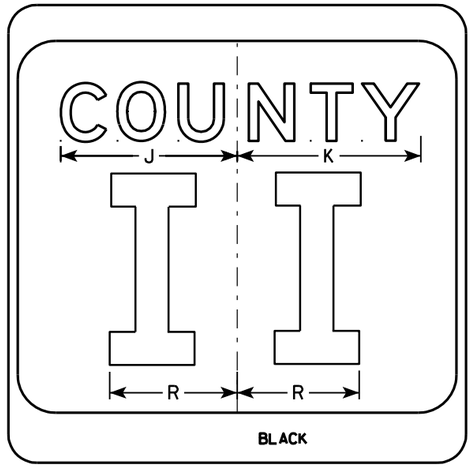
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 619 | E



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

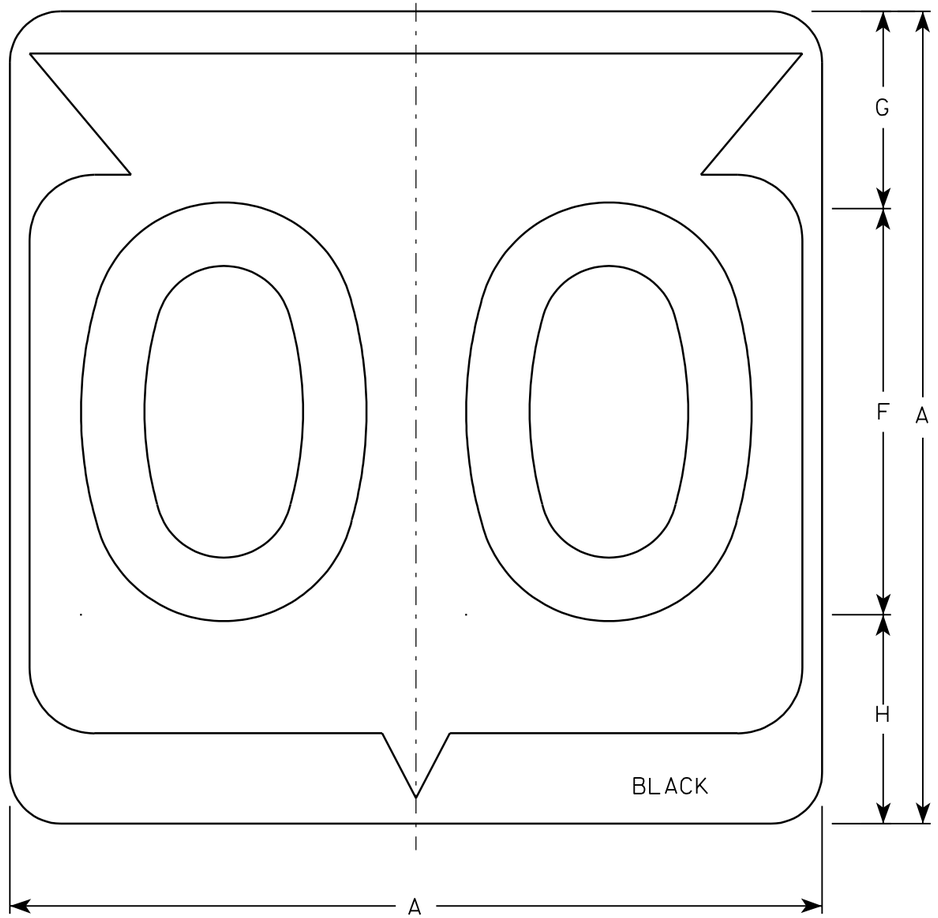
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 620	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\M15A.DGN PLOT DATE : 29-SEP-2011 11:25 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.959043:1.000000

WISDOT/CADDS SHEET 42

7

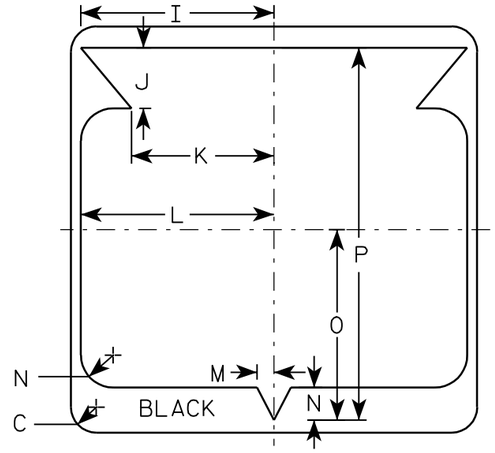
7



M1-6

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate Series numerals and adjust spacing as per plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective



Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0	.36
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81

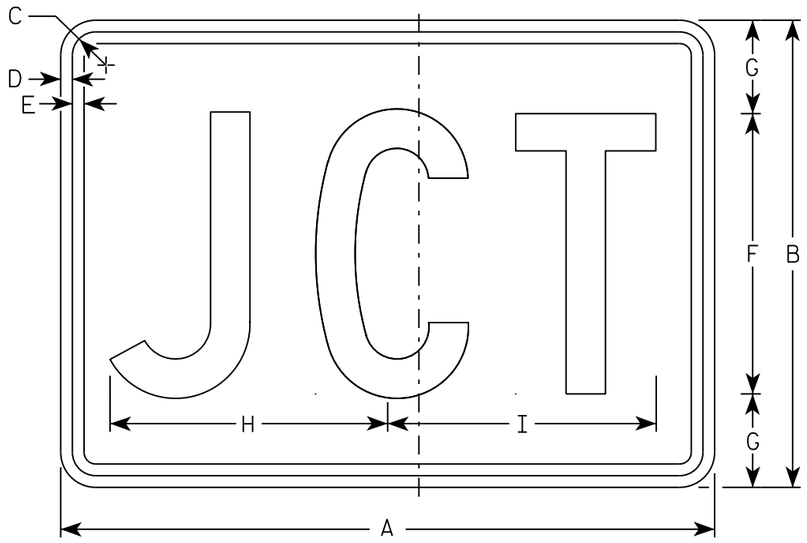
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

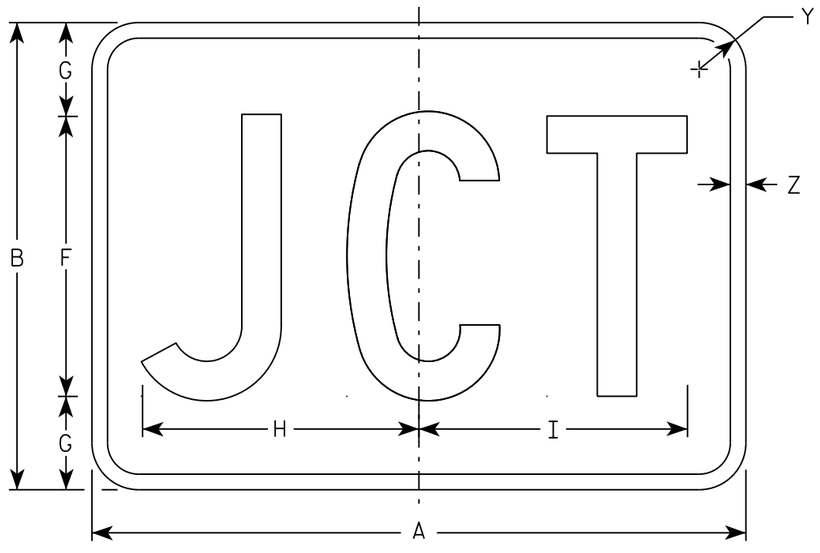
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 621	E



M2-1
MM2-1
MP2-1



MB2-1
MK2-1
MN2-1
MR2-1

NOTES

1. Sign is Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M2-1 Background - White
   Message - Black
   MB2-1 Background - Blue
   Message - White
   MK2-1 Background - Green
   Message - White
   MM2-1 Background - White
   Message - Green
   MN2-1 Background - Brown
   Message - White
   MP2-1 Background - White
   Message - Blue
   MR2-1 Background - Brown
   Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21	15	1 1/8	3/8	3/8	9	3	8 7/8	8 5/8																1 1/2	1/2	2.20
3	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
4	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
5	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40

STANDARD SIGN
M2-1

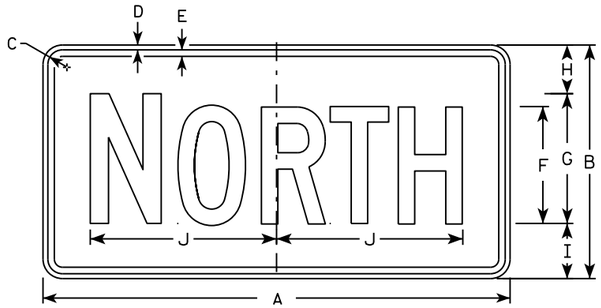
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

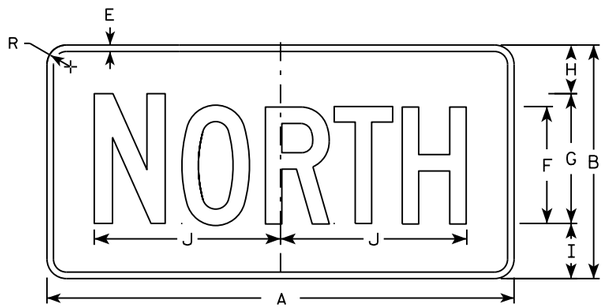
DATE 10/15/15 PLATE 622 12-1.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M21.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 4.864603:1.000000



M3-1
MM3-1
MP3-1



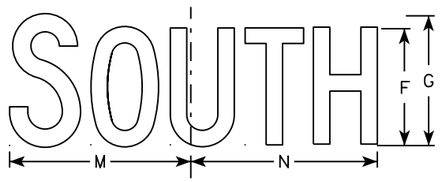
MB3-1
MK3-1
MN3-1



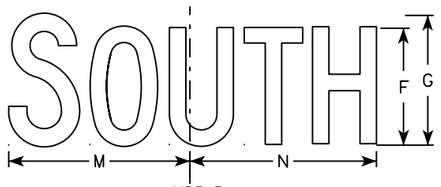
M3-2
MM3-2
MP3-2



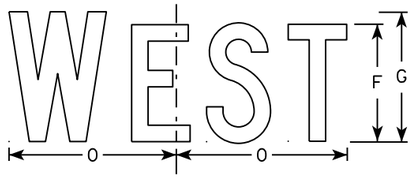
MB3-2
MK3-2
MN3-2



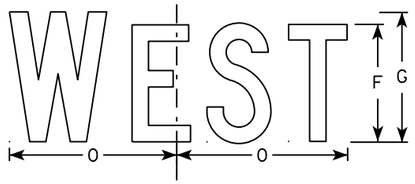
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

STANDARD SIGNS
M3-1 thur M3-4
SERIES

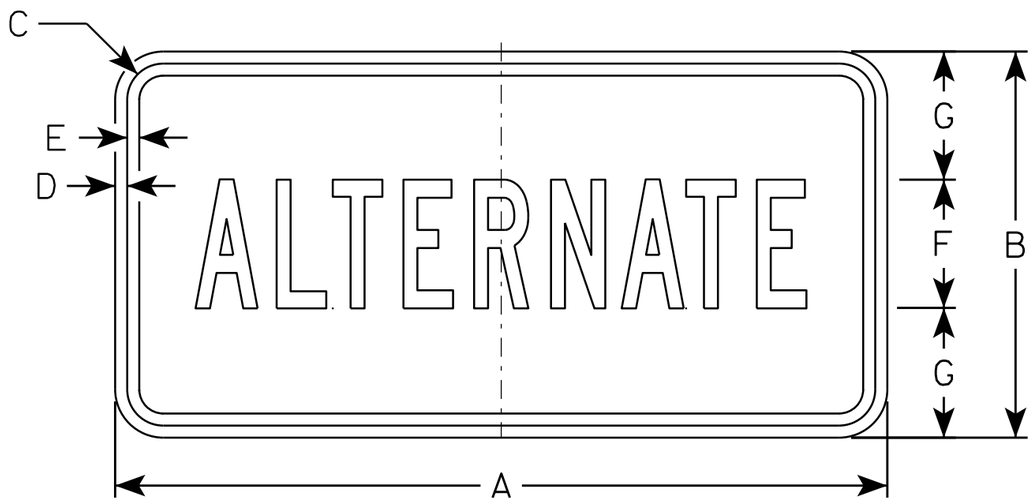
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

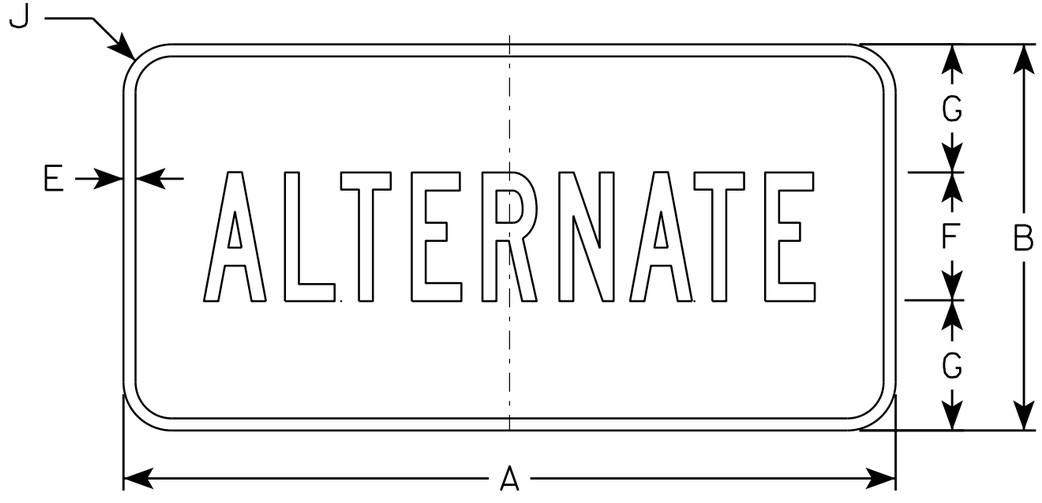
DATE 10/15/15 PLATE NO M3-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



M4-1
M04-1



MB4-1

NOTES

1. Sign is Type II - Type H except as Shown
2. Color:
   Background - See Note 5
   Message - See note 5
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-1 Background - White
   Message - Black

   MB4-1 Background - Blue
   Message - White

   M04-1 Background - Orange - Type F
   Message - Black

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	4	4	9 3/4	9 1/2	1 1/2																	2.00
3	36	18	1 1/8	3/8	1/2	7	5 1/2	16 3/8	16 1/2	1 1/2																	4.5
4	36	18	1 1/8	3/8	1/2	7	5 1/2	16 3/8	16 1/2	1 1/2																	4.5
5	36	18	1 1/8	3/8	1/2	7	5 1/2	16 3/8	16 1/2	1 1/2																	4.5

STANDARD SIGN
M4-1

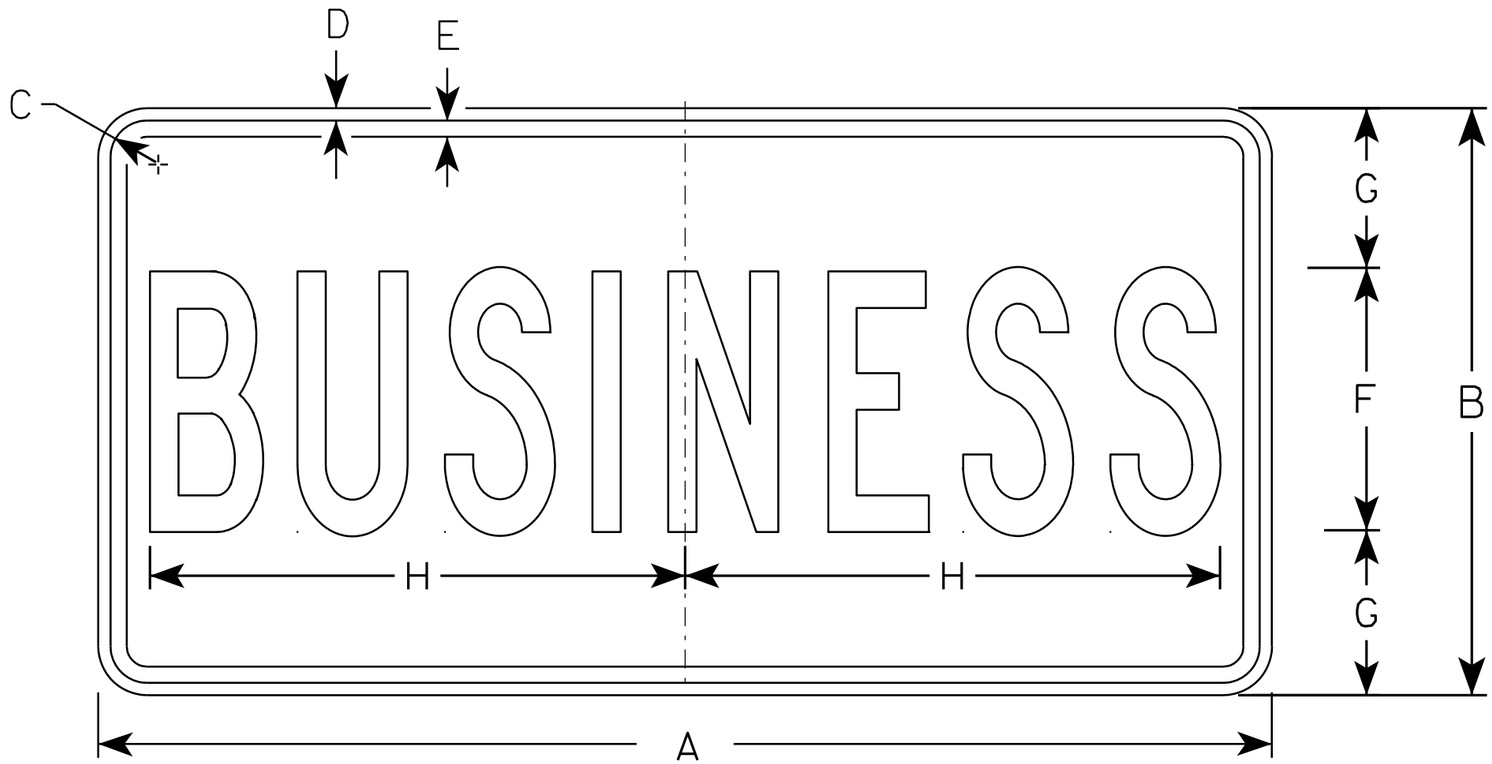
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/30/14 PLATE 14-1.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\M41.DGN PLOT DATE : 30-JUN-2014 15:38 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 4.708937:1.000000
WISDOT/CADDS SHEET 42



M4-3

NOTES

1. Sign is Type II - See Note 5 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White - See Note 5
   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.
5. Permanent Signs
   Background - Type H Reflective
   Detour or other 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	12	1 1/8	3/8	3/8	5	3 1/2	9 5/8																			2.0
3	36	18	1 1/8	3/8	1/2	8	5	16 3/8																			4.5
4																											
5																											

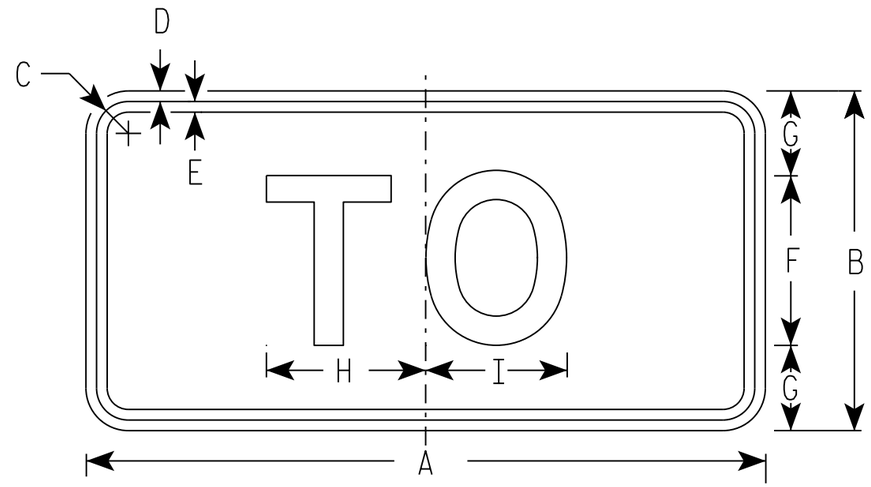
STANDARD SIGN
M4-3

WISCONSIN DEPT OF TRANSPORTATION

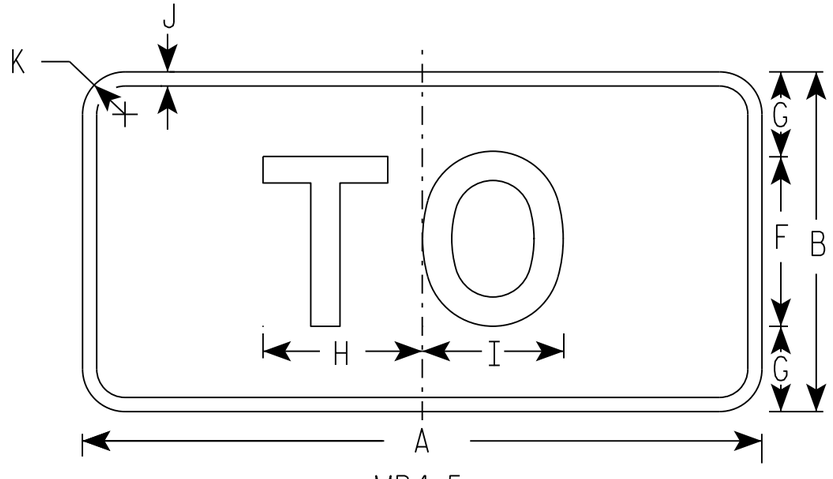
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-3.5

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 625	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

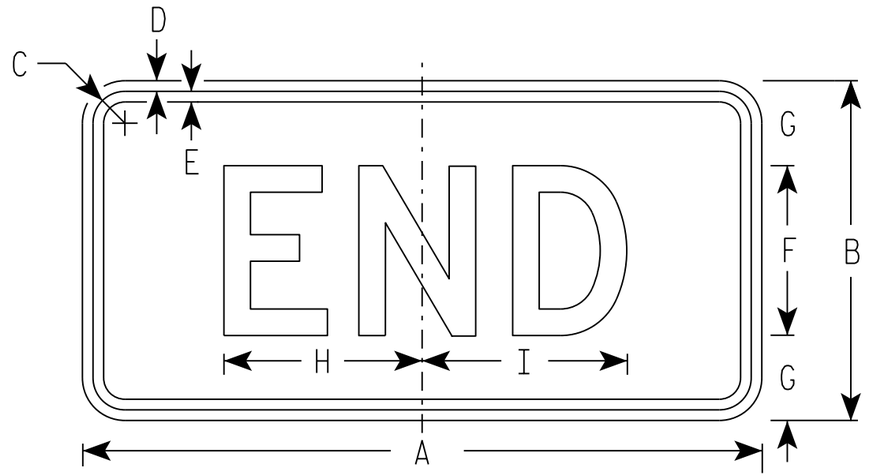
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

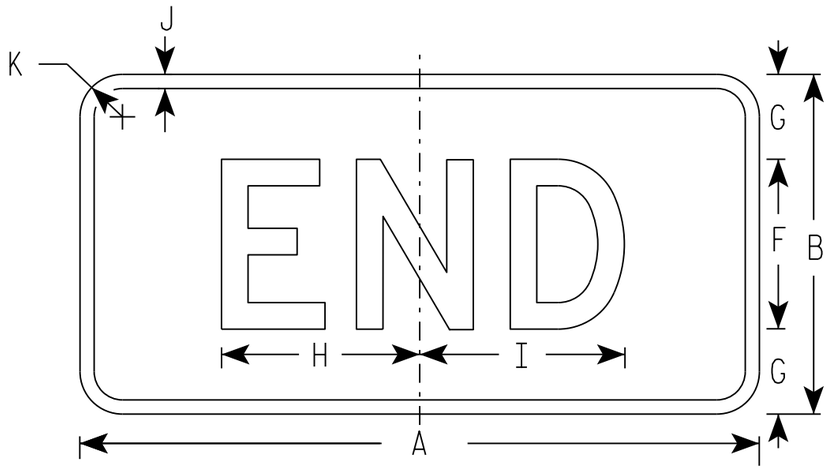
DATE 10/15/15 PLATE 626 M4-5.8

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



M4-6
MM4-6
MP4-6



MB4-6
MK4-6
MN4-6
MR4-6

NOTES

1. Sign is Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
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. M4-6 Background - White
   Message - Black

   MB4-6 Background - Blue
   Message - White

   MK4-6 Background - Green
   Message - White

   MM4-6 Background - White
   Message - Green

   MN4-6 Background - Brown
   Message - White

   MP4-6 Background - White
   Message - Blue

   MR4-6 Background - Brown
   Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	3	7	7 1/4	1/2	1 1/2																2.00
3	36	18	1 1/8	3/8	1/2	9	4 1/2	12	11 7/8	1/2	1 1/2																4.5
4	36	18	1 1/8	3/8	1/2	9	4 1/2	12	11 7/8	1/2	1 1/2																4.5
5	36	18	1 1/8	3/8	1/2	9	4 1/2	12	11 7/8	1/2	1 1/2																4.5

STANDARD SIGN
M4-6

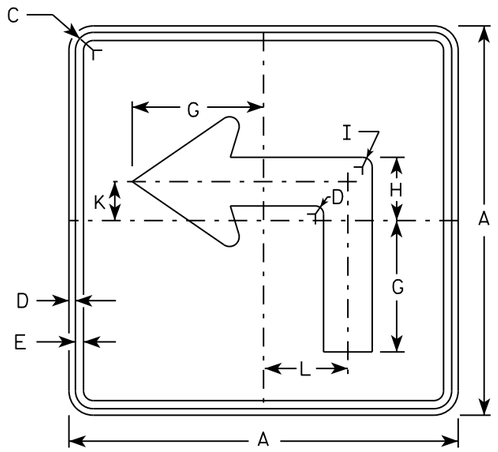
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

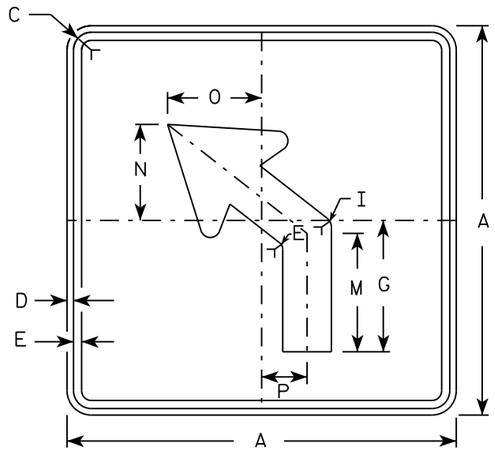
DATE 10/15/15 PLATE 627 '14-7.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

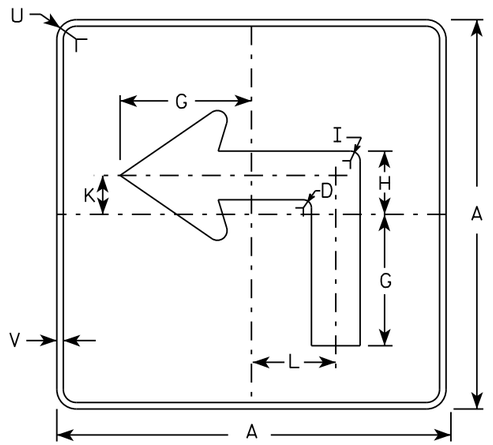
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M46.DGN PLOT DATE : 01-DEC-2015 17:55 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 5.351066:1.000000



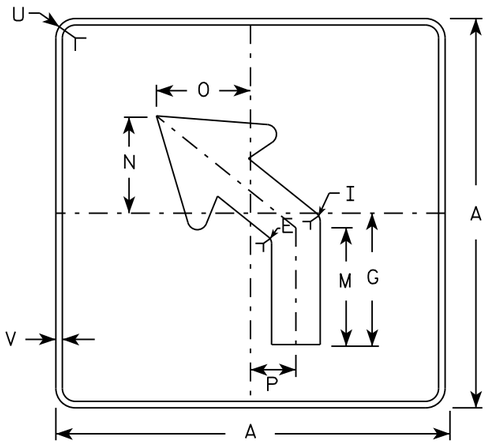
M5-1L
MM5-1L
MO5-1L
MP5-1L



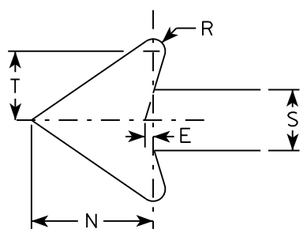
M5-2L
MM5-2L
MO5-2L
MP5-2L



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

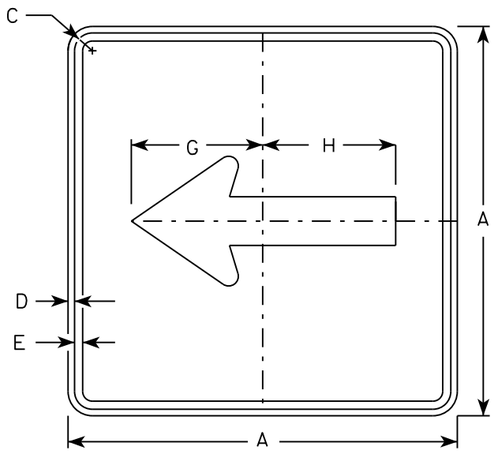
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

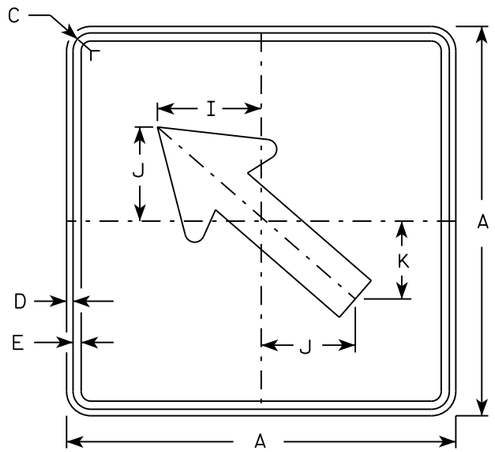
DATE 10/15/15 PLATE NO. M5-1.13

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



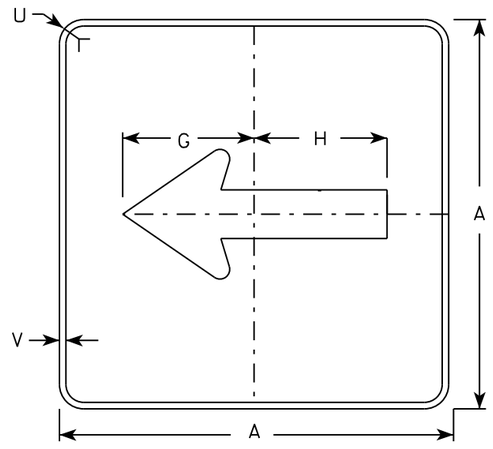
M6-1
MM6-1
MO6-1
MP6-1



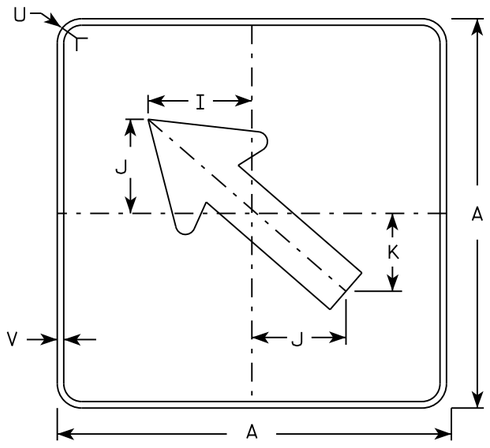
M6-2
MM6-2
MO6-2
MP6-2

NOTES

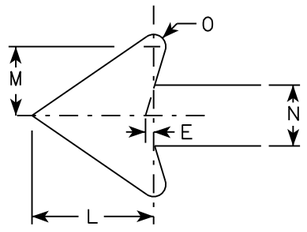
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - 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

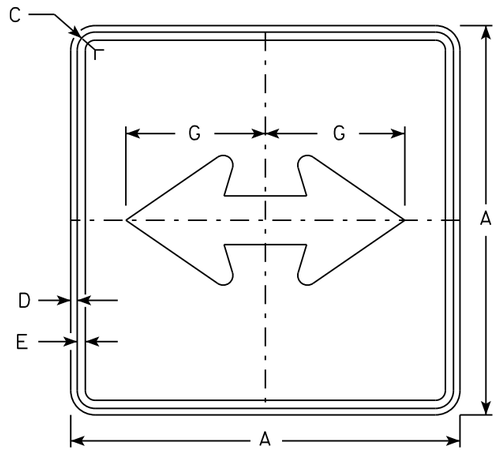
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

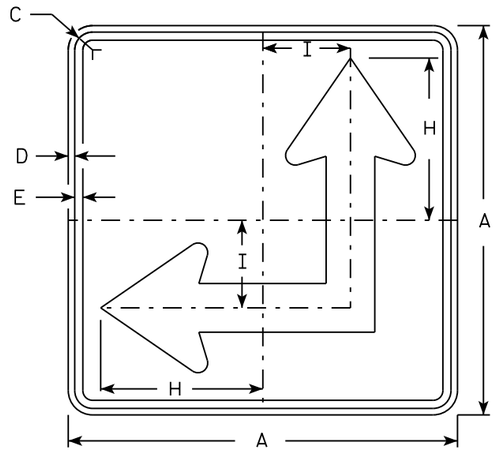
DATE 10/15/15 PLATE 629 M6-1.15

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



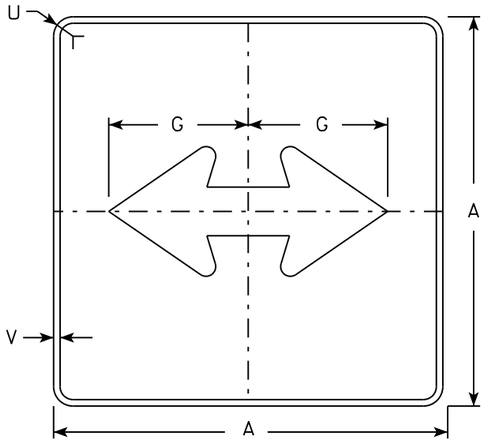
M6-4
MM6-4
MO6-4
MP6-4



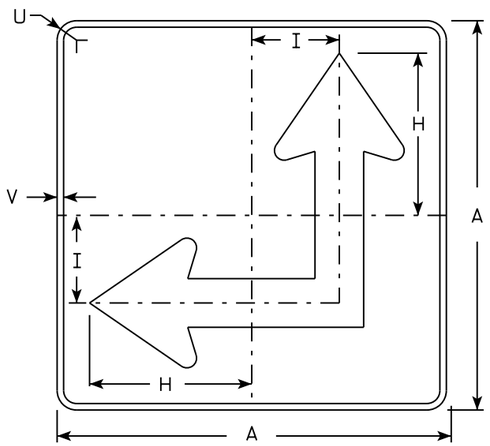
M6-6
MM6-6
MO6-6
MP6-6

NOTES

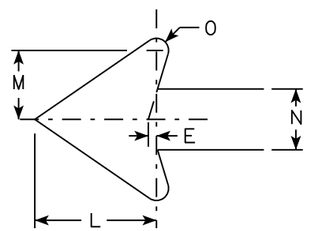
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See Note 4
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-4 and M6-6 Background - White
   Message - Black
   MB6-4 and MB6-6 Background - Blue
   Message - White
   MK6-4 and MK6-6 Background - Green
   Message - White
   MM6-4 and MM6-6 Background - White
   Message - Green
   MN6-4 and MN6-6 Background - Brown
   Message - White
   MO6-4 and MO6-6 Background - Orange - Type F Reflective
   Message - Black
   MP6-4 and MP6-6 Background - White
   Message - Blue
   MR6-4 and MR6-6 Background - Brown
   Message - Yellow
5. M6-6R same as M6-6L except arrow points ahead and right.



MB6-4
MK6-4
MN6-4
MR6-4



MB6-6
MK6-6
MN6-6
MR6-6



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	8 3/4	4 1/4			5 1/4	3	2 5/8	1/2						1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25

STANDARD SIGN
M6-4 & M6-6
SERIES

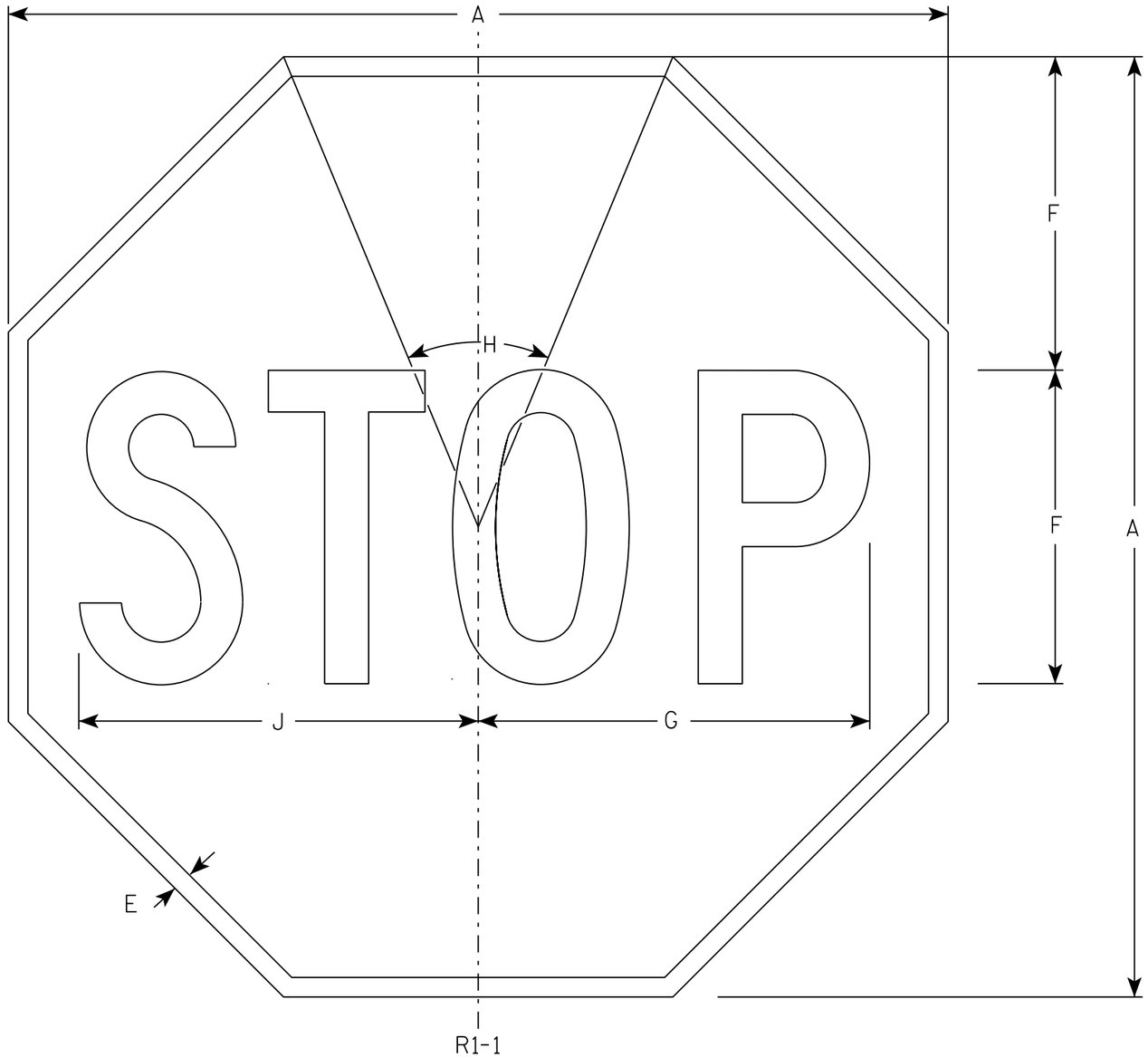
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 630 M6-4.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M64.DGN PLOT DATE : 01-DEC-2015 17:58 PLOT BY : $$ platuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



R1-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

STANDARD SIGN
R1-1

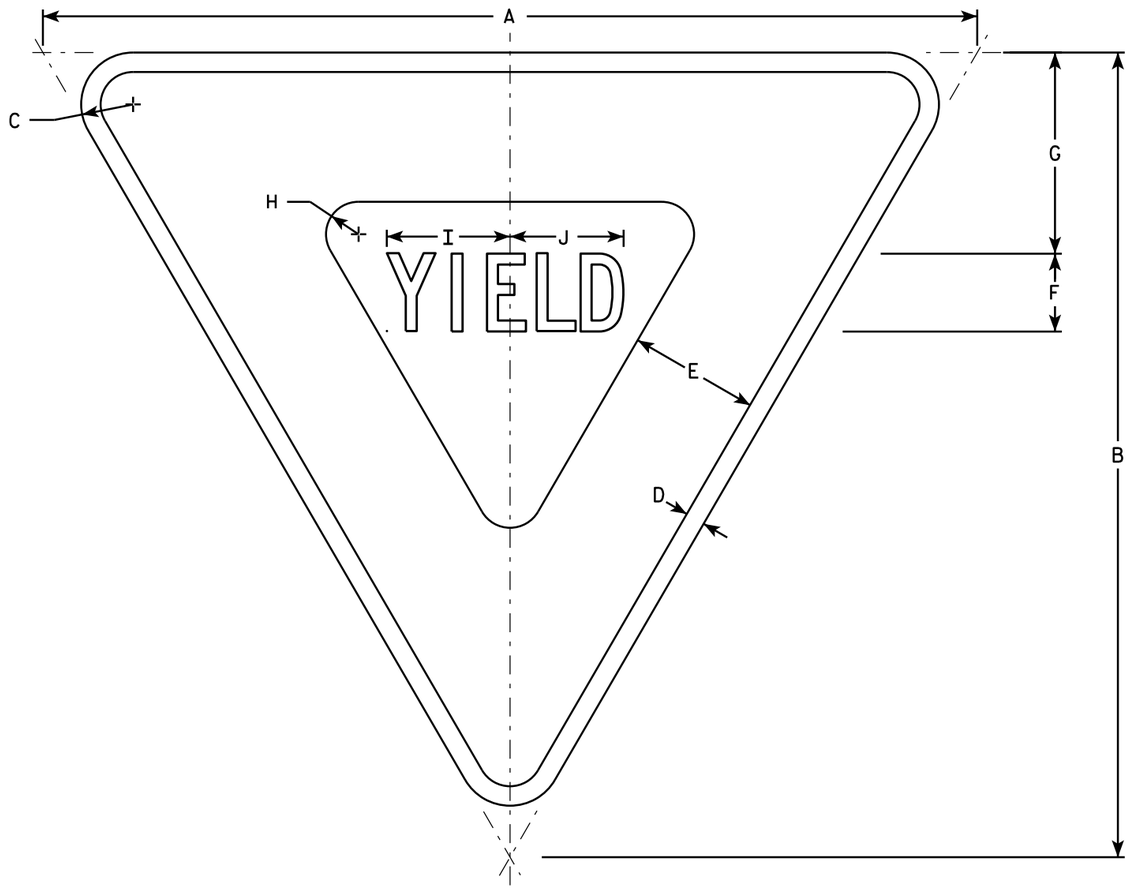
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/15 PLATE 631 R1-1.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R11.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 4.378143:1.000000



R1-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The border strip and word message are reflectorized red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	26	1 1/2	5/8	4	2 1/2	6 3/8	7/8	4	3 5/8																	2.71
2S	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88
2M	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
3	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
5	60	52	3	1 1/2	8	5	13	2 1/2	7 7/8	7 1/4																	10.83
6																											
7	18	15 1/2	1	3/8	2 1/2	1 1/2	3 7/8	5/8	2 3/8	2 1/4																	0.97

STANDARD SIGN
R1-2

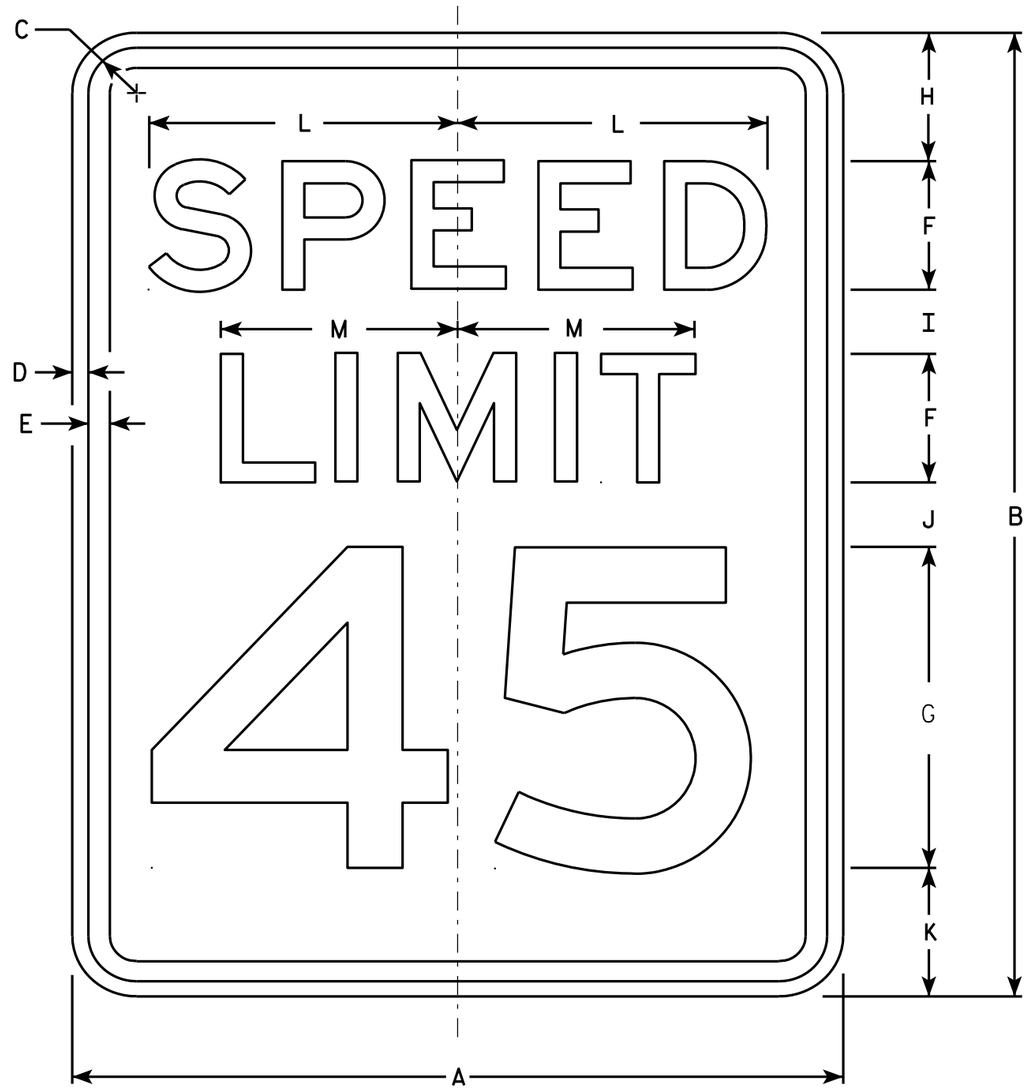
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/13/14 PLATE R1-2.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R12.DGN PLOT DATE : 13-OCT-2014 15:12 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.837526:1.000000
WISDOT/CADDS SHEET 42



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

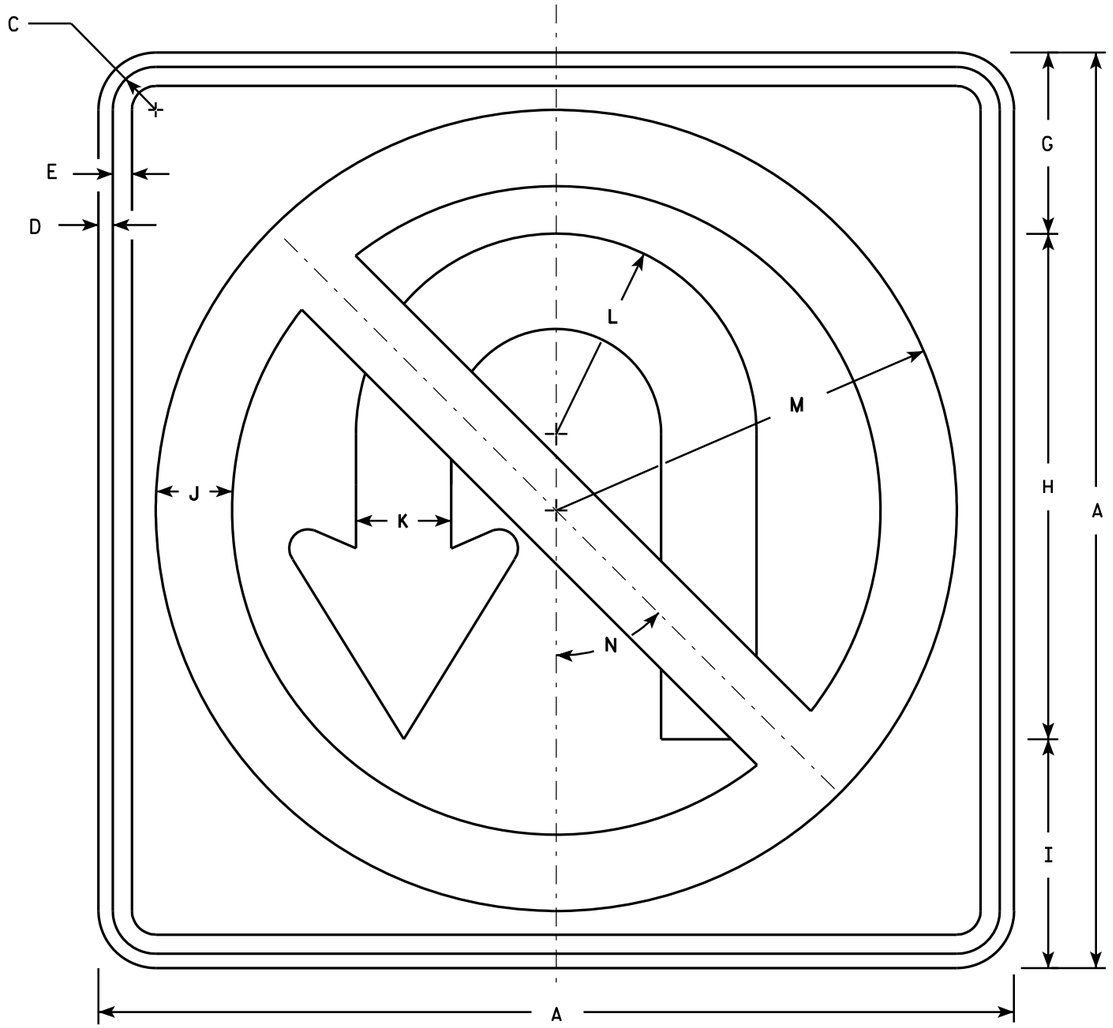
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

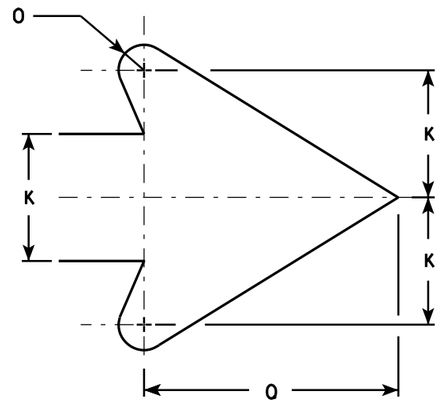
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 633 | E



R3-4

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	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

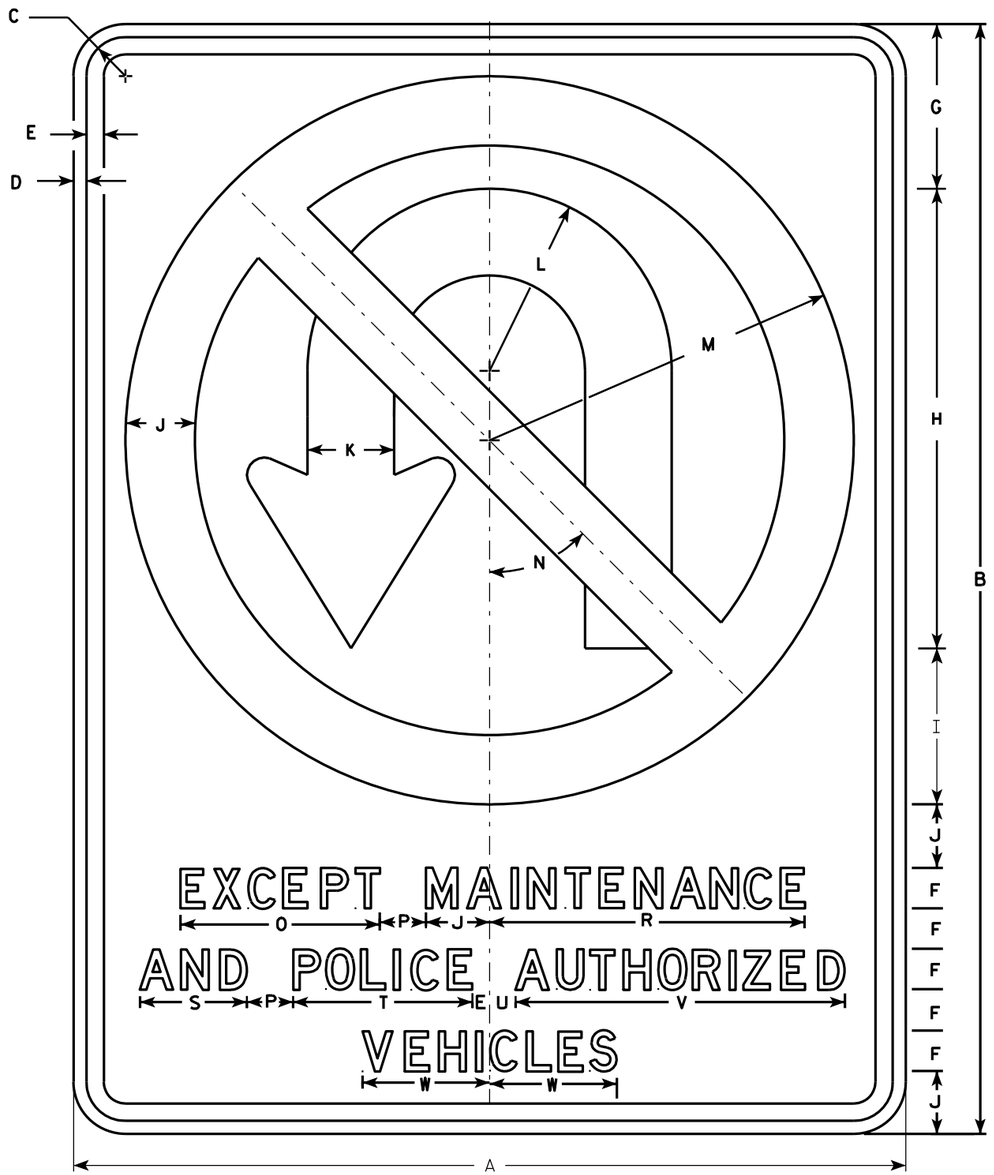
STANDARD SIGN
R3-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-4.11

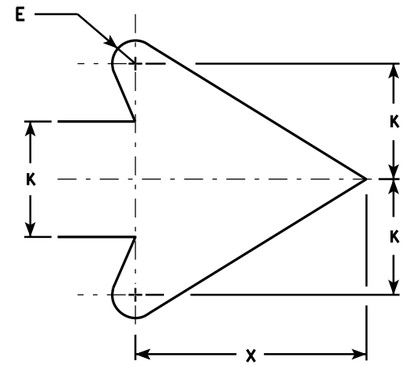
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 634	E



R3-4B

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																											
2M																											
3																											
4	36	48	1 5/8	5/8	3/4	1 3/4	7 1/8	19 7/8	6 3/4	2 3/4	3 3/4	7 7/8	15 3/4	45°	8 5/8	2		13 5/8	4 5/8	7 3/4	1 1/8	14 1/4	5 1/2	7 5/8			12.0
5	36	48	1 5/8	5/8	3/4	1 3/4	7 1/8	19 7/8	6 3/4	2 3/4	3 3/4	7 7/8	15 3/4	45°	8 5/8	2		13 5/8	4 5/8	7 3/4	1 1/8	14 1/4	5 1/2	7 5/8			12.0

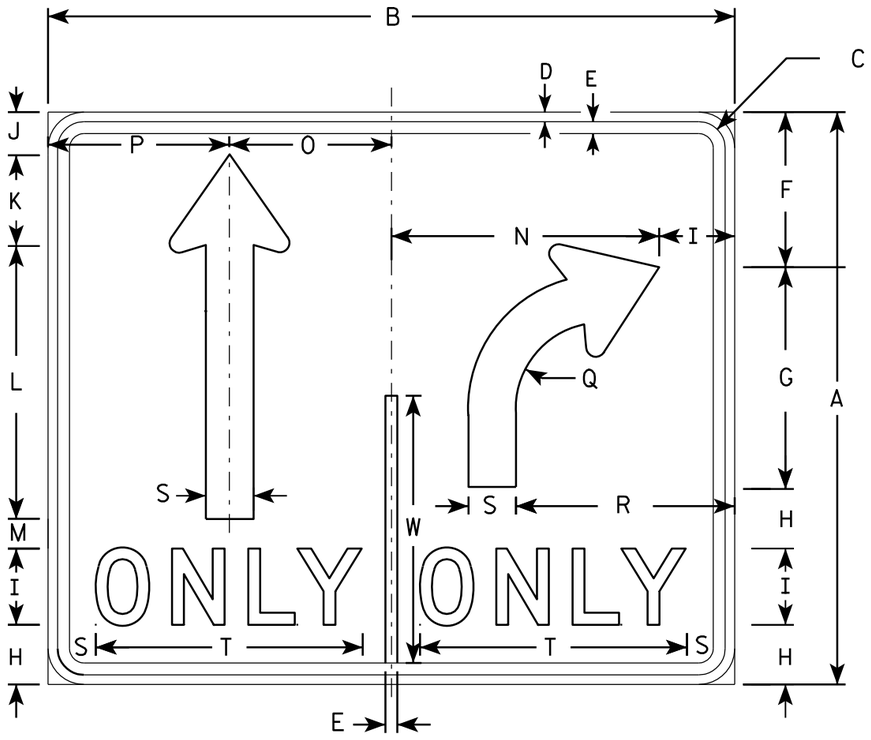
STANDARD SIGN
R3-4B

WISCONSIN DEPT OF TRANSPORTATION

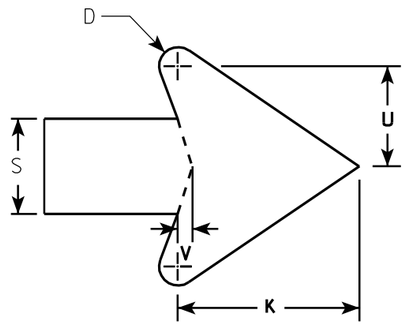
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/17/2011 PLATE NO. R3-4B.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 635	E



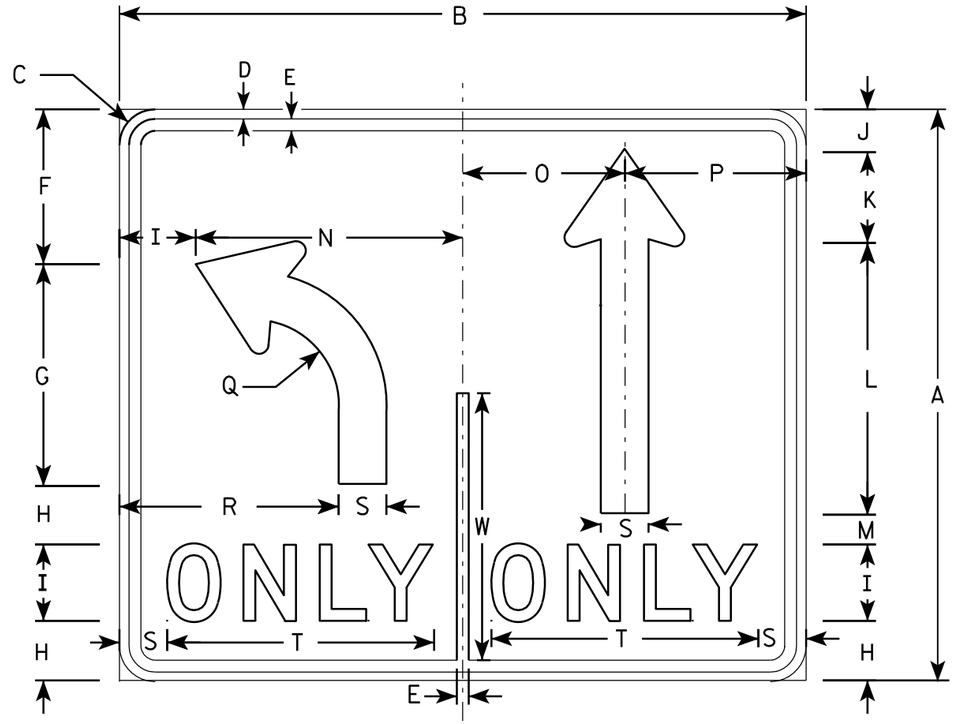
R3-8D



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

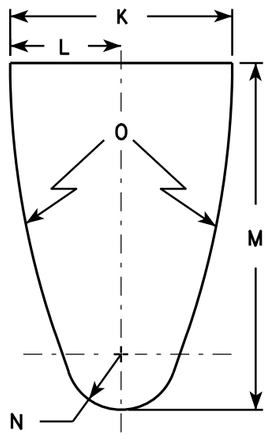
STANDARD SIGN
R3-8D & R3-8E

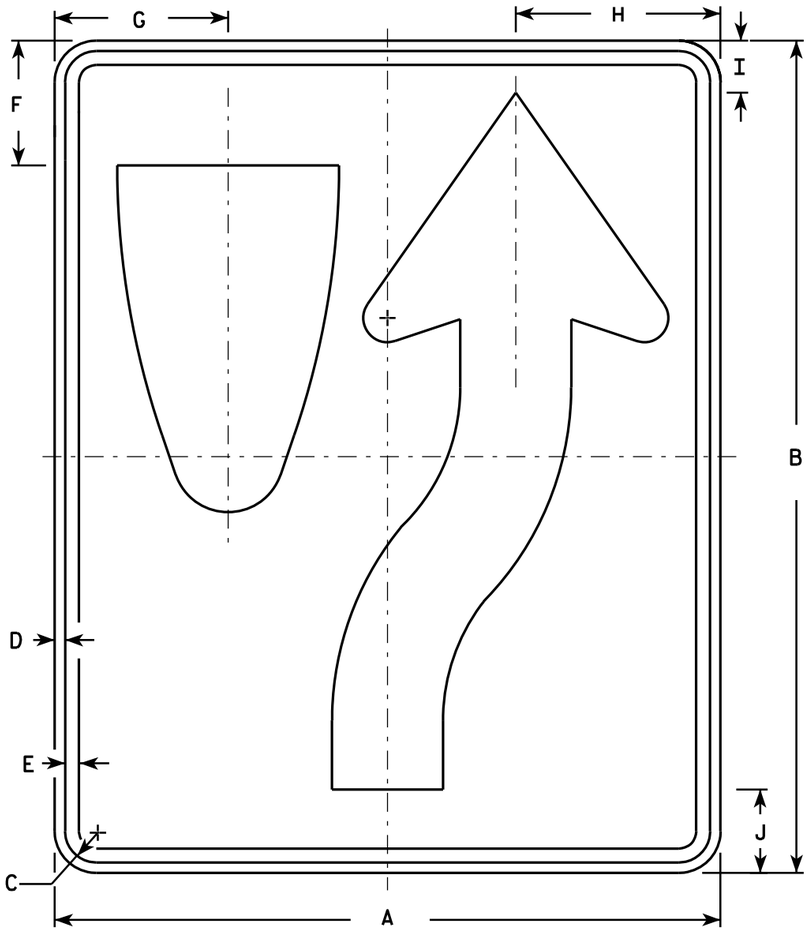
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-8D.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 636	E

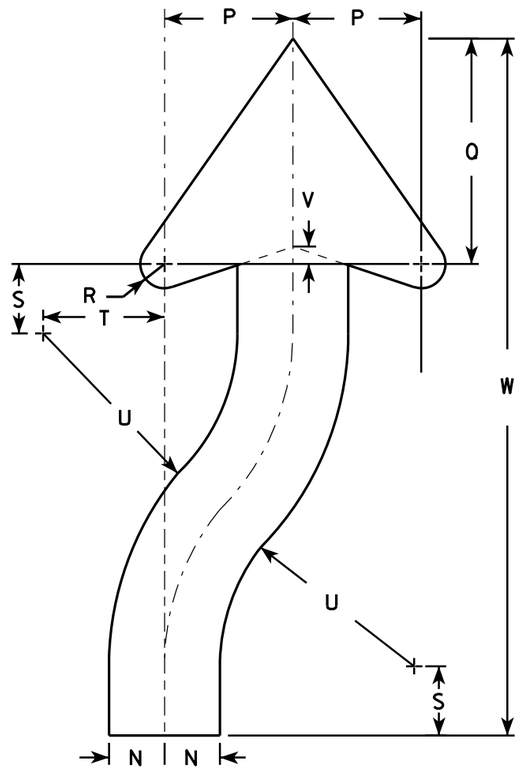




R4-7

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

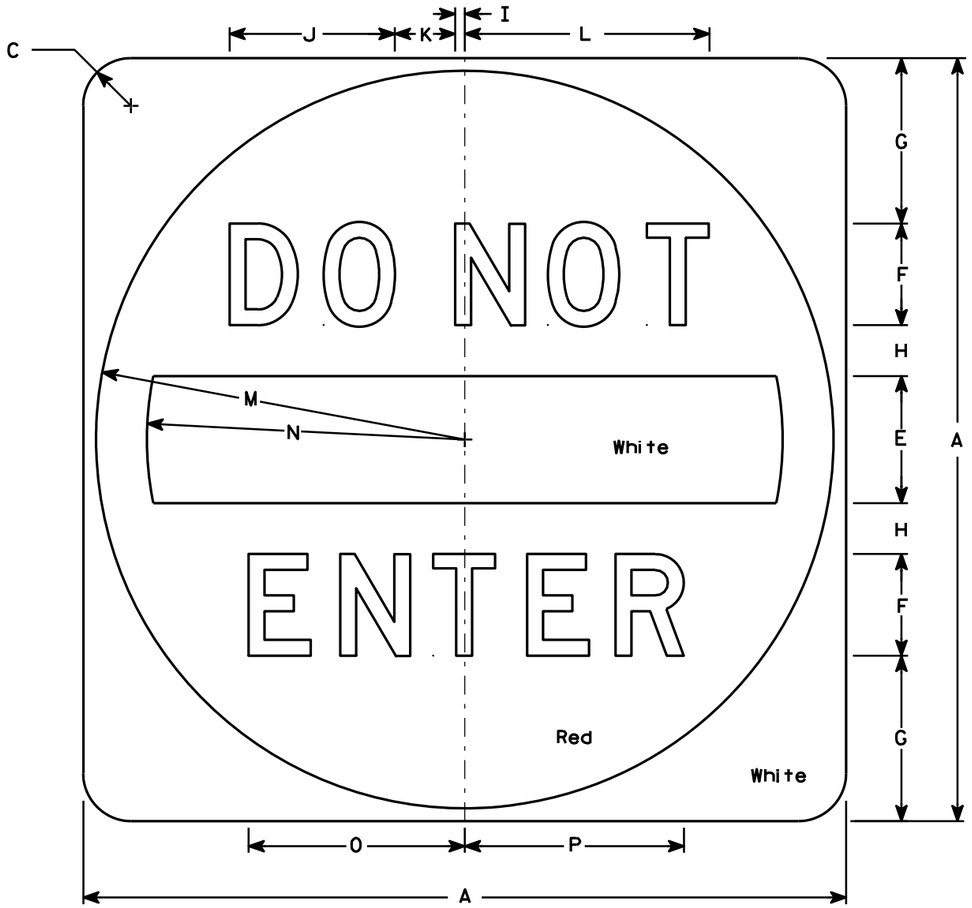
STANDARD SIGN
R4-7 & R4-8

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: 637	E



R5-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See detail
   Message - White - Type H Reflective
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but when base material is metal, the cornors shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 7/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 5/8	14 1/2	12 1/2	8 1/2	8 5/8											6.26
2M	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
5	48		3		8	6	11	3	5/8	9 3/4	3 5/8	14 1/2	23 1/2	20	12 3/4	12 7/8											16.0

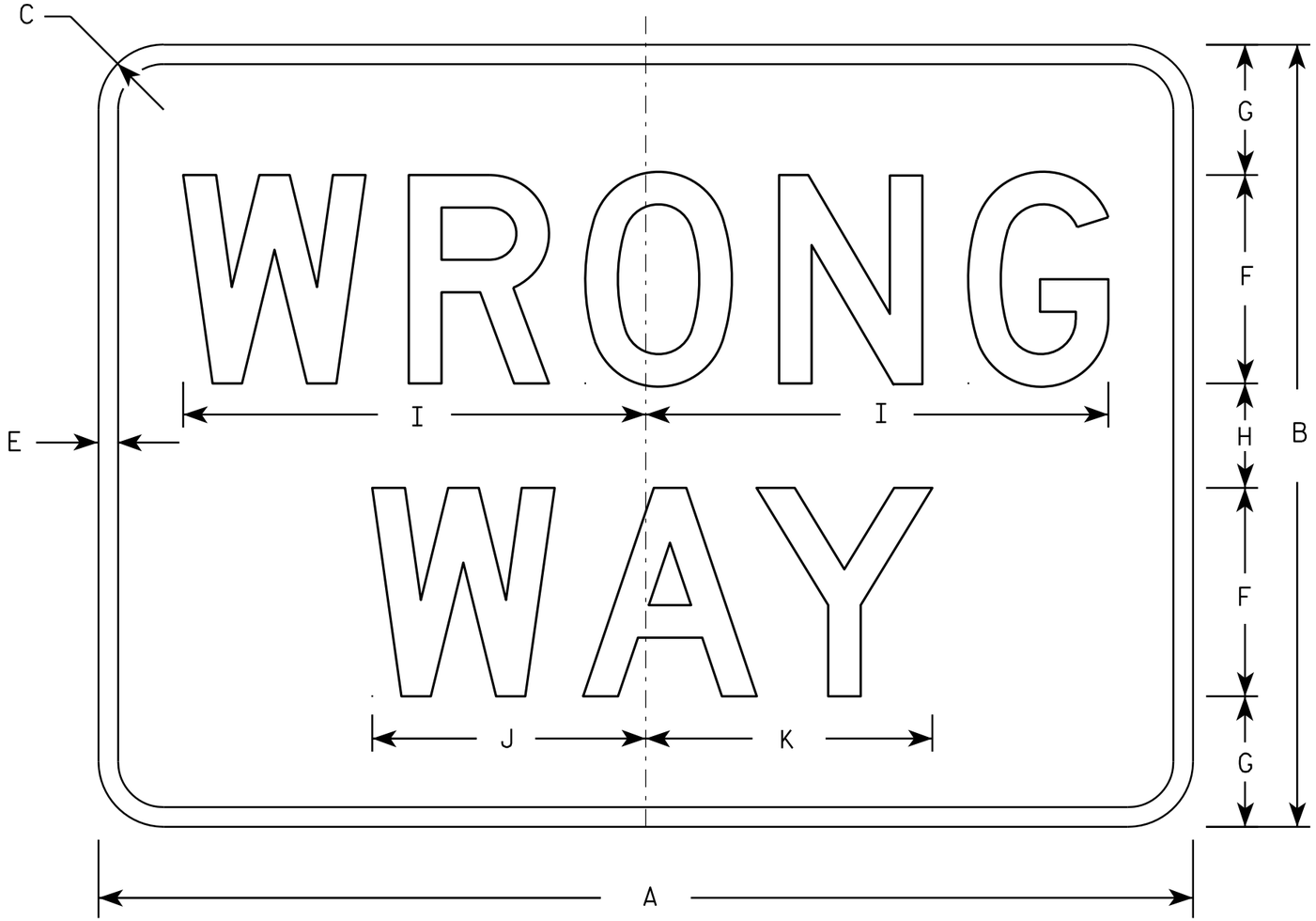
STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 638 | 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: 639	E



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

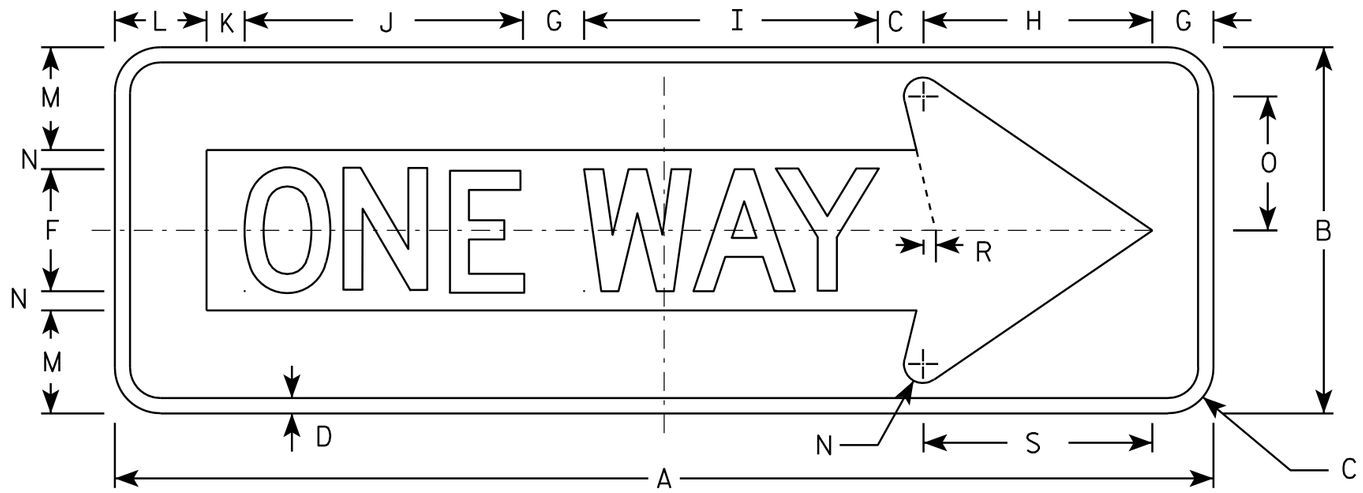
STANDARD SIGN
R5-57

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2011 PLATE NO. R5-57.10

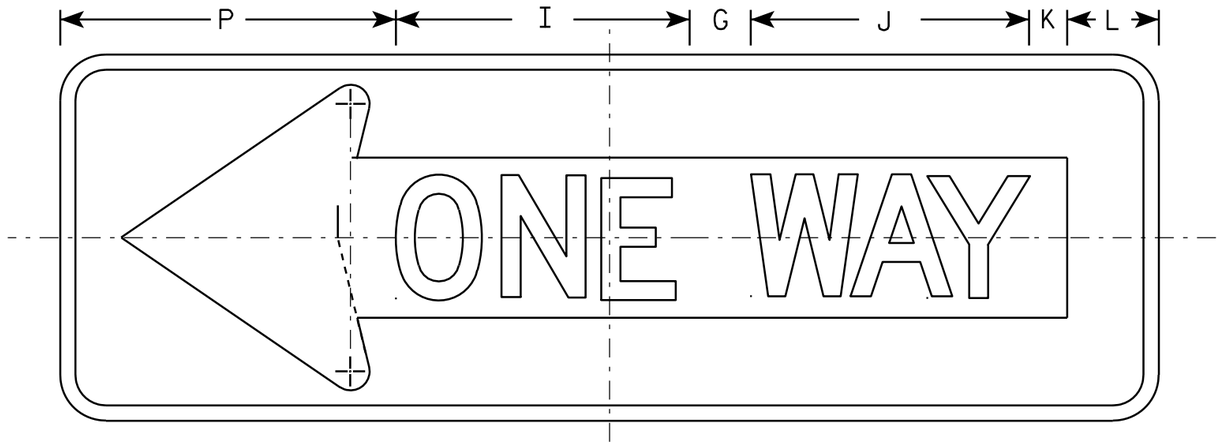
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 640	E



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:

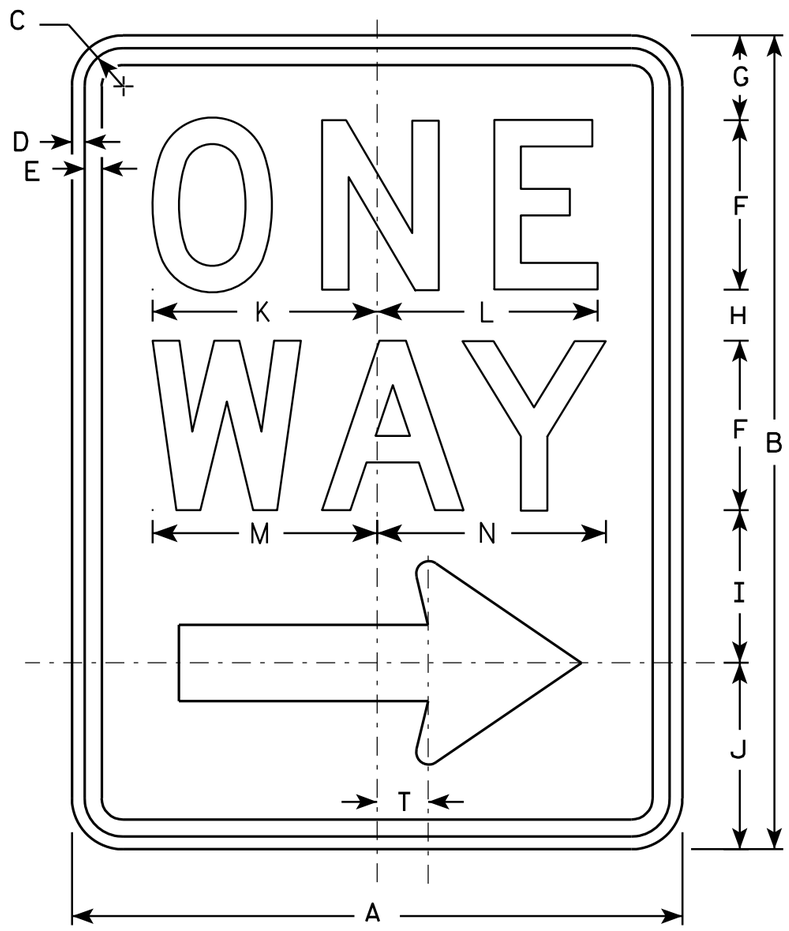
SHEET NO: 641 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R61.DGN PLOT DATE : 17-DEC-2010 14:11 PLOT BY : dotsja

WISDOT/CADDS SHEET 42

7

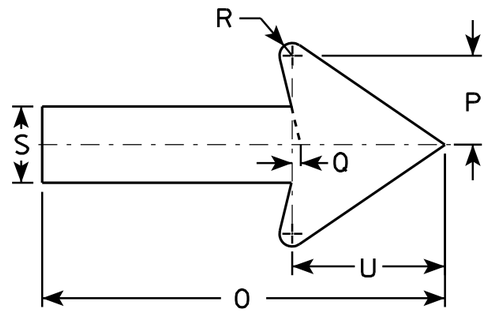
7



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	O	R	S	T	U	V	W	X	Y	Z
1	18	24	1 1/8	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 3/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

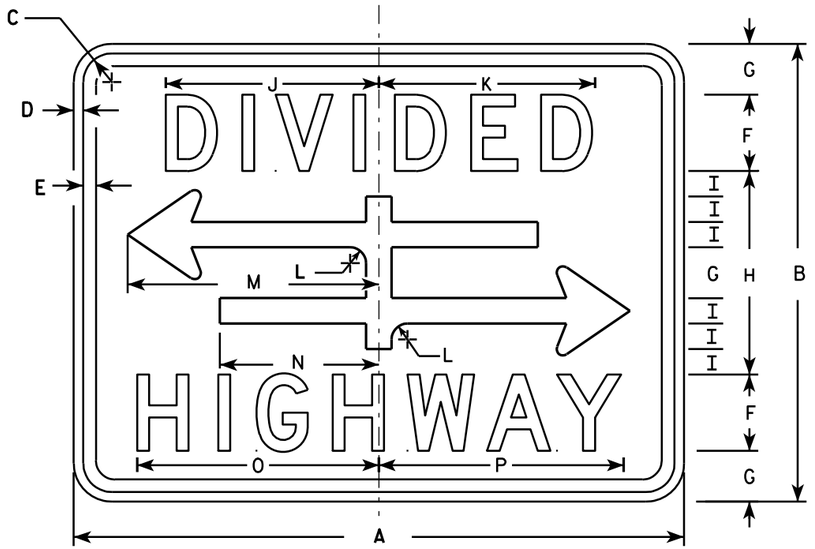
STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

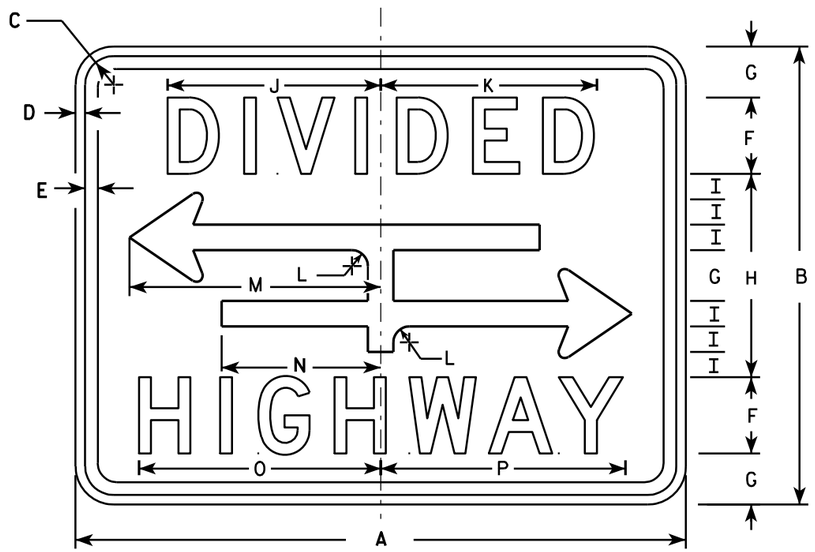
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 642	E



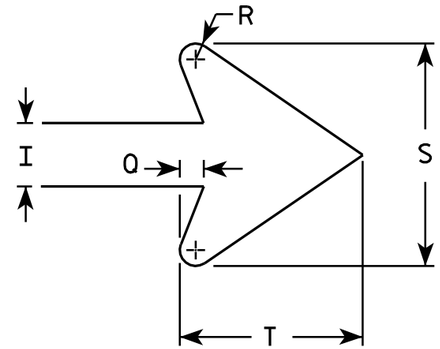
R6-3

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R6-3A



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	18	1 1/8	3/8	3/8	3	2	8	1	8 3/8	8 1/2	5/8	9 7/8	6 1/4	9 1/2	9 5/8	3/8	1/4	3 1/2	2 3/4							3.0
2S	30	24	1 1/8	3/8	1/2	4	2 5/8	10 3/4	1 3/8	10 1/2	10 5/8	7/8	12 1/2	7 7/8	12 1/4	12 3/8	1/2	3/8	4 5/8	3 5/8							5.0
2M	30	24	1 1/8	3/8	1/2	4	2 5/8	10 3/4	1 3/8	10 1/2	10 5/8	7/8	12 1/2	7 7/8	12 1/4	12 3/8	1/2	3/8	4 5/8	3 5/8							5.0
3																											
4																											
5																											

STANDARD SIGN
R6-3 & R6-3A

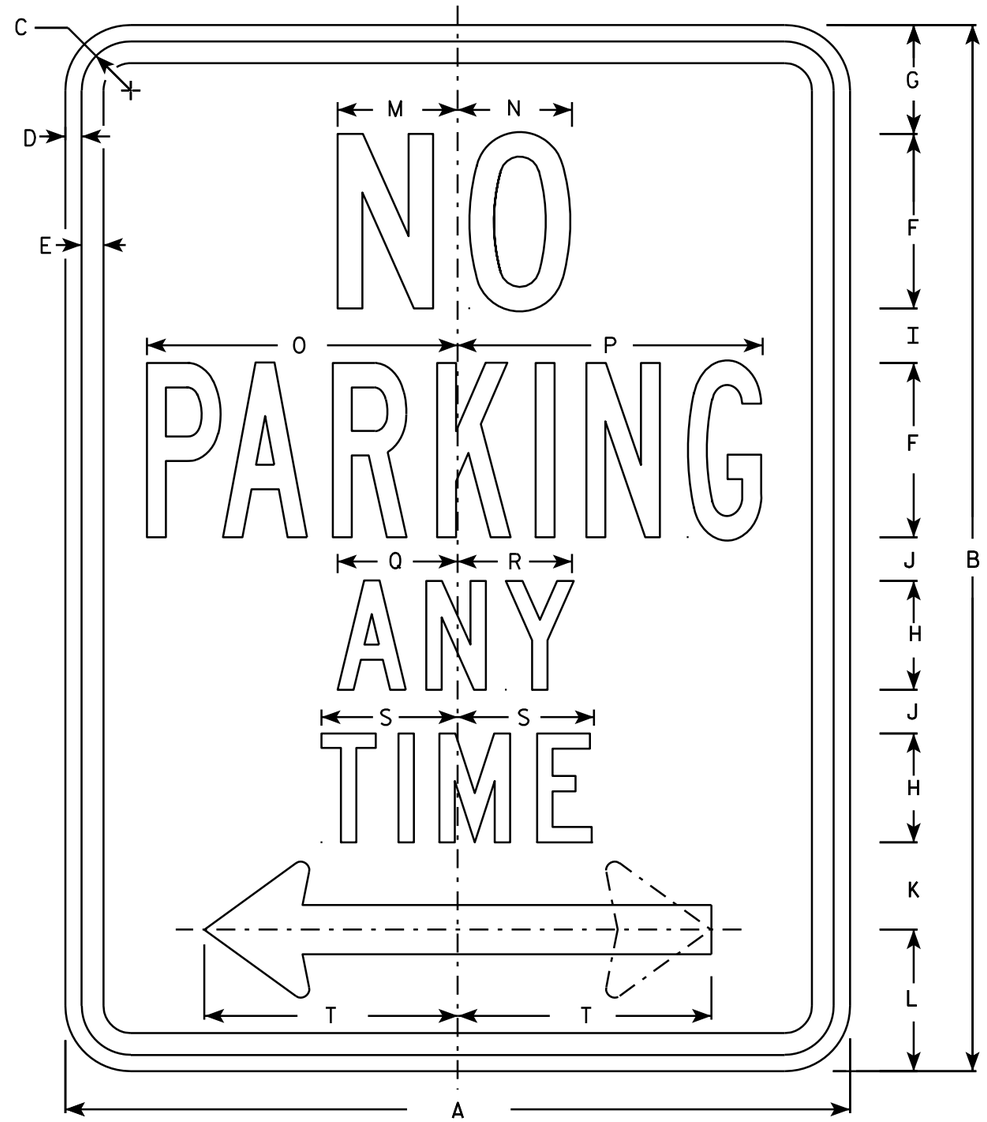
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R6-3.5

PROJECT NO:

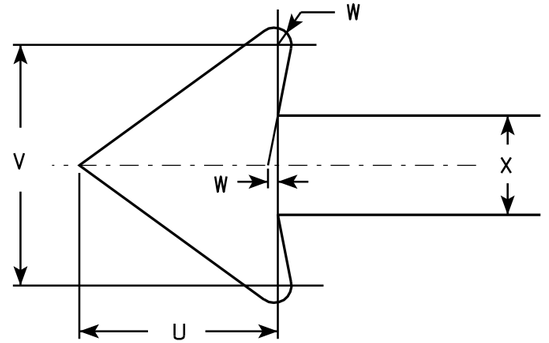
SHEET NO: 643 E



R7-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Red
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1, 3 and 4 are series C, line 2 is series B.
6. R7-1D (double arrow)
   R7-1L (left arrow)
   R7-1R (right arrow)



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12	18	1 1/8	3/8	3/8	3	1 7/8	2	7/8	5/8	1 1/2	2 1/2	2	2	4 7/8	4 7/8	2 1/4	2 1/8	2 1/2	3 7/8	1 1/2	1 3/4	1/8	3/4			1.5
2S	18	24	1 1/8	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	2 3/4	2 5/8	3 1/8	5 7/8	2 1/4	2 5/8	1/4	1 1/8			3.0
2M	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
3	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
4																											
5																											

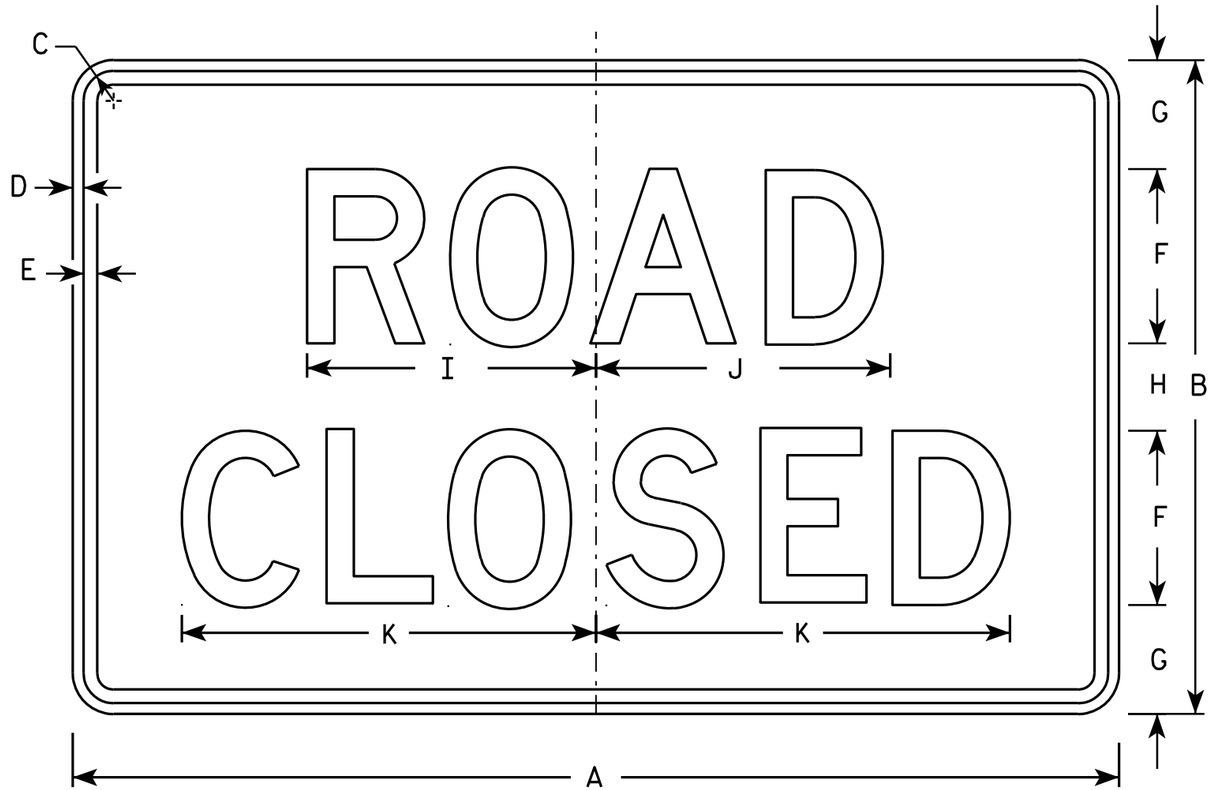
STANDARD SIGN
R7-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R7-1.9

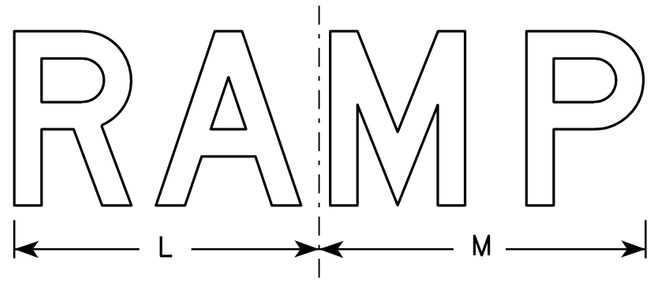
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 644	E



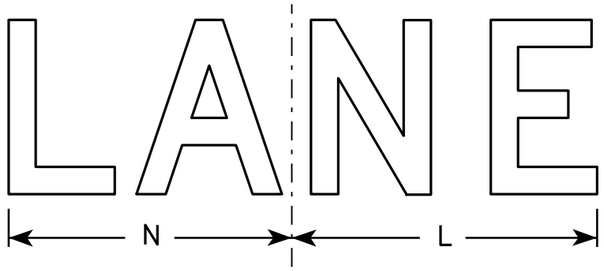
R11-2

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

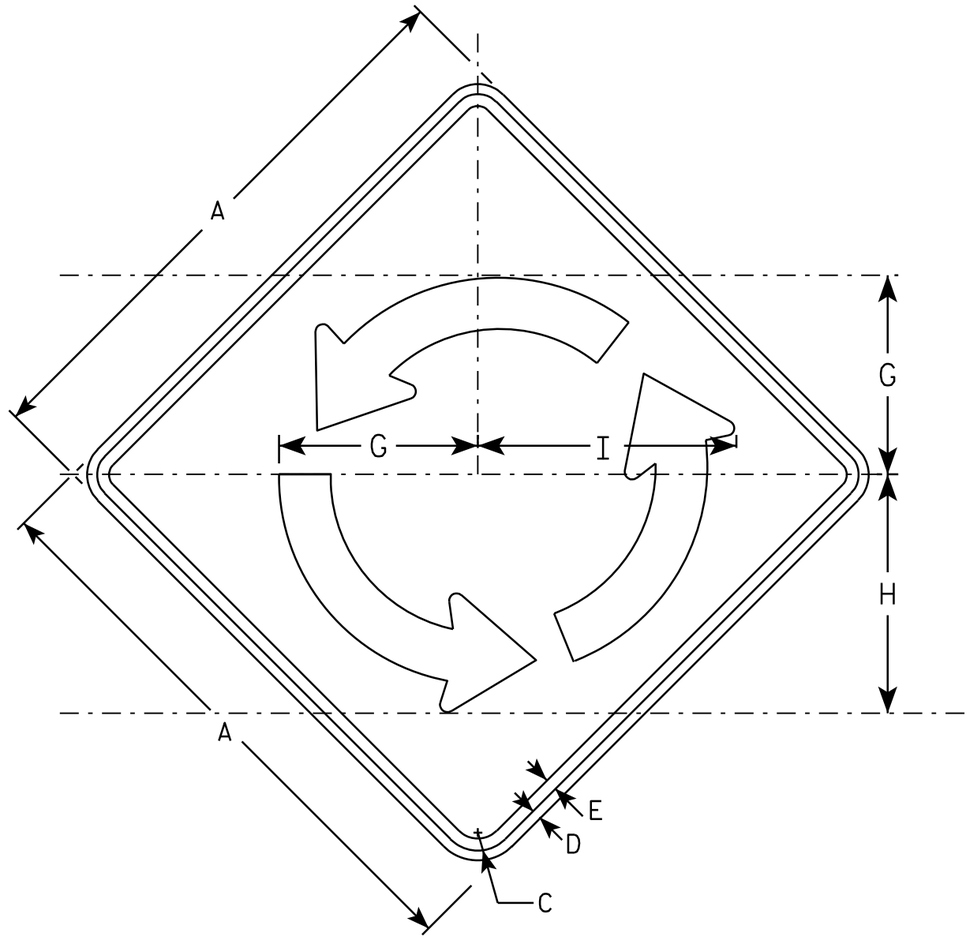
STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-2.10

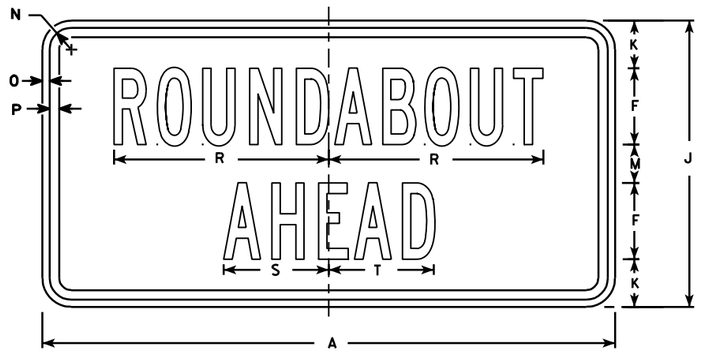
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 645	E



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:

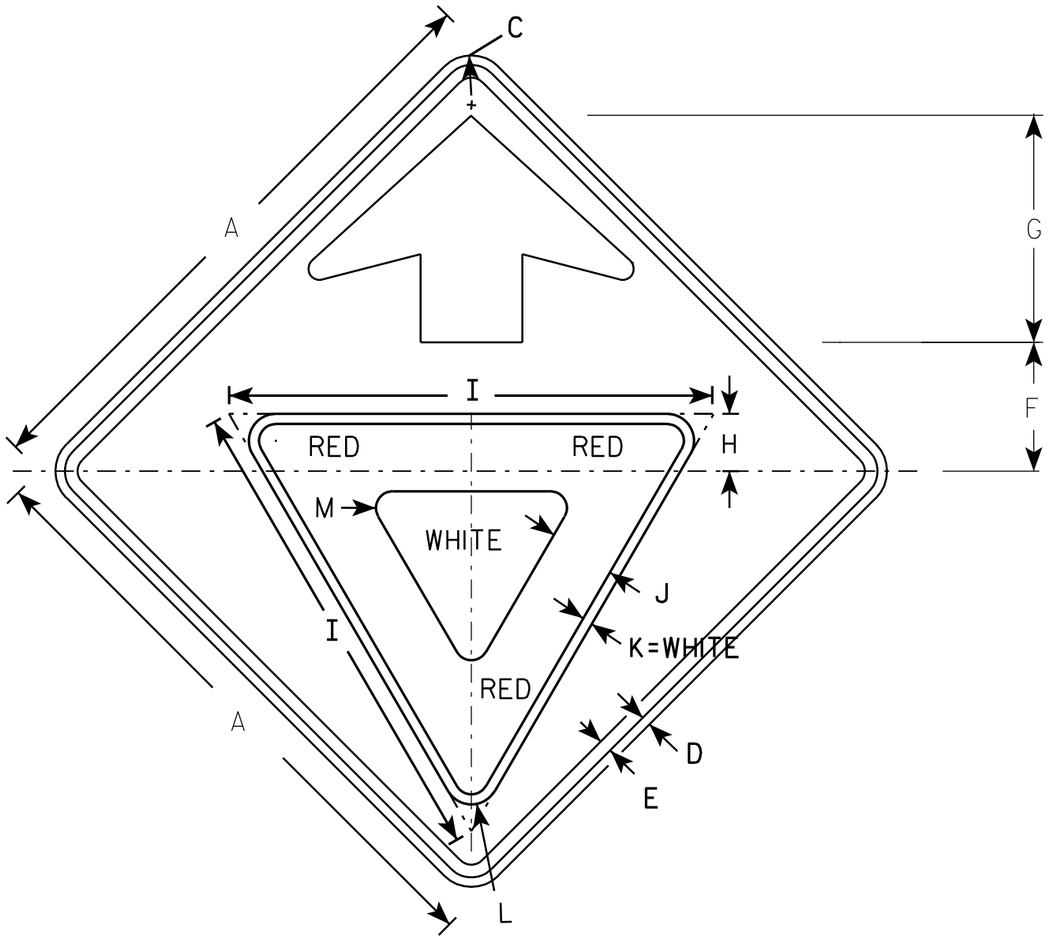
SHEET NO: 646 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W26.DGN PLOT DATE : 29-JUN-2012 10:15 PLOT BY : mscsja

WISDOT/CADDS SHEET 42

7

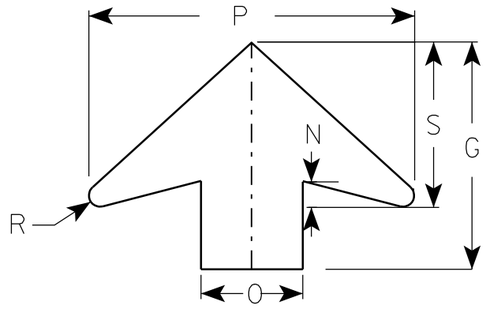
7



W3-2

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Arrow & Border - BLACK
   Yield Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	6 1/4	11 1/4	3	25	3 3/8	1/2	1 3/8	7/8	1 1/4	5	16		1/2	8								6.25
2S	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
2M	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
3	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0

STANDARD SIGN
W3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-2..9

PROJECT NO:

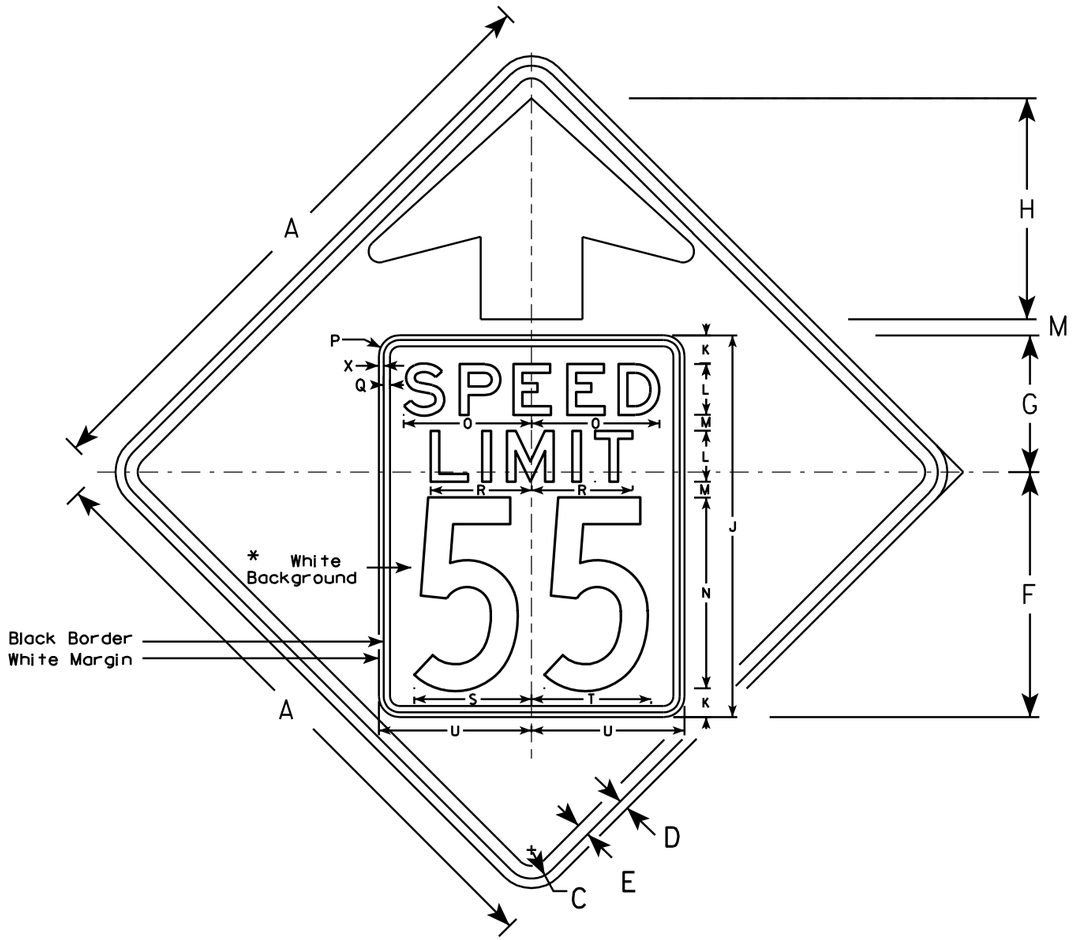
SHEET NO: 647 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W32.DGN PLOT DATE : 07-JUN-2010 13:03 PLOT BY : ditjph

WISDOT/CADDS SHEET 42

7

7

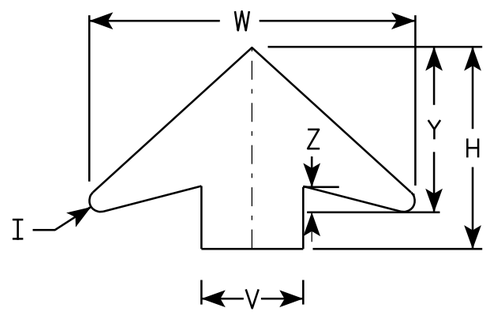


W3-5

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color: *
   Background - YELLOW*
   Message - BLACK
3. Message Series - C for numbers Series E for wording
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

*Speed Limit Sign shall have a White Background



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
2M	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
3	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
4	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
5	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0

STANDARD SIGN
W3-5

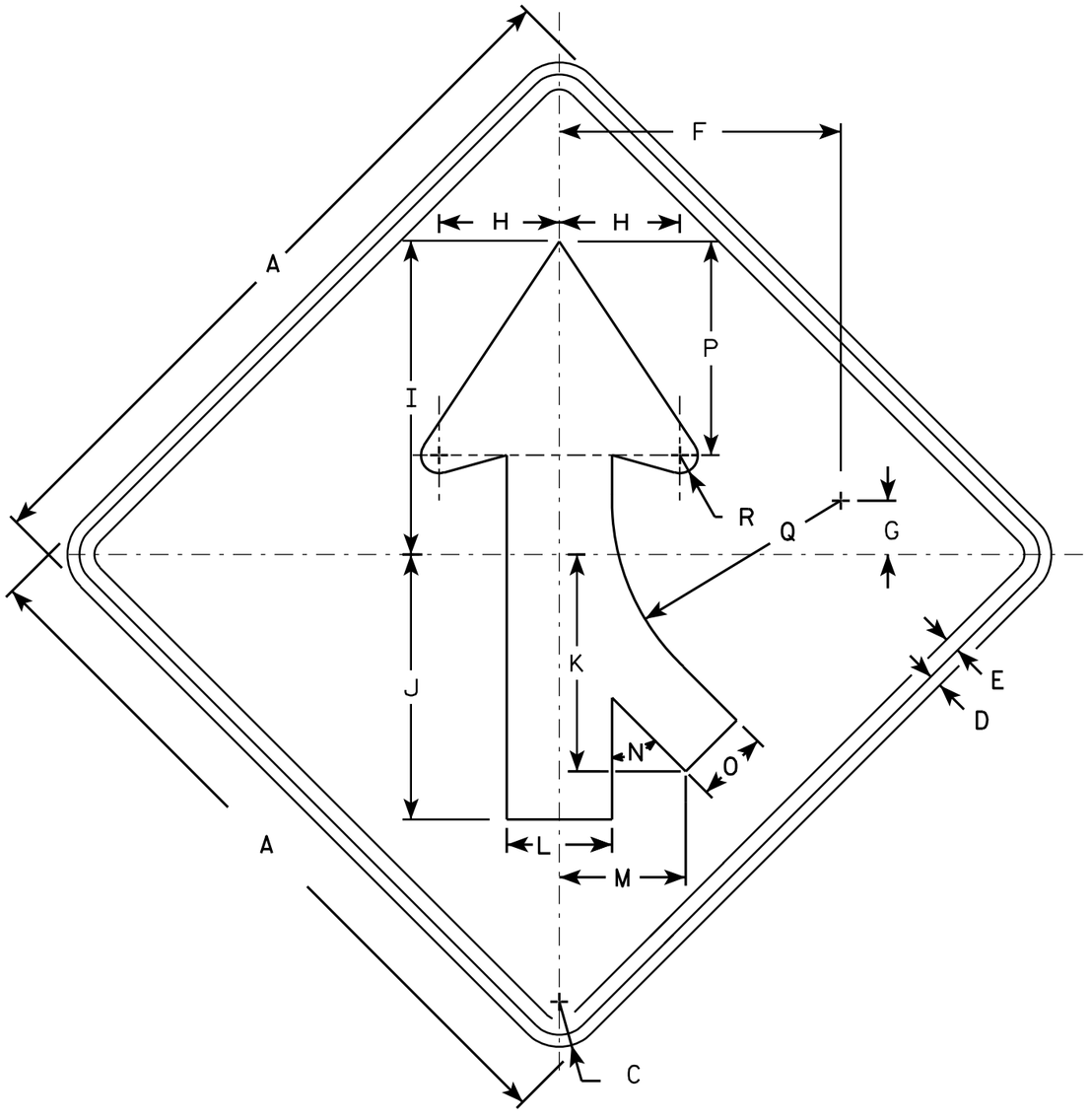
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W3-5.5

PROJECT NO:

SHEET NO: 648 E



W4-1 R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W4-1L is the same as W4-1R 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	30		1 3/8	1/2	5/8	11 5/8	2 1/2	5	13	11	9	4 3/8	5 1/4	45°	3	8 7/8	9 1/2	3/4									6.25
2S	36		1 5/8	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	10 1/4	5 1/4	6 3/8	45°	3 5/8	10 5/8	11 3/8	7/8									9.0
2M	36		1 5/8	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	10 1/4	5 1/4	6 3/8	45°	3 5/8	10 5/8	11 3/8	7/8									9.0
3	36		1 5/8	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	10 1/4	5 1/4	6 3/8	45°	3 5/8	10 5/8	11 3/8	7/8									9.0
4	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
5	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0

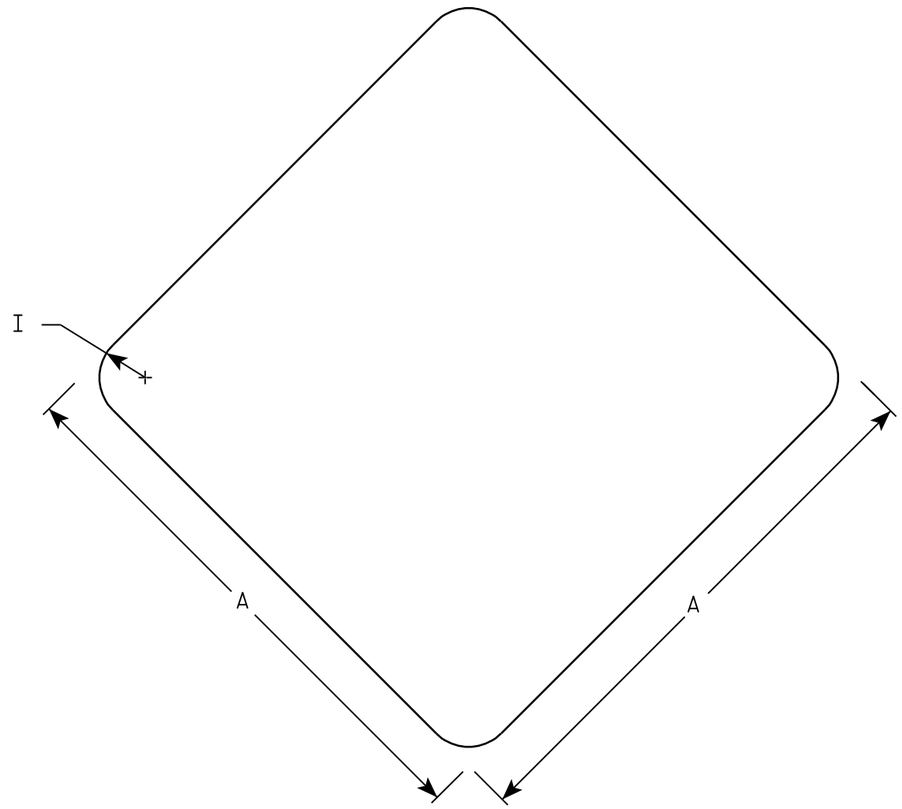
STANDARD SIGN
W4-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rausch for State Traffic Engineer

DATE 03/12/13 PLATE NO. W4-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 649 | E



W5-54

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
3. Corners may be square or rounded when base material is plywood. When base material is metal the corners shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12								1																		1.0
2S	18								1 ½																		2.25
2M	18								1 ½																		2.25
3																											
4																											
5																											

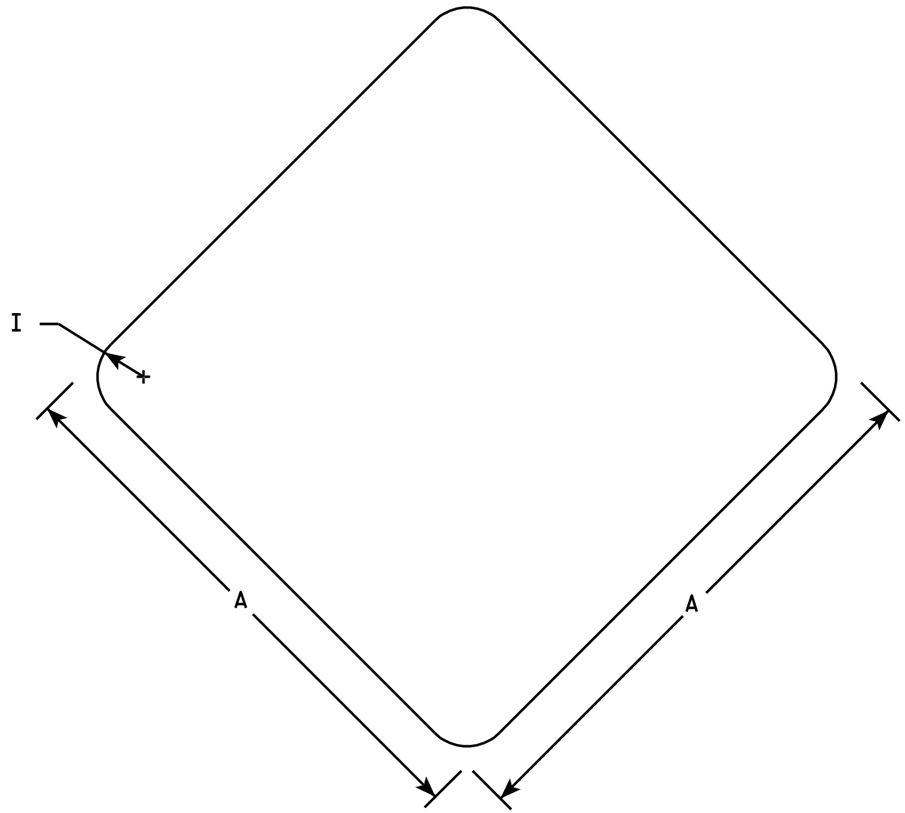
STANDARD SIGN
W5-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/3/10 PLATE NO. W5-54.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 650 | E



W5-56

NOTES

1. Sign is Type II - Type SH Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
3. Corners may be square or rounded when base material is plywood. When base material is metal the corners shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12								1																		1.0
2S	18								1 ½																		2.25
2M	18								1 ½																		2.25
3																											
4																											
5																											

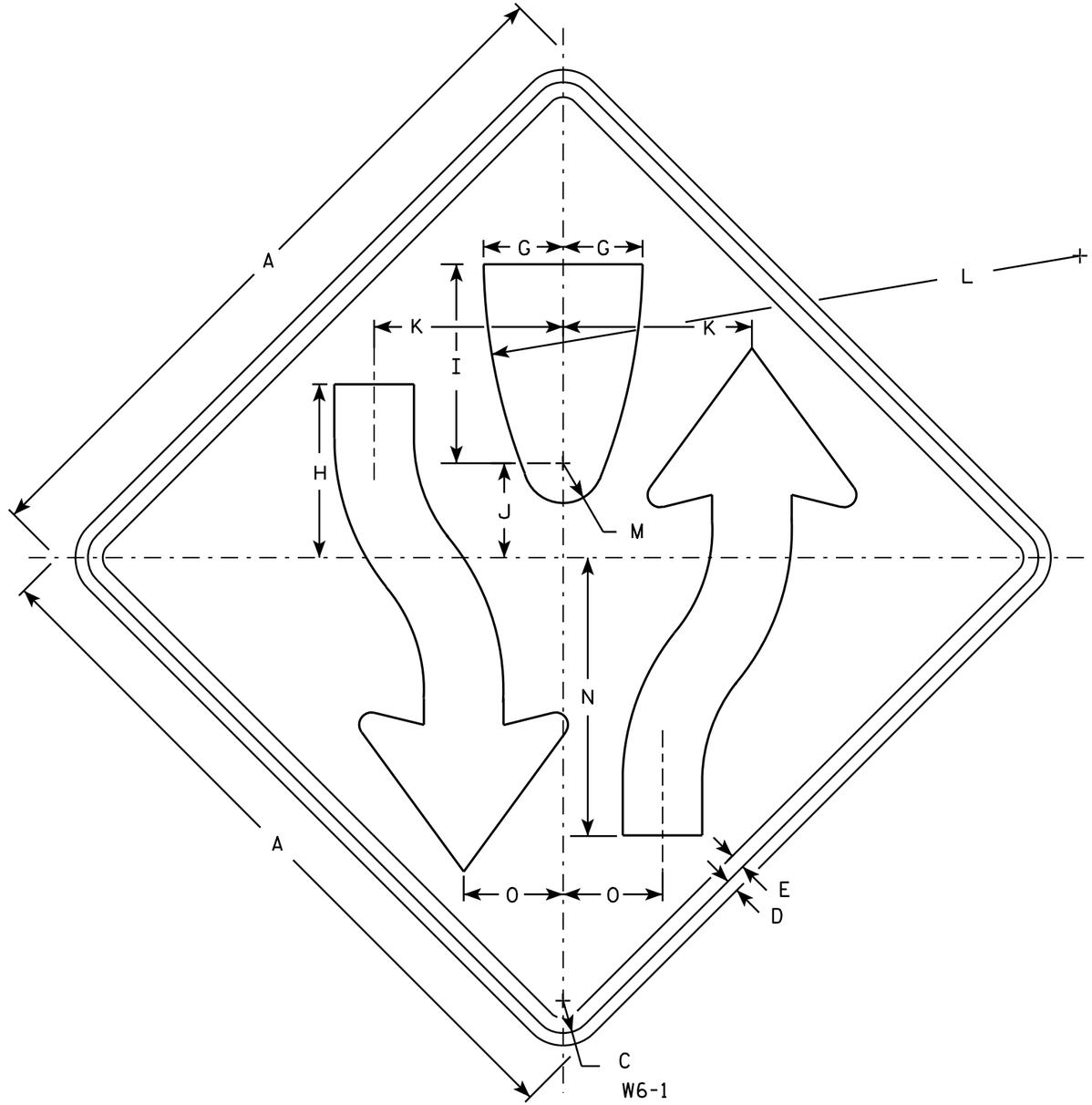
STANDARD SIGN
W5-56

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

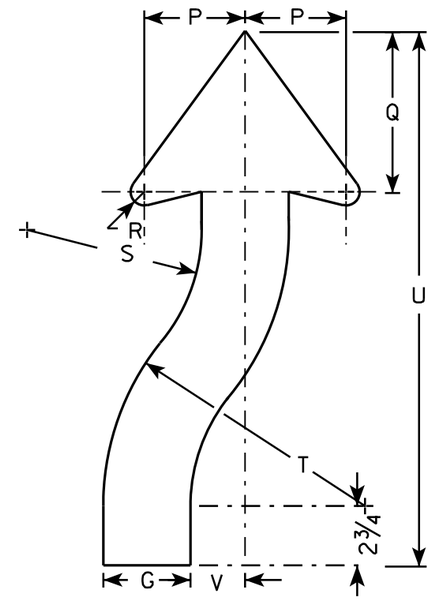
DATE 11/2/10 PLATE NO. W5-56.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 651	E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W6-2 same as W6-1 but is rotated 180° when mounted.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		3 1/4	8	8 1/4	4 1/8	7 7/8	25	1 3/4	11 5/8	4 1/8	3 7/8	6 3/4	5/8	6 5/8	9 7/8	21 5/8	2					6.25
2S	36		1 5/8	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 5/8	7 3/8	7/8	8	12	24 1/2	2 1/2					9.0
2M	36		1 5/8	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 5/8	7 3/8	7/8	8	12	24 1/2	2 1/2					9.0
3																											
4	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0
5	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0

STANDARD SIGN
W6-1 & W6-2

WISCONSIN DEPT OF TRANSPORTATION

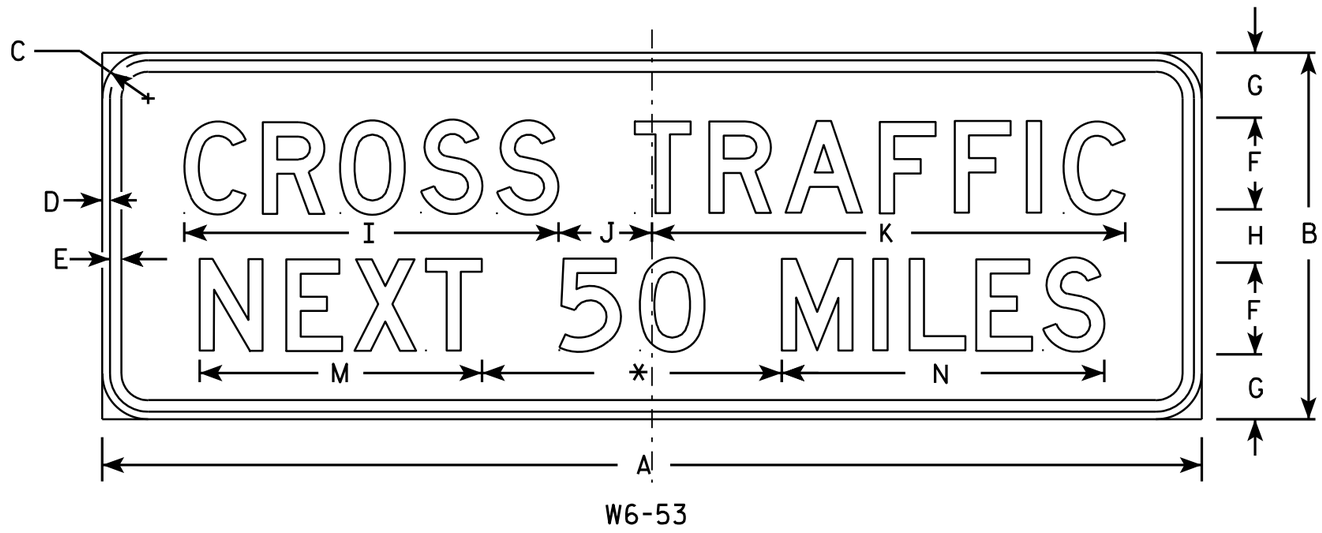
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W6-1.14

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 652	E

7

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W61.DGN PLOT DATE : 12-MAR-2013 14:02 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 6.946657:1.000000
WISDOT/CADDS SHEET 42



W6-53

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 Non - reflective
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

* Varies (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																											
2S																											
2M																											
3																											
4	144	48	6	1	1 1/2	12	9	6	49	12 1/4	62		37	42 1/4													48.0
5																											

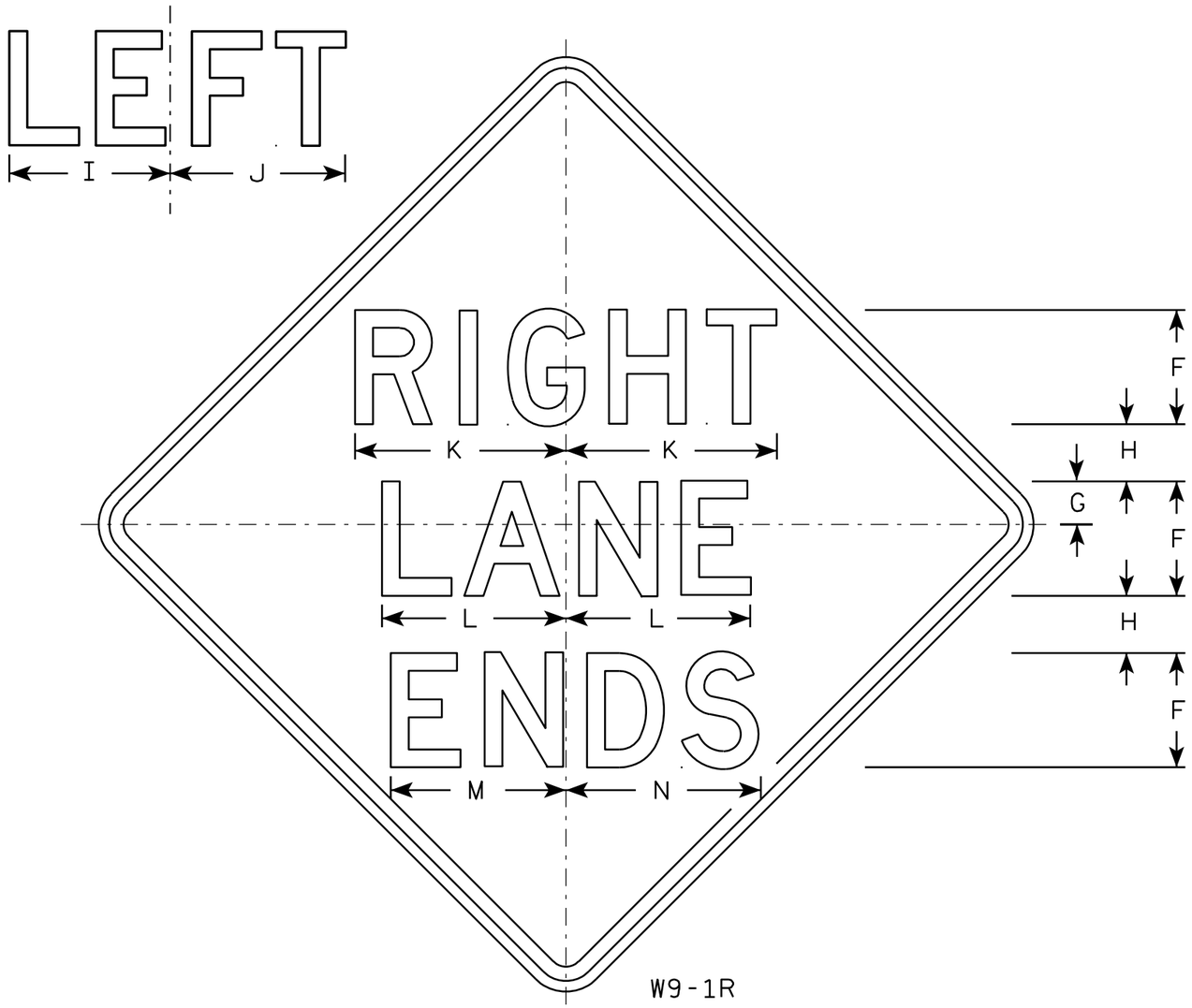
STANDARD SIGN
W6-53

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 03/12/13 PLATE NO. W6-53.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 653	E



W9-1R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. W9-1L same as W9-1R except the word Left replaces Right.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	5	1 1/2	2 1/2	7 1/8	7 5/8	9 1/4	8 1/8	7 5/8	8 5/8													6.25
2S	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
2M	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
3	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
4	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
5	48		2 1/4	3/4	1	8	3	4	11 1/4	12 1/4	14 3/4	12 7/8	12 1/4	13 5/8													16.0

STANDARD SIGN
W9-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

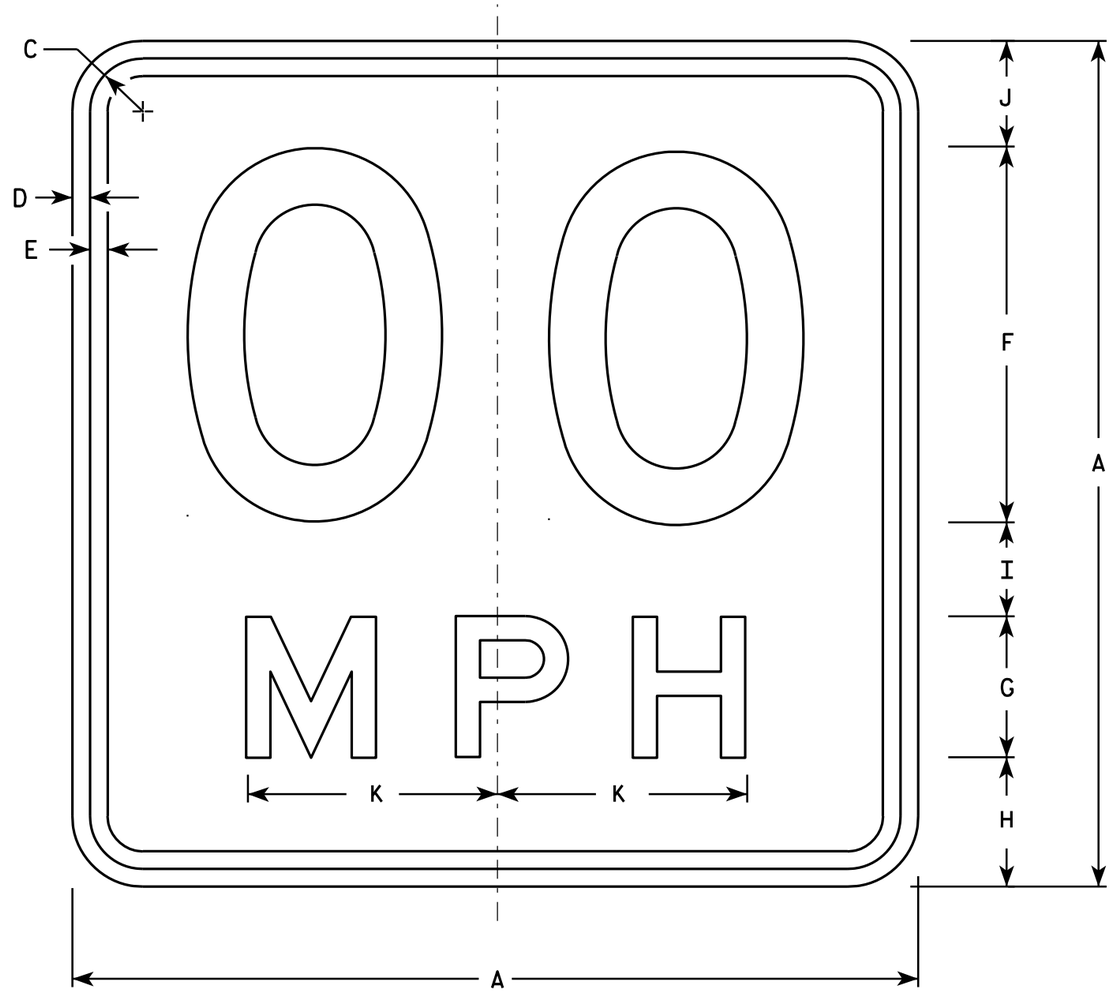
DATE 03/18/13 PLATE NO. W9-1.8

PROJECT NO:

SHEET NO: 654 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W91.DGN PLOT DATE : 18-MAR-2013 11:42 PLOT BY : mscsja

WISDOT/CADDS SHEET 42



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

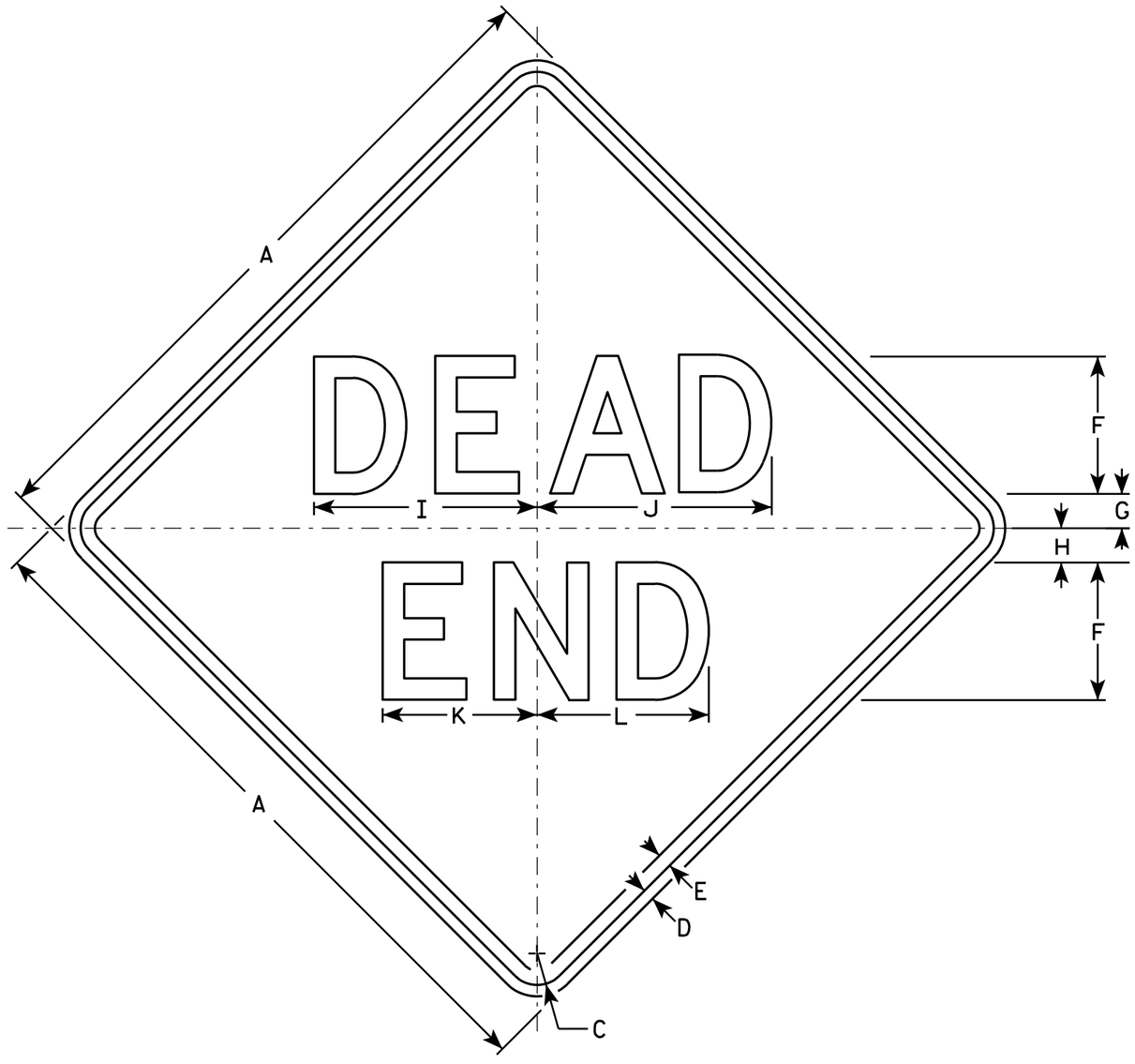
STANDARD SIGN
W13-1

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: 655 | E



W14-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

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	5	1	2	8 1/4	8 5/8	5 5/8	6 1/4															4.0
2S	30		1 3/8	1/2	5/8	6	1 1/2	2 1/2	9 3/4	10 1/4	6 3/4	7 1/2															6.25
2M	30		1 3/8	1/2	5/8	6	1 1/2	2 1/2	9 3/4	10 1/4	6 3/4	7 1/2															6.25
3	36		1 5/8	5/8	3/4	7	2	3	11 3/8	12	7 7/8	8 3/4															9.0
4																											
5																											

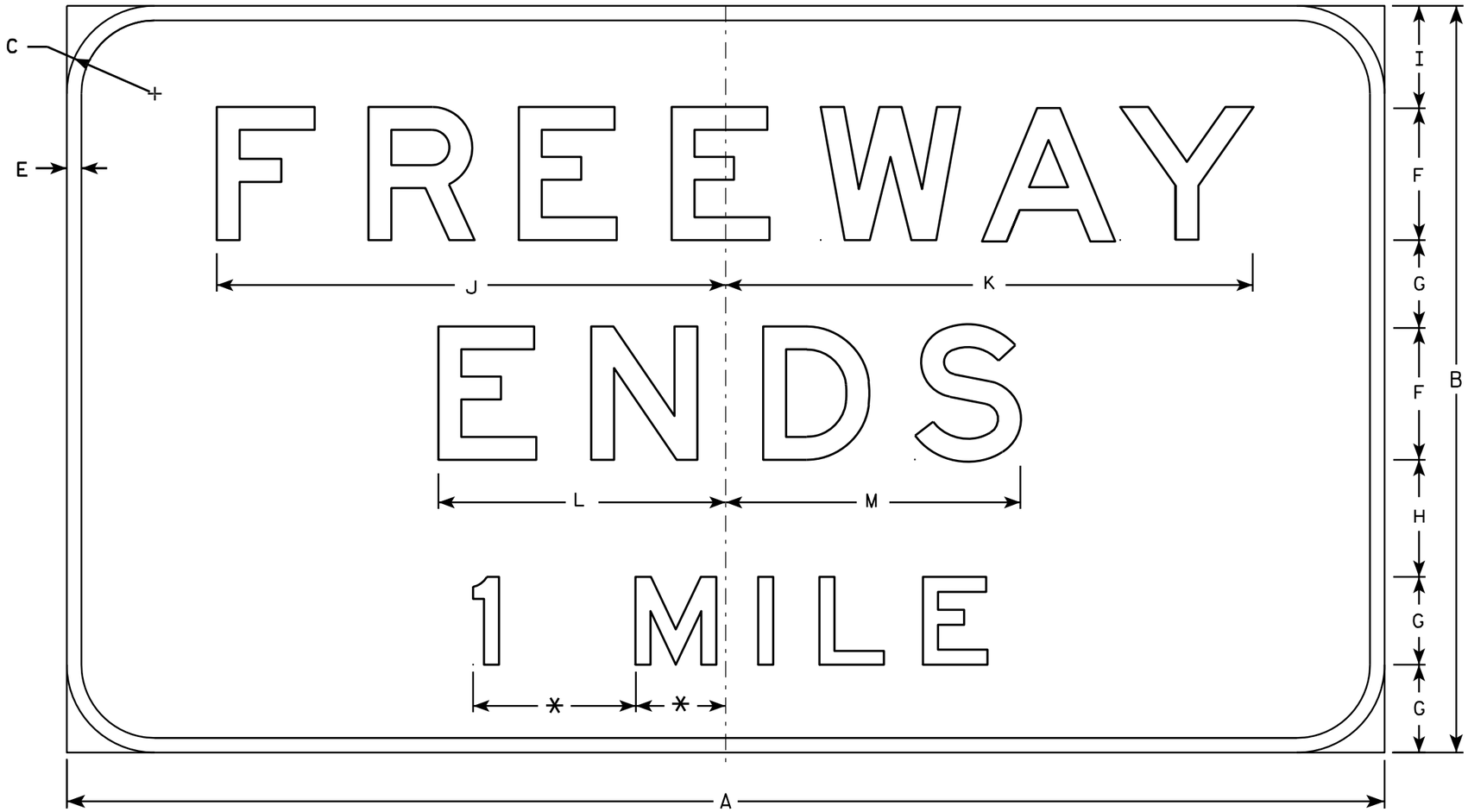
STANDARD SIGN
W14-1

WISCONSIN DEPT OF TRANSPORTATION

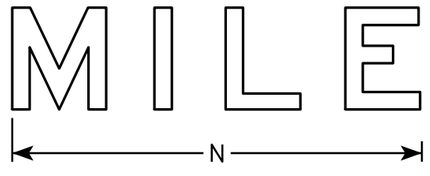
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W14-1.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 656	E



W19-1



* Varies

NOTES

1. Sign is Type I - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black - Non Reflective
3. Message Series - E
4. 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																											
2																											
3																											
4	180	102	12	2		18	12	16	14	69 ½	72	39 ¼	40 ¼	48 ¼													127.5
5	180	102	12	2		18	12	16	14	69 ½	72	39 ¼	40 ¼	48 ¼													127.5

