WKE NOV 2016

PROJECT ID: 3360-09-72
WITH: N/A

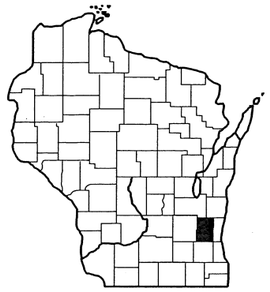
COUNTY: WASHINGTON

ORDER OF SHEETS

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

TOTAL SHEETS = 720

30



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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

MENOMONEE FALLS - SLINGER

(MAPLE ROAD TO STH 60)

STH 175

WASHINGTON COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
3360-09-72	WISC 2016309	1

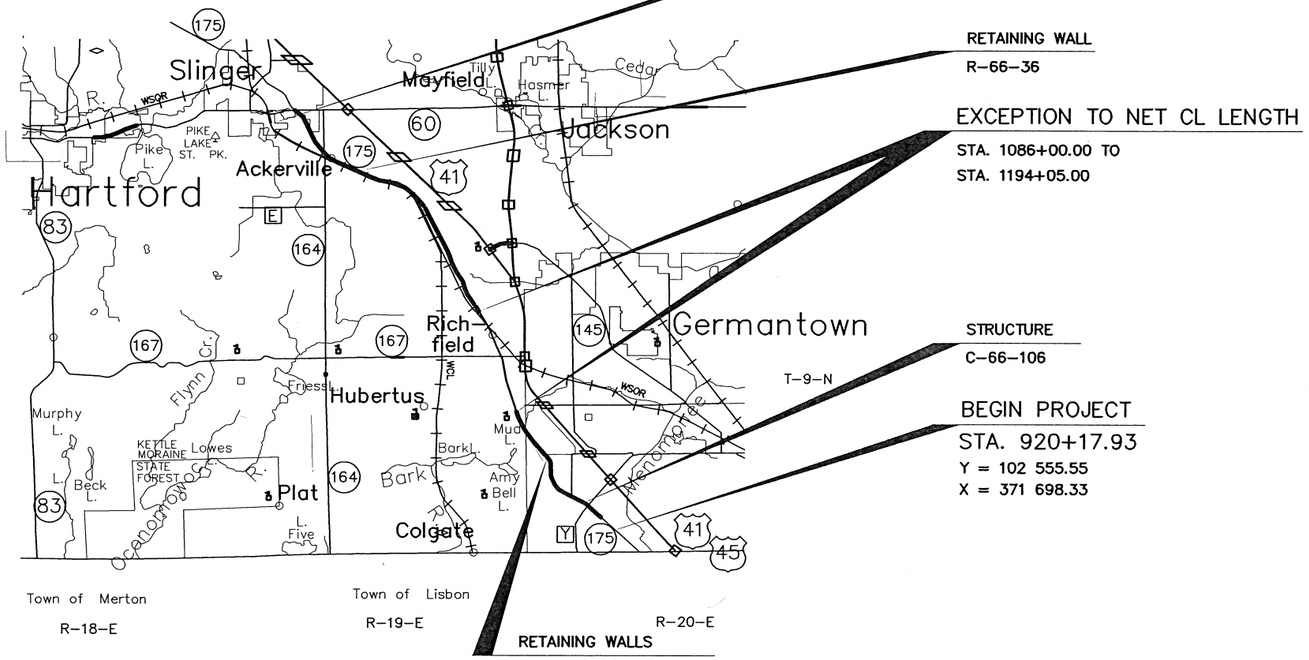
STATE PROJECT NUMBER
3360-09-72

DESIGN DESIGNATION

		919+92.65–956+00	956+00–1040+00	1040+00–1067+00
A.D.T.	(2016) =	5900	5900	6200
A.D.T.	(2036) =	6800	6500	7100
D.H.V.	(2036) =	840	715	875
D.D.	=	59/41	59/41	59/41
T.	=	6.0%	6.0%	6.0%
DESIGN SPEED	=	45	45	45
ESAL'S	=	1,400,000	1,400,000	1,500,000

		1067+00–1086+00	1194+75–1216+00	1216+00–1275+50
A.D.T.	(2016) =	6200	3900	3900
A.D.T.	(2036) =	7100	4700	4700
D.H.V.	(2036) =	875	580	580
D.D.	=	59/41	59/41	59/41
T.	=	6.0%	6.0%	6.0%
DESIGN SPEED	=	45	40	55
ESAL'S	=	1,500,000	940,000	940,000

		1275+50–1435+00	1435+00–1457+50	1457+50–1507+14.48
A.D.T.	(2016) =	3800	3500	4300
A.D.T.	(2036) =	4400	4200	5000
D.H.V.	(2036) =	545	520	615
D.D.	=	59/41	59/41	59/41
T.	=	6.0%	6.0%	6.0%
DESIGN SPEED	=	55	35	40
ESAL'S	=	900,000	840,000	1,100,000



END PROJECT
STA. 1507+14.48
Y = 147 754.04
X = 339 092.21

RETAINING WALL
R-66-36

EXCEPTION TO NET CL LENGTH
STA. 1086+00.00 TO
STA. 1194+05.00

STRUCTURE
C-66-106

BEGIN PROJECT
STA. 920+17.93
Y = 102 555.55
X = 371 698.33

RETAINING WALLS
R-66-37 & R-66-38

CONVENTIONAL SYMBOLS

COUNTY LINE		SLOPE INTERCEPT	
CORPORATE LIMITS		ORIGINAL GROUND	
PROPERTY LINE		MARSH OR ROCK PROFILE	
LOT LINE		CULVERT IN PLACE	
LIMITED EASEMENT		CULVERT REQUIRED	
EXISTING RIGHT OF WAY		CULVERT REQUIRED (Profile)	
NEW RIGHT OF WAY		COMBUSTIBLE FLUIDS (UNDER PRESSURE)	CAUTION
REFERENCE LINE			

UNDERGROUND UTILITIES

GAS	G
ELECTRIC	E
TELEPHONE	T
SERVICE PEDESTAL	
CABLE MARKER	
POWER POLE	
TELEPHONE POLE	
RAILROADS	
MARSH	
WOODED AREA	

LAYOUT
SCALE 0 1 2 MI.

TOTAL NET LENGTH OF CENTERLINE = 9.070 MI.

NOTES:

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), WASHINGTON COUNTY, NAD 1983 (97).

ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 NAVD 88 (91).

ORIGINAL PLANS PREPARED BY

WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WISCONSIN 53588

WISCONSIN
AARON B. PALMER
E-35695
RICHLAND CENTER, WI
PROFESSIONAL ENGINEER

9/20/16 Aaron B. Palmer
(Date) (Signature)

WESTBROOK Associated Engineers, Inc.
619 EAST HOXIE STREET
P.O. BOX 429
SPRING GREEN, WI 53588
PHONE (608) 588-7866
FAX (608) 588-7954

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY
Surveyor Westbrook Associated Engineers Inc.
Designer Westbrook Associated Engineers Inc.
Project Manager Doug Cain
Regional Examiner
Regional Supervisor Ben Eruchalu
C.O. Examiner

APPROVED FOR THE DEPARTMENT
DATE 9/20/16 Douglas A Cain
(SIGNATURE)

E

2

GENERAL NOTES

SILT FENCE TO BE PLACED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. SILT FENCE SHALL BE IN PLACE PRIOR TO CONSTRUCTION.

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

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

REMOVAL OF ASPHALTIC SURFACES WHERE AN ABUTTING ASPHALTIC SURFACE IS TO REMAIN IN PLACE, SHALL REQUIRE A SAWCUT MEETING THE APPROVAL OF THE ENGINEER IN THE FIELD.

PROPERTY LINES AS SHOWN ON THE PLANS ARE APPROXIMATE.

CONTRACTOR MUST CONTACT THE PROJECT ENGINEER AND THE WASHINGTON COUNTY SURVEYOR SCOTT SCHMIDT AND SEWRPC AT LEAST TWO WEEKS PRIOR TO WORK NEAR ANY SECTION CORNER MONUMENT.

CONSTRUCT ASPHALT FLUMES AND CONCRETE SURFACE DRAINS TO MATCH EXISTING FIELD CONDITIONS AS SHOWN IN THE SDD.

MUNICIPAL CONTACTS

VILLAGE OF GERMANTOWN
VILLAGE ADMINISTRATOR
N112 W17001 MEQUUON ROAD
P.O. BOX 337
GERMANTOWN, WI 53202

ATTN: DAVID SCHORNACK
PHONE: (262) 250-4750
dschornack@village.germantown.wi.us

VILLAGE OF SLINGER
VILLAGE ADMINISTRATOR
300 SLINGER ROAD
SLINGER, WI 53086-0227

ATTN: JESSI BALCOM
PHONE: (262) 644-5265 (EXT. 118)
jbalcom@vi.slinger.wi.gov

S.E.W.R.P.C.
W239 N1812 ROCKWOOD DRIVE
P.O. BOX 1607
WAUKESHA, WI 53187-1607

ATTN: JOHN WASHBURN
PHONE: (262) 953-4295
CELL: (414) 218-2866
jwashburn@sewrpc.org

WASHINGTON COUNTY ENGINEER/SURVEYOR
333 EAST WASHINGTON ST, SUITE 2300
P.O. BOX 2003
WEST BEND, WI 53095-2003

ATTN: SCOTT M. SCHMIDT
PHONE: (262) 335-6881
scott.schmidt@co.washington.wi.us

TOWN OF POLK
TOWN CHAIRMAN
4026 PIONEER ROAD
RICHFIELD, WI 53076

ATTN: ALBERT SCHULTEIS
PHONE: (262) 677-2123
townofpolk@att.net

WASHINGTON COUNTY HIGHWAY
HIGHWAY COMMISSIONER
900 LANG STREET
WEST BEND, WI 53095

TOM WONDRA
PHONE: (262) 335-4437
tom.wondra@co.washington.wi.us

VILLAGE OF RICHFIELD
VILLAGE ADMINISTRATOR
4128 HUBERTUS ROAD
HUBERTUS, WI 53033

ATTN: JIM HEALY
PHONE: (262) 628-2260 (EXT. 115)
administrator@richfieldwi.gov

WisDNR LIAISON

STATE OF WISCONSIN
DEPARTMENT OF NATURAL RESOURCES
2300 N. DR. MARTIN LUTHER KING JR. DR.
MILWAUKEE, WI 53212-3128

ATTN: KRISTINA BETZOLD
PHONE: (414) 507-4946
kristina.betzold@wisconsin.gov

WisDOT LIAISON

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
141 NW BARSTOW STREET
WAUKESHA, WI 53187

ATTN: DOUG CAIN
PHONE: (262) 548-5603
douglas.cain@dot.wi.gov

CONSULTANT LIAISON

WESTBROOK ASSOCIATED ENGINEERS, INC.
619 E. HOXIE STREET
P.O. BOX 429
SPRING GREEN, WI 53588

ATTN: AARON PALMER, P.E.
(608) 588-7866
apalmer@westbrookeng.com

RAILROADS

WISCONSIN & SOUTHERN RAILROAD COMPANY
1890 E. JOHNSON STREET
MADISON, WI 53704

ATTN: MATT MEEKMA
(414) 750-2363
mmeekma@watcocompanies.com

UTILITIES

WE ENERGIES (ELECTRIC) & WISCONSIN GAS CO. d/b/a WE ENERGIES
333 WEST EVERETT ST. ROOM A299
MILWAUKEE, WI 53203

ATTN: LATROY BRUMFIELD
PHONE: (414) 221-5617
latroy.brumfield@we-energies.com

TIME WARNER TELECOM OF WISCONSIN
3235 INTERTECH DR.
BROOKFIELD, WI 53045

ATTN: BRAHIM GADDOUR
PHONE: (414) 908-1027
relo@level3.com

WE ENERGIES (ELECTRIC)
500 S. 116TH ST.
WEST ALLIS, WI 53214

ATTN: DAN MARGONI
PHONE: (414) 944-5652
CELL: (414) 460-5394
daniel.margoni@we-energies.com

ATC MANAGEMENT, INC.
W234 N2000 RIDGEVIEW PARKWAY CT.
P.O. BOX 47
WAUKESHA, WI 53187

ATTN: TONY MARCINIAK
(262) 506-6814
amarciniak@atcllc.com

AT&T WISCONSIN
2005 PEWAUKEE RD
WAUKESHA, WI 53188

ATTN: ALPER KOLCU
(262) 970-8494
CELL: (262) 352-3791
ak308x@att.com

WISDOT SIGNAL OPERATIONS
141 NW BARSTOW
P.O. BOX 798
WAUKESHA, WI 53187-0798
(414) 750-2605

VILLAGE OF GERMANTOWN
N112 W17001 MEQUON RD.
GERMANTOWN, WI 53022

ATTN: DANIEL LUDWIG
(262) 250-4721
dludwig@village.germantown.wi.us

VILLAGE OF RICHFIELD
4128 HUBERTUS RD.
HUBERTUS, WI 53033

ATTN: ADAM SCHMITT
(262) 628-2260
DPW@richfield.gov

WISCONSIN GAS CO. d/b/a WE ENERGIES
500 S. 116TH ST.
WEST ALLIS, WI 53214

ATTN: PAUL OSMANSKI
(414) 944-5796
paul.osmanski@we-energies.com

TIME WARNER CABLE
1320 N. MARTIN LUTHER KING JR. DR.
MILWAUKEE, WI 53212

ATTN: STEVE CRAMER
(414) 277-4045
steve.cramer@twcable.com

CHARTER COMMUNICATIONS
1515 WEST WASHINGTON AVE.
WEST BEND, WI 53095

ATTN: TOM HARYCKI
(262) 529-1235 EXT. 20702
CELL: (262) 416-2437
tom.harycki@charter.com

WISDOT TRAFFIC LIGHTING
141 NW BARSTOW
P.O. BOX 798
WAUKESHA, WI 53187-0798

ATTN: ERIC PEREA
(262) 574-5422
eric.perea@dot.wi.gov

WISDOT ELECTRICAL FIELD UNIT
935 S. 60TH ST.
WEST ALLIS, WI 53214
(414)266-1170

ANR PIPELINE
W3925 PIPELINE LANE
EDEN, WI 53019

ATTN: MATT GOLLA
(920) 477-2241
(920) 375-0465 (CELL)
matthew_golla@transcanada.com

FRONTIER COMMUNICATIONS
118 DIVISION ST.
PLYMOUTH, WI 53073

ATTN: RYAN OSNESS
(920) 893-7455
ryan.d.osness@ftr.com

VILLAGE OF SLINGER
300 SLINGER RD.
SLINGER, WI 53086-0227

ATTN: JESSI BALCOM
(262) 644-5265

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

TOTAL PAVEMENT DEPTH	LAYER DEPTH	ASPHALT BID/MIX
4-INCH	1 3/4-INCH UPPER LAYER 2 1/4-INCH LOWER LAYER	4 LT 58-28 S 3 LT 58-28 S
5-INCH	1 3/4-INCH UPPER LAYER 3 1/4-INCH LOWER LAYER	4 LT 58-28 S 3 LT 58-28 S
5 1/2-INCH	1 3/4-INCH UPPER LAYER 3 3/4-INCH LOWER LAYER	4 LT 58-28 S 3 LT 58-28 S
5 1/2-INCH (LANNON RD)	1 3/4-INCH UPPER LAYER 3 3/4-INCH LOWER LAYER	4 MT 58-28 S 3 MT 58-28 S

RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA = 129.7 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 67.9 ACRES

SECTION 2 ORDER OF SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
INTERSECTION DETAILS
PLAN DETAILS
EROSION CONTROL
STORM SEWER
SIGN REMOVAL
PERMANENT SIGNING
LIGHTING PLAN
PAVEMENT MARKINGS
TRAFFIC CONTROL
DETOUR PLAN
ALIGNMENT DIAGRAMS
CONTROL POINT LOCATION

EROSION CONTROL GENERAL NOTES

SILT FENCE TO BE PLACED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. SILT FENCE SHALL BE IN PLACE PRIOR TO CONSTRUCTION.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE DRIVING LANES AND THE SHOULDERS, ARE TO BE TOPSOILED, SODDED OR SEEDED, FERTILIZED AND MULCHED. ALL TOPSOILED AREAS SHALL USE 4 INCHES FOR RURAL AREAS AND 6 INCHES FOR URBAN AREAS.

SEED, FERTILIZE AND MULCH/EROSION MAT
TOP-SOILED AREAS, AS DESIGNATED BY THE ENGINEER, WITHIN FIVE (5) CALENDAR DAYS AFTER PLACEMENT OF TOPSOIL. IF GRADED AREAS ARE LEFT EXPOSED FOR MORE THAN FOURTEEN (14) CALENDAR DAYS, SEED THOSE ARES WITH SEED MIXTURE NO. 30.

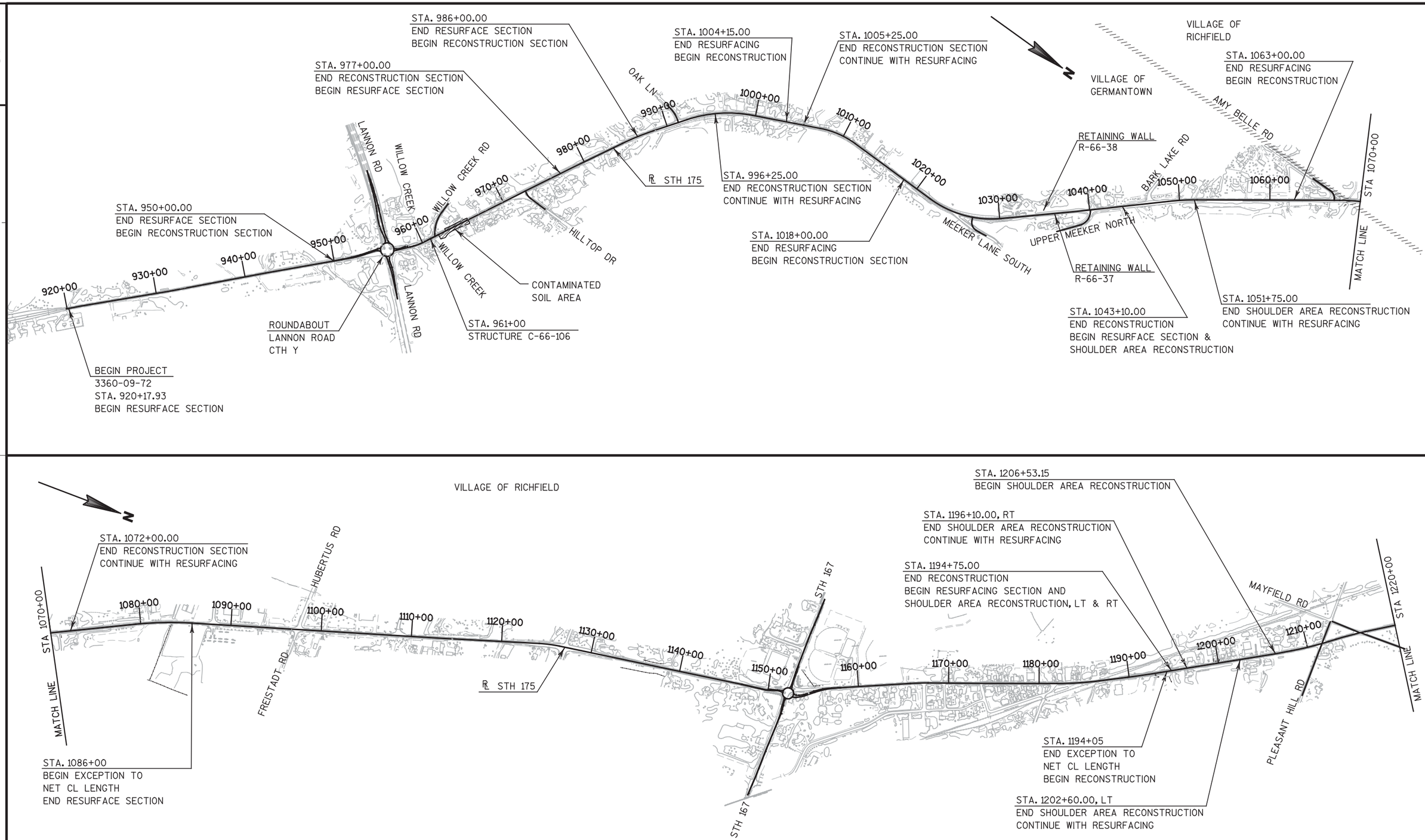
STOCKPILE EXCESS MATERIAL OR SPOILS ON UPLAND AREAS AWAY FROM WETLANDS, FLOODPLAINS AND WATERWAYS. STOCKPILED SOIL SHALL BE PROTECTED AGAINST EROSION. IF STOCKPILED MATERIAL IS LEFT FOR MORE THAN FOURTEEN (14) CALENDAR DAYS, SEED THE STOCKPILE WITH SEED MIXTURE NO. 30.

EROSION CONTROL BMP'S ARE AT SUGGESTED LOCATIONS. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL BMP'S SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR UNTIL THE ENGINEER DETERMINES THAT THE BMP IS NO LONGER REQUIRED.

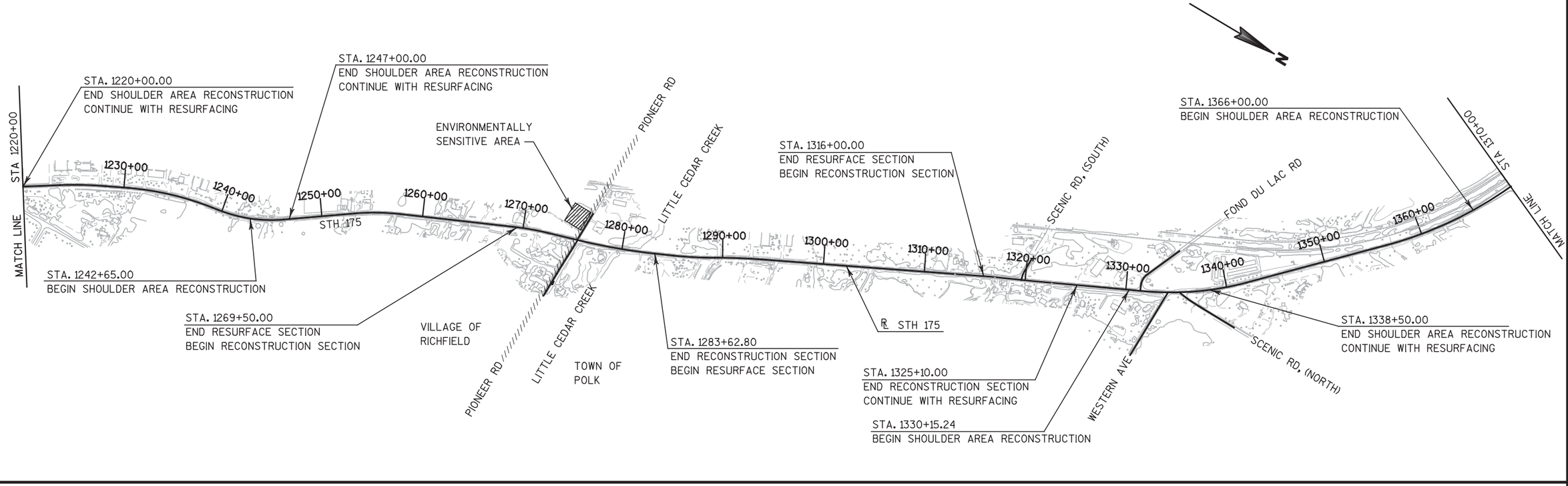
STANDARD ABBREVIATIONS

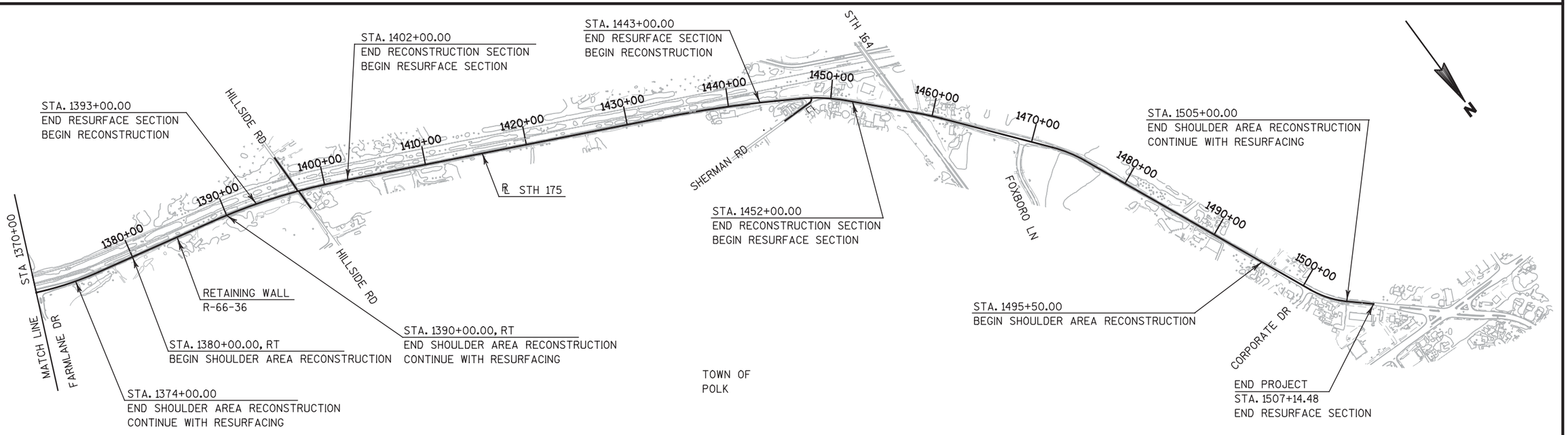
AADT	AVERAGE ANNUAL DAILY TRAFFIC	IN.	INCHES	R.R.	RAILROAD
A.E.C.P.S.	APRON ENDWALLS FOR CULVERT PIPE STEEL	K	SIGHT DISTANCE	REINF.	REINFORCED
AGG.	AGGREGATE	L	LENGTH OF CURVE	REQ'D.	REQUIRED
B.A.D.	BASE AGGREGATE DENSE	L.F.	LINEAR FEET	RT.	RIGHT
B.M.	BENCH MARK	L.H.F.	LEFT HAND FORWARD	R/W	RIGHT-OF-WAY
℄ OR CL	CENTERLINE	L.S.	LUMP SUM	RD.	ROAD
C.M.C.P.	CORRUGATED METAL CULVERT PIPE	LT.	LEFT	RDWY.	ROADWAY
C.P.C.S.	CULVERT PIPE CORRUGATED STEEL	MAX.	MAXIMUM	S.	SOUTH
CR.	CRUSHED	MIN.	MINIMUM	SE	SOUTHEAST
C.T.H.	COUNTY TRUNK HIGHWAY	N.	NORTH	SHRK.	SHRINKAGE
CWT.	HUNDREDWEIGHT	NOR.	NORMAL	S.R.	SIDE ROAD
C.Y.	CUBIC YARD	PAV'T.	PAVEMENT	STD.	STANDARD
D.H.	DOUBLE HEADED	P.C.	POINT OF CURVE	S.T.H.	STATE TRUNK HIGHWAY
D.H.V.	DESIGN HOURLY VOLUME	P.I.	POINT OF INTERSECTION	STA.	STATION
DIR.	DIRECTED	P.E.	PRIVATE ENTRANCE	S.Y.	SQUARE YARD
E.	EAST	P.K.	PARKER-KALON NAIL	T	TANGENT LENGTH OF CURVE
COR.	CORNER	℄ OR PL	PROPERTY LINE	T_L	TRANSIT LINE
EL. OR ELEV.	ELEVATION	P.P.	POWER POLE	V	DESIGN SPEED
F.E.	FIELD ENTRANCE	PROJ.	PROJECT	V.C.	VERTICAL CURVE
FT.	FOOT (FEET)	P.T.	POINT OF TANGENCY	VAR.	VARIABLE
GAL.	GALLON	PVMT.	PAVEMENT	W.	WEST
H.W.	HIGH WATER	R.	RADIUS		

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	GENERAL NOTES	SHEET 2	E

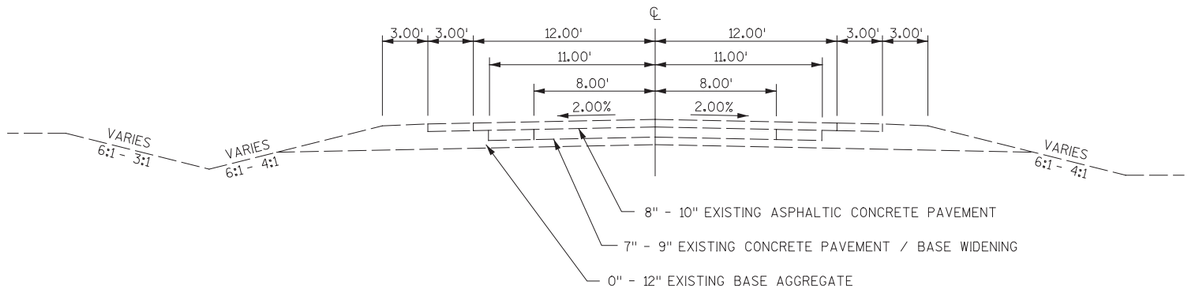


PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PROJECT OVERVIEW	SHEET 3	E



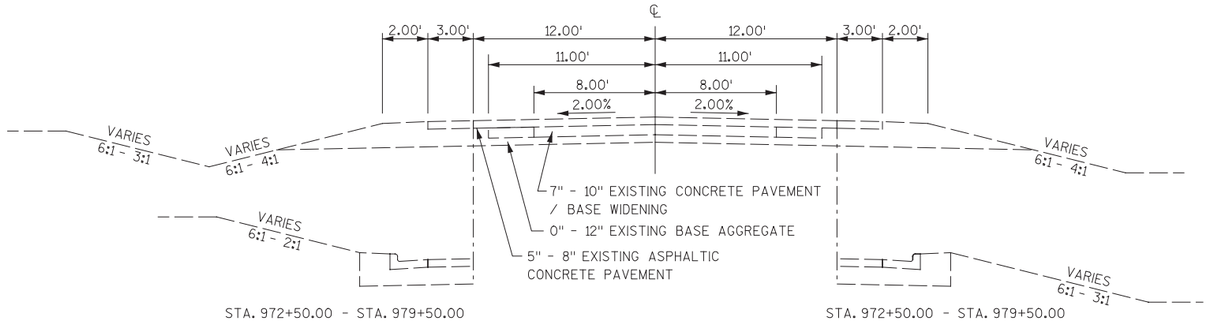


PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PROJECT OVERVIEW	SHEET 4	E



EXISTING TYPICAL SECTION - STH 175

STA. 920+17.93 - STA. 956+00.00

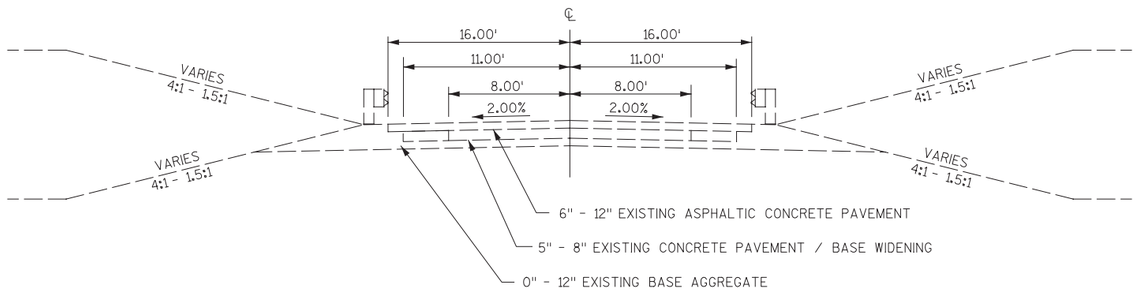


STA. 972+50.00 - STA. 979+50.00

STA. 972+50.00 - STA. 979+50.00

EXISTING TYPICAL SECTION - STH 175

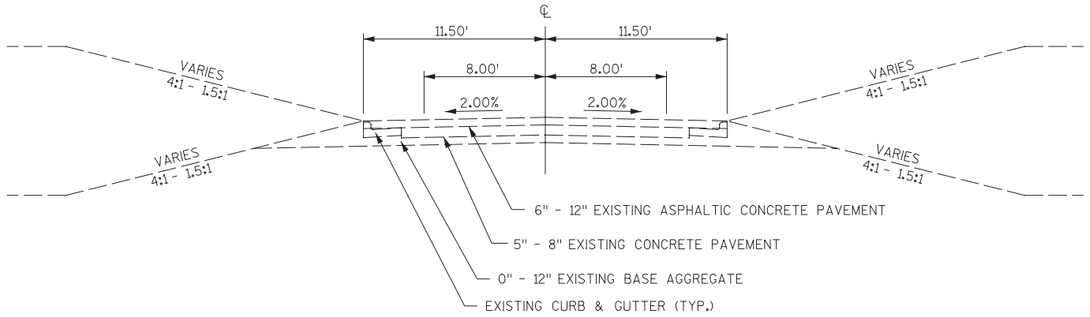
STA. 956+00.00 - STA. 1025+00.00



EXISTING TYPICAL SECTION - STH 175

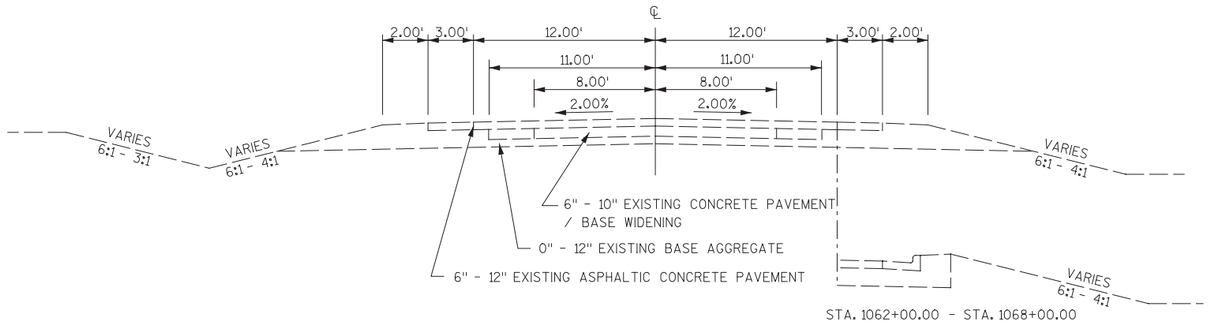
STA. 1025+00.00 - STA. 1032+00.00

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	EXISTING TYPICAL SECTIONS	SHEET 5	E



EXISTING TYPICAL SECTION - STH 175

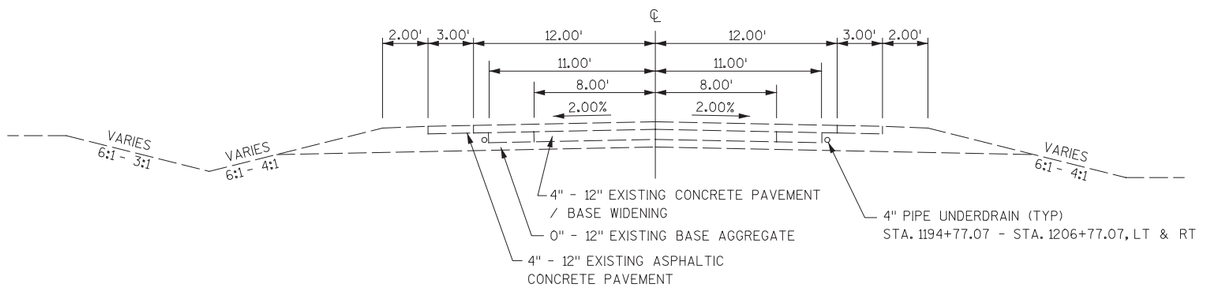
STA. 1032+00.00 - STA. 1040+00.00



STA. 1062+00.00 - STA. 1068+00.00

EXISTING TYPICAL SECTION - STH 175

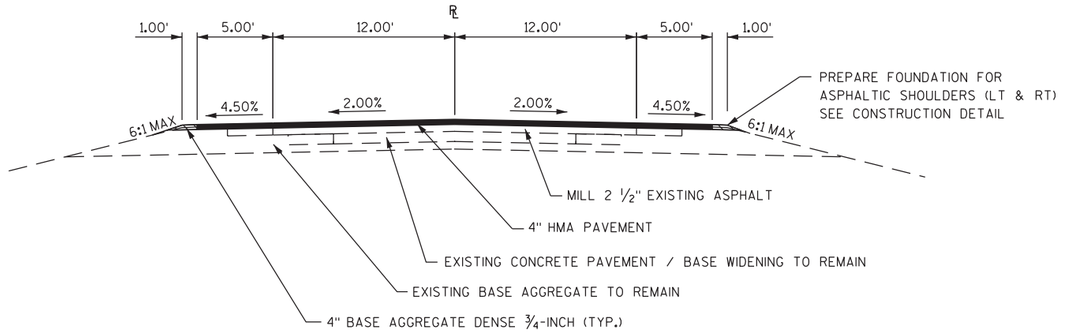
STA. 1040+00.00 - STA. 1086+00.00



EXISTING TYPICAL SECTION - STH 175

STA. 1194+75.00 - STA. 1507+14.48

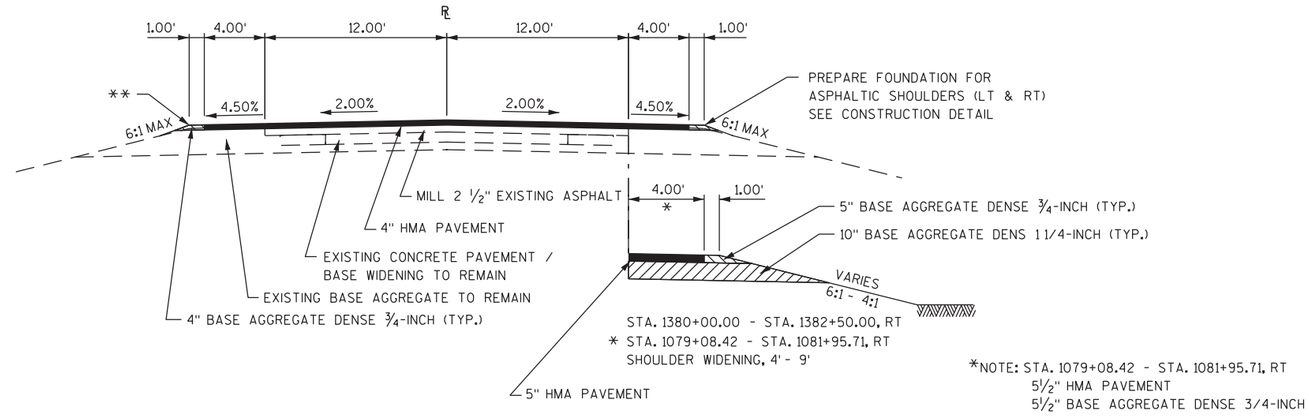
2



TYPICAL FINISHED SECTION - RESURFACE SECTION

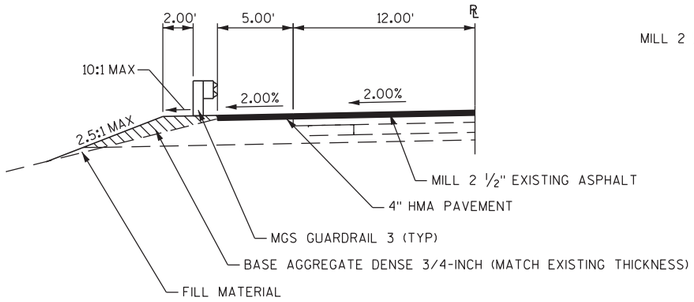
STA. 920+17.93 - STA. 950+00.00

** STA. 1253+00 - STA. 1256+00, LT
PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS SPECIAL.
SEE CONSTRUCTION DETAILS



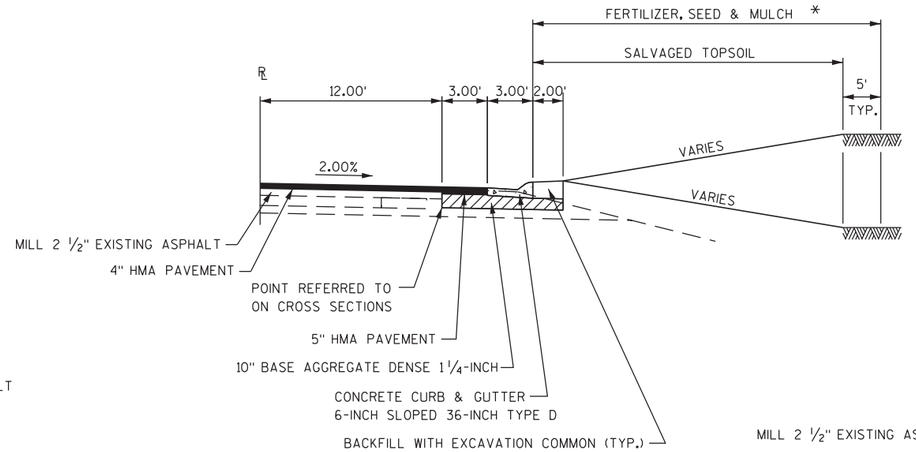
TYPICAL FINISHED SECTION - RESURFACE SECTION

STA. 977+00.00 - STA. 986+00.00
STA. 996+25.00 - STA. 1004+15.00
STA. 1005+25.00 - STA. 1018+00.00
STA. 1051+75.00 - STA. 1063+00.00
STA. 1072+00.00 - STA. 1086+00.00
STA. 1196+10.00 - STA. 1202+60.00, RT
STA. 1202+60.00 - STA. 1206+53.15
STA. 1218+50.00 - STA. 1220+00.00, RT
STA. 1220+00.00 - STA. 1269+50.00
STA. 1283+60.00 - STA. 1316+00.00
STA. 1325+10.00 - STA. 1330+15.24
STA. 1338+50.00 - STA. 1366+00.00
STA. 1374+00.00 - STA. 1380+00.00
STA. 1380+00.00 - STA. 1390+00.00, LT
STA. 1390+00.00 - STA. 1393+00.00
STA. 1402+00.00 - STA. 1443+00.00
STA. 1452+00.00 - STA. 1495+50.00
STA. 1505+00.00 - STA. 1507+14.48



TYPICAL HALF FINISHED SECTION - RESURFACE W/ BEAMGUARD

STA. 1002+80.70 - STA. 1006+24.38, RT
STA. 1004+1??? - STA. 1005+92.16, LT
STA. 1242+91.91 - STA. 1246+64.50, LT
STA. 1243+22.55 - STA. 1246+37.59, RT
STA. 1374+91.05 - STA. 1377+10.39, LT
STA. 1374+92.12 - STA. 1377+10.16, RT
STA. 1389+50.00 - STA. 1392+06.96, RT
STA. 1389+50.00 - STA. 1392+67.72, LT
STA. 1424+37.79 - STA. 1429+81.51, LT
STA. 1433+76.02 - STA. 1437+69.10, LT
STA. 1472+65.20 - STA. 1476+75.27, RT
STA. 1474+47.77 - STA. 1476+77.65, LT

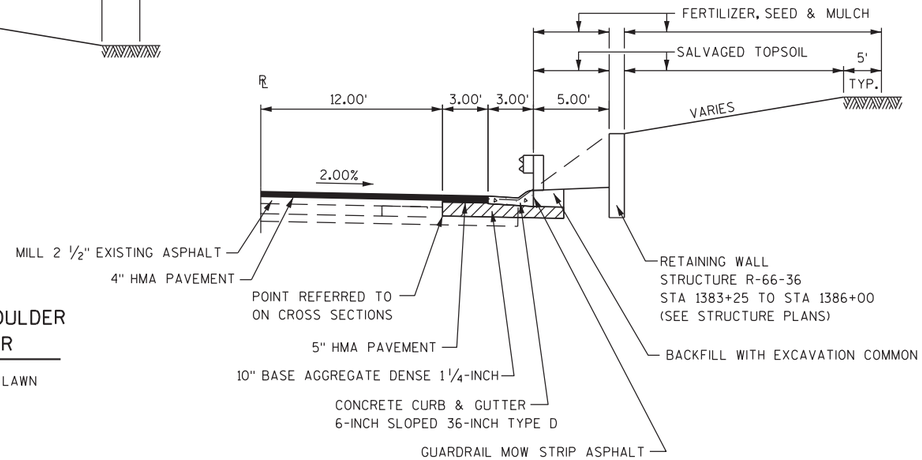


TYPICAL HALF SECTION - RESURFACE W/ SHOULDER RECONSTRUCTION, RURAL CURB & GUTTER

STA. 1196+40.00 - STA. 1202+60.00, LT, *SOD LAWN
STA. 1382+50.00 - STA. 1383+25.00, RT
STA. 1386+00.00 - STA. 1389+50.00, RT

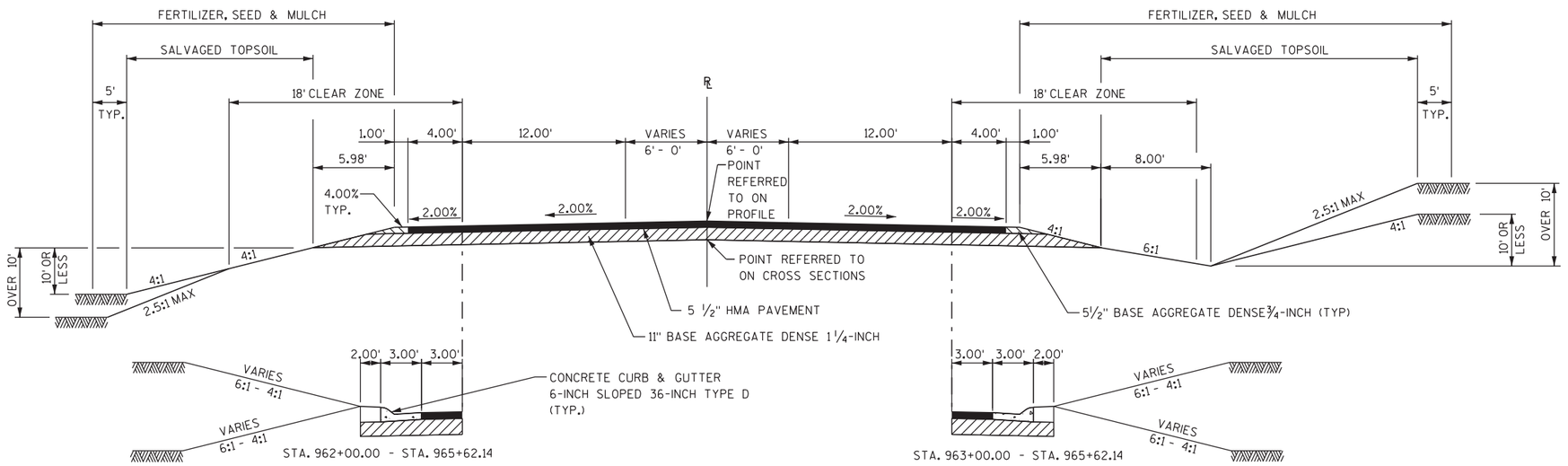
FINISHING NOTE:

IN GENERAL: USE "SOD LAWN" BEHIND CURB & GUTTER WHERE THERE IS EXISTING LAWN.
USE "SEEDING MIXTURE NO. 40" AT SHOULDERS WHERE THERE IS EXISTING LAWN.
USE "SEEDING MIXTURE NO. 30" IN REMAINING AREAS.
FINAL DETERMINATION TO BE MADE BY THE ENGINEER IN THE FIELD.



TYPICAL HALF SECTION - RESURFACE W/ SHOULDER RECONSTRUCTION, RURAL CURB & GUTTER & WALL

STA. 1383+25.00 - STA. 1386+00.00, RT



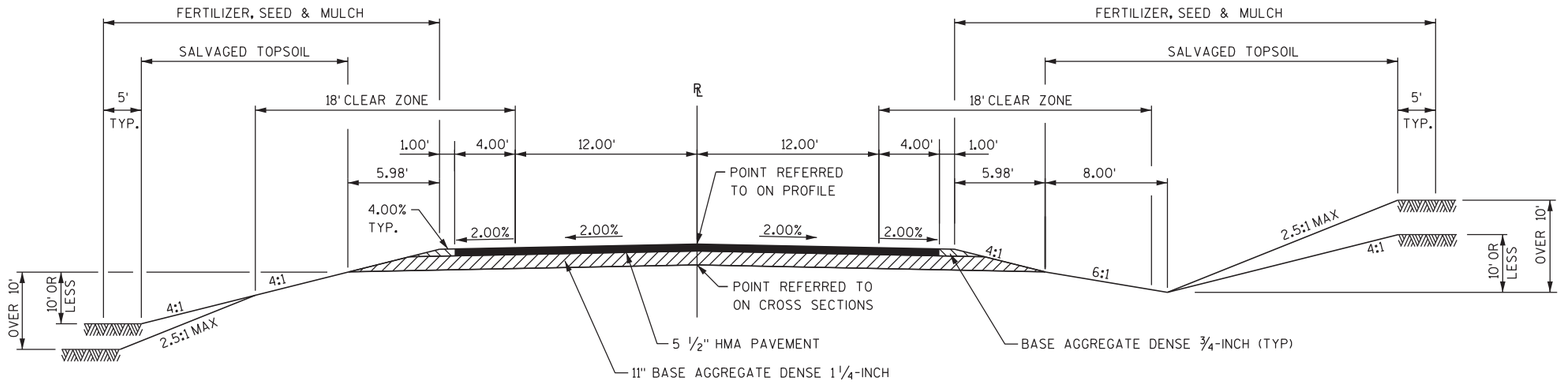
TYPICAL FINISHED SECTION - RECONSTRUCT SECTION

STA. 962+00.00 - STA. 965+62.14

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	TYPICAL SECTIONS	SHEET	E

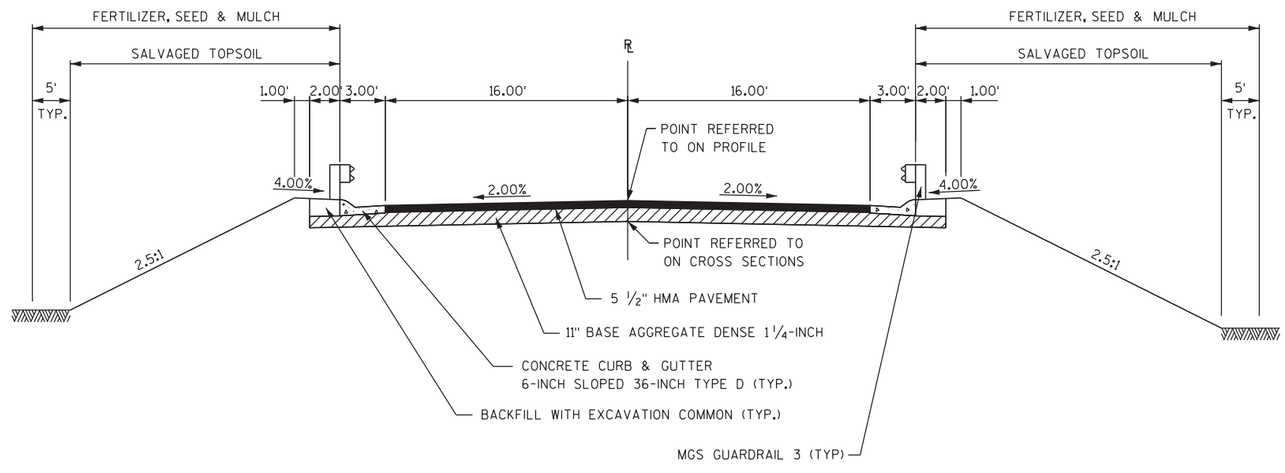
FINISHING NOTE:

IN GENERAL; USE "SOD LAWN" BEHIND CURB & GUTTER WHERE THERE IS EXISTING LAWN.
USE "SEEDING MIXTURE NO. 40" AT SHOULDERS WHERE THERE IS EXISTING LAWN.
USE "SEEDING MIXTURE NO. 30" IN REMAINING AREAS.
FINAL DETERMINATION TO BE MADE BY THE ENGINEER IN THE FIELD.



TYPICAL FINISHED SECTION - RECONSTRUCT SECTION

STA. 986+00.00 - STA. 987+64.50
STA. 987+64.50 - STA. 989+73.62, LT
STA. 1018+00.00 - STA. 1020+50.00



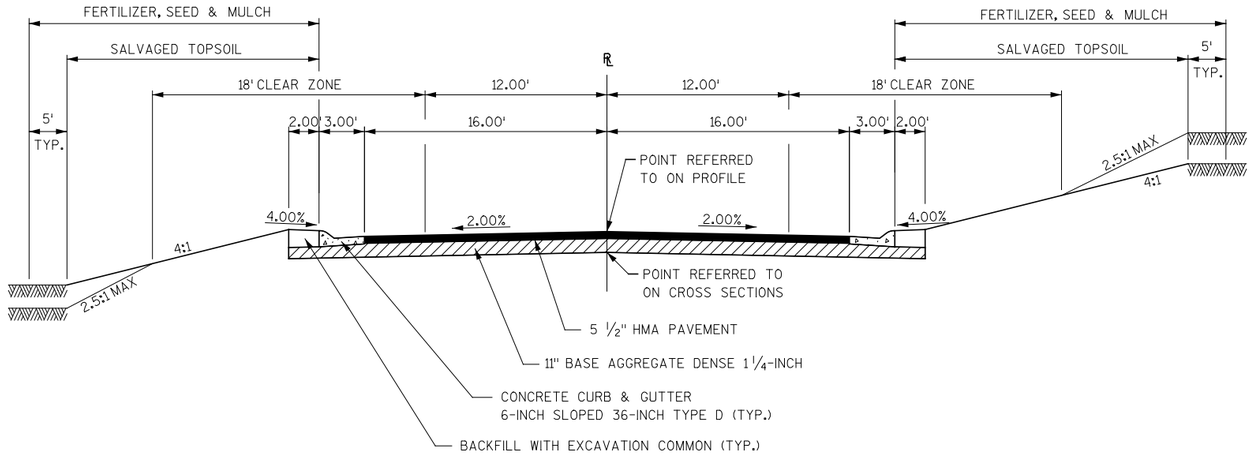
TYPICAL FINISHED SECTION - RECONSTRUCT SECTION

STA. 1020+50.00 - STA. 1030+00.00

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	TYPICAL SECTIONS	SHEET	E

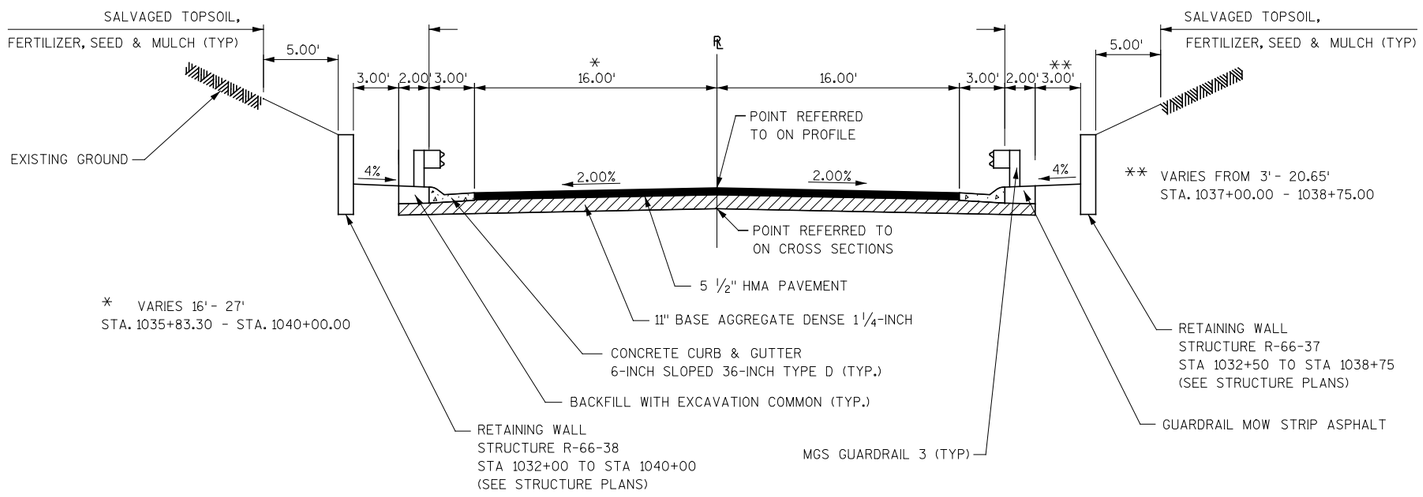
FINISHING NOTE:

IN GENERAL; USE "SOD LAWN" BEHIND CURB & GUTTER WHERE THERE IS EXISTING LAWN.
USE "SEEDING MIXTURE NO. 40" AT SHOULDERS WHERE THERE IS EXISTING LAWN.
USE "SEEDING MIXTURE NO. 30" IN REMAINING AREAS.
FINAL DETERMINATION TO BE MADE BY THE ENGINEER IN THE FIELD.



TYPICAL FINISHED SECTION - RECONSTRUCT SECTION

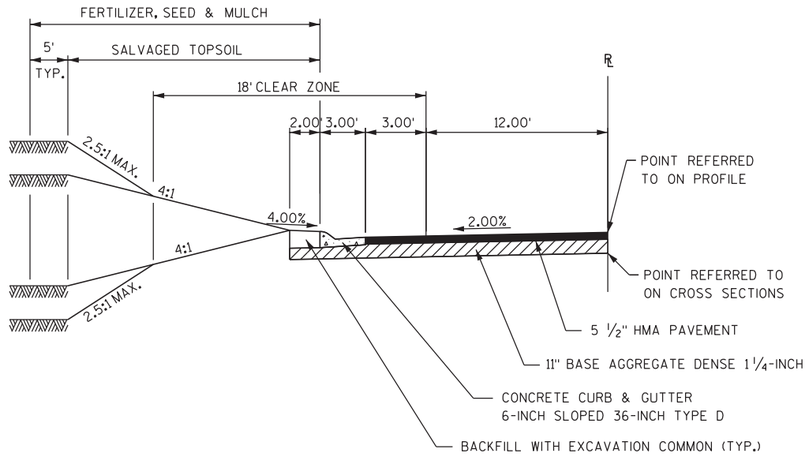
STA. 1030+00.00 - STA. 1032+00.00



TYPICAL FINISHED SECTION - RECONSTRUCT SECTION

STA. 1032+00.00 - STA. 1040+00.00

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	TYPICAL SECTIONS	SHEET 10	E



TYPICAL HALF FINISHED SECTION - CURB & GUTTER

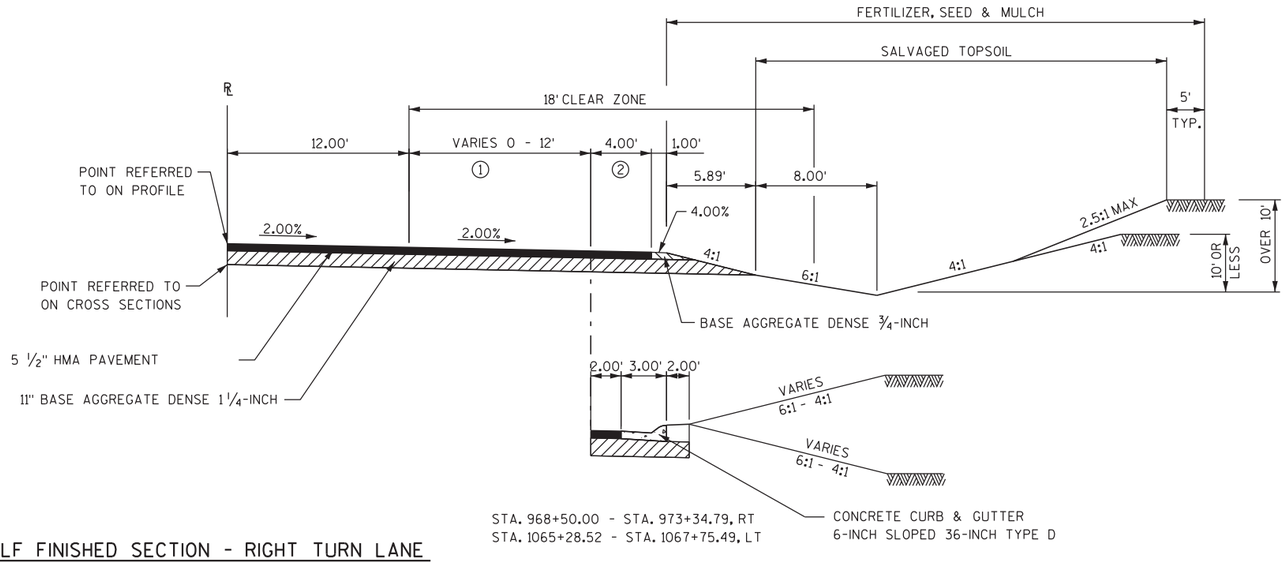
STA. 965+62.14 - STA. 968+50.00
STA. 1063+25.00 - STA. 1065+28.52, LT

FINISHING NOTE:

IN GENERAL; USE "SOD LAWN" BEHIND CURB & GUTTER WHERE THERE IS EXISTING LAWN.
USE "SEEDING MIXTURE NO. 40" AT SHOULDERS WHERE THERE IS EXISTING LAWN.
USE "SEEDING MIXTURE NO. 30" IN REMAINING AREAS.
FINAL DETERMINATION TO BE MADE BY THE ENGINEER IN THE FIELD.

① 0.00'
STA. 974+34.76 - STA. 977+00.00, RT
① VARIES 0.00' - 16.00'
STA. 989+73.91 - STA. 996+25.00, LT
① VARIES 0.00' - 18.00'
STA. 1046+03.64 - STA. 1051+75.00, LT

② 2.00'
STA. 992+02.07 - STA. 995+77.12, LT
STA. 1046+03.64 - STA. 1051+32.24, LT



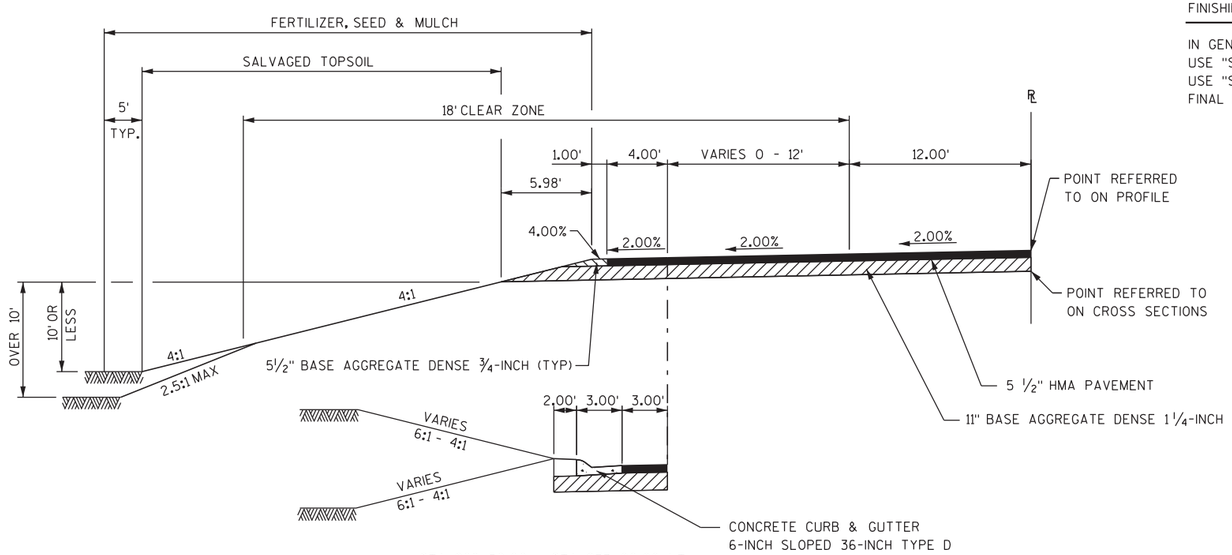
TYPICAL HALF FINISHED SECTION - RIGHT TURN LANE

STA. 968+50.00 - STA. 977+00.00, RT
STA. 989+73.91 - STA. 996+25.00, LT
STA. 1046+03.64 - STA. 1051+75.00, LT
STA. 1065+28.52 - STA. 1072+00.00, LT

2

FINISHING NOTE:

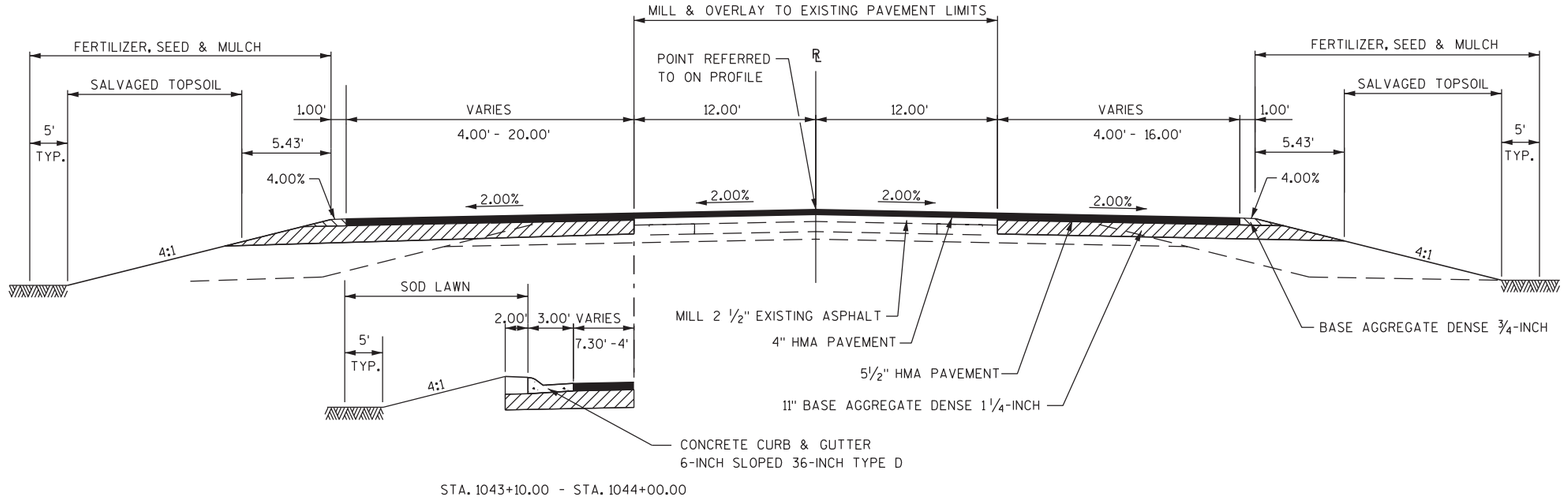
IN GENERAL; USE "SOD LAWN" BEHIND CURB & GUTTER WHERE THERE IS EXISTING LAWN.
USE "SEEDING MIXTURE NO. 40" AT SHOULDERS WHERE THERE IS EXISTING LAWN.
USE "SEEDING MIXTURE NO. 30" IN REMAINING AREAS.
FINAL DETERMINATION TO BE MADE BY THE ENGINEER IN THE FIELD.



STA. 968+50.00 - STA. 977+00.00, LT
STA. 1040+00.00 - STA. 1043+10.00, LT
STA. 1063+00.00 - STA. 1071+37.50, RT

TYPICAL HALF FINISHED SECTION - BYPASS LANE

STA. 968+50.00 - STA. 977+00.00, LT
STA. 987+64.50 - STA. 996+25.00, RT
STA. 1040+00.00 - STA. 1043+10.00, LT
STA. 1043+09.36 - STA. 1049+73.59, RT
STA. 1063+00.00 - STA. 1071+37.50, RT



STA. 1043+10.00 - STA. 1044+00.00

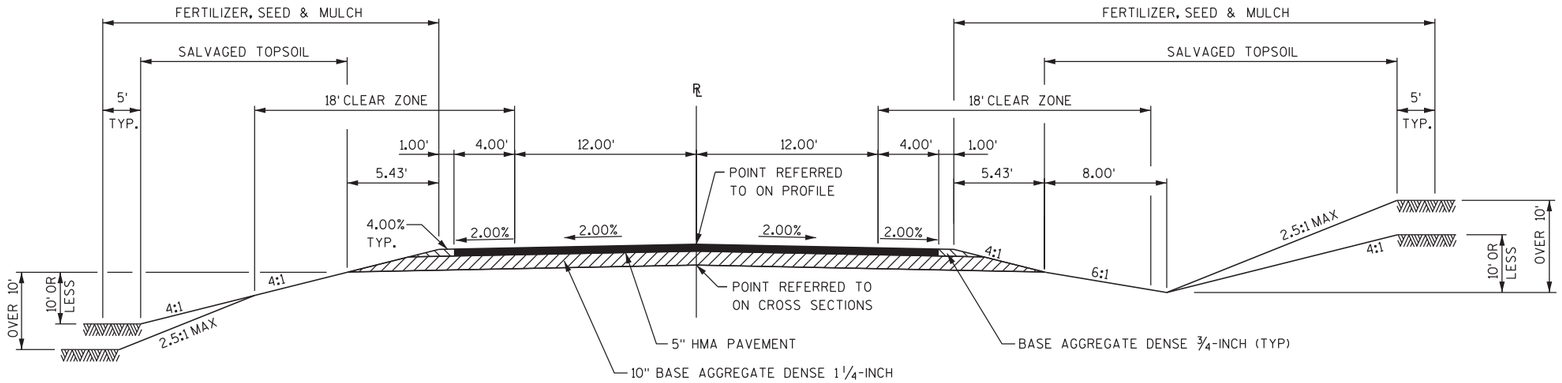
TYPICAL FINISHED SECTION - REURFACE W/ SHOULDER RECONSTRUCTION, TURN LANES

STA. 1043+10.00 - STA. 1051+75.00

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	TYPICAL SECTIONS	SHEET	E

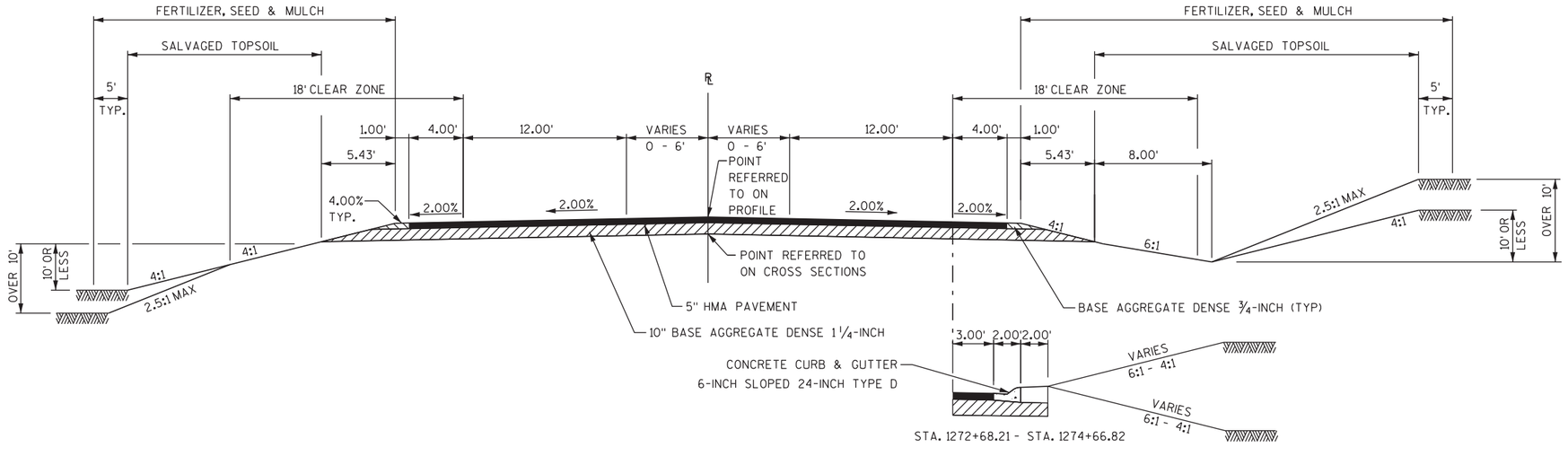
FINISHING NOTE:

IN GENERAL; USE "SOD LAWN" BEHIND CURB & GUTTER WHERE THERE IS EXISTING LAWN.
USE "SEEDING MIXTURE NO. 40" AT SHOULDERS WHERE THERE IS EXISTING LAWN.
USE "SEEDING MIXTURE NO. 30" IN REMAINING AREAS.
FINAL DETERMINATION TO BE MADE BY THE ENGINEER IN THE FIELD.



TYPICAL FINISHED SECTION - RECONSTRUCT SECTION

STA. 1316+00.00 - STA. 1318+17.95, LT
STA. 1324+15.08 - STA. 1325+10.00, LT
STA. 1393+00.00 - STA. 1395+55.57, LT
STA. 1399+25.26 - STA. 1402+00.00, RT
STA. 1401+34.15 - STA. 1402+00.00, LT
STA. 1464+00.00 - STA. 1464+86.80
STA. 1470+69.41 - STA. 1473+00.00, RT



TYPICAL FINISHED SECTION - RECONSTRUCT SECTION

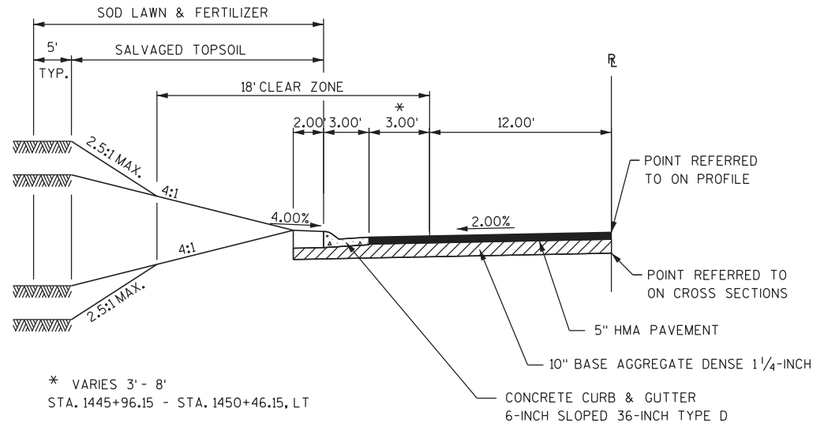
STA. 1269+50.00 - STA. 1283+60.00

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	TYPICAL SECTIONS	SHEET	E

2

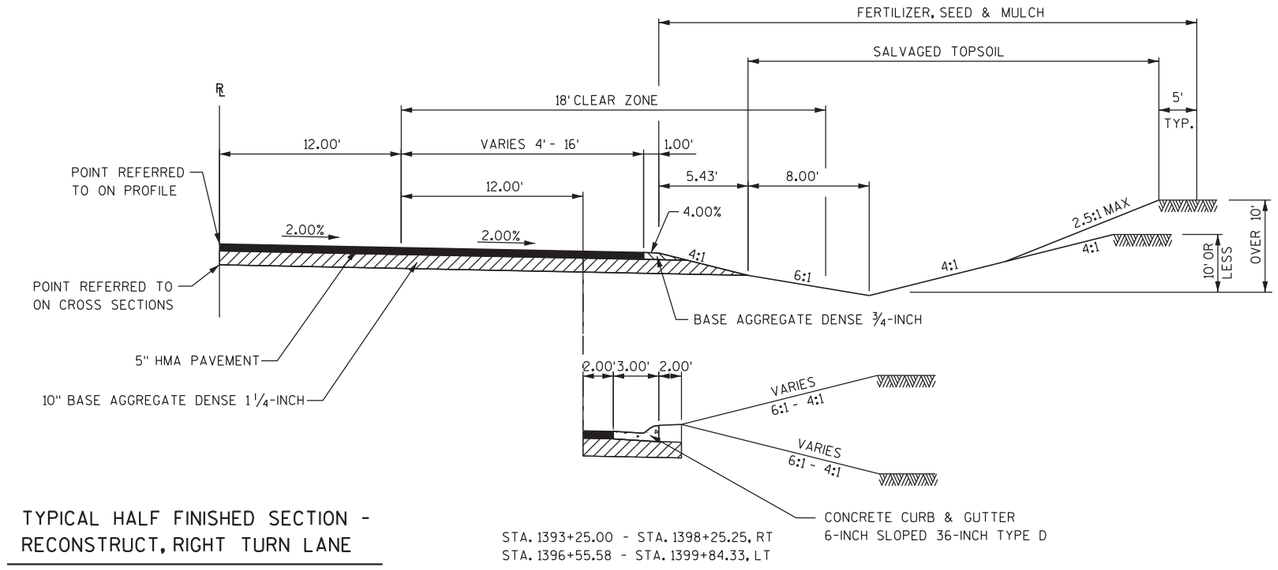
FINISHING NOTE:

IN GENERAL; USE "SOD LAWN" BEHIND CURB & GUTTER WHERE THERE IS EXISTING LAWN.
USE "SEEDING MIXTURE NO. 40" AT SHOULDERS WHERE THERE IS EXISTING LAWN.
USE "SEEDING MIXTURE NO. 30" IN REMAINING AREAS.
FINAL DETERMINATION TO BE MADE BY THE ENGINEER IN THE FIELD.



TYPICAL HALF FINISHED SECTION - RECONSTRUCT, CURB & GUTTER

STA. 1316+50.00 - STA. 1325+00.00, RT
STA. 1443+50.00 - STA. 1451+50.00, LT & RT



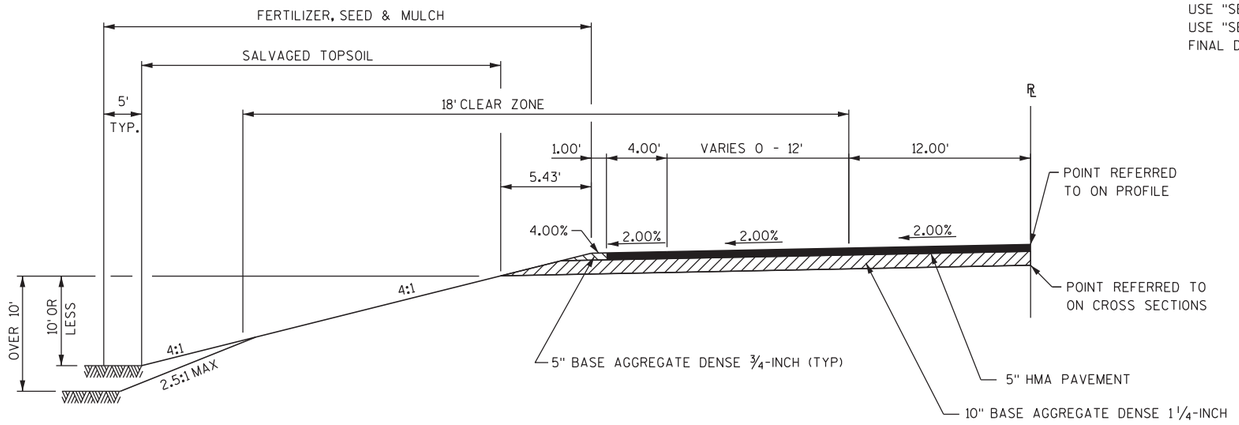
TYPICAL HALF FINISHED SECTION - RECONSTRUCT, RIGHT TURN LANE

STA. 1318+17.95 - STA. 1324+15.08, LT
STA. 1399+84.33 - STA. 1401+34.15, LT

STA. 1393+25.00 - STA. 1398+25.25, RT
STA. 1396+55.58 - STA. 1399+84.33, LT

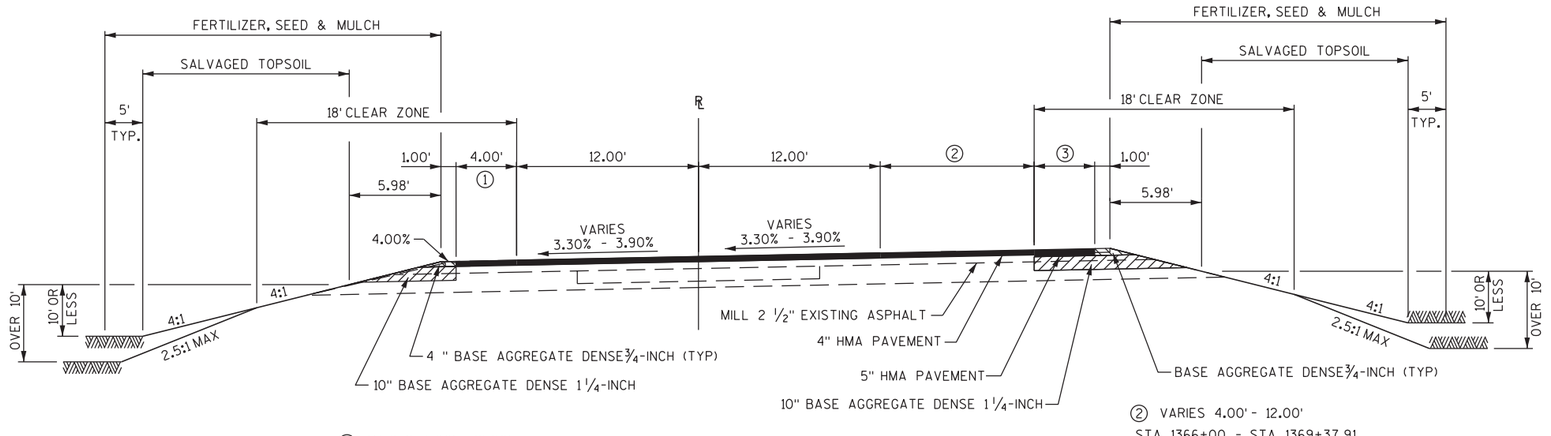
FINISHING NOTE:

IN GENERAL; USE "SOD LAWN" BEHIND CURB & GUTTER WHERE THERE IS EXISTING LAWN.
USE "SEEDING MIXTURE NO. 40" AT SHOULDERS WHERE THERE IS EXISTING LAWN.
USE "SEEDING MIXTURE NO. 30" IN REMAINING AREAS.
FINAL DETERMINATION TO BE MADE BY THE ENGINEER IN THE FIELD.



TYPICAL HALF FINISHED SECTION - BYPASS LANE

STA. 1464+86.80 - STA. 1472+78.80, LT



① VARIES 4.00' - 16.00'
STA. 1366+99.32 - STA. 1369+25.17

② VARIES 4.00' - 12.00'
STA. 1366+00 - STA. 1369+37.91

② VARIES 12.00' - 4.00'
STA. 1370+88.92 - STA. 1371+58.91

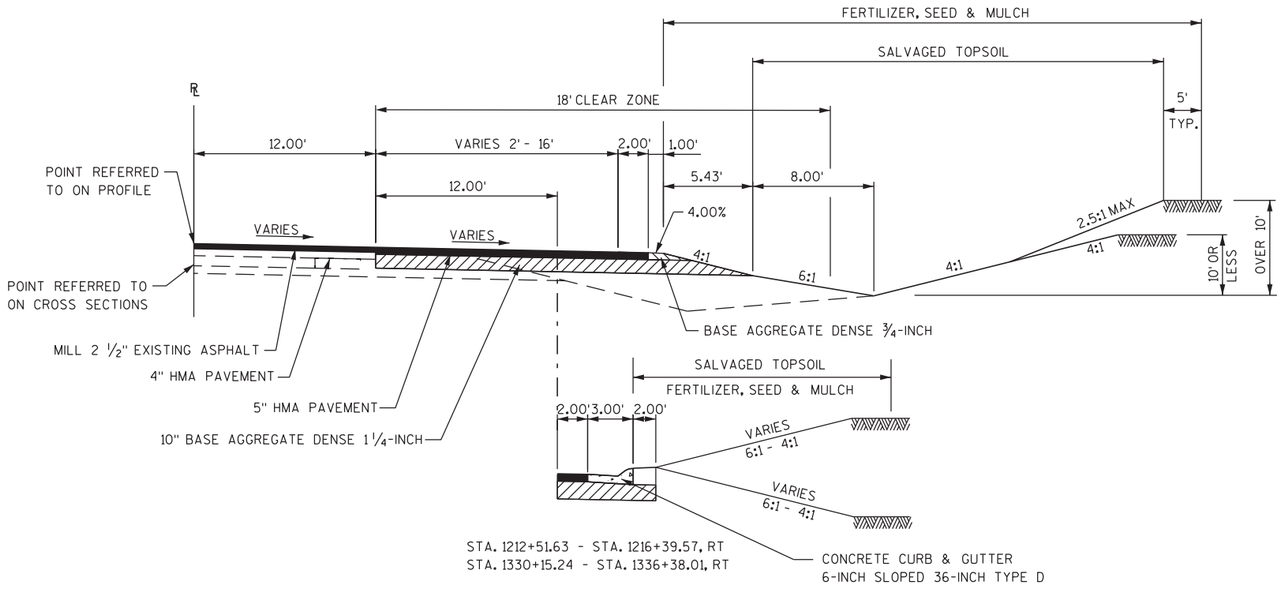
③ VARIES 0.00' - 8.58'
STA. 1366+28.06 - STA. 1367+47.59

③ VARIES 8.58' - 0.00'
STA. 1367+47.59 - STA. 1369+43.70

TYPICAL FINISHED SECTION - RESURFACE W/ SHOULDER RECONSTRUCTION

STA. 1366+00 - STA. 1374+00

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	TYPICAL SECTIONS	SHEET	E

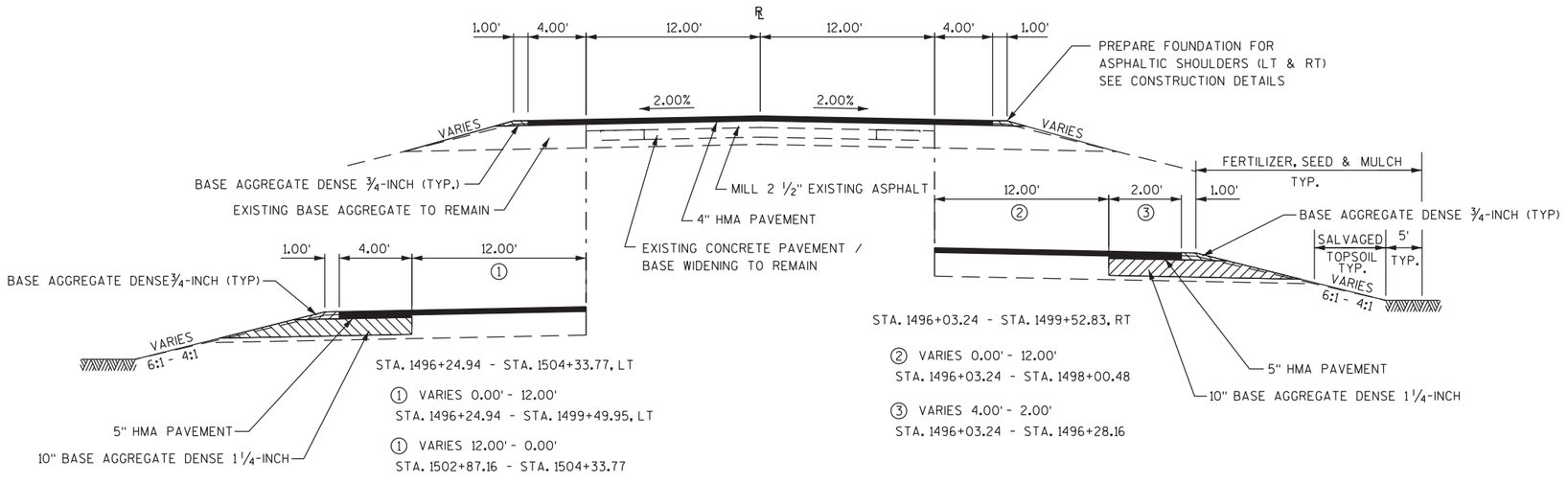


TYPICAL HALF FINISHED SECTION - RESURFACE W/ SHOULDER RECONSTRUCTION, RIGHT TURN LANE

STA. 1206+53.15 - STA. 1210+54.17, RT
STA. 1210+34.35 - STA. 1220+00.00, LT
STA. 1332+26.90 - STA. 1336+12.88, LT

FINISHING NOTE:

IN GENERAL; USE "SOD LAWN" BEHIND CURB & GUTTER WHERE THERE IS EXISTING LAWN.
USE "SEEDING MIXTURE NO. 40" AT SHOULDERS WHERE THERE IS EXISTING LAWN.
USE "SEEDING MIXTURE NO. 30" IN REMAINING AREAS.
FINAL DETERMINATION TO BE MADE BY THE ENGINEER IN THE FIELD.



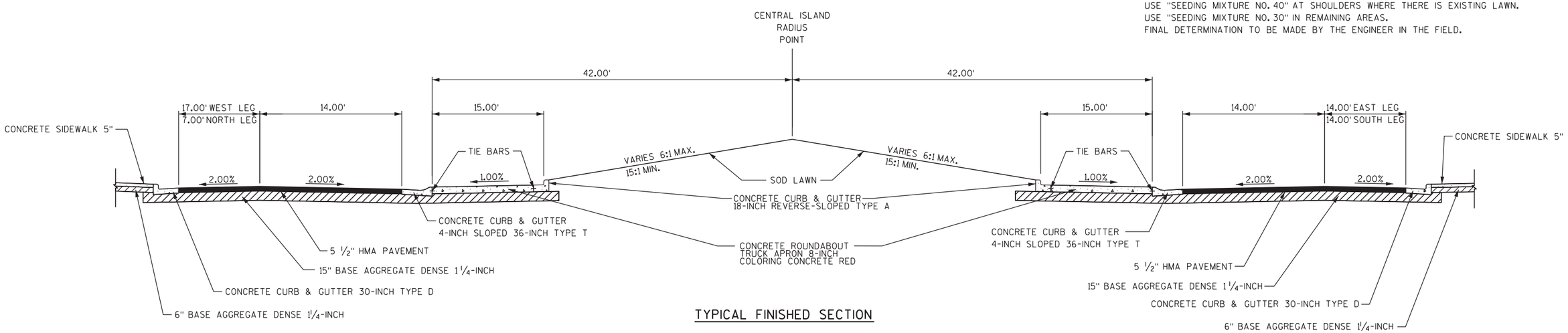
TYPICAL FINISHED SECTION - RESURFACE W/ BYPASS LANE & RIGHT TURN LANE

STA. 1495+50.00 - STA. 1505+00.00

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	TYPICAL SECTIONS	SHEET	E

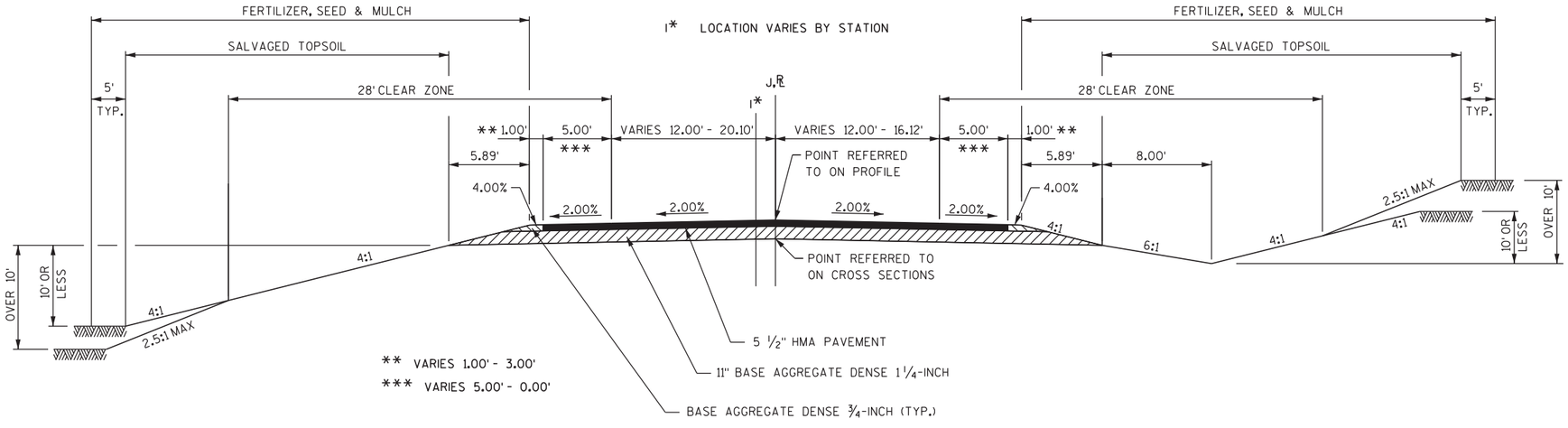
FINISHING NOTE:

IN GENERAL; USE "SOD LAWN" BEHIND CURB & GUTTER WHERE THERE IS EXISTING LAWN.
USE "SEEDING MIXTURE NO. 40" AT SHOULDERS WHERE THERE IS EXISTING LAWN.
USE "SEEDING MIXTURE NO. 30" IN REMAINING AREAS.
FINAL DETERMINATION TO BE MADE BY THE ENGINEER IN THE FIELD.



TYPICAL FINISHED SECTION

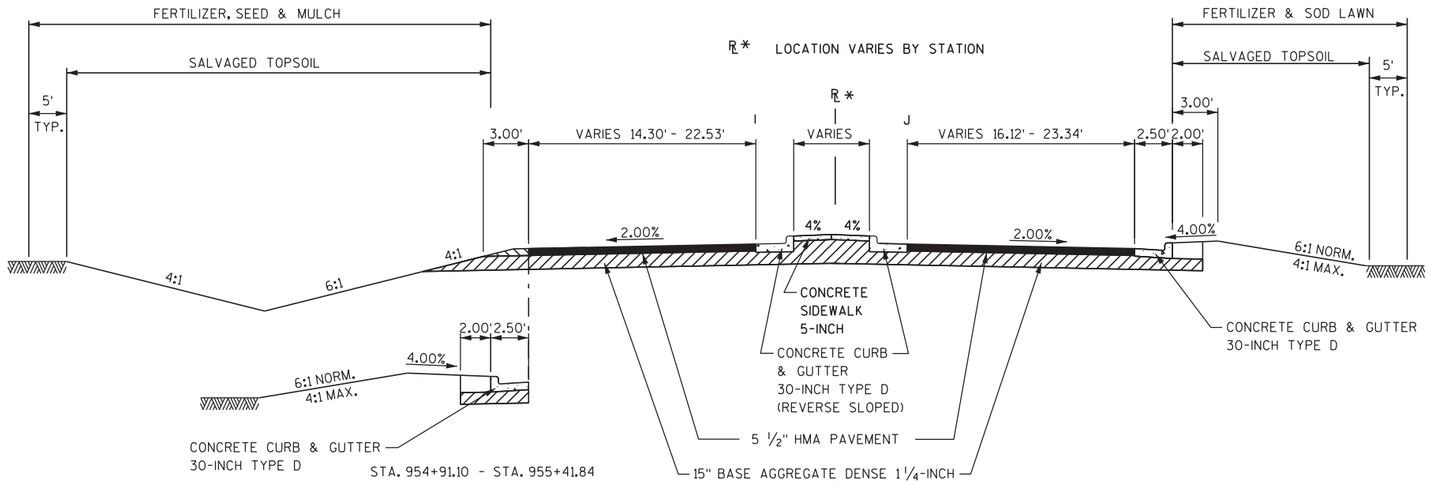
LANNON ROAD ROUNDABOUT



TYPICAL FINISHED SECTION - J LINE

STA. 950+00.00 - STA. 951+97.02

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	TYPICAL SECTIONS	SHEET	E

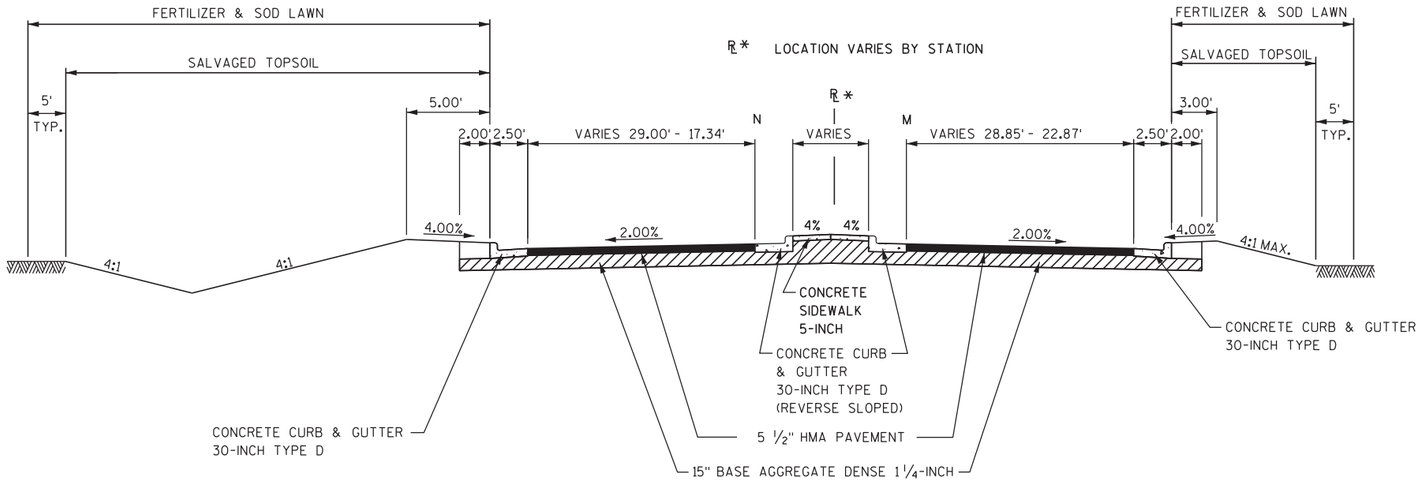


TYPICAL FINISHED SECTION - J LINE SPLITTER ISLAND

STA. 951+97.02 - STA. 955+43.84

FINISHING NOTE:

IN GENERAL; USE "SOD LAWN" BEHIND CURB & GUTTER WHERE THERE IS EXISTING LAWN.
USE "SEEDING MIXTURE NO. 40" AT SHOULDERS WHERE THERE IS EXISTING LAWN.
USE "SEEDING MIXTURE NO. 30" IN REMAINING AREAS.
FINAL DETERMINATION TO BE MADE BY THE ENGINEER IN THE FIELD.

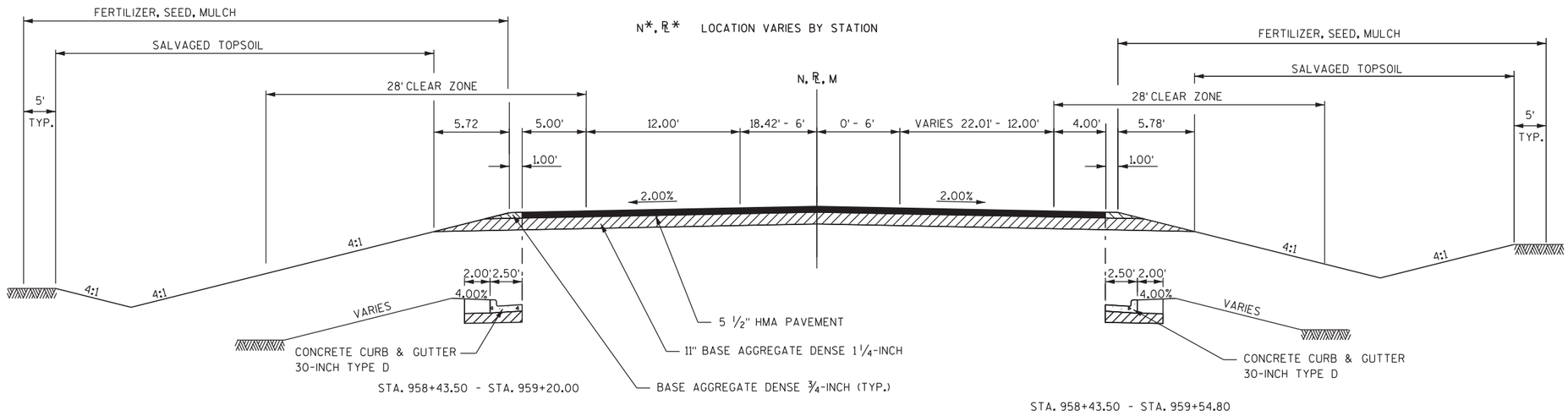


TYPICAL FINISHED SECTION - M LINE SPLITTER ISLAND

STA. 956+72.37 - STA. 958+43.50

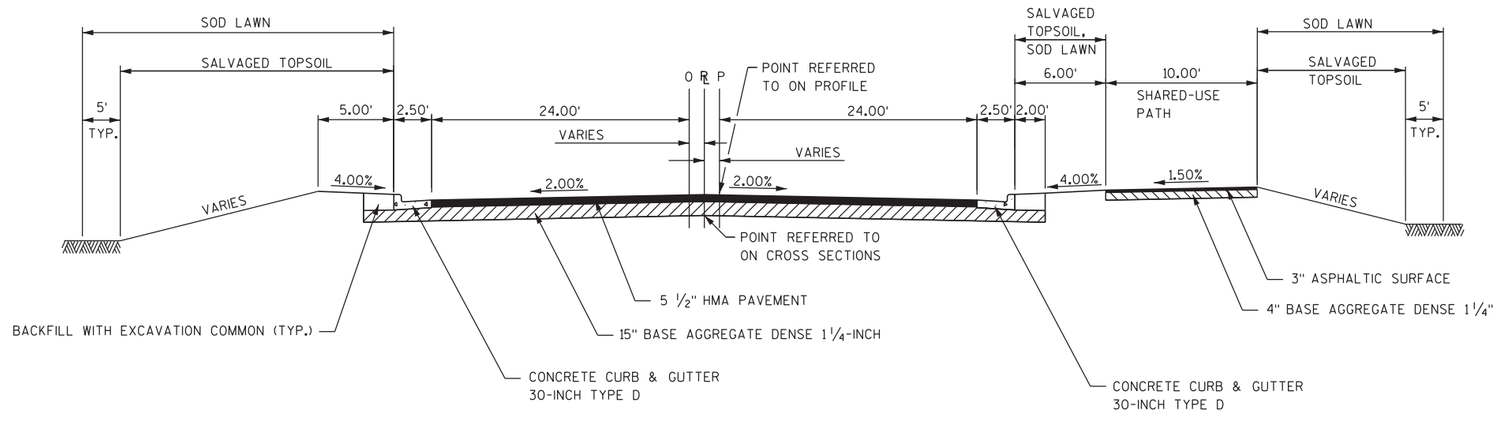
FINISHING NOTE:

IN GENERAL; USE "SOD LAWN" BEHIND CURB & GUTTER WHERE THERE IS EXISTING LAWN.
USE "SEEDING MIXTURE NO. 40" AT SHOULDERS WHERE THERE IS EXISTING LAWN.
USE "SEEDING MIXTURE NO. 30" IN REMAINING AREAS.
FINAL DETERMINATION TO BE MADE BY THE ENGINEER IN THE FIELD.



TYPICAL FINISHED SECTION - M LINE

STA. 958+43.50 - STA. 962+00.00



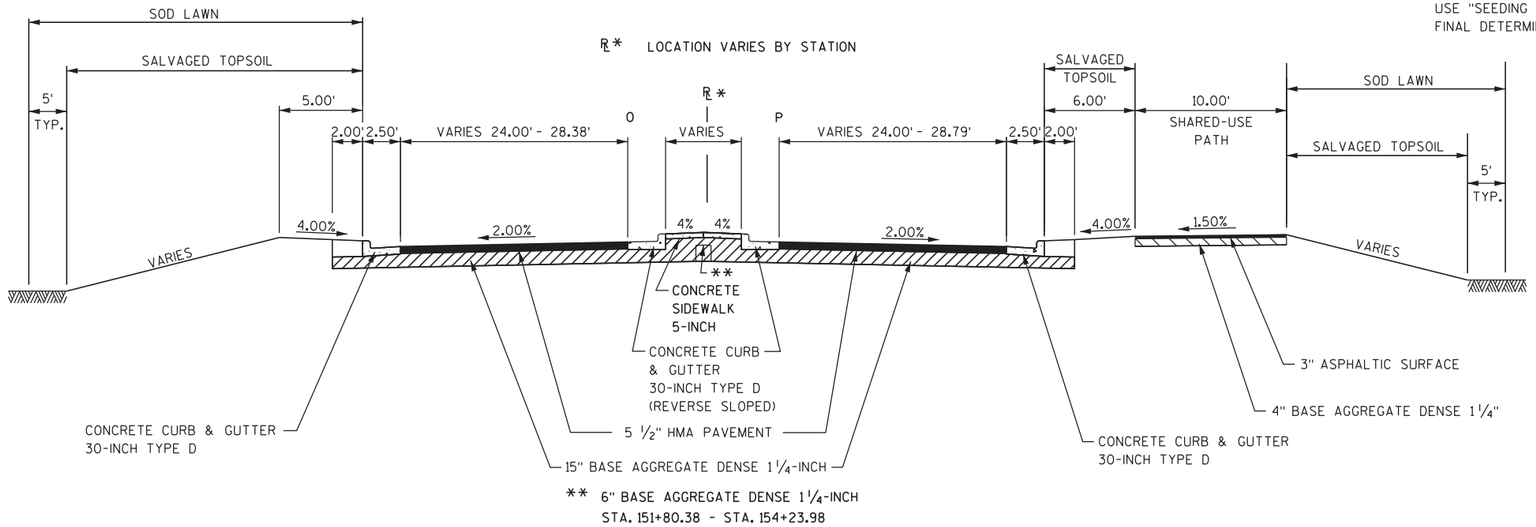
TYPICAL FINISHED SECTION - LANNON RD, P LINE

STA. 148+00.00"P" - STA. 148+34.06"P"
STA. 150+04.06"P" - STA. 151+76.02"P"

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	TYPICAL SECTIONS	SHEET	E

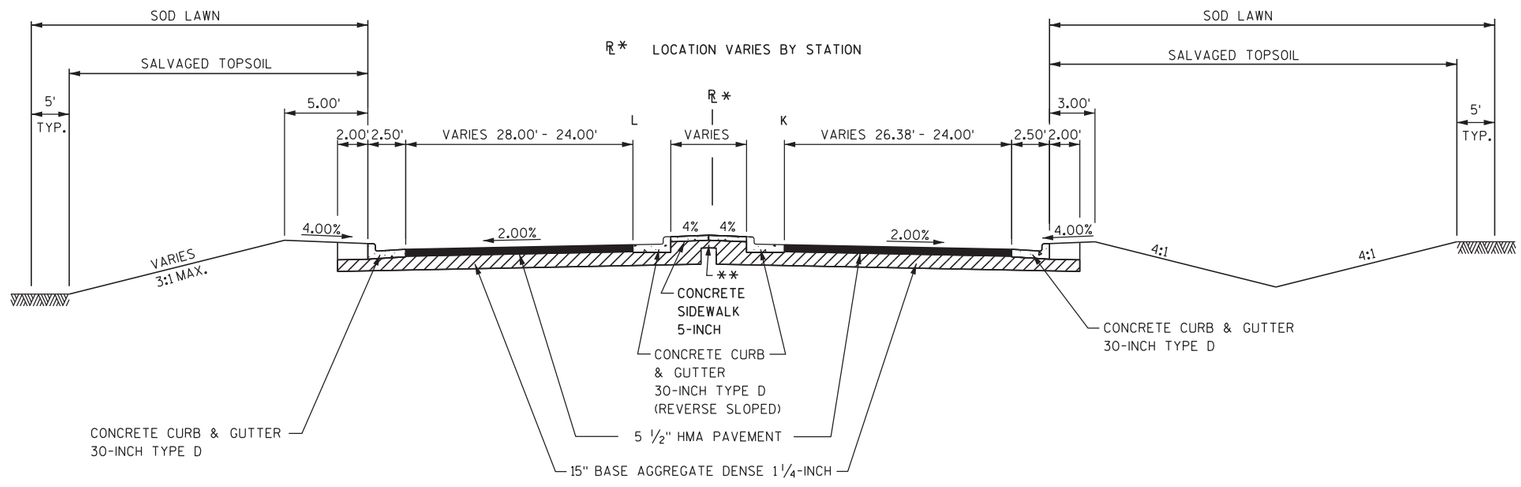
FINISHING NOTE:

IN GENERAL; USE "SOD LAWN" BEHIND CURB & GUTTER WHERE THERE IS EXISTING LAWN.
USE "SEEDING MIXTURE NO. 40" AT SHOULDERS WHERE THERE IS EXISTING LAWN.
USE "SEEDING MIXTURE NO. 30" IN REMAINING AREAS.
FINAL DETERMINATION TO BE MADE BY THE ENGINEER IN THE FIELD.



TYPICAL FINISHED SECTION - LANNON RD, P LINE SPLITTER ISLAND

STA. 148+34.06"P" - STA. 150+04.06"P"
STA. 151+76.02"P" - STA. 154+20.45"P"



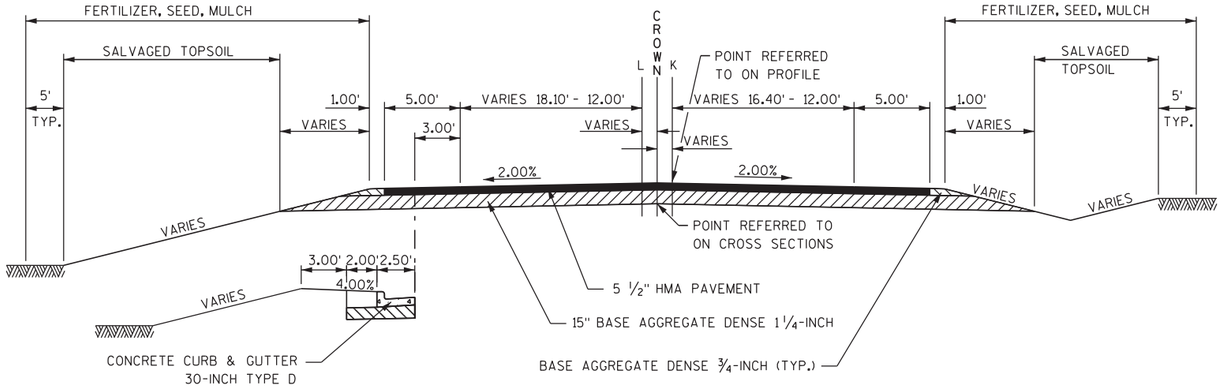
TYPICAL FINISHED SECTION - LANNON RD, K LINE SPLITTER ISLAND

STA. 155+50.52"K" - STA. 158+96.97"K"

2

FINISHING NOTE:

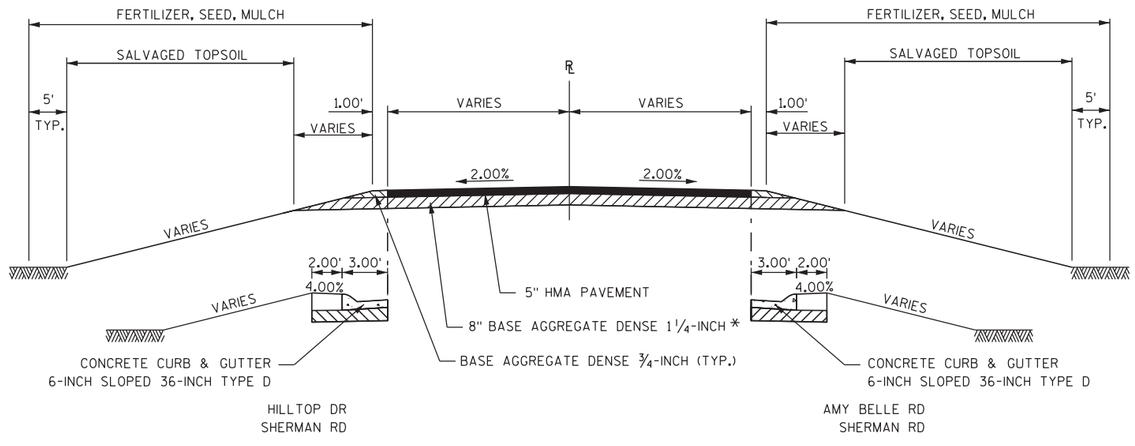
IN GENERAL: USE "SOD LAWN" BEHIND CURB & GUTTER WHERE THERE IS EXISTING LAWN.
USE "SEEDING MIXTURE NO. 40" AT SHOULDERS WHERE THERE IS EXISTING LAWN.
USE "SEEDING MIXTURE NO. 30" IN REMAINING AREAS.
FINAL DETERMINATION TO BE MADE BY THE ENGINEER IN THE FIELD.



STA. 958+96.97 - STA. 160+50.00

TYPICAL FINISHED SECTION - LANNON RD, K LINE

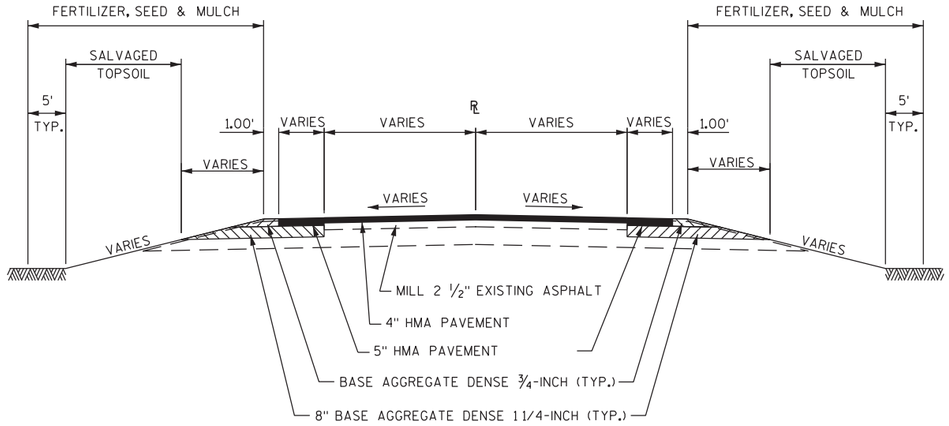
STA. 158+96.97"K" - STA. 162+20.00"K"



TYPICAL FINISHED SECTION SIDEROADS

WILLOW CREEK RD
OAK LN
MEEKER HILL LN (SOUTH)
MEEKER HILL LN (NORTH)
PIONEER RD (WEST) *
SCENIC RD (SOUTH)
HILLSIDE RD

* 10" BASE AGGREGATE DENSE 1 1/4-INCH AT PIONEER RD (WEST)

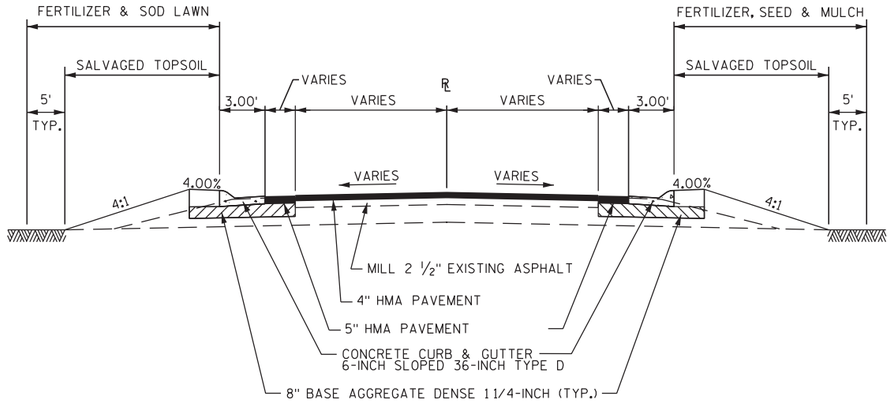


TYPICAL FINISHED SECTION SIDEROADS

PLESANT HILL RD (WEST)
MAYFIELD RD
FOND DU LAC DR
WESTERN AVE
SCENIC RD (NORTH)

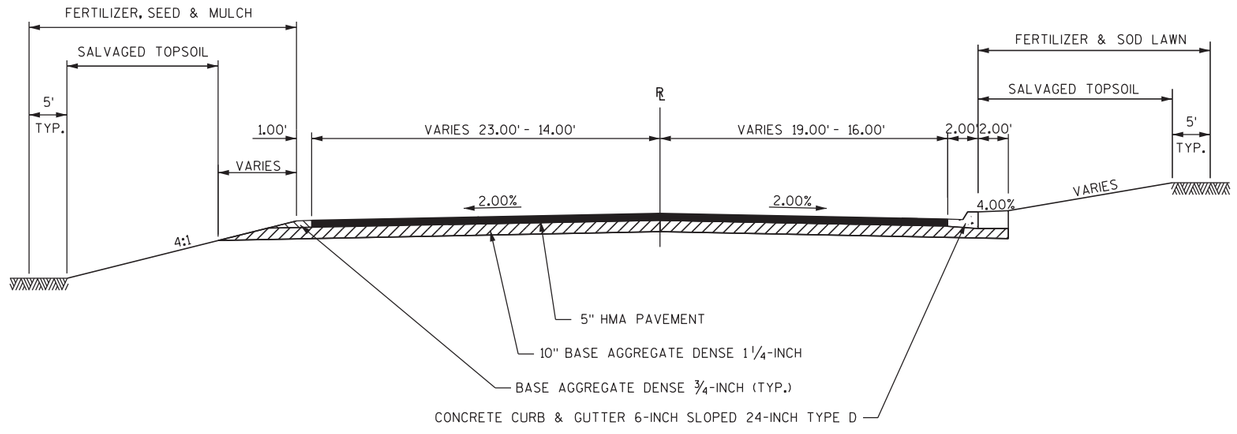
FINISHING NOTE:

IN GENERAL; USE "SOD LAWN" BEHIND CURB & GUTTER WHERE THERE IS EXISTING LAWN.
USE "SEEDING MIXTURE NO. 40" AT SHOULDERS WHERE THERE IS EXISTING LAWN.
USE "SEEDING MIXTURE NO. 30" IN REMAINING AREAS.
FINAL DETERMINATION TO BE MADE BY THE ENGINEER IN THE FIELD.



TYPICAL FINISHED SECTION SIDEROADS

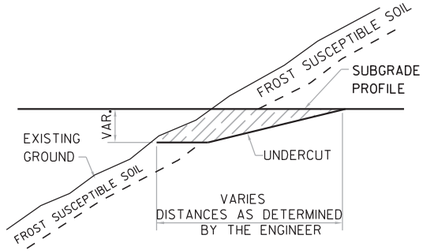
PLEASANT HILL RD (EAST)



TYPICAL FINISHED SECTION SIDEROADS

PIONEER RD (EAST) STA. 120+92.40 - STA. 126+00

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	TYPICAL SECTIONS	SHEET	E



NOTE:

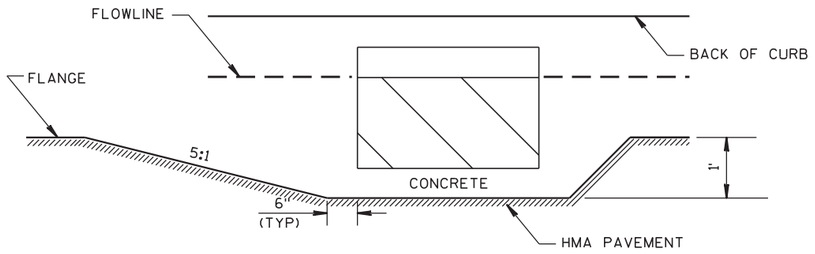
EXACT LOCATIONS AND EXTENT OF UNDERCUT SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

BACKFILL MUST BE HOMOGENEOUS WITH ADJOINING FILL MATERIAL ACCEPTABLE TO THE ENGINEER.

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

FOR LATERAL LIMITS, SEE "DETAIL FOR EXCAVATION BELOW SUBGRADE."

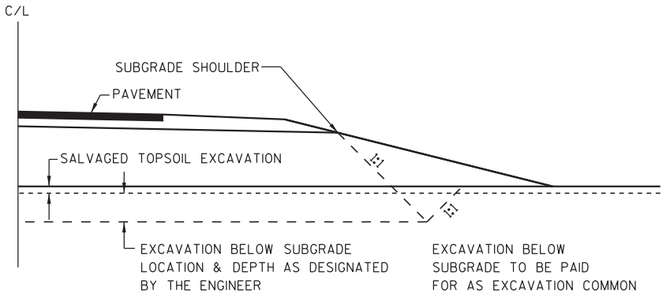
DETAIL FOR EXCAVATION BELOW SUBGRADE AT CUTS



DETAIL FOR INLETS AT 24-INCH CURB AND GUTTER

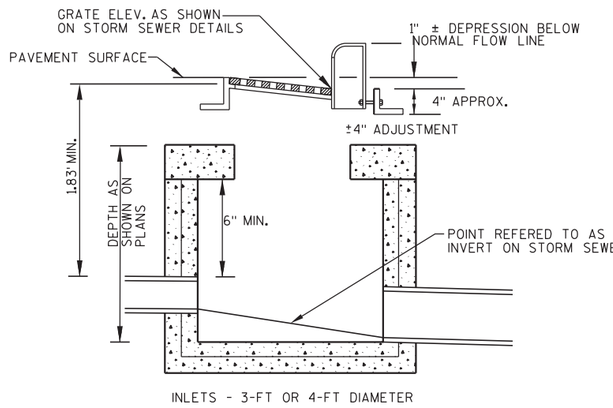
(LOCATED AT STA. 1274+65, RT AND AT 3 INLETS ALONG PIONEER ROAD, EAST)

THE 24" CURB & GUTTER IS THE SAME AS "CONCRETE CURB & GUTTER, 6-INCH SLOPED, 36-INCH" EXCEPT THE GUTTER IS ONLY 1-FOOT. SEE "S.D.D. CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES" FOR INFORMATION.

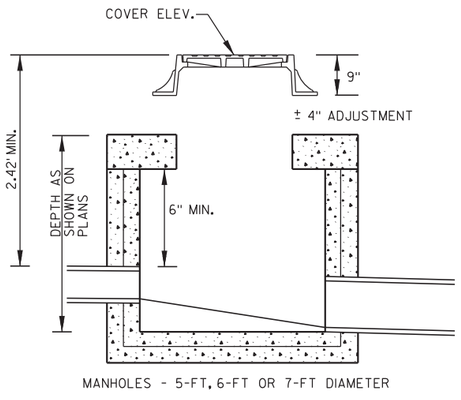


EXCAVATION BELOW SUBGRADE TO BE PAID FOR AS EXCAVATION COMMON

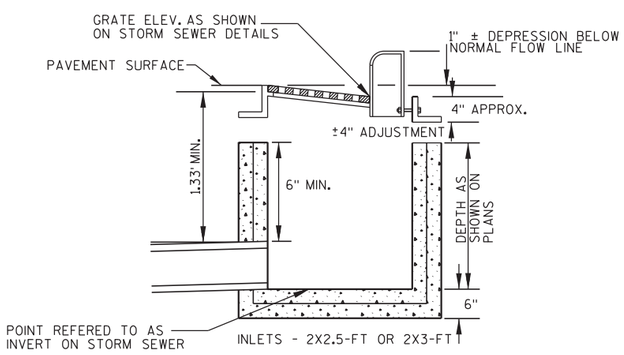
DETAIL FOR EXCAVATION BELOW SUBGRADE



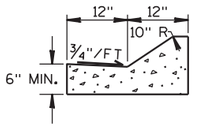
DETAIL FOR COMPUTING ROUND INLET ELEVATIONS



DETAIL FOR COMPUTING MANHOLE ELEVATIONS



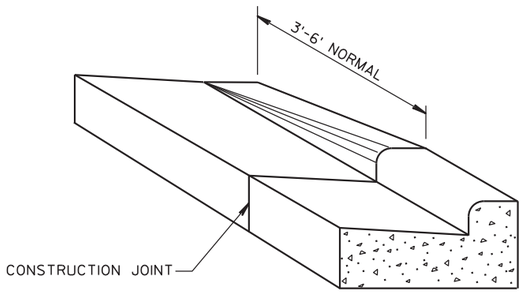
DETAIL FOR COMPUTING RECTANGULAR INLET ELEVATIONS



DETAIL FOR CONCRETE CURB AND GUTTER, 6-INCH SLOPED, 24-INCH TYPE D

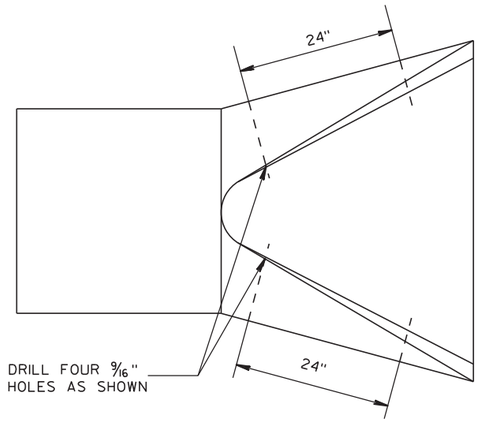
STA. 1272+68 - STA. 1275+00, RT,
STA. 120+40 - STA. 125+61, RT, PIONEER ROAD, EAST
STA. 1446+25 - STA. 1448+00, LT

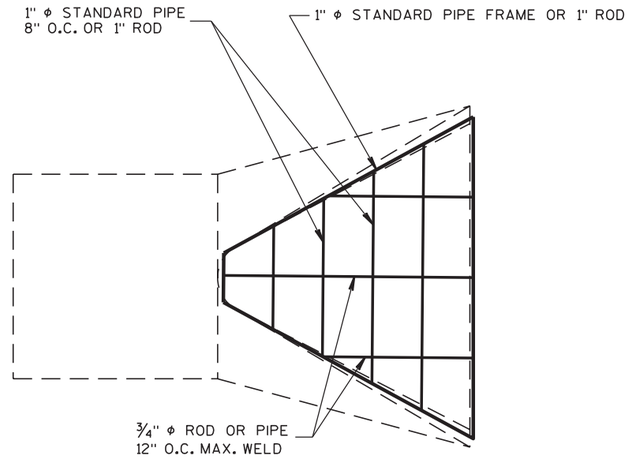
(SEE "S.D.D. CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES" FOR MORE INFORMATION).



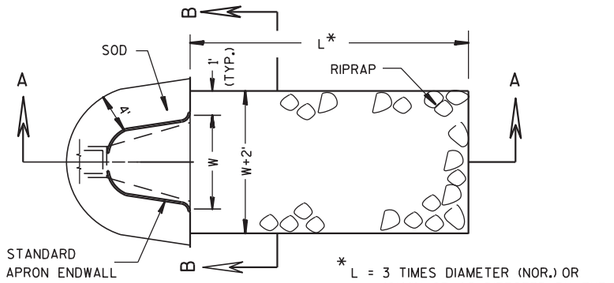
DETAIL OF CURB & GUTTER TERMINI

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CONSTRUCTION DETAILS	SHEET	E

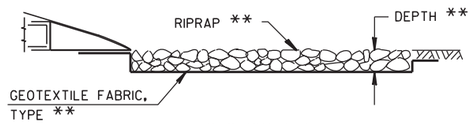




AT EACH PIPE



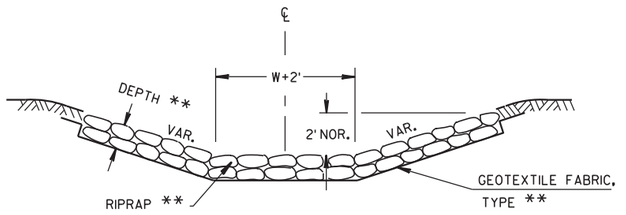
* L = 3 TIMES DIAMETER (NOR.) OR 10' MIN. OR AS DIRECTED BY THE ENGINEER



SECTION A-A

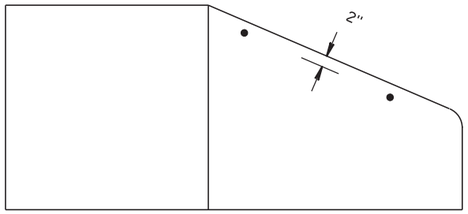
** RIPRAP LIGHT
DEPTH = 12" MIN.
GEO. FAB. = TYPE R

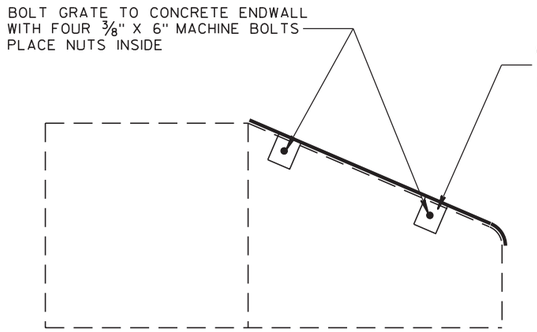
** RIPRAP MEDIUM
DEPTH = 24" MIN.
GEO. FAB. = TYPE HR

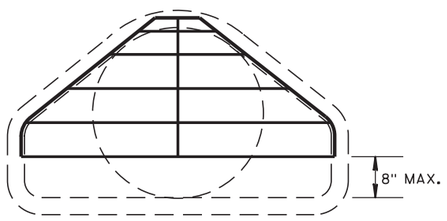


SECTION B-B

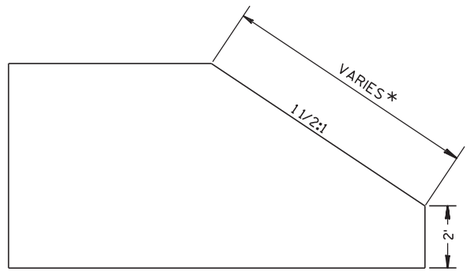
SOD, RIPRAP AND GEOTEXTILE FABRIC DETAIL
AT APRON ENDWALLS







PIPE GRATE DETAIL

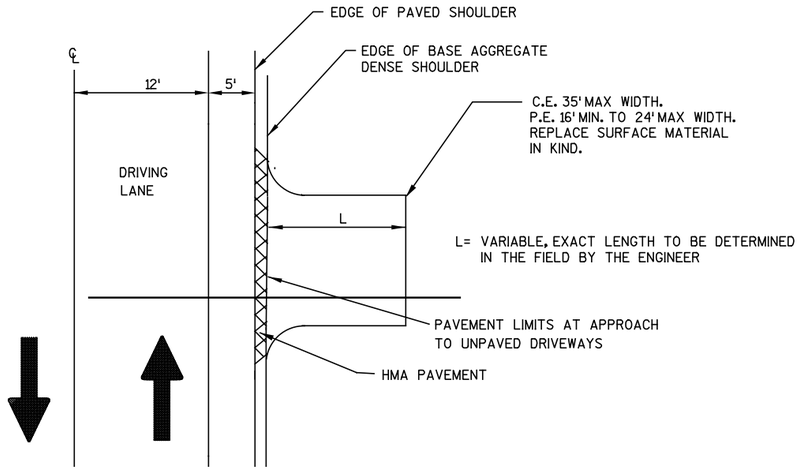


*CUT MITERED END WALL TO FIT PIPE SKEW AND TO MATCH PROPOSED SLOPES

MITERED END DETAIL FOR 9'-9" X 6'-7" STRUCTURAL PLATE PIPE ARCH

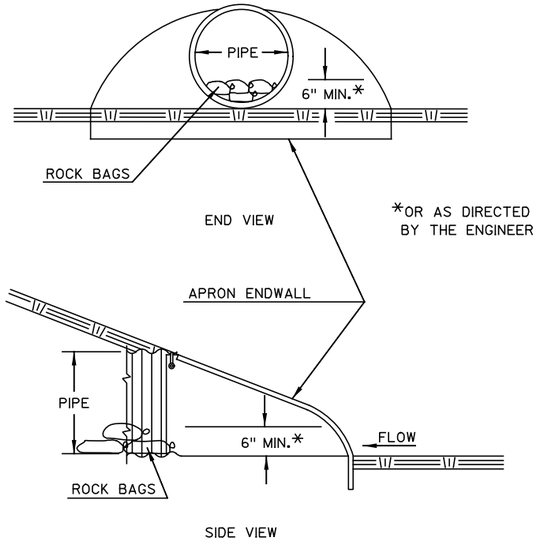
STA. 1004+74 LT & RT

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CONSTRUCTION DETAILS	SHEET	E



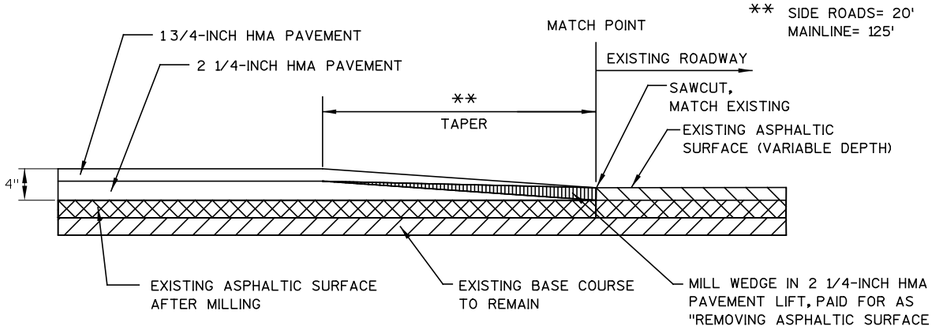
DRIVEWAY INTERSECTION DETAIL

(PAVED SHOULDER ON HIGHWAYS)



CULVERT PIPE CHECKS

PIPE SIZE	ESTIMATED NUMBER OF ROCK BAGS
12"	1
15"	1
18"	2
24"	3
36"	6
14"X23"	3
19"X30"	4
18"X32"	4

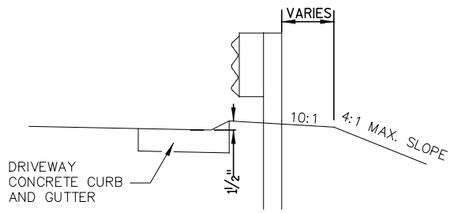


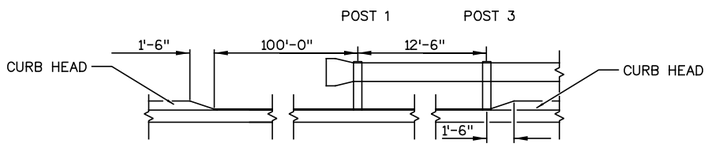
BUTT JOINT DETAIL AT MATCH POINT

STA. 920+17.93, MAINLINE
STA. 1086+00.00, MAINLINE
STA. 47+60.00, PLEASANT HILL RD
STA. 51+67.30, PLEASANT HILL RD
STA. 48+09.30 MAYFIELD RD
STA. 51+03.10, MAYFIELD RD
STA. 48+00.00, FOND DU LAC DR
STA. 51+75.00, WESTERN AVE
STA. 51+74.09, SCENIC NORTH
STA. 1507+14.48, MAINLINE

BUTT JOINT DETAIL AT MATCH POINT ALONG MAINLINE ROADWAY

STA. 1046+00 - STA. 1047+50, LT
STA. 1369+50 - STA. 1371+00, RT
STA. 1468+50 - STA. 1470+00, RT
STA. 1499+50 - STA. 1501+00, RT



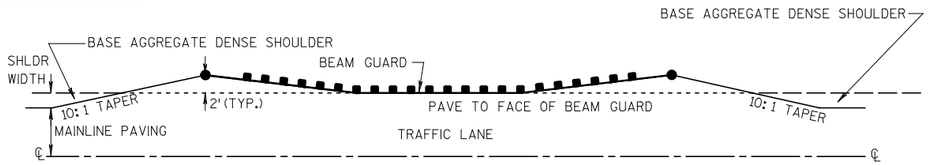


PROFILE OF DRIVEWAY CURB AT MGS GUARDRAIL TERMINAL EAT

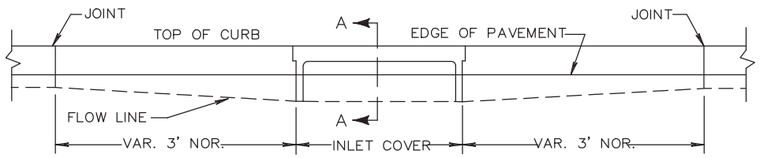
STA 1019+50.00 – STA 1020+62.50, LT
STA 1020+48.19 – STA 1021+60.69, RT
STA 1024+86.64 – STA 1025+99.14, RT
STA 1026+98.50 – STA 1027+11.00, RT
STA 1029+07.46 – STA 1030+19.96, LT
STA 1029+07.46 – STA 1030+19.96, RT
STA 1030+93.79 – STA 1032+06.29, RT
STA 1031+00.00 – STA 1032+12.50, LT
STA 1038+36.42 – STA 1039+49.82, RT
STA 1040+06.21 – STA 1041+18.71, LT
STA 1382+50.00 – STA 1082+62.50, RT
STA 1386+31.18 – STA 1387+43.68, RT
STA 1388+50.00 – STA 1389+50.00, RT

PROFILE OF DRIVEWAY CURB AT MGS GUARDRAIL TERMINAL EAT

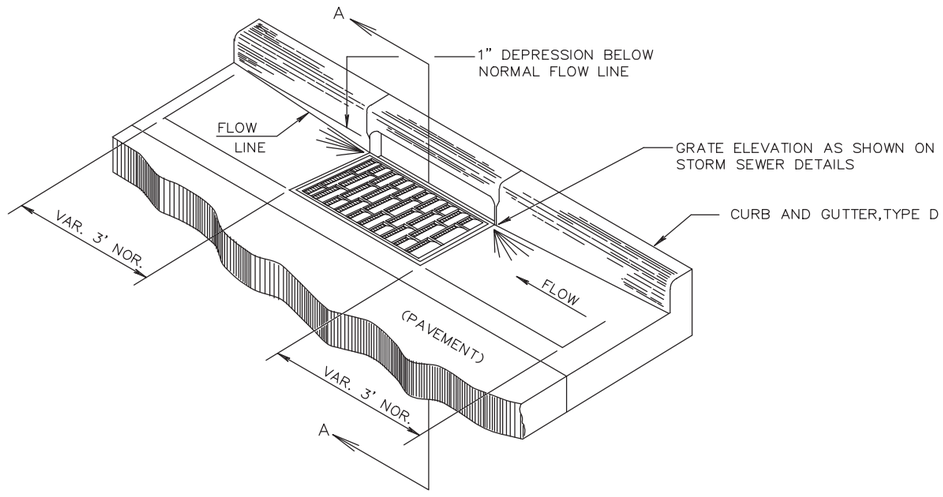
STA 1019+50.00 – STA 1020+62.50, LT
STA 1020+48.19 – STA 1021+60.69, RT
STA 1024+86.64 – STA 1025+99.14, RT
STA 1026+98.50 – STA 1027+11.00, RT
STA 1029+07.46 – STA 1030+19.96, LT
STA 1029+07.46 – STA 1030+19.96, RT
STA 1030+93.79 – STA 1032+06.29, RT
STA 1031+00.00 – STA 1032+12.50, LT
STA 1038+36.42 – STA 1039+49.82, RT
STA 1040+06.21 – STA 1041+18.71, LT
STA 1382+50.00 – STA 1082+62.50, RT
STA 1386+31.18 – STA 1387+43.68, RT
STA 1388+50.00 – STA 1389+50.00, RT

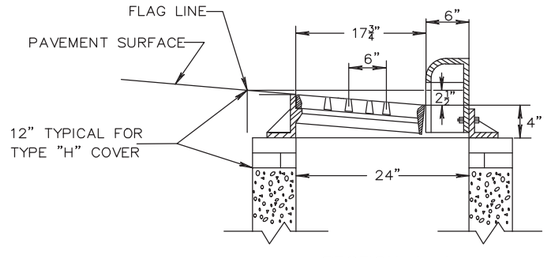


DETAIL FOR PAVED SHOULDER AT GUARDRAIL



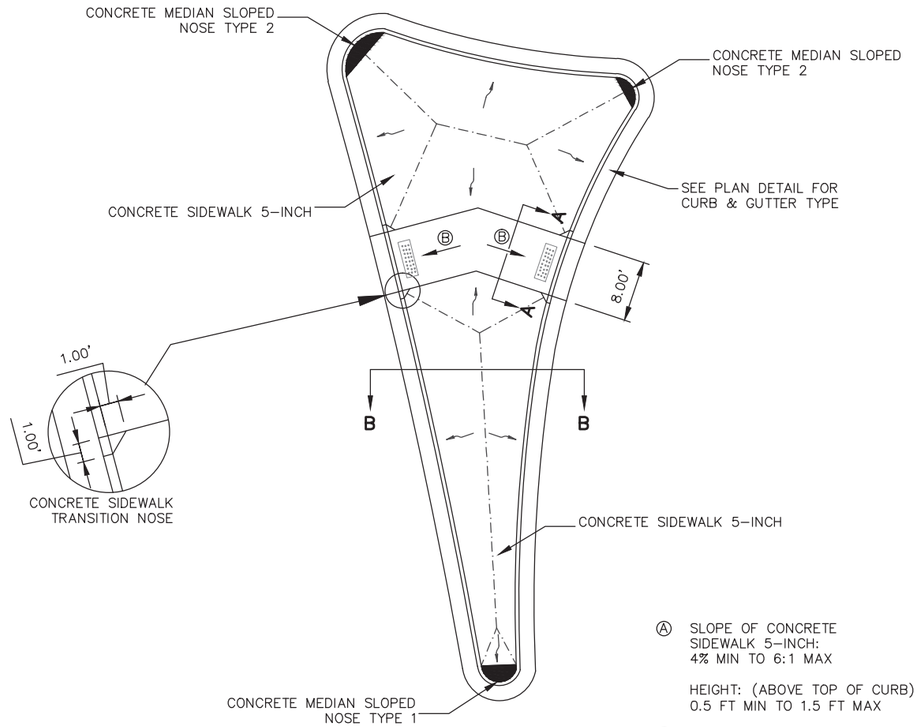
ELEVATION





SECTION A–A

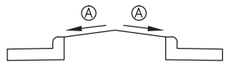
DETAIL OF CURB AND GUTTER AT INLETS
(TYPE 3–H INLET SHOWN)



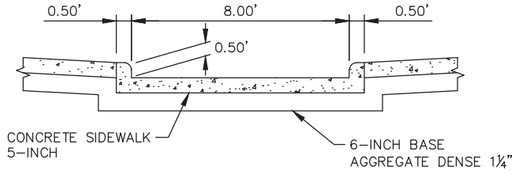
Ⓐ SLOPE OF CONCRETE SIDEWALK 5–INCH:
4% MIN TO 6:1 MAX

HEIGHT: (ABOVE TOP OF CURB)
0.5 FT MIN TO 1.5 FT MAX

Ⓑ SLOPE OF CROSS WALK:
7% MAX TO 1% MIN



SECTION B–B



SECTION A–A

SPLITTER ISLAND DETAIL (TYP.)

GENERAL NOTES

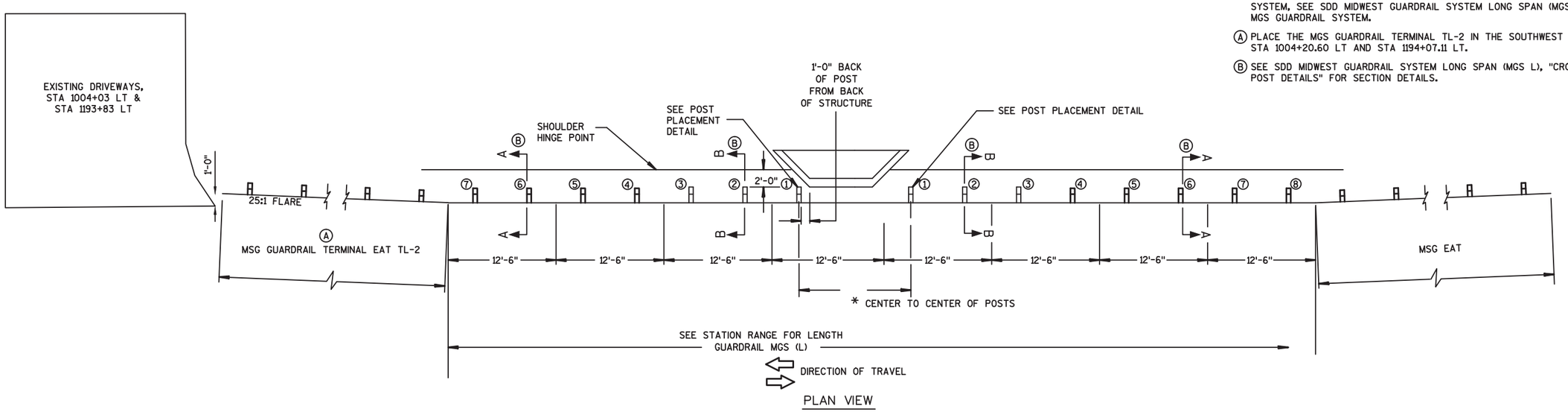
POSTS 1 THROUGH 3 ARE CRT POSTS.
ALL OTHER POSTS SHALL BE WOOD OR STEEL.

SEE SDD MIDWEST GUARDRAIL SYSTEM LONG SPAN (MGS L) FOR MORE DETAILS.

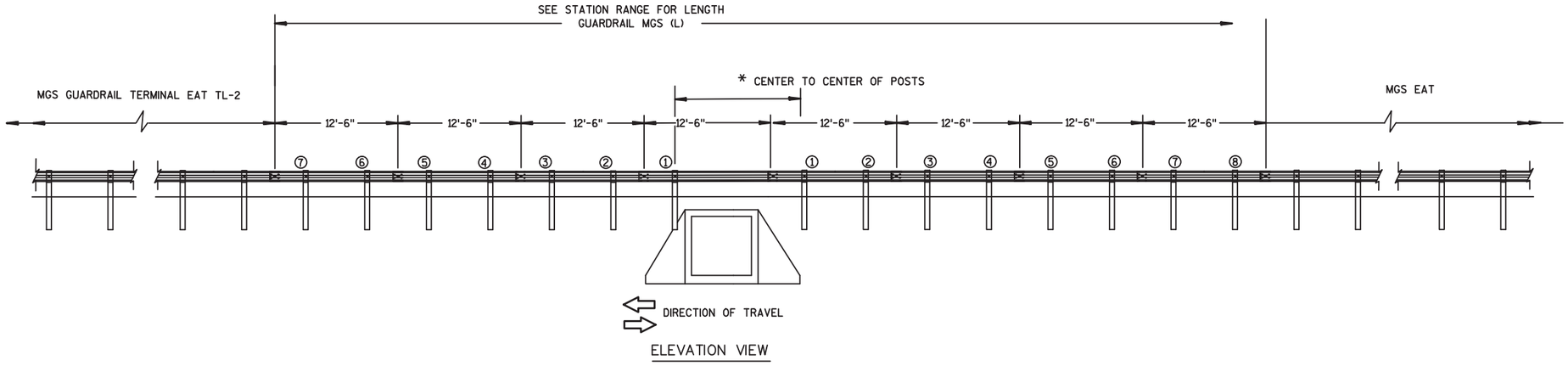
VALUES SHOWN IN THIS DRAWING REPRESENT THE 100 FT MGS GUARDRAIL LONG SPAN SYSTEM, SEE SDD MIDWEST GUARDRAIL SYSTEM LONG SPAN (MGS L) FOR 112.5 FT MGS GUARDRAIL SYSTEM.

(A) PLACE THE MGS GUARDRAIL TERMINAL TL-2 IN THE SOUTHWEST QUADRANT ONLY, STA 1004+20.60 LT AND STA 1194+07.11 LT.

(B) SEE SDD MIDWEST GUARDRAIL SYSTEM LONG SPAN (MGS L), "CROSS SECTION AND CRT POST DETAILS" FOR SECTION DETAILS.



PLAN VIEW

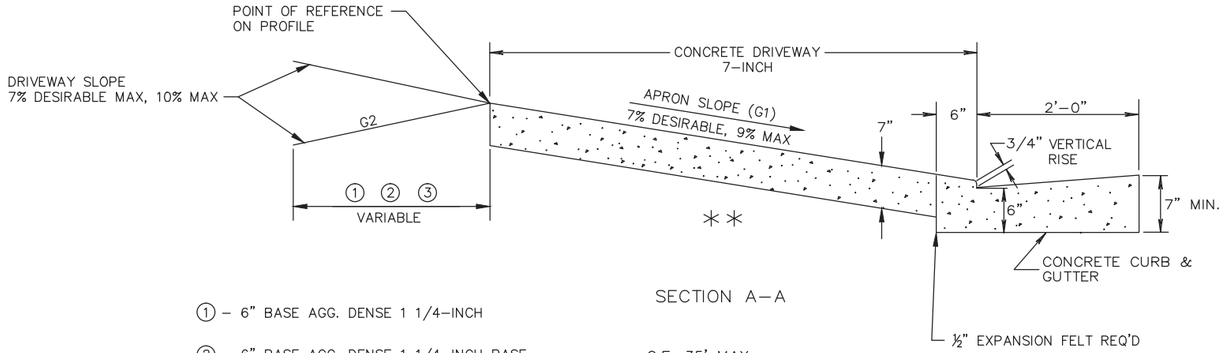


ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L) TWO-WAY TRAFFIC

STA 1003+96.29 - STA 1005+08.79 RT, LENGTH = 112.5 FT, * = 18.5'
STA 1004+45.60 - STA 1005+58.10 LT, LENGTH = 112.5 FT, * = 18.5'
STA 1194+32.11 - STA 1195+32.11 LT, LENGTH = 100 FT, * = 12.5'
STA 1194+33.07 - STA 1195+33.08 RT, LENGTH = 100 FT, * = 12.5'
STA 1244+44.96 - STA 1245+58.79 LT, LENGTH = 112.5 FT, * = 15'
STA 1244+51.11 - STA 1245+62.23 RT, LENGTH = 112.5 FT, * = 15'

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CONSTRUCTION DETAIL	SHEET 27	E



SECTION A–A

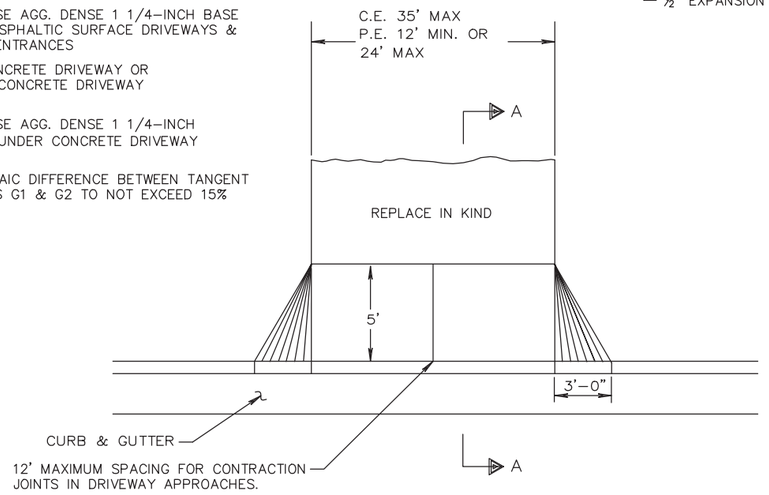
① – 6" BASE AGG. DENSE 1 1/4–INCH

② – 6" BASE AGG. DENSE 1 1/4–INCH BASE WITH ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES

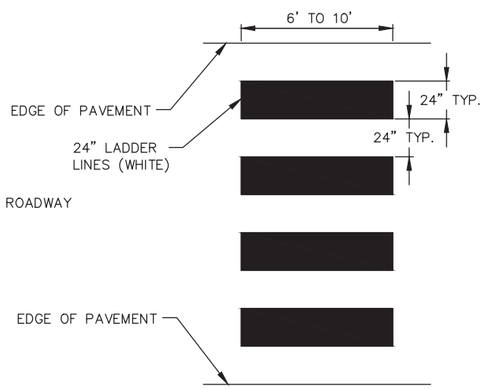
③ – 6" CONCRETE DRIVEWAY OR H.E.S. CONCRETE DRIVEWAY

** – 6" BASE AGG. DENSE 1 1/4–INCH REQ'D UNDER CONCRETE DRIVEWAY

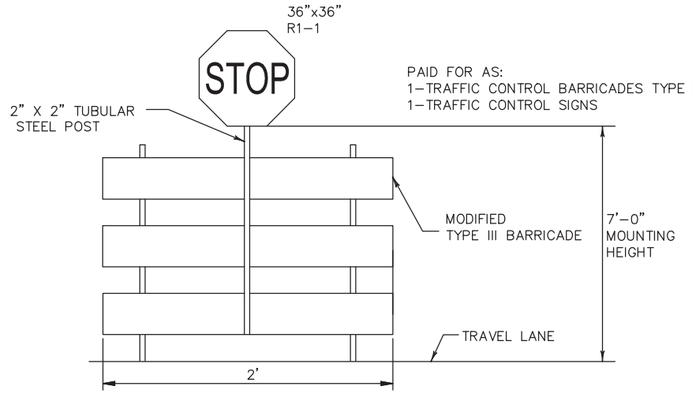
NOTE: ALGEBRAIC DIFFERENCE BETWEEN TANGENT GRADES G1 & G2 TO NOT EXCEED 15%



PRIVATE AND COMMERCIAL ENTRANCES, CURB & GUTTER



PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC CROSSWALK 24–INCH



TEMPORARY STOP SIGN

NOTES:

1. CONTRACTOR SHALL PUMP WATER FROM WORK AREA EXCAVATION TO BASIN PRIOR TO DISCHARGING.
2. BASIN SHALL BE KEPT LESS THAN 10% FULL OF SEDIMENT. GEOTEXTILE FABRIC AND SEDIMENTS SHALL BE DISPOSED OF BY THE CONTRACTOR OFF THE PROJECT SITE.
3. SIZE TO BE DETERMINED BY THE ENGINEER IN THE FIELD BASED ON WATER QUANTITY AND QUALITY.
4. GEOTEXTILE FABRIC SHALL BE REPLACED AS NEEDED. USED GEOTEXTILE FABRIC AND SEDIMENTS SHALL BE DISPOSED OF BY THE CONTRACTOR OFF THE PROJECT SITE AT NO COST TO THE DEPARTMENT.
5. GEOTEXTILE FABRIC, TYPE HR TO BE PAID FOR SEPARATELY.
6. EROSION BALES TO BE PAID FOR SEPARATELY.

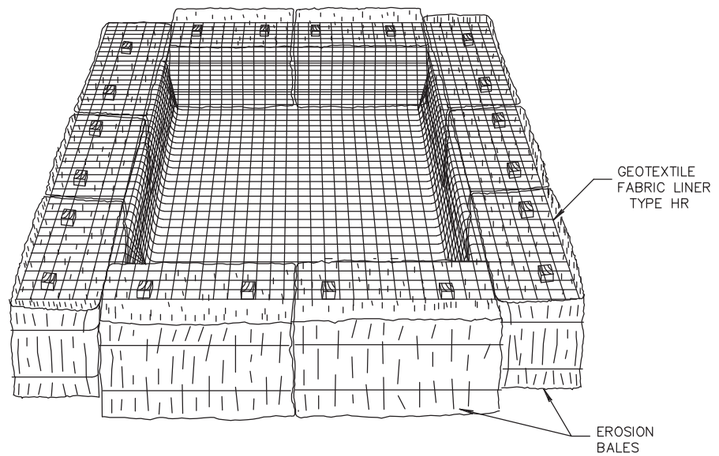
STORAGE VOLUME (C.F.) = 16 X GPM (PUMP RATE)

EXAMPLE:
CONTRACTOR INDICATES PUMP CAPABLE OF 50 GPM
HEIGHT OF BALES = 1.5 FT.

SOLUTION:
SV (C.F.) = 16 X 50
SV = 800 C.F.

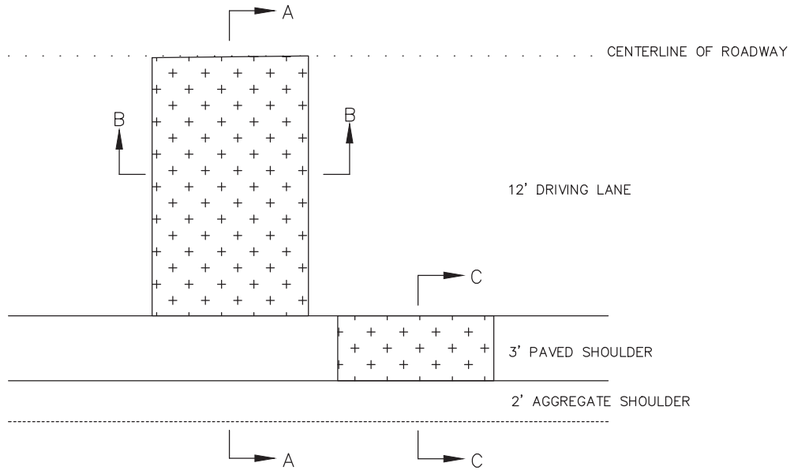
$\frac{800 \text{ C.F.}}{1.5 \text{ FT.}}$ = 533 S.F.

USE A 20 FT. X 27 FT. BASIN

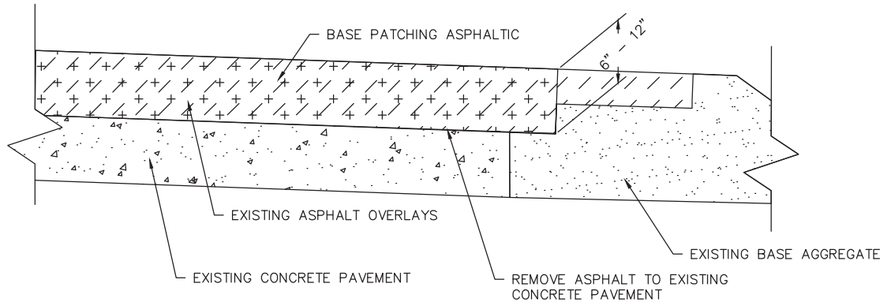


TEMPORARY SETTLING BASIN

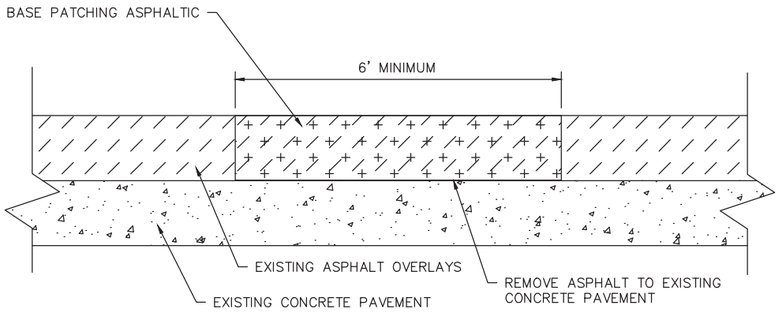
FILE NAME: W:\x–Projects\RD\7140\project 2 dgn\021007_cd.dwg PLOT DATE: Jul 23, 2015 PLOT BY: lsander PLOT SCALE: ROTATION:



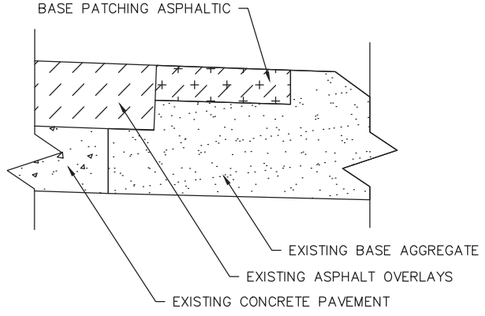
PLAN VIEW



LANE BASE PATCH
SECTION A–A



LANE BASE PATCH
SECTION B–B



SHOULDER BASE PATCH
SECTION C–C

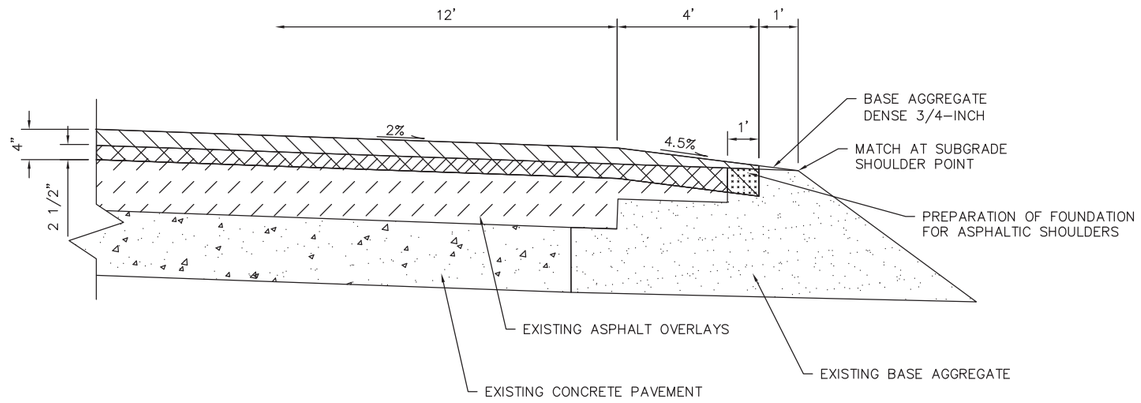
BASE PATCH EXISTING ASPHALT BEFORE MILLING ASPHALTIC SURFACE.

NOTES:

BASE PATCHING ASPHALTIC

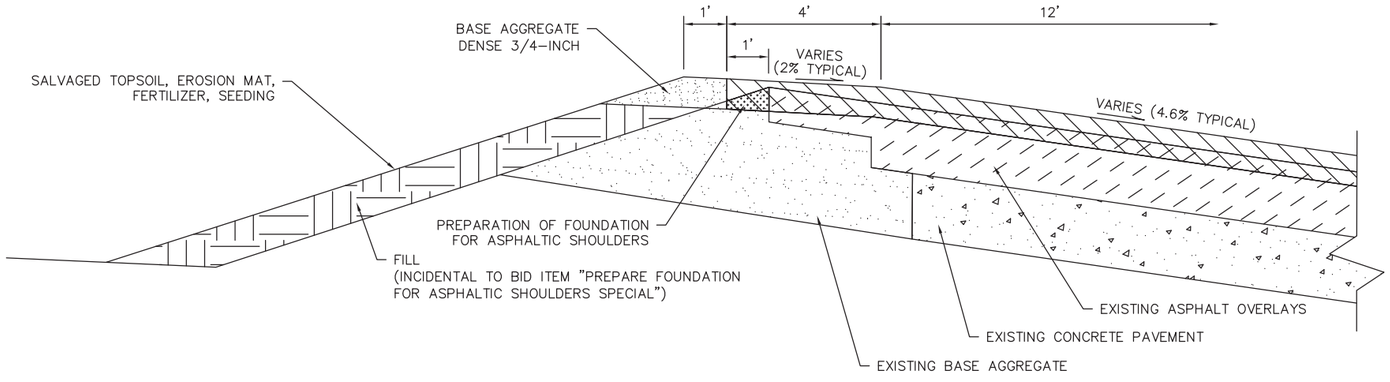
SEE MISC. QUANTITY SHEETS FOR LOCATIONS

2



PREPARATION OF FOUNDATION FOR ASPHALTIC SHOULDERS

SEE MISC. QUANTITY SHEETS FOR LOCATIONS



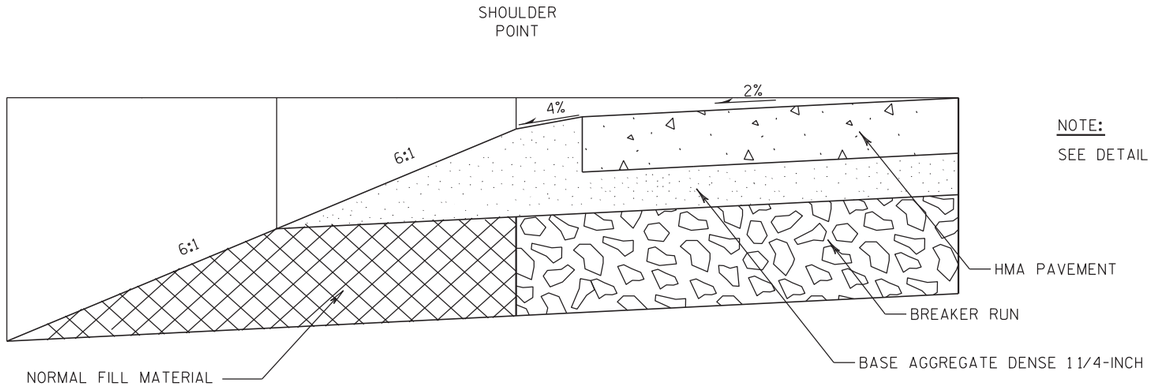
LEGEND

- HMA PAVEMENT
- MILL EXISTING ASPHALT
- PREPARATION OF FOUNDATION FOR ASPHALTIC SHOULDERS

PREPARATION OF FOUNDATION FOR ASPHALTIC SHOULDERS SPECIAL

STA 1253+00 TO 1256+00 LT

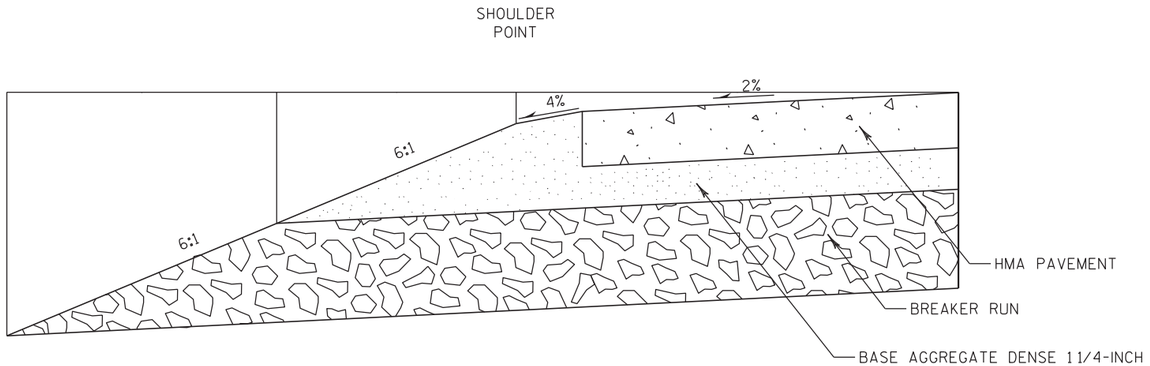
2



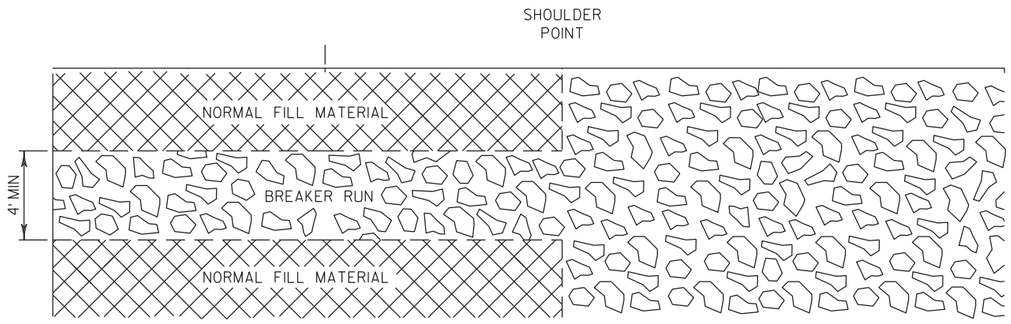
NOTE:

SEE DETAIL FOR EXCAVATION BELOW SUBGRADE

TYPICAL HALF SECTION WITHOUT RELIEF TRENCH



TYPICAL HALF SECTION WITH RELIEF TRENCH



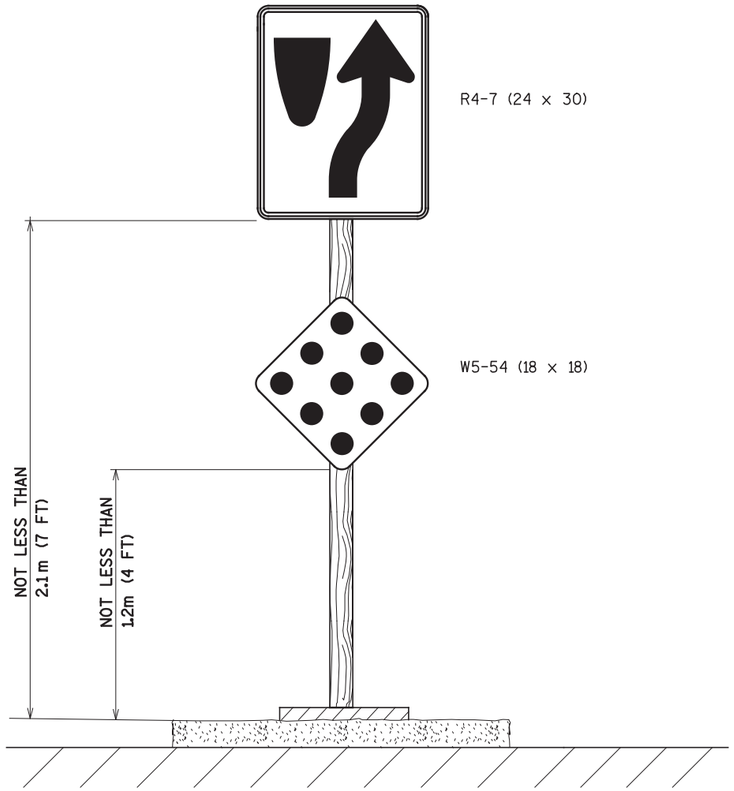
NOTE:

CONSTRUCT RELIEF TRENCH AT SAG POINTS OR EVERY 250 FT.

RELIEF TRENCH PLAN VIEW

RELIEF TRENCH FOR EBS LOCATIONS

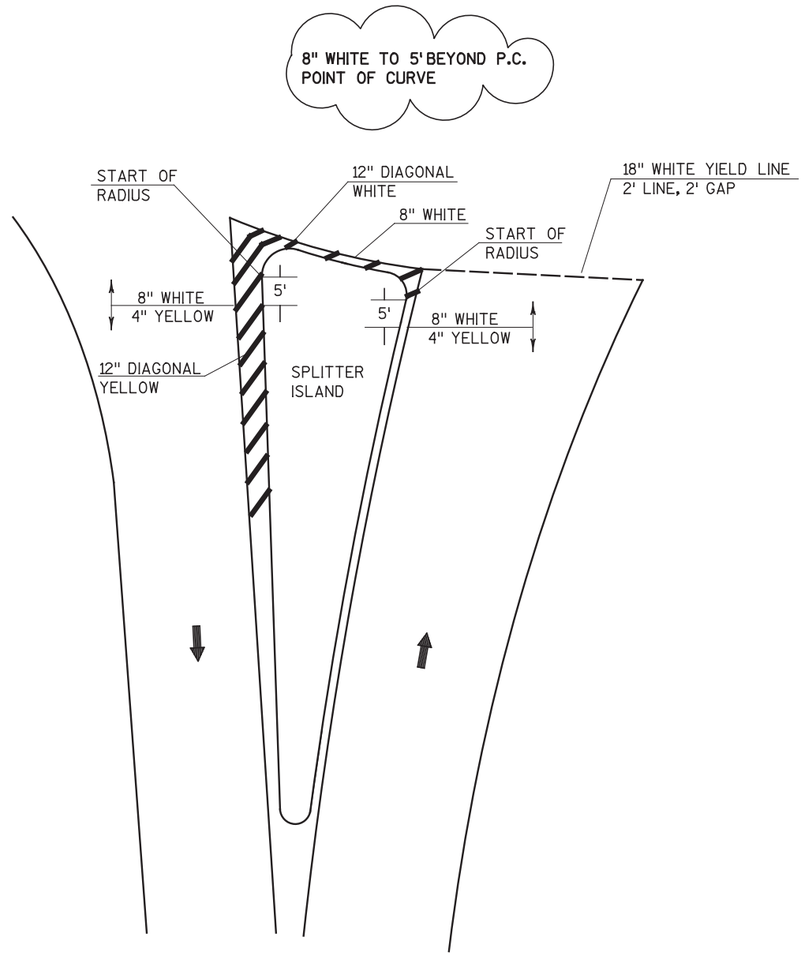
STA. 1019+00 - STA. 1027+00
STA. 1036+00 - STA. 1042+50
STA. 1194+05 - STA. 1194+75



TYPICAL INSTALLATION FOR
TRANSITION TO DIVIDED HIGHWAY
OR OTHER SPECIAL NEEDS AREAS

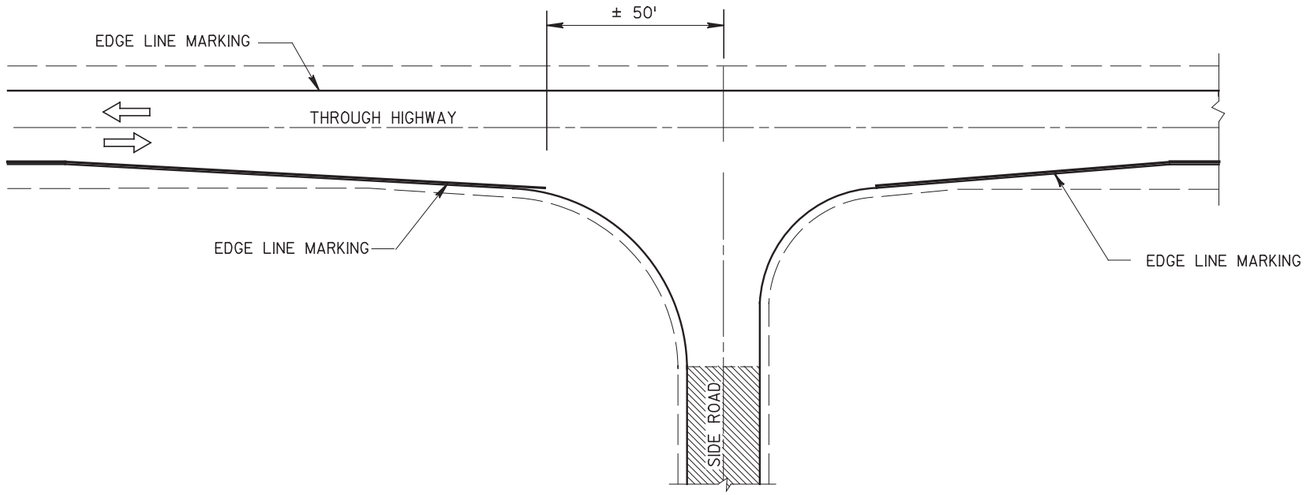
DETAIL FOR R4-7 INSTALLATION

SEE SIGNING PLANS
FOR PROPOSED SIGN LOCATIONS

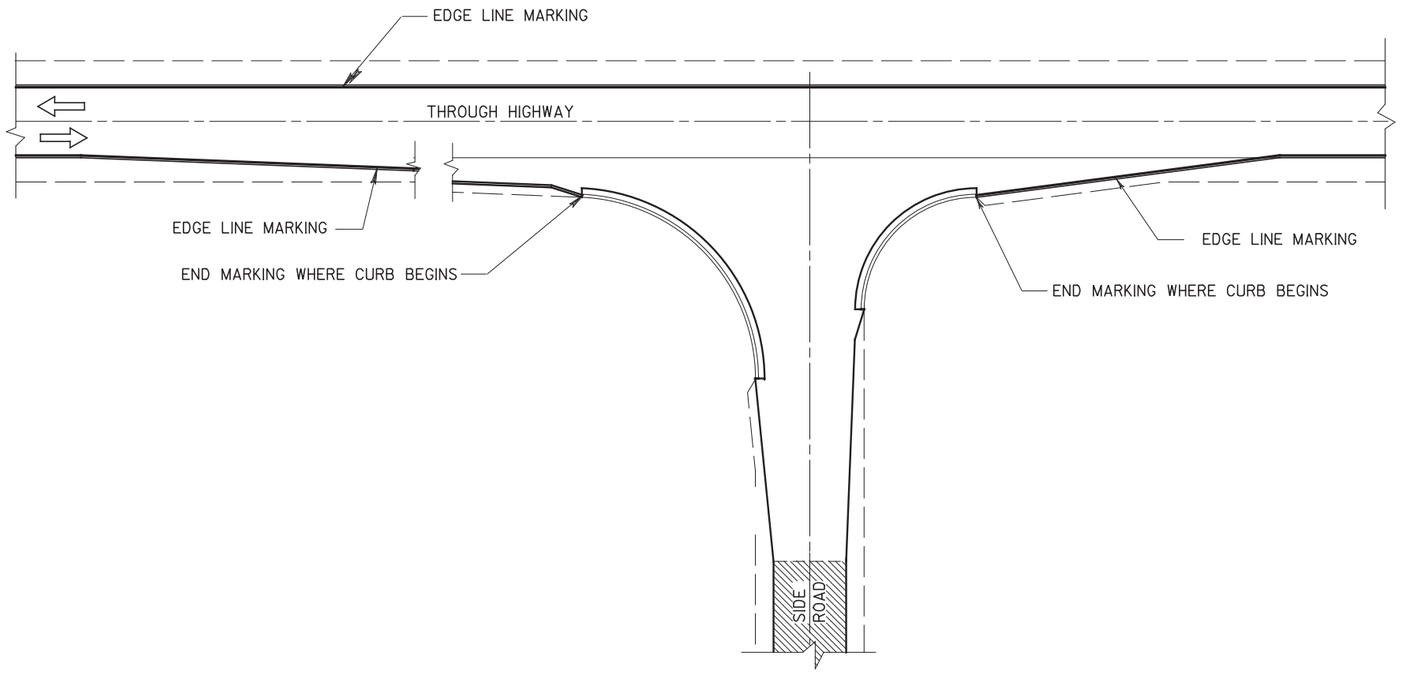


DETAIL FOR ROUNDABOUT SPLITTER ISLAND MARKING

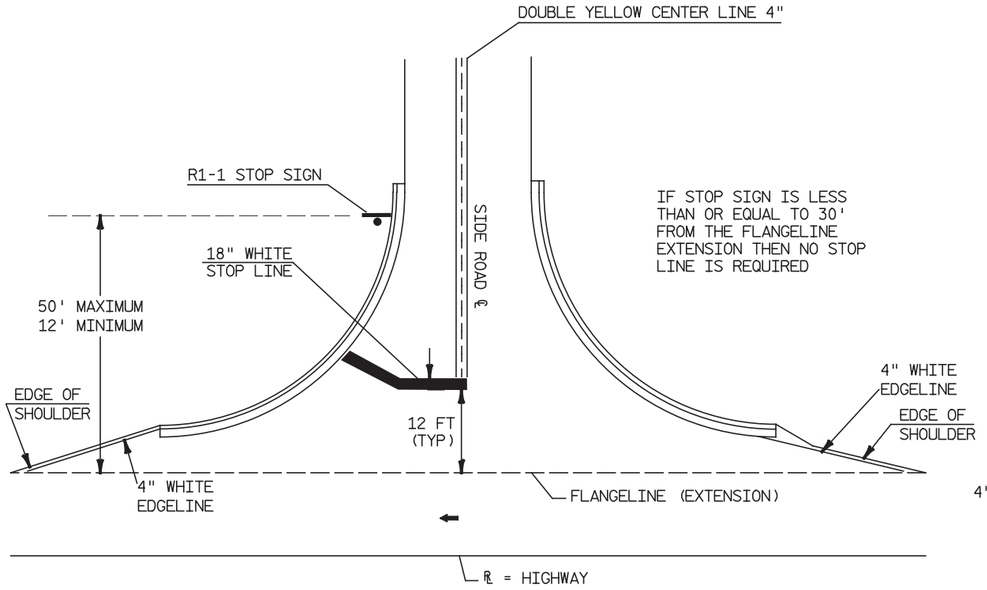
2



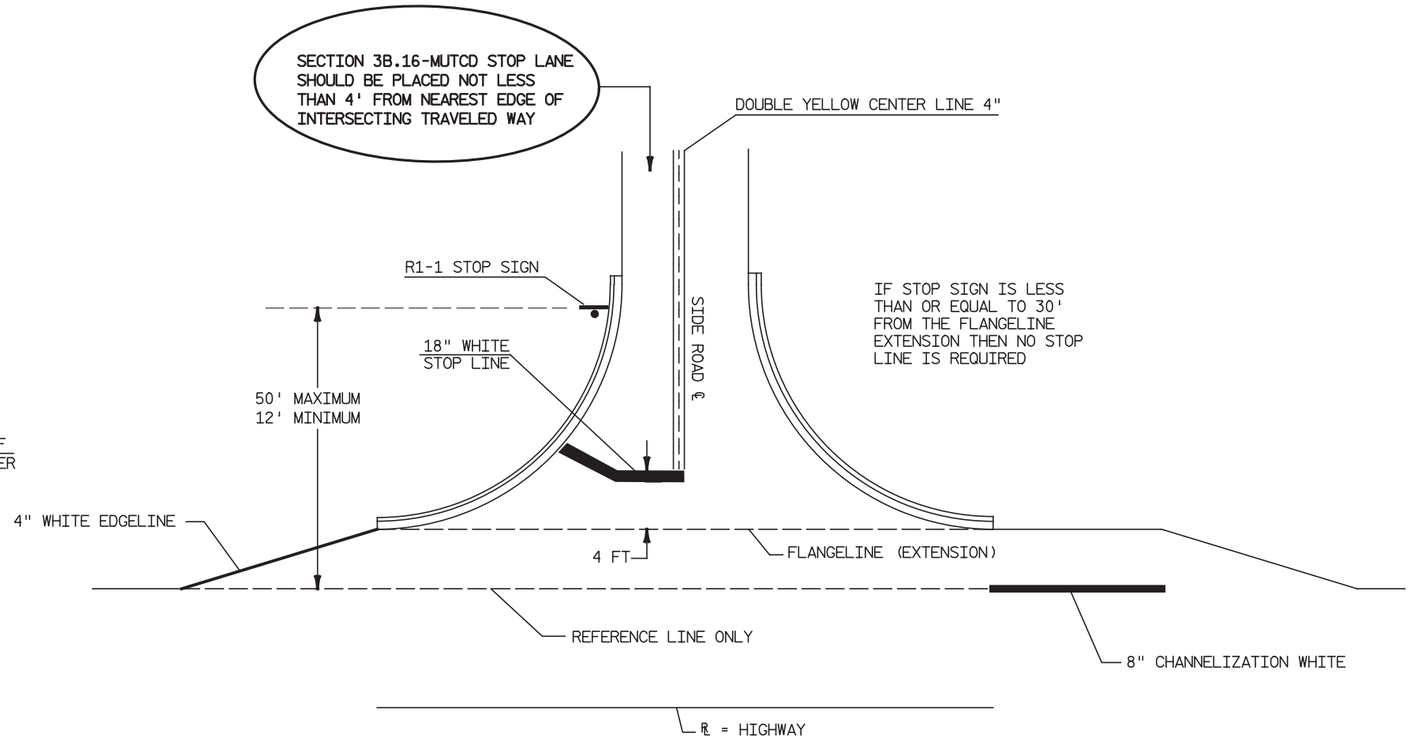
MINOR INTERSECTION WITHOUT CURBS
(TYPICAL MARKING)



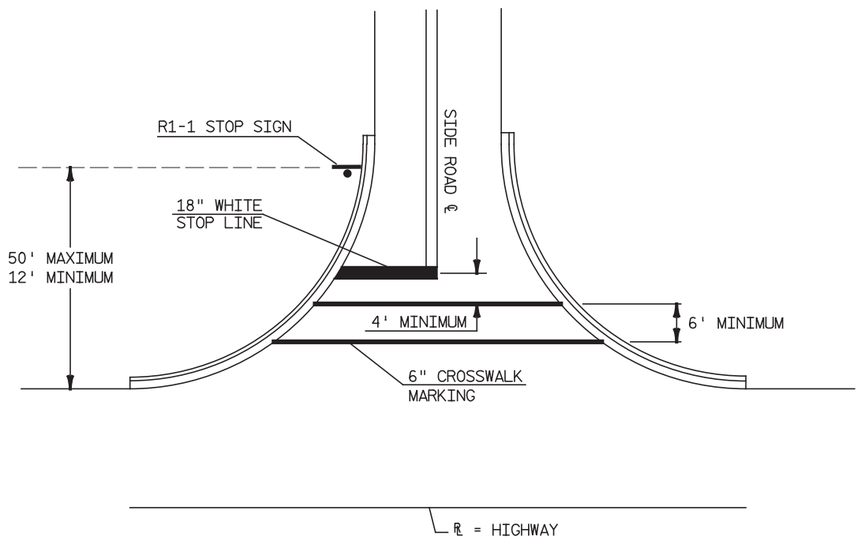
MINOR INTERSECTION WITH CURBS
(TYPICAL MARKING)



TYPICAL PAVEMENT MARKING FOR SIDEROADS



TYPICAL PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



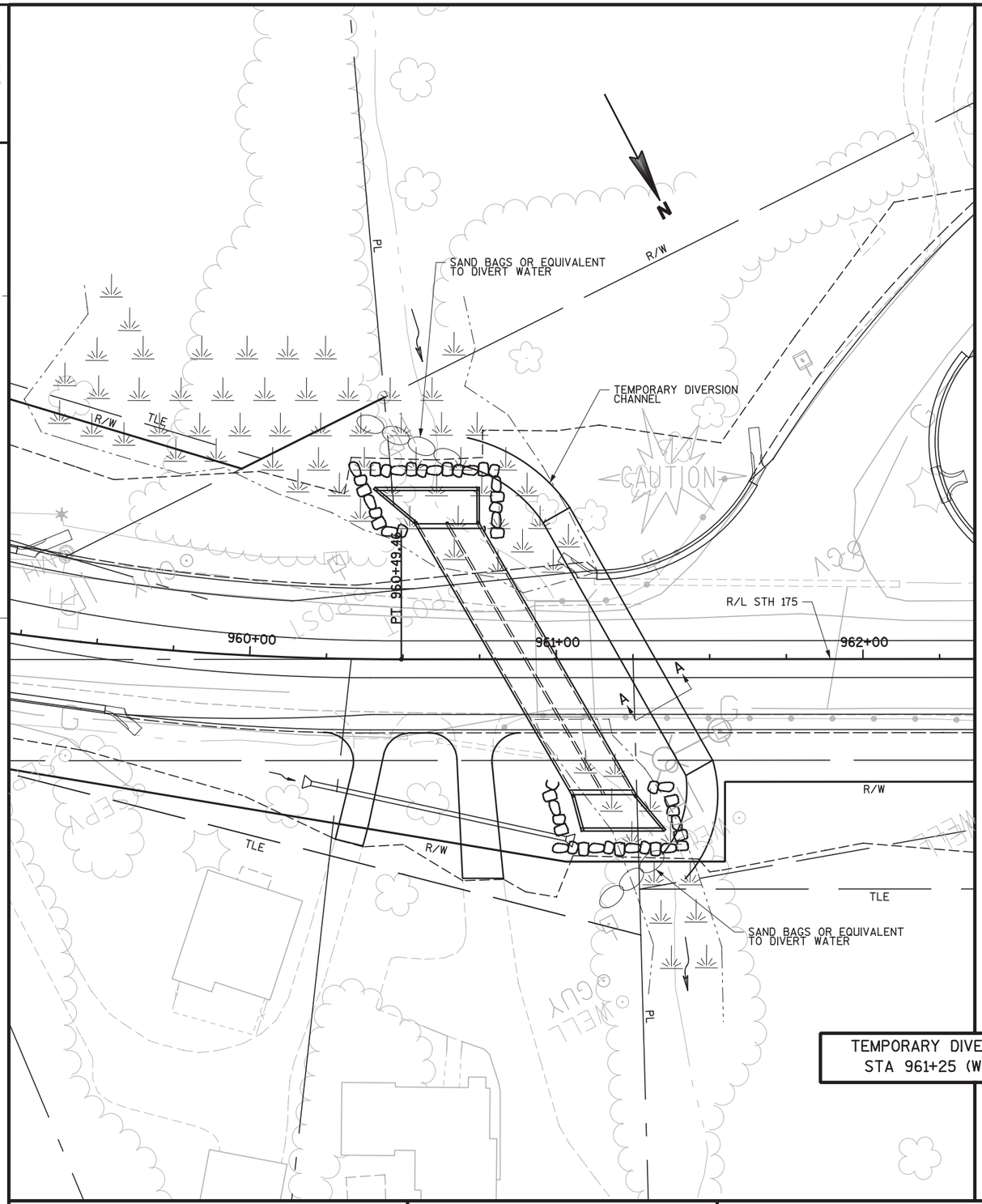
TYPICAL PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING

NOTES:

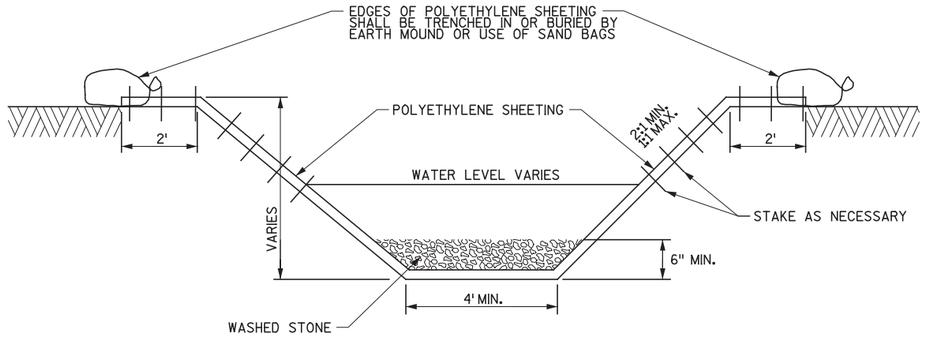
18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE PROJECT ENGINEER BASED ON VISIBILITY AND SIGHT LINES.

STOP LINES REQUIRED WHERE:

- CROSSWALK MARKINGS EXIST OR BEING PROVIDED
- LARGE RADII
- OFFSET LEFT TURNS WHERE STOP BAR FOR LEFT TURN IS SET BACK FROM THRU MOVEMENT.



TEMPORARY DIVERSION CHANNEL
STA 961+25 (WILLOW CREEK)

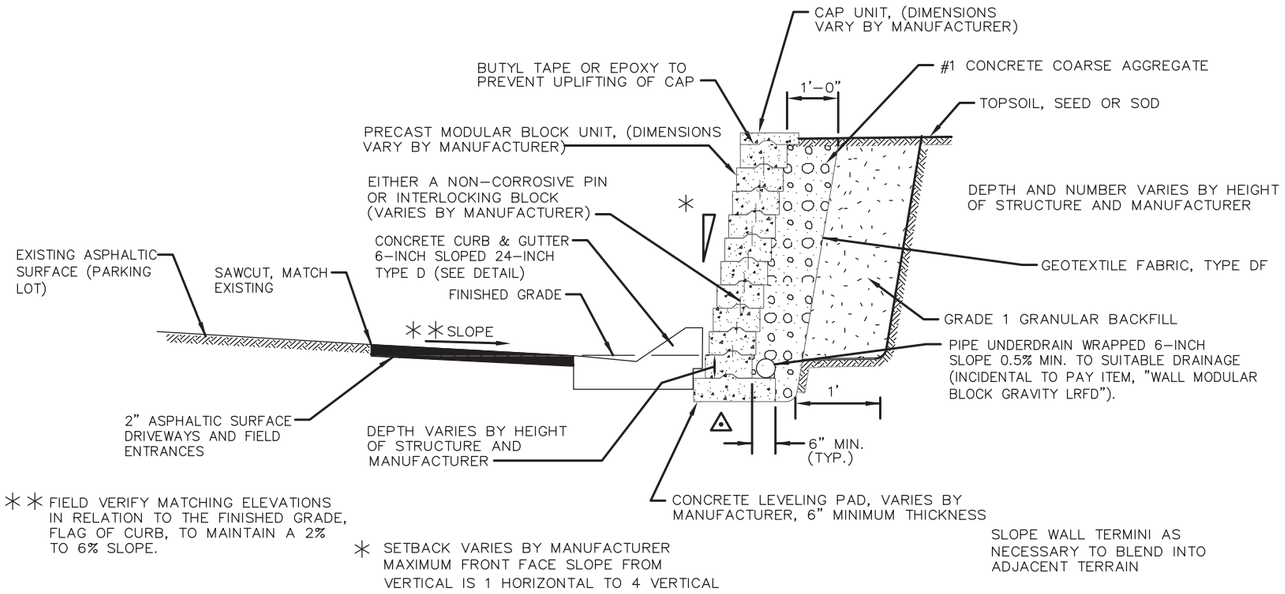


NOTES:

ALL ITEMS USED TO DIVERT CHANNEL ARE INCIDENTAL TO THE BID ITEM "TEMPORARY WATER DIVERSION - WILLOW CREEK"

SECTION A-A

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CONSTRUCTION DETAILS	SHEET 35	E



** FIELD VERIFY MATCHING ELEVATIONS IN RELATION TO THE FINISHED GRADE, FLAG OF CURB, TO MAINTAIN A 2% TO 6% SLOPE.

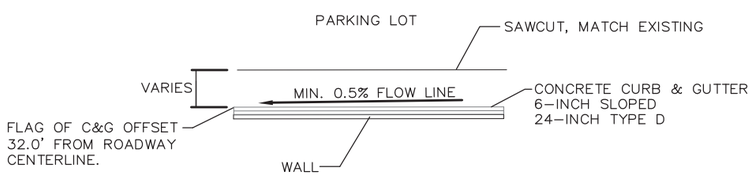
* SETBACK VARIES BY MANUFACTURER MAXIMUM FRONT FACE SLOPE FROM VERTICAL IS 1 HORIZONTAL TO 4 VERTICAL

△ BASE SOIL PARAMETERS

COHESION	=	0
PHI-ANGLE	=	30^
WET UNIT WEIGHT	=	120 p.c.f.

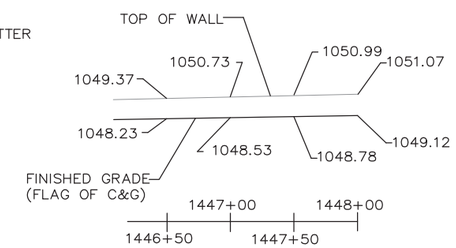
TYPICAL DETAIL FOR, MODULAR BLOCK GRAVITY WALL LRFD

STA. 1446+25 – STA. 1448+00, 29.5' LT
(SEE CROSS SECTIONS FOR MORE INFO.)



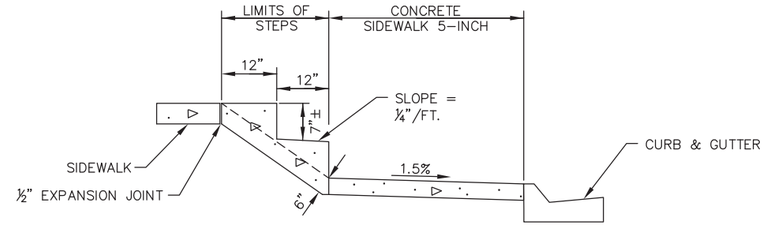
MODULAR BLOCK GRAVITY WALL LRFD – PLAN

STA. 1446+25 – STA. 1448+00, LT



MODULAR BLOCK GRAVITY WALL LRFD – ELEVATION

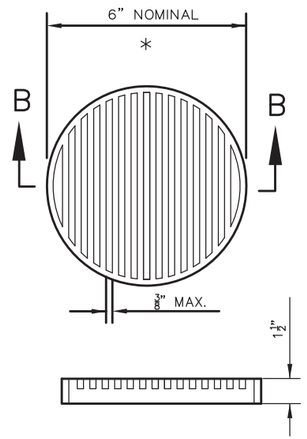
STA. 1446+25 –STA. 1448+00, LT
(VERIFY TOP OF WALL ELEVATIONS IN FIELD)
(SEE CROSS SECTIONS FOR MORE INFO.)



CONCRETE STEPS DETAIL

NOTE: THE EXACT LOCATION, WIDTH, & NUMBER OF STEPS TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

MINIMUM WIDTH OF STEPS EQUALS 4 FEET.



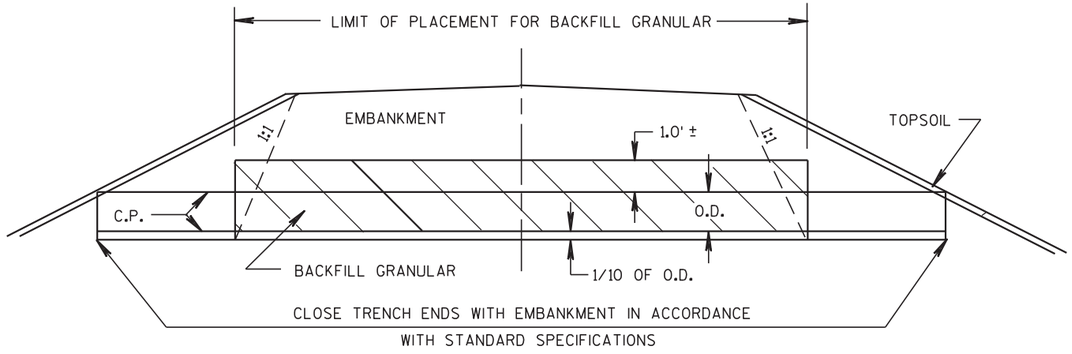
SECTION B–B

* DIMENSIONS ARE APPROXIMATE, THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

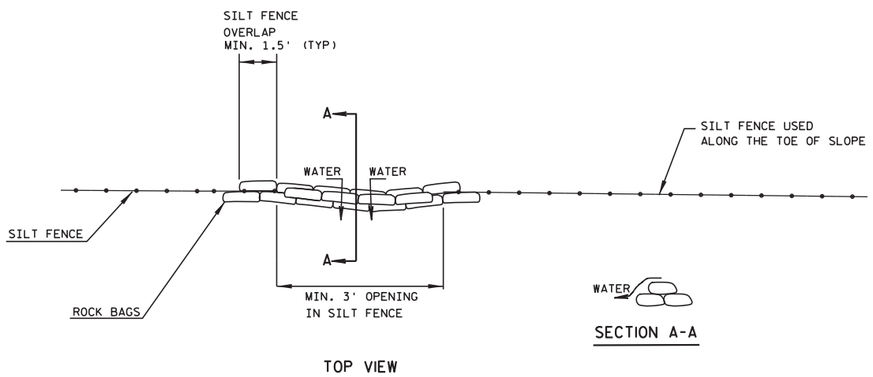
THE RODENT SCREEN, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SCREEN 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 SCREEN TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SCREEN SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH SHEET METAL SCREWS.

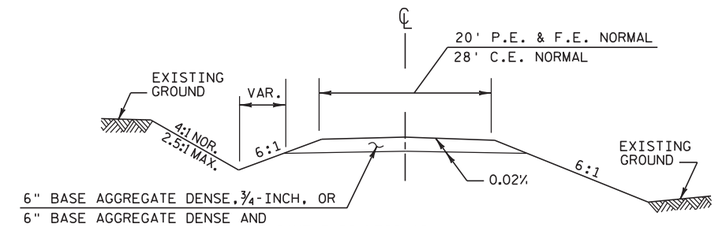
RODENT SCREEN DETAIL



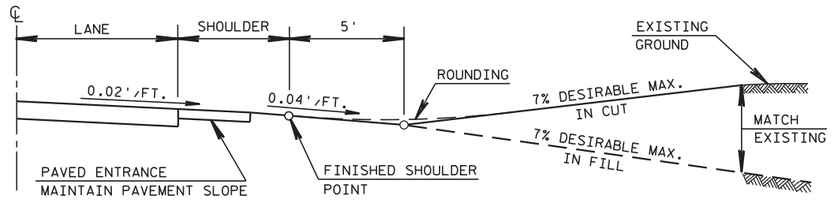
CULVERT BACKFILL DETAIL



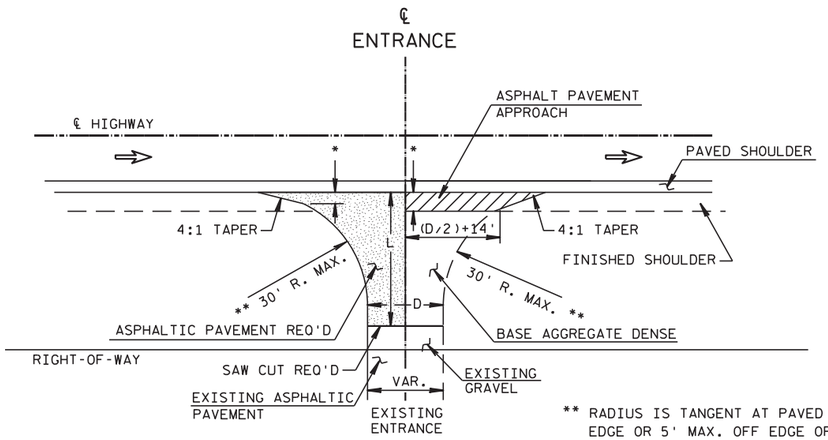
ROCK BAGS USED FOR SILT FENCE RELIEF DETAIL



TYPICAL CROSS SECTION



PROFILE VIEW



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

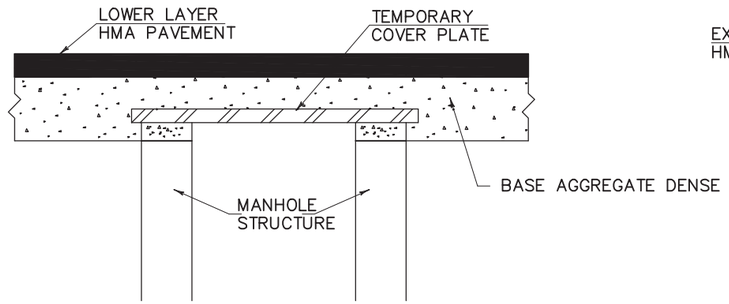
D=DRIVEWAY WIDTH
D=20'TYP.(PE's & FE's) (16'MIN.-24'MAX.)
D=28'TYP.(CE's & FARM ENT.) (24'MIN.-35'MAX.)

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

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

PLAN VIEW

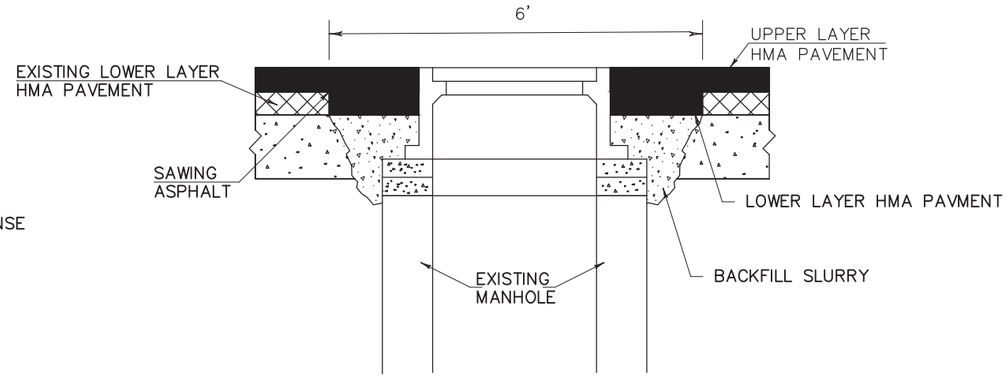
RURAL DRIVEWAY INTERSECTION DETAIL
(PE's, FE's & CE'S)



STEP 1

A. CONSTRUCT MANHOLE AND INSTALL TEMPORARY COVER PLATE

B. PLACE BASE AGGREGATE DENSE AND HMA PAVEMENT LOWER LAYER



STEP 2

A. SAWCUT, EXCAVATE AND REMOVE TEMPORARY COVER PLATE.

B. INSTALL MANHOLE COVER TO FINISH GRADE

C. PLACE BACKFILL SLURRY AND UPPER LAYER HMA PAVEMENT

ADJUSTING MANHOLE COVERS SPECIAL

NOTE:

ADJUSTING MANHOLE COVER TO GRADE PAID AS PART OF SETTING INITIAL MANOLE COVER.

LEGEND

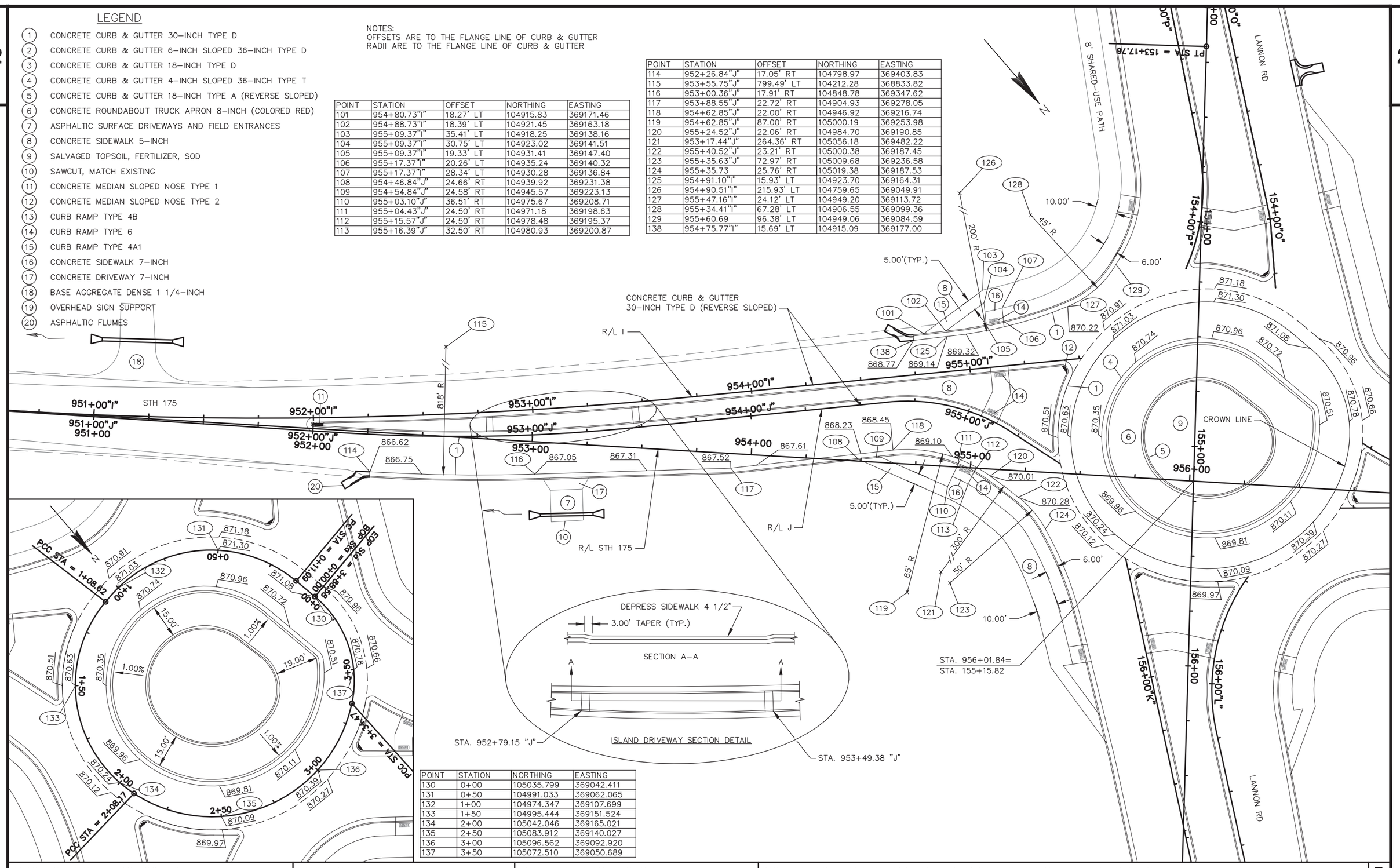
1. CONCRETE CURB & GUTTER 30–INCH TYPE D
2. CONCRETE CURB & GUTTER 6–INCH SLOPED 36–INCH TYPE D
3. CONCRETE CURB & GUTTER 18–INCH TYPE D
4. CONCRETE CURB & GUTTER 4–INCH SLOPED 36–INCH TYPE T
5. CONCRETE CURB & GUTTER 18–INCH TYPE A (REVERSE SLOPED)
6. CONCRETE ROUNDABOUT TRUCK APRON 8–INCH (COLORED RED)
7. ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
8. CONCRETE SIDEWALK 5–INCH
9. SALVAGED TOPSOIL, FERTILIZER, SOD
10. SAWCUT, MATCH EXISTING
11. CONCRETE MEDIAN SLOPED NOSE TYPE 1
12. CONCRETE MEDIAN SLOPED NOSE TYPE 2
13. CURB RAMP TYPE 4B
14. CURB RAMP TYPE 6
15. CURB RAMP TYPE 4A1
16. CONCRETE SIDEWALK 7–INCH
17. CONCRETE DRIVEWAY 7–INCH
18. BASE AGGREGATE DENSE 1 1/4–INCH
19. OVERHEAD SIGN SUPPORT
20. ASPHALTIC FLUMES

NOTES:
OFFSETS ARE TO THE FLANGE LINE OF CURB & GUTTER
RADII ARE TO THE FLANGE LINE OF CURB & GUTTER

POINT	STATION	OFFSET	NORTHING	EASTING
101	954+80.73"I"	18.27' LT	104915.83	369171.46
102	954+88.73"I"	18.39' LT	104921.45	369163.18
103	955+09.37"I"	35.41' LT	104918.25	369138.16
104	955+09.37"I"	30.75' LT	104923.02	369141.51
105	955+09.37"I"	19.33' LT	104931.41	369147.40
106	955+17.37"I"	20.26' LT	104935.24	369140.32
107	955+17.37"I"	28.34' LT	104930.28	369136.84
108	954+46.84"J"	24.66' RT	104939.92	369231.38
109	954+54.84"J"	24.58' RT	104945.57	369223.13
110	955+03.10"J"	36.51' RT	104975.67	369208.71
111	955+04.43"J"	24.50' RT	104971.18	369198.63
112	955+15.57"J"	24.50' RT	104978.48	369195.37
113	955+16.39"J"	32.50' RT	104980.93	369200.87

POINT	STATION	OFFSET	NORTHING	EASTING
114	952+26.84"J"	17.05' RT	104798.97	369403.83
115	953+55.75"J"	799.49' LT	104212.28	368833.82
116	953+00.36"J"	17.91' RT	104848.78	369347.62
117	953+88.55"J"	22.72' RT	104904.93	369278.05
118	954+62.85"J"	22.00' RT	104946.92	369216.74
119	954+62.85"J"	87.00' RT	105000.19	369253.98
120	955+24.52"J"	22.06' RT	104984.70	369190.85
121	953+17.44"J"	264.36' RT	105056.18	369482.22
122	955+40.52"J"	23.21' RT	105000.38	369187.45
123	955+35.63"J"	72.97' RT	105009.68	369236.58
124	955+35.73	25.76' RT	105019.38	369187.53
125	954+91.10"I"	15.93' LT	104923.70	369164.31
126	954+90.51"I"	215.93' LT	104759.65	369049.91
127	955+47.16"I"	24.12' LT	104949.20	369113.72
128	955+34.41"I"	67.28' LT	104906.55	369099.36
129	955+60.69	96.38' LT	104949.06	369084.59
138	954+75.77"I"	15.69' LT	104915.09	369177.00

POINT	STATION	NORTHING	EASTING
130	0+00	105035.799	369042.411
131	0+50	104991.033	369062.065
132	1+00	104974.347	369107.699
133	1+50	104995.444	369151.524
134	2+00	105042.046	369165.021
135	2+50	105083.912	369140.027
136	3+00	105096.562	369092.920
137	3+50	105072.510	369050.689



PROJECT NO: 3360–09–72	HWY: STH 175	COUNTY: WASHINGTON	SOUTH LEG LANNON RD ROUNDABOUT DETAILS – RECONSTRUCT	E

NOTES:
OFFSETS ARE TO THE FLANGE LINE OF CURB & GUTTER
RADII ARE TO THE FLANGE LINE OF CURB & GUTTER

LEGEND

1. CONCRETE CURB & GUTTER 30–INCH TYPE D
2. CONCRETE CURB & GUTTER 6–INCH SLOPED 36–INCH TYPE D
3. CONCRETE CURB & GUTTER 18–INCH TYPE D
4. CONCRETE CURB & GUTTER 4–INCH SLOPED 36–INCH TYPE T
5. CONCRETE CURB & GUTTER 18–INCH TYPE A (REVERSE SLOPED)
6. CONCRETE ROUNDABOUT TRUCK APRON 8–INCH (COLORED RED)
7. ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
8. CONCRETE SIDEWALK 5–INCH
9. SALVAGED TOPSOIL, FERTILIZER, SOD
10. SAWCUT, MATCH EXISTING
11. CONCRETE MEDIAN SLOPED NOSE TYPE 1
12. CONCRETE MEDIAN SLOPED NOSE TYPE 2
13. CURB RAMP TYPE 4B
14. CURB RAMP TYPE 6
15. CURB RAMP TYPE 4A1
16. CONCRETE SIDEWALK 7–INCH
17. CONCRETE DRIVEWAY 7–INCH
18. BASE AGGREGATE DENSE 1 1/4–INCH
19. OVERHEAD SIGN SUPPORT
20. ASPHALTIC FLUMES

POINT	STATION	OFFSET	NORTHING	EASTING
215	154+45.88	70.86' LT	105042.99	369022.65
216	154+34.73	109.27' LT	105060.65	368986.76
217	154+66.19	84.57' LT	105067.24	369026.21
218	956+92.14	47.05' LT	105075.98	369024.55
219	956+70.76"N"	89.00' LT	105063.47	368965.87
220	957+29.00"N"	29.00' LT	105109.99	369003.76
221	957+52.38"N"	27.94' LT	105123.81	368986.79
222	958+38.75"N"	28.16' LT	105196.19	368916.75
223	958+83.09"N"	617.16' LT	104787.27	368494.22
224	959+20.00"N"	26.01' LT	105238.54	368871.19

POINT	STATION	OFFSET	NORTHING	EASTING
201	957+48.65"N"	30.63' LT	105119.43	368988.21
202	957+40.80"N"	31.05' LT	105113.23	368995.83
203	957+02.45"N"	47.50' LT	105086.61	369000.32
204	957+01.70"N"	43.50' LT	105088.90	369004.80
205	957+00.06"N"	31.50' LT	105094.12	369014.52
206	956+87.67"N"	31.50' LT	105087.07	369018.30
207	956+86.66"N"	39.50' LT	105084.22	369013.00
208	957+27.27"M"	29.67' RT	105160.10	369054.29
209	957+19.27"M"	29.82' RT	105153.76	369062.02
210	956+99.86"M"	46.18' RT	105154.92	369085.86
211	956+99.86"M"	41.51' RT	105150.47	369082.08
212	956+99.86"M"	30.18' RT	105142.73	369075.50
213	956+91.86"M"	30.33' RT	105137.66	369081.69
214	956+91.86"M"	38.33' RT	105142.32	369085.58

POINT	STATION	OFFSET	NORTHING	EASTING
225	956+51.82	58.51' RT	105123.69	369126.98
226	956+86.43	72.94' RT	105166.60	369113.42
227	956+85.59	27.95' RT	105131.79	369084.92
228	958+07.92	25.54' RT	105208.84	368990.80
229	959+54.80	19.82' RT	105295.93	368868.26

PROJECT NO: 3360–09–72	HWY: STH 175	COUNTY: WASHINGTON	NORTH LEG LANNON RD ROUNDABOUT DETAILS – RECONSTRUCT	E

FILE NAME: W:\x–Projects\RD\7140\project 2 dgn\021102_id_lannon2.dwg
PLOT DATE: Jul 29, 2015
PLOT BY: kspeth

2

NOTES:
OFFSETS ARE TO THE FLANGE LINE OF CURB & GUTTER
RADII ARE TO THE FLANGE LINE OF CURB & GUTTER

LEGEND

1. CONCRETE CURB & GUTTER 30–INCH TYPE D
2. CONCRETE CURB & GUTTER 6–INCH SLOPED 36–INCH TYPE D
3. CONCRETE CURB & GUTTER 18–INCH TYPE D
4. CONCRETE CURB & GUTTER 4–INCH SLOPED 36–INCH TYPE T
5. CONCRETE CURB & GUTTER 18–INCH TYPE A (REVERSE SLOPED)
6. CONCRETE ROUNDABOUT TRUCK APRON 8–INCH (COLORED RED)
7. ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
8. CONCRETE SIDEWALK 5–INCH
9. SALVAGED TOPSOIL, FERTILIZER, SOD
10. SAWCUT, MATCH EXISTING
11. CONCRETE MEDIAN SLOPED NOSE TYPE 1
12. CONCRETE MEDIAN SLOPED NOSE TYPE 2
13. CURB RAMP TYPE 4B
14. CURB RAMP TYPE 6
15. CURB RAMP TYPE 4A1
16. CONCRETE SIDEWALK 7–INCH
17. CONCRETE DRIVEWAY 7–INCH
18. BASE AGGREGATE DENSE 1 1/4–INCH
19. OVERHEAD SIGN SUPPORT
20. ASPHALTIC FLUMES

POINT	STATION	OFFSET	NORTHING	EASTING
313**	148+00.87"O"	25.58' LT	104523.87	368629.68
314	148+35.25"O"	24.02' LT	104551.78	368651.40
315	147+44.70"O"	1513.36' RT	103590.85	369854.82
316	149+42.86"O"	24.00' LT	104635.07	368722.92
317	151+75.38"O"	24.00' LT	104805.97	368880.58
318	151+75.38"O"	476.00' LT	105112.46	368548.36
319	152+92.48"O"	24.00' LT	104896.10	368945.21
320	154+00.99"O"	24.26' LT	104993.07	368998.08

** NOT SHOWN

POINT	STATION	OFFSET	NORTHING	EASTING
301	153+49.46"O"	26.50' LT	104947.33	368970.30
302	153+58.38"O"	26.50' LT	104957.12	368975.63
303	153+81.33"O"	42.50' LT	104982.97	368971.50
304	153+74.31"O"	34.50' LT	104970.48	368976.08
305	153+93.03"O"	34.80' LT	104988.48	368985.90
306	153+99.28"O"	34.62' LT	104995.51	368989.73
307	153+93.15"O"	26.50' LT	104985.69	368991.21
308	153+99.64"O"	26.64' LT	104992.72	368995.04
309	153+90.69"P"	30.90' RT	104931.30	369058.01
310	154+02.90"P"	31.09' RT	104936.47	369064.11
311	153+89.30"P"	39.43' RT	104926.28	369062.25
312	154+03.60"P"	39.88' RT	104921.28	369068.50

POINT	STATION	OFFSET	NORTHING	EASTING
321**	148+00.84"P"	24.70' RT	104485.24	368680.66
322	148+34.12"P"	24.02' RT	104511.52	368701.15
323	150+04.26"P"	1500.00' RT	103590.85	369854.82
324	150+04.26"P"	24.00' RT	104636.30	368812.89
325	151+53.02"P"	24.00' RT	104741.31	368918.26
326	152+90.01"P"	500.00' LT	105112.46	368548.36
327	152+67.47"P"	24.00' RT	104834.93	368992.83
328	153+68.85"P"	28.05' RT	104921.41	369046.83
329	153+65.46"P"	90.00' RT	104888.57	369099.42
330	154+13.12"P"	35.44' RT	104947.14	369079.08

** NOT SHOWN

CONCRETE CURB & GUTTER
30–INCH REVERSE SLOPED TYPE D

CONCRETE CURB & GUTTER
30–INCH TYPE D (REVERSE SLOPED)

10' SHARED–USE PATH

CONCRETE SURFACE DRAIN

5.00'(TYP.)

10.00'

6.00'

PT STA = 153+17.76

N: 104816.63
E: 368943.29

PROJECT NO: 3360–09–72	HWY: STH 175	COUNTY: WASHINGTON	WEST LEG LANNON RD ROUNDABOUT DETAILS – RECONSTRUCT	E

FILE NAME: W:\x–Projects\RD\7140\project 2 dgn\021103_id_lannon3.dwg
PLOT DATE: Jul 29, 2015
PLOT BY: kspeth

NOTES:
OFFSETS ARE TO THE FLANGE LINE OF CURB & GUTTER
RADII ARE TO THE FLANGE LINE OF CURB & GUTTER

LEGEND

1. CONCRETE CURB & GUTTER 30–INCH TYPE D
2. CONCRETE CURB & GUTTER 6–INCH SLOPED 36–INCH TYPE D
3. CONCRETE CURB & GUTTER 18–INCH TYPE D
4. CONCRETE CURB & GUTTER 4–INCH SLOPED 36–INCH TYPE T
5. CONCRETE CURB & GUTTER 18–INCH TYPE A (REVERSE SLOPED)
6. CONCRETE ROUNDABOUT TRUCK APRON 8–INCH (COLORED RED)
7. ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
8. CONCRETE SIDEWALK 5–INCH
9. SALVAGED TOPSOIL, FERTILIZER, SOD
10. SAWCUT, MATCH EXISTING
11. CONCRETE MEDIAN SLOPED NOSE TYPE 1
12. CONCRETE MEDIAN SLOPED NOSE TYPE 2
13. CURB RAMP TYPE 4B
14. CURB RAMP TYPE 6
15. CURB RAMP TYPE 4A1
16. CONCRETE SIDEWALK 7–INCH
17. CONCRETE DRIVEWAY 7–INCH
18. BASE AGGREGATE DENSE 1 1/4–INCH
19. OVERHEAD SIGN SUPPORT
20. ASPHALTIC FLUMES

POINT	STATION	OFFSET	NORTHING	EASTING
417	155+50.76"L"	27.94' LT	105123.69	369126.98
418	156+61.80"L"	132.62' LT	105238.12	369090.83
419	155+56.35"L"	28.00' LT	105124.90	369130.61
420	156+22.08"L"	89.00' LT	105182.46	369110.39
421	156+18.60"L"	28.00' LT	105151.44	369162.92
422	157+31.38"L"	24.00' LT	105248.48	369220.23
423	159+00.90"L"	448.00' RT	105008.45	369626.65
424	159+24.98"L"	23.34' LT	105395.90	369357.07
425	160+50.00"L"	16.30' LT	105466.84	369460.25

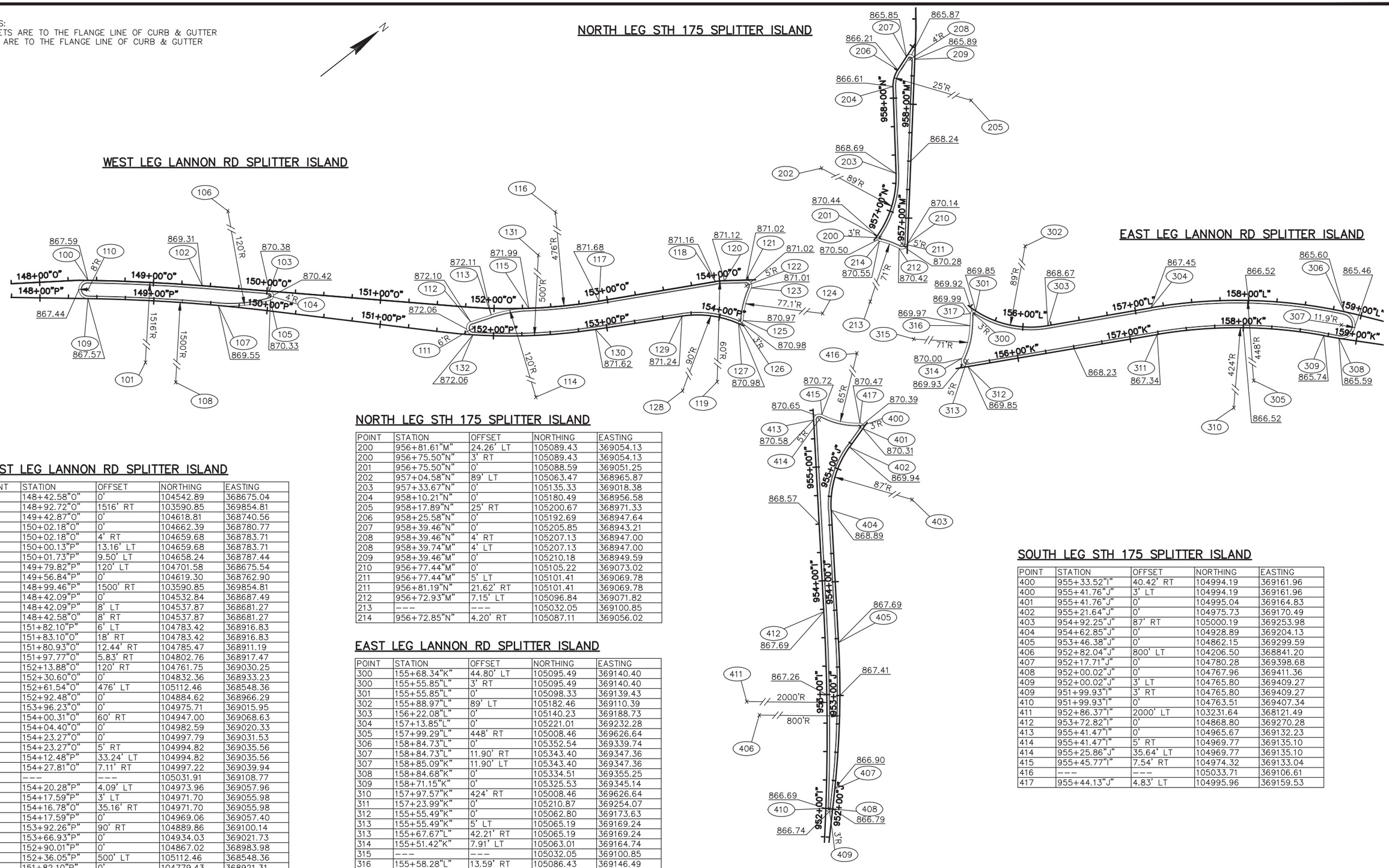
POINT	STATION	OFFSET	NORTHING	EASTING
401	156+47.48"L"	29.46' LT	105176.57	369174.86
402	156+39.49"L"	29.77' LT	105167.96	369169.77
403	156+18.60"L"	46.50' LT	105160.84	369146.99
404	156+18.60"L"	41.88' LT	105157.91	369151.96
405	156+18.60"L"	38.50' LT	105155.76	369155.60
406	155+91.51"L"	38.50' LT	105143.33	369145.40
407	155+77.40"L"	38.50' LT	105138.47	369139.05
408	155+78.37"L"	30.50' LT	105133.69	369142.71
409	155+90.55"L"	30.50' LT	105138.56	369149.06
410	156+24.14"K"	26.75' RT	105110.26	369229.86
411	156+14.58"K"	27.00' RT	105098.68	369223.95
412	155+85.95"K"	45.56' RT	105068.80	369226.68
413	155+86.26"K"	40.95' RT	105071.83	369221.90
414	155+87.15"K"	27.72' RT	105077.40	369213.11
415	155+79.12"K"	27.93' RT	105070.24	369209.46
416	155+78.52"K"	36.91' RT	105067.01	369214.55

POINT	STATION	OFFSET	NORTHING	EASTING
426	955+35.73	25.76' RT	105019.38	369187.53
427	155+71.61"K"	185.68' RT	104988.33	369344.49
428	155+67.41"K"	25.74' RT	105060.99	369201.94
429	156+32.04"K"	24.04' RT	105118.60	369231.30
430	157+23.99"K"	24.00' RT	105199.41	369275.17
431	158+71.15"K"	424.00' RT	105008.46	369626.64
432	158+71.15"K"	24.00' RT	105307.58	369361.08

PROJECT NO: 3360–09–72	HWY: STH 175	COUNTY: WASHINGTON	EAST LEG LANNON RD ROUNDABOUT DETAILS – RECONSTRUCT	E

FILE NAME: W:\x–Projects\RD\7140\project 2 dgn\021104_id_lannon4.dwg
PLOT DATE: Apr 06, 2016
PLOT BY: jgeishirt

NOTES:
OFFSETS ARE TO THE FLANGE LINE OF CURB & GUTTER
RADII ARE TO THE FLANGE LINE OF CURB & GUTTER



WEST LEG LANNON RD SPLITTER ISLAND

POINT	STATION	OFFSET	NORTHING	EASTING
100	148+42.58"O"	0'	104542.89	368675.04
101	148+92.72"O"	1516' RT	103590.85	369854.81
102	149+42.87"O"	0'	104618.81	368740.56
103	150+02.18"O"	0'	104662.39	368780.77
104	150+02.18"O"	4' RT	104659.68	368783.71
104	150+00.13"P"	13.16' LT	104659.68	368783.71
105	150+01.73"P"	9.50' LT	104658.24	368787.44
106	149+79.82"P"	120' LT	104701.58	368675.54
107	149+56.84"P"	0'	104619.30	368762.90
108	148+99.46"P"	1500' RT	103590.85	369854.81
109	148+42.09"P"	0'	104532.84	368687.49
110	148+42.09"P"	8' LT	104537.87	368681.27
110	148+42.58"O"	8' RT	104537.87	368681.27
111	151+82.10"P"	6' LT	104783.42	368916.83
111	151+83.10"O"	18' RT	104783.42	368916.83
112	151+80.93"O"	12.44' RT	104785.47	368911.19
113	151+97.77"O"	5.83' RT	104802.76	368917.47
114	152+13.88"O"	120' RT	104761.75	369030.25
115	152+30.60"O"	0'	104832.36	368933.23
116	152+61.54"O"	476' LT	105112.46	368548.36
117	152+92.48"O"	0'	104884.62	368966.29
118	153+96.23"O"	0'	104975.71	369015.95
119	154+00.31"O"	60' RT	104947.00	369068.63
120	154+04.40"O"	0'	104982.59	369020.33
121	154+23.27"O"	0'	104997.79	369031.53
122	154+23.27"O"	5' RT	104994.82	369035.56
122	154+12.48"P"	33.24' LT	104994.82	369035.56
123	154+27.81"O"	7.11' RT	104997.22	369039.94
124	---	---	105031.91	369108.77
125	154+20.28"P"	4.09' LT	104973.96	369057.96
126	154+17.59"P"	3' LT	104971.70	369055.98
126	154+16.78"O"	35.16' RT	104971.70	369055.98
127	154+17.59"P"	0'	104969.06	369057.40
128	153+92.26"P"	90' RT	104889.86	369100.14
129	153+66.93"P"	0'	104934.03	369021.73
130	152+90.01"P"	0'	104867.02	368983.98
131	152+36.05"P"	500' LT	105112.46	368548.36
132	151+82.10"P"	0'	104779.43	368921.31

NORTH LEG STH 175 SPLITTER ISLAND

POINT	STATION	OFFSET	NORTHING	EASTING
200	956+81.61"M"	24.26' LT	105089.43	369054.13
200	956+75.50"N"	3' RT	105089.43	369054.13
201	956+75.50"N"	0'	105088.59	369051.25
202	957+04.58"N"	89' LT	105063.47	368965.87
203	957+33.67"N"	0'	105135.33	369018.38
204	958+10.21"N"	0'	105180.49	368956.58
205	958+17.89"N"	25' RT	105200.67	368971.33
206	958+25.58"N"	0'	105192.69	368947.64
207	958+39.46"N"	0'	105205.85	368943.21
208	958+39.46"N"	4' RT	105207.13	368947.00
208	958+39.74"M"	4' LT	105207.13	368947.00
209	958+39.46"M"	0'	105210.18	368949.59
210	956+77.44"M"	0'	105105.22	369073.02
211	956+77.44"M"	5' LT	105101.41	369069.78
211	956+81.19"N"	21.62' RT	105101.41	369069.78
212	956+72.93"M"	7.15' LT	105096.84	369071.82
213	---	---	105032.05	369100.85
214	956+72.85"N"	4.20' RT	105087.11	369056.02

EAST LEG LANNON RD SPLITTER ISLAND

POINT	STATION	OFFSET	NORTHING	EASTING
300	155+68.34"K"	44.80' LT	105095.49	369140.40
300	155+55.85"L"	3' RT	105095.49	369140.40
301	155+55.85"L"	0'	105098.33	369139.43
302	155+88.97"L"	89' LT	105182.46	369110.39
303	156+22.08"L"	0'	105140.23	369188.73
304	157+13.85"L"	0'	105221.01	369232.28
305	157+99.29"L"	448' RT	105008.46	369626.64
306	158+84.73"L"	0'	105352.54	369339.74
307	158+84.73"L"	11.90' RT	105343.40	369347.36
307	158+85.09"K"	11.90' LT	105343.40	369347.36
308	158+84.68"K"	0'	105334.51	369355.25
309	158+71.15"K"	0'	105325.53	369345.14
310	157+97.57"K"	424' RT	105008.46	369626.64
311	157+23.99"K"	0'	105210.87	369254.07
312	155+55.49"K"	0'	105062.80	369173.63
313	155+55.49"K"	5' LT	105065.19	369169.24
313	155+67.67"L"	42.21' RT	105065.19	369169.24
314	155+51.42"K"	7.91' LT	105063.01	369164.74
315	---	---	105032.05	369100.85
316	155+58.28"L"	13.59' RT	105086.43	369146.49
317	155+53.40"L"	4.57' RT	105093.20	369138.47

SOUTH LEG STH 175 SPLITTER ISLAND

POINT	STATION	OFFSET	NORTHING	EASTING
400	955+33.52"I"	40.42' RT	104994.19	369161.96
400	955+41.76"J"	3' LT	104994.19	369161.96
401	955+41.76"J"	0'	104995.04	369164.83
402	955+21.64"J"	0'	104975.73	369170.49
403	954+92.25"J"	87' RT	105000.19	369253.98
404	954+62.85"J"	0'	104928.89	369204.13
405	953+46.38"J"	0'	104862.15	369299.59
406	952+82.04"J"	800' LT	104206.50	368841.20
407	952+17.71"J"	0'	104780.28	369398.68
408	952+00.02"J"	0'	104767.96	369411.36
409	952+00.02"J"	3' LT	104765.80	369409.27
409	951+99.93"I"	3' RT	104765.80	369409.27
410	951+99.93"I"	0'	104763.51	369407.34
411	952+86.37"I"	2000' LT	103231.64	368121.49
412	953+72.82"I"	0'	104868.80	369270.28
413	955+41.47"I"	0'	104965.67	369132.23
414	955+41.47"I"	5' RT	104969.77	369135.10
414	955+25.86"J"	35.64' LT	104969.77	369135.10
415	955+45.77"I"	7.54' RT	104974.32	369133.04
416	---	---	105033.71	369106.61
417	955+44.13"J"	4.83' LT	104995.96	369159.53

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	ISLAND DETAILS – LANNON RD INTERSECTION	SHEET	E

FILE NAME: W:\x-Projects\RD\7140\project 2 dgn\021105_id_lannon5.dwg PLOT DATE: Dec 19, 2014 PLOT BY: kevins0 PLOT SCALE: ROTATION:

2

LEGEND

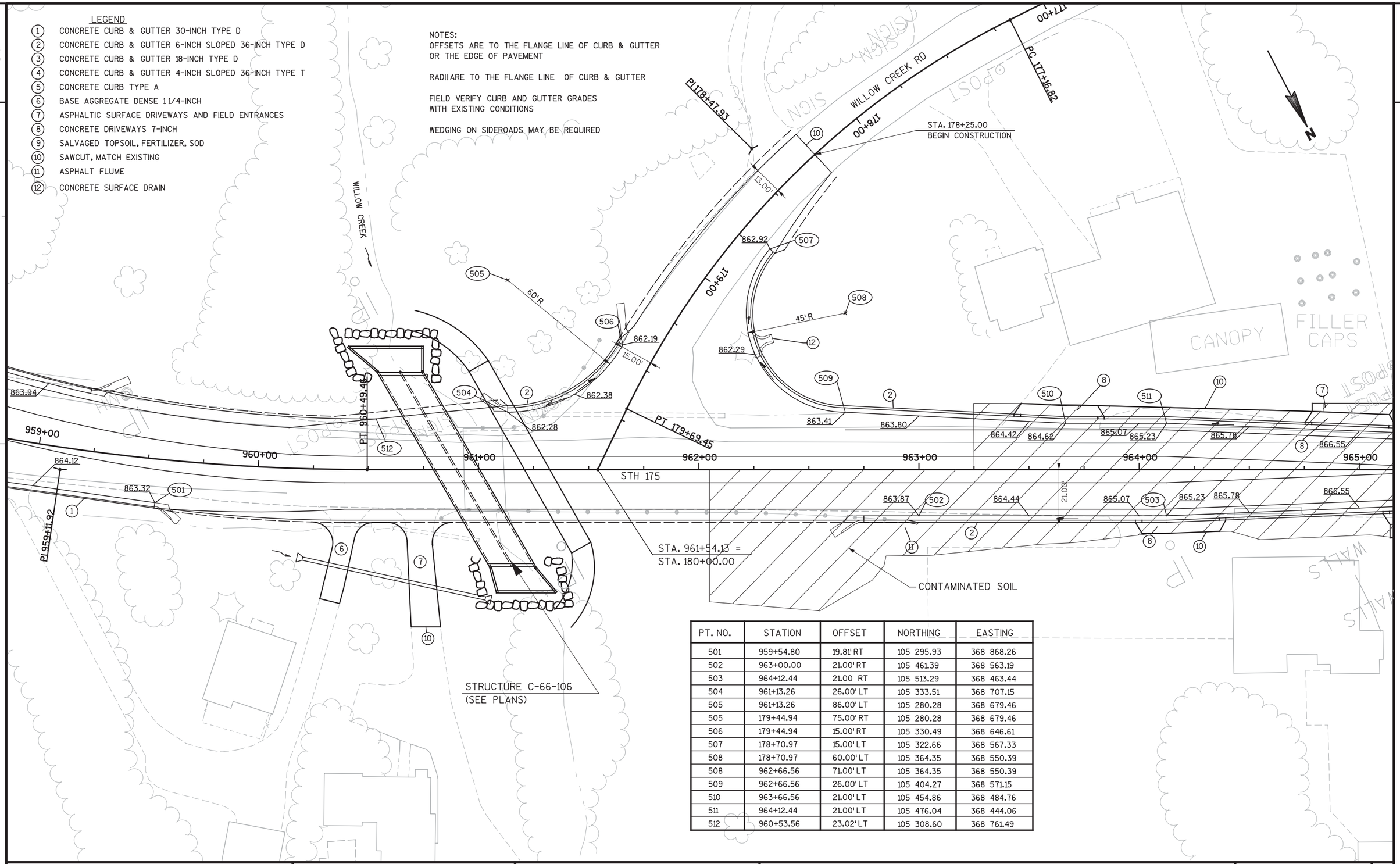
1. CONCRETE CURB & GUTTER 30-INCH TYPE D
2. CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
3. CONCRETE CURB & GUTTER 18-INCH TYPE D
4. CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE T
5. CONCRETE CURB TYPE A
6. BASE AGGREGATE DENSE 1 1/4-INCH
7. ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
8. CONCRETE DRIVEWAYS 7-INCH
9. SALVAGED TOPSOIL, FERTILIZER, SOD
10. SAWCUT, MATCH EXISTING
11. ASPHALT FLUME
12. CONCRETE SURFACE DRAIN

NOTES:
OFFSETS ARE TO THE FLANGE LINE OF CURB & GUTTER OR THE EDGE OF PAVEMENT

RADII ARE TO THE FLANGE LINE OF CURB & GUTTER

FIELD VERIFY CURB AND GUTTER GRADES WITH EXISTING CONDITIONS

WEDGING ON SIDEROADS MAY BE REQUIRED



PT. NO.	STATION	OFFSET	NORTHING	EASTING
501	959+54.80	19.81' RT	105 295.93	368 868.26
502	963+00.00	21.00' RT	105 461.39	368 563.19
503	964+12.44	21.00 RT	105 513.29	368 463.44
504	961+13.26	26.00' LT	105 333.51	368 707.15
505	961+13.26	86.00' LT	105 280.28	368 679.46
505	179+44.94	75.00' RT	105 280.28	368 679.46
506	179+44.94	15.00' RT	105 330.49	368 646.61
507	178+70.97	15.00' LT	105 322.66	368 567.33
508	178+70.97	60.00' LT	105 364.35	368 550.39
508	962+66.56	71.00' LT	105 364.35	368 550.39
509	962+66.56	26.00' LT	105 404.27	368 571.15
510	963+66.56	21.00' LT	105 454.86	368 484.76
511	964+12.44	21.00' LT	105 476.04	368 444.06
512	960+53.56	23.02' LT	105 308.60	368 761.49

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	WILLOW CREEK INTERSECTION DETAILS - RECONSTRUCT	SHEET 44	E

LEGEND

1. CONCRETE CURB & GUTTER 30-INCH TYPE D
2. CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
3. CONCRETE CURB & GUTTER 18-INCH TYPE D
4. CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE T
5. CONCRETE CURB TYPE A
6. BASE AGGREGATE DENSE 1 1/4-INCH
7. ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
8. CONCRETE DRIVEWAYS 7-INCH
9. SALVAGED TOPSOIL, FERTILIZER, SOD
10. SAWCUT, MATCH EXISTING
11. ASPHALT FLUME
12. CONCRETE SURFACE DRAIN

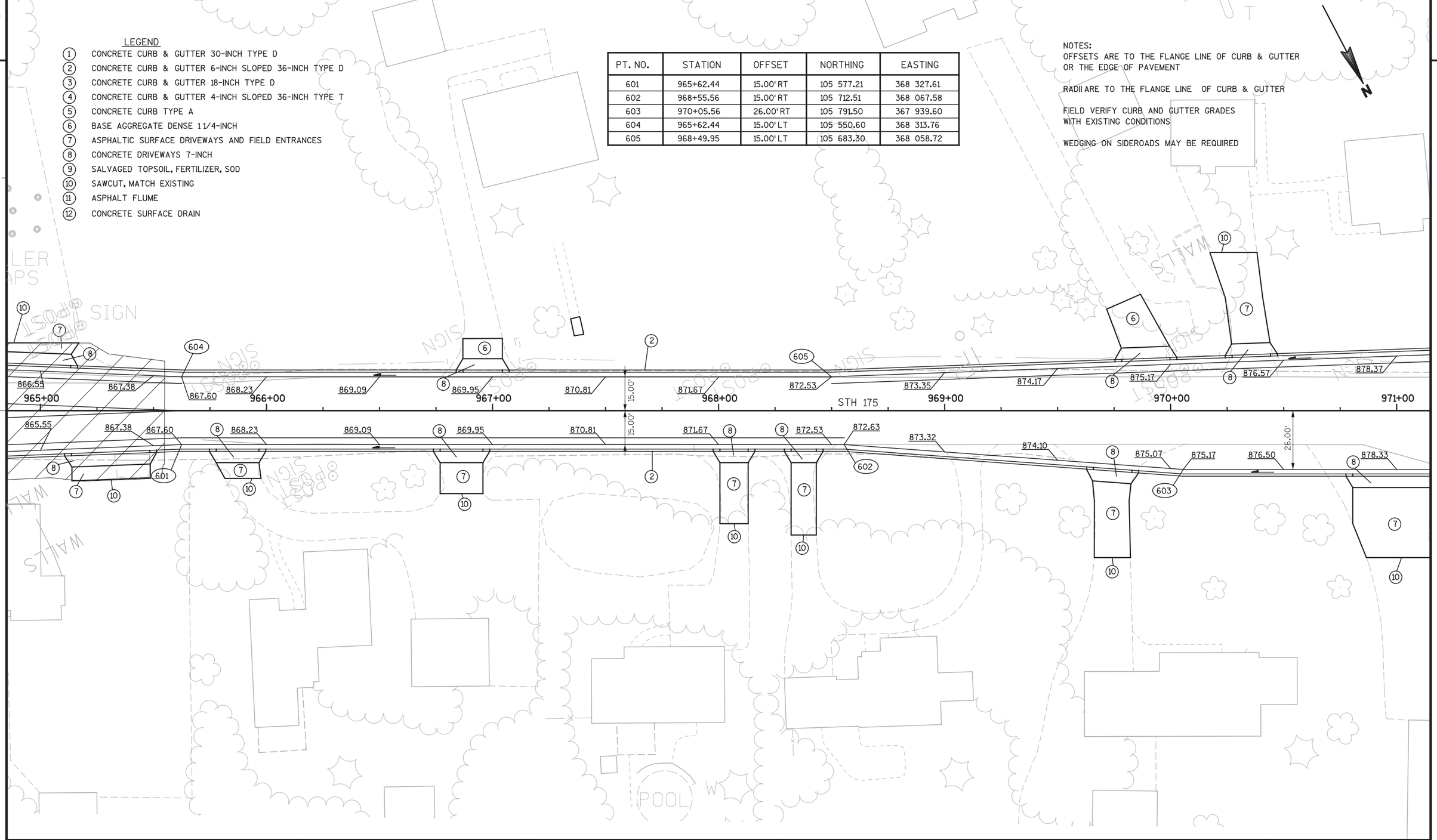
PT. NO.	STATION	OFFSET	NORTHING	EASTING
601	965+62.44	15.00' RT	105 577.21	368 327.61
602	968+55.56	15.00' RT	105 712.51	368 067.58
603	970+05.56	26.00' RT	105 791.50	367 939.60
604	965+62.44	15.00' LT	105 550.60	368 313.76
605	968+49.95	15.00' LT	105 683.30	368 058.72

NOTES:
OFFSETS ARE TO THE FLANGE LINE OF CURB & GUTTER OR THE EDGE OF PAVEMENT

RADII ARE TO THE FLANGE LINE OF CURB & GUTTER

FIELD VERIFY CURB AND GUTTER GRADES WITH EXISTING CONDITIONS

WEDGING ON SIDEROADS MAY BE REQUIRED



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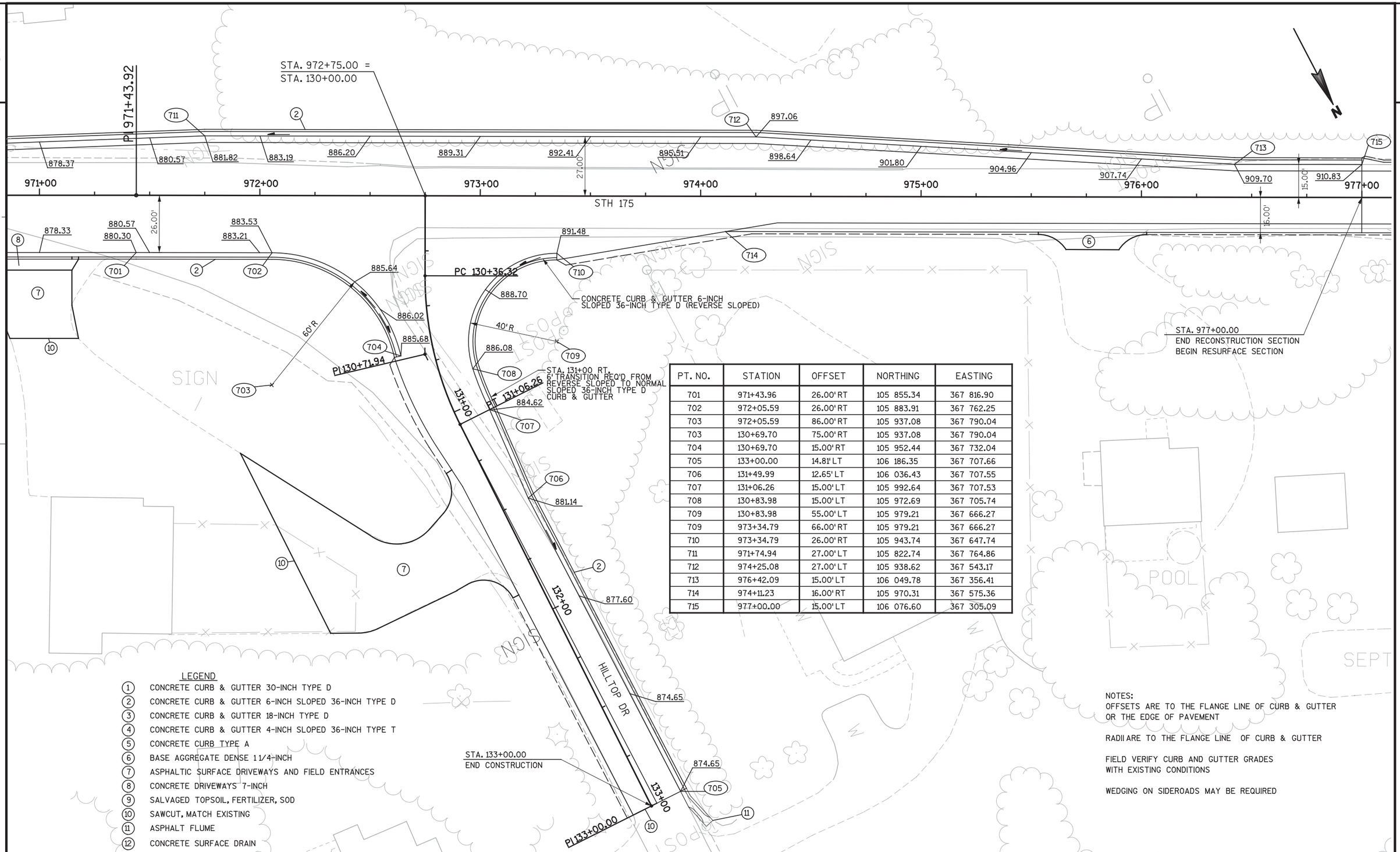


PT. NO.	STATION	OFFSET	NORTHING	EASTING
701	971+43.96	26.00' RT	105 855.34	367 816.90
702	972+05.59	26.00' RT	105 883.91	367 762.25
703	972+05.59	86.00' RT	105 937.08	367 790.04
703	130+69.70	75.00' RT	105 937.08	367 790.04
704	130+69.70	15.00' RT	105 952.44	367 732.04
705	133+00.00	14.81' LT	106 186.35	367 707.66
706	131+49.99	12.65' LT	106 036.43	367 707.55
707	131+06.26	15.00' LT	105 992.64	367 707.53
708	130+83.98	15.00' LT	105 972.69	367 705.74
709	130+83.98	55.00' LT	105 979.21	367 666.27
709	973+34.79	66.00' RT	105 979.21	367 666.27
710	973+34.79	26.00' RT	105 943.74	367 647.74
711	971+74.94	27.00' LT	105 822.74	367 764.86
712	974+25.08	27.00' LT	105 938.62	367 543.17
713	976+42.09	15.00' LT	106 049.78	367 356.41
714	974+11.23	16.00' RT	105 970.31	367 575.36
715	977+00.00	15.00' LT	106 076.60	367 305.09

LEGEND

1. CONCRETE CURB & GUTTER 30-INCH TYPE D
2. CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
3. CONCRETE CURB & GUTTER 18-INCH TYPE D
4. CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE T
5. CONCRETE CURB TYPE A
6. BASE AGGREGATE DENSE 1 1/4-INCH
7. ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
8. CONCRETE DRIVEWAYS 7-INCH
9. SALVAGED TOPSOIL, FERTILIZER, SOD
10. SAWCUT, MATCH EXISTING
11. ASPHALT FLUME
12. CONCRETE SURFACE DRAIN

NOTES:
OFFSETS ARE TO THE FLANGE LINE OF CURB & GUTTER
OR THE EDGE OF PAVEMENT

RADII ARE TO THE FLANGE LINE OF CURB & GUTTER

FIELD VERIFY CURB AND GUTTER GRADES
WITH EXISTING CONDITIONS

WEDGING ON SIDEROADS MAY BE REQUIRED

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	HILLTOP DRIVE INTERSECTION DETAILS - RECONSTRUCT	SHEET 46	E

2

LEGEND

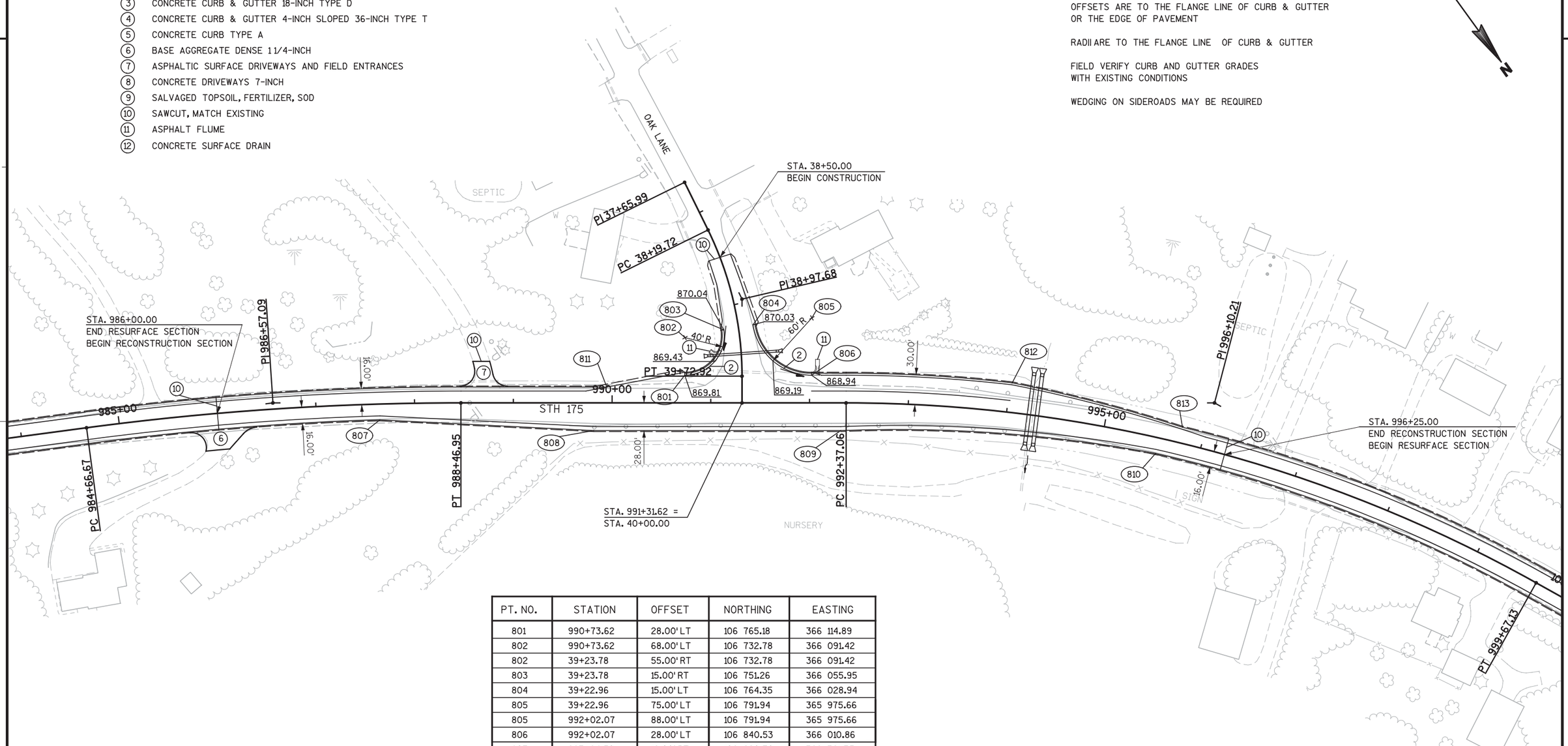
1. CONCRETE CURB & GUTTER 30-INCH TYPE D
2. CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
3. CONCRETE CURB & GUTTER 18-INCH TYPE D
4. CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE T
5. CONCRETE CURB TYPE A
6. BASE AGGREGATE DENSE 1 1/4-INCH
7. ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
8. CONCRETE DRIVEWAYS 7-INCH
9. SALVAGED TOPSOIL, FERTILIZER, SOD
10. SAWCUT, MATCH EXISTING
11. ASPHALT FLUME
12. CONCRETE SURFACE DRAIN

NOTES:
OFFSETS ARE TO THE FLANGE LINE OF CURB & GUTTER
OR THE EDGE OF PAVEMENT

RADII ARE TO THE FLANGE LINE OF CURB & GUTTER

FIELD VERIFY CURB AND GUTTER GRADES
WITH EXISTING CONDITIONS

WEDGING ON SIDEROADS MAY BE REQUIRED



PT. NO.	STATION	OFFSET	NORTHING	EASTING
801	990+73.62	28.00'LT	106 765.18	366 114.89
802	990+73.62	68.00'LT	106 732.78	366 091.42
802	39+23.78	55.00'RT	106 732.78	366 091.42
803	39+23.78	15.00'RT	106 751.26	366 055.95
804	39+22.96	15.00'LT	106 764.35	366 028.94
805	39+22.96	75.00'LT	106 791.94	365 975.66
805	992+02.07	88.00'LT	106 791.94	365 975.66
806	992+02.07	28.00'LT	106 840.53	366 010.86
807	987+64.50	16.00'RT	106 620.70	366 391.35
808	989+81.52	28.00'RT	106 756.50	366 222.32
809	992+31.70	28.00'RT	106 903.27	366 019.72
810	955+56.68	16.00'RT	107 109.00	365 775.11
811	989+94.67	16.00'LT	106 728.58	366 185.86
812	994+02.15	30.00'LT	106 965.95	365 850.85
813	995+77.12	16.00'LT	107 103.51	365 737.53

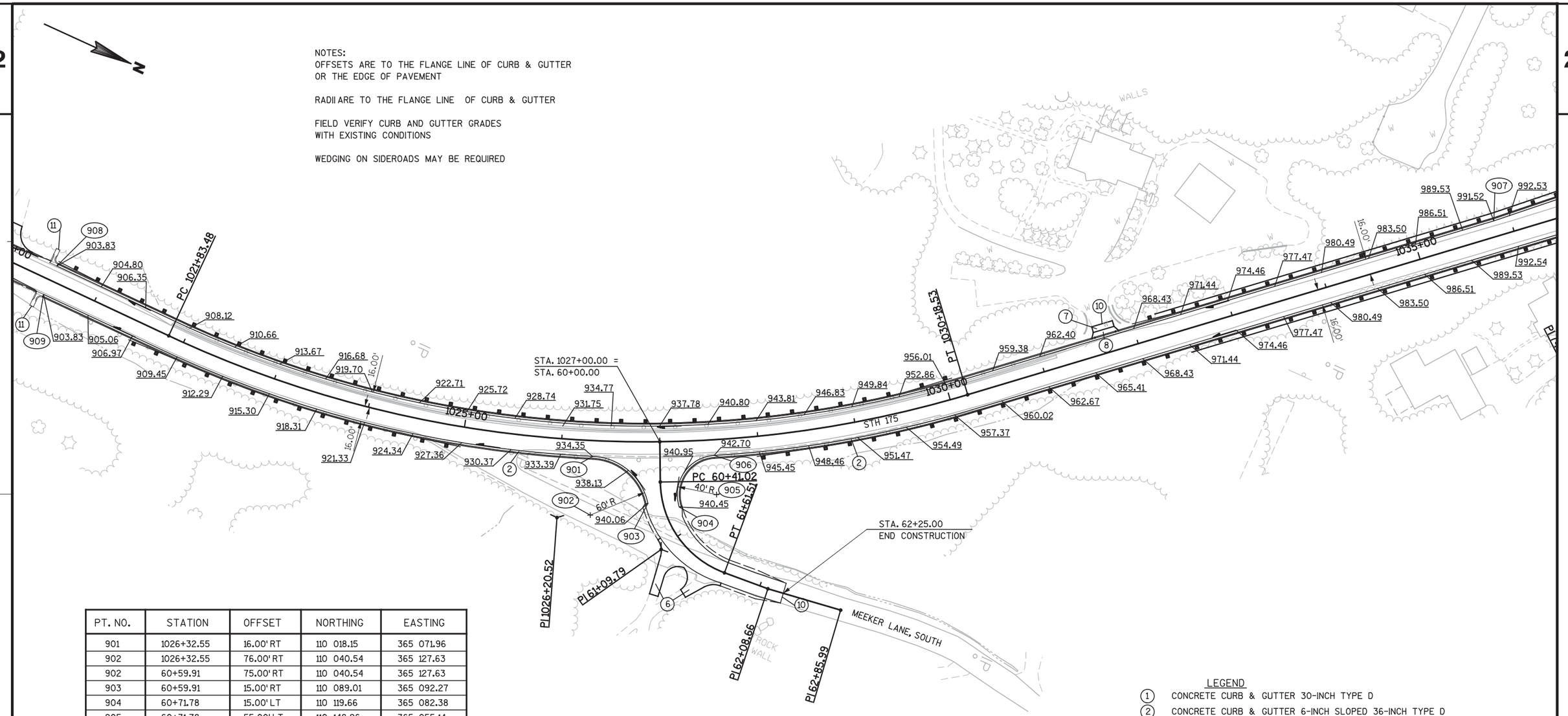
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	OAK LANE INTERSECTION DETAILS - RECONSTRUCT	SHEET 47	E

NOTES:
OFFSETS ARE TO THE FLANGE LINE OF CURB & GUTTER
OR THE EDGE OF PAVEMENT

RADII ARE TO THE FLANGE LINE OF CURB & GUTTER

FIELD VERIFY CURB AND GUTTER GRADES
WITH EXISTING CONDITIONS

WEDGING ON SIDEROADS MAY BE REQUIRED



PT. NO.	STATION	OFFSET	NORTHING	EASTING
901	1026+32.55	16.00' RT	110 018.15	365 071.96
902	1026+32.55	76.00' RT	110 040.54	365 127.63
902	60+59.91	75.00' RT	110 040.54	365 127.63
903	60+59.91	15.00' RT	110 089.01	365 092.27
904	60+71.78	15.00' LT	110 119.66	365 082.38
905	60+71.78	55.00' LT	110 148.96	365 055.14
905	1027+54.47	56.00' RT	110 148.96	365 055.14
906	1027+54.47	16.00' RT	110 130.18	365 019.83
907	1035+83.30	16.00' LT	110 753.88	364 471.97
908	1020+50.00	16.00' LT	109 440.39	365 122.55
909	1020+50.00	16.00' RT	109 440.08	365 154.55

LEGEND

1. CONCRETE CURB & GUTTER 30-INCH TYPE D
2. CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
3. CONCRETE CURB & GUTTER 18-INCH TYPE D
4. CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE T
5. CONCRETE CURB TYPE A
6. BASE AGGREGATE DENSE 1 1/4-INCH
7. ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
8. CONCRETE DRIVEWAYS 7-INCH
9. SALVAGED TOPSOIL, FERTILIZER, SOD
10. SAWCUT, MATCH EXISTING
11. ASPHALT FLUME
12. CONCRETE SURFACE DRAIN

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	MEEKER LANE (SOUTH) INTERSECTION DETAILS - RECONSTRUCT	SHEET 48	E

NOTES:
OFFSETS ARE TO THE FLANGE LINE OF CURB & GUTTER
OR THE EDGE OF PAVEMENT

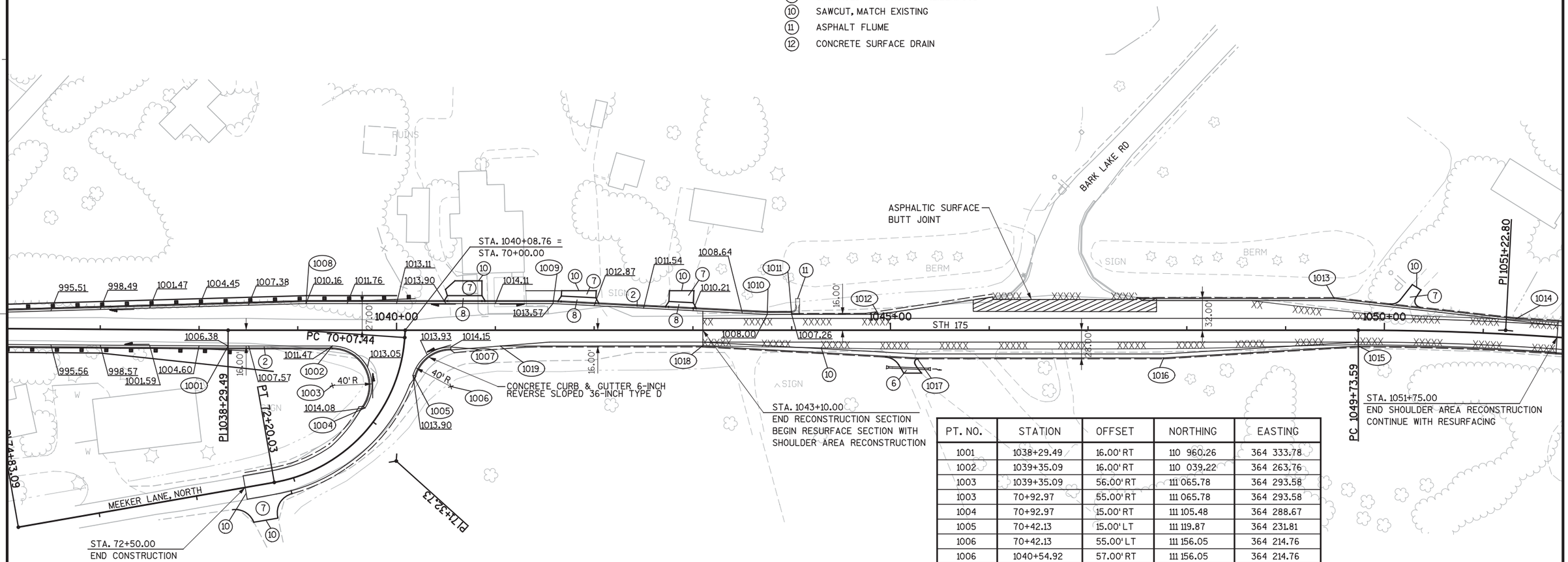
RADII ARE TO THE FLANGE LINE OF CURB & GUTTER

FIELD VERIFY CURB AND GUTTER GRADES
WITH EXISTING CONDITIONS

WEDGING ON SIDEROADS MAY BE REQUIRED

LEGEND

1. CONCRETE CURB & GUTTER 30-INCH TYPE D
2. CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
3. CONCRETE CURB & GUTTER 18-INCH TYPE D
4. CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE T
5. CONCRETE CURB TYPE A
6. BASE AGGREGATE DENSE 1 1/4-INCH
7. ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
8. CONCRETE DRIVEWAYS 7-INCH
9. SALVAGED TOPSOIL, FERTILIZER, SOD
10. SAWCUT, MATCH EXISTING
11. ASPHALT FLUME
12. CONCRETE SURFACE DRAIN



PT. NO.	STATION	OFFSET	NORTHING	EASTING
1001	1038+29.49	16.00' RT	110 960.26	364 333.78
1002	1039+35.09	16.00' RT	110 039.22	364 263.76
1003	1039+35.09	56.00' RT	111 065.78	364 293.58
1003	70+92.97	55.00' RT	111 065.78	364 293.58
1004	70+92.97	15.00' RT	111 105.48	364 288.67
1005	70+42.13	15.00' LT	111 119.87	364 231.81
1006	70+42.13	55.00' LT	111 156.05	364 214.76
1006	1040+54.92	57.00' RT	111 156.05	364 214.76
1007	1040+54.92	17.00' RT	111 129.49	364 184.85
1008	1039+08.30	27.00' LT	110 990.64	364 249.30
1009	1041+58.30	27.00' LT	111 177.57	364 083.30
1010	1043+75.30	16.00' LT	111 347.14	363 947.44
1011	1044+00.00	16.00' LT	111 365.60	363 931.04
1012	1044+88.02	16.00' LT	111 431.42	363 872.59
1013	1049+49.32	32.00' LT	111 765.73	363 554.32
1014	1051+32.24	16.00' LT	111 916.66	363 447.60
1015	1049+73.71	16.00' RT	111 815.83	363 574.02
1016	1047+76.58	28.00' RT	111 676.40	363 713.89
1017	1045+26.58	28.00' RT	111 489.47	363 879.89
1018	1043+09.47	16.00' RT	111 319.16	364 015.08
1019	1041+04.92	16.00' RT	111 166.21	364 150.90

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	MEEKER LANE (NORTH) & BARK LAKE RD INTERSECTIONS DETAILS	SHEET 49	E

NOTES:
OFFSETS ARE TO THE FLANGE LINE OF CURB & GUTTER OR THE EDGE OF PAVEMENT

RADII ARE TO THE FLANGE LINE OF CURB & GUTTER

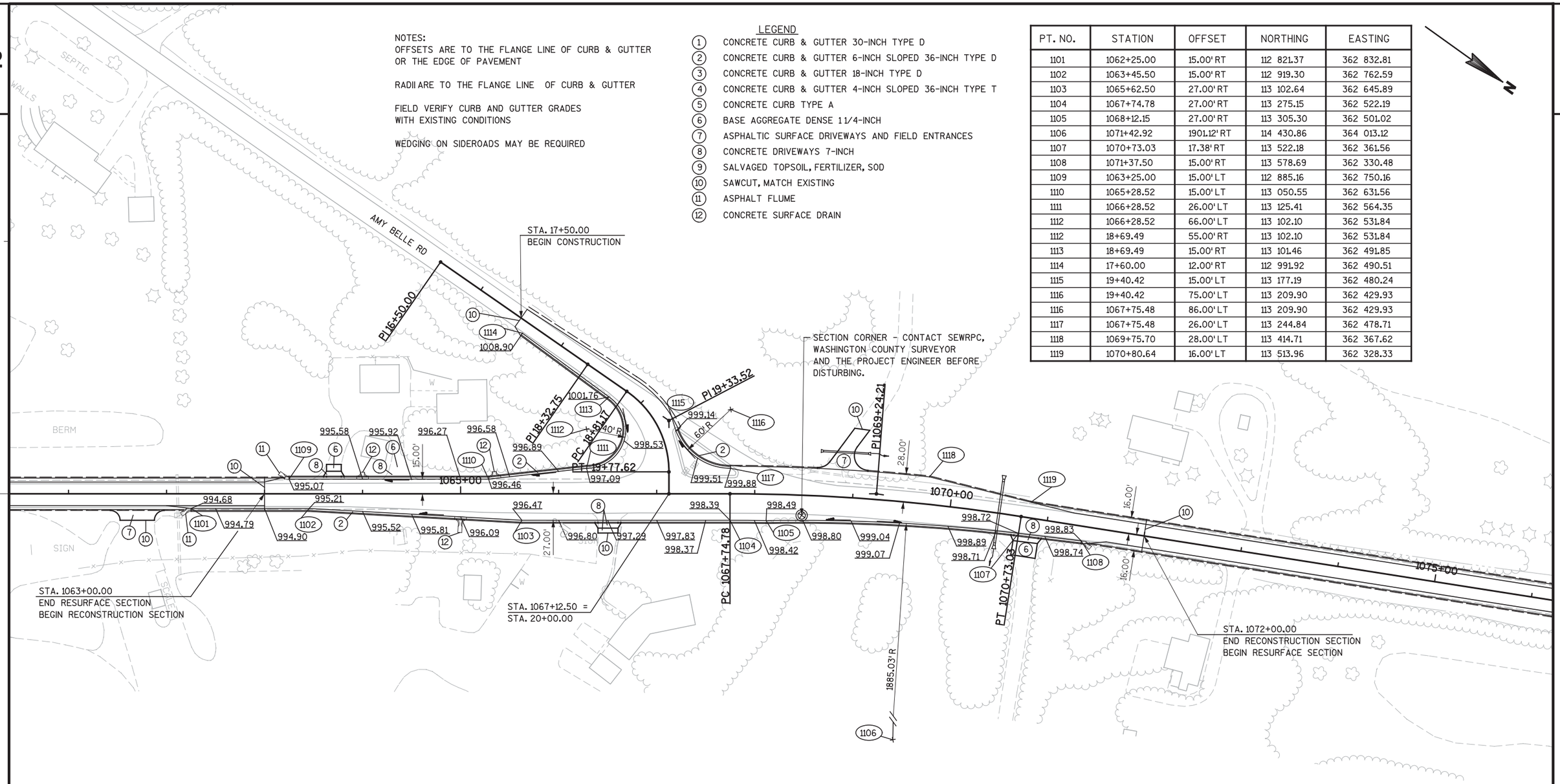
FIELD VERIFY CURB AND GUTTER GRADES WITH EXISTING CONDITIONS

WEDGING ON SIDEROADS MAY BE REQUIRED

LEGEND

1. CONCRETE CURB & GUTTER 30-INCH TYPE D
2. CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
3. CONCRETE CURB & GUTTER 18-INCH TYPE D
4. CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE T
5. CONCRETE CURB TYPE A
6. BASE AGGREGATE DENSE 1 1/4-INCH
7. ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
8. CONCRETE DRIVEWAYS 7-INCH
9. SALVAGED TOPSOIL, FERTILIZER, SOD
10. SAWCUT, MATCH EXISTING
11. ASPHALT FLUME
12. CONCRETE SURFACE DRAIN

PT. NO.	STATION	OFFSET	NORTHING	EASTING
1101	1062+25.00	15.00' RT	112 821.37	362 832.81
1102	1063+45.50	15.00' RT	112 919.30	362 762.59
1103	1065+62.50	27.00' RT	113 102.64	362 645.89
1104	1067+74.78	27.00' RT	113 275.15	362 522.19
1105	1068+12.15	27.00' RT	113 305.30	362 501.02
1106	1071+42.92	1901.12' RT	114 430.86	364 013.12
1107	1070+73.03	17.38' RT	113 522.18	362 361.56
1108	1071+37.50	15.00' RT	113 578.69	362 330.48
1109	1063+25.00	15.00' LT	112 885.16	362 750.16
1110	1065+28.52	15.00' LT	113 050.55	362 631.56
1111	1066+28.52	26.00' LT	113 125.41	362 564.35
1112	1066+28.52	66.00' LT	113 102.10	362 531.84
1112	18+69.49	55.00' RT	113 102.10	362 531.84
1113	18+69.49	15.00' RT	113 101.46	362 491.85
1114	17+60.00	12.00' RT	112 991.92	362 490.51
1115	19+40.42	15.00' LT	113 177.19	362 480.24
1116	19+40.42	75.00' LT	113 209.90	362 429.93
1116	1067+75.48	86.00' LT	113 209.90	362 429.93
1117	1067+75.48	26.00' LT	113 244.84	362 478.71
1118	1069+75.70	28.00' LT	113 414.71	362 367.62
1119	1070+80.64	16.00' LT	113 513.96	362 328.33



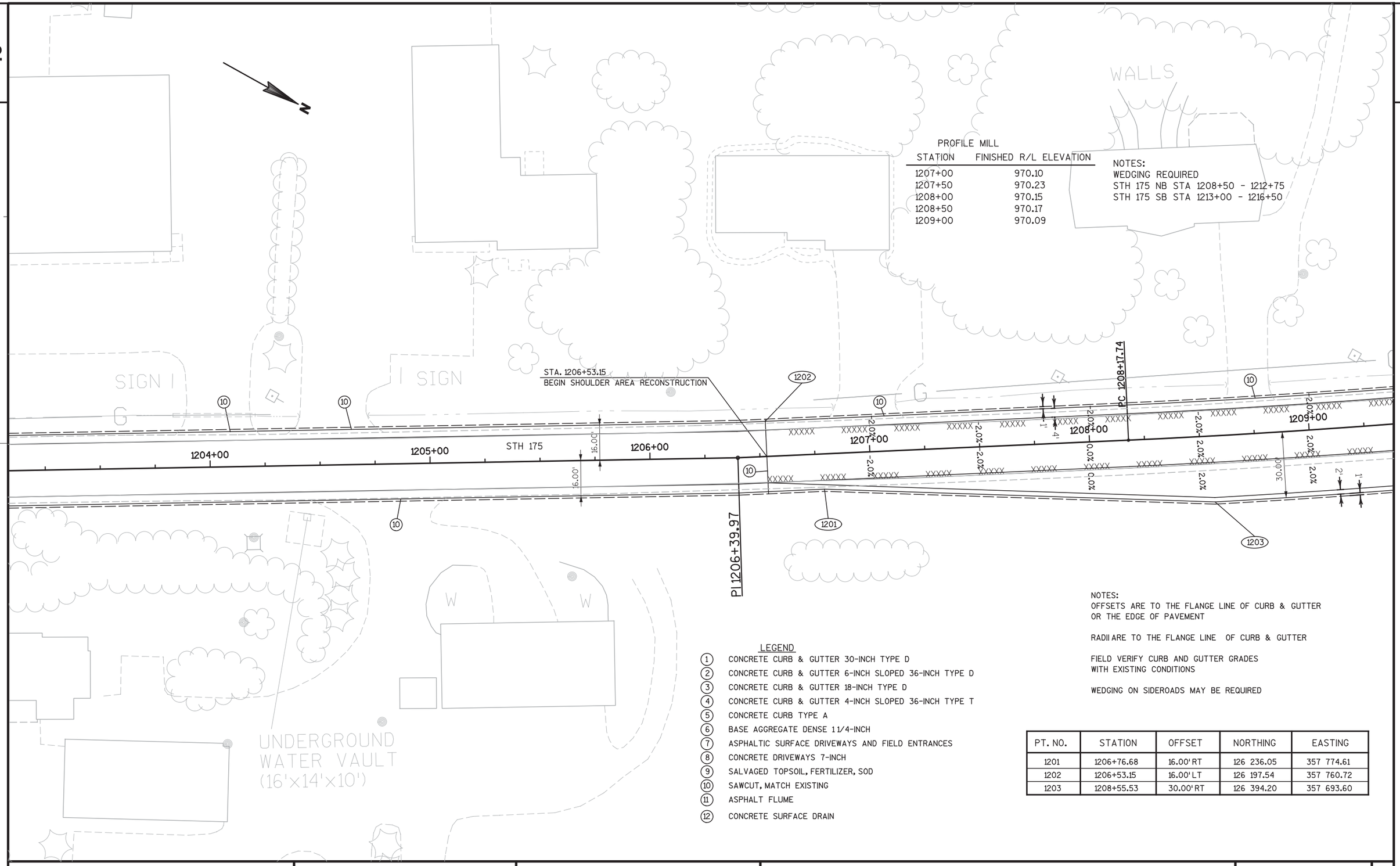
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	AMY BELLE ROAD INTERSECTION DETAILS - RECONSTRUCT	SHEET 50	E

2

PROFILE MILL

STATION	FINISHED R/L ELEVATION
1207+00	970.10
1207+50	970.23
1208+00	970.15
1208+50	970.17
1209+00	970.09

NOTES:
WEDGING REQUIRED
STH 175 NB STA 1208+50 - 1212+75
STH 175 SB STA 1213+00 - 1216+50



LEGEND

(1) CONCRETE CURB & GUTTER 30-INCH TYPE D
(2) CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
(3) CONCRETE CURB & GUTTER 18-INCH TYPE D
(4) CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE T
(5) CONCRETE CURB TYPE A
(6) BASE AGGREGATE DENSE 1 1/4-INCH
(7) ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
(8) CONCRETE DRIVEWAYS 7-INCH
(9) SALVAGED TOPSOIL, FERTILIZER, SOD
(10) SAWCUT, MATCH EXISTING
(11) ASPHALT FLUME
(12) CONCRETE SURFACE DRAIN

NOTES:
OFFSETS ARE TO THE FLANGE LINE OF CURB & GUTTER
OR THE EDGE OF PAVEMENT

RADII ARE TO THE FLANGE LINE OF CURB & GUTTER

FIELD VERIFY CURB AND GUTTER GRADES
WITH EXISTING CONDITIONS

WEDGING ON SIDEROADS MAY BE REQUIRED

PT. NO.	STATION	OFFSET	NORTHING	EASTING
1201	1206+76.68	16.00' RT	126 236.05	357 774.61
1202	1206+53.15	16.00' LT	126 197.54	357 760.72
1203	1208+55.53	30.00' RT	126 394.20	357 693.60

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PLEASANT HILL RD INTERSECTION DETAILS-SHOULDER RECONSTRUCT	SHEET 51	E

PT. NO.	STATION	OFFSET	NORTHING	EASTING
1204	1210+54.17	28.00' RT	126 559.70	357 581.08
1205	1210+54.17	63.00' RT	126 579.84	357 609.71
1205	51+08.52	50.00' RT	126 579.84	357 609.71
1206	51+08.52	15.00' RT	126 614.81	357 608.22
1207	51+50.11	11.32' RT	126 619.94	357 649.04
1208	1210+34.35	16.00' LT	126 518.21	357 556.41
1209	1211+23.64	28.00' LT	126 583.52	357 495.09
1210	1211+23.64	98.00' LT	126 542.21	357 438.58
1210	49+42.30	85.00' RT	126 542.21	357 438.58
1211	49+42.30	15.00' RT	126 612.17	357 440.98
1212	48+76.97	14.23' LT	126 644.39	357 376.81
1213	48+77.35	50.00' LT	126 679.35	357 378.29
1214	1212+71.28	28.00' LT	126 700.88	357 405.89
1215	1212+51.68	16.00' RT	126 711.93	357 453.07
1216	1211+94.31	22.00' RT	126 670.02	357 492.98
1217	1211+94.31	92.00' RT	126 712.37	357 548.71
1217	50+53.21	85.00' LT	126 712.37	357 548.71
1218	50+53.21	15.00' LT	126 642.43	357 551.69
1219	51+49.58	11.80' LT	126 643.07	357 648.73
1220	1213+76.97	26.00' RT	126 816.85	357 384.34
1221	1214+80.35	28.00' LT	126 867.99	357 279.50
1222	1214+80.35	48.00' LT	126 856.34	357 263.25
1222	48+65.96	35.00' RT	126 856.34	357 263.25
1223	48+65.96	15.00' RT	126 856.50	357 243.25

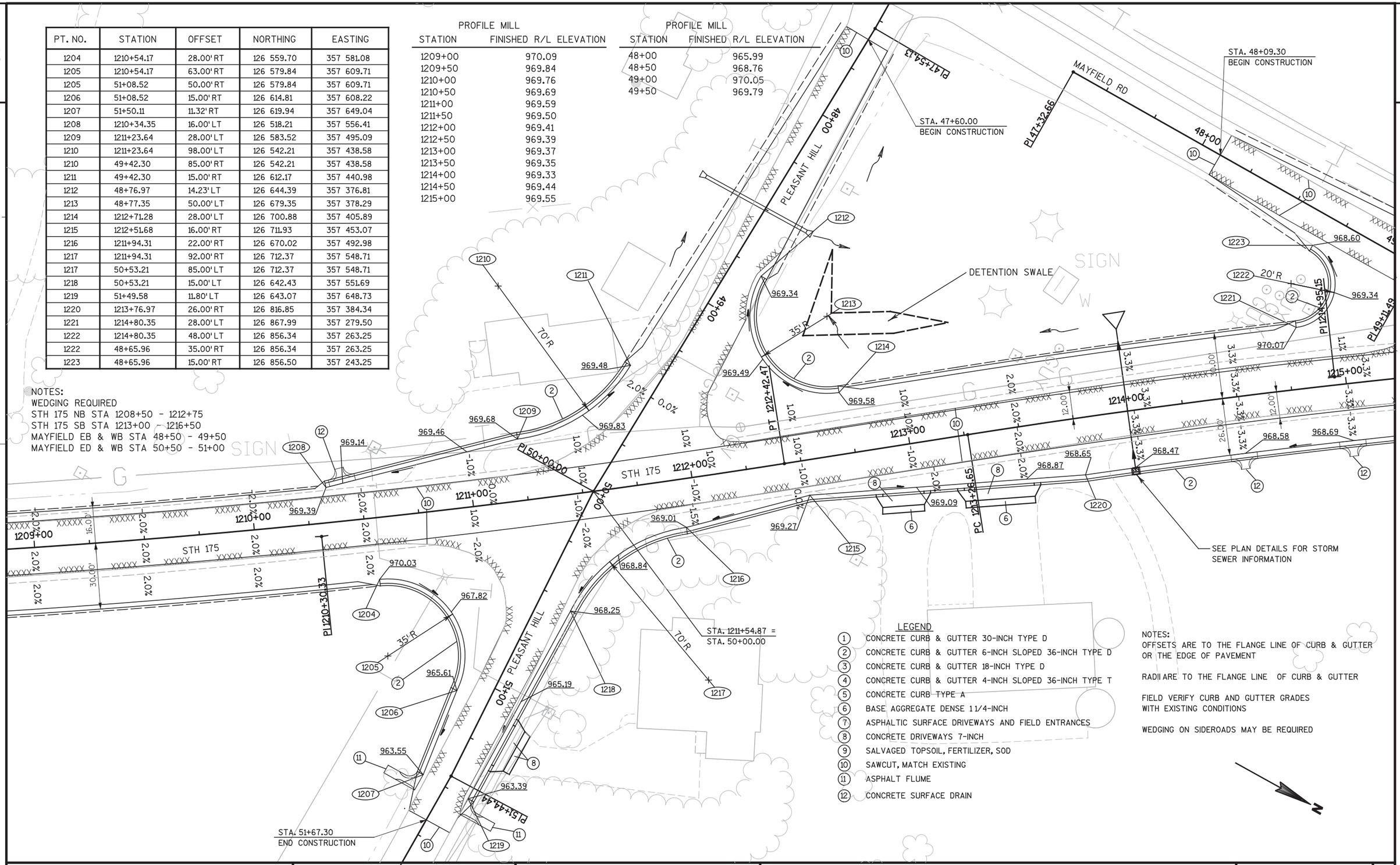
NOTES:
WEDGING REQUIRED
STH 175 NB STA 1208+50 - 1212+75
STH 175 SB STA 1213+00 - 1216+50
MAYFIELD EB & WB STA 48+50 - 49+50
MAYFIELD ED & WB STA 50+50 - 51+00

PROFILE MILL

STATION	FINISHED R/L ELEVATION
1209+00	970.09
1209+50	969.84
1210+00	969.76
1210+50	969.69
1211+00	969.59
1211+50	969.50
1212+00	969.41
1212+50	969.39
1213+00	969.37
1213+50	969.35
1214+00	969.33
1214+50	969.44
1215+00	969.55

PROFILE MILL

STATION	FINISHED R/L ELEVATION
48+00	965.99
48+50	968.76
49+00	970.05
49+50	969.79



LEGEND

1. CONCRETE CURB & GUTTER 30-INCH TYPE D
2. CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
3. CONCRETE CURB & GUTTER 18-INCH TYPE D
4. CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE T
5. CONCRETE CURB TYPE A
6. BASE AGGREGATE DENSE 1 1/4-INCH
7. ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
8. CONCRETE DRIVEWAYS 7-INCH
9. SALVAGED TOPSOIL, FERTILIZER, SOD
10. SAWCUT, MATCH EXISTING
11. ASPHALT FLUME
12. CONCRETE SURFACE DRAIN

NOTES:
OFFSETS ARE TO THE FLANGE LINE OF CURB & GUTTER OR THE EDGE OF PAVEMENT

RADII ARE TO THE FLANGE LINE OF CURB & GUTTER

FIELD VERIFY CURB AND GUTTER GRADES WITH EXISTING CONDITIONS

WEDGING ON SIDEROADS MAY BE REQUIRED

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PLEASANT HILL RD INTERSECTION DETAILS-SHOULDER RECONSTRUCT	SHEET 52	E

2

PROFILE MILL

STATION	FINISHED R/L ELEVATION
1214+50	969.44
1215+00	969.55
1215+50	969.66
1216+00	969.77
1216+50	969.87
1217+00	970.13
1217+50	970.43
1218+00	970.46
1218+50	970.54
1219+00	970.76
1219+50	970.93
1220+00	971.08

NOTES:
WEDGING REQUIRED
STH 175 NB STA 1208+50 - 1212+75
STH 175 SB STA 1213+00 - 1216+50
MAYFIELD EB & WB STA 49+00 - 49+50
MAYFIELD EB & WB STA 51+00 - 51+50

PT. NO.	STATION	OFFSET	NORTHING	EASTING
1221	1214+80.35	28.00' LT	126 867.99	357 279.50
1222	1214+80.35	48.00' LT	126 856.34	357 263.25
1222	48+65.96	35.00' RT	126 856.34	357 263.25
1223	48+65.96	15.00' RT	126 856.50	357 243.25
1224	1216+00.16	26.00' RT	126 997.23	357 255.56
1225	1216+00.16	96.00' RT	127 036.22	357 313.70
1225	50+45.61	85.00' RT	127 036.22	357 313.70
1226	50+45.60	15.00' RT	127 036.26	357 243.70
1227	49+49.32	15.00' LT	126 939.99	357 213.65
1228	49+49.32	90.00' LT	126 940.04	357 138.65
1228	1216+17.32	103.00' LT	126 940.04	357 138.65
1229	1216+17.32	28.00' LT	126 981.53	357 201.12
1230	51+37.68	14.00' LT	127 128.08	357 213.68
1231	51+38.70	33.97' LT	127 128.74	357 193.69
1231	1217+44.61	46.00' RT	126 128.74	357 193.69
1232	1217+44.61	26.00' RT	127 117.87	357 176.90
1233	1218+17.15	30.00' LT	127 148.36	357 090.48
1234	1219+92.25	16.00' LT	127 302.98	357 007.12
1235	1218+35.47	16.00' RT	127 188.73	357 119.15

LEGEND

1. CONCRETE CURB & GUTTER 30-INCH TYPE D
2. CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
3. CONCRETE CURB & GUTTER 18-INCH TYPE D
4. CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE T
5. CONCRETE CURB TYPE A
6. COLORED CONCRETE 8-INCH
7. ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
8. CONCRETE SIDEWALK 5-INCH
9. SALVAGED TOPSOIL, FERTILIZER, SOD
10. SAWCUT, MATCH EXISTING
11. ASPHALT FLUME
12. CONCRETE SURFACE DRAIN

NOTES:
OFFSETS ARE TO THE FLANGE LINE OF CURB & GUTTER OR THE EDGE OF PAVEMENT

RADII ARE TO THE FLANGE LINE OF CURB & GUTTER

FIELD VERIFY CURB AND GUTTER GRADES WITH EXISTING CONDITIONS

WEDGING ON SIDEROADS MAY BE REQUIRED

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	MAYFIELD RD INTERSECTION DETAILS - SHOULDER RECONSTRUCT	SHEET 53	E

LEGEND

1. CONCRETE CURB & GUTTER 30-INCH TYPE D
2. CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
3. CONCRETE CURB & GUTTER 18-INCH TYPE D
4. CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE T
5. CONCRETE CURB TYPE A
6. BASE AGGREGATE DENSE 1 1/4-INCH
7. ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
8. CONCRETE DRIVEWAYS 7-INCH
9. SALVAGED TOPSOIL, FERTILIZER, SOD
10. SAWCUT, MATCH EXISTING
11. ASPHALT FLUME
12. CONCRETE SURFACE DRAIN
13. CONCRETE CURB & GUTTER 6-INCH SLOPED 24-INCH TYPE D

NOTES:
OFFSETS ARE TO THE FLANGE LINE OF CURB & GUTTER OR THE EDGE OF PAVEMENT

RADII ARE TO THE FLANGE LINE OF CURB & GUTTER

FIELD VERIFY CURB AND GUTTER GRADES WITH EXISTING CONDITIONS

WEDGING ON SIDEROADS MAY BE REQUIRED

STA. 1269+50.00
END RESURFACE SECTION
BEGIN RECONSTRUCTION SECTION

PC 1269+93.91

PI 1271+66.98

PT 1273+39.63

STA. 119+11.00, RT
BEGIN CONSTRUCTION

SECTION CORNER - CONTACT SEWRPC, WASHINGTON COUNTY SURVEYOR AND THE PROJECT ENGINEER BEFORE DISTURBING.

STA. 1275+51.99 =
STA. 120+00.00

1275+00

1270+00

1280+00

PI 117+07.91

PIONEER RD

CEMETERY

SUBSTATION

STA. 118+50.00, LT
BEGIN CONSTRUCTION

PC 1276+60.40

STA. 1275+57.07 =
STA. 120+00.00

SECTION CORNER - CONTACT SEWRPC, WASHINGTON COUNTY SURVEYOR AND THE PROJECT ENGINEER BEFORE DISTURBING.

PI 1280+12.04

STA. 1282+00.00
END RECONSTRUCTION SECTION
BEGIN RESURFACE SECTION

PT 1283+62.80

1283+62.80 BACK =
1283+62.94 AHEAD
EQUATION

PI 123+26.38

PI 125+61.22

126+52.86 BACK =
126+51.08 AHEAD

STA. 126+00.00
END CONSTRUCTION

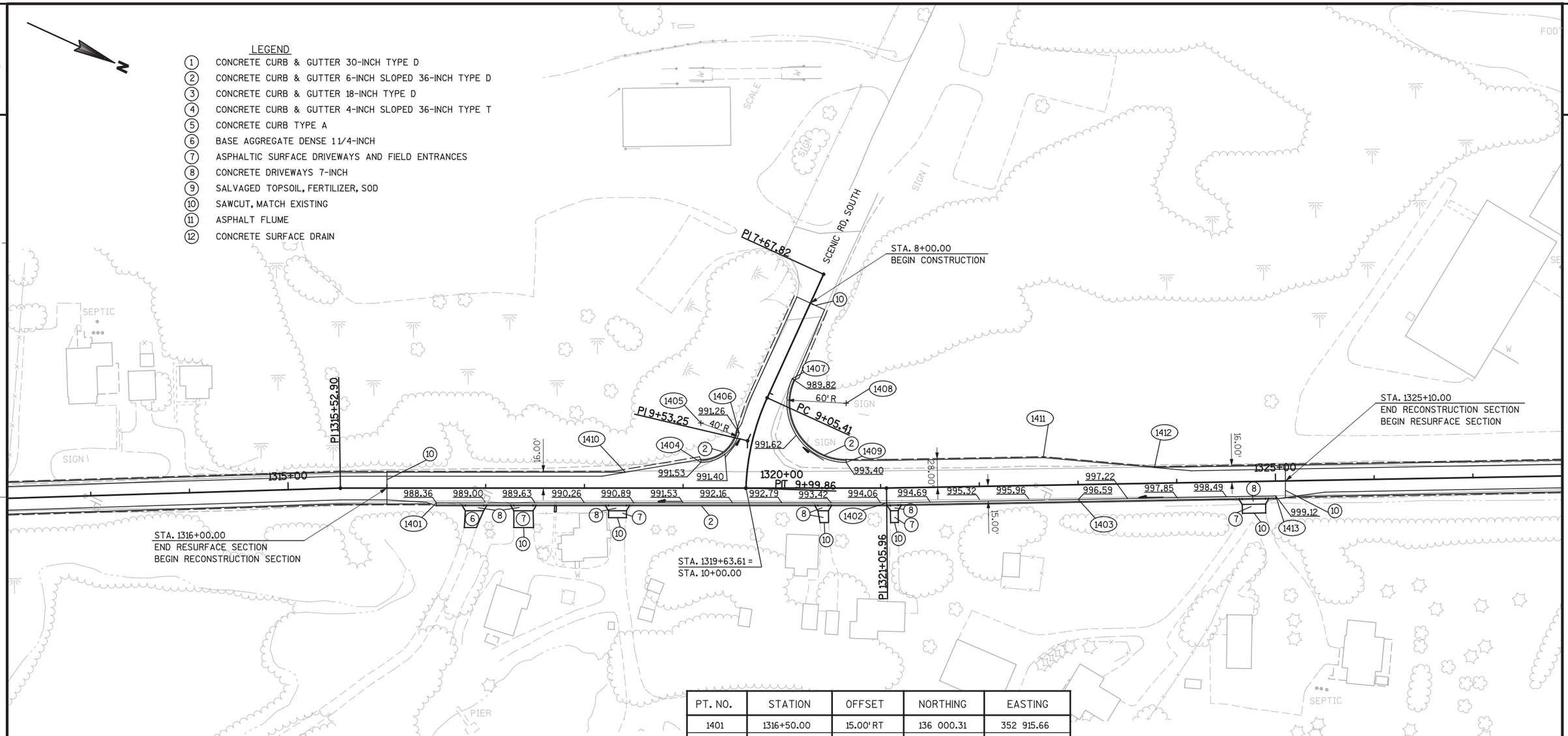
PT. NO.	STATION	OFFSET	NORTHING	EASTING
1301	1272+68.21	22.00' RT	132 036.27	354 768.35
1302	1273+39.65	22.00' RT	132 103.70	354 746.53
1303	1274+66.82	22.00' RT	132 225.19	354 708.90
1304	1274+66.82	67.00' RT	132 238.50	354 751.89
1304	120+92.40	64.00' RT	132 238.50	354 751.89
1305	120+92.40	19.00' RT	132 283.49	354 753.06
1306	122+71.96	19.00' RT	132 278.81	354 932.56
1307	123+71.80	16.00' RT	132 280.12	355 032.78
1308	125+60.00	16.00' RT	132 279.00	355 220.98
1309	123+71.65	12.00' RT	132 308.12	355 032.80
1310	122+59.15	21.00' RT	132 319.13	354 920.80
1311	120+59.15	21.00' LT	132 324.34	354 720.87
1312	120+59.15	81.00' LT	132 384.32	354 722.43
1312	1276+14.82	82.00' RT	132 384.32	354 722.43
1313	1276+14.82	22.00' RT	132 366.57	354 665.11
1314	1274+99.69	23.00' LT	132 243.27	354 656.20
1315	1274+99.69	83.00' LT	132 225.52	354 598.88
1315	119+36.76	75.00' RT	132 225.52	354 598.88
1316	119+36.76	15.00' RT	132 285.52	354 599.34
1317	119+09.55	15.00' LT	132 315.72	354 572.36
1318	119+09.55	60.00' LT	132 360.72	354 572.71
1318	1276+36.58	68.00' LT	132 360.72	354 572.71
1319	1276+36.58	23.00' LT	132 374.04	354 615.69
1320	1280+10.68	22.00' LT	132 727.03	354 496.23
1321	1281+60.69	16.00' LT	132 868.37	354 447.11
1322	1269+68.17	16.00' LT	131 743.88	354 843.38
1323	1272+68.17	22.00' LT	132 022.17	354 726.67
1324	1274+49.71	22.00' LT	132 195.83	354 671.93
1325	1269+67.91	16.00' RT	131 756.72	354 872.70
1326	1271+17.89	22.00' RT	131 896.24	354 819.71
1327	1276+56.24	22.00' RT	132 406.13	354 652.86
1328	1278+60.53	22.00' RT	132 600.93	354 588.85
1329	1281+60.53	16.00' RT	132 880.32	354 476.80

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PIONEER ROAD INTERSECTION DETAILS - RECONSTRUCT	SHEET 54	E

2

LEGEND

1. CONCRETE CURB & GUTTER 30-INCH TYPE D
2. CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
3. CONCRETE CURB & GUTTER 18-INCH TYPE D
4. CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE T
5. CONCRETE CURB TYPE A
6. BASE AGGREGATE DENSE 1 1/4-INCH
7. ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
8. CONCRETE DRIVEWAYS 7-INCH
9. SALVAGED TOPSOIL, FERTILIZER, SOD
10. SAWCUT, MATCH EXISTING
11. ASPHALT FLUME
12. CONCRETE SURFACE DRAIN



NOTES:
OFFSETS ARE TO THE FLANGE LINE OF CURB & GUTTER
OR THE EDGE OF PAVEMENT

RADII ARE TO THE FLANGE LINE OF CURB & GUTTER

FIELD VERIFY CURB AND GUTTER GRADES
WITH EXISTING CONDITIONS

WEDGING ON SIDEROADS MAY BE REQUIRED

PT. NO.	STATION	OFFSET	NORTHING	EASTING
1401	1316+50.00	15.00' RT	136 000.31	352 915.66
1402	1321+05.83	15.00' RT	136 414.77	352 725.30
1403	1323+00.00	15.00' RT	136 769.97	352 554.38
1404	1319+17.95	26.00' LT	136 226.69	352 766.57
1405	1319+17.95	66.00' LT	136 209.99	352 730.22
1405	9+47.17	55.00' RT	136 209.99	352 730.22
1406	9+47.17	15.00' RT	136 249.37	352 723.20
1407	8+77.21	15.00' LT	136 275.34	352 650.78
1408	8+77.21	75.00' LT	136 335.34	352 650.64
1408	1320+65.08	86.00'LT	136 335.34	352 650.64
1409	1320+65.08	26.00' LT	136 360.38	352 705.16
1410	1318+41.48	16.00' LT	136 161.37	352 807.57
1411	1322+65.23	28.00' LT	136 539.77	352 617.43
1412	1323+77.61	16.00' LT	136 646.24	352 579.51
1413	1325+00.00	15.00' RT	136 769.97	352 554.38

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	SCENIC RD WEST INTERSECTION DETAILS- RECONSTRUCT	SHEET 55	E

FILE NAME : W:\x-Projects\RD\7140\project 2 dgn\021117_id_scen w.dgn PLOT DATE : 3/31/2016 PLOT BY : lsander PLOT NAME : PLOT SCALE : 100.0000 sf / in.

WISDOT/CADDS SHEET 42

PT. NO.	STATION	OFFSET	NORTHING	EASTING
1501	1330+15.24	17.00' RT	137 235.11	352 332.78
1502	1330+23.54	16.00' LT	137 228.28	352 299.44
1503	1330+95.70	28.00' LT	137 288.11	352 257.34
1504	1330+95.70	63.00' LT	137 272.93	352 225.80
1504	49+39.14	50.00' RT	137 272.93	352 225.80
1505	49+39.14	15.00' RT	137 305.11	352 212.02
1506	1331+28.21	26.00' RT	137 340.81	352 291.90
1507	1333+27.24	26.00' RT	137 520.03	352 202.94
1508	1333+27.23	61.00' RT	137 536.49	352 233.82
1508	50+98.23	50.00' RT	137 536.49	352 233.82
1509	50+98.23	15.00' RT	137 571.49	352 234.10
1510	50+61.14	15.00' LT	137 601.79	352 197.25
1511	50+61.14	85.00' LT	137 671.78	352 197.81
1511	1334+59.19	96.00' LT	137 671.78	352 197.81
1512	1334+59.19	26.00' RT	137 636.05	352 137.62
1513	48+71.96	15.00' LT	137 322.60	352 141.48
1514	48+71.96	75.00' LT	137 382.48	352 145.34
1514	1332+29.94	87.93' LT	137 382.48	352 145.34
1515	1332+26.90	28.00' LT	137 405.15	352 200.48
1516	1335+13.84	26.00' RT	137 683.20	352 109.01
1517	1335+13.84	96.00' RT	137 720.08	352 168.51
1517	50+47.51	85.00' RT	137 720.08	352 168.51
1518	50+47.51	15.00' RT	137 728.49	352 099.02
1519	49+00.00	13.22' RT	137 295.46	352 170.20
1520	1334+29.69	30.00' LT	137 582.28	352 104.24

STA. 48+00.00
BEGIN CONSTRUCTION

STA. 1330+15.24
BEGIN SHOULDER AREA RECONSTRUCTION

SECTION CORNER - CONTACT SEWRPC, WASHINGTON COUNTY SURVEYOR AND THE PROJECT ENGINEER BEFORE DISTURBING.

FOND DU LAC DR

STH 175

WESTERN AVE

SCENIC RD

PI 48+84.62

PC 48+23.52

PT 49+39.16

PC 1332+09.06

PI 50+00.00

PI 50+00.00

48+00

49+00

50+00

51+00

52+00

1330+00

1331+00

1332+00

1333+00

1334+00

1335+00

50+00

60' R

35' R

35' R

70' R

70' R

1009.22

1009.15

1009.31

1008.59

1008.23

1008.35

1008.83

1008.48

1008.83

1009.24

1009.40

1009.52

1009.98

1009.82

1009.38

1009.24

1007.95

1006.66

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1007.81

1007.41

1007.00

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LEGEND

1. CONCRETE CURB & GUTTER 30-INCH TYPE D
2. CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
3. CONCRETE CURB & GUTTER 18-INCH TYPE D
4. CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE T
5. CONCRETE CURB TYPE A
6. COLORED CONCRETE 8-INCH
7. ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
8. CONCRETE SIDEWALK 5-INCH
9. SALVAGED TOPSOIL, FERTILIZER, SOD
10. SAWCUT, MATCH EXISTING
11. ASPHALT FLUME
12. CONCRETE SURFACE DRAIN

NOTES:
WEDGING ON SIDEROADS MAY BE REQUIRED
SCENIC RD STA 50+25 - 50+50

OFFSETS ARE TO THE FLANGE LINE OF CURB & GUTTER OR THE EDGE OF PAVEMENT

RADII ARE TO THE FLANGE LINE OF CURB & GUTTER

FIELD VERIFY CURB AND GUTTER GRADES WITH EXISTING CONDITIONS

WEDGING ON SIDEROADS MAY BE REQUIRED

30' CULVERT PIPE
CORREGATED STEEL
15-INCH 2 AEW FOR
CULVERT PIPE 15-INCH

STA. 51+75.00
END CONSTRUCTION

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	FOND DU LAC DR & WESTERN AVE SHOULDER RECONSTRUCT DETAILS	SHEET 56	E

NOTES:
WEDGING ON SIDEROADS MAY BE REQUIRED
SCENIC STA 50+25 - 50+50

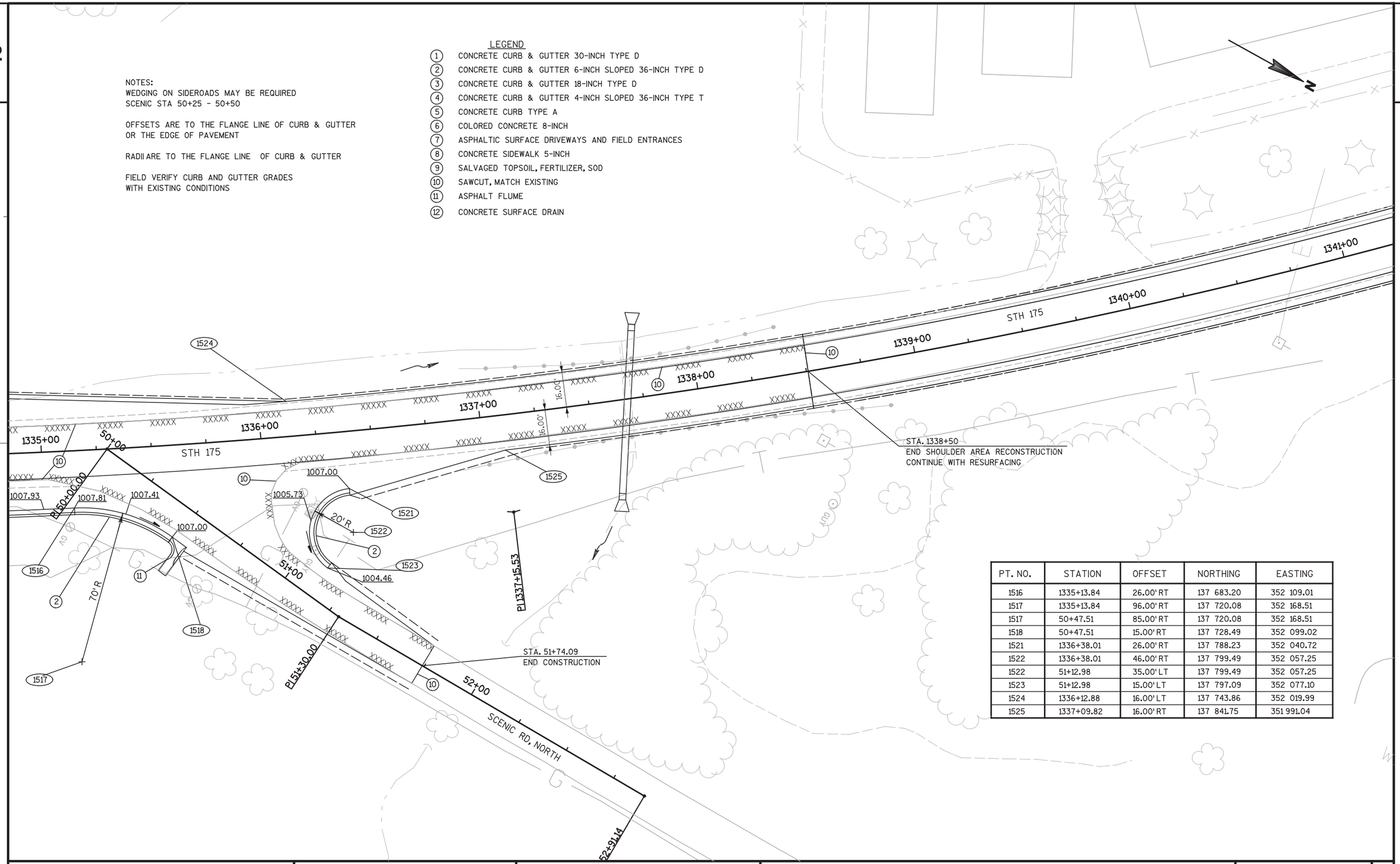
OFFSETS ARE TO THE FLANGE LINE OF CURB & GUTTER
OR THE EDGE OF PAVEMENT

RADII ARE TO THE FLANGE LINE OF CURB & GUTTER

FIELD VERIFY CURB AND GUTTER GRADES
WITH EXISTING CONDITIONS

LEGEND

1. CONCRETE CURB & GUTTER 30-INCH TYPE D
2. CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
3. CONCRETE CURB & GUTTER 18-INCH TYPE D
4. CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE T
5. CONCRETE CURB TYPE A
6. COLORED CONCRETE 8-INCH
7. ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
8. CONCRETE SIDEWALK 5-INCH
9. SALVAGED TOPSOIL, FERTILIZER, SOD
10. SAWCUT, MATCH EXISTING
11. ASPHALT FLUME
12. CONCRETE SURFACE DRAIN



PT. NO.	STATION	OFFSET	NORTHING	EASTING
1516	1335+13.84	26.00' RT	137 683.20	352 109.01
1517	1335+13.84	96.00' RT	137 720.08	352 168.51
1517	50+47.51	85.00' RT	137 720.08	352 168.51
1518	50+47.51	15.00' RT	137 728.49	352 099.02
1521	1336+38.01	26.00' RT	137 788.23	352 040.72
1522	1336+38.01	46.00' RT	137 799.49	352 057.25
1522	51+12.98	35.00' LT	137 799.49	352 057.25
1523	51+12.98	15.00' LT	137 797.09	352 077.10
1524	1336+12.88	16.00' LT	137 743.86	352 019.99
1525	1337+09.82	16.00' RT	137 841.75	351 991.04

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	SCENIC RD INTERSECTION DETAILS - SHOULDER RECONSTRUCT	SHEET 57	E

2

2

LEGEND

1. CONCRETE CURB & GUTTER 30-INCH TYPE D
2. CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
3. CONCRETE CURB & GUTTER 18-INCH TYPE D
4. CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE T
5. CONCRETE CURB TYPE A
6. BASE AGGREGATE DENSE 1 1/4-INCH
7. ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
8. CONCRETE DRIVEWAYS 7-INCH
9. SALVAGED TOPSOIL, FERTILIZER, SOD
10. SAWCUT, MATCH EXISTING
11. ASPHALT FLUME
12. CONCRETE SURFACE DRAIN

NOTES:
OFFSETS ARE TO THE FLANGE LINE OF CURB & GUTTER OR THE EDGE OF PAVEMENT

RADII ARE TO THE FLANGE LINE OF CURB & GUTTER

FIELD VERIFY CURB AND GUTTER GRADES WITH EXISTING CONDITIONS

WEDGING ON SIDEROADS MAY BE REQUIRED

N

1366+00 1367+00 1368+00 1369+00 1370+00 1371+00 1372+

1550 1551 1552 1553 1554 1555 1556

PT 1370+79.66
PC 1370+79.66

16.00' 26.00' 28.00' 16.00'

10

STA. 1366+00.00
BEGIN SHOULDER AREA RECONSTRUCTION
(SEE CROSS SECTIONS)

ASPHALTIC SURFACE
BUTT JOINT

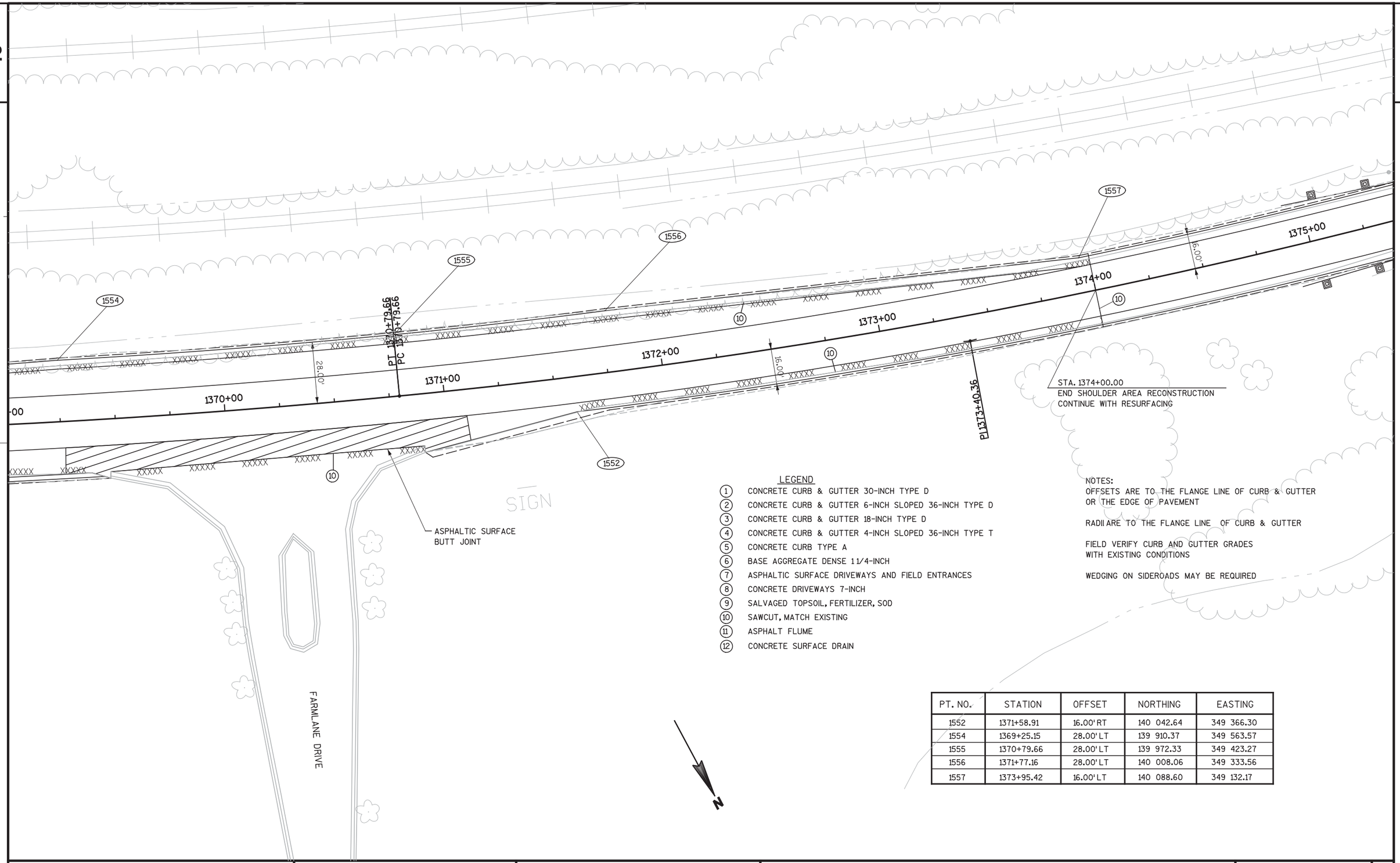
SIGN

FARMLANE DRIVE

PT. NO.	STATION	OFFSET	NORTHING	EASTING
1550	1366+28.06	16.00'RT	139 813.84	349 847.40
1551	1367+47.59	26.00'RT	139 880.06	349 746.61
1552	1371+58.91	16.00'RT	140 042.64	349 366.30
1553	1366+99.32	16.00'LT	139 820.28	349 769.55
1554	1369+25.15	28.00'LT	139 910.37	349 563.57
1555	1370+79.66	28.00'LT	139 972.33	349 423.27
1556	1371+77.16	28.00'LT	140 008.06	349 333.56

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	FARMLANE DR INTERSECTION DETAILS - SHOULDER RECONSTRUCT	SHEET 58	E

2



LEGEND

1. CONCRETE CURB & GUTTER 30-INCH TYPE D
2. CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
3. CONCRETE CURB & GUTTER 18-INCH TYPE D
4. CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE T
5. CONCRETE CURB TYPE A
6. BASE AGGREGATE DENSE 1 1/4-INCH
7. ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
8. CONCRETE DRIVEWAYS 7-INCH
9. SALVAGED TOPSOIL, FERTILIZER, SOD
10. SAWCUT, MATCH EXISTING
11. ASPHALT FLUME
12. CONCRETE SURFACE DRAIN

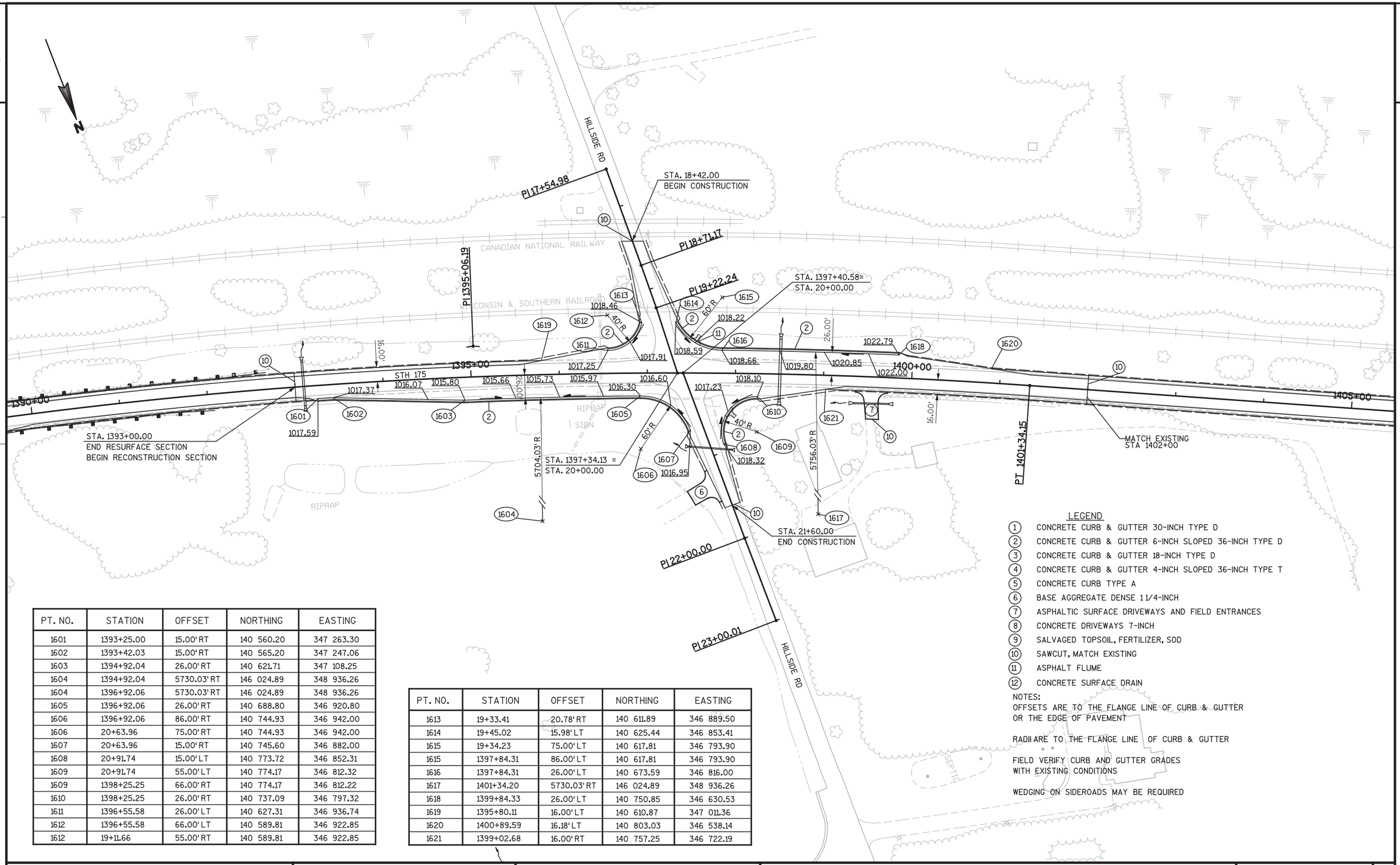
NOTES:
OFFSETS ARE TO THE FLANGE LINE OF CURB & GUTTER OR THE EDGE OF PAVEMENT

RADII ARE TO THE FLANGE LINE OF CURB & GUTTER

FIELD VERIFY CURB AND GUTTER GRADES WITH EXISTING CONDITIONS

WEDGING ON SIDEROADS MAY BE REQUIRED

PT. NO.	STATION	OFFSET	NORTHING	EASTING
1552	1371+58.91	16.00' RT	140 042.64	349 366.30
1554	1369+25.15	28.00' LT	139 910.37	349 563.57
1555	1370+79.66	28.00' LT	139 972.33	349 423.27
1556	1371+77.16	28.00' LT	140 008.06	349 333.56
1557	1373+95.42	16.00' LT	140 088.60	349 132.17



PT. NO.	STATION	OFFSET	NORTHING	EASTING
1601	1393+25.00	15.00' RT	140 560.20	347 263.30
1602	1393+42.03	15.00' RT	140 565.20	347 247.06
1603	1394+92.04	26.00' RT	140 621.71	347 108.25
1604	1394+92.04	5730.03' RT	146 024.89	348 936.26
1604	1396+92.06	5730.03' RT	146 024.89	348 936.26
1605	1396+92.06	26.00' RT	140 688.80	346 920.80
1606	1396+92.06	86.00' RT	140 744.93	346 942.00
1606	20+63.96	75.00' RT	140 744.93	346 942.00
1607	20+63.96	15.00' RT	140 745.60	346 882.00
1608	20+91.74	15.00' LT	140 773.72	346 852.31
1609	20+91.74	55.00' LT	140 774.17	346 812.32
1609	1398+25.25	66.00' RT	140 774.17	346 812.22
1610	1398+25.25	26.00' RT	140 737.09	346 797.32
1611	1396+55.58	26.00' LT	140 627.31	346 936.74
1612	1396+55.58	66.00' LT	140 589.81	346 922.85
1612	19+11.66	55.00' RT	140 589.81	346 922.85

PT. NO.	STATION	OFFSET	NORTHING	EASTING
1613	19+33.41	20.78' RT	140 611.89	346 889.50
1614	19+45.02	15.98' LT	140 625.44	346 853.41
1615	19+34.23	75.00' LT	140 617.81	346 793.90
1615	1397+84.31	86.00' LT	140 617.81	346 793.90
1616	1397+84.31	26.00' LT	140 673.59	346 816.00
1617	1401+34.20	5730.03' RT	146 024.89	348 936.26
1618	1399+84.33	26.00' LT	140 750.85	346 630.53
1619	1395+80.11	16.00' LT	140 610.87	347 011.36
1620	1400+89.59	16.18' LT	140 803.03	346 538.14
1621	1399+02.68	16.00' RT	140 757.25	346 722.19

LEGEND

1. CONCRETE CURB & GUTTER 30-INCH TYPE D
2. CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
3. CONCRETE CURB & GUTTER 18-INCH TYPE D
4. CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE T
5. CONCRETE CURB TYPE A
6. BASE AGGREGATE DENSE 1 1/4-INCH
7. ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
8. CONCRETE DRIVEWAYS 7-INCH
9. SALVAGED TOPSOIL, FERTILIZER, SOD
10. SAWCUT, MATCH EXISTING
11. ASPHALT FLUME
12. CONCRETE SURFACE DRAIN

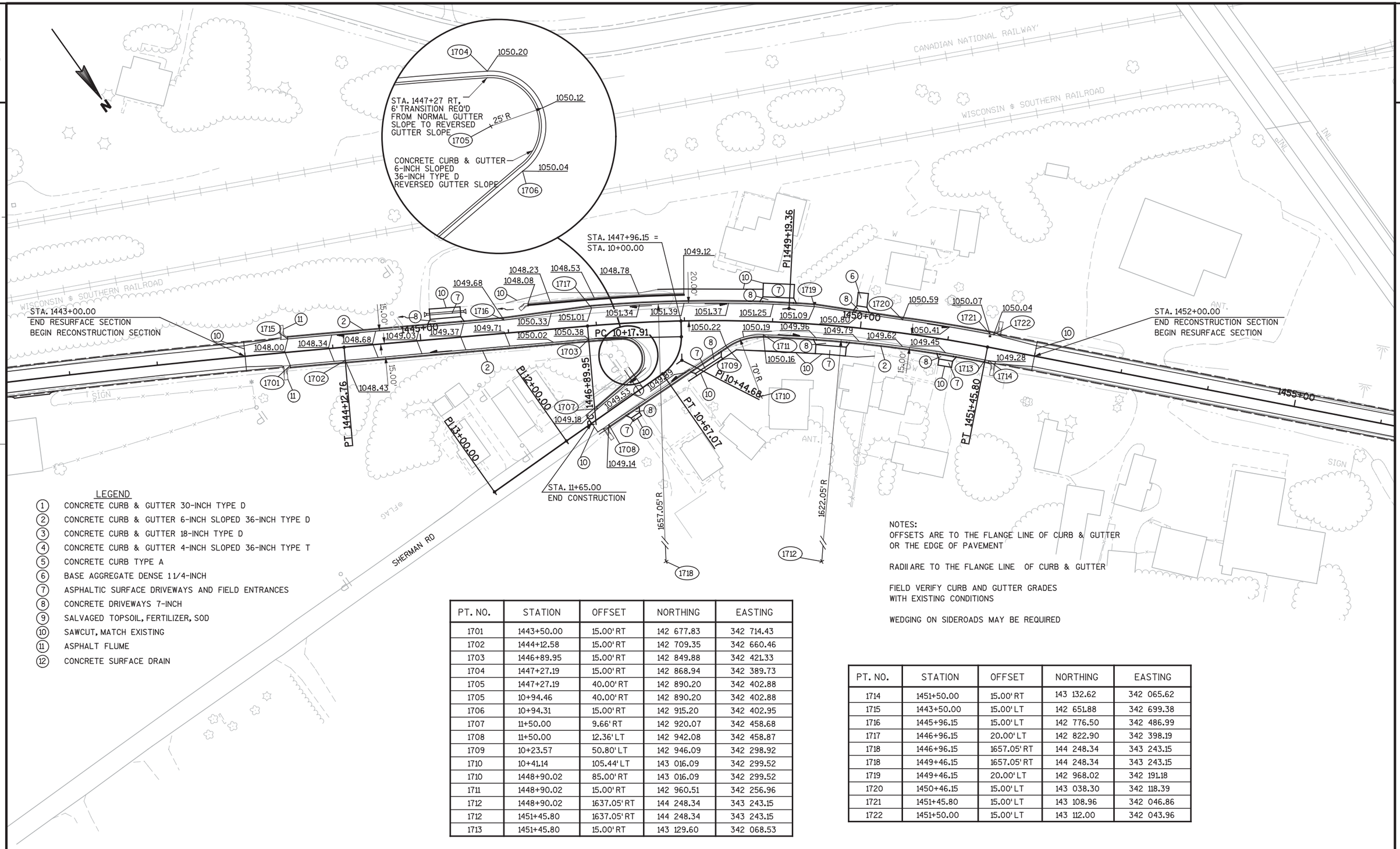
NOTES:
OFFSETS ARE TO THE FLANGE LINE OF CURB & GUTTER OR THE EDGE OF PAVEMENT

RADII ARE TO THE FLANGE LINE OF CURB & GUTTER

FIELD VERIFY CURB AND GUTTER GRADES WITH EXISTING CONDITIONS

WEDGING ON SIDEROADS MAY BE REQUIRED

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	HILLSIDE ROAD INTERSECTION DETAILS - RECONSTRUCT	SHEET 60	E



LEGEND

1. CONCRETE CURB & GUTTER 30-INCH TYPE D
2. CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
3. CONCRETE CURB & GUTTER 18-INCH TYPE D
4. CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE T
5. CONCRETE CURB TYPE A
6. BASE AGGREGATE DENSE 1 1/4-INCH
7. ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
8. CONCRETE DRIVEWAYS 7-INCH
9. SALVAGED TOPSOIL, FERTILIZER, SOD
10. SAWCUT, MATCH EXISTING
11. ASPHALT FLUME
12. CONCRETE SURFACE DRAIN

STA. 11+65.00
END CONSTRUCTION

NOTES:
OFFSETS ARE TO THE FLANGE LINE OF CURB & GUTTER
OR THE EDGE OF PAVEMENT

RADII ARE TO THE FLANGE LINE OF CURB & GUTTER

FIELD VERIFY CURB AND GUTTER GRADES
WITH EXISTING CONDITIONS

WEDGING ON SIDEROADS MAY BE REQUIRED

PT. NO.	STATION	OFFSET	NORTHING	EASTING
1701	1443+50.00	15.00' RT	142 677.83	342 714.43
1702	1444+12.58	15.00' RT	142 709.35	342 660.46
1703	1446+89.95	15.00' RT	142 849.88	342 421.33
1704	1447+27.19	15.00' RT	142 868.94	342 389.73
1705	1447+27.19	40.00' RT	142 890.20	342 402.88
1705	10+94.46	40.00' RT	142 890.20	342 402.88
1706	10+94.31	15.00' RT	142 915.20	342 402.95
1707	11+50.00	9.66' RT	142 920.07	342 458.68
1708	11+50.00	12.36' LT	142 942.08	342 458.87
1709	10+23.57	50.80' LT	142 946.09	342 298.92
1710	10+41.14	105.44' LT	143 016.09	342 299.52
1710	1448+90.02	85.00' RT	143 016.09	342 299.52
1711	1448+90.02	15.00' RT	142 960.51	342 256.96
1712	1448+90.02	1637.05' RT	144 248.34	343 243.15
1712	1451+45.80	1637.05' RT	144 248.34	343 243.15
1713	1451+45.80	15.00' RT	143 129.60	342 068.53

PT. NO.	STATION	OFFSET	NORTHING	EASTING
1714	1451+50.00	15.00' RT	143 132.62	342 065.62
1715	1443+50.00	15.00' LT	142 651.88	342 699.38
1716	1445+96.15	15.00' LT	142 776.50	342 486.99
1717	1446+96.15	20.00' LT	142 822.90	342 398.19
1718	1446+96.15	1657.05' RT	144 248.34	343 243.15
1718	1449+46.15	1657.05' RT	144 248.34	343 243.15
1719	1449+46.15	20.00' LT	142 968.02	342 191.18
1720	1450+46.15	15.00' LT	143 038.30	342 118.39
1721	1451+45.80	15.00' LT	143 108.96	342 046.86
1722	1451+50.00	15.00' LT	143 112.00	342 043.96

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	SHERMAN ROAD INTERSECTION DETAILS - RECONSTRUCT	SHEET 61	E

2

LEGEND

1. CONCRETE CURB & GUTTER 30-INCH TYPE D
2. CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
3. CONCRETE CURB & GUTTER 18-INCH TYPE D
4. CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE T
5. CONCRETE CURB TYPE A
6. BASE AGGREGATE DENSE 1 1/4-INCH
7. ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
8. CONCRETE DRIVEWAYS 7-INCH
9. SALVAGED TOPSOIL, FERTILIZER, SOD
10. SAWCUT, MATCH EXISTING
11. ASPHALT FLUME
12. CONCRETE SURFACE DRAIN

NOTES:
OFFSETS ARE TO THE FLANGE LINE OF CURB & GUTTER OR THE EDGE OF PAVEMENT

RADII ARE TO THE FLANGE LINE OF CURB & GUTTER

FIELD VERIFY CURB AND GUTTER GRADES WITH EXISTING CONDITIONS

WEDGING ON SIDEROADS MAY BE REQUIRED

STA. 1495+50.00
BEGIN SHOULDER AREA RECONSTRUCTION
(SEE CROSS SECTIONS)

SEPTIC

SIGN

SIGN

1902

1903

16.00'

6.00'

26.00'

28.00'

1496+00

1497+00

1498+00

1499+00

1500+00

1501+00

PC 1500+79.33

10

1900

1901

ASPHALTIC SURFACE
BUTT JOINT

CORPORATE DRIVE

SIGN

MH

PT. NO.	STATION	OFFSET	NORTHING	EASTING
1900	1496+28.16	16.00' RT	146 873.64	339 702.60
1901	1497+53.14	26.00' RT	146 991.96	339 661.10
1902	1496+24.86	16.00' LT	146 857.66	339 674.68
1903	1499+49.95	28.00' LT	147 150.00	339 531.98

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CORPORATE DR INTERSECTION DETAILS - SHOULDER RECONSTRUCT	SHEET 62	E

FILE NAME : W:\x-Projects\RD\7140\project 2 dgn\021125_id_corp.dgn PLOT DATE : 4/26/2016 PLOT BY : lsander PLOT NAME : PLOT SCALE : 40.0001 sf / in.

WISDOT/CADDS SHEET 42

2

LEGEND

1. CONCRETE CURB & GUTTER 30-INCH TYPE D
2. CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
3. CONCRETE CURB & GUTTER 18-INCH TYPE D
4. CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE T
5. CONCRETE CURB TYPE A
6. BASE AGGREGATE DENSE 1 1/4-INCH
7. ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
8. CONCRETE DRIVEWAYS 7-INCH
9. SALVAGED TOPSOIL, FERTILIZER, SOD
10. SAWCUT, MATCH EXISTING
11. ASPHALT FLUME
12. CONCRETE SURFACE DRAIN

NOTES:
OFFSETS ARE TO THE FLANGE LINE OF CURB & GUTTER
OR THE EDGE OF PAVEMENT

RADII ARE TO THE FLANGE LINE OF CURB & GUTTER

FIELD VERIFY CURB AND GUTTER GRADES
WITH EXISTING CONDITIONS

WEDGING ON SIDEROADS MAY BE REQUIRED

N

SEPTIC

SIGN

1903

1499+00

1500+00

1501+00

1502+00

1503+00

1504+00

1505+00

28.00'

PC 1500+79.33

16.00'

1904

PI 1502+68.44

1905

1504+51.90

16.00' LT

STA. 1500+05.00
END SHOULDER AREA RECONSTRUCTION
CONTINUE WITH RESURFACING

ASPHALTIC SURFACE
BUTT JOINT

CORPORATE DRIVE

SIGN

MH

PT. NO.	STATION	OFFSET	NORTHING	EASTING
1903	1499+49.95	28.00' LT	147 150.00	339 531.98
1904	1501+69.71	16.00' RT	147 368.19	339 478.25
1905	1504+31.30	16.00' LT	147 553.17	339 291.94

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CORPORATE DR INTERSECTION DETAILS - SHOULDER RECONSTRUCT	SHEET 63	E

PI = 921+91.35
Y 102 674.86
X 371 572.47

ANR PIPELINE FACILTIES CROSSING
AT APPROX. STA. 920+00

ATC FACILTIES CROSSING
AT APPROX. STA. 922+00

STA. 920+25, LT.
C.E.

PI 921+91.35

GERMANTOWN
WATERMAIN

STA. 926+94, LT.
P.E.

W W W W W W W W W

920+00

XXXX

925+00

930+00

178°48'35"

935

STA 935+00

178°52'37"

STA. 924+95, RT.
F.E.

STA. 928+25, RT.
P.E.

PI 932+12.77

MATCH LINE

STA. 920+10, RT.
C.E.

SUBSTATION

ANT.

BEGIN PROJECT 3360-09-72
STA 920+17.93
Y= 102 555.55
X= 371 698.33
BEGIN RESURFACE SECTION

LEGEND

XXXXX SAWCUT, MATCH EXISTING

ASPHALTIC SURFACE BUTT JOINTS

(5) CONCRETE DRIVEWAY 7-INCH

(6) BASE AGGREGATE DENSE 1 1/4-INCH

(7) ASPHALTIC SURFACE DRIVEWAYS
AND FIELD ENTRANCES

REMOVE TREE

PI = 932+12.77
Y 103 391.98
X 370 845.13

N

2

PI = 941+11.68
Y 104 009.66
X 370 192.05

STA 935+00

MATCH LINE

GERMANTOWN
WATERMAIN

STA. 938+75, LT.
P.E.

PI 941+11.68

STA. 942+56, LT.
P.E.

STA. 947+25, LT.
P.E.

W W W W W W W W W

940+00

945+00

950

STA 950+00

179°17'34"

STA. 941+45, RT.
P.E.

STA. 947+92, RT.
C.E.

STA. 949+40, RT.
C.E.

I SIGN

STA. 950+00.00
END RESURFACE SECTION
BEGIN RECONSTRUCTION SECTION
(SEE PLAN & PROFILE SHEETS)

MINI
GOLF
COURSE

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PLAN DETAIL STH 175	SHEET 64	E

LEGEND

- XXXXX SAWCUT. MATCH EXISTING
- ASPHALTIC SURFACE BUTT JOINTS
- CONTAMINATED SOIL
- (5) CONCRETE DRIVEWAY 7-INCH
- (6) BASE AGGREGATE DENSE 1 1/4-INCH
- (7) ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- REMOVE TREE

NOTES

SEE "LANNON ROAD INTERSECTION DETAILS", "WILLOW CREEK INTERSECTION DETAILS", "HILLTOP RIGHT TURN LANE DETAILS" AND "HILLTOP INTERSECTION DETAILS" SHEETS FOR DETAILS NOT COVERED ON THIS SHEET.

OFFSETS ARE TO THE FLANGE LINE OF CURB & GUTTER.

RADII ARE TO THE FLANGE LINE OF CURB & GUTTER.

STA. 951+16, LT.
REMOVE SMALL PIPE CULVERT
12" X 30' CMCP
CONSTRUCT P.E.
1 - 18" X 32' CPCS
2 - APRON ENDWALLS

STA. 953+13, LT.
ISLAND DRIVEWAY SECTION
(SEE LANNON RD ROUNDABOUT DETAILS)

STA. 950+05
REMOVE SMALL PIPE CULVERT
30" X 48' CMCP
1-24" X 38" X 54' CPRC
HORIZ. ELLIP. CLASS HE-IV
2 - AECPRCHE

STA. 953+13, RT.
REMOVE SMALL PIPE CULVERT
12" X 22' CMCP
CONSTRUCT P.E.
1 - 15" X 24' CPCS
2 - APRON ENDWALLS

STA. 955+50 TO STA. 955+78, RT
REMOVE CURB & GUTTER

STA. 955+65 TO STA. 955+80, LT
REMOVE CURB & GUTTER

STA. 956+01.84 =
STA. 155+15.82

STA. 956+25 TO STA. 956+55, LT
REMOVE CURB & GUTTER

STA. 956+20 TO STA. 956+40, RT
REMOVE CURB & GUTTER

STA. 958+47, RT.
CONSTRUCT C.E.

STA. 960+37, RT.
REMOVE SMALL PIPE CULVERT
18" X 22' CMCP
CONSTRUCT P.E.
1 - 18" X 85' CPCS
2 - APRON ENDWALLS

STA. 960+76, RT.
REMOVE SMALL PIPE CULVERT
18" X 39' CMCP
CONSTRUCT P.E.

STA. 960+89 TO STA 961+55, LT
REMOVE EXISTING GUARDRAIL

STA. 961+54.13 =
STA. 180+00.00

STA. 962+00 - STA. 965+50, LT & RT
APPROX. 1470 TON TO BE REMOVED
PER ITEM " EXCAVATION, HAULING, AND
DISPOSAL (BIOREMEDIATION) OF PETROLEUM
CONTAMINATED SOIL".

STA. 962+00 - STA. 965+50, LT & RT
APPROX. 1470 TON TO BE REMOVED
PER ITEM " EXCAVATION, HAULING, AND
DISPOSAL (BIOREMEDIATION) OF PETROLEUM
CONTAMINATED SOIL".

STA. 963+81 TO STA. 964+60, LT
REMOVE CURB & GUTTER

STA. 964+19, RT.
CONSTRUCT C.E.

STA. 964+43 TO STA. 964+74, RT
REMOVE CURB & GUTTER

STA. 964+96. LT.
CONSTRUCT C.E.

STA. 965+31, RT.
CONSTRUCT C.E.

STA. 965+33 TO STA. 965+48, RT
REMOVE CURB & GUTTER

STA. 965+87, RT.
CONSTRUCT P.E.

STA. 966+86, RT.
CONSTRUCT P.E.

STA. 966+96, LT.
REMOVE SMALL PIPE CULVERT
15" X 32' CMCP
CONSTRUCT P.E.

STA. 968+06, RT.
CONSTRUCT P.E.

STA. 968+22, RT
CONTACT PROPERTY OWNER
PRIOR TO CONSTRUCTION
TO REMOVE BUSHES

STA. 968+36, RT.
CONSTRUCT P.E.

STA. 969+74, RT.
CONSTRUCT P.E.

STA. 969+83, LT.
REMOVE SMALL PIPE CULVERT
15" X 25' CMCP
CONSTRUCT P.E.

STA. 970+32, LT.
REMOVE SMALL PIPE CULVERT
15" X 26' CMCP
CONSTRUCT P.E.

STA. 971+00, RT.
CONSTRUCT C.E.

STA. 131+55, RT.
REMOVE SMALL PIPE CULVERT
18" X 40' CMCP
CONSTRUCT C.E.

STA. 972+75.00 =
STA. 130+00.00

STA. 975+81, RT.
CONSTRUCT P.E.

STA. 977+38, RT.
P.E.

STA. 977+00.00
END RECONSTRUCTION SECTION
BEGIN RESURFACE SECTION

STA. 979+80, RT.
P.E.

STA. 133+00
END CONSTRUCTION

PI = 959+11.92
Y 105262.73
X 368899.50
Δ = 16°37'20"
D = 06°00'00"
T = 139.50'
L = 277.04'
R = 954.93'
PC = 957+72.42
PT = 960+49.46

PI = 971+43.92
Y 105 832.30
X 367 804.86

PI = 977+60.71
Y 106 118.02
X 367 258.23

STA. 178+25.00
BEGIN CONSTRUCTION

PI 178+47.93

PC 177+16.92

STA. 179+72
WILLOW CREEK RD
REMOVE EXISTING
24" X 100' CMCP

PT 179+69.45

PI 959+11.92

PC 957+72.42

PC 130+36.32

PI 130+71.94

PT 131+06.26

PI 971+43.92

PI 977+60.71

179°53'36"

179°16'56"

STA. 950+00

STA. 955+00

STA. 960+00

STA. 965+00

STA. 970+00

STA. 975+00

STA. 980+00

MATCH LINE

MATCH LINE

WILLOW CREEK RD

LANNON

LANNON

HILLTOP RD

CONCRETE CURB AND GUTTER 30-INCH TYPE D REVERSE GUTTER SLOPE

CONCRETE CURB AND GUTTER 30- INCH TYPE D

CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D

CONCRETE SURFACE DRAIN

CONCRETE SIDEWALK 5-INCH

CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D

ASPHALTIC FLUME

SLOPE INTERCEPTS

GERMANTOWN WATERMAIN

GERMANTOWN WATERMAIN

WETLAND DELINEATION

TEMPORARY WATER DIVERSION

STRUCTURE C-66-106 (SEE PLANS)

REMOVE DRIVEWAY

REMOVE DRIVEWAY

WE ENERGIES ELECTRIC

WE ENERGIES GAS

AT&T WISCONSIN

OVERHEAD SIGN

TIME WARNER CABLE

EXISTING 19" X 30" HORIZ. ELLIPTICAL CONCRETE CULVERT PIPE TO REMAIN. CUT OFF APPROXIMATELY 15 FT AND PLACE AECPRC HORIZ. ELLIP. 19"X30".

BM #5131

BM #8001

BM #8301

BM #8601

CANOPY

POOL

SEPTIC

SEPTIC

SEPTIC

SEPTIC

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
5131	955+26	REBAR	73.6' RT	867.92
5143	961+15	REBAR	34.5' LT	858.43
800	962+47	CAPPED REBAR	45.7' RT	861.32

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
8301	971+36	REBAR	53.4' RT	877.87
8601	976+71	REBAR	22.1' LT	910.92

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PLAN DETAIL STH 175	SHEET 65	E

FILE NAME : W:\x-Projects\RD\7140\021202_pd.dgn PLOT DATE : 4/26/2016 PLOT BY : lsander PLOT NAME : PLOT SCALE : 100.00 ' / in.

2

LEGEND

- XXXXX SAWCUT, MATCH EXISTING
- ASPHALTIC SURFACE BUTT JOINTS
- (5) CONCRETE DRIVEWAY 7-INCH
- (6) BASE AGGREGATE DENSE 1 1/4-INCH
- (7) ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- REMOVE TREE

NOTES

SEE "OAK LANE INTERSECTION DETAILS" SHEET FOR DETAILS NOT COVERED ON THIS SHEET.

OFFSETS ARE TO THE FLANGE LINE OF CURB & GUTTER.

RADII ARE TO THE FLANGE LINE OF CURB & GUTTER.

STA. 986+00.00
END RESURFACE SECTION
BEGIN RECONSTRUCTION SECTION
(SEE PLAN & PROFILE SHEETS)

STA 988+70, LT
REMOVE SMALL PIPE CULVERT
18" X 39' CMCP
CONSTRUCT P.E.
1 - 18" X 28' CPCS
2 - APRON ENDWALLS

CONCRETE CURB AND GUTTER
6-INCH SLOPED 36-INCH TYPE D

SLOPE INTERCEPTS
STA 39+69
REMOVE SMALL PIPE CULVERT
24" X 59' CMCP

CONCRETE SURFACE DRAIN

STA. 38+50.00
BEGIN CONSTRUCTION

STA 39+50
1 - 24" X 72' CPCS
2 - APRON ENDWALLS

STA. 993+52 TO STA 995+01, LT
REMOVE EXISTING GUARDRAIL

WE ENERGIES ELECTRIC

CONCRETE CURB AND GUTTER
6-INCH SLOPED 36-INCH TYPE D

ASPHALTIC FLUME

WETLAND DELINEATION

STA 982+73, LT P.E.
STA 983+36, LT P.E.
STA 985+34, LT P.E.
STA 981+81, RT P.E.
STA 982+75, RT P.E.
STA 986+00, RT CONSTRUCT P.E.

WE ENERGIES GAS

SLOPE INTERCEPTS

STA. 991+31.62 =
STA. 40+00.00

STA. 989+57 TO STA 995+14, RT
REMOVE EXISTING GUARDRAIL

STA. 994+25
REMOVE SMALL PIPE CULVERT
60" X 44' CMCP
PLACE 2 - 42" X 72' CP REINF. CONC. CLASS VI
4 - AECPRC

EXISTING 24" CMCP TO REMAIN.
CUT OFF APPROXIMATELY 20 FT
AND PLACE AECPCS 24-INCH.

PI 986+57.09
PI 37+65.99
PC 38+19.72
PI 38+97.68
PT 39+72.32
PC 984+66.67
PT 988+46.95
PC 992+37.06
BM #808
OAK LN
SEPTIC
NURSERY
MATCH LINE
STA 980+00
STA 995+00

PI = 986+57.09
Y 106 543.17
X 366 469.09
Δ = 7°36'20"
D = 2°00'00"
T = 190.42'
L = 380.28'
R = 2864.79'
PC = 984+66.67
PT = 988+46.95
SE = 3.50%
R0 = 84.00'
TRANS = 132.00'

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
808	991+57	CAPPED REBAR	20.0' LT	868.70
807	996+66	CAPPED REBAR	17.9' LT	867.41

2

STA 1004+03, LT
CONSTRUCT P.E.
REMOVE SMALL PIPE CULVERT
18" CMCP
1-18" X 114' C.P.C.S.
WITH 2-APRON ENDWALLS

STA. 1004+19 TO STA 1005+90, LT
REMOVE EXISTING GUARDRAIL

STA. 1004+20.60, 18.0' LT
MGS GUARDRAIL TERMINAL EAT TL-2
(SEE DETAIL)

STA. 1004+45.60 TO STA 1005+58.10, 17.0' LT
MGS GUARDRAIL 3 L
SPAN LENGTH = 18.5'

STA. 1006+11.21, 19.0' LT
MGS GUARDRAIL TERMINAL EAT

STA 1007+78, LT P.E.

STA 1006+76, LT P.E.

STA 1000+94 P.E., LT

STA 1002+05 P.E., LT

STA. 1004+15.00
END RESURFACING
BEGIN RECONSTRUCTION
5 1/2" HMA PAVEMENT TYPE E-1
OVER 11" B.A.D. 1 1/4-INCH
(SEE CROSS SECTIONS)

WETLAND DELINEATION

STA 1005+10.1, 28.9' LT
CENTER OF MITERED PIPE

STA. 1005+25.00
END RECONSTRUCTION SECTION
CONTINUE WITH RESURFACING

WETLAND DELINEATION
WE ENERGIES ELECTRIC

STA 996+44, LT P.E.
STA 997+82, LT P.E.
STA 998+84, LT P.E.
STA 999+97, LT P.E.
STA 996+76, LT P.E.
STA 999+35, RT P.E.
STA 1000+97, RT P.E.
STA 997+15, RT P.E.

BM #807
BM #806

WE ENERGIES GAS

STA. 996+25.00
END RECONSTRUCTION SECTION
CONTINUE WITH RESURFACING

REMOVE DRIVEWAY

CONCRETE

STA 1004+43
REMOVE OLD STRUCTURE
10' X 6.5' X 44' CMPA

STA 1004+38.5, 28.9', RT
CENTER OF MITERED PIPE

STA 1002+84 TO STA 1006+17, RT
REMOVE EXISTING GUARDRAIL

STA 1002+55, RT
CONSTRUCT P.E.

STA. 1002+80.70, 19.0' RT
1 - MGS GUARDRAIL TERMINAL EAT

STA. 1003+33.79 TO STA 1003+96.29, 17.0' RT
MGS GUARDRAIL 3

STA. 1003+96.29 TO STA 1005+08.79, 17.0' RT
MGS GUARDRAIL 3 L, SPAN LENGTH = 18.5'.

STA. 1005+08.79 TO STA 1005+71.29, 17.0' RT
MGS GUARDRAIL 3

STA. 1006+24.38, 19.0' RT
1 - MGS GUARDRAIL TERMINAL EAT

STA. 1004+74
1-9'-9" X 6'-7" X 92'
PIPE ARCH STRUCTURAL PLATE
WITH MITERED ENDS
51° L.H.F. SKEW
(PAY ITEM, "PIPE ARCH STRUCTURAL
PLATE 10-FT SPAN")

WETLAND DELINEATION

STA 1008+50 P.E., RT

PI 996+10.21
PI 1009+46.04
PC 1007+30.64
PT 999+67.13
SIGN
SEPTIC
MATCH LINE
STA 995+00
STA 1010+00

PI = 996+10.21
Y 107 102.64
X 365 696.76
Δ = 29°12'11"
D = 4°00'00"
T = 373.15'
L = 730.07'
R = 1432.39'
PC = 992+37.06
PT = 999+67.13
SE = 5.20%
R0 = 125.00'
TRANS = 173.00'

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
806	1003+71	CAPPED REBAR	34.4' LT	867.01

PI = 1009+46.04
Y 108 329.24
X 365 127.97
Δ = 25°25'24"
D = 6°00'00"
T = 215.41'
L = 423.72'
R = 954.93'
PC = 1007+30.64
PT = 1011+54.36
SE = 5.50%
R0 = 122.00'
TRANS = 166.00'

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PLAN DETAIL STH 175	SHEET 66	E

LEGEND

- XXXXX SAWCUT, MATCH EXISTING
- ASPHALTIC SURFACE BUTT JOINTS
- (5) CONCRETE DRIVEWAY 7-INCH
- (6) BASE AGGREGATE DENSE 1 1/4-INCH
- (7) ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- REMOVE TREE

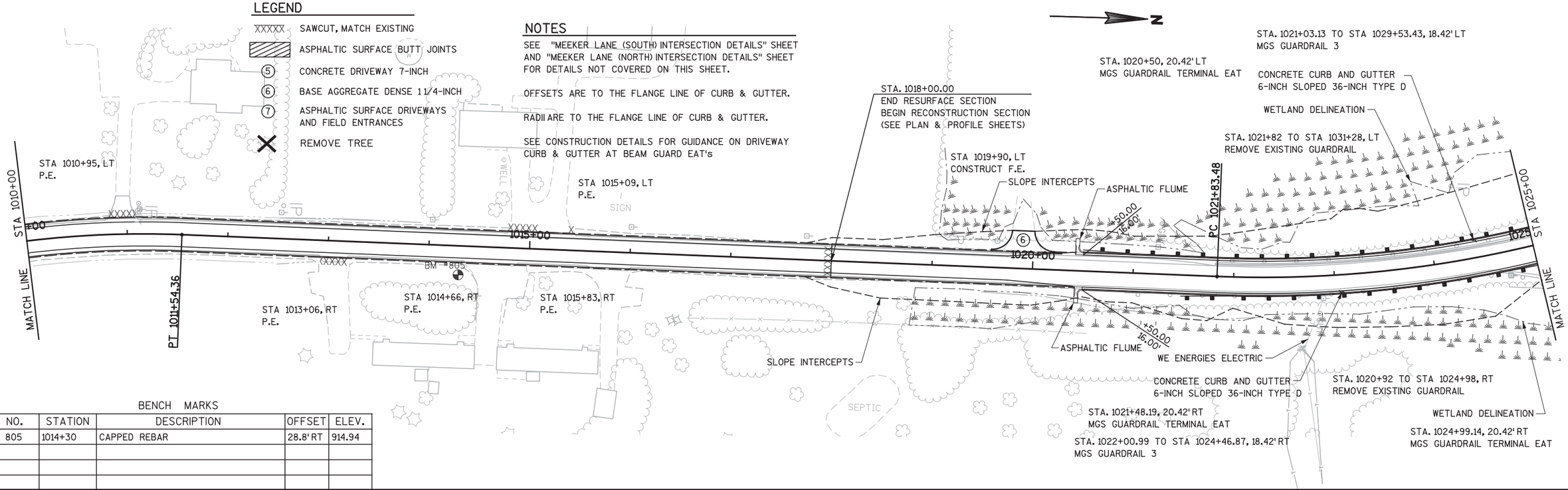
NOTES

SEE "MEEKER LANE (SOUTH) INTERSECTION DETAILS" SHEET AND "MEEKER LANE (NORTH) INTERSECTION DETAILS" SHEET FOR DETAILS NOT COVERED ON THIS SHEET.

OFFSETS ARE TO THE FLANGE LINE OF CURB & GUTTER.

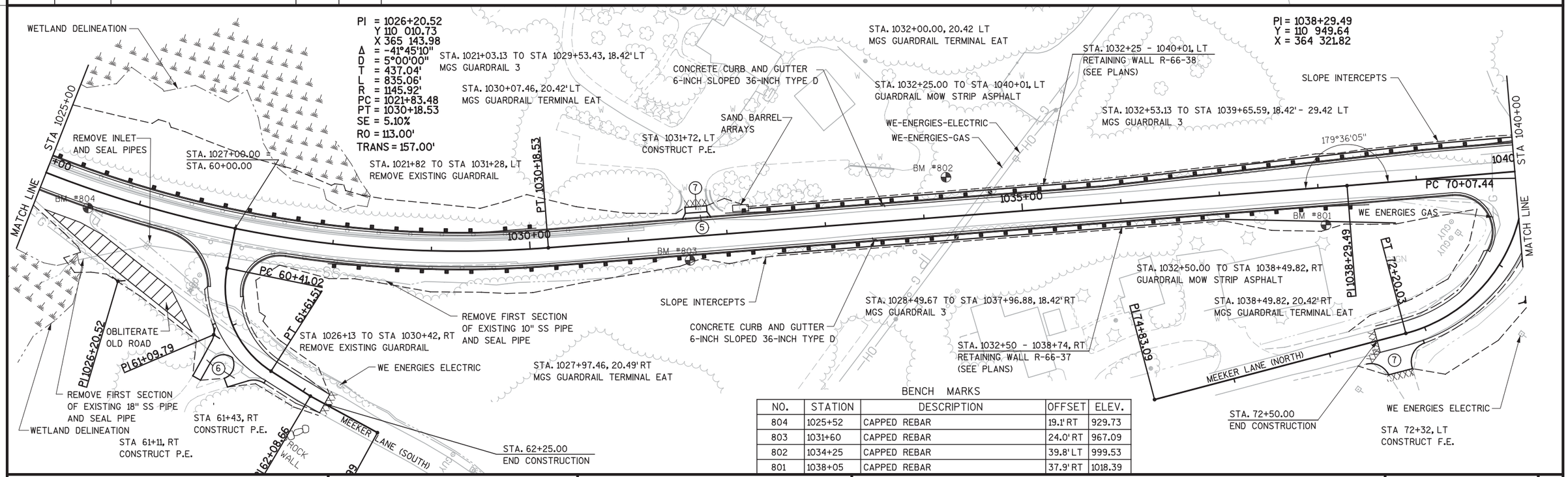
RADII ARE TO THE FLANGE LINE OF CURB & GUTTER.

SEE CONSTRUCTION DETAILS FOR GUIDANCE ON DRIVEWAY CURB & GUTTER AT BEAM GUARD EAT's



BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
805	1014+30	CAPPED REBAR	28.8' RT	914.94



BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
804	1025+52	CAPPED REBAR	19.1' RT	929.73
803	1031+60	CAPPED REBAR	24.0' RT	967.09
802	1034+25	CAPPED REBAR	39.8' LT	999.53
801	1038+05	CAPPED REBAR	37.9' RT	1018.39

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PLAN DETAIL STH 175	SHEET 67 E

LEGEND

- XXXXX SAWCUT, MATCH EXISTING
- ASPHALTIC SURFACE BUTT JOINTS
- (5) CONCRETE DRIVEWAY 7-INCH
- (6) BASE AGGREGATE DENSE 1 1/4-INCH
- (7) ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- REMOVE TREE

NOTES

SEE "MEEKER LANE (NORTH) & BARK LAKE RD INTERSECTIONS DETAILS" SHEETS AND "AMY BELLE ROAD INTERSECTION DETAILS" SHEET FOR DETAILS NOT COVERED ON THIS SHEET.

STA. 1040+18.71, 31.42' LT
MGS GUARDRAIL TERMINAL EAT

STA 1040+79, LT
CONSTRUCT C.E.

SAND BARREL ARRAYS

STA. 1040+08.76 =
STA. 70+00.00

STA 1041+84, LT
CONSTRUCT C.E.

CONCRETE CURB AND GUTTER
6-INCH SLOPED 36-INCH TYPE D

STA 1042+87, LT
CONSTRUCT P.E.

SLOPE INTERCEPTS

ASPHALTIC FLUME

WE ENERGIES GAS

BARK LAKE RD

STA 1050+21, LT
CONSTRUCT P.E.

STA. 1051+75.00
END SHOULDER AREA RECONSTRUCTION
CONTINUE WITH RESURFACING

STA 1051+80, LT
P.E.

STA 1053+60, LT
P.E.

PI 1051+22.80

STA 1040+00

1045+00

1050+00

1055+00

MATCH LINE

BM #3831

WE ENERGIES ELECTRIC

STA. 1043+10.00
END RECONSTRUCTION SECTION
BEGIN RESURFACE SECTION &
SHOULDER AREA RECONSTRUCTION
(SEE CROSS SECTIONS)

STA 1043+53, RT
REMOVE EXISTING ENTRANCE
& GRADE AND SHAPE DITCH TO
MATCH EXISTING WITHIN THE
RIGHT-OF-WAY.
REMOVE SMALL PIPE CULVERT
15" X 27' CMCP.

SLOPE INTERCEPTS

STA 1045+19, RT
CONSTRUCT F.E.
1 - 18" X 34' CPCS
2 - APRON ENDWALLS

STA 1045+98, RT
REMOVE EXISTING ENTRANCE
& GRADE AND SHAPE DITCH TO
MATCH EXISTING WITHIN THE
RIGHT-OF-WAY.
REMOVE SMALL PIPE CULVERT
15" X 20' CMCP.

STA 1046+76, RT
REMOVE EXISTING ENTRANCE
& GRADE AND SHAPE DITCH TO
MATCH EXISTING WITHIN THE
RIGHT-OF-WAY.
REMOVE SMALL PIPE CULVERT
15" X 21' CMCP.

PC 1049+73.59

AT&T WISCONSIN

PT 1052+71.74

PI = 1051+22.80
Y 111 916.69
X 363 463.06
Δ = 5°57'47"
D = 2°00'00"
T = 149.21'
L = 298.16'
R = 2864.79'
PC = 1049+73.59
PT = 1052+71.74

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
3831	1044+25	REBAR	49.0' RT	1004.69

STA 1068+88, LT
REMOVE SMALL PIPE CULVERT
18" X 44' CMCP
CONSTRUCT P.E.
1-18" X 46' CPCS WITH
2-APRON ENDWALLS

STA. 1067+18 - STA. 1067+82, LT
REMOVE CURB AND GUTTER

AMY BELLE

PI 16+50.00

STA. 17+50
END CONSTRUCTION

SLOPE INTERCEPTS

CONCRETE CURB AND GUTTER
6-INCH SLOPED 36-INCH TYPE D

STA. 1066+70 -STA. 1067+39, LT
REMOVE INLETS
AND 18" SS PIPES

PI 19+33.52

PI 18+32.75

PC 18+81.17

PT 19+77.62

PI 1069+24.21

CONCRETE SURFACE DRAIN

STA 1059+64, LT
P.E.

STA. 1063+25, LT
BEGIN CONCRETE CURB AND GUTTER
6-INCH SLOPED 36-INCH TYPE D

STA 1063+71, LT
CONSTRUCT P.E.

WE ENERGIES GAS

CONCRETE SURFACE DRAIN

REMOVE
DRIVEWAY

STA 1057+36, LT
P.E.

ASPHALTIC FLUME

BM #4251

STA 1055+00

1060+00

1065+00

1070+00

MATCH LINE

STA 1061+70, RT
CONSTRUCT C.E.

ASPHALTIC FLUME

SLOPE INTERCEPTS

WE ENERGIES ELECTRIC

CONCRETE SURFACE DRAIN

STA. 1062+24 - STA. 1064+55, RT
REMOVE CURB AND GUTTER

STA. 1062+25 - STA. 1071+40, RT
CONCRETE CURB AND GUTTER
6-INCH SLOPED 36-INCH TYPE D

STA. 1063+00.00
END RESURFACE SECTION
BEGIN RECONSTRUCTION SECTION
(SEE PLAN & PROFILE SHEETS)

STA. 1064+93 - STA. 1066+36, RT
REMOVE CURB AND GUTTER

STA. 1067+12.50 =
STA. 20+00.00

STA 1066+50, RT
CONSTRUCT P.E.

PC 1067+74.78

AT&T WISCONSIN

SECTION CORNER - CONTACT SEWRPC,
WASHINGTON COUNTY SURVEYOR
AND THE PROJECT ENGINEER BEFORE
DISTURBING.

PI = 1069+24.21
Y 113 380.86
X 362 413.17
Δ = 8°56'50"
D = 3°00'00"
T = 149.43'
L = 298.24'
R = 1909.86'
PC = 1067+74.78
PT = 1070+73.05
SE = 4.00%
RO = 89.00'
TRANS = 134.00'

BENCH MARKS

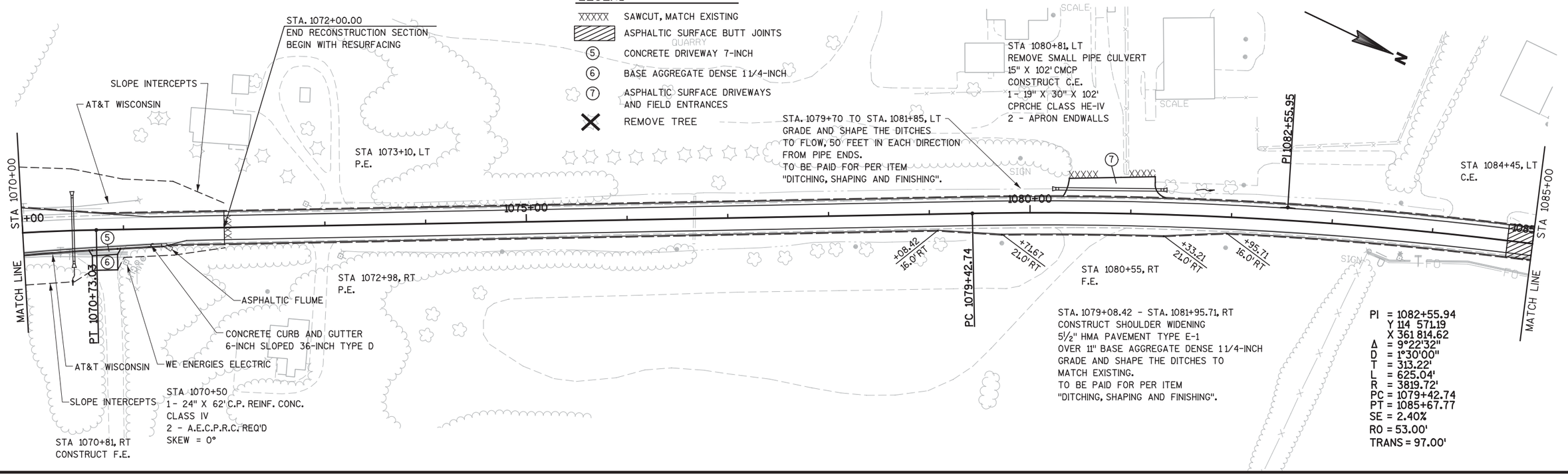
NO.	STATION	DESCRIPTION	OFFSET	ELEV.
4251	1062+49	REBAR	30.2' LT	994.56
4252	1064+11	REBAR	265.5' LT	1015.02

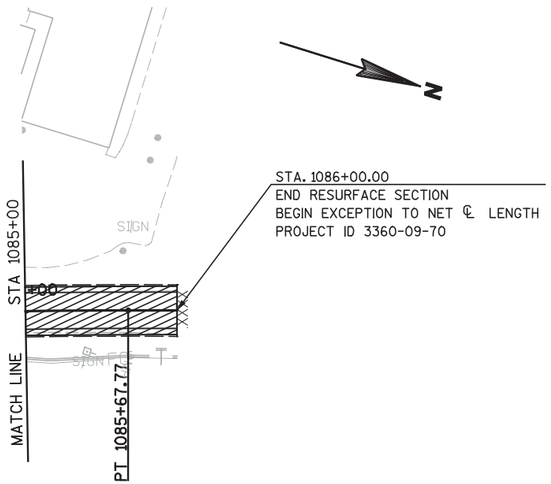
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PLAN DETAIL STH 175	SHEET 68	E

2

LEGEND

- XXXXX — SAWCUT, MATCH EXISTING
- ASPHALTIC SURFACE BUTT JOINTS
- (5) — CONCRETE DRIVEWAY 7-INCH
- (6) — BASE AGGREGATE DENSE 1 1/4-INCH
- (7) — ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- REMOVE TREE





PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PLAN DETAIL STH 175	SHEET 69	E

NOTES

OFFSETS ARE TO THE FLANGE LINE OF CURB & GUTTER.

SEE CONSTRUCTION DETAILS FOR GUIDANCE ON DRIVEWAY CURB & GUTTER AT BEAM GUARD EAT'S.

STA. 1194+07.11, 18.0' LT
MGS GUARDRAIL TERMINAL EAT TL-2
(SEE DETAIL)

STA. 1194+32.11 TO STA 1195+32.11, 17.0' LT
MGS GUARDRAIL 3 L
SPAN LENGTH = 12.5'

STA. 1195+85.24, 17.0' LT
MGS GUARDRAIL TERMINAL EAT

STA. 1194+75.00
END RECONSTRUCTION SECTION
BEGIN RESURFACE SECTION
AND SHOULDER AREA RECONSTRUCTION, LT & RT
(SEE CROSS SECTIONS)

STA. 1194+05.00
END EXCEPTION TO NET ℄ LENGTH
PROJECT ID 3360-09-70
BEGIN RECONSTRUCTION SECTION
(SEE PLAN & PROFILE & CROSS SECTION SHEETS)

WETLAND DELINEATION

STA. 1194+10 TO STA 1195+55, LT
REMOVE EXISTING GUARDRAIL

WE ENERGIES GAS

STA 1196+78, LT
CONSTRUCT C.E.

STA 1197+91, LT
CONSTRUCT P.E.

STA 1199+35, LT
CONSTRUCT C.E.

WE ENERGIES ELECTRIC

STA 1200+23, LT
CONSTRUCT P.E.

STA. 1196+40 - 1202+60, 15' LT
CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D

STA 1200+87, LT
CONSTRUCT P.E.

STA 1201+14, LT
CONSTRUCT P.E.

STA 1201+46, LT
CONSTRUCT P.E.

STA 1202+26, LT
CONSTRUCT P.E.

SLOPE INTERCEPTS

STA 1204+03, LT
C.E.

STA 1204+57, LT
C.E.

STA 1205+00

MATCH LINE

BM #201

STA 1202+78, RT
REMOVE EXISTING ENTRANCE.
GRADE AND SHAPE DITCH TO MATCH EXISTING WITHIN THE RIGHT-OF-WAY.
TO BE PAID FOR PER ITEM "DITCHING, SHAPING AND FINISHING".

REMOVE DRIVEWAY

STA 1204+87, RT
P.E.

STA. 1202+60.00, LT
END SHOULDER AREA RECONSTRUCTION
CONTINUE WITH RESURFACING

UNDERGROUND WATER VAULT (16'x14'x10')

STA 1194+80, RT,
STA. 1194+95, LT,
& STA. 1196+25, LT
REPLACE UNDRAIN ENDWALLS &
REQUIRED LENGTHS OF
PIPE UNDERDRAIN 4-INCH

STA. 1194+76
6'X 4' CONCRETE BOX CULVERT
TO REMAIN

ASPHALTIC FLUME

SLOPE INTERCEPTS

WETLAND DELINEATION

STA. 1196+10.00, RT
END SHOULDER AREA RECONSTRUCTION
CONTINUE WITH RESURFACING

STA. 1194+08 TO STA 1195+50 RT
REMOVE EXISTING GUARDRAIL

STA 1196+34, RT
P.E.

STA. 1193+79.94, 19.0' RT
MGS GUARDRAIL TERMINAL EAT

STA. 1194+33.07 TO STA 1195+33.08, 17.0' RT
MGS GUARDRAIL 3 L
SPAN LENGTH = 12.6'

STA. 1195+86.20, 17.0' RT
MGS GUARDRAIL TERMINAL EAT

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
201	1201+75	REBAR	22.2' RT	966.57

LEGEND

- XXXXX SAWCUT, MATCH EXISTING
- ASPHALTIC SURFACE BUTT JOINTS
- (5) CONCRETE DRIVEWAY 7-INCH
- (6) BASE AGGREGATE DENSE 1 1/4-INCH
- (7) ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- (8) CONCRETE SIDEWALK 5-INCH
- REMOVE TREE

PI = 1210+30.33
Y 126 527.24
X 357 576.82
Δ = -6°22'16"
D = 1°30'00"
T = 212.58'
L = 424.73'
R = 3819.72'
PC = 1208+17.74
PT = 1212+42.47
SE = R.C.
RO = 41.00'
TRANS = 82.00'

PI = 1206+39.97
Y = 126 194.69
X = 357 781.25

STA. 47+60.00
BEGIN CONSTRUCTION

STA 48+50
1 - 18" X 52' CPCS
2 - AECPS

STA. 1211+54.87 =
STA. 50+00.00

STA 1207+07, LT
P.E.

STA 1208+74, LT
P.E.

CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

CONCRETE SURFACE DRAIN

WE ENERGIES ELECTRIC

178°26'06"

STA 1205+00

MATCH LINE

BM #9317

STA. 1206+53.15
BEGIN SHOULDER AREA RECONSTRUCTION
(SEE CROSS SECTIONS)

SLOPE INTERCEPTS

AT&T WISCONSIN

ASPHALTIC FLUME

STA. 51+67.30
END CONSTRUCTION

STA 51+22, LT
RECONSTRUCT P.E.
CONCRETE

ASPHALTIC FLUME

STA 1213+37, RT
CONSTRUCT F.E.

STA 1212+93, RT
CONSTRUCT F.E.

CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

REMOVE DRIVEWAY 2701.1

STA. 1214+00, 27.5' RT
INL 2x3-HM
1-12"x72' S.S.P.R.C. CLASS IV
1-A.E.C.P.R.C.
0° SKEW
(SEE CROSS SECTIONS FOR MORE INFORMATION).

PI = 1214+95.15
Y 126 894.11
X 357 290.69
Δ = 5°03'05"
D = 1°30'00"
T = 168.49'
L = 336.77'
R = 3819.72'
PC = 1213+26.65
PT = 1216+63.42
SE = 3.30%
RO = 84.00'
TRANS = 135.00'

STA. 1216+09.69 =
STA. 50+00.00

CONCRETE SURFACE DRAIN

STA. 52+03.10
END CONSTRUCTION

ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL
STA. 1218+00.00 TO STA. 1437+00
(SEE MISC. QUANTITIES AND STANDARD DETAIL DRAWINGS FOR EXACT LOCATION GUIDANCE)

STA. 1220+00.00
END SHOULDER AREA RECONSTRUCTION
CONTINUE WITH RESURFACING

SLOPE INTERCEPTS

WE ENERGIES GAS

WE ENERGIES ELECTRIC

STA. 48+09.30
BEGIN CONSTRUCTION

STA. 1214+00, 44.1' LT
12" AECPRC
2700.0

STA 1220+00

MATCH LINE

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
9317	1205+38	CAPPED REBAR	25.2' RT	969.98

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PLAN DETAIL - STH 175	SHEET 70	E

FILE NAME : W:\x-Projects\RD\7140\project 2 dgn\021207_pd.dgn PLOT DATE : 3/29/2016 PLOT BY : lsander PLOT NAME : PLOT SCALE : 100.00 ' / in.

WISDOT/CADDS SHEET 42

2

LEGEND

- XXXXX SAWCUT, MATCH EXISTING
- ASPHALTIC SURFACE BUTT JOINTS
- (5) CONCRETE DRIVEWAY 7-INCH
- (6) BASE AGGREGATE DENSE 1 1/4-INCH
- (7) ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- REMOVE TREE

ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL
STA. 1218+00.00 TO STA. 1437+00
(SEE MISC. QUANTITIES AND STANDARD DETAIL DRAWINGS FOR EXACT LOCATION GUIDANCE)

STA 1222+75, LT C.E.

STA 1227+63, LT C.E.

STA 1229+04, LT C.E.

STA 1231+98, LT C.E.

STA 1234+46, LT C.E.

PI 1225+81.84

PI 1234+77.25

WE ENERGIES ELECTRIC

STA 1220+00

MATCH LINE

STA. 1220+00.00
END SHOULDER AREA RECONSTRUCTION
CONTINUE WITH RESURFACING

PC 1223+63.09

PT 1228+00.10

PC 1230+33.15

STA 1235+00

MATCH LINE

PI = 1225+81.84
Y 127 806.70
X 356 700.31
Δ = 6°33'18"
D = 1°30'00"
T = 218.74'
L = 437.01'
R = 3819.72'
PC = 1223+63.09
PT = 1228+00.10
SE = 3.30%
RO = 84.00'
TRANS = 135.00'

PI = 1234+77.25
Y 128 609.54
X 356 302.74
Δ = 17°37'25"
D = 2°00'00"
T = 444.10'
L = 881.19'
R = 2864.79'
PC = 1230+33.15
PT = 1239+14.33
SE = 4.00%
RO = 102.00'
TRANS = 153.00'

PI = 1242+94.11
Y 129 423.89
X 356 177.82
Δ = -26°44'51"
D = 4°00'00"
T = 340.55'
L = 668.69'
R = 1432.39'
PC = 1239+53.56
PT = 1246+22.24
SE = 5.70%
RO = 146.00'
TRANS = 197.00'

ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL
STA. 1218+00.00 TO STA. 1437+00
(SEE MISC. QUANTITIES AND STANDARD DETAIL DRAWINGS FOR EXACT LOCATION GUIDANCE)

STA. 1242+91 TO STA 1246+67, LT
REMOVE EXISTING GUARDRAIL

STA 1236+26, LT C.E.

STA 1235+00

MATCH LINE

STA. 1242+90.02, 17.0' LT
MGS GUARDRAIL TERMINAL EAT

STA. 1243+43.79 TO STA 1244+44.96, 17.0' LT
MGS GUARDRAIL 3

STA. 1244+44.96 TO STA 1245+58.79, 17.0' LT
MGS GUARDRAIL 3 L, SPAN LENGTH = 15'

STA. 1245+58.79 TO STA 1246+22.04, 17.0' LT
MGS GUARDRAIL 3

STA. 1246+75.13, 17.0' LT
MGS GUARDRAIL TERMINAL EAT

PC 1239+53.56

PT 1239+14.33

PI 1242+94.11

PI 1246+22.24

WETLAND DELINEATION

WE ENERGIES ELECTRIC

AT&T WISCONSIN

STA. 1247+00.00
END SHOULDER AREA RECONSTRUCTION
CONTINUE WITH RESURFACING

STA. 1242+65.00
BEGIN SHOULDER AREA RECONSTRUCTION

STA 1242+85, RT F.E.

STA. 1245+04
EXISTING 10' X 8' CONCRETE BOX CULVERT TO REMAIN

WETLAND DELINEATION

STA. 1243+24 TO STA 1246+38, RT
REMOVE EXISTING GUARDRAIL

STA. 1243+24.50, 17.0' RT
MGS GUARDRAIL TERMINAL EAT

STA. 1243+77.00 TO STA 1244+51.11, 17.0' RT
MGS GUARDRAIL 3

STA. 1244+51.11 TO STA 1245+62.23, 17.0' RT
MGS GUARDRAIL 3 L, SPAN LENGTH = 15'

STA. 1245+62.23 TO STA 1245+86.96, 17.0' RT
MGS GUARDRAIL 3

STA. 1246+39.62' 17.0' RT
MGS GUARDRAIL TERMINAL EAT

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PLAN DETAIL STH 175	SHEET 71	E

2

LEGEND

- XXXXX SAWCUT, MATCH EXISTING
- ASPHALTIC SURFACE BUTT JOINTS
- (5) CONCRETE DRIVEWAY 7-INCH
- (6) BASE AGGREGATE DENSE 1 1/4-INCH
- (7) ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- (8) CONCRETE SIDEWALK 5-INCH
- REMOVE TREE

NOTES

SEE "PIONEER ROAD INTERSECTION DETAILS" SHEET FOR DETAILS NOT COVERED ON THIS SHEET.

ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL
STA. 1218+00.00 TO STA. 1437+00
(SEE MISC. QUANTITIES AND STANDARD DETAIL DRAWINGS FOR EXACT LOCATION GUIDANCE)

STA 1253+34, LT
REMOVE SMALL PIPE CULVERT
15" X 32' CMCP
CONSTRUCT P.E.
1-15" X 32' CPCS
2-APRON ENDWALLS

STA 1253+00 TO STA 1256+00, LT
PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS SPECIAL

STA 1252+27, LT
F.E.

STA 1250+00

MATCH LINE

PC 1253+43.57

STA 1253+22, RT
P.E.

PI 1255+71.19

1255+00

STA 1257+24, RT
P.E.

PT 1257+97.32

1260+00

WE ENERGIES ELECTRIC

STA 1260+78, RT
P.E.

STA 1262+50, RT
P.E.

STA 1261+84, LT
P.E.

STA 1264+72, RT
P.E.

STA 1265+00

MATCH LINE

PI = 1255+71.19
Y 130 474.10
X 355 429.58
Δ = 11°20'37"
D = 2°30'00"
T = 227.62'
L = 453.75'
R = 2291.83'
PC = 1253+43.57
PT = 1257+97.32
SE = 4.60%
RO = 117.00'
TRANS = 168.00'

ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL
STA. 1218+00.00 TO STA. 1437+00
(SEE MISC. QUANTITIES AND STANDARD DETAIL DRAWINGS FOR EXACT LOCATION GUIDANCE)

STA. 1269+50.00
END RESURFACE SECTION
BEGIN RECONSTRUCTION SECTION
(SEE PLAN & PROFILE SHEETS)

STA 1265+87, LT
P.E.

STA 1265+00

MATCH LINE

STA 1268+30, RT
P.E.

WE ENERGIES ELECTRIC

STA 1269+19, LT
P.E.

PI 1271+66.98

1270+00

PC 1269+93.91

STA 1271+36, RT
CONSTRUCT P.E.

CONCRETE CURB AND GUTTER
6-INCH SLOPED 24-INCH TYPE D
(SEE DETAIL)

SLOPE INTERCEPTS

PT 1273+39.63

STA 1274+44, RT
CONSTRUCT P.E.

STA 121+10, RT
CONSTRUCT P.E.

WE ENERGIES ELECTRIC

CONCRETE CURB AND GUTTER
6-INCH SLOPED 24-INCH TYPE D
(SEE DETAIL)

CONCRETE CURB AND GUTTER
6-INCH SLOPED 36-INCH TYPE D
(TYP.)

STA 119+90
REMOVE SMALL PIPE CULVERT
24" X 36' CMCP

AT&T WISCONSIN

CHARTER COMMUNICATIONS

SLOPE INTERCEPTS

STA. 1275+51.99 =
STA. 120+00.00

STA. 119+11.00, RT
BEGIN CONSTRUCTION

STA 119+21, RT
CONSTRUCT C.E.

BM #712

BM #106

BM #710

1275+00

REMOVE EXISTING INLET & STORM SEWER, 18"

PIONEER

STA. 118+50.00, LT
BEGIN CONSTRUCTION

SECTION CORNER - CONTACT SEWRPC, WASHINGTON COUNTY SURVEYOR AND THE PROJECT ENGINEER BEFORE DISTURBING.

STA. 1275+57.07 =
STA. 120+00.00

PC 1276+60.40

STA. 1279+22 TO STA 1280+76, LT
REMOVE EXISTING GUARDRAIL

WETLAND DELINEATION

CHARTER

STA 1280+00

MATCH LINE

SECTION CORNER - CONTACT SEWRPC, WASHINGTON COUNTY SURVEYOR AND THE PROJECT ENGINEER BEFORE DISTURBING.

STA. 1279+47.1, 41.8' RT
CENTER OF END OF PIPE

STA. 1278+88 TO STA 1280+34, RT
REMOVE EXISTING GUARDRAIL

STA. 1275+25 - STA. 1275+85, RT
REMOVE EXISTING
18" STORM SEWER PIPE

WETLAND DELINEATION

DO NOT DISTURB TREES
STA. 121+50 TO STA. 126+00 RT

STA. 1279+40, RT
RIPRAP MEDIUM, 41 CY, WITH
GEOTEXTILE FABRIC TYPE HR

PI = 1280+12.04
Y 132 635.04
X 354 573.59
Δ = -7°26'44"
D = 1°00'00"
T = 372.81'
L = 744.56'
R = 5729.58'
PC = 1276+60.40
PT = 1283+62.80
SE = 2.40%
RO = 61.00'
TRANS = 112.00'

STA. 1279+85
REMOVE OLD STRUCTURE
6' SPAN X 4' RISE X 58'
CONCRETE BOX CULVERT
(SEE PLAN & PROFILE AND CROSS SECTION SHEETS FOR PROPOSED PIPE).

PI = 1271+66.98
Y 131 870.19
X 354 804.35
Δ = 7°20'10"
D = 2°00'00"
T = 183.65'
L = 366.80'
R = 2864.79'
PC = 1269+93.91
PT = 1273+39.63
SE = 4.00%
RO = 102.00'
TRANS = 153.00'

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
712	1271+21	CAPPED REBAR	22.6' RT	980.56
106	1274+32	REBAR	30.3' LT	979.38
710	1275+36	CAPPED REBAR	62.0' LT	977.87

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PLAN DETAIL STH 175	SHEET 72	E

FILE NAME : W:\x-Projects\RD\7140\project 2 dgn\021209_pd.dgn PLOT DATE : 10/26/2015 PLOT BY : lsander PLOT NAME : PLOT SCALE : 100.00 ' / in.

WISDOT/CADDS SHEET 42

STA. 1279+22 TO STA 1280+76, LT
REMOVE EXISTING GUARDRAIL

STA. 1280+40.4, 42.2' LT
CENTER OF END OF PIPE

STA. 1280+45, LT
RIPRAP MEDIUM, 41 CY, WITH
GEOTEXTILE FABRIC TYPE HR

ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL
STA. 1218+00.00 TO STA. 1437+00
(SEE MISC. QUANTITIES AND STANDARD DETAIL
DRAWINGS FOR EXACT LOCATION GUIDANCE)

PI = 1287+01.78
Y 133 369.12
X 354 243.15
Δ = -6°25'41"
D = 1°30'00"
T = 214.49'
L = 428.53'
R = 3819.72'
PC = 1284+87.28
PT = 1289+15.82
SE = 3.30%
R0 = 84.00'
TRANS = 135.00'

LEGEND
- XXXXX SAWCUT, MATCH EXISTING
- ASPHALTIC SURFACE BUTT JOINTS
- (5) CONCRETE DRIVEWAY 7-INCH
- (6) BASE AGGREGATE DENSE 1 1/4-INCH
- (7) ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- REMOVE TREE

CHARTER
WETLAND DELINEATION
SLOPE INTERCEPTS
STA 1280+00
+00
BM #711
MATCH LINE
PI 1280+12.04
SLOPE INTERCEPTS
WE ENERGIES ELECTRIC
WETLAND DELINEATION
STA 1281+90, RT
CONSTRUCT P.E.
PT 1283+62.80
PC 1284+87.28
1285+00
1283+62.80 BACK =
1283+62.94 AHEAD
STA. 1283+62.80
END RECONSTRUCTION SECTION
BEGIN RESURFACE SECTION
PI 1287+01.78
STA 1287+72, RT
P.E.
STA 1288+92, RT
P.E.
PT 1289+15.83
PC 1289+71.98
1290+00
STA 1289+65, LT
C.E.
STA 1289+72, RT
P.E.
PI 1291+83.76
PI 1291+83.76
Y 133 784.10
X 353 997.12
Δ = 4°14'01"
D = 1°00'00"
T = 211.78'
L = 423.36'
R = 5729.58'
PC = 1289+71.98
PT = 1293+95.34
SE = 2.40%
R0 = 61.00'
TRANS = 112.00'
STA 1292+83, LT
C.E.
SEPTI
SIGN
SIGN
SIGN
PT 1293+95.35
STA 1295+00
1295
MATCH LINE
STA 1278+88 TO STA 1280+34, RT
REMOVE EXISTING GUARDRAIL

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
711	1280+60	CAPPED REBAR	23.8' RT	969.95

STA 1299+33
EXISTING 4' X 2' X 59'
CONCRETE BOX CULVERT
TO REMAIN

ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL
STA. 1218+00.00 TO STA. 1437+00
(SEE MISC. QUANTITIES AND STANDARD DETAIL
DRAWINGS FOR EXACT LOCATION GUIDANCE)

STA 1307+55
EXISTING 24" X 40' CMCP
TO REMAIN

STA 1295+85, LT
C.E.
SEPTIC
SIGN
FOOTBRIDGE
STA 1295+00
+00
1300+00
1305+00
1310
STA 1310+00
MATCH LINE
MATCH LINE
STA 1298+60, RT
P.E.
STA 1303+88, RT
F.E.
SIGN
STA 1304+66, RT
C.E.
STA 1295+35, RT
P.E.
SEPTIC

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PLAN DETAIL STH 175	SHEET 73	E

LEGEND

- XXXXX — SAWCUT, MATCH EXISTING ASPHALTIC SURFACE BUTT JOINTS
- (5) CONCRETE DRIVEWAY 7-INCH
- (6) BASE AGGREGATE DENSE 1 1/4-INCH
- (7) ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- (8) CONCRETE SIDEWALK 5-INCH
- REMOVE TREE

NOTES

SEE "SCENIC WEST INTERSECTION DETAILS" SHEET AND "FOND DU LAC, WESTERN & SCENIC NORTH INTERSECTIONS DETAILS" SHEET FOR DETAILS NOT COVERED ON THIS SHEET.

STA. 1316+00.00
END RESURFACE SECTION
BEGIN RECONSTRUCTION SECTION
(SEE PLAN & PROFILE SHEETS)

STA. 8+00.00
BEGIN CONSTRUCTION

STA 1310+00
MATCH LINE
STA 1310+85, LT P.E.
STA 1312+41, LT C.E.
STA 1313+89, LT P.E.
WETLAND DELINEATION
PI 1315+52.90
FRONTIER COMMUNICATIONS
SLOPE INTERCEPTS
PI 9+53.25
WETLAND DELINEATION
SCENIC RD (SOUTH)
PC 9+05.41
FRONTIER COMMUNICATIONS
CONCRETE CURB AND GUTTER 6-INCH 36-INCH TYPE D
178°58'24"
1320+00
PT 9+99.86
STA 1325+00
MATCH LINE
178°14'27"
WE ENERGIES ELECTRIC
WE ENERGIES GAS
WETLAND DELINEATION
STA 1316+85, RT CONSTRUCT P.E.
CHARTER COMMUNICATIONS
STA. 1319+63.61 = STA. 10+00.00
PI 1321+05.96
WE ENERGIES GAS
SLOPE INTERCEPTS
CONCRETE CURB AND GUTTER 6-INCH 36-INCH TYPE D

ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL
STA. 1218+00.00 TO STA. 1437+00
(SEE MISC. QUANTITIES AND STANDARD DETAIL DRAWINGS FOR EXACT LOCATION GUIDANCE)

PI = 1315+52.90
Y = 135 905.81
X = 352 942.56

STA 1317+38, RT CONSTRUCT P.E.
STA 1318+33, RT CONSTRUCT P.E.
STA 1320+43, RT CONSTRUCT P.E.
STA 1321+13, RT CONSTRUCT P.E.

PI = 1321+05.96
Y = 136 408.39
X = 352 711.72

STA 1324+78, RT
REMOVE SMALL PIPE CULVERT
18" X 33' CMCP
CONSTRUCT P.E.

ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL
STA. 1218+00.00 TO STA. 1437+00
(SEE MISC. QUANTITIES AND STANDARD DETAIL DRAWINGS FOR EXACT LOCATION GUIDANCE)

STA 48+59.50, RT C.E.

STA. 1325+10.00
END RECONSTRUCTION SECTION
CONTINUE WITH RESURFACING

STA 1328+56, LT C.E.

CONCRETE CURB AND GUTTER 6-INCH 36-INCH TYPE D (TYP)

PI 48+84.62
FOND DU LAC DR
47+00
48+00
PC 48+23.37
PT 49+39.16
PC 1332+09.06
49+00
50+00

STA. 48+00.00
BEGIN CONSTRUCTION

BM #706

SECTION CORNER - CONTACT SEWRPC, WASHINGTON COUNTY SURVEYOR AND THE PROJECT ENGINEER BEFORE DISTURBING.

PI = 1337+15.53
Y 137 858.78
X 352 013.81
Δ = -20°03'05"
D = 2°00'00"
T = 506.47'
L = 1002.57'
R = 2864.79'
PC = 1332+09.06
PT = 1342+11.63
SE = 4.00%
RO = 102.00'
TRANS = 153.00'

STA. 1337+67
REMOVE OLD STRUCTURE
42" X 72" X 38' CONCRETE CATTLE PASS
1-36" X 74' C.P.R.C. CLASS III
2-AECPRC

STA 1339+89, LT C.E.

STA. 1336+93 TO STA 1338+39, LT
REMOVE EXISTING GUARDRAIL

STA 1325+00
MATCH LINE
1330+00
PI 50+00.00
SLOPE INTERCEPTS
STA. 1334+18.08 = STA. 50+00.00
STA. 1335+29.90 = STA. 50+00.00
PI 50+00.00
1335+00
50+00
STA 1340+00
MATCH LINE
BM #708
FRONTIER COMMUNICATIONS
WE ENERGIES ELECTRIC
STA. 1328+00 - STA. 1333+50, RT
DO NOT DISTURB EXISTING EVERGREEN TREES
ASPHALTIC FLUME
STA. 1331+42.99 = STA. 50+00.00
STA. 1330+15.24
BEGIN SHOULDER AREA RECONSTRUCTION
(SEE CROSS SECTIONS)
SLOPE INTERCEPTS
ASPHALTIC FLUME
CONCRETE CURB AND GUTTER 6-INCH 36-INCH TYPE D
STA 51+50, RT
REMOVE SMALL PIPE CULVERT
15" X 28' CMCP
CONSTRUCT P.E.
1-15" X 30' CPCS
2-AECPS
BM #709
51+00
PI 50+00.00
ASPHALTIC FLUME
WE ENERGIES GAS
CONCRETE CURB AND GUTTER 6-INCH 36-INCH TYPE D (TYP)
PI 51+30.00
52+00
PI 1337+15.53
FRONTIER COMMUNICATIONS
STA. 1338+50
END SHOULDER AREA RECONSTRUCTION
CONTINUE WITH RESURFACING
STA. 1336+90 TO STA 1338+86, RT
REMOVE EXISTING GUARDRAIL
WETLAND DELINEATION
SCENIC RD. (NORTH)
WESTERN AVE
52+00
STA. 51+74.09
END CONSTRUCTION
WETLAND DELINEATION
STA. 51+75.00
END CONSTRUCTION
PI 1342+91.14

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
708	1328+91	CAPPED REBAR	36.0' RT	1012.21
706	1332+61	CAPPED REBAR	166.2' LT	1010.13
707	1336+73	CAPPED REBAR	509.5' LT	999.25
709	1336+00	CAPPED REBAR	23.7' RT	1006.96

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PLAN DETAIL STH 175	SHEET 74	E

LEGEND

- XXXXX — SAWCUT, MATCH EXISTING
- ASPHALTIC SURFACE BUTT JOINTS
- (5) CONCRETE DRIVEWAY 7-INCH
- (6) BASE AGGREGATE DENSE 1 1/4-INCH
- (7) ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- REMOVE TREE

NOTES

OFFSETS ARE TO THE FLANGE LINE OF CURB & GUTTER.

RADII ARE TO THE FLANGE LINE OF CURB & GUTTER.

ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL
STA. 1218+00.00 TO STA. 1437+00
(SEE MISC. QUANTITIES AND STANDARD DETAIL DRAWINGS FOR EXACT LOCATION GUIDANCE)

N

STA 1340+00
MATCH LINE
PT 1342+11.63
1345+00
1350+00
STA 1355+00
MATCH LINE
WETLAND DELINEATION
WETLAND DELINEATION
WETLAND DELINEATION
STA 1345+43, RT
P.E.
STA 1352+64, RT
P.E.
WALLS
SEPT

ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL
STA. 1218+00.00 TO STA. 1437+00
(SEE MISC. QUANTITIES AND STANDARD DETAIL DRAWINGS FOR EXACT LOCATION GUIDANCE)

N

PI = 1363+68.87
Y 139 717.56
X 350 105.87
Δ = -21°34'58"
D = 1°30'00"
T = 728.05'
L = 1438.84'
R = 3819.72'
PC = 1356+40.82
PT = 1370+79.66
SE = 3.30%
RO = 84.00'
TRANS = 135.00'

STA 1355+00
MATCH LINE
PC 1356+40.82
WETLAND DELINEATION
CANADIAN NATIONAL RAILWAY
WISCONSIN & SOUTHERN RAILROAD
1360+00
1365+00
1370
STA 1370+00
MATCH LINE
WETLAND DELINEATION
SLOPE INTERCEPTS
STA 1356+87
36" X 46' CMCP
TO REMAIN
STA 1358+80, RT
P.E.
WETLAND DELINEATION
STA 1362+41, RT
P.E.
WE ENERGIES ELECTRIC
WE ENERGIES GAS
WETLAND DELINEATION
FRONTIER COMMUNICATIONS
SLOPE INTERCEPTS
PI 1363+68.87
STA. 1366+00.00
BEGIN SHOULDER AREA RECONSTRUCTION
(SEE CROSS SECTIONS)

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PLAN DETAIL STH 175	SHEET 75	E

PI = 1373+40.36
Y 140 098.64
X 349 193.51
Δ = -10°10'02"
D = 1°57'18"
T = 260.70'
L = 520.02'
R = 2930.54'
PC = 1370+79.66
PT = 1375+99.68
SE = 3.90%
R0 = 100.00'
TRANS = 151.00'

STA. 1374+00
END SHOULDER AREA RECONSTRUCTION
CONTINUE WITH RESURFACING

STA. 1375+44.47 TO STA 1376+57.29, 17.0' LT
MGS GUARDRAIL 3 L
SPAN LENGTH = 10'

ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL
STA. 1218+00.00 TO STA. 1437+00
(SEE MISC. QUANTITIES AND STANDARD DETAIL
DRAWINGS FOR EXACT LOCATION GUIDANCE)

LEGEND

- XXXXX SAWCUT, MATCH EXISTING
- ASPHALTIC SURFACE BUTT JOINTS
- (5) CONCRETE DRIVEWAY 7-INCH
- (6) BASE AGGREGATE DENSE 1 1/4-INCH
- (7) ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- REMOVE TREE

NOTES

SEE "HILLSIDE ROAD INTERSECTION DETAILS" SHEET FOR DETAILS NOT COVERED ON THIS SHEET.

OFFSETS ARE TO THE FLANGE LINE OF CURB & GUTTER.

RADII ARE TO THE FLANGE LINE OF CURB & GUTTER.

SEE CONSTRUCTION DETAILS FOR GUIDANCE ON DRIVEWAY CURB & GUTTER AT BEAM GUARD EAT'S.

EXISTING 6" DRAIN TILE
IF DISTURBED REPLACE WITH "PIPE UNDERDRAIN UNPERFORATED 6-INCH"

STA. 1380+00.00, RT
BEGIN SHOULDER AREA RECONSTRUCTION
(SEE CROSS SECTIONS)

SLOPE INTERCEPTS

STA. 1375+30 TO STA 1376+76, LT
REMOVE EXISTING GUARDRAIL

CAUTION! WISDOT HMOD MONUMENT.
BRASS CAP STAMPED EE86 194
LOCATED IN SW CORNER OF CONC.
BOX CULVERT HEADWALL.
DO NOT DISTURB!

STA. 1374+91.05, 19.0' LT
MGS GUARDRAIL TERMINAL EAT

STA. 1377+10.39, 19.0' LT
MGS GUARDRAIL TERMINAL EAT

CANADIAN NATIONAL RAILWAY

WISCONSIN & SOUTHERN RAILROAD

STA 1370+00
STA 1385+00
MATCH LINE
PT 1370+79.66
PC 1370+79.66
PT 1375+99.68
1375+00
1380+00
1385+00

BM #704
BM #705
SIGN

FRONTIER COMMUNICATIONS
SLOPE INTERCEPTS
WE ENERGIES ELECTRIC
CHARTER COMMUNICATIONS
WE ENERGIES GAS
PI 1373+40.36
FARMLANE DR

WETLAND DELINEATION

STA. 1376+01
EXISTING 5' X 3' CONCRETE
BOX CULVERT TO REMAIN

STA. 1374+92.12, 19.0' RT
MGS GUARDRAIL TERMINAL EAT

STA. 1375+24 TO STA 1376+70, RT
REMOVE EXISTING GUARDRAIL

STA. 1375+44.88 TO STA 1376+57.07, 17.0' RT
MGS GUARDRAIL 3 L
SPAN LENGTH = 10'

STA. 1377+10.16, 19.0' RT
MGS GUARDRAIL TERMINAL EAT

STA 1377+96, RT
F.E.

SLOPE INTERCEPTS
ASPHALTIC FLUME
+00.00 12.00' RT
+50.00 15.00' RT

STA. 1383+25 - 1386+00, RT
RETAINING WALL R-66-36
(SEE STRUCTURE PLANS)

STA. 1382+50.00, 20.0' RT
MGS GUARDRAIL TERMINAL EAT

STA. 1383+25 TO STA 1386+00, RT
GUARDRAIL MOW STRIP ASPHALT

STA. 1382+03.10 TO STA 1385+90.60, 18.0' RT
MGS GUARDRAIL 3

STA. 1382+50 - 1389+50, RT
CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
704	1371+19	CAPPED REBAR	20.5' RT	1000.73
705	1376+83	CAPPED REBAR	21.3' RT	1003.39	

ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL
STA. 1218+00.00 TO STA. 1437+00
(SEE MISC. QUANTITIES AND STANDARD DETAIL
DRAWINGS FOR EXACT LOCATION GUIDANCE)

STA. 1393+00.00
END RESURFACE SECTION
BEGIN RECONSTRUCTION SECTION
(SEE PLAN & PROFILE SHEETS)

STA. 1396+50
REMOVE OLD STRUCTURE
24" X 24" X 45'
CONCRETE BOX CULVERT

PI 17+54.98

HILLSIDE

STA. 18+42.00
BEGIN CONSTRUCTION

BM #698

WETLAND DELINEATION

PI 18+71.17

CONCRETE SURFACE DRAIN

CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D
(TYP)

PI 19+22.24

STA. 1397+40.58 =
STA. 20+00.00

STA. 1389+50.00, 19.0', LT
MGS GUARDRAIL TERMINAL EAT

STA. 1389+41 TO STA 1392+72, LT
REMOVE EXISTING GUARDRAIL

STA. 1390+02.91 TO STA 1392+14.80, 17.0', LT
MGS GUARDRAIL 3

STA. 1392+67.72, 19.0', LT
MGS GUARDRAIL TERMINAL EAT

PI 1395+06.19

SLOPE INTERCEPTS

CANADIAN NATIONAL RAILWAY

WISCONSIN & SOUTHERN RAILROAD

BM #699
BM #13

STA 1385+00
STA 1400+00
MATCH LINE
1390+00
1395+00
1400

PC 1388+73.12

+00.00 12.00' RT
+50.00 15.00' RT

STA. 1390+00.00, RT
END SHOULDER AREA RECONSTRUCTION
CONTINUE WITH RESURFACING

ASPHALTIC FLUME

STA. 1389+43 TO STA 1391+78, RT
REMOVE EXISTING GUARDRAIL

FRONTIER COMMUNICATIONS

WE ENERGIES ELECTRIC

RIPRAP

CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

STA. 1397+34.13 =
STA. 20+00.00

CHARTER COMMUNICATIONS

CONCRETE SURFACE DRAIN

STA 20+55, P.E. LT
REMOVE SMALL
PIPE CULVERT
15" X 24' CMCP

SLOPE INTERCEPTS
STA 1399+55, RT
REMOVE SMALL
PIPE CULVERT
15" X 29' CMCP
CONSTRUCT P.E.
1 - 15" X 40' CPCS
2 - AECPS

STA 20+30
HILLSIDE RD
REMOVE SMALL
PIPE CULVERT
18" X 40' CMCP

STA 21+35, RT
CONSTRUCT F.E.
EXISTING CULVERT PIPE
TO REMAIN

STA. 21+60.00
END CONSTRUCTION

WE ENERGIES GAS

PI 22+00.00

STA. 1386+70, RT
CONSTRUCT P.E.

STA. 1383+25 - 1386+00, RT
RETAINING WALL R-66-36
(SEE PLANS)

STA. 1386+43.68, 20.0' RT
MGS GUARDRAIL TERMINAL EAT

STA. 1382+03.10 TO STA 1385+90.60, 18.0' RT
MGS GUARDRAIL 3

STA. 1389+50.00, 19.0' RT
MGS GUARDRAIL TERMINAL EAT

STA. 1382+50 - 1389+50, RT
CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D

STA 1393+10
1 - 24" X 52' CPRC CLASS IV
2 - AECPRC

STA. 1390+03.26 TO STA 1391+53.71, 17.0' RT
MGS GUARDRAIL 3

STA. 1392+06.96, 19.0' RT
MGS GUARDRAIL TERMINAL EAT

PI = 1395+06.19
Y 140 567.80
X 347 077.70
Δ = 12°36'37"
D = 1°00'00"
T = 633.07'
L = 1261.03'
R = 5729.58'
PC = 1388+73.11
PT = 1401+34.15
SE = 2.40%
R0 = 61.00'
TRANS = 112.00'

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
13	1385+44	REBAR	24.5' LT	1020.15
699	1391+41	CAPPED REBAR	23.2' LT	1018.60
698	1396+67	CAPPED REBAR	169.9' LT	1019.91

2

STA. 1402+00.00
END RECONSTRUCTION SECTION
BEGIN RESURFACE SECTION

SLOPE INTERCEPTS

+34.15
12.00' LT

ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL
STA. 1218+00.00 TO STA. 1437+00
(SEE MISC. QUANTITIES AND STANDARD DETAIL
DRAWINGS FOR EXACT LOCATION GUIDANCE)

STA 1400+00

+00

1405+00

1410+00

1415

STA 1415+00

MATCH LINE

PT 1401+34.15

SLOPE INTERCEPTS

WE ENERGIES ELECTRIC

STA 1408+40
EXISTING 36" X 36" X 45'
CONCRETE BOX CULVERT
TO REMAIN

STA 1408+83, RT
P.E.

MATCH LINE

N

ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL
STA. 1218+00.00 TO STA. 1437+00
(SEE MISC. QUANTITIES AND STANDARD DETAIL
DRAWINGS FOR EXACT LOCATION GUIDANCE)

CANADIAN NATIONAL RAILWAY

STA. 1424+37.79, 19.0' LT
MGS GUARDRAIL TERMINAL EAT

STA. 1424+38 TO STA 1429+79, LT
REMOVE EXISTING GUARDRAIL

STA. 1429+81.51, 19.0' LT
MGS GUARDRAIL TERMINAL EAT

STA. 1424+90.92 TO STA 1429+28.42, 17.0' LT
MGS GUARDRAIL 3

STA 1415+00

WISCONSIN $ SOUTHERN RAILROAD

+00

BM #701

1420+00

1425+00

1430

STA 1430+00

MATCH LINE

STA 1420+57, RT
F.E.

STA 1425+94, RT
P.E.

FRONTIER COMMUNICATIONS

N

NOTES

OFFSETS ARE TO THE FLANGE LINE OF CURB & GUTTER.

RADII ARE TO THE FLANGE LINE OF CURB & GUTTER.

LEGEND

- XXXXX — SAWCUT, MATCH EXISTING
- ASPHALTIC SURFACE BUTT JOINTS
- (5) — CONCRETE DRIVEWAY 7-INCH
- (6) — BASE AGGREGATE DENSE 1 1/4-INCH
- (7) — ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- REMOVE TREE

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
701	1424+17	CAPPED REBAR	14.4' LT	1041.42

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PLAN DETAIL STH 175	SHEET 77	E

NOTES

SEE "SHERMAN ROAD INTERSECTION DETAILS" SHEET FOR DETAILS NOT COVERED ON THIS SHEET.

ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL
STA. 1218+00.00 TO STA. 1437+00
(SEE MISC. QUANTITIES AND STANDARD DETAIL DRAWINGS FOR EXACT LOCATION GUIDANCE)

LEGEND

- XXXXX SAWCUT, MATCH EXISTING
- ASPHALTIC SURFACE BUTT JOINTS
- (5) CONCRETE DRIVEWAY 7-INCH
- (6) BASE AGGREGATE DENSE 1 1/4-INCH
- (7) ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- REMOVE TREE

STA. 1433+76.02, 17.0' LT
MGS GUARDRAIL TERMINAL EAT

STA. 1433+74 TO STA 1437+69, LT
REMOVE EXISTING GUARDRAIL

STA. 1437+69.10, 18.0' LT
MGS GUARDRAIL TERMINAL EAT

STA. 1434+29.03 TO STA 1437+16.10, 17.0' LT
MGS GUARDRAIL 3

CANADIAN NATIONAL RAILWAY

WISCONSIN & SOUTHERN RAILROAD

BM #132

BM #700

STH 175

STA 1430+00

MATCH LINE

PC 1433+47.11

PI 1438+80.32

STA 1435+00

STA 1440+00

STA 1445+00

MATCH LINE

FRONTIER COMMUNICATIONS

STA 1438+05, RT
P.E.

WE ENERGIES ELECTRIC

STA 1439+68, RT
CONSTRUCT C.E.

STA 1440+55, RT
CONSTRUCT C.E.

CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

SLOPE INTERCEPTS

ASPHALTIC FLUME

WE ENERGIES GAS

ASPHALTIC FLUME

SLOPE INTERCEPTS

CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

PT 1444+12.76

STA. 1443+00.00
END RESURFACE SECTION
BEGIN RECONSTRUCTION SECTION
(SEE PLAN & PROFILE SHEETS)

PI = 1438+80.32
Y 142 426.36
X 343 112.41
Δ = 5°19'42"
D = 0°30'00"
T = 533.21'
L = 1065.65'
R = 11459.16'
PC = 1433+47.11
PT = 1444+12.76
SE = N.C.
RO = 0

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
700	1437+91	CAPPED REBAR	13.8' LT	1044.19

STA. 1452+00.00
END RECONSTRUCTION SECTION
BEGIN RESURFACE SECTION

STH 164

STA 1458+72, LT
F.E.

PI 1459+80.34

STA 1460+00

MATCH LINE

STA 1445+00

CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

STA 1446+25 - STA 1448+00, LT
WALL MODULAR BLOCK GRAVITY LRFD
WITH CONCRETE CURB & GUTTER 6-INCH
SLOPED 24-INCH TYPE D (SEE DETAIL)

STA 1445+30, LT
CONSTRUCT C.E.
1-14"X23"X35' C.P.R.C.
HORIZ. ELLIP. CLASS HE-IV
WITH 2-AECPRC HORIZ. ELLIP.

STA. 1447+96.15 =
STA. 10+00.00

STA 1449+05, LT
CONSTRUCT C.E.

PI 1449+19.36

SLOPE INTERCEPTS

STA 1450+00, LT
CONSTRUCT P.E.

FRONTIER COMMUNICATIONS
WE ENERGIES GAS

ASPHALTIC FLUME

STA 1453+21, LT
C.E.

WE ENERGIES ELECTRIC

STA 1455+00

PC 1458+60.21

MATCH LINE

STA 1445+00

PC 10+17.91

PI 10+44.68

PT 10+67.07

PI 12+00.00

PI 13+00.00

SHERMAN RD

STA 1449+68.5, RT
CONSTRUCT C.E.

CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

STA 10+31, LT
CONSTRUCT C.E.

PT 1451+45.80

ASPHALTIC FLUME

SLOPE INTERCEPTS

STA 1453+42, RT
C.E.

STA 1451+01, RT
REMOVE SMALL PIPE CULVERT, 15"
CONSTRUCT P.E.

STA. 1448+46 TO STA 1449+20, RT
REMOVE EXISTING GUARDRAIL

STA 11+19, LT
CONSTRUCT P.E.

ASPHALTIC FLUME

STA. 11+65.00
END CONSTRUCTION

PI = 1449+19.36
Y 142 953.18
X 342 215.94
Δ = 15°57'18"
D = 3°30'00"
T = 229.41'
L = 455.86'
R = 1637.02'
PC = 1446+89.94
PT = 1451+45.80
SE = 3.20%
RO = 62.00'
TRANS = 101.00'

PI = 1459+80.33
Y 143 723.61
X 341 482.17
Δ = 4°30'10"
D = 1°52'31"
T = 120.12'
L = 240.12'
R = 3055.37'
PC = 1458+60.21
PT = 1461+00.33
SE = 2.40%
RO = 50.00'
TRANS = 92.00'

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PLAN DETAIL STH 175	SHEET 78	E

LEGEND

- XXXXX — SAWCUT, MATCH EXISTING
- ASPHALTIC SURFACE BUTT JOINTS
- (5) — CONCRETE DRIVEWAY 7-INCH
- (6) — BASE AGGREGATE DENSE 1 1/4-INCH
- (7) — ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- REMOVE TREE

EQUATION
1461+00.33 BACK =
1461+00.45 AHEAD

STA 1460+00
MATCH LINE
PT 1461+00.33

STA 1461+78, LT
P.E.

STA 1462+12, RT
F.E.

STA 1463+35, RT
F.E.

1465+00

WE ENERGIES GAS

FRONTIER COMMUNICATIONS

FOXBORO LANE

STA 1470+45, LT
F.E.

1470+00

STA. 1474+47 TO STA 1476+77, LT
REMOVE EXISTING GUARDRAIL

STA. 1474+47.77, 19.0' LT
MGS GUARDRAIL TERMINAL EAT

WE ENERGIES ELECTRIC

PI 1473+78.37

BM #703

STA 1475+00
MATCH LINE

PC 1472+08.53

STA. 1472+66 TO STA 1476+68, RT
REMOVE EXISTING GUARDRAIL

STA. 1473+19.07 TO STA 1476+22.14, 17.0' RT
MGS GUARDRAIL 3

STA. 1472+65.20, 19.0' RT
MGS GUARDRAIL TERMINAL EAT

PI = 1473+78.37
Y 144 808.54
X 340 600.44
Δ = 15°11'46"
D = 4°30'00"
T = 169.84'
L = 337.69'
R = 1273.24'
PC = 1472+08.53
PT = 1475+46.22
SE = 4.30%
R0 = 89.00'
TRANS = 130.00'

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
703	1473+31	CAPPED REBAR	13.9' LT	1110.66
702	1477+01	CAPPED REBAR	14.1' LT	1108.42

STA. 1475+00.14 TO STA 1476+24.52, 17.0' LT
MGS GUARDRAIL 3

STA. 1474+47 TO STA 1476+77, LT
REMOVE EXISTING GUARDRAIL

STA. 1476+77.65, 19.0' LT
MGS GUARDRAIL TERMINAL EAT

WE ENERGIES ELECTRIC

STA 1475+00
MATCH LINE
PT 1475+46.22

BM #702

1480+00

STA 1484+60, LT
F.E.

1485+00

STA 1489+90, LT
P.E.

STA 1490+00
MATCH LINE

STA. 1472+66 TO STA 1476+68, RT
REMOVE EXISTING GUARDRAIL

STA. 1473+19.07 TO STA 1476+22.14, 17.0' RT
MGS GUARDRAIL 3

STA. 1476+75.27, 19.0' RT
MGS GUARDRAIL TERMINAL EAT

STA 1487+98, RT
P.E.

SEPTIC

FOOTBRIDGE

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PLAN DETAIL STH 175	SHEET 79	E

LEGEND

- XXXXX — SAWCUT, MATCH EXISTING
- ASPHALTIC SURFACE BUTT JOINTS
- (5) — CONCRETE DRIVEWAY 7-INCH
- (6) — BASE AGGREGATE DENSE 1 1/4-INCH
- (7) — ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- REMOVE TREE

NOTES

SEE "CORPORATE DRIVE INTERSECTION DETAILS" SHEET FOR DETAILS NOT COVERED ON THIS SHEET.

STA. 1495+50.00
BEGIN SHOULDER AREA RECONSTRUCTION
(SEE CROSS SECTIONS)

PI = 1502+68.44
Y 147 452.52
X 339 428.52
Δ = -24°13'02"
D = 6°30'00"
T = 189.11'
L = 372.57'
R = 881.47'
PC = 1500+79.33
PT = 1504+51.90
SE = 5.10%
RO = 106.00'
TRANS = 148.00'

STA 1496+17, LT
C.E.

STA 1497+57, LT
P.E.

WE ENERGIES GAS

SLOPE INTERCEPTS

WE ENERGIES ELECTRIC

VILLAGE OF SLINGER

STA 1495+66, RT
P.E.

FRONTIER COMMUNICATIONS

CHARTER COMMUNICATIONS

BM #610

SLOPE INTERCEPTS

VILLAGE OF SLINGER

STA 1503+87, RT
CONSTRUCT P.E.
REMOVE SMALL
CULVERT PIPE, 15"
1-15" X 28' CPCS
2-AECPS

STA. 1505+00.00
END SHOULDER AREA RECONSTRUCTION
CONTINUE WITH RESURFACING

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
610	1501+02	REBAR	28.3' RT	1130.70

END PROJECT 3360-09-72
STA. 1507+14.48
Y= 147 754.04
X= 339 092.21
END RESURFACE SECTION

WE ENERGIES GAS

VILLAGE OF SLINGER

VILLAGE OF SLINGER
FRONTIER COMMUNICATIONS

ATHLETIC FIELD

STH 60

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PLAN DETAIL STH 175	SHEET 80	E

LEGEND

- XXXXX SAWCUT, MATCH EXISTING
- ASPHALTIC SURFACE BUTT JOINTS
- (5) CONCRETE DRIVEWAY 7-INCH
- (6) BASE AGGREGATE DENSE 1 1/4-INCH
- (7) ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- REMOVE TREE

NOTES

SEE "LANNON ROAD INTERSECTION DETAILS" FOR DETAILS NOT COVERED ON THIS SHEET.

OFFSETS ARE TO THE FLANGE LINE OF CURB & GUTTER.

RADII ARE TO THE FLANGE LINE OF CURB & GUTTER.

STA. 148+00 TO STA. 154+15, LT
REMOVE CURB & GUTTER

TIME WARNER CABLE

CONCRETE CURB AND GUTTER
30-INCH TYPE D

SLOPE INTERCEPTS

STA 148+97.6"O", LT
REMOVE INLET &
APPROX. 2' OF 15" SS PIPE

STA 150+91.0"O", LT
CONSTRUCT P.E.

WE ENERGIES GAS

STA. 148+00.00
BEGIN CONSTRUCTION

LANNON RD

STA 148+98.6"P", RT
REMOVE INLET &
APPROX. 16' OF 15" SS PIPE
(SEE "STORM SEWER" SHEET)

STA. 148+00 TO STA. 154+00, RT
REMOVE CURB & GUTTER

STA 150+06"P", RT
RECONSTRUCT MANHOLE
(SEE "STORM SEWER" SHEET)

OVERHEAD SIGN
(SEE PERMANENT
SIGNING PLANS)

STA 150+06"P" TO STA 151+06"P", RT
REMOVE EXISTING
STORM SEWER 15-INCH

STA 151+06"P", RT
REMOVE EXISTING INLET

CONCRETE CURB AND GUTTER
30-INCH TYPE D
REVERSE GUTTER SLOPE

SLOPE INTERCEPTS

STA 150+73.0"P", RT
CONSTRUCT C.E.

STH 175

SEPTIC

LANNON RD

BM #100

GERMANTOWN
WATERMAIN

WE ENERGIES ELECTRIC

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
100	955+26	REBAR	73.6'RT	867.92
101	961+15	REBAR	34.5'LT	858.43
102	962+47	CAPPED REBAR	45.7'RT	861.32

STA. 158+38.20"L", 26.00'LT
MGS GUARDRAIL TERMINAL TYPE 2

STA. 158+38.20"L" TO STA. 159+71.90"L", 22.73'LT
MGS GUARDRAIL 3

STA. 160+24.94"L", 19.72'LT
MGS GUARDRAIL TERMINAL EAT

CONCRETE CURB AND GUTTER
30-INCH TYPE D

SAND BARREL
ARRAYS

SLOPE INTERCEPTS

ASPHALTIC FLUME

AT&T WISCONSIN

STA. 162+20.00
END CONSTRUCTION

LANNON RD

SLOPE INTERCEPTS
CONCRETE CURB AND GUTTER
30-INCH TYPE D
REVERSE GUTTER SLOPE

OVERHEAD SIGN
(SEE PERMANENT SIGNING PLANS)

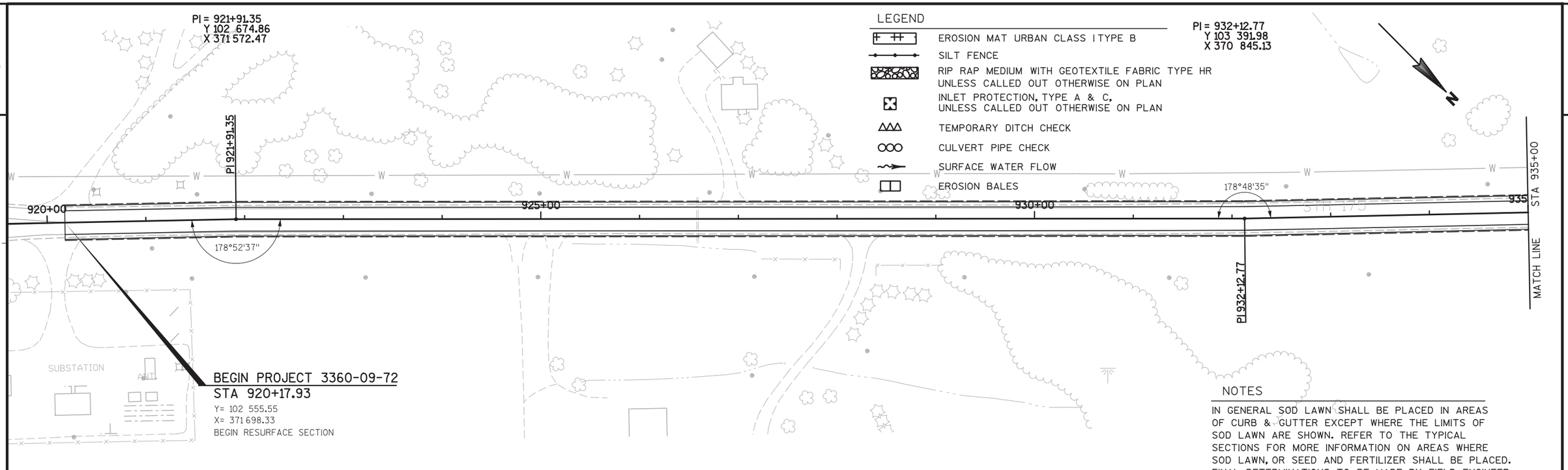
ASPHALTIC FLUME

GERMANTOWN
WATERMAIN

WE ENERGIES ELECTRIC

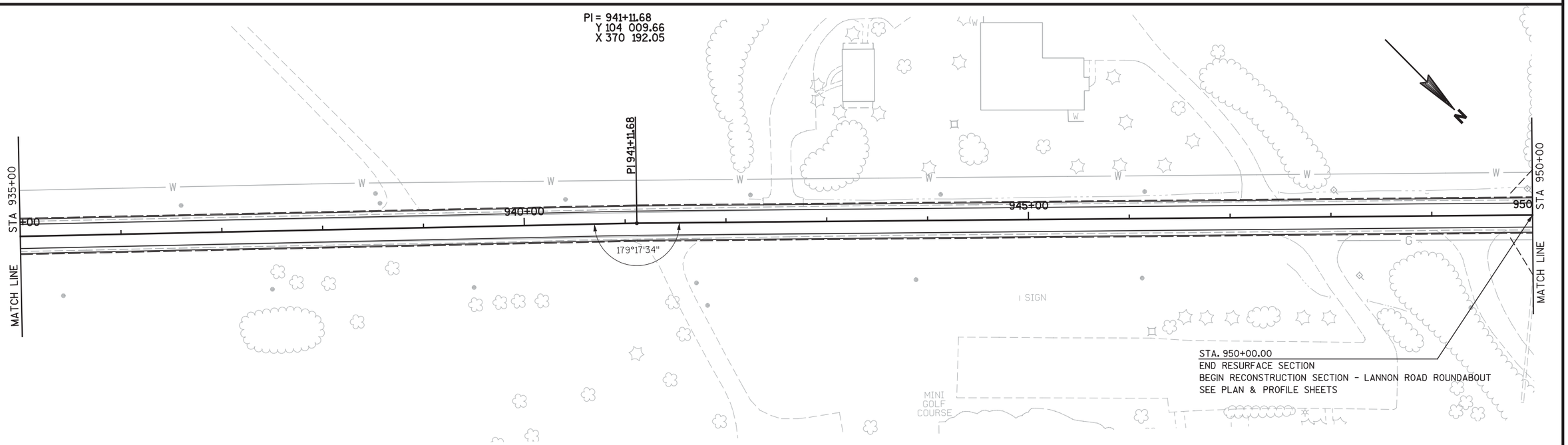
WE ENERGIES GAS

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PLAN DETAIL - LANNON ROAD	SHEET 81	E



NOTES

IN GENERAL SOD LAWN SHALL BE PLACED IN AREAS OF CURB & GUTTER EXCEPT WHERE THE LIMITS OF SOD LAWN ARE SHOWN. REFER TO THE TYPICAL SECTIONS FOR MORE INFORMATION ON AREAS WHERE SOD LAWN, OR SEED AND FERTILIZER SHALL BE PLACED. FINAL DETERMINATIONS TO BE MADE BY FIELD ENGINEER.



LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- RIP RAP MEDIUM WITH GEOTEXTILE FABRIC TYPE HR UNLESS CALLED OUT OTHERWISE ON PLAN
- INLET PROTECTION, TYPE A & C, UNLESS CALLED OUT OTHERWISE ON PLAN
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- EROSION BALES
- EROSION MAT CLASS I TYPE B

NOTES

IN GENERAL SOD LAWN SHALL BE PLACED IN AREAS OF CURB & GUTTER EXCEPT WHERE THE LIMITS OF SOD LAWN ARE SHOWN. REFER TO THE TYPICAL SECTIONS FOR MORE INFORMATION ON AREAS WHERE SOD LAWN, OR SEED AND FERTILIZER SHALL BE PLACED. FINAL DETERMINATIONS TO BE MADE BY FIELD ENGINEER.

STA. 178+25.00
BEGIN CONSTRUCTION

PI 178+47.93

PC 177+16.82

WILLOW CREEK RD

LANNON RD

SOD LAWN

RIPRAP LIGHT WITH GEOTEXTILE FABRIC TYPE R

SLOPE INTERCEPTS

TEMPORARY WATER DIVERSION

WETLAND DELINEATION

CONCRETE SURFACE DRAIN

CANOPY

FILLER CAPS

STA 950+00

STA 965+00

MATCH LINE

STH 175

950+00

955+00

960+00

965

PC 957+72.42

PT 179+69.45

Ⓐ&Ⓑ

LIMITS OF SOD LAWN

STRUCTURE C-66-106 (SEE PLANS)

STA. 961+54.13 = STA. 180+00.00

PI 959+11.92

WETLAND DELINEATION

WILLOW CREEK

PI = 971+43.92
Y 105 832.30
X 367 804.86

PI = 977+60.71
Y 106 118.02
X 367 258.23

STA. 972+75.00 = STA. 130+00.00

STA. 977+00.00
END RECONSTRUCTION SECTION - LANNON ROAD ROUNDABOUT
BEGIN RESURFACE SECTION

PI 971+43.92

PI 977+60.71

970+00

975+00

980

179°53'36"

179°16'56"

PC 130+36.32

PT 131+06.26

PI 130+71.94

HILLTOP RD

SEPTIC

POOL

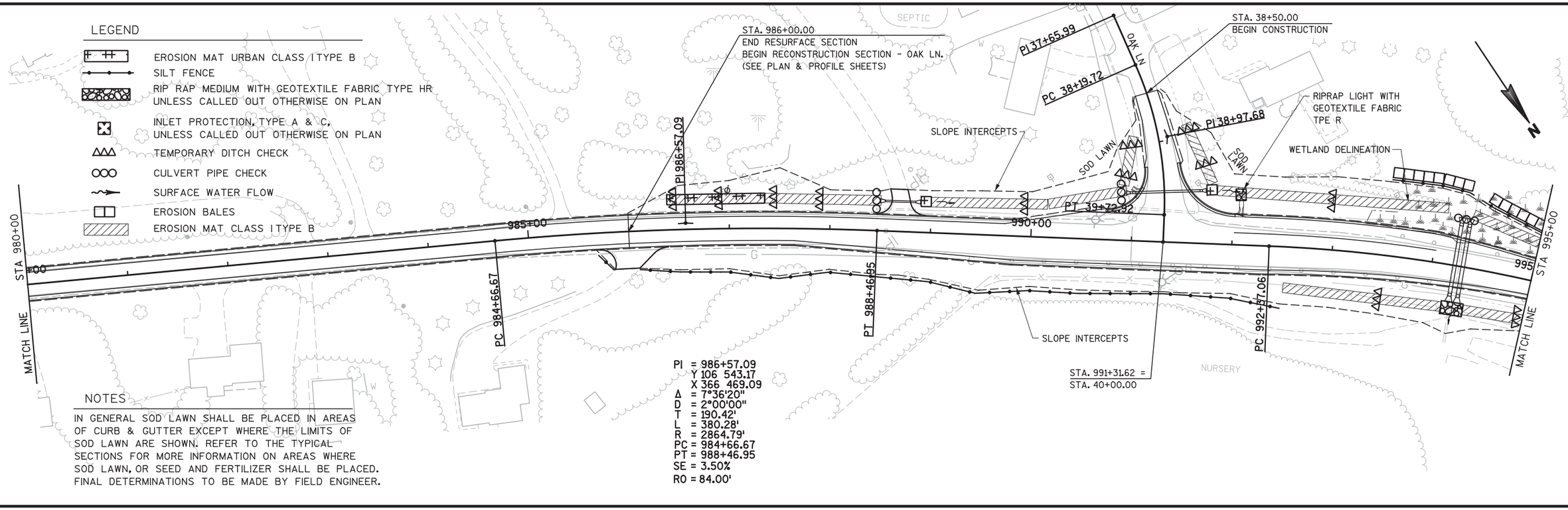
SIGN

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	EROSION CONTROL - STH 175	SHEET 83	E

2

LEGEND

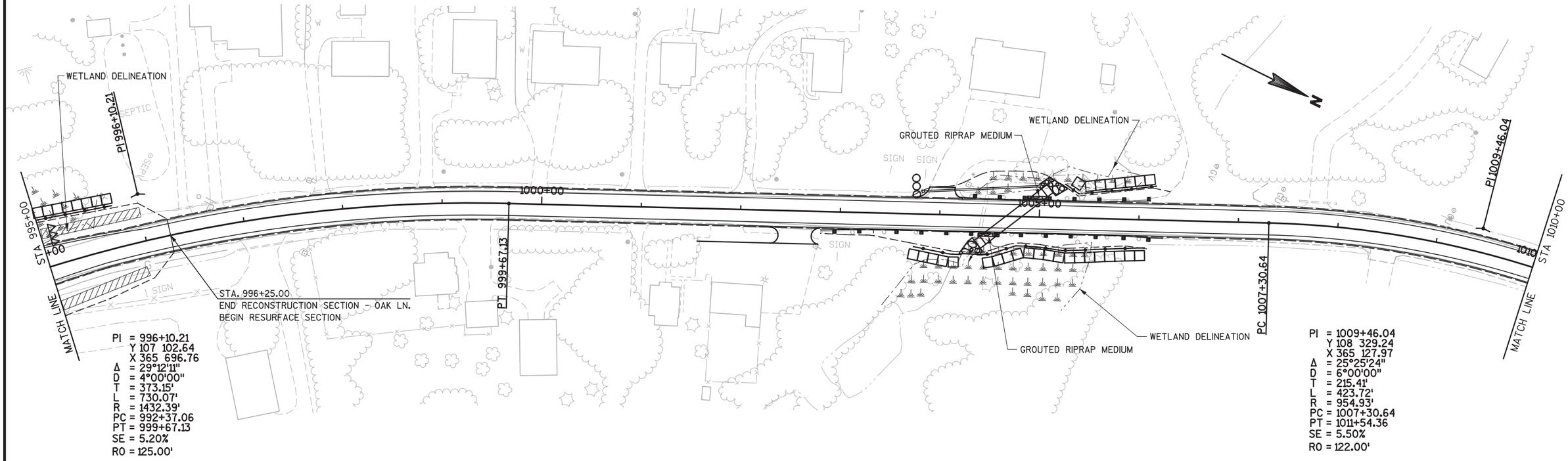
- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- RIP RAP MEDIUM WITH GEOTEXTILE FABRIC TYPE HR UNLESS CALLED OUT OTHERWISE ON PLAN
- INLET PROTECTION, TYPE A & C, UNLESS CALLED OUT OTHERWISE ON PLAN
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- EROSION BALES
- EROSION MAT CLASS I TYPE B



PI = 986+57.09
Y 106 543.17
X 366 469.09
Δ = 7°36'20"
D = 2°00'00"
T = 190.42'
L = 380.28'
R = 2864.79'
PC = 984+66.67
PT = 988+46.95
SE = 3.50%
RO = 84.00'

NOTES

IN GENERAL SOD LAWN SHALL BE PLACED IN AREAS OF CURB & GUTTER EXCEPT WHERE THE LIMITS OF SOD LAWN ARE SHOWN. REFER TO THE TYPICAL SECTIONS FOR MORE INFORMATION ON AREAS WHERE SOD LAWN, OR SEED AND FERTILIZER SHALL BE PLACED. FINAL DETERMINATIONS TO BE MADE BY FIELD ENGINEER.



PI = 996+10.21
Y 107 102.64
X 365 696.76
Δ = 29°12'11"
D = 4°00'00"
T = 373.15'
L = 730.07'
R = 1432.39'
PC = 992+37.06
PT = 999+67.13
SE = 5.20%
RO = 125.00'

PI = 1009+46.04
Y 108 329.24
X 365 127.97
Δ = 25°25'24"
D = 6°00'00"
T = 215.41'
L = 423.72'
R = 954.93'
PC = 1007+30.64
PT = 1011+54.36
SE = 5.50%
RO = 122.00'

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	EROSION CONTROL STH 175	SHEET 84	E

2

LEGEND

- EROSION MAT URBAN CLASS ITYPE B
- EROSION MAT CLASS ITYPE B
- SILT FENCE
- RIP RAP MEDIUM WITH GEOTEXTILE FABRIC TYPE HR UNLESS CALLED OUT OTHERWISE ON PLAN
- INLET PROTECTION, TYPE A & C, UNLESS CALLED OUT OTHERWISE ON PLAN
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- EROSION BALES

N

STA 1010+00

MATCH LINE

PT 1011+54.36

1015+00

1020+00

STA. 1018+00.00
END RESURFACE SECTION
BEGIN RECONSTRUCTION SECTION - MEEKER HILL
(SEE PLAN & PROFILE SHEETS)

SLOPE INTERCEPTS

RIPRAP LIGHT WITH GEOTEXTILE FABRIC TYPE R

ASPHALTIC FLUME

PC 1021+83.48

WETLAND DELINEATION

ROCK BAGS

STA 1025+00

1025

MATCH LINE

SLOPE INTERCEPTS

ASPHALTIC FLUME

RIPRAP LIGHT WITH GEOTEXTILE FABRIC TYPE R

WETLAND DELINEATION

SIGN

SEPTIC

NOTES

IN GENERAL SOD LAWN SHALL BE PLACED IN AREAS OF CURB & GUTTER EXCEPT WHERE THE LIMITS OF SOD LAWN ARE SHOWN. REFER TO THE TYPICAL SECTIONS FOR MORE INFORMATION ON AREAS WHERE SOD LAWN, OR SEED AND FERTILIZER SHALL BE PLACED. FINAL DETERMINATIONS TO BE MADE BY FIELD ENGINEER.

PI = 1026+20.52
Y 110 010.73
X 365 143.98
Δ = -41°45'10"
D = 5°00'00"
T = 437.04'
L = 835.06'
R = 1145.92'
PC = 1021+83.48
PT = 1030+18.53
SE = 5.10%
RO = 113.00'

PI = 1038+29.49
Y = 110 949.64
X = 364 321.82

WETLAND DELINEATION

ROCK BAGS

STA 1025+00

+00

MATCH LINE

STA. 1027+00.00 = STA. 60+00.00

ROCK BAGS

PT 1030+18.53

1030+00

1035+00

STA. 1032+25 - 1040+00, LT
RETAINING WALL
R-66-38
(SEE PLANS)

SLOPE INTERCEPTS

179°36'05"

PC 70+07.44

1040

STA 1040+00

MATCH LINE

MEEKER LANE (SOUTH)

PC 60+41.03

Ⓐ&Ⓑ

PT 61+51.51

PI 1026+20.52

PI 61+09.79

PI 1038+29.49

PT 72+20.03

PI 74+83.09

MEEKER LANE (NORTH)

WETLAND DELINEATION

STA. 1032+50 - 1039+00, RT
RETAINING WALL
R-66-37
(SEE PLANS)

STA. 72+50.00
END CONSTRUCTION

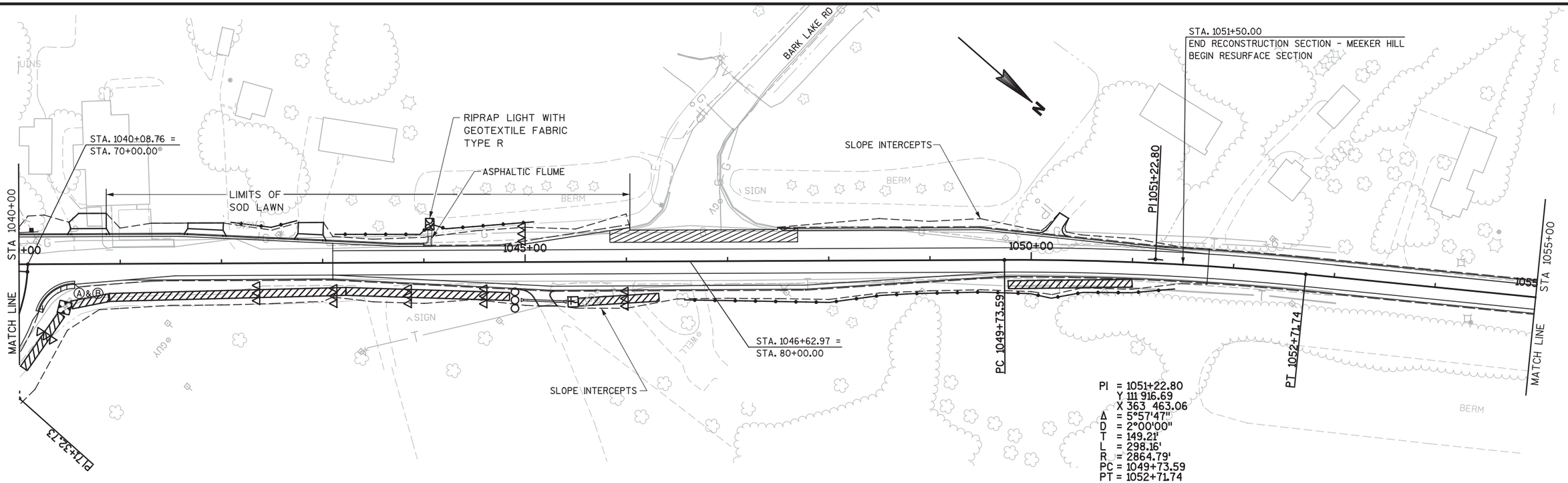
STA. 62+25.00
END CONSTRUCTION

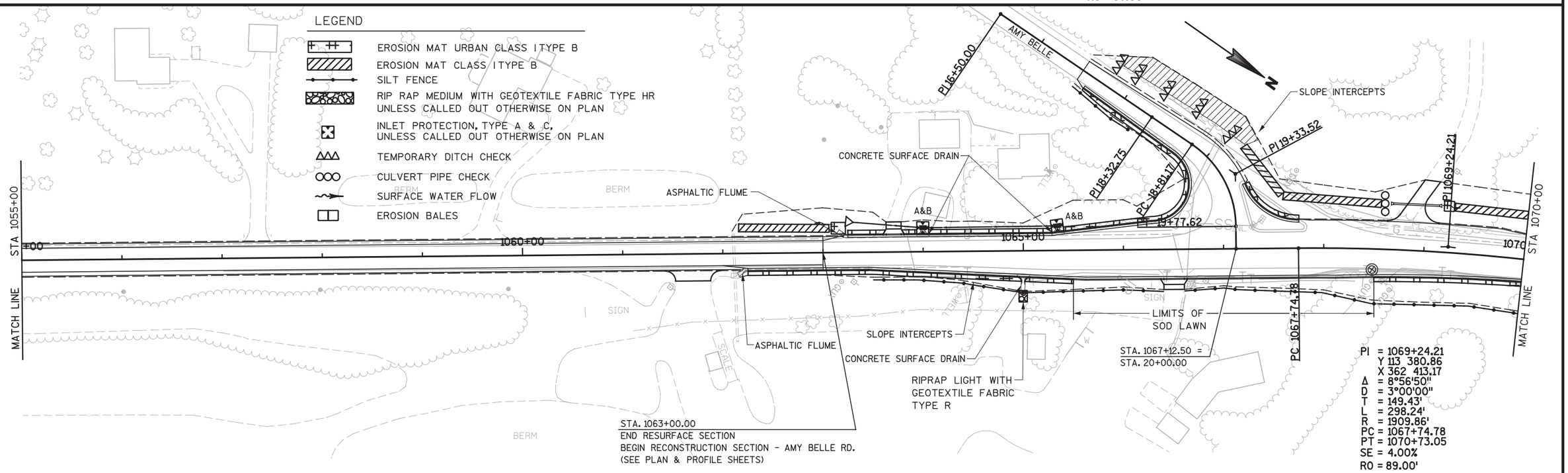
ROCK WALL

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	EROSION CONTROL - STH 175	SHEET 85	E

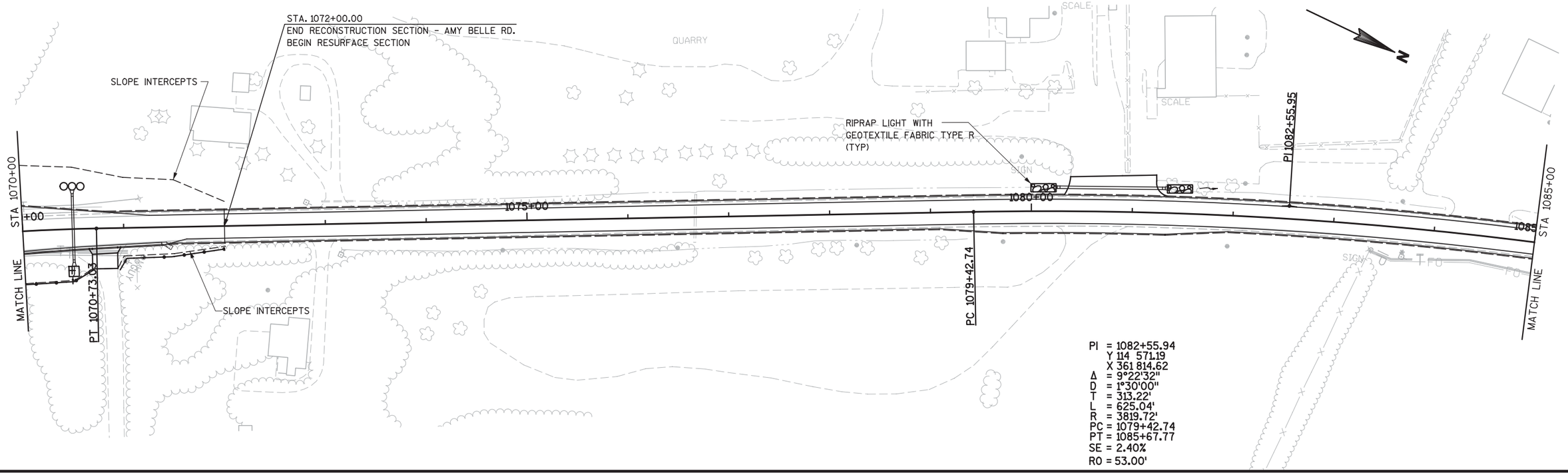
FILE NAME : W:\x-Projects\RD\7140\project 2 dgn\022004_ec.dgn PLOT DATE : 4/26/2016 PLOT BY : lsander PLOT NAME : PLOT SCALE : 100.00 ' / in.

WISDOT/CADDS SHEET 42

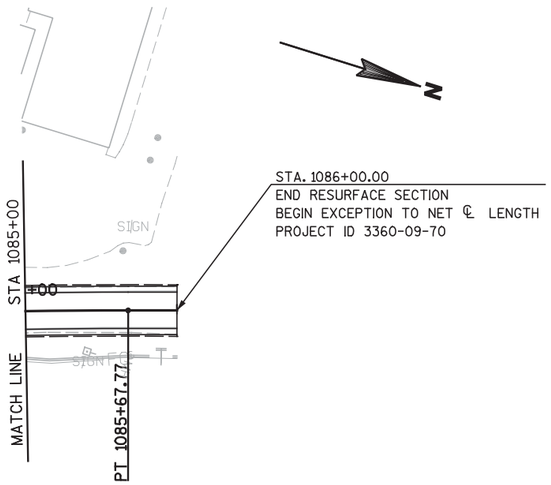




PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	EROSION CONTROL STH 175	SHEET 86	E



PI = 1082+55.94
Y 114 571.19
X 361 814.62
Δ = 9°22'32"
D = 1°30'00"
T = 313.22'
L = 625.04'
R = 3819.72'
PC = 1079+42.74
PT = 1085+67.77
SE = 2.40%
RO = 53.00'



LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- RIP RAP MEDIUM WITH GEOTEXTILE FABRIC TYPE HR UNLESS CALLED OUT OTHERWISE ON PLAN
- INLET PROTECTION, TYPE A & C, UNLESS CALLED OUT OTHERWISE ON PLAN
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- EROSION BALES

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	EROSION CONTROL - STH 175	SHEET 87	E

2

LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- RIP RAP MEDIUM WITH GEOTEXTILE FABRIC TYPE HR UNLESS CALLED OUT OTHERWISE ON PLAN
- INLET PROTECTION, TYPE A & C, UNLESS CALLED OUT OTHERWISE ON PLAN
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- EROSION BALES

NOTES

IN GENERAL SOD LAWN SHALL BE PLACED IN AREAS OF CURB & GUTTER EXCEPT WHERE THE LIMITS OF SOD LAWN ARE SHOWN. REFER TO THE TYPICAL SECTIONS FOR MORE INFORMATION ON AREAS WHERE SOD LAWN, OR SEED AND FERTILIZER SHALL BE PLACED. FINAL DETERMINATIONS TO BE MADE BY FIELD ENGINEER.

WISCONSIN & SOUTHERN RAILROAD

STA. 1194+05.00
END EXCEPTION TO NET ℄ LENGTH
PROJECT ID 3360-09-70
BEGIN RESURFACE SECTION

WETLAND DELINEATION

RIP RAP LIGHT WITH GEOTEXTILE FABRIC TYPE R

4" PIPE OUTLET

SLOPE INTERCEPTS

LIMITS OF SOD LAWN

1194+00

1200+00

1205+00

STA 1205+00

MATCH LINE

EXISTING 8" CONCRETE PIPE

SEPTIC

UNDERGROUND WATER VAULT (16'x14'x10')

SIGN

WALLS

PI = 1206+39.97
Y = 126 194.69
X = 357 781.25

STA. 1206+53.15
BEGIN SHOULDER AREA RECONSTRUCTION

PI = 1210+30.33
Y 126 527.24
X 357 576.82
Δ = -6°22'16"
D = 1°30'00"
T = 212.58'
L = 424.73'
R = 3819.72'
PC = 1208+17.74
PT = 1212+42.47
SE = R.C.
RO = 41.00'

PC 1208+17.74

PI 1206+39.97

PI 1210+30.33

PI 1211+54.87 = STA. 50+00.00

PI 1213+26.65

PI 1214+95.15

PI 1216+09.68 = STA. 50+00.00

PI 1218+80.39

PI 1219+44.45

PI 1221+33.54

PT 1212+42.47

PT 1216+63.42

SOD LAWN

MAYFIELD RD

PLEASANT HILL RD

STA. 1220+00.00
END RECONSTRUCTION SECTION - MAYFIELD RD.
BEGIN RESURFACE SECTION

PI = 1214+95.15
Y 126 894.11
X 357 290.69
Δ = 5°03'05"
D = 1°30'00"
T = 168.49'
L = 336.77'
R = 3819.72'
PC = 1213+26.65
PT = 1216+63.42
SE = 3.30%
RO = 84.00'

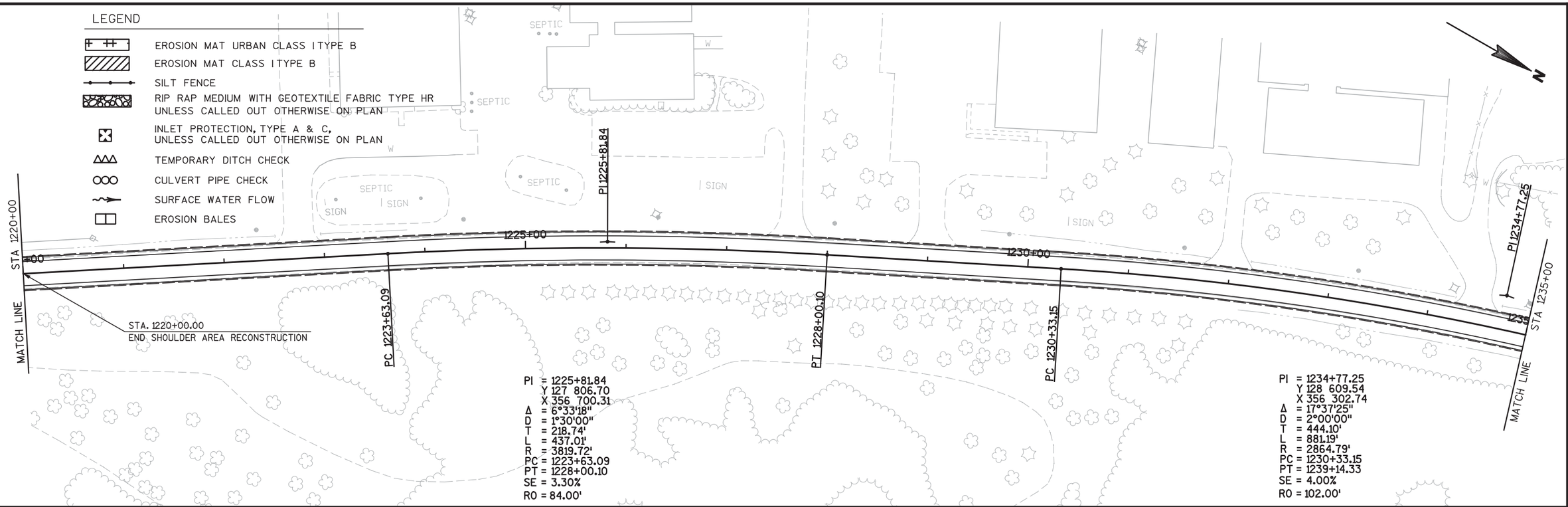
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	EROSION CONTROL STH 175	SHEET 88	E

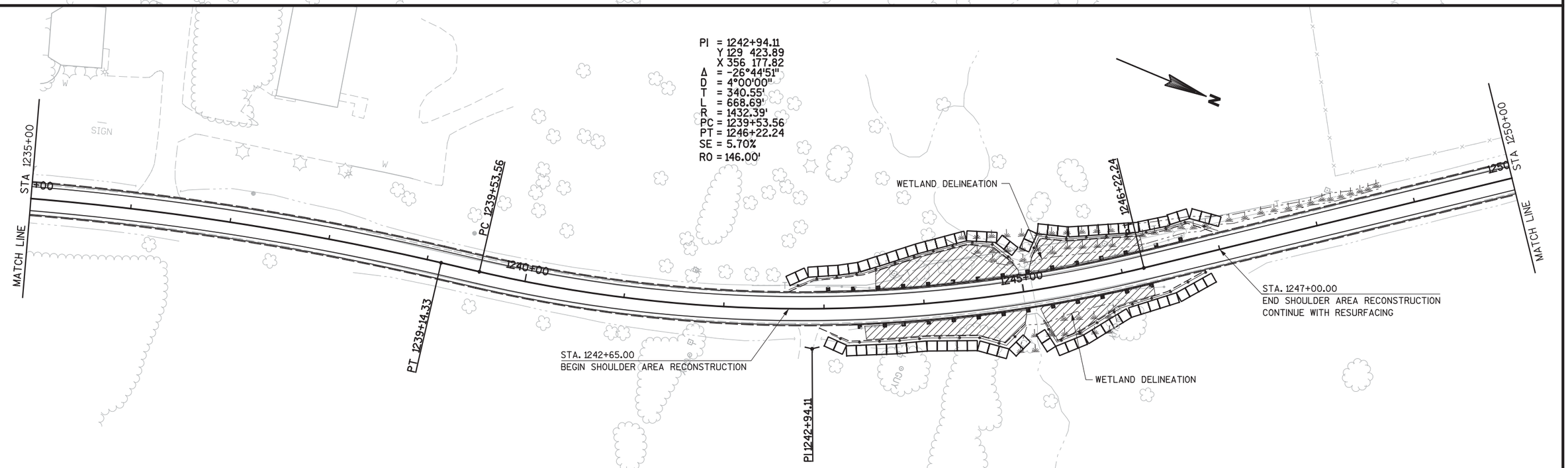
FILE NAME : W:\x-Projects\RD\7140\project 2 dgn\022007_ec.dgn PLOT DATE : 4/26/2016 PLOT BY : lsander PLOT NAME : PLOT SCALE : 100.00 ' / in.

WISDOT/CADDS SHEET 42

LEGEND

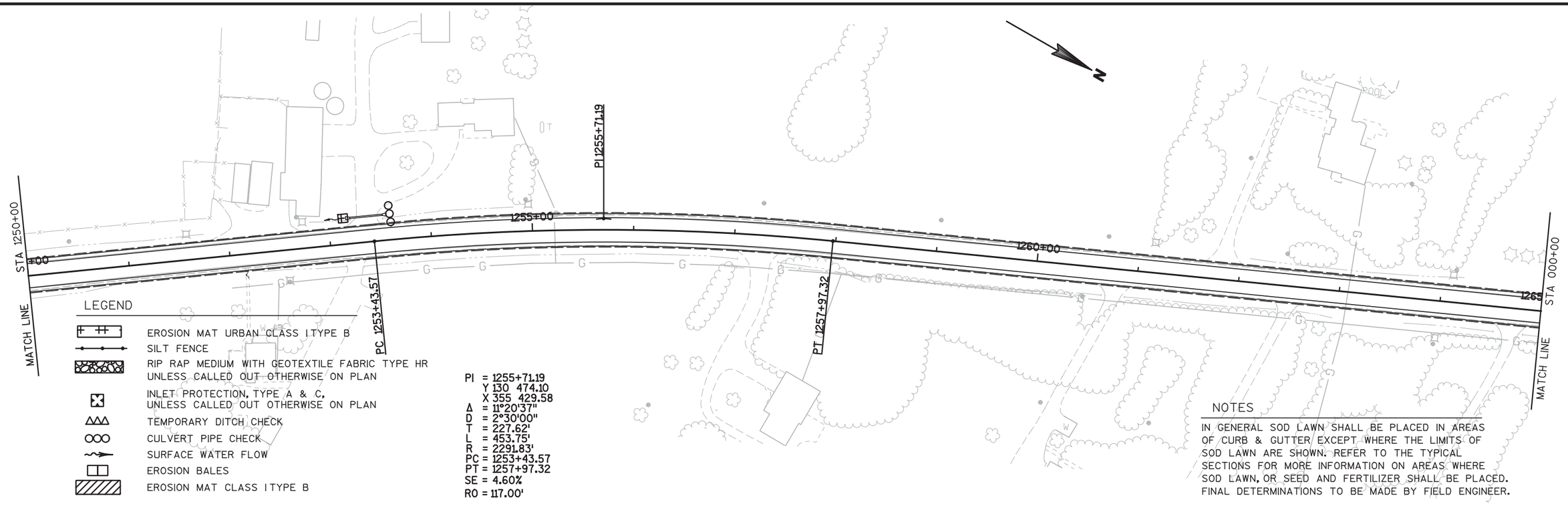
- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- RIP RAP MEDIUM WITH GEOTEXTILE FABRIC TYPE HR UNLESS CALLED OUT OTHERWISE ON PLAN
- INLET PROTECTION, TYPE A & C, UNLESS CALLED OUT OTHERWISE ON PLAN
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- EROSION BALES

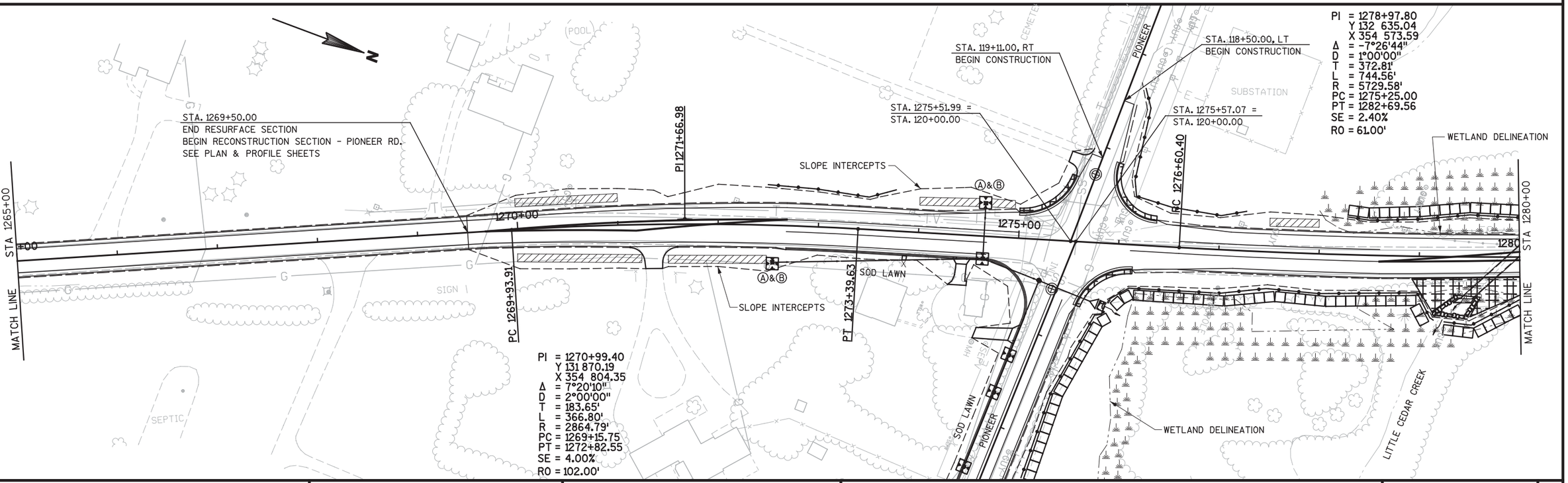




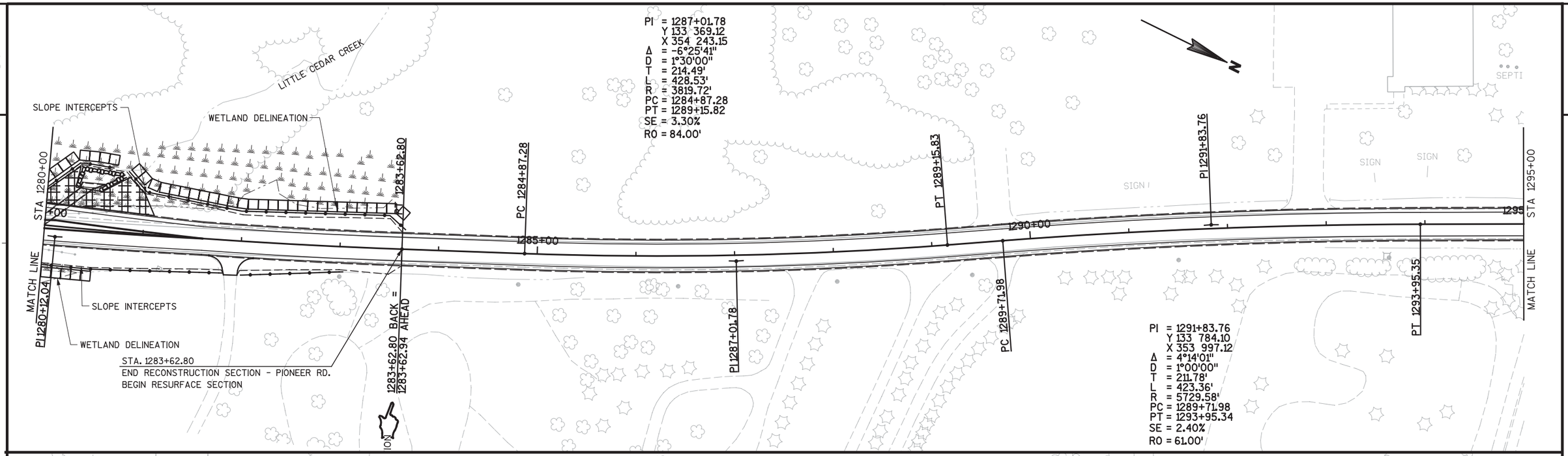
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	EROSION CONTROL STH 175	SHEET	E

FILE NAME : W:\x-Projects\RD\7140\project 2 dgn\022008_ec.dgn PLOT DATE : 10/12/2015 PLOT BY : lsander PLOT NAME : PLOT SCALE : 100.00 ' / in.
WISDOT/CADDS SHEET 42





PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	EROSION CONTROL STH 175	SHEET 90	E



NOTES

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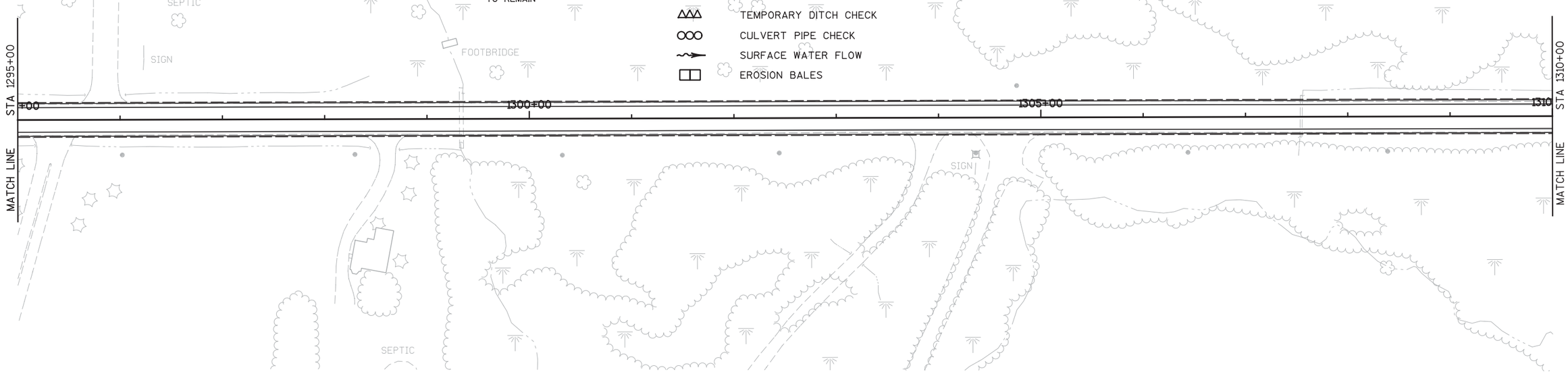
STA 1299+33
EXISTING 4'X 2'X 59'
CONCRETE BOX CULVERT
TO REMAIN

LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- RIP RAP MEDIUM WITH GEOTEXTILE FABRIC TYPE HR UNLESS CALLED OUT OTHERWISE ON PLAN
- INLET PROTECTION, TYPE A & C, UNLESS CALLED OUT OTHERWISE ON PLAN
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- EROSION BALES



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	EROSION CONTROL STH 175	SHEET 91	E

STA. 1316+00.00
END RESURFACE SECTION
BEGIN RECONSTRUCTION SECTION - SCENIC RD.
SEE PLAN & PROFILE SHEETS

STA. 8+00.00
BEGIN CONSTRUCTION

WETLAND DELINEATION
SLOPE INTERCEPTS
WETLAND DELINEATION
WETLAND DELINEATION
SCENIC RD (SOUTH)
SIGN
SEPTIC
PI 1315+52.90
PI 9+53.25
PC 9+05.41
178°58'24"
178°14'27"
1315+00
1320+00
PT 9+99.86
STA 1310+00
+00
MATCH LINE
STA 1325+00
MATCH LINE
SOD LAWN
SOD LAWN
SOD LAWN
SLOPE INTERCEPTS
STA. 1319+63.61 =
STA. 10+00.00
PI 1321+05.96

LEGEND

- EROSION MAT URBAN CLASS ITYPE B
- EROSION MAT CLASS ITYPE B
- SILT FENCE
- RIP RAP MEDIUM WITH GEOTEXTILE FABRIC TYPE HR UNLESS CALLED OUT OTHERWISE ON PLAN
- INLET PROTECTION, TYPE A & C, UNLESS CALLED OUT OTHERWISE ON PLAN
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- EROSION BALES

PI = 1315+52.90
Y = 135 905.81
X = 352 942.56

PI = 1321+05.96
Y = 136 408.39
X = 352 711.72

NOTES

IN GENERAL SOD LAWN SHALL BE PLACED IN AREAS OF CURB & GUTTER EXCEPT WHERE THE LIMITS OF SOD LAWN ARE SHOWN. REFER TO THE TYPICAL SECTIONS FOR MORE INFORMATION ON AREAS WHERE SOD LAWN, OR SEED AND FERTILIZER SHALL BE PLACED. FINAL DETERMINATIONS TO BE MADE BY FIELD ENGINEER.

PI = 1337+15.53
Y 137 858.78
X 352 013.81
Δ = -20°03'05"
D = 2°00'00"
T = 506.47'
L = 1002.57'
R = 2864.79'
PC = 1332+09.06
PT = 1342+11.63
SE = 4.00%
RO = 102.00'

STA. 1325+10.00
END RECONSTRUCTION SECTION - SCENIC RD.
BEGIN RESURFACE SECTION

STA. 1330+15.30
END RESURFACE SECTION
BEGIN SHOULDER AREA RECONSTRUCTION
(SEE PLAN & PROFILE SHEETS)

RIPRAP LIGHT WITH GEOTEXTILE FABRIC TYPE R
SLOPE INTERCEPTS
STA. 1331+42.99 =
STA. 50+00.00
RIPRAP LIGHT WITH GEOTEXTILE FABRIC TYPE R
STA. 1334+18.08 =
STA.50+00.00
SLOPE INTERCEPTS
STA. 1335+29.90 =
STA. 50+00.00
RIPRAP LIGHT WITH GEOTEXTILE FABRIC TYPE R
STA. 1338+50.00
END SHOULDER AREA RECONSTRUCTION
BEGIN RESURFACE SECTION
WETLAND DELINEATION
WETLAND DELINEATION

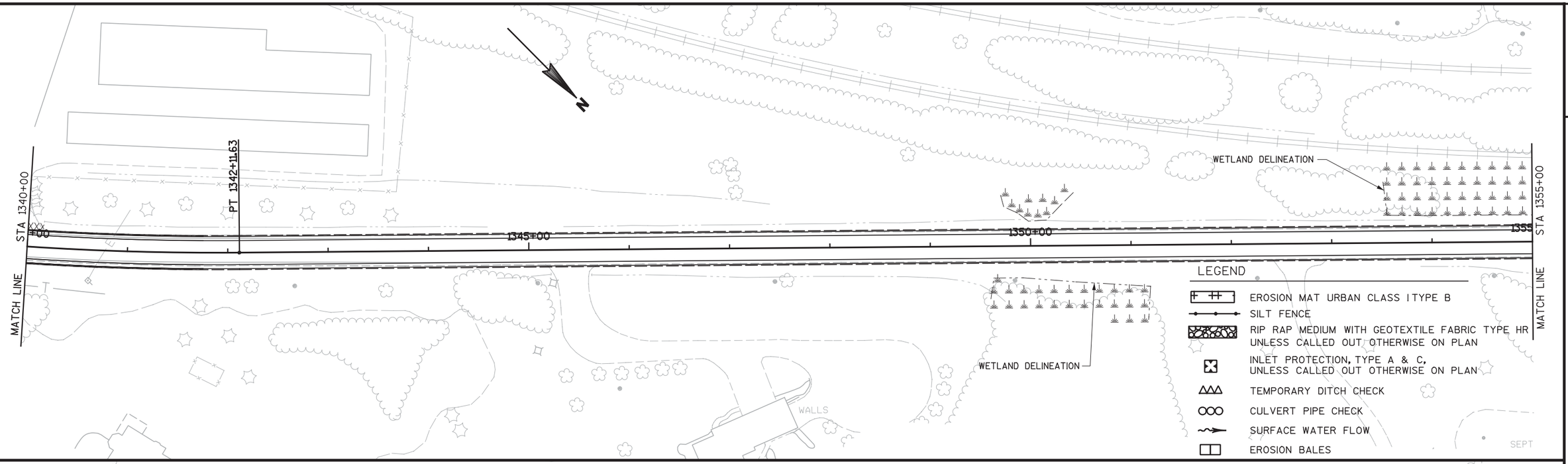
PI 48+84.62
PC 48+34.32
PT 49+39.15
PI 1332+09.06
PI 50+00.00
PI 50+00.00
PI 1337+15.53
PI 51+08.36
PI 1342+06

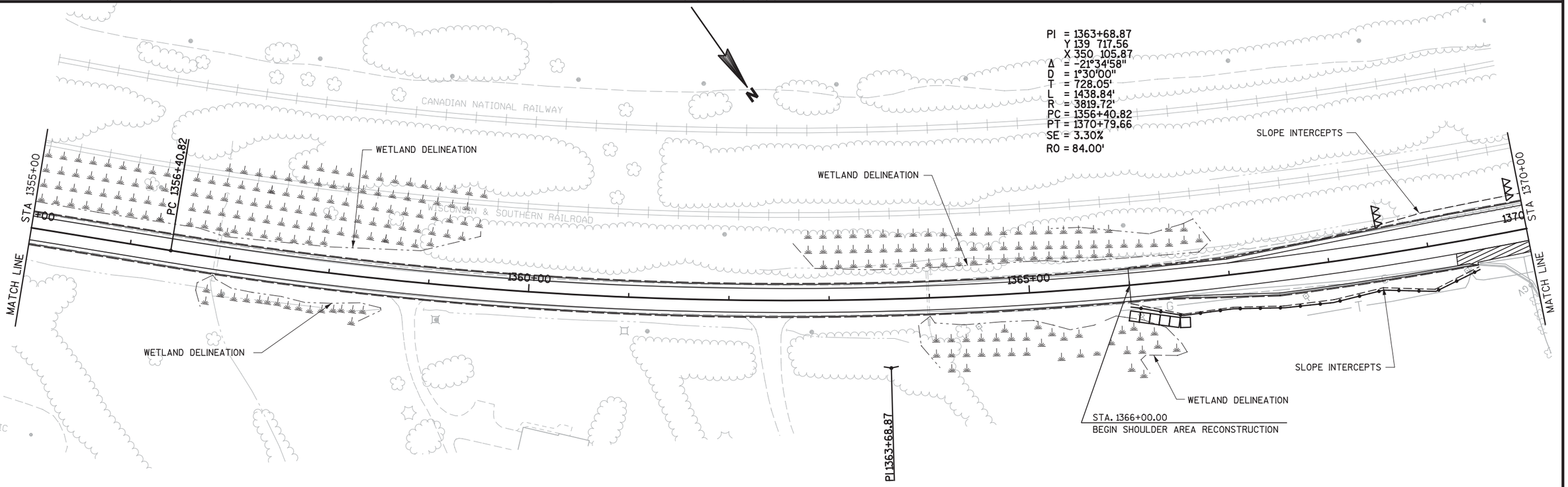
STA 1325+00
MATCH LINE
STA 1330+00
STA 1335+00
STA 1340+00
MATCH LINE
Ⓐ&Ⓑ
SEPTIC
SEPTIC
SEPTIC
POOL
PIER
FOND DU LAC DR
WESTERN AVE
SCENIC NORTH
SIGN
SIGN

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	EROSION CONTROL STH 175	SHEET 92	E

FILE NAME : W:\x-Projects\RD\7140\project 2 dgn\022011_ec.dgn PLOT DATE : 4/27/2016 PLOT BY : lsander PLOT NAME : PLOT SCALE : 100.00 ' / in.

2





PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	EROSION CONTROL STH 175	SHEET 93	E

FILE NAME : W:\x-Projects\RD\7140\project 2 dgn\022012_ec.dgn PLOT DATE : 10/12/2015 PLOT BY : lsander PLOT NAME : PLOT SCALE : 100.00 ' / in.

WISDOT/CADDS SHEET 42

PI = 1373+40.36
Y 140 098.64
X 349 193.51
Δ = -10°10'02"
D = 1°57'18"
T = 260.70'
L = 520.02'
R = 2930.54'
PC = 1370+79.66
PT = 1375+99.68
SE = 3.90%
RO = 100.00'

STA. 1374+00.00
END SHOULDER AREA RECONSTRUCTION

CANADIAN NATIONAL RAILWAY

WISCONSIN & SOUTHERN RAILROAD

STA 1370+00

PT 1370+79.66
PC 1370+79.66

SLOPE INTERCEPTS

PT 1375+99.68

SLOPE INTERCEPTS

1375+00

1380+00

1385

STA 1385+00

MATCH LINE

SLOPE INTERCEPTS

PI 1373+40.36

SLOPE INTERCEPTS

WETLAND DELINEATION

SLOPE INTERCEPTS

RIPRAP LIGHT WITH GEOTEXTILE FABRIC TYPE R

STA. 1383+50 - 1386+00, RT
RETAINING WALL
R-66-36
(SEE PLANS)

SIGN

FARMLANE DR

NOTES

IN GENERAL SOD LAWN SHALL BE PLACED IN AREAS OF CURB & GUTTER EXCEPT WHERE THE LIMITS OF SOD LAWN ARE SHOWN. REFER TO THE TYPICAL SECTIONS FOR MORE INFORMATION ON AREAS WHERE SOD LAWN, OR SEED AND FERTILIZER SHALL BE PLACED. FINAL DETERMINATIONS TO BE MADE BY FIELD ENGINEER.

STA. 1393+00.00
END RESURFACE SECTION
BEGIN RECONSTRUCTION SECTION - HILLSIDE RD.
(SEE PLAN & PROFILE SHEETS)

SLOPE INTERCEPTS

PI 1395+06.19

CANADIAN NATIONAL RAILWAY

WISCONSIN & SOUTHERN RAILROAD

HILLSIDE

PI 17+54.98

STA. 18+42.00
BEGIN CONSTRUCTION

WETLAND DELINEATION

PI 18+71.17

PI 19+22.24

RIPRAP LIGHT WITH GEOTEXTILE FABRIC TYPE R

STA. 1397+40.58 =
STA. 20+00.00

STA 1385+00

1390+00

1395+00

1400

STA 1400+00

MATCH LINE

PC 1388+73.12

SLOPE INTERCEPTS

RIPRAP LIGHT WITH GEOTEXTILE FABRIC TYPE R

STA. 1383+50 - 1386+00, RT
RETAINING WALL
R-66-36
(SEE PLANS)

STA. 1397+34.13 =
STA. 20+00.00

RIPRAP LIGHT WITH GEOTEXTILE FABRIC TYPE R

SLOPE INTERCEPTS

STA. 21+60.00
END CONSTRUCTION

PI 22+00.00

HILLSIDE

SIGN

LEGEND

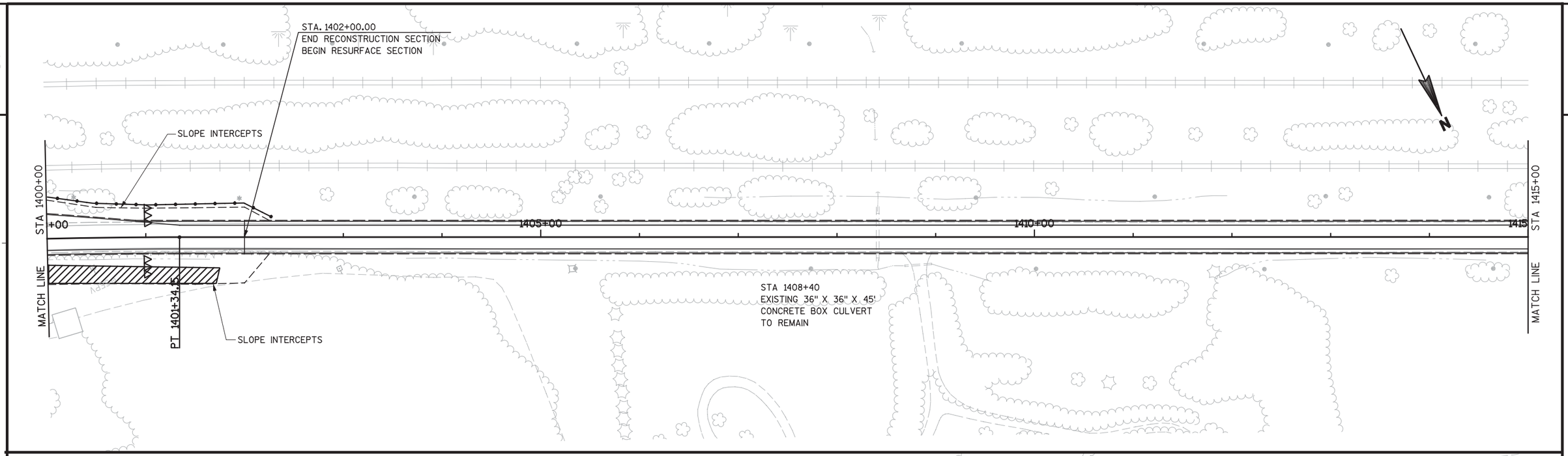
- EROSION MAT URBAN CLASS ITYPE B
- EROSION MAT CLASS ITYPE B
- SILT FENCE
- RIP RAP MEDIUM WITH GEOTEXTILE FABRIC TYPE HR UNLESS CALLED OUT OTHERWISE ON PLAN
- INLET PROTECTION, TYPE A & C, UNLESS CALLED OUT OTHERWISE ON PLAN
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- EROSION BALES

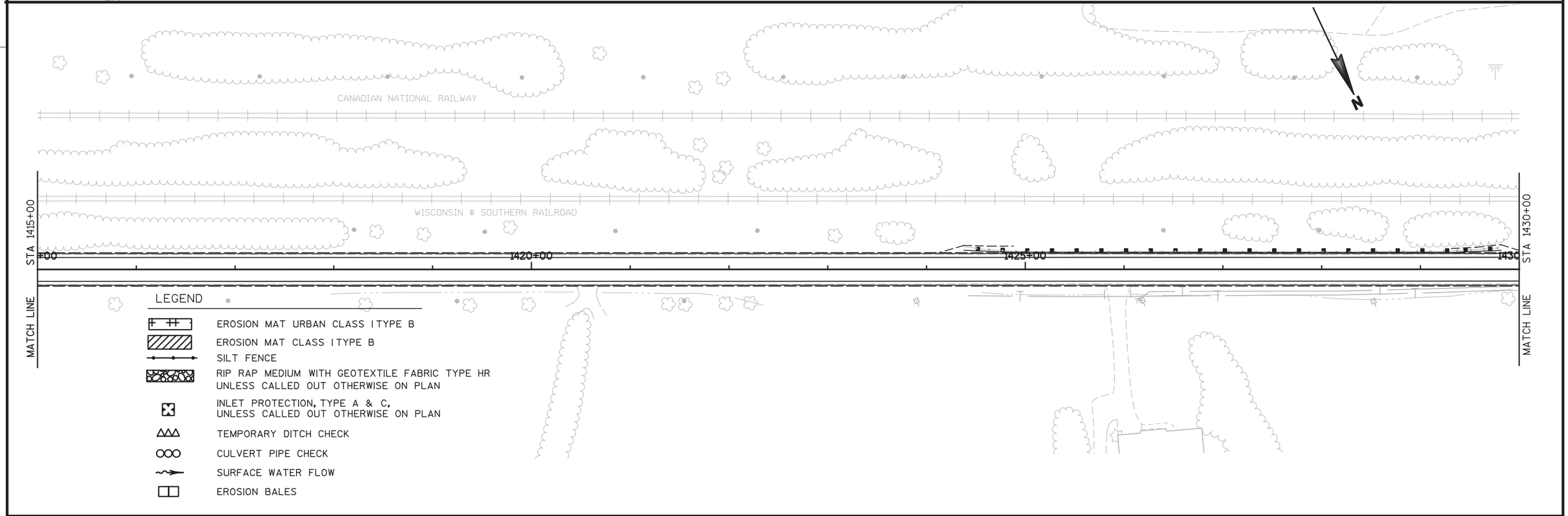
PI = 1395+06.19
Y 140 567.80
X 347 077.70
Δ = 12°36'37"
D = 1°00'00"
T = 633.07'
L = 1261.03'
R = 5729.58'
PC = 1388+73.11
PT = 1401+34.15
SE = 2.40%
RO = 61.00'

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	EROSION CONTROL STH 175	SHEET 94	E

FILE NAME : W:\x-Projects\RD\7140\project 2 dgn\022013_ec.dgn PLOT DATE : 4/27/2016 PLOT BY : lsander PLOT NAME : PLOT SCALE : 100.00 ' / in.

WISDOT/CADDS SHEET 42

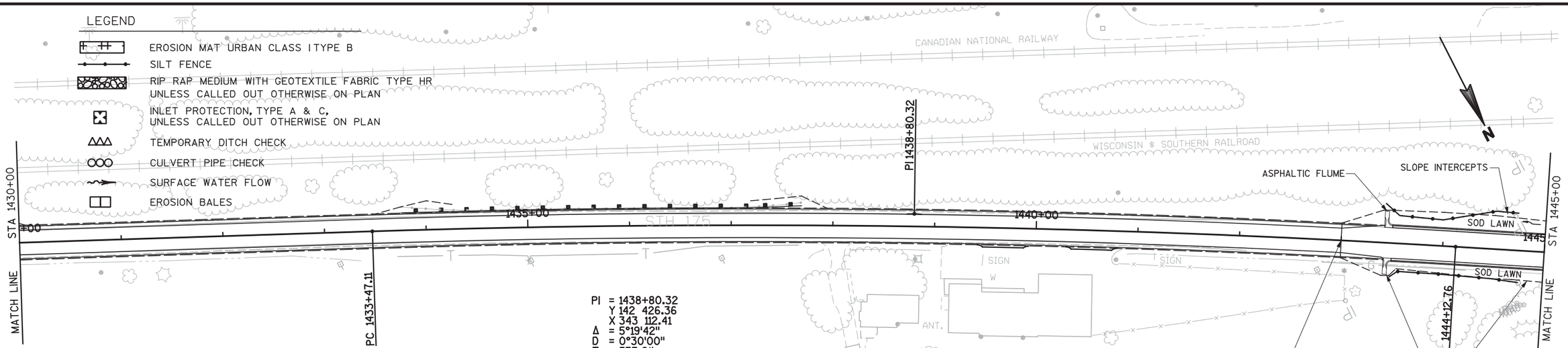




PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	EROSION CONTROL STH 175	SHEET 95	E

LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- RIP RAP MEDIUM WITH GEOTEXTILE FABRIC TYPE HR UNLESS CALLED OUT OTHERWISE ON PLAN
- INLET PROTECTION, TYPE A & C, UNLESS CALLED OUT OTHERWISE ON PLAN
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- EROSION BALES

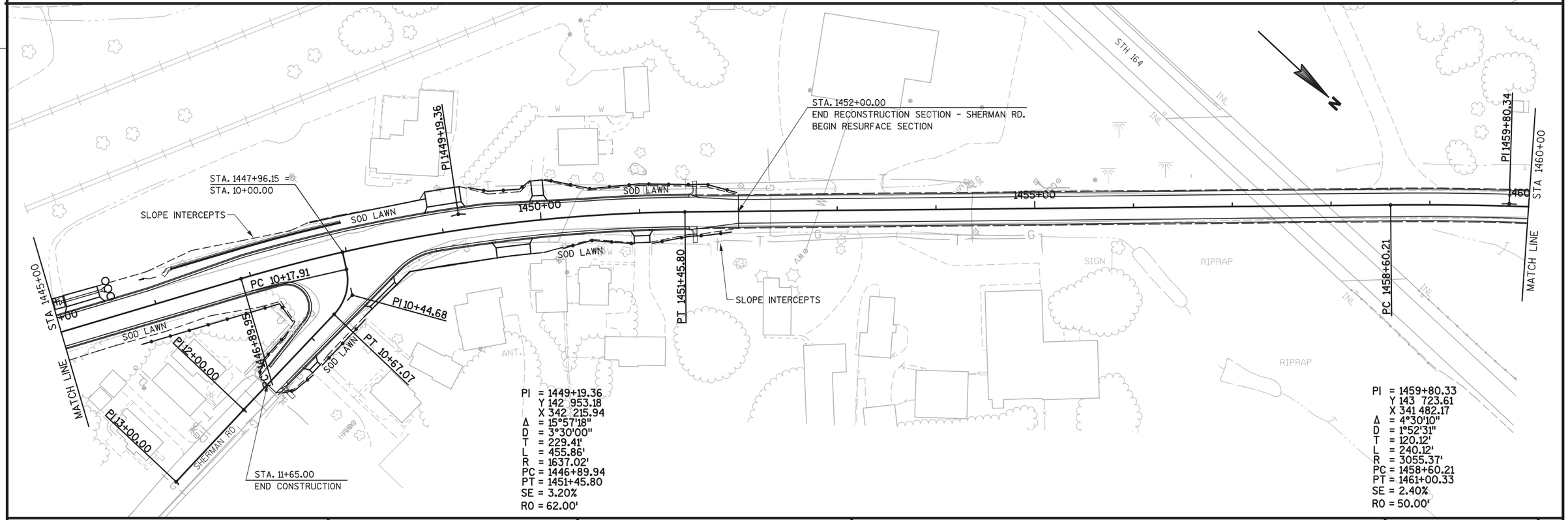


PI = 1438+80.32
Y 142 426.36
X 343 112.41
Δ = 5°19'42"
D = 0°30'00"
T = 533.21'
L = 1065.65'
R = 11459.16'
PC = 1433+47.11
PT = 1444+12.76
SE = N.C.
RO = 0

STA. 1443+00.00
END RESURFACE SECTION
BEGIN RECONSTRUCTION SECTION - SHERMAN RD.
(SEE PLAN & PROFILE SHEETS)

NOTES

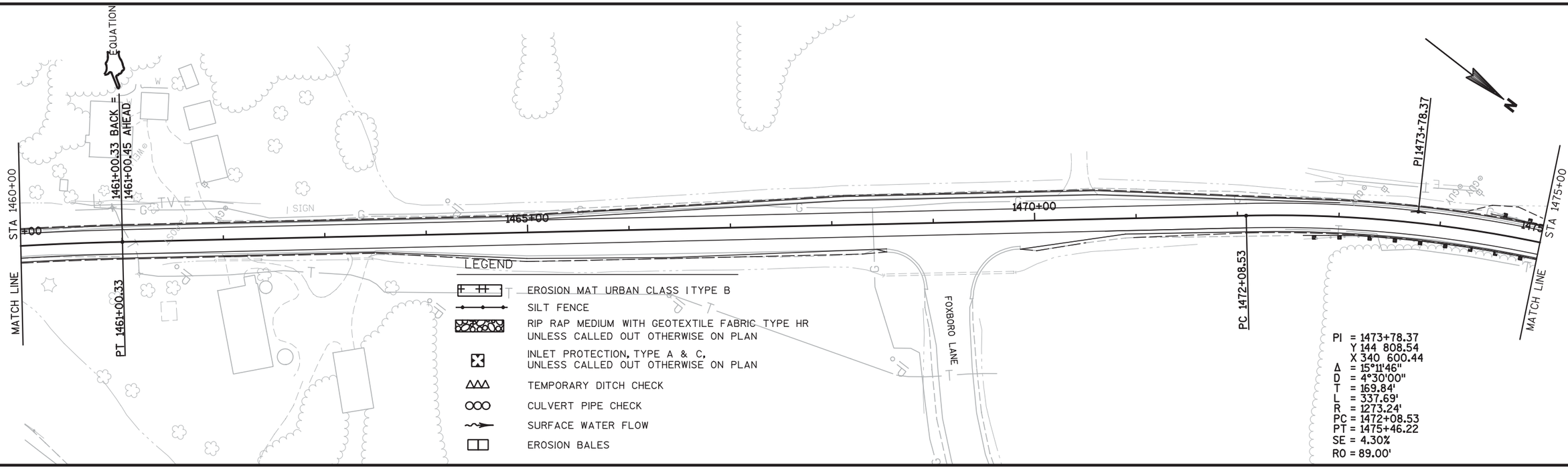
IN GENERAL SOD LAWN SHALL BE PLACED IN AREAS OF CURB & GUTTER EXCEPT WHERE THE LIMITS OF SOD LAWN ARE SHOWN. REFER TO THE TYPICAL SECTIONS FOR MORE INFORMATION ON AREAS WHERE SOD LAWN, OR SEED AND FERTILIZER SHALL BE PLACED. FINAL DETERMINATIONS TO BE MADE BY FIELD ENGINEER.

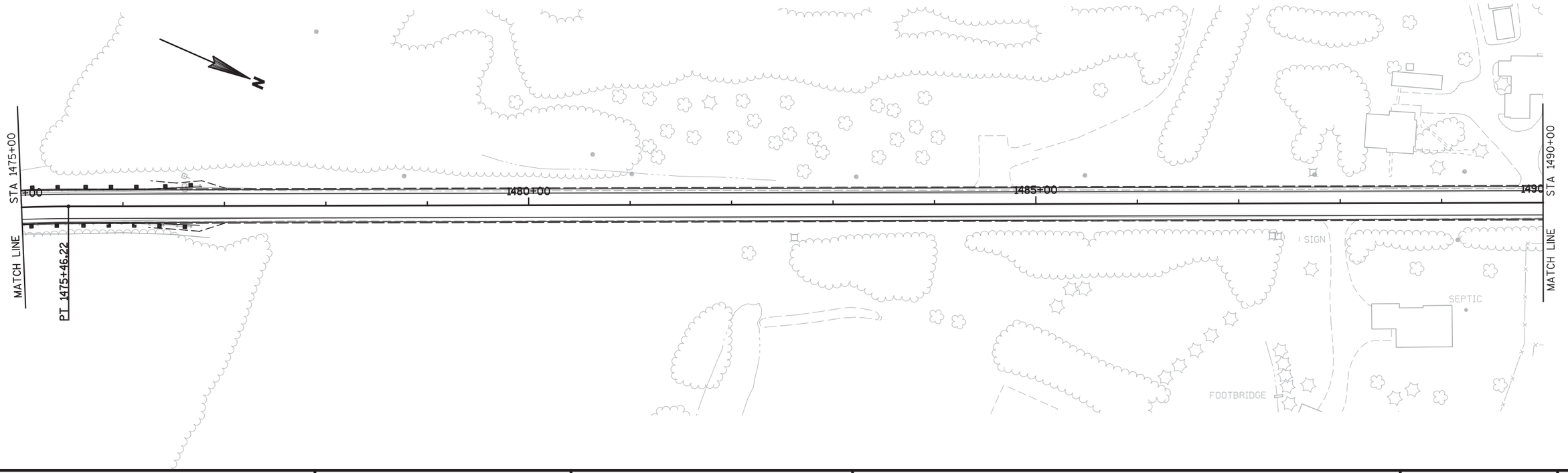


PI = 1449+19.36
Y 142 953.18
X 342 215.94
Δ = 15°57'18"
D = 3°30'00"
T = 229.41'
L = 455.86'
R = 1637.02'
PC = 1446+89.94
PT = 1451+45.80
SE = 3.20%
RO = 62.00'

PI = 1459+80.33
Y 143 723.61
X 341 482.17
Δ = 4°30'10"
D = 1°52'31"
T = 120.12'
L = 240.12'
R = 3055.37'
PC = 1458+60.21
PT = 1461+00.33
SE = 2.40%
RO = 50.00'

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	EROSION CONTROL STH 175	SHEET 96	E





PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	EROSION CONTROL STH 175	SHEET 97	E

FILE NAME : W:\x-Projects\RD\7140\project 2 dgn\022016_ec.dgn PLOT DATE : 6/2/2015 PLOT BY : MikeCO PLOT NAME : PLOT SCALE : 100.00 ' / in.

2

STA. 1495+50.00
BEGIN SHOULDER AREA RECONSTRUCTION

SLOPE INTERCEPTS

STA. 1500+48.62 =
STA. 150+00.00

PI = 1502+68.44
Y 147 452.52
X 339 428.52
Δ = -24°13'02"
D = 6°30'00"
T = 189.11'
L = 372.57'
R = 881.47'
PC = 1500+79.33
PT = 1504+51.90
SE = 5.10%
R0 = 106.00'

PT 1504+51.90

STA 1505+00

STA 1490+00

MATCH LINE

1495+00

1500+00

PC 1500+79.33

LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- RIP RAP MEDIUM WITH GEOTEXTILE FABRIC TYPE HR UNLESS CALLED OUT OTHERWISE ON PLAN
- INLET PROTECTION, TYPE A & C, UNLESS CALLED OUT OTHERWISE ON PLAN
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- EROSION BALES

SLOPE INTERCEPTS

PI 1502+68.44

PC 151+18.02

PT 151+59.82

PI 152+11.57

STA. 150+75.00
END CONSTRUCTION

PI 151+39.27

STA. 1505+00.00
END SHOULDER AREA RECONSTRUCTION
CONTINUE WITH RESURFACING

END PROJECT 3360-09-72
STA. 1507+14.48
Y= 147 754.04
X= 339 092.21
END RESURFACE SECTION

STA 1505+00

MATCH LINE

PI 1507+14.48

ATHLETIC FIELD

FILLER CAPS

CANOPY

SEPTIC

VAGNUM

STH 60

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	EROSION CONTROL STH 175	SHEET 98	E

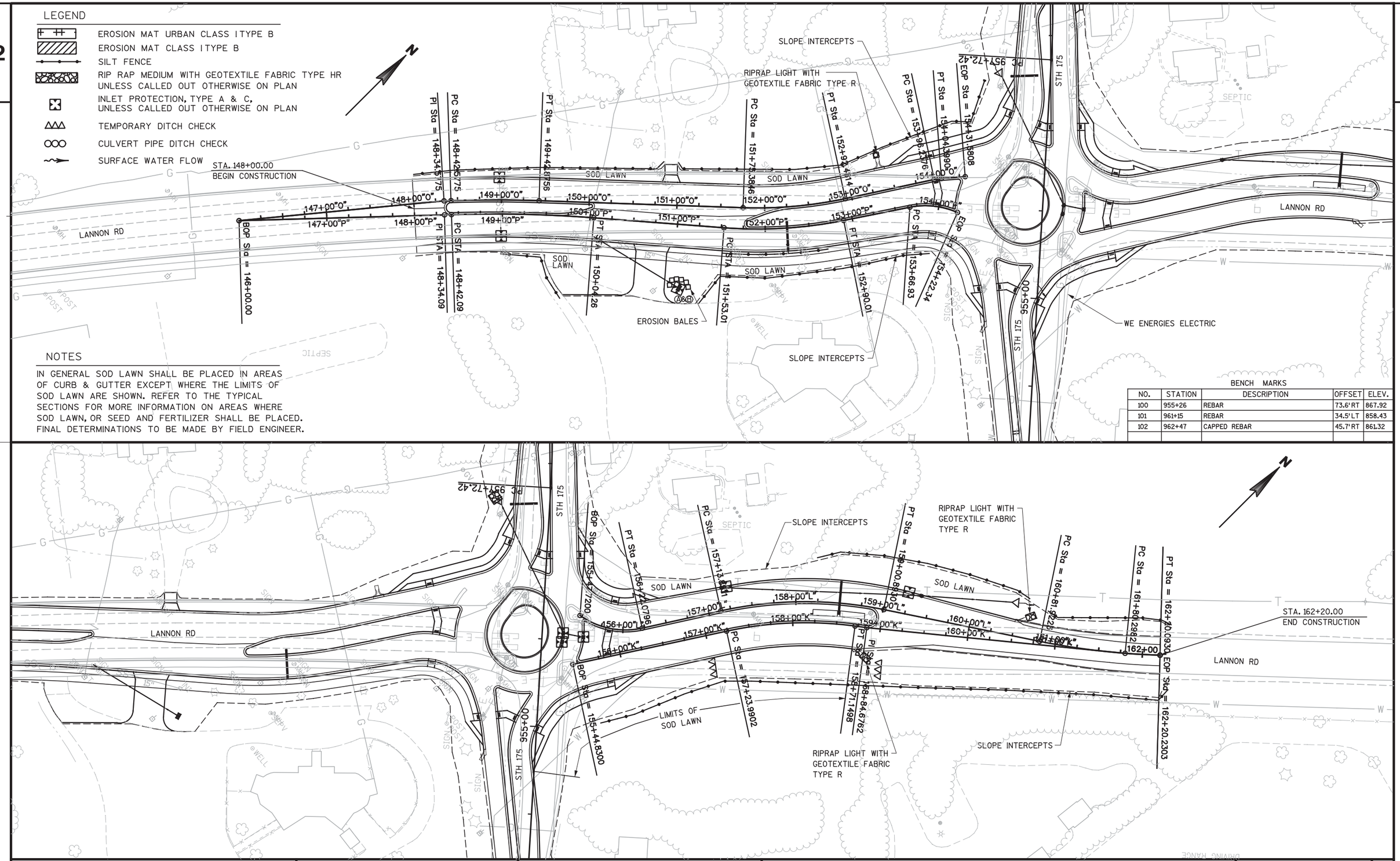
FILE NAME : W:\x-Projects\RD\7140\project 2 dgn\022017_ec.dgn PLOT DATE : 7/15/2015 PLOT BY : MikeC0 PLOT NAME : PLOT SCALE : 100.00 ' / in.

LEGEND

- EROSION MAT URBAN CLASS ITYPE B
- EROSION MAT CLASS ITYPE B
- SILT FENCE
- RIP RAP MEDIUM WITH GEOTEXTILE FABRIC TYPE HR UNLESS CALLED OUT OTHERWISE ON PLAN
- INLET PROTECTION, TYPE A & C, UNLESS CALLED OUT OTHERWISE ON PLAN
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW

NOTES

IN GENERAL SOD LAWN SHALL BE PLACED IN AREAS OF CURB & GUTTER EXCEPT WHERE THE LIMITS OF SOD LAWN ARE SHOWN. REFER TO THE TYPICAL SECTIONS FOR MORE INFORMATION ON AREAS WHERE SOD LAWN, OR SEED AND FERTILIZER SHALL BE PLACED. FINAL DETERMINATIONS TO BE MADE BY FIELD ENGINEER.

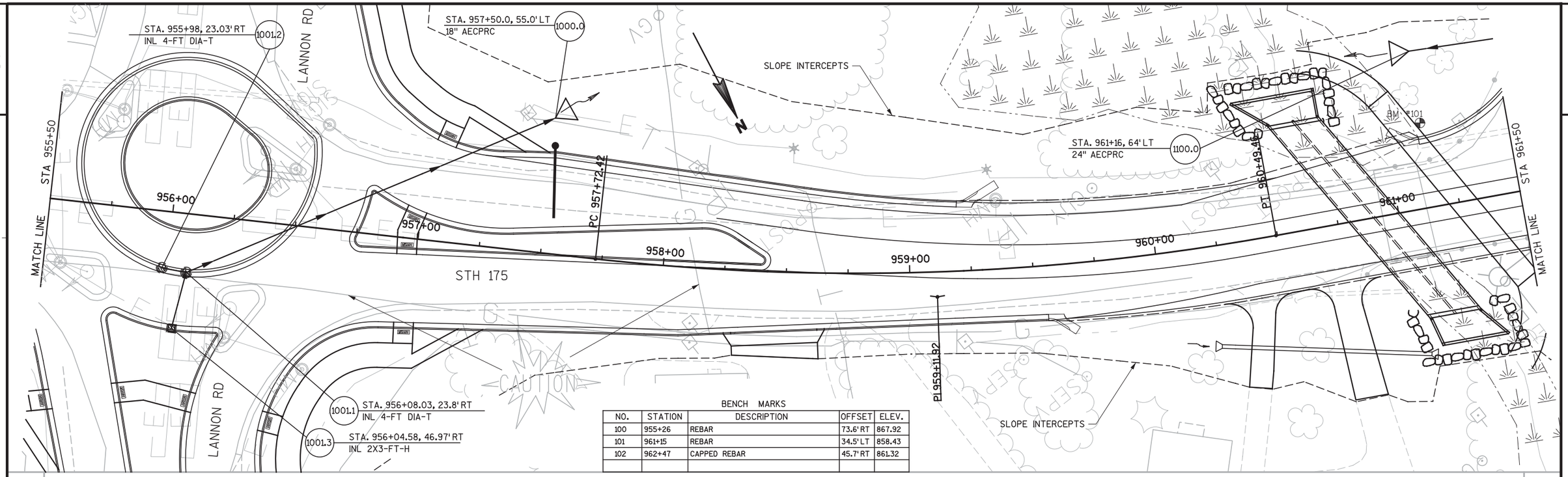


BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
100	955+26	REBAR	73.6'RT	867.92
101	961+15	REBAR	34.5'LT	858.43
102	962+47	CAPPED REBAR	45.7'RT	861.32

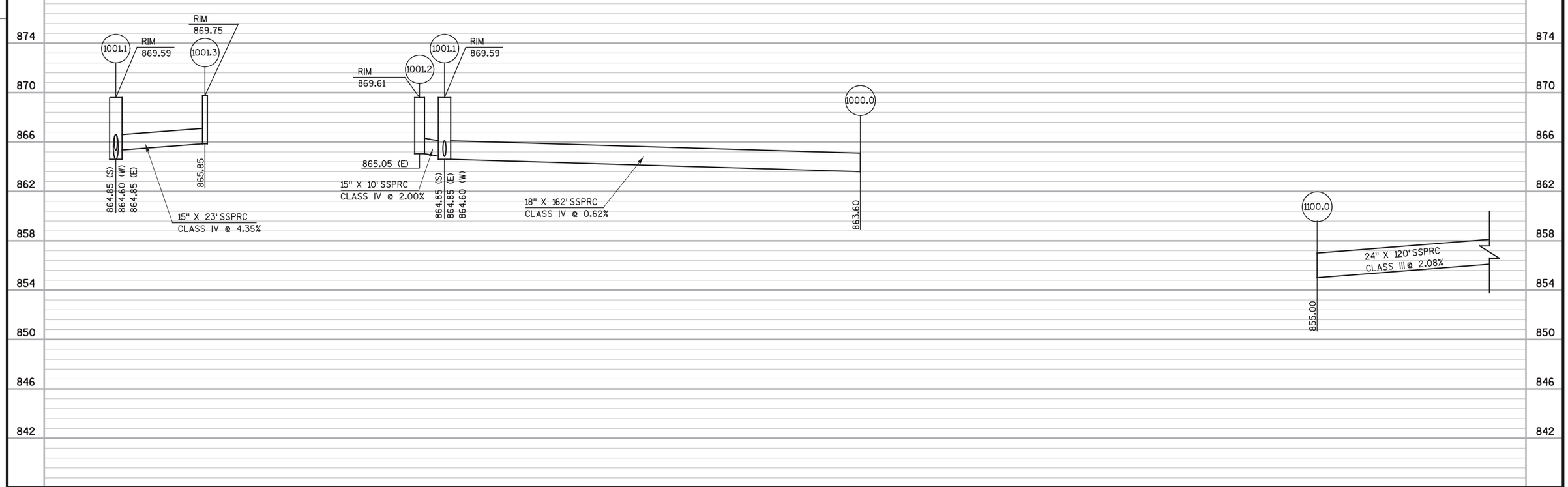
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	EROSION CONTROL - LANNON ROAD	SHEET 99	E

FILE NAME : W:\x-Projects\RD\7140\project 2 dgn\022018_ec.dgn PLOT DATE : 4/27/2016 PLOT BY : lsander PLOT NAME : PLOT SCALE : 100.00 ' / in.

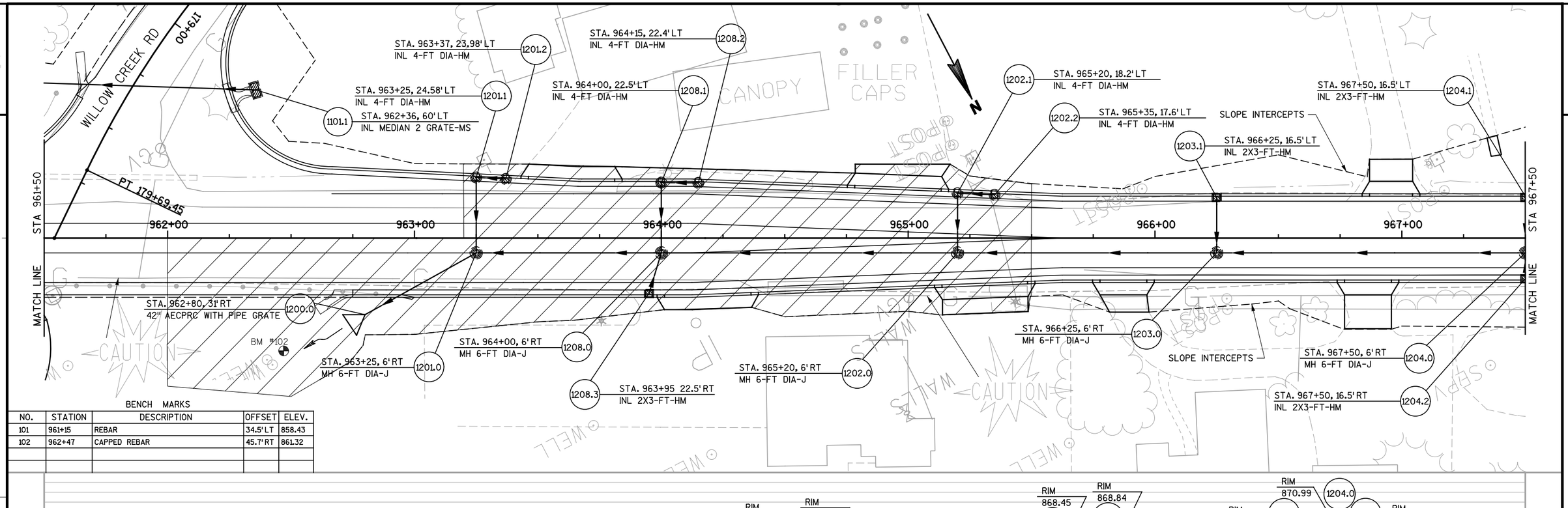


BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
100	955+26	REBAR	73.6' RT	867.92
101	961+15	REBAR	34.5' LT	858.43
102	962+47	CAPPED REBAR	45.7' RT	861.32

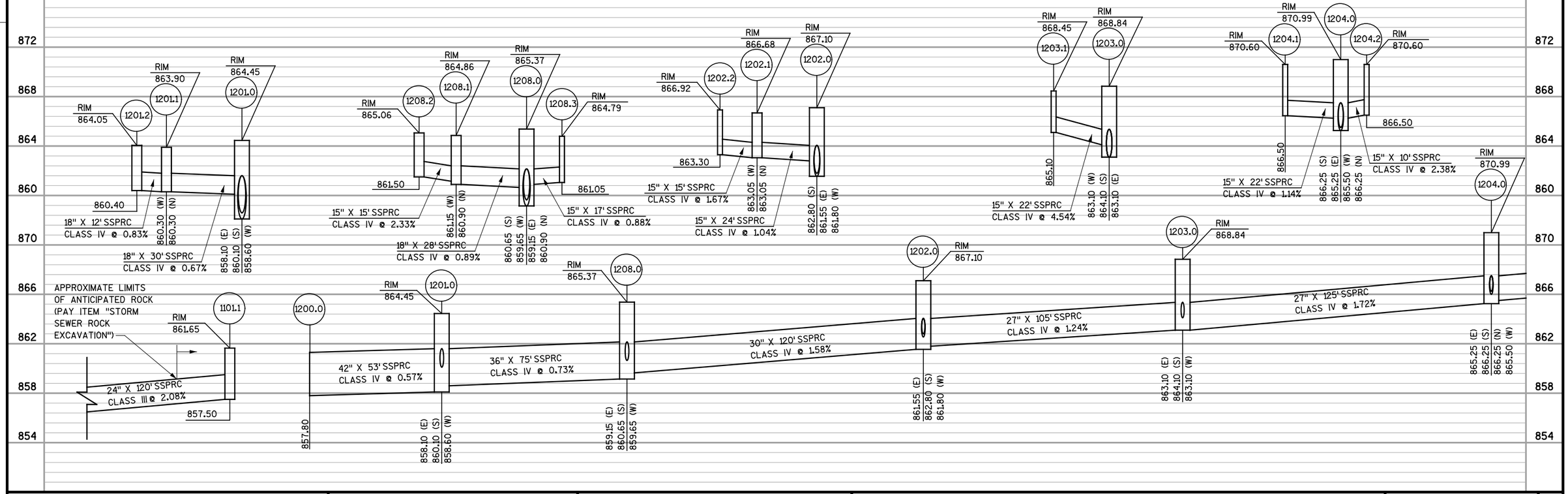


PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	STORM SEWER - MAINLINE	SHEET 100	E



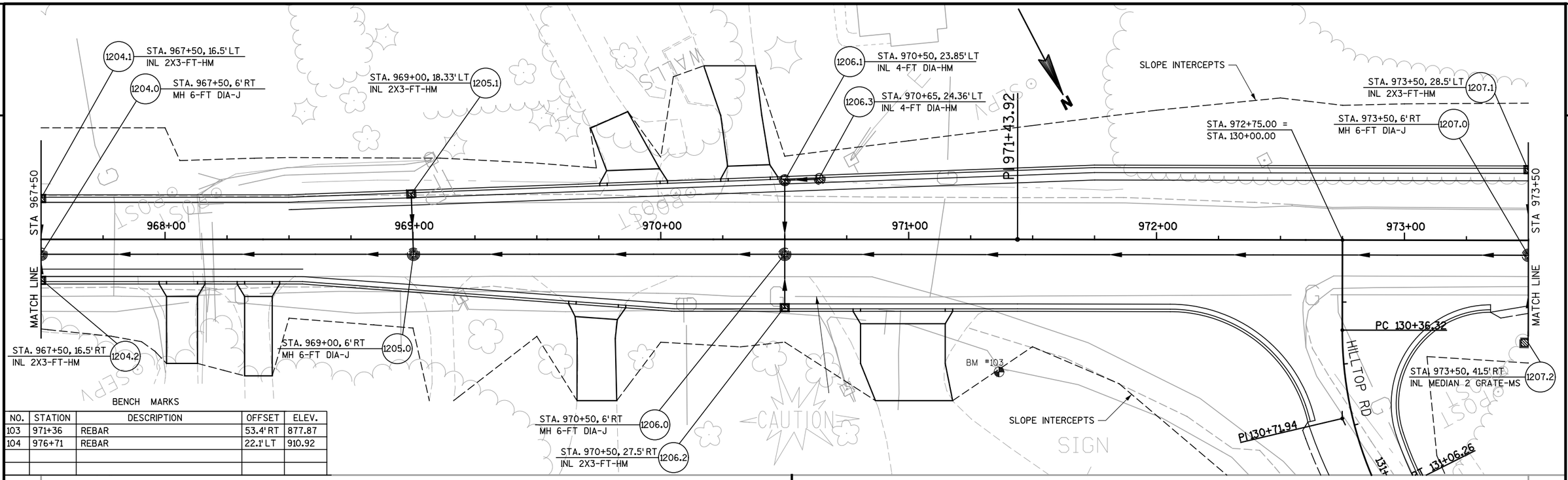
BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
101	961+15	REBAR	34.5'LT	858.43
102	962+47	CAPPED REBAR	45.7'RT	861.32



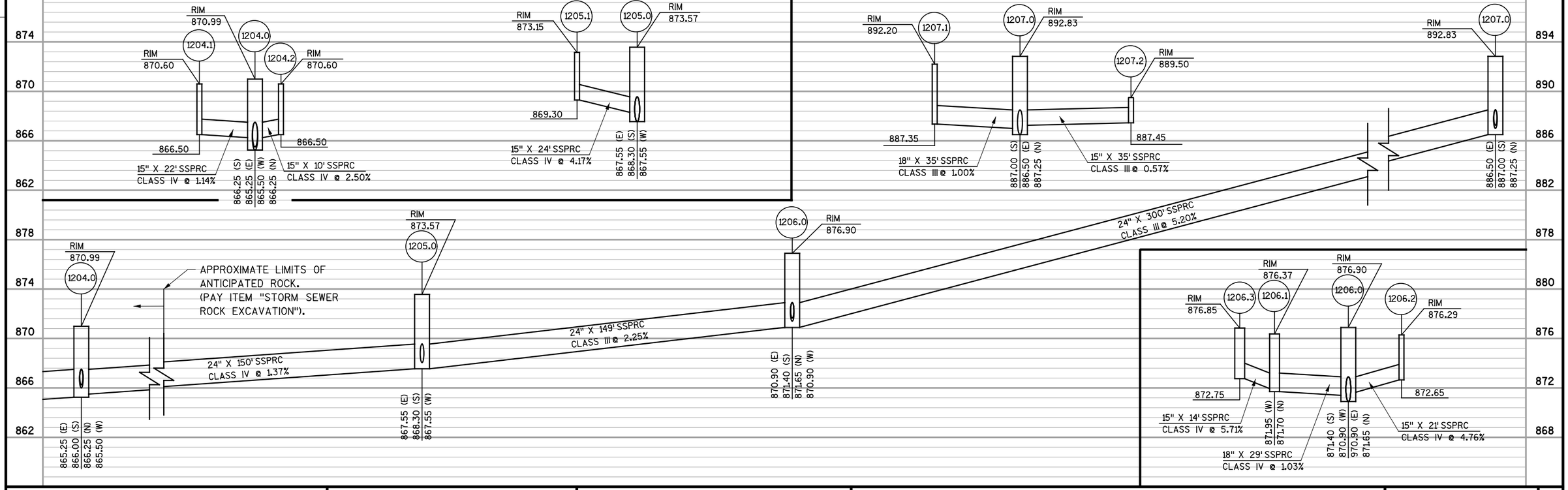
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	STORM SEWER - MAINLINE	SHEET 101	E

2



BENCH MARKS

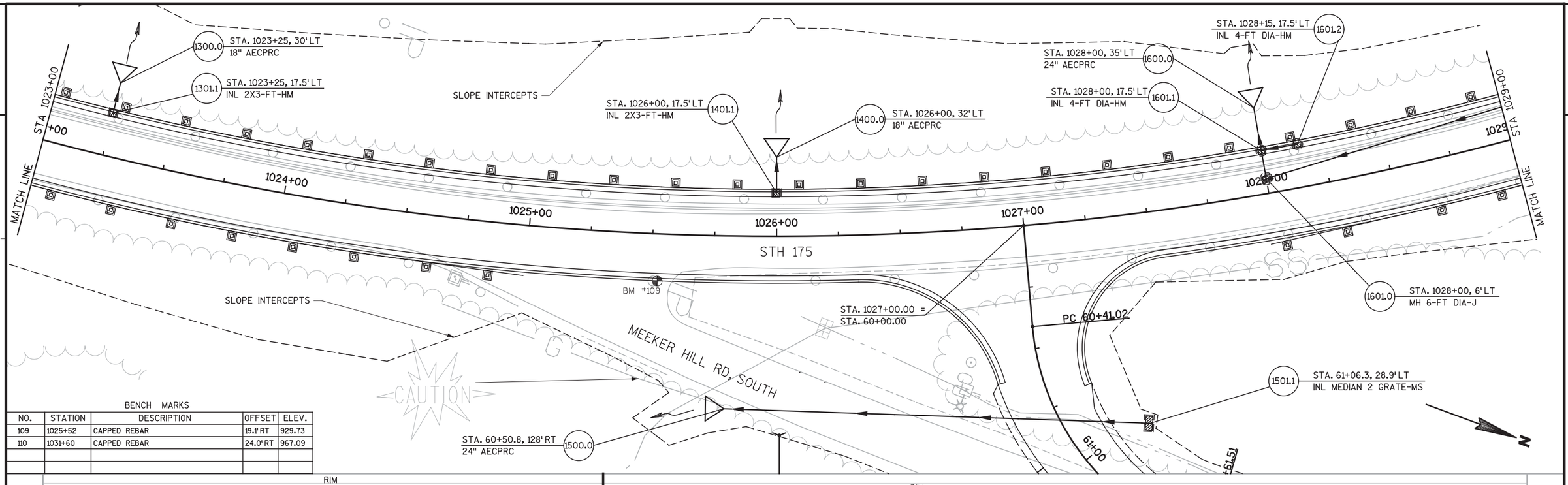
NO.	STATION	DESCRIPTION	OFFSET	ELEV.
103	971+36	REBAR	53.4' RT	877.87
104	976+71	REBAR	22.1' LT	910.92



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	STORM SEWER - MAINLINE	SHEET	E

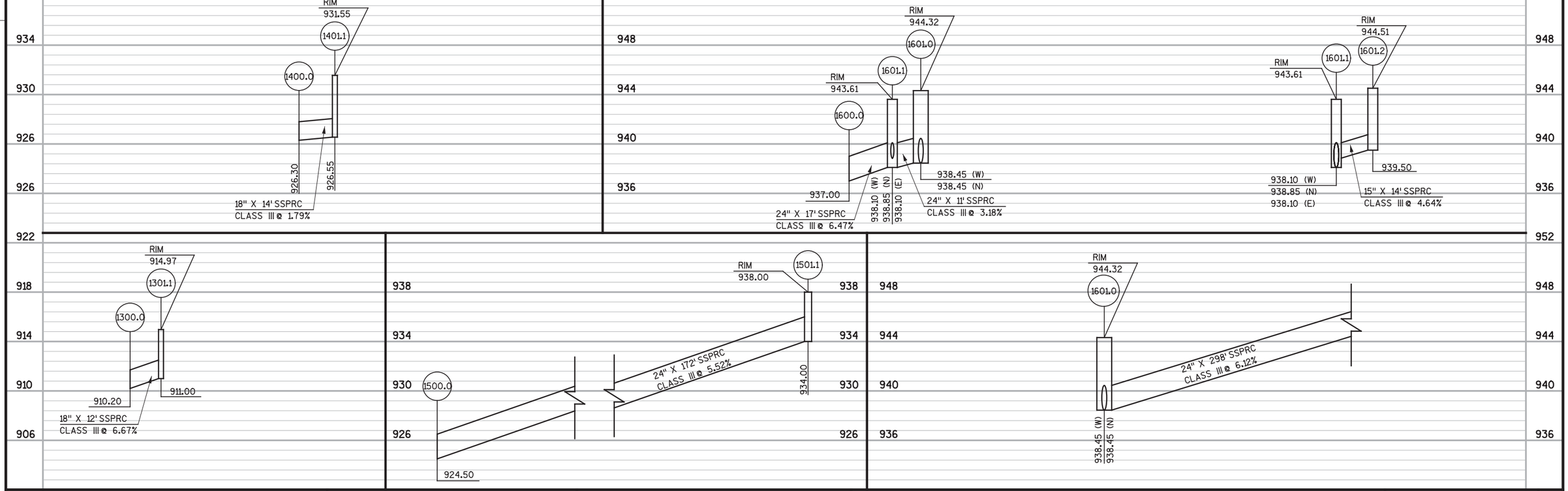
FILE NAME : W:\x-Projects\RD\7140\project 2 dgn\022503_ss_96750_97350.dgn PLOT DATE : 9/20/2016 PLOT BY : lsander PLOT NAME : PLOT SCALE : 40.0000 sf / in.
WISDOT/CADDS SHEET 41

2



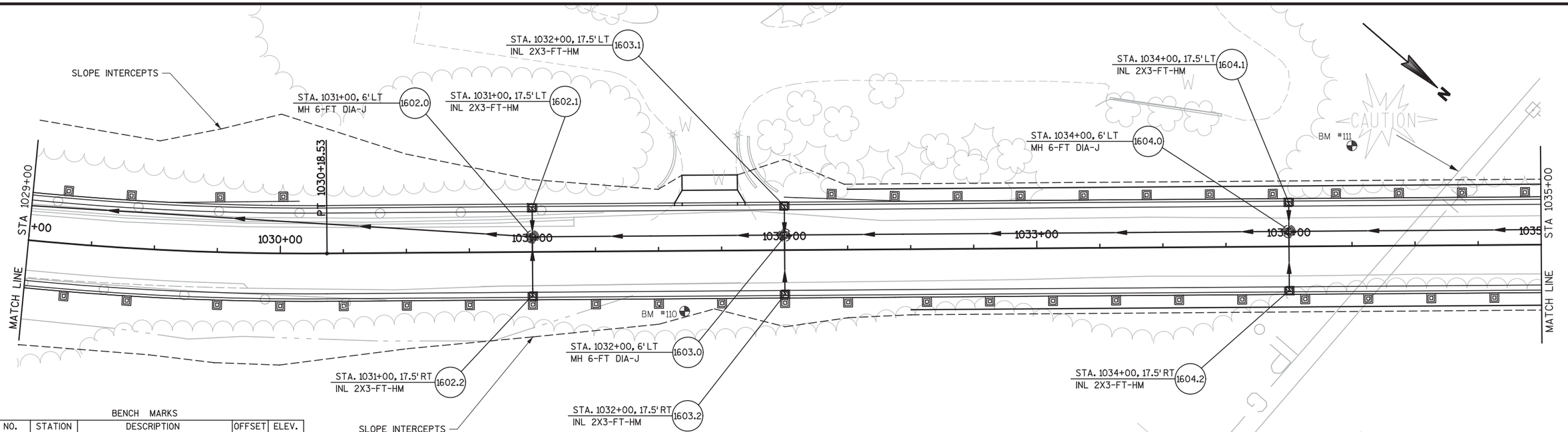
BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
109	1025+52	CAPPED REBAR	19.1'RT	929.73
110	1031+60	CAPPED REBAR	24.0'RT	967.09



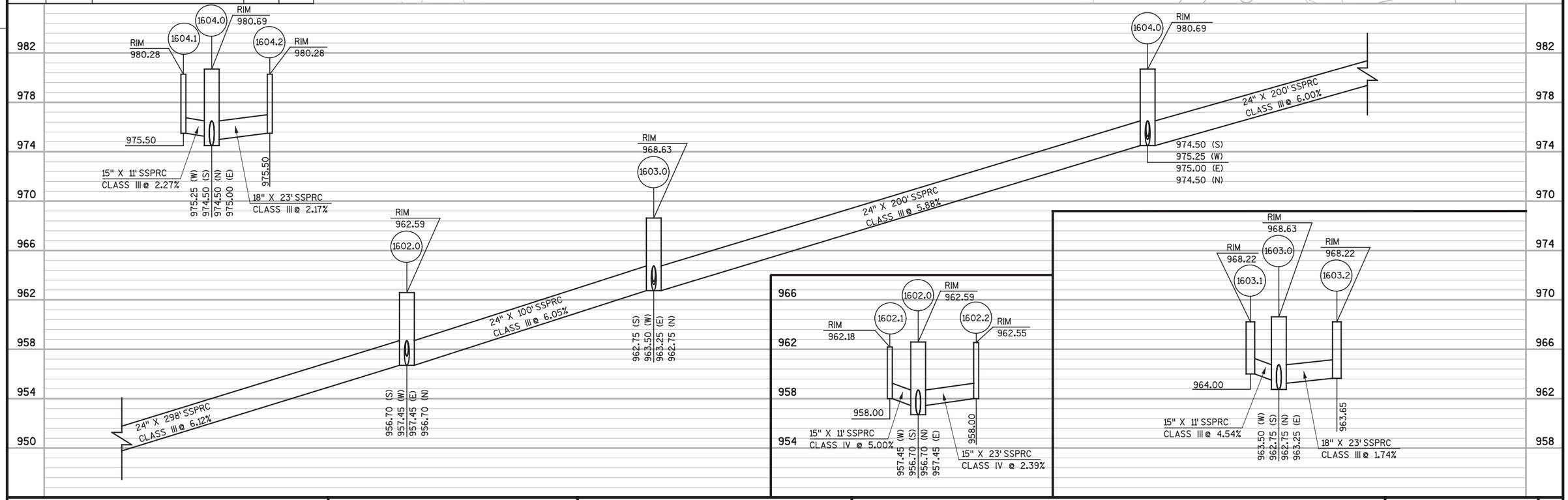
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	STORM SEWER - MAINLINE	SHEET 103	E

2



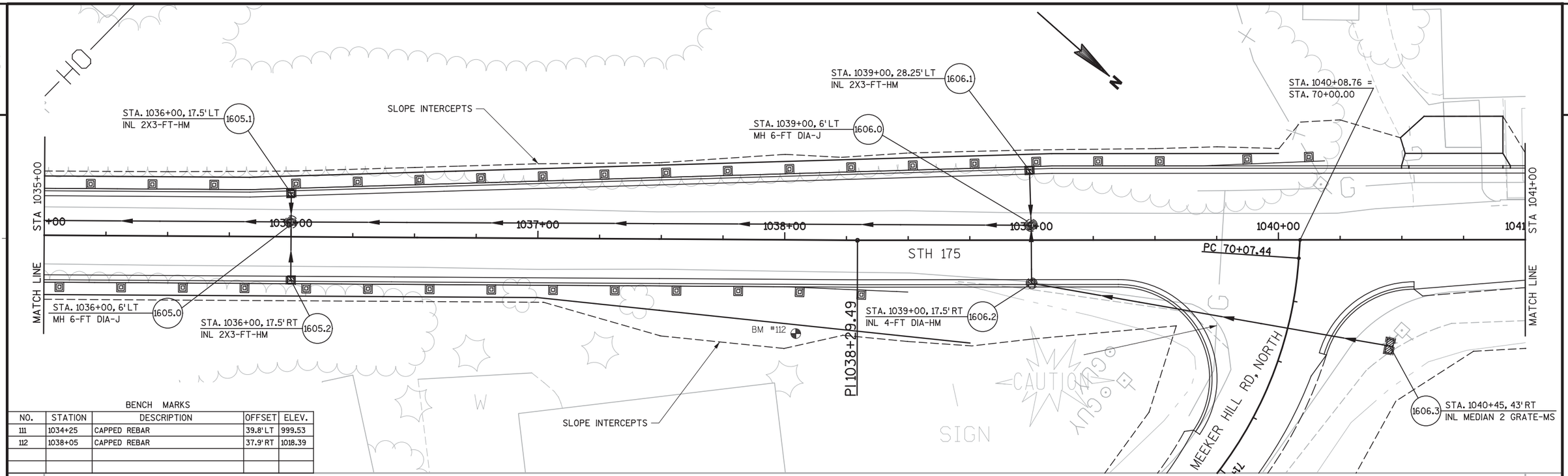
BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
110	1031+60	CAPPED REBAR	24.0' RT	967.09
111	1034+25	CAPPED REBAR	39.8' LT	999.53



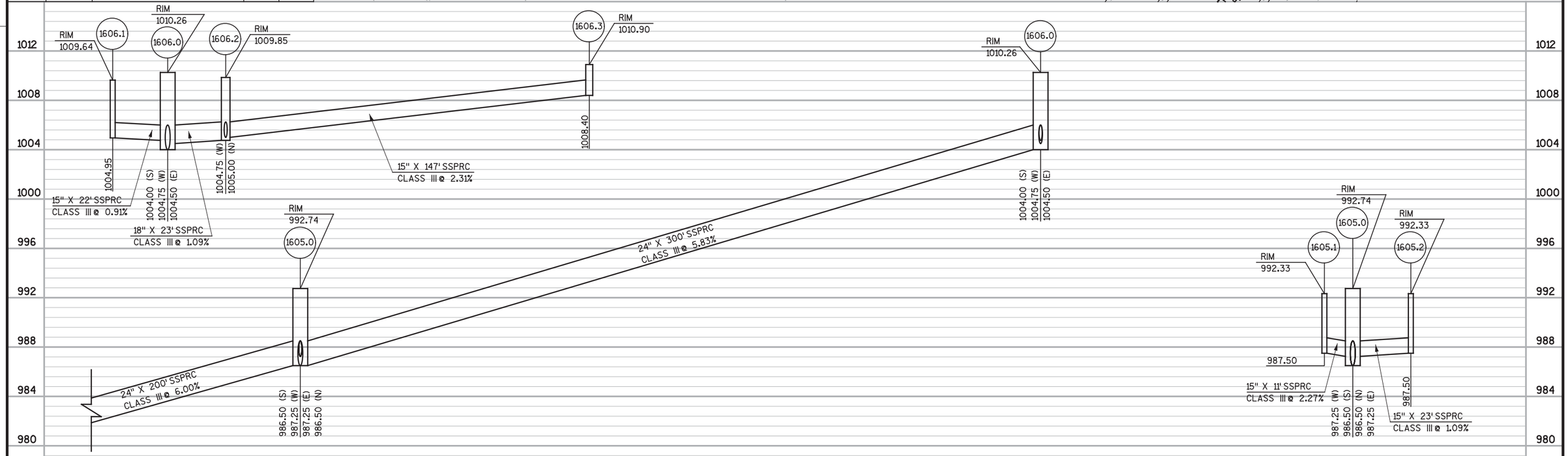
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	STORM SEWER - MAINLINE	SHEET 104	E

2

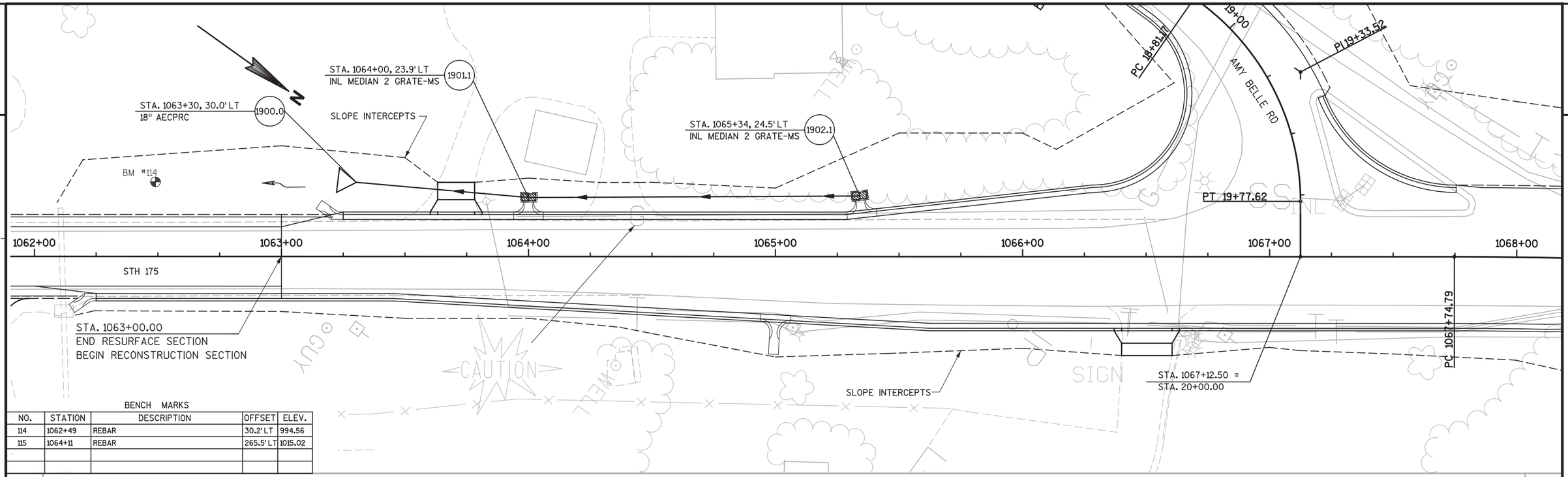


BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
111	1034+25	CAPPED REBAR	39.8' LT	999.53
112	1038+05	CAPPED REBAR	37.9' RT	1018.39

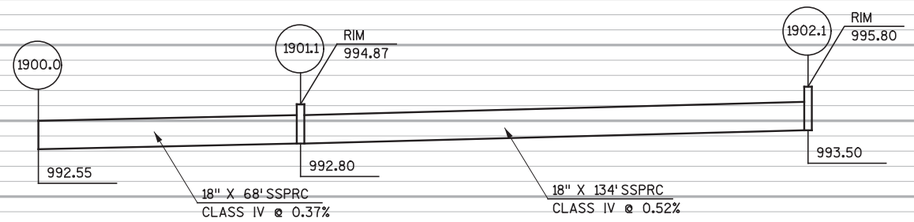


PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	STORM SEWER - MAINLINE	SHEET 105	E



BENCH MARKS

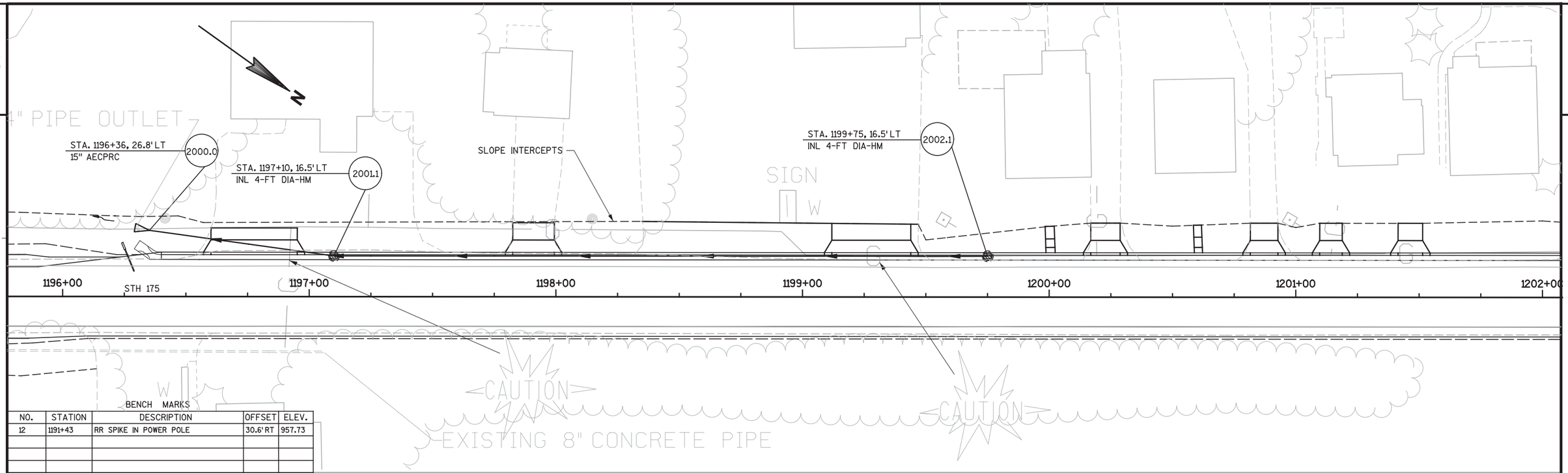
NO.	STATION	DESCRIPTION	OFFSET	ELEV.
114	1062+49	REBAR	30.2' LT	994.56
115	1064+11	REBAR	265.5' LT	1015.02



962 958 954 950 946 942 938 934 930

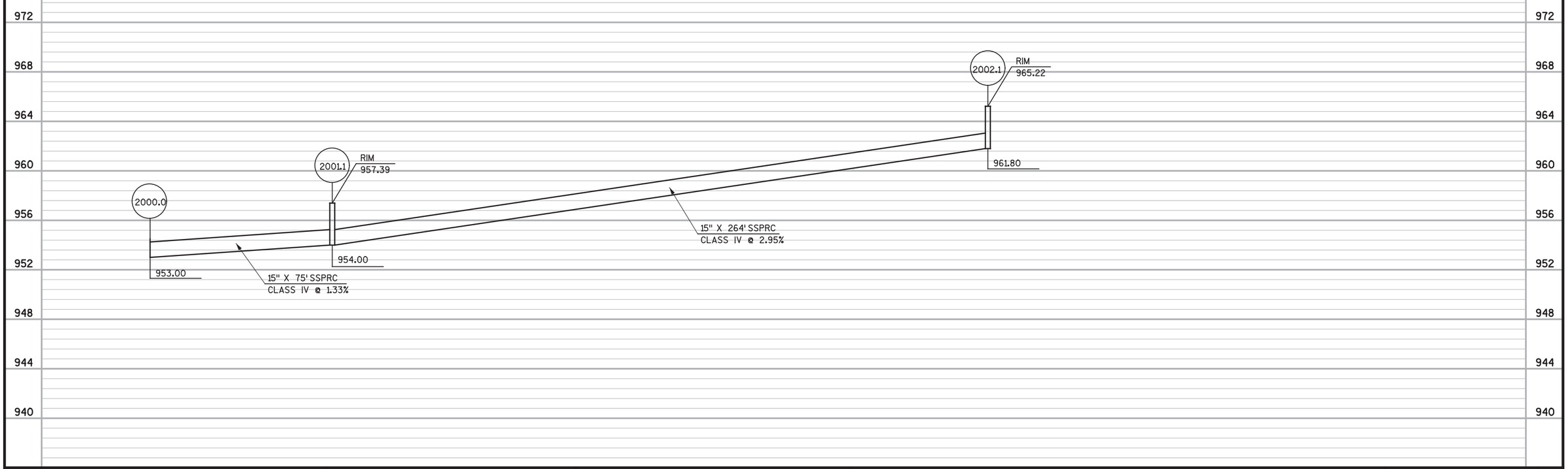
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	STORM SEWER - MAINLINE	SHEET 106	E

FILE NAME : W:\x-Projects\RD\7140\project 2 dgn\022507_ss_1063_1072.dgn PLOT DATE : 3/29/2016 PLOT BY : lsander PLOT NAME : PLOT SCALE : 40.0000 sf / in.
WISDOT/CADDS SHEET 41

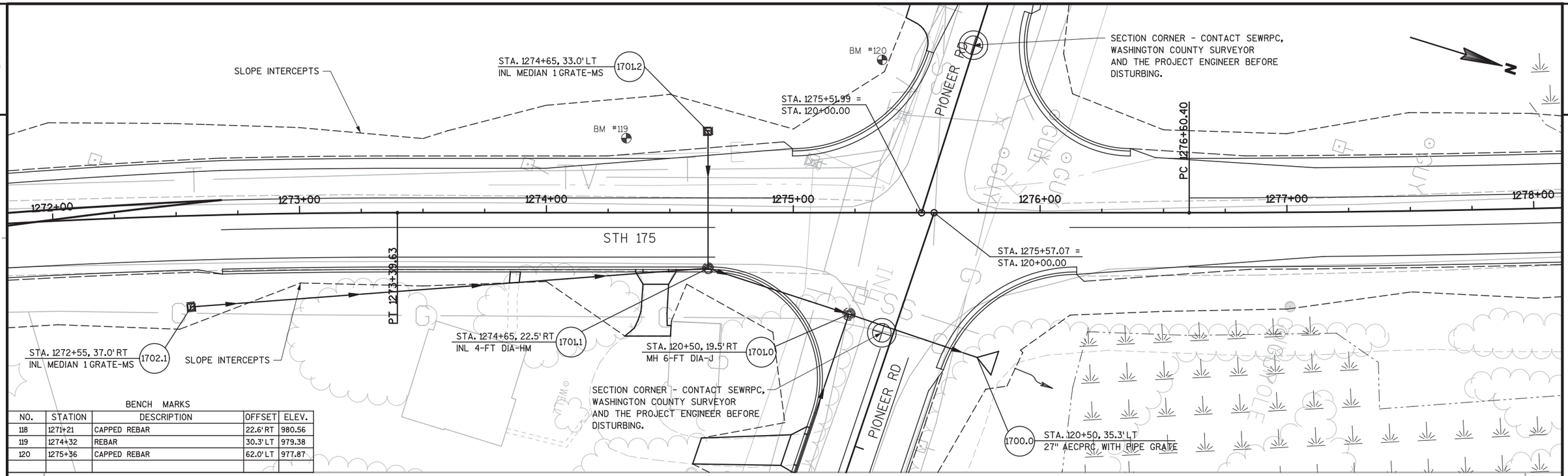


BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
12	1191+43	RR SPIKE IN POWER POLE	30.6' RT	957.73

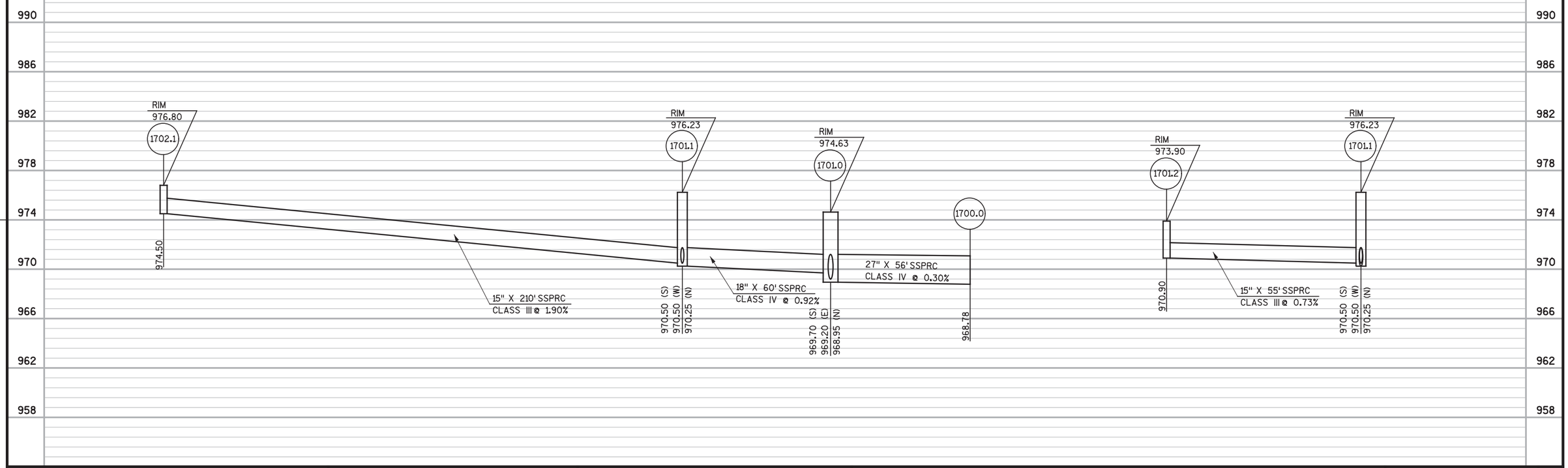


PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	STORM SEWER - MAINLINE	SHEET 107	E



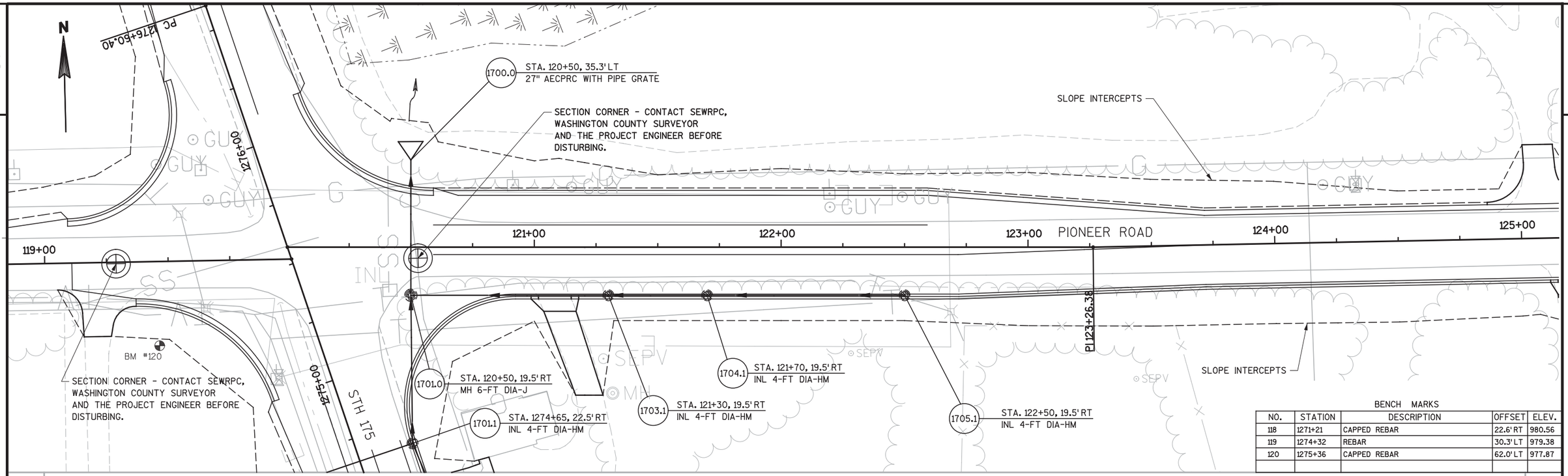
BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
118	1271+21	CAPPED REBAR	22.6' RT	980.56
119	1274+32	REBAR	30.3' LT	979.38
120	1275+36	CAPPED REBAR	62.0' LT	977.87



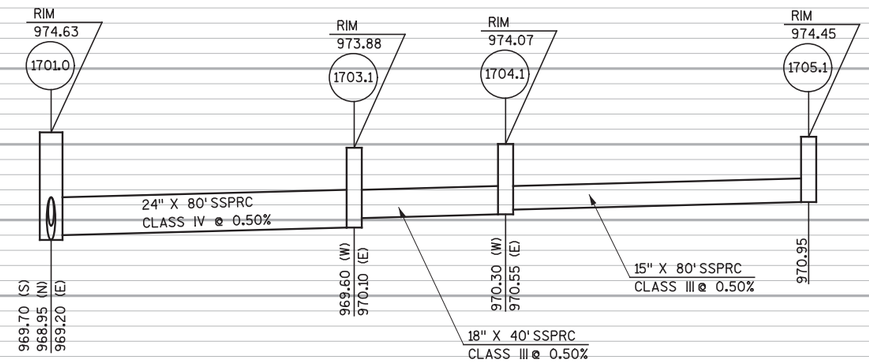
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	STORM SEWER - MAINLINE	SHEET	E

FILE NAME : W:\x-Projects\RD\7140\project 2 dgn\022509_ss_127200_127800.dgn
PLOT DATE : 3/29/2016
PLOT BY : lsander
PLOT NAME :
PLOT SCALE : 40.0000 sf / in.
WISDOT/CADDS SHEET 41



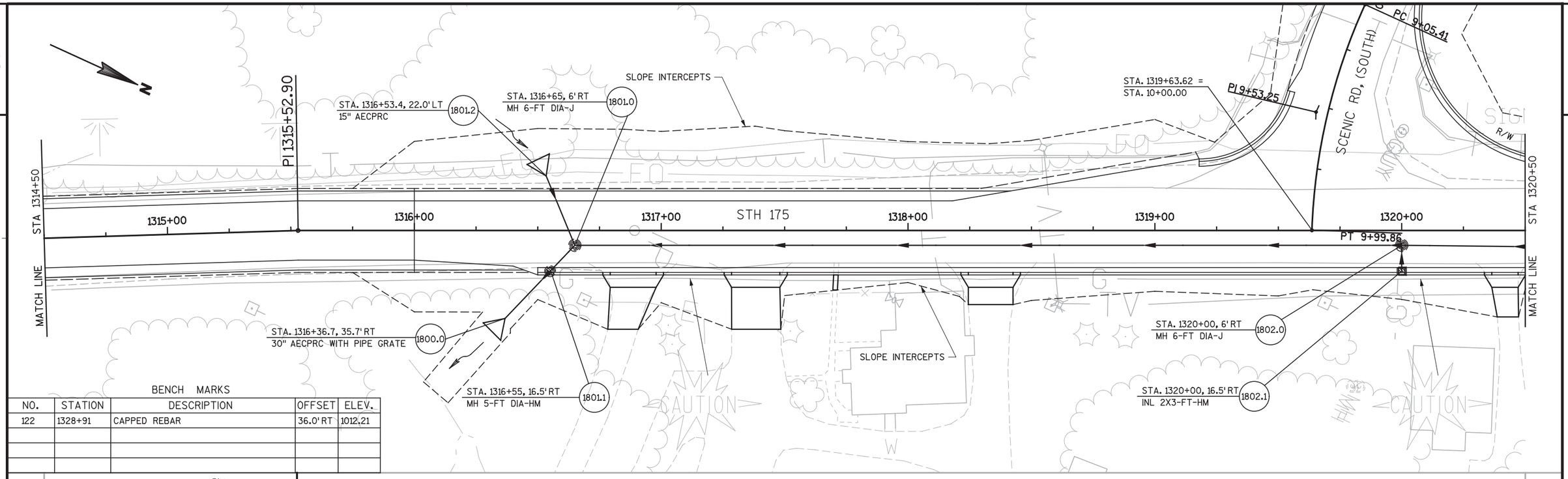
BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
118	1271+21	CAPPED REBAR	22.6' RT	980.56
119	1274+32	REBAR	30.3' LT	979.38
120	1275+36	CAPPED REBAR	62.0' LT	977.87



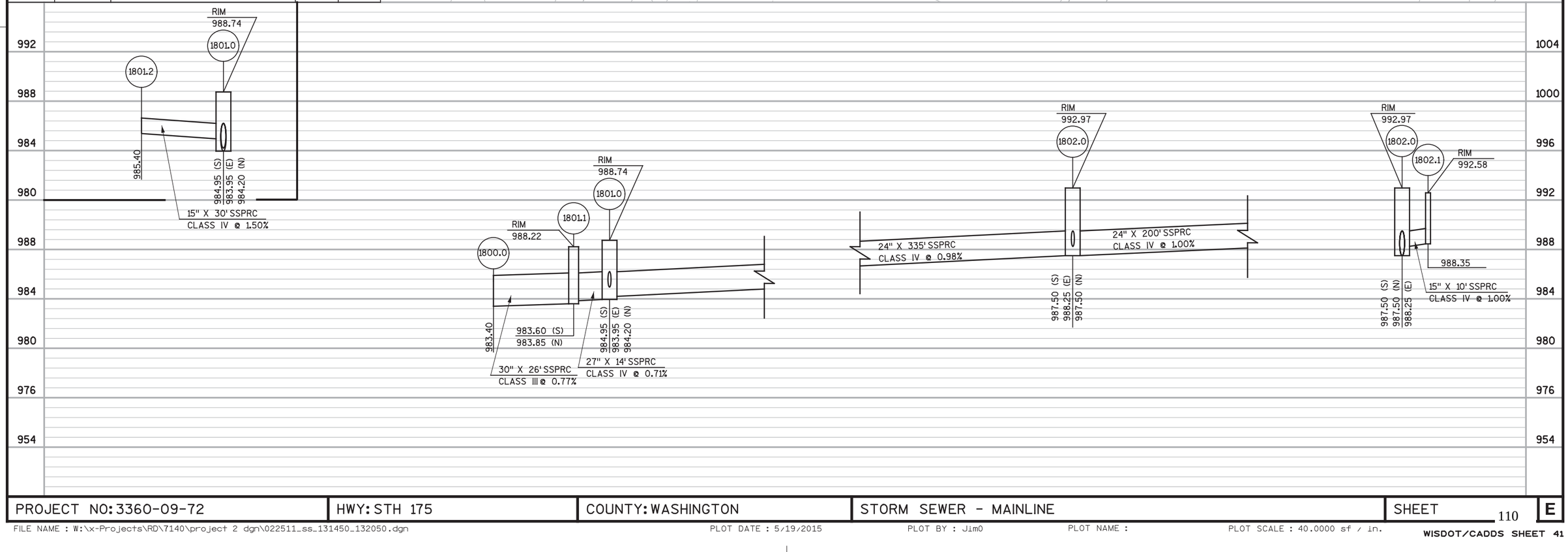
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	STORM SEWER - PIONEER ROAD	SHEET	E

FILE NAME : W:\x-Projects\RD\7140\project 2 dgn\022510_ss_pioneer.dgn PLOT DATE : 3/29/2016 PLOT BY : lsander PLOT NAME : PLOT SCALE : 40.0000 sf / in.