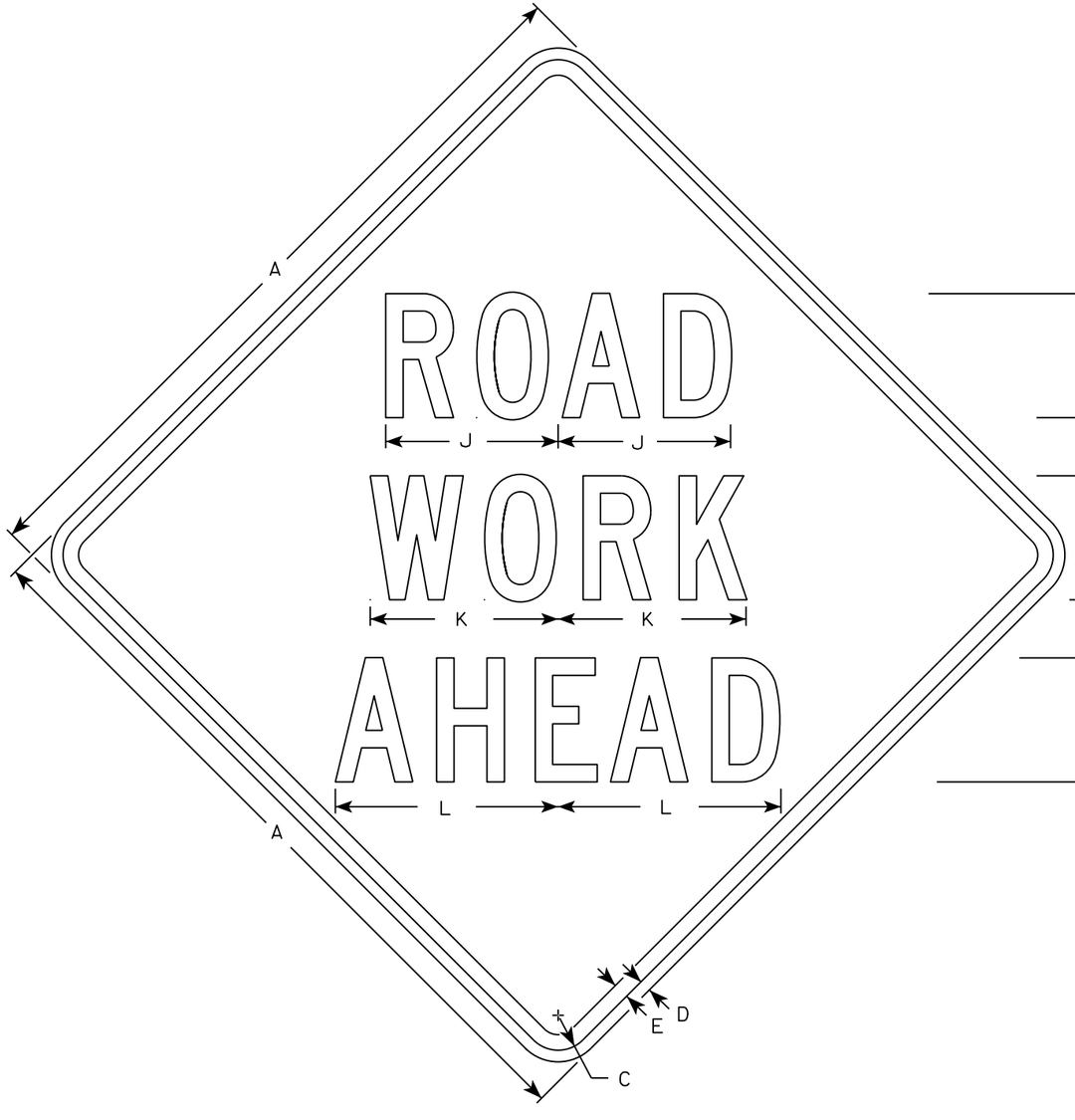
STANDARD SIGN
W19-1

WISCONSIN DEPT OF TRANSPORTATION

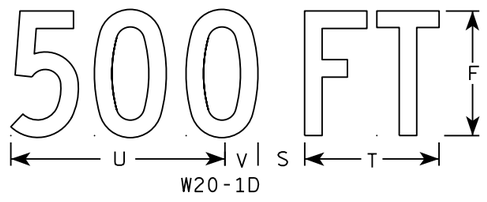
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W19-1.2

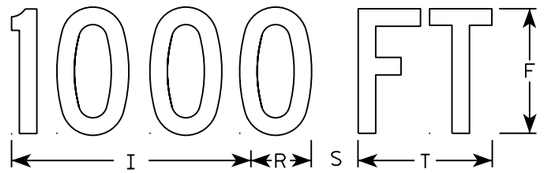
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 657 | E



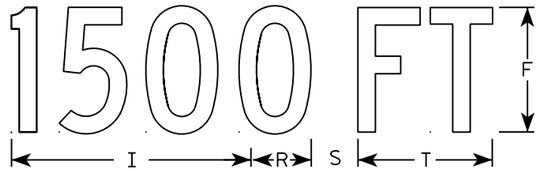
W20-1A



W20-1D



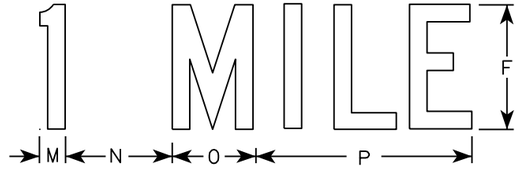
W20-1C



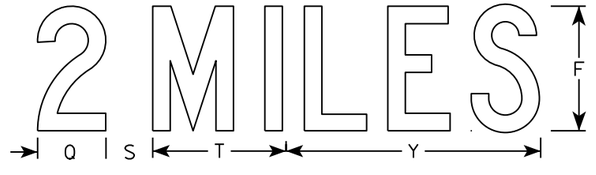
W20-1B



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

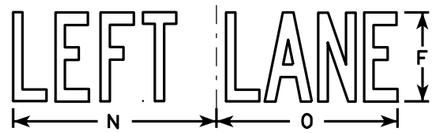
PROJECT NO:

SHEET NO: E

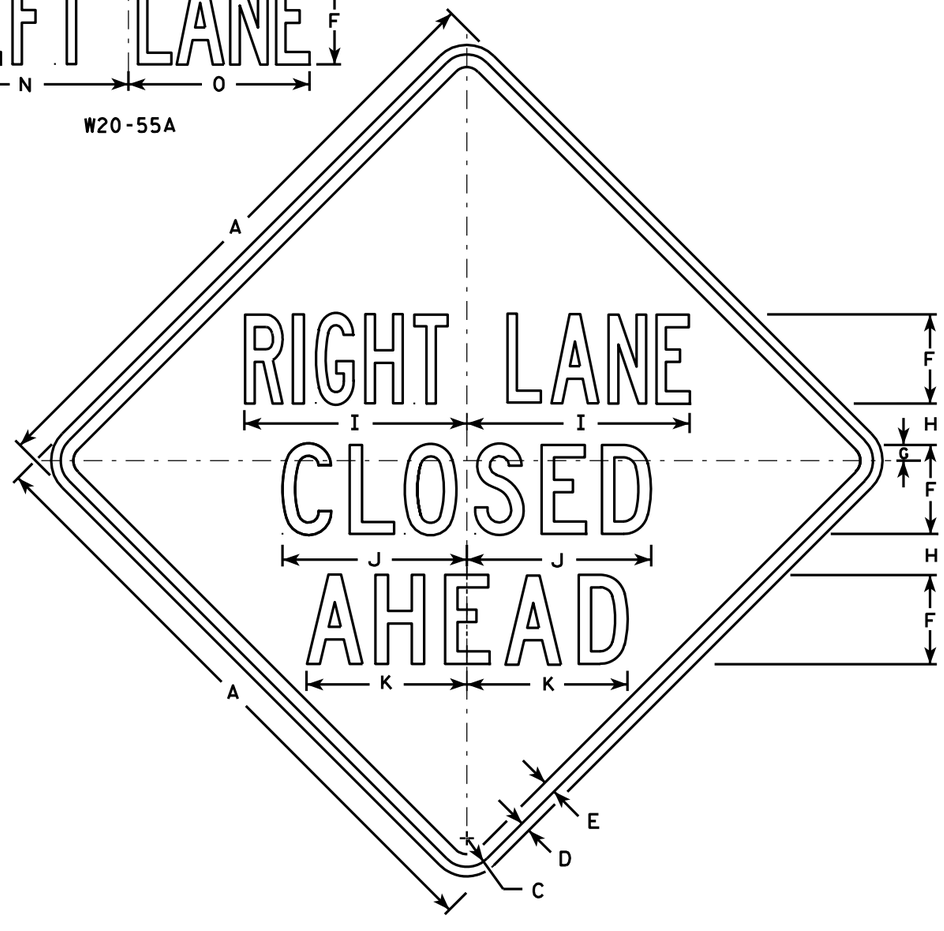
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 01-DEC-2015 18:24 PLOT BY : $$ plotuser $$



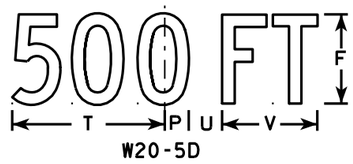
W20-56A



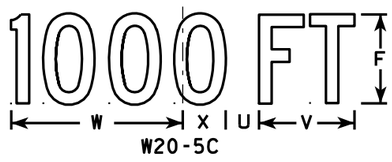
W20-55A



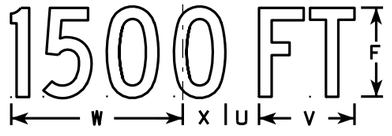
W20-5A



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

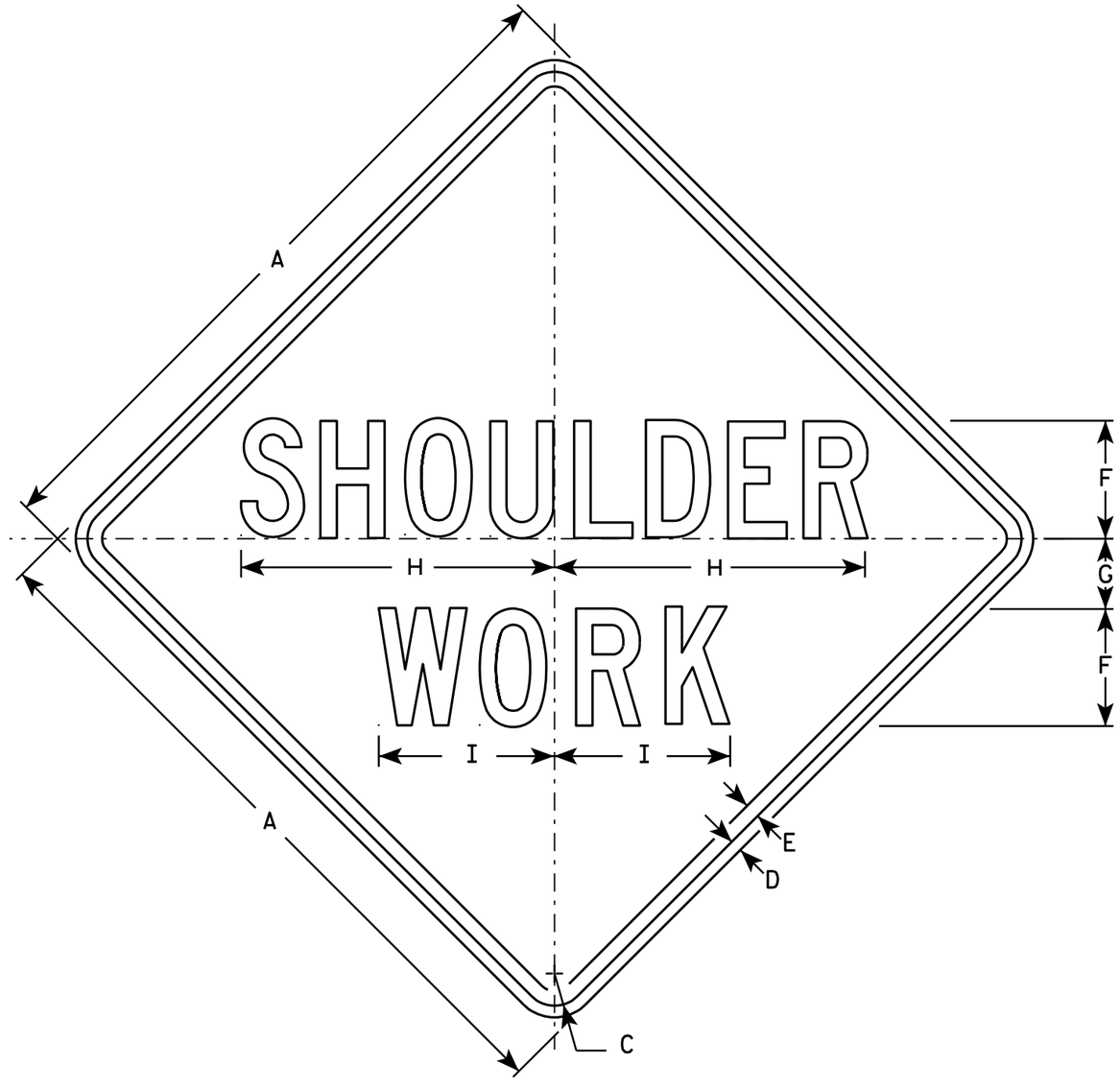
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-5.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 659 | 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



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

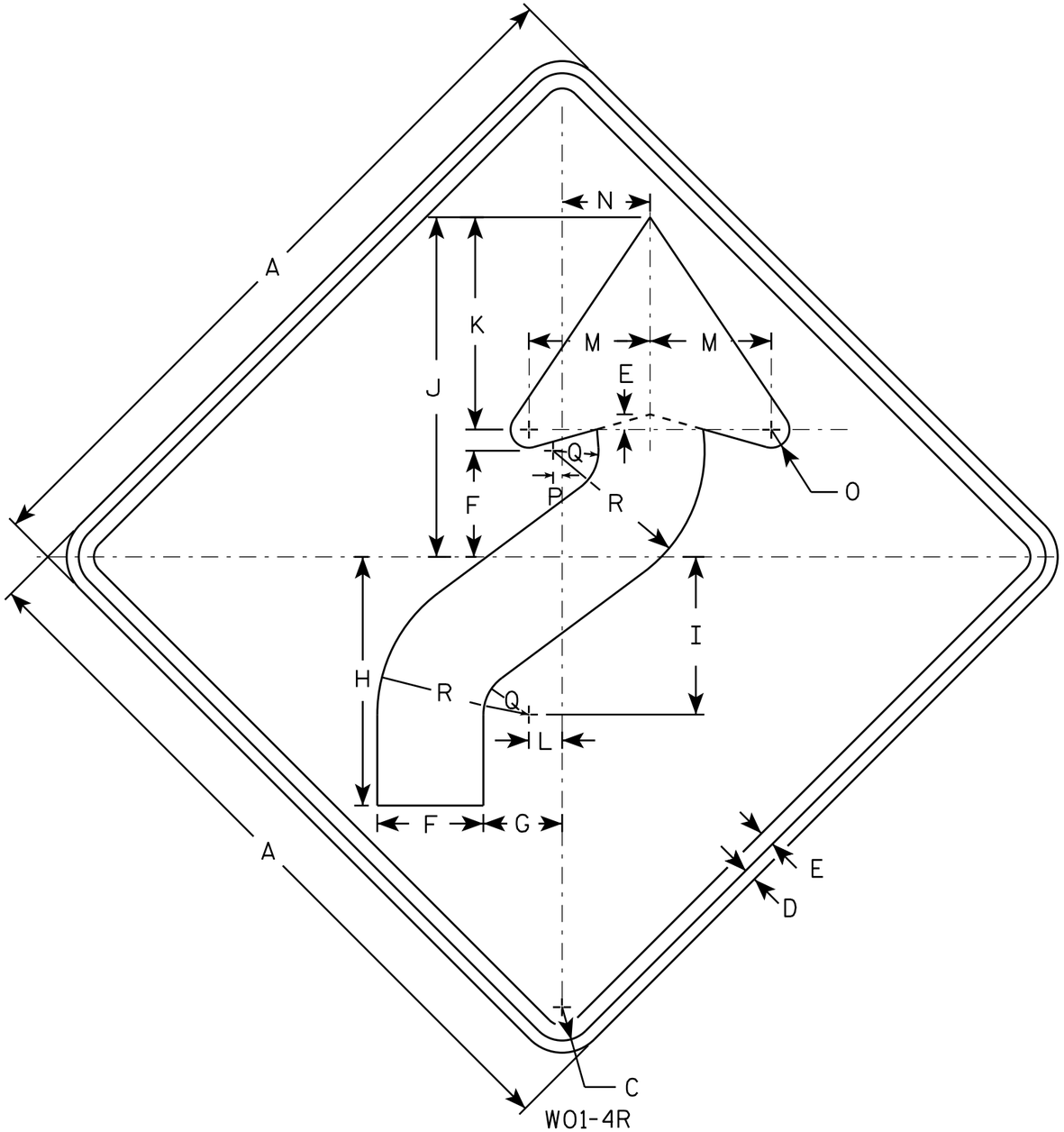
STANDARD SIGN
W21-5

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: 660	E



W01-4R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W01-4L is the same as W01-4R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
2S	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
2M	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
3	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
4	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
5	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

STANDARD SIGN
W01-4

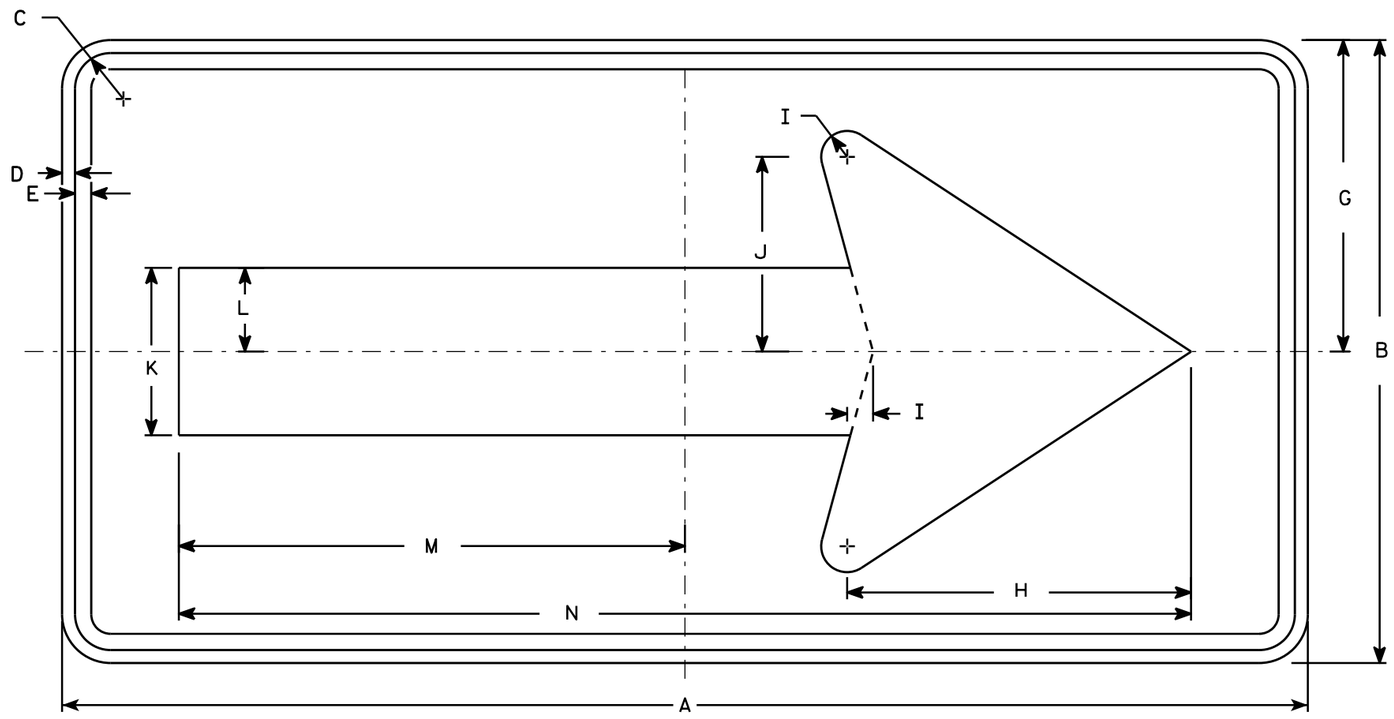
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO W01-4.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W014.DGN PLOT DATE : 28-FEB-2014 11:35 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.755110:1.000000
WISDOT/CADDS SHEET 42



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

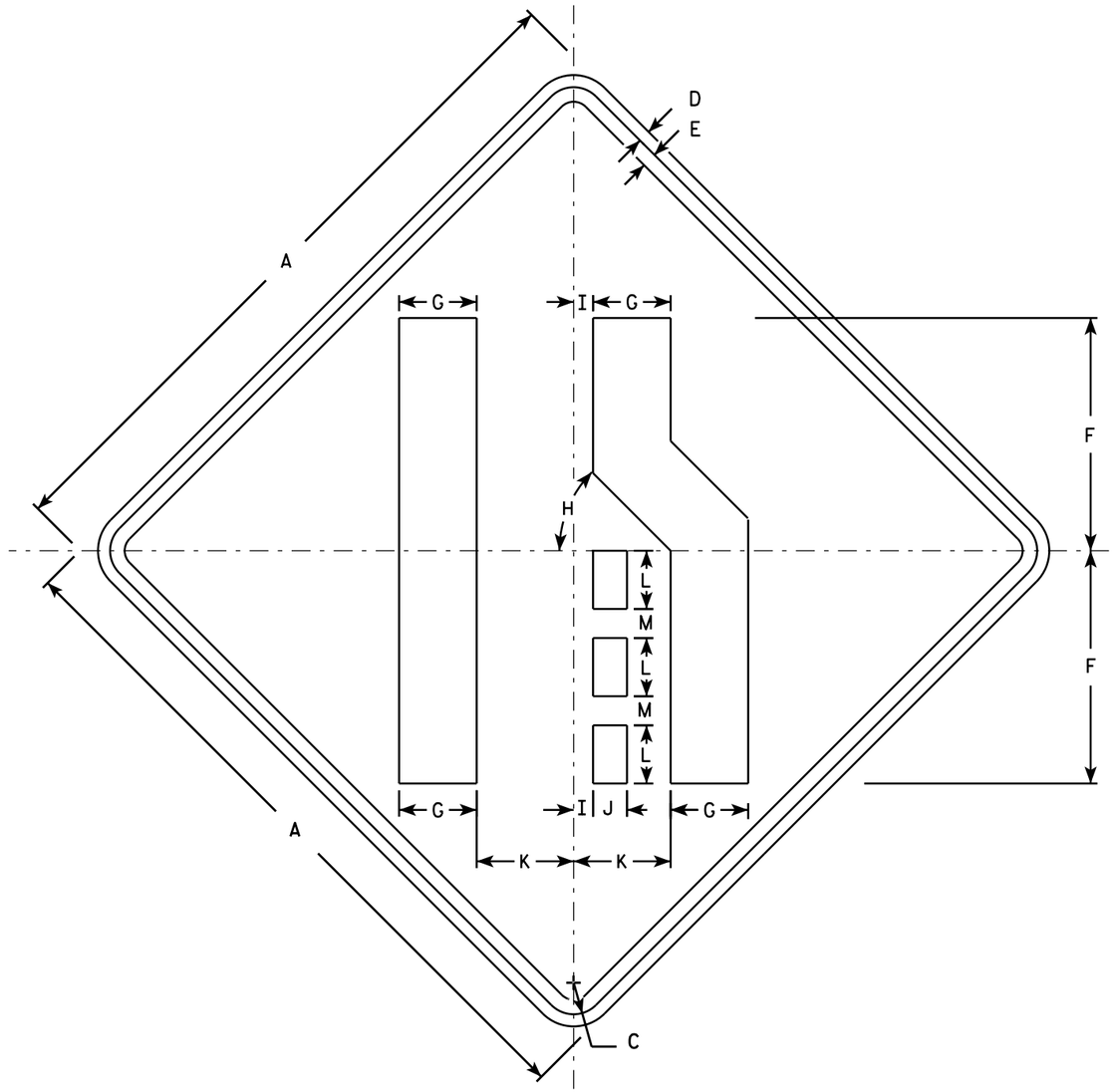
WISCONSIN DEPT OF TRANSPORTATION

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



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

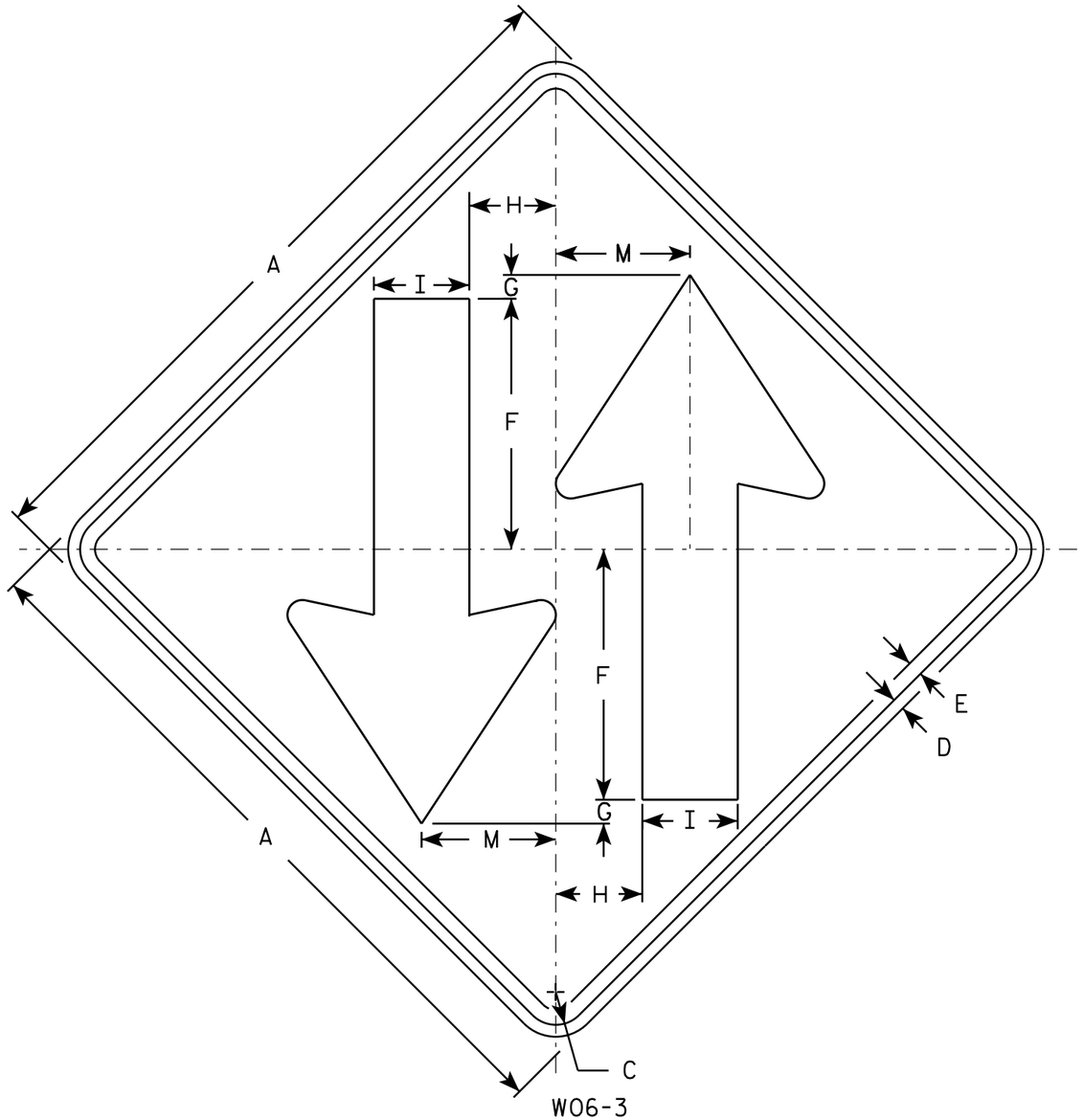
STANDARD SIGN
W04-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 663 W04-2.1

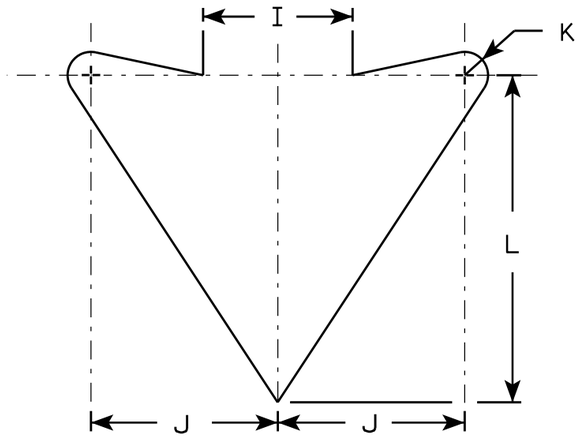
PROJECT NO: | SHEET NO: E



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 664 W06-3.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

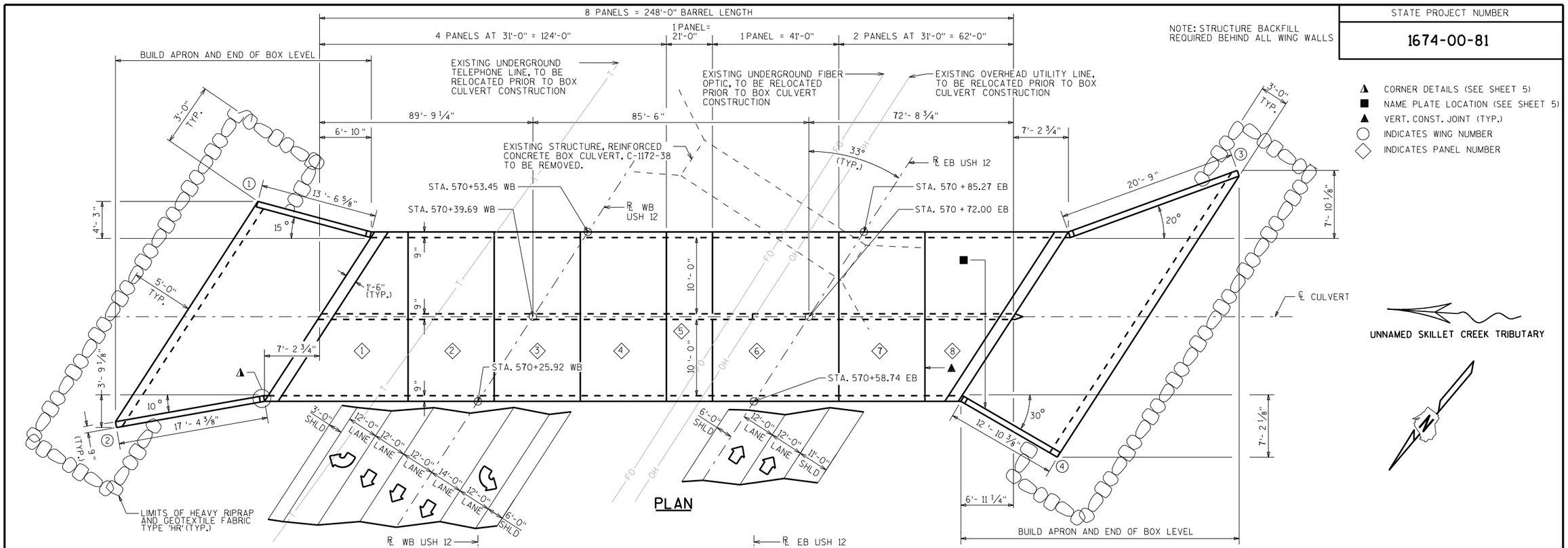
STATE PROJECT NUMBER
1674-00-81

8 PANELS = 248'-0" BARREL LENGTH

4 PANELS AT 31'-0" = 124'-0" | 1 PANEL = 21'-0" | 1 PANEL = 41'-0" | 2 PANELS AT 31'-0" = 62'-0"

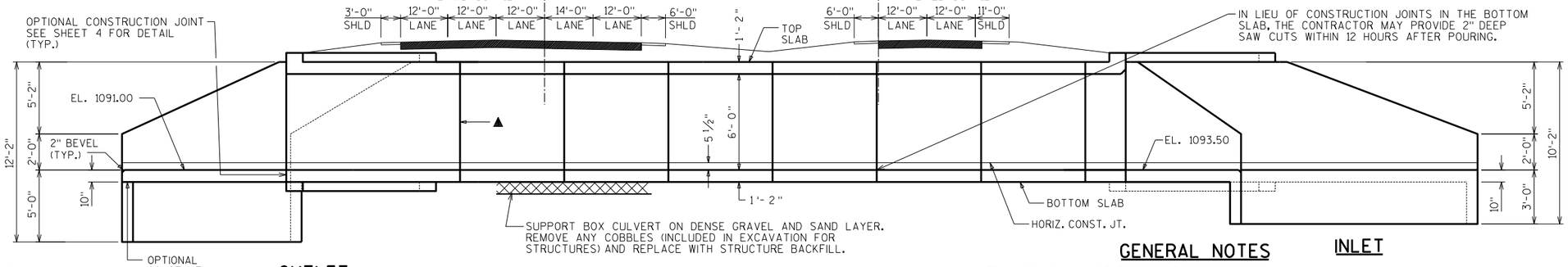
NOTE: STRUCTURE BACKFILL REQUIRED BEHIND ALL WING WALLS

▲ CORNER DETAILS (SEE SHEET 5)
■ NAME PLATE LOCATION (SEE SHEET 5)
▲ VERT. CONST. JOINT (TYP.)
○ INDICATES WING NUMBER
◇ INDICATES PANEL NUMBER



PLAN

UNNAMED SKILLET CREEK TRIBUTARY



OUTLET

IN LIEU OF CONSTRUCTION JOINTS IN THE BOTTOM SLAB, THE CONTRACTOR MAY PROVIDE 2" DEEP SAW CUTS WITHIN 12 HOURS AFTER POURING.

INLET

ELEVATION
(INTERIOR WALL NOT SHOWN)

LIST OF DRAWINGS

1. LAYOUT
2. BOX DETAILS 1
3. BOX DETAILS 2
4. APRON DETAILS
5. DETAILS
6. SUBSURFACE EXPLORATION

STRUCTURES DESIGN CONTACTS:
MAXWELL KULICK (608) 261-6108
AARON BONK (608) 261-0261

DESIGN DATA

LIVE LOAD:
DESIGN LOADING: HL-93
INVENTORY RATING FACTOR: RF = 1.05
OPERATING RATING FACTOR: RF = 1.35
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 255(KIPS)
EARTH LOAD: 1.0 FT. TO 3.0 FT. OF FILL.

MATERIAL PROPERTIES:
CONCRETE MASONRY, GRADE A-FA ——— f'_c = 3,500 P.S.I.
HIGH STRENGTH BAR STEEL REINFORCEMENT — f_y = 60,000 P.S.I.

INVERTS SET 1'-6"± BELOW STREAMBED.

TRAFFIC VOLUME

USH 12
A.D.T. = 15,000-23,500 (2035)
R.D.S. = 70 M.P.H.

HYDRAULIC DATA

100 YEAR FREQUENCY
Q_{100} = 460 C.F.S.
VEL. = 6.0 F.P.S.
HW. = EL. 1099.02
DRAINAGE AREA = 1.6 SQ. MI.
OVERTOPPING RDWY. = N/A

2 YEAR FREQUENCY
Q_2 = 100 C.F.S.
HW. = EL. 1096.95

TOTAL ESTIMATED QUANTITIES

	BID ITEMS		
203.0200	REMOVING OLD STRUCTURE STA. 570 + 30.00	1	L.S.
206.2000	EXCAVATION FOR STRUCTURES CULVERTS B-56-223	1	L.S.
210.0100	BACKFILL STRUCTURE	1,809	C.Y.
504.0100	CONCRETE MASONRY CULVERTS	650	C.Y.
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	64,630	LBS.
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	1,610	LBS.
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	43	S.Y.
606.0300	RIPRAP HEAVY	40	C.Y.
645.0120	GEOTEXTILE FABRIC TYPE HR	110	S.Y.
	NON-BID ITEMS		
	FILLER	3/4"	SIZE

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

THE UPPER LIMITS OF EXCAVATION FOR STRUCTURES SHALL BE THE EXISTING GROUNDLINE.

ALL SPACES EXCAVATED AND NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL TO THE TOP OF THE BOX WITHIN THE LENGTH OF THE CULVERT.

THE CONCRETE IN THE CUTOFF WALLS MAY BE PLACED UNDERWATER IF THE EXCAVATION CANNOT BE DEWATERED.

THE CONTRACTOR MAY FURNISH A PRECAST CONCRETE BOX CULVERT IN LIEU OF THE CAST-IN-PLACE BOX CULVERT WITH THE ACCEPTANCE OF THE SHOP DRAWINGS BY THE STRUCTURES DESIGN SECTION. THE PRECAST CONCRETE BOX CULVERT SHALL CONFORM TO PRECAST DETAILS IN CHAPTER 36 STANDARDS OF THE CURRENT WISC. DOT BRIDGE MANUAL. PAYMENT FOR THE PRECAST CULVERT SHALL BE BASED ON THE QUANTITIES AND PRICES BID FOR THE ITEMS LISTED IN THE "TOTAL ESTIMATED QUANTITIES".

PLACE AN 18" (MIN.) WIDE SHEET OF 'RUBBERIZED MEMBRANE WATERPROOFING' ON TOP SLAB OVER ALL CONSTRUCTION JOINTS AND EXTEND DOWN TO BOTTOM OF OUTSIDE WALLS.

CONTRACTOR MAY ELECT TO SUBSTITUTE #1 OR #2 CONCRETE COURSE AGGREGATE, SELECT CRUSHED MATERIAL OR OTHER GRANULAR MATERIAL AS APPROVED BY THE FIELD ENGINEER, IN LIEU OF THE IN-SITU MATERIAL, TO BE UTILIZED AS A CONSTRUCTION PLATFORM FOR THE BOX. THE CONTRACTOR IS RESPONSIBLE FOR BASE STABILITY WITH ANY SUBSTITUTED MATERIAL.

SEE ROADWAY PLANS FOR STAGED CONSTRUCTION/TRAFFIC CONTROL PLAN.

NO.	DATE	REVISION	BY

Plans Prepared By **WISDOT**
BUREAU OF STRUCTURES
ACCEPTED William C. Dreher 1/25/16
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-56-223

USH 12 OVER UNNAMED SKILLET CREEK TRIBUTARY

COUNTY	TOWN/~~CITY/VILLAGE~~
SAUK	BARABOO

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
APC/MJK	MJK/ABS	APC/MJK	ABS

LAYOUT

SHEET 1 OF 6

665

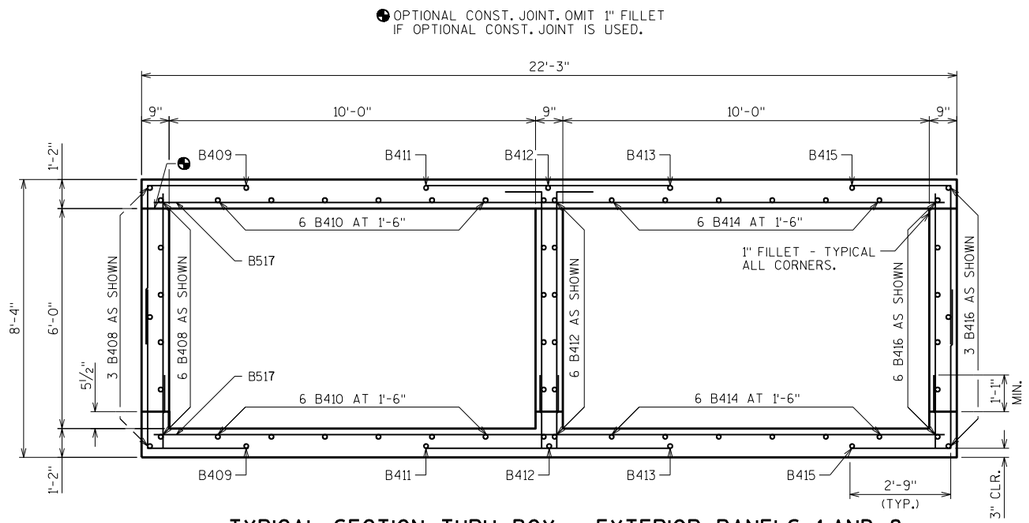
I.D. 1674-00-02R

DATE: JAN. 2016

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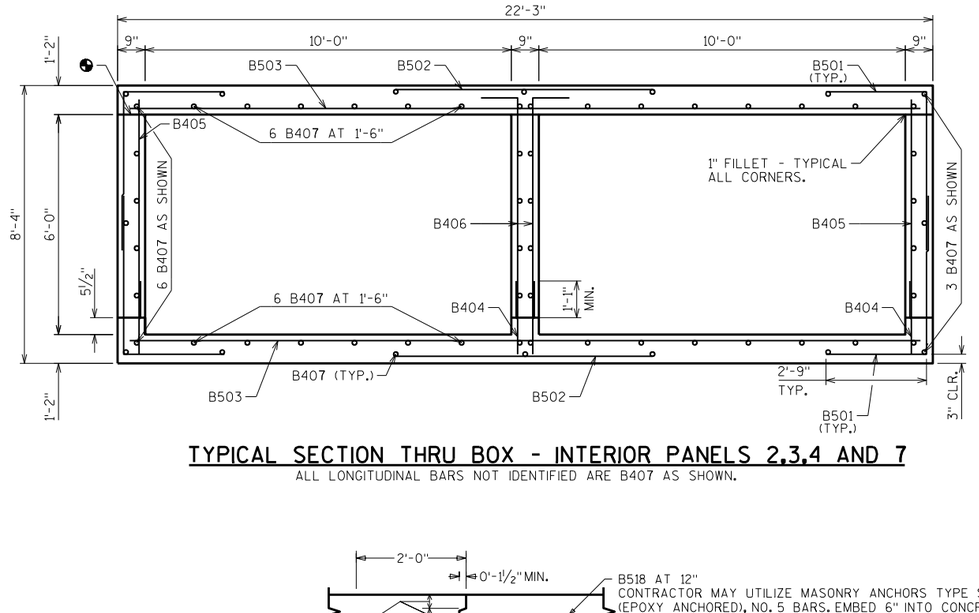
STATE PROJECT NUMBER

1674-00-81



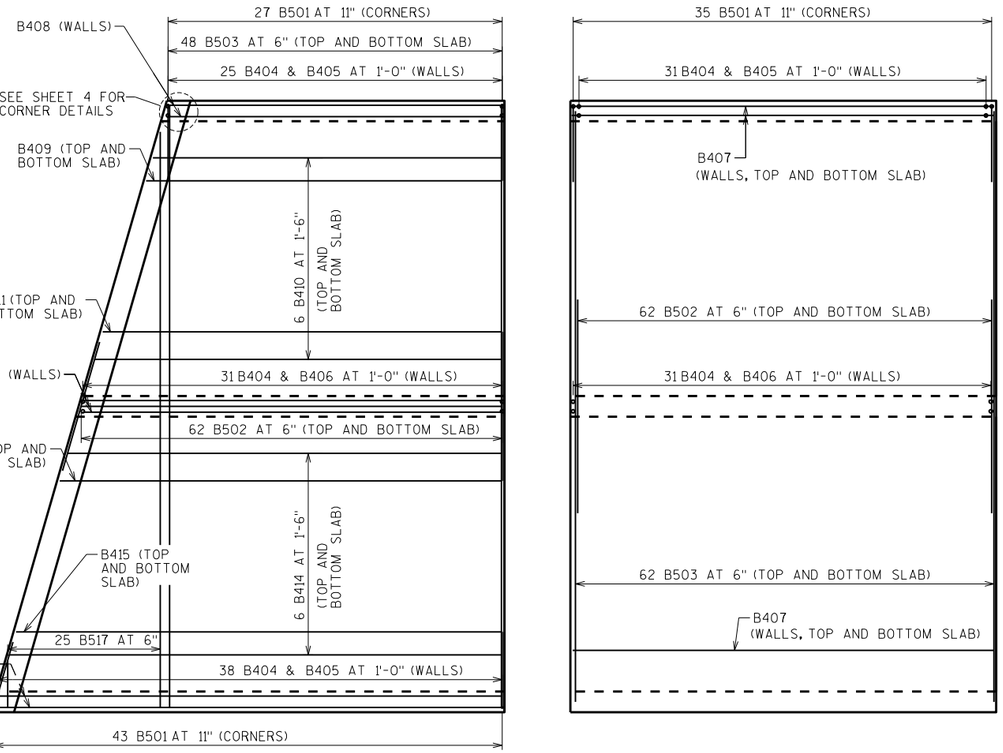
TYPICAL SECTION THRU BOX - EXTERIOR PANELS 1 AND 8

BAR LABELS AND DIMENSIONS NOT SHOWN ARE IDENTICAL TO THOSE IN INTERIOR PANEL.



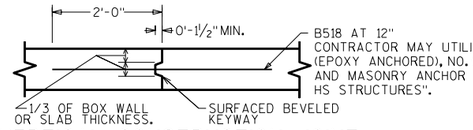
TYPICAL SECTION THRU BOX - INTERIOR PANELS 2,3,4 AND 7

ALL LONGITUDINAL BARS NOT IDENTIFIED ARE B407 AS SHOWN.



PLAN VIEW OF EXTERIOR PANELS 1 AND 8

PLAN VIEW OF INTERIOR PANELS 2, 3, 4 AND 7



VERTICAL CONSTRUCTION JOINT

2" DEEP SAW CUT WITHIN 12 HOURS AFTER POURING MAY BE USED IN LIEU OF CONST. JT. IN BOTTOM SLAB.

BILL OF BARS

THE FIRST OR FIRST AND SECOND DIGIT OF THE MARK SIGNIFIES THE BAR SIZE. THE DIMENSION IN THE BENT COLUMN IS THE OUT TO OUT HORIZONTAL LEG OF A "L" SHAPED BAR. LONGER BARS OF THE SAME SIZE MAY BE SUBSTITUTED FOR SHORTER BARS. PAYMENT BASED ON BAR LENGTHS AS DETAILED.

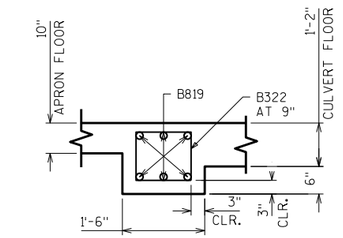
MARK	NUMBER REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
B501	840	7'-6"	2'-9"	NO	CORNERS
B502	744	10'-10"	NO	NO	TOP AND BOTTOM SLAB TRANS.
B503	688	21'-11"	NO	NO	TOP AND BOTTOM SLAB TRANS.
B404	746	2'-2"	NO	NO	WALLS - DOWELS VERT.
B405	374	6'-0"	NO	NO	WALLS VERT.
B406	372	7'-0"	1'-0"	NO	WALLS VERT.
B407	256	30'-8"	NO	NO	INTERIOR PANEL LONGIT.
B408	18	23'-6"	NO	NO	EXTERIOR PANEL LONGIT.
B409	4	25'-4"	NO	NO	EXTERIOR PANEL LONGIT.
B410	24	27'-1"	NO	YES	EXTERIOR PANEL LONGIT.
B411	4	27'-1"	NO	NO	EXTERIOR PANEL LONGIT.
B412	28	30'-6"	NO	NO	EXTERIOR PANEL LONGIT.
B413	4	34'-2"	NO	NO	EXTERIOR PANEL LONGIT.
B414	24	34'-0"	NO	YES	EXTERIOR PANEL LONGIT.
B415	4	35'-11"	NO	NO	EXTERIOR PANEL LONGIT.
B416	18	37'-11"	NO	NO	EXTERIOR PANEL LONGIT.
B517	100	11'-11"	NO	YES	EXT. PANEL TOP & BOT. SLAB TRANS.
B518	448	4'-0"	NO	NO	VERT. CONST. JOINT TIE
B819	24	26'-2"	NO	NO	HEADER HORIZONTALS
B320	36	5'-1"	YES	NO	HEADER STIRRUP VERT.
B321	36	5'-5"	YES	NO	HEADER STIRRUP VERT.
B322	72	4'-11"	YES	NO	HEADER STIRRUP VERT.

LENGTH SHOWN FOR BAR SERIES IN "BILL OF BARS" IS AVERAGE LENGTH.

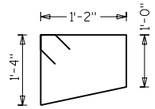
BAR SERIES TABLE

MARK	LENGTH	NO. OF BARS/SERIES	NO. OF EACH SERIES
B410	24'-9" TO 29'-6"	6	4
B414	31'-7" TO 36'-6"	6	4
B517	2'-8" TO 21'-1"	25	4

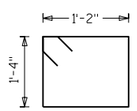
BUNDLE AND TAG EACH SERIES SEPARATELY



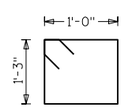
SECTION THRU BOTTOM HEADER



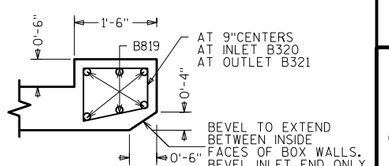
B320



B321



B322



SECTION THRU TOP HEADER

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-223

DRAWN BY APC | PLANS CK'D. ABS

BOX DETAILS 1 | SHEET 2 | 666

8

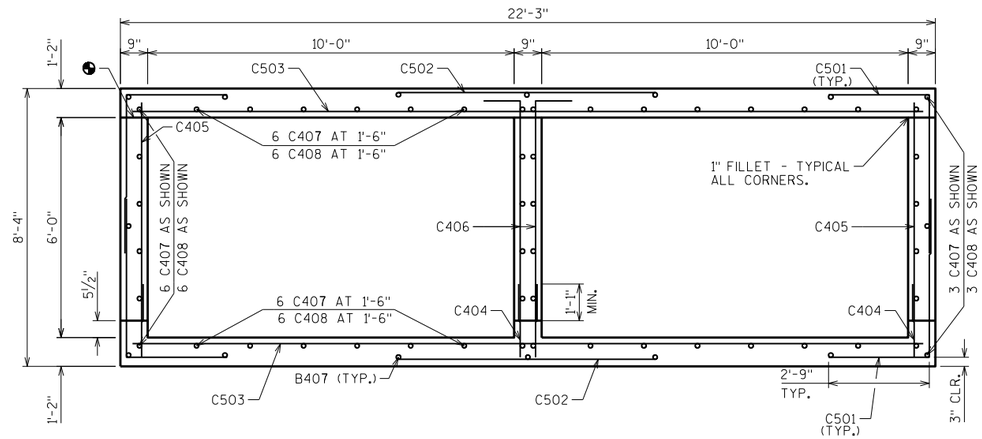
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STATE PROJECT NUMBER

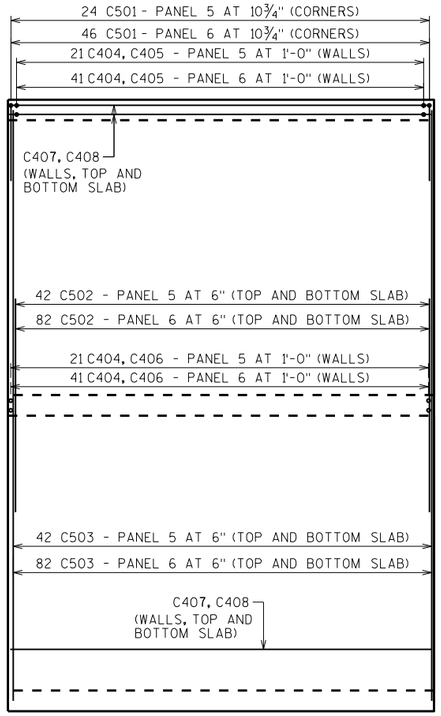
1674-00-81

OPTIONAL CONST. JOINT. OMIT 1" FILLET IF OPTIONAL CONST. JOINT IS USED.



TYPICAL SECTION THRU BOX - INTERIOR PANELS 5 AND 6

ALL LONGITUDINAL BARS NOT IDENTIFIED ARE C407 AS SHOWN.



PLAN VIEW OF INTERIOR PANELS 5 AND 6

BILL OF BARS

THE FIRST OR FIRST AND SECOND DIGIT OF THE MARK SIGNIFIES THE BAR SIZE. THE DIMENSION IN THE BENT COLUMN IS THE OUT TO OUT HORIZONTAL LEG OF A "L" SHAPED BAR. LONGER BARS OF THE SAME SIZE MAY BE SUBSTITUTED FOR SHORTER BARS. PAYMENT BASED ON BAR LENGTHS AS DETAILED.

MARK	NUMBER REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
C501	280	7'-6"	2'-9"	NO	CORNERS
C502	248	10'-10"	NO	NO	TOP AND BOTTOM SLAB TRANS.
C503	248	21'-11"	NO	NO	TOP AND BOTTOM SLAB TRANS.
C404	248	2'-2"	NO	NO	WALLS - DOWELS VERT.
C405	124	6'-0"	NO	NO	WALLS VERT.
C406	124	7'-0"	1'-0"	NO	WALLS VERT.
C407	64	20'-8"	NO	NO	INTERIOR PANEL 5 LONGIT.
C408	64	40'-8"	NO	NO	INTERIOR PANEL 6 LONGIT.

SEE SHEET 2 FOR VERTICAL CONSTRUCTION JOINT DETAIL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-223

DRAWN BY APC | PLANS CK'D. ABS

BOX DETAILS 2 | SHEET 3

667

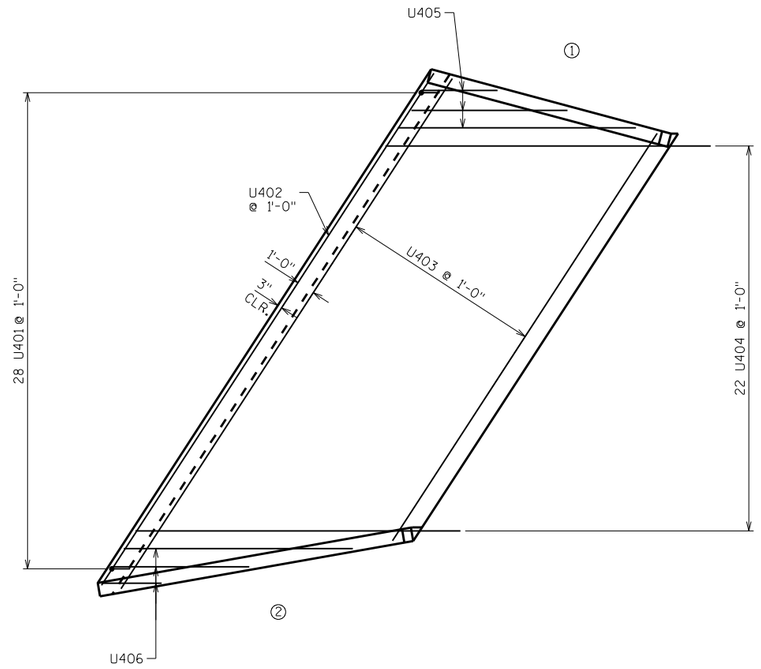
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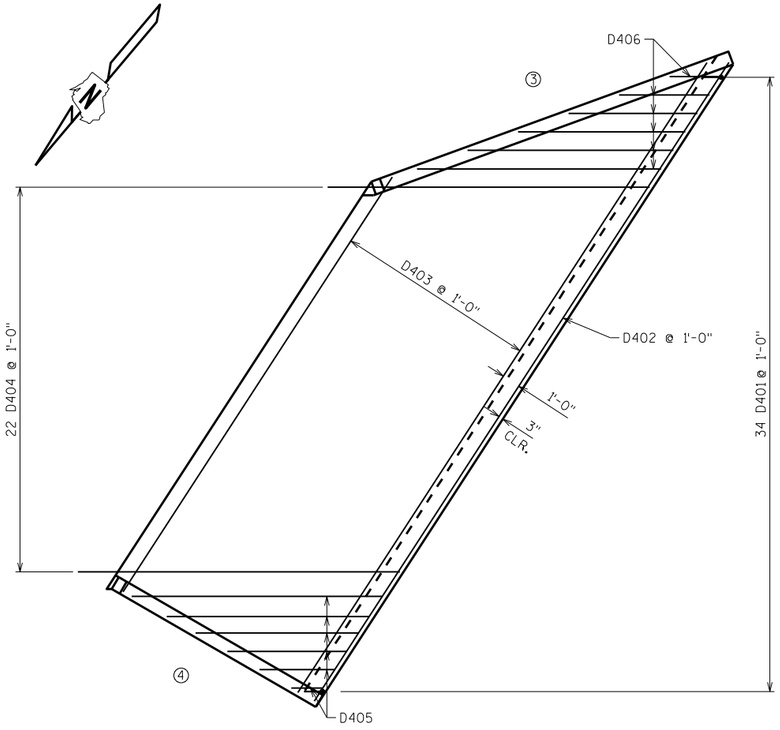
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8

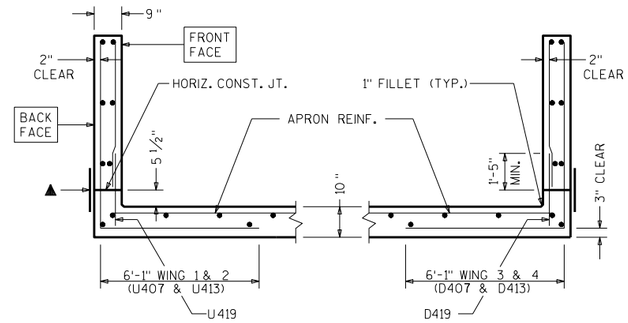
STATE PROJECT NUMBER

1674-00-81

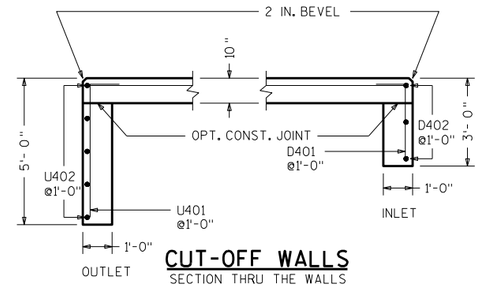




▲ 18" RUBBERIZED MEMBRANE WATER-PROOFING. PLACE ALONG HORIZ. CONST. JT. FOR ENTIRE WING LENGTH (TYP.).

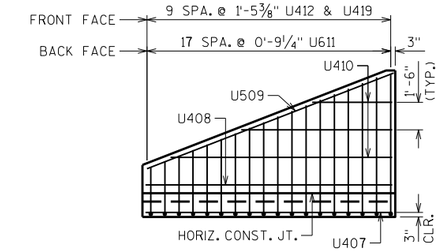


SECTION THRU WINGS
AT RIGHT ANGLES TO WING WALLS

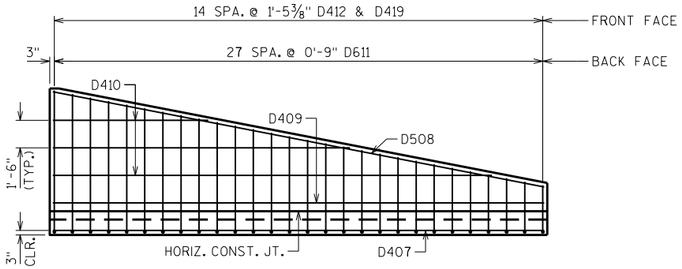


CUT-OFF WALLS
SECTION THRU THE WALLS

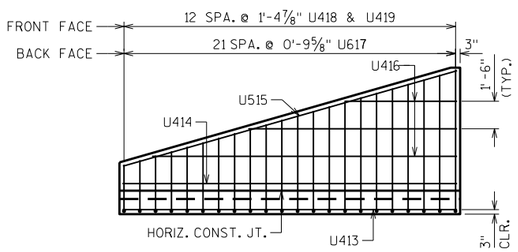
APRON REINF.



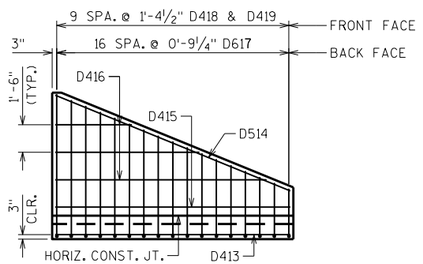
WING 1



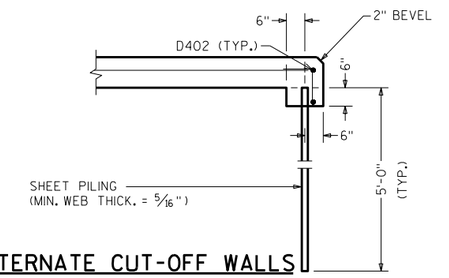
WING 3



WING 2



WING 4



ALTERNATE CUT-OFF WALLS
THE ABOVE ALT. MAY BE USED IN LIEU OF THE CAST-IN-PLACE CONC. CUT-OFF WALLS. PAYMENT WILL BE BASED ON THE CONC. CUT-OFF WALLS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-223

DRAWN BY APC/MJK | PLANS CK'D. ABS

APRON DETAILS | SHEET 4 | 668

SCALE = 4.0

8

8

STATE PROJECT NUMBER

1674-00-81

BILL OF BARS

THE FIRST DIGIT OF THE BAR MARK SIGNIFIES THE BAR SIZE.
THE DIMENSION IN THE BENT COLUMN IS THE OUT TO OUT HORIZONTAL LEG OF AN L - SHAPED BAR.

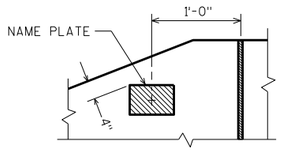
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
U401		28	5'-6"	1'-0"		OUTLET APRON AND CUTOFF WALL
U402		5	33'-3"			OUTLET APRON AND CUTOFF WALL
U403		12	29'-10"		*	OUTLET APRON
U404		22	17'-10"			OUTLET APRON
U405		3	8'-7"		*	OUTLET APRON
U406		3	7'-5"		*	OUTLET APRON
U407		2	13'-2"			WING 1 - HORIZONTAL - APRON BOT. SLAB
U408		2	13'-2"			WING 1 - HORIZONTAL - BOTH FACES
U509		2	14'-0"			WING 1 - HORIZONTAL - BOTH FACES
U410		6	7'-11"		*	WING 1 - HORIZONTAL - BOTH FACES
U611	X	18	11'-0"	6'-1"	*	WING 1 - VERTICAL - BACK FACE
U412	X	10	3'-10"		*	WING 1 - VERTICAL - FRONT FACE
U413		2	16'-11"			WING 2 - HORIZONTAL - APRON BOT. SLAB
U414		2	16'-11"			WING 2 - HORIZONTAL - BOTH FACES
U515		2	17'-6"			WING 2 - HORIZONTAL - BOTH FACES
U416		6	10'-4"		*	WING 2 - HORIZONTAL - BOTH FACES
U617	X	22	11'-0"	6'-1"	*	WING 2 - VERTICAL - BACK FACE
U418	X	13	3'-10"		*	WING 2 - VERTICAL - FRONT FACE
U419	X	23	2'-5"			WINGS 1 AND 2 - DOWELS - FRONT FACE
D401		34	3'-6"	1'-0"		INLET APRON AND CUTOFF WALL
D402		3	41'-6"			INLET APRON AND CUTOFF WALL
D403		12	33'-11"		*	INLET APRON
D404		22	17'-8"			INLET APRON
D405		6	7'-9"		*	INLET APRON
D406		6	8'-1"		*	INLET APRON
D407		2	20'-5"			WING 3 - HORIZONTAL - APRON BOT. SLAB
D508		2	20'-9"			WING 3 - HORIZONTAL - BOTH FACES
D409		2	20'-5"			WING 3 - HORIZONTAL - BOTH FACES
D410		6	12'-4"		*	WING 3 - HORIZONTAL - BOTH FACES
D611	X	28	11'-0"	6'-1"	*	WING 3 -VERTICAL - BACK FACE
D412	X	15	3'-10"		*	WING 3 - VERTICAL - FRONT FACE
D413		2	12'-6"			WING 4 - HORIZONTAL - APRON BOT. SLAB
D514		2	13'-7"			WING 4 - HORIZONTAL - BOTH FACES
D415		2	12'-6"			WING 4 - HORIZONTAL - BOTH FACES
D416		6	7'-6"		*	WING 4 - HORIZONTAL - BOTH FACES
D617	X	17	11'-0"	6'-1"	*	WING 4 - VERTICAL - BACK FACE
D418	X	10	3'-10"		*	WING 4 - VERTICAL - FRONT FACE
D419	X	25	2'-5"			WINGS 3 & 4 - DOWELS - FRONT FACE

* LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

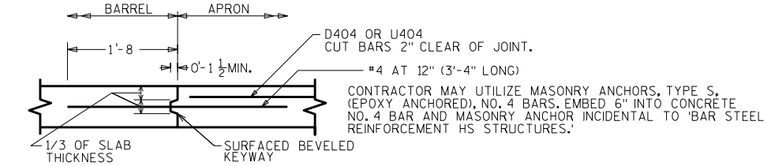
BAR SERIES TABLE

BUNDLE AND TAG EACH SERIES SEPARATELY

BAR MARK	NO. REQ'D.	LENGTHS FOR EACH SERIES
U403	1 SERIES OF 12	26'-6" TO 33'-2"
U405	1 SERIES OF 3	4'-2" TO 13'-0"
U406	1 SERIES OF 3	2'-6" TO 12'-6"
U410	2 SERIES OF 3	4'-1" TO 11'-9"
U611	1 SERIES OF 18	8'-5" TO 13'-6"
U412	1 SERIES OF 10	1'-3" TO 6'-5"
U416	2 SERIES OF 3	5'-4" TO 15'-3"
U617	1 SERIES OF 22	8'-5" TO 13'-6"
U418	1 SERIES OF 13	1'-3" TO 6'-5"
D403	1 SERIES OF 12	26'-11" TO 41'-0"
D405	1 SERIES OF 6	1'-9" TO 13'-8"
D406	1 SERIES OF 6	2'-10" TO 13'-4"
D410	2 SERIES OF 3	6'-5" TO 18'-3"
D611	1 SERIES OF 28	8'-5" TO 13'-6"
D412	1 SERIES OF 15	1'-3" TO 6'-5"
D416	2 SERIES OF 3	3'-10" TO 11'-2"
D617	1 SERIES OF 17	8'-5" TO 13'-6"
D418	1 SERIES OF 10	1'-3" TO 6'-5"

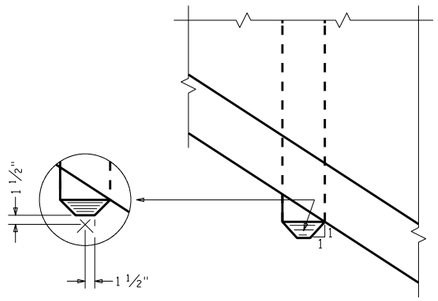


NAME PLATE LOCATION
WING 4

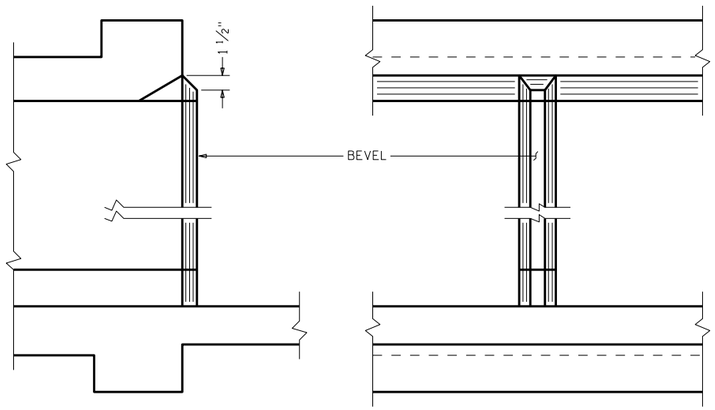


OPTIONAL CONSTRUCTION JOINT

2" DEEP SAW CUT WITHIN 12 HOURS AFTER POURING MAY BE USED IN LIEU OF CONST. JT. IN BOTTOM SLAB.

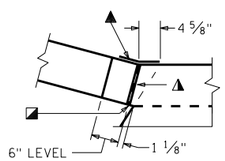


PLAN



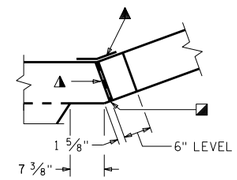
SECTION ELEVATION

INLET NOSE DETAILS

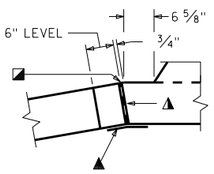


CORNER 1

▲ 3/4" FILLER TYPICAL. EXTEND FILLER FROM HORIZ. CONST. JT. TO TOP OF WING.



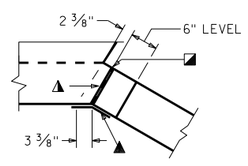
CORNER 3



CORNER 2

1" BEVEL TYPICAL ◪

▲ 18" RUBBERIZED MEMBRANE WATER-PROOFING. EXTEND FROM HORIZ. CONST. JT. TO TOP OF WALL.



CORNER 4

CORNER DETAILS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-223

DRAWN BY APC/MJK | PLANS CK'D. ABS

DETAILS

SHEET 5

669

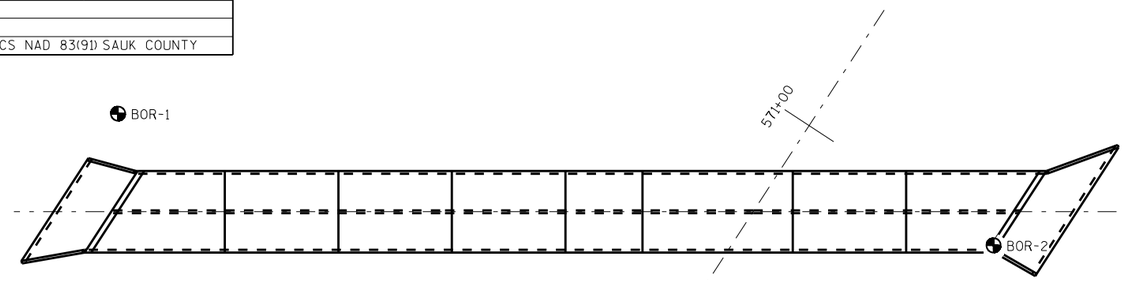
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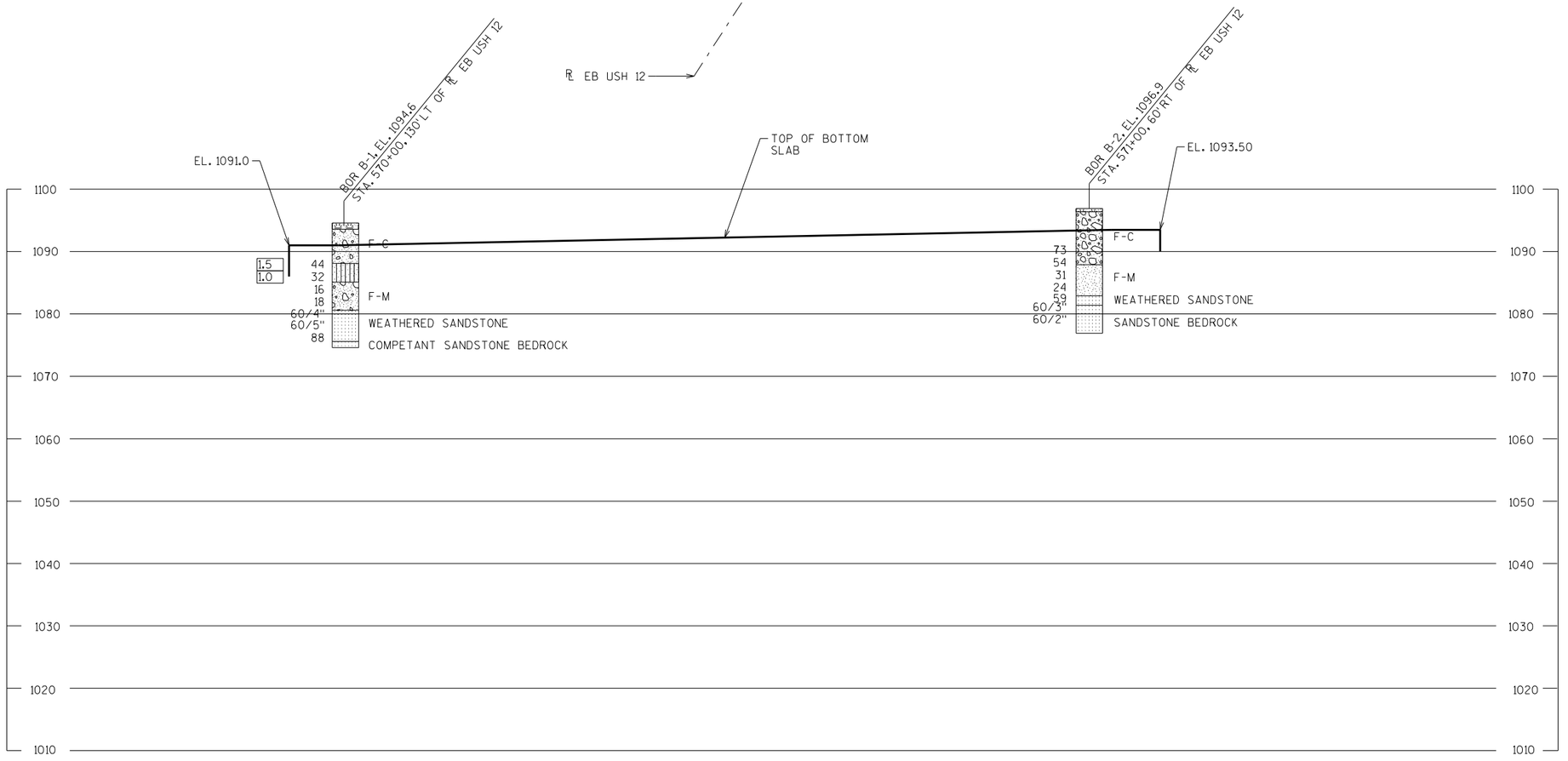
8

8

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
1	7/11/2012	327341.390093	538381.156718
2	7/11/2012	327294.672999	538337.038964
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) SAUK COUNTY			

LAKE DELTON - SAUK CITY ROAD
IH 90 / 94 - SKI-HI ROAD





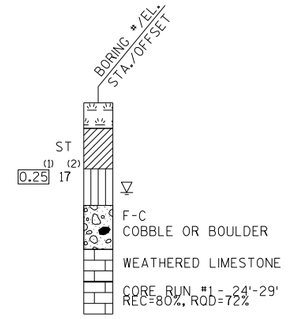
STATE PROJECT NUMBER

1674-00-81

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 B-56-223

DRAWN BY PR/MJK | PLANS CK'D. ABS

SUBSURFACE EXPLORATION

SHEET 6

670

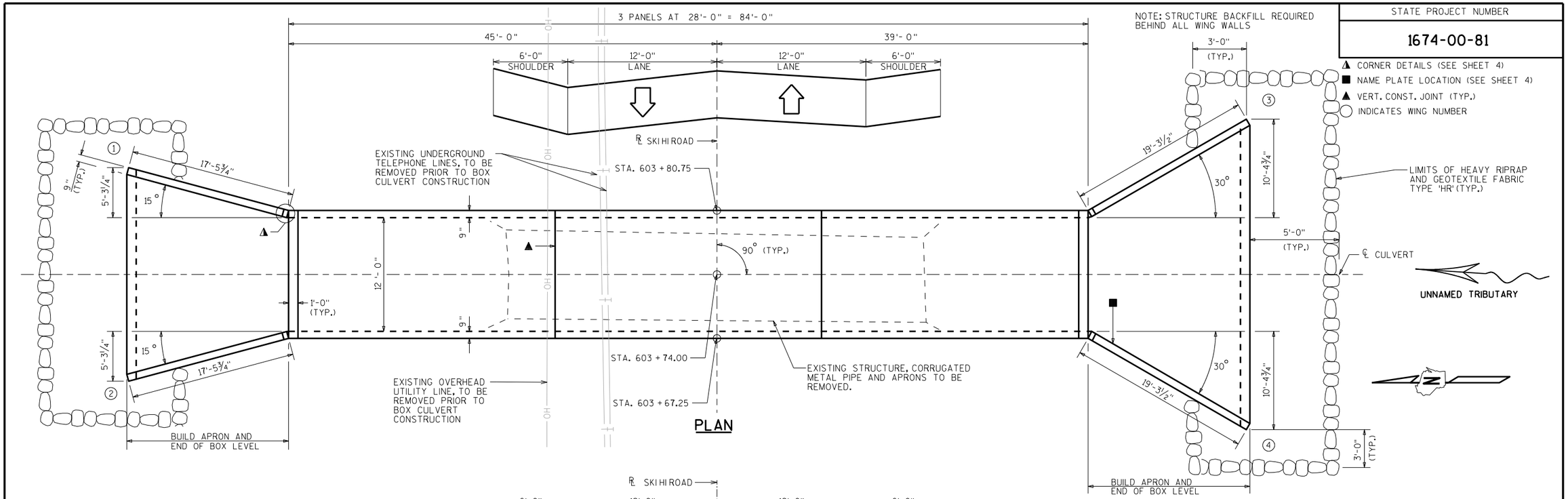
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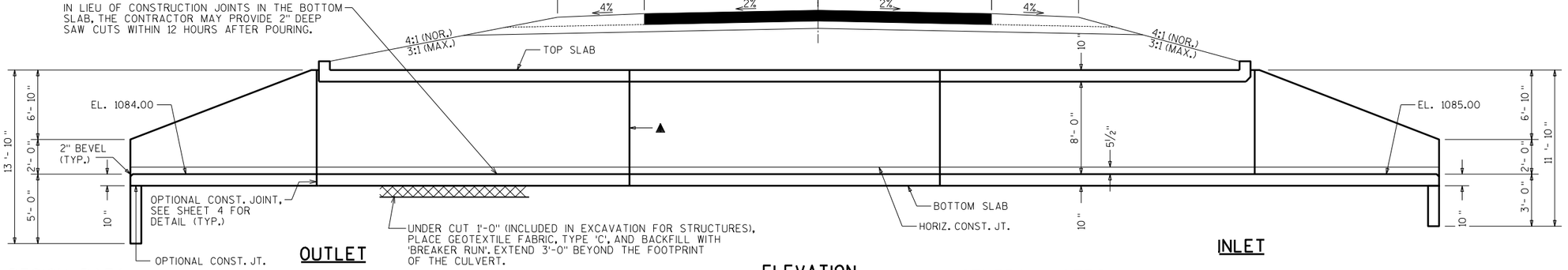
8

8

STATE PROJECT NUMBER
1674-00-81

▲ CORNER DETAILS (SEE SHEET 4)
■ NAME PLATE LOCATION (SEE SHEET 4)
▲ VERT. CONST. JOINT (TYP.)
◯ INDICATES WING NUMBER





OUTLET — INLET

ELEVATION

LIST OF DRAWINGS

1. LAYOUT
2. BOX DETAILS
3. APRON DETAILS
4. DETAILS
5. SUBSURFACE EXPLORATION

DESIGN DATA

LIVE LOAD:
DESIGN LOADING; HL-93
INVENTORY RATING FACTOR: RF = 1.05
OPERATING RATING FACTOR: RF = 1.35
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV.): 255KIPS
EARTH LOAD: 5.0 FT. OF FILL.

MATERIAL PROPERTIES:
CONCRETE MASONRY, GRADE A-FA ——— f'_c = 3500 P.S.I.
HIGH STRENGTH BAR STEEL REINFORCEMENT — f_y = 60000 P.S.I.
INVERTS SET 1'-0"± BELOW STREAMBED.

TRAFFIC VOLUME

SKI HI ROAD
A.D.T. = 1,700 (2035)
R.D.S. = 50 M.P.H.

HYDRAULIC DATA

100 YEAR FREQUENCY
Q_{100} = 460 C.F.S.
VEL. = 8.0 F.P.S.
HW. = EL. 1091.92
DRAINAGE AREA = 1.7 SQ. MI.
OVERTOPPING RDWY. = N/A

2 YEAR FREQUENCY
Q_2 = 100 C.F.S.
HW. = EL. 1090.11

TOTAL ESTIMATED QUANTITIES

BID ITEMS

203.0200	REMOVING OLD STRUCTURE STA. 603+74.00	1	L.S.
206.2000	EXCAVATION FOR STRUCTURES CULVERTS C-56-2031	1	L.S.
210.0100	BACKFILL STRUCTURE	930	C.Y.
311.0115	BREAKER RUN	96	C.Y.
504.0100	CONCRETE MASONRY CULVERTS	144	C.Y.
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	21,410	LBS.
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	2,200	LBS.
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	30	S.Y.
606.0300	RIPRAP HEAVY	29	C.Y.
645.0105	GEOTEXTILE FABRIC TYPE C	286	S.Y.
645.0120	GEOTEXTILE FABRIC TYPE HR	84	S.Y.

NON-BID ITEMS

FILLER	3/4"	SIZE

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

THE UPPER LIMITS OF EXCAVATION FOR STRUCTURES SHALL BE THE EXISTING GROUNDLINE.

ALL SPACES EXCAVATED AND NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL TO THE TOP OF THE CULVERT WITHIN THE LENGTH OF THE CULVERT INCLUDING THE APRON WING WALLS.

THE CONCRETE IN THE CUTOFF WALLS MAY BE PLACED UNDERWATER IF THE EXCAVATION CANNOT BE DEWATERED.

THE CONTRACTOR MAY FURNISH A PRECAST CONCRETE BOX CULVERT IN LIEU OF THE CAST-IN-PLACE BOX CULVERT WITH THE ACCEPTANCE OF THE SHOP DRAWINGS BY THE STRUCTURES DESIGN SECTION. THE PRECAST CONCRETE BOX CULVERT SHALL CONFORM TO THE PRECAST DETAILS SPECIFIED IN CHAPTER 36 OF THE CURRENT WISC. DOT BRIDGE MANUAL. PAYMENT FOR THE PRECAST CULVERT SHALL BE BASED ON THE QUANTITIES AND PRICES BID FOR THE ITEMS LISTED IN THE "TOTAL ESTIMATED QUANTITIES".

PLACE A 18" (MIN.) WIDE SHEET OF 'RUBBERIZED MEMBRANE WATERPROOFING' ON TOP SLAB OVER ALL CONSTRUCTION JOINTS AND EXTEND DOWN TO BOTTOM OF OUTSIDE WALLS.

CONTRACTOR MAY ELECT TO SUBSTITUTE #1 OR #2 CONCRETE COURSE AGGREGATE, SELECT CRUSHED MATERIAL OR OTHER GRANULAR MATERIAL AS APPROVED BY THE FIELD ENGINEER, IN LIEU OF THE BREAKER RUN, TO BE UTILIZED AS A CONSTRUCTION PLATFORM FOR THE BOX. THE CONTRACTOR IS RESPONSIBLE FOR BASE STABILITY WITH ANY SUBSTITUTED MATERIAL.

STRUCTURES DESIGN CONTACTS:
MAXWELL KULICK (608) 261-6108
AARON BONK (608) 261-0261

NO.	DATE	REVISION	BY

Plans Prepared By WISDOT
BUREAU OF STRUCTURES
ACCEPTED William C. Dreher 1/25/16
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE C-56-2031

SKI HI ROAD OVER UNNAMED TRIBUTARY

COUNTY SAUK | TOWN/~~CITY/VILLAGE~~ BARABOO

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY APC	DESIGN CK'D. MJK	DRAWN BY APC	PLANS CK'D. MJK

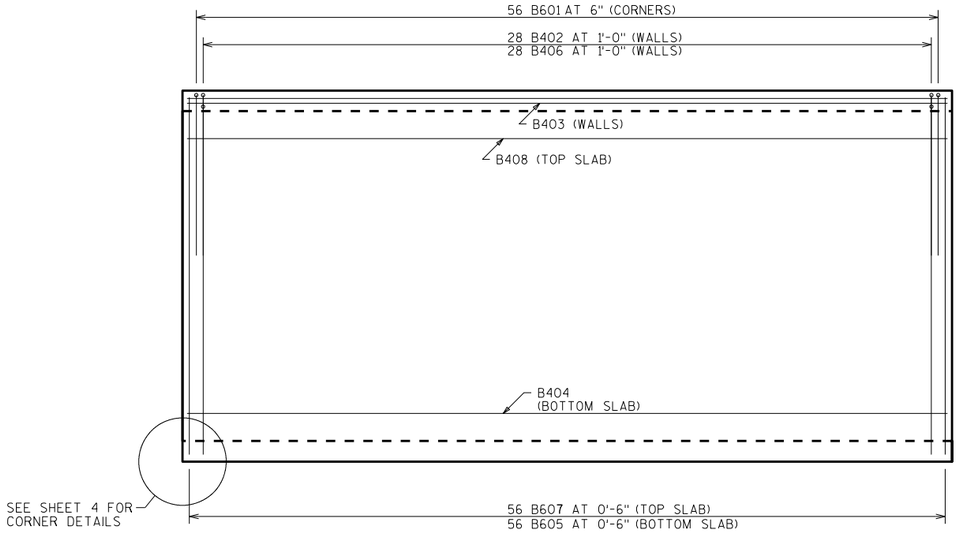
LAYOUT — SHEET 1 OF 5 — 671

I.D. 1674-00-02S — DATE: JAN. 2016

SCALE = 4.0

STATE PROJECT NUMBER

1674-00-81



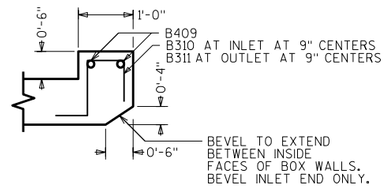
PLAN VIEW OF PANEL

USE IDENTICAL STEEL IN OTHER PANELS.
APRON AND HEADER ARE NOT SHOWN.

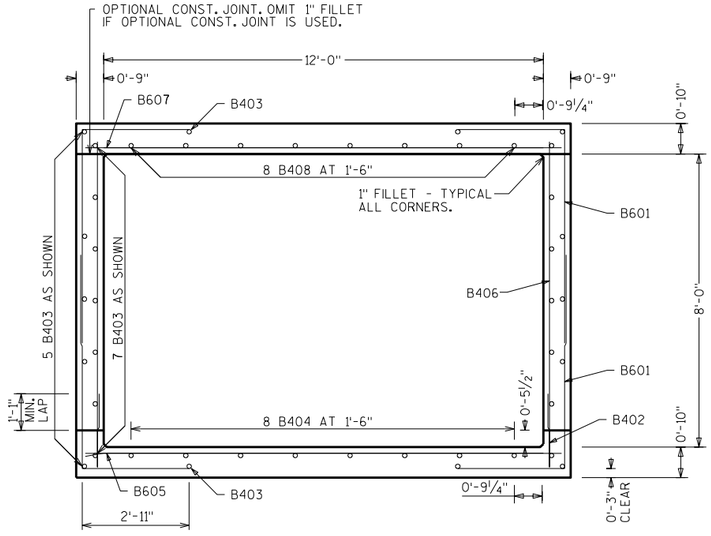
BILL OF BARS

THE FIRST OR FIRST AND SECOND DIGIT OF THE MARK SIGNIFIES THE BAR SIZE. THE DIMENSION IN THE BENT COLUMN IS THE OUT TO OUT HORIZONTAL LEG OF A "L" SHAPED BAR. LONGER BARS OF THE SAME SIZE MAY BE SUBSTITUTED FOR SHORTER BARS. PAYMENT BASED ON BAR LENGTHS AS DETAILED.

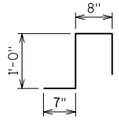
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
B601		672	8'-5"	2'-11"		CORNERS
B402		168	2'-2"			WALLS-DOWELS VERT.
B403		84	27'-6"			TOP & BOTTOM SLAB & WALL
B404		24	27'-6"			BOTTOM SLAB LONGIT.
B605		168	13'-0"			BOTTOM SLAB TRANS.
B406		168	8'-8"			WALLS VERT.
B607		168	13'-0"			TOP SLAB TRANS.
B408		24	27'-6"			TOP SLAB LONGIT.
B409		4	13'-0"			HEADERS HORIZ.
B310		18	2'-9"	X		HEADERS STIRRUPS VERT. INLET
B311		18	3'-0"	X		HEADERS STIRRUPS VERT. OUTLET
B512		88	4'-0"			VERT. CONST. JOINT



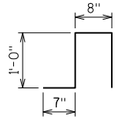
SECTION THRU HEADER



TYPICAL SECTION THRU BOX

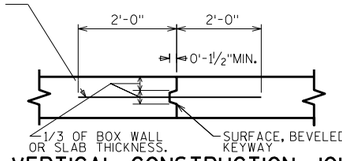


B310



B311

B512 AT 12", CONTRACTOR MAY UTILIZE MASONRY ANCHORS TYPE S (EPOXY ANCHORED) NO. 5 BAR. EMBED 6" INTO CONCRETE. INCIDENTAL TO "BAR STEEL REINFORCEMENT HS STRUCTURES."



VERTICAL CONSTRUCTION JOINT

2" DEEP SAW CUT WITHIN 12 HOURS AFTER POURING MAY BE USED IN LIEU OF CONST. JT. IN BOTTOM SLAB.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-56-2031

DRAWN BY APC | PLANS CK'D. MJK

BOX DETAILS

SHEET 2

672

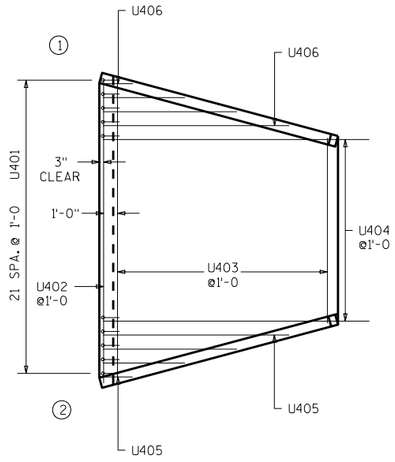
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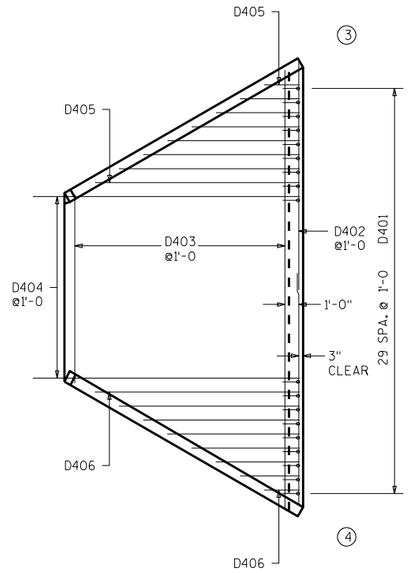
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STATE PROJECT NUMBER

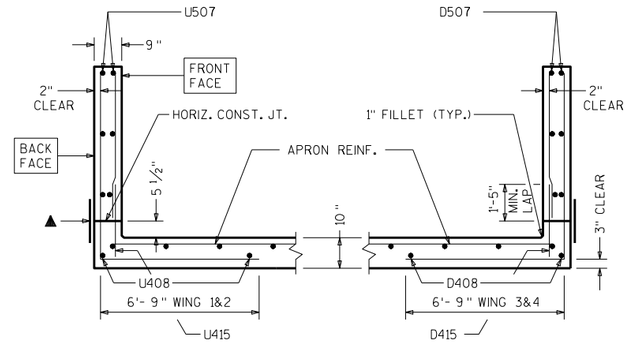
1674-00-81



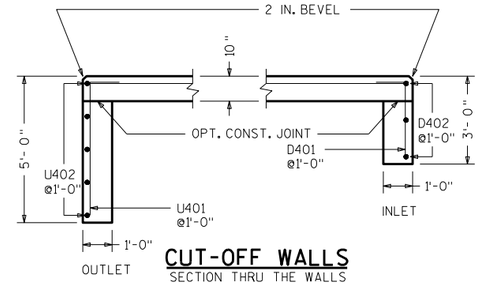


APRON REINF.

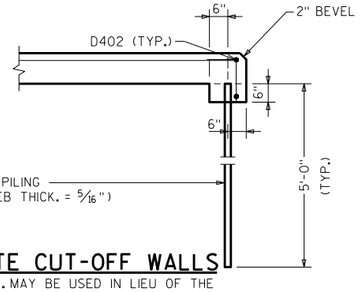
▲ 18" RUBBERIZED MEMBRANE WATER-PROOFING. PLACE ALONG HORIZ. CONST. JT. FOR ENTIRE WING LENGTH (TYP.).



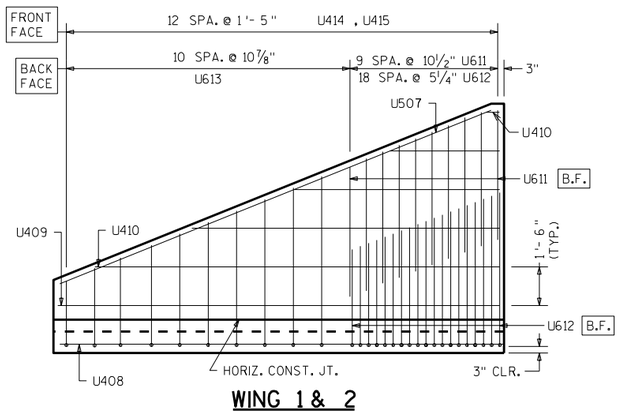
SECTION THRU WINGS
AT RIGHT ANGLES TO WING WALLS



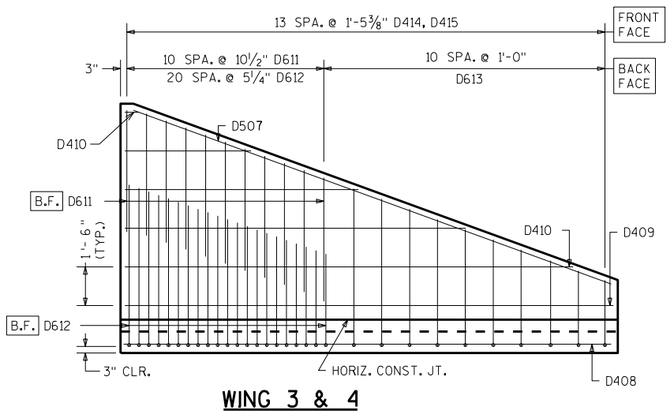
CUT-OFF WALLS
SECTION THRU THE WALLS



ALTERNATE CUT-OFF WALLS
THE ABOVE ALT. MAY BE USED IN LIEU OF THE CAST-IN-PLACE CONC. CUT-OFF WALLS. PAYMENT WILL BE BASED ON THE CONC. CUT-OFF WALLS.



WING 1 & 2



WING 3 & 4

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-56-2031

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APRON DETAILS

SHEET 3

673

SCALE = 4.0

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STATE PROJECT NUMBER
1674-00-81

BILL OF BARS

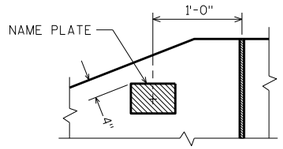
THE FIRST DIGIT OF THE BAR MARK SIGNIFIES THE BAR SIZE.
THE DIMENSION IN THE BENT COLUMN IS THE OUT TO OUT HORIZONTAL LEG OF AN L - SHAPED BAR.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
U401		22	5' - 6"	1' - 0"		OUTLET APRON AND CUTOFF WALL
U402		5	21' - 6"			OUTLET APRON AND CUTOFF WALL
U403		16	17' - 5"		*	OUTLET APRON
U404		14	19' - 1"			OUTLET APRON
U405		4	7' - 9"		*	OUTLET APRON
U406		4	7' - 9"		*	OUTLET APRON
U507		4	18' - 4"			WINGS 1 AND 2-HORIZONTAL-BOTH FACES
U408		4	17' - 1"			WINGS 1 AND 2-HORIZONTAL-APRON BOT. SLAB
U409		4	17' - 1"			WINGS 1 AND 2-HORIZONTAL - BOTH FACES
U410		20	8' - 4"		*	WINGS 1 AND 2-HORIZONTAL - BOTH FACES
U611		20	5' - 0"			WINGS 1 AND 2-VERTICAL - BACK FACE
U612	X	38	12' - 4"	6' - 9"	*	WINGS 1 AND 2-VERTICAL - BACK FACE
U613	X	20	10' - 9"	6' - 9"	*	WINGS 1 AND 2-VERTICAL - BACK FACE
U414		26	4' - 8"		*	WINGS 1 AND 2 -VERTICAL - FRONT FACE
U415	X	26	2' - 0"			WINGS 1 AND 2 - DOWELS - FRONT FACE
D401		30	3' - 6"	1' - 0"		INLET APRON AND CUTOFF WALL
D402		6	16' - 3"			INLET APRON AND CUTOFF WALL
D403		16	22'- 6"		*	INLET APRON
D404		14	19' - 1"			INLET APRON
D405		8	8' - 7"		*	INLET APRON
D406		8	8' - 7"		*	INLET APRON
D507		4	20'- 0"			WINGS 3 AND 4-HORIZONTAL -BOTH FACES
D408		4	18' - 11"			WINGS 3 AND 4-HORIZONTAL-APRON BOT. SLAB
D409		4	18' - 11"			WINGS 3 AND 4-HORIZONTAL - BOTH FACES
D410		20	9' - 2"		*	WINGS 3 AND 4-HORIZONTAL - BOTH FACES
D611		22	5' - 0"			WINGS 3 AND 4-VERTICAL - BACK FACE
D612	X	42	12' - 4"	6' - 9"	*	WINGS 3 AND 4-VERTICAL - BACK FACE
D613	X	20	10' - 9"	6' - 9"	*	WINGS 3 AND 4-VERTICAL - BACK FACE
D414		28	4' - 8"		*	WINGS 3 AND 4-VERTICAL - FRONT FACE
D415	X	28	2' - 0"			WINGS 3 AND 4 - DOWELS - FRONT FACE

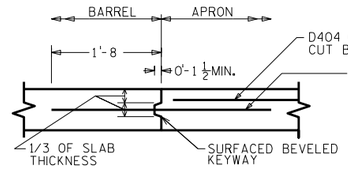
* LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

BAR SERIES TABLE BUNDLE AND TAG EACH SERIES SEPARATELY

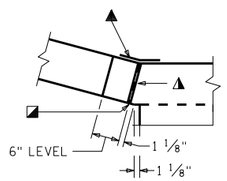
BAR MARK	NO. REQ'D.	LENGTHS FOR EACH SERIES
U403	1 SERIES OF 16	13' - 3" TO 21' - 6"
U405	1 SERIES OF 4	2' - 2" TO 13' - 4"
U406	1 SERIES OF 4	2' - 2" TO 13' - 4"
U410	4 SERIES OF 5	0' - 11" TO 15' - 9"
U612	2 SERIES OF 19	10' - 10" TO 13' - 10"
U613	2 SERIES OF 10	9' - 1" TO 12' - 4"
U414	2 SERIES OF 13	1' - 3" TO 8' - 1"
D403	1 SERIES OF 16	13' - 6" TO 31' - 5"
D405	1 SERIES OF 8	2' - 6" TO 14' - 8"
D406	1 SERIES OF 8	2' - 6" TO 14' - 8"
D410	4 SERIES OF 5	0' - 11" TO 17' - 5"
D612	2 SERIES OF 21	10' - 10" TO 13' - 10"
D613	2 SERIES OF 10	9' - 1" TO 12' - 4"
D414	2 SERIES OF 14	1' - 3" TO 8' - 1"



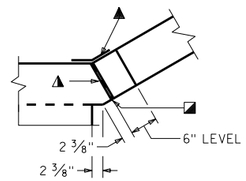
NAME PLATE LOCATION
WING 4



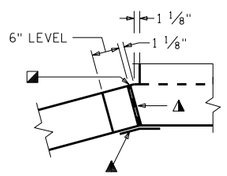
OPTIONAL CONSTRUCTION JOINT
2" DEEP SAW CUT WITHIN 12 HOURS AFTER POURING MAY BE USED IN LIEU OF CONST. JT. IN BOTTOM SLAB.



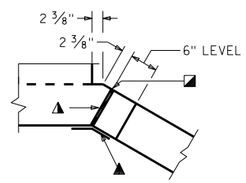
CORNER 1



CORNER 3



CORNER 2



CORNER 4

CORNER DETAILS

◭ ¾" FILLER (TYP.) EXTEND FILLER FROM HORIZ. CONST. JT. TO TOP OF WING.

◪ 1" BEVEL (TYP.)

▲ 18" RUBBERIZED MEMBRANE WATERPROOFING. EXTEND FROM HORIZ. CONST. JT. TO TOP OF WALL.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-56-2031

DRAWN BY APC | PLANS CK'D. MJK

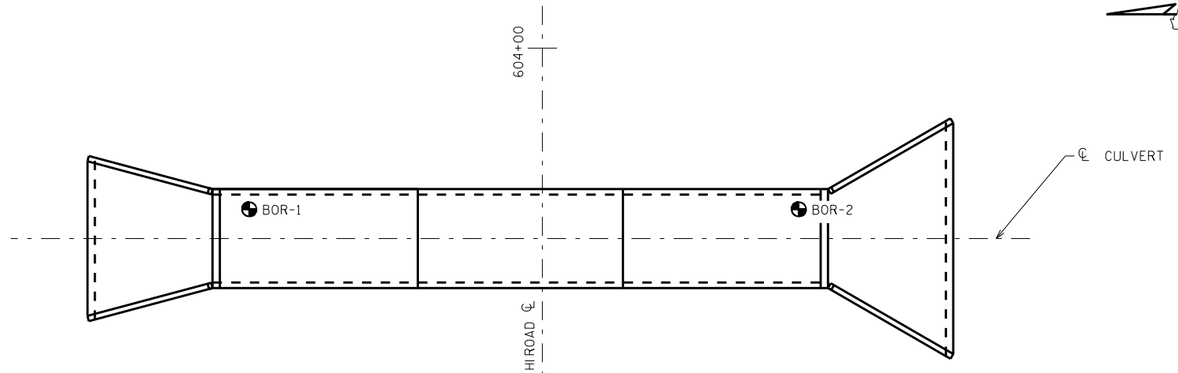
DETAILS | SHEET 4 | 674

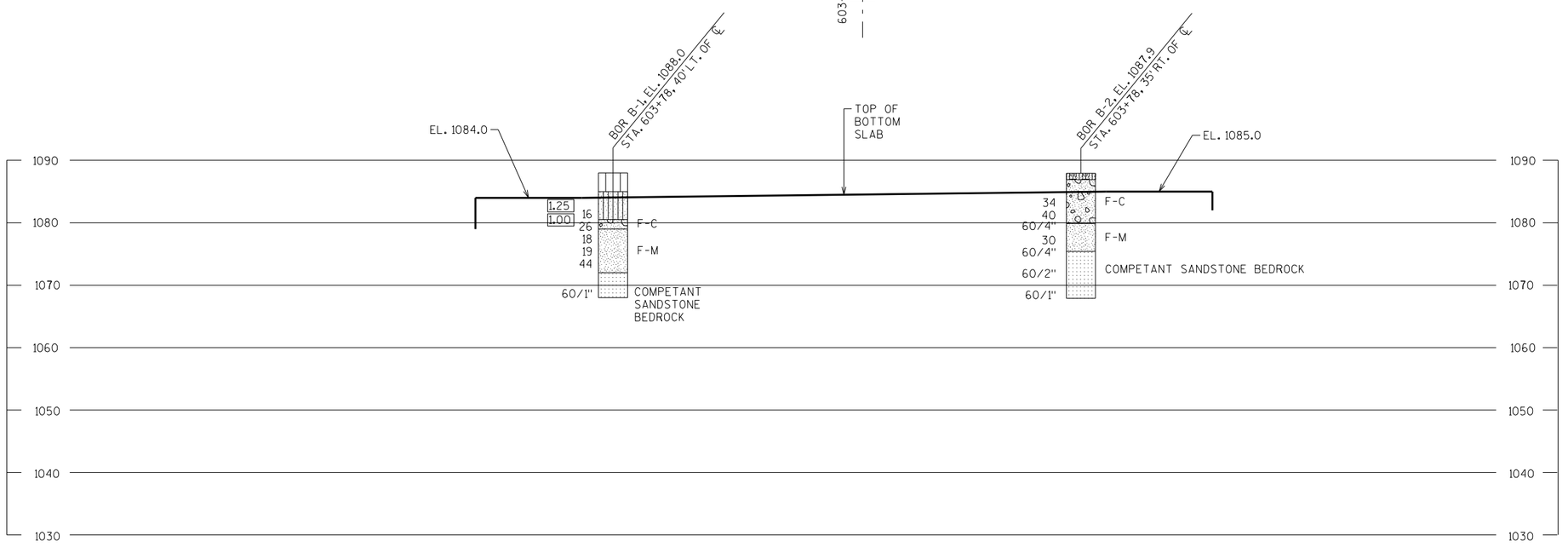
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LAKE DELTON - SAUK CITY ROAD
IH 90/94 - SKI-HI ROAD





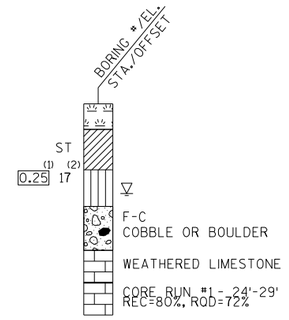
STATE PROJECT NUMBER

1674-00-81

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 C-56-2031

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SUBSURFACE EXPLORATION

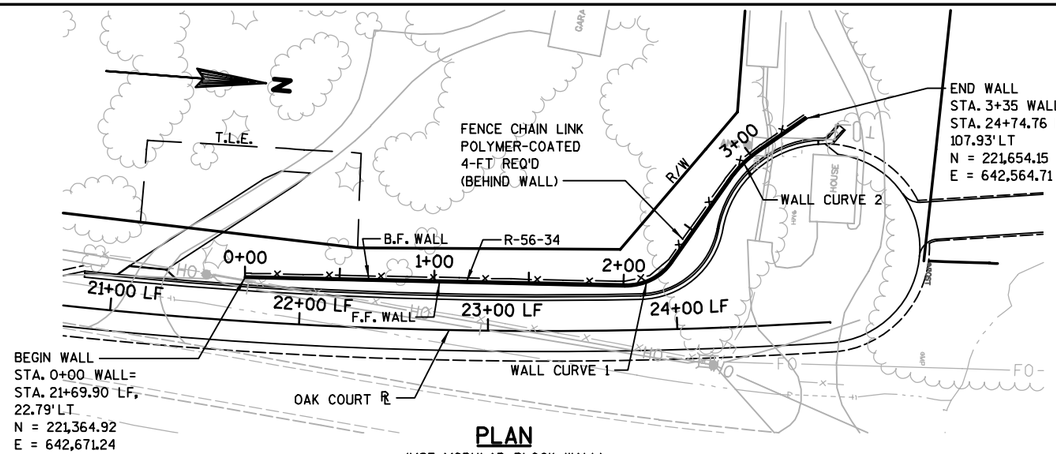
SHEET 5

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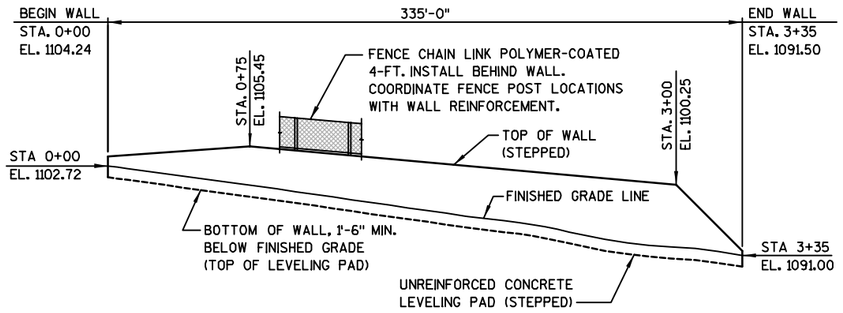
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SCALE =



PLAN
(MSE MODULAR BLOCK WALL)



ELEVATION
(LOOKING AT F.F. OF WALL)

GEOMETRY TABLE

WALL STATION	TOP OF WALL ELEV.	FINISHED GRADE ELEV.	BOTTOM OF WALL ELEV.	EXPOSED WALL HEIGHT (FT.)
0+00	1104.24	1102.72	1101.22	1.52
0+25	1104.64	1101.88	1100.38	2.76
0+50	1105.05	1101.02	1099.52	4.03
0+75	1105.45	1100.16	1098.66	5.29
1+00	1104.87	1099.28	1097.78	5.59
1+25	1104.29	1098.39	1096.89	5.90
1+50	1103.72	1097.50	1096.00	6.22
1+75	1103.14	1096.59	1095.09	6.55
2+00	1102.56	1095.67	1094.17	6.89
2+25	1101.98	1094.88	1093.38	7.10
2+50	1101.41	1093.69	1092.19	7.72
2+75	1100.83	1092.63	1091.13	8.20
3+00	1100.25	1091.84	1090.34	8.41
3+25	1094.00	1091.24	1089.74	2.76
3+35	1091.50	1091.00	1089.50	0.50

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	QUANTITY	UNIT
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	355	LF
645.0111	GEOTEXTILE FABRIC TYPE DF SCHEDULE A	90	SY
SPV.0090.001	FENCE CHAIN LINK POLYMER-COATED 4-FT	335	LF
SPV.0090.002	LANDSCAPE EDGING	340	LF
SPV.0165.001	WALL MODULAR BLOCK MECHANICALLY STABILIZED EARTH LRFD/QMP	2,440	SF
SPV.0195.001	COARSE AGGREGATE SPECIAL	17	TON

ALL ITEMS ARE CATEGORY 0050.

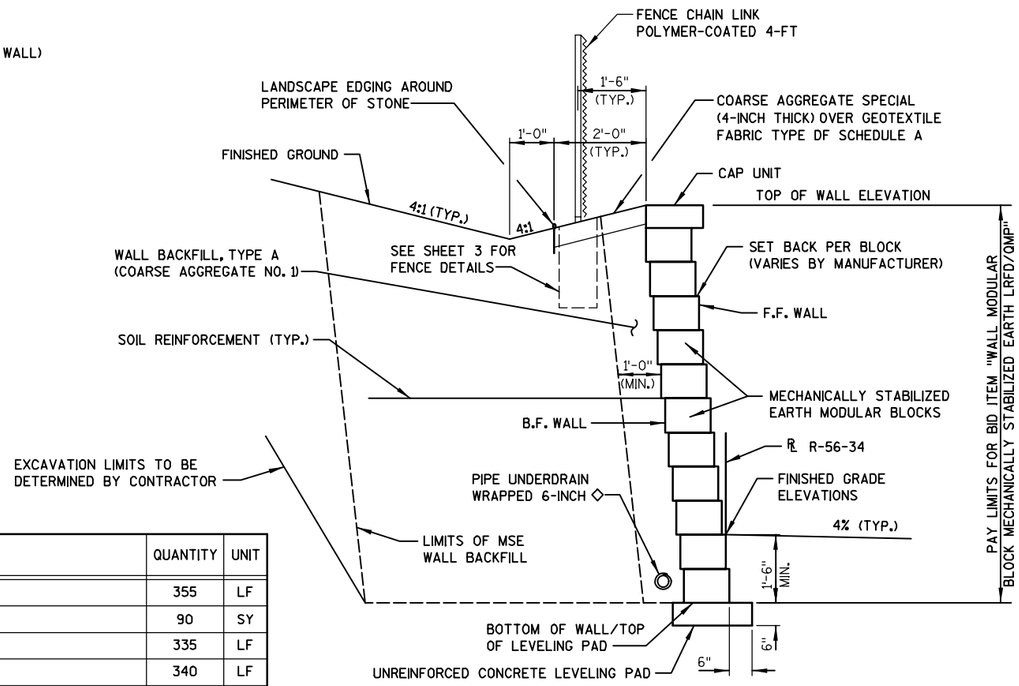
ALLOWABLE WALL SYSTEMS
WALL MODULAR BLOCK MECHANICALLY STABILIZED EARTH LRFD.

LIST OF DRAWINGS
1. GENERAL PLAN
2. SOIL DATA
3. FENCE DETAILS
4. SUBSURFACE EXPLORATION

LEGEND
F.F. = FRONT FACE
B.F. = BACK FACE
T.L.E. = TEMPORARY LIMITED EASEMENT
R/W = RIGHT OF WAY
◇ PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. PROVIDE RODENT SHIELD AT END OF PIPE UNDERDRAIN.

CURVE DATA

WALL CURVE 1	WALL CURVE 2
P.I. = 2+16.75	P.I. = 2+94.10
N = 221,581.34	N = 221,622.07
E = 642,659.33	E = 642,590.52
DELTA = 56° 13' 56" (LT)	DELTA = 21° 22' 45" (RT)
D = 190° 59' 09"	D = 92° 24' 45"
T = 16.03'	T = 11.70'
L = 29.44'	L = 23.13'
R = 30.00'	R = 62.00'
P.C. STA. 2+00.72	P.C. STA. 2+82.40
N = 221,565.34	N = 221,616.11
E = 642,660.21	E = 642,600.59
P.T. STA. 2+30.17	P.T. STA. 3+05.53
N = 221,589.51	N = 221,631.29
E = 642,645.54	E = 642,583.31



TYPICAL CROSS SECTION OF RETAINING WALL

GENERAL NOTES
DRAWINGS SHALL NOT BE SCALED.

THE PLAN QUANTITY FOR THE BID ITEM "WALL MODULAR BLOCK MECHANICALLY STABILIZED EARTH LRFD/QMP" IS BASED ON A WALL HEIGHT MEASURED FROM THE TOP OF WALL TO A CONSTANT DEPTH OF 1'-6" FT BELOW FINISHED GRADE.

EXCAVATION FOR WALL IS INCLUDED WITH ITEM "WALL MODULAR BLOCK MECHANICALLY STABILIZED EARTH LRFD/QMP."

ALL DIMENSIONS ARE ALONG THE FRONT FACE OF THE WALL, UNLESS OTHERWISE SHOWN.

A NAME PLATE SHALL BE PLACED AS DIRECTED BY THE ENGINEER.

MODULAR BLOCK UNIT COLOR SHALL BE LIGHT TAN BLOCKS AND DARK TAN CAP UNITS TO MATCH THE COLOR OF OTHER STRUCTURES WITHIN THE CORRIDOR. COLOR SELECTIONS SHALL BE APPROVED BY ENGINEER.

RIGHT OF WAY LIMITS HAVE BEEN ESTABLISHED AT OR OUTSIDE THE ANTICIPATED EXCAVATION LIMITS FOR THE WALL CONSTRUCTION. IF WALL DESIGNER'S EMBEDMENT DEPTH OR REINFORCEMENT LENGTHS EXCEED THE VALUES PROVIDED ON THIS PLAN, TEMPORARY SHORING MAY BE USED TO AVOID IMPACTS OUTSIDE THE RIGHT OF WAY. ANY TEMPORARY SHORING REQUIRED FOR CONSTRUCTION OF THIS WALL SHALL BE INCLUDED IN THE BID ITEM "WALL MODULAR BLOCK MECHANICALLY STABILIZED EARTH LRFD/QMP."

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 MODULAR BLOCK MECHANICALLY STABILIZED EARTH LRFD/QMP".

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 ON THIS SHEET.

DESIGN FOR RETAINING WALL TO PROVIDE FOR FINISHED GRADE SLOPED BEHIND WALL AS SHOWN ON THE ROADWAY CROSS SECTIONS.

DESIGN RETAINING WALL FOR A LIVE LOAD SURCHARGE OF 100 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° WITHOUT CERTIFIED TEST VALUES.

CONTRACTOR SHALL COORDINATE WALL REINFORCEMENT DESIGN TO ACCOMMODATE FENCE POST LAYOUT.

WISDOT PROJECT MANAGER
GREG BRECKA (608) 245-2671

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

WISCONSIN
BRETT M. OFTEDAHL
E-41123
MADISON
WI
PROFESSIONAL ENGINEER
2/22/2016

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
ACCEPTED William C. Dreher SDR 03/29/16
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STATE PROJECT NUMBER
1674-00-81

STRUCTURE R-56-34
RETAINING WALL AT W. SIDE OF OAK COURT

COUNTY: SAUK
TOWN/~~CITY/VILLAGE~~: BARABOO
DESIGN SPEC.: AASHTO LRFD BRIDGE DESIGN SPECIFICATION

DESIGNED BY	BMO	DESIGN CK'D.	DJW	DRAWN BY	DTH	PLANS CK'D.	DJW

GENERAL PLAN

SHEET 1 OF 4
676

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FILE NAME : S:\MAD\1400--1499\1467\011\Micros\PLAN\0081\080201_gp.dgn

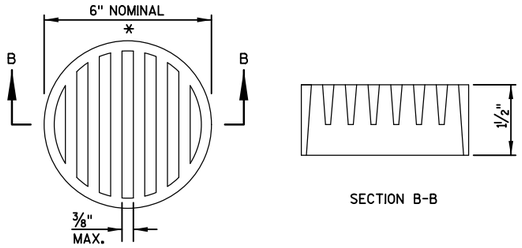
STATE PROJECT NUMBER
1674-00-81

SOIL PARAMETERS

STRATUM LOCATIONS & SOIL DESCRIPTIONS	TOTAL UNIT WEIGHT (PCF)	FRICTION ANGLE (DEGREES)	COHESION (PSF)
GRANULAR BACKFILL (WITHIN THE WALL IN THE REINFORCING ZONE)	120	30	0
FILL (BEHIND REINFORCEMENT ZONE)	110	31	0
BOR R-56-34-1			
FIRM SANDY SILT ELEV 1099.5-1099.0	115	31	0
SANDSTONE SLAB ELEV 1099.0-1098.0	115	31	0
FIRM F-M SILTY SAND, SOME GRAVEL ELEV 1098.0-1091.0	125	32	0
VERY DENSE WEATHERED SANDSTONE ELEV 1091.0-1087.0	130	34	0
BOR R-56-34-2			
VERY DENSE F-M SILTY SAND, LITTLE-SOME GRAVEL ELEV 1094.2-1090.2	115	31	0
VERY DENSE WEATHERED SANDSTONE ELEV 1090.2-1088.2	130	34	0
BOR R-56-34-3			
VERY DENSE F-M SILTY SAND, SOME GRAVEL ELEV 1090.4-1090.0	115	31	0
SANDSTONE BEDROCK ELEV 1090.0-1088.0	110	31	0

NOTES:
THE TYPICAL WALL SECTION USED IN THE ANALYSES HAD AN EXPOSED HEIGHT THAT VARIES FROM 4.0 FEET TO 8.9 FEET. THE FOLLOWING ASSUMPTIONS ARE ALSO INCLUDED IN THE ANALYSES:

1. SLOPE BEHIND THE WALL IS VARIABLE FROM 4H:1V TO 7H:1V.
2. THE SLOPE IN FRONT OF THE WALL IS VARIED FROM HORIZONTAL TO 6H:1V.
3. THE GROUNDWATER ELEVATION WAS BELOW THE INVESTIGATED DEPTH.
4. THE GRANULAR BACKFILL IS FREE DRAINING AND WILL NOT BECOME SATURATED.
5. THE MINIMUM EMBEDMENT DEPTH IS 1.5 FEET.
6. 1.5 FEET WAS ADDED TO THE EXPOSED HEIGHTS TO ARRIVE AT THE DESIGN HEIGHTS (TOTAL HEIGHTS).
7. THE THICKNESS OF THE CONCRETE MODULAR BLOCK IS 12.0 INCHES.
8. A SURCHARGE LOAD OF 100 PSF WAS INCLUDED TO MODEL LIGHTWEIGHT CONSTRUCTION EQUIPMENT AND LIVE LOAD.
9. GLOBAL STABILITY IS DETERMINED BY THE COMPUTER PROGRAM XSTABL.
10. BEARING RESISTANCE IS DETERMINED BY TERZAGHI'S BEARING CAPACITY EQUATION.
11. SETTLEMENT OF THE FOUNDATION ON COHESIONLESS SOIL IS BASED UPON METHODS DESCRIBED IN FHWA SOILS AND FOUNDATIONS MANUAL.
12. DESIGN COMPLETED USING LOAD RESISTANCE FACTOR DESIGN (LRFD) METHOD.



RODENT SHIELD DETAIL

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.

WALL EXTERNAL & OVERALL STABILITY EVALUATION

DIMENSIONS	EVALUATED LOCATIONS			
WALL HEIGHT (FEET) [1]	5.5	7.9	8.7	10.4
EXPOSED WALL HEIGHT (FEET)	4	6.4	7.2	8.9
MINIMUM LENGTH OF REINFORCEMENT (FEET)	6	8	8	8
WALL STATION	0+50	1+50	2+00	3+00
BORING USED	B-1	B-1	B-2	B-3
CAPACITY TO DEMAND RATIO (CDR) [2,3]				
SLIDING (CDR>1.0)	1.8	1.5	1.8	1.6
ECCENTRICITY (CDR>1.0)	22	22	22	22
GLOBAL STABILITY (CDR>1.0)	N/A[4]	N/A[4]	N/A[4]	1.7
BEARING RESISTANCE (CDR>1.0)	5.3	3.5	4.5	2.6
FACTORED BEARING RESISTANCE (PSF)	7,000	7,000	8,000	7,000

NOTES:
1. THE WALL HEIGHT INCLUDES AN EMBEDMENT OF 1.5 FT.
2. THE WALL STABILITY EVALUATION INCLUDED A SURCHARGE LOAD OF 100 PSF.
3. CDR VALUES ARE PRESENTED IN CHAPTER 14 OF THE WISDOT BRIDGE MANUAL.
4. N/A = NOT APPICABLE, 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, EXTERNAL SLIDING, AND ECCENTRICITY AT OTHER WALL STATIONS IS THE RESPONSIBILITY OF THE CONTRACTOR'S WALL DESIGNER.

NOTES:
1. THE WALL EMBEDMENT DEPTH SHOULD BE 1.5 FEET (MINIMUM).
2. THE MSE WALL WITH MODULAR BLOCK FACING WILL ACHIEVE THE EXTERNAL STABILITY CDR VALUES SHOWN IN THE ABOVE TABLE. THE ABOVE TABLE ALSO PRESENTS THE MINIMUM REQUIRED LENGTH OF THE REINFORCEMENT AT SPECIFIC LOCATIONS.
3. THE SETTLEMENT OF THE FOUNDATION WAS ESTIMATED TO BE LESS THAN 1.0 INCH AND SHOULD OCCUR WITHIN WEEKS OF LOADING OF THE WALL. THE SUBSURFACE SOILS ARE RELATIVELY UNIFORM; THEREFORE, DIFFERENTIAL SETTLEMENT IS NOT ANTICIPATED.
4. THE CONTRACTOR SHOULD REMOVE THE TOPSOIL OR ANY SOFT MATERIAL BELOW THE WALL BASE AND REPLACE IT WITH GRANULAR FILL.
5. THE SOUTHWEST REGION SOILS ENGINEER SHOULD REVIEW THE SUBSURFACE CONDITIONS PRIOR TO CONSTRUCTION OF THE WALL TO DETERMINE IF THE SOILS HAVE ADEQUATE STRENGTH TO SUPPORT THE MSE WALL.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-56-34

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SOIL DATA

SHEET 2 OF 4
677

8

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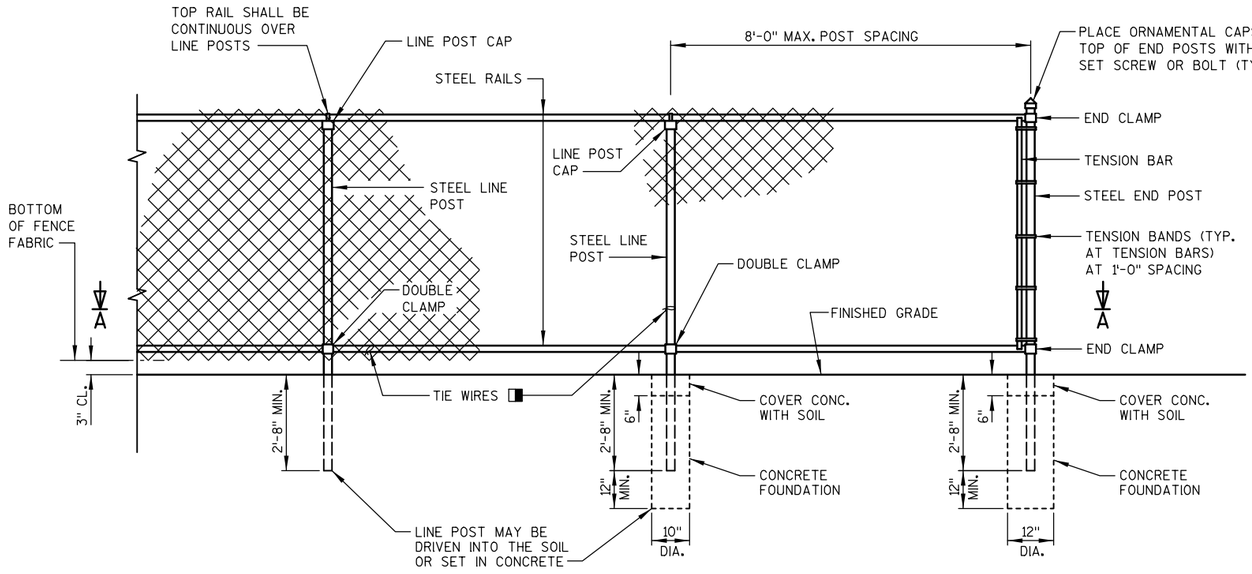
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STATE PROJECT NUMBER

1674-00-81

FENCE MEMBER SIZE & WEIGHT

STEEL FENCE MEMBER	OUTSIDE DIAMETER (INCHES)	WEIGHT (LB/FT)
RAILS	1.660	2.27
END POST	2.875	5.80
LINE POST	2.375	3.65



FENCE PART ELEVATION

VIEWING FABRIC SIDE

GENERAL NOTES

THE BID ITEM SHALL BE "FENCE CHAIN LINK POLYMER-COATED 4-FT". BID ITEM INCLUDES ALL ITEMS SHOWN.

POSTS ARE TO BE SET VERTICAL.

ALL FENCE COMPONENTS SHALL BE GALVANIZED STEEL WITH A COLORED POLYMER-COATING ON THE OUTSIDE.

FABRIC SHALL CONFORM TO ASTM F668, CLASS 2B. STEEL RAILS AND POSTS SHALL CONFORM TO ASTM F1083, STANDARD WEIGHT PIPE (SCHEDULE 40). FITTINGS SHALL CONFORM TO ASTM F626. SEE THE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

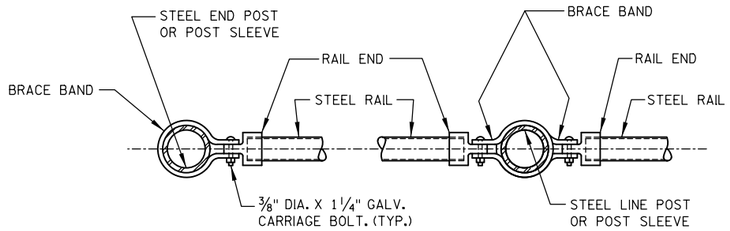
THE COLOR OF POLYMER-COATING FOR THIS STRUCTURE SHALL BE BLACK IN ACCORDANCE WITH ASTM F934.

COMPLETE ANY REQUIRED WELDING OF COMPONENTS BEFORE GALVANIZING.

ALL POST SPACINGS ARE MEASURED HORIZONTALLY ALONG THE C/L OF THE POST.

◨ ATTACH FABRIC TO RAILS, AND TO POSTS WITHOUT TENSION BANDS, WITH TIE WIRES (ROUND, 9-GAGE) SPACED AT 1'-0".

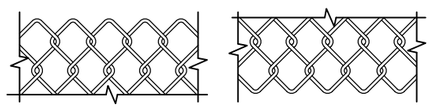
MINIMUM LENGTH OF TOP RAIL BETWEEN SPLICES SHALL BE 20'-0". LOCATE SPLICES NEAR 1/4 POINT OF POST SPACING.



END CLAMP DOUBLE CLAMP

SECTION A-A

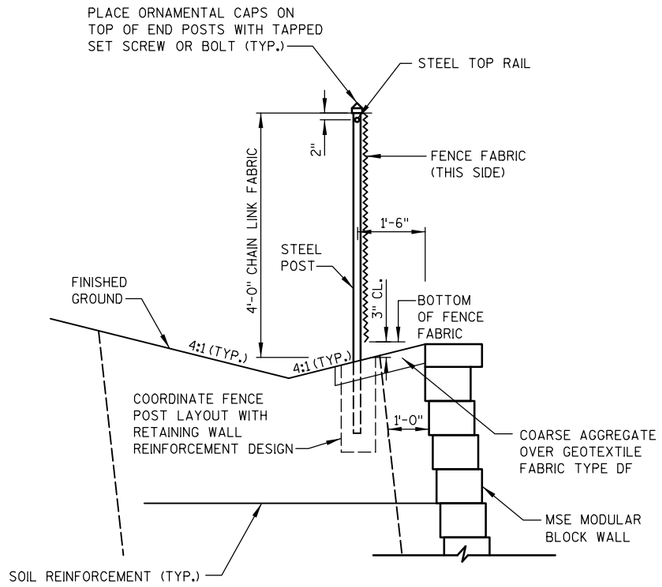
NOTE: PLACE ALL BOLT HEADS ON EAST SIDE OF FENCE.



TOP DETAIL BOTTOM DETAIL

FENCE FABRIC

FENCE FABRIC WOVEN OF 9-GAGE WIRE IN 2" DIAMOND PATTERN MESH WITH BOTH THE TOP AND BOTTOM SELVAGES KNUCKLED.



TYPICAL SECTION THROUGH FENCE

SEE "SECTION THRU MSE MODULAR BLOCK WALL" ON SHT 1 FOR ADDITIONAL WALL INFORMATION.

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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-56-34

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FENCE DETAILS

SHEET 3 OF 4
678

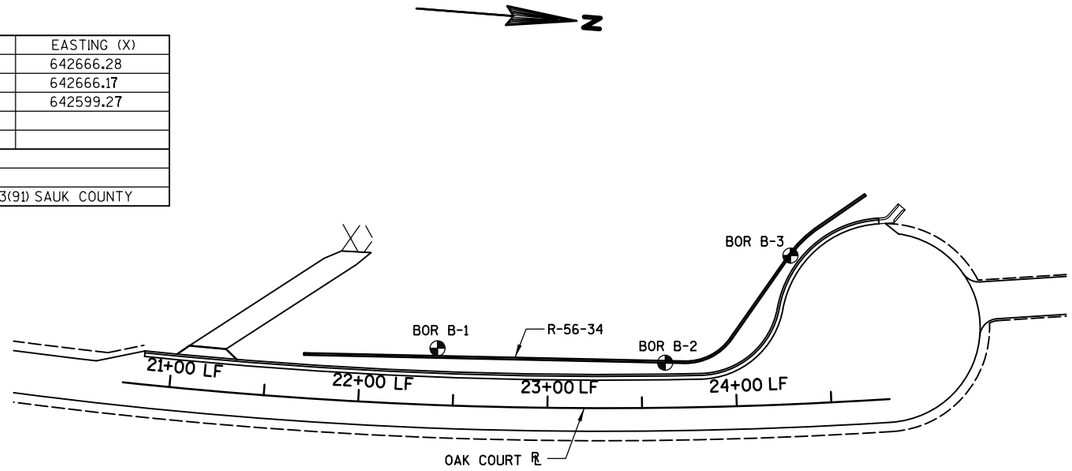
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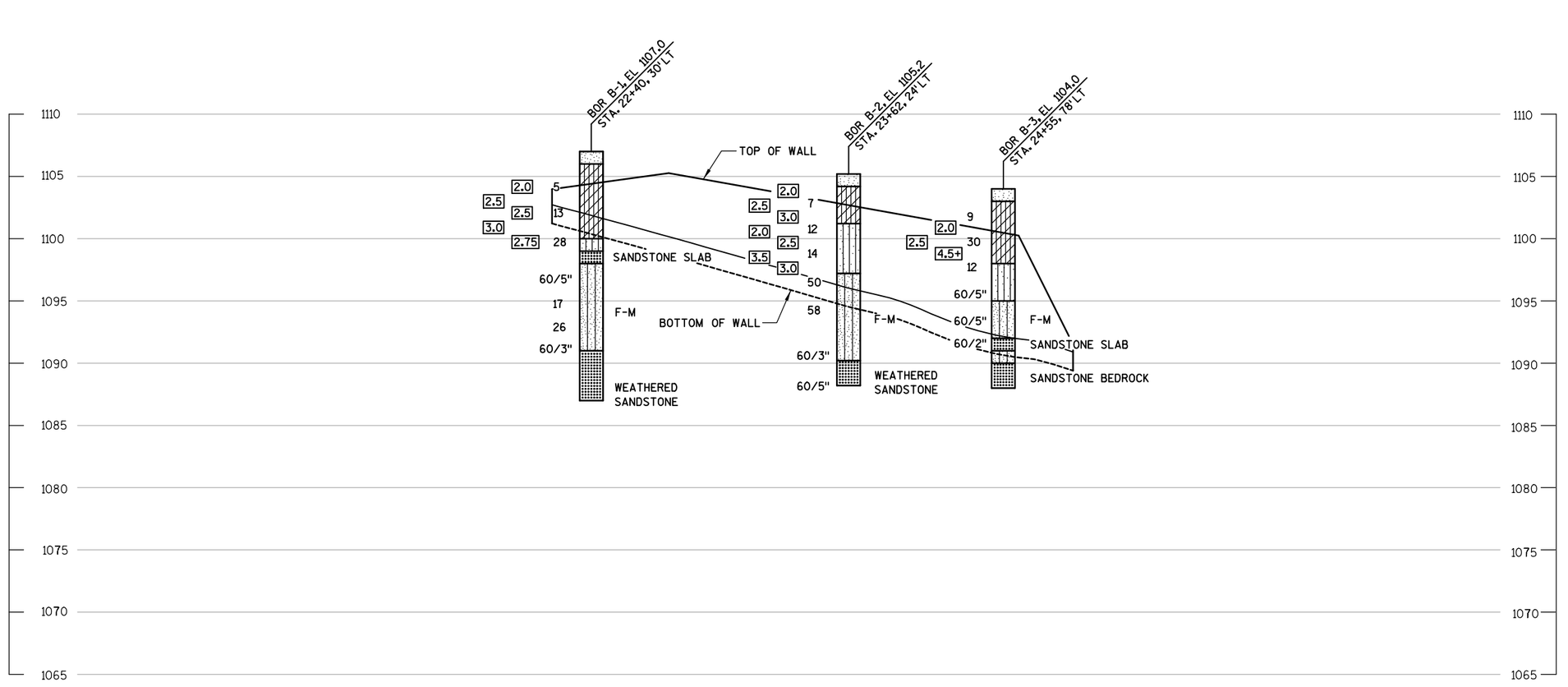
BORINGS PERFORMED AND REPORT COMPLETED BY:
WISDOT
BARABOO, WI

BORINGS WERE PERFORMED ON 02/26/2013.

LAKE DELTON - SAUK CITY ROAD
IH 90/94 - SKI-HI ROAD

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
1	2/26/2013	221440.65	642666.28
2	2/26/2013	221560.05	642666.17
3	2/26/2013	221616.93	642599.27
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) SAUK COUNTY			





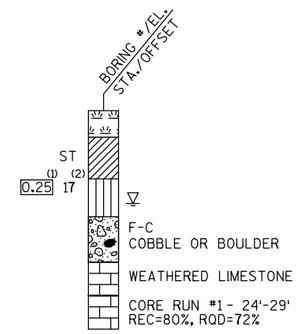
STATE PROJECT NUMBER

1674-00-81

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-56-34

DRAWN BY DTH | PLANS CK'D. DJW

SUBSURFACE EXPLORATION

SHEET 4 OF 4
679

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SCALE =

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Notes:	
1 - Cut	Cut includes Salvaged/Unusable Pavement material
2 - Salvaged/Unusable Pavement Material	This does not show up in cross sections
3 - Fill	Does not include Unusable Pavement Exc volume
4 - Expanded Marsh Backfill	Will be backfilled with Cut or Borrow
5 - Reduced Marsh in Fill	Reduced Marsh Excavation that can be used in Fill
6 - Reduced EBS in Fill	Reduced EBS Excavation that can be used in Fill

DIVISION 1 (STA 369+46EB - STA 372+77EB): USH 12 EB

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Marsh Exc (SF)	Rock Exc (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Marsh Exc (CY)	Rock Exc (CY)	EBS (CY)	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
369+46		0	0	0	0	0	0													
370+00	54	0	0	7	0	0	0	0	0	7	0	0	0	0	9	0	0	0	0	-9
371+00	100	0	0	13	0	0	0	0	0	37	0	0	0	0	55	0	0	0	0	-55
372+00	100	0	0	13	0	0	0	0	0	49	0	0	0	0	116	0	0	0	0	-116
372+77	77	0	0	13	0	0	0	0	0	38	0	0	0	0	164	0	0	0	0	-163
								0	0	131	0	0	0							

DIVISION 1 (STA 381+23EB - STA 384+43EB): USH 12 EB																			
		Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						
STATION	Distance	Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Marsh Exc (SF)	Rock Exc (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Marsh Exc (CY)	Rock Exc (CY)	EBS (CY)	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
381+23		0	0	14	0	0	0													
382+00	77	0	0	14	0	0	0	0	0	39	0	0	0	0	49	0	0	0	0	-49
383+00	100	0	0	14	0	0	0	0	0	50	0	0	0	0	111	0	0	0	0	-111
384+00	100	0	0	11	0	0	0	0	0	46	0	0	0	0	169	0	0	0	0	-169
385+00	100	0	0	15	0	0	0	0	0	50	0	0	1	0	230	0	0	0	1	-230
386+00	100	0	0	12	0	0	0	0	0	51	0	0	2	0	292	0	0	0	2	-292
387+00	100	0	0	6	0	0	0	0	0	34	0	0	3	0	331	0	0	0	5	-331
388+00	100	0	0	0	0	0	0	0	0	12	0	0	4	0	342	0	0	0	8	-342
								0	0	281	0	0	10							

DIVISION 1 (STA 451+10EB - STA 454+26EB): USH 12 EB																			
		Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						
STATION	Distance	Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Marsh Exc (SF)	Rock Exc (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Marsh Exc (CY)	Rock Exc (CY)	EBS (CY)	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
449+00		0	0	0	0	0	0													
450+00	100	0	0	9	0	0	0	0	0	16	0	0	0	0	21	0	0	0	0	-21
451+00	100	0	0	12	0	0	0	0	0	38	0	0	0	0	68	0	0	0	0	-68
452+00	100	0	0	11	0	0	0	0	0	41	0	0	0	0	119	0	0	0	0	-119
453+00	100	0	0	12	0	0	0	0	0	42	0	0	1	0	171	0	0	0	1	-171
454+00	100	0	0	12	0	0	0	0	0	44	0	0	2	0	224	0	0	0	2	-224
454+26	26	0	0	13	0	0	0	0	0	12	0	0	3	0	235	0	0	0	5	-235
								0	0	193	0	0	6							

DIVISION 1 (STA 458+51EB - STA 461+67EB): USH 12 EB

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Marsh Exc (SF)	Rock Exc (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Marsh Exc (CY)	Rock Exc (CY)	EBS (CY)	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Note 7
458+51		0	0	22	0	0	0													
459+00	49	0	0	22	0	0	0	0	0	40	0	0	0	0	49	0	0	0	0	-49
460+00	100	0	0	22	0	0	0	0	0	80	0	0	0	0	150	0	0	0	0	-150
461+00	100	0	0	13	0	0	0	0	0	65	0	0	0	0	230	0	0	0	0	-230
461+67	67	0	0	1	0	0	0	0	0	17	0	0	0	0	252	0	0	0	0	-251
								0	0	201	0	0	0							

.

DIVISION 1 (STA 465+40EB - STA 471+06EB): USH 12 EB

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Marsh Exc (SF)	Rock Exc (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Marsh Exc (CY)	Rock Exc (CY)	EBS (CY)	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Note 7
465+40		0	0	0	0	0	0													
466+00	60	0	0	10	0	0	0	0	0	11	0	0	0	0	14	0	0	0	0	-14
467+00	100	0	0	18	0	0	0	0	0	51	0	0	0	0	78	0	0	0	0	-78
468+00	100	0	0	17	0	0	0	0	0	65	0	0	0	0	159	0	0	0	0	-159
469+00	100	0	0	17	0	0	0	0	0	63	0	0	0	0	238	0	0	0	0	-238
470+00	100	0	0	15	0	0	0	0	0	60	0	0	0	0	312	0	0	0	0	-312
471+00	100	0	0	1	0	0	0	0	0	31	0	0	0	0	351	0	0	0	0	-351
471+06	6	0	0	18	0	0	0	0	0	2	0	0	0	0	353	0	0	0	0	-353
								0	0	283	0	0	0							

.