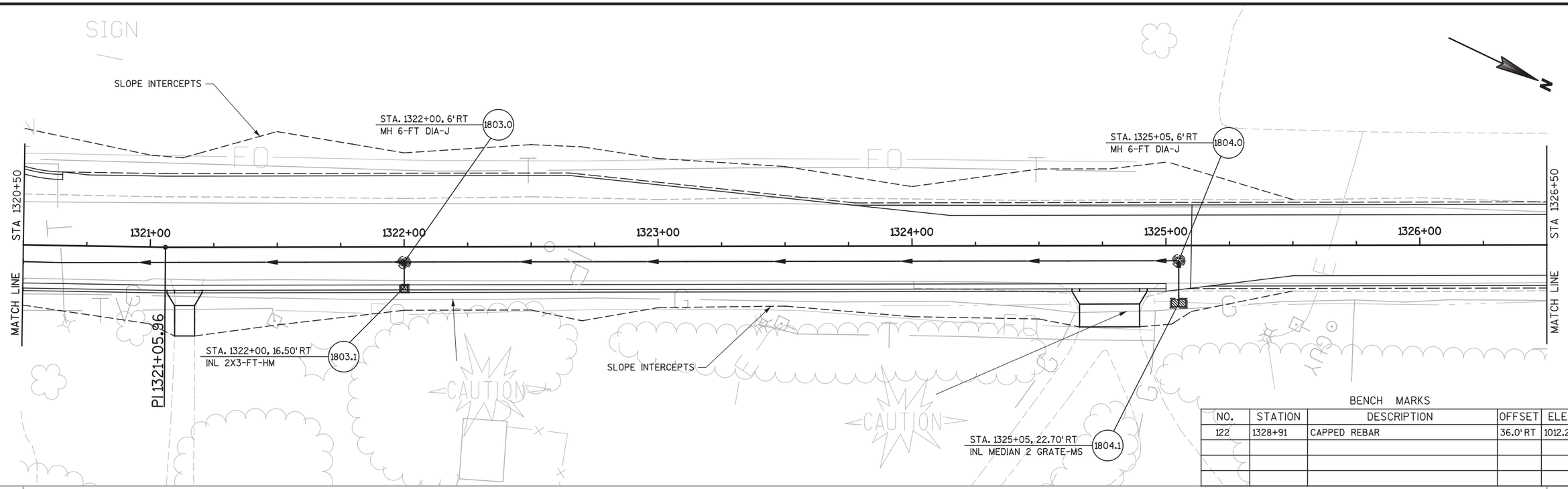


BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
122	1328+91	CAPPED REBAR	36.0' RT	1012.21

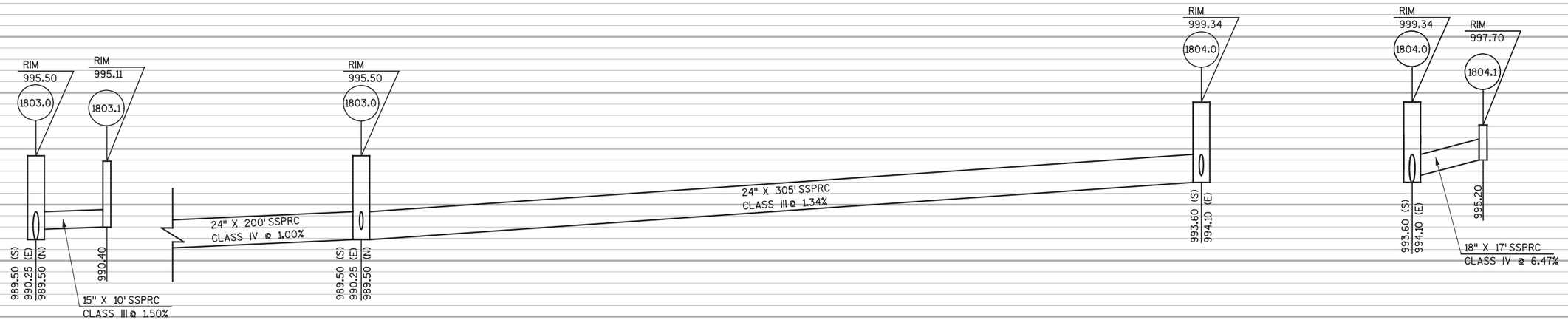


PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	STORM SEWER - MAINLINE	SHEET 110	E

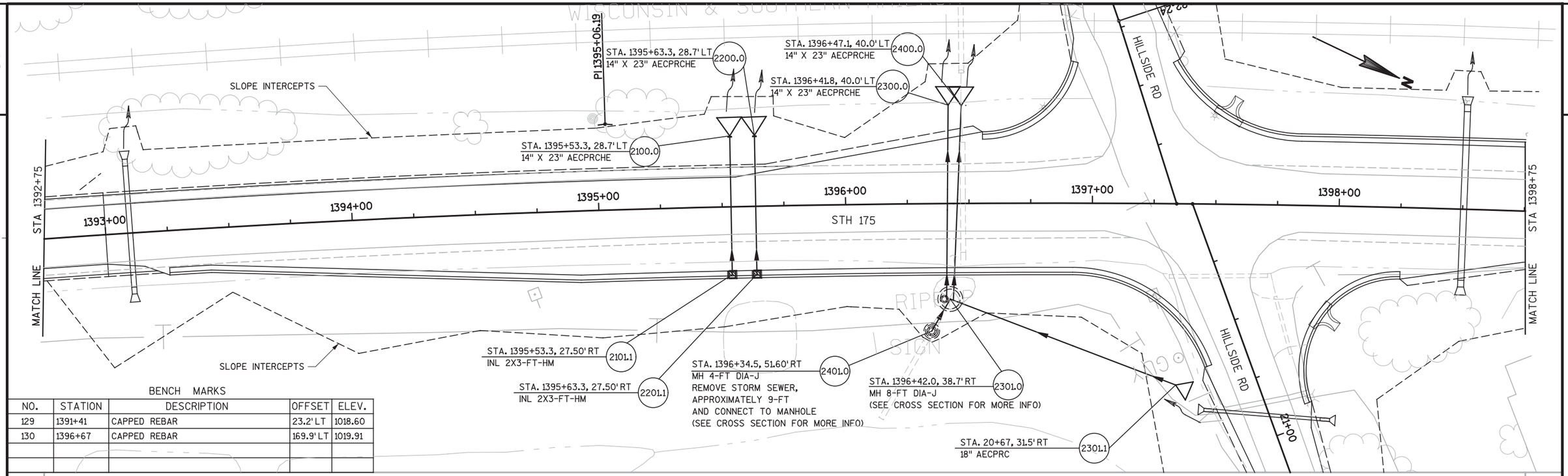


BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
122	1328+91	CAPPED REBAR	36.0'RT	1012.21

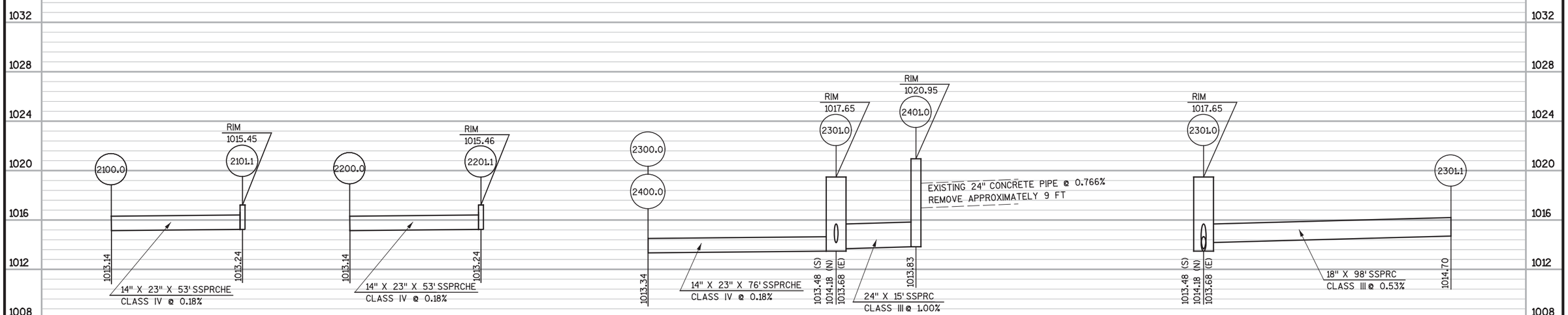


PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	STORM SEWER - MAINLINE	SHEET 111	E

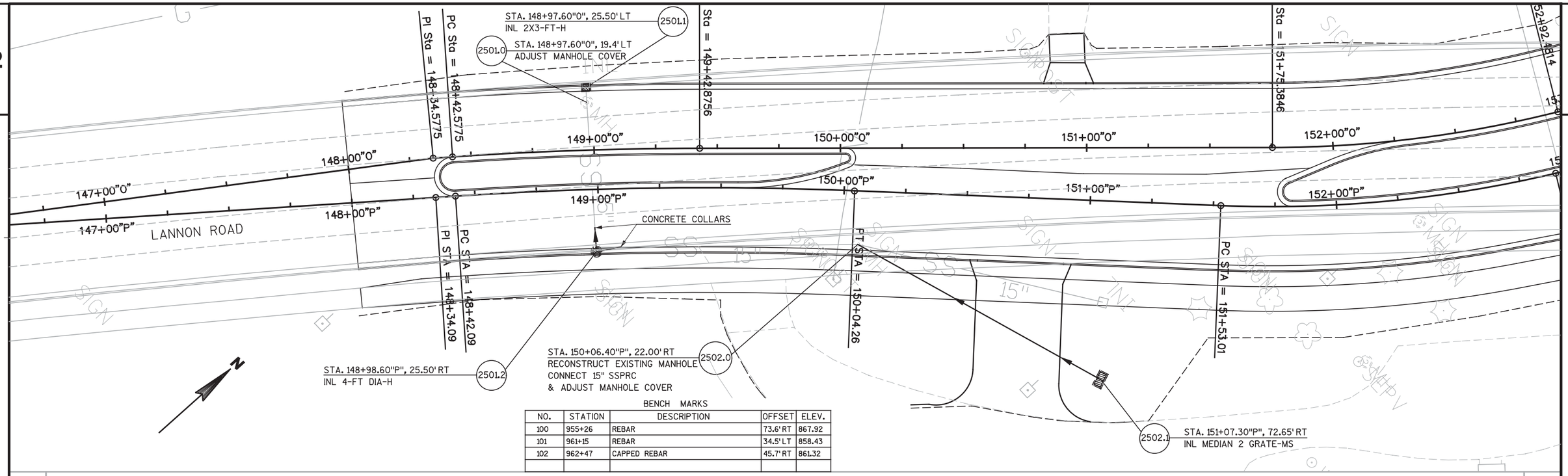


BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
129	1391+41	CAPPED REBAR	23.2' LT	1018.60
130	1396+67	CAPPED REBAR	169.9' LT	1019.91

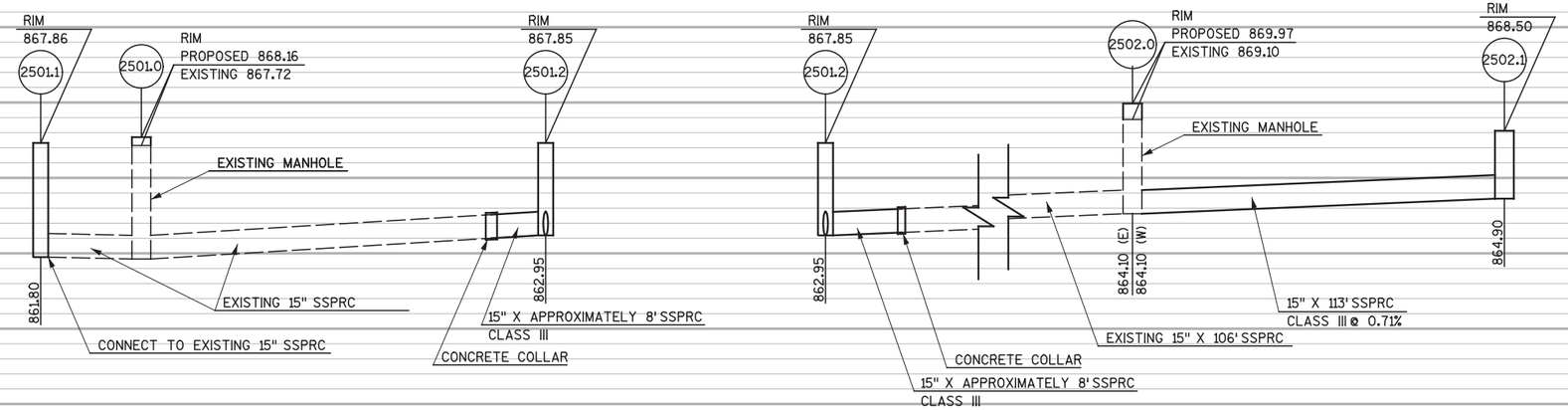


PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	STORM SEWER - MAINLINE	SHEET 112	E

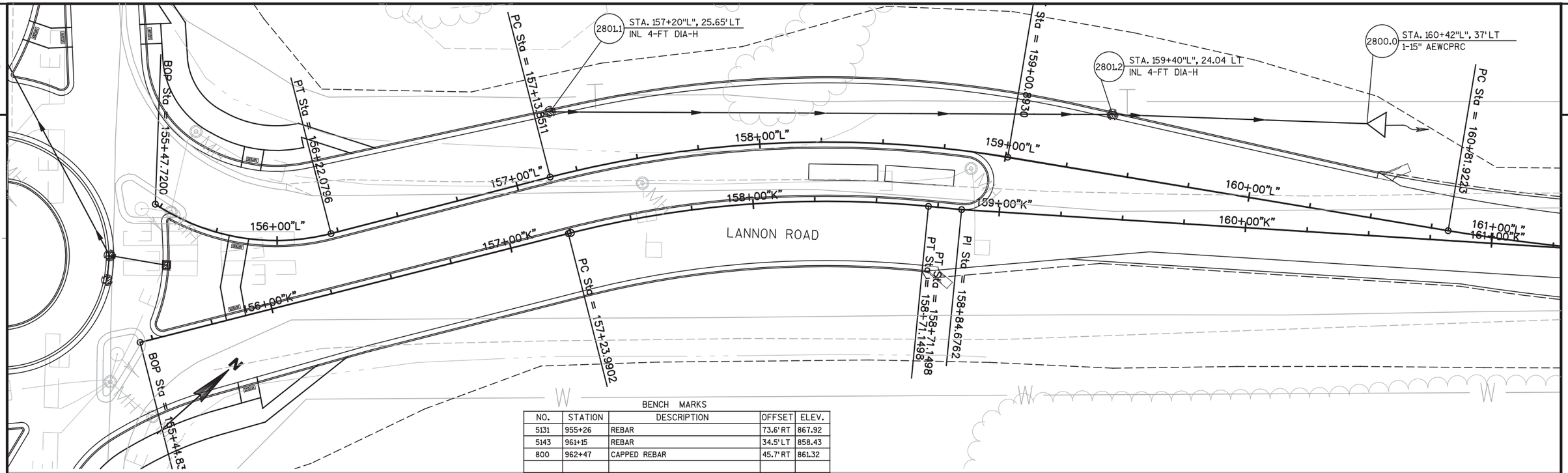


BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
100	955+26	REBAR	73.6'RT	867.92
101	961+15	REBAR	34.5'LT	858.43
102	962+47	CAPPED REBAR	45.7'RT	861.32

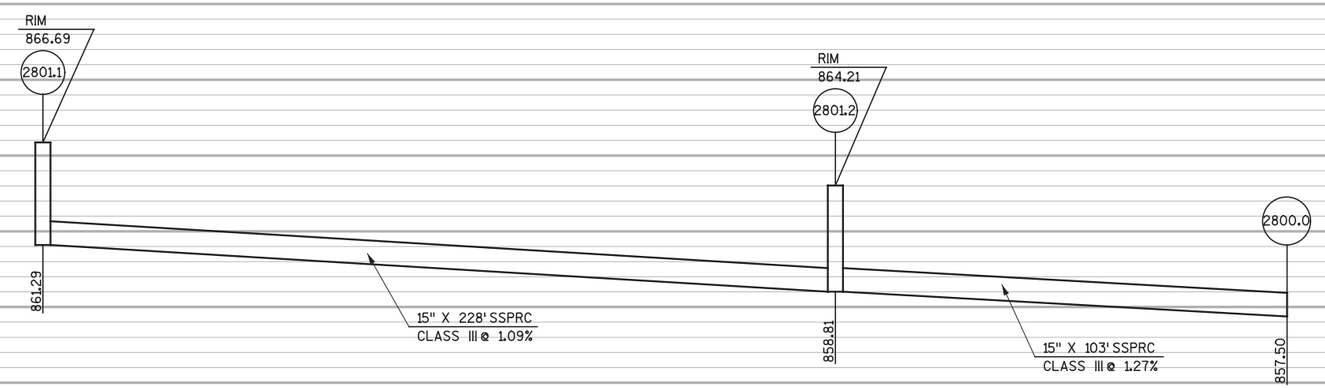


PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	STORM SEWER - LANNON ROAD, WEST	SHEET 113	E



BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
5131	955+26	REBAR	73.6' RT	867.92
5143	961+15	REBAR	34.5' LT	858.43
800	962+47	CAPPED REBAR	45.7' RT	861.32



878 874 870 866 862 858 854 850 846

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	STORM SEWER - LANNON ROAD, WEST	SHEET 114	E

2

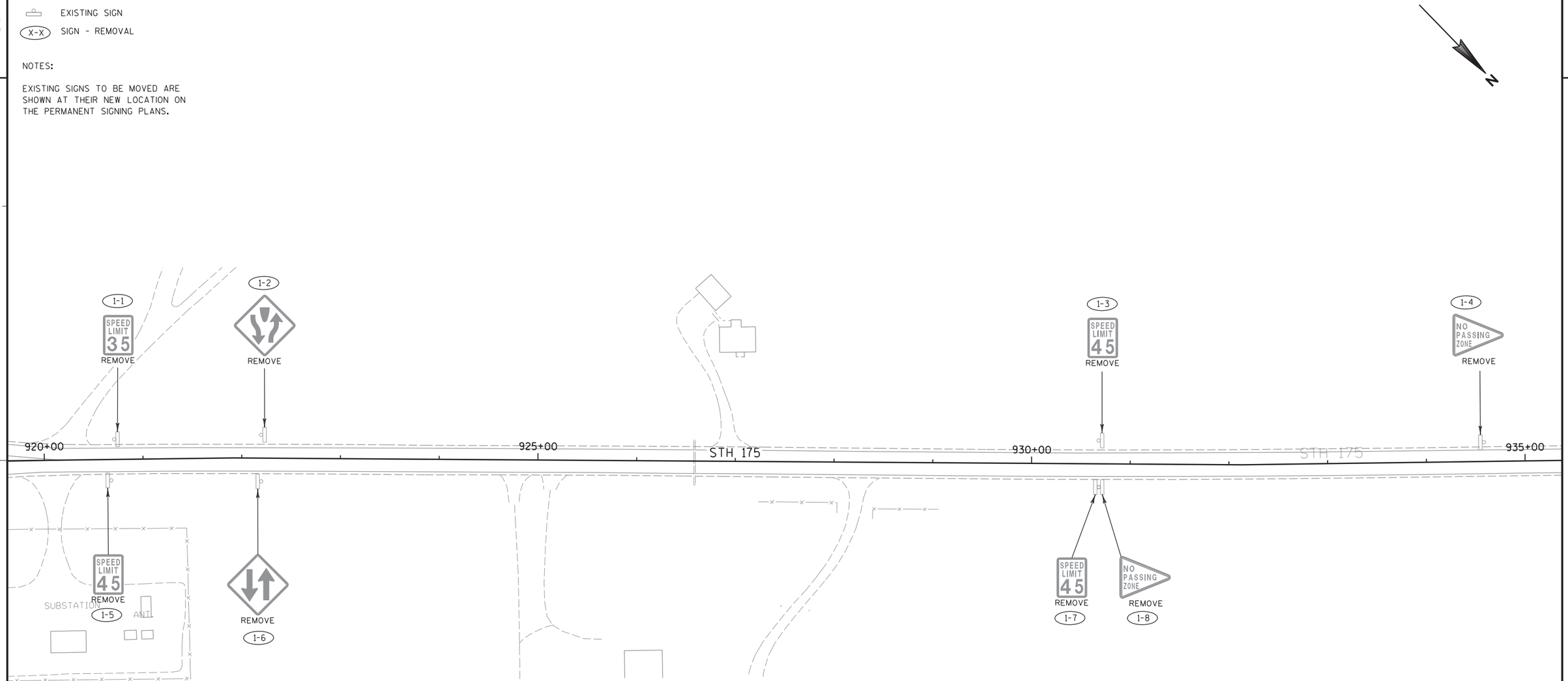
LEGEND

EXISTING SIGN

(X-X) SIGN - REMOVAL

NOTES:

EXISTING SIGNS TO BE MOVED ARE SHOWN AT THEIR NEW LOCATION ON THE PERMANENT SIGNING PLANS.



NOTES

TYPE II ALUMINUM SIGNS REMOVED UNDER THE CONTRACT SHALL BE DELIVERED TO THE COUNTY CONTACT SIGN SHOP ON 60TH STREET IN WEST ALLIS. SIGNS SHALL BE CAREFULLY REMOVED FROM SIGN SUPPORTS. THE SIGNS SHALL BE PALLETIZED FOR HANDLING WITH A FORKLIFT (SEE SPECIAL PROVISION 638.3.4). THE REGIONAL SIGN SHOP (414-266-1165) SHALL BE NOTIFIED THREE WORKING DAYS PRIOR TO DELIVERY OF THE SIGNS.

2

2

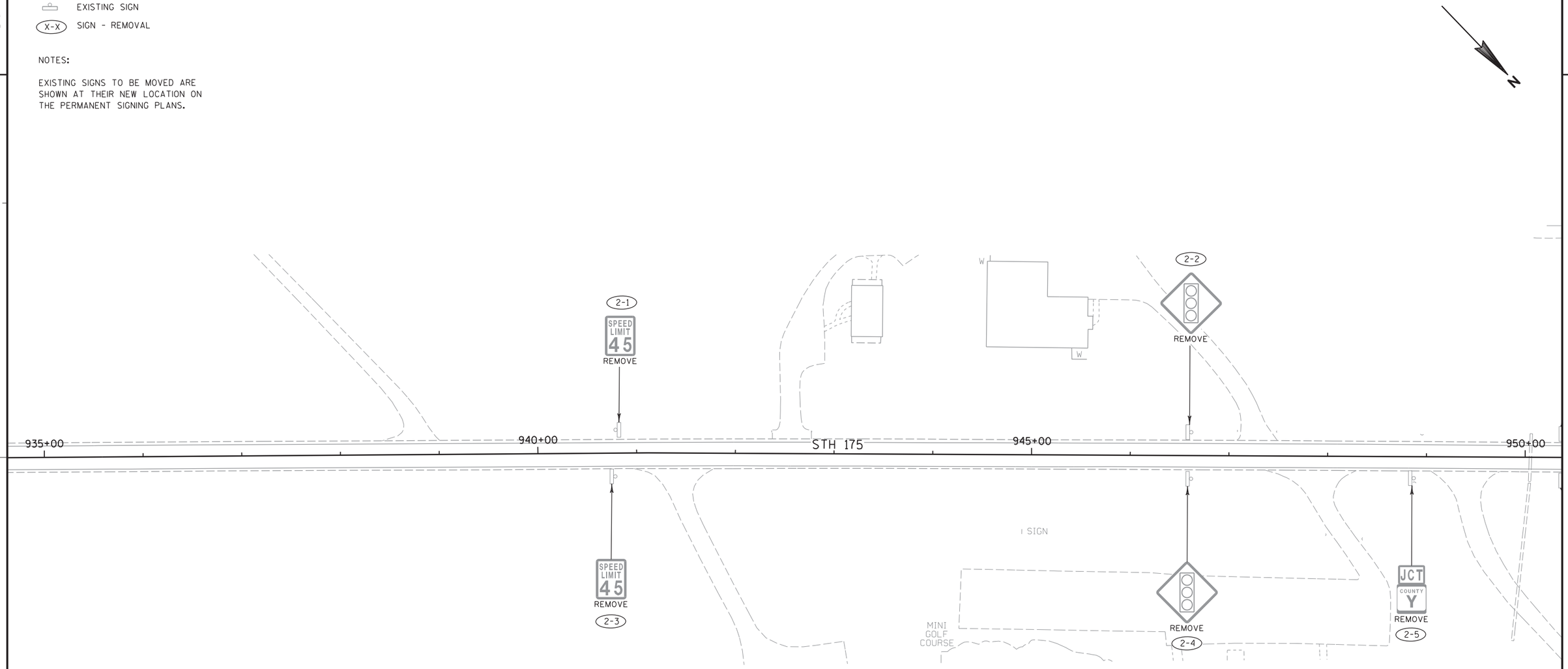
LEGEND

EXISTING SIGN

X-X SIGN - REMOVAL

NOTES:

EXISTING SIGNS TO BE MOVED ARE SHOWN AT THEIR NEW LOCATION ON THE PERMANENT SIGNING PLANS.



SHEET 2 OF 30

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	SIGN REMOVALS	SHEET 116	E

FILE NAME : P:\43xx\4340\Plan\Signing\Rural\023202_es.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

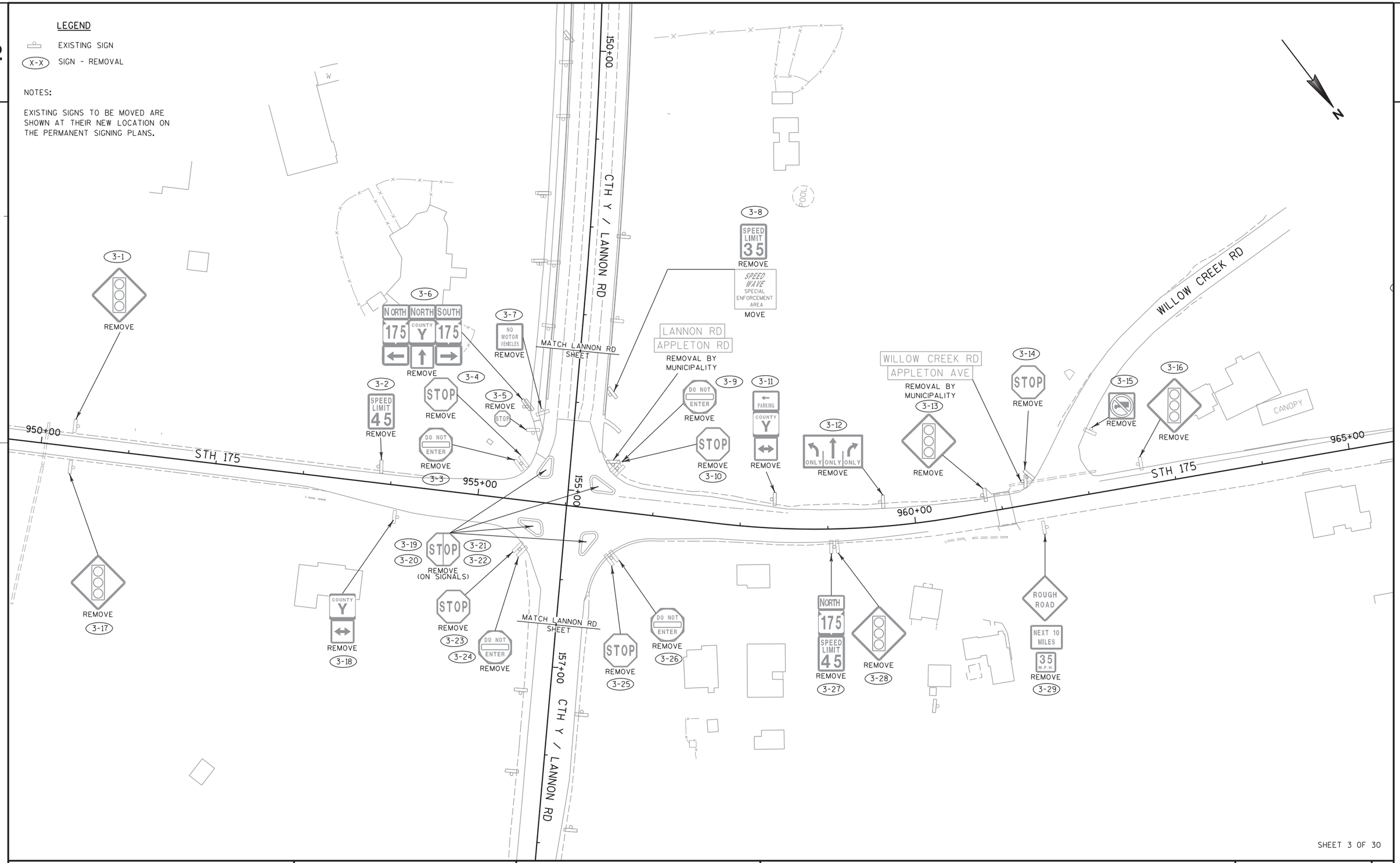
LEGEND

EXISTING SIGN

(X-X) SIGN - REMOVAL

NOTES:

EXISTING SIGNS TO BE MOVED ARE SHOWN AT THEIR NEW LOCATION ON THE PERMANENT SIGNING PLANS.



SHEET 3 OF 30

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	SIGN REMOVALS	SHEET 117	E

2

2

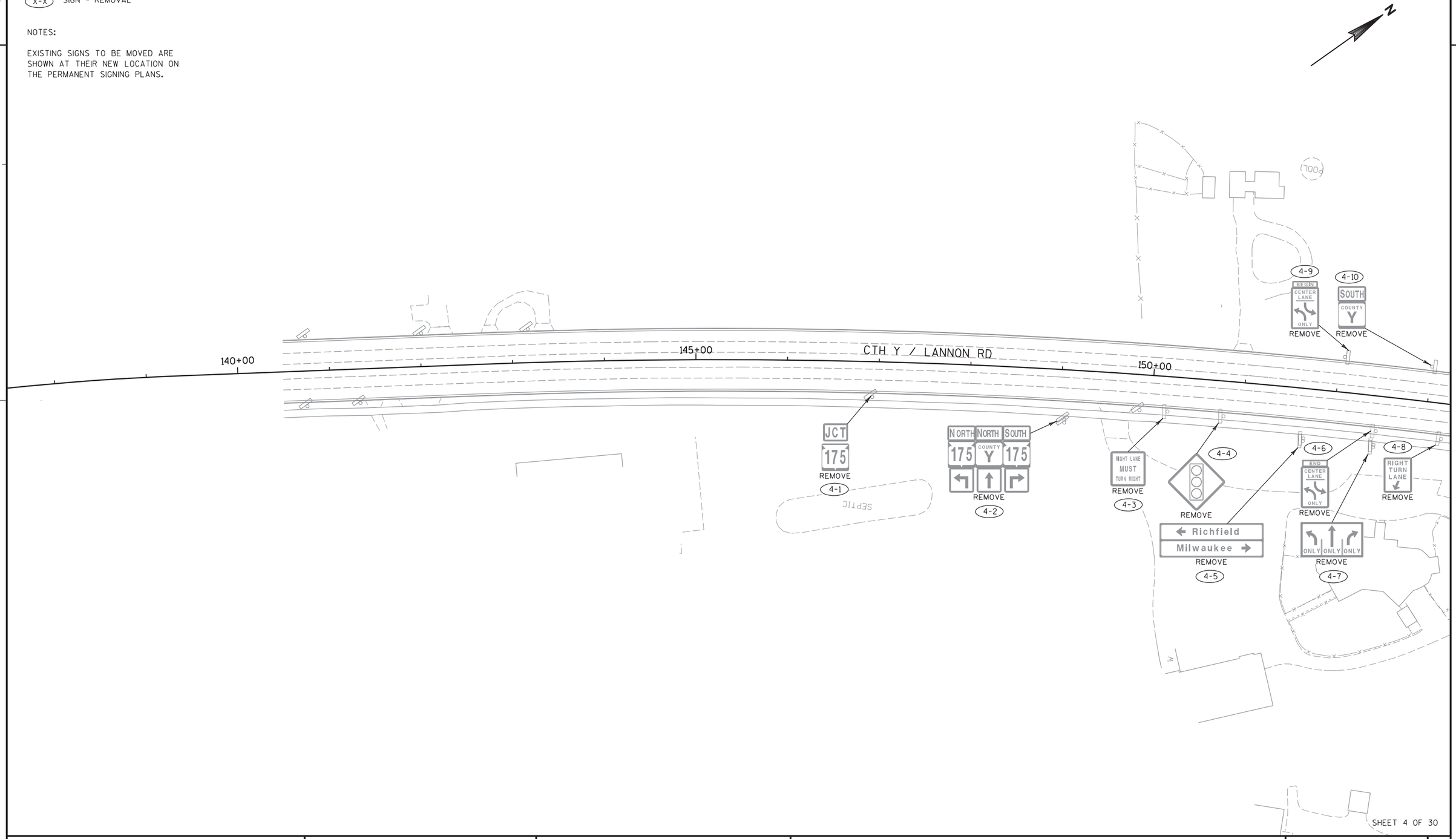
LEGEND

EXISTING SIGN

(X-X) SIGN - REMOVAL

NOTES:

EXISTING SIGNS TO BE MOVED ARE SHOWN AT THEIR NEW LOCATION ON THE PERMANENT SIGNING PLANS.



SHEET 4 OF 30

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	SIGN REMOVALS - LANNON ROAD	SHEET 118	E

FILE NAME : P:\43xx\4340\Plan\Signing\Rural\023204_es.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

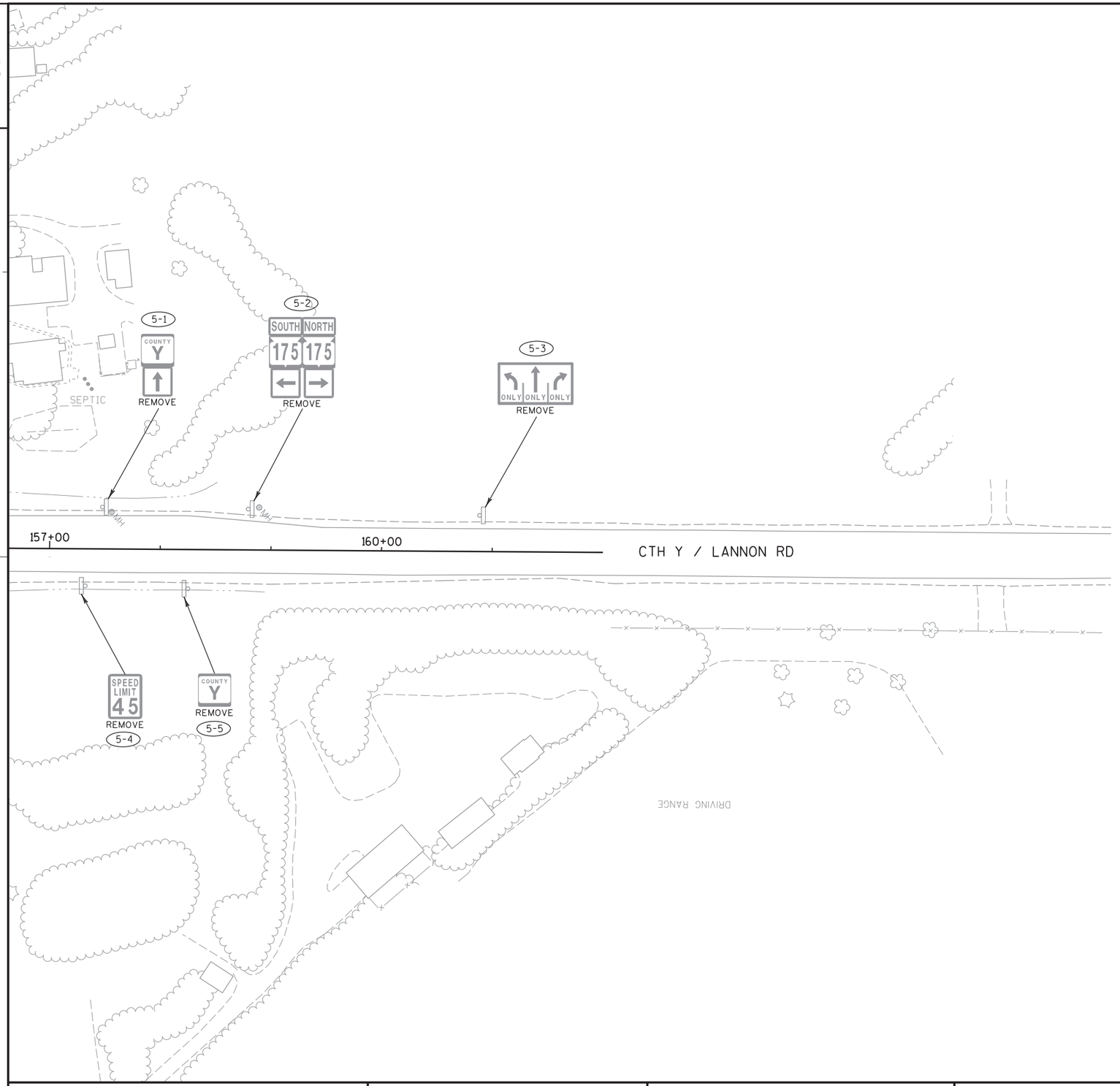
LEGEND

EXISTING SIGN

(X-X) SIGN - REMOVAL

NOTES:

EXISTING SIGNS TO BE MOVED ARE SHOWN AT THEIR NEW LOCATION ON THE PERMANENT SIGNING PLANS.



SHEET 5 OF 30

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	SIGN REMOVALS - LANNON ROAD	SHEET 119	E

2

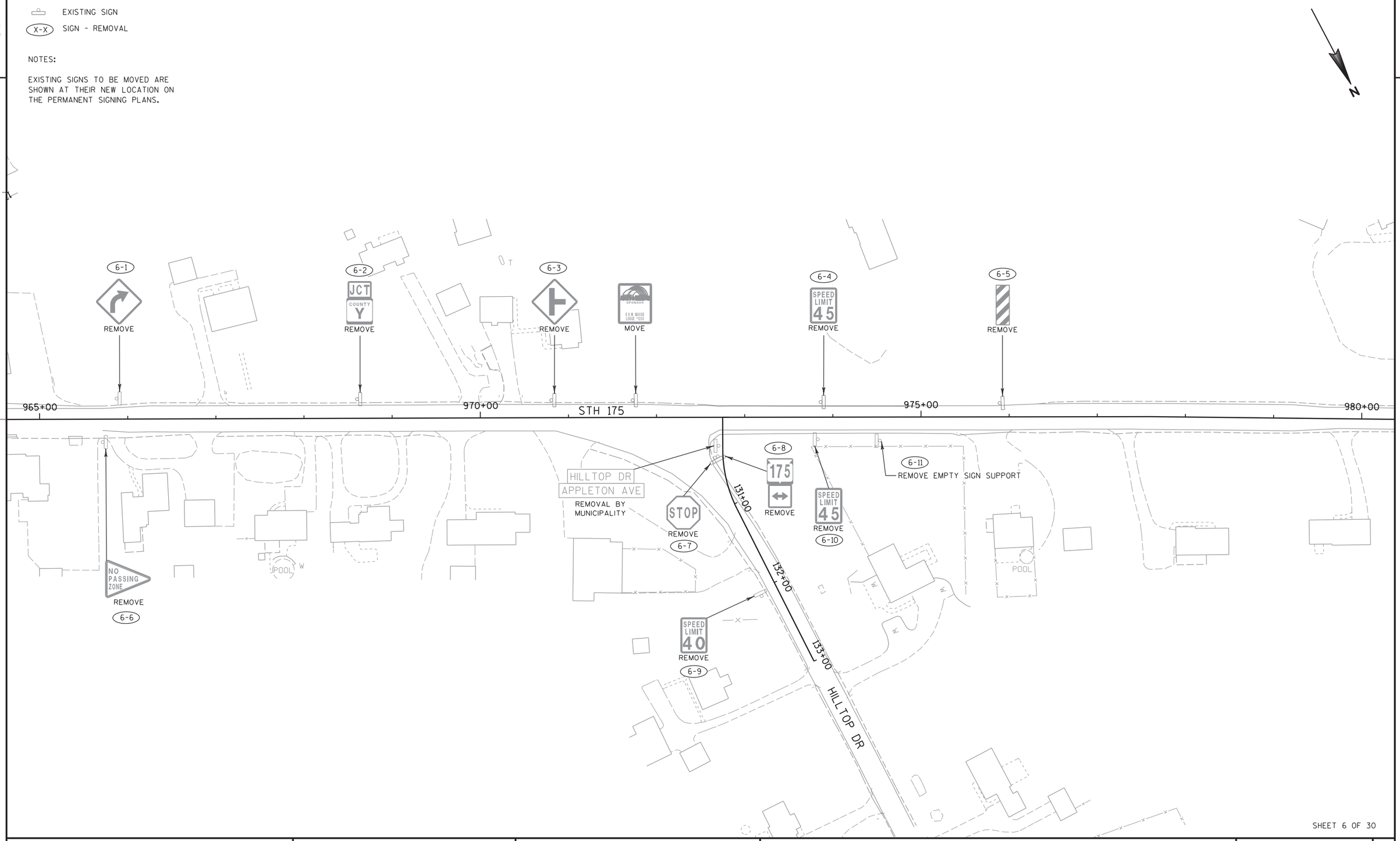
LEGEND

EXISTING SIGN

X-X SIGN - REMOVAL

NOTES:

EXISTING SIGNS TO BE MOVED ARE SHOWN AT THEIR NEW LOCATION ON THE PERMANENT SIGNING PLANS.



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	SIGN REMOVALS	SHEET 120	E

FILE NAME : P:\43xx\4340\Plan\Signing\Rural\023206_es.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

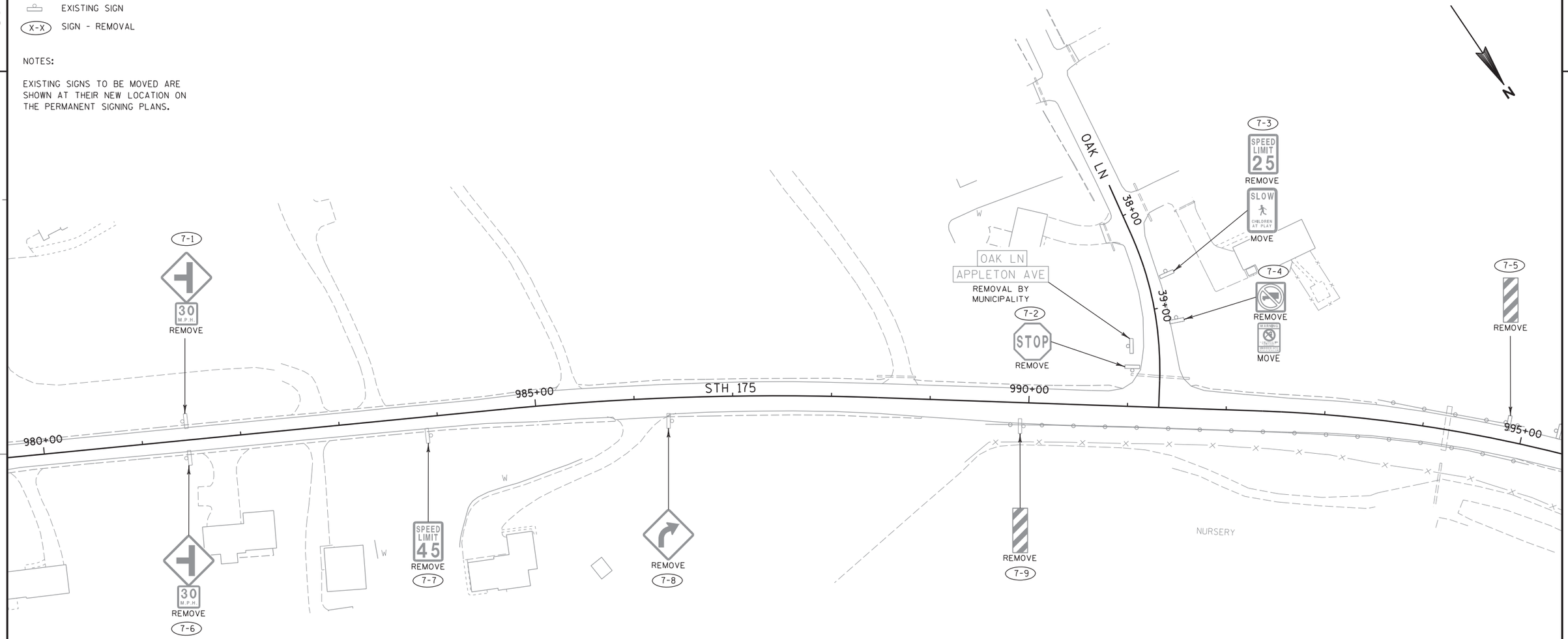
LEGEND

EXISTING SIGN

X-X SIGN - REMOVAL

NOTES:

EXISTING SIGNS TO BE MOVED ARE SHOWN AT THEIR NEW LOCATION ON THE PERMANENT SIGNING PLANS.



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	SIGN REMOVALS	SHEET 121	E

FILE NAME : P:\43xx\4340\Plan\Signing\Rural\023207_es.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

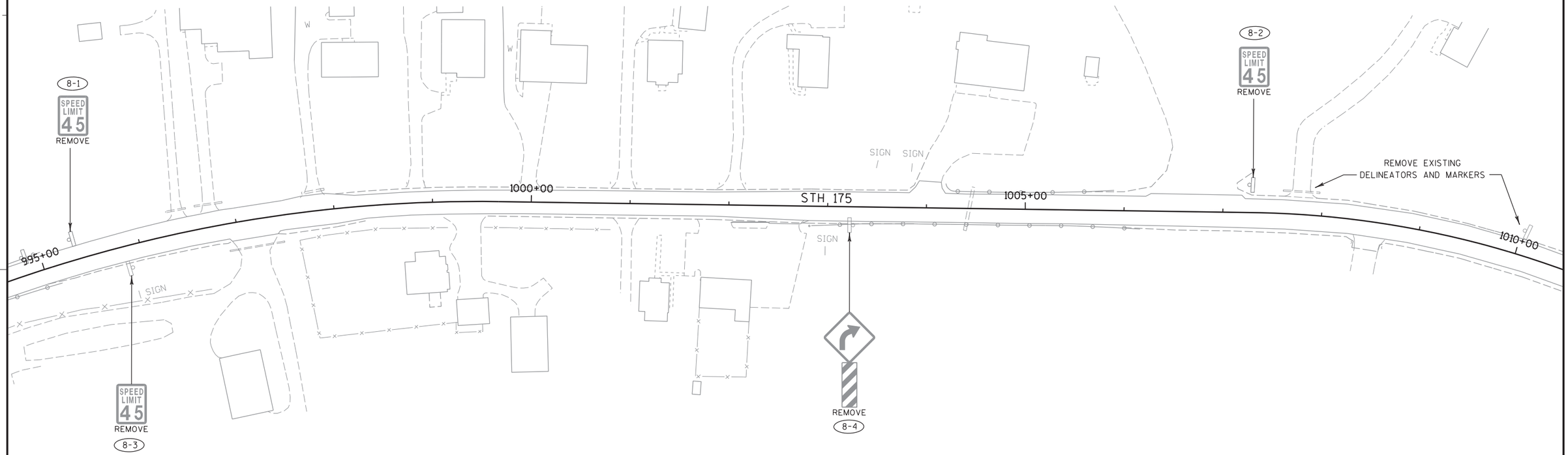
LEGEND

EXISTING SIGN

X-X SIGN - REMOVAL

NOTES:

EXISTING SIGNS TO BE MOVED ARE SHOWN AT THEIR NEW LOCATION ON THE PERMANENT SIGNING PLANS.



SHEET 8 OF 30

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	SIGN REMOVALS	SHEET 122	E

FILE NAME : P:\43xx\4340\Plan\Signing\Rural\023208_es.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

LEGEND

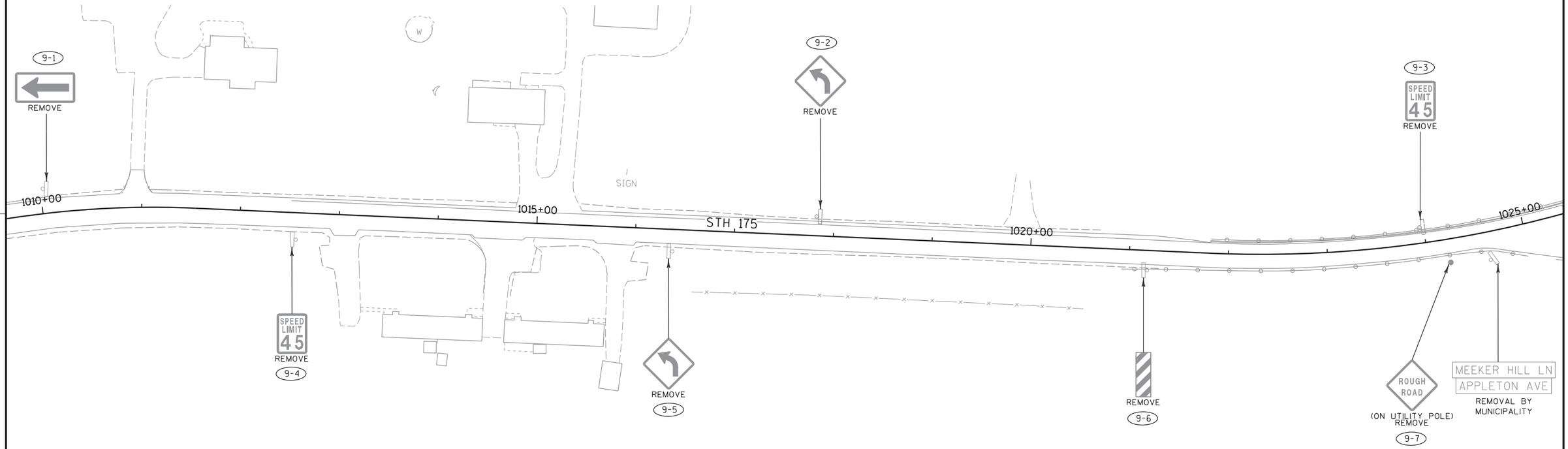
EXISTING SIGN

X-X SIGN - REMOVAL

NOTES:

EXISTING SIGNS TO BE MOVED ARE SHOWN AT THEIR NEW LOCATION ON THE PERMANENT SIGNING PLANS.

N



SHEET 9 OF 30

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	SIGN REMOVALS	SHEET 123	E

FILE NAME : P:\43xx\4340\Plan\Signing\Rural\023209_es.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

2

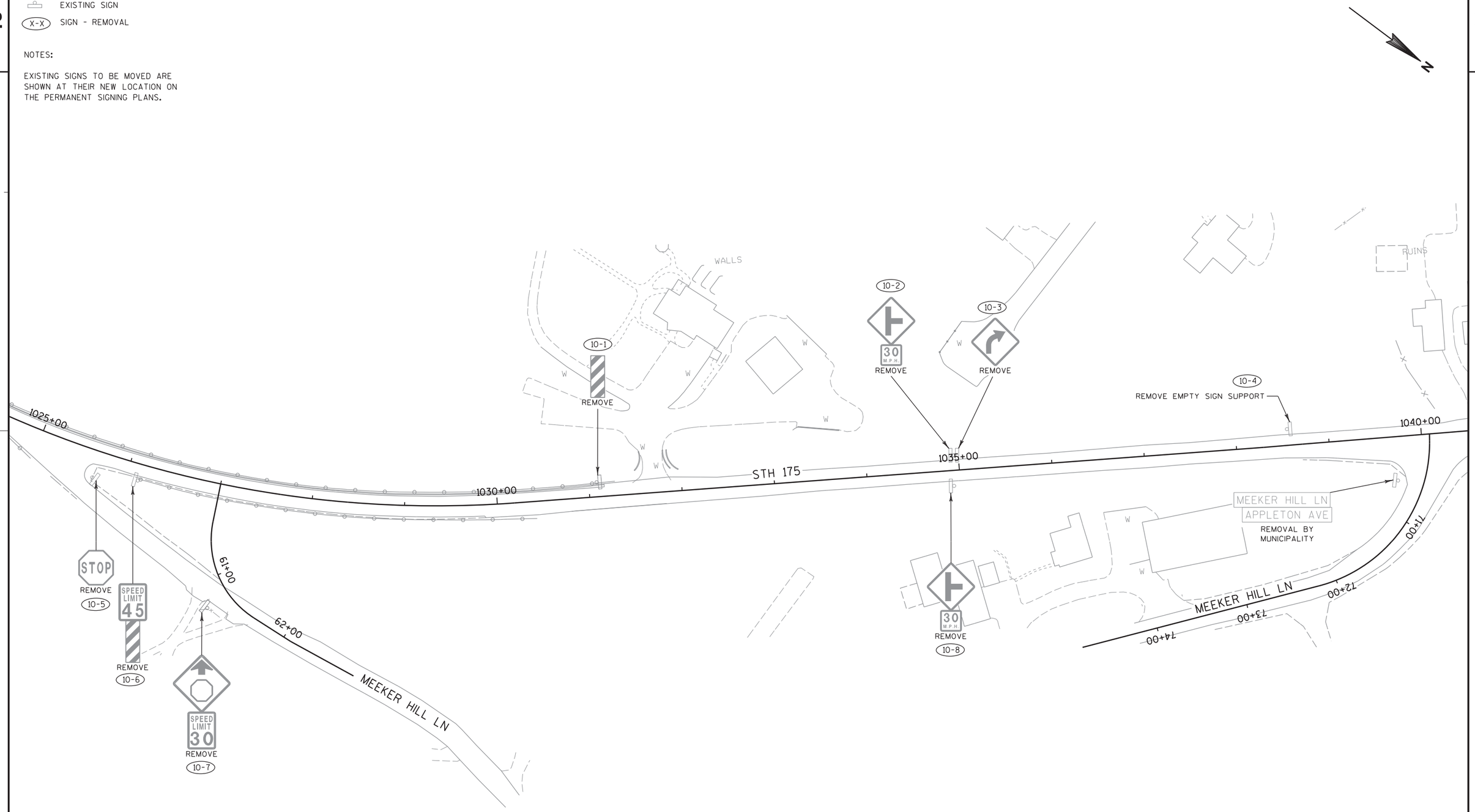
LEGEND

EXISTING SIGN

X-X SIGN - REMOVAL

NOTES:

EXISTING SIGNS TO BE MOVED ARE SHOWN AT THEIR NEW LOCATION ON THE PERMANENT SIGNING PLANS.



SHEET 10 OF 30

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	SIGN REMOVALS	SHEET 124	E

2

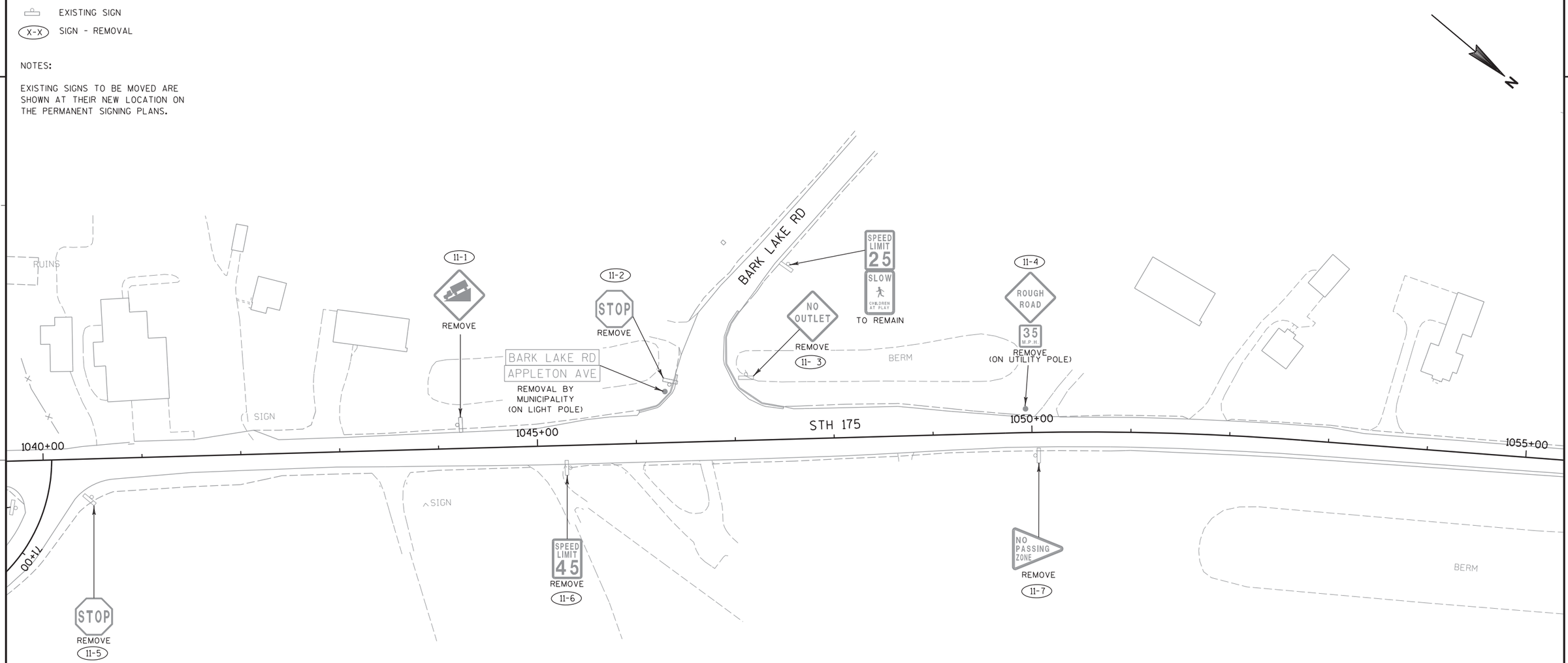
LEGEND

EXISTING SIGN

(X-X) SIGN - REMOVAL

NOTES:

EXISTING SIGNS TO BE MOVED ARE SHOWN AT THEIR NEW LOCATION ON THE PERMANENT SIGNING PLANS.



SHEET 11 OF 30

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	SIGN REMOVALS	SHEET 125	E

FILE NAME : P:\43xx\4340\Plan\Signing\Rural\023211_es.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

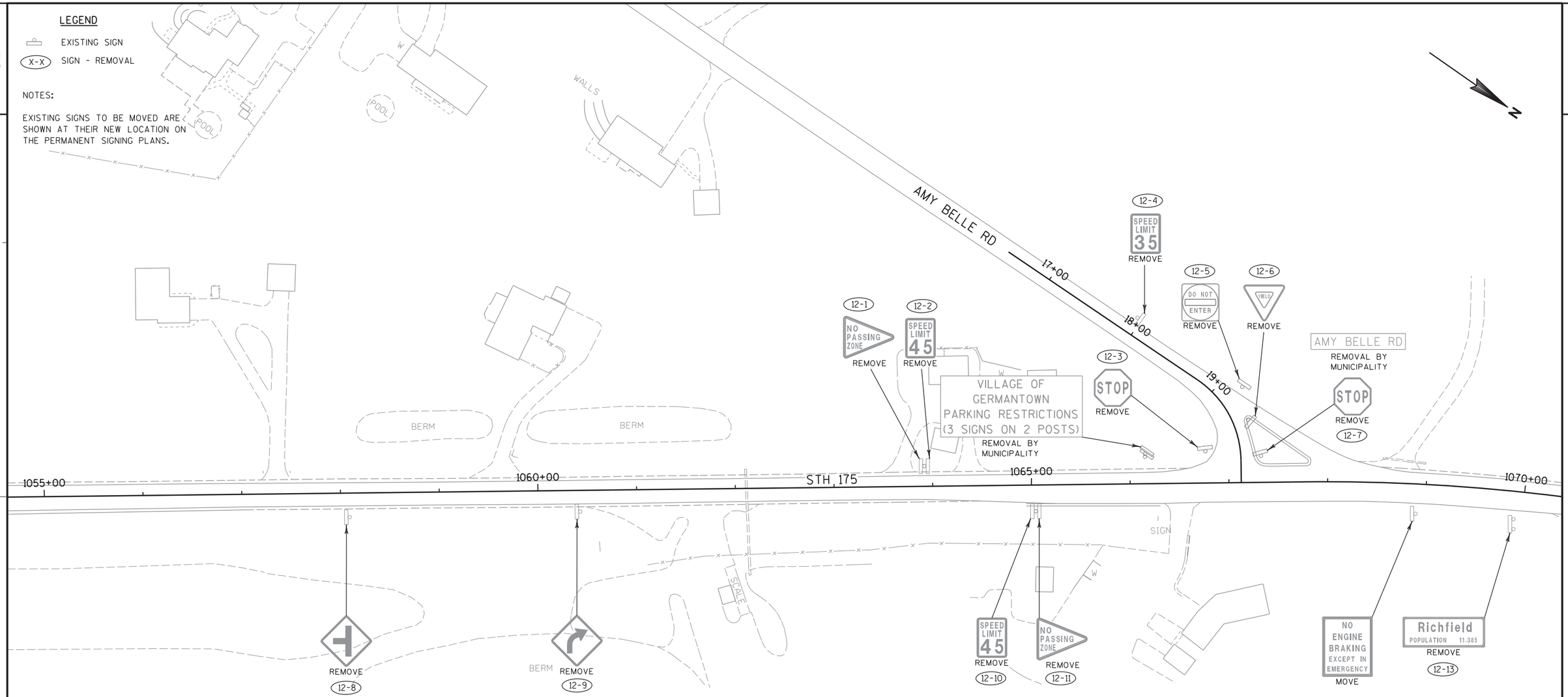
LEGEND

EXISTING SIGN

(X-X) SIGN - REMOVAL

NOTES:

EXISTING SIGNS TO BE MOVED ARE SHOWN AT THEIR NEW LOCATION ON THE PERMANENT SIGNING PLANS.



SHEET 12 OF 30

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	SIGN REMOVALS	SHEET 126	E

FILE NAME : P:\43xx\4340\Plan\Signing\Rural\023212_es.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

2

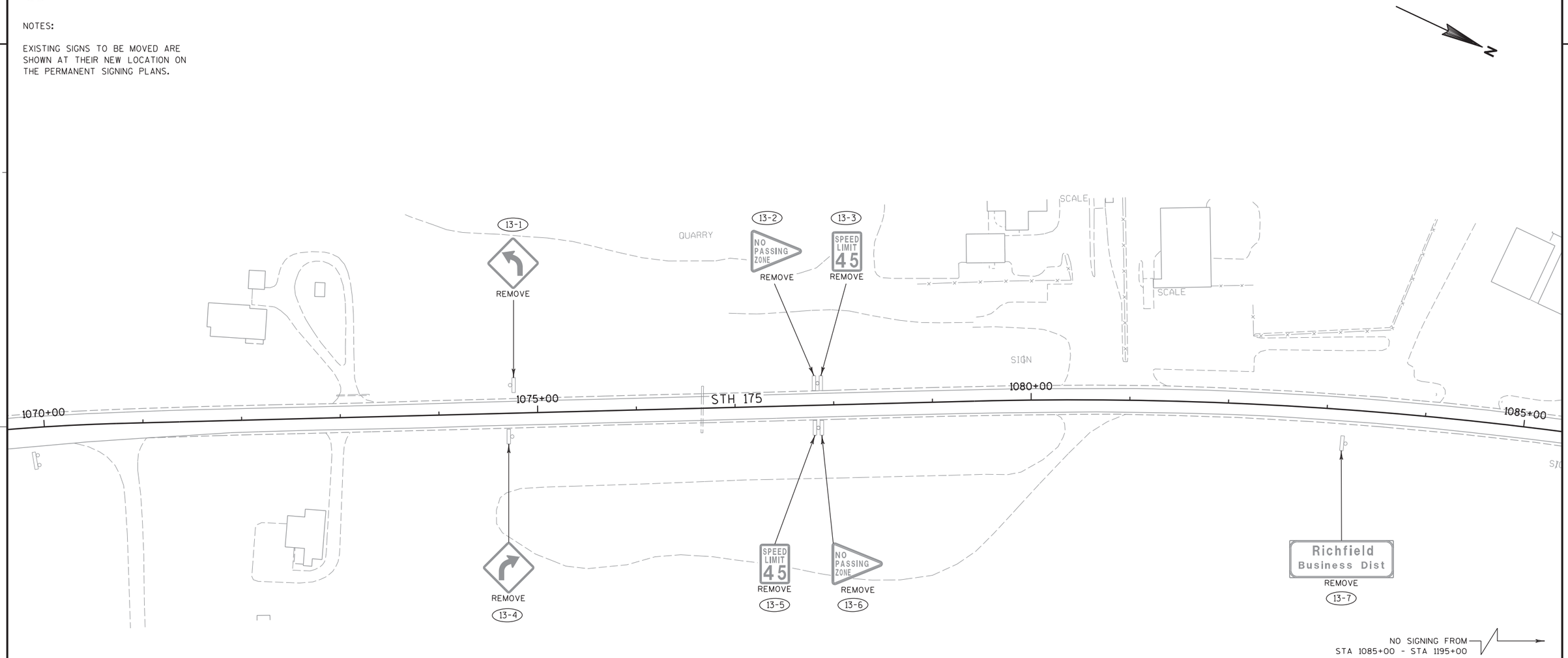
LEGEND

EXISTING SIGN

(X-X) SIGN - REMOVAL

NOTES:

EXISTING SIGNS TO BE MOVED ARE SHOWN AT THEIR NEW LOCATION ON THE PERMANENT SIGNING PLANS.



SHEET 13 OF 30

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	SIGN REMOVALS	SHEET 127	E

2

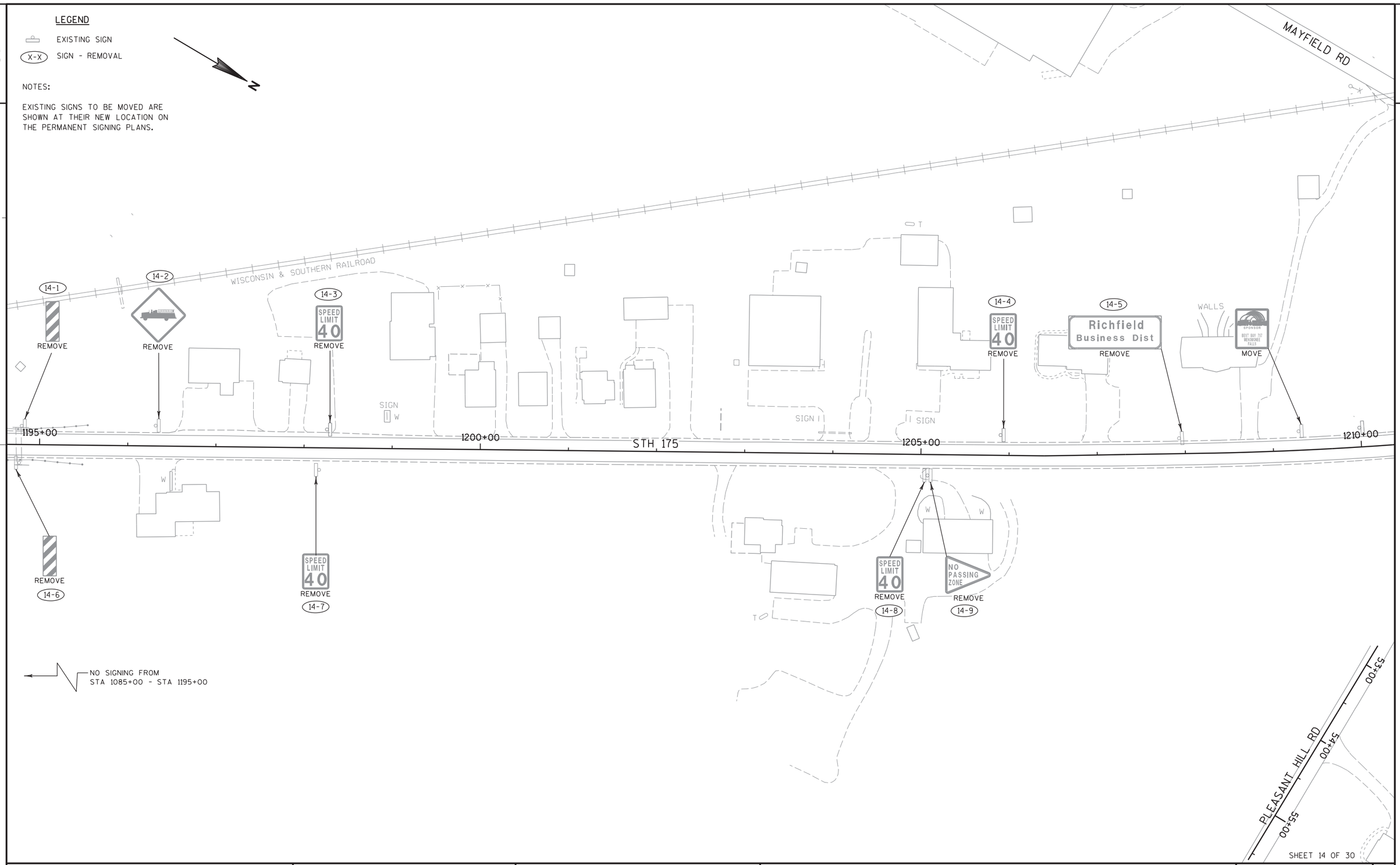
LEGEND

EXISTING SIGN

(X-X) SIGN - REMOVAL

NOTES:

EXISTING SIGNS TO BE MOVED ARE SHOWN AT THEIR NEW LOCATION ON THE PERMANENT SIGNING PLANS.



SHEET 14 OF 30

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	SIGN REMOVALS	SHEET 128	E

FILE NAME : P:\43xx\4340\Plan\Signing\Rural\023214_es.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

WISCONSIN & SOUTHERN RAILROAD

MAYFIELD RD

PLEASANT HILL RD

LEGEND

EXISTING SIGN

X-X SIGN - REMOVAL

N

NOTES:

EXISTING SIGNS TO BE MOVED ARE SHOWN AT THEIR NEW LOCATION ON THE PERMANENT SIGNING PLANS.

15-1 SPEED LIMIT 40 REMOVE

15-2 STOP REMOVE

STOP TO REMAIN

15-4 STOP REMOVE

15-5 STOP AHEAD REMOVE

15-6 SPEED LIMIT 40 REMOVE

15-7 NO PASSING ZONE REMOVE

SIGN W

SIGN W

SIGN

SIGN

1210+00

1215+00

1220+00

1225+00

STH 175

47+00

48+00

49+00

50+00

51+00

52+00

53+00

SPEED LIMIT 35 NO OUTLET REMOVE 15-8

STATE RD 175 PLEASANT HILL RD REMOVAL BY MUNICIPALITY

15-9 STOP REMOVE

Slinger 7 Fond du Lac 40 SPEED LIMIT 55 REMOVE 15-10

STATE RD 175 MAYFIELD RD REMOVAL BY MUNICIPALITY

WEIGHT LIMIT CLASS B MOVE

15-11 STOP REMOVE

SPONSOR RICHFIELD ROTARY LED CLOCK MOVE

PRIVATE SIGNS (TO REMAIN)

50 M.P.H. REMOVE 15-12

NO SIGNS STA 1225+00 - STA 1240+00

MAYFIELD RD

PRAIRIE HOLLOW DR

SIGN

SHEET 15 OF 30

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	SIGN REMOVALS	SHEET 129	E

2

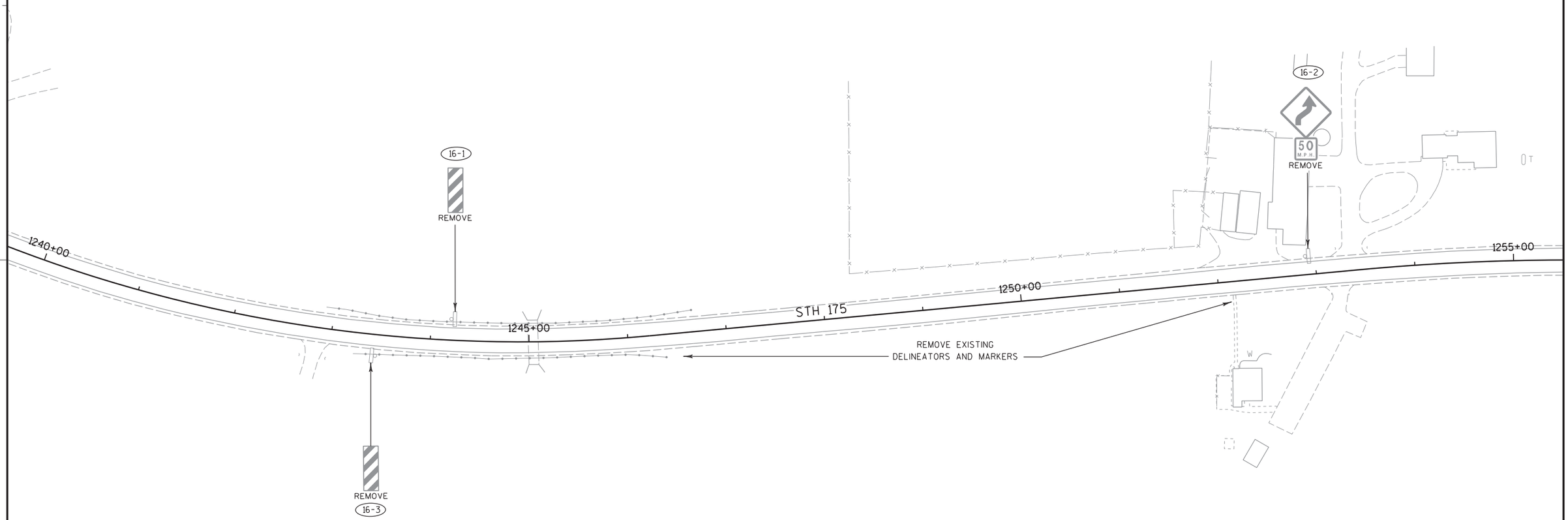
LEGEND

EXISTING SIGN

X-X SIGN - REMOVAL

NOTES:

EXISTING SIGNS TO BE MOVED ARE SHOWN AT THEIR NEW LOCATION ON THE PERMANENT SIGNING PLANS.



2

2

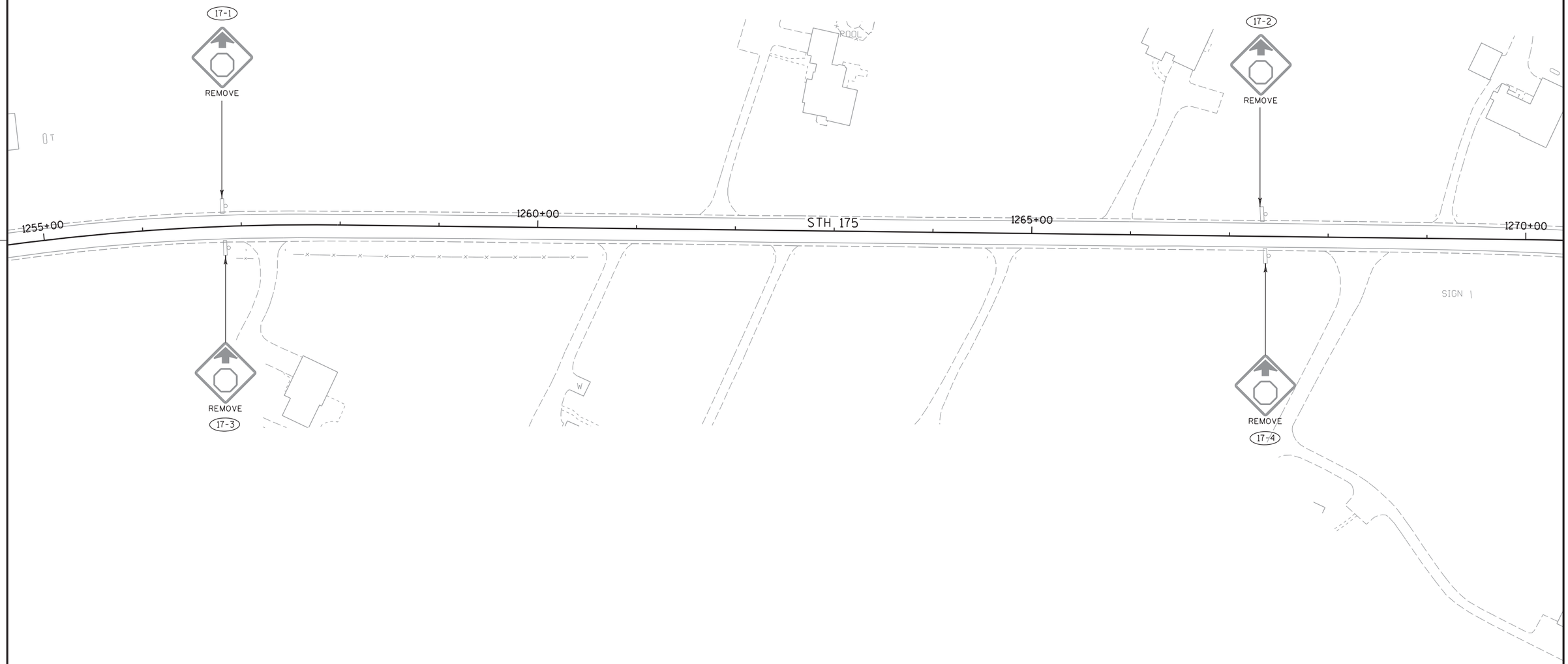
LEGEND

EXISTING SIGN

(X-X) SIGN - REMOVAL

NOTES:

EXISTING SIGNS TO BE MOVED ARE SHOWN AT THEIR NEW LOCATION ON THE PERMANENT SIGNING PLANS.



SHEET 17 OF 30

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	SIGN REMOVALS	SHEET 131	E

FILE NAME : P:\43xx\4340\Plan\Signing\Rural\023218_es.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

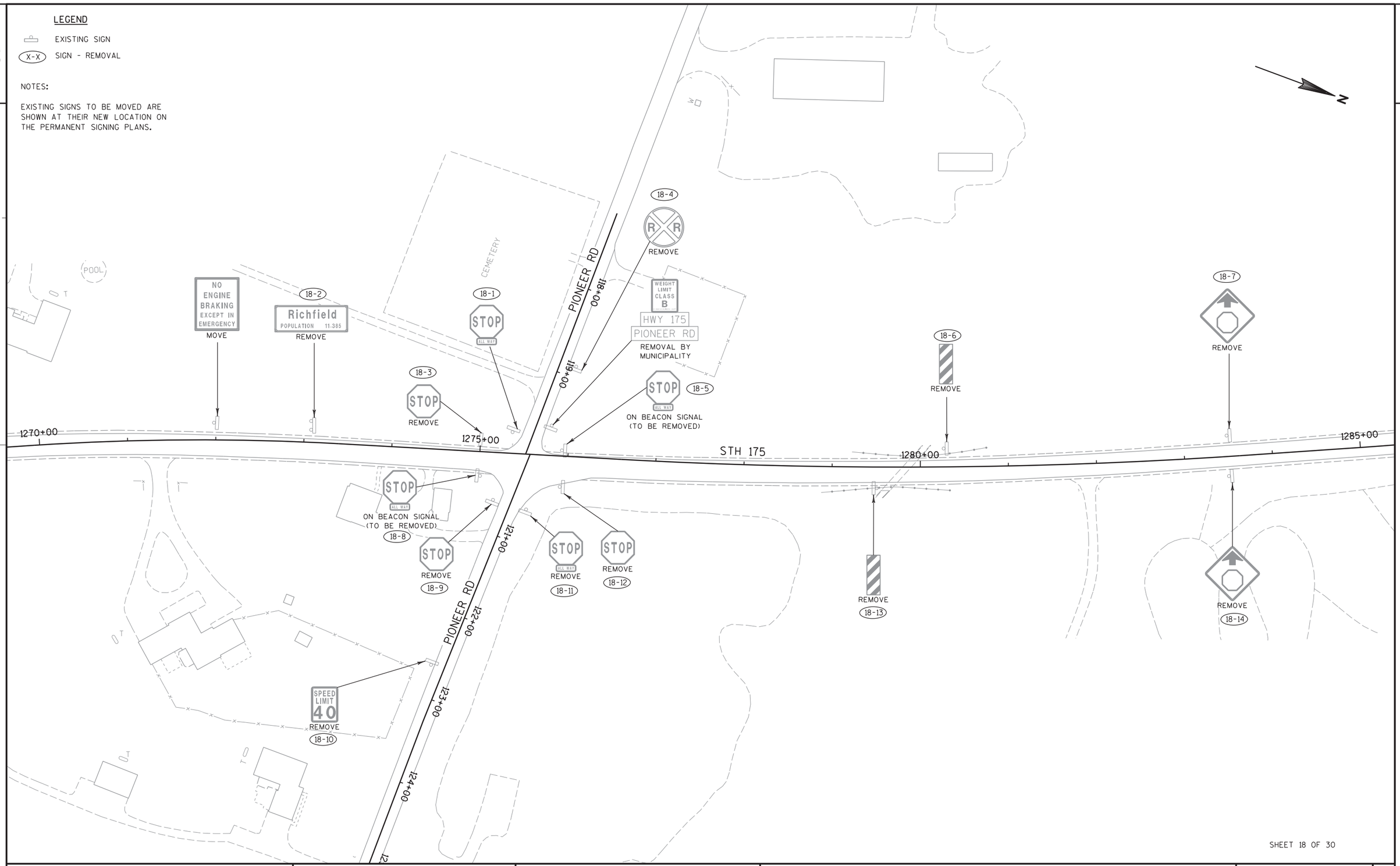
LEGEND

EXISTING SIGN

(X-X) SIGN - REMOVAL

NOTES:

EXISTING SIGNS TO BE MOVED ARE SHOWN AT THEIR NEW LOCATION ON THE PERMANENT SIGNING PLANS.



2

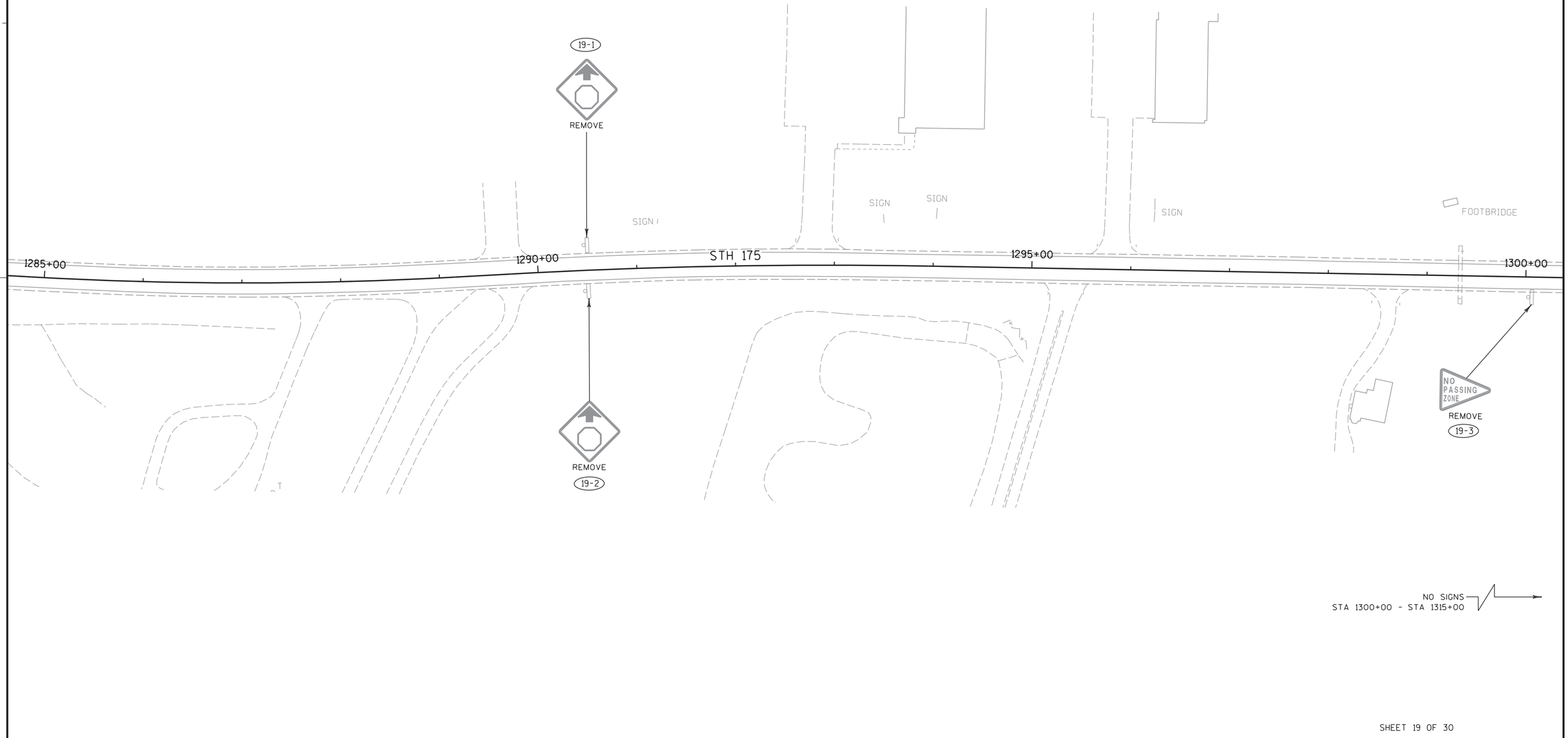
LEGEND

EXISTING SIGN

(X-X) SIGN - REMOVAL

NOTES:

EXISTING SIGNS TO BE MOVED ARE SHOWN AT THEIR NEW LOCATION ON THE PERMANENT SIGNING PLANS.



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	SIGN REMOVALS	SHEET 133	E

FILE NAME : P:\43xx\4340\Plan\Signing\Rural\023220_es.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

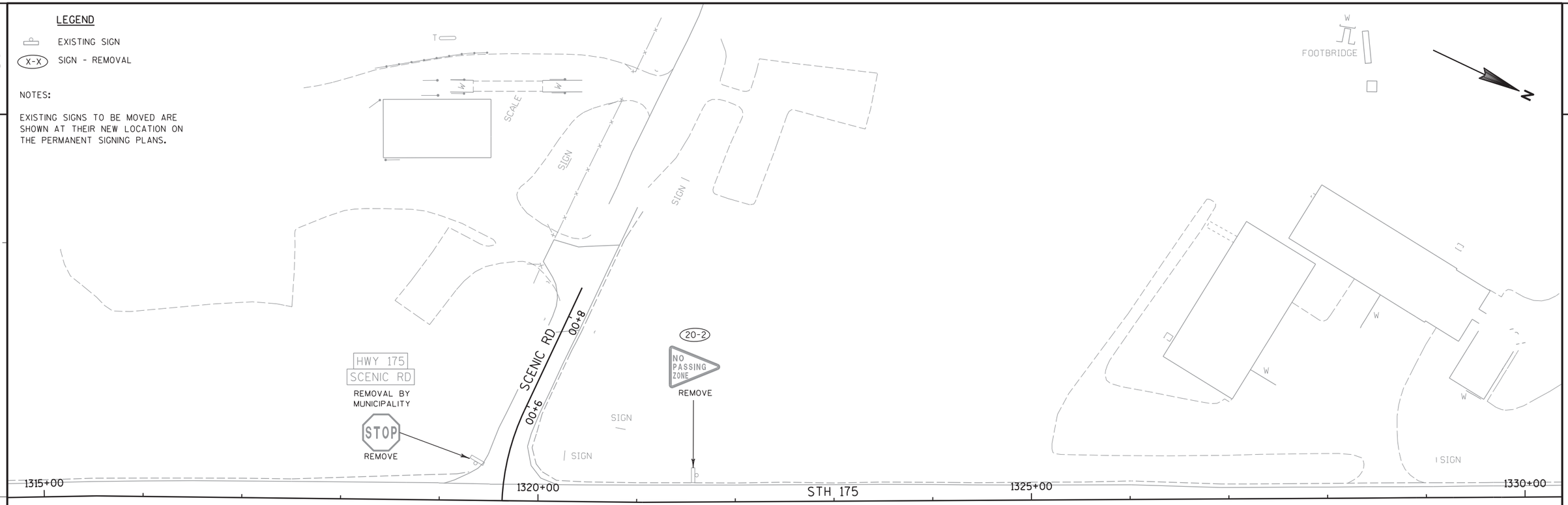
LEGEND

EXISTING SIGN

X-X SIGN - REMOVAL

NOTES:

EXISTING SIGNS TO BE MOVED ARE SHOWN AT THEIR NEW LOCATION ON THE PERMANENT SIGNING PLANS.



2

SHEET 20 OF 30

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	SIGN REMOVALS	SHEET 134	E

2

LEGEND

EXISTING SIGN

X-X SIGN - REMOVAL

NOTES:

EXISTING SIGNS TO BE MOVED ARE SHOWN AT THEIR NEW LOCATION ON THE PERMANENT SIGNING PLANS.

CANADIAN NATIONAL RAILWAY

WISCONSIN & SOUTHERN RAILROAD

N

STOP AHEAD
TO REMAIN

FOND DU LAC DR

HWY 175
FOND DU LAC DR
REMOVAL BY MUNICIPALITY

21-1
STOP
REMOVE

R R
WEIGHT LIMIT 10 TONS
TO REMAIN

SIGN

SPONSOR RICHFIELD BOATING CLUB
MOVE

21-2
REMOVE

SIGN

SCENIC RD
REMOVAL BY MUNICIPALITY

STOP
REMOVE
21-5

SPONSOR SLINGER MIDDLE SCHOOL
MOVE

REMOVE
21-6

NO SIGNS
STA 1345+00 - STA 1360+00

STH 175

1330+00
1335+00
1340+00
1345+00
45+00
46+00
47+00
48+00
49+00
50+00
51+00
52+00
53+00
54+00

POOL

STOP
REMOVE
21-3

HWY 175
WESTERN AVE
REMOVAL BY MUNICIPALITY

DEAD END
REMOVE
21-4

WESTERN AVE

SCENIC RD

WALLS

SHEET 21 OF 30

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	SIGN REMOVALS	SHEET 135	E

FILE NAME : P:\43xx\4340\Plan\Signing\Rural\023223_es.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

2

LEGEND

EXISTING SIGN

(X-X) SIGN - REMOVAL

NOTES:

EXISTING SIGNS TO BE MOVED ARE SHOWN AT THEIR NEW LOCATION ON THE PERMANENT SIGNING PLANS.

N

NATIONAL RAILWAY

& SOUTHERN RAILROAD

1360+00

1365+00

STH 175

1370+00

1375+00

NO SIGNS
STA 1345+00 - STA 1360+00

FARMLANE DR

22-1

STOP

REMOVE

HWY 175
FARMLANE DR

REMOVAL BY MUNICIPALITY

SHEET 22 OF 30

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	SIGN REMOVALS	SHEET 136	E

FILE NAME : P:\43xx\4340\Plan\Signing\Rural\023225_es.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:100

2

2

LEGEND

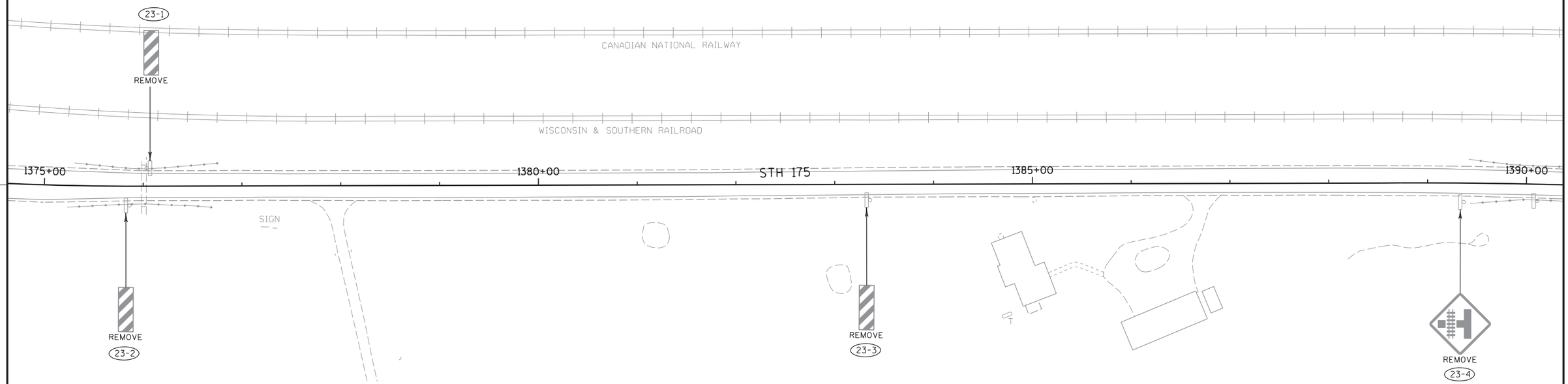
EXISTING SIGN

X-X SIGN - REMOVAL

NOTES:

EXISTING SIGNS TO BE MOVED ARE SHOWN AT THEIR NEW LOCATION ON THE PERMANENT SIGNING PLANS.

N



SHEET 23 OF 30

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	SIGN REMOVALS	SHEET 137	E

FILE NAME : P:\43xx\4340\Plan\Signing\Rural\023226_es.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

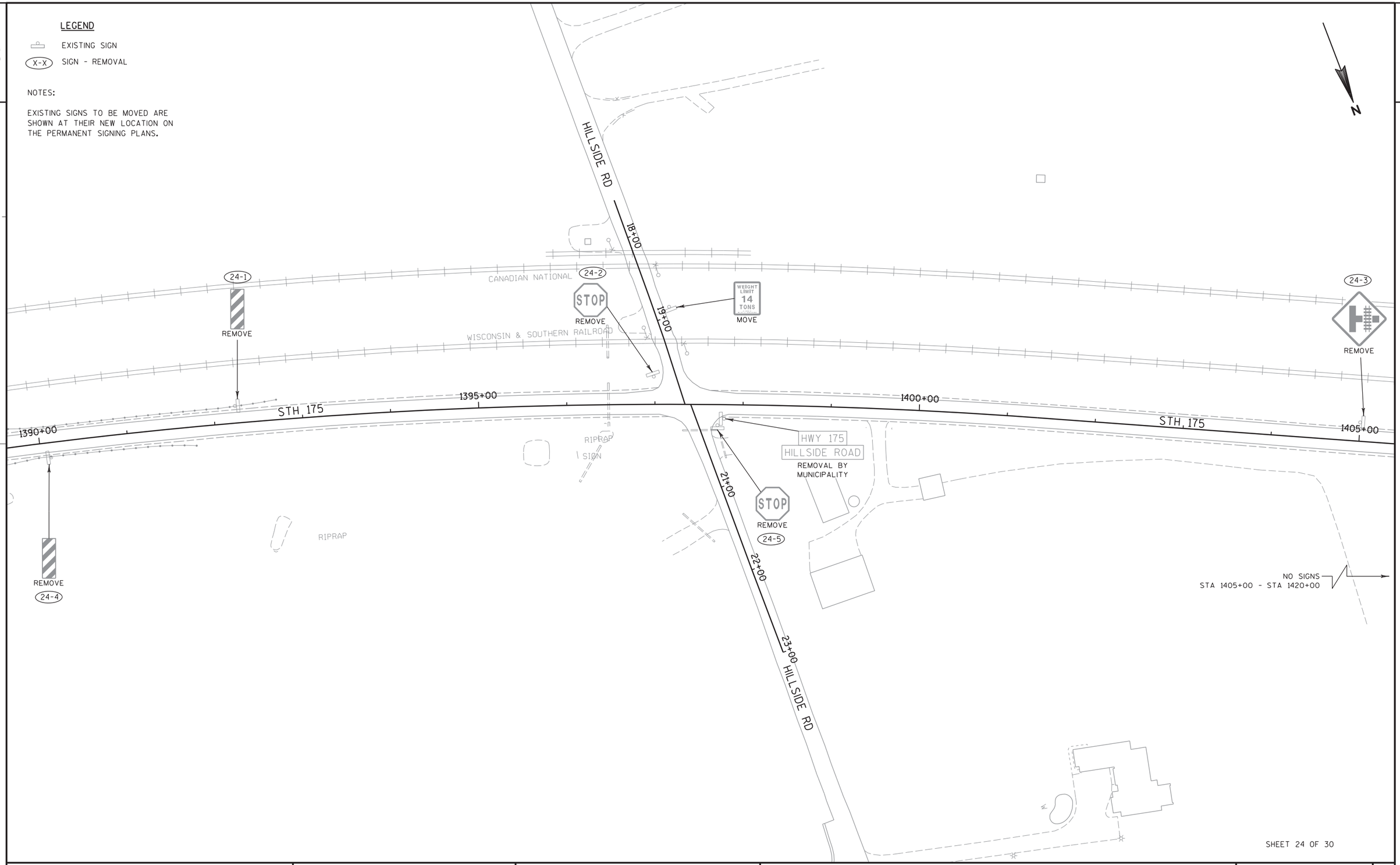
LEGEND

EXISTING SIGN

(X-X) SIGN - REMOVAL

NOTES:

EXISTING SIGNS TO BE MOVED ARE SHOWN AT THEIR NEW LOCATION ON THE PERMANENT SIGNING PLANS.



SHEET 24 OF 30

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	SIGN REMOVALS	SHEET 138	E

FILE NAME : P:\43xx\4340\Plan\Signing\Rural\023227_es.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

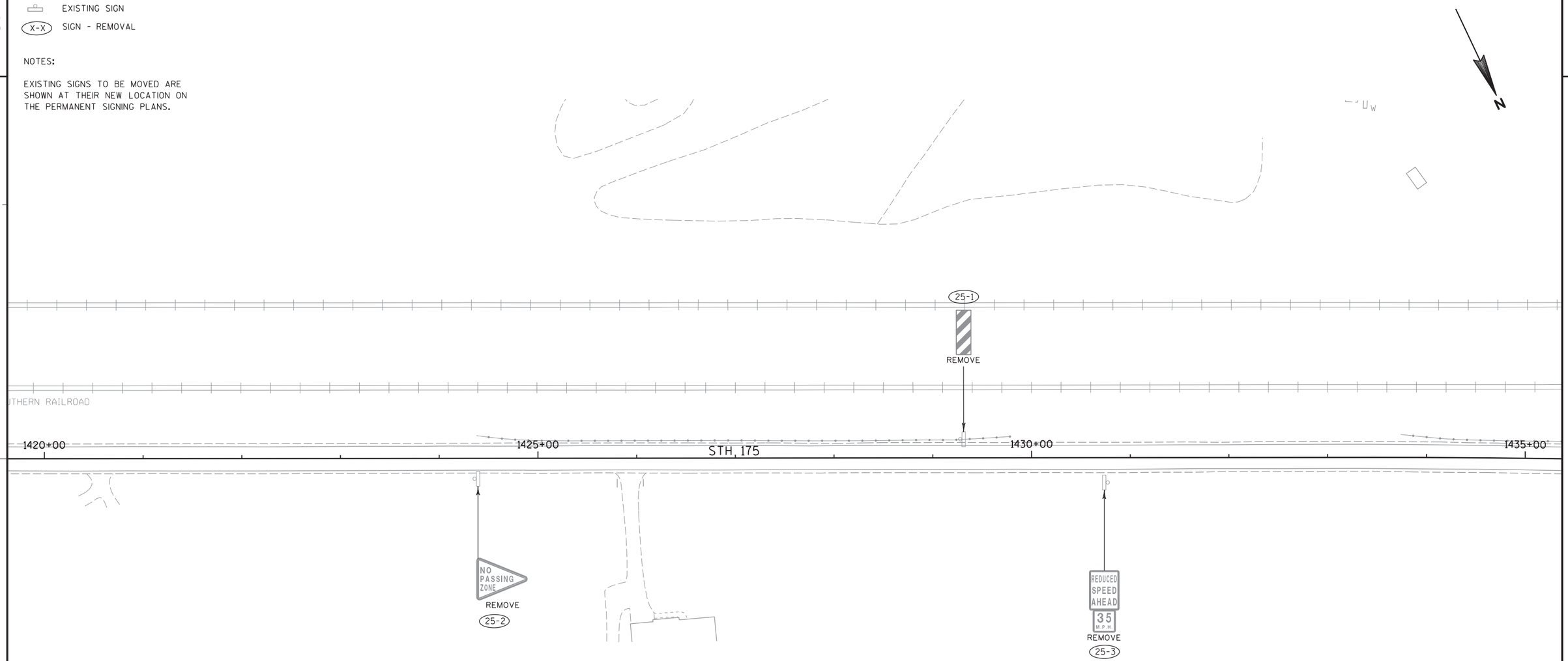
LEGEND

EXISTING SIGN

X-X SIGN - REMOVAL

NOTES:

EXISTING SIGNS TO BE MOVED ARE SHOWN AT THEIR NEW LOCATION ON THE PERMANENT SIGNING PLANS.



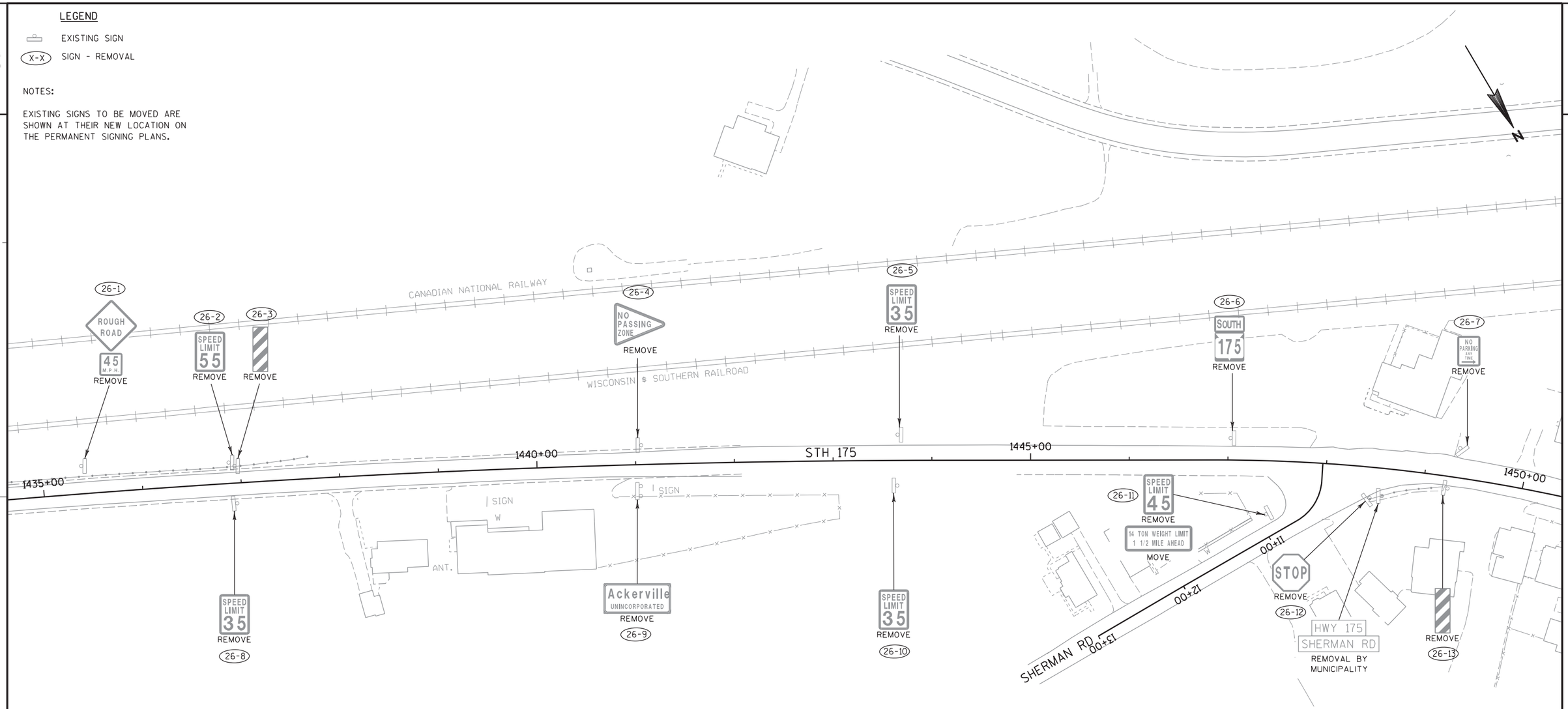
LEGEND

EXISTING SIGN

(X-X) SIGN - REMOVAL

NOTES:

EXISTING SIGNS TO BE MOVED ARE SHOWN AT THEIR NEW LOCATION ON THE PERMANENT SIGNING PLANS.



SHEET 26 OF 30

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	SIGN REMOVALS	SHEET 140	E

FILE NAME : P:\43xx\4340\Plan\Signing\Rural\023230_es.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

LEGEND

EXISTING SIGN

X-X SIGN - REMOVAL

N

NOTES:

EXISTING SIGNS TO BE MOVED ARE SHOWN AT THEIR NEW LOCATION ON THE PERMANENT SIGNING PLANS.

SHERMAN RD.

CANADIAN NATIONAL RAILWAY

WISCONSIN $ SOUTHERN RAILROAD

LOVERS LN / STH 164

INL

ANT.

27-1 NO PARKING ANY TIME REMOVE

27-2 SPEED LIMIT 35 REMOVE

27-3 NO PARKING ANY TIME REMOVE

27-4 SPEED LIMIT 35 REMOVE

SPONSOR SLINGER MIDDLE SCHOOL MOVE

27-5 Ackerville UNINCORPORATED REMOVE

SIGN

1450+00

STH 175

1455+00

1460+00

STH 175

1465+00

W

SIGN

RIPRAP

27-6 SPEED LIMIT 35 REMOVE

27-7 SPEED LIMIT 40 REMOVE

RIPRAP

RIPRAP

LOVERS LN / STH 164

TO 164 REMOVE 27-8

SHEET 27 OF 30

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	SIGN REMOVALS	SHEET 141	E

FILE NAME : P:\43xx\4340\Plan\Signing\Rural\023231_es.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:100

2

2

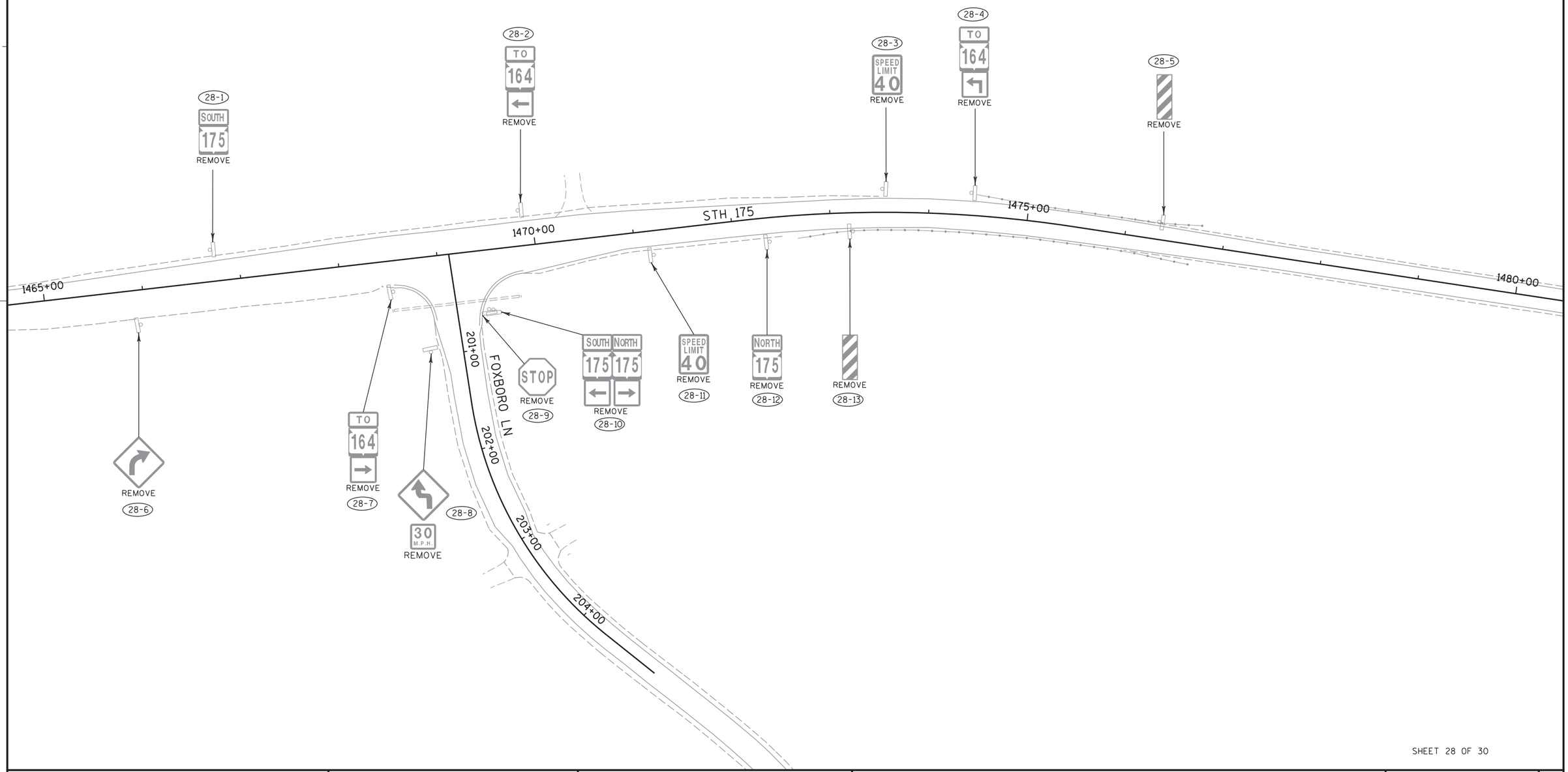
LEGEND

EXISTING SIGN

(X-X) SIGN - REMOVAL

NOTES:

EXISTING SIGNS TO BE MOVED ARE SHOWN AT THEIR NEW LOCATION ON THE PERMANENT SIGNING PLANS.



SHEET 28 OF 30

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	SIGN REMOVALS	SHEET 142	E

FILE NAME : P:\43xx\4340\Plan\Signing\Rural\023232_es.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:100

2

2

LEGEND

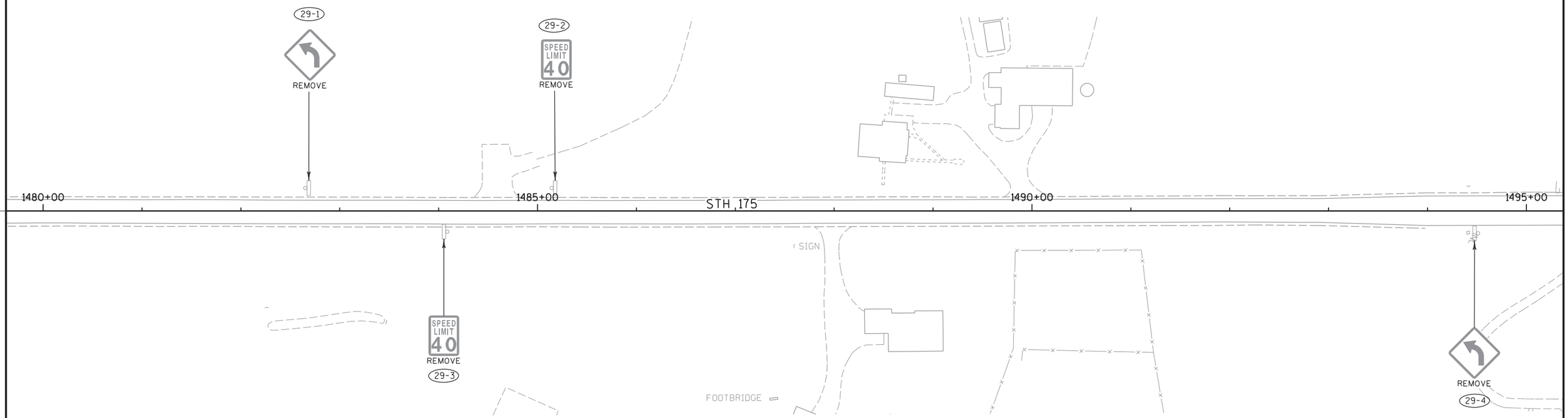
EXISTING SIGN

(X-X) SIGN - REMOVAL

NOTES:

EXISTING SIGNS TO BE MOVED ARE SHOWN AT THEIR NEW LOCATION ON THE PERMANENT SIGNING PLANS.

N



SHEET 29 OF 30

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	SIGN REMOVALS	SHEET 143	E

FILE NAME : P:\43xx\4340\Plan\Signing\Rural\023233_es.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

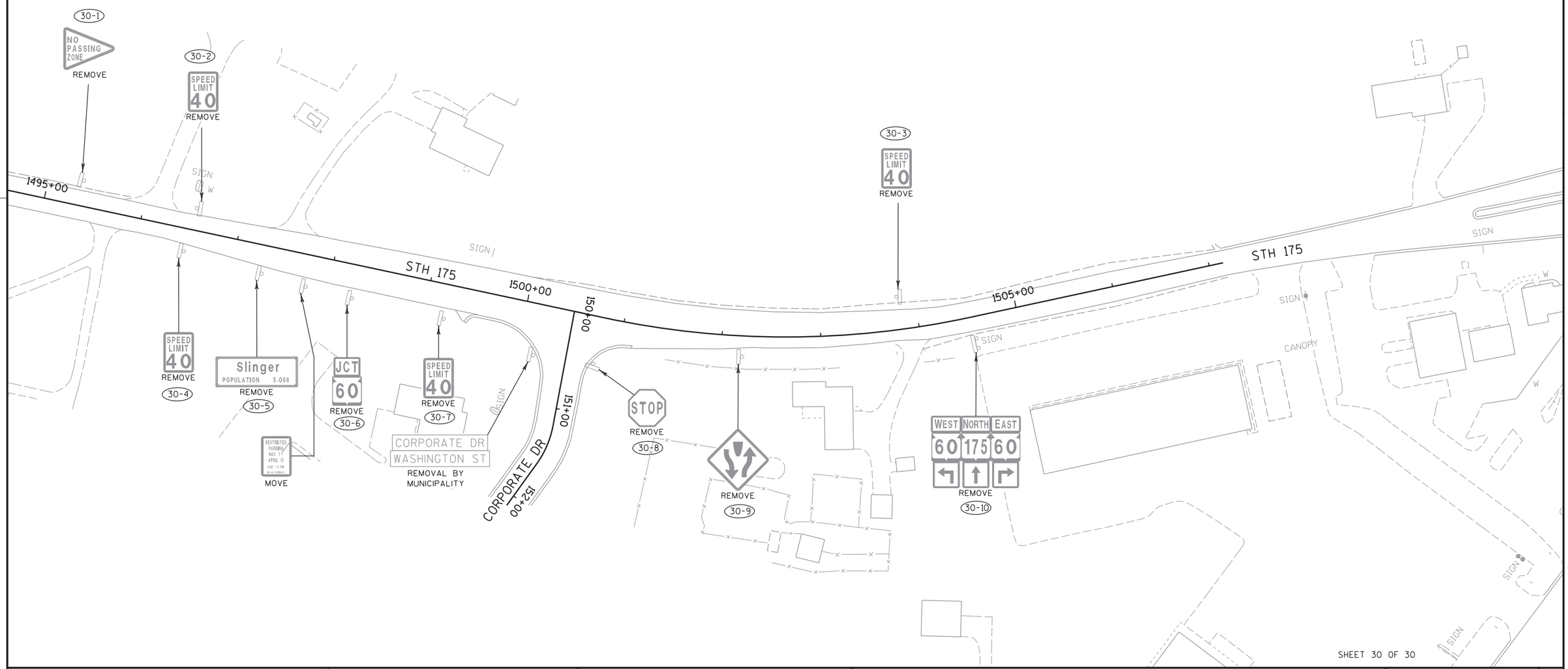
LEGEND

EXISTING SIGN

(X-X) SIGN - REMOVAL

NOTES:

EXISTING SIGNS TO BE MOVED ARE SHOWN AT THEIR NEW LOCATION ON THE PERMANENT SIGNING PLANS.



SHEET 30 OF 30

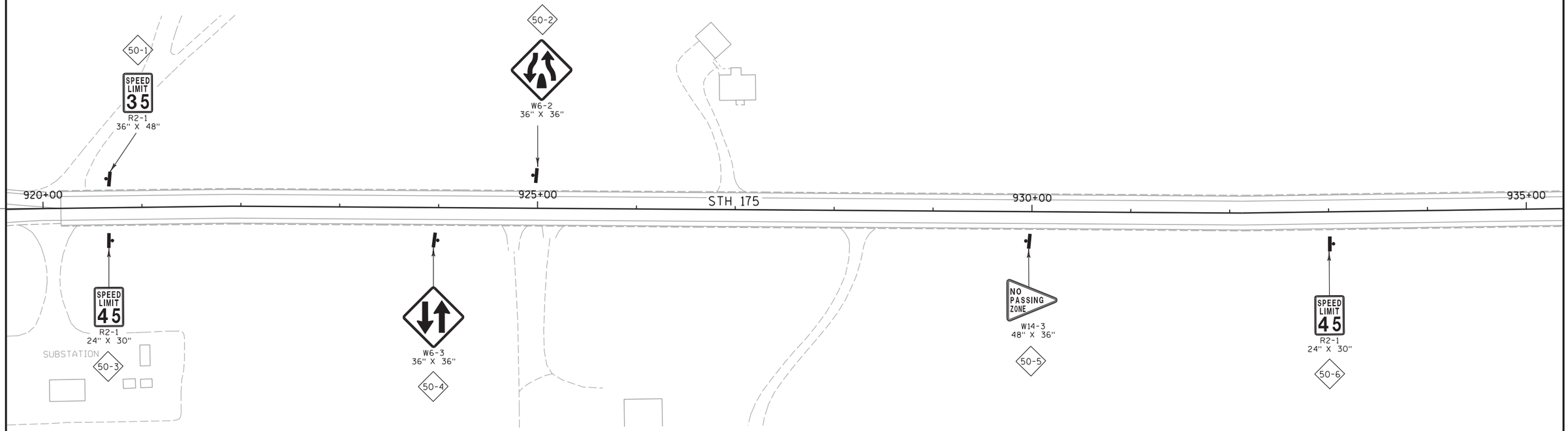
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	SIGN REMOVALS	SHEET 144	E

LEGEND

PROPOSED SIGN

X-X SIGN - PROPOSED

18" X 18" TEMPORARY ORANGE FLAGS



NOTES

WHEN AN EXISTING STOP SIGN SUPPORT IS TO BE REMOVED AND A NEW STOP SIGN AND SUPPORT ERECTED, THE WORK SHALL BE DONE CONCURRENTLY. FOR OTHER SIGNS AND SUPPORTS THAT ARE TO BE REMOVED AND NEW SIGNS AND SUPPORTS ERECTED, THE REMOVAL OF THE EXISTING SIGN/SUPPORT AND ERECTION OF THE NEW SIGN/SUPPORT SHOULD BE DONE AS CONCURRENTLY AS POSSIBLE. IN NO CASE SHALL A NEW SIGN/SUPPORT BE DOWN FOR MORE THAN 24 HOURS AND THERE SHALL NOT BE MORE THAN ONE SIGN OF THE SAME LEGEND MISSING IN A ROW.

WOOD POSTS SIZES, FOR TYPE II SIGNS ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DETERMINED IN THE FIELD.

INSTALL NO PASSING ZONE PENNANT SIGNS BASED ON NEW PASSING ZONES ESTABLISHED.

PRIOR TO INSTALLATION OF ANY SIGNS, LOCATE R/W AS SHOWN ON THE PLANS AND PLAT TO ENSURE SIGNS ARE PLACED WITHIN HIGHWAY R/W.

2

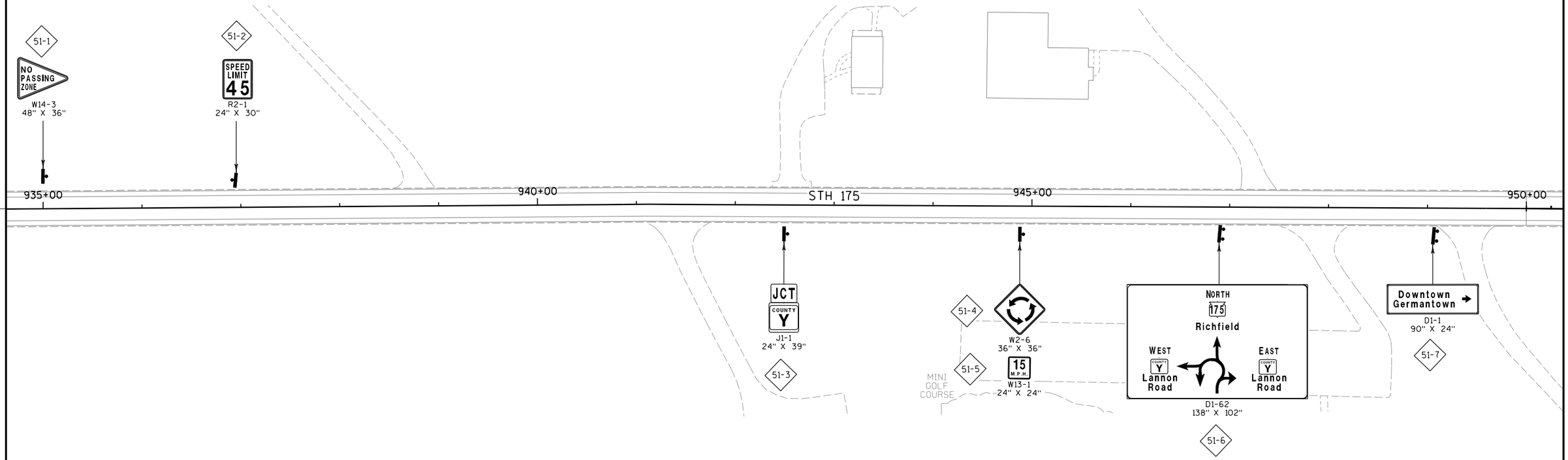
LEGEND

PROPOSED SIGN

X-X SIGN - PROPOSED

18" X 18" TEMPORARY ORANGE FLAGS

N



SHEET 2 OF 30

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PERMANENT SIGNING	SHEET 146	E

2

LEGEND

- PROPOSED SIGN
- X-X SIGN - PROPOSED
- 18" X 18" TEMPORARY ORANGE FLAGS

N

CTH Y / LANNON RD

150+00"I" 150+00"J" 151+00"I" 151+00"J" 152+00"I" 152+00"J" 153+00"I" 153+00"J" 154+00"I" 154+00"J"

MATCH LANNON RD SHEET

52-1 DO NOT ENTER R5-1 36" X 36"

52-2 SPEED LIMIT 45 R2-1 24" X 30"

52-3 WRONG WAY R5-1A 36" X 24"

52-4 SOUTH 175 J4-1 24" X 36"

52-5 SOUTH 175 D1-1 42" X 30"

52-6 TO TRAFFIC FROM LEFT R1-54 24" X 15"

52-7 YIELD R1-2 36" X 31"

52-8 ONE WAY R6-2R 24" X 30"

52-9 YIELD R1-2 36" X 31"

52-10 WEST COUNTY Y J4-1 24" X 36"

52-11 WEST COUNTY Y D1-1 42" X 30"

52-12 YIELD R1-2 36" X 31"

52-13 TO TRAFFIC FROM LEFT R1-54 24" X 15"

52-14 YIELD R1-2 36" X 31"

52-15 ONE WAY R6-2R 24" X 30"

52-16 EAST SOUTH WEST COUNTY Y 175 COUNTY Y J3-3 72" X 57"

SIGN STRUCTURE S-66-242

52-17 ONLY R3-5X 42" X 48"

52-18 R3-6R 42" X 48"

52-19 COUNTY Y Lannon Rd M1-94 90" X 18" TYPE II

52-20 R4-7 24" X 30"

52-21 W5-54 18" X 18"

SEE DETAIL FOR MOUNTING

52-22 W3-2 36" X 36"

52-23 Downtown Germantown D1-1 90" X 24"

52-24 STOP R1-1 30" X 30"

52-25 W2-6 36" X 36"

52-26 15 M.P.H. W13-1 24" X 24"

WILLOW CREEK RD

176+00 177+00 178+00 179+00

CANOPY

950+00 951+00"I" 951+00"J" 952+00"I" 952+00"J" 953+00"I" 953+00"J" 954+00"I" 954+00"J" 955+00"I" 955+00"J" 956+00 957+00"N" 957+00"M" 958+00"N" 958+00"M" 960+00 965+00

STH 175

52-27 W3-2 36" X 36"

52-28 R4-7 24" X 30"

52-29 W5-54 18" X 18"

SEE DETAIL FOR MOUNTING

52-30 YIELD R1-2 36" X 31"

52-31 ONE WAY R6-2R 24" X 30"

52-32 YIELD R1-2 36" X 31"

52-33 TO TRAFFIC FROM LEFT R1-54 24" X 15"

52-34 52-35 52-36 52-37 52-38 52-39 52-40 52-41 ONE WAY R6-1R 36" X 12" R6-4B 60" X 24"

(4-FT MOUNTING HEIGHT)

52-42 EAST COUNTY Y D1-1 42" X 30"

52-43 EAST COUNTY Y J4-1 24" X 36"

52-44 WRONG WAY R5-1A 36" X 24"

MATCH LANNON RD SHEET

156+00"K" 156+00"L" 157+00"K" 157+00"L" 158+00"K" 158+00"L" 159+00

CTH Y / LANNON RD

52-45 YIELD R1-2 36" X 31"

52-46 ONE WAY R6-2R 24" X 30"

52-47 YIELD R1-2 36" X 31"

52-48 TO TRAFFIC FROM LEFT R1-54 24" X 15"

52-49 NORTH 175 J4-1 24" X 36"

52-50 WRONG WAY R5-1A 36" X 24"

52-51 NORTH 175 D1-1 42" X 30"

52-52 SPEED LIMIT 45 R2-1 24" X 30"

52-53 DO NOT ENTER R5-1 36" X 36"

SHEET 3 OF 30

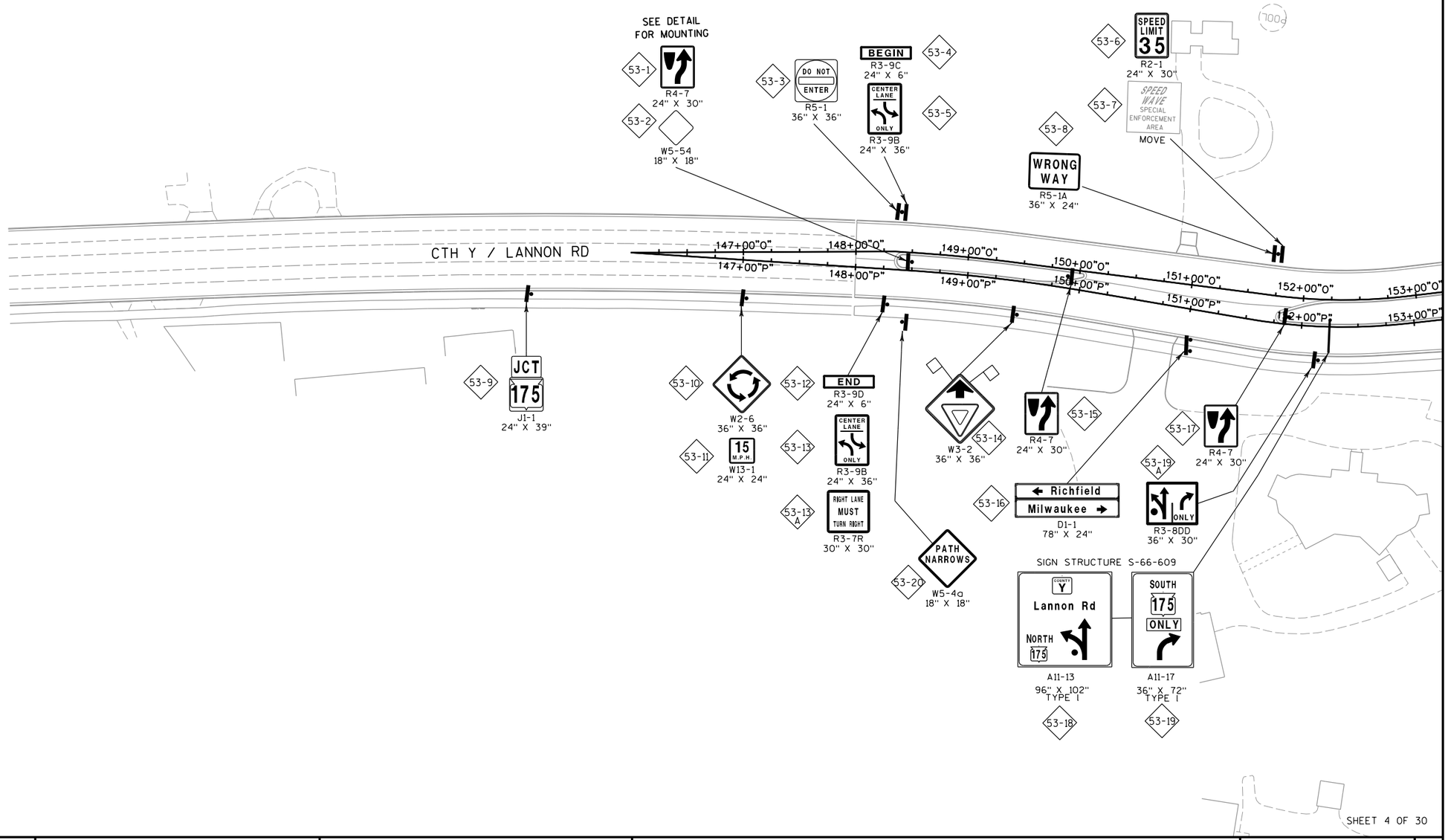
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PERMANENT SIGNING	SHEET 147	E

LEGEND

PROPOSED SIGN

X-X SIGN - PROPOSED

18" X 18" TEMPORARY ORANGE FLAGS



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PERMANENT SIGNING - LANNON ROAD	SHEET 148	E

FILE NAME : P:\43xx\4340\Plan\Signing\Rural\023253_ps.dgn PLOT DATE : 7/11/2016 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

LEGEND

PROPOSED SIGN

X-X SIGN - PROPOSED

18" X 18" TEMPORARY ORANGE FLAGS

N

SIGN STRUCTURE S-66-610

COUNTY Y
Lannon Rd
SOUTH 175
A11-13
96" X 102"
TYPE I
54-1

NORTH 175 ONLY
A11-17
36" X 72"
TYPE I
54-2

Milwaukee
Richfield
D1-1
78" X 24"
54-3

54-2 A
W3-2
36" X 36"
54-4

ONLY
R3-8DD
36" X 30"

RIGHT LANE MUST TURN RIGHT
R3-7R
30" X 30"
54-4 A

W2-6
36" X 36"
54-5

15 M.P.H.
W13-1
24" X 24"
54-6

JCT 175
J1-1
24" X 39"
54-7

157+00"L"
158+00"L"
159+00"L"
160+00"L"
161+00"L"
162+00
157+00"K"
158+00"K"
159+00"K"
160+00"K"
161+00"K"

CTH Y / LANNON RD

SPEED LIMIT 45
R2-1
24" X 30"
54-9

DO NOT ENTER
R5-1
36" X 36"
54-8

R4-7
24" X 30"
54-10

W5-54
18" X 18"
54-11

SEE DETAIL FOR MOUNTING

DRIVING RANGE

SHEET 5 OF 30

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PERMANENT SIGNING - LANNON ROAD	SHEET 149	E

FILE NAME : P:\43xx\4340\Plan\Signing\Rural\023254_ps.dgn PLOT DATE : 7/11/2016 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:100

2

LEGEND

PROPOSED SIGN

X-X SIGN - PROPOSED

18" X 18" TEMPORARY ORANGE FLAGS

N

55-1
Lannon Rd
AT ROUNDABOUT
D1-63 MODIFIED
60" X 21"

55-2
JCT
COUNTY
Y
J1-1
24" X 39"

55-3
W2-2
30" X 30"

55-4
MOVE

55-11
W1-7
48" X 24"

55-5
SPEED LIMIT 45
R2-1
24" X 30"

55-6
Hilltop Dr
D1-1
78" X 15"

965+00 970+00 STH 175 975+00 980+00

Hilltop Dr
D1-1
78" X 15"
55-7

POOL

131+00

STOP
R1-1
30" X 30"
55-9

175
J13-1
24" X 45"
55-10

132+00

SPEED LIMIT 40
R2-1
24" X 30"
55-8

133+00 HILLTOP DR

POOL

SHEET 6 OF 30

2

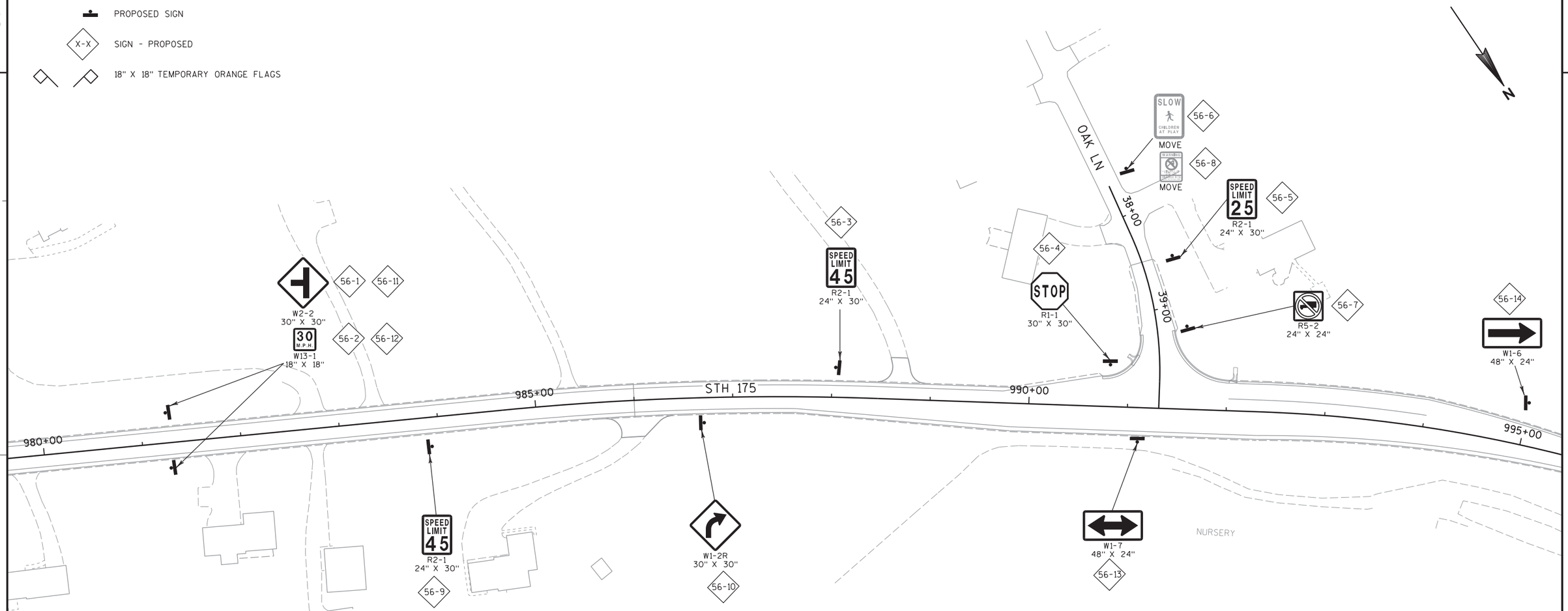
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PERMANENT SIGNING	SHEET 150	E

LEGEND

PROPOSED SIGN

X-X SIGN - PROPOSED

18" X 18" TEMPORARY ORANGE FLAGS



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PERMANENT SIGNING	SHEET 151	E

FILE NAME : P:\43xx\4340\Plan\Signing\Rural\023256_ps.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

2

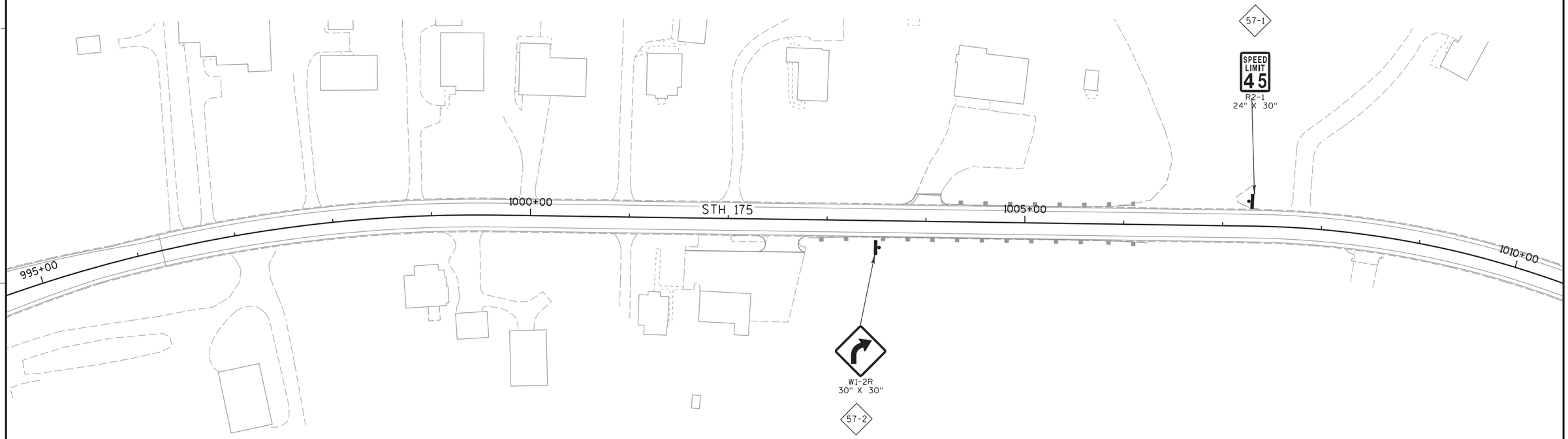
LEGEND

PROPOSED SIGN

X-X SIGN - PROPOSED

18" X 18" TEMPORARY ORANGE FLAGS

N



SHEET 8 OF 30

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PERMANENT SIGNING	SHEET 152	E

FILE NAME : P:\43xx\4340\Plan\Signing\Rural\023257_ps.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

LEGEND

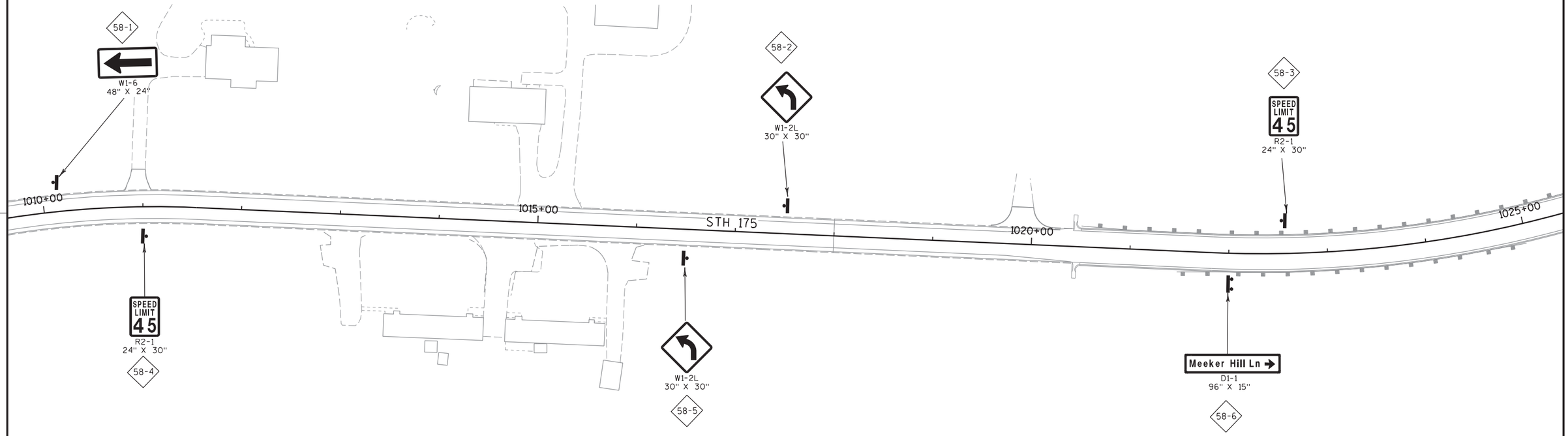
PROPOSED SIGN

X-X SIGN - PROPOSED

18" X 18" TEMPORARY ORANGE FLAGS

N

2



SHEET 9 OF 30

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PERMANENT SIGNING	SHEET 153	E

FILE NAME : P:\43xx\4340\Plan\Signing\Rural\023258_ps.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

LEGEND

PROPOSED SIGN

X-X SIGN - PROPOSED

18" X 18" TEMPORARY ORANGE FLAGS

N

2

59-12
W1-7
48" X 24"

59-1
Meeker Hill Ln
D1-1
96" X 15"

59-2
W1-2R
30" X 30"

59-3
SPEED LIMIT 45
R2-1
24" X 30"

59-4
6%
W7-1
30" X 30"

RUINS

1025+00

1030+00

STH 175

1035+00

1040+00

61+00

62+00

MEEKER HILL LN

STOP
R1-1
30" X 30"
59-7

SPEED LIMIT 45
R2-1
24" X 30"
59-8

Meeker Hill Ln
D1-1
96" X 15"
59-9

W2-7R
30" X 30"
30 M.P.H.
W13-1
18" X 18"
59-10
59-11

MEEKER HILL LN

71+00
72+00
73+00
74+00

59-6
SPEED LIMIT 30
R2-1
24" X 30"
59-5

W3-1
36" X 36"

SHEET 10 OF 30

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PERMANENT SIGNING	SHEET 154	E

FILE NAME : P:\43xx\4340\Plan\Signing\Rural\023260_ps.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

2

LEGEND

PROPOSED SIGN

X-X SIGN - PROPOSED

18" X 18" TEMPORARY ORANGE FLAGS

N

RUINS

BERM

BERM

BERM

BARK LAKE RD

STH 175

1040+00

1045+00

1050+00

1055+00

1060+00

1065+00

60-1

Meeker Hill Ln

D1-1
96" X 15"

60-2

STOP

R1-1
30" X 30"

60-3

NO OUTLET

W14-2
30" X 30"

60-7

W1-7
48" X 24"

STOP

R1-1
30" X 30"

60-4

W1-6
48" X 24"

60-8

60-9

W1-7
48" X 24"

NO PASSING ZONE

W14-3
48" X 36"

60-5

SPEED LIMIT 45

R2-1
24" X 30"

60-6

SHEET 11 OF 30

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PERMANENT SIGNING	SHEET 155	E

FILE NAME : P:\43xx\4340\Plan\Signing\Rural\023261_ps.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

LEGEND

PROPOSED SIGN

X-X SIGN - PROPOSED

18" X 18" TEMPORARY ORANGE FLAGS

POOL

61-5
W3-1
36" X 36"
PLACE 325' (MIN) PRIOR TO STOP SIGN

AMY BELLE RD

17+00

18+00

19+00

61-6
SPEED LIMIT 35
R2-1
24" X 30"

61-13
W1-6
48" X 24"

61-1
SPEED LIMIT 45
R2-1
24" X 30"

61-2
SOUTH 175
J4-1
24" X 36"

61-3
175
J13-1
24" X 45"

61-4
STOP
R1-1
30" X 30"

BERM

BERM

1055+00

1060+00

STH 175

1065+00

1070+00

61-12
W2-2
30" X 30"

61-7
Amy Belle Rd
D1-1
90" X 15"

61-8
W1-2R
30" X 30"

SCALE

BERM

61-11
W1-7
48" X 24"

61-9
NO ENGINE BRAKING EXCEPT IN EMERGENCY
MOVE

61-10
NORTH 175
J4-1
24" X 36"

SHEET 12 OF 30

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PERMANENT SIGNING	SHEET 156	E

FILE NAME : P:\43xx\4340\Plan\Signing\Rural\023262_ps.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:100

2

LEGEND

PROPOSED SIGN

X-X SIGN - PROPOSED

18" X 18" TEMPORARY ORANGE FLAGS

N

62-1

Amy Belle Rd

D1-1
90" X 15"

62-2

W1-2L
30" X 30"

QUARRY

62-3

NO PASSING ZONE

W14-3
48" X 36"

62-4

SPEED LIMIT 45

R2-1
24" X 30"

SCALE

SCALE

1070+00

1075+00

STH 175

1080+00

1085+00

Richfield
POPULATION 11,300

I2-3
60" X 24"

62-5

SPEED LIMIT 45

R2-1
24" X 30"

62-6

W1-2R
30" X 30"

62-7

Richfield
Business District

D1-56
72" X 21"

62-8

NO SIGNING FROM
STA 1085+00 - STA 1195+00

SHEET 13 OF 30

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PERMANENT SIGNING	SHEET 157	E

FILE NAME : P:\43xx\4340\Plan\Signing\Rural\023263_ps.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

2

LEGEND

PROPOSED SIGN

X-X SIGN - PROPOSED

18" X 18" TEMPORARY ORANGE FLAGS

N

63-1
SPEED LIMIT 40
R2-1
24" X 30"

63-2
NO PASSING ZONE
W14-3
48" X 36"

63-3
SPONSOR
BEST BUY 1ST MENOMONEE FALLS
MOVE

63-4
SOUTH 175
J4-1
24" X 36"

63-5
SPEED LIMIT 40
R2-1
24" X 30"

1195+00

1200+00

STH 175

1205+00

1210+00

NO SIGNING FROM
STA 1085+00 - STA 1195+00

63-6
SPEED LIMIT 40
R2-1
24" X 30"

63-7
SPEED LIMIT 40
R2-1
24" X 30"

Pleasant Hill Rd
Next Intersection
Mayfield Rd
Second Intersection
D1-64 MOD
90" x 42"

63-8

PLEASANT HILL RD

53+00

54+00

55+00

SHEET 14 OF 30

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PERMANENT SIGNING	SHEET 158	E

FILE NAME : P:\43xx\4340\Plan\Signing\Rural\023264_ps.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

2

LEGEND

PROPOSED SIGN

X-X SIGN - PROPOSED

18" X 18" TEMPORARY ORANGE FLAGS

N

MAYFIELD RD

PLEASANT HILL RD

47+00

48+00

49+00

50+00

51+00

52+00

53+00

STH 175

1210+00

1215+00

1220+00

1225+00

64-1 175 J13-1 24" X 45"

64-2 STOP R1-1 30" X 30"

64-3 175 J13-1 24" X 45"

64-4 STOP R1-1 30" X 30"

64-22 RIGHT LANE MUST TURN RIGHT R3-7R 36" X 36"

64-6 SPEED LIMIT 40 W3-5 36" X 36"

64-7 Mayfield Rd Next Intersection / Pleasant Hill Rd Second Intersection D1-64 MOD 90" x 42"

64-8 DEAD END W14-1 30" X 30"

64-9 SPEED LIMIT 45 R2-1 24" X 30"

64-10 STOP R1-1 30" X 30"

64-11 175 J13-1 24" X 45"

64-12 SPEED LIMIT 55 R2-1 24" X 30"

64-13 WEIGHT LIMIT CLASS B MOVE

64-15 175 J13-1 24" X 45"

64-14 STOP R1-1 30" X 30"

64-16 Slinger 7 / Fond du Lac 40 D2-2 96" X 24"

64-17 SPONSOR RICHFIELD BOARING LEO CLUB MOVE

64-18 NORTH 175 J4-1 24" X 36"

64-19 W1-4R 30" X 30"

64-20 50 M.P.H. W13-1 18" X 18"

64-21 RIGHT LANE MUST TURN RIGHT R3-7R 36" X 36"

64-12 SPEED LIMIT 55 R2-1 24" X 30"

PLEASANT HILL RD

MAYFIELD RD

PRAIRIE HOLLOW DR

MAYFIELD RD

NO SIGNING FROM STA 1225+00 - STA 1240+00

SHEET 15 OF 30

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PERMANENT SIGNING	SHEET 159	E

2

2

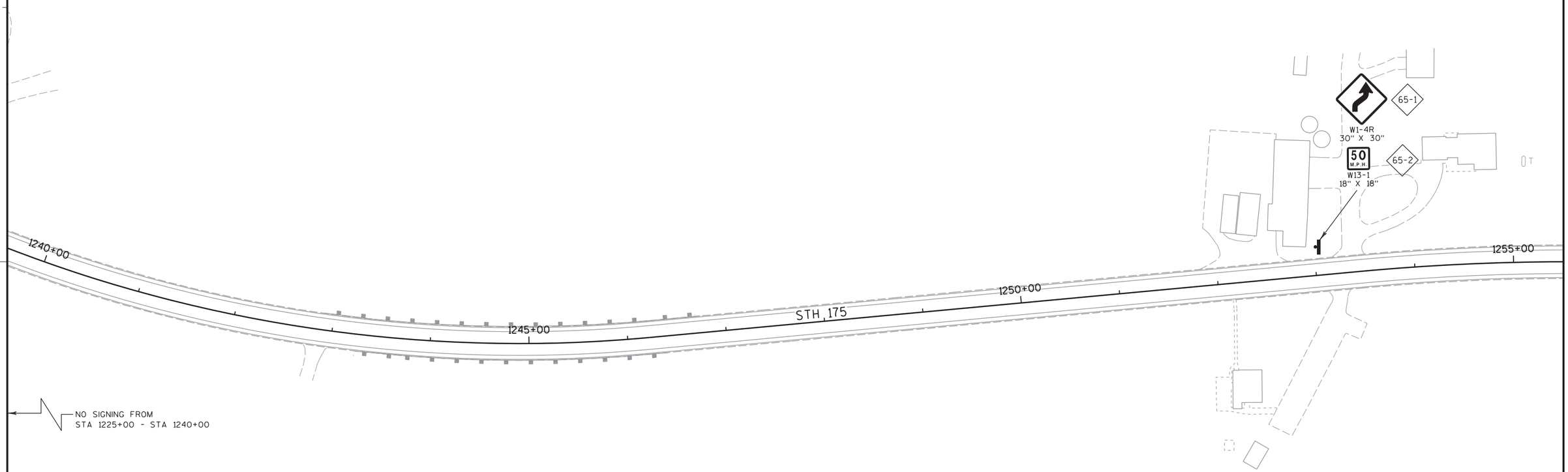
LEGEND

PROPOSED SIGN

X-X SIGN - PROPOSED

18" X 18" TEMPORARY ORANGE FLAGS

N



SHEET 16 OF 30

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PERMANENT SIGNING	SHEET 160	E

FILE NAME : P:\43xx\4340\Plan\Signing\Rural\023267_ps.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

2

LEGEND

PROPOSED SIGN

X-X SIGN - PROPOSED

18" X 18" TEMPORARY ORANGE FLAGS

N

POOL

1255+00

1260+00

STH, 175

1265+00

1270+00

66-1

NO ENGINE BRAKING EXCEPT IN EMERGENCY

MOVE

W3-1
36" X 36"

66-2 66-4

Pioneer Rd

D1-61
66" X 24"

66-3

SHEET 17 OF 30

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PERMANENT SIGNING	SHEET 161	E

FILE NAME : P:\43xx\4340\Plan\Signing\Rural\023268_ps.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

LEGEND

PROPOSED SIGN

X-X SIGN - PROPOSED

18" X 18" TEMPORARY ORANGE FLAGS

PIONEER RD

CEMETERY

POOL

67-1 Richfield POPULATION 11,300 I2-3 60" X 24"

67-9 SPEED LIMIT 45 R2-1 24" X 30"

67-2 SOUTH 175 J4-1 24" X 36"

67-3 175 J13-1 24" X 45"

67-23 STOP R1-1 36" X 36"

67-4 STOP R1-1 36" X 36" ALL WAY R1-3P 18" X 6"

67-5

67-21 R R W10-1 36" X 36"

67-6 STOP R1-1 36" X 36" (MOUNT ON FLASHING BEACON) ALL WAY R1-3P 18" X 6"

67-7

67-8 ONLY R3-8A 36" X 30"

67-10 Pioneer Rd D1-61 66" X 24"

67-11 67-12 W3-1 36" X 36"

119+00

1270+00

1275+00

STH 175

1280+00

1285+00

67-13 ONLY R3-8A 36" X 30"

67-14 67-15 STOP R1-1 36" X 36" (MOUNT ON FLASHING BEACON) ALL WAY R1-3P 18" X 6"

67-24 STOP R1-1 36" X 36"

121+00

122+00

123+00

124+00

67-20 ONLY R3-8A 36" X 30"

67-16 67-17 STOP R1-1 36" X 36" ALL WAY R1-3P 18" X 6"

67-18 175 J13-1 24" X 45"

67-25 STOP R1-1 36" X 36"

67-19 NORTH 175 J4-1 24" X 36"

67-22 SPEED LIMIT 45 R2-1 24" X 30"

SHEET 18 OF 30

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PERMANENT SIGNING	SHEET 162 E

FILE NAME : P:\43xx\4340\Plan\Signing\Rural\023269_ps.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

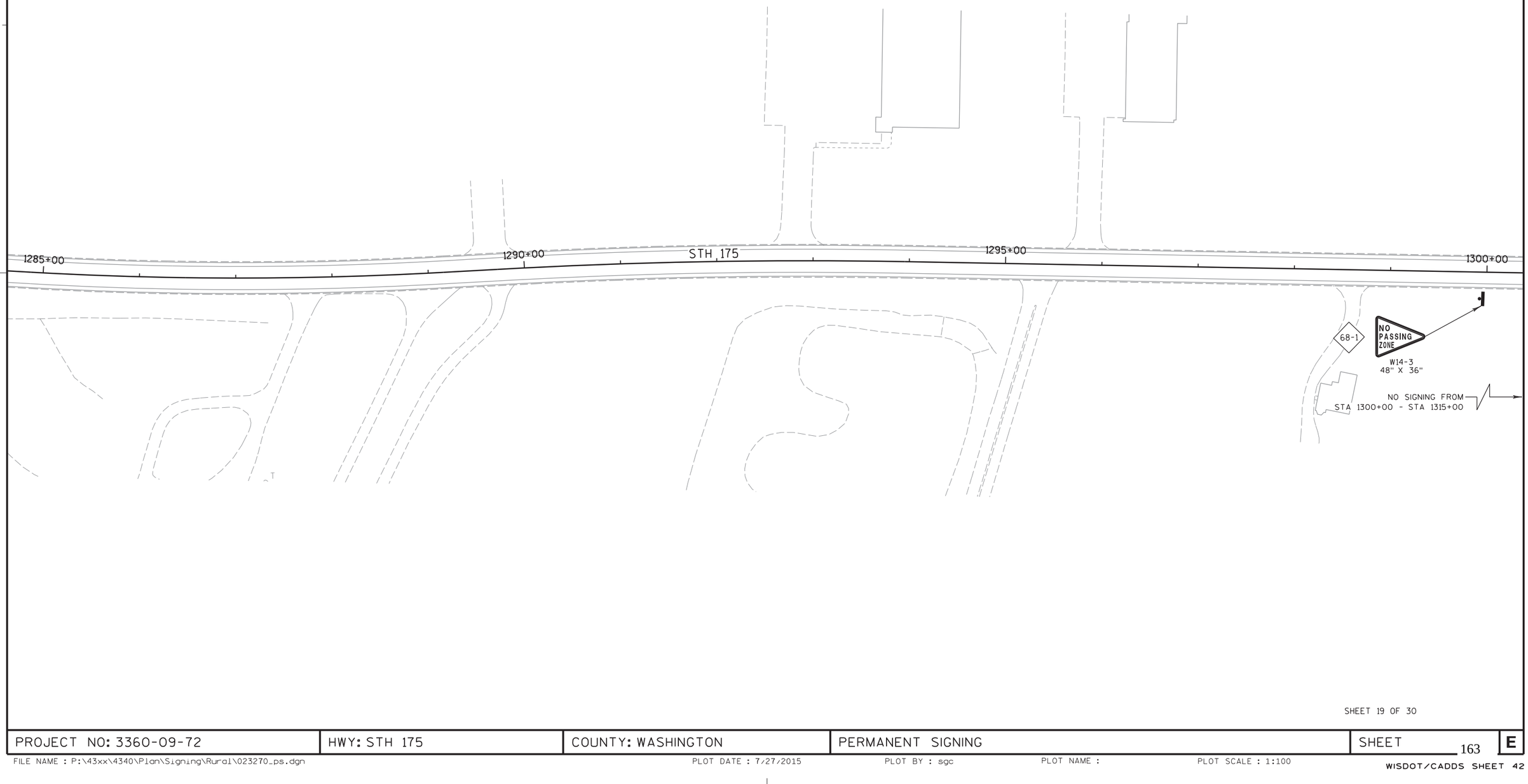
2

LEGEND

PROPOSED SIGN

X-X SIGN - PROPOSED

18" X 18" TEMPORARY ORANGE FLAGS



2

SHEET 19 OF 30

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PERMANENT SIGNING	SHEET 163	E

FILE NAME : P:\43xx\4340\Plan\Signing\Rural\023270_ps.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

LEGEND

PROPOSED SIGN

X-X SIGN - PROPOSED

18" X 18" TEMPORARY ORANGE FLAGS

T

SCALE

69-1

NO PASSING ZONE

W14-3
48" X 36"

69-2

STOP

R1-1
30" X 30"

SCENIC RD 00+8

00+6

69-3

SOUTH 175

J4-1
24" X 36"

1315+00

1320+00

STH 175

1325+00

1330+00

NO SIGNING FROM
STA 1300+00 - STA 1315+00

W1-7
48" X 24"

69-5

Fond du Lac Dr
Western Ave
Scenic Rd

D1-3
96" X 42"

69-4

2

SHEET 20 OF 30

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PERMANENT SIGNING	SHEET 164	E

FILE NAME : P:\43xx\4340\Plan\Signing\Rural\023272_ps.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

LEGEND

PROPOSED SIGN

X-X SIGN - PROPOSED

18" X 18" TEMPORARY ORANGE FLAGS

FOND DU LAC DR

STH 175

WESTERN AVE

SCENIC RD

POOL

70-12 W1-6 48" X 24"

70-1 J13-1 24" X 45" (175)

70-2 R1-1 30" X 30" (STOP)

70-14 W1-7 48" X 24"

70-15 W1-7 48" X 24"

70-3 MOVE (SPONSOR: RENFIELD READING LEO CLUB)

70-4 D1-3 96" X 42" (Scenic Rd / Western Ave / Fond du Lac Dr)

70-13 W1-7 48" X 24"

70-5 R1-1 30" X 30" (STOP)

70-6 J13-1 24" X 45" (175)

70-7 W14-1 30" X 30" (DEAD END)

70-8 R1-1 30" X 30" (STOP)

70-9 J13-1 24" X 45" (175)

70-10 J4-1 24" X 36" (NORTH 175)

70-11 MOVE (SPONSOR: SLINGER MIDDLE SCHOOL)

NO SIGNING FROM STA 1345+00 - STA 1360+00

SHEET 21 OF 30

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PERMANENT SIGNING	SHEET 165	E

FILE NAME : P:\43xx\4340\Plan\Signing\Rural\023273_ps.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

2

LEGEND

PROPOSED SIGN

X-X SIGN - PROPOSED

18" X 18" TEMPORARY ORANGE FLAGS

N

1360+00

1365+00

STH 175

1370+00

1375+00

71-2

W1-7
48" X 24"

STOP
R1-1
30" X 30"

71-1

FARMLANE DR

NO SIGNING FROM
STA 1345+00 - STA 1360+00

SHEET 22 OF 30

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PERMANENT SIGNING	SHEET 166	E

FILE NAME : P:\43xx\4340\Plan\Signing\Rural\023275_ps.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:100

2

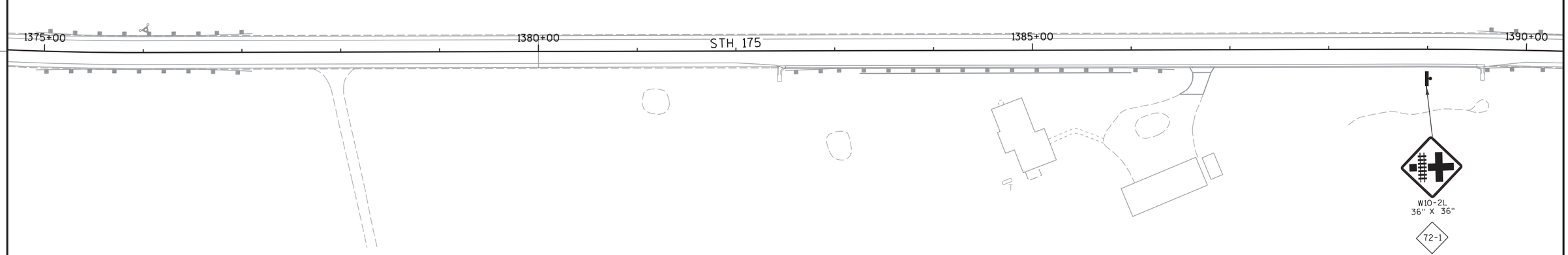
LEGEND

PROPOSED SIGN

X-X SIGN - PROPOSED

18" X 18" TEMPORARY ORANGE FLAGS

N



2

SHEET 23 OF 30

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PERMANENT SIGNING	SHEET 167	E

2

LEGEND

PROPOSED SIGN

X-X SIGN - PROPOSED

18" X 18" TEMPORARY ORANGE FLAGS

N

HILLSIDE RD

18+00

19+00

21+00

22+00

23+00

73-1 SOUTH 175 J4-1 24" X 36"

73-2 175 J13-1 24" X 45"

73-3 STOP R1-1 30" X 30"

73-4 WEIGHT LIMIT 14 TONS MOVE

73-5 Hillside Rd D1-61 66" X 24"

73-6 W10-2 36" X 36"

73-7 Hillside Rd D1-61 66" X 24"

73-8 STOP R1-1 30" X 30"

73-9 175 J13-1 24" X 45"

73-10 NORTH 175 J4-1 24" X 36"

STH 175

1390+00

1395+00

1400+00

1405+00

RIPRAP

RIPRAP

NO SIGNING FROM STA 1405+00 - STA 1420+00

SHEET 24 OF 30

2

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PERMANENT SIGNING	SHEET 168	E

FILE NAME : P:\43xx\4340\Plan\Signing\Rural\023277_ps.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

2

LEGEND

PROPOSED SIGN

X-X SIGN - PROPOSED

18" X 18" TEMPORARY ORANGE FLAGS

N

1420+00 1425+00 STH 175 1430+00 1435+00

NO PASSING ZONE
W14-3
48" X 36"
74-1

SPEED LIMIT 35
W3-5
36" X 36"
74-2

NO SIGNING FROM
STA 1405+00 - STA 1420+00

SHEET 25 OF 30

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PERMANENT SIGNING	SHEET 169	E

FILE NAME : P:\43xx\4340\Plan\Signing\Rural\023279_ps.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:100

2

2

LEGEND

PROPOSED SIGN

X-X SIGN - PROPOSED

18" X 18" TEMPORARY ORANGE FLAGS

N

STH 175

1435+00

1440+00

1445+00

1450+00

SHERMAN RD

00+11

12+00

00+21

75-1
SPEED LIMIT 55
R2-1
24" X 30"

75-2
NO PASSING ZONE
W14-3
48" X 36"

75-3
SOUTH 175
J4-1
24" X 36"

75-4
SPEED LIMIT 35
R2-1
24" X 30"

75-13
W1-7
48" X 24"

SPEED LIMIT 35
R2-1
36" X 48"
75-5

Ackerville
UNINCORPORATED
I2-3
72" X 24"
75-6

Sherman Rd
D1-1
84" X 15"
75-7

SPEED LIMIT 35
R2-1
24" X 30"
75-8

75-9
SPEED LIMIT 45
R2-1
24" X 30"

75-10
14 TON WEIGHT LIMIT
1 1/2 MILE AHEAD
MOVE

STOP
R1-1
30" X 30"
75-11

175
J13-1
24" X 45"
75-12

SHEET 26 OF 30

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PERMANENT SIGNING	SHEET 170	E

FILE NAME : P:\43xx\4340\Plan\Signing\Rural\023280_ps.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

LEGEND

PROPOSED SIGN

X-X SIGN - PROPOSED

18" X 18" TEMPORARY ORANGE FLAGS

N

LOVERS LN / STH 164

STH 175

1450+00

1455+00

1460+00

1465+00

76-1

Sherman Rd

D1-1
84" X 15"

76-2

SPEED LIMIT 35

R2-1
36" X 48"

76-3

SPONSOR

SLINGER MIDDLE SCHOOL

MOVE

76-4

Ackerville
UNINCORPORATED

IX-X
72" X 24"

NORTH 175

J4-1
24" X 36"

76-5

SPEED LIMIT 40

R2-1
24" X 30"

76-6

TO 164

J22-1
24" X 57"

76-7

RIPRAP

RIPRAP

RIPRAP

LOVERS LN / STH 164

SHEET 27 OF 30

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PERMANENT SIGNING	SHEET 171	E

FILE NAME : P:\43xx\4340\Plan\Signing\Rural\023281_ps.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:100

LEGEND

PROPOSED SIGN

X-X SIGN - PROPOSED

18" X 18" TEMPORARY ORANGE FLAGS

N

77-1
SOUTH 175
J4-1
24" X 36"

77-13
W1-7
48" X 24"

77-2
TO 164
J23-1
24" X 57"

77-3
SPEED LIMIT 40
R2-1
24" X 30"

77-4
TO 164
J22-1
24" X 57"

STH 175

1465+00 1470+00 1475+00 1480+00

201+00 202+00 203+00 204+00

FOXBORO LN

77-5
W1-2R
30" X 30"

77-6
TO 164
J23-1
24" X 57"

77-7
77-8
W1-3L
36" X 36"
30 M.P.H.
W13-1
18" X 18"

77-9
STOP
R1-1
30" X 30"

77-10
SOUTH 175 NORTH 175
J3-2
48" X 57"

77-11
NORTH 175
J4-1
24" X 36"

77-12
SPEED LIMIT 40
R2-1
24" X 30"

SHEET 28 OF 30

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PERMANENT SIGNING	SHEET 172	E

FILE NAME : P:\43xx\4340\Plan\Signing\Rural\023282_ps.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

LEGEND

PROPOSED SIGN

X-X SIGN - PROPOSED

18" X 18" TEMPORARY ORANGE FLAGS

N

78-1

W1-2L
30" X 30"

78-2

SPEED LIMIT 40

R2-1
24" X 30"

78-3

NO PASSING ZONE

W14-3
48" X 36"

1480+00 1485+00 1490+00 1495+00

STH 175

SPEED LIMIT 40

R2-1
24" X 30"

78-4

W1-2L
30" X 30"

78-5

2

SHEET 29 OF 30

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PERMANENT SIGNING	SHEET 173	E

FILE NAME : P:\43xx\4340\Plan\Signing\Rural\023283_ps.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:100

WISDOT/CADDS SHEET 42

2

2

LEGEND

PROPOSED SIGN

X-X SIGN - PROPOSED

18" X 18" TEMPORARY ORANGE FLAGS

N

1495+00

1500+00

1505+00

STH 175

150+00

151+00

152+00

CORPORATE DR

79-9

W1-7
48" X 24"

79-1

SPEED LIMIT 40
R2-1
24" X 30"

SPEED LIMIT 40
R2-1
24" X 30"

79-2

Slinger
POPULATION 5,068
I2-3
60" X 24"

79-3

79-4

RESTRICTED PARKING NOV. 1 - APRIL 15 3AM - 6 PM
MOVE

JCT 60
J1-1
24" X 39"

79-5

STOP
R1-1
30" X 30"

79-6

W6-2
36" X 36"

79-7

WEST 60 | NORTH 175 | EAST 60
J2-3
72" X 57"

79-8

CANOPY

SHEET 30 OF 30

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PERMANENT SIGNING	SHEET 174	E

FILE NAME : P:\43xx\4340\Plan\Signing\Rural\023284_ps.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:100

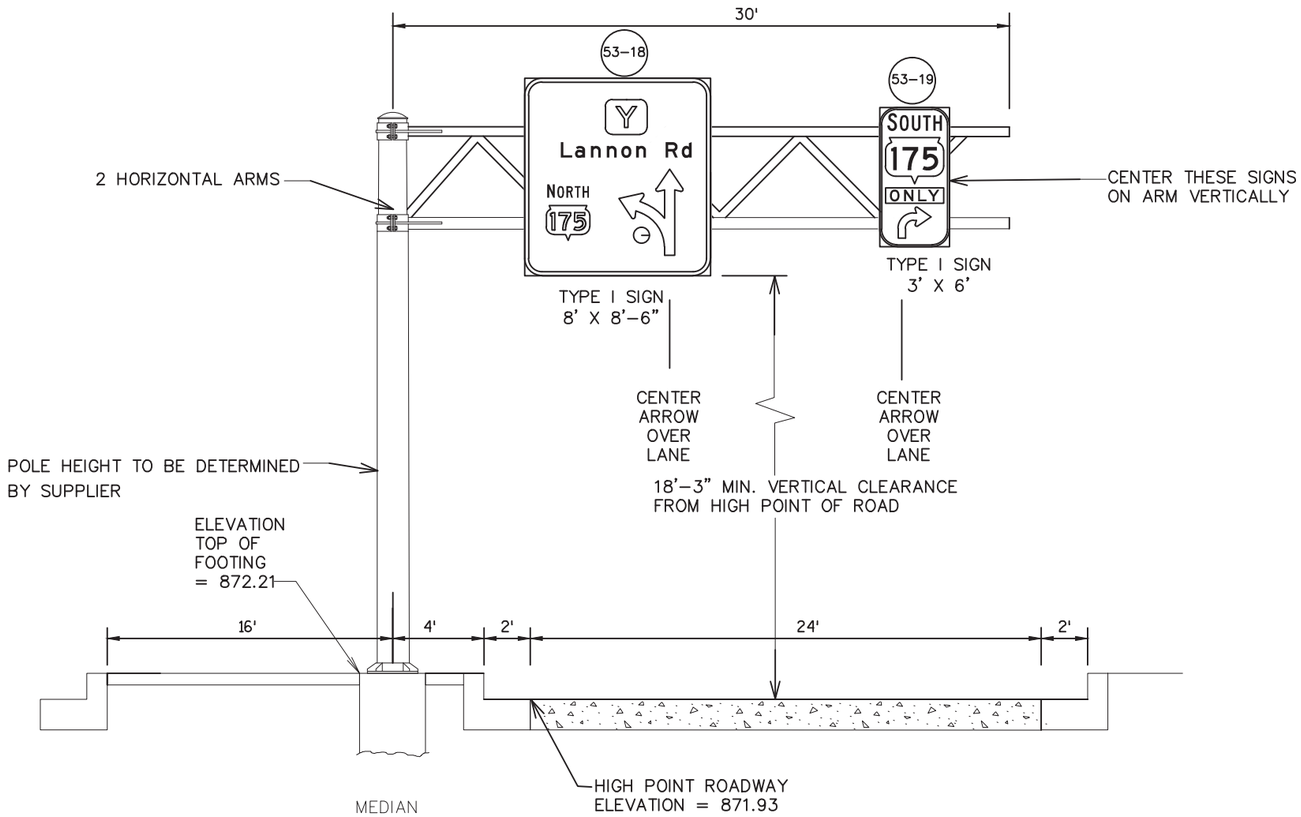
WISDOT/CADDS SHEET 42

LEGEND

(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

NOTE: FOOTING SHALL BE PER STANDARD DETAIL DRAWING, 36" DIAMETER CANTILEVER OVERHEAD SIGN SUPPORT BASE INCIDENTAL TO STRUCTURE



OVERHEAD SIGN SUPPORTS DETAIL
S-66-609
LANNON ROAD EB @ STH 175
STATION 152+25

NOTE: W5x3.7 I-BEAMS FOR MOUNTING SIGNS ARE INCIDENTAL TO TYPE I SIGNS

NOTE, CONTRACTOR SHALL:

1.) SUBMIT SHOP DRAWINGS OF OVERHEAD SIGN SUPPORT. FOOTING IS INCIDENTAL TO OVERHEAD SIGN SUPPORT.

2.) PROVIDE DESIGN CALCULATIONS.
3.) SHOW SIGNS ON SHOP DRAWINGS.

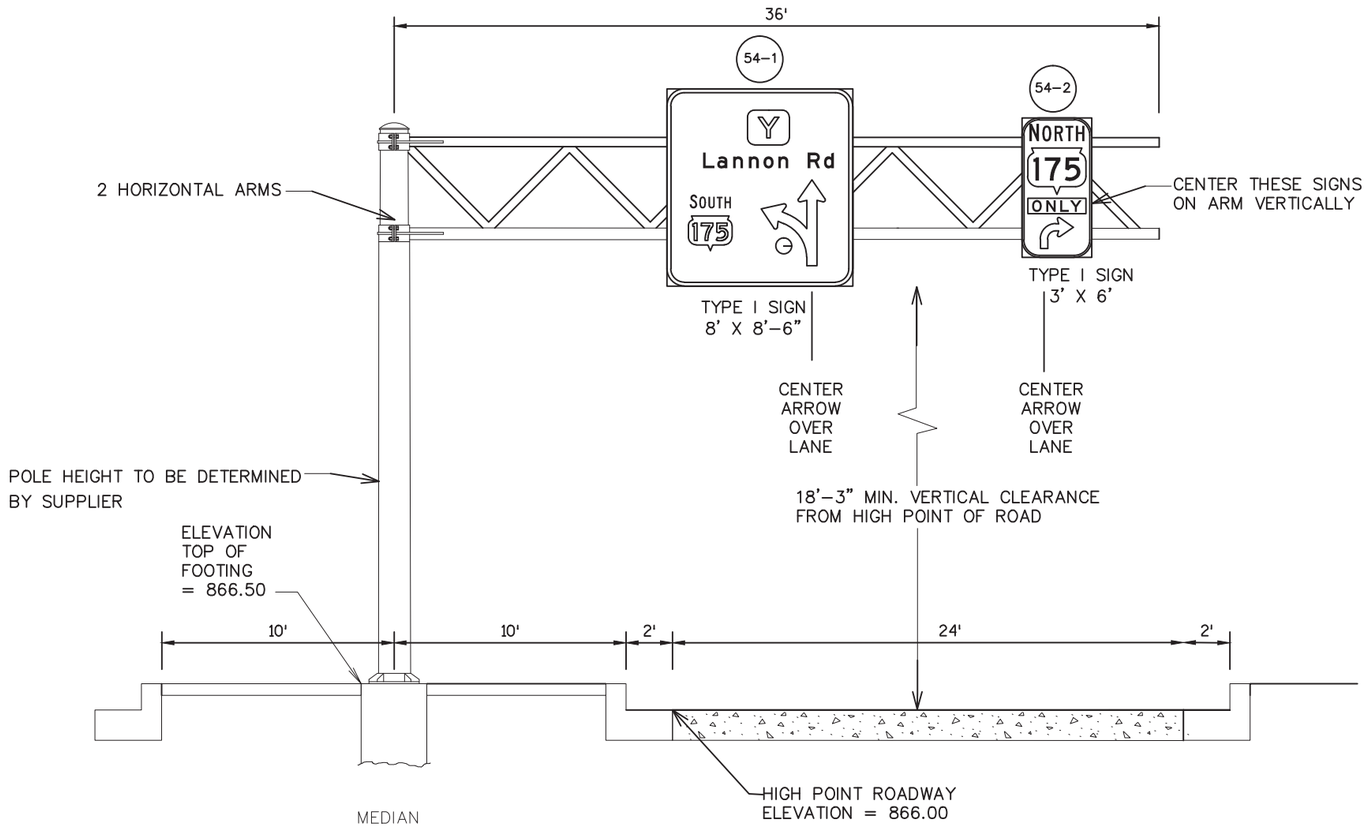
4.) I.D. PLAQUE INCIDENTAL TO SIGN SUPPORT

5.) 6 ANCHER RODS SHALL BE USED PER SDD

SHEET 1 OF 3

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	OVERHEAD SIGN SUPPORT S-66-609	SHEET 175	E

NOTE: FOOTING SHALL BE PER STANDARD DETAIL DRAWING,
36" DIAMETER CANTILEVER OVERHEAD SIGN
SUPPORT BASE INCIDENTAL TO STRUCTURE



NOTE: W5x3.7 I-BEAMS FOR MOUNTING SIGNS
ARE INCIDENTAL TO TYPE I SIGNS

OVERHEAD SIGN SUPPORTS DETAIL
S-66-610
LANNON ROAD WB @ STH 175
STATION 158+50

NOTE, CONTRACTOR SHALL:

1.) SUBMIT SHOP DRAWINGS OF OVERHEAD SIGN SUPPORT. FOOTING IS INCIDENTAL TO OVERHEAD SIGN SUPPORT.

2.) PROVIDE DESIGN CALCULATIONS.
3.) SHOW SIGNS ON SHOP DRAWINGS.

4.) I.D. PLAQUE INCIDENTAL TO SIGN SUPPORT

5.) 6 ANCHER RODS SHALL BE USED PER SDD

GENERAL NOTES

DRAWINGS NOT TO SCALE

DESIGN ACCORDING TO AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS".

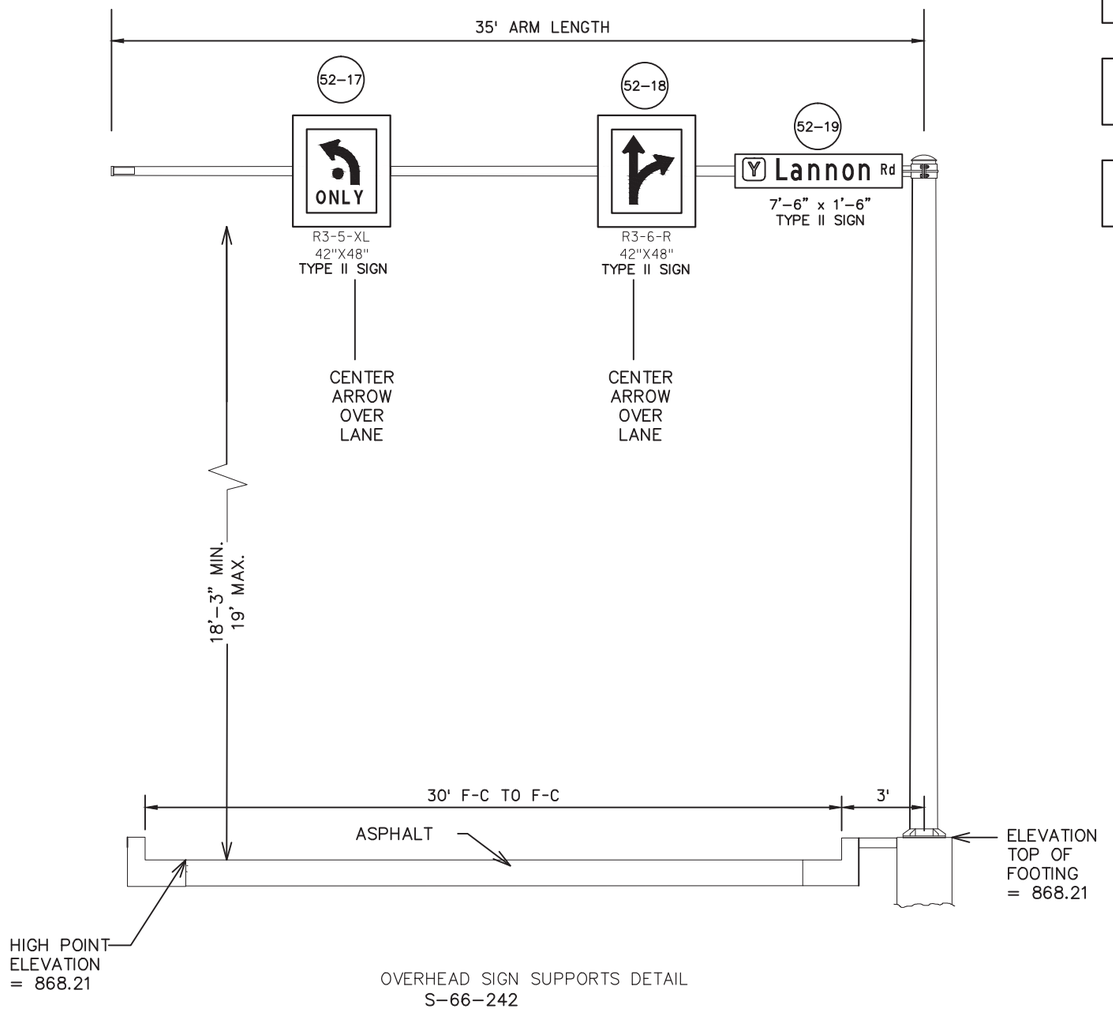
THE SIGN STRUCTURES SHALL BE DESIGNED TO SUPPORT THE SIGN SHOWN.

WIND VELOCITY PER WISDOT STD SPECIFICATIONS

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 3" CLEAR UNLESS DETAILED OTHERWISE.

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	OVERHEAD SIGN SUPPORT S-66-610	SHEET 176	E

FILE NAME : N:\PDS\C3D\CAD\33600902\SIGN\023401_PS.DWG
LAYOUT NAME - S-66-610
PLOT DATE : 5/27/2015 1:24 PM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : Custom
WISDOT/CADDS SHEET 42



OVERHEAD SIGN SUPPORTS DETAIL
S-66-242
STH 175 SB @ CTH Y
STATION 957+50

DESIGNER NOTE:
CONTRACTOR TO USE SDD 36" DIAMETER CANTILEVER OVERHEAD SIGN SUPPORT BASE

MOUNTING BRACKETS FOR SIGNS TO BE APPROVED FROM PRODUCT LIST FOR TYPE II SIGNS

I BEAMS – W5X3.7 I BEAMS FOR MOUNTING SIGN ARE INCIDENTAL TO TYPE I SIGNS

NOTE, CONTRACTOR SHALL:

1.) SUBMIT SHOP DRAWINGS OF OVERHEAD SIGN SUPPORT. FOOTING IS INCIDENTAL TO OVERHEAD SIGN SUPPORT.

2.) PROVIDE DESIGN CALCULATIONS.
3.) SHOW SIGNS ON SHOP DRAWINGS.

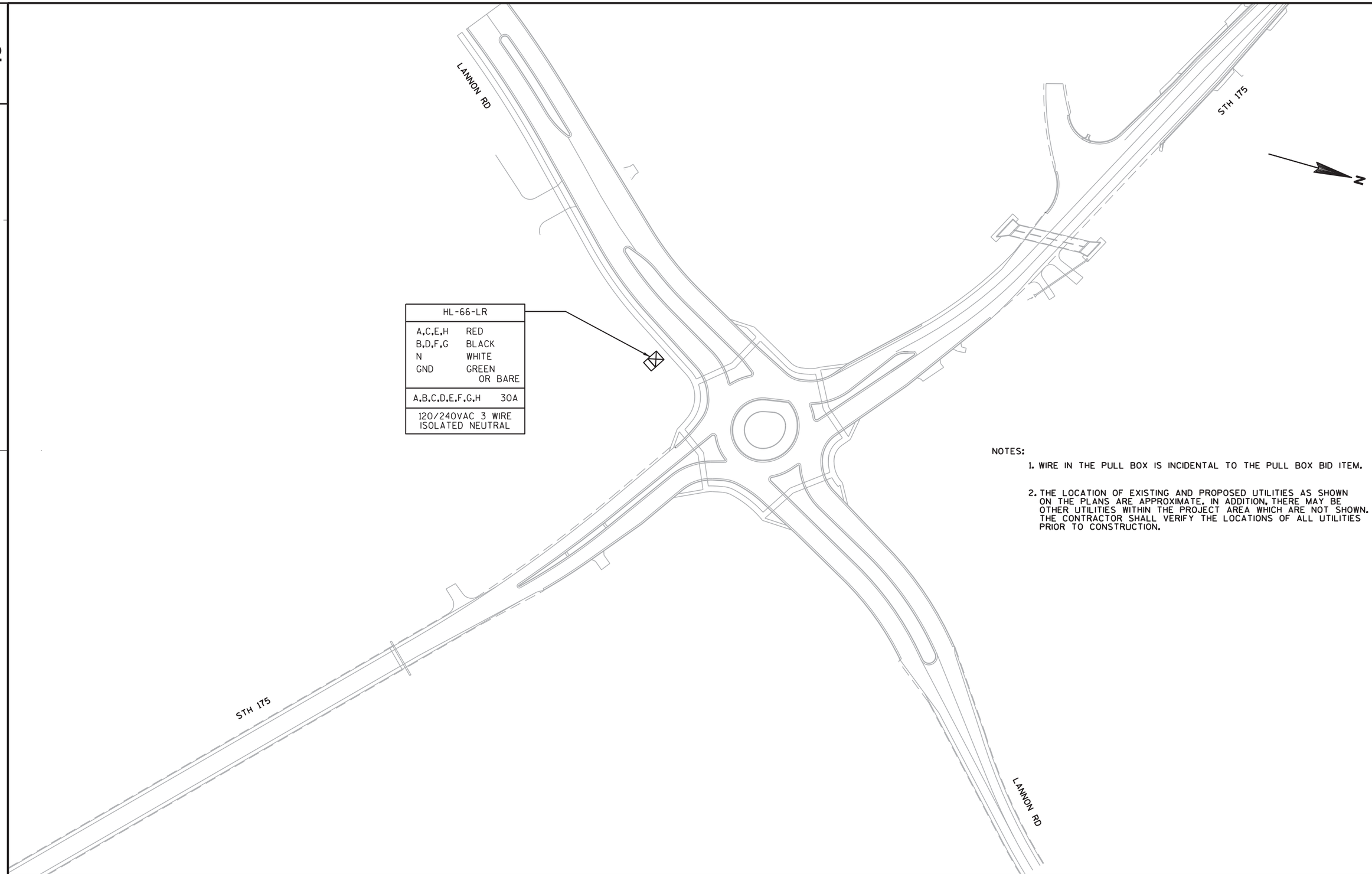
4.) I.D. PLAQUE INCIDENTAL TO SIGN SUPPORT

5.) 6 ANCHER RODS SHALL BE USED PER SDD

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	OVERHEAD SIGN SUPPORT S-66-242	SHEET 177	E

FILE NAME : N:\PDS\C3D\CAD\33600902\SIGN\023401_PS.DWG
LAYOUT NAME - S-66-242
PLOT DATE : 5/27/2015 1:24 PM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : Custom
WISDOT/CADDS SHEET 42

2



NOTES:

1. WIRE IN THE PULL BOX IS INCIDENTAL TO THE PULL BOX BID ITEM.

2. THE LOCATION OF EXISTING AND PROPOSED UTILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE. IN ADDITION, THERE MAY BE OTHER UTILITIES WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION.

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	LIGHTING PLAN - LIGHTING CONTROLLER OVERVIEW	SHEET	E

2

GENERAL NOTES:

FREEWAY LIGHTING SHALL BE INSTALLED IN COMPLIANCE WITH WISCONSIN DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS SECTION 652 TO 657 AND 659 EXCEPT:

1. DETAILS OF CONSTRUCTION MATERIALS AND WORKMANSHIP NOT SHOWN ON THESE DRAWINGS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.
2. LOCATIONS OF THE PVC CONDUITS ARE INDENTIFIED IN THE PLANS WHERE THEY ARE REQUIRED. HOWEVER, INSTALLATION WILL REQUIRE INTEGRATION WITH EXISTING FIELD CONDITIONS. UNDER THE APPROVAL OF THE ENGINEER, APPROPRIATE ADJUSTMENT OF CONDUIT LOCATIONS MAY BE MADE IF THE FIELD CONDITIONS ARE SUCH THAT THE CONDUIT CANNOT BE INSTALLED AT THE SPECIFIED LOCATIONS. FIELD MARK EACH CONDUIT LOCATION IN RE TO ILLUSTRATE AS BUILT CONDITIONS.
3. THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.
4. ALL OPEN AND UNTERMINATED CONDUITS SHALL BE CAPPED OR PLUGGED WITH ENGINEER APPROVED FITTINGS IMMEDIATLY AFTER INSTALLATION.
5. BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR IMMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.
6. ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON ALL CONDUITS.
7. PRIOR TO CONDUIT ACCEPTANCE, ALL CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND BE CAPPED WITH THE APPROPRIATE CAST PLASTIC CAP WHICH FITS SNUGGLY ON THE CONDUIT THAT CAN BE EASILY REMOVED. DUCT TAPE OR ANY OTHER CAPPING METHOD IS NOT ACCEPTABLE.
8. CONDUIT RUNS SHALL BE THE SAME SIZE PIPE FROM ONE END TO THE OTHER (FROM PULL BOX-TO-PULL BOX, JUNCTION BOX OR BASE-TO-BASE, ETC.) UNLESS OTHERWISE NOTED ON PLANS.
9. PULL ROPE ($\frac{3}{8}$-INCH NYLON) SHALL BE INSTALLED IN ALL NEW CONDUITS.
10. CONTRACTOR SHALL SUPPLY AS-BUILT DRAWINGS (PDF FORMAT) FOR ALL THE WORK BEING DONE.
11. CONDUIT LATERALS SHALL BE TRENCHED UNDER PAVEMENT BEFORE PAVEMENT CONSTRUCTION.
12. UNDERGROUND WIRE & CONDUIT SHOWN ON REMOVAL PLANS FOR REMOVAL SHALL BE ABANDONED IN PLACE UNLESS DIRECTED BY THE ENGINEER. CONTRACTOR MAY CHOOSE TO REMOVE CONDUCTOR AT THEIR OWN EXPENSE.
13. PROVIDE MINIMUM CABLE SLACK AS MENTIONED BELOW:

PULL BOXES:	10-FT
EMBEDDED JUCTION BOXES:	3-FT
DISTRIBUTION CENTER/LOAD CENTER:	10-FT
POLES:	5-FT IN AND 5-FT OUT

2

LEGEND

- DISTRIBUTION CENTER
- CONDUIT - 2" UNLESS OTHERWISE NOTED
- PROPOSED LIGHTING UNIT
- CONDUIT STUBOUT
- PULL BOX 24"x42"
- JUNCTION BOX

STATION — OFFSET

100+00.00, 100.00'RT

LED-C-5(T)-15-CLR1

- LED-C-5(T)-15-CLR1 — CIRCUIT, SOURCE, POLE #
- 15 — ARM LENGTH
- C — POLE TYPE ON T-BASE
- 5(T) — LUMINAIRE CATEGORY
- LED — LUMINAIRE SOURCE

153+24"O", 30.5' LT
LPB104

1-3"
4 #6 AWG

153+20"P", 57' RT
HL-66-LR

3-3"
8 #6 AWG

153+20"P", 47' RT
LPB101

4 #6 AWG

153+66"P", 48' RT
LED-C-5(T)-15-BLR2

LANNON ROAD

154+05"P"

154+00"O"

154+05.5"O", 46' LT
LED-C-5(T)-15-CLR1

955+18, 89' LT
LED-C-5(T)-15-ALR3

954+05, 54' LT
LPB102

1-3"
4 #6 AWG

STH 175 (APPLETON AVE)

957+27, 54' LT
LED-C-5(T)-15-DLR1

957+66, 45' LT
LPB105

959+07, 35' LT
LED-C-5(T)-6-CLR2

954+00

955+00

956+00

957+00

958+00

959+00

954+15, 8.5' RT
LPB103

954+78, 12' RT
LED-C-5(T)-15-BLR4

1-3"
4 #6 AWG

STH 175 (APPLETON AVE)

957+74, 33' RT
LPB106

956+85, 56' RT
LED-C-5(T)-15-CLR3

155+68"K", 47' RT
LED-C-5(T)-15-ALR4

156+00"K"

156+00"L"

LANNON ROAD

156+16"L", 49' LT
LED-C-5(T)-15-DLR3

A

B

C

SHEET 1 OF 6

LIGHTING PLAN DESIGNED BY
WISDOT SE REGION

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	LIGHTING PLAN	SHEET	E

FILE NAME : J:\projects\D2_336009175\72\LTG\023501_LP.dgn PLOT DATE : 29-JUL-2015 11:27 PLOT BY : MSCBXD PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

LEGEND

- DISTRIBUTION CENTER
- CONDUIT - 2" UNLESS OTHERWISE NOTED
- PROPOSED LIGHTING UNIT
- CONDUIT STUBOUT
- PULL BOX 24"x42"
- JUNCTION BOX

STATION — OFFSET

100+00.00, 100.00'RT

LED-C-5(T)-15-CLR1

- CIRCUIT, SOURCE, POLE #
- ARM LENGTH
- POLE TYPE ON T-BASE
- LUMINAIRE CATEGORY
- LUMINAIRE SOURCE

153+20"P", 57' RT
HL-66-LR

3-3"
8 #6 AWG

153+20"P", 47' RT
LPB101

4 #6 AWG

153+66"P", 48' RT
LED-C-5(T)-15-BLR2

153+24"0", 30.5' LT
LPB104

1-3"
4 #6 AWG

LANNON ROAD

154+00"P"

154+00"O"

154+05.5"O", 46' LT
LED-C-5(T)-15-CLR1

955+18, 89' LT
LED-C-5(T)-15-ALR3

954+05, 54' LT
LPB102

1-3"
4 #6 AWG

STH 175 (APPLETON AVE)

957+27, 54' LT
LED-C-5(T)-15-DLR1

957+66, 45' LT
LPB105

959+07, 35' LT
LED-C-5(T)-6-CLR2

954+00

955+00

956+00

957+00

958+00

959+00

954+15, 8.5' RT
LPB103

954+78, 12' RT
LED-C-5(T)-15-BLR4

1-3"
4 #6 AWG

STH 175 (APPLETON AVE)

957+74, 33' RT
LPB106

155+68"K", 47' RT
LED-C-5(T)-15-ALR4

156+00"K"

156+00"L"

LANNON ROAD

956+85, 56' RT
LED-C-5(T)-15-CLR3

156+16"L", 49' LT
LED-C-5(T)-15-DLR3

SHEET 2 OF 6

LIGHTING PLAN DESIGNED BY
WISDOT SE REGION

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	LIGHTING PLAN - SCHEMATIC	SHEET	E

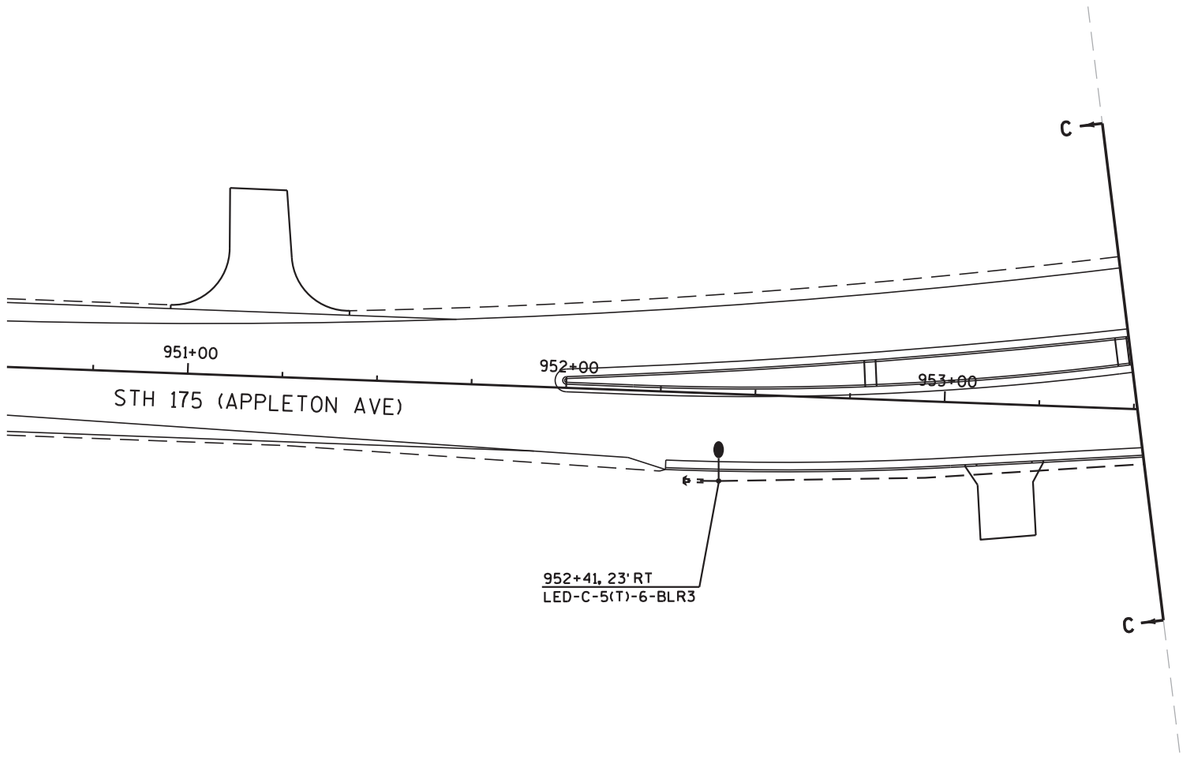
LEGEND

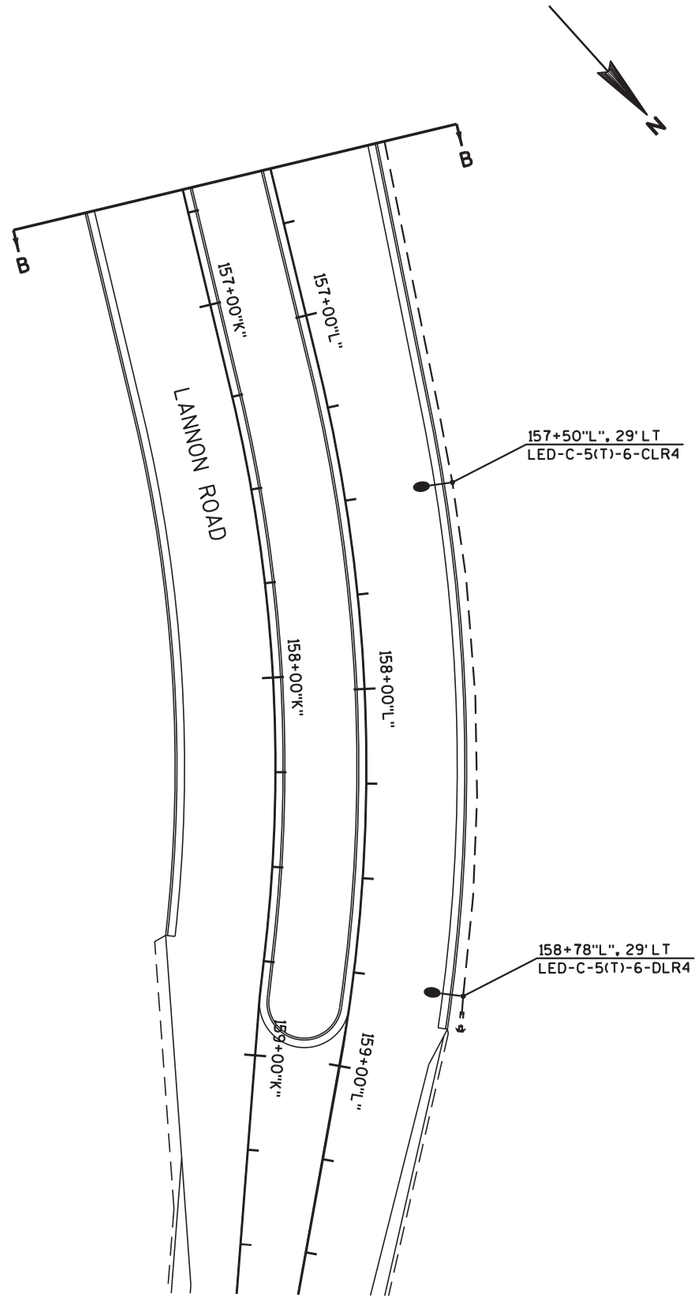
- DISTRIBUTION CENTER
- CONDUIT - 2" UNLESS OTHERWISE NOTED
- PROPOSED LIGHTING UNIT
- CONDUIT STUBOUT
- PULL BOX 24"x42"
- JUNCTION BOX

STATION — OFFSET

100+00.00, 100.00'RT
LED-C-5(T)-15-CLR1

- CIRCUIT, SOURCE, POLE #
- ARM LENGTH
- POLE TYPE ON T-BASE
- LUMINAIRE CATEGORY
- LUMINAIRE SOURCE





SHEET 3 OF 6

LIGHTING PLAN DESIGNED BY
WISDOT SE REGION

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	LIGHTING PLAN	SHEET	E

FILE NAME : J:\projects\D2_336009175\72\LTG\023503_LP.dgn PLOT DATE : 29-JUL-2015 11:27 PLOT BY : MSCBXD PLOT NAME : PLOT SCALE : 40:1

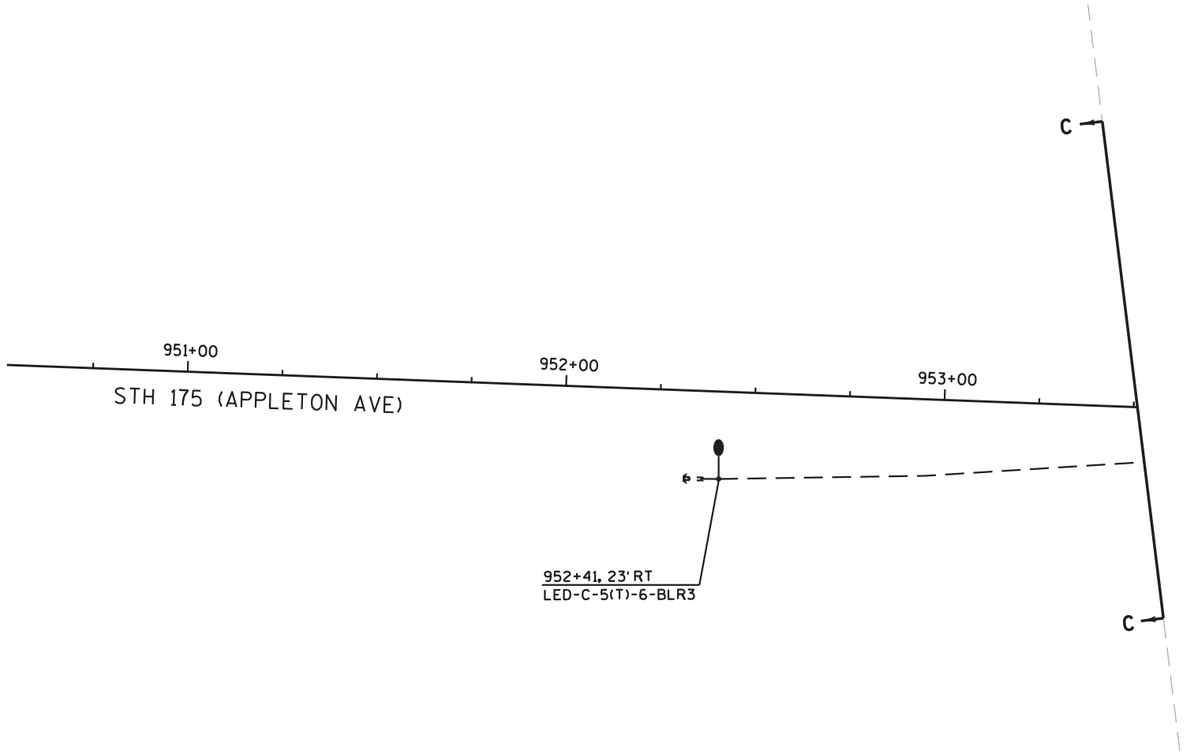
LEGEND

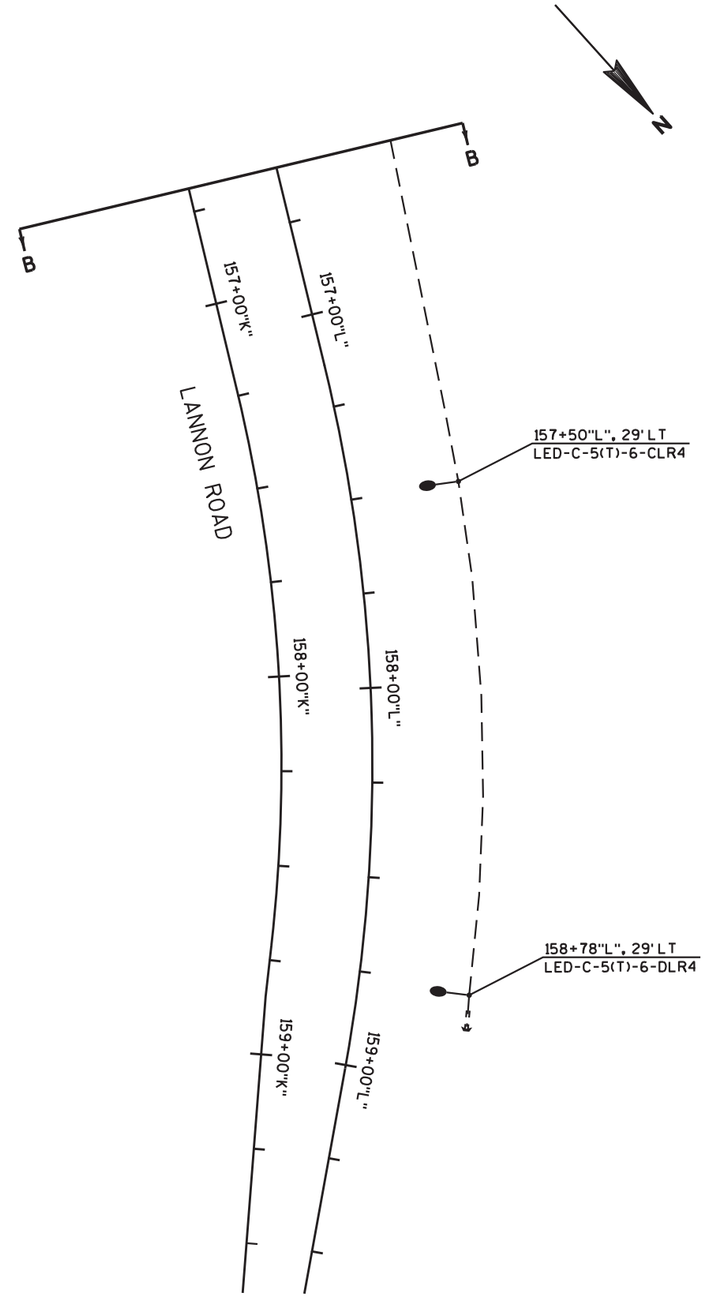
- DISTRIBUTION CENTER
- CONDUIT - 2" UNLESS OTHERWISE NOTED
- PROPOSED LIGHTING UNIT
- CONDUIT STUBOUT
- PULL BOX 24"x42"
- JUNCTION BOX

STATION — OFFSET

100+00.00, 100.00'RT
LED-C-5(T)-15-CLR1

- CIRCUIT, SOURCE, POLE #
- ARM LENGTH
- POLE TYPE ON T-BASE
- LUMINAIRE CATEGORY
- LUMINAIRE SOURCE





SHEET 4 OF 6

LIGHTING PLAN DESIGNED BY
WISDOT SE REGION

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	LIGHTING PLAN - SCHEMATIC	SHEET	E

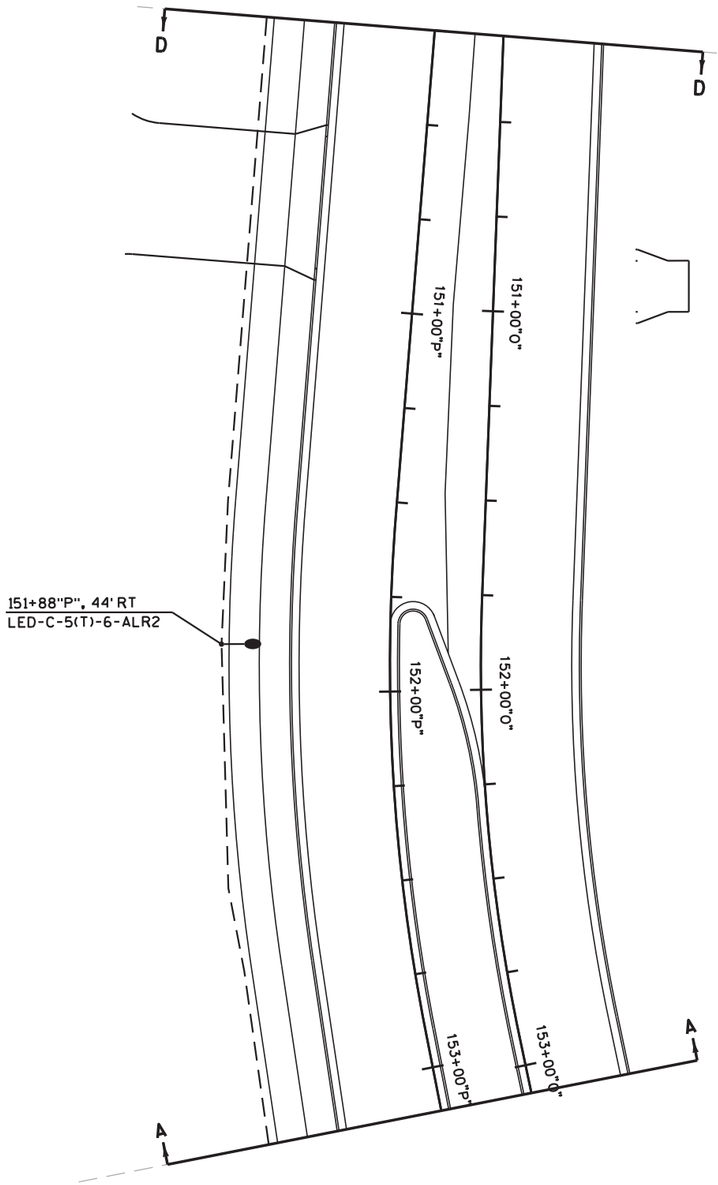
FILE NAME : J:\projects\D2_336009175\72\LTG\023504_LP.dgn PLOT DATE : 29-JUL-2015 11:27 PLOT BY : MSCBXD PLOT NAME : PLOT SCALE : 40:1

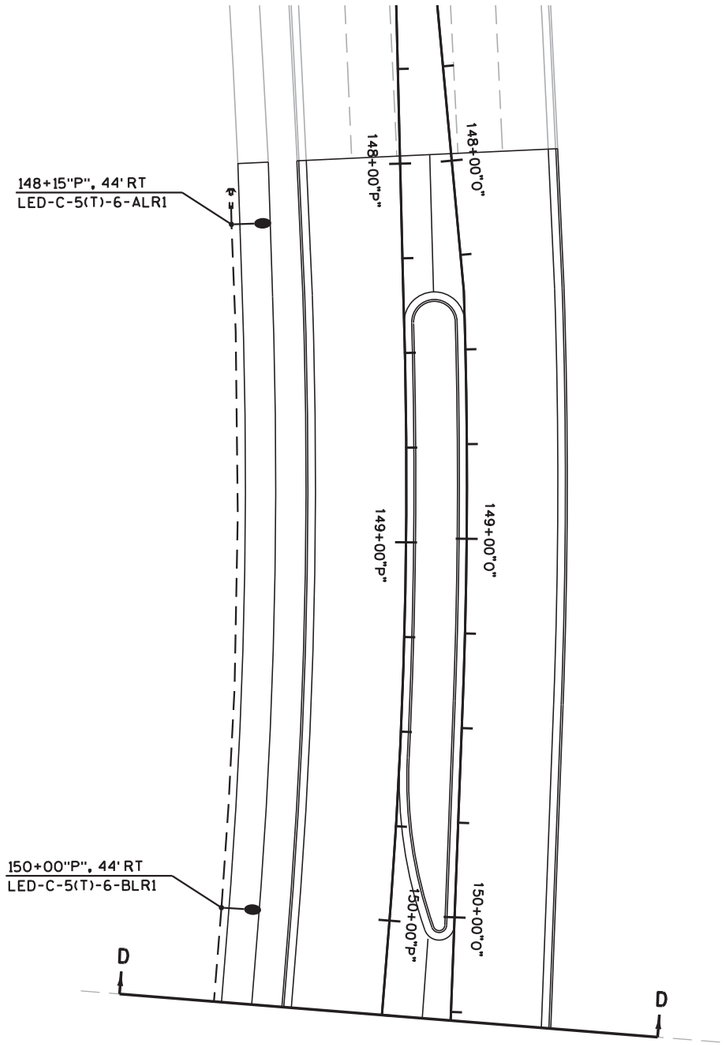
WISDOT/CADDS SHEET 42

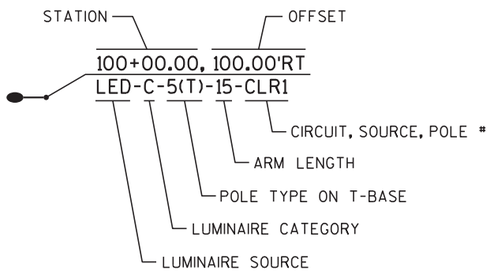
2

LEGEND

- DISTRIBUTION CENTER
- CONDUIT - 2" UNLESS OTHERWISE NOTED
- PROPOSED LIGHTING UNIT
- CONDUIT STUBOUT
- PULL BOX 24"x42"
- JUNCTION BOX







SHEET 5 OF 6

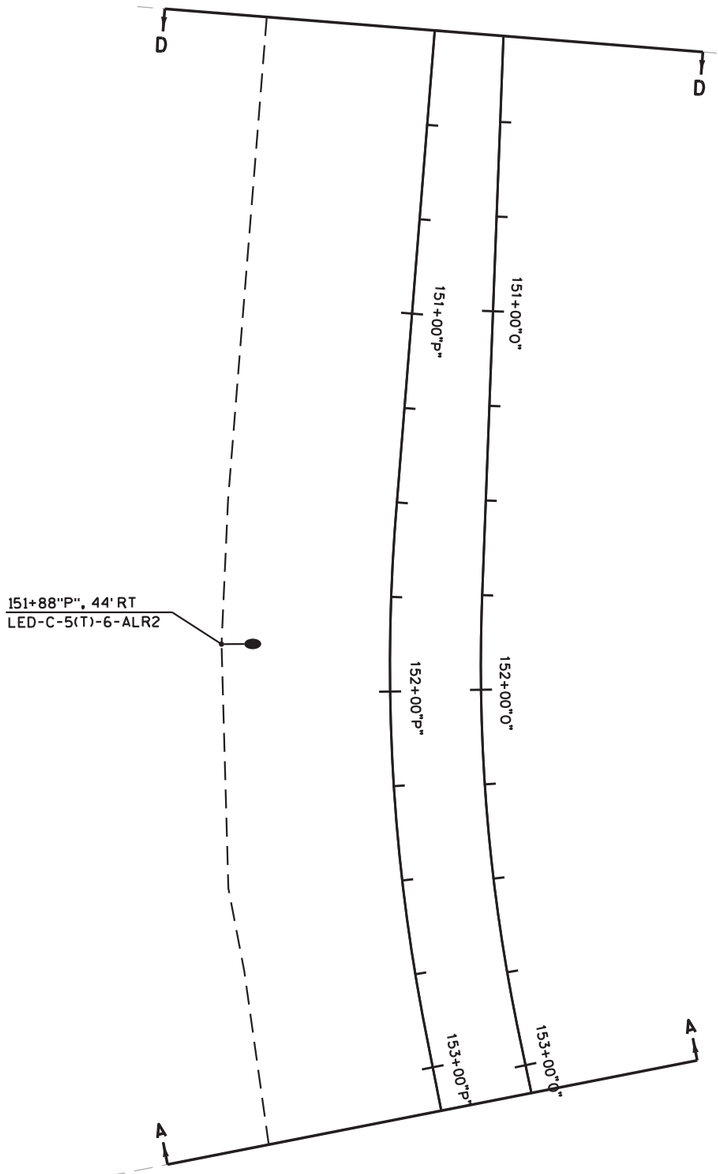
LIGHTING PLAN DESIGNED BY
WISDOT SE REGION

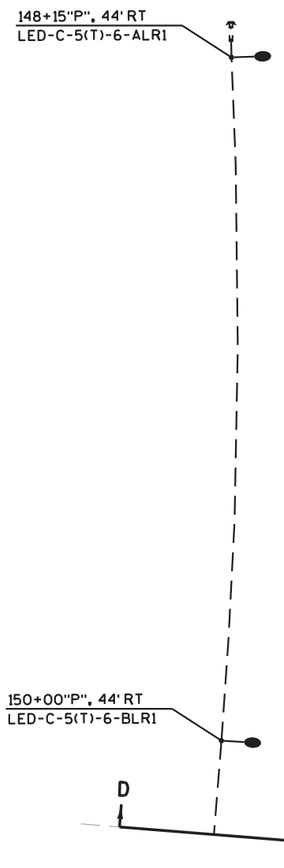
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	LIGHTING PLAN	SHEET	E

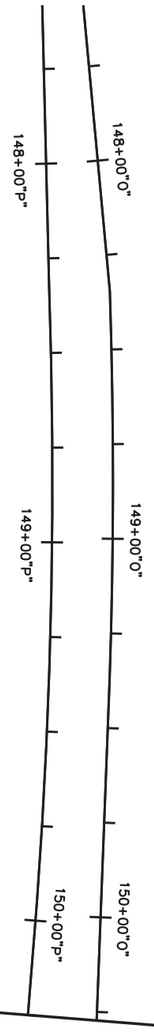
2

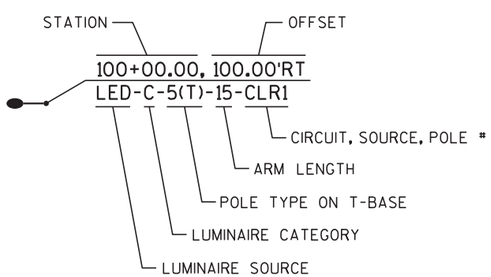
LEGEND

- DISTRIBUTION CENTER
- CONDUIT - 2" UNLESS OTHERWISE NOTED
- PROPOSED LIGHTING UNIT
- CONDUIT STUBOUT
- PULL BOX 24"x42"
- JUNCTION BOX





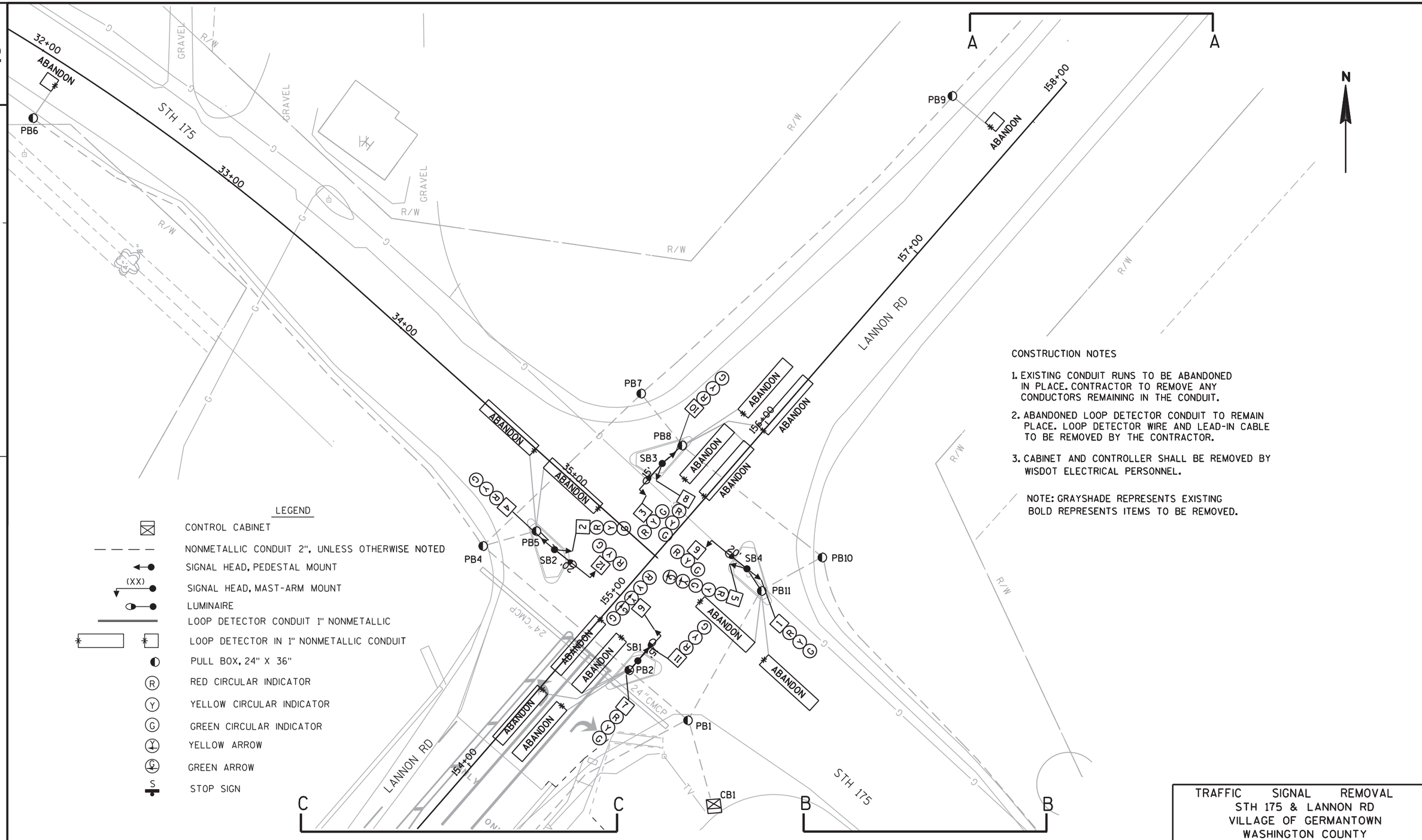




SHEET 6 OF 6

LIGHTING PLAN DESIGNED BY
WISDOT SE REGION

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	LIGHTING PLAN - SCHEMATIC	SHEET	E



TRAFFIC SIGNAL REMOVAL
STH 175 & LANNON RD
VILLAGE OF GERMANTOWN
WASHINGTON COUNTY

SIGNAL NO. S66-0434

REGION CONTACT: S. SWARD
DESIGNED BY:
REVISED BY: P. LAROSA

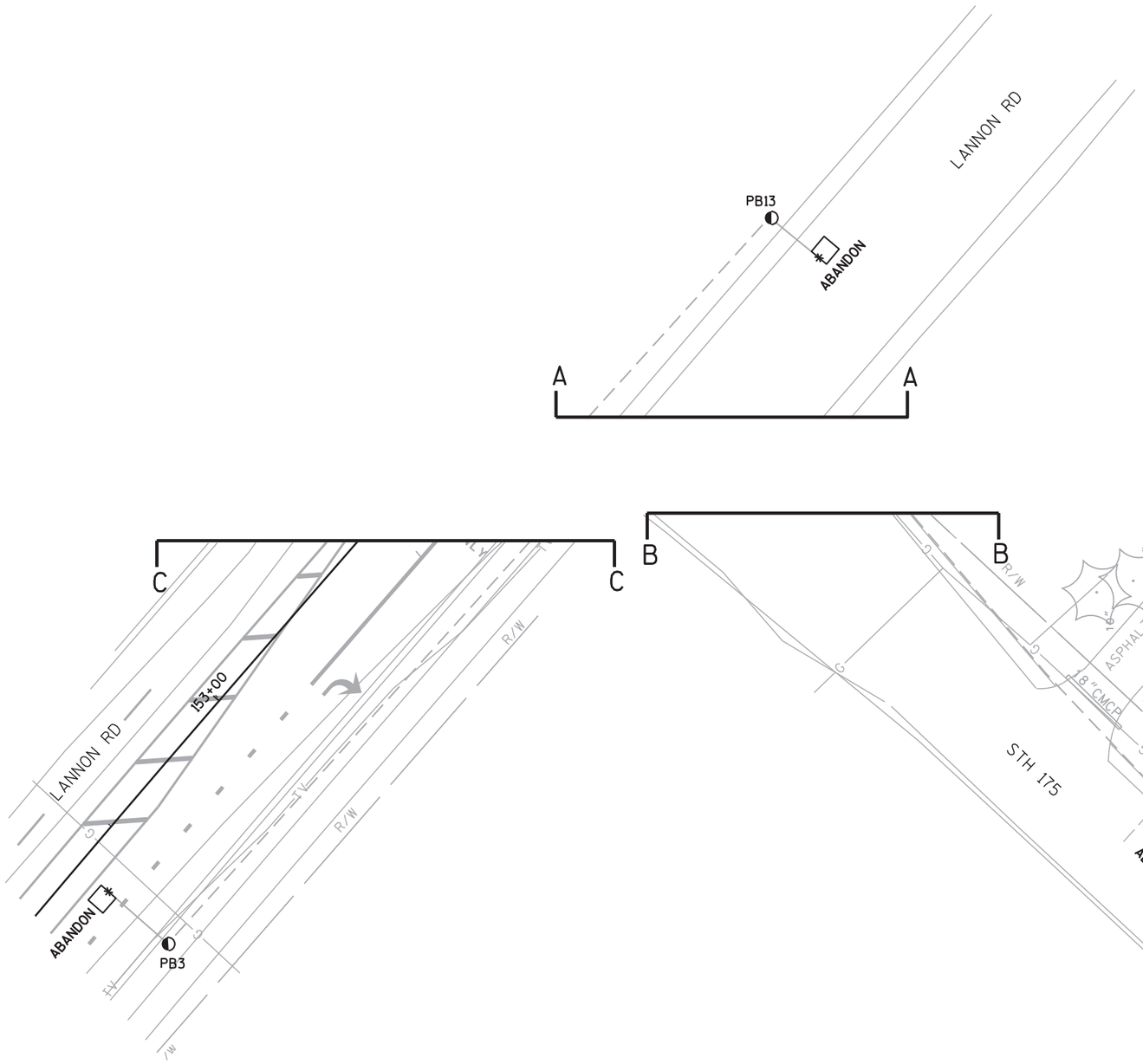
PAGE 1 OF 2

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	TRAFFIC SIGNAL REMOVAL PLAN	SHEET	E

FILE NAME : J:\projects\D2_336009175\72\SIG\S66-0434\S66-0434_rem.dgn PLOT DATE : 20-APR-2016 08:12 PLOT BY : dotcmv PLOT NAME : PLOT SCALE : 40:1

2

N



TRAFFIC SIGNAL REMOVAL
STH 175 & LANNON RD
VILLAGE OF GERMANTOWN
WASHINGTON COUNTY

SIGNAL NO. S66-0434

REGION CONTACT: S. SWARD
DESIGNED BY:
REVISED BY: P. LAROSA

PAGE 2 OF 2

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 187	E

FILE NAME : J:\projects\D2_336009175\72\SIG\S66-0434\S66-0434_rem.dgn PLOT DATE : 20-APR-2016 08:12 PLOT BY : dotcmv PLOT NAME : PLOT SCALE : 40:1

2

2

STH 175

121+00

SUBSTATION

N

CONSTRUCTION NOTES:

1. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN
2. DRAWINGS ARE A SCHEMATIC FOR SIGHT LOCATION PURPOSES ONLY AND DO NOT REPRESENT ACCURATE GEOMETRY OF THE INTERSECTION OR EXACT LOCATION OF EQUIPMENT.
3. EXISTING CONDUIT RUNS TO BE ABANDONED IN PLACE. CONTRACTOR TO REMOVE ANY CONDUCTORS REMAINING IN THE CONDUIT
4. GRAYSHADE REPRESENTS EXISTING. BOLD REPRESENTS ITEMS TO BE REMOVED

R 2 121+00

SB2
10' STANDARD

PIONEER RD.

118+00

119+00

121+00

122+00

123+00

PIONEER RD.

SB1
13' STANDARD

SP1

121+50

OH

OH

121+00

STH 175

LEGEND

- SERVICE POLE
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- FLASHER HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- X — FLASHER HEAD NUMBER
- R — RED CIRCULAR INDICATOR

TRAFFIC SIGNAL REMOVAL

STH 175 & PIONEER RD.
VILLAGE OF RICHFIELD
WASHINGTON COUNTY

SIGNAL NO. F66-0402 CONTROLLER TYPE:

REGION CONTACT: S. SWARD
DESIGNED BY:
REVISED BY: P. LAROSA

PAGE 1 OF 1

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	FLASHER SIGNAL REMOVAL PLAN	SHEET 188	E

FILE NAME : J:\projects\D2_336009175\72\SIG\F66-0402\F66-402_REM.dgn PLOT DATE : 20-APR-2016 08:11 PLOT BY : dotcmv PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2

CONSTRUCTION NOTES:

1. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN
2. THE ENGINEER SHALL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.

N

STH 175

SPEED LIMIT 55 MPH

SUBSTATION

GUY

GUY POLE

GV

SB2

STOP SIGN

PB2

PB1

PB3

PB4

SB1

SP1

STOP SIGN

SPEED LIMIT 40 MPH

PIONEER RD.

118+00

119+00

121+00

122+00

123+00

PI 117+07.91

PI 123+26.38

SPEED LIMIT 45 MPH

SEPC

WELL

SPEED LIMIT 55 MPH

LEGEND

- PULL BOX, 24" X 42"
- SERVICE POLE
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- FLASHER HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- [X] FLASHER HEAD NUMBER
- (R) RED CIRCULAR INDICATOR

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

TRAFFIC CONTROL SIGNAL

STH 175 & PIONEER RD.
VILLAGE OF RICHFIELD
WASHINGTON COUNTY

SIGNAL NO. F66-0402 CONTROLLER TYPE:

REGION CONTACT: S. SWARD
DESIGNED BY: P. LAROSA
REVISED BY:

PAGE 1 OF 1

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	FLASHER SIGNAL PLAN	SHEET 189	E

FILE NAME : J:\projects\D2_336009175\72\SIG\F66-0402\F66-402_A.dgn PLOT DATE : 20-APR-2016 08:10 PLOT BY : dotcmv PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

PROJECT ID:	3360-09-72
INTERSECTION:	STH 175 & Pioneer

SP1 TO	AWG #14 OF COND.	HEAD NO.	SIGNAL INDICATION WIRE COLOR
SB1	4	1	RED
SB2	4	2	RED

Equipment Grounding Conductor 10 AWG Green XLP	
From	To
SP1	SB1
SB2	SP1

Pull Box Bonding Jumper 10 AWG Green XLP	
From	To
PB2	SB2
PB4	SB1

*Use the white conductor in the cable assembly as the grounded conductor for all traffic signal indications

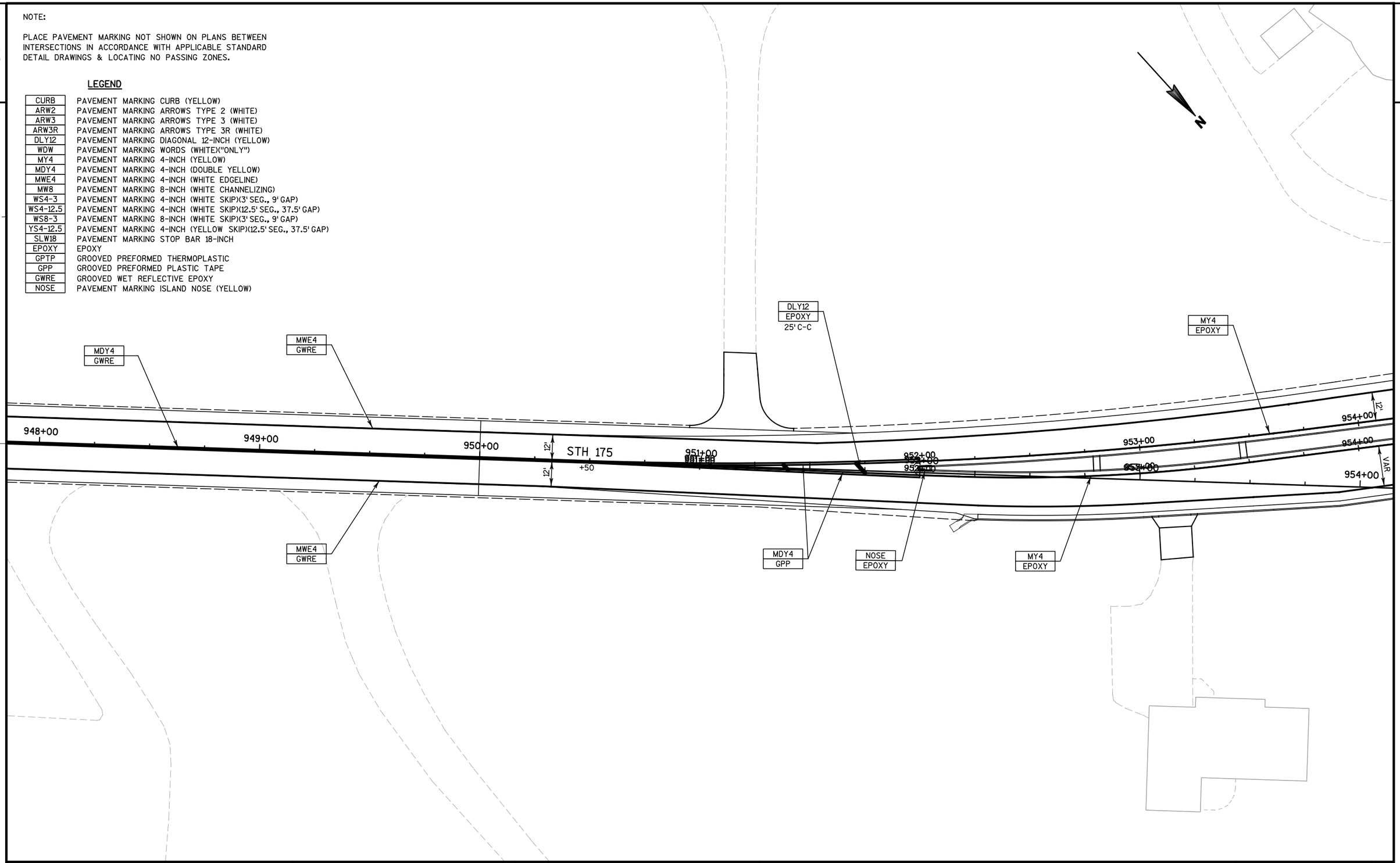
*Ensure the grounded conductor in the feeder cable and the pole cables are both 18" longer than the ungrounded conductors.

NOTE:

PLACE PAVEMENT MARKING NOT SHOWN ON PLANS BETWEEN INTERSECTIONS IN ACCORDANCE WITH APPLICABLE STANDARD DETAIL DRAWINGS & LOCATING NO PASSING ZONES.

LEGEND

CURB	PAVEMENT MARKING CURB (YELLOW)
ARW2	PAVEMENT MARKING ARROWS TYPE 2 (WHITE)
ARW3	PAVEMENT MARKING ARROWS TYPE 3 (WHITE)
ARW3R	PAVEMENT MARKING ARROWS TYPE 3R (WHITE)
DLY12	PAVEMENT MARKING DIAGONAL 12-INCH (YELLOW)
WDW	PAVEMENT MARKING WORDS (WHITE)("ONLY")
MY4	PAVEMENT MARKING 4-INCH (YELLOW)
MDY4	PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
MWE4	PAVEMENT MARKING 4-INCH (WHITE EDGELINE)
MW8	PAVEMENT MARKING 8-INCH (WHITE CHANNELIZING)
WS4-3	PAVEMENT MARKING 4-INCH (WHITE SKIP)(3' SEG., 9' GAP)
WS4-12.5	PAVEMENT MARKING 4-INCH (WHITE SKIP)(12.5' SEG., 37.5' GAP)
WS8-3	PAVEMENT MARKING 8-INCH (WHITE SKIP)(3' SEG., 9' GAP)
YS4-12.5	PAVEMENT MARKING 4-INCH (YELLOW SKIP)(12.5' SEG., 37.5' GAP)
SLW18	PAVEMENT MARKING STOP BAR 18-INCH
EPOXY	EPOXY
GPTP	GROOVED PREFORMED THERMOPLASTIC
GPP	GROOVED PREFORMED PLASTIC TAPE
GWRE	GROOVED WET REFLECTIVE EPOXY
NOSE	PAVEMENT MARKING ISLAND NOSE (YELLOW)



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PAVEMENT MARKING	SHEET 191 E

FILE NAME : W:\x-Projects\RD\7140\EMCS\Project 2 Sheet files\Rural Marking\024501_pm.dgn PLOT DATE : 9/15/2016 PLOT BY : lsander PLOT NAME : PLOT SCALE : 40.0000 sf / in.

WISDOT/CADDS SHEET 42

2

2

LEGEND

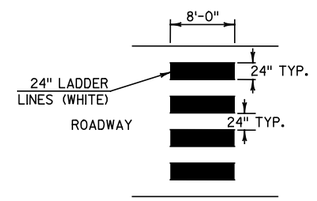
NOSE	PAVEMENT MARKING ISLAND NOSE (YELLOW)
CURB	PAVEMENT MARKING CURB (YELLOW)
ARW1	PAVEMENT MARKING ARROWS TYPE 1(WHITE)
ARW2	PAVEMENT MARKING ARROWS TYPE 2 (WHITE)
ARW2R	PAVEMENT MARKING ARROWS TYPE 2R (WHITE)
ARW3	PAVEMENT MARKING ARROWS TYPE 3 (WHITE)
ARW3R	PAVEMENT MARKING ARROWS TYPE 3R (WHITE)
DLW12	PAVEMENT MARKING DIAGONAL 12-INCH (WHITE)
DLY12	PAVEMENT MARKING DIAGONAL 12-INCH (YELLOW)
WDW	PAVEMENT MARKING WORDS (WHITE)("ONLY")
MY4	PAVEMENT MARKING 4-INCH (YELLOW)
MDY4	PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
MWE4	PAVEMENT MARKING 4-INCH (WHITE EDGELINE)
MW8	PAVEMENT MARKING 8-INCH (WHITE CHANNELIZING)
WS4-3	PAVEMENT MARKING 4-INCH (WHITE SKIP)(3' SEG., 9' GAP)
WS4-12.5	PAVEMENT MARKING 4-INCH (WHITE SKIP)(12.5' SEG., 37.5' GAP)
WS8-1	PAVEMENT MARKING 8-INCH (WHITE SKIP)(1' SEG., 3' GAP)
WS8-3	PAVEMENT MARKING 8-INCH (WHITE SKIP)(3' SEG., 9' GAP)
WS8-6	PAVEMENT MARKING 8-INCH (WHITE SKIP)(6' SEG., 3' GAP)
YS4-12.5	PAVEMENT MARKING 4-INCH (YELLOW SKIP)(12.5' SEG., 37.5' GAP)
SLW18	PAVEMENT MARKING STOP BAR 18-INCH
YIELD	PAVEMENT MARKING YIELD LINE (1' SEG, 2' GAP)
CWW24	PAVEMENT MARKING CROSSWALK 24-INCH
EPOXY	EPOXY
GPTP	GROOVED PREFORMED THERMOPLASTIC
GPP	GROOVED PREFORMED PLASTIC TAPE
GWRE	GROOVED WET REFLECTIVE EPOXY
GWRT	GROOVED WET REFLECTIVE TAPE

CTH Y / LANNON RD

STH 175

DY BOTH SIDES

PAVEMENT MARKING CROSSWALK 24-INCH DETAIL
GROOVED PREFORMED THERMOPLASTIC

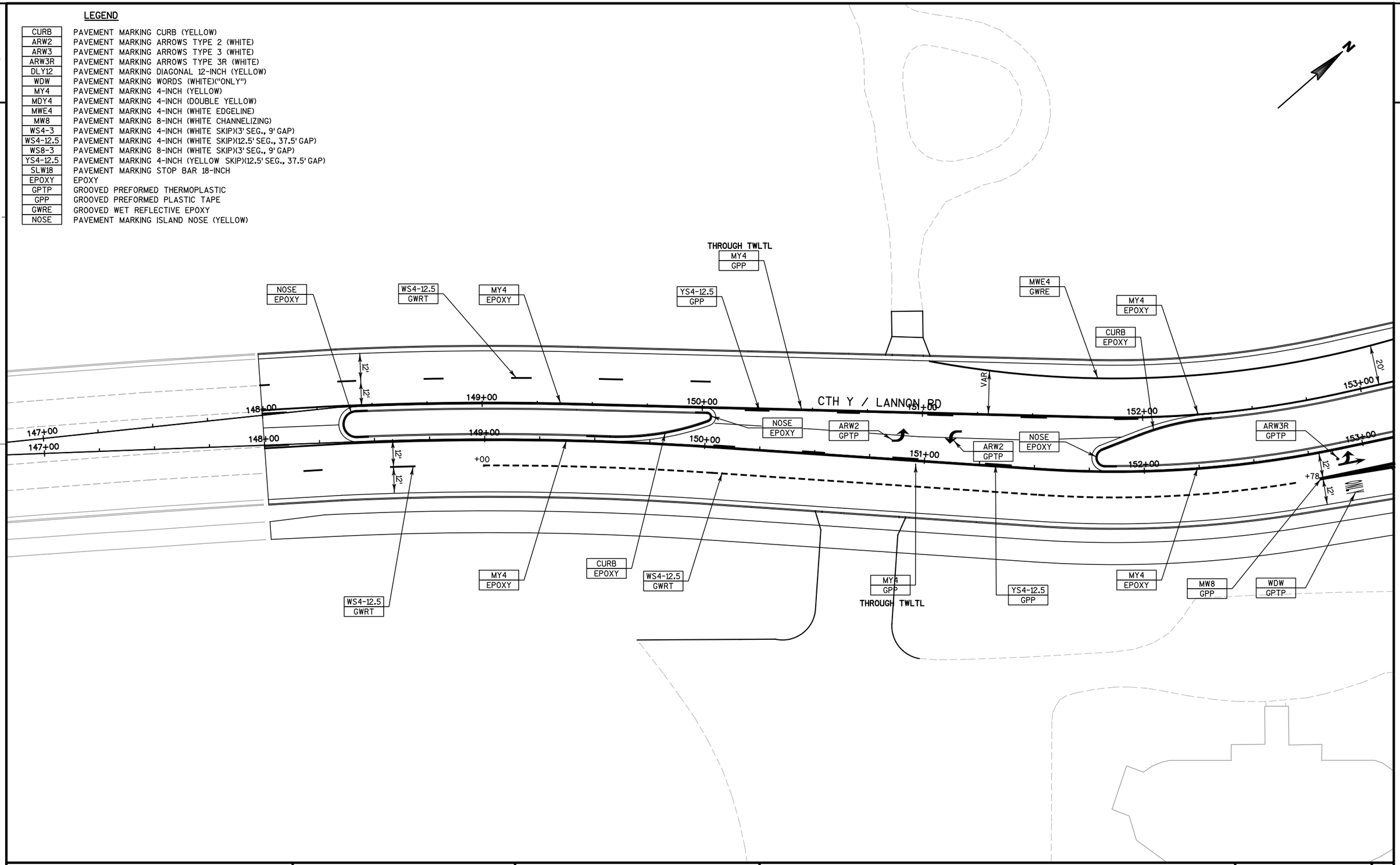


PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PAVEMENT MARKING	SHEET 192 E

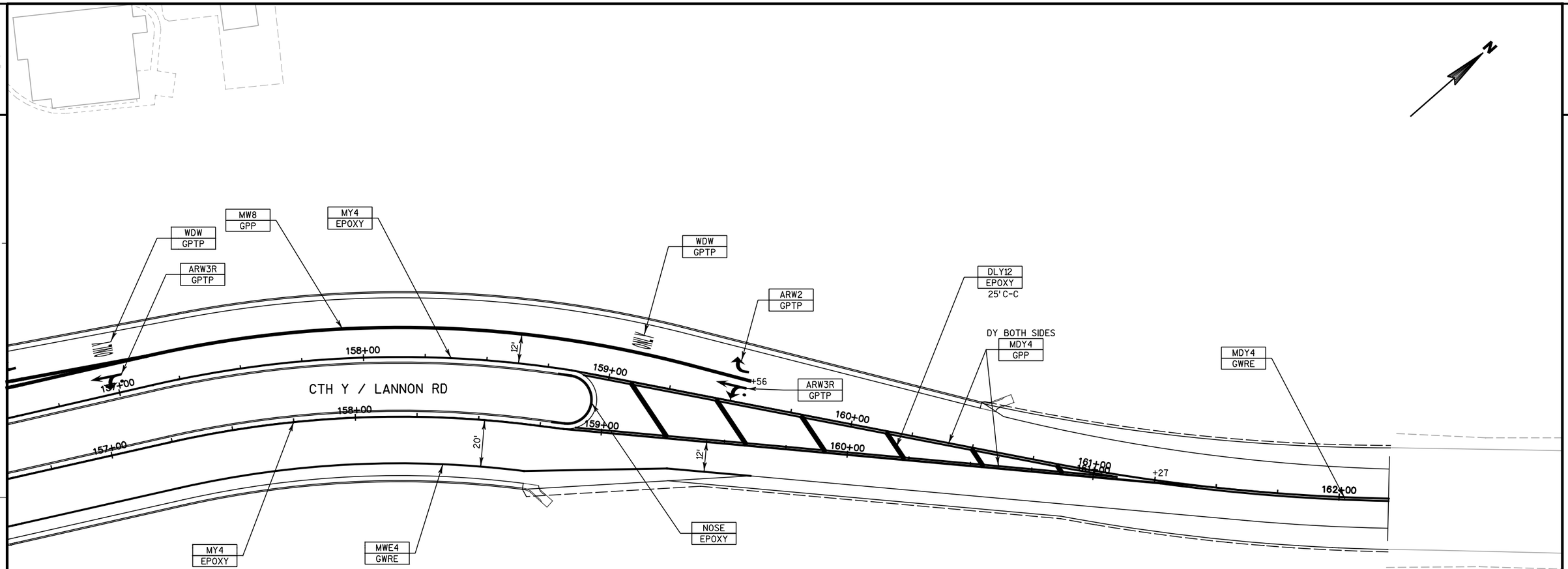
2

LEGEND

CURB	PAVEMENT MARKING CURB (YELLOW)
ARW2	PAVEMENT MARKING ARROWS TYPE 2 (WHITE)
ARW3	PAVEMENT MARKING ARROWS TYPE 3 (WHITE)
ARW3R	PAVEMENT MARKING ARROWS TYPE 3R (WHITE)
DLY12	PAVEMENT MARKING DIAGONAL 12-INCH (YELLOW)
WDW	PAVEMENT MARKING WORDS (WHITE)("ONLY")
MY4	PAVEMENT MARKING 4-INCH (YELLOW)
MDY4	PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
MWE4	PAVEMENT MARKING 4-INCH (WHITE EDGELINE)
MW8	PAVEMENT MARKING 8-INCH (WHITE CHANNELIZING)
WS4-3	PAVEMENT MARKING 4-INCH (WHITE SKIP)(3' SEG., 9' GAP)
WS4-12.5	PAVEMENT MARKING 4-INCH (WHITE SKIP)(12.5' SEG., 37.5' GAP)
WS8-3	PAVEMENT MARKING 8-INCH (WHITE SKIP)(3' SEG., 9' GAP)
YS4-12.5	PAVEMENT MARKING 4-INCH (YELLOW SKIP)(12.5' SEG., 37.5' GAP)
SLW18	PAVEMENT MARKING STOP BAR 18-INCH
EPOXY	EPOXY
GPTP	GROOVED PREFORMED THERMOPLASTIC
GPP	GROOVED PREFORMED PLASTIC TAPE
GWRE	GROOVED WET REFLECTIVE EPOXY
NOSE	PAVEMENT MARKING ISLAND NOSE (YELLOW)



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PAVEMENT MARKING - LANNON RD	SHEET 193 E



LEGEND

NOSE	PAVEMENT MARKING ISLAND NOSE (YELLOW)
CURB	PAVEMENT MARKING CURB (YELLOW)
ARW1	PAVEMENT MARKING ARROWS TYPE 1(WHITE)
ARW2	PAVEMENT MARKING ARROWS TYPE 2 (WHITE)
ARW2R	PAVEMENT MARKING ARROWS TYPE 2R (WHITE)
ARW3	PAVEMENT MARKING ARROWS TYPE 3 (WHITE)
ARW3R	PAVEMENT MARKING ARROWS TYPE 3R (WHITE)
DLW12	PAVEMENT MARKING DIAGONAL 12-INCH (WHITE)
DLY12	PAVEMENT MARKING DIAGONAL 12-INCH (YELLOW)
WDW	PAVEMENT MARKING WORDS (WHITE)("ONLY")
MY4	PAVEMENT MARKING 4-INCH (YELLOW)
MDY4	PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
MWE4	PAVEMENT MARKING 4-INCH (WHITE EDGELINE)
MW8	PAVEMENT MARKING 8-INCH (WHITE CHANNELIZING)
WS4-3	PAVEMENT MARKING 4-INCH (WHITE SKIP)(3' SEG., 9' GAP)
WS4-12.5	PAVEMENT MARKING 4-INCH (WHITE SKIP)(12.5' SEG., 37.5' GAP)
WS8-1	PAVEMENT MARKING 8-INCH (WHITE SKIP)(1' SEG., 3' GAP)
WS8-3	PAVEMENT MARKING 8-INCH (WHITE SKIP)(3' SEG., 9' GAP)
WS8-6	PAVEMENT MARKING 8-INCH (WHITE SKIP)(6' SEG., 3' GAP)
YS4-12.5	PAVEMENT MARKING 4-INCH (YELLOW SKIP)(12.5' SEG., 37.5' GAP)
SLW18	PAVEMENT MARKING STOP BAR 18-INCH
YIELD	PAVEMENT MARKING YIELD LINE (1' SEG, 2' GAP)
CWW24	PAVEMENT MARKING CROSSWALK 24-INCH
EPOXY	EPOXY
GPTP	GROOVED PREFORMED THERMOPLASTIC
GPP	GROOVED PREFORMED PLASTIC TAPE
GWRE	GROOVED WET REFLECTIVE EPOXY
GWRT	GROOVED WET REFLECTIVE TAPE

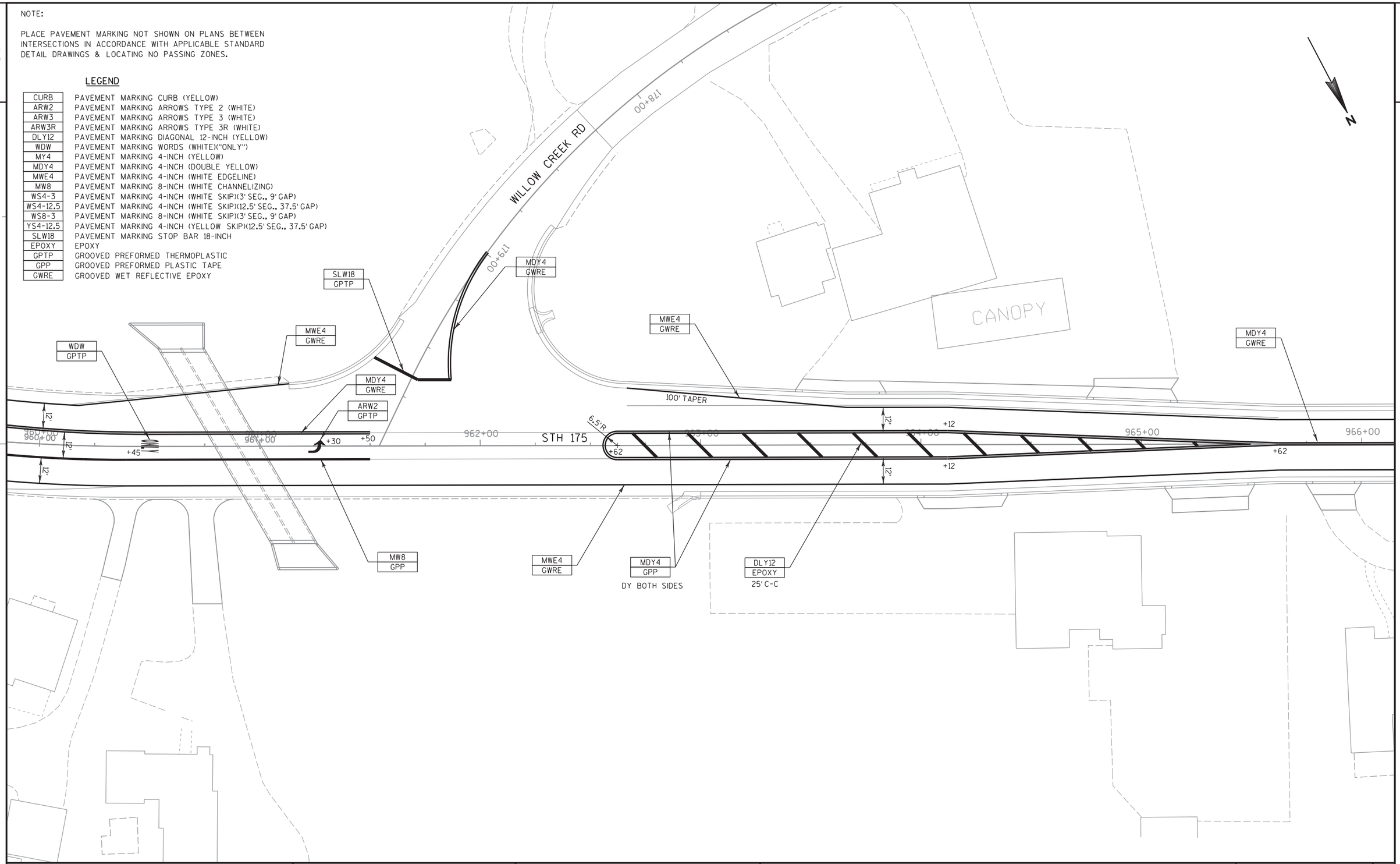
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PAVEMENT MARKING - LANNON RD	SHEET 194	E

NOTE:

PLACE PAVEMENT MARKING NOT SHOWN ON PLANS BETWEEN INTERSECTIONS IN ACCORDANCE WITH APPLICABLE STANDARD DETAIL DRAWINGS & LOCATING NO PASSING ZONES.

LEGEND

CURB	PAVEMENT MARKING CURB (YELLOW)
ARW2	PAVEMENT MARKING ARROWS TYPE 2 (WHITE)
ARW3	PAVEMENT MARKING ARROWS TYPE 3 (WHITE)
ARW3R	PAVEMENT MARKING ARROWS TYPE 3R (WHITE)
DLY12	PAVEMENT MARKING DIAGONAL 12-INCH (YELLOW)
WDW	PAVEMENT MARKING WORDS (WHITE)("ONLY")
MY4	PAVEMENT MARKING 4-INCH (YELLOW)
MDY4	PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
MWE4	PAVEMENT MARKING 4-INCH (WHITE EDGELINE)
MW8	PAVEMENT MARKING 8-INCH (WHITE CHANNELIZING)
WS4-3	PAVEMENT MARKING 4-INCH (WHITE SKIP)(3' SEG., 9' GAP)
WS4-12.5	PAVEMENT MARKING 4-INCH (WHITE SKIP)(12.5' SEG., 37.5' GAP)
WS8-3	PAVEMENT MARKING 8-INCH (WHITE SKIP)(3' SEG., 9' GAP)
YS4-12.5	PAVEMENT MARKING 4-INCH (YELLOW SKIP)(12.5' SEG., 37.5' GAP)
SLW18	PAVEMENT MARKING STOP BAR 18-INCH
EPOXY	EPOXY
GPTP	GROOVED PREFORMED THERMOPLASTIC
GPP	GROOVED PREFORMED PLASTIC TAPE
GWRE	GROOVED WET REFLECTIVE EPOXY



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PAVEMENT MARKING	SHEET 195	E

FILE NAME : P:\43xx\4340\Plan\Pavement Marking\Rural\024505_pm.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:40

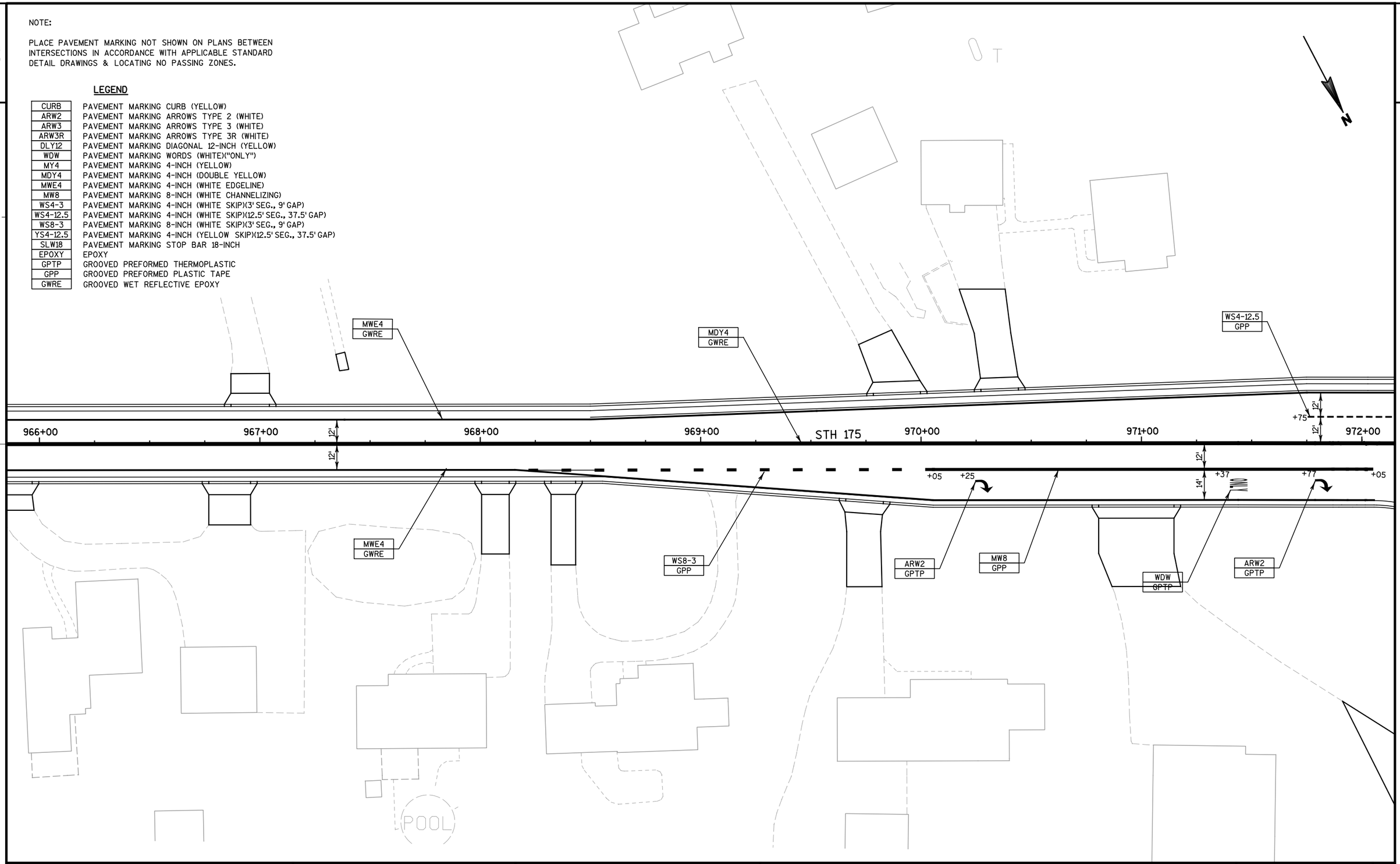
WISDOT/CADDS SHEET 42

NOTE:

PLACE PAVEMENT MARKING NOT SHOWN ON PLANS BETWEEN INTERSECTIONS IN ACCORDANCE WITH APPLICABLE STANDARD DETAIL DRAWINGS & LOCATING NO PASSING ZONES.

LEGEND

CURB	PAVEMENT MARKING CURB (YELLOW)
ARW2	PAVEMENT MARKING ARROWS TYPE 2 (WHITE)
ARW3	PAVEMENT MARKING ARROWS TYPE 3 (WHITE)
ARW3R	PAVEMENT MARKING ARROWS TYPE 3R (WHITE)
DLY12	PAVEMENT MARKING DIAGONAL 12-INCH (YELLOW)
WDW	PAVEMENT MARKING WORDS (WHITE)("ONLY")
MY4	PAVEMENT MARKING 4-INCH (YELLOW)
MDY4	PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
MWE4	PAVEMENT MARKING 4-INCH (WHITE EDGELINE)
MW8	PAVEMENT MARKING 8-INCH (WHITE CHANNELIZING)
WS4-3	PAVEMENT MARKING 4-INCH (WHITE SKIP)(3' SEG., 9' GAP)
WS4-12.5	PAVEMENT MARKING 4-INCH (WHITE SKIP)(12.5' SEG., 37.5' GAP)
WS8-3	PAVEMENT MARKING 8-INCH (WHITE SKIP)(3' SEG., 9' GAP)
YS4-12.5	PAVEMENT MARKING 4-INCH (YELLOW SKIP)(12.5' SEG., 37.5' GAP)
SLW18	PAVEMENT MARKING STOP BAR 18-INCH
EPOXY	EPOXY
GPTP	GROOVED PREFORMED THERMOPLASTIC
GPP	GROOVED PREFORMED PLASTIC TAPE
GWRE	GROOVED WET REFLECTIVE EPOXY

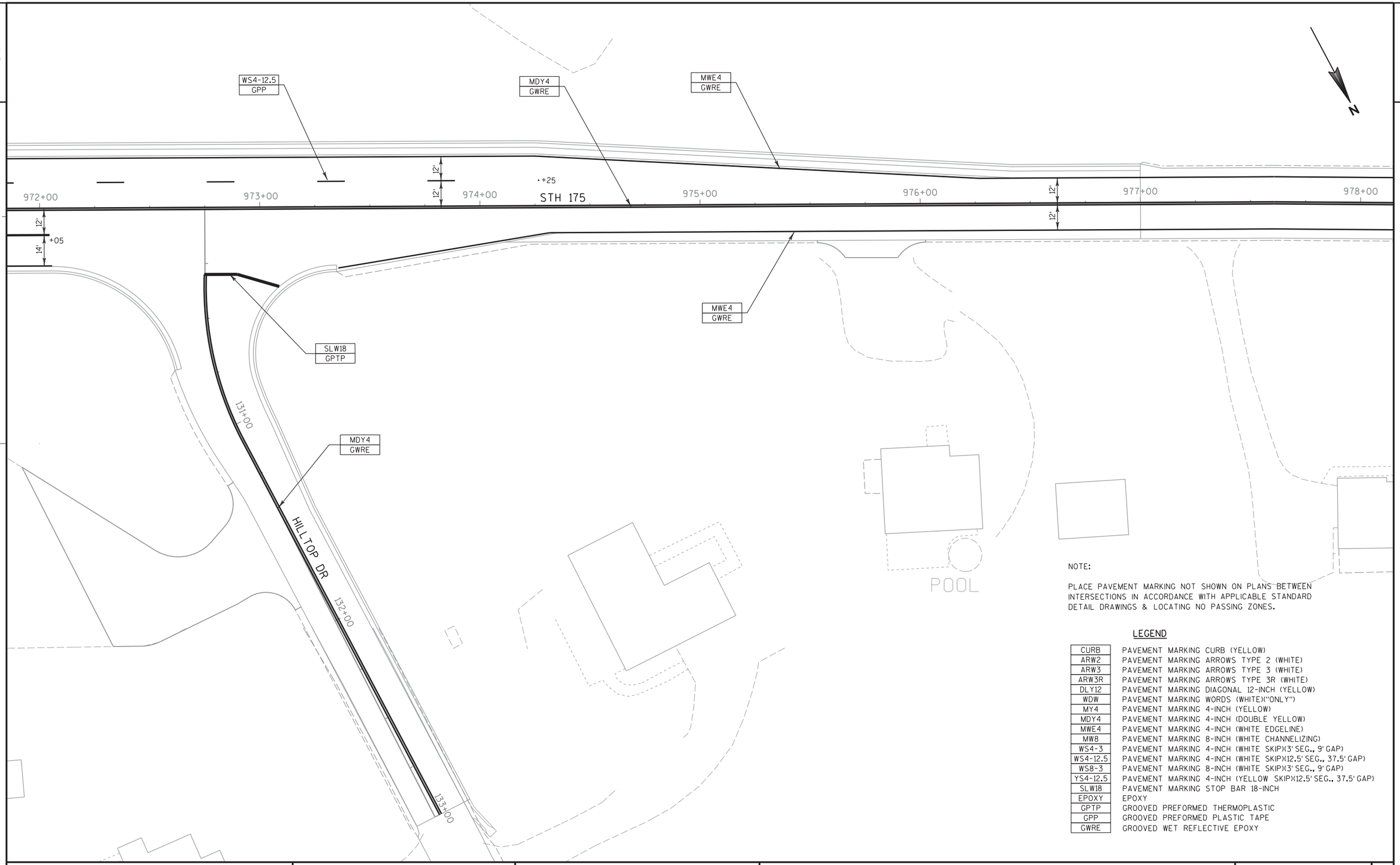


PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PAVEMENT MARKING	SHEET 196	E

FILE NAME : W:\x-Projects\RD\7140\EMCS\Project 2 Sheet files\Rural Marking\024506_pm.dgn PLOT DATE : 9/14/2016 PLOT BY : lsander PLOT NAME : PLOT SCALE : 40.0000 sf / in.

WISDOT/CADDS SHEET 42

2



NOTE:

PLACE PAVEMENT MARKING NOT SHOWN ON PLANS BETWEEN INTERSECTIONS IN ACCORDANCE WITH APPLICABLE STANDARD DETAIL DRAWINGS & LOCATING NO PASSING ZONES.

LEGEND

CURB	PAVEMENT MARKING CURB (YELLOW)
ARW2	PAVEMENT MARKING ARROWS TYPE 2 (WHITE)
ARW3	PAVEMENT MARKING ARROWS TYPE 3 (WHITE)
ARW3R	PAVEMENT MARKING ARROWS TYPE 3R (WHITE)
DLY12	PAVEMENT MARKING DIAGONAL 12-INCH (YELLOW)
WDW	PAVEMENT MARKING WORDS (WHITE)("ONLY")
MY4	PAVEMENT MARKING 4-INCH (YELLOW)
MDY4	PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
MWE4	PAVEMENT MARKING 4-INCH (WHITE EDGELINE)
MW8	PAVEMENT MARKING 8-INCH (WHITE CHANNELIZING)
WS4-3	PAVEMENT MARKING 4-INCH (WHITE SKIP)(3' SEG., 9' GAP)
WS4-12.5	PAVEMENT MARKING 4-INCH (WHITE SKIP)(12.5' SEG., 37.5' GAP)
WS8-3	PAVEMENT MARKING 8-INCH (WHITE SKIP)(3' SEG., 9' GAP)
YS4-12.5	PAVEMENT MARKING 4-INCH (YELLOW SKIP)(12.5' SEG., 37.5' GAP)
SLW18	PAVEMENT MARKING STOP BAR 18-INCH
EPOXY	EPOXY
GPTP	GROOVED PREFORMED THERMOPLASTIC
GPP	GROOVED PREFORMED PLASTIC TAPE
GWRE	GROOVED WET REFLECTIVE EPOXY

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PAVEMENT MARKING	SHEET 197	E

2

NOTE:

PLACE PAVEMENT MARKING NOT SHOWN ON PLANS BETWEEN INTERSECTIONS IN ACCORDANCE WITH APPLICABLE STANDARD DETAIL DRAWINGS & LOCATING NO PASSING ZONES.

LEGEND

CURB	PAVEMENT MARKING CURB (YELLOW)
ARW2	PAVEMENT MARKING ARROWS TYPE 2 (WHITE)
ARW3	PAVEMENT MARKING ARROWS TYPE 3 (WHITE)
ARW3R	PAVEMENT MARKING ARROWS TYPE 3R (WHITE)
DLY12	PAVEMENT MARKING DIAGONAL 12-INCH (YELLOW)
WDW	PAVEMENT MARKING WORDS (WHITE)("ONLY")
MY4	PAVEMENT MARKING 4-INCH (YELLOW)
MDY4	PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
MWE4	PAVEMENT MARKING 4-INCH (WHITE EDGELINE)
MW8	PAVEMENT MARKING 8-INCH (WHITE CHANNELIZING)
WS4-3	PAVEMENT MARKING 4-INCH (WHITE SKIP)(3' SEG., 9' GAP)
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WS8-3	PAVEMENT MARKING 8-INCH (WHITE SKIP)(3' SEG., 9' GAP)
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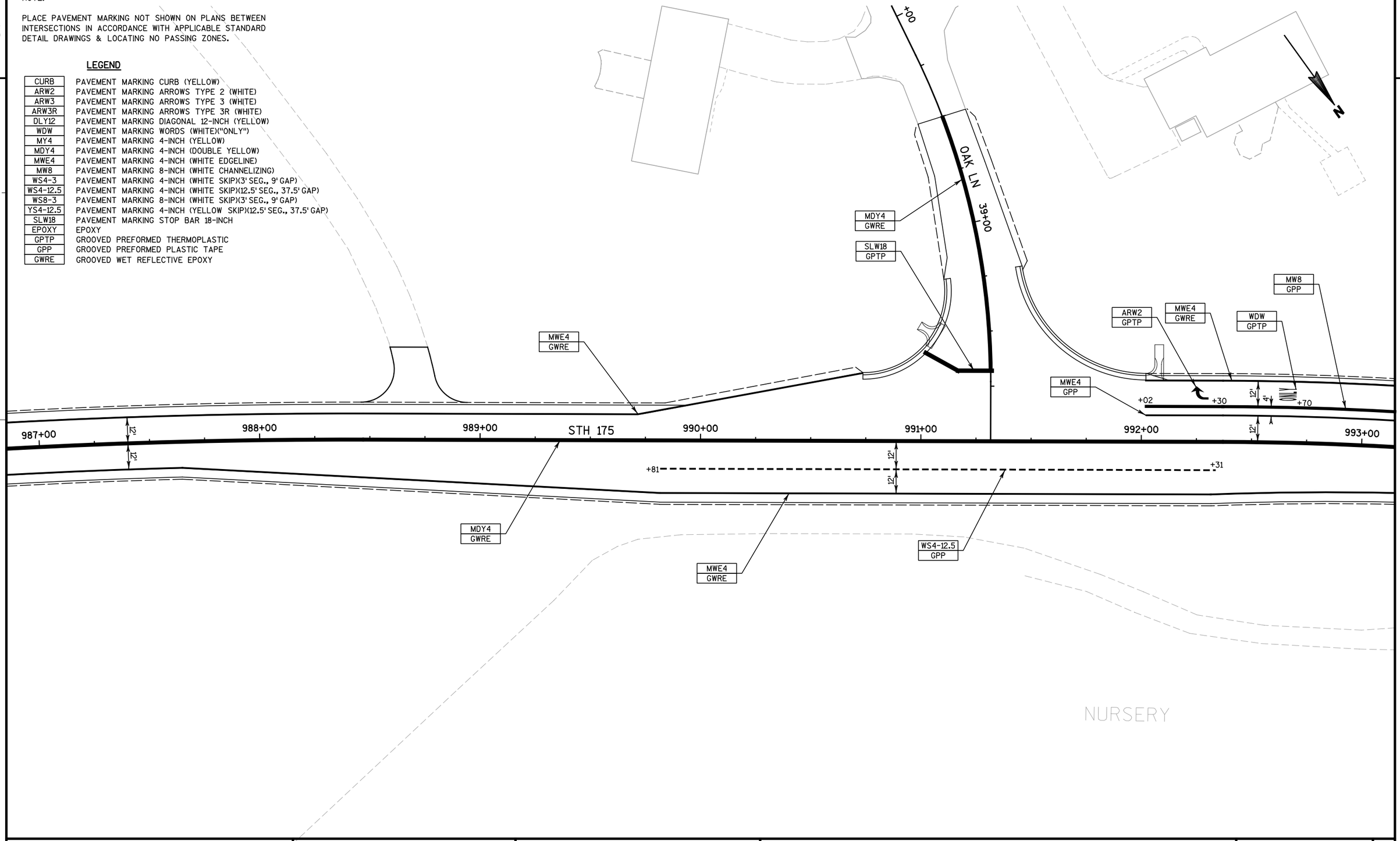
SLW18	PAVEMENT MARKING STOP BAR 18-INCH
EPOXY	EPOXY
GPTP	GROOVED PREFORMED THERMOPLASTIC
GPP	GROOVED PREFORMED PLASTIC TAPE
GWRE	GROOVED WET REFLECTIVE EPOXY



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PAVEMENT MARKING	SHEET 198	E

FILE NAME : W:\x-Projects\RD\7140\EMCS\Project 2 Sheet files\Rural Marking\024508_pm.dgn PLOT DATE : 9/14/2016 PLOT BY : lsander PLOT NAME : PLOT SCALE : 40.0000 sf / in.

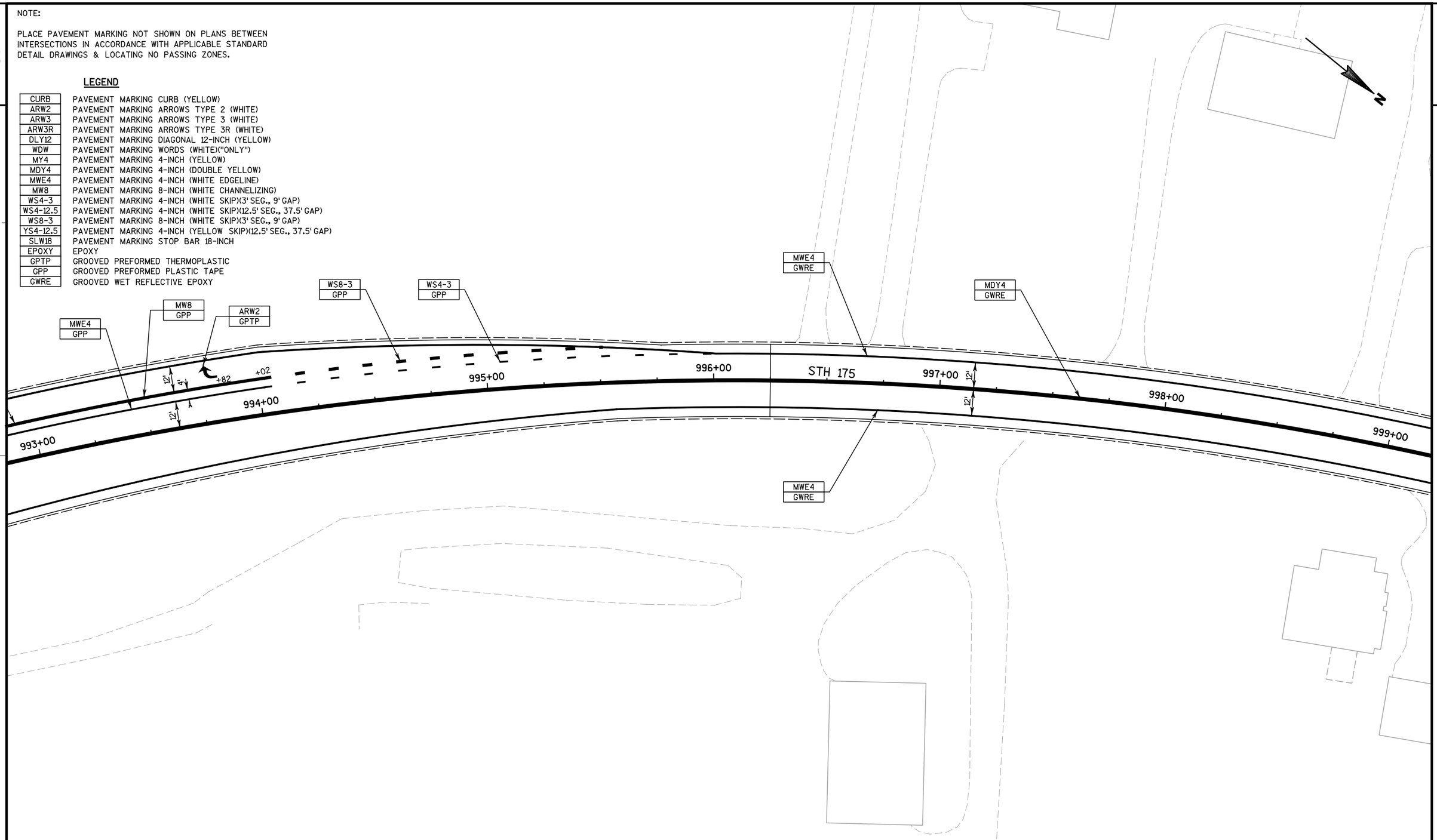
WISDOT/CADDS SHEET 42

NOTE:

PLACE PAVEMENT MARKING NOT SHOWN ON PLANS BETWEEN INTERSECTIONS IN ACCORDANCE WITH APPLICABLE STANDARD DETAIL DRAWINGS & LOCATING NO PASSING ZONES.

LEGEND

CURB	PAVEMENT MARKING CURB (YELLOW)
ARW2	PAVEMENT MARKING ARROWS TYPE 2 (WHITE)
ARW3	PAVEMENT MARKING ARROWS TYPE 3 (WHITE)
ARW3R	PAVEMENT MARKING ARROWS TYPE 3R (WHITE)
DLY12	PAVEMENT MARKING DIAGONAL 12-INCH (YELLOW)
WDW	PAVEMENT MARKING WORDS (WHITE)("ONLY")
MY4	PAVEMENT MARKING 4-INCH (YELLOW)
MDY4	PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
MWE4	PAVEMENT MARKING 4-INCH (WHITE EDGELINE)
MW8	PAVEMENT MARKING 8-INCH (WHITE CHANNELIZING)
WS4-3	PAVEMENT MARKING 4-INCH (WHITE SKIP)(3' SEG., 9' GAP)
WS4-12.5	PAVEMENT MARKING 4-INCH (WHITE SKIP)(12.5' SEG., 37.5' GAP)
WS8-3	PAVEMENT MARKING 8-INCH (WHITE SKIP)(3' SEG., 9' GAP)
YS4-12.5	PAVEMENT MARKING 4-INCH (YELLOW SKIP)(12.5' SEG., 37.5' GAP)
SLW18	PAVEMENT MARKING STOP BAR 18-INCH
EPOXY	EPOXY
GPTP	GROOVED PREFORMED THERMOPLASTIC
GPP	GROOVED PREFORMED PLASTIC TAPE
GWRE	GROOVED WET REFLECTIVE EPOXY



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PAVEMENT MARKING	SHEET 199	E

FILE NAME : W:\x-Projects\RD\7140\EMCS\Project 2 Sheet files\Rural Marking\024509_pm.dgn PLOT DATE : 9/14/2016 PLOT BY : lsander PLOT NAME : PLOT SCALE : 40.0000 sf / in.

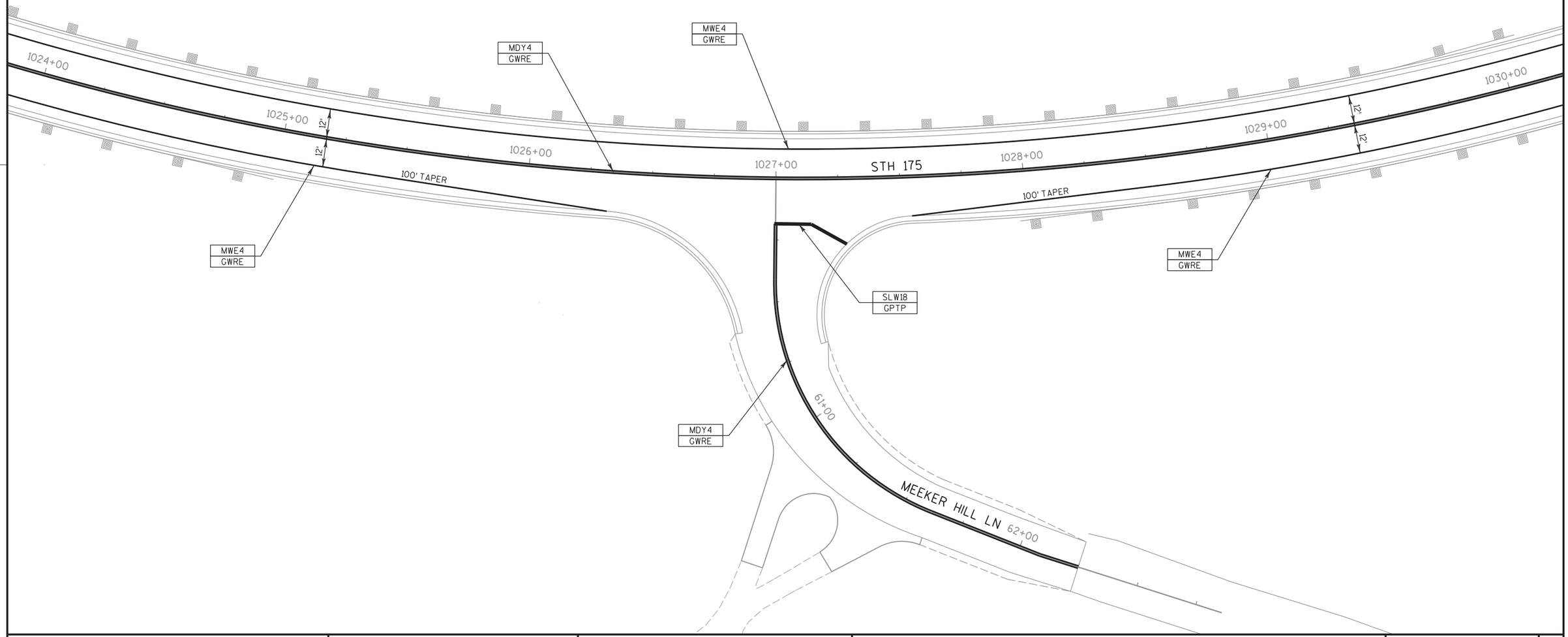
WISDOT/CADDS SHEET 42

NOTE:

PLACE PAVEMENT MARKING NOT SHOWN ON PLANS BETWEEN INTERSECTIONS IN ACCORDANCE WITH APPLICABLE STANDARD DETAIL DRAWINGS & LOCATING NO PASSING ZONES.

LEGEND

CURB	PAVEMENT MARKING CURB (YELLOW)
ARW2	PAVEMENT MARKING ARROWS TYPE 2 (WHITE)
ARW3	PAVEMENT MARKING ARROWS TYPE 3 (WHITE)
ARW3R	PAVEMENT MARKING ARROWS TYPE 3R (WHITE)
DLY12	PAVEMENT MARKING DIAGONAL 12-INCH (YELLOW)
WDW	PAVEMENT MARKING WORDS (WHITE)("ONLY")
MY4	PAVEMENT MARKING 4-INCH (YELLOW)
MDY4	PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
MWE4	PAVEMENT MARKING 4-INCH (WHITE EDGELINE)
MW8	PAVEMENT MARKING 8-INCH (WHITE CHANNELIZING)
WS4-3	PAVEMENT MARKING 4-INCH (WHITE SKIP)(3' SEG., 9' GAP)
WS4-12.5	PAVEMENT MARKING 4-INCH (WHITE SKIP)(12.5' SEG., 37.5' GAP)
WS8-3	PAVEMENT MARKING 8-INCH (WHITE SKIP)(3' SEG., 9' GAP)
YS4-12.5	PAVEMENT MARKING 4-INCH (YELLOW SKIP)(12.5' SEG., 37.5' GAP)
SLW18	PAVEMENT MARKING STOP BAR 18-INCH
EPOXY	EPOXY
GPTP	GROOVED PREFORMED THERMOPLASTIC
GPP	GROOVED PREFORMED PLASTIC TAPE
GWRE	GROOVED WET REFLECTIVE EPOXY



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PAVEMENT MARKING	SHEET 200 E

FILE NAME : P:\43xx\4340\Plan\Pavement Marking\Rural\024510_pm.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:40

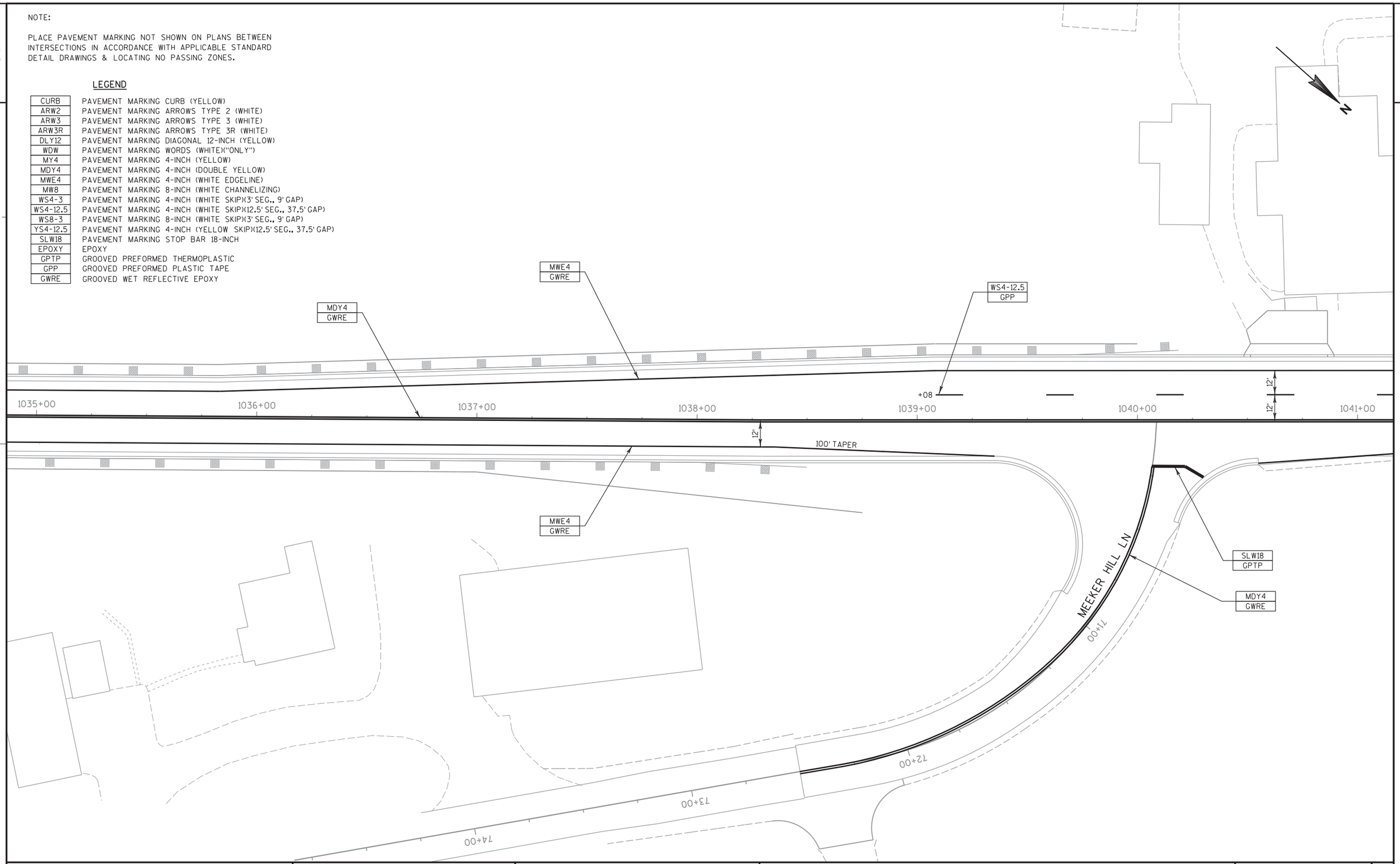
WISDOT/CADDS SHEET 42

NOTE:

PLACE PAVEMENT MARKING NOT SHOWN ON PLANS BETWEEN INTERSECTIONS IN ACCORDANCE WITH APPLICABLE STANDARD DETAIL DRAWINGS & LOCATING NO PASSING ZONES.

LEGEND

CURB	PAVEMENT MARKING CURB (YELLOW)
ARW2	PAVEMENT MARKING ARROWS TYPE 2 (WHITE)
ARW3	PAVEMENT MARKING ARROWS TYPE 3 (WHITE)
ARW3R	PAVEMENT MARKING ARROWS TYPE 3R (WHITE)
DLY12	PAVEMENT MARKING DIAGONAL 12-INCH (YELLOW)
WDW	PAVEMENT MARKING WORDS (WHITE)("ONLY")
MY4	PAVEMENT MARKING 4-INCH (YELLOW)
MDY4	PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
MWE4	PAVEMENT MARKING 4-INCH (WHITE EDGELINE)
MW8	PAVEMENT MARKING 8-INCH (WHITE CHANNELIZING)
WS4-3	PAVEMENT MARKING 4-INCH (WHITE SKIP)(3' SEG., 9' GAP)
WS4-12.5	PAVEMENT MARKING 4-INCH (WHITE SKIP)(12.5' SEG., 37.5' GAP)
WS8-3	PAVEMENT MARKING 8-INCH (WHITE SKIP)(3' SEG., 9' GAP)
YS4-12.5	PAVEMENT MARKING 4-INCH (YELLOW SKIP)(12.5' SEG., 37.5' GAP)
SLW18	PAVEMENT MARKING STOP BAR 18-INCH
EPOXY	EPOXY
GPTP	GROOVED PREFORMED THERMOPLASTIC
GPP	GROOVED PREFORMED PLASTIC TAPE
GWRE	GROOVED WET REFLECTIVE EPOXY



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PAVEMENT MARKING	SHEET 201	E

FILE NAME : P:\43xx\4340\Plan\Pavement Marking\Rural\024511A_pm.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:40

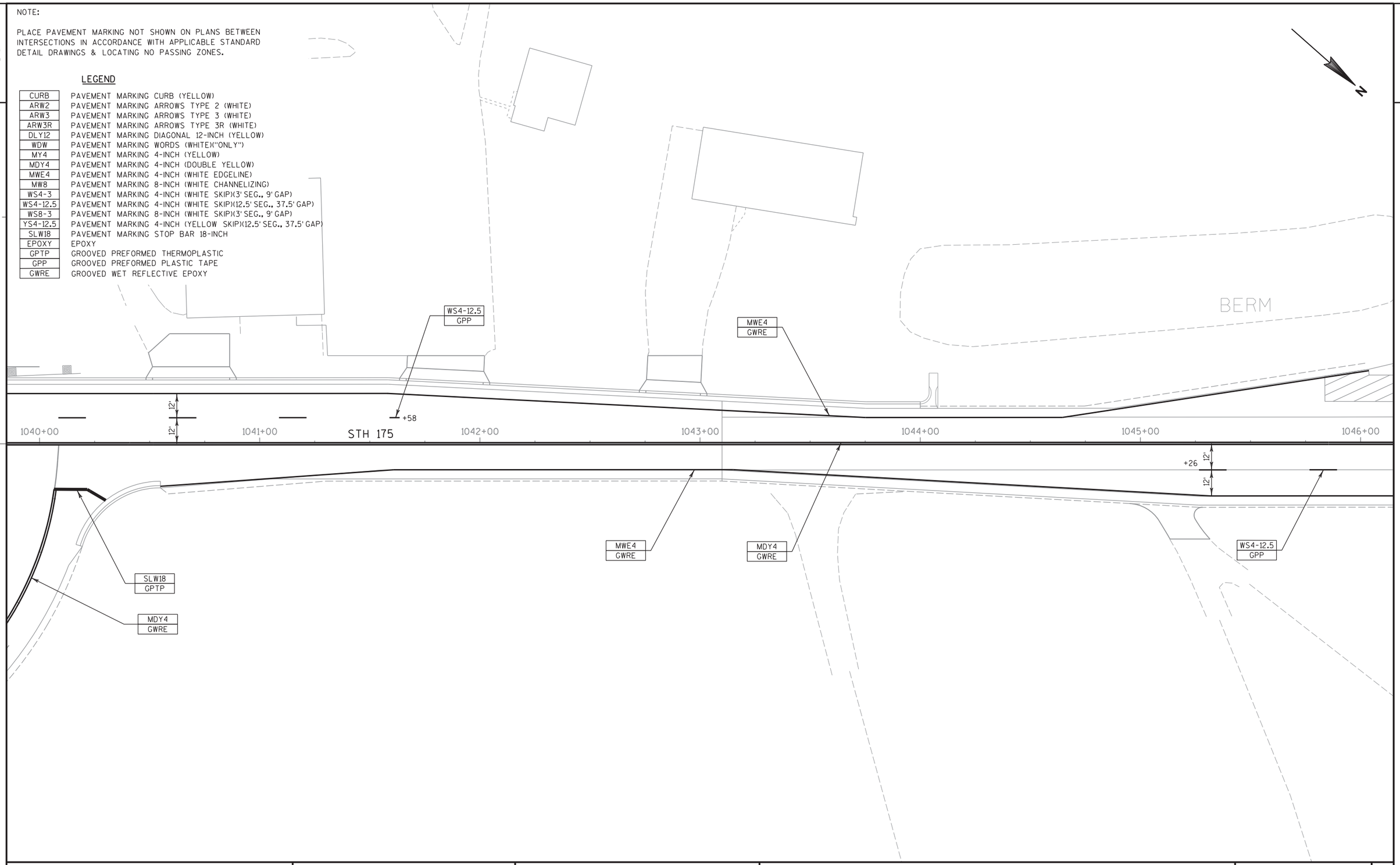
WISDOT/CADDS SHEET 42

NOTE:

PLACE PAVEMENT MARKING NOT SHOWN ON PLANS BETWEEN INTERSECTIONS IN ACCORDANCE WITH APPLICABLE STANDARD DETAIL DRAWINGS & LOCATING NO PASSING ZONES.

LEGEND

CURB	PAVEMENT MARKING CURB (YELLOW)
ARW2	PAVEMENT MARKING ARROWS TYPE 2 (WHITE)
ARW3	PAVEMENT MARKING ARROWS TYPE 3 (WHITE)
ARW3R	PAVEMENT MARKING ARROWS TYPE 3R (WHITE)
DLY12	PAVEMENT MARKING DIAGONAL 12-INCH (YELLOW)
WDW	PAVEMENT MARKING WORDS (WHITE)("ONLY")
MY4	PAVEMENT MARKING 4-INCH (YELLOW)
MDY4	PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
MWE4	PAVEMENT MARKING 4-INCH (WHITE EDGELINE)
MW8	PAVEMENT MARKING 8-INCH (WHITE CHANNELIZING)
WS4-3	PAVEMENT MARKING 4-INCH (WHITE SKIP)(3' SEG., 9' GAP)
WS4-12.5	PAVEMENT MARKING 4-INCH (WHITE SKIP)(12.5' SEG., 37.5' GAP)
WS8-3	PAVEMENT MARKING 8-INCH (WHITE SKIP)(3' SEG., 9' GAP)
YS4-12.5	PAVEMENT MARKING 4-INCH (YELLOW SKIP)(12.5' SEG., 37.5' GAP)
SLW18	PAVEMENT MARKING STOP BAR 18-INCH
EPOXY	EPOXY
GPTP	GROOVED PREFORMED THERMOPLASTIC
GPP	GROOVED PREFORMED PLASTIC TAPE
GWRE	GROOVED WET REFLECTIVE EPOXY

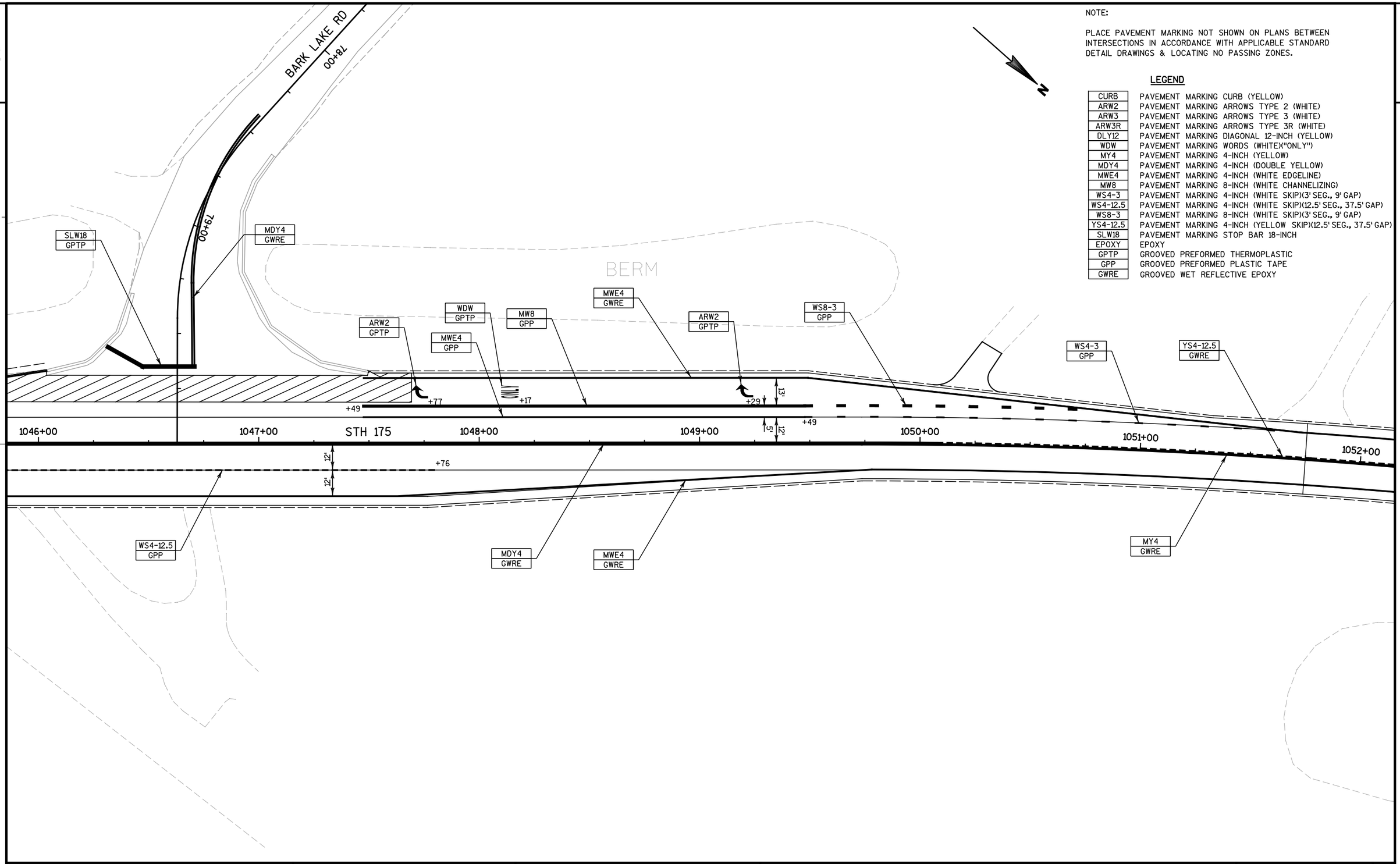


PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PAVEMENT MARKING	SHEET 202	E

FILE NAME : P:\43xx\4340\Plan\Pavement Marking\Rural\024511B_pm.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

2



NOTE:

PLACE PAVEMENT MARKING NOT SHOWN ON PLANS BETWEEN INTERSECTIONS IN ACCORDANCE WITH APPLICABLE STANDARD DETAIL DRAWINGS & LOCATING NO PASSING ZONES.

LEGEND

CURB	PAVEMENT MARKING CURB (YELLOW)
ARW2	PAVEMENT MARKING ARROWS TYPE 2 (WHITE)
ARW3	PAVEMENT MARKING ARROWS TYPE 3 (WHITE)
ARW3R	PAVEMENT MARKING ARROWS TYPE 3R (WHITE)
DLY12	PAVEMENT MARKING DIAGONAL 12-INCH (YELLOW)
WDW	PAVEMENT MARKING WORDS (WHITE)("ONLY")
MY4	PAVEMENT MARKING 4-INCH (YELLOW)
MDY4	PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
MWE4	PAVEMENT MARKING 4-INCH (WHITE EDGELINE)
MW8	PAVEMENT MARKING 8-INCH (WHITE CHANNELIZING)
WS4-3	PAVEMENT MARKING 4-INCH (WHITE SKIP)(3' SEG., 9' GAP)
WS4-12.5	PAVEMENT MARKING 4-INCH (WHITE SKIP)(12.5' SEG., 37.5' GAP)
WS8-3	PAVEMENT MARKING 8-INCH (WHITE SKIP)(3' SEG., 9' GAP)
YS4-12.5	PAVEMENT MARKING 4-INCH (YELLOW SKIP)(12.5' SEG., 37.5' GAP)
SLW18	PAVEMENT MARKING STOP BAR 18-INCH
EPOXY	EPOXY
GPTP	GROOVED PREFORMED THERMOPLASTIC
GPP	GROOVED PREFORMED PLASTIC TAPE
GWRE	GROOVED WET REFLECTIVE EPOXY

2

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PAVEMENT MARKING	SHEET 203	E

NOTE:

PLACE PAVEMENT MARKING NOT SHOWN ON PLANS BETWEEN INTERSECTIONS IN ACCORDANCE WITH APPLICABLE STANDARD DETAIL DRAWINGS & LOCATING NO PASSING ZONES.

LEGEND

CURB	PAVEMENT MARKING CURB (YELLOW)
ARW2	PAVEMENT MARKING ARROWS TYPE 2 (WHITE)
ARW3	PAVEMENT MARKING ARROWS TYPE 3 (WHITE)
ARW3R	PAVEMENT MARKING ARROWS TYPE 3R (WHITE)
DLY12	PAVEMENT MARKING DIAGONAL 12-INCH (YELLOW)
WDW	PAVEMENT MARKING WORDS (WHITE)("ONLY")
MY4	PAVEMENT MARKING 4-INCH (YELLOW)
MDY4	PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
MWE4	PAVEMENT MARKING 4-INCH (WHITE EDGELINE)
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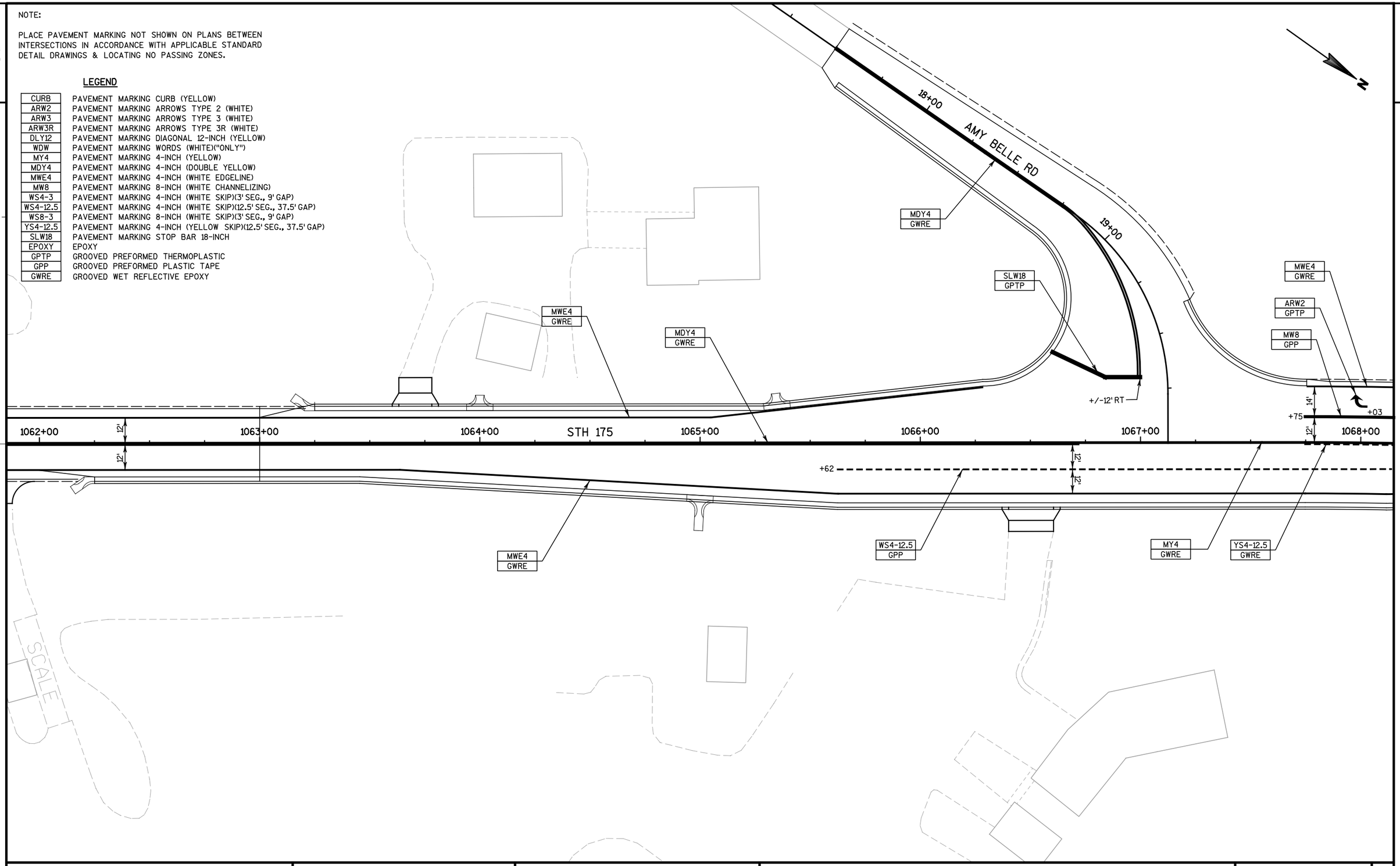
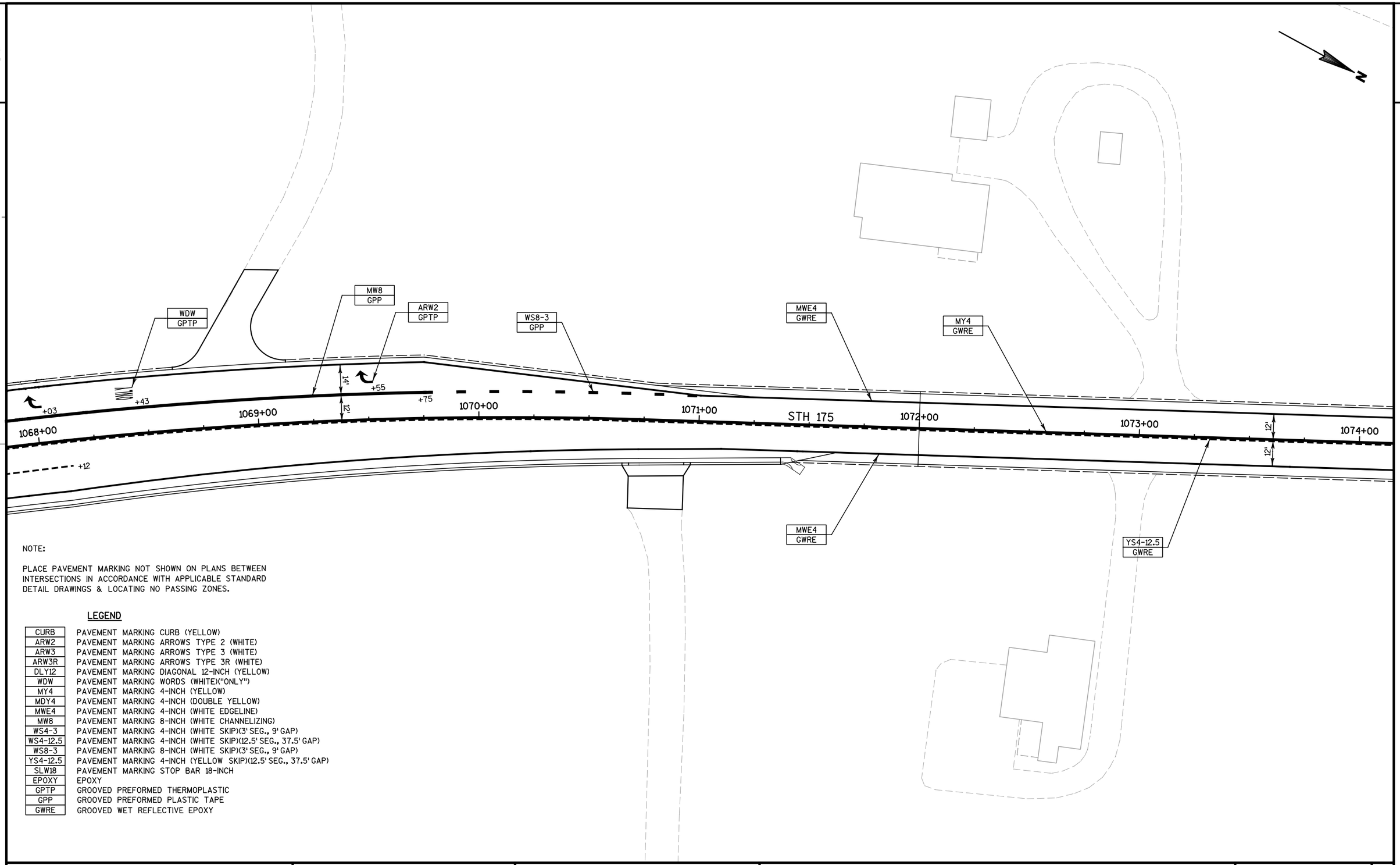
YS4-12.5	PAVEMENT MARKING 4-INCH (YELLOW SKIP)(12.5' SEG., 37.5' GAP)
SLW18	PAVEMENT MARKING STOP BAR 18-INCH
EPOXY	EPOXY
GPTP	GROOVED PREFORMED THERMOPLASTIC
GPP	GROOVED PREFORMED PLASTIC TAPE
GWRE	GROOVED WET REFLECTIVE EPOXY



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PAVEMENT MARKING	SHEET 204 E

2



NOTE:

PLACE PAVEMENT MARKING NOT SHOWN ON PLANS BETWEEN INTERSECTIONS IN ACCORDANCE WITH APPLICABLE STANDARD DETAIL DRAWINGS & LOCATING NO PASSING ZONES.

LEGEND

CURB	PAVEMENT MARKING CURB (YELLOW)
ARW2	PAVEMENT MARKING ARROWS TYPE 2 (WHITE)
ARW3	PAVEMENT MARKING ARROWS TYPE 3 (WHITE)
ARW3R	PAVEMENT MARKING ARROWS TYPE 3R (WHITE)
DLY12	PAVEMENT MARKING DIAGONAL 12-INCH (YELLOW)
WDW	PAVEMENT MARKING WORDS (WHITE)("ONLY")
MY4	PAVEMENT MARKING 4-INCH (YELLOW)
MDY4	PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
MWE4	PAVEMENT MARKING 4-INCH (WHITE EDGELINE)
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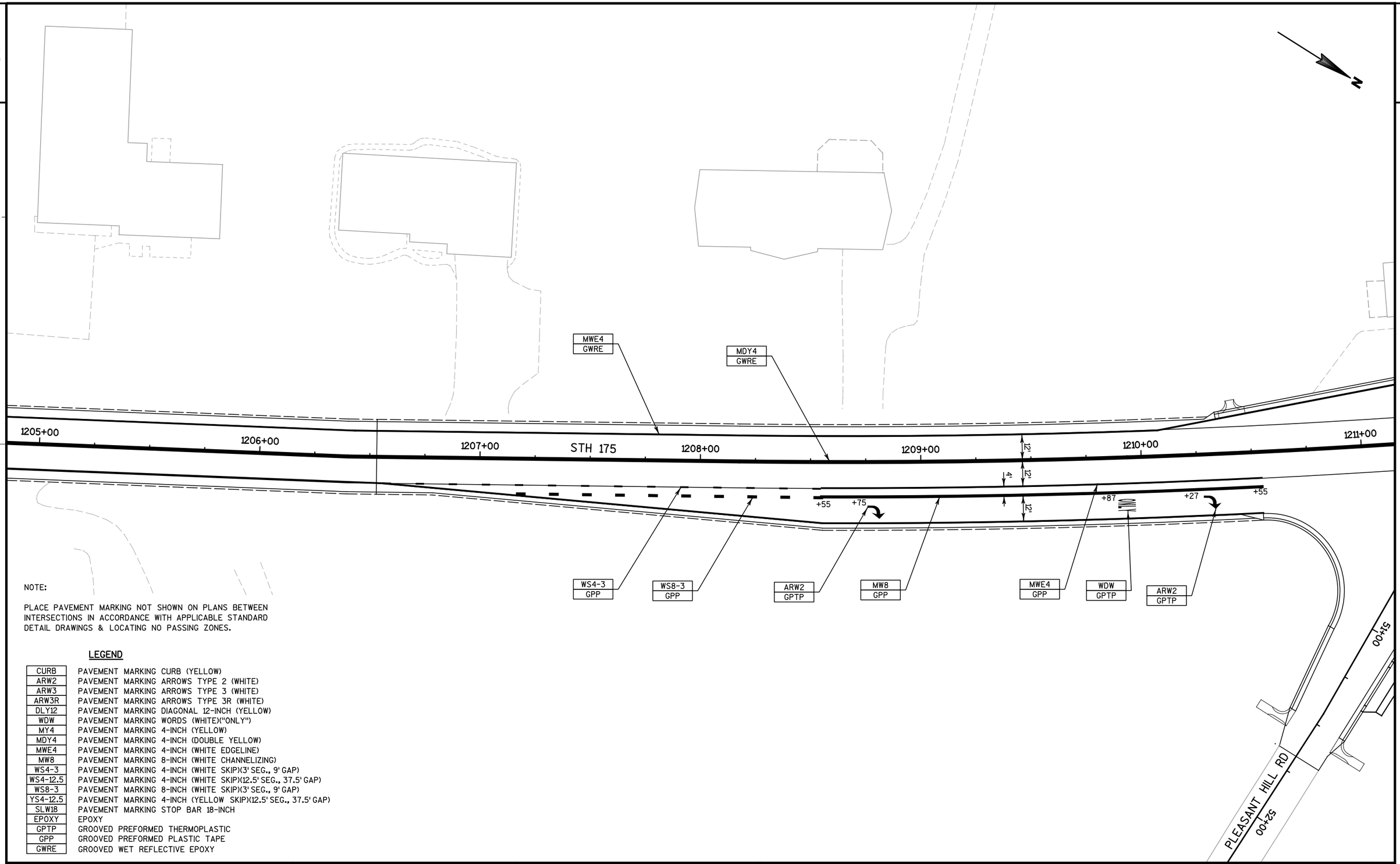
SLW18	PAVEMENT MARKING STOP BAR 18-INCH
EPOXY	EPOXY
GPTP	GROOVED PREFORMED THERMOPLASTIC
GPP	GROOVED PREFORMED PLASTIC TAPE
GWRE	GROOVED WET REFLECTIVE EPOXY

2



NOTE:

PLACE PAVEMENT MARKING NOT SHOWN ON PLANS BETWEEN INTERSECTIONS IN ACCORDANCE WITH APPLICABLE STANDARD DETAIL DRAWINGS & LOCATING NO PASSING ZONES.

LEGEND

CURB	PAVEMENT MARKING CURB (YELLOW)
ARW2	PAVEMENT MARKING ARROWS TYPE 2 (WHITE)
ARW3	PAVEMENT MARKING ARROWS TYPE 3 (WHITE)
ARW3R	PAVEMENT MARKING ARROWS TYPE 3R (WHITE)
DLY12	PAVEMENT MARKING DIAGONAL 12-INCH (YELLOW)
WDW	PAVEMENT MARKING WORDS (WHITE)("ONLY")
MY4	PAVEMENT MARKING 4-INCH (YELLOW)
MDY4	PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
MWE4	PAVEMENT MARKING 4-INCH (WHITE EDGELINE)
MW8	PAVEMENT MARKING 8-INCH (WHITE CHANNELIZING)
WS4-3	PAVEMENT MARKING 4-INCH (WHITE SKIP)(3' SEG., 9' GAP)
WS4-12.5	PAVEMENT MARKING 4-INCH (WHITE SKIP)(12.5' SEG., 37.5' GAP)
WS8-3	PAVEMENT MARKING 8-INCH (WHITE SKIP)(3' SEG., 9' GAP)
YS4-12.5	PAVEMENT MARKING 4-INCH (YELLOW SKIP)(12.5' SEG., 37.5' GAP)
SLW18	PAVEMENT MARKING STOP BAR 18-INCH
EPOXY	EPOXY
GPTP	GROOVED PREFORMED THERMOPLASTIC
GPP	GROOVED PREFORMED PLASTIC TAPE
GWRE	GROOVED WET REFLECTIVE EPOXY

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PAVEMENT MARKING	SHEET 206	E

NOTE:

PLACE PAVEMENT MARKING NOT SHOWN ON PLANS BETWEEN INTERSECTIONS IN ACCORDANCE WITH APPLICABLE STANDARD DETAIL DRAWINGS & LOCATING NO PASSING ZONES.

LEGEND

CURB	PAVEMENT MARKING CURB (YELLOW)
ARW2	PAVEMENT MARKING ARROWS TYPE 2 (WHITE)
ARW3	PAVEMENT MARKING ARROWS TYPE 3 (WHITE)
ARW3R	PAVEMENT MARKING ARROWS TYPE 3R (WHITE)
DLY12	PAVEMENT MARKING DIAGONAL 12-INCH (YELLOW)
WDW	PAVEMENT MARKING WORDS (WHITE)("ONLY")
MY4	PAVEMENT MARKING 4-INCH (YELLOW)
MDY4	PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
MWE4	PAVEMENT MARKING 4-INCH (WHITE EDGELINE)
MW8	PAVEMENT MARKING 8-INCH (WHITE CHANNELIZING)
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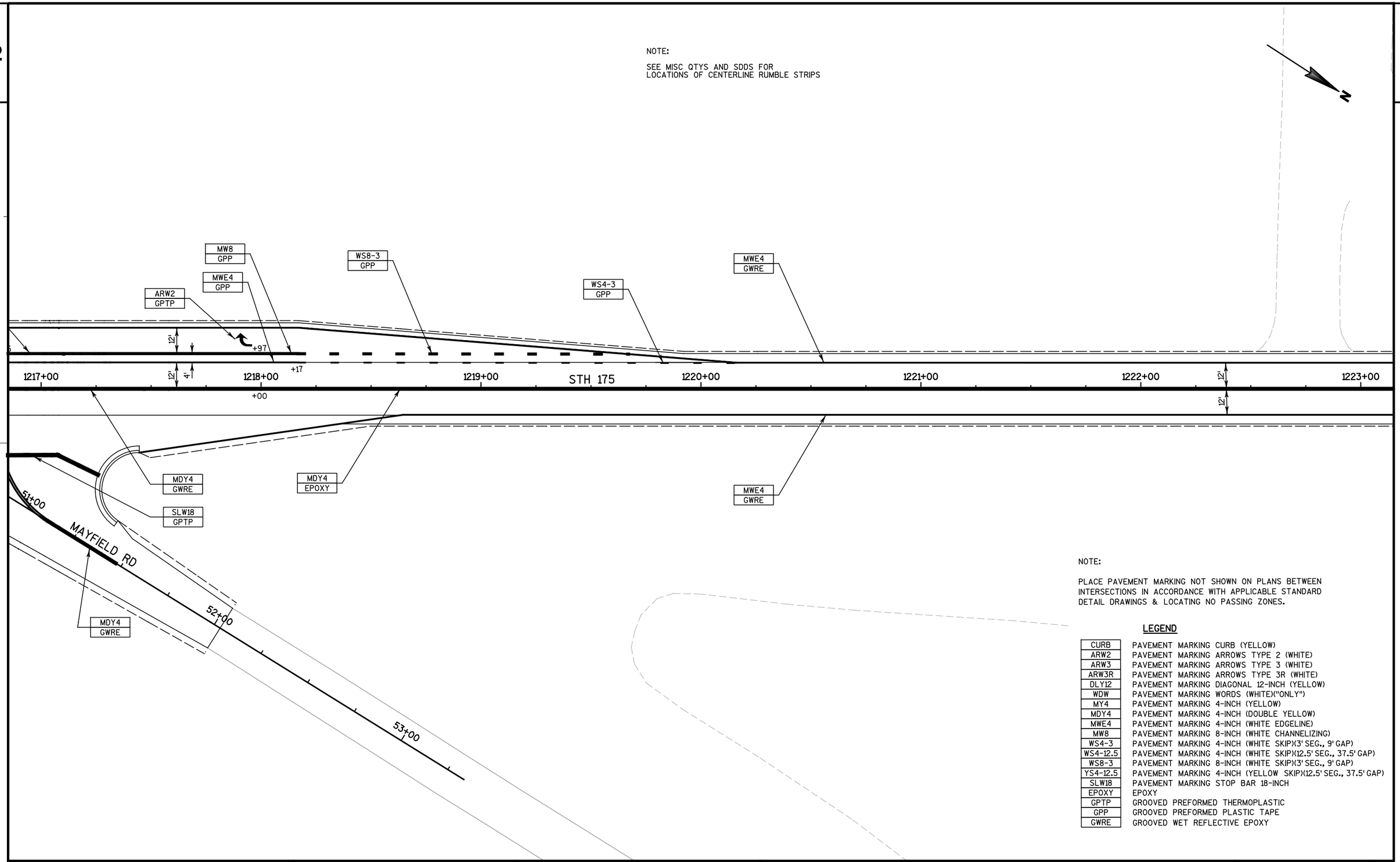
SLW18	PAVEMENT MARKING STOP BAR 18-INCH
EPOXY	EPOXY
GPTP	GROOVED PREFORMED THERMOPLASTIC
GPP	GROOVED PREFORMED PLASTIC TAPE
GWRE	GROOVED WET REFLECTIVE EPOXY

PLEASANT HILL RD
MAYFIELD RD
STH 175
1211+00
1212+00
1213+00
1214+00
1215+00
1216+00
1217+00
48+00
49+00
50+00
51+00
+00
+40
+61
+72
+81
+94
+77
+97
+32
+72
+17
+45
+85
12'
14'
4'
+/- 15' LT

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PAVEMENT MARKING	SHEET 207 E

NOTE:

SEE MISC QTYS AND SDDS FOR
LOCATIONS OF CENTERLINE RUMBLE STRIPS



NOTE:

PLACE PAVEMENT MARKING NOT SHOWN ON PLANS BETWEEN INTERSECTIONS IN ACCORDANCE WITH APPLICABLE STANDARD DETAIL DRAWINGS & LOCATING NO PASSING ZONES.

LEGEND

CURB	PAVEMENT MARKING CURB (YELLOW)
ARW2	PAVEMENT MARKING ARROWS TYPE 2 (WHITE)
ARW3	PAVEMENT MARKING ARROWS TYPE 3 (WHITE)
ARW3R	PAVEMENT MARKING ARROWS TYPE 3R (WHITE)
DLY12	PAVEMENT MARKING DIAGONAL 12-INCH (YELLOW)
WDW	PAVEMENT MARKING WORDS (WHITE)("ONLY")
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MDY4	PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
MWE4	PAVEMENT MARKING 4-INCH (WHITE EDGELINE)
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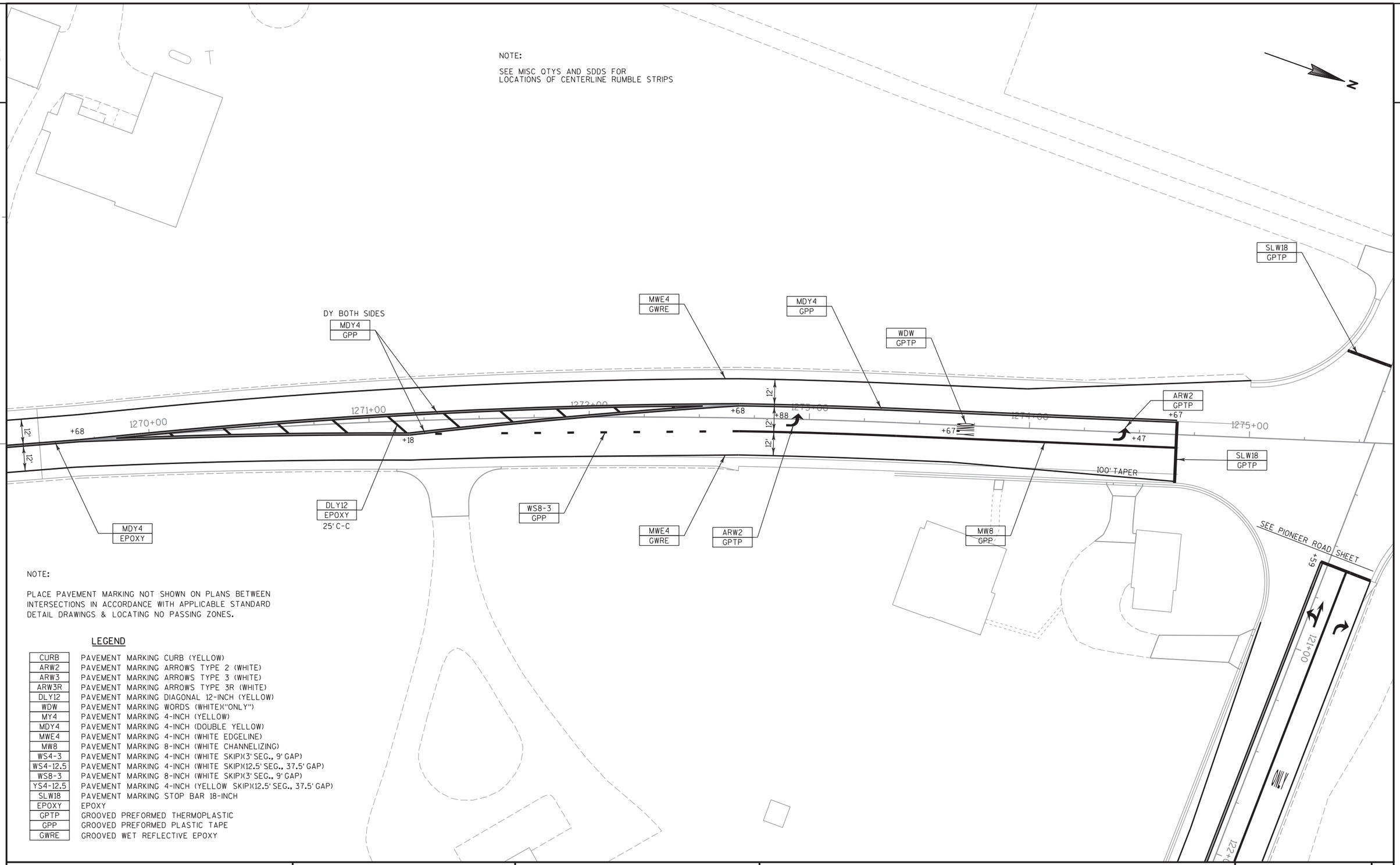
EPOXY	EPOXY
GPTP	GROOVED PREFORMED THERMOPLASTIC
GPP	GROOVED PREFORMED PLASTIC TAPE
GWRE	GROOVED WET REFLECTIVE EPOXY

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PAVEMENT MARKING	SHEET 208	E

NOTE:

SEE MISC QTYS AND SDDS FOR
LOCATIONS OF CENTERLINE RUMBLE STRIPS



NOTE:

PLACE PAVEMENT MARKING NOT SHOWN ON PLANS BETWEEN
INTERSECTIONS IN ACCORDANCE WITH APPLICABLE STANDARD
DETAIL DRAWINGS & LOCATING NO PASSING ZONES.

LEGEND

CURB	PAVEMENT MARKING CURB (YELLOW)
ARW2	PAVEMENT MARKING ARROWS TYPE 2 (WHITE)
ARW3	PAVEMENT MARKING ARROWS TYPE 3 (WHITE)
ARW3R	PAVEMENT MARKING ARROWS TYPE 3R (WHITE)
DLY12	PAVEMENT MARKING DIAGONAL 12-INCH (YELLOW)
WDW	PAVEMENT MARKING WORDS (WHITE)("ONLY")
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MWE4	PAVEMENT MARKING 4-INCH (WHITE EDGELINE)
MW8	PAVEMENT MARKING 8-INCH (WHITE CHANNELIZING)
WS4-3	PAVEMENT MARKING 4-INCH (WHITE SKIP)(3' SEG., 9' GAP)
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EPOXY	EPOXY
GPTP	GROOVED PREFORMED THERMOPLASTIC
GPP	GROOVED PREFORMED PLASTIC TAPE
GWRE	GROOVED WET REFLECTIVE EPOXY

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PAVEMENT MARKING	SHEET 209 E

FILE NAME : P:\43xx\4340\Plan\Pavement Marking\Rural\024518_pm.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

NOTE:

SEE MISC QTYS AND SDDS FOR
LOCATIONS OF CENTERLINE RUMBLE STRIPS

NOTE:

PLACE PAVEMENT MARKING NOT SHOWN ON PLANS BETWEEN INTERSECTIONS IN ACCORDANCE WITH APPLICABLE STANDARD DETAIL DRAWINGS & LOCATING NO PASSING ZONES.

LEGEND

CURB	PAVEMENT MARKING CURB (YELLOW)
ARW2	PAVEMENT MARKING ARROWS TYPE 2 (WHITE)
ARW3	PAVEMENT MARKING ARROWS TYPE 3 (WHITE)
ARW3R	PAVEMENT MARKING ARROWS TYPE 3R (WHITE)
DLY12	PAVEMENT MARKING DIAGONAL 12-INCH (YELLOW)
WDW	PAVEMENT MARKING WORDS (WHITE)("ONLY")
MY4	PAVEMENT MARKING 4-INCH (YELLOW)
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SLW18	PAVEMENT MARKING STOP BAR 18-INCH
EPOXY	EPOXY
GPTP	GROOVED PREFORMED THERMOPLASTIC
GPP	GROOVED PREFORMED PLASTIC TAPE
GWRE	GROOVED WET REFLECTIVE EPOXY

SUBSTATION

PIONEER RD

118+00

119+00

SLW18 GPTP

SLW18 GPTP

MW8 GPP

WS8-3 GPP

MWE4 GWRE

STH 175

1276+00

1277+00

1278+00

1279+00

1281+00

+56

+53

+40

+60

+10

+60

+36

ARW2 GPTP

12'

12'

12'

WDW GPTP

MDY4 GPP

ARW2 GPTP

MWE4 GWRE

DLY12 EPOXY 25' C-C

MDY4 GPP DY BOTH SIDES

61+79

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PAVEMENT MARKING	SHEET 210	E

NOTE:

PLACE PAVEMENT MARKING NOT SHOWN ON PLANS BETWEEN INTERSECTIONS IN ACCORDANCE WITH APPLICABLE STANDARD DETAIL DRAWINGS & LOCATING NO PASSING ZONES.

LEGEND

CURB	PAVEMENT MARKING CURB (YELLOW)
ARW2	PAVEMENT MARKING ARROWS TYPE 2 (WHITE)
ARW3	PAVEMENT MARKING ARROWS TYPE 3 (WHITE)
ARW3R	PAVEMENT MARKING ARROWS TYPE 3R (WHITE)
DLY12	PAVEMENT MARKING DIAGONAL 12-INCH (YELLOW)
WDW	PAVEMENT MARKING WORDS (WHITE)("ONLY")
MY4	PAVEMENT MARKING 4-INCH (YELLOW)
MDY4	PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
MWE4	PAVEMENT MARKING 4-INCH (WHITE EDGELINE)
MW8	PAVEMENT MARKING 8-INCH (WHITE CHANNELIZING)
WS4-3	PAVEMENT MARKING 4-INCH (WHITE SKIP)(3' SEG., 9' GAP)
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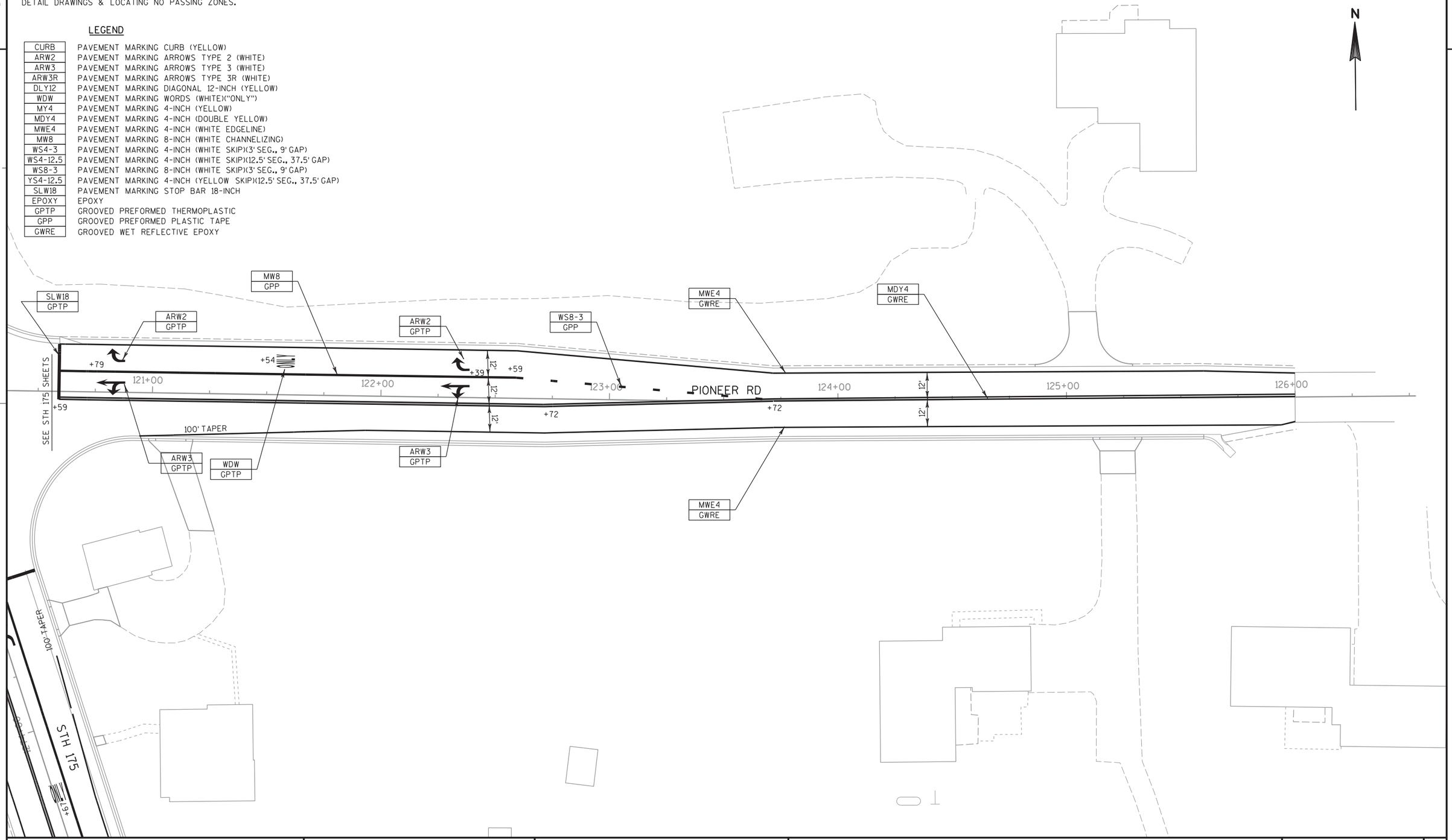
GPTP	GROOVED PREFORMED THERMOPLASTIC
GPP	GROOVED PREFORMED PLASTIC TAPE
GWRE	GROOVED WET REFLECTIVE EPOXY



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PAVEMENT MARKING - PIONEER RD	SHEET 211	E

FILE NAME : P:\43xx\4340\Plan\Pavement Marking\Rural\024520_pm.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

2

NOTE:

SEE MISC QTYS AND SDDS FOR
LOCATIONS OF CENTERLINE RUMBLE STRIPS

NOTE:

PLACE PAVEMENT MARKING NOT SHOWN ON PLANS BETWEEN INTERSECTIONS IN ACCORDANCE WITH APPLICABLE STANDARD DETAIL DRAWINGS & LOCATING NO PASSING ZONES.

LEGEND

CURB	PAVEMENT MARKING CURB (YELLOW)
ARW2	PAVEMENT MARKING ARROWS TYPE 2 (WHITE)
ARW3	PAVEMENT MARKING ARROWS TYPE 3 (WHITE)
ARW3R	PAVEMENT MARKING ARROWS TYPE 3R (WHITE)
DLY12	PAVEMENT MARKING DIAGONAL 12-INCH (YELLOW)
WDW	PAVEMENT MARKING WORDS (WHITE)("ONLY")
MY4	PAVEMENT MARKING 4-INCH (YELLOW)
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MWE4	PAVEMENT MARKING 4-INCH (WHITE EDGELINE)
MW8	PAVEMENT MARKING 8-INCH (WHITE CHANNELIZING)
WS4-3	PAVEMENT MARKING 4-INCH (WHITE SKIP)(3' SEG., 9' GAP)
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EPOXY	EPOXY
GPTP	GROOVED PREFORMED THERMOPLASTIC
GPP	GROOVED PREFORMED PLASTIC TAPE
GWRE	GROOVED WET REFLECTIVE EPOXY

SCENIC RD

00+8

00+6

+/-7' LT

MDY4 GWRE

SLW18 GPTP

ARW2 GPTP

MW8 GPP

WDW GPTP

MWE4 GWRE

ARW2 GPTP

WS8-3 GPP

YS4-12.5 EPOXY

+65 +93 +33 +45 +65

14'

1319+00 1320+00 1321+00 1322+00 1323+00 1324+00

STH 175

12' 12' 12' 12'

YS4-12.5 GWRE

MY4 EPOXY

MWE4 GWRE

MY4 EPOXY

2

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PAVEMENT MARKING	SHEET	E

FILE NAME : W:\x-Projects\RD\7140\EMCS\Project 2 Sheet files\Rural Marking\024521_pm.dgn PLOT DATE : 9/14/2016 PLOT BY : lsander PLOT NAME : PLOT SCALE : 40.0000 sf / in.

WISDOT/CADDS SHEET 42

NOTE:

PLACE PAVEMENT MARKING NOT SHOWN ON PLANS BETWEEN INTERSECTIONS IN ACCORDANCE WITH APPLICABLE STANDARD DETAIL DRAWINGS & LOCATING NO PASSING ZONES.

LEGEND

CURB	PAVEMENT MARKING CURB (YELLOW)
ARW2	PAVEMENT MARKING ARROWS TYPE 2 (WHITE)
ARW3	PAVEMENT MARKING ARROWS TYPE 3 (WHITE)
ARW3R	PAVEMENT MARKING ARROWS TYPE 3R (WHITE)
DLY12	PAVEMENT MARKING DIAGONAL 12-INCH (YELLOW)
WDW	PAVEMENT MARKING WORDS (WHITE)("ONLY")
MY4	PAVEMENT MARKING 4-INCH (YELLOW)
MDY4	PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
MWE4	PAVEMENT MARKING 4-INCH (WHITE EDGELINE)
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SLW18	PAVEMENT MARKING STOP BAR 18-INCH
EPOXY	EPOXY
GPTP	GROOVED PREFORMED THERMOPLASTIC
GPP	GROOVED PREFORMED PLASTIC TAPE
GWRE	GROOVED WET REFLECTIVE EPOXY

NOTE:

SEE MISC QTYS AND SDDS FOR LOCATIONS OF CENTERLINE RUMBLE STRIPS

N

FOND DU LAC DR

STH 175

WESTERN AVE

48+00 49+00 50+00 51+00 52+00

1329+00 1330+00 1331+00 1332+00 1333+00 1334+00 1335+00

MWE4 GWRE
YS4-12.5 EPOXY
SLW18 GPTP
MWE4 GPP
ARW2 GPTP
WDW GPTP
MW8 GPP
MWE4 GWRE
WS8-3 GPP
WS4-3 GPP
ARW2 GPTP
MY4 EPOXY
WS8-3 GPP
ARW2 GPTP
MWE4 GWRE
WDW GPTP
MW8 GPP
ARW2 GPTP
MDY4 EPOXY
WS8-3 GPP
MW8 GPP
MWE4 GWRE
SLW18 GPTP

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PAVEMENT MARKING	SHEET 213	E

NOTE:

PLACE PAVEMENT MARKING NOT SHOWN ON PLANS BETWEEN INTERSECTIONS IN ACCORDANCE WITH APPLICABLE STANDARD DETAIL DRAWINGS & LOCATING NO PASSING ZONES.

LEGEND

CURB	PAVEMENT MARKING CURB (YELLOW)
ARW2	PAVEMENT MARKING ARROWS TYPE 2 (WHITE)
ARW3	PAVEMENT MARKING ARROWS TYPE 3 (WHITE)
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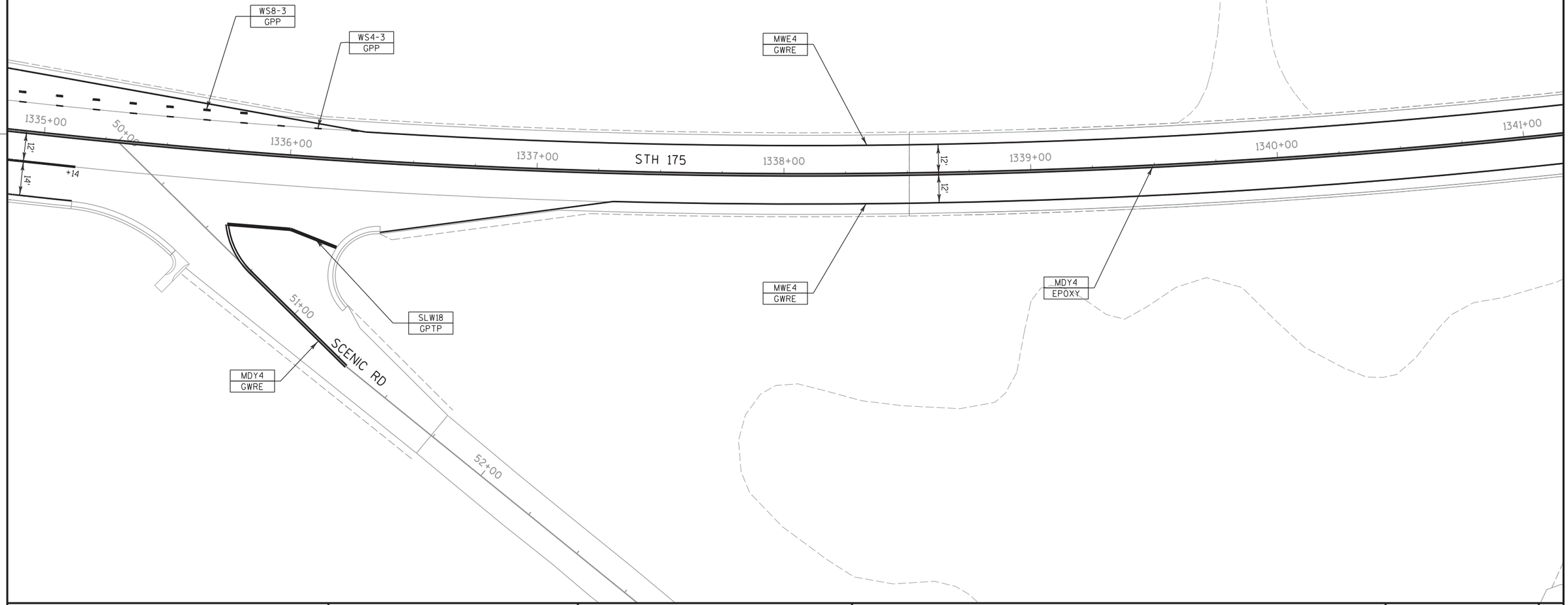
GWRE	GROOVED WET REFLECTIVE EPOXY

NOTE:

SEE MISC QTYS AND SDDS FOR LOCATIONS OF CENTERLINE RUMBLE STRIPS



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PAVEMENT MARKING	SHEET 214	E

FILE NAME : P:\43xx\4340\Plan\Pavement Marking\Rural\024523_pm.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

NOTE:

PLACE PAVEMENT MARKING NOT SHOWN ON PLANS BETWEEN INTERSECTIONS IN ACCORDANCE WITH APPLICABLE STANDARD DETAIL DRAWINGS & LOCATING NO PASSING ZONES.

NOTE:

SEE MISC QTYS AND SDDS FOR LOCATIONS OF CENTERLINE RUMBLE STRIPS

LEGEND

CURB	PAVEMENT MARKING CURB (YELLOW)
ARW2	PAVEMENT MARKING ARROWS TYPE 2 (WHITE)
ARW3	PAVEMENT MARKING ARROWS TYPE 3 (WHITE)
ARW3R	PAVEMENT MARKING ARROWS TYPE 3R (WHITE)
DLY12	PAVEMENT MARKING DIAGONAL 12-INCH (YELLOW)
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GPTP	GROOVED PREFORMED THERMOPLASTIC
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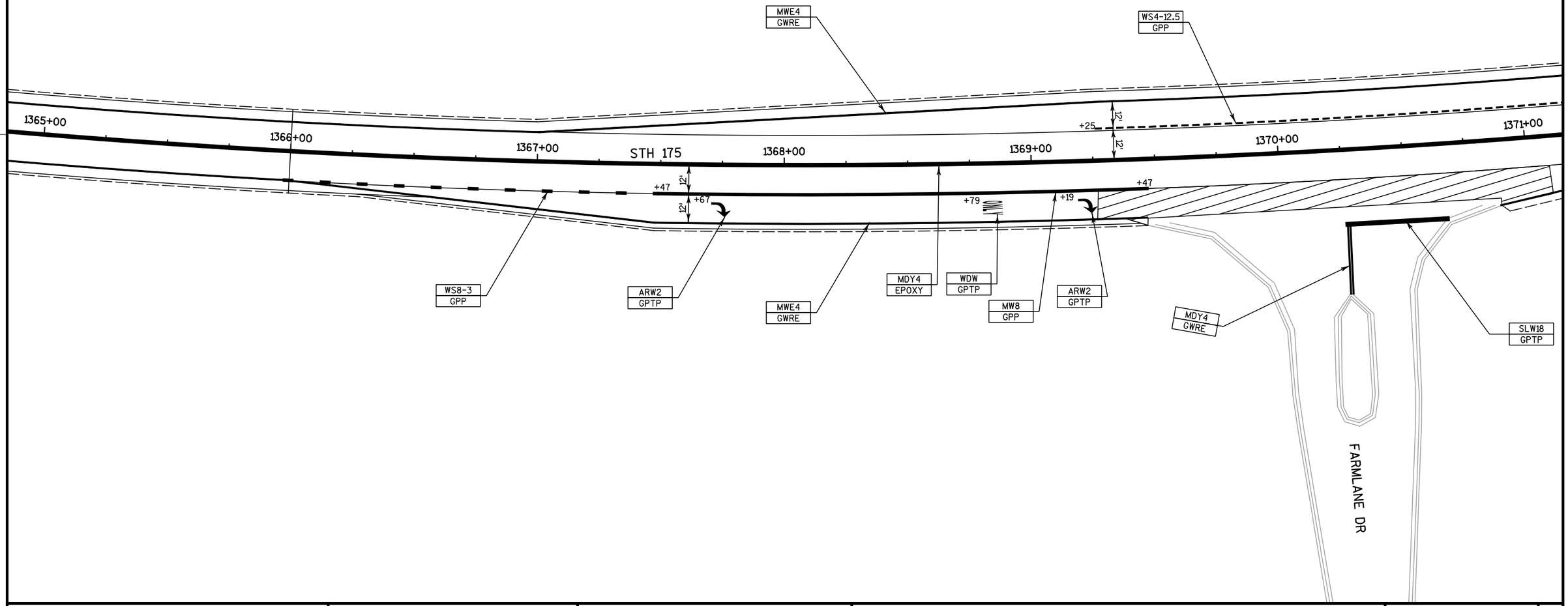
GWRE	GROOVED WET REFLECTIVE EPOXY



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PAVEMENT MARKING	SHEET 215	E

NOTE:

PLACE PAVEMENT MARKING NOT SHOWN ON PLANS BETWEEN INTERSECTIONS IN ACCORDANCE WITH APPLICABLE STANDARD DETAIL DRAWINGS & LOCATING NO PASSING ZONES.

NOTE:

SEE MISC QTYS AND SDDS FOR LOCATIONS OF CENTERLINE RUMBLE STRIPS

N

LEGEND

CURB	PAVEMENT MARKING CURB (YELLOW)
ARW2	PAVEMENT MARKING ARROWS TYPE 2 (WHITE)
ARW3	PAVEMENT MARKING ARROWS TYPE 3 (WHITE)
ARW3R	PAVEMENT MARKING ARROWS TYPE 3R (WHITE)
DLY12	PAVEMENT MARKING DIAGONAL 12-INCH (YELLOW)
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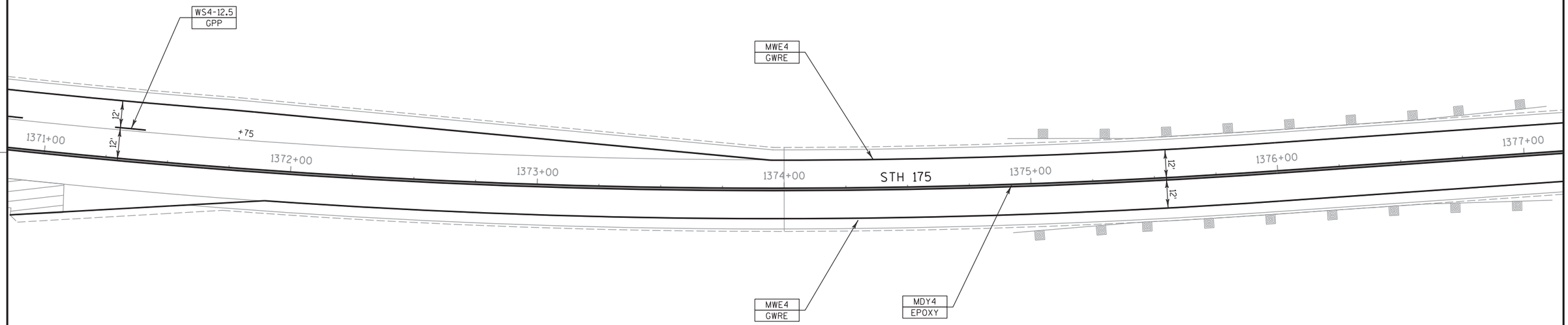
GWRE	GROOVED WET REFLECTIVE EPOXY



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PAVEMENT MARKING	SHEET 216	E

NOTE:

PLACE PAVEMENT MARKING NOT SHOWN ON PLANS BETWEEN INTERSECTIONS IN ACCORDANCE WITH APPLICABLE STANDARD DETAIL DRAWINGS & LOCATING NO PASSING ZONES.

LEGEND

CURB	PAVEMENT MARKING CURB (YELLOW)
ARW2	PAVEMENT MARKING ARROWS TYPE 2 (WHITE)
ARW3	PAVEMENT MARKING ARROWS TYPE 3 (WHITE)
ARW3R	PAVEMENT MARKING ARROWS TYPE 3R (WHITE)
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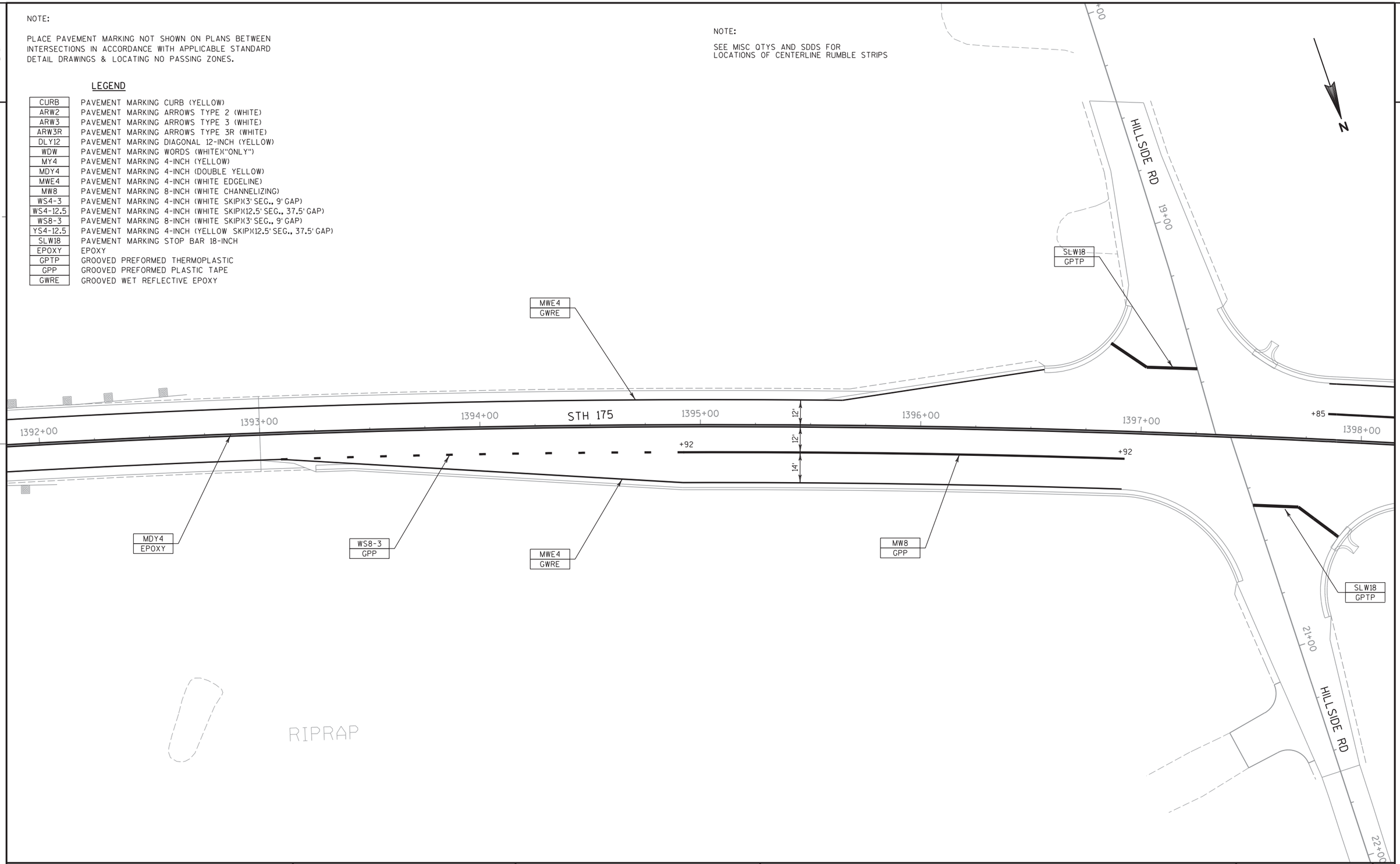
WS8-3	PAVEMENT MARKING 8-INCH (WHITE SKIP)(3' SEG., 9' GAP)
YS4-12.5	PAVEMENT MARKING 4-INCH (YELLOW SKIP)(12.5' SEG., 37.5' GAP)
SLW18	PAVEMENT MARKING STOP BAR 18-INCH
EPOXY	EPOXY
GPTP	GROOVED PREFORMED THERMOPLASTIC
GPP	GROOVED PREFORMED PLASTIC TAPE
GWRE	GROOVED WET REFLECTIVE EPOXY

NOTE:

SEE MISC QTYS AND SDDS FOR LOCATIONS OF CENTERLINE RUMBLE STRIPS



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PAVEMENT MARKING	SHEET 217 E

FILE NAME : P:\43xx\4340\Plan\Pavement Marking\Rural\024526_pm.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

NOTE:

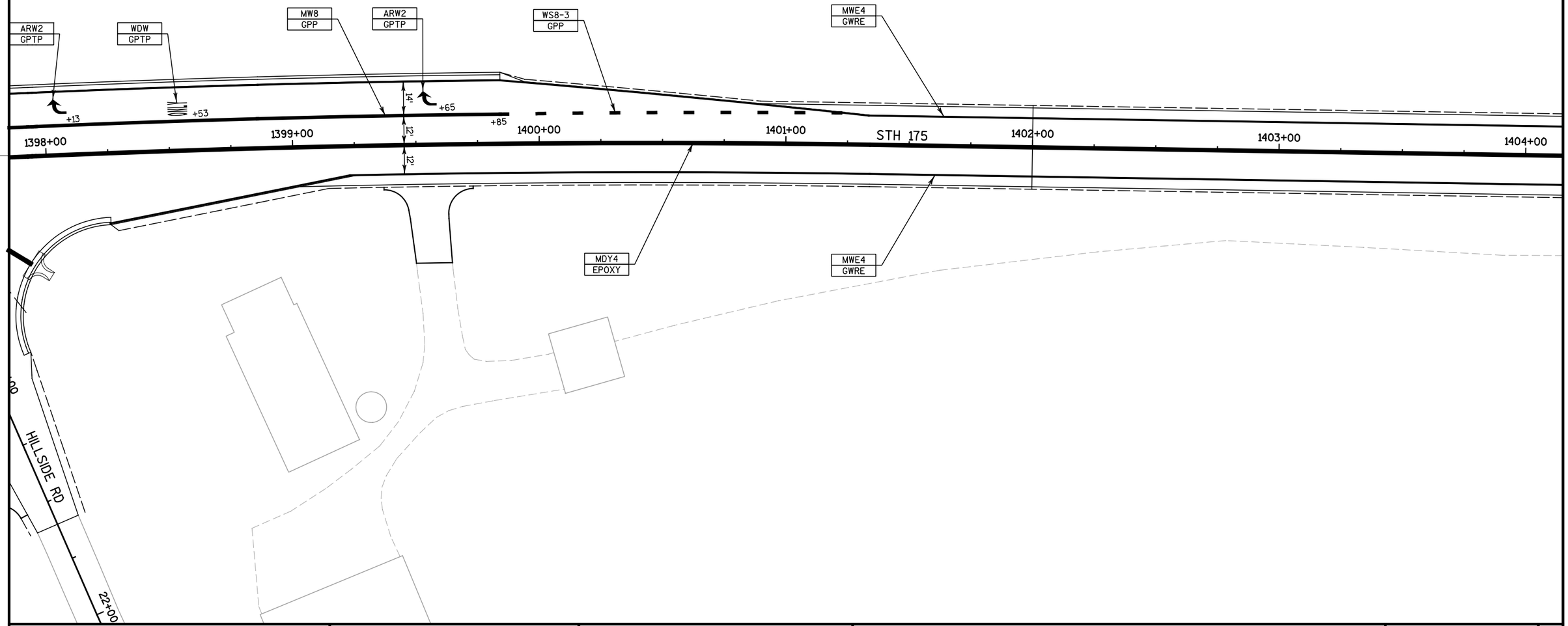
PLACE PAVEMENT MARKING NOT SHOWN ON PLANS BETWEEN INTERSECTIONS IN ACCORDANCE WITH APPLICABLE STANDARD DETAIL DRAWINGS & LOCATING NO PASSING ZONES.

NOTE:

SEE MISC QTYS AND SDDS FOR LOCATIONS OF CENTERLINE RUMBLE STRIPS

LEGEND

CURB	PAVEMENT MARKING CURB (YELLOW)
ARW2	PAVEMENT MARKING ARROWS TYPE 2 (WHITE)
ARW3	PAVEMENT MARKING ARROWS TYPE 3 (WHITE)
ARW3R	PAVEMENT MARKING ARROWS TYPE 3R (WHITE)
DLY12	PAVEMENT MARKING DIAGONAL 12-INCH (YELLOW)
WDW	PAVEMENT MARKING WORDS (WHITE)("ONLY")
MY4	PAVEMENT MARKING 4-INCH (YELLOW)
MDY4	PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
MWE4	PAVEMENT MARKING 4-INCH (WHITE EDGELINE)
MW8	PAVEMENT MARKING 8-INCH (WHITE CHANNELIZING)
WS4-3	PAVEMENT MARKING 4-INCH (WHITE SKIP)(3' SEG., 9' GAP)
WS4-12.5	PAVEMENT MARKING 4-INCH (WHITE SKIP)(12.5' SEG., 37.5' GAP)
WS8-3	PAVEMENT MARKING 8-INCH (WHITE SKIP)(3' SEG., 9' GAP)
YS4-12.5	PAVEMENT MARKING 4-INCH (YELLOW SKIP)(12.5' SEG., 37.5' GAP)
SLW18	PAVEMENT MARKING STOP BAR 18-INCH
EPOXY	EPOXY
GPTP	GROOVED PREFORMED THERMOPLASTIC
GPP	GROOVED PREFORMED PLASTIC TAPE
GWRE	GROOVED WET REFLECTIVE EPOXY



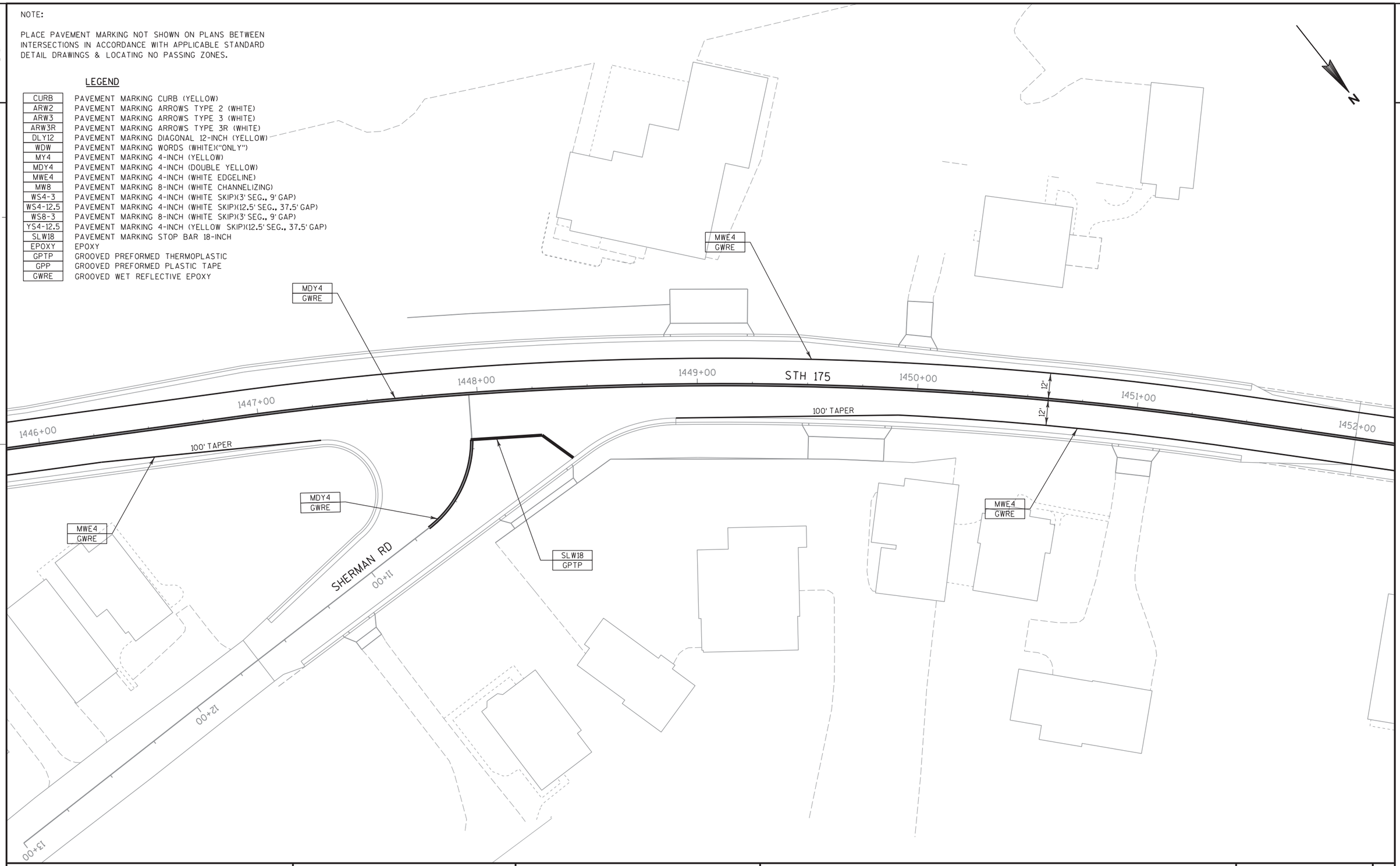
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PAVEMENT MARKING	SHEET 218	E

NOTE:

PLACE PAVEMENT MARKING NOT SHOWN ON PLANS BETWEEN INTERSECTIONS IN ACCORDANCE WITH APPLICABLE STANDARD DETAIL DRAWINGS & LOCATING NO PASSING ZONES.

LEGEND

CURB	PAVEMENT MARKING CURB (YELLOW)
ARW2	PAVEMENT MARKING ARROWS TYPE 2 (WHITE)
ARW3	PAVEMENT MARKING ARROWS TYPE 3 (WHITE)
ARW3R	PAVEMENT MARKING ARROWS TYPE 3R (WHITE)
DLY12	PAVEMENT MARKING DIAGONAL 12-INCH (YELLOW)
WDW	PAVEMENT MARKING WORDS (WHITE)("ONLY")
MY4	PAVEMENT MARKING 4-INCH (YELLOW)
MDY4	PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
MWE4	PAVEMENT MARKING 4-INCH (WHITE EDGELINE)
MW8	PAVEMENT MARKING 8-INCH (WHITE CHANNELIZING)
WS4-3	PAVEMENT MARKING 4-INCH (WHITE SKIP)(3' SEG., 9' GAP)
WS4-12.5	PAVEMENT MARKING 4-INCH (WHITE SKIP)(12.5' SEG., 37.5' GAP)
WS8-3	PAVEMENT MARKING 8-INCH (WHITE SKIP)(3' SEG., 9' GAP)
YS4-12.5	PAVEMENT MARKING 4-INCH (YELLOW SKIP)(12.5' SEG., 37.5' GAP)
SLW18	PAVEMENT MARKING STOP BAR 18-INCH
EPOXY	EPOXY
GPTP	GROOVED PREFORMED THERMOPLASTIC
GPP	GROOVED PREFORMED PLASTIC TAPE
GWRE	GROOVED WET REFLECTIVE EPOXY



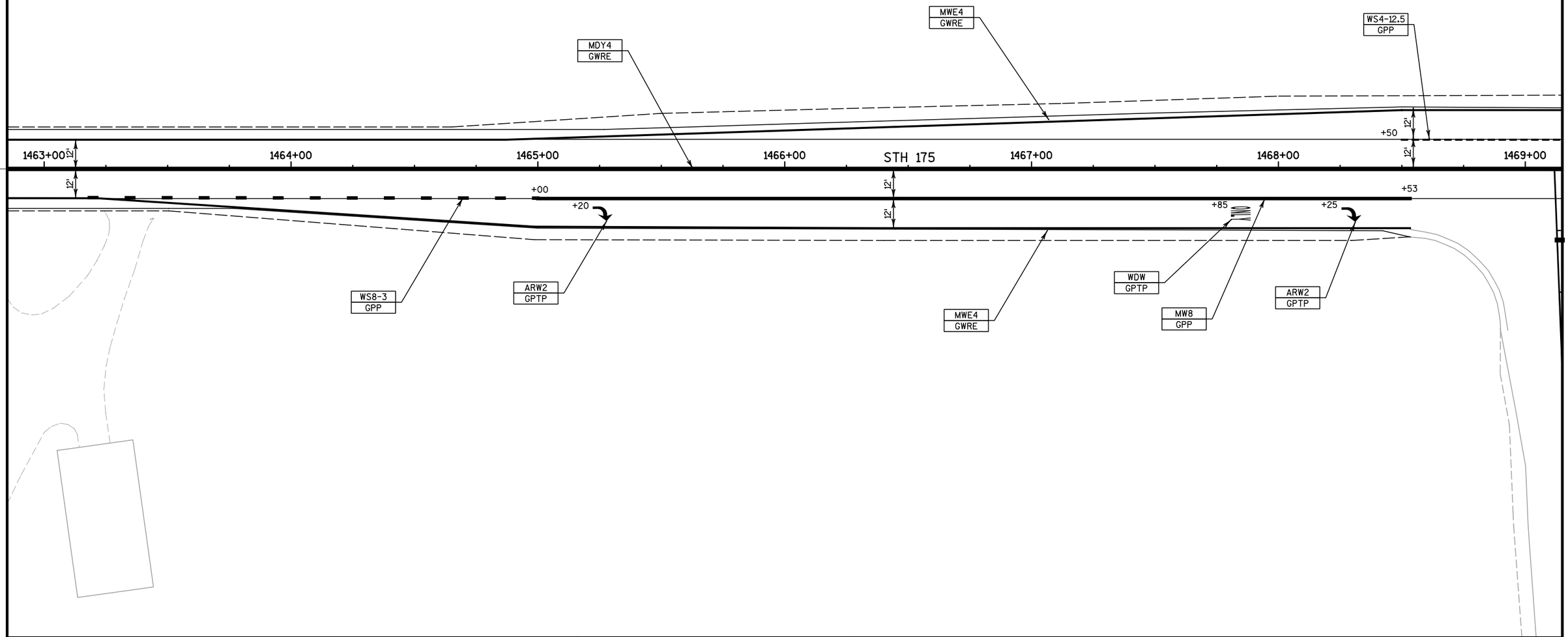
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PAVEMENT MARKING	SHEET 219	E

NOTE:

PLACE PAVEMENT MARKING NOT SHOWN ON PLANS BETWEEN INTERSECTIONS IN ACCORDANCE WITH APPLICABLE STANDARD DETAIL DRAWINGS & LOCATING NO PASSING ZONES.

LEGEND

CURB	PAVEMENT MARKING CURB (YELLOW)
ARW2	PAVEMENT MARKING ARROWS TYPE 2 (WHITE)
ARW3	PAVEMENT MARKING ARROWS TYPE 3 (WHITE)
ARW3R	PAVEMENT MARKING ARROWS TYPE 3R (WHITE)
DLY12	PAVEMENT MARKING DIAGONAL 12-INCH (YELLOW)
WDW	PAVEMENT MARKING WORDS (WHITE)("ONLY")
MY4	PAVEMENT MARKING 4-INCH (YELLOW)
MDY4	PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
MWE4	PAVEMENT MARKING 4-INCH (WHITE EDGELINE)
MW8	PAVEMENT MARKING 8-INCH (WHITE CHANNELIZING)
WS4-3	PAVEMENT MARKING 4-INCH (WHITE SKIP)(3' SEG., 9' GAP)
WS4-12.5	PAVEMENT MARKING 4-INCH (WHITE SKIP)(12.5' SEG., 37.5' GAP)
WS8-3	PAVEMENT MARKING 8-INCH (WHITE SKIP)(3' SEG., 9' GAP)
YS4-12.5	PAVEMENT MARKING 4-INCH (YELLOW SKIP)(12.5' SEG., 37.5' GAP)
SLW18	PAVEMENT MARKING STOP BAR 18-INCH
EPOXY	EPOXY
GPTP	GROOVED PREFORMED THERMOPLASTIC
GPP	GROOVED PREFORMED PLASTIC TAPE
GWRE	GROOVED WET REFLECTIVE EPOXY



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PAVEMENT MARKING	SHEET 220	E

FILE NAME : W:\x-Projects\RD\7140\EMCS\Project 2 Sheet files\Rural Marking\024529_pm.dgn PLOT DATE : 9/14/2016 PLOT BY : lsander PLOT NAME : PLOT SCALE : 40.0000 sf / in.

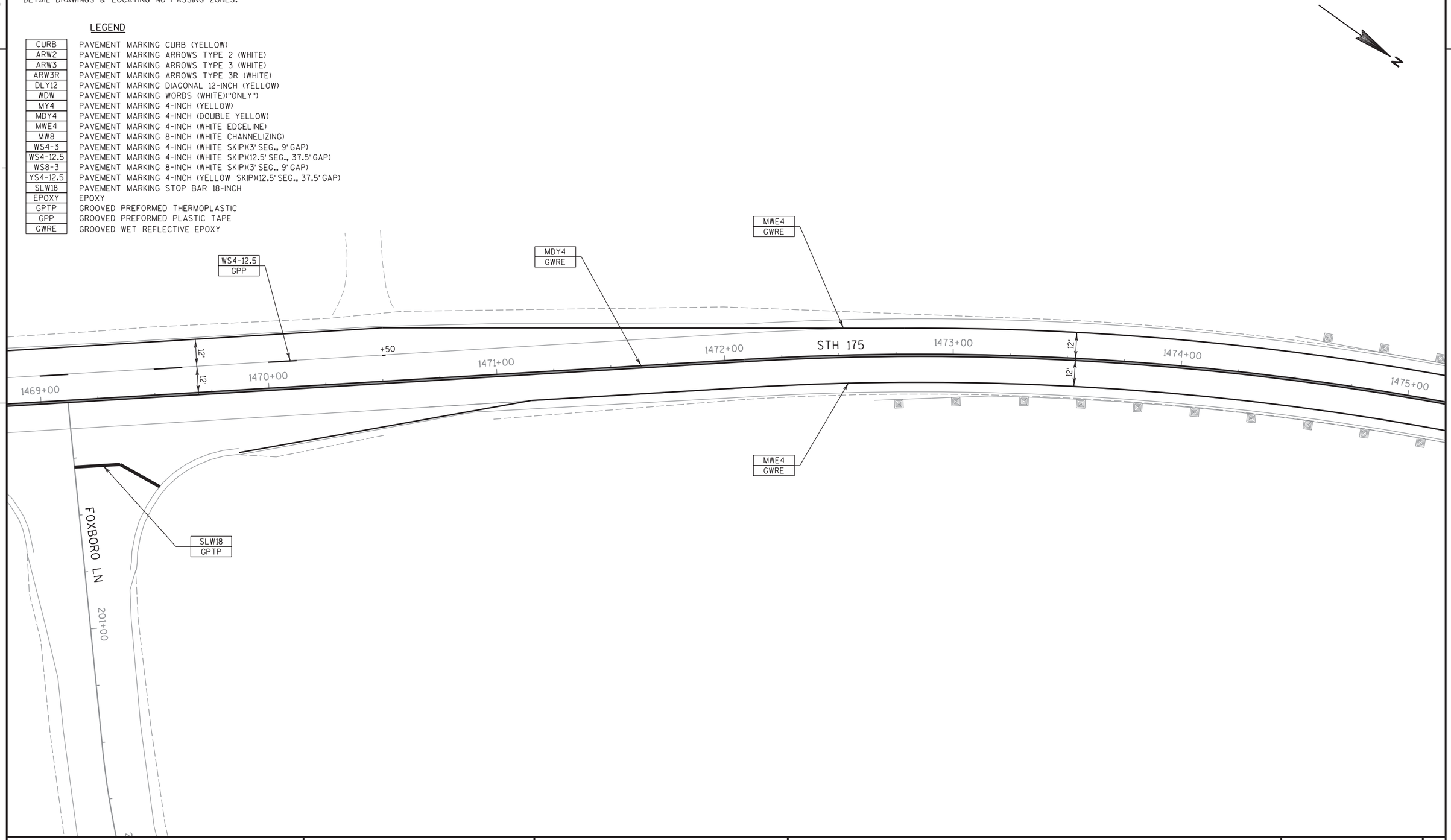
WISDOT/CADDS SHEET 42

NOTE:

PLACE PAVEMENT MARKING NOT SHOWN ON PLANS BETWEEN INTERSECTIONS IN ACCORDANCE WITH APPLICABLE STANDARD DETAIL DRAWINGS & LOCATING NO PASSING ZONES.

LEGEND

CURB	PAVEMENT MARKING CURB (YELLOW)
ARW2	PAVEMENT MARKING ARROWS TYPE 2 (WHITE)
ARW3	PAVEMENT MARKING ARROWS TYPE 3 (WHITE)
ARW3R	PAVEMENT MARKING ARROWS TYPE 3R (WHITE)
DLY12	PAVEMENT MARKING DIAGONAL 12-INCH (YELLOW)
WDW	PAVEMENT MARKING WORDS (WHITE)("ONLY")
MY4	PAVEMENT MARKING 4-INCH (YELLOW)
MDY4	PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
MWE4	PAVEMENT MARKING 4-INCH (WHITE EDGELINE)
MW8	PAVEMENT MARKING 8-INCH (WHITE CHANNELIZING)
WS4-3	PAVEMENT MARKING 4-INCH (WHITE SKIP)(3' SEG., 9' GAP)
WS4-12.5	PAVEMENT MARKING 4-INCH (WHITE SKIP)(12.5' SEG., 37.5' GAP)
WS8-3	PAVEMENT MARKING 8-INCH (WHITE SKIP)(3' SEG., 9' GAP)
YS4-12.5	PAVEMENT MARKING 4-INCH (YELLOW SKIP)(12.5' SEG., 37.5' GAP)
SLW18	PAVEMENT MARKING STOP BAR 18-INCH
EPOXY	EPOXY
GPTP	GROOVED PREFORMED THERMOPLASTIC
GPP	GROOVED PREFORMED PLASTIC TAPE
GWRE	GROOVED WET REFLECTIVE EPOXY



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PAVEMENT MARKING	SHEET 221	E

FILE NAME : P:\43xx\4340\Plan\Pavement Marking\Rural\024530_pm.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

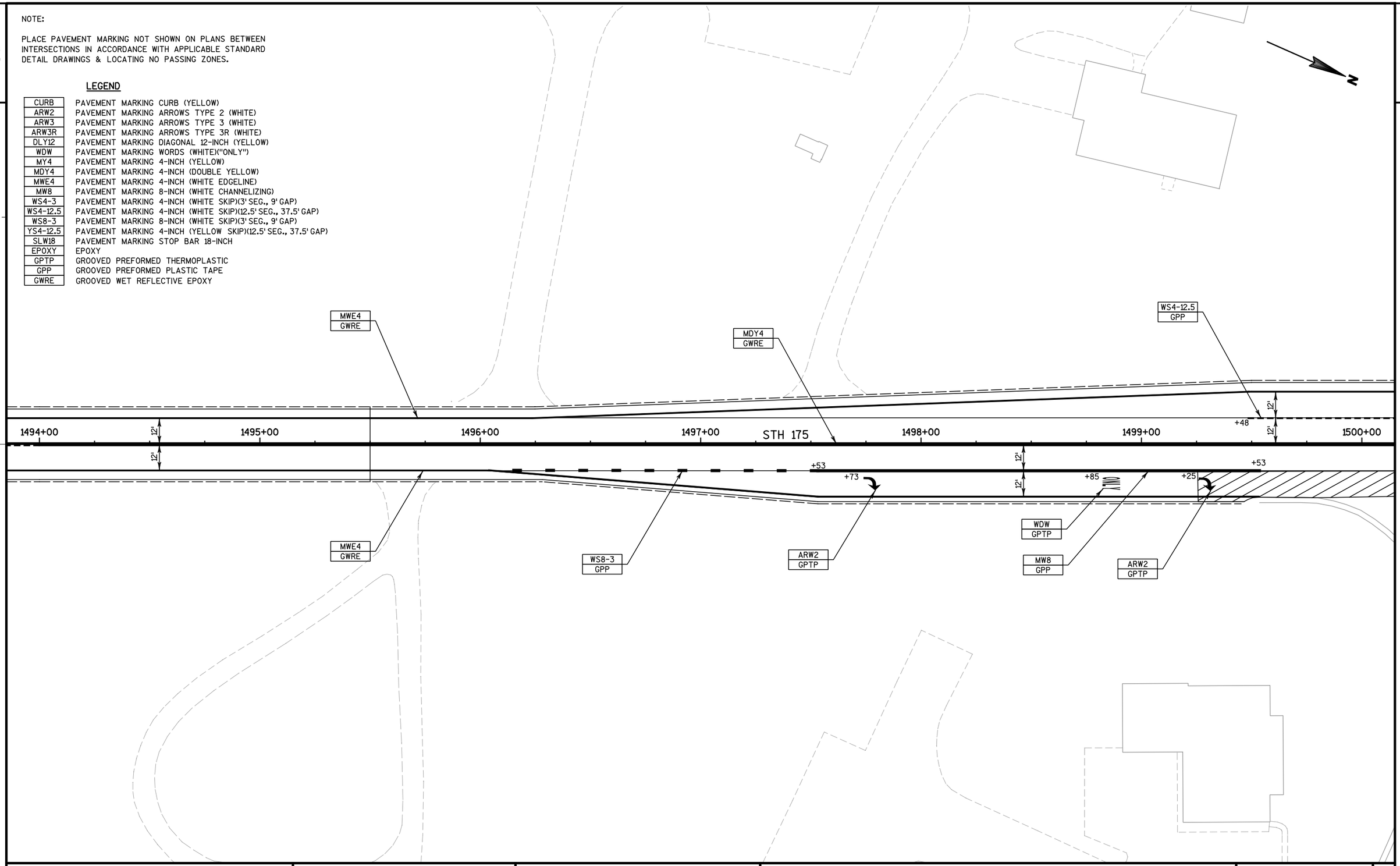
2

NOTE:

PLACE PAVEMENT MARKING NOT SHOWN ON PLANS BETWEEN INTERSECTIONS IN ACCORDANCE WITH APPLICABLE STANDARD DETAIL DRAWINGS & LOCATING NO PASSING ZONES.

LEGEND

CURB	PAVEMENT MARKING CURB (YELLOW)
ARW2	PAVEMENT MARKING ARROWS TYPE 2 (WHITE)
ARW3	PAVEMENT MARKING ARROWS TYPE 3 (WHITE)
ARW3R	PAVEMENT MARKING ARROWS TYPE 3R (WHITE)
DLY12	PAVEMENT MARKING DIAGONAL 12-INCH (YELLOW)
WDW	PAVEMENT MARKING WORDS (WHITE)("ONLY")
MY4	PAVEMENT MARKING 4-INCH (YELLOW)
MDY4	PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
MWE4	PAVEMENT MARKING 4-INCH (WHITE EDGELINE)
MW8	PAVEMENT MARKING 8-INCH (WHITE CHANNELIZING)
WS4-3	PAVEMENT MARKING 4-INCH (WHITE SKIP)(3' SEG., 9' GAP)
WS4-12.5	PAVEMENT MARKING 4-INCH (WHITE SKIP)(12.5' SEG., 37.5' GAP)
WS8-3	PAVEMENT MARKING 8-INCH (WHITE SKIP)(3' SEG., 9' GAP)
YS4-12.5	PAVEMENT MARKING 4-INCH (YELLOW SKIP)(12.5' SEG., 37.5' GAP)
SLW18	PAVEMENT MARKING STOP BAR 18-INCH
EPOXY	EPOXY
GPTP	GROOVED PREFORMED THERMOPLASTIC
GPP	GROOVED PREFORMED PLASTIC TAPE
GWRE	GROOVED WET REFLECTIVE EPOXY



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PAVEMENT MARKING	SHEET 222 E

FILE NAME : W:\x-Projects\RD\7140\EMCS\Project 2 Sheet files\Rural Marking\024531_pm.dgn PLOT DATE : 9/14/2016 PLOT BY : lsander PLOT NAME : PLOT SCALE : 40.0000 sf / in.

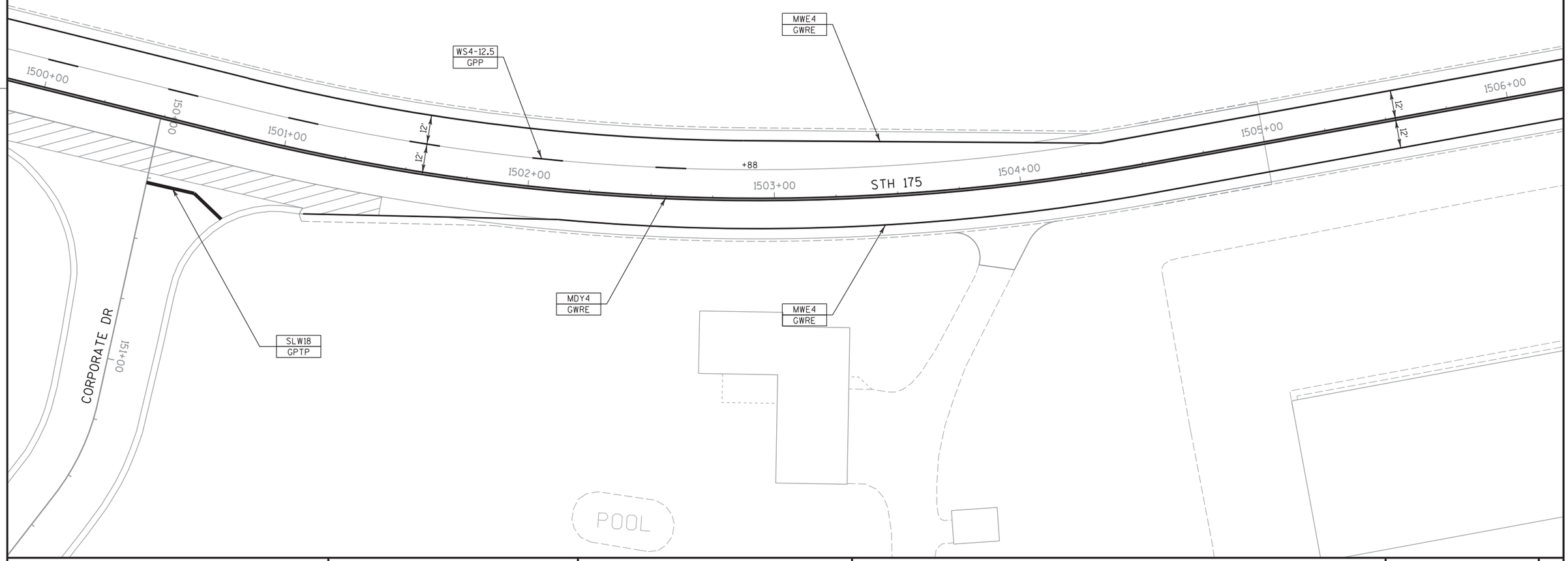
WISDOT/CADDS SHEET 42

NOTE:

PLACE PAVEMENT MARKING NOT SHOWN ON PLANS BETWEEN INTERSECTIONS IN ACCORDANCE WITH APPLICABLE STANDARD DETAIL DRAWINGS & LOCATING NO PASSING ZONES.

LEGEND

CURB	PAVEMENT MARKING CURB (YELLOW)
ARW2	PAVEMENT MARKING ARROWS TYPE 2 (WHITE)
ARW3	PAVEMENT MARKING ARROWS TYPE 3 (WHITE)
ARW3R	PAVEMENT MARKING ARROWS TYPE 3R (WHITE)
DLY12	PAVEMENT MARKING DIAGONAL 12-INCH (YELLOW)
WDW	PAVEMENT MARKING WORDS (WHITE)("ONLY")
MY4	PAVEMENT MARKING 4-INCH (YELLOW)
MDY4	PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
MWE4	PAVEMENT MARKING 4-INCH (WHITE EDGELINE)
MW8	PAVEMENT MARKING 8-INCH (WHITE CHANNELIZING)
WS4-3	PAVEMENT MARKING 4-INCH (WHITE SKIP)(3' SEG., 9' GAP)
WS4-12.5	PAVEMENT MARKING 4-INCH (WHITE SKIP)(12.5' SEG., 37.5' GAP)
WS8-3	PAVEMENT MARKING 8-INCH (WHITE SKIP)(3' SEG., 9' GAP)
YS4-12.5	PAVEMENT MARKING 4-INCH (YELLOW SKIP)(12.5' SEG., 37.5' GAP)
SLW18	PAVEMENT MARKING STOP BAR 18-INCH
EPOXY	EPOXY
GPTP	GROOVED PREFORMED THERMOPLASTIC
GPP	GROOVED PREFORMED PLASTIC TAPE
GWRE	GROOVED WET REFLECTIVE EPOXY



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PAVEMENT MARKING	SHEET 223	E

FILE NAME : P:\43xx\4340\Plan\Pavement Marking\Rural\024532_pm.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:40

WISDOT/CADDS SHEET 42

2

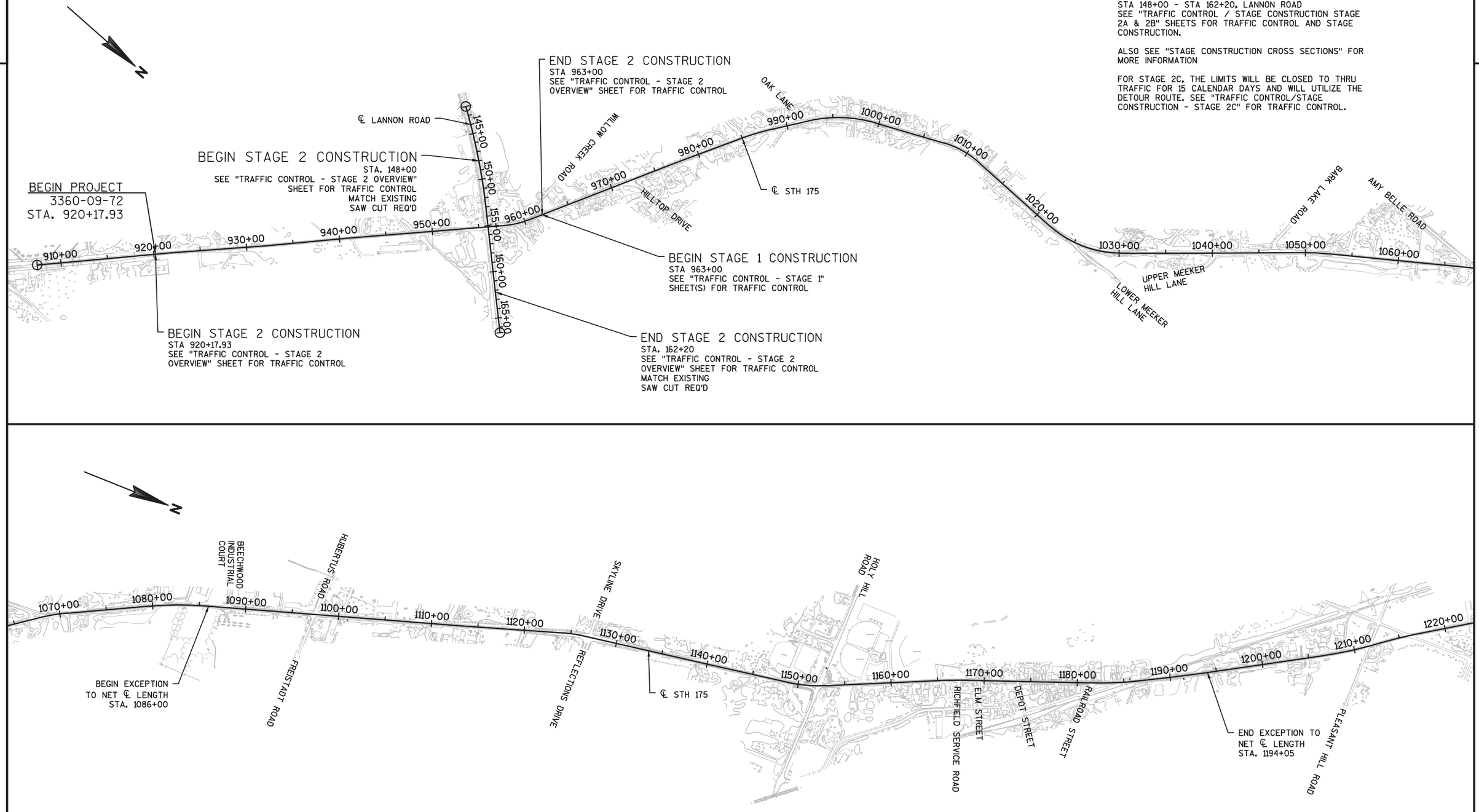
2

STAGE 2A, 2B & 2C CONSTRUCTION

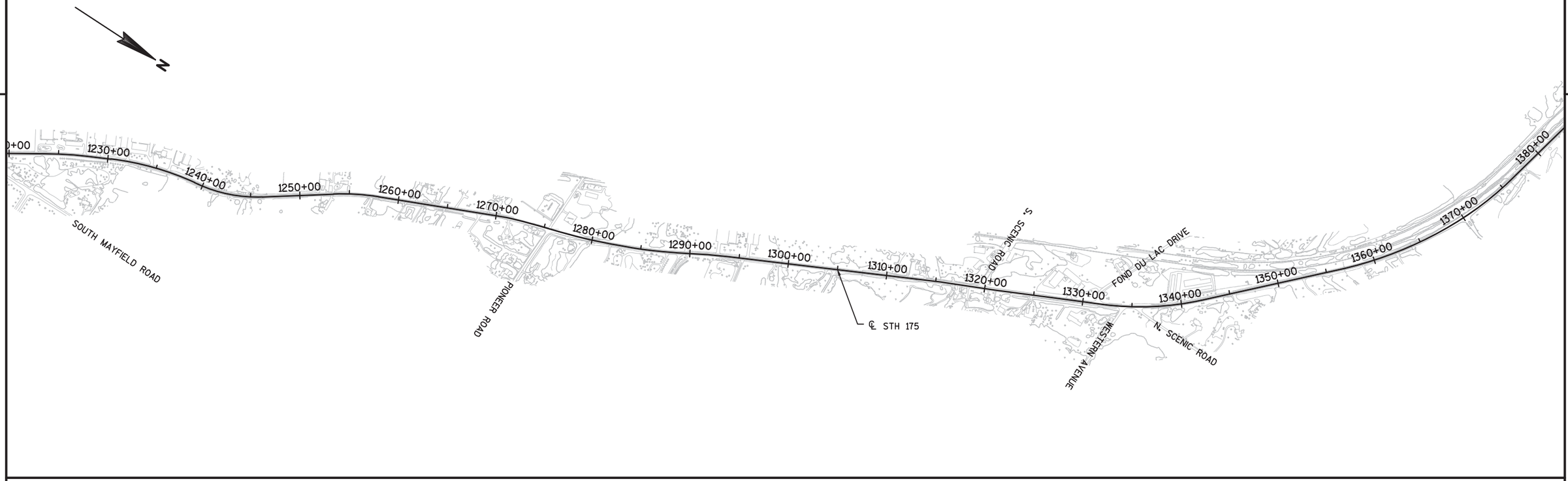
STA 920+17.93 - STA 963+00, STH 175
STA 148+00 - STA 162+20, LANNON ROAD
SEE "TRAFFIC CONTROL / STAGE CONSTRUCTION STAGE 2A & 2B" SHEETS FOR TRAFFIC CONTROL AND STAGE CONSTRUCTION.

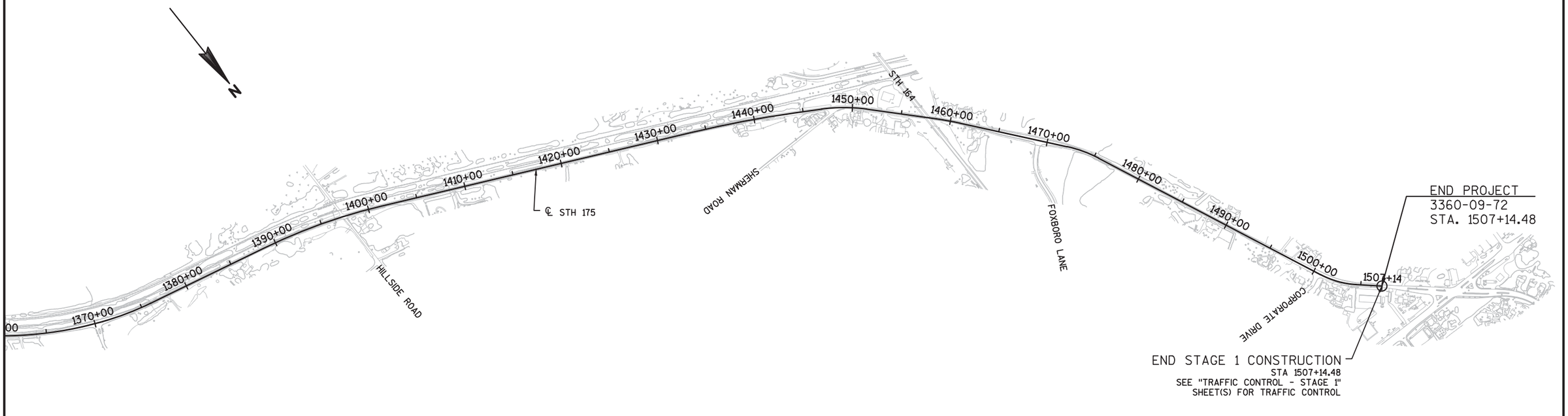
ALSO SEE "STAGE CONSTRUCTION CROSS SECTIONS" FOR MORE INFORMATION

FOR STAGE 2C, THE LIMITS WILL BE CLOSED TO THRU TRAFFIC FOR 15 CALENDAR DAYS AND WILL UTILIZE THE DETOUR ROUTE. SEE "TRAFFIC CONTROL/STAGE CONSTRUCTION - STAGE 2C" FOR TRAFFIC CONTROL.

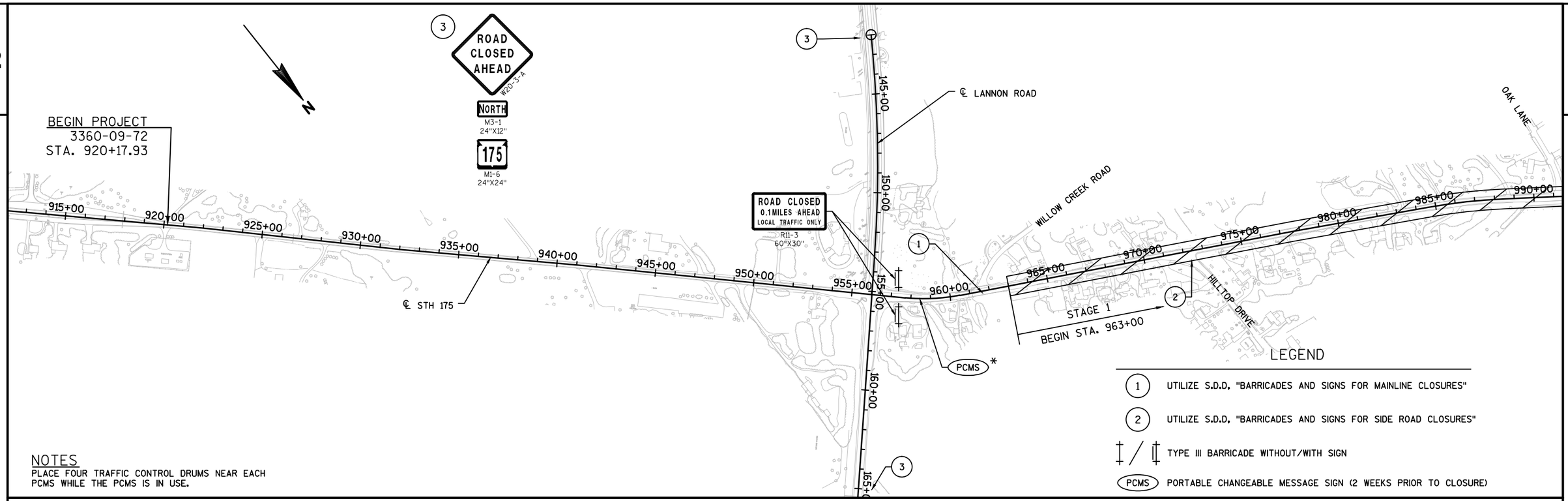


PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE CONSTRUCTION OVERVIEW	SHEET 224	E





PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE CONSTRUCTION OVERVIEW	SHEET 225	E

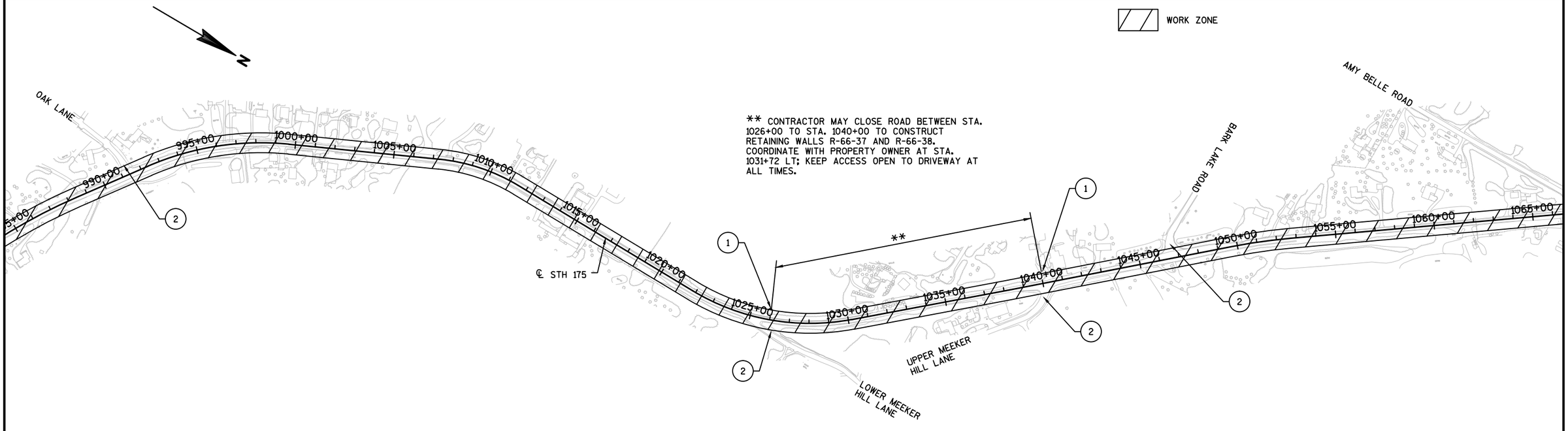


NOTES

PLACE FOUR TRAFFIC CONTROL DRUMS NEAR EACH PCMS WHILE THE PCMS IS IN USE.

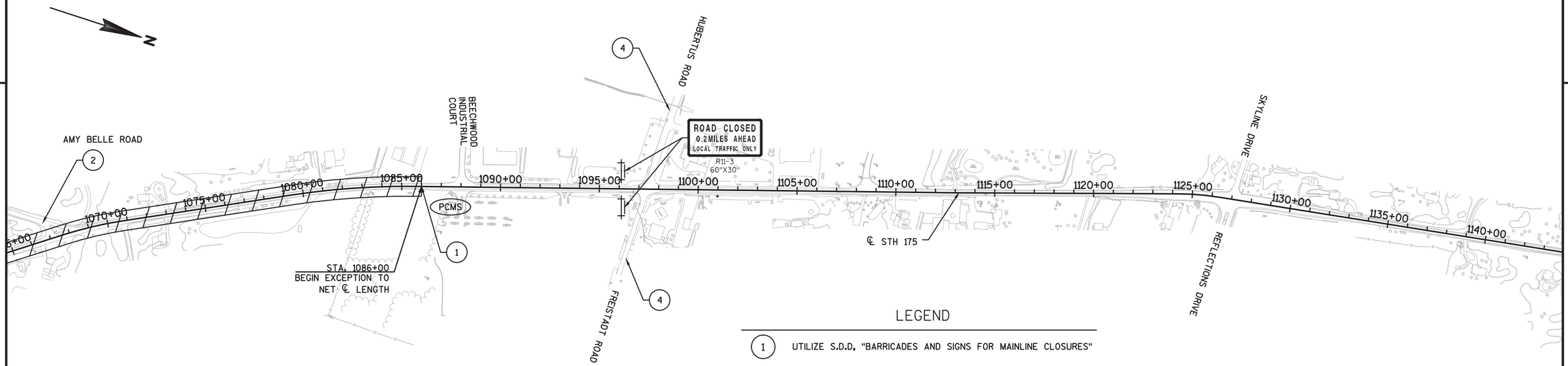
LEGEND

- (1) UTILIZE S.D.D. "BARRICADES AND SIGNS FOR MAINLINE CLOSURES"
- (2) UTILIZE S.D.D. "BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES"
- TYPE III BARRICADE WITHOUT/WITH SIGN
- (PCMS) PORTABLE CHANGEABLE MESSAGE SIGN (2 WEEKS PRIOR TO CLOSURE)
- WORK ZONE



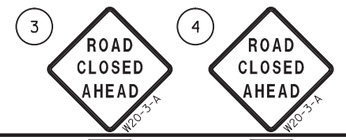
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 1	SHEET 226	E

2



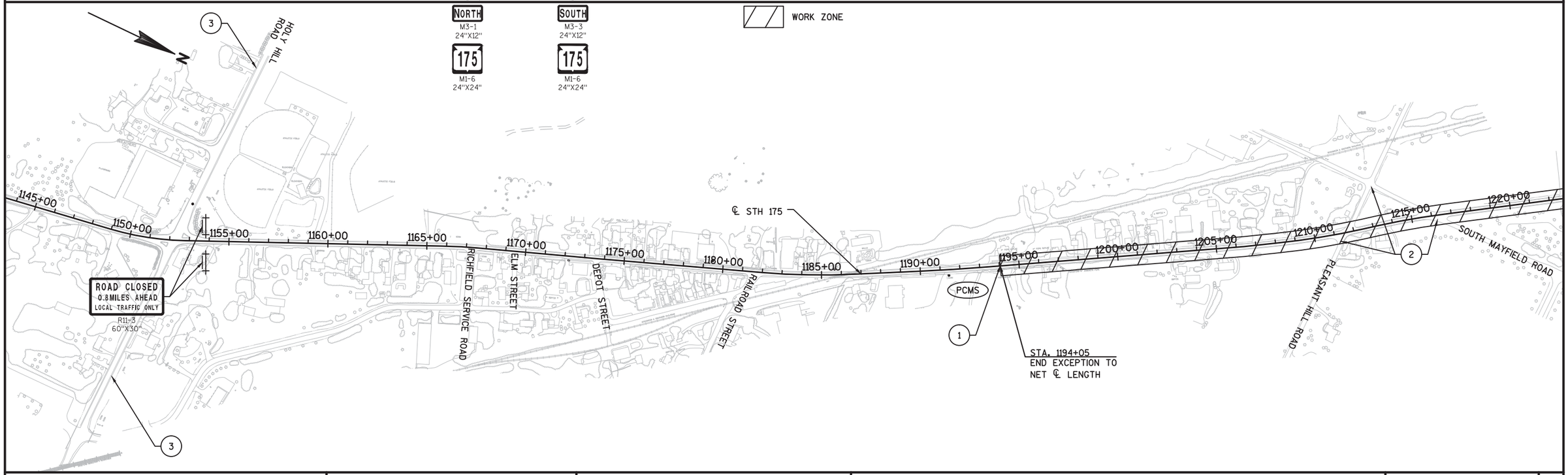
NOTES

PLACE FOUR TRAFFIC CONTROL DRUMS NEAR EACH PCMS WHILE THE PCMS IS NECESSARY.



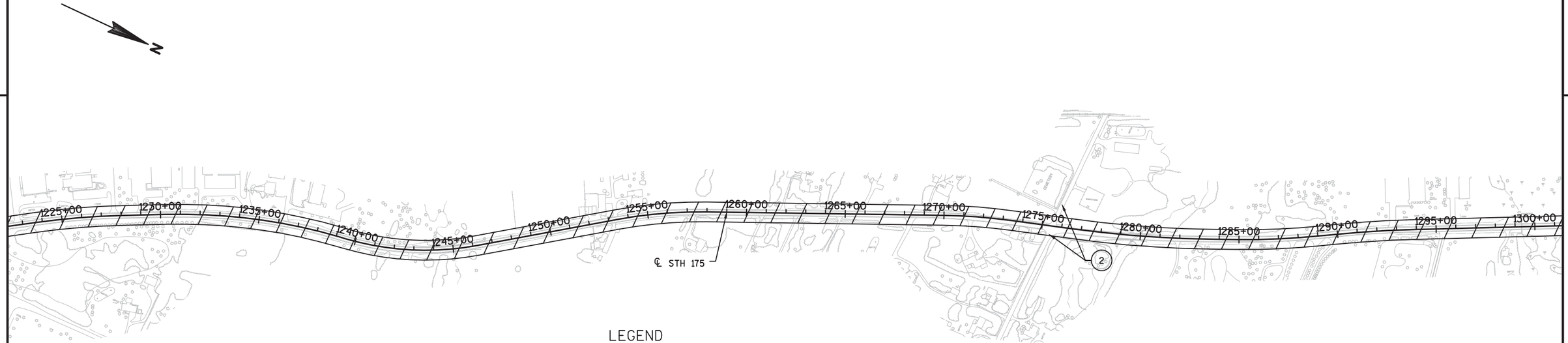
LEGEND

(1)	UTILIZE S.D.D, "BARRICADES AND SIGNS FOR MAINLINE CLOSURES"
(2)	UTILIZE S.D.D, "BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES"
‡ / ‡	TYPE III BARRICADE WITHOUT/WITH SIGN
PCMS	PORTABLE CHANGEABLE MESSAGE SIGN (2 WEEKS PRIOR TO CLOSURE)
▨	WORK ZONE



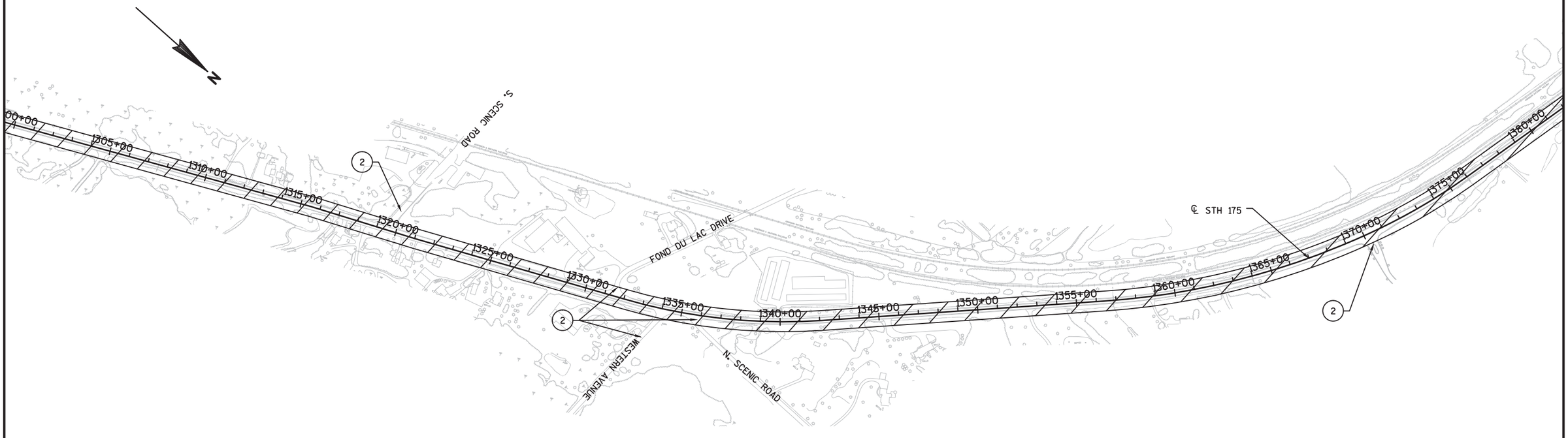
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 1	SHEET 227	E

2



LEGEND

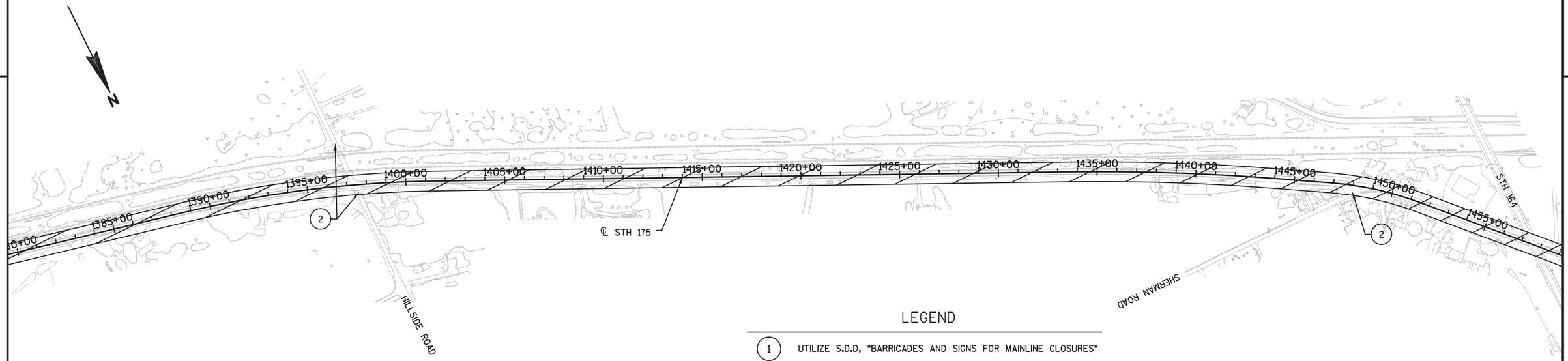
1	UTILIZE S.D.D, "BARRICADES AND SIGNS FOR MAINLINE CLOSURES"
2	UTILIZE S.D.D, "BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES"
	TYPE III BARRICADE WITHOUT/WITH SIGN
	WORK ZONE



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 1	SHEET 228	E

FILE NAME : W:\7214.02\CAD\TEMP\7214.02\SHEETSPLAN\025003_TC.DWG
LAYOUT NAME - 025005_TC
PLOT DATE : 7/30/2015 4:35 PM PLOT BY : DWORAK, ALEX PLOT NAME : PLOT SCALE : 1 IN:500 FT
WISDOT/CADDS SHEET 44

2

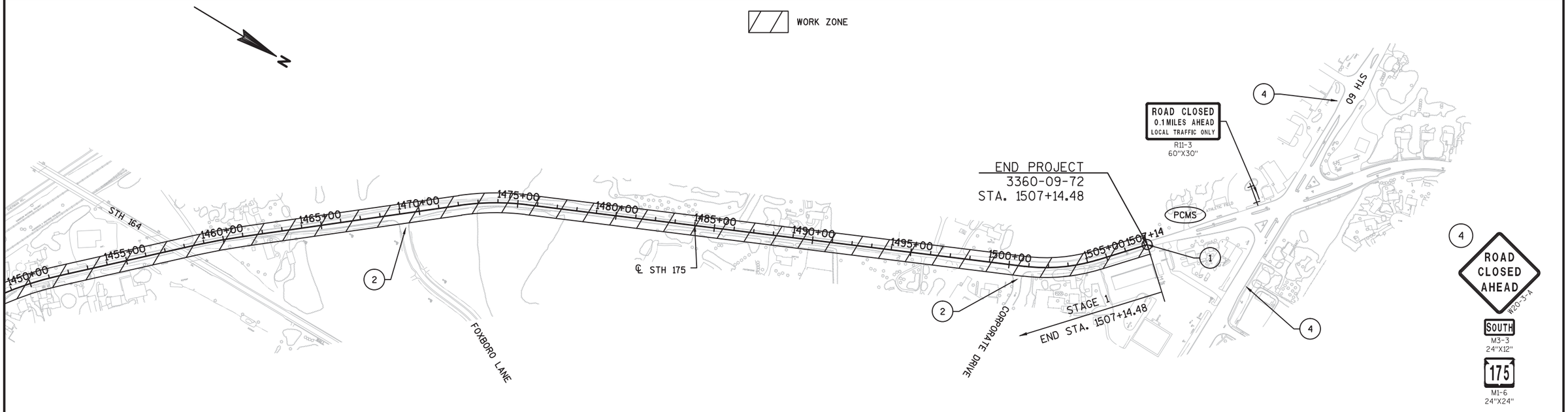


NOTES

PLACE FOUR TRAFFIC CONTROL DRUMS NEAR EACH PCMS WHILE THE PCMS IS NECESSARY.

LEGEND

- (1) UTILIZE S.D.D, "BARRICADES AND SIGNS FOR MAINLINE CLOSURES"
- (2) UTILIZE S.D.D, "BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES"
- TYPE III BARRICADE WITHOUT/WITH SIGN
- (PCMS) PORTABLE CHANGEABLE MESSAGE SIGN (2 WEEKS PRIOR TO CLOSURE)
- WORK ZONE



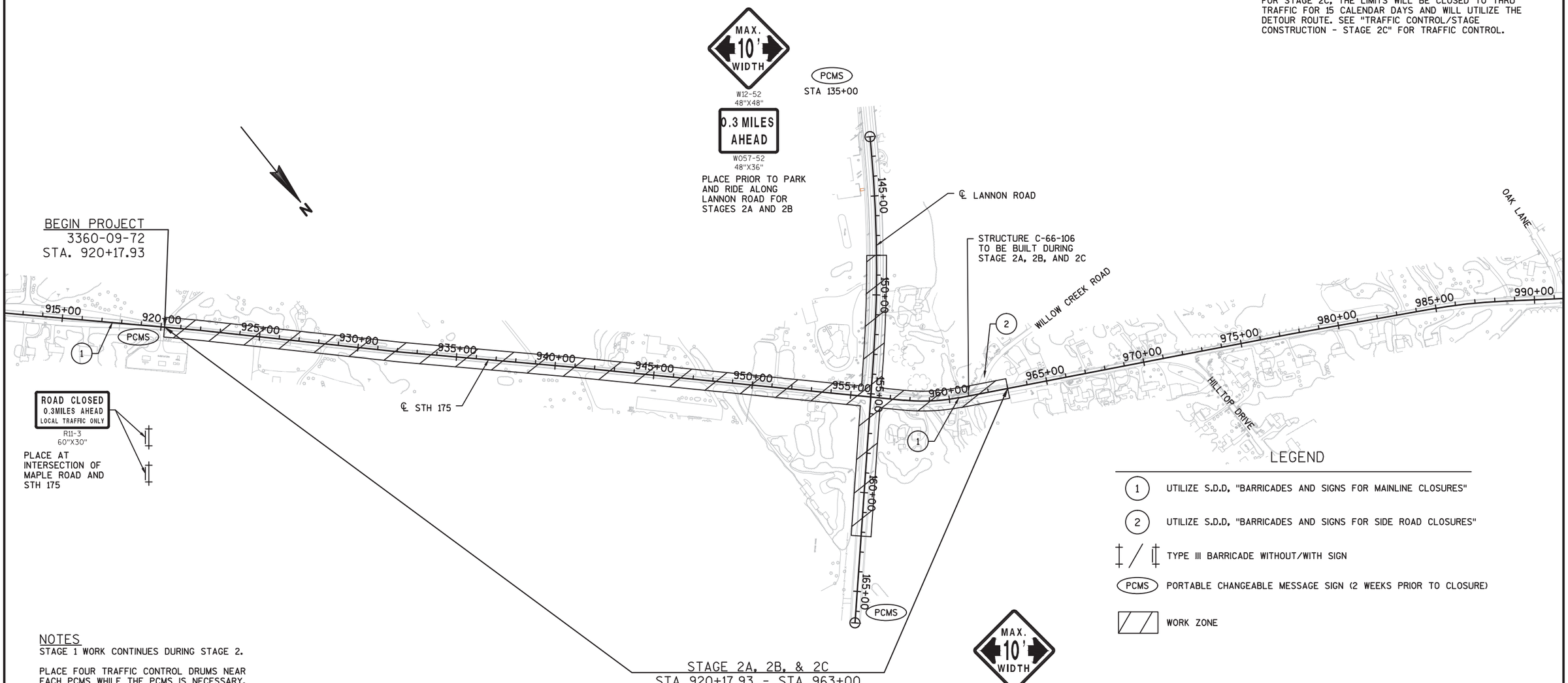
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 1	SHEET 229	E

2

STAGE 2A, 2B & 2C CONSTRUCTION
STA 920+17.93 - STA 963+00, STH 175
STA 148+00 - STA 162+20, LANNON ROAD
SEE "TRAFFIC CONTROL / STAGE CONSTRUCTION STAGE 2A & 2B" SHEETS FOR TRAFFIC CONTROL AND STAGE CONSTRUCTION.

ALSO SEE "STAGE CONSTRUCTION CROSS SECTIONS" FOR MORE INFORMATION

FOR STAGE 2C, THE LIMITS WILL BE CLOSED TO THRU TRAFFIC FOR 15 CALENDAR DAYS AND WILL UTILIZE THE DETOUR ROUTE. SEE "TRAFFIC CONTROL/STAGE CONSTRUCTION - STAGE 2C" FOR TRAFFIC CONTROL.



LEGEND

- (1) UTILIZE S.D.D, "BARRICADES AND SIGNS FOR MAINLINE CLOSURES"
- (2) UTILIZE S.D.D, "BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES"
- TYPE III BARRICADE WITHOUT/WITH SIGN
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN (2 WEEKS PRIOR TO CLOSURE)
- WORK ZONE

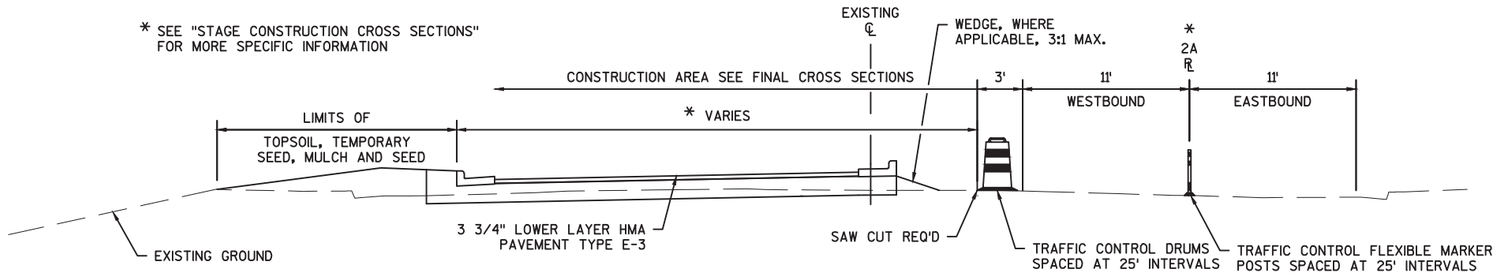
NOTES
STAGE 1 WORK CONTINUES DURING STAGE 2.

PLACE FOUR TRAFFIC CONTROL DRUMS NEAR EACH PCMS WHILE THE PCMS IS NECESSARY.

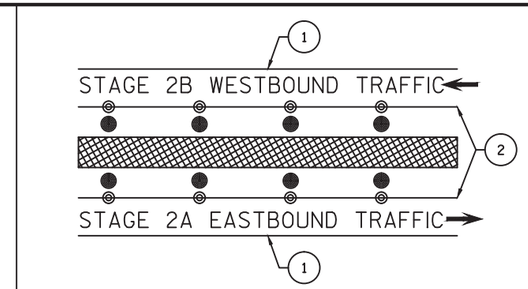
REMOVE ANY TRAFFIC CONTROL SIGNS INSTALLED FOR STAGE 1 THAT CONFLICT WITH TRAFFIC CONTROL SIGNS FOR STAGE 2A, 2B, OR 2C. REINSTALL ANY TRAFFIC CONTROL SIGNS THAT WERE REMOVED AFTER STAGE 2A, 2B AND 2C IS COMPLETED.

ANY NON-CONFLICTING TRAFFIC CONTROL DEVICES FOR STAGE 1 MAY REMAIN IN PLACE WHILE STAGE 2A, 2B, AND 2C IS BEING CONSTRUCTED.

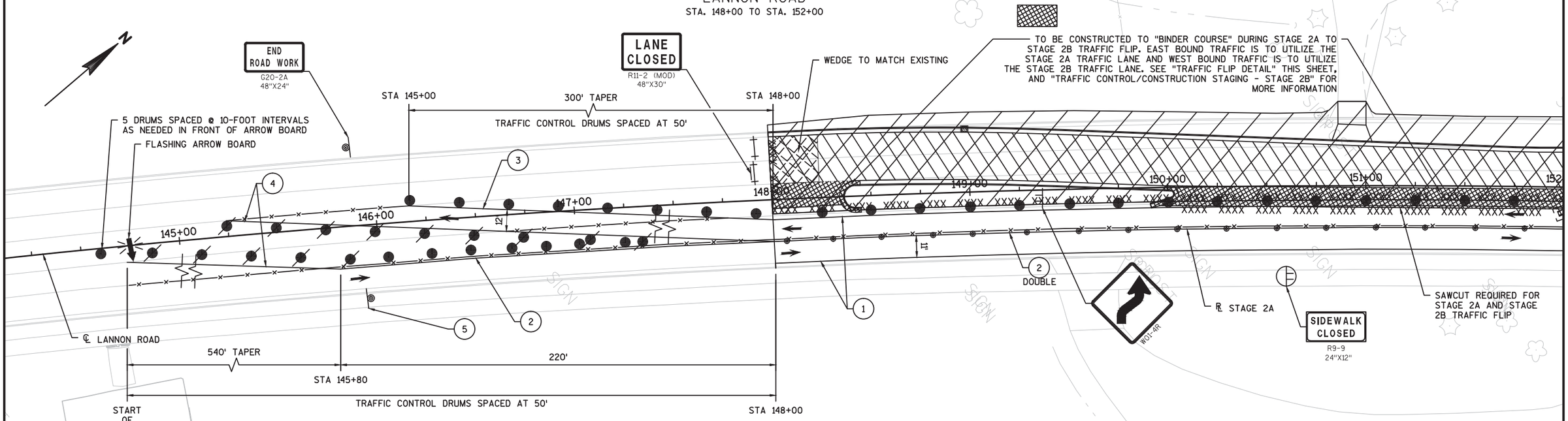
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 2 OVERVIEW	SHEET 230	E

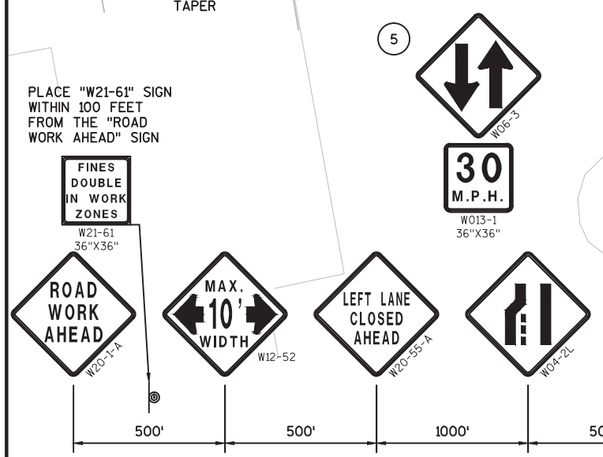


TYPICAL CONSTRUCTION SECTION
LANNON ROAD
STA. 148+00 TO STA. 152+00



STAGE 2A TO STAGE 2B TRAFFIC FLIP DETAIL





GENERAL NOTES TO STAGE 2A

THE ASPHALTIC SURFACE TEMPORARY WIDENING ON THE EXISTING SHOULDER, EAST SIDE, STA. 155+75 TO STA. 163+00 AND THE REMOVAL OF THE TWO SOUTH MEDIAN ISLANDS SHALL BE THE FIRST COMPONENT TO BE CONSTRUCTED DURING STAGE 2A.

DURING THE REMOVAL OF THE TWO SOUTH MEDIAN ISLANDS, REMOVE THE TRAFFIC SIGNALS, STREET LIGHTS, TRAFFIC POLE, AND PART OF THE CONCRETE BASE AND PULL BOX TO BRING THE ISLAND TO THE EXISTING ELEVATION SURROUNDING THE MEDIAN ISLAND. INSTALL FOUR WAY STOP CONTROL ON TEMPORARY SUPPORTS. INSTALL "TEMPORARY PAVEMENT MARKINGS STOP LINE 12-INCH" TO FIT FIELD CONDITIONS.

ALL EXISTING PAVEMENT MARKINGS IN CONFLICT WITH TRAFFIC CONTROL MARKERS SHALL BE REMOVED.

TRAFFIC IS TO REMAIN ON EXISTING ROADWAY, AND TWO LANES OF TRAFFIC ARE TO REMAIN OPEN AT ALL TIMES UNLESS OTHERWISE NOTED ON LANNON ROAD.

THE DRIVING LANES FOR STAGE 2B WILL BE ON THE "BINDER COURSE". USE ASPHALTIC SURFACE TEMPORARY TO MATCH INTO THE EXISTING PAVEMENT WHERE APPLICABLE.

TEMPORARY PAVEMENT SHALL BE WEDGED AT 3:1 MAX. SLOPE TO MATCH EXISTING PAVEMENT.

DROP-OFFS GREATER THAN 2-INCHES WITHIN 4-FEET OF AN OPEN TRAFFIC LANE SHALL BE GRADED OR PAVED TO MAINTAIN A 3:1 MAX. SLOPE.

LEGEND

- (1) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
- (2) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
- (3) TEMPORARY PAVEMENT MARKING TAPE 4-INCH (WHITE)
- (4) TEMPORARY PAVEMENT MARKING TAPE 4-INCH (YELLOW)
- TYPE III BARRICADE WITHOUT/WITH SIGN
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN
- TRAFFIC CONTROL DRUM WITHOUT/WITH TYPE C WARNING LIGHT
- FLEXIBLE TUBULAR MARKER AND BASE
- TRAFFIC FLOW
- REMOVING PAVEMENT MARKING
- MODIFIED TYPE III BARRICADE
- XXXX SAWCUT
- TYPE II BARRICADE
- POST MOUNTED TRAFFIC CONTROL SIGN
- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY AND PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS OR COMMON EXCAVATION (AS SPECIFIED)
- BINDER COURSE
- ASPHALTIC SURFACE TEMPORARY

SCALE, FEET 0 25 50

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	TRAFFIC CONTROL/CONSTRUCTION STAGING - STAGE 2A	SHEET 231	E

2

℄ STH 175

PC: 957+72.42

958+00

LANE CLOSED
R11-2 (MOD)
48"X30"

N

PTA 153+17.76

152+00 153+00 154+00 155+00 156+00 157+00 158+00

SAWCUT REQUIRED FOR STAGE 2A AND STAGE 2B TRAFFIC FLIP

TO BE CONSTRUCTED TO "BINDER COURSE" DURING STAGE 2A TO STAGE 2B TRAFFIC FLIP. EAST BOUND TRAFFIC IS TO UTILIZE THE STAGE 2A TRAFFIC LANE AND WEST BOUND TRAFFIC IS TO UTILIZE THE STAGE 2B TRAFFIC LANE. SEE "TRAFFIC FLIP DETAIL" THIS SHEET, AND "TRAFFIC CONTROL/CONSTRUCTION STAGING - STAGE 2B" FOR MORE INFORMATION

1

STOP
R1-1
36"X36"

11'

STRUCTURES 1001.1 & 1001.2
INL 4-FT DIA-T
CONSTRUCT INLETS AND STORM SEWER
PLACE COVER PLATES TEMPORARY

STA. 155+76,
37.67' RT

℄ LANNON ROAD

℟ STAGE 2A

2
DOUBLE

STA. 158+70,
23.12' RT

TEMPORARY LANE FROM STA. 155+76 TO STA. 158+70.
PAID FOR UNDER THE ITEMS OF EXCAVATION COMMON,
B.A.D. 1-1/4", AND ASPHALTIC SURFACE TEMPORARY.

STOP
R1-1
36"X36"

* SEE "STAGE CONSTRUCTION CROSS SECTIONS" FOR MORE SPECIFIC INFORMATION

CONSTRUCTION AREA SEE FINAL CROSS SECTIONS

LIMITS OF
TOPSOIL, TEMPORARY SEED, MULCH AND SEED

EXISTING GROUND

3 3/4" LOWER LAYER HMA PAVEMENT TYPE E-3

* VARIES

WEDGE, WHERE APPLICABLE, 3:1 MAX.

SAW CUT REQ'D

EXISTING ℄

3'

TRAFFIC CONTROL DRUMS SPACED AT 25' INTERVALS

11'
WESTBOUND

* 2A ℟

11'
EASTBOUND

TRAFFIC CONTROL FLEXIBLE MARKER POSTS SPACED AT 25' INTERVALS

VARIES FROM 2' TO 14.5'

4" ASPHALTIC SURFACE TEMPORARY

3:1

12" B.A.D. 1-1/4"

TYPICAL CONSTRUCTION SECTION
LANNON ROAD
STA. 152+00 TO STA. 155+00

SCALE, FEET 0 25 50

1
STAGE 2B WESTBOUND TRAFFIC
2
STAGE 2A EASTBOUND TRAFFIC
1

STAGE 2A TO STAGE 2B TRAFFIC FLIP DETAIL

LEGEND

- 1 — TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
- 2 — TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
- TYPE III BARRICADE WITHOUT/WITH SIGN
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
- TRAFFIC CONTROL DRUM WITHOUT/WITH TYPE C WARNING LIGHT
- FLEXIBLE TUBULAR MARKER AND BASE
- TRAFFIC FLOW
- REMOVING PAVEMENT MARKING
- FLAGS, 16" X 16" MIN., (ORANGE)
- XXXX — SAWCUT
- MODIFIED TYPE III BARRICADE
- POST MOUNTED TRAFFIC CONTROL SIGN
- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY AND PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS OR COMMON EXCAVATION (AS SPECIFIED)
- BINDER COURSE
- ASPHALTIC SURFACE TEMPORARY

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	TRAFFIC CONTROL/CONSTRUCTION STAGING - STAGE 2A	SHEET 232	E

2

N

* SEE "STAGE CONSTRUCTION CROSS SECTIONS" FOR MORE SPECIFIC INFORMATION

EXISTING ℄

* 2A ℞

CONSTRUCTION AREA SEE FINAL CROSS SECTIONS

* VARIES

3' | 11' WESTBOUND | 11' EASTBOUND | 2'

LIMITS OF TOPSOIL, TEMPORARY SEED, MULCH AND SEED

WEDGE, WHERE APPLICABLE, 3:1 MAX.

4" ASPHALTIC SURFACE TEMPORARY AND PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS

3:1

3 3/4" LOWER LAYER HMA PAVEMENT TYPE E-3

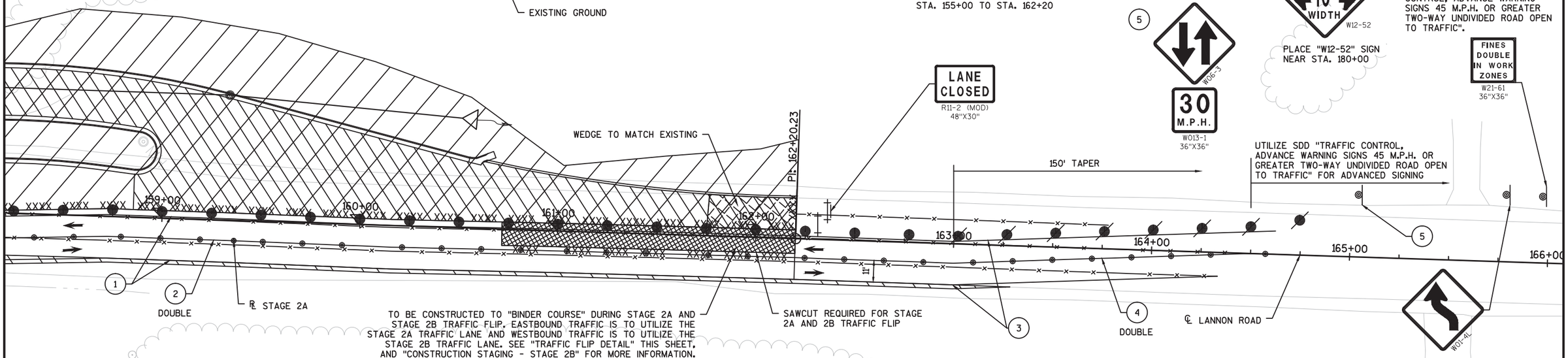
SAW CUT REQ'D

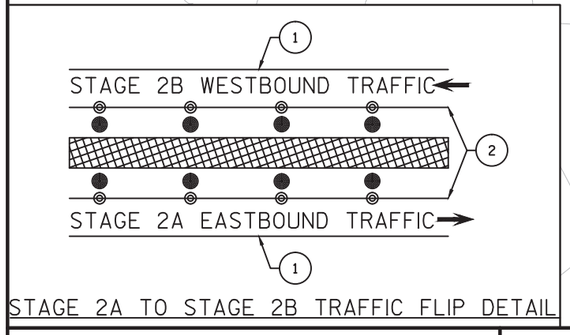
TRAFFIC CONTROL FLEXIBLE MARKER POSTS SPACED AT 25' INTERVALS

TRAFFIC CONTROL DRUMS SPACED AT 25' INTERVALS

EXISTING GROUND

TYPICAL CONSTRUCTION SECTION
LANNON ROAD
STA. 155+00 TO STA. 162+20





STAGE 2A TO STAGE 2B TRAFFIC FLIP DETAIL

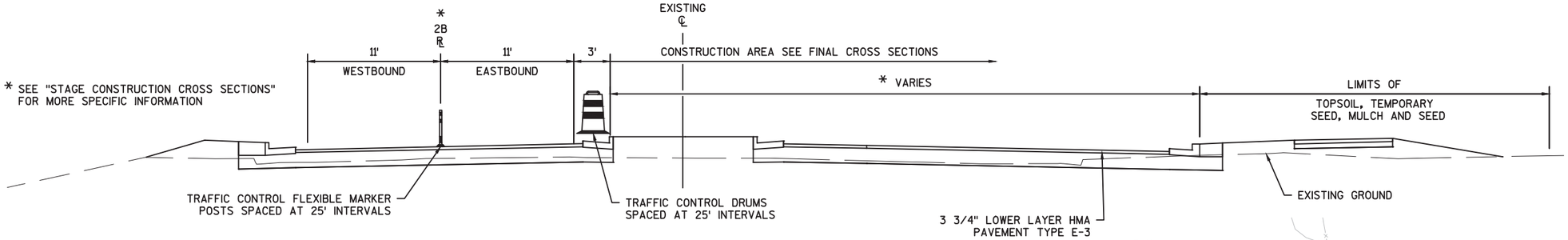
NOTES:
USE TEMPORARY PAVEMENT MARKING TAPE 4-INCH AFTER STA 162+20

LEGEND

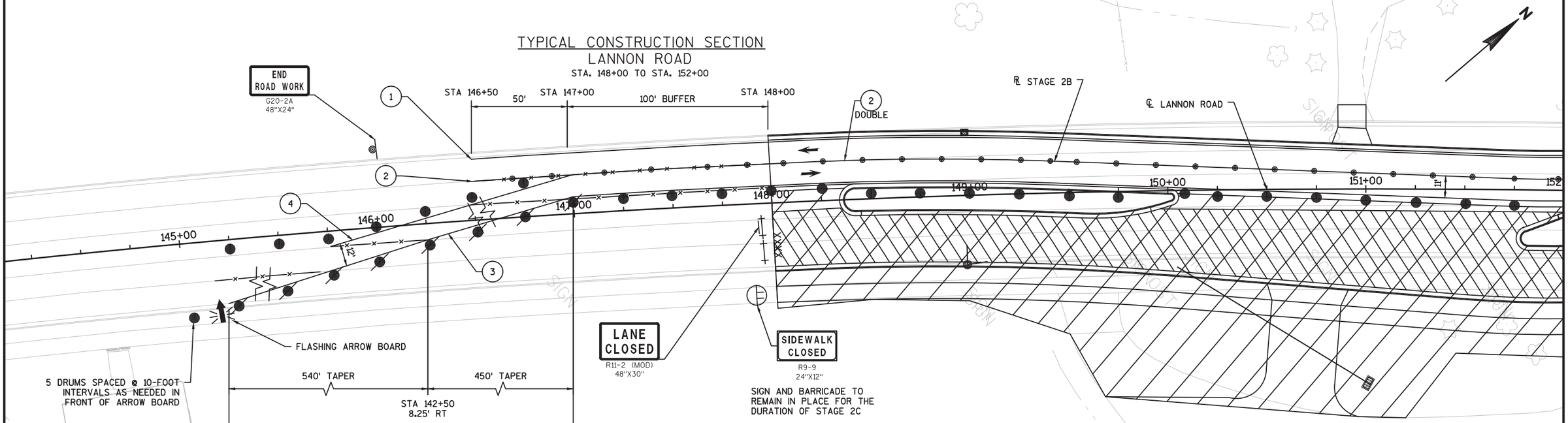
- (1) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
- (2) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
- (3) TEMPORARY PAVEMENT MARKING TAPE 4-INCH (WHITE)
- (4) TEMPORARY PAVEMENT MARKING TAPE 4-INCH (YELLOW)
- TYPE III BARRICADE WITHOUT/WITH SIGN
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN
- TRAFFIC CONTROL DRUM WITHOUT/WITH TYPE C WARNING LIGHT
- FLEXIBLE TUBULAR MARKER AND BASE
- TRAFFIC FLOW
- REMOVING PAVEMENT MARKING
- MODIFIED TYPE III BARRICADE
- XXXX SAWCUT
- POST MOUNTED TRAFFIC CONTROL SIGN
- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY AND PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS OR COMMON EXCAVATION (AS SPECIFIED)
- BINDER COURSE
- ASPHALTIC SURFACE TEMPORARY

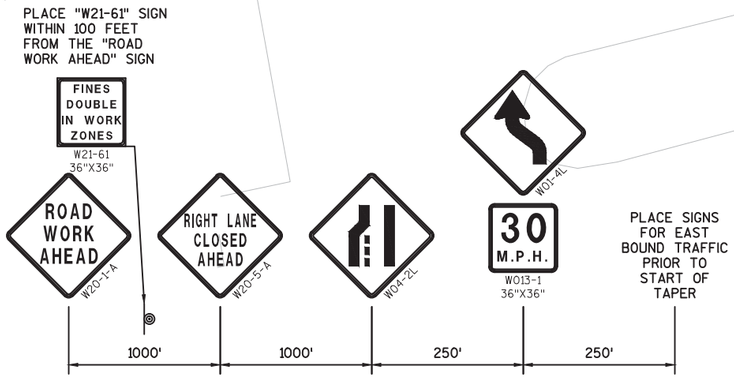
SCALE, FEET 0 25 50

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	TRAFFIC CONTROL/CONSTRUCTION STAGING - STAGE 2A	SHEET 233	E



TYPICAL CONSTRUCTION SECTION
LANNON ROAD
STA. 148+00 TO STA. 152+00





GENERAL NOTES TO STAGE 2B

TRAFFIC IS TO BE SHIFTED ONTO ROADWAY CONSTRUCTED IN STAGE 2A AND TWO LANES OF TRAFFIC ARE TO REMAIN OPEN AT ALL TIMES UNLESS OTHERWISE NOTED ON LANNON ROAD.

THE INTERSECTION OF STH 175 AND LANNON ROAD IS TO BE CONTROLLED BY STOP SIGN. INSTALL "TEMPORARY PAVEMENT MARKING STOP LINE 12-INCH" TO FIT FIELD CONDITIONS.

IN CONSTRUCTION AREA, CONSTRUCT ROADWAY TO "BINDER COURSE"

TEMPORARY PAVEMENT SHALL BE WEDGED AT 3:1 MAX. SLOPE TO MATCH EXISTING PAVEMENT.

DROP-OFFS GREATER THAN 6-INCHS WITHIN 4-FEET OF AN OPEN TRAFFIC LANE SHALL BE GRADED OR PAVED TO MAINTAIN A 3:1 MAX. SLOPE.

MAINTAIN ACCESS TO ALL DRIVEWAYS AT ALL TIMES.

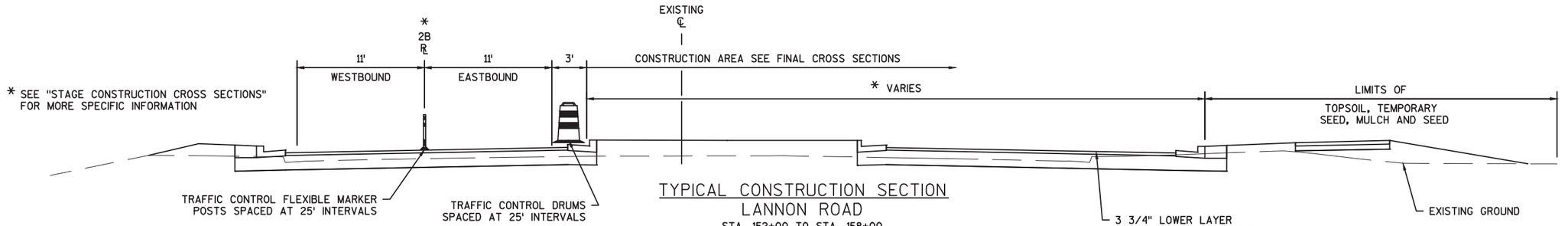
LEGEND

- (1) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
- (2) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
- (3) TEMPORARY PAVEMENT MARKING TAPE 4-INCH (WHITE)
- (4) TEMPORARY PAVEMENT MARKING TAPE 4-INCH (YELLOW)
- TYPE III BARRICADE WITHOUT/WITH SIGN
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN
- TRAFFIC CONTROL DRUM WITHOUT/WITH TYPE C WARNING LIGHT
- FLEXIBLE TUBULAR MARKER AND BASE
- TRAFFIC FLOW
- REMOVING PAVEMENT MARKING
- MODIFIED TYPE III BARRICADE
- XXXX SAWCUT
- TYPE II BARRICADE
- POST MOUNTED TRAFFIC CONTROL SIGN
- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY AND PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS OR COMMON EXCAVATION (AS SPECIFIED)
- BINDER COURSE
- ASPHALTIC SURFACE TEMPORARY

SCALE, FEET 0 25 50

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	TRAFFIC CONTROL/CONSTRUCTION STAGING - STAGE 2B	SHEET 234	E

2



TYPICAL CONSTRUCTION SECTION
LANNON ROAD
STA. 152+00 TO STA. 158+00

PC: 957+72.42

℄ STH 175

STOP
R1-1
36"X36"

STOP
R1-1
36"X36"

REMAINING CURB AND GUTTER TO
BE COMPLETED IN STAGE 2C

℄ LANNON ROAD

℟ STAGE 2B

SEPTIC

PT: 153+17.76

2
DOUBLE

1

11'

152+00
153+00
154+00
155+00
956+00
156+00
157+00
158+00
4+00

LANE
CLOSED
R11-2 (MOD)
48"X30"

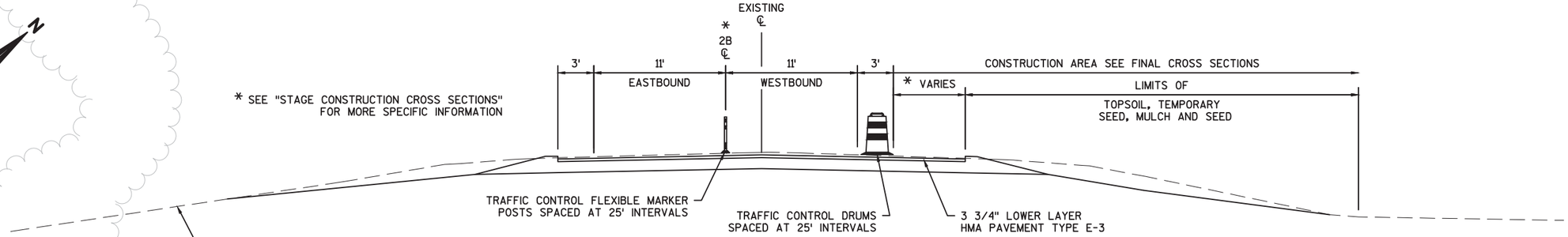
LEGEND

- (1) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
- (2) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
- TYPE III BARRICADE WITHOUT/WITH SIGN
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN
- TRAFFIC CONTROL DRUM WITHOUT/WITH TYPE C WARNING LIGHT
- FLEXIBLE TUBULAR MARKER AND BASE
- TRAFFIC FLOW
- REMOVING PAVEMENT MARKING
- XXXX SAWCUT
- MODIFIED TYPE III BARRICADE
- POST MOUNTED TRAFFIC CONTROL SIGN
- WORK ZONE
- BINDER COURSE
- FLAGS, 16" X 16" MIN., (ORANGE)

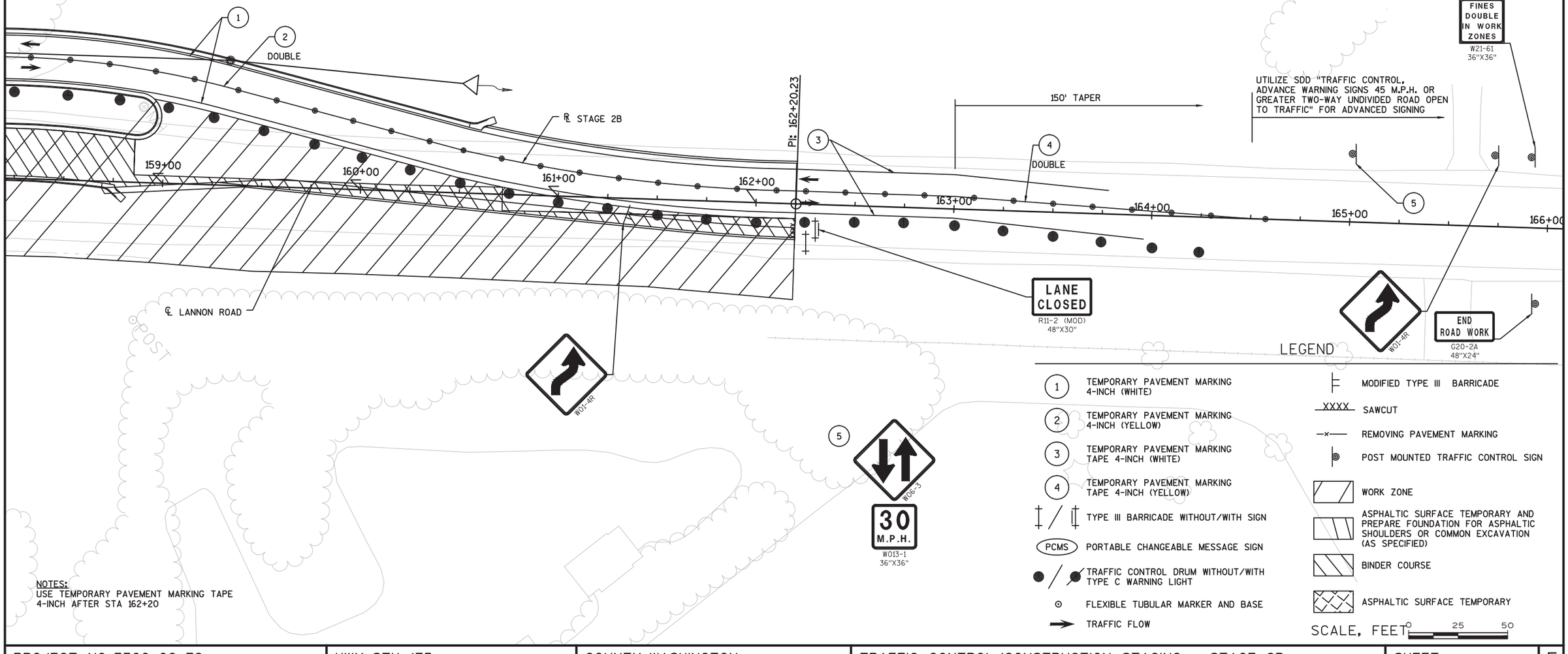
SCALE, FEET 0 25 50

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	TRAFFIC CONTROL/CONSTRUCTION STAGING - STAGE 2B	SHEET 235	E

2



TYPICAL CONSTRUCTION SECTION
LANNON ROAD
STA. 158+00 TO STA. 162+20



PLACE "W21-61" SIGN NEAR THE "ROAD WORK AHEAD" SIGN PER SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC".

FINES DOUBLE IN WORK ZONES
W21-61
36"X36"

UTILIZE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING

NOTES:
USE TEMPORARY PAVEMENT MARKING TAPE 4-INCH AFTER STA 162+20

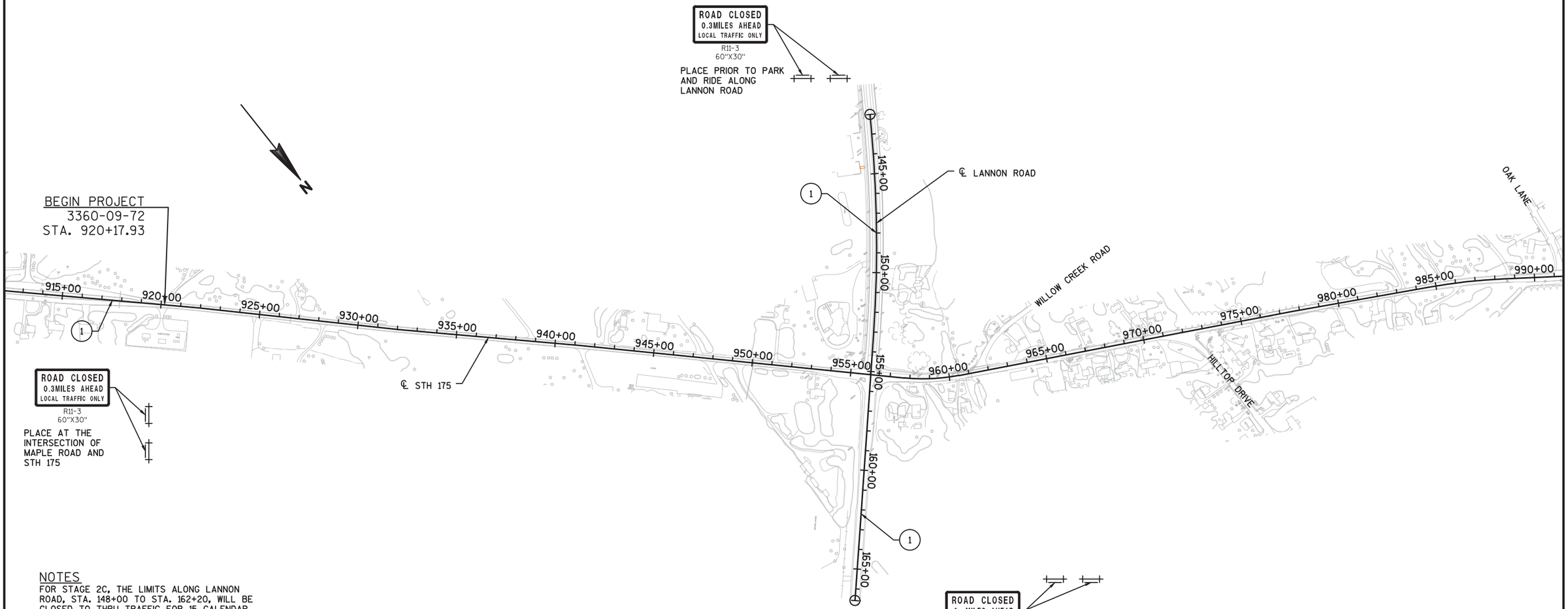
LEGEND

- 1 TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
- 2 TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
- 3 TEMPORARY PAVEMENT MARKING TAPE 4-INCH (WHITE)
- 4 TEMPORARY PAVEMENT MARKING TAPE 4-INCH (YELLOW)
- TYPE III BARRICADE WITHOUT/WITH SIGN
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN
- TRAFFIC CONTROL DRUM WITHOUT/WITH TYPE C WARNING LIGHT
- FLEXIBLE TUBULAR MARKER AND BASE
- TRAFFIC FLOW
- MODIFIED TYPE III BARRICADE
- XXXX SAWCUT
- REMOVING PAVEMENT MARKING
- POST MOUNTED TRAFFIC CONTROL SIGN
- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY AND PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS OR COMMON EXCAVATION (AS SPECIFIED)
- BINDER COURSE
- ASPHALTIC SURFACE TEMPORARY

SCALE, FEET 0 25 50

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	TRAFFIC CONTROL/CONSTRUCTION STAGING - STAGE 2B	SHEET 236	E

2



NOTES

FOR STAGE 2C, THE LIMITS ALONG LANNON ROAD, STA. 148+00 TO STA. 162+20, WILL BE CLOSED TO THRU TRAFFIC FOR 15 CALENDAR DAYS FOR CONSTRUCTION. THE SIGNED DETOUR ROUTE WILL BE UTILIZED.

ROUNDABOUT CENTER ISLAND TO BE COMPLETED DURING STAGE 2C AS WELL AS ALL REMAINING WORK TO OPEN LANNON ROAD TO THROUGH TRAFFIC.

WHERE CURB AND GUTTER IS YET TO BE PLACED, SAWCUT 1-FOOT FROM PROPOSED FLANGE AND REMOVE ASPHALT PRIOR TO PLACING CURB AND GUTTER.

REINSTALL THE PROJECT TO STAGE 1 TRAFFIC CONTROL DEVICES AFTER THE COMPLETION OF STAGE 2C.

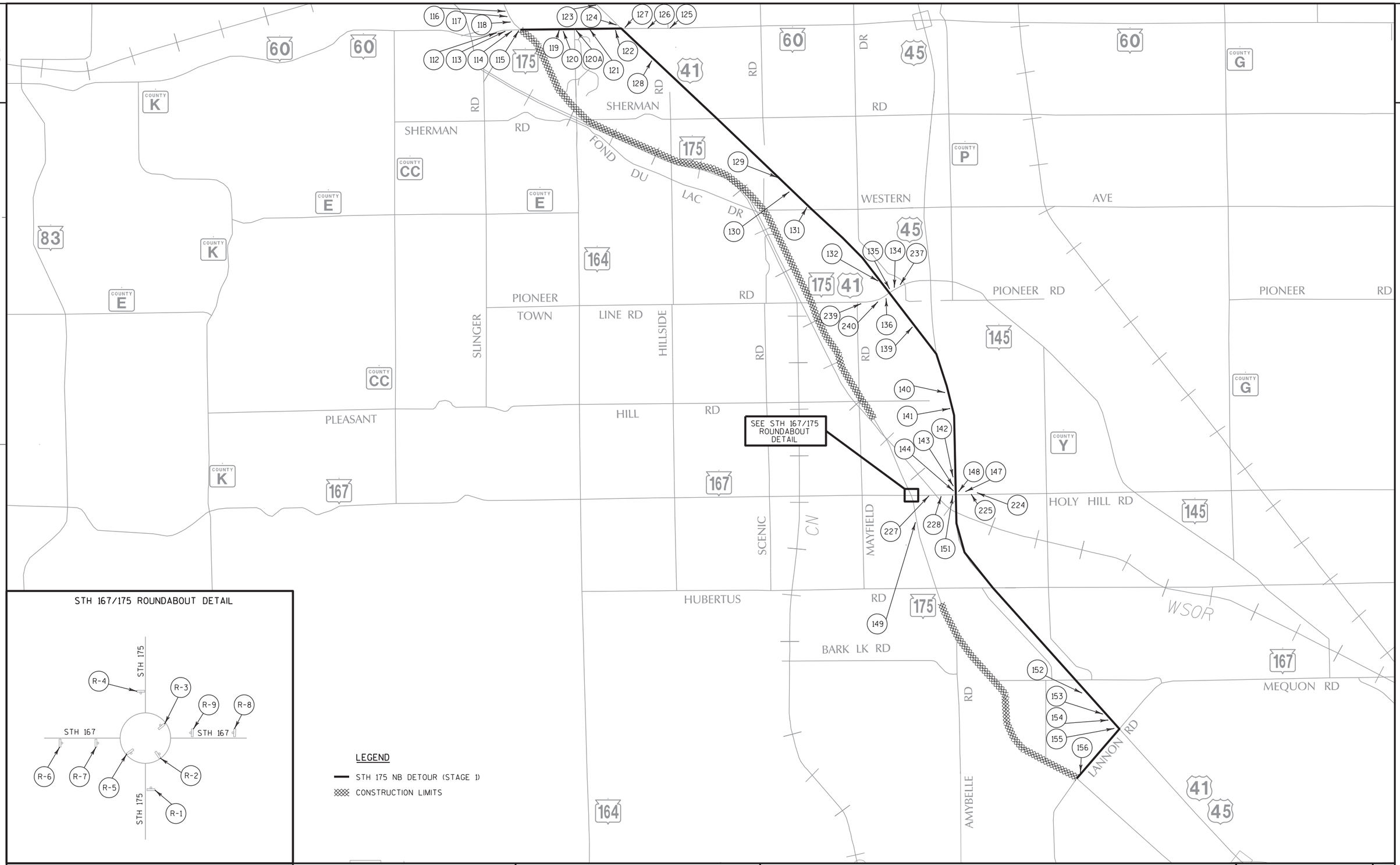
LEGEND

(1) UTILIZE S.D.D. "BARRICADES AND SIGNS FOR MAINLINE CLOSURES"

TYPE III BARRICADE WITHOUT/WITH SIGN

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	TRAFFIC CONTROL/CONSTRUCTION STAGING - STAGE 2C	SHEET 237	E

2



LEGEND

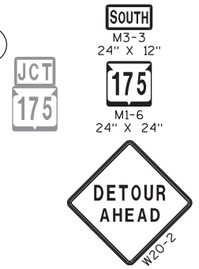
- STH 175 NB DETOUR (STAGE 1)
- CONSTRUCTION LIMITS

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	DETOUR - STAGE 1 (SB STH 175)	SHEET 238	E

FILE NAME : P:\43xx\4340\Plan\Traffic Control\Rural\em_027001_dt.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:5000

2

112



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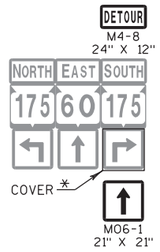

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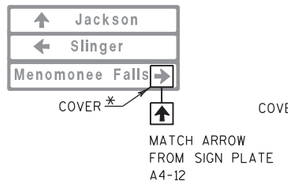

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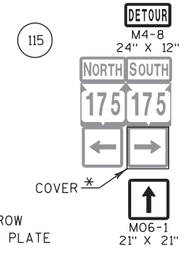

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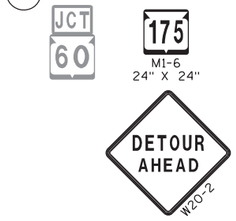

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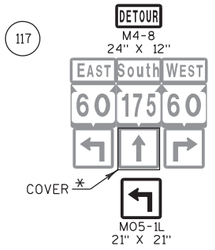

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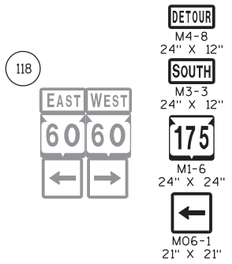

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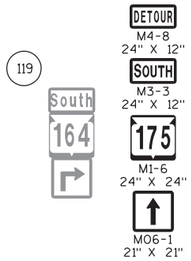

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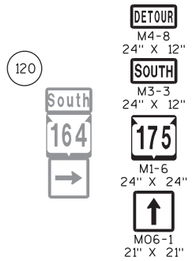
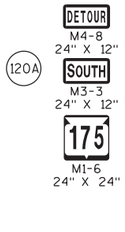


120A



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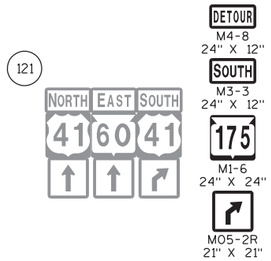

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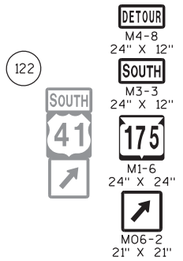

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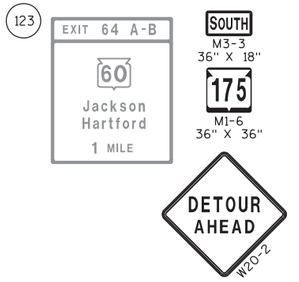

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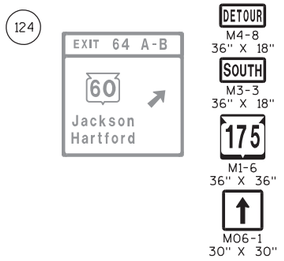

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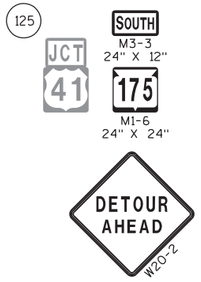

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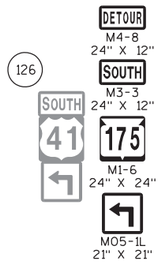

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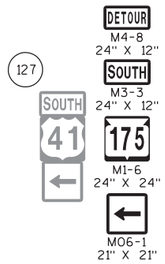

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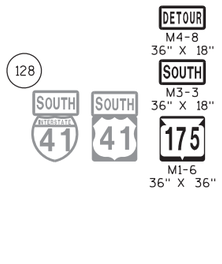

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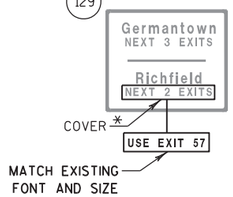

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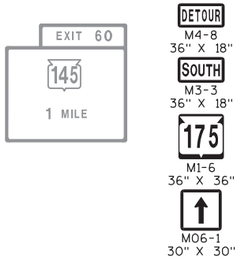
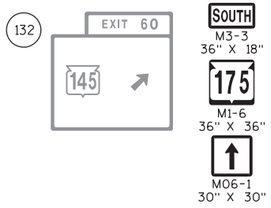


NOTE:
*PLACE OVER EXISTING SIGN; PAID AS TRAFFIC CONTROL DETOUR SIGNS

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	DETOUR - STAGE 1 (SB STH 175)	SHEET 239	E

2

132



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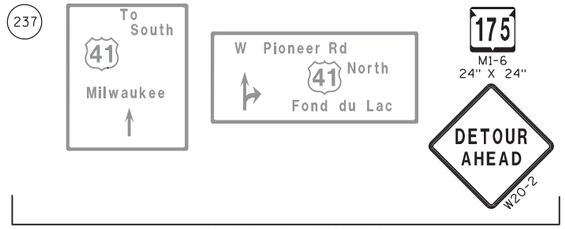
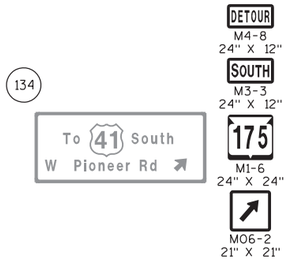


ALSO SHOWN ON NB DETOUR

134



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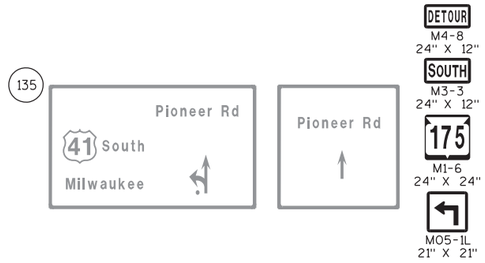

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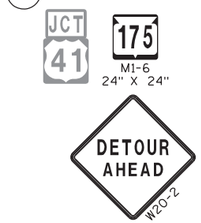

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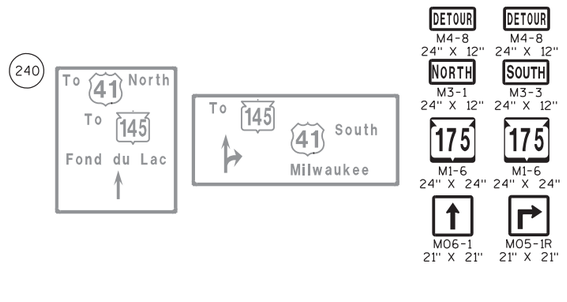

ALSO SHOWN ON NB DETOUR

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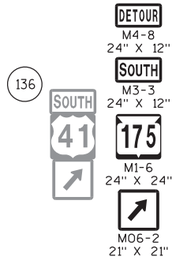

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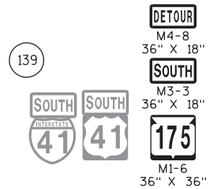

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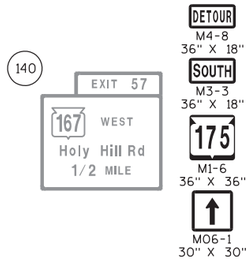

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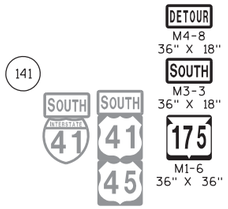

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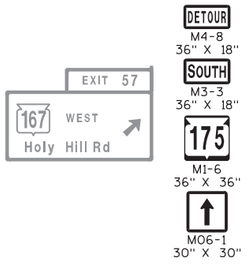

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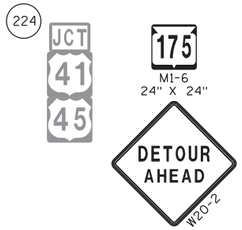
144

224



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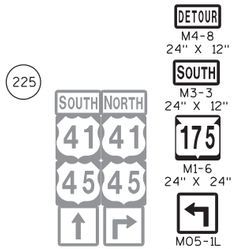
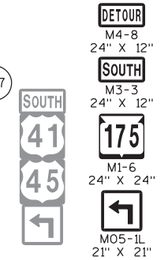


ALSO SHOWN ON NB DETOUR

147



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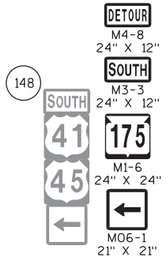

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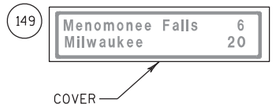

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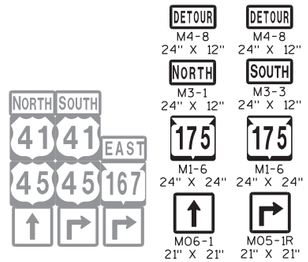

ALSO SHOWN ON NB DETOUR

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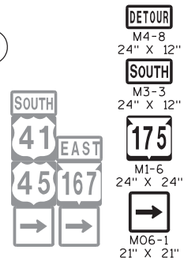

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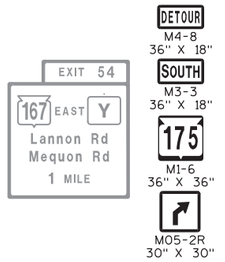

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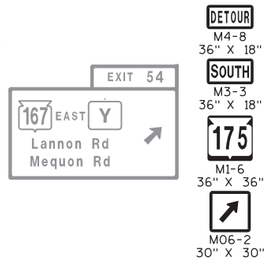

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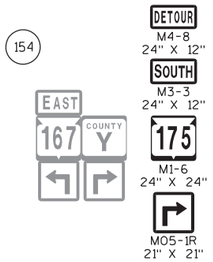
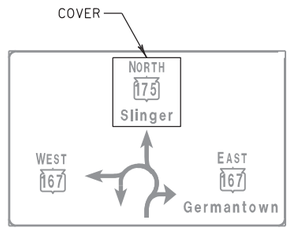


PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	DETOUR - STAGE 1(SB STH 175)	SHEET 240	E

2

R-1

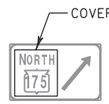


DETOUR
M4-8
24" X 12"
NORTH
M3-1
24" X 12"
175
M1-6
24" X 24"
M05-1R
21" X 21"

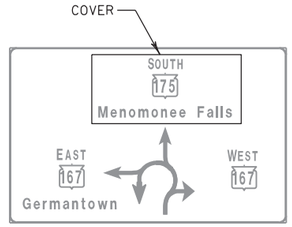
R-2

DETOUR
M4-8
24" X 12"
NORTH
M3-1
24" X 12"
175
M1-6
24" X 24"
M06-2
21" X 21"

R-3

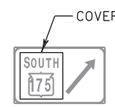


R-4



DETOUR
M4-8
24" X 12"
SOUTH
M3-3
24" X 12"
175
M1-6
24" X 24"
M05-1L
21" X 21"

R-5



R-6

ALSO SHOWN ON NB DETOUR

R-7

175
M1-6
24" X 24"

R-8

R-9

ALSO SHOWN ON NB DETOUR

155

DETOUR
M4-8
24" X 12"
SOUTH
M3-3
24" X 12"
175
M1-6
24" X 24"
M06-1
21" X 21"

156

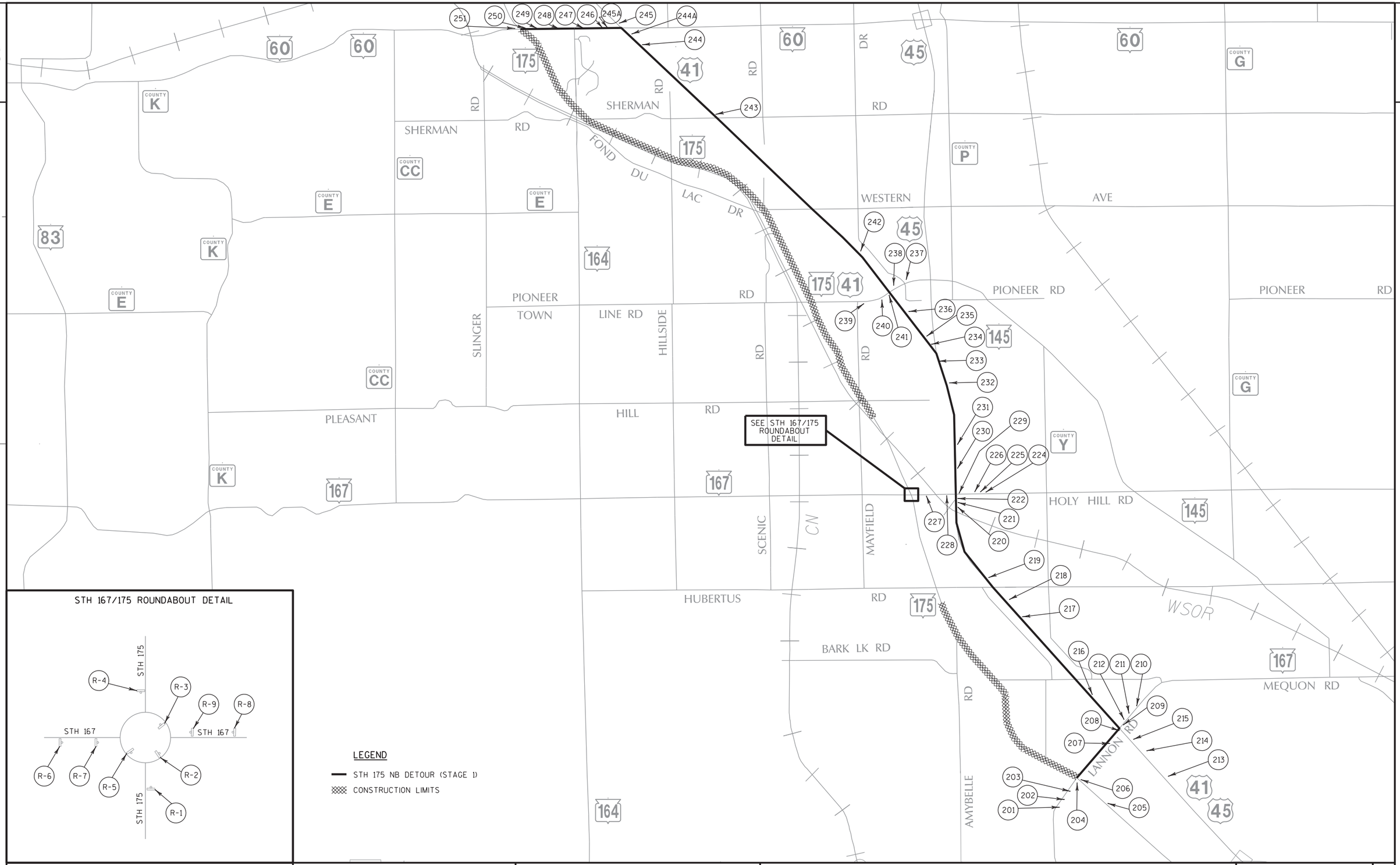
END
DETOUR
M4-8A
24" X 18"

COVER
(STH 175 IS CLOSED
UP TO THIS INTERSECTION)

ALSO SHOWN ON NB DETOUR

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	DETOUR - STAGE 1(SB STH 175)	SHEET 241	E

2



STH 167/175 ROUNDABOUT DETAIL

LEGEND

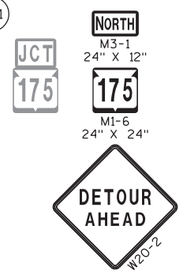
STH 175 NB DETOUR (STAGE 1)

CONSTRUCTION LIMITS

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	DETOUR - STAGE 1 (NB STH 175)	SHEET 242	E

2

201



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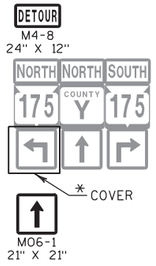

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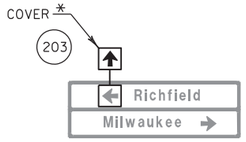

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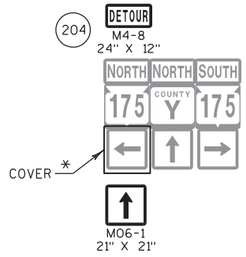

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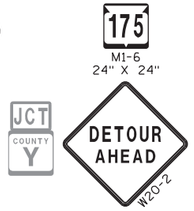

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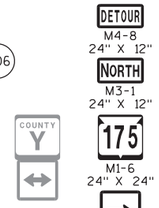

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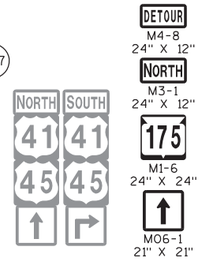

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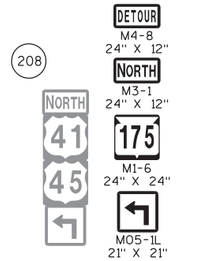

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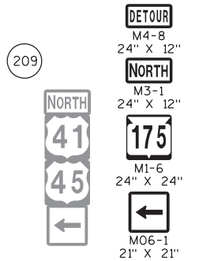

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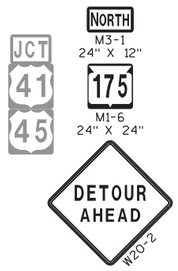

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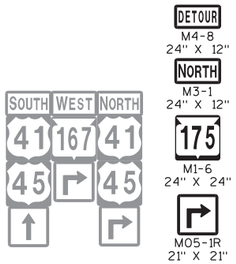

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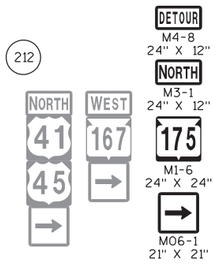

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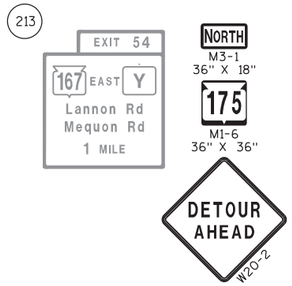

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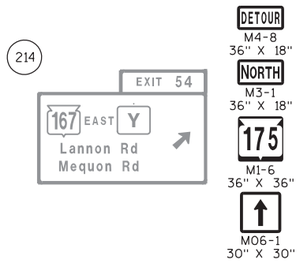

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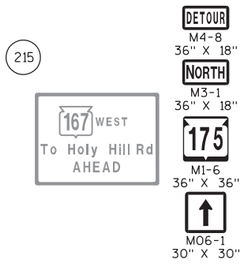

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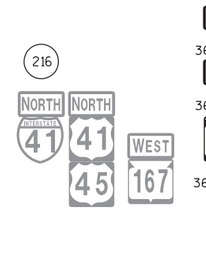

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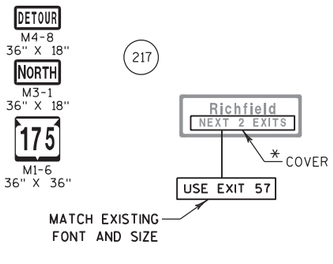

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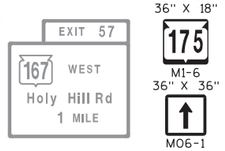

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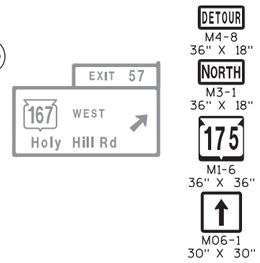

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222

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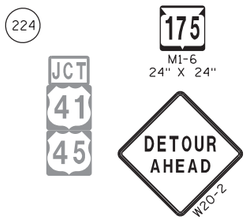
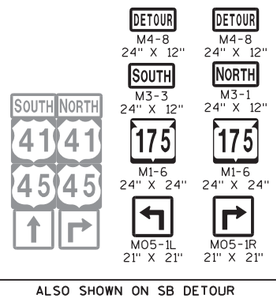


ALSO SHOWN ON SB DETOUR

225



ALSO SHOWN ON SB DETOUR

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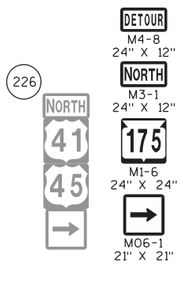

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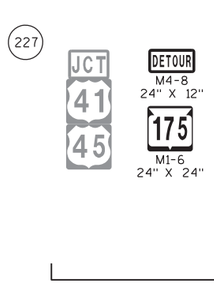

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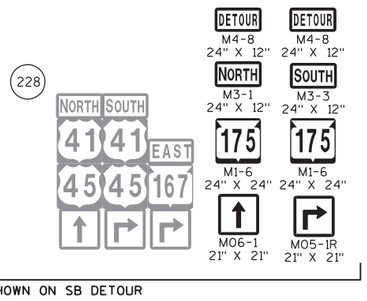

ALSO SHOWN ON SB DETOUR

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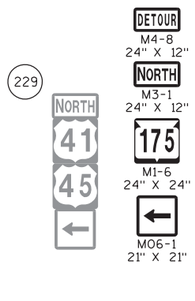

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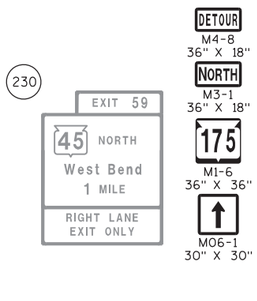

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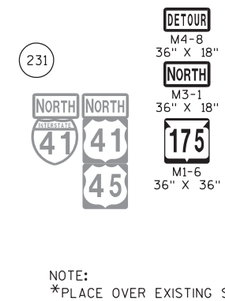
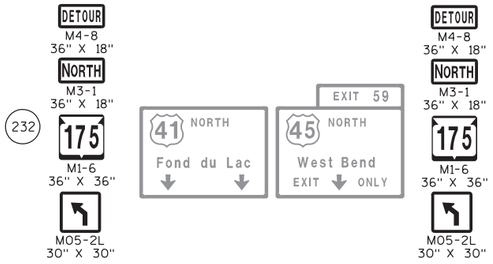


NOTE:
*PLACE OVER EXISTING SIGN; PAID AS TRAFFIC CONTROL DETOUR SIGNS

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	DETOUR - STAGE 1 (NB STH 175)	SHEET 243	E

2

232



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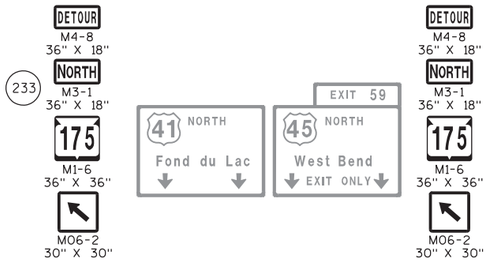

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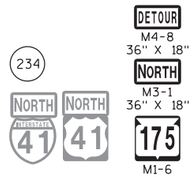

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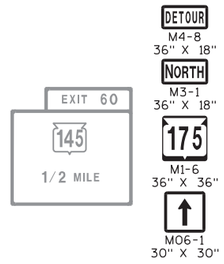

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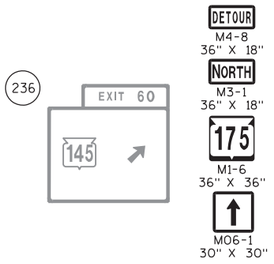
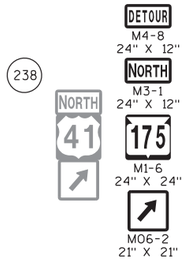


237

ALSO SHOWN ON SB DETOUR

238



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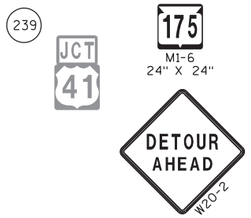

ALSO SHOWN ON SB DETOUR

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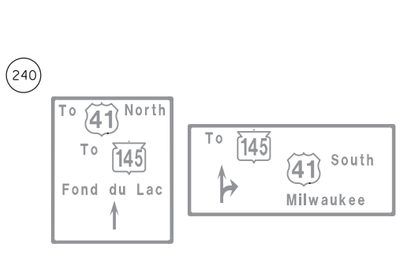

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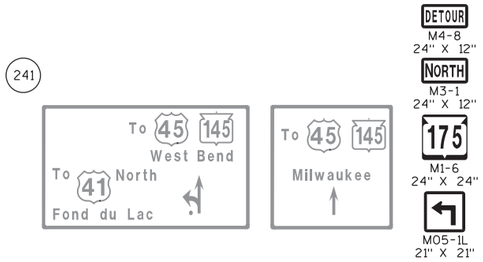

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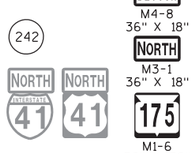

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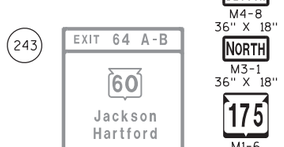

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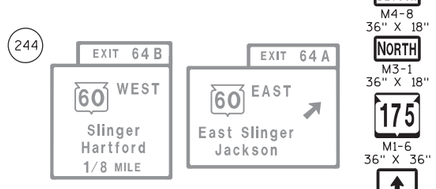
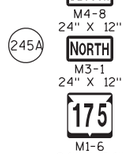


244A

245

245A



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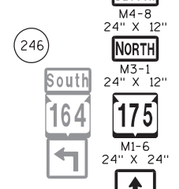

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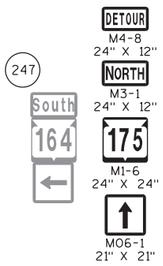

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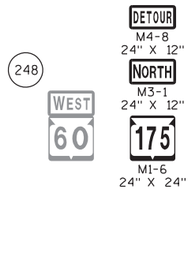

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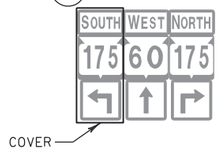

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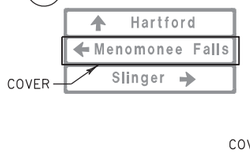

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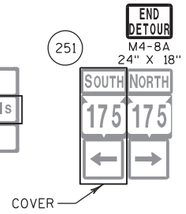
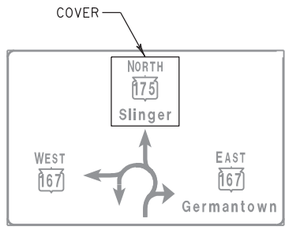


PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	DETOUR - STAGE 1 (NB STH 175)	SHEET 244	E

2

R-1



DETOUR
M4-8
24" X 12"

NORTH
M3-1
24" X 12"

175
M1-6
24" X 24"

M05-1R
21" X 21"

R-2

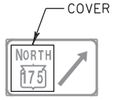
DETOUR
M4-8
24" X 12"

NORTH
M3-1
24" X 12"

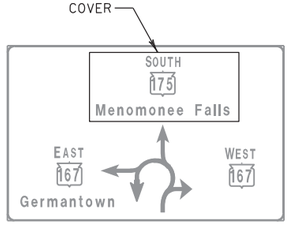
175
M1-6
24" X 24"

M06-2
21" X 21"

R-3



R-4



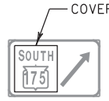
DETOUR
M4-8
24" X 12"

SOUTH
M3-3
24" X 12"

175
M1-6
24" X 24"

M05-1L
21" X 21"

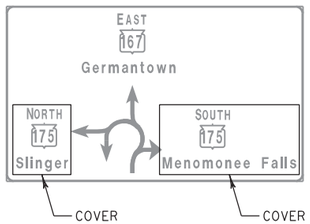
R-5



R-6

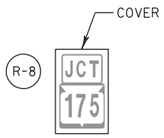
ALSO SHOWN ON SB DETOUR

R-7

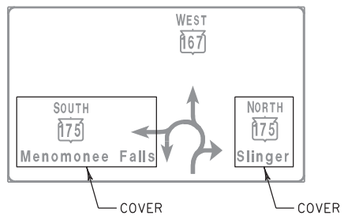


175
M1-6
24" X 24"

R-8



R-9



ALSO SHOWN ON SB DETOUR

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	DETOUR - STAGE 1 (NB STH 175)	SHEET 245	E

MAINTAIN DETOUR SIGNS SHOWN IN STAGE 1
INCLUDING STH 167/175 ROUNDABOUT

LEGEND

- STH 175 SB DETOUR (STAGE 2)
- CTH Y SB DETOUR (STAGE 2C)
- CONSTRUCTION LIMITS

NOTES:
AB SIGNS ARE SIGNS AT THE SAME LOCATION ALONG EACH ROADWAY WITH ONE SIGN ON THE OUTSIDE (A) AND ONE SIGN ON THE MEDIAN SIDE (B).

STAGE 1 CONSTRUCTION CONTINUES.

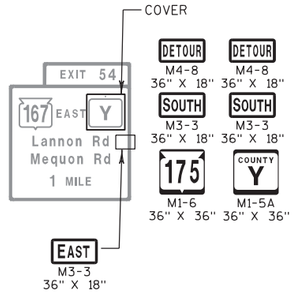
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	DETOUR - STAGE 2 (SB STH 175 & SB CTH Y)	SHEET 246 E

FILE NAME : P:\43xx\4340\Plan\Traffic Control\Rural\em_027003_dt.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:5000

WISDOT/CADDS SHEET 42

2

301



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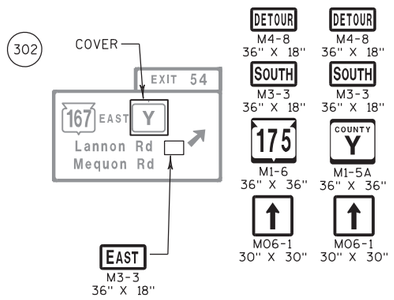

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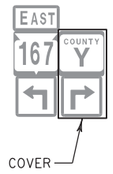

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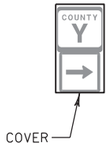

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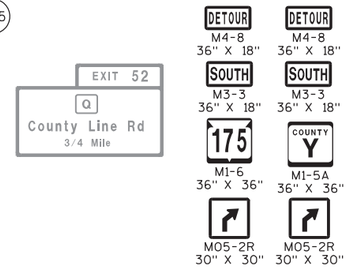

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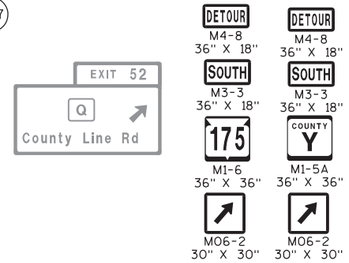

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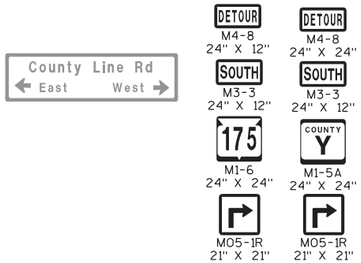

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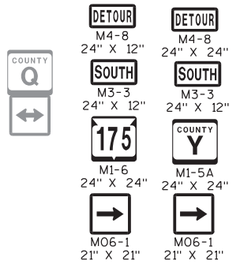

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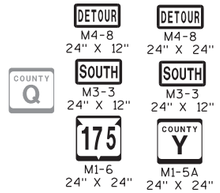

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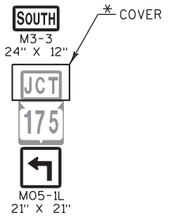
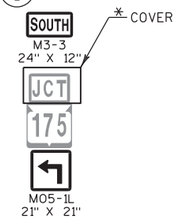


311 B



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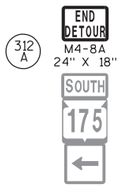

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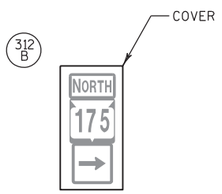
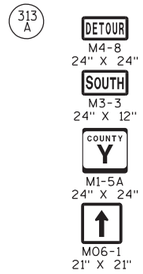
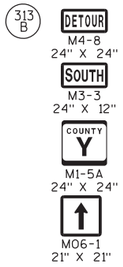


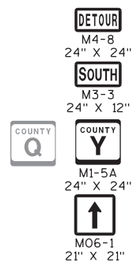
313 A



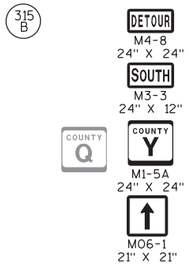
313 B



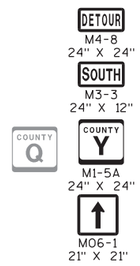
315 A



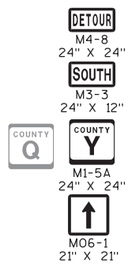
315 B



316 A

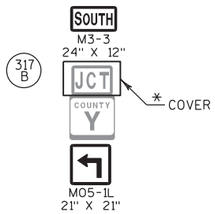


316 B

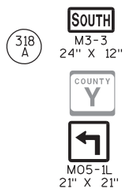


317 A

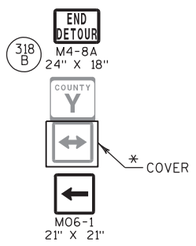
317 B



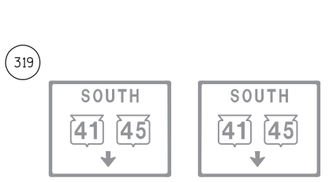
318 A



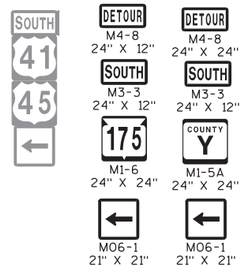
318 B



319



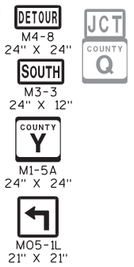
320



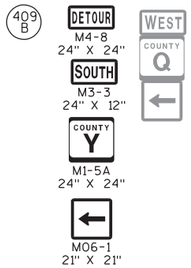
NOTE:
*PLACE OVER EXISTING SIGN; PAID AS TRAFFIC CONTROL DETOUR SIGNS

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	DETOUR - STAGE 2 (SB STH 175 & SB CTH Y)	SHEET 247	E

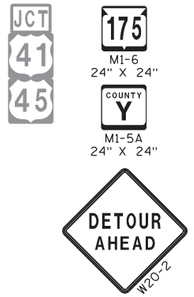
408 B



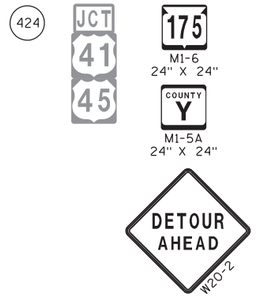
409 B



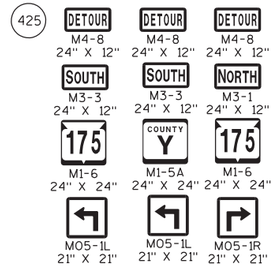
414 B



424



425



426

ALSO SHOWN ON NB DETOUR

2

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	DETOUR - STAGE 2 (SB STH 175 & SB CTH Y)	SHEET 248	E

MAINTAIN DETOUR SIGNS SHOWN IN STAGE 1
INCLUDING STH 167/175 ROUNDABOUT

LEGEND

- STH 175 NB DETOUR (STAGE 2)
- CTH Y NB DETOUR (STAGE 2C)
- CONSTRUCTION LIMITS

NOTES:
AB SIGNS ARE SIGNS AT THE SAME LOCATION ALONG EACH ROADWAY WITH ONE SIGN ON THE OUTSIDE (A) AND ONE SIGN ON THE MEDIAN SIDE (B).

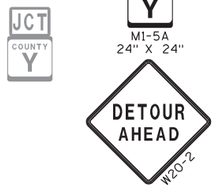
STAGE 1 CONSTRUCTION CONTINUES.