DIVISION 1 (STA 490+41EB - STA 493+21EB): USH 12 EB

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Marsh Exc (SF)	Rock Exc (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Marsh Exc (CY)	Rock Exc (CY)	EBS (CY)	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	
490+41		3	0	0	0	0	0													
491+00	59	0	0	3	0	0	0	3	0	4	0	0	0	3	5	0	0	0	0	-1
492+00	100	0	0	9	0	0	0	0	0	23	0	0	0	3	34	0	0	0	0	-30
493+00	100	0	0	16	0	0	0	0	0	46	0	0	0	3	91	0	0	0	0	-88
493+21	21	0	0	15	0	0	0	0	0	12	0	0	0	3	106	0	0	0	0	-103
								3	0	85	0	0	0							

DIVISION 1 (STA 562+50EB - STA 596+00EB): USH 12 EB

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Marsh Exc (SF)	Rock Exc (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Marsh Exc (CY)	Rock Exc (CY)	EBS (CY)	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	
562+36		41	0	37	0	0	0													
563+00	64	101	0	6	0	0	1	167	0	51	0	0	2	167	62	0	0	0	1	105
564+00	100	113	0	0	0	0	1	396	0	10	0	0	5	563	70	0	0	0	5	493
565+00	100	20	0	32	0	0	1	245	0	58	0	0	5	808	138	0	0	0	9	670
566+00	100	0	0	87	0	0	1	36	0	219	0	0	5	845	407	0	0	0	13	438
567+00	100	0	0	78	0	0	1	0	0	305	0	0	5	845	783	0	0	0	17	61
568+00	100	0	0	118	0	0	1	0	0	363	0	0	5	845	1,232	0	0	0	20	-388
569+00	100	0	0	147	0	0	1	0	0	491	0	0	5	845	1,841	0	0	0	24	-996
570+00	100	0	0	136	0	0	1	0	0	525	0	0	5	845	2,493	0	0	0	28	-1,648
571+00	100	30	0	254	0	0	1	56	0	722	0	0	5	901	3,390	0	0	0	32	-2,490
572+00	100	13	0	121	0	0	1	81	0	694	0	0	5	982	4,253	0	0	0	36	-3,272
573+00	100	53	0	44	0	0	1	123	0	306	0	0	5	1,105	4,631	0	0	0	40	-3,526
574+00	100	16	0	98	0	0	1	127	0	262	0	0	5	1,232	4,954	0	0	0	44	-3,722
575+00	100	92	0	18	0	0	1	199	0	216	0	0	5	1,431	5,219	0	0	0	47	-3,787
576+00	100	18	0	171	0	0	1	203	0	350	0	0	5	1,634	5,651	0	0	0	51	-4,017
577+00	100	14	0	178	0	0	1	59	0	646	0	0	5	1,693	6,454	0	0	0	55	-4,761
578+00	100	3	0	263	0	0	1	32	0	817	0	0	5	1,725	7,471	0	0	0	59	-5,745
579+00	100	0	0	394	0	0	1	5	0	1,216	0	0	5	1,731	8,986	0	0	0	63	-7,255
580+00	100	2	0	274	0	0	1	4	0	1,236	0	0	5	1,735	10,526	0	0	0	67	-8,791
581+00	100	5	0	226	0	0	1	14	0	926	0	0	5	1,749	11,679	0	0	0	71	-9,929
582+00	100	0	0	286	0	0	1	10	0	949	0	0	5	1,759	12,860	0	0	0	74	-11,101
583+00	100	1	0	85	0	0	1	2	0	688	0	0	5	1,761	13,715	0	0	0	78	-11,954
584+00	100	0	0	84	0	0	1	2	0	313	0	0	5	1,763	14,102	0	0	0	82	-12,339
585+00	100	0	0	92	0	0	1	1	0	326	0	0	5	1,764	14,504	0	0	0	86	-12,741
586+00	100	7	0	75	0	0	1	13	0	310	0	0	5	1,776	14,887	0	0	0	90	-13,110
587+00	100	35	0	150	0	0	1	76	0	417	0	0	5	1,853	15,403	0	0	0	94	-13,551
588+00	100	32	0	228	0	0	1	124	0	700	0	0	5	1,976	16,274	0	0	0	98	-14,297
589+00	100	18	0	205	0	0	1	93	0	802	0	0	5	2,069	17,272	0	0	0	101	-15,203
590+00	100	0	0	420	0	0	1	33	0	1,158	0	0	5	2,102	18,715	0	0	0	105	-12,506
591+00	100	0	0	638	0	0	1	0	0	1,961	0	0	5	2,102	21,161	0	0	0	109	-14,952
592+00	100	0	0	841	0	0	1	0	0	2,739	0	0	5	2,102	24,579	0	0	0	113	-18,370
593+00	100	0	0	792	0	0	1	0	0	3,023	0	0	5	2,102	28,353	0	0	0	117	-22,144
594+00	100	0	0	413	0	0	1	0	0	2,232	0	0	5	2,102	31,138	0	0	0	121	-24,929
595+00	100	0	0	664	0	0	1	0	0	1,995	0	0	5	2,102	33,627	0	0	0	124	-27,418
596+00	100	0	0	704	0	0	1	0	0	2,533	0	0	5	2,102	36,789	0	0	0	128	-30,580
								2,102	0	29,559	0	0	160							

DIVISION 1 (STA 534+00WB - STA 563+74WB): USH 12 WB

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
534+00		712	0	0	0	632	1													
535+00	100	969	0	0	0	705	1	3,113	0	0	0	2,477	5	3,113	-5	0	0	2,724	4	6,523
536+00	100	1,008	0	0	0	644	1	3,661	0	0	0	2,499	5	6,774	-10	0	0	5,473	8	13,625
537+00	100	1,264	0	1	0	78	1	4,206	0	1	0	1,338	5	10,980	-13	0	0	6,944	12	19,673
538+00	100	852	0	0	0	436	1	3,919	0	1	0	953	5	14,899	-16	0	0	7,992	15	24,906
539+00	100	720	0	0	0	189	1	2,912	0	0	0	1,158	5	17,811	-21	0	0	9,267	19	29,415
540+00	100	657	0	0	0	0	1	2,549	0	0	0	350	5	20,360	-26	0	0	9,652	23	32,451
541+00	100	397	0	0	0	0	1	1,952	0	0	0	0	5	22,312	-31	0	0	9,652	27	34,408
542+00	100	241	0	4	0	0	1	1,183	0	7	0	0	5	23,495	-27	0	0	9,652	31	35,587
543+00	100	196	0	1	0	0	1	810	0	8	0	0	5	24,305	-22	0	0	9,652	35	36,392
544+00	100	204	0	0	0	0	1	742	0	1	0	0	5	25,047	-26	0	0	9,652	39	37,138
545+00	100	215	0	0	0	0	1	776	0	0	0	0	5	25,824	-31	0	0	9,652	42	37,919
546+00	100	198	0	0	0	0	1	765	0	0	0	0	5	26,589	-36	0	0	9,652	46	38,690
547+00	100	181	0	0	0	0	1	702	0	0	0	0	5	27,291	-40	0	0	9,652	50	39,396
548+00	100	163	0	0	0	0	1	636	0	0	0	0	5	27,927	-45	0	0	9,652	54	40,038
549+00	100	154	0	0	0	0	1	586	0	0	0	0	5	28,514	-50	0	0	9,652	58	40,629
550+00	100	296	0	0	0	0	1	833	0	0	0	0	5	29,347	-55	0	0	9,652	62	41,467
551+00	100	436	0	0	0	0	1	1,356	0	0	0	0	5	30,703	-59	0	0	9,652	65	42,827
552+00	100	624	0	0	0	173	1	1,963	0	0	0	321	5	32,666	-64	0	0	10,005	69	45,235
553+00	100	1,158	0	0	0	467	1	3,301	0	0	0	1,186	5	35,966	-68	0	0	11,310	73	50,172
554+00	100	1,319	0	0	0	530	1	4,587	0	0	0	1,847	5	40,554	-73	0	0	13,342	77	57,304
555+00	100	1,129	0	0	0	454	1	4,533	0	0	0	1,823	5	45,087	-78	0	0	15,347	81	64,349
556+00	100	322	0	0	0	0	1	2,688	0	0	0	841	5	47,774	-83	0	0	16,272	85	68,197
557+00	100	106	0	15	0	0	1	793	0	27	0	0	5	48,568	-54	0	0	16,272	89	68,962
558+00	100	129	0	3	0	0	1	435	0	32	0	0	5	49,002	-18	0	0	16,272	92	69,361
559+00	100	22	0	30	0	0	1	279	0	62	0	0	5	49,281	54	0	0	16,272	96	69,567
560+00	100	0	0	273	0	0	1	40	0	562	0	0	5	49,321	752	0	0	16,272	100	68,909
561+00	100	0	0	528	0	0	1	0	0	1,484	0	0	5	49,321	2,601	0	0	16,272	104	67,060
562+00	100	0	0	612	0	0	1	0	0	2,112	0	0	5	49,321	5,236	0	0	16,272	108	64,425
563+00	100	0	0	430	0	0	1	0	0	1,929	0	0	5	49,321	7,643	0	0	16,272	112	62,018
563+74	74	0	0	380	0	0	1	0	0	1,104	0	0	4	49,321	9,019	0	0	16,272	115	60,642
								49,321	0	7,330	0	14,793	143							

DIVISION 1 (STA 10+36U - STA 13+03U): BAKER DRIVEWAY

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
10+36		716	0	0	0	106	36													
10+50	14	749	0	0	0	19	37	372	0	0	0	32	19	372	-19	0	0	35	15	434
11+00	50	345	0	0	0	0	17	1,013	0	0	0	17	51	1,386	-69	0	0	54	55	1,498
11+50	50	230	0	0	0	0	12	532	0	0	0	0	27	1,918	-96	0	0	54	77	2,057
12+00	50	172	0	0	0	0	9	373	0	0	0	0	19	2,291	-115	0	0	54	92	2,449
12+50	50	81	0	0	0	0	4	234	0	0	0	0	12	2,525	-126	0	0	54	101	2,695
13+00	50	10	0	0	0	0	1	84	0	0	0	0	4	2,609	-130	0	0	54	104	2,783
13+03	3	8	0	0	0	0	0	1	0	0	0	0	0	2,610	-130	0	0	54	104	2,784
								2,610	0	0	0	49	130							

DIVISION 1 (STA 0+51X - STA 2+14X): FARDIN DRIVEWAY

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Marsh Exc (SF)	Rock Exc (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Marsh Exc (CY)	Rock Exc (CY)	EBS (CY)	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Note 7
0+51		9	0	0	0	0	0													
1+00	49	2	0	1	0	0	0	9	0	1	0	0	0	9	1	0	0	0	0	9
1+50	50	8	0	2	0	0	0	9	0	3	0	0	0	18	3	0	0	0	1	15
2+00	50	36	0	1	0	0	2	40	0	2	0	0	2	58	4	0	0	0	2	54
2+14	14	45	0	0	0	0	2	21	0	0	0	0	1	80	4	0	0	0	3	76
								80	0	6	0	0	4							

DIVISION 1 (STA 518+70L - STA 533+63L): TEMPORARY PAVEMENT

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Marsh Exc (SF)	Rock Exc (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Marsh Exc (CY)	Rock Exc (CY)	EBS (CY)	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Note 7
518+70		6	0	1	0	0	0													
519+00	30	9	0	2	0	0	0	8	0	2	0	0	0	8	2	0	0	0	0	6
519+50	50	13	0	11	0	0	0	20	0	12	0	0	0	28	18	0	0	0	0	11
520+00	50	12	0	20	0	0	0	23	0	29	0	0	0	52	54	0	0	0	0	-3
520+50	50	10	0	45	0	0	0	21	0	60	0	0	0	72	130	0	0	0	0	-57
521+00	50	5	0	56	0	0	0	15	0	94	0	0	0	87	247	0	0	0	0	-160
521+50	50	16	0	37	0	0	0	19	0	86	0	0	0	107	354	0	0	0	0	-248
522+00	50	67	0	38	0	0	0	76	0	69	0	0	0	183	441	0	0	0	0	-258
522+50	50	104	0	60	0	0	0	158	0	91	0	0	0	341	554	0	0	0	0	-214
523+00	50	109	0	50	0	0	0	196	0	102	0	0	0	537	682	0	0	0	0	-145
523+50	50	109	0	34	0	0	0	202	0	78	0	0	0	739	780	0	0	0	0	-41
524+00	50	186	0	22	0	0	0	274	0	52	0	0	0	1,012	845	0	0	0	0	167
524+50	50	606	0	17	0	45	0	734	0	36	0	42	0	1,746	891	0	0	46	0	913
525+00	50	294	0	0	0	19	0	833	0	16	0	59	0	2,579	910	0	0	111	0	1,808
525+50	50	125	0	15	0	23	0	388	0	14	0	38	0	2,967	928	0	0	153	0	2,230
526+00	50	1	0	101	0	0	0	116	0	108	0	21	0	3,083	1,063	0	0	176	0	2,241
526+50	50	0	0	338	0	0	0	1	0	406	0	0	0	3,084	1,570	0	0	176	0	1,734
527+00	50	0	0	121	0	0	0	0	0	424	0	0	0	3,084	2,101	0	0	176	0	1,203
527+50	50	52	0	16	0	0	0	48	0	127	0	0	0	3,132	2,259	0	0	176	0	1,093
528+00	50	134	0	121	0	0	0	172	0	127	0	0	0	3,303	2,417	0	0	176	0	1,106
528+50	50	239	0	0	0	264	0	346	0	112	0	245	0	3,649	2,557	0	0	445	0	1,649
529+00	50	156	0	0	0	190	0	367	0	0	0	421	0	4,016	2,557	0	0	908	0	2,593
529+50	50	260	0	0	0	263	0	385	0	0	0	420	0	4,401	2,557	0	0	1,370	0	3,556
530+00	50	327	0	0	0	277	0	543	0	0	0	501	0	4,944	2,557	0	0	1,920	0	4,787
530+50	50	164	0	0	0	312	0	455	0	0	0	546	0	5,399	2,557	0	0	2,521	0	5,992
531+00	50	76	0	31	0	256	0	222	0	29	0	526	0	5,621	2,593	0	0	3,099	0	6,901
531+50	50	49	0	55	0	203	0	115	0	80	0	425	0	5,736	2,693	0	0	3,566	0	7,501
532+00	50	71	0	52	0	165	0	111	0	99	0	340	0	5,846	2,816	0	0	3,941	0	7,956
532+50	50	172	0	28	0	144	0	224	0	74	0	285	0	6,071	2,909	0	0	4,255	0	8,480
533+00	50	375	0	0	0	329	0	506	0	26	0	438	0	6,577	2,941	0	0	4,736	0	9,556
533+50	50	689	0	1	0	511	0	986	0	1	0	778	0	7,563	2,942	0	0	5,592	0	11,610
533+62	12	810	0	0	0	575	0	347	0	0	0	251	0	7,909	2,942	0	0	5,868	0	12,302
								7,909	0	2,354	0	5,335	0							

DIVISION 1 (STA 554+71L - STA 570+88L): TEMPORARY PAVEMENT

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Marsh Exc (SF)	Rock Exc (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Marsh Exc (CY)	Rock Exc (CY)	EBS (CY)	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Note 7
554+71		250	0	0	0	0	0													
555+00	29	334	0	0	0	265	0	311	0	0	0	141	0	311	0	0	0	156	0	506
555+50	50	685	0	0	0	234	0	943	0	0	0	462	0	1,254	0	0	0	664	0	2,084
556+00	50	646	0	0	0	163	0	1,233	0	0	0	368	0	2,487	0	0	0	1,069	0	3,823
556+50	50	486	0	0	0	189	0	1,048	0	0	0	326	0	3,535	0	0	0	1,428	0	5,320
557+00	50	367	0	0	0	181	0	789	0	0	0	343	0	4,324	0	0	0	1,805	0	6,580
557+50	50	373	0	0	0	127	0	685	0	0	0	285	0	5,009	0	0	0	2,118	0	7,657
558+00	50	397	0	0	0	0	0	713	0	0	0	117	0	5,722	0	0	0	2,247	0	8,531
558+50	50	253	0	0	0	0	0	602	0	0	0	0	0	6,325	0	0	0	2,247	0	9,134
559+00	50	99	0	9	0	0	0	326	0	8	0	0	0	6,651	11	0	0	2,247	0	9,449
559+50	50	15	0	37	0	0	0	105	0	43	0	0	0	6,756	64	0	0	2,247	0	9,501
560+00	50	14	0	127	0	0	0	26	0	152	0	0	0	6,782	253	0	0	2,247	0	9,337
560+50	50	3	0	217	0	0	0	15	0	319	0	0	0	6,797	652	0	0	2,247	0	8,954
561+00	50	3	0	214	0	0	0	5	0	400	0	0	0	6,802	1,151	0	0	2,247	0	8,459
561+50	50	14	0	212	0	0	0	16	0	395	0	0	0	6,818	1,645	0	0	2,247	0	7,981
562+00	50	12	0	208	0	0	0	24	0	389	0	0	0	6,842	2,132	0	0	2,247	0	7,519
562+50	50	11	0	98	0	0	0	22	0	283	0	0	0	6,863	2,485	0	0	2,247	0	7,187
563+00	50	12	0	30	0	0	0	21	0	181	0	0	0	6,884	2,711	0	0	2,247	0	6,982
563+50	50	12	0	26	0	0	0	22	0	56	0	0	0	6,906	2,782	0	0	2,247	0	6,934
564+00	50	16	0	29	0	0	0	26	0	48	0	0	0	6,933	2,842	0	0	2,247	0	6,900
564+50	50	11	0	40	0	0	0	25	0	54	0	0	0	6,958	2,909	0	0	2,247	0	6,858
565+00	50	0	0	59	0	0	0	10	0	75	0	0	0	6,968	3,002	0	0	2,247	0	6,774
565+50	50	0	0	69	0	0	0	0	0	108	0	0	0	6,968	3,138	0	0	2,247	0	6,639
566+00	50	0	0	73	0	0	0	0	0	129	0	0	0	6,968	3,299	0	0	2,247	0	6,479
566+50	50	0	0	58	0	0	0	0	0	136	0	0	0	6,968	3,468	0	0	2,247	0	6,309
567+00	50	0	0	67	0	0	0	0	0	107	0	0	0	6,968	3,602	0	0	2,247	0	6,175
567+50	50	0	0	66	0	0	0	0	0	124	0	0	0	6,968	3,757	0	0	2,247	0	6,020
568+00	50	0	0	63	0	0	0	0	0	121	0	0	0	6,968	3,908	0	0	2,247	0	5,869
568+50	50	0	0	68	0	0	0	0	0	117	0	0	0	6,968	4,054	0	0	2,247	0	5,723
569+00	50	0	0	75	0	0	0	0	0	126	0	0	0	6,968	4,211	0	0	2,247	0	5,566
569+50	50	0	0	79	0	0	0	0	0	139	0	0	0	6,968	4,385	0	0	2,247	0	5,393
570+00	50	1	0	100	0	0	0	1	0	146	0	0	0	6,969	4,568	0	0	2,247	0	5,210
570+50	50	0	0	111	0	0	0	1	0	185	0	0	0	6,970	4,799	0	0	2,247	0	4,979
570+88	38	0	0	87	0	0	0	0	0	158	0	0	0	6,970	4,996	0	0	2,247	0	4,782
								6,970	0	3,997	0	2,043	0							

DIVISION 1 (STA 554+71K - STA 570+88K): TEMPORARY PAVEMENT

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Marsh Exc (SF)	Rock Exc (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Marsh Exc (CY)	Rock Exc (CY)	EBS (CY)	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Note 7
596+69		1	0	0	0	0	0													
597+00	31	2	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1
597+50	50	5	0	0	0	0	0	6	0	1	0	0	0	7	1	0	0	0	0	6
598+00	50	9	0	0	0	0	0	13	0	0	0	0	0	20	2	0	0	0	0	18
598+50	50	12	0	1	0	0	0	20	0	1	0	0	0	40	4	0	0	0	0	36
599+00	50	16	0	2	0	0	0	26	0	3	0	0	0	66	8	0	0	0	0	58
599+50	50	16	0	5	0	0	0	29	0	7	0	0	0	94	16	0	0	0	0	78
600+00	50	15	0	5	0	0	0	28	0	9	0	0	0	123	27	0	0	0	0	95
600+50	50	16	0	4	0	0	0	28	0	9	0	0	0	151	38	0	0	0	0	113
601+00	50	15	0	5	0	0	0	28	0	8	0	0	0	179	49	0	0	0	0	131
601+50	50	15	0	2	0	0	0	27	0	7	0	0	0	206	57	0	0	0	0	149
602+00	50	16	0	1	0	0	0	28	0	3	0	0	0	235	60	0	0	0	0	174
602+50	50	15	0	0	0	0	0	29	0	1	0	0	0	263	62	0	0	0	0	202
603+00	50	14	0	0	0	0	0	27	0	0	0	0	0	290	62	0	0	0	0	228
603+50	50	4	0	11	0	0	0	16	0	10	0	0	0	306	75	0	0	0	0	231
603+89	39	0	0	0	0	0	0	3	0	8	0	0	0	309	85	0	0	0	0	224
								309	0	68	0	0	0							

DIVISION 2 (STA 295+03EB - STA 319+58EB): USH 12 EB

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Marsh Exc (SF)	Rock Exc (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Marsh Exc (CY)	Rock Exc (CY)	EBS (CY)	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
295+03		73	0	0	0	0	0													
296+00	97	21	0	0	0	0	0	168	0	0	0	0	0	168	0	0	0	0	0	168
297+00	100	14	0	0	0	0	0	64	0	0	0	0	0	232	0	0	0	0	0	232
298+00	100	9	0	2	0	0	0	42	0	4	0	0	0	274	6	0	0	0	0	268
299+00	100	8	0	0	0	0	0	31	0	4	0	0	0	305	11	0	0	0	0	294
300+00	100	11	0	0	0	0	0	36	0	0	0	0	0	341	11	0	0	0	0	330
301+00	100	11	0	0	0	0	0	41	0	0	0	0	0	382	11	0	0	0	0	371
302+00	100	11	0	0	0	0	0	41	0	0	0	0	0	423	11	0	0	0	0	412
303+00	100	11	0	0	0	0	0	40	0	0	0	0	0	463	11	0	0	0	0	452
304+00	100	11	0	0	0	0	0	39	0	0	0	0	0	502	11	0	0	0	0	491
305+00	100	10	0	0	0	0	0	39	0	0	0	0	0	541	11	0	0	0	0	530
306+00	100	9	0	0	0	0	0	36	0	0	0	0	0	577	12	0	0	0	0	565
307+00	100	8	0	0	0	0	0	31	0	1	0	0	0	608	13	0	0	0	0	595
308+00	100	5	0	1	0	0	0	24	0	2	0	0	0	632	15	0	0	0	0	617
309+00	100	4	0	0	0	0	0	16	0	1	0	0	0	648	16	0	0	0	0	632
310+00	100	1	0	0	0	0	0	9	0	0	0	0	0	657	17	0	0	0	0	641
311+00	100	0	0	1	0	0	0	2	0	2	0	0	0	660	19	0	0	0	0	640
312+00	100	0	0	2	0	0	0	0	0	6	0	0	0	660	27	0	0	0	0	632
313+00	100	0	0	2	0	0	0	0	0	8	0	0	0	660	37	0	0	0	0	622
314+00	100	0	0	3	0	0	0	0	0	8	0	0	0	660	48	0	0	0	0	612
315+00	100	0	0	2	0	0	0	0	0	8	0	0	0	660	58	0	0	0	0	602
316+00	100	0	0	2	0	0	0	0	0	8	0	0	0	660	68	0	0	0	0	592
317+00	100	4	0	6	0	0	0	7	0	15	0	0	0	667	87	0	0	0	0	580
318+00	100	0	0	3	0	0	0	7	0	17	0	0	0	674	108	0	0	0	0	566
319+00	100	1	0	1	0	0	0	1	0	8	0	0	0	675	118	0	0	0	0	557
319+58	58	261	0	0	0	0	0	280	0	1	0	0	0	955	119	0	0	0	0	836
								955	0	95	0	0	0							

DIVISION 2 (STA 519+17EB - STA 572+05EB): USH 12 EB

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
519+15		8	0	274	0	0	1													
520+00	85	66	0	154	0	0	1	117	0	675	0	0	4	117	839	0	0	0	3	-723
521+00	100	0	0	334	0	0	1	122	0	903	0	0	5	239	1,964	0	0	0	7	-1,725
522+00	100	52	0	472	0	0	1	96	0	1,493	0	0	5	335	3,825	0	0	0	11	-3,490
523+00	100	40	0	715	0	0	1	170	0	2,199	0	0	5	505	6,569	0	0	0	15	-6,064
524+00	100	0	0	2,715	0	0	1	74	0	6,353	0	0	5	578	14,505	0	0	0	19	-13,926
525+00	100	3	0	3,068	0	0	1	6	0	10,709	0	0	5	584	27,886	0	0	0	23	-27,302
526+00	100	50	0	2,471	0	0	1	97	0	10,257	0	0	5	681	40,703	0	0	0	26	-40,022
527+00	100	128	0	1,642	0	0	1	330	0	7,617	0	0	5	1,011	50,219	0	0	0	30	-49,207
528+00	100	167	0	1,316	0	0	1	548	0	5,477	0	0	5	1,559	57,060	0	0	0	34	-55,501
529+00	100	299	0	942	0	0	1	864	0	4,181	0	0	5	2,423	62,281	0	0	0	38	-59,858
530+00	100	217	0	741	0	0	1	956	0	3,116	0	0	5	3,379	66,171	0	0	0	42	-62,793
531+00	100	88	0	664	0	0	1	565	0	2,602	0	0	5	3,943	69,419	0	0	0	46	-65,476
532+00	100	0	0	745	0	0	1	163	0	2,610	0	0	5	4,106	72,677	0	0	0	50	-68,571
533+00	100	0	0	629	0	0	1	0	0	2,545	0	0	5	4,106	75,854	0	0	0	53	-71,748
534+00	100	156	0	220	0	0	1	289	0	1,573	0	0	5	4,394	77,815	0	0	0	57	-73,420
535+00	100	464	18	134	0	73	1	1,147	33	655	0	135	5	5,542	78,629	0	0	148	61	-72,935
536+00	100	624	18	35	0	122	1	2,014	67	312	0	361	5	7,556	79,014	0	0	545	65	-70,876
537+00	100	646	18	0	0	454	1	2,353	67	64	0	1,066	5	9,908	79,089	0	0	1,718	69	-67,200
538+00	100	143	18	0	0	670	1	1,461	67	0	0	2,082	5	11,370	79,084	0	0	4,008	73	-62,938
539+00	100	836	18	0	0	0	1	1,813	67	0	0	1,242	5	13,183	79,079	0	0	5,374	76	-59,479
540+00	100	754	18	0	0	0	1	2,945	67	0	0	0	5	16,128	79,075	0	0	5,374	80	-56,596
541+00	100	619	18	0	0	0	1	2,542	67	0	0	0	5	18,670	79,070	0	0	5,374	84	-54,116
542+00	100	492	18	0	0	0	1	2,057	67	0	0	0	5	20,727	79,065	0	0	5,374	88	-52,121
543+00	100	426	18	0	0	0	1	1,701	67	0	0	0	5	22,428	79,060	0	0	5,374	92	-50,482
544+00	100	411	18	0	0	0	1	1,550	67	0	0	0	5	23,978	79,055	0	0	5,374	96	-48,993
545+00	100	440	18	0	0	0	1	1,575	67	0	0	0	5	25,554	79,051	0	0	5,374	100	-47,480
546+00	100	415	18	0	0	0	1	1,583	67	0	0	0	5	27,137	79,046	0	0	5,374	103	-45,959
547+00	100	479	18	0	0	0	1	1,655	67	0	0	0	5	28,792	79,041	0	0	5,374	107	-44,365
548+00	100	496	18	0	0	0	1	1,806	67	0	0	0	5	30,598	79,036	0	0	5,374	111	-42,621
549+00	100	519	18	0	0	0	1	1,881	67	0	0	0	5	32,479	79,031	0	0	5,374	115	-40,802
550+00	100	592	18	0	0	0	1	2,058	67	0	0	0	5	34,537	79,027	0	0	5,374	119	-38,806
551+00	100	686	18	0	0	0	1	2,368	67	0	0	0	5	36,905	79,022	0	0	5,374	123	-36,500
552+00	100	399	18	0	0	294	1	2,010	67	0	0	544	5	38,915	79,017	0	0	5,972	127	-33,804
553+00	100	365	18	0	0	500	1	1,415	67	0	0	1,469	5	40,330	79,012	0	0	7,588	130	-30,431
554+00	100	246	18	0	0	752	1	1,132	67	0	0	2,318	5	41,462	79,007	0	0	10,137	134	-26,174
555+00	100	424	18	0	0	655	1	1,241	67	0	0	2,605	5	42,702	79,002	0	0	13,003	138	-21,412
556+00	100	885	18	0	0	13	1	2,423	67	0	0	1,238	5	45,125	78,998	0	0	14,365	142	-17,349
557+00	100	705	18	0	0	68	1	2,944	67	0	0	150	5	48,070	78,993	0	0	14,531	146	-14,260
558+00	100	519	18	0	0	0	1	2,267	67	0	0	126	5	50,337	78,988	0	0	14,669	150	-11,882
559+00	100	249	18	0	0	0	1	1,423	67	0	0	0	5	51,760	78,983	0	0	14,669	154	-10,521
560+00	100	49	18	48	0	0	1	552	67	89	0	0	5	52,312	79,090	0	0	14,669	157	-10,142
561+00	100	25	18	105	0	0	1	137	67	284	0	0	5	52,449	79,440	0	0	14,669	161	-10,422
562+00	100	15	18	74	0	0	1	74	67	332	0	0	5	52,523	79,850	0	0	14,669	165	-10,824
562+36	36	46	18	36	0	0	1	40	24	73	0	0	2	52,564	79,940	0	0	14,669	166	-10,898
								52,564	1,857	64,118	0	13,335	208							

DIVISION 2 (STA 596+00EB - STA 605+72EB): USH 12 EB

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
596+00		0	0	697	0	0	1													
597+00	100	0	0	411	0	0	1	0	0	2,053	0	0	5	0	2,562	0	0	0	4	-2,562
598+00	100	3	0	340	0	0	1	6	0	1,391	0	0	5	6	4,296	0	0	0	8	-4,290
599+00	100	47	0	49	0	0	1	92	0	720	0	0	5	98	5,190	0	0	0	12	-5,092
600+00	100	174	0	0	0	0	1	409	0	90	0	0	5	507	5,298	0	0	0	15	-4,792
601+00	100	215	18	0	0	0	1	719	33	0	0	0	5	1,226	5,293	0	0	0	19	-4,101
602+00	100	230	18	0	0	0	1	824	67	0	0	0	5	2,050	5,289	0	0	0	23	-3,339
603+00	100	160	18	0	0	0	1	723	67	0	0	0	5	2,773	5,284	0	0	0	27	-2,678
604+00	100	141	18	0	0	0	1	558	67	0	0	0	5	3,330	5,279	0	0	0	31	-2,182
605+00	100	114	18	1	0	0	1	473	67	2	0	0	5	3,804	5,277	0	0	0	35	-1,774
605+72	72	0	18	0	0	0	1	153	48	2	0	0	3	3,957	5,276	0	0	0	37	-1,667
								3,957	348	4,258	0	0	47							

DIVISION 2 (STA 300+01WB - STA 320+60WB): USH 12 WB

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Marsh Exc (SF)	Rock Exc (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Marsh Exc (CY)	Rock Exc (CY)	EBS (CY)	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Note 7
300+01		13	0	0	0	0	0													
301+00	99	16	0	0	0	0	0	53	0	0	0	0	0	53	0	0	0	0	0	53
302+00	100	12	0	0	0	0	0	51	0	0	0	0	0	104	0	0	0	0	0	104
303+00	100	11	0	0	0	0	0	43	0	1	0	0	0	147	1	0	0	0	0	146
304+00	100	12	0	0	0	0	0	43	0	1	0	0	0	190	2	0	0	0	0	188
305+00	100	13	0	0	0	0	0	46	0	0	0	0	0	236	2	0	0	0	0	233
306+00	100	20	0	0	0	0	0	60	0	0	0	0	0	295	2	0	0	0	0	293
307+00	100	19	0	0	0	0	0	72	0	0	0	0	0	368	3	0	0	0	0	365
308+00	100	17	0	1	0	0	0	68	0	1	0	0	0	435	4	0	0	0	0	431
309+00	100	18	0	0	0	0	0	66	0	2	0	0	0	501	7	0	0	0	0	495
310+00	100	18	0	0	0	0	0	67	0	0	0	0	0	569	7	0	0	0	0	562
311+00	100	20	0	0	0	0	0	70	0	1	0	0	0	638	8	0	0	0	0	630
312+00	100	23	0	0	0	0	0	79	0	1	0	0	0	717	9	0	0	0	0	708
313+00	100	19	0	1	0	0	0	78	0	1	0	0	0	795	10	0	0	0	0	785
314+00	100	24	0	0	0	0	0	79	0	1	0	0	0	874	11	0	0	0	0	863
315+00	100	24	0	0	0	0	0	89	0	0	0	0	0	963	11	0	0	0	0	952
316+00	100	24	0	0	0	0	0	88	0	0	0	0	0	1,052	11	0	0	0	0	1,040
317+00	100	19	0	1	0	0	0	78	0	1	0	0	0	1,129	13	0	0	0	0	1,117
318+00	100	23	0	0	0	0	0	77	0	1	0	0	0	1,206	14	0	0	0	0	1,192
319+00	100	24	0	0	0	0	0	87	0	0	0	0	0	1,293	14	0	0	0	0	1,279
320+00	100	30	0	0	0	0	0	101	0	0	0	0	0	1,394	14	0	0	0	0	1,380
320+60	60	30	0	0	0	0	0	66	0	0	0	0	0	1,461	14	0	0	0	0	1,447
								1,461	0	11	0	0	0							

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DIVISION 2 (STA 563+74WB - STA 605+72WB): USH 12 WB

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
563+74		0	0	380	0	0	1													
564+00	26	0	0	440	0	0	1	0	0	400	0	0	1	0	498	0	0	0	1	-498
565+00	100	0	0	45	0	0	1	0	0	898	0	0	5	0	1,616	0	0	0	5	-1,616
566+00	100	3	0	302	0	0	1	6	0	642	0	0	5	6	2,413	0	0	0	9	-2,407
567+00	100	2	0	192	0	0	1	10	0	914	0	0	5	16	3,551	0	0	0	13	-3,535
568+00	100	12	18	223	0	0	1	25	33	768	0	0	5	41	4,507	0	0	0	16	-4,499
569+00	100	19	18	195	0	0	1	57	67	774	0	0	5	98	5,470	0	0	0	20	-5,472
570+00	100	55	18	227	0	0	1	137	67	783	0	0	5	234	6,443	0	0	0	24	-6,375
571+00	100	157	18	103	0	0	1	394	67	612	0	0	5	628	7,203	0	0	0	28	-6,808
572+00	100	163	18	77	0	0	1	593	67	333	0	0	5	1,221	7,614	0	0	0	32	-6,693
573+00	100	185	18	65	0	0	1	645	67	262	0	0	5	1,865	7,936	0	0	0	36	-6,438
574+00	100	166	18	55	0	0	1	651	67	221	0	0	5	2,516	8,208	0	0	0	40	-6,126
575+00	100	179	18	4	0	0	1	639	67	108	0	0	5	3,155	8,338	0	0	0	43	-5,683
576+00	100	154	18	5	0	0	1	617	67	16	0	0	5	3,772	8,353	0	0	0	47	-5,148
577+00	100	131	18	10	0	0	1	528	67	28	0	0	5	4,300	8,383	0	0	0	51	-4,717
578+00	100	136	18	16	0	0	1	494	67	48	0	0	5	4,794	8,438	0	0	0	55	-4,344
579+00	100	91	18	54	0	0	1	419	67	130	0	0	5	5,213	8,595	0	0	0	59	-4,149
580+00	100	95	18	41	0	0	1	343	67	176	0	0	5	5,556	8,810	0	0	0	63	-4,088
581+00	100	135	18	36	0	0	1	425	67	143	0	0	5	5,980	8,984	0	0	0	66	-3,903
582+00	100	141	18	61	0	0	1	510	67	181	0	0	5	6,490	9,205	0	0	0	70	-3,681
583+00	100	110	18	64	0	0	1	464	67	232	0	0	5	6,954	9,490	0	0	0	74	-3,570
584+00	100	173	18	0	0	0	1	523	67	119	0	0	5	7,477	9,635	0	0	0	78	-3,258
585+00	100	291	18	0	0	0	1	858	67	1	0	0	5	8,335	9,631	0	0	0	82	-2,462
586+00	100	460	18	0	0	0	1	1,391	67	0	0	0	5	9,726	9,626	0	0	0	86	-1,133
587+00	100	453	18	0	0	0	1	1,690	67	0	0	0	5	11,416	9,621	0	0	0	90	495
588+00	100	332	18	0	0	0	1	1,453	67	0	0	0	5	12,869	9,617	0	0	0	93	1,885
589+00	100	409	18	13	0	0	1	1,373	67	24	0	0	5	14,241	9,642	0	0	0	97	3,166
590+00	100	113	18	19	0	0	1	967	67	60	0	0	5	15,209	9,712	0	0	0	101	3,997
591+00	100	34	18	74	0	0	1	271	67	173	0	0	5	15,480	9,923	0	0	0	105	3,990
592+00	100	1	18	202	0	0	1	65	67	512	0	0	5	15,545	10,558	0	0	0	109	3,354
593+00	100	6	18	313	0	0	1	14	67	954	0	0	5	15,559	11,746	0	0	0	113	2,114
594+00	100	5	18	318	0	0	1	20	67	1,168	0	0	5	15,580	13,201	0	0	0	117	612
595+00	100	11	18	232	0	0	1	29	67	1,017	0	0	5	15,609	14,468	0	0	0	120	-692
596+00	100	112	18	66	0	0	1	228	67	551	0	0	5	15,837	15,152	0	0	0	124	-1,215
597+00	100	55	18	25	0	0	1	309	67	169	0	0	5	16,146	15,358	0	0	0	128	-1,178
598+00	100	250	18	0	0	0	1	565	67	47	0	0	5	16,712	15,411	0	0	0	132	-733
599+00	100	253	18	0	0	0	1	932	67	1	0	0	5	17,643	15,408	0	0	0	136	136
600+00	100	255	18	0	0	0	1	940	67	0	0	0	5	18,583	15,403	0	0	0	140	1,014
601+00	100	287	18	0	0	0	1	1,002	67	0	0	0	5	19,586	15,398	0	0	0	144	1,954
602+00	100	269	18	0	0	0	1	1,029	67	0	0	0	5	20,614	15,393	0	0	0	147	2,921
603+00	100	152	18	0	0	0	1	779	67	0	0	0	5	21,393	15,388	0	0	0	151	3,638
604+00	100	77	18	0	0	0	1	423	67	0	0	0	5	21,816	15,384	0	0	0	155	3,999
605+00	100	136	18	25	0	0	1	394	67	47	0	0	5	22,210	15,438	0	0	0	159	4,272
605+72	72	94	18	4	0	0	1	306	48	39	0	0	3	22,516	15,483	0	0	0	162	4,485
								22,516	2,548	12,548	0	0	202							

DIVISION 2 (STA 30+05BD - STA 32+80BD): CTH BD

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
30+05		54	2	0	0	0	0													
30+50	45	70	2	0	0	0	0	104	3	0	0	0	0	104	0	0	0	0	0	101
31+00	50	80	2	1	0	0	0	139	3	1	0	0	0	243	1	0	0	0	0	236
31+50	50	66	2	0	0	0	0	135	3	1	0	0	0	378	2	0	0	0	0	366
32+00	50	70	2	1	0	0	0	126	3	1	0	0	0	504	3	0	0	0	0	488
32+50	50	79	2	1	0	0	0	138	3	2	0	0	0	643	5	0	0	0	0	621
32+80	30	95	2	0	0	0	0	98	2	1	0	0	0	741	6	0	0	0	0	716
								741	18	5	0	0	0							

DIVISION 2 (STA 601+00SH - STA 610+00SH): SKI HI RD

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
601+00		0	0	500	0	0	0													
601+50	50	0	0	443	0	0	0	0	0	873	0	0	0	0	1,092	0	0	0	0	-1,092
602+00	50	0	0	517	0	0	0	0	0	889	0	0	0	0	2,203	0	0	0	0	-2,203
602+50	50	0	0	411	0	0	0	0	0	860	0	0	0	0	3,277	0	0	0	0	-3,277
603+00	50	0	0	615	0	0	0	0	0	950	0	0	0	0	4,465	0	0	0	0	-4,465
603+50	50	0	0	562	0	0	0	0	0	1,089	0	0	0	0	5,826	0	0	0	0	-5,826
604+00	50	0	0	470	0	0	0	0	0	956	0	0	0	0	7,020	0	0	0	0	-7,020
604+50	50	0	0	408	0	0	0	0	0	813	0	0	0	0	8,037	0	0	0	0	-8,037
605+00	50	0	0	361	0	0	0	0	0	712	0	0	0	0	8,927	0	0	0	0	-8,927
605+50	50	0	0	345	0	0	0	0	0	654	0	0	0	0	9,745	0	0	0	0	-9,745
606+00	50	0	0	324	0	0	0	0	0	620	0	0	0	0	10,520	0	0	0	0	-10,520
606+50	50	0	0	306	0	0	0	0	0	584	0	0	0	0	11,249	0	0	0	0	-11,249
607+00	50	0	0	270	0	0	0	0	0	533	0	0	0	0	11,916	0	0	0	0	-11,916
607+50	50	0	0	207	0	0	0	0	0	441	0	0	0	0	12,467	0	0	0	0	-12,467
608+00	50	0	0	110	0	0	0	0	0	293	0	0	0	0	12,833	0	0	0	0	-12,833
608+50	50	12	0	51	0	0	1	12	0	149	0	0	1	12	13,018	0	0	0	0	-13,006
609+00	50	19	0	4	0	0	1	29	0	51	0	0	1	41	13,080	0	0	0	2	-13,039
609+50	50	49	0	3	0	0	2	63	0	6	0	0	3	104	13,084	0	0	0	4	-12,981
610+00	50	52	0	3	0	0	3	94	0	6	0	0	5	197	13,087	0	0	0	8	-12,890
								197	0	10,478	0	0	10							

DIVISION 2 (STA 10+25SE - STA 13+56SE): SKI HI FRUIT FARMS DRIVEWAY

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
10+25		0	0	2,104	0	0	0													
10+50	25	0	0	442	0	0	0	0	0	1,179	0	0	0	0	1,473	0	0	0	0	-1,473
11+00	50	0	0	216	0	0	0	0	0	610	0	0	0	0	2,235	0	0	0	0	-2,235
11+50	50	0	0	100	0	0	0	0	0	293	0	0	0	0	2,602	0	0	0	0	-2,601
12+00	50	61	0	44	0	0	3	57	0	133	0	0	3	57	2,765	0	0	0	2	-2,709
12+50	50	34	0	39	0	0	2	88	0	77	0	0	4	144	2,857	0	0	0	6	-2,713
13+00	50	1	0	25	0	0	0	32	0	60	0	0	2	177	2,930	0	0	0	7	-2,754
13+50	50	13	0	0	0	0	1	13	0	23	0	0	1	189	2,959	0	0	0	8	-2,769
13+57	7	13	0	0	0	0	1	3	0	0	0	0	0	193	2,959	0	0	0	8	-2,766
								193	0	2,375	0	0	10							

DIVISION 2 (STA 491+00LR - STA 498+70LR): LEHMAN ROAD

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
491+00		140	0	0	0	0	7													
491+50	50	164	0	1	0	0	8	281	0	1	0	0	14	281	-13	0	0	0	11	294
492+00	50	122	0	1	0	0	6	264	0	1	0	0	13	545	-24	0	0	0	22	570
492+50	50	95	0	5	0	0	5	200	0	5	0	0	10	746	-28	0	0	0	30	774
493+00	50	59	0	11	0	0	3	142	0	15	0	0	7	888	-17	0	0	0	36	905
493+50	50	31	0	31	0	0	2	84	0	39	0	0	4	972	28	0	0	0	39	944
494+00	50	26	0	50	0	0	1	53	0	75	0	0	3	1,025	119	0	0	0	41	906
494+50	50	29	0	43	0	0	1	51	0	86	0	0	3	1,075	224	0	0	0	43	852
495+00	50	47	0	53	0	0	2	70	0	89	0	0	3	1,145	331	0	0	0	46	814
495+50	50	88	0	1	0	0	4	125	0	50	0	0	6	1,270	387	0	0	0	51	882
496+00	50	147	0	0	0	0	7	218	0	1	0	0	11	1,487	378	0	0	0	59	1,110
496+50	50	207	0	0	0	0	10	328	0	0	0	0	16	1,815	361	0	0	0	73	1,454
497+00	50	324	0	0	0	0	16	492	0	0	0	0	25	2,307	337	0	0	0	92	1,970
497+50	50	408	0	0	0	0	20	678	0	0	0	0	34	2,985	303	0	0	0	119	2,682
498+00	50	545	0	0	0	0	27	883	0	0	0	0	44	3,867	259	0	0	0	155	3,609
498+50	50	826	0	0	0	0	41	1,270	0	0	0	0	63	5,137	195	0	0	0	205	4,942
								5,137	0	362	0	0	257							

DIVISION 2 (STA 10+28LF - STA 24+81LF): OAK COURT

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
10+28		96	0	109	0	0	0													
10+50	22	56	0	80	0	0	0	62	0	77	0	0	1	62	95	0	0	0	0	-33
11+00	50	3	0	129	0	0	0	55	0	194	0	0	1	117	337	0	0	0	1	-220
11+50	50	0	0	228	0	0	0	3	0	330	0	0	0	120	750	0	0	0	1	-630
12+00	50	0	0	247	0	0	0	0	0	440	0	0	0	120	1,299	0	0	0	1	-1,179
12+50	50	0	0	140	0	0	0	0	0	358	0	0	0	120	1,747	0	0	0	1	-1,627
13+00	50	1	0	125	0	0	0	1	0	245	0	0	0	121	2,053	0	0	0	1	-1,932
13+50	50	9	0	49	0	0	0	9	0	161	0	0	0	130	2,254	0	0	0	1	-2,123
14+00	50	20	0	5	0	0	0	27	0	50	0	0	0	158	2,316	0	0	0	1	-2,158
14+50	50	77	0	0	0	0	0	90	0	5	0	0	1	247	2,321	0	0	0	2	-2,074
15+00	50	125	0	0	0	0	0	186	0	0	0	0	2	433	2,319	0	0	0	3	-1,885
15+50	50	151	0	0	0	0	0	255	0	0	0	0	3	689	2,316	0	0	0	6	-1,628
16+00	50	158	0	0	0	0	0	286	0	0	0	0	3	975	2,314	0	0	0	8	-1,339
16+50	50	149	0	0	0	0	0	285	0	0	0	0	3	1,259	2,311	0	0	0	10	-1,052
17+00	50	127	0	0	0	0	0	256	0	0	0	0	3	1,515	2,308	0	0	0	12	-793
17+50	50	110	0	0	0	0	0	219	0	0	0	0	2	1,734	2,307	0	0	0	14	-572
18+00	50	95	0	1	0	0	0	190	0	2	0	0	2	1,924	2,307	0	0	0	15	-382
18+50	50	95	0	2	0	0	0	176	0	3	0	0	2	2,100	2,309	0	0	0	17	-209
19+00	50	121	0	0	0	0	0	200	0	2	0	0	2	2,300	2,309	0	0	0	18	-9
19+50	50	139	0	0	0	0	0	241	0	0	0	0	2	2,541	2,307	0	0	0	20	235
20+00	50	185	0	0	0	0	0	300	0	0	0	0	3	2,841	2,304	0	0	0	23	537
20+50	50	250	0	0	0	0	0	403	0	0	0	0	4	3,244	2,300	0	0	0	26	944
21+00	50	272	0	0	0	0	0	483	0	0	0	0	5	3,727	2,295	0	0	0	30	1,432
21+50	50	333	0	0	0	0	0	560	0	0	0	0	6	4,287	2,290	0	0	0	34	1,998
22+00	50	452	0	0	0	0	0	727	0	0	0	0	7	5,014	2,282	0	0	0	40	2,732
22+50	50	535	0	0	0	0	0	915	0	0	0	0	9	5,929	2,273	0	0	0	47	3,656
23+00	50	618	0	0	0	0	0	1,068	0	0	0	0	11	6,997	2,262	0	0	0	56	4,735
23+50	50	666	0	0	0	0	0	1,189	0	0	0	0	12	8,187	2,251	0	0	0	65	5,936
24+00	50	897	0	0	0	0	0	1,448	0	0	0	0	14	9,634	2,236	0	0	0	77	7,398
24+50	50	1,586	0	0	0	0	0	2,299	0	0	0	0	23	11,933	2,213	0	0	0	95	9,720
24+81	31	1,651	0	0	0	0	0	1,844	0	0	0	0	18	13,778	2,195	0	0	0	110	11,583
								13,778	0	1,866	0	0	138							

DIVISION 2 (STA 30+60GD - STA 38+25GD): GREEN VALLEY CAMPGROUND DRIVEWAY

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
30+60		370	0	0	0	0	18													
31+00	40	0	0	717	0	0	0	274	0	531	0	0	0	274	664	0	0	0	0	-390
31+50	50	0	0	1,270	0	0	0	0	0	1,840	0	0	0	274	2,964	0	0	0	0	-2,690
32+00	50	0	0	1,588	0	0	0	0	0	2,647	0	0	0	274	6,272	0	0	0	0	-5,998
32+50	50	0	0	1,389	0	0	0	0	0	2,757	0	0	0	274	9,718	0	0	0	0	-9,444
33+00	50	0	0	1,255	0	0	0	0	0	2,448	0	0	0	274	12,778	0	0	0	0	-12,504
33+50	50	0	0	1,116	0	0	0	0	0	2,195	0	0	0	274	15,522	0	0	0	0	-15,248
34+00	50	0	0	847	0	0	0	0	0	1,817	0	0	0	274	17,794	0	0	0	0	-17,520
34+50	50	0	0	516	0	0	0	0	0	1,262	0	0	0	274	19,371	0	0	0	0	-19,097
35+00	50	16	0	280	0	0	1	15	0	737	0	0	0	289	20,292	0	0	0	0	-20,003
35+50	50	63	0	49	0	0	3	73	0	305	0	0	5	362	20,669	0	0	0	4	-20,306
36+00	50	94	0	80	0	0	5	145	0	120	0	0	14	507	20,805	0	0	0	15	-20,298
36+50	50	0	0	94	0	0	0	87	0	162	0	0	0	594	21,007	0	0	0	15	-20,413
37+00	50	1	0	81	0	0	0	1	0	162	0	0	0	595	21,210	0	0	0	15	-20,615
37+50	50	37	0	0	0	0	2	35	0	75	0	0	1	630	21,303	0	0	0	16	-20,672
38+00	50	33	0	0	0	0	2	65	0	0	0	0	2	696	21,301	0	0	0	18	-20,605
38+25	25	35	0	0	0	0	2	32	0	0	0	0	2	727	21,298	0	0	0	19	-20,571
								727	0	17,058	0	0	24							

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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	EARTHWORK DATA SHEETS	SHEET 692 E

FILE NAME: G:\WDOTSW\SW12023\PS&E\81PROJECT ORIGINATOR: KL ENGINEERING, INC. ORIG. DATE: REV. DATE: PRINT DATE: April 25, 2016

DIVISION 2 (STA 10+23GT - STA 11+25GT): GREEN VALLEY CAMPGROUND DRIVEWAY TURN-AROUND

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
10+23		0	0	111	0	0	0													
10+50	27	79	0	12	0	0	4	40	0	62	0	0	6	40	71	0	0	0	5	-32
11+00	50	23	0	0	0	0	1	95	0	11	0	0	2	134	84	0	0	0	6	51
11+25	25	15	0	1	0	0	1	18	0	0	0	0	1	152	83	0	0	0	7	68
								152	0	74	0	0	9							

DIVISION 2 (STA 8+75GP - STA 9+77GP): GREEN VALLEY CAMPGROUND PARK ACCESS

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
8+75		36	0	0	0	0	2													
9+00	25	20	0	3	0	0	1	26	0	1	0	0	1	26	1	0	0	0	1	25
9+50	50	0	0	121	0	0	0	18	0	115	0	0	0	44	144	0	0	0	1	-100
9+78	28	0	0	200	0	0	0	0	0	164	0	0	0	44	350	0	0	0	1	-306
								44	0	281	0	0	1							

DIVISION 2 (STA 10+23Z - STA 11+08Z): ZSURZS DRIVEWAY

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
10+23		7	0	0	0	0	0													
10+50	27	14	0	0	0	0	1	11	0	0	0	0	0	11	0	0	0	0	0	11
11+00	50	108	0	0	0	0	5	113	0	0	0	0	12	123	-12	0	0	0	10	136
11+08	8	92	0	0	0	0	5	31	0	0	0	0	17	154	-29	0	0	0	23	183
								154	0	0	0	0	29							

DIVISION 2 (STA 0+17S - STA 1+37S): SCOLES DRIVEWAY

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
0+17		0	0	168	0	0	0													
0+50	33	0	0	33	0	0	0	0	0	122	0	0	0	0	152	0	0	0	0	-152
1+00	50	5	0	4	0	0	0	5	0	34	0	0	0	5	195	0	0	0	0	-190
1+37	37	10	0	0	0	0	1	11	0	3	0	0	0	15	198	0	0	0	0	-183
								15	0	159	0	0	0							

DIVISION 2 (STA 10+62Y - STA 11+00Y): DRIVEWAY 604+00 LT & RT

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
10+62		8	0	0	0	0	0													
11+00	38	90	0	0	0	0	5	69	0	0	0	0	8	69	-8	0	0	0	7	78
								69	0	0	0	0	8							

DIVISION 2 (STA 11+82Y - STA 12+46Y): DRIVEWAY 604+00 LT & RT

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
11+82		39	0	57	0	0	2													
12+00	18	71	0	135	0	0	4	36	0	63	0	0	7	36	71	0	0	0	6	-36
12+46	46	9	0	0	0	0	0	68	0	115	0	0	1	103	215	0	0	0	6	-111
								103	0	178	0	0	8							

DIVISION 2 (STA 265+10R - STA 272+70R): TRAFFIC CONTROL

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
265+10		14	0	0	0	0	1													
265+50	40	14	0	0	0	0	1	20	0	0	0	0	0	20	0	0	0	0	0	20
266+00	50	14	0	0	0	0	1	25	0	0	0	0	0	45	-1	0	0	0	1	46
266+50	50	14	0	0	0	0	1	26	0	0	0	0	0	71	-1	0	0	0	1	72
267+00	50	14	0	1	0	0	1	26	0	1	0	0	0	97	0	0	0	0	1	97
267+50	50	14	0	10	0	0	1	26	0	10	0	0	0	123	12	0	0	0	1	110
268+00	50	5	0	24	0	0	0	18	0	31	0	0	0	140	51	0	0	0	1	89
268+50	50	1	0	37	0	0	0	6	0	56	0	0	0	146	121	0	0	0	1	25
269+00	50	0	0	42	0	0	0	1	0	73	0	0	0	147	212	0	0	0	1	-65
269+50	50	3	0	35	0	0	0	3	0	72	0	0	0	150	302	0	0	0	2	-152
270+00	50	7	0	23	0	0	0	9	0	54	0	0	0	159	370	0	0	0	2	-211
270+50	50	13	0	7	0	0	1	19	0	28	0	0	0	178	405	0	0	0	2	-227
271+00	50	14	0	0	0	0	1	25	0	7	0	0	0	203	413	0	0	0	2	-210
271+50	50	14	0	0	0	0	1	25	0	0	0	0	0	228	413	0	0	0	2	-185
272+00	50	14	0	0	0	0	1	25	0	0	0	0	0	253	412	0	0	0	3	-159
272+50	50	13	0	0	0	0	1	25	0	0	0	0	0	278	412	0	0	0	3	-134
272+70	20	13	0	0	0	0	1	10	0	0	0	0	0	288	412	0	0	0	3	-123
								288	0	332	0	0	4							

DIVISION 2 (STA 307+02S - STA 313+02S): TRAFFIC CONTROL

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
307+02		2	0	0	0	0	0													
307+50	48	3	0	0	0	0	0	4	0	0	0	0	0	4	0	0	0	0	0	4
308+00	50	2	0	0	0	0	0	4	0	0	0	0	0	9	0	0	0	0	0	9
308+50	50	3	0	0	0	0	0	5	0	0	0	0	0	13	0	0	0	0	0	14
309+00	50	3	0	0	0	0	0	5	0	0	0	0	0	19	0	0	0	0	0	19
309+50	50	8	0	0	0	0	0	9	0	0	0	0	0	28	0	0	0	0	0	28
310+00	50	4	0	9	0	0	0	11	0	9	0	0	0	39	11	0	0	0	0	28
310+50	50	26	0	0	0	0	1	28	0	9	0	0	1	66	21	0	0	0	1	46
311+00	50	3	0	8	0	0	0	26	0	8	0	0	0	93	31	0	0	0	1	62
311+50	50	32	0	0	0	0	2	32	0	8	0	0	1	125	39	0	0	0	2	86
312+00	50	14	0	0	0	0	1	42	0	0	0	0	1	167	39	0	0	0	2	128
312+50	50	22	0	0	0	0	1	33	0	0	0	0	1	200	38	0	0	0	3	162
313+00	50	11	0	0	0	0	1	31	0	0	0	0	0	231	38	0	0	0	3	193
313+02	2	10	0	0	0	0	0	1	0	0	0	0	0	232	38	0	0	0	3	194
								232	0	33	0	0	4							

DIVISION 2 (STA 481+25T - STA 487+37T): TRAFFIC CONTROL

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Marsh Exc (SF)	Rock Exc (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Marsh Exc (CY)	Rock Exc (CY)	EBS (CY)	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
483+90		1	0	0	0	0	0													
484+00	10	16	0	0	0	0	1	3	0	0	0	0	0	3	0	0	0	0	0	3
484+50	50	18	0	0	0	0	1	31	0	0	0	0	1	35	-1	0	0	0	1	35
485+00	50	11	0	16	0	0	1	26	0	15	0	0	0	61	17	0	0	0	1	43
485+50	50	0	0	39	0	0	0	10	0	51	0	0	0	71	81	0	0	0	1	-10
486+00	50	0	0	60	0	0	0	0	0	92	0	0	0	71	196	0	0	0	1	-125
486+50	50	0	0	67	0	0	0	0	0	118	0	0	0	72	343	0	0	0	1	-271
487+00	50	0	0	0	0	0	0	0	0	62	0	0	0	72	420	0	0	0	1	-348
488+00	100	14	0	0	0	0	1	26	0	0	0	0	0	98	420	0	0	0	1	-322
488+50	50	14	0	0	0	0	1	26	0	0	0	0	0	124	420	0	0	0	1	-296
489+00	50	14	0	0	0	0	1	26	0	0	0	0	0	149	419	0	0	0	2	-270
489+50	50	14	0	0	0	0	1	25	0	0	0	0	0	174	419	0	0	0	2	-244
489+74	24	14	0	0	0	0	1	12	0	0	0	0	0	187	419	0	0	0	2	-232
								187	0	337	0	0	3							

DIVISION 3 (STA 282+39WB - STA 305+93WB): USH 12 WB

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Marsh Exc (SF)	Rock Exc (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Marsh Exc (CY)	Rock Exc (CY)	EBS (CY)	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
282+39		14	0	0	0	0	1													
283+00	61	9	0	0	0	0	1	25	0	0	0	0	3	25	-3	0	0	0	2	28
284+00	100	13	0	0	0	0	1	41	0	0	0	0	5	66	-8	0	0	0	6	74
285+00	100	17	0	0	0	0	1	55	0	0	0	0	5	121	-12	0	0	0	10	134
286+00	100	22	0	0	0	0	1	71	0	0	0	0	5	193	-17	0	0	0	14	210
287+00	100	28	0	0	0	0	1	92	0	0	0	0	5	285	-22	0	0	0	18	307
288+00	100	32	0	0	0	0	1	111	0	0	0	0	5	396	-27	0	0	0	22	423
289+00	100	24	0	0	0	0	1	104	0	0	0	0	5	500	-32	0	0	0	25	532
290+00	100	21	0	1	0	0	1	84	0	1	0	0	5	584	-35	0	0	0	29	620
291+00	100	29	0	0	0	0	1	93	0	1	0	0	5	678	-39	0	0	0	33	717
292+00	100	80	0	0	0	0	1	201	0	0	0	0	5	879	-44	0	0	0	37	923
293+00	100	8	0	15	0	0	1	163	0	28	0	0	5	1,042	-14	0	0	0	41	1,056
294+00	100	18	0	28	0	0	1	50	0	79	0	0	5	1,092	80	0	0	0	45	1,011
295+00	100	34	0	34	0	0	1	96	0	115	0	0	5	1,188	220	0	0	0	49	969
296+00	100	47	0	33	0	0	1	150	0	126	0	0	5	1,338	372	0	0	0	52	966
297+00	100	63	0	54	0	0	1	204	0	161	0	0	5	1,542	568	0	0	0	56	974
298+00	100	120	0	82	0	0	1	339	0	252	0	0	5	1,881	878	0	0	0	60	1,003
299+00	100	217	0	4	0	0	1	623	0	160	0	0	5	2,504	1,073	0	0	0	64	1,431
300+00	100	343	4	0	0	0	1	1,036	7	7	0	0	5	3,539	1,077	0	0	0	68	2,456
301+00	100	624	4	0	0	0	1	1,791	13	0	0	0	5	5,330	1,072	0	0	0	72	4,238
302+00	100	795	4	0	0	0	1	2,628	13	0	0	0	5	7,958	1,067	0	0	0	76	6,857
303+00	100	926	4	2	0	0	1	3,186	13	4	0	0	5	11,144	1,067	0	0	0	79	10,030
304+00	100	1,098	4	0	0	0	1	3,747	13	4	0	0	5	14,891	1,068	0	0	0	83	13,763
305+00	100	1,166	4	0	0	0	1	4,192	13	0	0	0	5	19,083	1,063	0	0	0	87	17,947
305+93	93	935	4	9	0	0	1	3,633	12	15	0	0	4	22,717	1,078	0	0	0	91	21,553
								22,717	86	953	0	0	113							

DIVISION 3 (STA 518+73WB - STA 534+00WB): USH 12 WB

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
518+73		2	0	481	0	0	1													
519+00	27	65	0	441	0	0	1	33	0	457	0	0	1	33	570	0	0	0	1	-537
520+00	100	4	0	1,046	0	0	1	126	0	2,753	0	0	5	160	4,007	0	0	0	5	-3,847
521+00	100	0	0	1,172	0	0	1	7	0	4,108	0	0	5	166	9,137	0	0	0	9	-8,970
522+00	100	0	0	1,317	0	0	1	0	0	4,610	0	0	5	166	14,894	0	0	0	13	-14,728
523+00	100	0	0	1,326	0	0	1	0	0	4,895	0	0	5	166	21,008	0	0	0	16	-20,841
524+00	100	0	0	1,272	0	0	1	0	0	4,811	0	0	5	166	27,017	0	0	0	20	-26,851
525+00	100	0	0	1,196	0	0	1	0	0	4,570	0	0	5	166	32,725	0	0	0	24	-32,559
526+00	100	0	0	1,085	0	0	1	0	0	4,224	0	0	5	166	38,000	0	0	0	28	-37,833
527+00	100	0	0	1,190	0	0	1	0	0	4,213	0	0	5	166	43,261	0	0	0	32	-43,094
528+00	100	0	0	1,013	0	0	1	0	0	4,079	0	0	5	166	48,354	0	0	0	36	-48,187
529+00	100	0	0	738	0	0	1	0	0	3,242	0	0	5	166	52,401	0	0	0	40	-52,235
530+00	100	0	0	530	0	0	1	0	0	2,348	0	0	5	166	55,332	0	0	0	43	-55,165
531+00	100	0	0	278	0	0	1	0	0	1,497	0	0	5	166	57,199	0	0	0	47	-57,032
532+00	100	46	0	69	0	26	1	85	0	643	0	48	5	251	57,997	0	0	53	51	-57,680
533+00	100	147	0	38	0	74	1	358	0	198	0	185	5	609	58,240	0	0	257	55	-57,310
534+00	100	575	0	5	0	0	1	1,338	0	80	0	137	5	1,947	58,334	0	0	407	59	-55,878
								1,947	0	46,726	0	370	74							

.

DIVISION 3 (STA 30+34BD - STA 32+91BD): CTH BD

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
30+34		19	0	46	0	0	1													
30+50	16	27	0	0	0	0	1	14	0	14	0	0	1	14	17	0	0	0	1	-3
31+00	50	42	0	0	0	0	2	64	0	0	0	0	3	78	14	0	0	0	3	64
31+50	50	49	0	0	0	0	2	85	0	0	0	0	4	163	9	0	0	0	7	154
32+00	50	55	0	0	0	0	3	97	0	0	0	0	5	260	4	0	0	0	10	255
32+50	50	14	0	0	0	0	1	64	0	0	0	0	3	324	1	0	0	0	13	323
32+91	41	31	0	0	0	0	2	34	0	0	0	0	2	359	0	0	0	0	14	359
								359	0	14	0	0	18							

.

DIVISION 3 (STA 40+43BD - STA 47+59BD): CTH BD

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
40+43		6	0	19	0	0	0													
40+50	7	4	0	11	0	0	0	1	0	4	0	0	0	1	5	0	0	0	0	-3
41+00	50	6	0	5	0	0	0	9	0	14	0	0	0	11	22	0	0	0	0	-12
41+50	50	5	0	8	0	0	0	10	0	12	0	0	0	20	37	0	0	0	1	-16
42+00	50	5	0	5	0	0	0	10	0	12	0	0	0	30	51	0	0	0	1	-21
42+50	50	5	0	9	0	0	0	9	0	13	0	0	0	39	67	0	0	0	2	-28
43+00	50	6	0	6	0	0	0	9	0	14	0	0	0	49	84	0	0	0	2	-35
43+50	50	6	0	3	0	0	0	11	0	8	0	0	1	59	94	0	0	0	2	-35
44+00	50	5	0	12	0	0	0	10	0	14	0	0	0	69	111	0	0	0	3	-42
44+50	50	4	0	17	0	0	0	8	0	26	0	0	0	77	144	0	0	0	3	-67
45+00	50	4	0	17	0	0	0	7	0	31	0	0	0	84	182	0	0	0	3	-99
45+50	50	6	0	3	0	0	0	9	0	18	0	0	0	93	205	0	0	0	4	-112
46+00	50	5	0	12	0	0	0	10	0	13	0	0	1	103	221	0	0	0	4	-118
46+50	50	5	0	6	0	0	0	10	0	17	0	0	0	113	241	0	0	0	5	-128
47+00	50	5	0	5	0	0	0	9	0	11	0	0	0	122	254	0	0	0	5	-132
47+50	50	3	0	7	0	0	0	7	0	11	0	0	0	129	268	0	0	0	5	-139
47+59	9	4	0	9	0	0	0	1	0	3	0	0	0	130	272	0	0	0	5	-141
								130	0	223	0	0	7							

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DIVISION 3 (STA 10+39DL - STA 13+18DL): DL GASSER DRIVEWAY

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
10+39		19	0	2	0	0	1													
10+50	11	18	0	0	0	0	1	8	0	0	0	0	0	8	0	0	0	0	0	7
11+00	50	20	0	0	0	0	1	35	0	0	0	0	2	43	-1	0	0	0	2	44
11+50	50	0	0	98	0	0	0	18	0	91	0	0	1	61	112	0	0	0	2	-51
12+00	50	0	0	112	0	0	0	0	0	194	0	0	0	61	355	0	0	0	2	-294
12+50	50	0	0	79	0	0	0	0	0	177	0	0	0	61	576	0	0	0	2	-515
13+00	50	8	0	2	0	0	0	8	0	75	0	0	0	69	669	0	0	0	3	-601
13+18	18	18	0	1	0	0	1	9	0	1	0	0	0	78	670	0	0	0	3	-592
								78	0	539	0	0	4							

DIVISION 3 (STA 514+00EX - STA 515+99EX): EXISTING USH 12 CDS

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
514+00		72	0	0	0	0	4													
514+50	50	73	0	0	0	0	4	133	0	0	0	0	7	133	-7	0	0	0	5	140
515+00	50	58	0	0	0	0	3	121	0	0	0	0	6	254	-13	0	0	0	10	267
515+50	50	59	0	187	0	0	3	108	0	173	0	0	5	363	198	0	0	0	15	165
515+99	49	170	0	6	0	0	8	207	0	175	0	0	10	569	406	0	0	0	23	163
								569	0	348	0	0	28							

DIVISION 3 (STA 20+50WZ - STA 30+38WZ): WENZEL DRIVEWAY

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
20+50		50	0	0	0	0	1													
21+00	50	0	0	116	0	0	1	46	0	107	0	0	2	46	132	0	0	0	2	-85
21+50	50	0	0	253	0	0	1	0	0	342	0	0	2	46	557	0	0	0	4	-510
22+00	50	0	0	396	0	0	1	0	0	601	0	0	2	46	1,305	0	0	0	6	-1,259
22+50	50	0	0	505	0	0	1	0	0	834	0	0	2	46	2,345	0	0	0	8	-2,299
23+00	50	0	0	502	0	0	1	0	0	932	0	0	2	46	3,508	0	0	0	10	-3,461
23+50	50	0	0	484	0	0	1	0	0	912	0	0	2	46	4,646	0	0	0	12	-4,599
24+00	50	0	0	431	0	0	1	0	0	847	0	0	2	46	5,702	0	0	0	13	-5,655
24+50	50	0	0	358	0	0	1	0	0	731	0	0	2	46	6,613	0	0	0	15	-6,566
25+00	50	0	0	328	0	0	1	0	0	635	0	0	2	46	7,405	0	0	0	17	-7,358
25+50	50	0	0	298	0	0	1	0	0	579	0	0	2	46	8,127	0	0	0	19	-8,080
26+00	50	0	0	266	0	0	1	0	0	522	0	0	2	46	8,777	0	0	0	21	-8,730
26+50	50	0	0	230	0	0	1	0	0	460	0	0	2	46	9,349	0	0	0	23	-9,302
27+00	50	0	0	188	0	0	1	0	0	387	0	0	2	46	9,830	0	0	0	25	-9,784
27+50	50	0	0	233	0	0	1	0	0	390	0	0	2	46	10,316	0	0	0	27	-10,269
28+00	50	0	0	196	0	0	1	0	0	398	0	0	2	46	10,810	0	0	0	29	-10,764
28+50	50	0	0	109	0	0	1	0	0	282	0	0	2	46	11,161	0	0	0	31	-11,115
29+00	50	0	0	86	0	0	1	0	0	180	0	0	2	46	11,383	0	0	0	33	-11,337
29+50	50	0	0	117	0	0	1	0	0	188	0	0	2	46	11,616	0	0	0	35	-11,569
30+00	50	0	0	150	0	0	1	0	0	247	0	0	2	46	11,922	0	0	0	37	-11,876
30+38	38	29	0	0	0	0	1	20	0	104	0	0	2	66	12,051	0	0	0	38	-11,984
								66	0	9,678	0	0	48							

DIVISION 4 (STA 282+89EB - STA 297+97EB): USH 12 EB

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Marsh Exc (SF)	Rock Exc (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Marsh Exc (CY)	Rock Exc (CY)	EBS (CY)	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Note 7
282+89		48	0	0	0	0	0													
283+00	11	47	0	0	0	0	0	20	0	0	0	0	0	20	0	0	0	0	0	20
284+00	100	46	0	0	0	0	0	173	0	0	0	0	0	193	0	0	0	0	0	193
285+00	100	48	0	0	0	0	0	174	0	0	0	0	0	367	0	0	0	0	0	367
286+00	100	43	0	0	0	0	0	168	0	0	0	0	0	535	0	0	0	0	0	535
287+00	100	44	0	0	0	0	0	161	0	0	0	0	0	697	0	0	0	0	0	696
288+00	100	117	0	0	0	0	0	298	0	0	0	0	0	994	1	0	0	0	0	994
289+00	100	116	0	0	0	0	0	431	0	0	0	0	0	1,426	1	0	0	0	0	1,425
290+00	100	116	0	0	0	0	0	431	0	0	0	0	0	1,856	1	0	0	0	0	1,855
291+00	100	116	0	0	0	0	0	430	0	0	0	0	0	2,286	1	0	0	0	0	2,286
297+97	697	115	0	0	0	0	0	2,986	0	0	0	0	0	5,273	1	0	0	0	0	5,272
								5,273	0	1	0	0	0							

DIVISION 4 (STA 555+26EB - STA 605+72EB): USH 12 EB

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Marsh Exc (SF)	Rock Exc (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Marsh Exc (CY)	Rock Exc (CY)	EBS (CY)	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
555+26		98	0	0	0	0	0													
556+00	74	97	0	0	0	0	0	266	0	0	0	0	0	266	0	0	0	0	0	266
557+00	100	104	0	0	0	0	0	373	0	0	0	0	0	638	0	0	0	0	0	638
558+00	100	109	0	1	0	0	0	395	0	3	0	0	0	1,033	3	0	0	0	0	1,030
559+00	100	125	0	0	0	0	0	434	0	3	0	0	0	1,467	7	0	0	0	0	1,460
560+00	100	84	0	4	0	0	0	387	0	9	0	0	0	1,854	18	0	0	0	0	1,836
561+00	100	93	0	0	0	0	0	328	0	8	0	0	0	2,182	28	0	0	0	0	2,154
562+00	100	105	0	0	0	0	0	368	0	0	0	0	0	2,550	28	0	0	0	0	2,522
563+00	100	110	0	0	0	0	0	399	0	0	0	0	0	2,949	28	0	0	0	0	2,921
564+00	100	114	0	0	0	0	0	416	0	0	0	0	0	3,364	28	0	0	0	0	3,337
565+00	100	57	0	0	0	0	0	318	0	0	0	0	0	3,682	28	0	0	0	0	3,654
566+00	100	56	0	0	0	0	0	210	0	0	0	0	0	3,892	28	0	0	0	0	3,865
567+00	100	50	0	0	0	0	0	198	0	0	0	0	0	4,090	28	0	0	0	0	4,062
568+00	100	43	0	0	0	0	0	172	0	0	0	0	0	4,262	28	0	0	0	0	4,235
569+00	100	35	0	0	0	0	0	144	0	0	0	0	0	4,406	28	0	0	0	0	4,378
570+00	100	29	0	0	0	0	0	118	0	0	0	0	0	4,524	28	0	0	0	0	4,496
571+00	100	18	0	4	0	0	0	86	0	8	0	0	0	4,610	37	0	0	0	0	4,573
572+00	100	17	0	5	0	0	0	64	0	17	0	0	0	4,675	58	0	0	0	0	4,616
573+00	100	17	0	5	0	0	0	64	0	19	0	0	0	4,738	83	0	0	0	0	4,656
574+00	100	17	0	10	0	0	0	64	0	28	0	0	0	4,802	118	0	0	0	0	4,684
575+00	100	17	0	21	0	0	0	64	0	57	0	0	0	4,866	189	0	0	0	0	4,677
576+00	100	17	0	19	0	0	0	64	0	74	0	0	0	4,929	282	0	0	0	0	4,648
577+00	100	17	0	19	0	0	0	64	0	71	0	0	0	4,993	370	0	0	0	0	4,623
578+00	100	17	0	18	0	0	0	64	0	68	0	0	0	5,057	454	0	0	0	0	4,602
579+00	100	17	0	17	0	0	0	64	0	65	0	0	0	5,120	536	0	0	0	0	4,584
580+00	100	16	0	21	0	0	0	62	0	71	0	0	0	5,183	625	0	0	0	0	4,558
581+00	100	16	0	26	0	0	0	59	0	87	0	0	0	5,242	733	0	0	0	0	4,509
582+00	100	15	0	33	0	0	0	56	0	108	0	0	0	5,299	868	0	0	0	0	4,430
583+00	100	15	0	34	0	0	0	55	0	123	0	0	0	5,353	1,021	0	0	0	0	4,332
584+00	100	22	0	20	0	0	0	67	0	100	0	0	0	5,421	1,146	0	0	0	0	4,275
585+00	100	22	0	5	0	0	0	81	0	46	0	0	0	5,501	1,204	0	0	0	0	4,298
586+00	100	22	0	0	0	0	0	81	0	9	0	0	0	5,583	1,214	0	0	0	0	4,368
587+00	100	36	0	9	0	0	0	106	0	17	0	0	0	5,689	1,235	0	0	0	0	4,454
588+00	100	24	0	43	0	0	0	109	0	96	0	0	0	5,798	1,355	0	0	0	0	4,443
589+00	100	23	0	0	0	0	0	86	0	79	0	0	0	5,885	1,454	0	0	0	0	4,430
590+00	100	18	0	9	0	0	0	76	0	17	0	0	0	5,960	1,475	0	0	0	0	4,485
591+00	100	17	0	8	0	0	0	65	0	31	0	0	0	6,025	1,514	0	0	0	0	4,511
592+00	100	17	0	6	0	0	0	64	0	26	0	0	0	6,088	1,546	0	0	0	0	4,542
593+00	100	17	0	5	0	0	0	64	0	20	0	0	0	6,152	1,572	0	0	0	0	4,580
594+00	100	17	0	3	0	0	0	64	0	15	0	0	0	6,216	1,590	0	0	0	0	4,626
595+00	100	15	0	5	0	0	0	59	0	16	0	0	0	6,275	1,611	0	0	0	0	4,665
596+00	100	17	0	5	0	0	0	59	0	19	0	0	0	6,335	1,634	0	0	0	0	4,701
597+00	100	17	0	3	0	0	0	64	0	13	0	0	0	6,398	1,651	0	0	0	0	4,747
598+00	100	26	0	7	0	0	0	79	0	18	0	0	0	6,477	1,673	0	0	0	0	4,805
599+00	100	30	0	2	0	0	0	103	0	17	0	0	0	6,580	1,694	0	0	0	0	4,886
600+00	100	20	0	1	0	0	0	93	0	6	0	0	0	6,673	1,702	0	0	0	0	4,972
601+00	100	18	0	0	0	0	0	71	0	2	0	0	0	6,744	1,703	0	0	0	0	5,041
602+00	100	16	0	0	0	0	0	62	0	0	0	0	0	6,806	1,704	0	0	0	0	5,102
603+00	100	15	0	0	0	0	0	57	0	0	0	0	0	6,862	1,704	0	0	0	0	5,159
604+00	100	24	0	0	0	0	0	72	0	0	0	0	0	6,935	1,704	0	0	0	0	5,231
605+00	100	20	0	0	0	0	0	82	0	0	0	0	0	7,016	1,704	0	0	0	0	5,313
605+72	72	17	0	0	0	0	0	50	0	0	0	0	0	7,066	1,704	0	0	0	0	5,363
								7,066	0	1,363	0	0	0							

.

DIVISION 4 (STA 555+00WB - STA 563+74WB): USH 12 WB

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
555+00		703	0	0	0	0	0													
556+00	100	132	0	12	0	0	0	1,546	0	22	0	0	0	1,546	27	0	0	0	0	1,519
557+00	100	89	0	8	0	0	0	409	0	37	0	0	0	1,955	73	0	0	0	0	1,882
558+00	100	106	0	0	0	0	0	360	0	15	0	0	0	2,315	92	0	0	0	0	2,223
559+00	100	73	0	1	0	0	0	331	0	2	0	0	0	2,646	94	0	0	0	0	2,552
560+00	100	47	0	52	0	0	0	221	0	99	0	0	0	2,867	218	0	0	0	0	2,649
561+00	100	33	0	84	0	0	0	148	0	253	0	0	0	3,014	533	0	0	0	0	2,481
562+00	100	24	0	107	0	0	0	106	0	354	0	0	0	3,120	976	0	0	0	0	2,145
563+00	100	1	0	112	0	0	0	46	0	405	0	0	0	3,167	1,483	0	0	0	0	1,684
563+74	74	18	0	77	0	0	0	26	0	258	0	0	0	3,193	1,805	0	0	0	0	1,388
								3,193	0	1,444	0	0	0							

.

DIVISION 4 (STA 597+19EB - STA 605+73EB): USH 12 WB

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
597+19		7	0	0	0	0	0													
598+00	81	7	0	0	0	0	0	20	0	0	0	0	0	20	0	0	0	0	0	20
599+00	100	9	0	0	0	0	0	29	0	0	0	0	0	50	0	0	0	0	0	50
600+00	100	9	0	0	0	0	0	33	0	0	0	0	0	83	0	0	0	0	0	83
601+00	100	6	0	0	0	0	0	26	0	0	0	0	0	109	0	0	0	0	0	109
602+00	100	10	0	0	0	0	0	29	0	0	0	0	0	138	0	0	0	0	0	138
603+00	100	10	0	0	0	0	0	38	0	0	0	0	0	177	0	0	0	0	0	177
604+00	100	9	0	0	0	0	0	35	0	0	0	0	0	212	0	0	0	0	0	212
605+00	100	9	0	0	0	0	0	33	0	0	0	0	0	245	0	0	0	0	0	245
605+73	73	8	0	0	0	0	0	23	0	0	0	0	0	268	0	0	0	0	0	268
								268	0	0	0	0	0							

.

DIVISION 4 (STA 30+05BD - STA 32+81BD): CTH BD

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
30+05		20	0	0	0	0	0													
30+50	45	27	0	0	0	0	0	39	0	0	0	0	0	39	0	0	0	0	0	39
31+00	50	35	0	1	0	0	0	58	0	1	0	0	0	97	1	0	0	0	0	96
31+50	50	39	0	0	0	0	0	69	0	1	0	0	0	166	2	0	0	0	0	164
32+00	50	35	0	1	0	0	0	68	0	1	0	0	0	234	3	0	0	0	0	231
32+50	50	26	0	1	0	0	0	56	0	2	0	0	0	291	5	0	0	0	0	285
32+81	31	26	0	0	0	0	0	30	0	1	0	0	0	320	6	0	0	0	0	314
								320	0	5	0	0	0							

.

DIVISION 4 (STA 41+65BD - STA 48+20BD): CTH BD

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
41+65		13	0	1	0	0	0													
42+00	35	15	0	0	0	0	0	18	0	1	0	0	0	18	1	0	0	0	0	17
42+50	50	13	0	2	0	0	0	26	0	2	0	0	0	44	3	0	0	0	0	41
43+00	50	18	0	0	0	0	0	28	0	2	0	0	0	72	5	0	0	0	0	67
43+50	50	15	0	0	0	0	0	30	0	0	0	0	0	102	5	0	0	0	0	97
44+00	50	12	0	4	0	0	0	24	0	4	0	0	0	126	9	0	0	0	0	117
44+50	50	19	0	0	0	0	0	29	0	3	0	0	0	155	13	0	0	0	0	142
45+00	50	14	0	1	0	0	0	31	0	1	0	0	0	186	15	0	0	0	0	171
45+50	50	13	0	0	0	0	0	25	0	2	0	0	0	211	17	0	0	0	0	194
46+00	50	14	0	0	0	0	0	26	0	0	0	0	0	237	17	0	0	0	0	219
46+50	50	14	0	0	0	0	0	27	0	0	0	0	0	263	17	0	0	0	0	246
47+00	50	14	0	0	0	0	0	26	0	0	0	0	0	289	17	0	0	0	0	272
47+50	50	14	0	0	0	0	0	26	0	0	0	0	0	315	17	0	0	0	0	298
48+00	50	14	0	0	0	0	0	25	0	0	0	0	0	340	17	0	0	0	0	323
48+20	20	13	0	0	0	0	0	10	0	0	0	0	0	350	17	0	0	0	0	333
								350	0	14	0	0	0							

.

DIVISION 4 (STA 265+10R - STA 272+70R): TRAFFIC CONTROL

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
265+10		0	0	14	0	0	0													
265+50	40	0	0	14	0	0	0	0	0	20	0	0	0	0	25	0	0	0	0	-25
266+00	50	0	0	14	0	0	0	0	0	25	0	0	0	0	57	0	0	0	0	-57
266+50	50	0	0	14	0	0	0	0	0	26	0	0	0	0	89	0	0	0	0	-89
267+00	50	1	0	14	0	0	0	1	0	26	0	0	0	1	121	0	0	0	0	-120
267+50	50	10	0	14	0	0	0	10	0	26	0	0	0	11	153	0	0	0	0	-142
268+00	50	24	0	5	0	0	0	31	0	18	0	0	0	43	176	0	0	0	0	-133
268+50	50	37	0	1	0	0	0	56	0	6	0	0	0	98	183	0	0	0	0	-85
269+00	50	42	0	0	0	0	0	73	0	1	0	0	0	171	184	0	0	0	0	-13
269+50	50	35	0	3	0	0	0	72	0	3	0	0	0	243	188	0	0	0	0	56
270+00	50	23	0	7	0	0	0	54	0	9	0	0	0	297	199	0	0	0	0	98
270+50	50	7	0	13	0	0	0	28	0	19	0	0	0	325	223	0	0	0	0	103
271+00	50	0	0	14	0	0	0	7	0	25	0	0	0	332	253	0	0	0	0	79
271+50	50	0	0	14	0	0	0	0	0	25	0	0	0	332	285	0	0	0	0	47
272+00	50	0	0	14	0	0	0	0	0	25	0	0	0	332	317	0	0	0	0	16
272+50	50	0	0	13	0	0	0	0	0	25	0	0	0	332	348	0	0	0	0	-15
272+70	20	0	0	13	0	0	0	0	0	10	0	0	0	332	360	0	0	0	0	-28
								332	0	288	0	0	0							

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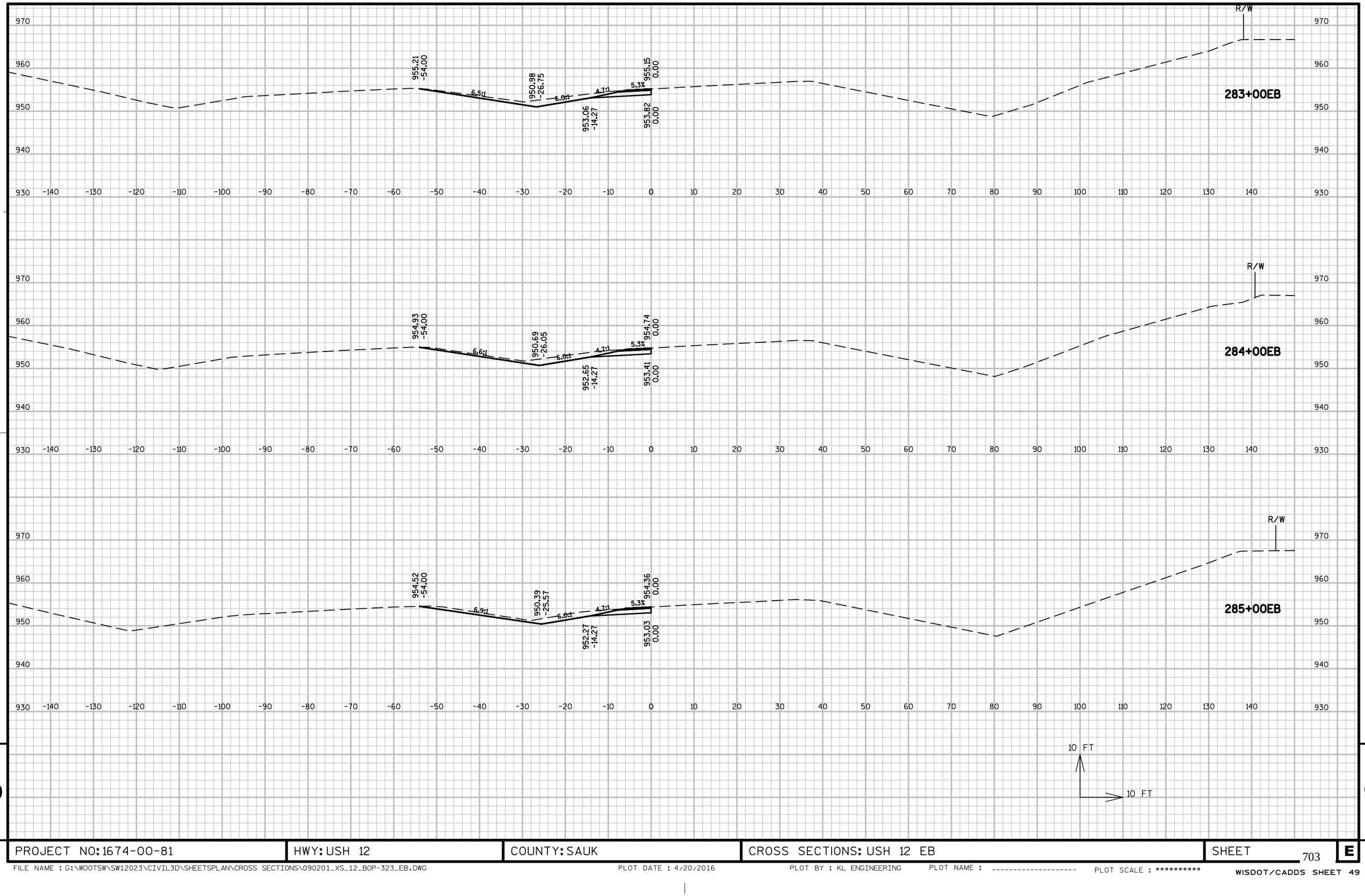
DIVISION 4 (STA 307+02S - STA 313+02S): TRAFFIC CONTROL

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
307+02		0	0	2	0	0	0													
307+50	48	0	0	3	0	0	0	0	0	4	0	0	0	0	6	0	0	0	0	-6
308+00	50	0	0	2	0	0	0	0	0	4	0	0	0	0	11	0	0	0	0	-11
308+50	50	0	0	3	0	0	0	0	0	5	0	0	0	0	17	0	0	0	0	-17
309+00	50	0	0	3	0	0	0	0	0	5	0	0	0	0	23	0	0	0	0	-23
309+50	50	0	0	8	0	0	0	0	0	9	0	0	0	0	35	0	0	0	0	-35
310+00	50	9	0	4	0	0	0	9	0	11	0	0	0	9	48	0	0	0	0	-40
310+50	50	0	0	26	0	0	0	9	0	28	0	0	0	17	83	0	0	0	0	-65
311+00	50	8	0	3	0	0	0	8	0	26	0	0	0	25	116	0	0	0	0	-91
311+50	50	0	0	32	0	0	0	8	0	32	0	0	0	33	156	0	0	0	0	-123
312+00	50	0	0	14	0	0	0	0	0	42	0	0	0	33	209	0	0	0	0	-176
312+50	50	0	0	22	0	0	0	0	0	33	0	0	0	33	250	0	0	0	0	-217
313+00	50	0	0	11	0	0	0	0	0	31	0	0	0	33	288	0	0	0	0	-255
313+02	2	0	0	10	0	0	0	0	0	1	0	0	0	33	289	0	0	0	0	-256
								33	0	232	0	0	0							

.

DIVISION 4 (STA 481+25T - STA 487+37T): TRAFFIC CONTROL

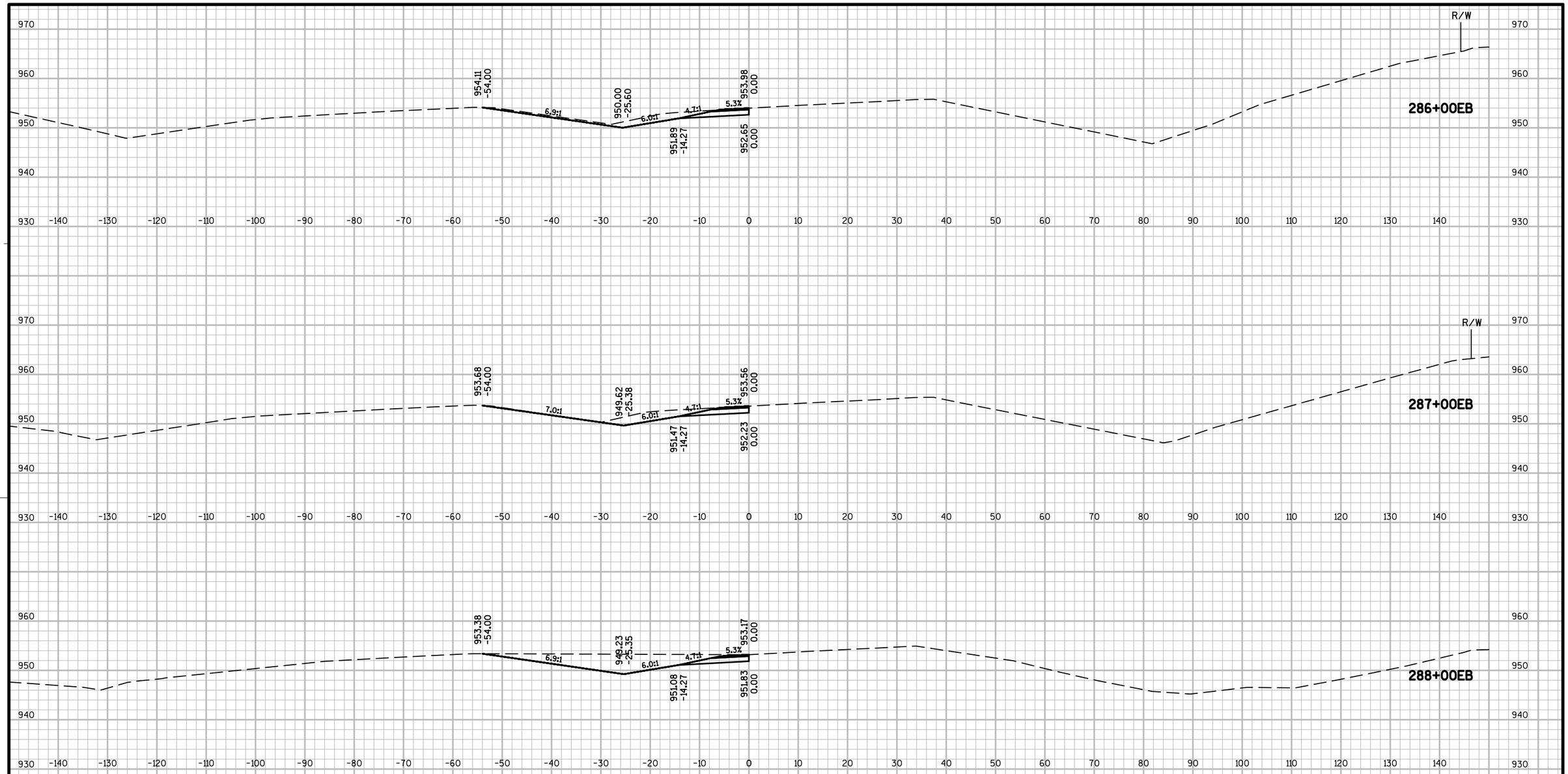
STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Marsh Exc (SF)	Rock Exc (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Marsh Exc (CY)	Rock Exc (CY)	EBS (CY)	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Note 7
483+90		0	0	1	0	0	0													
484+00	10	0	0	16	0	0	0	0	0	3	0	0	0	0	4	0	0	0	0	-4
484+50	50	0	0	18	0	0	0	0	0	31	0	0	0	0	43	0	0	0	0	-43
485+00	50	16	0	11	0	0	1	15	0	26	0	0	0	15	76	0	0	0	0	-61
485+50	50	39	0	0	0	0	2	51	0	10	0	0	2	66	87	0	0	0	2	-21
486+00	50	60	0	0	0	0	3	92	0	0	0	0	6	158	81	0	0	0	6	76
486+50	50	67	0	0	0	0	3	118	0	0	0	0	8	275	74	0	0	0	12	201
487+00	50	0	0	0	0	0	0	62	0	0	0	0	0	337	74	0	0	0	12	263
488+00	100	0	0	14	0	0	0	0	0	52	0	0	0	337	139	0	0	0	12	198
488+50	50	0	0	14	0	0	0	0	0	26	0	0	0	337	171	0	0	0	12	166
489+00	50	0	0	14	0	0	0	0	0	26	0	0	0	337	203	0	0	0	12	134
489+50	50	0	0	14	0	0	0	0	0	25	0	0	0	337	235	0	0	0	12	102
489+74	24	0	0	14	0	0	0	0	0	12	0	0	0	337	250	0	0	0	12	87
								337	0	213	0	0	16							



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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 703	E

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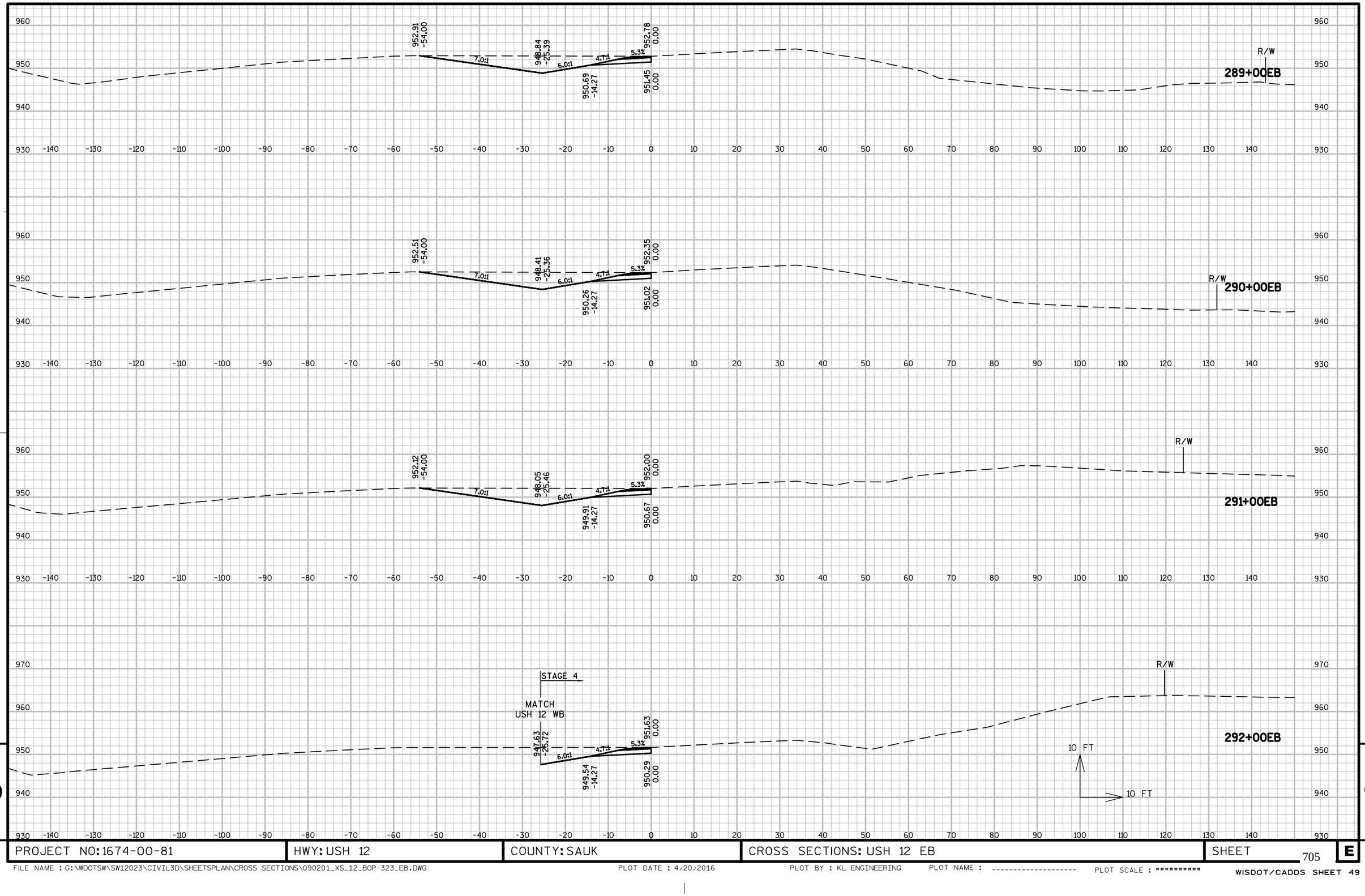


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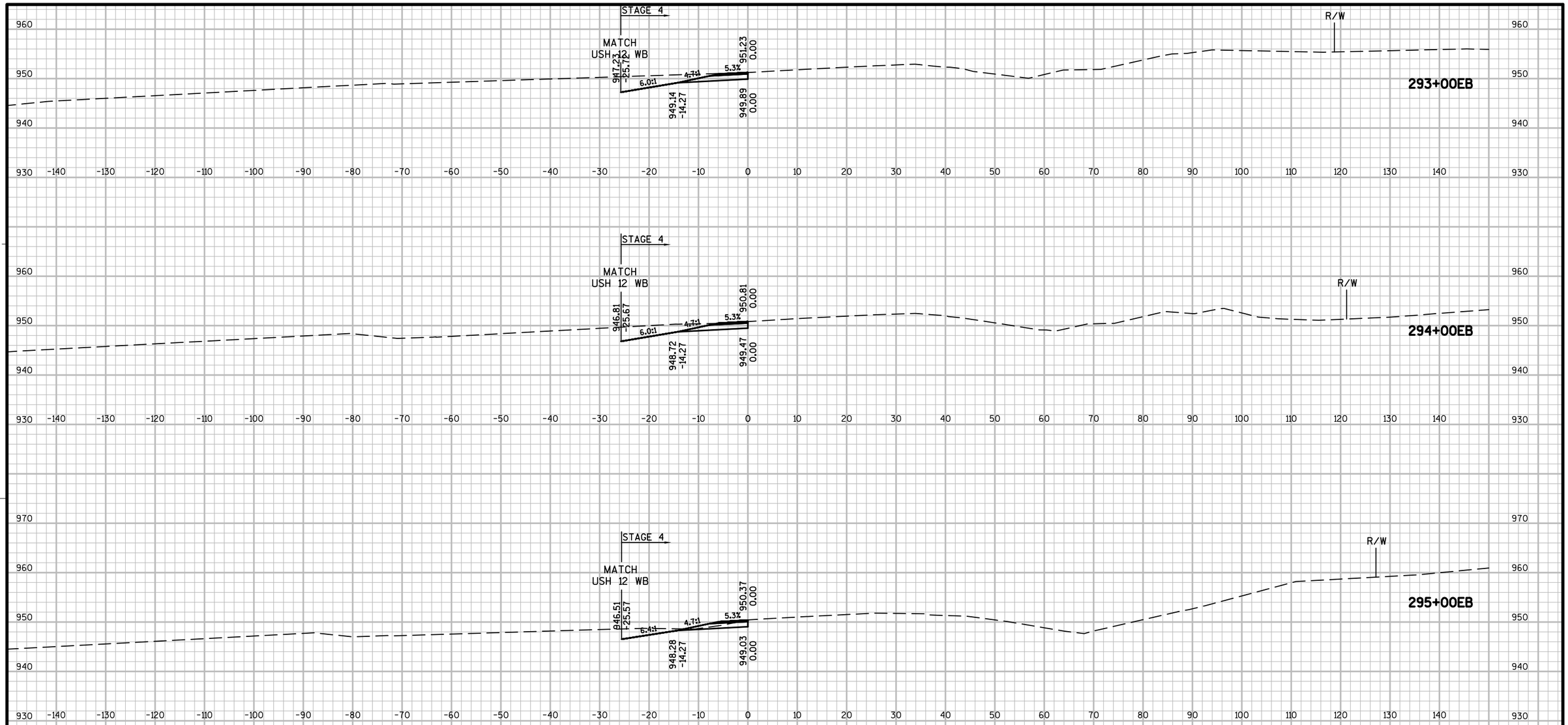
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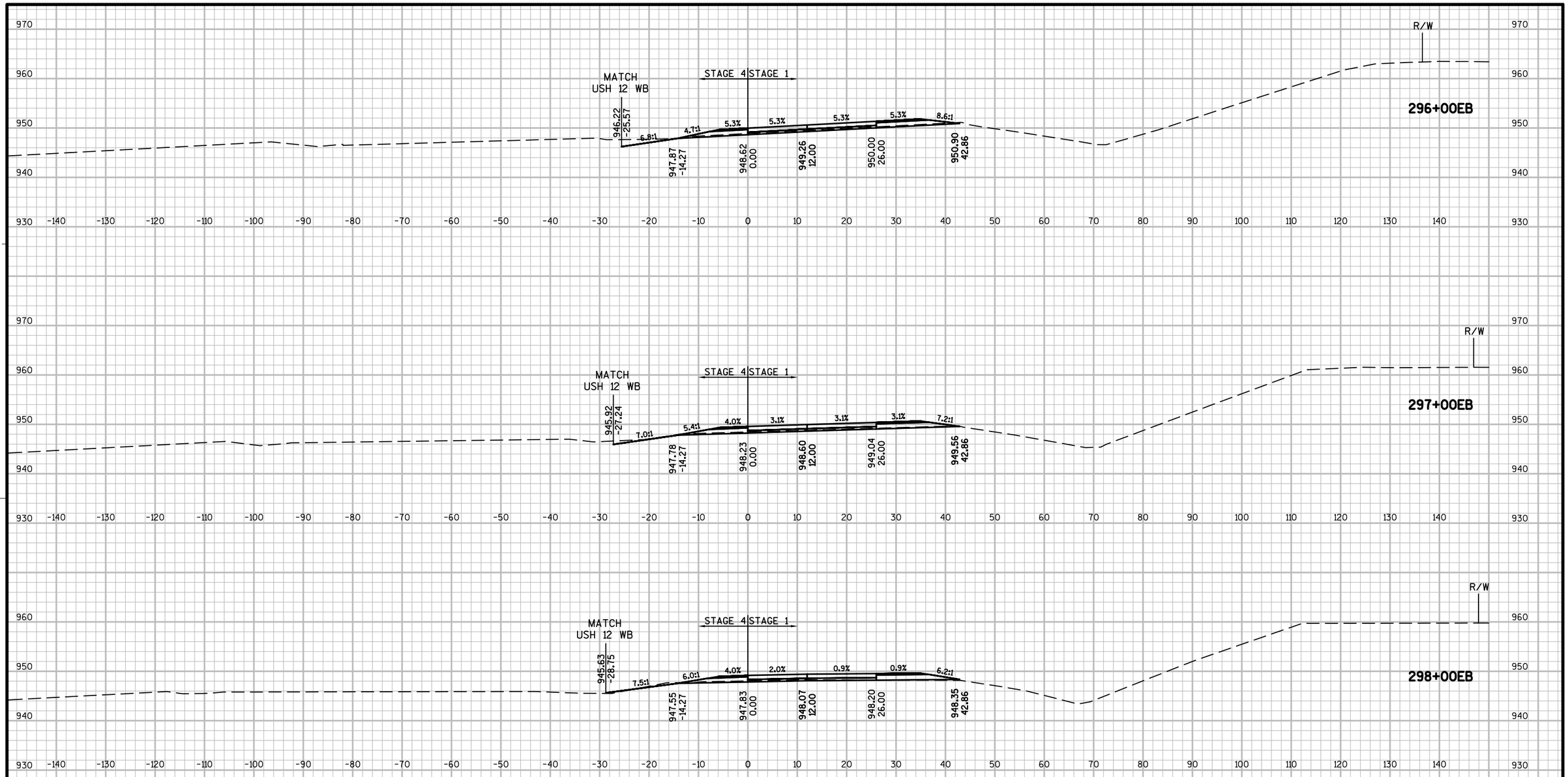
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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 706	E

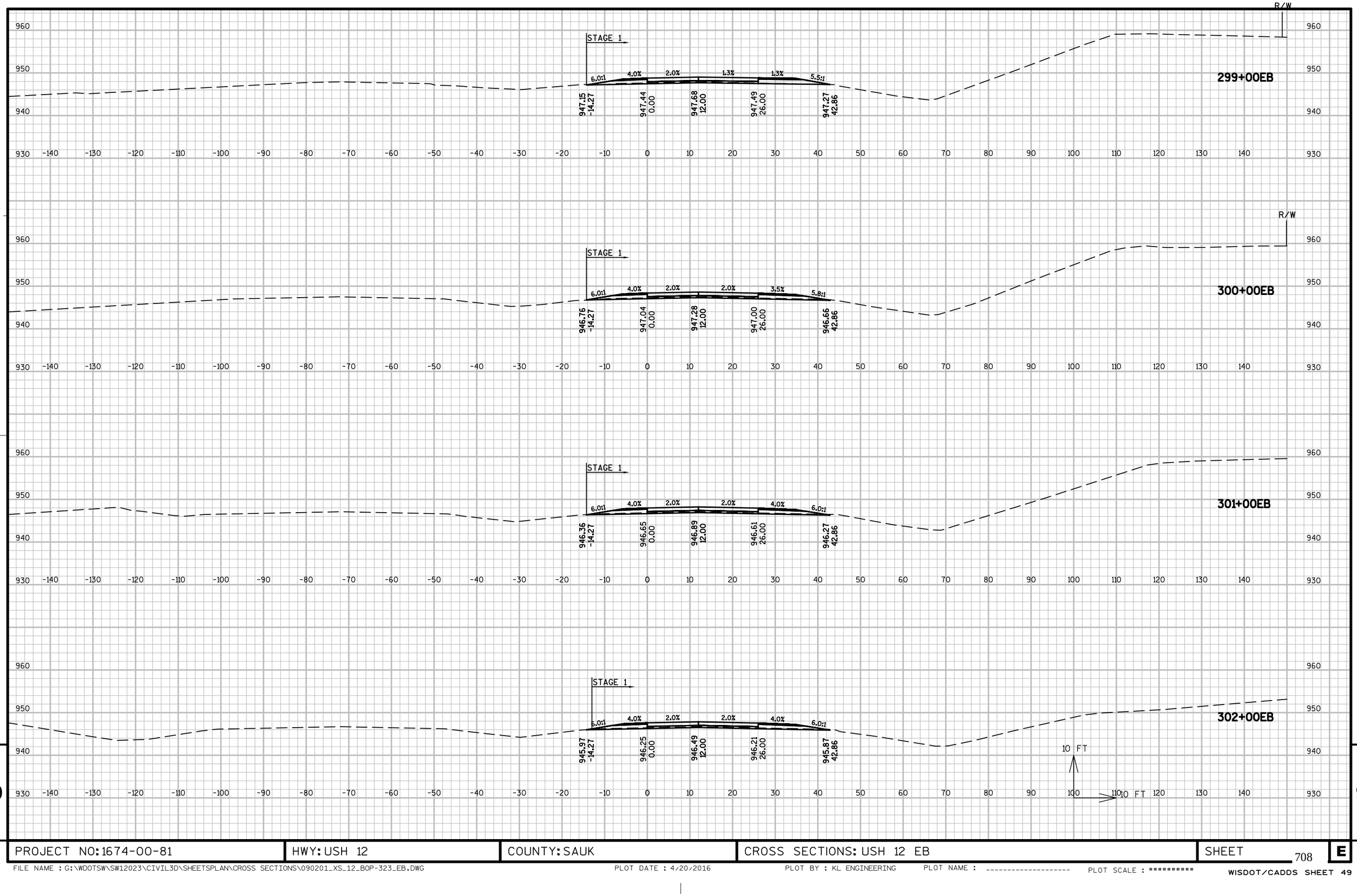
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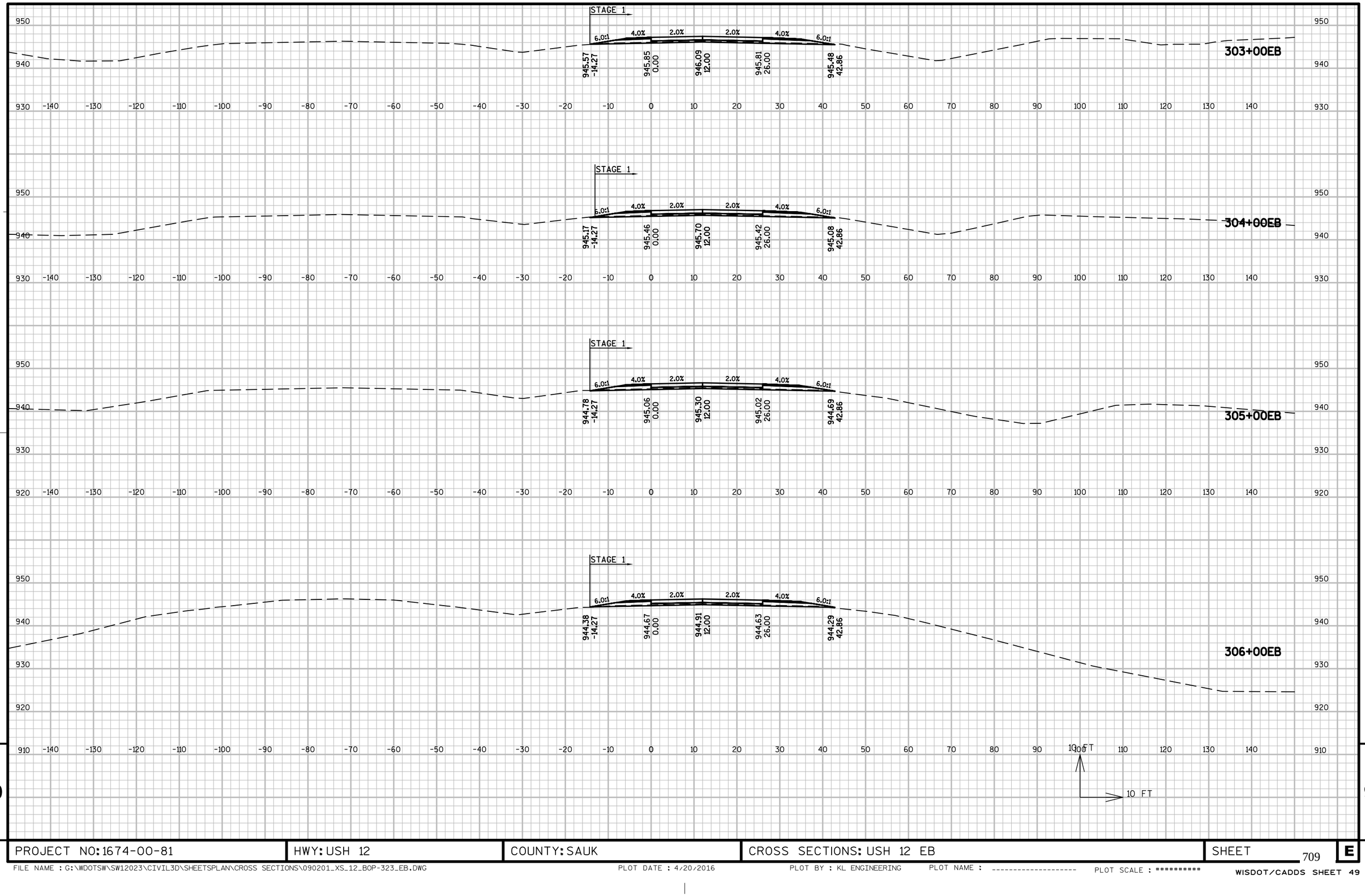
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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 708	E

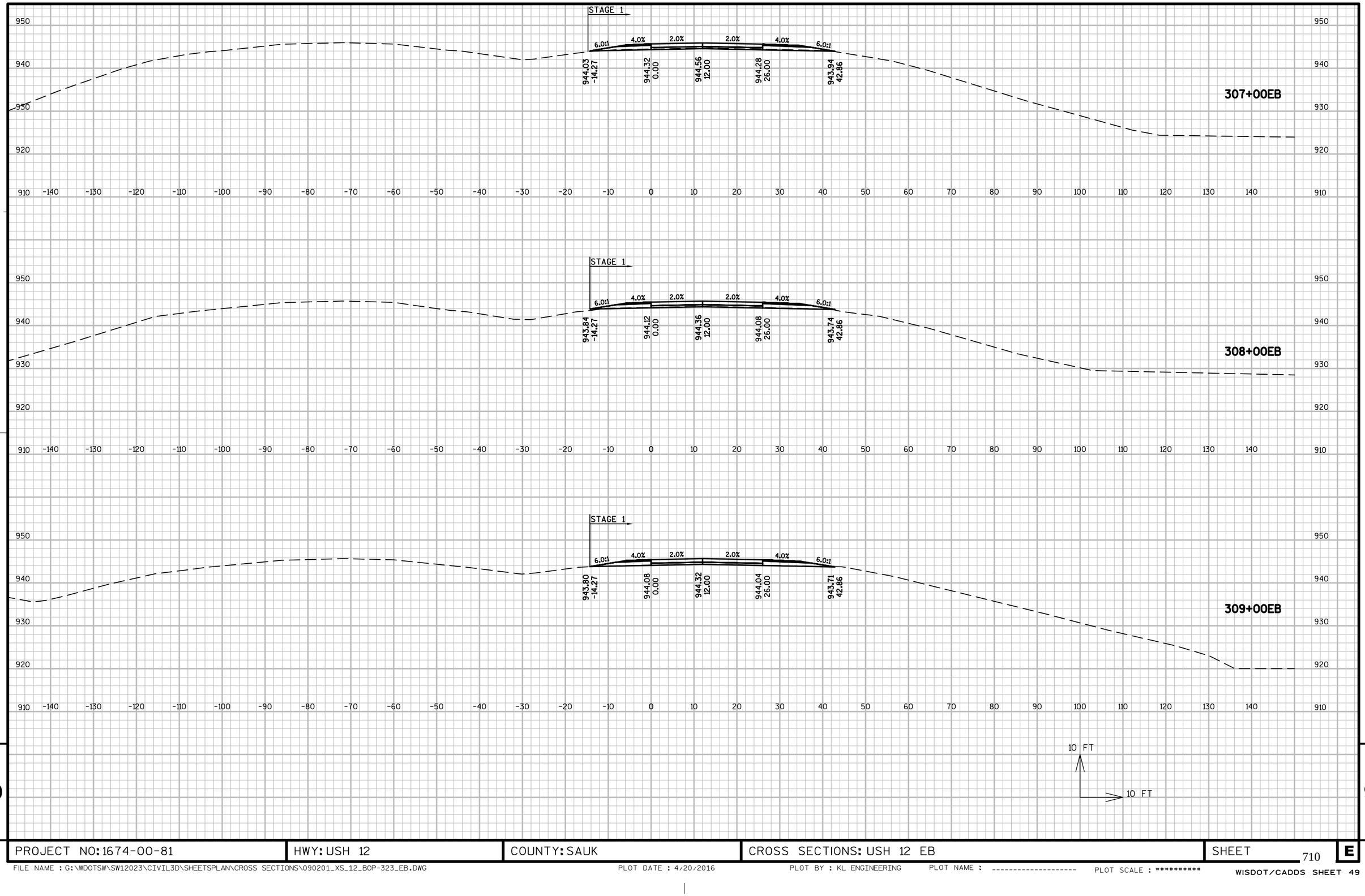


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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 709	E

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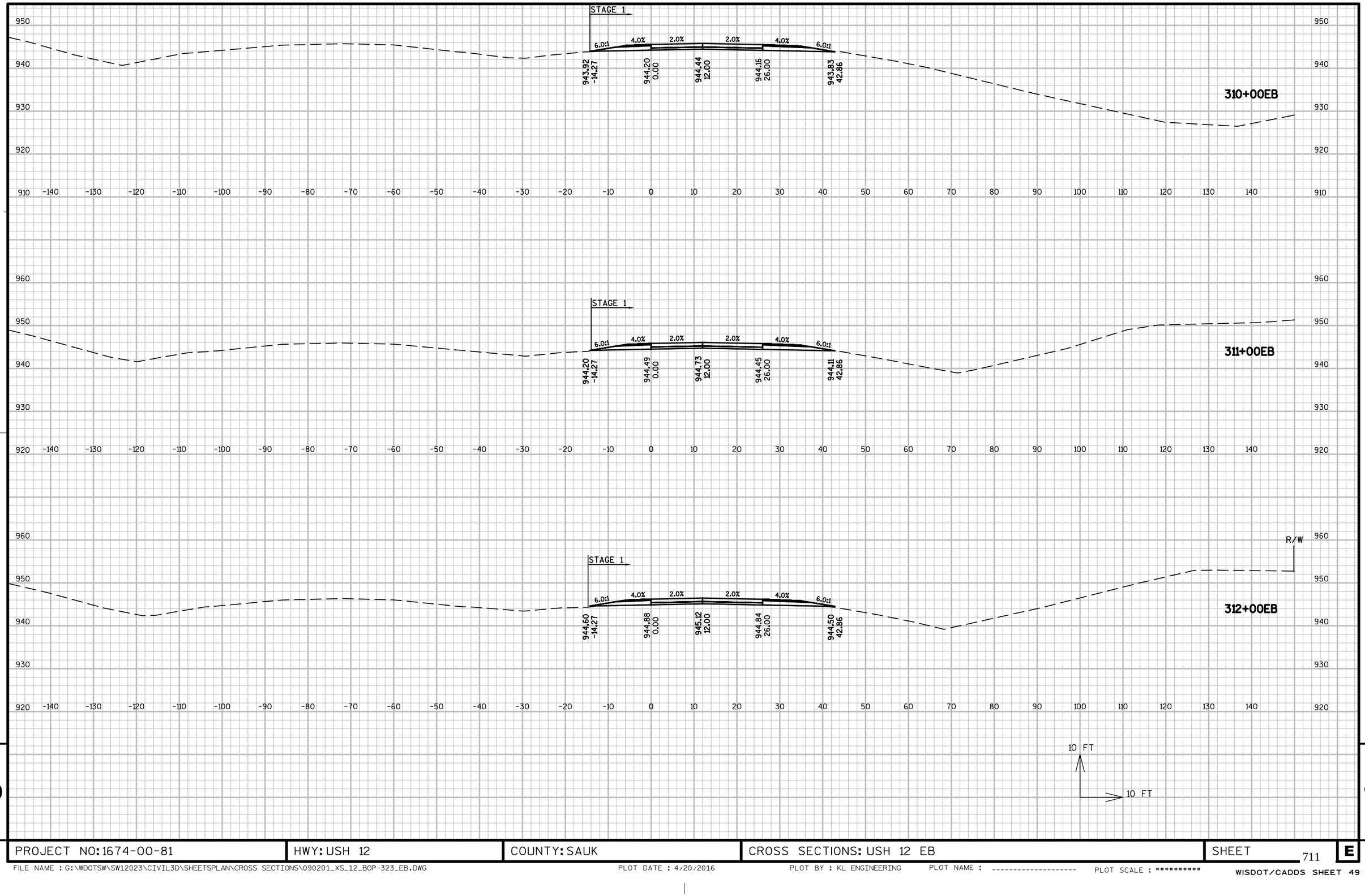


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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 710	E

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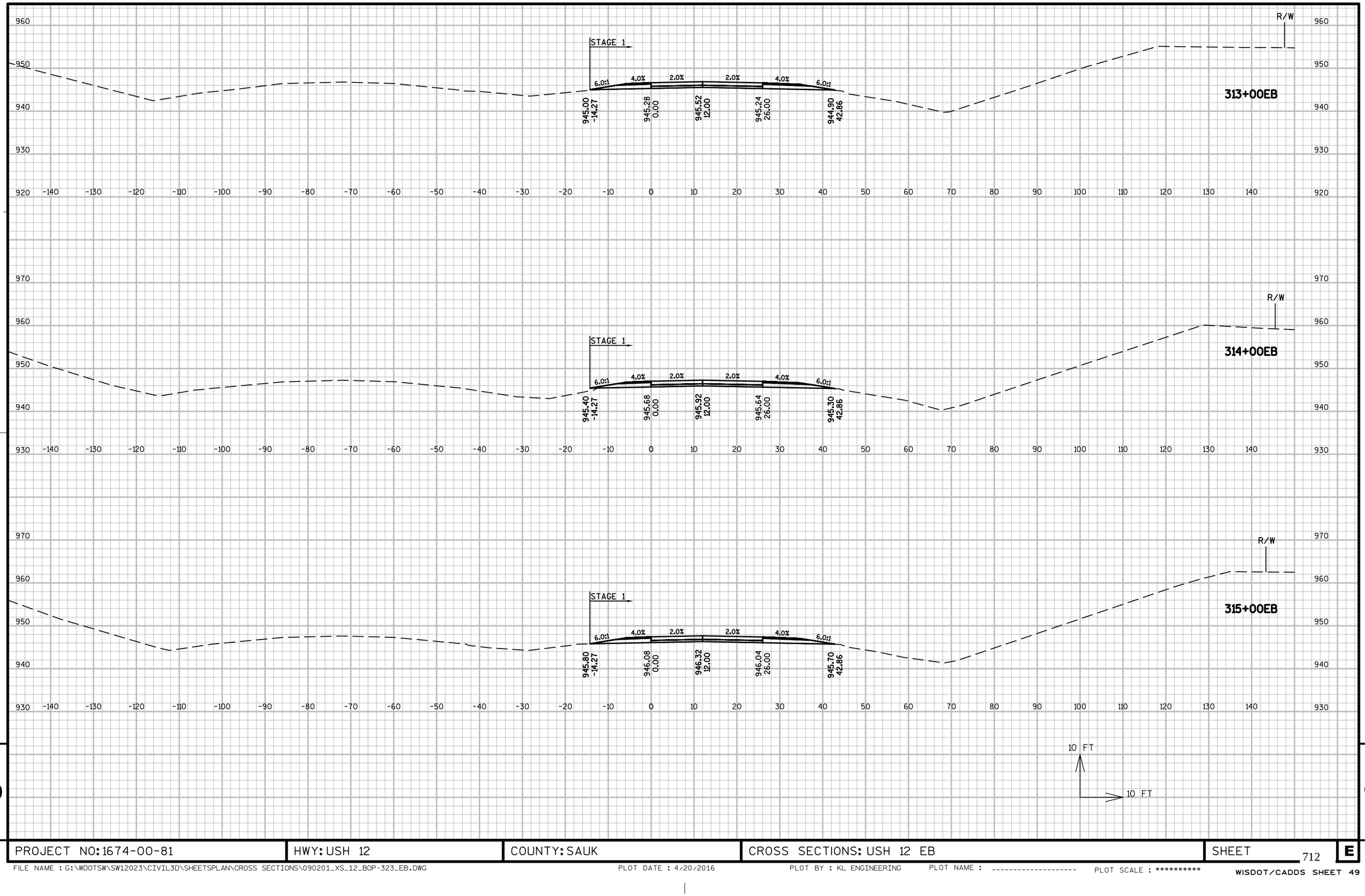


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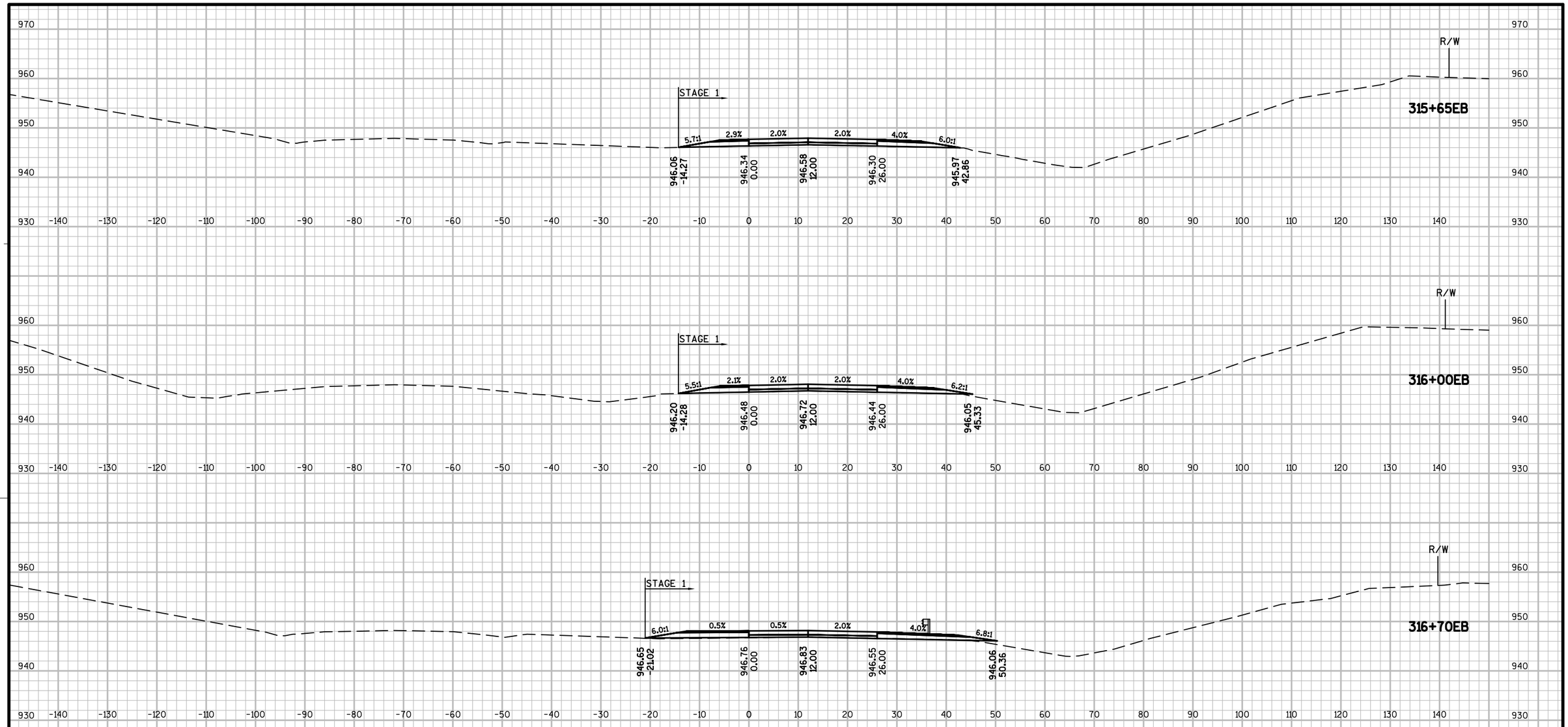
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 711	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_BOP-323_EB.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 712	E

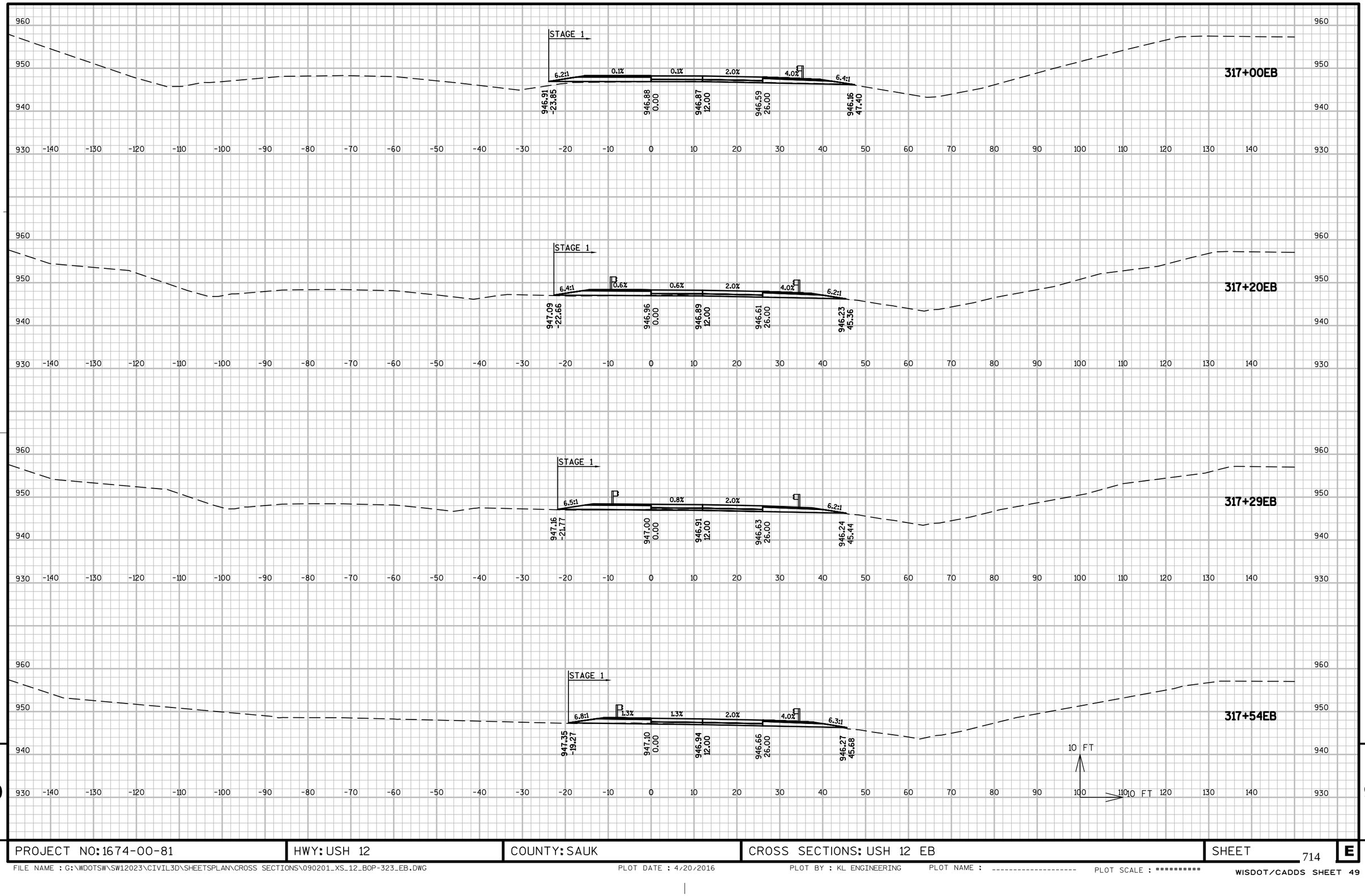
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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 713	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_BOP-323_EB.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

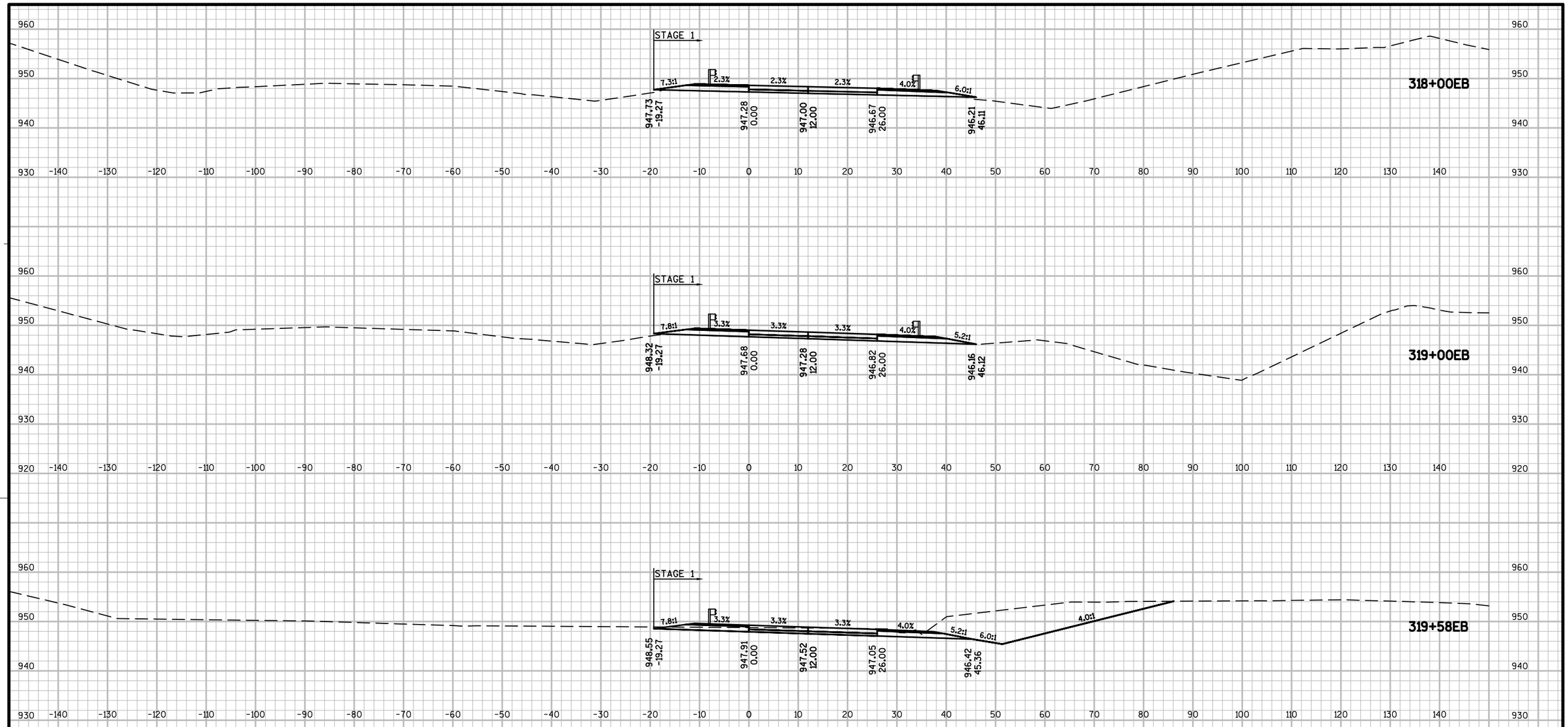


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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 714	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_BOP-323_EB.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

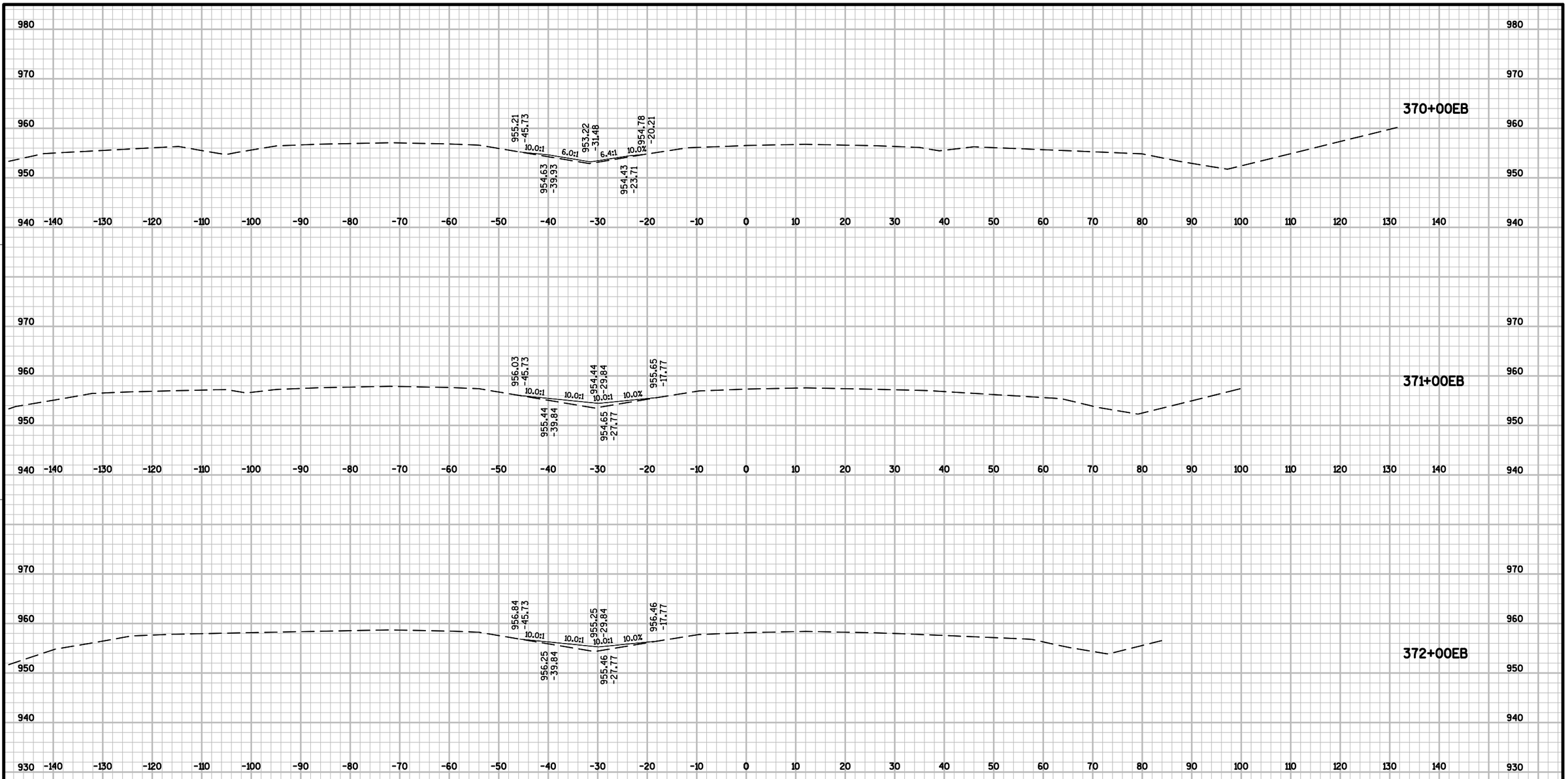


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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 715	E