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	DETOUR - STAGE 2 (NB STH 175 & NB CTH Y)	SHEET 249 E

FILE NAME : P:\43xx\4340\Plan\Traffic Control\Rural\em_027004_dt.dgn PLOT DATE : 7/27/2015 PLOT BY : sgc PLOT NAME : PLOT SCALE : 1:5000

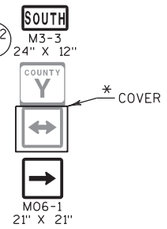
2

401 A

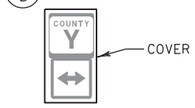


401 B

402 A



402 B



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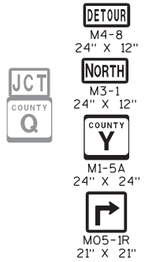

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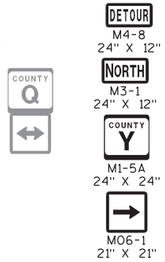
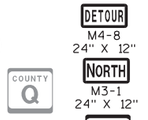
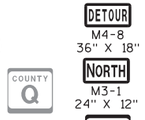


405 A

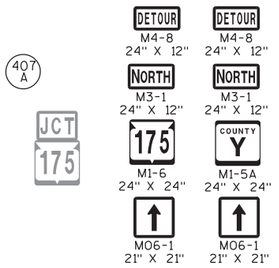


405 B



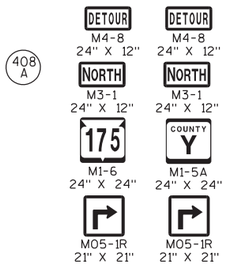
406

407 A

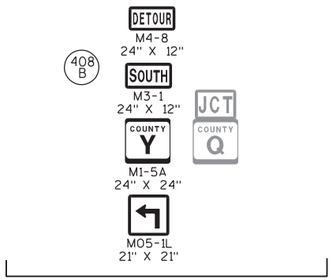


407 B

408 A

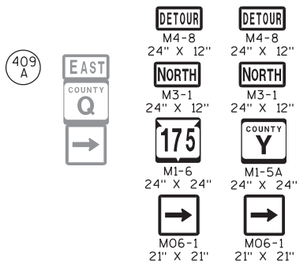


408 B



ALSO SHOWN ON SB DETOUR

409 A



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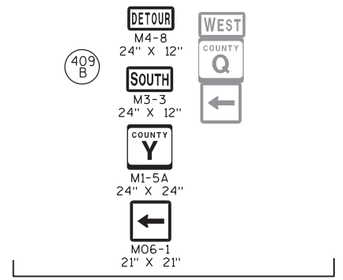
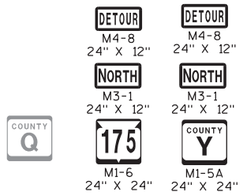
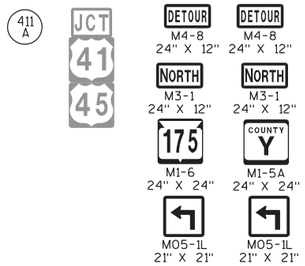


ALSO SHOWN ON SB DETOUR

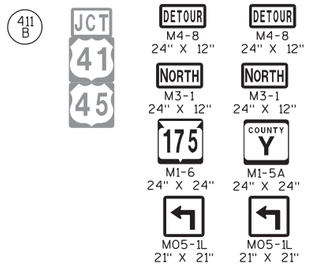
410



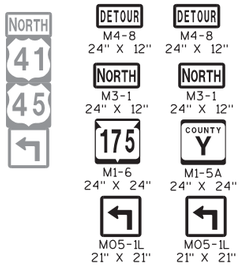
411 A



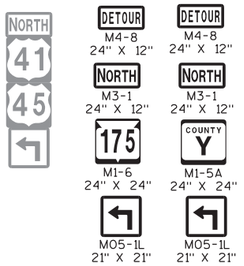
411 B



412 A



412 B



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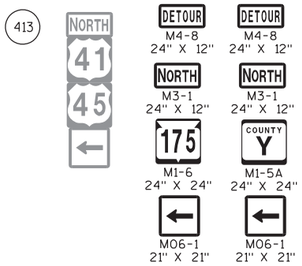
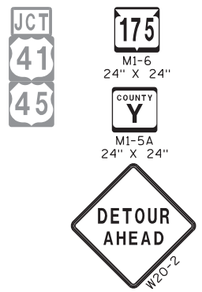
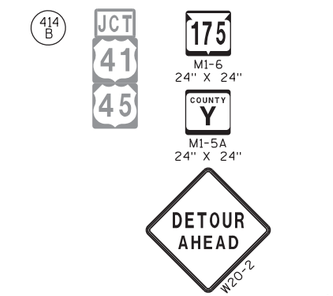


414 A

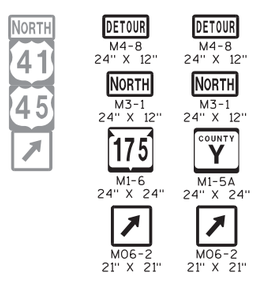


414 B



ALSO SHOWN ON SB DETOUR

415



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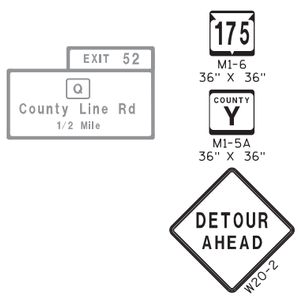

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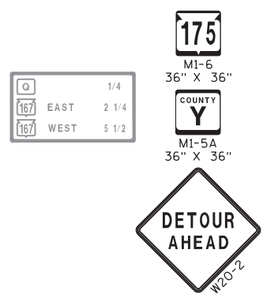

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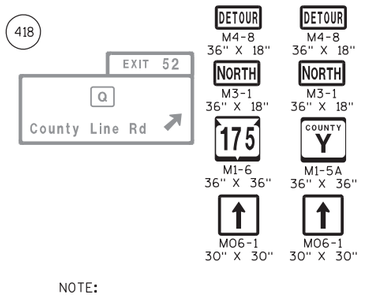
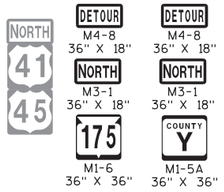


NOTE:
*PLACE OVER EXISTING SIGN; PAID AS TRAFFIC CONTROL DETOUR SIGNS

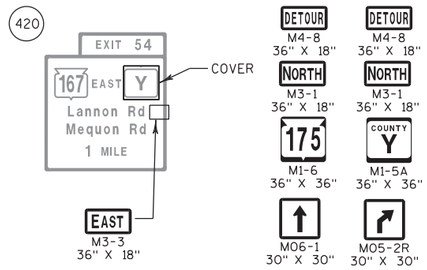
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	DETOUR - STAGE 2 (NB STH 175 & NB CTH Y)	SHEET 250	E

2

419



420



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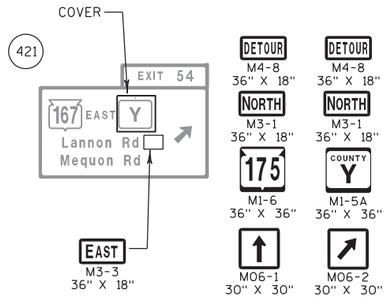
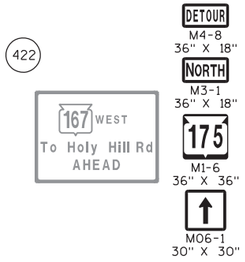
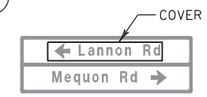


422



423 A

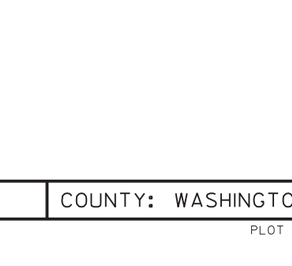
423 B



423 C

424

425



426

427

428

ALSO SHOWN ON SB DETOUR

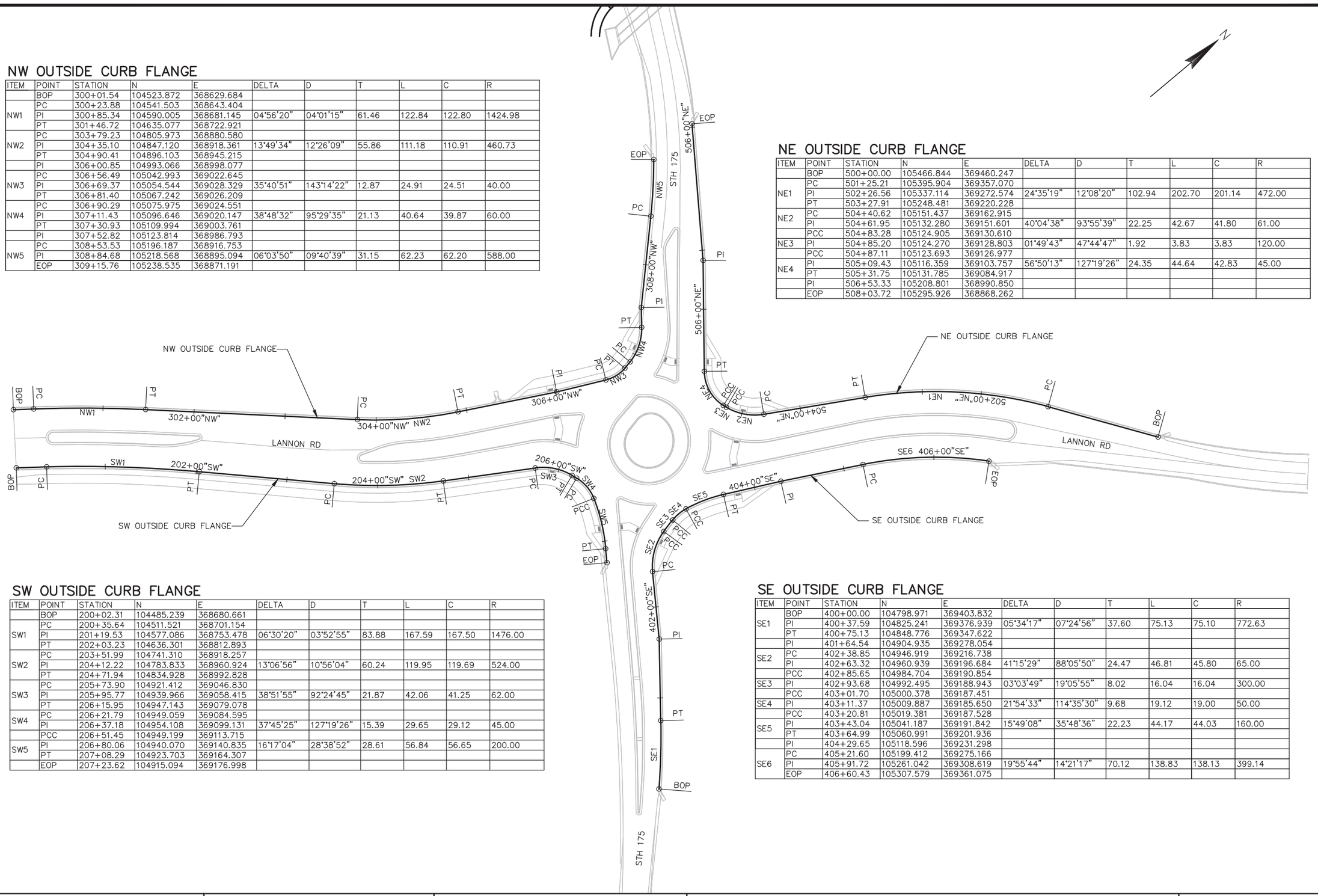
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	DETOUR - STAGE 2 (NB STH 175 & NB CTH Y)	SHEET 251	E

NW OUTSIDE CURB FLANGE

ITEM	POINT	STATION	N	E	DELTA	D	T	L	C	R
	BOP	300+01.54	104523.872	368629.684						
	PC	300+23.88	104541.503	368643.404						
NW1	PI	300+85.34	104590.005	368681.145	04°56'20"	04°01'15"	61.46	122.84	122.80	1424.98
	PT	301+46.72	104635.077	368722.921						
	PC	303+79.23	104805.973	368880.580						
NW2	PI	304+35.10	104847.120	368918.361	13°49'34"	12°26'09"	55.86	111.18	110.91	460.73
	PT	304+90.41	104896.103	368945.215						
	PI	306+00.85	104993.066	368998.077						
	PC	306+56.49	105042.993	369022.645						
NW3	PI	306+69.37	105054.544	369028.329	35°40'51"	143°14'22"	12.87	24.91	24.51	40.00
	PT	306+81.40	105067.242	369026.209						
	PC	306+90.29	105075.975	369024.551						
NW4	PI	307+11.43	105096.646	369020.147	38°48'32"	95°29'35"	21.13	40.64	39.87	60.00
	PT	307+30.93	105109.994	369003.761						
	PI	307+52.82	105123.814	368986.793						
	PC	308+53.53	105196.187	368916.753						
NW5	PI	308+84.68	105218.568	368895.094	06°03'50"	09°40'39"	31.15	62.23	62.20	588.00
	EOP	309+15.76	105238.535	368871.191						

NE OUTSIDE CURB FLANGE

ITEM	POINT	STATION	N	E	DELTA	D	T	L	C	R
	BOP	500+00.00	105466.844	369460.247						
	PC	501+25.21	105395.904	369357.070						
NE1	PI	502+26.56	105337.114	369272.574	24°35'19"	12°08'20"	102.94	202.70	201.14	472.00
	PT	503+27.91	105248.481	369220.228						
	PC	504+40.62	105151.437	369162.915						
NE2	PI	504+61.95	105132.280	369151.601	40°04'38"	93°55'39"	22.25	42.67	41.80	61.00
	PCC	504+83.28	105124.905	369130.610						
NE3	PI	504+85.20	105124.270	369128.803	01°49'43"	47°44'47"	1.92	3.83	3.83	120.00
	PCC	504+87.11	105123.693	369126.977						
NE4	PI	505+09.43	105116.359	369103.757	56°50'13"	127°19'26"	24.35	44.64	42.83	45.00
	PT	505+31.75	105131.785	369084.917						
	PI	506+53.33	105208.801	368990.850						
	EOP	508+03.72	105295.926	368868.262						



SW OUTSIDE CURB FLANGE

ITEM	POINT	STATION	N	E	DELTA	D	T	L	C	R
	BOP	200+02.31	104485.239	368680.661						
	PC	200+35.64	104511.521	368701.154						
SW1	PI	201+19.53	104577.086	368753.478	06°30'20"	03°52'55"	83.88	167.59	167.50	1476.00
	PT	202+03.23	104636.301	368812.893						
	PC	203+51.99	104741.310	368918.257						
SW2	PI	204+12.22	104783.833	368960.924	13°06'56"	10°56'04"	60.24	119.95	119.69	524.00
	PT	204+71.94	104834.928	368992.828						
	PC	205+73.90	104921.412	369046.830						
SW3	PI	205+95.77	104939.966	369058.415	38°51'55"	92°24'45"	21.87	42.06	41.25	62.00
	PT	206+15.95	104947.143	369079.078						
	PC	206+21.79	104949.059	369084.595						
SW4	PI	206+37.18	104954.108	369099.131	37°45'25"	127°19'26"	15.39	29.65	29.12	45.00
	PCC	206+51.45	104949.199	369113.715						
SW5	PI	206+80.06	104940.070	369140.835	16°17'04"	28°38'52"	28.61	56.84	56.65	200.00
	PT	207+08.29	104923.703	369164.307						
	EOP	207+23.62	104915.094	369176.998						

SE OUTSIDE CURB FLANGE

ITEM	POINT	STATION	N	E	DELTA	D	T	L	C	R
	BOP	400+00.00	104798.971	369403.832						
SE1	PI	400+37.59	104825.241	369376.939	05°34'17"	07°24'56"	37.60	75.13	75.10	772.63
	PT	400+75.13	104848.776	369347.622						
	PI	401+64.54	104904.935	369278.054						
	PC	402+38.85	104946.919	369216.738						
SE2	PI	402+63.32	104960.939	369196.684	41°15'29"	88°05'50"	24.47	46.81	45.80	65.00
	PCC	402+85.65	104984.704	369190.854						
SE3	PI	402+93.68	104992.495	369188.943	03°03'49"	19°05'55"	8.02	16.04	16.04	300.00
	PCC	403+01.70	105000.378	369187.451						
SE4	PI	403+11.37	105009.887	369185.650	21°54'33"	114°35'30"	9.68	19.12	19.00	50.00
	PCC	403+20.81	105019.381	369187.528						
SE5	PI	403+43.04	105041.187	369191.842	15°49'08"	35°48'36"	22.23	44.17	44.03	160.00
	PT	403+64.99	105060.991	369201.936						
	PI	404+29.65	105118.596	369231.298						
	PC	405+21.60	105199.412	369275.166						
SE6	PI	405+91.72	105261.042	369308.619	19°55'44"	14°21'17"	70.12	138.83	138.13	399.14
	EOP	406+60.43	105307.579	369361.075						

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	ALIGNMENT DIAGRAM – LANNON ROAD ROUNDABOUT (OUTSIDE CURB)	SHEET	E

FILE NAME: W:\x-Projects\RD\7140\project 2 dgn\027201_ad.dwg PLOT DATE: Apr 26, 2016 PLOT BY: lsander PLOT SCALE: ROTATION:

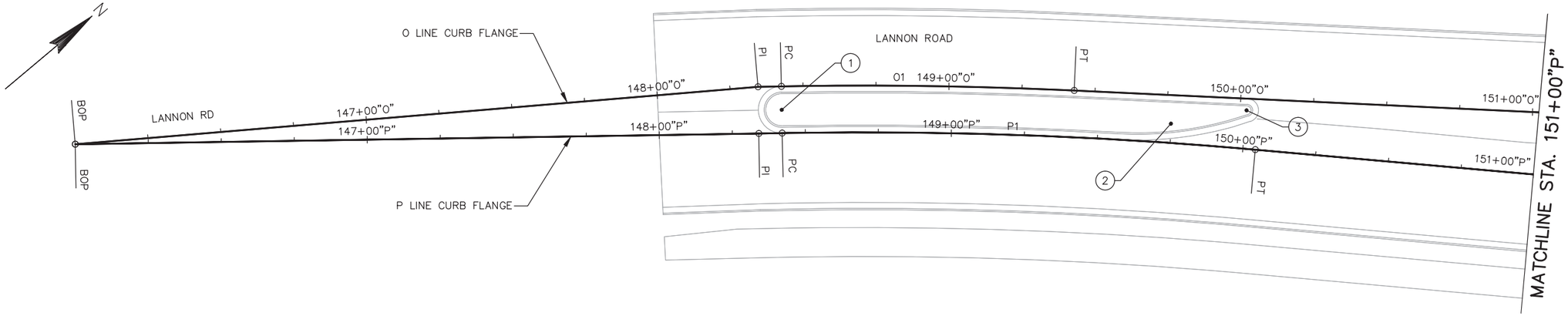
2

O LINE CURB FLANGE

ITEM	POINT	STATION	N	E	DELTA	D	T	L	C	R
	BOP	146+00.00	104344.985	368534.796						
	PI	148+34.58	104536.666	368670.017						
	PC	148+42.58	104542.891	368675.041						
01	PI	148+92.74	104581.933	368706.546	03°47'26"	03°46'46"	50.17	100.30	100.28	1516.00
	PT	149+42.88	104618.805	368740.563						
	PC	151+75.38	104789.700	368898.220						
02	PI	152+34.23	104832.951	368938.121	14°05'41"	12°02'13"	58.85	117.10	116.80	476.00
	PT	152+92.48	104884.617	368966.288						
	PC	153+96.24	104975.715	369015.952						
03	PI	154+00.32	104979.304	369017.909	07°47'37"	95°29'35"	4.09	8.16	8.16	60.00
	PT	154+04.40	104982.594	369020.334						
	EOP	154+31.58	105004.474	369036.461						

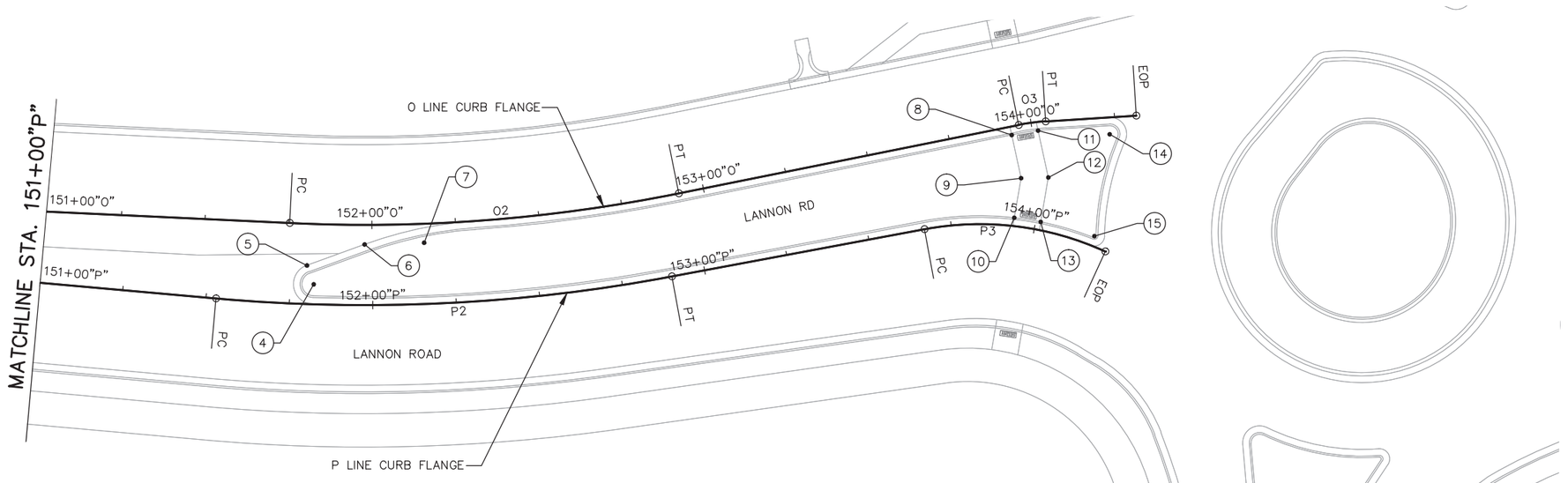
P LINE CURB FLANGE

ITEM	POINT	STATION	N	E	DELTA	D	T	L	C	R
	BOP	146+00.00	104344.985	368534.780						
	PI	148+34.09	104526.618	368682.469						
	PC	148+42.09	104532.844	368687.493						
P1	PI	149+23.25	104596.006	368738.463	06°11'40"	03°49'11"	81.16	162.17	162.09	1500.00
	PT	150+04.26	104653.300	368795.951						
	PC	151+53.01	104758.309	368901.315						
P2	PI	152+21.95	104806.968	368950.139	15°41'56"	11°27'33"	68.93	137.00	136.57	500.00
	PT	152+90.01	104867.024	368983.976						
	PC	153+66.93	104934.035	369021.731						
P3	PI	153+95.54	104958.964	369035.777	35°16'28"	63°39'43"	28.61	55.41	54.54	90.00
	EOP	154+22.34	104971.205	369061.641						



SPLITTER NODES

NODE ID	DESCRIPTION	N	E
1	8.00' R	104537.87	368681.27
2	120.00' R	104701.58	368675.54
3	4.00' R	104659.68	368783.71
4	6.00' R	104783.42	368916.83
5	TANGENT	104785.47	368911.19
6	TANGENT	104802.75	368917.47
7	120.00' R	104761.75	369030.25
8	BACK OF CURB	104972.20	369016.88
9	DEFLECTION POINT	104966.05	369028.58
10	BACK OF CURB	104956.85	369036.37
11	BACK OF CURB	104979.11	369020.93
12	DEFLECTION POINT	104972.41	369033.68
13	BACK OF CURB	104962.12	369042.39
14	5.00' R	104994.82	369035.56
15	3.00' R	104971.70	369055.98



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	ALIGNMENT DIAGRAM – LANNON ROAD ROUNDABOUT (WEST LEG SPLITTER)	SHEET	E

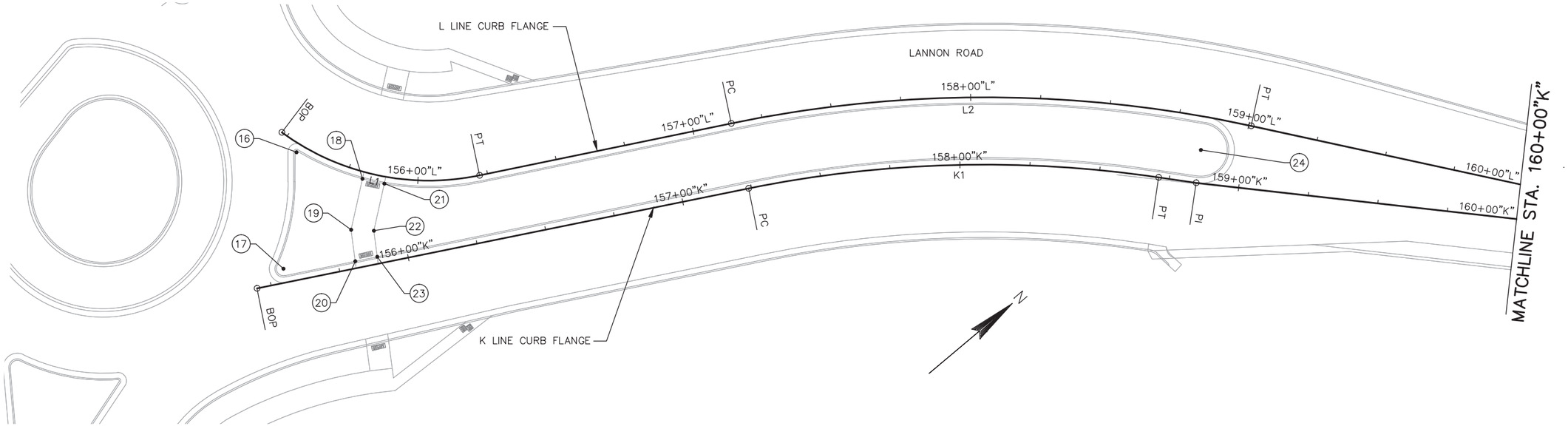
FILE NAME: W:\x-Projects\RD\7140\project 2 dgn\027202_ad.dwg | PLOT DATE: Aug 11, 2015 | PLOT BY: jgeishirt | PLOT SCALE: | ROTATION:

L LINE CURB FLANGE

ITEM	POINT	STATION	N	E	DELTA	D	T	L	C	R
	BOP	155+47.72	105096.028	369131.629						
L1	PI	155+87.23	105105.455	369169.993	47°52'14"	64°22'38"	39.51	74.36	72.22	89.00
	PT	156+22.08	105140.230	369188.736						
	PC	157+13.85	105221.014	369232.278						
L2	PI	158+08.75	105304.556	369277.306	23°55'16"	12°47'21"	94.90	187.04	185.69	448.00
	PT	159+00.89	105362.664	369352.340						
	PC	160+81.92	105473.505	369495.469						
L3	PI	161+51.18	105515.910	369550.227	09°53'45"	07°09'43"	69.26	138.17	138.00	800.00
	PT	162+20.09	105567.095	369596.882						
	EOP	162+20.23	105567.196	369596.975						

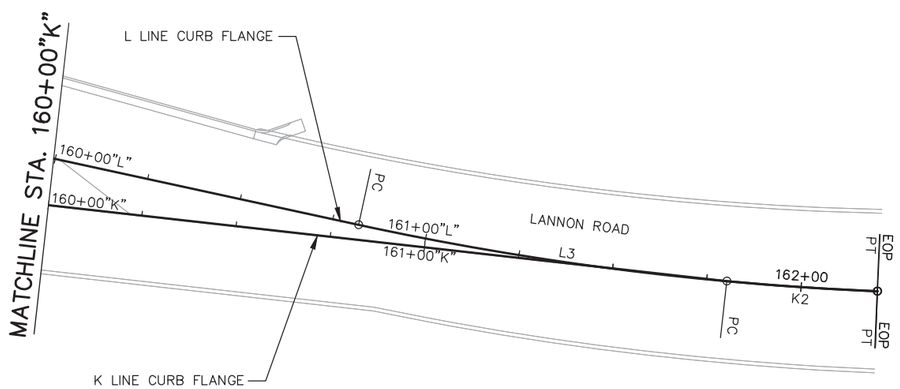
K LINE CURB FLANGE

ITEM	POINT	STATION	N	E	DELTA	D	T	L	C	R
	BOP	155+44.83	105053.441	369168.548						
	PC	157+23.99	105210.868	369254.076						
K1	PI	157+98.32	105276.179	369289.559	19°53'08"	13°30'46"	74.33	147.16	146.42	424.01
	PT	158+71.15	105325.527	369345.141						
	PI	158+84.68	105334.507	369355.257						
	PC	161+80.30	105538.360	369569.351						
K2	PI	162+00.20	105552.385	369583.474	02°51'01"	07°09'43"	19.90	39.80	39.80	800.00
	PT	162+20.10	105567.095	369596.882						
	EOP	162+20.23	105567.196	369596.975						



SPLITTER NODES

NODE ID	DESCRIPTION	N	E
16	3.00' R	105095.49	369140.40
17	5.00' R	105065.19	369169.24
18	BACK OF CURB	105107.46	369162.80
19	DEFLECTION POINT	105092.54	369174.26
20	BACK OF CURB	105086.56	369183.70
21	BACK OF CURB	105112.32	369169.15
22	DEFLECTION POINT	105098.66	369179.62
23	BACK OF CURB	105093.61	369187.53
24	11.90' R	105343.40	369347.36



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	ALIGNMENT DIAGRAM – LANNON ROAD ROUNDABOUT (EAST LEG SPLITTER)	SHEET	E

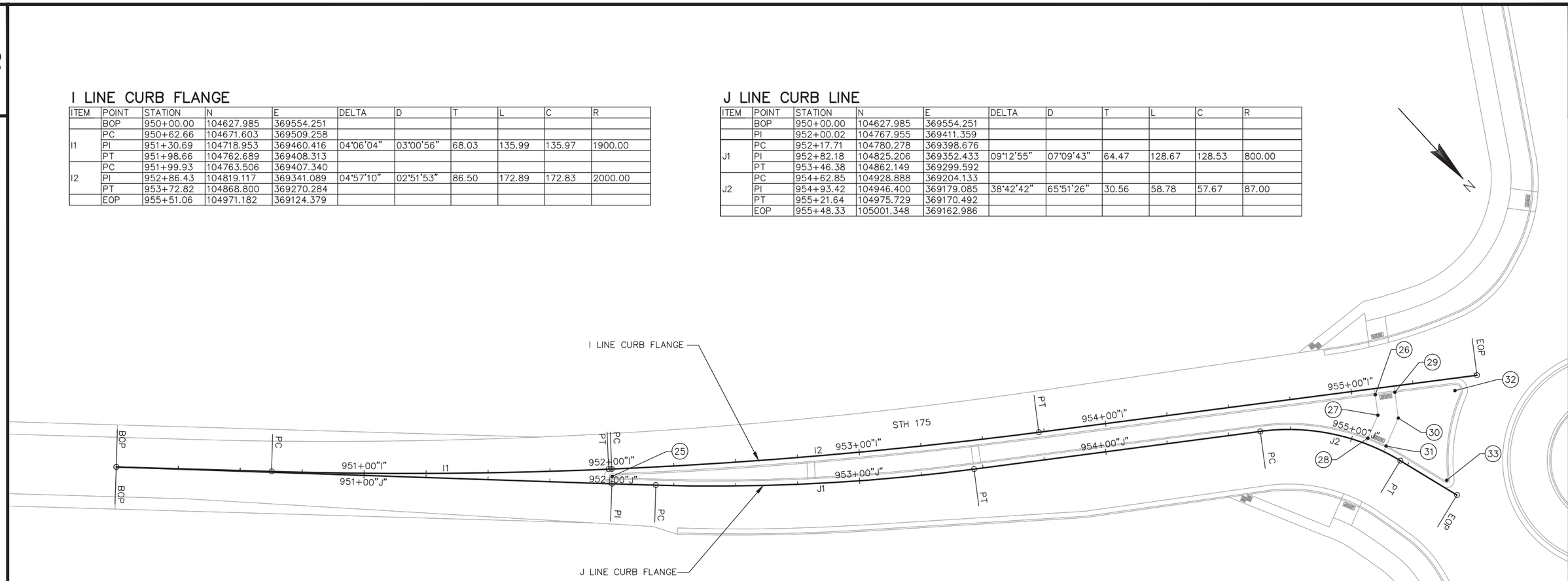
FILE NAME: W:\x-Projects\RD\7140\project 2 dgn\027203_ad.dwg PLOT DATE: Apr 16, 2015 PLOT BY: luke0 PLOT SCALE: ROTATION:

I LINE CURB FLANGE

ITEM	POINT	STATION	N	E	DELTA	D	T	L	C	R
	BOP	950+00.00	104627.985	369554.251						
I1	PC	950+62.66	104671.603	369509.258						
	PI	951+30.69	104718.953	369460.416	04°06'04"	03°00'56"	68.03	135.99	135.97	1900.00
	PT	951+98.66	104762.689	369408.313						
I2	PC	951+99.93	104763.506	369407.340						
	PI	952+86.43	104819.117	369341.089	04°57'10"	02°51'53"	86.50	172.89	172.83	2000.00
	PT	953+72.82	104868.800	369270.284						
	EOP	955+51.06	104971.182	369124.379						

J LINE CURB LINE

ITEM	POINT	STATION	N	E	DELTA	D	T	L	C	R
	BOP	950+00.00	104627.985	369554.251						
	PI	952+00.02	104767.955	369411.359						
J1	PC	952+17.71	104780.278	369398.676						
	PI	952+82.18	104825.206	369352.433	09°12'55"	07°09'43"	64.47	128.67	128.53	800.00
	PT	953+46.38	104862.149	369299.592						
J2	PC	954+62.85	104928.888	369204.133						
	PI	954+93.42	104946.400	369179.085	38°42'42"	65°51'26"	30.56	58.78	57.67	87.00
	PT	955+21.64	104975.729	369170.492						
	EOP	955+48.33	105001.348	369162.986						



SPLITTER NODES

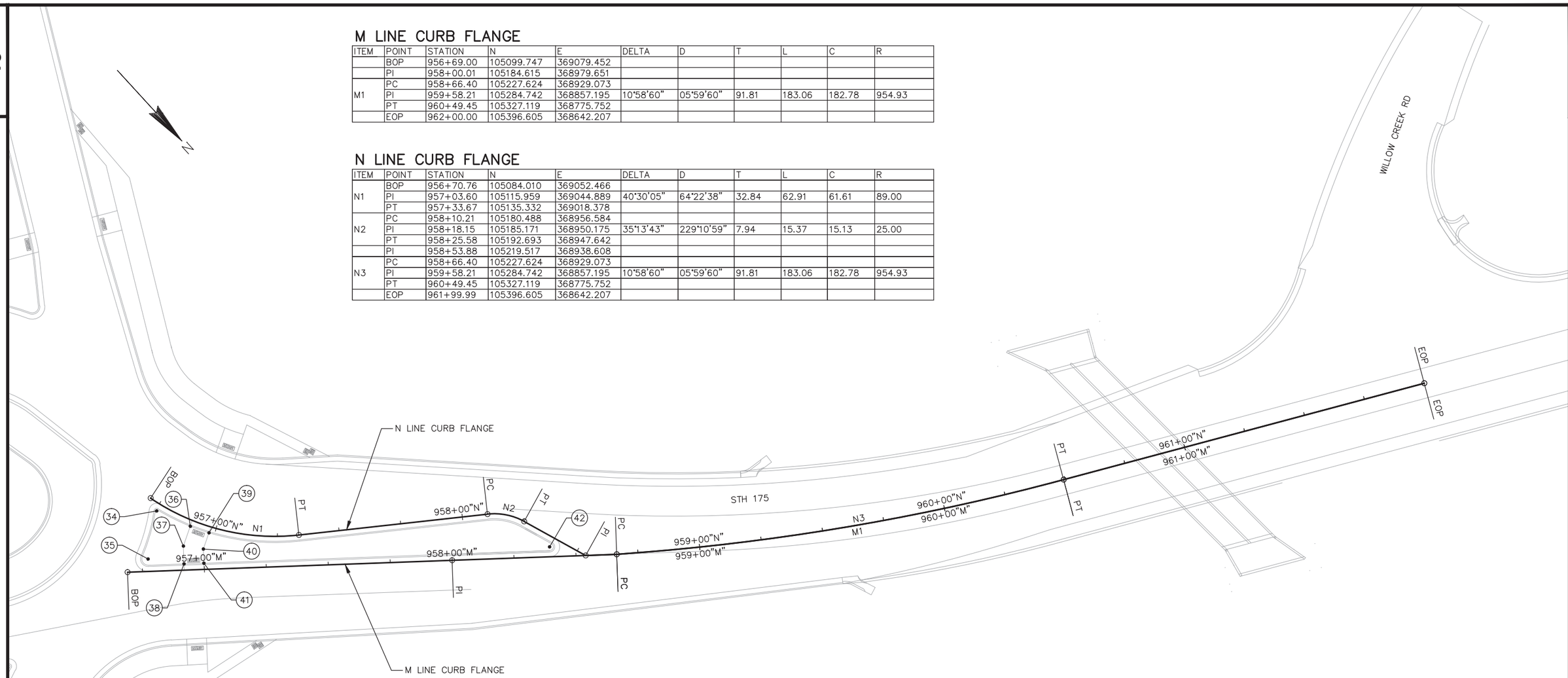
NODE ID	DESCRIPTION	N	E
25	3.00' R	104765.80	369409.27
26	BACK OF CURB	104949.28	369159.94
27	DEFLECTION POINT	104956.08	369164.71
28	BACK OF CURB	104960.18	369173.92
29	BACK OF CURB	104953.88	369153.39
30	DEFLECTION POINT	104962.49	369159.44
31	BACK OF CURB	104967.49	369170.67
32	5.00' R	104969.77	369135.10
33	3.00' R	104994.19	369161.96

M LINE CURB FLANGE

ITEM	POINT	STATION	N	E	DELTA	D	T	L	C	R
	BOP	956+69.00	105099.747	369079.452						
	PI	958+00.01	105184.615	368979.651						
M1	PC	958+66.40	105227.624	368929.073						
	PI	959+58.21	105284.742	368857.195	10°58'60"	05°59'60"	91.81	183.06	182.78	954.93
	PT	960+49.45	105327.119	368775.752						
	EOP	962+00.00	105396.605	368642.207						

N LINE CURB FLANGE

ITEM	POINT	STATION	N	E	DELTA	D	T	L	C	R
	BOP	956+70.76	105084.010	369052.466						
N1	PI	957+03.60	105115.959	369044.889	40°30'05"	64°22'38"	32.84	62.91	61.61	89.00
	PT	957+33.67	105135.332	369018.378						
	PC	958+10.21	105180.488	368956.584						
N2	PI	958+18.15	105185.171	368950.175	35°13'43"	229°10'59"	7.94	15.37	15.13	25.00
	PT	958+25.58	105192.693	368947.642						
	PI	958+53.88	105219.517	368938.608						
	PC	958+66.40	105227.624	368929.073						
N3	PI	959+58.21	105284.742	368857.195	10°58'60"	05°59'60"	91.81	183.06	182.78	954.93
	PT	960+49.45	105327.119	368775.752						
	EOP	961+99.99	105396.605	368642.207						

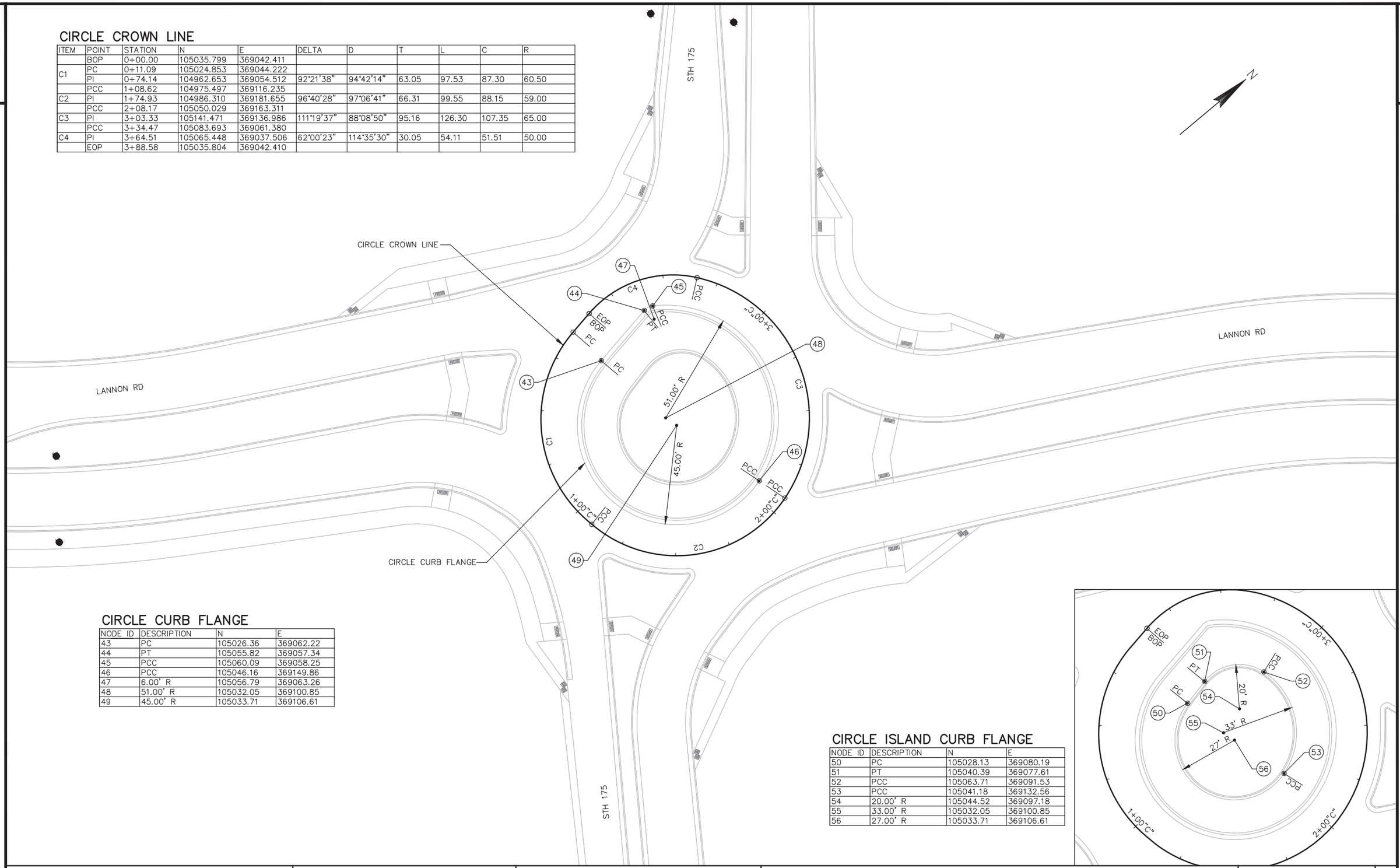


SPLITTER NODES

NODE ID	DESCRIPTION	N	E
34	3.00' R	105089.43	369054.13
35	5.00' R	105101.41	369069.78
36	BACK OF CURB	105103.17	369048.31
37	DEFLECTION POINT	105107.16	369055.75
38	BACK OF CURB	105112.65	369060.42
39	BACK OF CURB	105110.22	369044.53
40	DEFLECTION POINT	105113.49	369050.64
41	BACK OF CURB	105117.83	369054.33
42	4.00' R	105207.13	368947.00

CIRCLE CROWN LINE

ITEM	POINT	STATION	N	E	DELTA	D	T	L	C	R
	BOP	0+00.00	105035.799	369042.411						
C1	PC	0+11.09	105024.853	369044.222						
	PI	0+74.14	104962.653	369054.512	92°21'38"	94°42'14"	63.05	97.53	87.30	60.50
	PCC	1+08.62	104975.497	369116.235						
C2	PI	1+74.93	104986.310	369181.655	96°40'28"	97°06'41"	66.31	99.55	88.15	59.00
	PCC	2+08.17	105050.029	369163.311						
C3	PI	3+03.33	105141.471	369136.986	111°19'37"	88°08'50"	95.16	126.30	107.35	65.00
	PCC	3+34.47	105083.693	369061.380						
C4	PI	3+64.51	105065.448	369037.506	62°00'23"	114°35'30"	30.05	54.11	51.51	50.00
	EOP	3+88.58	105035.804	369042.410						



CIRCLE CURB FLANGE

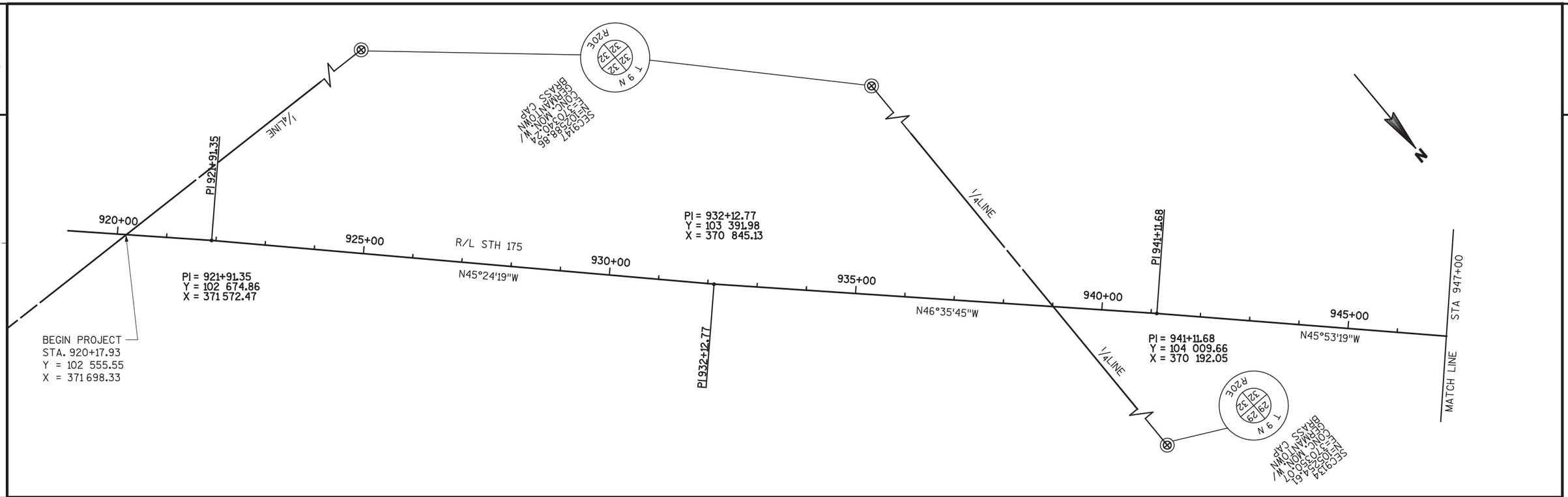
NODE ID	DESCRIPTION	N	E
43	PC	105026.36	369062.22
44	PT	105055.82	369057.34
45	PCC	105060.09	369058.25
46	PCC	105046.16	369149.86
47	6.00' R	105056.79	369063.26
48	51.00' R	105032.05	369100.85
49	45.00' R	105033.71	369106.61

CIRCLE ISLAND CURB FLANGE

NODE ID	DESCRIPTION	N	E
50	PC	105028.13	369080.19
51	PT	105040.39	369077.61
52	PCC	105063.71	369091.53
53	PCC	105041.18	369132.56
54	20.00' R	105044.52	369097.18
55	33.00' R	105032.05	369100.85
56	27.00' R	105033.71	369106.61

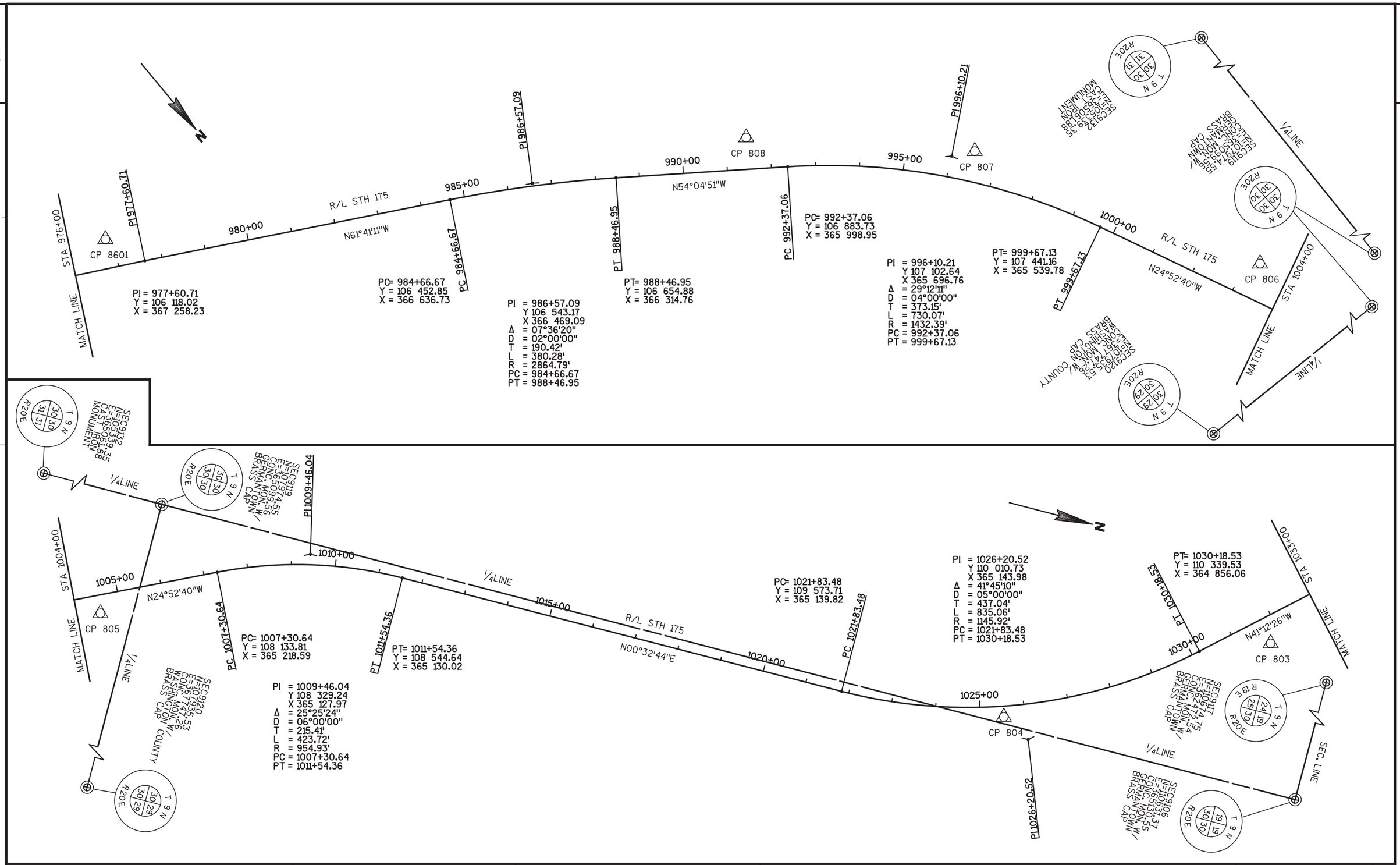
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	ALIGNMENT DIAGRAM – LANNON ROAD ROUNDABOUT (CIRCLE SPLITTER)	SHEET	E

FILE NAME: W:\x-Projects\RD\7140\project 2 dgn\027206_ad.dwg PLOT DATE: Dec 22, 2014 PLOT BY: luke0 PLOT SCALE: ROTATION:



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	ALIGNMENT DIAGRAM - STH 175	SHEET 258	E

2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MATCH LINE
CP 8601
PI 977+60.71
980+00
R/L STH 175
N61°41'11"W
985+00
PI 986+57.09
990+00
CP 808
995+00
PI 996+10.21
CP 807
1000+00
R/L STH 175
N24°52'40"W
CP 806
STA 1004+00
MATCH LINE
PI = 977+60.71
Y = 106 118.02
X = 367 258.23
PC= 984+66.67
Y = 106 452.85
X = 366 636.73
PC 984+66.67
PI = 986+57.09
Y 106 543.17
X 366 469.09
Δ = 07°36'20"
D = 02°00'00"
T = 190.42'
L = 380.28'
R = 2864.79'
PC = 984+66.67
PT = 988+46.95
PT 988+46.95
PT= 988+46.95
Y = 106 654.88
X = 366 314.76
PC 992+37.06
PC= 992+37.06
Y = 106 883.73
X = 365 998.95
PI = 996+10.21
Y 107 102.64
X 365 696.76
Δ = 29°12'11"
D = 04°00'00"
T = 373.15'
L = 730.07'
R = 1432.39'
PC = 992+37.06
PT = 999+67.13
PT 999+67.13
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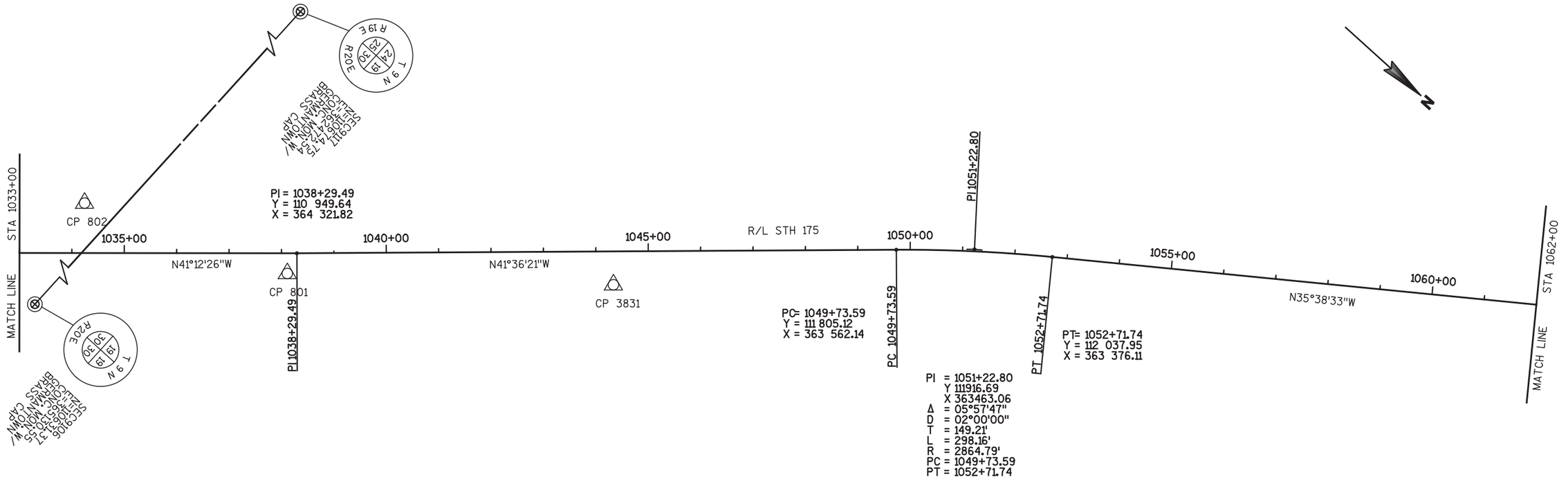
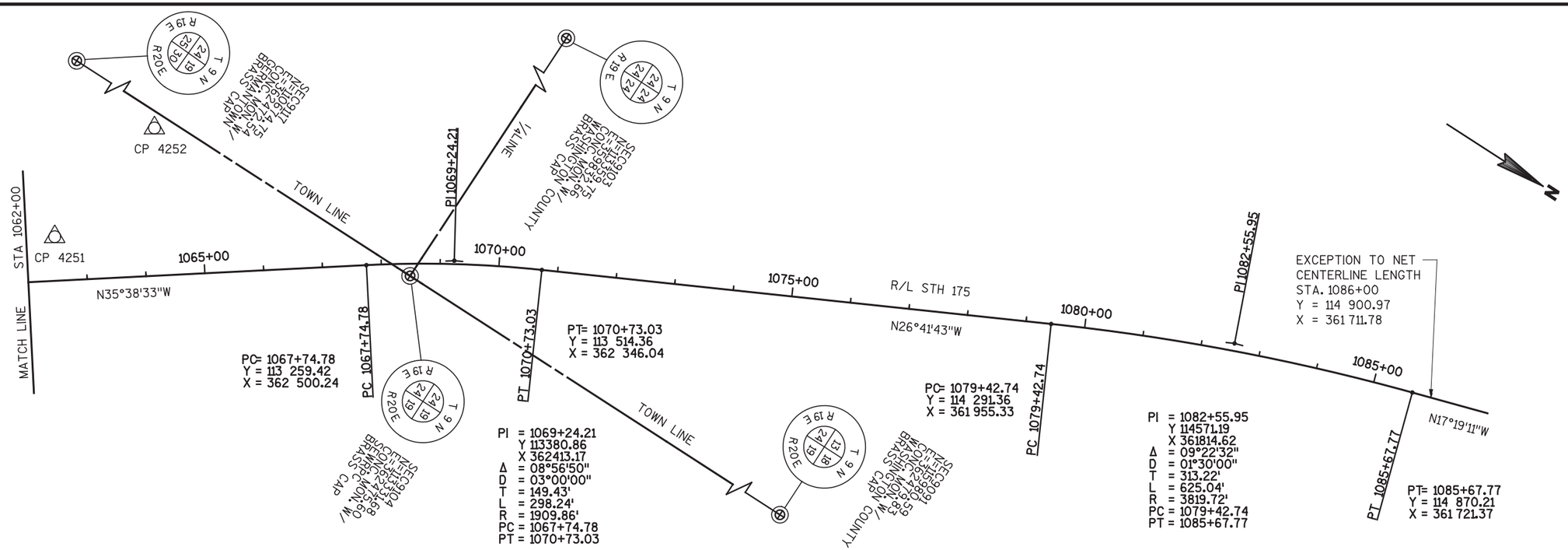
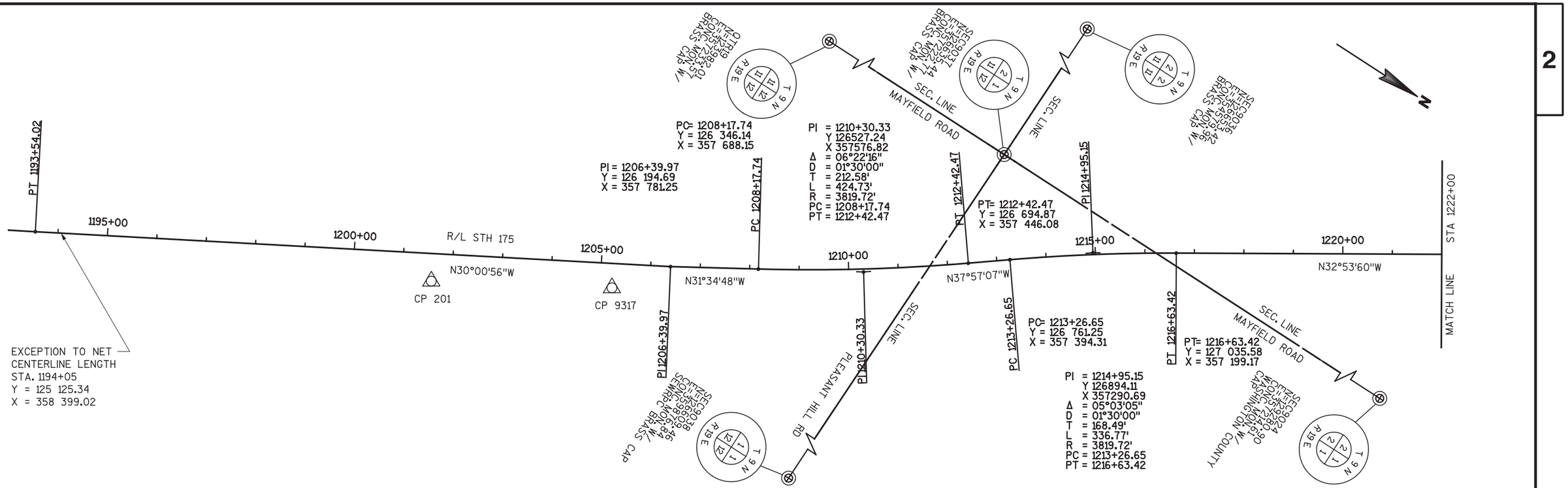
CONC. MON. W/
BRASS WASHINGTON
CAP

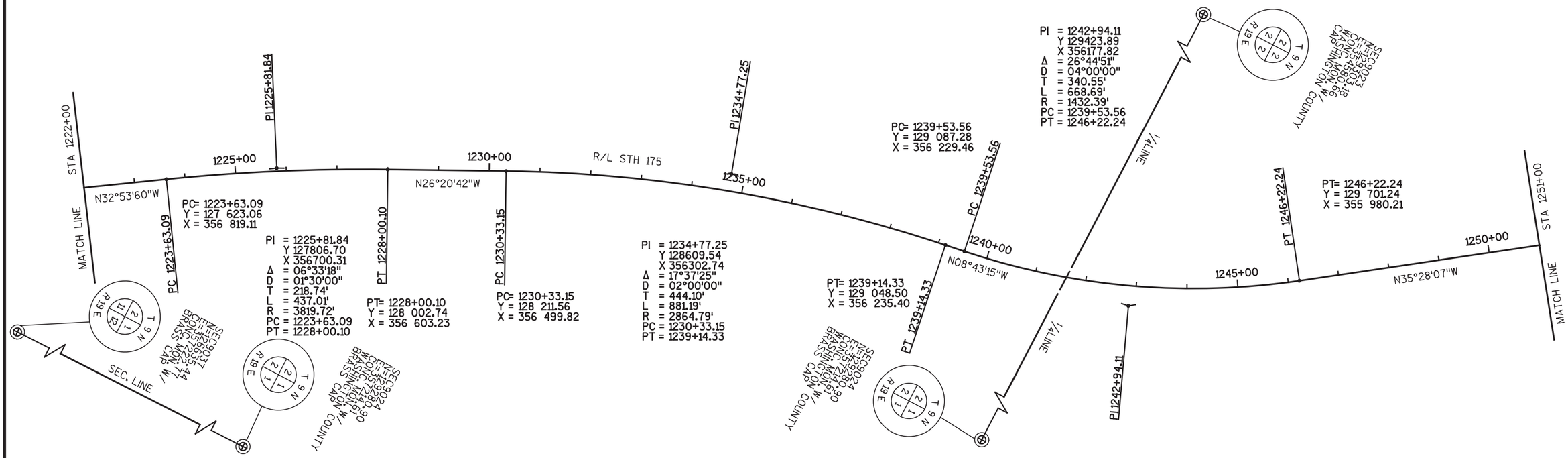




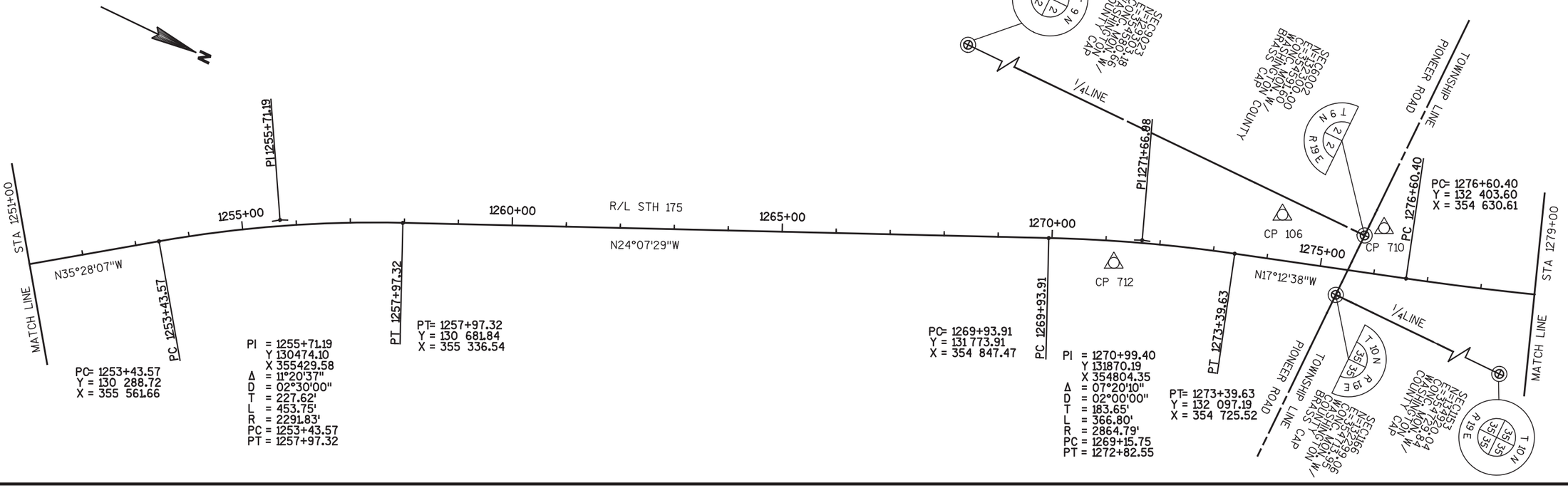
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	ALIGNMENT DIAGRAM - STH 175	SHEET 260	E

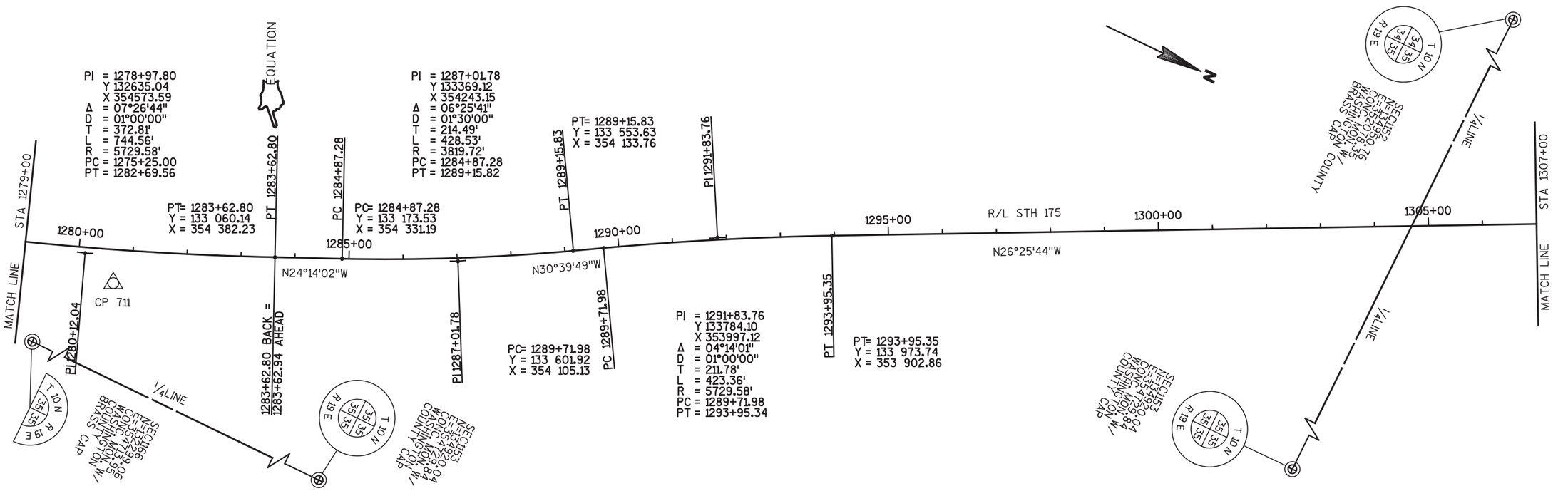
2



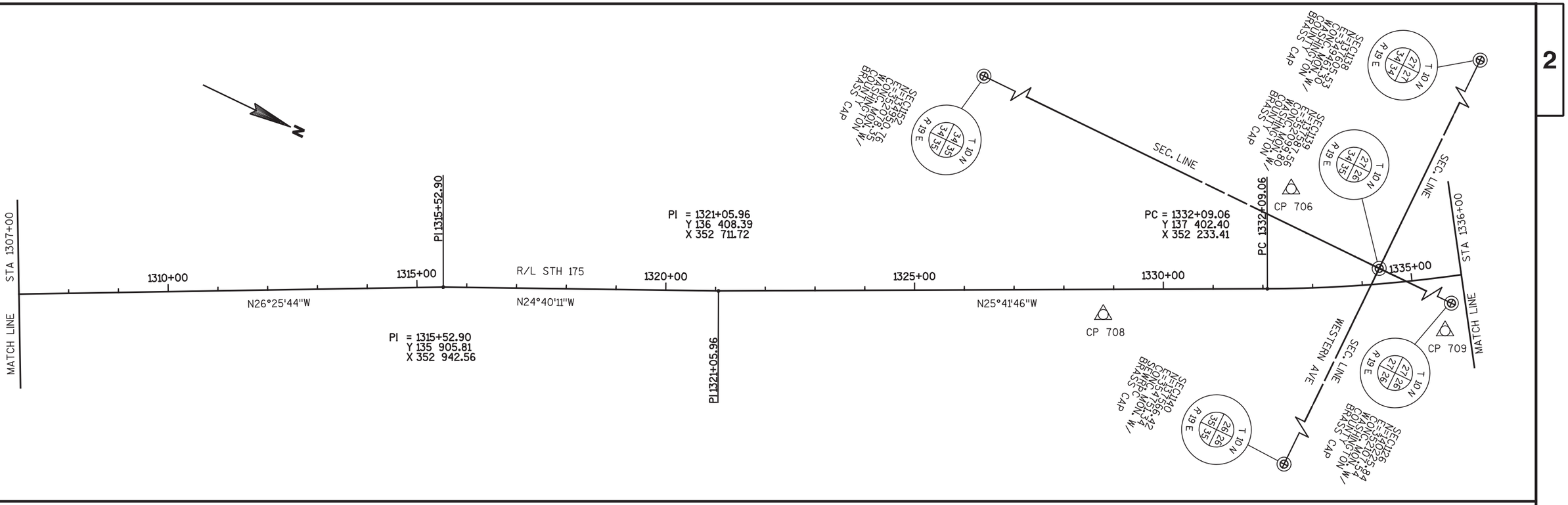


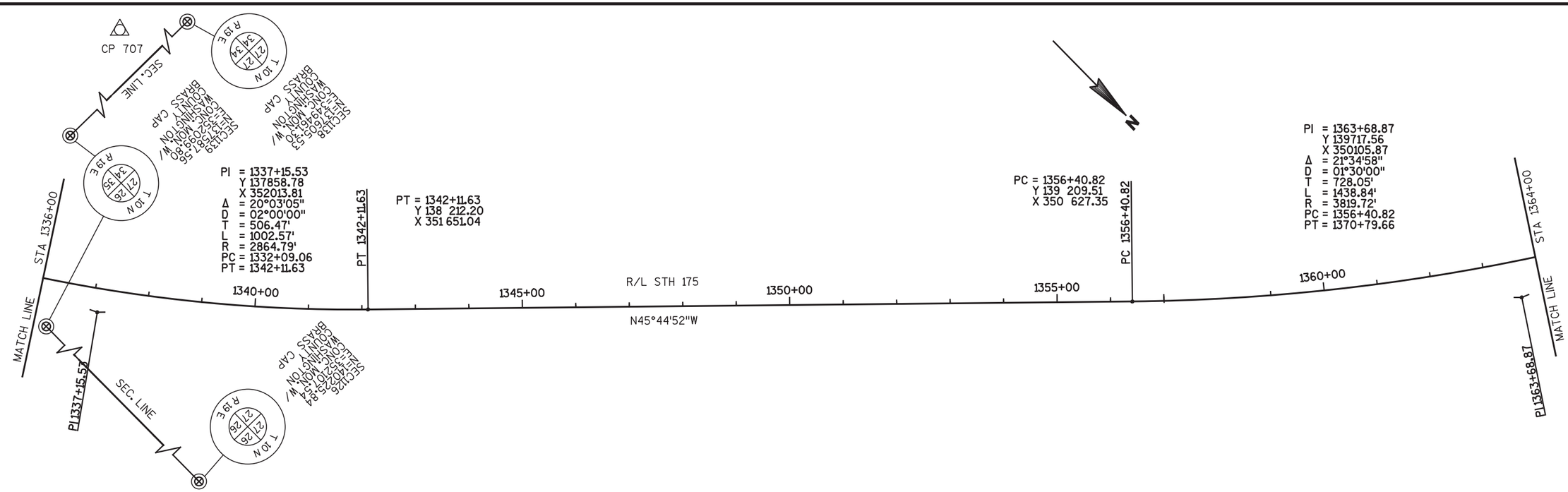
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	ALIGNMENT DIAGRAM - STH 175	SHEET 261	E



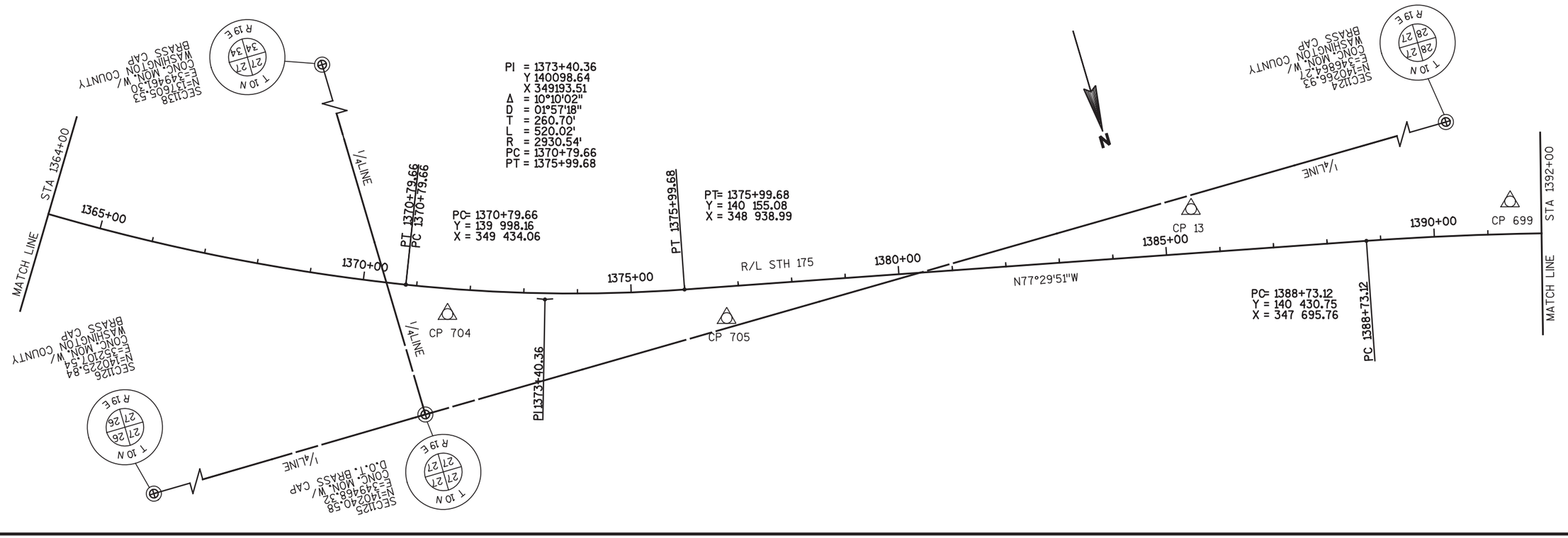


PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	ALIGNMENT DIAGRAM - STH 175	SHEET 262	E

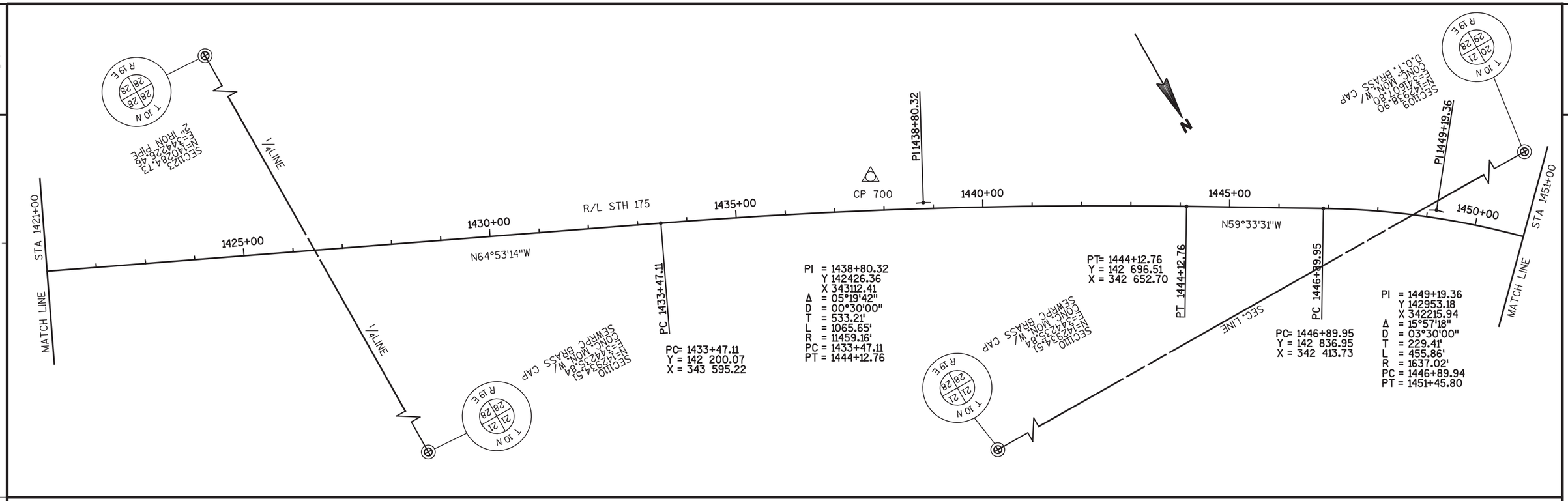


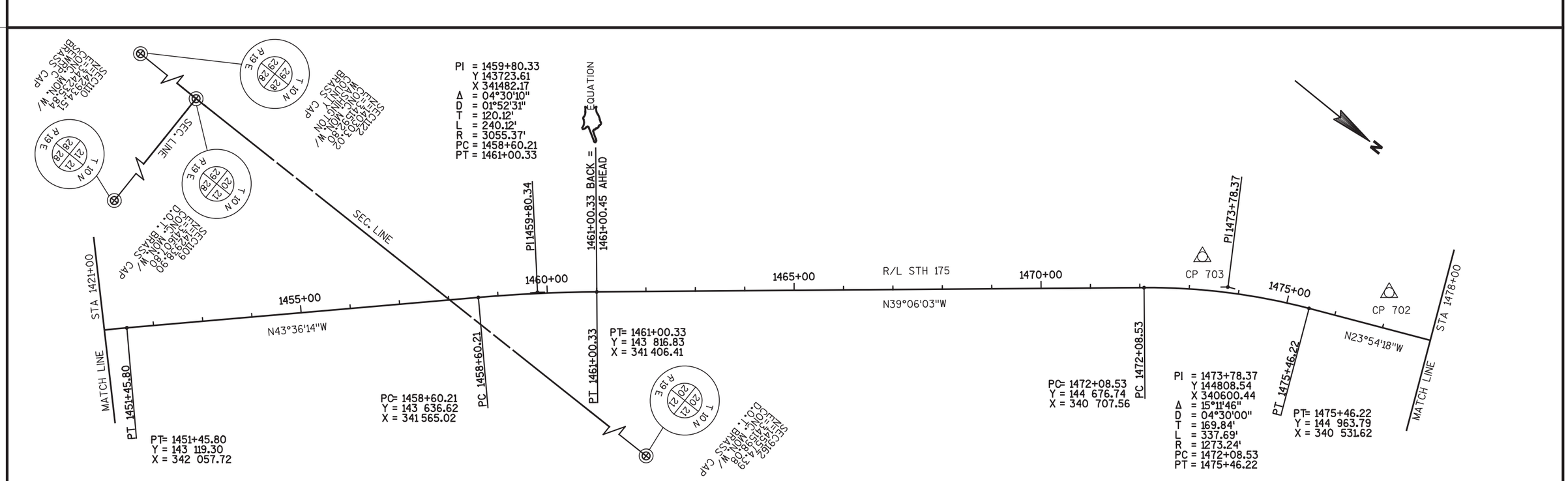


PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	ALIGNMENT DIAGRAM - STH 175	SHEET 263	E

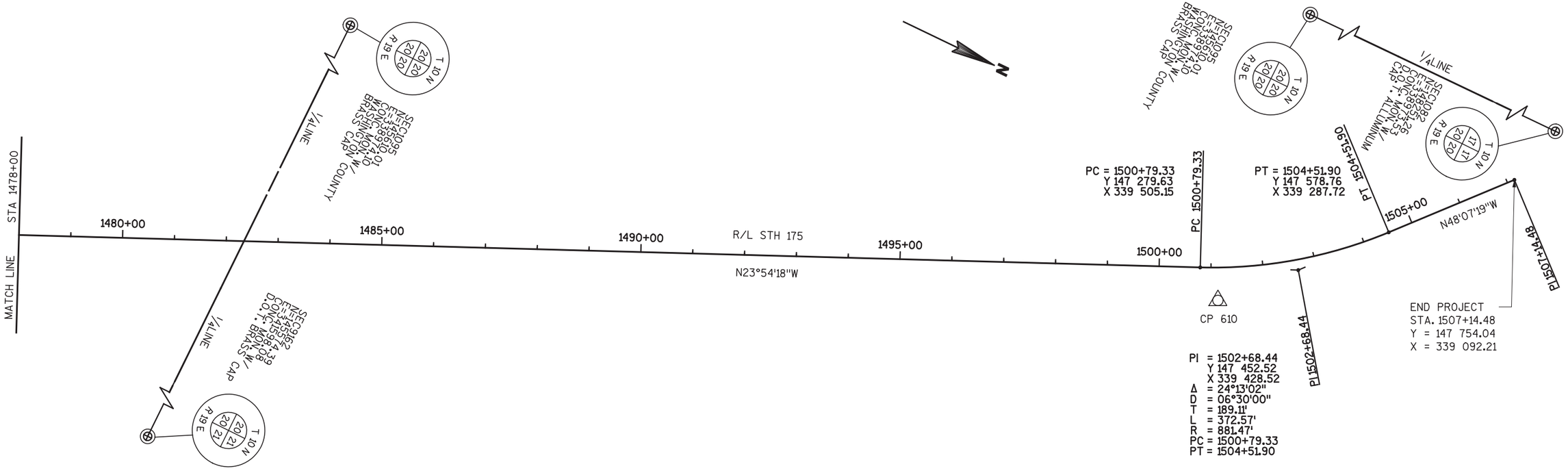


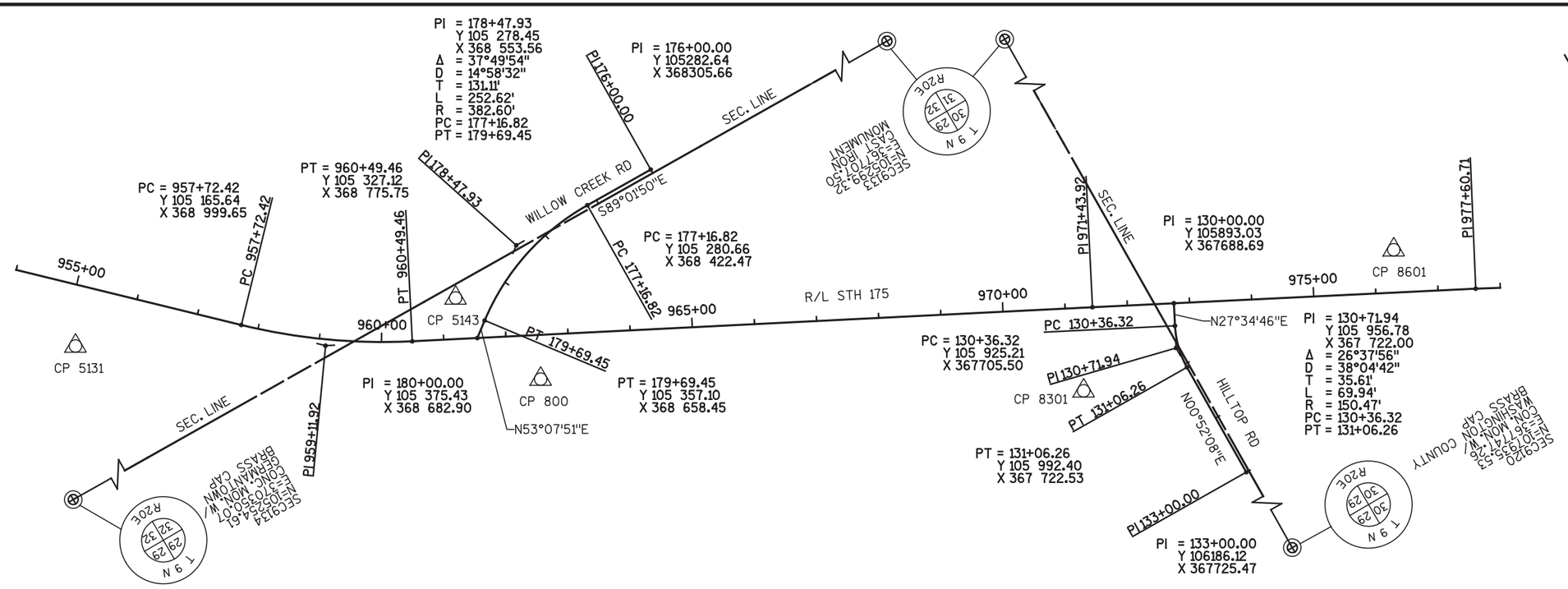
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	ALIGNMENT DIAGRAM - STH 175	SHEET 264	E





PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	ALIGNMENT DIAGRAM - STH 175	SHEET 265	E

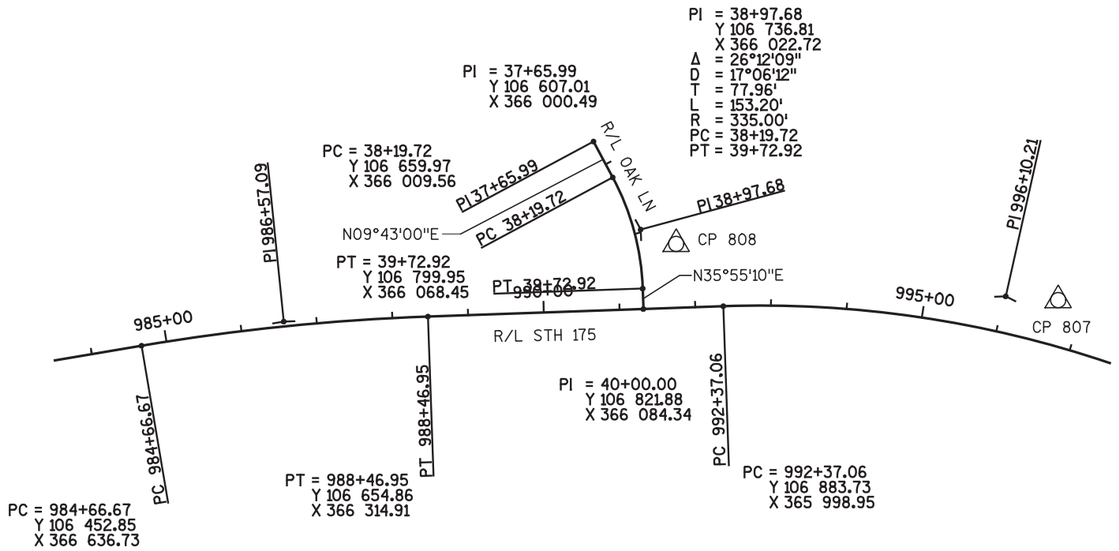


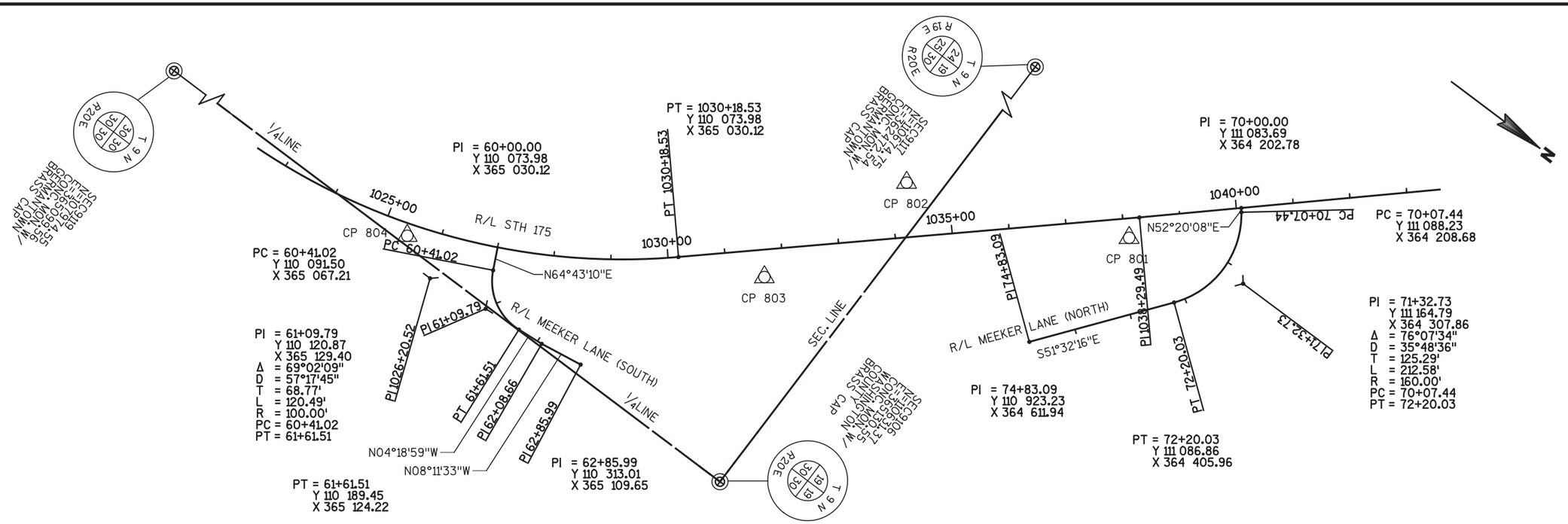


PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	ALIGNMENT DIAGRAM - STH 175 / WILLOW CREEK / HILLTOP	SHEET	E

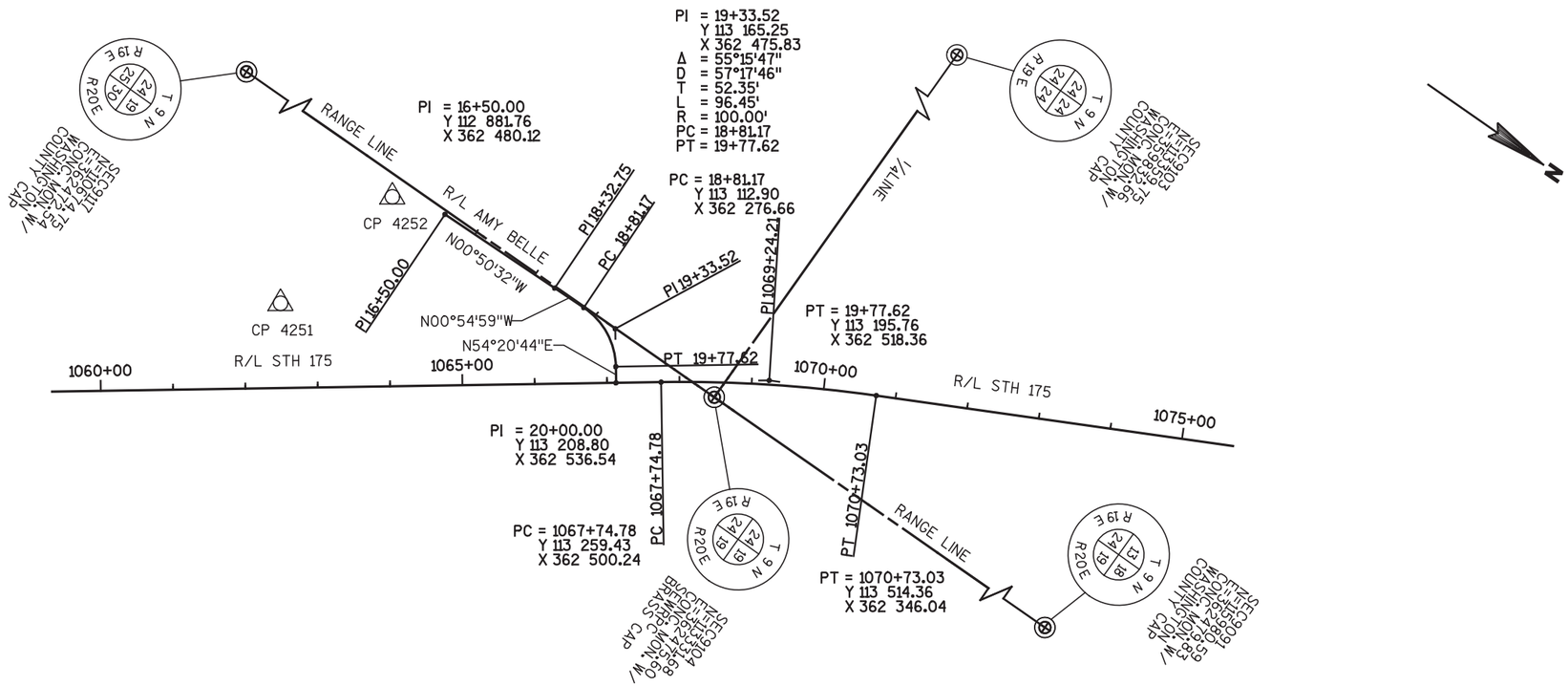
FILE NAME : W:\x-Projects\RD\7140\project 2 dgn\027215_ad.dgn PLOT DATE : 8/3/2015 PLOT BY : jgeishirt PLOT NAME : PLOT SCALE : 200.0003 sf / in.

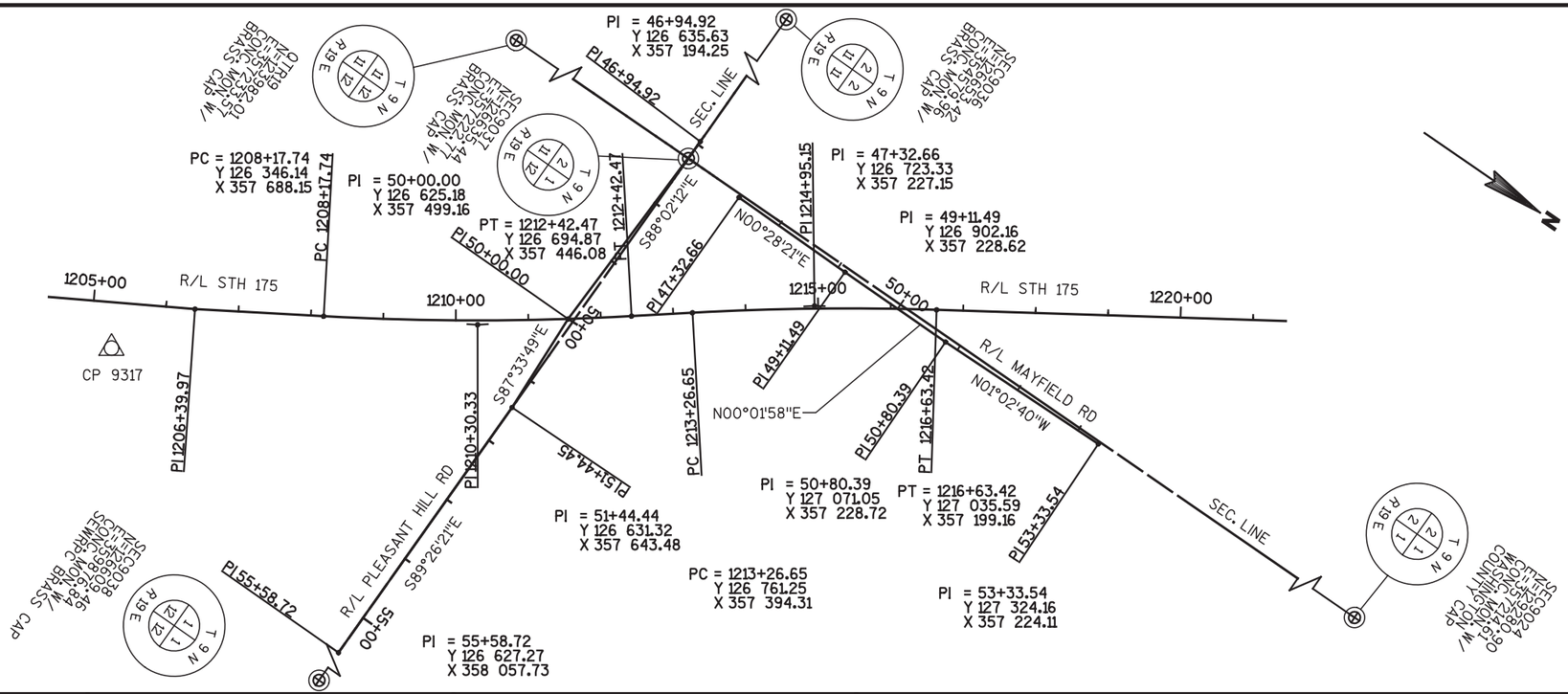
2



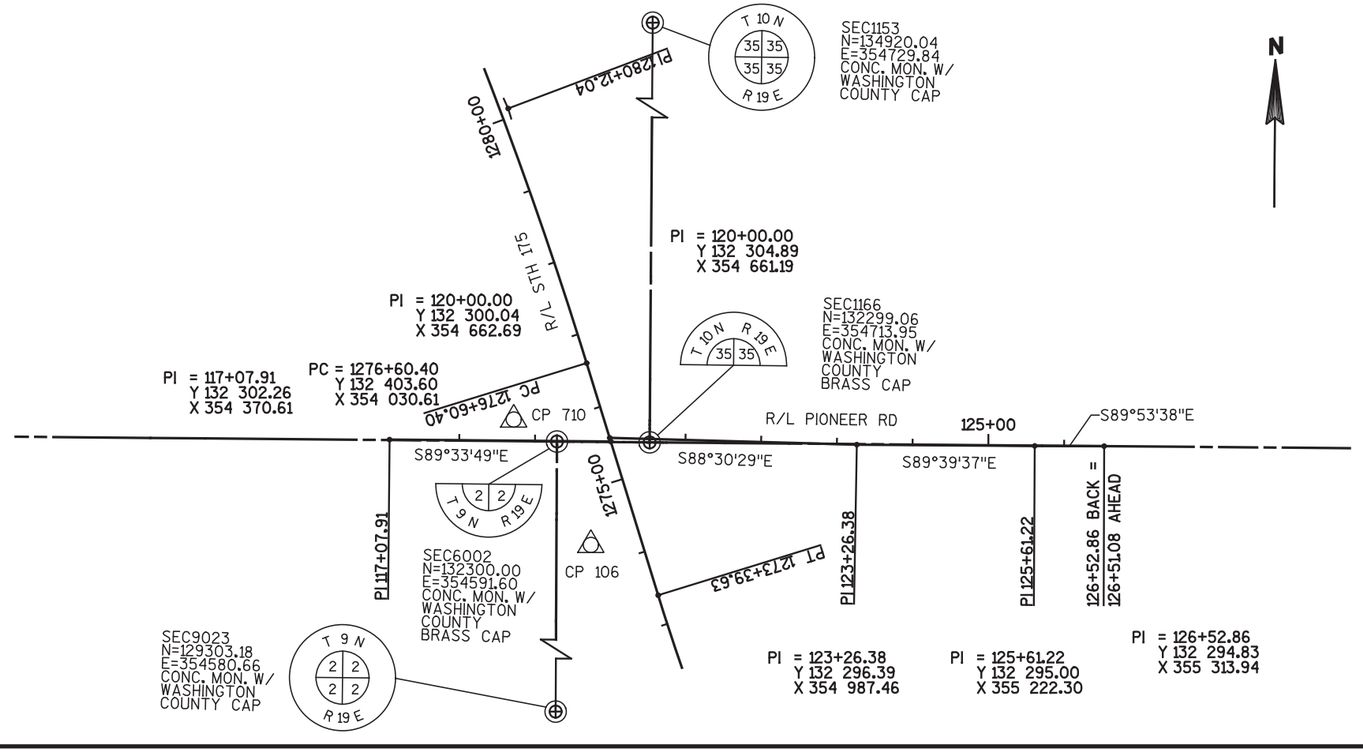


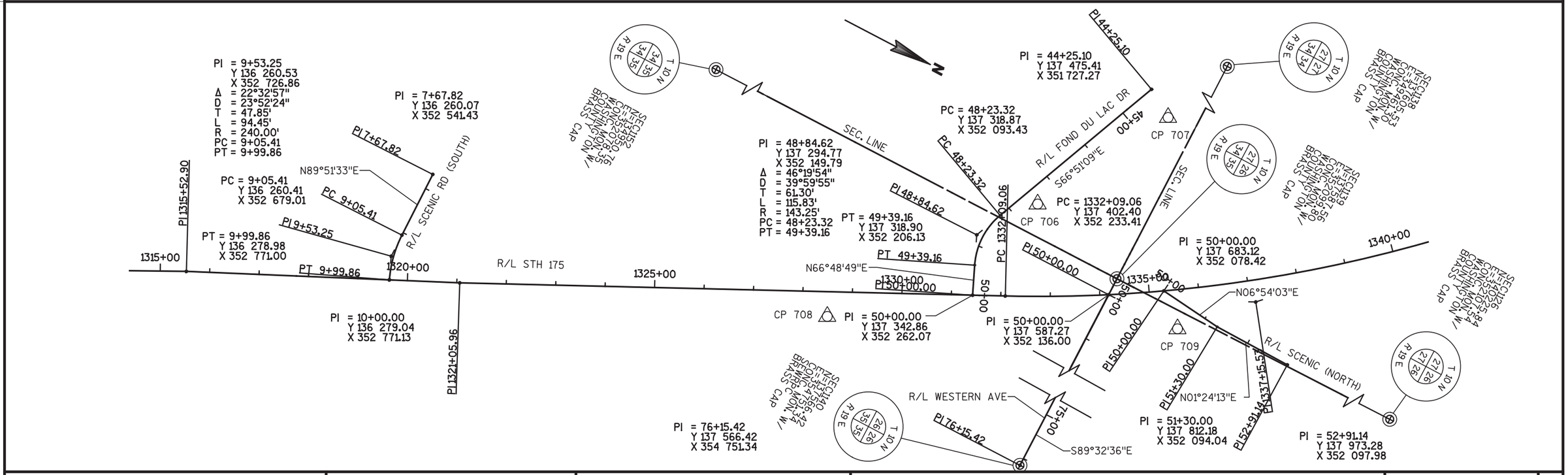
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	ALIGNMENT DIAGRAM - OAK LN / MEEKER LN	SHEET 267	E



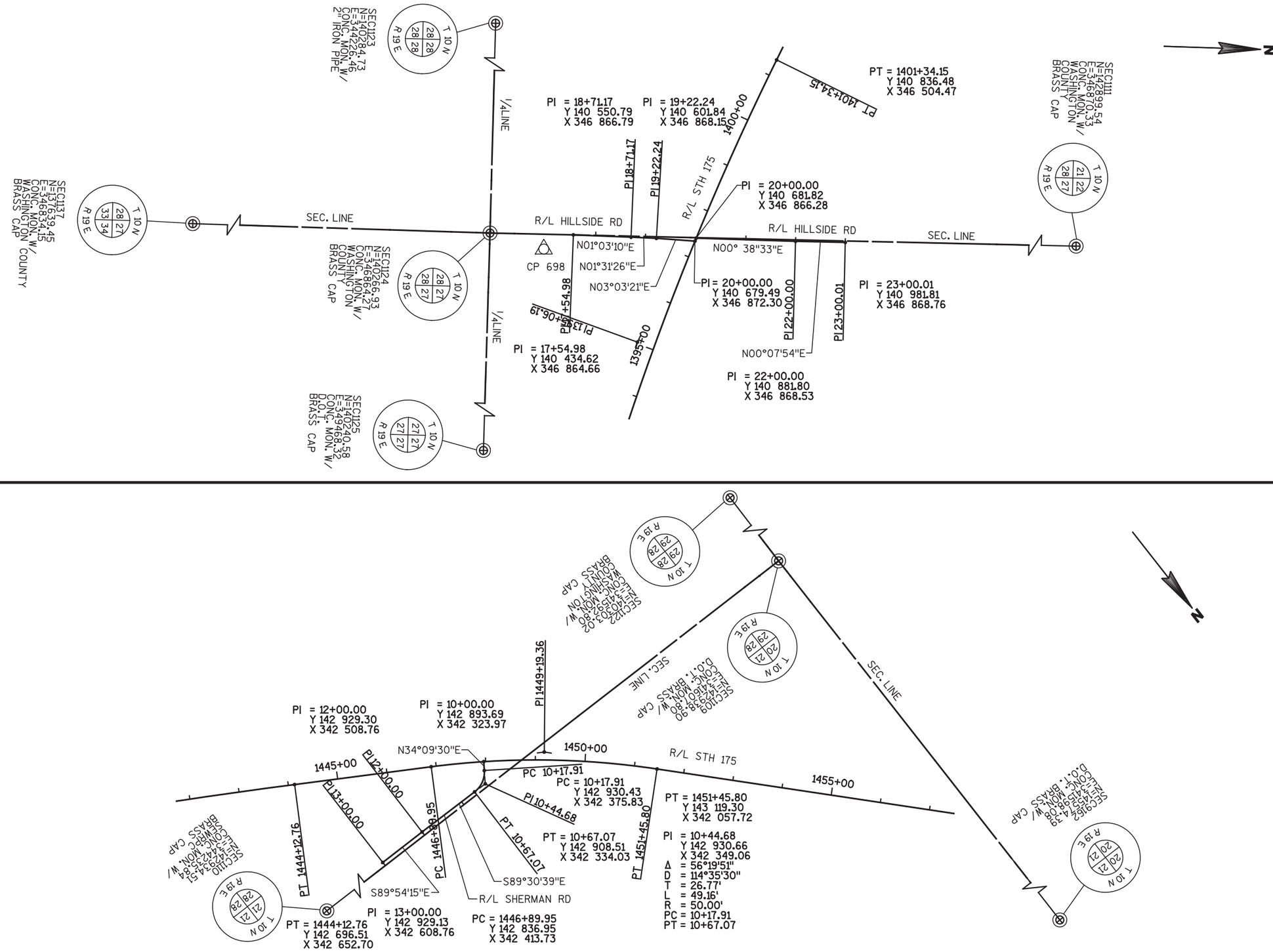


PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	ALIGNMENT DIAGRAM - AMY BELLE / PLEASANT HILL / MAYFIELD	SHEET 268	E

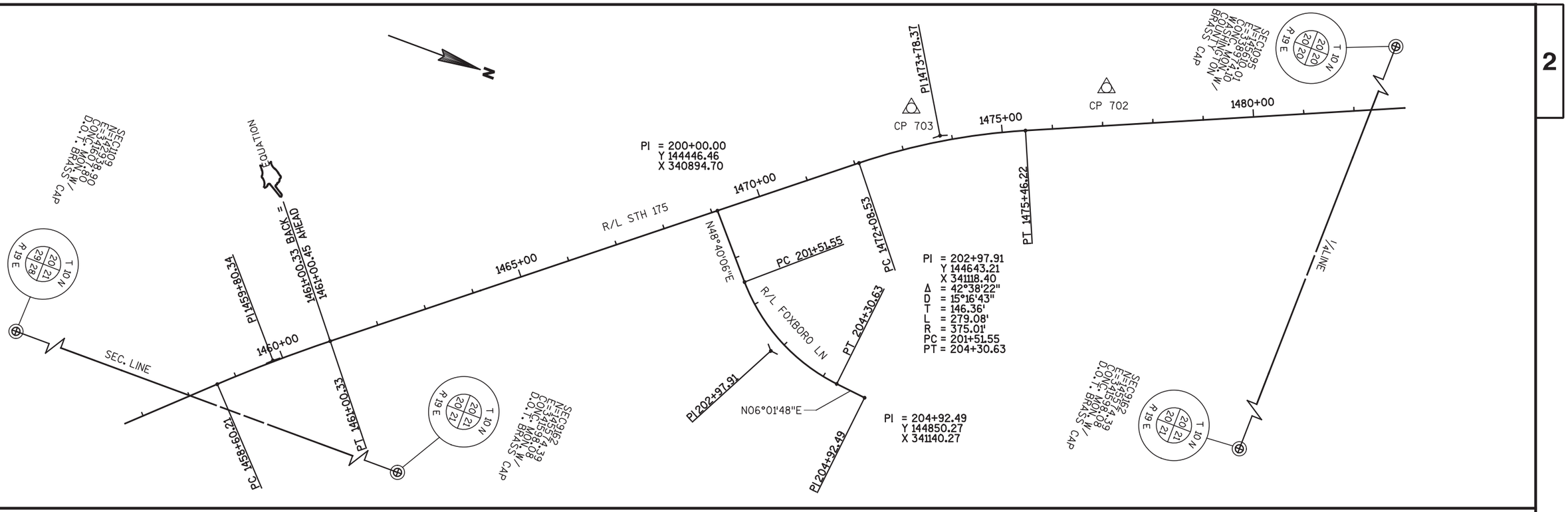


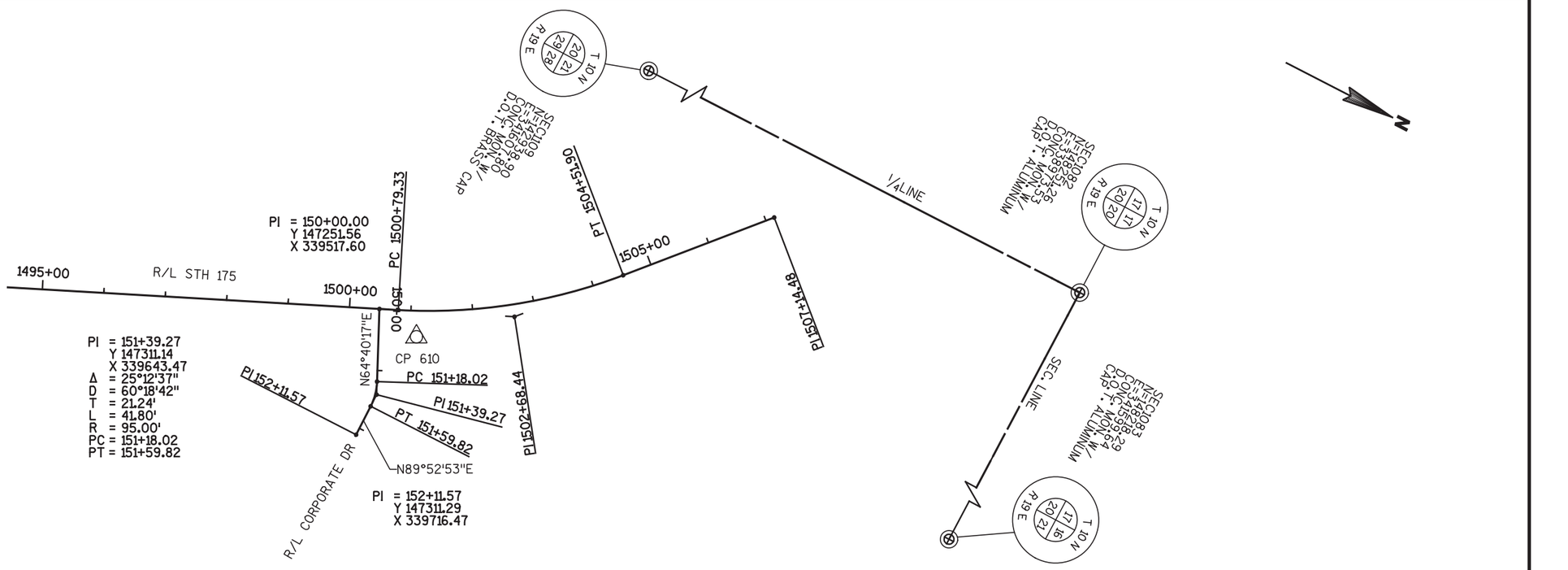


PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	ALIGNMENT DIAGRAM - PIONEER / FOND DU LAC / WESTERN	SHEET 269	E

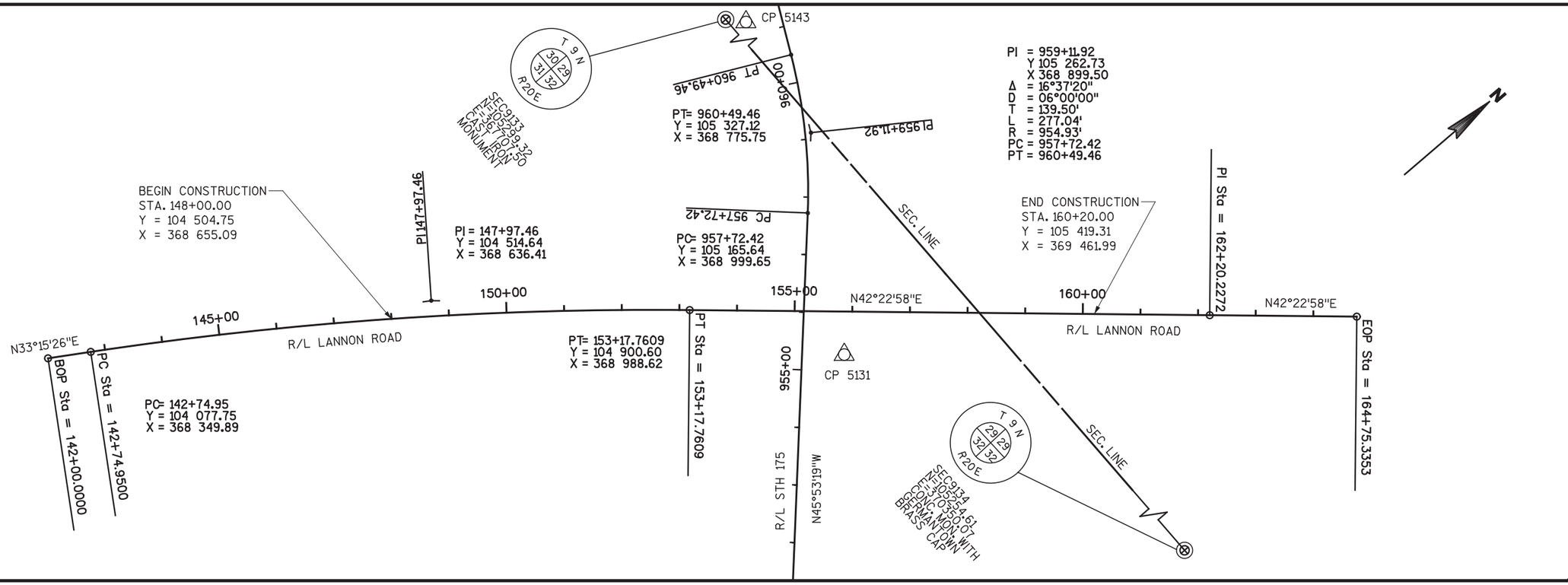


PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	ALIGNMENT DIAGRAM - HILLSIDE RD / SHERMAN RD	SHEET 270	E





PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	ALIGNMENT DIAGRAM - FOXBORO LN / CORPORATE DR	SHEET 271	E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T 9 N
30 29
31 32
R 20 E
SEC 9133
FT=1052992.32
FT=387101.50
CAST IRON
MONUMENT
PT 960+49.46
960+00
PT= 960+49.46
Y = 105 327.12
X = 368 775.75
PI 959+11.92
PI = 959+11.92
Y 105 262.73
X 368 899.50
Δ = 16°37'20"
D = 06°00'00"
T = 139.50'
L = 277.04'
R = 954.93'
PC = 957+72.42
PT = 960+49.46
BEGIN CONSTRUCTION
STA. 148+00.00
Y = 104 504.75
X = 368 655.09
PI 147+97.46
PI = 147+97.46
Y = 104 514.64
X = 368 636.41
PC 957+72.42
PC= 957+72.42
Y = 105 165.64
X = 368 999.65
SEC. LINE
END CONSTRUCTION
STA. 160+20.00
Y = 105 419.31
X = 369 461.99
PI Sta = 162+20.2272
145+00
150+00
155+00
160+00
N33°15'26"E
N42°22'58"E
N42°22'58"E
R/L LANNON ROAD
R/L LANNON ROAD
BOP Sta = 142+00.0000
PC Sta = 142+74.9500
PC= 142+74.95
Y = 104 077.75
X = 368 349.89
PT= 153+17.7609
Y = 104 900.60
X = 368 988.62
PT Sta = 153+17.7609
EOP Sta = 164+75.3353
955+00
CP 5131
R/L STH 175
N45°53'19"W
T 9 N
29 29
32 32
R 20 E
SEC 9134
FT=1052354.61
FT=387050.07
CONC. MON. WITH
BRASS CAP
SEC. LINE

SUPERELEVATION STH 175 PI: 986+57.09			
STATION	TYPE	LT	RT
983+62.67	NORMAL CROWN	-2.00%	-2.00%
984+10.67	LEVEL CROWN	0.00%	-2.00%
984+58.67	REVERSE CROWN	2.00%	-2.00%
984+94.67	BEGIN FULL SUPER	3.50%	-3.50%
988+18.95	END FULL SUPER	3.50%	-3.50%
988+54.95	REVERSE CROWN	2.00%	-2.00%
989+02.95	LEVEL CROWN	0.00%	-2.00%
989+50.95	NORMAL CROWN	-2.00%	-2.00%

SUPERELEVATION STH 175 PI: 996+10.21			
STATION	TYPE	LT	RT
991+05.73	NORMAL CROWN	-2.00%	-2.00%
991+53.73	LEVEL CROWN	0.00%	-2.00%
992+01.81	REVERSE CROWN	2.00%	-2.00%
992+78.73	BEGIN FULL SUPER	5.20%	-5.20%
999+25.46	END FULL SUPER	5.20%	-5.20%
1000+02.38	REVERSE CROWN	2.00%	-2.00%
1000+50.46	LEVEL CROWN	0.00%	-2.00%
1000+98.46	NORMAL CROWN	-2.00%	-2.00%

SUPERELEVATION STH 175 PI: 1009+46.04			
STATION	TYPE	LT	RT
1006+05.31	NORMAL CROWN	-2.00%	-2.00%
1006+49.31	LEVEL CROWN	0.00%	-2.00%
1006+93.67	REVERSE CROWN	2.00%	-2.00%
1007+71.31	BEGIN FULL SUPER	5.50%	-5.50%
1011+13.69	END FULL SUPER	5.50%	-5.50%
1011+91.33	REVERSE CROWN	2.00%	-2.00%
1012+35.69	LEVEL CROWN	0.00%	-2.00%
1012+79.69	NORMAL CROWN	-2.00%	-2.00%

SUPERELEVATION STH 175 PI: 1026+20.52			
STATION	TYPE	LT	RT
1020+64.15	NORMAL CROWN	-2.00%	-2.00%
1021+08.15	LEVEL CROWN	-2.00%	0.00%
1021+52.46	REVERSE CROWN	-2.00%	2.00%
1022+21.15	BEGIN FULL SUPER	-5.10%	5.10%
1029+80.86	END FULL SUPER	-5.10%	5.10%
1030+49.55	REVERSE CROWN	-2.00%	2.00%
1030+93.86	LEVEL CROWN	-2.00%	0.00%
1031+37.86	NORMAL CROWN	-2.00%	-2.00%

SUPERELEVATION STH 175 PI: 1069+24.21			
STATION	TYPE	LT	RT
1066+70.45	NORMAL CROWN	-2.00%	-2.00%
1067+15.45	LEVEL CROWN	0.00%	-2.00%
1067+59.95	REVERSE CROWN	2.00%	-2.00%
1068+04.45	BEGIN FULL SUPER	4.00%	-4.00%
1070+43.38	END FULL SUPER	4.00%	-4.00%
1070+87.88	REVERSE CROWN	2.00%	-2.00%
1071+32.38	LEVEL CROWN	0.00%	-2.00%
1071+77.38	NORMAL CROWN	-2.00%	-2.00%

SUPERELEVATION STH 175 PI: 1082+55.94			
STATION	TYPE	LT	RT
1078+63.44	NORMAL CROWN	-2.00%	-2.00%
1079+07.44	LEVEL CROWN	0.00%	-2.00%
1079+51.61	REVERSE CROWN	2.00%	-2.00%
1079+60.44	BEGIN FULL SUPER	2.40%	-2.40%
1085+50.10	END FULL SUPER	2.40%	-2.40%
1085+58.93	REVERSE CROWN	2.00%	-2.00%
1086+03.10	LEVEL CROWN	0.00%	-2.00%
1086+47.10	NORMAL CROWN	-2.00%	-2.00%

SUPERELEVATION STH 175 PI: 1210+30.33			
STATION	TYPE	LT	RT
1207+49.41	NORMAL CROWN	-2.00%	-2.00%
1207+90.41	LEVEL CROWN	-2.00%	0.00%
1208+31.41	BEGIN FULL SUPER	-2.00%	2.00%
1212+28.80	END FULL SUPER	-2.00%	2.00%
1212+76.29	LEVEL CROWN	0.00%	0.00%
1213+23.78	REVERSE CROWN	2.00%	-2.00%
1213+54.65	BEGIN FULL SUPER	3.30%	-3.30%
1216+35.42	END FULL SUPER	3.30%	-3.30%
1216+68.51	REVERSE CROWN	2.00%	-2.00%
1217+19.42	LEVEL CROWN	0.00%	-2.00%
1217+70.42	NORMAL CROWN	-2.00%	-2.00%

SUPERELEVATION STH 175 PI: 1225+81.84			
STATION	TYPE	LT	RT
1222+56.09	NORMAL CROWN	-2.00%	-2.00%
1223+07.09	LEVEL CROWN	0.00%	-2.00%
1223+58.00	REVERSE CROWN	2.00%	-2.00%
1223+91.09	BEGIN FULL SUPER	3.30%	-3.30%
1227+72.10	END FULL SUPER	3.30%	-3.30%
1228+05.19	REVERSE CROWN	2.00%	-2.00%
1228+56.10	LEVEL CROWN	0.00%	-2.00%
1229+07.10	NORMAL CROWN	-2.00%	-2.00%

SUPERELEVATION STH 175 PI: 1234+77.25			
STATION	TYPE	LT	RT
1229+14.15	NORMAL CROWN	-2.00%	-2.00%
1229+65.15	LEVEL CROWN	0.00%	-2.00%
1230+16.15	REVERSE CROWN	2.00%	-2.00%
1230+67.15	BEGIN FULL SUPER	4.00%	-4.00%
1238+80.33	END FULL SUPER	4.00%	-4.00%
1239+05.42	REVERSE CROWN	2.00%	-2.00%
1239+30.52	LEVEL CROWN	0.00%	0.00%
1239+55.61	REVERSE CROWN	-2.00%	2.00%
1240+02.03	BEGIN FULL SUPER	-5.70%	5.70%
1245+73.57	END FULL SUPER	-5.70%	5.70%
1246+68.34	REVERSE CROWN	-2.00%	2.00%
1247+19.57	LEVEL CROWN	-2.00%	0.00%
1247+70.57	NORMAL CROWN	-2.00%	-2.00%

SUPERELEVATION STH 175 PI: 1255+71.19			
STATION	TYPE	LT	RT
1252+14.57	NORMAL CROWN	-2.00%	-2.00%
1252+65.57	LEVEL CROWN	0.00%	-2.00%
1253+16.44	REVERSE CROWN	2.00%	-2.00%
1253+82.57	BEGIN FULL SUPER	4.60%	-4.60%
1257+58.32	END FULL SUPER	4.60%	-4.60%
1258+24.45	REVERSE CROWN	2.00%	-2.00%
1258+75.32	LEVEL CROWN	0.00%	-2.00%
1259+26.32	NORMAL CROWN	-2.00%	-2.00%

SUPERELEVATION STH 175 PI: 1271+66.98			
STATION	TYPE	LT	RT
1268+74.91	NORMAL CROWN	-2.00%	-2.00%
1269+25.91	LEVEL CROWN	0.00%	-2.00%
1269+76.91	REVERSE CROWN	2.00%	-2.00%
1270+27.91	BEGIN FULL SUPER	4.00%	-4.00%
1273+05.63	END FULL SUPER	4.00%	-4.00%
1273+56.63	REVERSE CROWN	2.00%	-2.00%
1274+07.63	LEVEL CROWN	0.00%	-2.00%
1274+58.63	NORMAL CROWN	-2.00%	-2.00%

SUPERELEVATION STH 175 PI: 1280+12.04			
STATION	TYPE	LT	RT
1275+68.73	NORMAL CROWN	-2.00%	-2.00%
1276+19.73	LEVEL CROWN	-2.00%	0.00%
1276+70.56	REVERSE CROWN	-2.00%	2.00%
1276+80.73	BEGIN FULL SUPER	-2.40%	2.40%
1284+92.37	END FULL SUPER	-2.40%	2.40%
1285+15.28	BEGIN FULL SUPER	-3.30%	3.30%
1288+87.82	END FULL SUPER	-3.30%	3.30%
1289+11.65	REVERSE CROWN	-2.00%	2.00%
1289+48.31	LEVEL CROWN	0.00%	0.00%
1289+84.98	REVERSE CROWN	2.00%	-2.00%
1289+92.31	BEGIN FULL SUPER	2.40%	-2.40%
1293+75.01	END FULL SUPER	2.40%	-2.40%
1293+85.18	REVERSE CROWN	2.00%	-2.00%
1294+36.01	LEVEL CROWN	0.00%	-2.00%
1294+87.01	NORMAL CROWN	-2.00%	-2.00%

SUPERELEVATION STH 175 PI: 1337+15.53			
STATION	TYPE	LT	RT
1330+90.06	NORMAL CROWN	-2.00%	-2.00%
1331+41.06	LEVEL CROWN	-2.00%	0.00%
1331+92.06	REVERSE CROWN	-2.00%	2.00%
1332+43.06	BEGIN FULL SUPER	-4.00%	4.00%
1341+77.63	END FULL SUPER	-4.00%	4.00%
1342+28.63	REVERSE CROWN	-2.00%	2.00%
1342+79.63	LEVEL CROWN	-2.00%	0.00%
1343+30.63	NORMAL CROWN	-2.00%	-2.00%

SUPERELEVATION STH 175 PI: 1363+68.87			
STATION	TYPE	LT	RT
1355+33.82	NORMAL CROWN	-2.00%	-2.00%
1355+84.82	LEVEL CROWN	-2.00%	0.00%
1356+35.73	REVERSE CROWN	-2.00%	2.00%
1356+68.82	BEGIN FULL SUPER	-3.30%	3.30%
1370+51.66	END FULL SUPER	-3.30%	3.30%
1371+12.99	BEGIN FULL SUPER	-3.90%	3.90%
1375+66.35	END FULL SUPER	-3.90%	3.90%
1376+15.07	REVERSE CROWN	-2.00%	2.00%
1376+66.35	LEVEL CROWN	-2.00%	0.00%
1377+17.35	NORMAL CROWN	-2.00%	-2.00%

SUPERELEVATION STH 175 PI: 1395+06.19			
STATION	TYPE	LT	RT
1387+81.44	NORMAL CROWN	-2.00%	-2.00%
1388+32.44	LEVEL CROWN	0.00%	-2.00%
1388+83.27	REVERSE CROWN	2.00%	-2.00%
1388+93.44	BEGIN FULL SUPER	2.40%	-2.40%
1401+13.82	END FULL SUPER	2.40%	-2.40%
1401+23.99	REVERSE CROWN	2.00%	-2.00%
1401+74.82	LEVEL CROWN	0.00%	-2.00%
1402+25.82	NORMAL CROWN	-2.00%	-2.00%

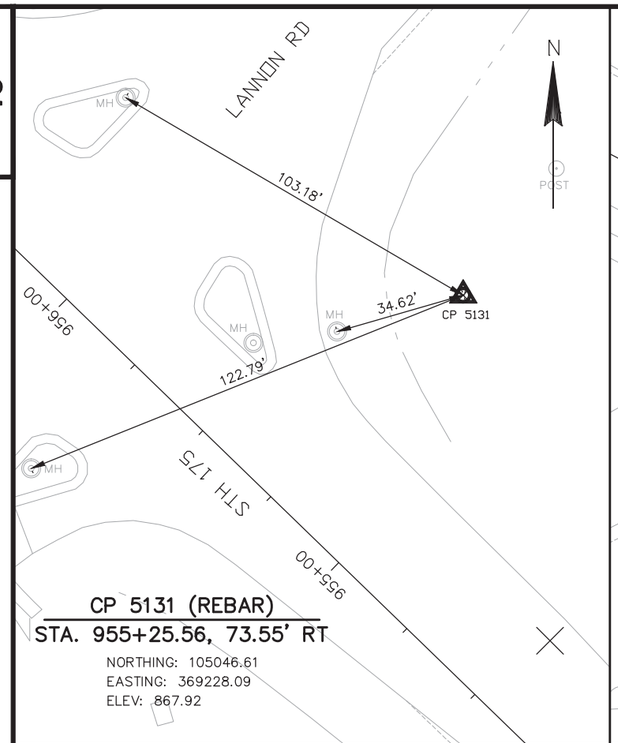
SUPERELEVATION STH 175 PI: 1449+19.36			
STATION	TYPE	LT	RT
1446+09.61	NORMAL CROWN	-2.00%	-2.00%
1446+48.61	LEVEL CROWN	0.00%	-2.00%
1446+87.36	REVERSE CROWN	2.00%	-2.00%
1447+10.61	BEGIN FULL SUPER	3.20%	-3.20%
1451+25.13	END FULL SUPER	3.20%	-3.20%
1451+48.38	REVERSE CROWN	2.00%	-2.00%
1451+87.13	LEVEL CROWN	0.00%	-2.00%
1452+26.13	NORMAL CROWN	-2.00%	-2.00%

SUPERELEVATION STH 175 PI: 1459+80.33			
STATION	TYPE	LT	RT
1457+84.88	NORMAL CROWN	-2.00%	-2.00%
1458+26.88	LEVEL CROWN	0.00%	-2.00%
1458+68.55	REVERSE CROWN	2.00%	-2.00%
1458+76.88	BEGIN FULL SUPER	2.40%	-2.40%
1460+83.66	END FULL SUPER	2.40%	-2.40%
1460+91.99	REVERSE CROWN	2.00%	-2.00%
1461+33.66	LEVEL CROWN	0.00%	-2.00%
1461+75.66	NORMAL CROWN	-2.00%	-2.00%

SUPERELEVATION STH 175 PI: 1473+78.37			
STATION	TYPE	LT	RT
1471+08.20	NORMAL CROWN	-2.00%	-2.00%
1471+49.20	LEVEL CROWN	0.00%	-2.00%
1471+90.60	REVERSE CROWN	2.00%	-2.00%
1472+38.20	BEGIN FULL SUPER	4.30%	-4.30%
1475+16.55	END FULL SUPER	4.30%	-4.30%
1475+64.15	REVERSE CROWN	2.00%	-2.00%
1476+05.55	LEVEL CROWN	0.00%	-2.00%
1476+46.55	NORMAL CROWN	-2.00%	-2.00%

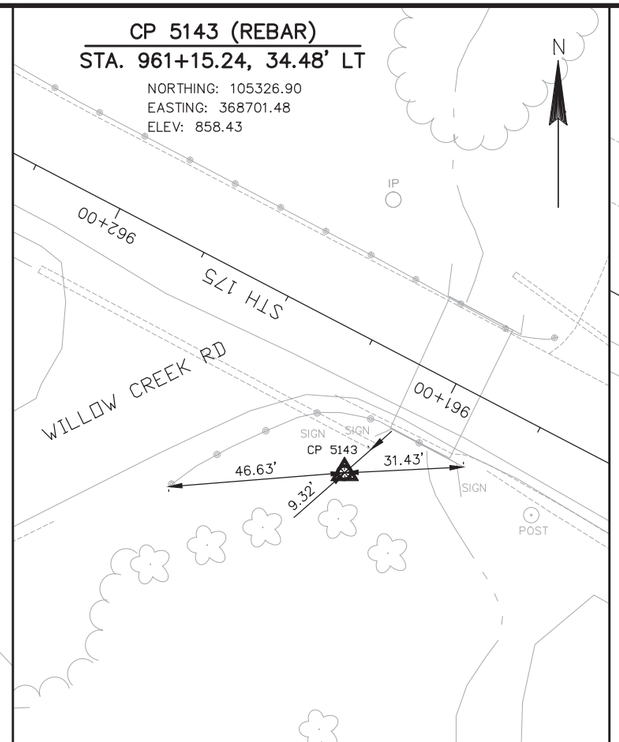
SUPERELEVATION STH 175 PI: 1502+68.44			
STATION	TYPE	LT	RT
1499+66.66	NORMAL CROWN	-2.00%	-2.00%
1500+08.66	LEVEL CROWN	-2.00%	0.00%
1500+50.23	REVERSE CROWN	-2.00%	2.00%
1501+14.66	BEGIN FULL SUPER	-5.10%	5.10%
1504+16.57	END FULL SUPER	-5.10%	5.10%
1504+81.00	REVERSE CROWN	-2.00%	2.00%
1505+22.57	LEVEL CROWN	-2.00%	0.00%
1505+64.57	NORMAL CROWN	-2.00%	-2.00%

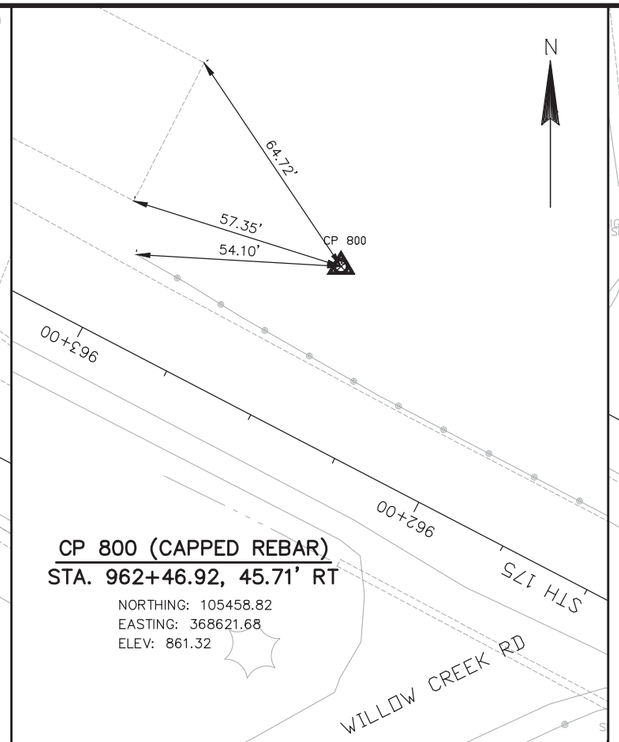
2



CP 5131 (REBAR)
STA. 955+25.56, 73.55' RT

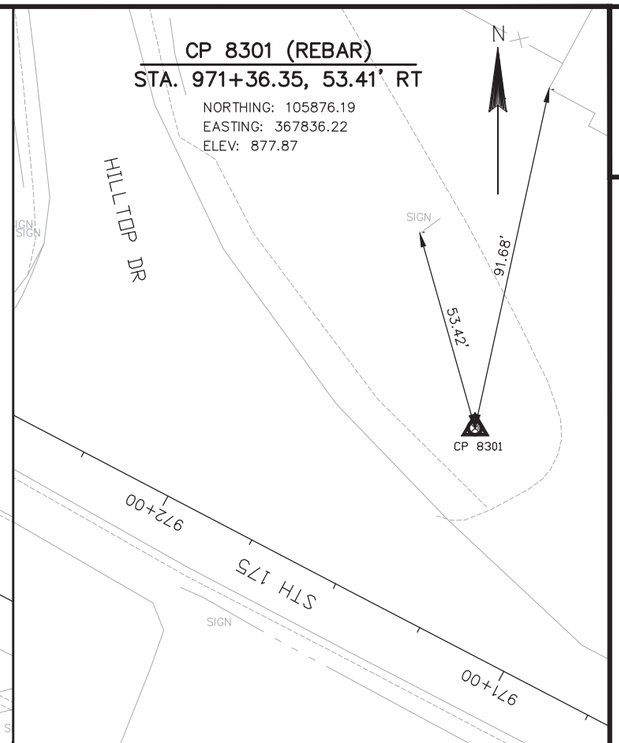
NORTHING: 105046.61
EASTING: 369228.09
ELEV: 867.92

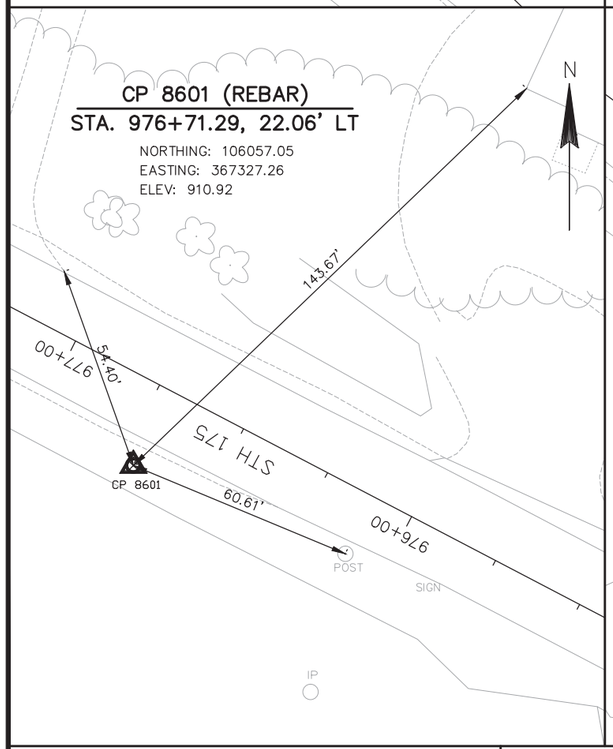


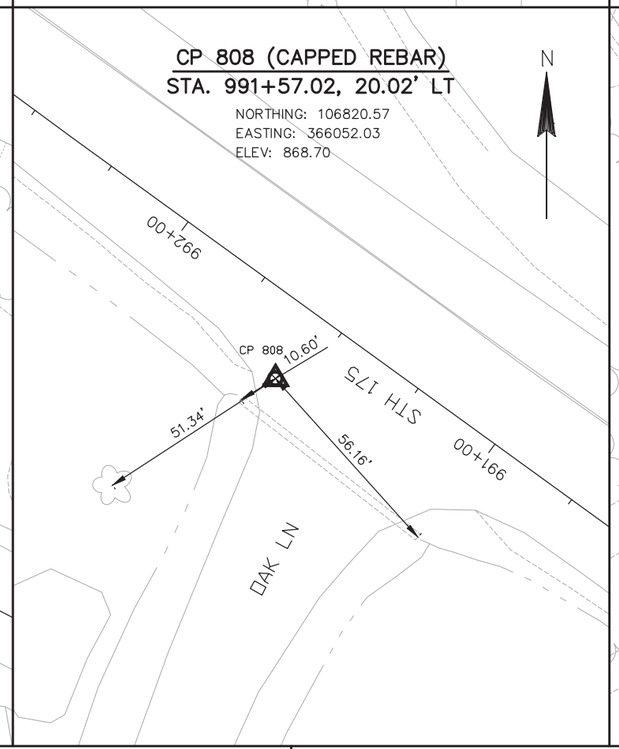


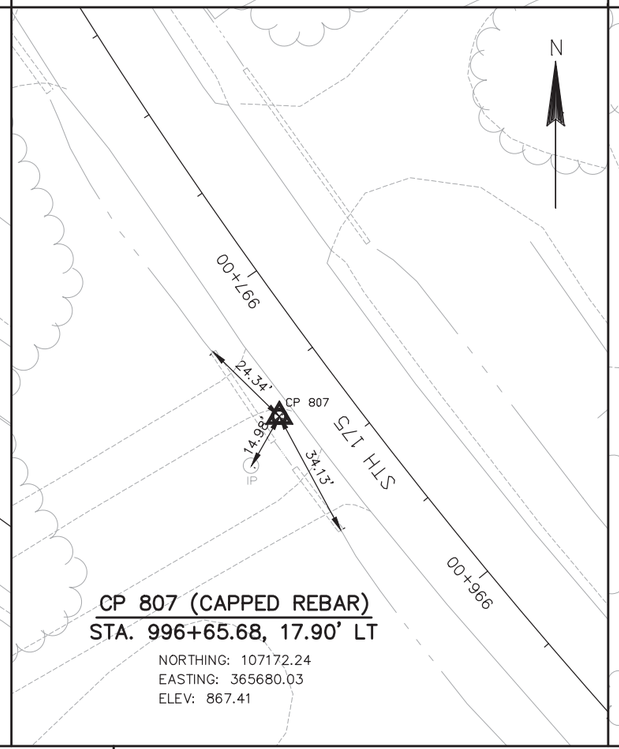
CP 800 (CAPPED REBAR)
STA. 962+46.92, 45.71' RT

NORTHING: 105458.82
EASTING: 368621.68
ELEV: 861.32



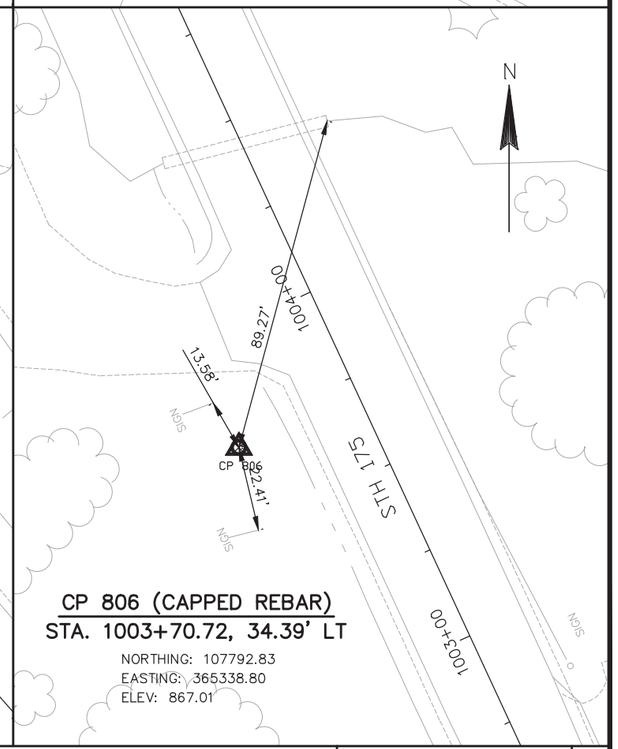






CP 807 (CAPPED REBAR)
STA. 996+65.68, 17.90' LT

NORTHING: 107172.24
EASTING: 365680.03
ELEV: 867.41



CP 806 (CAPPED REBAR)
STA. 1003+70.72, 34.39' LT

NORTHING: 107792.83
EASTING: 365338.80
ELEV: 867.01

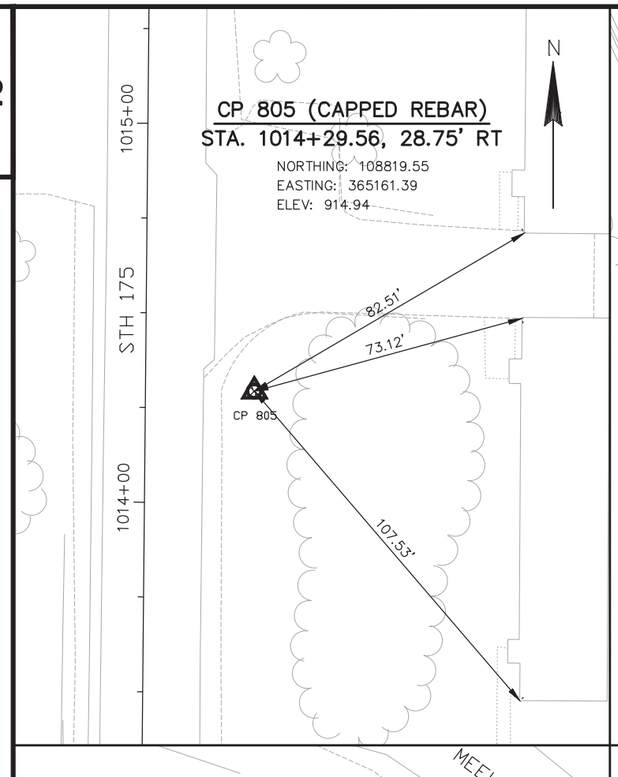
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CONTROL POINT LOCATION SHEET	SHEET	E

FILE NAME: W:\x-Projects\RD\7140\project 2 dgn\027401_cp.dwg PLOT DATE: Jul 23, 2015 PLOT BY: luke0 PLOT SCALE: ROTATION:

2

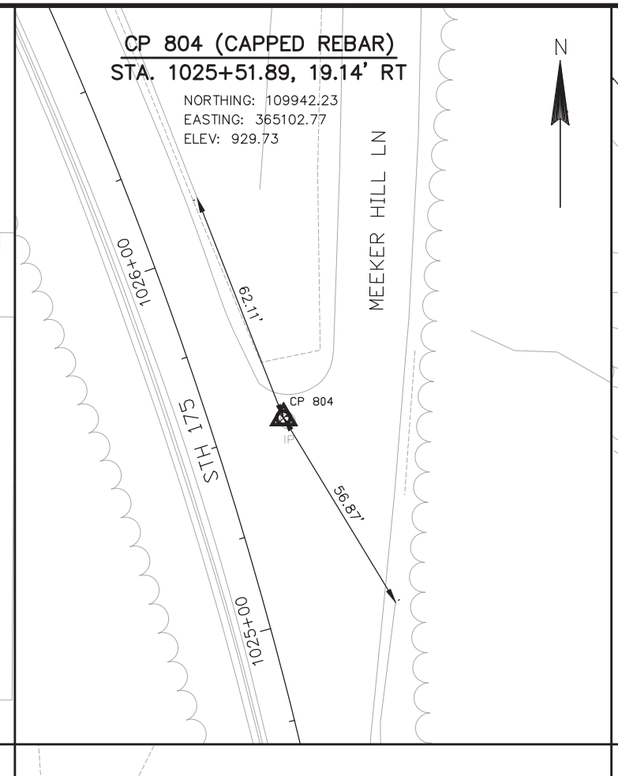
CP 805 (CAPPED REBAR)
STA. 1014+29.56, 28.75' RT

NORTHING: 108819.55
EASTING: 365161.39
ELEV: 914.94



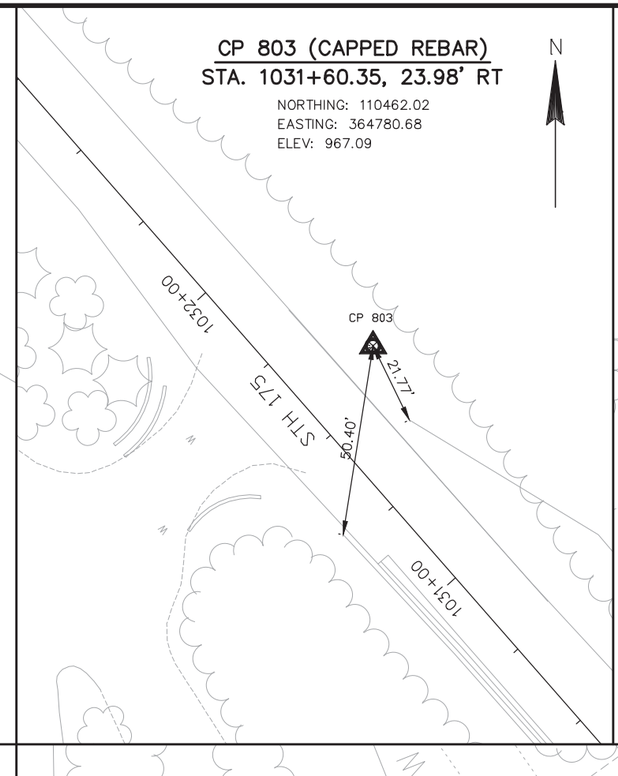
CP 804 (CAPPED REBAR)
STA. 1025+51.89, 19.14' RT

NORTHING: 109942.23
EASTING: 365102.77
ELEV: 929.73



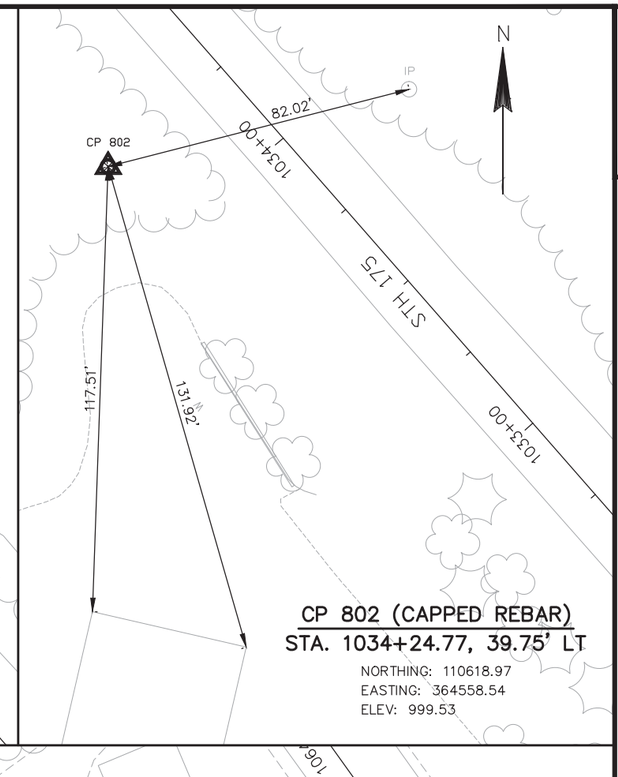
CP 803 (CAPPED REBAR)
STA. 1031+60.35, 23.98' RT

NORTHING: 110462.02
EASTING: 364780.68
ELEV: 967.09



CP 802 (CAPPED REBAR)
STA. 1034+24.77, 39.75' LT

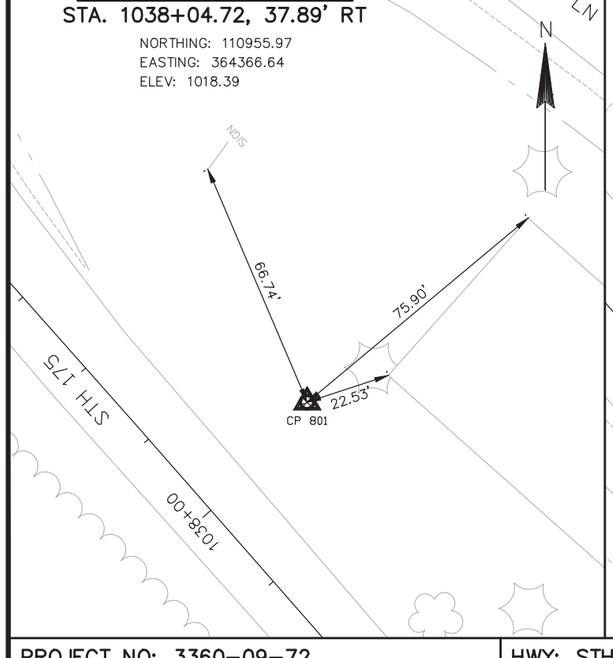
NORTHING: 110618.97
EASTING: 364558.54
ELEV: 999.53



2

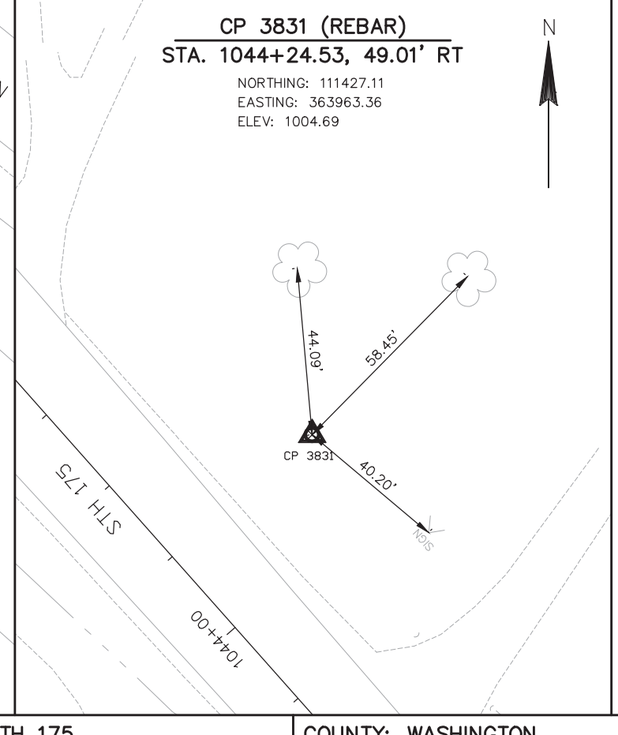
CP 801 (CAPPED REBAR)
STA. 1038+04.72, 37.89' RT

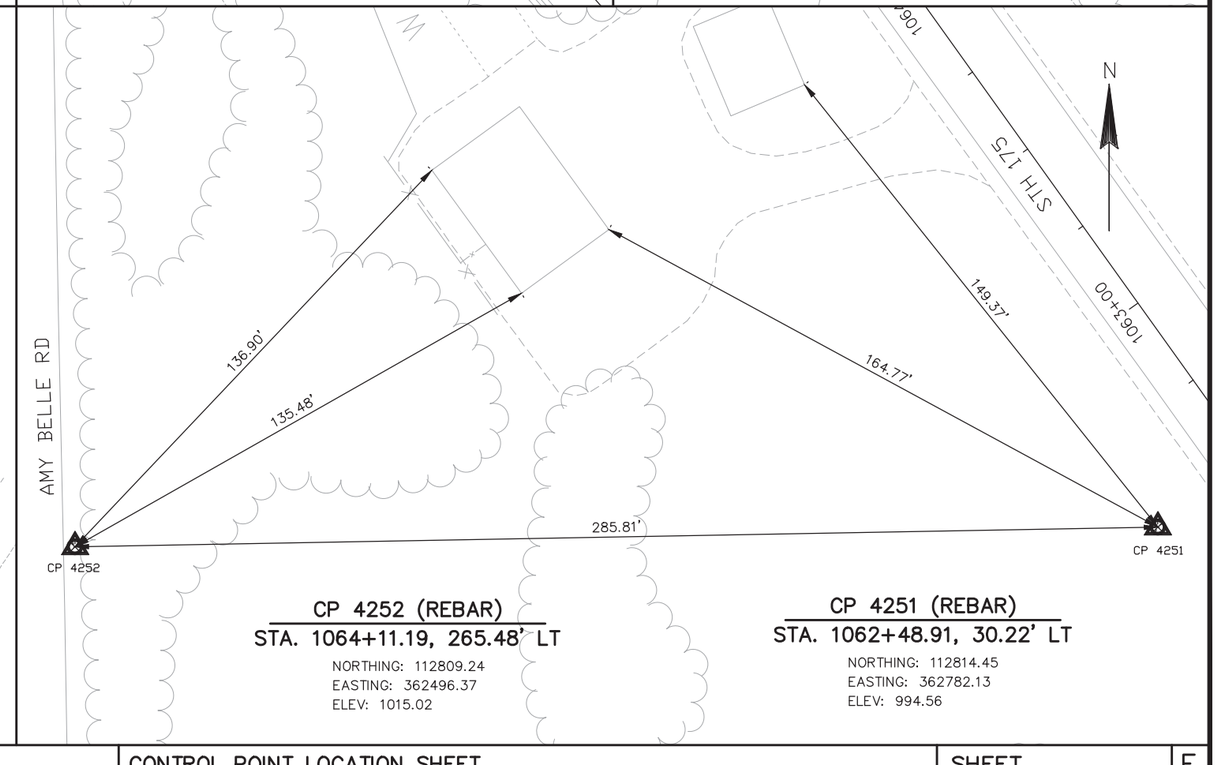
NORTHING: 110955.97
EASTING: 364366.64
ELEV: 1018.39



CP 3831 (REBAR)
STA. 1044+24.53, 49.01' RT

NORTHING: 111427.11
EASTING: 363963.36
ELEV: 1004.69





CP 4252 (REBAR)
STA. 1064+11.19, 265.48' LT

NORTHING: 112809.24
EASTING: 362496.37
ELEV: 1015.02

CP 4251 (REBAR)
STA. 1062+48.91, 30.22' LT

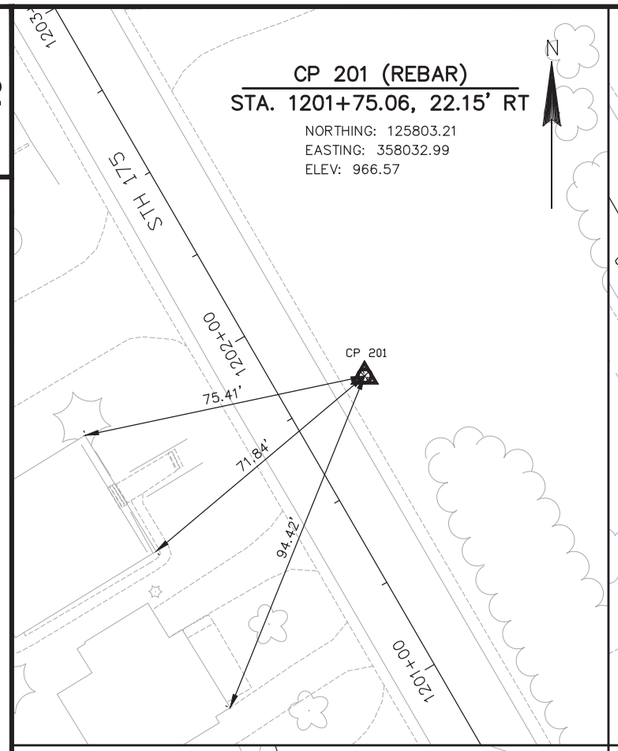
NORTHING: 112814.45
EASTING: 362782.13
ELEV: 994.56

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CONTROL POINT LOCATION SHEET	SHEET	E

FILE NAME: W:\x-Projects\RD\7140\project 2 dgn\027402_cp.dwg PLOT DATE: Jul 23, 2015 PLOT BY: luke0 PLOT SCALE: ROTATION:

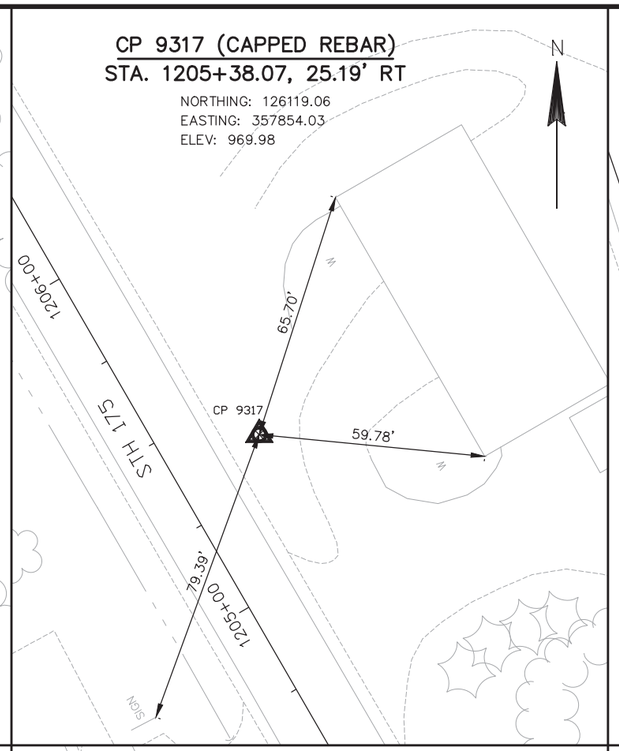
CP 201 (REBAR)
STA. 1201+75.06, 22.15' RT

NORTHING: 125803.21
EASTING: 358032.99
ELEV: 966.57



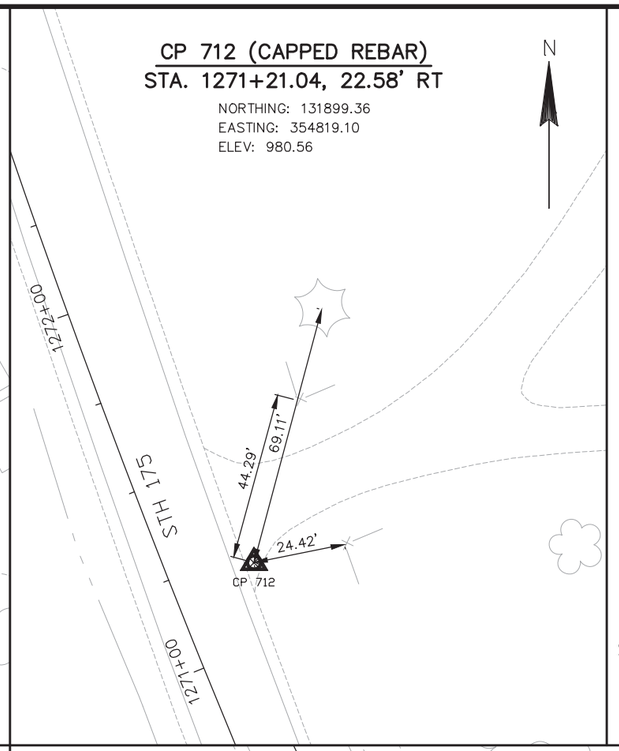
CP 9317 (CAPPED REBAR)
STA. 1205+38.07, 25.19' RT

NORTHING: 126119.06
EASTING: 357854.03
ELEV: 969.98



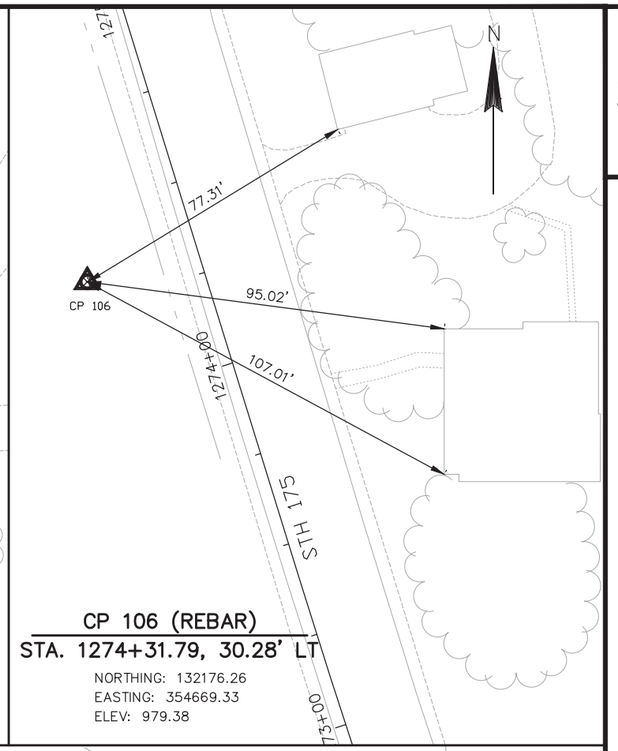
CP 712 (CAPPED REBAR)
STA. 1271+21.04, 22.58' RT

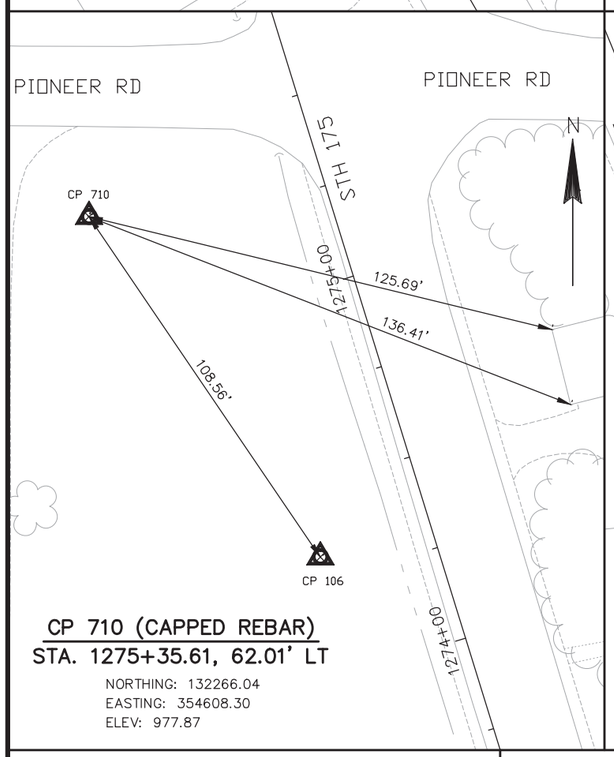
NORTHING: 131899.36
EASTING: 354819.10
ELEV: 980.56



CP 106 (REBAR)
STA. 1274+31.79, 30.28' LT

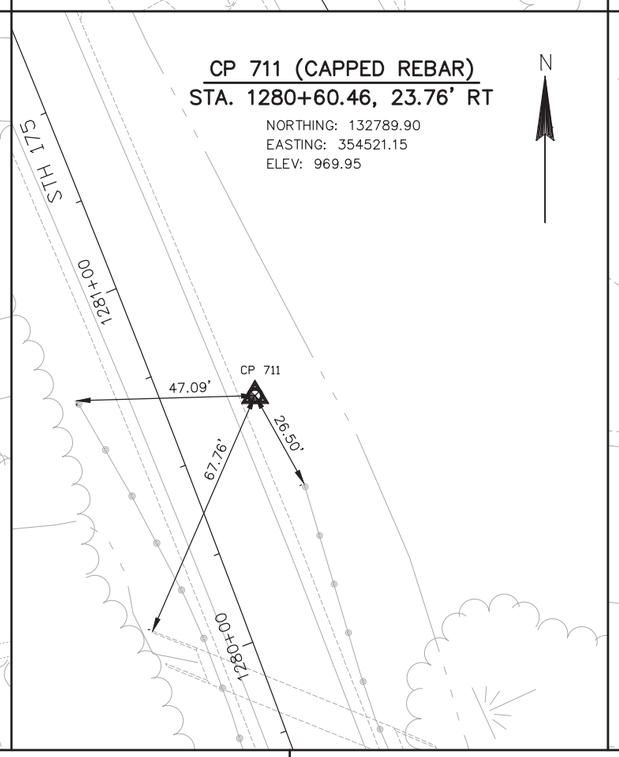
NORTHING: 132176.26
EASTING: 354669.33
ELEV: 979.38





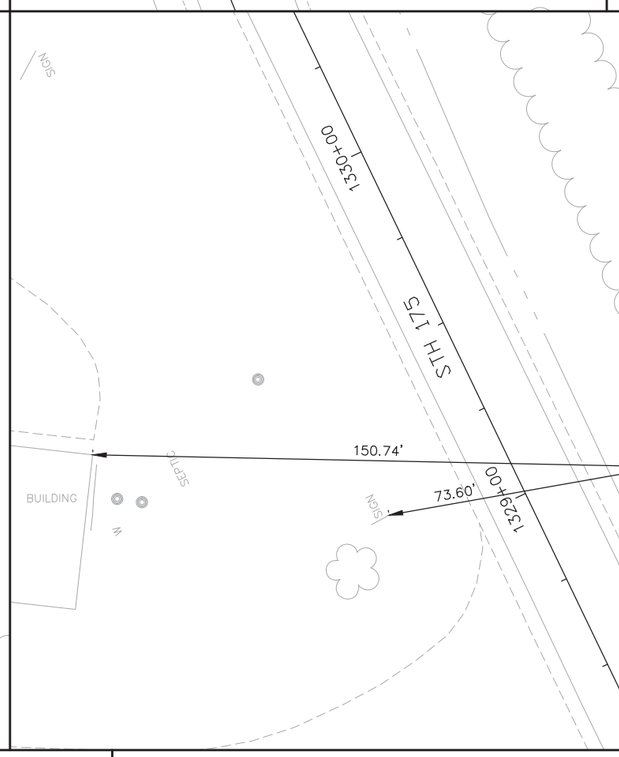
CP 710 (CAPPED REBAR)
STA. 1275+35.61, 62.01' LT

NORTHING: 132266.04
EASTING: 354608.30
ELEV: 977.87



CP 711 (CAPPED REBAR)
STA. 1280+60.46, 23.76' RT

NORTHING: 132789.90
EASTING: 354521.15
ELEV: 969.95



CP 708 (CAPPED REBAR)
STA. 1328+90.52, 35.96' RT

NORTHING: 137130.95
EASTING: 352403.94
ELEV: 1012.21

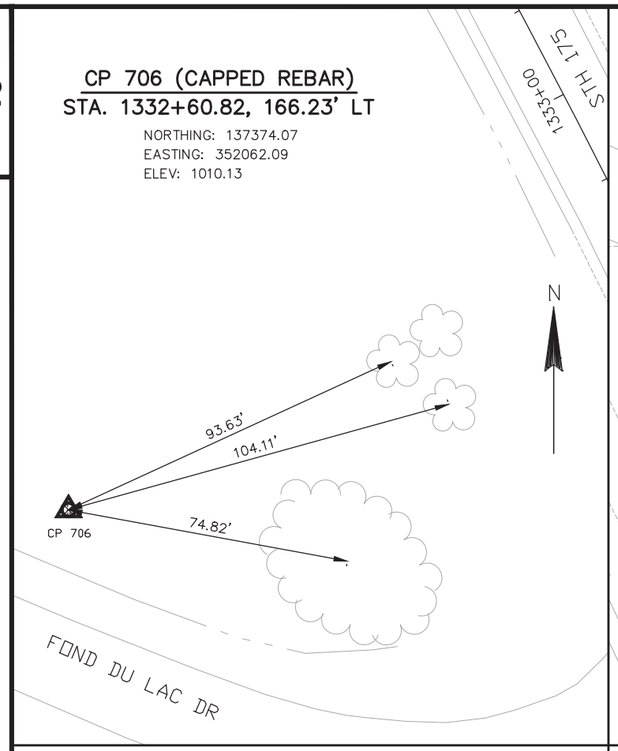
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CONTROL POINT LOCATION SHEET	SHEET	E

FILE NAME: W:\x-Projects\RD\7140\project 2 dgn\027403_cp.dwg
PLOT DATE: Jul 23, 2015
PLOT BY: luke0
PLOT SCALE:
ROTATION:

2

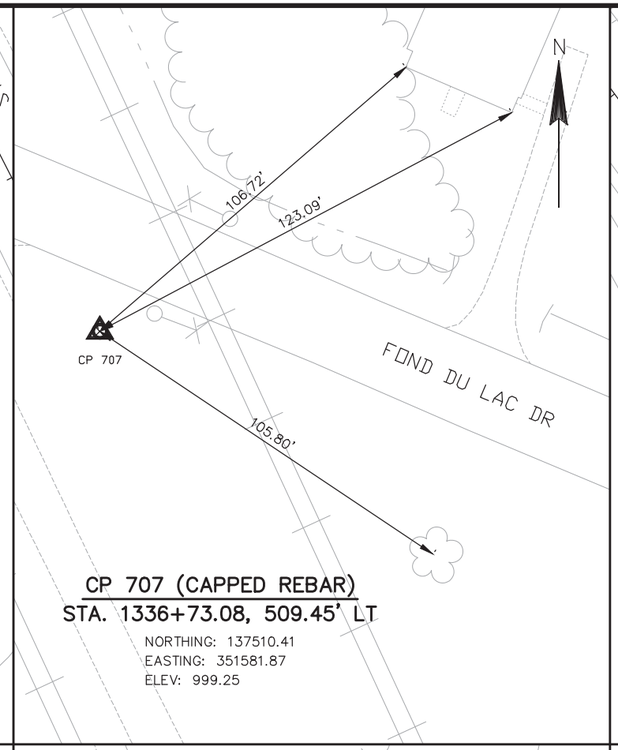
CP 706 (CAPPED REBAR)
STA. 1332+60.82, 166.23' LT

NORTHING: 137374.07
EASTING: 352062.09
ELEV: 1010.13



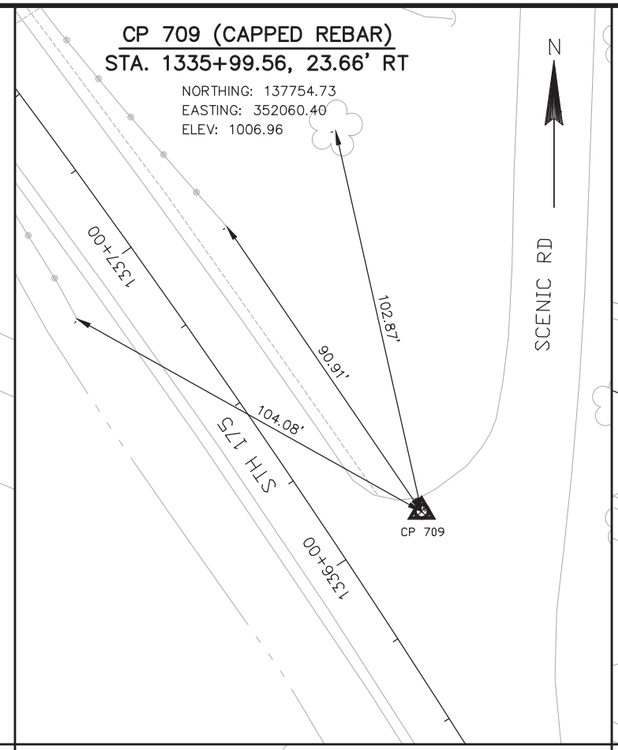
CP 707 (CAPPED REBAR)
STA. 1336+73.08, 509.45' LT

NORTHING: 137510.41
EASTING: 351581.87
ELEV: 999.25



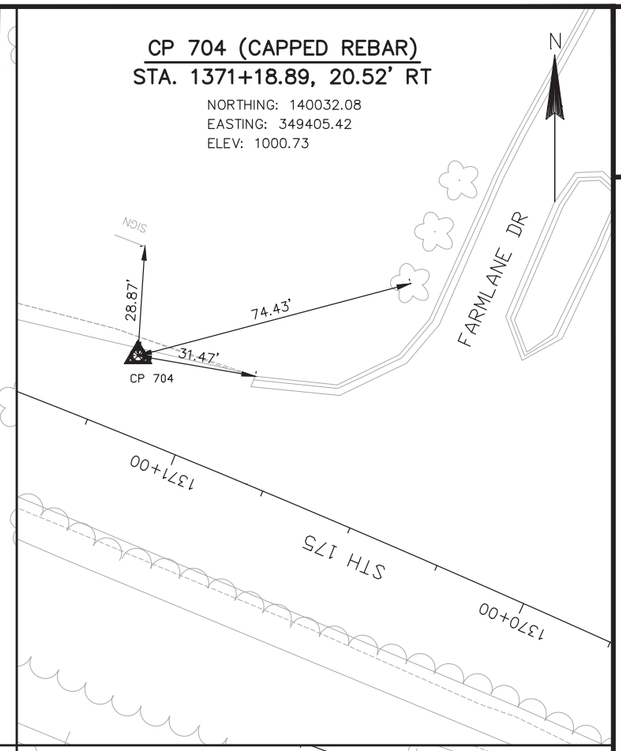
CP 709 (CAPPED REBAR)
STA. 1335+99.56, 23.66' RT

NORTHING: 137754.73
EASTING: 352060.40
ELEV: 1006.96



CP 704 (CAPPED REBAR)
STA. 1371+18.89, 20.52' RT

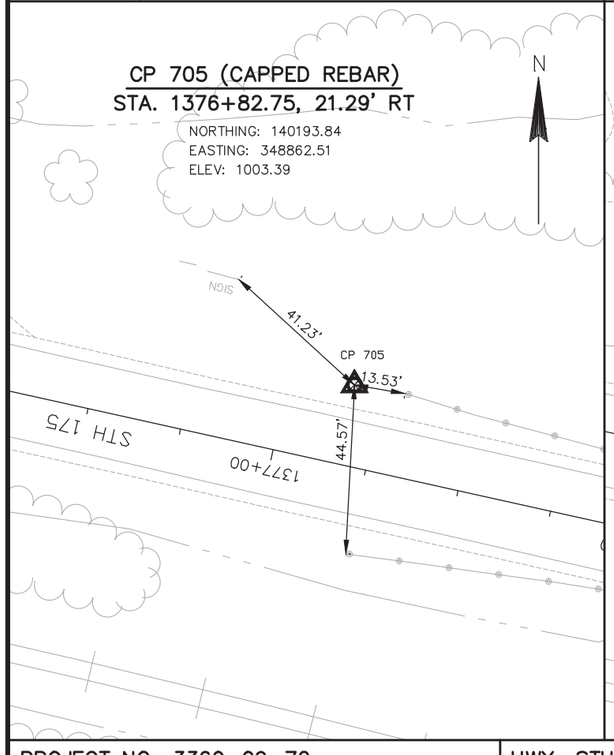
NORTHING: 140032.08
EASTING: 349405.42
ELEV: 1000.73



2

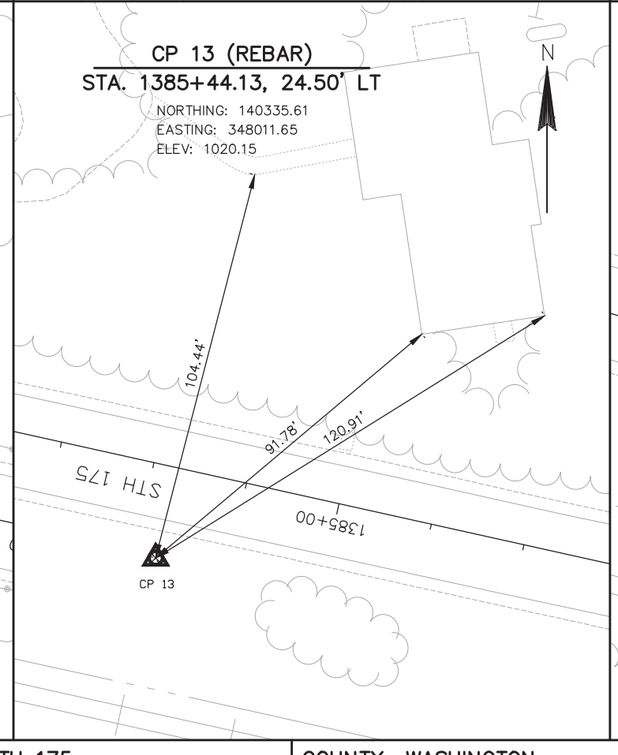
CP 705 (CAPPED REBAR)
STA. 1376+82.75, 21.29' RT

NORTHING: 140193.84
EASTING: 348862.51
ELEV: 1003.39



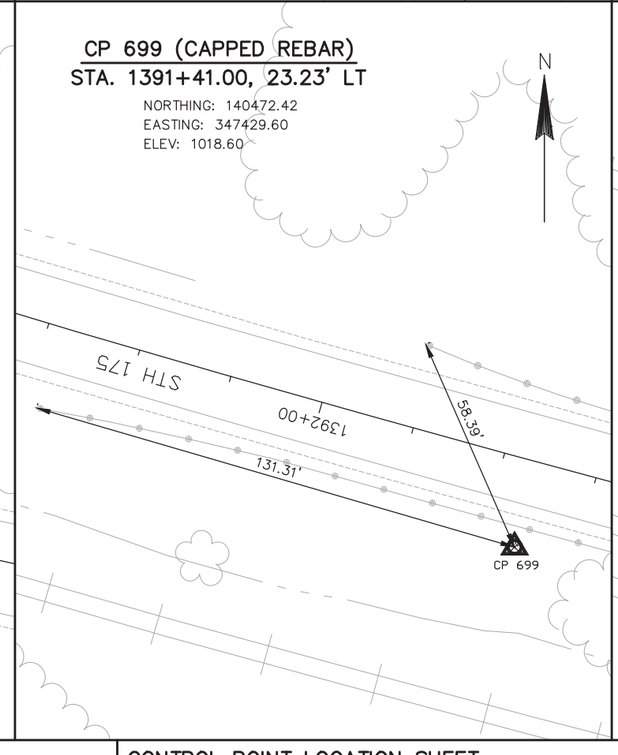
CP 13 (REBAR)
STA. 1385+44.13, 24.50' LT

NORTHING: 140335.61
EASTING: 348011.65
ELEV: 1020.15



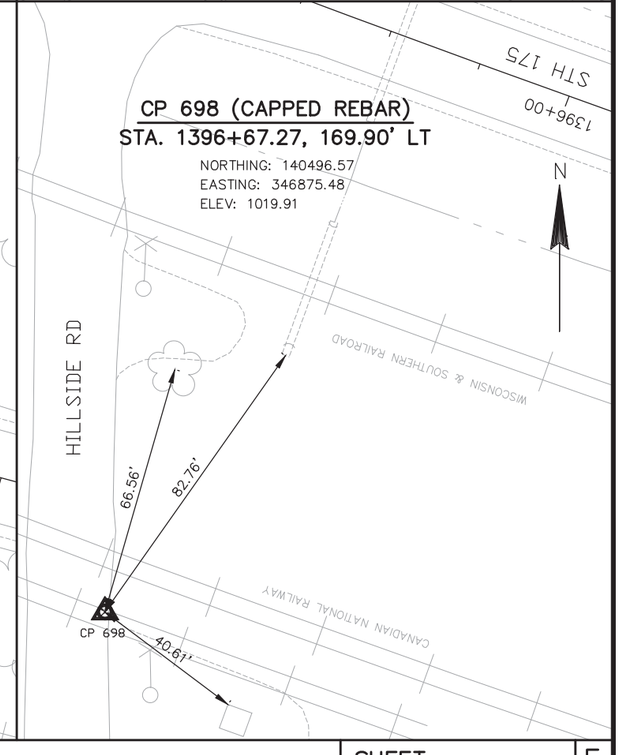
CP 699 (CAPPED REBAR)
STA. 1391+41.00, 23.23' LT

NORTHING: 140472.42
EASTING: 347429.60
ELEV: 1018.60



CP 698 (CAPPED REBAR)
STA. 1396+67.27, 169.90' LT

NORTHING: 140496.57
EASTING: 346875.48
ELEV: 1019.91

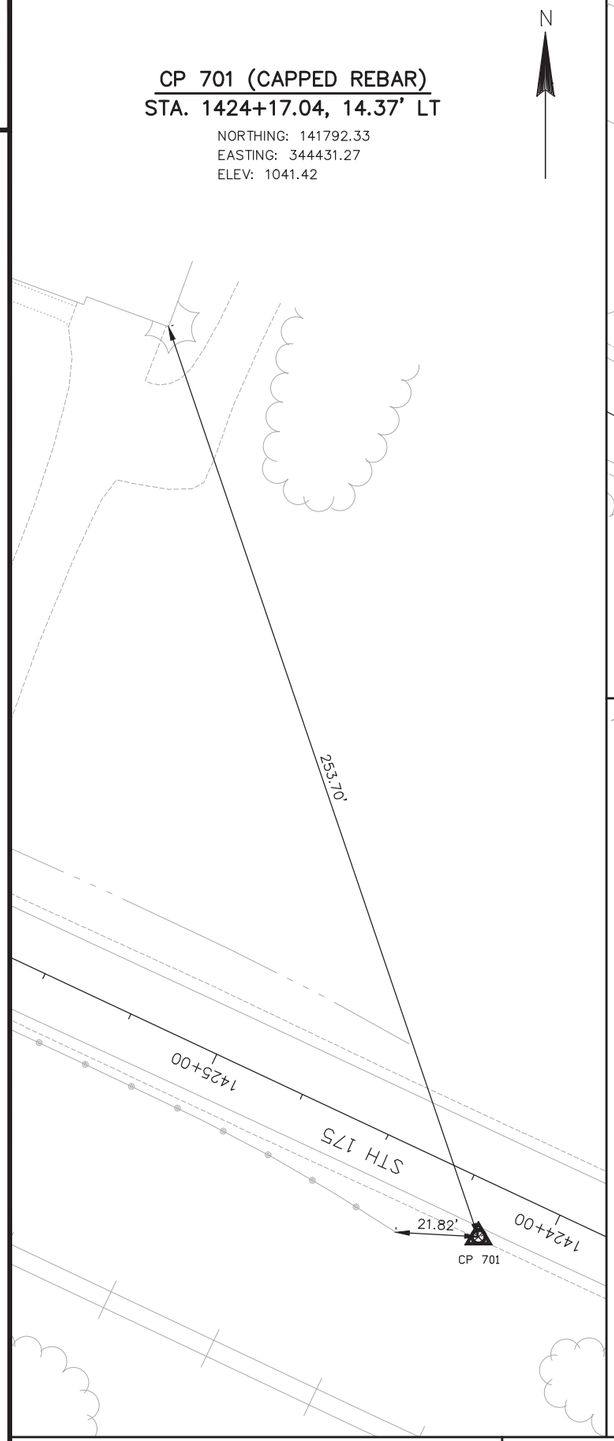


PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CONTROL POINT LOCATION SHEET	SHEET	E

FILE NAME: W:\x-Projects\RD\7140\project 2 dgn\027404_cp.dwg PLOT DATE: Jul 23, 2015 PLOT BY: luke0 PLOT SCALE: ROTATION:

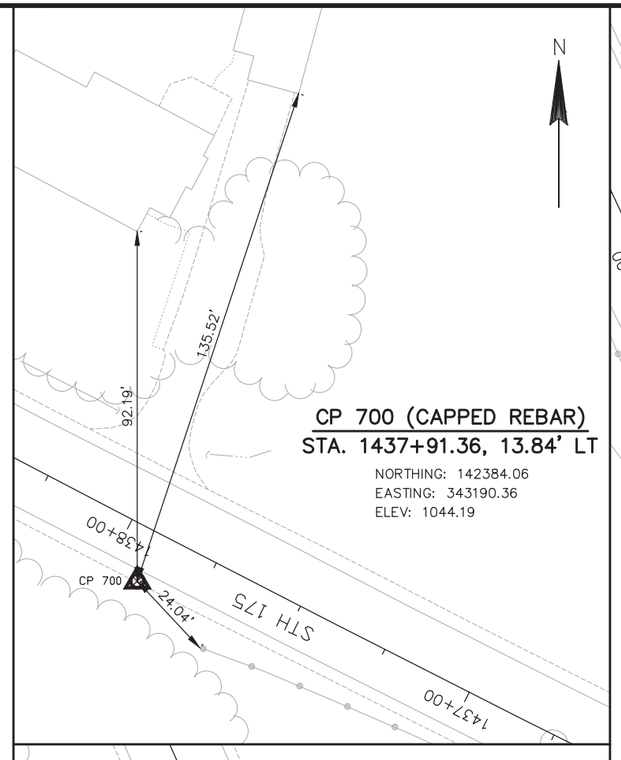
CP 701 (CAPPED REBAR)
STA. 1424+17.04, 14.37' LT

NORTHING: 141792.33
EASTING: 344431.27
ELEV: 1041.42



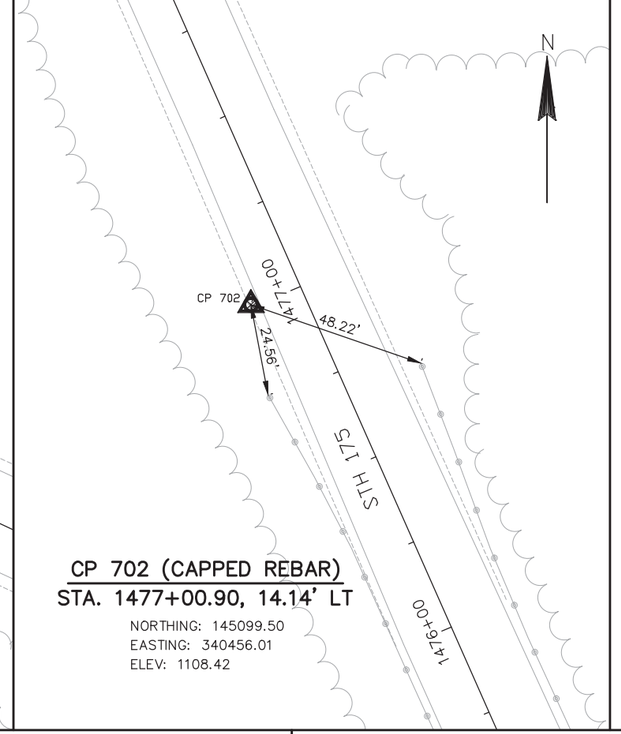
CP 700 (CAPPED REBAR)
STA. 1437+91.36, 13.84' LT

NORTHING: 142384.06
EASTING: 343190.36
ELEV: 1044.19



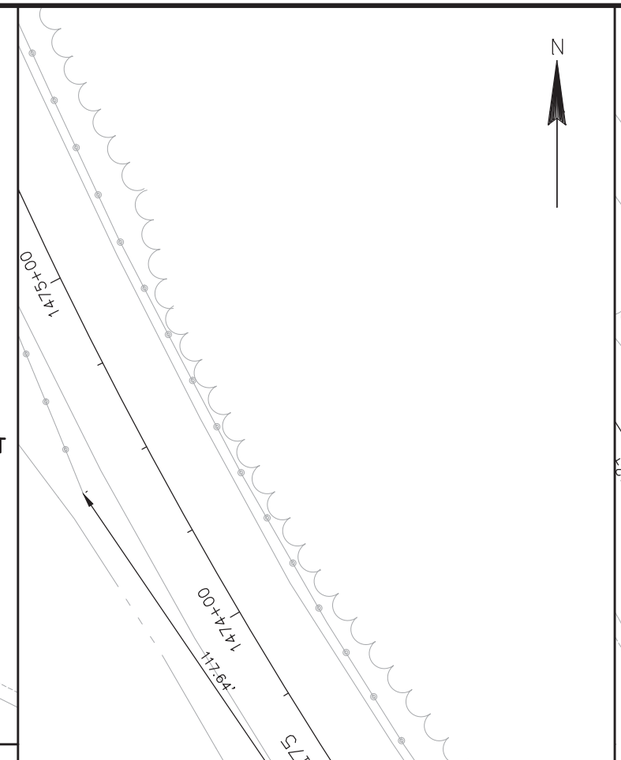
CP 702 (CAPPED REBAR)
STA. 1477+00.90, 14.14' LT

NORTHING: 145099.50
EASTING: 340456.01
ELEV: 1108.42



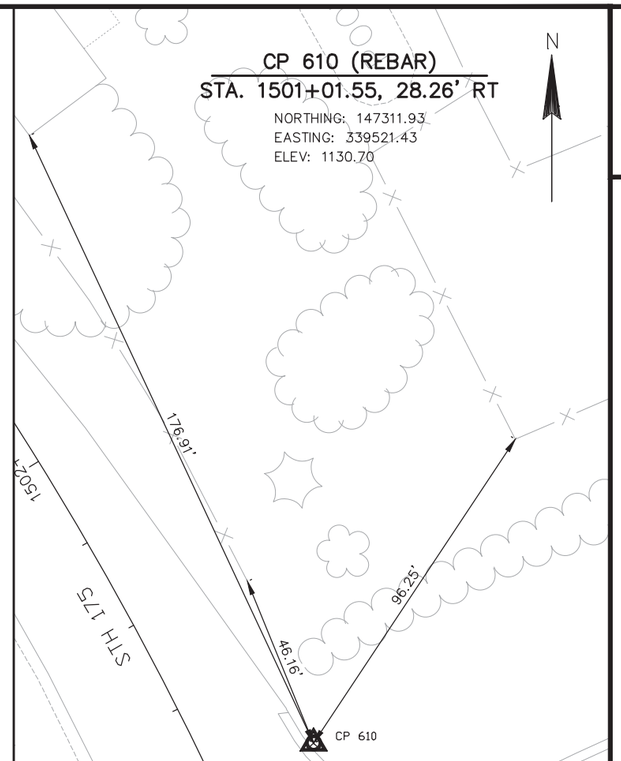
CP 703 (CAPPED REBAR)
STA. 1473+31.05, 13.92' LT

NORTHING: 144767.69
EASTING: 340623.38
ELEV: 1110.66



CP 610 (REBAR)
STA. 1501+01.55, 28.26' RT

NORTHING: 147311.93
EASTING: 339521.43
ELEV: 1130.70



HMOD MONUMENTS

NAME	N	E	ELEV
RICHFIELD E GPS	121418.893	352544.150	1053.040
2X40	121368.981	358196.067	995.930
GERMNTWN W GPS	108447.934	372312.664	862.200
POLK C GPS	148024.073	343645.065	1113.420
FF86	123453.557	359558.249	973.350

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CONTROL POINT LOCATION SHEET	SHEET	E

FILE NAME: W:\x-Projects\RD\7140\project 2 dgn\027405_cp.dwg PLOT DATE: Jul 23, 2015 PLOT BY: luke0 PLOT SCALE: ROTATION:

DATE 21SEP16 E S T I M A T E O F Q U A N T I T I E S

LINE 3360-09-72

NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY
0010	201.0105	Clearing	STA	87.000	87.000
0020	201.0120	Clearing	ID	81.000	81.000
0030	201.0205	Grubbing	STA	87.000	87.000
0040	201.0220	Grubbing	ID	81.000	81.000
0050	203.0100	Removing Small Pipe Culverts	EACH	30.000	30.000
0060	203.0200	Removing Old Structure (station) 01. 994+25	LS	1.000	1.000
0070	203.0200	Removing Old Structure (station) 02. 1004+43	LS	1.000	1.000
0080	203.0200	Removing Old Structure (station) 03. 1279+85	LS	1.000	1.000
0090	203.0200	Removing Old Structure (station) 04. 1337+68	LS	1.000	1.000
0100	203.0200	Removing Old Structure (station) 05. 1396+48	LS	1.000	1.000
0110	203.0500.S	Removing Old Structure Over Waterway (station) 01. 961+02	LS	1.000	1.000
0120	204.0100	Removing Pavement	SY	22,567.000	22,567.000
0130	204.0115	Removing Asphaltic Surface Butt Joints	SY	2,560.000	2,560.000
0140	204.0125	Removing Asphaltic Surface Milling	TON	15,484.000	15,484.000
0150	204.0150	Removing Curb & Gutter	LF	2,505.000	2,505.000
0160	204.0155	Removing Concrete Sidewalk	SY	32.000	32.000
0170	204.0165	Removing Guardrail	LF	7,289.000	7,289.000
0180	204.0180	Removing Delineators and Markers	EACH	97.000	97.000
0190	204.0195	Removing Concrete Bases	EACH	7.000	7.000
0200	204.0220	Removing Inlets	EACH	7.000	7.000
0210	204.0245	Removing Storm Sewer (size) 01. 10-inch	LF	8.000	8.000
0220	204.0245	Removing Storm Sewer (size) 02. 15-inch	LF	104.000	104.000
0230	204.0245	Removing Storm Sewer (size) 03. 18-inch	LF	73.000	73.000
0240	204.0280	Sealing Pipes	EACH	2.000	2.000
0250	205.0100	Excavation Common	CY	63,937.000	63,937.000
0260	205.0200	Excavation Rock	CY	866.000	866.000
0270	205.0501.S	Excavation, Hauling, and Disposal of Petroleum Contaminated Soil	TON	1,470.000	1,470.000
0280	206.2000	Excavation for Structures Culverts (structure) 01.C-66-106	LS	1.000	1.000
0290	206.3000	Excavation for Structures Retaining Walls (structure) 01. R-66-37	LS	1.000	1.000
0300	206.3000	Excavation for Structures Retaining Walls (structure) 02. R-66-38	LS	1.000	1.000
0310	210.0100	Backfill Structure	CY	1,225.000	1,225.000
0320	211.0100	Prepare Foundation for Asphaltic Paving (project) 01.3360-09-72	LS	1.000	1.000
0330	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	622.000	622.000
0340	213.0100	Finishing Roadway (project) 01. 3360-09-72	EACH	1.000	1.000
0350	214.0100	Obliterating Old Road	STA	1.000	1.000
0360	305.0110	Base Aggregate Dense 3/4-Inch	TON	4,583.000	4,583.000
0370	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	69,763.000	69,763.000
0380	311.0110	Breaker Run	TON	14,000.000	14,000.000
0390	311.0115	Breaker Run	CY	150.000	150.000
0400	390.0201	Base Patching Asphaltic	TON	470.000	470.000
0410	405.0100	Coloring Concrete WisDOT Red	CY	86.000	86.000
0420	416.0170	Concrete Driveway 7-Inch	SY	723.000	723.000
0430	416.0508	Concrete Roundabout Truck Apron 8-Inch	SY	387.000	387.000

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DATE 21SEP16 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	3360-09-72 QUANTITY
0440	416.1010	Concrete Surface Drains	CY	4.000	4.000
0450	440.4410	Incentive IRI Ride	DOL	18,000.000	18,000.000
0460	455.0605	Tack Coat	GAL	17,287.000	17,287.000
0470	460.2000	Incentive Density HMA Pavement	DOL	37,580.000	37,580.000
0480	465.0105	Asphaltic Surface	TON	127.000	127.000
0490	465.0110	Asphaltic Surface Patching	TON	50.000	50.000
0500	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	448.000	448.000
0510	465.0125	Asphaltic Surface Temporary	TON	189.000	189.000
0520	465.0315	Asphaltic Flumes	SY	260.000	260.000
0530	465.0475	Asphalt Center Line Rumble Strips 2-Lane Rural	LF	15,940.000	15,940.000
0540	504.0100	Concrete Masonry Culverts	CY	210.000	210.000
0550	504.0500	Concrete Masonry Retaining Walls	CY	519.000	519.000
0560	505.0400	Bar Steel Reinforcement HS Structures	LB	33,290.000	33,290.000
0570	506.0605	Structural Steel HS	LB	201,640.000	201,640.000
0580	507.0200	Treated Lumber and Timber	MBM	59.700	59.700
0590	516.0500	Rubberized Membrane Waterproofing	SY	26.000	26.000
0600	517.0600	Painting Epoxy System (structure) 01. R-66-37	LS	1.000	1.000
0610	517.0600	Painting Epoxy System (structure) 02. R-66-38	LS	1.000	1.000
0620	520.8000	Concrete Collars for Pipe	EACH	4.000	4.000
0630	521.0115	Culvert Pipe Corrugated Steel 15-Inch	LF	152.000	152.000
0640	521.0118	Culvert Pipe Corrugated Steel 18-Inch	LF	391.000	391.000
0650	521.0124	Culvert Pipe Corrugated Steel 24-Inch	LF	72.000	72.000
0660	521.1015	Apron Endwalls for Culvert Pipe Steel 15-Inch	EACH	10.000	10.000
0670	521.1018	Apron Endwalls for Culvert Pipe Steel 18-Inch	EACH	14.000	14.000
0680	521.1024	Apron Endwalls for Culvert Pipe Steel 24-Inch	EACH	3.000	3.000
0690	522.0136	Culvert Pipe Reinforced Concrete Class III 36-Inch	LF	74.000	74.000
0700	522.0315	Culvert Pipe Reinforced Concrete Class IV 15-Inch	LF	44.000	44.000
0710	522.0324	Culvert Pipe Reinforced Concrete Class IV 24-Inch	LF	114.000	114.000
0720	522.0342	Culvert Pipe Reinforced Concrete Class IV 42-Inch	LF	144.000	144.000
0730	522.1012	Apron Endwalls for Culvert Pipe Reinforced Concrete 12-Inch	EACH	1.000	1.000
0740	522.1015	Apron Endwalls for Culvert Pipe Reinforced Concrete 15-Inch	EACH	5.000	5.000
0750	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	5.000	5.000
0760	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	7.000	7.000
0770	522.1027	Apron Endwalls for Culvert Pipe Reinforced Concrete 27-Inch	EACH	1.000	1.000
0780	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	1.000	1.000
0790	522.1036	Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	EACH	2.000	2.000
0800	522.1042	Apron Endwalls for Culvert Pipe Reinforced Concrete 42-Inch	EACH	5.000	5.000

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DATE 21SEP16 E S T I M A T E O F Q U A N T I T I E S

3360-09-72

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY
0810	523.0158	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 58x91-Inch	LF	126.000	126.000
0820	523.0414	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 14x23-Inch	LF	35.000	35.000
0830	523.0419	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 19x30-Inch	LF	170.000	170.000
0840	523.0424	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 24x38-Inch	LF	54.000	54.000
0850	523.0514	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 14x23-Inch	EACH	6.000	6.000
0860	523.0519	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 19x30-Inch	EACH	5.000	5.000
0870	523.0524	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 24x38-Inch	EACH	2.000	2.000
0880	523.0558	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 58x91-Inch	EACH	2.000	2.000
0890	527.0325	Pipe Arch Structural Plate 10-FT Span	LF	92.000	92.000
0900	601.0405	Concrete Curb & Gutter 18-Inch Type A	LF	175.000	175.000
0910	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	5,175.000	5,175.000
0920	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	15,925.000	15,925.000
0930	601.0582	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type T	LF	190.000	190.000
0940	602.0410	Concrete Sidewalk 5-Inch	SF	22,825.000	22,825.000
0950	602.0420	Concrete Sidewalk 7-Inch	SF	530.000	530.000
0960	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	224.000	224.000
0970	602.1500	Concrete Steps	SF	24.000	24.000
0980	606.0100	Riprap Light	CY	80.000	80.000
0990	606.0200	Riprap Medium	CY	335.000	335.000
1000	606.0300	Riprap Heavy	CY	45.000	45.000
1010	606.0600	Grouted Riprap Medium	CY	12.000	12.000
1020	607.5000	Storm Sewer Rock Excavation	CY	400.000	400.000
1030	608.0315	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	LF	1,032.000	1,032.000
1040	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	209.000	209.000
1050	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	2,187.000	2,187.000
1060	608.0330	Storm Sewer Pipe Reinforced Concrete Class III 30-Inch	LF	26.000	26.000
1070	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	77.000	77.000
1080	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	710.000	710.000
1090	608.0418	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	LF	580.000	580.000
1100	608.0424	Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	LF	765.000	765.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	3360-09-72 QUANTITY
1110	608.0427	Storm Sewer Pipe Reinforced Concrete Class IV 27-Inch	LF	300.000	300.000
1120	608.0430	Storm Sewer Pipe Reinforced Concrete Class IV 30-Inch	LF	120.000	120.000
1130	608.0436	Storm Sewer Pipe Reinforced Concrete Class IV 36-Inch	LF	75.000	75.000
1140	608.0442	Storm Sewer Pipe Reinforced Concrete Class IV 42-Inch	LF	53.000	53.000
1150	610.0414	Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 14x23-Inch	LF	258.000	258.000
1160	611.0420	Reconstructing Manholes	EACH	1.000	1.000
1170	611.0430	Reconstructing Inlets	EACH	1.000	1.000
1180	611.0530	Manhole Covers Type J	EACH	21.000	21.000
1190	611.0624	Inlet Covers Type H	EACH	6.000	6.000
1200	611.0627	Inlet Covers Type HM	EACH	41.000	41.000
1210	611.0642	Inlet Covers Type MS	EACH	18.000	18.000
1220	611.0652	Inlet Covers Type T	EACH	2.000	2.000
1230	611.2004	Manholes 4-FT Diameter	EACH	2.000	2.000
1240	611.2005	Manholes 5-FT Diameter	EACH	1.000	1.000
1250	611.2006	Manholes 6-FT Diameter	EACH	19.000	19.000
1260	611.2008	Manholes 8-FT Diameter	EACH	1.000	1.000
1270	611.3004	Inlets 4-FT Diameter	EACH	22.000	22.000
1280	611.3230	Inlets 2x3-FT	EACH	25.000	25.000
1290	611.3901	Inlets Median 1 Grate	EACH	2.000	2.000
1300	611.3902	Inlets Median 2 Grate	EACH	8.000	8.000
1310	611.8110	Adjusting Manhole Covers	EACH	2.000	2.000
1320	611.8120.S	Cover Plates Temporary	EACH	25.000	25.000
1330	611.9800.S	Pipe Grates	EACH	2.000	2.000
1340	612.0104	Pipe Underdrain 4-Inch	LF	45.000	45.000
1350	612.0106	Pipe Underdrain 6-Inch	LF	1,410.000	1,410.000
1360	612.0206	Pipe Underdrain Unperforated 6-Inch	LF	100.000	100.000
1370	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	305.000	305.000
1380	612.0700	Drain Tile Exploration	LF	50.500	50.500
1390	612.0804	Apron Endwalls for Underdrain Reinforced Concrete 4-Inch	EACH	3.000	3.000
1400	614.0010	Barrier System Grading Shaping Finishing	EACH	18.000	18.000
1410	614.0396	Guardrail Mow Strip Asphalt	SY	931.000	931.000
1420	614.0700	Sand Barrels Arrays	EACH	4.000	4.000
1430	614.2300	MGS Guardrail 3	LF	5,050.000	5,050.000
1440	614.2340	MGS Guardrail 3 L	LF	650.000	650.000
1450	614.2610	MGS Guardrail Terminal EAT	EACH	36.000	36.000
1460	616.0700.S	Fence Safety	LF	100.000	100.000
1470	618.0100	Maintenance And Repair of Haul Roads (project) 01. 3360-09-72	EACH	1.000	1.000
1480	619.1000	Mobilization	EACH	1.000	1.000
1490	620.0300	Concrete Median Sloped Nose	SF	542.000	542.000
1500	623.0200	Dust Control Surface Treatment	SY	215,600.000	215,600.000
1510	624.0100	Water	MGAL	250.000	250.000
1520	625.0500	Salvaged Topsoil	SY	60,035.000	60,035.000
1530	627.0200	Mulching	SY	93,800.000	93,800.000
1540	628.1104	Erosion Bales	EACH	2,000.000	2,000.000
1550	628.1504	Silt Fence	LF	22,330.000	22,330.000
1560	628.1520	Silt Fence Maintenance	LF	44,660.000	44,660.000
1570	628.1905	Mobilizations Erosion Control	EACH	10.000	10.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	3360-09-72 QUANTITY
1580	628.1910	Mobilizations Emergency Erosion Control	EACH	6.000	6.000
1590	628.2004	Erosion Mat Class I Type B	SY	21,800.000	21,800.000
1600	628.2008	Erosion Mat Urban Class I Type B	SY	5,000.000	5,000.000
1610	628.7005	Inlet Protection Type A	EACH	61.000	61.000
1620	628.7010	Inlet Protection Type B	EACH	10.000	10.000
1630	628.7015	Inlet Protection Type C	EACH	50.000	50.000
1640	628.7504	Temporary Ditch Checks	LF	610.000	610.000
1650	628.7555	Culvert Pipe Checks	EACH	74.000	74.000
1660	628.7570	Rock Bags	EACH	300.000	300.000
1670	629.0210	Fertilizer Type B	CWT	77.000	77.000
1680	630.0130	Seeding Mixture No. 30	LB	1,350.000	1,350.000
1690	630.0140	Seeding Mixture No. 40	LB	430.000	430.000
1700	631.0300	Sod Water	MGAL	450.000	450.000
1710	631.1000	Sod Lawn	SY	20,000.000	20,000.000
1720	633.5200	Markers Culvert End	EACH	63.000	63.000
1730	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	101.000	101.000
1740	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	160.000	160.000
1750	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	18.000	18.000
1760	634.0622	Posts Wood 4x6-Inch X 22-FT	EACH	3.000	3.000
1770	634.0812	Posts Tubular Steel 2x2-Inch X 12-FT	EACH	10.000	10.000
1780	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	11.000	11.000
1790	634.0816	Posts Tubular Steel 2x2-Inch X 16-FT	EACH	3.000	3.000
1800	636.0050.S	Foundation Drilling (diameter) 01. 30-Inch	LF	715.000	715.000
1810	636.0050.S	Foundation Drilling (diameter) 02. 36-Inch	LF	1,480.000	1,480.000
1820	637.1220	Signs Type I Reflective SH	SF	172.000	172.000
1830	637.2210	Signs Type II Reflective H	SF	1,644.490	1,644.490
1840	637.2230	Signs Type II Reflective F	SF	640.250	640.250
1850	638.2102	Moving Signs Type II	EACH	25.000	25.000
1860	638.2602	Removing Signs Type II	EACH	222.000	222.000
1870	638.3000	Removing Small Sign Supports	EACH	236.000	236.000
1880	641.8100	Overhead Sign Support (structure) 01. S-66-609	LS	1.000	1.000
1890	641.8100	Overhead Sign Support (structure) 02. S-66-610	LS	1.000	1.000
1900	641.8100	Overhead Sign Support (structure) 03. S-66-242	LS	1.000	1.000
1910	642.5401	Field Office Type D	EACH	1.000	1.000
1920	643.0100	Traffic Control (project) 01. 3360-09-72	EACH	1.000	1.000
1930	643.0300	Traffic Control Drums	DAY	6,723.000	6,723.000
1940	643.0410	Traffic Control Barricades Type II	DAY	73.000	73.000
1950	643.0420	Traffic Control Barricades Type III	DAY	13,165.000	13,165.000
1960	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	143.000	143.000
1970	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	143.000	143.000
1980	643.0705	Traffic Control Warning Lights Type A	DAY	19,624.000	19,624.000
1990	643.0715	Traffic Control Warning Lights Type C	DAY	1,428.000	1,428.000
2000	643.0800	Traffic Control Arrow Boards	DAY	58.000	58.000
2010	643.0900	Traffic Control Signs	DAY	23,918.000	23,918.000
2020	643.0910	Traffic Control Covering Signs Type I	EACH	8.000	8.000
2030	643.0920	Traffic Control Covering Signs Type II	EACH	36.000	36.000
2040	643.1050	Traffic Control Signs PCMS	DAY	98.000	98.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	3360-09-72 QUANTITY
2050	643.2000	Traffic Control Detour (project) 01. 3360-09-72	EACH	1.000	1.000
2060	643.3000	Traffic Control Detour Signs	DAY	76,155.000	76,155.000
2070	645.0105	Geotextile Type C	SY	410.000	410.000
2080	645.0111	Geotextile Type DF Schedule A	SY	785.000	785.000
2090	645.0120	Geotextile Type HR	SY	1,215.000	1,215.000
2100	645.0130	Geotextile Type R	SY	342.000	342.000
2110	646.0106	Pavement Marking Epoxy 4-Inch	LF	36,995.000	36,995.000
2120	646.0600	Removing Pavement Markings	LF	4,250.000	4,250.000
2130	646.0881.S	Pavement Marking Grooved Wet Reflective Tape 4-Inch	LF	170.000	170.000
2140	646.2304.S	Pavement Marking Grooved Wet Reflective Epoxy 4-Inch	LF	138,796.000	138,796.000
2150	647.0456	Pavement Marking Curb Epoxy	LF	138.000	138.000
2160	647.0606	Pavement Marking Island Nose Epoxy	EACH	6.000	6.000
2170	647.0726	Pavement Marking Diagonal Epoxy 12-Inch	LF	377.000	377.000
2180	647.0955	Removing Pavement Markings Arrows	EACH	5.000	5.000
2190	647.0965	Removing Pavement Markings Words	EACH	3.000	3.000
2200	648.0100	Locating No-Passing Zones	MI	9.000	9.000
2210	649.0400	Temporary Pavement Marking Removable Tape 4-Inch	LF	4,802.000	4,802.000
2220	649.0402	Temporary Pavement Marking Paint 4-Inch	LF	47,140.000	47,140.000
2230	649.0900	Temporary Pavement Marking Stop Line 12-Inch	LF	96.000	96.000
2240	650.4000	Construction Staking Storm Sewer	EACH	81.000	81.000
2250	650.4500	Construction Staking Subgrade	LF	23,200.000	23,200.000
2260	650.5000	Construction Staking Base	LF	23,200.000	23,200.000
2270	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	22,748.000	22,748.000
2280	650.6000	Construction Staking Pipe Culverts	EACH	24.000	24.000
2290	650.6500	Construction Staking Structure Layout (structure) 01. C-66-106	LS	1.000	1.000
2300	650.6500	Construction Staking Structure Layout (structure) 02. R-66-36	LS	1.000	1.000
2310	650.6500	Construction Staking Structure Layout (structure) 03. R-66-37	LS	1.000	1.000
2320	650.6500	Construction Staking Structure Layout (structure) 04. R-66-38	LS	1.000	1.000
2330	650.6500	Construction Staking Structure Layout (structure) 05. S-66-609	LS	1.000	1.000
2340	650.6500	Construction Staking Structure Layout (structure) 06. S-66-610	LS	1.000	1.000
2350	650.6500	Construction Staking Structure Layout (structure) 07.0S-66-242	LS	1.000	1.000
2360	650.8000	Construction Staking Resurfacing Reference	LF	37,599.000	37,599.000
2370	650.8500	Construction Staking Electrical Installations (project) 01. 3360-09-72	LS	1.000	1.000
2380	650.9910	Construction Staking Supplemental Control (project) 01. 3360-09-72	LS	1.000	1.000
2390	650.9920	Construction Staking Slope Stakes	LF	23,200.000	23,200.000
2400	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	2,229.000	2,229.000
2410	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	315.000	315.000
2420	653.0140	Pull Boxes Steel 24x42-Inch	EACH	10.000	10.000

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DATE 21SEP16 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	3360-09-72 QUANTITY
2430	653.0905	Removing Pull Boxes	EACH	13.000	13.000
2440	654.0101	Concrete Bases Type 1	EACH	2.000	2.000
2450	654.0105	Concrete Bases Type 5	EACH	15.000	15.000
2460	654.0224	Concrete Control Cabinet Bases Type L24	EACH	1.000	1.000
2470	655.0220	Cable Traffic Signal 4-14 AWG	LF	356.000	356.000
2480	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	393.000	393.000
2490	655.0610	Electrical Wire Lighting 12 AWG	LF	2,091.000	2,091.000
2500	655.0615	Electrical Wire Lighting 10 AWG	LF	500.000	500.000
2510	655.0625	Electrical Wire Lighting 6 AWG	LF	9,330.000	9,330.000
2520	655.0640	Electrical Wire Lighting 1 AWG	LF	18.000	18.000
2530	656.0200	Electrical Service Meter Breaker Pedestal (location) 01. 3360-09-72	LS	1.000	1.000
2540	657.0100	Pedestal Bases	EACH	2.000	2.000
2550	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	15.000	15.000
2560	657.0322	Poles Type 5-Aluminum	EACH	15.000	15.000
2570	657.0420	Traffic Signal Standards Aluminum 13-FT	EACH	1.000	1.000
2580	657.0430	Traffic Signal Standards Aluminum 10-FT	EACH	1.000	1.000
2590	657.0610	Luminaire Arms Single Member 4 1/2-Inch Clamp 6-FT	EACH	7.000	7.000
2600	657.0715	Luminaire Arms Truss Type 4 1/2-Inch Clamp 15-FT	EACH	8.000	8.000
2610	658.0103	Traffic Signal Face 1-12 Inch Vertical	EACH	2.000	2.000
2620	658.0210	Backplates Signal Face 1 Section 12-Inch	EACH	2.000	2.000
2630	658.0600	Led Modules 12-Inch Red Ball	EACH	2.000	2.000
2640	658.5069	Signal Mounting Hardware (location) 01. STH 175 & Pioneer Rd	LS	1.000	1.000
2650	659.1125	Luminaires Utility LED C	EACH	15.000	15.000
2660	659.2124	Lighting Control Cabinets 120/240 24-Inch	EACH	1.000	1.000
2670	690.0150	Sawing Asphalt	LF	22,004.000	22,004.000
2680	690.0250	Sawing Concrete	LF	810.000	810.000
2690	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,300.000	2,300.000
2700	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	4,200.000	4,200.000
2710	SPV.0060	Special 01. MGS Guardrail Terminal EAT TL-2	EACH	2.000	2.000
2720	SPV.0060	Special 02. Mitered Ends for Pipe Arch 10-Ft Span	EACH	2.000	2.000
2730	SPV.0060	Special 03. Pavement Marking Grooved Preformed Thermoplastic Arrows Type 1	EACH	1.000	1.000
2740	SPV.0060	Special 04. Pavement Marking Grooved Preformed Thermoplastic Arrows Type 2	EACH	46.000	46.000
2750	SPV.0060	Special 05. Pavement Marking Grooved Preformed Thermoplastic Arrows Type 2R	EACH	1.000	1.000
2760	SPV.0060	Special 06. Pavement Marking Grooved Preformed Thermoplastic Arrows Type 3	EACH	6.000	6.000
2770	SPV.0060	Special 07. Pavement Marking Grooved Preformed Thermoplastic Arrows Type3R	EACH	3.000	3.000
2780	SPV.0060	Special 08. Pavement Marking Grooved Preformed Thermoplastic Words	EACH	31.000	31.000
2790	SPV.0060	Special 09. Pavement Marking Grooved Preformed Thermoplastic Yield Line 18-Inch	EACH	4.000	4.000
2800	SPV.0060	Special 10. Section Corner Monuments Special	EACH	4.000	4.000

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DATE 21SEP16 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	3360-09-72 QUANTITY
2810	SPV.0060	Special 11. Adjusting Manhole Covers Special	EACH	23.000	23.000
2820	SPV.0075	Special 01. Construction Staking Miscellaneous	HRS	130.000	130.000
2830	SPV.0090	Special 01. Ditching, Shaping and Finishing	LF	410.000	410.000
2840	SPV.0090	Special 02. Concrete Curb & Gutter 6-Inch Sloped 24-Inch Type D	LF	924.000	924.000
2850	SPV.0090	Special 03. Fence Chain Link Vinyl Coated 4-FT	LF	1,685.000	1,685.000
2860	SPV.0090	Special 04. Pavement Marking Grooved Preformed Plastic Tape 4-Inch	LF	8,688.000	8,688.000
2870	SPV.0090	Special 05. Pavement Marking Grooved Preformed Plastic Tape 8-Inch	LF	6,342.000	6,342.000
2880	SPV.0090	Special 06. Pavement Marking Grooved Preformed Thermoplastic Crosswalk 24-Inch	LF	408.000	408.000
2890	SPV.0090	Special 07. Pavement Marking Grooved Preformed Thermoplastic Stop Bar 18-Inch	LF	885.000	885.000
2900	SPV.0090	Special 08. Pavement Marking Grooved Preformed Thermoplastic 8-Inch	LF	60.000	60.000
2910	SPV.0090	Special 09. Concrete Curb and Gutter 30-Inch Type D HES	LF	600.000	600.000
2920	SPV.0090	Special 10. Concrete Curb and Gutter 4-Inch Sloped 36-Inch Type T HES	LF	95.000	95.000
2930	SPV.0105	Special 01. Lighting System Integrator	LS	1.000	1.000
2940	SPV.0105	Special 02. Lighting System Survey	LS	1.000	1.000
2950	SPV.0105	Special 03. Transport & Install Flasher Control Box STH 175 & Pioneer Rd	LS	1.000	1.000
2960	SPV.0105	Special 04. Remove Traffic Signals STH 175 & Pioneer Rd	LS	1.000	1.000
2970	SPV.0105	Special 05. Remove Traffic Signals STH 175 & Lannon Rd	LS	1.000	1.000
2980	SPV.0105	Special 06. Remove Loop Detector Wire & Lead In Cable STH 175 & Lannon Rd	LS	1.000	1.000
2990	SPV.0105	Special 07. Temporary Water Diversion Willow Creek	LS	1.000	1.000
3000	SPV.0105	Special 08. Temporary Water Diversion Little Cedar Creek	LS	1.000	1.000
3010	SPV.0165	Special 01. Wall Modular Block Gravity LRFD	SF	1,938.000	1,938.000
3020	SPV.0170	Special 01. Preperation of Foundation for Asphaltic Shoulders Special	STA	3.000	3.000
3030	SPV.0195	Special 01. HMA Pavement 3 LT 58-28 S 3. 0% VA Regression Special	TON	30,989.000	30,989.000
3040	SPV.0195	Special 02. HMA Pavement 4 LT 58-28 S 3. 0% VA Regression Special	TON	20,333.000	20,333.000
3050	SPV.0195	Special 03. HMA Pavement 3 MT 58-28 S 3. 0% VA Regression Special	TON	1,882.000	1,882.000
3060	SPV.0195	Special 04. HMA Pavement 4 MT 58-28 S 3. 0% VA Regression Special	TON	878.000	878.000

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CLEARING AND GRUBBING

STATION		STATION	LOCATION	201.0105 CLEARING (STA)	201.0205 GRUBBING (STA)
950+00	-	952+00	MAINLINE, LT & RT	2	2
953+00	-	955+00	MAINLINE, LT	2	2
957+00		958+00	MAINLINE, RT	1	1
958+00	-	962+00	MAINLINE, LT & RT	4	4
967+00	-	968+00	MAINLINE, LT & RT	1	1
971+00	-	977+00	MAINLINE, LT & RT	6	6
987+00	-	988+00	MAINLINE, LT	1	1
991+00	-	996+00	MAINLINE, LT	5	5
1020+00	-	1041+00	MAINLINE, LT & RT	21	21
1065+00	-	1067+00	MAINLINE, LT	2	2
17+00	-	20+00	AMY BELLE RD, LT & RT	3	3
1068+00	-	1071+00	MAINLINE, LT & RT	3	3
1211+00	-	1212+00	MAINLINE, RT	1	1
48+00	-	49+00	PLEASANT HILL RD, RT	1	1
1270+00	-	1271+00	MAINLINE, LT	1	1
120+00	-	126+00	PIONEER RD, LT & RT	6	6
1278+00	-	1282+00	MAINLINE, LT & RT	4	4
1316+00	-	1319+00	MAINLINE, LT & RT	3	3
8+00	-	10+00	SCENIC RD WEST, LT & RT	2	2
50+00	-	51+00	WESTERN AVE, RT	1	1
50+00	-	51+00	SCENIC RD NORTH, LT & RT	1	1
1369+00	-	1375+00	MAINLINE, LT	6	6
1382+00	-	1386+00	MAINLINE, RT	4	4
1398+00	-	1402+00	MAINLINE, LT & RT	4	4
1445+00	-	1447+00	MAINLINE, RT	2	2
			TOTALS	87	87

204.0125
REMOVING ASPHALTIC SURFACE MILLING

STATION		STATION	LOCATION	(TON)
921+42.93	-	950+00.00	MAINLINE	1,048
979+00.00	-	986+00.00	MAINLINE	257
996+00.00	-	1018+00.00	MAINLINE	807
1043+10.00	-	1051+75.00	MAINLINE	484
1051+75.00	-	1063+00.00	MAINLINE	413
1072+00.00	-	1084+75.00	MAINLINE	468
1194+75.00	-	1206+53.15	MAINLINE	432
1206+53.15	-	1220+00.00	MAINLINE	494
47+80.00	-	49+84.00	PLEASANT HILL RD	73
50+15.00	-	51+47.30	PLEASANT HILL RD	57
48+29.30	-	49+80.00	MAYFIELDL RD	61
50+22.00	-	51+83.10	MAYFIELDL RD	66
1220+00.00	-	1296+50.00	MAINLINE	2,805
1283+62.80	-	1316+00.00	MAINLINE	1,187
1325+10.00	-	1330+15.24	MAINLINE	185
1330+15.24	-	1338+50.00	MAINLINE	306
48+20.00	-	49+88.00	FOND DU LAC RD	86
50+15.00	-	51+55.00	WESTERN AVE	69
50+19.00	-	51+54.09	SCENIC RD, (NORTH)	58
1338+50.00	-	1366+00.00	MAINLINE	1,008
1366+00.00	-	1374+00.00	MAINLINE	502
1374+00.00	-	1393+00.00	MAINLINE	697
1402+00.00	-	1443+00.00	MAINLINE	1,503
1452+00.00	-	1463+50.00	MAINLINE	422
1463+50.00	-	1473+00.00	MAINLINE	601
1473+00.00	-	1495+50.00	MAINLINE	825
1495+50.00	-	1505+00.00	MAINLINE	538
1505+00.00	-	1505+89.48	MAINLINE	33
			TOTAL	15,484

204.0100
REMOVING PAVEMENT

STATION		STATION	LOCATION	(SY)
950+00.00	-	977+00.00	MAINLINE	4800
986+00.00	-	996+25.00	MAINLINE	1822
1018+00.00	-	1043+10.00	MAINLINE	4462
1063+00.00	-	1072+00.00	MAINLINE	1600
1194+05.00	-	1194+75.00	MAINLINE	124
1269+50.00	-	1283+60.00	MAINLINE	2507
1316+00.00	-	1325+10.00	MAINLINE	1618
1393+00.00	-	1402+00.00	MAINLINE	2000
1443+00.00	-	1452+00.00	MAINLINE	2000
1464+00.00	-	1473+00.00	MAINLINE	1600
51+22			PLEASANT HILL RD, PE, LT	34
			TOTAL	22,567

203.0100
REMOVING SMALL PIPE CULVERTS

STATION	LOCATION	DESCRIPTION	(EACH)	521.1024 APRON ENDWALLS FOR CULVERT PIPE STEEL 24-INCH (EACH)	523.0519 APRON ENDWALLS FOR CPRC HORIZONTAL ELLIPTICAL 19X30-INCH (EACH)
950+05	MAINLINE	30" X 48' CMCP	1	---	---
950+05	MAINLINE, RT	19" X 30" X 15' HECPRC ∗∗	1	---	1
951+16	P.E., LT	12" X 30' CMCP	1	---	---
953+13	P.E., RT	12" X 22' CMCP	1	---	---
960+37	P.E., RT	18" X 22' CMCP	1	---	---
960+76	P.E., RT	18" X 39' CMCP	1	---	---
966+96	P.E., LT	15" X 32' CMCP	1	---	---
969+83	P.E., LT	15" X 25' CMCP	1	---	---
970+32	P.E., LT	15" X 26' CMCP	1	---	---
988+70	P.E., LT	18" X 39' CMCP	1	---	---
994+25	MAINLINE, RT	24" X 20' CMCP ∗∗	1	1	---
1043+53	F.E., RT	15" X 27' CMCP	1	---	---
1045+98	P.E., RT	15" X 20' CMCP	1	---	---
1046+76	P.E., RT	15" X 21' CMCP	1	---	---
1068+88	P.E., LT	18" X 44' CMCP	1	---	---
1080+81	C.E., LT	15" X 102' CMCP	1	---	---
1207+07	P.E., LT	12" X 28' CMCP	1	---	---
1208+74	P.E., LT	12" X 20' CMCP	1	---	---
119+90	PIONEER RD	18" X 37' CMCP	1	---	---
125+23	PIONEER, P.E., RT	15" X 40' CMCP	1	---	---
1324+78	P.E., RT	18" X 33' CMCP	1	---	---
1399+55	P.E., RT	15" X 29' CMCP	1	---	---
1503+87	P.E., RT	15" X 28' CMCP	1	---	---
154"D"+68	CTH Y/ LANNON RD	24" X 110' CMCP	1	---	---
179+72	WILLOW CREEK RD	24" X 100' CMCP	1	---	---
131+55	HILLTOP, C.E., RT	15" X 40' CMCP	1	---	---
39+69	OAK LN	24" X 59' CMCP	1	---	---
51+50	WESTERN AVE, P.E., RT	15" X 28' CMCP	1	---	---
20+30	HILLSIDE RD	18" X 40' CMCP	1	---	---
20+55	HILLSIDE RD, P.E., LT	15" X 24' CMCP	1	---	---
		TOTALS	30	1 ∗	1 ∗

∗ MORE QUANTITIES FOUND ELSEWHERE. SEE "CULVERT PIPE" QUANTITIES.
∗∗ REMOVE JUST PART OF THE EXISTING PIPE AND PLACE APRON ENDWALL.

REMOVING OLD STRUCTURE STATION

ITEM NO.	STATION	LS	DESCRIPTION
203.0200.01	994+25	1	60" X 44' CMCP
203.0200.02	1004+43	1	10' X 6.5' CMPA
203.0200.03	1279+85	1	6' X 4 X 58'RCBC
203.0200.04	1337+68	1	2' X 2' X 45'RCBC
203.0200.05	1396+48	1	2' X 2' X 45'RCBC

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CLEARING AND GRUBBING

STATION	LOCATION	201.0120 CLEARING (ID)	201.0220 GRUBBING (ID)
179+20	WILLOW CREEK RD, LT	42	42
966+65	MAINLINE, RT	15	15
969+30	MAINLINE, RT	24	24
	TOTALS	81	81

NOTE: ALL ITEMS ARE CATEGORY 0010, UNLESS OTHERWISE NOTED.

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204.0150
REMOVING CURB AND GUTTER

STATION		STATION	LOCATION	(LF)
955+50	-	955+78	MAINLINE, RT	71
955+65	-	955+80	MAINLINE, LT	61
148+00	-	154+15	LANNON RD, LT	613
148+00	-	154+00	LANNON RD, RT	595
956+20	-	956+40	MAINLINE, RT	68
956+25	-	956+55	MAINLINE, LT	72
956+38	-	957+09	MAINLINE, RT	108
963+81	-	964+60	MAINLINE, LT	170
964+43	-	964+74	MAINLINE, RT	31
965+33	-	965+48	MAINLINE, RT	15
1062+24	-	1064+55	MAINLINE, RT	231
1064+93	-	1066+36	MAINLINE, RT	143
1067+18	-	1067+82	MAINLINE, LT	179
---	-	---	CTH Q, MEDIAN	148
			TOTAL	2505

204.0115
REMOVING ASPHALTIC SURFACE BUTT JOINTS

STATION	LOCATION	(SY)
920+17.93	MAINLINE	418
---	BARK LAKE RD	254
1086+00	MAINLINE	418
47+60	PLEASANT HILL RD	47
51+67.3	PLEASANT HILL RD	47
48+09.3	MAYFIELD RD	46
52+03.1	MAYFIELD RD	47
48+00.00	FOND DU LAC DR	52
51+75.00	WESTERN AVE	50
51+74.09	SCENIC RD., NORTH	44
---	FARMLANE DR	244
---	FOXBORO LN	231
---	CORPORATE DR	275
1507+14.48	MAINLINE	389
	TOTAL	2560

204.0280
SEALING PIPES

STATION	LOCATION	(EACH)
1025+65	MAINLINE, RT	1
1028+47	MAINLINE, RT	1
	TOTAL	2

204.0155
REMOVING CONCRETE SIDEWALK

STATION		STATION	LOCATION	(SY)
154+21.50	-	154+45.60	LANNON RD, WEST, RT	14
---	-	967+35	MAINLINE, LT	6
---	-	1200+00	MAINLINE, LT	4
---	-	1200+60	MAINLINE, LT	3
---	-	1252+15	MAINLINE, RT	1
---	-	1273+86	MAINLINE, RT	2
---	-	1317+70	MAINLINE, RT	2
			TOTAL	32

204.0180
REMOVING DELINEATORS AND MARKERS

STATION	LOCATION	(EACH)
926+58	MAINLINE, LT & RT	2
950+05	MAINLINE, LT & RT	2
962+10	MAINLINE, LT	3
973+60 - 974+50	MAINLINE, LT	3
991+00	MAINLINE, LT	1
995+25 - 999+70	MAINLINE, LT	18
1003+75	MAINLINE, LT	1
1007+30 - 1010+00	MAINLINE, LT	4
1025+25	MAINLINE, RT	2
1026+25	MAINLINE, RT	1
1060+10	MAINLINE, LT	1
1068+25	MAINLINE, LT	2
1076+65	MAINLINE, LT & RT	2
1195+60	MAINLINE, LT	1
1198+00	MAINLINE, RT	1
1243+25	MAINLINE, RT	1
1246+00 - 1252+00	MAINLINE, RT	20
1246+70	MAINLINE, LT	1
1251+50	MAINLINE, LT	1
1275+75	MAINLINE, RT	1
1278+85	MAINLINE, RT	1
1280+80	MAINLINE, LT	1
1299+33	MAINLINE, LT & RT	2
1307+55	MAINLINE, LT & RT	2
1336+80	MAINLINE, RT	1
1338+40	MAINLINE, LT	1
1356+87	MAINLINE, LT & RT	2
1364+00	MAINLINE, LT & RT	2
1375+20	MAINLINE, RT	1
1376+75	MAINLINE, LT	1
1392+75	MAINLINE, LT	1
1396+50	MAINLINE, LT & RT	2
1408+40	MAINLINE, LT & RT	3
1429+80	MAINLINE, LT	1
1437+70	MAINLINE, LT	1
1456+55	MAINLINE, LT	1
1458+45	MAINLINE, LT	1
1458+95	MAINLINE, LT	1
1467+45	MAINLINE, RT	1
1469+80	MAINLINE, RT	1
1472+63	MAINLINE, RT	1
1476+80	MAINLINE, LT	1
	TOTAL	97

204.0165
REMOVING GUARDRAIL

STATION		STATION	LOCATION	(L.F.)
960+82	-	962+97	MAINLINE, RT	216
960+89	-	961+55	MAINLINE, LT	86
989+57	-	995+14	MAINLINE, RT	554
993+52	-	995+01	MAINLINE, LT	151
1002+84	-	1006+17	MAINLINE, RT	333
1004+19	-	1005+90	MAINLINE, LT	171
1020+92	-	1024+98	MAINLINE, RT	413
1021+82	-	1031+28	MAINLINE, LT	936
1026+13	-	1030+42	MAINLINE, RT	434
1194+75	-	1195+55	MAINLINE, LT	80
1194+75	-	1195+50	MAINLINE, RT	75
1242+91	-	1246+67	MAINLINE, LT	371
1243+24	-	1246+38	MAINLINE, RT	318
1278+88	-	1280+34	MAINLINE, RT	147
1279+22	-	1280+76	MAINLINE, LT	154
1336+90	-	1338+86	MAINLINE, RT	198
1336+93	-	1338+39	MAINLINE, LT	146
1375+24	-	1376+70	MAINLINE, RT	147
1375+28	-	1376+75	MAINLINE, LT	146
1389+43	-	1391+78	MAINLINE, RT	235
1389+41	-	1392+72	MAINLINE, LT	333
1424+38	-	1429+79	MAINLINE, LT	542
1433+74	-	1437+69	MAINLINE, LT	396
1448+46	-	1449+20	MAINLINE, RT	76
1472+66	-	1476+68	MAINLINE, RT	399
1474+47	-	1476+77	MAINLINE, LT	232
			TOTAL	7289

204.0220
REMOVING INLETS

STATION	LOCATION	(EACH)
148+97.60"O"	LANNON RD, LT	1
148+98.60"P"	LANNON RD, RT	1
151+06"P"	LANNON RD, RT	1
1026+20	MAINLINE, RT	1
1067+30	MAINLINE, LT	1
1067+38	MAINLINE, LT	1
1275+25	MAINLINE, RT	1
	TOTAL	7

REMOVING STORM SEWER

STATION		STATION	LOCATION	204.0245.01 10-INCH (LF)	204.0245.02 15-INCH (LF)	204.0245.03 18-INCH (LF)
148+98.60"P"			LANNON RD, RT	---	8	---
148+98.60"P"	-	149+07"P"	LANNON RD, RT	---	8	---
150+06"P"	-	151+06"P"	LANNON RD, RT	---	88	---
1025+58	-	1025+65	MAINLINE, RT	---	---	8
1028+47	-	1028+55	MAINLINE, RT	8	---	---
1066+70	-	1067+30	MAINLINE, LT	---	---	57
1067+30	-	1067+39	MAINLINE, LT	---	---	8
1275+25	-	1275+85	MAINLINE, RT	---	---	54
			TOTALS	8	104	73

NOTE: ALL ITEMS ARE CATEGORY 0010, UNLESS OTHERWISE NOTED.

EARTHWORK SUMMARY

Stage	From/To Station	Location	Common Excavation (1) Cut (2) (CY)	(ITEM # 205.0100) EBS Excavation (3) (CY)	* Salvaged/Unusable Pavement Material (4) (CY)	* Available Material (5) (CY)	* Marsh Excavation (6) (ITEM #205.0400) (CY)	* Unexpanded Fill (CY)	* Expanded Fill (13) Factor 1.20 (CY)	* Mass Ordinate +/- (14) (CY)	* Waste (15) (CY)	Borrow (ITEM #208.0100) (CY)	Comments
Stage 1	963+00 to 977+00	STH 175	5,906	0	2,007	3,899	0	251	301	3,598	3,598		Subtracted 512 CY from common exc. to account for contaminated soil at STA. 963+00 to 965+50.
	986+00 to 996+25	STH 175	3,856	0	1,065	2,791	0	1,326	1,591	1,200	1,200		
	1004+15 to 1005+25	STH 175	216	0	65	151	0	260	312	-161	-161		
	1018+00 to 1051+75	STH 175	9,436	3,150	2,817	9,769	0	8,531	10,237	-468	2,682		
	1063+00 to 1072+00	STH 175	3,616	0	1,095	2,521	0	486	584	1,937	1,937		
	1194+05 to 1202+60	STH 175	481	98	100	479	0	117	140	339	437		
	1206+53 to 1220+00	STH 175	1,305	0	0	1,305	0	681	818	487	487		
	1242+65 to 1247+00	STH 175	92	0	0	92	0	967	1,161	-1,069	-1,069		
	1253+00 to 1256+00	STH 175	0	0	0	0	0	58	70	-70	-70		
	1269+50 to 1283+63	STH 175	3,751	0	1,732	2,019	0	450	540	1,479	1,479		
	1316+00 to 1325+10	STH 175	1,794	0	1,129	665	0	365	438	227	227		
	1328+00 to 1338+50	STH 175	1,671	0	0	1,671	0	509	611	1,060	1,060		
	1366+00 to 1374+00	STH 175	204	0	0	204	0	203	243	-39	-39		
	1380+00 to 1390+00	STH 175	1,204	0	0	1,204	0	27	33	1,171	1,171		
	1393+00 to 1402+00	STH 175	3,024	0	1,162	1,862	0	451	541	1,321	1,321		
	1443+00 to 1452+00	STH 175	1,335	0	1,052	283	0	780	936	-653	-653		
	1495+50 to 1505+00	STH 175	370	0	0	370	0	14	17	353	353		
	130+00 to 133+00	Hilltop Rd	265	0	142	123	0	1,031	1,237	-1,114	-1,114		
	38+50 to 40+00	Oak Ln	625	0	53	572	0	35	43	529	529		
	60+00 to 62+25	Meeker Lane (South)	149	0	49	100	0	910	1,092	-992	-992		
	70+00 to 72+50	Meeker Lane (North)	931	0	90	841	0	13	15	826	826		
	17+50 to 20+00	Amy Belle Rd	1,826	0	122	1,704	0	14	17	1,687	1,687		
	47+60 to 51+67.30	Pleasant Hill Rd	605	0	0	605	0	54	65	540	540		
	48+09.30 to 52+03.10	Mayfield Rd	146	0	0	146	0	66	79	67	67		
	118+50 to 126+00	Pioneer Rd	1,029	0	205	824	0	273	328	496	496		
	8+00 to 10+00	Scenic Rd (South)	311	0	82	229	0	87	105	124	124		
	48+00 to 50+00	Fond du Lac Dr	133	0	0	133	0	17	20	113	113		
	50+00 to 51+75	Western Ave	99	0	0	99	0	26	31	68	68		
	50+00 to 51+74.09	Scenic Rd (North)	17	0	0	17	0	763	916	-899	-899		
	18+42 to 21+60	Hillside Rd	964	0	78	886	0	392	470	416	416		
	10+00 to 11+65	Sherman Rd	309	0	71	238	0	23	27	211	211		
Stage 1 Total			45,670	3,248	13,118	32,552	0	19,180	23,018	9,534	12,782		
Stage 2A	148+00 to 162+20	Lannon Rd	2,459	0	953	1,506	0	3,274	3,929	-2,423	-2,423		
Stage 2A	178+25 to 179+71	Willow Creek Rd	969	0	60	909	0	1,256	1,507	-598	-598		
Stage 2A	957+00 to 963+00	STH 175	1,543	0	885	658	0	595	715	-57	-57		Subtracted 354 CY from common exc. to account for contaminated soil at STA. 962+00 to 963+00.
Stage 2B	148+00 to 162+20	Lannon Rd	2,721	0	739	1,982	0	1,223	1,469	513	513		
Stage 2B	950+00 to 955+00	STH 175	2,040	0	652	1,388	0	198	238	1,150	1,150		
Stage 2C	154+50 to 155+50	Lannon Rd	273	0	185	88	0	253	303	-215	-215		
Stage 2 Total			10,005	0	3,474	6,531	0	6,799	8,161	-1,630	-1,630		Borrow waste from Stage 1 to balance mass ordinate in Stage 2.
Undistributed				5,000									
Grand Total			55,675	8,248	16,592	39,083	0	25,979	31,179	7,904	11,152		
		Total Common Exc		63,923									

1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100
2) Salvaged/Unusable Pavement Material is included in Cut. This assumes the existing pavement is salvaged or wasted by the contractor. The existing pavement structure is not shown in the cross sections.
3) EBS Excavation to be backfilled with Breaker Run paid for as item number 311.0110 Breaker Run
4) Salvaged/Unusable Pavement Material.
5) Avalible Material = Cut - Salvaged/Unusable Pavement Material
6) Marsh Excavation. Item number 205.0400
13) Expanded Fill. Fill Factor = 1.20
14) Mass Ordinate = Avalible Material - Expanded Fill. Plus quantity indicates an excess of material. Minus indicates a shortage of material.
15) Waste = Mass Ordinate + EBS Excavation
* FOR INFORMATIONAL PURPOSES ONLY

NOTE: ALL ITEMS ARE CATEGORY 0010, UNLESS OTHERWISE NOTED.

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205.0501.S
EXCAVATION, HAULING AND DISPOSAL OF PETROLEUM CONTAMINATED SOIL

STATION	-	STATION	LOCATION	(TON)
962+00	-	962+75	MAINLINE, RT	450
962+75	-	963+20	MAINLINE, RT	150
963+20	-	965+50	MAINLINE, LT & RT	870
			TOTAL	1470

ROCK EXCAVATION — 205.0200 — 607.5000

STATION	-	STATION	LOCATION	(CY)	STORMSEWER (CY)
960+76	-	961+16	MAINLINE, LT	37	-
961+00	-	961+14	MAINLINE, RT	9	-
962+00	-	968+00	MAINLINE	-	400
			TOTAL	46	400

214.0100
OBLITERATING OLD ROAD

LOCATION	(STA)
MEEKER HILL LN, SOUTH	1
TOTAL	1

211.0400
PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS

STATION	-	STATION	LOCATION	(STA)
920+17.93	-	950+00.00	MAINLINE, LT & RT	60
977+00.00	-	986+00.00	MAINLINE, LT & RT	18
996+25.00	-	1004+15.00	MAINLINE, LT & RT	16
1005+25.00	-	1018+00.00	MAINLINE, LT & RT	26
1051+75.00	-	1062+12.00	MAINLINE, LT & RT	21
1072+00.00	-	1086+00.00	MAINLINE, LT & RT	28
1196+10.00	-	1202+60.00	MAINLINE, RT	7
1202+65.00	-	1206+53.15	MAINLINE, LT & RT	8
1220+00.00	-	1253+00.00	MAINLINE, LT & RT	66
1253+00.00	-	1256+00.00	MAINLINE, RT	3
1256+00.00	-	1269+50.00	MAINLINE, LT & RT	27
1283+62.80	-	1316+00.00	MAINLINE, LT & RT	65
1325+10.00	-	1330+15.24	MAINLINE, LT & RT	10
1338+50.00	-	1366+00.00	MAINLINE, LT & RT	55
1374+00.00	-	1380+00.00	MAINLINE, LT & RT	12
1380+00.00	-	1390+00.00	MAINLINE, LT	10
1390+25.00	-	1393+00.00	MAINLINE, LT & RT	6
1402+00.00	-	1443+00.00	MAINLINE, LT & RT	82
1452+00.00	-	1495+50.00	MAINLINE, LT & RT	87
1505+00.00	-	1507+14.48	MAINLINE, LT & RT	4
			TOTAL	611 *

* MORE QUANTITIES FOUND ELSEWHERE

305.0110
BASE AGGREGATE DENSE 3/4-INCH

STAGE	STATION	-	STATION	LOCATION	(TON)
2	920+17.93	-	950+00.00	MAINLINE, LT & RT	243
2	950+00.00	-	952+30.00	MAINLINE, RT	15
2	950+00.00	-	954+90.00	MAINLINE, LT	59
2	158+71.15	-	159+15.00	LANNON RD, RT	5
2	159+15.00	-	162+20.00	LANNON RD, RT	20
2	160+62.00	-	162+20.00	LANNON RD, LT	11
2	958+72.00	-	960+44.00	MAINLINE, LT	11
2	960+44.00	-	961+14.00	MAINLINE, LT	8
2	178+25.00	-	178+71.00	WILLOW CREEK RD, LT & RT	5
2	178+71.00	-	179+45.00	WILLOW CREEK RD, RT	9
1	130+70.00	-	133+00.00	HILLTOP RD, RT	25
1	973+35.00	-	974+05.00	MAINLINE, RT	8
1	974+05.00	-	977+00.00	MAINLINE, RT	20
1	977+00.00	-	986+00.00	MAINLINE, LT & RT	120
1	986+00.00	-	996+25.00	MAINLINE, RT	68
1	986+00.00	-	989+90.00	MAINLINE, LT	26
1	989+90.00	-	990+74.00	MAINLINE, LT	10
1	992+02.00	-	996+25.00	MAINLINE, LT	28
1	38+50.00	-	39+23.00	OAK LANE, LT & RT	16
1	996+25.00	-	1004+15.00	MAINLINE, LT & RT	105
1	1004+15.00	-	1005+25.00	MAINLINE, LT & RT	15
1	1005+25.00	-	1018+00.00	MAINLINE, LT & RT	170
1	1018+00.00	-	1020+50.00	MAINLINE, LT & RT	33
1	60+60.00	-	62+25.00	MEEKER HILL S., RT	18
1	60+72.00	-	62+25.00	MEEKER HILL S., LT	16
1	70+42.00	-	72+50.00	MEEKER HILL N., LT	22
1	70+95.00	-	72+50.00	MEEKER HILL N., RT	17
1	1040+55.00	-	1041+14.00	MAINLINE, RT	7
1	1041+14.00	-	1051+50.00	MAINLINE, RT	69
1	1044+08.00	-	1044+88.00	MAINLINE, LT	5
1	1044+88.00	-	1046+04.00	MAINLINE, LT	14
1	1047+49.00	-	1051+50.00	MAINLINE, LT	27
1	1051+50.00	-	1063+00.00	MAINLINE, LT	153
1	1051+50.00	-	1062+25.00	MAINLINE, RT	143
1	1063+00.00	-	1063+25.00	MAINLINE, LT	2
1	17+50.00	-	19+40.00	AMY BELLE RD, LT	190
1	1067+75.00	-	1072+00.00	MAINLINE, LT	28
1	1072+00.00	-	1086+00.00	MAINLINE, LT & RT	114
1	1194+05.00	-	1195+70.00	MAINLINE, LT & RT	35
1	1195+70.00	-	1196+40.00	MAINLINE, LT & RT	8
1	1196+40.00	-	1202+60.00	MAINLINE, RT	35
1	1202+60.00	-	1206+53.13	MAINLINE, LT & RT	32
1	1206+53.13	-	1210+34.00	MAINLINE, LT & RT	43
1	1210+34.00	-	1210+55.00	MAINLINE, RT	1
1	47+60.00	-	48+84.00	PLEASANT HILL RD, LT	13
1	47+60.00	-	49+42.00	PLEASANT HILL RD, RT	20
1	1212+72.00	-	1214+80.00	MAINLINE, LT	12
1	48+09.30	-	48+66.00	MAYFIELD RD, S., RT	6
1	48+09.30	-	49+49.00	MAYFIELD RD, S., LT	15
1	50+45.60	-	52+03.10	MAYFIELD RD, N., RT	17
1	51+37.70	-	52+03.10	MAYFIELD RD, N., LT	7
1	1216+17.30	-	1220+00.00	MAINLINE, LT	22
1	1217+44.60	-	1220+00.00	MAINLINE, RT	14
1	1220+00.00	-	1269+50.00	MAINLINE, LT & RT	403
1	1269+50.00	-	1272+68.20	MAINLINE, RT	18
1	1269+50.00	-	1274+44.00	MAINLINE, LT	28
1	1274+44.00	-	1275+00.00	MAINLINE, LT	6
1	118+50.00	-	119+10.00	PIONEER RD, W., LT	6
1	120+59.20	-	126+00.00	PIONEER RD, E., LT	30
1	125+67.50	-	126+00.00	PIONEER RD, E., RT	3
1	1276+15.00	-	1283+62.80	MAINLINE, RT	42
1	1276+36.60	-	1283+62.80	MAINLINE, LT	41
1	1283+62.80	-	1316+00.00	MAINLINE, LT & RT	264
1	1316+00.00	-	1316+50.00	MAINLINE, RT	3
1	1316+00.00	-	1318+47.00	MAINLINE, LT	14
1	1318+47.00	-	1319+18.00	MAINLINE, LT	8
1	8+00.00	-	8+77.00	SCENIC DR., W., LT	8
1	8+00.00	-	9+47.00	SCENIC DR., W., RT	16
1	1320+65.00	-	1325+10.00	MAINLINE, LT	25
1	1325+10.00	-	1330+15.24	MAINLINE, LT & RT	41
1	1330+15.24	-	1330+95.70	MAINLINE, LT	9
1	48+00.00	-	48+77.00	FOND DU LAC DR, LT	8
1	49+00.00	-	49+39.00	FOND DU LAC DR, RT	4
1	1332+27.00	-	1338+50.00	MAINLINE, LT	35
1	50+61.00	-	51+75.00	WESTERN AVE, LT	12
1	50+98.00	-	51+25.00	WESTERN AVE, RT	3
1	50+55.50	-	51+74.09	SCENIC DR, N., RT	13
1	51+13.00	-	51+74.09	SCENIC DR, N., LT	7
1	1336+38.00	-	1337+16.00	MAINLINE, RT	8
1	1337+16.00	-	1338+50.00	MAINLINE, RT	8
1	1338+50.00	-	1366+00.00	MAINLINE, LT & RT	224
1	1366+00.00	-	1369+46.00	MAINLINE, RT	19
1	1366+00.00	-	1374+00.00	MAINLINE, LT	45
1	1370+89.00	-	1374+00.00	MAINLINE, RT	18
1	1374+00.00	-	1380+00.00	MAINLINE, LT & RT	49
1	1380+00.00	-	1382+45.00	MAINLINE, RT	14
1	1380+00.00	-	1393+00.00	MAINLINE, LT	53
1	1389+50.00	-	1393+00.00	MAINLINE, RT	14
1	1393+00.00	-	1393+24.00	MAINLINE, RT	1
1	1393+00.00	-	1395+72.00	MAINLINE, LT	15
1	1395+72.00	-	1396+56.00	MAINLINE, LT	9
1	18+38.00	-	19+33.00	HILLSIDE RD, S., RT	10
1	18+46.00	-	19+45.00	HILLSIDE RD, S., LT	11
1	20+64.00	-	21+60.00	HILLSIDE RD, N., RT	10
1	20+92.00	-	21+60.00	HILLSIDE RD, N., LT	7
1	1398+25.00	-	1399+08.00	MAINLINE, RT	9
1	1399+08.00	-	1402+00.00	MAINLINE, RT	16
1	1399+84.00	-	1402+00.00	MAINLINE, LT	12
1	1402+00.00	-	1443+00.00	MAINLINE, LT & RT	334
1	1443+00.00	-	1443+42.00	MAINLINE, LT & RT	2
1	1451+50.00	-	1452+00.00	MAINLINE, LT & RT	3
1	1452+00.00	-	1464+00.00	MAINLINE, LT & RT	98
1	1464+00.00	-	1468+40.00	MAINLINE, RT	25
1	1464+00.00	-	1473+00.00	MAINLINE, LT	51
1	200+68.00	-	201+50.00	FOXBORO LN, LT	9
1	200+83.00	-	201+50.00	FOXBORO LN, RT	7
1	1469+70.00	-	1470+50.00	MAINLINE, RT	9
1	1470+50.00	-	1473+00.00	MAINLINE, RT	14
1	1473+00.00	-	1495+50.00	MAINLINE, LT & RT	183
1	1495+50.00	-	1499+45.00	MAINLINE, RT	22
1	1495+50.00	-	1505+00.00	MAINLINE, LT	53
1	1501+12.00	-	1505+00.00	MAINLINE, RT	22
1	1505+00.00	-	1507+14.48	MAINLINE, LT & RT	17
				STAGE 2 TOTAL	386
				STAGE 1 TOTAL	4197
				PROJECT TOTAL	4583

NOTE: ALL ITEMS ARE CATEGORY 0010, UNLESS OTHERWISE NOTED.

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305.0120
BASE AGGREGATE DENSE 1 1/4-INCH

STAGE	STATION	-	STATION	LOCATION	TON
2	950+00.00	-	955+39.00	MAINLINE	2428
2	955+39.00	-	956+73.00	MAINLINE	1860
2	148+00.00	-	154+22.00	LANNON RD / CTH Y	4972
2	156+00.00	-	162+20.00	LANNON RD / CTH Y	4623
2	956+73.00	-	959+56.00	MAINLINE	1592
2	959+56.00	-	963+00.00	MAINLINE	1446
1	963+00.00	-	965+75.00	MAINLINE	1039
1	178+25.00	-	179+71.00	WILLOW CREEK RD	568
1	965+75.00	-	968+55.00	MAINLINE	868
1	968+55.00	-	977+00.00	MAINLINE	3168
1	130+26.00	-	133+00.00	HILLTOP RD	720
1	986+00.00	-	996+25.00	MAINLINE	3768
1	38+50.00	-	39+74.00	OAK LN	405
1	1004+15.00	-	1005+25.00	MAINLINE	362
1	1018+00.00	-	1020+42.00	MAINLINE	724
1	1020+42.00	-	1035+83.00	MAINLINE	5025
1	60+16.00	-	62+25.00	MEEKER HILL LN, S	560
1	1035+83.00	-	1043+10.00	MAINLINE	2728
1	70+16.00	-	72+50.00	MEEKER HILL LN, N	623
1	1043+10.00	-	1051+50.00	MAINLINE	776
1	1063+00.00	-	1072+00.00	MAINLINE	3607
1	17+50.00	-	19+74.00	AMY BELLE	735
1	1194+05.00	-	1194+75.00	MAINLINE	230
1	1079+08.42	-	1081+95.71	MAINLINE, RT	157
1	1194+75.00	-	1195+90.00	MAINLINE	195
1	1196+40.00	-	1202+60.00	MAINLINE, LT	351
1	1206+53.15	-	1220+00.00	MAINLINE	2444
1	47+60.00	-	49+58.00	PLEASANT HILL RD	337
1	50+26.00	-	51+67.30	PLEASANT HILL RD	223
1	48+09.30	-	49+52.00	MAYFIELD RD,	217
1	50+50.00	-	52+03.10	MAYFIELD RD,	222
1	1242+65.00	-	1247+00.00	MAINLINE	474
1	1269+50.00	-	1283+62.80	MAINLINE	4515
1	118+50.00	-	119+77.00	PIONEER RD, WEST	338
1	120+22.00	-	125+65.00	PIONEER RD, EAST	1615
1	1316+00.00	-	1325+10.00	MAINLINE	2781
1	8+00.00	-	9+75.00	SCENIC DR, SOUTH	600
1	1330+15.24	-	1338+50.00	MAINLINE	1401
1	48+00.00	-	49+72.00	FOND DU LAC DR	223
1	50+29.00	-	51+58.22	WESTERN AVE	180
1	10+26.50	-	13+50.00	SCENIC RD, NORTH	170
1	1366+00.00	-	1374+00.00	MAINLINE	375
1	1380+00.00	-	1390+00.00	MAINLINE, RT	498
1	1393+00.00	-	1402+00.00	MAINLINE	3,051
1	17+75.00	-	19+73.00	HILLSIDE RD, SOUTH	389
1	20+28.00	-	21+60.00	HILLSIDE RD, NORTH	391
1	1443+00.00	-	1452+00.00	MAINLINE	2505
1	10+15.00	-	11+65.00	SHERMAN RD	507
1	150+26.00	-	151+00.00	FOXBORO LN	409
1	1495+50.00	-	1505+00.00	MAINLINE	731
1	---	-	---	DRIVEWAYS	1288
2	---	-	---	UNDER SIDEWALK @ ROUNDABOUT	156
2	---	-	---	UNDER SHARED-USE PATH	163
				STAGE 2 TOTAL	17,241
				STAGE 1 TOTAL	52,495
				PROJECT TOTAL	69,736

311.0110
BREAKER RUN

STATION	-	STATION	LOCATION	(TON)
1019+00	-	1027+00	MAINLINE	2773
1036+00	-	1042+50	MAINLINE	2253
1194+05	-	1194+75	MAINLINE	243
---		---	UNDISTRIBUTED	8731
			TOTAL	14000

390.0201
BASE PATCHING ASPHALTIC

STATION	LOCATION	WIDTH (FT)	LENGTH (FT)	(TON)
1012+50	NB LANE	12	6	3.8
1205+25	NB SHOULDER	4	20	4.3
1205+75	SB SHOULDER	4	50	10.7
1207+25	NB SHOULDER	4	30	6.4
1213+50	SB SHOULDER	4	30	6.4
1221+50	NB SHOULDER	4	20	4.3
1247+25	SB LANE	12	6	3.8
1247+25	NB LANE	12	6	3.8
1249+50	SB SHOULDER	4	200	42.7
1255+25	SB LANE	12	6	3.8
1255+25	NB LANE	12	6	3.8
1261+75	SB SHOULDER	4	50	10.7
1263+50	SB SHOULDER	4	100	21.3
1266+50	SB SHOULDER	4	175	37.3
1285+00	SB SHOULDER	4	20	4.3
1287+50	SB SHOULDER	4	15	3.2
1294+75	NB SHOULDER	4	20	4.3
1296+75	NB SHOULDER	4	50	10.7
1303+75	SB SHOULDER	6	20	6.4
1334+75	SB LANE	12	20	12.8
1342+50	SB SHOULDER	6	10	3.2
1346+50	SB LANE	12	6	3.8
1346+50	NB LANE	12	6	3.8
1349+75	SB LANE	12	6	3.8
1349+75	NB LANE	12	6	3.8
1351+25	SB LANE	12	6	3.8
1353+00	NB LANE	12	6	3.8
1353+00	SB LANE	12	6	3.8
1362+75	SB SHOULDER	4	25	5.3
1364+50	SB SHOULDER	4	150	32.0
1374+75	SB SHOULDER	4	75	16.0
1376+25	SB LANE	12	6	3.8
1376+25	NB LANE	12	6	3.8
1378+75	SB SHOULDER	4	20	4.3
1378+75	NB SHOULDER	4	20	4.3
1385+50	SB LANE	12	6	3.8
1385+50	NB LANE	12	6	3.8
1390+00	NB LANE	12	6	3.8
1402+75	SB LANE	12	6	3.8
1402+75	NB LANE	12	6	3.8
1407+00	NB LANE	12	6	3.8
1417+50	NB SHOULDER	4	100	21.3
1421+25	NB SHOULDER	4	125	26.7
1431+50	NB SHOULDER	4	10	2.1
1441+25	NB SHOULDER	4	15	3.2
1488+00	SB SHOULDER	4	15	3.2
1501+25	NB/SB LANE SPLIT	6	12	3.8
1501+75	NB LANE	6	12	3.8
---	UNDISTRIBUTED	---	---	78.7
			TOTAL	470

ROUNDABOUT — 405.0100 — 416.0508

STATION	-	STATION	LOCATION	405.0100 COLORING CONCRETE RED (CY)	416.0508 CONCRETE ROUNDABOUT TRUCK APRON 8-INCH (SY)
955+60	-	956+45	MAINLINE	86	387
			TOTALS	86	387

416.0170
CONCRETE DRIVEWAY 7-INCH

STATION	LOCATION	(SY)
953+13	P.E., RT	10
150+73"P"	LANNON RD, C.E., RT	34
150+91"O"	LANNON RD, P.E., LT	15
958+47	C.E., RT	21
963+65	C.E., LT	21
964+19	C.E., RT	21
965+31	C.E., RT	21
966+86	P.E., RT	12
966+96	P.E., LT	9
968+06	P.E., RT	9
968+36	P.E., RT	8
969+74	P.E., RT	11
969+83	P.E., LT	14
970+32	P.E., LT	11
971+00	C.E., RT	21
1031+72	P.E., LT	14
1040+79	C.E., LT	23
1041+84	C.E., LT	21
1042+87	P.E., LT	15
1063+71	P.E., LT	10
1064+37	P.E., LT	10
1066+50	P.E., RT	24
1070+81	F.E., RT	16
1196+78	C.E., LT	21
1197+91	P.E., LT	11
1199+35	P.E., LT	19
1200+23	P.E., LT	8
1200+87	P.E., LT	8
1201+14	P.E., LT	7
1201+46	P.E., LT	7
1202+26	P.E., LT	13
51+22	PLEASANT HILL RD, F.E., LT	20
1212+93	F.E., RT	12
1213+37	F.E., RT	19
1274+44	P.E., RT	7
121+10	PIONEER RD, P.E., RT	9
1316+85	F.E., RT	12
1317+38	P.E., RT	13
1318+33	P.E., RT	12
1320+43	P.E., RT	15
1321+13	P.E., RT	6
1324+78	P.E., RT	15
1386+70	P.E., RT	12
1445+30	C.E., LT	21
10+31	SHERMAN RD, C.E., LT	17
11+19	SHERMAN RD, P.E., LT	8
1449+05	C.E., LT	21
1449+68.5	C.E., RT	21
1450+00	P.E., LT	8
1451+01	P.E., RT	10
	TOTAL	723

465.0105
ASPHALTIC SURFACE

STATION	-	STATION	LOCATION	(TON)
148+00		154+22	LANNON RD, RT	127
			TOTAL	127

3

ASPHALTIC ITEMS

STAGE	STATION		STATION	LOCATION	455.0605 TACK COAT (GAL)	SPV.0195.01 HMA PAVEMENT 3 LT 58-28 S 3.0% Va REGRESSION (TON)	SPV.0195.02 HMA PAVEMENT 4 LT 58-28 S 3.0% Va REGRESSION (TON)	SPV.0195.03 HMA PAVEMENT 3 MT 58-28 S 3.0% Va REGRESSION (TON)	SPV.0195.04 HMA PAVEMENT 4 MT 58-28 S 3.0% Va REGRESSION (TON)
2	920+17.93	-	950+00.00	MAINLINE	1126.6	1457.5	1133.6	---	---
2	950+00.00	-	955+25.00	MAINLINE	110.0	474.2	221.3	---	---
2	955+25.00	-	956+73.00	MAINLINE	62.7	---	---	270.2	126.1
2	148+00.00	-	154+20.00	LANNON RD, WEST	195.2	---	---	841.8	392.9
2	155+73.00	-	162+20.00	LANNON RD, EAST	178.6	---	---	770.3	359.5
2	956+73.00	-	959+56.00	MAINLINE	79.8	344.3	160.7	---	---
2	959+56.00	-	963+00.00	MAINLINE	92.1	397.4	185.4	---	---
2	178+25.00	-	179+71.00	WILLOW CREEK RD	34.3	143.9	69.1	---	---
1	963+00.00	-	965+75.00	MAINLINE	59.0	254.3	118.7	---	---
1	965+75.00	-	968+55.00	MAINLINE	46.7	201.3	93.9	---	---
1	968+55.00	-	977+00.00	MAINLINE	205.0	884.3	412.7	---	---
1	130+26.00	-	133+00.00	HILL TOP RD	45.7	179.9	92.0	---	---
1	977+00.00	-	986+00.00	MAINLINE	320.0	414.0	322.0	---	---
1	986+00.00	-	996+25.00	MAINLINE	252.0	1086.9	507.2	---	---
1	38+50.00	-	39+72.00	OAK LN	25.3	102.4	50.8	---	---
1	996+25.00	-	1004+15.00	MAINLINE	280.9	363.4	282.6	---	---
1	1004+15.00	-	1005+25.00	MAINLINE	19.6	84.3	39.4	---	---
1	1005+25.00	-	1018+00.00	MAINLINE	453.3	586.5	456.2	---	---
1	1018+00.00	-	1020+42.00	MAINLINE	43.1	186.1	86.8	---	---
1	1020+42.00	-	1035+83.00	MAINLINE	274.0	1181.4	551.3	---	---
1	60+16.00	-	62+25.00	MEEKER HILL LN, S	36.0	142.9	72.4	---	---
1	1035+83.00	-	1043+10.00	MAINLINE	161.4	696.1	324.9	---	---
1	70+17.00	-	72+50.00	MEEKER HILL LN, N	40.6	162.6	81.8	---	---
1	1043+10.00	-	1051+75.00	MAINLINE	403.0	628.1	449.4	---	---
1	1051+75.00	-	1063+00.00	MAINLINE	400.0	517.5	402.5	---	---
1	1063+00.00	-	1072+00.00	MAINLINE	216.2	932.6	435.2	---	---
1	17+50.00	-	19+74.00	AMY BELLE RD	46.4	190.0	93.3	---	---
1	1072+00.00	-	1086+00.00	MAINLINE	504.0	670.9	513.4	---	---
1	1194+05.00	-	1194+75.00	MAINLINE	14.0	52.4	28.2	---	---
1	1194+75.00	-	1196+00.00	MAINLINE	41.7	74.3	50.3	---	---
1	1196+00.00	-	1196+40.00	MAINLINE	14.2	18.4	14.3	---	---
1	1196+40.00	-	1202+60.00	MAINLINE	203.2	288.2	214.9	---	---
1	1202+60.00	-	1206+53.15	MAINLINE	139.8	180.8	140.7	---	---
1	1206+53.15	-	1220+00.00	MAINLINE	563.8	1099.4	719.7	---	---
1	47+60.00	-	49+63.40	PLEASANT HILL RD	62.8	118.6	78.6	---	---
1	50+29.00	-	51+67.30	PLEASANT HILL RD	45.2	84.3	56.1	---	---
1	48+09.30	-	49+51.20	MAYFIELD RD, SOUTH	44.0	80.9	54.2	---	---
1	50+47.80	-	52+03.10	MAYFIELD RD, NORTH	48.1	81.0	63.0	---	---
1	1220+00.00	-	1269+50.00	MAINLINE	1760.0	2277.0	1771.0	---	---
1	1269+50.00	-	1283+62.80	MAINLINE	317.5	1186.6	638.9	---	---
1	118+50.00	-	119+76.00	PIONEER RD, WEST	22.1	82.7	44.6	---	---
1	120+23.00	-	126+00.00	PIONEER RD, EAST	121.7	454.7	244.9	---	---
1	1283+62.80	-	1316+00.00	MAINLINE	1151.0	1489.1	1158.2	---	---
1	1316+00.00	-	1325+10.00	MAINLINE	185.2	692.2	372.7	---	---
1	8+00.00	-	9+75.00	SCENIC RD, WEST	41.1	153.5	82.7	---	---
1	1325+10.00	-	1330+15.24	MAINLINE	179.6	232.4	180.8	---	---
1	1330+15.24	-	1338+50.00	MAINLINE	350.7	661.3	438.4	---	---
1	48+00.00	-	49+22.00	FOND DU LAC DR	60.5	104.6	71.7	---	---
1	50+29.00	-	51+75.00	WESTERN AVE	50.6	83.7	58.5	---	---
1	50+40.00	-	51+74.09	SCENIC RD, NORTH	40.7	68.6	47.5	---	---
1	1338+50.00	-	1366+00.00	MAINLINE	977.8	1265.0	983.9	---	---
1	1366+00.00	-	1374+00.00	MAINLINE	412.7	531.8	400.1	---	---
1	1374+00.00	-	1380+00.00	MAINLINE	213.3	276.0	214.7	---	---
1	1380+00.00	-	1390+00.00	MAINLINE	329.6	471.7	350.3	---	---
1	1390+00.00	-	1393+00.00	MAINLINE	106.7	138.0	107.3	---	---
1	1393+00.00	-	1402+00.00	MAINLINE	209.1	781.6	420.8	---	---
1	18+42.00	-	19+73.00	HILLSIDE RD, SOUTH	26.6	99.6	53.6	---	---
1	20+28.00	-	21+60.00	HILLSIDE RD, NORTH	26.1	97.5	52.5	---	---
1	1402+00.00	-	1443+00.00	MAINLINE	1457.8	1886.0	1466.9	---	---
1	1443+00.00	-	1452+00.00	MAINLINE	161.0	601.6	324.0	---	---
1	10+15.00	-	11+65.00	SHERMAN RD	34.9	130.4	70.2	---	---
1	1452+00.00	-	1463+50.00	MAINLINE	408.9	529.0	411.4	---	---
1	1463+50.00	-	1473+00.00	MAINLINE	436.8	565.1	439.5	---	---
1	1473+00.00	-	1495+50.00	MAINLINE	800.0	1035.0	805.0	---	---
1	1495+50.00	-	1505+00.00	MAINLINE	437.7	625.4	464.8	---	---
1	1505+00.00	-	1507+14.48	MAINLINE	76.3	98.7	76.7	---	---
1	---	-	---	CTH Q	2.4	9.0	4.9	---	---
				STAGE 2 TOTALS	1879	2817	1770	1882	878
				STAGE 1 TOTALS	15,408	28,172	18,563	---	---
				PROJECT TOTALS	17,287	30,989	20,333	1,882	878

416.1010 CONCRETE SURFACE DRAINS

STATION	LOCATION	(CY)
179+14	WILLOW CREEK RD, LT	0.5
1064+00	MAINLINE, LT	0.3
1065+00	MAINLINE, RT	0.8
1065+35	MAINLINE, LT	0.3
1210+42	MAINLINE, LT	0.3
1214+50	MAINLINE, RT	0.4
1215+00	MAINLINE, RT	0.3
1215+50	MAINLINE, RT	0.3
19+72	HILLSIDE RD, LT	0.4
20+60	HILLSIDE RD, LT	0.4
	TOTAL	4.0

CULVERT PIPE

STATION	LOCATION	527.0325 PIPE ARCH STRUCTURAL PLATE 10-FT SPAN (LF)	SPV.0060.02 MITERED ENDS FOR PIPE ARCH 10-FT SPAN (EACH)
1004+74	MAINLINE	92	2
	TOTALS	92	2

NOTES: MINIMUM PIPE THICKNESS IS 0.109 INCHES.
ACTUAL PIPE SIZE IS 9'-9" SPAN X 6'-7" RISE.

465.0315 ASPHALTIC FLUMES

STATION	LOCATION	(SY)
158+75	LANNON RD, RT	10
160+54	LANNON RD, LT	16
952+25	MAINLINE, RT	8
954+68	MAINLINE, LT	6
959+25	MAINLINE, LT	12
959+59	MAINLINE, RT	8
961+12	MAINLINE, LT	8
179+42	WILLOW CREEK RD, RT	7
962+71	MAINLINE, RT	12
992+05	MAINLINE, LT	8
1020+45	MAINLINE, LT	12
1020+45	MAINLINE, RT	9
1044+04	MAINLINE, LT	7
1062+20	MAINLINE, RT	5
1063+21	MAINLINE, LT	9
1071+41	MAINLINE, RT	7
1196+36	MAINLINE, LT	9
51+54	MAINLINE, LT	6
51+54	MAINLINE, RT	4
125+64	PIONEER RD, RT	4
1330+11	MAINLINE, RT	4
50+65	WESTERN AVE, LT	8
51+02	WESTERN AVE, RT	8
50+50	SCENIC RD, NORTH, RT	20
1382+48	MAINLINE, RT	9
1389+54	MAINLINE, RT	8
1443+46	MAINLINE, LT	6
1443+46	MAINLINE, RT	6
1446+20	MAINLINE, LT	6
11+50	SHERMAN RD, LT	6
1451+50	MAINLINE, LT & RT	12
	TOTAL	260

CULVERT PIPE

STATION	LOCATION	521.0115 CULVERT PIPE CORRUGATED STEEL 15-INCH (LF)	521.0118 CULVERT PIPE CORRUGATED STEEL 18-INCH (LF)	521.0124 CULVERT PIPE CORRUGATED STEEL 24-INCH (LF)	521.1015 APRON ENDWALLS FOR CULVERT PIPE STEEL 15-INCH (EACH)	521.1018 APRON ENDWALLS FOR CULVERT PIPE STEEL 18-INCH (EACH)	521.1024 APRON ENDWALLS FOR CULVERT PIPE STEEL 24-INCH (EACH)
951+16	P.E., LT	---	32	---	---	2	---
953+13	P.E., RT	24	---	---	2	---	---
960+37	P.E., RT	---	85	---	---	2	---
988+70	P.E., LT	---	28	---	---	2	---
39+50	OAK LN	---	---	72	---	---	2
1004+03	P.E., LT	---	114	---	---	2	---
1045+19	F.E., R.T	---	34	---	---	2	---
1068+88	P.E., LT	---	46	---	---	2	---
48+50	PLEASANT HILL RD	---	52	---	---	2	---
51+50	WESTERN AVE., P.E., RT	28	---	---	2	---	---
1253+34	P.E., LT	32	---	---	2	---	---
1399+55	P.E., RT	40	---	---	2	---	---
1503+87	P.E., RT	28	---	---	2	---	---
	TOTALS	152	391	72	10	14	2 *

MINIMUM PIPE THICKNESS FOR ALL PIPES IS 0.064 INCHES.
* MORE QUANTITIES FOUND ELSEWHERE.

NOTE: ALL ITEMS ARE CATEGORY 0010, UNLESS OTHERWISE NOTED.

3

465.0120
ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

STATION	LOCATION	(TON)
920+10	C.E., RT	1.4
920+25	C.E., LT	1.3
924+95	F.E., RT	1.6
926+94	P.E., LT	0.8
928+25	P.E., RT	0.9
938+75	P.E., LT	1.2
941+45	P.E., RT	1.9
942+56	P.E., LT	1.0
947+25	P.E., LT	1.0
947+92	C.E., RT	2.0
949+40	C.E., RT	1.5
951+16	P.E., LT	1.7
953+13	P.E., RT	2.7
150+73"P"	CTH Y, C.E., RT	20.5
960+37	P.E., RT	0.9
960+76	P.E., RT	7.2
964+96	C.E., LT	2.1
965+31	C.E., RT	2.7
965+87	P.E., RT	1.5
966+86	P.E., RT	3.3
968+06	P.E., RT	4.3
968+36	P.E., RT	4.5
969+74	P.E., RT	6.7
970+32	P.E., LT	9.1
971+00	C.E., RT	13.3
131+55	HILLTOP RD, C.E., RT	52.2
975+81	P.E., RT	0.8
977+38	P.E., RT	0.8
979+80	P.E., RT	0.7
981+80	P.E., RT	1.1
982+73	P.E., LT	0.9
982+75	P.E., RT	0.6
983+36	P.E., LT	0.7
985+34	P.E., LT	0.6
986+00	P.E., RT	1.3
988+70	P.E., LT	6.7
996+44	P.E., LT	0.4
996+76	P.E., LT	0.4
997+15	P.E., RT	1.3
997+82	P.E., LT	0.5
998+84	P.E., LT	0.5
999+35	P.E., RT	1.0
999+97	P.E., LT	0.5
1000+94	P.E., LT	0.6
1000+97	P.E., RT	0.6
1002+05	P.E., LT	0.7
1004+03	P.E., LT	0.8
1006+76	P.E., LT	3.3
1007+78	P.E., LT	0.9
1008+50	F.E., RT	0.8
1010+95	P.E., LT	0.7
1013+06	P.E., RT	1.0
1014+66	P.E., RT	1.6
1015+09	P.E., LT	1.7
1015+83	P.E., RT	1.3
1019+90	F.E., LT	1.6
61+11	MEEKER HILL LN, P.E., RT	3.7
61+43	MEEKER HILL LN, P.E., RT	3.9
1.4	1031+72	P.E., LT	1.7
1.3	72+32	MEEKER HILL LN, F.E., LT	5.3
1.6	1040+79	C.E., LT	7.2
0.8	1041+84	C.E., LT	2.8
0.9	1042+87	P.E., LT	3.7
1.2	1045+19	F.E., RT	1.2
1.9	1050+29	P.E., LT	1.3
1.0	1051+80	P.E., LT	0.9
1.0	1053+60	P.E., LT	0.8
2.0	1057+36	P.E., LT	0.7
1.5	1059+64	P.E., LT	1.3
1.7	1061+70	C.E., RT	11.2
2.7	1068+88	P.E., LT	8.3
21.1	1072+98	P.E., RT	0.6
0.9	1073+10	P.E., LT	0.8
7.2	1080+55	F.E., RT	1.1
2.1	1080+81	C.E., LT	20.7
2.7	1084+45	C.E., LT	1.5
1.5	1196+34	P.E., RT	1.2
3.3	1197+91	P.E., LT	1.5
4.3	1199+35	C.E., LT	2.7
4.5	1200+23	P.E., LT	1.1
6.7	1200+87	P.E., LT	1.0
9.1	1201+14	P.E., LT	0.8
13.3	1201+46	P.E., LT	0.9
53.0	1202+26	P.E., LT	2.1
0.8	1204+03	C.E., LT	0.9
0.8	1204+57	C.E., LT	0.9
0.7	1204+87	C.E., RT	1.5
1.1	1207+07	P.E., LT	0.8
0.9	1208+74	P.E., LT	0.3
0.6	1222+75	C.E., LT	1.1
0.7	1227+63	C.E., LT	1.2
0.6	1229+04	C.E., LT	1.2
1.3	1231+98	C.E., LT	1.3
6.7	1234+46	C.E., LT	1.1
0.4	1236+26	C.E., LT	1.1
0.4	1242+85	F.E., RT	0.6
1.3	1252+27	C.E., LT	2.2
0.5	1253+22	P.E., RT	0.6
0.5	1253+34	P.E., LT	0.8
1.0	1257+24	P.E., RT	1.0
0.5	1260+78	P.E., RT	0.8
0.6	1261+84	P.E., LT	0.9
0.6	1262+50	P.E., RT	0.6
0.7	1264+72	P.E., RT	0.8
0.8	1265+87	P.E., LT	0.8
3.3	1268+30	P.E., RT	1.4
0.9	1269+19	P.E., LT	0.6
0.8	1271+36	P.E., RT	6.0
0.7	1274+44	P.E., RT	3.2
1.0	119+21	PIONEER RD, P.E., RT	2.5
1.6	121+10	PIONEER RD, P.E., RT	5.3
1.7	125+07	PIONEER RD, P.E., LT	1.4
1.3	125+23	PIONEER RD, P.E., RT	2.0
1.6	1281+90	P.E., RT	1.0
3.7	1287+72	P.E., RT	1.2
3.9			
1288+92	P.E., RT	1.9
1289+65	C.E., LT	1.4
1289+72	P.E., RT	0.8
1292+83	C.E., LT	1.4
1295+35	P.E., RT	1.0
1295+85	C.E., LT	1.2
1298+60	P.E., RT	0.9
1303+88	F.E., RT	0.9
1304+66	C.E., RT	1.6
1310+85	P.E., LT	0.6
1312+41	C.E., LT	1.4
1313+89	P.E., LT	0.7
1317+38	P.E., RT	4.3
1318+33	P.E., RT	1.6
1321+13	P.E., RT	1.2
1324+78	P.E., RT	2.7
1328+56	C.E., LT	1.7
48+59.50	FOND DU LAC DR, P.E., RT	5.5
51+50	WESTERN AVE, P.E., RT	7.6
1339+89	C.E., LT	1.4
1345+43	P.E., RT	1.2
1352+64	P.E., RT	1.3
1358+80	P.E., RT	0.8
1362+41	P.E., RT	1.2
1377+96	F.E., RT	1.0
21+35	HILLSIDE RD, F.E., RT	2.9
1399+55	P.E., RT	13.9
1408+83	P.E., RT	0.7
1420+57	F.E., RT	0.6
1425+94	P.E., RT	0.7
1438+05	P.E., RT	0.8
1439+68	C.E., RT	3.5
1440+55	C.E., RT	3.5
1445+30	C.E., LT	7.6
1446+00 - 1448+(	PARKING LOT, LT	15.5
11+19	SHERMAN RD, P.E., LT	0.6
1449+05	C.E., LT	4.0
1449+68.5	C.E., RT	4.4
1451+01	P.E., RT	1.4
1453+21	C.E., LT	1.4
1453+42	C.E., RT	1.3
1458+72	F.E., LT	1.9
1461+78	P.E., LT	0.9
1462+12	F.E., RT	0.6
1463+35	F.E., RT	0.6
1470+45	F.E., LT	1.2
1484+60	F.E., LT	1.0
1487+98	P.E., RT	0.9
1489+90	P.E., LT	1.0
1495+66	P.E., RT	0.9
1496+17	C.E., LT	5.7
1497+57	P.E., LT	3.4
1503+87	P.E., RT	5.1
	TOTAL	448.0

465.0475
ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL

STATION		STATION	LOCATION	(LF)
1218+00	-	1221+75	MAINLINE	375
1223+75	-	1226+63	MAINLINE	288
1230+04	-	1230+98	MAINLINE	94
1237+26	-	1269+40	MAINLINE	3214
1281+85	-	1288+65	MAINLINE	680
1290+65	-	1291+83	MAINLINE	118
1293+83	-	1294+85	MAINLINE	102
1295+85	-	1303+66	MAINLINE	781
1305+66	-	1311+41	MAINLINE	575
1313+41	-	1317+65	MAINLINE	424
1321+65	-	1327+56	MAINLINE	591
1337+30	-	1338+89	MAINLINE	159
1340+89	-	1368+00	MAINLINE	2711
1372+30	-	1395+00	MAINLINE	2270
1399+40	-	1435+00	MAINLINE	3558
			TOTAL	15,940

601.0405
CONCRETE CURB & GUTTER 18-INCH TYPE A

STATION		STATION	LOCATION	(LF)
955+60	-	956+53	MAINLINE, ROUNDABOUT	175
			TOTAL	175

NOTE: REVERSE GUTTER SLOPE

CONCRETE CURB & GUTTER 30-INCH — 601.0411 — SPV.0090.09

STATION		STATION	LOCATION	TYPE D (LF)	TYPE D HES (LF)
951+97	-	959+56	MAINLINE, LT & RT & MEDIAN	1843	200
148+00	-	154+22	CTH Y, LT & RT & MEDIANS	1963	200
155+50	-	160+50	CTH Y, LT & RT & MEDIAN	1369	200
			TOTAL	5175	600

612.0104
PIPE UNDERDRAIN 4-INCH — 612.0804

STATION	LOCATION	(LF)	APRON ENDWALLS FOR UNDERDRAIN REINFORCED CONCRETE 4-INCH (EACH)
1194+80	MAINLINE, RT	15	1
1194+95	MAINLINE, LT	15	1
1196+25	MAINLINE, LT	15	1
	TOTAL	45	3

CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH — 601.0582 — SPV.0090.10

STATION		STATION	LOCATION	TYPE T (LF)	TYPE T HES (LF)
955+57	-	956+55	MAINLINE, ROUNDABOUT	190	95
			TOTAL	190	95

SPV.0090.02
CONCRETE CURB & GUTTER 6-INCH SLOPED 24-INCH TYPE D

STATION		STATION	LOCATION	(LF)
1272+68	-	1274+67	MAINLINE, RT	198
120+48	-	125+61	PIONEER RD, RT	551
1446+25	-	1448+00	MAINLINE, LT	175
			TOTAL	924

NOTE: ALL ITEMS ARE CATEGORY 0010, UNLESS OTHERWISE NOTED.

3

CULVERT PIPE		522.0136	522.0315	522.0324	522.0342	522.1015	522.1024	522.1036	522.1042	523.0158	523.0419	523.0424	523.0519	523.0524	523.0558
STATION	LOCATION	CULVERT PIPE REINFORCED CONCRETE CLASS III 36-INCH (LF)	CULVERT PIPE REINFORCED CONCRETE CLASS IV 15-INCH (LF)	CULVERT PIPE REINFORCED CONCRETE CLASS IV 24-INCH (LF)	CULVERT PIPE REINFORCED CONCRETE CLASS IV 42-INCH (LF)	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 15-INCH (EACH)	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH (EACH)	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 36-INCH (EACH)	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 42-INCH (EACH)	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 58x91-INCH (LF)	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 19x30-INCH (LF)	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 24x38-INCH (LF)	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 19x30-INCH (EACH)	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 24x38-INCH (EACH)	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 58x91-INCH (EACH)
950+05	MAINLINE	---	---	---	---	---	---	---	---	---	---	54	---	2	---
994+25	MAINLINE	---	---	---	144	---	---	---	4	---	---	---	---	---	---
1070+50	MAINLINE	---	---	62	---	---	2	---	---	---	---	---	---	---	---
1080+81	MAINLINE	---	---	---	---	---	---	---	---	---	102	---	2	---	---
1279+93	MAINLINE	---	---	---	---	---	---	---	---	126	---	---	---	---	2
1337+67	MAINLINE	74	---	---	---	---	---	2	---	---	---	---	---	---	---
1393+10	MAINLINE	---	---	52	---	---	2	---	---	---	---	---	---	---	---
20+91	HILLSIDE RD	---	44	---	---	2	---	---	---	---	---	---	---	---	---
1398+50	MAINLINE	---	---	---	---	---	---	---	---	---	68	---	2	---	---
	TOTALS	74	44	114	144	2 *	4 *	2	4 *	126	170	54	4 *	2	2

MORE QUANTITIES FOUND ELSEWHERE.

CULVERT PIPE		523.0414	523.0514
STATION	LOCATION	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 14x23-INCH (LF)	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 14x23-INCH (EACH)
1445+30	C.E., LT	35	2
	TOTAL	35	2 *

* MORE QUANTITES FOUND ELSEWHERE.

602.0410
CONCRETE SIDEWALK 5-INCH

STATION		STATION	LOCATION	(SF)
952+00	-	955+40	MAINLINE, MEDIAN	2867
954+45	-	955+80	MAINLINE, RT	1470
954+70	-	955+10	MAINLINE, LT	115
148+38	-	154+25	LANNON RD, MEDIAN	6457
155+60	-	159+00	LANNON RD, MEDIAN	6967
956+50	-	957+30	MAINLINE, RT	1177
956+40	-	957+40	MAINLINE, LT	1599
956+75	-	958+40	MAINLINE, MEDIAN	1762
---	-	967+35	MAINLINE, LT	33
---	-	1200+00	MAINLINE, LT	32
---	-	1200+60	MAINLINE, LT	29
---	-	1273+86	MAINLINE, RT	10
---	-	1317+70	MAINLINE, RT	11
---	-	---	CTH Q, MEDIAN	296
			TOTAL	22,825

602.1500
CONCRETE STEPS

STATION	LOCATION	(SF)
1200+00	MAINLINE, LT	8
1200+60	MAINLINE, LT	8
1273+86	MAINLINE, RT	8
	TOTAL	24

602.0420
CONCRETE SIDEWALK 7-INCH

STATION	LOCATION	(SF)
954+97	MAINLINE, RT	65
955+07	MAINLINE, LT	65
956+98	MAINLINE, RT	65
957+09	MAINLINE, LT	64
153+86	MAINLINE, LT	64
153+91	MAINLINE, RT	70
155+96	MAINLINE, RT	74
155+98	MAINLINE, LT	64
	TOTAL	530

602.0505
CURB RAMP DETECTABLE WARNING FIELD YELLOW

STATION		STATION	LOCATION	(SF)
954+75	-	955+25	MAINLINE, LT & RT	56
956+90	-	957+25	MAINLINE, LT & RT	56
153+75	-	154+00	LANNON RD, LT & RT	56
155+85	-	156+00	LANNON RD, LT & RT	56
			TOTAL	224

NOTE: ALL ITEMS ARE CATEGORY 0010, UNLESS OTHERWISE NOTED.

601.0557
CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D

STATION		STATION	LOCATION	(LF)
178+71	-	179+71	WILLOW CREEK RD, LT & RT	147
962+75	-	972+05	MAINLINE, RT	931
962+66	-	977+00	MAINLINE, LT	1401
130+26	-	130+84	HILLTOP RD, LT & RT	364
39+25	-	39+74	OAK LN, LT & RT	148
1020+50	-	1026+32.50	MAINLINE, RT	590
1027+54.5	-	1039+35	MAINLINE, RT	1180
1020+50	-	1044+00	MAINLINE, LT	2336
60+16	-	60+71	MEEKER HILL RD, S., LT & RT	146
70+16	-	70+95	MEEKER HILL RD, N., LT & RT	132
1063+25	-	1066+28	MAINLINE, LT	280
1062+25	-	1071+38	MAINLINE, RT	901
17+50	-	19+74	AMY BELLE RD, RT	206
19+40	-	19+75	AMY BELLE RD, LT	69
1196+40	-	1202+60	MAINLINE, LT	620
1210+34	-	1211+12	MAINLINE, LT	78
48+77	-	50+00	PLEASANT HILL RD, LT & RT	137
50+00	-	51+50	PLEASANT HILL RD, LT & RT	274
1211+95	-	1216+00	MAINLINE, RT	393
48+66	-	49+91	MAYFIELD RD, LT & RT	88
50+08	-	51+38	MAYFIELD RD, LT & RT	86
119+10	-	119+94	PIONEER RD, LT & RT	154
120+05	-	120+59	PIONEER RD, LT	72
1316+50	-	1325+00	MAINLINE, RT	850
8+77	-	9+75	SCENIC DR, SOUTH, LT & RT	166
1330+15.24	-	1333+27	MAINLINE, RT	314
48+77	-	49+39	FOND DU LAC DR, LT & RT	168
50+15	-	50+98	WESTERN AVE, LT & RT	138
1334+41	-	1335+14	MAINLINE, RT	55
50+10	-	51+13	SCENIC DR, NORTH, LT & RT	90
1382+50	-	1389+50	MAINLINE, RT	700
1393+25	-	1396+92	MAINLINE, RT	366
19+33	-	19+91	HILLSIDE RD, LT & RT	101
20+08	-	20+92	HILLSIDE RD, LT & RT	133
1397+84	-	1399+84	MAINLINE, LT	201
1443+50	-	1447+27	MAINLINE, RT	377
1443+50	-	1451+50	MAINLINE, LT	806
10+15	-	1150	SHERMAN RD, LT & RT	320
1448+90	-	1451+50	MAINLINE, RT	257
200+26	-	200+84	FOXBORO LANE	150
			TOTAL	15,925

RIPRAP

STATION		STATION	LOCATION	606.0100 RIPRAP LIGHT (CY)	606.0200 RIPRAP MEDIUM (CY)	606.0600 GROUTED RIPRAP MEDIUM (CY)	W x L (FT)	645.0120 GEOTEXTILE FABRIC TYPE HR (SY)	645.0130 GEOTEXTILE FABRIC TYPE R (SY)
---	-	950+00	MAINLINE, RT	3.7	---	---	10 x 10	---	16
---	-	952+10	MAINLINE, RT	3.6	---	---	6 x 16	---	16
---	-	954+53	MAINLINE, LT	3.6	---	---	6 x 16	---	16
---	-	153+35	LANNON RD, LT	3.0	---	---	8 x 10	---	13
---	-	158+75	LANNON RD, RT	2.2	---	---	6 x 10	---	11
---	-	160+54	LANNON RD, LT	2.2	---	---	6 x 10	---	11
---	-	957+60	MAINLINE, LT	---	4.7	---	7.5 x 10	16	---
---	-	959+40	MAINLINE, LT	4.5	---	---	6 X 20	---	---
---	-	959+75	MAINLINE, RT	2.4	---	---	6 x 11	---	12
---	-	960+95	MAINLINE, LT	4.4	---	---	6 X 20	---	20
---	-	961+00	MAINLINE, LT	---	18.0	---	9 x 36	56	---
---	-	961+25	MAINLINE, RT	---	---	---	---	80	---
961+35	-	962+75	MAINLINE, RT	---	132	---	11 x 135	310	---
---	-	179+30	MAINLINE, RT	1.1	---	---	6 x 5	---	6
---	-	992+05	MAINLINE, LT	2.4	---	---	8 x 8	---	11
---	-	994+25	MAINLINE, RT	---	16.9	---	19 x 16	46	---
---	-	1004+40	MAINLINE, RT	---	9.5	---	19 x 9	29	---
---	-	1004+50	MAINLINE, RT	---	---	5.9	20 X 4	16	---
---	-	1005+00	MAINLINE, LT	---	---	5.9	20 X 4	16	---
---	-	1005+15	MAINLINE, LT	---	9.5	---	19 x 9	29	---
---	-	1020+45	MAINLINE, LT	2.4	---	---	8 x 8	---	11
---	-	1020+45	MAINLINE, RT	2.4	---	---	8 x 8	---	11
---	-	1023+25	MAINLINE, LT	---	10.4	---	7.5 x 25	34	---
---	-	1026+00	MAINLINE, LT	---	20.8	---	7.5 x 50	65	---
---	-	60+50	MEEKER HILL LN, RT	---	6.0	---	9 x 12	23	---
---	-	1028+00	MAINLINE, LT	---	8.5	---	9 x 17	30	---
---	-	1044+04	MAINLINE, LT	2.2	---	---	6 x 10	---	11
---	-	1065+00	MAINLINE, RT	3.0	---	---	8 x 10	---	13
---	-	1071+50	MAINLINE, RT	1.8	---	---	6 x 8	---	9
---	-	1080+15	MAINLINE, LT	7.4	---	---	8 x 25	---	30
---	-	1081+50	MAINLINE, LT	7.4	---	---	8 x 25	---	30
---	-	1196+30	MAINLINE, LT	4.4	---	---	10 x 12	---	19
---	-	120+50	PIONEER RD, LT	---	4.5	---	9 x 9	16	---
---	-	1279+00	MAINLINE, RT	---	---	---	---	80	---
---	-	1279+40	MAINLINE, RT	---	19.6	---	22 x 16	53	---
---	-	1280+45	MAINLINE, LT	---	19.6	---	22 x 16	53	---
---	-	1316+30	MAINLINE, RT	---	19.4	---	10 x 35	55	---
---	-	1330+11	MAINLINE, RT	2.2	---	---	6 x 10	---	11
---	-	50+65	WESTERN AVE, LT	1.8	---	---	6 x 8	---	9
---	-	51+02	WESTERN AVE, RT	1.8	---	---	6 x 8	---	9
---	-	50+50	SCENIC RD, NORTH, RT	2.2	---	---	6 x 10	---	11
---	-	1337+55	MAINLINE, RT	---	7.3	---	11 x 12	23	---
---	-	1382+48	MAINLINE, RT	1.8	---	---	6 x 8	---	9
---	-	1389+54	MAINLINE, RT	1.8	---	---	6 x 8	---	9
---	-	1393+10	MAINLINE, LT	---	6.0	---	9 x 12	23	---
---	-	1395+60	MAINLINE, LT	---	7.8	---	14 x 10	25	---
---	-	1396+46	MAINLINE, LT	---	7.8	---	14 x 10	25	---
---	-	19+72	HILLSIDE RD, LT	2.2	---	---	6 x 10	---	11
---	-	20+60	HILLSIDE RD, RT	2.2	---	---	6 x 10	---	11
---	-	1398+50	MAINLINE, LT	---	6.7	---	10 x 12	22	---
			TOTALS	80	335	12		1125	342

NOTE: ALL ITEMS ARE CATEGORY 0010, UNLESS OTHERWISE NOTED.

STORM SEWER PIPES & ENDWALLS

DWN STRUC	UP STRUC	DISCH ELEV	INLET ELEV	SLOPE %	608.0315 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 15" (LF)	608.0318 CLASS III 18" (LF)	608.0324 CLASS III 24" (LF)	608.0330 CLASS III 30" (LF)	608.0412 CLASS IV 12" (LF)	608.0415 CLASS IV 15" (LF)	608.0418 CLASS IV 18" (LF)	608.0424 CLASS IV 24" (LF)	608.0427 CLASS IV 27" (LF)	608.0430 CLASS IV 30" (LF)	608.0436 CLASS IV 36" (LF)	608.0442 CLASS IV 42" (LF)	610.0414 SSPRC HORZ ELLIP CLASS HE-IV 14"X23" (LF)	520.8000 CONCRETE COLLARS FOR PIPE (EACH)	522.1012 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH (EACH)	522.1015 15-INCH (EACH)	522.1018 18-INCH (EACH)	522.1024 24-INCH (EACH)	522.1027 27-INCH (EACH)	522.1030 30-INCH (EACH)	522.1042 42-INCH (EACH)	523.0514 HORIZ. ELLIP. 14X23-INCH (EACH)	611.9800.S PIPE GRATES (EACH)	JOINT TIES (EACH)
1000.0	1001.1	863.60	864.60	0.62	---	---	---	---	---	---	162	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	6
1001.1	1001.2	864.85	865.05	2.00	---	---	---	---	---	10	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1001.1	1001.3	864.85	865.85	4.35	---	---	---	---	---	23	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
			SYSTEM	TOTALS	0	0	0	0	0	33	162	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	6
1100.0	1101.1	855.00	857.50	2.08	---	---	120	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	6
			SYSTEM	TOTALS	0	0	120	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	6
1200.0	1201.0	857.80	858.10	0.57	---	---	---	---	---	---	---	---	---	---	---	53	---	---	---	---	---	---	---	---	1	---	1	6
1201.0	1201.1	860.10	860.30	0.67	---	---	---	---	---	---	30	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1201.1	1201.2	860.30	860.40	0.83	---	---	---	---	---	---	12	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1201.0	1208.0	858.60	859.15	0.73	---	---	---	---	---	---	---	---	---	---	75	---	---	---	---	---	---	---	---	---	---	---	---	---
1208.0	1208.1	860.65	860.90	0.89	---	---	---	---	---	---	28	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1208.1	1208.2	861.15	861.50	2.33	---	---	---	---	---	15	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1208.0	1208.3	860.90	861.05	0.88	---	---	---	---	---	17	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1208.0	1202.0	859.65	861.55	1.58	---	---	---	---	---	---	---	---	---	120	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1202.0	1202.1	862.80	863.05	1.04	---	---	---	---	---	24	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1202.1	1202.2	863.05	863.30	1.67	---	---	---	---	---	15	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1202.0	1203.0	861.80	863.10	1.24	---	---	---	---	---	---	---	---	105	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1203.0	1204.0	863.10	865.25	1.72	---	---	---	---	---	---	---	---	125	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1203.0	1203.1	864.10	865.10	4.54	---	---	---	---	---	22	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1204.0	1205.0	865.50	867.55	1.37	---	---	---	---	---	---	---	150	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1204.0	1204.1	866.25	866.50	1.14	---	---	---	---	---	22	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1204.0	1204.2	866.25	866.50	2.50	---	---	---	---	---	10	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1205.0	1206.0	867.55	870.90	2.25	---	---	149	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1205.0	1205.1	868.30	869.30	4.17	---	---	---	---	---	24	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1206.0	1207.0	870.90	886.50	5.20	---	---	300	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1206.0	1206.1	871.40	871.70	1.03	---	---	---	---	---	---	29	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1206.1	1206.3	871.95	872.75	5.71	---	---	---	---	---	14	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1206.0	1206.2	871.65	872.65	4.76	---	---	---	---	---	21	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1207.0	1207.1	887.00	887.35	1.00	---	35	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1207.0	1207.2	887.25	887.45	0.57	35	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
			SYSTEM	TOTALS	35	35	449	0	0	184	99	150	230	120	75	53	0	0	0	0	0	0	0	0	1	0	1	6
1300.0	1301.1	910.20	911.00	6.67	---	12	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	6
			SYSTEM	TOTALS	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	6
1400.0	1401.1	926.30	926.55	1.79	---	18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	6
			SYSTEM	TOTALS	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	6
1500.0	1501.1	924.50	934.00	5.52	---	---	172	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	6
			SYSTEM	TOTALS	0	0	172	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	6
1600.0	1601.1	937.00	938.10	6.47	---	---	17	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	6
1601.1	1601.0	938.10	938.45	3.18	---	---	11	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1601.1	1601.2	938.85	939.50	4.64	14	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1601.0	1602.0	638.45	956.70	6.12	---	---	298	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1602.0	1602.1	957.45	958.00	5.00	---	---	---	---	---	11	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1602.0	1602.2	957.45	958.00	2.39	---	---	---	---	---	23	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1602.0	1603.0	956.70	962.75	6.05	---	---	100	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1603.0	1603.1	963.50	964.00	4.54	11	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1603.0	1603.2	963.25	963.65	1.74	---	23	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1603.0	1604.0	962.75	974.50	5.88	---	---	200	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1604.0	1604.1	975.25	975.50	2.27	11	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1604.0	1604.2	975.00	975.50	2.17	23	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1604.0	1605.0	974.50	986.50	6.00	---	---	200	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1605.0	1605.1	987.25	987.50	2.27	11	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1605.0	1605.2	987.25	987.50	1.09	23	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1605.0	1606.0	986.50	1004.00	5.83	---	---	300	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1606.0	1606.1	1004.75	1004.95	0.91	22	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

NOTES:
1. PIPE LENGTHS AND INVERTS ARE TO THE CENTER OF STRUCTURES.
2. JOINT TIES FOR CONCRETE PIPE SHALL BE PROVIDED AT ALL REINFORCED CONCRETE APRON ENDWALL LOCATIONS. APRON ENDWALLS SHALL BE TIED FOR THE LAST THREE JOINTS AT PIPE ENDS. THE COSTS OF THESE ARE INCIDENTAL TO THE ITEM, "STORM SEWER PIPE REINFORCED CONCRETE."
3. FIELD CHECK INVERT ELEVATION AND PIPE SIZE OF ALL CONNECTIONS TO EXISTING STORM SEWER.

NOTE: ALL ITEMS ARE CATEGORY 0010, UNLESS OTHERWISE NOTED.

					608.0315	608.0318	608.0324	608.0330	608.0412	608.0415	608.0418	608.0424	608.0427	608.0430	608.0436	608.0442	610.0414	520.8000	522.1012	522.1015	522.1018	522.1024	522.1027	522.1030	522.1042	523.0514	611.9800.S	
STORM SEWER PIPES & ENDWALLS					STORM SEWER PIPE REINFORCED CONCRETE												SSPRC HORZ ELLIP		APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE									
					CLASS III				CLASS IV								CLASS HE-IV	CONCRETE COLLARS FOR PIPE (EACH)										
DWN STRUC	UP STRUC	DISCH ELEV	INLET ELEV	SLOPE %	15" (LF)	18" (LF)	24" (LF)	30" (LF)	12" (LF)	15" (LF)	18" (LF)	24" (LF)	27" (LF)	30" (LF)	36" (LF)	42" (LF)	14"X23" (LF)		12-INCH (EACH)	15-INCH (EACH)	18-INCH (EACH)	24-INCH (EACH)	27-INCH (EACH)	30-INCH (EACH)	42-INCH (EACH)	HORIZ. ELLIP. 14X23-INCH (EACH)	PIPE GRATES (EACH)	JOINT TIES (EACH)
1606.0	1606.2	1004.50	1004.75	1.09	---	23	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1606.2	1606.3	1005.00	1008.40	2.31	147	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
			SYSTEM	TOTALS	262	46	1126	0	0	34	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	6
1700.0	1701.0	968.78	968.95	0.30	---	---	---	---	---	---	---	---	56	---	---	---	---	---	---	---	---	---	1	---	---	---	---	6
1701.0	1701.1	969.70	970.25	0.92	---	---	---	---	---	---	60	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1701.1	1702.1	970.50	974.50	1.90	210	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1701.1	1701.2	970.50	970.90	0.73	55	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1701.0	1703.1	969.20	969.60	0.50	---	---	---	---	---	---	---	80	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1703.1	1704.1	970.10	970.30	0.50	---	---	---	---	---	---	40	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1704.1	1705.1	970.55	970.95	0.50	---	---	---	---	---	80	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
			SYSTEM	TOTALS	265	0	0	0	0	80	100	80	56	0	0	0	0	0	0	0	0	0	1	0	0	0	0	6
1800.0	1801.1	983.40	983.60	0.77	---	---	---	26	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1	6
1801.1	1801.0	983.85	983.95	0.71	---	---	---	---	---	---	---	---	14	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1801.0	1801.2	984.95	985.40	1.50	---	---	---	---	---	30	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	6
1801.0	1802.0	984.20	987.50	0.98	---	---	---	---	---	---	---	335	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1802.0	1803.0	987.50	989.50	1.00	---	---	---	---	---	---	---	200	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1802.0	1802.1	988.25	988.35	1.00	---	---	---	---	---	10	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1803.0	1804.0	989.50	993.60	1.34	---	---	305	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1803.0	1803.1	990.25	990.40	1.50	10	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1804.0	1804.1	994.10	995.20	6.47	---	---	---	---	---	---	17	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
			SYSTEM	TOTALS	10	0	305	26	0	40	17	535	14	0	0	0	0	0	0	1	0	0	0	1	0	0	1	12
1900.0	1901.1	992.55	992.80	0.37	---	---	---	---	---	---	68	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	6
1901.1	1902.1	992.80	993.50	0.52	---	---	---	---	---	---	134	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
			SYSTEM	TOTALS	0	0	0	0	0	0	202	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	6
2000.0	2001.1	953.00	954.00	1.33	---	---	---	---	---	75	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	6
2001.1	2002.1	954.00	961.80	2.95	---	---	---	---	---	264	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
			SYSTEM	TOTALS	0	0	0	0	0	339	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	6
2100.0	2101.1	1013.14	1013.24	0.18	---	---	---	---	---	---	---	---	---	---	---	---	53	---	---	---	---	---	---	---	---	1	---	6
			SYSTEM	TOTALS	0	0	0	0	0	0	0	0	0	0	0	0	53	0	0	0	0	0	0	0	0	1	0	6
2200.0	2201.1	1013.14	1013.24	0.18	---	---	---	---	---	---	---	---	---	---	---	---	53	---	---	---	---	---	---	---	---	1	---	6
			SYSTEM	TOTALS	0	0	0	0	0	0	0	0	0	0	0	0	53	0	0	0	0	0	0	0	0	1	0	6
2300.0	2301.0	1013.34	1013.48	0.18	---	---	---	---	---	---	---	---	---	---	---	---	76	---	---	---	---	---	---	---	---	1	---	6
2400.0	2301.0	1013.34	1013.48	0.18	---	---	---	---	---	---	---	---	---	---	---	---	76	---	---	---	---	---	---	---	---	1	---	6
2301.0	2301.1	1014.18	1014.70	0.53	---	98	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	6
2301.0	2401.0	1013.68	1013.83	1.00	---	---	15	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
			SYSTEM	TOTALS	0	98	15	0	0	0	0	0	0	0	0	0	152	0	0	0	1	0	0	0	0	2	0	18
2501.0	2501.1	EXISTING	861.80	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
2501.0	2501.2	EXISTING	862.95	---	8	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---
2501.2	2502.0	862.95	864.10	---	8	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---
2502.0	2502.1	864.10	864.90	0.71	113	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
			SYSTEM	TOTALS	129	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
2601.1	EXISTING	866.04	866.09	1.00	---	---	---	---	5	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---
			SYSTEM	TOTALS	0	0	0	0	5	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2700.0	2701.1	965.30	965.66	0.50	---	---	---	---	72	---	---	---	---	---	---	---	---	1	1	---	---	---	---	---	---	---	---	6
			SYSTEM	TOTALS	0	0	0	0	72	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	6
2801.2	2801.1	858.81	861.29	1.09	228	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
2800.0	2801.2	857.50	858.81	1.27	103	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	6
			SYSTEM	TOTALS	331	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	6
			PROJECT	TOTALS	1032	209	2187	26	77	710	580	765	300	120	75	53	258	4	1	3 *	5	3 *	1	1	1 *	4 *	2	114

NOTES:
1. PIPE LENGTHS AND INVERTS ARE TO THE CENTER OF STRUCTURES.
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3. FIELD CHECK INVERT ELEVATION AND PIPE SIZE OF ALL CONNECTIONS TO EXISTING STORM SEWER.

* MORE QUANTITIES FOUND ELSEWHERE.

NOTE: ALL ITEMS ARE CATEGORY 0010, UNLESS OTHERWISE NOTED.

STORM SEWER STRUCTURES			611.0420	611.0430	611.2004	611.2005	611.2006	611.2008	611.3004	611.3230	611.3901	611.3902	611.0530	611.0624	611.0627	611.0642	611.0652	611.8110			
STRUCTURE NUMBER	STATION	OFFSET	RECONSTRUCTING MANHOLES (EACH)	RECONSTRUCTING INLETS (EACH)	MH 4-FT DIA (EACH)	MH 5-FT DIA (EACH)	MH 6-FT DIA (EACH)	MH 8-FT DIA (EACH)	INL 4-FT DIA (EACH)	INL 2X3-FT (EACH)	INL MEDIAN 1 GRATE (EACH)	INL MEDIAN 2 GRATE (EACH)	MANHOLE COVERS TYPE J (EACH)	INLET COVERS TYPE H (EACH)	INLET COVERS TYPE HM (EACH)	INLET COVERS TYPE MS (EACH)	INLET COVERS TYPE T (EACH)	ADJUSTING MANHOLE COVERS (EACH)	RIM ELEV.	STRUC DEPTH (FT)	NOTES
1001.1	956+08.03	23.8' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	869.59	4.16	2'X2.5' OPEINING
1001.2	955+98	23.03' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	869.61	3.73	2'X2.5' OPEINING
1001.3	956+04.58	46.97' RT	---	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	869.75	3.23	
		SYSTEM TOTALS	0	0	0	0	0	0	2	1	0	0	0	1	0	0	2	0			
2501.0	148+97.60"O"	19.40' LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	868.16	---	
2501.1	148+97.60"O"	25.50' LT	---	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	867.86	5.39	
2501.2	148+98.60"P"	25.50' RT	---	---	---	---	---	---	1	---	---	---	---	1	---	---	---	---	867.85	4.23	
2502.0	150+06.40"P"	22.0' RT	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	869.97	---	CONNECT 15" PIPE TO EXISTING MH
2502.1	151+07.30"P"	72.65' RT	---	---	---	---	---	---	---	---	---	1	---	---	---	2	---	---	868.50	3.60	SINGLE SLOPE
		SYSTEM TOTALS	1	0	0	0	0	0	1	1	0	1	0	2	0	2	0	2			
2801.1	157+20"L"	25.65' LT	---	---	---	---	---	---	1	---	---	---	---	1	---	---	---	---	866.69	4.73	2'X3' OPEINING
2801.2	159+40"L"	24.04' LT	---	---	---	---	---	---	1	---	---	---	---	1	---	---	---	---	864.21	4.73	2'X3' OPEINING
		SYSTEM TOTALS	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0			
1101.1	962+36	60.0' LT	---	---	---	---	---	---	---	---	---	1	---	---	---	2	---	---	861.65	4.15	DOUBLE SLOPE
		SYSTEM TOTALS	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0			
1201.0	963+25	6.0' RT	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	864.45	5.27	
1201.1	963+25	24.58' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	863.90	2.93	2'X3' OPEINING
1201.2	963+37	23.98' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	864.05	2.98	2'X3' OPEINING
1208.0	964+00	6.0' RT	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	865.37	5.14	
1208.1	964+00	22.5' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	864.86	3.29	2'X3' OPEINING
1208.2	964+15	22.4' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	865.06	2.89	2'X3' OPEINING
1208.3	963+95	22.5' RT	---	---	---	---	---	---	---	1	---	---	---	---	1	---	---	---	864.79	3.07	
1202.0	965+20	6.0' RT	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	867.10	4.47	
1202.1	965+20	18.2' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	866.68	2.96	2'X3' OPEINING
1202.2	965+35	17.6' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	866.92	2.95	2'X3' OPEINING
1203.0	966+25	6.0' RT	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	868.84	4.66	
1203.1	966+25	16.5' LT	---	---	---	---	---	---	---	1	---	---	---	---	1	---	---	---	868.45	2.68	
1204.0	967+50	6.0' RT	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	870.99	4.66	
1204.1	967+50	16.5' LT	---	---	---	---	---	---	---	1	---	---	---	---	1	---	---	---	870.60	3.43	
1204.2	967+50	16.5' RT	---	---	---	---	---	---	---	1	---	---	---	---	1	---	---	---	870.60	3.43	
1205.0	969+00	6.0' RT	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	873.57	4.94	
1205.1	969+00	18.33' LT	---	---	---	---	---	---	---	1	---	---	---	---	1	---	---	---	873.15	3.18	
1206.0	970+50	6.0' RT	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	876.90	4.92	
1206.1	970+50	23.85' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	876.37	4.00	2'X3' OPEINING
1206.2	970+50	27.5' RT	---	---	---	---	---	---	---	1	---	---	---	---	1	---	---	---	876.29	2.97	
1206.3	970+65	24.36' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	876.85	3.43	2'X3' OPEINING
1207.0	973+50	6.0' RT	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	892.83	5.25	
1207.1	973+50	28.5' LT	---	---	---	---	---	---	---	1	---	---	---	---	1	---	---	---	892.20	4.18	
1207.2	973+50	41.5' RT	---	---	---	---	---	---	---	---	---	1	---	---	---	2	---	---	889.50	2.05	SINGLE SLOPE
		SYSTEM TOTALS	0	0	0	0	8	0	8	7	0	1	8	0	15	2	0	0			
1301.1	1023+25	17.5' LT	---	---	---	---	---	---	---	1	---	---	---	---	1	---	---	---	914.97	3.30	
		SYSTEM TOTALS	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0			
1401.1	1026+00	17.5' LT	---	---	---	---	---	---	---	1	---	---	---	---	1	---	---	---	931.55	4.33	
		SYSTEM TOTALS	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0			
1501.1	61+06.3	28.9' LT	---	---	---	---	---	---	---	---	---	1	---	---	---	2	---	---	938.00	4.00	DOUBLE SLOPE
		SYSTEM TOTALS	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0			
1601.1	1028+00	17.5' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	943.61	4.84	2'X3' OPEINING
1601.2	1028+15	17.5' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	944.51	4.34	2'X3' OPEINING
1601.0	1028+00	6.0' LT	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	944.32	4.79	
1602.0	1031+00	6.0' LT	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	962.59	4.81	
1602.1	1031+00	17.5' LT	---	---	---	---	---	---	---	1	---	---	---	---	1	---	---	---	962.18	3.51	
1602.2	1031+00	17.5' RT	---	---	---	---	---	---	---	1	---	---	---	---	1	---	---	---	962.55	3.88	
1603.0	1032+00	6.0' LT	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	968.63	4.80	
1603.1	1032+00	17.5' LT	---	---	---	---	---	---	---	1	---	---	---	---	1	---	---	---	968.22	3.55	CONNECT 6-INCH UNDERDRAIN
1603.2	1032+00	17.5' RT	---	---	---	---	---	---	---	1	---	---	---	---	1	---	---	---	968.22	3.90	CONNECT 6-INCH UNDERDRAIN
1604.0	1034+00	6.0' LT	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	980.69	5.11	
1604.1	1034+00	17.5' LT	---	---	---	---	---	---	---	1	---	---	---	---	1	---	---	---	980.28	4.11	
1604.2	1034+00	17.5' RT	---	---	---	---	---	---	---	1	---	---	---	---	1	---	---	---	980.28	4.11	
1605.0	1036+00	6.0' LT	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	992.74	5.16	

NOTES:
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2. STATIONS AND OFFSETS ARE TO THE CENTER OF STRUCTURES OR TO THE END OF PIPE WHERE THERE IS AN ENDWALL.
3. "STRUC DEPTH" = RIM ELEV MINUS INVERT ELEV, MINUS CASTING HEIGHT, MINUS 4" ADJUSTMENT, EXCEPT FOR MEDIAN INLETS, "STRUC DEPTH" = RIM ELEV MINUS INVERT ELEV.
4. FIELD CHECK INVERT ELEVATION AND PIPE SIZE OF ALL CONNECTIONS TO EXISTING STORM SEWER.
5. ALL "SINGLE SLOPE" MS GRATES, AS CALLED OUT IN THE "NOTES" ARE TO BE SLOPED TOWARD THE DIRECTION OF FLOW, UNLESS CALLED OUT OTHERWISE.

NOTE: ALL ITEMS ARE CATEGORY 0010, UNLESS OTHERWISE NOTED.

STORM SEWER STRUCTURES			611.0420	611.0430	611.2004	611.2005	611.2006	611.2008	611.3004	611.3230	611.3901	611.3902	611.0530	611.0624	611.0627	611.0642	611.0652	611.8110			
STRUCTURE NUMBER	STATION	OFFSET	RECONSTRUCTING MANHOLES (EACH)	RECONSTRUCTING INLETS (EACH)	MH 4-FT DIA (EACH)	MH 5-FT DIA (EACH)	MH 6-FT DIA (EACH)	MH 8-FT DIA (EACH)	INL 4-FT DIA (EACH)	INL 2X3-FT (EACH)	INL MEDIAN 1 GRATE (EACH)	INL MEDIAN 2 GRATE (EACH)	MANHOLE COVERS TYPE J (EACH)	INLET COVERS TYPE H (EACH)	INLET COVERS TYPE HM (EACH)	INLET COVERS TYPE MS (EACH)	INLET COVERS TYPE T (EACH)	ADJUSTING MANHOLE COVERS (EACH)	RIM ELEV.	STRUC DEPTH (FT)	NOTES
1605.1	1036+00	17.5' LT	---	---	---	---	---	---	---	1	---	---	---	---	1	---	---	---	992.33	4.16	
1605.2	1036+00	17.5' RT	---	---	---	---	---	---	---	1	---	---	---	---	1	---	---	---	992.33	4.16	
1606.0	1039+00	6.0' LT	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	1010.26	5.18	
1606.1	1039+00	28.25' LT	---	---	---	---	---	---	---	1	---	---	---	---	1	---	---	---	1009.64	4.02	
1606.2	1039+00	17.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	1009.85	4.43	2'X3' OPEINING
1606.3	1040+45	43.0' RT	---	---	---	---	---	---	---	---	---	1	---	---	---	2	---	---	1010.90	2.50	DOUBLE SLOPE
		SYSTEM TOTALS	0	0	0	0	6	0	3	9	0	1	6	0	12	2	0	0			
1701.0	120+50	19.5' RT	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	974.63	4.60	
1701.1	1274+65	22.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	976.23	5.31	2'X3' OPEINING
1701.2	1274+65	33.0' LT	---	---	---	---	---	---	---	---	1	---	---	---	---	1	---	---	973.90	3.00	SINGLE SLOPE
1702.1	1272+55	37.0' RT	---	---	---	---	---	---	---	---	1	---	---	---	---	1	---	---	976.80	2.30	SINGLE SLOPE
1703.1	121+30	19.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	973.88	3.61	2'X3' OPEINING
1704.1	121+70	19.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	974.02	3.05	2'X3' OPEINING
1705.1	122+50	19.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	974.40	2.78	2'X3' OPEINING
		SYSTEM TOTALS	0	0	0	0	1	0	4	0	2	0	1	0	4	2	0	0			
1801.1	1316+55	16.5' RT	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	988.22	3.95	REQ' TOP WITH 2'X3' OPENING
1801.0	1316+65	6.0' RT	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	988.74	3.71	
1802.0	1320+00	6.0' RT	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	992.97	4.39	
1802.1	1320+00	16.5' RT	---	---	---	---	---	---	---	1	---	---	---	---	1	---	---	---	992.58	3.56	
1803.0	1322+00	6.0' RT	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	995.50	4.92	
1803.1	1322+00	16.50' RT	---	---	---	---	---	---	---	1	---	---	---	---	1	---	---	---	995.11	4.04	
1804.0	1325+05	6.0' RT	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	999.34	4.66	
1804.1	1325+05	22.70' RT	---	---	---	---	---	---	---	---	---	1	---	---	---	2	---	---	997.70	2.50	SINGLE SLOPE
		SYSTEM TOTALS	0	0	0	1	4	0	0	2	0	1	4	0	3	2	0	0			
1901.1	1064+00	23.9' LT	---	---	---	---	---	---	---	---	---	1	---	---	---	2	---	---	994.87	2.07	SINGLE SLOPE
1902.1	1065+34	24.5' LT	---	---	---	---	---	---	---	---	---	1	---	---	---	2	---	---	995.80	2.30	SINGLE SLOPE
		SYSTEM TOTALS	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0			
2001.1	1197+10	16.5' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	957.39	2.72	2'X3' OPEINING
2002.1	1199+75	16.5' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	965.22	2.75	2'X3' OPEINING
		SYSTEM TOTALS	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0			
2101.1	1395+53.3	27.50' RT	---	---	---	---	---	---	---	1	---	---	---	---	1	---	---	---	1015.45	1.54	
		SYSTEM TOTALS	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0			
2201.1	1395+63.3	27.50' RT	---	---	---	---	---	---	---	1	---	---	---	---	1	---	---	---	1015.46	1.55	
		SYSTEM TOTALS	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0			
2301.0	1396+42.0	38.7' RT	---	---	---	---	---	1	---	---	---	---	1	---	---	---	---	---	1017.65	3.42	
2401.0	1396+34.5	51.6' RT	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	1020.95	6.37	
		SYSTEM TOTALS	0	0	1	0	0	1	0	0	0	0	2	0	0	0	0	0			
2601.1	CTH Q	---	---	1	1	---	---	---	---	---	---	---	---	1	---	---	---	---	869.40	2.69	INSERTS INTO EXISTING SYSTEM
		SYSTEM TOTALS	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0			
2701.1	1214+00	27.5' RT	---	---	---	---	---	---	---	1	---	---	---	---	1	---	---	---	968.23	1.90	
		SYSTEM TOTALS	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0			
		PROJECT TOTALS	1	1	2	1	19	1	22	25	2	8	21	6	41	18	2	2			

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4. FIELD CHECK INVERT ELEVATION AND PIPE SIZE OF ALL CONNECTIONS TO EXISTING STORM SEWER.
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612.0206
PIPE UNDERDRAIN UNPERFORATED 6-INCH

STATION	LOCATION	(LF)
1384+50	MAINLINE	50
	TOTAL	50

612.0700
DRAIN TILE EXPLORATION

STATION	LOCATION	(LF)
1384+50	MAINLINE	50.5
	TOTAL	50.5

NOTE: ALL ITEMS ARE CATEGORY 0010, UNLESS OTHERWISE NOTED.

211.0100
PREPARE FOUNDATION FOR ASPHALTIC PAVING (3360-09-72)

STATION	-	STATION	LOCATION	(LS)
920+17.93	-	1507+14.48	MAINLINE	1
			TOTAL	1

ADJUSTING MANHOLE COVERS

STRUCTURE NUMBER	STATION	OFFSET	611.8120.S COVER PLATES TEMPORARY (EACH)	690.0150 SAWING ASPHALT (LF)	SPV.0060.11 ADJUSTING MANHOLE COVERS SPECIAL (EACH)
1201.0	963+25	6.0' RT	1	24	1
1208.0	964+00	6.0' RT	1	24	1
1202.0	965+20	6.0' RT	1	24	1
1203.0	966+25	6.0' RT	1	24	1
1204.0	967+50	6.0' RT	1	24	1
1205.0	969+00	6.0' RT	1	24	1
1206.0	970+50	6.0' RT	1	24	1
1207.0	973+50	6.0' RT	1	24	1
1601.0	1028+00	6.0' LT	1	24	1
1602.0	1031+00	6.0' LT	1	24	1
1603.0	1032+00	6.0' LT	1	24	1
1604.0	1034+00	6.0' LT	1	24	1
1605.0	1036+00	6.0' LT	1	24	1
1606.0	1039+00	6.0' LT	1	24	1
1701.0	120+50	19.5' RT	1	24	1
1801.1	1316+55	16.5' RT	1	24	1
1801.0	1316+65	6.0' RT	1	24	1
1802.0	1320+00	6.0' RT	1	24	1
1803.0	1322+00	6.0' RT	1	24	1
1804.0	1325+05	6.0' RT	1	24	1
2301.0	1396+42	38.7' RT	1	24	1
2401.0	1396+34.5	51.6' RT	1	24	1
2601.1	CTH Q		1	24	1
		TOTALS	23*	552*	23

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

465.0110
ASPHALTIC SURFACE PATCHING

STATION	-	STATION	LOCATION	(TON)
UNDISTRIBUTED			-	50
			TOTAL	50

616.0700.S
FENCE SAFETY

STATION	-	STATION	LOCATION	(LF)
UNDISTRIBUTED			-	100
			TOTAL	100

SPV.0165.01
WALL MODULAR BLOCK GRAVITY LRFD

STATION	-	STATION	LOCATION	(SF)
1446+25	-	1448+00	MAINLINE, LT	613
			TOTAL	613

3

614.0010
BARRIER SYSTEM GRADING SHAPING FINISHING

STATION	LOCATION	(EACH)	FILL * (CY)	TOPSOIL * (SY)	MULCH * (SY)	SEEDING NO. 30 * (LB)	SEEDING TEMPORARY * (LB)	FERTILIZER TYPE B * (CWT)
1002+80.70	MAINLINE, RT	1	0	0	0	0	0	0
1006+11.21	MAINLINE, LT	1	0.6	0	0	0	0	0
1006+24.38	MAINLINE, RT	1	11.8	19	25	0.3	0.7	0.02
1374+91.05	MAINLINE, LT	1	0.2	8	11	0.1	0.3	0.01
1374+92.12	MAINLINE, RT	1	54.6	119	155	2.1	4.2	0.10
1377+10.16	MAINLINE, RT	1	43.7	139	180	2.4	4.9	0.11
1377+10.39	MAINLINE, LT	1	37.6	69	90	1.2	2.4	0.06
1389+50.00	MAINLINE, LT	1	0.0	0	0	0.0	0.0	0.00
1392+06.96	MAINLINE, RT	1	2.9	12	16	0.2	0.4	0.01
1392+67.72	MAINLINE, LT	1	1.3	23	30	0.4	0.8	0.02
1424+37.79	MAINLINE, LT	1	0.0	0	0	0.0	0.0	0.00
1429+81.51	MAINLINE, LT	1	0.0	0	0	0.0	0.0	0.00
1433+76.02	MAINLINE, LT	1	0.7	9	12	0.2	0.3	0.01
1437+69.10	MAINLINE, LT	1	1.6	14	19	0.3	0.5	0.01
1472+65.20	MAINLINE, RT	1	0.0	0	0	0.0	0.0	0.00
1474+47.77	MAINLINE, LT	1	4.8	22	29	0.4	0.8	0.02
1476+75.27	MAINLINE, RT	1	0.0	0	0	0.0	0.0	0.00
1476+77.65	MAINLINE, LT	1	0.0	0	0	0.0	0.0	0.00
	TOTALS	18	160	437	568	8	15	0.4

* FOR INFORMATIONAL PURPOSES ONLY. QUANTITIES ARE APPROXIMATE.

614.0700
SAND BARREL ARRAYS

STATION	LOCATION	(EACH)
158+35	LANNON RD MEDIAN	1
158+70	LANNON RD MEDIAN	1
1032+20	MAINLINE, LT	1
1040+05	MAINLINE, LT	1
	TOTAL	4

614.2340
MGS GUARDRAIL 3 L

STATION	-	STATION	LOCATION	(LF)
1003+96.29	-	1005+08.79	MAINLINE, RT	112.5
1004+45.60	-	1005+58.10	MAINLINE, LT	112.5
1194+32.11	-	1195+32.11	MAINLINE, LT	100.0
1194+33.07	-	1195+33.08	MAINLINE, RT	100.0
1244+44.96	-	1245+58.79	MAINLINE, LT	112.5
1244+51.11	-	1245+62.23	MAINLINE, RT	112.5
			TOTAL	650.0

3

614.2300
MGS GUARDRAIL 3

STATION	-	STATION	LOCATION	(LF)
1003+33.79	-	1003+96.29	MAINLINE, RT	62.5
1005+08.79	-	1005+71.29	MAINLINE, RT	62.5
1021+03.13	-	1029+53.43	MAINLINE, LT	850.0
1022+00.99	-	1024+46.87	MAINLINE, RT	250.0
1028+49.67	-	1037+96.88	MAINLINE, RT	950.0
1032+53.13	-	1039+65.59	MAINLINE, LT	712.5
1243+43.79	-	1244+44.96	MAINLINE, LT	100.0
1243+77.00	-	1244+51.11	MAINLINE, RT	75.0
1245+58.79	-	1246+22.04	MAINLINE, LT	62.5
1245+62.23	-	1245+86.96	MAINLINE, RT	25.0
1382+03.10	-	1385+90.60	MAINLINE, RT	387.5
1390+03.26	-	1391+53.71	MAINLINE, RT	150.0
1390+02.91	-	1392+14.80	MAINLINE, LT	212.5
1424+90.92	-	1429+28.42	MAINLINE, LT	437.5
1434+29.03	-	1437+16.10	MAINLINE, LT	287.5
1473+19.07	-	1476+22.14	MAINLINE, RT	300.0
1475+00.14	-	1476+24.52	MAINLINE, LT	125.0
			TOTAL	5050

SPV.0060.01
MGS GUARDRAIL TERMINAL EAT TL-2

STATION	LOCATION	(EACH)
1004+20.60	MAINLINE, LT	1
1194+07.11	MAINLINE, LT	1
	TOTAL	2

SPV.0060.10
SECTION CORNER MONUMENTS SPECIAL

STATION	LOCATION	(EACH)
1068+49	MAINLINE, RT, T9N, R19/20E, E 1/4 CORNER, SEC. 24/19	1
119+28.7	PIONEER RD, T9N, R19E, N 1/4 CORNER, SEC. 2	1
120+51.1	PIONEER RD, T10N, R19E, S 1/4 CORNER, SEC. 35	1
1334+20	MAINLINE LT., T10N, R19E, NW CORNER, SEC. 35	1
	TOTAL	4

623.0200
DUST CONTROL SURFACE TREATMENT

STATION	-	STATION	LOCATION	(SY)
950+00.00	-	955+25.00	MAINLINE	5,445
955+25.00	-	956+73.00	MAINLINE	4,045
148+00.00	-	154+22.00	LANNON RD / CTH Y	10,625
155+63.00	-	162+20.00	LANNON RD / CTH Y	8,994
956+73.00	-	959+56.00	MAINLINE	3,787
959+56.00	-	965+75.00	MAINLINE	6,043
178+25.00	-	179+71.00	WILLOW CREEK RD	1,374
965+75.00	-	968+55.00	MAINLINE	1,866
968+55.00	-	977+00.00	MAINLINE	8,204
130+26.00	-	133+00.00	HILLTOP RD	6,879
986+00.00	-	996+25.00	MAINLINE	10,085
38+50.00	-	39+74.00	OAK LN	4,651
1018+00.00	-	1020+42.00	MAINLINE	1,726
1020+42.00	-	1035+83.00	MAINLINE	10,961
60+16.00	-	62+25.00	MEEKER HILL LN, S	6,125
1035+83.00	-	1043+10.00	MAINLINE	6,457
70+16.00	-	72+50.00	MEEKER HILL LN, N	7,627
1063+00.00	-	1072+00.00	MAINLINE	8,651
17+50.00	-	19+74.00	AMY BELLE	7,411
1269+50.00	-	1283+60.00	MAINLINE	12,703
118+50.00	-	119+77.00	PIONEER RD, WEST	2,380
120+22.00	-	126+00.00	PIONEER RD, EAST	14,928
1316+00.00	-	1325+10.00	MAINLINE	7,409
8+00.00	-	9+75.00	SCENIC DR , SOUTH	6,017
1393+00.00	-	1402+00.00	MAINLINE	8,365
18+42.00	-	19+73.00	HILLSIDE RD, SOUTH	5,601
20+28.00	-	21+60.00	HILLSIDE RD, NORTH	6,429
1443+00.00	-	1452+00.00	MAINLINE	6,439
10+15.00	-	11+65.00	SHERMAN RD	9,402
1464+00.00	-	1473+00.00	MAINLINE	8,840
200+26.00	-	201+50.00	FOXBORO LN	6,131
				215,600

614.2610
MGS GUARDRAIL TERMINAL EAT

STATION	LOCATION	(EACH)
1002+80.70	MAINLINE, RT	1
1006+11.21	MAINLINE, LT	1
1006+24.38	MAINLINE, RT	1
1020+50.00	MAINLINE, LT	1
1021+48.19	MAINLINE, RT	1
1024+99.14	MAINLINE, RT	1
1027+97.46	MAINLINE, RT	1
1030+07.46	MAINLINE, LT	1
1032+00.00	MAINLINE, LT	1
1038+49.82	MAINLINE, RT	1
1040+18.71	MAINLINE, LT	1
1193+79.94	MAINLINE, RT	1
1195+85.24	MAINLINE, LT	1
1195+86.20	MAINLINE, RT	1
1242+90.02	MAINLINE, LT	1
1243+24.50	MAINLINE, RT	1
1246+39.62	MAINLINE, RT	1
1246+75.13	MAINLINE, LT	1
1374+91.05	MAINLINE, LT	1
1374+92.12	MAINLINE, RT	1
1377+10.16	MAINLINE, RT	1
1377+10.39	MAINLINE, LT	1
1382+50.00	MAINLINE, RT	1
1386+43.68	MAINLINE, RT	1
1389+50.00	MAINLINE, LT & RT	2
1392+06.96	MAINLINE, RT	1
1392+67.72	MAINLINE, LT	1
1424+37.79	MAINLINE, LT	1
1429+81.51	MAINLINE, LT	1
1433+76.02	MAINLINE, LT	1
1437+69.10	MAINLINE, LT	1
1472+65.20	MAINLINE, RT	1
1474+47.77	MAINLINE, LT	1
1476+75.27	MAINLINE, RT	1
1476+77.65	MAINLINE, LT	1
	TOTAL	36

614.0396
GUARDRAIL MOW STRIP ASPHALT

STATION	-	STATION	LOCATION	(SY)
1032+50.00	-	1038+74.00	MAINLINE, RT	347
1032+25.00	-	1040+01.00	MAINLINE, LT	431
1383+25.00	-	1386+00.00	MAINLINE, RT	153
			TOTAL	931

NOTE: ALL ITEMS ARE CATEGORY 0010, UNLESS OTHERWISE NOTED.

MOBILIZATION EROSION CONTROL

PROJECT	628.1905 MOBILIZATIONS EROSION CONTROL (EACH)	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL (EACH)
3360-09-72	10	6
TOTAL	10	6

628.7570 ROCK BAGS

LOCATION	(EACH)
UNDISTRIBUTED	300
TOTAL	300

624.0100 WATER

STATION	-	STATION	LOCATION	(MGAL)
950+00.00	-	977+00.00	MAINLINE	44
148+00.00	-	154+25.00	LANNON RD	12
155+45.00	-	162+20.00	LANNON RD	17
178+25.00	-	179+71.00	WILLOW CREEK RD	2
30+26.00	-	33+00.00	HILLTOP RD	2
986+00.00	-	996+25.00	MAINLINE	14
38+50.00	-	39+74.00	OAK LN	2
1004+15.00	-	1005+25.00	MAINLINE	2
1018+00.00	-	1051+50.00	MAINLINE	39
60+16.00	-	62+25.00	MEEKER LN (SOUTH)	1
70+17.00	-	72+50.00	MEEKER LN (NORTH)	3
1062+12.00	-	1072+00.00	MAINLINE	13
17+50.00	-	19+74.00	AMY BELLE RD	5
1079+08.00	-	1081+96.00	MAINLINE,RT	3
1194+05.00	-	1202+60.00	MAINLINE	3
1206+53.15	-	1220+00.00	MAINLINE	8
47+60.00	-	51+67.30	PLEASANT HILL RD	2
48+09.30	-	52+03.10	MAYFIELD RD	1
1269+50.00	-	1283+62.80	MAINLINE	15
118+50.00	-	126+00.00	PIONEER RD	6
1316+00.00	-	1325+10.00	MAINLINE	8
8+00.00	-	9+74.00	SCENIC RD, (SOUTH)	2
1330+15.24	-	1338+50.00	MAINLINE	6
487+00.00	-	49+74.00	FOND DU LAC RD	1
50+26.00	-	51+75.00	WESTERN AVE	1
50+26.00	-	51+74.09	SCENIC RD, (NORTH)	0
1366+00.00	-	1374+00.00	MAINLINE	1
1380+00.00	-	1390+00.00	MAINLINE	3
1393+00.00	-	1402+00.00	MAINLINE	10
18+42.00	-	21+60.00	HILLSIDE RD	3
1443+00.00	-	1452+00.00	MAINLINE	6
10+20.00	-	11+65.00	SHERMAN RD	2
1464+00.00	-	1473+00.00	MAINLINE	10
200+26.00	-	201+50.00	FOXBORO LN	2
1495+50.00	-	1505+00.00	MAINLINE	2
TOTAL				250

NOTE: ALL ITEMS ARE CATEGORY 0010 ,UNLESS OTHERWISE NOTED.

EROSION CONTROL

STATION	-	STATION	LOCATION	628.1104 EROSION BALES (EACH)	628.1504 SILT FENCE (LF)	628.1520 SILT FENCE MAINTENANCE (LF)	628.2004 EROSION MAT CLASS I TYPE B (SY)	628.2008 EROSION MAT URBAN CLASS I TYPE B (SY)	628.7504 TEMPORARY DITCH CHECKS (LF)	628.7555 CULVERT PIPE CHECKS (EACH)
950+00	-	955+00	MAINLINE, LT	---	---	---	391	---	---	---
---	-	950+05	MAINLINE, LT	---	---	---	---	---	---	4
---	-	950+90	MAINLINE, LT	---	---	---	---	11	---	---
---	-	951+35	MAINLINE, LT	---	---	---	---	---	---	2
---	-	952+95	MAINLINE, RT	---	---	---	---	11	---	---
---	-	953+40	MAINLINE, RT	---	---	---	---	---	---	1
953+40	-	954+90	MAINLINE, RT	---	165	330	---	93	---	---
148+00	-	154+50	LANNON RD, LT & RT	5	925	1850	---	---	---	---
157+00	-	162+30	LANNON RD, LT & RT	---	765	1530	298	---	30	---
957+75	-	960+50	MAINLINE, LT	---	---	---	228	---	45	---
959+00	-	962+15	MAINLINE, LT	95	335	670	---	181	---	---
959+05	-	959+75	MAINLINE, RT	---	70	140	---	---	---	---
959+80	-	960+10	MAINLINE, RT	---	---	---	38	---	---	2
960+80	-	963+00	MAINLINE, RT	10	180	360	---	300	---	---
965+65	-	972+40	MAINLINE, RT	---	720	1440	---	---	---	---
971+50	-	977+00	MAINLINE, LT	---	---	---	---	244	---	---
131+80	-	133+00	HILLTOP RD, RT	---	160	320	---	---	---	---
973+50	-	975+00	MAINLINE, RT	---	---	---	133	---	---	---
976+15	-	977+10	MAINLINE, RT	---	105	210	---	---	---	---
985+70	-	992+50	MAINLINE, RT	---	660	1320	---	---	---	---
986+40	-	991+00	MAINLINE, LT	---	---	---	362	---	50	2
38+85	-	39+60	OAK LN, LT & RT	---	---	---	102	11	40	3
991+80	-	996+00	MAINLINE, LT & RT	70	240	480	651	---	40	6
1003+75	-	1006+15	MAINLINE, LT & RT	105	375	750	---	---	---	2
1017+50	-	1032+50	MAINLINE, LT & RT	430	2545	5090	6333	290	10	---
60+45	-	62+25	MEEKER LN, S., LT & RT	---	410	820	---	11	---	---
1038+50	-	1040+50	MAINLINE, RT	---	---	---	---	89	---	---
70+50	-	72+75	MEEKER LN, N., LT & RT	---	190	380	285	---	20	---
1040+50	-	1046+25	MAINLINE, LT & RT	---	265	530	456	11	60	2
1046+50	-	1051+40	MAINLINE, RT	---	485	970	108	---	---	---
1062+25	-	1066+50	MAINLINE, LT	---	---	---	80	156	---	---
1062+25	-	1072+00	MAINLINE, RT	---	805	1610	---	258	---	---
17+50	-	19+50	AMY BELLE RD, LT & RT	---	75	150	432	98	50	---
1067+60	-	1070+50	MAINLINE, LT	---	---	---	201	11	---	2
---	-	1070+50	MAINLINE, LT & RT	---	---	---	---	11	---	3
1194+05	-	1196+10	MAINLINE, LT & RT	20	335	670	75	---	---	---
1197+00	-	1199+65	MAINLINE, LT	---	140	280	---	---	---	---
1208+25	-	1220+00	MAINLINE, LT & RT	---	980	1960	---	10	---	---
---	-	48+50	PLEASANT HILL RD, LT & RT	---	---	---	---	11	---	2
50+25	-	51+50	PLEASANT HILL RD, LT & RT	---	165	330	---	---	---	---
48+10	-	52+00	PLEASANT HILL RD, LT & RT	---	310	620	---	---	---	---
1242+65	-	1247+00	MAINLINE, LT & RT	285	856	1712	1392	---	---	---
1253+00	-	1256+00	MAINLINE, LT	---	---	---	---	209	---	1
1270+00	-	1275+50	MAINLINE, LT	---	130	260	173	30	---	---
1270+00	-	1272+50	MAINLINE, RT	---	---	---	199	---	---	---
118+40	-	119+45	PIONEER RD, LT	---	110	220	---	---	---	---
120+35	-	124+25	PIONEER RD, LT	50	390	780	---	---	---	---
1275+50	-	1283+62.8	MAINLINE, LT & RT	290	1340	2680	44	625	---	---
1315+75	-	1319+75	MAINLINE, LT & RT	---	415	830	276	20	10	1
8+00	-	9+60	SCENIC RD, (SOUTH), LT &	65	335	670	---	447	---	---
1320+40	-	1325+00	MAINLINE, LT	---	465	930	---	---	---	---
1330+15.3	-	1338+50	MAINLINE, LT & RT	30	535	1070	1637	248	---	6
48+60	-	49+75	FOND DU LAC RD, LT & RT	---	130	260	---	---	---	---
50+55	-	51+75	WESTERN AVE., LT & RT	---	75	150	---	11	---	1
50+50	-	51+75	SCENIC RD, (NORTH), LT &	---	205	410	688	---	---	---
1366+00	-	1377+40	MAINLINE, LT & RT	155	1035	2070	44	600	40	---
1379+90	-	1380+75	MAINLINE, RT	---	100	200	---	---	10	---
1380+10	-	1386+10	MAINLINE, RT	---	---	---	645	---	---	---
1387+25	-	1390+20	MAINLINE, RT	---	---	---	585	---	---	---
1392+80	-	1396+45	MAINLINE, LT		395	790	---	---	---	---
1392+85	-	1397+30	MAINLINE, RT	---	---	---	876	---	---	---
---	-	1393+10	MAINLINE, RT	---	---	---	---	---	---	3
18+42	-	19+35	HILLSIDE RD, LT & RT	20	140	280	23	---	---	---
20+75	-	21+60	HILLSIDE RD, LT & RT	---	---	---	123	11	20	2
1397+50	-	1402+15	MAINLINE, LT & RT	---	480	960	1025	11	20	5
1443+50	-	1444+75	MAINLINE, LT & RT		285	570	---	---	---	---
1445+05	-	1445+55	MAINLINE, LT	---	---	---	---	10	---	3
1445+75	-	1447+30	MAINLINE, RT	---	170	340	---	---	---	---
10+50	-	11+65	SHERMAN RD, LT & RT		155	310	---	---	---	---
1449+25	-	1451+85	MAINLINE, LT & RT	---	420	840	---	---	---	---
1464+30	-	1470+30	MAINLINE, LT & RT	---	---	---	---	---	---	---
200+50	-	201+65	FOXBORO LN, LT & RT	---	80	160	---	---	---	---
---	-	1472+50	MAINLINE, RT	---	---	---	---	---	10	---
1497+75	-	1499+20	MAINLINE, LT & RT	---	135	270	---	---	10	---
1500+05	-	1505+00	MAINLINE, LT & RT	---	480	960	---	11	---	1
---			UNDISTRIBUTED	370	2064	4128	4287	959	145	20
			TOTALS	2000	22,330	44,660	21,800	5000	610	74

620.0300 CONCRETE MEDIAN SLOPED NOSE

STATION	LOCATION	(SF)	TYPE
952+00	MAINLINE, LT	42	1
955+41	MAINLINE, LT	25	2
956+75	MAINLINE, RT	25	2
958+38	MAINLINE, LT	58	1
148+40	LANNON RD, LT	92	1
150+00	LANNON RD, RT	56	1
151+83	LANNON RD, RT	75	1
154+21	LANNON RD, LT	25	2
155+60	LANNON RD, RT	25	2
158+94	LANNON RD, LT	119	1
TOTAL		542	

633.5200 MARKERS CULVERT END

STATION	LOCATION	(EACH)
926+58	MAINLINE, LT & RT	2
950+05	MAINLINE, LT & RT	2
957+45	MAINLINE, LT	1
160+42°L°	LANNON RD, LT	1
962+80	MAINLINE, RT	1
39+50	OAK LN, LT & RT	2
994+25	MAINLINE, LT & RT	2
1004+74	MAINLINE, LT & RT	2
1023+25	MAINLINE, LT	1
60+50	MEEKER HILL, RT	1
1026+00	MAINLINE, LT	1
1028+00	MAINLINE, LT	1
1062+11	MAINLINE, LT & RT	2
1063+30	MAINLINE, LT	1
1070+50	MAINLINE, LT & RT	2
1076+68	MAINLINE, LT & RT	2
1194+75	MAINLINE, LT & RT	2
1196+36	MAINLINE, LT	1
48+50	PLEASANT HILL RD, LT & RT	2
1214+00	MAINLINE, LT	1
1245+04	MAINLINE, LT & RT	2
120+50	PIONEER RD, LT	1
1279+90	MAINLINE, LT & RT	2
1299+32	MAINLINE, LT & RT	2
1307+55	MAINLINE, LT & RT	2
1316+35	MAINLINE, RT	1
1316+50	MAINLINE, LT	1
1337+68	MAINLINE, LT & RT	2
1356+83	MAINLINE, LT & RT	2
1364+00	MAINLINE, LT & RT	2
1376+00	MAINLINE, LT & RT	2
1393+10	MAINLINE, LT & RT	2
1395+58	MAINLINE, LT	1
1396+44	MAINLINE, LT	1
1396+45	MAINLINE, LT & RT	2
20+91	HILLSIDE RD, LT & RT	2
1398+50	MAINLINE, LT & RT	2
1408+43	MAINLINE, LT & RT	2
1494+42	MAINLINE, LT & RT	2
TOTAL		63

SIGNS

SIGN NO.	SIGN CODE	W X H	634.0614 POSTS WOOD 4x6x14 EACH	634.0616 POSTS WOOD 4x6x16 EACH	634.0618 POSTS WOOD 4x6x18 EACH	634.0622 POSTS WOOD 4x6x22 EACH	634.0812 POSTS TUBULAR STEEL 2X2-INCH X 12-FT EACH	634.0814 POSTS TUBULAR STEEL 2X2-INCH X 14-FT EACH	634.0816 POSTS TUBULAR STEEL 2X2-INCH X 16-FT EACH	637.1220 TYPE I REFLECTIVE SH SF	637.2210 TYPE II REFLECTIVE H SF	637.2230 TYPE II REFLECTIVE F SF	638.2102 MOVING SIGNS TYPE II EACH	COMMENTS
50-1	R2-1	36 X 48	--	1	--	--	--	--	--	--	12.00	--	--	SPEED LIMIT 35, SIZE 3
50-2	W6-2	36 X 36	--	1	--	--	--	--	--	--	--	9.00	--	
50-3	R2-1	24 X 30	--	1	--	--	--	--	--	--	5.00	--	--	SPEED LIMIT 45
50-4	W6-3	36 X 36	--	1	--	--	--	--	--	--	--	9.00	--	
50-5	W14-3	48 X 36	--	1	--	--	--	--	--	--	--	6.00	--	
50-6	R2-1	24 X 30	--	1	--	--	--	--	--	--	5.00	--	--	SPEED LIMIT 45
51-1	W14-3	48 X 36	--	1	--	--	--	--	--	--	--	6.00	--	
51-2	R2-1	24 X 30	--	1	--	--	--	--	--	--	5.00	--	--	SPEED LIMIT 45
51-3	J1-1	24 X 39	--	1	--	--	--	--	--	--	6.50	--	--	
51-4	W2-6	36 X 36	--	1	--	--	--	--	--	--	--	9.00	--	
51-5	W13-1	24 X 24	--	--	--	--	--	--	--	--	--	4.00	--	15 MPH, MOUNT BELOW 51-4
51-6	D1-62	138 X 102	--	--	--	3	--	--	--	--	97.75	--	--	
51-7	D1-1	90 X 24	1	1	--	--	--	--	--	--	15.00	--	--	
52-1	R5-1	36 X 36	--	--	--	--	1	--	--	--	9.00	--	--	
52-2	R2-2	24 X 30	--	1	--	--	--	--	--	--	5.00	--	--	SPEED LIMIT 45
52-3	R5-1A	36 X 24	--	--	--	--	--	--	1	--	6.00	--	--	
52-4	J4-1	24 X 36	--	--	--	--	--	--	--	--	6.00	--	--	MOUNTED ON BACK OF 52-3
52-5	D1-1	42 X 30	--	--	--	--	--	1	--	--	8.75	--	--	
52-6	R1-54	24 X 15	--	--	--	--	1	--	--	--	2.50	--	--	MOUNT BELOW 52-7
52-7	R1-2	36 X 31	--	--	--	--	--	--	--	--	3.88	--	--	18" X 18" INCIDENTAL FLAGS
52-8	R6-2R	24 X 30	--	--	--	--	--	1	--	--	5.00	--	--	MOUNT BELOW 52-9
52-9	R1-2	36 X 31	--	--	--	--	--	--	--	--	3.88	--	--	18" X 18" INCIDENTAL FLAGS
52-10	J4-1	24 X 34	--	1	--	--	--	--	--	--	5.67	--	--	
52-11	D1-1	42 X 30	--	--	--	--	--	1	--	--	8.75	--	--	
52-12	R1-2	36 X 31	--	--	--	--	1	--	--	--	3.88	--	--	18" X 18" INCIDENTAL FLAGS
52-13	R1-54	24 X 15	--	--	--	--	--	--	--	--	2.50	--	--	MOUNT BELOW 52-12
52-14	R1-2	36 X 31	--	--	--	--	--	1	--	--	3.88	--	--	18" X 18" INCIDENTAL FLAGS
52-15	R6-2R	24 X 30	--	--	--	--	--	--	--	--	5.00	--	--	MOUNT BELOW 52-14
52-16	J3-3	72 X 57	--	--	1	--	--	--	--	--	28.50	--	--	
52-17	R3-5X	42 X 48	--	--	--	--	--	--	--	--	14.00	--	--	MOUNT ON S-66-242
52-18	R3-6R	42 X 48	--	--	--	--	--	--	--	--	14.00	--	--	MOUNT ON S-66-242
52-19	M1-94	90 X 18	--	--	--	--	--	--	--	--	11.25	--	--	MOUNT ON S-66-242
52-20	R4-7	24 X 30	--	--	--	--	--	1	--	--	5.00	--	--	
52-21	W5-54	18 X 18	--	--	--	--	--	--	--	--	--	2.25	--	MOUNT BELOW 52-20
52-22	W3-2	36 X 36	--	1	--	--	--	--	--	--	--	9.00	--	18" X 18" INCIDENTAL FLAGS
52-23	D1-1	90 X 24	1	1	--	--	--	--	--	--	15.00	--	--	
52-24	R1-1	30 X 30	1	--	--	--	--	--	--	--	5.18	--	--	
52-25	W2-6	36 X 36	--	1	--	--	--	--	--	--	--	9.00	--	
52-26	W13-1	24 X 24	--	--	--	--	--	--	--	--	--	4.00	--	15 MPH, MOUNT BELOW 52-25
52-27	W3-2	36 X 36	1	--	--	--	--	--	--	--	--	9.00	--	18" X 18" INCIDENTAL FLAGS
52-28	R4-7	24 X 30	--	--	--	--	--	1	--	--	5.00	--	--	
52-29	W5-54	18 X 18	--	--	--	--	--	--	--	--	--	2.25	--	MOUNT BELOW 52-28
52-30	R1-2	36 X 31	--	--	--	--	--	1	--	--	3.88	--	--	18" X 18" INCIDENTAL FLAGS
52-31	R6-2R	24 X 30	--	--	--	--	--	--	--	--	5.00	--	--	MOUNT BELOW 52-30
52-32	R1-2	36 X 31	--	--	--	--	1	--	--	--	3.88	--	--	18" X 18" INCIDENTAL FLAGS
52-33	R1-54	24 X 15	--	--	--	--	--	--	--	--	2.50	--	--	MOUNT BELOW 52-32
52-34	R6-1R	36 X 12	--	--	--	--	1	--	--	--	3.00	--	--	
52-35	R6-4B	60 X 24	--	--	--	--	--	--	--	--	10.00	--	--	MOUNT BELOW 52-34
52-36	R6-1R	36 X 12	--	--	--	--	1	--	--	--	3.00	--	--	
52-37	R6-4B	60 X 24	--	--	--	--	--	--	--	--	10.00	--	--	MOUNT BELOW 52-36
52-38	R6-1R	36 X 12	--	--	--	--	1	--	--	--	3.00	--	--	
52-39	R6-4B	60 X 24	--	--	--	--	--	--	--	--	10.00	--	--	MOUNT BELOW 52-38
52-40	R6-1R	36 X 12	--	--	--	--	1	--	--	--	3.00	--	--	
52-41	R6-4B	60 X 24	--	--	--	--	--	--	--	--	10.00	--	--	MOUNT BELOW 52-40
52-42	D1-1	42 X 30	--	--	--	--	--	1	--	--	8.75	--	--	
52-43	J4-1	24 X 36	--	--	--	--	--	--	1	--	6.00	--	--	
52-44	R5-1A	36 X 24	--	--	--	--	--	--	--	--	6.00	--	--	MOUNTED ON BACK OF 52-43
52-45	R1-2	36 X 31	--	--	--	--	--	1	--	--	3.88	--	--	18" X 18" INCIDENTAL FLAGS
52-46	R6-2R	24 X 30	--	--	--	--	--	--	--	--	5.00	--	--	MOUNT BELOW 52-45
52-47	R1-2	36 X 31	--	--	--	--	1	--	--	--	3.88	--	--	18" X 18" INCIDENTAL FLAGS
52-48	R1-54	24 X 15	--	--	--	--	--	--	--	--	2.50	--	--	MOUNT BELOW 52-47
52-49	J4-1	24 X 36	--	--	--	--	--	--	1	--	6.00	--	--	
52-50	R5-1A	36 X 24	--	--	--	--	--	--	--	--	6.00	--	--	MOUNTED ON BACK OF 52-49
52-51	D1-1	42 X 30	--	--	--	--	--	1	--	--	8.75	--	--	
52-52	R2-1	24 X 30	--	--	--	--	1	--	--	--	5.00	--	--	SPEED LIMIT 45

NOTE: ALL ITEMS ARE CATEGORY 0010, UNLESS OTHERWISE NOTED.

SIGNS

SIGN NO.	SIGN CODE	W		H	634.0614 POSTS WOOD 4x6x14 EACH	634.0616 POSTS WOOD 4x6x16 EACH	634.0618 POSTS WOOD 4x6x18 EACH	634.0622 POSTS WOOD 4x6x22 EACH	634.0812 POSTS TUBULAR STEEL 2X2-INCH X 12-FT EACH	634.0814 POSTS TUBULAR STEEL 2X2-INCH X 14-FT EACH	634.0816 POSTS TUBULAR STEEL 2X2-INCH X 16-FT EACH	637.1220 TYPE I REFLECTIVE SH SF	637.2210 TYPE II REFLECTIVE H SF	637.2230 TYPE II REFLECTIVE F SF	638.2102 MOVING SIGNS TYPE II EACH	COMMENTS
52-53	R5-1	36	X	36	--	--	--	--	--	--	--	--	9.00	--	--	MOUNTED ON BACK OF 52-52
53-1	R4-7	24	X	30	1	--	--	--	--	--	--	--	5.00	--	--	
53-2	W5-54	18	X	18	--	--	--	--	--	--	--	--	--	2.25	--	MOUNT BELOW 53-1
53-3	R5-1	36	X	36	--	--	--	--	--	--	--	--	9.00	--	--	
53-4	R3-9C	24	X	6	--	--	--	--	--	1	--	--	1.00	--	--	MOUNT ON BACK OF 53-3
53-5	R3-9B	24	X	36	--	--	--	--	--	--	--	--	6.00	--	--	MOUNT BELOW 53-4
53-6	R2-1	24	X	30	--	1	--	--	--	--	--	--	5.00	--	--	SPEED LIMIT 35
53-7	--	--	X	--	--	--	--	--	--	--	--	--	--	--	1	MOUNT BELOW 53-6
53-8	R5-1A	36	X	24	--	--	--	--	--	--	--	--	6.00	--	--	MOUNT ON BACK OF 53-6
53-9	J1-1	24	X	39	--	1	--	--	--	--	--	--	6.50	--	--	
53-10	W2-6	36	X	36	--	1	--	--	--	--	--	--	--	9.00	--	
53-11	W13-1	24	X	24	--	--	--	--	--	--	--	--	--	4.00	--	15 MPH, MOUNT BELOW 53-10
53-12	R3-9D	24	X	6	--	--	1	--	--	--	--	--	1.00	--	--	
53-13	R3-9B	24	X	36	--	--	--	--	--	--	--	--	6.00	--	--	MOUNT BELOW 53-12
53-13A	R3-7R	36	X	36	--	--	--	--	--	--	--	--	9.00	--	--	MOUNT BELOW 53-13
53-14	W3-2	36	X	36	--	1	--	--	--	--	--	--	--	9.00	--	18" X 18" INCIDENTAL FLAGS
53-15	R4-7	24	X	30	1	--	--	--	--	--	--	--	5.00	--	--	
53-16	D1-1	78	X	30	2	--	--	--	--	--	--	--	16.25	--	--	
53-17	R4-7	24	X	30	1	--	--	--	--	--	--	--	5.00	--	--	
53-18	A11-13	96	X	102	--	--	--	--	--	--	--	68.00	--	--	--	MOUNT ON S-66-609
53-19	A11-17	36	X	72	--	--	--	--	--	--	--	18.00	--	--	--	MOUNT ON S-66-609
53-19A	R3-8DD	36	X	30	1	--	--	--	--	--	--	--	7.50	--	--	
53-20	W5-4a	18	X	18	1	--	--	--	--	--	--	--	--	2.25	--	PLACE WB ALONG PATH
54-1	A11-13	96	X	102	--	--	--	--	--	--	--	68.00	--	--	--	MOUNT ON S-66-610
54-2	A11-17	36	X	72	--	--	--	--	--	--	--	18.00	--	--	--	MOUNT ON S-66-610
54-2A	R3-8DD	36	X	30	--	--	--	--	--	--	--	--	7.50	--	--	MOUNT ON SIGN STRUCTURE VERTICAL POST S-66-610
54-3	D1-1	78	X	30	2	--	--	--	--	--	--	--	16.25	--	--	
54-4	W3-2	36	X	36	--	1	--	--	--	--	--	--	--	9.00	--	18" X 18" INCIDENTAL FLAGS
54-4A	R3-7R	36	X	36	--	1	--	--	--	--	--	--	9.00	--	--	
54-5	W2-6	36	X	36	--	1	--	--	--	--	--	--	--	9.00	--	
54-6	W13-1	24	X	24	--	--	--	--	--	--	--	--	--	4.00	--	15 MPH, MOUNT BELOW 54-5
54-7	J1-1	24	X	39	--	1	--	--	--	--	--	--	6.50	--	--	
54-8	R5-1	36	X	36	1	--	--	--	--	--	--	--	9.00	--	--	
54-9	R2-1	24	X	30	--	--	--	--	--	--	--	--	5.00	--	--	SPEED LIMIT 45, MOUNT ON BACK OF 54-8
54-10	R4-7	24	X	30	1	--	--	--	--	--	--	--	5.00	--	--	
54-11	W5-54	18	X	18	--	--	--	--	--	--	--	--	--	2.25	--	MOUNT BELOW 54-10
55-1	D1-63 Mod.	60	X	21	2	--	--	--	--	--	--	--	8.75	--	--	
55-2	J1-1	24	X	39	--	1	--	--	--	--	--	--	6.50	--	--	
55-3	W2-2	30	X	30	1	--	--	--	--	--	--	--	--	6.25	--	
55-4	--	--	X	--	1	--	--	--	--	--	--	--	--	--	1	
55-5	R2-1	24	X	30	--	1	--	--	--	--	--	--	5.00	--	--	SPEED LIMIT 45
55-6	D1-1	78	X	15	2	--	--	--	--	--	--	--	8.13	--	--	
55-7	D1-1	78	X	15	2	--	--	--	--	--	--	--	8.13	--	--	
55-8	R2-1	24	X	30	--	1	--	--	--	--	--	--	5.00	--	--	SPEED LIMIT 40
55-9	R1-1	30	X	30	1	--	--	--	--	--	--	--	5.18	--	--	
55-10	J13-1	24	X	45	--	1	--	--	--	--	--	--	7.50	--	--	
55-11	W1-7	48	X	24	1	--	--	--	--	--	--	--	--	8.00	--	
56-1	W2-2	30	X	30	--	1	--	--	--	--	--	--	--	6.25	--	
56-2	W13-1	18	X	18	--	--	--	--	--	--	--	--	--	2.25	--	30 MPH, MOUNT BELOW 56-1
56-3	R2-1	24	X	30	--	1	--	--	--	--	--	--	5.00	--	--	SPEED LIMIT 45
56-4	R1-1	30	X	30	1	--	--	--	--	--	--	--	5.18	--	--	
56-5	R2-1	24	X	30	--	1	--	--	--	--	--	--	5.00	--	--	SPEED LIMIT 25
56-6	--	--	X	--	--	1	--	--	--	--	--	--	--	--	1	
56-7	R5-2	24	X	24	1	--	--	--	--	--	--	--	4.00	--	--	
56-8	--	--	X	--	--	--	--	--	--	--	--	--	--	--	1	MOUNT BELOW 56-6
56-9	R2-1	24	X	30	--	1	--	--	--	--	--	--	5.00	--	--	SPEED LIMIT 45
56-10	W1-2R	30	X	30	--	1	--	--	--	--	--	--	--	6.25	--	
56-11	W2-2	30	X	30	--	1	--	--	--	--	--	--	--	6.25	--	
56-12	W13-1	18	X	18	--	--	--	--	--	--	--	--	--	2.25	--	30 MPH, MOUNT BELOW 56-11
56-13	W1-7	48	X	24	1	--	--	--	--	--	--	--	--	8.00	--	
56-14	W1-6	48	X	24	1	--	--	--	--	--	--	--	--	8.00	--	
57-1	R2-1	24	X	30	--	1	--	--	--	--	--	--	5.00	--	--	SPEED LIMIT 45
57-2	W1-2R	30	X	30	--	1	--	--	--	--	--	--	--	6.25	--	
58-1	W1-6	48	X	24	1	--	--	--	--	--	--	--	--	8.00	--	
58-2	W1-2L	30	X	30	--	1	--	--	--	--	--	--	--	6.25	--	
58-3	R2-1	24	X	30	1	--	--	--	--	--	--	--	5.00	--	--	SPEED LIMIT 45
58-4	R2-1	24	X	30	--	1	--	--	--	--	--	--	5.00	--	--	SPEED LIMIT 45
58-5	W1-2L	30	X	30	--	1	--	--	--	--	--	--	--	6.25	--	
58-6	D1-1	96	X	15	2	--	--	--	--	--	--	--	10.00	--	--	

NOTE: ALL ITEMS ARE CATEGORY 0010, UNLESS OTHERWISE NOTED.

SIGNS

SIGN NO.	SIGN CODE	W X H	634.0614 POSTS WOOD 4x6x14 EACH	634.0616 POSTS WOOD 4x6x16 EACH	634.0618 POSTS WOOD 4x6x18 EACH	634.0622 POSTS WOOD 4x6x22 EACH	634.0812 POSTS TUBULAR STEEL 2X2-INCH X 12-FT EACH	634.0814 POSTS TUBULAR STEEL 2X2-INCH X 14-FT EACH	634.0816 POSTS TUBULAR STEEL 2X2-INCH X 16-FT EACH	637.1220 TYPE I REFLECTIVE SH SF	637.2210 TYPE II REFLECTIVE H SF	637.2230 TYPE II REFLECTIVE F SF	638.2102 MOVING SIGNS TYPE II EACH	COMMENTS
59-1	D1-1	96 X 15	2	--	--	--	--	--	--	--	10.00	--	--	
59-2	W1-2R	30 X 30	1	--	--	--	--	--	--	--	--	6.25	--	
59-3	R2-1	24 X 30	1	--	--	--	--	--	--	--	5.00	--	--	SPEED LIMIT 45
59-4	W7-1	30 X 30	1	--	--	--	--	--	--	--	--	6.25	--	6%
59-5	W3-1	36 X 36	--	1	--	--	--	--	--	--	--	9.00	--	
59-6	R2-1	24 X 30	--	1	--	--	--	--	--	--	5.00	--	--	SPEED LIMIT 30
59-7	R1-1	30 X 30	1	--	--	--	--	--	--	--	5.18	--	--	
59-8	R2-1	24 X 30	1	--	--	--	--	--	--	--	5.00	--	--	SPEED LIMIT 45
59-9	D1-1	96 X 15	2	--	--	--	--	--	--	--	10.00	--	--	
59-10	W2-7R	30 X 30	--	1	--	--	--	--	--	--	--	6.25	--	
59-11	W13-1	18 X 18	--	--	--	--	--	--	--	--	--	2.25	--	30 MPH, MOUNT BELOW 59-10
59-12	W1-7	48 X 24	1	--	--	--	--	--	--	--	--	8.00	--	
60-1	D1-1	96 X 15	2	--	--	--	--	--	--	--	10.00	--	--	
60-2	R1-1	30 X 30	1	--	--	--	--	--	--	--	5.18	--	--	
60-3	W14-2	30 X 30	1	--	--	--	--	--	--	--	--	6.25	--	
60-4	R1-1	30 X 30	1	--	--	--	--	--	--	--	5.18	--	--	
60-5	W14-3	48 X 36	--	1	--	--	--	--	--	--	--	6.00	--	
60-6	R2-1	24 X 30	--	1	--	--	--	--	--	--	5.00	--	--	SPEED LIMIT 45
60-7	W1-7	48 X 24	1	--	--	--	--	--	--	--	--	8.00	--	
60-8	W1-6	48 X 24	1	--	--	--	--	--	--	--	--	8.00	--	
60-9	W1-7	48 X 24	1	--	--	--	--	--	--	--	--	8.00	--	
61-1	R2-1	24 X 30	1	--	--	--	--	--	--	--	5.00	--	--	SPEED LIMIT 45
61-2	J4-1	24 X 36	--	1	--	--	--	--	--	--	6.00	--	--	
61-3	J13-1	24 X 45	--	1	--	--	--	--	--	--	7.50	--	--	
61-4	R1-1	30 X 30	1	--	--	--	--	--	--	--	5.18	--	--	
61-5	W3-1	36 X 36	--	1	--	--	--	--	--	--	--	9.00	--	
61-6	R2-1	24 X 30	--	1	--	--	--	--	--	--	5.00	--	--	SPEED LIMIT 35
61-7	D1-1	90 X 15	2	--	--	--	--	--	--	--	9.38	--	--	
61-8	W1-2R	30 X 30	--	1	--	--	--	--	--	--	--	6.25	--	
61-9	R10-64	-- X --	--	1	--	--	--	--	--	--	--	--	1	
61-10	J4-1	24 X 36	--	1	--	--	--	--	--	--	6.00	--	--	
61-11	W1-7	48 X 24	1	--	--	--	--	--	--	--	--	8.00	--	
61-12	W2-2	30 X 30	1	--	--	--	--	--	--	--	--	6.25	--	
61-13	W1-6	48 X 24	1	--	--	--	--	--	--	--	--	8.00	--	
62-1	D1-1	90 X 15	2	--	--	--	--	--	--	--	9.38	--	--	
62-2	W1-2L	30 X 30	--	1	--	--	--	--	--	--	--	6.25	--	
62-3	W14-3	48 X 36	--	1	--	--	--	--	--	--	--	6.00	--	
62-4	R2-1	24 X 30	--	1	--	--	--	--	--	--	5.00	--	--	SPEED LIMIT 35
62-5	I2-3	60 X 24	1	1	--	--	--	--	--	--	10.00	--	--	
62-6	R2-1	24 X 30	--	1	--	--	--	--	--	--	5.00	--	--	SPEED LIMIT 45
62-7	W1-2R	30 X 30	--	1	--	--	--	--	--	--	--	6.25	--	
62-8	D1-56	72 X 21	1	1	--	--	--	--	--	--	10.50	--	--	
63-1	R2-1	24 X 30	1	--	--	--	--	--	--	--	5.00	--	--	SPEED LIMIT 40
63-2	W14-3	48 X 36	--	1	--	--	--	--	--	--	--	6.00	--	
63-3	--	-- X --	--	1	--	--	--	--	--	--	--	--	1	
63-4	J4-1	24 X 36	--	1	--	--	--	--	--	--	6.00	--	--	
63-5	R2-1	24 X 30	--	1	--	--	--	--	--	--	5.00	--	--	SPEED LIMIT 40
63-6	R2-1	24 X 30	--	1	--	--	--	--	--	--	5.00	--	--	SPEED LIMIT 40
63-7	R2-1	24 X 30	--	1	--	--	--	--	--	--	5.00	--	--	SPEED LIMIT 40
63-8	D1-64 Mod.	90 X 42	--	--	2	--	--	--	--	--	26.25	--	--	
64-1	J13-1	24 X 45	--	1	--	--	--	--	--	--	7.50	--	--	
64-2	R1-1	30 X 30	1	--	--	--	--	--	--	--	5.18	--	--	
64-3	J13-1	24 X 45	--	1	--	--	--	--	--	--	7.50	--	--	
64-4	R1-1	30 X 30	1	--	--	--	--	--	--	--	5.18	--	--	
64-6	W3-5	36 X 36	--	1	--	--	--	--	--	--	--	9.00	--	SPEED LIMIT 40
64-7	D1-64 Mod.	90 X 42	--	1	1	--	--	--	--	--	26.25	--	--	
64-8	W14-1	30 X 30	--	1	--	--	--	--	--	--	--	6.25	--	
64-9	R2-1	24 X 30	--	1	--	--	--	--	--	--	5.00	--	--	SPEED LIMIT 45
64-10	R1-1	30 X 30	1	--	--	--	--	--	--	--	5.18	--	--	
64-11	J13-1	24 X 45	--	1	--	--	--	--	--	--	7.50	--	--	
64-12	R2-1	24 X 30	1	--	--	--	--	--	--	--	5.00	--	--	SPEED LIMIT 55
64-13	--	-- X --	--	1	--	--	--	--	--	--	--	--	1	
64-14	R1-1	30 X 30	1	--	--	--	--	--	--	--	5.18	--	--	
64-15	J13-1	24 X 45	--	1	--	--	--	--	--	--	7.50	--	--	
64-16	D2-2	96 X 24	--	--	2	--	--	--	--	--	16.00	--	--	

NOTE: ALL ITEMS ARE CATEGORY 0010, UNLESS OTHERWISE NOTED.

SIGNS

SIGN NO.	SIGN CODE	W		H	634.0614 POSTS WOOD 4x6x14 EACH	634.0616 POSTS WOOD 4x6x16 EACH	634.0618 POSTS WOOD 4x6x18 EACH	634.0622 POSTS WOOD 4x6x22 EACH	634.0812 POSTS TUBULAR STEEL 2X2-INCH X 12-FT EACH	634.0814 POSTS TUBULAR STEEL 2X2-INCH X 14-FT EACH	634.0816 POSTS TUBULAR STEEL 2X2-INCH X 16-FT EACH	637.1220 TYPE I REFLECTIVE SH SF	637.2210 TYPE II REFLECTIVE H SF	637.2230 TYPE II REFLECTIVE F SF	638.2102 MOVING SIGNS TYPE II EACH	COMMENTS
64-17	--	--	X	--	--	--	--	--	--	--	--	--	--	--	1	MOUNT BELOW 64-16
64-18	J4-1	24	X	36	--	1	--	--	--	--	--	--	6.00	--	--	
64-19	W1-4R	30	X	30	--	1	--	--	--	--	--	--	--	6.25	--	
64-20	W13-1	18	X	18	--	--	--	--	--	--	--	--	--	2.25	--	50 MPH, MOUNT BELOW 64-19
64-21	R3-7R	36	X	36	--	1	--	--	--	--	--	--	9.00	--	--	
64-22	R3-7R	36	X	36	--	1	--	--	--	--	--	--	9.00	--	--	
65-1	W1-4R	30	X	30	--	1	--	--	--	--	--	--	--	6.25	--	
65-2	W13-1	18	X	18	--	--	--	--	--	--	--	--	--	2.25	--	50 MPH, MOUNT BELOW 65-1
66-1	R10-64	--	X	--	--	1	--	--	--	--	--	--	--	--	1	
66-2	W3-1	36	X	36	--	1	--	--	--	--	--	--	--	9.00	--	
66-3	D1-61	66	X	24	1	1	--	--	--	--	--	--	11.00	--	--	
66-4	W3-1	36	X	36	--	1	--	--	--	--	--	--	--	9.00	--	
67-1	I2-3	60	X	24	1	1	--	--	--	--	--	--	10.00	--	--	
67-2	J4-1	24	X	36	--	1	--	--	--	--	--	--	6.00	--	--	
67-3	J13-1	24	X	45	--	1	--	--	--	--	--	--	7.50	--	--	
67-4	R1-1	36	X	36	--	1	--	--	--	--	--	--	7.46	--	--	
67-5	R1-3P	18	X	6	--	--	--	--	--	--	--	--	0.75	--	--	MOUNT BELOW 67-4
67-6	R1-1	36	X	36	--	1	--	--	--	--	--	--	7.46	--	--	
67-7	R1-3P	18	X	6	--	--	--	--	--	--	--	--	0.75	--	--	MOUNT BELOW 67-6
67-8	R3-8A	36	X	30	--	1	--	--	--	--	--	--	7.50	--	--	
67-9	R2-1	24	X	30	--	1	--	--	--	--	--	--	5.00	--	--	SPEED LIMIT 45
67-10	D1-61	66	X	24	1	1	--	--	--	--	--	--	11.00	--	--	
67-11	W3-1	36	X	36	--	1	--	--	--	--	--	--	--	9.00	--	
67-12	W3-1	36	X	36	--	1	--	--	--	--	--	--	--	9.00	--	
67-13	R3-8A	36	X	30	--	1	--	--	--	--	--	--	7.50	--	--	
67-14	R1-1	36	X	36	--	1	--	--	--	--	--	--	7.46	--	--	
67-15	R1-3P	18	X	6	--	--	--	--	--	--	--	--	0.75	--	--	MOUNT BELOW 67-14
67-16	R1-1	36	X	36	--	1	--	--	--	--	--	--	7.46	--	--	
67-17	R1-3P	18	X	6	--	--	--	--	--	--	--	--	0.75	--	--	MOUNT BELOW 67-16
67-18	J13-1	24	X	45	--	1	--	--	--	--	--	--	7.50	--	--	
67-19	J4-1	24	X	36	--	1	--	--	--	--	--	--	6.00	--	--	
67-20	R3-8A	36	X	30	--	1	--	--	--	--	--	--	7.50	--	--	
67-21	W10-1	36	X	36	--	1	--	--	--	--	--	--	7.07	--	--	
67-22	R2-1	24	X	30	--	1	--	--	--	--	--	--	5.00	--	--	SPEED LIMIT 45
67-23	R1-1	36	X	36	--	1	--	--	--	--	--	--	7.46	--	--	
67-24	R1-1	36	X	36	--	1	--	--	--	--	--	--	7.46	--	--	
67-25	R1-1	36	X	36	--	1	--	--	--	--	--	--	7.46	--	--	
68-1	W14-3	48	X	36	--	1	--	--	--	--	--	--	--	6.00	--	
69-1	W14-3	48	X	36	--	1	--	--	--	--	--	--	--	6.00	--	
69-2	R1-1	30	X	30	1	--	--	--	--	--	--	--	5.18	--	--	
69-3	J4-1	24	X	36	--	1	--	--	--	--	--	--	6.00	--	--	
69-4	D1-3	96	X	42	--	--	2	--	--	--	--	--	28.00	--	--	
69-5	W1-7	48	X	24	1	--	--	--	--	--	--	--	--	8.00	--	
70-1	J13-1	24	X	45	--	1	--	--	--	--	--	--	7.50	--	--	
70-2	R1-1	30	X	30	1	--	--	--	--	--	--	--	5.18	--	--	
70-3	--	--	X	--	--	1	--	--	--	--	--	--	--	--	1	
70-4	D1-3	96	X	42	--	--	2	--	--	--	--	--	28.00	--	--	
70-5	R1-1	30	X	30	1	--	--	--	--	--	--	--	5.18	--	--	
70-6	J13-1	24	X	45	--	1	--	--	--	--	--	--	7.50	--	--	
70-7	W14-1	30	X	30	--	1	--	--	--	--	--	--	--	6.25	--	
70-8	R1-1	30	X	30	1	--	--	--	--	--	--	--	5.18	--	--	
70-9	J13-1	24	X	45	--	1	--	--	--	--	--	--	7.50	--	--	
70-10	J4-1	24	X	36	--	1	--	--	--	--	--	--	6.00	--	--	
70-11	--	--	X	--	--	1	--	--	--	--	--	--	--	--	1	
70-12	W1-6	48	X	24	1	--	--	--	--	--	--	--	--	8.00	--	
70-13	W1-7	48	X	24	1	--	--	--	--	--	--	--	--	8.00	--	
70-14	W1-7	48	X	24	1	--	--	--	--	--	--	--	--	8.00	--	
70-15	W1-7	48	X	24	1	--	--	--	--	--	--	--	--	8.00	--	
71-1	R1-1	30	X	30	1	--	--	--	--	--	--	--	5.18	--	--	
71-2	W1-7	48	X	24	1	--	--	--	--	--	--	--	--	8.00	--	
72-1	W10-2L	36	X	36	--	1	--	--	--	--	--	--	--	9.00	--	
73-1	J4-1	24	X	36	--	1	--	--	--	--	--	--	6.00	--	--	
73-2	J13-1	24	X	45	--	1	--	--	--	--	--	--	7.50	--	--	
73-3	R1-1	30	X	30	1	--	--	--	--	--	--	--	5.18	--	--	
73-4	--	--	X	--	--	1	--	--	--	--	--	--	--	--	1	
73-5	D1-61	66	X	24	1	1	--	--	--	--	--	--	11.00	--	--	
73-6	W10-2	36	X	36	--	1	--	--	--	--	--	--	--	9.00	--	

NOTE: ALL ITEMS ARE CATEGORY 0010, UNLESS OTHERWISE NOTED.

SIGNS

SIGN NO.	SIGN CODE	W		H	634.0614 POSTS WOOD 4x6x14 EACH	634.0616 POSTS WOOD 4x6x16 EACH	634.0618 POSTS WOOD 4x6x18 EACH	634.0622 POSTS WOOD 4x6x22 EACH	634.0812 POSTS TUBULAR STEEL 2X2-INCH X 12-FT EACH	634.0814 POSTS TUBULAR STEEL 2X2-INCH X 14-FT EACH	634.0816 POSTS TUBULAR STEEL 2X2-INCH X 16-FT EACH	637.1220 TYPE I REFLECTIVE SH SF	637.2210 TYPE II REFLECTIVE H SF	637.2230 TYPE II REFLECTIVE F SF	638.2102 MOVING SIGNS TYPE II EACH	COMMENTS
73-7	D1-61	66	X	24	1	1	--	--	--	--	--	--	11.00	--	--	
73-8	R1-1	30	X	30	1	--	--	--	--	--	--	--	5.18	--	--	
73-9	J13-1	24	X	45	--	1	--	--	--	--	--	--	7.50	--	--	
73-10	J4-1	24	X	36	--	1	--	--	--	--	--	--	6.00	--	--	
74-1	W14-3	48	X	36	--	1	--	--	--	--	--	--	--	6.00	--	
74-2	W3-5	36	X	36	--	1	--	--	--	--	--	--	--	9.00	--	SPEED LIMIT 35
75-1	R2-1	24	X	30	--	1	--	--	--	--	--	--	5.00	--	--	SPEED LIMIT 55
75-2	W14-3	48	X	36	--	1	--	--	--	--	--	--	--	6.00	--	
75-3	J4-1	24	X	36	--	1	--	--	--	--	--	--	6.00	--	--	
75-4	R2-1	24	X	30	1	--	--	--	--	--	--	--	5.00	--	--	SPEED LIMIT 35
75-5	R2-1	36	X	48	--	1	--	--	--	--	--	--	12.00	--	--	SPEED LIMIT 35, SIZE 3
75-6	IX-X	72	X	24	1	1	--	--	--	--	--	--	12.00	--	--	
75-7	D1-1	84	X	15	2	--	--	--	--	--	--	--	8.75	--	--	
75-8	R2-1	24	X	30	1	--	--	--	--	--	--	--	5.00	--	--	SPEED LIMIT 35
75-9	R2-1	24	X	30	--	1	--	--	--	--	--	--	5.00	--	--	SPEED LIMIT 45
75-10	--	--	X	--	--	--	--	--	--	--	--	--	--	--	1	MOUNT BELOW 75-9
75-11	R1-1	30	X	30	1	--	--	--	--	--	--	--	5.18	--	--	
75-12	J13-1	24	X	45	--	1	--	--	--	--	--	--	7.50	--	--	
75-13	W1-7	48	X	24	1	--	--	--	--	--	--	--	--	8.00	--	
76-1	D1-1	84	X	15	2	--	--	--	--	--	--	--	8.75	--	--	
76-2	R2-1	36	X	48	--	1	--	--	--	--	--	--	12.00	--	--	SPEED LIMIT 35, SIZE 3
76-3	--	--	X	--	--	1	--	--	--	--	--	--	--	--	1	
76-4	IX-X	72	X	24	1	1	--	--	--	--	--	--	12.00	--	--	
76-5	J4-1	24	X	36	--	1	--	--	--	--	--	--	6.00	--	--	
76-6	R2-1	24	X	30	--	1	--	--	--	--	--	--	5.00	--	--	SPEED LIMIT 40
76-7	J22-1	24	X	57	--	--	1	--	--	--	--	--	9.50	--	--	
77-1	J4-1	24	X	36	--	1	--	--	--	--	--	--	6.00	--	--	
77-2	J23-1	24	X	57	--	--	1	--	--	--	--	--	9.50	--	--	
77-3	R2-1	24	X	30	--	1	--	--	--	--	--	--	5.00	--	--	SPEED LIMIT 40
77-4	J22-1	24	X	57	--	--	1	--	--	--	--	--	9.50	--	--	
77-5	W1-2R	30	X	30	--	1	--	--	--	--	--	--	--	6.25	--	
77-6	J23-1	24	X	57	--	--	1	--	--	--	--	--	9.50	--	--	
77-7	W1-3L	36	X	36	--	--	1	--	--	--	--	--	--	9	--	
77-8	W13-1	18	X	18	--	--	--	--	--	--	--	--	--	2	--	30 MPH, MOUNT BELOW 77-7
77-9	R1-1	30	X	30	1	--	--	--	--	--	--	--	5.18	--	--	
77-10	J3-2	48	X	57	--	1	--	--	--	--	--	--	19	--	--	
77-11	J4-1	24	X	36	--	1	--	--	--	--	--	--	6.00	--	--	
77-12	R2-1	24	X	30	--	1	--	--	--	--	--	--	5.00	--	--	SPEED LIMIT 40
77-13	R2-1	24	X	30	--	1	--	--	--	--	--	--	5.00	--	--	SPEED LIMIT 40
78-1	W1-2L	30	X	30	--	1	--	--	--	--	--	--	--	6	--	
78-2	R2-1	24	X	30	--	1	--	--	--	--	--	--	5.00	--	--	SPEED LIMIT 40
78-3	W14-3	48	X	36	--	1	--	--	--	--	--	--	--	6.00	--	
78-4	R2-1	24	X	30	--	1	--	--	--	--	--	--	5.00	--	--	SPEED LIMIT 40
78-5	W1-2L	30	X	30	--	1	--	--	--	--	--	--	--	6	--	
79-1	R2-1	24	X	30	--	2	--	--	--	--	--	--	5.00	--	--	SPEED LIMIT 40
79-2	R2-1	24	X	30	1	--	--	--	--	--	--	--	5.00	--	--	SPEED LIMIT 40
79-3	I2-3	60	X	24	--	2	--	--	--	--	--	--	10.00	--	--	
79-4	--	--	X	--	1	--	--	--	--	--	--	--	--	--	1	
79-5	J1-1	24	X	39	--	1	--	--	--	--	--	--	6.50	--	--	
79-6	R1-1	30	X	30	1	--	--	--	--	--	--	--	5.18	--	--	
79-7	W6-2	36	X	36	--	1	--	--	--	--	--	--	--	9	--	
79-8	J2-3	72	X	57	--	--	2	--	--	--	--	--	28.50	--	--	
79-9	W1-7	48	X	24	1	--	--	--	--	--	--	--	--	8.00	--	
--	W14-3	48	X	36	--	1	--	--	--	--	--	--	--	12	--	UNDISTRIBUTED QUANTITY, PLACE WITH LOCATING NPZ
--	W14-3	48	X	36	--	1	--	--	--	--	--	--	--	12.00	--	UNDISTRIBUTED QUANTITY, PLACE WITH LOCATING NPZ
--	W14-3	48	X	36	--	1	--	--	--	--	--	--	--	12.00	--	UNDISTRIBUTED QUANTITY, PLACE WITH LOCATING NPZ
--	W14-3	48	X	36	--	1	--	--	--	--	--	--	--	12.00	--	UNDISTRIBUTED QUANTITY, PLACE WITH LOCATING NPZ
--	W14-3	48	X	36	--	1	--	--	--	--	--	--	--	12.00	--	UNDISTRIBUTED QUANTITY, PLACE WITH LOCATING NPZ
--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	10	ALTERNATE IH-41/US 45 ROUTE MARKERS
		TOTALS			101	160	18	3	10	11	3	172.00	1,644.49	640.25	25	

NOTES: ALL SIGNS ARE SIZE 2S, EXCEPT WHERE NOTED
WOOD POSTS SIZES, FOR TYPE II SIGNS ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DETERMINED IN THE FIELD.
INSTALL NO PASSING ZONE PENNANT SIGNS BASED ON NEW PASSING ZONES ESTABLISHED; 5 UNDISTRIBUTED W14-3 ARE INCLUDED TO ADJUST NPZ AS REQUIRED.
SIGN NUMBERS NOT USED: 64-5

NOTE: ALL ITEMS ARE CATEGORY 0010, UNLESS OTHERWISE NOTED.

REMOVING SIGNS

SIGN SHEET	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	COMMENTS
1	7	7	
2	5	5	
3	25	21	4 SIGNS ARE MOUNTED ON SIGNALS, SUPPORT REMOVED FROM MOVED SIGN 53-7
4	10	13	
5	5	5	
6	10	12	SUPPORT REMOVED FROM MOVED SIGN 55-4
7	9	9	SUPPORTS REMOVED FROM MOVED SIGNS 556-6 AND 56-8
8	4	4	
9	7	6	1 SIGN IS MOUNTED ON A UTILITY POLE
10	6	7	
11	7	6	1 SIGN IS MOUNTED ON A UTILITY POLE
12	10	12	SUPPORT REMOVED FROM MOVED SIGN 61-9
13	5	5	
14	8	9	SUPPORT REMOVED FROM MOVED SIGN 63-3
15	11	13	SUPPORTS REMOVED FROM MOVED SIGNS 63-14 AND 63-17
16	3	3	
17	4	4	
18	14	15	SUPPORT REMOVED FROM MOVES SIGN 66-1
19	3	3	
20	2	2	
21	6	8	SUPPORTS REMOVED FROM MOVED SIGNS 70-3 AND 70-11
22	1	1	
23	4	4	
24	5	6	SUPPORT REMOVED FROM MOVED SIGN 73-4
25	3	3	
26	13	14	SUPPORT REMOVED FROM MOVED SIGN 75-10
27	8	10	SUPPORT REMOVED FROM MOVED SIGN 76-3
28	13	13	
29	4	4	
30	10	12	SUPPORT REMOVED FROM MOVED SIGN 79-4
	222	236	

NOTES:
SIGN NUMBERS NOTED FOR MOVES ARE THE PROPOSED SIGN NUMBERS. SEE PROPOSED SIGNING PLANS.
SOME SIGNS CONTAIN MULTIPLE SUPPORTS.

TRAFFIC CONTROL COVERING SIGNS

STAGE	CYCLES	SIGNS	643.0910 COVERING SIGNS TYPE I EACH	CYCLES	SIGNS	643.0920 COVERING SIGNS TYPE II EACH	COMMENTS
1	--	--	--	2	13	26	STH 175 DETOUR - COVERS SHOWN ON PLANS
2	2	4	8	2	5	10	STH 175 AND CTH Y DETOUR - COVERS SHOWN ON PLANS
1/2	--	--	--	1	137	137	COVER/REMOVE DETOUR DURING US OPEN - COVERS NOT SHOWN ON PLANS
	TOTALS		8			36	

643.3000 TRAFFIC CONTROL DETOUR SIGNS

STAGE	DAYS	NO	DAY	COMMENTS
1	126	305	38,430	STH 175 DETOUR
2	75	503	37,725	STH 176 AND CTH Y DETOUR
		TOTALS	76,155	

PAVEMENT MARKING LONG LINE - STH 175 MAINLINE

STATION	STATION	LOCATION	646.0106* EPOXY 4-INCH (YELLOW) (CL SOLID) LF	646.0106* EPOXY 4-INCH (YELLOW) (CL PASSING) LF	646.2304.S* GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE) (EDGE LINE) LF	646.2304.S* GROOVED WET REFLECTIVE EPOXY 4-INCH (YELLOW) (CL SOLID) LF	646.2304.S* GROOVED WET REFLECTIVE EPOXY 4-INCH (YELLOW) (CL PASSING) LF	COMMENTS
920+18	956+00	LT & RT	--	--	6,889	3,677	472	STH 175 MAINLINE
956+00	1086+00	LT & RT	--	--	24,748	22,550	454	STH 175 MAINLINE
1194+00	1218+00	LT & RT	--	--	4,185	4,190	150	STH 175 MAINLINE
1218+00	1269+68	LT & RT	10,336	--	10,372	--	--	STH 175 MAINLINE
1281+60	1437+00	LT & RT	22,315	1,488	30,084	--	--	STH 175 MAINLINE
1437+00	1507+15	LT & RT	--	--	12,728	13,099	325	STH 175 MAINLINE
		TOTALS	32,651	1,488	89,006	43,516	1,401	
			34,139			133,923		

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

NOTE: ALL ITEMS ARE CATEGORY 0010, UNLESS OTHERWISE NOTED.

PAVEMENT MARKING - INTERSECTION APPROACHES

LOCATION	646.0106* EPOXY 4-INCH (YELLOW) (CL SOLID) LF	646.2304.S* GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE) (EDGE LINE) LF	646.2304.S* GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE) (EDGE LINE 3' SKIPS) LF	646.2304.S* GROOVED WET REFLECTIVE EPOXY 4-INCH (YELLOW) (CL SOLID) LF	646.0881.S GROOVED WET REFLECTIVE TAPE 4-INCH (WHITE) (LANE LINES) LF	647.0606 ISLAND CURB EPOXY (YELLOW) EACH	647.0456 CURB EPOXY (YELLOW) LF	647.0726 DIAGONAL EPOXY 12-INCH (WHITE) LF	647.0726 DIAGONAL EPOXY 12-INCH (YELLOW) LF	SPV.0090.08 GROOVED PREFORMED THERMOPLASTIC 8-INCH (WHITE) (SKIPS) LF	SPV.0090.04 GROOVED PREFORMED PLASTIC TAPE 4-INCH (YELLOW) (TWO-WAY TURN LANE) LF	SPV.0090.04 GROOVED PREFORMED PLASTIC TAPE 4-INCH (YELLOW) (CL SOLID GORE) LF	SPV.0090.04 GROOVED PREFORMED PLASTIC TAPE 4-INCH (WHITE) (TURN LANE 3' SKIPS) LF	SPV.0090.04 GROOVED PREFORMED PLASTIC TAPE 4-INCH (WHITE) (TURN AND BYPASS LANE) LF	SPV.0090.05 GROOVED PREFORMED PLASTIC TAPE 8-INCH (WHITE) (ISLANDS) LF	SPV.0090.05 GROOVED PREFORMED PLASTIC TAPE 8-INCH (WHITE) (SPLITTER) LF	SPV.0090.05 GROOVED PREFORMED PLASTIC TAPE 8-INCH (WHITE) (TURN LANE 3' SKIPS) LF	SPV.0090.05 GROOVED PREFORMED PLASTIC TAPE 8-INCH (WHITE) (TURN LANE) LF
STH 175 RAB SOUTH LEG	670	--	8	--	--	1	--	35	21	--	--	513	--	--	123	--	--	--
STH 175 RAB NORTH LEG	685	--	15	--	--	1	30	9	34	--	--	455	--	--	62	159	15	--
LANNON RD RAB SOUTH LEG	851	261	--	--	170	3	108	2	44	--	485	--	--	--	84	284	--	--
LANNON RD RAB NORTH LEG	650	331	10	186	--	1	--	13	83	--	--	925	--	--	89	556	--	--
STH 175/LANNON RD RAB CIRCLE	--	--	--	--	--	--	--	--	--	60	--	--	--	--	--	--	--	--
WILLOW CREEK RD	--	--	--	124	--	--	--	--	136	--	--	1,213	--	--	--	--	--	200
HILLTOP DR	--	--	--	540	--	--	--	--	--	--	--	--	--	62	--	--	47	200
OAK LN	--	--	--	236	--	--	--	--	--	--	--	--	50	264	--	--	38	200
MEEKER HILL LN (S)	--	--	--	414	--	--	--	--	--	--	--	--	--	--	--	--	--	--
MEEKER HILL LN (N)	--	--	--	458	--	--	--	--	--	--	--	--	--	64	--	--	--	--
BARK LAKE RD	--	--	--	242	--	--	--	--	--	--	--	--	57	64	--	--	33	200
AMY BELLE RD	--	--	--	428	--	--	--	--	--	--	--	--	--	264	--	--	32	202
PLEASANT HILL RD (E)	--	--	--	--	--	--	--	--	--	--	--	--	50	200	--	--	37	200
PLEASANT HILL RD (W)	--	--	--	--	--	--	--	--	--	--	--	--	--	210	--	--	--	210
MAYFIELD RD (W)	--	--	--	--	--	--	--	--	--	--	--	--	50	200	--	--	38	200
MAYFIELD RD (E)	--	--	--	148	--	--	--	--	--	--	--	--	--	--	--	--	54	218
PIONEER RD (S)	--	--	--	--	--	--	--	--	--	--	--	1,533	--	--	--	--	38	200
PIONEER RD (N)	--	--	--	--	--	--	--	--	--	--	--	1,583	--	--	--	--	38	224
PIONEER RD (E)	--	--	--	1,082	--	--	--	--	--	--	--	--	--	--	--	--	28	200
SCENIC RD (S)	--	--	--	88	--	--	--	--	--	--	--	--	--	--	--	--	32	200
FOND DU LAC DR	--	--	--	--	--	--	--	--	--	--	--	--	50	200	--	--	41	200
WESTERN AVE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	44	200
SCENIC RD (N)	--	--	--	154	--	--	--	--	--	--	--	--	--	--	--	--	8	55
FARMLANE DR	--	--	--	56	--	--	--	--	--	--	--	--	--	62	--	--	38	200
HILLSIDE RD (W)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	35	200
HILLSIDE RD (E)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	46	200
SHERMAN RD	--	--	--	92	--	--	--	--	--	--	--	--	--	--	--	--	--	--
FOXBORO LN	--	--	--	--	--	--	--	--	--	--	--	--	--	50	--	--	46	353
CORPORATE DR	--	--	--	--	--	--	--	--	--	--	--	--	--	84	--	--	37	200
TOTALS	2,856	592	33	4,248	170	6	138	59	318	60	485	6,222	257	1,724	358	999	723	4,262
			4,873					377				8,688					6,342	

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

NOTE: QUANTITIES DO NOT INCLUDE STH 175 MAINLINE OUTSIDE EDGELINES AND STH 175 STANDARD CENTERLINE THROUGH INTERSECTIONS, SEE MAINLINE MISC QTY TABLE FOR STH 175 MAINLINE QUANTITIES

NOTE: ALL ITEMS ARE CATEGORY 0010, UNLESS OTHERWISE NOTED.

3

FINISHING ITEMS

STATION	-	STATION	LOCATION	625.0500 SALVAGED TOPSOIL (SY)	627.0200 MULCHING (SY)	629.0210 FERTILIZER TYPE B (CWT)	630.0130 SEEDING MIXTURE NO. 30 (LB)	630.0140 SEEDING MIXTURE NO. 40 (LB)	631.0300 SOD WATER (MGAL)	631.1000 SOD LAWN (SY)
920+17.93	-	950+00	MAINLINE	----	----	----	----	----	----	----
950+00	-	977+00	MAINLINE	9186	8280	8.1	59.9	88.0	105.2	4685
148+00	-	154+00	LANNON RD, WEST	1718	----	1.5	0.0	0.0	53.6	2385
155+50	-	162+20	LANNON RD, EAST	3836	1752	3.1	31.5	0.0	71.5	3182
178+25	-	179+71	WILLOW CREEK RD	202	198	0.3	0.0	3.6	5.2	232
130+26	-	133+00	HILLTOP RD	459	531	0.6	0.0	9.6	8.9	397
977+00	-	986+00	MAINLINE	----	----	----	----	----	----	----
986+00	-	996+25	MAINLINE	5056	7538	4.7	111.5	22.0	0.0	0
38+50	-	39+74	OAK LN	575	657	0.5	0.0	11.8	2.7	121
996+25	-	1004+15	MAINLINE	----	----	----	----	----	----	----
1004+15	-	1005+25	MAINLINE	280	704	0.4	12.7	0.0	0.0	0
1005+25	-	1018+00	MAINLINE	----	----	----	----	----	----	----
1018+00	-	1051+75	MAINLINE	9881	14,245	9.5	254.9	0.0	20.8	927
60+16	-	62+25	MEEKER HILL RD, SOUTH	575	1037	0.6	17.1	0.0	0.0	0
70+17	-	72+50	MEEKER HILL RD, NORTH	887	1430	0.8	16.9	6.4	0.0	0
1051+75	-	1062+12	MAINLINE	----	----	----	----	----	----	----
1062+12	-	1072+00	MAINLINE	3612	5151	3.2	41.6	39.3	13.4	597
17+50	-	19+74	AMY BELLE RD	768	1115	0.7	15.7	4.4	0.0	0
1072+00	-	1086+00	MAINLINE	----	----	----	----	----	----	----
1194+05	-	1202+65	MAINLINE	523	650	1.0	70.6	1.8	26.1	1161
1202+65	-	1206+53.15	MAINLINE	----	----	----	----	----	----	----
1206+53.15	-	1220+00	MAINLINE	2080	4330	2.8	31.1	43.2	8.3	369
47+60	-	51+67.30	PLEASANT HILL RD	794	1112	0.8	12.3	7.7	4.8	214
48+09.30	-	52+03.10	MAYFIELD RD	382	893	0.6	13.9	2.0	0.0	0
1220+00	-	1242+65	MAINLINE	----	----	----	----	----	----	----
1242+65	-	1247+00	MAINLINE	1143	1143	0.9	27	----	----	----
1247+00	-	1253+00	MAINLINE	----	----	----	----	----	----	----
1253+00	-	1256+00	MAINLINE, LT	200	----	0.1	----	4.0	----	----
1256+00	-	1269+50	MAINLINE	----	----	----	----	----	----	----
1269+50	-	1283+62.80	MAINLINE	2647	5488	3.6	82.1	15.0	5.9	264
118+50	-	119+78	PIONEER RD,	154	376	0.2	3.9	1.3	0.0	0
120+22	-	126+00	PIONEER RD	839	713	1.2	9.9	6.2	21.3	946
1283+62.80	-	1316+00	MAINLINE	----	----	----	----	----	----	----
1316+00	-	1325+10	MAINLINE	1666	1881	2.0	33.3	0.0	29.2	1299
8+00	-	9+74	SCENIC RD,SOUTH	462	754	0.5	13.6	0.0	0.0	0
1325+10	-	1330+15.24	MAINLINE	----	----	----	----	----	----	----
1330+15.24	-	1338+50	MAINLINE	2502	3901	2.5	64.7	6.3	0.0	0
48+00	-	49+72	FOND DU LAC RD	181	386	0.2	4.3	2.1	0.0	0
50+28	-	51+75	WESTERN AVE	183	460	0.2	4.8	2.1	0.0	0
50+25	-	51+74	SCENIC RD, NORTH	773	1008	0.7	18.8	0.0	0.0	0
1338+50	-	1366+00	MAINLINE	----	----	----	----	----	----	----
1366+00	-	1374+00	MAINLINE	864	2681	1.7	36.7	11.5	0.0	0
1374+00	-	1380+00	MAINLINE	----	----	----	----	----	----	----
1380+00	-	1390+25	MAINLINE	1685	2434	1.5	33.6	10.3	0.0	0
1390+25	-	1393+00	MAINLINE	----	----	----	----	----	----	----
1393+00	-	1402+00	MAINLINE	2672	4305	2.7	66.4	10.0	0.0	0
18+42	-	19+72	HILLSIDE RD	469	677	0.4	12.2	0.0	0.0	0
20+28	-	21+60	HILLSIDE RD	378	657	0.4	5.8	5.1	0.0	0
1402+00	-	1443+00	MAINLINE	----	----	----	----	----	----	----
1443+00	-	1452+00	MAINLINE	1828	581	1.8	10.5	0.0	50.0	2224
10+15	-	11+65	SHERMAN RD	175	0	0.2	0.0	0.0	7.7	342
1452+00	-	1495+50	MAINLINE	----	----	----	----	----	----	----
1495+50	-	1505+00	MAINLINE	400	2701	1.7	12.7	34.8	0.0	0
1505+00	-	1507+14.48	MAINLINE	----	----	----	----	----	----	----
---	-	----	UNDISTRIBUTED	----	14,031	15	220	81.4	15.0	653
			TOTALS	60,035	93,800	77	1,350	430	450	20,000

SPV.0170.01
PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS SPECIAL

STATION	-	STATION	LOCATION	(STA)	* FILL (CY)	* SALVAGED TOPSOIL (SY)	* SEEDING, NO. 40 (LB)	* FERTILIZER TYPE B (CWT)	* EROSION MAT URBAN CLASS I TYPE B (SY)
1253+00	-	1256+00	MAINLINE, LT	3	70	200	4	0.1	200
			TOTALS	3	70	200	4	0.1	200

* THESE ARE SEPARATE PAY ITEMS AND ARE INCLUDED IN THEIR RESPECTIVE PAY ITEM QUANTITIES.

648.0100
LOCATING NO-PASSING ZONES

STATION	-	STATION	LOCATION	(MI)
920+17.93	-	1086+00.00	MAINLINE	3
1194+05.00	-	1507+14.48	MAINLINE	6
			TOTAL	9

650.6000
CONSTRUCTION STAKING PIPE CULVERTS

STATION	LOCATION	(EA)
950+05	MAINLINE	1
951+16	P.E., LT	1
953+13	P.E., RT	1
960+37	P.E., RT	1
988+70	P.E., LT	1
39+50	OAK LN	1
994+25	MAINLINE	1
1004+03	P.E., LT	1
1004+74	MAINLINE	1
1045+19	F.E., RT	1
1068+88	P.E., LT	1
1070+50	MAINLINE	1
1080+81	MAINLINE	1
48+50	PLEASANT HILL RD	1
1253+34	P.E., LT	1
1279+93	MAINLINE	1
51+50	WESTERN AVE, P.E., RT	1
1337+67	MAINLINE	1
1393+10	MAINLINE	1
20+91	HILLSIDE RD	1
1398+50	MAINLINE	1
1399+55	P.E., RT	1
1445+30	C.E., LT	1
1503+87	P.E., RT	1
	TOTAL	24

NOTE: ALL ITEMS ARE CATEGORY 0010, UNLESS OTHERWISE NOTED.

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INLET PROTECTION

STRUCTURE NO.	LOCATION	628.7005 TYPE A (EACH)	628.7010 TYPE B (EACH)	628.7015 TYPE C (EACH)
1001.1	956+08.03, 23.8' RT	1	---	1
1001.2	955+98, 23.03' RT	1	---	1
1001.3	956+04.58, 46.97' RT	1	---	1
2501.1	148+97.60"O", 25.50' LT, LANNON	1	---	---
2501.2	148+98.60"P", 25.50' RT, LANNON	1	---	1
2502.1	151+07.30"P", 72.65' RT, LANNON	1	1	---
2801.1	157+25"L", 25.5' LT, LANNON	1	---	1
2801.2	159+25"L", 24.88' LT, LANNON	1	---	1
1101.1	962+36, 60.0' LT	1	1	---
1201.1	963+25, 24.58' LT	1	---	1
1201.2	963+37, 23.98' LT	1	---	1
1208.1	964+00, 22.5' LT	1	---	1
1208.2	964+15, 22.4' LT	1	---	1
1208.3	963+95, 22.5' RT	1	---	1
1202.1	965+20, 18.2' LT	1	---	1
1202.2	965+35, 17.6' RT	1	---	1
1203.1	966+25, 16.5' LT	1	---	1
1204.1	967+50, 16.5, LT	1	---	1
1204.2	967+50, 16.5' RT	1	---	1
1205.1	969+00, 18.33' LT	1	---	1
1206.1	970+50, 23.85' LT	1	---	1
1206.2	970+50, 27.5' RT	1	---	1
1206.3	970+65, 24.36' LT	1	---	1
1207.1	973+50, 28.5' LT	1	---	1
1207.2	973+50, 41.5' RT	1	1	---
1301.1	1023+25, 17.5' LT	1	---	1
1401.1	1026+00, 17.5' LT	1	---	1
1501.1	61+06.3, 28.9' LT	1	1	---
1601.1	1028+00, 17.5' LT	1	---	1
1602.1	1031+00, 17.5' LT	1	---	1
1602.2	1031+00, 17.5' RT	1	---	1
1603.1	1032+00, 17.5' LT	1	---	1
1603.2	1032+00, 17.5' RT	1	---	1
1604.1	1034+00, 17.5' LT	1	---	1
1604.2	1034+00, 17.5' RT	1	---	1
1605.1	1036+00, 17.5' LT	1	---	1
1605.2	1036+00, 17.5' RT	1	---	1
1606.1	1039+00, 28.25' LT	1	---	1
1606.2	1039+00, 17.5' RT	1	---	1
1606.3	1040+45, 43' RT	1	1	---
1901.1	1064+00, 23.9' LT	1	1	---
1902.1	1065+34, 24.5' LT	1	1	---
2001.1	1197+10, 16.5' LT	1	---	1
2002.1	1199+75, 16.5' LT	1	---	1
2701.1	1214+00, 27.5' RT	1	---	1
1701.1	1274+65, 22.5' RT	1	---	1
1701.2	1274+65, 33.0' LT	1	1	---
1702.1	1272+55, 33.6' RT	1	1	---
1703.1	121+30, 19.5' RT	1	---	1
1704.1	121+70, 19.5' RT	1	---	1
1705.1	122+50, 19.5' RT	1	---	1
1801.1	1316+55, 16.5' RT	1	---	1
1802.1	1320+00, 16.5' RT	1	---	1
1803.1	1322+00, 16.5' RT	1	---	1
1804.1	1325+05, 22.70' RT	1	1	---
1901.1	1064+00, 23.9, LT	1	---	1
1902.1	1065+34, 24.5' LT	1	---	1
2001.1	1197+10, 16.5' LT	1	---	1
2002.1	1199+75, 16.5' LT	1	---	1
2101.1	1395+53.30, 27.50' RT	1	---	1
2201.1	1395+63.30, 27.50' RT	1	---	1
	TOTALS	61	10	50

CONSTRUCTION STAKING

STATION	STATION	LOCATION	650.4500 SUBGRADE (LF)	650.5000 BASE (LF)	650.5500 CURB GUTTER AND CURB & GUTTER (LF)	650.8000 RESURFACING REFERENCE (LF)	650.9920 SLOPE STAKES (LF)
920+17.93	950+00.00	MAINLINE	---	---	---	2982	---
950+00.00	977+00.00	MAINLINE	2700	2700	4810	---	2700
148+00.00	154+30.00	CTH Y	630	630	2163	---	630
155+45.00	162+20.00	CTH Y	675	675	1404	---	675
178+25.00	179+71.00	WILLOW CREEK RD	146	146	147	---	146
130+26.00	133+00.00	HILLTOP RD	274	274	364	---	274
977+00.00	986+00.00	MAINLINE	---	---	---	900	---
986+00.00	996+25.00	MAINLINE	1025	1025	---	---	1025
38+50.00	39+74.00	OAK LN	124	124	148	---	124
996+25.00	1004+15.00	MAINLINE	---	---	---	790	---
1004+15.00	1005+25.00	MAINLINE	110	110	---	---	110
1005+25.00	1018+00.00	MAINLINE	---	---	---	1275	---
1018+00.00	1043+10.00	MAINLINE	2510	2510	4020	---	2510
60+14.00	62+25.00	MEEKER HILL LN, S.	211	211	146	---	211
70+16.00	72+50.00	MEEKER HILL LN, N.	234	234	132	---	234
1043+10.00	1051+75.00	MAINLINE	865	865	90	865	865
1051+75.00	1063+00.00	MAINLINE	---	---	---	1125	---
1063+00.00	1072+00.00	MAINLINE	900	900	1181	---	900
17+50.00	19+78.00	AMY BELLE RD	228	228	275	---	228
1072+00.00	1086+00.00	MAINLINE	300	300	---	1400	300
1194+05.00	1194+75.00	MAINLINE	70	70	---	---	70
1194+75.00	1202+60.00	MAINLINE	785	785	620	785	785
1202+60.00	1206+53.15	MAINLINE	---	---	---	393	---
1206+53.15	1220+00.00	MAINLINE	1347	1347	471	1347	1347
47+60.00	49+80.00	PLEASANT HILL RD	220	220	137	220	220
50+20.00	51+67.30	PLEASANT HILL RD	147	147	274	147	147
48+09.30	49+60.00	MAYFIELD RD	151	151	88	151	151
50+50.00	52+03.10	MAYFIELD RD	153	153	86	153	153
1220+00.00	1242+65.00	MAINLINE	---	---	---	2265	---
1242+65.00	1247+00.00	MAINLINE	435	435	---	435	435
1247+00.00	1269+50.00	MAINLINE	---	---	---	2250	---
1269+50.00	1283+60.00	MAINLINE	1410	1410	198	---	1410
118+50.00	119+77.00	PIONEER RD	127	127	154	---	127
120+22.00	125+65.00	PIONEER RD	543	543	623	---	543
1283+60.00	1316+00.00	MAINLINE	---	---	---	3240	---
1316+00.00	1325+10.00	MAINLINE	910	910	850	---	910
8+00.00	9+74.00	SCENIC RD, SOUTH	174	174	166	---	174
1325+10.00	1330+15.24	MAINLINE	---	---	---	505	---
1330+15.24	1338+50.00	MAINLINE	835	835	369	835	835
48+00.00	49+74.00	FOND DU LAC DR	---	---	168	174	---
50+26.00	51+75.00	WESTERN AVE	---	---	138	149	---
50+26.00	51+74.09	SCENIC RD, NORTH	---	---	90	148	---
1338+50.00	1366+00.00	MAINLINE	---	---	---	2750	---
1366+00.00	1374+00.00	MAINLINE	800	800	---	800	800
1374+00.00	1380+00.00	MAINLINE	---	---	---	600	---
1380+00.00	1390+00.00	MAINLINE	1000	1000	700	1000	1000
1390+00.00	1393+00.00	MAINLINE	---	---	---	300	---
1393+00.00	1402+00.00	MAINLINE	900	900	567	---	900
18+42.00	19+74.00	HILLSIDE RD	132	132	101	---	132
20+26.00	21+60.00	HILLSIDE RD	134	134	133	---	134
1402+00.00	1443+00.00	MAINLINE	---	---	---	4100	---
1443+00.00	1452+00.00	MAINLINE	900	900	1615	---	900
10+20.00	11+65.00	SHERMAN RD	145	145	320	---	145
1452+00.00	1464+00.00	MAINLINE	---	---	---	1200	---
1464+00.00	1473+00.00	MAINLINE	---	---	---	900	---
1473+00.00	1495+50.00	MAINLINE	---	---	---	2250	---
1495+50.00	1505+00.00	MAINLINE	950	950	---	950	950
1505+00.00	1507+14.48	MAINLINE	---	---	---	214	---
		TOTALS	23,200	23,200	22,748	37,599	23,200

NOTE: ALL ITEMS ARE CATEGORY 0010, UNLESS OTHERWISE NOTED.

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690.0150
SAWING ASPHALT

STATION	-	STATION	LOCATION	(LF)
---	-	920+17.93	MAINLINE	30
---	-	920+25	C.E., LT	26
---	-	938+75	P.E., LT	42
---	-	942+56	P.E., LT	40
---	-	927+25	P.E., LT	38
---	-	947+92	C.E., RT	76
---	-	950+00	MAINLINE	30
---	-	953+13	P.E., RT	15
---	-	148+00	LANNON ROAD	64
149+76	-	150+65	LAN. RD, C.E., RT	73
---	-	162+20	LANNON ROAD	42
---	-	960+76	P.E., RT	13
---	-	178+25	WILLOW CREEK RD	24
963+03	-	963+36	PARKING LOT, RT	33
---	-	963+65	C.E., LT	132
---	-	964+19	C.E., RT	109
---	-	964+96	C.E., LT	42
---	-	965+31	C.E., RT	72
---	-	965+87	P.E., RT	16
---	-	966+86	P.E., RT	19
---	-	968+06	P.E., RT	13
---	-	968+36	P.E., RT	11
---	-	969+10	P.E., RT	10
---	-	969+74	P.E., RT	16
---	-	970+32	P.E., LT	33
---	-	971+00	P.E., RT	31
---	-	131+55	HILL TOP RD, C.E. RT	91
---	-	133+00	HILL TOP ROAD	26
---	-	977+00	MAINLINE	30
---	-	986+00	MAINLINE	30
---	-	988+70	P.E., LT	17
---	-	38+50	OAK LANE	23
---	-	996+25	MAINLINE	30
---	-	1002+55	P.E., RT	121
---	-	1004+15	MAINLINE	30
---	-	1005+25	MAINLINE	30
---	-	1010+95	P.E., LT	26
---	-	1013+06	P.E., RT	26
---	-	1015+09	P.E., LT	66
---	-	1018+00	MAINLINE	30
---	-	62+25	MEEKER HILL LN. (SOUTH)	24
---	-	1031+72	P.E., LT	22
---		72+32	M.H.L., F.E., LT	27
---	-	72+50	MEEKER HILL LN. (NORTH)	37
---	-	1040+79	C.E., LT	21
---	-	1041+84	C.E., LT	71
---	-	1042+87	P.E., LT	25
---	-	1043+10	MAINLINE	30
1043+10	-	1045+00	MAINLINE, LT	196
1043+10	-	1051+75	MAINLINE, RT	1081
---	-	1045+98	P.E., RT	13
---	-	1046+76	P.E., RT	12
---	-	---	BARK LAKE RD	145
1048+50	-	1051+75	MAINLINE, LT	660
---	-	1061+70	C.E., RT	35
---	-	1063+00	MAINLINE	30
---	-	1066+50	P.E., RT	20
---	-	17+50	AMY BELLE RD	22
---	-	1068+88	P.E., LT	15
---	-	1072+00	MAINLINE	30
---	-	1080+81	C.E., LT	91
---	-	1086+00	MAINLINE	30
---	-	1194+05	MAINLINE	33
---	-	1194+75	MAINLINE	30
---	-	1196+34	P.E., RT	45
1196+40	-	1202+60	MAINLINE	631
---	-	1197+91	P.E., LT	17
---	-	1199+35	C.E., LT	97
---	-	1200+87	P.E., LT	11
---	-	1201+14	P.E., LT	9
---	-	1201+46	P.E., LT	10
---	-	1202+26	P.E., LT	23
---	-	1204+03	C.E., LT	34
---	-	1204+57	C.E., LT	37
---	-	1204+87	P.E., RT	57
---	-	1207+07	P.E., LT	31
---	-	1208+74	P.E., LT	20
1206+53.15	-	1211+15	MAINLINE, LT	1699
1206+53.15	-	1210+56	MAINLINE, RT	1093
---	-	47+60	PLEASANT HILL RD	22
47+60	-	50+12	PLEASANT HILL RD, RT	266
48+60	-	49+49	PLEASANT HILL RD, LT	109
49+92	-	51+67.30	PLEASANT HILL RD, LT	170
---	-	51+22	PLEASANT HILL RD, P.E., LT	20
50+50	-	51+67.30	PLEASANT HILL RD, RT	175
---	-	51+67.30	PLEASANT HILL RD	21
1211+84	-	1215+54	MAINLINE, RT	370
1212+27	-	1215+10	MAINLINE, LT	283
---	-	48+09.30	MAYFIELD RD	21
48+09.30	-	49+30	MAYFIELD RD, RT	156
48+09.30	-	50+34	MAYFIELD RD, LT	226
49+54	-	52+03.10	MAYFIELD RD, RT	192
50+70	-	52+03.10	MAYFIELD RD, LT	163
---	-	52+03.10	MAYFIELD RD	21
1216+56	-	1220+00	MAINLINE, LT	345
1217+00	-	1218+50	MAINLINE, RT	151
---	-	1222+75	C.E., LT	43
---	-	1227+63	C.E., LT	46
---	-	1229+04	C.E., LT	48
---	-	1231+98	C.E., LT	52
---	-	1236+26	C.E., LT	44
---	-	1252+27	F.E., LT	90
---	-	1253+22	P.E., RT	23
---	-	1253+34	P.E., LT	33
---	-	1257+24	P.E., RT	41
---	-	1260+78	P.E., RT	31
---	-	1261+84	P.E., LT	35
---	-	1262+50	P.E., RT	24
---	-	1264+72	P.E., RT	31
---	-	1265+87	P.E., LT	30
---	-	1268+30	P.E., RT	56
---	-	1269+50	MAINLINE	30
---	-	1271+36	P.E., RT	17
---	-	1274+44	P.E., RT	18
---	-	118+50	PIONEER ROAD, LT	10
---	-	119+11	PIONEER ROAD, RT	11
---	-	121+10	PIONEER RD, P.E., RT	11
---	-	125+22	PIONEER RD, P.E., RT	15
---	-	126+00	PIONEER ROAD	22
---	-	1283+62.60	MAINLINE	30
---	-	1287+72	P.E., RT	47
---	-	1288+92	P.E., RT	81
---	-	1292+83	C.E., LT	55
---	-	1295+35	P.E., RT	41
---	-	1295+85	C.E., LT	45
---	-	1316+00	MAINLINE	30
---	-	1317+38	P.E., RT	20
---	-	1318+33	P.E., RT	18
---	-	8+00.00	SCENIC RD (SOUTH)	31
---	-	1321+13	P.E., RT	8
---	-	1324+78	P.E., RT	24
---	-	1325+00	MAINLINE	30
1330+15.24	-	1333+48	MAINLINE, RT	333
1330+15.24	-	1330+60	MAINLINE, LT	46
---	-	48+00	FOND DU LAC DR	23
48+00	-	49+88	FOND DU LAC DR, LT	234
---	-	48+59.50	FOND DU LAC DR, C.E., RT,	60
49+08	-	49+88	FOND DU LAC DR, RT	134
1332+44	-	1338+50	MAINLINE, LT	604
50+35	-	51+75	WESTERN AVE, RT	165
50+00	-	51+75	WESTERN AVE, LT	195
1334+62	-	1335+03	MAINLINE, RT	41
50+00	-	51+74.09	SCENIC RD (NORTH), RT	191
50+75	-	51+74.09	SCENIC RD (NORTH), LT	127
---	-	51+74.09	SCENIC RD (NORTH)	20
1336+16	-	1338+50	MAINLINE, RT	235
---	-	1339+89	C.E., LT	54
---	-	1345+43	P.E., RT	46
---	-	1352+64	P.E., RT	52
---	-	1358+80	P.E., RT	34
1366+00	-	1369+40	MAINLINE, RT	340
1368+18	-	1374+00	MAINLINE, LT	578
---	-	---	FARMLANE DR	142
1371+60	-	1374+00	MAINLINE, RT	241
1382+35	-	1389+65	MAINLINE, RT	731
---	-	1393+00	MAINLINE	30
---	-	18+42.00	HILL SIDE RD	24
---	-	21+60.00	HILL SIDE RD	18
---	-	1399+55	P.E., RT	14
---	-	1402+00	MAINLINE	30
---	-	1443+00	MAINLINE	31
---	-	1449+05	C.E., LT	290
---	-	10+31	SHERMAN. RD, C.E., LT	65
---	-	11+19	SHERMAN. RD, P.E., LT	11
---	-	11+65	SHERMAN RD	23
---	-	1449+68.5	C.E., RT	157
---	-	1451+01	P.E., RT	16
---	-	1452+00	MAINLINE	30
---	-	1453+21	C.E., LT	54
---	-	1453+42	C.E., RT	51
---	-	201+50	FOXBORO LANE	132
1495+50	-	1499+24	MAINLINE, RT	374
1495+50	-	1504+30	MAINLINE, LT	780
---	-	1496+17	C.E., LT	23
---	-	1497+57	P.E., LT	33
---	-	---	CORPORATE DR	132
1501+82	-	1505+00	MAINLINE, RT	322
---	-	1503+87	P.E., RT	14
---	-	1507+14.48	MAINLINE	28
			TOTAL	* 19380

650.4000
CONSTRUCTION STAKING STORM SEWER SYSTEN

STRUCTURE NO.	LOCATION	(EACH)
1001.1	956+08.03, 23.8' RT	1
1001.2	955+98, 23.03' RT	1
1001.3	956+04.58, 46.97' RT	1
2001.1	151+07.30"P", 72.65' RT	1
1101.1	962+36, 60.0' LT	1
1201.0	963+25, 6' RT	1
1201.1	963+25, 24.58' LT	1
1201.2	963+37, 23.98' LT	1
1208.0	964+00, 6' RT	1
1208.1	964+00, 22.5' LT	1
1208.2	964+15, 22.4' LT	1
1208.3	963+95, 22.5' RT	1
1202.0	965+20, 6' RT	1
1202.1	965+20, 18.2' LT	1
1202.2	965+35, 17.6' RT	1
1203.0	966+25, 6' RT	1
1203.1	966+25, 16.5' LT	1
1204.0	967+50, 6' RT	1
1204.1	967+50, 16.5, LT	1
1204.2	967+50, 16.5' RT	1
1205.0	969+00, 6' RT	1
1205.1	969+00, 18.33' LT	1
1206.0	970+50, 6' RT	1
1206.1	970+50, 23.85' LT	1
1206.2	970+50, 27.5' RT	1
1206.3	970+65, 24.36' LT	1
1207.0	973+50, 6' RT	1
1207.1	973+50, 28.5' LT	1
1207.2	973+50, 41.5' RT	1
1301.1	1023+25, 17.5' LT	1
1401.1	1026+00, 17.5' LT	1
1501.1	61+06.3, 28.9' LT	1
1601.1	1028+00, 17.5' LT	1
1601.0	1028+00, 6' LT	1
1602.0	1031+00, 6' LT	1
1602.1	1031+00, 17.5' LT	1
1602.2	1031+00, 17.5' RT	1
1603.0	1032+00, 6' LT	1
1603.1	1032+00, 17.5' LT	1
1603.2	1032+00, 17.5' RT	1
1603.3	1032+15, 28' LT	1
1603.4	1032+38, 28' RT	1
1604.0	1034+00, 6' LT	1
1604.1	1034+00, 17.5' LT	1
1604.2	1034+00, 17.5' RT	1
1605.0	1036+00, 6' LT	1
1605.1	1036+00, 17.5' LT	1
1605.2	1036+00, 17.5' RT	1
1606.0	1039+00, 6' LT	1
1606.1	1039+00, 28.25' LT	1
1606.2	1039+00, 17.5' RT	1
1606.3	1040+45, 43' RT	1
1701.0	120+50, 19.5' RT	1
1701.1	1274+65, 22.5' RT	1
1701.2	1274+65, 33' LT	1
1702.1	1272+55, 38.6' RT	1
1703.1	121+30, 19.5' RT	1
1704.1	121+70, 19.5' RT	1
1705.1	122+50, 19.5' RT	1
1801.1	1316+55, 16.5' RT	1
1801.0	1316+65, 6' RT	1
1802.0	1320+00, 6' RT	1
1802.1	1320+00, 16.5' RT	1
1803.0	1322+00, 6' RT	1
1803.1	1322+00, 16.5' RT	1
1804.0	1325+05, 6' RT	1
1804.1	1325+05, 22.7' RT	1
1901.1	1064+00, 23.9' LT	1
1902.1	1065+34, 24.5' LT	1
2001.1	1197+10, 16.5' LT	1
2002.1	1199+75, 16.5' LT	1
2101.1	1395+53.3, 27.5' RT	1
2201.1	1395+63.3, 27.5' RT	1
2301.0	1396+42.0, 38.7' RT	1
2401.0	1396+34.5, 51.6' RT	1
2501.1	148+97.60"O", 25.5' LT	1
2501.2	148+98.60"P", 25.5' RT	1
2502.1	151+07.30"P", 72.65' RT	1
2701.1	1214+00, 27.5' RT	1
2801.1	157+25"L", 25.5' LT	1
2801.2	159+25"L", 24.88' LT	1
	TOTAL	81

650.6500
CONSTRUCTION STAKING STRUCTURE LAYOUT (structure)

STATION	-	STATION	LOCATION	(LS)	COMMENT
---	-	960+90	MAINLINE	1	01. C-66-106
1383+25	-	1386+10	MAINLINE, RT	1	02. R-66-36
1032+50	-	1038+41.61	MAINLINE, RT	1	03. R-66-37
1032+25	-	1040+01	MAINLINE, LT	1	04. R-66-38
---	-	152+25	LANNON ROUNDABOUT EB	1	05. S-66-609
---	-	158+50	LANNON ROUNDABOUT WB	1	06. S-66-610
---	-	957+50	STH 175 SB @ CTH Y	1	07. S-66-242
			TOTAL	7	

MORE QUANTITIES FOUND ELSEWHERE.

690.0250
SAWING CONCRETE

STATION	LOCATION	(LF)
967+35	SIDEWALK, LT	4
148+00	LANNON ROAD, LT & RT	5
1040+79	C.E., LT	15
1200+00	SIDEWALK, LT	4
1200+60	SIDEWALK, LT	3
1252+15	SIDEWALK,RT	3
1273+86	SIDEWALK,RT	4
1317+70	SIDEWALK,RT	2
1320+43	P.E., RT	9
---	CTH Q, MEDIAN	160
---	UNDISTRIBUTED BASE	601
	TOTAL	810

NOTE: ALL ITEMS ARE CATEGORY 0010, UNLESS OTHERWISE NOTED.

PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC ARROWS AND WORDS

LOCATION	OFFSET	SPV.0060.03 ARROWS TYPE 1 EACH	SPV.0060.04 ARROWS TYPE 2 EACH	SPV.0060.05 ARROWS TYPE 2R EACH	SPV.0060.06 ARROWS TYPE 3 EACH	SPV.0060.07 ARROWS TYPE 3R EACH	SPV.0060.08 WORDS EACH	COMMENTS
STH 175 SB RAB ENTRANCE	LT	--	--	1	1	--	1	ONLY
LANNON RD NB RAB ENTRANCE	RT	--	1	--	--	1	1	ONLY
LANNON RD SB RAB ENTRANCE	LT	--	2	--	--	2	2	ONLY
STH 175/LANNON RD RAB CIRCLE	LT & RT	1	1	--	3	--	--	
LANNON RD TWLTL	LT	--	2	--	--	--	--	
WILLOW CREEK RD NB LT TURN	LT & RT	--	2	--	--	--	1	ONLY
HILLTOP RD NB RT TURN	RT	--	2	--	--	--	1	ONLY
OAK LN SB RT TURN	LT	--	2	--	--	--	1	ONLY
BARK LAKE RD RT TURN	LT	--	2	--	--	--	1	ONLY
AMY BELLE RD RT TURN	LT	--	2	--	--	--	1	ONLY
PLEASANT HILL RD RT TURN	LT & RT	--	4	--	--	--	2	ONLY
MAYFIELD RD RT TURN	LT & RT	--	4	--	--	--	2	ONLY
STH 175/PIONEER RD NB LT TURN	LT & RT	--	2	--	--	--	1	ONLY
STH 175/PIONEER RD SB LT TURN	LT & RT	--	2	--	--	--	1	ONLY
PIONEER RD WB LT/THROUGH TURN	LT & RT	--	--	--	2	--	--	
PIONEER RD WB RT TURN	LT & RT	--	2	--	--	--	1	ONLY
SCENIC RD RT TURN	LT	--	2	--	--	--	1	ONLY
FOND DU LAC DR RT TURN	LT	--	2	--	--	--	1	ONLY
WESTERN AVE RT TURN	RT	--	2	--	--	--	1	ONLY
FARMLANE DR RT TURN	RT	--	2	--	--	--	1	ONLY
HILLSIDE RD RT TURN	LT & RT	--	4	--	--	--	2	ONLY
FOXBORO LN RT TURN	RT	--	2	--	--	--	1	ONLY
CORPORATE DR RT TURN	RT	--	2	--	--	--	1	ONLY
	TOTALS	1	46	1	6	3	24 **	

* MORE QUANTITIES FOUND ELSEWHERE

PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC WORDS
SPV.0060.08

LOCATION	WORDS EACH	COMMENTS
STH 175 NB RAB ENTRANCE	1	YIELD
STH 175 SB RAB ENTRANCE	2	YIELD
LANNON RD NB RAB ENTRANCE	2	YIELD
LANNON RD SB RAB ENTRANCE	2	YIELD
TOTALS	7 *	

* MORE QUANTITIES FOUND ELSEWHERE

SPV.0060.09
PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC YIELD LINE

LOCATION	18-INCH EACH
STH 175 NB RAB ENTRANCE	1
STH 175 SB RAB ENTRANCE	1
LANNON RD NB RAB ENTRANCE	1
LANNON RD SB RAB ENTRANCE	1
TOTAL	4

SPV.0090.01
DITCHING, SHAPING & FINISHING

STATION	-	STATION	LOCATION	(LF)
1079+00	-	1082+00	MAINLINE, RT	260
1079+70	-	1081+85	MAINLINE, LT	100
1202+53	-	1203+03	MAINLINE, RT	50
			TOTAL	410

SPV.0090.06
PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC CROSSWALK

LOCATION	24-INCH LF
STH 175 RAB SOUTH LEG	80
STH 175 RAB NORTH LEG	112
LANON RD RAB SOUTH LEG	104
LANON RD RAB NORTH LEG	112
TOTAL	408

SPV.0090.07
PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC STOP BAR

LOCATION	18-INCH (WHITE) LF
WILLOW CREEK RD	38
HILLTOP DR	35
OAK LN	32
MEEKER HILL LN (S)	32
MEEKER HILL LN (N)	25
BARK LAKE RD	42
AMY BELLE RD	43
PLEASANT HILL RD (E)	33
PLEASANT HILL RD (W)	33
MAYFIELD RD (W)	43
MAYFIELD RD (E)	45
PIONEER RD (S)	28
PIONEER RD (N)	28
PIONEER RD (W)	21
PIONEER RD (E)	24
SCENIC RD (S)	33
FOND DU LAC DR	33
WESTERN AVE	20
SCENIC RD (N)	46
FARMLANE DR	40
HILLSIDE RD (W)	43
HILLSIDE RD (E)	43
SHERMAN RD	50
FOXBORO LN	40
CORPORATE DR	35
TOTAL	885

SPV.0075.01
CONSTRUCTION STAKING MISCELLANEOUS

LOCATION	(HR)
LANNON ROUNDABOUT	80
STREAM CROSSINGS	50
TOTAL	130

NOTE: ALL ITEMS ARE CATEGORY 0010, UNLESS OTHERWISE NOTED.

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EXCAVATION COMMON

205.0100

STATION	CY	REMARKS
155+76 - 158+70	14	TEMPORARY LANE
TOTAL =	14	

* MORE QUANTITIES FOUND IN THE EARTHWORK SUMMARY

SAWING ASPHALT

690.0150

STATION	STAGE	LF	REMARKS
148+00 - 162+20	2A	1482	
149+96 - 152+00	2A, 2B TRAFFIC FLIP	204	
151+90 - 152+45	2A, 2B TRAFFIC FLIP	69	
160+72 - 162+20	2A, 2B TRAFFIC FLIP	172	
148+00	2B	28	
162+20	2B	10	
155+60 - 156+65	2C	107	
TOTALS =		2,072	

* MORE QUANTITIES FOUND IN ITEM 690.0150 SAWING ASPHALT

TEMPORARY ASPHALT

STATION	ASPHALTIC SURFACE TEMPORARY 465.0125 TON	PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS 211.0400 STA	REMARKS
154+75	9	-	PREP FOR STAGE 2A
155+40	11	-	PREP FOR STAGE 2A
155+76 - 163+25	83	9	PREP FOR STAGE 2A
148+00	8	-	WEDGE
154+35	6	-	WEDGE
155+00	19	-	WEDGE
155+50	2	-	WEDGE
155+60 - 156+75	17	2	PREP FOR STAGE 2B
162+20	9	-	WEDGE
148+00 - 162+20	25	-	UNDISTRIBUTED
TOTALS =	189	11	

* MORE QUANTITIES FOUND IN ITEM 211.0400 PREPARE FOR ASPHALTIC SHOULDERS

BASE AGGREGRATE DENSE 1 1/4-INCH

305.0120

STATION	TON	REMARKS
155+76 - 158+70	27.0	TEMPORARY LANE
TOTAL =	27.0	

* MORE QUANTITIES FOUND IN ITEM 305.0120 BASE AGGREAGATE DENSE 1 ¼-INCH

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NOTE: ALL ITEMS ARE CATEGORY 0010, UNLESS OTHERWISE NOTED.

TRAFFIC CONTROL

STATION TO STATION	LOCATION	STAGE	TRAFFIC CONTROL DRUMS 643.0300 DAYS	TRAFFIC CONTROL BARRICADES TYPE II 643.0410 DAYS	TRAFFIC CONTROL BARRICADES TYPE III 643.0420 DAYS	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS 643.0500 EACH	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES 643.0600 EACH	TRAFFIC CONTROL WARNING LIGHTS TYPE A 643.0705 DAYS	TRAFFIC CONTROL WARNING LIGHTS TYPE C 643.0715 DAYS	REMARKS
920+18 963+00	STH 175	1	-	-	472	-	-	944	-	TEMPORARILY REMOVAL DURING STAGE 2
958+50	STH 175	1	56	-	-	-	-	-	-	PCMS
972+00	HILLTOP DRIVE	1	-	-	455	-	-	719	-	
991+50	OAK LANE	1	-	-	382	-	-	573	-	
1025+00	L. MEEKER HILL LN.	1	-	-	382	-	-	573	-	
1040+00	U. MEEKER HILL LN.	1	-	-	382	-	-	573	-	
1046+75	BARK LAKE ROAD	1	-	-	382	-	-	573	-	
1067+50	AMY BELLE ROAD	1	-	-	382	-	-	573	-	
1086+00 1194+05	STH 175	1	112	-	1528	-	-	3056	-	INCLUDING 2 PCMS
1211+50	PLEASANT HILL RD	1	-	-	764	-	-	1146	-	
1216+00	SOUTH MAYFIELD RD	1	-	-	764	-	-	1146	-	
1275+50	PIONEER ROAD	1	-	-	764	-	-	1146	-	
1319+50	S. SCENIC ROAD	1	-	-	382	-	-	719	-	
1330+50	FOND DU LAC ROAD	1	-	-	382	-	-	719	-	
1334+00	WESTERN AVENUE	1	-	-	382	-	-	573	-	
1335+50	N. SCENIC ROAD	1	-	-	382	-	-	573	-	
1370+00	STH 175	1	-	-	382	-	-	573	-	
1396+25	HILLSIDE ROAD	1	-	-	764	-	-	1146	-	
1448+00	SHERMAN ROAD	1	-	-	382	-	-	573	-	
1469+00	FOXBORO LANE	1	-	-	382	-	-	573	-	
1500+50	CORPORATE DRIVE	1	-	-	382	-	-	573	-	
1507+00 1527+00	STH 175	1	56	-	573	-	-	1146	-	INCLUDING PCMS
900+00 920+18	STH 175	2	56	-	657	-	-	876	-	INCLUDING PCMS
961+00	C-66-106	2	-	-	730	-	-	876	-	BARRICADES ON BOTH SIDES OF THE STRUCTURE
962+00	WILLOW CREEK RD	2	-	-	219	-	-	365	-	
146+00	LANNON ROAD	2	56	-	-	-	-	-	-	INCLUDING PCMS
164+00	LANNON ROAD	2	56	-	-	-	-	-	-	INCLUDING PCMS
140+40 148+00	LANNON ROAD	2A	1295	-	70	-	-	-	700	
148+00 162+20	LANNON ROAD	2A	1995	35	385	57	57	-	-	
162+20 164+50	LANNON ROAD	2A	350	-	70	11	11	-	245	
136+10 148+00	LANNON ROAD	2B	1173	23	46	6	6	-	483	
148+00 162+20	LANNON ROAD	2B	1311	-	230	58	58	-	-	
162+20 164+50	LANNON ROAD	2B	207	-	46	11	11	-	-	
148+00 162+20	LANNON ROAD	2C	-	15	120	-	-	240	-	
1396+25	HILLSIDE ROAD		-	-	14	-	-	21	-	UNDISTRIBUTED FOR RAILRAOD WORK
TOTALS =			6,723	73	13,165	143	143	19,624	1,428	

NOTE: ALL ITEMS ARE CATEGORY 0010, UNLESS OTHERWISE NOTED.

TRAFFIC CONTROL SIGNS

STATION	LOCATION	DESCRIPTION	SIGN CODE	SIZE in x in	EACH	643.0900 DAYS	REMARKS	STAGE
142+00	LANNON ROAD, RT	ROAD CLOSED AHEAD	W20-3	48"X48"	1	191		1
142+00	LANNON ROAD, RT	NORTH	M3-1	24"X12"	1	191		1
142+00	LANNON ROAD, RT	STH 175	M1-6	24"X24"	1	191		1
165+00	LANNON ROAD, LT	NORTH	M3-1	24"X12"	1	191		1
165+00	LANNON ROAD, LT	ROAD CLOSED AHEAD	W20-3	48"X48"	1	191		1
165+00	LANNON ROAD, LT	STH 175	M1-6	24"X24"	1	191		1
948+00	STH 175, RT	ROAD CLOSED AHEAD	W20-3	48"X48"	1	118		1
953+00	STH 175, RT	ROAD CLOSED 1000 FT	W20-3	48"X48"	1	118		1
957+00	STH 175, RT & LT	ROAD CLOSED **0.1** MILES AHEAD LOCAL TRAFFIC ONLY	R11-3	60"X30"	2	236	ON TYPE III BARRICADE	1
958+00	STH 175, RT	ROAD CLOSED 500 FT	W20-3	48"X48"	1	118		1
963+00	STH 175	ROAD CLOSED TO THRU TRAFFIC	R11-4	60"X30"	1	118	ON TYPE III BARRICADE	1
972+00	HILLTOP DRIVE	ROAD CLOSED 500 FT	W20-3	48"X48"	1	191		1
972+00	HILLTOP DRIVE	ROAD CLOSED AHEAD	W20-3	48"X48"	1	191		1
972+00	HILLTOP DRIVE	ROAD CLOSED TO THRU TRAFFIC	R11-4	60"X30"	1	191	ON TYPE III BARRICADE	1
991+50	OAK LANE	ROAD CLOSED 500 FT	W20-3	48"X48"	1	191		1
991+50	OAK LANE	ROAD CLOSED AHEAD	W20-3	48"X48"	1	191		1
991+50	OAK LANE	ROAD CLOSED TO THRU TRAFFIC	R11-4	60"X30"	1	191	ON TYPE III BARRICADE	1
1025+00	L. MEEKER HILL LN.	ROAD CLOSED 500 FT	W20-3	48"X48"	1	191		1
1025+00	L. MEEKER HILL LN.	ROAD CLOSED AHEAD	W20-3	48"X48"	1	191		1
1025+00	L. MEEKER HILL LN.	ROAD CLOSED TO THRU TRAFFIC	R11-4	60"X30"	1	191	ON TYPE III BARRICADE	1
1040+00	U. MEEKER HILL LN.	ROAD CLOSED 500 FT	W20-3	48"X48"	1	191		1
1040+00	U. MEEKER HILL LN.	ROAD CLOSED AHEAD	W20-3	48"X48"	1	191		1
1040+00	U. MEEKER HILL LN.	ROAD CLOSED TO THRU TRAFFIC	R11-4	60"X30"	1	191	ON TYPE III BARRICADE	1
1046+75	BARK LAKE ROAD	ROAD CLOSED TO THRU TRAFFIC	R11-4	60"X30"	1	191	ON TYPE III BARRICADE	1
1067+50	AMY BELLE ROAD	ROAD CLOSED 500 FT	W20-3	48"X48"	1	191		1
1067+50	AMY BELLE ROAD	ROAD CLOSED AHEAD	W20-3	48"X48"	1	191		1
1067+50	AMY BELLE ROAD	ROAD CLOSED TO THRU TRAFFIC	R11-4	60"X30"	1	191	ON TYPE III BARRICADE	1
1067+50	AMY BELLE ROAD	ROAD CLOSED AHEAD	W20-3	48"X48"	1	191		1
1067+50	AMY BELLE ROAD	ROAD CLOSED TO THRU TRAFFIC	R11-4	60"X30"	1	191	ON TYPE III BARRICADE	1
1086+00	STH 175	ROAD CLOSED TO THRU TRAFFIC	R11-4	60"X30"	1	191	ON TYPE III BARRICADE	1
1091+00	STH 175, LT	ROAD CLOSED 500 FT	W20-3	48"X48"	1	191		1
1096+00	STH 175, RT & LT	ROAD CLOSED **0.2** MILES AHEAD LOCAL TRAFFIC ONLY	R11-3	60"X30"	2	382	ON TYPE III BARRICADE	1
1096+00	STH 175, LT	ROAD CLOSED 1000 FT	W20-3	48"X48"	1	191		1
1097+50	HOLY HILL ROAD	NORTH	M3-1	24"X12"	2	382		1
1097+50	HUBERTUS ROAD	ROAD CLOSED AHEAD	W20-3	48"X48"	1	191		1
1097+50	FREISTADT ROAD	ROAD CLOSED AHEAD	W20-3	48"X48"	1	191		1
1097+50	HOLY HILL ROAD	ROAD CLOSED AHEAD	W20-3	48"X48"	2	382		1
1097+50	HUBERTUS ROAD	SOUTH	M3-3	24"X12"	1	191		1
1097+50	FREISTADT ROAD	SOUTH	M3-3	24"X12"	1	191		1
1097+50	HUBERTUS ROAD	STH 175	M1-6	24"X24"	1	191		1
1097+50	FREISTADT ROAD	STH 175	M1-6	24"X24"	1	191		1
1097+50	HOLY HILL ROAD	STH 175	M1-6	24"X24"	2	382		1
1101+00	STH 175, LT	ROAD CLOSED AHEAD	W20-3	48"X48"	1	191		1
1149+00	STH 175, RT	ROAD CLOSED AHEAD	W20-3	48"X48"	1	191		1
1154+00	STH 175, RT & LT	ROAD CLOSED **0.8** MILES AHEAD LOCAL TRAFFIC ONLY	R11-3	60"X30"	2	382	ON TYPE III BARRICADE	1
1184+05	STH 175, RT	ROAD CLOSED 1000 FT	W20-3	48"X48"	1	191		1
1189+05	STH 175, RT	ROAD CLOSED 500 FT	W20-3	48"X48"	1	191		1
1194+05	STH 175	ROAD CLOSED TO THRU TRAFFIC	R11-4	60"X30"	1	191	ON TYPE III BARRICADE	1
1211+50	PLEASANT HILL RD	ROAD CLOSED 500 FT	W20-3	48"X48"	2	382		1
1211+50	PLEASANT HILL RD	ROAD CLOSED AHEAD	W20-3	48"X48"	2	382		1
1211+50	PLEASANT HILL RD	ROAD CLOSED TO THRU TRAFFIC	R11-4	60"X30"	2	382	ON TYPE III BARRICADE	1
1216+00	SOUTH MAYFIELD RD	ROAD CLOSED 500 FT	W20-3	48"X48"	2	382		1
1216+00	SOUTH MAYFIELD RD	ROAD CLOSED AHEAD	W20-3	48"X48"	2	382		1
1216+00	SOUTH MAYFIELD RD	ROAD CLOSED TO THRU TRAFFIC	R11-4	60"X30"	2	382	ON TYPE III BARRICADE	1
						SUBTOTAL 1 =	11,786	

NOTE: ALL ITEMS ARE CATEGORY 0010, UNLESS OTHERWISE NOTED.

TRAFFIC CONTROL SIGNS

STATION	LOCATION	DESCRIPTION	SIGN CODE	SIZE in x in	EACH	643.0900 DAYS	REMARKS	STAGE
1275+50	PIONEER ROAD	ROAD CLOSED 500 FT	W20-3	48"X48"	2	382		1
1275+50	PIONEER ROAD	ROAD CLOSED AHEAD	W20-3	48"X48"	2	382		1
1275+50	PIONEER ROAD	ROAD CLOSED TO THRU TRAFFIC	R11-4	60"X30"	2	382	ON TYPE III BARRICADE	1
1319+50	S. SCENIC ROAD	ROAD CLOSED 500 FT	W20-3	48"X48"	1	191		1
1319+50	S. SCENIC ROAD	ROAD CLOSED AHEAD	W20-3	48"X48"	1	191		1
1319+50	S. SCENIC ROAD	ROAD CLOSED TO THRU TRAFFIC	R11-4	60"X30"	1	191	ON TYPE III BARRICADE	1
1331+50	FOND DU LAC ROAD	ROAD CLOSED 500 FT	W20-3	48"X48"	1	191		1
1331+50	FOND DU LAC ROAD	ROAD CLOSED AHEAD	W20-3	48"X48"	1	191		1
1331+50	FOND DU LAC ROAD	ROAD CLOSED TO THRU TRAFFIC	R11-4	60"X30"	1	191	ON TYPE III BARRICADE	1
1334+00	WESTERN AVENUE	ROAD CLOSED 500 FT	W20-3	48"X48"	1	191		1
1334+00	WESTERN AVENUE	ROAD CLOSED AHEAD	W20-3	48"X48"	1	191		1
1334+00	WESTERN AVENUE	ROAD CLOSED TO THRU TRAFFIC	R11-4	60"X30"	1	191	ON TYPE III BARRICADE	1
1335+50	N. SCENIC ROAD	ROAD CLOSED 500 FT	W20-3	48"X48"	1	191		1
1335+50	N. SCENIC ROAD	ROAD CLOSED AHEAD	W20-3	48"X48"	1	191		1
1335+50	N. SCENIC ROAD	ROAD CLOSED TO THRU TRAFFIC	R11-4	60"X30"	1	191	ON TYPE III BARRICADE	1
1370+00	STH 175, RT	ROAD CLOSED TO THRU TRAFFIC	R11-4	60"X30"	1	191	ON TYPE III BARRICADE	1
1370+00	STH 175, RT	ROAD CLOSED 500 FT	W20-3	48"X48"	2	382		1
1370+00	STH 175, RT	ROAD CLOSED AHEAD	W20-3	48"X48"	2	382		1
1396+25	HILLSIDE ROAD	ROAD CLOSED 500 FT	W20-3	48"X48"	2	382		1
1396+25	HILLSIDE ROAD	ROAD CLOSED AHEAD	W20-3	48"X48"	2	382		1
1396+25	HILLSIDE ROAD	ROAD CLOSED TO THRU TRAFFIC	R11-4	60"X30"	2	382	ON TYPE III BARRICADE	1
1448+00	SHERMAN ROAD	ROAD CLOSED 500 FT	W20-3	48"X48"	1	191		1
1448+00	SHERMAN ROAD	ROAD CLOSED AHEAD	W20-3	48"X48"	1	191		1
1448+00	SHERMAN ROAD	ROAD CLOSED TO THRU TRAFFIC	R11-4	60"X30"	1	191	ON TYPE III BARRICADE	1
1469+00	FOXBORO LANE	ROAD CLOSED 500 FT	W20-3	48"X48"	1	191		1
1469+00	FOXBORO LANE	ROAD CLOSED AHEAD	W20-3	48"X48"	1	191		1
1469+00	FOXBORO LANE	ROAD CLOSED TO THRU TRAFFIC	R11-4	60"X30"	1	191	ON TYPE III BARRICADE	1
1500+50	CORPORATE DRIVE	ROAD CLOSED 500 FT	W20-3	48"X48"	1	191		1
1500+50	CORPORATE DRIVE	ROAD CLOSED AHEAD	W20-3	48"X48"	1	191		1
1500+50	CORPORATE DRIVE	ROAD CLOSED TO THRU TRAFFIC	R11-4	60"X30"	1	191	ON TYPE III BARRICADE	1
1507+14	STH 175	ROAD CLOSED TO THRU TRAFFIC	R11-4	60"X30"	1	191		1
1512+14	STH 175, LT	ROAD CLOSED 500 FT	W20-3	48"X48"	1	191		1
1517+14	STH 175, LT	ROAD CLOSED 1000 FT	W20-3	48"X48"	1	191		1
1520+00	STH 175, RT & LT	ROAD CLOSED **0.1** MILES AHEAD LOCAL TRAFFIC ONLY	R11-3	60"X30"	2	382	ON TYPE III BARRICADE	1
1525+00	STH 175, RT	ROAD CLOSED AHEAD	W20-3	48"X48"	1	191		1
1525+00	E COMMERCE BLVD	ROAD CLOSED AHEAD	W20-3	48"X48"	2	382		1
1525+00	E COMMERCE BLVD	SOUTH	M3-3	24"X12"	2	382		1
1525+00	E COMMERCE BLVD	STH 175	M1-6	24"X24"	2	382		1
900+00	STH 175, RT	ROAD CLOSED AHEAD	W20-3	48"X48"	1	73		2
905+00	STH 175, RT & LT	ROAD CLOSED **0.3** MILES AHEAD LOCAL TRAFFIC ONLY	R11-3	60"X30"	2	146	ON TYPE III BARRICADE	2
900+00	STH 175, RT	ROAD CLOSED 1000 FT	W20-3	48"X48"	1	73		2
895+00	STH 175, RT	ROAD CLOSED 500 FT	W20-3	48"X48"	1	73		2
920+20	STH 175, RT	ROAD CLOSED TO THRU TRAFFIC	R11-4	60"X30"	1	73		2
960+50	STH 175	BRIDGE OUT	R11-2B	48"X30"	1	73	ON TYPE III BARRICADE	2
961+50	STH 175	BRIDGE OUT	R11-2B	48"X30"	1	73	ON TYPE III BARRICADE	2
962+00	WILLOW CREEK RD	ROAD CLOSED TO THRU TRAFFIC	R11-4	60"X30"	1	73	ON TYPE III BARRICADE	2
962+00	WILLOW CREEK RD	ROAD CLOSED 500 FT	W20-3	48"X48"	1	73		2
962+00	WILLOW CREEK RD	ROAD CLOSED AHEAD	W20-3	48"X48"	1	73		2
972+00	HILLTOP DRIVE	BRIDGE OUT **0.2** MILES AHEAD	R11-3C	60"X30"	1	73	ON TYPE III BARRICADE	2
				SUBTOTAL 2 =		10,426		

NOTE: ALL ITEMS ARE CATEGORY 0010, UNLESS OTHERWISE NOTED.

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TRAFFIC CONTROL SIGNS

STATION	LOCATION	DESCRIPTION	SIGN CODE	SIZE in x in	EACH	643.0900 DAYS	REMARKS	STAGE
120+40	LANNON ROAD, RT	MAX **10**' WIDTH	W12-52	48"X48"	1	35		2A
121+00	LANNON ROAD, RT	MAX **10**' WIDTH	W12-52	48"X48"	1	35		2A
121+00	LANNON ROAD, RT	**0.3** MILES AHEAD	W057-52	36"X24"	1	35		2A
115+40	LANNON ROAD, RT	ROAD WORK AHEAD	W20-1	48"X48"	1	35		2A
116+40	LANNON ROAD, RT	FINES DOUBLE IN WORK ZONES	W21-61	36"X36"	1	35		2A
125+40	LANNON ROAD, RT	LEFT LANE CLOSED AHEAD	W20-55	48"X48"	1	35		2A
135+40	LANNON ROAD, RT	MERGE RIGHT	WO4-2L	48"X48"	1	35		2A
142+50	LANNON ROAD, LT	END ROAD WORK	G20-2A	48"X24"	1	35		2A
145+80	LANNON ROAD, RT	30 M.P.H.	W013-1	36"X36"	1	35		2A
145+80	LANNON ROAD, RT	TWO WAY TRAFFIC	WO6-3	48"X48"	1	35		2A
147+50	LANNON ROAD, LT	LANE CLOSED	R11-2 MOD	48"X30"	1	35		2A
149+25	LANNON ROAD, LT	REVERSE CURVE RIGHT	WO1-4R	48"X48"	1	35		2A
150+50	LANNON ROAD, RT	SIDEWALK CLOSED	R9-9	24"X12"	1	35	ON TYPE II BARRICADE	2A
154+25	LANNON ROAD, LT	LANE CLOSED	R11-2 MOD	48"X30"	2	70		2A
155+00	LANNON ROAD	STOP SIGN	R1-1	36"X36"	4	140	STOP CONTROL FOR INTERSECTION	2A
155+75	LANNON ROAD, LT	LANE CLOSED	R11-2 MOD	48"X30"	1	35		2A
162+70	LANNON ROAD, LT	LANE CLOSED	R11-2 MOD	48"X30"	1	35		2A
165+75	LANNON ROAD, LT	REVERSE CURVE LEFT	WO1-4L	48"X48"	1	35		2A
165+00	LANNON ROAD, LT	30 M.P.H.	W013-1	36"X36"	1	35		2A
165+00	LANNON ROAD, LT	TWO WAY TRAFFIC	WO6-3	48"X48"	1	35		2A
170+00	LANNON ROAD, LT	ROAD WORK 500 FT	W20-1	48"X48"	1	35		2A
170+00	LANNON ROAD, RT	END ROAD WORK	G20-2A	48"X24"	1	35		2A
175+00	LANNON ROAD, LT	ROAD WORK 1000 FT	W20-1	48"X48"	1	35		2A
180+00	LANNON ROAD, LT	MAX **10**' WIDTH	W12-52	48"X48"	1	35		2A
184+00	LANNON ROAD, LT	FINES DOUBLE IN WORK ZONES	W21-61	36"X36"	1	35		2A
185+00	LANNON ROAD, LT	ROAD WORK AHEAD	W20-1	48"X48"	1	35		2A
237+80	LANNON ROAD, LT	MAX **10**' WIDTH	W12-52	48"X48"	1	35	PLACE NORTH OF CTH Q INTERSECTION	2A
237+80	LANNON ROAD, LT	**1** MILES AHEAD	W057-52	36"X24"	1	35	PLACE NORTH OF CTH Q INTERSECTION	2A
121+00	LANNON ROAD, RT	MAX **10**' WIDTH	W12-52	48"X48"	1	23		2B
121+00	LANNON ROAD, RT	**0.3** MILES AHEAD	W057-52	36"X24"	1	23		2B
112+10	LANNON ROAD, RT	ROAD WORK AHEAD	W20-1	48"X48"	1	23		2B
113+10	LANNON ROAD, RT	FINES DOUBLE IN WORK ZONES	W21-61	36"X36"	1	23		2B
122+10	LANNON ROAD, RT	RIGHT LANE CLOSED AHEAD	W20-5	48"X48"	1	23		2B
132+10	LANNON ROAD, RT	MERGE LEFT	WO4-2L	48"X48"	1	23		2B
134+60	LANNON ROAD, RT	REVERSE CURVE LEFT	WO1-4R	48"X48"	1	23		2B
134+60	LANNON ROAD, RT	30 M.P.H.	W013-1	36"X36"	1	23		2B
146+00	LANNON ROAD, LT	END ROAD WORK	G20-2A	48"X24"	1	23		2B
147+80	LANNON ROAD, RT	LANE CLOSED	R11-2 MOD	48"X30"	1	23		2B
147+80	LANNON ROAD, RT	SIDEWALK CLOSED	R9-9	24"X12"	1	23	ON TYPE II BARRICADE	2B
154+10	LANNON ROAD, RT	LANE CLOSED	R11-2 MOD	48"X30"	2	46		2B
155+00	LANNON ROAD	STOP SIGN	R1-1	36"X36"	4	92	STOP CONTROL FOR INTERSECTION	2B
155+50	LANNON ROAD, RT	LANE CLOSED	R11-2 MOD	48"X30"	1	23		2B
161+30	LANNON ROAD, RT	REVERSE CURVE RIGHT	WO1-4L	48"X48"	1	23		2B
162+70	LANNON ROAD, LT	LANE CLOSED	R11-2 MOD	48"X30"	1	23		2B
165+75	LANNON ROAD, LT	REVERSE CURVE RIGHT	WO1-4L	48"X48"	1	23		2B
165+00	LANNON ROAD, LT	30 M.P.H.	W013-1	36"X36"	1	23		2B
165+00	LANNON ROAD, LT	TWO WAY TRAFFIC	WO6-3	48"X48"	1	23		2B
170+00	LANNON ROAD, LT	ROAD WORK 500 FT	W20-1	48"X48"	1	23		2B
170+00	LANNON ROAD, RT	END ROAD WORK	G20-2A	48"X24"	1	23		2B
175+00	LANNON ROAD, LT	ROAD WORK 1000 FT	W20-1	48"X48"	1	23		2B
180+00	LANNON ROAD, LT	MAX **10**' WIDTH	W12-52	48"X48"	1	23		2B
					SUBTOTAL 3 =	1,706		

NOTE: ALL ITEMS ARE CATEGORY 0010, UNLESS OTHERWISE NOTED.

TRAFFIC CONTROL SIGNS

STATION	LOCATION	DESCRIPTION	SIGN CODE	SIZE in x in	EACH	643.0900 DAYS	REMARKS	STAGE
184+00	LANNON ROAD, LT	FINES DOUBLE IN WORK ZONES	W21-61	36"X36"	1	23		2B
185+00	LANNON ROAD, LT	ROAD WORK AHEAD	W20-1	48"X48"	1	23		2B
237+80	LANNON ROAD, LT	MAX **10**' WIDTH	W12-52	48"X48"	1	23	PLACE NORTH OF CTH Q INTERSECTION	2B
237+80	LANNON ROAD, LT	**1** MILES AHEAD	W057-52	36"X24"	1	23	PLACE NORTH OF CTH Q INTERSECTION	2B
147+50	LANNON ROAD	ROAD CLOSED TO THRU TRAFFIC	R11-4	60"X30"	1	15	ON TYPE III BARRICADE	2C
147+80	LANNON ROAD, RT	SIDEWALK CLOSED	R9-9	24"X12"	1	15	ON TYPE II BARRICADE	2C
142+50	LANNON ROAD, RT	ROAD WORK 500 FT	W20-1	48"X48"	1	15		2C
137+50	LANNON ROAD, RT	ROAD WORK 1000 FT	W20-1	48"X48"	1	15		2C
132+50	LANNON ROAD, RT	ROAD CLOSED AHEAD	W20-3	48"X48"	1	15		2C
121+00	STH 175, RT & LT	ROAD CLOSED **0.3** MILES AHEAD LOCAL TRAFFIC ONLY	R11-3	60"X30"	2	30	PLACE PRIOR TO LANNON ROAD PARK AND RIDE	2C
162+70	LANNON ROAD	ROAD CLOSED TO THRU TRAFFIC	R11-4	60"X30"	1	15		2C
167+70	LANNON ROAD, LT	ROAD WORK 500 FT	W20-1	48"X48"	1	15		2C
172+70	LANNON ROAD, LT	ROAD WORK 1000 FT	W20-1	48"X48"	1	15		2C
177+70	LANNON ROAD, LT	ROAD CLOSED AHEAD	W20-3	48"X48"	1	15		2C
237+80	STH 175, RT & LT	ROAD CLOSED **1** MILES AHEAD LOCAL TRAFFIC ONLY	R11-3	60"X30"	2	30	PLACE NORTH OF CTH Q INTERSECTION	2C
1396+25	HILLSIDE ROAD	ROAD CLOSED	R2-11	48"X30"	1	7	UNDISTRIBUTED FOR RAILROAD WORK	
1396+25	HILLSIDE ROAD	ROAD CLOSED AHEAD	W20-3	48"X48"	1	7	UNDISTRIBUTED FOR RAILROAD WORK	

SUBTOTAL 4 =	301
SUBTOTAL 3 =	1,706
SUBTOTAL 2 =	10,426
SUBTOTAL 1 =	11,786
TOTAL =	23,918

TEMPORARY PAVEMENT MARKING SUMMARY

STAGE	STATION	TO	STATION	LOCATION	TEMPORARY PAVEMENT MARKING PAINT 4-INCH 649.0402 LF	TEMPORARY PAVEMENT MARKING STOP LINE 12-INCH 649.0900 LF	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH 649.0400 LF	REMARKS
2A	145+00	-	148+00	LT	-	-	301	WB-EDGELINE-WHITE
2A	143+72	-	148+00	LT	-	-	429	WB-EDGELINE-YELLOW
2A	140+40	-	148+00	RT	220	-	540	EB-EDGELINE-YELLOW
2A	148+00	-	162+20	RT	1,420	48	-	WB-EDGELINE-WHITE
2A	148+00	-	162+20	RT	1,418	48	-	EB-EDGELINE-WHITE
2A	148+00	-	162+20	RT	2,838	-	-	CENTERLINE-DOUBLE YELLOW
2A	162+20	-	164+63	RT	-	-	243	WB-EDGELINE-WHITE
2A	162+20	-	164+34	RT	-	-	214	EB-EDGELINE-WHITE
2A	162+20	-	164+75	RT	-	-	510	CENTERLINE-DOUBLE YELLOW
2B	137+11	-	148+00	LT & RT	100	-	990	EB-EDGELINE-WHITE
2B	139+70	-	147+00	LT & RT	-	-	730	EB-EDGELINE-YELLOW
2B	146+50	-	147+00	LT	50	-	-	WB-EDGELINE-YELLOW
2B	147+00	-	162+20	LT	3,072	-	-	CENTERLINE-DOUBLE YELLOW
2B	148+00	-	162+20	LT	1,435	-	-	EB-EDGELINE-WHITE
2B	146+50	-	162+20	LT	1,587	-	-	WB-EDGELINE-WHITE
2B	162+20	-	163+96	RT	-	-	177	EB-EDGELINE-WHITE
2B	162+20	-	164+75	LT	-	-	510	CENTERLINE-DOUBLE YELLOW
2B	162+20	-	163+78	LT	-	-	158	WB-EDGELINE-WHITE
2A	920+18	-	1507+15		35,000	-	-	UNDISTRIBUTED FOR US OPEN
				TOTALS =	47,140	96	4,802	

NOTE: ALL ITEMS ARE CATEGORY 0010, UNLESS OTHERWISE NOTED.

COVER PLATES TEMPORARY

611.8120.S

STATION	EACH	REMARKS
155+40	1	STRUCTURE 1001.1
155+40	1	STRUCTURE 1001.2
TOTALS =	2 *	

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

TRAFFIC CONTROL ARROW BOARDS

643.0800

STATION	DAYS	REMARKS
140+40	35	
136+10	23	
TOTALS =	58	

TRAFFIC CONTROL PROJECT (3360-09-72)

643.0100

STATION	EACH	REMARKS
	1	
TOTALS =	1	

REMOVING PAVEMENT MARKINGS

STATION	TO	STATION	LOCATION	MARKINGS 646.0600 LF	ARROWS 647.0955 EACH	WORDS 647.0965 EACH	REMARKS
143+72	-	145+00	LT	160	-	-	SOLID YELLOW AND SKIPS
143+07	-	148+00	RT	595	-	-	SOLID YELLOW AND SKIPS
137+10	-	148+00	RT	273	-	-	DASHED-WHITE
148+00	-	152+75	RT	119	2	1	DASHED-WHITE
153+20	-	154+75	RT	162	3	2	SOLID-WHITE
154+36	-	154+63	RT	41	-	-	SOLID-WHITE
155+20		155+40	RT	20	-	-	SOLID-WHITE
156+14	-	164+25	RT	824	-	-	SOLID-WHITE
157+08	-	164+50	CL	1,485	-	-	DOUBLE YELLOW
162+20	-	163+78	LT	158	-	-	SOLID-WHITE
145+00	-	148+00	LT	375	-	-	SOLID YELLOW AND SKIPS
146+50	-	148+00	LT	38	-	-	DASHED-WHITE
			TOTALS =	4,250	5	3	

TRAFFIC CONTROL SIGNS PCMS

643.1050

STATION	LOCATION	DAYS	STAGE
919+00	STH 175, RT	14	2
135+00	LANNON RD, RT	14	2C
166+00	LANNON RD, LT	14	2C
958+50	STH 175, RT	14	1
1087+00	STH 175, LT	14	1
1192+00	STH 175, RT	14	1
1508+00	STH 175, LT	14	1
TOTALS =		98	

NOTE: ALL ITEMS ARE CATEGORY 0010, UNLESS OTHERWISE NOTED.

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CATEGORY 0060
LIGHTING SYSTEM ITEMS

650.8500	CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS (I.D. 3360-09-72)
654.0224	CONCRETE CONTROL CABINET BASES TYPE L24
655.0640	ELECTRICAL WIRE LIGHTING 1 AWG
656.0200	ELECTRICAL SERVICE METER BREAKER PEDESTAL
659.2124	LIGHTING CONTROL CABINETS 120/240 24 - INCH
SPV.0105.01	LIGHTING SYSTEM INTEGRATOR
SPV.0105.02	LIGHTING SYSTEM SURVEY

SYSTEM	LOCATION	650.8500 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS (I.D. 3360-09-72) LS	654.0224 CONCRETE CONTROL CABINET BASES TYPE L24 EACH	655.0640 ELECTRICAL WIRE LIGHTING 1 AWG LF	656.0200 ELECTRICAL SERVICE METER BREAKER PEDESTAL LS	659.2124 LIGHTING CONTROL CABINETS 120/240 24 - INCH EACH	SPV.0105.01 LIGHTING SYSTEM INTEGRATOR LS	SPV.0105.02 LIGHTING SYSTEM SURVEY LS
HL-66-LR	153+20"P", 57' RIGHT (SE QUADRANT STH 175 AND LANNON RD)	1	1	18	1	1	1	1
	TOTAL (0060)	1	1	18	1	1	1	1

PLAQUE TEXT HL-66-LR
STH 175 / LANNON ROAD
240 VAC WARNING DECAL (METER PEDESTAL AND CABINET DOOR)

CATEGORY 0060
LIGHTING BRANCH CIRCUIT CONDUIT

652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH

SYSTEM	LOCATION TO LOCATION	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF
HL-66-LR	LIGHTING CONTROL CABINET (HL-66-LR) TO LPB 101	--	45
HL-66-LR	LPB101 TO POLE 153+66"P"	50	--
HL-66-LR	POLE 153+66"P" TO POLE 955+18	70	--
HL-66-LR	POLE 955+18 TO LPB102	120	--
HL-66-LR	LPB102 TO LPB103	--	70
HL-66-LR	LPB103 TO POLE 952+41	180	--
HL-66-LR	POLE 952+41 TO STUBOUT SOUTHEAST	15	--
HL-66-LR	LPB103 TO POLE 954+78	70	--
HL-66-LR	POLE 954+78 TO POLE 155+68"K"	80	--
HL-66-LR	POLE 155+68"K" TO STUBOUT NORTHEAST	15	--
HL-66-LR	LPB101 TO POLE 151+88"P"	145	--
HL-66-LR	POLE 151+88"P" TO POLE 150+00"P"	190	--
HL-66-LR	POLE 150+00"P" TO POLE 148+15"P"	180	--
HL-66-LR	POLE 148+15"P" TO STUBOUT SOUTHWEST	15	--
HL-66-LR	LPB101 TO LPB104	--	110
HL-66-LR	LPB104 TO POLE 154+05.5"O"	90	--
HL-66-LR	POLE 154+05.5"O" TO POLE 957+27	100	--
HL-66-LR	POLE 957+27 TO LPB105	50	--
HL-66-LR	LPB105 TO POLE 959+07	140	--
HL-66-LR	POLE 959+07 TO STUBOUT NORTHWEST	15	--
HL-66-LR	LPB105 TO LPB106	--	90
HL-66-LR	LPB106 TO POLE 956+85	100	--
HL-66-LR	POLE 956+85 TO POLE 156+16"L"	50	--
HL-66-LR	POLE 156+16"L" TO POLE 157+50"L"	145	--
HL-66-LR	POLE 157+50"L" TO POLE 158+78"L"	140	--
HL-66-LR	POLE 158+78"L" TO STUBOUT NORTHEAST	15	--
	TOTAL (0060)	**1,975**	**315**

CATEGORY 0060
LIGHTING PULL BOX QUANTITIES

653.0140 PULL BOXES STEEL 24 X 42-INCH
655.0615 ELECTRICAL WIRE LIGHTING 10 AWG (GROUNDING WIRE)

SYSTEM	LOCATION	LABEL	653.0140 PULL BOXES STEEL 24 X 42 EACH	655.0615 ELECTRICAL WIRE LIGHTING 10 AWG LF	COMMENTS
HL-66-LR	153+20"P", 47' RT	LPB101	1	20	LANNON ROAD
HL-66-LR	954+05, 54' LT	LPB102	1	140	STH 175
HL-66-LR	954+15, 8.5' RT	LPB103	1	80	STH 175
HL-66-LR	153+24"O", 30.5' LT	LPB104	1	100	LANNON ROAD
HL-66-LR	957+66, 45' LT	LPB105	1	50	STH 175
HL-66-LR	957+74, 33' RT	LPB106	1	110	STH 175
	TOTAL (0060)		6	500	

CATEGORY 0060
LIGHTING WIRE QUANTITIES
120/240 VAC 3-WIRE ISOLATED NEUTRAL SYSTEM

655.0625 ELECTRICAL WIRE LIGHTING 6 AWG

SYSTEM	NETWORK	LOCATION TO LOCATION	DISTANCE	655.0625 ELECTRICAL WIRE LIGHTING 6 AWG LF
HL-66-LR	A/B/N/G	LIGHT CONTROL CABINET (HL-66-LR) TO LPB 101 TO POLE 153+66"P"	60	300
HL-66-LR	A/B/N/G	POLE 153+66"P" TO POLE 955+18	70	320
HL-66-LR	A/B/N/G	POLE 955+18 TO LPB102 TO LPB103 TO POLE 954+78	260	1160
HL-66-LR	A/B/N/G	POLE 954+78 TO LPB103 TO POLE 952+95	250	810
HL-66-LR	A/B/N/G	POLE 954+78 TO POLE 155+68"K"	80	270
HL-66-LR	A/B/N/G	LIGHT CONTROL CABINET (HL-66-LR) TO LPB 101 TO POLE 151+88"P"	155	700
HL-66-LR	A/B/N/G	POLE 151+88"P" TO POLE 150+00"P"	190	800
HL-66-LR	A/B/N/G	POLE 150+00"P" TO POLE 148+15"P"	180	570
HL-66-LR	C/D/N/G	LIGHTING CONTROL CABINET (HL-66-LR) TO LPB101 TO LPB104 TO POLE 154+05.5"O"	210	940
HL-66-LR	C/D/N/G	POLE 154+5.5"O" TO POLE 957+27	100	440
HL-66-LR	C/D/N/G	POLE 957+27 TO LPB105 TO POLE 959+07	190	630
HL-66-LR	C/D/N/G	POLE 957+27 TO LPB105 TO LPB106 TO POLE 956+85	240	1080
HL-66-LR	C/D/N/G	POLE 956+85 TO POLE 156+16"L"	50	240
HL-66-LR	C/D/N/G	POLE 156+16"L" TO POLE 157+50"L"	145	620
HL-66-LR	C/D/N/G	POLE 157+50"L" TO POLE 158+78"L"	140	450
		TOTAL (0060)		**9,330**

CATEGORY 0060
LIGHT POLE QUANTITIES
120/240 VAC

654.0105	CONCRETE BASES TYPE 5
655.0610	ELECTRICAL WIRE LIGHTING 12 AWG
657.0255	TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE
657.0322	POLES TYPE 5-ALUMINUM
657.0610	LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 6-FT
657.0715	LUMINAIRE ARMS TRUSS TYPE 4 1/2-INCH CLAMP 15-FT
659.1125	LUMINAIRES UTILITY LED C

SYSTEM	STATION	OFFSET	SEQUENCE I.D.	654.0105 CONCRETE BASES TYPE 5	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE	657.0322 POLES TYPE 5 ALUMINUM	657.0610 LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 6-FT	657.0715 LUMINAIRE ARMS TRUSS TYPE 4 1/2-INCH CLAMP 15-FT	659.1125 LUMINAIRES UTILITY LED C
				EACH	LF	EACH	EACH	EACH	EACH	EACH
HL-66-LR	148+15 "P"	44' RIGHT	ALR1	1	177	1	1	1	--	1
HL-66-LR	150+00 "P"	44' LEFT	BLR1	1	177	1	1	1	--	1
HL-66-LR	151+88 "P"	44' LEFT	ALR2	1	117	1	1	1	--	1
HL-66-LR	153+66 "P"	48' RIGHT	BLR2	1	144	1	1	--	1	1
HL-66-LR	955+18	89' RIGHT	ALR3	1	144	1	1	--	1	1
HL-66-LR	952+41	23' RIGHT	BLR3	1	117	1	1	1	--	1
HL-66-LR	954+78	12' RIGHT	BLR4	1	144	1	1	--	1	1
HL-66-LR	155+68"K"	47' RIGHT	ALR4	1	144	1	1	--	1	1
HL-66-LR	154+05.5"O"	46' LEFT	CLR1	1	144	1	1	--	1	1
HL-66-LR	957+27	54' LEFT	DLR1	1	144	1	1	--	1	1
HL-66-LR	959+07	35' LEFT	CLR2	1	117	1	1	1	--	1
HL-66-LR	956+85	56' RIGHT	CLR3	1	144	1	1	--	1	1
HL-66-LR	156+16"L"	49' LEFT	DLR3	1	144	1	1	--	1	1
HL-66-LR	157+50"L"	29' LEFT	CLR4	1	117	1	1	1	--	1
HL-66-LR	158+78"L"	29' LEFT	DLR4	1	117	1	1	1	--	1
TOTAL (0060)				**15**	**2,091**	**15**	**15**	**7**	**8**	**15**

3

REMOVING CONCRETE BASES

SIGNAL BASE NO.	204.0195 REMOVING CONCRETE BASES EACH
CB1	1
SB1	1
SB2	1
SB3	1
SB4	1
**TOTAL	5

REMOVE PULL BOXES

PULL BOX NO.	653.0905 REMOVING PULL BOXES EACH
PB1	1
PB2	1
PB3	1
PB4	1
PB5	1
PB6	1
PB7	1
PB8	1
PB9	1
PB10	1
PB11	1
PB12	1
PB13	1
TOTAL	13

REMOVE TRAFFIC SIGNALS

LOCATION	SPV.0105.05 REMOVE TRAFFIC SIGNALS L.S.
STH 175 & LANNON ROAD	1
TOTAL	1

REMOVE LOOP DETECTOR WIRE AND LEAD-IN CABLE

LOCATION	SPV.0105.06 REMOVE LOOP DETECTOR WIRE & LEAD-IN CABLE L.S.
STH 175 & LANNON ROAD	1
TOTAL	1

** QUANTITY SHOWN ELSEWHERE ON PLAN

STH 175 & PIONEER RD
WASHINGTON COUNTY
CATEGORY 0060
F66-0402

3

REMOVING CONCRETE BASES

SIGNAL BASE NO.	204.0195 REMOVING CONCRETE BASES EACH
SB1	1
SB2	1
**TOTAL	2

CONDUIT

FROM	TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F.
SP1	PB1	66
SP1	PB3	18
PB1	PB2	69
PB2	SB2	23
PB3	PB4	70
PB4	SB1	8
**TOTAL		254

PULL BOXES

PULL BOX NO.	LOCATION*	653.0140 PULL BOXES STEEL 24x42-INCH EACH
PB1	1275+37.1, 46.8' LT	1
PB2	1276+5.1, 48.6' LT	1
PB3	1274+85.9' 35.1LT	1
PB4	1274+85.3, 34.2' RT	1
**TOTAL		4

CONCRETE BASES

SIGNAL BASE NO.	LOCATION*	654.0101 CONCRETE BASES TYPE 1 EACH
SB1	1274+78.6, 32.0' LT	1
SB2	1276+21.8, 33.0' LT	1
	TOTAL	2

TRAFFIC SIGNAL CABLE AND WIRE

FROM	TO	655.0220 CABLE TRAFFIC SIGNAL 4-14 AWG L.F.
SP1	SB1	130
SP1	SB2	192
**TOTAL		322

TRAFFIC SIGNAL CABLE AND WIRE

FROM	TO	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F.
SP1	SB1	130
SP1	SB2	192
PB4	SB1	28
PB2	SB2	43
TOTAL		393

TRAFFIC SIGNAL CABLE AND WIRE

FROM	TO	655.0220 CABLE TRAFFIC SIGNAL 4-14 AWG L.F.
SB1	HEAD 1	17
SB2	HEAD 2	17
**TOTAL		34

POLES

SIGNAL BASE NO.	657.0100 PEDESTAL BASES EACH	657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH	657.0430 TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT EACH
SB1	1	1	
SB2	1		1
TOTAL	2	1	1

FACES

SIGNAL HEAD NO.	SIGNAL BASE NO.	658.0103 TRAFFIC SIGNAL FACE 1-12 INCH VERTICAL EACH	658.0210 BACKPLATES SIGNAL FACE 1 SECTION 12-INCH EACH	658.0600 LED MODULES 12-INCH RED BALL EACH
1	SB1	1	1	1
2	SB2	1	1	1
	TOTAL	2	2	2

TRAFFIC SIGNAL MOUNTING HARDWARE

LOCATION	658.5069.01 SIGNAL MOUNTING HARDWARE L.S.
STH 175 & PIONEER ROAD	1
TOTAL	1

* FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD
** QUANTITIES SHOWN ELSEWHERE ON PLAN

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	MISCELLANEOUS QUANTITIES	SHEET:	E

FILE NAME : J:\PROJECTS\D2_336009175\72\SIG\F66_0402\F66-0402_MQ.PPTX PLOT DATE : 4/20/2016 PLOT BY : DOTCMV PLOT NAME : F66-0402_MQ.PDF PLOT SCALE : 1:1

3

3

STATE FURNISHED MATERIALS SUMMARY

EACH	DESCRIPTION
1	FLASHER CONTROL BOX

TRANSPORT AND INSTALL STATE FURNISH FLASHER CONTROL BOX

LOCATION	SPV.0105.03 TRANSPORT AND INSTALL STATE FURNISH FLASHER CONTROL BOX L.S.
STH 175 & PIONEER ROAD	1
TOTAL	1

STATE FURNISHED FOR INFORMATION ONLY

SERVICE POLE NO.	FLASHER CONTROL BOX EACH
SP1	1
TOTAL	1

REMOVE TRAFFIC SIGNALS

LOCATION	SPV.0105.04 REMOVE TRAFFIC SIGNALS L.S.
STH 175 & PIONEER ROAD	1
TOTAL	1

* FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD
** QUANTITIES SHOWN ELSEWHERE ON PLAN

OVERHEAD SIGN SUPPORTS - MISC QUANTITIES

3360-09-72 STH 175

LOCATION	OVERHEAD SIGN SUPPORT STRUCTURE S-66-609 L.S. 641.8100.01	OVERHEAD SIGN SUPPORT STRUCTURE S-66-610 L.S. 641.8100.02	OVERHEAD SIGN SUPPORT STRUCTURE S-66-242 L.S. 641.8100.03
Lannon Road (CTH Y) WB at STH 175	1		
Lannon Road (CTH Y) EB at STH 175		1	
STH 175 SB at Lannon Road (CTH Y)			1
TOTAL	1	1	1

SHEET: 1 OF 1

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	MISCELLANEOUS QUANTITIES – OVERHEAD SIGN SUPPORTS	SHEET:	E

R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
3360-09-22		
FEDERAL PROJECT NUMBER	4.01	

PLAT OF RIGHT-OF-WAY REQUIRED FOR

STH 175

MAPLE ROAD TO STH 60

STH 175 WASHINGTON CO.

CONSTRUCTION PROJECT NUMBER
3360-09-72

CONVENTIONAL ABBREVIATIONS

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

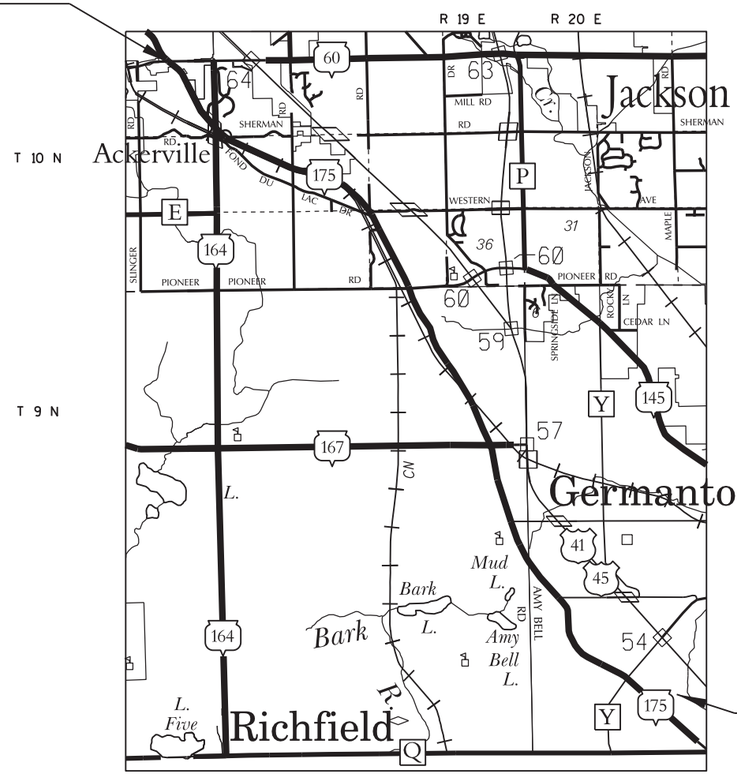
CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN	⌀ (1" UNLESS NOTED)	PROPOSED R/W LINE	
R/W MONUMENT	● (SET)	EXISTING H.E. LINE	
R/W STANDARD	▲ (SET)	PROPERTY LINE	
SIGN	SIGN	LOT & TIE LINES	
SECTION CORNER MONUMENT		SLOPE INTERCEPTS	
SECTION CORNER SYMBOL		CORPORATE LIMITS	
		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	RWB20	QUARTER LINE	
PARCEL NUMBER	102	SIXTEENTH LINE	
UTILITY PARCEL NUMBER	92	EXISTING CENTERLINE	
SIGN NUMBER (OFF PREMISE)	21-1	PROPOSED REFERENCE LINE	
BUILDING		PARALLEL OFFSET	

CONVENTIONAL UTILITY SYMBOLS

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

END RELOCATION ORDER
STA. 1507+13.56
496' SOUTH OF THE NORTH LINE AND 119' EAST OF THE WEST LINE OF THE NORTHEAST 1/4 OF SEC 20, TOWNSHIP 10 NORTH, RANGE 19 EAST.



BEGIN RELOCATION ORDER
STA. 949+00
708' SOUTH OF THE NORTH LINE AND 721' WEST OF THE EAST LINE OF THE NORTHWEST 1/4 OF SEC 32, TOWNSHIP 9 NORTH, RANGE 20 EAST.

N

LAYOUT
SCALE 0 1.00 MI.

TOTAL NET LENGTH OF CENTERLINE = 8.500 MI.

NOTES

COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, WASHINGTON COUNTY ZONE, NAD 83 (1997) ADJUSTMENT AND ARE REFERENCED TO HARN POINTS JACKSON GPS, RICHFIELD E. GPS, AND GERMANTOWN N. GPS. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

RIGHT-OF-WAY MONUMENTS WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT BY WIS. D.O.T. SOUTHEAST REGION SURVEY.

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.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WAUKESHA.

REVISION DATE
NOV. 20, 2013
JAN. 14, 2014
JULY 29, 2014
NOV. 4, 2014
JAN. 27, 2015

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED FOR THE DEPARTMENT

DATE: DEC. 17, 2012 Robert J. Duffek (Signature)

E

FILE NAME : J:\projects\d2_r_336009175\33600922\040101_rt.dgn PLOT DATE : 29-JAN-2015 09:56 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 100.000000:1.000000
CONST. I.D. 3360-09-72 3360-09-22 4.01

SCHEDULE OF LANDS & INTERESTS REQUIRED

AREAS SHOWN IN THE TOTAL ACREAGE COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILIBLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

NOTE: *=CALCULATED

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

PARCEL NUMBER	SHEET NUMBER	OWNER	INTEREST REQUIRED	TOTAL ACRES	R/W REQUIRED ACRES NEW	R/W REQUIRED ACRES EXISTING	R/W REQUIRED ACRES TOTAL	TOTAL REMAINING ACRES	T.L.E. TEMP. ACRES	P.L.E. PERM. ACRES	PARCEL NUMBER
1	4.04	JOHN E. SCHMIDT E.T.A.L.	FEE	1.000	0.006	0.083	0.089	0.911			1
2	4.04	NMMR ASSOCIATES, A WISCONSIN GENERAL PARTNERSHIP	FEE	1.01	0.005		0.005	1.005			2
3	4.04	MOOSE LODGE NO. 1238 LOYAL ORDER OF MOOSE	FEE,TLE	10.000	0.007		0.007	9.993	0.056		3
4	4.04	US BANK NATIONAL ASSOCIATION	FEE,TLE	3.390	0.048		0.048	3.342	0.471		4
5	4.04	GUTBROD FAMILY LLC	TLE						0.002		5
6(5)	4.05	JEROME E. RANDALL	FEE,TLE	28.600	0.012	0.075	0.087	28.513	0.194		6
7(5)	4.05	JEROME E. RANDALL	FEE,TLE	0.790*	0.035	0.099	0.134	0.656	0.018		7
8(5)	4.05	JEROME E. RANDALL	FEE,TLE	1.000	0.058	0.060	0.118	0.882	0.034		8
9(4)	4.05	SCOTT E.& JANET J. BANASKI	FEE,TLE	2.710	0.149	0.104	0.253	2.457	0.031		9
10	4.06	DOCTORS LLC.	HE,TLE	2.850	0.063	0.218	0.281	2.569	0.062		10
11	4.06	KREUSER TRUST	TLE						0.054		11
12(2)	4.06	MARC D.& CHRISTINE M. SHIMICK	FEE,TLE	0.50		0.076	0.076	0.424	0.051		12
13(2)	4.06	KENNETH R. & CINDY L. RIEDER	FEE,TLE	0.60		0.083	0.083	0.517	0.093		13
14(2)	4.06	GERALD & BETTY JEAN GREVE	FEE,TLE	0.71		0.100	0.100	0.610	0.112		14
15	4.06	THOMAS L. PULVERMACHER	FEE,TLE	1.256*		0.375	0.375	0.881	0.372		15
16	4.06	BEG ENTERPRISES FIFTEEN LLC.	HE,TLE	0.180	0.001		0.001	0.179	0.004		16
17(2)	4.06	PETER J. CHAPPY & DONNA NAVARRO-CHAPPY	TLE						0.175		17
18	4.06	LAURA M. GRENNIER	FEE,TLE	0.955*		0.086	0.086	0.869	0.076		18
19	4.06	STEVEN G. LENZ	FEE,TLE	0.500	0.064		0.064	0.436	0.031		19
20(2)	4.07	CHRISTOPHER D. & SARAH J. LANG	FEE,TLE	1.100	0.008	0.132	0.140	0.960	0.039		20
21(3)	4.07	ELIMINATED									21
22	4.08	JEROME H. & LILLIAN PIEL	FEE,TLE	3.500		0.460	0.460	3.040	0.242		22
23	4.08	RICHARD J. GERSCHKE	FEE,TLE	53.500	0.110	0.595	0.705	52.795	0.303		23
24	4.08	PAUL E. & STELLA J. MILLER	FEE	2.080	0.029		0.029	2.051			24
25(2)	4.08	THOMAS W. MURRELL	FEE	2.250	0.127		0.127	2.123			25
26	4.08	FRANCIS R. & MARY A. HOST	FEE,TLE	0.750	0.016		0.016	0.734	0.029		26
27	4.08	KENNETH G. & CAROLE J. ABBOTT	TLE						0.110		27
28	4.08	LAWRENCE J. STEFFENS	TLE						0.055		28
29	4.08	RYCK S. KAPP	FEE	1.600	0.032	0.075	0.107	1.493			29
30(5)	4.09	TRUSTEES OF THE LEONARD H.& FAYE N.KASTEN LIVING TRUST	FEE,TLE	2.490	0.191	0.178	0.369	2.121	0.055		30
31(4)	4.09	ELIMINATED									31
32	4.09	MARK G. & BRIGITTE CUSATIS	FEE	6.56	0.054		0.054	6.506			32
33(5)	4.09	GERALD L.& KIM WAGNER	FEE,TLE	3.33	0.179	0.127	0.306	3.024	0.018		33
34(4)	4.10	RAYMOND T. KULINSKI & KATHERINE A. MUSCHLER	FEE	2.900	0.044	0.597	0.641	2.259	0.059		34
35(5)	4.10	JEFFREY L.& KELYN C.MEYER REVOCABLE TRUST	FEE,TLE	1.500	0.013	0.673	0.686	0.814	0.109		35
36	4.10	PAUL & ANNE BERNDT	TLE						0.075		36
37	4.10	COUNTRY BELLE MANOR LLC.	TLE						0.010		37
38	4.10,4.11,4.12	MORAINE DEVELOPMENT LLC.	FEE,TLE	44.180	0.148	1.167	1.315	42.865	0.161		38
39	4.11	COUNTRY BELLE MANOR LLC	FEE,TLE	1.370	0.010		0.010	1.360	0.009		39
40	4.11	ROBERT W. STEMO	FEE,TLE	1.700	0.020	0.119	0.139	1.561	0.011		40
41	4.11	MICHAEL W. FAUST	FEE,TLE	1.000	0.000	0.076	0.076	0.924	0.002		41
42	4.12	BRUCE J. MILLER	FEE,TLE	3.690	0.040	0.176	0.216	3.474	0.091		42
43	4.12	RICHARD J.& MARY C.EHRLICH	FEE,TLE	39.190	0.077	0.191	0.268	38.922	0.068		43
44	4.12	THOMAS R.& DEBORAH J. OTTO	TLE						0.103		44
45(4)	4.12	MORAINE DEVELOPMENT LLC.	FEE,TLE	205.490	0.489	1.364	1.853	203.637	0.052		45
46(2)	4.13	ELIMINATED									46
47(2)	4.13	ELIMINATED									47
48(2)	4.13	ELIMINATED									48
49(6)	4.13	EVELYN M. KOSTERMAN TRUST	FEE	2.000	1.545	0.455	2.000	0.000			49
50(2)	4.13	DANIEL L. DYKAS LLC.	FEE,TLE	3.960	0.158		0.158	3.802	0.005		50
51	4.14	PHOENIX CAPITAL LLC.	FEE	8.850	0.266		0.266	8.584			51
52(2)	4.14	RANDY J. & MARTHA M. THOMPSON	FEE,TLE	11.01	0.005		0.005	11.005	0.037		52
53(5)	4.14	TOWN OF RICHFIELD	FEE,TLE	1.000	0.212	0.487	0.699	0.301	0.033		53
54(5)	4.14	PRAIRIE HOLLOW OWNER'S ASSOCIATION INC.	FEE,TLE	25.430	0.008		0.008	25.422	0.102		54
55(2)	4.14	STANLEY B. & DEBRA L. GALBRAITH	TLE						0.025		55
56(2)	4.14	ELIMINATED									56
57(2)	4.14	ELIMINATED									57
58(4)	4.15	KENNETH J. & KATHLEEN L. KILIAN FAMILY TRUST	FEE,TLE	7.000	0.016	0.248	0.264	6.736	0.005		58
59(5)	4.15	LARRY D. & VIVIAN C. ROWELL	FEE,TLE	2.170	0.063	0.350	0.413	1.757	0.030		59
60	4.15	ELEANOR MERGENER	FEE,TLE	1.000	0.003	0.282	0.285	0.715	0.097		60

SCHEDULE OF LANDS & INTERESTS REQUIRED

AREAS SHOWN IN THE TOTAL ACREAGE COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILIBLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

NOTE: *=CALCULATED **=EXISTING HIGHWAY EASEMENT

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

PARCEL NUMBER	SHEET NUMBER	OWNER	INTEREST REQUIRED	TOTAL ACRES	R/W REQUIRED ACRES NEW	R/W REQUIRED ACRES EXISTING	R/W REQUIRED ACRES TOTAL	TOTAL REMAINING ACRES	T.L.E. TEMP. ACRES	P.L.E. PERM. ACRES	PARCEL NUMBER
61(4)	4.15	MICHAEL D. & DEBRA L. SCHUELLER	TLE						0.046		61
62	4.15	THOMAS E. & DONNA LANDOWSKI	FEE,TLE	2.180	0.003		0.003	2.177	0.018		62
63(4)	4.15	RICKY K. & BOBBI JEAN KLEBENOW	FEE,TLE	5.140	0.051		0.051	5.089	0.086		63
64	4.15	RICHARD M. & JANET LEE KULAKOWSKI	TLE						0.037		64
65	4.15	CYRIL M. & KAREN A. KRUEGER	FEE,TLE	3.870	0.201	0.603	0.804	3.066	0.047		65
66	4.15	DAVID L., ARLENE, AND SCOTT KRUEGER	FEE,TLE	23.680		0.009	0.009	23.671	0.008		66
67(2)	4.15	WISCONSIN ELECTRIC POWER COMPANY	HE,TLE	1.000	0.117	0.161**	0.278	0.722	0.017		67
68	4.15	TODD A. & DAWN M. KONS	FEE,TLE	7.200	0.044		0.044	7.156	0.066		68
69	4.15	JAEGER LAND HOLDINGS LLC	TLE						0.043		69
70	4.16	EVERETT A. & MARGARET M. SCHULTZ	TLE						0.026		70
71	4.16	ALFONSO D. & NANCY A. MORENO	TLE						0.011		71
72(2)	4.16	EVERETT A. SCHULTZ	FEE,TLE	0.610		0.094	0.094	0.516	0.003		72
73	4.16	LARRY A. SCHMIDT	FEE,TLE	0.380		0.054	0.054	0.326	0.003		73
74	4.16	MARK W. ROBBINS	TLE						0.073		74
75(3)	4.16	PATRICIA J. & ANTHONY B. DYBDAL	TLE						0.014		75
76	4.16	GATOR PROPERTIES LLC.	FEE,TLE	6.400	0.029	0.547	0.576	5.824	0.118		76
77	4.16	GATOR PROPERTIES LLC.	FEE,TLE	2.790	0.019		0.019	2.771	0.222		77
78(3)	4.17	KEVIN MANTZ & CATHERINE A. DE LUISA	FEE,TLE	5.000	0.028		0.028	4.972	0.127		78
79(3)	4.17	WILDLIFE ESTATES LLC.	FEE,TLE	5.240	0.242		0.242	4.998	0.011		79
80(3)	4.17	ELIMINATED									80
81(3)	4.17	JUNFRAMER LLC.	TLE						0.041		81
82(3)	4.17	ELIMINATED									82
83(3)	4.17	ELIMINATED									83
84(3)	4.17	NORTHWEST DEVELOPMENT LLC.	FEE,TLE	8.110	0.244		0.244	7.866	0.014		84
85(3)	4.17	DAVID LINK & JODY BAKER	FEE	5.000	0.171		0.171	4.829			85
86	4.18	POLK PROPERTIES LLC.	TLE						0.019		86
87	4.18	POLK PROPERTIES LLC.	FEE,TLE	0.890	0.005		0.005	0.885	0.063		87
88	4.18	POLK PROPERTIES LLC.	FEE,TLE	0.940	0.012		0.012	0.928	0.036		88
89	4.18	POLK PROPERTIES LLC.	TLE						0.004		89
90(5)	4.19	LANDMARK CREDIT UNION	FEE	1.840	0.084		0.084	1.756			90
91	4.19	KEITH L. & ADELINE B. BROWN	FEE,TLE	4.360	0.016		0.016	4.344	0.113		91
92	4.20	LOUIS H. NEWVILLE	FEE	1.580	0.235		0.235	1.345			92
93	4.20	LOUIS H. NEWVILLE	FEE	1.050	0.029		0.029	1.021			93
94	4.20	BRIAN T. & SYLVIA BARTLING	FEE,TLE	8.320	0.157	0.080	0.237	8.083	0.070		94
95(3)	4.20	WISCONSIN CENTRAL LTD.	HE,TLE	VAST	0.099		0.099	VAST	0.002		95
96(2)	4.21	SHERYL A. SEIFERT	TLE						0.152		96
97	4.21	DEAN D. & GAIL M. BRAZEE	FEE,TLE	1.000	0.000	0.216	0.216	0.784	0.021		97
98	4.21	RALPH WILLIAMS REAL ESTATE LIMITED PARTNERSHIP	FEE,TLE	1.910	0.000	0.306	0.306	1.604	0.005		98
99	4.21	PATRICK J. & DONNA R. LAHR	TLE						0.056		99
100	4.21	ROBERT A. & ELINOR KRATZ	TLE						0.004		100
101	4.21	LARRY H. WOEHRER	FEE,TLE	0.340		0.124	0.124	0.216	0.040		101
102	4.21	DUNMAR PROPERTIES LLC.	FEE,TLE	0.460	0.002	0.153	0.155	0.305	0.031		102
103(2)	4.21	MARY K. WENNINGER	FEE,TLE	0.250	0.000	0.034	0.034	0.216	0.006		103
104	4.21	MATTHEW D. & JENNIFER M. WOLF	FEE,TLE	1.000	0.000	0.121	0.121	0.879	0.006		104
105	4.21	RALPH WILLIAMS REVOCABLE LIVING TRUST	FEE,TLE	0.750	0.000	0.114	0.114	0.636	0.006		105
106	4.22	EARL H. & RUTH I. SCHILLING LIVING TRUST	TLE						0.044		106
107	4.23	RUSSELL H. NEHM	FEE,TLE	4.740	0.005	0.212	0.217	4.523	0.026		107
108	4.23	ROBERT G. & AUDREY A. NEHM	FEE,TLE	9.460	0.185	0.745	0.930	8.530	0.217		108
109	4.23	TERRANCE C. & NANCY J. CZESHINSKI	FEE,TLE	4.600	0.009		0.009	4.591	0.024		109
110	4.23	ALIOTA LLC.	FEE,TLE	1.310	0.041		0.041	1.269	0.054		110
111	4.23	TENDER TOUCH PROPERTIES LLC.	FEE,TLE	0.580	0.032		0.032	0.548	0.045		111
112	4.23	PREFERRED LANDMARKS LLC.	TLE						0.021		112
113(2)	4.23	GERALD F. & TERRI A. SCHAEFER	FEE,TLE	2.280	0.000	0.233	0.233	2.047	0.116		113
114(2)	4.13	ELIMINATED									114
304(4)	4.04	US BANK NATIONAL ASSOCIATION	FEE,PLE,TLE	3.342	0.016		0.016	3.326	0.033	0.034	304
310(4)	4.06	DOCTORS LLC.	PLE,TLE						0.051	0.005	310
344(4)	4.12	THOMAS R. & DEBORAH J. OTTO	TLE						0.026		344
364(5)	4.15	RICHARD M. & JANET LEE KULAKOWSKI	FEE	11.37	0.024		0.024	11.346			364
368(5)	4.15	TODD A. & DAWN M. KONS	FEE	7.156	0.052		0.052	7.104			368
369(4)	4.15	JAEGER LAND HOLDINGS LLC	FEE	4.35	0.033		0.033	4.317			369
370(5)	4.16	EVERETT A. & MARGARET M. SCHULTZ	PLE							0.028	370
UTILITY NUMBER											UTILITY NUMBER
200		AT&T CORP	ROR								200
201		WE ENERGIES ELECTRIC	ROR								201
202		WE ENERGIES GAS	ROR								202
203		FRONTIER COMMUNICATIONS	ROR								203
204		CHARTER COMMUNICATIONS	ROR								204
205		TIME WARNER CABLE	ROR								205
206		AT&T WISCONSIN	ROR								206

4

4

REVISION DATE
NOV. 20, 2013
JAN. 14, 2014
JULY 29, 2014
NOV. 4, 2014
JAN. 27, 2015

DATE DECEMBER 17, 2012

SCALE, FEET
0 N/A

HWY: STH 175

COUNTY: WASHINGTON

STATE R/W PROJECT NUMBER 3360-09-22

CONSTRUCTION PROJECT NUMBER 3360-09-72

PLAT SHEET 4.03

PS&E SHEET E

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 175	TERRITORIAL ROAD RESERVATION	33'	1843
STH 175	PROJECT TO3-1(65)	VARIES	1968
STH 175	CSM 4521	VARIES	1995
CTH Y	PROJECT TO3-1(65)	VARIES	1968
CTH Y	PROJECT 2777-02-20	VARIES	2006

CURVE C4
L=22.58'
R=6489.40'
LC=22.58'
LCB=N37°39'22"E

CURVE C2
L=211.64'
R=6489.40'
LC=211.63'
LCB=N38°41'24"E

FEE AND PLE DETAIL NOT TO SCALE

PLE DRAINAGE

TLE SLOPES AND DRIVEWAY

SEE FEE AND PLE DETAIL

CURVE PRW4
L=193.21'
R=6477.40'
LC=193.20'
LCB=N41°02'39"E

SUBCURVE CL85
L=183.36'
R=954.93'
LC=183.08'
LCB=N51°23'22"W

SEC9133
N=105299.32
E=367707.50
CAST IRON MONUMENT

SEC9134
N=105254.61
E=370350.07
CONC.MON. WITH GERMANTOWN BRASS CAP

SEC9147
N=102588.86
E=370340.24
CONC.MON. WITH GERMANTOWN BRASS CAP

R CTH Y
PISTA 147+97.46
N 104514.64
E 368636.41
PC STA 142+74.95
PT STA 153+17.76
DELTA 09°07'32"
D 00°52'30"
T 522.51'
L 1042.81'
R 6547.40'
LCH 1041.71'
LCB N 37°49'12" E

R STH 175
PISTA 959+11.92
N 105262.73
E 368899.50
PC STA 957+72.42
PT STA STA 960+49.46
DELTA 16°37'20"
D 06°00'00"
T 139.50'
L 277.04'
R 954.93'
LCH 276.07'
LCB N 54°11'59" W

(5) GUTBROD

(4) US BANK

(304) US BANK

(3) MOOSE LODGE

(2) NMMR

(1) MAPLE GROVE INVESTMENTS LLC.

(201) WE ENERGIES ELECTRIC CONVEYANCE OF RIGHTS DOC. 1216296 PCL. 4&5

DOC. 504816 V.925, P.350 PCL. 4

(206) AT&T WISCONSIN DOC. 504816 V.925, P.360 PCL. 4

LOT 1 CSM 4416 V. 29, P. 194

LOT 2 CSM 4416 V. 29, P. 194

LOT 2 CSM 4521 V. 30, P. 166

NO ACCESS PER TO3-1(65) DOC. 305813

NO ACCESS PER TO3-1(65) DOC. 306487

BEGIN RELOCATION ORDER
STA. 949+00
N=104558.38
E=369626.05

VILLAGE OF GERMANTOWN

COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, WASHINGTON COUNTY ZONE, NAD 83 (1997) ADJUSTMENT AND ARE REFERENCED TO HARN POINTS JACKSON GPS, RICHFIELD E. GPS, AND GERMANTOWN N. GPS. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WAUKESHA.

REVISION DATE	DATE DECEMBER 17, 2012	SCALE, FEET	HWY: STH 175	STATE R/W PROJECT NUMBER 3360-09-22	PLAT SHEET 4.04	
NOV. 20, 2013 NOV. 4, 2014 JAN. 14, 2014 JAN. 27, 2015 JULY 29, 2014	GRID FACTOR N/A	0 50 100	COUNTY: WASHINGTON	CONSTRUCTION PROJECT NUMBER 3360-09-72	PS&E SHEET	E

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 175	TERRITORIAL ROAD RESERVATION	33'	1843
STH 175	PROJECT T03-1(65)	VARIES	1968
STH 175	CSM 4521	VARIES	1995
STH 175	DOC. 1101007	VARIES	2005
CTH Y	PROJECT T03-1(65)	VARIES	1968
CTH Y	PROJECT 2777-02-20	VARIES	2006
WILLOW CREEK ROAD	GERMANTOWN ROAD RECORD V. 1, P. 2	VARIES	1844
WILLOW CREEK ROAD	DOC. 679884	VARIES	1994

(201) WE ENERGIES ELECTRIC
NO RECORDED
EASEMENT
PCL. 9

℄ WILLOW CREEK ROAD
PI STA 178+47.93
N 105278.45
E 368553.56
PC STA 177+16.82
PT STA 179+69.45
DELTA 37°50'04"
D 14°58'36"
T 131.11'
L 252.62'
R 382.57'
LCH 248.06'
LCB N 72°03'08" E

℄ STH 175
PI STA 959+11.92
N 105262.73
E 368899.50
PC STA 957+72.42
PT STA STA 960+49.46
DELTA 16°37'20"
D 06°00'00"
T 139.50'
L 277.04'
R 954.93'
LCH 276.07'
LCB N 54°11'59" W

℄ CTH Y
PI STA 147+97.46
N 104514.64
E 368636.41
PC STA 142+74.95
PT STA 153+17.76
DELTA 09°07'32"
D 00°52'30"
T 522.51'
L 1042.81'
R 6547.40'
LCH 1041.71'
LCB N 37°49'12" E

CURVE C1
L=144.75'
R=477.12'
LC=144.20'
LCB=N42°26'47"E

COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, WASHINGTON COUNTY ZONE, NAD 83 (1997) ADJUSTMENT AND ARE REFERENCED TO HARN POINTS JACKSON GPS, RICHFIELD E. GPS, AND GERMANTOWN N. GPS. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WAUKESHA.

SEC9133
N=105229.32
E=367701.50
CAST IRON
MONUMENT

SEC9134
N=105254.61
E=370350.01
CONC. MON. WITH
BRASS CAP

VILLAGE OF GERMANTOWN

RANDALL (8)
RANDALL (7)
RANDALL (6)
BANASKI (9)

STH 175 961+54.13=
WILLOW CREEK ROAD
180+00

STH 175 959+55.78=
SEC. LINE

STH 175 956+01.84=
CTH Y 155+15.82

CTH Y 158+20.45=
SEC. LINE

NO ACCESS
PER T03-1(65)

TLE SLOPES AND DRIVEWAYS

DETAIL
NOT TO SCALE

℄ CTH Y FROM PROJECT T03-1(65)

ORIGINAL ℄ CTH Y LANNON ROAD

1/16 LINE

SCALE, FEET
0 50 100

REVISION DATE NOV. 20, 2013 JAN. 14, 2014 JULY 29, 2014 NOV. 4, 2014 JAN. 27, 2015	DATE DECEMBER 17, 2012		HWY: STH 175	STATE R/W PROJECT NUMBER 3360-09-22	PLAT SHEET 4.05	
	GRID FACTOR N/A		COUNTY: WASHINGTON	CONSTRUCTION PROJECT NUMBER 3360-09-72	PS&E SHEET	E

FILE NAME : J:\projects\d2_r_336009175\33600922\040405_RP.dgn PLOT DATE : 29-JAN-2015 09:56 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 100.000000:1.000000
CONST. I.D. 3360-09-72 3360-09-22 4.05

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 175	TERRITORIAL ROAD RESERVATION	33'	1843
STH 175	CSM 2214	40'	1979
STH 175	CSM 374	33'	1971
WILLOW CREEK ROAD	CSM 2214	50'	1979
WILLOW CREEK ROAD	DOC. 679884	VARIES	1994
HILLTOP DRIVE*	WIS. STATUTE 82.31(2)	66'	1848
HILLTOP DRIVE	DOC. 136884	33'	1926

* = NOTE: HILLTOP DRIVE SHOWN AS GOLDENDALE ROAD IN TOWN ROAD RECORDS.

(201) WE ENERGIES ELECTRIC
NO RECORDED EASEMENT
PCL. 15

(206) AT&T WISCONSIN
NO RECORDED EASEMENT
PCL. 15

COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, WASHINGTON COUNTY ZONE, NAD 83 (1997) ADJUSTMENT AND ARE REFERENCED TO HARN POINTS JACKSON GPS, RICHFIELD E. GPS, AND GERMANTOWN N. GPS. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

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℄ WILLOW CREEK ROAD
PI STA 178+47.93
N 105278.45
E 368553.56
PC STA 177+16.82
PT STA 179+69.45
DELTA 37°50'04"
D 14°58'36"
T 131.11'
L 252.62'
R 382.57'
LCH 248.06'
LCB N 72°03'08" E

℄ HILLTOP DRIVE
PI STA 130+71.94
N 105956.79
E 367721.99
PC STA 130+36.32
PT STA 131+06.26
DELTA 26°42'59"
D 38°11'50"
T 35.62'
L 69.94'
R 150.00'
LCH 69.31'
LCB N 14°13'20" E

SEC 33 T9N R20E

SEC9133
N:105299.32
E:361701.50
CAST IRON MONUMENT

SEC9120
N:107935.53
E:361741.26
CONC. MON. WITH WASHINGTON COUNTY BRASS CAP

SEC9124
N:105254.61
E:370350.07
CONC. MON. WITH GERMANTOWN BRASS CAP

DETAIL NOT TO SCALE

REVISION DATE	
NOV. 20, 2013	NOV. 4, 2014
JAN. 14, 2014	JAN. 27, 2015
JULY 29, 2014	

DATE DECEMBER 17, 2012
GRID FACTOR N/A

SCALE, FEET 0 50 100

HWY: STH 175
COUNTY: WASHINGTON

STATE R/W PROJECT NUMBER 3360-09-22
CONSTRUCTION PROJECT NUMBER 3360-09-72

PLAT SHEET 4.06
PS&E SHEET E

FILE NAME : J:\projects\d2_r_336009175\33600922\040406_RP.dgn PLOT DATE : 29-JAN-2015 10:02 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 100.000000:1.000000

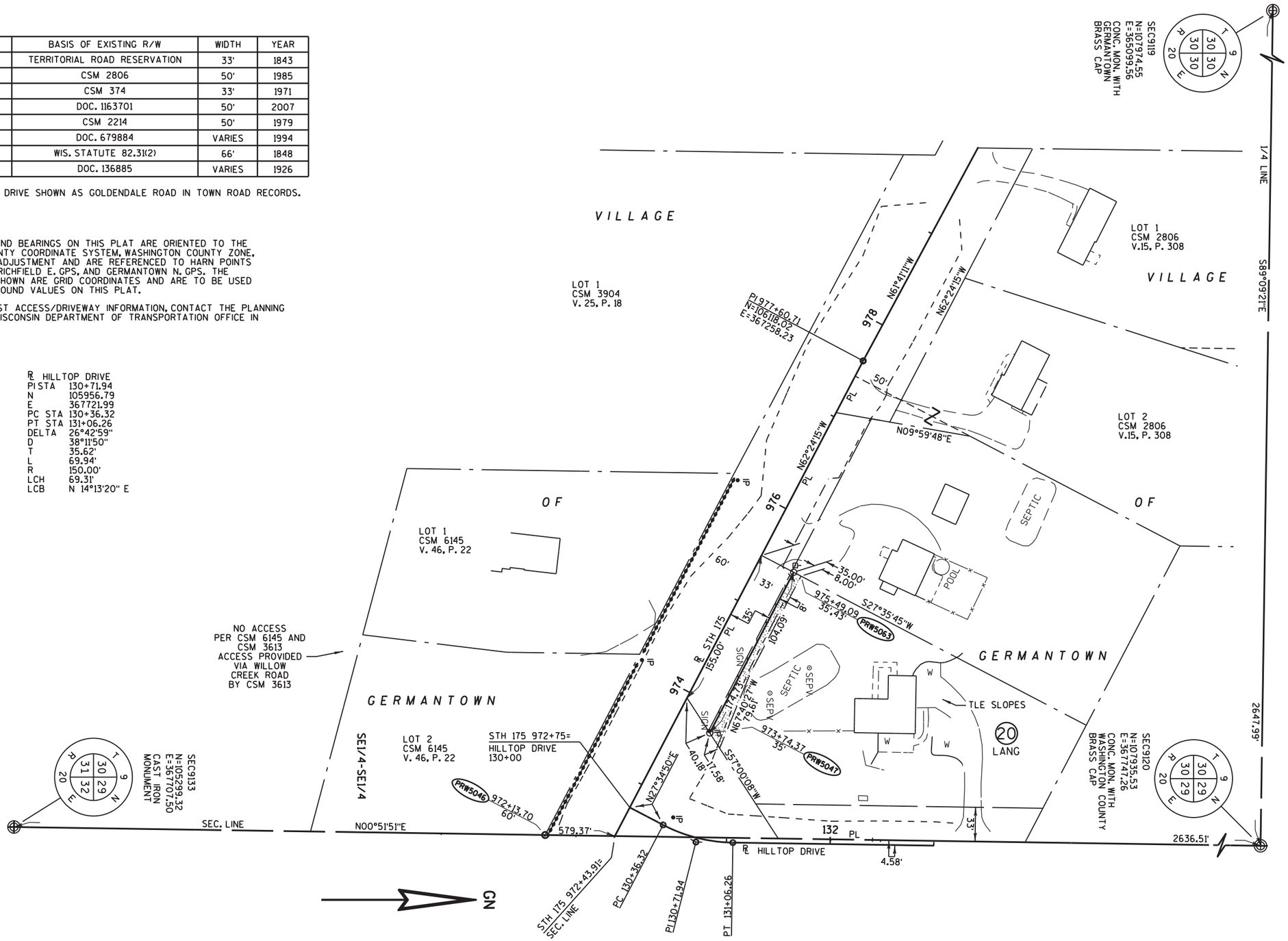
HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 175	TERRITORIAL ROAD RESERVATION	33'	1843
STH 175	CSM 2806	50'	1985
STH 175	CSM 374	33'	1971
STH 175	DOC. 1163701	50'	2007
WILLOW CREEK ROAD	CSM 2214	50'	1979
WILLOW CREEK ROAD	DOC. 679884	VARIES	1994
HILLTOP DRIVE*	WIS. STATUTE 82.31(2)	66'	1848
HILLTOP DRIVE	DOC. 136885	VARIES	1926

* = NOTE: HILLTOP DRIVE SHOWN AS GOLDENDALE ROAD IN TOWN ROAD RECORDS.

COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, WASHINGTON COUNTY ZONE, NAD 83 (1997) ADJUSTMENT AND ARE REFERENCED TO HARN POINTS JACKSON GPS, RICHFIELD E. GPS, AND GERMANTOWN N. GPS. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

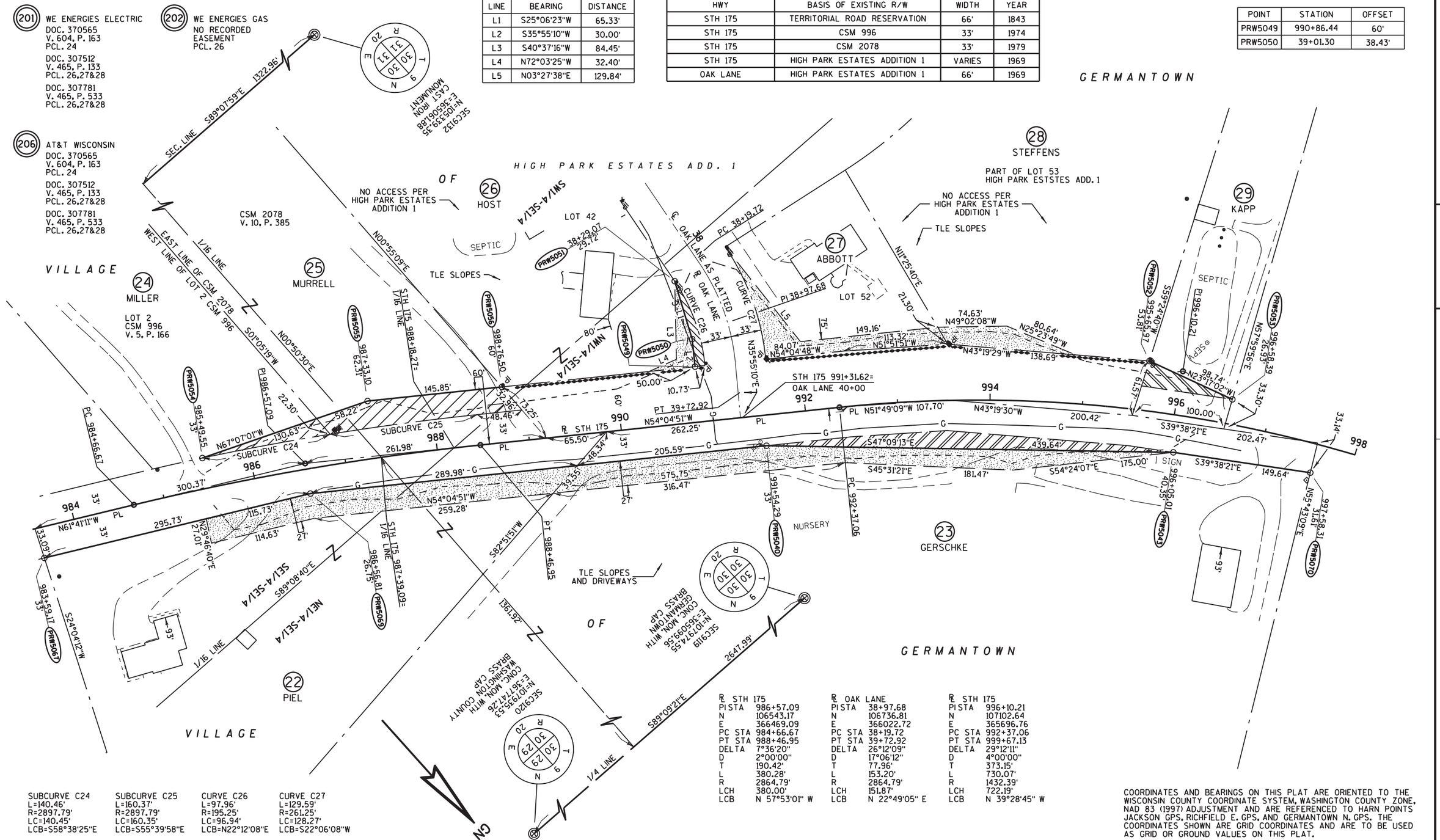
FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WAUKESHA.

℄ HILLTOP DRIVE
PI STA 130+71.94
N 105956.79
E 367721.99
PC STA 130+36.32
PT STA 131+06.26
DELTA 26°42'59"
D 38°11'50"
T 35.62'
L 69.94'
R 150.00'
LCH 69.31'
LCB N 14°13'20" E



REVISION DATE NOV. 20, 2013 JAN. 14, 2014 JULY 29, 2014 NOV. 4, 2014 JAN. 27, 2015	DATE DECEMBER 17, 2012	SCALE, FEET 0 50 100	HWY: STH 175	STATE R/W PROJECT NUMBER 3360-09-22	PLAT SHEET 4.07
	GRID FACTOR N/A		COUNTY: WASHINGTON	CONSTRUCTION PROJECT NUMBER 3360-09-72	PS&E SHEET E

FILE NAME : J:\projects\d2_r_336009175\33600922\040407_RP.dgn PLOT DATE : 29-JAN-2015 09:57 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 100.000000:1.000000


(201) WE ENERGIES ELECTRIC
DOC. 370565
V. 604, P. 163
PCL. 24
DOC. 307512
V. 465, P. 133
PCL. 26,27&28
DOC. 307781
V. 465, P. 533
PCL. 26,27&28
(202) WE ENERGIES GAS
NO RECORDED
EASEMENT
PCL. 26
(206) AT&T WISCONSIN
DOC. 370565
V. 604, P. 163
PCL. 24
DOC. 307512
V. 465, P. 133
PCL. 26,27&28
DOC. 307781
V. 465, P. 533
PCL. 26,27&28
SEC. LINE S89°07'59"E 1322.96'
SEC9132
N=10533935
E=365068.88
CAST IRON MONUMENT
CSM 2078
V. 10, P. 385
EAST LINE OF CSM 2078
WEST LINE OF LOT 2 CSM 996
1/16 LINE
S01°05'19"W
N00°50'30"E
VILLAGE
(24) MILLER
LOT 2
CSM 996
V. 5, P. 166
(25) MURRELL
NO ACCESS PER HIGH PARK ESTATES ADDITION 1
(26) HOST
OF
HIGH PARK ESTATES ADD. 1
N00°55'09"E
SW1/4-SE1/4
LOT 42
SEPTIC
TLE SLOPES
PRW5051
38+29.07
29.72
PRW5052
PRW5053
PRW5054
PRW5055
PRW5056
PRW5057
PRW5058
PRW5059
PRW5060
PRW5061
PRW5062
PRW5063
PRW5064
PRW5065
PRW5066
PRW5067
PRW5068
PRW5069
PRW5070
PRW5071
PRW5072
PRW5073
PRW5074
PRW5075
PRW5076
PRW5077
PRW5078
PRW5079
PRW5080
PRW5081
PRW5082
PRW5083
PRW5084
PRW5085
PRW5086
PRW5087
PRW5088
PRW5089
PRW5090
PRW5091

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 175	PROJECT 2504	40'	1924
STH 175	MOUNTBROOKE	60'	1973
STH 175	CSM 1708	60'	1977
STH 175	TERRITORIAL ROAD RESERVATION	66'	1843
MEEKER HILL LANE	SEE NOTE**	49.50'	

**NOTE: EXISTING WIDTH OF MEEKER HILL LANE IS SHOWN AS 49.50' BY ORDER ON GERMANTOWN TOWN ROAD RECORD INDEX MAP.

(201) WE ENERGIES ELECTRIC
NO RECORDED EASEMENT
PCL 30, PCL 33

(202) WE ENERGIES GAS
DOC. 268289
V. 376, P. 251
PCL 30

DOC. 268290
V. 376, P. 252
PCL 30

DOC. 268291
V. 376, P. 253
PCL 30

DOC. 268292
V. 376, P. 254
PCL 30

℄ STH 175
PI STA 1026+20.52
N 110010.73
E 365143.98
PC STA 1021+83.48
PT STA 1030+18.53
DELTA 41°45'10"
D 5°00'00"
T 437.04'
L 835.06'
R 1145.92'
LCH 816.70'
LCB N 20°19'51" W

COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, WASHINGTON COUNTY ZONE, NAD 83 (1997) ADJUSTMENT AND ARE REFERENCED TO HARN POINTS JACKSON GPS, RICHFIELD E. GPS, AND GERMANTOWN N. GPS. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

SEC9117
N=110674.75
E=362472.54
CONC. MON. WITH GERMANTOWN BRASS CAP

SEC9119
N=107974.55
E=365099.56
CONC. MON. WITH GERMANTOWN BRASS CAP

SEC9106
N=110631.37
E=365130.55
CONC. MON. WITH GERMANTOWN BRASS CAP

T 9 N R 19 E — 25 24 30 19
T 9 N R 20 E — 30 30 30 30
T 9 N R 20 E — 30 19 30 19

2658.36' SEC. LINE
2657.01'
SEC. LINE S88°48'22"E

(32) CUSATIS
LOT 2
CSM 1708
V. 9, P. 12

OF

(33) WAGNER

(30) KASTEN TRUST

LOT 1
CSM 1708
V. 9, P. 12

LOT 11
SEPTIC

NO ACCESS PER MOUNTBROOKE

MOUNTBROOKE

VILLAGE OF GERMANTOWN

WALLS

GERMANTOWN

VACATED PORTION OF MEQUON ROAD

TLE SLOPES AND DRIVEWAYS

TLE SLOPES

DETAIL NOT TO SCALE

1/16 LINE=PL

NE1/4-NW1/4

NW1/4-NE1/4

S88°51'47"E

S88°58'49"E

N89°18'54"W

N00°40'06"E

1/4 LINE

N89°03'04"W 60.00'

270.82' PL

271.91'

℄ STH 175 AS PLATTED ON CSM 1708

℄ STH 175 1027+00= MEEKER HILL LANE 60+00

PC 1021+83.48

PC 60+41.02

PT 61+61.51

PI 1026+20.52

PI 61+09.79

PI 62+08.66
N=110236.41
E=365120.67

℄ MEEKER HILL LANE
PI STA 61+09.79
N 110120.87
E 365129.40
PC STA 60+41.02
PT STA 61+61.51
DELTA 69°02'09"
D 57°17'45"
T 68.77'
L 120.49'
R 100.00'
LCH 113.33'
LCB N 30°12'05" E

CURVE C32
L=246.96'
R=1302.74'
LC=246.59'
LCB=S19°11'39"E

CURVE C33
L=482.81'
R=1185.92'
LC=479.49'
LCB=N29°32'38"W

SUBCURVE C1
L=293.04'
R=1190.92'
LC=292.30'
LCB=S34°09'29"E

SUBCURVE C2
L=5.00'
R=1190.92'
LC=5.00'
LCB=N26°59'19"W

CURVE C32

SUBCURVE C1

N20°08'55"W 180.75'

N12°20'26"W 64.63'

N64°43'09"E

N04°18'59"W

N08°11'34"W

N40°05'46"W 125.00'

N41°12'26"W 363.38'

S38°25'42"E 228.52'

S89°03'54"E 468.93'

S06°46'36"E 187.32'

S39°16'21"W 63.53'

S49°16'21"W 28.58'

N39°59'48"W 49.70'

S88°49'33"E 521.34' TO SEC. LINE

54.75'

80'

712.80'

621

1034

1032

1030

1028

1026

1024

1022

1020

1018

PT 1030+18.53

1032+41.05

1030+18.53

1027+36.57

1025+94.52

1026+29.08

1024+31.45

1024+48.26

1024+90.71

1022+71.02

1033+71.91

61+60.21

14.92'

537.79' IP

45°

60'

24.75'

R MEEKER HILL LANE

TLE SLOPES

464.28' TO SEC. LINE

40.00' TO 1/4 LINE

75'

42.91'

1/4 LINE N00°40'06"E

PRM106
PRM191
PRM190
PRM189
PRM188
PRM187
PRM186
PRM185
PRM184
PRM183
PRM182
PRM181
PRM180
PRM88
PRM93
PRM94

LOT 9
LOT 10
LOT 11

3
1
Z

REVISION DATE NOV. 20, 2013 JAN. 14, 2014 JULY 29, 2014 NOV. 4, 2014 JAN. 27, 2015	DATE DECEMBER 17, 2012	SCALE. FEET 0 50 100	HWY: STH 175	STATE R/W PROJECT NUMBER 3360-09-22	PLAT SHEET 4.09
	GRID FACTOR N/A		COUNTY: WASHINGTON	CONSTRUCTION PROJECT NUMBER 3360-09-72	PS&E SHEET E

FILE NAME : J:\projects\d2_r_336009175\33600922\040409_RP.dgn PLOT DATE : 29-JAN-2015 09:57 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 100.000000:1.000000

(201) WE ENERGIES ELECTRIC
DOC. 1143442
PCL. 36&37

(205) TIME WARNER CABLE
DOC. 1143442
PCL. 36&37

(206) AT&T WISCONSIN
DOC. 1143442
PCL. 36&37

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 175	PROJECT 2504	VARIES	1924
STH 175	CSM 5126	60'*	1999
STH 175	COUNTRY BELLE MANOR	60'	2006
MEEKER HILL LANE	TERRITORIAL ROAD RESERVATION	66'	1843
MEEKER HILL LANE	PROJECT 6102	VARIES	1962
BARK LAKE ROAD	COUNTRY BELLE MANOR	60'	2006

*=EXCEPT LANDS OCCUPIED BY BUILDING.

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SEC9163
N=113382.04
E=365083.60
IRON PIPE WITH WASHINGTON COUNTY CAP

SEC9193
N=113302.70
E=365084.03
COMPUTED FROM WITNESS CORNERS

SEC9093
N=113301.51
E=365123.31
IRON PIPE WITH WASHINGTON COUNTY CAP

SEC9117
N=110674.75
E=362472.54
CONC. MON. WITH GERMANTOWN BRASS CAP

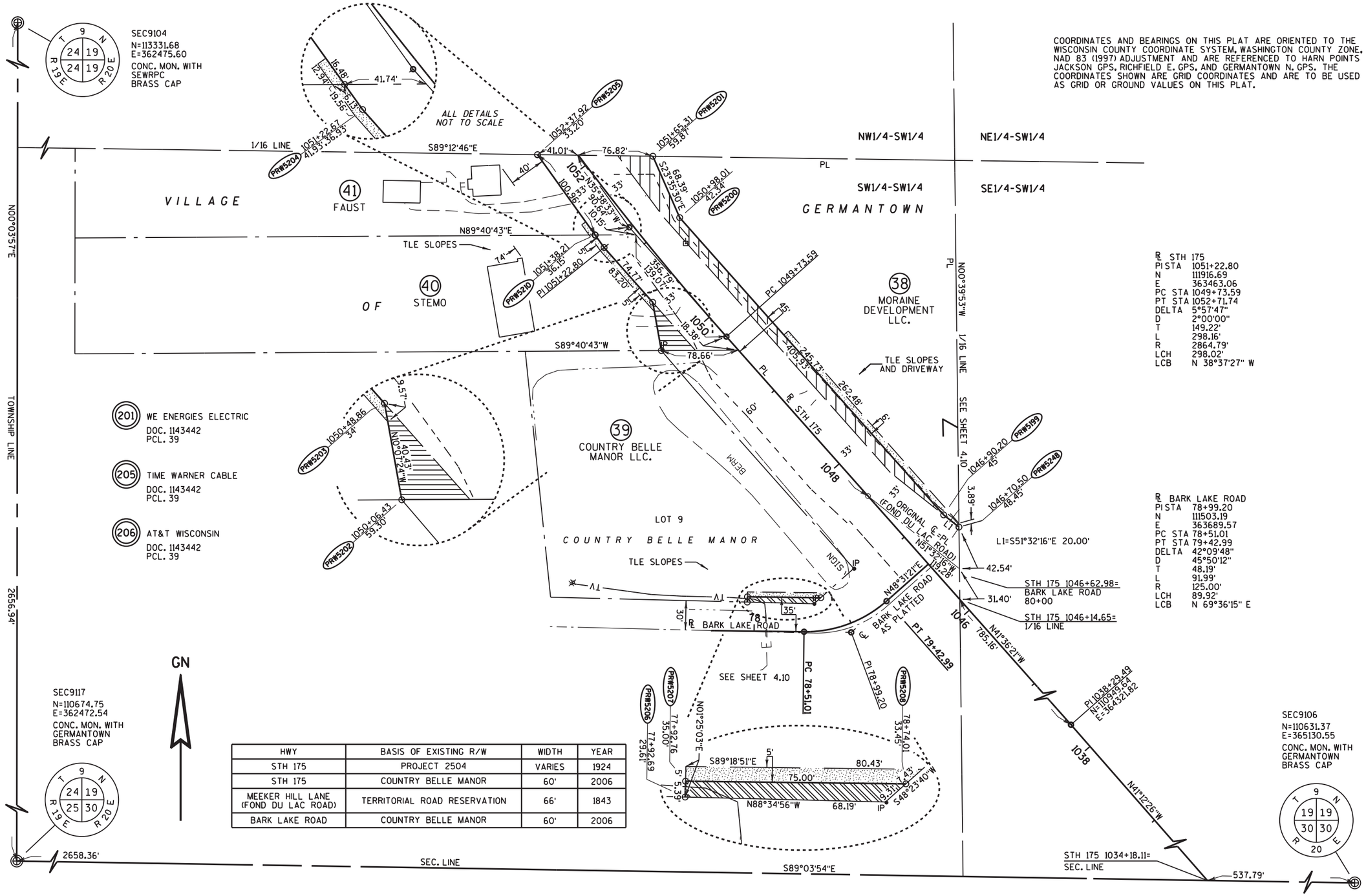
SEC9106
N=110631.37
E=365130.55
CONC. MON. WITH GERMANTOWN BRASS CAP

℄ BARK LAKE ROAD	
PI STA	78+99.20
N	111503.19
E	363689.57
PC STA	78+51.01
PT STA	79+42.99
DELTA	42°09'48"
D	45°50'12"
T	48.19'
L	91.99'
R	125.00'
LCH	89.92'
LCB	N 69°36'15" E

℄ MEEKER HILL LANE	
PI STA	51+32.73
N	111164.79
E	364307.86
PC STA	50+07.44
PT STA	52+20.03
DELTA	76°07'34"
D	35°48'36"
T	125.29'
L	212.58'
R	160.00'
LCH	197.29'
LCB	S 89°36'03" E

REVISION DATE NOV. 20, 2013 JAN. 14, 2014 JULY 29, 2014 NOV. 4, 2014 JAN. 27, 2015	DATE DECEMBER 17, 2012	SCALE, FEET 0 50 100	HWY: STH 175
	GRID FACTOR N/A		COUNTY: WASHINGTON

STATE R/W PROJECT NUMBER 3360-09-22	PLAT SHEET 4.10	
CONSTRUCTION PROJECT NUMBER 3360-09-72	PS&E SHEET	E



COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, WASHINGTON COUNTY ZONE. NAD 83 (1997) ADJUSTMENT AND ARE REFERENCED TO HARN POINTS JACKSON GPS, RICHFIELD E. GPS, AND GERMANTOWN N. GPS. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

R STH 175	
PI STA	1051+22.80
N	111916.69
E	363463.06
PC STA	1049+73.59
PT STA	1052+71.74
DELTA	5°57'47"
D	2°00'00"
T	149.22'
L	298.16'
R	2864.79'
LCH	298.02'
LCB	N 38°37'27" W

R BARK LAKE ROAD	
PI STA	78+99.20
N	111503.19
E	363689.57
PC STA	78+51.01
PT STA	79+42.99
DELTA	42°09'48"
D	45°50'12"
T	48.19'
L	91.99'
R	125.00'
LCH	89.92'
LCB	N 69°36'15" E

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 175	PROJECT 2504	VARIES	1924
STH 175	COUNTRY BELLE MANOR	60'	2006
MEEKER HILL LANE (FOND DU LAC ROAD)	TERRITORIAL ROAD RESERVATION	66'	1843
BARK LAKE ROAD	COUNTRY BELLE MANOR	60'	2006

REVISION DATE NOV. 4, 2014 NOV. 20, 2013 JAN. 27, 2015 JAN. 14, 2014 JULY 29, 2014	DATE DECEMBER 17, 2012 GRID FACTOR N/A	SCALE. FEET 0 50 100	HWY: STH 175 COUNTY: WASHINGTON	STATE R/W PROJECT NUMBER 3360-09-22 CONSTRUCTION PROJECT NUMBER 3360-09-72	PLAT SHEET 4.11 PS&E SHEET E

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 175	TERRITORIAL ROAD RESERVATION	66'	1843
STH 175	CSM 347	33'	1970
AMY BELLE ROAD	RICHFIELD TOWN RECORD V. 2, P. 11 AND 12	24.75'	1855
AMY BELLE ROAD	CSM 347	33'	1970

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SEC9103
N=113359.75
E=359832.66
CONC. MON. WITH WASHINGTON COUNTY CAP

SEC9117
N=110674.75
E=362472.54
CONC. MON. WITH WASHINGTON COUNTY CAP

SEC9104
N=113331.68
E=362475.60
CONC. MON. WITH BRASS CAP

SEC9091
N=115980.59
E=362479.83
CONC. MON. WITH WASHINGTON COUNTY CAP

VILLAGE OF GERMANTOWN

RICHFIELD

(45) MORAINE DEVELOPMENT LLC.