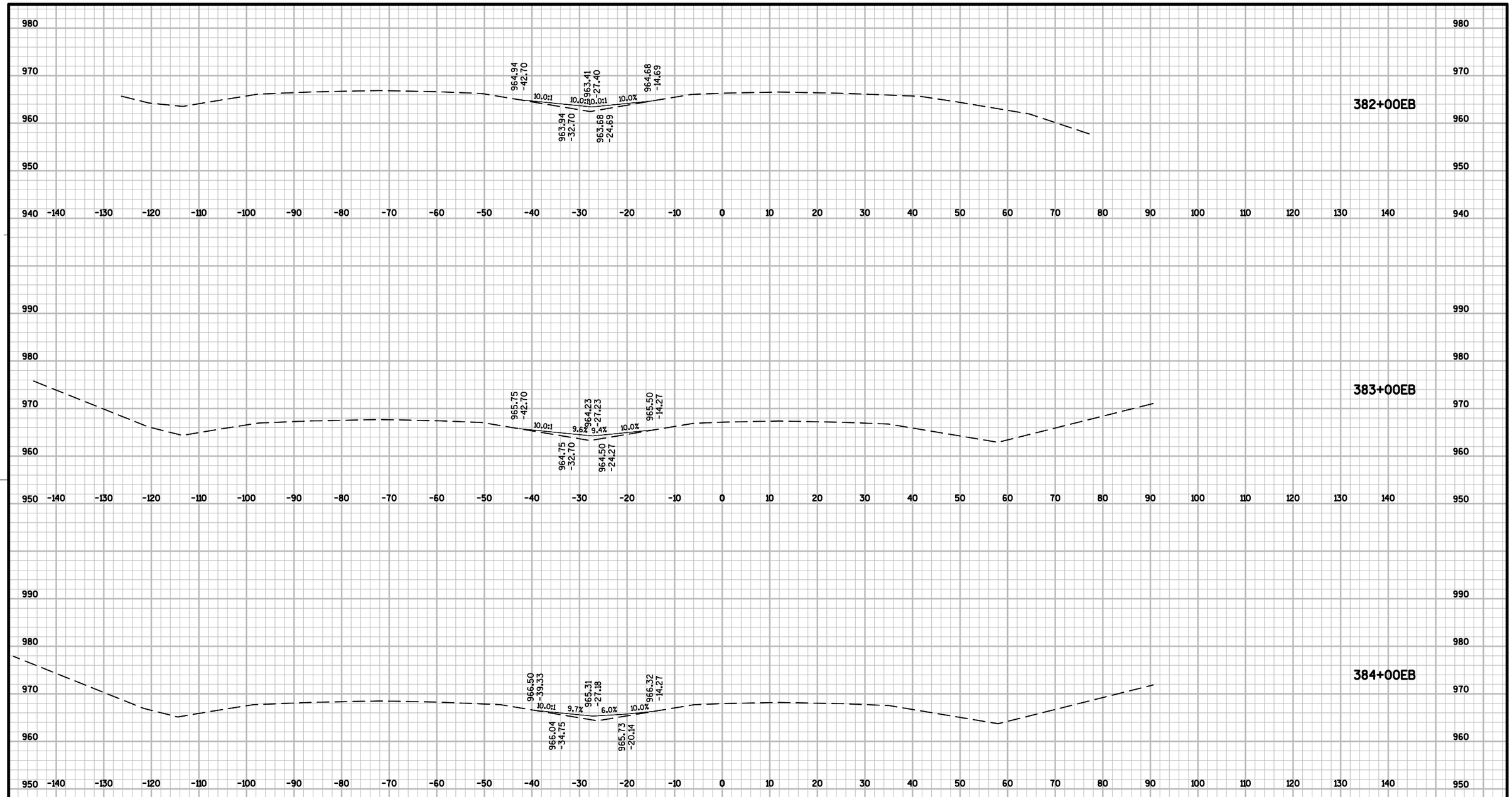
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_BOP-323_EB.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



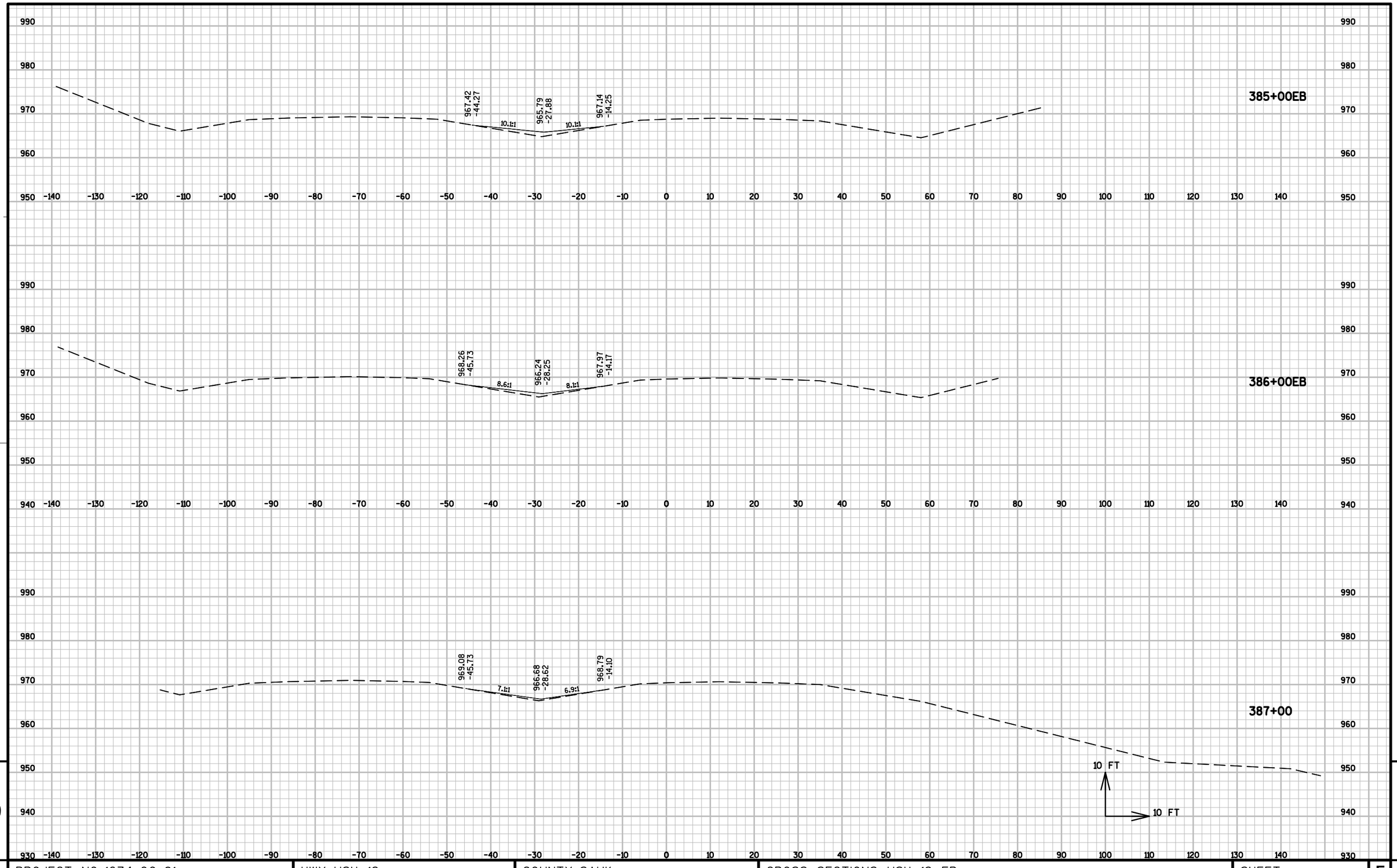
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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 716	E

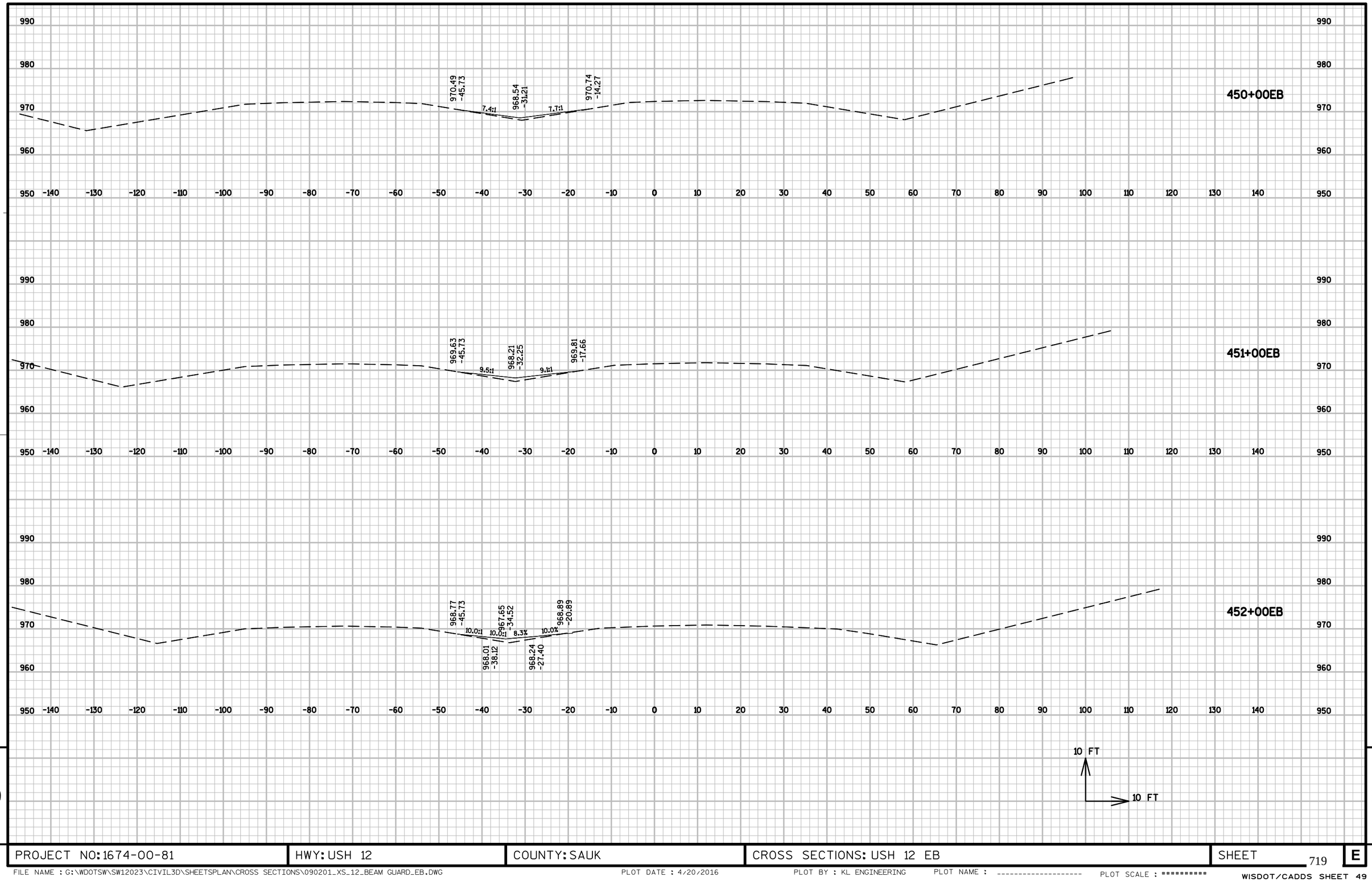


PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 717	E



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 718	E

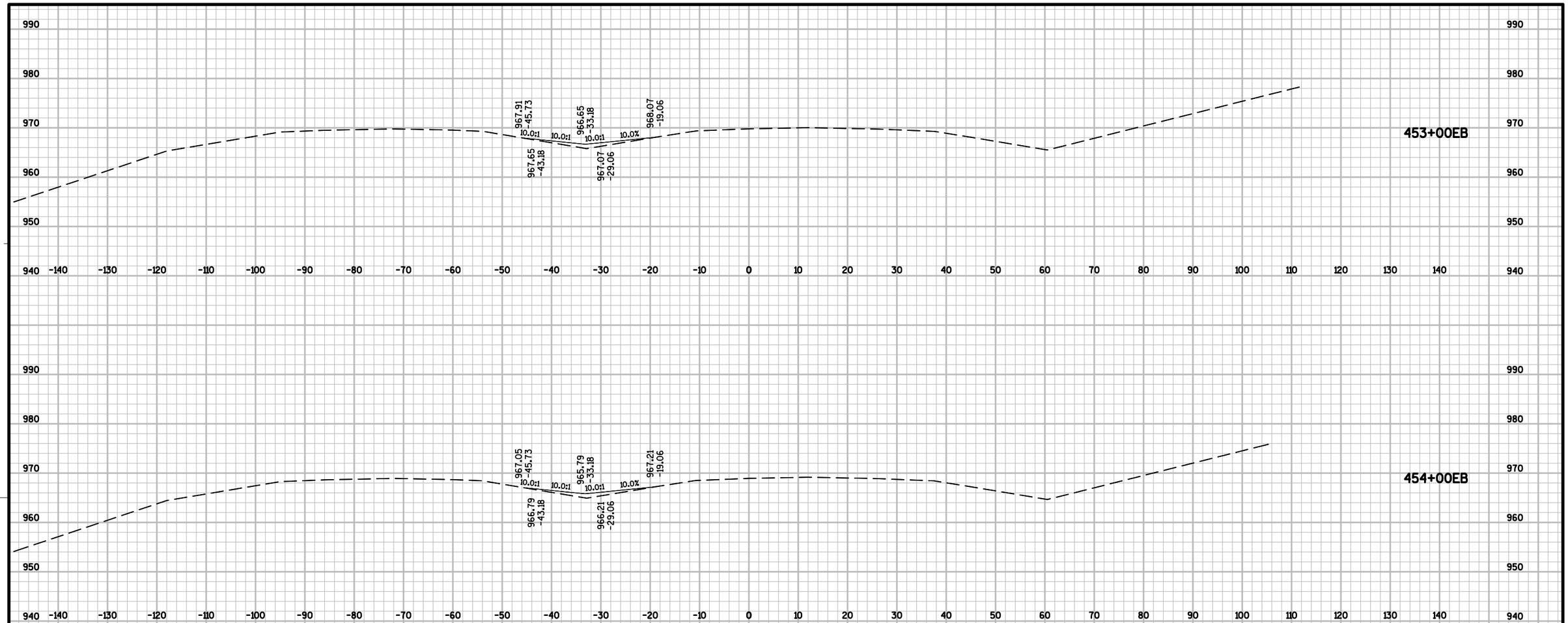
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_BEAM GUARD_EB.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

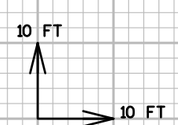


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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 719	E

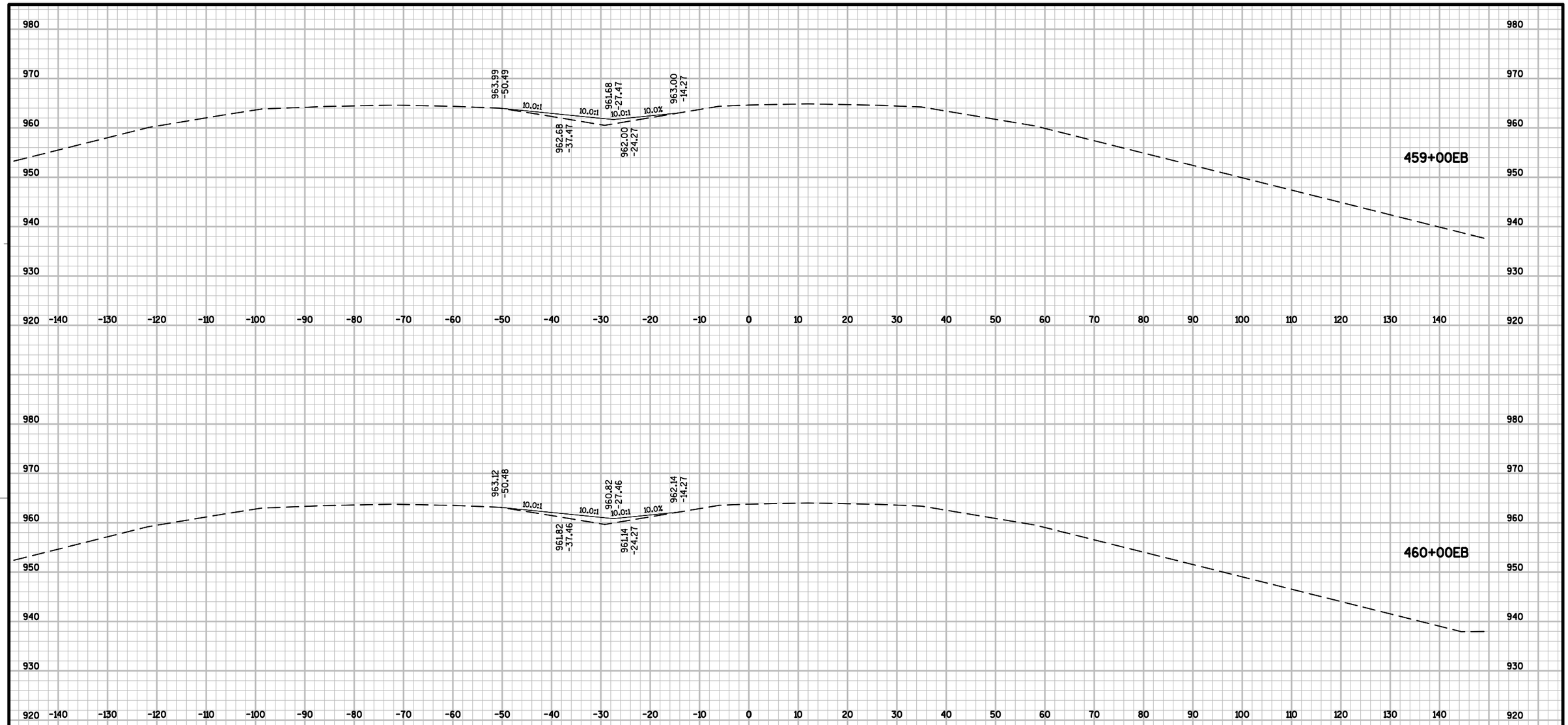




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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 720	E

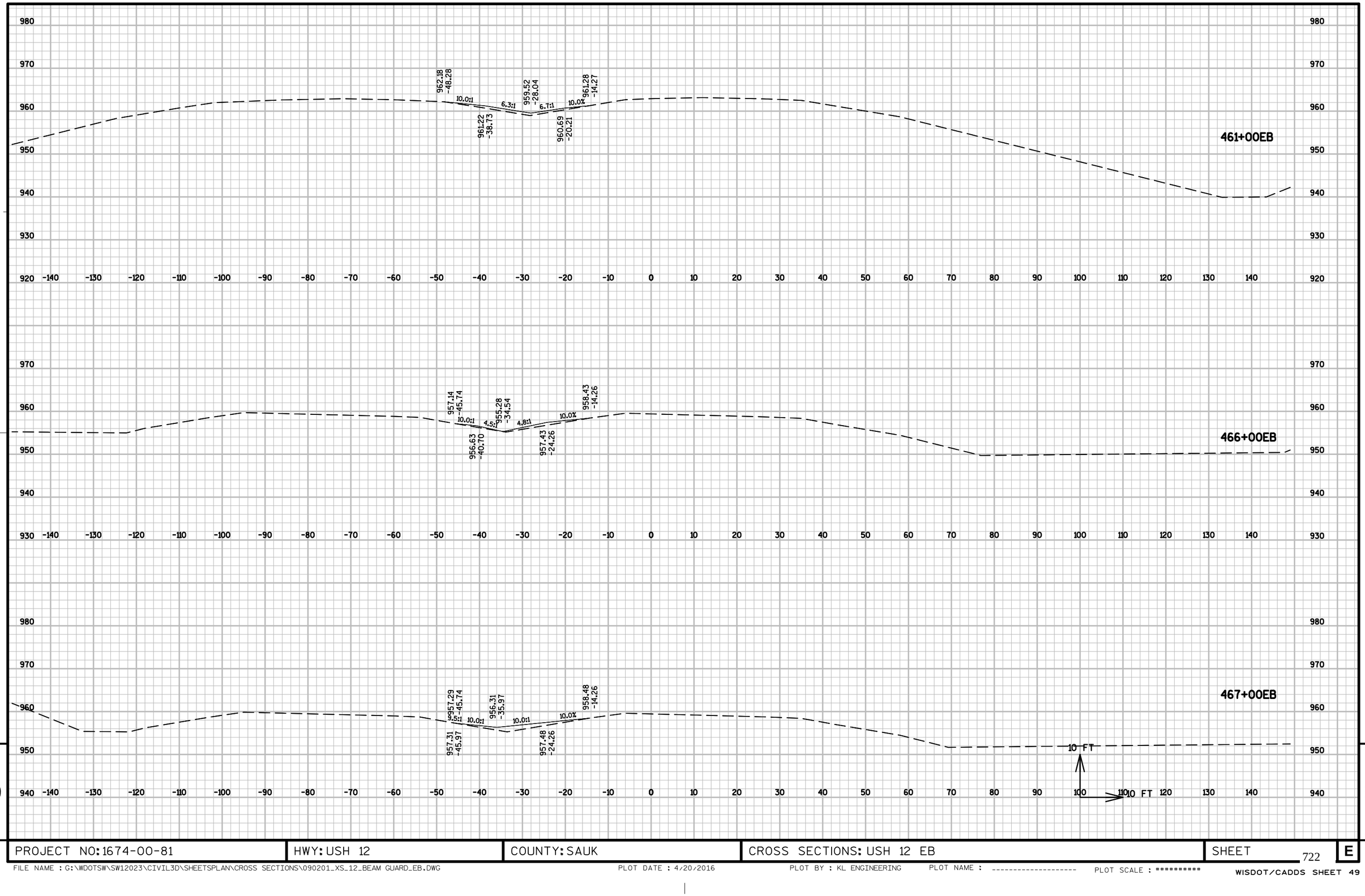


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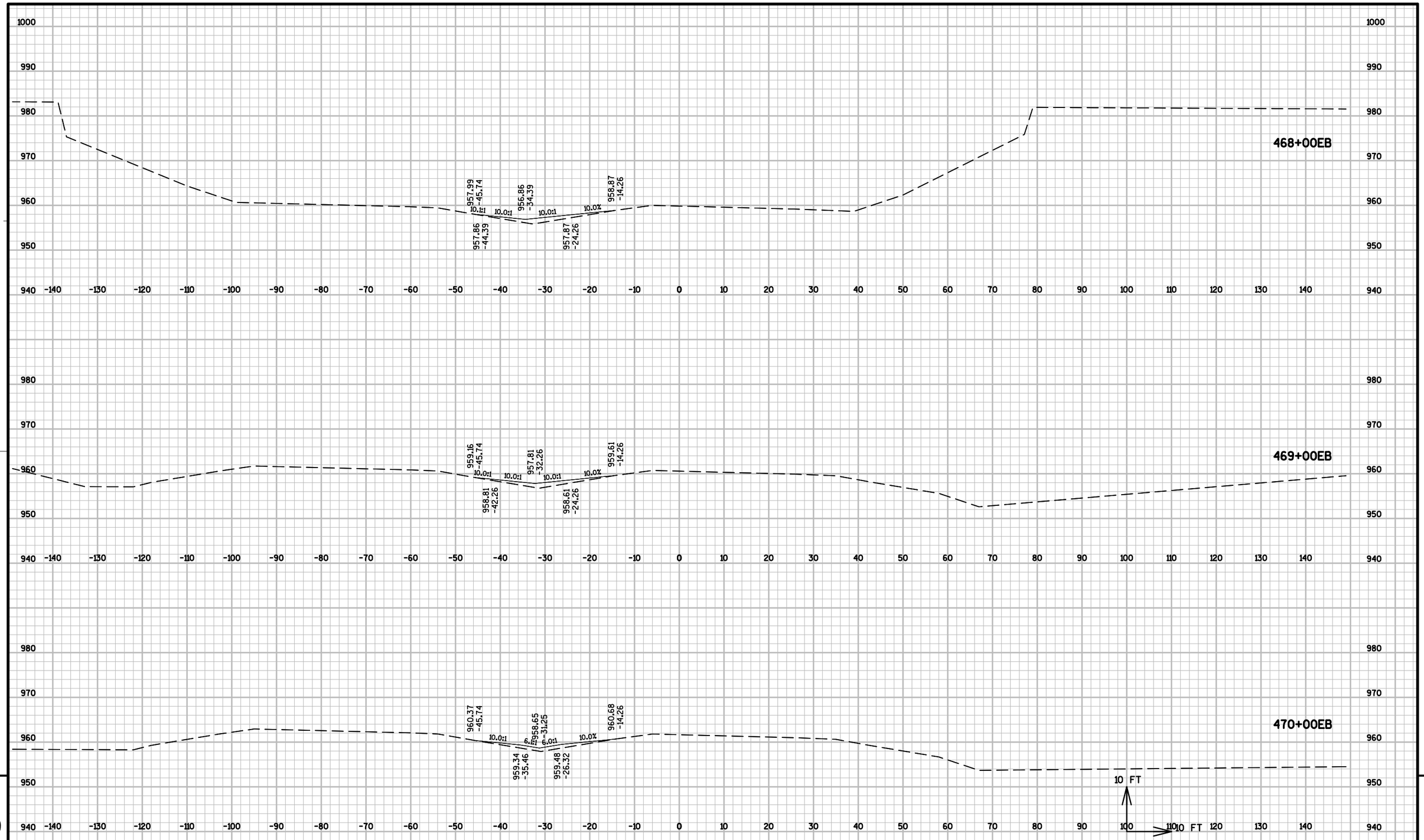
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 721	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_BEAM GUARD_EB.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 722	E

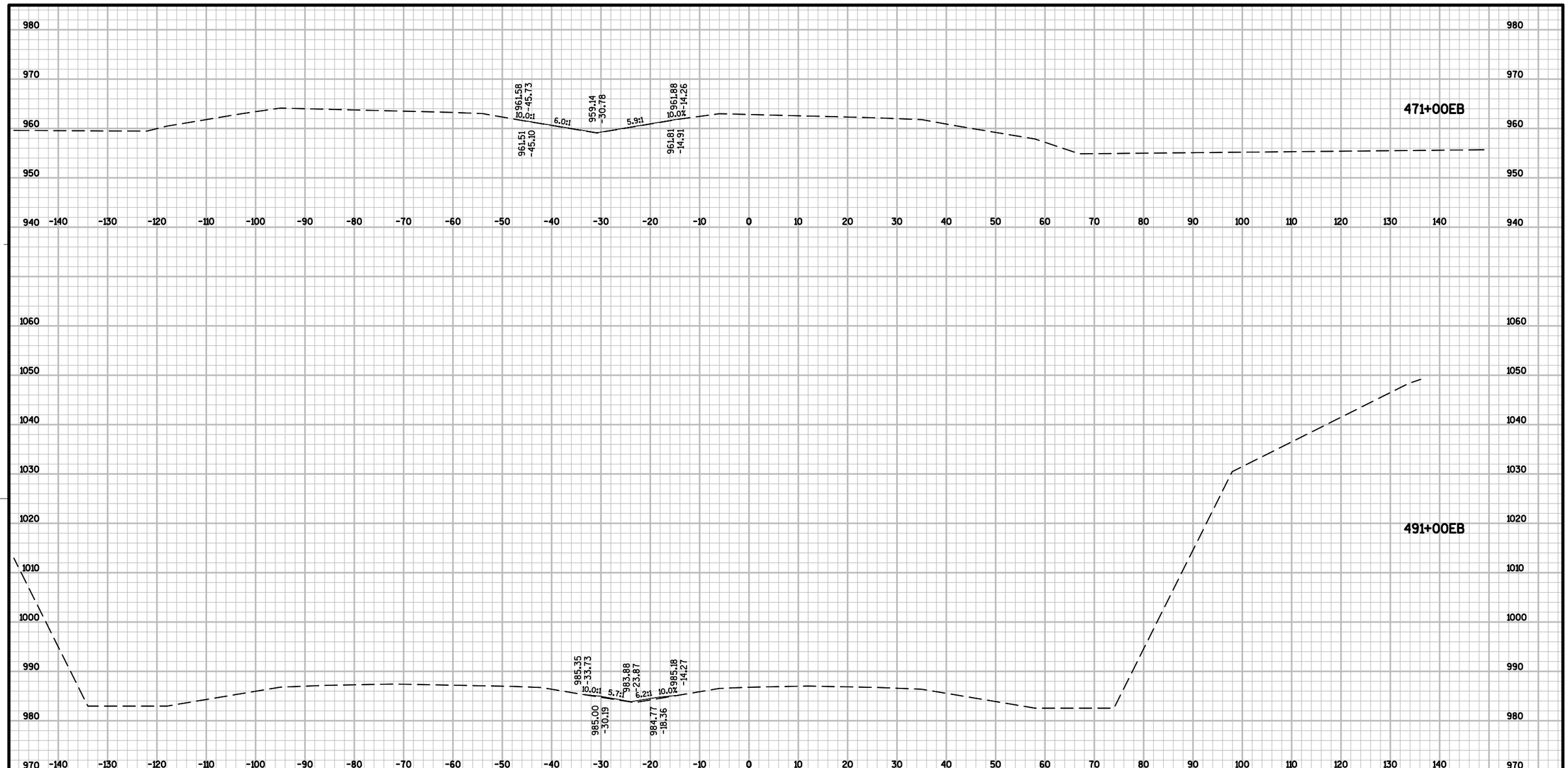
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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 723	E

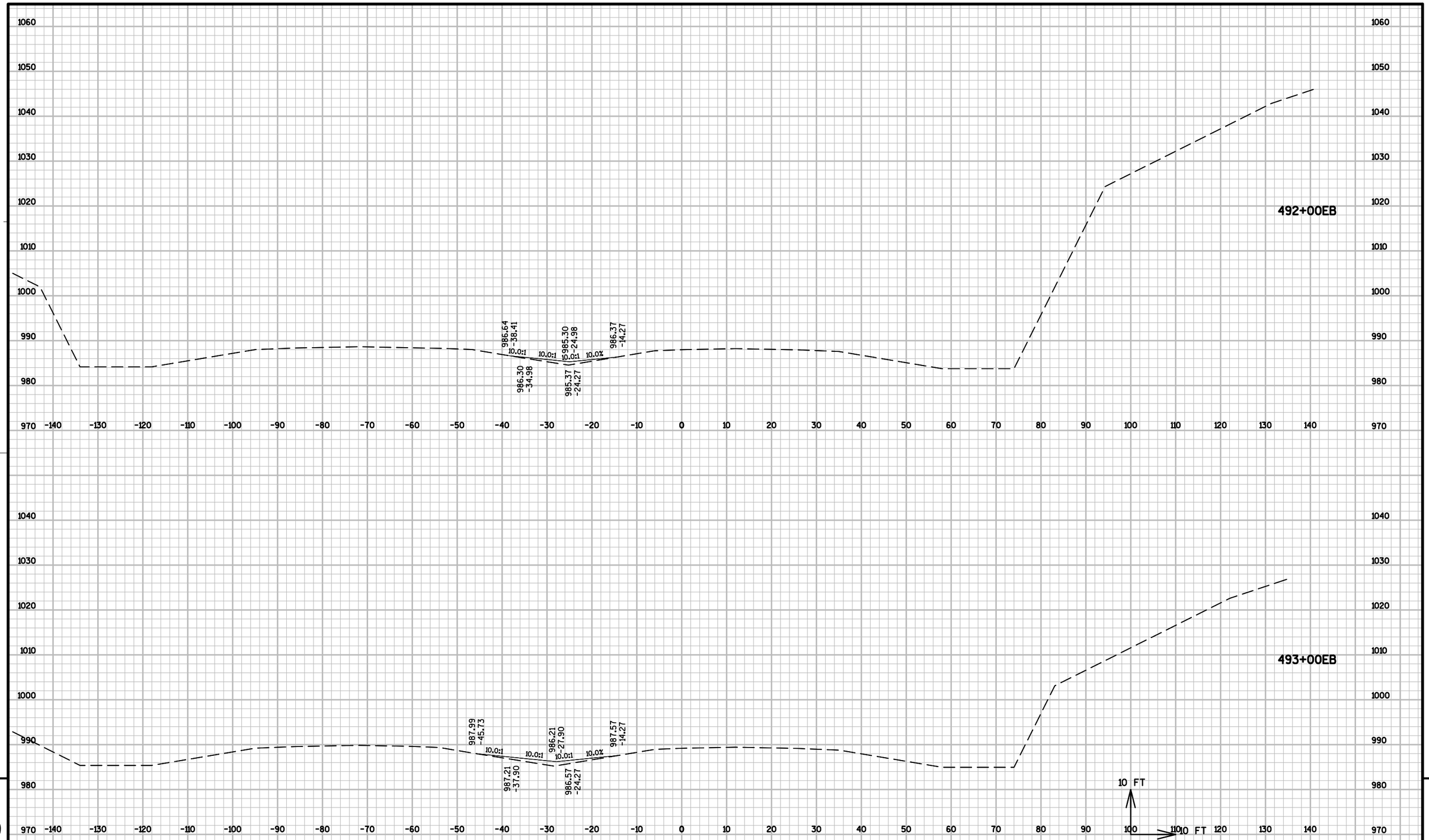
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WISDOT/CADDS SHEET 49



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 724	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_BEAM GUARD_EB.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

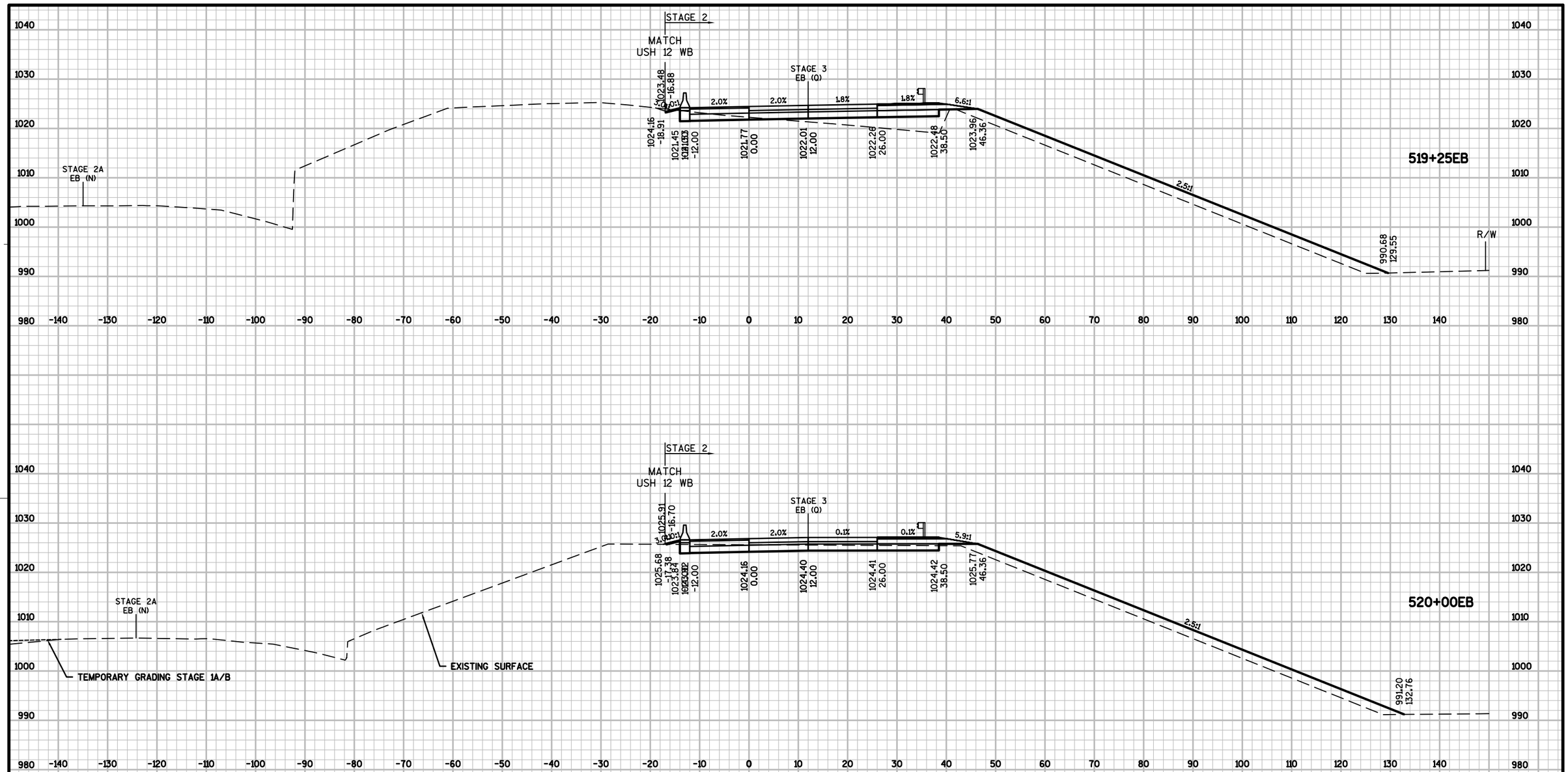


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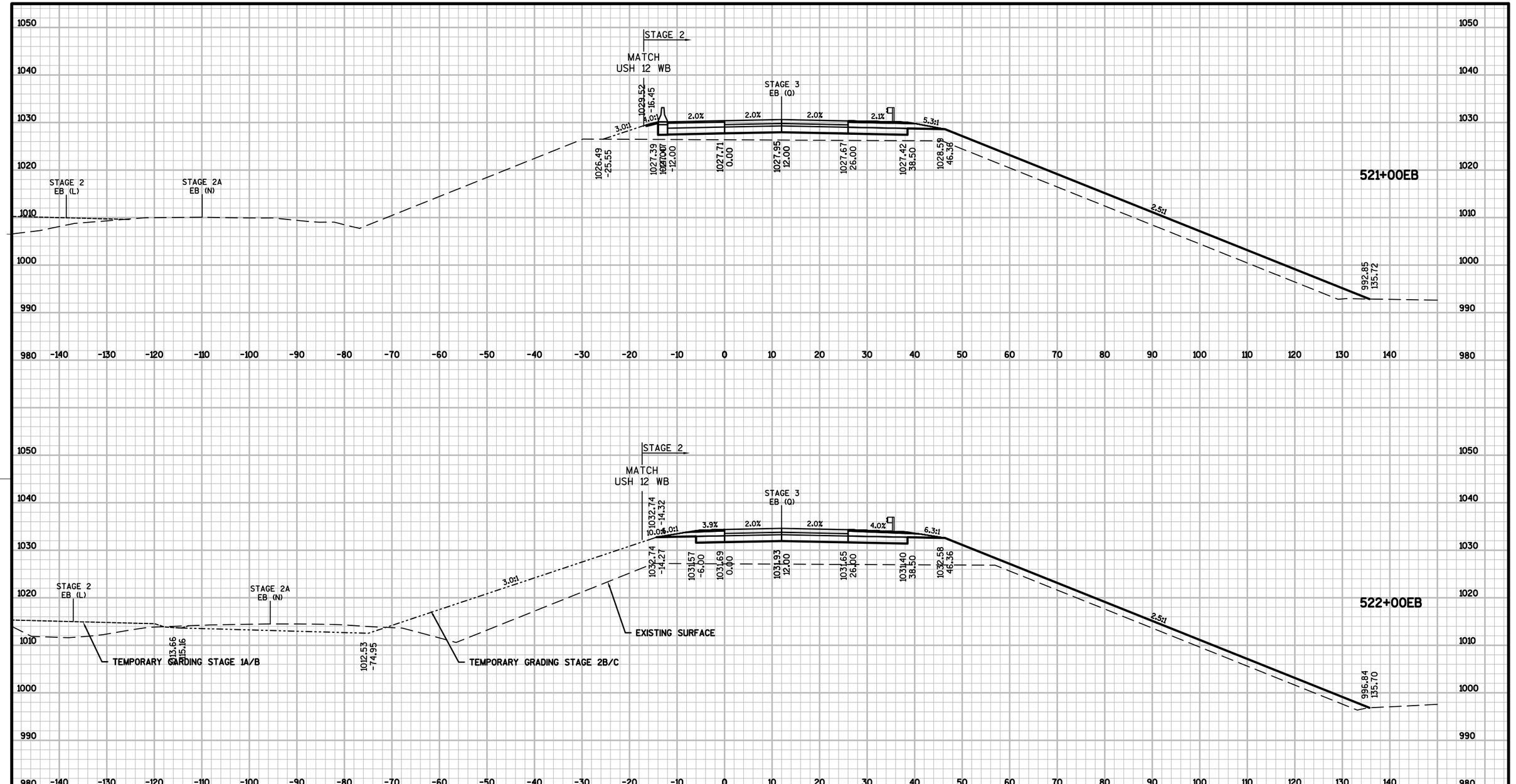
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 725	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_BEAM GUARD_EB.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



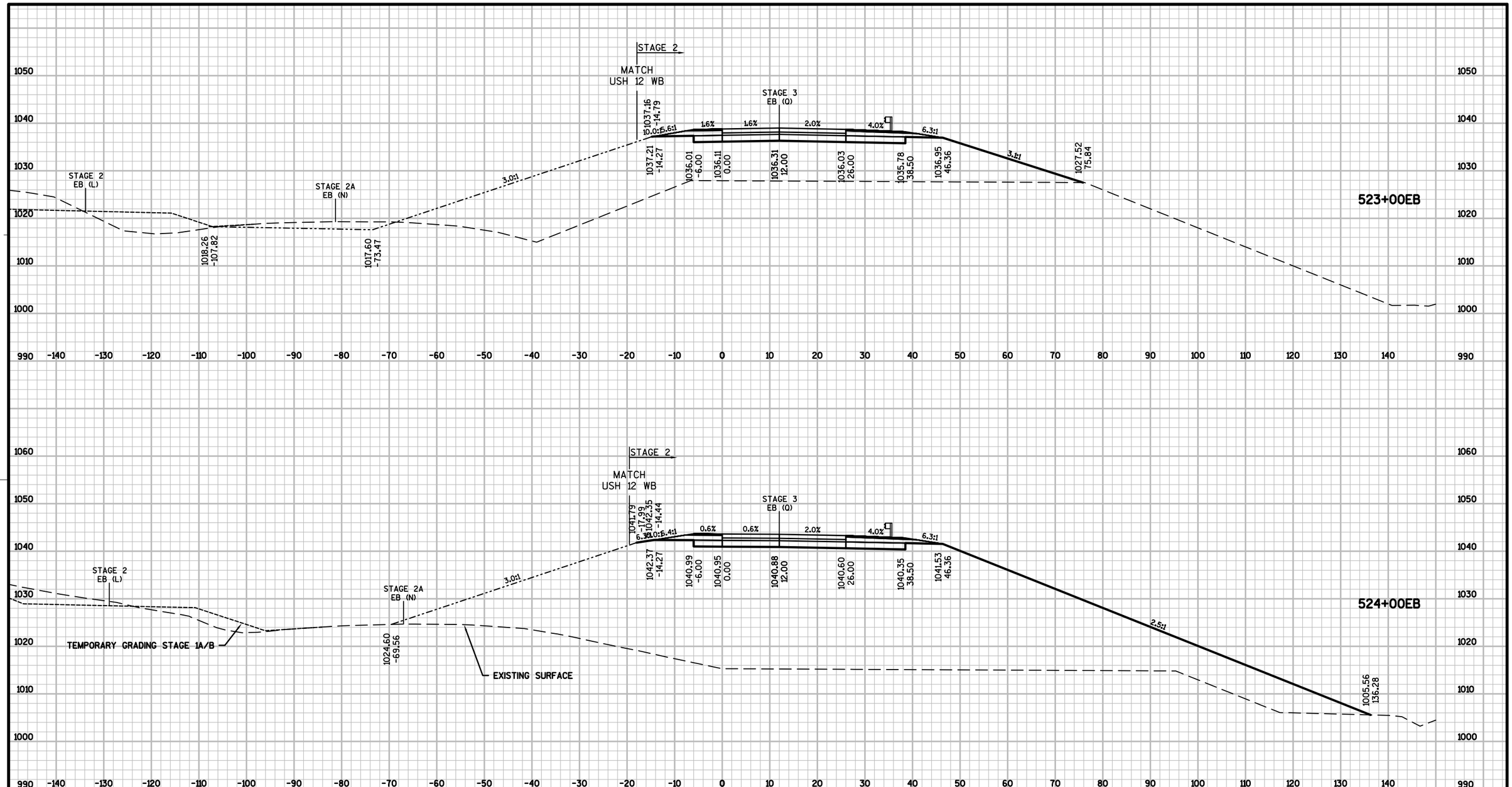
PROJECT NO: 6174-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 726 E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_515-528_EB.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



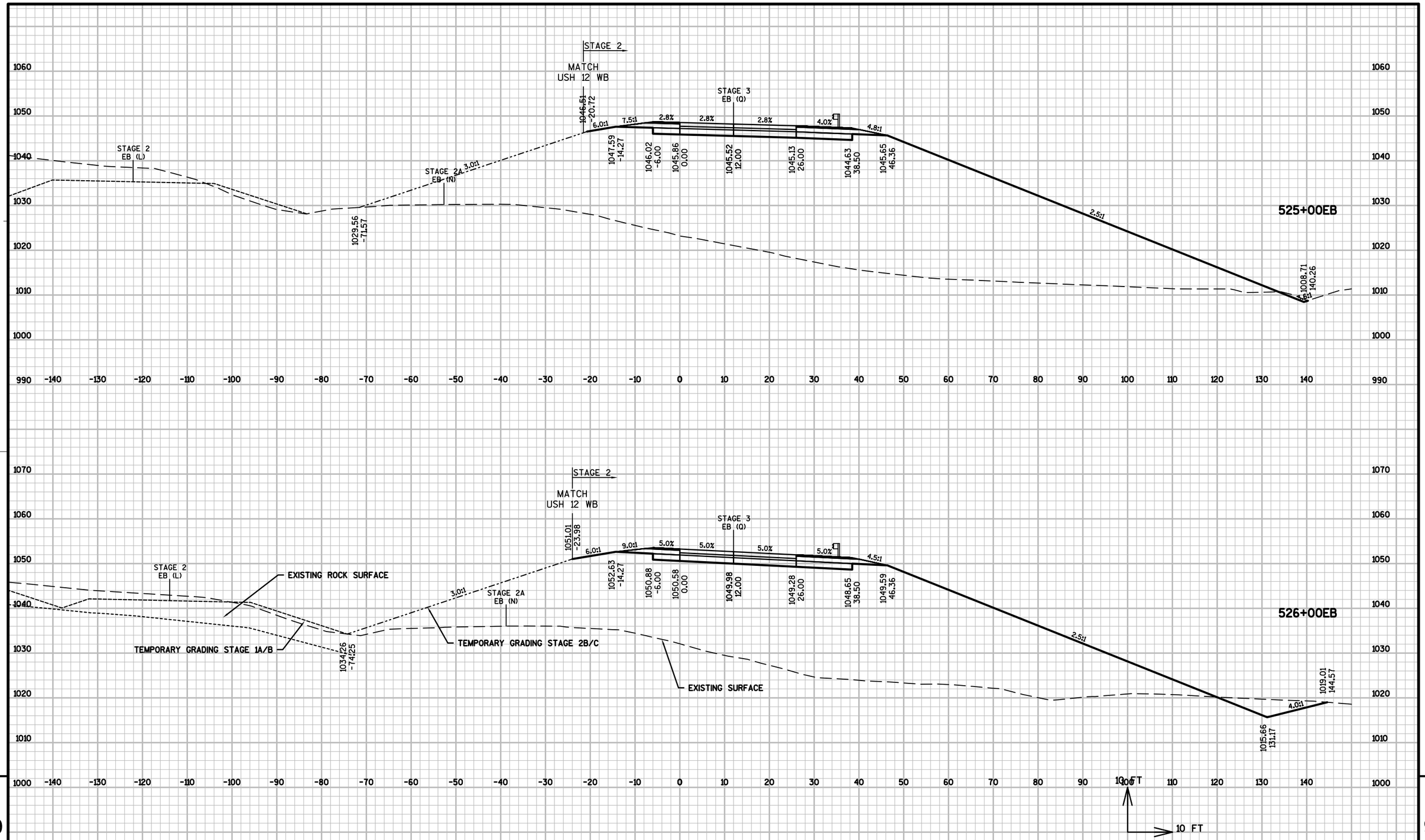
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FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_515-528_EB.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



PROJECT NO: 6174-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 728	E

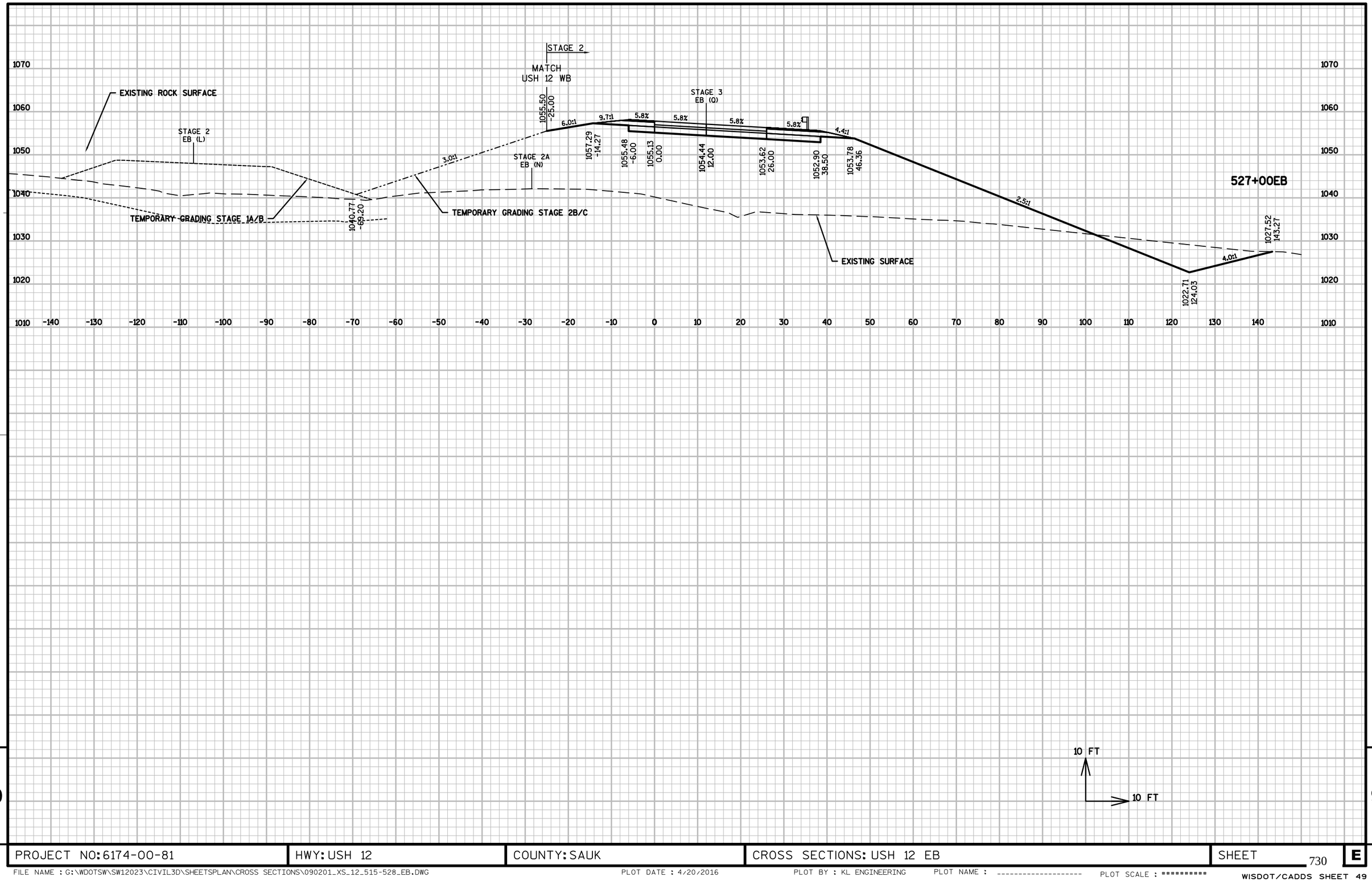
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_515-528_EB.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



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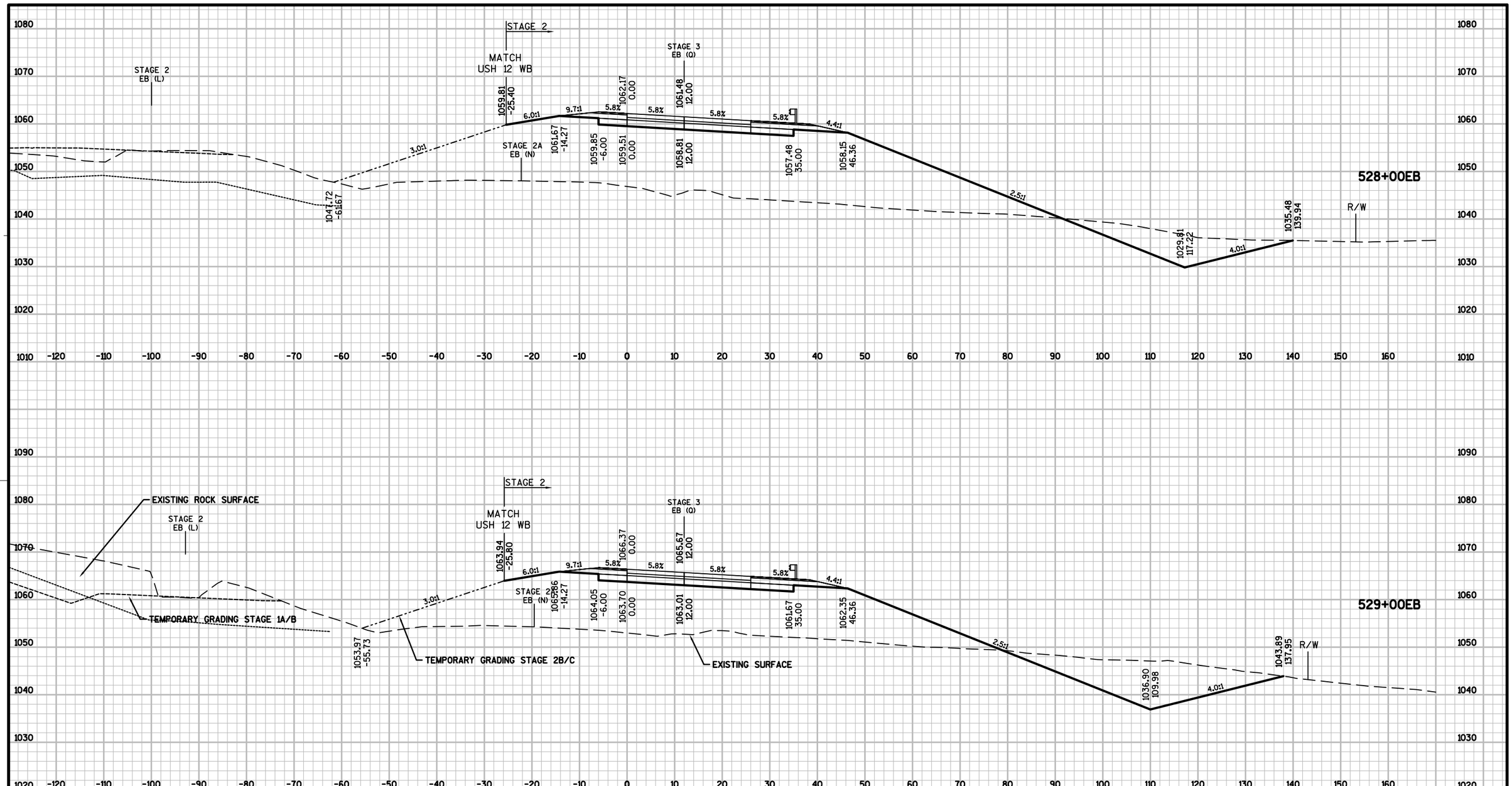
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PROJECT NO: 6174-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 729	E



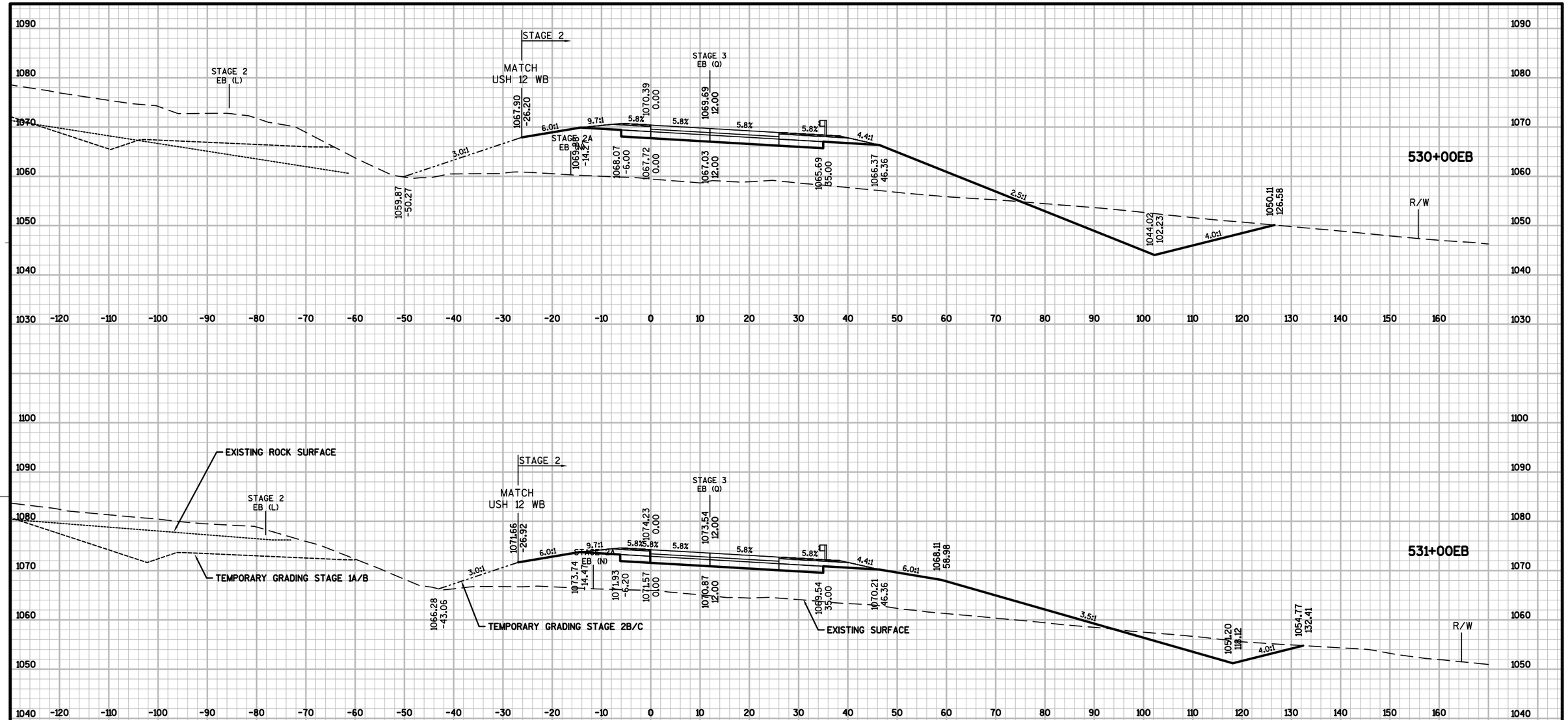
PROJECT NO: 6174-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 730	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_515-528_EB.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 731	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_528-550_EB.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

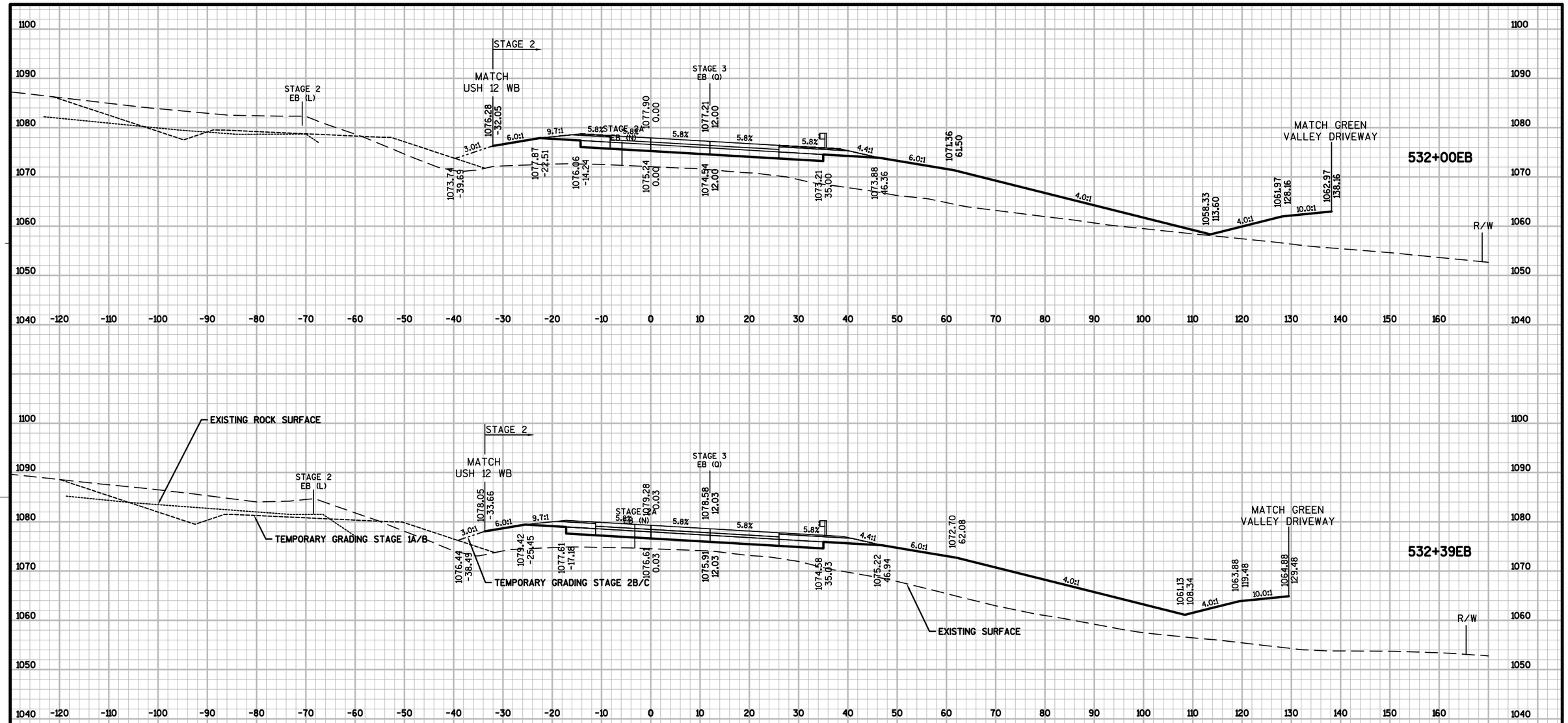


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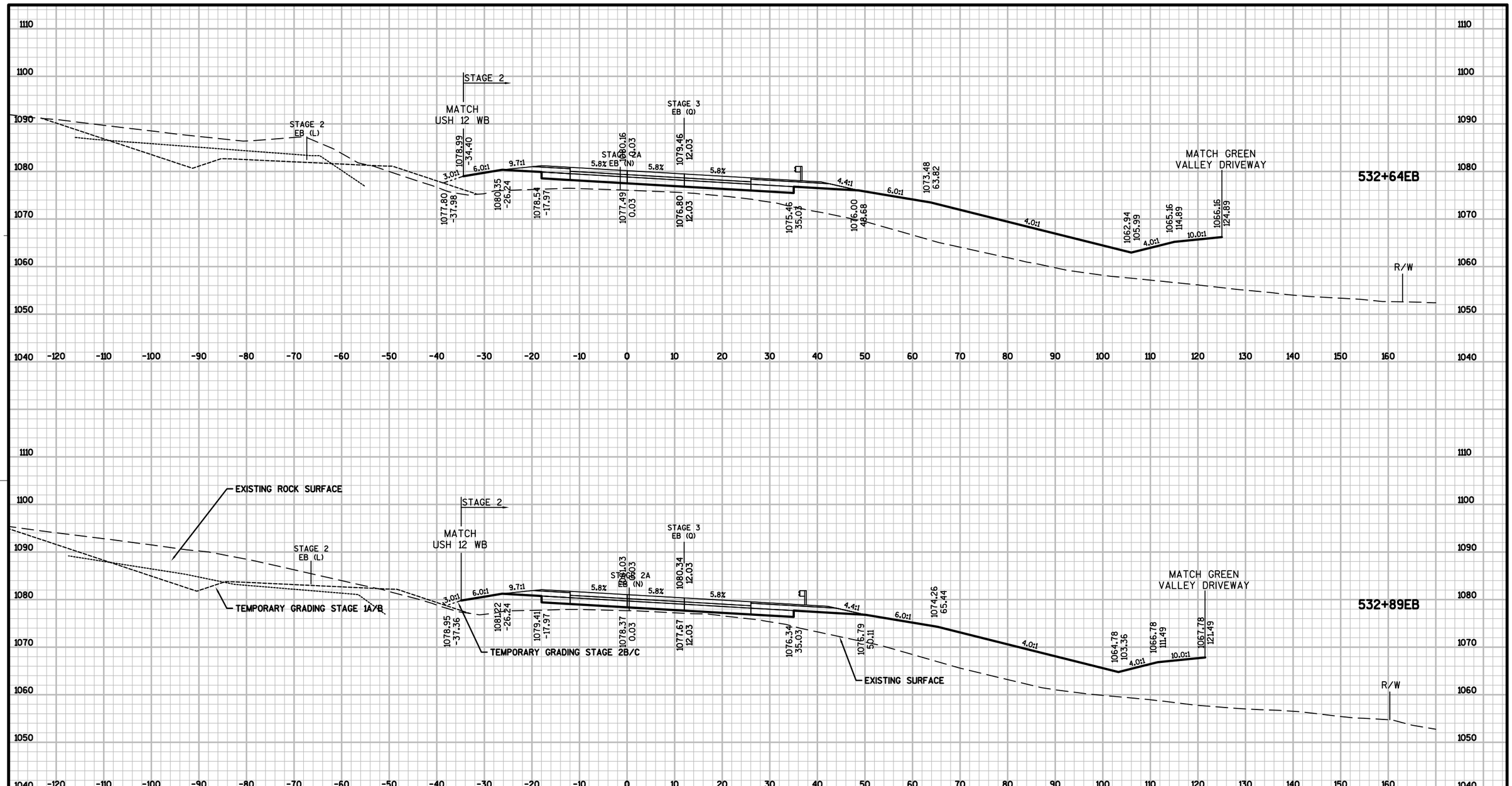
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FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_528-550_EB.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



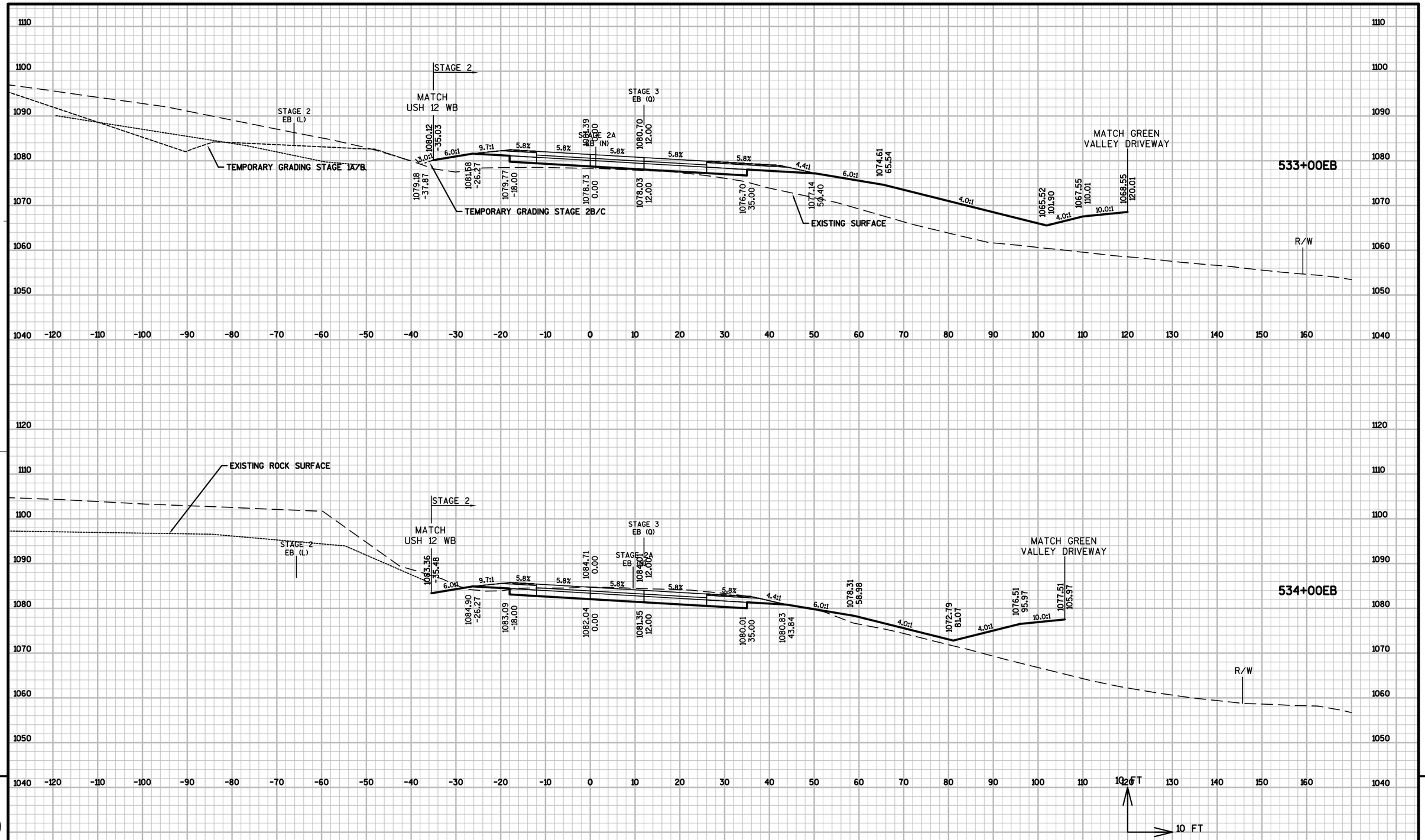
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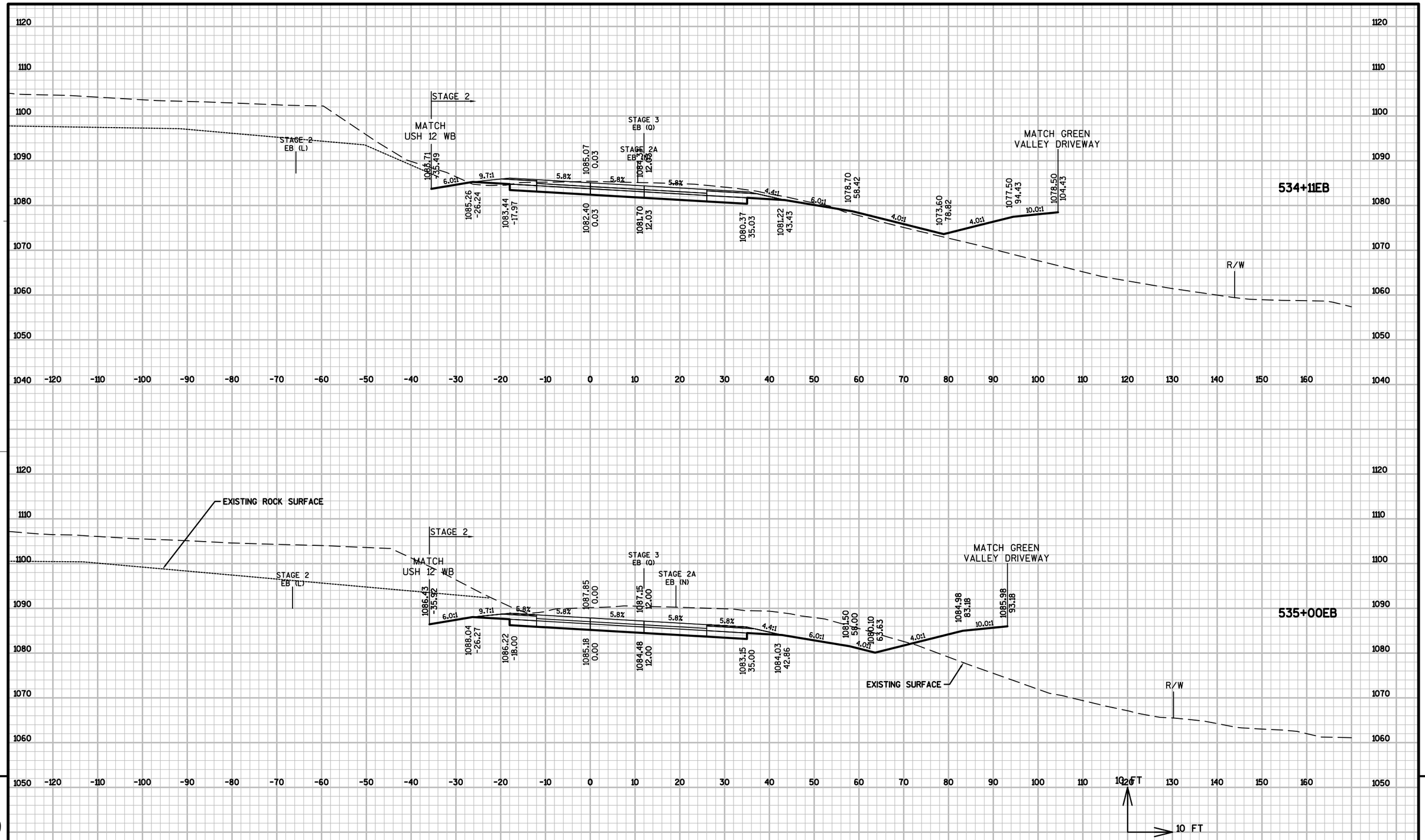
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 734	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_528-550_EB.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



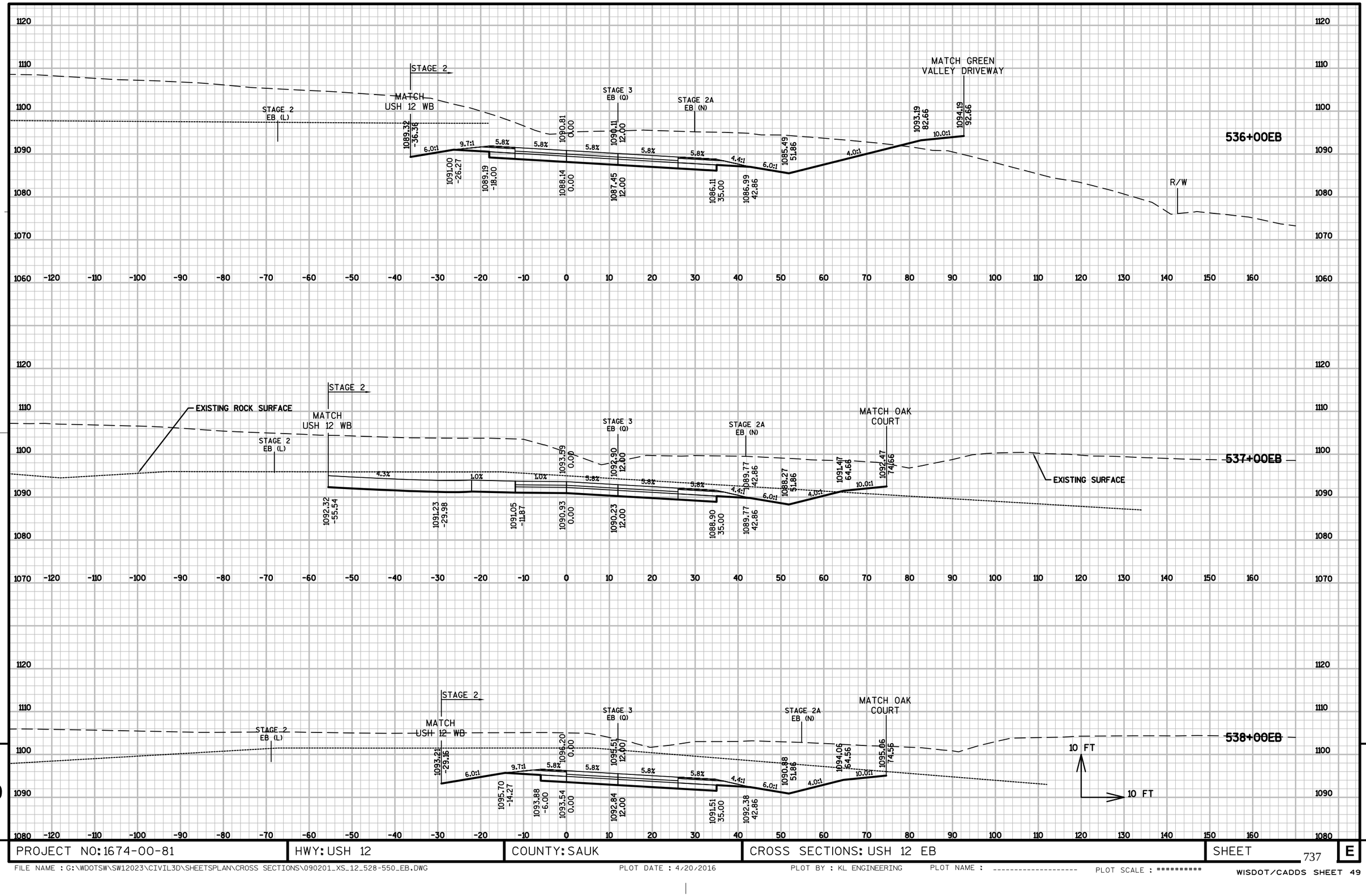
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FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_528-550_EB.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 736	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_528-550_EB.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

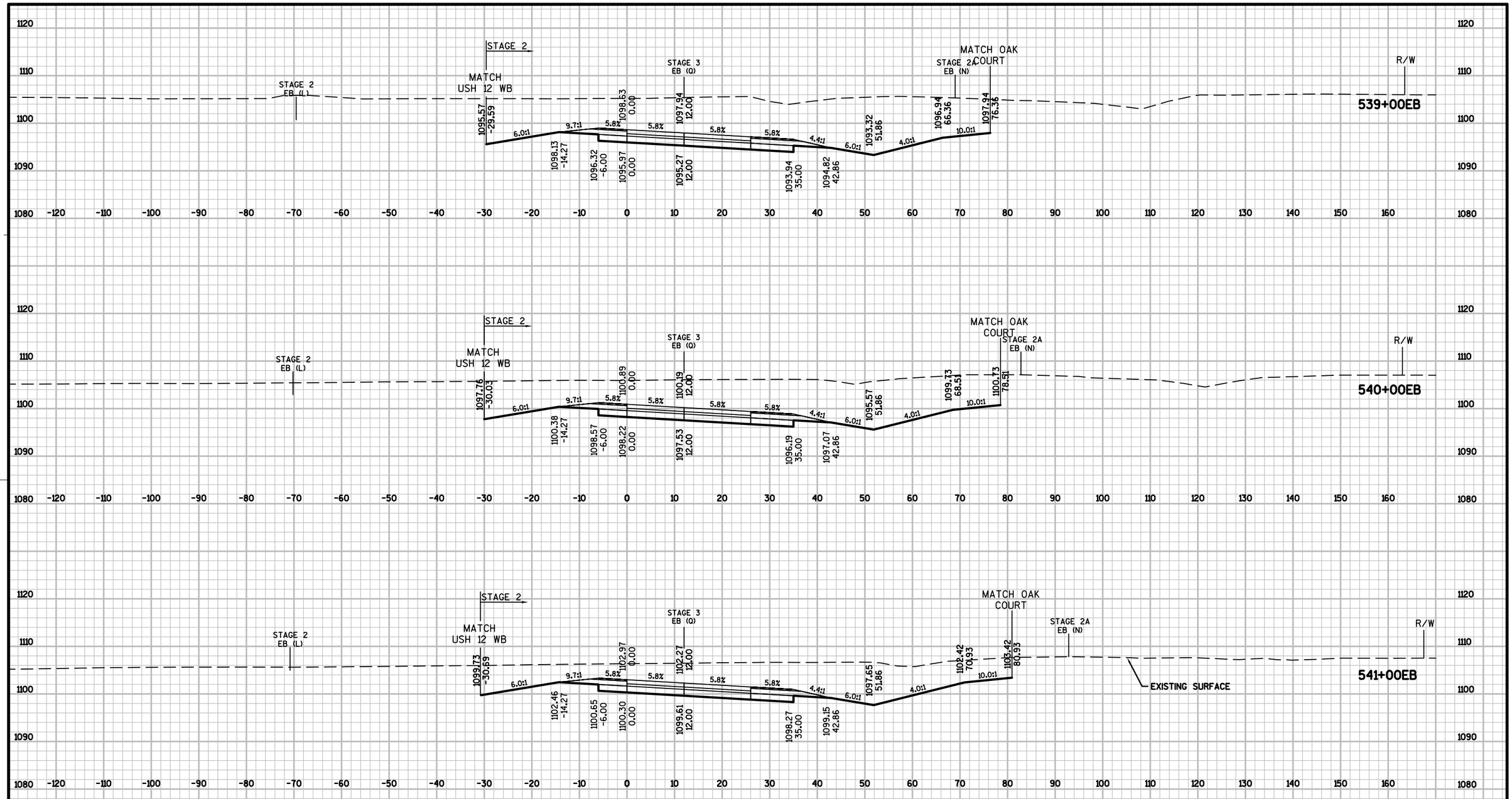


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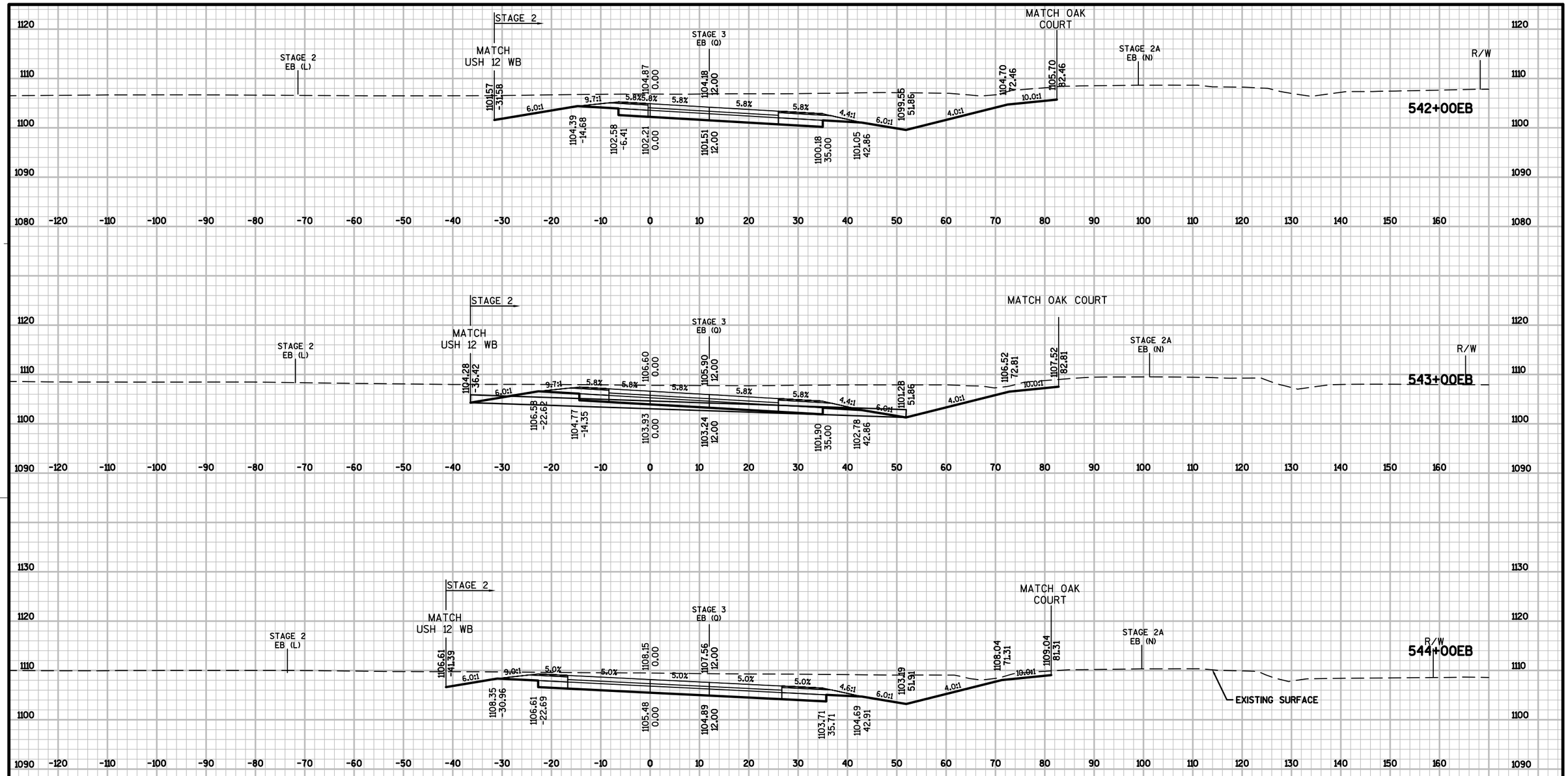
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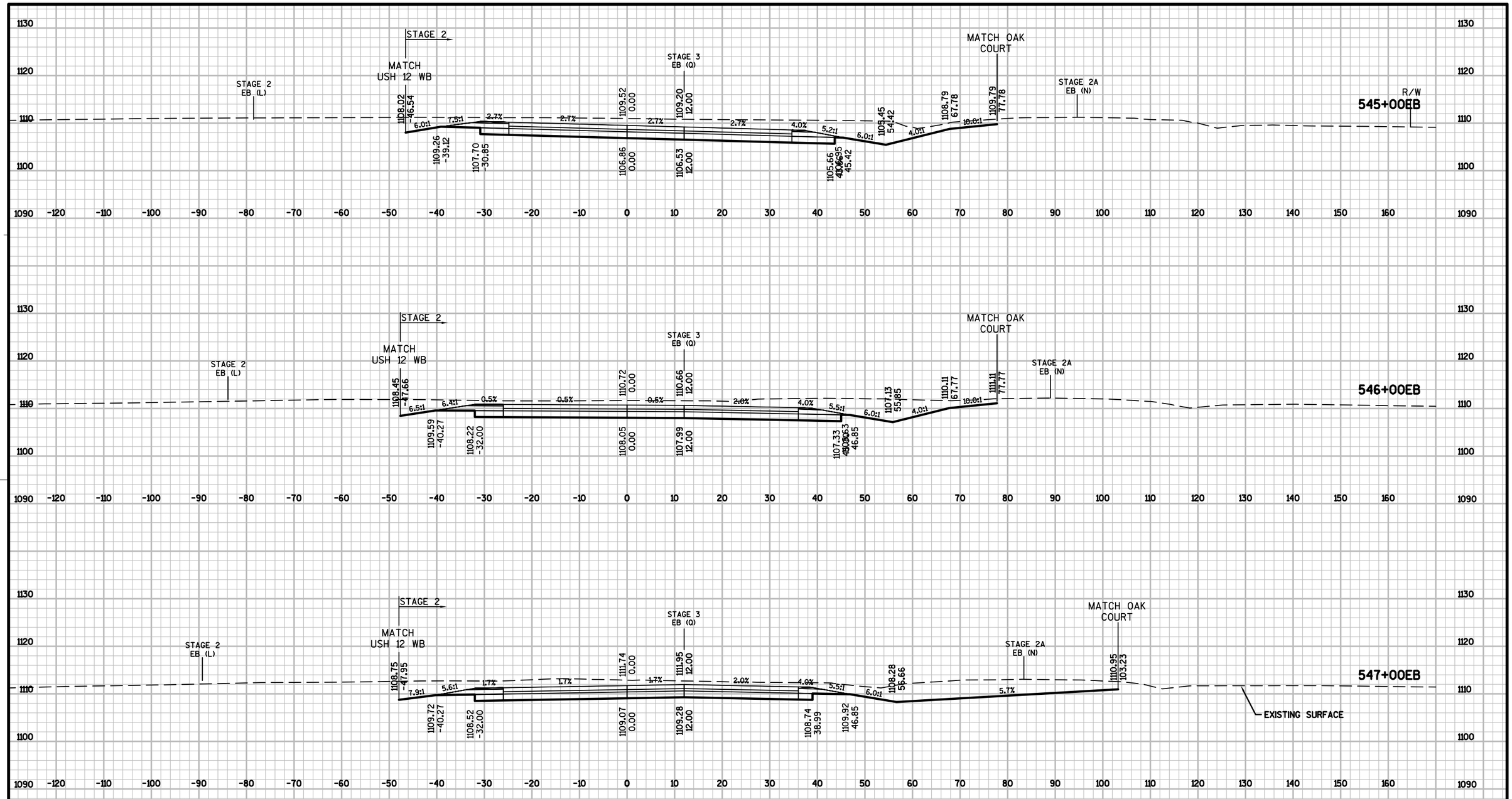
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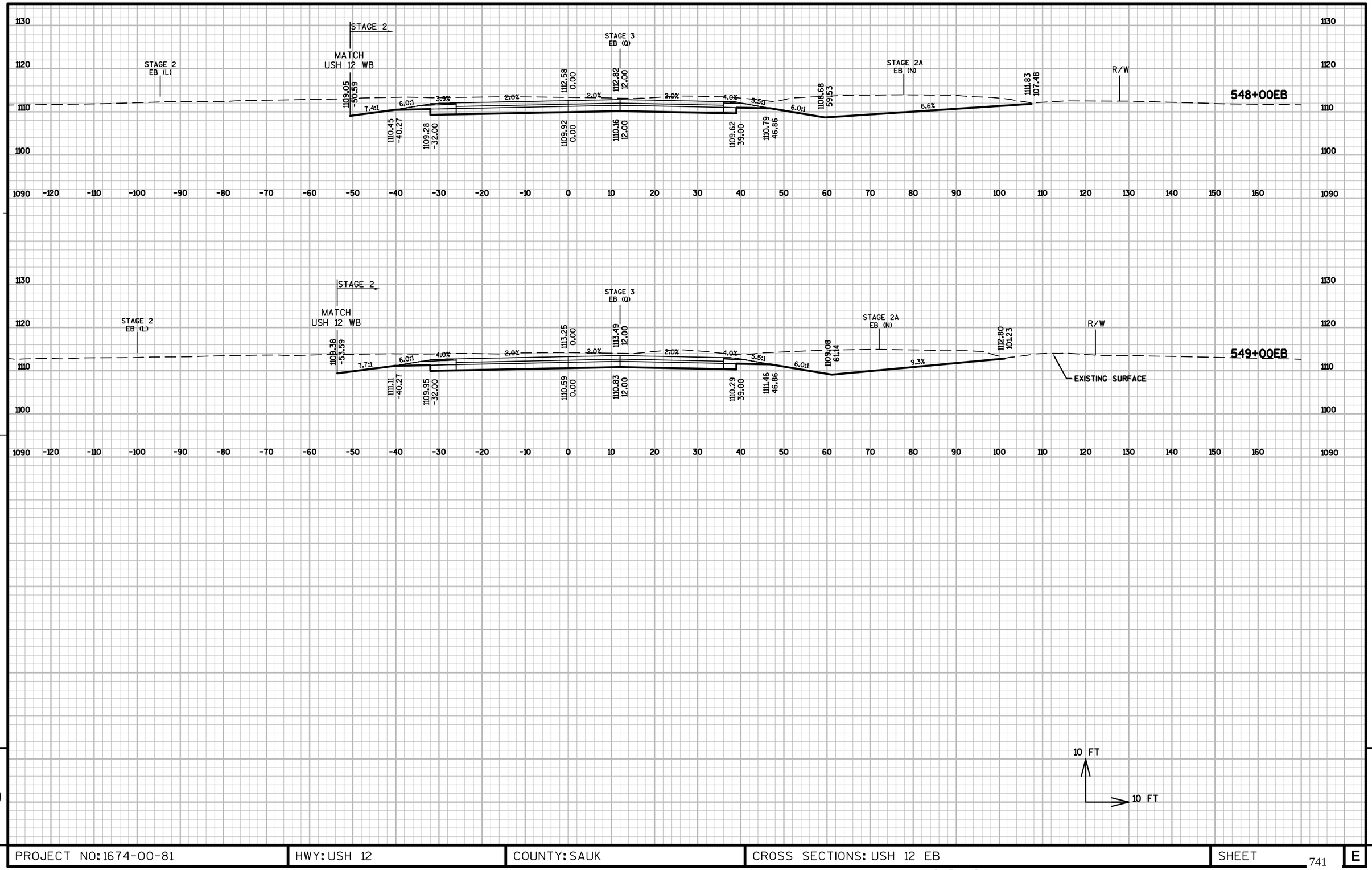


PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 738	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_528-550_EB.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

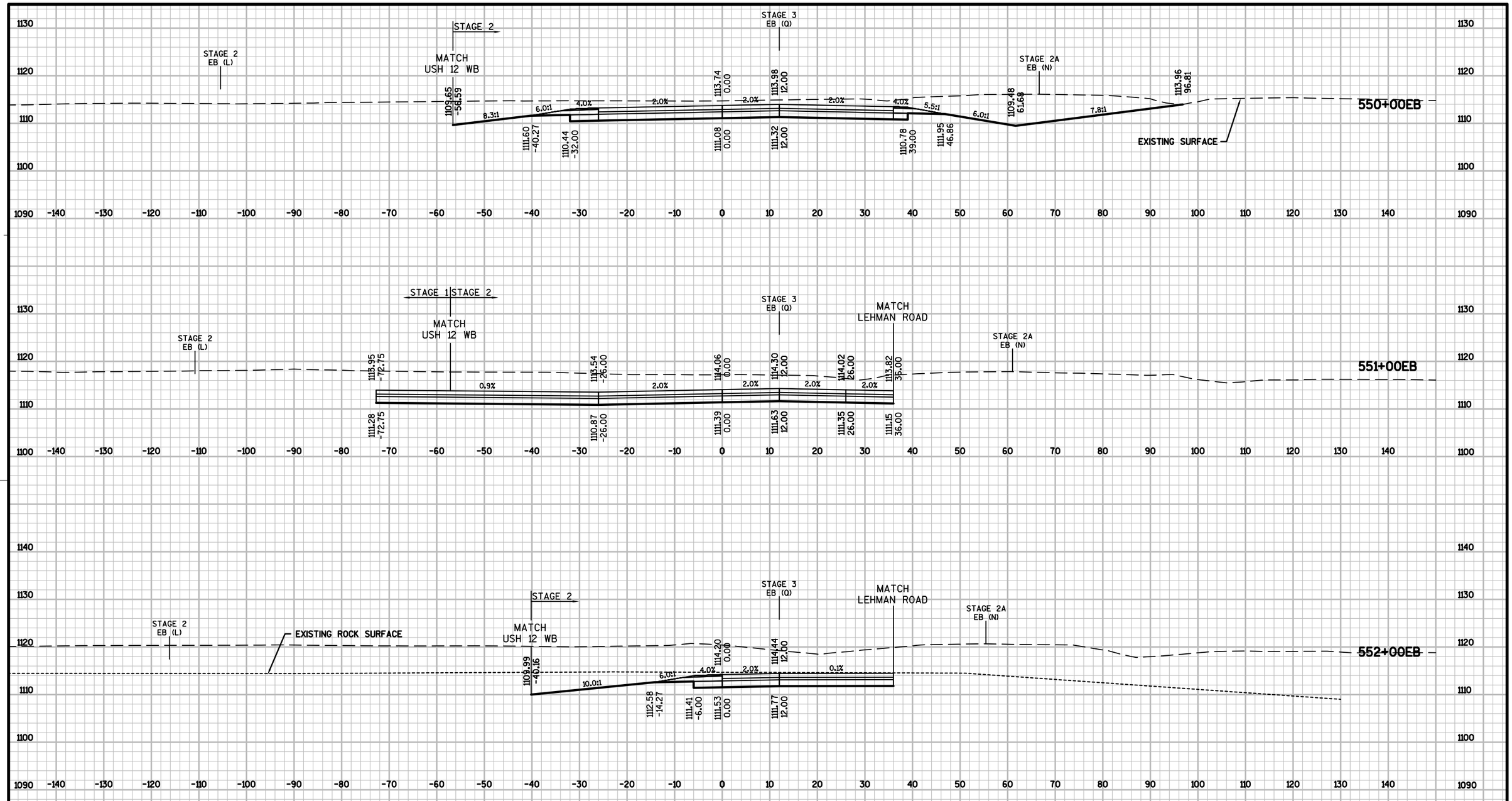

STAGE 2
MATCH
USH 12 WB
STAGE 2
EB (L)
STAGE 3
EB (Q)
MATCH OAK
COURT
STAGE 2A
EB (N)
R/W
542+00EB
543+00EB
544+00EB
EXISTING SURFACE
10 FT
10 FT


STAGE 2
MATCH
USH 12 WB
STAGE 2
EB (L)
STAGE 3
EB (Q)
MATCH OAK
COURT
STAGE 2A
EB (N)
R/W
545+00EB
546+00EB
547+00EB
EXISTING SURFACE
10 FT
10 FT



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 741	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_528-550_EB.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

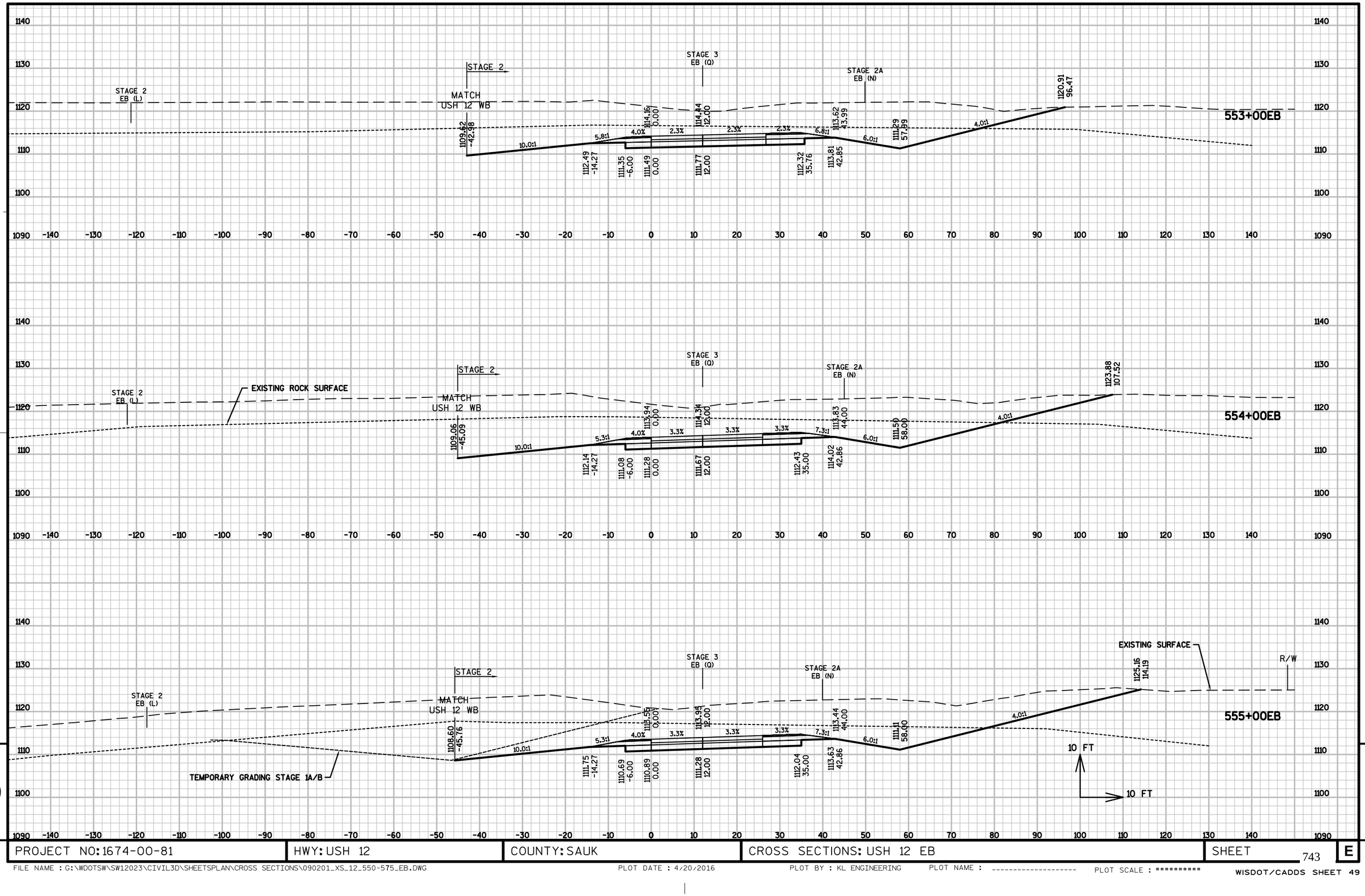


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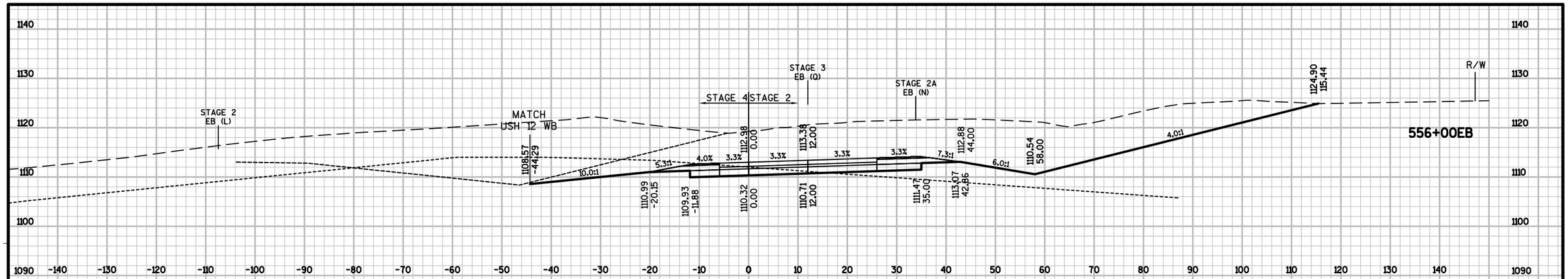
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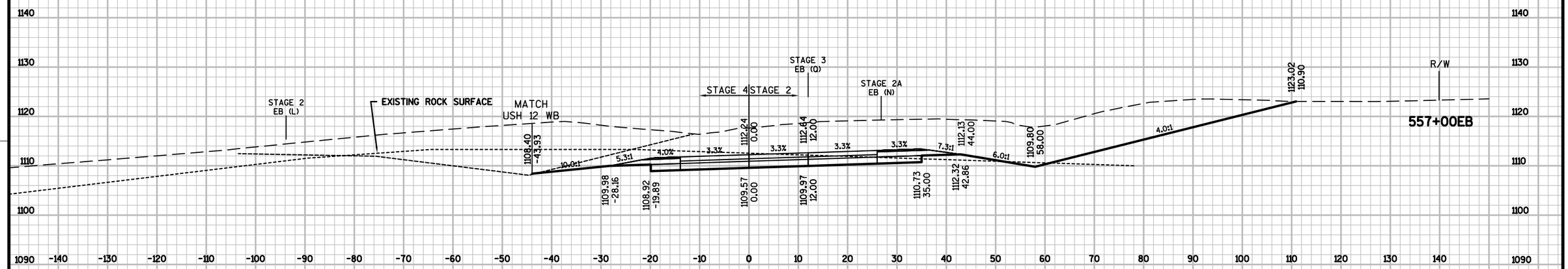


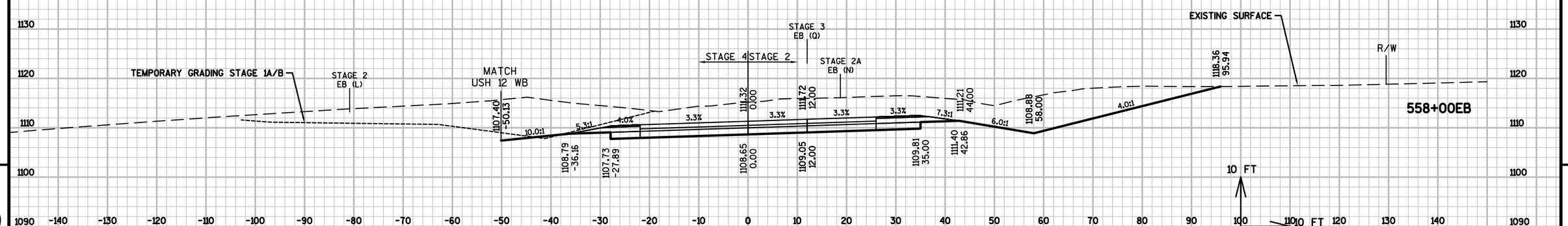
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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 743	E

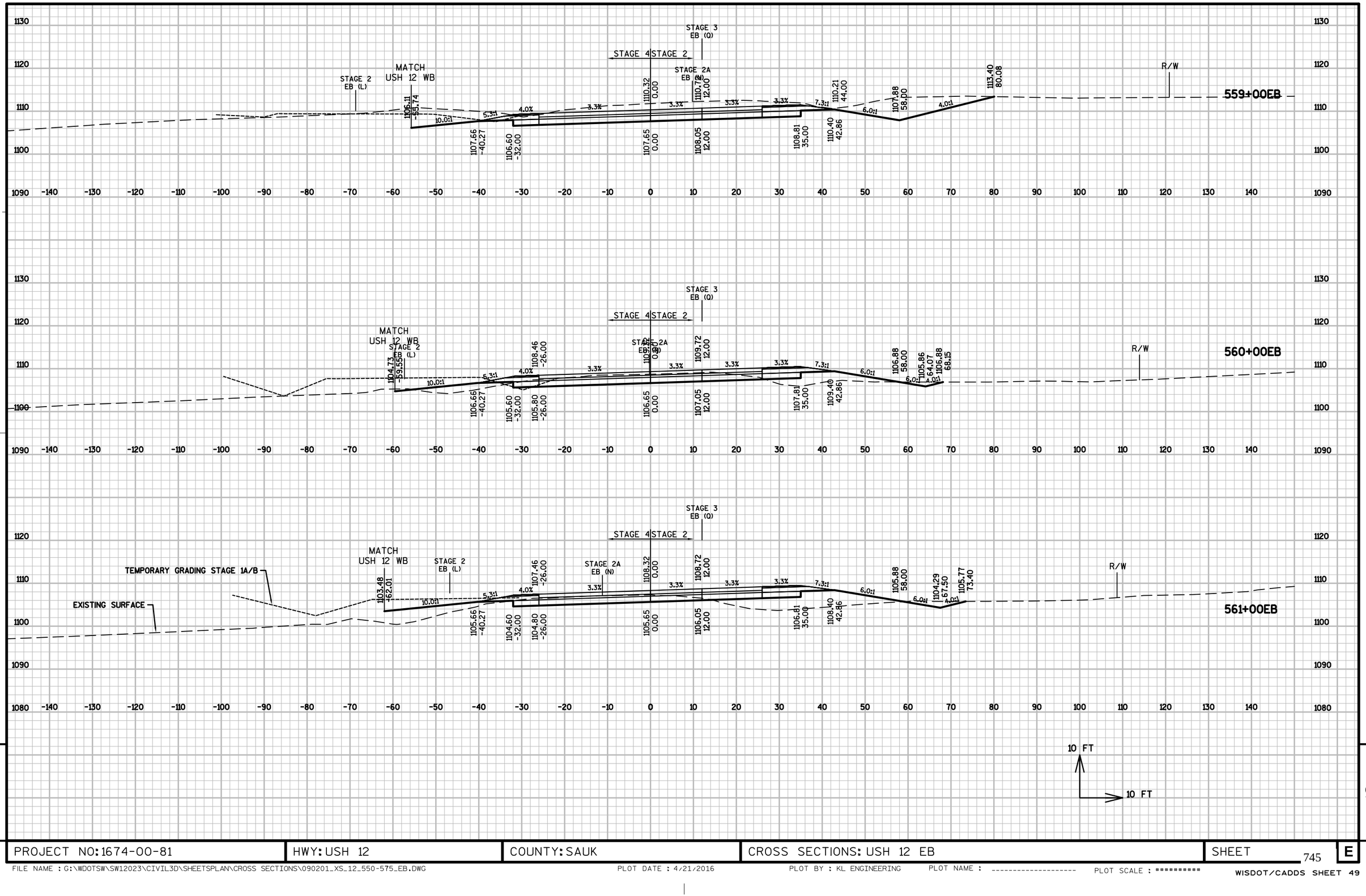






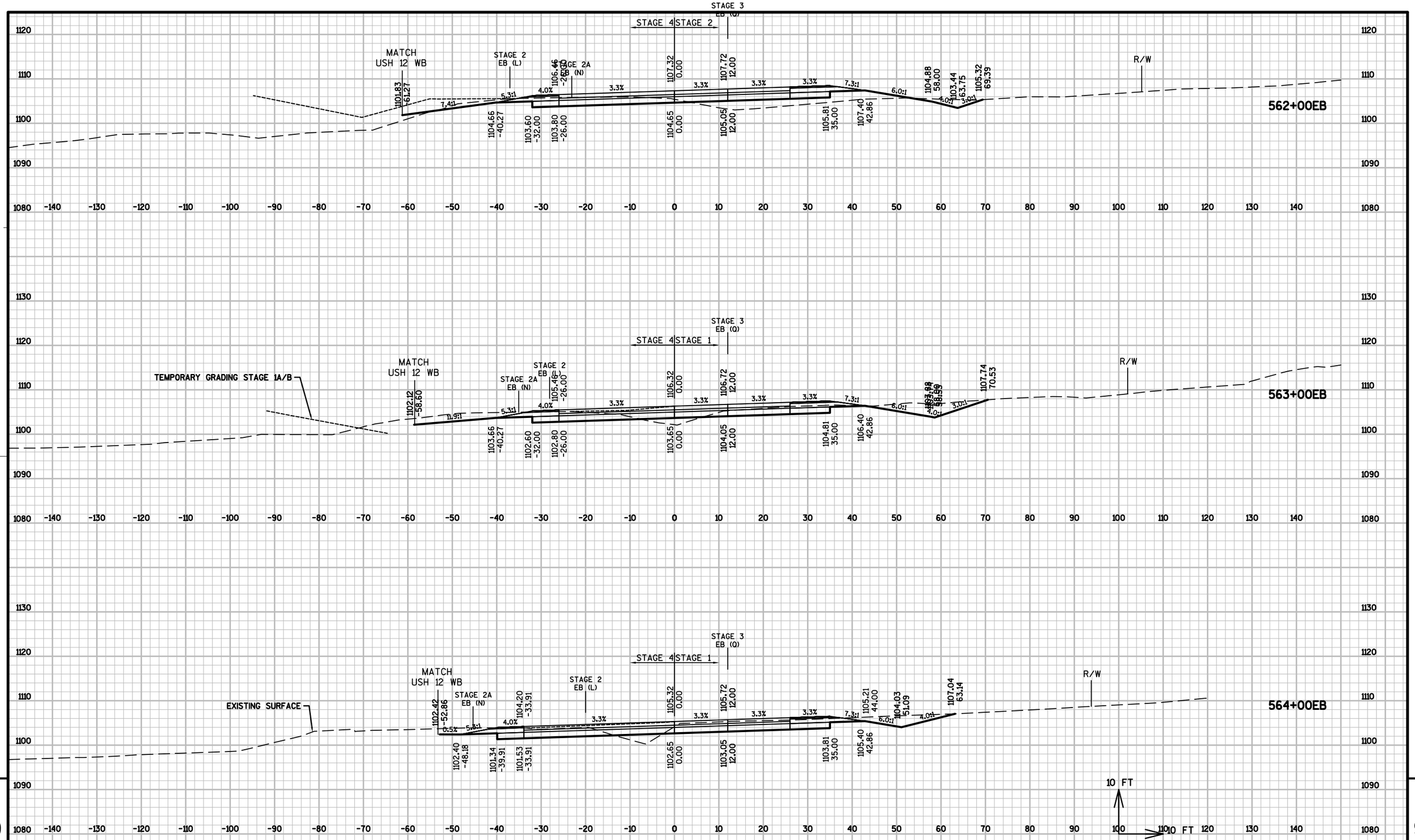
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 744	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_550-575_EB.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 745	E

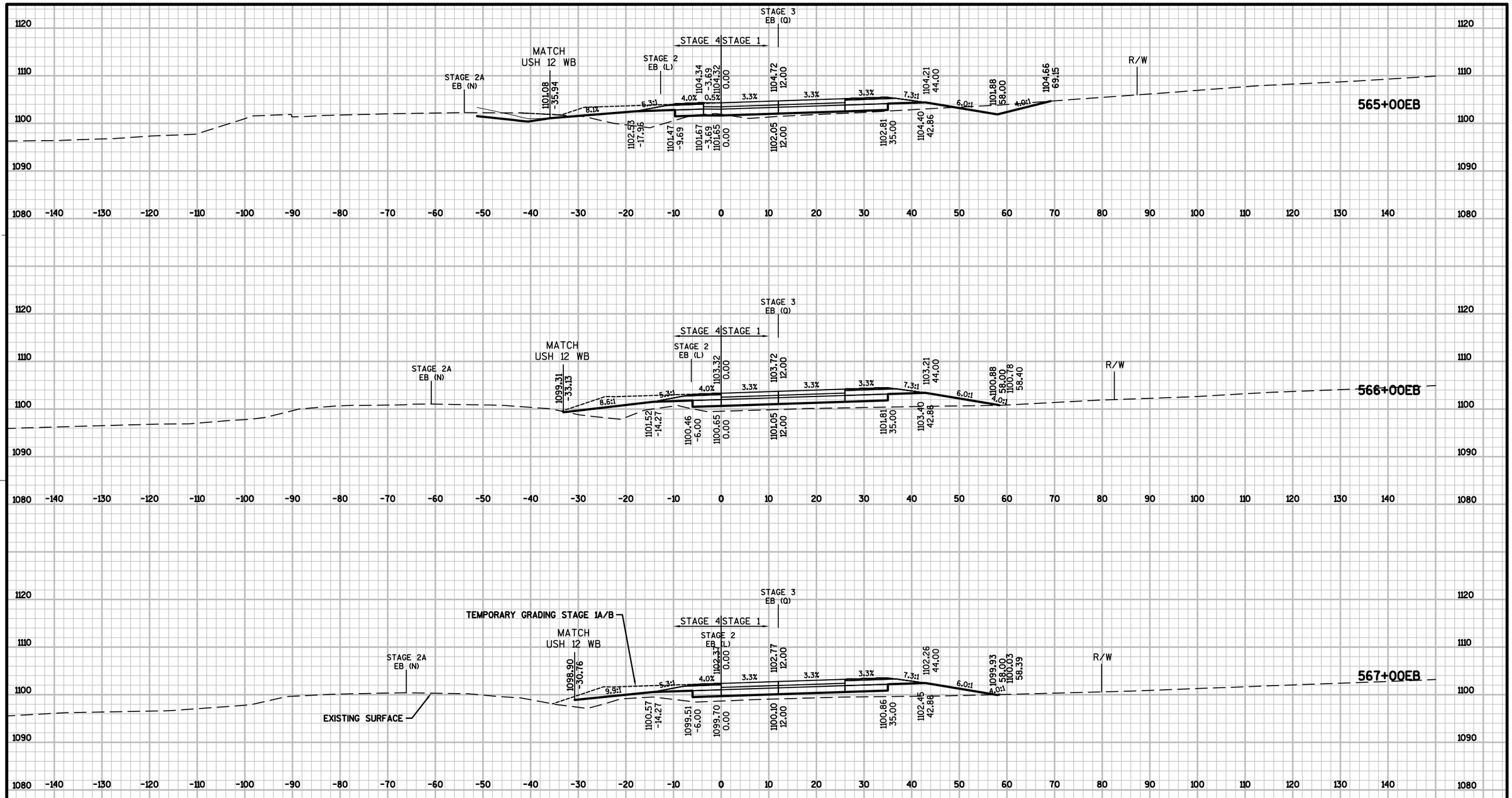
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_550-575_EB.DWG PLOT DATE : 4/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



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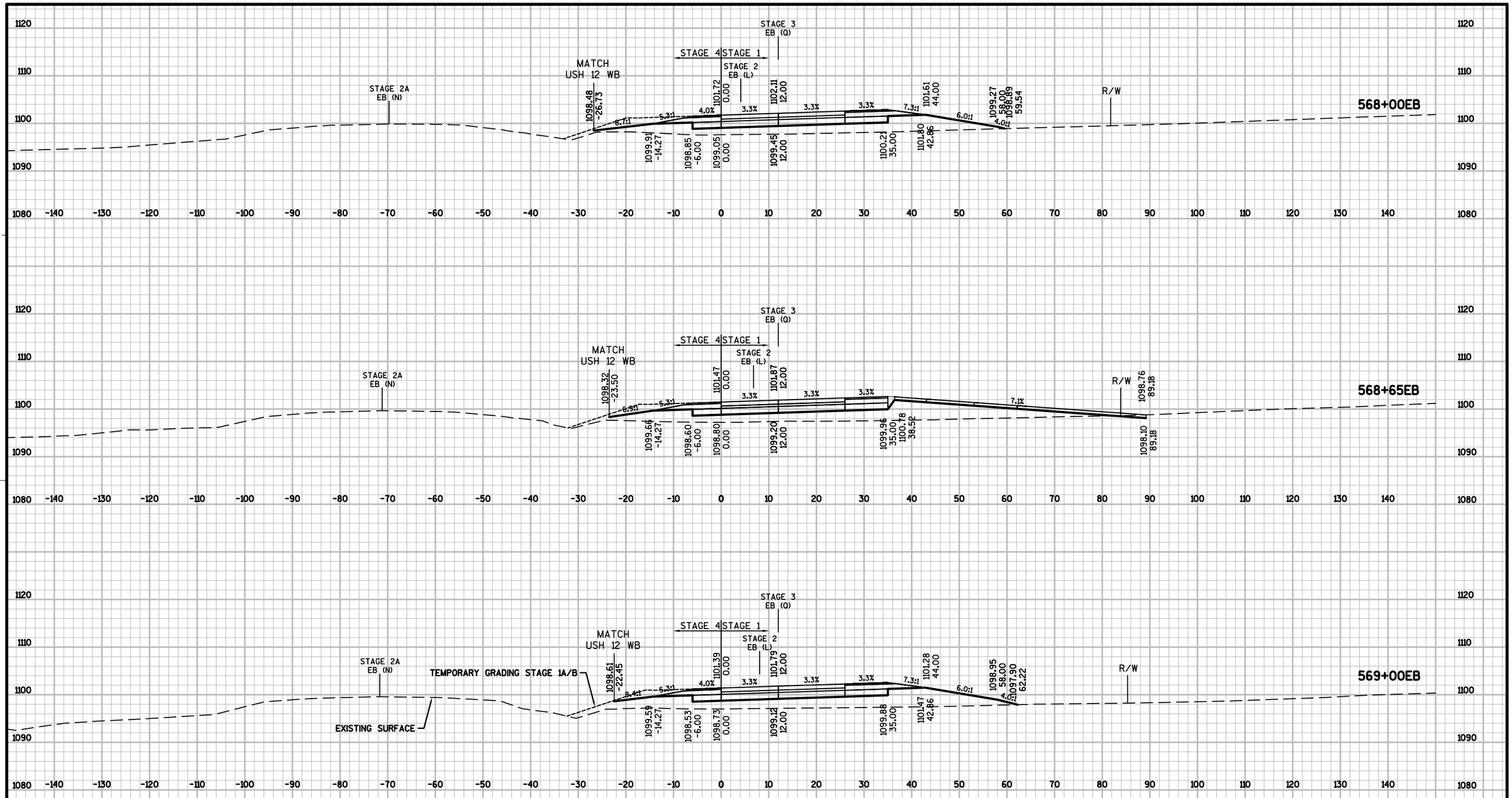
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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 746	E



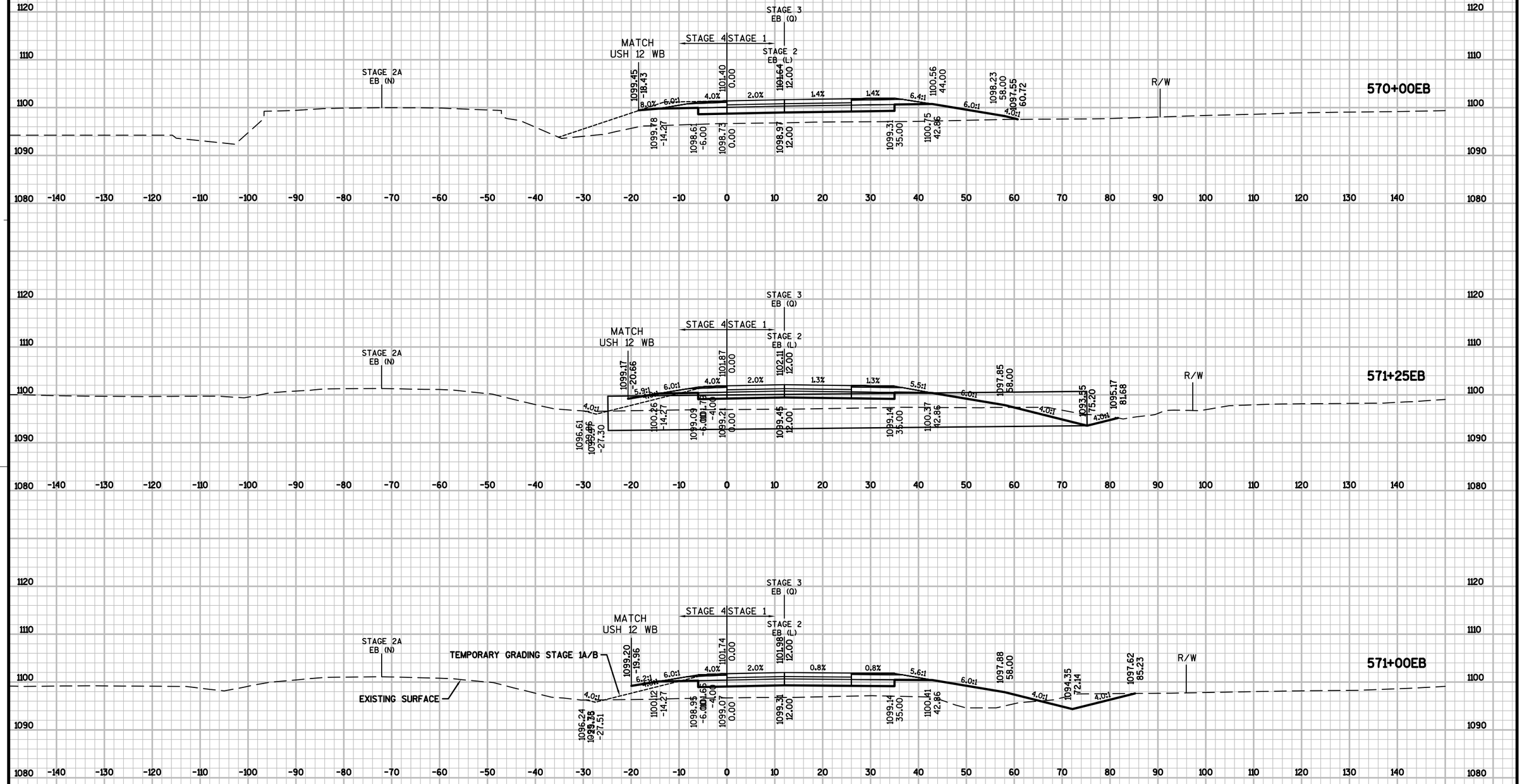
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 747	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_550-575_EB.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



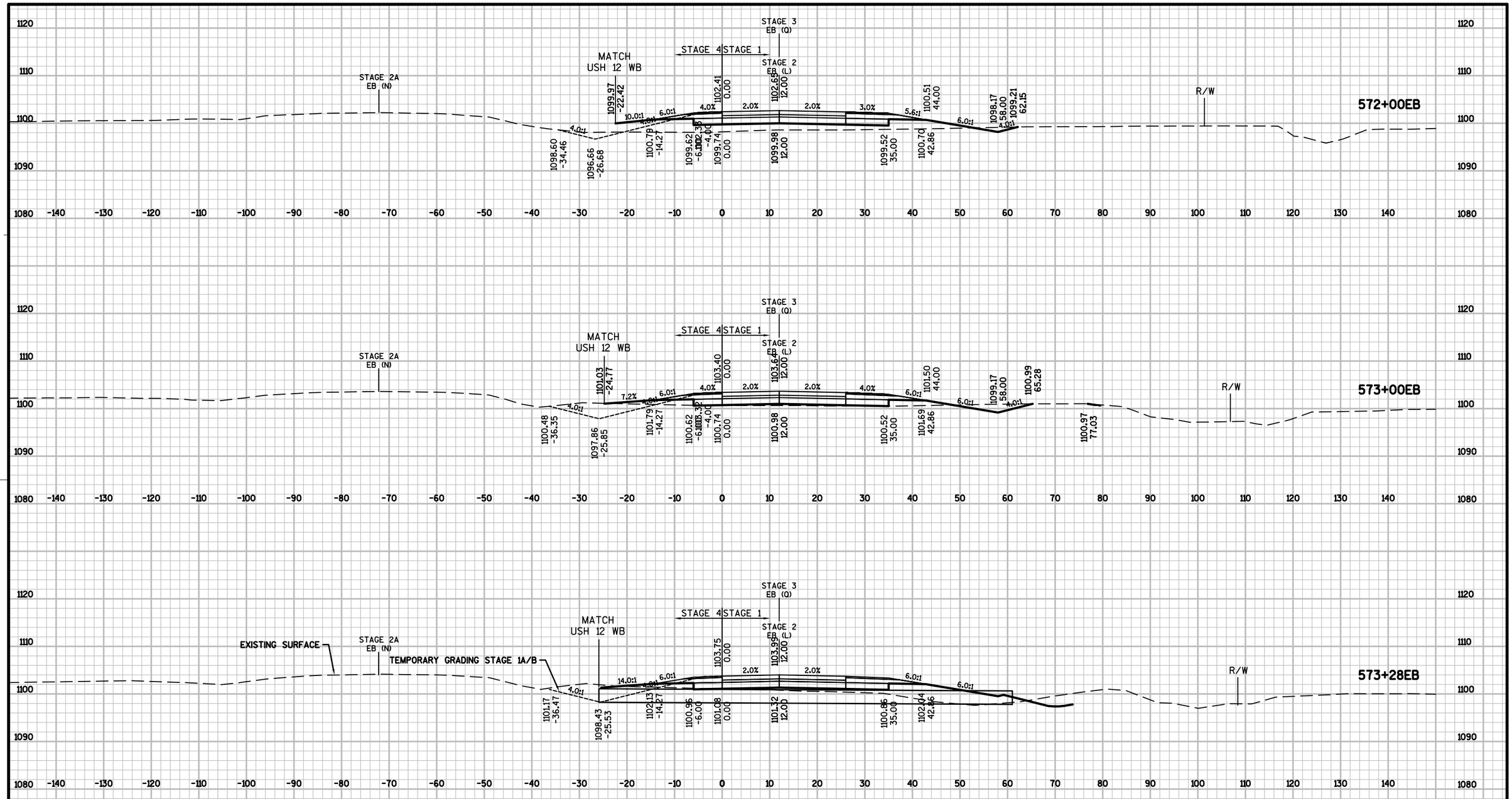
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 748	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_550-575_EB.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



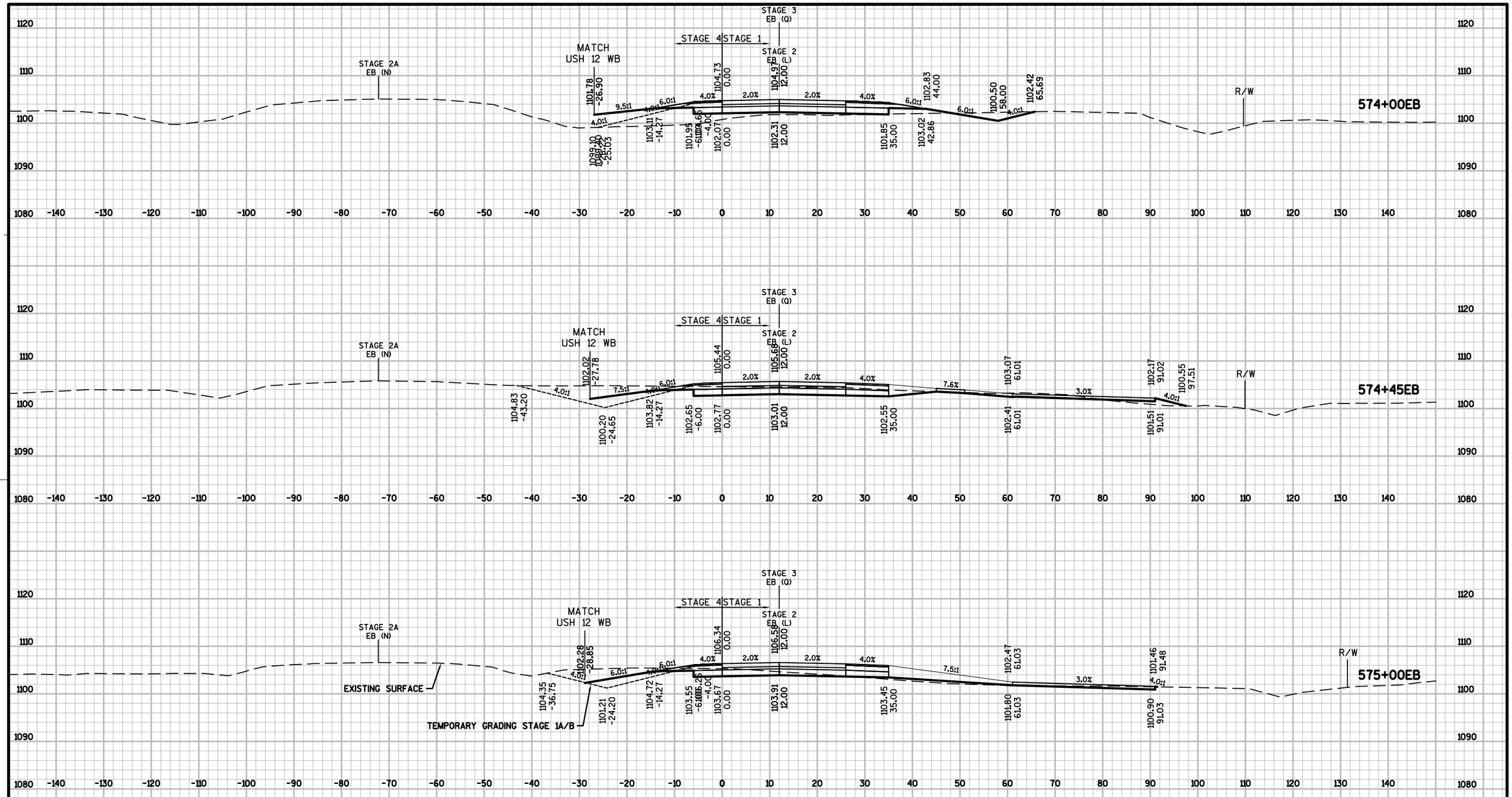
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FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_550-575_EB.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

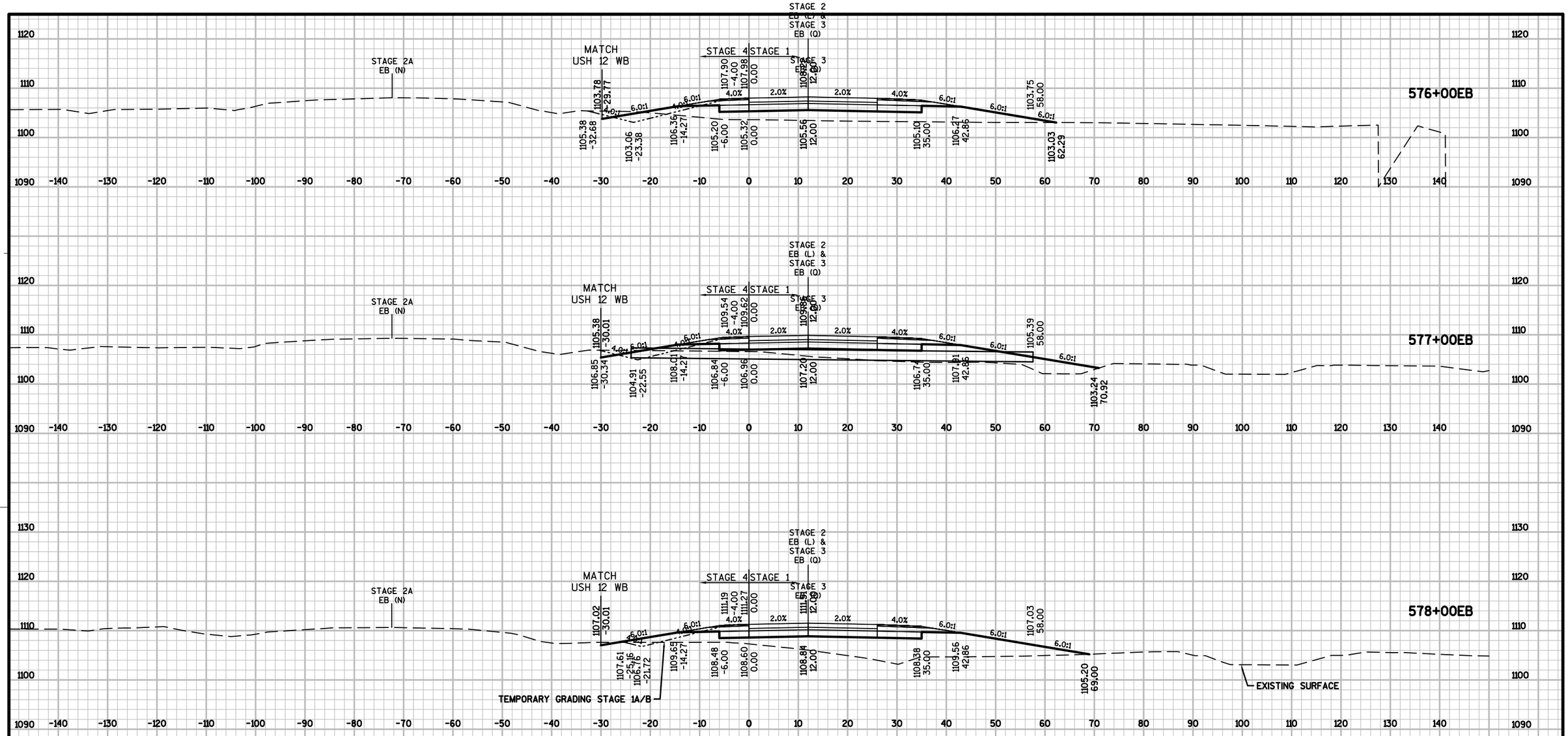


PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 750	E

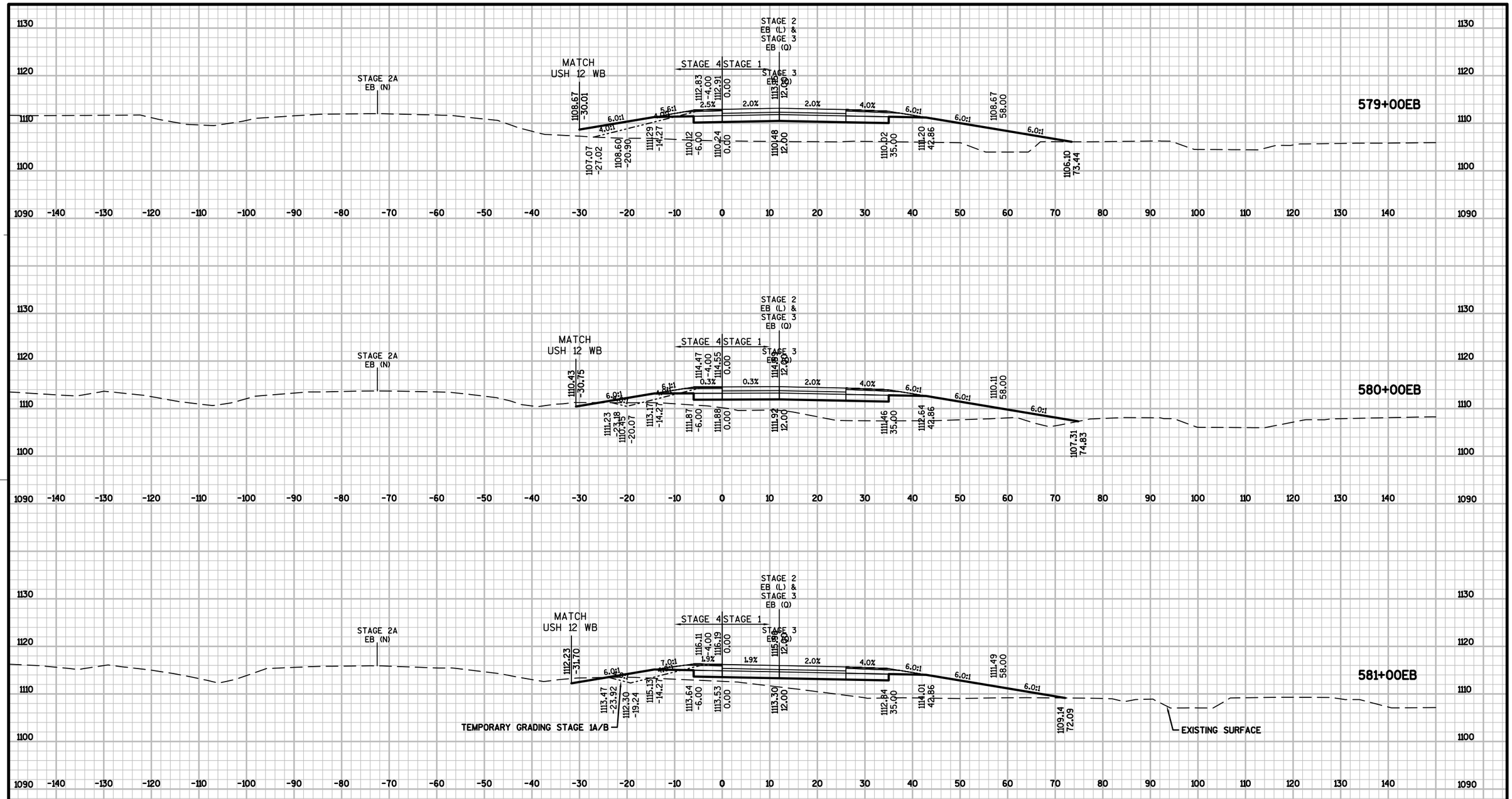
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_550-575_EB.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



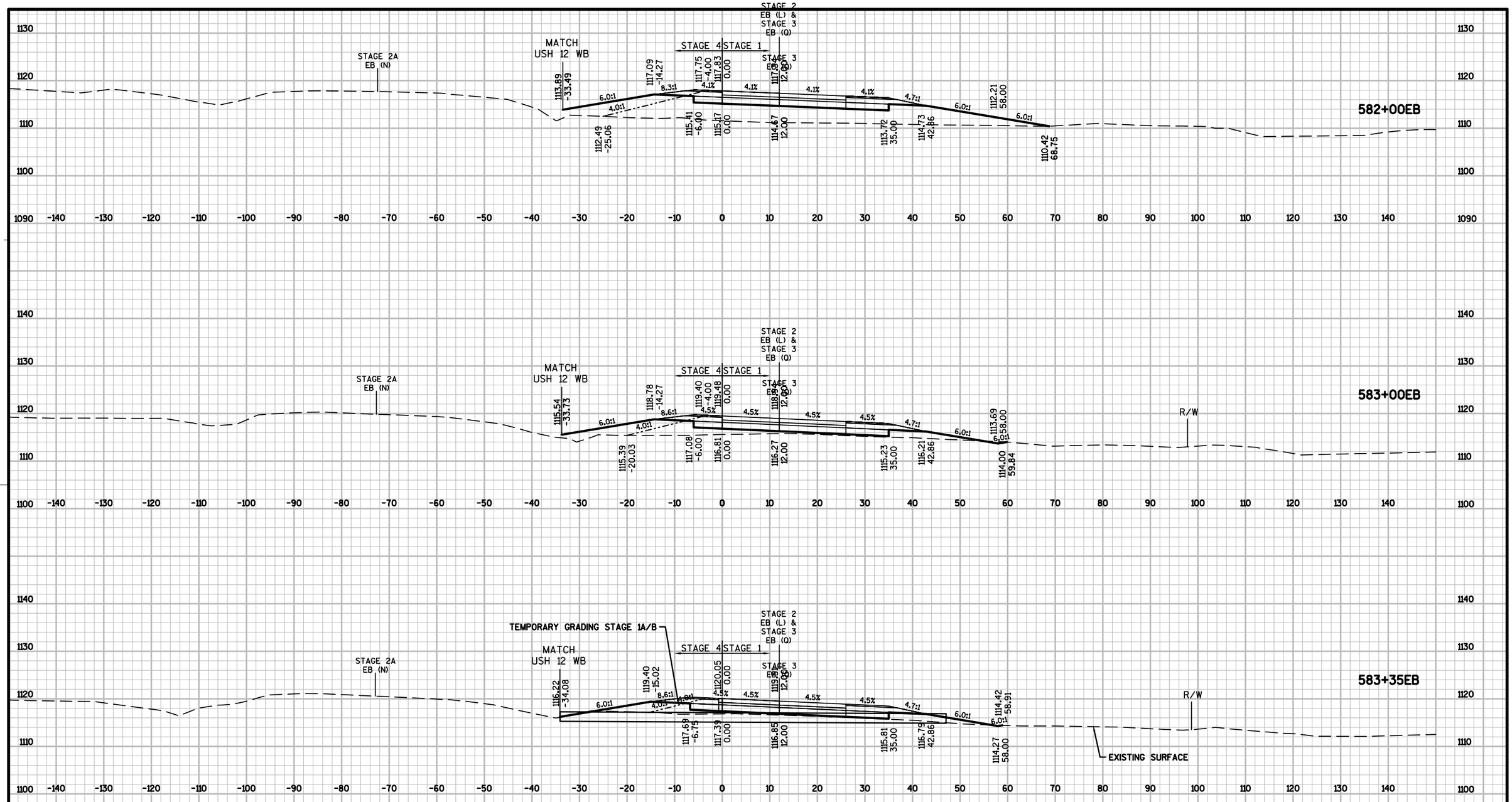
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 751	E



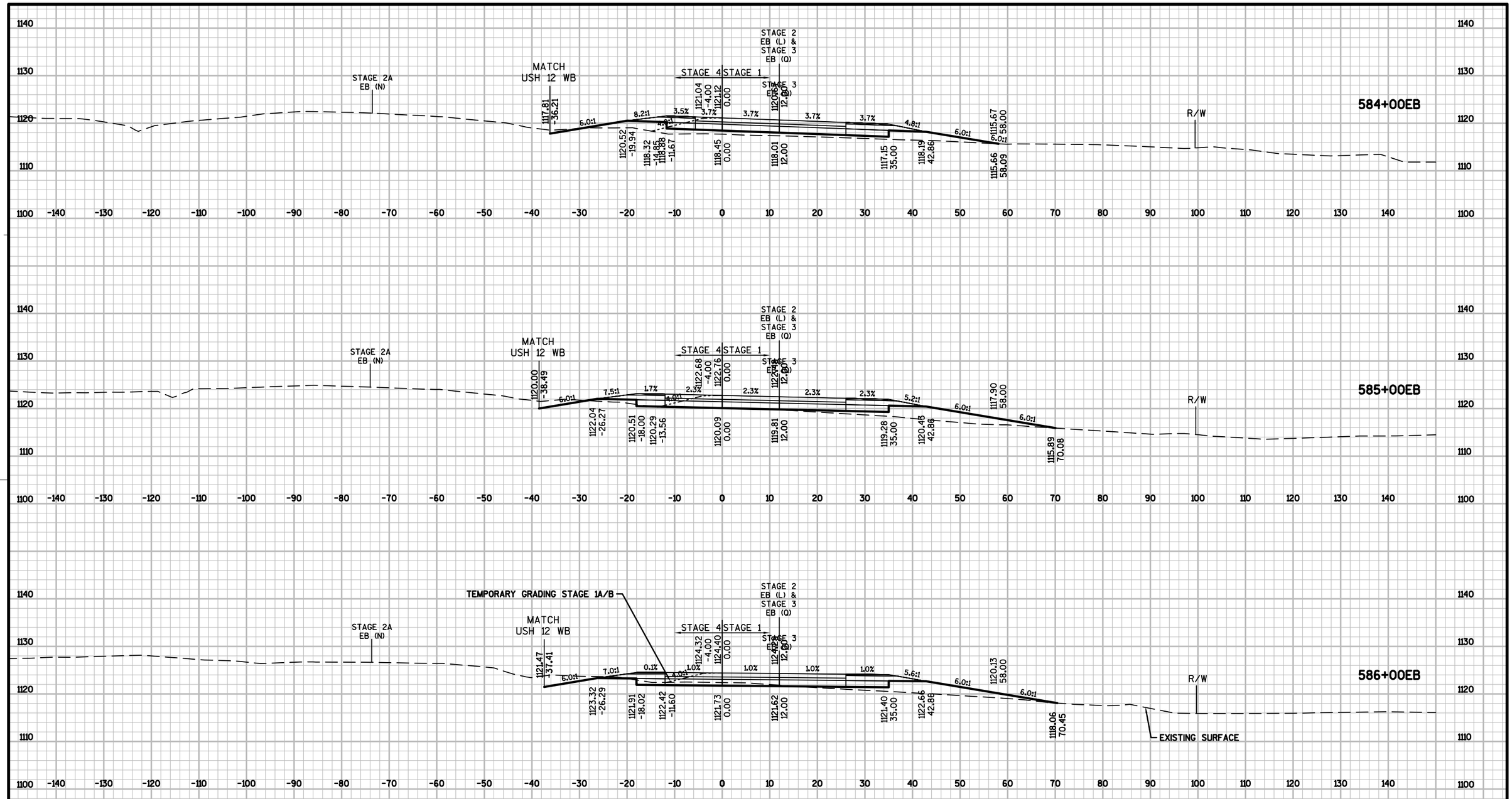
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 752	E



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 753	E

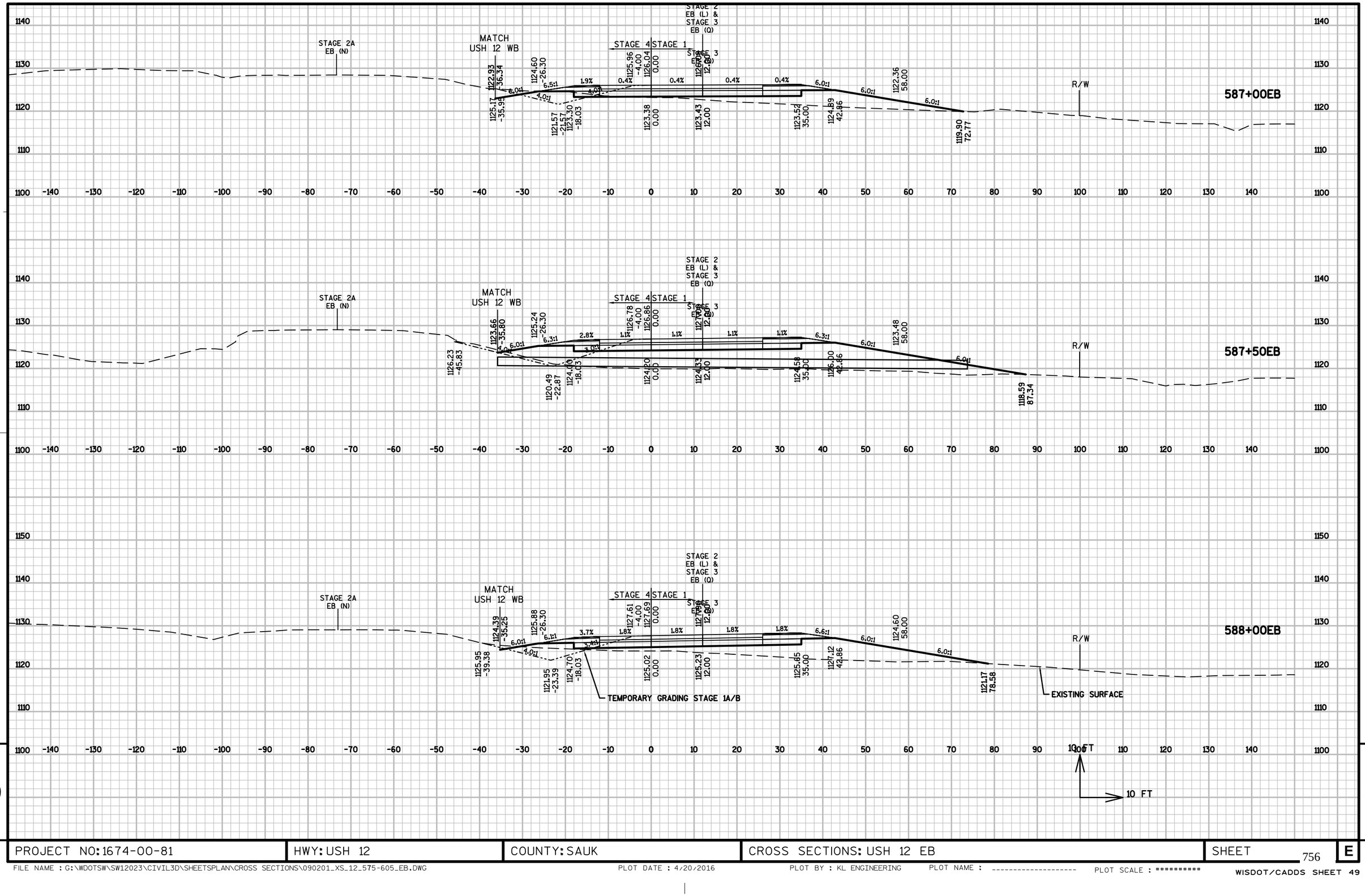


PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 754	E



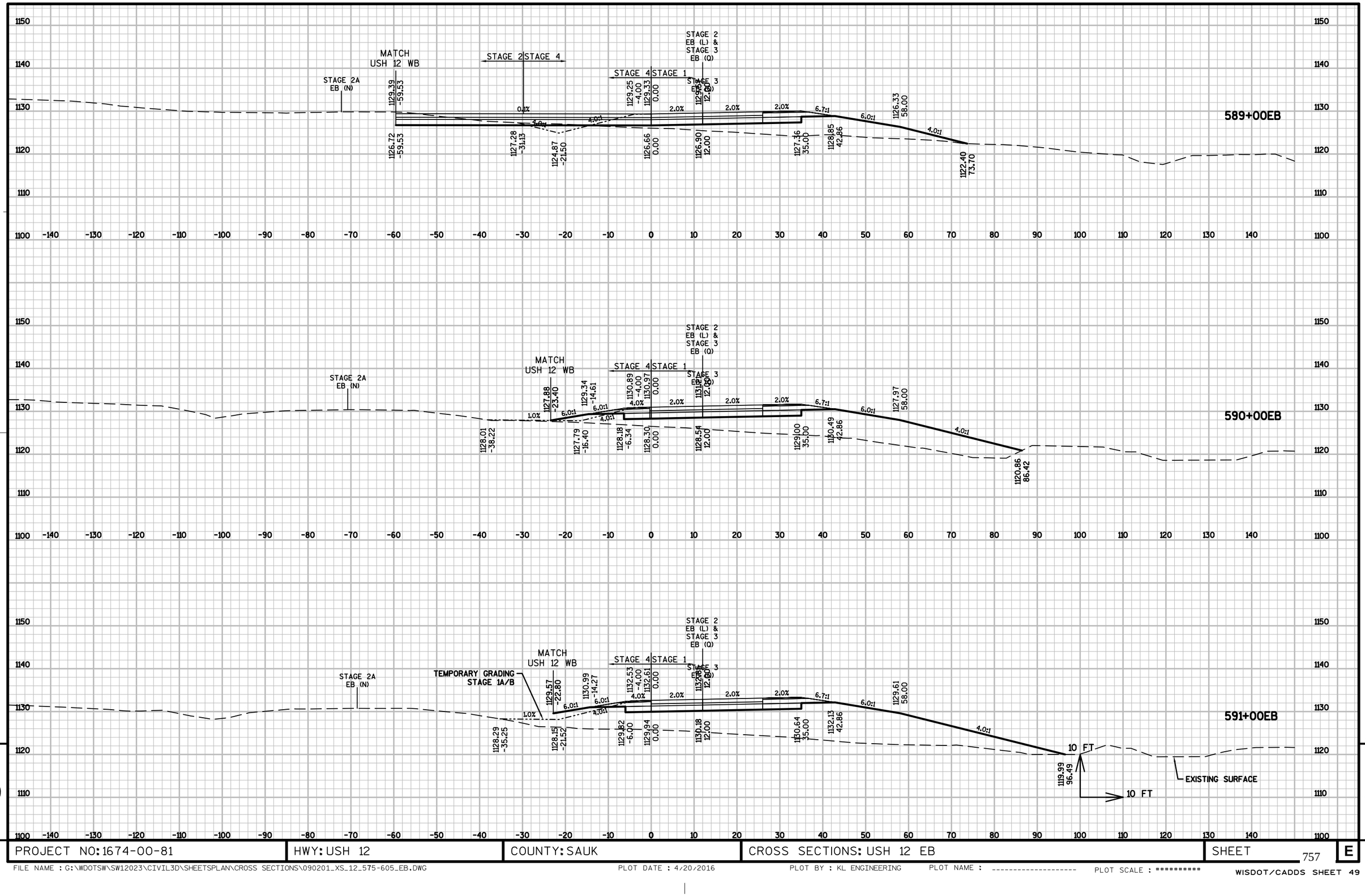
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 755	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_575-605_EB.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



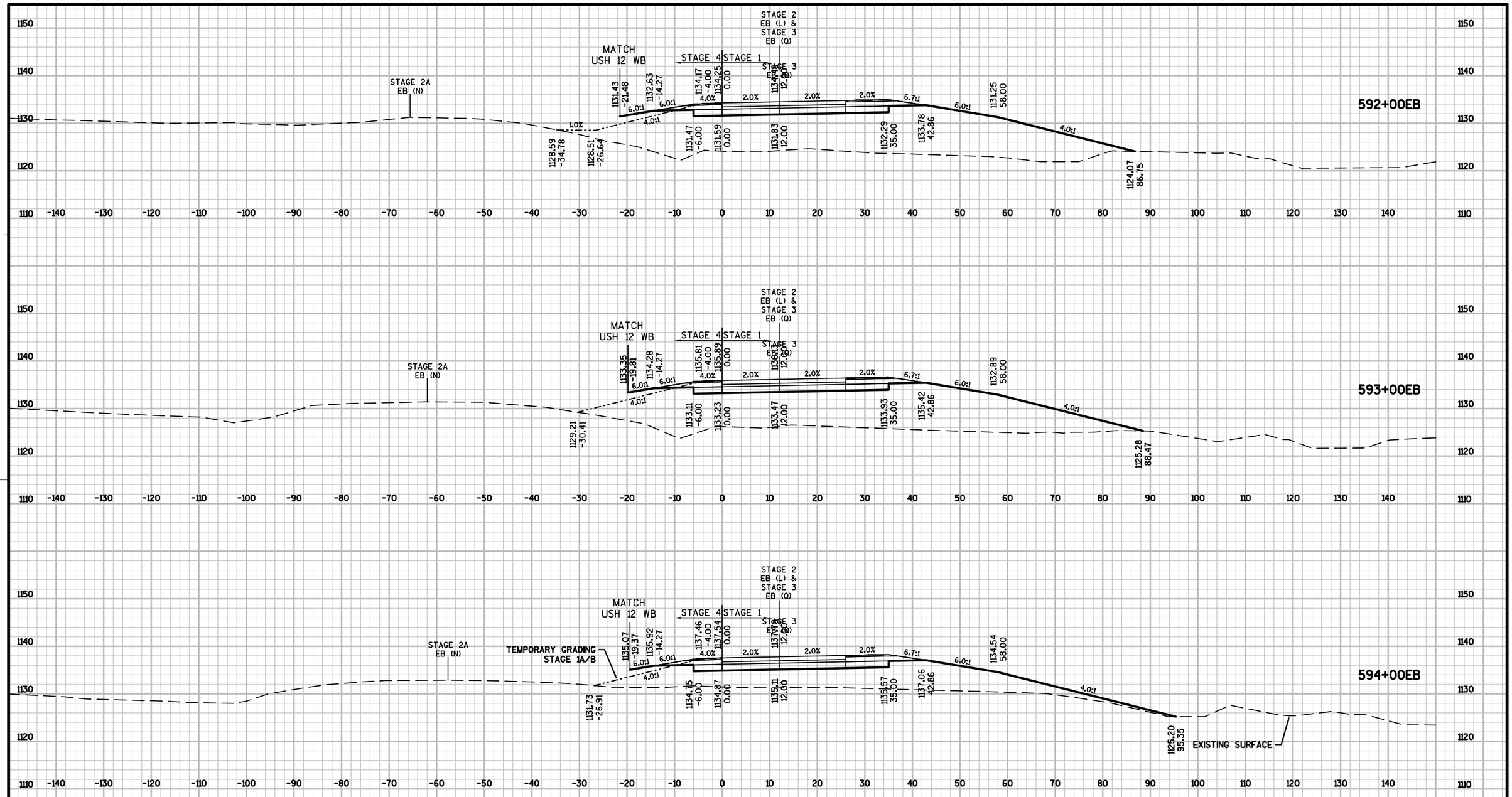
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 756	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_575-605_EB.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

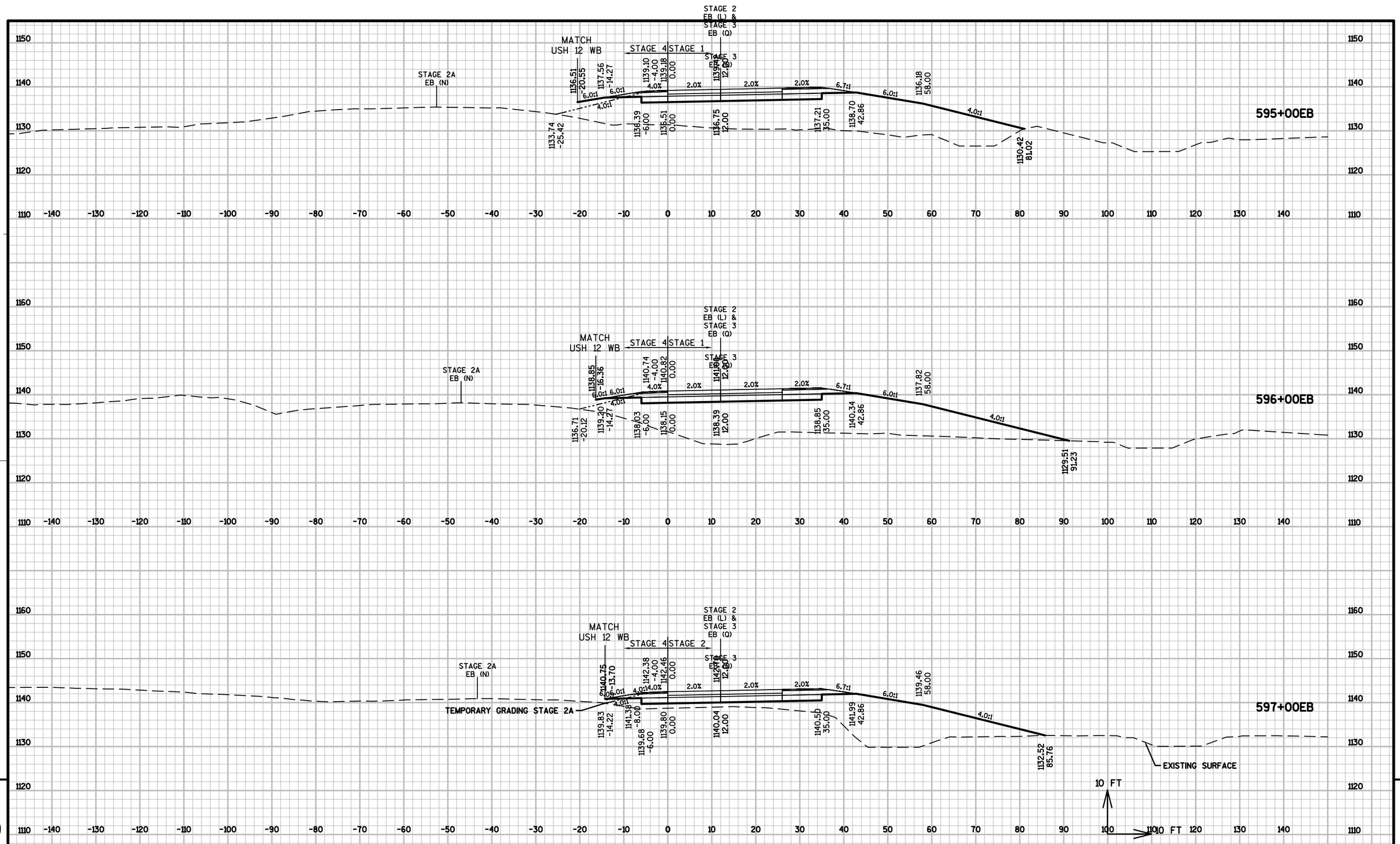


PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 757	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_575-605_EB.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

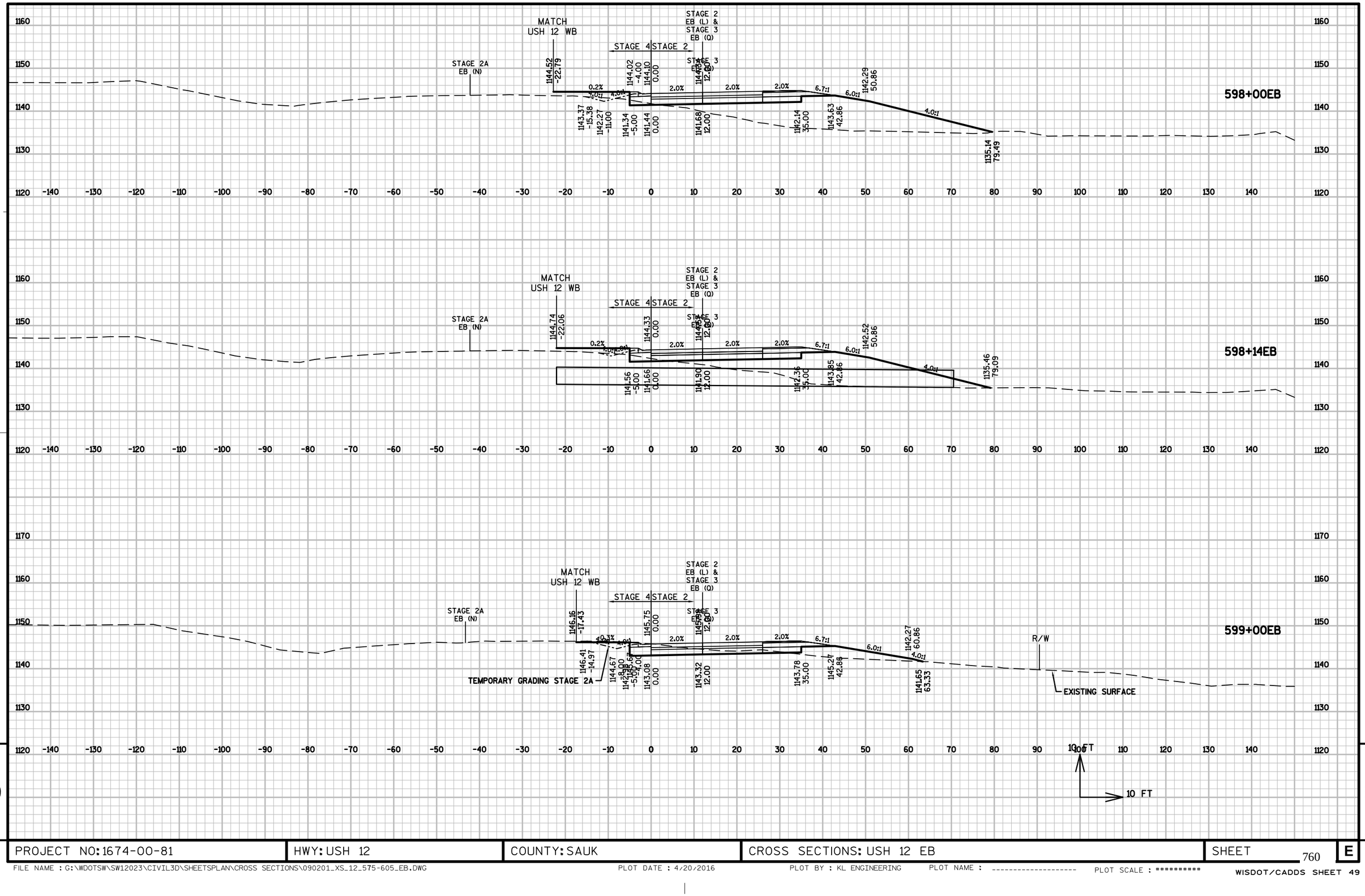


PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 758	E



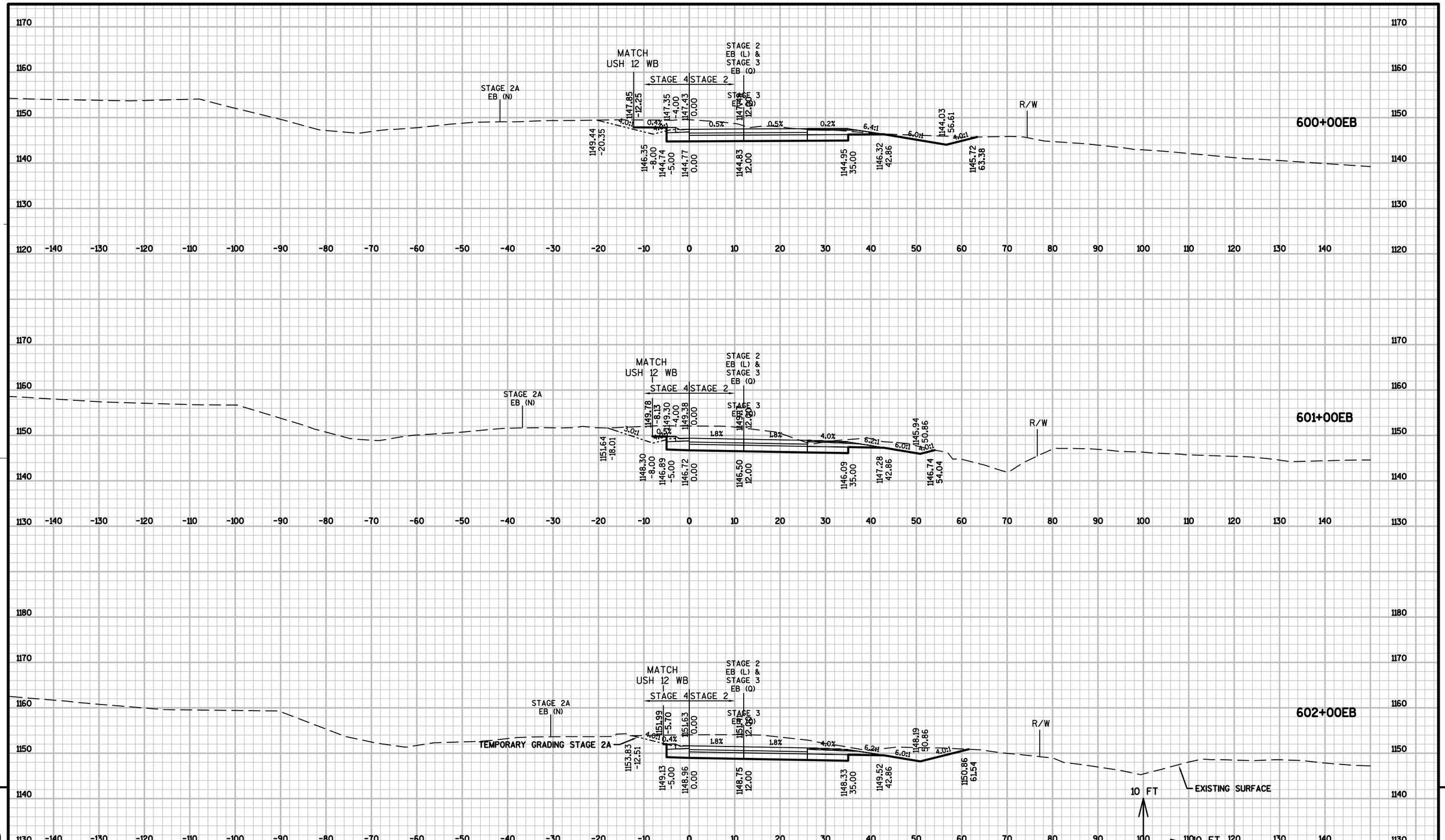
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 759 E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_575-605_EB.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



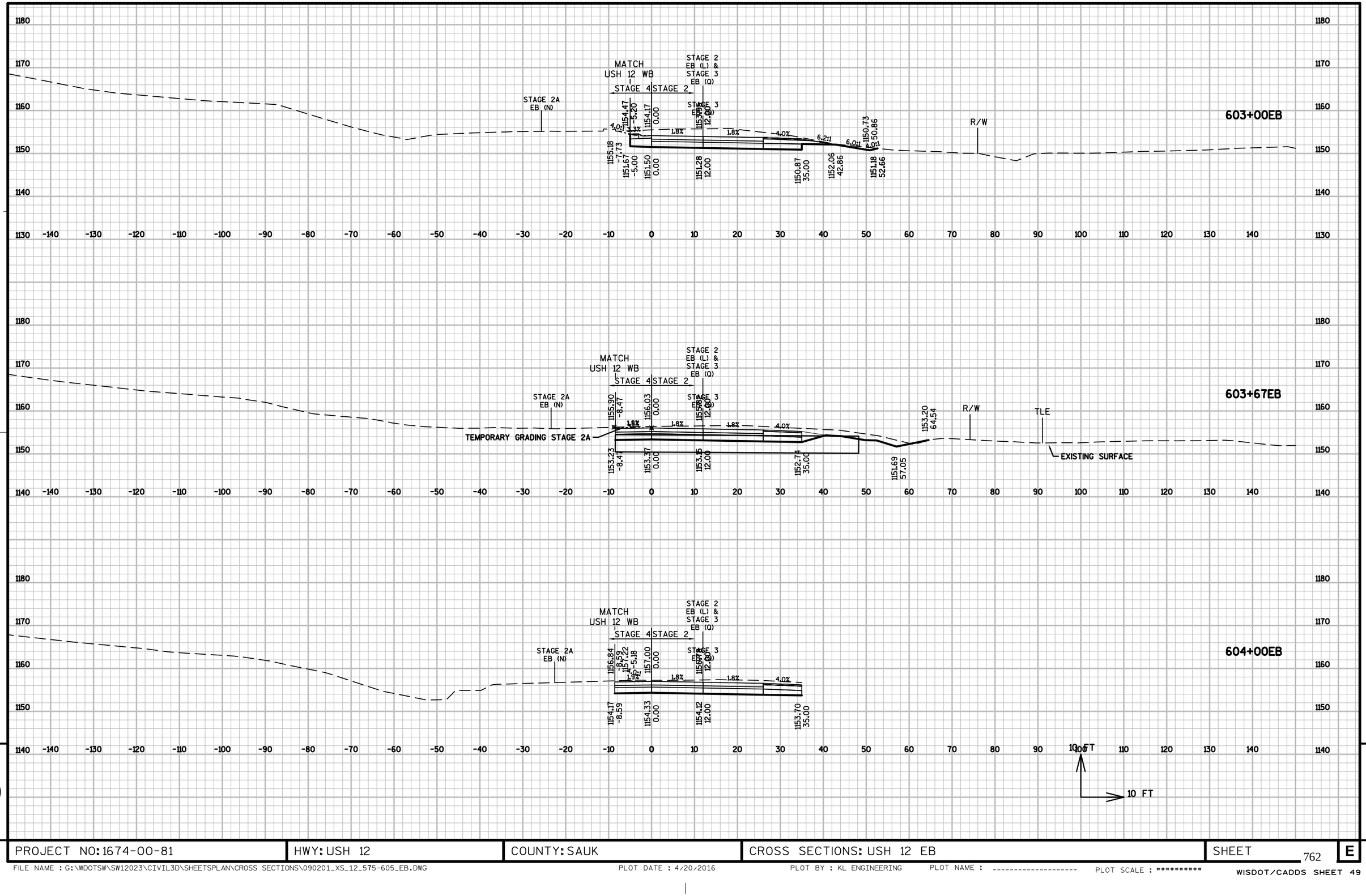
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 760	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_575-605_EB.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 761	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_575-605_EB.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

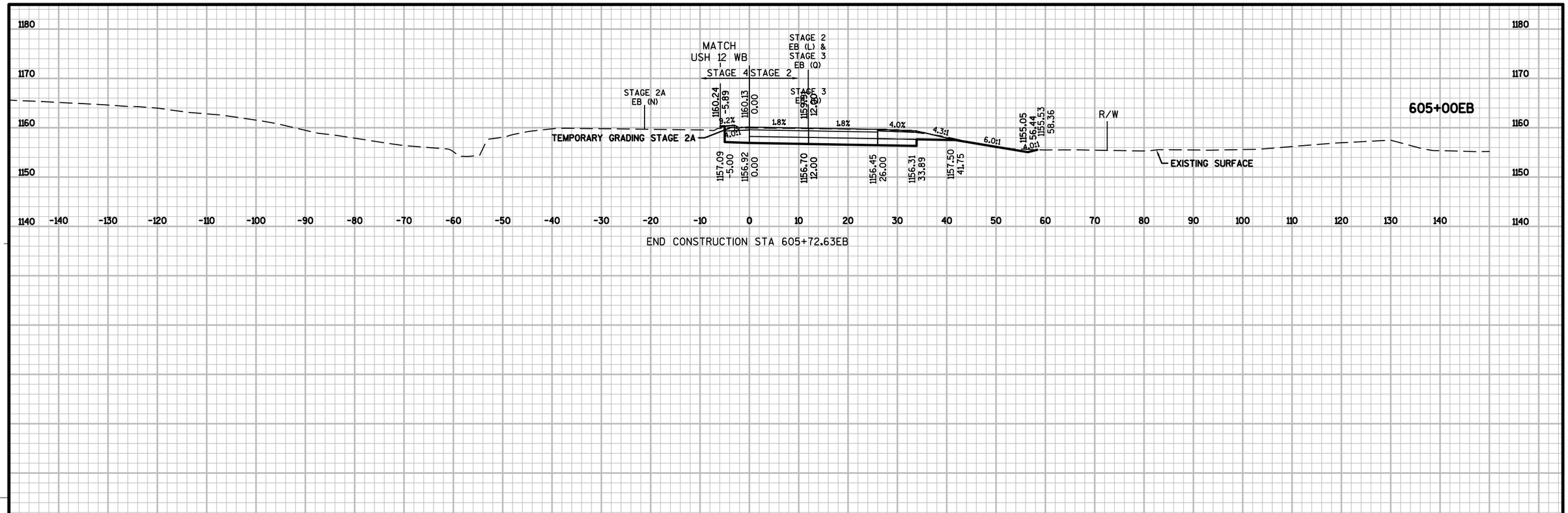


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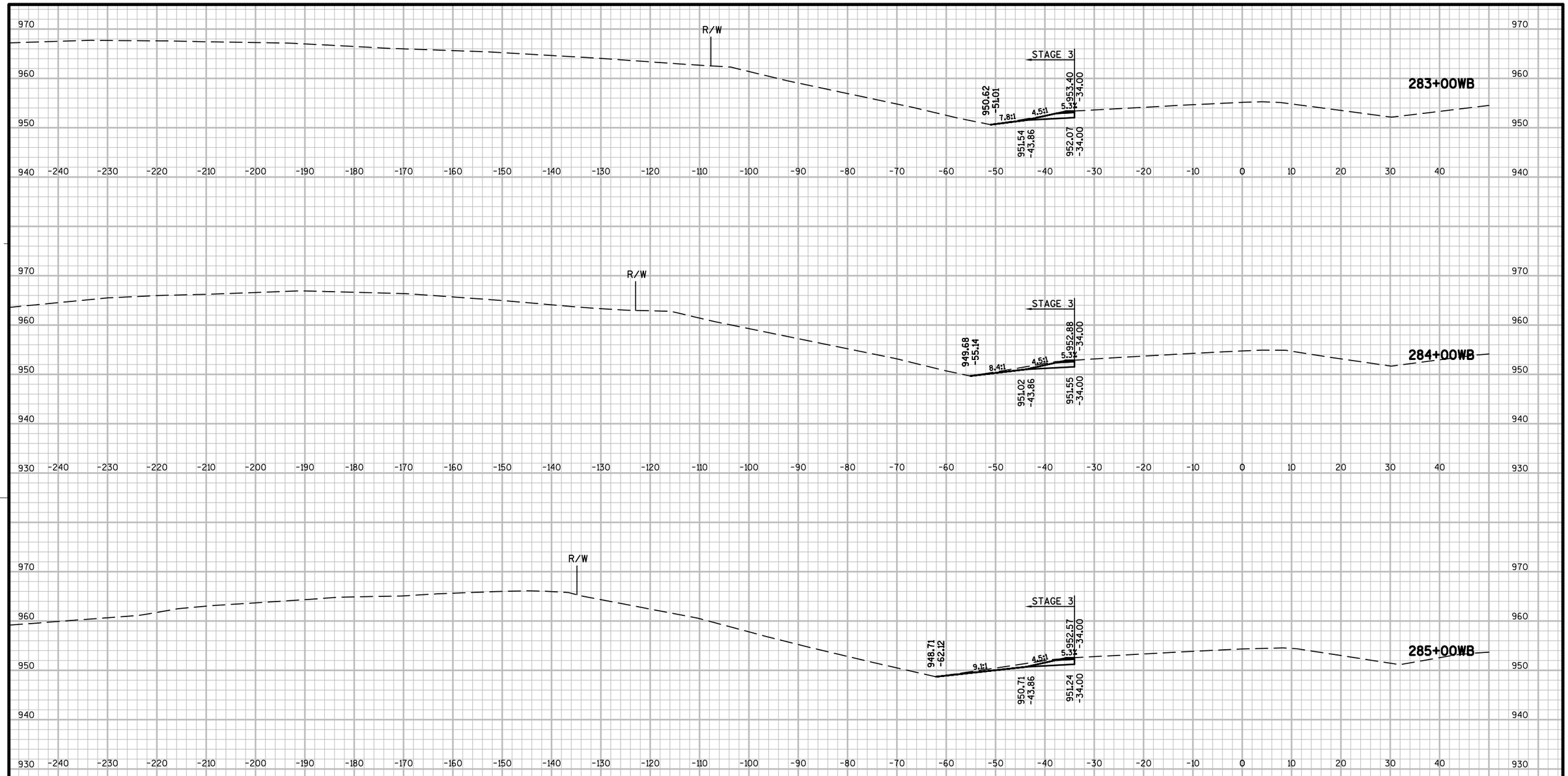
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 762	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_575-605_EB.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



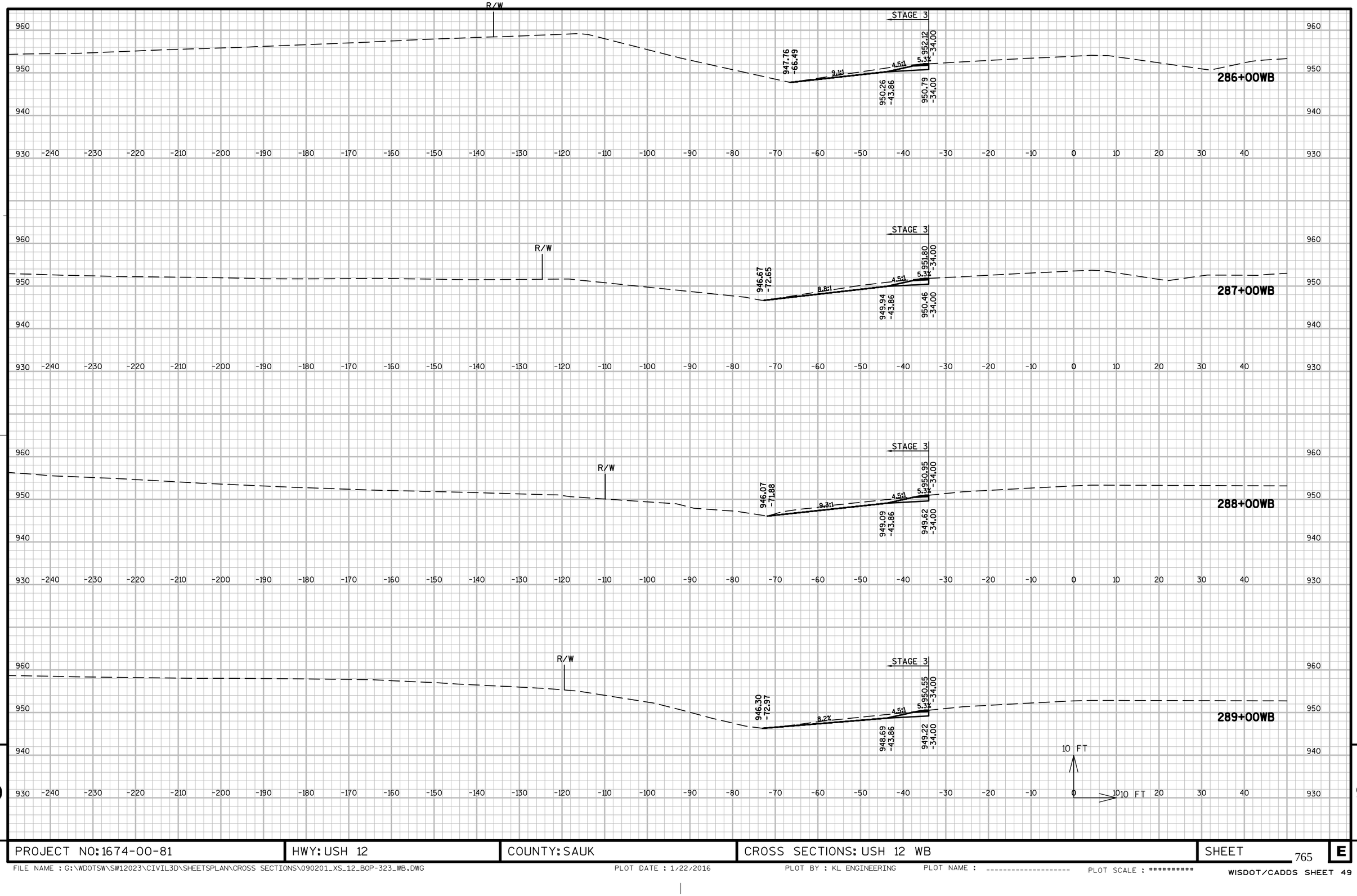
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 EB	SHEET 763	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_575-605_EB.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 764	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_BOP-323_WB.DWG PLOT DATE : 1/22/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

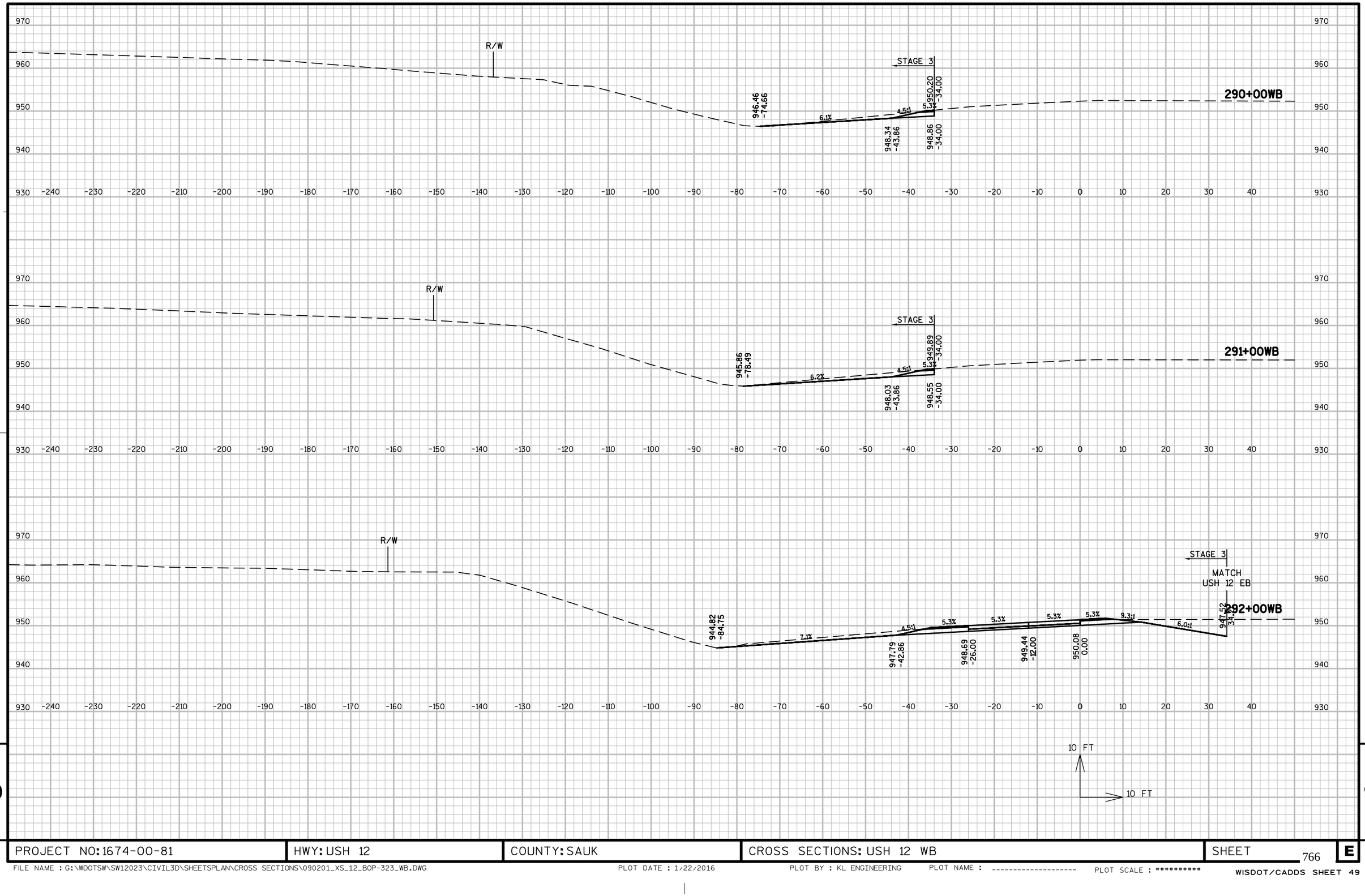


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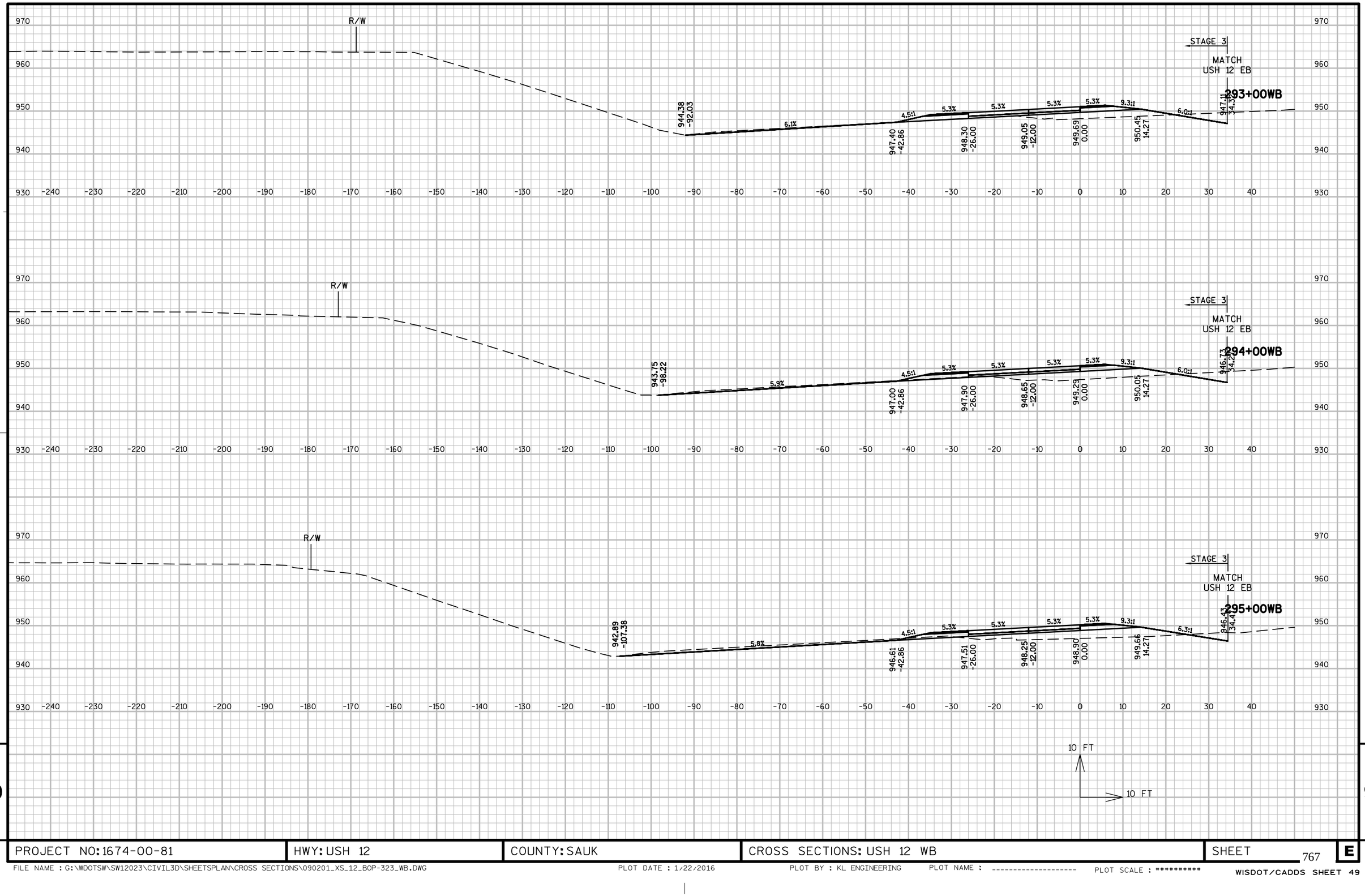
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 765	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_BOP-323_WB.DWG PLOT DATE : 1/22/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



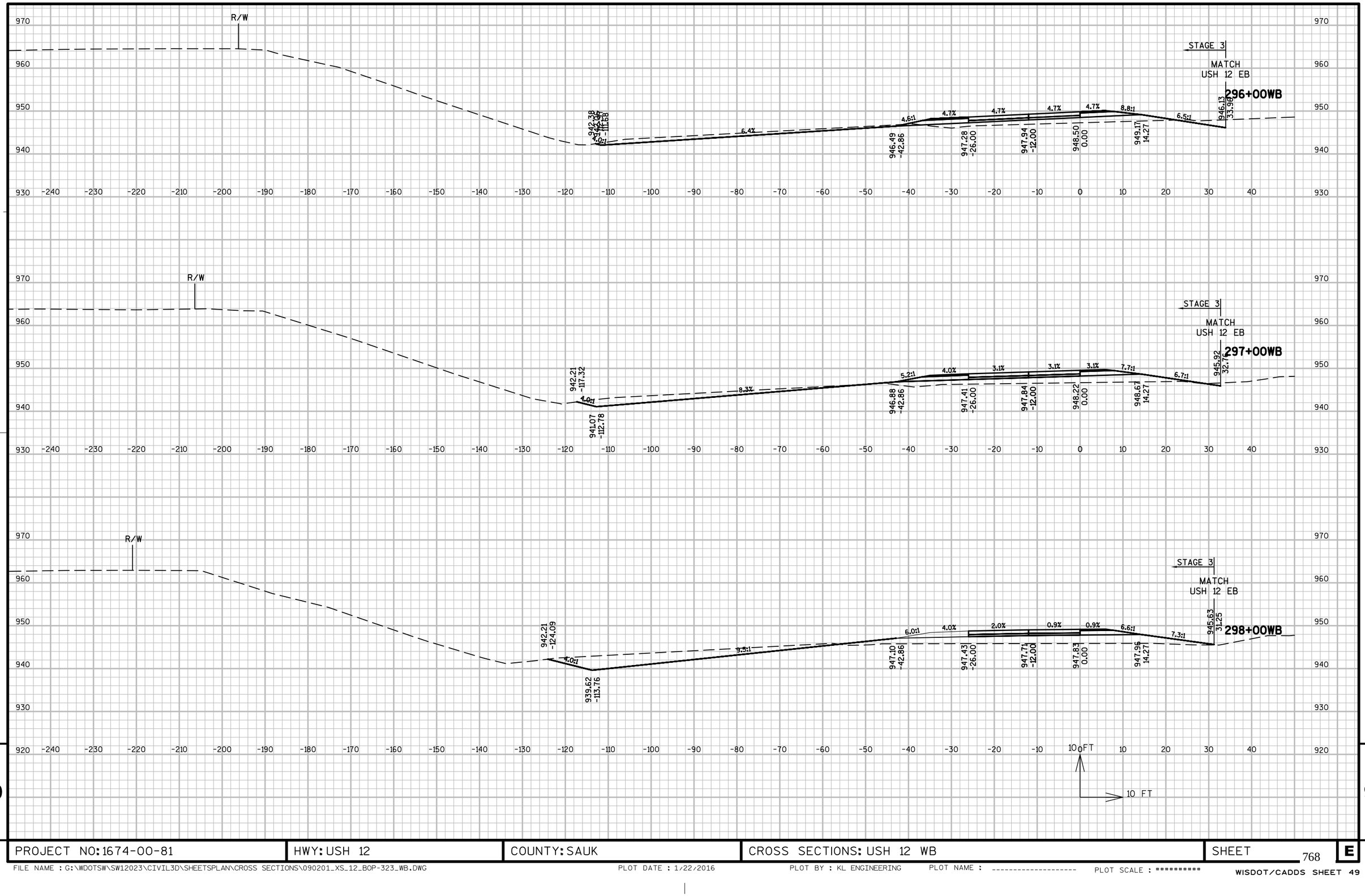
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 766	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_BOP-323_WB.DWG PLOT DATE : 1/22/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



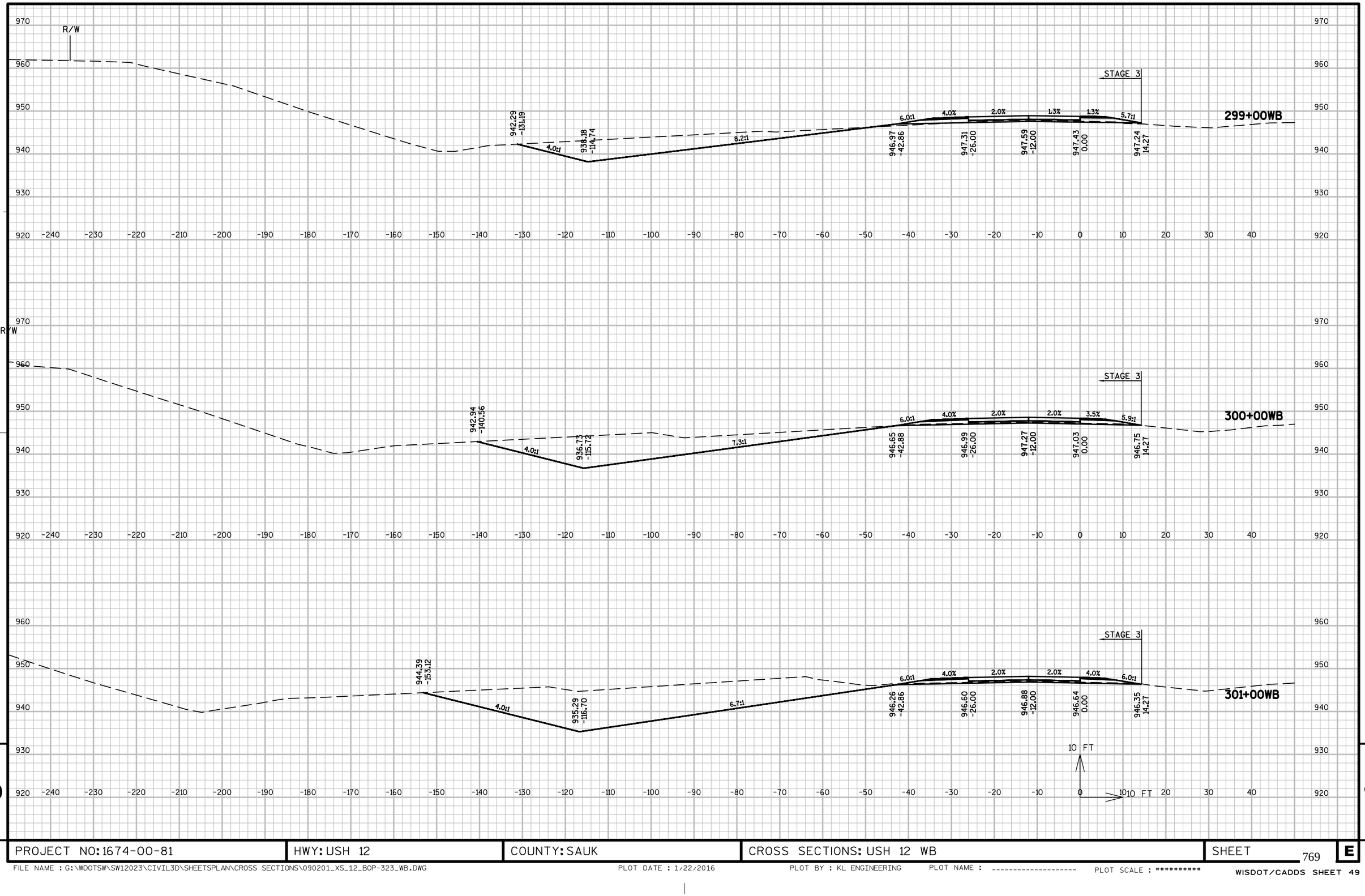
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 767	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_BOP-323_WB.DWG PLOT DATE : 1/22/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



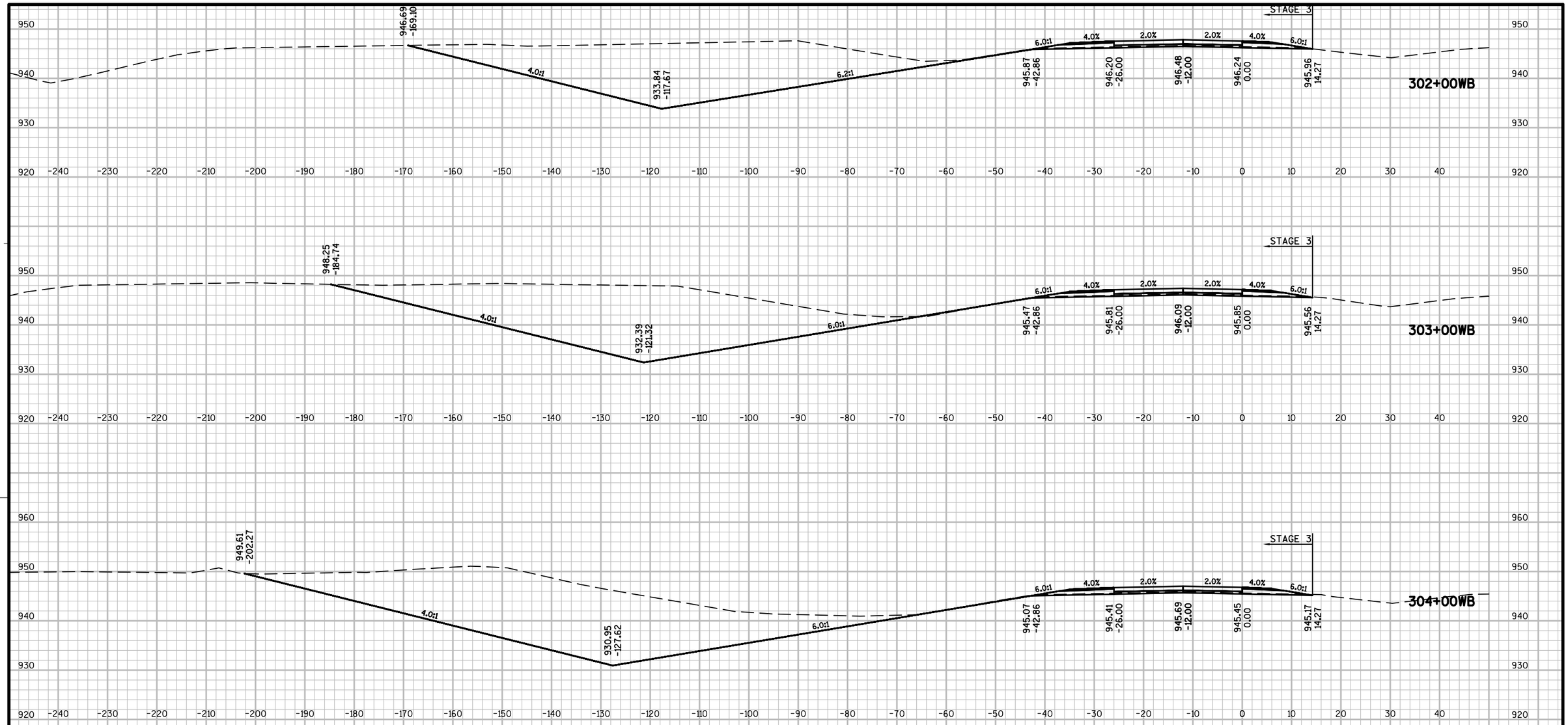
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FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_BOP-323_WB.DWG PLOT DATE : 1/22/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



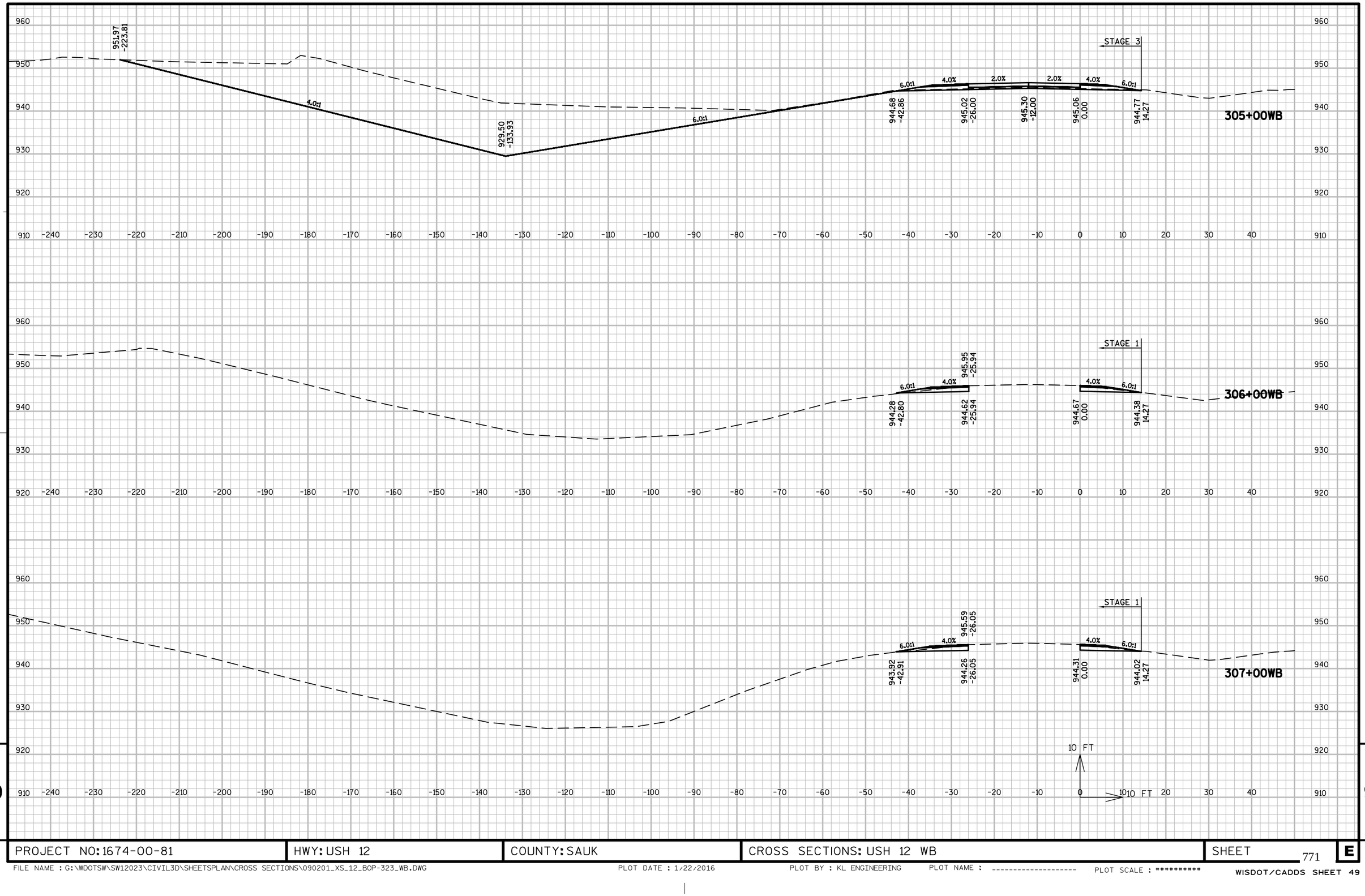
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 769 E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_BOP-323_WB.DWG PLOT DATE : 1/22/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



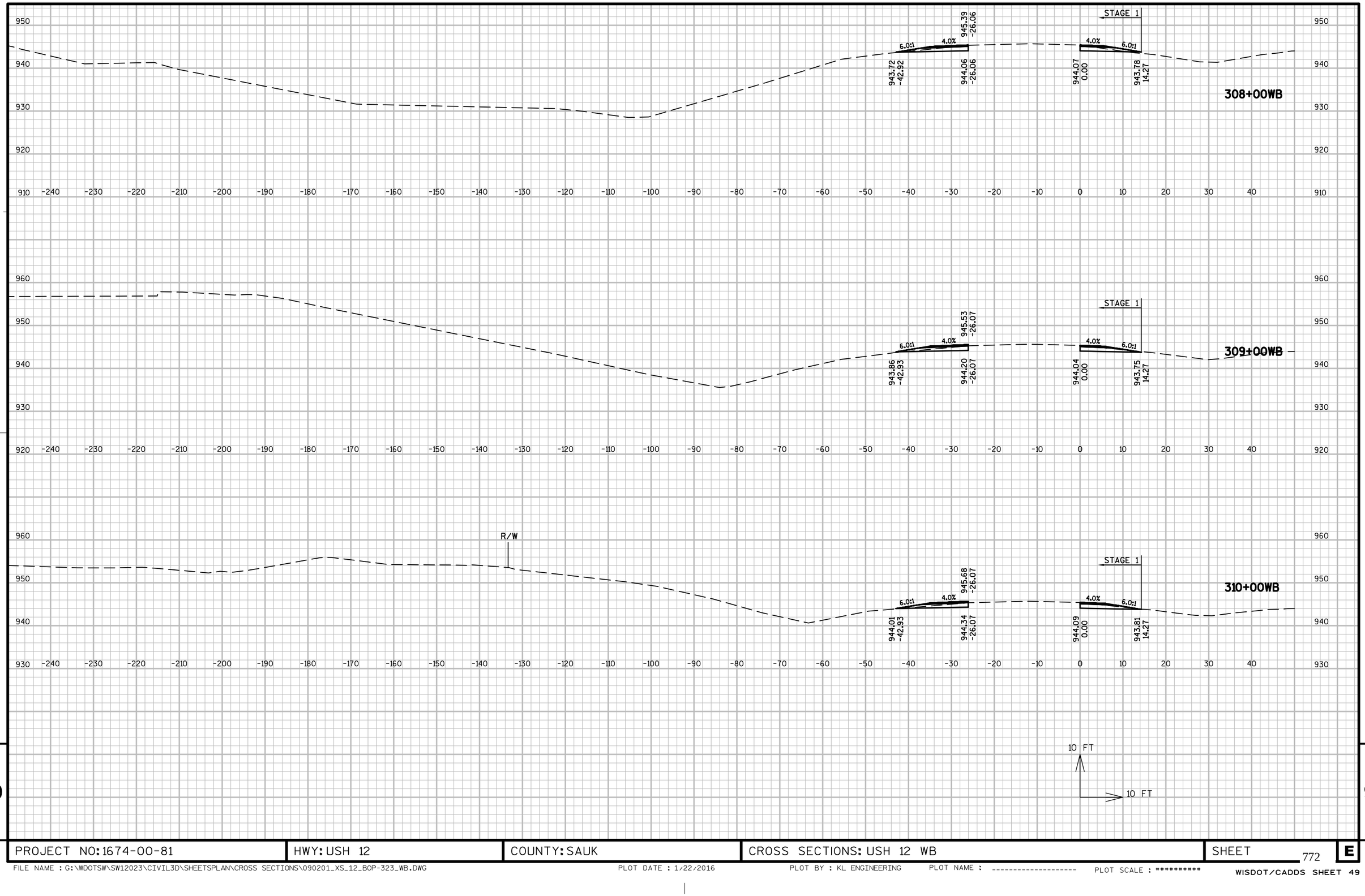
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 770	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_BOP-323_WB.DWG PLOT DATE : 1/22/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

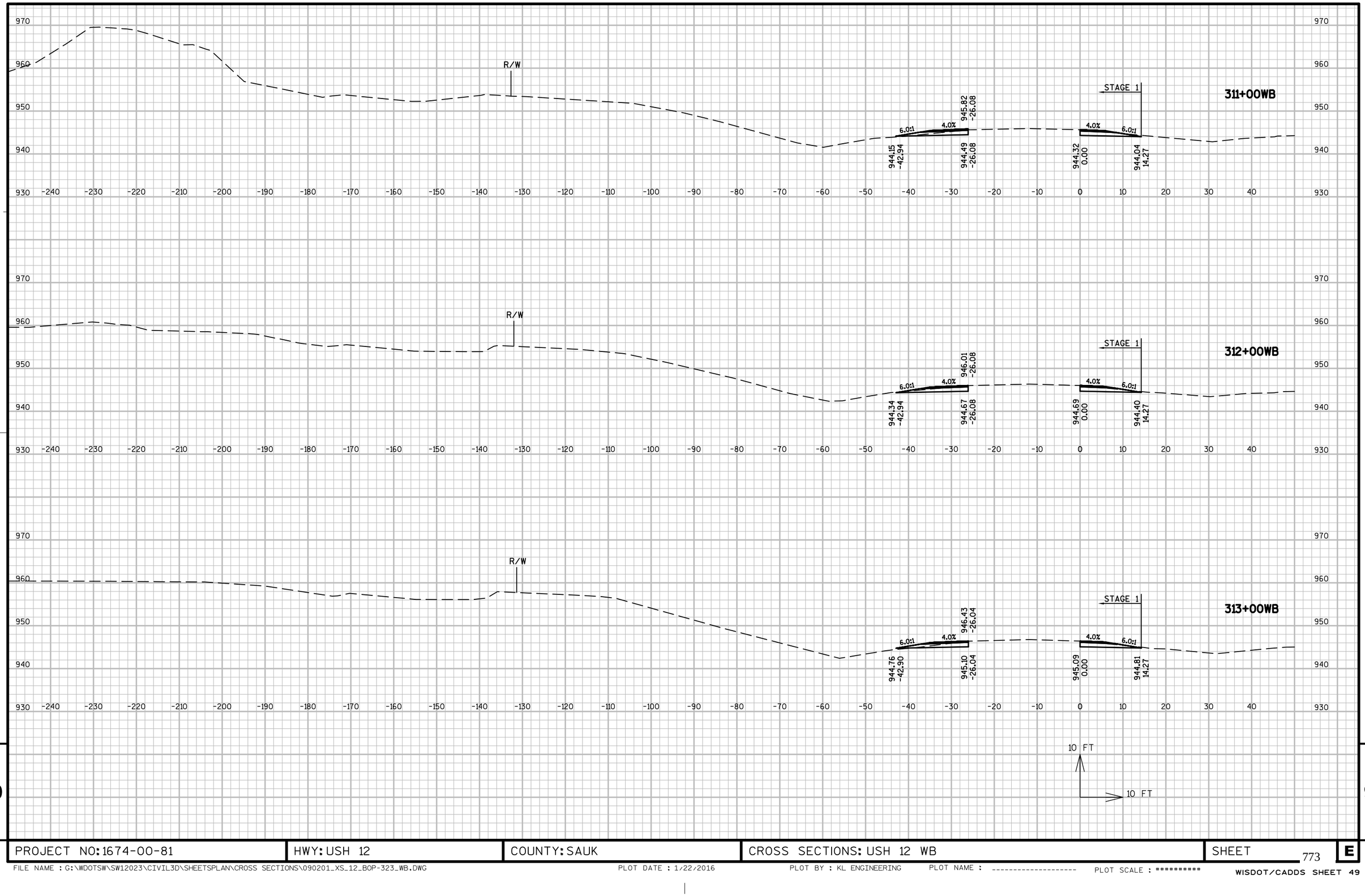


PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 771	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_BOP-323_WB.DWG PLOT DATE : 1/22/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

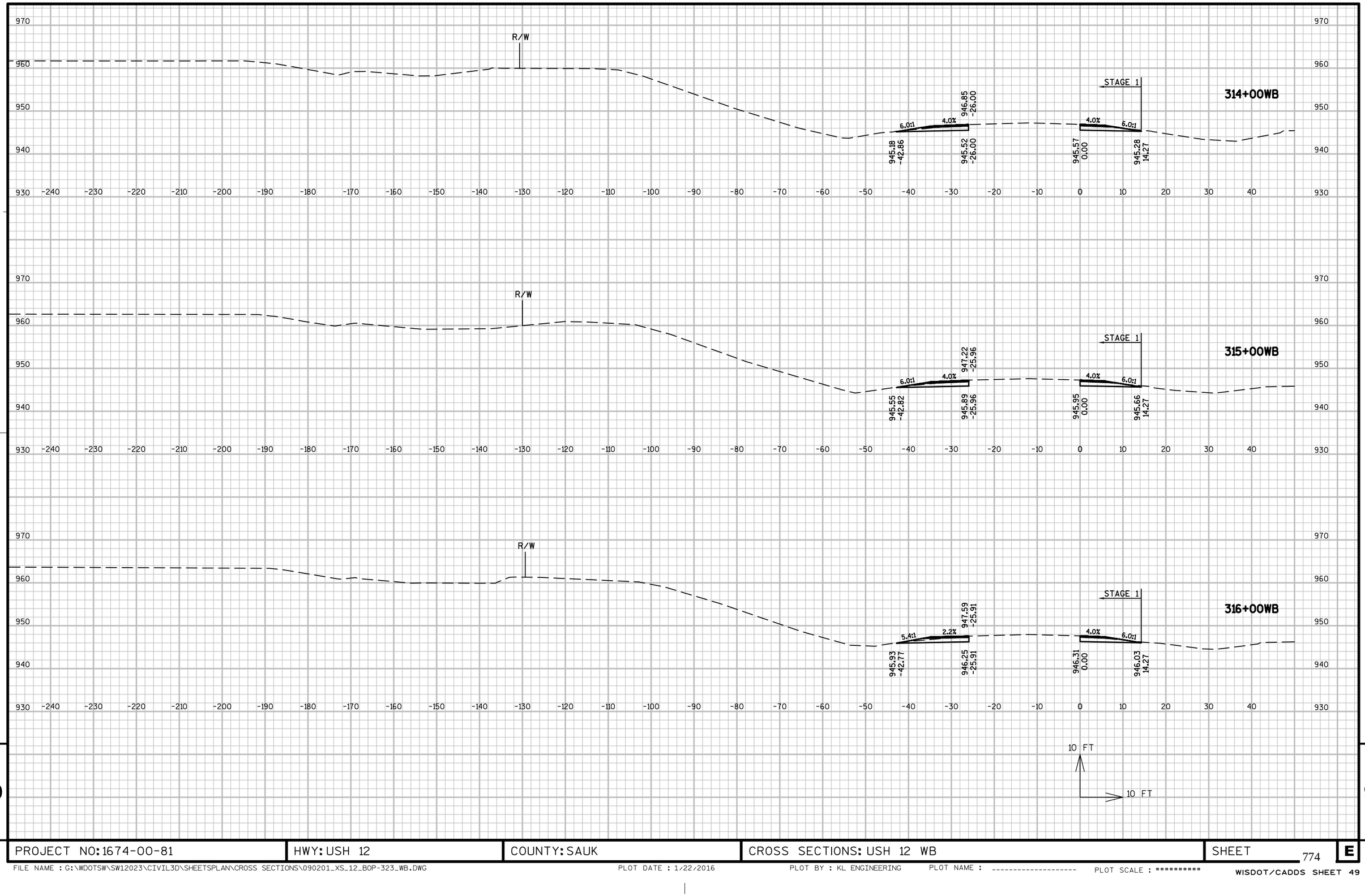


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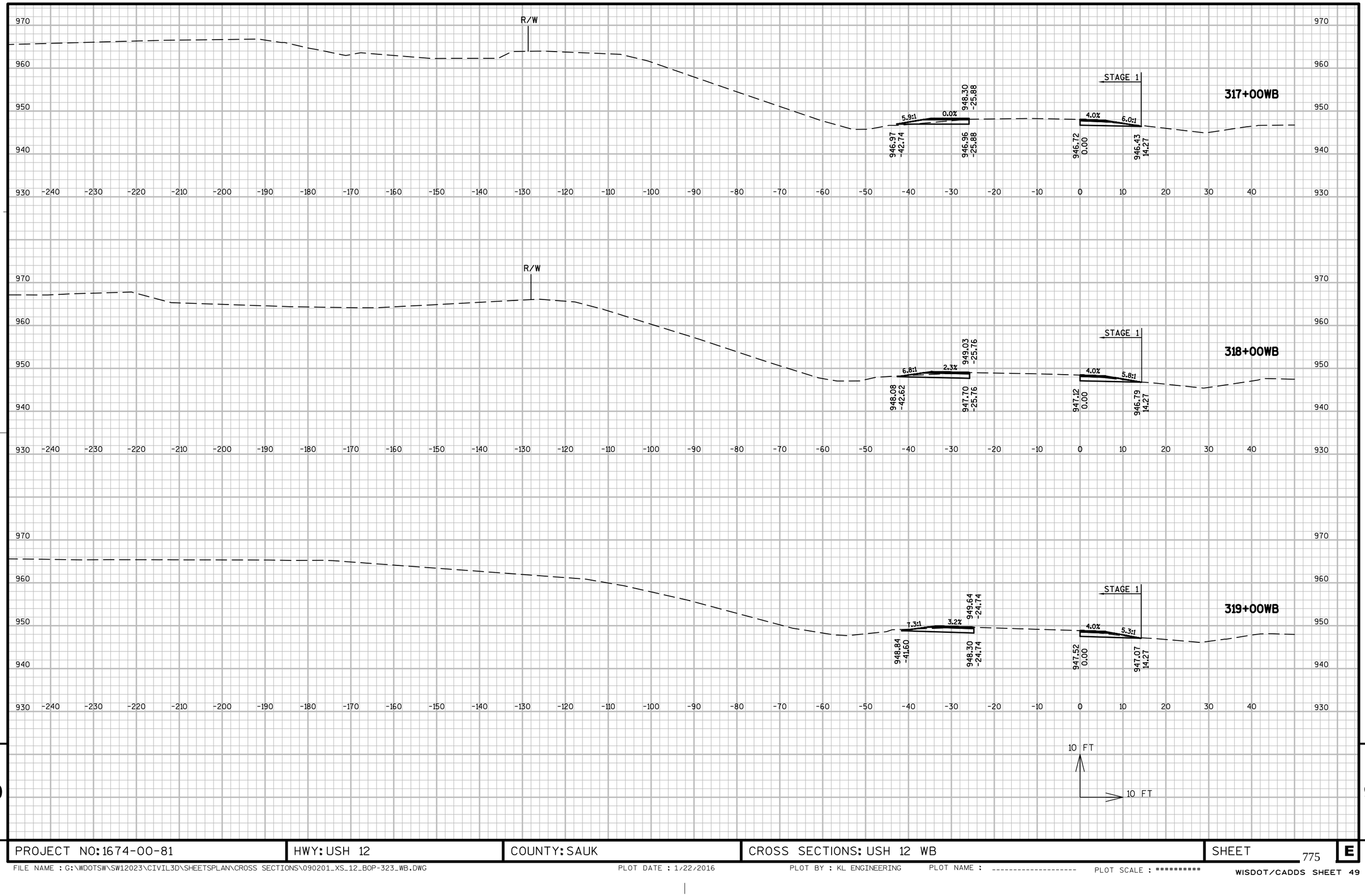
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 773	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_BOP-323_WB.DWG PLOT DATE : 1/22/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 774	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_BOP-323_WB.DWG PLOT DATE : 1/22/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

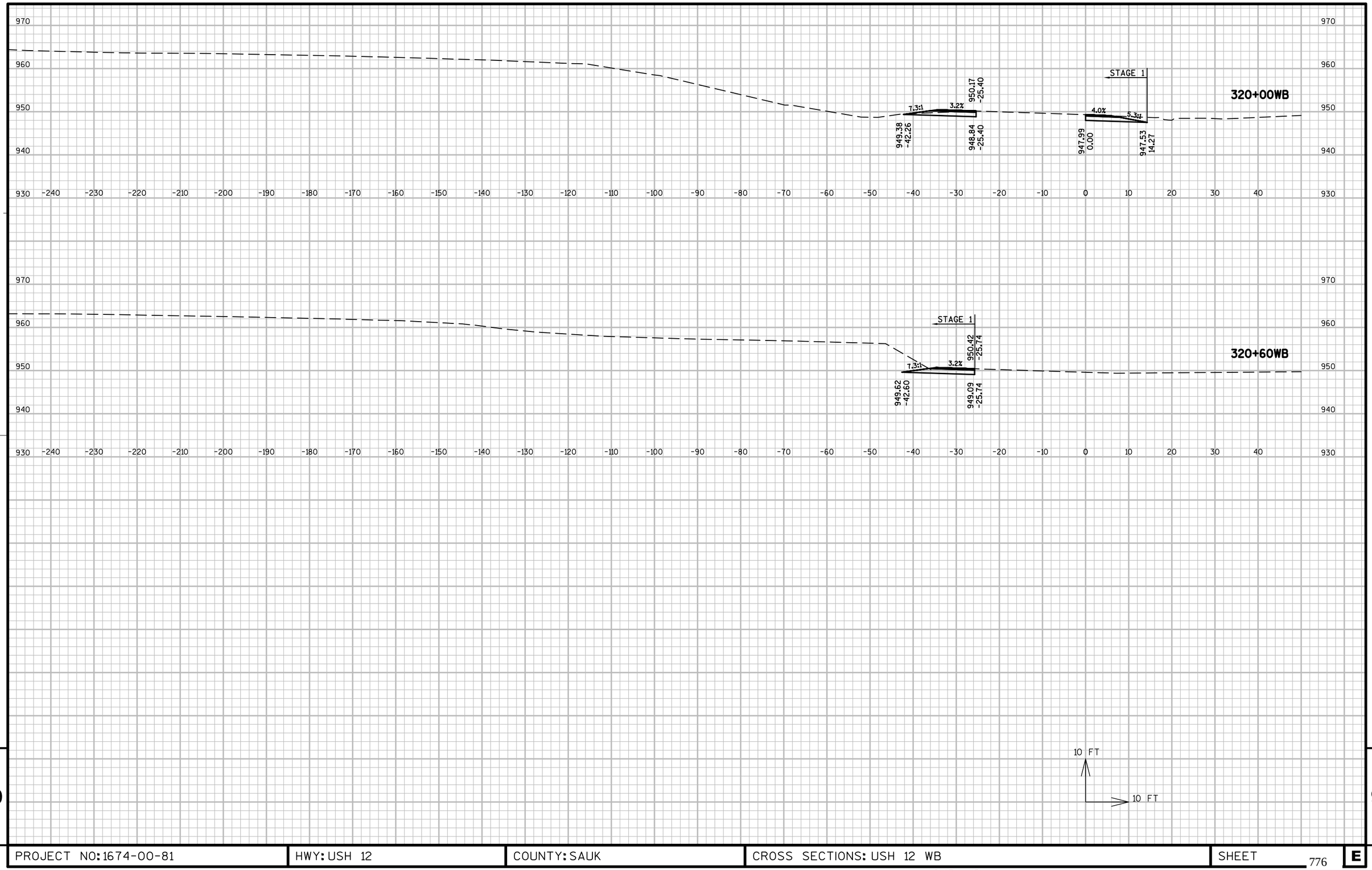


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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 775	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_BOP-323_WB.DWG PLOT DATE : 1/22/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

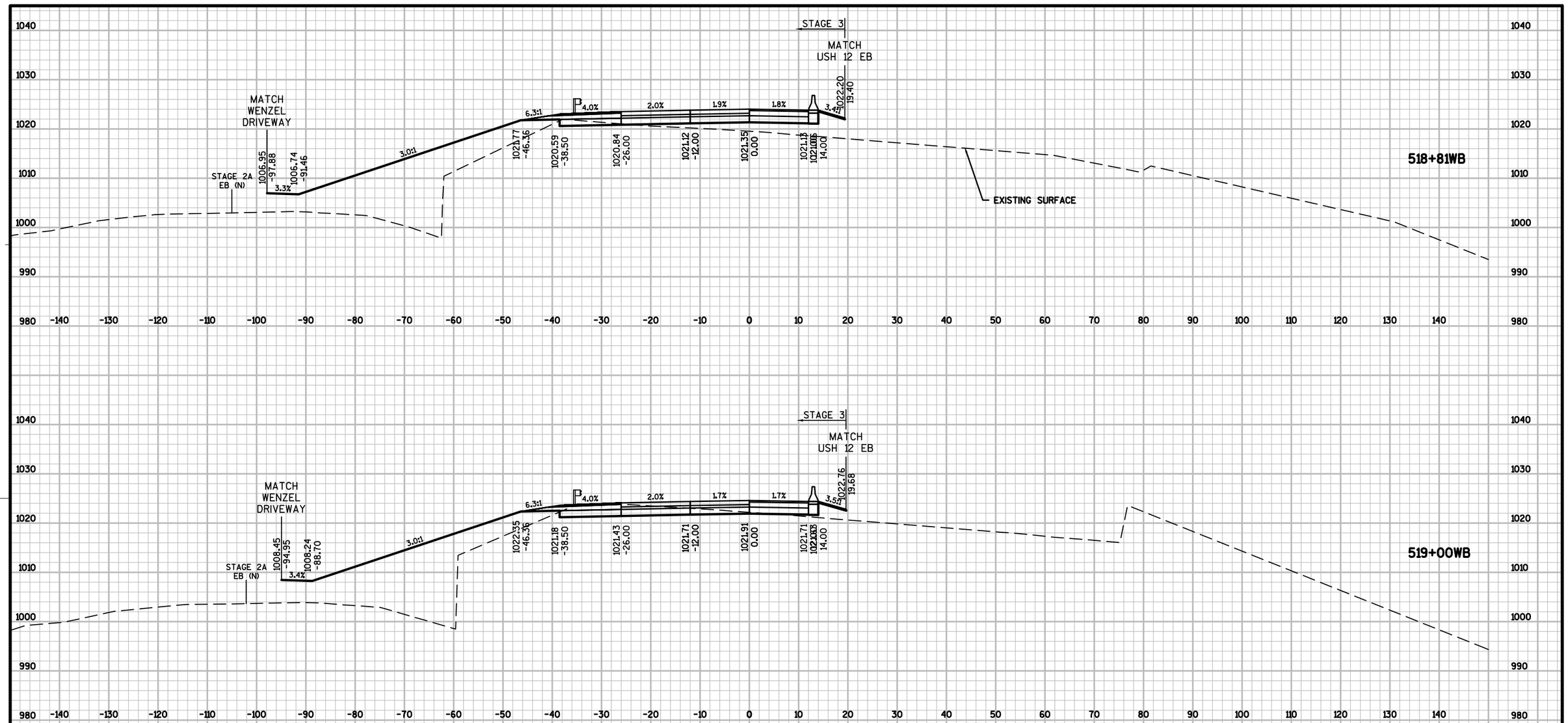


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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 776	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_BOP-323_WB.DWG PLOT DATE : 1/22/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

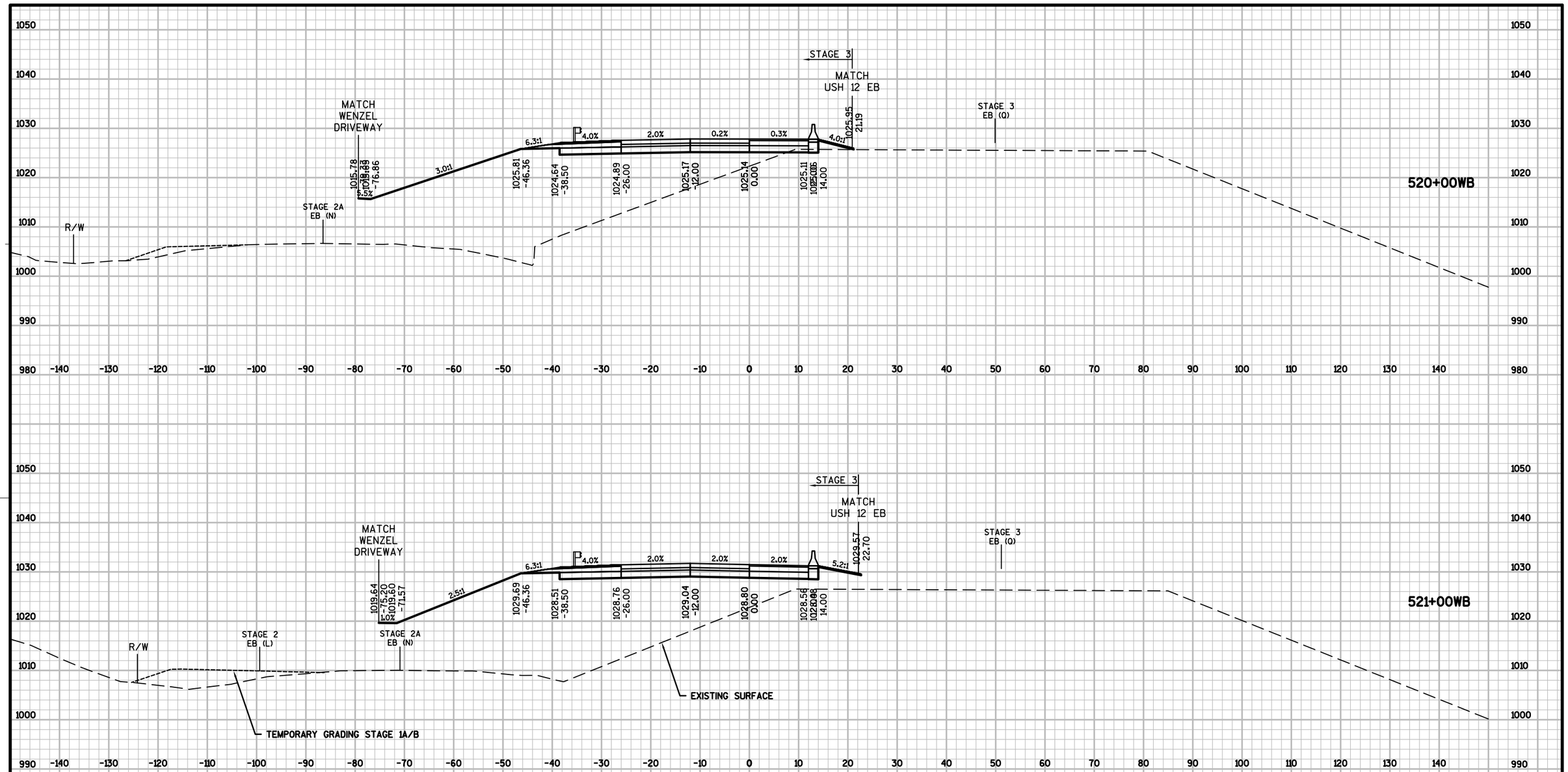


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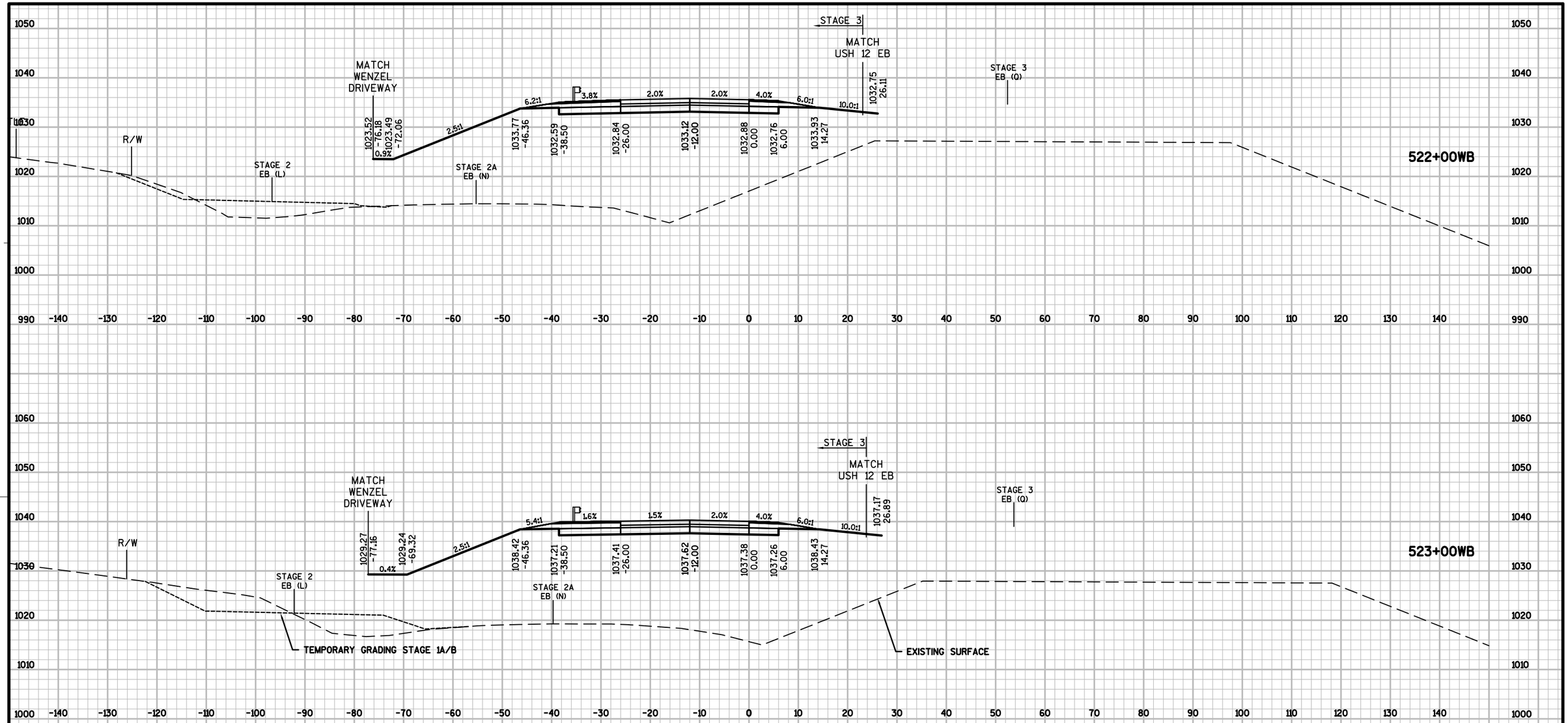
PROJECT NO: 6174-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 777	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_515-528_WB.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

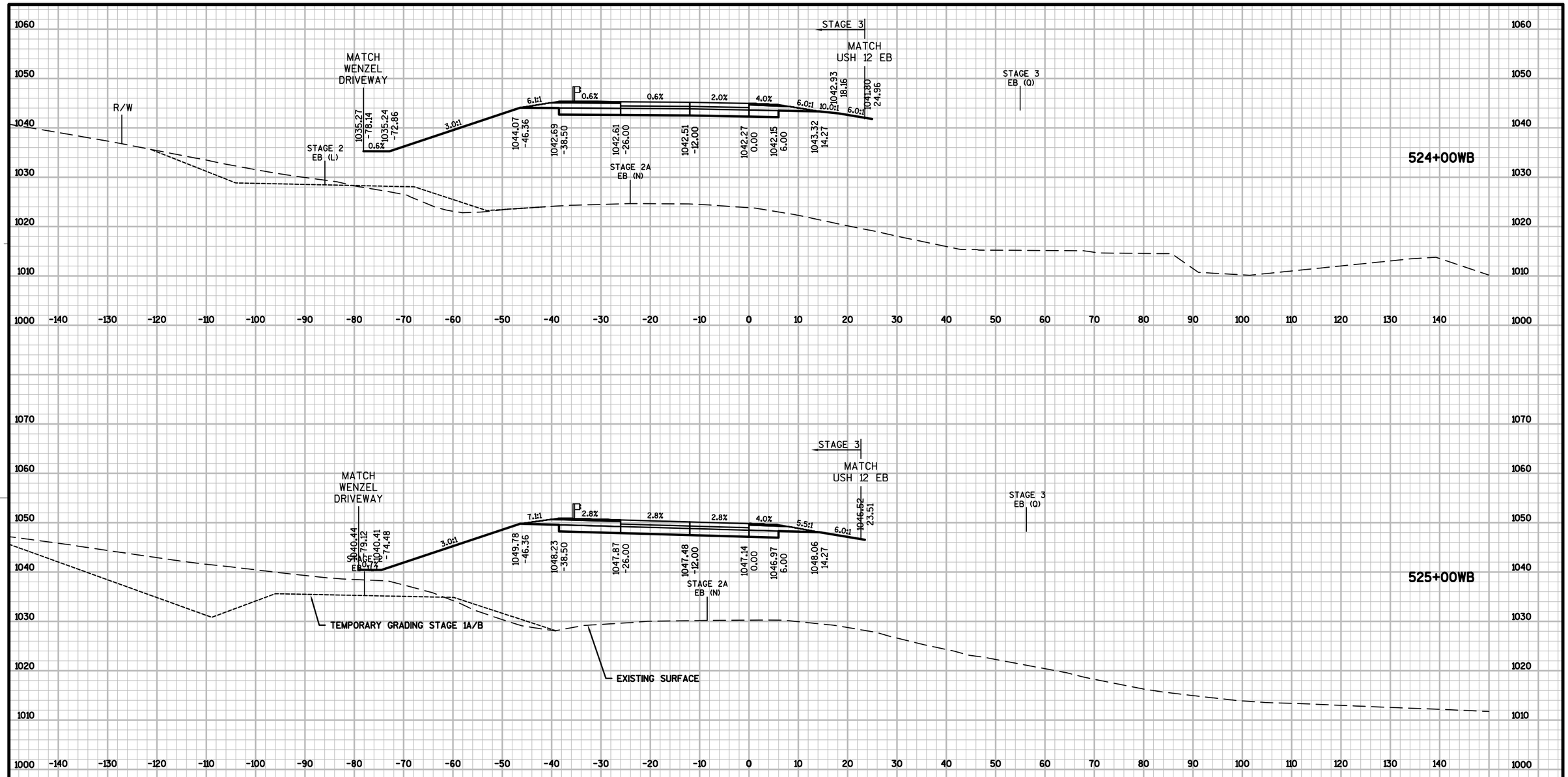


PROJECT NO: 6174-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 778	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_515-528_WB.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

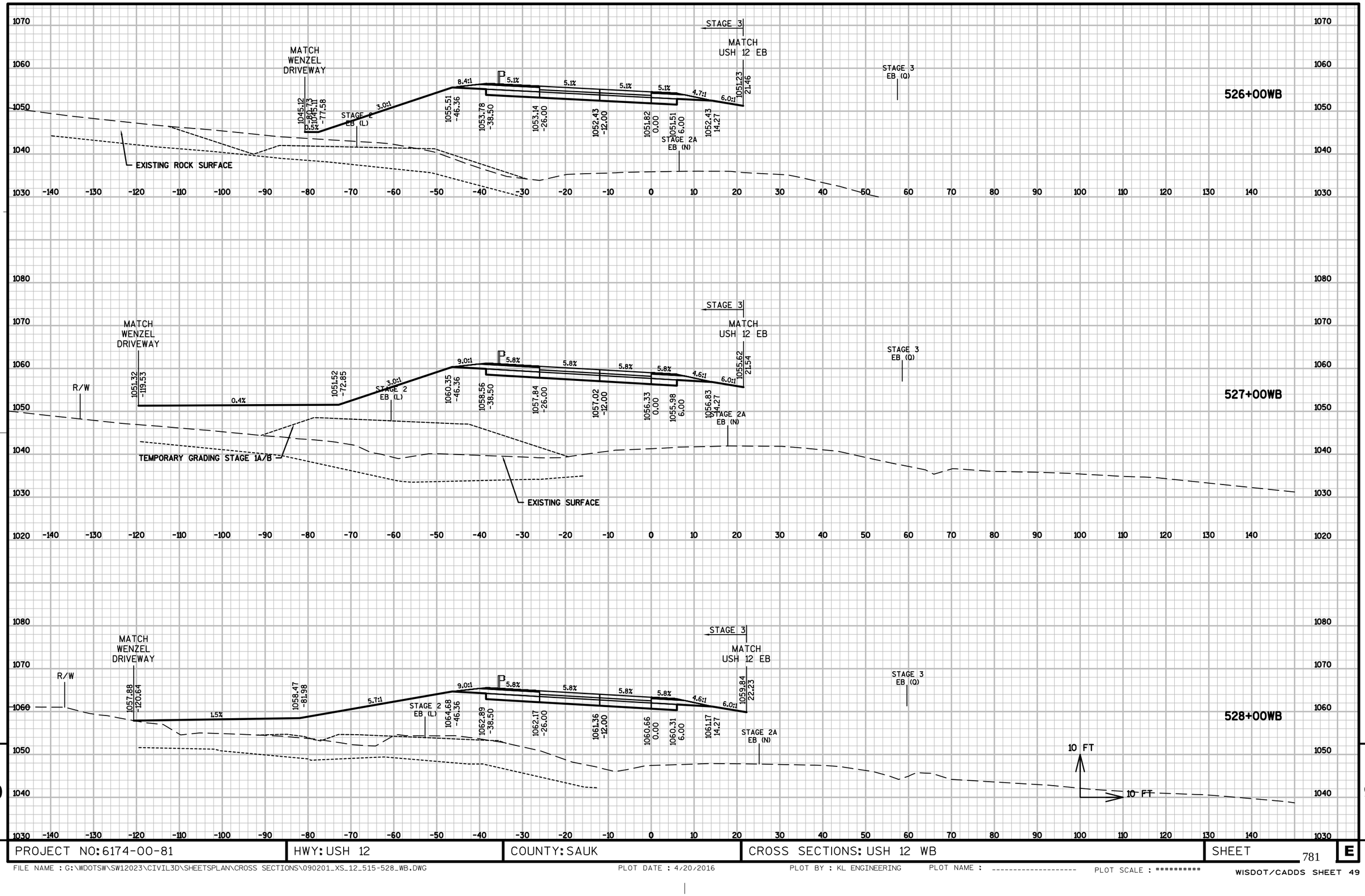


PROJECT NO: 6174-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 779	E



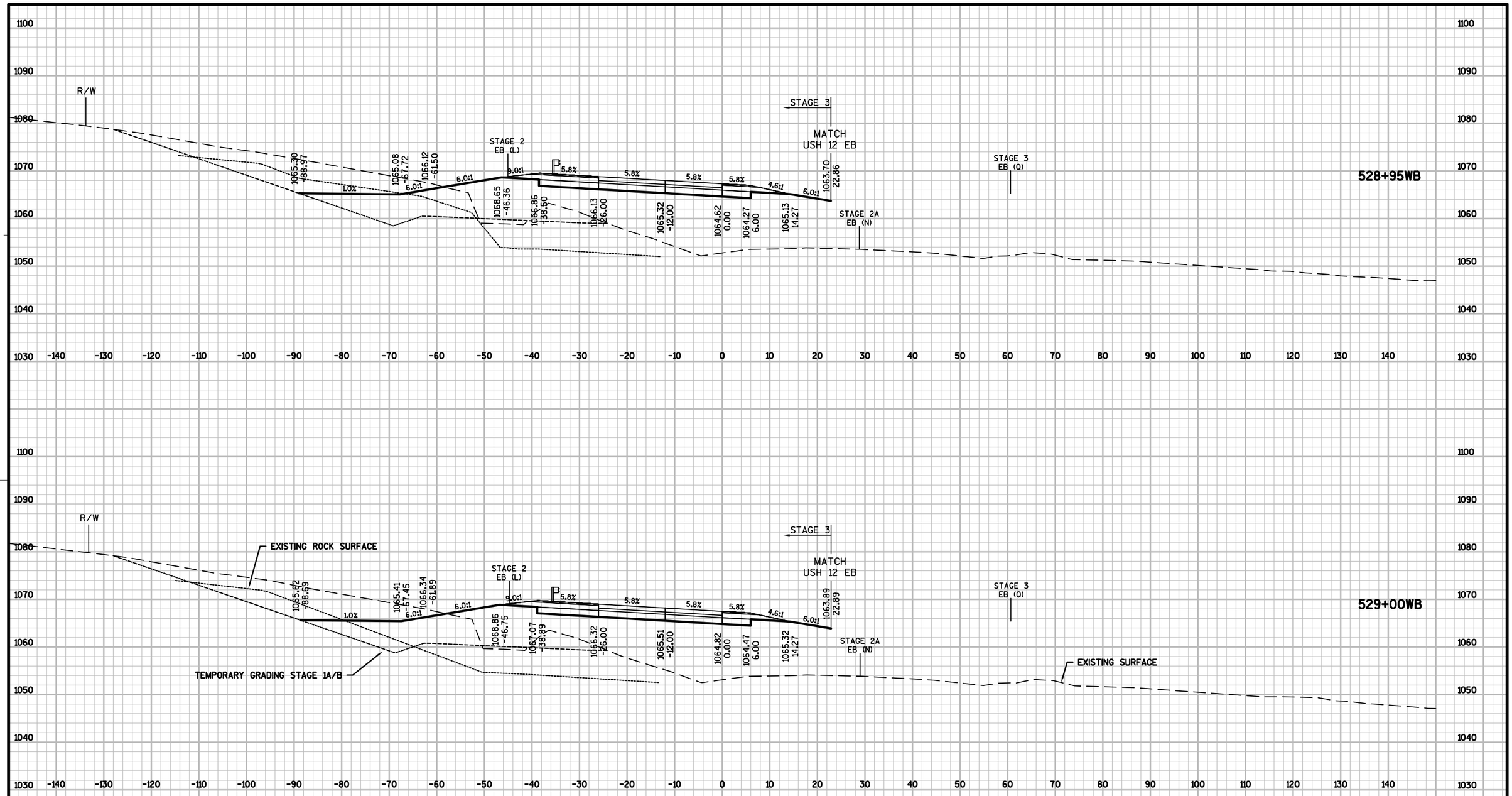
PROJECT NO: 6174-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 780	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_515-528_WB.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



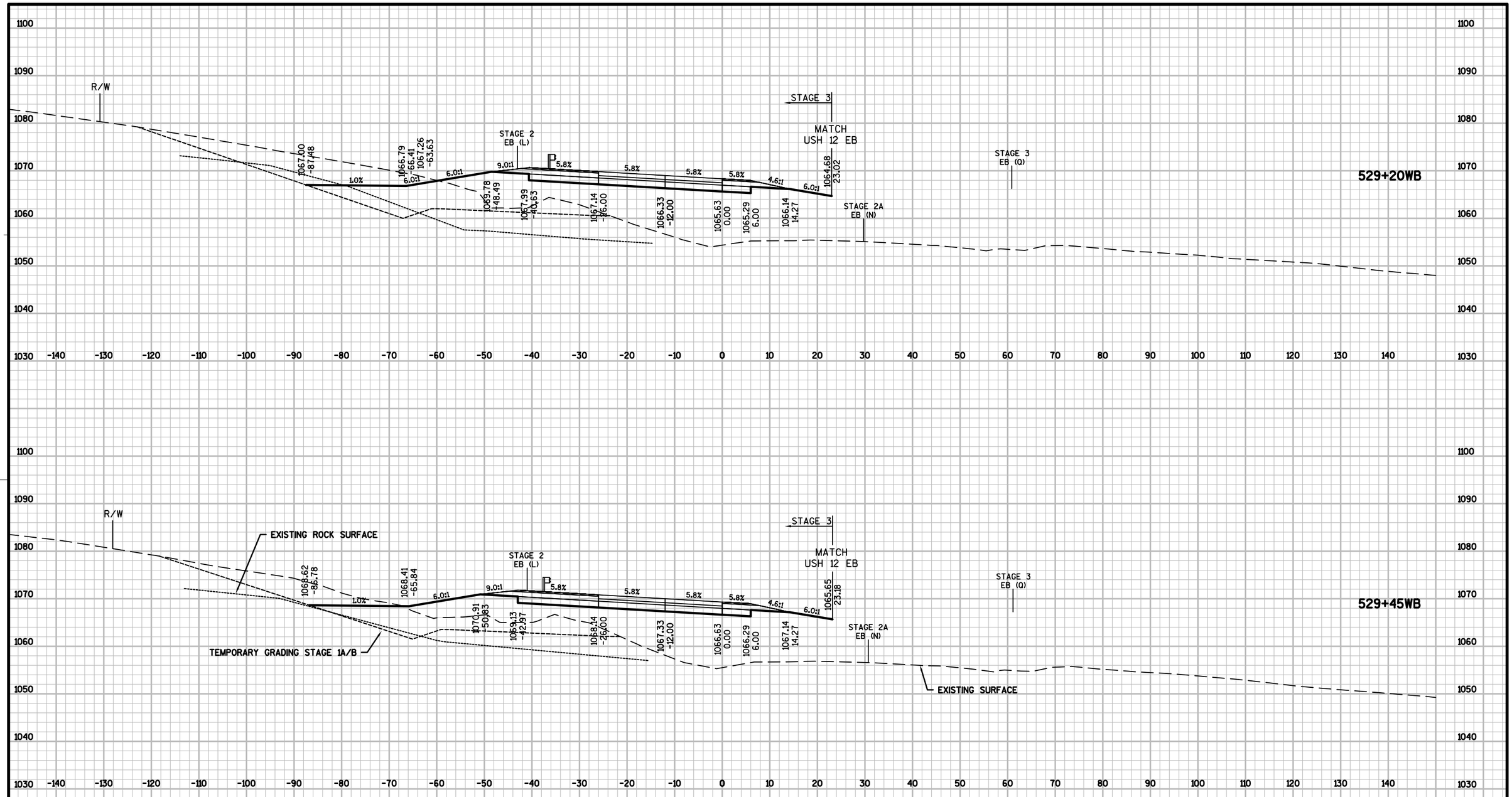
PROJECT NO: 6174-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 781	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_515-528_WB.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 782	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_528-550_WB.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

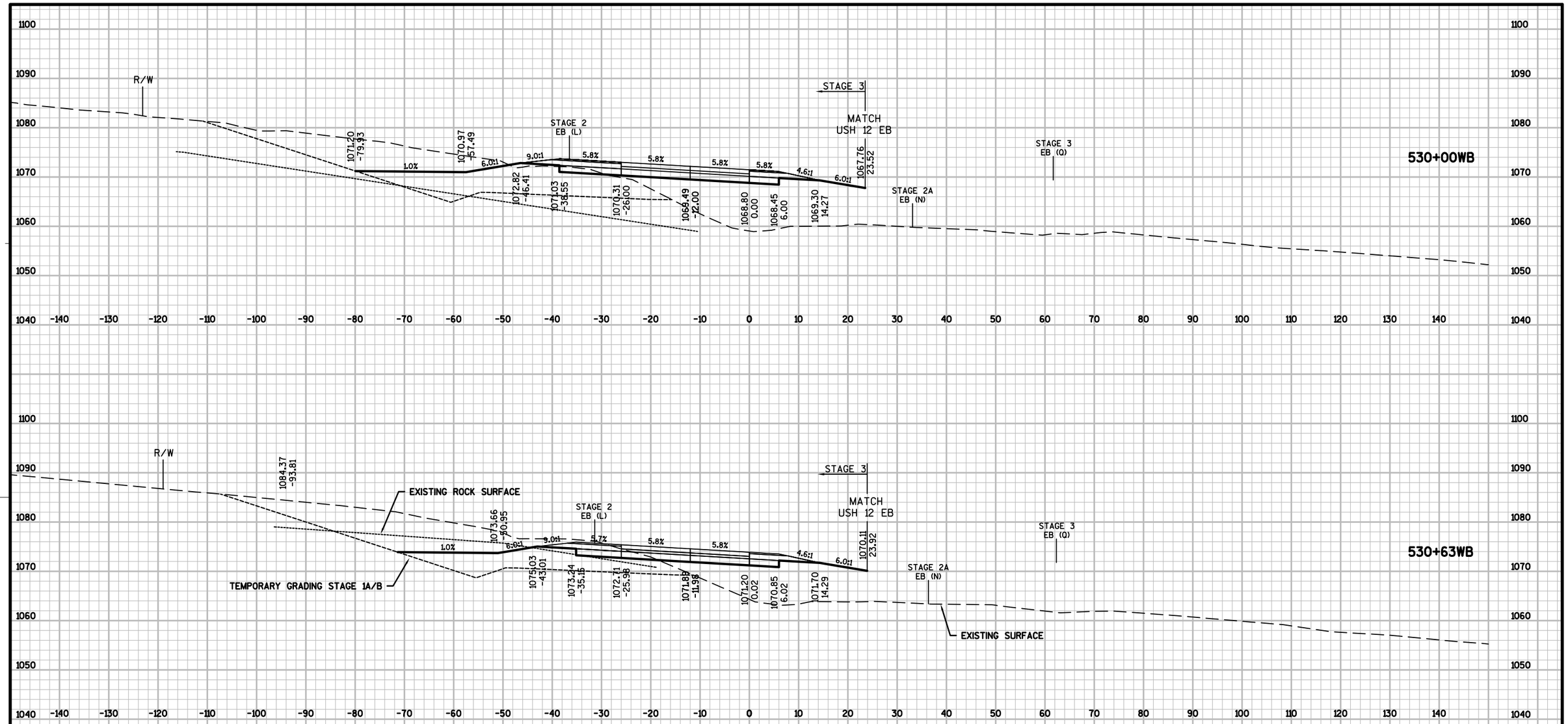


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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 783	E

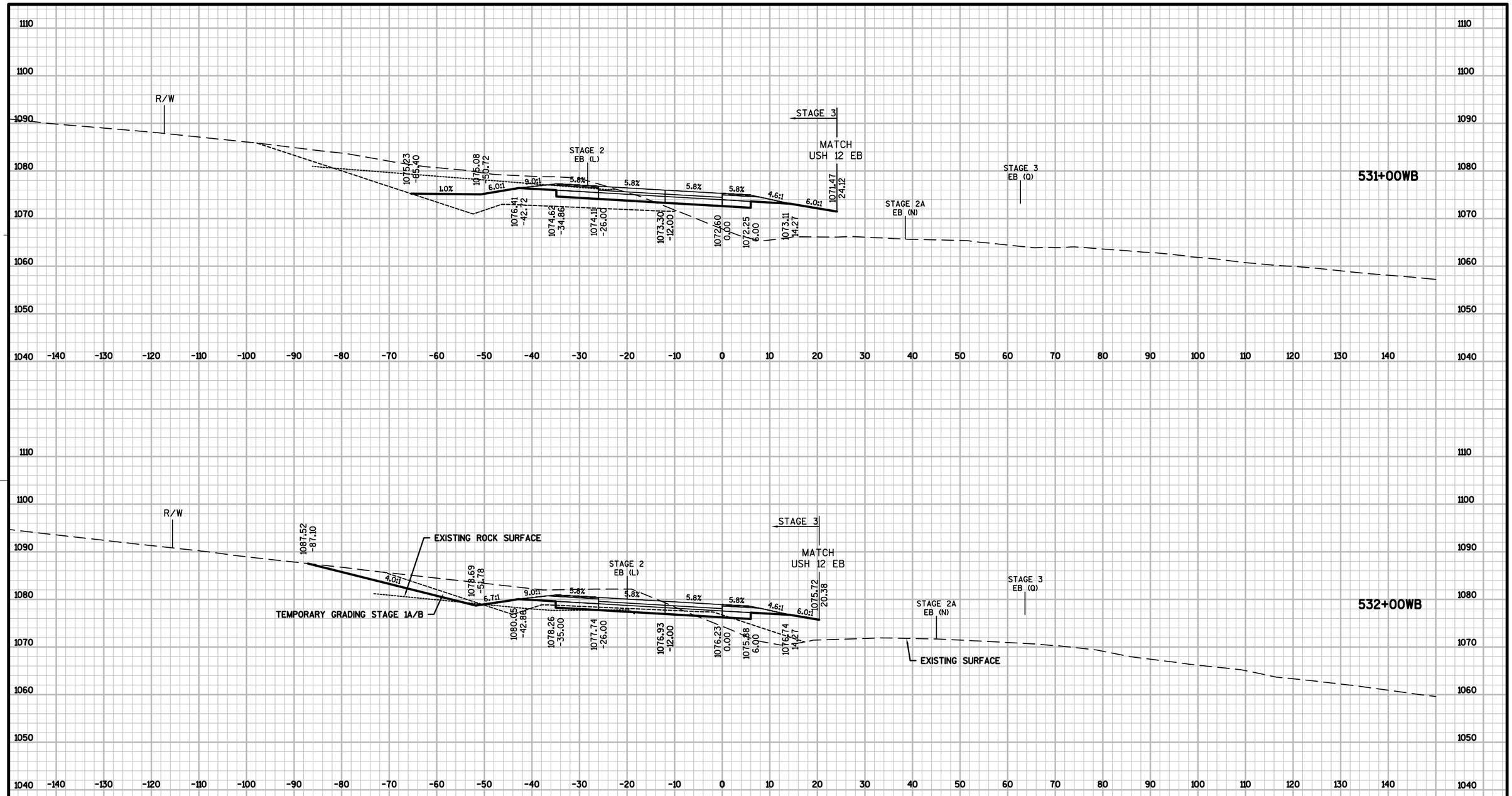
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_528-550_WB.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



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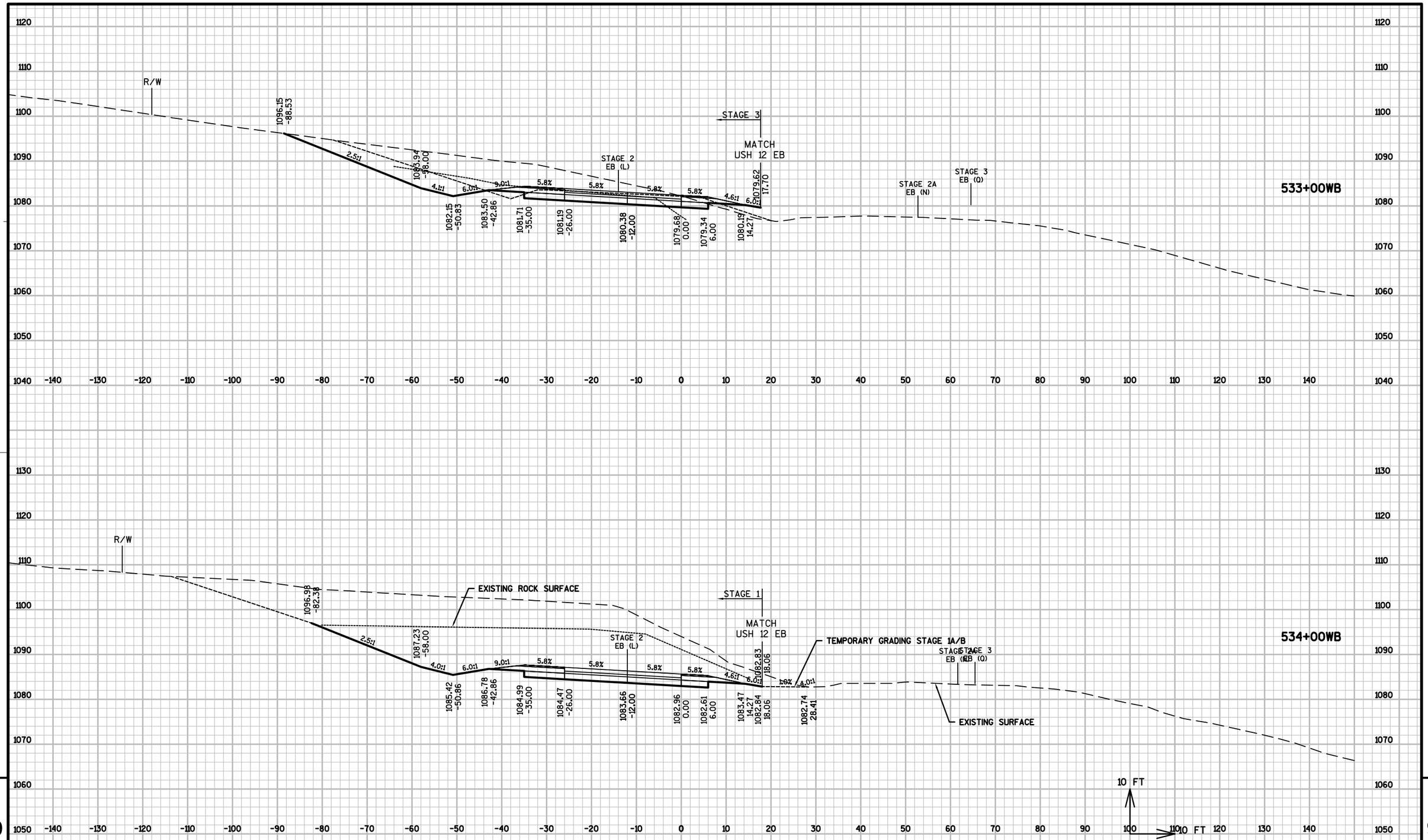
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 784	E



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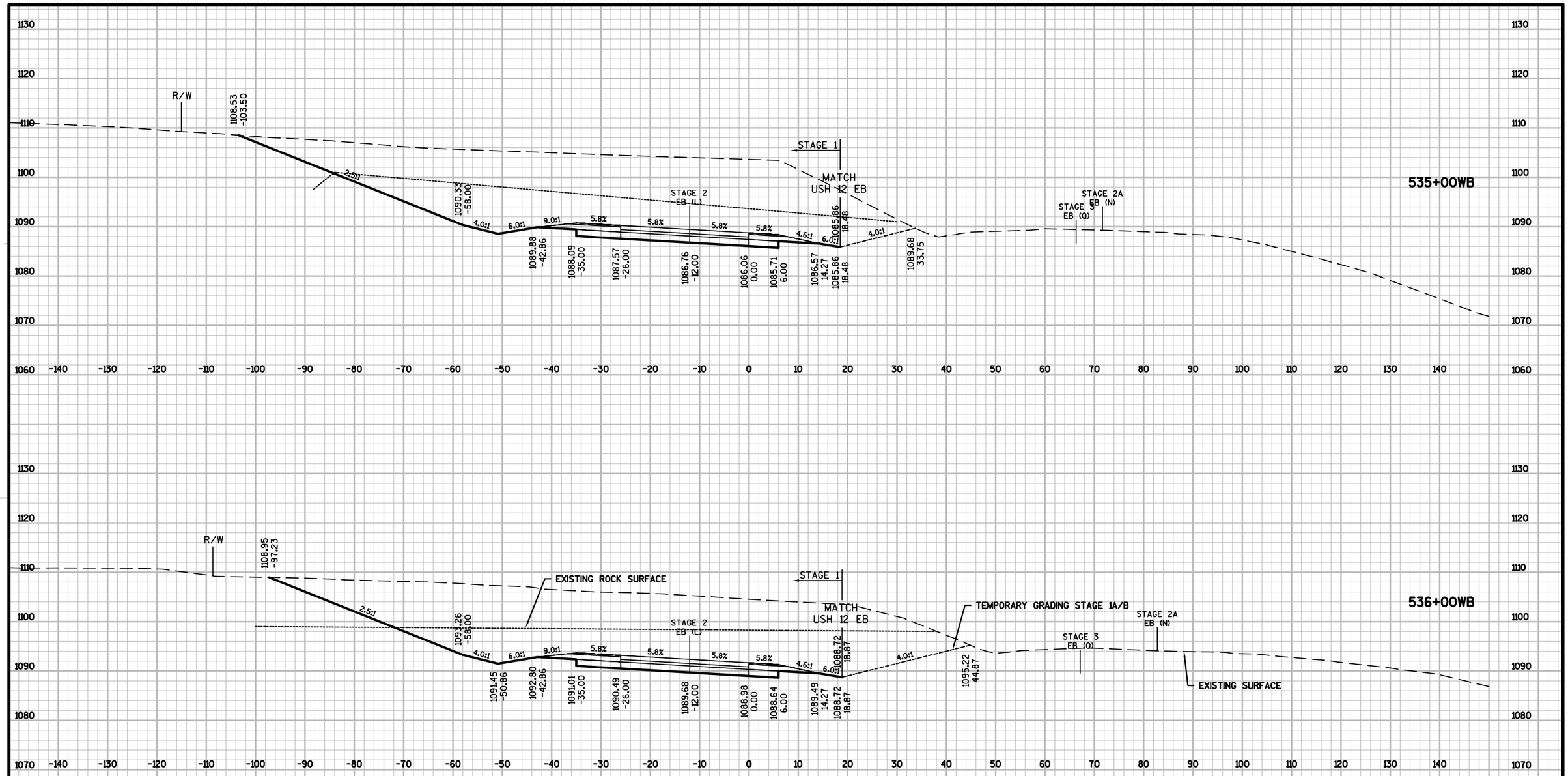
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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 785	E



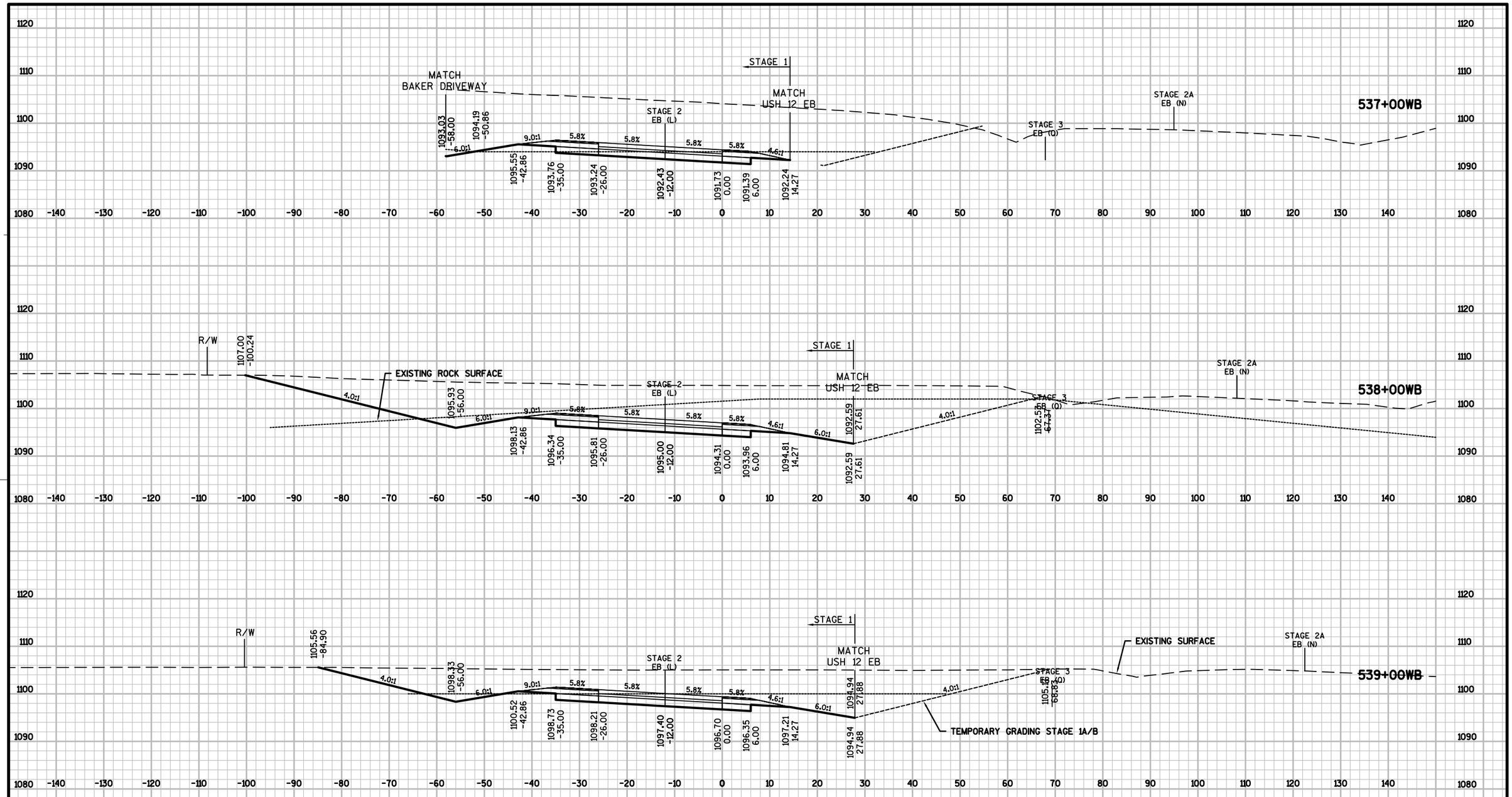
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 786	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_528-550_WB.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

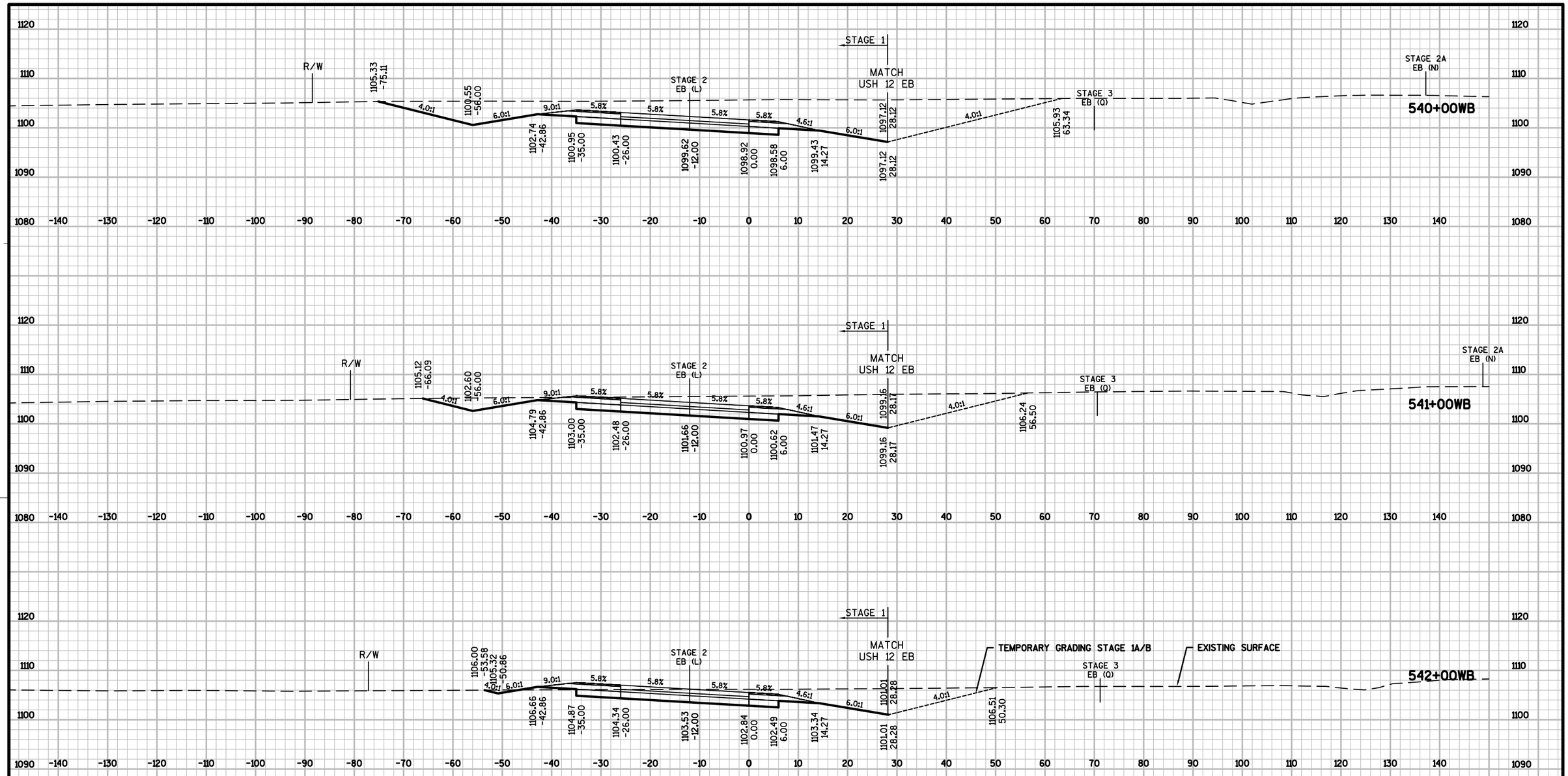


PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 787	E

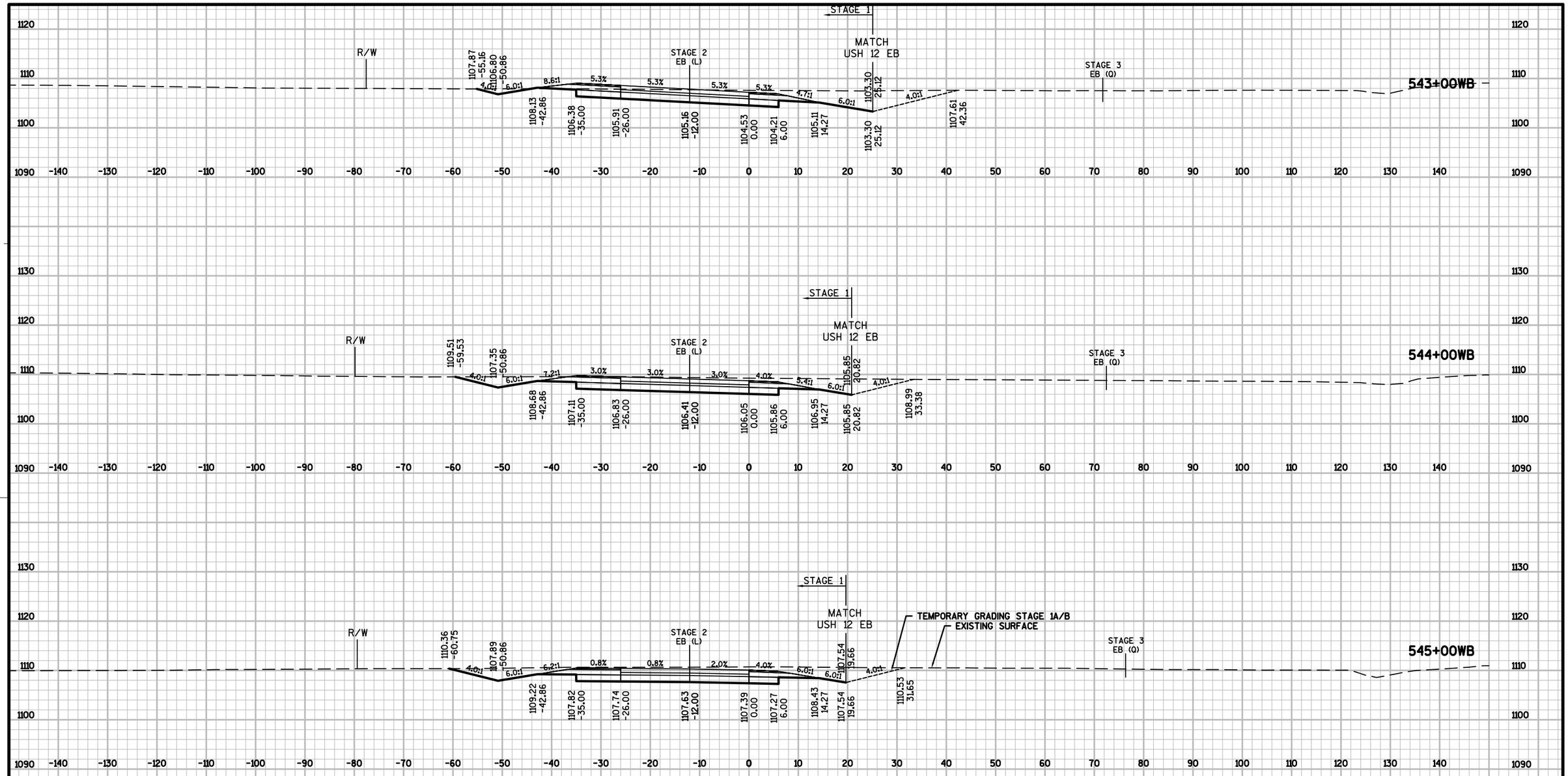
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_528-550_WB.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 788	E