(201) WE ENERGIES ELECTRIC
NO RECORDED EASEMENT
PCL. 43

(206) AT&T WISCONSIN
DOC. 478261
V. 855, P. 612
PCL. 42
NO RECORDED EASEMENT
PCL. 45

(44) OTTO

(344) OTTO

(43) EHRLICH

(38) MORAINE DEVELOPMENT LLC.

(42) MILLER

CSM 347
V. 2, P. 165

TLE SLOPES AND DRIVEWAY

TLE SLOPES

TLE DRIVEWAY

1/4 LINE

NE1/4-SE1/4

SE1/4-NE1/4

NW1/4-SW1/4

SW1/4-NW1/4

PRM5071 16+61.93 29.61'

PRM5072 18+11.70 57.49'

PRM5073 1058+16.38 67.71'

PRM5074 1070+50.34 63.76'

PRM5075 1072+03.46 57.73'

PRM5076 1072+20.20 29.86'

PRM5077 1065+34.34 33.46'

PRM5078 1069+27.75 55.44'

PRM5079 1070+60.32 57.96'

PRM5080 1070+60.49 52.96'

PRM5085 1071+05.86 33'

PRM5086 1065+86.62 40'

PRM5088 1055+39.80 33'

PRM5089 1055+00 33'

N88°12'51"E

N01°23'13"W 152.35'

N03°22'07"W 242.25'

N22°16'45"W 154.41'

N26°41'43"W 870.75'

1167.35'

N29°12'33"E 29.86'

N63°38'17"E 25.00'

N26°41'43"W 85.00'

N63°38'17"E

N00°03'57"E 2656.94' RANGE LINE

N00°05'29"E 2648.91' RANGE LINE

℄ AMY BELLE ROAD N00°50'32"W N00°54'59"W

N54°20'47"E 1068.19'

N31°02'21"W 248.09'

N31°02'21"W 74.12'

S00°05'29"W 43.49'

S89°23'30"E

S89°56'03"E 41.63'

N44°25'15"W 103.89'

N59°53'04"W 131.87'

N54°21'27"E 15'

N54°16'15"E 75.75'

N35°38'33"W 239.40'

N89°21'48"W 320.15'

N89°12'21"W 41.02'

N89°21'48"W 992.82'

N89°21'48"W 901.20'

N31°02'21"W 86.90'

N31°02'21"W 169.85'

N89°21'48"W 9.92'

PC 18+81.17

PT 19+77.62

PI 18+32.75

PI 19+33.52

PC 1067+74.79

PT 1070+73.03

PC 1061+74.79

1/4 LINE=PL

STH 175 1068+62.61=

STH 175 1068+17.84=

STH 175 AMY BELLE RD. 20+00.00

STH 175 1067+42.50=

37.82' TO PL

ALL DETAILS NOT TO SCALE

℄ STH 175		℄ AMY BELLE ROAD	
PI STA	1069+24.21	PI STA	19+33.52
N	113380.86	N	113165.25
E	362413.17	E	362475.82
PC STA	1067+74.79	PC STA	18+81.17
PT STA	1070+73.03	PT STA	19+77.62
DELTA	08°56'50"	DELTA	55°15'46"
D	3°00'00"	D	57°17'45"
T	149.43'	T	52.35'
L	298.24'	L	96.45'
R	1909.86'	R	100.00'
LCH	297.94'	LCH	92.76'
LCB	N 31°10'08" W	LCB	N 26°42'54" E

REVISION DATE NOV. 20, 2013 JAN. 14, 2014 JULY 29, 2014 NOV. 4, 2014 JAN. 27, 2015	DATE DECEMBER 17, 2012	SCALE. FEET 0 50 100	HWY: STH 175	STATE R/W PROJECT NUMBER 3360-09-22	PLAT SHEET 4.12	
	GRID FACTOR N/A		COUNTY: WASHINGTON	CONSTRUCTION PROJECT NUMBER 3360-09-72	PS&E SHEET	E

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 175	TERRITORIAL ROAD RESERVATION	66'	1843
STH 175	CSM 4196	33'	1993
MAYFIELD ROAD	TOWN ORDER	49.50'	1855
PLEASANT HILL ROAD	TOWN ORDER	49.50'	1855
PLEASANT HILL ROAD	CSM 4196	24.75'	1993

SEC9037
PI 47+29.28
N=126635.44
E=357222.77
CONC. MON. WITH BRASS CAP

SEC9038
N=126609.46
E=359876.84
CONC. MON. WITH SEWRPC BRASS CAP

℄ STH 175
PISTA 1210+29.67
N 126527.24
E 357576.82
PC STA 1208+17.09
PT STA 1212+41.82
DELTA 6°22'15"
D 1°30'00"
T 212.58'
L 424.73'
R 3819.72'
LCH 424.51'
LCB N 34°45'57" W

200 AT&T CORP
NO RECORDED EASEMENT
PCL 49&50

201 WE ENERGIES ELECTRIC
NO RECORDED EASEMENT
PCL 49

202 WE ENERGIES GAS
NO RECORDED EASEMENT
PCL 49

OTR19
N=123982.01
E=357233.57
CONC. MON. WITH BRASS CAP

GN

S89°26'21"E
270.73' TO ℄
271.75' TO PL
STH 175 1211+63.71=
PLEASANT HILL ROAD 50+00.00
SEC. LINE = ℄ PLEASANT HILL ROAD 33'
2654.19'
24.75'
24.75'
1/4 LINE = EXISTING ℄ MAYFIELD ROAD N00°13'59"W
228.40'
NW1/4-NW1/4
VILLAGE
49 KOSTERMAN
PRW4656
1211+42.47
351.19'
S40°20'59"E
1209+97.27
339.69'
PRW4654
PRW9015
1209+03.93
32.02'
354.23'
34.02'
N72°31'01"E
℄ STH 175 AS PLATTED BY CSM 4196
OF
WALLS
S72°09'38"W
S68°14'10"W
PL N31°57'05"W
133.84'
PI 1210+29.67
TLE SLOPES
PL N31°34'50"W 134.76'
N33°41'12"W
N31°34'50"W
218.95'
N31°51'14"W
1210
N0°13'59"W
368.73'
33'
1208+47.86
45.13'
PRW51
S23°35'15"E
PC 1208+17.09
218.00'
1208
15.00'
1207+34.35
28.90'
PRW50
50 DYKAS
LOT 1
CSM 4196
V. 27, P. 201
RICHFIELD
PI 1206+39.31
Y=126194.69
X=357781.25
PL 1206
N30°00'56"W
℄ STH 175
33'
N0°15'11"E
N60°15'18"E
N60°10'31"E

DETAIL
NOT TO SCALE
S89°26'21"E
44.97'
1210+74.80
65.16'
PRW53
10.21'
10'
1210+63.92
53.08'
PRW52
N12°11'52"E
3.52'
16.37'
14.46'
28.86'
N31°34'50"W

COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, WASHINGTON COUNTY ZONE, NAD 83 (1997) ADJUSTMENT AND ARE REFERENCED TO HARN POINTS JACKSON GPS, RICHFIELD E. GPS, AND GERMANTOWN N. GPS. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WAUKESHA.

REVISION DATE NOV. 4, 2014 NOV. 20, 2013 JAN. 27, 2015 JAN. 14, 2014 JULY 29, 2014	DATE DECEMBER 17, 2012 GRID FACTOR N/A	SCALE. FEET 0 50 100	HWY: STH 175 COUNTY: WASHINGTON	STATE R/W PROJECT NUMBER 3360-09-22 CONSTRUCTION PROJECT NUMBER 3360-09-72	PLAT SHEET 4.13 PS&E SHEET E

FILE NAME : J:\projects\d2_r_336009175\33600922\040413_RP.dgn PLOT DATE : 29-JAN-2015 09:57 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 100.000000:1.000000

GN

(52) THOMPSON
LOT 3
CSM 3542
V. 21, P. 277

TLE SLOPES

SEC9024
N=129280.90
E=357214.61
CONC. MON. WITH WASHINGTON COUNTY CAP

PRW23 1217+63.69 33'
PRW28 1217+54.82 46.52'
PRW5121 1220+59.80 33' N00°12'57"W 50.00'
PRW5120 1220+17.72 60'

2645.47'
SEC. LINE
40'
33'
552.45' TO SEC. LINE
502.45' TO SEC. LINE
50'
25.00'
N01°02'40"W
N00°10'37"W
℄ MAYFIELD ROAD

℄ STH 175
PI STA 1214+94.49
N 126894.11
E 357290.69
PC STA 1213+26.00
PT STA 1216+62.76
DELTA 5°03'05"
D 1°30'00"
T 168.49'
L 336.77'
R 3819.72'
LCH 336.66'
LCB N 35°25'33" W

(54) PRAIRIE HOLLOW OWNER'S ASSOCIATION

TLE SLOPES

COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, WASHINGTON COUNTY ZONE, NAD 83 (1997) ADJUSTMENT AND ARE REFERENCED TO HARN POINTS JACKSON GPS, RICHFIELD E. GPS, AND GERMANTOWN N. GPS. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WAUKESHA.

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 175	TERRITORIAL ROAD RESERVATION	66'	1843
STH 175	CSM 1030	33'	1974
MAYFIELD ROAD	TOWN ORDER	49.50'	1855
PLEASANT HILL ROAD	TOWN ORDER	49.50'	1855
PLEASANT HILL ROAD	CSM 1030	33'	1974

VILLAGE

(51) PHOENIX CAPITAL LLC.

PI: 50+80.39
N=127071.05
E=357228.72

STH 175 1216+10.31= MAYFIELD ROAD 50+01.31

PT 1216+62.76

STH 175 1216+21.73= SEC. LINE

1215+90.20 60.70'
PRW5119

PI: 49+11.49
N=126902.16
E=357228.62

PRW35 48+24.56 19.06'

(201) WE ENERGIES ELECTRIC
NO RECORDED EASEMENT
PCL. 53&55

SE1/4-SE1/4

SEC9036
N=126653.42
E=354579.96
CONC. MON. WITH BRASS CAP

SEC9037
PI 47+29.28
N=126635.44
E=357222.77
CONC. MON. WITH BRASS CAP

TLE SLOPES

POINT	STATION	OFFSET
PRW33	1213+33.90	50.00'
PRW34	1214+31.33	51.47'

(53) TOWN OF RICHFIELD

PRW34 PRW33

N28°41'06"W 113.36' S34°44'46"E 104.99'

1215+94.47 29.59' PRW27
1214+80.21 29.91' PRW26

246.89' 80.13'

N37°57'05"W 331.41'

PC 1213+26.00
PT 1212+41.82

TLE SLOPES AND DRIVEWAYS

(55) GALBRAITH

CSM 1030
V. 5, P. 233

N61°05'15"E

LOT 24 PRAIRIE HOLLOW

LOT 25 PRAIRIE HOLLOW

S00°33'28"W

RICHFIELD

℄ STH 175
PI STA 1210+29.67
N 126527.24
E 357576.82
PC STA 1208+17.09
PT STA 1212+41.82
DELTA 6°22'15"
D 1°30'00"
T 212.58'
L 424.73'
R 3819.72'
LCH 424.51'
LCB N 34°45'57" W

SEC9038
N=126609.46
E=359876.84
CONC. MON. WITH SEWRPC BRASS CAP

SEC LINE = ℄ PLEASANT HILL ROAD S89°36'36"E 2642.88'

SEC LINE = ℄ PLEASANT HILL ROAD S89°26'21"E 2654.19'

STH 175 1211+63.71= PLEASANT HILL ROAD 50+00.00

PRW30 47+53.60 33'
PRW31 48+00 33'
PRW32 48+74.82 55'

REVISION DATE NOV. 20, 2013 JAN. 14, 2014 JULY 29, 2014 NOV. 4, 2014 JAN. 27, 2015	DATE DECEMBER 17, 2012	SCALE. FEET 0 50 100	HWY: STH 175	STATE R/W PROJECT NUMBER 3360-09-22	PLAT SHEET 4.14
	GRID FACTOR N/A		COUNTY: WASHINGTON	CONSTRUCTION PROJECT NUMBER 3360-09-72	PS&E SHEET E

FILE NAME : J:\projects\d2_r_336009175\33600922\040414_RP.dgn PLOT DATE : 29-JAN-2015 09:57 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 100.000000:1.000000

ALL DETAILS NOT TO SCALE

VILLAGE OF RICHFIELD

TOWN OF POLK

1/4 LINE N00°12'33"E PL 2996.83'

NE1/4-NW1/4

NW1/4-NE1/4

SW1/4-SE1/4

SE1/4-SW1/4

1/4 LINE N00°20'50"E 2621.03'

PIONEER ROAD

EXISTING ℄ STH 175

STH 175 1275+51.33= PIONEER ROAD 120+00.00

STH 175 1275+50.71= TOWNSHIP LINE

STH 175 1275+56.41= PIONEER ROAD 120+00.00

N16°47'20"W 183.20'

S16°47'20"E PL 437.72'

N17°12'37"W 145.38'

N20°18'04"W 290.00'

S20°57'20"E 509.76'

S23°07'20"E 251.39'

N24°07'30"W 327.49'

N24°07'30"W 106.99'

N20°14'12"W 105.38'

S16°47'20"E 216.25'

S88°41'49"W 109.26'

S89°35'48"E 202.53'

S00°12'33"W 97.89'

S89°33'48"E 82.52'

S89°33'48"E 96.27'

S89°33'48"E 24.49'

N00°31'05"E 0.59'

N00°12'33"E

N00°06'53"E

N15°23'15"W

N13°08'15"W 154.57'

N21°10'21"W 233.96'

N16°49'15"W 55.32'

N14°05'52"W 96.13'

N04°14'35"W 55.00'

N16°47'20"W 45.81'

N25°36'01"W 123.28'

N15°25'52"W 171.05'

N16°38'04"W 70.73'

N19°08'17"W 32.22'

N52°49'54"E 30.21'

N00°06'53"E 9.27'

S72°48'50"W 30.87'

S65°52'30"W 142.15'

N65°52'30"E 142.15'

S00°12'33"W 33.60'

S00°30'22"E 10.28'

S89°35'41"E 264.12'

N24°36'39"E 17.30'

S89°35'41"E 266.67'

S89°33'48"W 74.29'

N89°33'48"W 267.26'

S89°33'48"E 82.52'

S89°33'48"E 96.27'

S89°33'48"E 24.49'

S89°33'48"E 39.09'

S89°33'48"E 87.87'

S13°08'15"E 16.40'

N34°58'31"W 86.41'

N32°19'21"W 19.47'

S29°07'48"W 18.16'

S63°48'17"E 62.89'

N29°07'48"E 29.16'

S73°12'40"W 33.00'

N49°48'25"E 14.20'

N16°47'20"W 45.81'

CURVE FEE68
L=134.92'
R=5696.58'
LC=134.92'
LCB=S19°38'58"E

CURVE TLE68
L=113.96'
R=5696.58'
LC=113.96'
LCB=S20°54'04"E

CURVE TLE69
L=203.74'
R=5696.58'
LC=203.73'
LCB=S22°29'56"E

L=158.35'
R=5762.58'
LC=158.35'
LCB=N21°52'14"W

L=164.87'
R=5772.58'
LC=164.86'
LCB=S21°50'23"E

PI 1271+66.33
N 131931.87
E 354776.73
PC STA 1269+93.25
PT STA 1273+38.98
DELTA 6°54'52"
D 2°00'00"
T 173.07'
L 345.72'
R 2864.79'
LCH 345.51'
LCB N 20°40'03" W

PI 1276+59.74
PI STA 1280+11.38
N 132739.49
E 354526.57
PC STA 1276+59.74
PT STA 1283+62.14
DELTA 7°01'26"
D 1°00'00"
T 351.64'
L 702.39'
R 5729.58'
LCH 701.95'
LCB N 20°43'20" W

PI 123+26.38
N=132296.39
E=354987.46

PI 125+61.22
N=132295.00
E=355222.30

SEC9023
N=129303.18
E=354580.66
CONC. MON. WITH WASHINGTON COUNTY CAP

SEC9002
Y=132300.00
X=354591.60
CONC. MON. WITH WASHINGTON COUNTY BRASS CAP

SEC1166
Y=132299.06
X=354713.95
CONC. MON. WITH WASHINGTON COUNTY BRASS CAP

SEC1153
N=134920.04
E=354729.94
CONC. MON. WITH WASHINGTON COUNTY CAP

CLOSING CORNER NOTHING IS 0.01' NORTH OF TOWNSHIP LINE

65 KRUEGER

66 KRUEGER

67 WEPCO SUBSTATION

68 (368) KONS

69 (369) JAEGER LAND HOLDINGS LLC.

PARCEL 2 CSM 4825 V. 33, P. 28

PARCEL 1 CSM 4825 V. 33, P. 28

PARCEL 2 CSM 4669 V. 31, P. 252

PARCEL 1 CSM 4669 V. 31, P. 252

64 KULAKOWSKI

364 KULAKOWSKI

63 KLEBENOW

60 MERGENER

59 ROWELL

58 KILIAN

61 SCHUELLER

62 LANDOWSKI

LOT 1 CSM 1047 V. 5, P. 269

LOT 2 CSM 1047 V. 5, P. 269

LOT 3 CSM 1047 V. 5, P. 269

TLE SLOPES

TLE SLOPES AND DRIVEWAY

TLE SLOPES AND DRIVEWAYS EXCLUDES BUILDING

TLE SLOPES AND DRIVEWAY

TLE DRIVEWAY

HIGHWAY EASEMENT

SEPTIC

PRW5144 119+55.59 25.34'

PRW5154 119+12.51 25.34'

PRW5142 1272+32.46 43.13'

PRW5143 1273+95.27

PRW5150 1275+95.32 58.58'

PRW5151 1278+24.44 40'

PRW5152 1278+77.91 25.81'

PRW77 1280+28.61 70.57'

PRW78 1280+84.43 66.37'

PRW79 1281+14.64 29.73'

PRW85 1276+16.27 44.21'

PRW5155 1267+26.02 33'

PRW5135 1275+01.02 44.09'

PRW5136 120+70.13 28.86'

PRW5157 122+41.15 25.63'

PRW5146 122+56.13 33.60'

PRW84 120+80.42 29.08'

PRW5141 1270+97.79 44.12'

PRW5138 1269+43.14 46.51'

PRW5217 1268+96.63 46.51'

PRW5157 1269+31.73 33'

PRW5220 125+55.94 41.79'

PRW5134 125+85.06 32.65'

PRW80 1279+95.65 39.85'

PRW81 1279+04.67 68.65'

PRW82 1279+48.33 69.22'

PRW83 1280+11.19 37.96'

200 AT&T CORP
NO RECORDED EASEMENT
PCL. 65
DOC. 344776
V. 546, P. 430
PCL. 58

202 WE ENERGIES GAS
NO RECORDED EASEMENT
PCL. 60

201 WE ENERGIES ELECTRIC
DOC. 428451 V. 732, P. 551 PCL. 65
DOC. 216586 V. 189, P. 427 PCL. 64
DOC. 487530 V.879, P.537 PCL. 65
NO RECORDED EASEMENT PCL. 59, 60&63
DOC. 344776 V. 546, P. 430 PCL. 58

LINE	BEARING	DISTANCE
L1	N49°48'25"E	14.20'
L2	S73°12'40"W	33.00'
L3	N16°47'20"W	45.81'
L4	S89°33'48"E	39.09'
L5	N79°59'14"E	87.87'
L6	S13°08'15"E	16.40'
L7	N34°58'31"W	86.41'
L8	N32°19'21"W	19.47'
L9	S29°07'48"W	18.16'
L10	S63°48'17"E	62.89'
L11	N29°07'48"E	29.16'

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 175	TERRITORIAL ROAD RESERVATION	33'	1843
STH 175	CSM 1047	33'	1974
STH 175	CSM 4669	33'	1996
PIONEER ROAD	TOWN OF RICHFIELD RECORD V. 2, P. 2	49.50'	1855
PIONEER ROAD	TOWN OF POLK RECORD V. 2, P. 2	49.50'	1855
PIONEER ROAD	CSM 1047	33'	1974
PIONEER ROAD	CSM 4669	33'	1996

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FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WAUKESHA.

CN

REVISION DATE NOV. 20, 2013 JAN. 14, 2014 JULY 29, 2014 NOV. 4, 2014 JAN. 27, 2015	DATE DECEMBER 17, 2012	SCALE, FEET 0 50 100	HWY: STH 175	STATE R/W PROJECT NUMBER 3360-09-22	PLAT SHEET 4.15
	GRID FACTOR N/A		COUNTY: WASHINGTON	CONSTRUCTION PROJECT NUMBER 3360-09-72	PS&E SHEET E

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CONST. I.D. 3360-09-72 3360-09-22 4.15

4

SEC. LINE
1318.44'
N00°27'57"E
2636.89'
1318.44'

T 10 N R 19 E
34 35

SEC1152
N:134950.76
E:352078.35
CONC. MON. WITH WASHINGTON COUNTY BRASS CAP

(201) WE ENERGIES ELECTRIC
NO RECORDED EASEMENT
PCL. 77

(203) FRONTIER COMMUNICATIONS
DOC. 352116
V. 562, P. 198
PCL. 74&75

NO RECORDED EASEMENT
PCL. 76

(204) CHARTER COMMUNICATIONS
NO RECORDED EASEMENT
PCL. 76

T 10 N R 19 E
27 26 34 35

SEC1139
N:137587.56
E:352099.80
CONC. MON. WITH WASHINGTON COUNTY BRASS CAP

SEC. LINE

CURVE PRW87
L=56.72'
R=55.00'
LC=54.24'
LCB=N20°22'41"E

NW1/4-NW1/4

POLK

TLE SLOPES

(77) GATOR PROPERTIES LLC.

TELEPHONE PEDESTAL

UTILITY DETAIL NOT TO SCALE

LOT 2
CSM 2403
V. 12, P. 360

1/16 LINE

46

33' TO ℄

S89°39'39"E

476.07'

S89°26'23"E

SIGN

SW1/4-NW1/4

OF

TOWN

PRW5110 47+84.93 33'

36.54'

PRW5112 49+05.83 33'

48

℄ SCENIC ROAD

15'

106.57'

121.37'

PRW5113 1320+49.57 33'

PI 1321+05.16
N:136908.39
E:352111.72

442.59'

401.24'

1326

1324

1322

33'

37.10'

15.00'

46.19'

17.54'

217.90'

208.81'

MATCH LINE STA. 1327+00

LOT 2
CSM 2101
V. 11, P. 19

S89°32'36"E

N84°29'24"W

TLE SLOPES

170.72'

125.00'

10'

(76) GATOR PROPERTIES LLC.

PRW5108 1319+30.37 54.14'

N19°27'28"E 44.81'

CURVE PRW88

42.36'

55.29'

25.62'

N25°41'47"W

56.23'

PRW5107 1317+99.20 33'

689.73'

38.58'

N35°49'25"W

1320

44.38'

PI 1320+89.92

25.92'

33.00'

PL

TY

45.36'

41.37'

TLE SLOPES AND DRIVEWAYS

(75) DYBDAL

SEPTIC

116.25'

1319+41.53= 50+00

94.29'

306.76'

PRW5111 33' N:135505.81 E:352542.56

PI 1315+52.10

STH 175 SCENIC ROAD 50+00

1318

213.67'

247.60'

℄ STH 175

392.42'

1319+41.12'= TV

90.21'

S65°19'49"W 5.01'

N66°30'57"E

TLE SLOPES AND DRIVEWAY

1321+30.78

S64°18'15"W

PRW5223

(74) ROBBINS

14'

3 MH

30' X 5' TLE FOR SLOPES AND DRIVEWAY

(73) SCHMIDT

(72) SCHULTZ

PRW5222 1319+28.98 33'

1316

N24°40'11"W

118.80'

33'

PL

FO

℄ STH 175 1319+44.52=

STH 175 1/16 LINE

244.64'

749.35'

TLE

SEPTIC

PRW5109 1314+33.81 33'

1314

N26°25'44"W 118.30'

115.36'

32.72'

110.65'

1316+52.14 33'

1316+13.44 33'

PLE111

PLE112

PLE109

PLE110

1316+19.42 33'

55.74'

32.72'

S89°26'23"E

SIGN

GUY

TLE SLOPES AND DRIVEWAYS

(70) SCHULTZ

1312

(370) SCHULTZ

TOWN

PLE DRAINAGE

PLE DETAIL NOT TO SCALE

(71) MORENO

OF

CONDITIONAL OCCUPANCY PERMIT
DOC. 563700
V. 1082, P. 204

POLK

LOT 3
CSM 2101
V. 11, P. 19

2651.63'

GN

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 175	TERRITORIAL ROAD RESERVATION	66'	1843
STH 175	CSM 2101	33'	1979
STH 175	CSM 2403	33'	1996
SCENIC ROAD	WIS. STATUTE 82.31(2)	66'	

SEC1140
N:137566.42
E:354751.34
CONC. MON. WITH SEWRPC BRASS CAP

T 10 N R 19 E
26 35

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REVISION DATE NOV. 20, 2013 JAN. 14, 2014 JULY 29, 2014 NOV. 4, 2014 JAN. 27, 2015	DATE DECEMBER 17, 2012	SCALE, FEET 0 50 100	HWY: STH 175	STATE R/W PROJECT NUMBER 3360-09-22	PLAT SHEET 4.16
	GRID FACTOR N/A		COUNTY: WASHINGTON	CONSTRUCTION PROJECT NUMBER 3360-09-72	PS&E SHEET E

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CONST. I.D. 3360-09-72 3360-09-22 4.16

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 175	PROJECT 389A	66'	1925
STH 175	CSM 2101	33'	1979
STH 175	CSM 2403	33'	1996
STH 175	CSM 4798	33'	1997
FOND DU LAC DRIVE	TERRITORIAL ROAD RESERVATION	66'	1843
SCENIC ROAD	CSM 6229	66'	2008
SCENIC ROAD	CSM 4798	33'	1997
SCENIC ROAD	CSM 6231	33'	2008
WESTERN AVENUE	CSM 2101	33'	1979
WESTERN AVENUE	CSM 6231	33'	2008

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GN

(201) WE ENERGIES ELECTRIC
DOC. 769401
V. 1782, P. 539
PCL. 85

(204) FRONTIER COMMUNICATIONS
DOC. 769401
V. 1782, P. 539
PCL. 85

CONVEYANCE OF RIGHTS
DOC. 574814
V. 1112, P. 339
PCL. 84

DOC. 352116
V. 562, P. 198
PCL. 78

DOC. 352125
V. 562, P. 207
PCL. 79

(81) JUNFRAMER LLC.

LOT 1
CSM 2403
V. 12, P. 360

(78) MANTZ

LOT 1
CSM 2101
V. 11, P. 19

LOT 2
CSM 2101
V. 11, P. 19

(84) NORTHWEST DEVELOPMENT LLC.

(85) LINK

PARCEL 2
CSM 4798
V. 32, P. 291

LOT 7
CSM 6231
V. 46, P. 321

OUTLOT 2
CSM 6229
V. 46, P. 315

(79) WILDLIFE ESTATES LLC.

SEC1138 N=137605.53 E=349461.30 CONC. MON. WITH WASHINGTON COUNTY BRASS CAP

SEC1139 N=137587.56 E=352099.80 CONC. MON. WITH WASHINGTON COUNTY BRASS CAP

SEC1126 N=140225.84 E=352101.54 CONC. MON. WITH WASHINGTON COUNTY BRASS CAP

SEC1152 N=134950.76 E=352078.35 CONC. MON. WITH WASHINGTON COUNTY BRASS CAP

SEC1140 N=137566.42 E=354751.34 CONC. MON. WITH SEWRPC BRASS CAP

R FOND DU LAC DRIVE
PI STA 48+84.61
N 137294.77
E 352149.79
PC STA 48+23.32
PT STA 49+39.15
DELTA 46°19'59"
D 40°00'00"
T 61.29'
L 115.83'
R 143.24'
LCH 112.70'
LCB N89°58'51"E

LINE	BEARING	DISTANCE
L1	S53°32'59"W	15.00'
L2	N52°43'56"E	15.00'

CURVE C1
L=40.01'
R=2804.79'
LC=40.01'
LCB=S36°51'33"E

CURVE C2
L=40.01'
R=2789.79'
LC=40.01'
LCB=N36°51'33"W

CURVE RW79
L=46.66'
R=2897.79'
LC=46.66'
LCB=N30°43'36"W

R STH 175
PI STA 1337+14.73
N 137858.78
E 352013.81
PC STA 1332+08.26
PT STA 1342+10.84
DELTA 20°03'05"
D 2°00'00"
T 506.47'
L 1002.57'
R 2864.79'
LCH 997.46'
LCB N35°43'19"W

R SCENIC ROAD
PI 1337+14.73
51+68.38
27.42'
PRW5004
90.00'
NO6°54'03"E
52
NO1°24'13"E
2638.29'
NO0°10'05"E

STH 175 1335+29.10=
SCENIC ROAD 50+00

STH 175 1334+88.08=
SEC. LINE

SEC. LINE= EXISTING ℄

STH 175 1334+17.28=
WESTERN AVENUE
50+00

R WESTERN AVENUE
PI 1331+42.19=
FOND DU LAC DRIVE
50+00

FOND DU LAC DRIVE
48+27.82=
SEC. LINE

PC 48+23.32

PI 48+84.61

PT 49+39.15

R FOND DU LAC DRIVE

SEC. LINE

NE1/4-NE1/4

SE1/4-SE1/4

NW1/4-NW1/4

SW1/4-SW1/4

RAILROAD RIGHT OF WAY
D.O.T. LANDS

TOWN OF

POLK

TLE SLOPES

TLE SLOPES AND DRIVEWAY

TLE SLOPES AND DRIVEWAYS

NO ACCESS PER CSM 6231

CUT POLE

GUY

SEPTIC

SIGN

POOL

MATCH LINE STA. 1327+00

DETAIL NOT TO SCALE

PRW58 1337+86.83 60'
PRW134 1338+31.41 33'
PRW5003 1334+53.22 60'
PRW57 1333+85.48 60'
PRW59 1333+23.79 32.40'
PRW60 51+29.12 33'
PRW5002 1339+05.59 33'
PRW5001 52+37.75 74.11'
PRW5000 1334+28.59 45.72'

1340 1338 1336 1334 1332 1330 1328 1326

REVISION DATE NOV. 20, 2013 JAN. 14, 2014 JULY 29, 2014 NOV. 4, 2014 JAN. 27, 2015	DATE DECEMBER 17, 2012	SCALE. FEET 0 50 100	HWY: STH 175	STATE R/W PROJECT NUMBER 3360-09-22	PLAT SHEET 4.17
	GRID FACTOR N/A		COUNTY: WASHINGTON	CONSTRUCTION PROJECT NUMBER 3360-09-72	PS&E SHEET E

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CONST. I.D. 3360-09-72 3360-09-22 4.17

4

SEC1124
N=140266.93
E=346864.27
CONC. MON. WITH WASHINGTON COUNTY CAP

SEC1125
N=140240.58
E=349468.32
CONC. MON. WITH D.O.T. BRASS CAP

SEC1126
N=140225.84
E=352107.54
3" IRON PIPE WITH WASHINGTON COUNTY BRASS CAP

ALL DETAILS NOT TO SCALE

1/4 LINE S89°25'13"E 2604.18' 1/4 LINE S89°40'48"E 2639.27'

NE1/4-SW1/4 NW1/4-SE1/4

NO ACCESS PER PLEASANT FARM ESTATES

(89) POLK PROPERTIES LLC. OUTLOT 5

(88) POLK PROPERTIES LLC. LOT 49

(87) POLK PROPERTIES LLC. LOT 1

(86) POLK PROPERTIES LLC. OUTLOT 1

PLEASANT FARM ESTATES

TLE SLOPES

VILLAGE OF SLINGER

TOWN OF POLK

FARMLANE DRIVE N23°36'10"E 80' R

STH 175 1/4 LINE 1370+42.41= RAILROAD RIGHT OF WAY DOC. 465242 D.O.T. LANDS

STH 175 FARMLANE DRIVE 130+00

PCC 1370+78.86

N00°09'09"E 2635.06'

N26°53'33"E

N28°41'25"E

PI 1373+39.56 N50°25'15"E

PI 1363+68.07

CURVE TLE89
L=39.16'
R=2975.54'
LC=39.16'
LCB=S73°20'36"E

CURVE RW88
L=254.73'
R=2970.54'
LC=254.65'
LCB=N70°34'24"W

CURVE RW89
L=35.80'
R=2970.54'
LC=35.80'
LCB=N73°22'31"W

CURVE RW86
L=80.74'
R=3859.72'
LC=80.74'
LCB=N61°55'05" W

CURVE TLE86
L=81.06'
R=3869.72'
LC=81.06'
LCB=S61°55'07"E

CURVE RW87
L=210.84'
R=3859.72'
LC=210.81'
LCB=N64°04'56"W

(203) FRONTIER COMMUNICATIONS
DOC. 385477
V. 637, P. 450
PCL. 86, 87, 88&89

DOC. 352729
V. 563, P. 366
PCL. 86, 87, 88&89

COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, WASHINGTON COUNTY ZONE, NAD 83 (1997) ADJUSTMENT AND ARE REFERENCED TO HARN POINTS JACKSON GPS, RICHFIELD E. GPS, AND GERMANTOWN N. GPS. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WAUKESHA.

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 175	PROJECT 389A	VARIES	1925
STH 175	PLEASANT FARM ESTATES	66'	2007
STH 175	DOC. 465242	99'	1984
FARMLANE DRIVE	PLEASANT FARM ESTATES	VARIES	2007

℄ STH 175
PI STA 1373+39.56
N 140098.64
E 349193.51
PC STA 1370+78.86
PT STA 1375+98.89
DELTA 10°10'02"
D 1°57'18"
T 260.70'
L 520.02'
R 2930.54'
LCH 519.34'
LCB N72°24'50"W

℄ STH 175
PI STA 1363+68.07
N 139717.56
E 350105.87
PC STA 1356+40.02
PT STA 1370+78.86
DELTA 21°34'58"
D 1°30'00"
T 728.05'
L 1438.84'
R 3819.72'
LCH 1430.35'
LCB N56°32'21"W

SEC1138
N=137605.53
E=349461.30
CONC. MON. WITH WASHINGTON COUNTY BRASS CAP

GN

REVISION DATE	DATE DECEMBER 17, 2012	SCALE. FEET	HWY: STH 175	STATE R/W PROJECT NUMBER 3360-09-22	PLAT SHEET 4.18	
NOV. 4, 2014 NOV. 20, 2013 JAN. 27, 2015 JAN. 14, 2014 JULY 29, 2014	GRID FACTOR N/A	0 50 100	COUNTY: WASHINGTON	CONSTRUCTION PROJECT NUMBER 3360-09-72	PS&E SHEET	E

FILE NAME : J:\projects\d2_r_336009175\33600922\040418_RP.dgn PLOT DATE : 29-JAN-2015 09:58 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 100.000000:1.000000

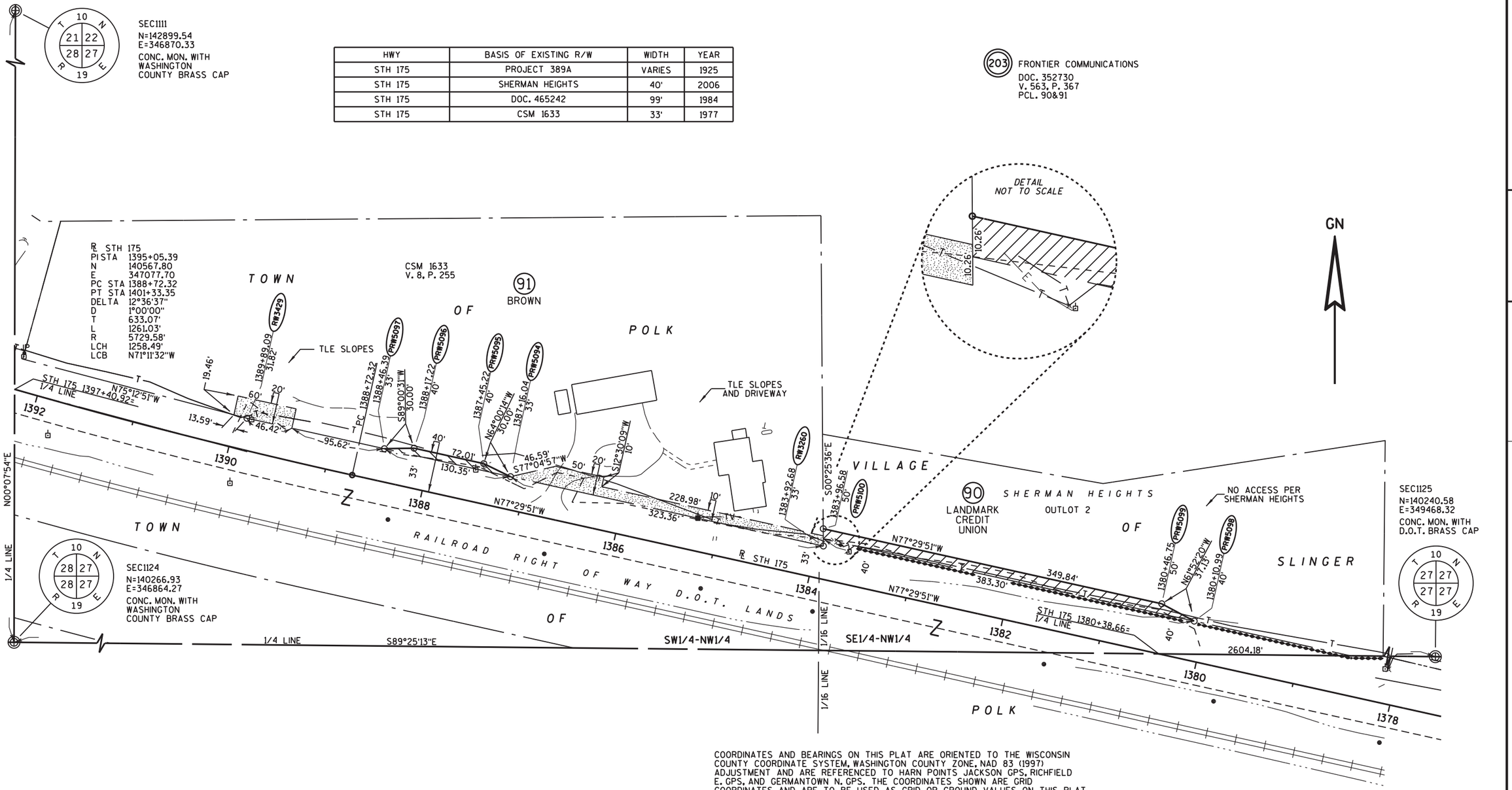
CONST. I.D. 3360-09-72 3360-09-22 4.18

4

SEC1111
N=142899.54
E=346870.33
CONC. MON. WITH WASHINGTON COUNTY BRASS CAP

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 175	PROJECT 389A	VARIES	1925
STH 175	SHERMAN HEIGHTS	40'	2006
STH 175	DOC. 465242	99'	1984
STH 175	CSM 1633	33'	1977

(203) FRONTIER COMMUNICATIONS
DOC. 352730
V. 563, P. 367
PCL. 90&91



COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, WASHINGTON COUNTY ZONE, NAD 83 (1997) ADJUSTMENT AND ARE REFERENCED TO HARN POINTS JACKSON GPS, RICHFIELD E. GPS, AND GERMANTOWN N. GPS. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WAUKESHA.

REVISION DATE NOV. 4, 2014 NOV. 20, 2013 JAN. 27, 2015 JAN. 14, 2014 JULY 29, 2014	DATE DECEMBER 17, 2012	SCALE. FEET 0 50 100	HWY: STH 175	STATE R/W PROJECT NUMBER 3360-09-22	PLAT SHEET 4.19
	GRID FACTOR N/A		COUNTY: WASHINGTON	CONSTRUCTION PROJECT NUMBER 3360-09-72	PS&E SHEET E

FILE NAME : J:\projects\d2_r_336009175\33600922\040419_RP.dgn PLOT DATE : 29-JAN-2015 09:58 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 100.000000:1.000000

COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, WASHINGTON COUNTY ZONE, NAD 83 (1997) ADJUSTMENT AND ARE REFERENCED TO HARN POINTS JACKSON GPS, RICHFIELD E. GPS, AND GERMANTOWN N. GPS. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

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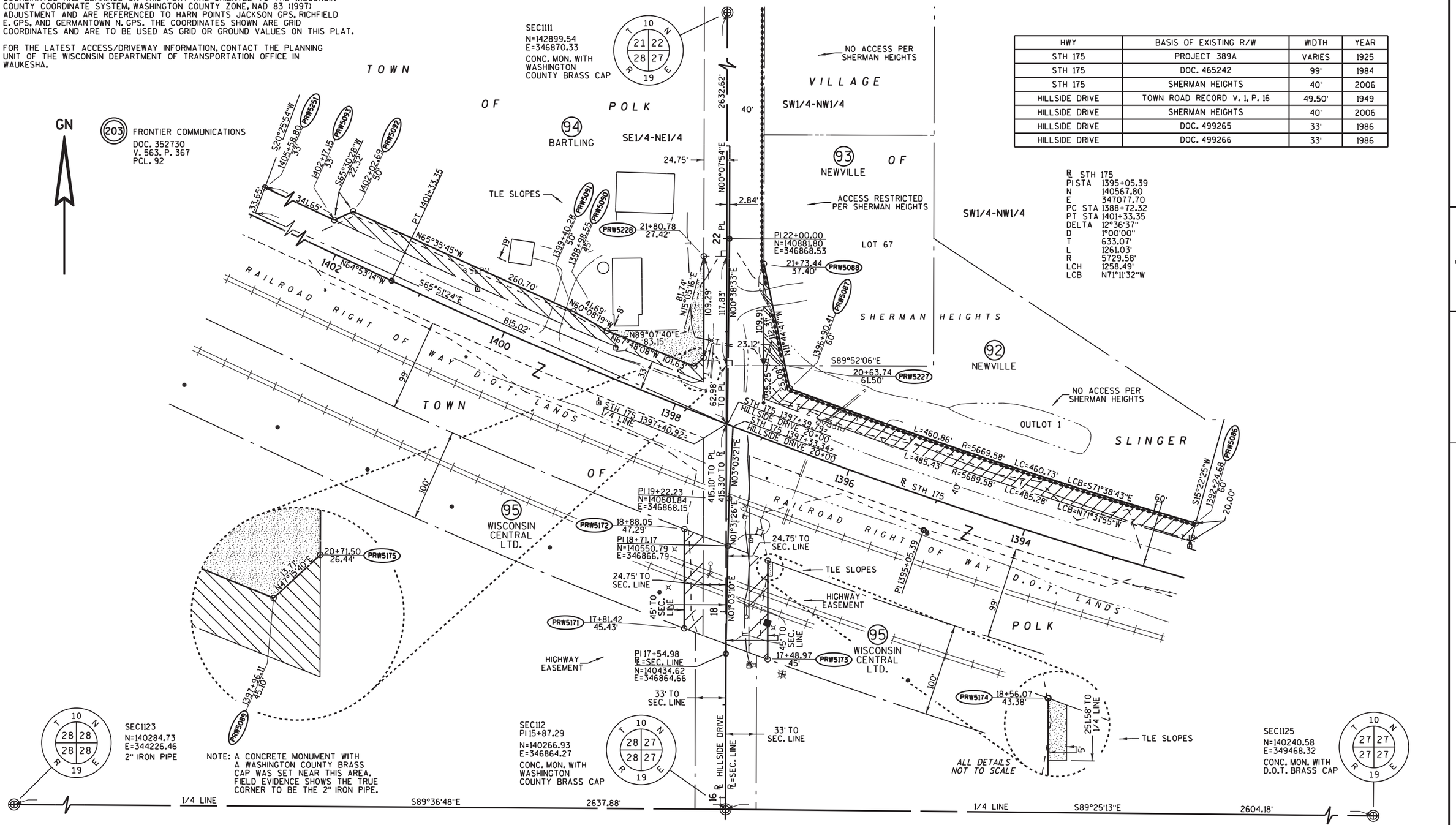
HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 175	PROJECT 389A	VARIES	1925
STH 175	DOC. 465242	99'	1984
STH 175	SHERMAN HEIGHTS	40'	2006
HILLSIDE DRIVE	TOWN ROAD RECORD V. 1, P. 16	49.50'	1949
HILLSIDE DRIVE	SHERMAN HEIGHTS	40'	2006
HILLSIDE DRIVE	DOC. 499265	33'	1986
HILLSIDE DRIVE	DOC. 499266	33'	1986



REVISION DATE NOV. 20, 2013 JAN. 14, 2014 JULY 29, 2014 NOV. 4, 2014 JAN. 27, 2015	DATE DECEMBER 17, 2012	SCALE, FEET 0 50 100	HWY: STH 175	STATE R/W PROJECT NUMBER 3360-09-22	PLAT SHEET 4.20
	GRID FACTOR N/A		COUNTY: WASHINGTON	CONSTRUCTION PROJECT NUMBER 3360-09-72	PS&E SHEET E

FILE NAME : J:\projects\d2_r_336009175\33600922\040420_RP.dgn PLOT DATE : 29-JAN-2015 09:58 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 100.000000:1.000000

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 175	PROJECT 389A	VARIES	1925
STH 175	DOC. 465242	VARIES	1984
STH 175	CSM 6355	VARIES	2010
STH 175	TERRITORIAL ROAD RESERVATION	66'	1843
SHERMAN ROAD	WIS. STATUTE 82.31(2)	66'	1850

COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, WASHINGTON COUNTY ZONE, NAD 83 (1997) ADJUSTMENT AND ARE REFERENCED TO HARN POINTS JACKSON GPS, RICHFIELD E. GPS, AND GERMANTOWN N. GPS. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WAUKESHA.

SEC9162
N=145574.39
E=341598.08
CONC. MON. WITH D.O.T. BRASS CAP

SEC1109
N=142938.90
E=341607.80
CONC. MON. WITH D.O.T. BRASS CAP

SEC1110
N=142934.51
E=344235.84
CONC. MON. WITH SEWRPC BRASS CAP

R℄ STH 175		R℄ STH 175		R℄ SHERMAN ROAD	
PISTA	1438+80.32	PISTA	1449+18.56	PISTA	10+44.68
N	142426.36	N	142953.18	N	142930.66
E	343112.41	E	342215.94	E	342349.06
PC STA	1433+47.11	PC STA	1446+89.15	PC STA	10+17.91
PT STA	1444+12.76	PT STA	1451+45.00	PT STA	10+67.07
DELTA	5°19'42"	DELTA	15°57'18"	DELTA	56°19'51"
D	0°30'00"	D	3°30'00"	D	114°35'30"
T	533.21'	T	229.41'	T	26.77'
L	1065.65'	L	455.86'	L	49.16'
R	11459.16'	R	1637.02'	R	50.00'
LCH	1065.27'	LCH	454.39'	LCH	47.20'
LCB	N62°13'23"W	LCB	N51°34'53"W	LCB	N62°19'25"E

CURVE RW961
L=84.58'
R=958.00'
LC=84.55'
LCB=S54°31'16"E

CURVE RW962
L=255.38'
R=21518.51'
LC=255.38'
LCB=S59°07'43"E

CURVE TLE2299
L=125.77'
R=11426.16'
LC=125.77'
LCB=N 59°52'27"W

(203) FRONTIER COMMUNICATIONS
DOC. 578577
V. 1123, P. 224
PCL. 104

(206) AT&T WISCONSIN
NO RECORDED EASEMENT
PCL. 96

REVISION DATE NOV. 20, 2013 JAN. 14, 2014 JULY 29, 2014 NOV. 4, 2014 JAN. 27, 2015	DATE DECEMBER 17, 2012	SCALE, FEET 0 50 100	HWY: STH 175	STATE R/W PROJECT NUMBER 3360-09-22	PLAT SHEET 4.21	
	GRID FACTOR N/A		COUNTY: WASHINGTON	CONSTRUCTION PROJECT NUMBER 3360-09-72	PS&E SHEET	E

FILE NAME : J:\projects\d2_r_336009175\33600922\040421_RP.dgn PLOT DATE : 29-JAN-2015 09:58 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 100.000000:1.000000

(201) WE ENERGIES ELECTRIC
CONVEYANCE OF RIGHTS
DOC. 906273
PCL. 106

DOC. 912026
PCL. 106

(203) FRONTIER COMMUNICATIONS
CONVEYANCE OF RIGHTS
DOC. 912063
PCL. 106

(204) CHARTER COMMUNICATIONS
DOC. 912026
PCL. 106

COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, WASHINGTON COUNTY ZONE, NAD 83 (1997) ADJUSTMENT AND ARE REFERENCED TO HARN POINTS JACKSON GPS, RICHFIELD E. GPS, AND GERMANTOWN N. GPS. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

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HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 175	PROJECT 2748-01-20	VARIES	1996
FOXBORO LANE	PROJECT 2748-01-20	120'	1996

GN

TOWN

POLK

OF

(106) SCHILLING

1/16 LINE S89°10'35"E

SE1/4-SE1/4

NE1/4-SE1/4

1/4 LINE S89°13'20"E

SEC1095
N:145610.01
E:338974.10
CONC. MON. WITH
WASHINGTON COUNTY
BRASS CAP

T 10 N
R 19 E
20 20
20 20

TLE SLOPES

CURVE RW22106
L=34.47'
R=1306.24'
LC=34.47'
LCB=S35°29'22"E

N55°15'59"E 15'

PI 1473+77.45

℄ GUY

N36°15'05"W 70'

52.27'
N13°46'38"W

38.03'

CURVE RW22106

1476
N23°54'18"W

1474

33'

33'

PT 1475+45.30

℄ STH 175
PI STA 1473+77.45
Y 144808.54
X 340600.44
PC STA 1472+07.61
PT STA 1475+45.30
DELTA 15°11'46"
D 4°30'00"
T 169.84'
L 337.69'
R 1273.24'
LCH 336.70'
LCB N31°30'11"W

1472

70'

455.82'

PC 1472+07.61

1470

STH 175 1469+10.89=
FOXBORO LANE 200+00

℄ FOXBORO LANE
PI STA 202+97.91
Y 144643.21
X 341118.40
PC STA 201+51.55
PT STA 204+30.63
DELTA 42°38'24"
D 15°16'44"
T 146.36'
L 279.08'
R 375.00'
LCH 272.68'
LCB N27°20'57"E

NO ACCESS PER
2748-01-20
DOC. 895393

5'X20' TLE
FOR SLOPES

1468

126.17'

229.18'

651.98'

R FOXBORO LANE
N48°40'09"E

IP

60'

60'

℄ AS PLATTED BY 2748-01-20

TLE SLOPES

STH 175 1466+76.67=
1/16 LINE

1466

70'

42.59'

S62°37'27"E

20'

75'

50.11'

29.05'

560.58'

℄ STH 175

PC 201+51.55

NO ACCESS PER
2748-01-20
DOC. 895393

1464

N39°06'04"W

55'

33'

TOWN

SEC1109
N:142938.90
E:341607.80
CONC. MON. WITH
D.O.T. BRASS CAP

T 10 N
R 19 E
29 28
20 21

SEC. LINE

N00°12'41"W 1317.75'

2635.50'

2624.22'

SEC9162
N:145574.39
E:341598.08
CONC. MON. WITH
D.O.T. BRASS CAP

T 10 N
R 19 E
20 21
20 20

REVISION DATE NOV. 20, 2013 JAN. 14, 2014 JULY 29, 2014 NOV. 4, 2014 JAN. 27, 2015	DATE DECEMBER 17, 2012	SCALE. FEET 0 50 100	HWY: STH 175	STATE R/W PROJECT NUMBER 3360-09-22	PLAT SHEET 4.22
	GRID FACTOR N/A		COUNTY: WASHINGTON	CONSTRUCTION PROJECT NUMBER 3360-09-72	PS&E SHEET E

FILE NAME : J:\projects\d2_r_336009175\33600922\040422_RP.dgn PLOT DATE : 29-JAN-2015 09:58 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 100.000000:1.000000

1/4 LINE
PL

N00°00'44"W

2641.25'

SEC1095
N=145610.01
E=338974.10
CONC. MON. WITH
WASHINGTON COUNTY
BRASS CAP

SEC1082
N=148251.26
E=338973.53
CONC. MON. WITH
D.O.T. ALUMINUM
CAP

SEC. LINE

S89°16'50"E

2626.32'

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℄ CORPORATE DRIVE
PI STA 151+39.27
Y 147311.14
X 339643.47
PC STA 151+18.02
PT STA 151+59.82
DELTA 25°12'36"
D 60°18'41"
T 21.24'
L 41.80'
R 95.00'
LCH 41.46'
LCB N 77°16'35" E

℄ STH 175
PI STA 1502+67.52
Y 147452.52
X 339428.52
PC STA 1500+78.41
PT STA 1504+50.98
DELTA 24°13'02"
D 6°30'00"
T 189.11'
L 372.57'
R 881.47'
LCH 369.80'
LCB N 36°00'48" W

GN

TOWN OF POLK

TOWN OF SLINGER

SW1/4-NE1/4

NW1/4-NE1/4

1/16 LINE=PL

S89°15'05"E 1320.16'

S89°33'24"E

PRM5165 1507+03.40 33'

49.87'

285.20'

N48°07'20"W

PT 1504+50.98

PRM5163 1504+16.94 32.37'

256.36'

234.65'

N36°00'49"W

PRM5164 1501+71.55 40.31'

PC 1500+78.41

PRM5168 1504+43.96 33'

N41°52'40"E

PI 1502+67.52

PI 151+39.27

PC 151+18.02

PT 151+59.82

S66°16'10"W

N64°40'17"E

CORPORATE DRIVE

END RELOCATION ORDER
STA. 1507+13.56
N=147754.04
E=339092.21

PARCEL 2
CSM 2593
V. 14, P. 122

FILLER CAPS

SIGN

CANOPY

POOL

TLE SLOPES AND DRIVEWAY

TLE SLOPES AND DRIVEWAY TLE DOES NOT INCLUDE BUILDING

SEPTIC

SEPTIC SYSTEM

WELL

(107) NEHM
LOT 1
CSM 1831
V. 9, P. 276

(108) NEHM

(109) CZESHINSKI
LOT 1
CSM 2538
V. 14, P. 6

(110) ALIOTA LLC.
LOT 2
CSM 5581
V.40, P. 126

(111) TENDER TOUCH PROPERTIES LLC.
LOT 3
CSM 5581
V. 40, P.126

(112) PREFERRED LANDMARKS LLC.
LOT 1
CSM 5409
V. 38, P. 228

(113) SCHAEFER

NO ACCESS PER CSM 5581

NOTE: CSM 5409 AND CSM 5581 HAS BEEN REPLATTED FROM CSM 5357 V.38, P. 57.

(201) WE ENERGIES ELECTRIC
DOC. 893298
PCL. 111

DOC. 504841
V. 925, P. 424
PCL. 109

(203) FRONTIER COMMUNICATIONS
DOC. 577287
V. 1119, P. 294
PCL. 108&112

DOC. 893298
PCL. 111

DOC. 578026
V. 1121, P.470
PCL. 109

DETAIL
NOT TO SCALE

SEC1083
N=148218.29
E=341599.64
CONC. MON. WITH
D.O.T. ALUMINUM
CAP

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 175	TERRITORIAL ROAD RESERVATION	66'	1843
STH 175	CSM 2538	33'	1983
STH 175	CSM 2593	33'	1983
STH 175	CSM 5357	33'	2001
STH 175	DOC. 592850	33'	1992
CORPORATE DRIVE	CSM 5357	60'	2001

REVISION DATE NOV. 4, 2014
NOV. 20, 2013 JAN. 27, 2015
JAN. 14, 2014
JULY 29, 2014

DATE DECEMBER 17, 2012

GRID FACTOR N/A

SCALE, FEET 0 50 100

HWY: STH 175

COUNTY: WASHINGTON

STATE R/W PROJECT NUMBER 3360-09-22

CONSTRUCTION PROJECT NUMBER 3360-09-72

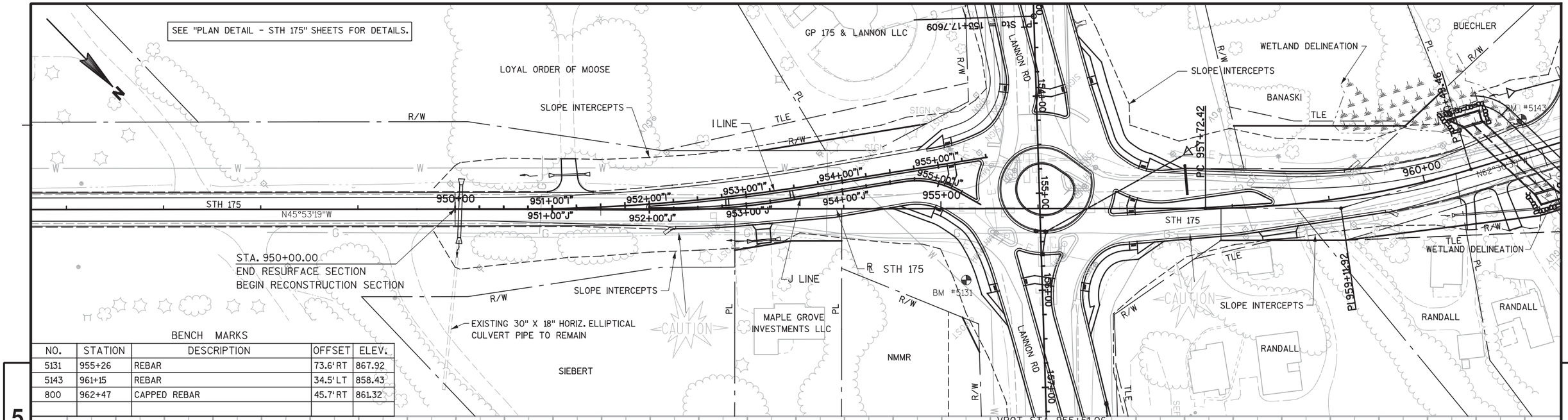
PLAT SHEET 4.23

PS&E SHEET E

FILE NAME : J:\projects\d2_r_336009175\33600922\040423_RP.dgn PLOT DATE : 29-JAN-2015 09:58 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 100.000000:1.000000

CONST. I.D. 3360-09-72 3360-09-22 4.23

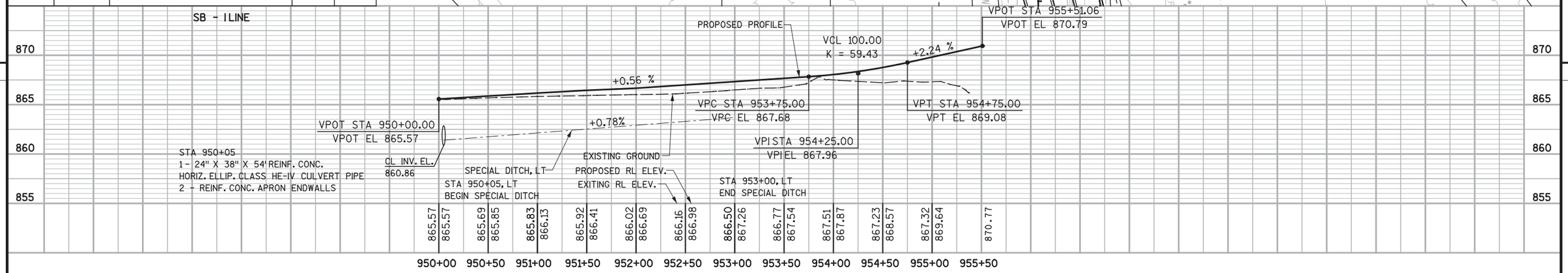
SEE "PLAN DETAIL - STH 175" SHEETS FOR DETAILS.



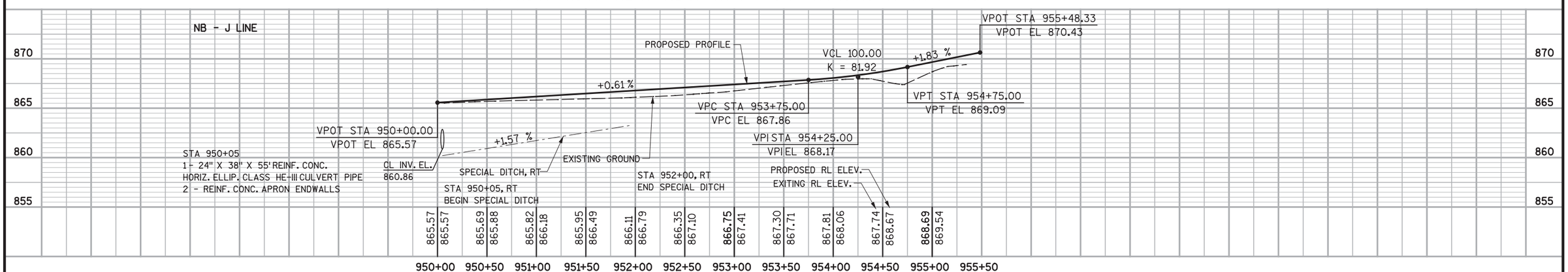
BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
5131	955+26	REBAR	73.6' RT	867.92
5143	961+15	REBAR	34.5' LT	858.43
800	962+47	CAPPED REBAR	45.7' RT	861.32

SB - I LINE

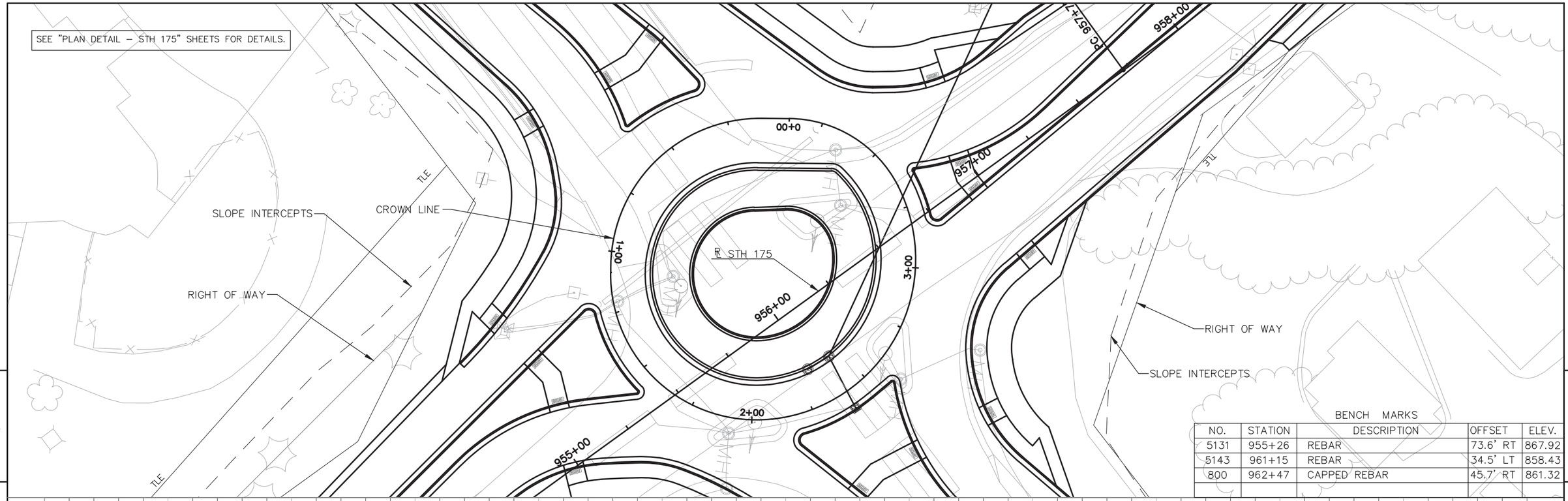


NB - J LINE



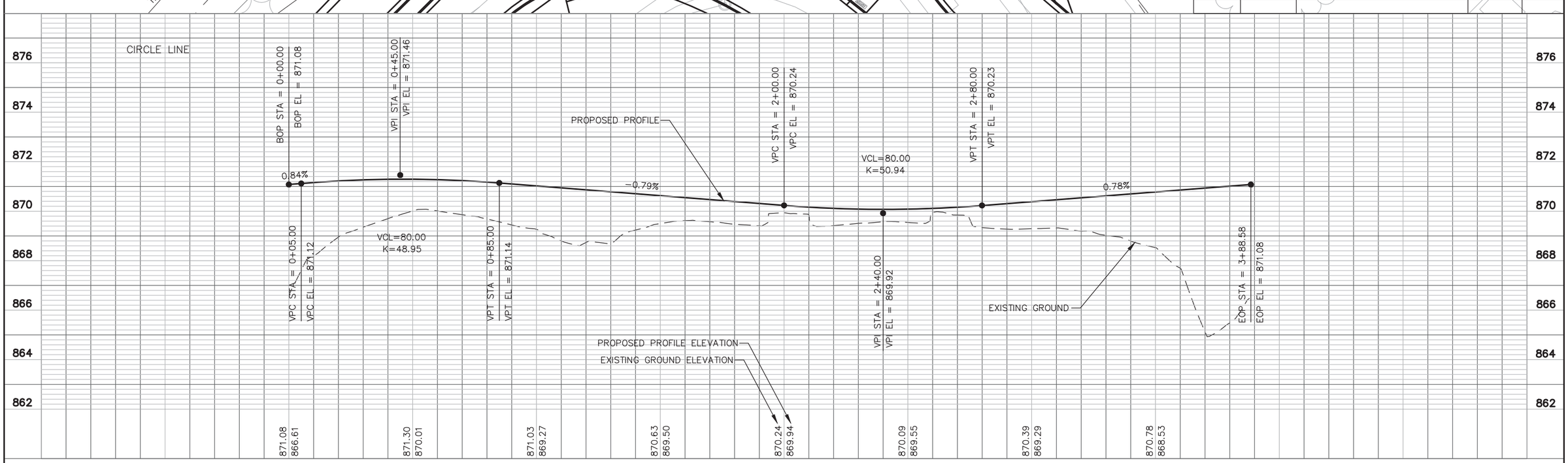
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PLAN & PROFILE: SOUTH LEG STH 175 - LANNON ROUNDABOUT	SHEET 353	E

SEE "PLAN DETAIL – STH 175" SHEETS FOR DETAILS.



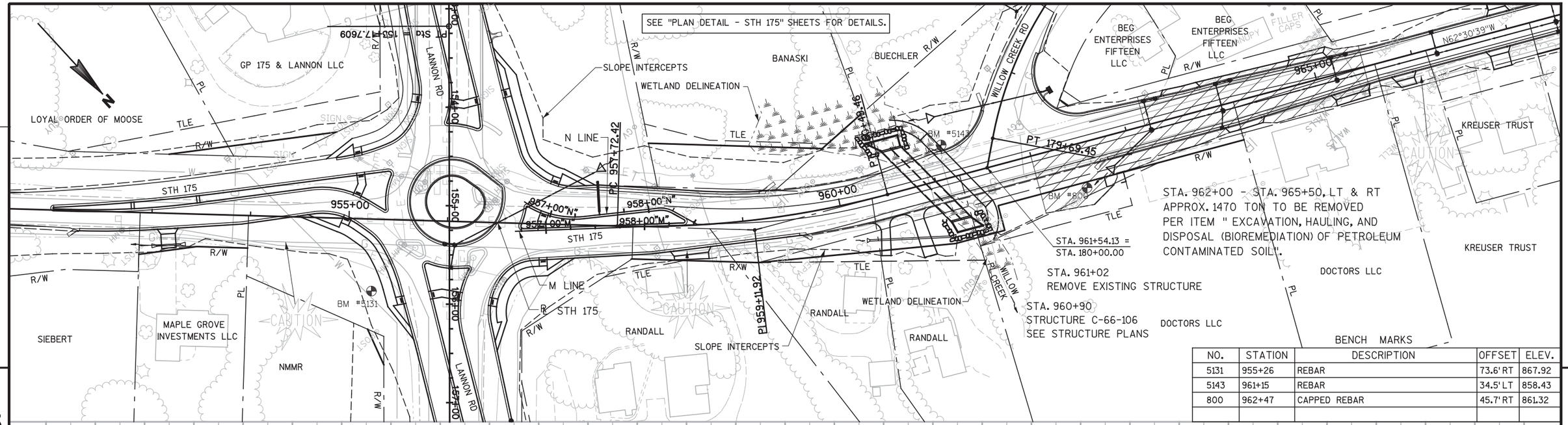
BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
5131	955+26	REBAR	73.6' RT	867.92
5143	961+15	REBAR	34.5' LT	858.43
800	962+47	CAPPED REBAR	45.7' RT	861.32



PROJECT NO: 3360–09–72	HWY: STH 175	COUNTY: WASHINGTON	PLAN & PROFILE: CIRCLE LANNON RD – LANNON ROUNDABOUT	SHEET 354	E

FILE NAME: W:\x-Projects\RD\7140\project 2 dgn\050101a_pp_lan.dwg PLOT DATE: Jul 22, 2015 PLOT BY: lsander PLOT SCALE: ROTATION:



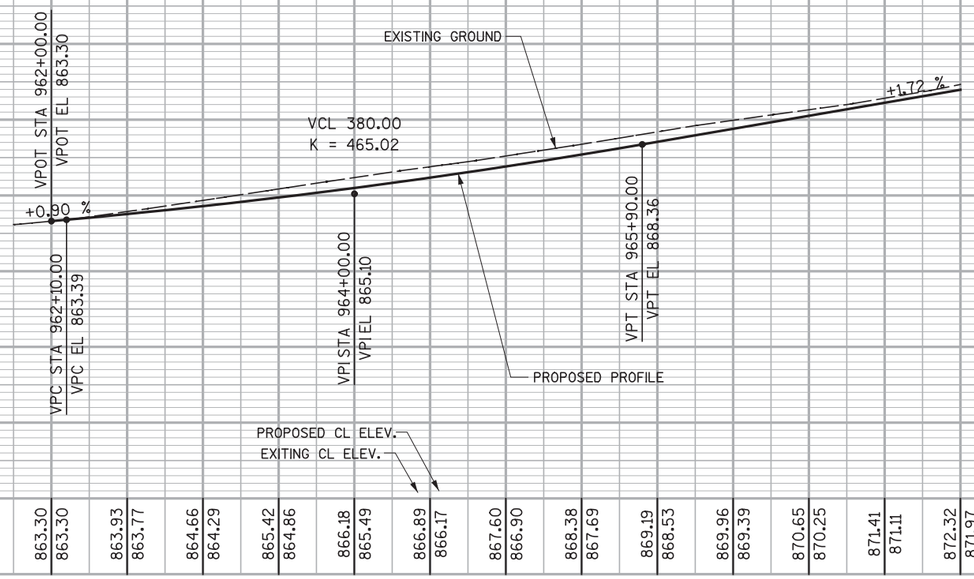
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PLAN & PROFILE: NORTH LEG STH 175 - LANNON ROUNDABOUT	SHEET 355	E

SEE "PLAN DETAIL - STH 175" SHEETS FOR DETAILS.

BANASKI
WETLAND DELINEATION
WILLOW CREEK RD
PI 178+47.93
PC 177+16.82
STA. 178+25.00
BEGIN CONSTRUCTION
BEG ENTERPRISES FIFTEEN LLC
CANOPY
FILLER CAPS
CHAPPY
GRENNIER
LENZ
HANKE
SEPTIC
STA. 972+75.00=
STA. 130+00.00
PI 971+43.92
SLOPE INTERCEPTS
TLE
R/W
PL
BM #5143
BM #800
960+00
965+00
970+00
N62°30'39"W
PT 179+69.45
PI 959+11.92
STA. 961+54.13 =
STA. 180+00.00
RANDALL
WETLAND DELINEATION
DOCTORS LLC
KREUSER
KREUSER TRUST
SHIMICK
RIEDER
GREVE
PULVERMACHER
LANG
CAUTION
PC 130+36.32
PT 131+06.26
PI 130+71.94
PILLTOP

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
5131	955+26	REBAR	73.6' RT	867.92
5143	961+15	REBAR	34.5' LT	858.43
800	962+47	CAPPED REBAR	45.7' RT	861.32



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PLAN & PROFILE: MAINLINE STA. 962+00 - STA. 968+00	SHEET 356	E

SEE "PLAN DETAIL - STH 175" SHEETS FOR DETAILS.

CHAPPY | GRENNIER | LENZ | HANKE | HANKE | SKROBER | MARTIN | KRUSER | SHIMICK | RIEDER | GREVE | PULVERMACHER | LANG | KREBS | STRAUS | KLENZ

STA. 972+75.00 = STA. 130+00.00

STA. 977+00.00
END RECONSTRUCTION SECTION
BEGIN RESURFACE SECTION

SLOPE INTERCEPTS

PI 971+43.92

PI 977+60.71

BM #8601

BM #8301

970+00 | 975+00 | 980+00

N62°30'39"W | N61°41'11"W

PC 130+36.32

PT 131+06.26

PI 130+71.94

HILLTOP ROAD

TLE | R/W | PL | SEPTIC | POOL | CAUTION

5

5

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
8301	971+36	REBAR	53.4' RT	877.87
8601	976+71	REBAR	22.1' LT	910.92

PROPOSED PROFILE

+6.21%

EXISTING GROUND

VCL 280.00
K = 62.38

VPC STA 969+53.00
VPC EL 874.60

VPI STA 970+93.00
VPI EL 877.00

VPT STA 972+33.00
VPT EL 885.69

IDENTICAL POINT

VPC STA 975+52.00
VPC EL 905.48

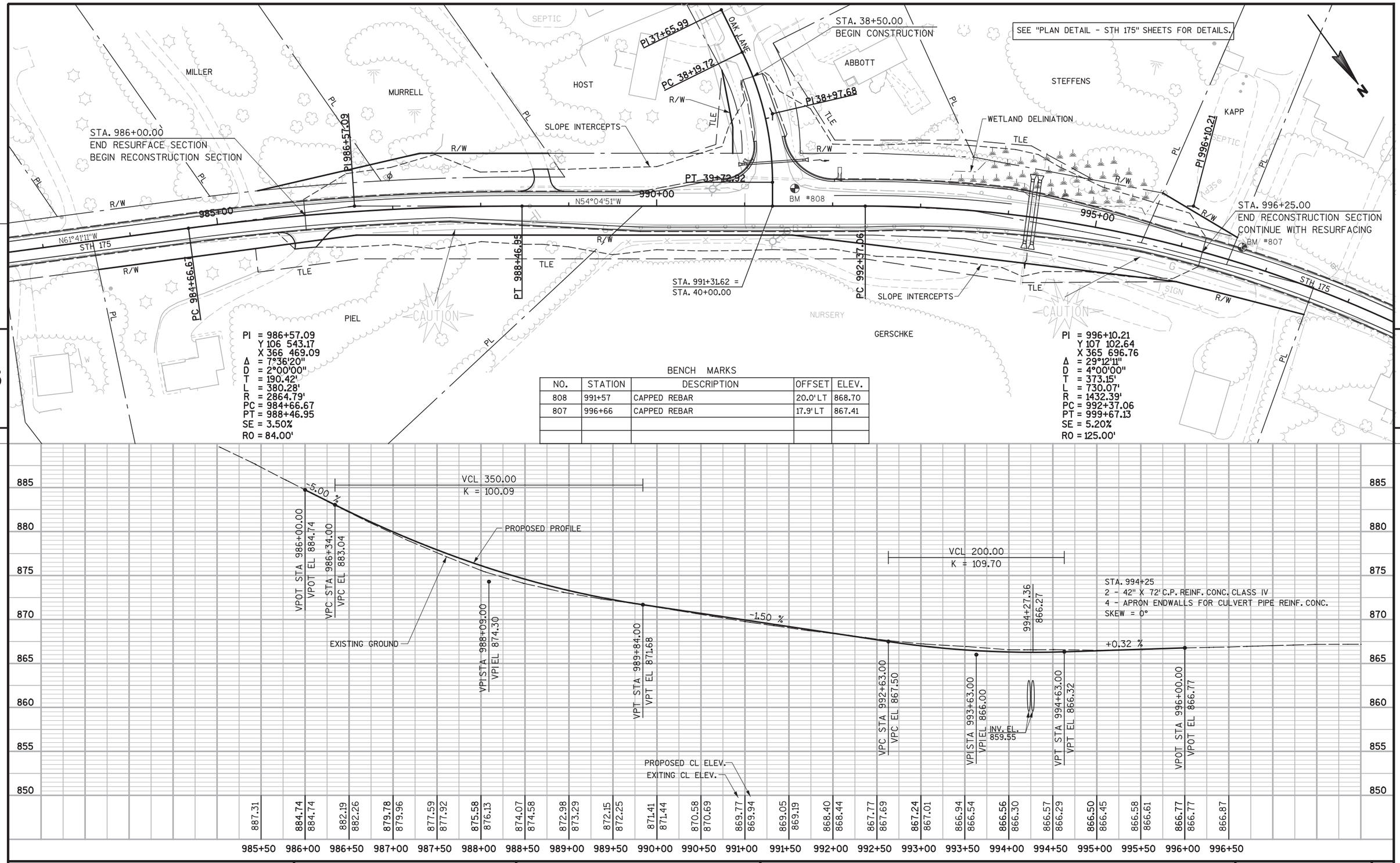
VPI STA 976+82.00
VPI EL 913.55

END RECONSTRUCTION
STA. 977+00.00
MATCH RESURFACING

K = 30.98
VCL 260.00

PROPOSED CL ELEV.
EXITING CL ELEV.

| | | | |



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PLAN & PROFILE: MAINLINE STA. 986+00 - STA. 996+00	SHEET 358	E

FILE NAME : W:\x-Projects\RD\7140\project 2 dgn\050105_pp_986_996.dgn PLOT DATE : 3/31/2016 PLOT BY : lsander PLOT NAME : PLOT SCALE : 100.0000 sf / in.

WISDOT/CADDS SHEET 40

SEE "PLAN DETAIL - STH 175" SHEETS FOR DETAILS.

PI = 1026+20.52
Y 110 010.73
X 365 143.98
Δ = -41°45'10"
D = 5°00'00"
T = 437.04'
L = 835.06'
R = 1145.92'
PC = 1021+83.48
PT = 1030+18.53
SE = 5.10%
RO = 113.00'

N

VANENGEL

CUSATIS

STA. 1018+00.00
END RESURFACE SECTION
BEGIN RECONSTRUCTION SECTION

WETLAND DELINEATION

SLOPE INTERCEPTS

R/W

PC 1021+83.48

STA 1025+00

MATCH LINE

1010+00

N00°32'44"W

1015+00

1020+00

1025

BM #805

PT 1011+54.36

PL

SEPTIC

GRAP

MYATT

KASTEN TRUST

LAJUNESSE TRUST
SHASKA

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
805	1014+30	CAPPED REBAR	28.8' RT	914.94

EXISTING GROUND

VCL 400.00
K = 43.92

VPOT STA 1018+00.00
VPOT EL 907.47

-3.08 %

+6.03 %

1019+89.21
903.73

VPC STA 1018+54.00
VPC EL 905.81

VPI STA 1020+54.00
VPI EL 899.65

VPT STA 1022+54.00
VPT EL 911.71

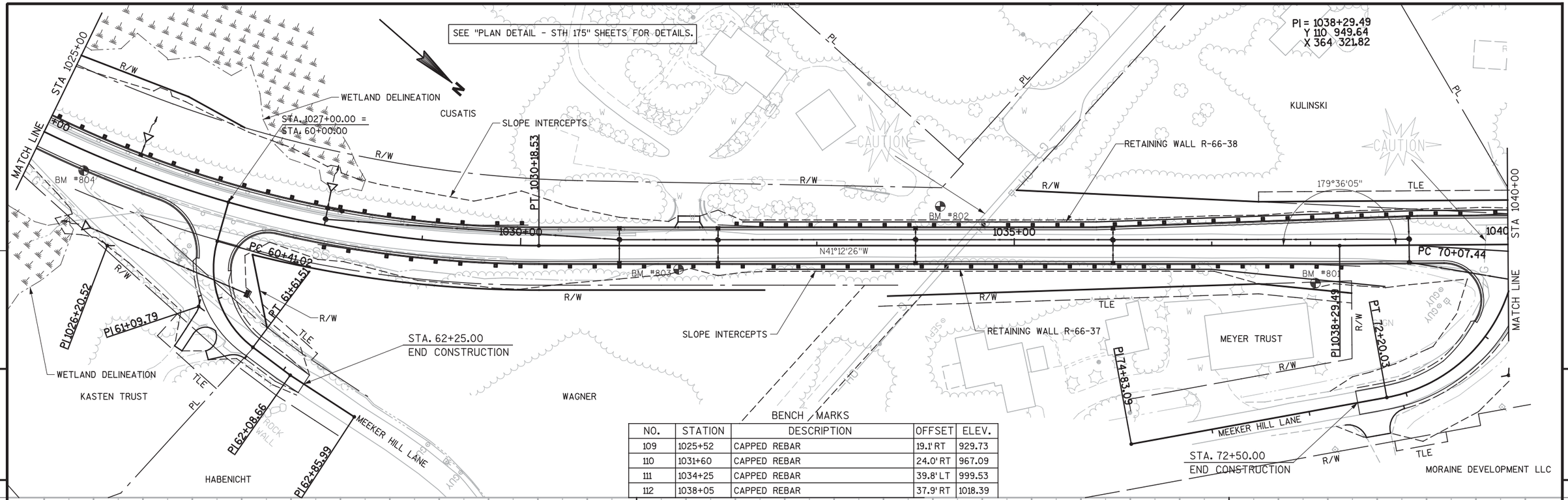
PROPOSED PROFILE

PROPOSED CL ELEV.
EXITING CL ELEV.

914.57	913.68	912.25	910.63	909.03	907.47	907.47	905.93	905.93	904.72	904.63	904.01	903.90	903.94	903.74	904.39	904.15	905.47	905.12	907.13	906.67	909.16	908.78	911.85	911.47	914.70	914.48	917.63	917.50	920.61	920.51	923.62	923.53	926.65	926.54
1015+50	1016+00	1016+50	1017+00	1017+50	1018+00	1018+50	1019+00	1019+50	1020+00	1020+50	1021+00	1021+50	1022+00	1022+50	1023+00	1023+50	1024+00	1024+50	1025+00					

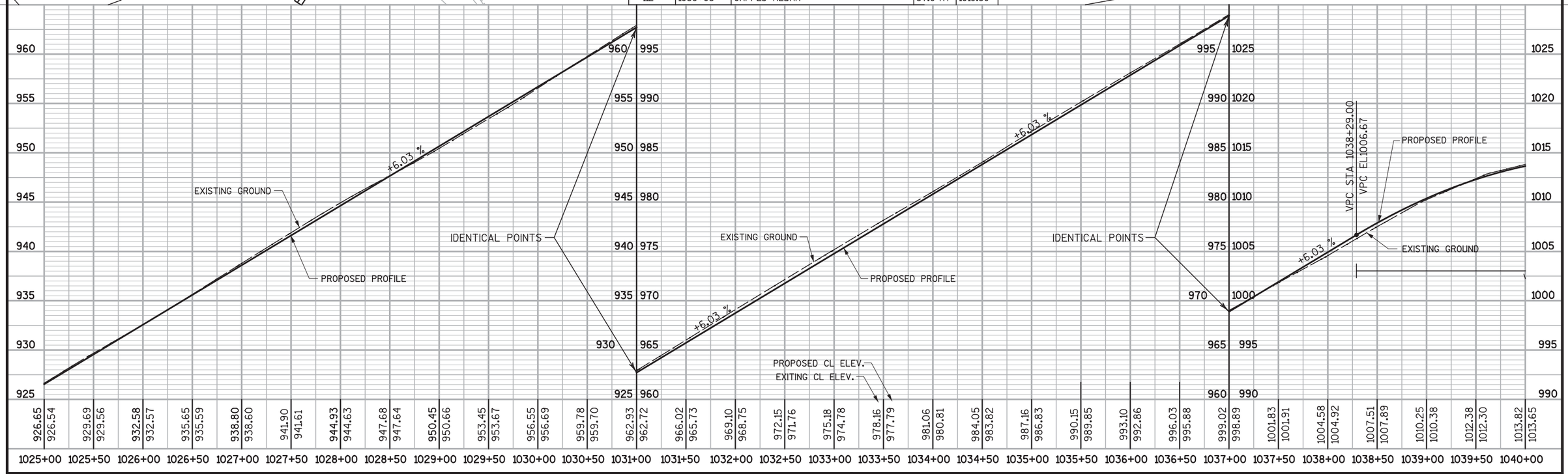
930 925 920 915 910 905 900 895

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PLAN & PROFILE: MAINLINE STA. 1018+00 - STA. 1051+50	SHEET 359	E

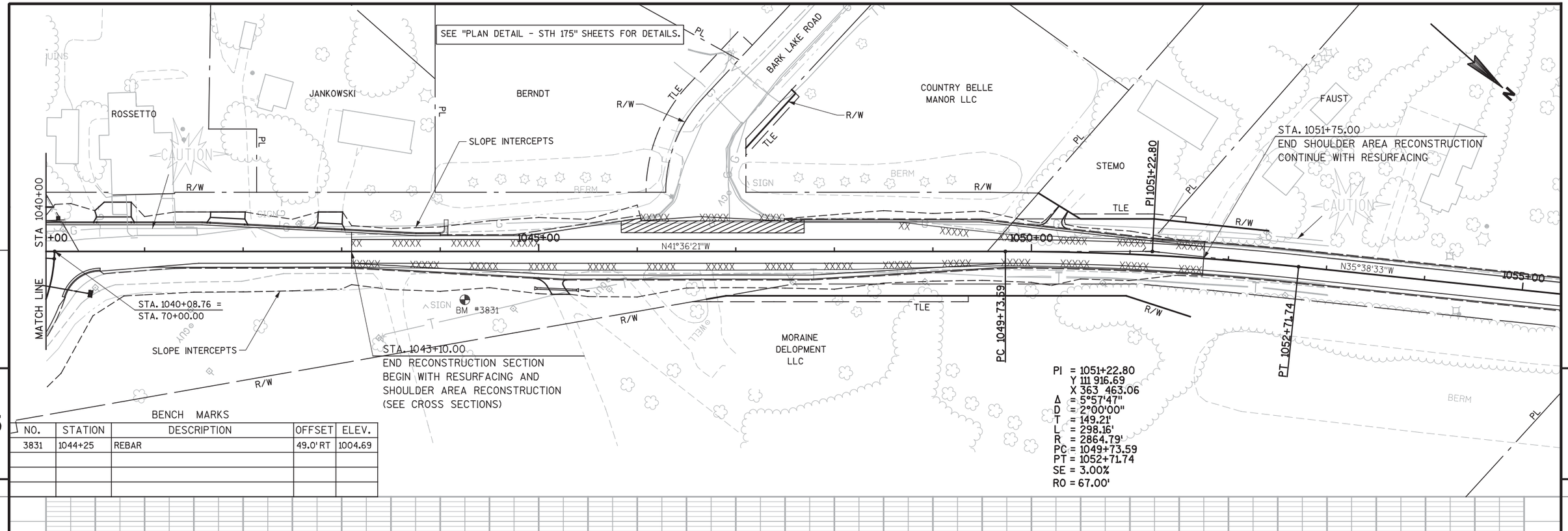


BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
109	1025+52	CAPPED REBAR	19.1' RT	929.73
110	1031+60	CAPPED REBAR	24.0' RT	967.09
111	1034+25	CAPPED REBAR	39.8' LT	999.53
112	1038+05	CAPPED REBAR	37.9' RT	1018.39



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PLAN & PROFILE: MAINLINE STA. 1018+00 - STA. 1051+50	SHEET 360	E



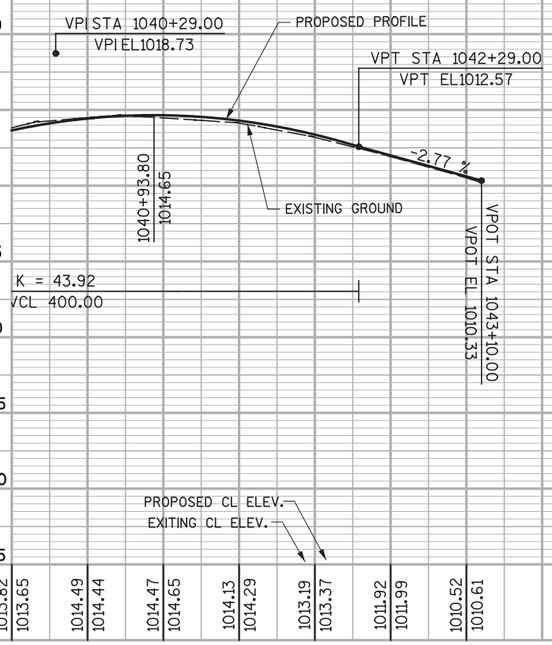
5

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
3831	1044+25	REBAR	49.0' RT	1004.69

PI = 1051+22.80
Y 111 916.69
X 363 463.06
Δ = 5°57'47"
D = 2°00'00"
T = 149.21'
L = 298.16'
R = 2864.79'
PC = 1049+73.59
PT = 1052+71.74
SE = 3.00%
R0 = 67.00'

5



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PLAN & PROFILE: MAINLINE STA. 1018+00 - STA. 1051+50	SHEET 361	E

PI = 19+33.52
Y 113 165.25
X 362 475.82
Δ = 55°15'46"
D = 57°17'45"
T = 52.35'
L = 96.45'
R = 100.00'
PC = 18+81.17
PT = 19+77.62
SE = N/A
RO = N/A

SEE "PLAN DETAIL - STH 175" SHEETS FOR DETAILS.

STA. 1063+00.00
END RESURFACE SECTION
BEGIN RECONSTRUCTION SECTION

STA. 17+50.00
BEGIN CONSTRUCTION

STA. 1072+00.00
END RECONSTRUCTION SECTION
CONTINUE WITH RESURFACING

SLOPE INTERCEPTS

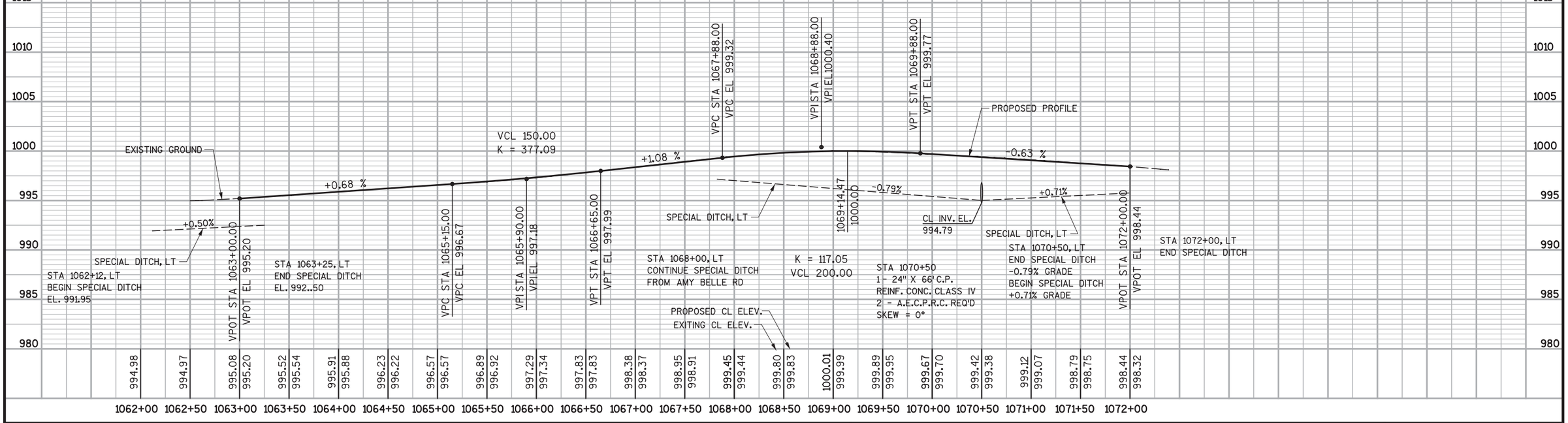
SECTION CORNER - CONTACT SEWRPC, WASHINGTON COUNTY SURVEYOR AND THE PROJECT ENGINEER BEFORE DISTURBING.

STA. 1067+12.50 =
STA. 20+00.00

PI = 1069+24.21
Y 113 380.86
X 362 413.17
Δ = 8°56'50"
D = 3°00'00"
T = 149.43'
L = 298.24'
R = 1909.86'
PC = 1067+74.79
PT = 1070+73.03
SE = 4.00%
RO = 89.00'

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
4251	1062+49	REBAR	30.2' LT	994.56
4252	1064+11	REBAR	265.5' LT	1015.02



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PLAN & PROFILE: MAINLINE STA. 1063+00 - STA. 1072+00	SHEET 362	E

FILE NAME : W:\x-Projects\RD\7140\project 2 dgn\050109_pp_1063_1072.dgn PLOT DATE : 3/31/2016 PLOT BY : lsander PLOT NAME : PLOT SCALE : 100.0000 sf / in.

WISDOT/CADDS SHEET 40

SEE "PLAN DETAIL - STH 175" SHEETS FOR DETAILS.

STA. 1194+75.00
END RECONSTRUCTION SECTION
BEGIN RESURFACE SECTION
AND SHOULDER AREA RECONSTRUCTION, LT & RT

WISCONSIN & SOUTHERN RAILROAD

WETLAND DELINIATION
RDKF 2049 LLC

4" PIPE OUTLET

MESSIG

BRANDT

BKZ PROPERTIES LLC

SEPTIC

WARANKA

STEELE

WILLIS

COOPER

KUCZA

WALLS

MOSGALLER

SLOPE INTERCEPTS

R/W

PC 1208+17.74

1195+00

1200+00

1205+00

N30°00'56"W

BM #201

EXISTING 8" CONCRETE PIPE

WETLAND DELINIATION
SCHUH

BERNARD

STA. 1194+05.00
END EXEPTION TO NET CL LENGTH
PROJECT ID 3360-09-70
BEGIN RECONSTRUCTION SECTION

STA. 1196+10.00, RT
END SHOULDER AREA RECONSTRUCTION
CONTINUE WITH RESURFACE SECTION

STUESSER TRUST

STA. 1202+60.00, LT
END SHOULDER AREA RECONSTRUCTION
CONTINUE WITH RESURFACING

STA. 1206+53.15
END RESURFACE SECTION
BEGIN RECONSTRUCTION SECTION

PI 1206+39.97

DYKAS

BANSE TRUST

UNDERGROUND WATER VAULT (16'x14'x10')

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
201	1201+75	REBAR, 22.2' RT	966.57

STA. 1194+75.00
END RECONSTRUCTION SECTION
BEGIN RESURFACE SECTION
AND SHOULDER AREA RECONSTRUCTION, LT & RT

PROPOSED PROFILE

EXISTING GROUND

1194+57.70
954.45

PROPOSED CL ELEV.
EXITING CL ELEV.

VPI STA 1194+75.00
VPI EL 954.47

985 980 975 970 965 960 955 950

954.62 954.63 954.48 954.46 954.55 954.91 955.54 956.43 957.60 959.02 965.00 966.15 967.06 967.67 968.01 968.28 968.55 968.80 968.97 969.24

1194+00 1194+50 1195+00 1195+50 1196+00 1196+50 1197+00 1197+50 1199+00 1199+50 1200+00 1200+50 1201+00 1201+50 1202+00 1202+50 1203+00 1203+50 1204+00

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PLAN & PROFILE: MAINLINE STA. 1199+00 - STA. 1203+00	SHEET 363	E

FILE NAME : W:\x-Projects\RD\7140\project 2 dgn\050110_pp_1196_1203.dgn PLOT DATE : 3/31/2016 PLOT BY : lsander PLOT NAME : PLOT SCALE : 100.0000 sf / in.

WISDOT/CADDS SHEET 40

STA. 1269+50.00
END RESURFACE SECTION
BEGIN RECONSTRUCTION SECTION

STA. 119+11.00, RT
BEGIN CONSTRUCTION

SECTION CORNER - CONTACT SEWRPC, WASHINGTON COUNTY SURVEYOR AND THE PROJECT ENGINEER BEFORE DISTURBING.

STA. 118+50.00, LT
BEGIN CONSTRUCTION

SEE "PLAN DETAIL - STH 175" SHEETS FOR DETAILS.

STA. 1283+62.80 BK
END RECONSTRUCTION SECTION
CONTINUE WITH RESURFACING

STA. 1275+51.99 =
STA. 120+00.00

STA. 1275+57.07 =
STA. 120+00.00

SLOPE INTERCEPTS

SECTION CORNER - CONTACT SEWRPC, WASHINGTON COUNTY SURVEYOR AND THE PROJECT ENGINEER BEFORE DISTURBING.

WETLAND DELINIATION

STA. 1279+85
REMOVE EXISTING
6' SPAN X 4' RISE X 58'
CONCRETE BOX CULVERT

EQUATION
1283+62.80 BACK =
1283+62.94 AHEAD

KRUEGER
KIONS
JAEGER LAND HOLDINGS, LLC
KILIAN
ROWELL
MERGENER
KLEBENOW
KULAKOWSKI
STANOSSEK
WEPCO
SUBSTATION

PIONEER RD
STH 175

PI = 1271+66.98
Y 131 931.87
X 354 776.73
Δ = 6°54'52"
D = 2°00'00"
T = 173.07'
L = 345.72'
R = 2864.79'
PC = 1269+93.91
PT = 1273+39.63
SE = 4.00%
RO = 102.00'

PI = 1280+12.04
Y 132 739.49
X 354 526.57
Δ = -7°01'26"
D = 1°00'00"
T = 351.64'
L = 702.39'
R = 5729.58'
PC = 1276+60.40
PT = 1283+62.80
SE = 2.40%
RO = 61.00'

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
712	1271+21	CAPPED REBAR	22.6' RT	980.56
106	1274+32	REBAR	30.3' LT	979.38
710	1275+36	CAPPED REBAR	62.0' LT	977.87
711	1280+60	CAPPED REBAR	23.8' RT	969.95

VPOT STA 1269+50.00
VPOT EL 980.52
+0.46 %
VPC STA 1270+94.00
VPC EL 981.18
1271+46.47
981.30
VPI STA 1272+94.00
VPI EL 982.10
K = 114.25
VCL 400.00
VPT STA 1274+94.00
VPT EL 976.02
-3.04 %
VPC STA 1275+47.00
VPC EL 974.40
EXISTING GROUND
VCL 400.00
K = 119.71
VPI STA 1277+47.00
VPI EL 968.32
1279+11.15
968.87
VPT STA 1279+47.00
VPT EL 968.92
+0.30 %
NORMAL FLOW
962.90
PROPOSED PROFILE
INV. EL.
961.60
STA. 1279+93
1 - 58" X 91" X 126' C.P.R.C.
HORZ. ELLIP. CLASS HE-III
2 - APRON ENDWALLS REQ'D
SKEW = 48° LHF
VPC STA 1282+28.00
VPC EL 969.76
MATCH EXISTING CURVE
BACK 1283+62.80
AHEAD 1283+62.94

PROPOSED CL ELEV.
EXITING CL ELEV.

980.52 980.52 | 980.72 980.75 | 980.98 980.98 | 981.22 981.21 | 981.36 981.30 | 981.18 981.18 | 980.86 980.83 | 980.26 980.27 | 979.45 979.49 | 978.44 978.49 | 977.20 977.27 | 975.79 975.83 | 974.25 974.31 | 972.63 972.91 | 971.36 971.71 | 970.35 970.73 | 969.66 969.95 | 969.34 969.38 | 969.28 969.02 | 969.33 968.87 | 969.64 968.93 | 969.91 969.08 | 970.00 969.23 | 970.08 969.38 | 970.06 969.53 | 969.68 969.68 | 970.07 969.88 | 970.73 970.52 | 971.77 971.68 | 973.36

1269+50 | 1270+00 | 1270+50 | 1271+00 | 1271+50 | 1272+00 | 1272+50 | 1273+00 | 1273+50 | 1274+00 | 1274+50 | 1275+00 | 1275+50 | 1276+00 | 1276+50 | 1277+00 | 1277+50 | 1278+00 | 1278+50 | 1279+00 | 1279+50 | 1280+00 | 1280+50 | 1281+00 | 1281+50 | 1282+00 | 1282+50 | 1283+00 | 1283+50 | 1284+00

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PLAN & PROFILE: MAINLINE STA. 1269+50 - STA. 1283+62.80	SHEET 364 E

PI = 1315+52.90
Y 135 905.81
X 352 942.56

STA. 8+00.00
BEGIN CONSTRUCTION

SEE "PLAN DETAIL - STH 175" SHEETS FOR DETAILS.

WETLAND DELINIATION
TLE
R/W
SCENIC (SOUTH)
GATOR PROPERTIES LLC
SLOPE INTERCEPTS
PI 9+53.25
PC 9+05.41
178°58'24"
PI 1315+52.90
1315+00
1320+00
PT 9+99.86
1325+00
N24°40'11"W
N25°41'46"W
STH 175
178°14'27"
STA. 1316+00.00
END RESURFACE SECTION
BEGIN RECONSTRUCTION SECTION
STA. 1319+63.61 =
STA. 10+00.00
PI 1321+05.96
SCHULTZ
MORENO
SCHMIDT
ROBBINS
DYBOAL
SEPTIC
CAUTION
BM #708
STA. 1325+10.00
END RECONSTRUCTION SECTION
CONTINUE WITH RESURFACING

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
708	1328+91	CAPPED REBAR	36.0' RT	1012.21

PI = 1321+05.96
Y 136 408.39
X 352 711.72

PROPOSED PROFILE
+1.27 %
EXISTING GROUND
VPOT STA 1316+00.00
VPOT EL 988.03
VPOT STA 1325+00.00
VPOT EL 999.42
PROPOSED CL ELEV.
EXITING CL ELEV.

1316+00	1316+50	1317+00	1317+50	1318+00	1318+50	1319+00	1319+50	1320+00	1320+50	1321+00	1321+50	1322+00	1322+50	1323+00	1323+50	1324+00	1324+50	1325+00	1325+50
988.03	988.60	988.94	989.47	990.14	990.80	991.47	992.09	992.68	993.34	994.17	994.44	994.93	995.67	996.28	997.02	997.89	998.61	999.42	999.69
988.03	988.66	989.30	989.93	990.56	991.19	991.83	992.46	993.09	993.72	994.36	994.99	995.62	996.26	996.89	997.52	998.15	998.79	999.42	

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PLAN & PROFILE: MAINLINE STA. 1318+00 - STA. 1326+00	SHEET 365	E

FILE NAME : W:\x-Projects\RD\7140\project 2 dgn\050113_pp_1316_1325.dgn PLOT DATE : 3/31/2016 PLOT BY : lsander PLOT NAME : PLOT SCALE : 100.0000 sf / in.

WISDOT/CADDS SHEET 40

SEE "PLAN DETAIL - STH 175" SHEETS FOR DETAILS.

CANADIAN NATIONAL RAILWAY

WISCONSIN & SOUTHERN RAILROAD

STA. 1380+00.00, RT
BEGIN SHOULDER AREA RECONSTRUCTION
(SEE CROSS SECTIONS)

STA. 1393+00.00
END RESURFACE SECTION
BEGIN RECONSTRUCTION SECTION

N

BM #13

BM #699

1380+00

1385+00

1390+00

STH 175

N77°29'51"W

R/W

WETLAND DELINIATION

TLE

RETAINING WALL R-66-36

PL

SLOPE INTERCEPTS

LANDMARK CREDIT UNION

BROWN

PC 1388+73.12

STA. 1390+00.00, RT
END SHOULDER AREA RECONSTRUCTION
(SEE CROSS SECTIONS)

PI = 1395+06.19
Y 140 567.80
X 347 077.70
Δ = 12°36'37"
D = 1°00'00"
T = 633.07'
L = 1261.03'
R = 5729.58'
PC = 1388+73.11
PT = 1401+34.15
SE = 2.40%
R0 = 61.00'

RIPRAP

NEUVILLE

5

5

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
13	1385+44	REBAR	24.5' LT	1020.15
699	1391+41	CAPPED REBAR	23.2' LT	1018.60

1030
1025
1020
1015
1010
1005
1000
995

+1.5 %
+1.0 %
+1.6 %
+2.0 %

STA 1380+00, RT
BEGIN SPECIAL DITCH

SPECIAL DITCH, RT

STA 1382+35, RT
END SPECIAL DITCH

EXISTING PROFILE

EXITING CL ELEV.

1004.64 1004.92 1005.40 1006.23 1007.35 1009.04 1011.26 1013.87 1016.20 1018.26 1020.11 1021.55 1022.67 1023.52 1023.94 1024.03 1023.84 1023.34 1022.77 1022.15 1021.30

1380+00 1380+50 1381+00 1381+50 1382+00 1382+50 1383+00 1383+50 1384+00 1384+50 1385+00 1385+50 1386+00 1386+50 1387+00 1387+50 1388+00 1388+50 1389+00 1389+50 1390+00

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PLAN & PROFILE: MAINLINE STA. 1380+00 - STA. 1390+00	SHEET 366	E

FILE NAME : W:\x-Projects\RD\7140\project 2 dgn\050116_pp_1380_1390.dgn PLOT DATE : 3/31/2016 PLOT BY : lsander PLOT NAME : PLOT SCALE : 100.0000 sf / in.

WISDOT/CADDS SHEET 40

STA. 1393+00.00
END RESURFACE SECTION
BEGIN RECONSTRUCTION SECTION

SLOPE INTERCEPTS

WISCONSIN CENTRAL LTD

CANADIAN NATIONAL RAILWAY

WISCONSIN & SOUTHERN RAILROAD

BM #129

BM #130

1390+00

1395+00

1400+00

1405+00

STH 175

R/W

TLE

PL

HILLSIDE RD

PI 1395+06.19

PI 18+71.17

PI 19+22.24

PI 22+00.00

WETLAND DELINIATION

STA. 1397+40.58 =
STA. 20+00.00

SEE "PLAN DETAIL - STH 175" SHEETS FOR ~~DETAILS.~~

N64°53'14"W

PT 1401+34.15

STA. 1402+00.00
END RECONSTRUCTION SECTION
BEGIN RESURFACE SECTION

BROWN

NEUVILLE

RIPRAP

BARTLING

CAUTION

STA. 1397+34.13 =
STA. 20+00.00

STA. 21+60.00
END CONSTRUCTION

PI = 1395+06.19
Y 140 567.80
X 347 077.70
Δ = 12°36'37"
D = 1°00'00"
T = 633.07'
L = 1261.03'
R = 5729.58'
PC = 1388+73.11
PT = 1401+34.15
SE = 2.40%
RO = 61.00'

5

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
129	1391+41	CAPPED REBAR	23.2' LT	1018.60
130	1396+67	CAPPED REBAR	169.9' LT	1019.91

VCL 540.00
K = 152.34

K = 233.35
VCL 170.00

PROPOSED PROFILE

-1.25 %

+2.30 %

+1.57 %

VPOT STA 1393+00.00
VPOT EL1018.26

INV. EL.
1013.86

STA. 1393+10
1 - 24" X 52' CPRC CLASS IV
2 - AECPRC
0° SKEW

VPC STA 1393+63.00
VPC EL1017.47

EXISTING GROUND

1395+53.31
1016.28

VPI STA 1396+33.00
VPI EL1014.10

STA. 1398+50
1 - 19" X 30" X 68" CPRC
HORIZ. ELLIP. CL. HE- IV
2 - AECPRCHE
0° SKEW

INV. EL.
1015.09

VPT STA 1399+03.00
VPT EL1020.30

VPC STA 1399+88.00
VPC EL1022.25

VPI STA 1400+73.00
VPI EL1024.20

VPT STA 1401+58.00
VPT EL1025.53

VPOT STA 1402+00.00
VPOT EL1026.19

PROPOSED CL ELEV.
EXITING CL ELEV.

| | | | |

SEE "PLAN DETAIL - STH 175" SHEETS FOR DETAILS.

PI =
Y
X
Δ =
D =
T =
L =
R =
PC =
PT =
SE =
RO =

WISCONSIN SOUTHERN RAILROAD

SEIFERT

SLOPE INTERCEPTS

STA. 1447+96.15 =
STA. 10+00.00

PI 1449+19.36

BRAZEE

RALPH WILLIAMS
REAL ESTATE

1445+00

1450+00

1455+00

RC 10+17.91

N59°33'31"W

N43°36'14"W

PI 12+00.00

PC 1446+89.95

PI 10+44.68

PT 10+67.07

PT 1444+12.76

PI 13+00.00

WOEHRER

DUNMAR
PROPERTIES
LLC

CAUTION

SLOPE INTERCEPTS

PT 1451+45.80

WOLF

WILLIAMS

LAHR

KRATZ

SCHICKERT

WENNINGER

SHERMAN RD

STA. 1443+00.00
END RESURFACE SECTION
BEGIN RECONSTRUCTION SECTION

STA. 1452+00.00
END RECONSTRUCTION SECTION
BEGIN RESURFACE SECTION

STA. 11+65.00
END CONSTRUCTION

PI = 1449+19.36
Y 142 953.18
X 342 215.94
Δ = 15°57'18"
D = 3°30'00"
T = 229.41'
L = 455.86'
R = 1637.02'
PC = 1446+89.94
PT = 1451+45.80
SE = 3.20%
RO = 62.00'

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
700	1437+91	CAPPED REBAR	13.8' LT	1044.19

VPOT STA 1443+00.00
VPOT EL1047.96

VPC STA 1446+10.00
VPC EL1050.08

VPI STA 1447+60.00
VPI EL1051.10

VPT STA 1449+10.00
VPT EL1050.58

VPOT STA 1452+00.00
VPOT EL1049.58

+0.68 %
+0.7%
+0.5%
-0.35 %

PROPOSED PROFILE

SPECIAL DITCH, LT
SPECIAL DITCH, RT
EXISTING GROUND

STA. 1443+50, RT
BEGIN SPECIAL DITCH

STA. 1443+25, LT
BEGIN SPECIAL DITCH

STA. 1445+10, LT
END SPECIAL DITCH

STA. 1446+50, RT
END SPECIAL DITCH

1448+09.19
1050.76

K = 291.81
VCL 300.00

PROPOSED CL ELEV.
EXITING CL ELEV.

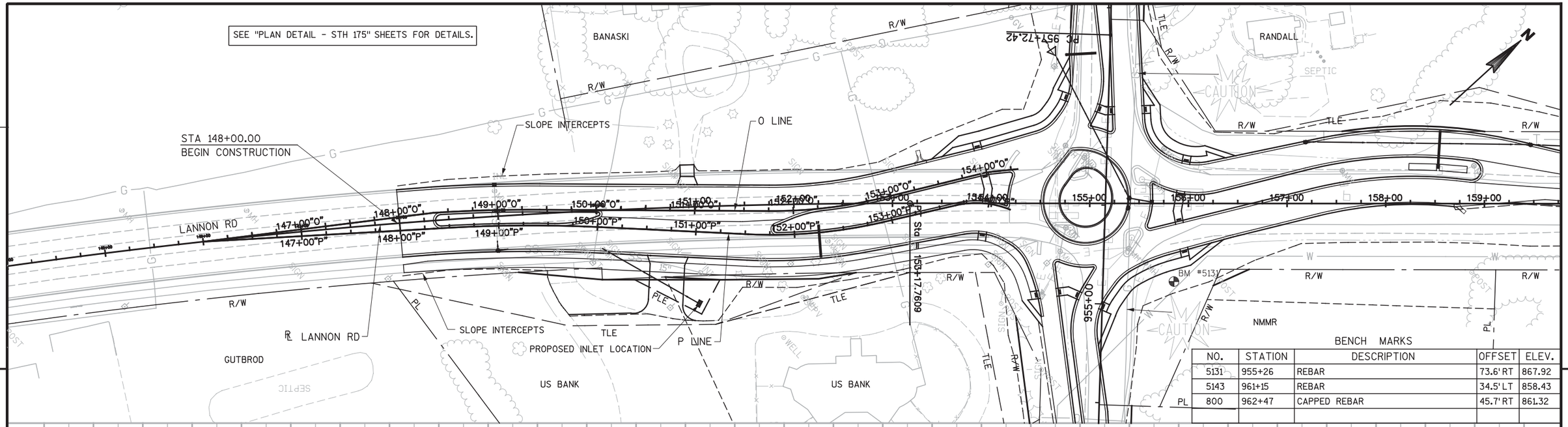
1442+50	1443+00	1443+50	1444+00	1444+50	1445+00	1445+50	1446+00	1446+50	1447+00	1447+50	1448+00	1448+50	1449+00	1449+50	1450+00	1450+50	1451+00	1451+50	1452+00	1452+50	1453+00
1047.62	1047.96	1048.31	1048.64	1049.05	1049.36	1049.60	1050.03	1050.20	1050.34	1050.48	1050.46	1050.11	1049.73	1049.58	1049.56	1049.61	1049.62	1049.59	1049.58	1049.44	1049.24
	1047.96	1048.30	1048.64	1048.98	1049.33	1049.67	1050.01	1050.32	1050.55	1050.70	1050.75	1050.73	1050.61	1050.44	1050.27	1050.10	1049.93	1049.75	1049.58	1049.58	

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PLAN & PROFILE: MAINLINE - STA. 1443+00 - 1452+00	SHEET 368	E

FILE NAME : W:\x-Projects\RD\7140\project 2 dgn\050118_pp_1443_1452.dgn PLOT DATE : 3/31/2016 PLOT BY : lsander PLOT NAME : PLOT SCALE : 100.0000 sf / in.

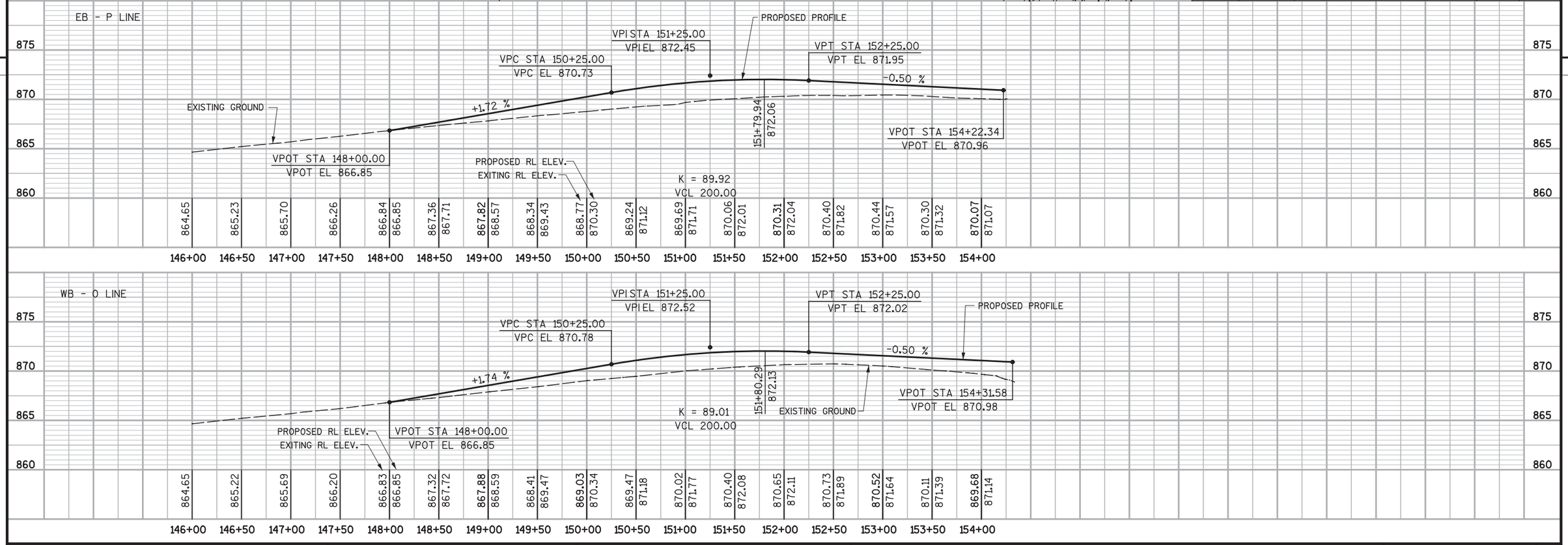
WISDOT/CADDS SHEET 40

SEE "PLAN DETAIL - STH 175" SHEETS FOR DETAILS.

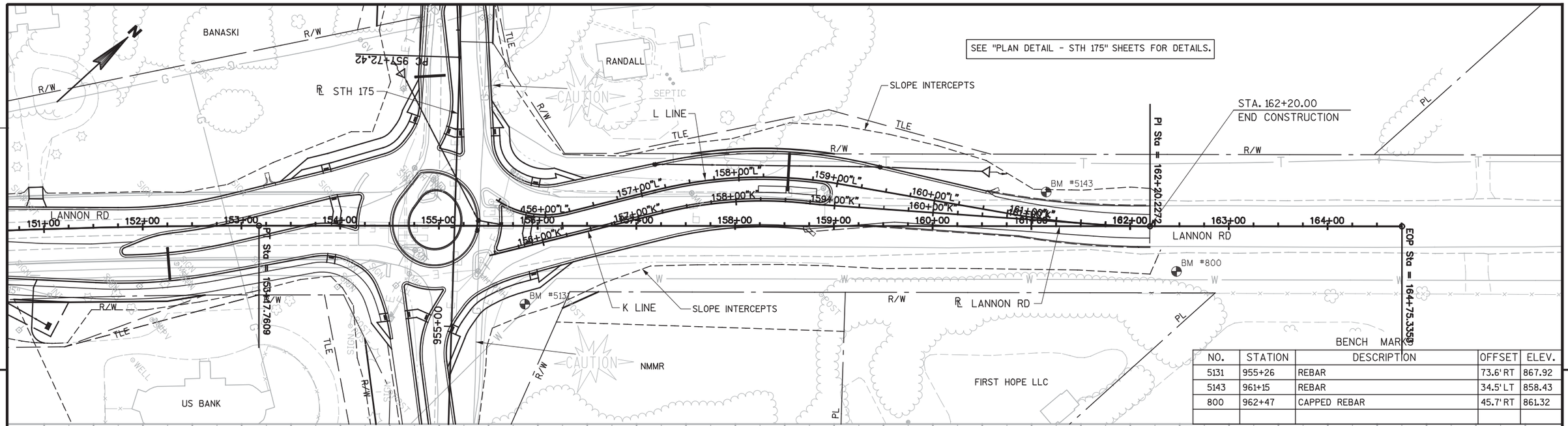


BENCH MARKS

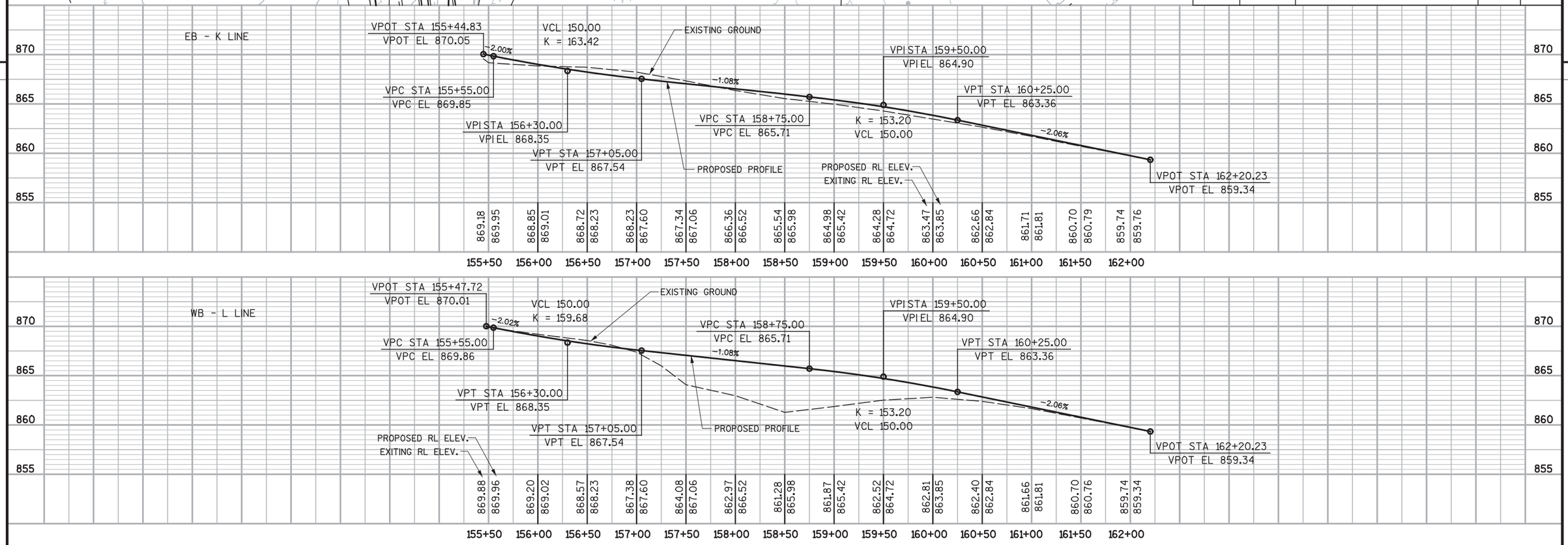
NO.	STATION	DESCRIPTION	OFFSET	ELEV.
5131	955+26	REBAR	73.6' RT	867.92
5143	961+15	REBAR	34.5' LT	858.43
PL 800	962+47	CAPPED REBAR	45.7' RT	861.32



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PLAN & PROFILE: WEST LEG LANNON RD - LANNON ROUNDABOUT	SHEET 369	E



NO.	STATION	DESCRIPTION	OFFSET	ELEV.
5131	955+26	REBAR	73.6' RT	867.92
5143	961+15	REBAR	34.5' LT	858.43
800	962+47	CAPPED REBAR	45.7' RT	861.32	



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PLAN & PROFILE: EAST LEG LANNON RD - LANNON ROUNDABOUT	SHEET 370	E

SEE "PLAN DETAIL - STH 175" SHEETS FOR DETAILS.

DOCTORS LLC

SLOPE INTERCEPTS

STA 180+00.00 =
STA 961+54.13

BEG ENTERPRISES FIFTEEN LLC

BEG ENTERPRISES FIFTEEN LLC

RANDALL

WETLAND DELINEATION

BM #800

PC 177+16.82

PT 178+82.45

S89°01'50"E

WILLOW CREEK ROAD

R/W

PL

TILE

P 176+00.00

STA 178+25.00
BEGIN CONSTRUCTION

BM #5143

P 178+47.93

BUECHLER

SLOPE INTERCEPTS

P 178+81.46

P 960+00.96

P 959+14.92

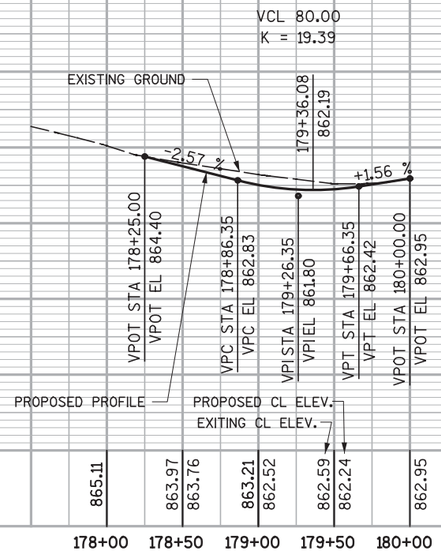
BANASKI

WETLAND DELINEATION

SEPTIC

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
5131	955+26	REBAR	73.6' RT	867.92
5143	961+15	REBAR	34.5' LT	858.43
800	962+47	CAPPED REBAR	45.7' RT	861.32	



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PLAN & PROFILE: WILLOW CREEK ROAD	SHEET 371	E

SEE "PLAN DETAIL - STH 175" SHEETS FOR DETAILS.

HANKE

PL

HANKE

STA. 130+00.00 =
STA 972+75.00

R/W

975+00

TLE

R/W

PL

SEPTIC

LANG

SLOPE INTERCEPTS

ASPHALTIC FLUME

STA. 133+00.00
END CONSTRUCTION

CAUTION

PC 130+35.32

PT 131+06.26

R/W

PL

N00°52'08"E

HILLTOP ROAD

R/W

R/W

971+43.92

R/W

P.I 130+71.94

P.I 133+00.00

SEPTIC

LENZ

PL

TLE

BM #8301

SLOPE INTERCEPTS

PULVERMACHER

PL

970+00

R/W

TLE

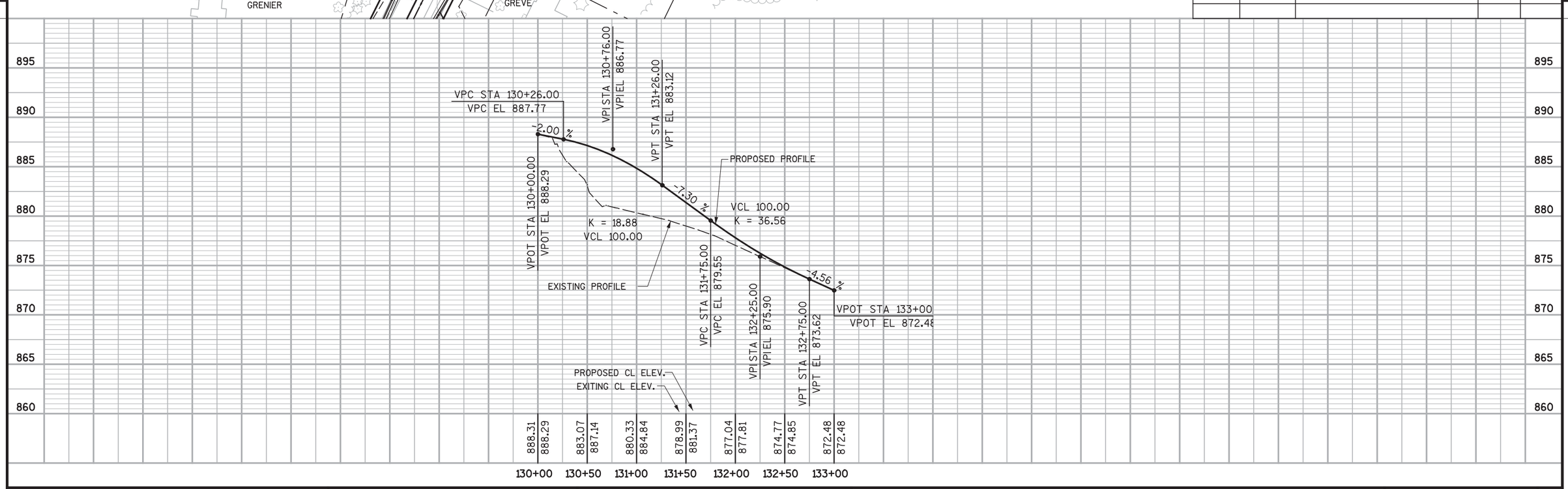
PL

GRENIER

GREVE

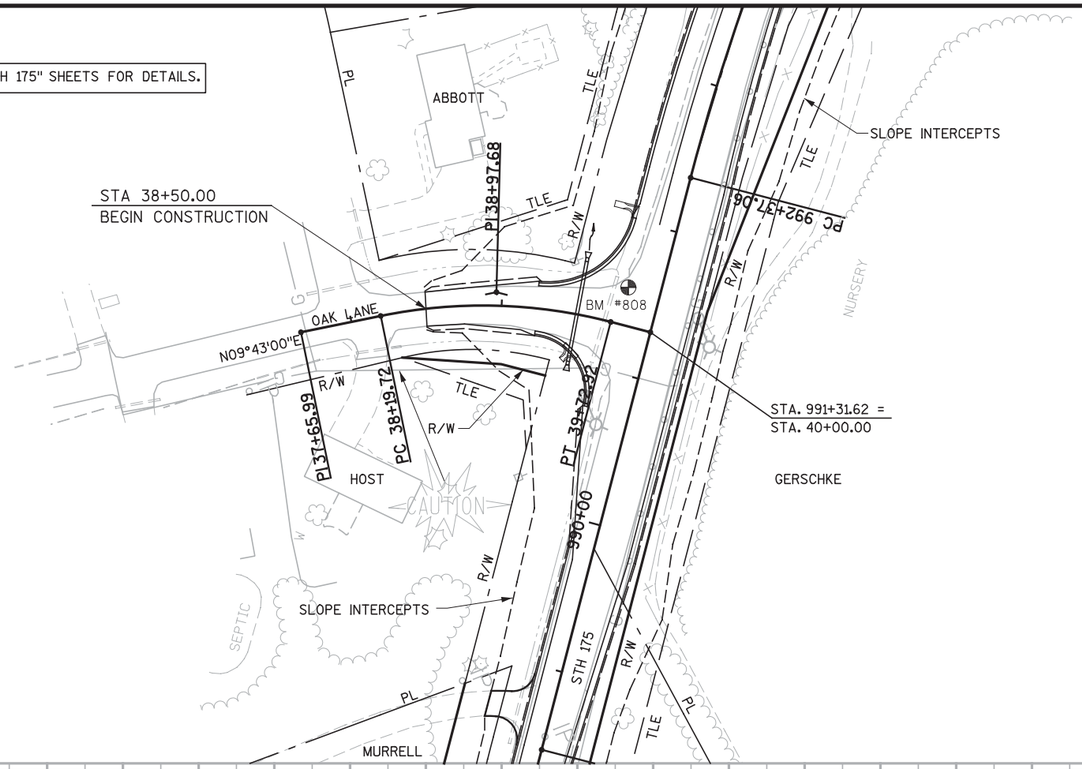
BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
8301	971+36	REBAR	53.4' RT	877.87
8601	976+71	REBAR	22.1' LT	910.92	



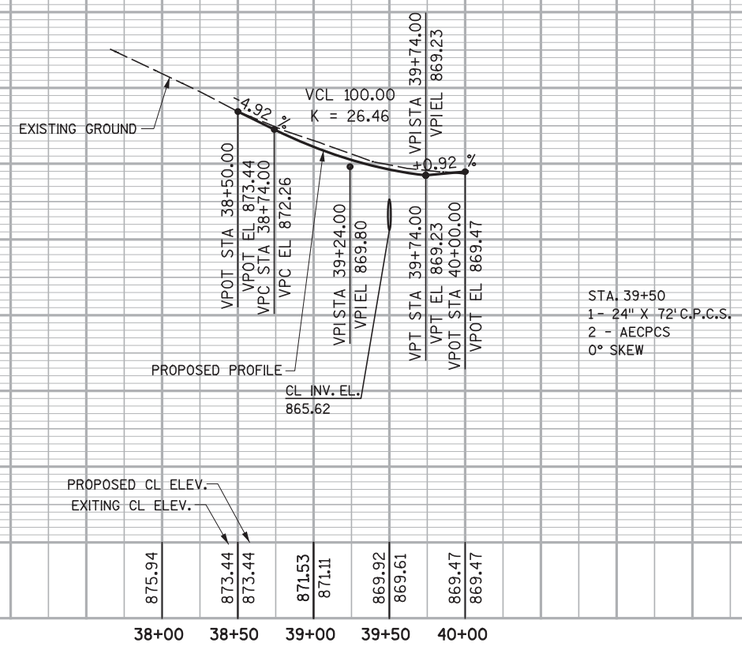
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PLAN & PROFILE: HILLTOP ROAD	SHEET 372	E

SEE "PLAN DETAIL - STH 175" SHEETS FOR DETAILS.

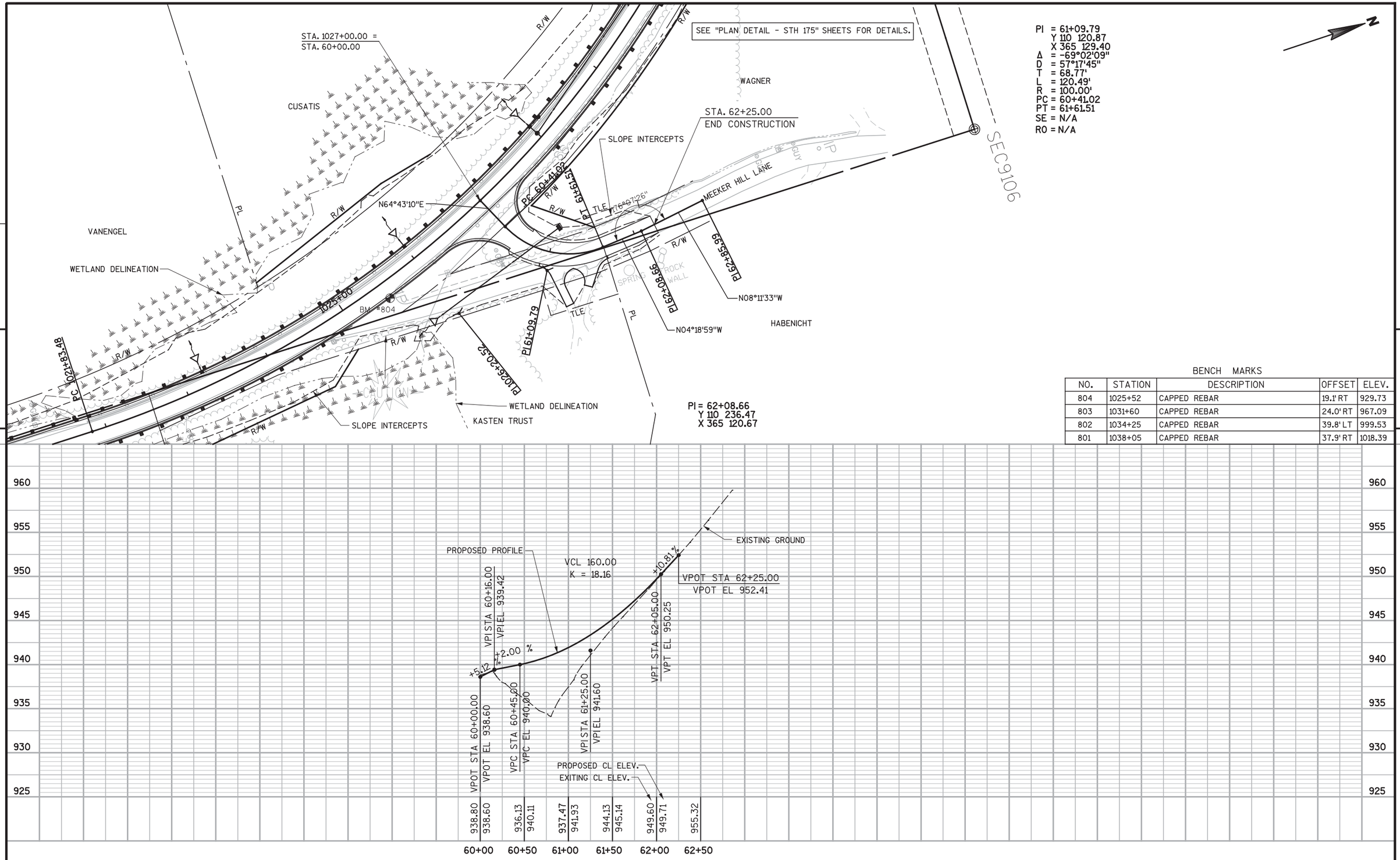


BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
105	991+57	CAPPED REBAR	20.0'LT	868.70
106	996+66	CAPPED REBAR	17.9'LT	867.41



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PLAN & PROFILE: OAK LANE	SHEET 373	E



BENCH MARKS

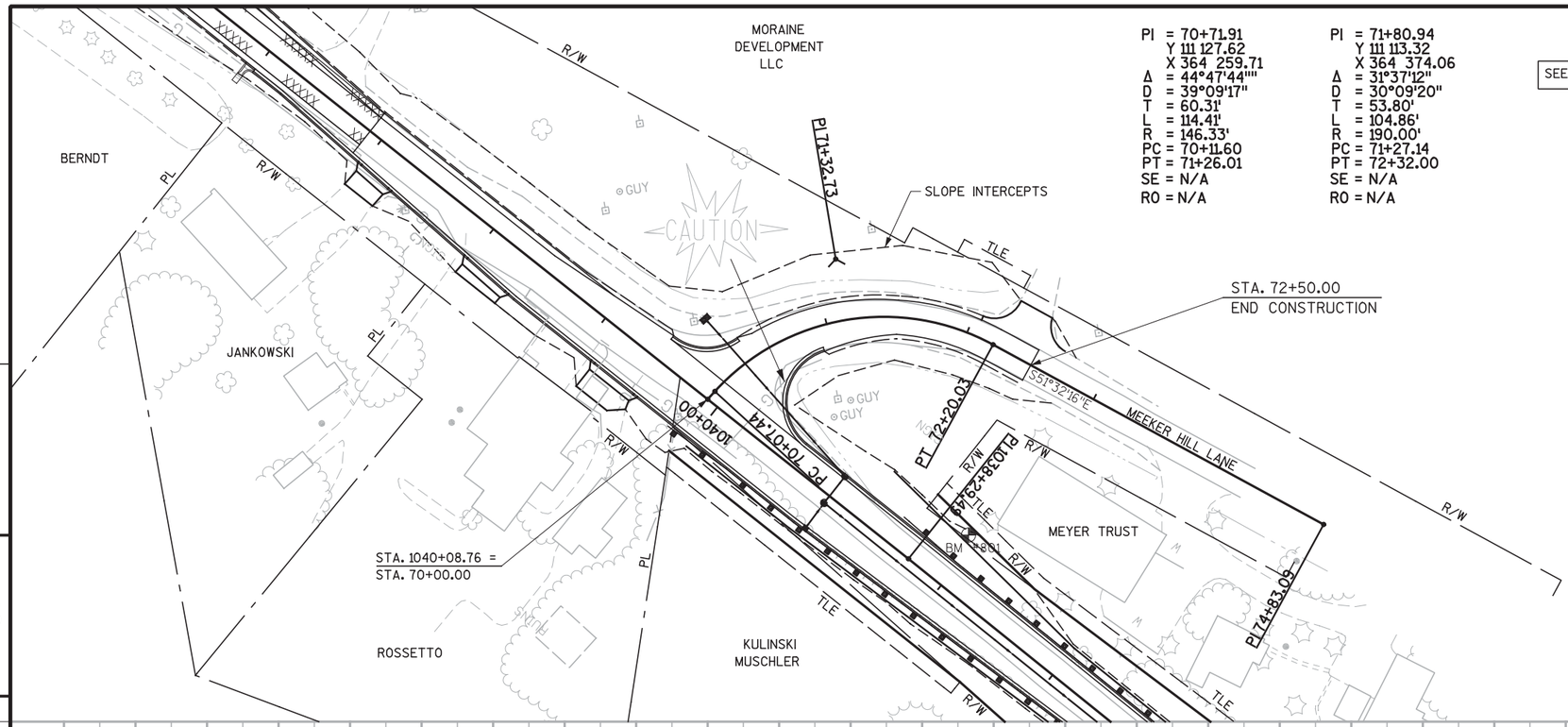
NO.	STATION	DESCRIPTION	OFFSET	ELEV.
804	1025+52	CAPPED REBAR	19.1' RT	929.73
803	1031+60	CAPPED REBAR	24.0' RT	967.09
802	1034+25	CAPPED REBAR	39.8' LT	999.53
801	1038+05	CAPPED REBAR	37.9' RT	1018.39

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PLAN & PROFILE: MEEKER HILL LANE - SOUTH	SHEET 374	E

PI = 70+71.91
Y 111 127.62
X 364 259.71
Δ = 44°47'44""
D = 39°09'17"
T = 60.31'
L = 114.41'
R = 146.33'
PC = 70+11.60
PT = 71+26.01
SE = N/A
RO = N/A

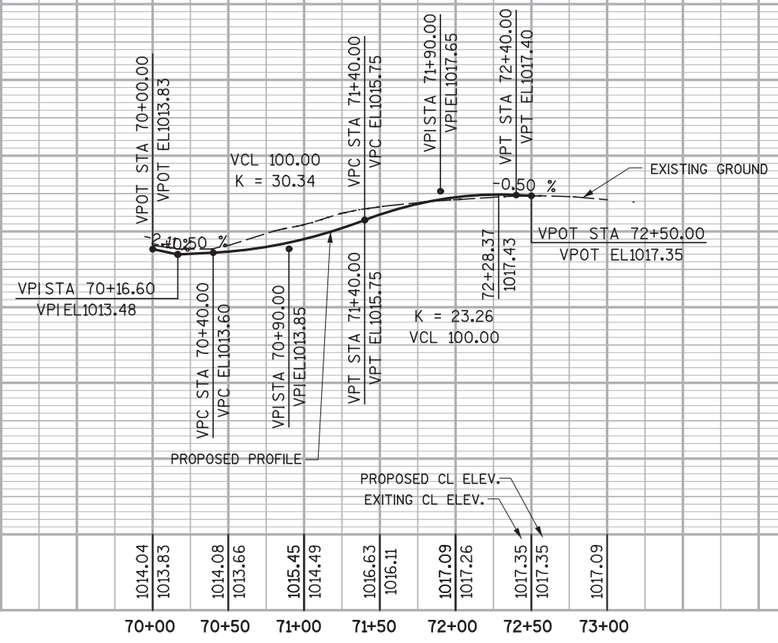
PI = 71+80.94
Y 111 113.32
X 364 374.06
Δ = 31°37'12"
D = 30°09'20"
T = 53.80'
L = 104.86'
R = 190.00'
PC = 71+27.14
PT = 72+32.00
SE = N/A
RO = N/A

SEE "PLAN DETAIL - STH 175" SHEETS FOR DETAILS.



BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
804	1025+52	CAPPED REBAR	19.1' RT	929.73
803	1031+60	CAPPED REBAR	24.0' RT	967.09
802	1034+25	CAPPED REBAR	39.8' LT	999.53
801	1038+05	CAPPED REBAR	37.9' RT	1018.39



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PLAN & PROFILE: MEEKER HILL LANE - NORTH	SHEET 375	E

SEE "PLAN DETAIL - STH 175" SHEETS FOR DETAILS.

N

PL

R/W

AMY BELLE ROAD

N00°50'32"W

N00°54'59"W

SLOPE INTERCEPTS

STA. 17+50.00
BEGIN CONSTRUCTION

MORAINE DEVELOPMENT LLC

PI 19+33.52

PI 1069+42.21

1070+00

PT 1070+73.08

TLE

STA. 1072+00.00
END RECONSTRUCTION SECTION
BEGIN RESURFACE SECTION

BURNICK

SECTION CORNER - CONTACT SEWRPC, WASHINGTON COUNTY SURVEYOR AND THE PROJECT ENGINEER BEFORE DISTURBING.

EHRLICH

PI 16+50.00

PI 18+32.75

PI 18+81.17

PC 18+91.62

PC 1061+74.78

SEPTIC

WALLS

OTTO

STA. 1063+00.00
END RESURFACE SECTION
BEGIN RECONSTRUCTION SECTION

1065+00

STA. 1067+12.50 =
STA. 20+00.00

N54°20'44"E

CAUTION

STH 175

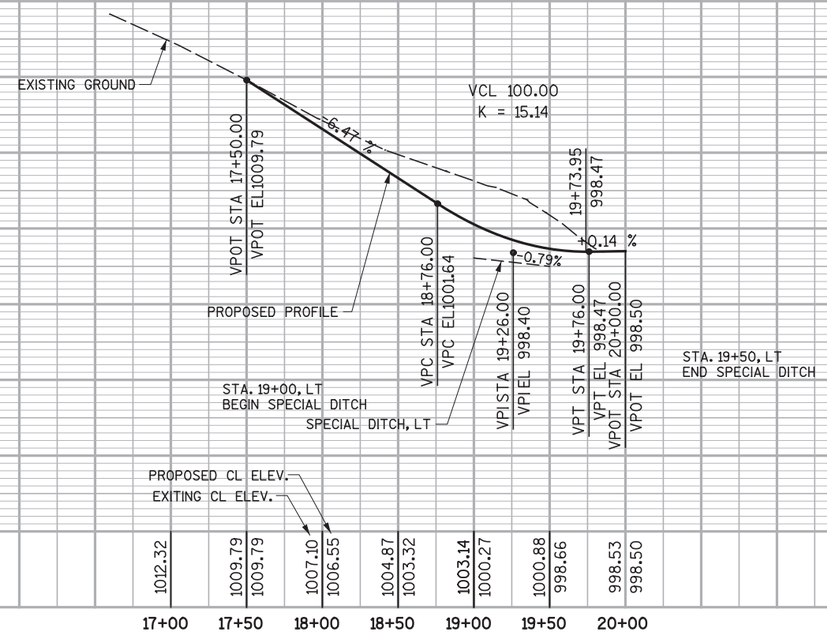
BM #4251

MORAINE DEVELOPMENT LLC

MILLER

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
4251	1062+49	REBAR	30.2' LT	994.56
4252	1064+11	REBAR	265.5' LT	1015.02	



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PLAN & PROFILE: AMY BELLE ROAD	SHEET 376	E

SEE "PLAN DETAIL - STH 175" SHEETS FOR DETAILS.

KONS

KLEBENOW

SECTION CORNER - CONTACT SEWRPC, WASHINGTON COUNTY SURVEYOR AND THE PROJECT ENGINEER BEFORE DISTURBING.

STA. 118+50.00, LT = BEGIN CONSTRUCTION

STA. 119+11.00, RT = BEGIN CONSTRUCTION

STA. 1275+51.99 = STA. 120+00.00

STA. 1275+57.07 = STA. 120+00.00

WSETLAND DELINEATION

SLOPE INTERCEPTS

STA 125+07, LT CONSTRUCT P.E.

STA 126+00.00 END CONSTRUCTION

STA 125+22, RT CONSTRUCT P.E.

PC 1276+60.40

PI 1274+07.36

PI 1275+00

PI 1273+26.38

PI 1273+39.83

PI 125+61.22

126+52.86 BACK =
126+51.08 AHEAD

PIONEER ROAD

BM #710

BM #106

MERGENER

ROWELL

SCHUELLER

LANDOWSKI

KRUEGER

CEMETERY

PI = 123+26.38
Y 132 296.39
X 354 987.46

PI = 125+61.22
Y 132 295.00
X 355 222.30

LEGEND

- XXXXX — SAWCUT, MATCH EXISTING
- ASPHALTIC SURFACE BUTT JOINTS
- (5) CONCRETE DRIVEWAY 7-INCH
- (6) BASE AGGREAGE DENSE 1 1/4-INCH
- (7) ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- REMOVE TREE

N

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
712	1271+21	CAPPED REBAR	22.6'RT	980.56
106	1274+32	REBAR	30.3'LT	979.38
710	1275+36	CAPPED REBAR	62.0'LT	977.87

PIONEER - WEST OF STH 175

VCL 30.00
K = 5.00
VPC STA 119+15.00
VPC EL 974.64
VPI STA 119+30.00
VPI EL 974.94
VPI STA 119+00.00
VPI EL 974.35
VPT STA 119+45.00
VPT EL 974.19
EXISTING GROUND
+1.98 %
-1.97 %
-1.00 %
VPOT STA 120+00.00
VPOT EL 974.23
K = 4.31
VCL 30.00
VPI STA 119+77.96
VPI EL 973.62
VPT STA 119+75.00
VPT EL 973.59
VPI STA 119+60.00
VPI EL 973.44
VPOT STA 118+50.00
VPOT EL 973.36
VPC STA 119+45.00
VPC EL 974.19
PROPOSED PROFILE
PROPOSED CL ELEV.
EXITING CL ELEV.

PIONEER - EAST OF STH 175

PROPOSED PROFILE
VPC STA 122+50.00
VPC EL 974.97
VPI STA 123+50.00
VPI EL 975.46
VPT STA 124+50.00
VPT EL 975.16
-0.95 %
+0.49 %
-0.30 %
VPOT STA 120+00.00
VPOT EL 974.08
VPI STA 120+22.17
VPI EL 973.87
EXISTING GROUND
123+73.57
975.27
K = 254.77
VCL 200.00
VPOT STA 126+00.00
VPOT EL 974.71
PROPOSED CL ELEV.
EXITING CL ELEV.

| | | |

PI = 9+53.25
Y 136 260.53
X 352 726.86
Δ = -22°32'57"
D = 23°52'24"
T = 47.85'
L = 94.45'
R = 240.00'
PC = 9+05.412
PT = 9+99.86
SE = N.C.
RO =

PI = 1321+05.96
Y 136 408.39
X 352 711.72

SEE "PLAN DETAIL - STH 175" SHEETS FOR DETAILS.

STA 8+00.00
BEGIN CONSTRUCTION

SCENIC ROAD (SOUTH)

N89°51'33"E

STA. 1319+63.61 =
STA. 10+00.00

GATOR PROPERTIES LLC

SLOPE INTERCEPTS

WETLAND DELINEATION

SCHMIDT

SCHULTZ

MORENO

STH 175

WISCONSIN & SOUTHERN RAILROAD

PL

R/W

TLE

SIGN

CAUTION

PC 9+05.41

PI 9+67.82

PI 9+53.25

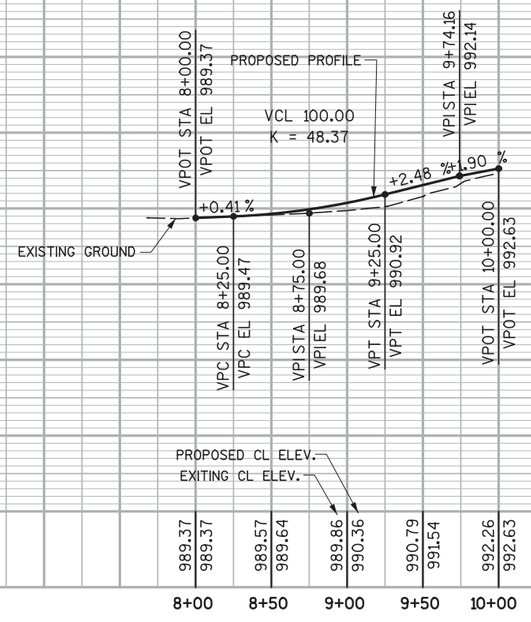
PI 9+99.86

PI 13+20.00

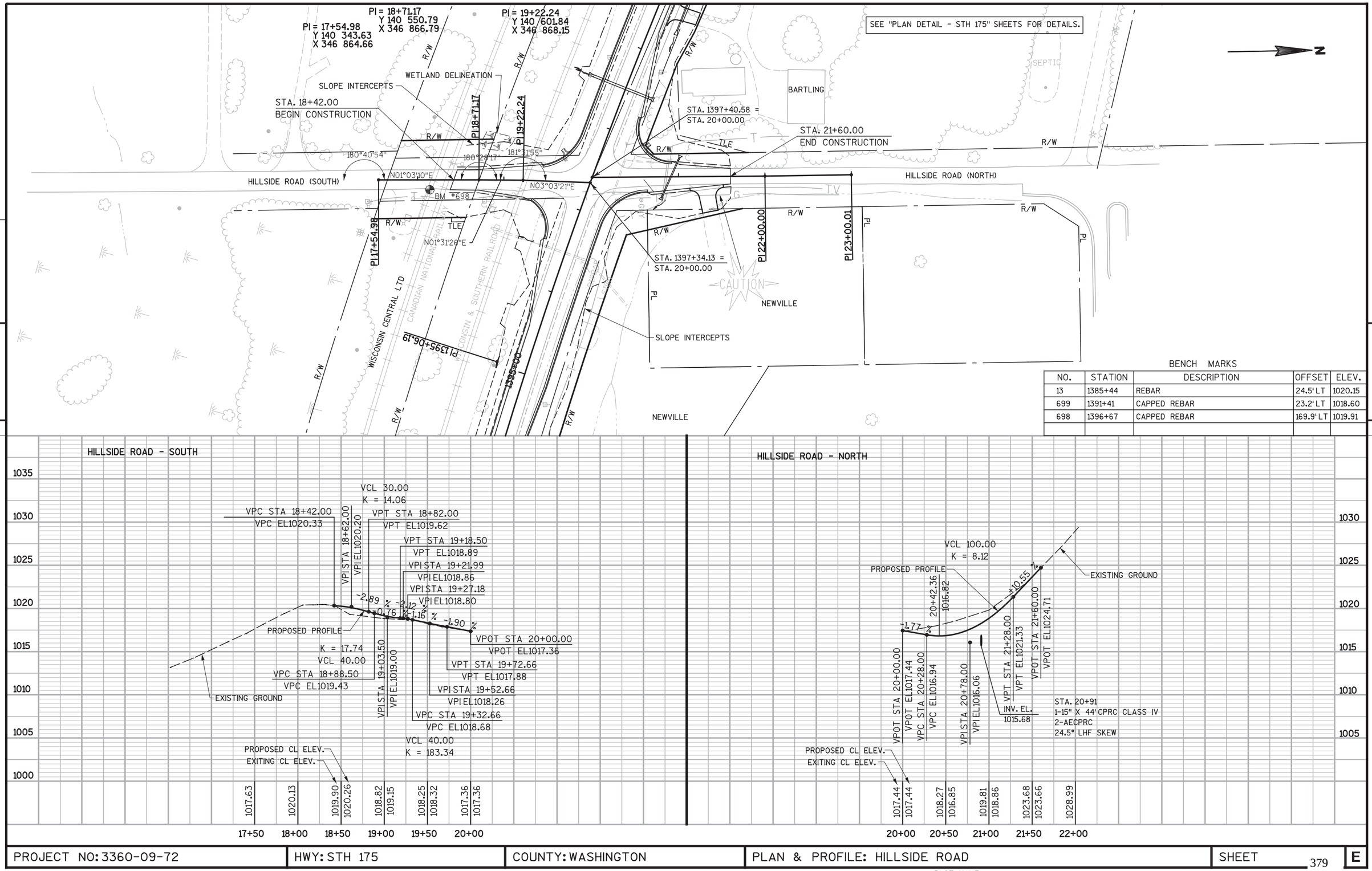
PI 13+21.96

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
708	1328+91	CAPPED REBAR	36.0' RT	1012.21



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PLAN & PROFILE: SCENIC ROAD (SOUTH)	SHEET 378	E



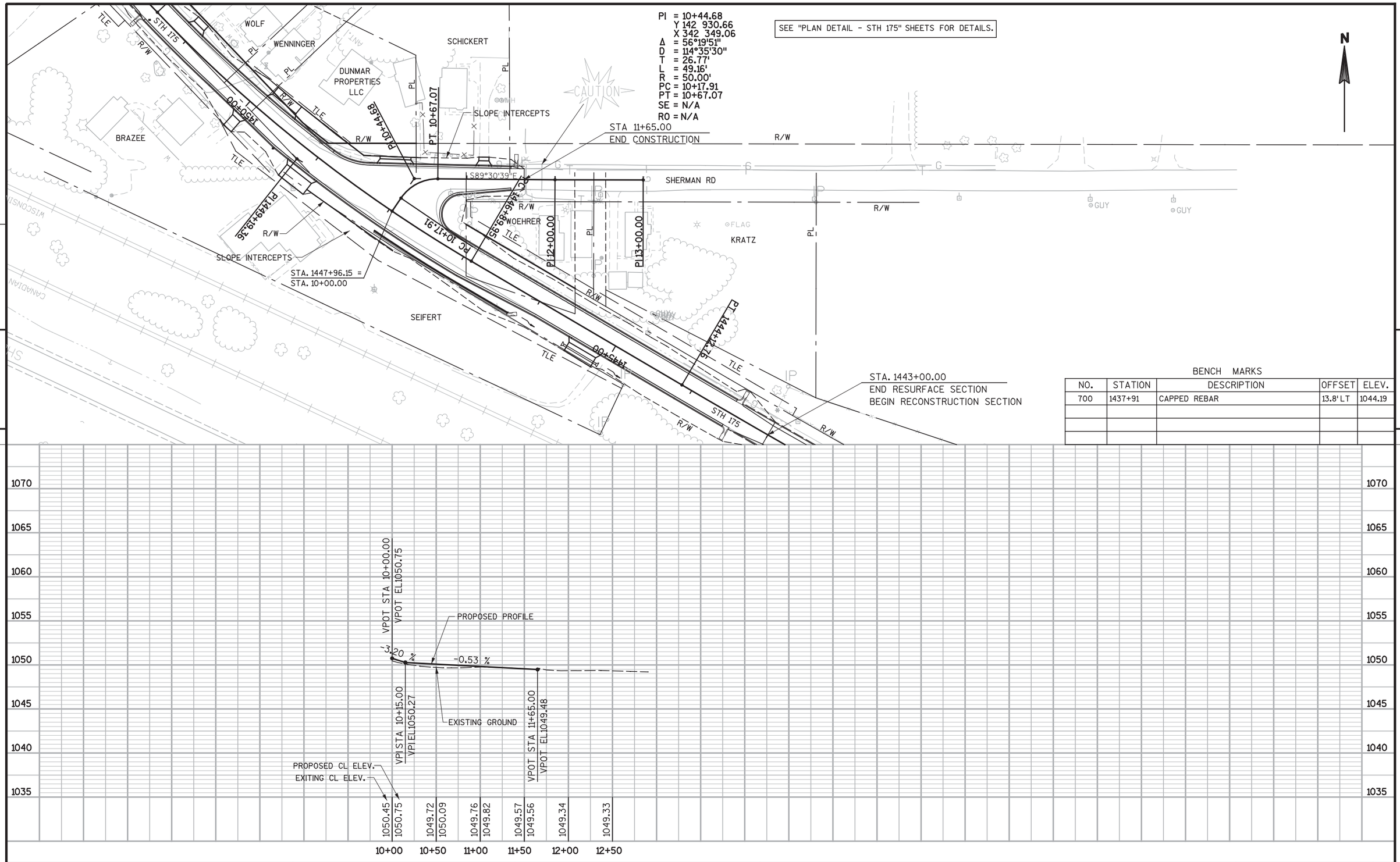
BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
13	1385+44	REBAR	24.5'LT	1020.15
699	1391+41	CAPPED REBAR	23.2'LT	1018.60
698	1396+67	CAPPED REBAR	169.9'LT	1019.91

HILLSIDE ROAD - SOUTH

HILLSIDE ROAD - NORTH

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PLAN & PROFILE: HILLSIDE ROAD	SHEET 379 E



BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
700	1437+91	CAPPED REBAR	13.8' LT	1044.19

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	PLAN & PROFILE: SHERMAN ROAD	SHEET 380	E

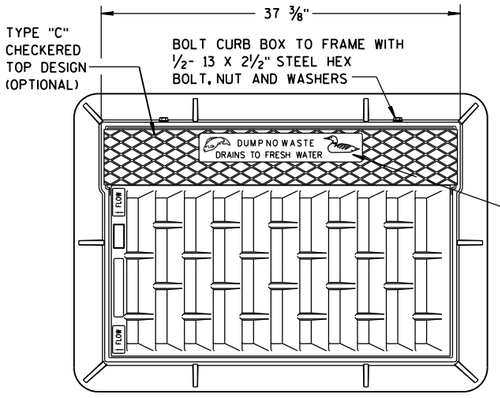
Standard Detail Drawing List

08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-01	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08C06-01	INLETS 3-FT AND 4-FT DIAMETER
08C07-01	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08C08-01	INLETS MEDIAN 1 AND 2 GRATE
08D01-18	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D05-16C	CURB RAMPS TYPES 4A AND 4A1
08D05-16D	CURB RAMPS TYPE 4B AND 4B1
08D05-16E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-09	CONDUIT
09B04-11	PULL BOX
09C02-07	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C14-02	CONCRETE CONTROL CABINET BASE, TYPE L
09D04-02	LIGHTING CONTROL CABINET 120/240 VOLT
09E01-14D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E01-14G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-05	NON-FREEWAY LIGHTING UNIT POLE WIRING
09E06-05	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09E07-05	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
10A01-03	ELECTRICAL HANDHOLE WIRING
10A02-03	IDENTIFICATION PLAQUES LIGHT POLES
10A05-02	ELECTRICAL DETAILS GROUND MOUNT LIGHT POLES ISOLATED NEUTRAL SYSTEMS
11B02-02	CONCRETE MEDIAN NOSE
12A04-03	STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS
13A11-02A	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13A11-02B	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13B01-10	PAVEMENT DETAILS FOR RAILROAD APPROACH
14B28-03	GUARDRAIL MOW STRIP
14B42-03A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-03B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-03C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B43-03A	MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)
14B43-03B	MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)
14B43-03C	MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)
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)
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
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-06A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-03	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-03	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-03	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-12B	PAVEMENT MARKING WORDS
15C07-12C	PAVEMENT MARKING ARROWS
15C07-12D	ROUNDABOUT ARROWS
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C08-16B	PAVEMENT MARKING (INTERSECTIONS)
15C08-16E	PAVEMENT MARKING (LEFT TURN LANE)
15C08-16F	PAVEMENT MARKING (ISLANDS)
15C09-09A	SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS

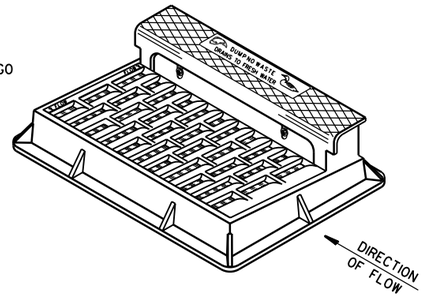
6

Standard Detail Drawing List

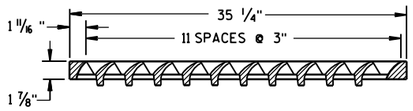
15C11-05	FLEXIBLE TUBULAR MARKER POST, ANCHOR & BASES
15C15-03	36" DIAMETER FULL SPAN OVERHEAD SIGN SUPPORT BASE
15C15-04	36" DIAMETER FULL SPAN OVERHEAD SIGN SUPPORT BASE
15C18-03	MEDIAN ISLAND MARKING
15C24-02	36" DIAMETER CANTILEVER OVERHEAD SIGN SUPPORT BASE
15C28-02	SIGNING AND MARKING FOR COMBINATION RIGHT TURN AND BYPASS LANE
15C33-01	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D28-03	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
16A01-06	LANDMARK REFERENCE MONUMENTS AND COVERS

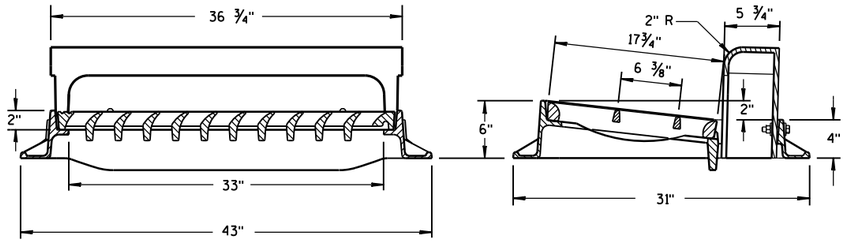


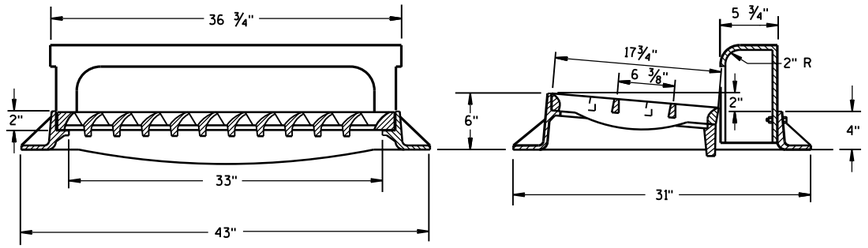
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

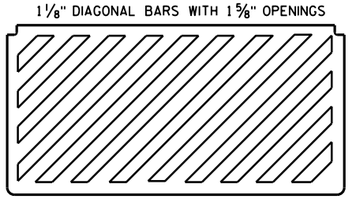






TYPE "H"

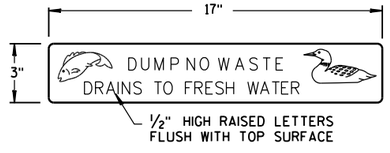
NOTE: EITHER CASTING IS ACCEPTABLE



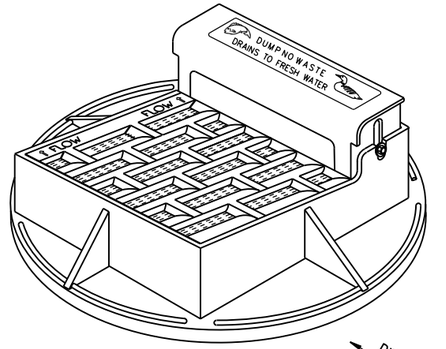
SPECIAL GRATE FOR TYPE "H" COVER

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

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

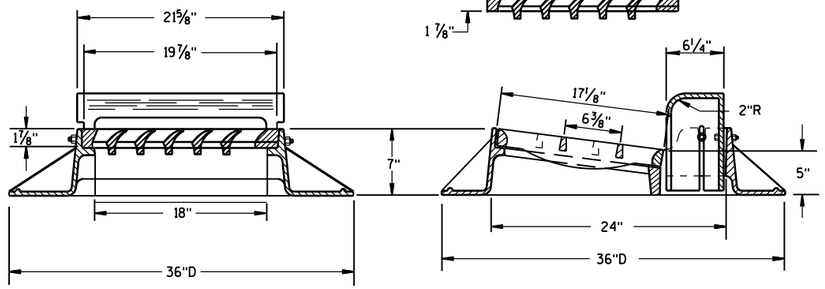


LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

NOTE:
GRATE IS REVERSIBLE.



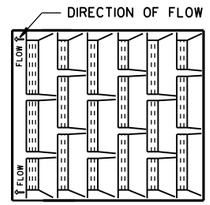
TYPE "A"

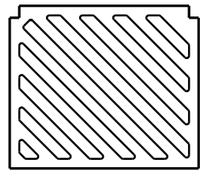
GENERAL NOTES

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

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

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

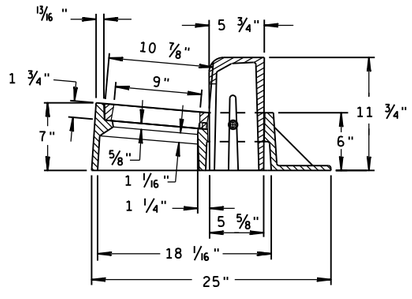


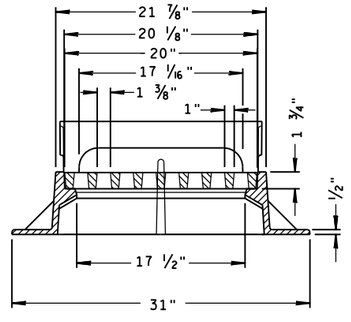


SPECIAL GRATE FOR TYPE "A" COVER

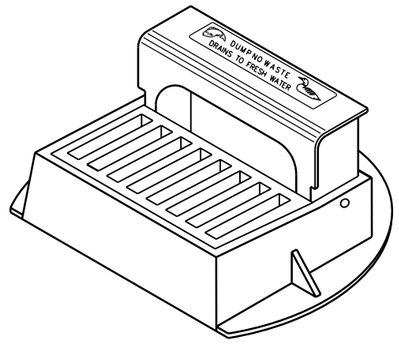
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)





TYPE "Z"

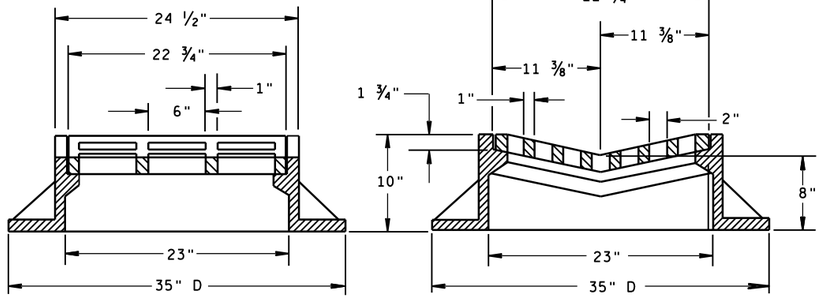


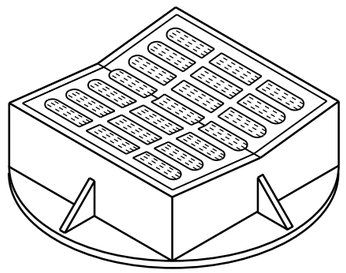
INLET COVERS TYPE A, H, A-S, H-S & Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

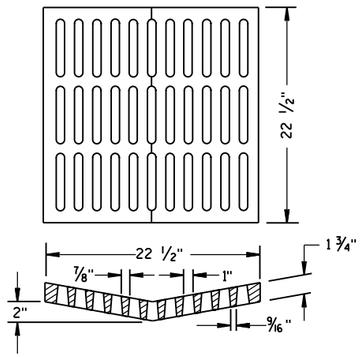
APPROVED
11-27-13 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

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



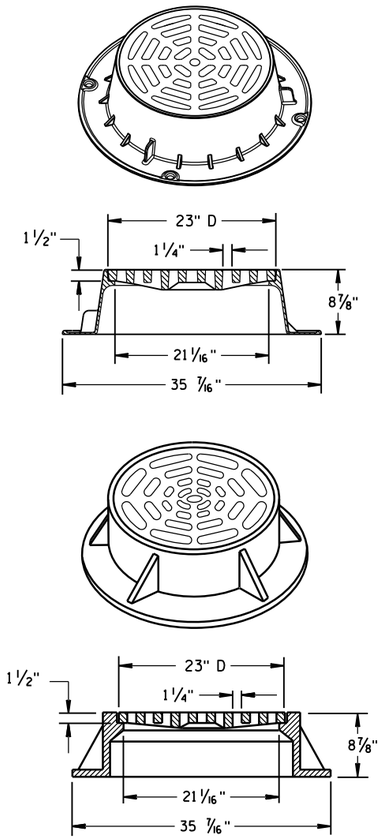


TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.
NOTED AS TYPE B-A ON THE DRAINAGE TABLE



TYPE "C"

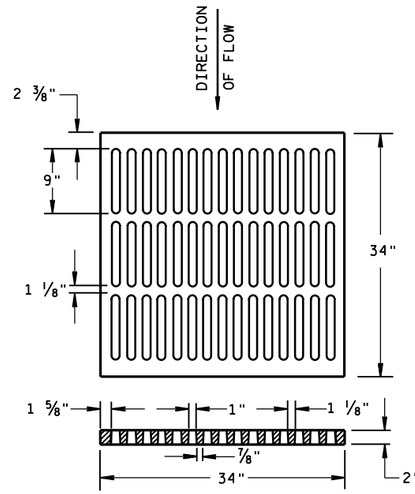
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

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

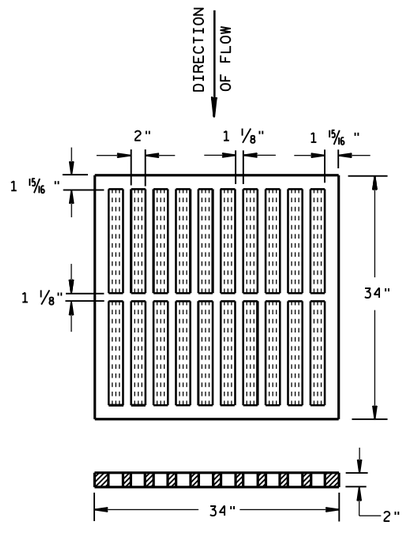
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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



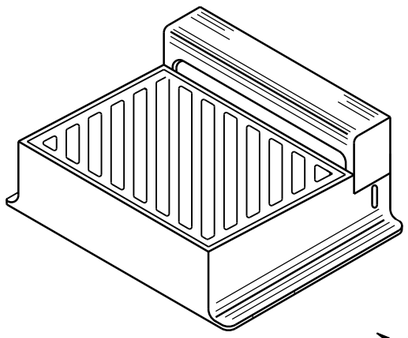
ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

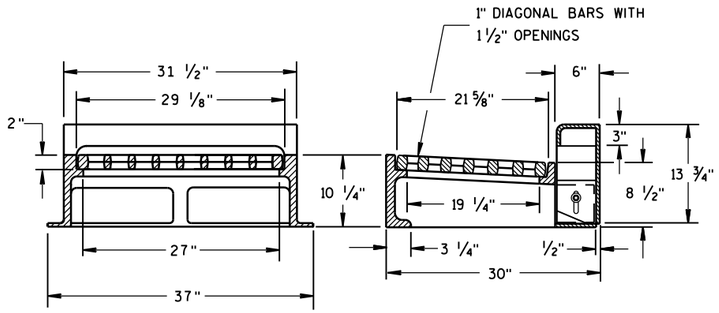


TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS
NOTED AS TYPE MS ON DRAINAGE TABLE



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



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

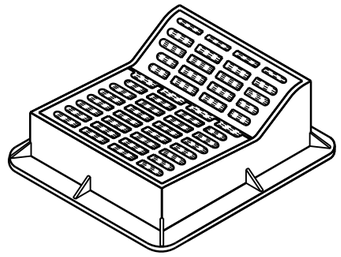
INLET COVERS
TYPE B, B-A, C,
MS, MS-A, & WM

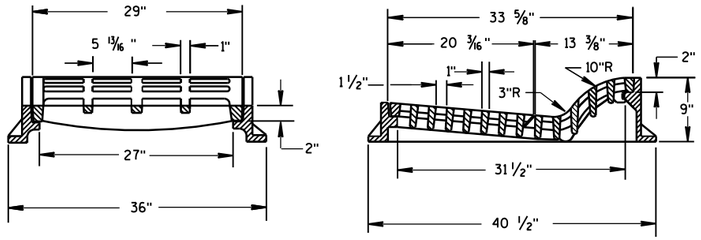
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

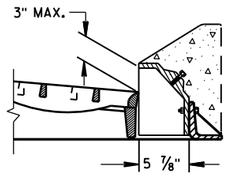
S.D.D. 8 A 5-19b





TYPE "F"

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



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

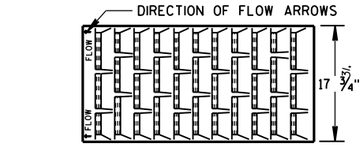
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

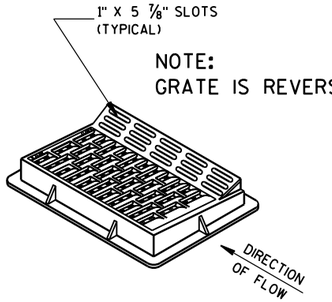
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

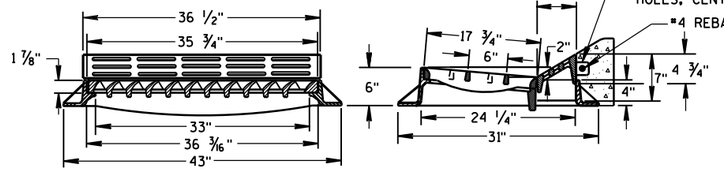
GENERAL NOTES

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

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



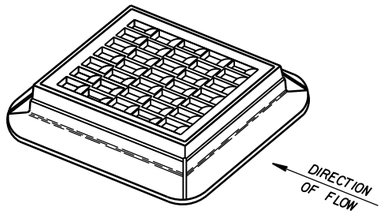


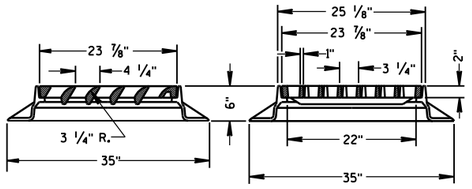


TYPE "HM"

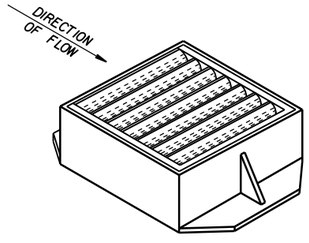
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

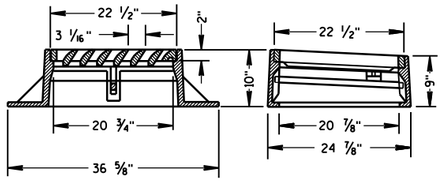
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



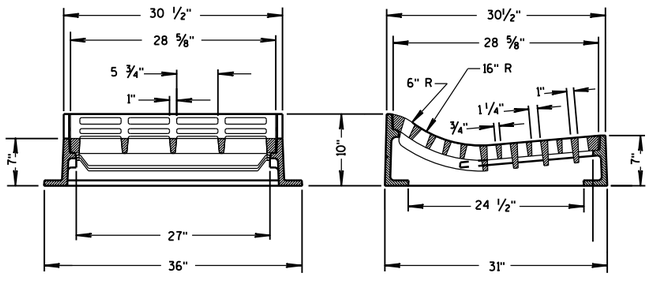


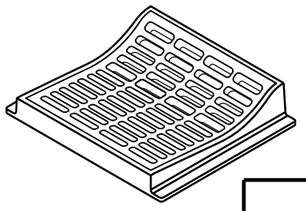
TYPE "S"





TYPE "V"





TYPE "T"

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

385

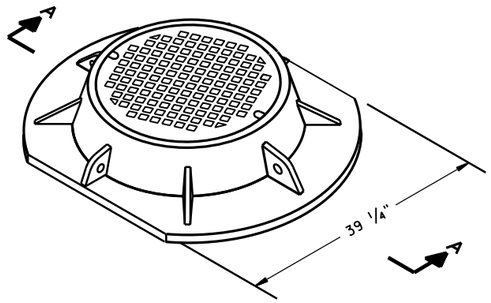
FHWA

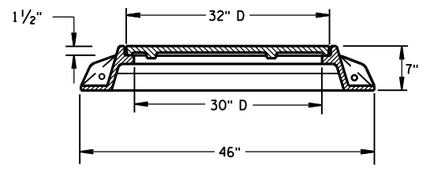
6

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

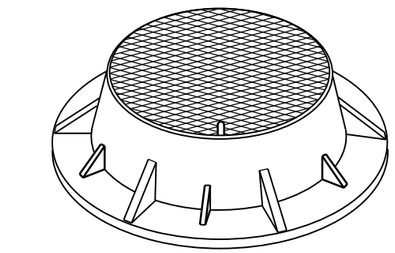
6

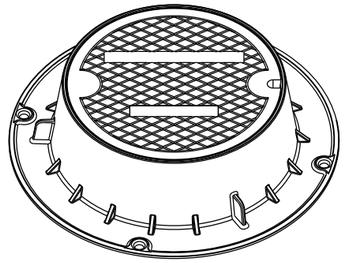
S.D.D. 8 A 5-19c

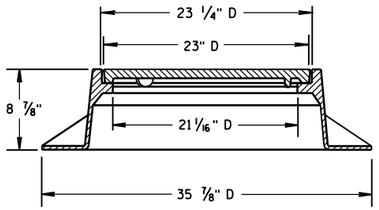


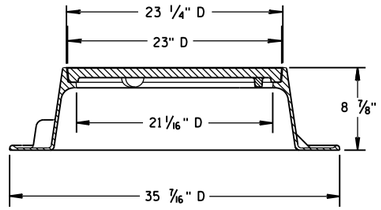


SECTION A-A
TYPE "K"









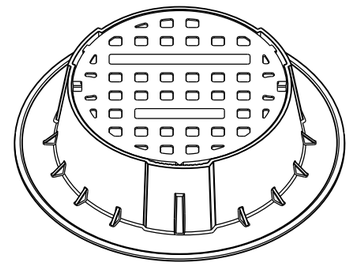
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

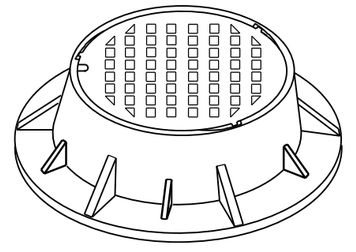
GENERAL NOTES

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

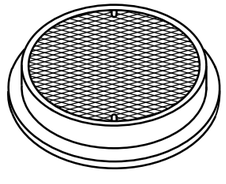
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

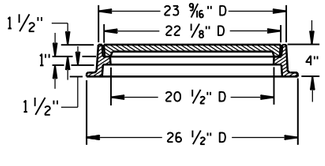
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.





TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE





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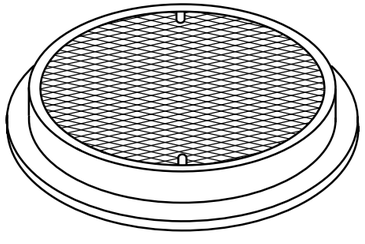

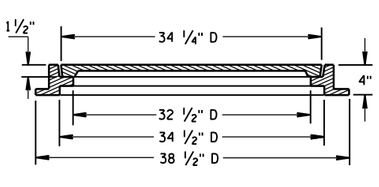

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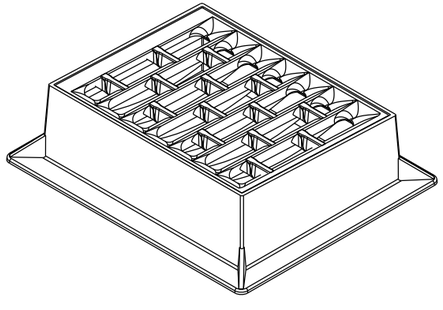
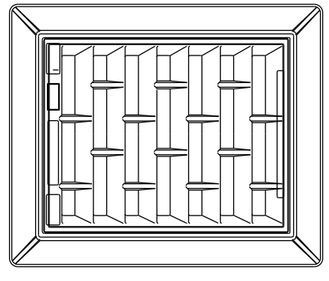
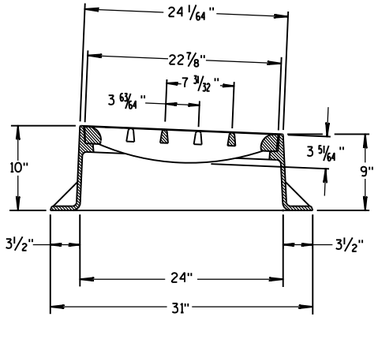
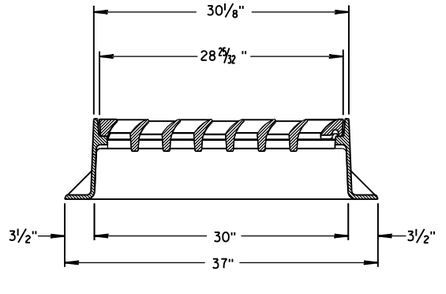








INLET COVER TYPE "BW"

INLET COVER TYPE BW
MANHOLE COVERS, TYPE K, J, J-S, L & M

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE
FHWA

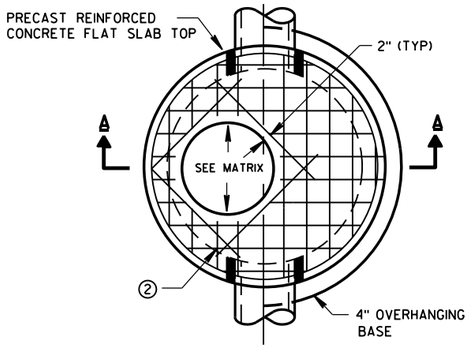
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

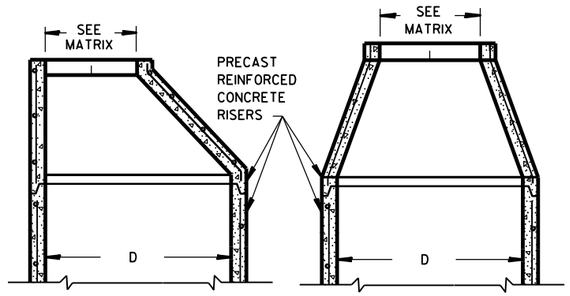
S.D.D. 8 A 5-19d

6

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

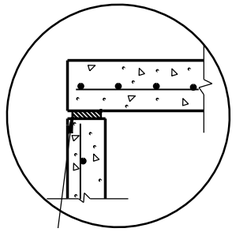


PLAN VIEW CIRCULAR OPENING

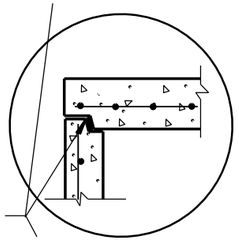


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

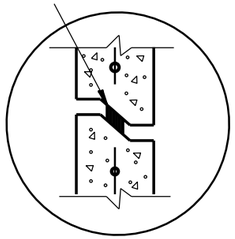


TOP WITH PLAIN END JOINT



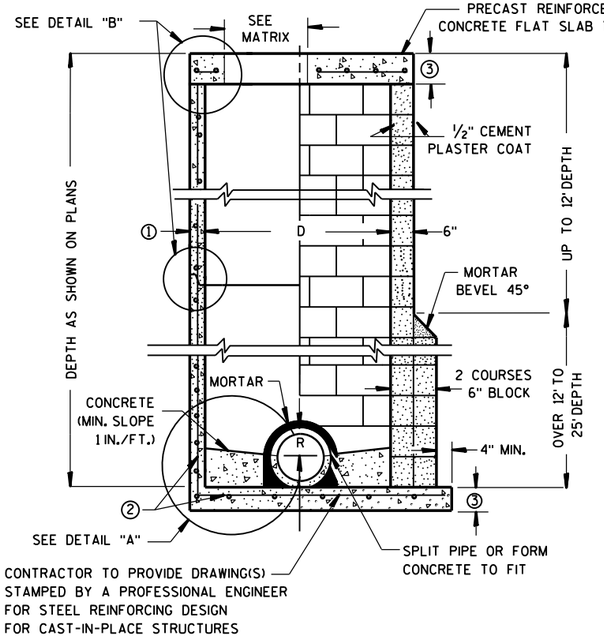
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



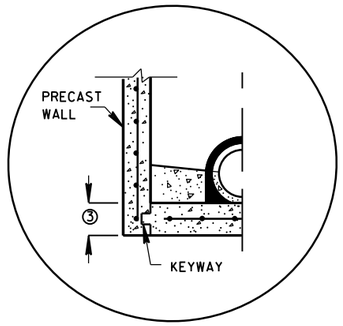
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

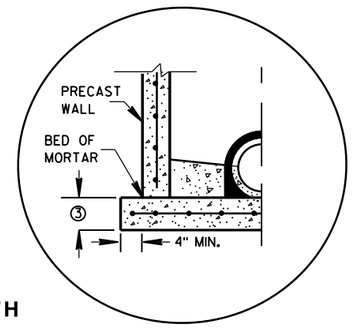


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

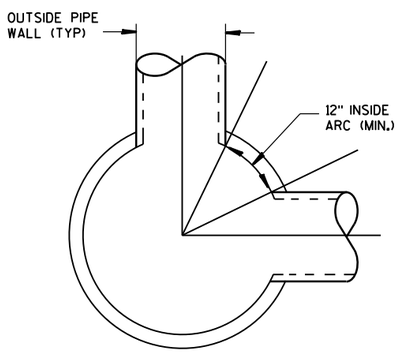


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

MANHOLE COVER OPENING MATRIX

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

PIPE MATRIX

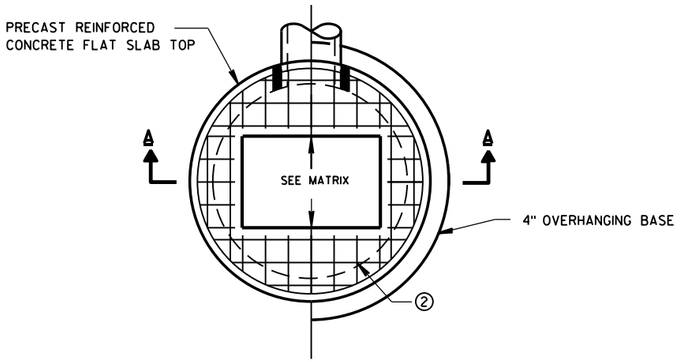
MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	36
7-FT	48	36
8-FT	60	42

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

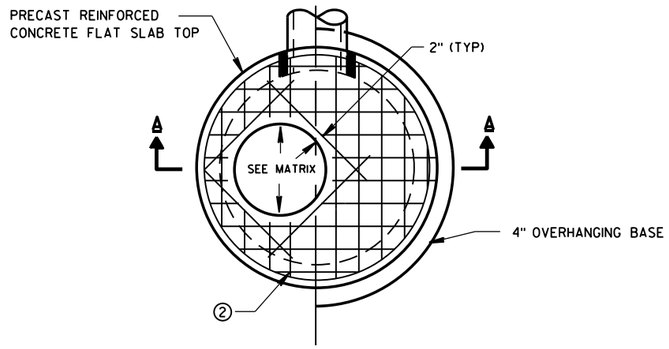
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

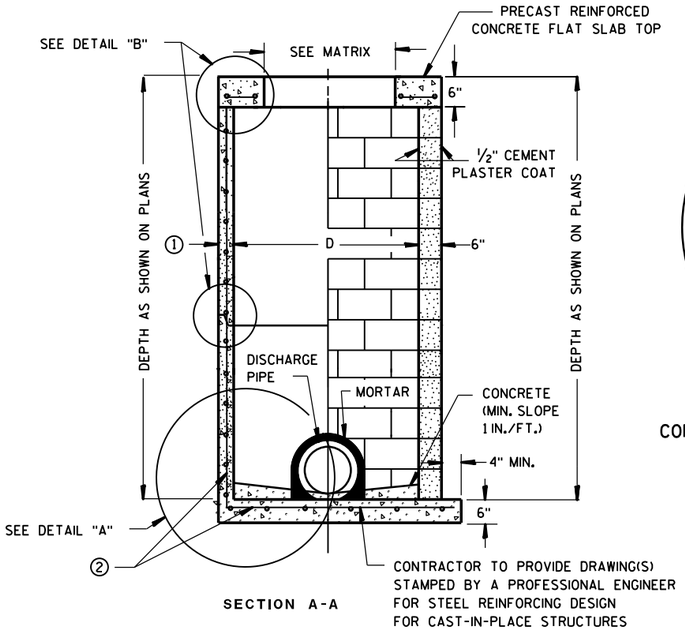
6
S.D.D. 8 B 9-1



PLAN VIEW RECTANGULAR OPENING



PLAN VIEW CIRCULAR OPENING

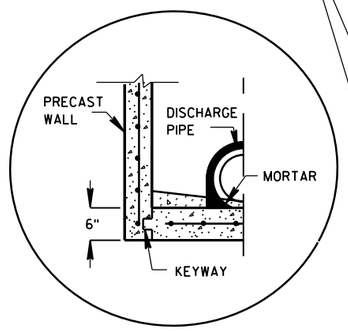


SECTION A-A

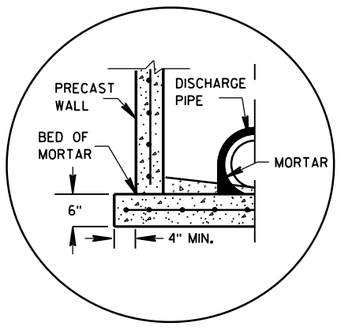
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

CIRCULAR INLETS W/ FLAT TOP

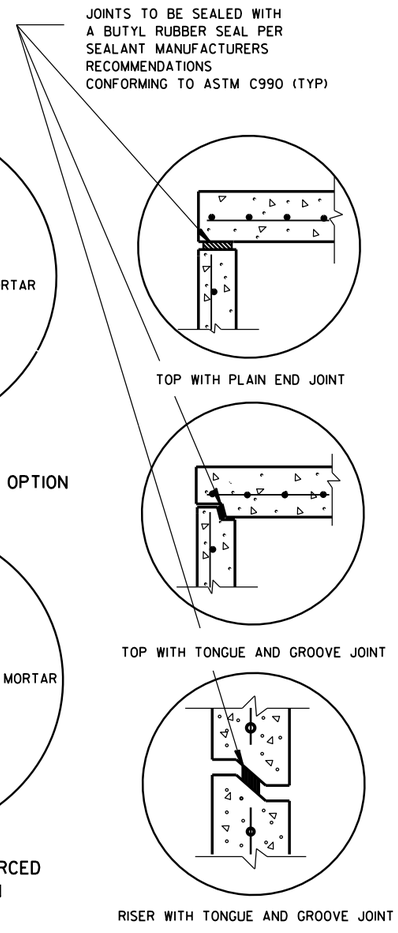


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "B"

GENERAL NOTES

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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.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

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

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.

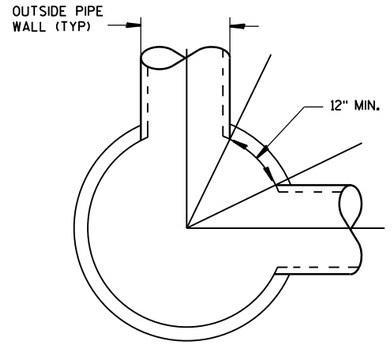
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4-IN FOR 3-FT DIAMETER AND 5-IN FOR 4-FT DIAMETER PRECAST INLETS.

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

INLET COVER OPENING MATRIX

	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
INLET SIZE	OPENING SIZE (FT)											
3-FT	2 DIA.				X							X
	2X2	X	X					X		X		
4-FT	2 DIA.				X							X
	2X2	X	X					X		X		
	2X2.5			X				X	X	X	X	
	2X3						X					
	2.5X3					X						



DETAIL "C"

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18

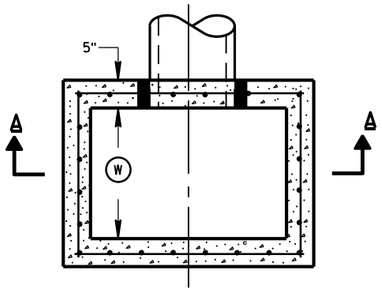
INLETS 3-FT AND 4-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

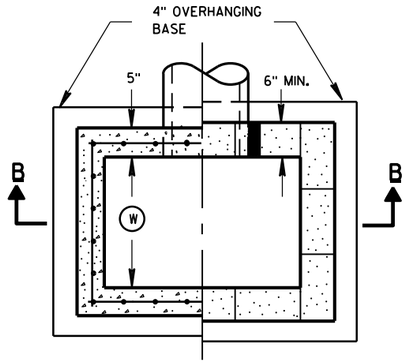
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

INLETS 3-FT AND 4-FT DIAMETER

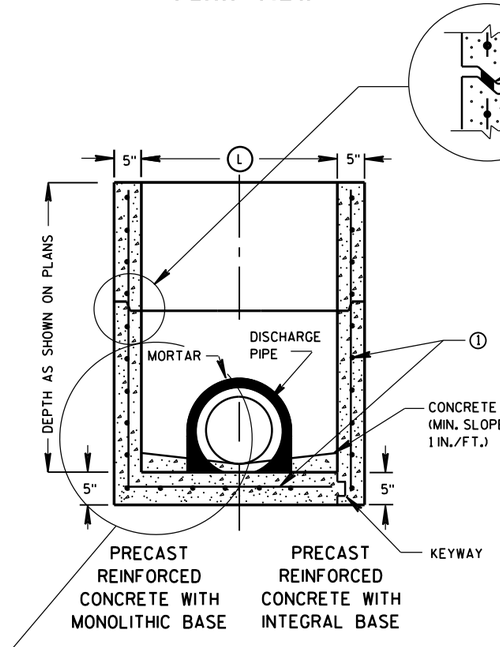
6
S.D.D. 8 C 6-1



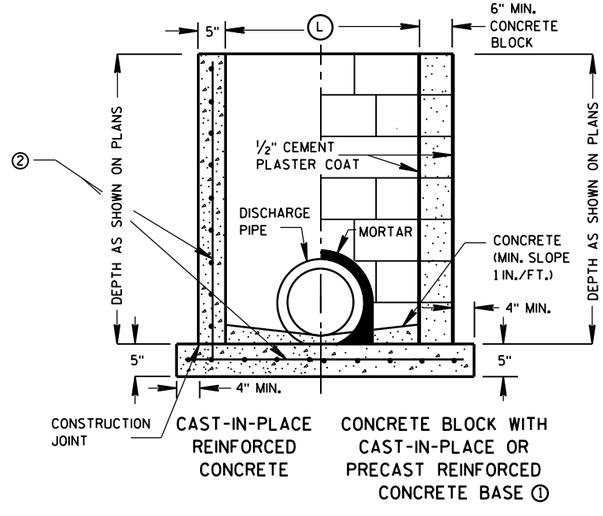
PLAN VIEW



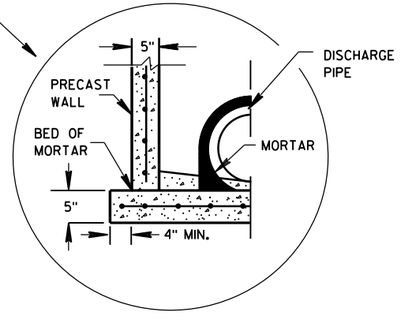
PLAN VIEW



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

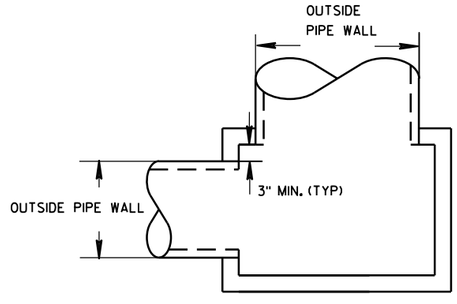
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

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

PIPE MATRIX

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



DETAIL "A"

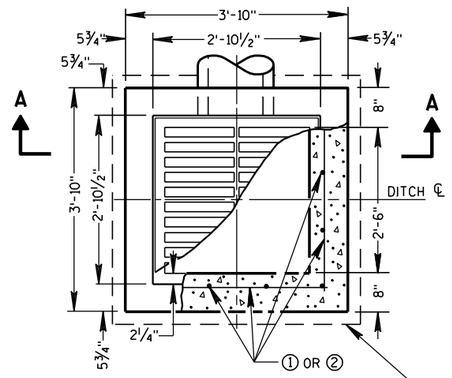
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

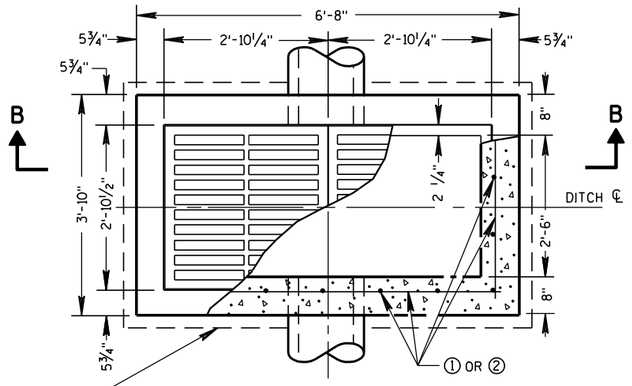
APPROVED
6/5/2012
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DE
ENGINEER
FHWA

6

S.D.D. 8 C 7-1

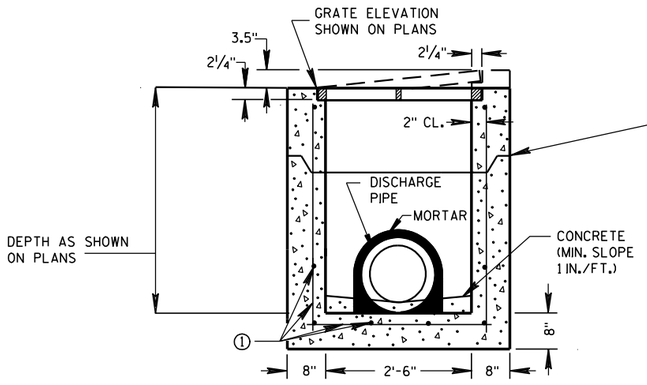


PLAN VIEW

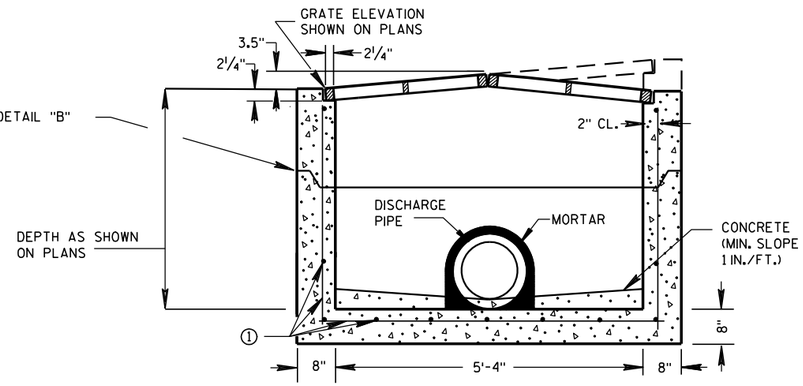


PLAN VIEW

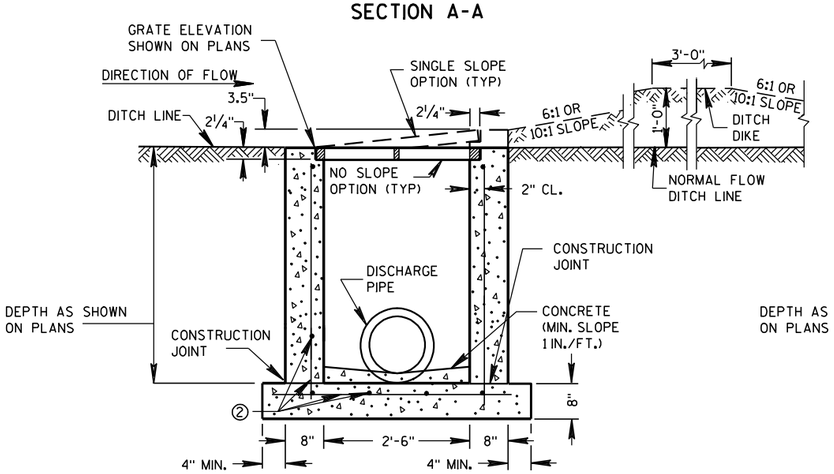
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



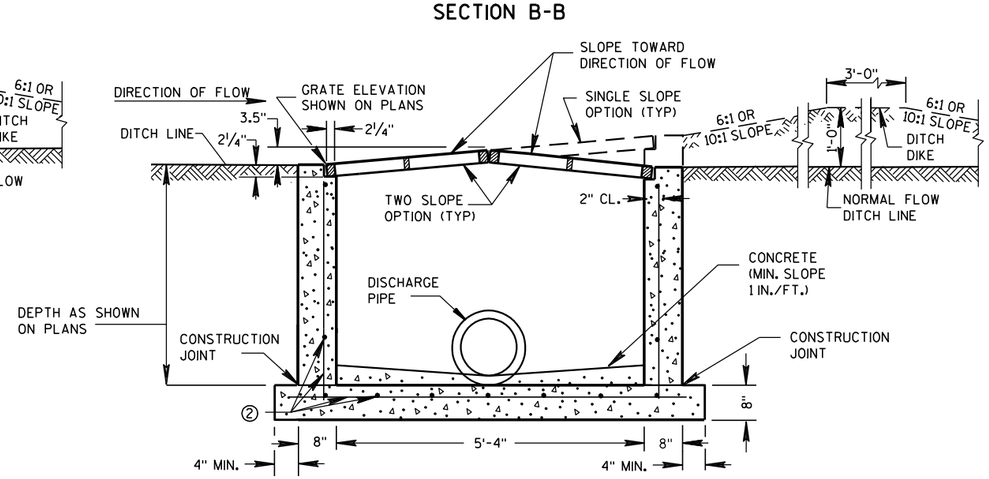
PRECAST REINFORCED CONCRETE SECTION A-A



PRECAST REINFORCED CONCRETE SECTION B-B



REINFORCED CAST-IN-PLACE CONCRETE SECTION A-A



REINFORCED CAST-IN-PLACE CONCRETE SECTION B-B

INLETS MEDIAN 1 GRATE

INLETS MEDIAN 2 GRATE

GENERAL NOTES

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

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

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLETS WHICH MAY INCLUDE PRECAST REINFORCED CONCRETE INLETS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL MEDIAN INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 1G-MS", ETC. THE FIRST NUMBER AND LETTER DESIGNATE THE TYPE OF STRUCTURE, AND THE FOLLOWING LETTERS DESIGNATE THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

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

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

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

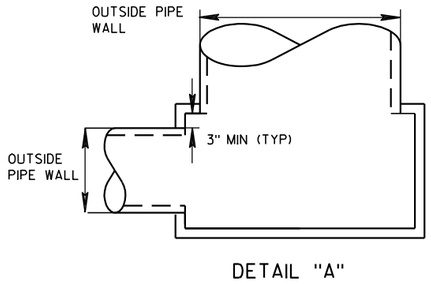
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

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

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

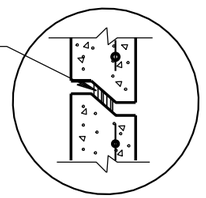
PIPE MATRIX

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



DETAIL "A"

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



DETAIL "B"

INLETS MEDIAN 1 AND 2 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/5/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

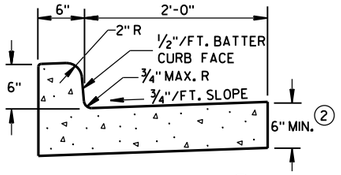
FHWA

S.D.D. 8 C 8-1

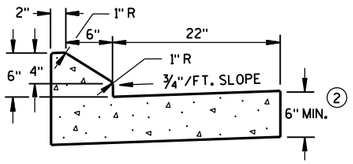
6

S.D.D. 8 C 8-1

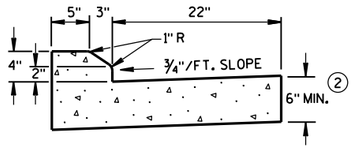
6



TYPES A & D ①

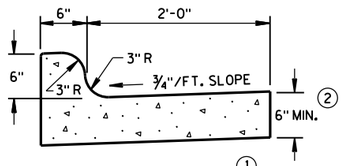


6" SLOPED CURB TYPES G & J ①

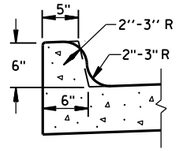


4" SLOPED CURB TYPES G & J ①

CONCRETE CURB & GUTTER 30"

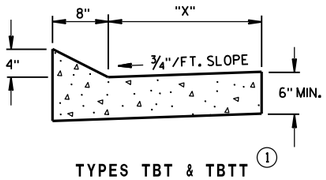


TYPES K & L ①



OPTIONAL CURB SHAPE FOR TYPES K & L ①

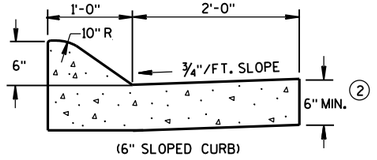
CONCRETE CURB & GUTTER 30"



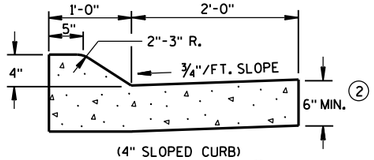
TYPES TBT & TBTT ①

CONCRETE CURB & GUTTER

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

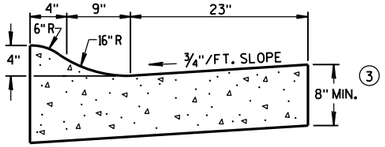


(6" SLOPED CURB)



(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.

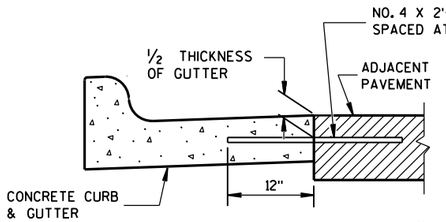
① TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K, R AND TBTT.

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.

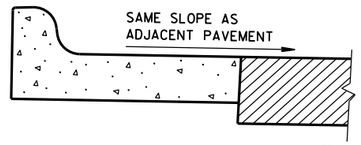
③ THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

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

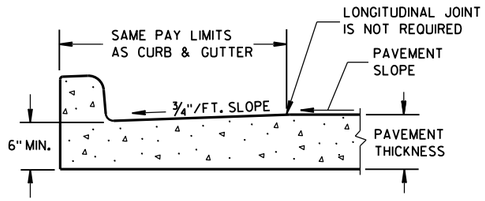
⑤ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.



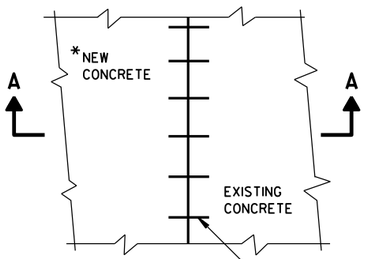
TYPICAL TIE BAR LOCATION ①



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

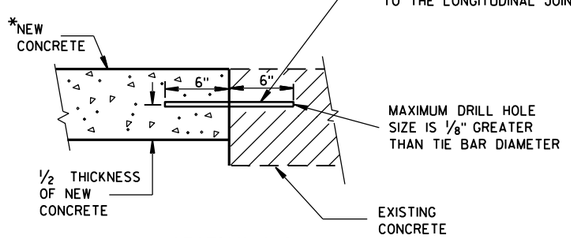


PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



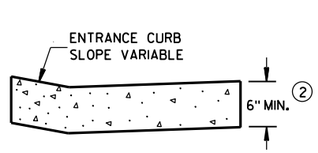
PLAN VIEW

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

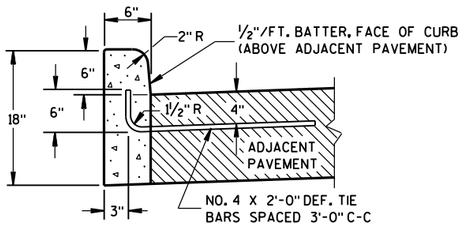


SECTION A-A

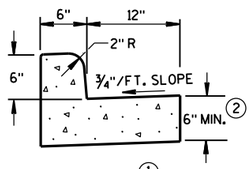
TIE BARS DRILLED INTO EXISTING PAVEMENT



DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)

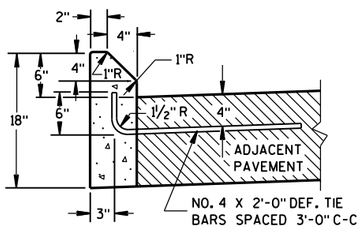


① TYPES A & D

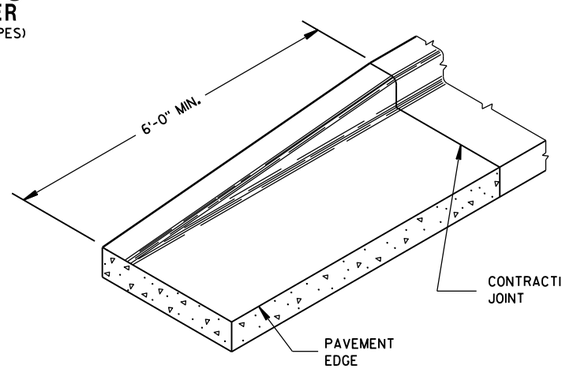


① TYPES A & D

CONCRETE CURB & GUTTER 18"



① TYPES G & J



END SECTION CURB & GUTTER

CONCRETE CURB

CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

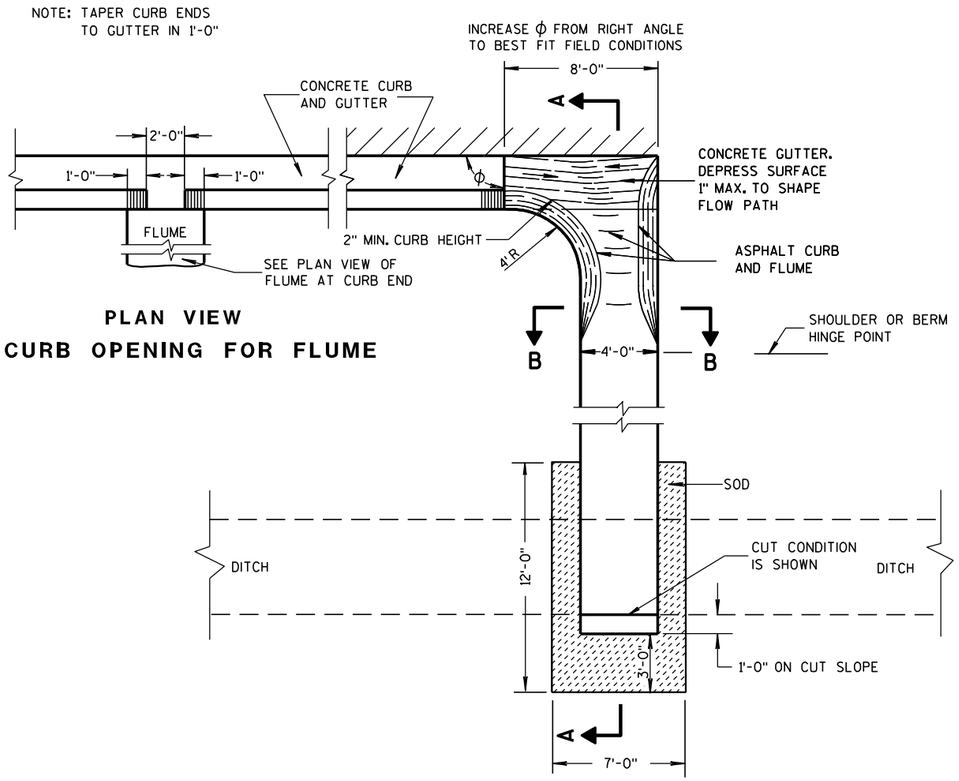
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

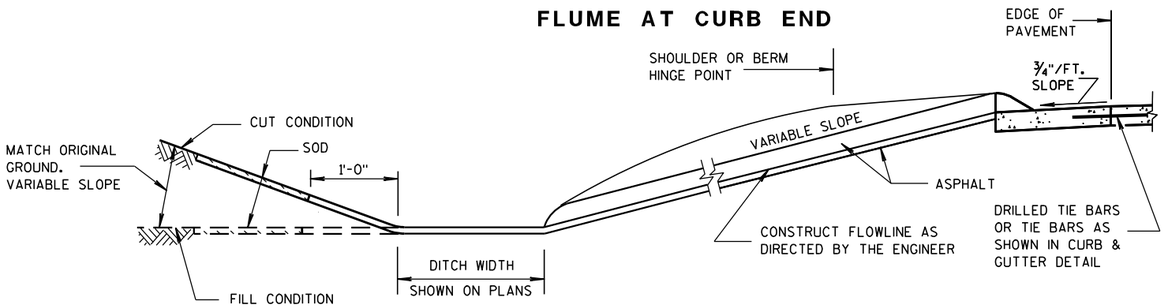
S.D.D. 8 D 1-18

ASPHALTIC FLUME

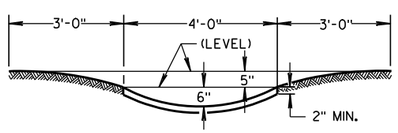


PLAN VIEW
CURB OPENING FOR FLUME

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.

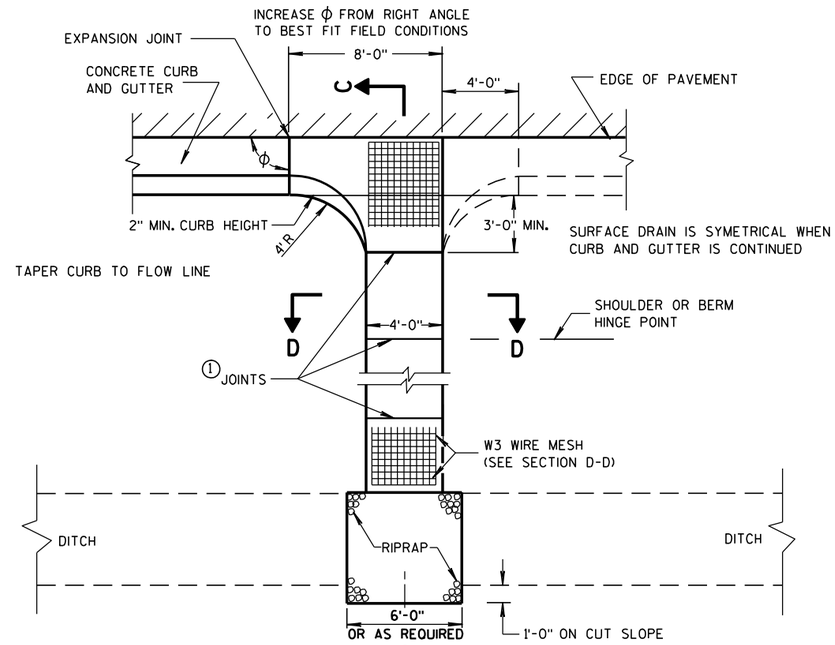
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

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.

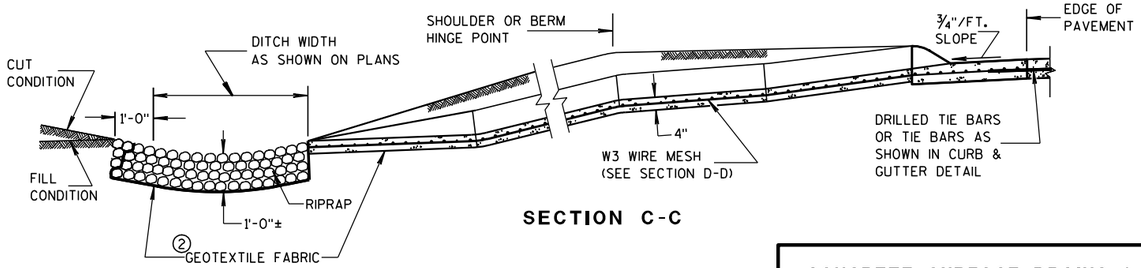
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

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

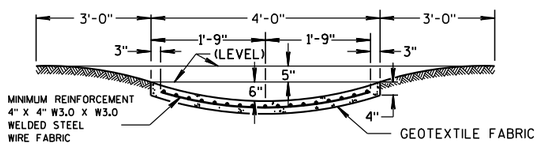
③ CONCRETE SURFACE DRAIN



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
392
MENT
FHWA

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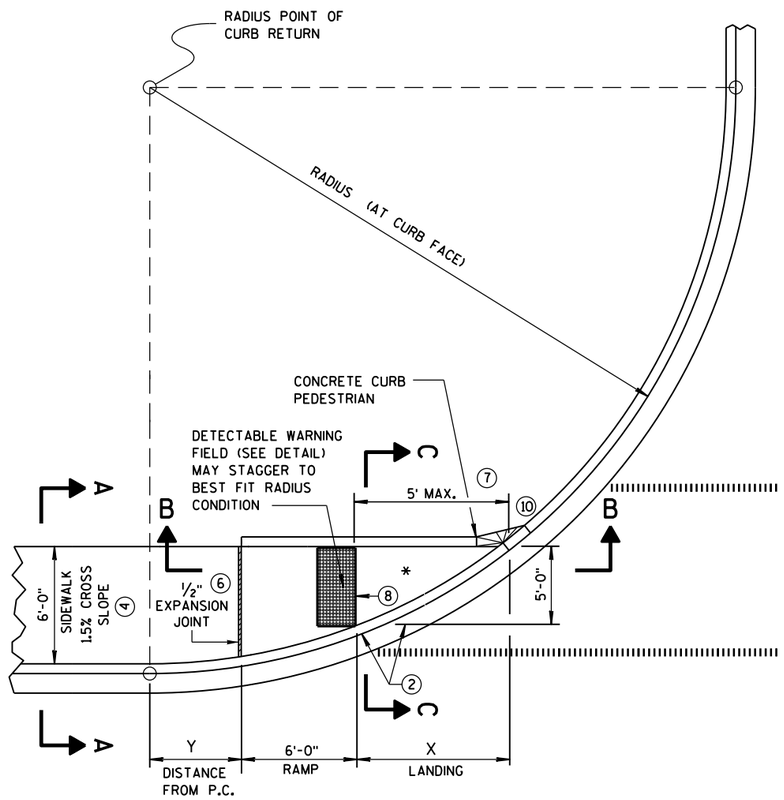
S.D.D. 8 D 4-5

6

S.D.D. 8 D 4-5

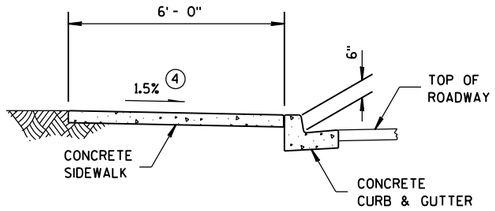


CURB RAMP TYPE 4A

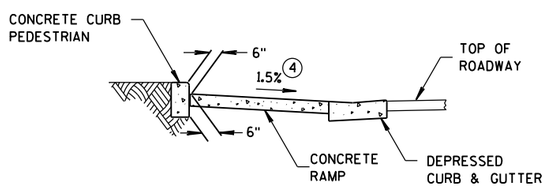
PLAN VIEW

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

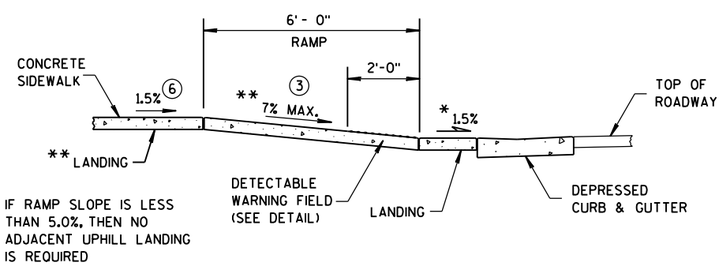
INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A-A FOR TYPE 4A

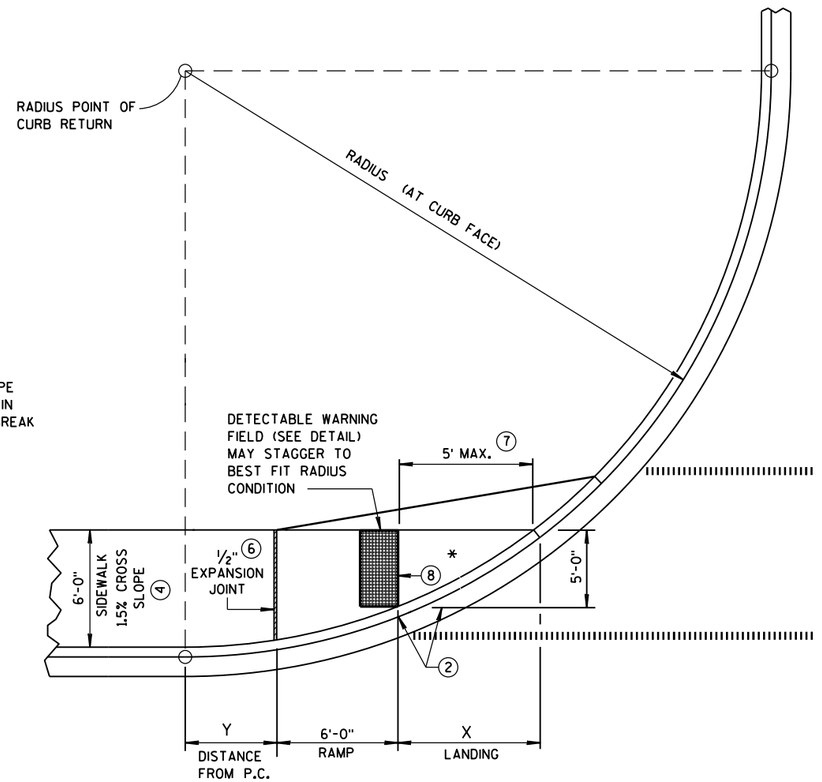


SECTION C-C FOR TYPE 4A



SECTION B-B FOR TYPE 4A

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



CURB RAMP TYPE 4A1

PLAN VIEW

GENERAL NOTES

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

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

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

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

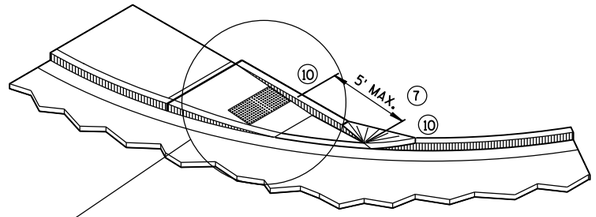
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

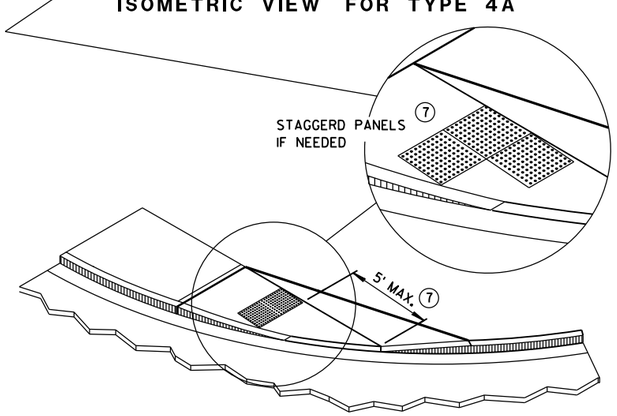
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, USE MULTIPLE DETECTABLE WARNING PANELS ACROSS THE RAMP AND STAGGER ADDITIONAL DETECTABLE WARNING PANEL(S) FORWARD TO REDUCE THIS DISTANCE.

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

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



ISOMETRIC VIEW FOR TYPE 4A



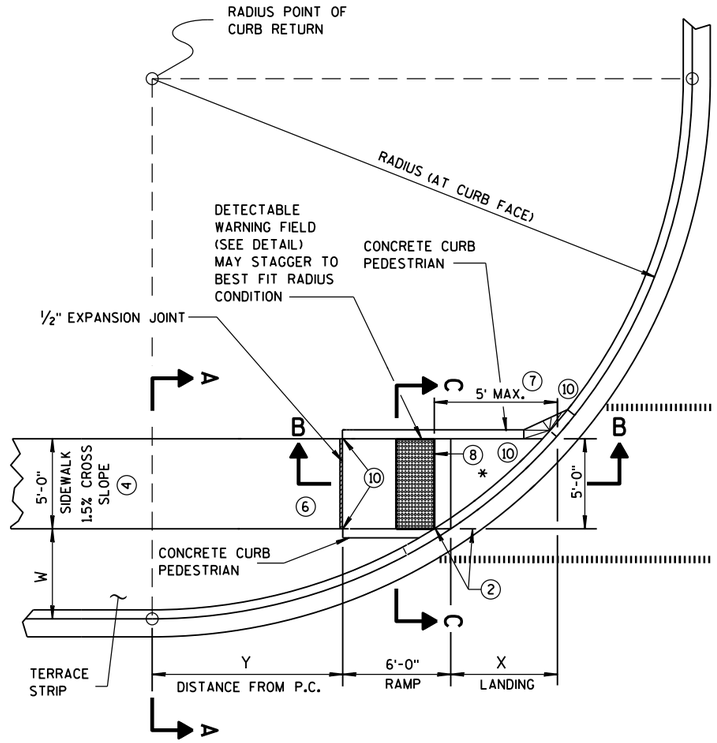
ISOMETRIC VIEW FOR TYPE 4A1

LEGEND

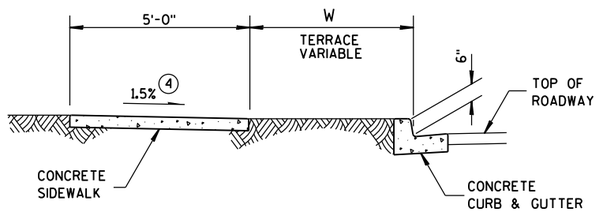
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPES 4A AND 4A1

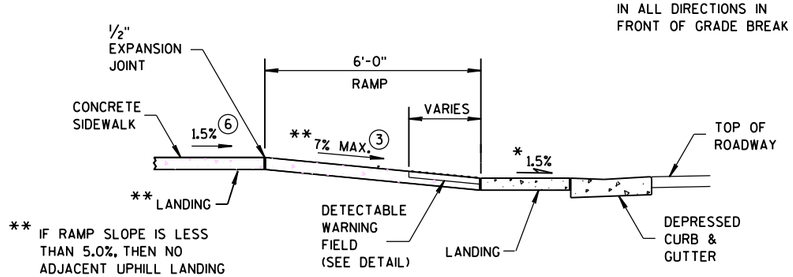
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR



CURB RAMP TYPE 4B
PLAN VIEW



SECTION A-A FOR TYPE 4B



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

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

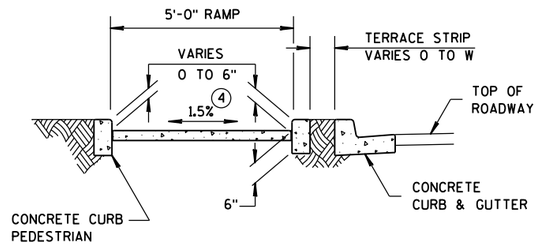
SECTION B-B FOR TYPE 4B

LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

PAVEMENT MARKING CROSSWALK (WHITE)



SECTION C-C FOR TYPE 4B

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

INTERMEDIATE RADII CAN BE INTERPOLATED

GENERAL NOTES

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

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

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

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

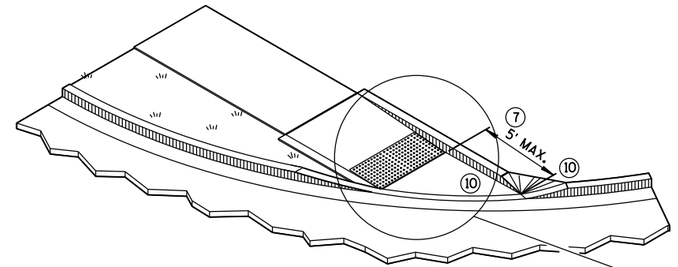
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

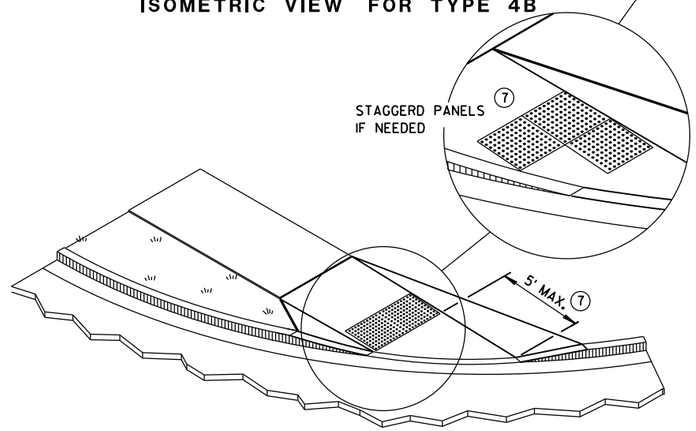
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, USE MULTIPLE DETECTABLE WARNING PANELS ACROSS THE RAMP AND STAGGER ADDITIONAL DETECTABLE WARNING PANEL(S) FORWARD TO REDUCE THIS DISTANCE.

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

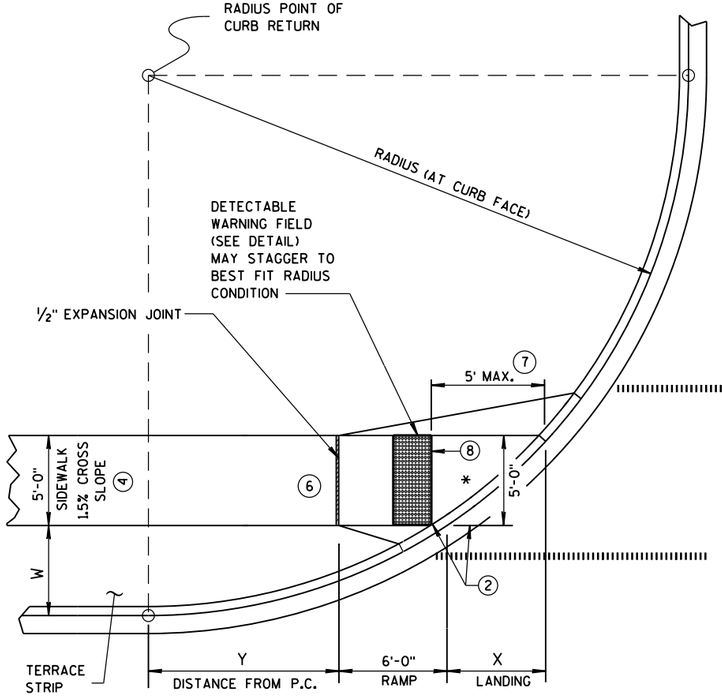
(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1



CURB RAMP TYPE 4B1
PLAN VIEW

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

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

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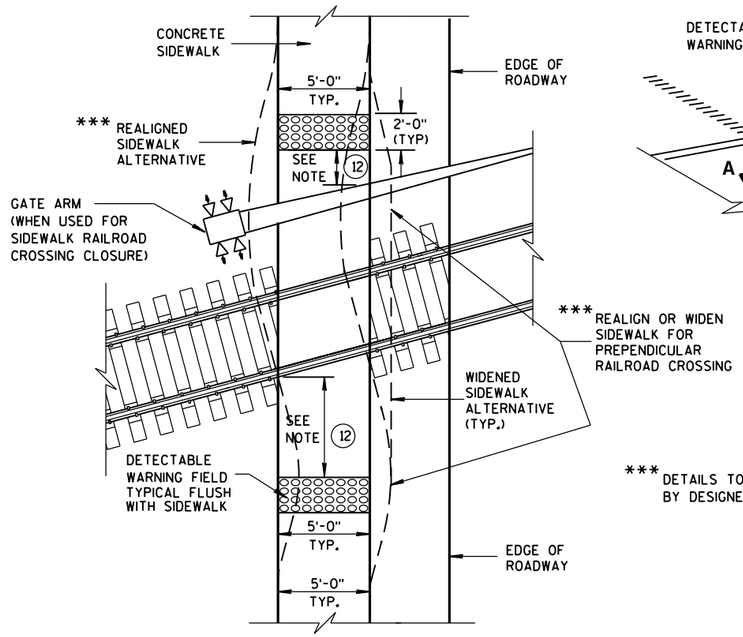
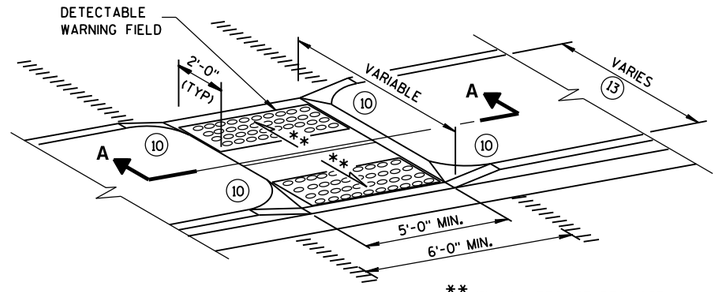
S.D.D. 8 D 5-16d



TYPE 8
DETECTABLE WARNINGS AT RAILROAD CROSSING

*** DETAILS TO BE DETERMINED BY DESIGNER



MEDIAN ISLAND
NON-ELEVATED CROSSING
TYPE 5

GENERAL NOTES

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

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

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

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

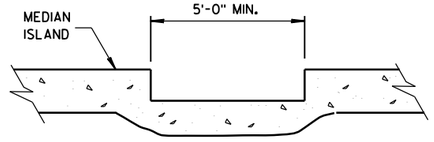
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

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

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

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

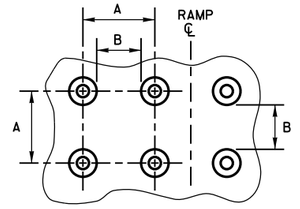
(13) DO NOT INSTALL DETECTABLE WARNING FIELDS IF MEDIAN WIDTH BETWEEN BACK OF CURBS IS LESS THAN 6 FEET.



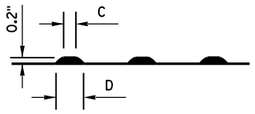
SECTION A-A

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

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

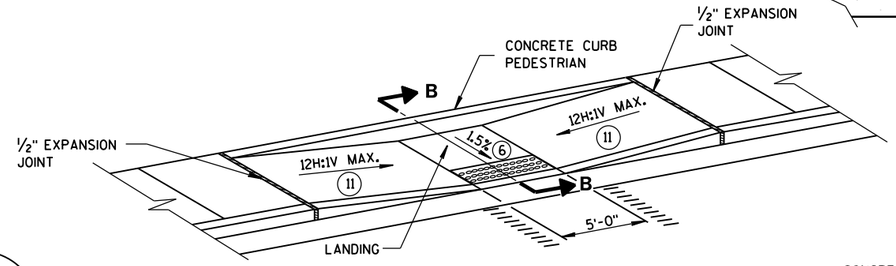


PLAN VIEW

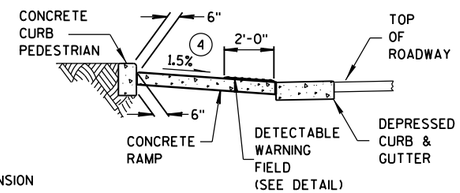


ELEVATION VIEW

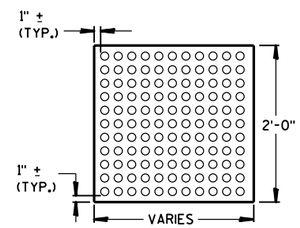
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



MID-BLOCK CROSSING
TYPE 7A



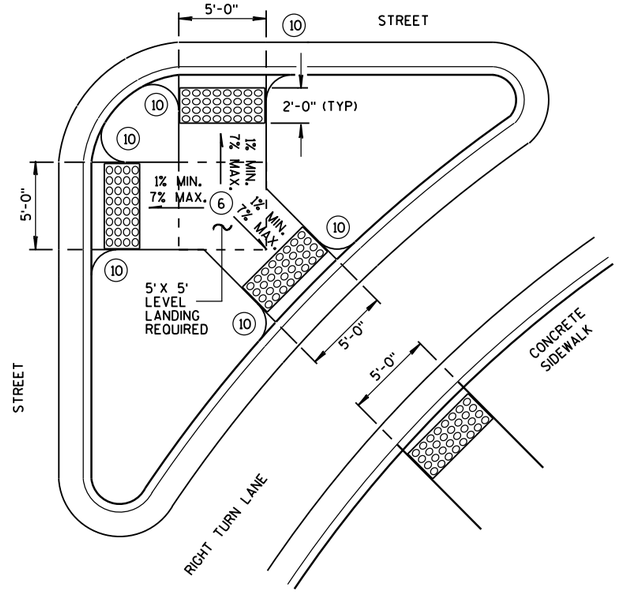
SECTION B-B



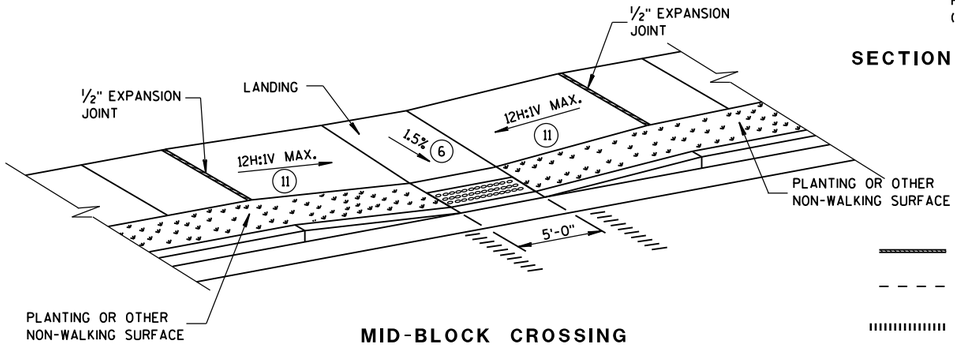
PLAN VIEW

DETECTABLE WARNING FIELD (TYPICAL)

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



TYPE 6
DETECTABLE WARNING AT ISLANDS



MID-BLOCK CROSSING
TYPE 7B

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

LEGEND

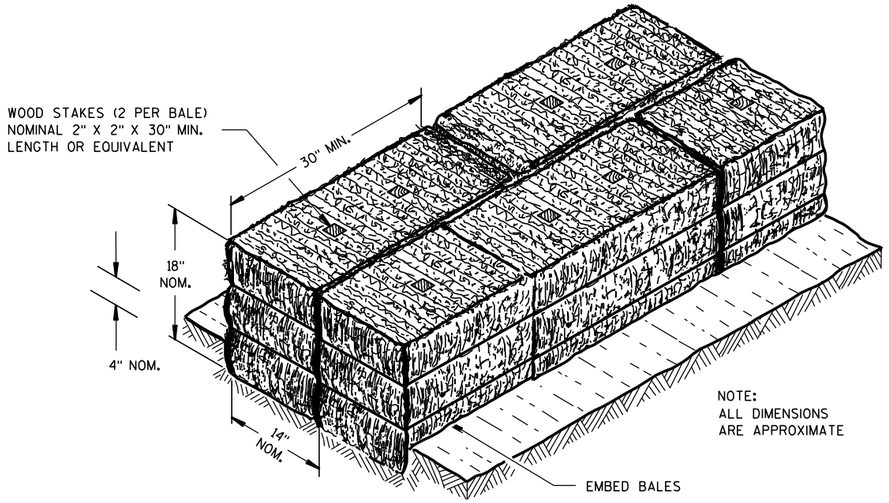
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

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

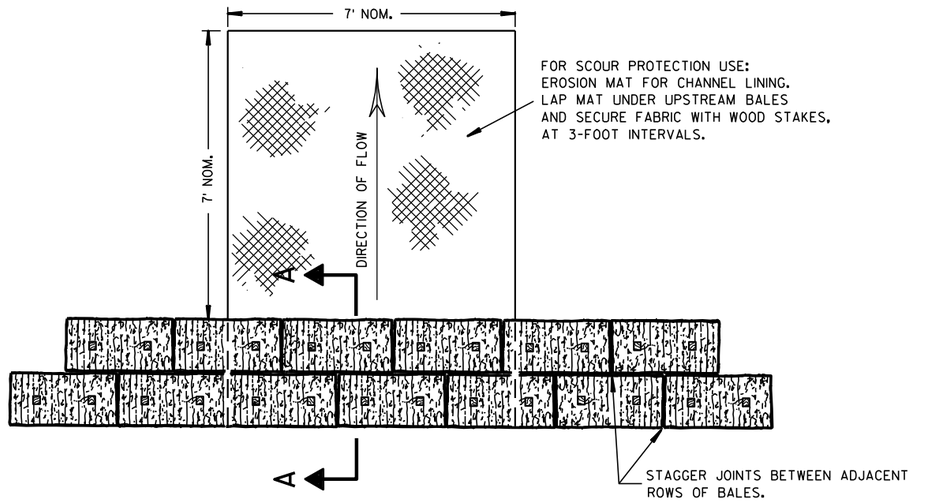
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

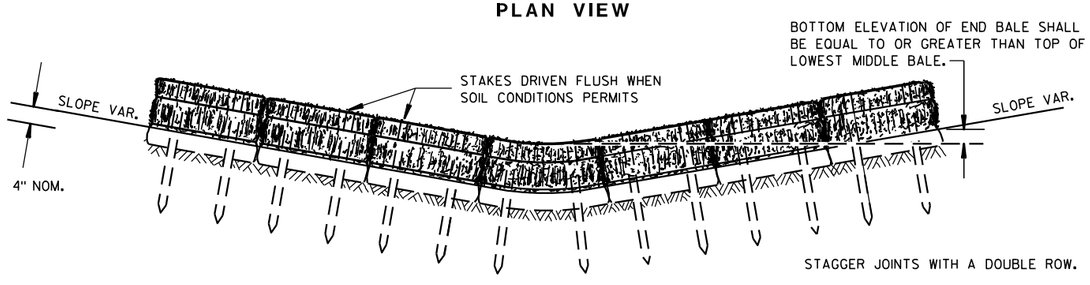
6
S.D.D. 8 D 5-16e



SECTION A-A



PLAN VIEW



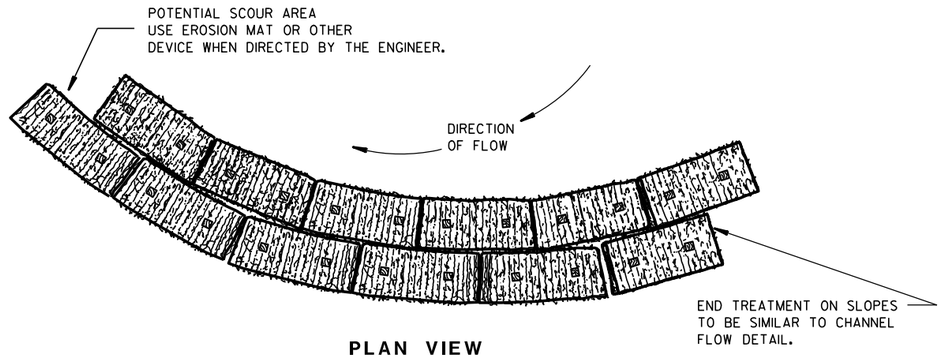
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

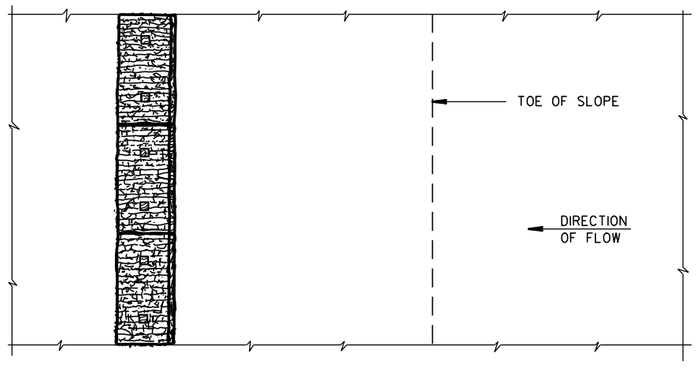
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

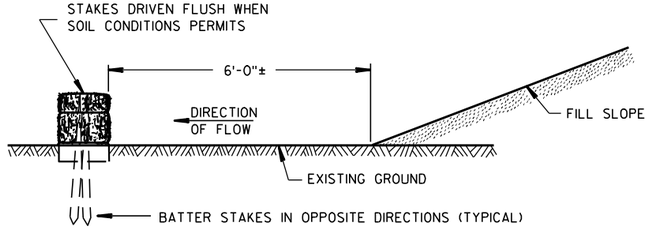


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

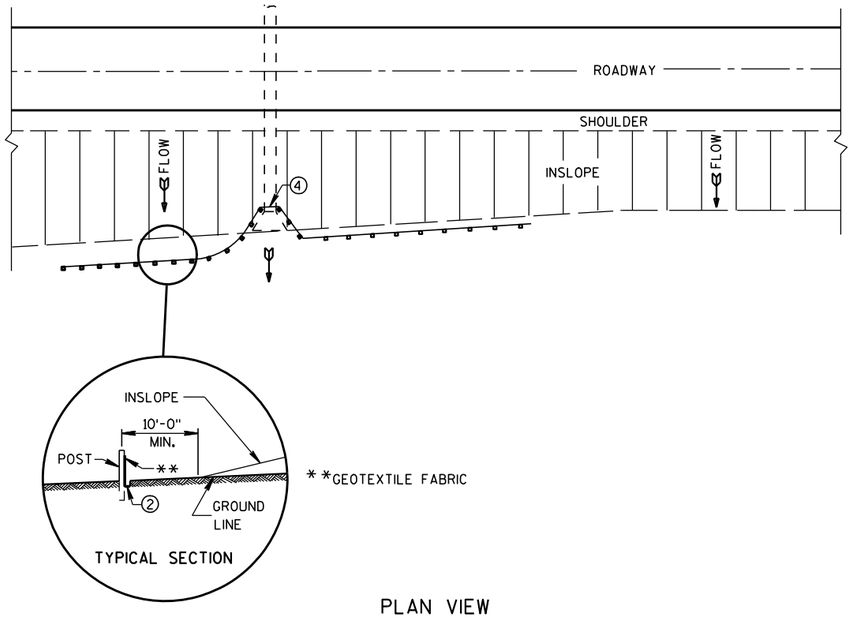
EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

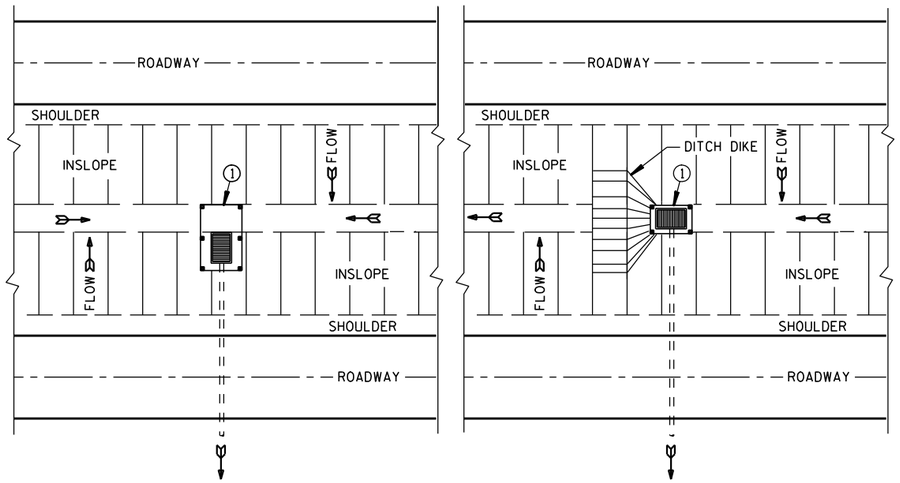
APPROVED
6/04/02 — DATE
/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



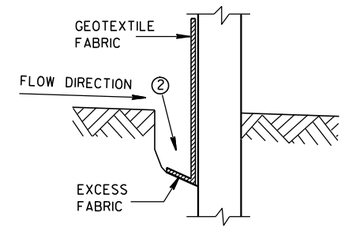
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

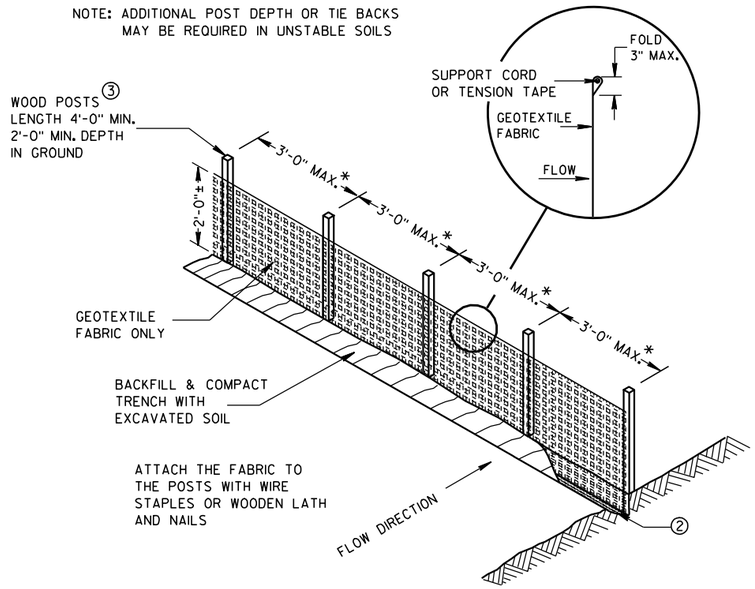
GENERAL NOTES

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

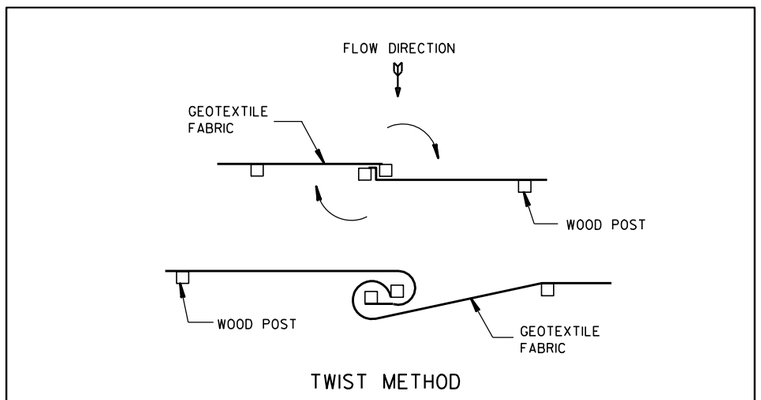
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL 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.



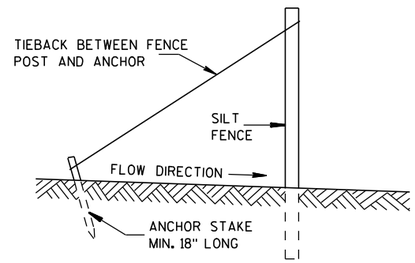
TRENCH DETAIL



SILT FENCE



JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

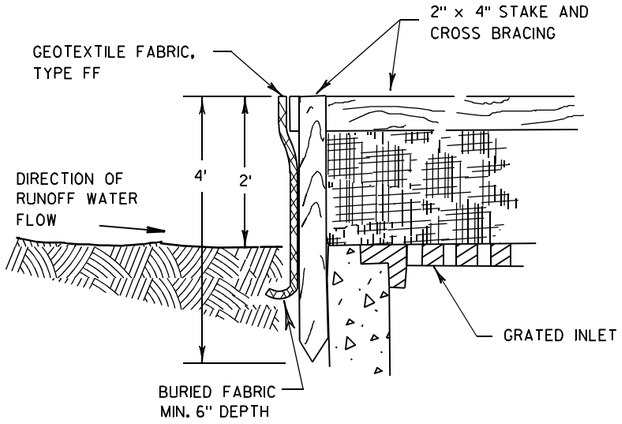
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

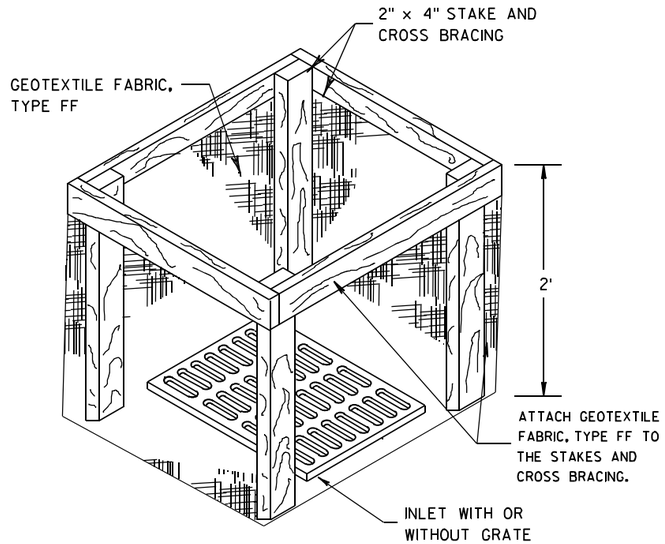
6

S.D.D. 8 E 9-6

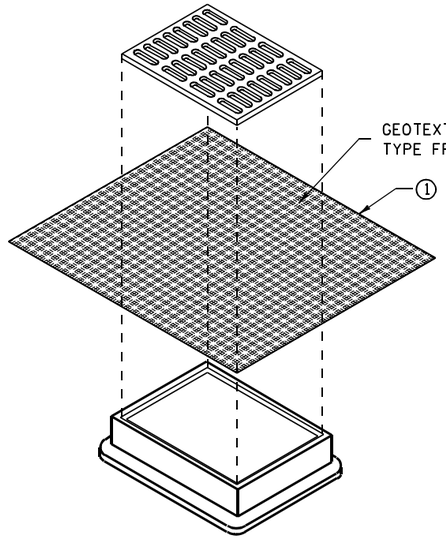
6

S.D.D. 8 E 9-6



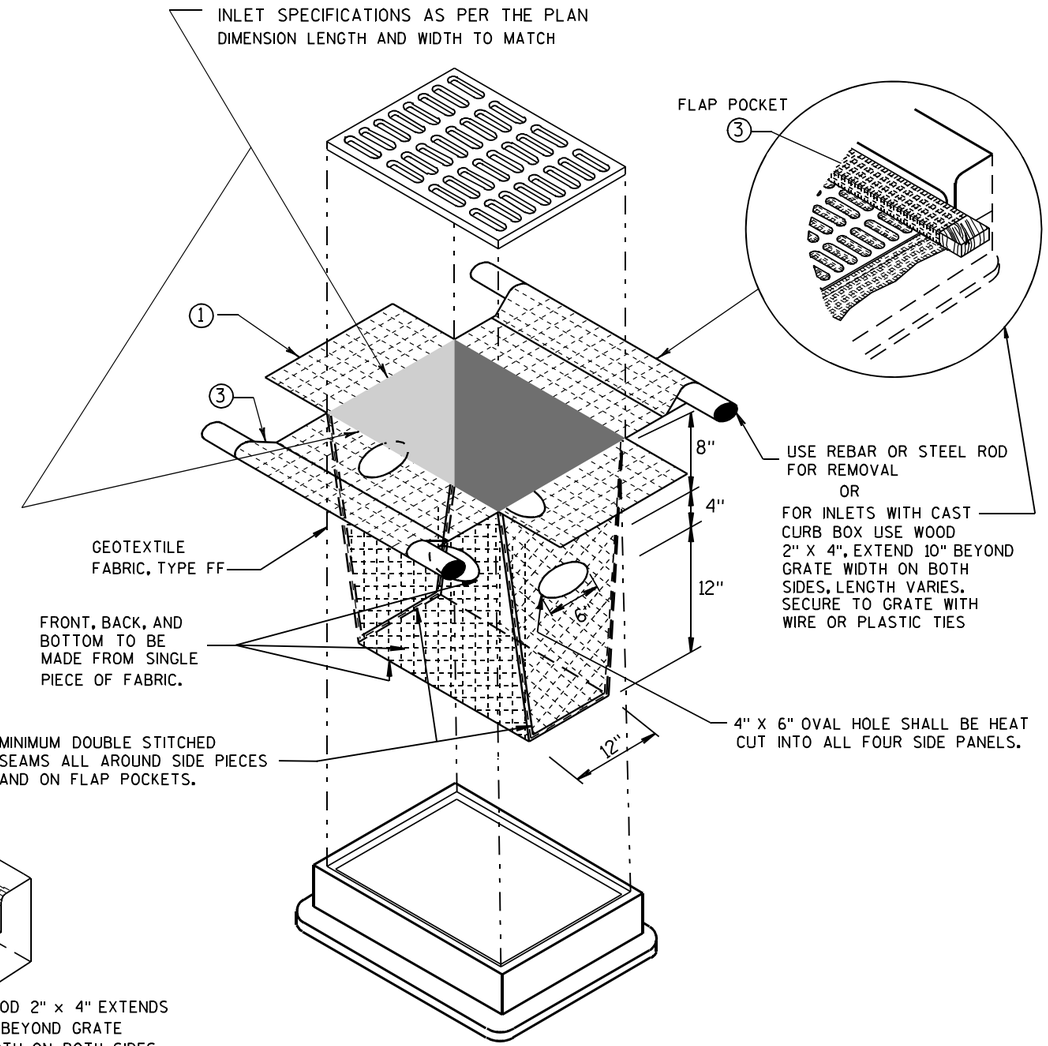


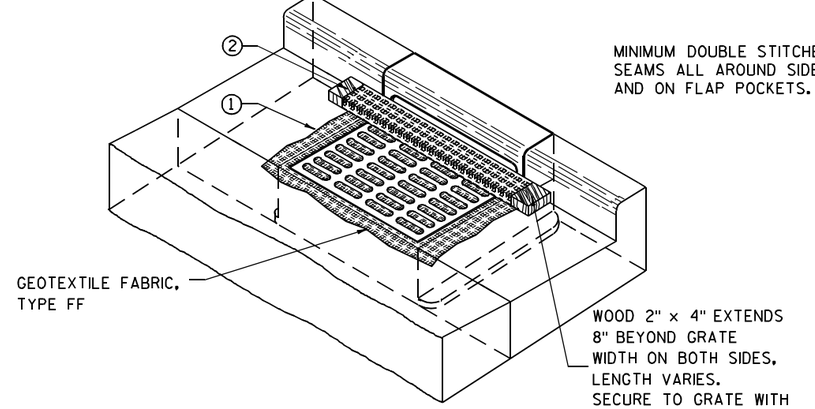
INLET PROTECTION, TYPE A



INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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





INLET PROTECTION, TYPE C (WITH CURB BOX)

INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

S.D.D. 8 E 10-2

6

S.D.D. 8 E 10-2

METAL APRON ENDWALLS

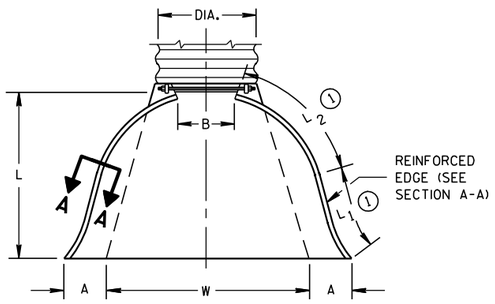
PIPE DIA. (IN.)	MIN. THICK. (Inches)		DIMENSIONS (Inches)							APPROX. SLOPE	BODY
	STEEL	ALUM.	A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")		
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to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

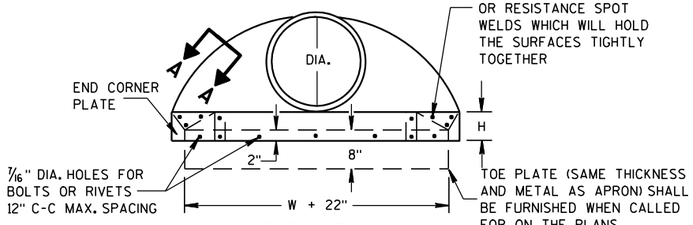
REINFORCED CONCRETE APRON ENDWALLS

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

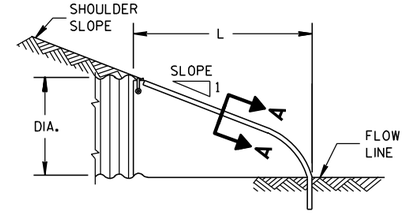
*MINIMUM
**MAXIMUM



PLAN VIEW

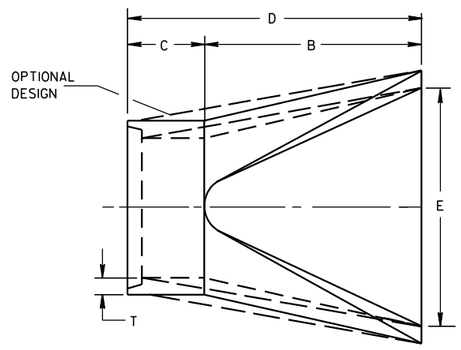


END VIEW

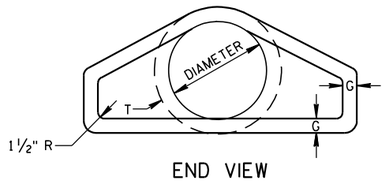


SIDE ELEVATION

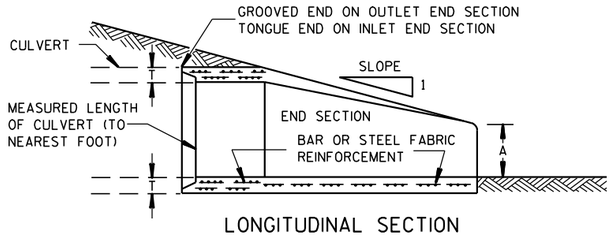
METAL ENDWALLS



PLAN

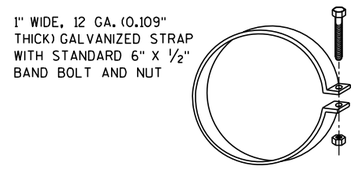


END VIEW



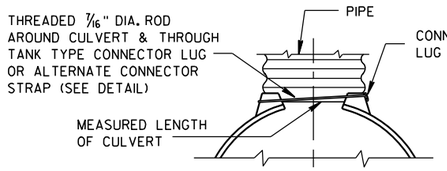
LONGITUDINAL SECTION

CONCRETE ENDWALLS

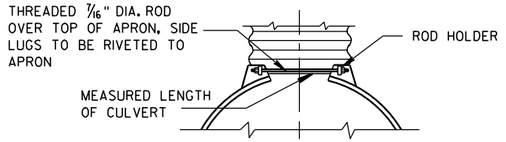


ALTERNATE FOR TYPE 1 CONNECTION

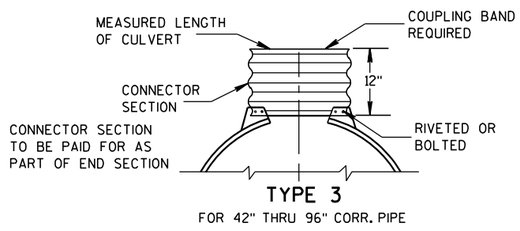
END SECTION CONNECTOR STRAP



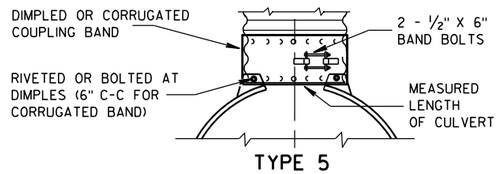
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

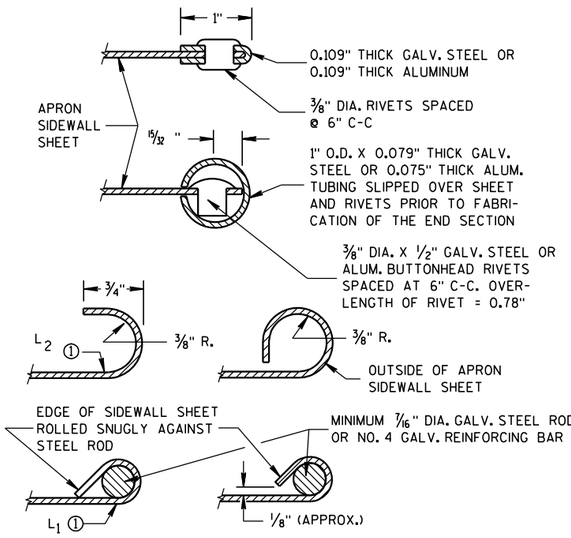
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

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

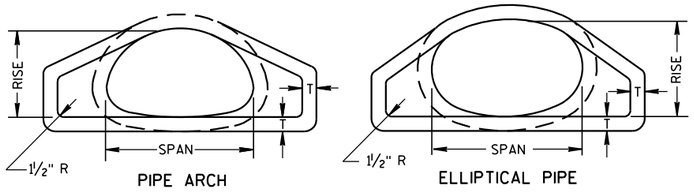
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

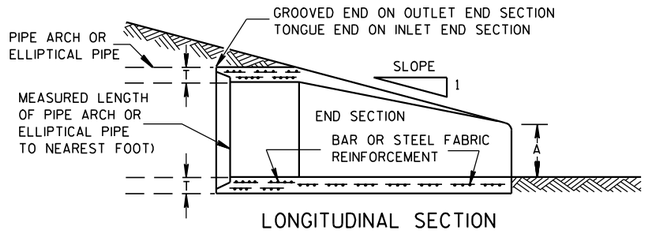
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

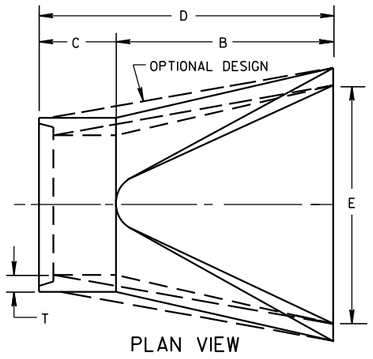
6
S.D.D. 8 F 1-11



END VIEW

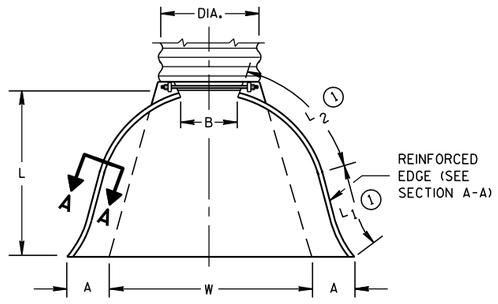


LONGITUDINAL SECTION

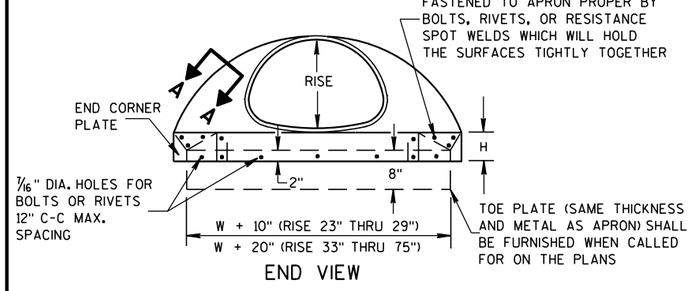


PLAN VIEW

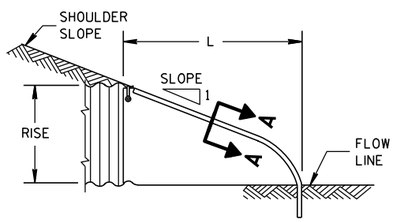
CONCRETE ENDWALLS



PLAN VIEW

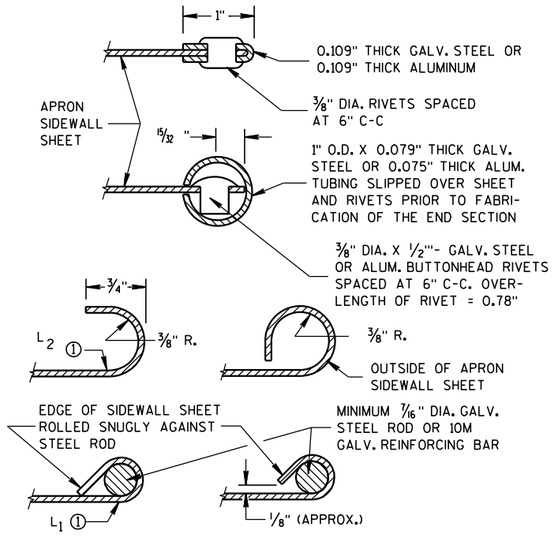


END VIEW



SIDE ELEVATION

METAL ENDWALLS



SECTION A-A

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

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
15	17	13	.064	.060	7	9	6	19	14	16	30	2½ to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19⅜	36	2½ to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	21¾	42	2½ to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	27½	48	2½ to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	37⅝	60	2½ to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45⅜	75	2½ to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	54¾	85	2½ to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	2½ to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	72¾	102	2¼ to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	82¼	114	2¼ to 1	3 Pc.
66	77	52	.109*	.105*	18	36	12	77	—	—	126	2 to 1	3 Pc.
72	83	57	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.