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 789	E

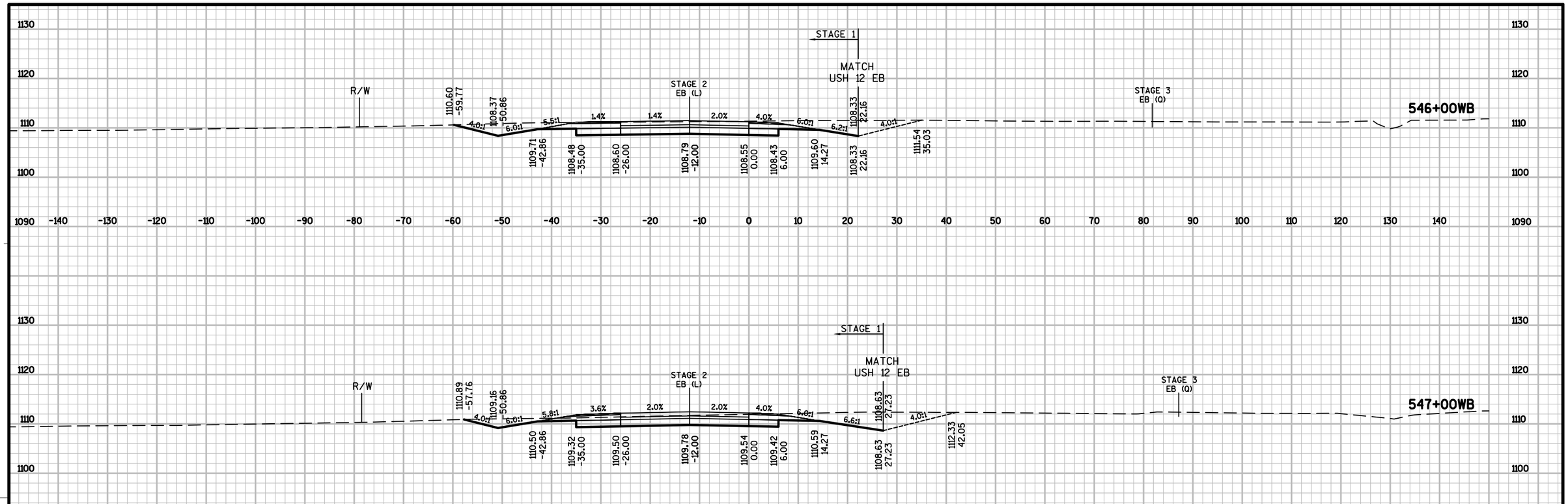


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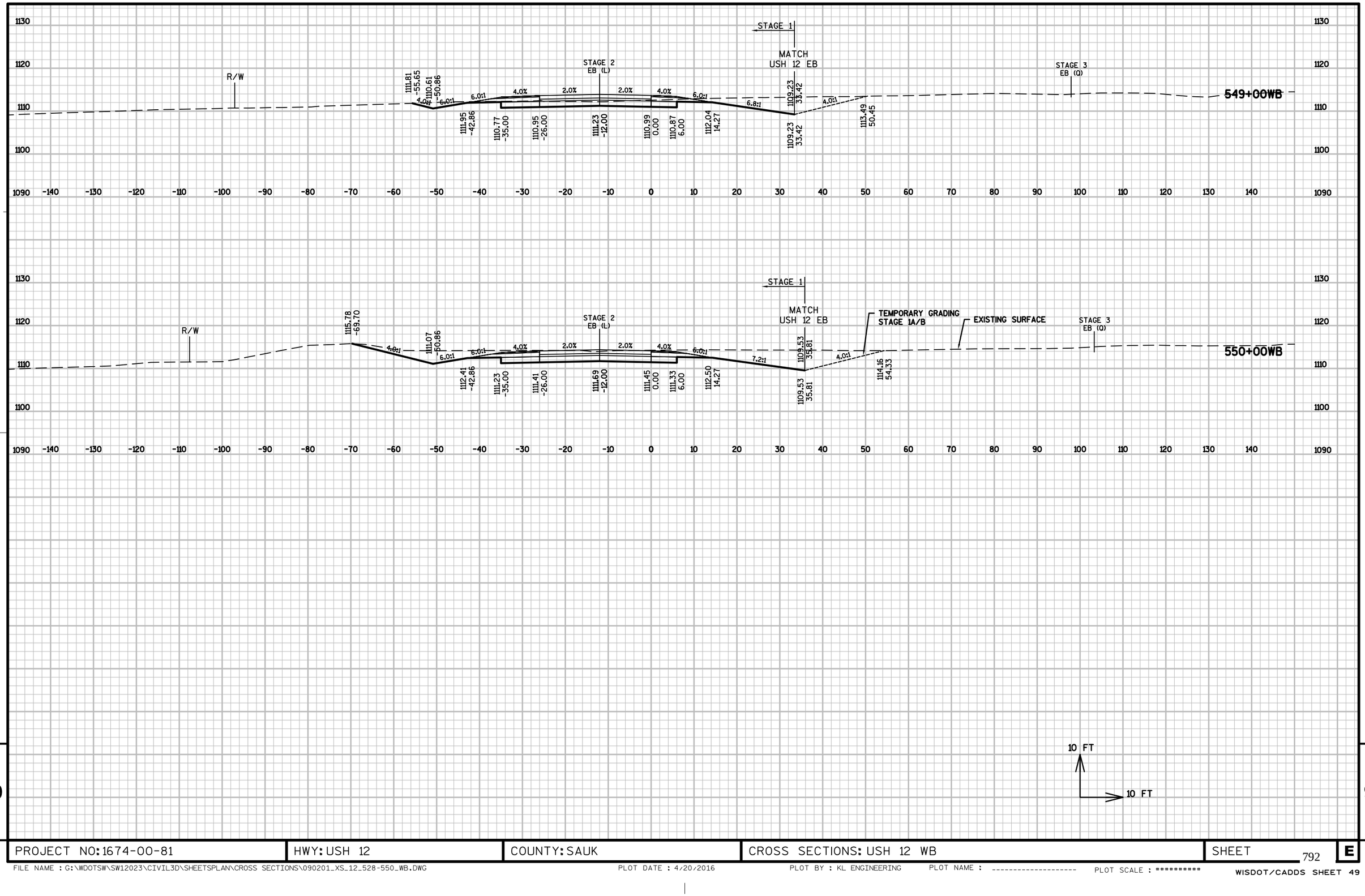
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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 790	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_528-550_WB.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

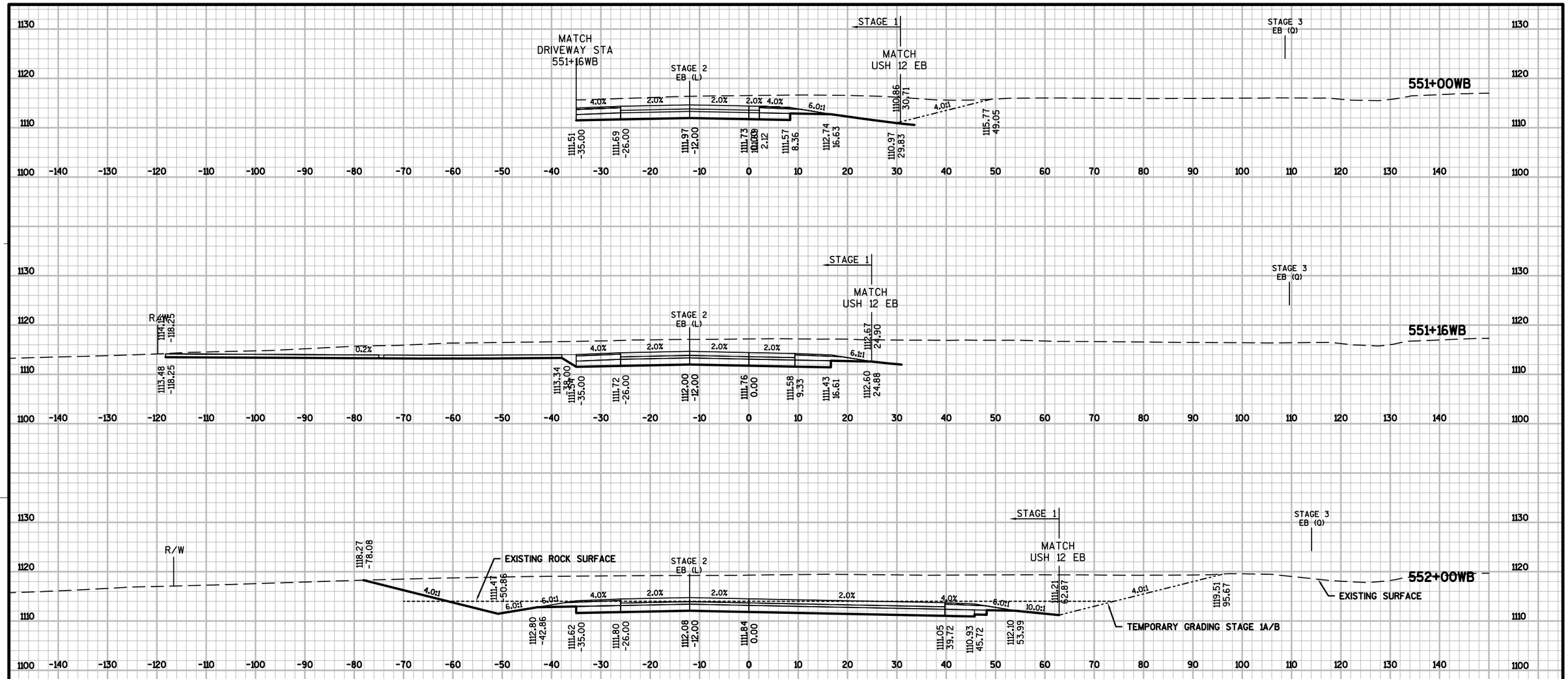


PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 791	E

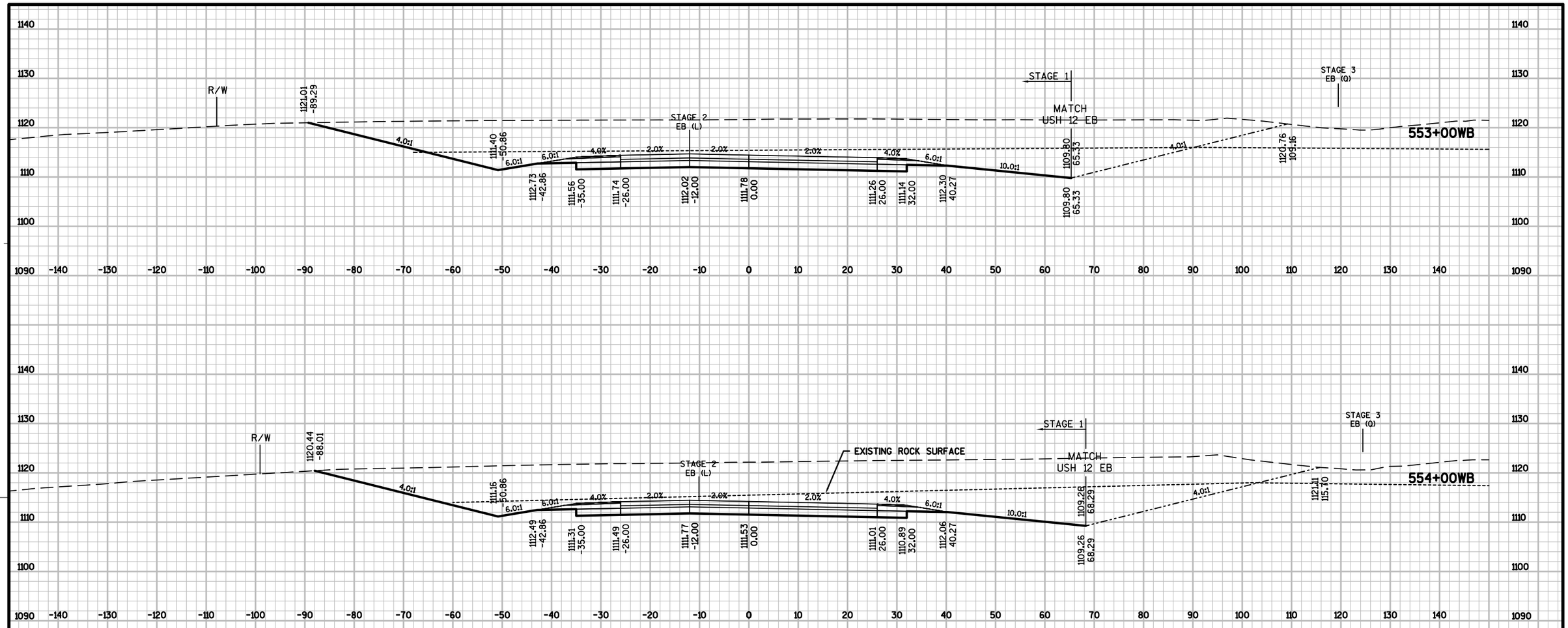


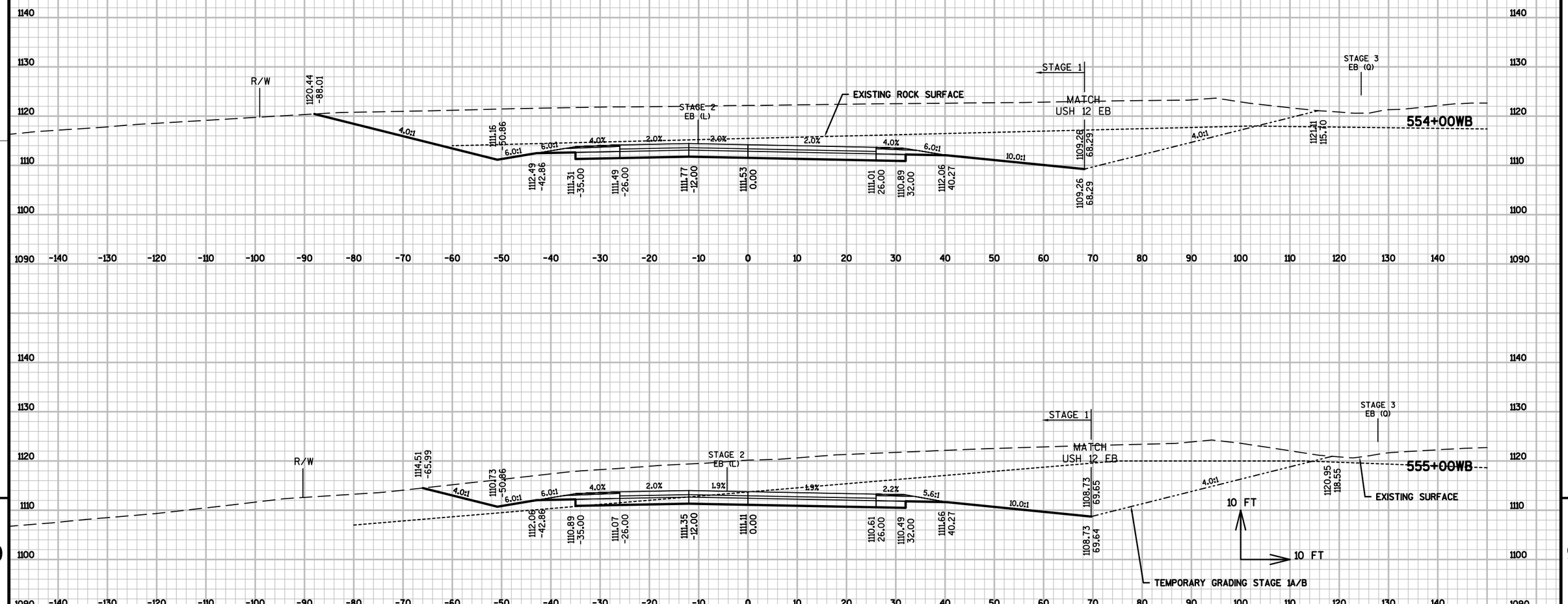
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 792	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_528-550_WB.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 793	E



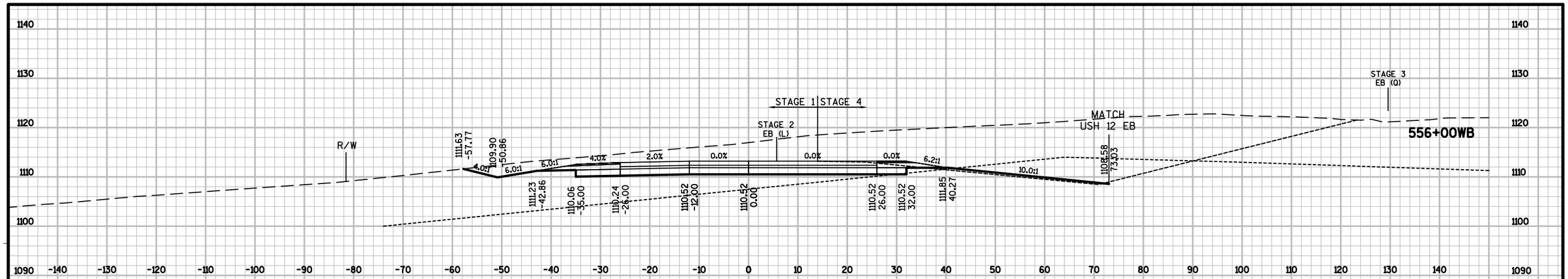


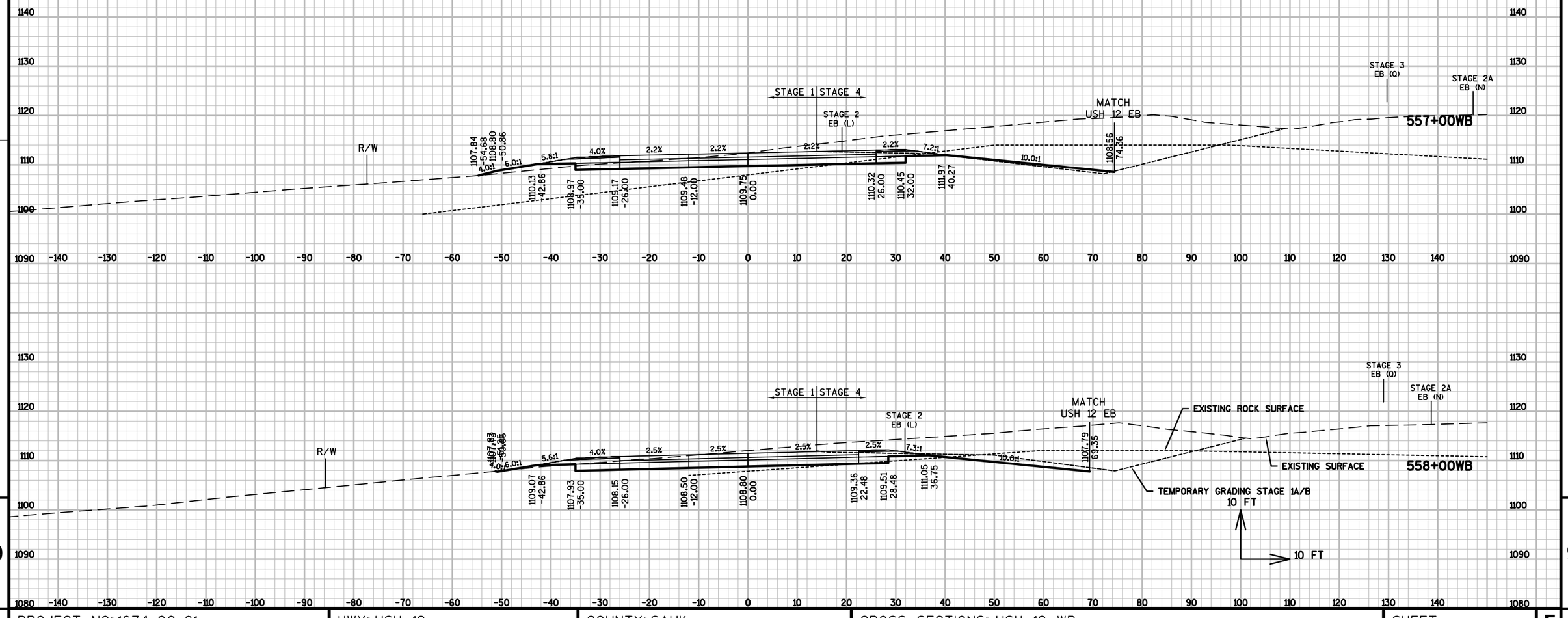
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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 794	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_550-575_WB.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

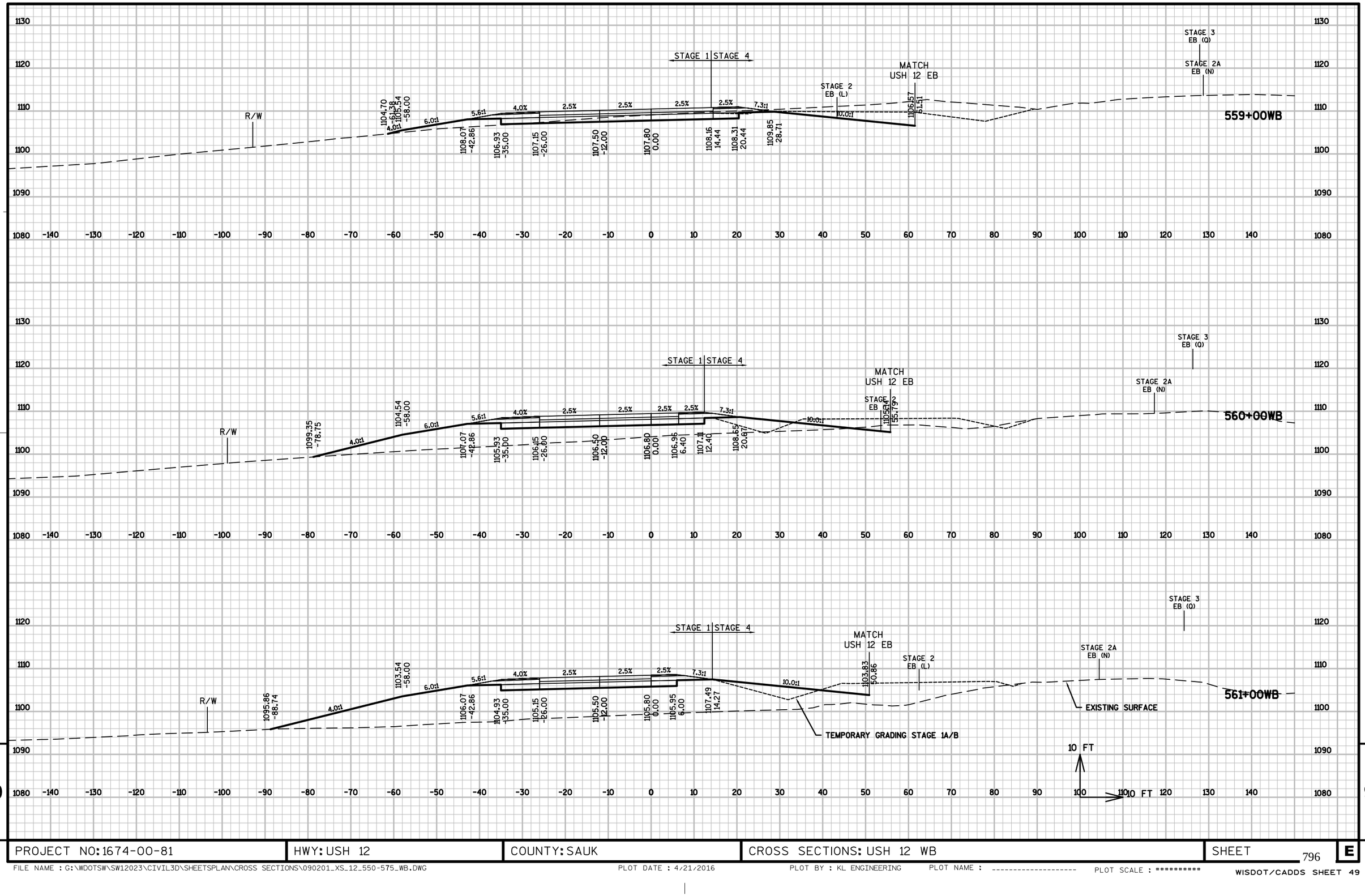




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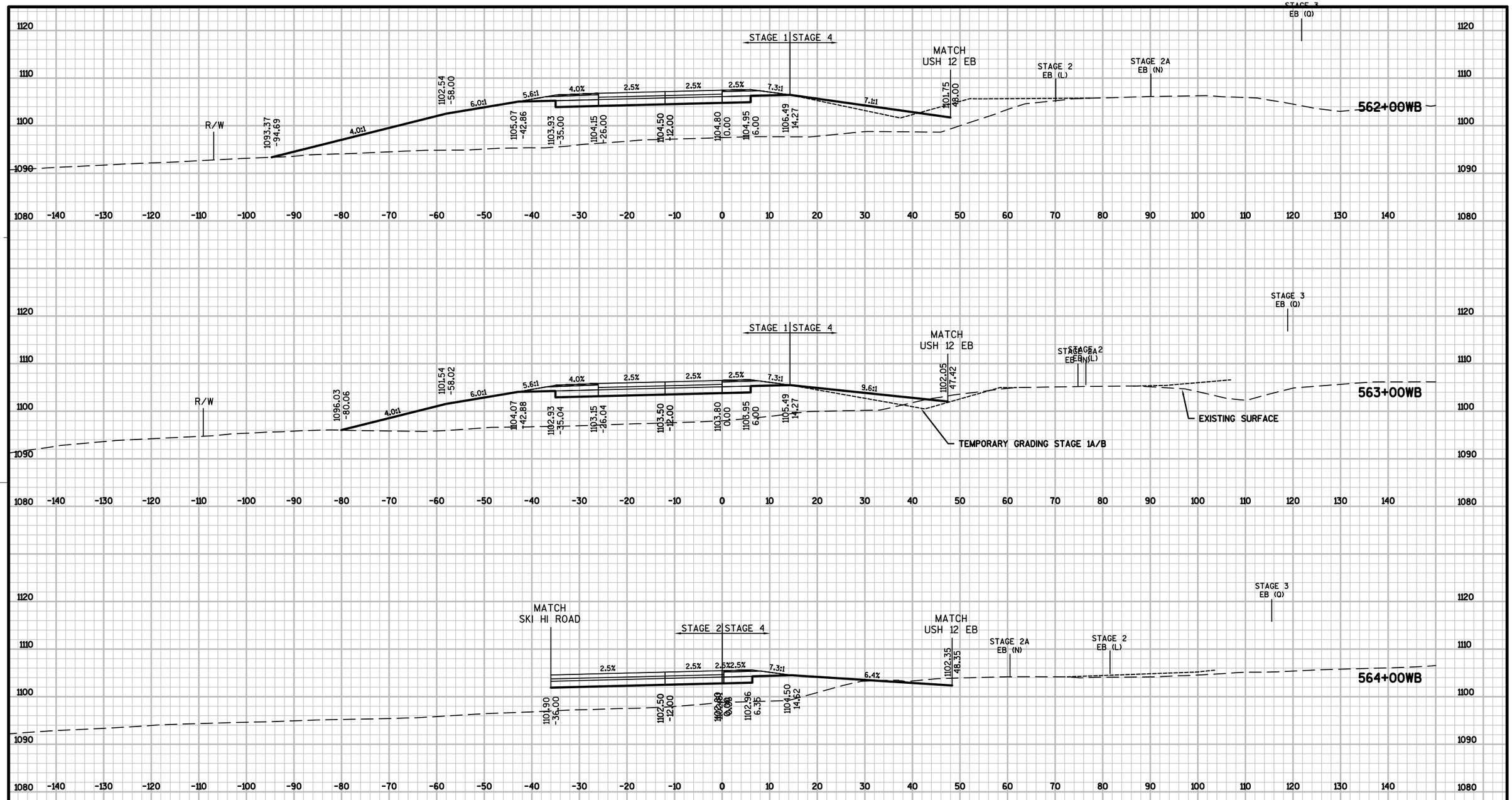
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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 795	E



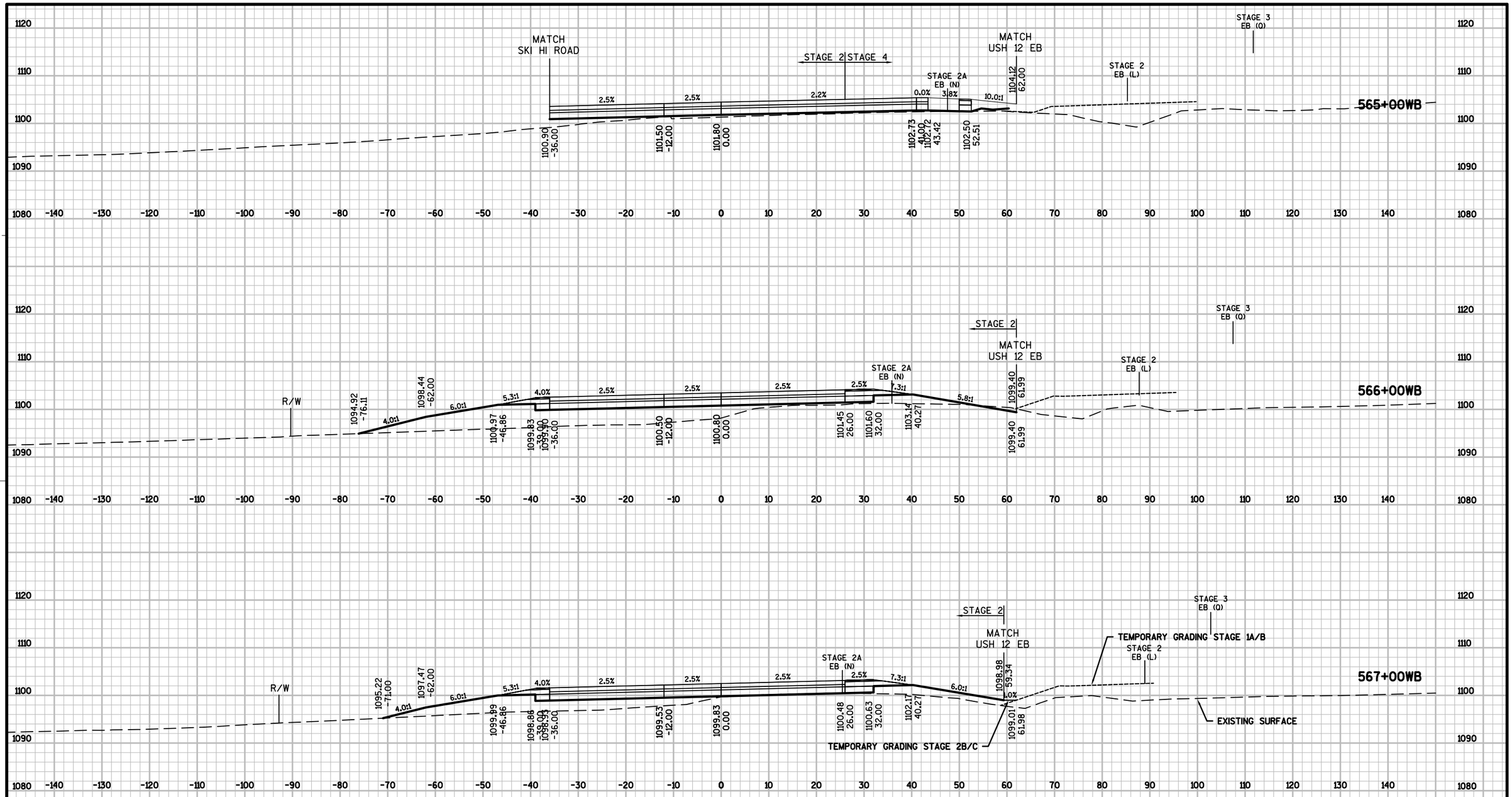
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 796	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_550-575_WB.DWG PLOT DATE : 4/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



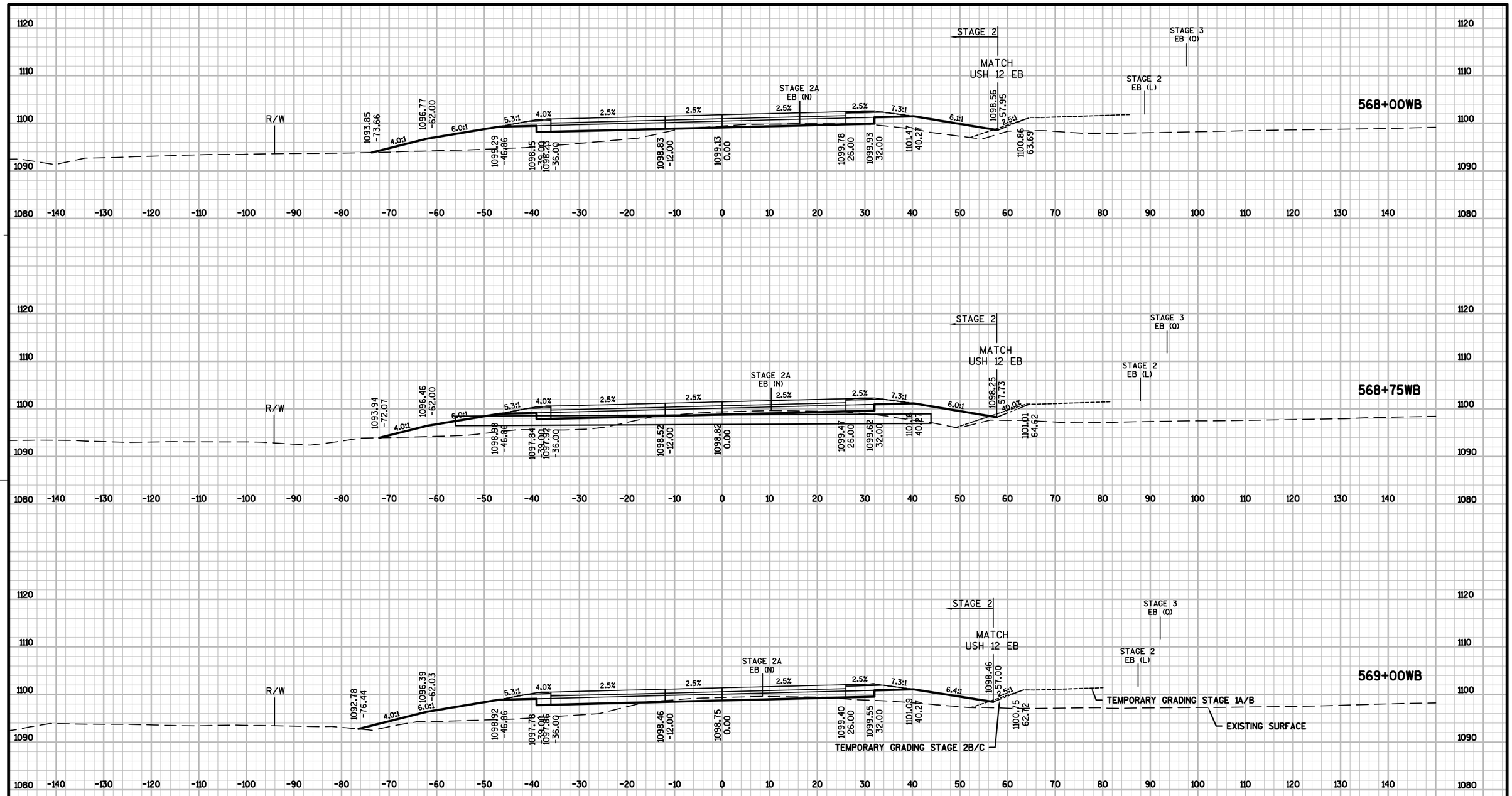
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 797	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_550-575_WB.DWG PLOT DATE : 4/21/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

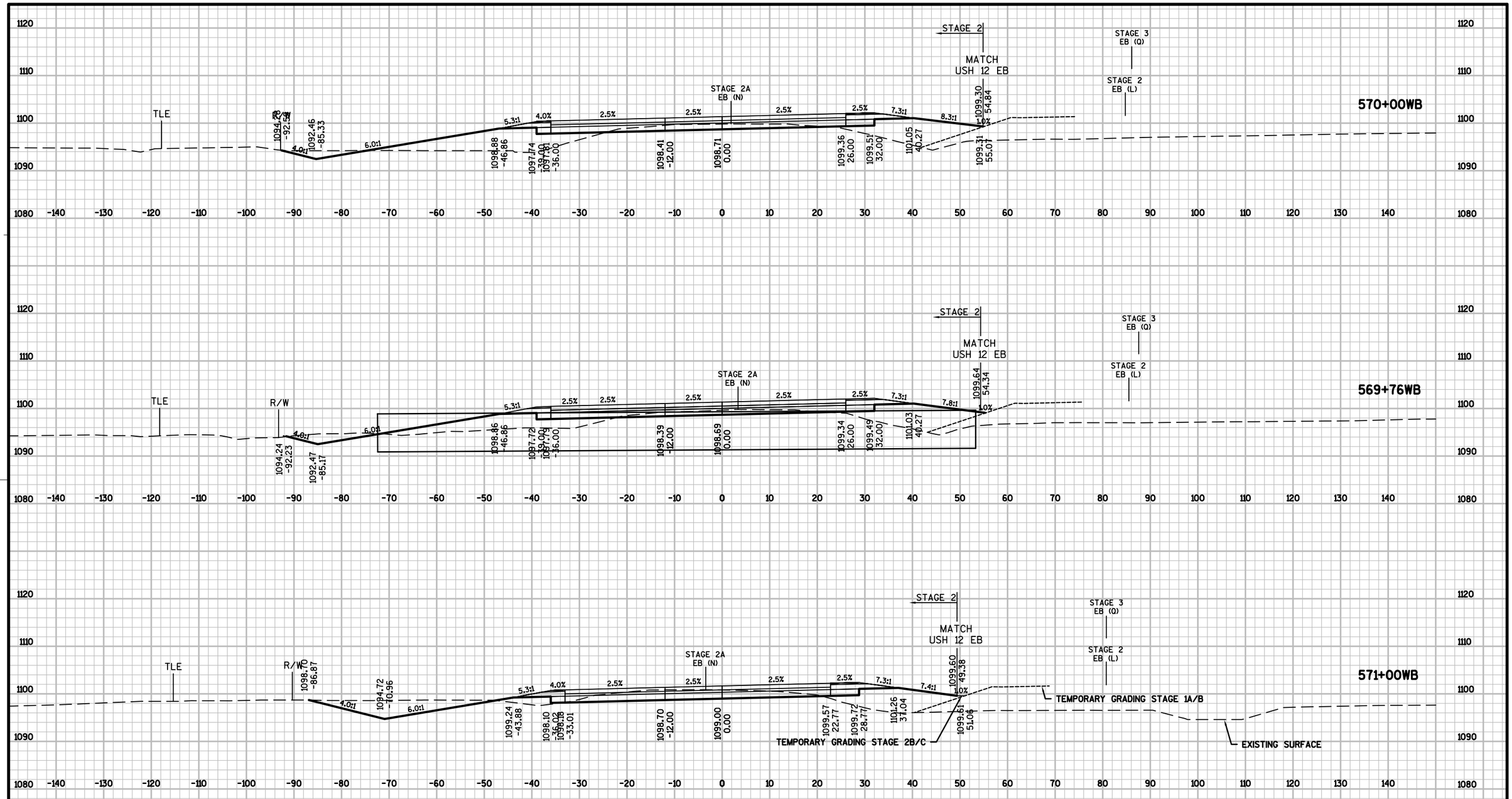


PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 798	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_550-575_WB.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

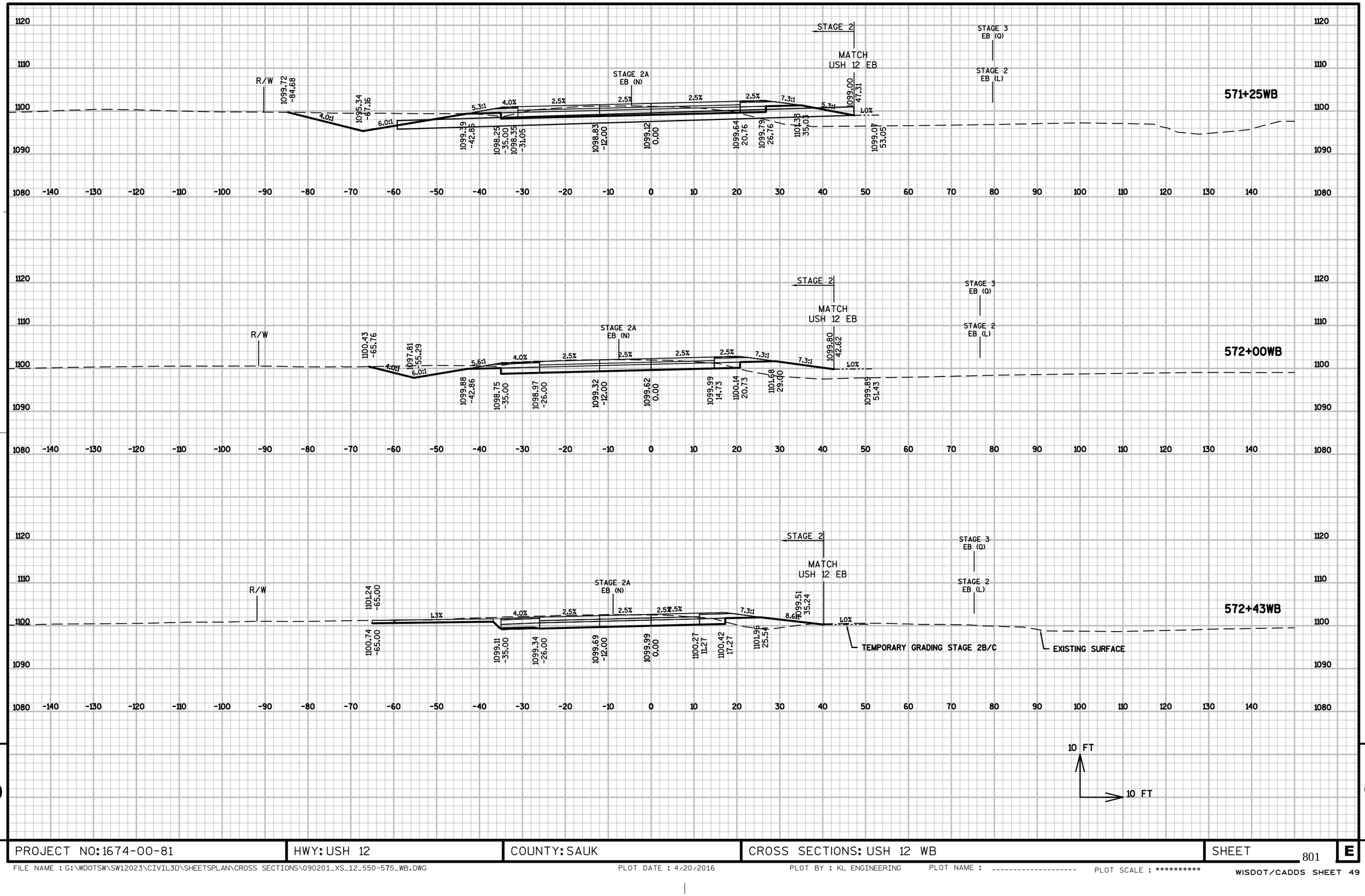


PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 799	E



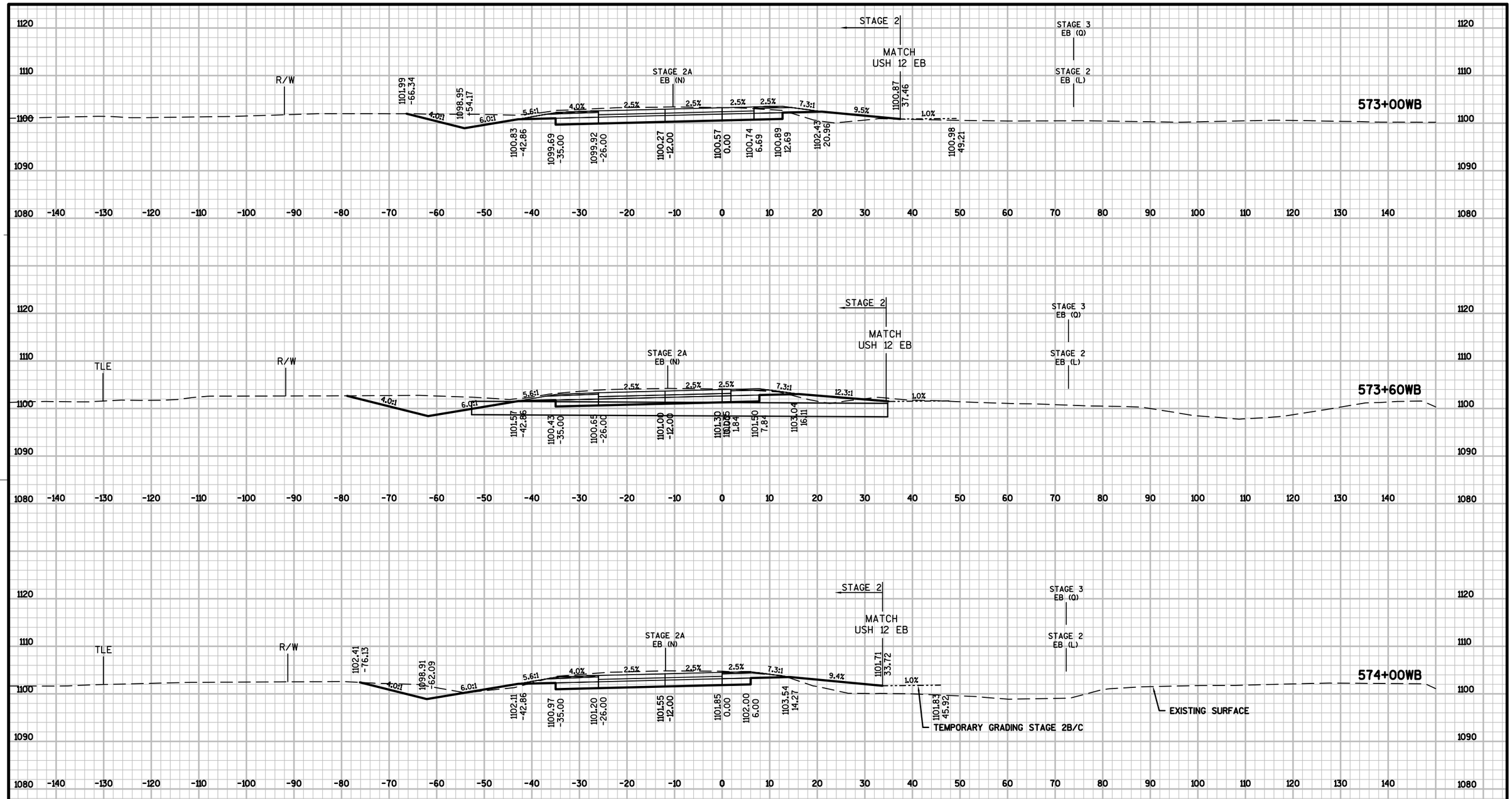
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 800	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_550-575_WB.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



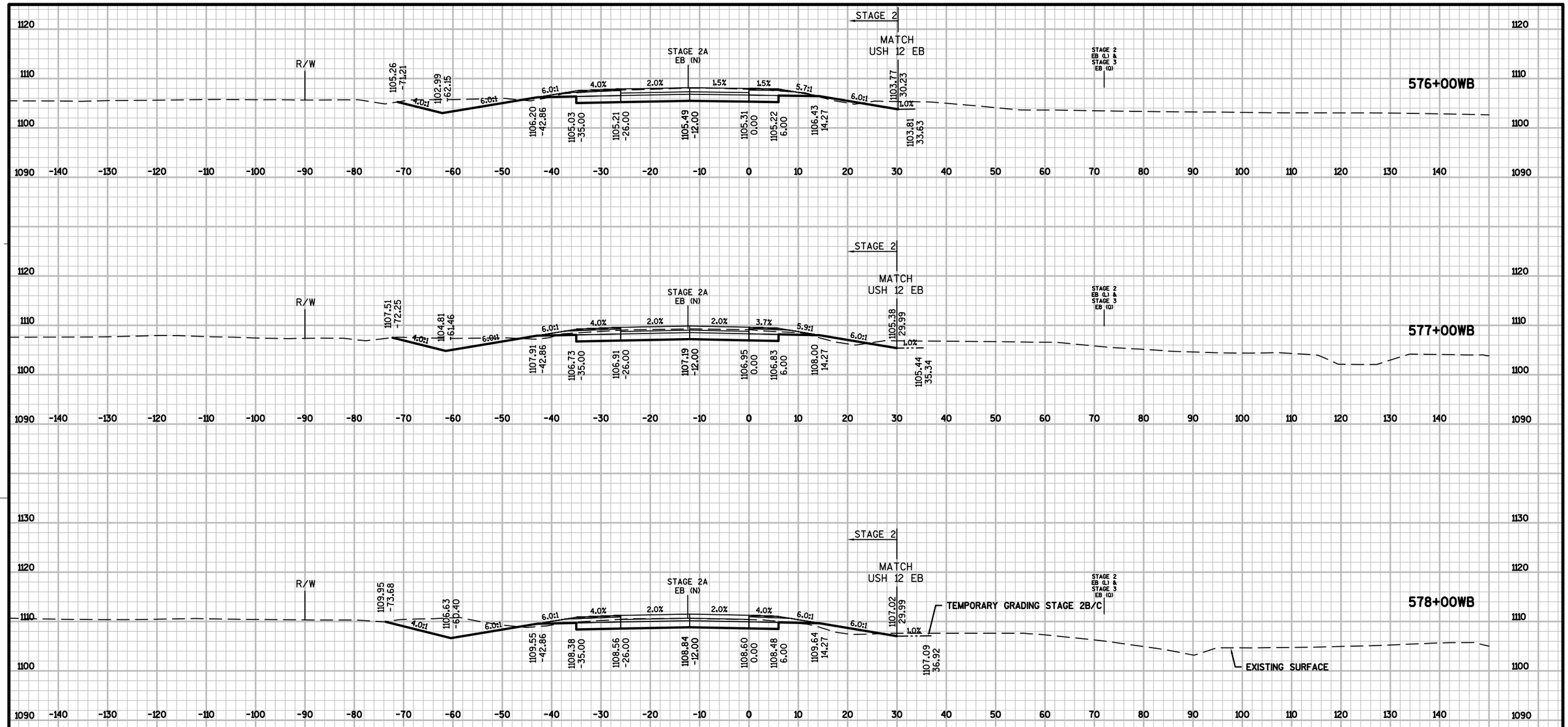
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 801	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_550-575_WB.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

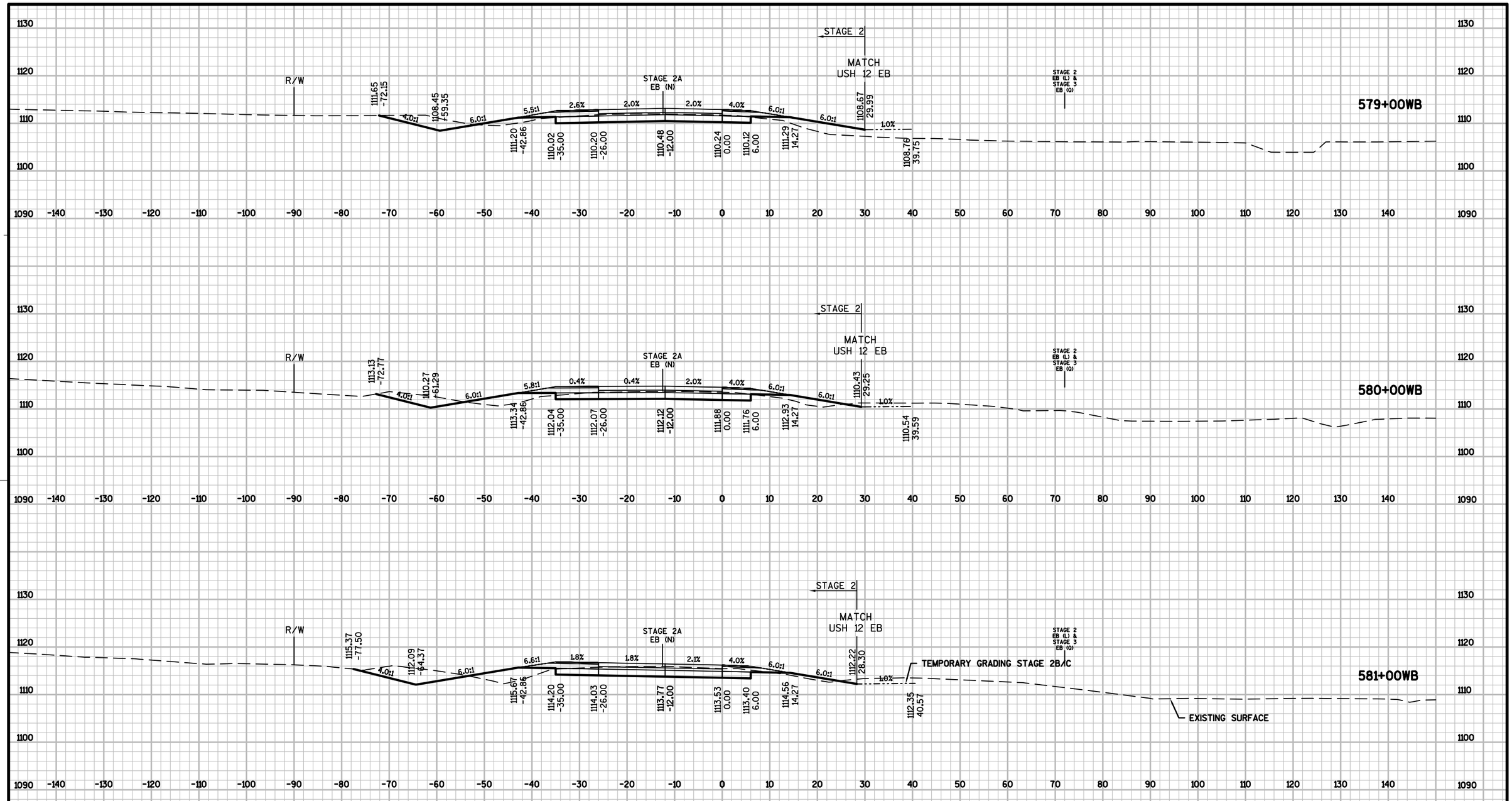


PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 802	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_550-575_WB.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 803	E

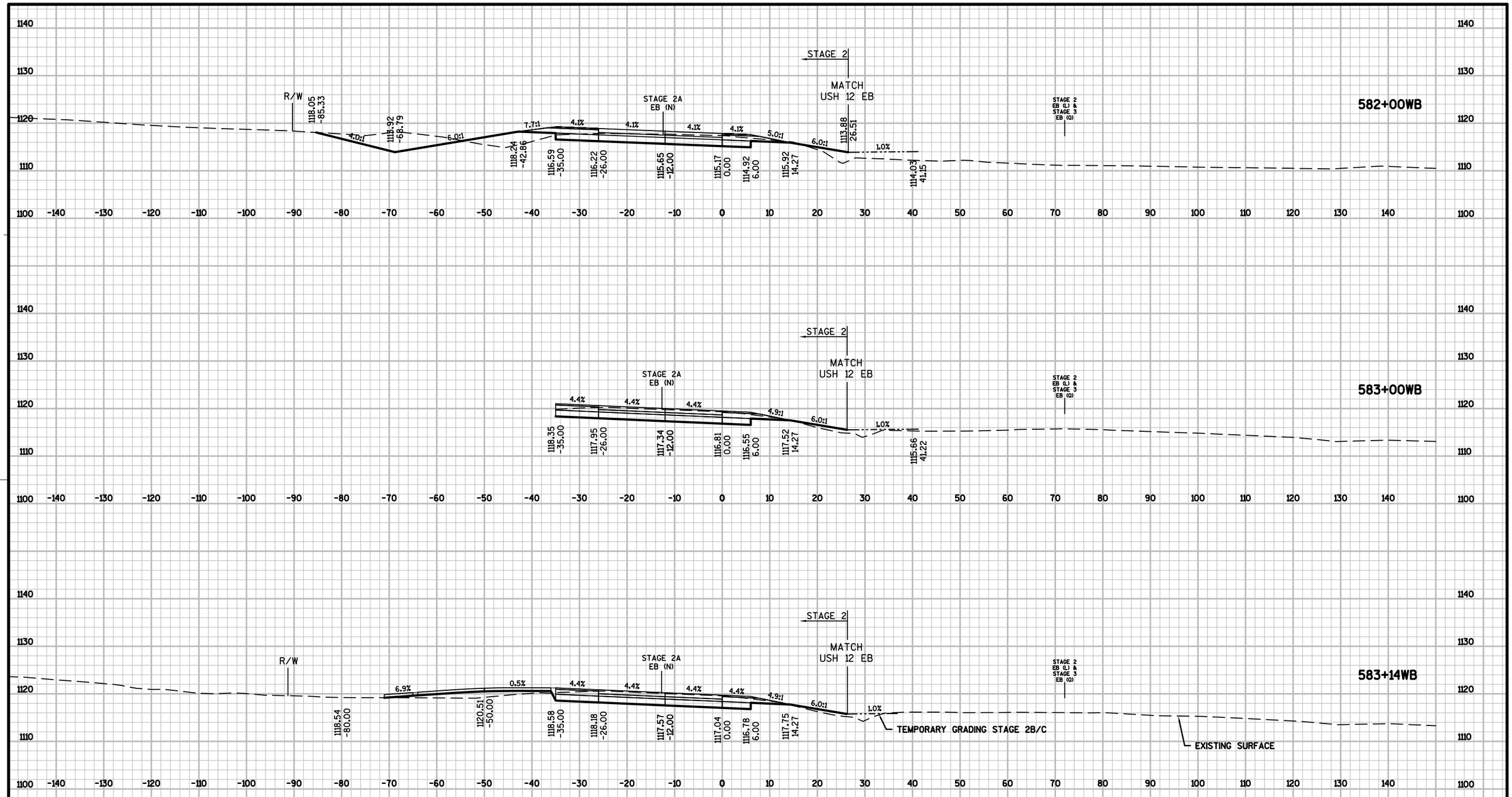


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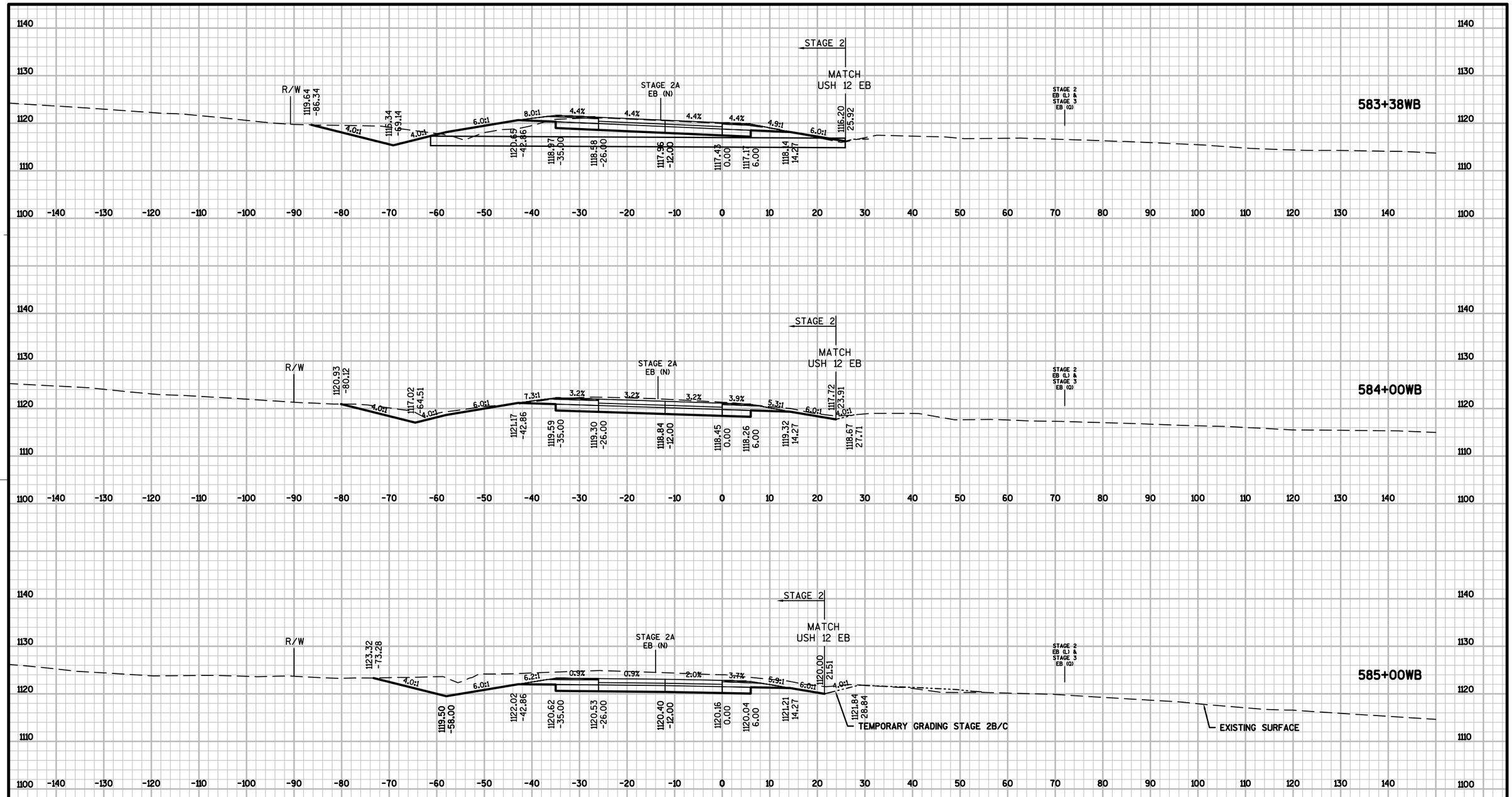
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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 804	E

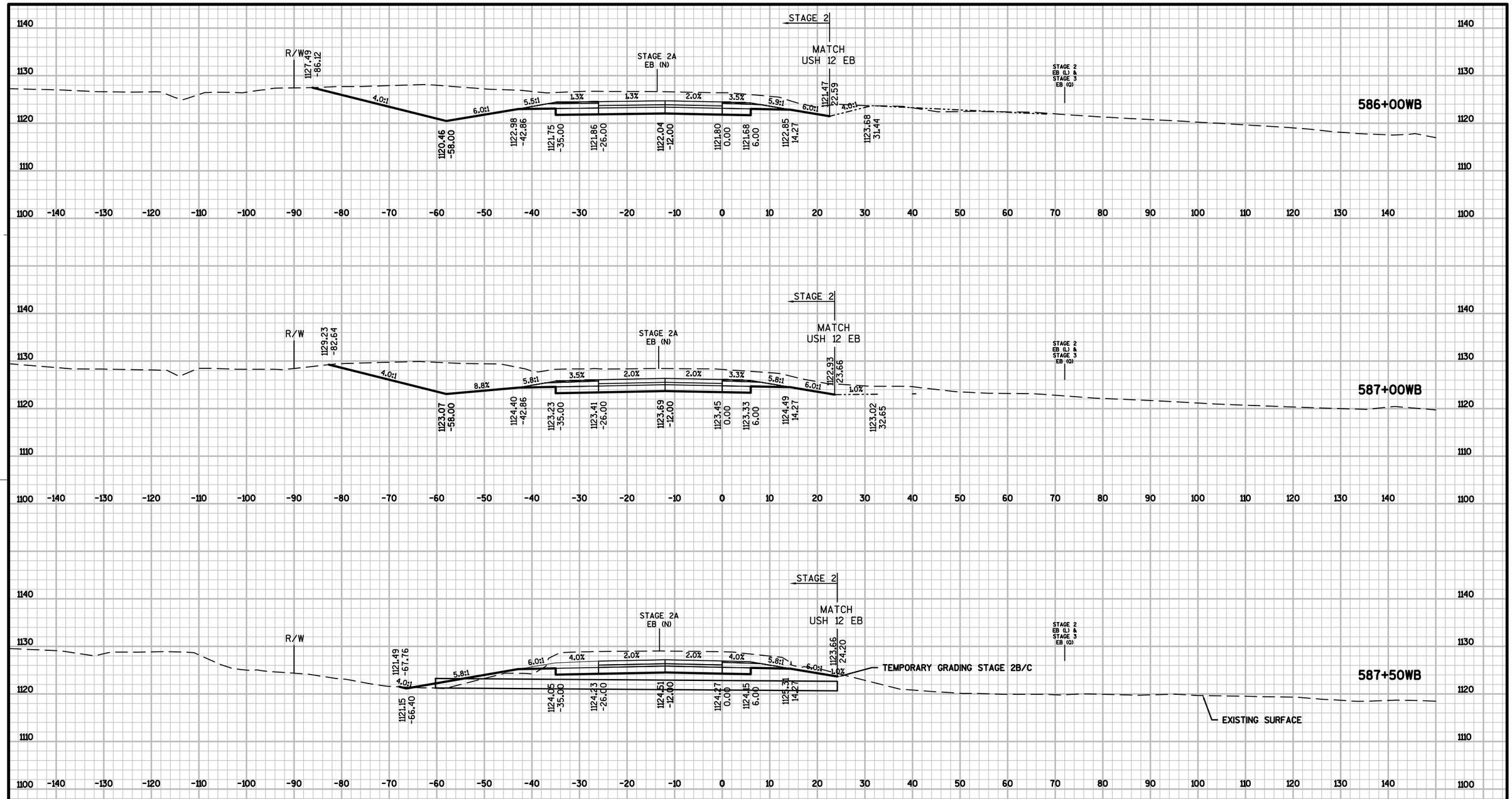
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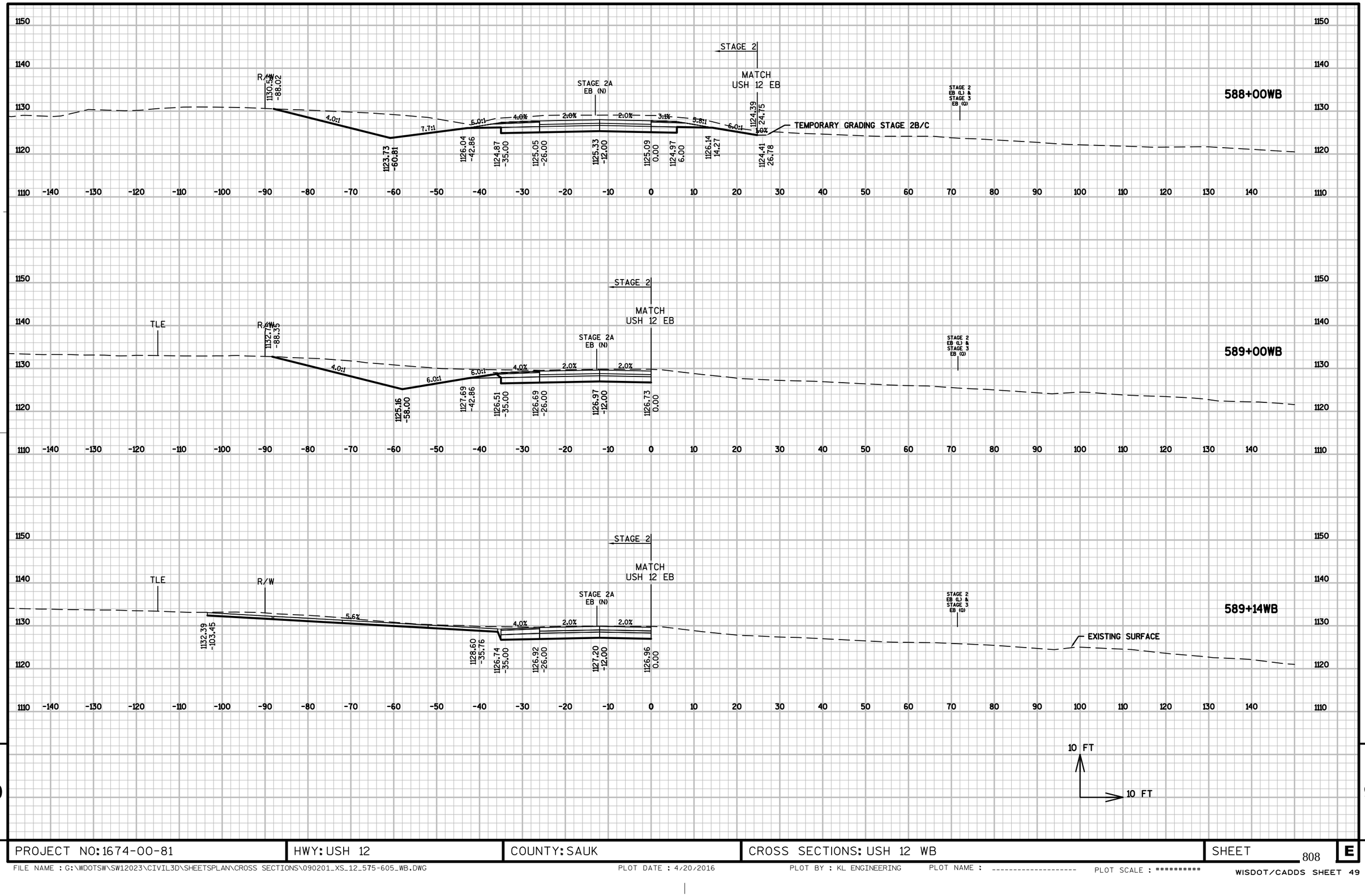
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 805	E



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 806	E

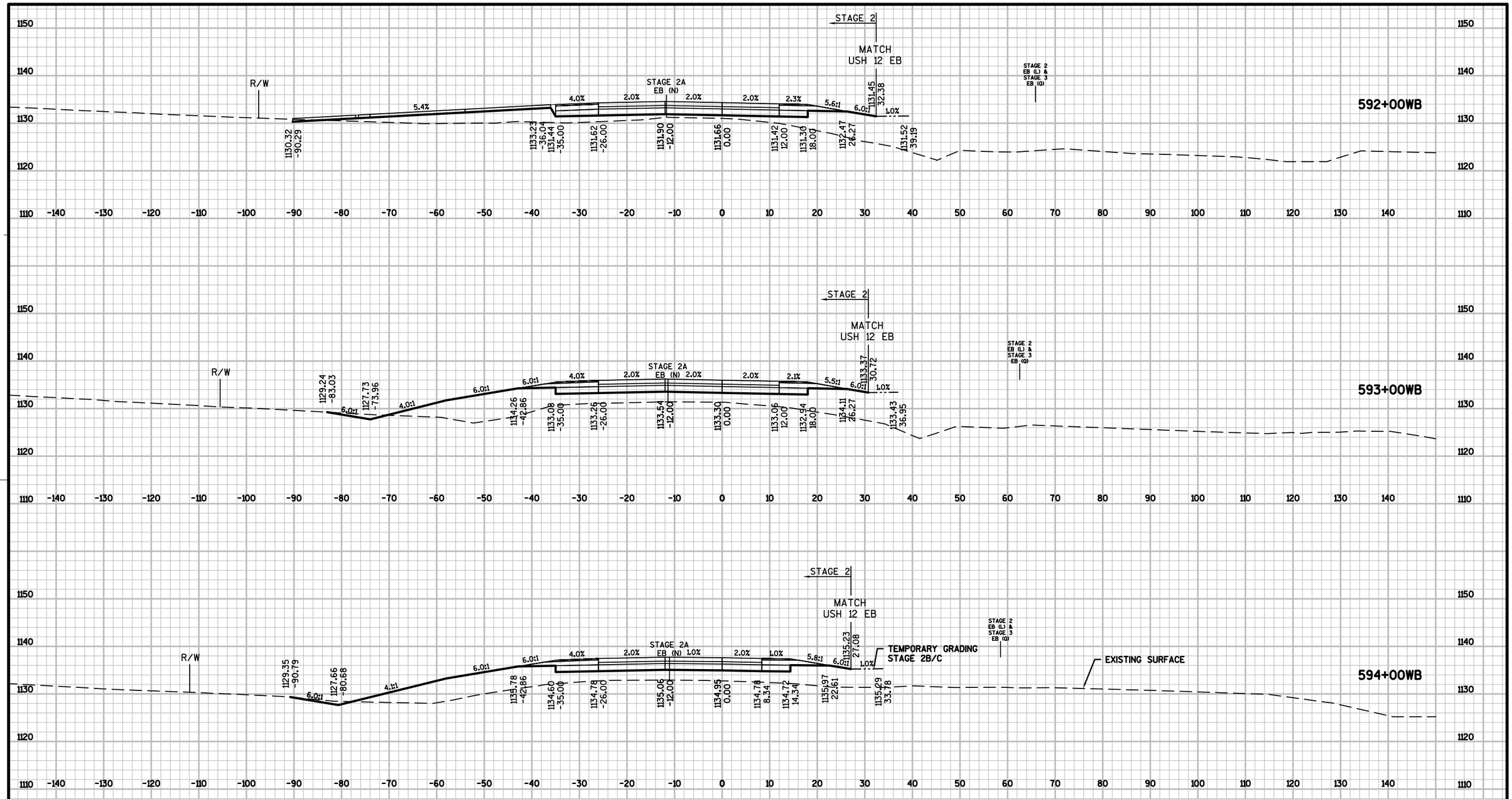


PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 807	E



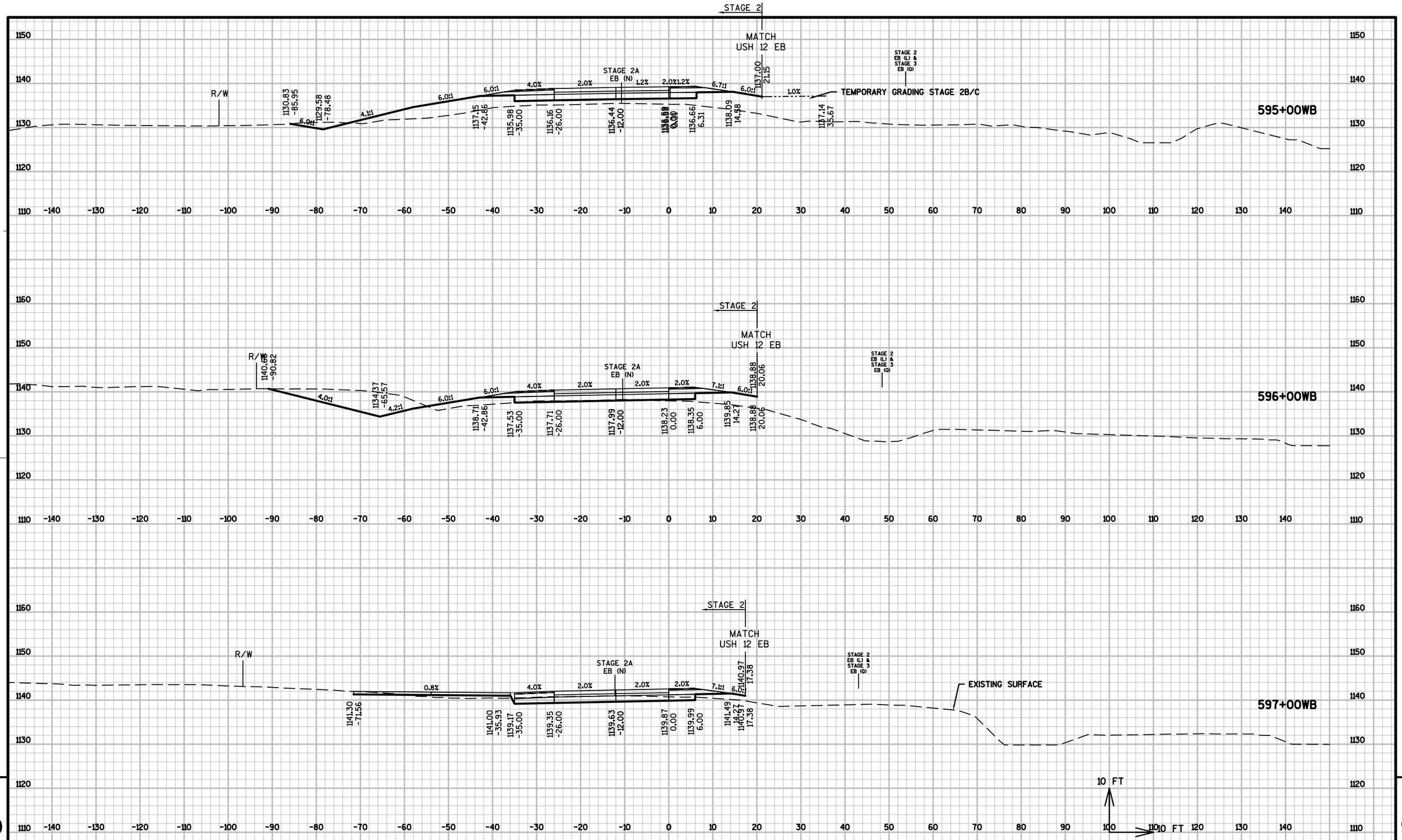
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 808	E

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 809	E



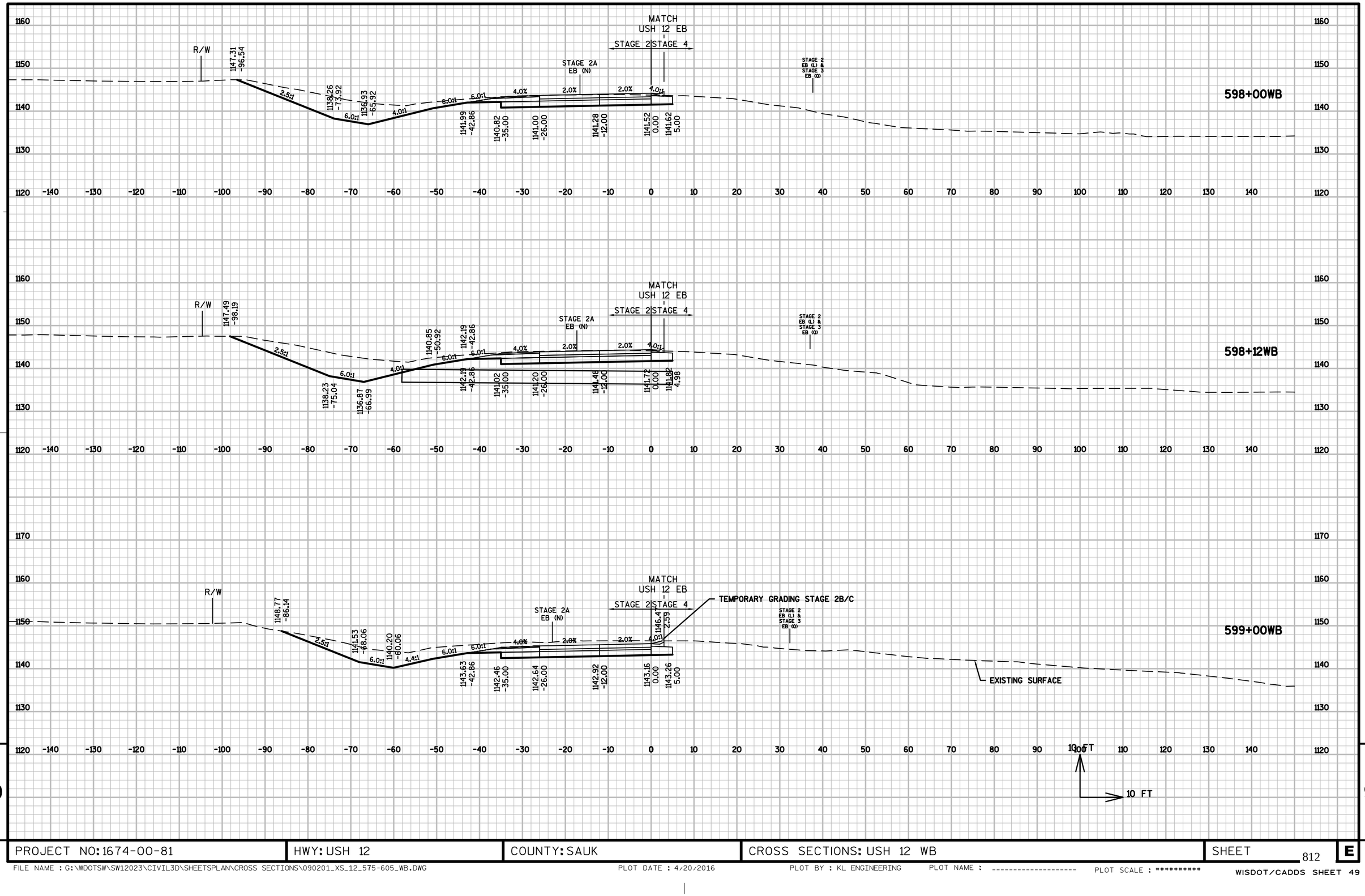
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 810	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_575-605_WB.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



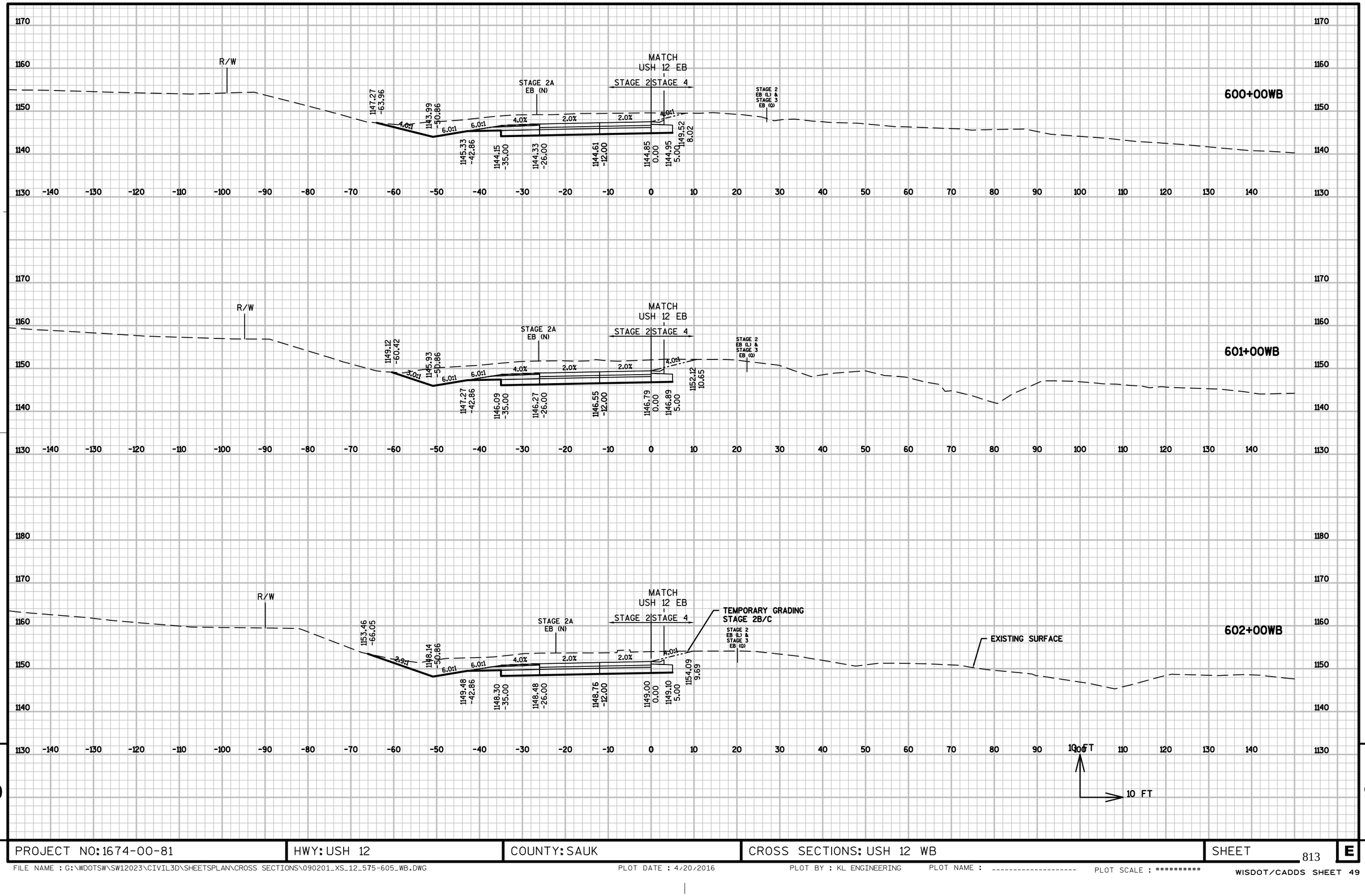
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 811	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_575-605_WB.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

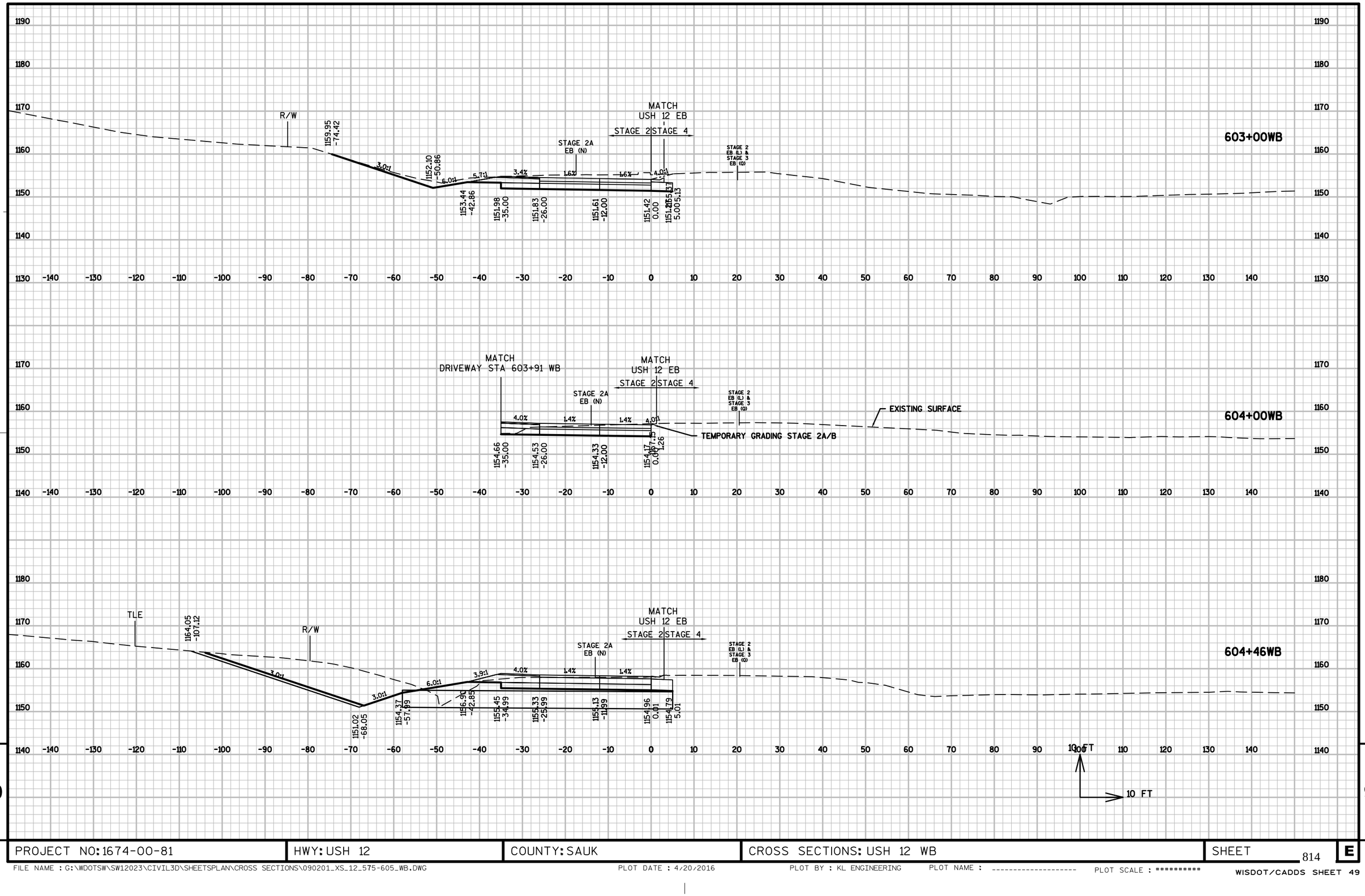


PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 812	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_575-605_WB.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 813	E

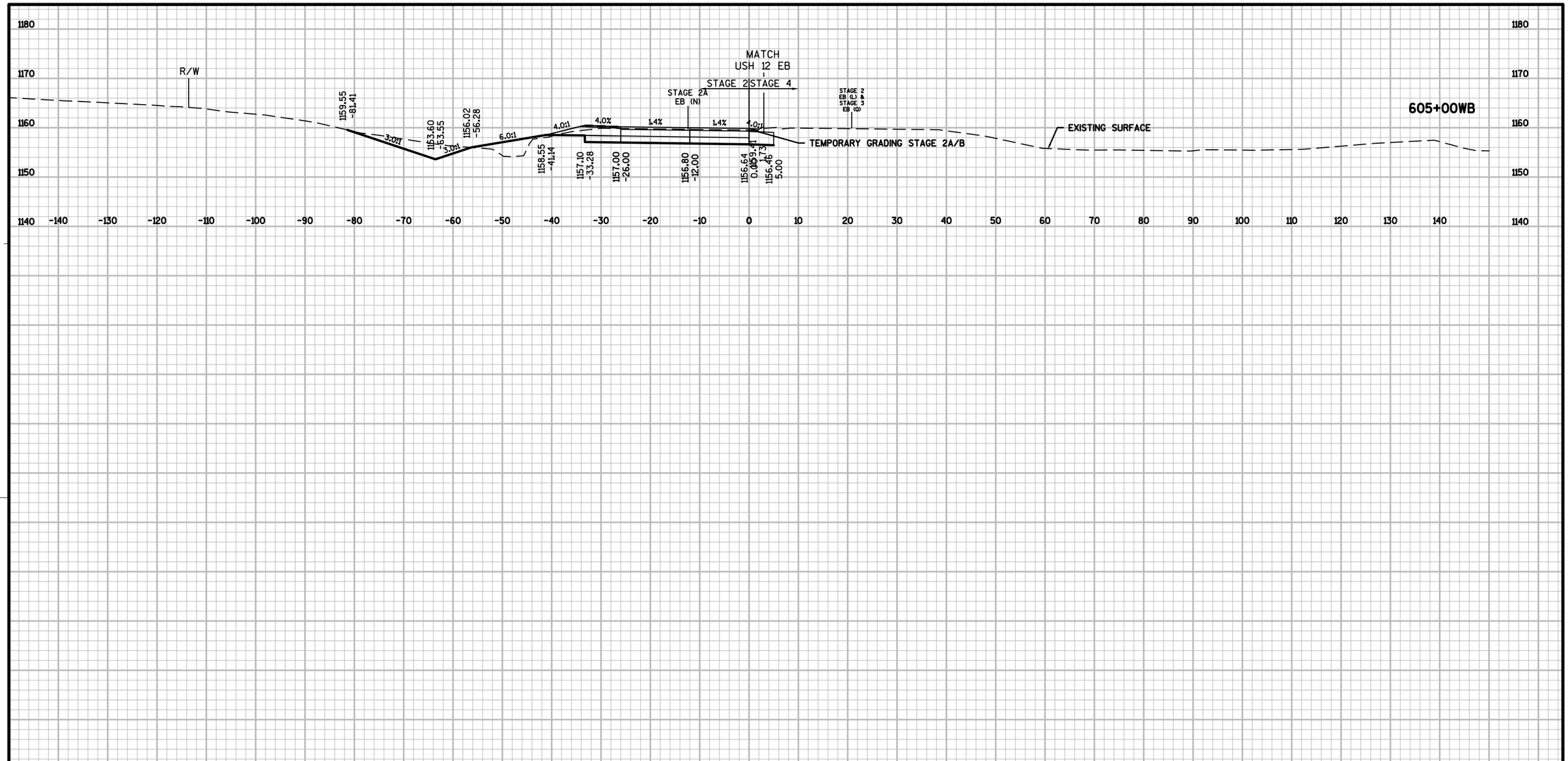


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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 814	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_575-605_WB.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

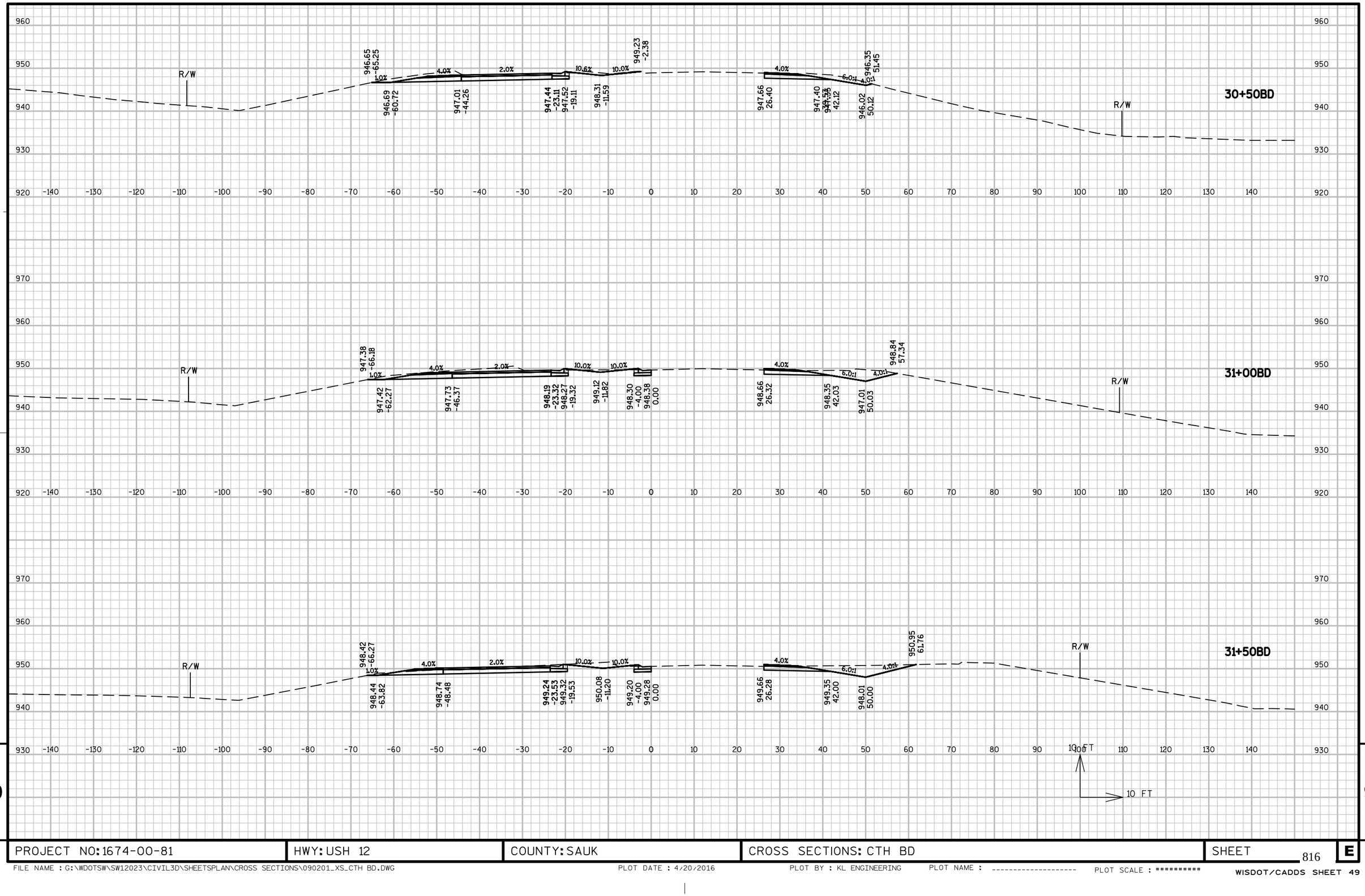


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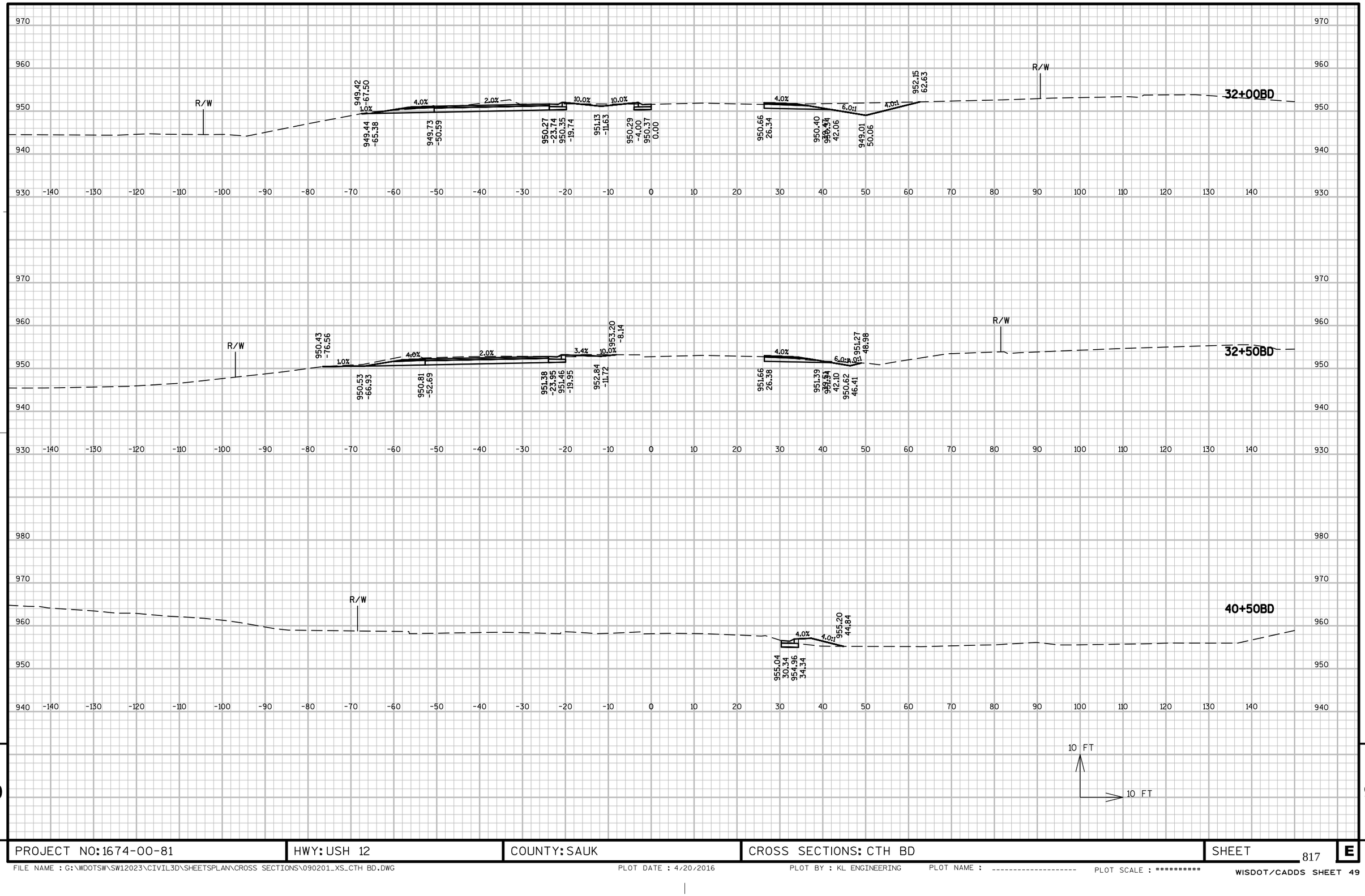
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 WB	SHEET 815	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_12_575-605_WB.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

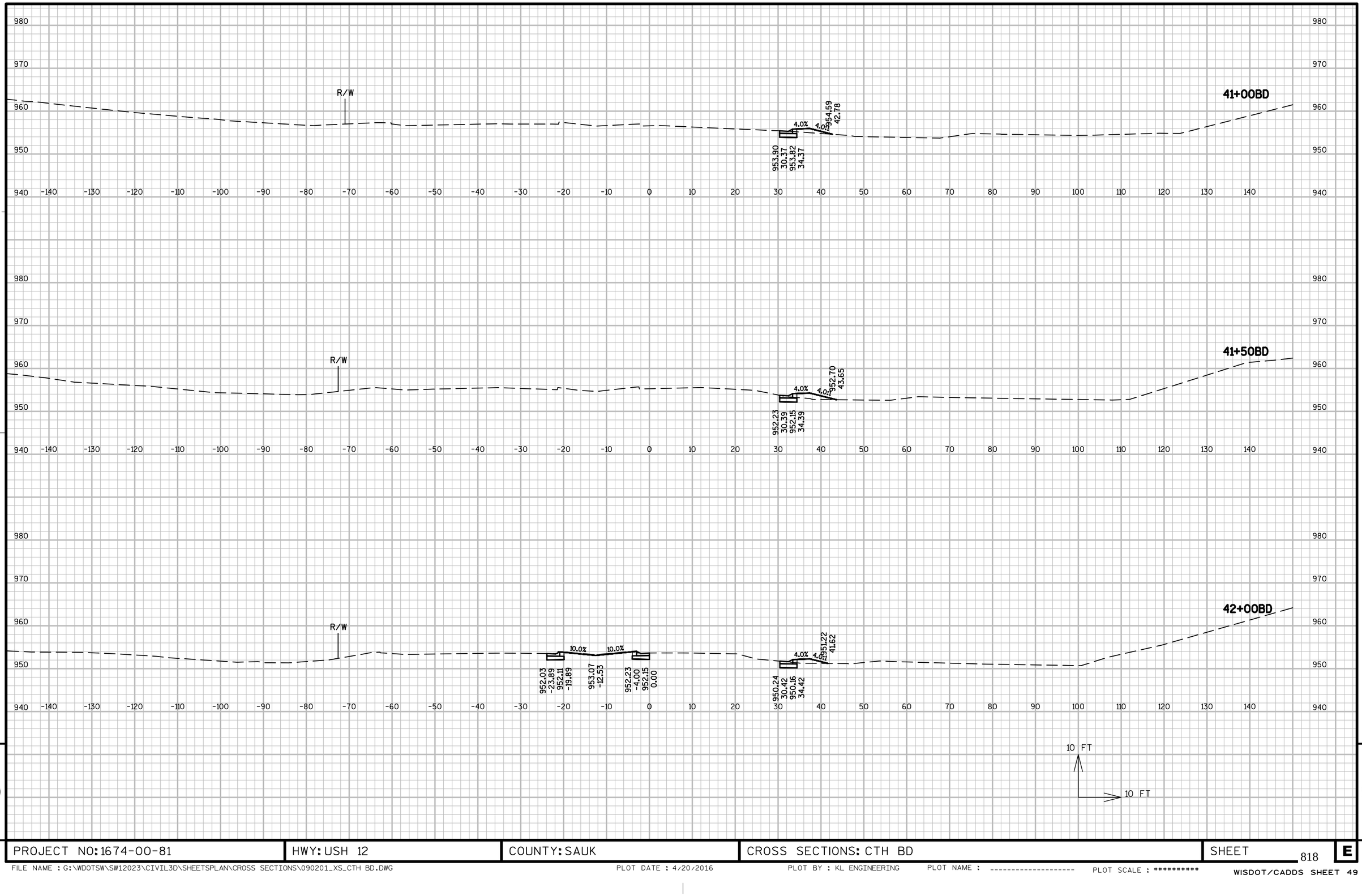


PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH BD	SHEET 816	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CTH BD.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

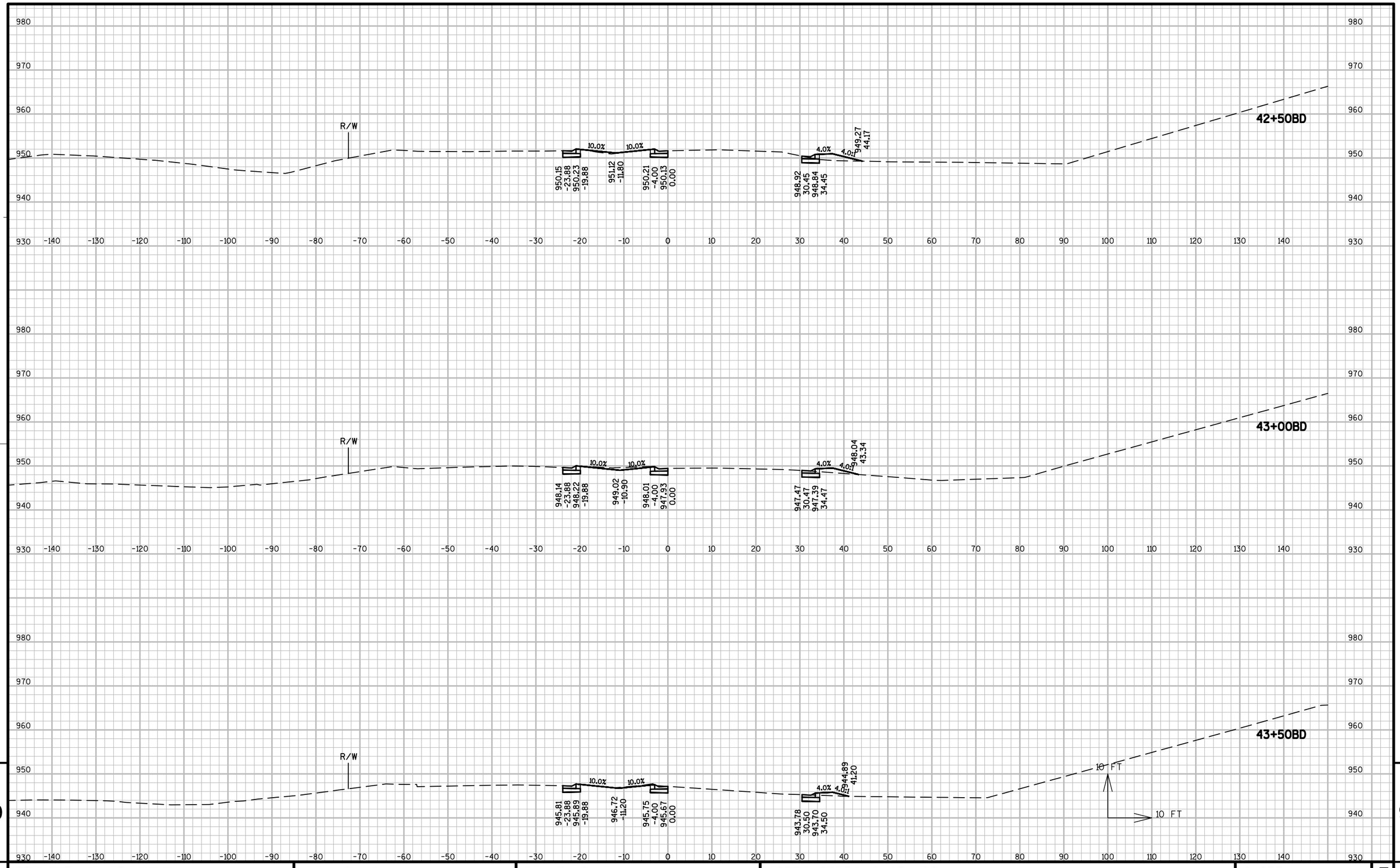


PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH BD	SHEET 817	E



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH BD	SHEET 818	E

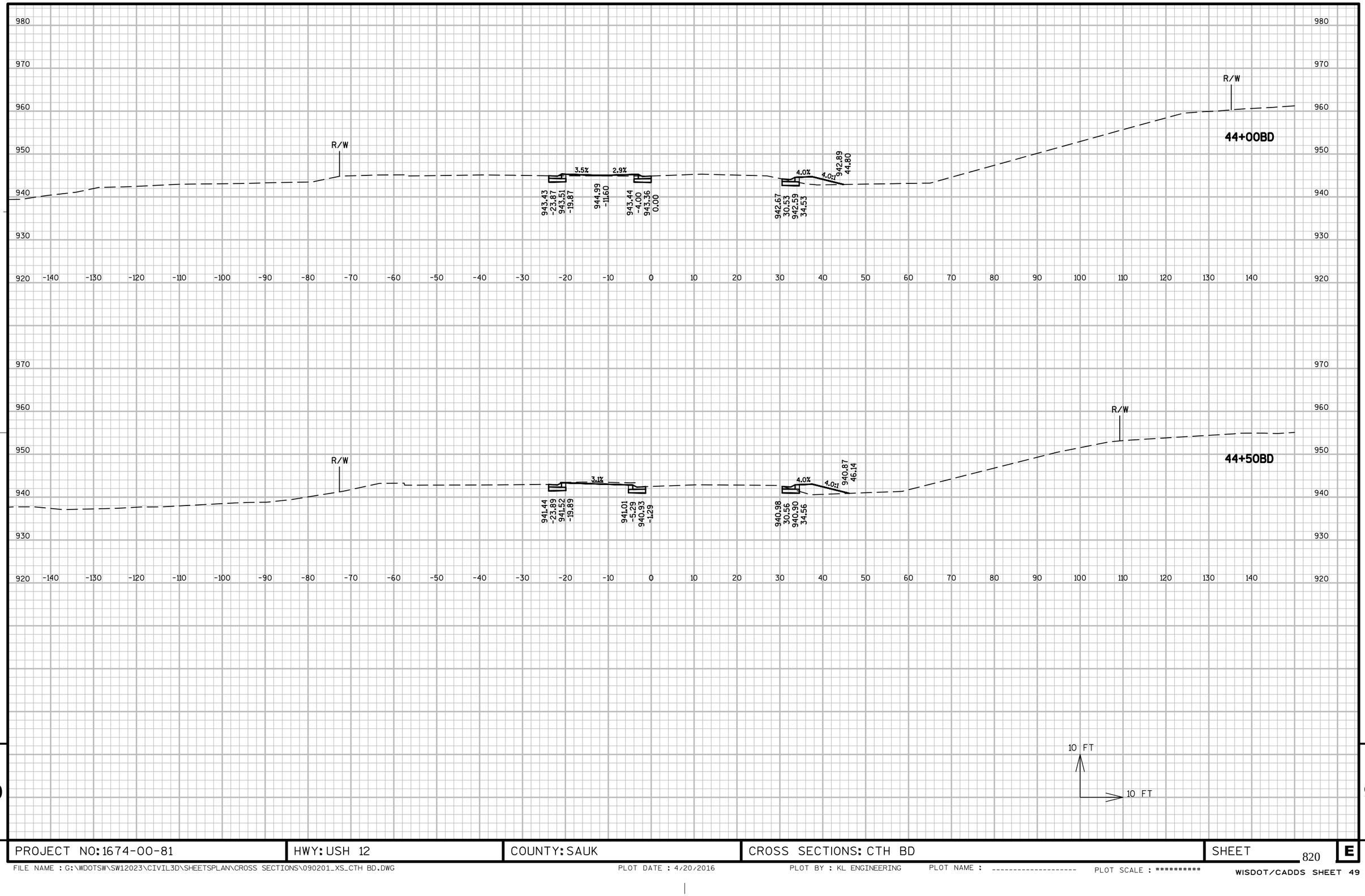
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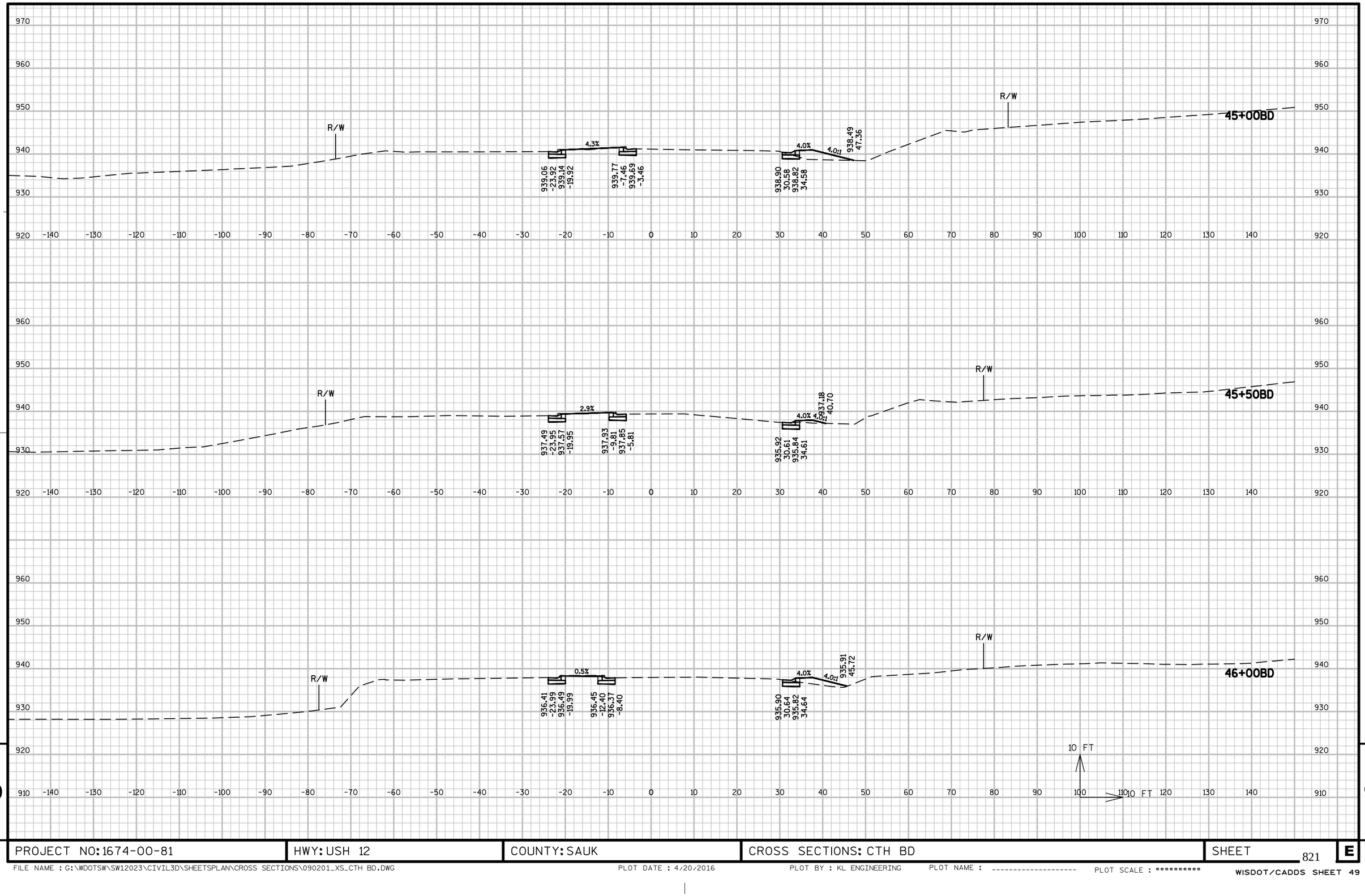
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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH BD	SHEET 819	E



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH BD	SHEET 820	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CTH BD.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

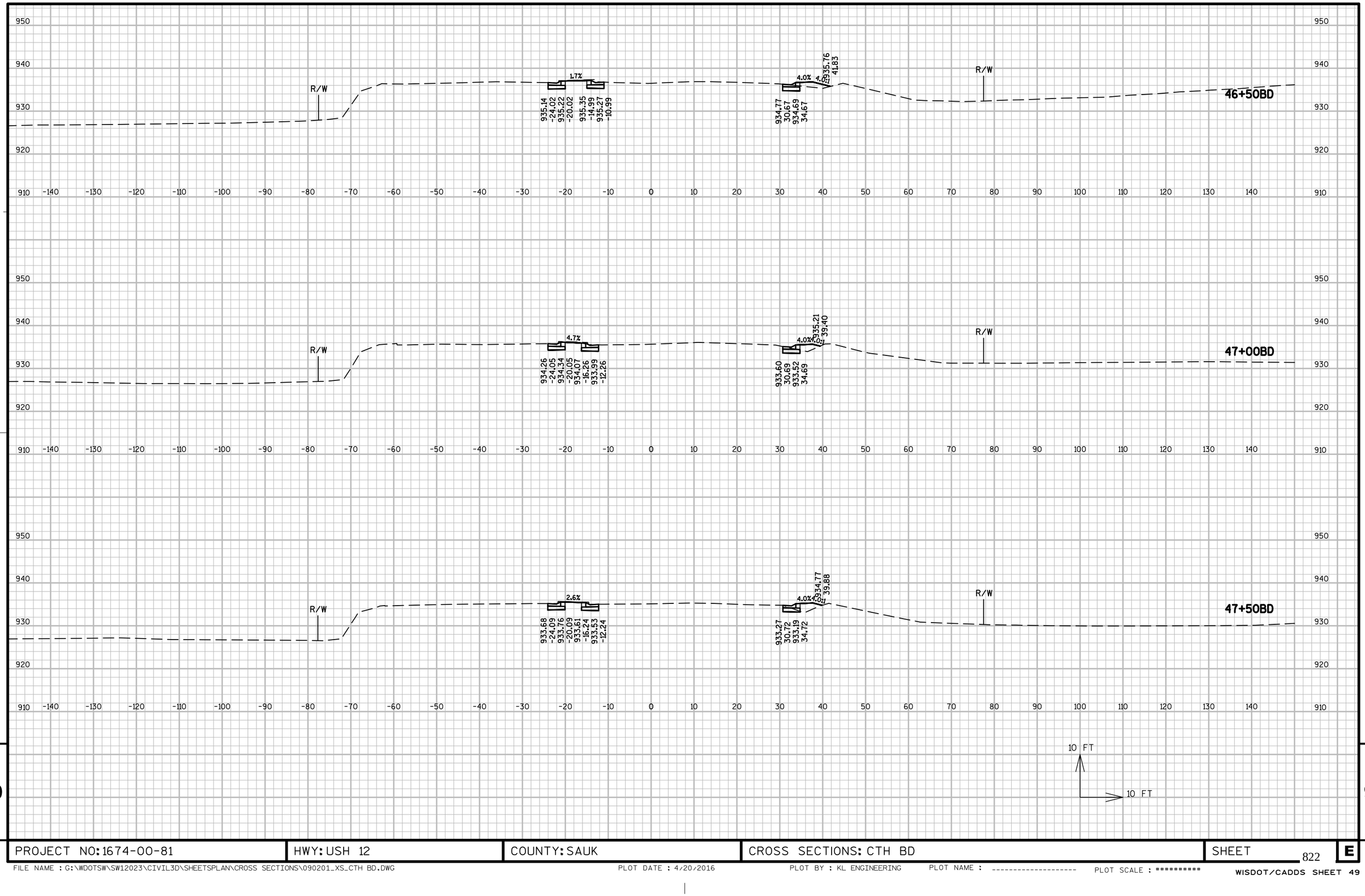


9

9

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH BD	SHEET 821	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CTH BD.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH BD	SHEET 822	E

950
940
930
920
910

-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

R/W

2.7%

933.18
-24.12
933.26
-20.12
933.12
-16.38
933.04
-12.38

48+00BD

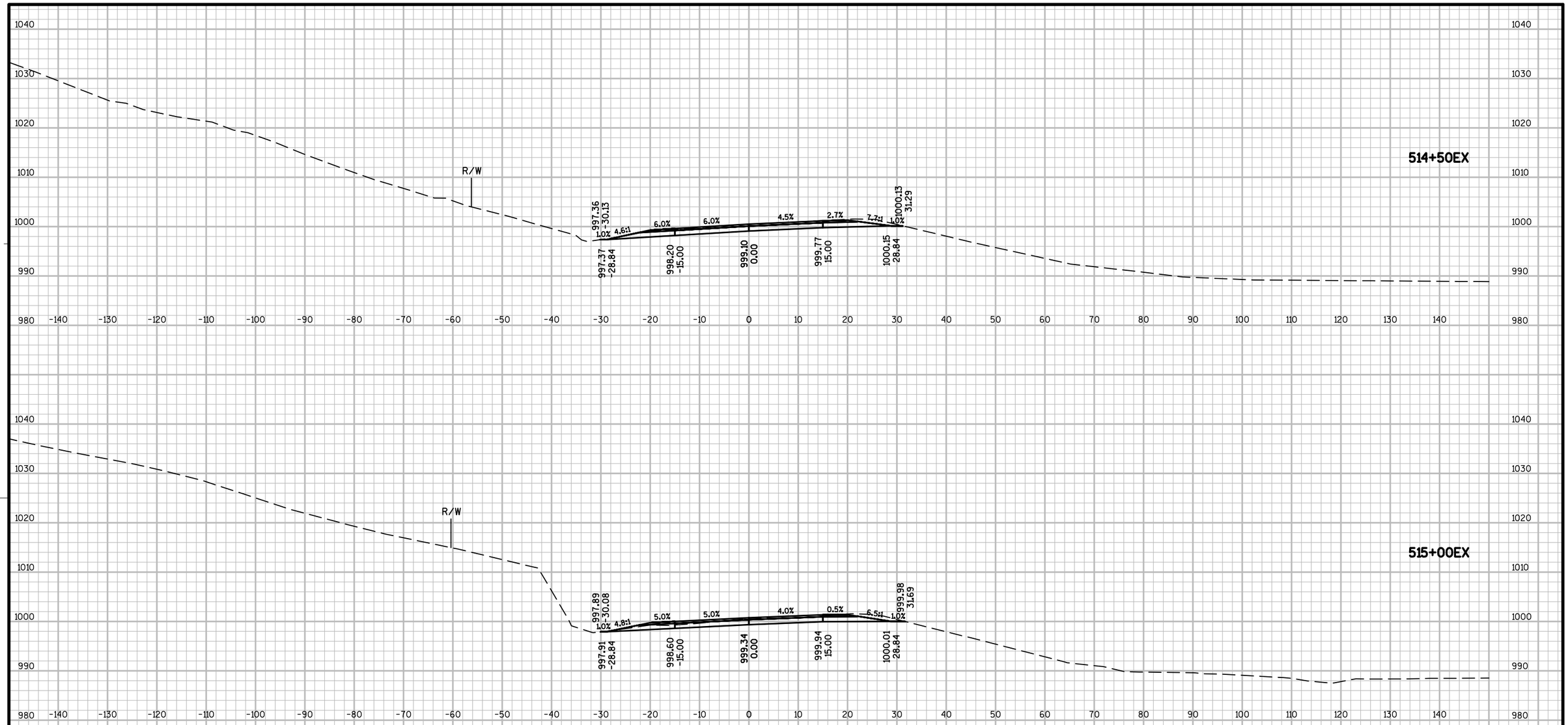
10 FT

10 FT

9

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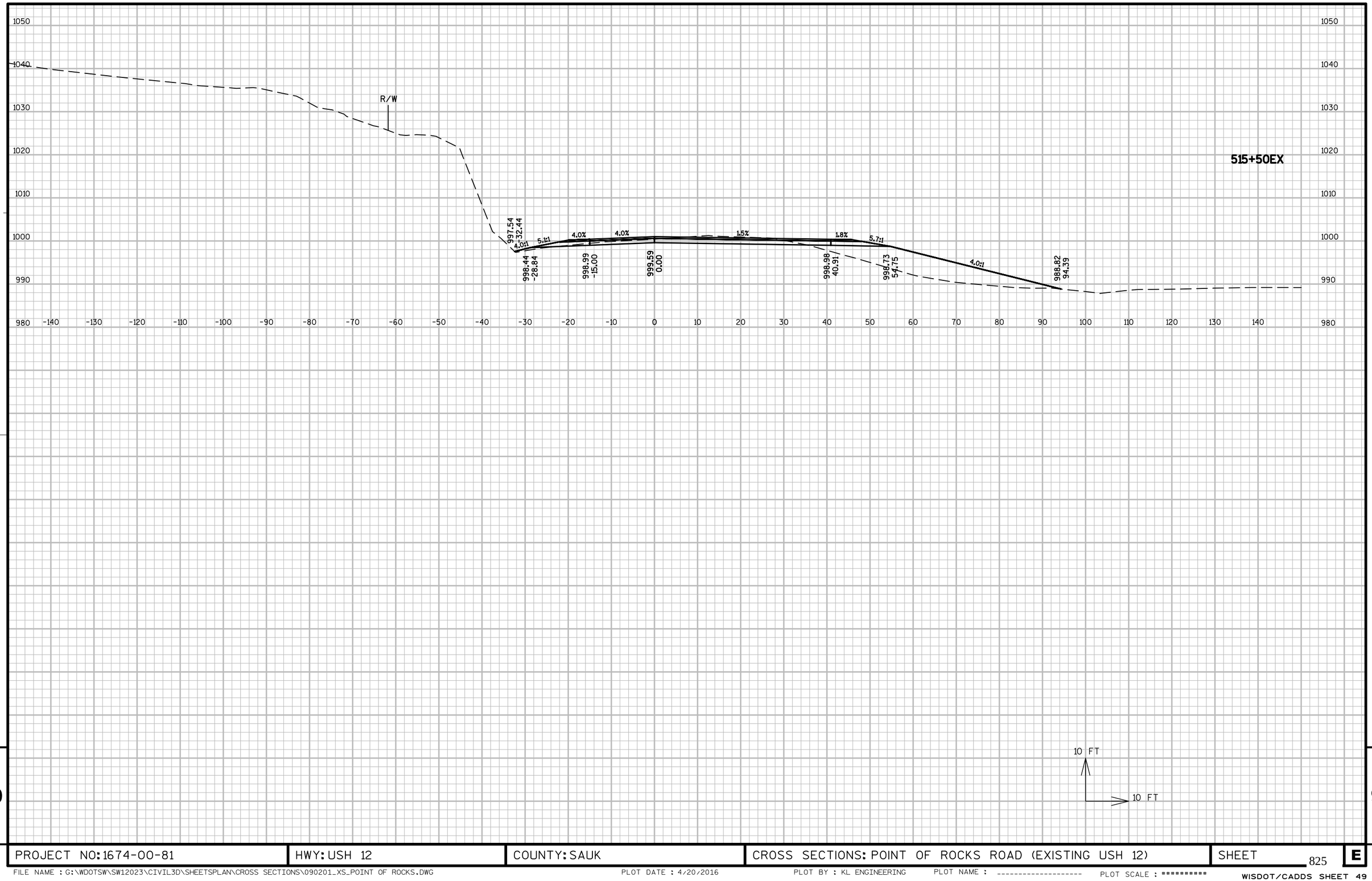
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CTH BD	SHEET 823	E



9

9

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: POINT OF ROCKS ROAD (EXISTING USH 12)	SHEET 824	E



9

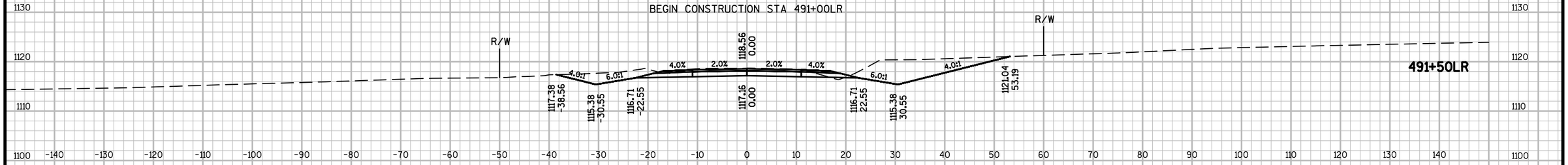
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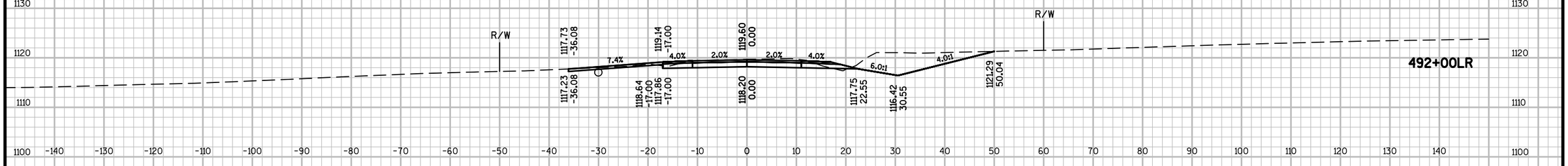
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: POINT OF ROCKS ROAD (EXISTING USH 12)	SHEET 825	E

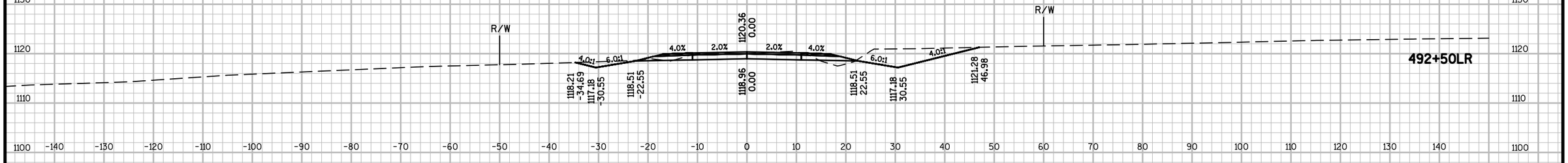
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_POINT OF ROCKS.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

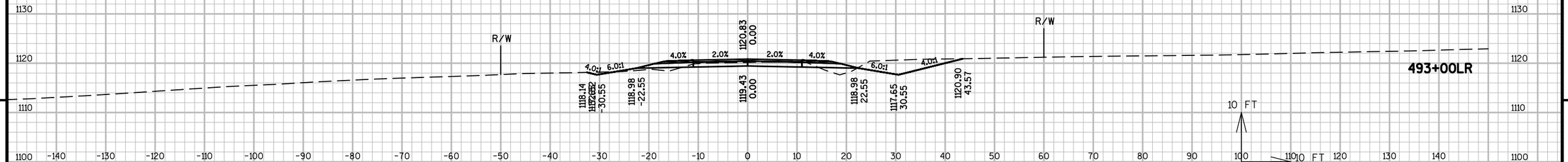
WISDOT/CADDS SHEET 49

BEGIN CONSTRUCTION STA 491+00LR





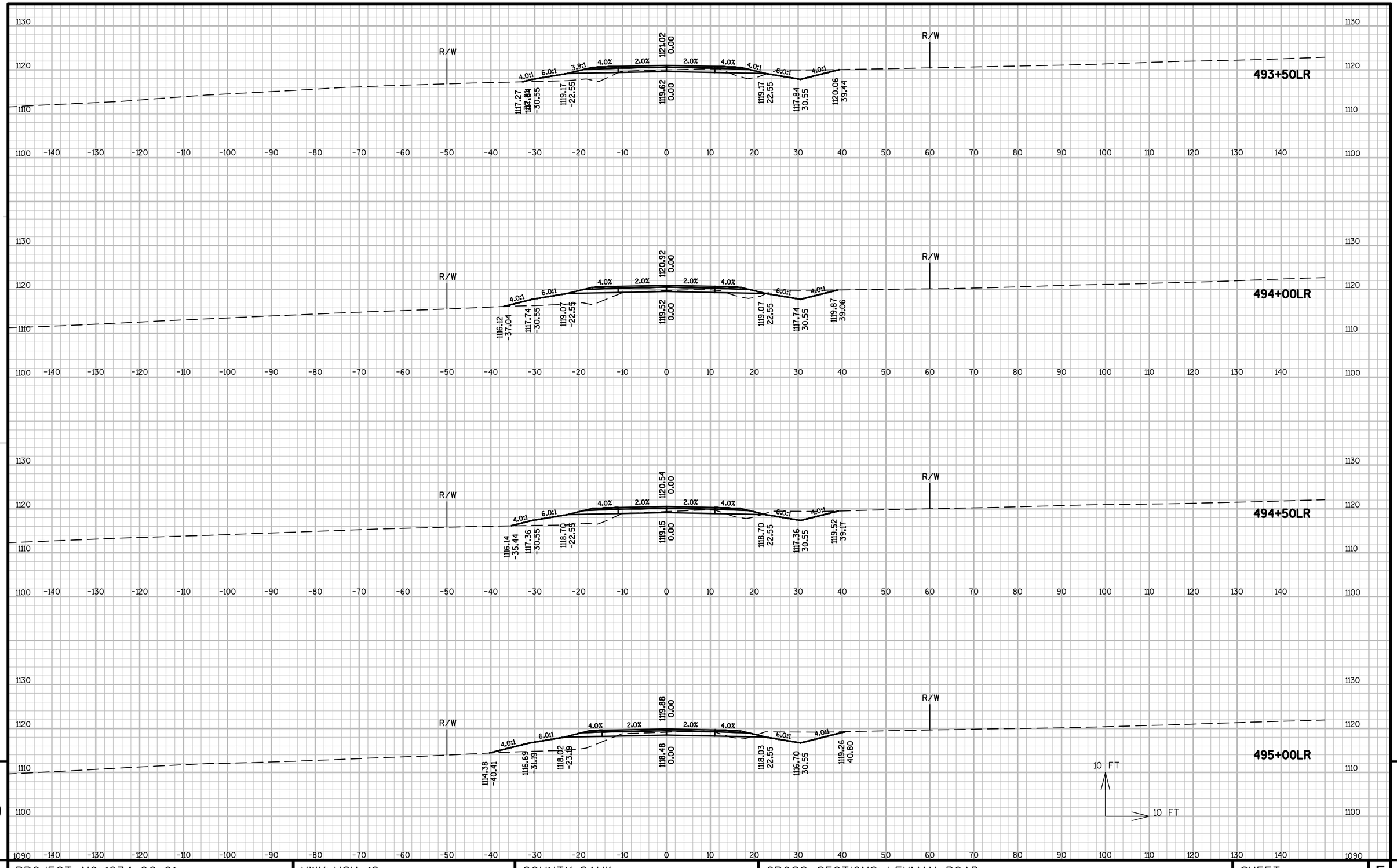




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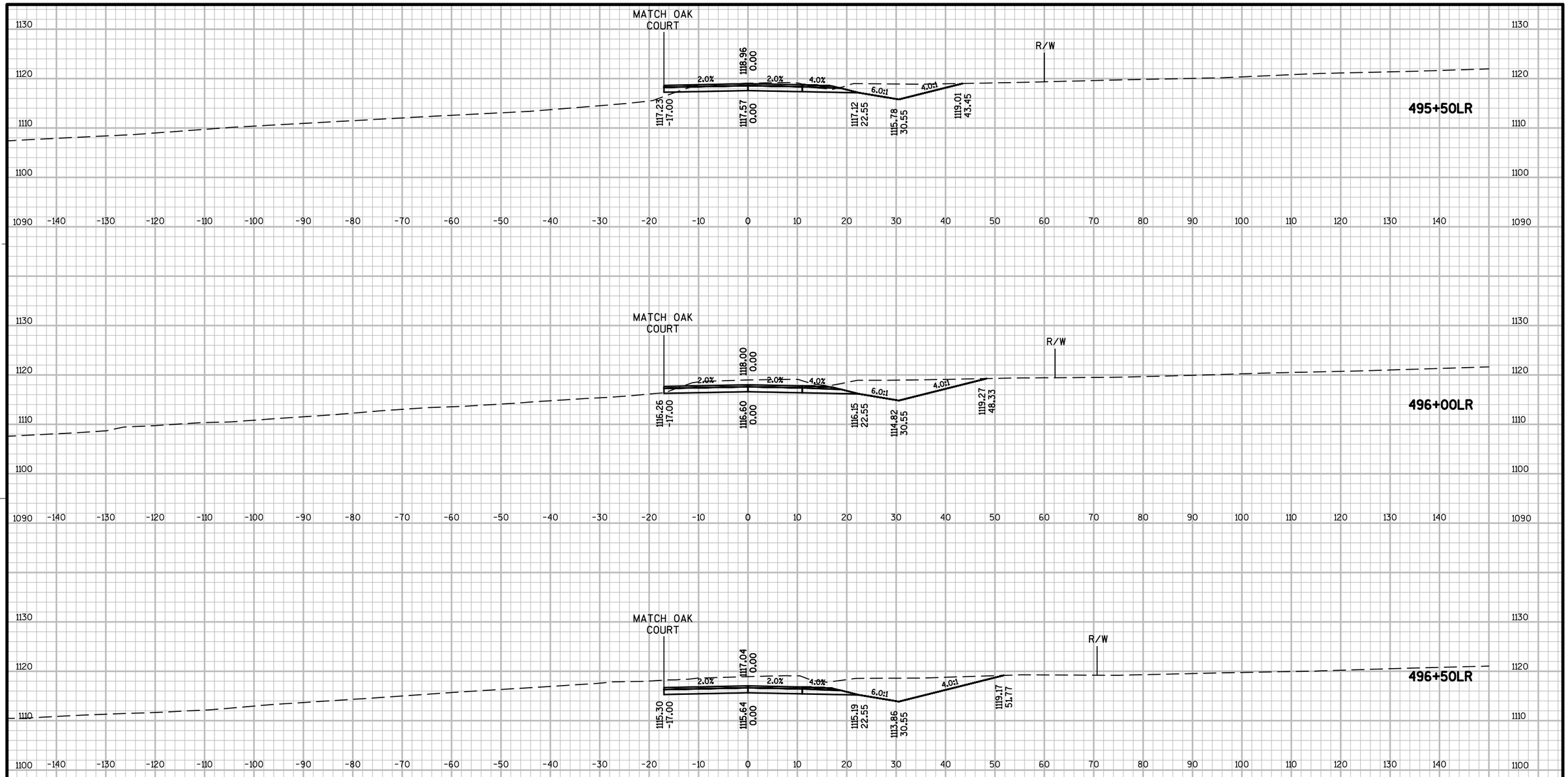
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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: LEHMAN ROAD	SHEET 826	E

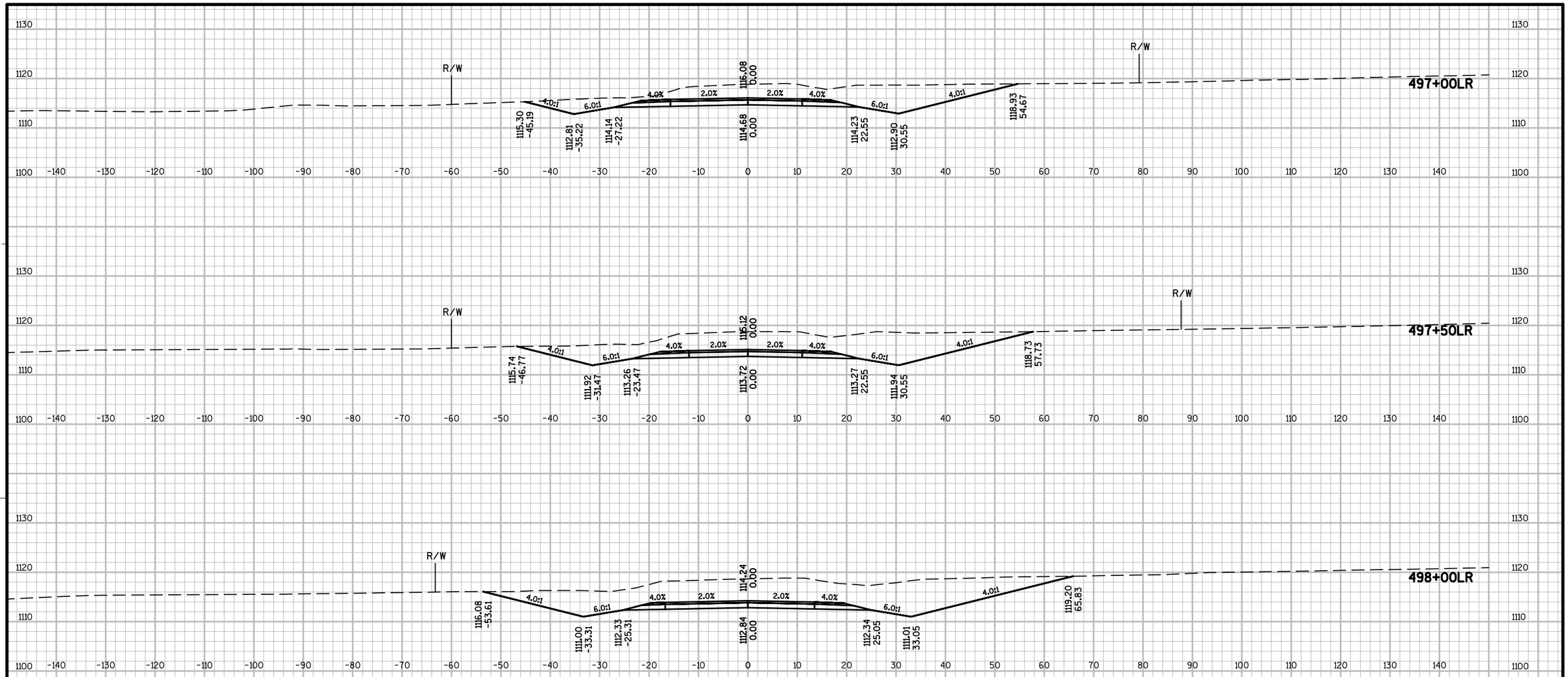


PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: LEHMAN ROAD	SHEET 827	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_LEHMAN_ROAD.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: LEHMAN ROAD	SHEET 828	E



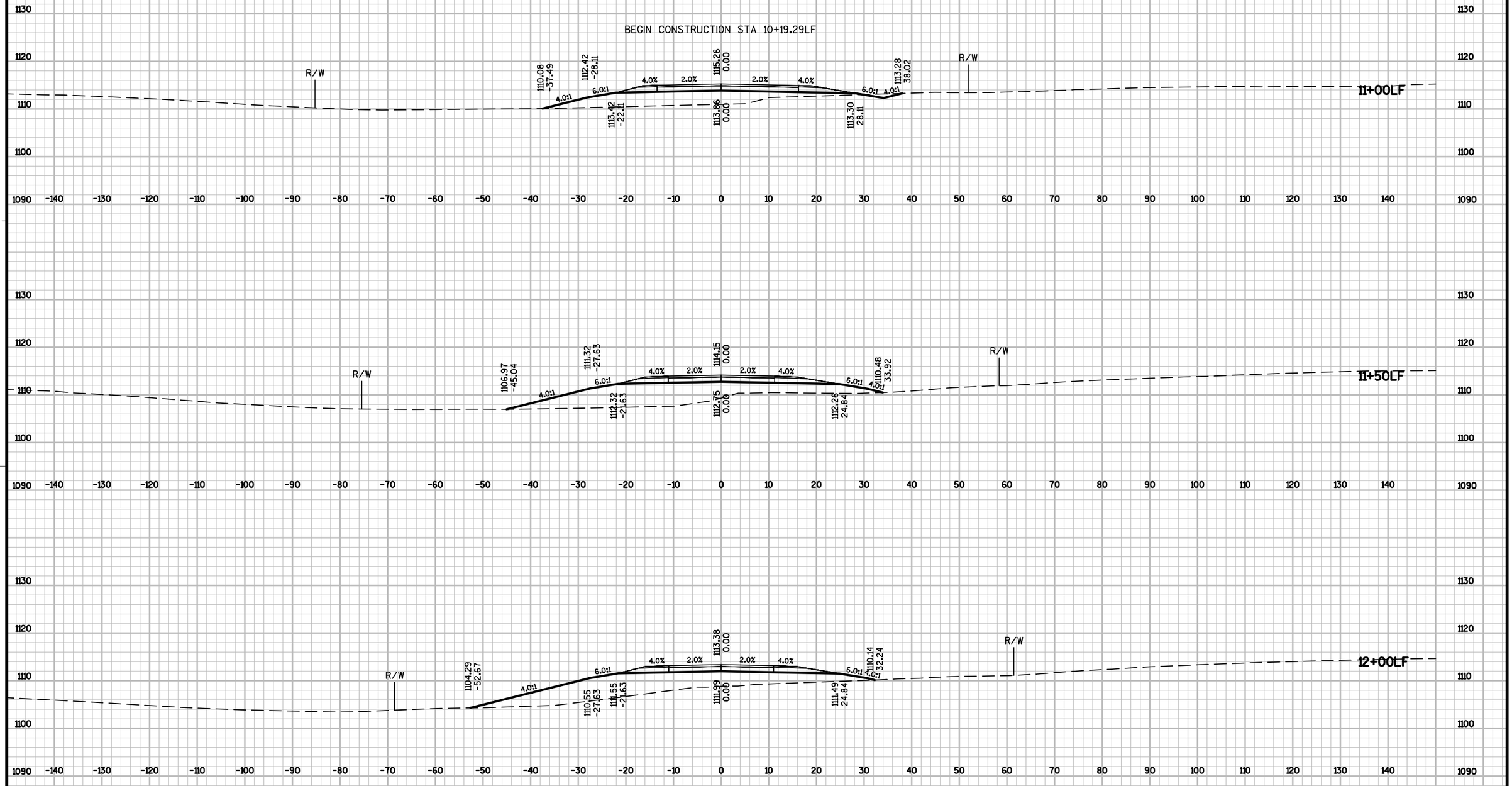
END CONSTRUCTION STA 498+90.95LR

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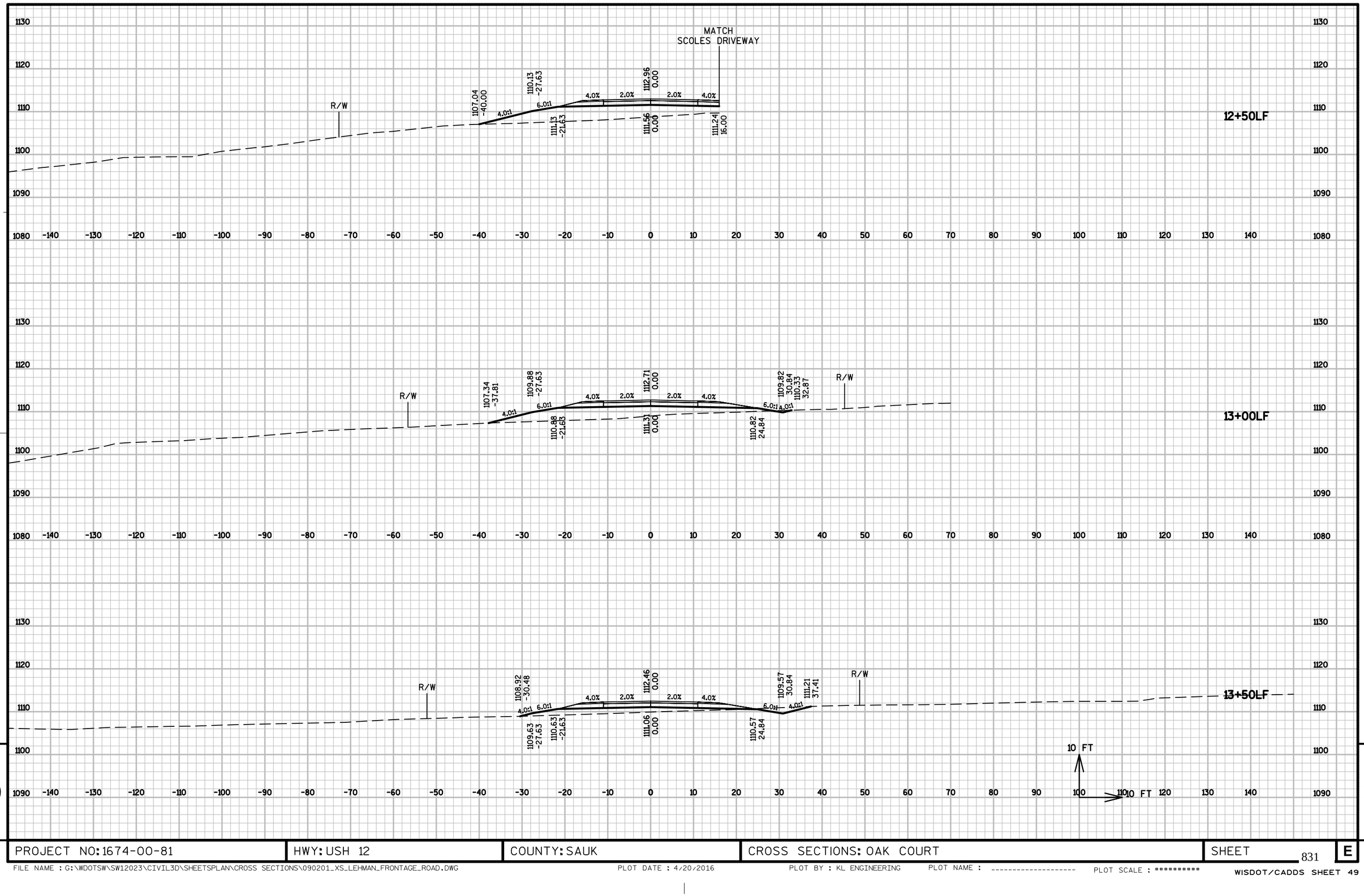
9

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: LEHMAN ROAD	SHEET 829	E

BEGIN CONSTRUCTION STA 10+19.29LF



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: OAK COURT	SHEET 830	E

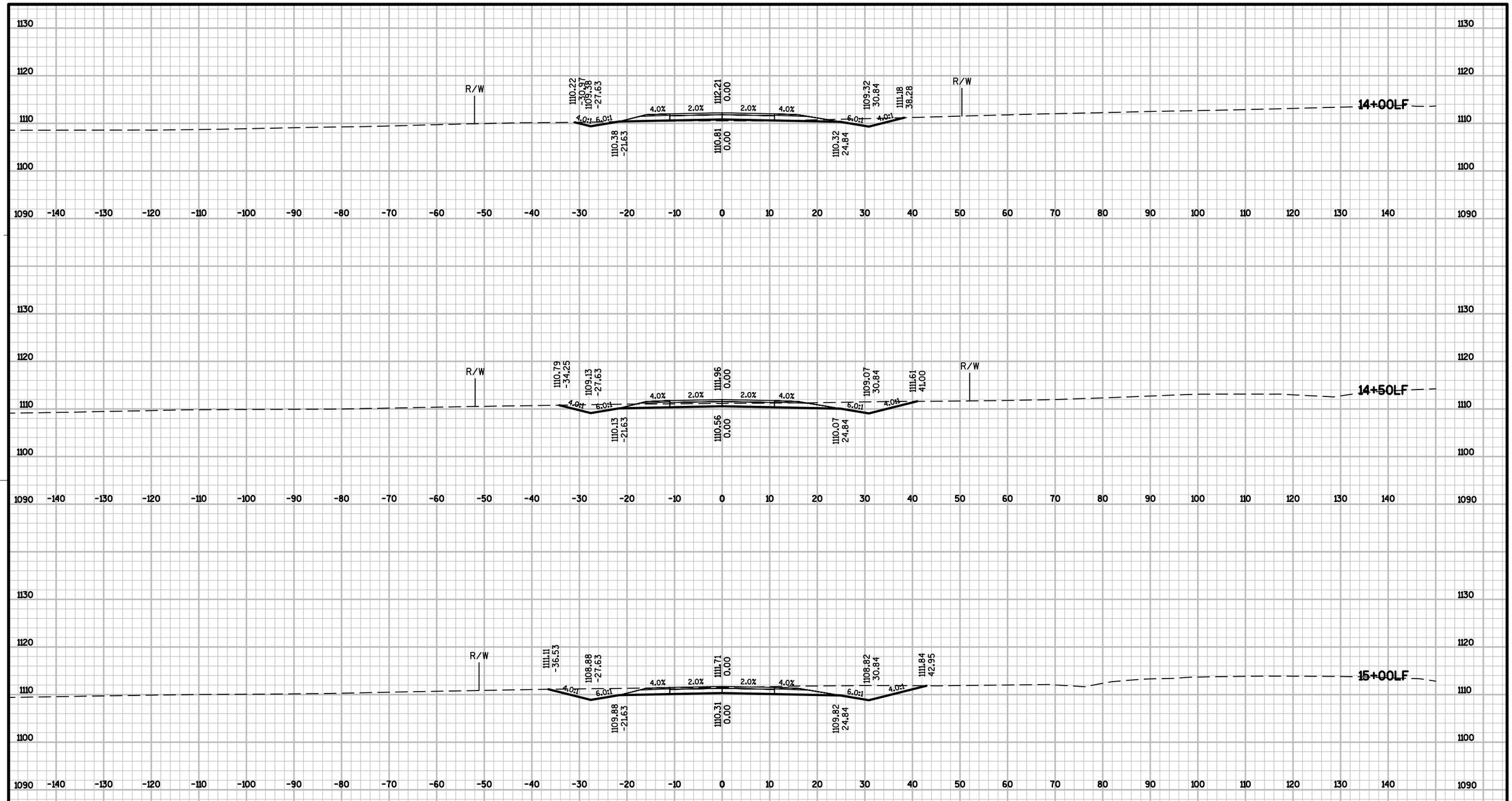


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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: OAK COURT	SHEET 831	E

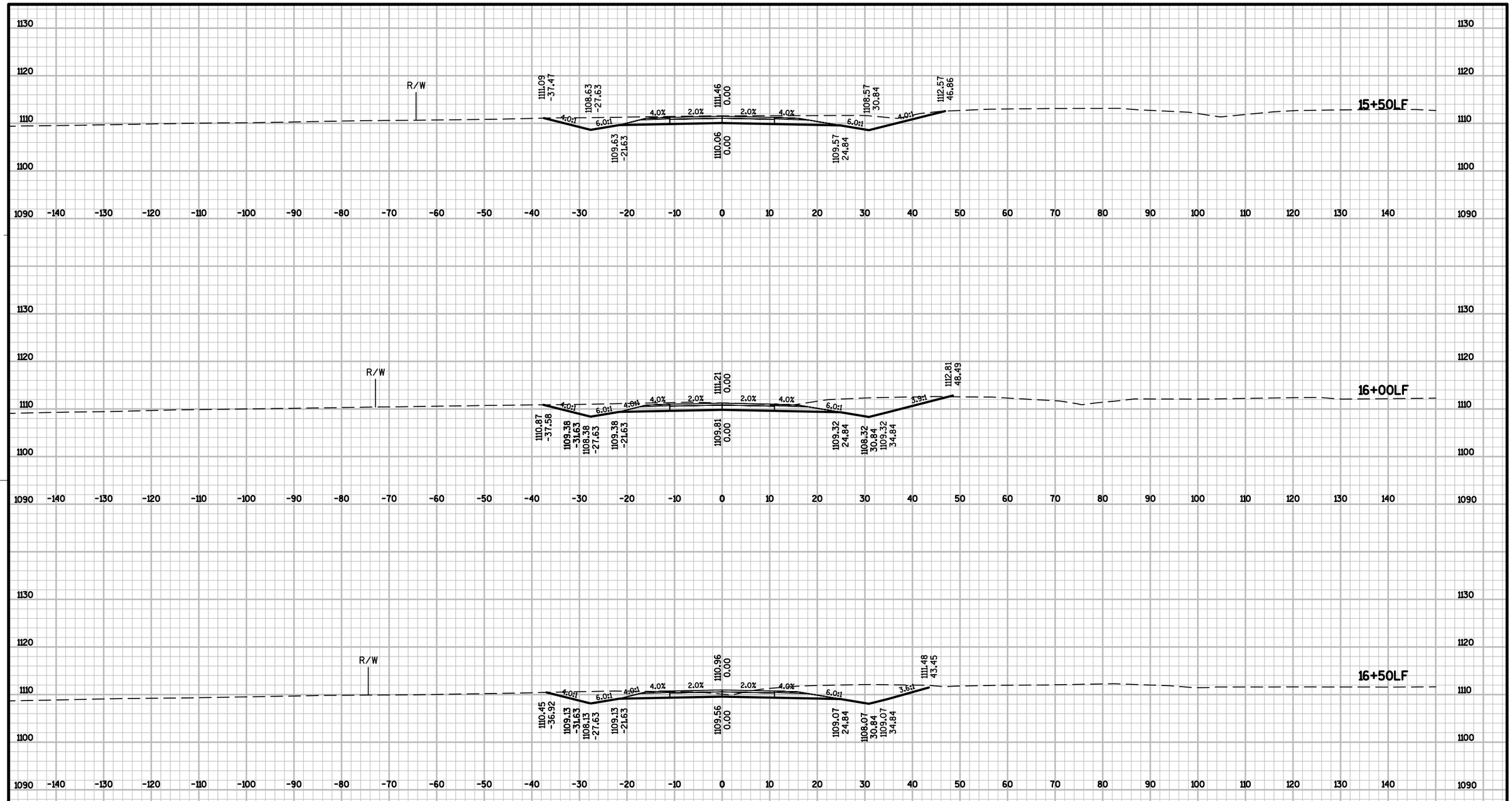
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_LEHMAN_FRONTAGE_ROAD.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

9



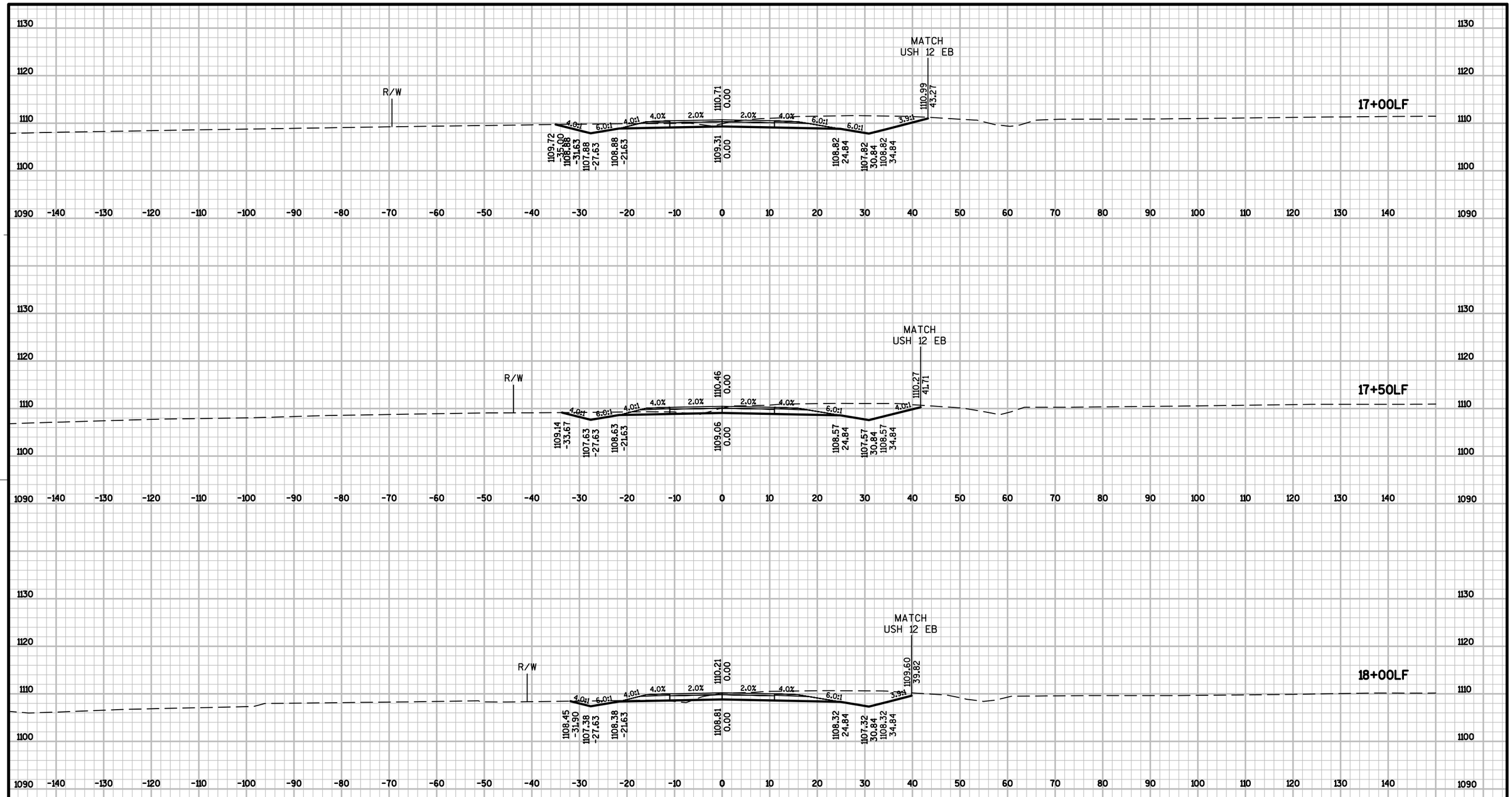
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: OAK COURT	SHEET 832	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_LEHMAN_FRONTAGE_ROAD.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

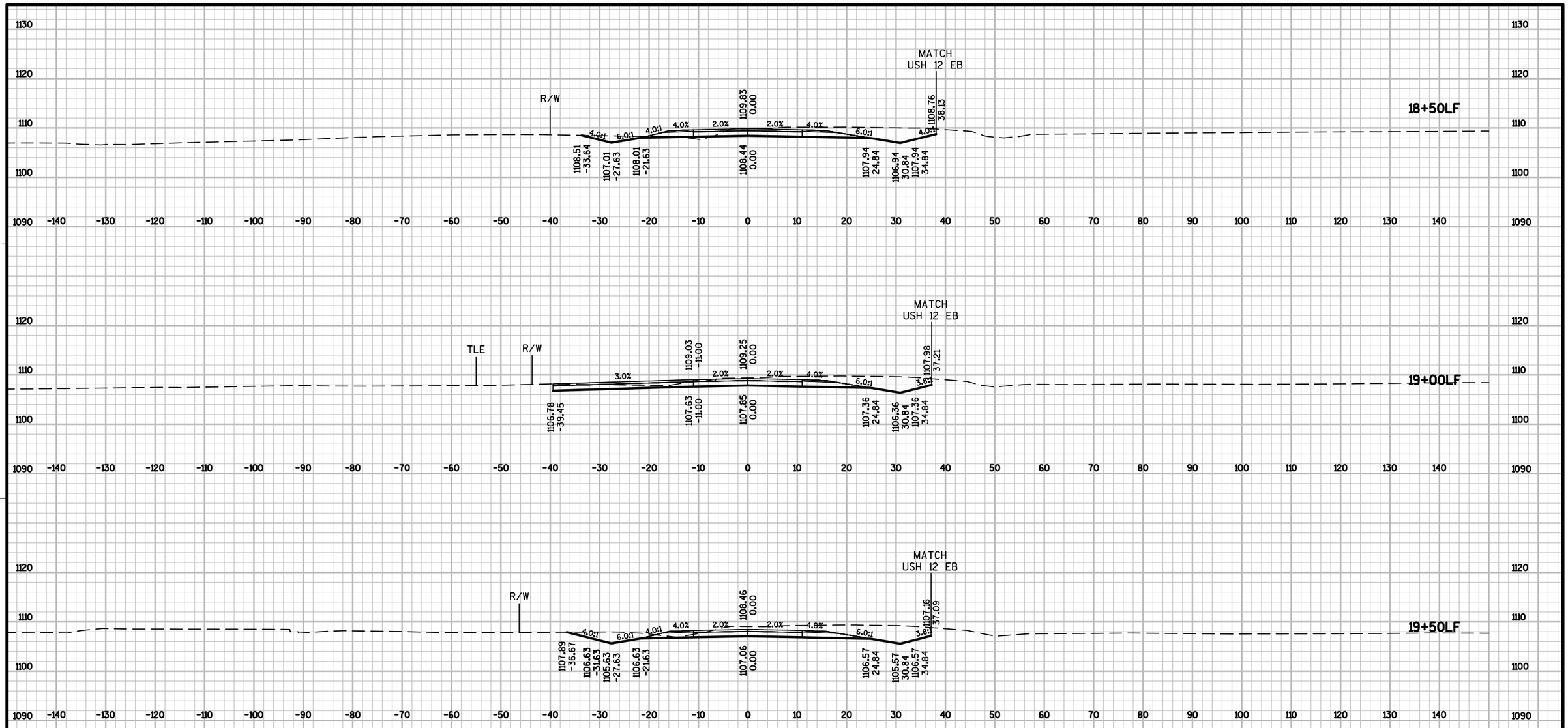


PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: OAK COURT	SHEET 833	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_LEHMAN_FRONTAGE_ROAD.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: OAK COURT	SHEET 834	E

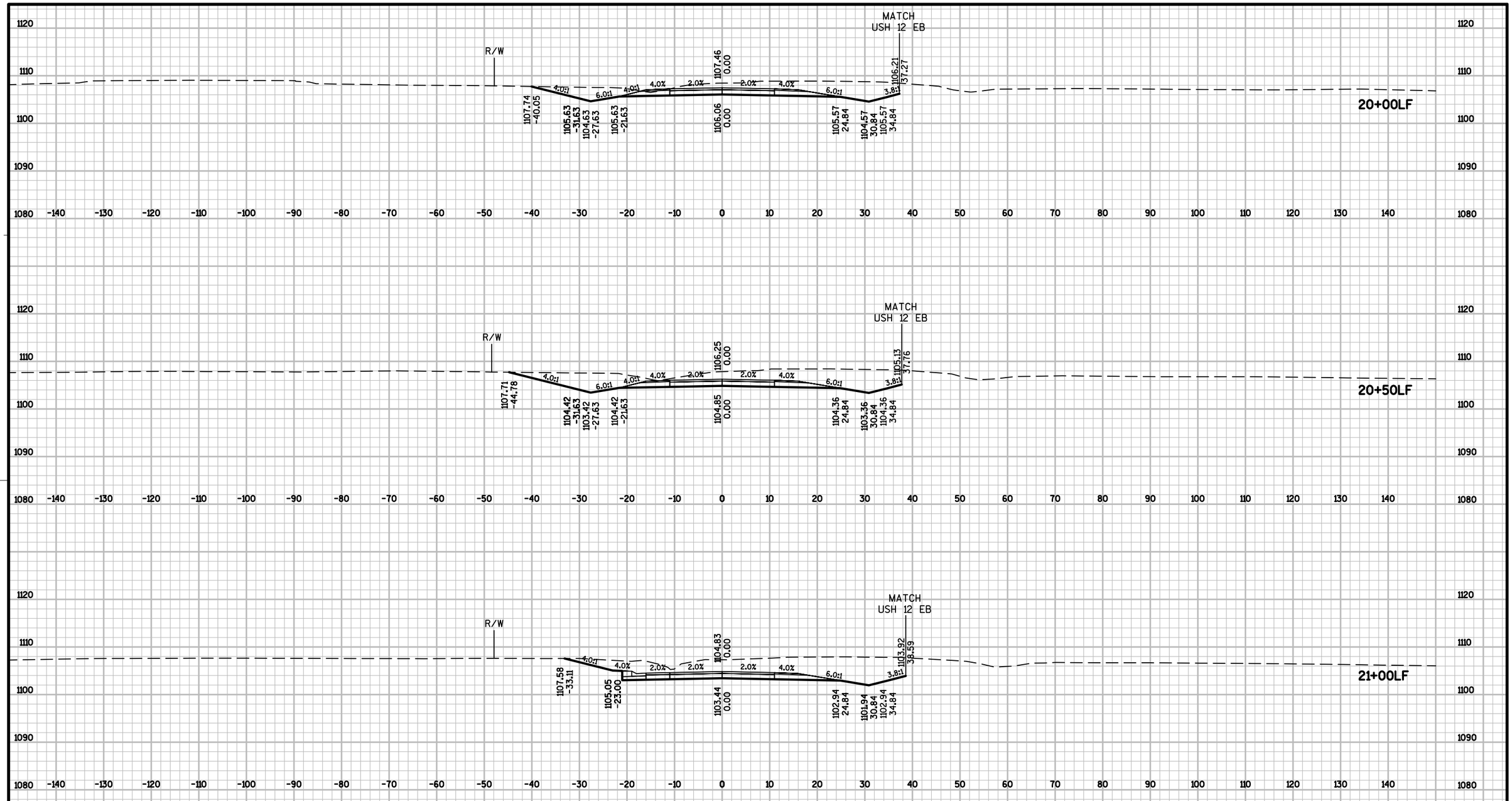


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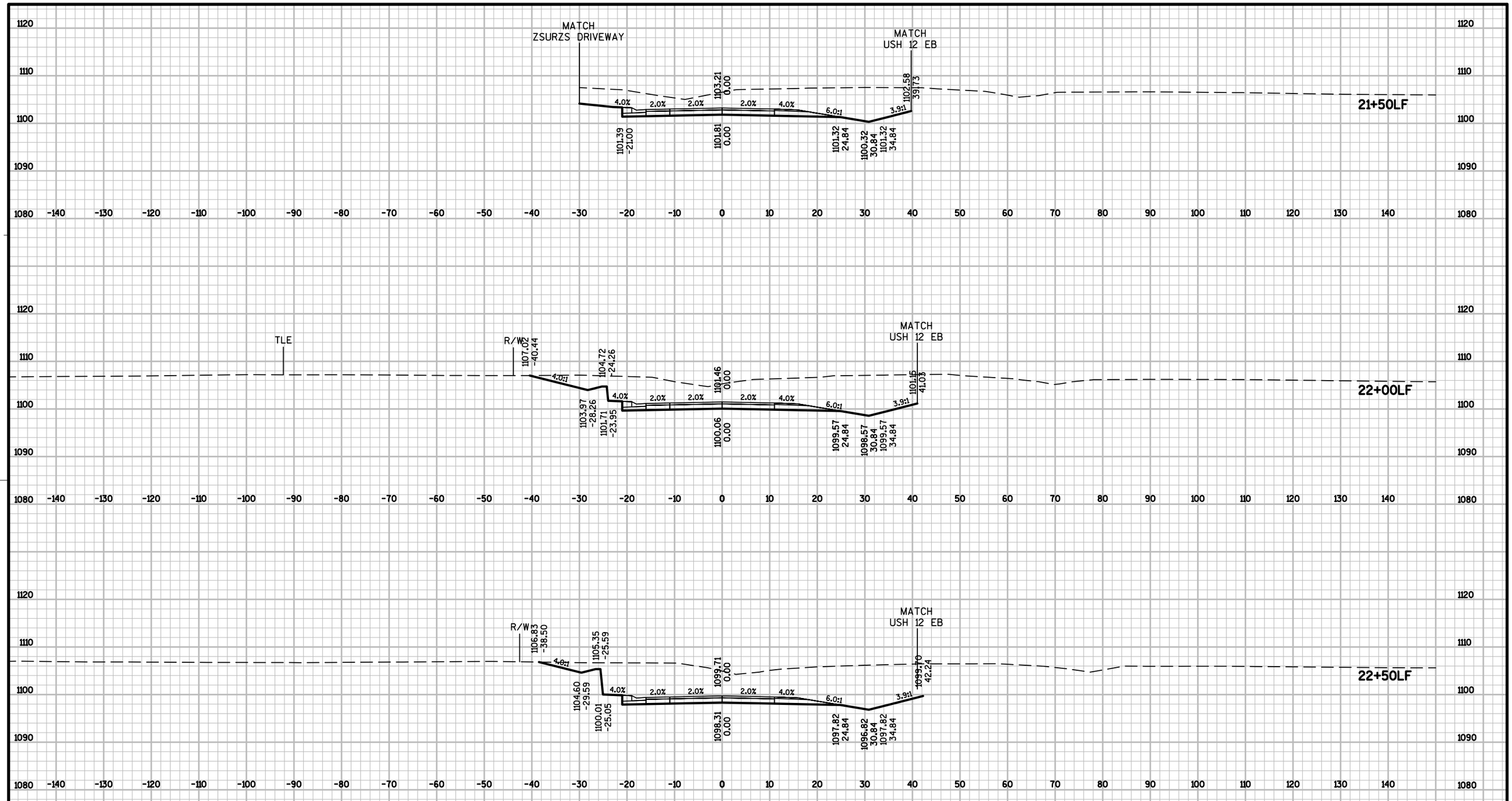
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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: OAK COURT	SHEET 835	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_LEHMAN_FRONTAGE_ROAD.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********
WISDOT/CADDS SHEET 49



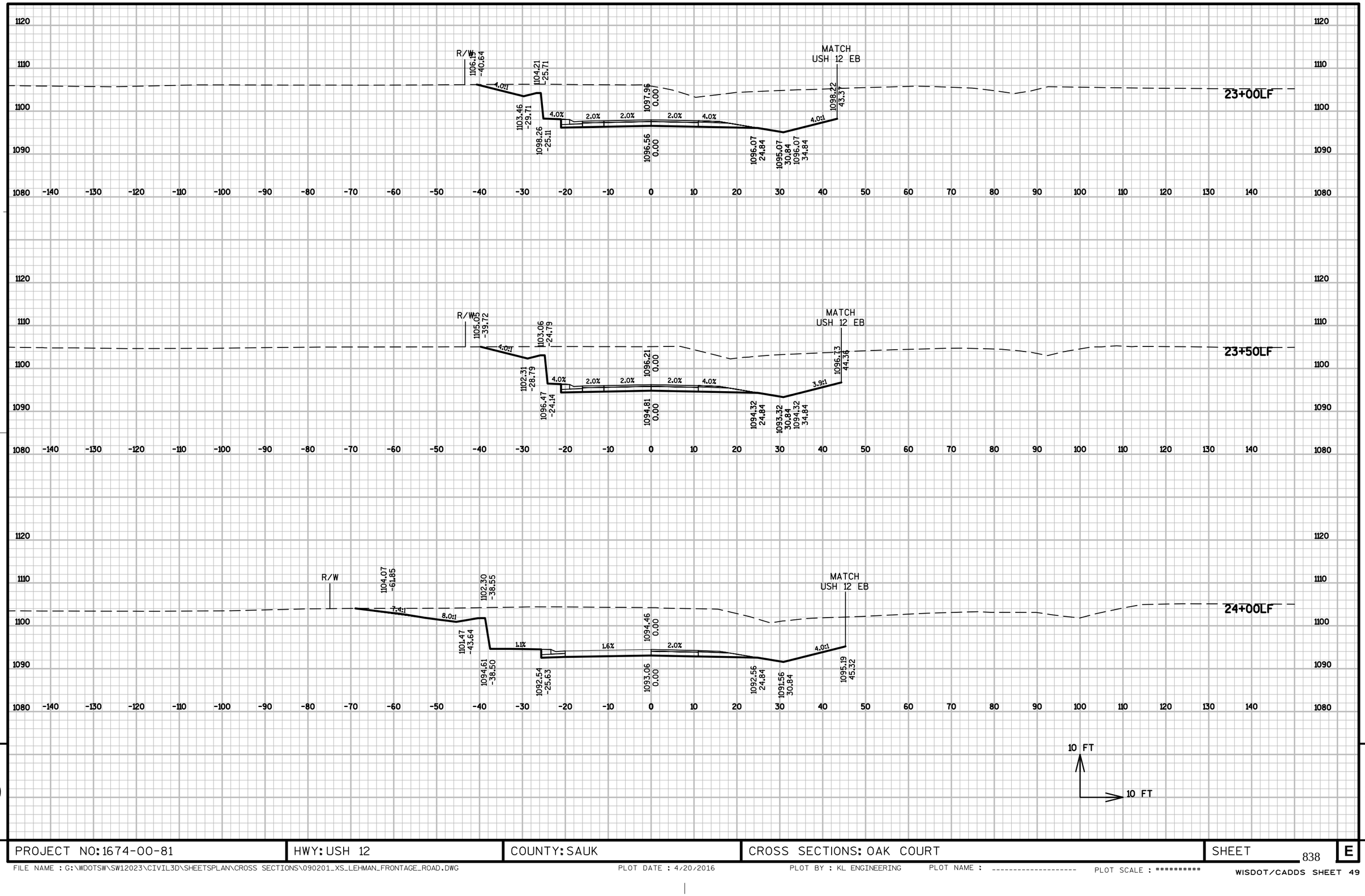
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: OAK COURT	SHEET 836	E



9

9

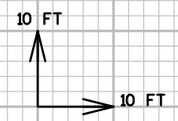
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: OAK COURT	SHEET 837	E



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: OAK COURT	SHEET 838	E



END CONSTRUCTION STA 24+80.77LF



9

9

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: OAK COURT	SHEET 839	E

BEGIN CONSTRUCTION STA 30+59.32GD

MATCH
USH 12 EB

1095.10
73.36

1084.16
0.00

2.0%

2.0%

4.0:1

R/W

4.0:1

31+00GD

1083.34
-15.17

1083.03
0.00

1082.72
15.89

1081.72
19.89

1082.72
23.89

TLE

1069.21
-71.66

4.0:1

1110 1100 1090 1080 1070 1060 1050

-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

MATCH
USH 12 EB

1092.12
76.75

1080.17
0.00

2.0%

2.0%

4.0:1

3.9:1

R/W

31+50GD

1079.35
-15.17

1079.05
0.00

1078.73
15.89

1077.73
19.89

1078.73
23.89

TLE

1061.88
-85.06

4.0:1

10 FT

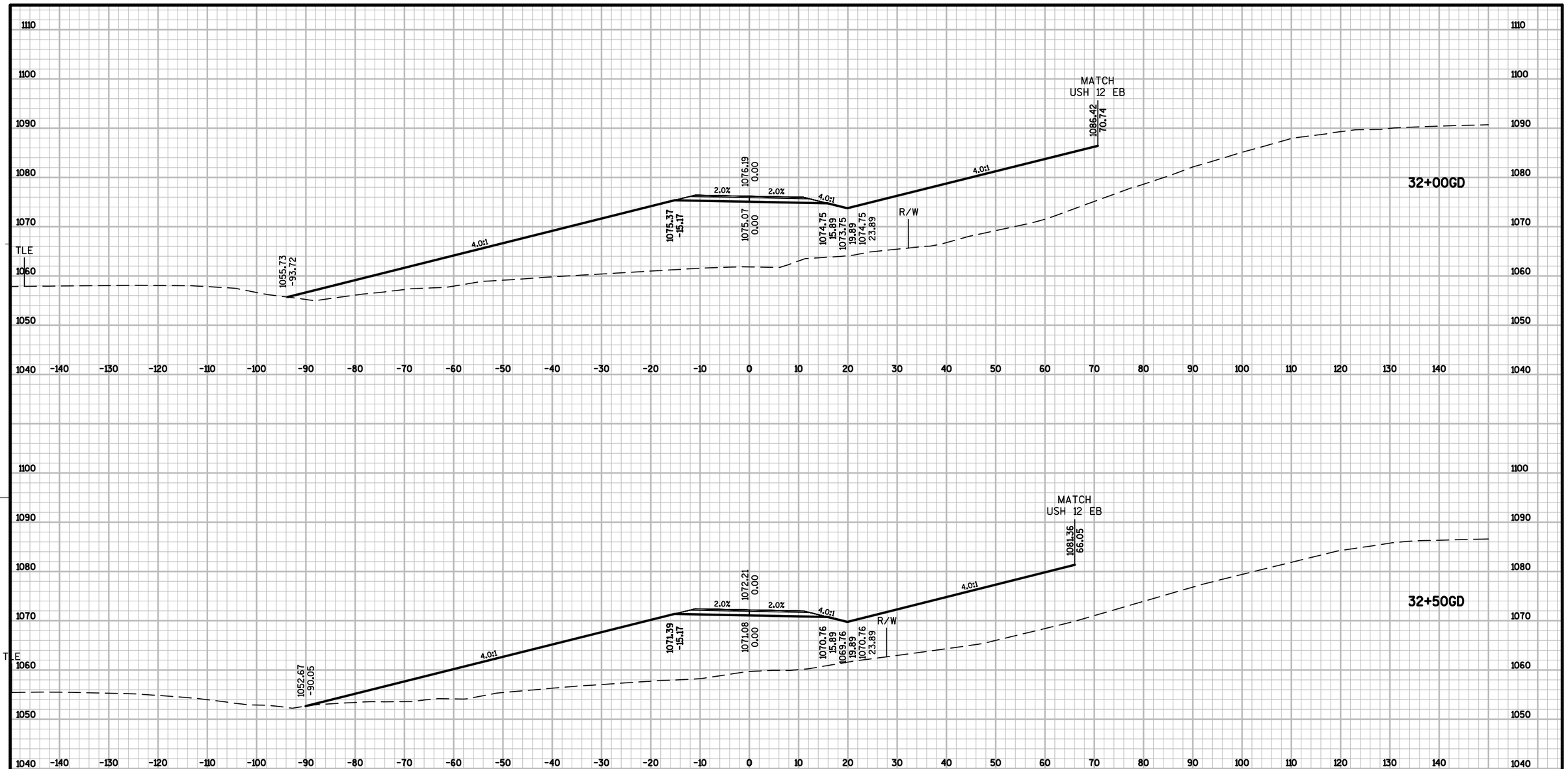
10 FT

9

9

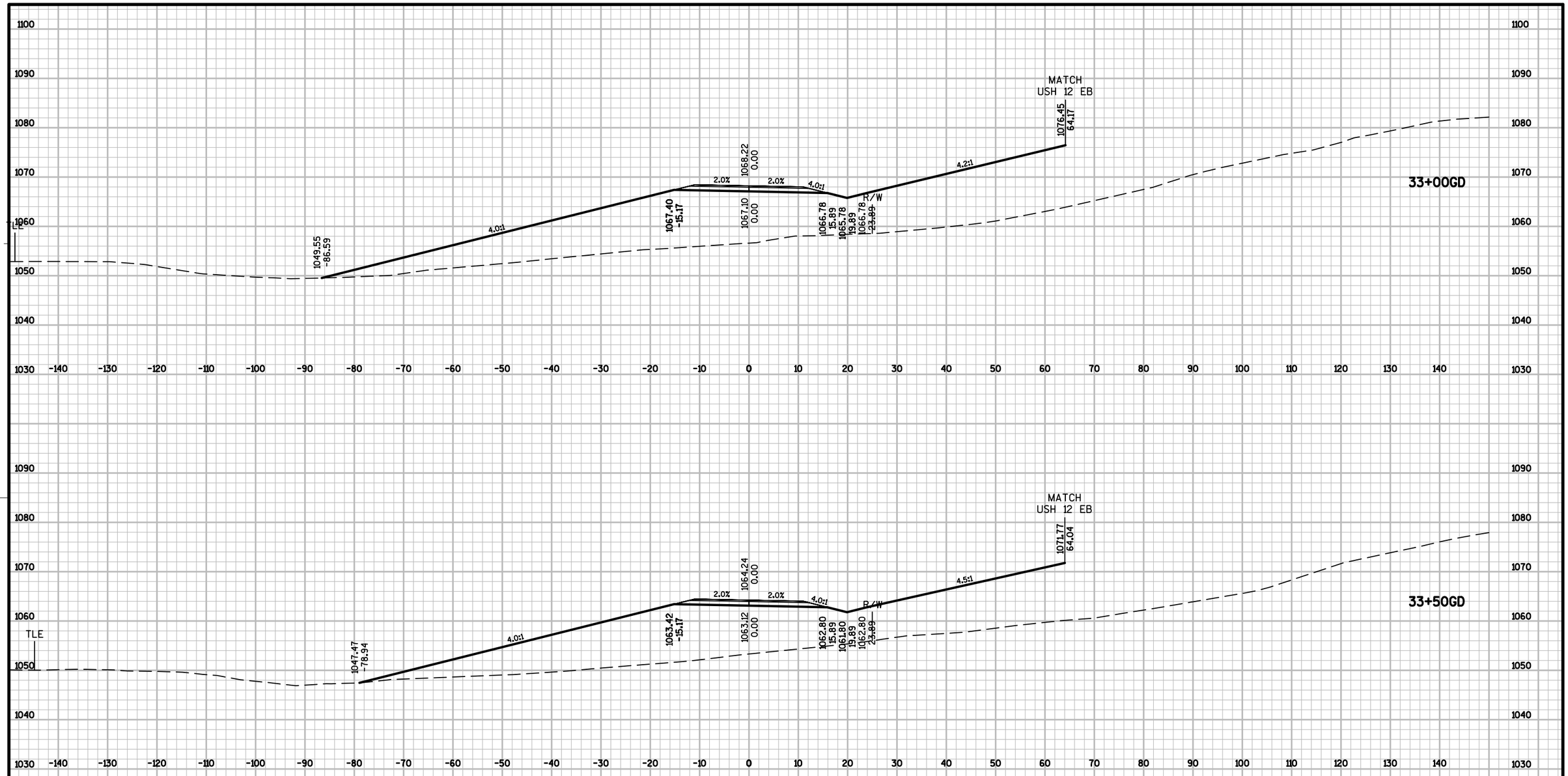
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GREEN VALLEY DRIVEWAY	SHEET 840	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_GREEN_VALLEY_DW.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



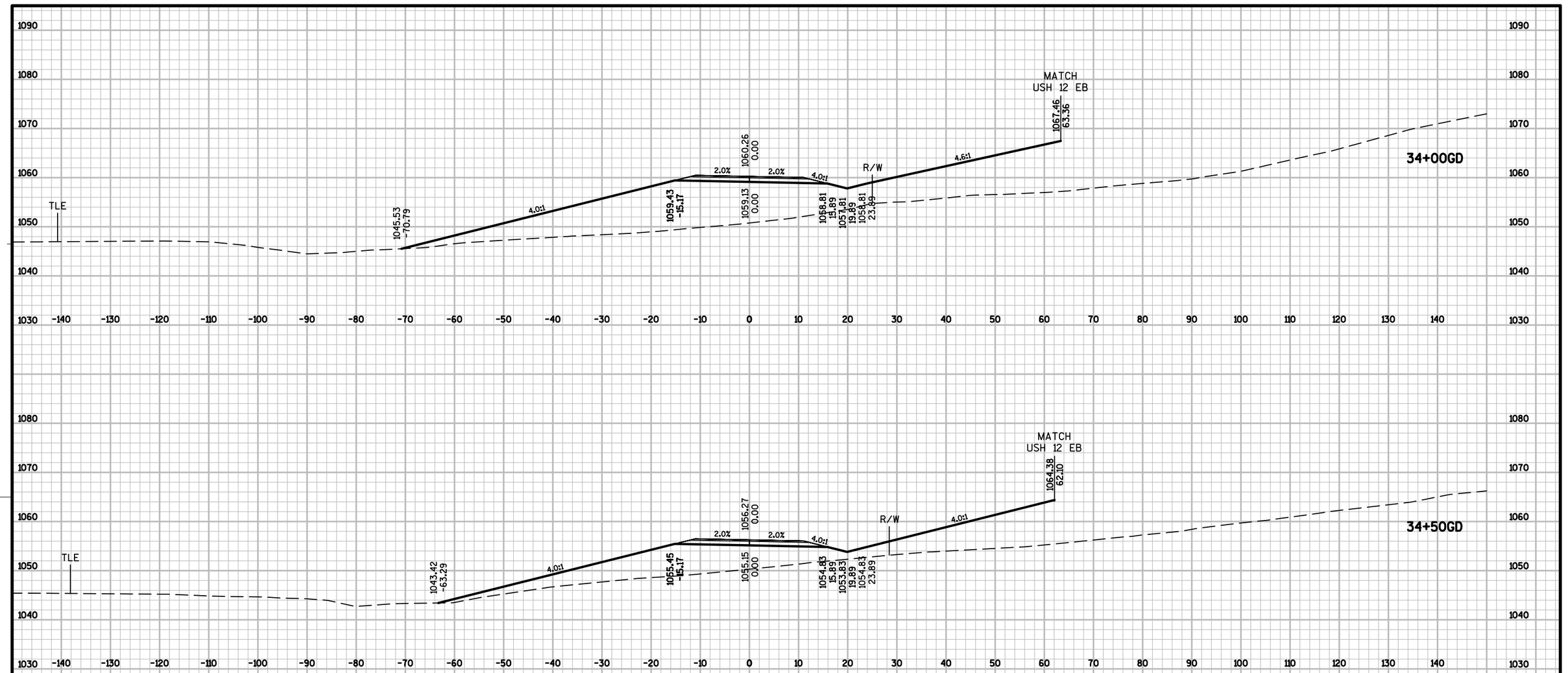
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GREEN VALLEY DRIVEWAY	SHEET 841	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_GREEN_VALLEY_DW.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

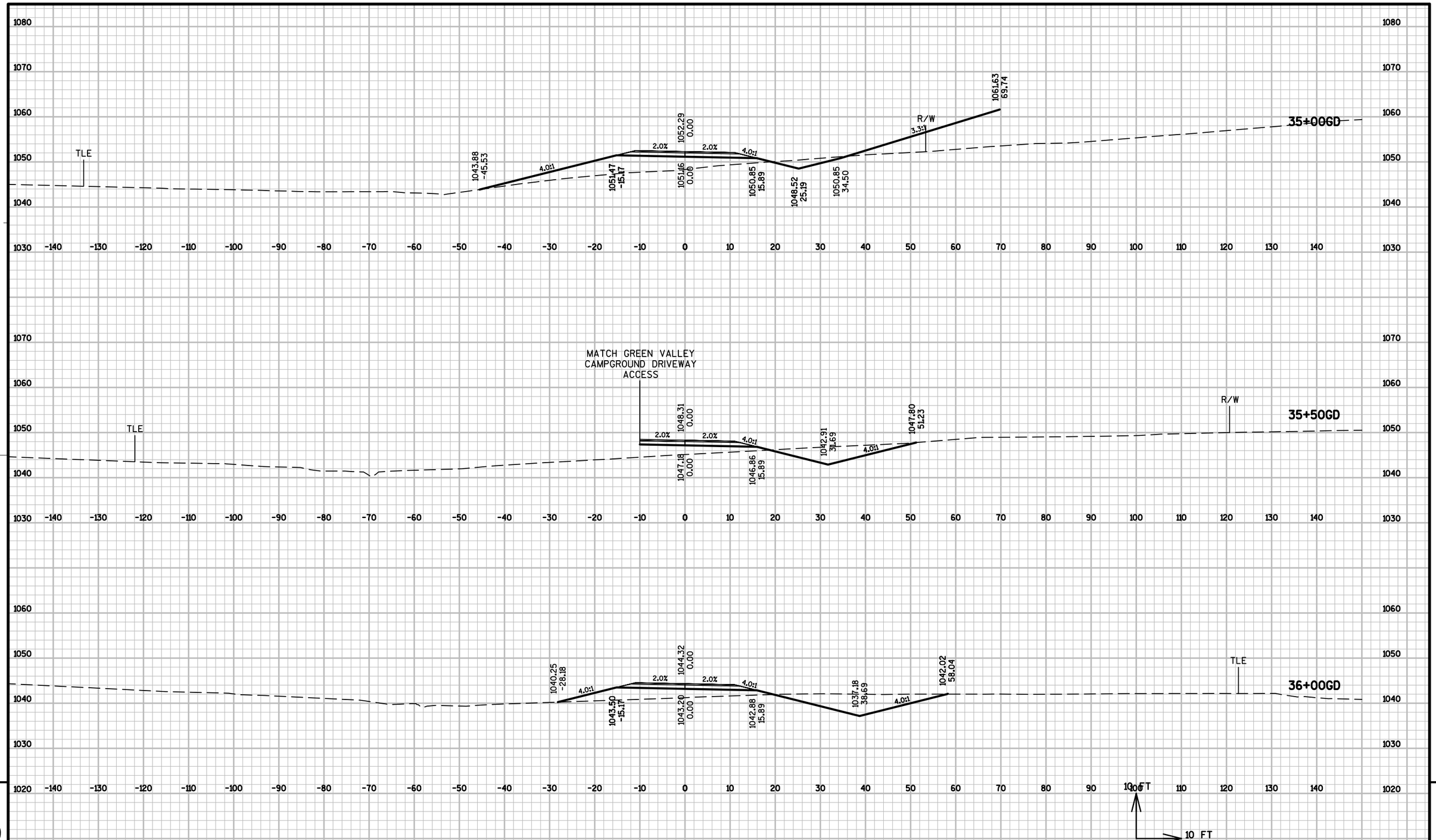


PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GREEN VALLEY DRIVEWAY	SHEET 842	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_GREEN_VALLEY_DW.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

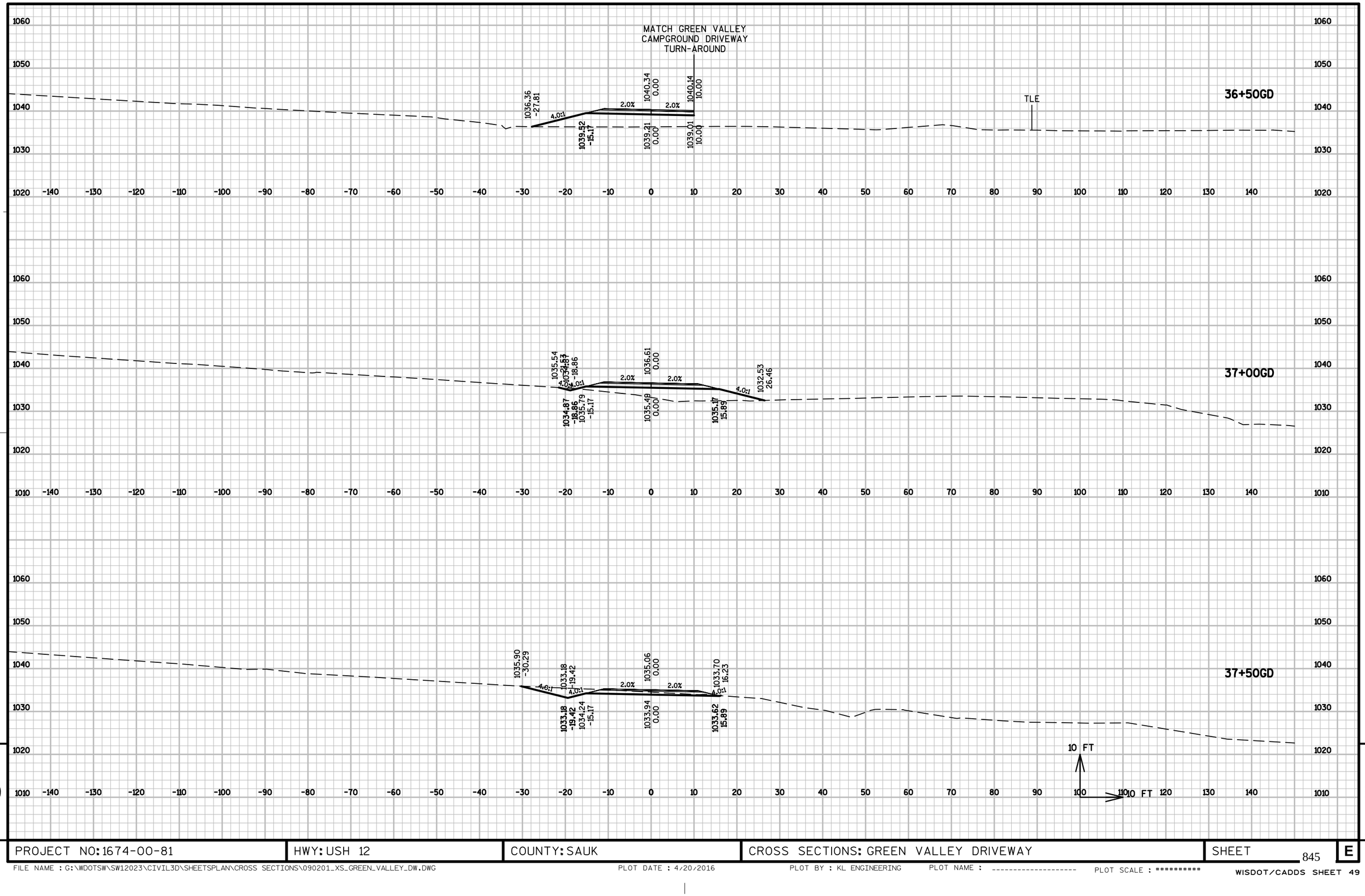


PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GREEN VALLEY DRIVEWAY	SHEET 843	E



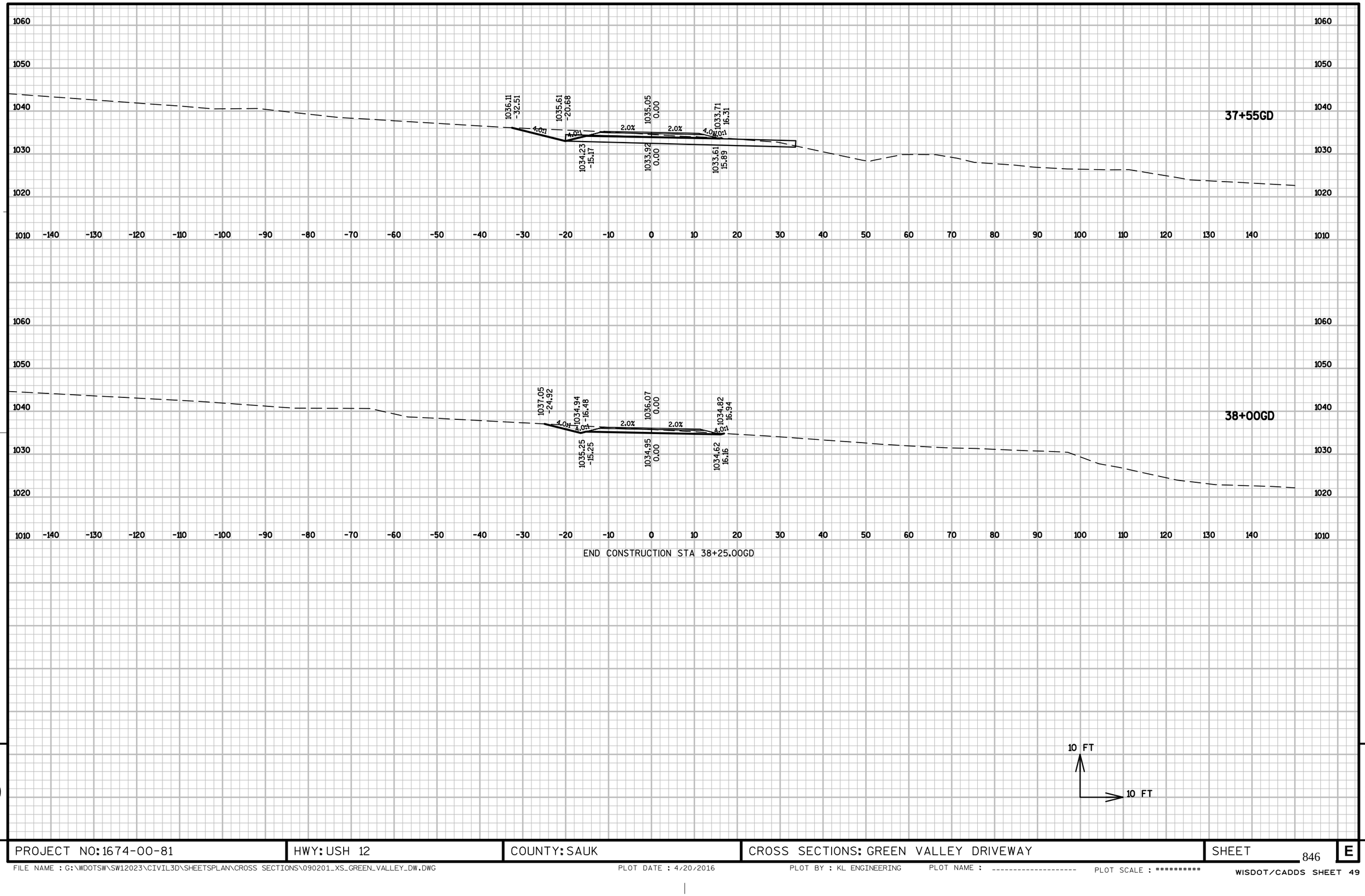
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GREEN VALLEY DRIVEWAY	SHEET 844	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_GREEN_VALLEY_DW.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GREEN VALLEY DRIVEWAY	SHEET 845	E

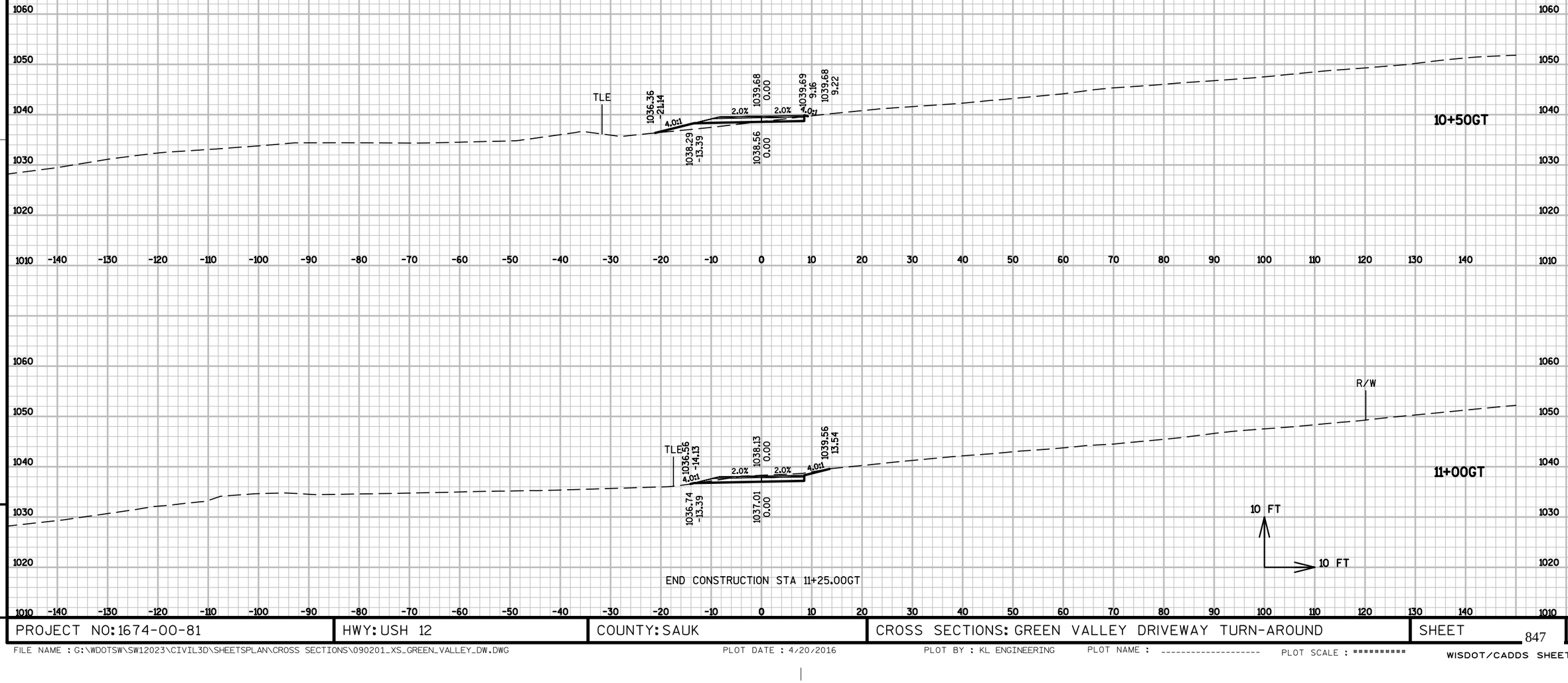
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_GREEN_VALLEY_DW.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GREEN VALLEY DRIVEWAY	SHEET 846	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_GREEN_VALLEY_DW.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

BEGIN CONSTRUCTION STA 10+13.71GT



END CONSTRUCTION STA 11+25.00GT

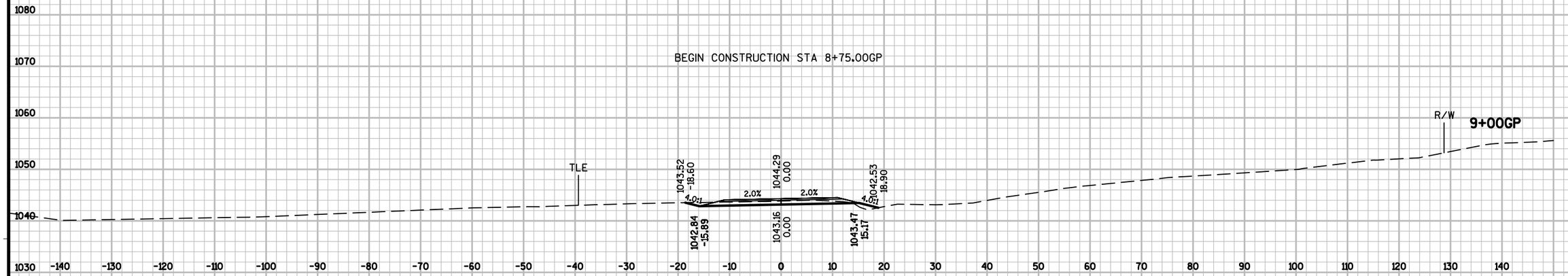
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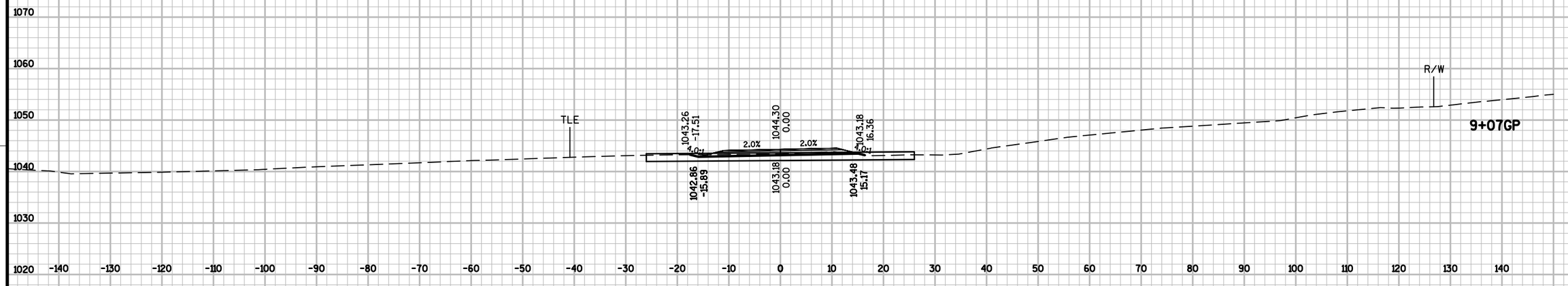
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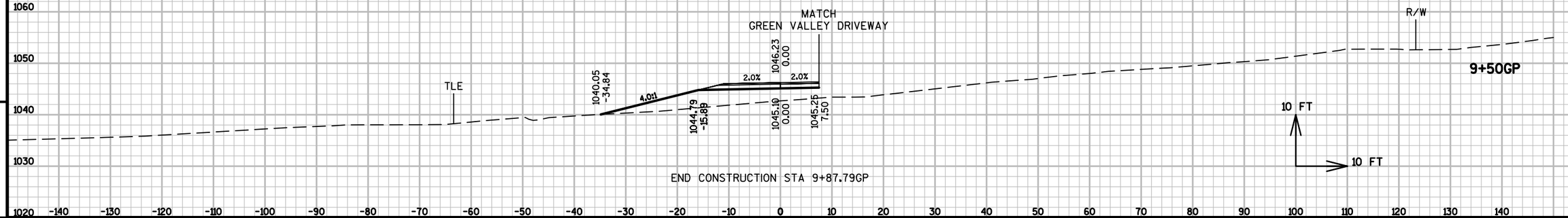
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GREEN VALLEY DRIVEWAY TURN-AROUND	SHEET 847	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_GREEN_VALLEY_DW.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

BEGIN CONSTRUCTION STA 8+75.00GP





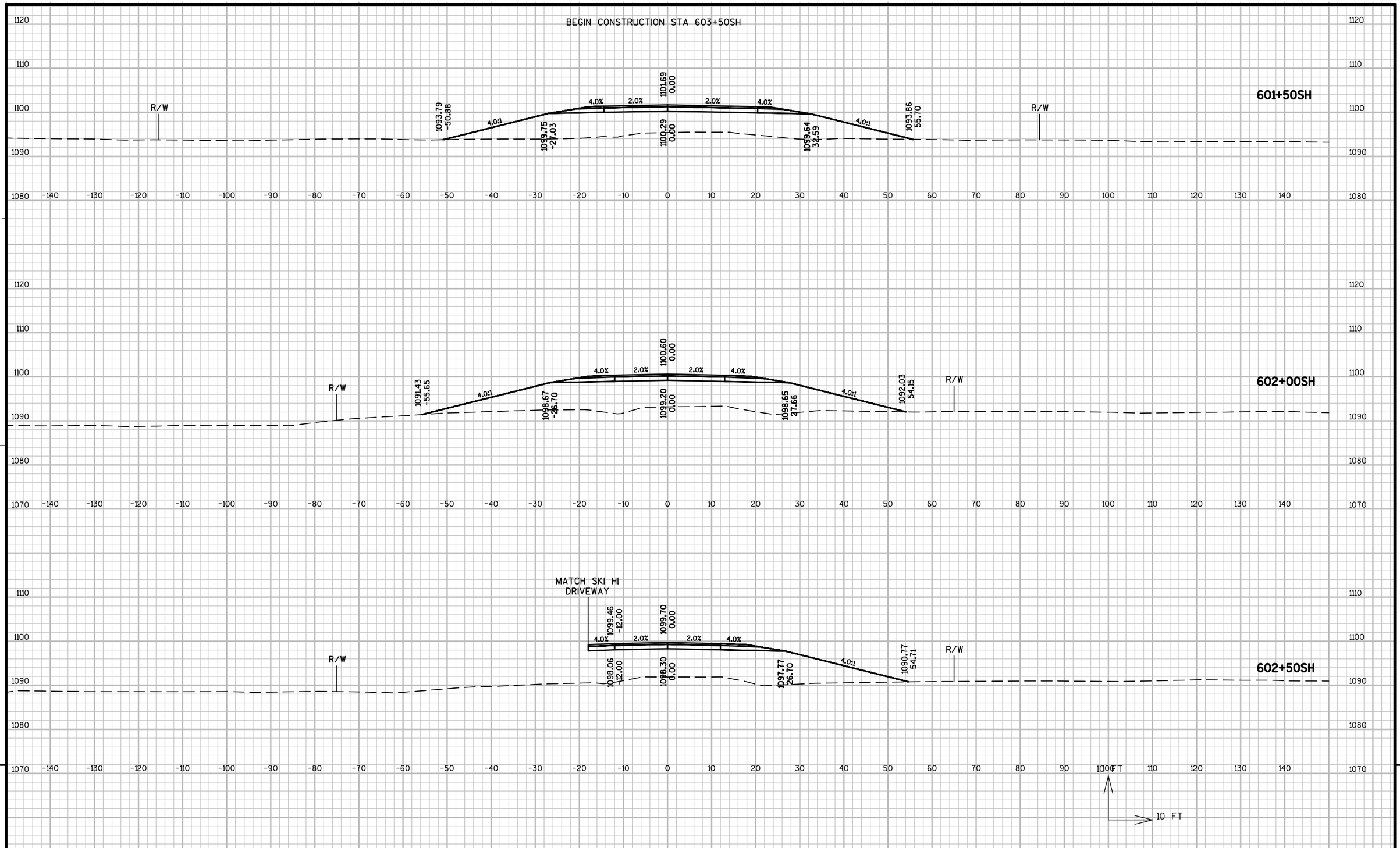


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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GREEN VALLEY CAMPGROUND PARK ACCESS	SHEET 848	E

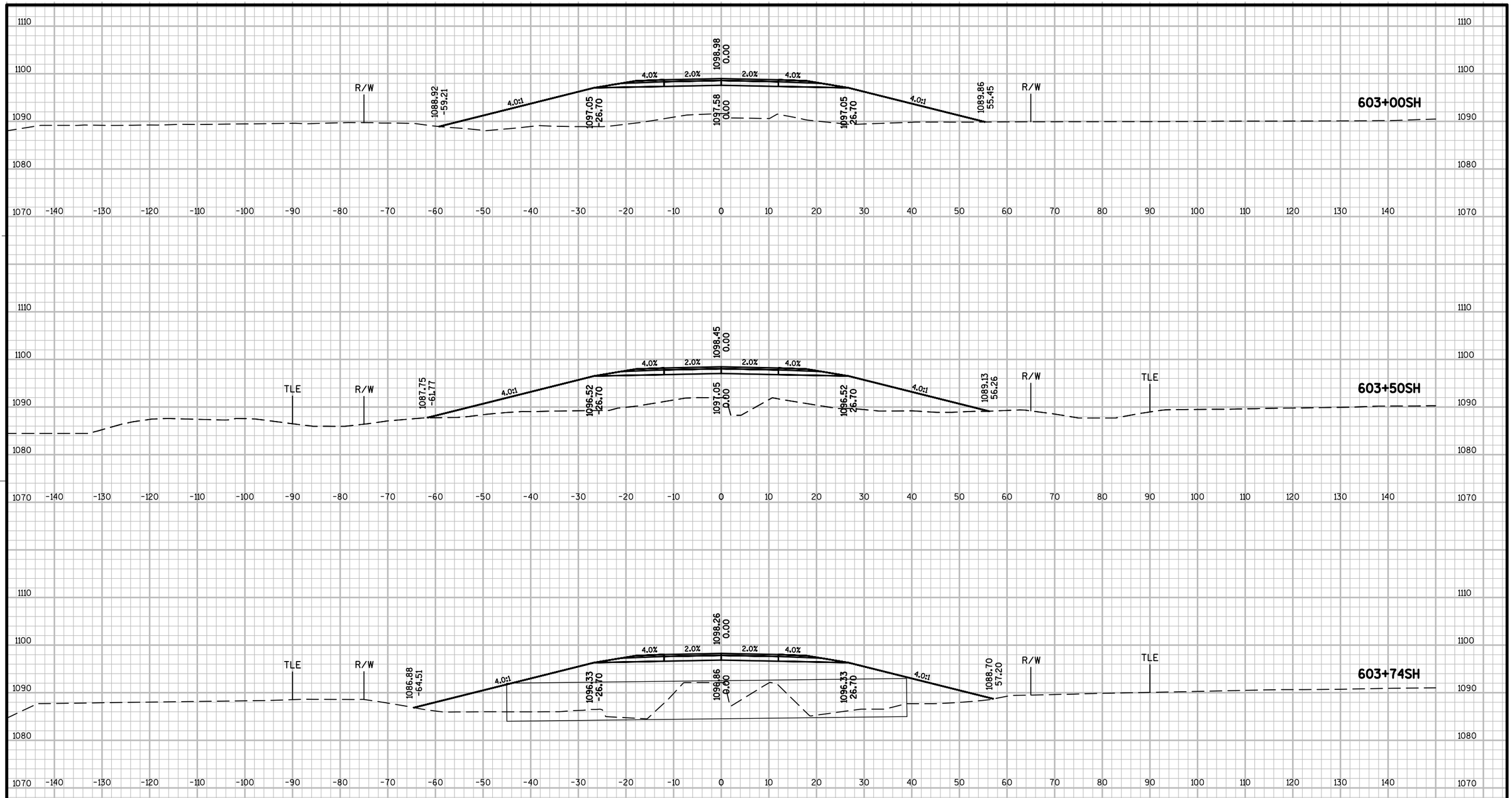
BEGIN CONSTRUCTION STA 603+50SH



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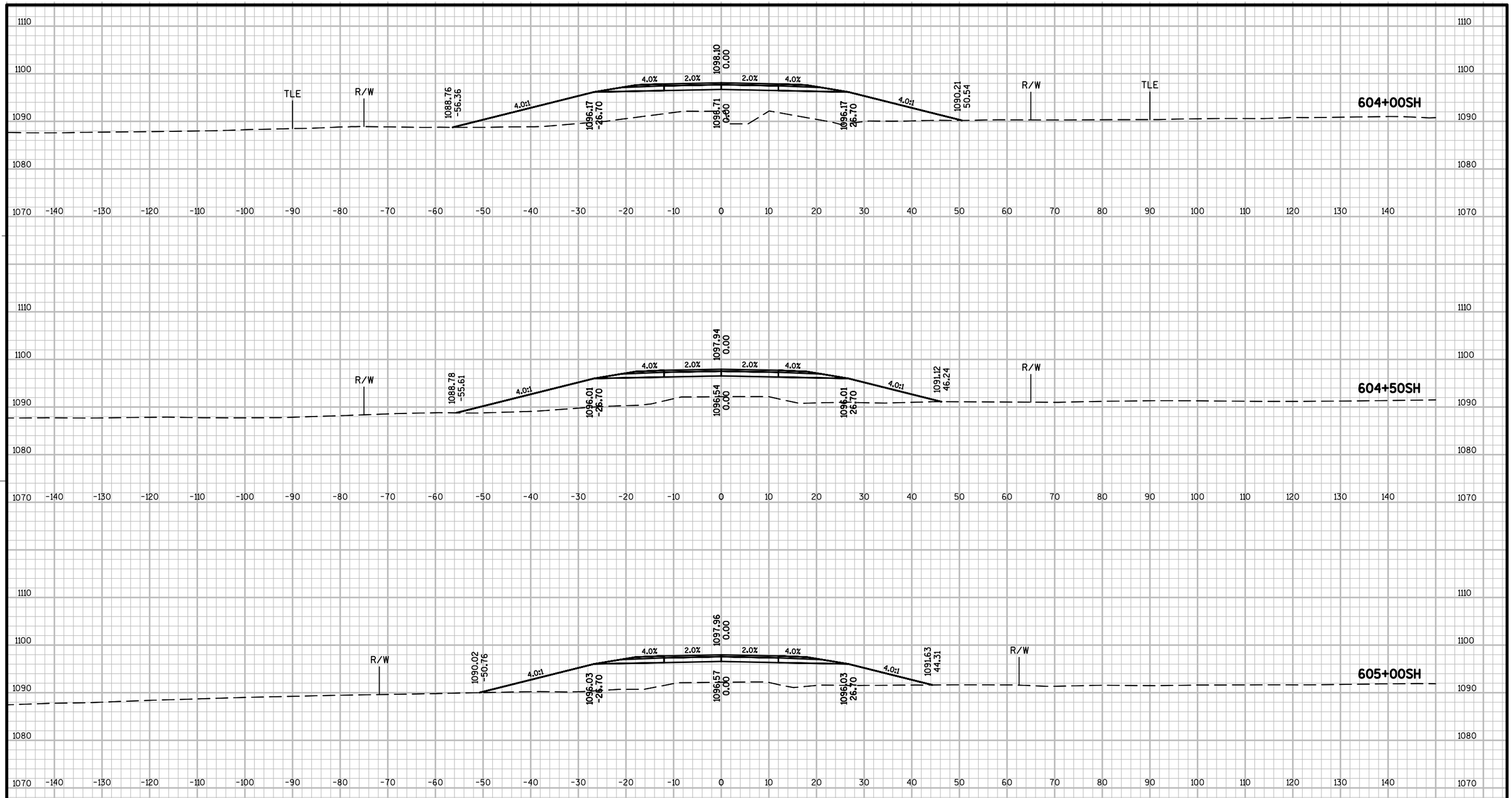
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: SKI HI ROAD	SHEET 849	E



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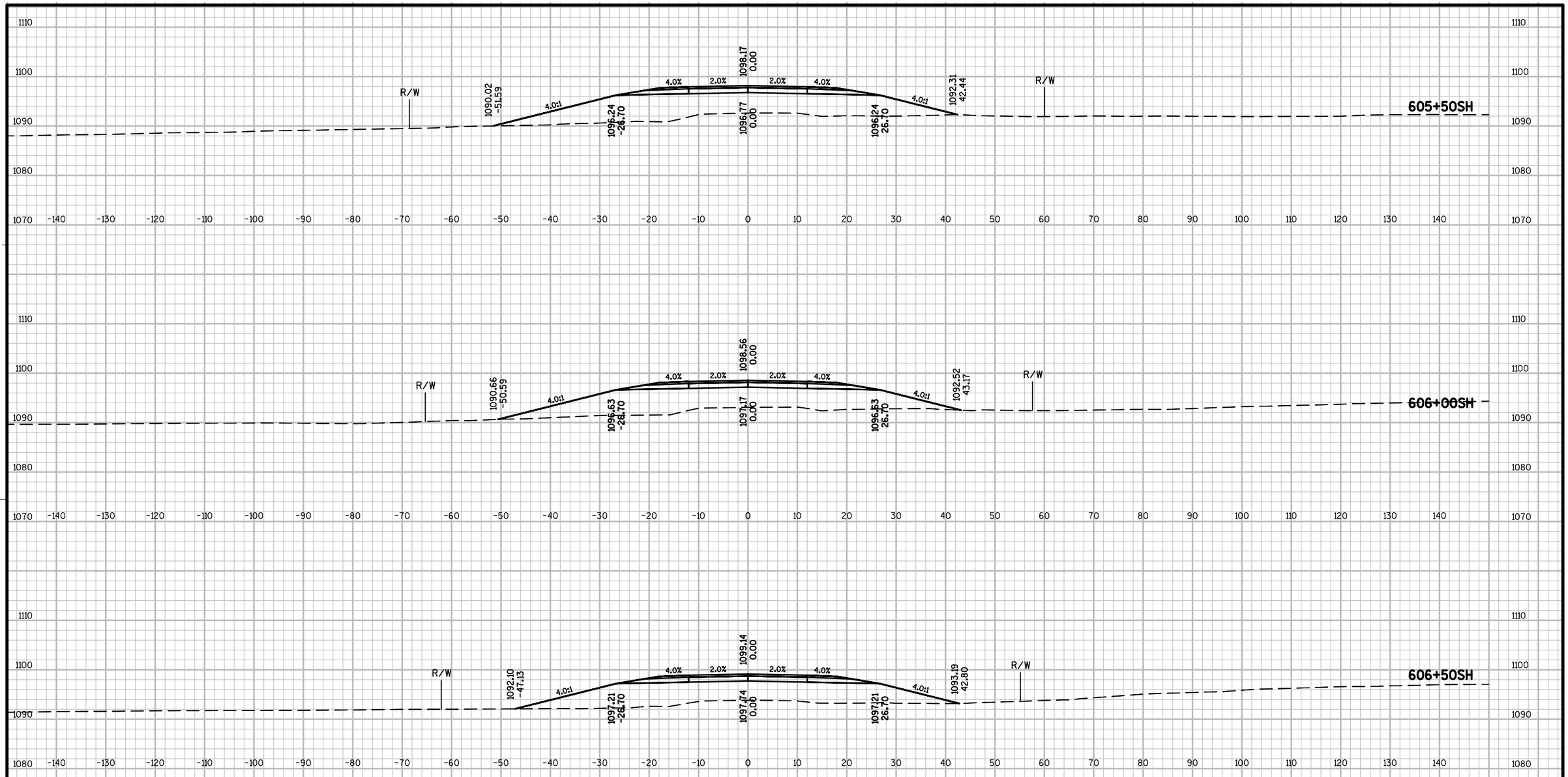
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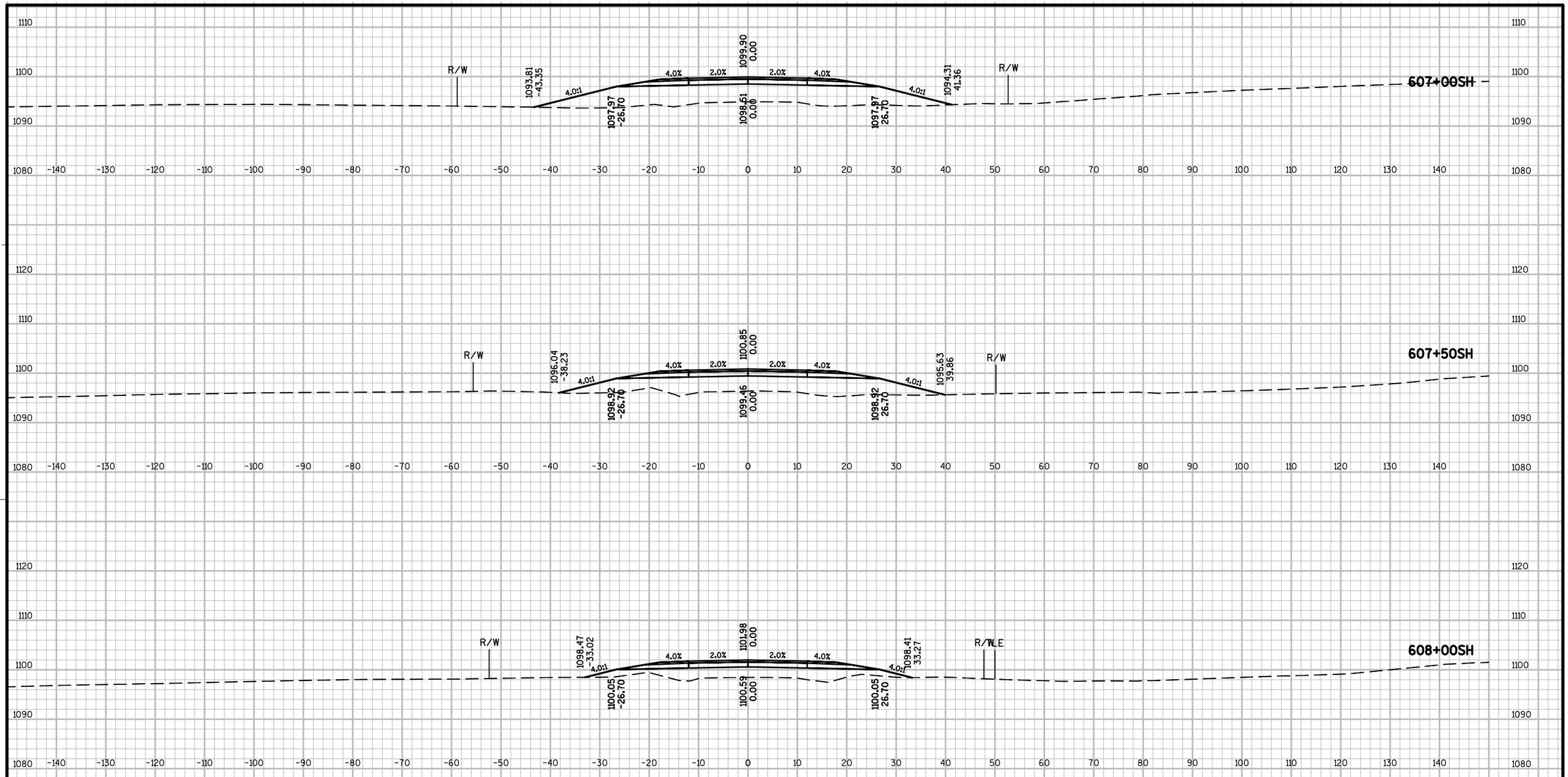
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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: SKI HI ROAD	SHEET 851	E



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: SKI HI ROAD	SHEET 852	E

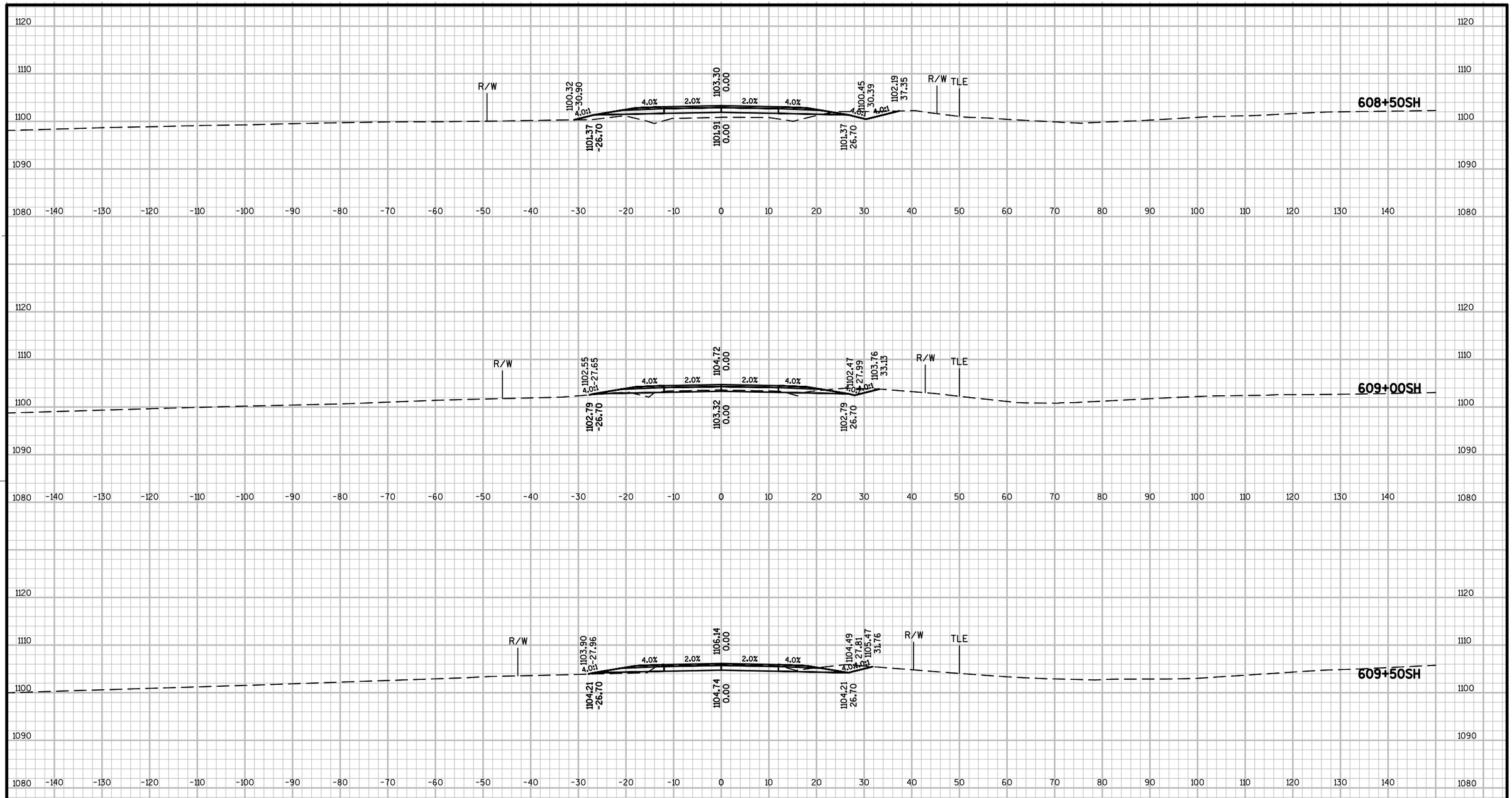


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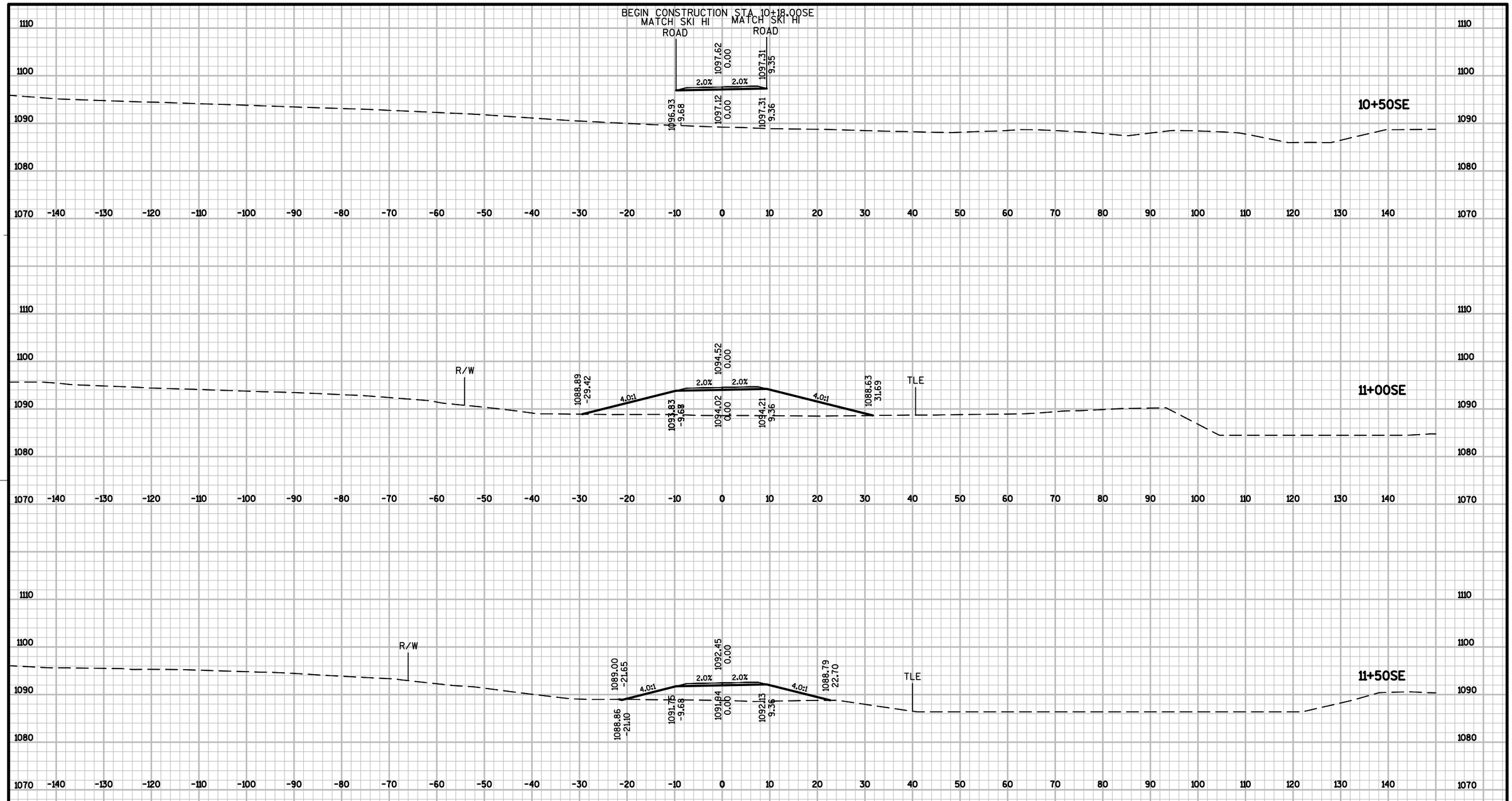
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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: SKI HI ROAD	SHEET 853	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_SKI_HIGH.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

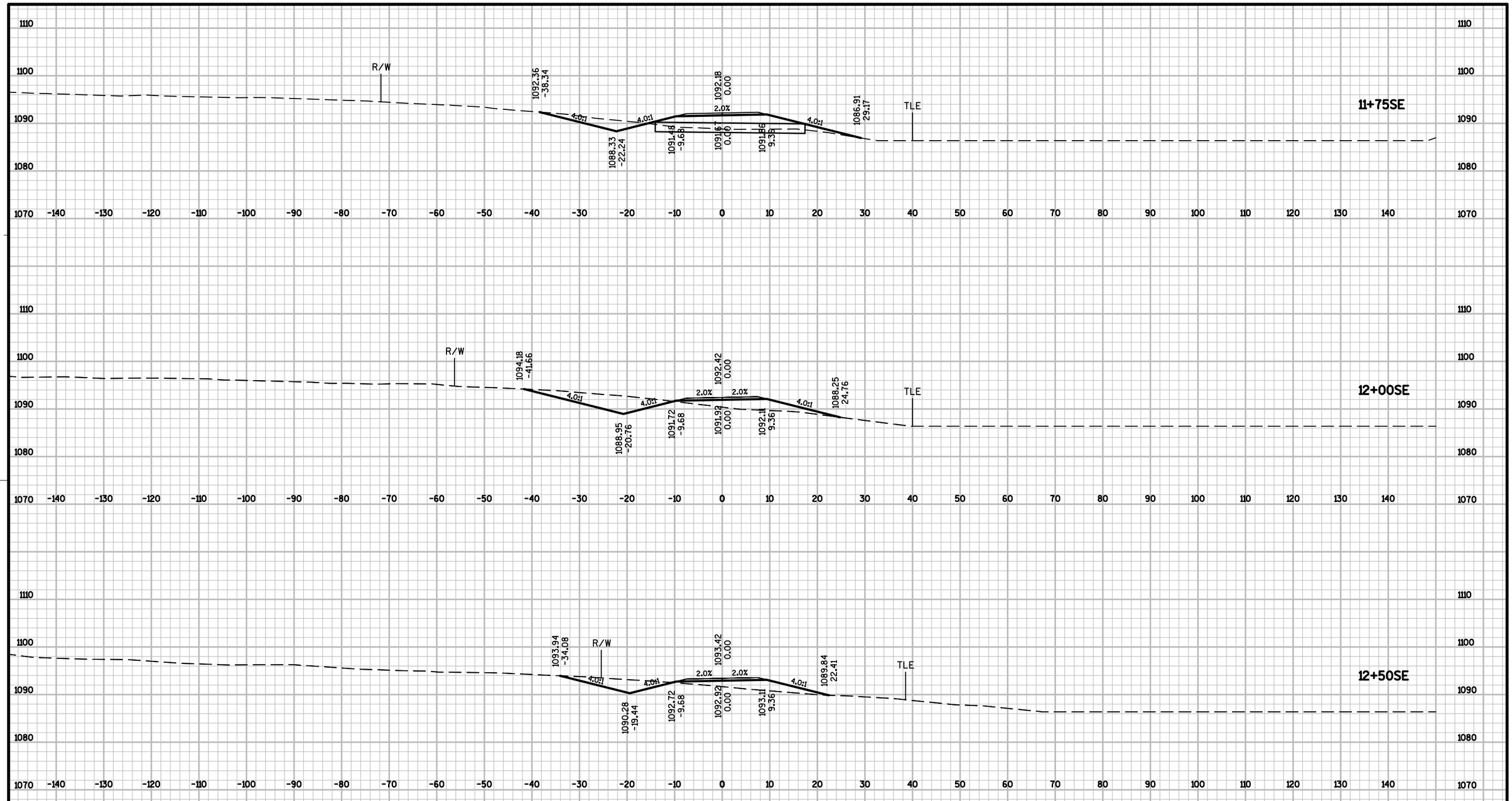


PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: SKI HI ROAD	SHEET 854	E



PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: SKI HI ORCHARD FIELD ENTRANCE	SHEET 855	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_SKI_HIGH_ORCHARD_DW.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

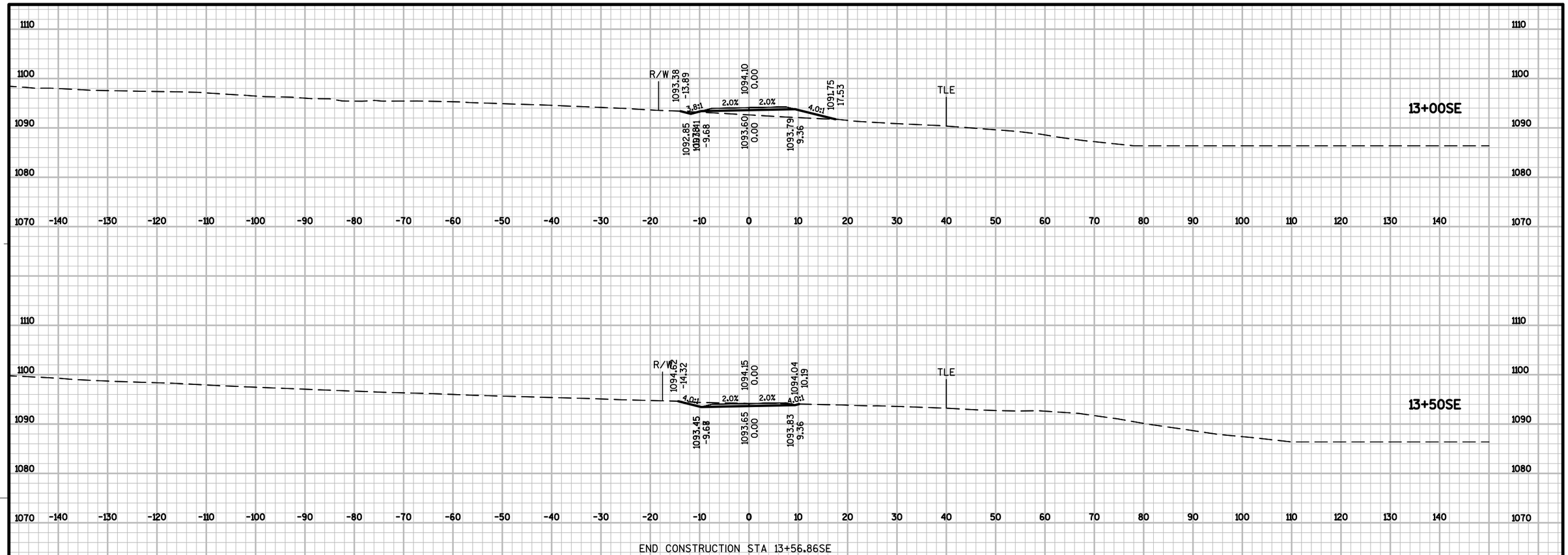


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PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: SKI HI ORCHARD FIELD ENTRANCE	SHEET 856	E

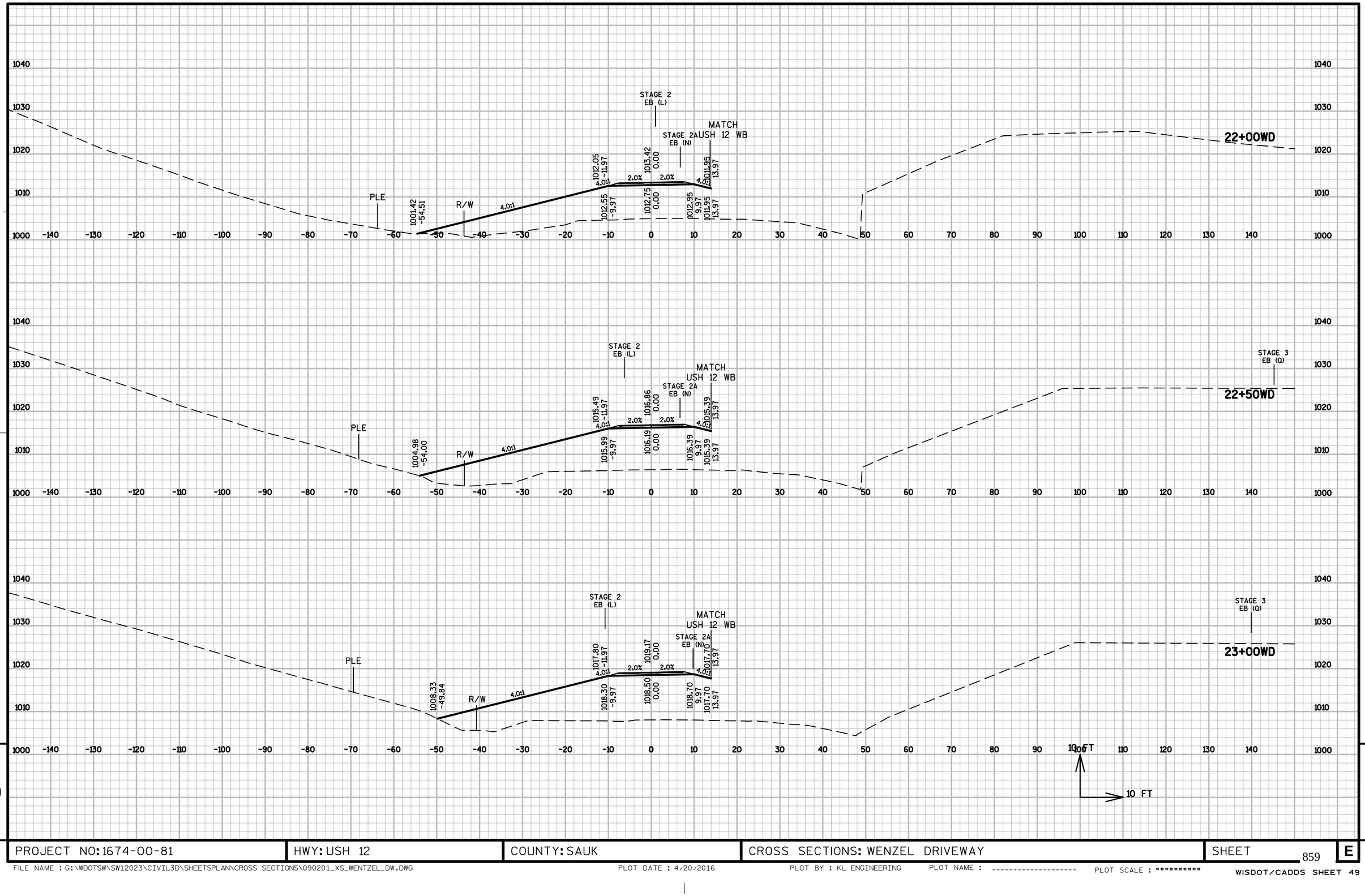
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_SKI_HIGH_ORCHARD_DW.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



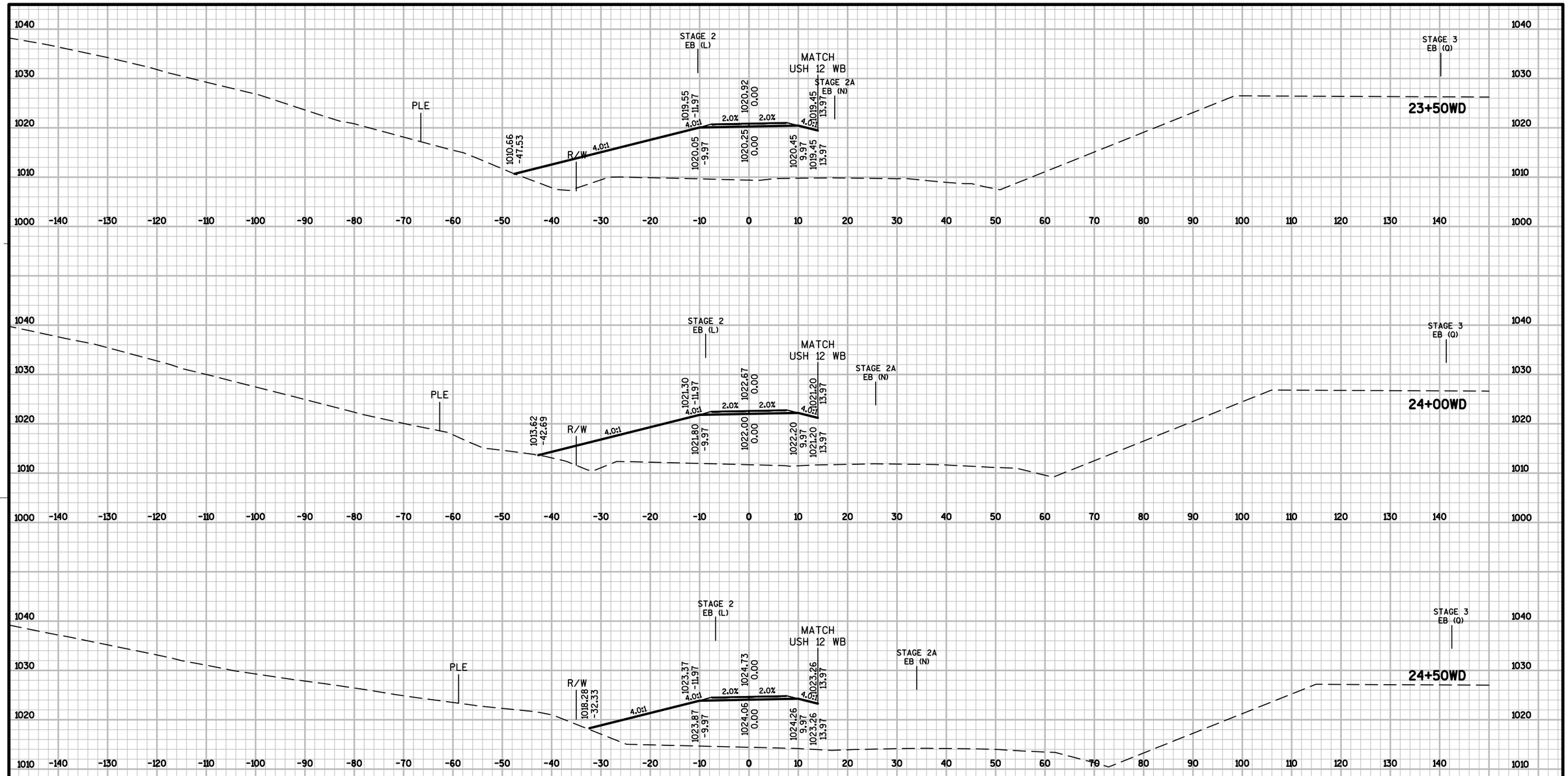
PROJECT NO: 1674-00-80	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: SKI HI ORCHARD FIELD ENTRANCE	SHEET 857	E

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: WENZEL DRIVEWAY	SHEET 858	E

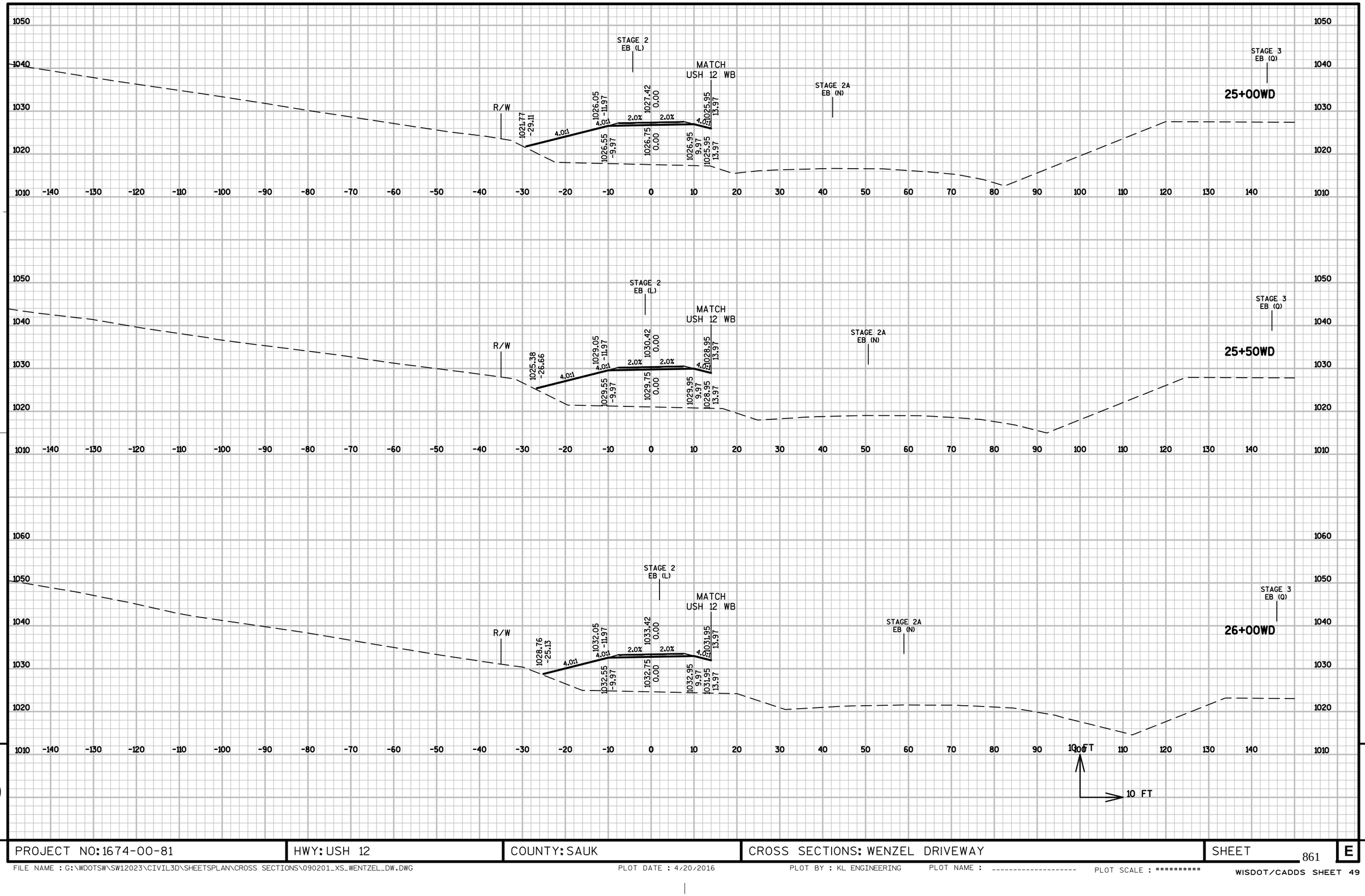
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_WENTZEL_DW.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



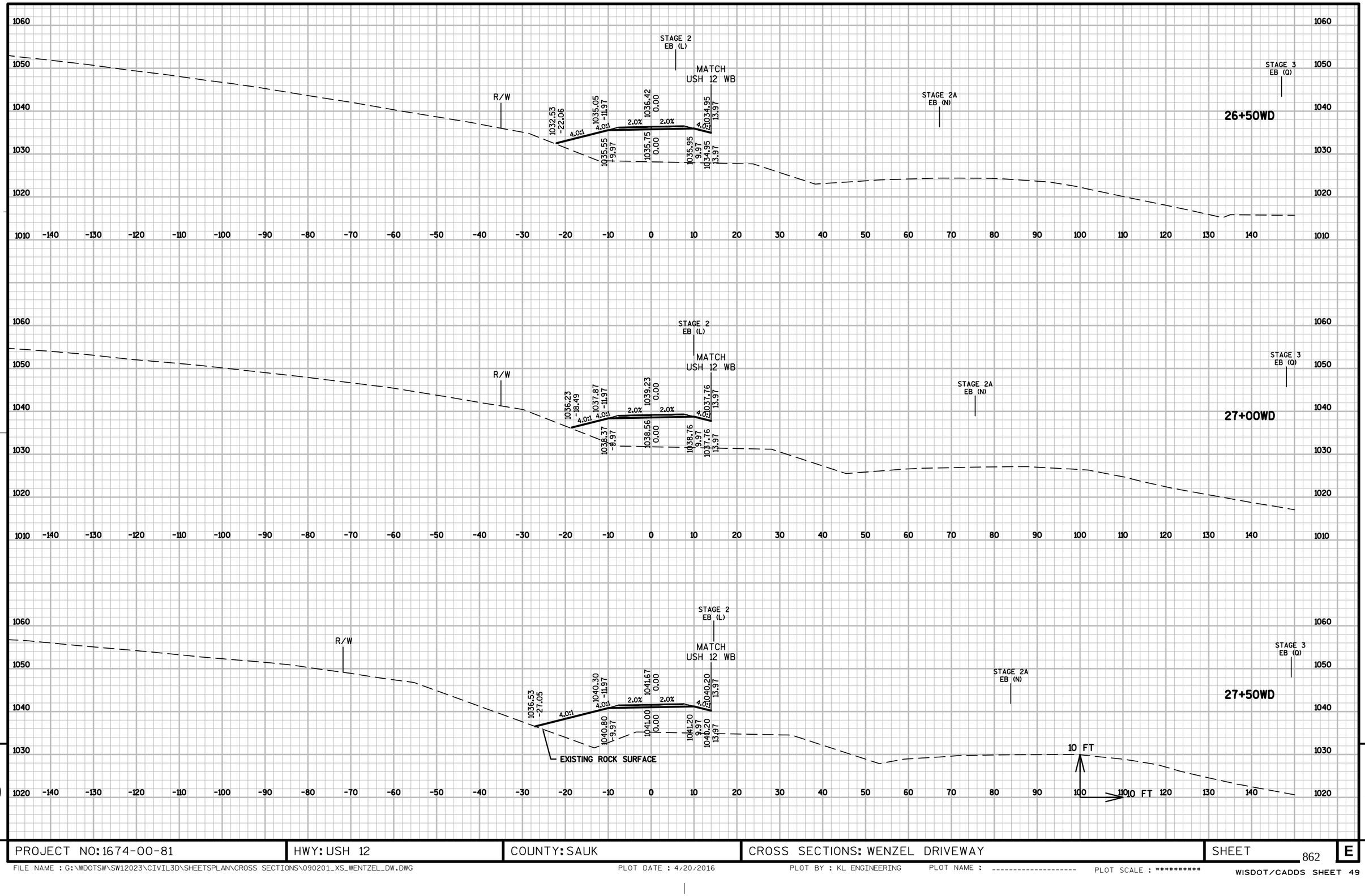
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: WENZEL DRIVEWAY	SHEET 859	E



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: WENZEL DRIVEWAY	SHEET 860	E



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: WENZEL DRIVEWAY	SHEET 861	E

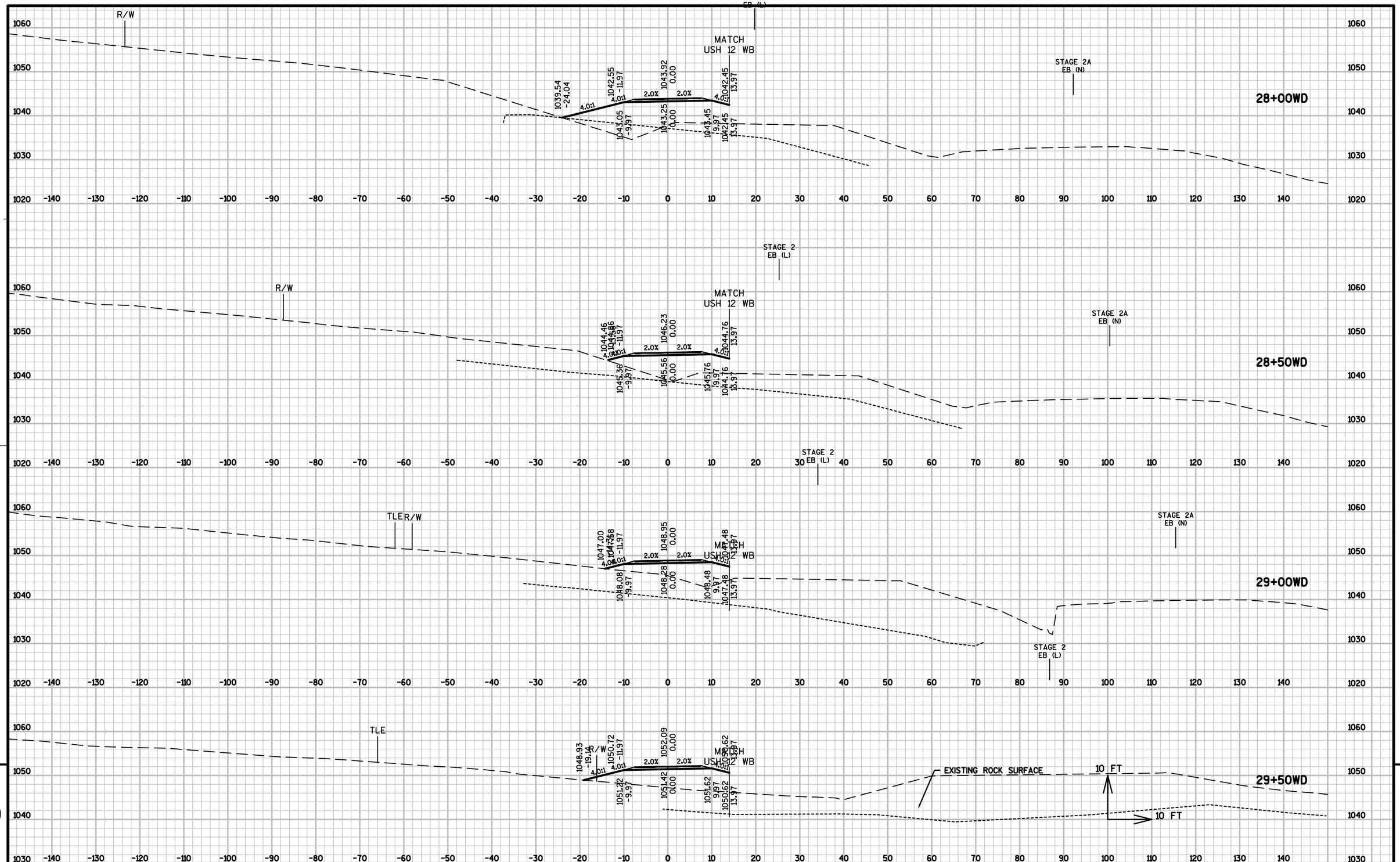


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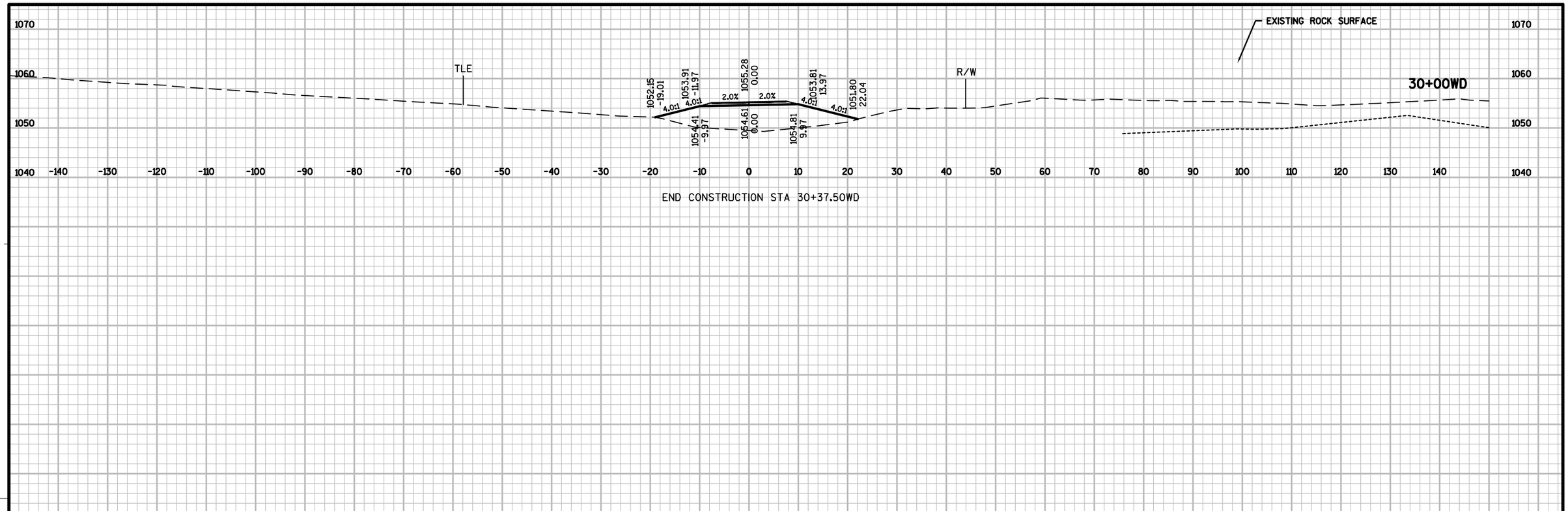
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: WENZEL DRIVEWAY	SHEET 862	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_WENTZEL_DW.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

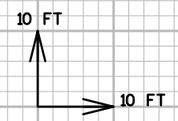


PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: WENZEL DRIVEWAY	SHEET 863	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_WENTZEL_DW.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

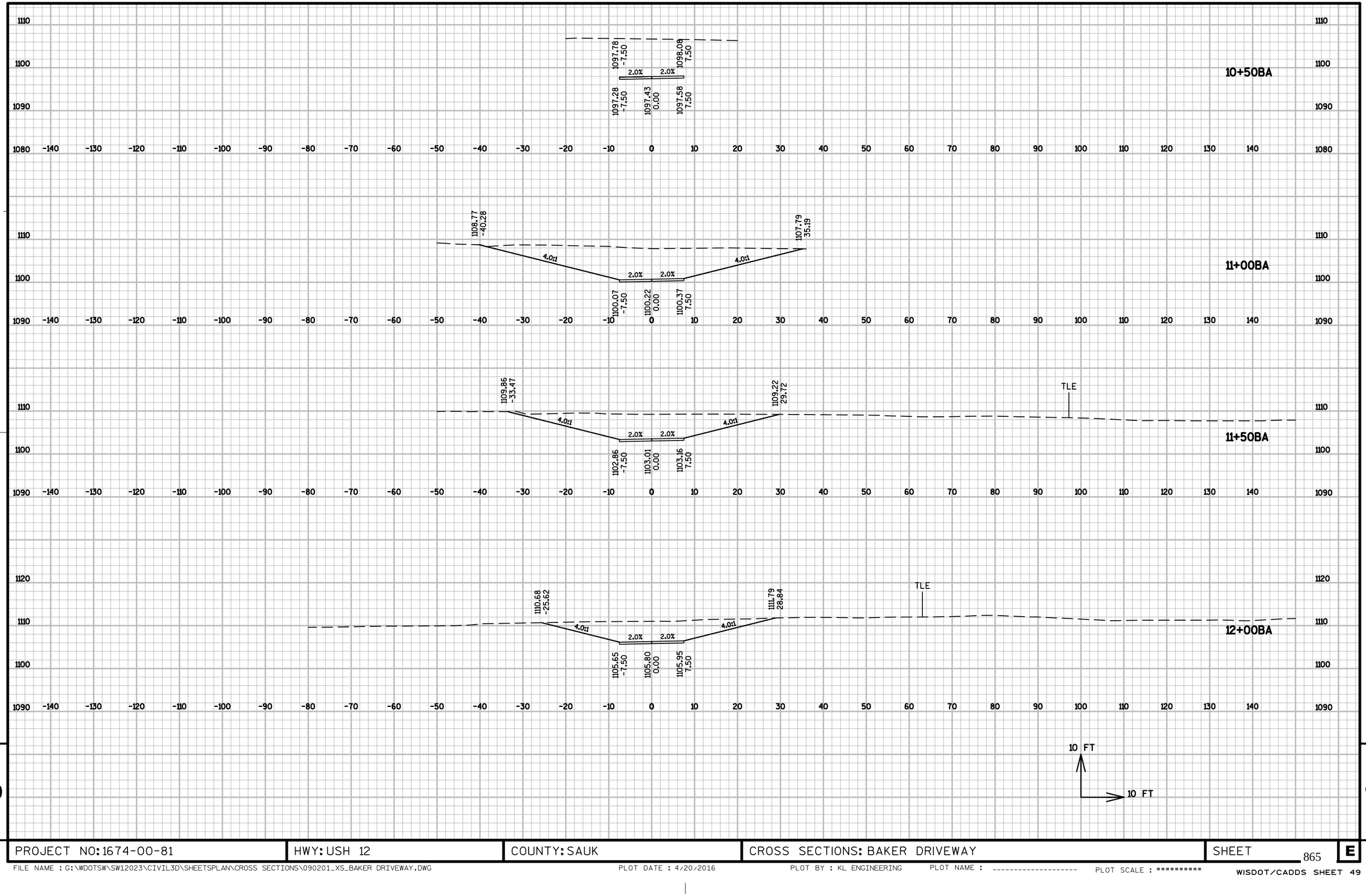


END CONSTRUCTION STA 30+37.50WD



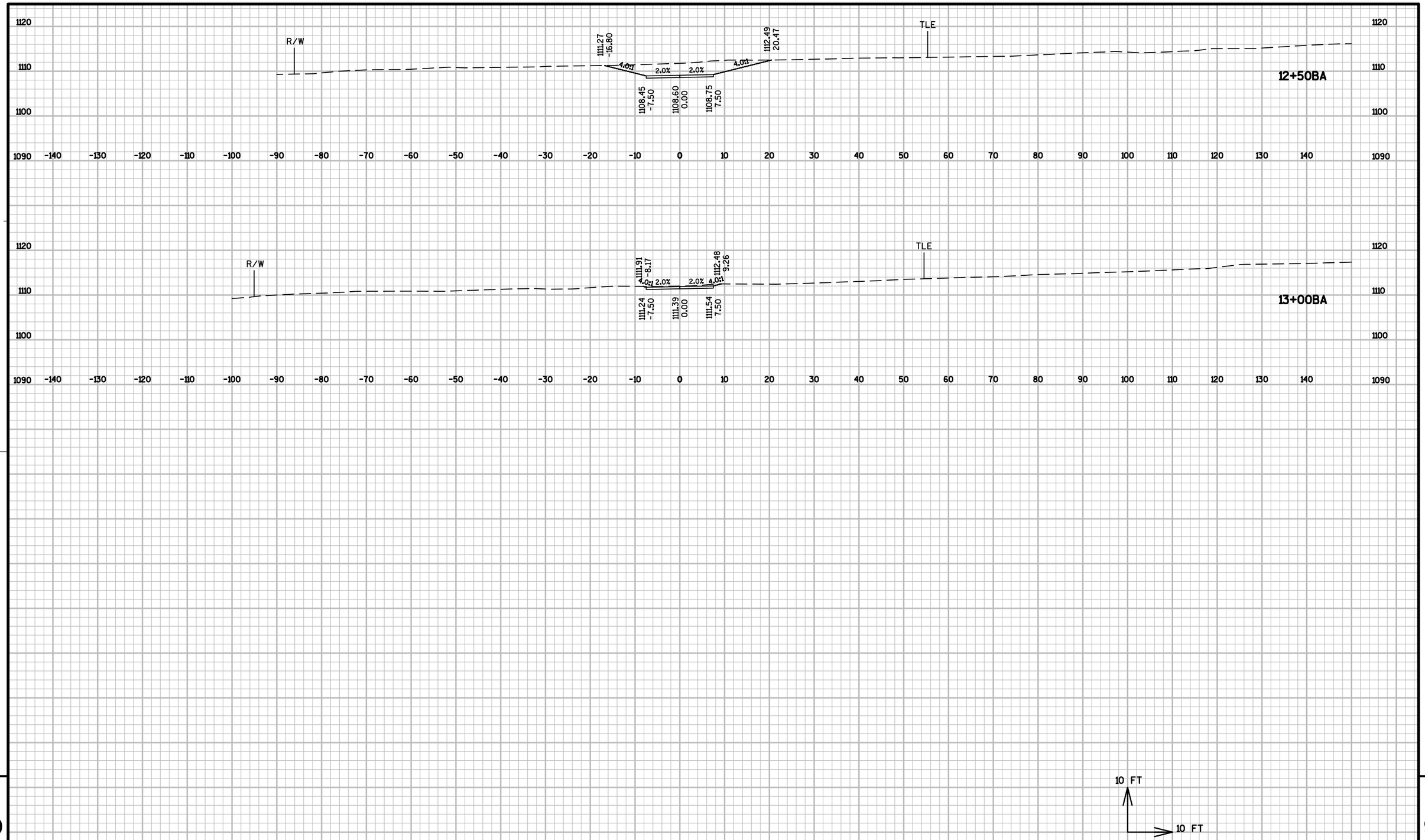
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: WENZEL DRIVEWAY	SHEET 864	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_WENTZEL_DW.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: BAKER DRIVEWAY	SHEET 865	E

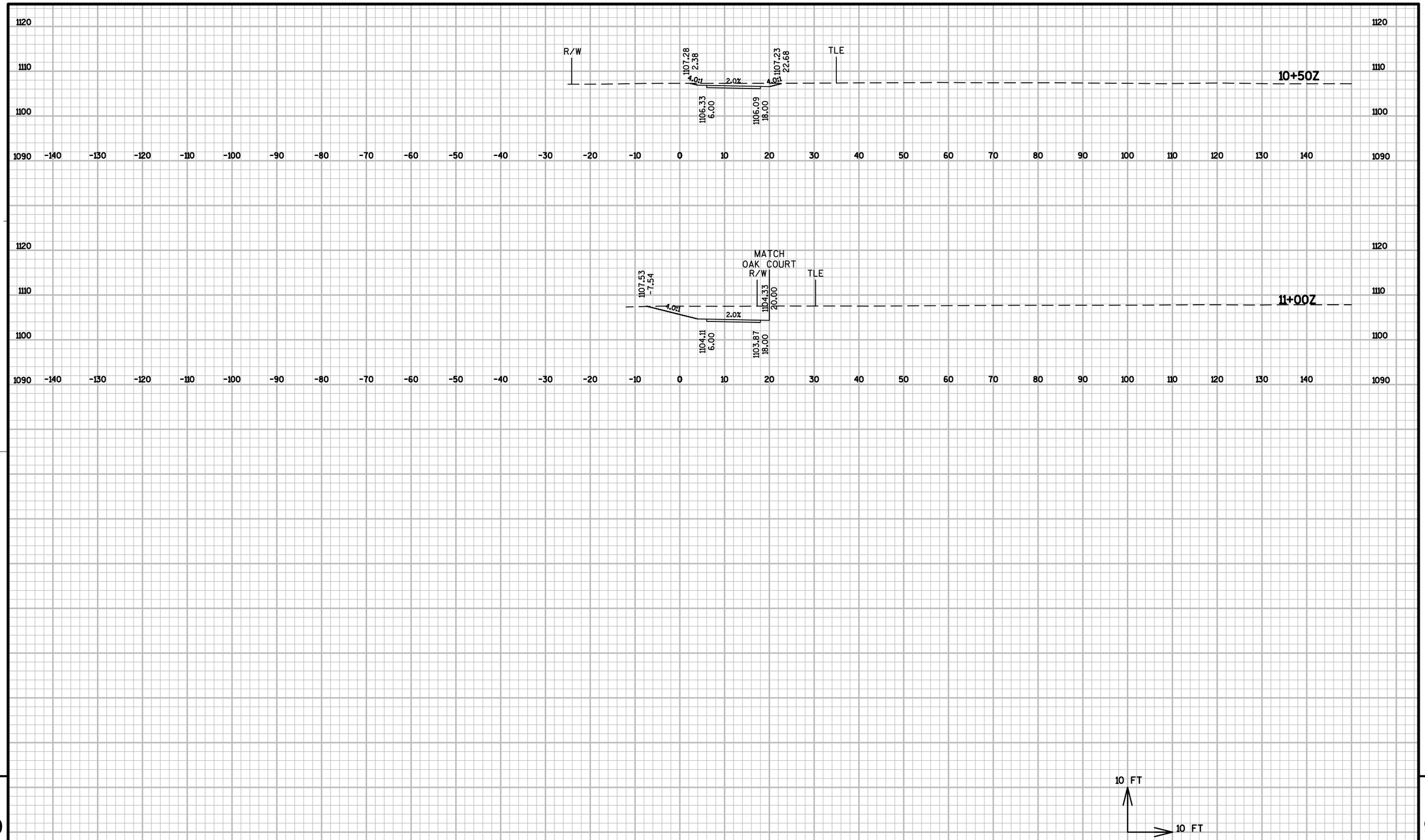
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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: BAKER DRIVEWAY	SHEET 866	E

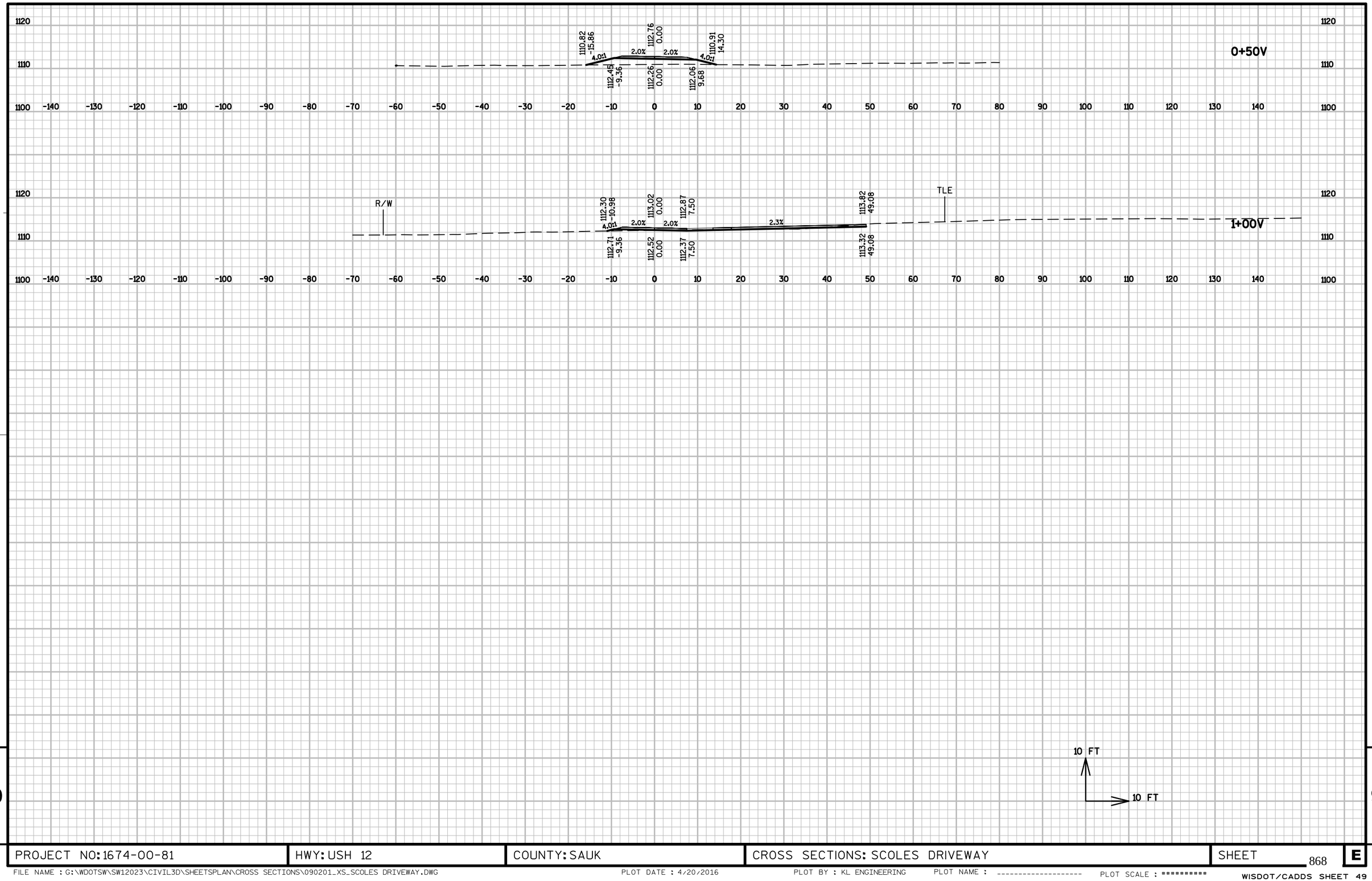


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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: ZSURZS DRIVEWAY	SHEET 867	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_ZSURAS DRIVEWAY.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



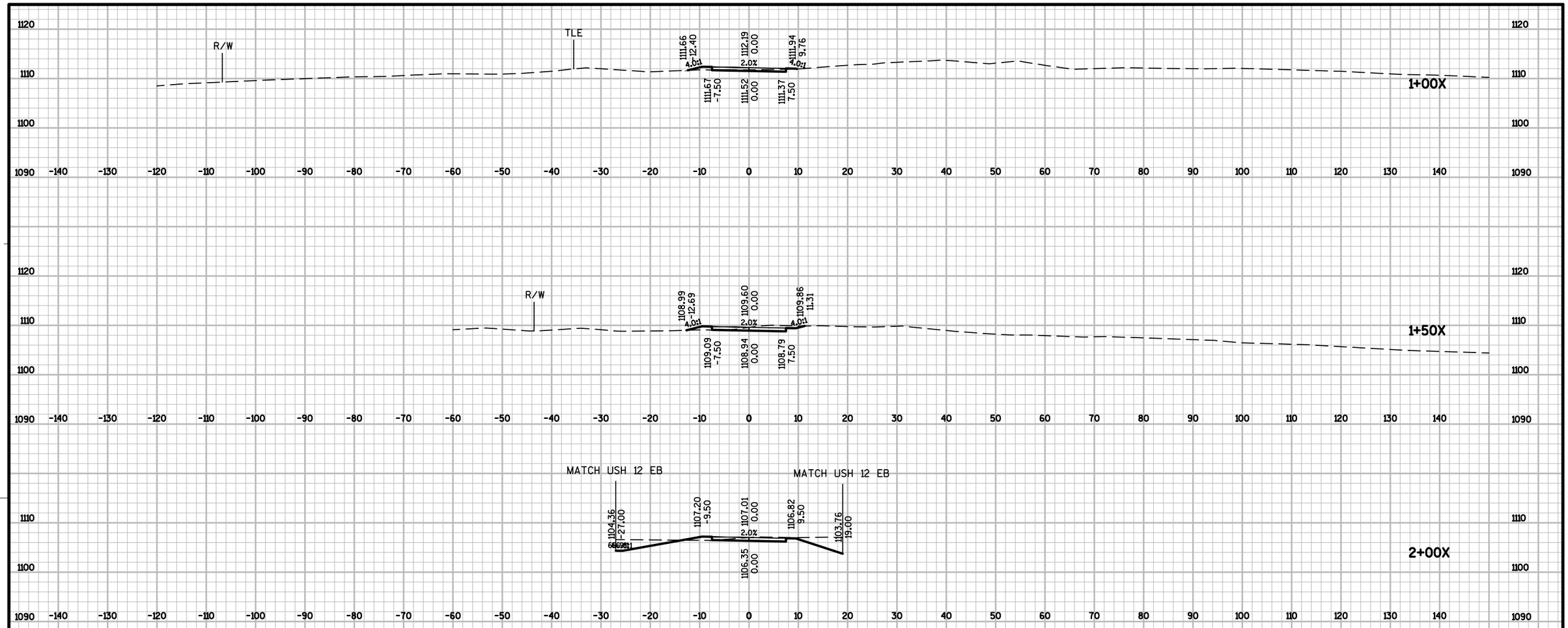
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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: SCOLES DRIVEWAY	SHEET 868	E



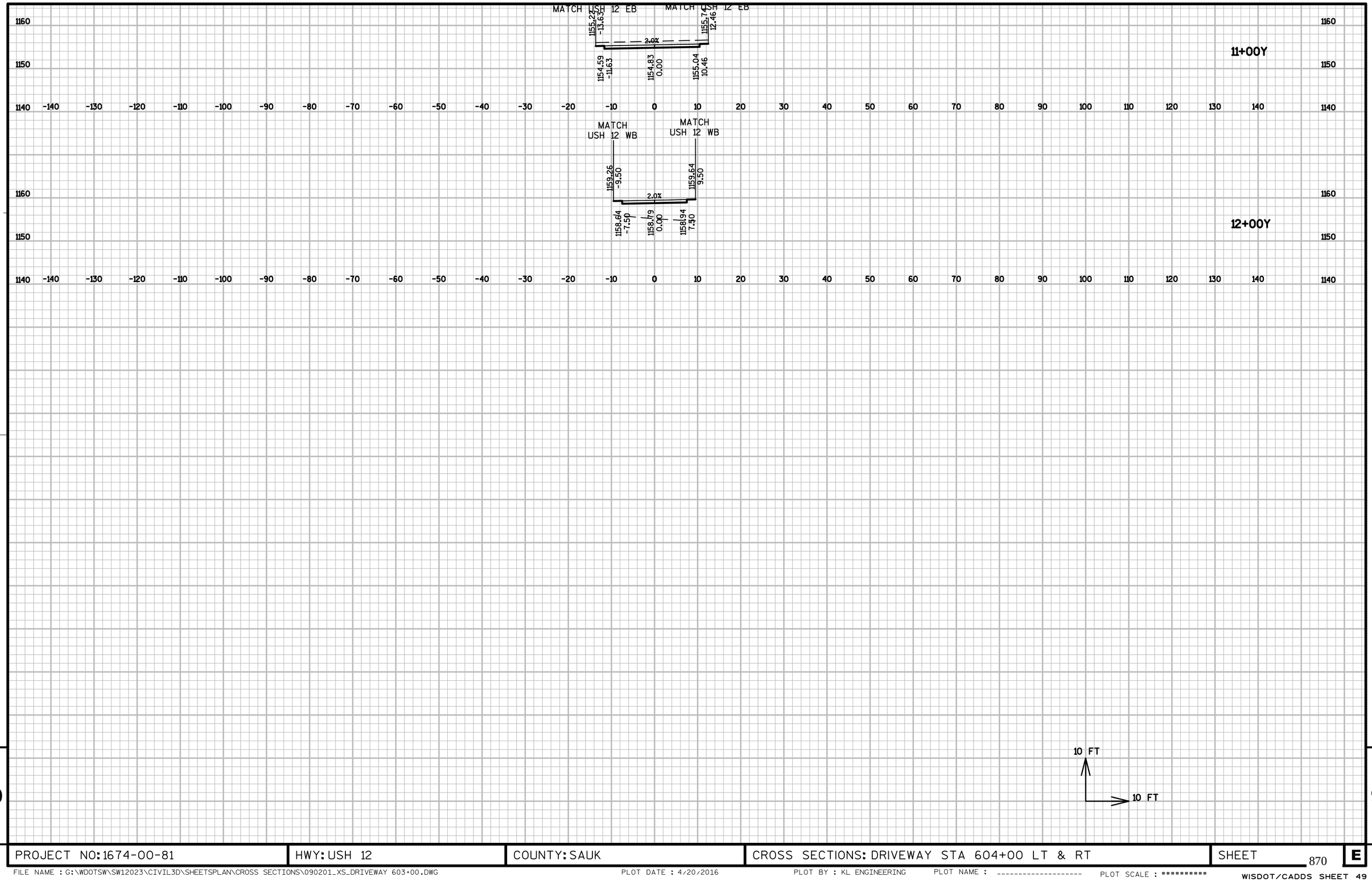
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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FARDIN DRIVEWAY	SHEET 869	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_FARDIN DRIVEWAY.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

WISDOT/CADDS SHEET 49

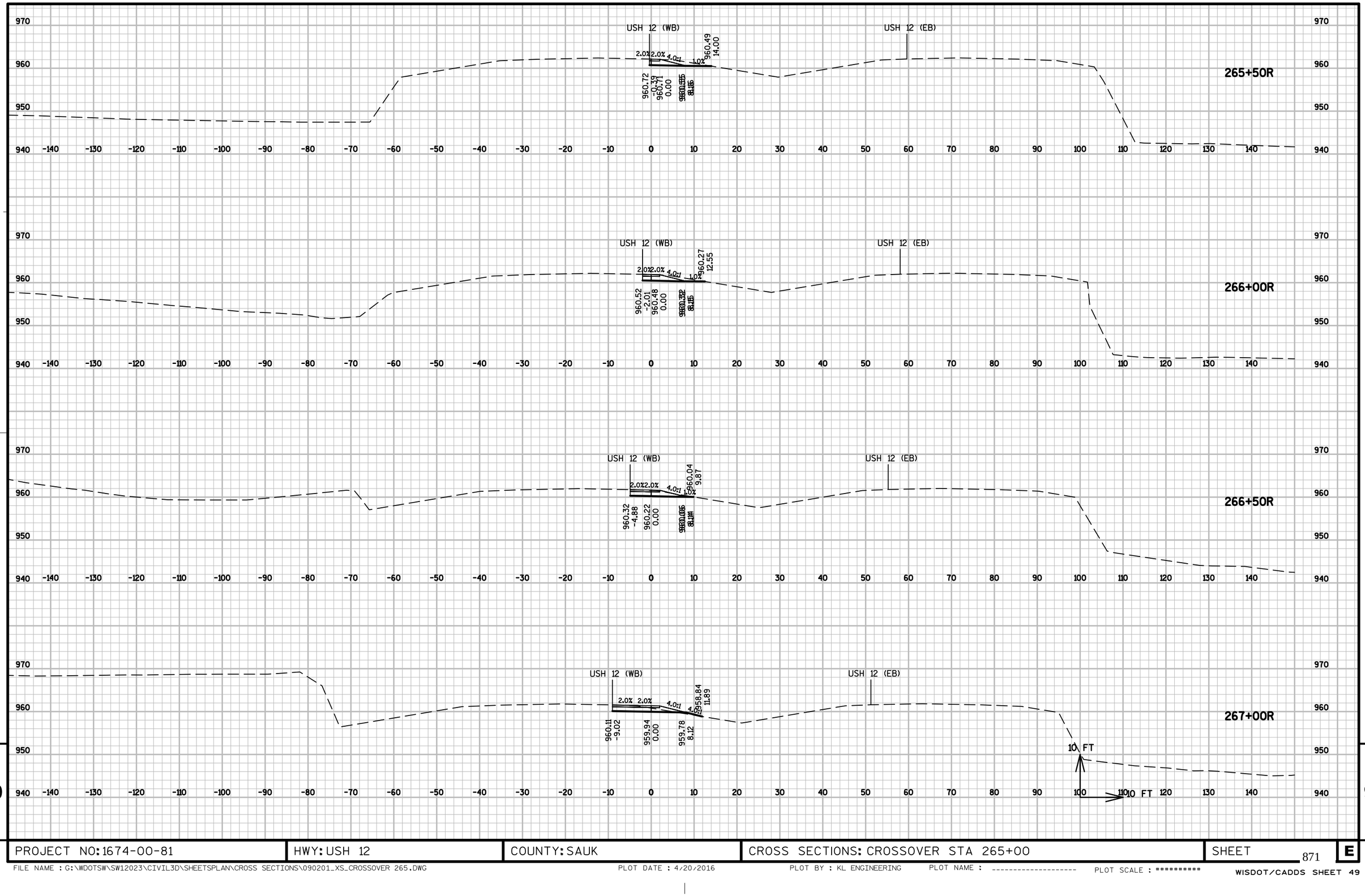


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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: DRIVEWAY STA 604+00 LT & RT	SHEET 870	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_DRIVEWAY 603+00.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

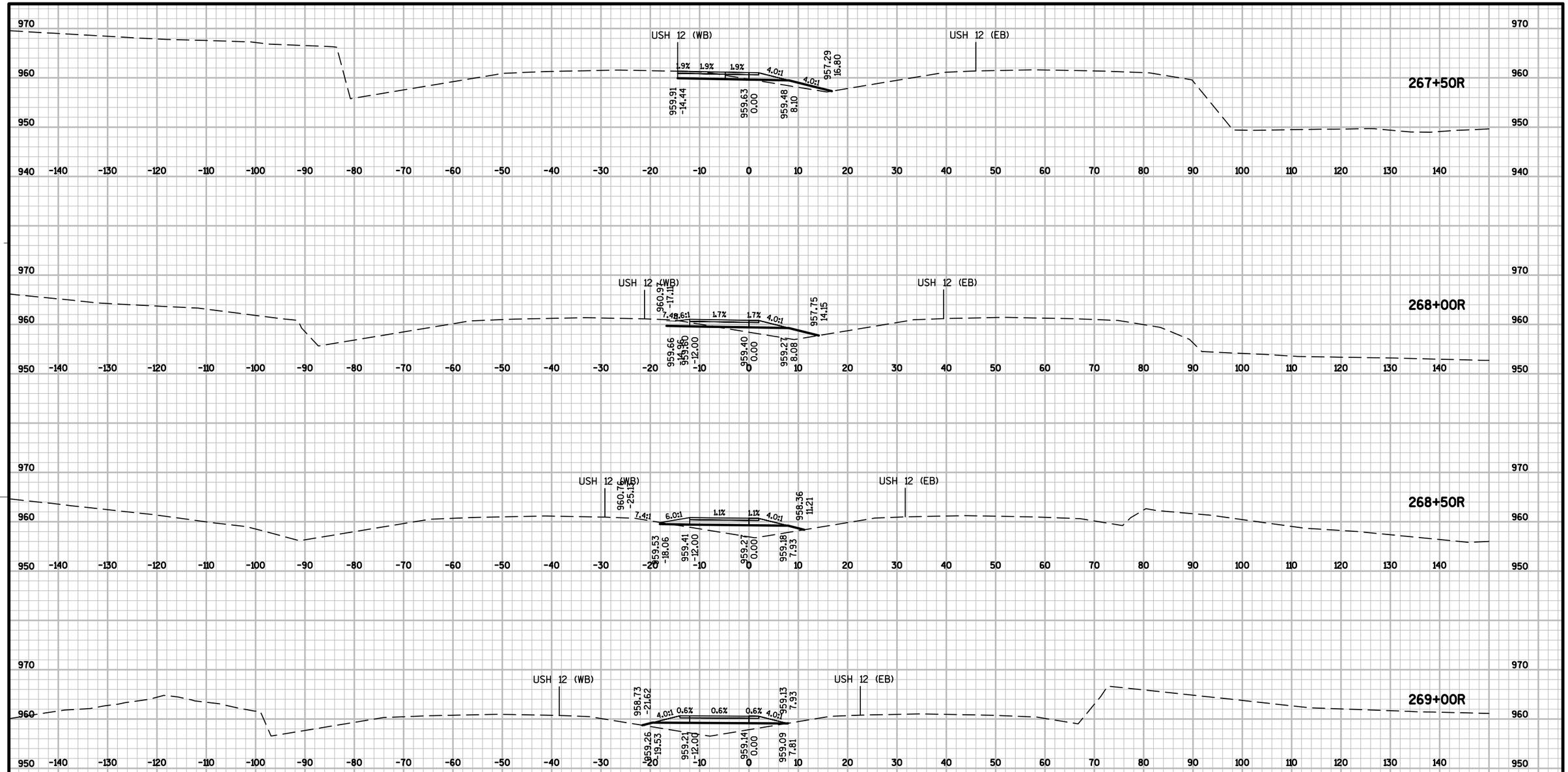


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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CROSSOVER STA 265+00	SHEET 871	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CROSSOVER 265.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

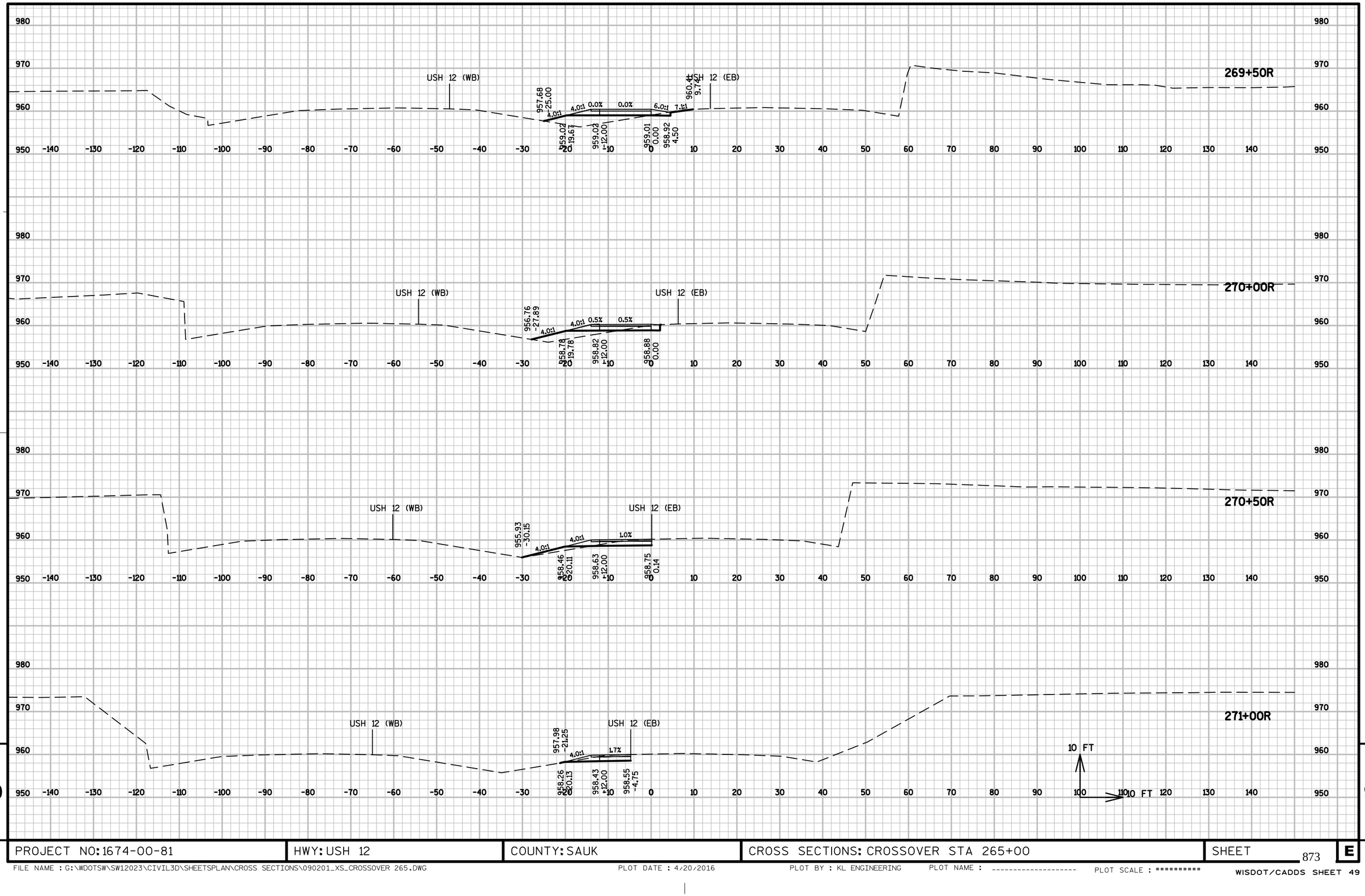


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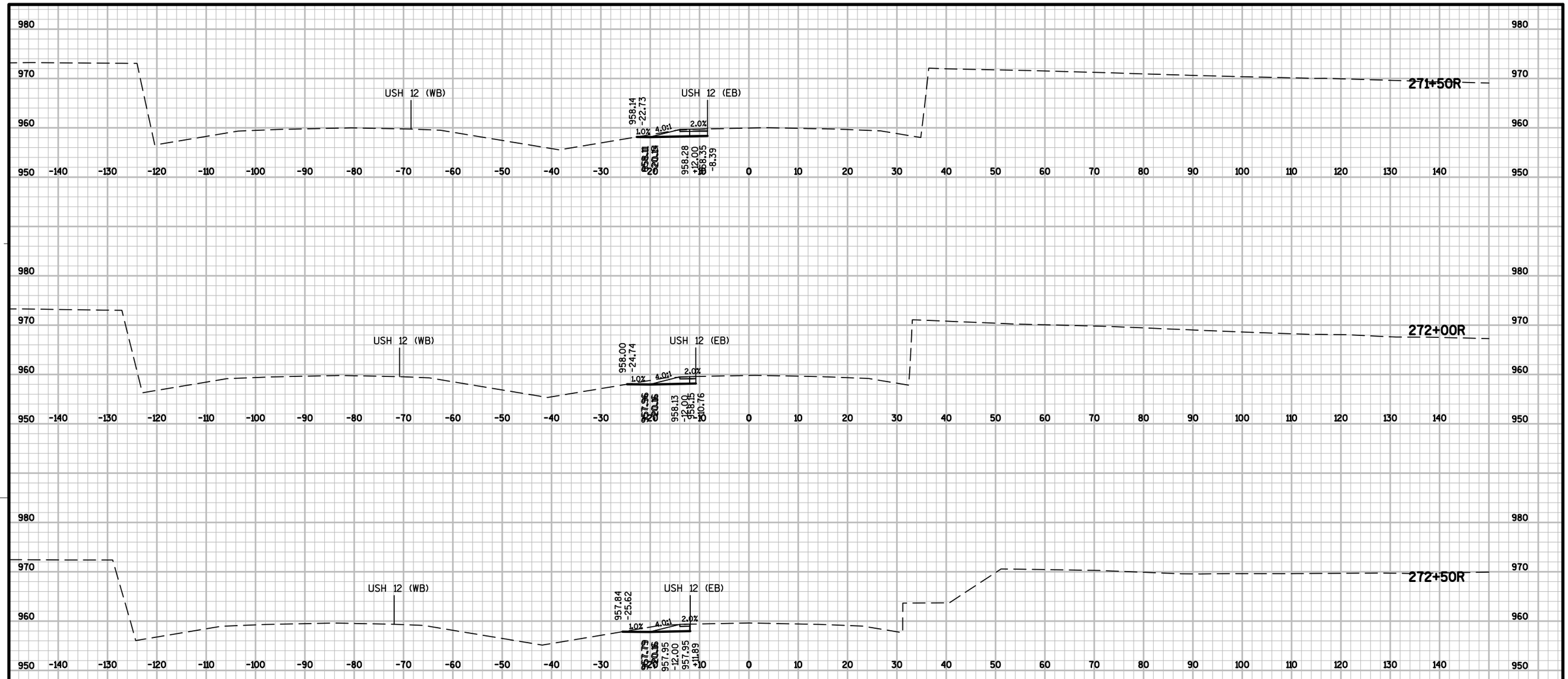
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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CROSSOVER STA 265+00	SHEET	E

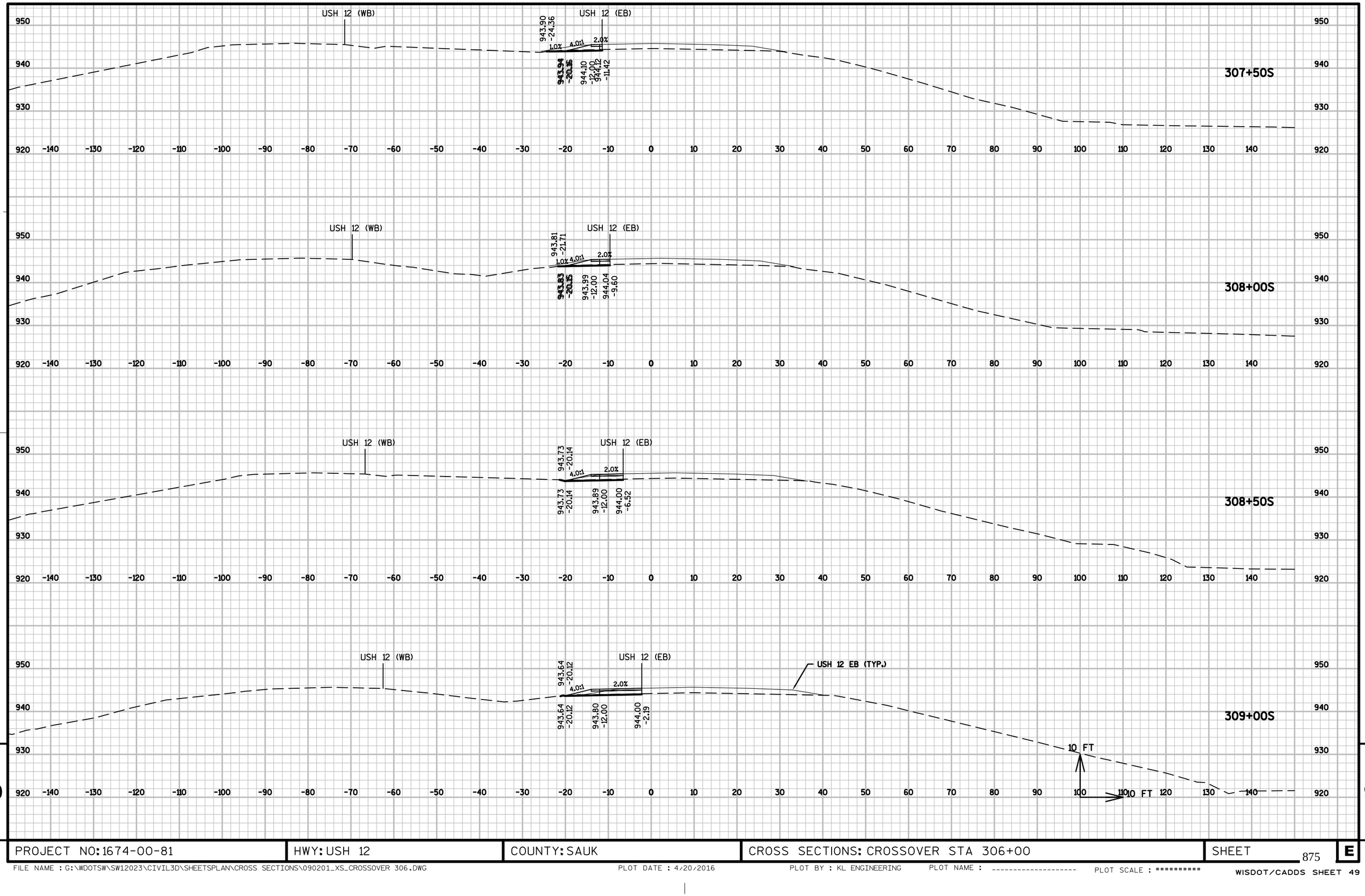
FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CROSSOVER 265.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CROSSOVER STA 265+00	SHEET 873	E



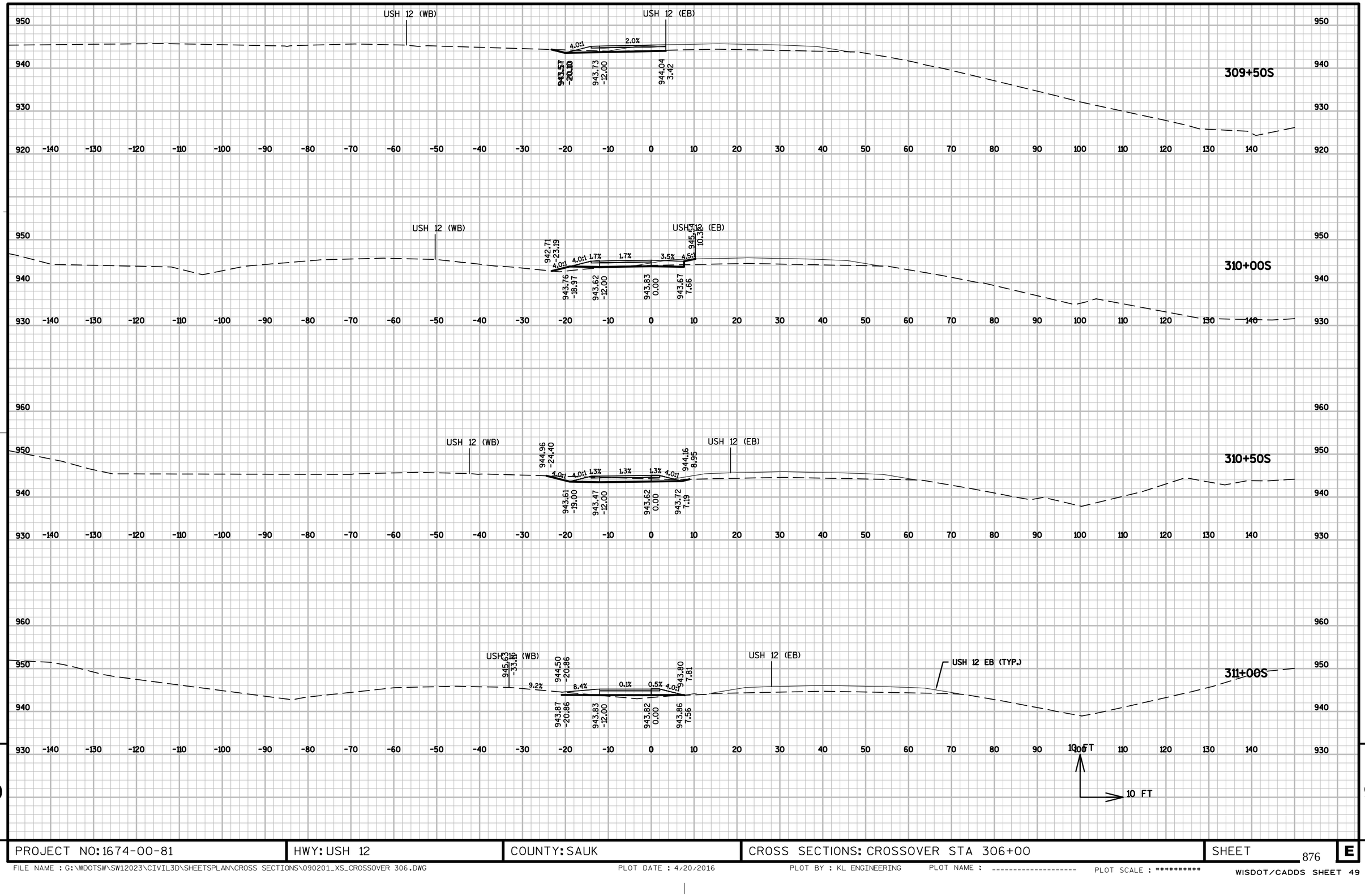
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CROSSOVER STA 265+00	SHEET 874	E



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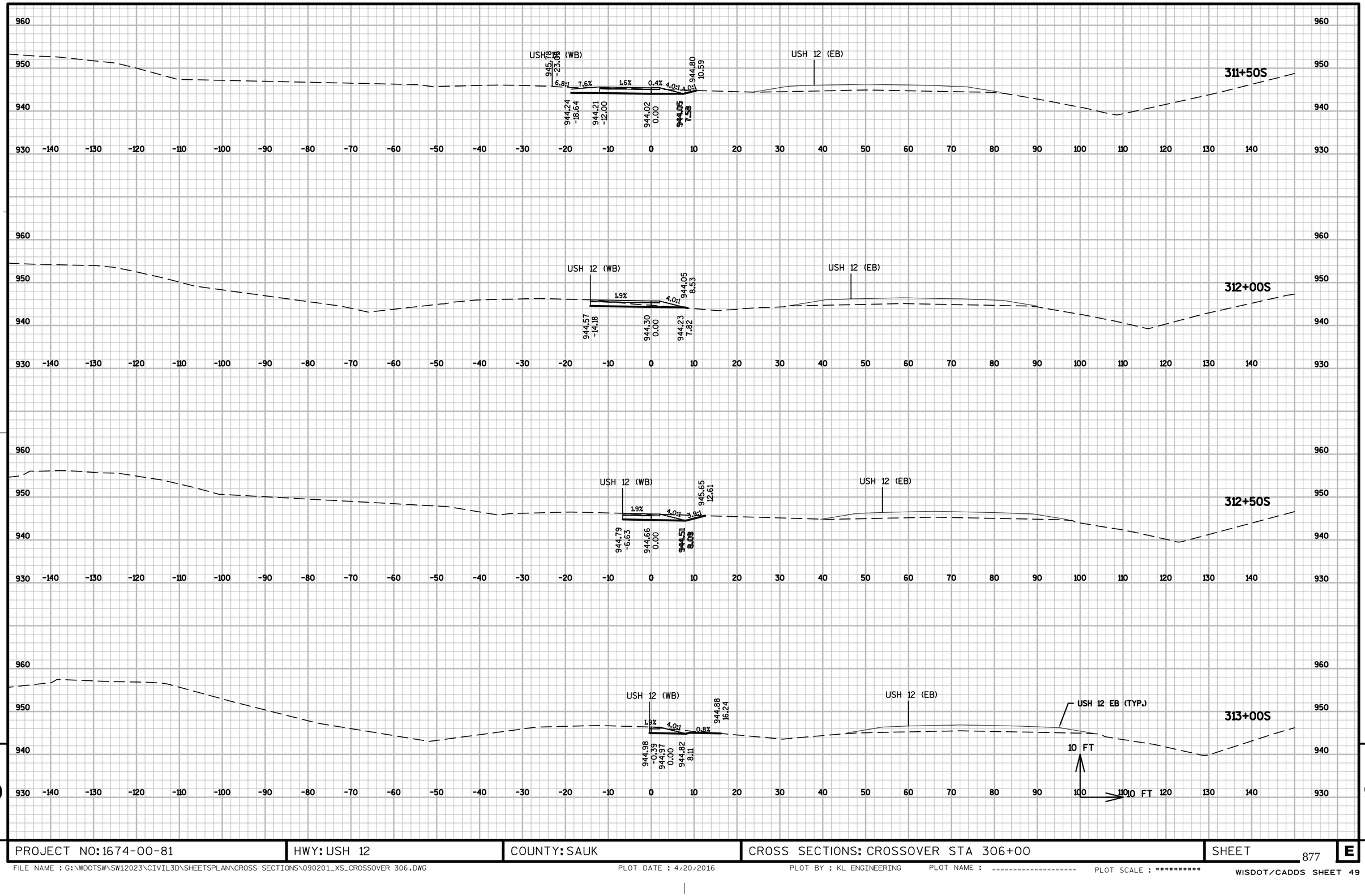
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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CROSSOVER STA 306+00	SHEET 875	E



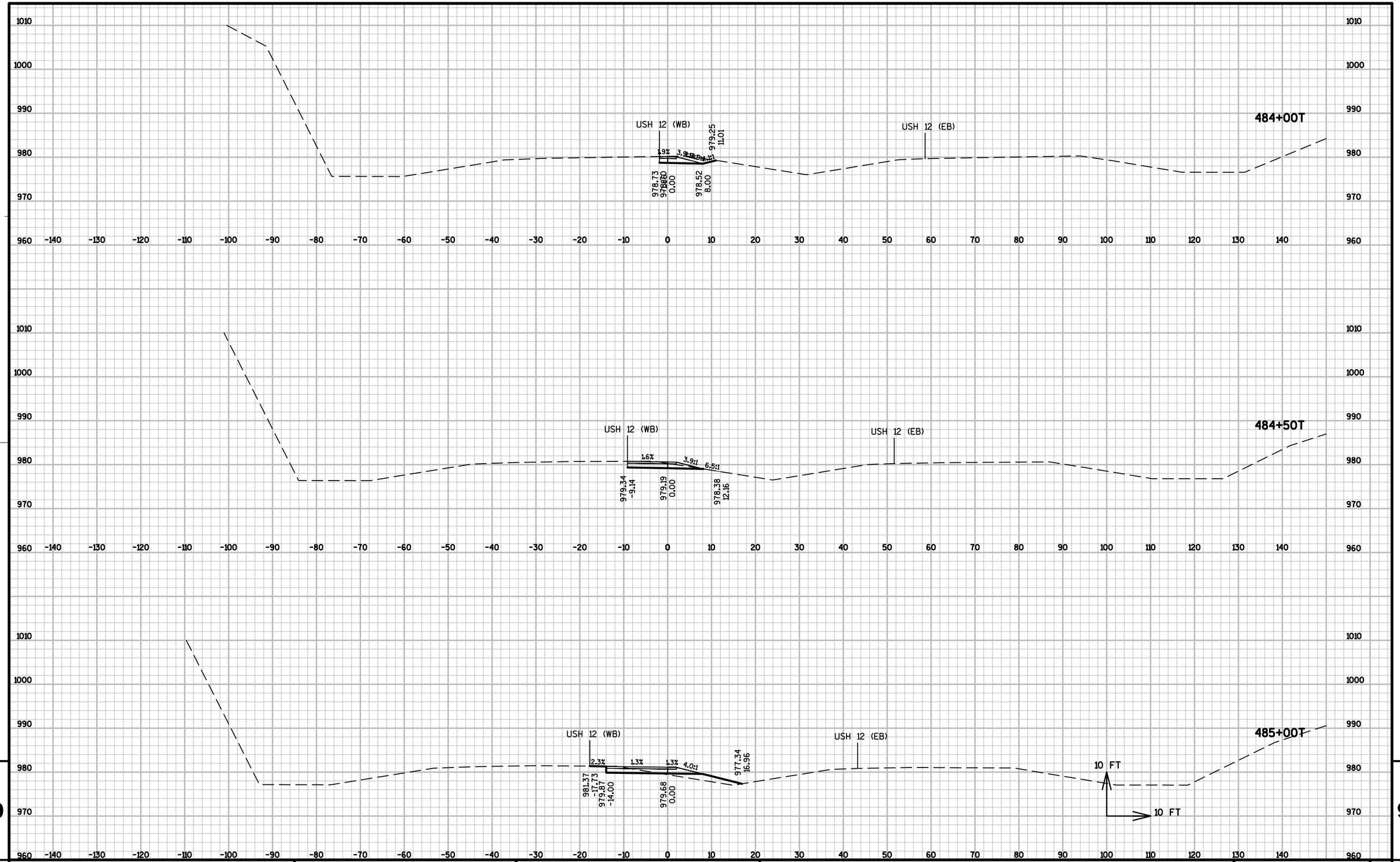
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CROSSOVER STA 306+00	SHEET 876	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CROSSOVER 306.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CROSSOVER STA 306+00	SHEET 877	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CROSSOVER 306.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

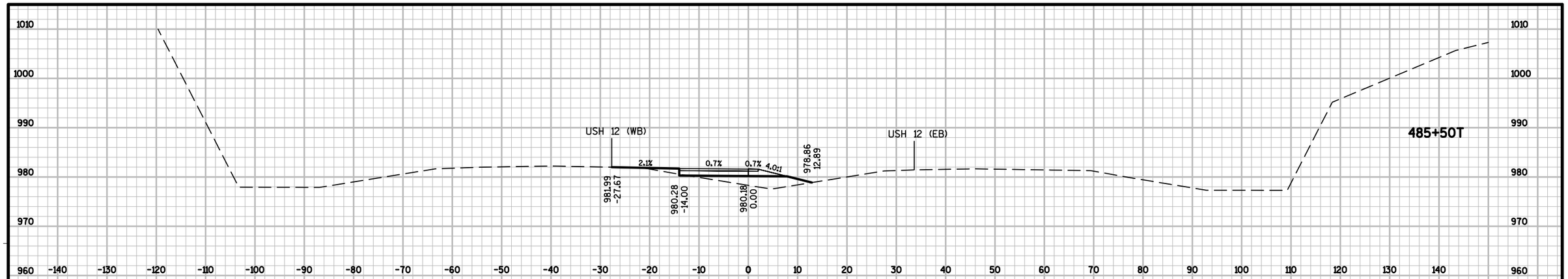


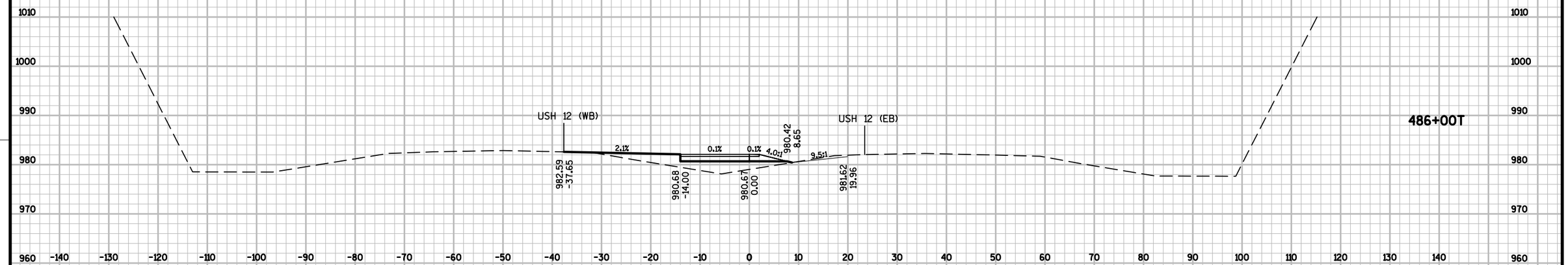
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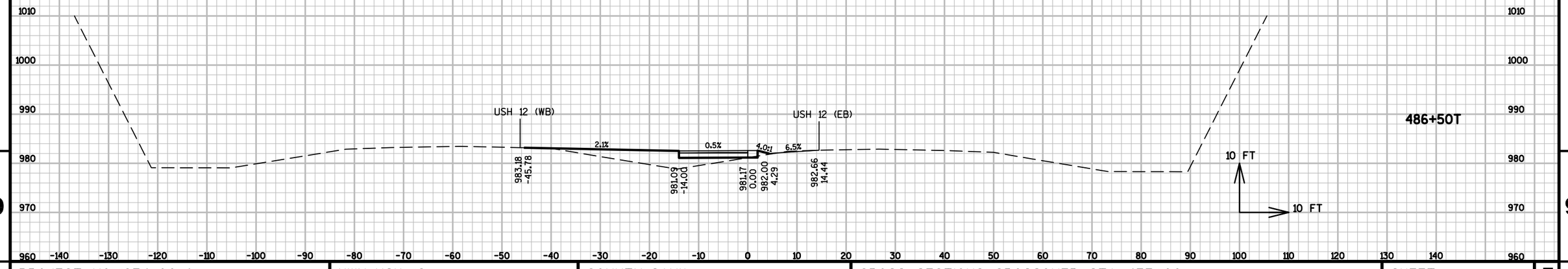
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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CROSSOVER STA 477+00	SHEET 878	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CROSSOVER 477.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49





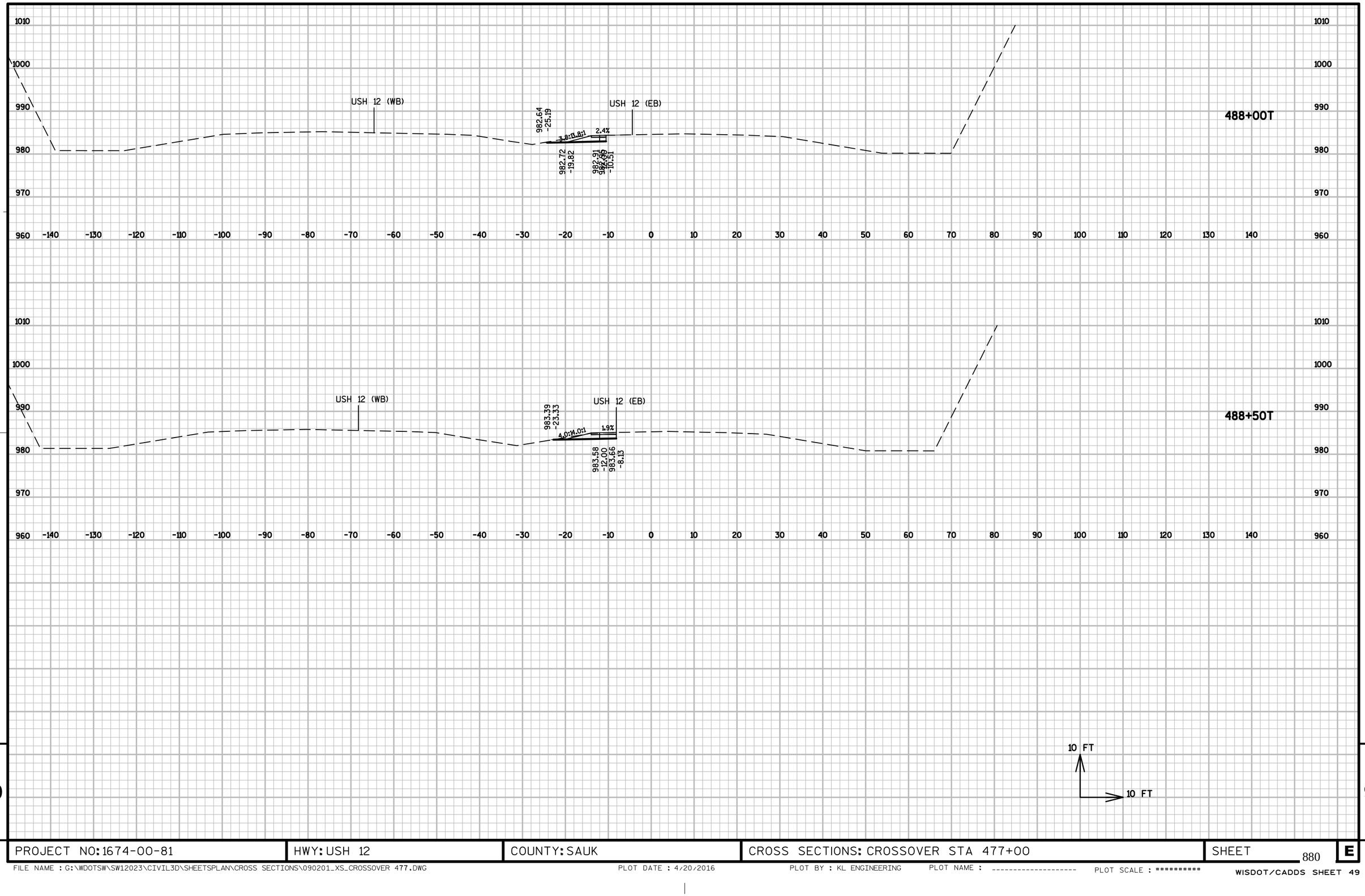


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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CROSSOVER STA 477+00	SHEET 879	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CROSSOVER 477.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

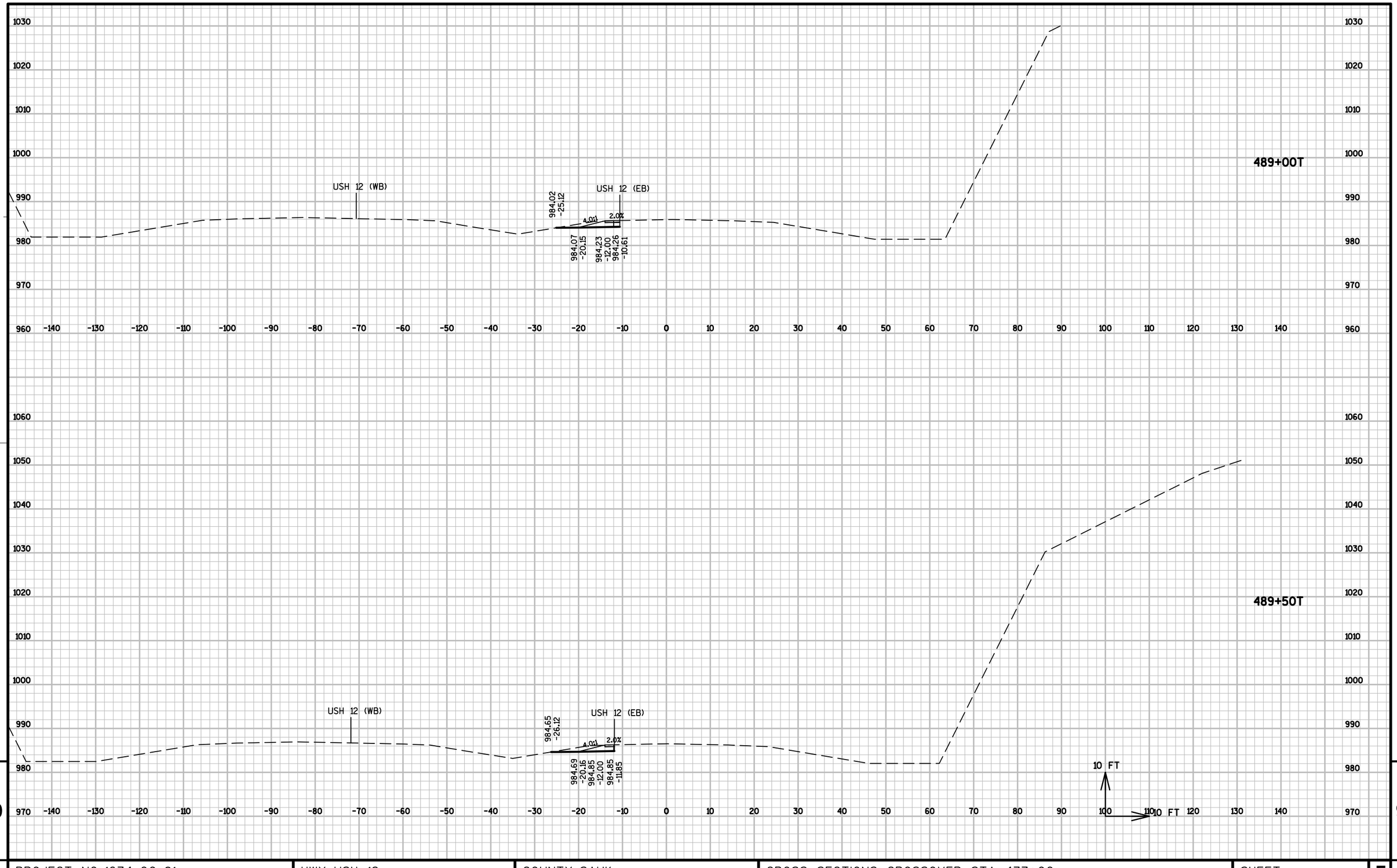


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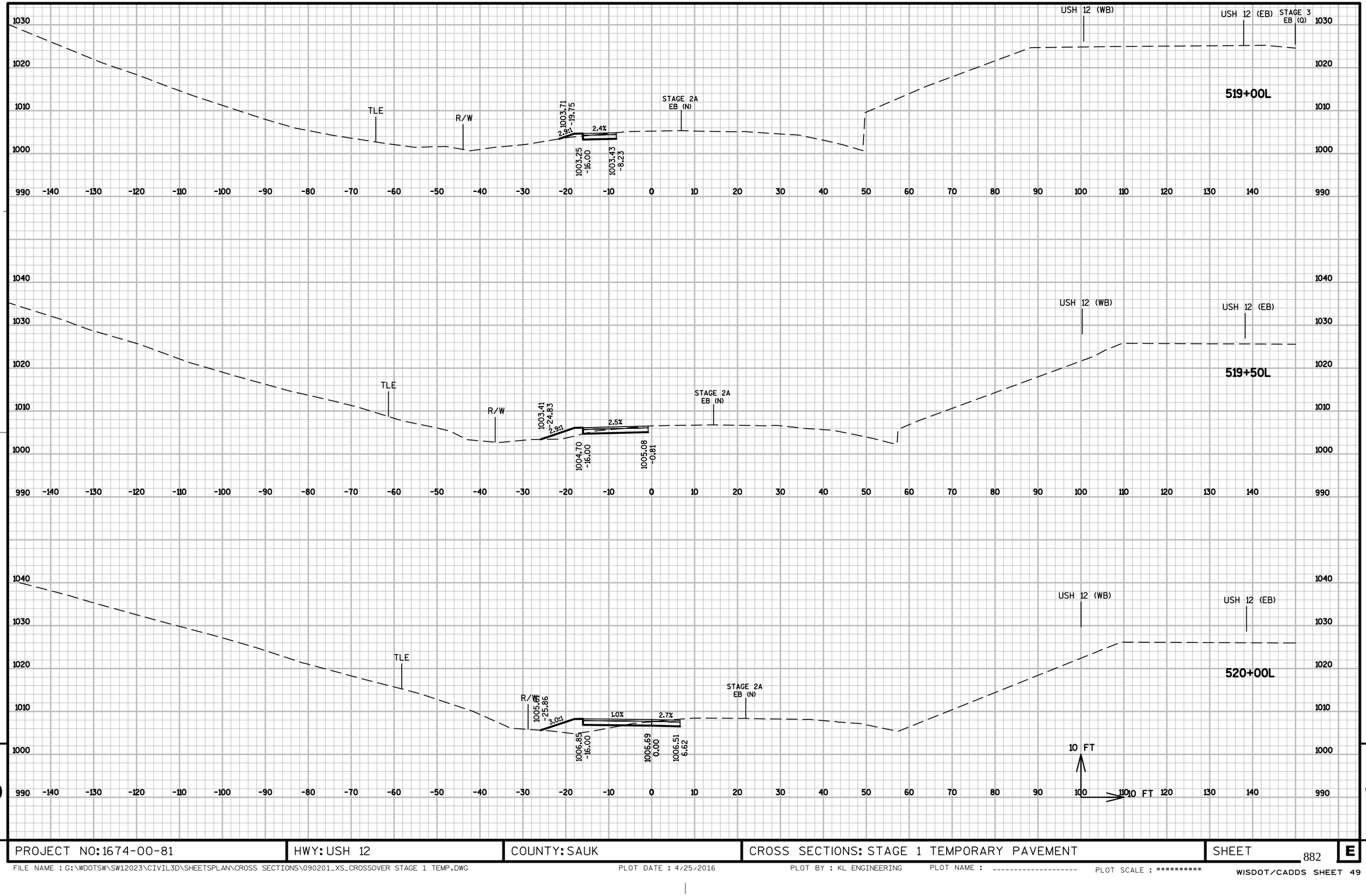
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CROSSOVER STA 477+00	SHEET 880	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CROSSOVER 477.DWG PLOT DATE : 4/20/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



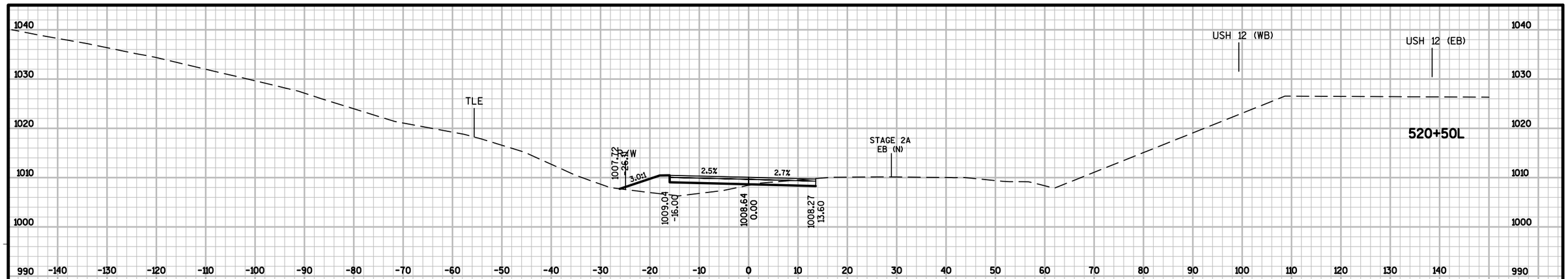
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: CROSSOVER STA 477+00	SHEET 881	E

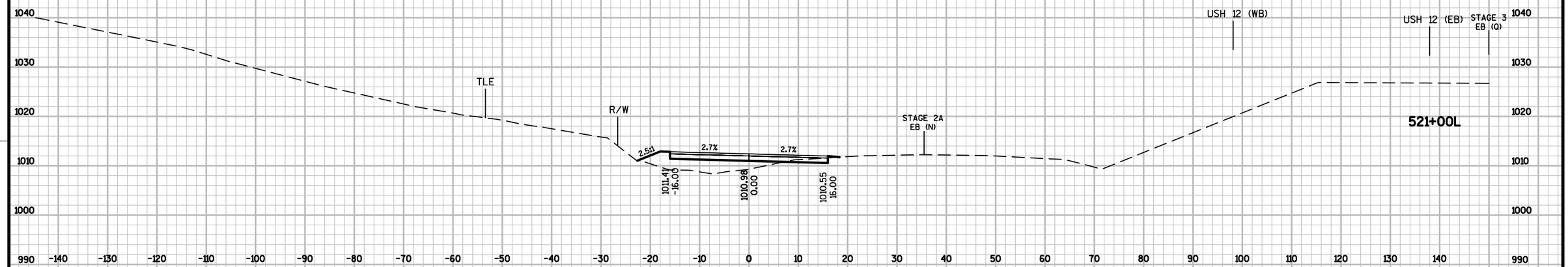
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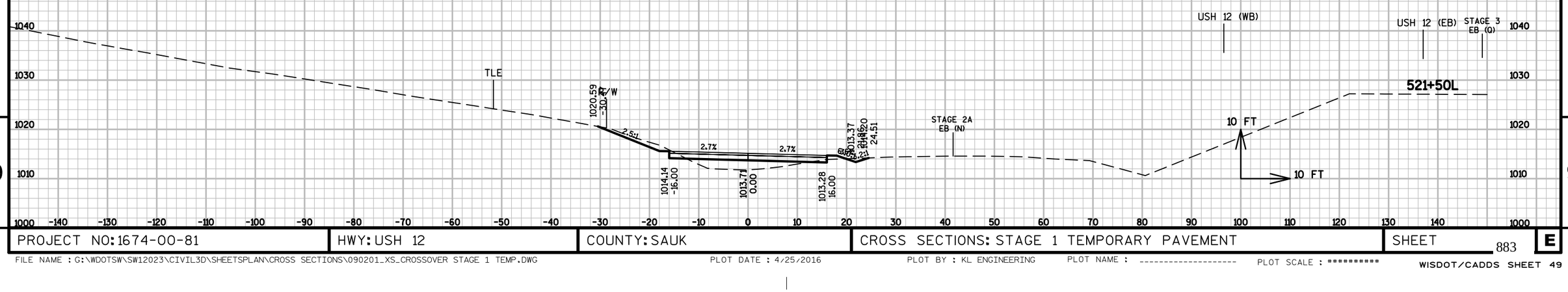


PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STAGE 1 TEMPORARY PAVEMENT	SHEET 882	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CROSSOVER STAGE 1 TEMP.DWG PLOT DATE : 4/25/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

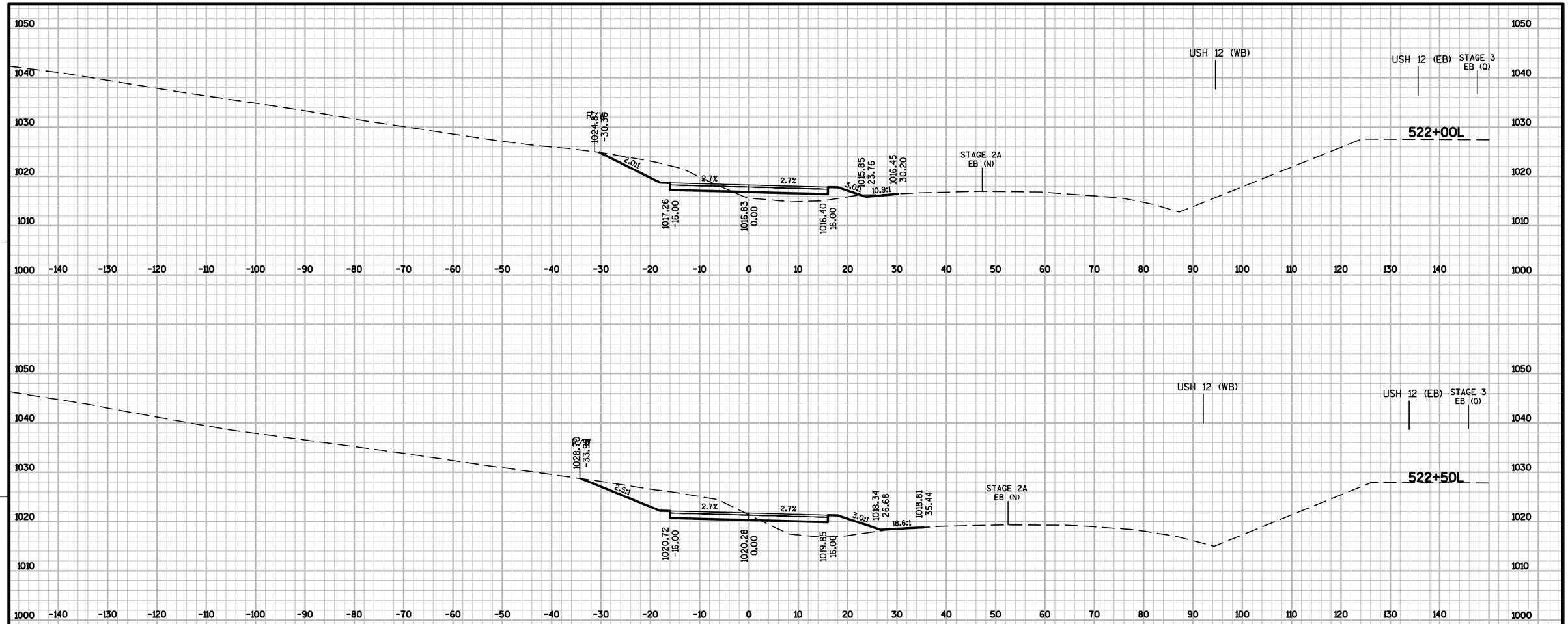






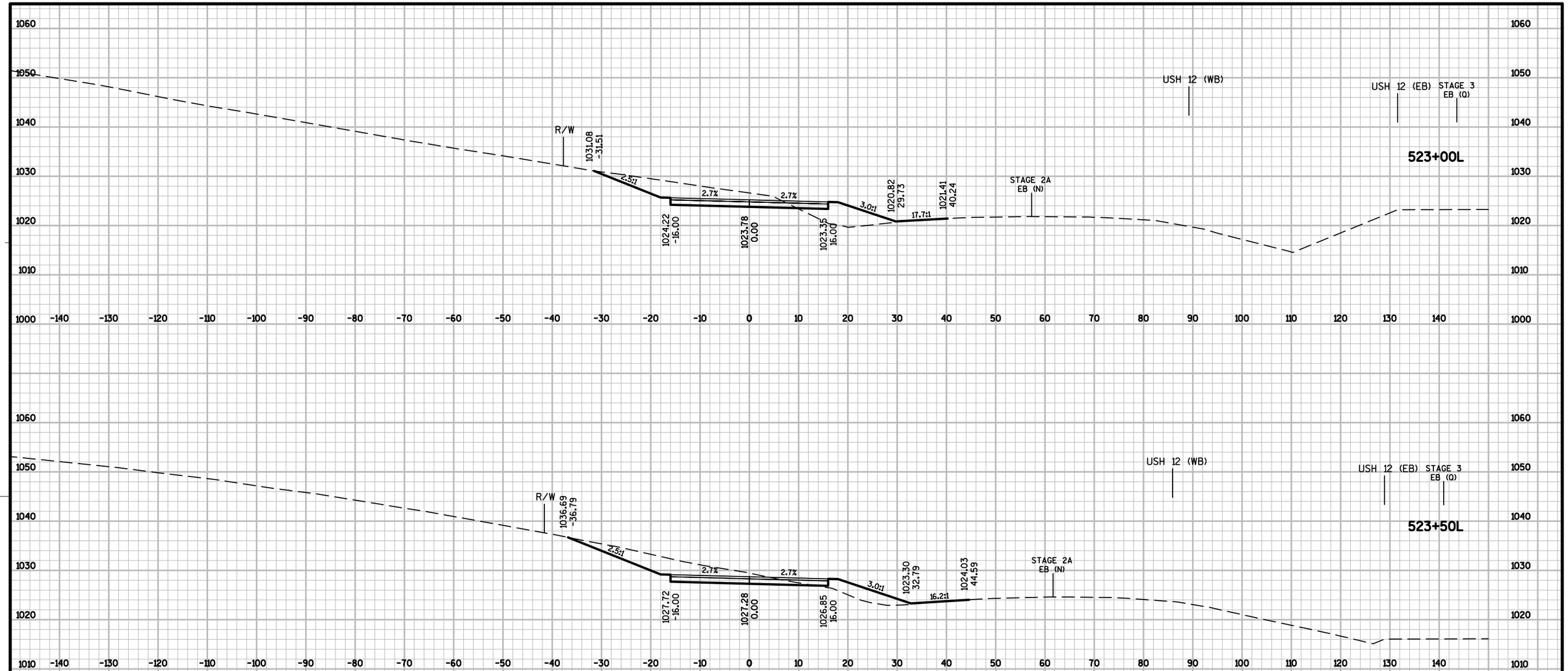
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STAGE 1 TEMPORARY PAVEMENT	SHEET 883	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CROSSOVER STAGE 1 TEMP.DWG PLOT DATE : 4/25/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



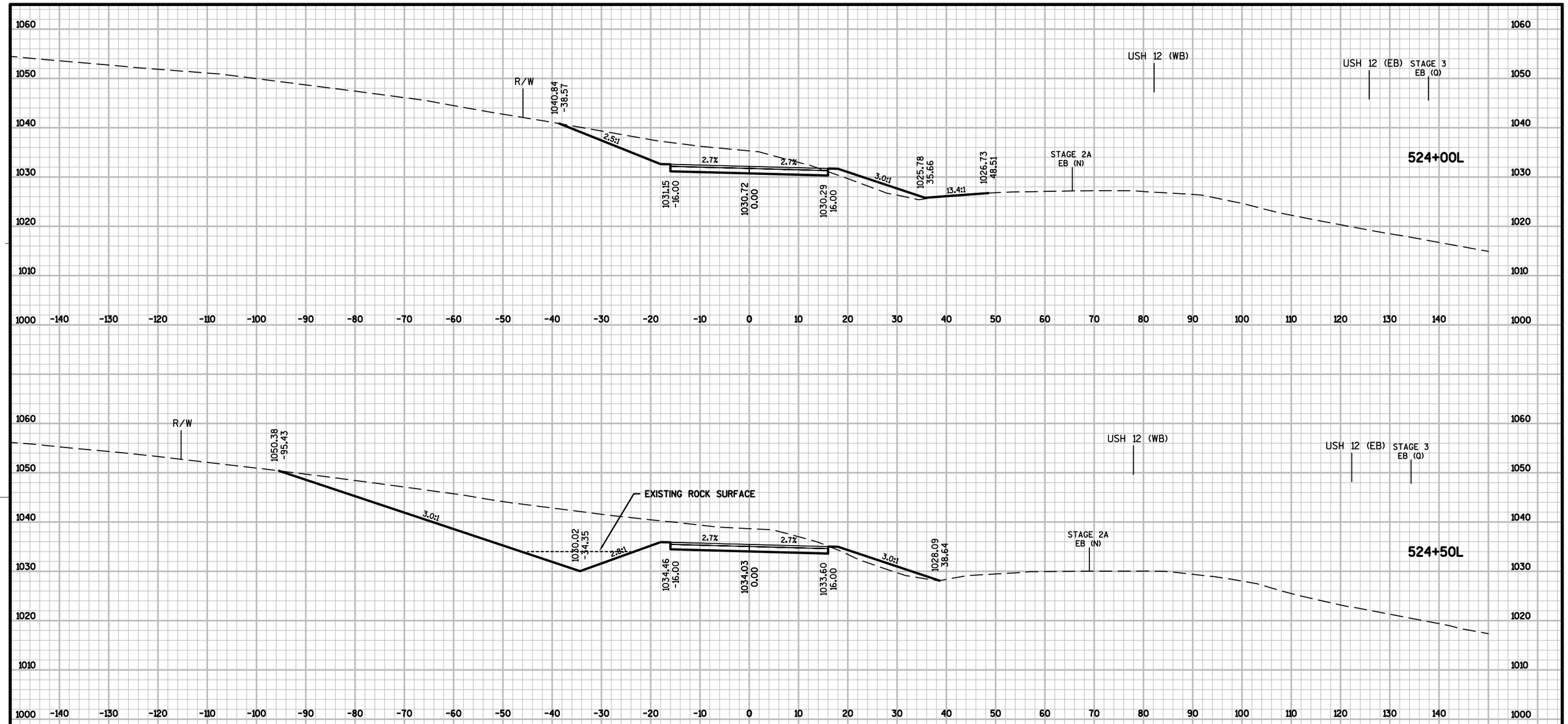
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STAGE 1 TEMPORARY PAVEMENT	SHEET 884	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CROSSOVER STAGE 1 TEMP.DWG PLOT DATE : 4/25/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STAGE 1 TEMPORARY PAVEMENT	SHEET 885	E

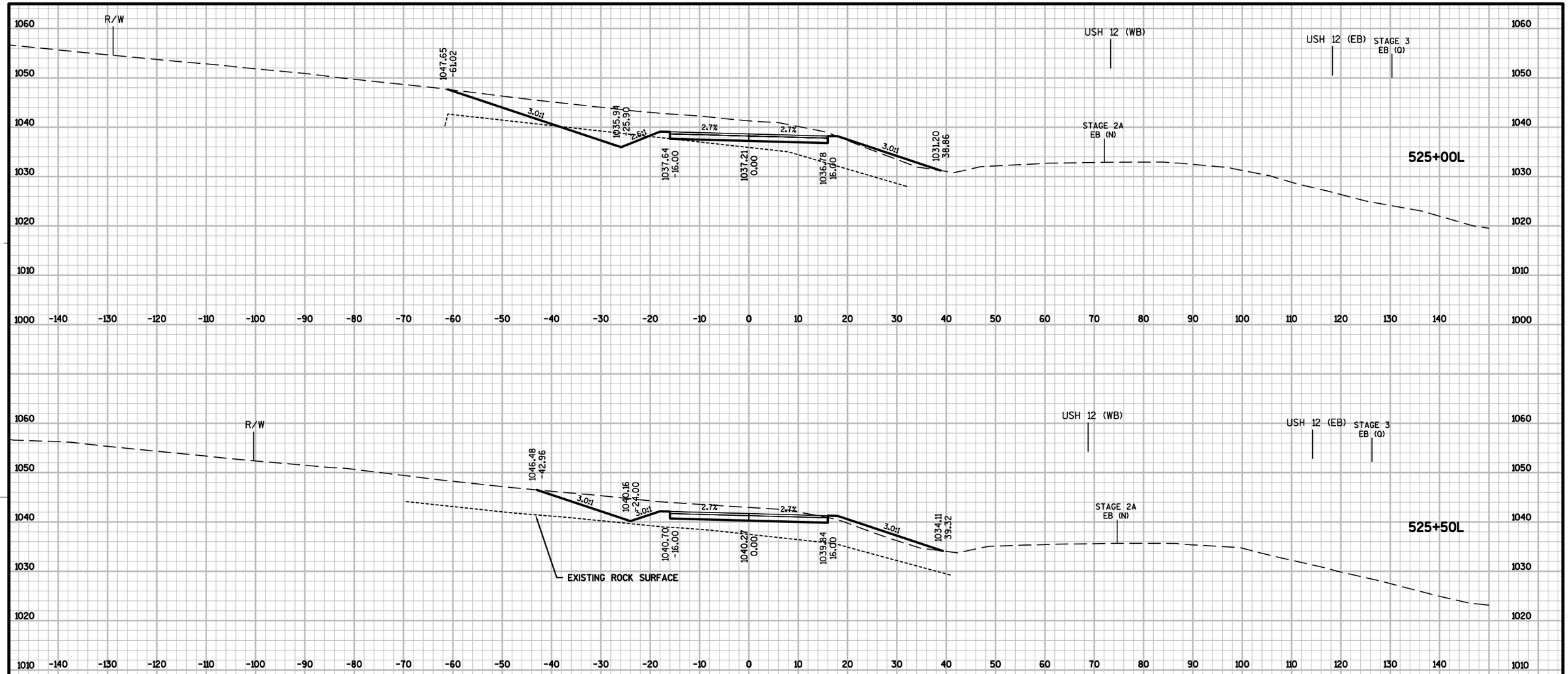
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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STAGE 1 TEMPORARY PAVEMENT	SHEET 886	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CROSSOVER STAGE 1 TEMP.DWG PLOT DATE : 4/25/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

WISDOT/CADDS SHEET 49

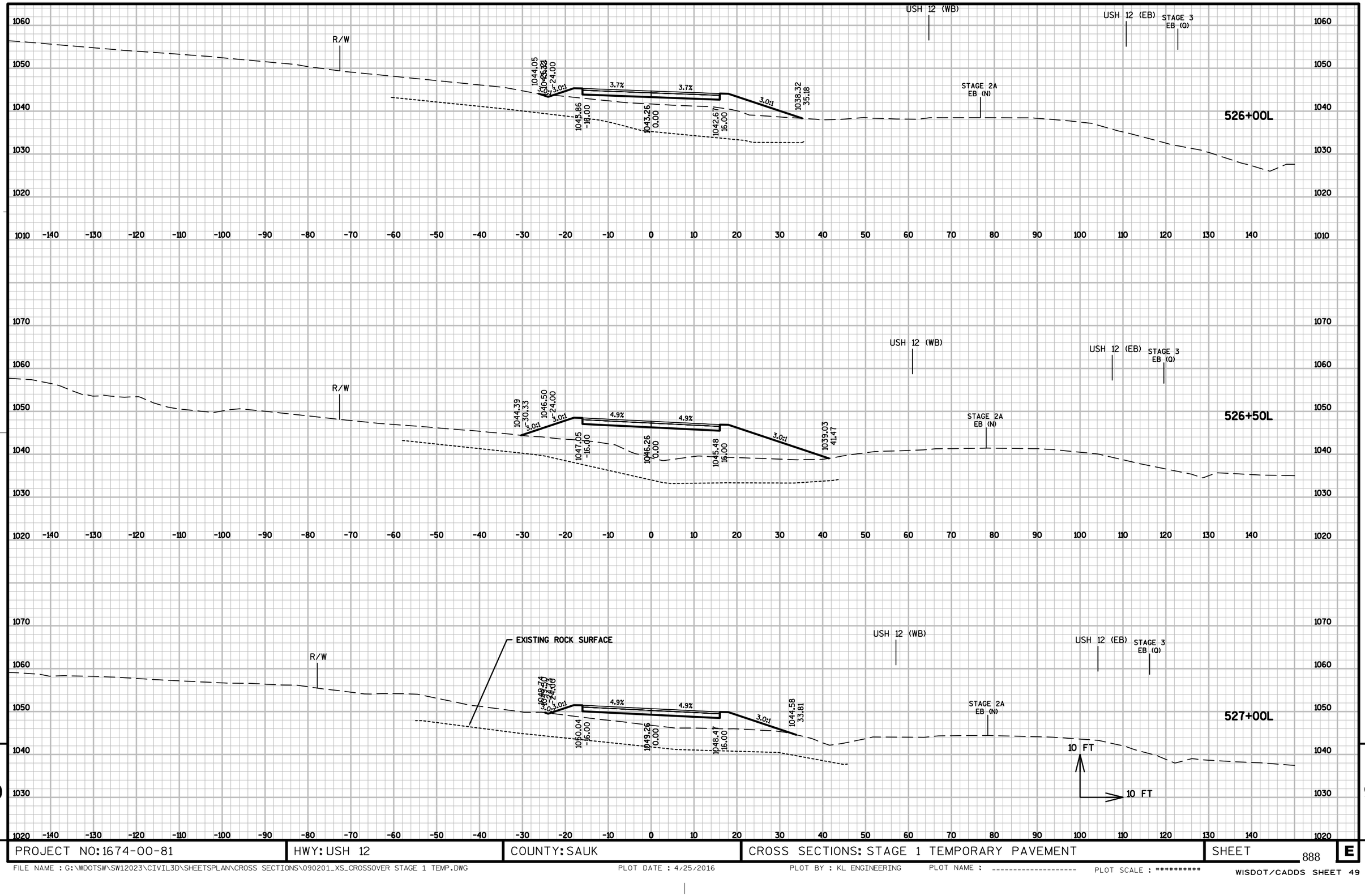


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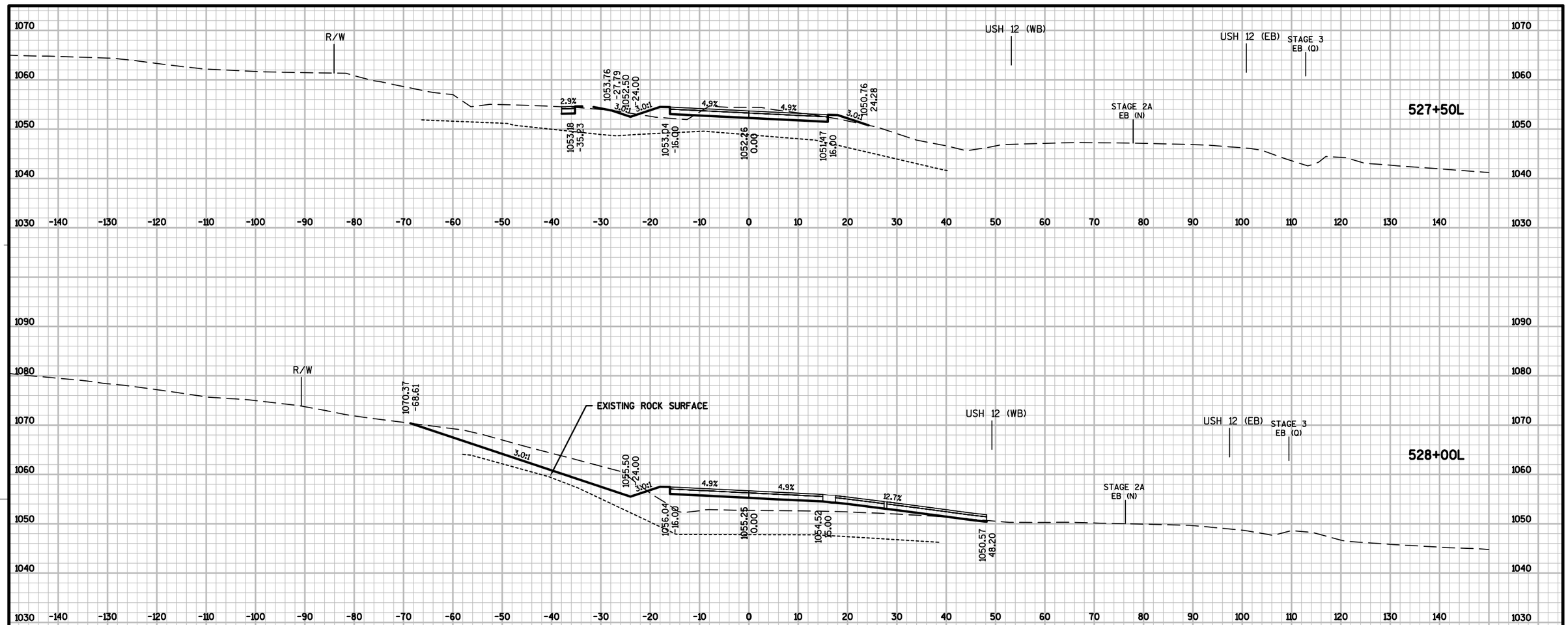
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STAGE 1 TEMPORARY PAVEMENT	SHEET 887	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CROSSOVER STAGE 1 TEMP.DWG PLOT DATE : 4/25/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STAGE 1 TEMPORARY PAVEMENT	SHEET 888 E

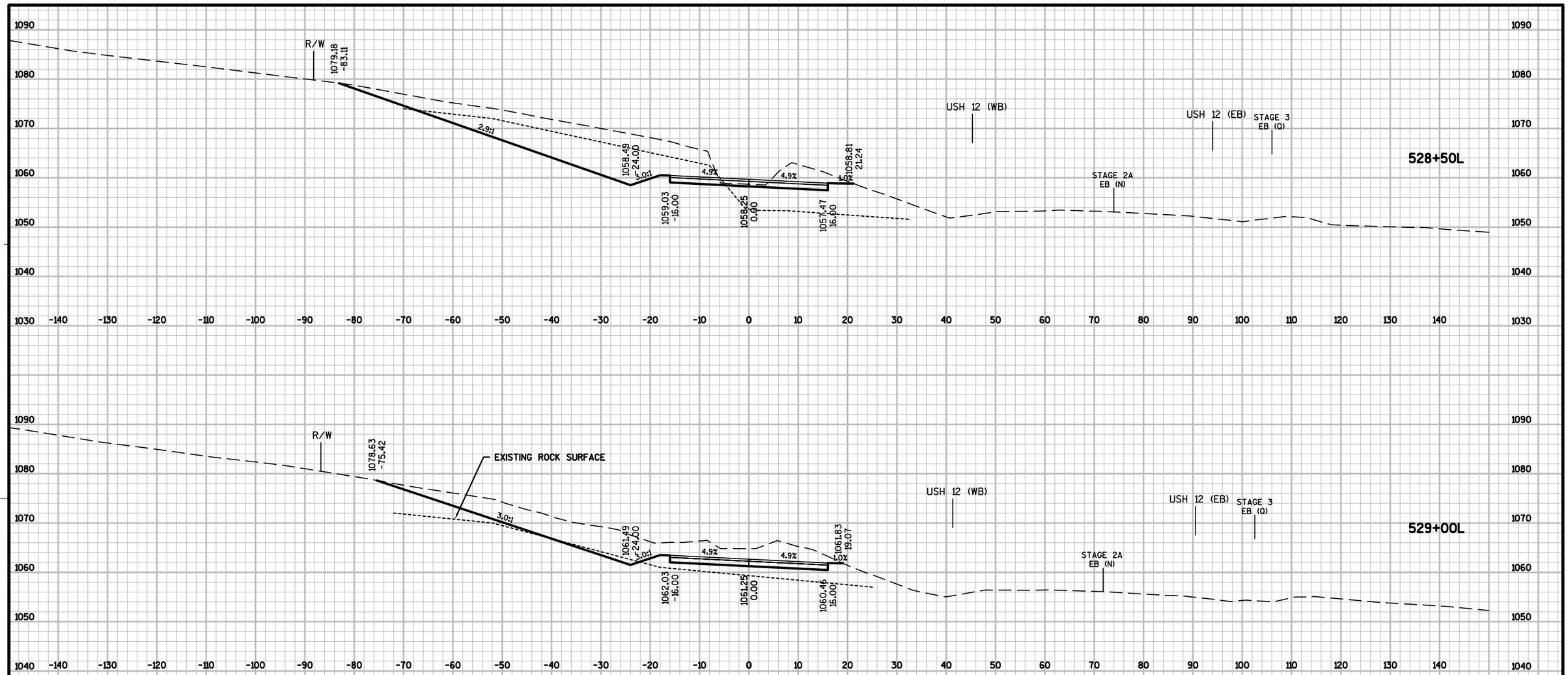


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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STAGE 1 TEMPORARY PAVEMENT	SHEET 889	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CROSSOVER STAGE 1 TEMP.DWG PLOT DATE : 4/25/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

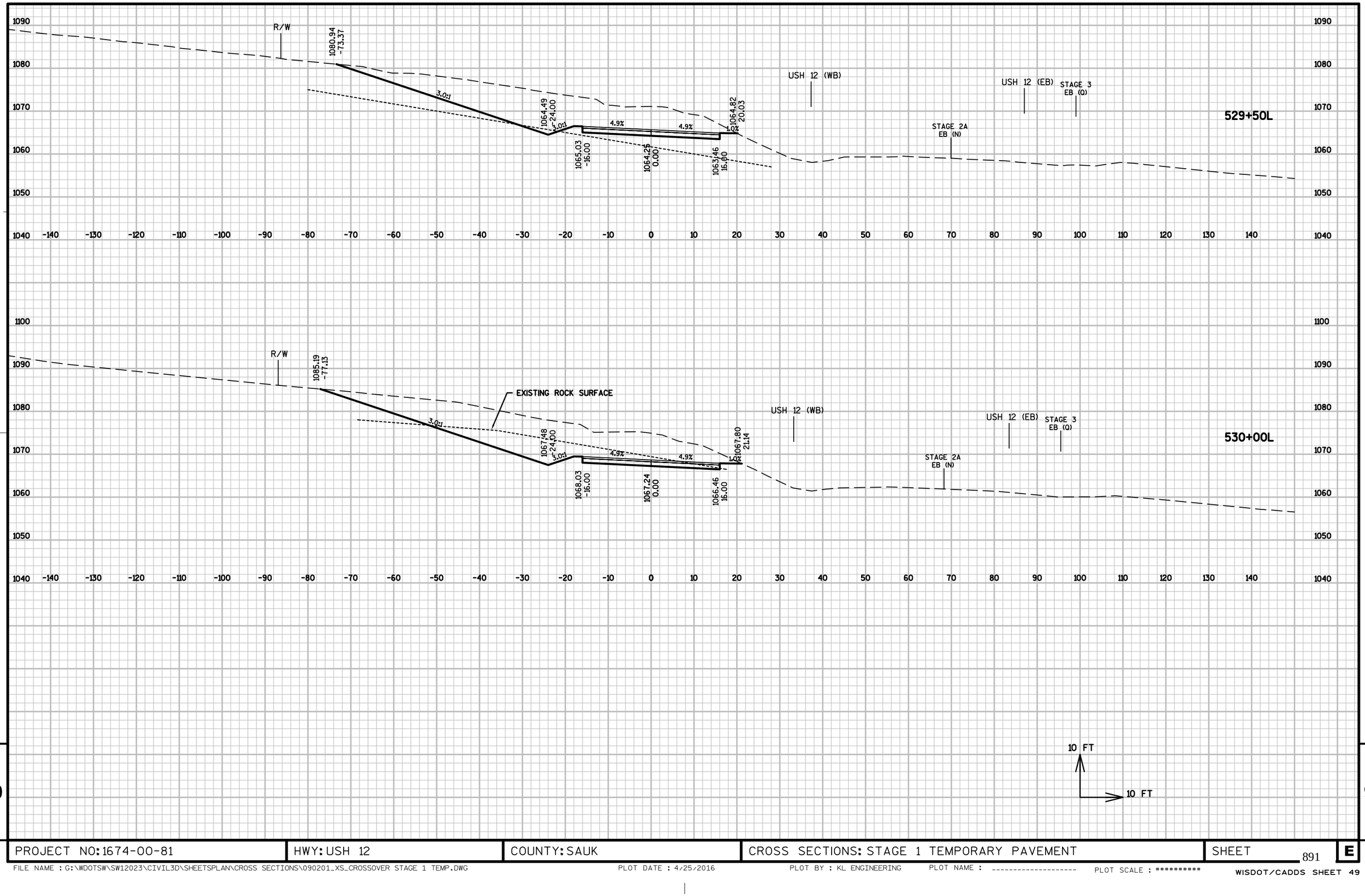


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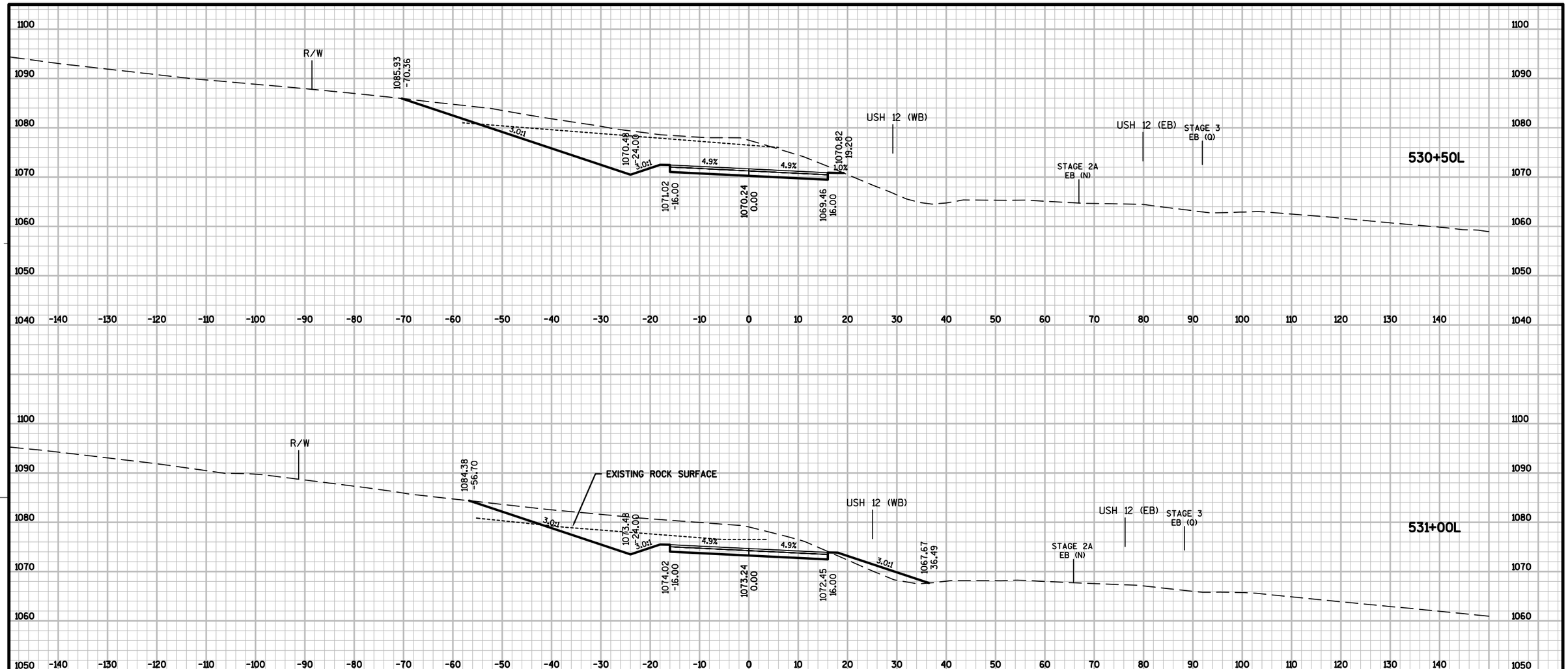
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STAGE 1 TEMPORARY PAVEMENT	SHEET 890	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CROSSOVER STAGE 1 TEMP.DWG PLOT DATE : 4/25/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

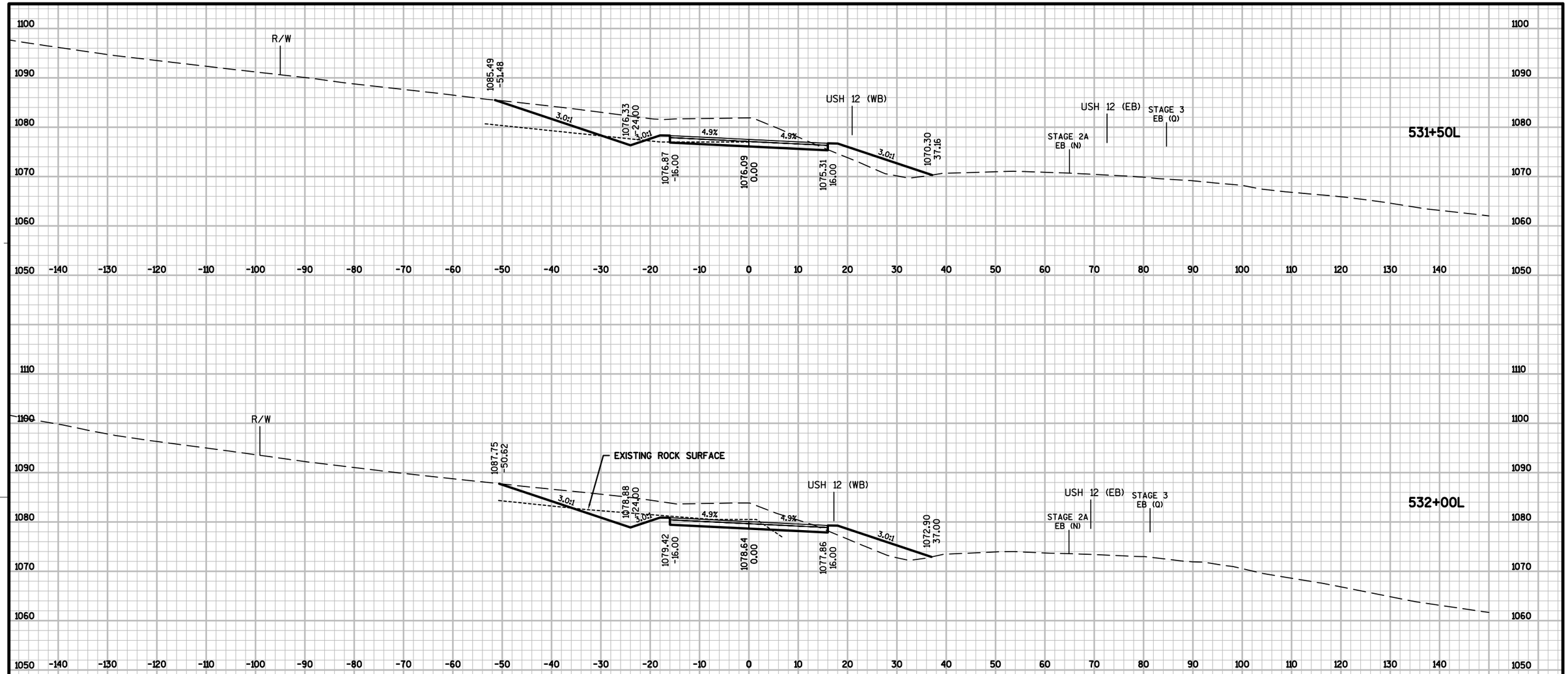


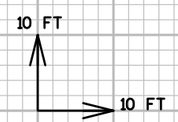
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STAGE 1 TEMPORARY PAVEMENT	SHEET 891 E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CROSSOVER STAGE 1 TEMP.DWG PLOT DATE : 4/25/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STAGE 1 TEMPORARY PAVEMENT	SHEET 892	E



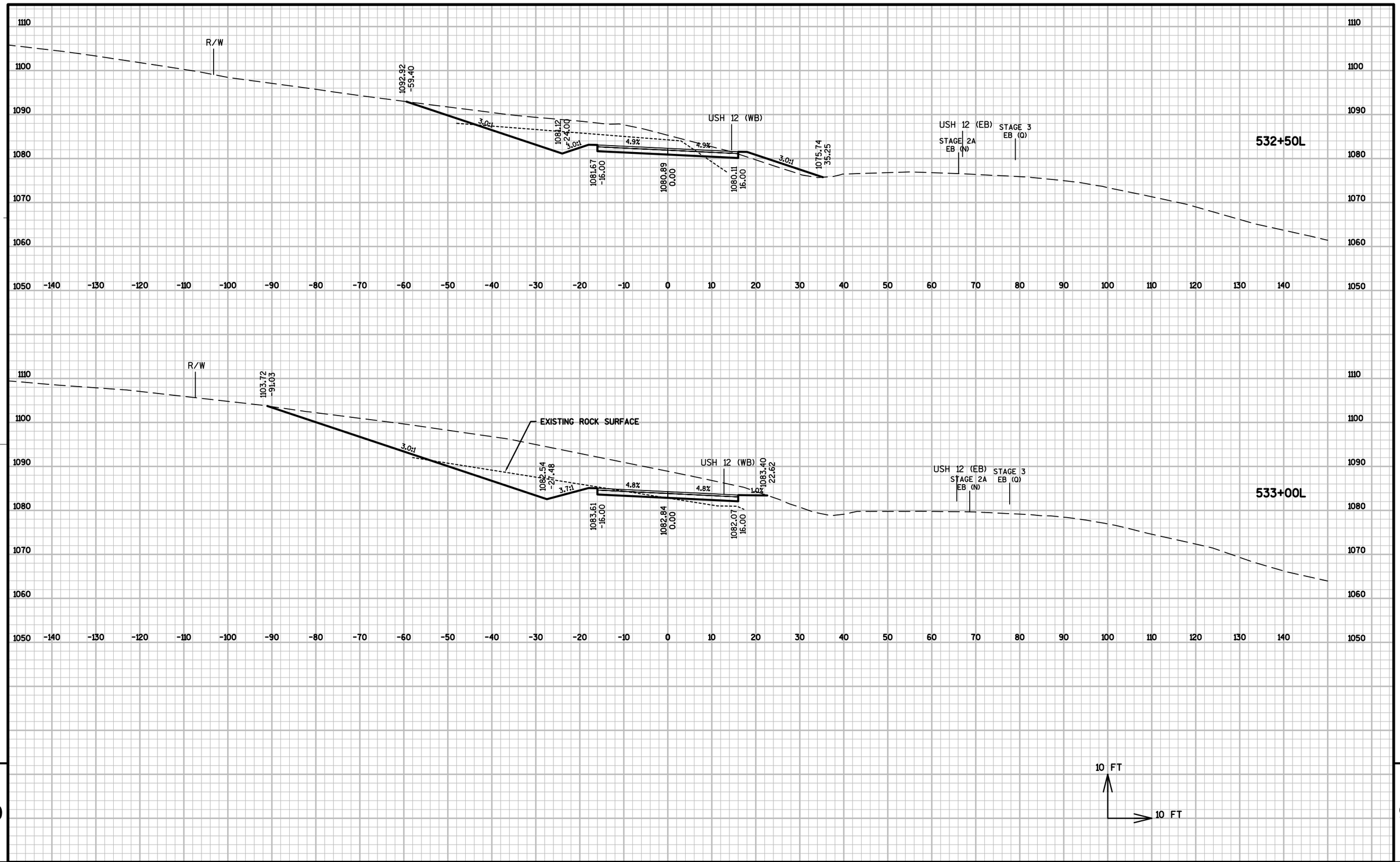


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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STAGE 1 TEMPORARY PAVEMENT	SHEET 893	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CROSSOVER STAGE 1 TEMP.DWG
PLOT DATE : 4/25/2016
PLOT BY : KL ENGINEERING
PLOT NAME : ----------
PLOT SCALE : **********
WISDOT/CADDS SHEET 49



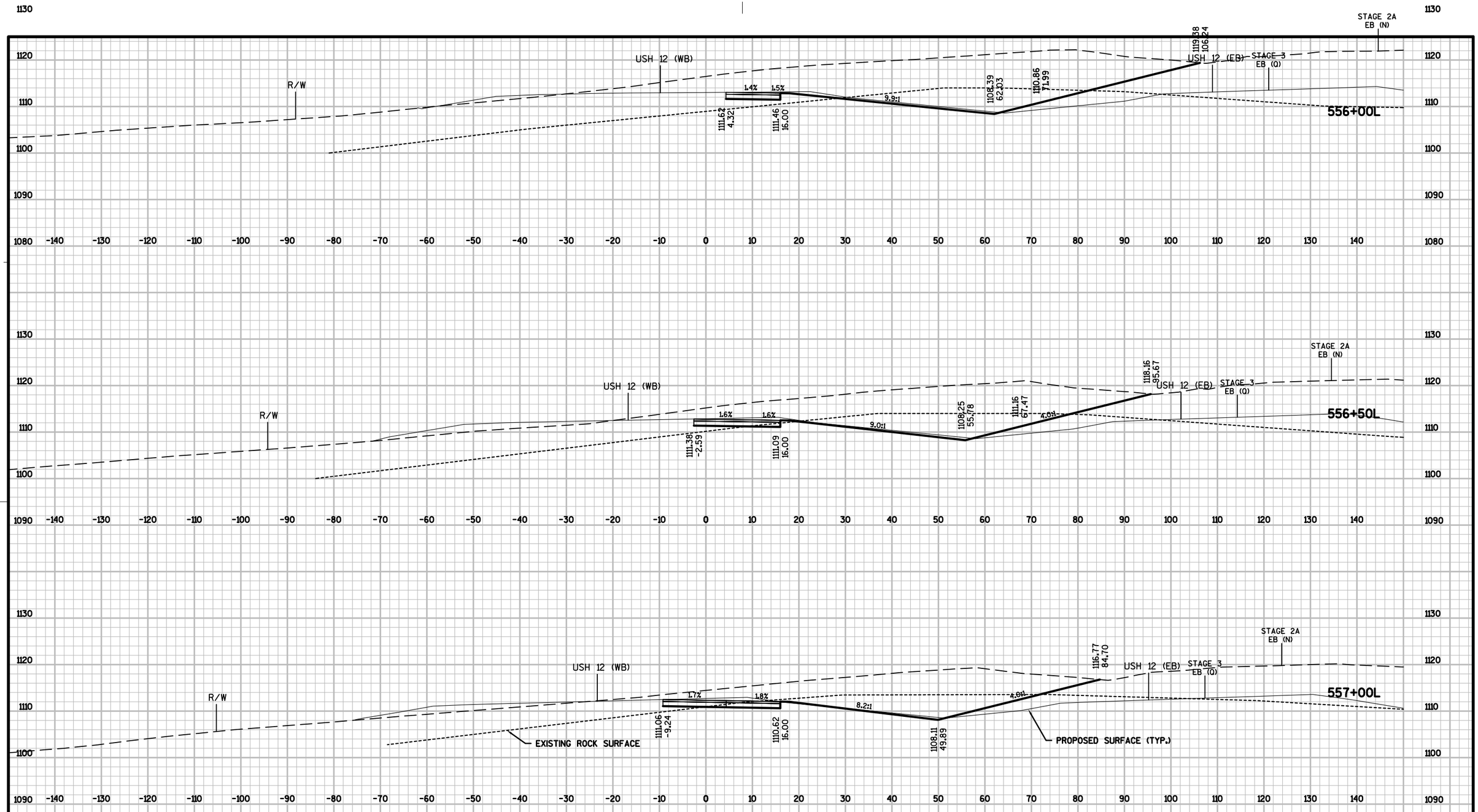
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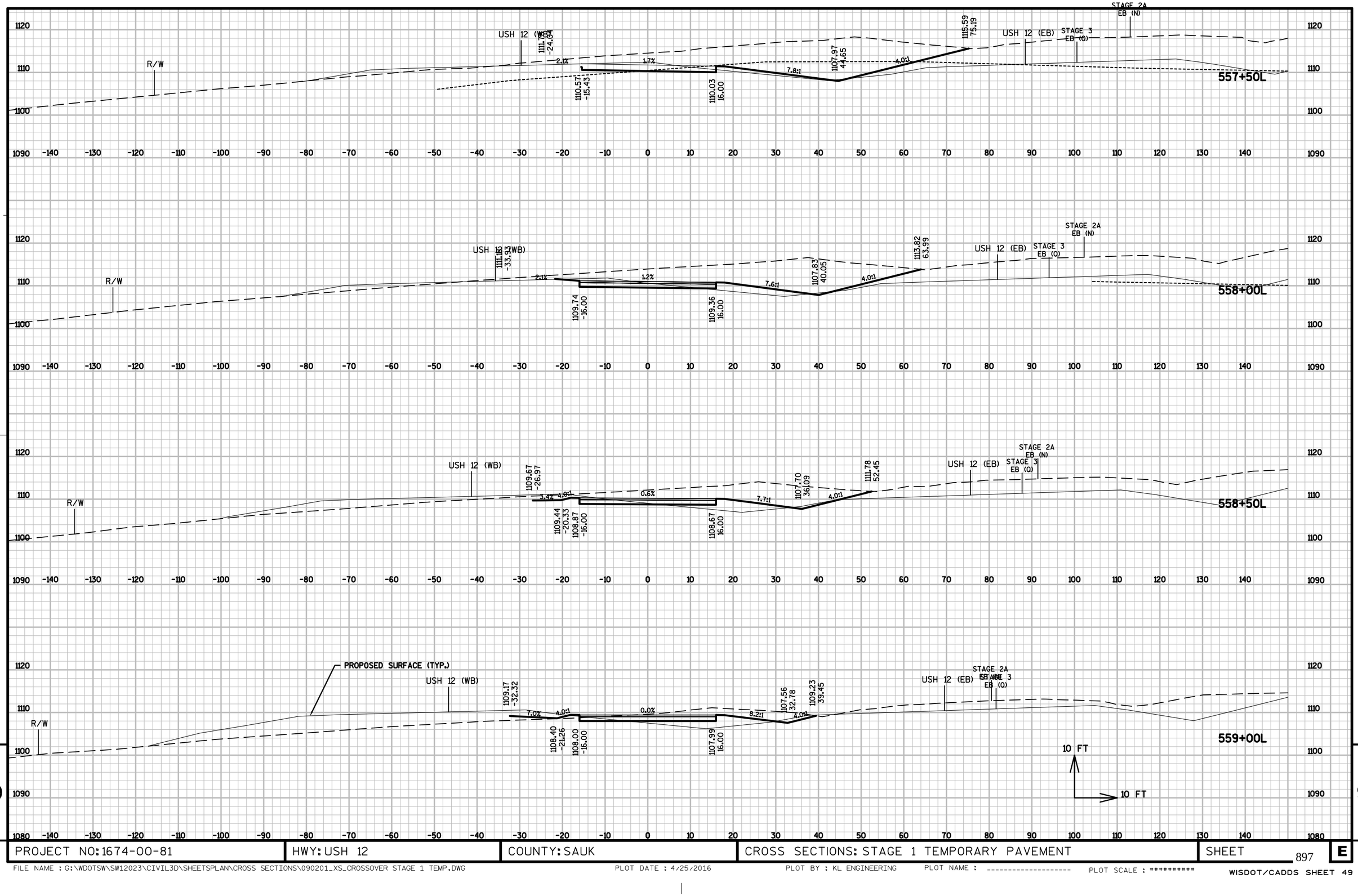
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STAGE 1 TEMPORARY PAVEMENT	SHEET 894	E

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STAGE 1 TEMPORARY PAVEMENT	SHEET 895 E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CROSSOVER STAGE 1 TEMP.DWG PLOT DATE : 4/25/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STAGE 1 TEMPORARY PAVEMENT	SHEET 896 E



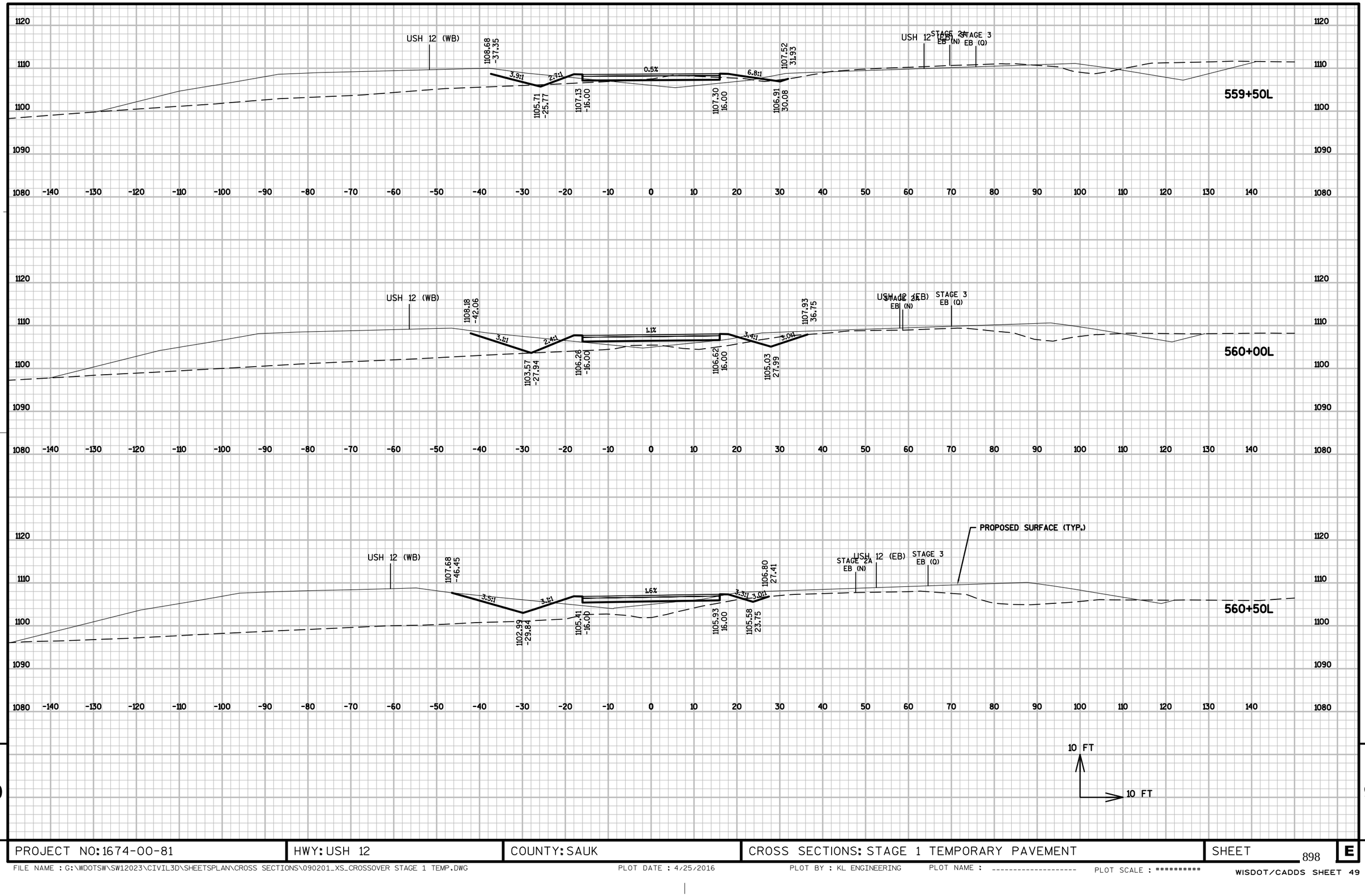
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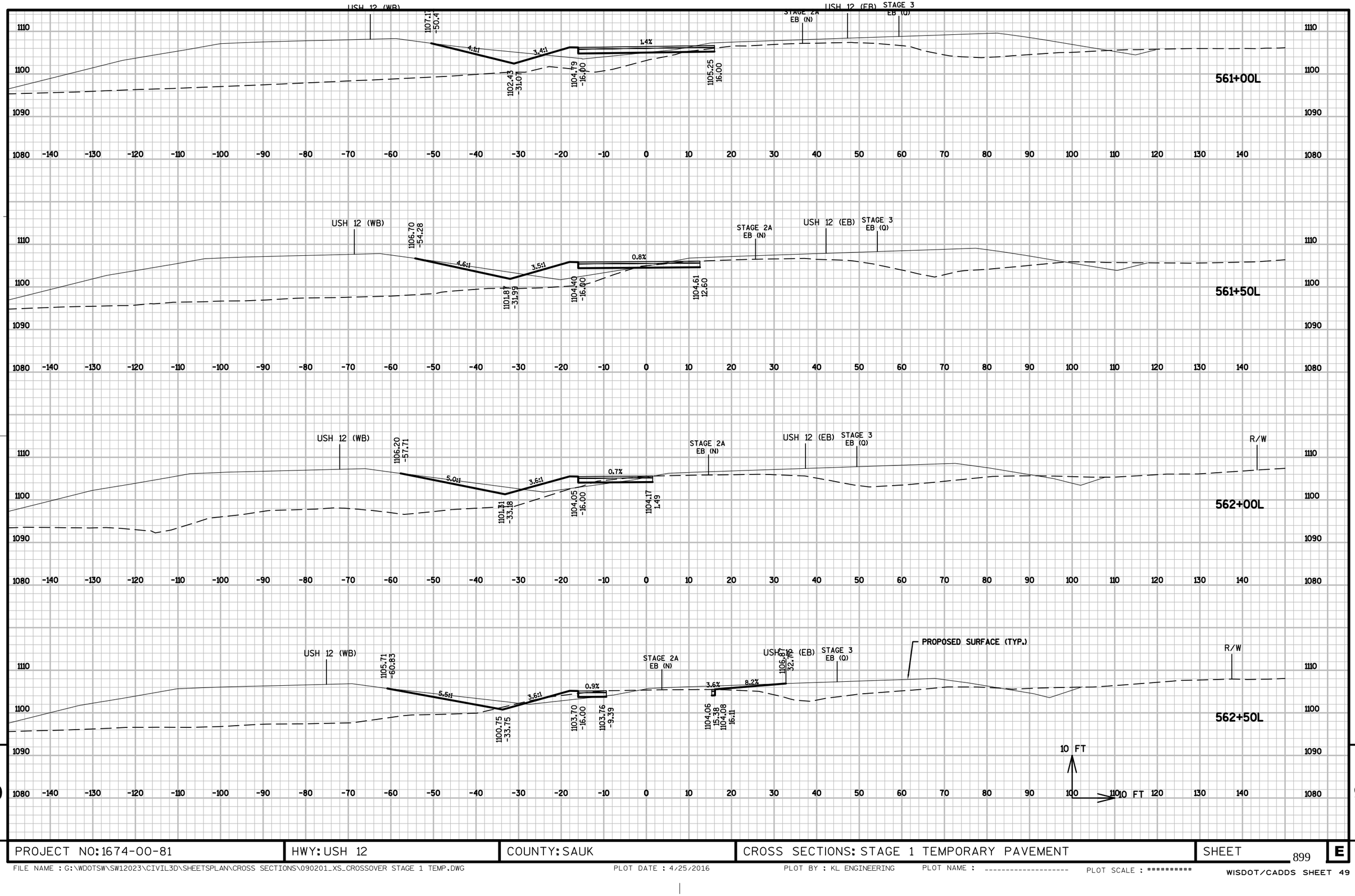
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STAGE 1 TEMPORARY PAVEMENT	SHEET 897	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CROSSOVER STAGE 1 TEMP.DWG PLOT DATE : 4/25/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

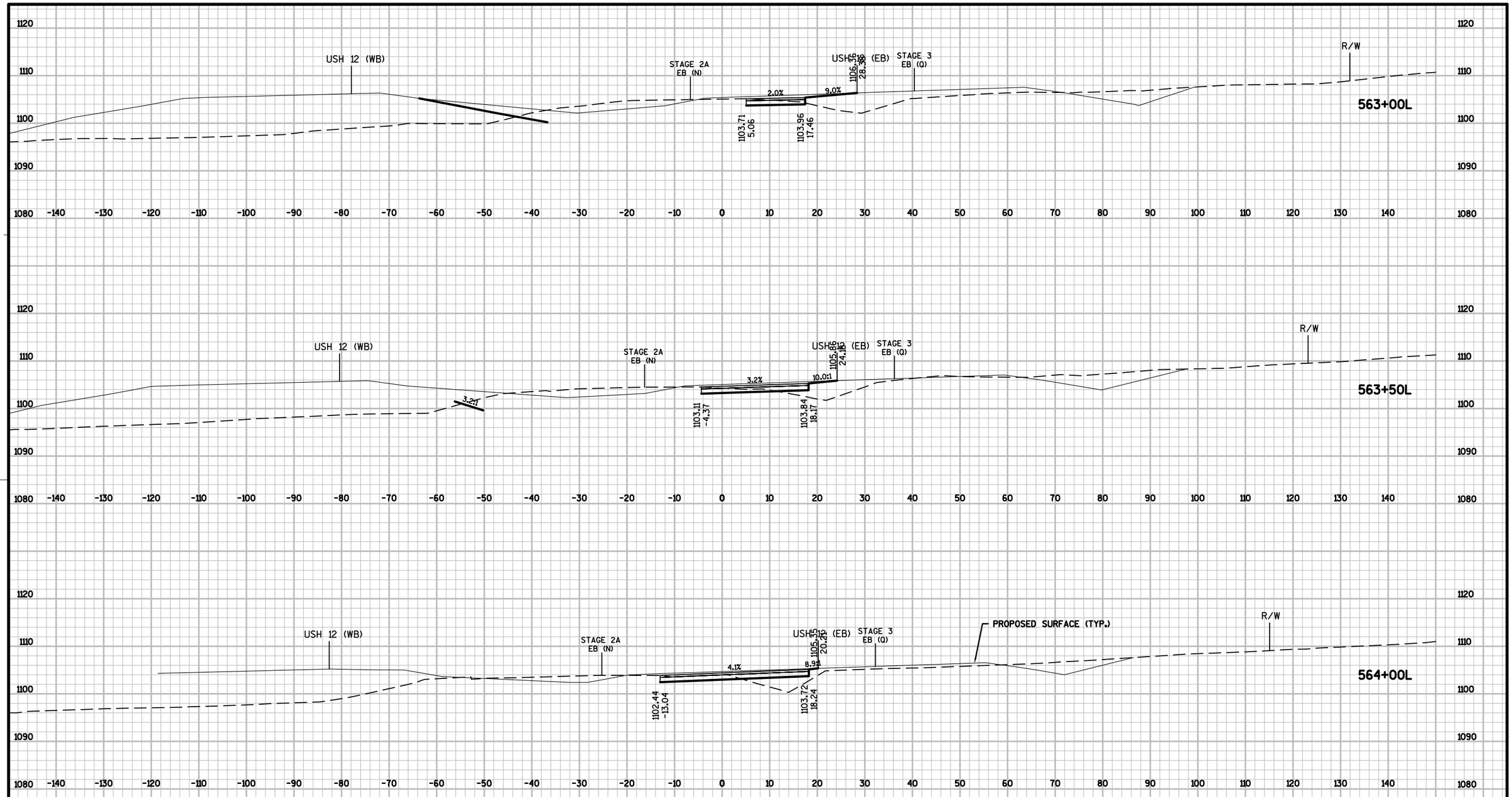
WISDOT/CADDS SHEET 49



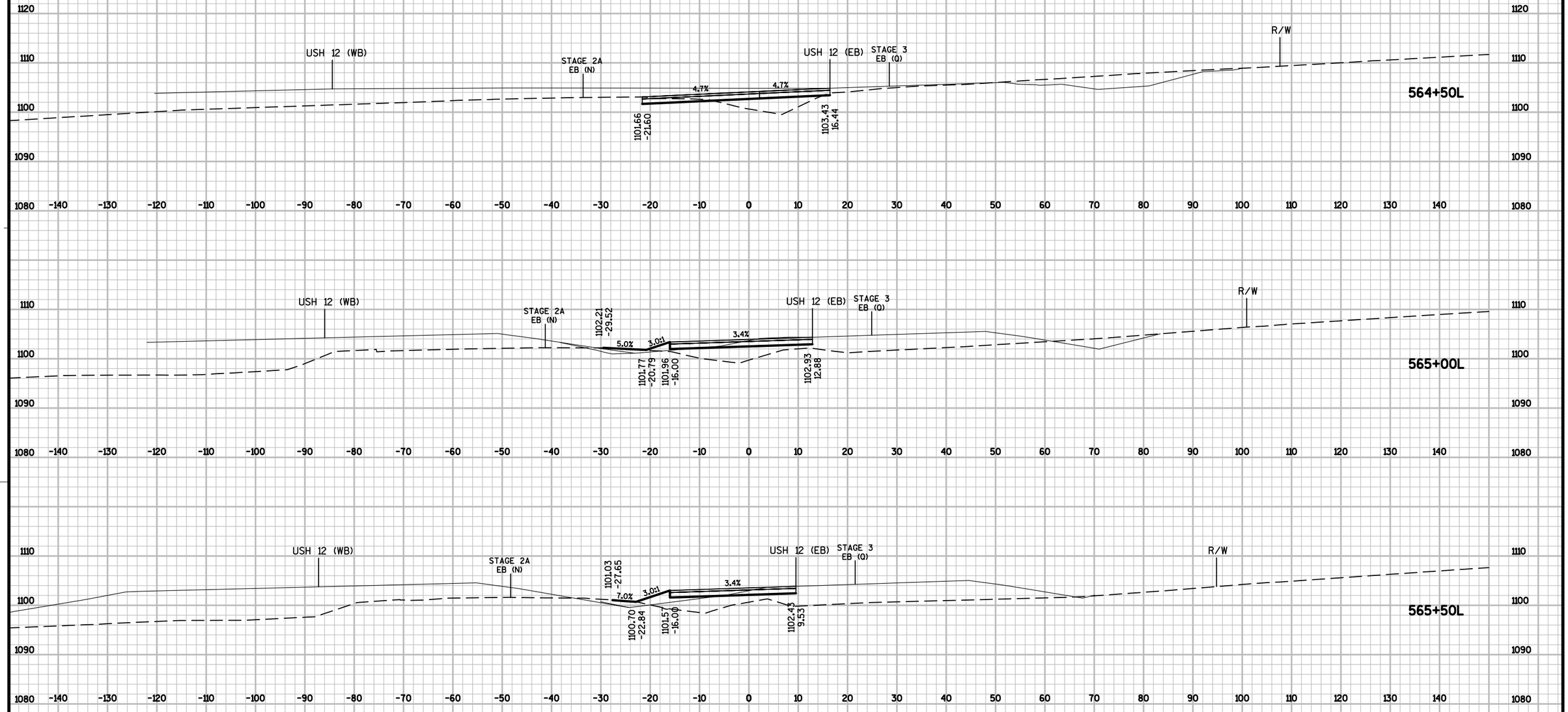
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STAGE 1 TEMPORARY PAVEMENT	SHEET 898 E



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STAGE 1 TEMPORARY PAVEMENT	SHEET 899	E

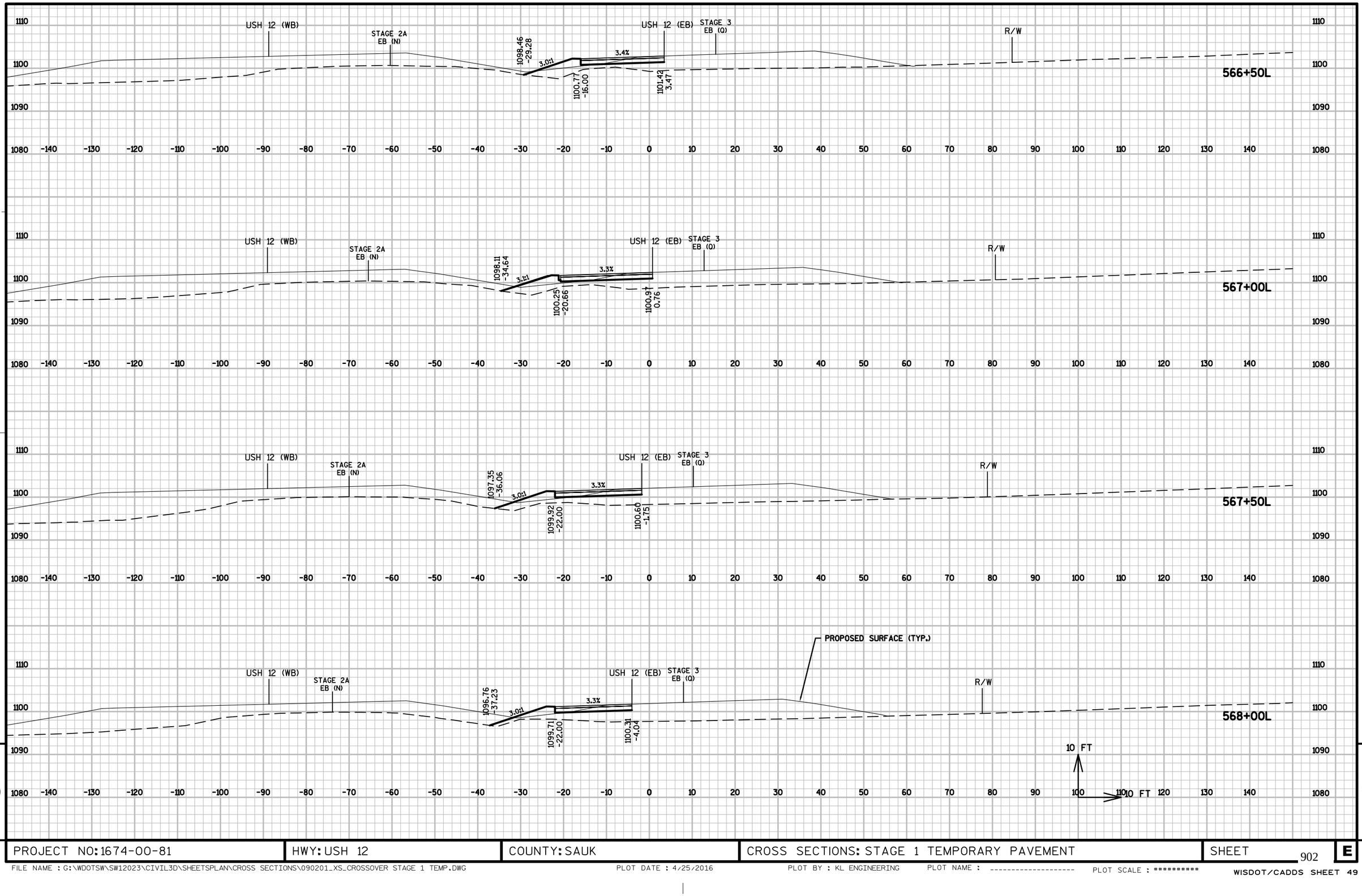


PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STAGE 1 TEMPORARY PAVEMENT	SHEET 900	E



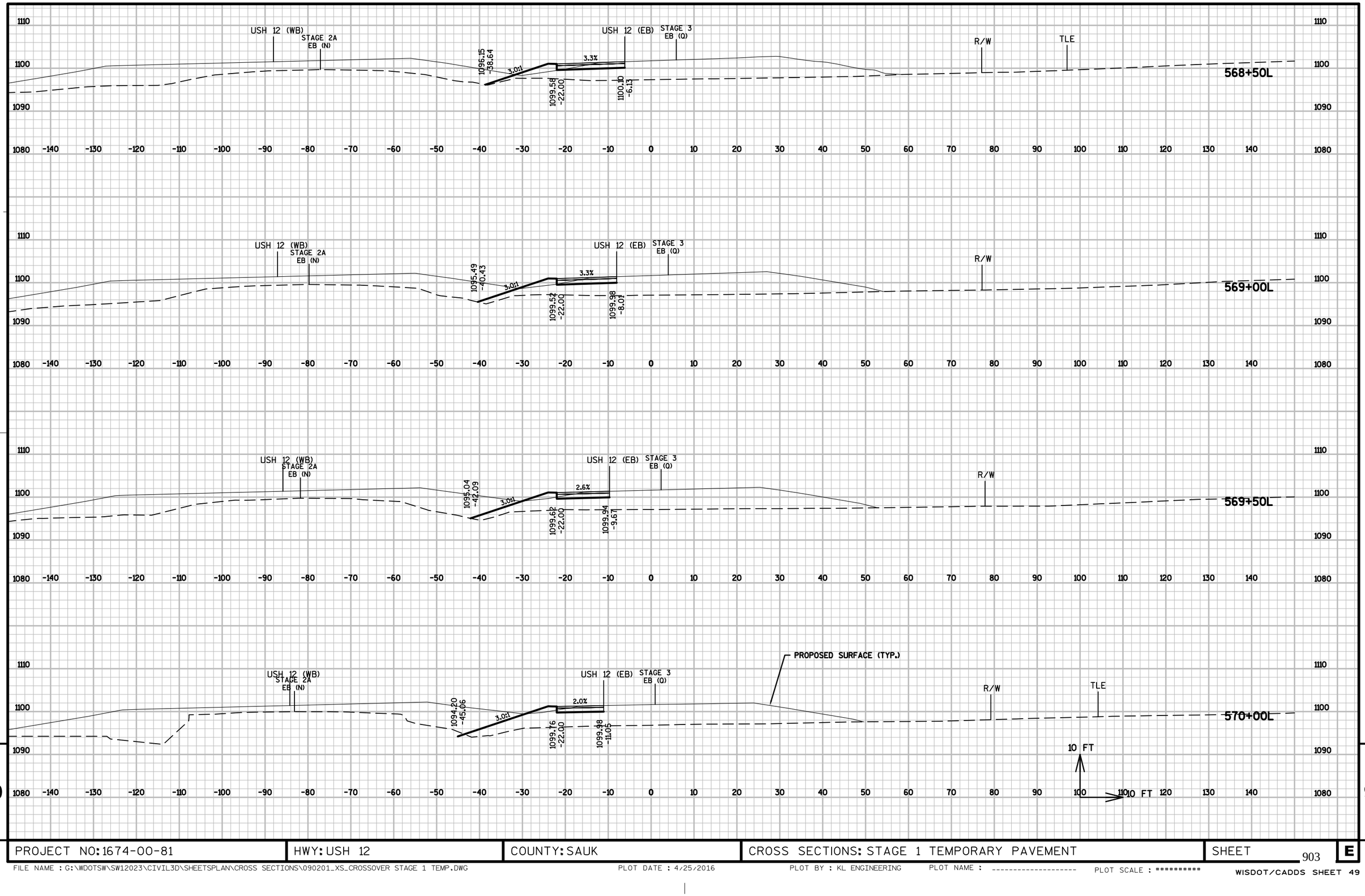
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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STAGE 1 TEMPORARY PAVEMENT	SHEET 901	E



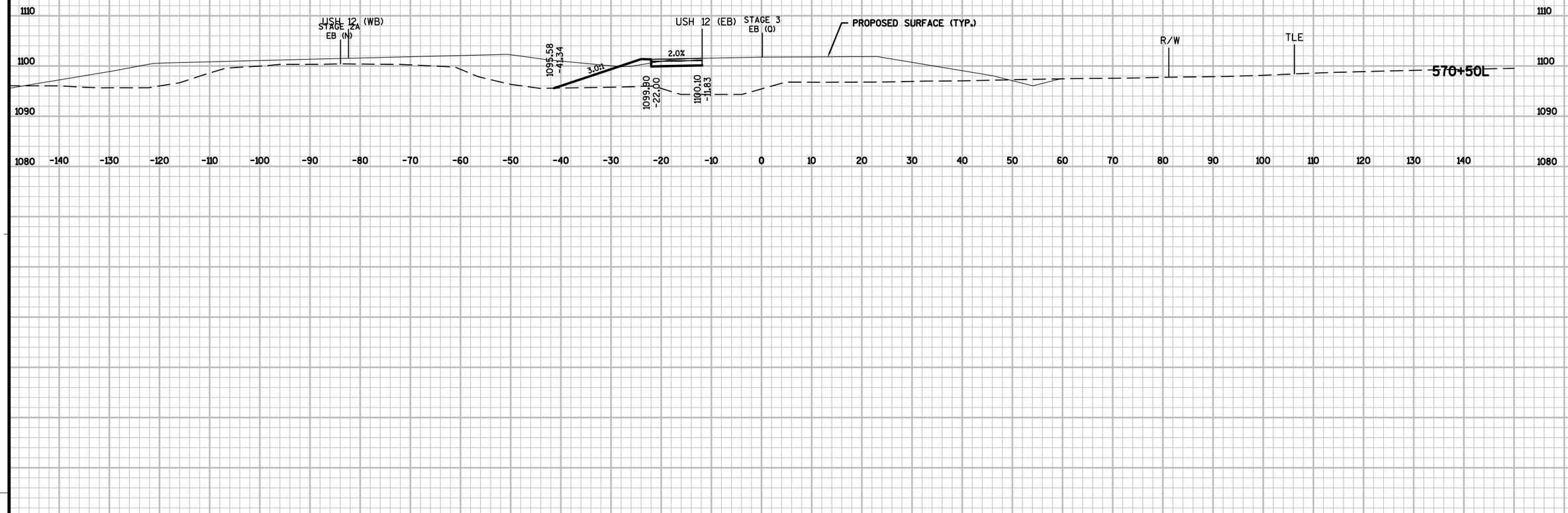
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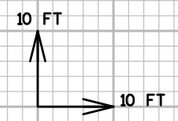
PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STAGE 1 TEMPORARY PAVEMENT	SHEET 902	E



9 9

PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STAGE 1 TEMPORARY PAVEMENT	SHEET 903	E





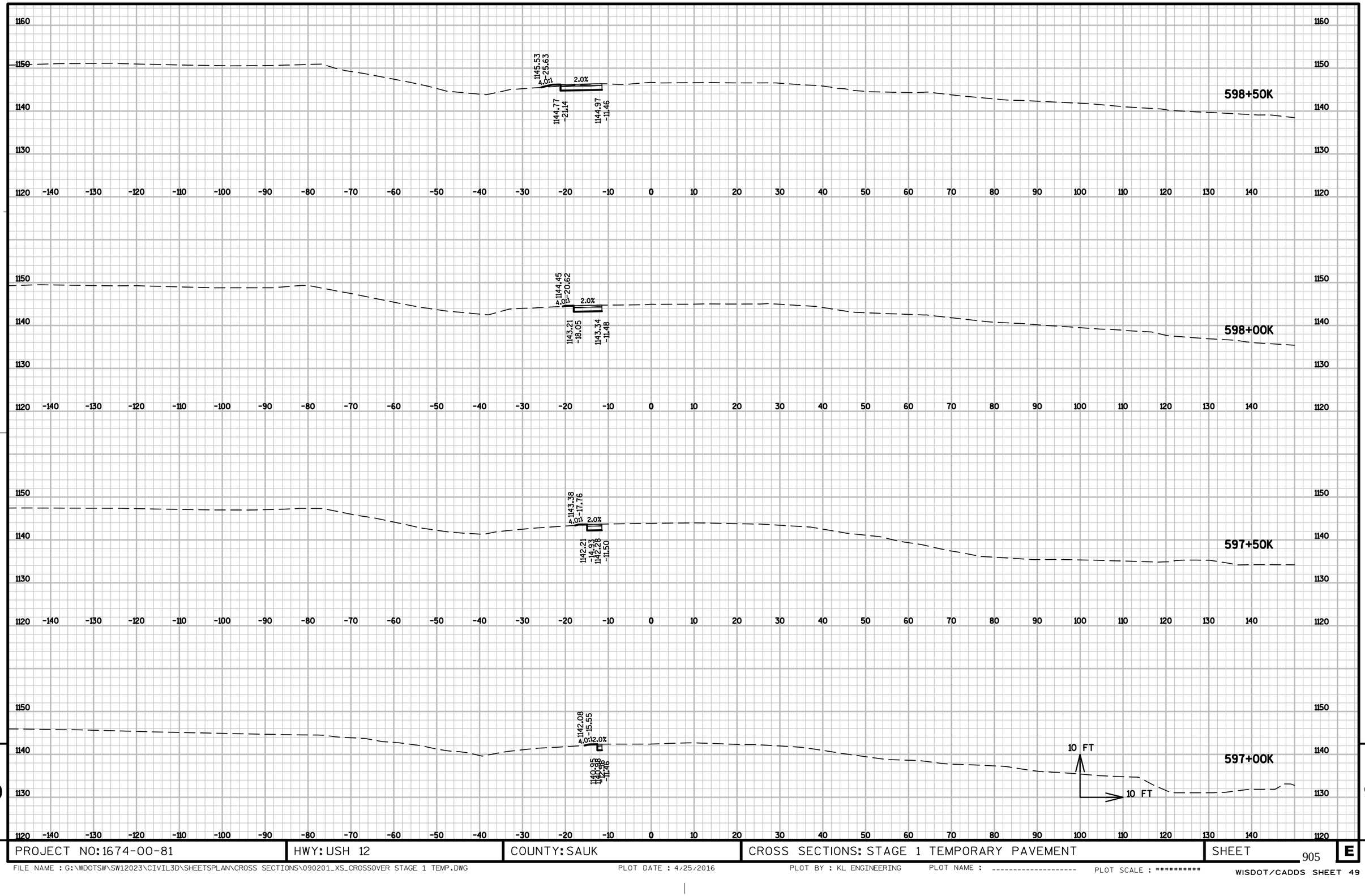
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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STAGE 1 TEMPORARY PAVEMENT	SHEET 904	E

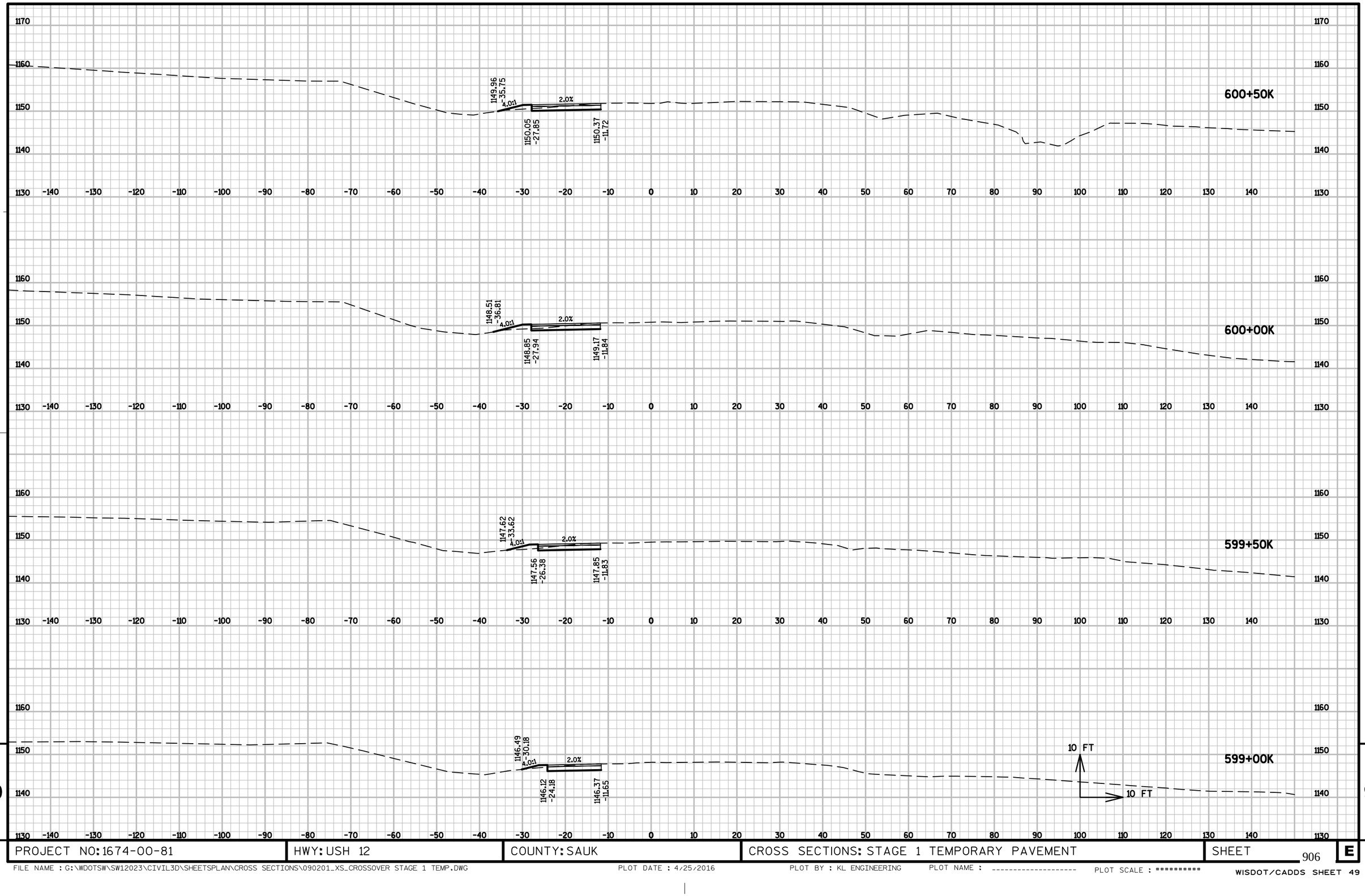
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WISDOT/CADDS SHEET 49



PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STAGE 1 TEMPORARY PAVEMENT	SHEET 905 E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CROSSOVER STAGE 1 TEMP.DWG PLOT DATE : 4/25/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

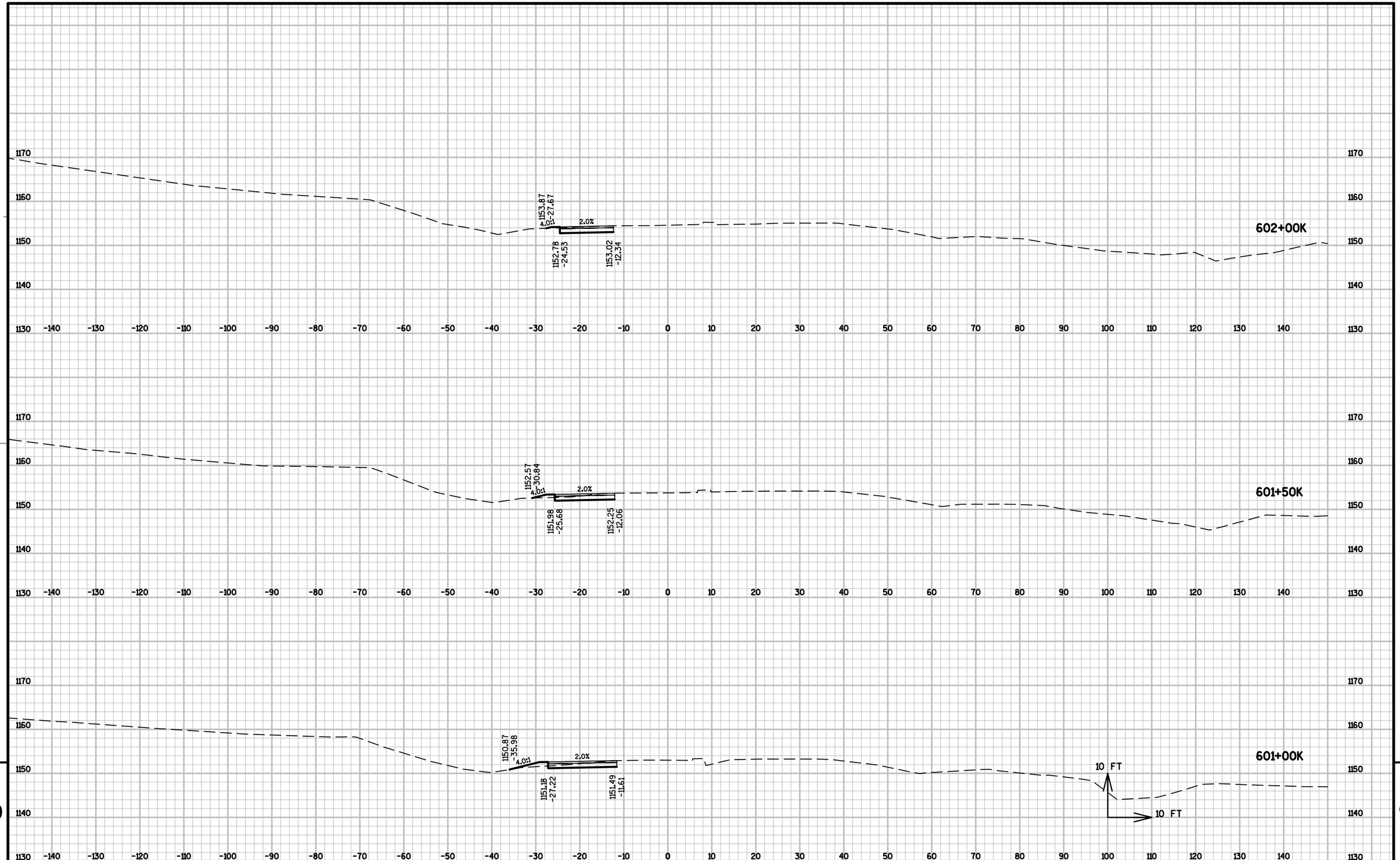


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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STAGE 1 TEMPORARY PAVEMENT	SHEET	E

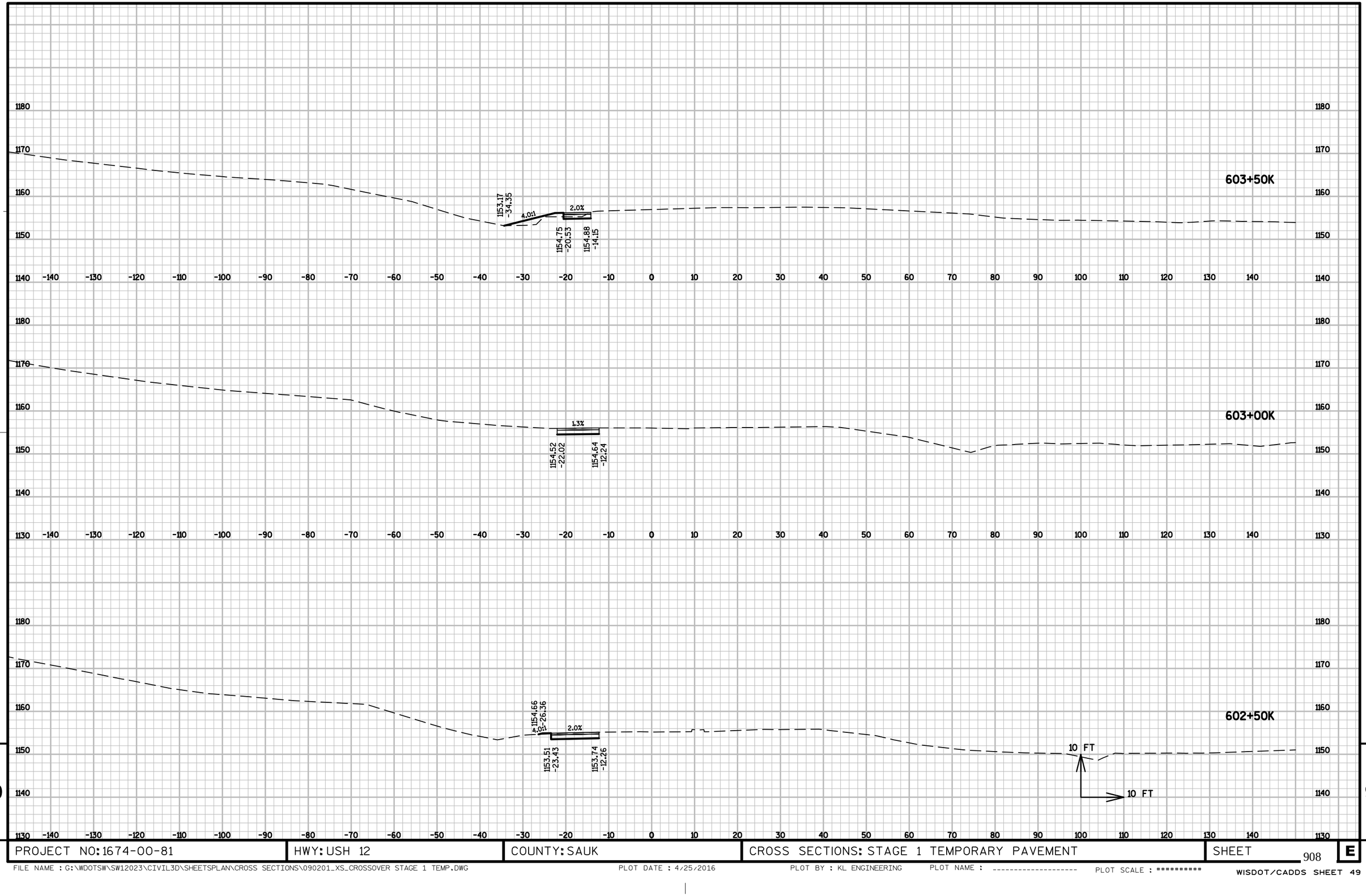
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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STAGE 1 TEMPORARY PAVEMENT	SHEET 907 E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CROSSOVER STAGE 1 TEMP.DWG PLOT DATE : 4/25/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********



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PROJECT NO: 1674-00-81	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STAGE 1 TEMPORARY PAVEMENT	SHEET	E

FILE NAME : G:\WDOTSW\SW12023\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_CROSSOVER STAGE 1 TEMP.DWG PLOT DATE : 4/25/2016 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : **********

Notes

Wisconsin Department of Transportation

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