3" X 1" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
48	53	41	.109	.105	18	26	12	63	24	72¾	90	2½ to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82¼	102	2 to 1	2 Pc.
60	66	51	.109*	.105*	18	33	12	77	—	—	114	1½ to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	1½ to 1	3 Pc.
72	81	59	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.
78	87	63	.109*	.105*	22	38	12	77	—	—	148	1½ to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	1½ to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	1½ to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	1½ to 1	3 Pc.

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

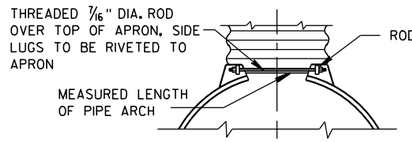
REINFORCED CONCRETE PIPE ARCH

EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	29	18	3	8½	39	33	72	48	3 to 1
30	36	22	3½	9½	50	46	96	60	3 to 1
36	44	27	4	11⅛	60	36	96	72	3 to 1
42	51	31	4½	15 13/16	60	36	96	78	3 to 1
48	58	36	5	21	60	36	96	84	3 to 1
54	65	40	5½	25½	60	36	96	90	3 to 1
60	73	45	6	31	60	36	96	96	3 to 1
72	88	54	7	31	60	39	99	120	2 to 1
84	102	62	8	28½	83	19	102	144	2 to 1

REINFORCED CONCRETE ELLIPTICAL PIPE

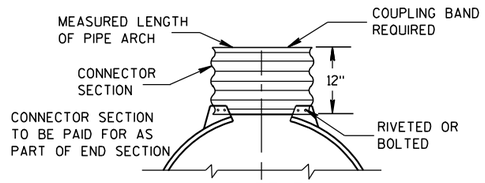
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48	6½	30	60	36	96	96	2½ to 1

**NOMINAL SIZE



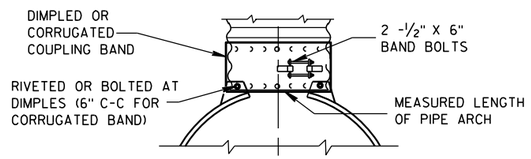
TYPE 2

FOR 17" X 13" THRU 112" X 75" PIPE ARCH



TYPE 3

FOR 64" X 43" THRU 112" X 75" PIPE ARCH



TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

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

CONNECTION DETAILS

GENERAL NOTES

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

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

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE ARCH PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 77" X 52" THROUGH 112" X 75" APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

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

① FOR PIPE ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

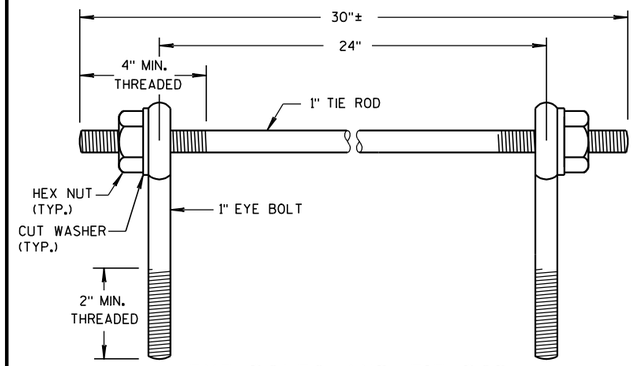
APPROVED

11/30/94 — DATE

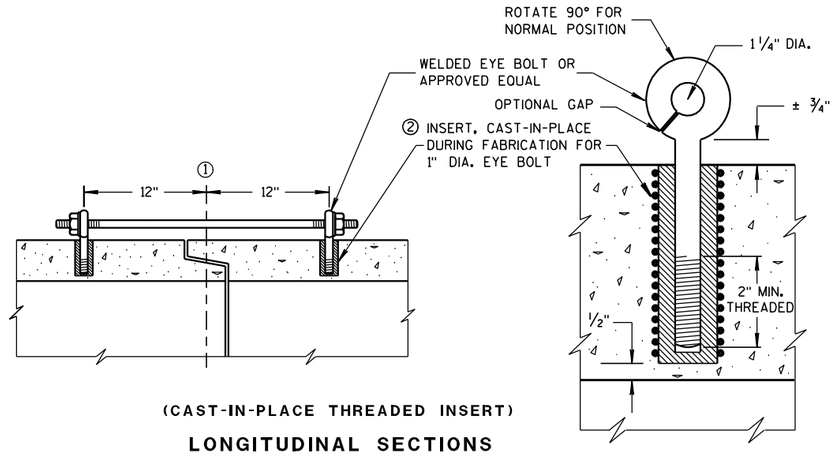
/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

6
S.D.D. 8 F 2-1



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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

GENERAL NOTES

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

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

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

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

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

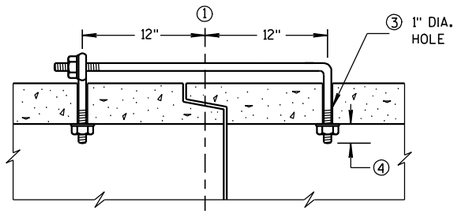
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

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

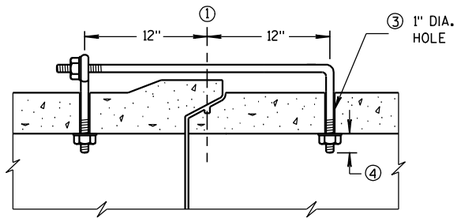
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

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



(TONGUE & GROOVE PIPE)

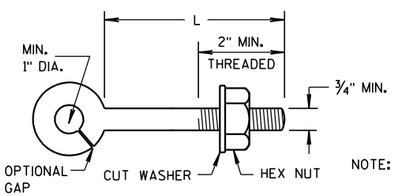


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

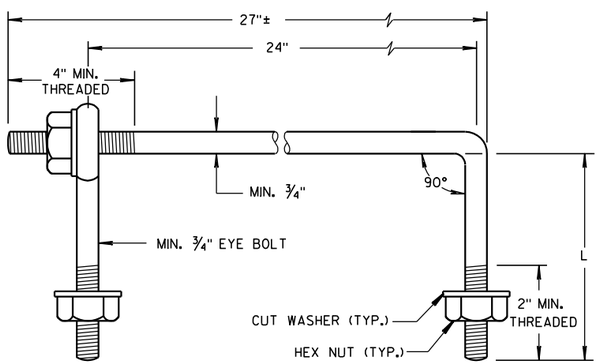
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

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



EYE BOLT AND TIE ROD

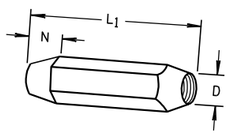
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

ADJUSTABLE TIE ROD TABLE

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

DIMENSIONS SHOWN ARE IN INCHES



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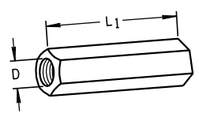
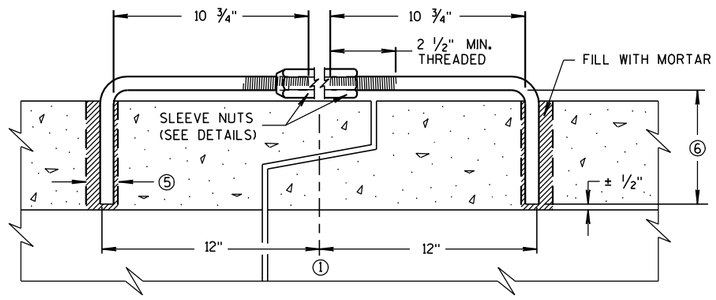


PLAIN

RIGHT AND LEFT THREADS

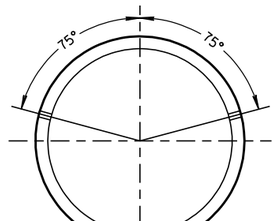
SLEEVE NUTS



LONGITUDINAL SECTION

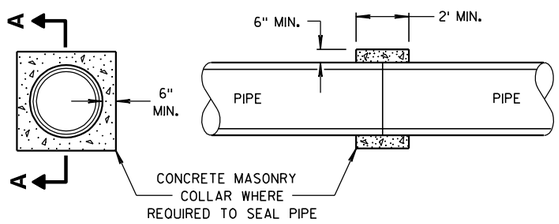
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



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

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

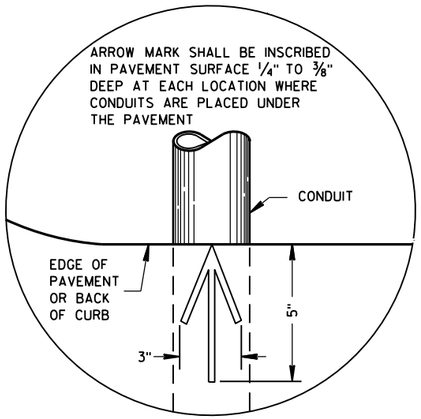
JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
401
FHWA

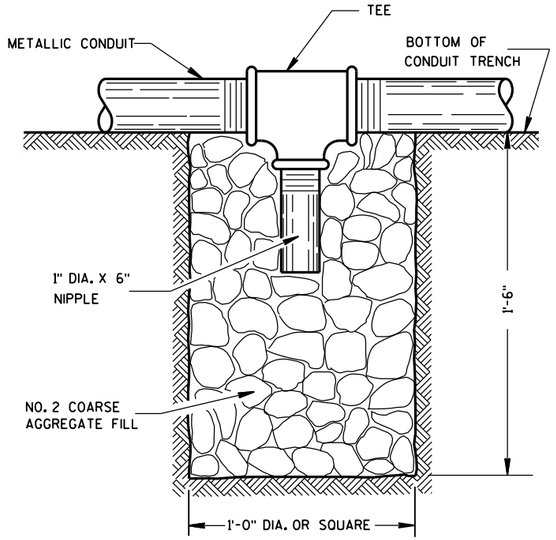
6

S.D.D. 8 F 4-7



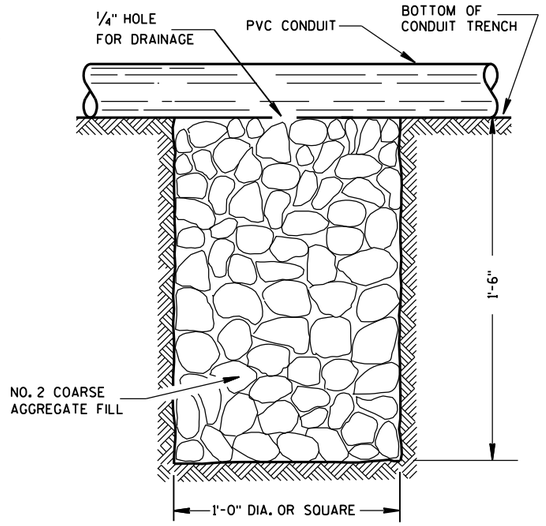
PLAN VIEW

ARROW MARK



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

DRAIN SUMP FOR METALLIC CONDUIT



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

DRAIN SUMP FOR PVC CONDUIT

GENERAL NOTES

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

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

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

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

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

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

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

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

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

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

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

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

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

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

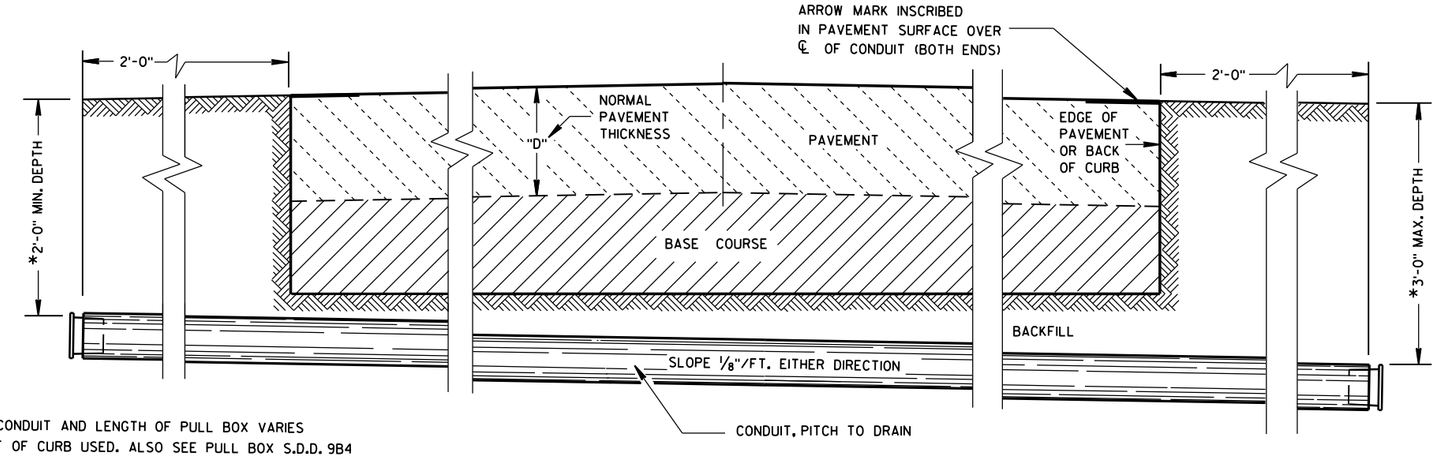
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

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

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

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

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



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

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

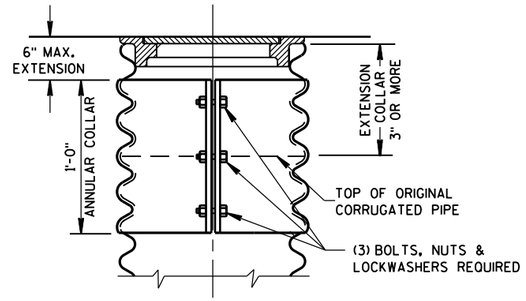
S.D.D. 9 B 2-9

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

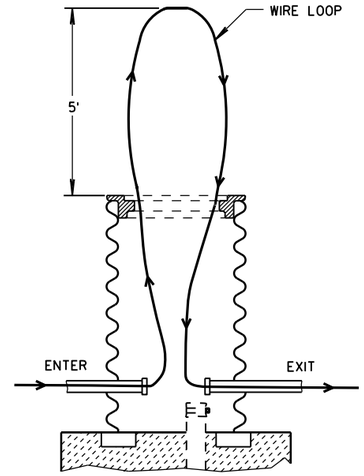
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2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

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

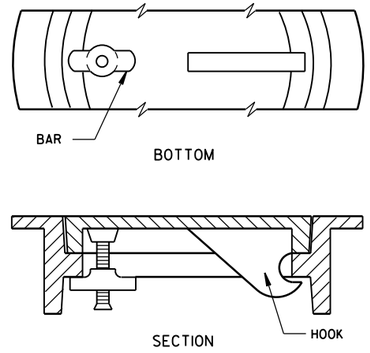
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

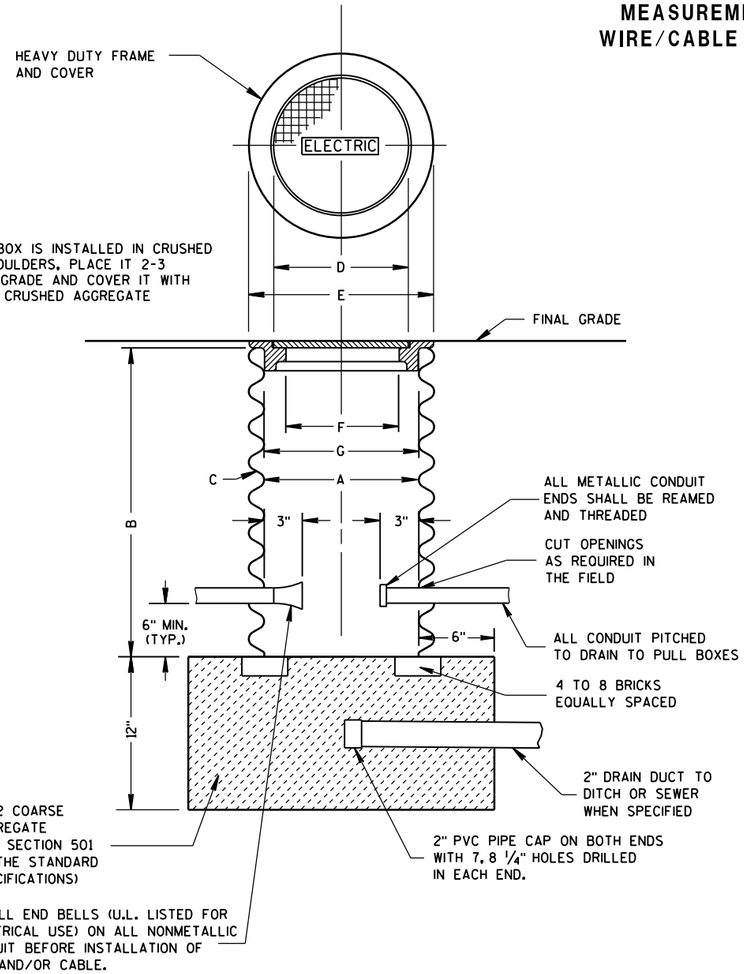


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



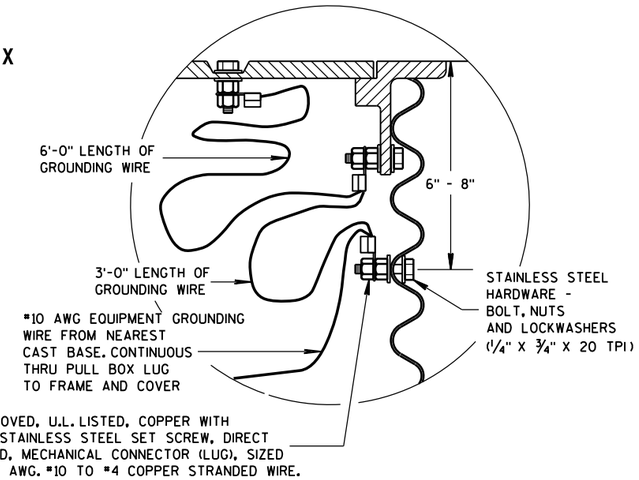
ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE



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

PULL BOX



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

GENERAL NOTES

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

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

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

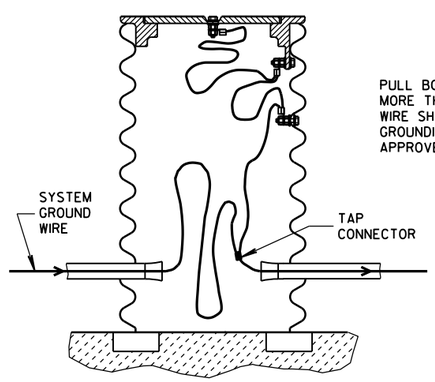
ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

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

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

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

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



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

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL
403
FHWA

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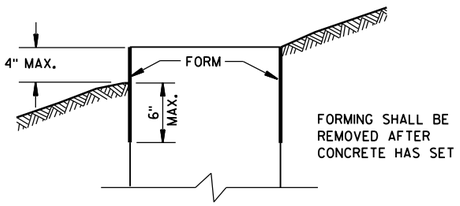
S.D.D. 9 B 4-11

FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE



FORMING DETAIL

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

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

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

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

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

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

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

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

GENERAL NOTES (CONTINUED)

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

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

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

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

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

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

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

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

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

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

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

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

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

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

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

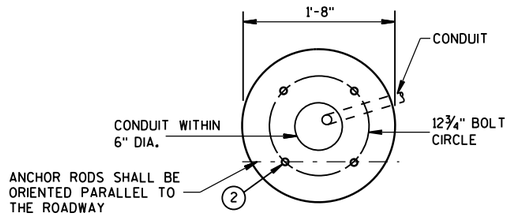
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

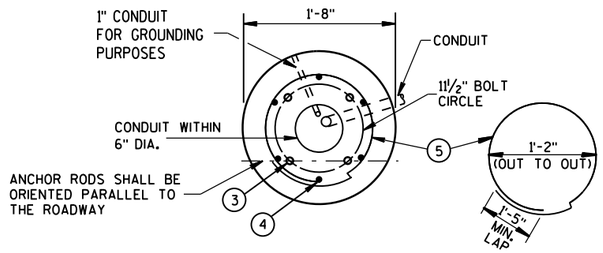
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

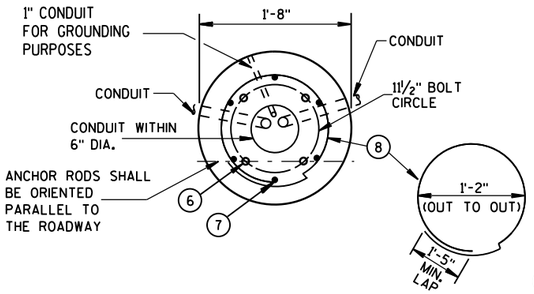
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

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

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



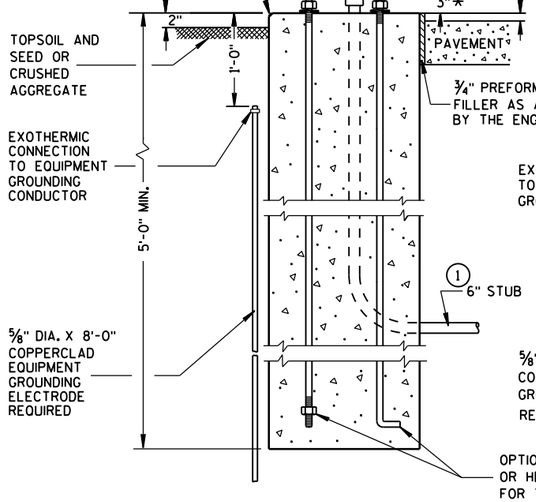




FORM ALL EXPOSED CONCRETE. PROVIDE 1" CHAMFER ALL AROUND

HALF SECTION IN UNPAVED AREA

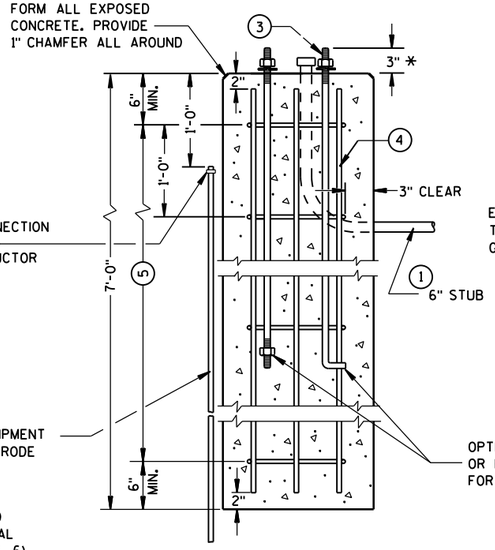
(TYPICAL FOR TYPES 1, 2, 5, & 6)



HALF SECTION IN PAVEMENT

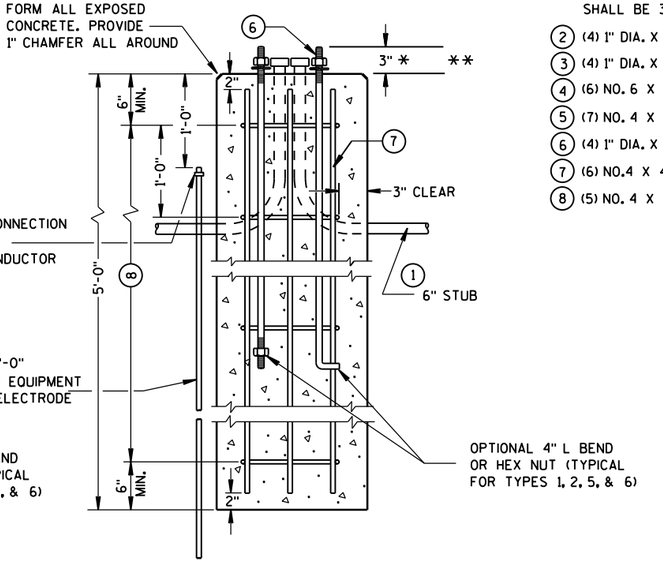
(TYPICAL FOR TYPES 1, 2, 5, & 6)

FORM ALL EXPOSED CONCRETE. PROVIDE 1" CHAMFER ALL AROUND



TYPE 2

FORM ALL EXPOSED CONCRETE. PROVIDE 1" CHAMFER ALL AROUND



TYPE 5 & 6

CONCRETE BASES

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

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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GENERAL NOTES

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

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

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

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

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

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

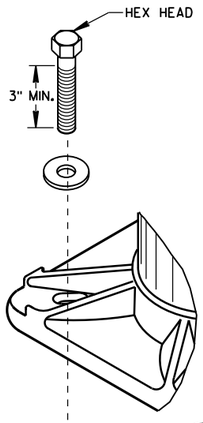
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

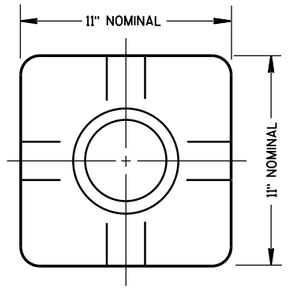
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

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

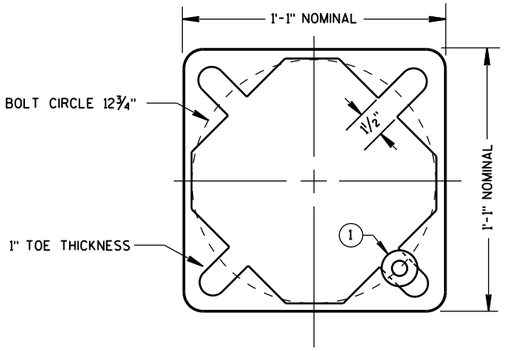
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

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

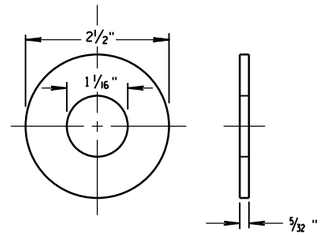




TOP VIEW
(PEDESTAL BASE)

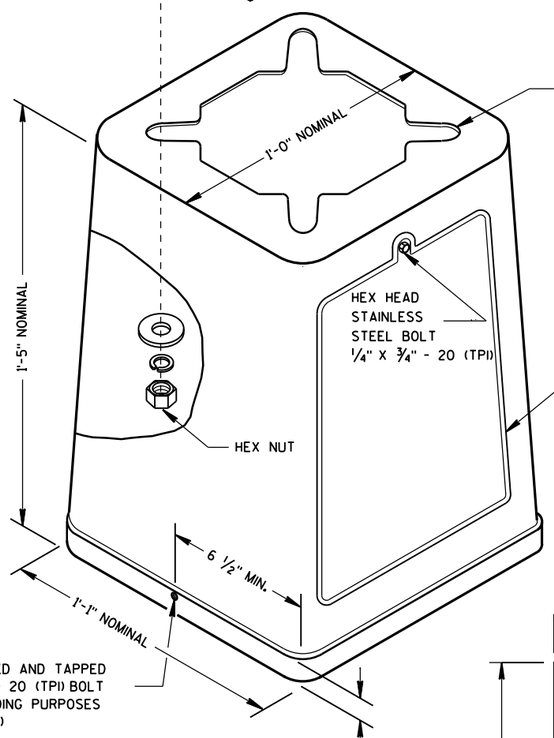


BOTTOM VIEW
(PEDESTAL BASE)

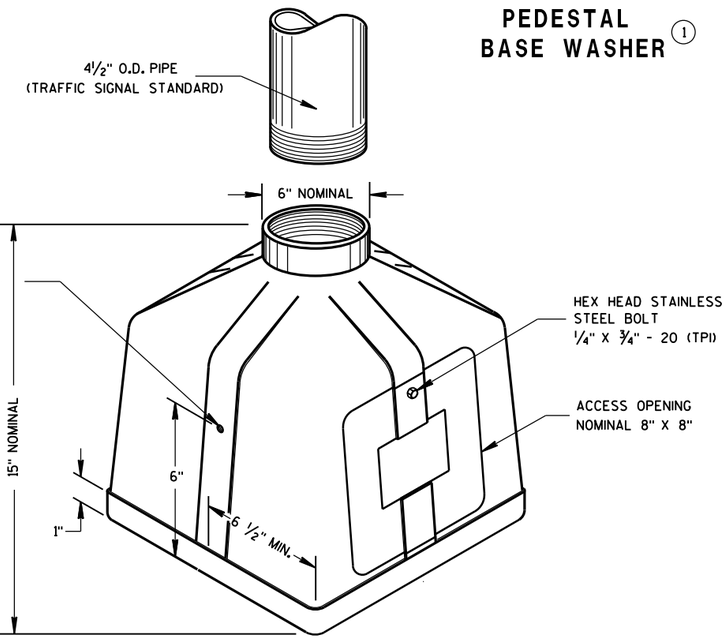


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

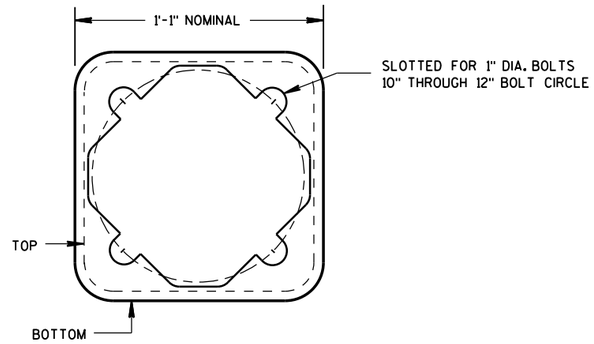


ISOMETRIC VIEW

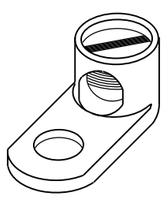


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

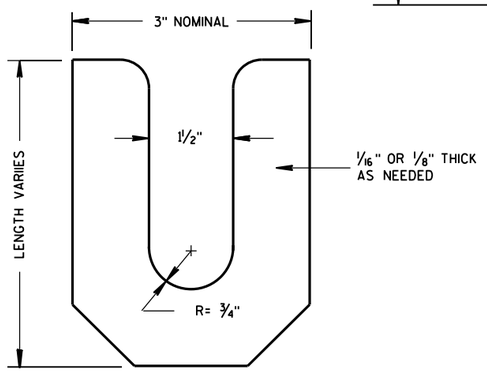


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

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



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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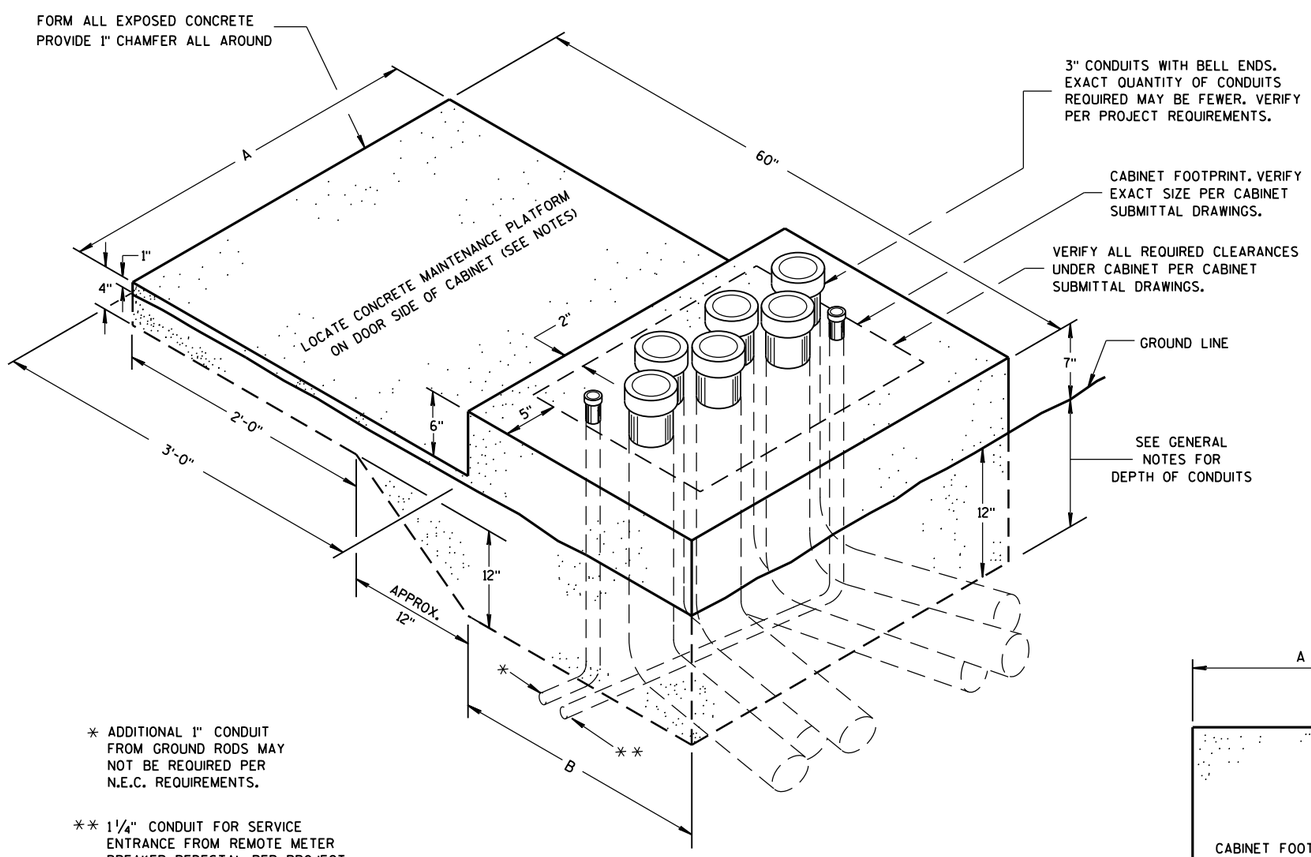


* ADDITIONAL 1" CONDUIT FROM GROUND RODS MAY NOT BE REQUIRED PER N.E.C. REQUIREMENTS.

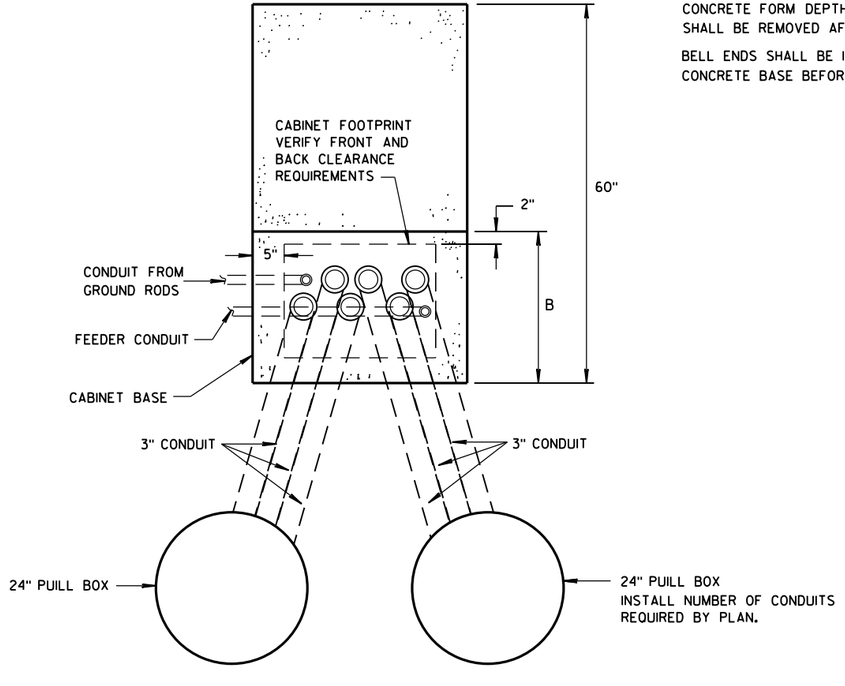
** 1¼" CONDUIT FOR SERVICE ENTRANCE FROM REMOTE METER BREAKER PEDESTAL PER PROJECT REQUIREMENTS. VERIFY LOCATION OF CONDUIT DEPENDENT UPON LOCATION OF INCOMING FEEDER AND FOR EASE OF CONNECTION TO LOAD CENTER.

ISOMETRIC VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

(C.Y. CONCRETE = APPROX. 0.4)

CONCRETE BASE TYPE	CABINET WIDTH	DIMENSIONS		MAXIMUM 3" CONDUITS
		A	B	
L24	24"	34"	24"	4
L30	30"	40"	24"	6



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

GENERAL NOTES

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

INSTALL FOUR STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS TO ANCHOR THE CABINET BASES. THE ANCHORS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

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

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

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

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

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

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND BE LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

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

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

CONDUIT EXITING THE CONCRETE BASE SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

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

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

CONCRETE CONTROL CABINET BASE, TYPE L

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Nov. 2014 — DATE
/S/ Thomas Gonring — STATE LIGHTING ENGINE
406
WYS
FHWA

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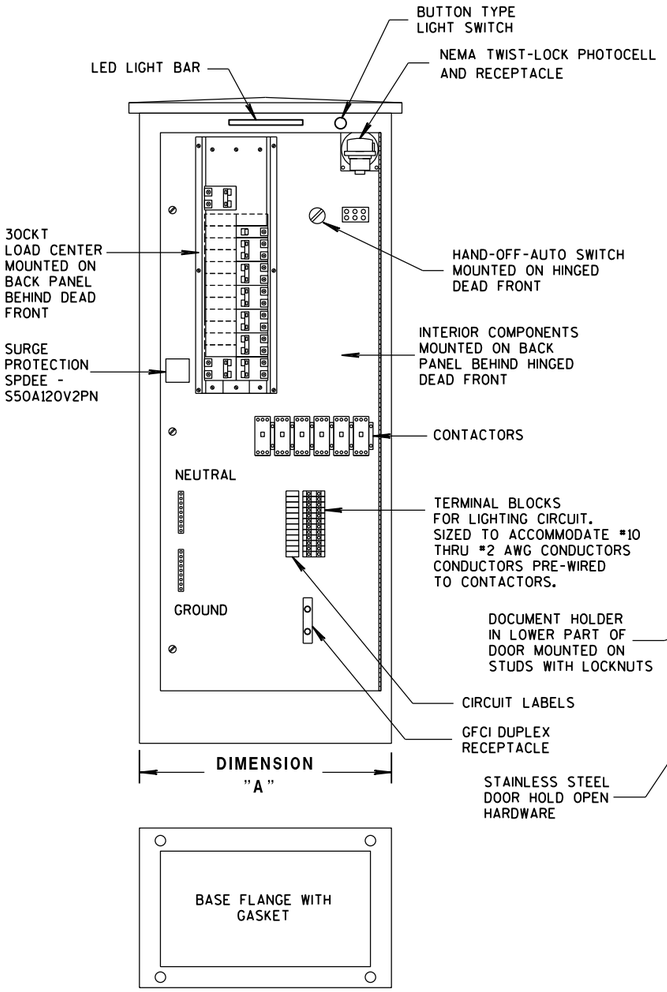
S.D.D. 9 C 14-2

FRONT INTERIOR ELEVATION



SIDE VIEW

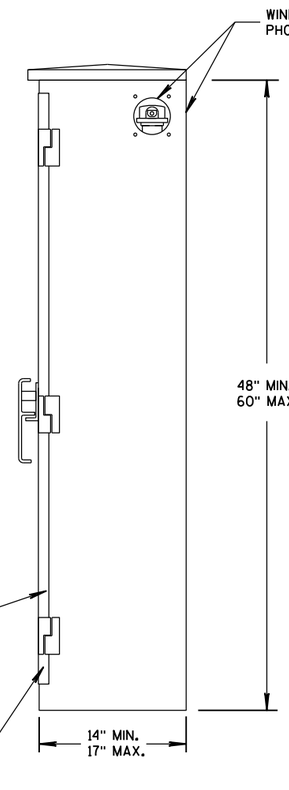
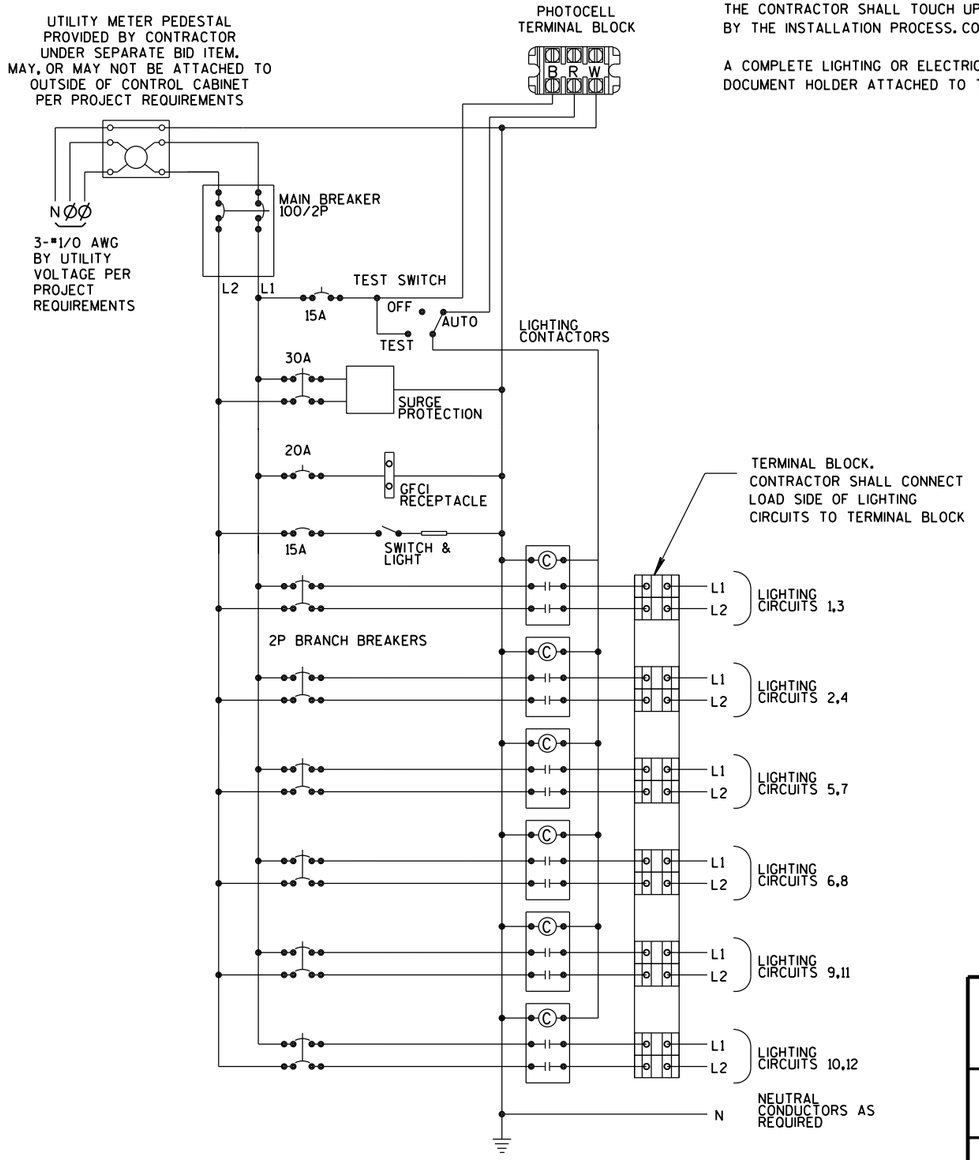


TABLE OF DIMENSIONS (INCHES)

CONCRETE BASE TYPE	CABINET WIDTH	DIMENSION "A"
L24	24"	24"
L30	30"	30"

LIGHTING CONTROL CABINET



CONTROL CABINET SCHEMATIC

GENERAL NOTES

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

ALL INTERNAL ELECTRICAL COMPONENTS WILL BE PRE-WIRED BY THE CABINET FABRICATOR.

ALL CONDUIT ENTRIES SHALL BE SEALED WITH AN APPROPRIATE DUCT SEALING COMPOUND.

ORIENT PHOTOCELL AWAY FROM AMBIENT LIGHT SOURCES AND ONCOMING TRAFFIC HEADLIGHTS.

THE CONTRACTOR SHALL TOUCH UP ANY DAMAGE TO THE ANODIZED FINISH CAUSED BY THE INSTALLATION PROCESS. COLOR MATCH PAINT SHALL BE USED.

A COMPLETE LIGHTING OR ELECTRICAL PLAN SHALL BE SECURELY PLACED IN THE DOCUMENT HOLDER ATTACHED TO THE DOOR.

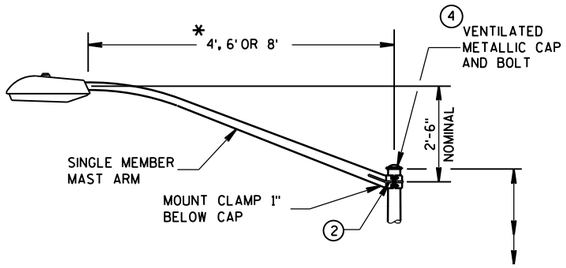
LIGHTING CONTROL CABINET 120/240 VOLT

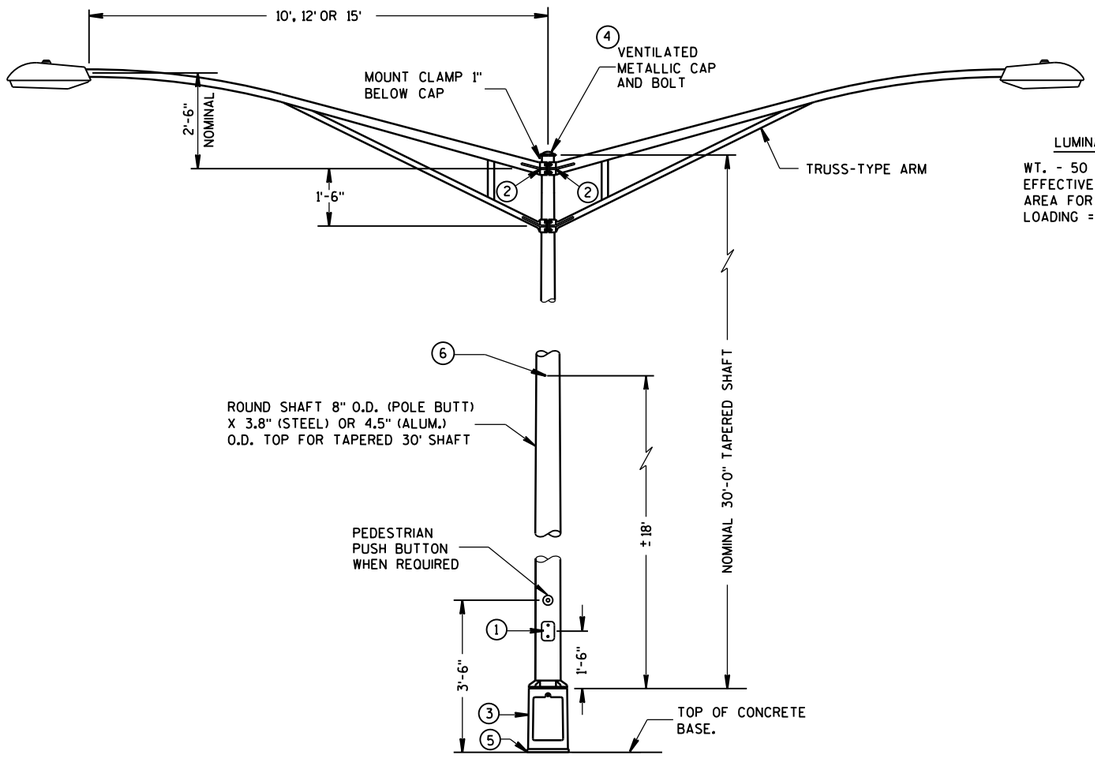
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 DATE
/S/ Thomas Gonring STATE LIGHTING ENGINEER
407
FHWA
NYS.

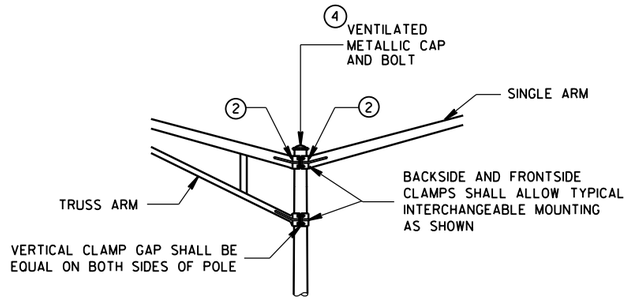
6
S.D.D. 9 D 4-2

*RISE FOR 4' ARM SHALL BE 2'-0".





TYPE 5 POLE MOUNTING CONFIGURATION
(MAXIMUM LOAD)
LIGHTING ONLY



INTERCHANGEABLE MOUNTING DETAIL

LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED
AREA FOR WIND
LOADING = 1.5 SQ. FT.

GENERAL NOTES

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

ALL TYPE 5 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

THE TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.188".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONEECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" x 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(4) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

(6) INTERNAL DUMBBELL-TYPE VIBRATION DAMPER.

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S.D.D. 9 E 1-14d

POLE MONTINGS FOR
LIGHTING UNITS, TYPE 5
(30 FEET)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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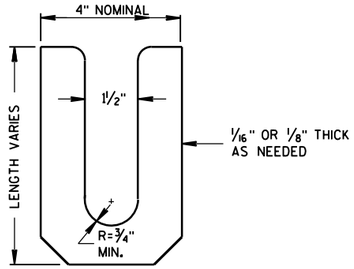
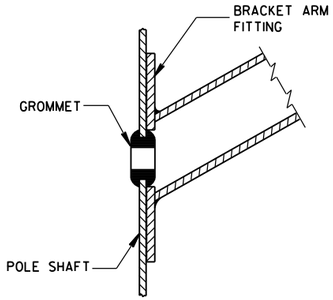
S.D.D. 9 E 1-14d

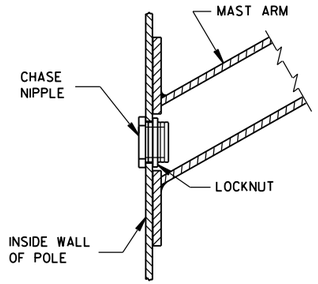


LEVELING SHIM (13)

SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

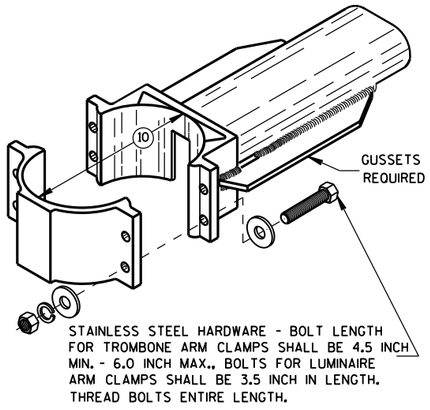
(10) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP.
6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(11) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

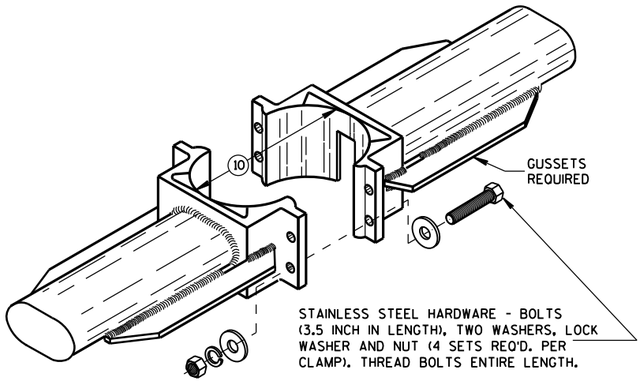
(12) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(13) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

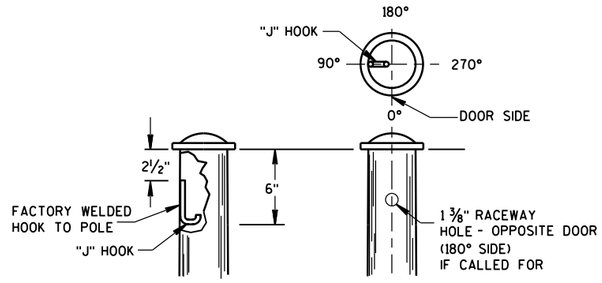
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



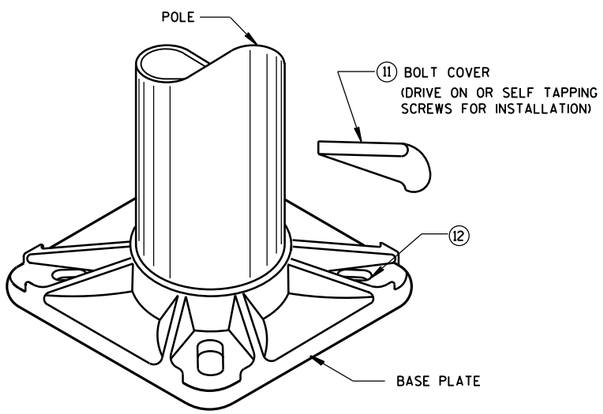
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



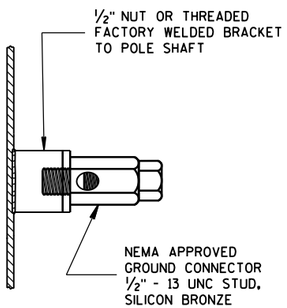
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

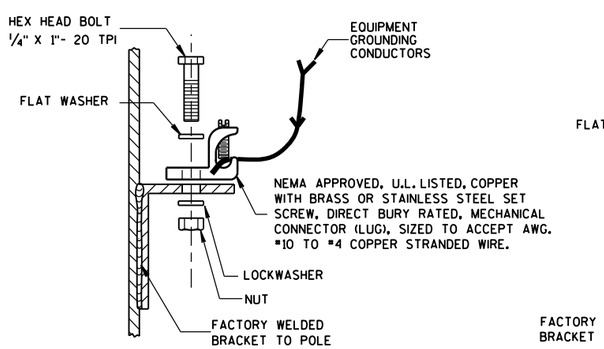


TYPICAL "J" HOOK LOCATION



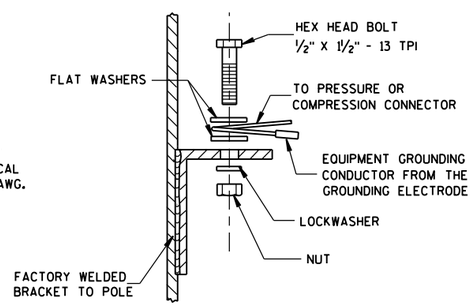
BASE PLATE





TYPICAL GROUNDING CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



HARDWARE DETAILS FOR POLE MOUNTINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Feb. 2015
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL

FHWA

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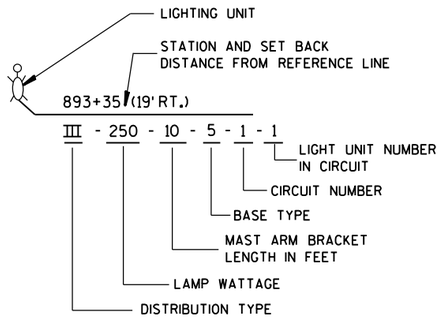
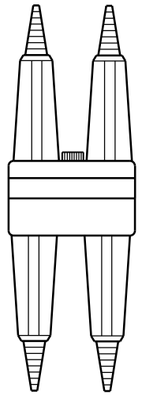
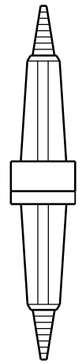
S.D.D. 9 E 1-14g



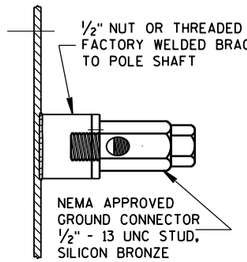
LIGHTING UNIT CODE
(TYPICAL)

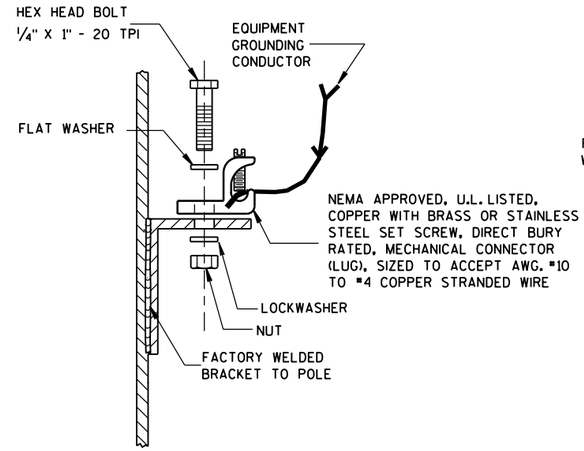


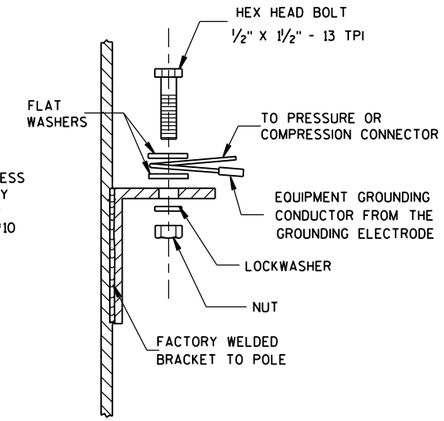
DETAIL "A"
BREAKAWY DOUBLE POLE WITH WATERPROOF INSULATING BOOT



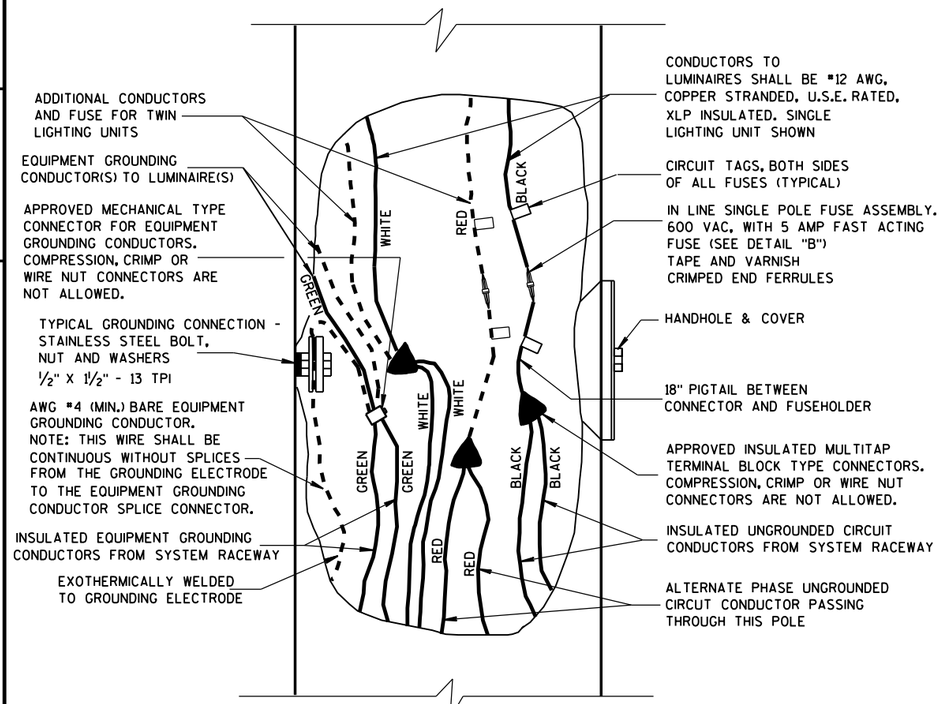
DETAIL "B"
BREAKAWY SINGLE POLE WITH WATERPROOF INSULATING BOOT



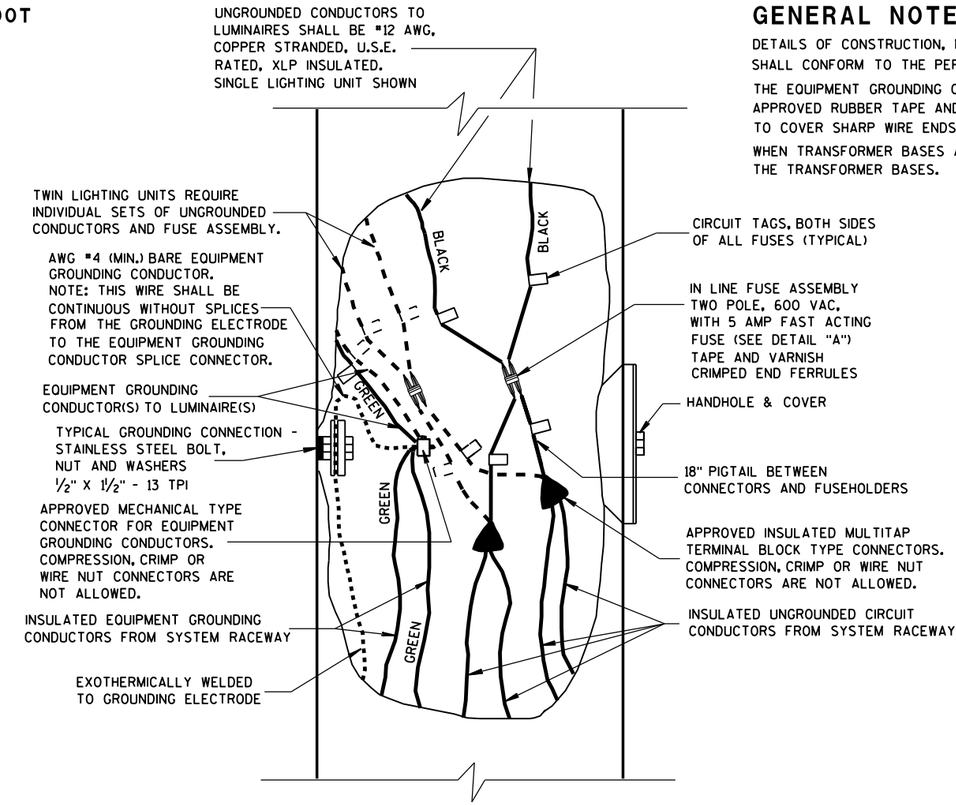




TYPICAL GROUNDING CONNECTIONS
NUT, BOLT, WASHERS AND LOCKWASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTOR) WITH GROUNDED CONDUCTOR AND WITH EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

GENERAL NOTES

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

THE EQUIPMENT GROUNDING CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND THEN 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.

NON-FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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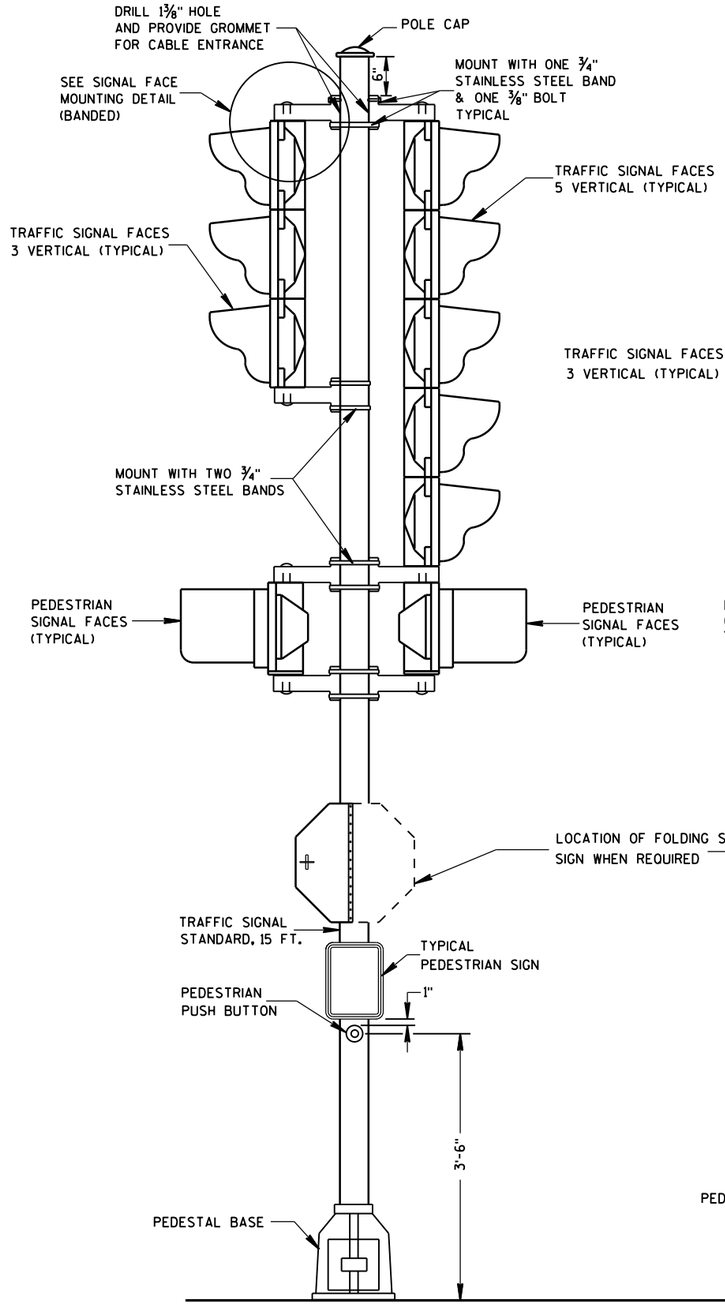
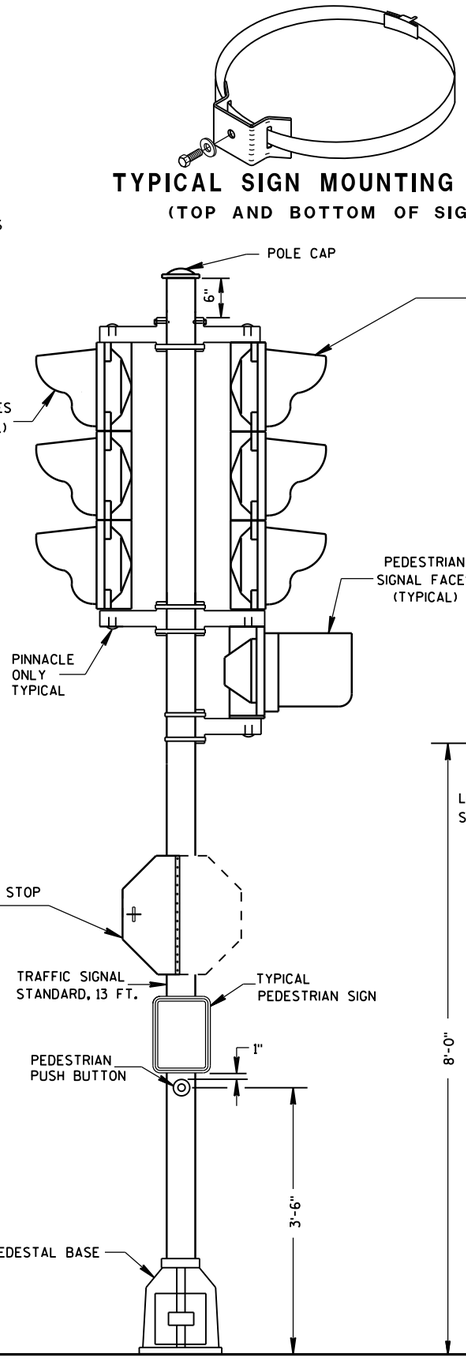
S.D.D. 9 E 3-5

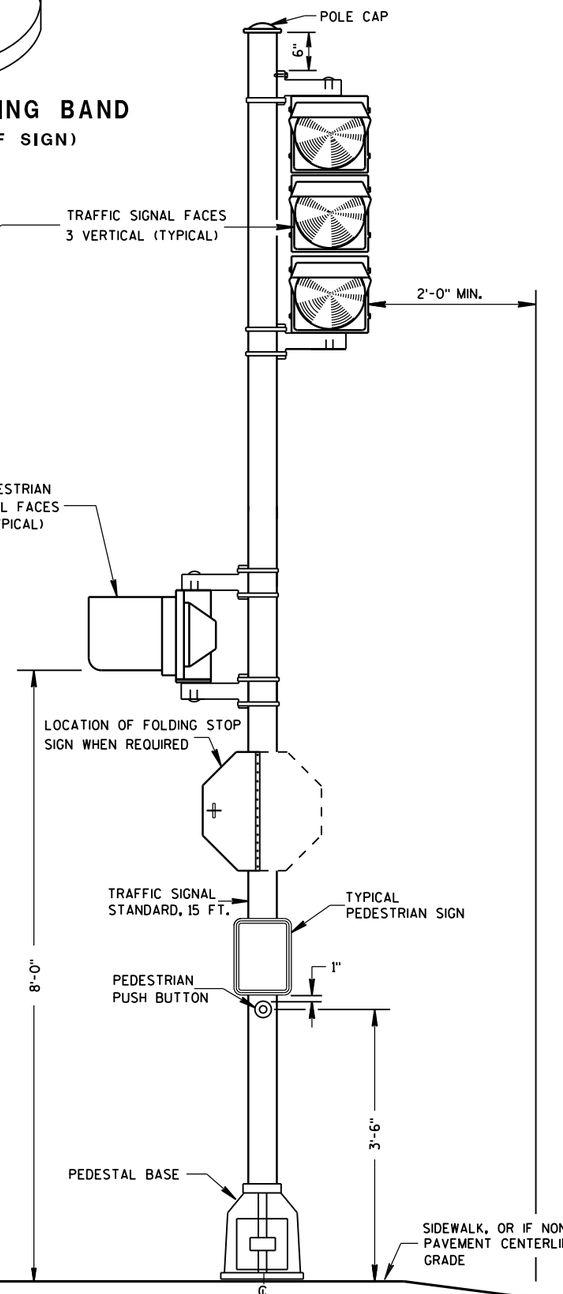


TRAFFIC SIGNAL STANDARD-15 FT.



TRAFFIC SIGNAL STANDARD-13 FT.

TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



TRAFFIC SIGNAL STANDARD-15 FT.
3M MOUNTING (TYPICAL)

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

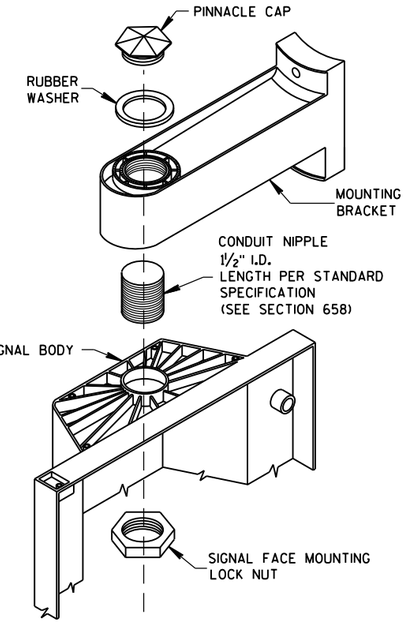
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE REGION TRAFFIC ENGINEER.

FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



SIGNAL FACE MOUNTING DETAIL
(BANDED)

TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/28/2013 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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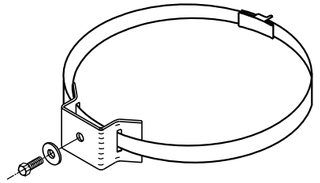
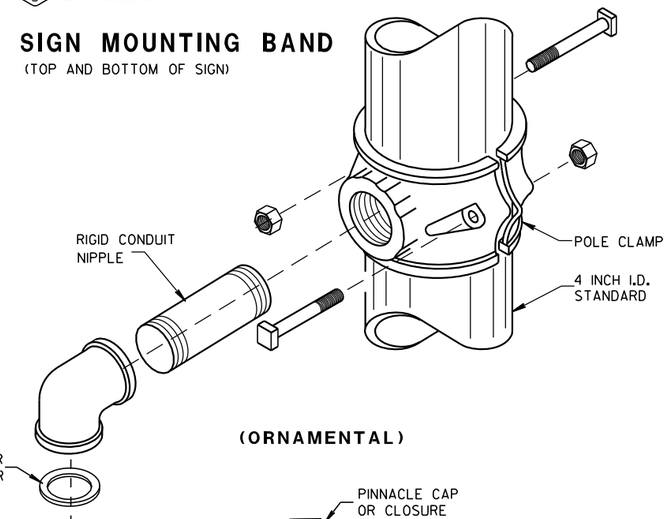
S.D.D. 9 E 6-5



TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



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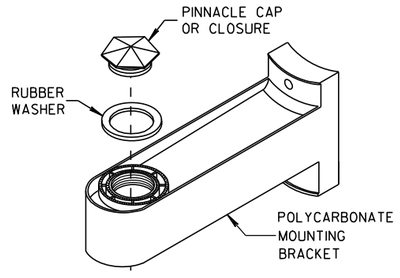

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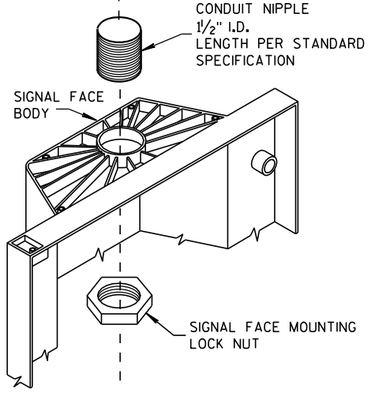
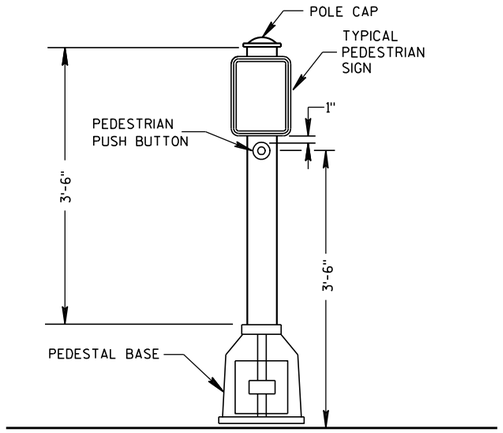


SIGNAL FACE MOUNTING DETAILS



PEDESTRIAN PUSH BUTTON TYPICAL MOUNTING

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

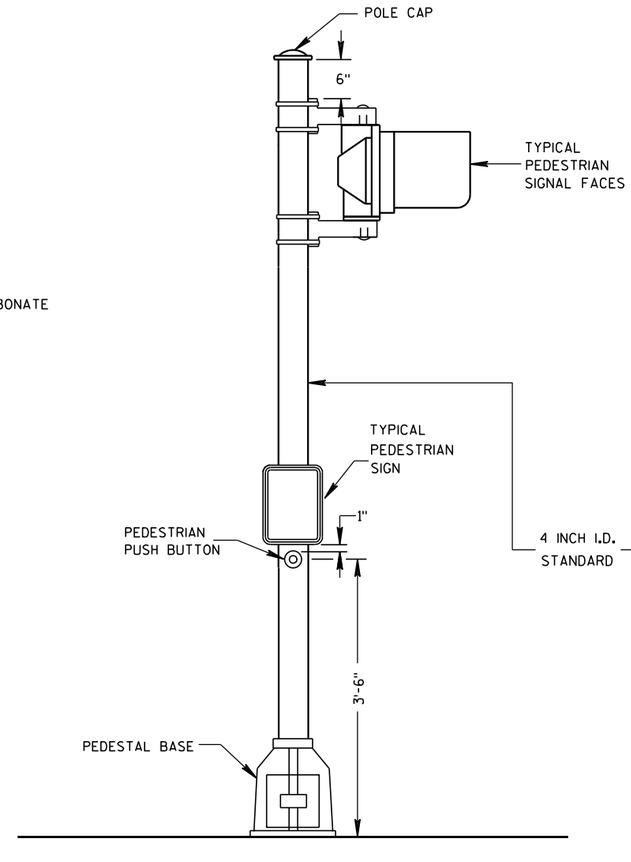
POLYCARBONATE SIGNAL FACE MOUNTING BRACKETS SHALL BE USED UNLESS ORNAMENTAL POLE CLAMPS ARE SPECIFIED.

LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

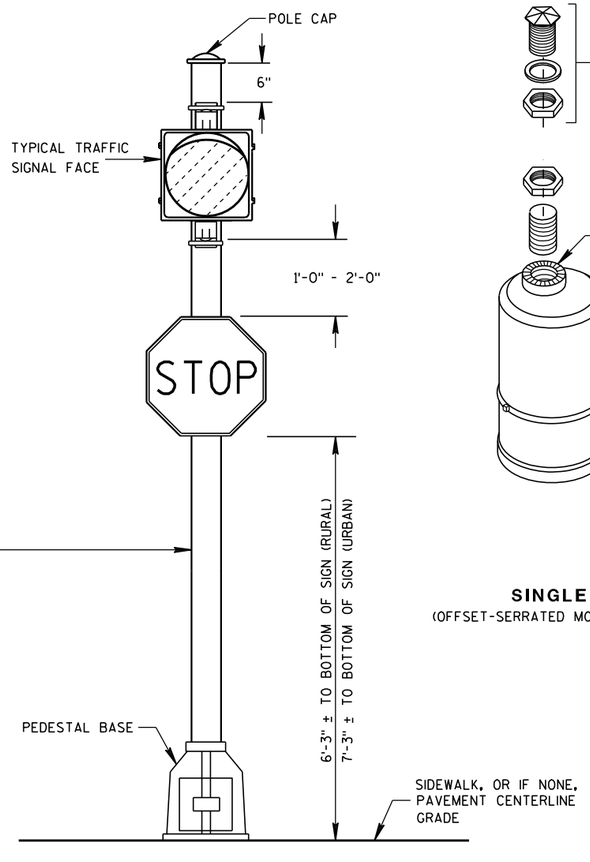
MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE DISTRICT TRAFFIC ENGINEER).

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

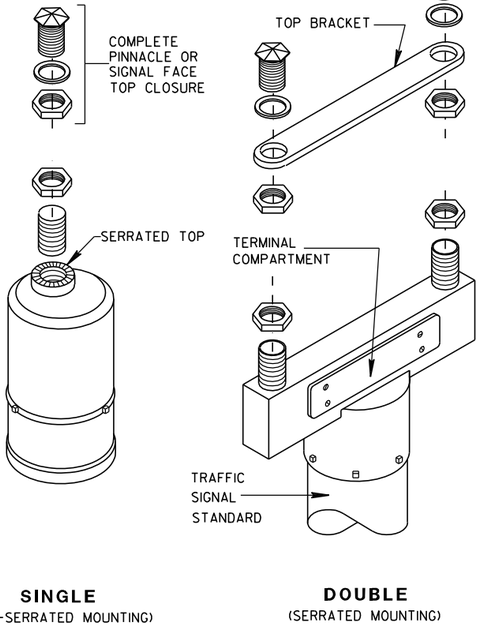
FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



PEDESTRIAN FACE STANDARD-10 FT.
(WALK-DON'T WALK)



STANDARD FLASHER.
10 FOOT, 13 FOOT OR 15 FOOT AS REQUIRED



SINGLE
(OFFSET-SERRATED MOUNTING)

DOUBLE
(SERRATED MOUNTING)

SLIPFITTERS

TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/11/10 DATE — /S/ John Corbin STATE ELECTRICAL ENGI — HWYS

FHWA

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S.D.D. 9 E 7-5

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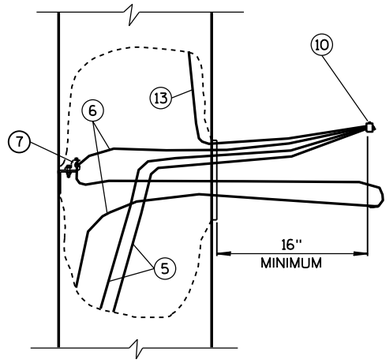
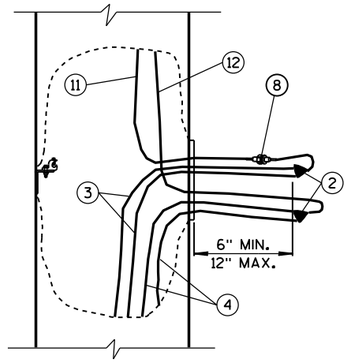
S.D.D. 9 E 7-5

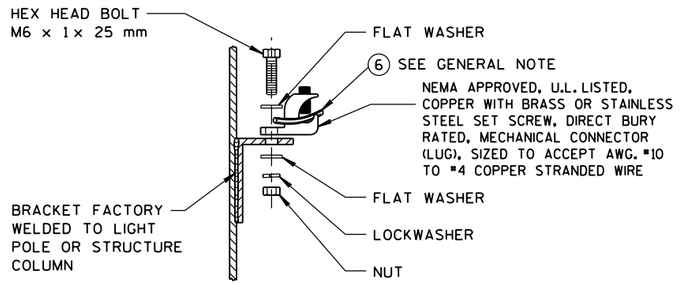


EQUIPMENT GROUNDING CONDUCTOR SLACK



UNGROUNDED CONDUCTOR SLACK (AND GROUNDED NEUTRAL SLACK IN GROUNDED NEUTRAL SYSTEM)

TYPICAL CONDUCTOR SLACK AT HANDHOLES



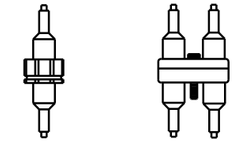
HANDHOLE GROUNDING LUG

(NUT, BOLT, WASHERS, AND LOCK WASHERS SHALL BE STAINLESS STEEL)

CONDUCTOR COLOR CODES

KEY	CONDUCTOR	COLOR
3	UNGROUNDED LINE WIRE	*
4	GROUNDED LINE WIRE	WHITE
5	SYSTEM GROUNDING LINE WIRE	GREEN
6	GROUNDING ELECTRODE CONDUCTOR	BARE
11	UNGROUNDED POLE WIRE	*
12	GROUNDED POLE WIRE	WHITE
13	EQUIPMENT GROUNDING POLE WIRE	GREEN

* FOLLOW COLOR CODING SHOWN IN THE PLANS. WHERE THE PLANS DO NOT SHOW COLOR CODING, USE BLACK FOR SINGLE LUMINAIRE POLES; BLACK AND RED FOR TWIN LUMINAIRE POLES.



1 POLE (1P) 2 POLE (2P)

FUSE ASSEMBLIES

GENERAL NOTES

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

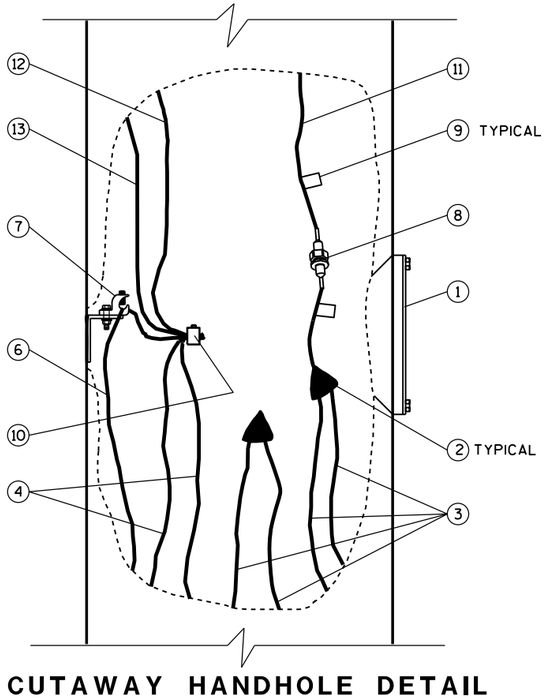
USE THIS DETAIL IN CONJUNCTION WITH THE ELECTRICAL DETAILS FOR THE APPLICATION, WHICH MAY BE A LIGHT POLE, SIGN BRIDGE, ETC.

THE GROUNDING ELECTRODE CONDUCTOR SHALL BE CONTINUOUS WITHOUT SPLICES FROM THE GROUNDING ELECTRODE THROUGH THE HANDHOLE GROUNDING LUG TO THE CONNECTOR.

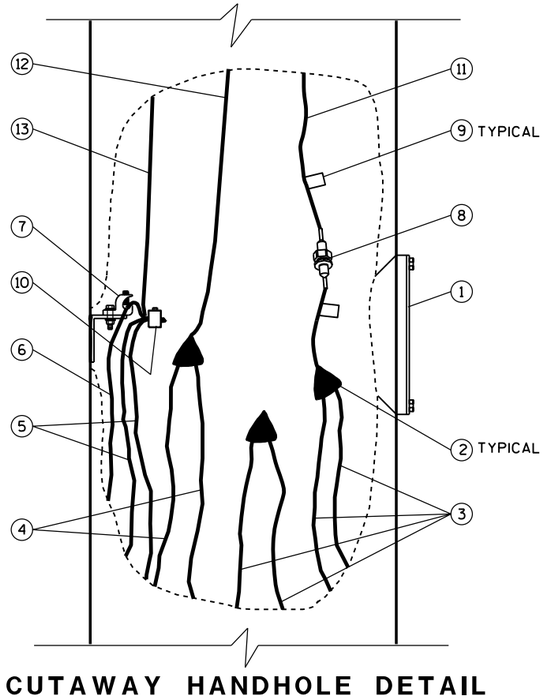
THREE POLE WIRES ARE SHOWN FOR A SINGLE LUMINAIRE LIGHT POLE. THREE ADDITIONAL POLE WIRES REQUIRED FOR TWIN LUMINAIRE LIGHT POLES ARE OMITTED FROM THE DRAWING FOR CLARITY. IN THE TWIN POLE CASE, BUNDLE EACH SET OF THREE WIRES WITH A NYLON CABLE TIE.

IN 3-PHASE SYSTEMS, THERE WILL BE ONE MORE UNGROUNDED LINE WIRE, WHICH IS OMITTED FROM THE DRAWING FOR CLARITY.

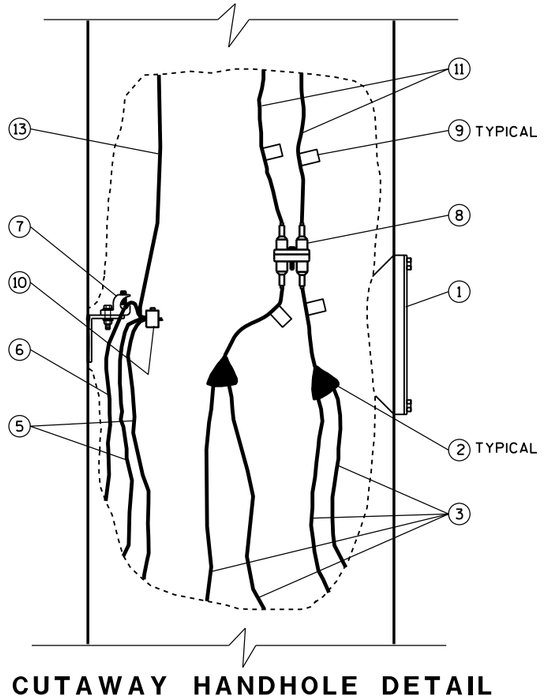
CIRCUIT TAGS SHALL BE INSTALLED ONLY WHERE REQUIRED IN THE SPECIAL PROVISIONS.



CUTAWAY HANDHOLE DETAIL
GROUNDED NEUTRAL SYSTEMS
1-Φ



CUTAWAY HANDHOLE DETAIL
ISOLATED NEUTRAL SYSTEMS
1-Φ SHOWN; 3-Φ WYE SIMILAR
(SEE GENERAL NOTE)



CUTAWAY HANDHOLE DETAIL
PHASE-TO-PHASE SYSTEMS
1-Φ SHOWN; 3-Φ DELTA SIMILAR
(SEE GENERAL NOTE)

NOTE: REQUIRED CONDUCTOR SLACK NOT SHOWN ON "CUTAWAY HAND HOLE" DETAILS FOR DRAWING CLARITY, SEE "TYPICAL CONDUCTOR SLACK AT HANDHOLES" ON THIS SHEET.

1. HANDHOLE AND COVER
2. INSULATED SPLICE
3. UNGROUNDED LINE WIRE
4. GROUNDED LINE WIRE
5. SYSTEM GROUNDING LINE WIRE
6. GROUNDING ELECTRODE CONDUCTOR
7. HANDHOLE GROUNDING LUG
8. FUSE ASSEMBLY, 1P OR 2P AS REQUIRED
9. CIRCUIT TAG (SEE GENERAL NOTE)
10. REVERSIBLE PRESSURE OR COMPRESSION GROUNDING CONNECTOR (NOT INSULATED)
11. UNGROUNDED POLE WIRE
12. GROUNDED POLE WIRE
13. EQUIPMENT GROUNDING POLE WIRE

ELECTRICAL HANDHOLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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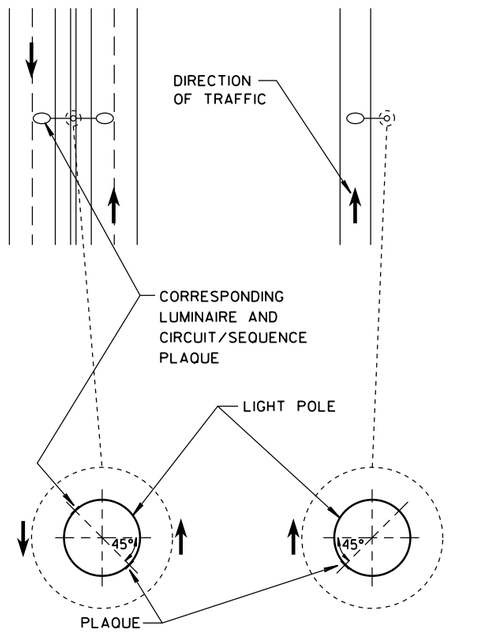
S.D.D. 10 A 1-3



MEDIAN POLE SINGLE ARM POLE

LOCATION OF LIGHT POLE CIRCUIT/SEQUENCE PLAQUE

GENERAL NOTES

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

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

WHERE SHOWN IN THE PLANS, REPLACEMENT PLAQUES WILL BE MEASURED AND PAID SEPARATELY.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - ALUMINUM POP RIVETS

MOUNTING HEIGHT SHALL BE APPROXIMATELY 5.0' ABOVE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL OBSTRUCT.

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETRORFLECTIVE

LINES - BLACK, 1/2" WIDE, SELF-ADHESIVE

CHARACTERS - BLACK, SELF-ADHESIVE, SERIES "D", SIZE AS SHOWN

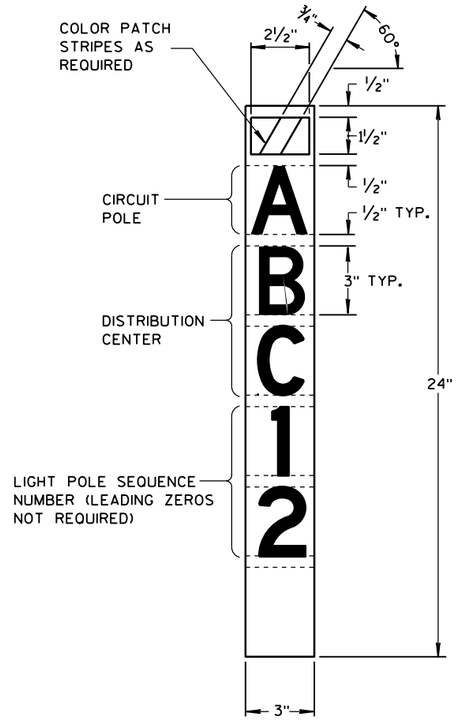
COLOR PATCHES - VARIOUS COLORS, SELF-ADHESIVE VINYL SHEETING

WITH THE APPROVAL OF THE ENGINEER, THE BASE MATERIAL MAY BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE SURFACE, IN CASES SUCH AS SMOOTH, CLEAN ALUMINUM POLES.

ALTERNATIVE COMPUTER-GENERATED SIGN LETTERING MAY BE ACCEPTED IF THE ENGINEER FINDS IT TO BE EQUIVALENT.

COLOR PATCH CODE FOR HPS AND LED LUMINAIRES

HPS	LED	COLOR PATCH CODE
1000 WATT		NO PATCH
400 WATT	CATEGORY D	ORANGE
310 WATT		BLUE
250 WATT	CATEGORY C	ORANGE WITH WHITE STRIPE
200 WATT		RED
150 WATT	CATEGORY B	GREEN
100 WATT	CATEGORY A	BROWN
70 WATT	CATEGORY UDL	BROWN WITH WHITE STRIPE



LIGHT POLE CIRCUIT/SEQUENCE PLAQUE

IDENTIFICATION PLAQUES LIGHT POLES	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
Feb. 2015 DATE	/S/ Ahmet Demirbilek STATE ELECTRICAL
FHWA	

GENERAL NOTES

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

USE THIS DETAIL IN CONJUNCTION WITH THE DETAIL FOR ELECTRICAL HANDHOLE WIRING.

THE GROUNDING ELECTRODE CONDUCTOR SHALL BE CONTINUOUS WITHOUT SPLICES FROM THE GROUNDING ELECTRODE THROUGH THE HANDHOLE GROUNDING LUG TO THE CONNECTOR.

WIRING FOR SINGLE LUMINAIRE POLES IS SHOWN WITH SOLID LINES. WIRING FOR THE SECOND LUMINAIRE OF TWIN LUMINAIRE POLES IS SHOWN WITH DOTTED LINES.

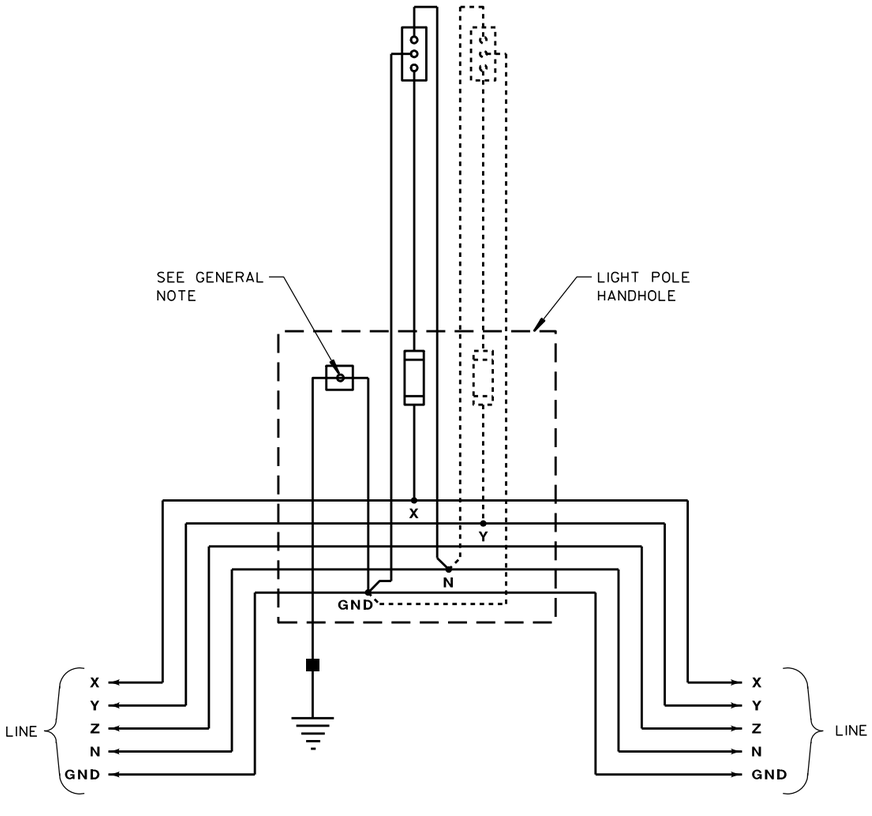
THE PLANS WILL SHOW WHICH CIRCUIT LEG(S) ARE CONNECTED TO EACH INSTALLATION.

HANDHOLE FUSE SCHEDULES

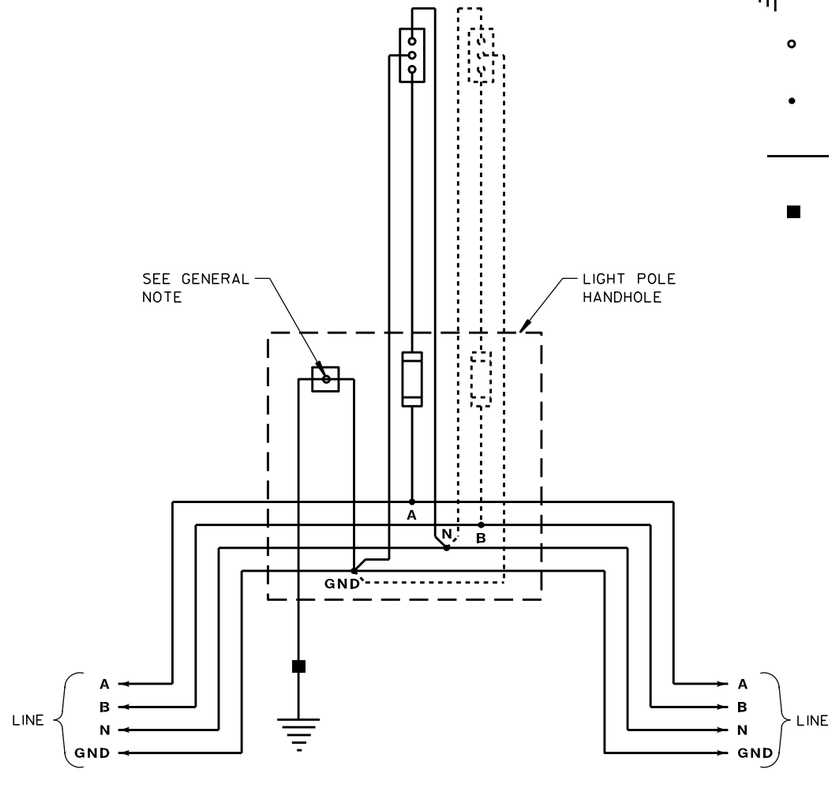
LINE VOLTAGE	BALLAST WATTAGE	
φ-GROUND	70-200 W	250-400 W
120 VAC	5 A	10 A
240 VAC	5 A	5 A
277 VAC	5 A	5 A
480 VAC	3 A	5 A

LEGEND

A,B,X,Y,Z	UNGROUNDED CIRCUIT CONDUCTORS
N	GROUNDED CIRCUIT CONDUCTORS
GND	EQUIPMENT GROUNDING CONDUCTOR
P	POLE (ELECTRICAL CIRCUIT)
φ	PHASE (ELECTRICAL CURRENT)
	HANDHOLE GROUND LUG
	SINGLE-POLE (1P) FUSE ASSEMBLY
	TWO-POLE (2P) FUSE ASSEMBLY
	UNFUSED LUMINAIRE
	EQUIPMENT GROUNDING ELECTRODE
	TERMINAL
	SPLICE
	CONDUCTOR
	EXOTHERMIC WELD



TYPICAL WIRING DIAGRAM
ISOLATED NEUTRAL SYSTEM
3-φ 208Y/120VAC OR 480Y/277VAC 4 WIRE



TYPICAL WIRING DIAGRAM
ISOLATED NEUTRAL SYSTEM
1-φ 120/240VAC OR 240/480VAC 3 WIRE

ELECTRICAL DETAILS
GROUND MOUNT LIGHT POLES
ISOLATED NEUTRAL SYSTEM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/25/2010 — DATE
/S/ John Corbin — STATE ELECTRICAL ENGI
FHWA
415
HWYS

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S.D.D. 10 A 5-2

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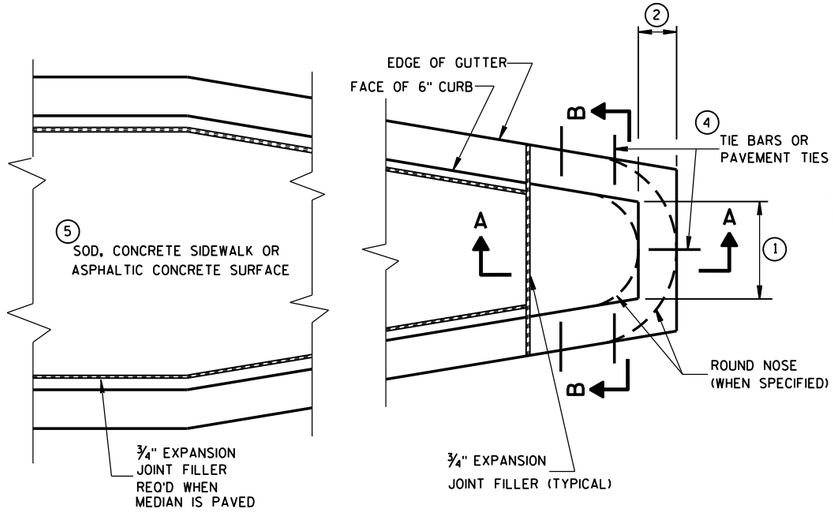
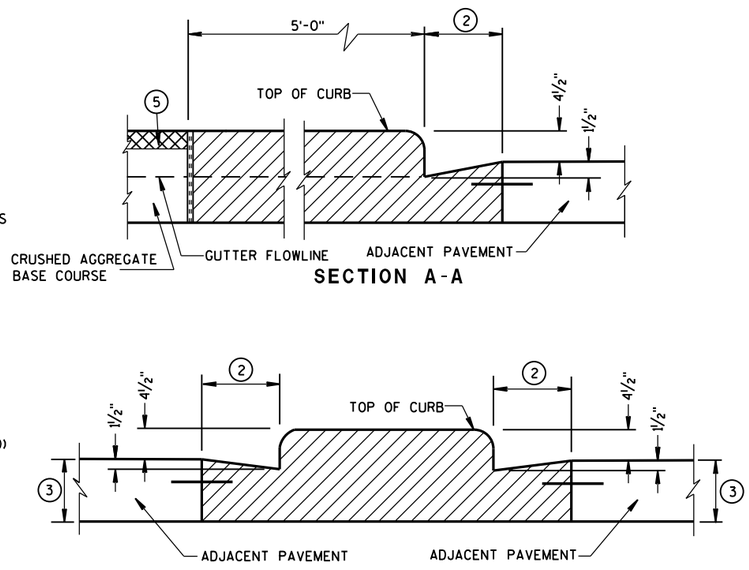




CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

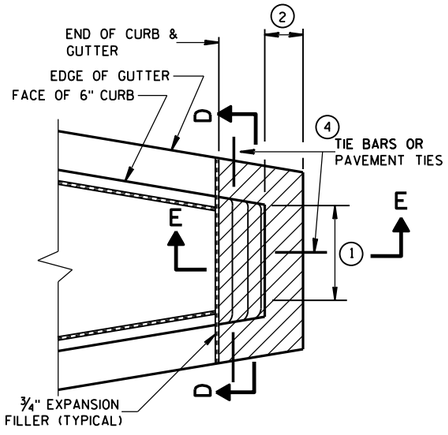
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

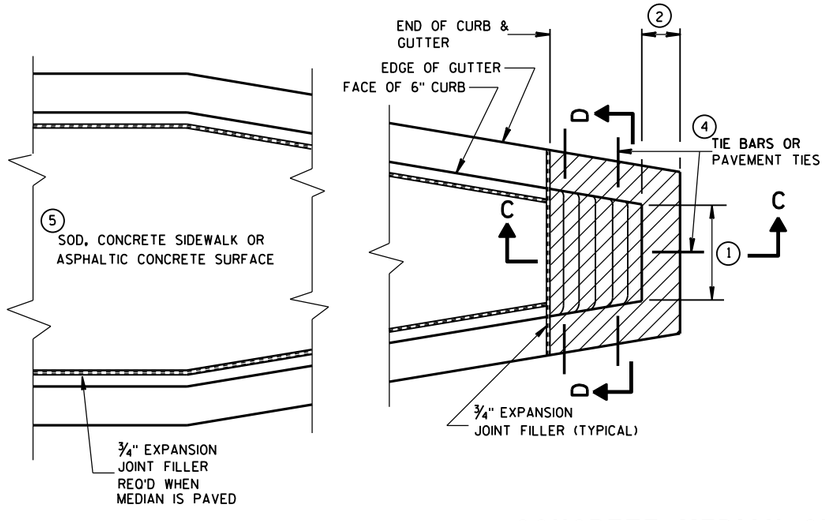
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

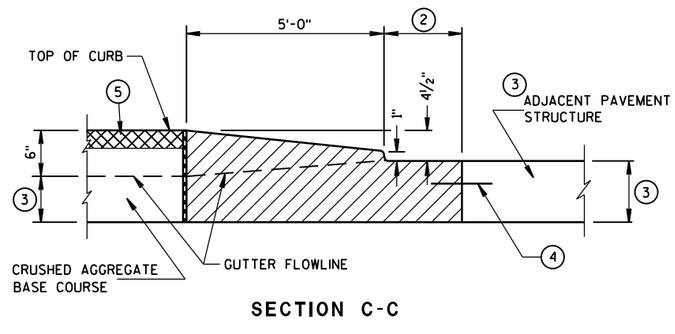
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

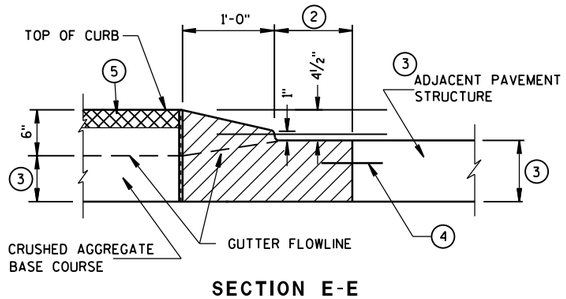
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



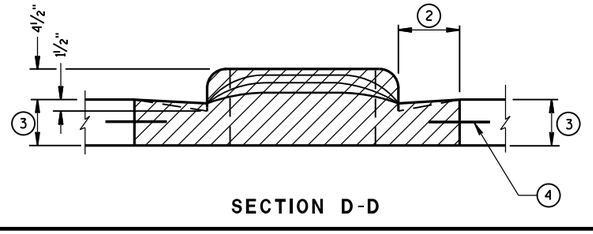






CONCRETE MEDIAN SLOPED NOSE TYPE 1

CONCRETE MEDIAN SLOPED NOSE TYPE 2



CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/8/2006
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS D ENGINEER
FHWA

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S.D.D. 11 B 2-2

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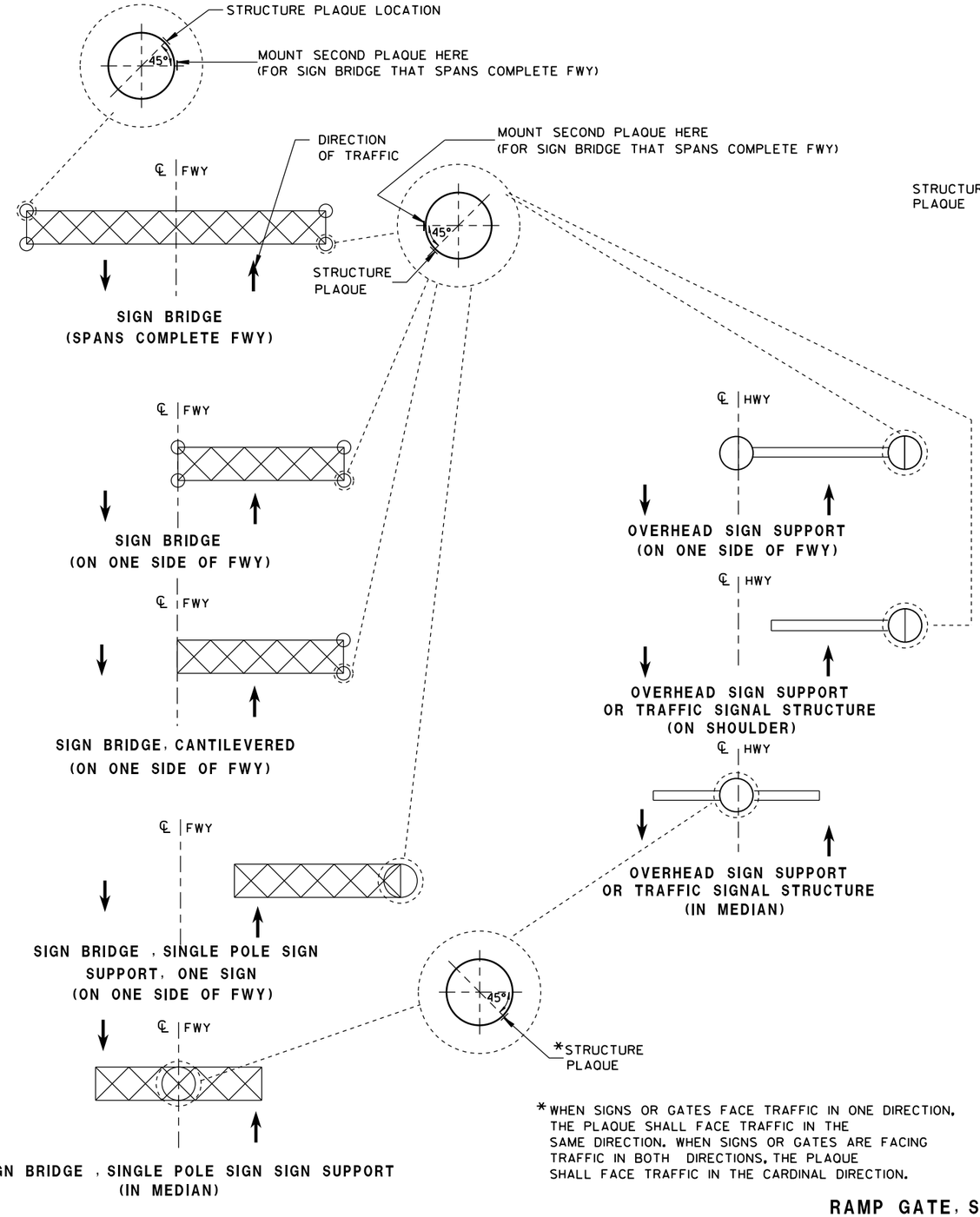
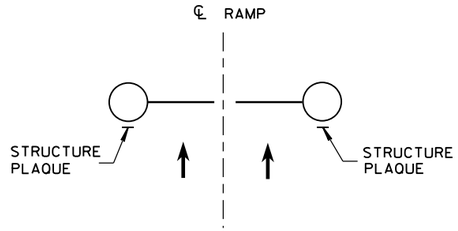
S.D.D. 11 B 2-2

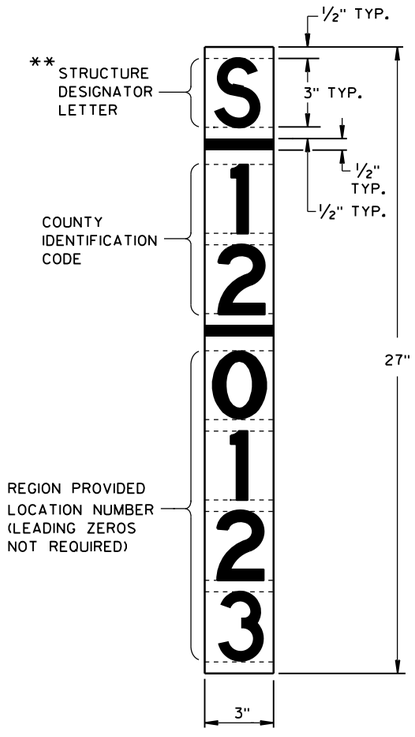


*WHEN SIGNS OR GATES FACE TRAFFIC IN ONE DIRECTION, THE PLAQUE SHALL FACE TRAFFIC IN THE SAME DIRECTION. WHEN SIGNS OR GATES ARE FACING TRAFFIC IN BOTH DIRECTIONS, THE PLAQUE SHALL FACE TRAFFIC IN THE CARDINAL DIRECTION.

LOCATION OF RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT & TRAFFIC SIGNAL STRUCTURE PLAQUES



RAMP GATE
(ACROSS FWY ON-RAMP)



** LETTER "G" UTILIZED FOR RAMP GATES. LETTER "S" UTILIZED FOR SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, AND TRAFFIC SIGNALS.

RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT AND TRAFFIC SIGNAL STRUCTURE PLAQUE FOR SIGN BRIDGES AND OVERHEAD SIGN SUPPORT WHICH ARE NOT STRUCTURE MOUNTED

GENERAL NOTES

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

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

IF THE PROPOSED SIGN BRIDGE OR OVERHEAD SIGN SUPPORT IS REPLACING AN EXISTING SIGN BRIDGE OR OVERHEAD SIGN SUPPORT, A NEW IDENTIFICATION PLAQUE WILL BE REQUIRED.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - 3 STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - 3 ALUMINUM POP RIVETS

MOUNTING HEIGHT SHALL BE APPROXIMATELY 5.0' ABOVE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL OBSTRUCT.

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

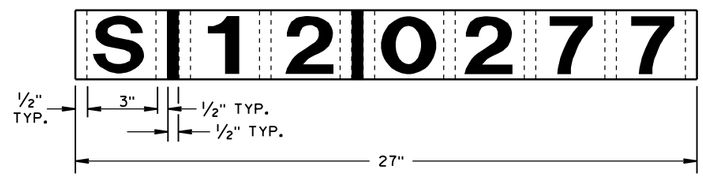
FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

LINES - BLACK, ½" WIDE, SELF-ADHESIVE

CHARACTERS:- BLACK, SELF ADHESIVE, SERIES "D", SIZE AS SHOWN.

FOR SIGN BRIDGES, STRUCTURE MOUNTED, THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY AS SHOWN ON THE DRAWING. THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY TO THE BACK OF THE SIGN, BETWEEN THE ALUMINUM EXTRUSIONS, NEAR THE TOP LEFT HAND CORNER OF THE SIGN. THE BASE MATERIAL SHALL BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE ALUMINUM SURFACE. PRIOR TO ADHERING THE MATERIAL, THE ALUMINUM SURFACE SHALL BE SMOOTH, CLEAN AND DRY.

WHERE SIGN BRIDGE ILLUMINATION IS PROVIDED, THE STRUCTURE MUST ALSO HAVE A SIGN BRIDGE CIRCUIT PLAQUE AS SHOWN IN THE ELECTRICAL DETAILS.



IDENTIFICATION PLAQUE FOR SIGN BRIDGE, STRUCTURE MOUNTED

STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, & TRAFFIC SIGNALS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/4/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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S.D.D. 12 A 4-3

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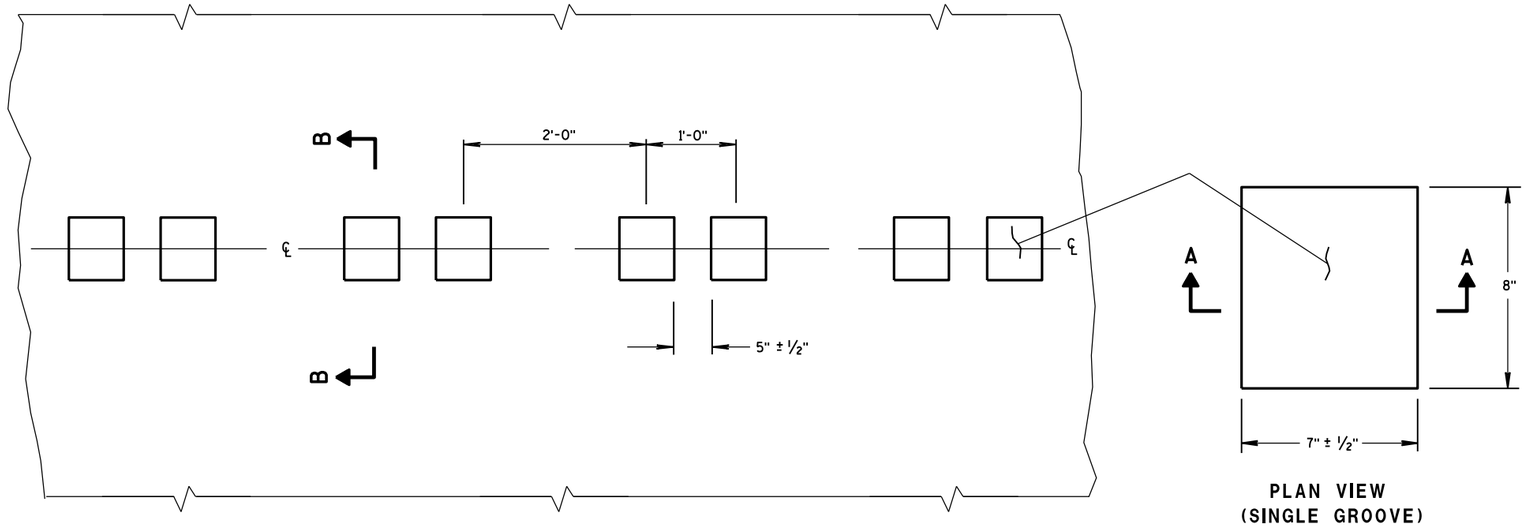
S.D.D. 12 A 4-3



PLAN VIEW
CENTER LINE WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR MILLED RUMBLE STRIP

GENERAL NOTES

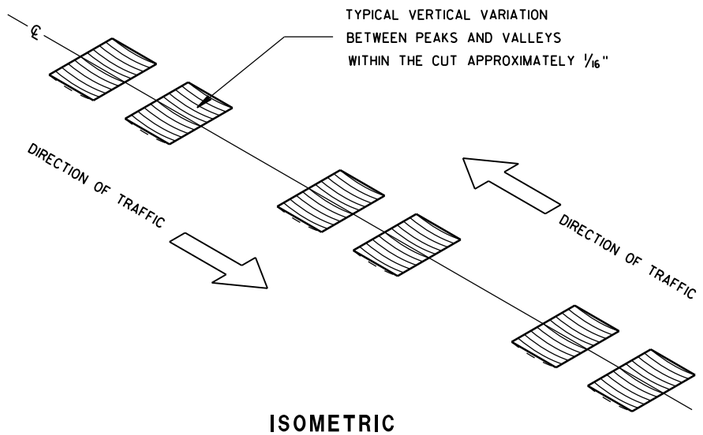
DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

DO NOT MILL CENTER LINE GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

INSTALL PAVEMENT MARKING AFTER THE GROOVES ARE INSTALLED.

SEE SIGNING PLAN FOR SIGN REQUIREMENTS THAT MAY BE NEEDED.

① CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.



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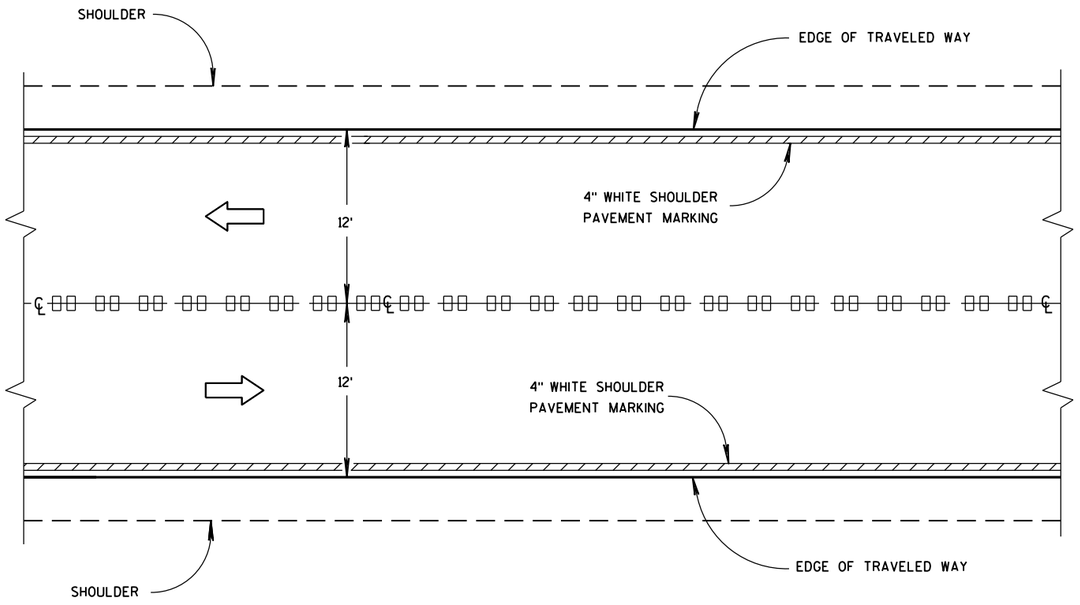
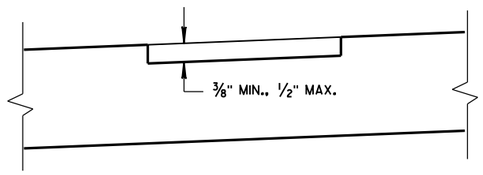
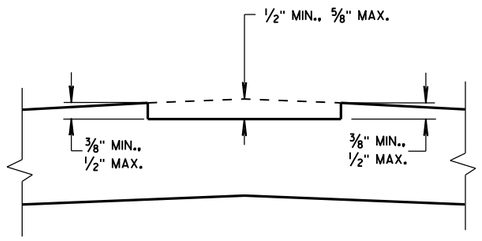


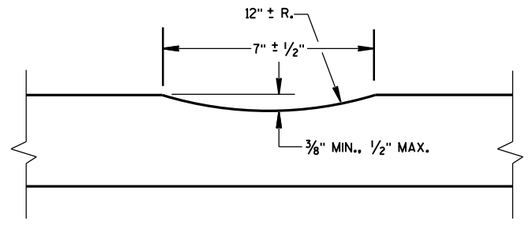
CENTER LINE GROOVES ON TWO-WAY ROADWAYS



SECTION B-B
SUPERELEVATED ROADWAY



SECTION B-B
CROWNED ROADWAY



SECTION A-A

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S.D.D. 13 A 11-2a

2-LANE RURAL
CENTER LINE RUMBLE STRIP,
MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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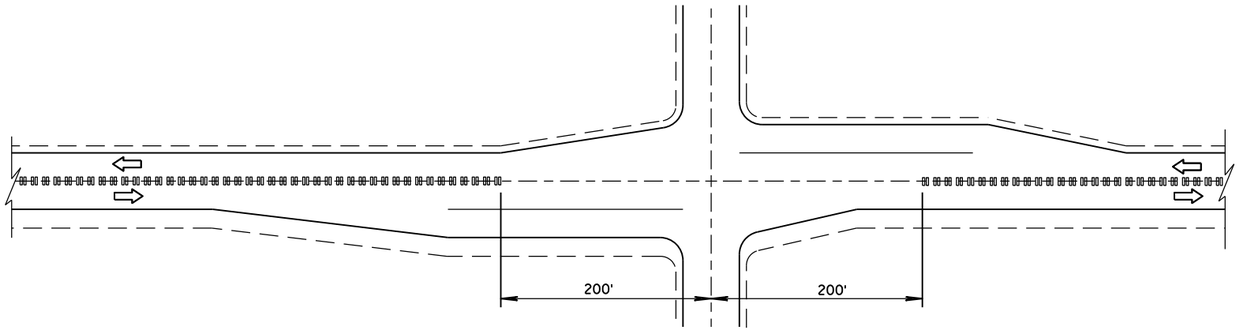
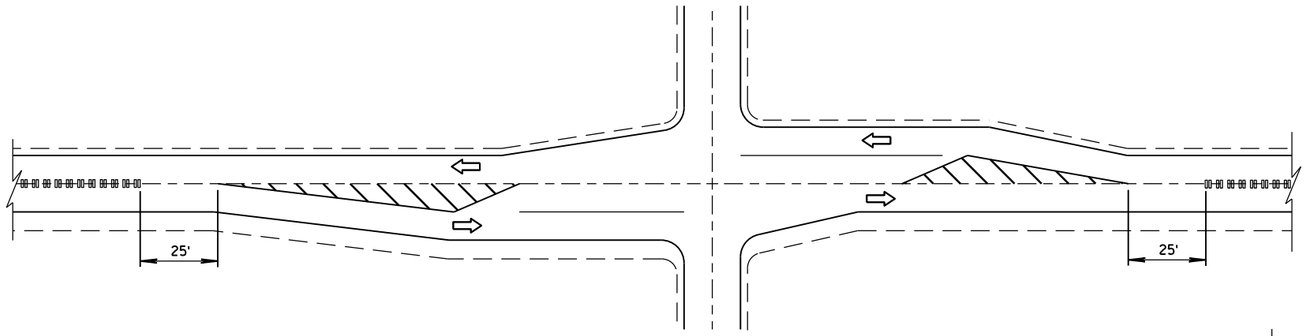
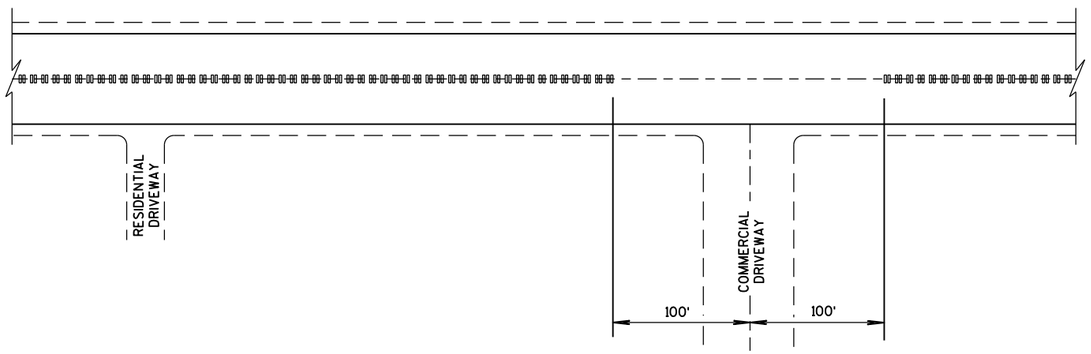
S.D.D. 13 A 11-2a



CENTER LINE GROOVES AT INTERSECTIONS

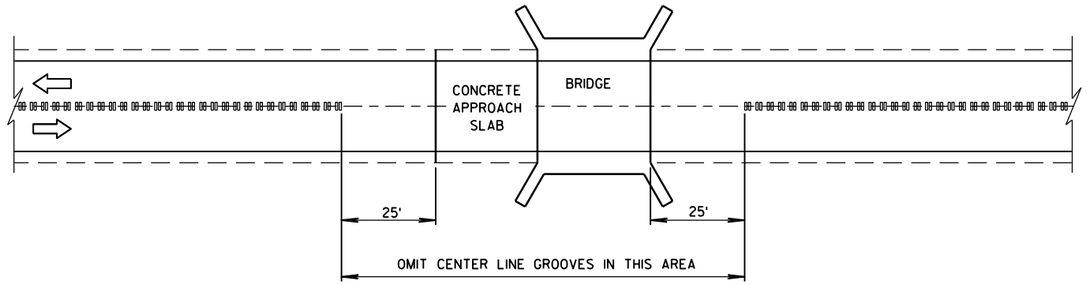


CENTER LINE GROOVES AT INTERSECTIONS
(WITH LEFT TURN LANES)

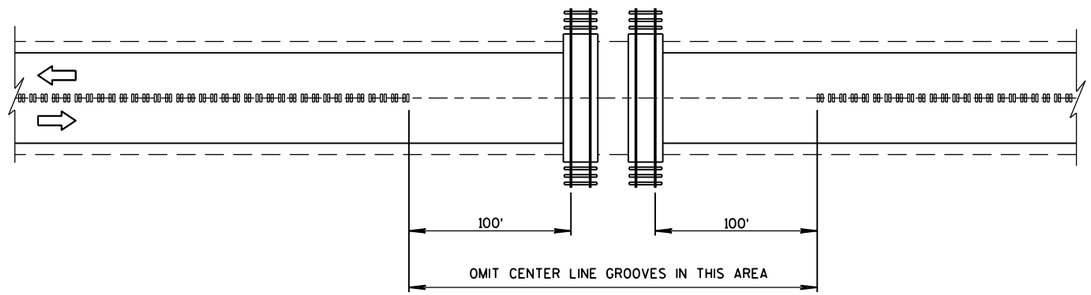


CENTER LINE GROOVES AT DRIVEWAYS (1)

(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.



CENTER LINE GROOVES AT BRIDGES



CENTER LINE GROOVES AT RAILROADS

6

S.D.D. 13 A 11-2b

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S.D.D. 13 A 11-2b

2-LANE RURAL
CENTER LINE RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

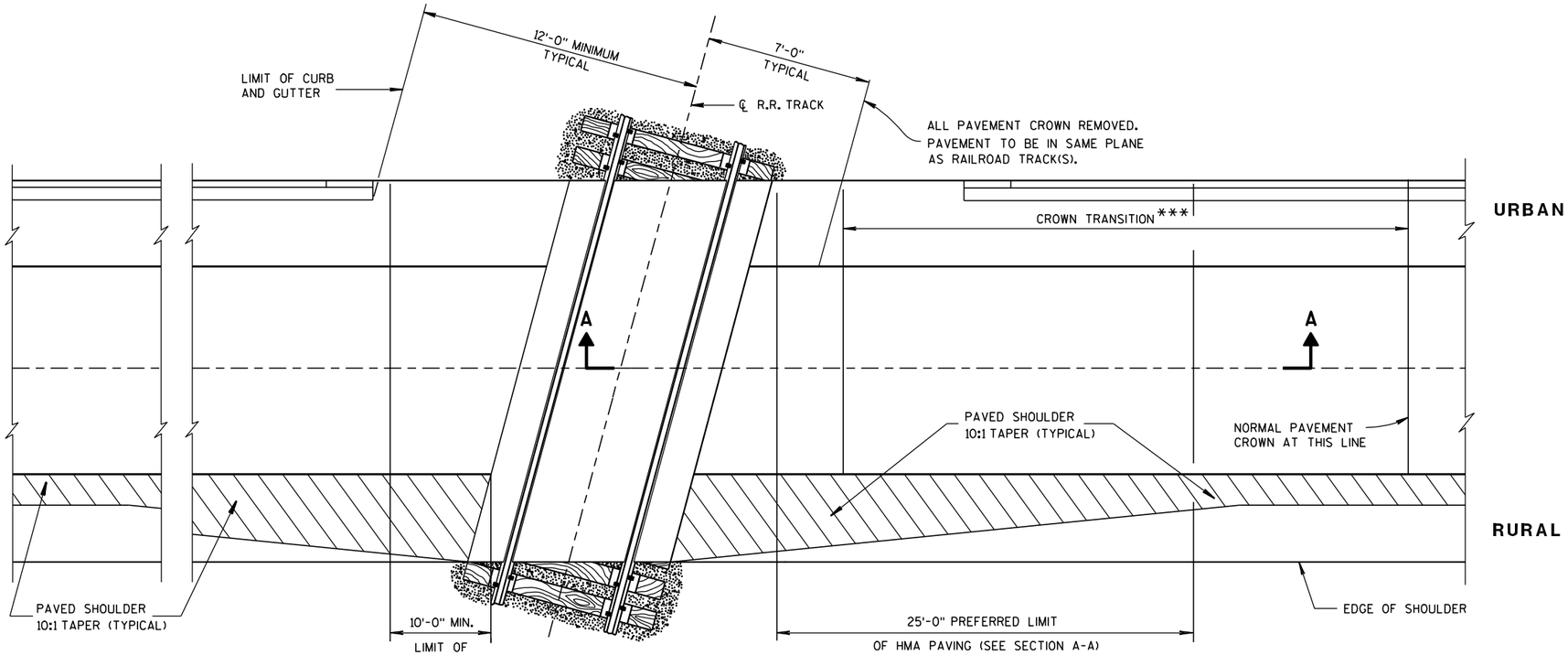
APPROVED

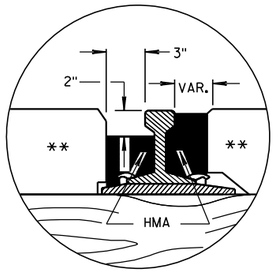
5/15/2013
DATE

/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

NT





DETAIL B

HMA FLANGEWAY AND FIELD FILLERS

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.

TIMBER, CONCRETE OR RUBBER CROSSING SURFACE MATERIAL, RAILS, TIES, BALLAST, GEOTEXTILE FABRIC AND CROSSING DRAINAGE SYSTEM BY OTHERS UNLESS OTHERWISE PROVIDED.

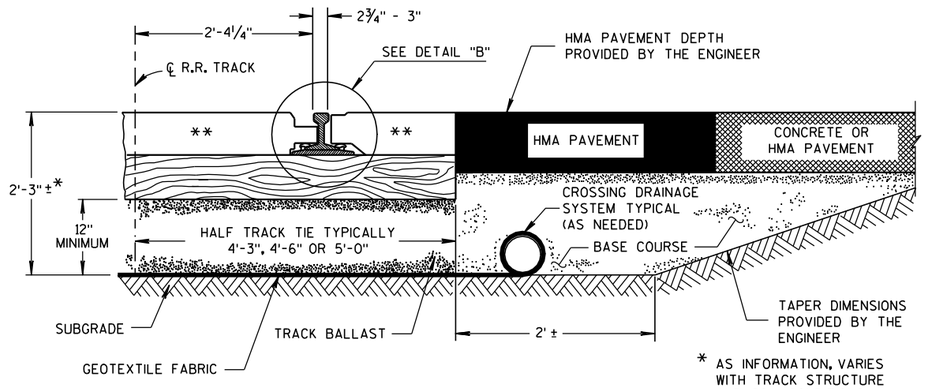
HMA PAVEMENT APPROACHES AND HMA PAVEMET CROSSING SURFACES TO BE PLACED BY CONTRACTOR UNLESS OTHERWISE PROVIDED.

HMA FLANGEWAY AND FIELD FILLERS TO BE PLACED AND THOROUGHLY HAND COMPACTED BY THE CONTRACTOR WHEN NOT PROVIDED BY OTHERS. SEE DETAIL B. HMA FILLERS NOT REQUIRED WHEN RUBBER FILLERS ARE PROVIDED.

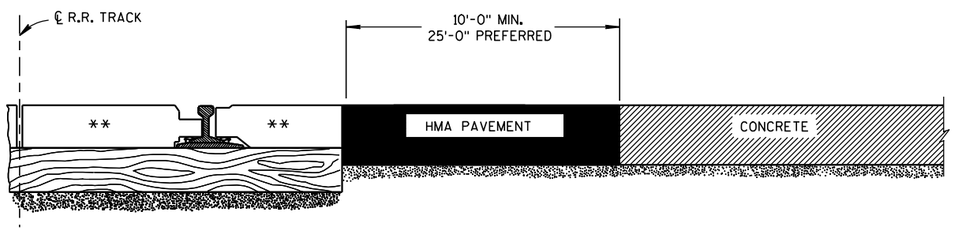
HMA PAVEMENT SHALL BE ROLLED PARALLEL TO THE TRACK.

** CROSSING SURFACE MAY BE TIMBER, RUBBER, CONCRETE, HMA PAVEMENT OR A COMBINATION OF SUCH MATERIALS.

*** CROWN TRANSITION LENGTH SHOWN ELSEWHERE IN THE PLAN.



TYPICAL HALF SECTION



SECTION A-A

CONCRETE PAVEMENT APPROACH

SECTION A-A

HMA PAVEMENT APPROACH

EXAMPLES OF PAVEMENT APPROACHES

PAVEMENT DETAILS FOR RAILROAD APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8-28-09 DATE
/S/ Ronald E. Adams
CHIEF, RAILROADS & HAI CTION
FHWA

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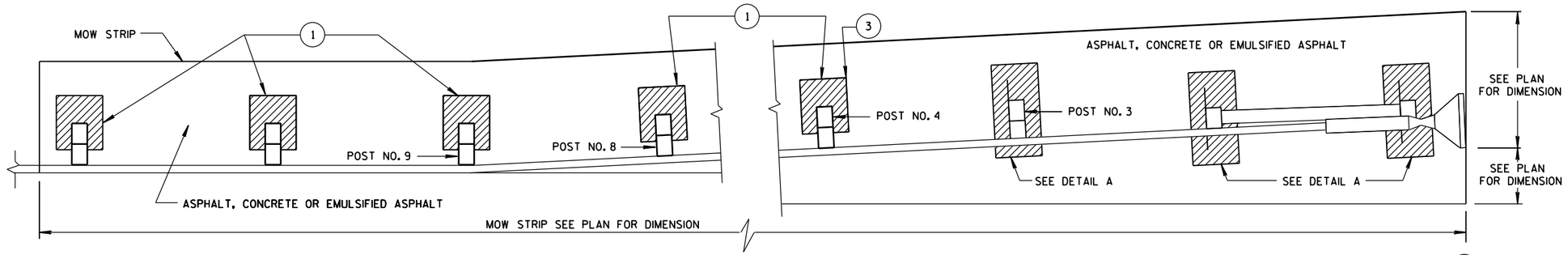
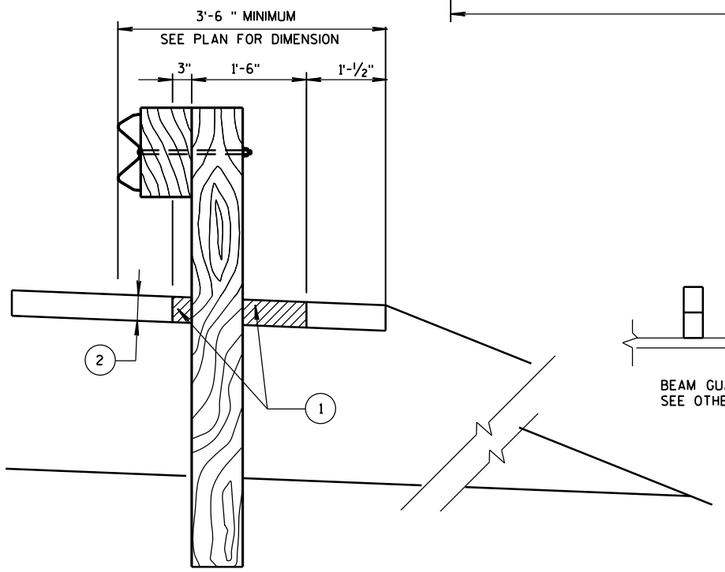
S.D.D. 13 B 1-10

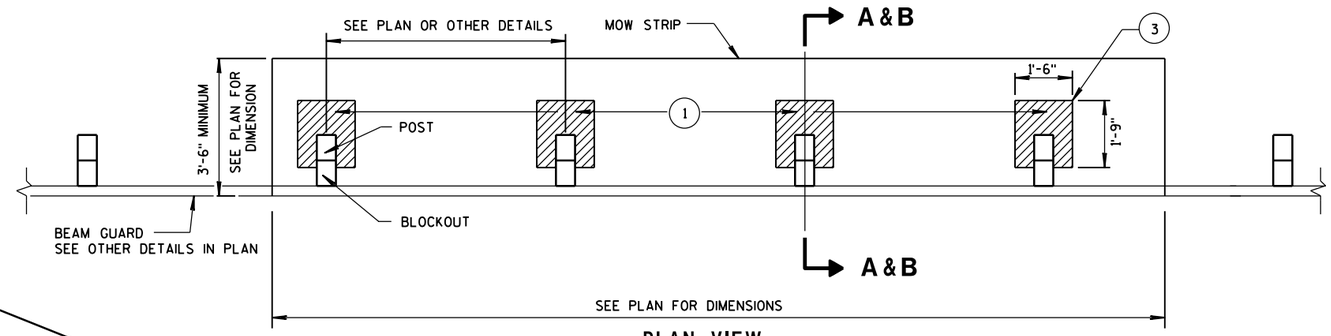


PLAN VIEW

MOW STRIP LAYOUT FOR ENERGY ABORBING TERMINAL

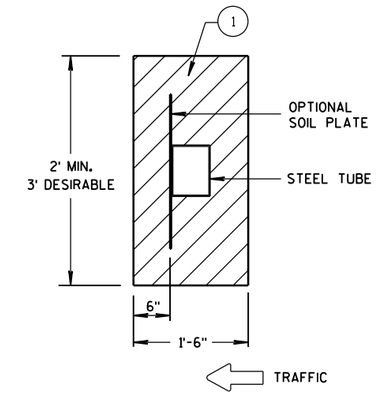


SECTION A-A

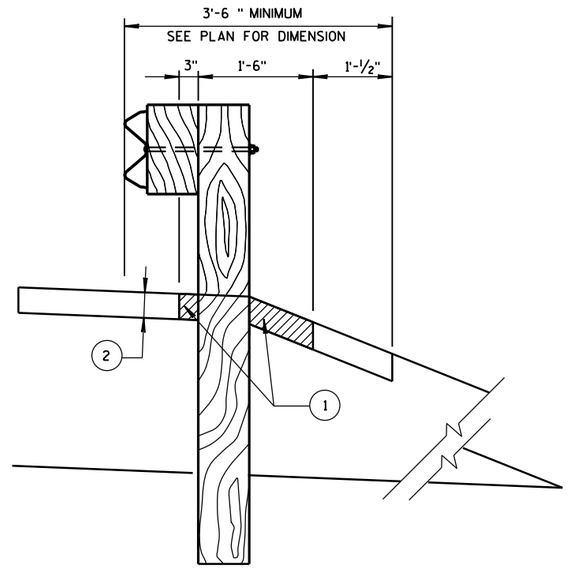


PLAN VIEW

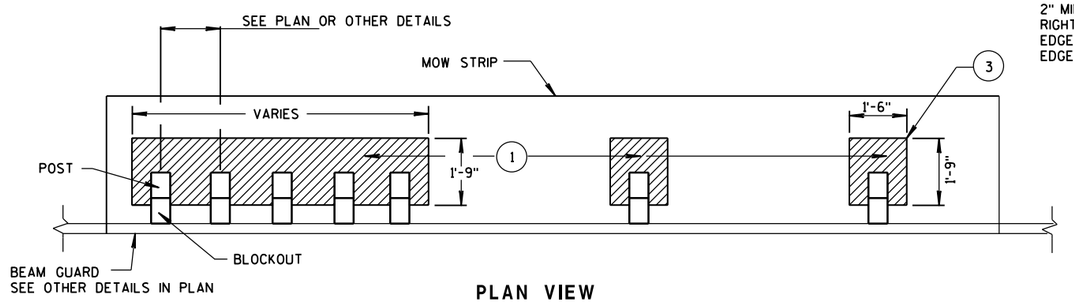
MOW STRIP FOR TYPICAL BLOCKOUT LAYOUT



DETAIL A

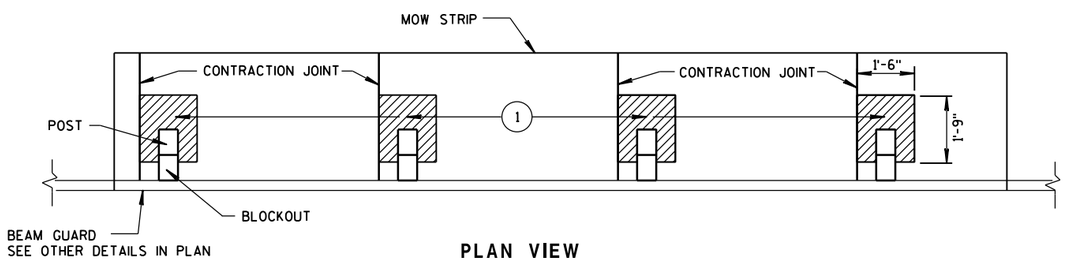


SECTION B-B



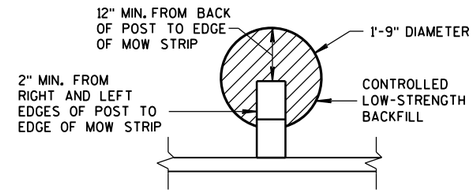
PLAN VIEW

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

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.

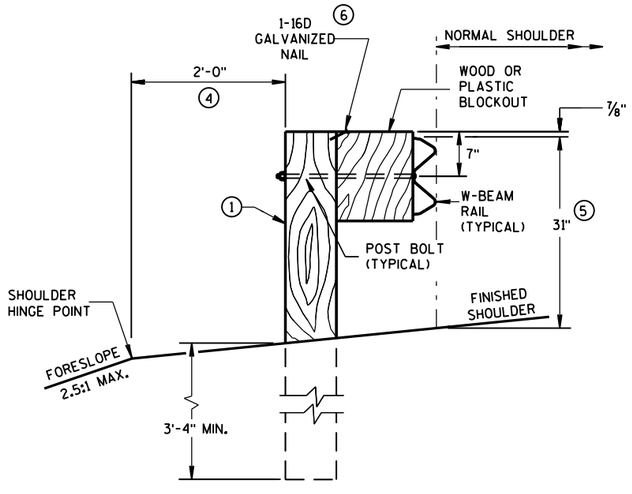
(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

(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).

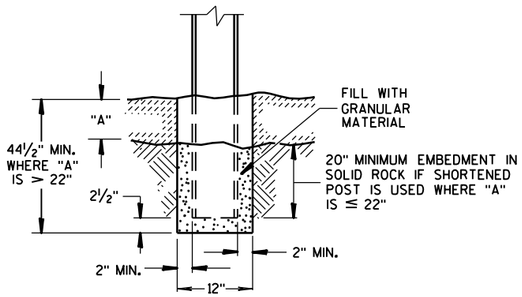
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ± 1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27¾" TO 32".

(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.



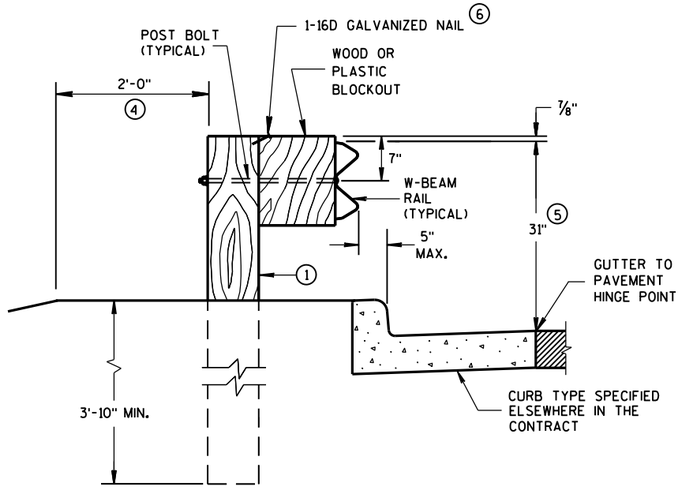
END VIEW

LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



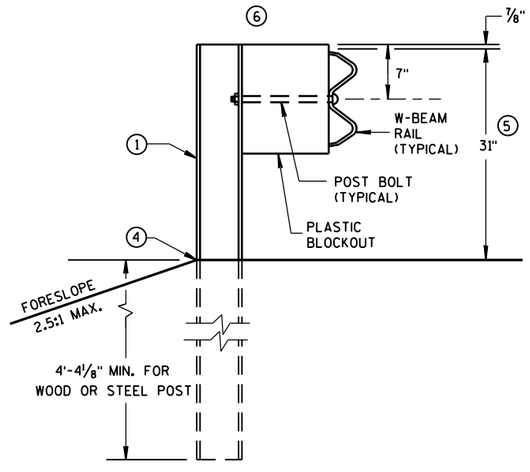
END VIEW

SETTING STEEL OR WOOD POST IN ROCK (3)



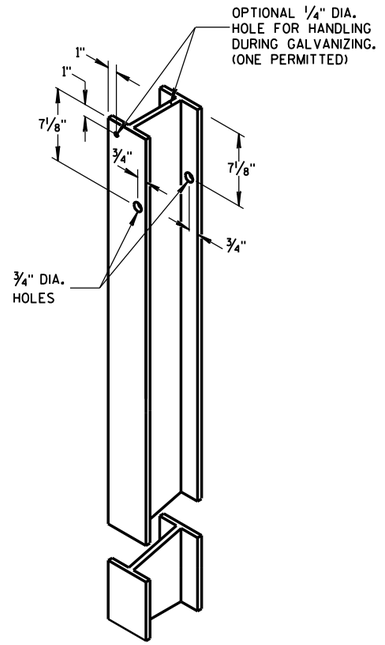
END VIEW

LOCATED ALONG A CURBED ROADWAY

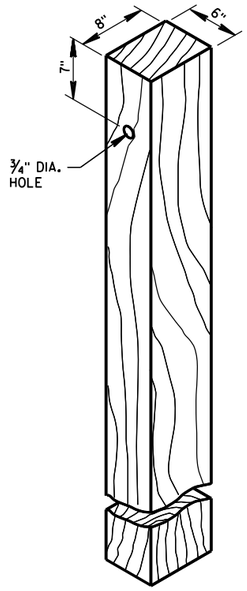


END VIEW

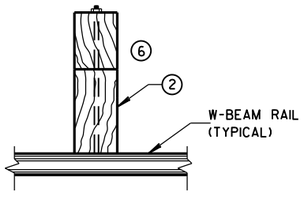
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



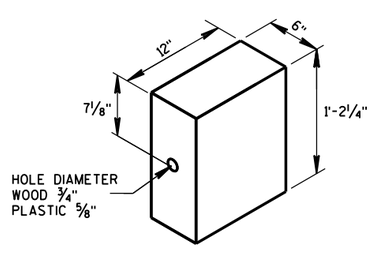
STEEL POST &
HOLE PUNCHING DETAIL
(w6X9) (1)



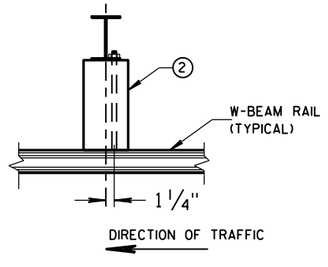
WOOD POST
(6" X 8") NOMINAL (1)



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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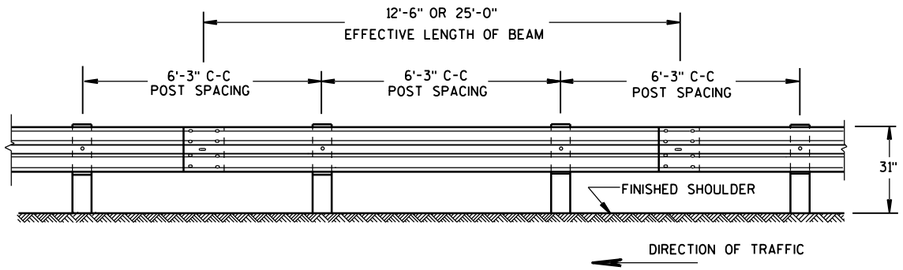
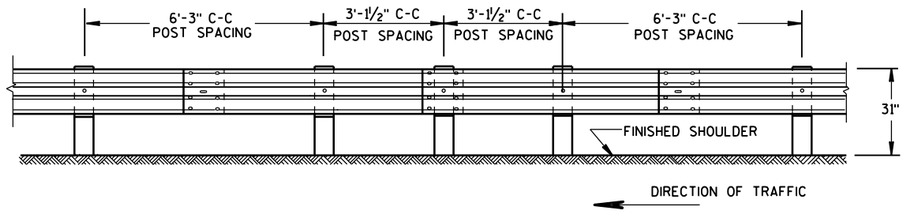
S.D.D. 14 B 42-3a



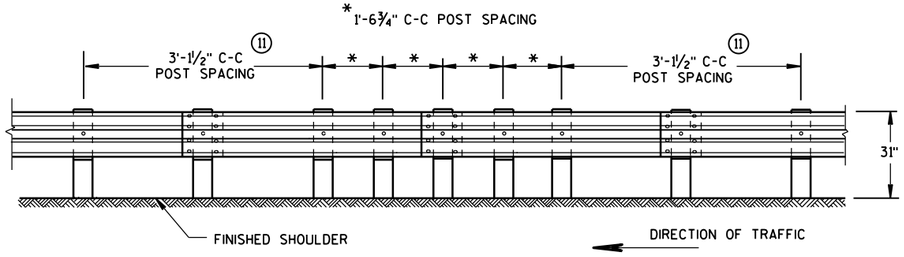
FRONT VIEW

POST SPACING STANDARD INSTALLATION



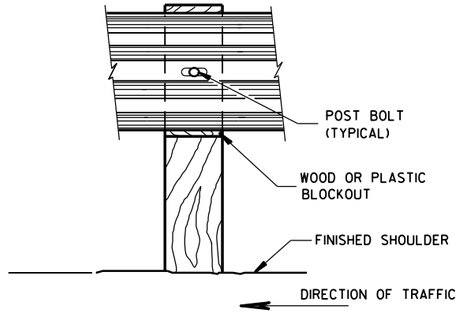
FRONT VIEW

HALF POST SPACING (HS) AND HALF POST SPACING WITH LONGER POSTS (K)

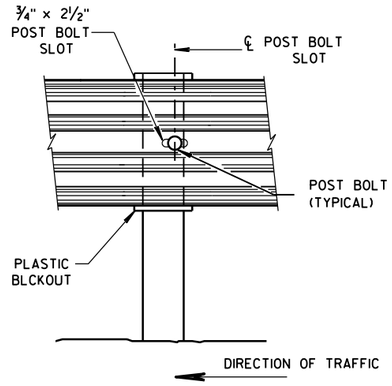


FRONT VIEW

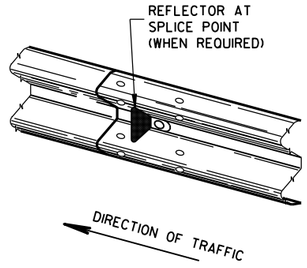
QUARTER POST SPACING (QS)

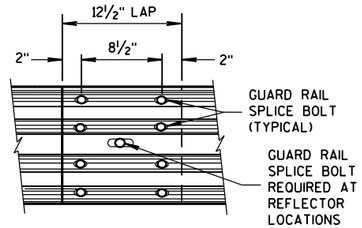


FRONT VIEW AT WOOD POST

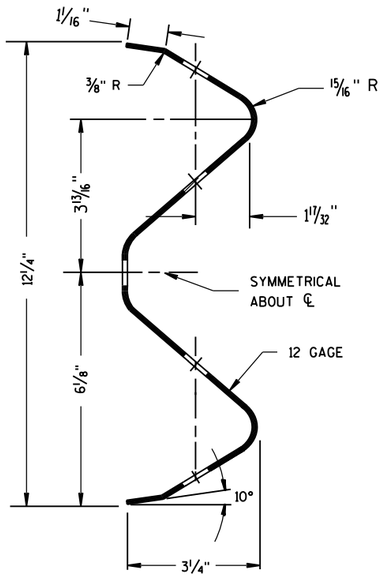


FRONT VIEW AT STEEL POST

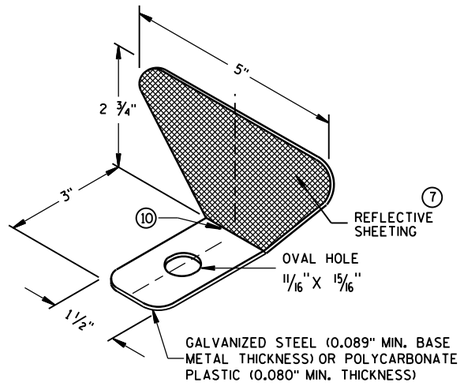




FRONT VIEW
MID-SPAN BEAM SPLICE



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

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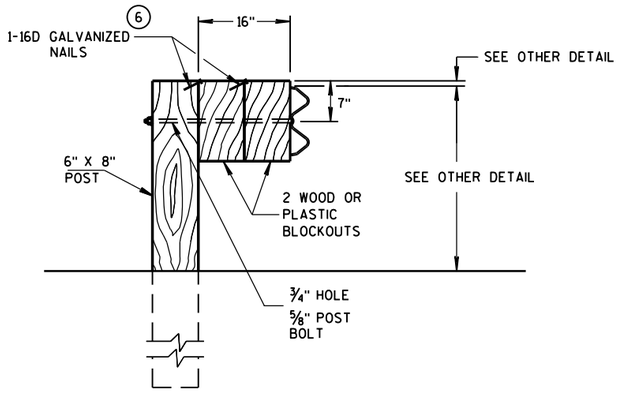
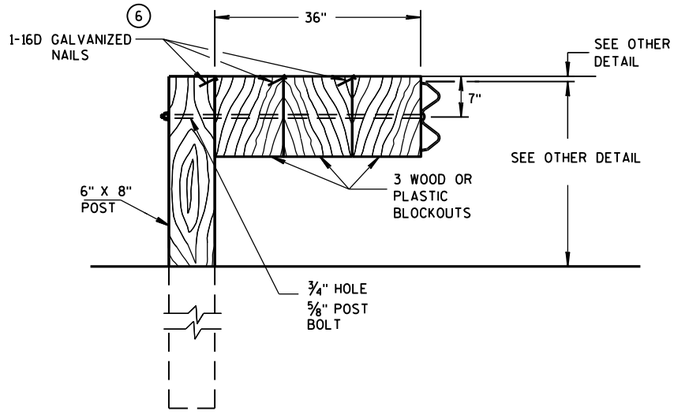
S.D.D. 14 B 42-3b



DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.

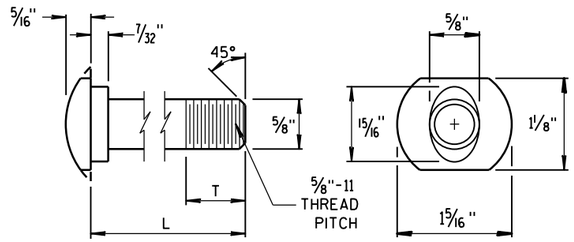


DETAIL FOR 36" BLOCKOUT DEPTH

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

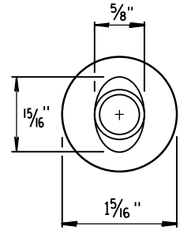
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

NOTE: 1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 1/16".
2. IF THE BOLT EXTENDS MORE THAN 1/4" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

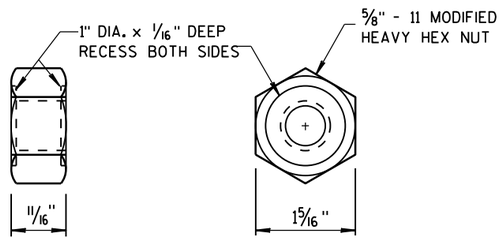


POST BOLT TABLE

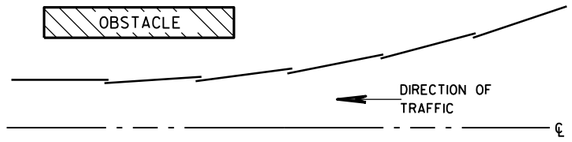
L	T (MIN.)
1 1/4"	1 1/8"
2"	1 3/4"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"



ALTERNATE BOLT HEAD

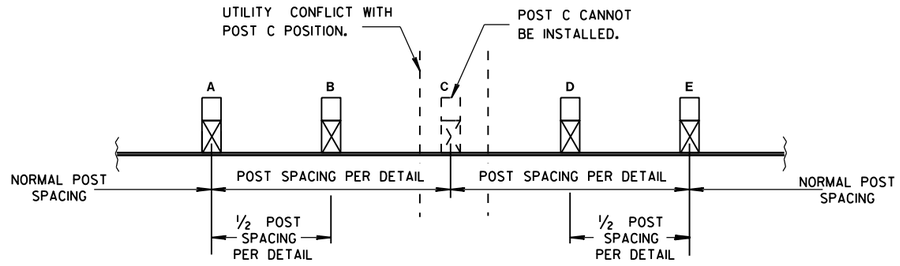


POST BOLT AND RECESS NUT

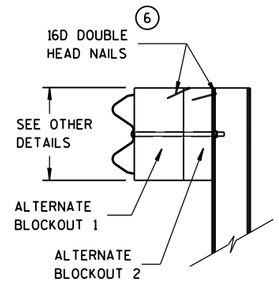


PLAN VIEW

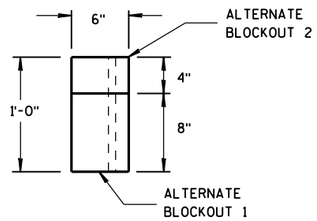
BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



SIDE VIEW



TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
424
FHWA

6

S.D.D. 14 B 42-3c

6

S.D.D. 14 B 42-3c

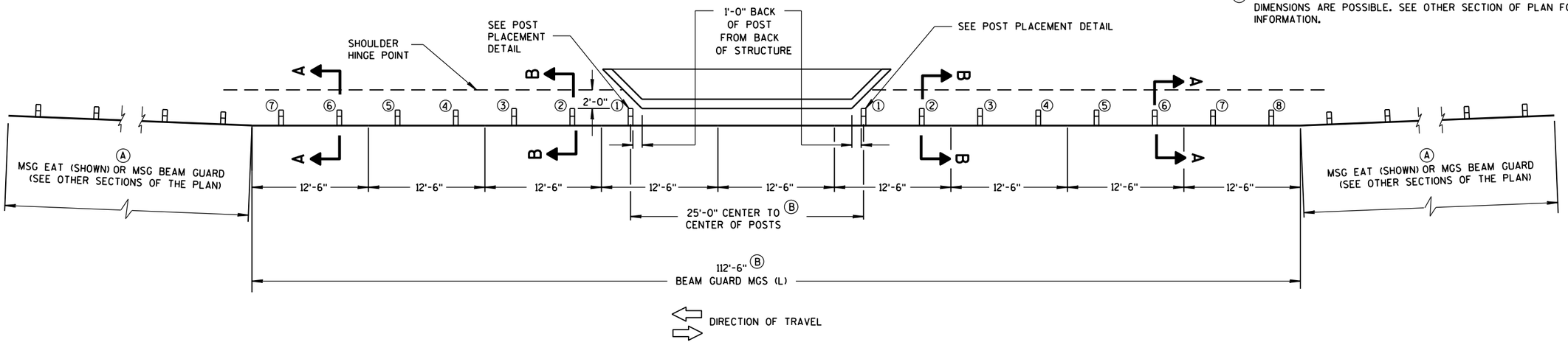
GENERAL NOTES

POSTS 1 THROUGH 3 ARE CRT POSTS.
ALL OTHER POSTS SHALL BE WOOD OR STEEL.

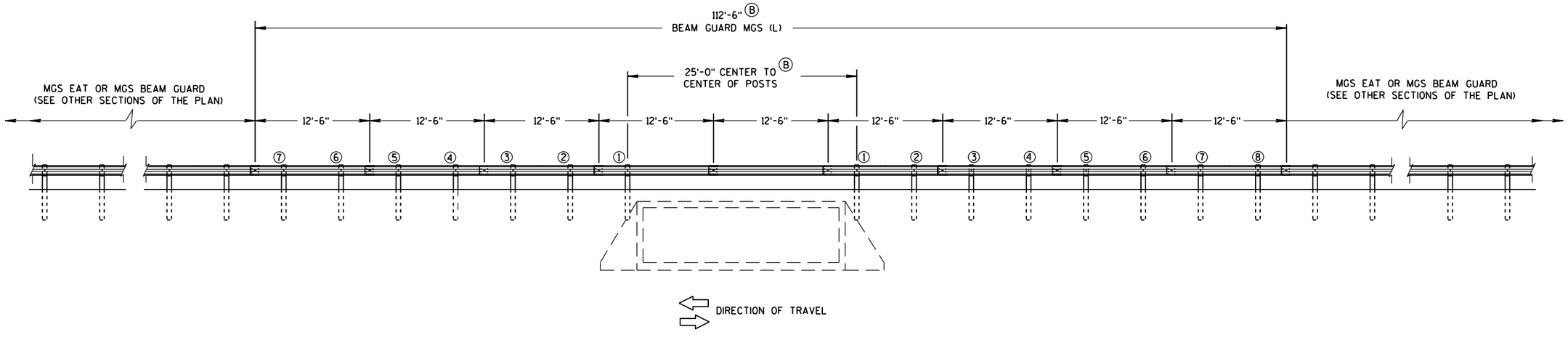
SEE SDD 14 B 42 FOR MORE DETAILS.

(A) FLARE FOR MGS EAT SHOWN. IF INSTALLING MGS NO FLARE NEEDED.

(B) VALUES SHOWN ON DRAWING REPRESENT THE MAXIMUM LENGTH. SHORTER DIMENSIONS ARE POSSIBLE. SEE OTHER SECTION OF PLAN FOR MORE INFORMATION.



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L) TWO-WAY TRAFFIC

MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)
STATE OF WISCONSIN DEPARTMENT OF TRANSPOI

6

S.D.D. 14 B 43-3a

6

S.D.D. 14 B 43-3a

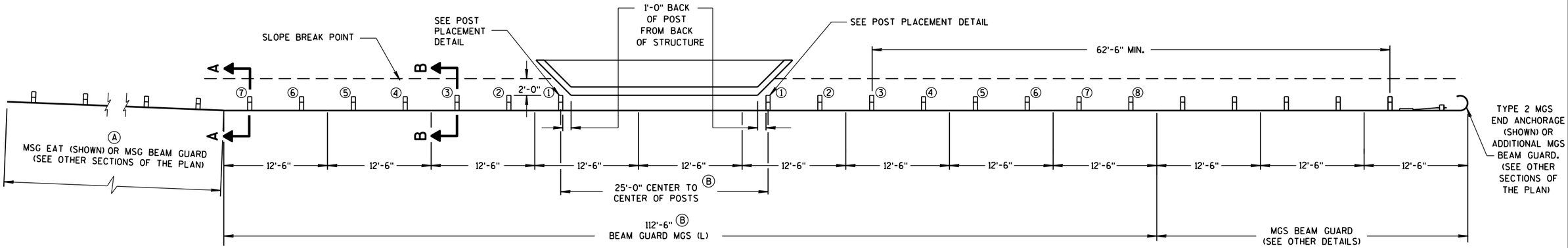
GENERAL NOTES

POSTS 1 THROUGH 3 ARE CRT POSTS.
ALL OTHER POSTS SHALL BE WOOD OR STEEL.

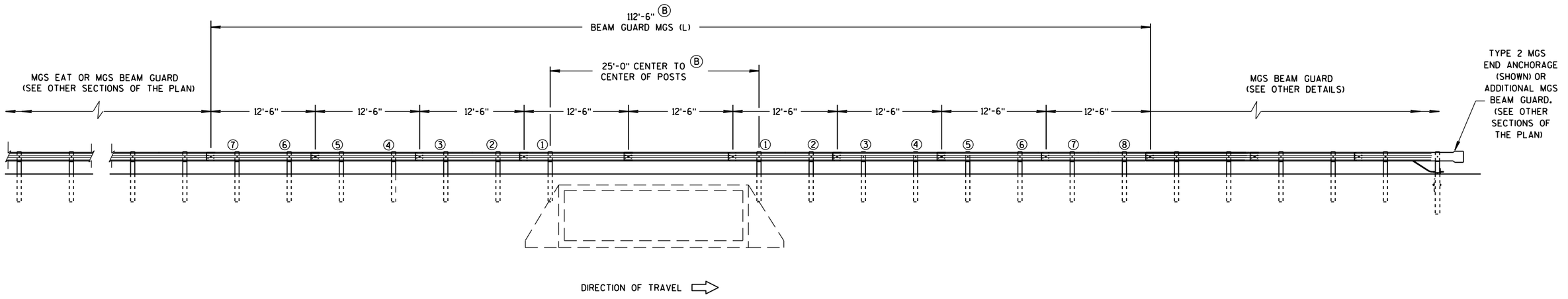
SEE SDD 14 B 42 FOR MORE DETAILS.

(A) FLARE FOR MGS EAT SHOWN. IF INSTALLING MGS NO FLARE NEEDED.

(B) VALUES SHOWN ON DRAWING REPRESENT THE MAXIMUM LENGTH. SHORTER DIMENSIONS ARE POSSIBLE. SEE OTHER SECTION OF PLAN FOR MORE INFORMATION.



PLAN VIEW



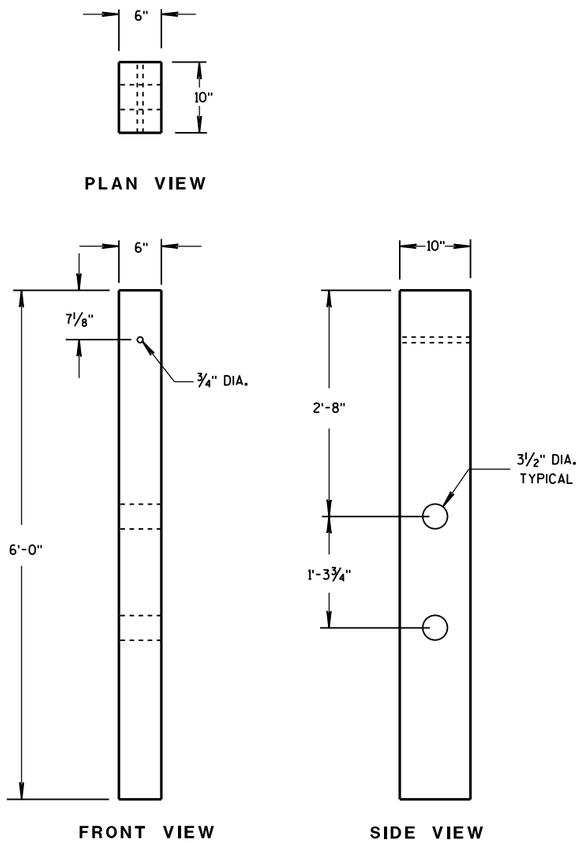
ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L) ONE-WAY TRAFFIC

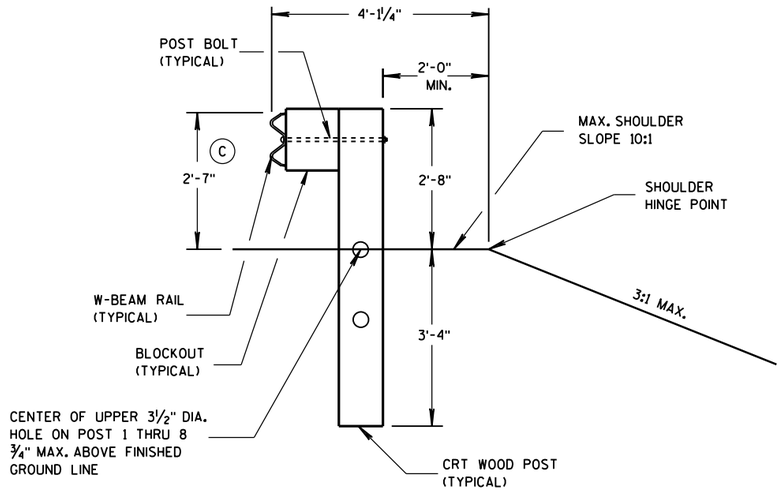
MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPOI	426

6

S.D.D. 14 B 43-3b



CRT WOOD POST



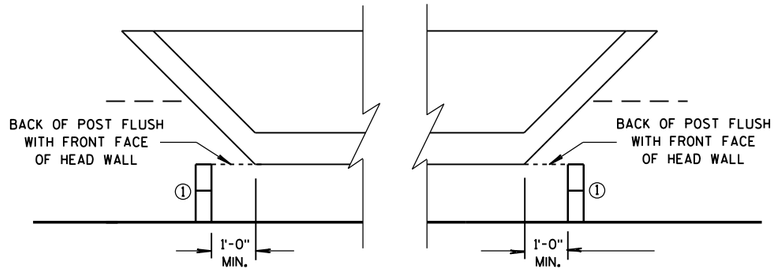
SECTION B-B

POSTS NO. 1-3

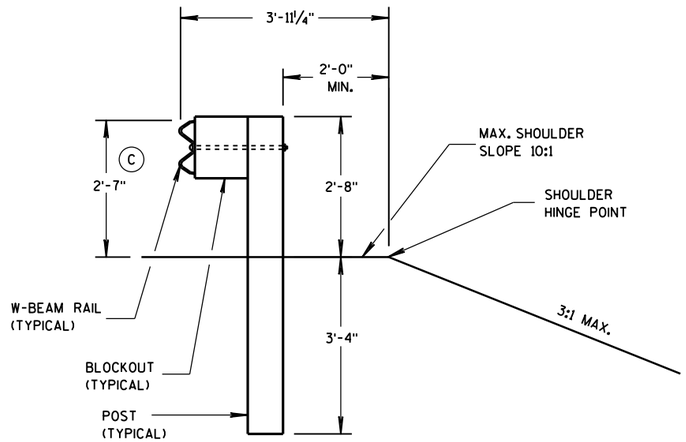
SEE OTHER DETAILS

GENERAL NOTES

(C) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".



POST PLACEMENT DETAIL



SECTION A-A

POSTS NO. 4-8

SEE OTHER DETAILS

MIDWEST GUARDRAIL SYSTEM
LONG SPAN MGS (L)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/10/2013
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

6

S.D.D. 14 B 43-3c

6

S.D.D. 14 B 43-3c

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.

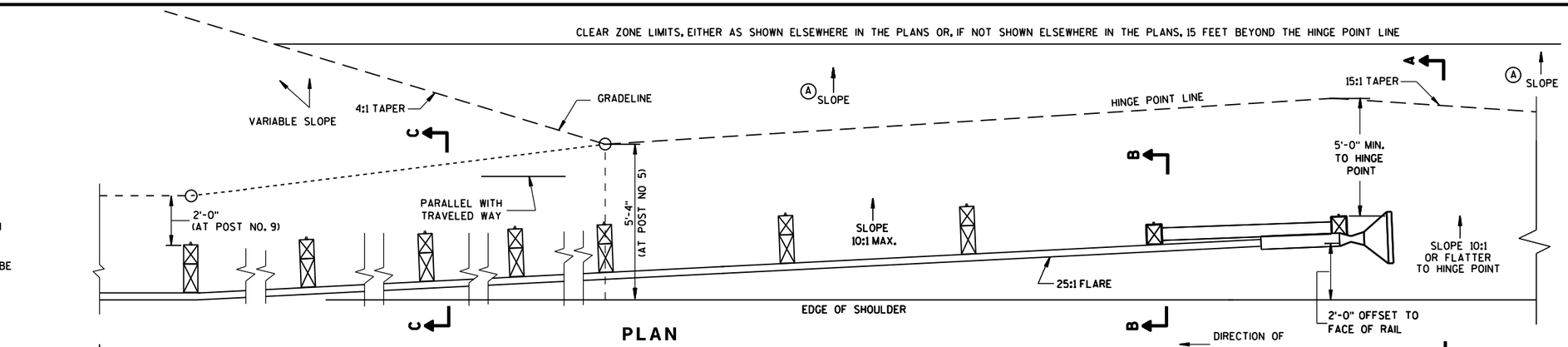
SEE SDD 14B42 FOR MORE INFORMATION.

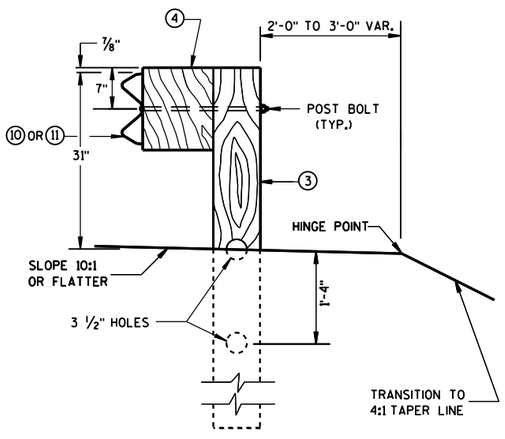
* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

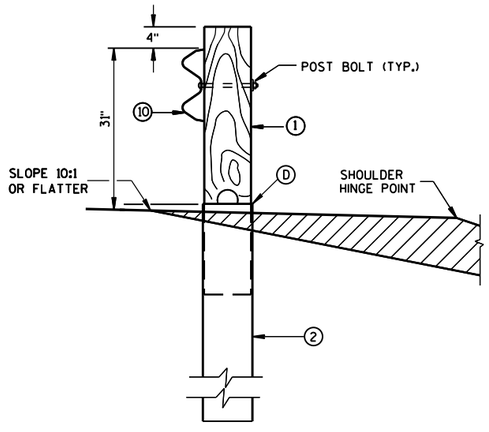
W-BEAM RAIL SPLICES ARE LOCATED AT POST NUMBER 3, AND BETWEEN POST 5 AND 6, BETWEEN POSTS 7 AND 8, AND MIDDLE OF THE SPAN AFTER POST 9.

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.

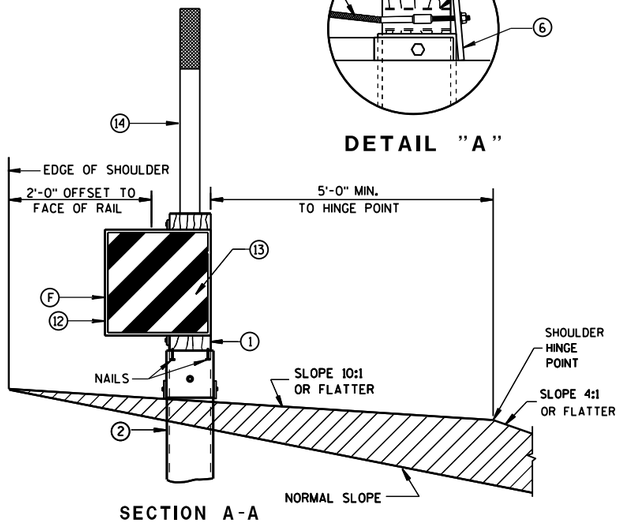




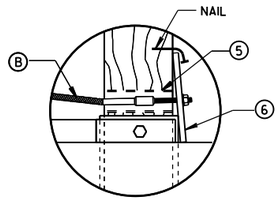
SECTION C-C
TYPICAL AT POST NOS. 3-9



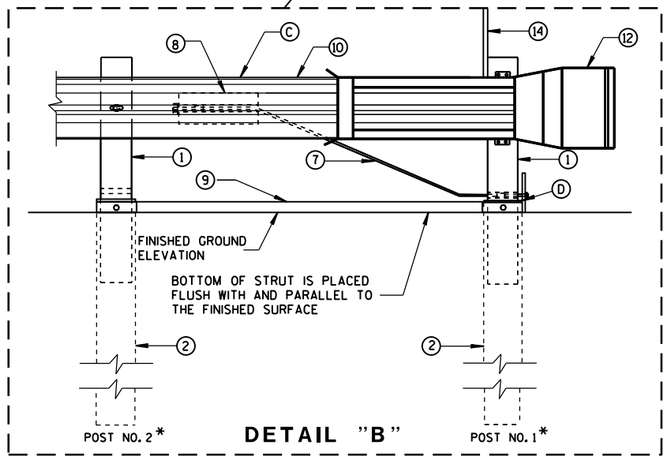
SECTION B-B
TYPICAL AT POST NO. 2*



SECTION A-A
TYPICAL AT POST NO. 1*



DETAIL "A"

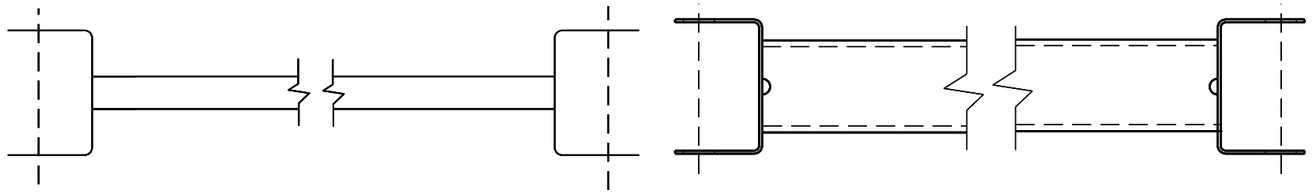


DETAIL "B"

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

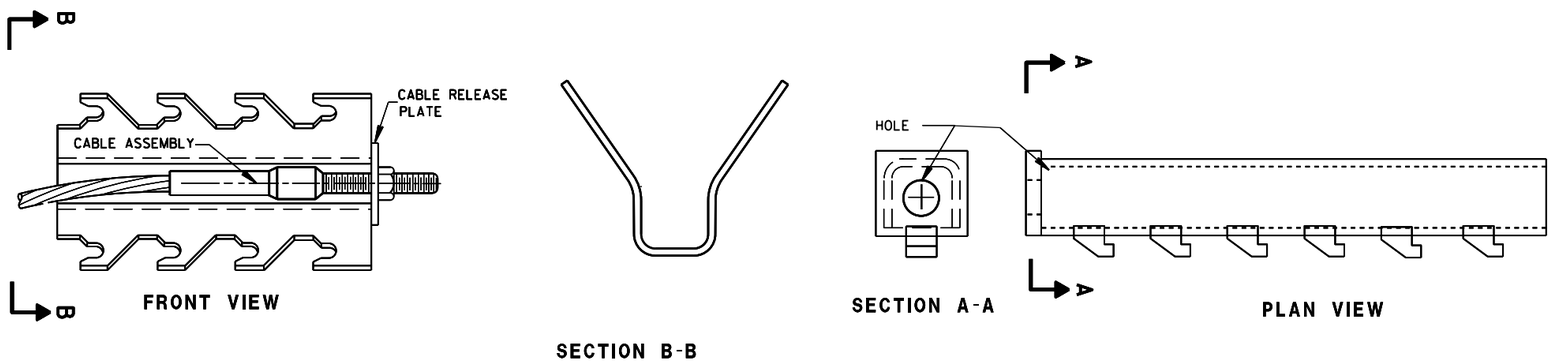
S.D.D. 14 B 44-2a



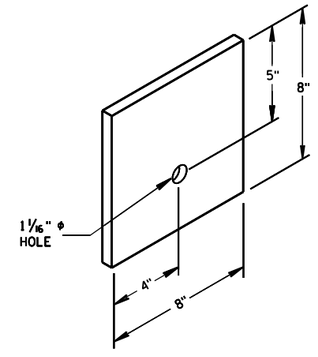
GENERIC GROUND STRUT (9) (H)

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUFACTURER'S DETAILS FOR MORE INFORMATION.
(1)	WOOD BREAKAWAY POST
(2)	6" X 8" X 0.188", 6'-0" LONG FOUNDATION TUBE AT POSTS 1 AND 2
(3)	WOOD CRT
(4)	WOOD BLOCKOUT
(5)	PIPE SLEEVE
(6)	BEARING PLATE
(7)	BCT CABLE ASSEMBLY
(8)	ANCHOR CABLE BOX
(9)	GROUND STRUT
(10)	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
(11)	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
(12)	END SECTION EAT
(13)	0.040" ALUMINUM SHEET WITH REFLECTIVE SHEETING TYPE F PER SECTION 637 OF THE STANDARD SPECIFICATIONS
(14)	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)



GENERIC ANCHOR CABLE BOX (8) (H)

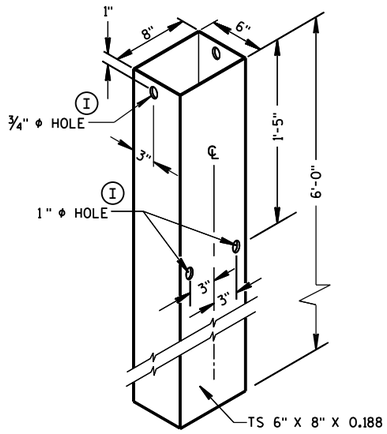


BEARING PLATE (6)

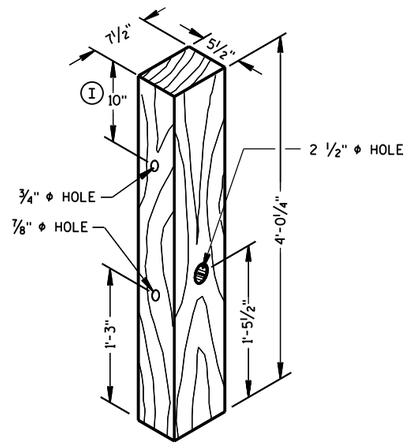
MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 14 B 44-2b

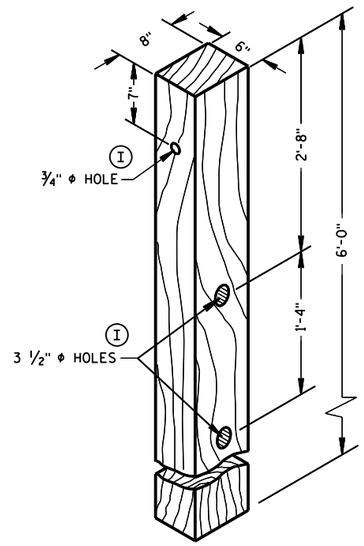


FOUNDATION TUBE (2)



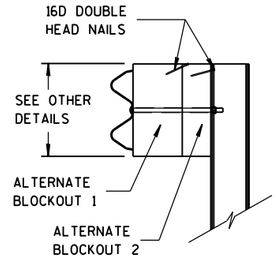
POSTS NUMBER 1 AND 2

WOOD BREAKAWAY POST (1)

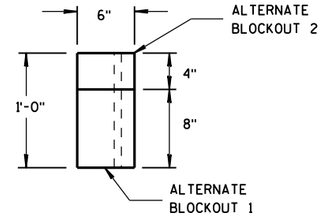


POSTS NUMBER 3-9

WOOD CRT POST (3)

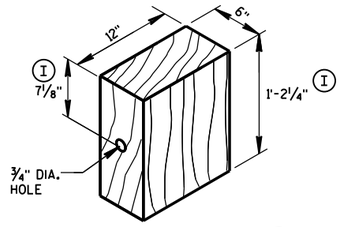


SIDE VIEW



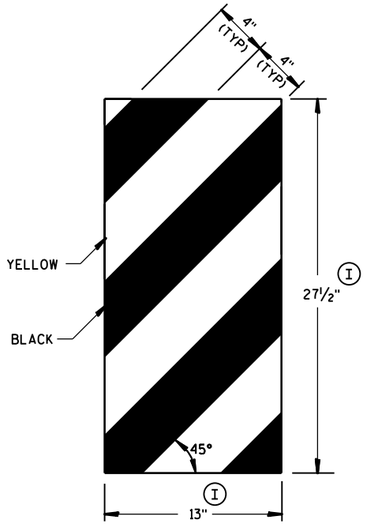
TOP VIEW

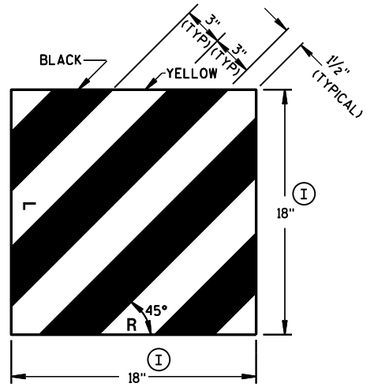
ALTERNATE WOOD BLOCKOUT DETAIL



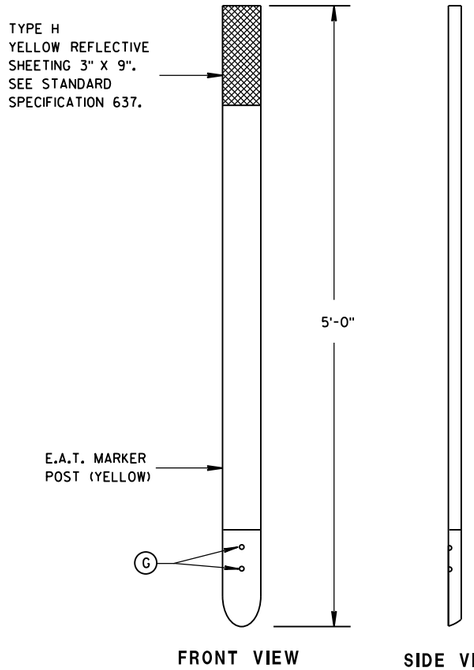
WOOD BLOCKOUT (4)

REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2





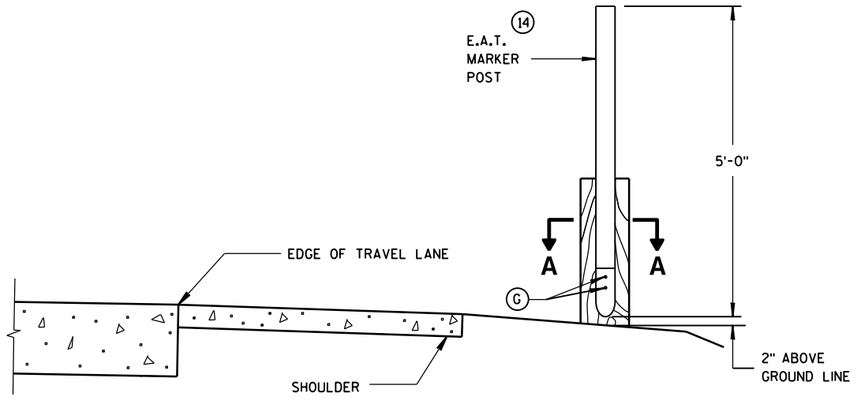
GENERIC REFLECTIVE SHEETING (13) (H)



FRONT VIEW

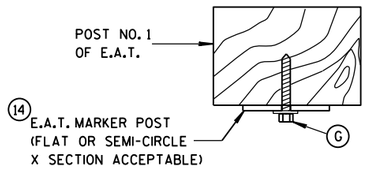
SIDE VIEW

E.A.T. MARKER POST (14)



TYPICAL INSTALLATION OF E.A.T. MARKER POST BACKSIDE OF POST NO. 1

(E.A.T. AND RAIL REMOVED FOR CLARITY)



SECTION A-A

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER

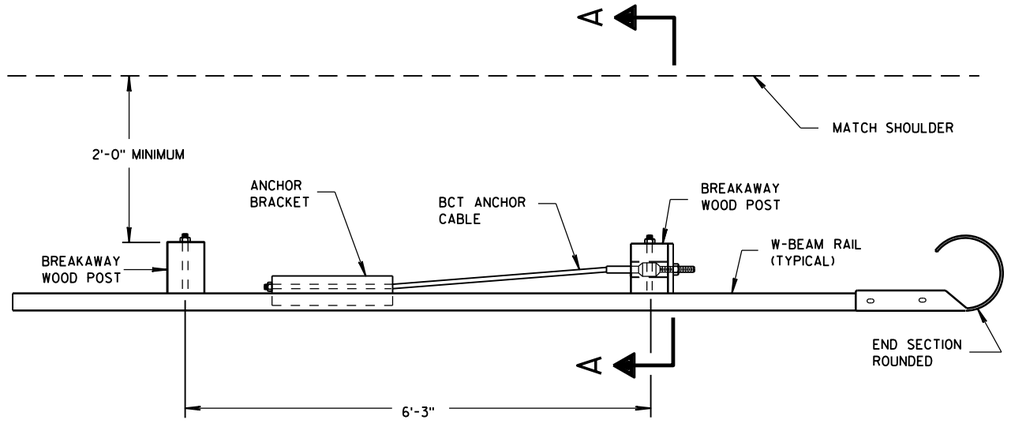
FHWA

6

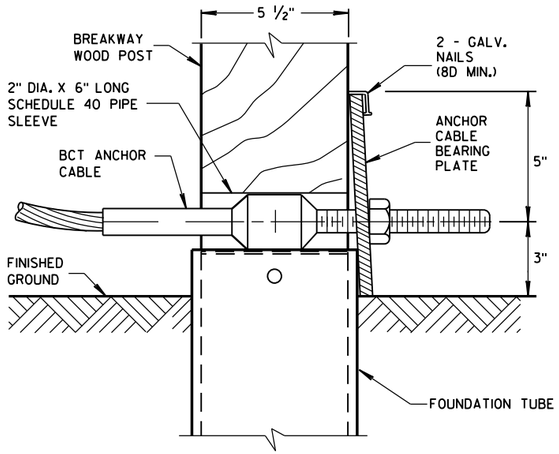
S.D.D. 14 B 44-2c

6

S.D.D. 14 B 44-2c



PLAN VIEW



DETAIL A

POST NO. 1
GROUNG STRUT NOT SHOWN FOR CLARITY.

GENERAL NOTES

SEE SDD 14 B 42 FOR MORE INFORMATION.

END SECTION BOLTS AND NUTS HAVE THE SAME MATERIAL REQUIREMENTS AS SPLICE BOLTS.

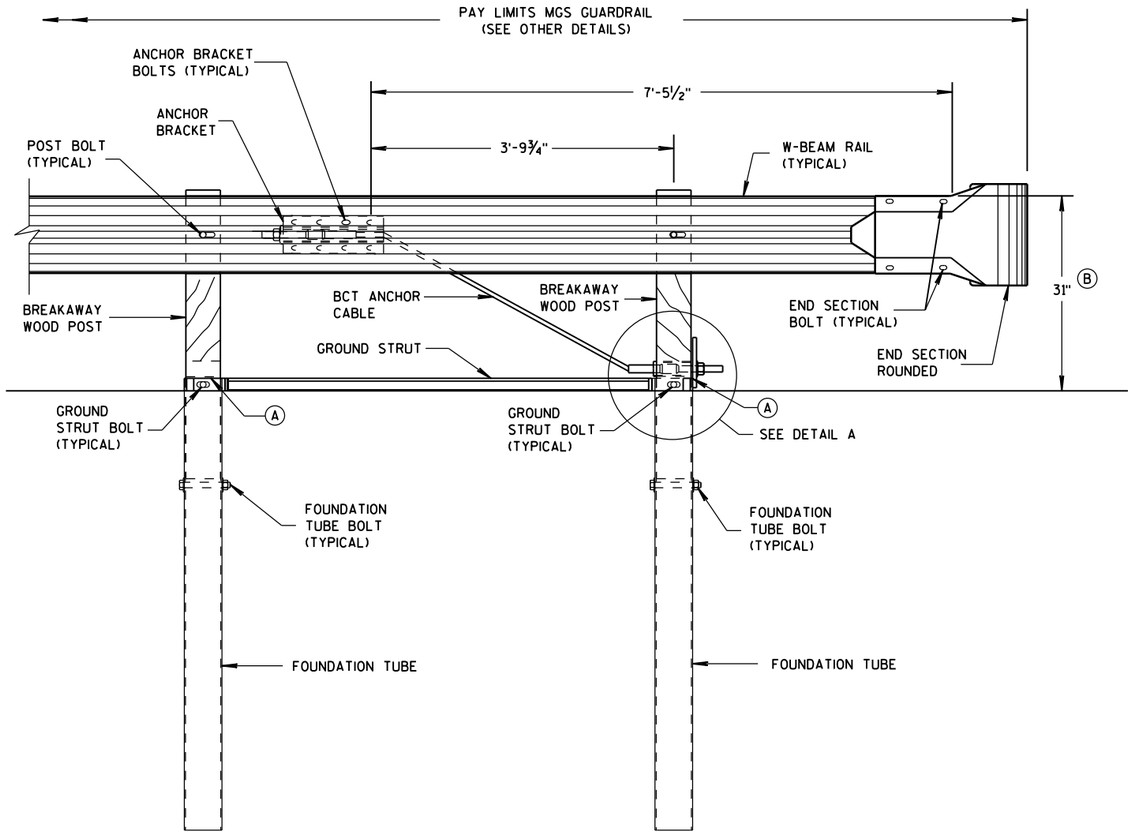
FOUNDATION TUBE BOLTS ARE ⅞" DIAMETER ASTM A307 HEX HEAD BOLT. FOUNDATION TUBE BOLTS REQUIRE ASTM A563 A NUT AND TWO ASTM F844 ⅞" DIAMETER FLAT WASHERS. INSTALL ONE WASHER UNDER BOLT HEAD AND ONE WASHER UNDER NUT.

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.

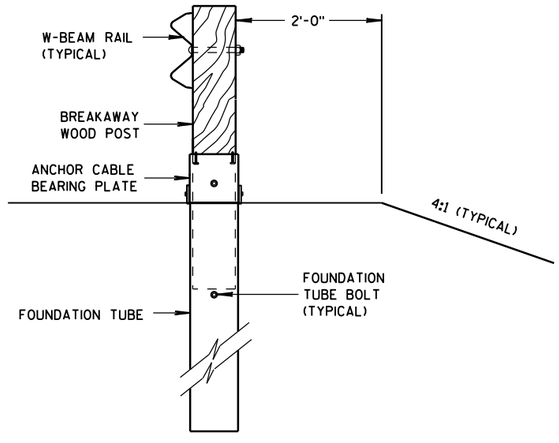
(A) TOP OF FOUNDATION TUBE SHALL BE NO MORE THAN 3" ABOVE FINISHED GROUND.

(B) FOR NEW CONSTRUCTION TOP OF RAIL IS 31" ± 1".
FOR EXISTING INSTALLATIONS TOP OF RAIL IS BETWEEN 27¾" TO 32" ± 1".

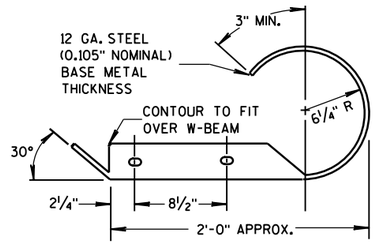


FRONT VIEW

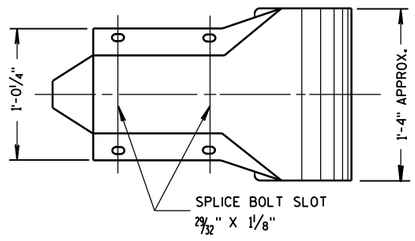
END RAIL DETAIL



SECTION A-A



PLAN VIEW



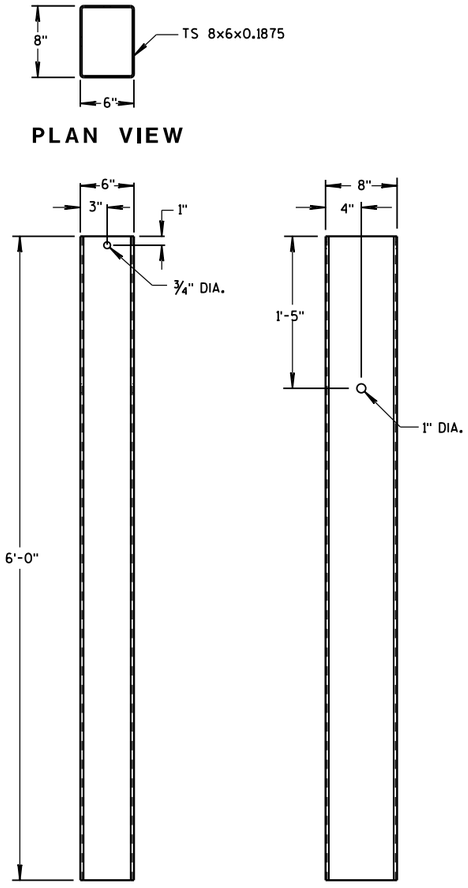
FRONT VIEW

W BEAM END SECTION ROUNDED

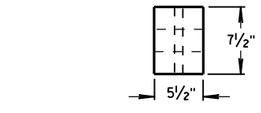
MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

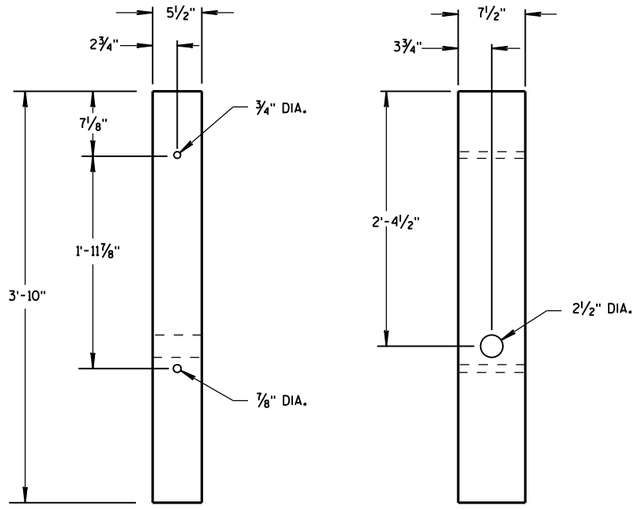
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6
S.D.D. 14 B 47-2a



FOUNDATION TUBE



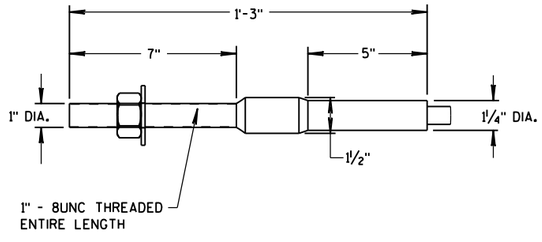


BREAKAWAY WOOD POST

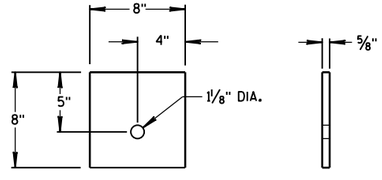
GENERAL NOTES

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



ANCHOR CABLE
BEARING PLATE

MIDWEST GUARDRAIL
SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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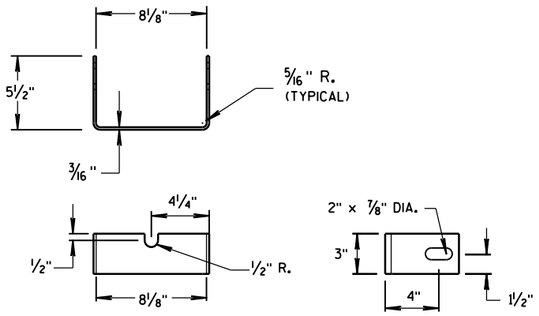
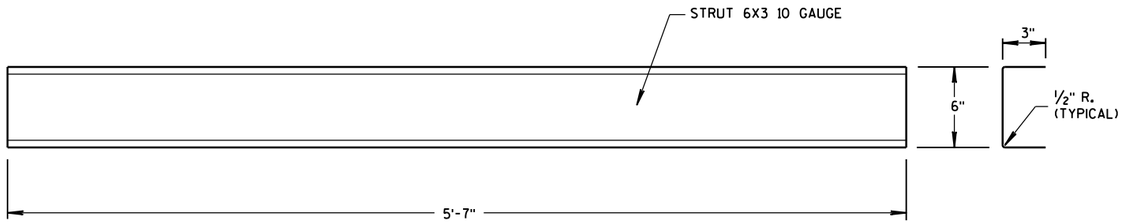
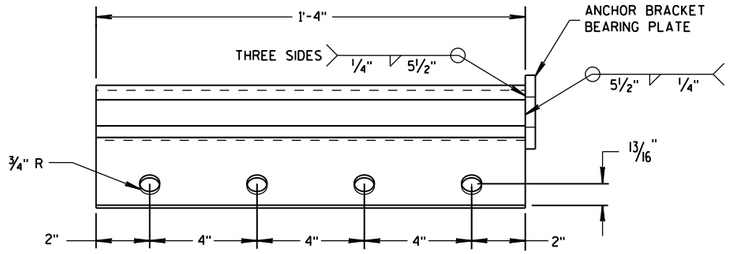
S.D.D. 14 B 47-2b

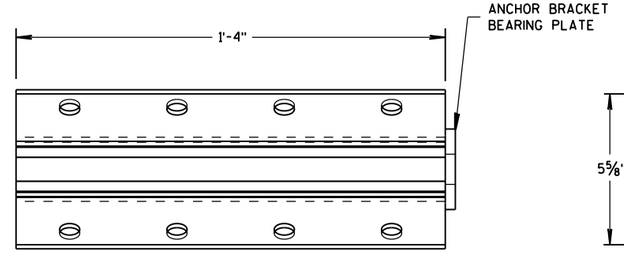


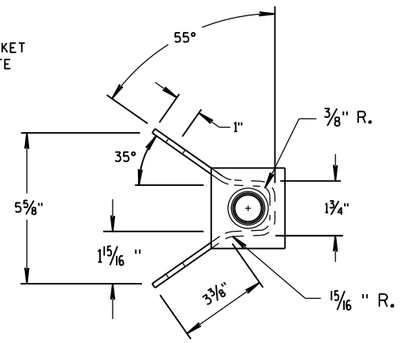
YOKE DETAIL



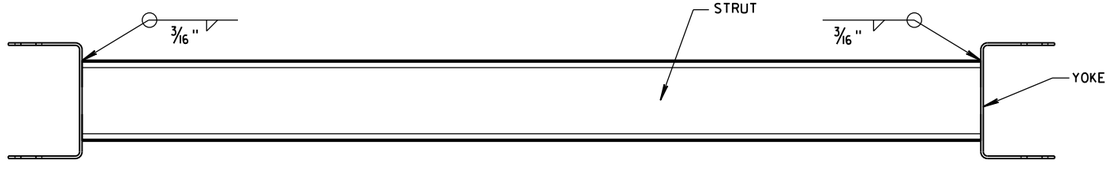
STRUT DETAIL



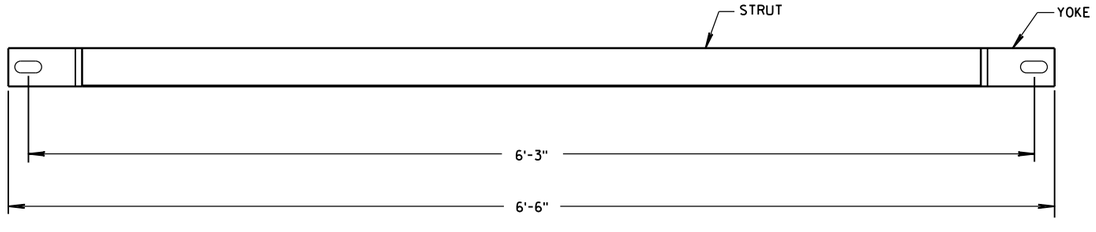




ANCHOR BRACKET

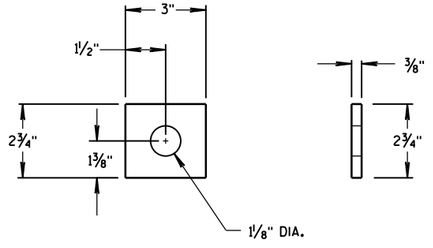


PLAN VIEW



FRONT VIEW

GROUND STRUT DETAIL



ANCHOR BRACKET BEARING PLATE

MIDWEST GUARDRAIL
SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

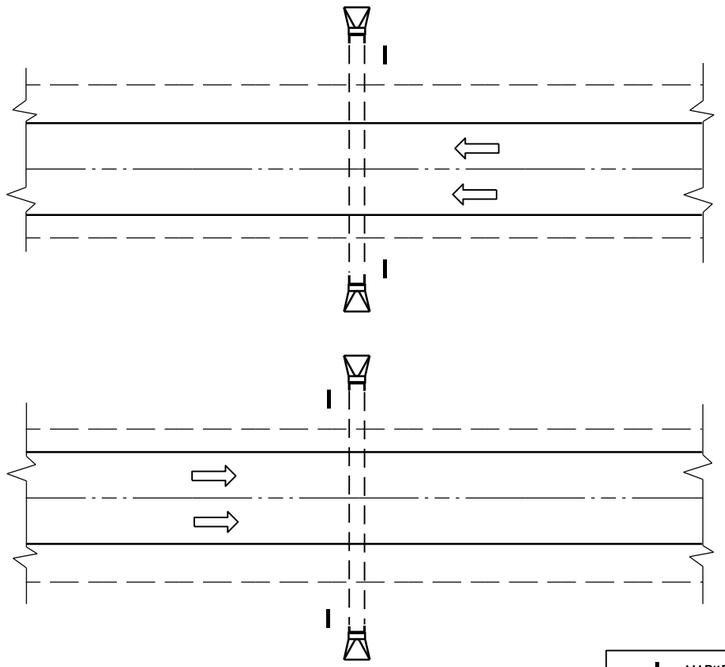
APPROVED
June 2014
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

FHWA

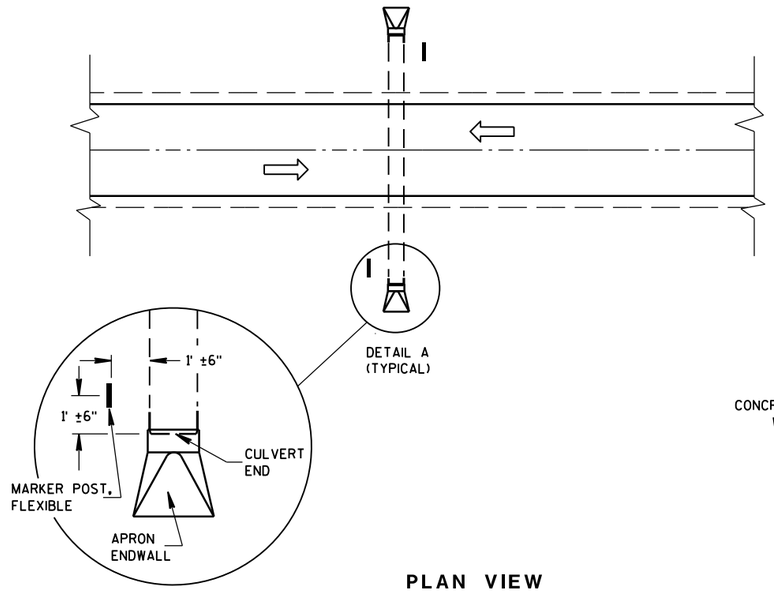
6

S.D.D. 14 B 47-2c



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

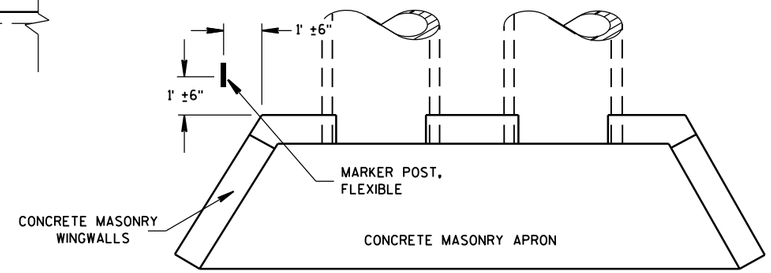
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

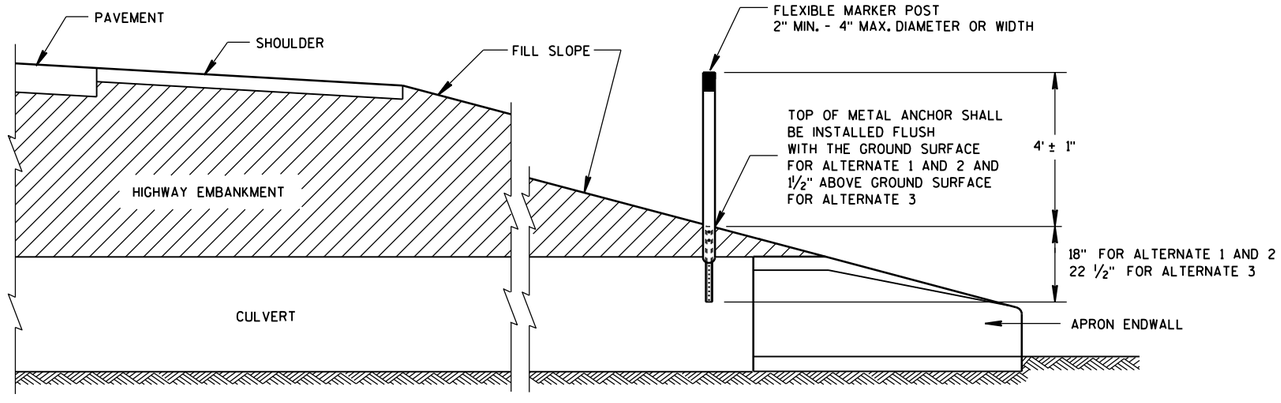
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 15 A 3-2a

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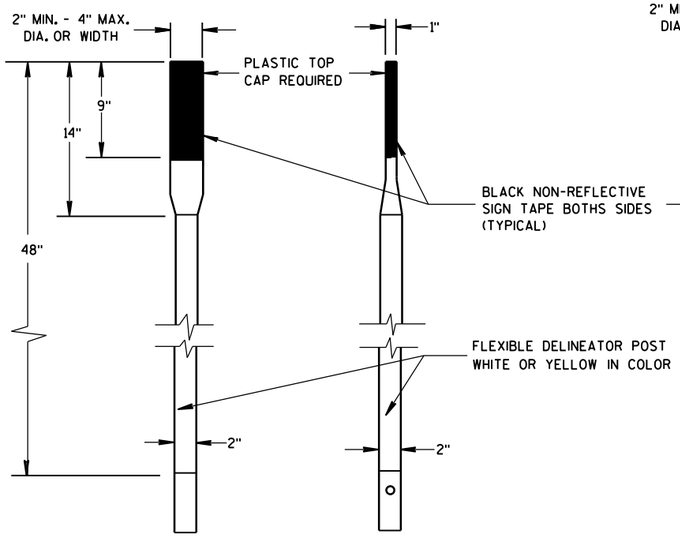
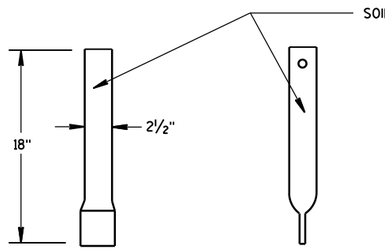
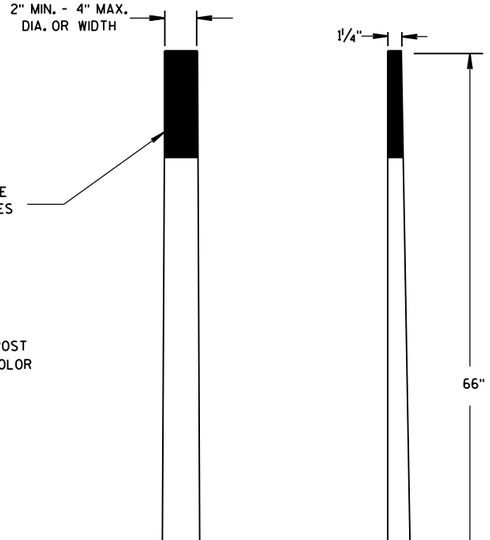
S.D.D. 15 A 3-2a





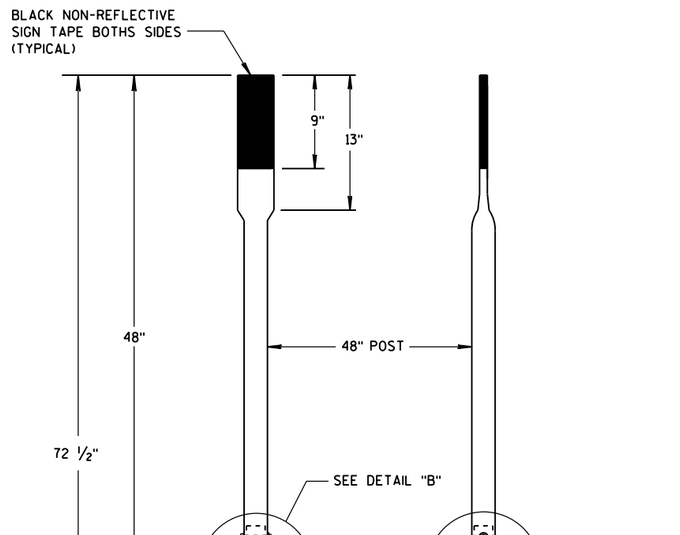
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

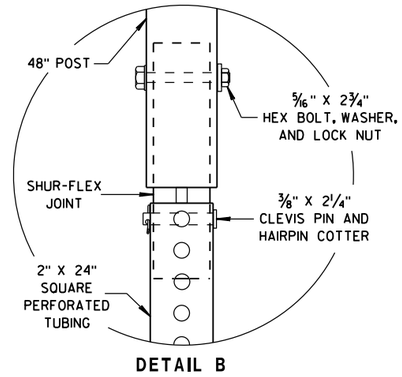
ALTERNATE 2



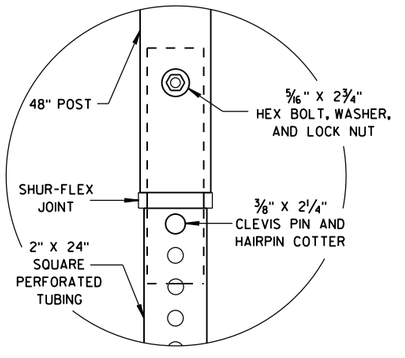
FRONT VIEW SIDE VIEW

ALTERNATE 3

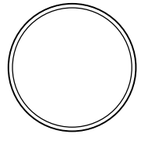
FLEXIBLE MARKER POSTS



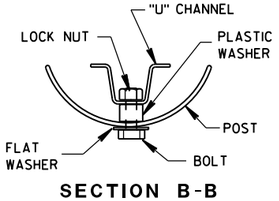
DETAIL B



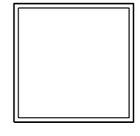
DETAIL C



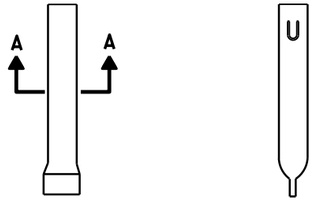
SECTION A-A



SECTION B-B

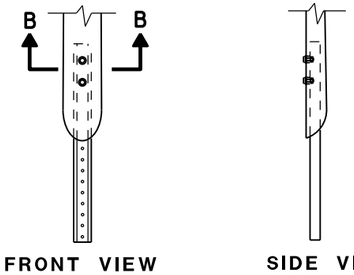


SECTION C-C



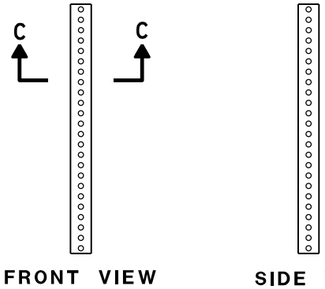
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

ALTERNATE 2



FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS

FLEXIBLE MARKER POST FOR CULVERT END	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 10/1/2012 DATE FHWA	/S/ Travis Feltes STATE TRAFFIC ENGINEER

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S.D.D. 15 A 3-2b

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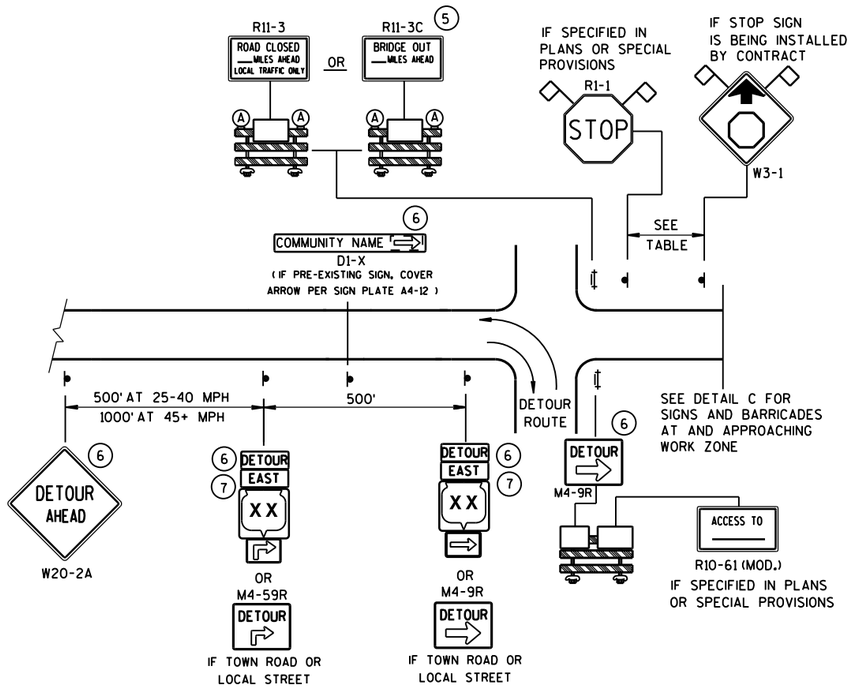
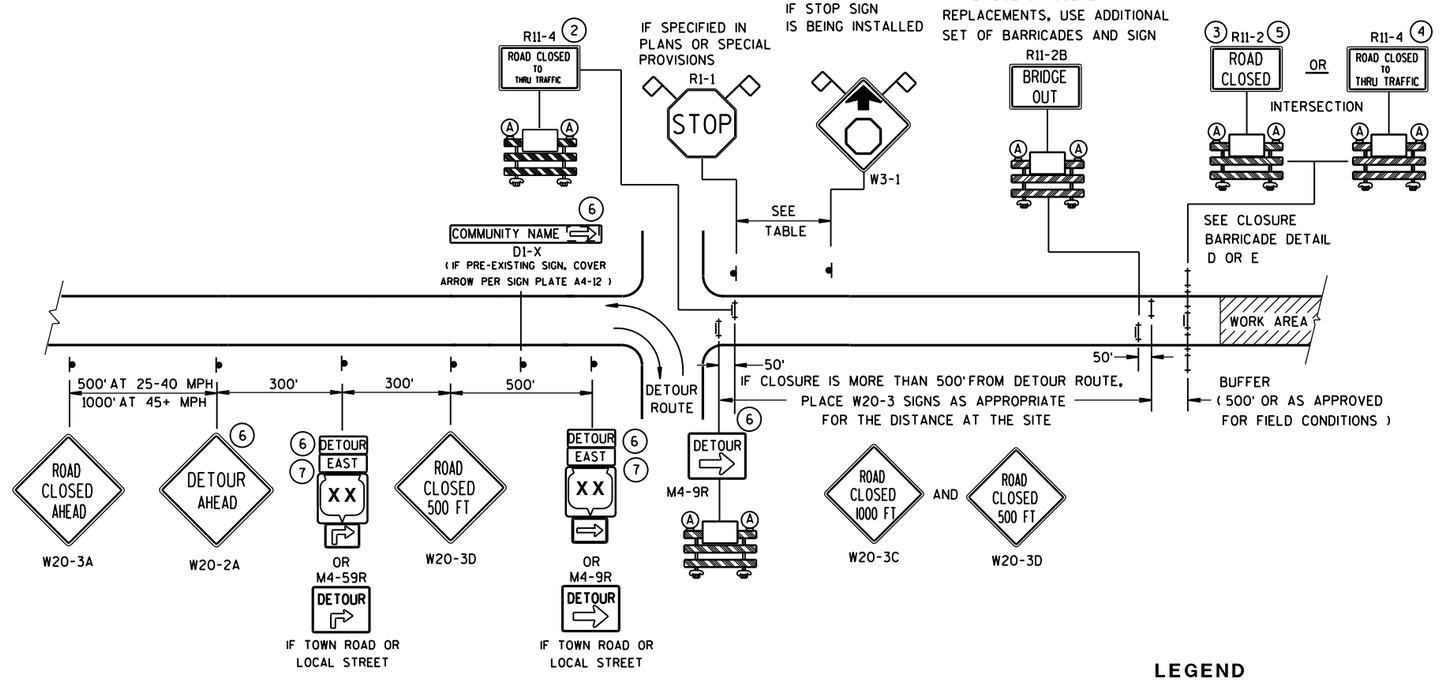
S.D.D. 15 A 3-2b



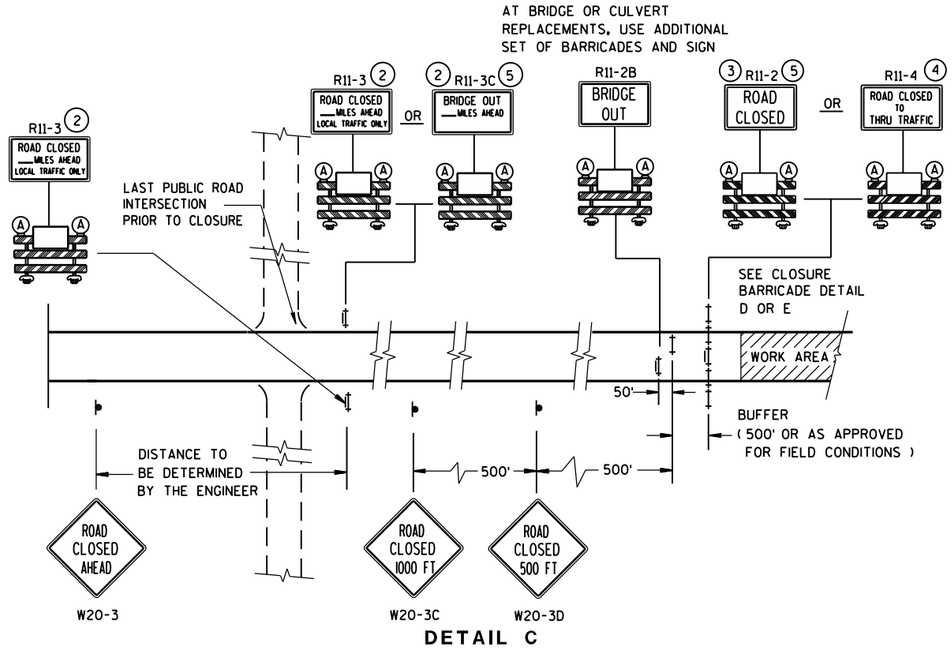
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- DETOUR / EAST — M4-8 / M3-X
- XX — M1-4; COUNTY XX — M1-5A; XX — M1-6
- M05-1 OR M06-1
- FLAGS, 16" X 16" MIN., (ORANGE)

SEE SDD 15C2-SHEET "**b**" FOR GENERAL NOTES AND FOOTNOTES (1) THROUGH (7)

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA

6

S.D.D. 15 C 2-6a

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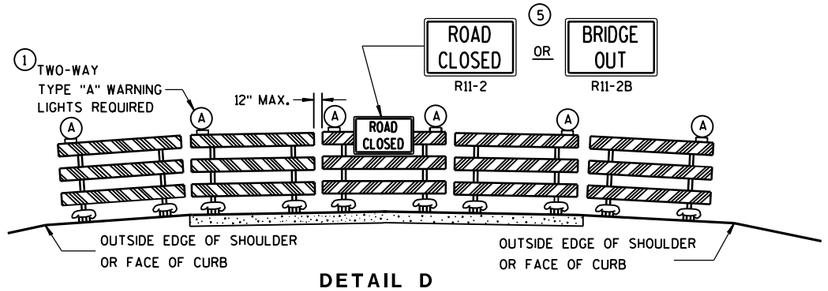
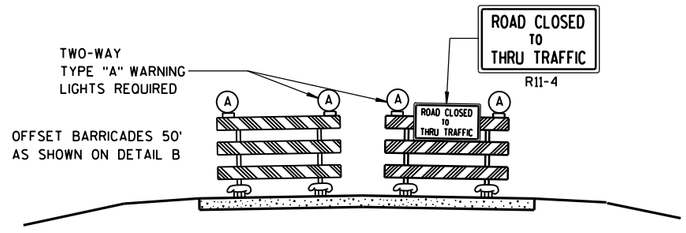
S.D.D. 15 C 2-6a



DETAIL D

ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW



DETAIL E

LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

SEE SDD 15C2-SHEET "**a**" FOR LEGEND

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND BARRICADES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, M4-9, R11-4 AND R10-61 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

"WO AND "MO" SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11-2 SHALL BE 48" X 30".
- R11-3, R11-4 AND R10-61 SHALL BE 60" X 30".
- M4-9 SHALL BE 30" X 24".
- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1-1 SHALL BE 36" X 36".

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8-FOOT LIGHT SPACING).

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL D.

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE LANE CLOSURE BARRICADE DETAIL E.

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11-2 AND R11-3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Sept. 2015 — DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO SAFETY ENGI — FIC

FHWA

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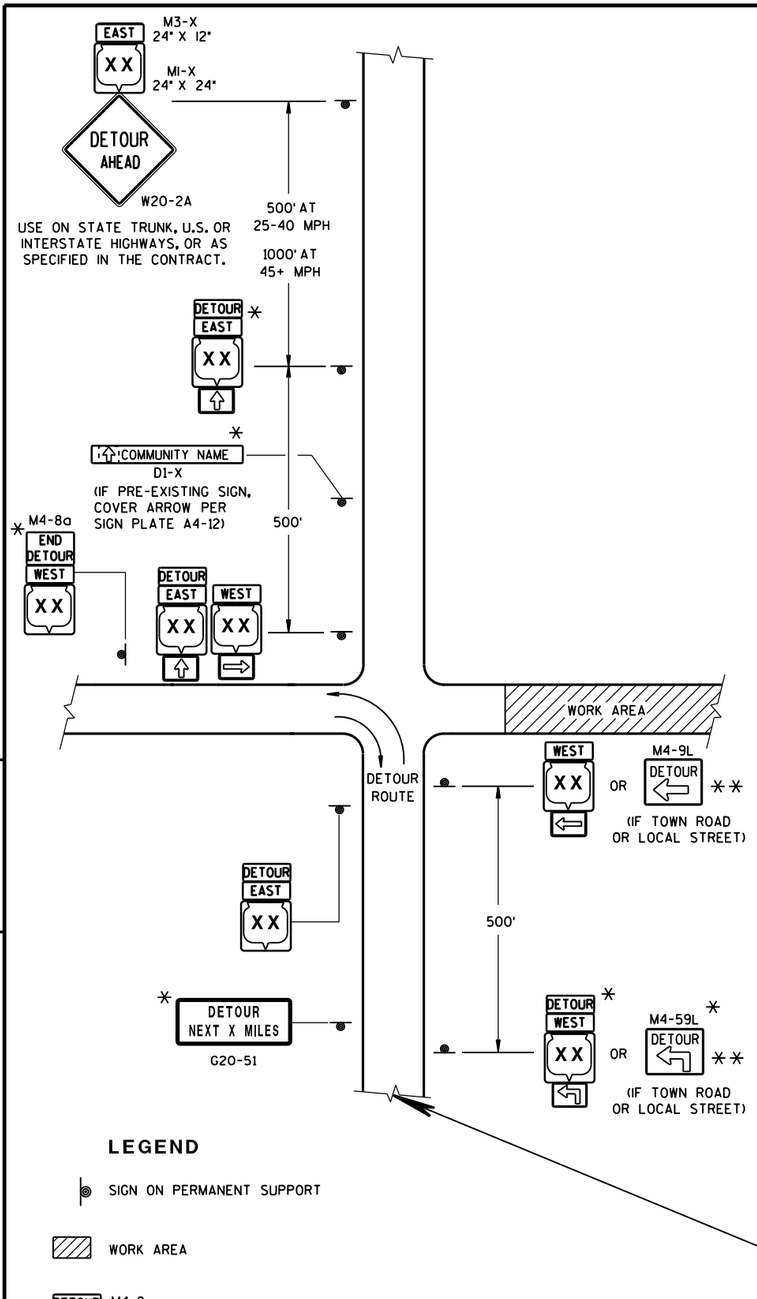
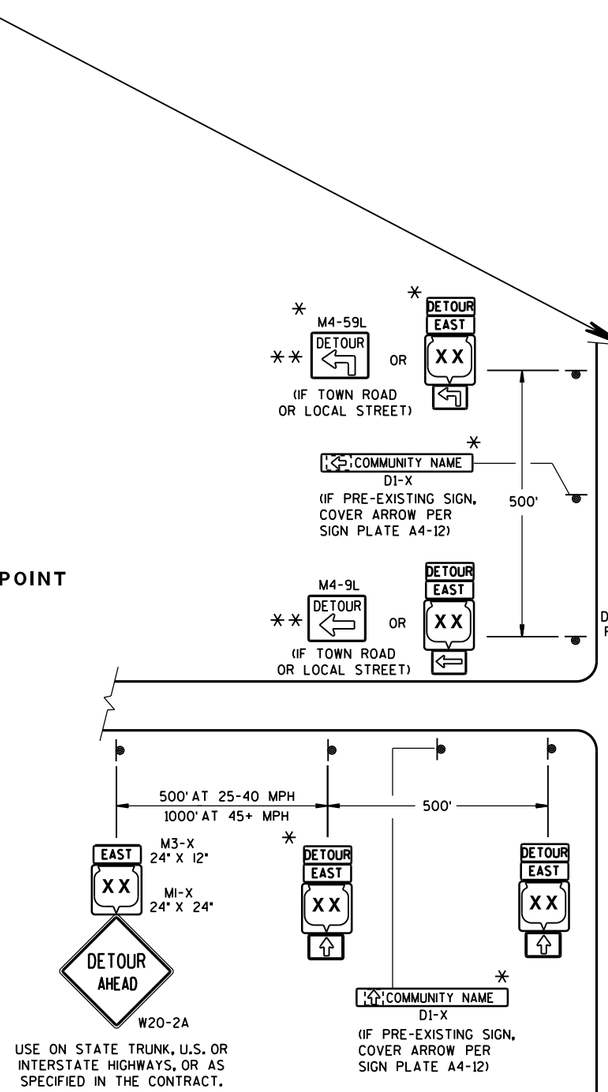
S.D.D. 15 C 2-6b

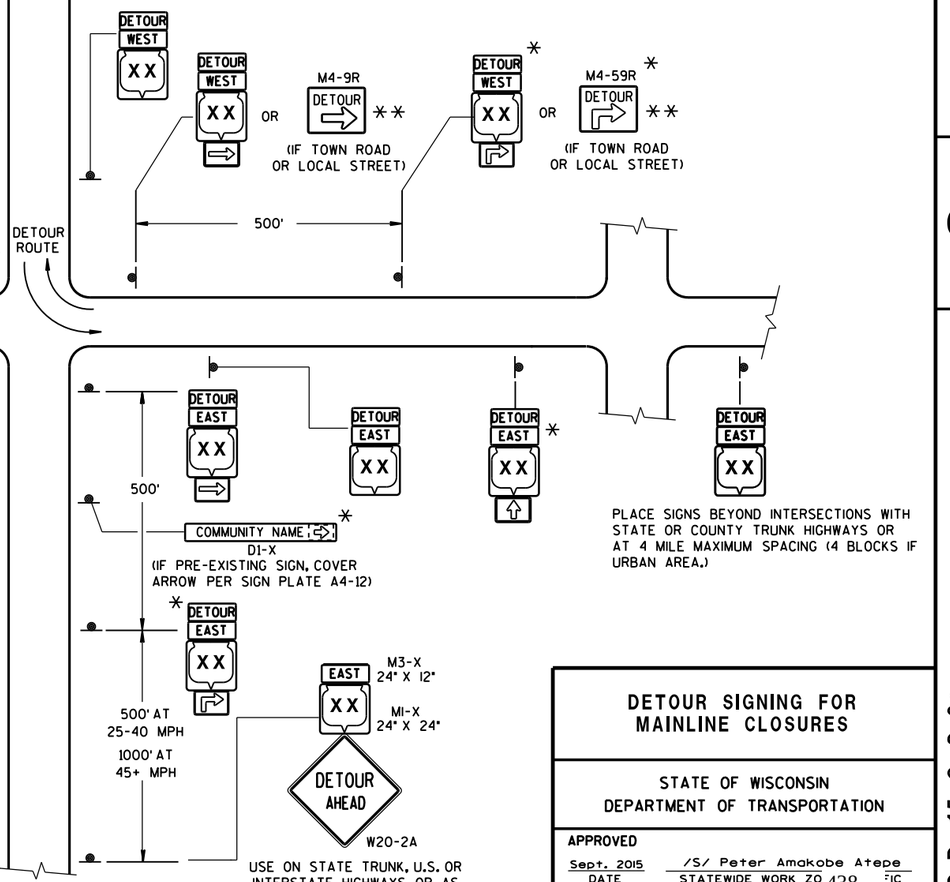


SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD 15C2-SHEET "a"

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

MATCH POINT





GENERAL NOTES

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

THE SPACING BETWEEN TRAFFIC CONTROL AND DETOUR SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE", SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- MO5-1 AND MO6-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-9 SHALL BE 30" X 24".
- M4-8a SHALL BE 24" X 18".
- G20-51 SHALL BE 60" X 24".
- W20-2 SHALL BE 48" X 48".
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.

DETAIL F

DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept. 2015 — DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO[illegible] SAFETY ENGI[illegible] FIC

FHWA

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S.D.D. 15 C 2-6c

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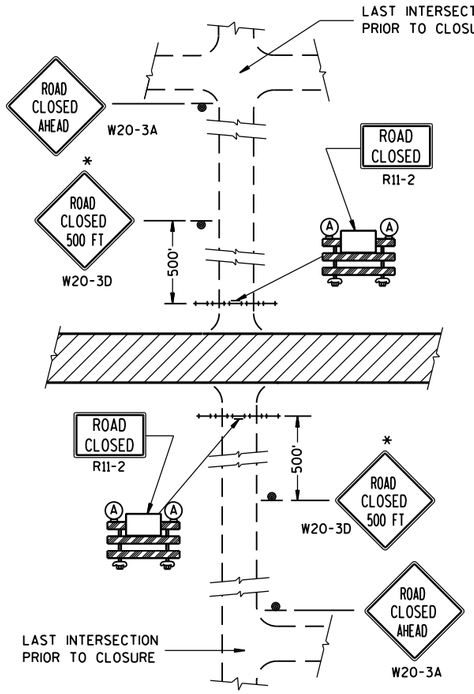
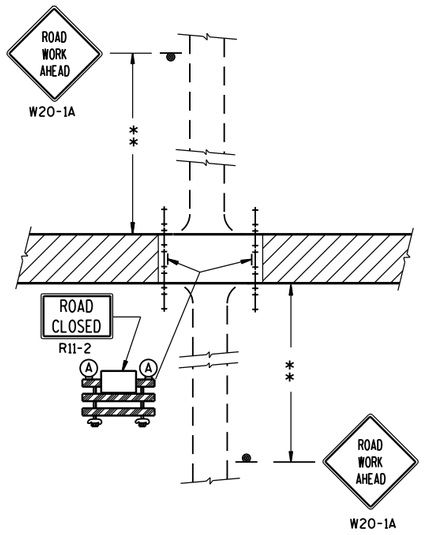
S.D.D. 15 C 2-6c



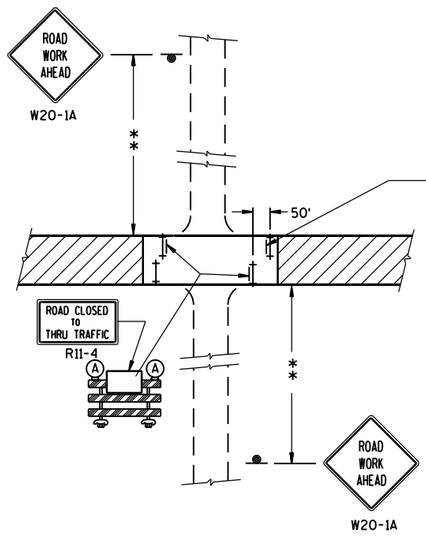
DETAIL 1

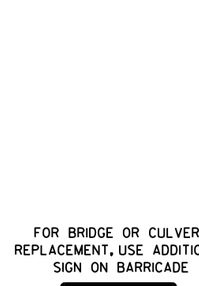
(NO ACCESS TO PROJECT)

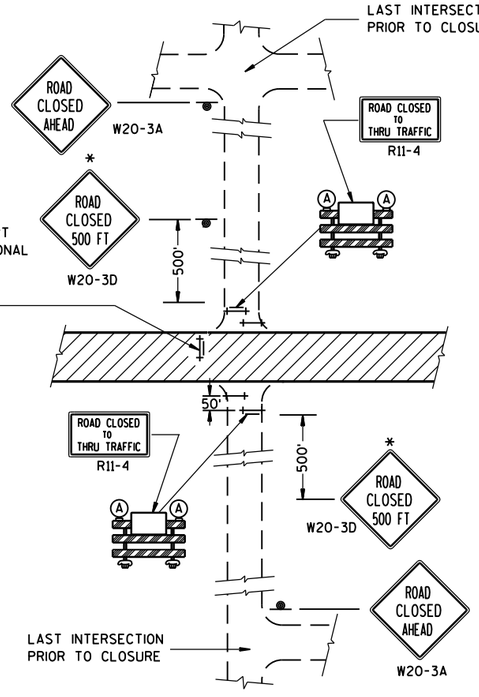


DETAIL 2

(PUBLIC CROSS-TRAFFIC MAINTAINED. NO ACCESS TO PROJECT).







DETAIL 3

(PUBLIC CROSS-TRAFFIC MAINTAINED. CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS).

DETAIL 4

(CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND BARRICADES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3 AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

*OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FT. OR LESS FROM THE WORK ZONE.

**500' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO... SAFETY ENGI... FIC
FHWA

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S.D.D. 15 C 3-3

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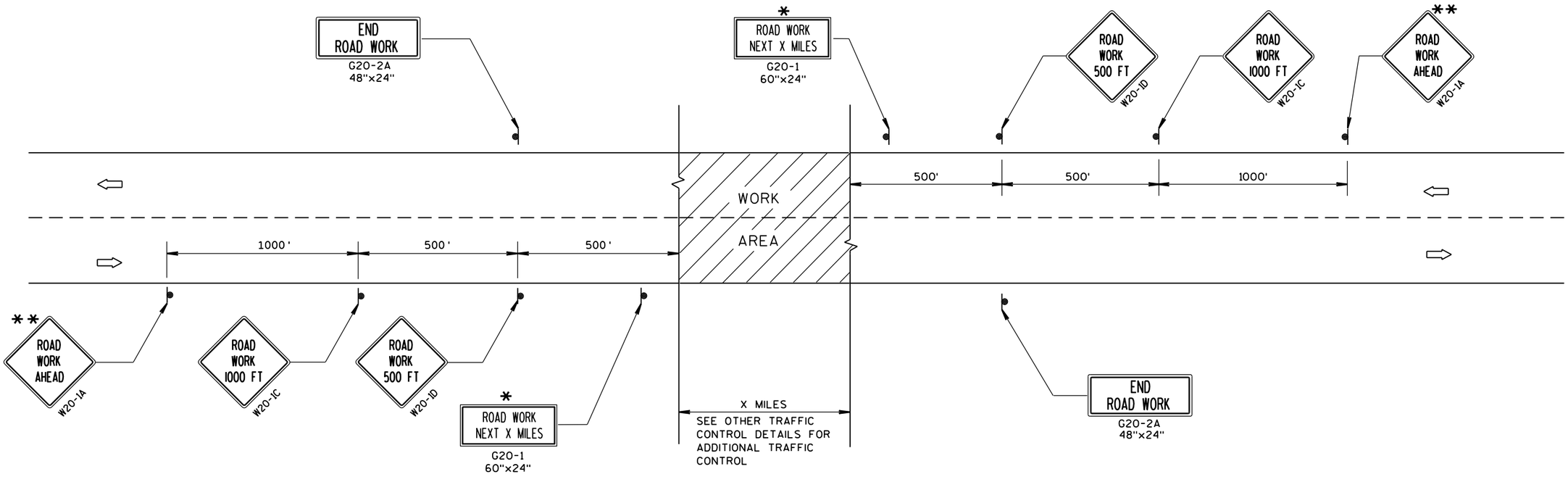
S.D.D. 15 C 3-3



TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

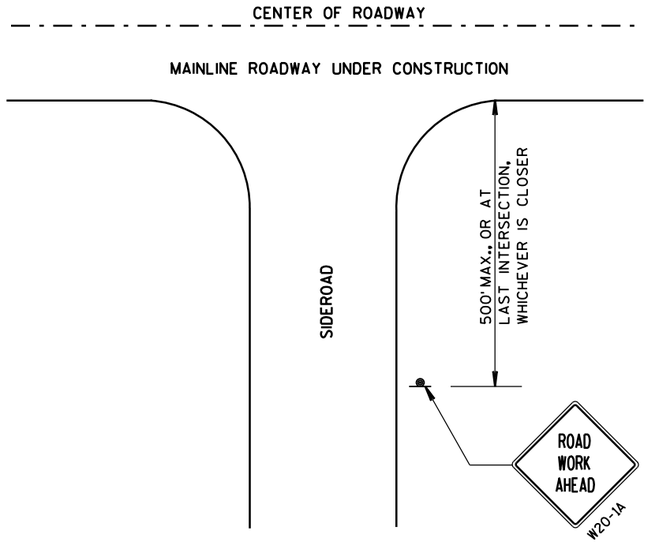
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

** PLACE ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE SAFETY ENGINEER
FHWA

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S.D.D. 15 C 4-3

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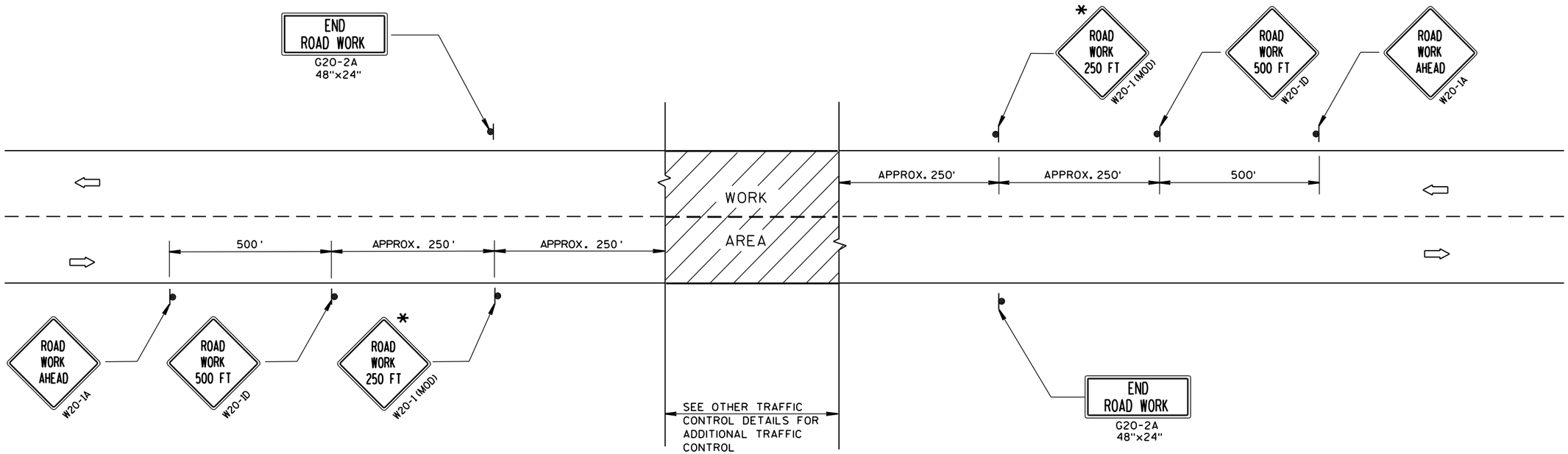
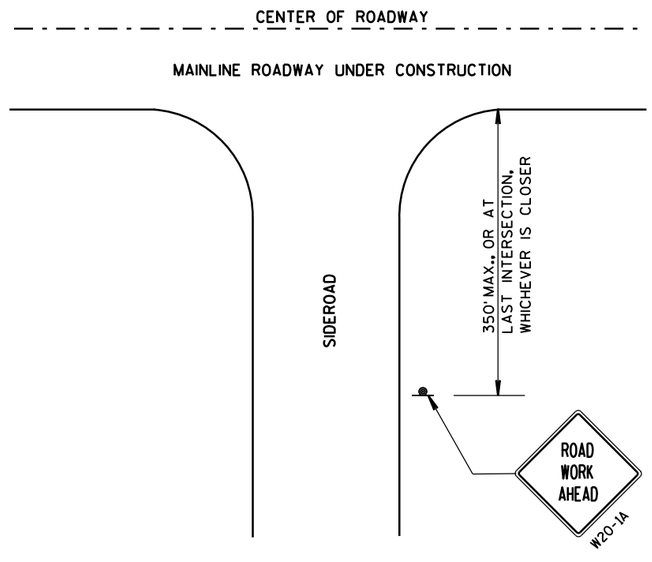
S.D.D. 15 C 4-3



TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL



GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"x36" SIGNS MAY BE USED INSTEAD OF 48"x48" SIGNS.

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

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FT" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZOI SAFETY ENGIN IC
FHWA

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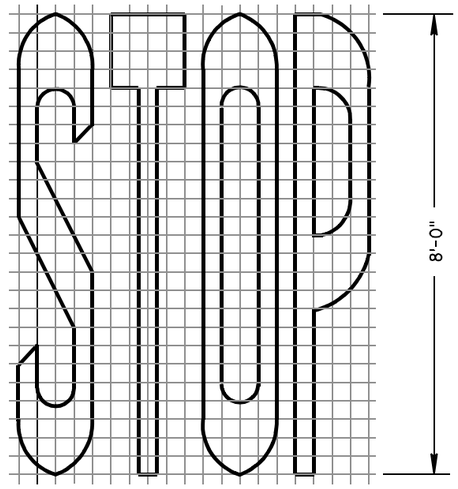
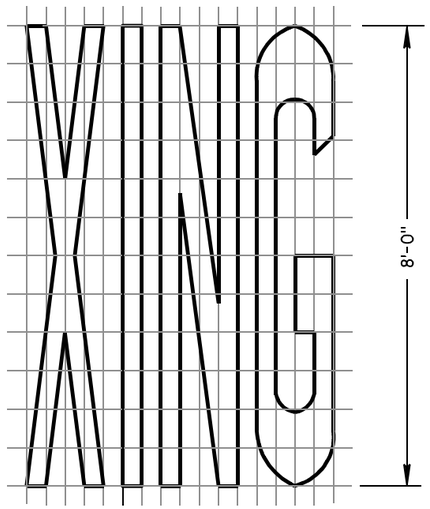
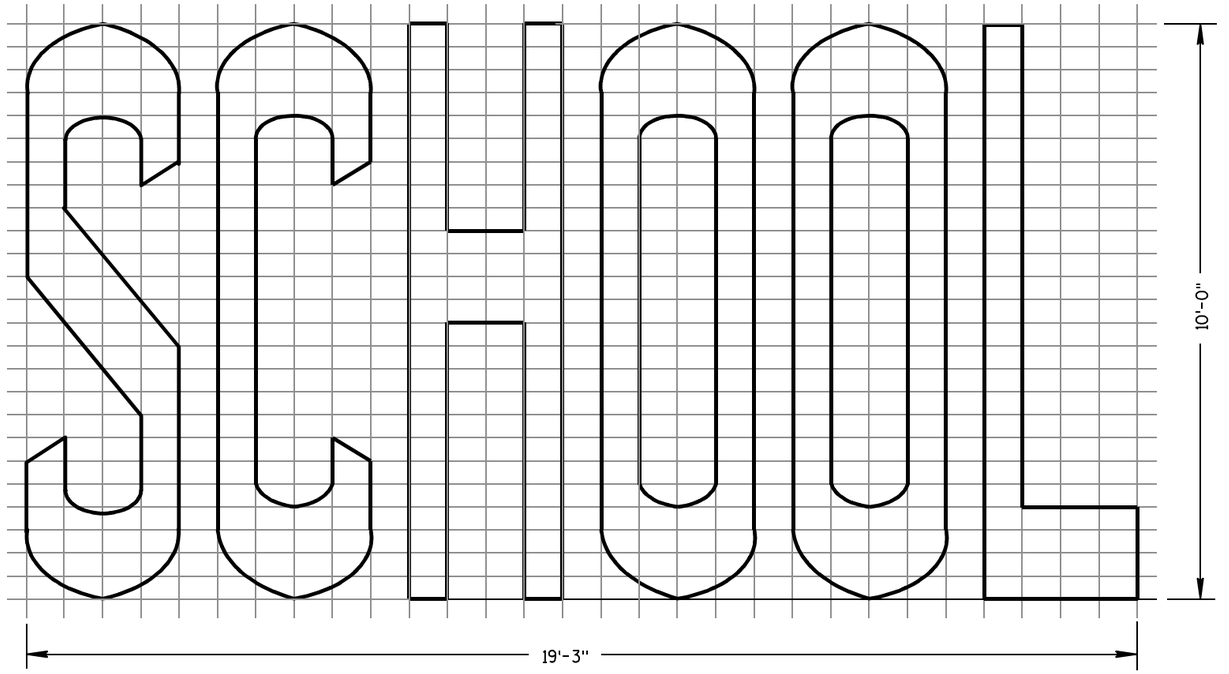
GENERAL NOTES

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

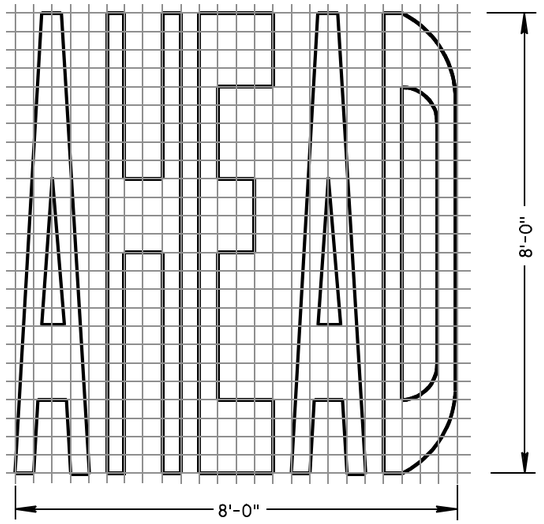
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.

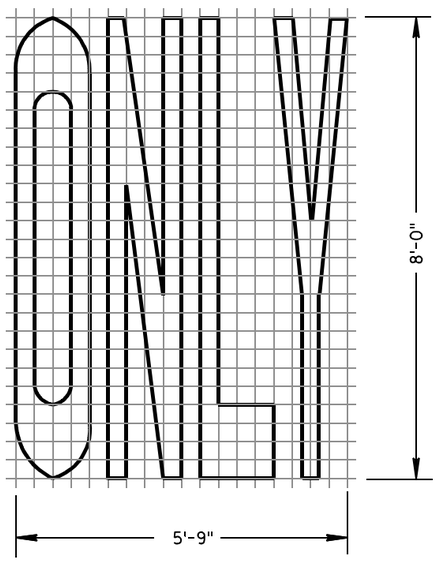


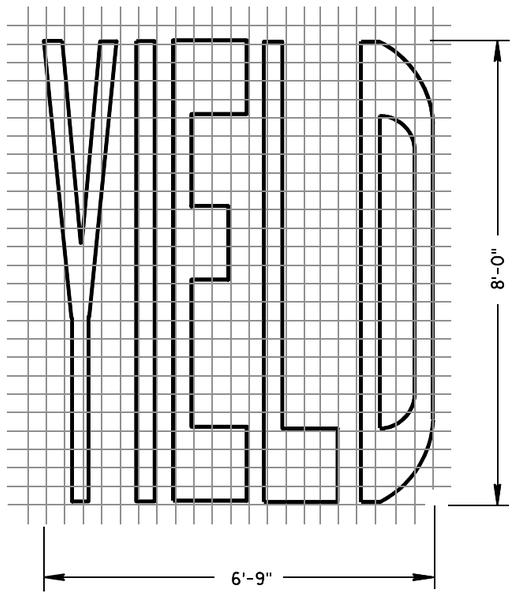


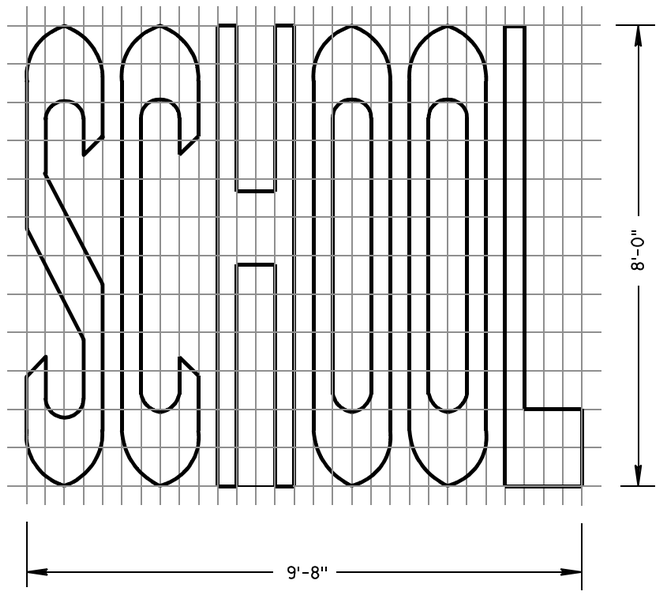


TWO-LANE









SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7-1-11 DATE — /S/ Thomas N. Nothohm STATE TRAFFIC ENGINEER

FHWA

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S.D.D. 15 C 7-12b

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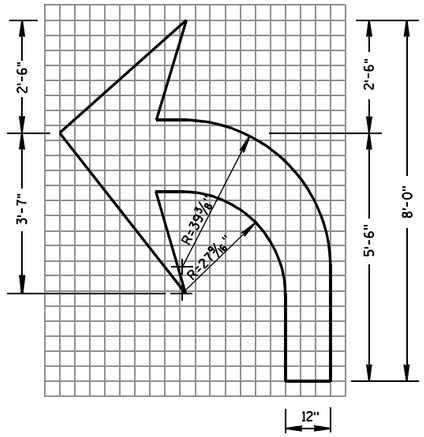
S.D.D. 15 C 7-12b

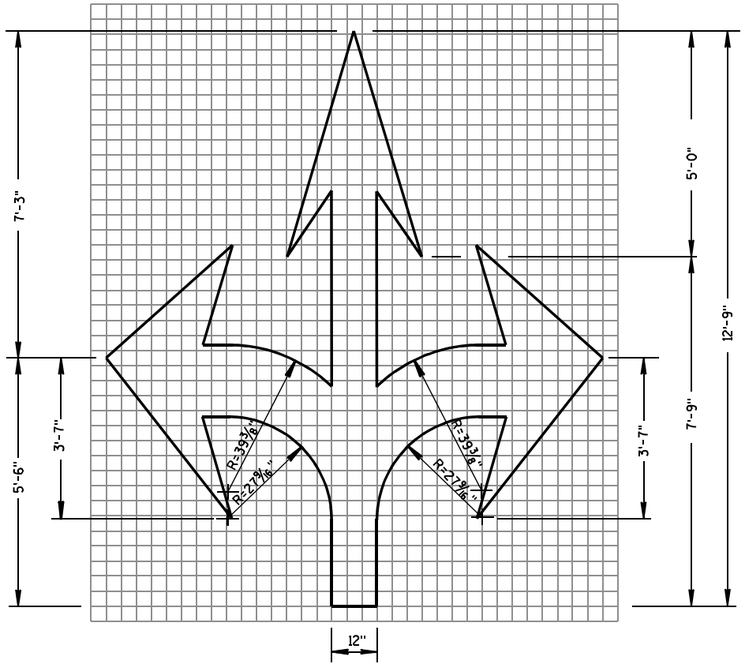
GENERAL NOTES

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

ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.



TYPE 2



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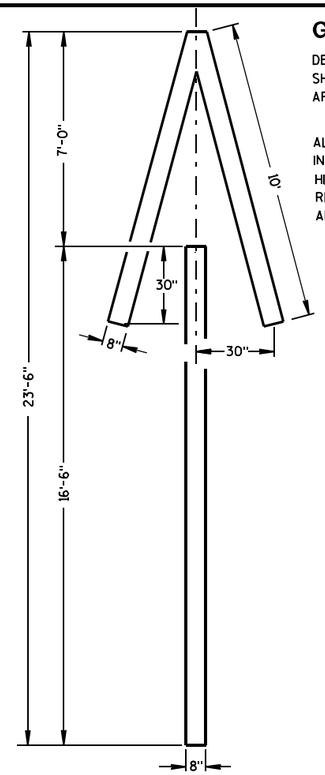

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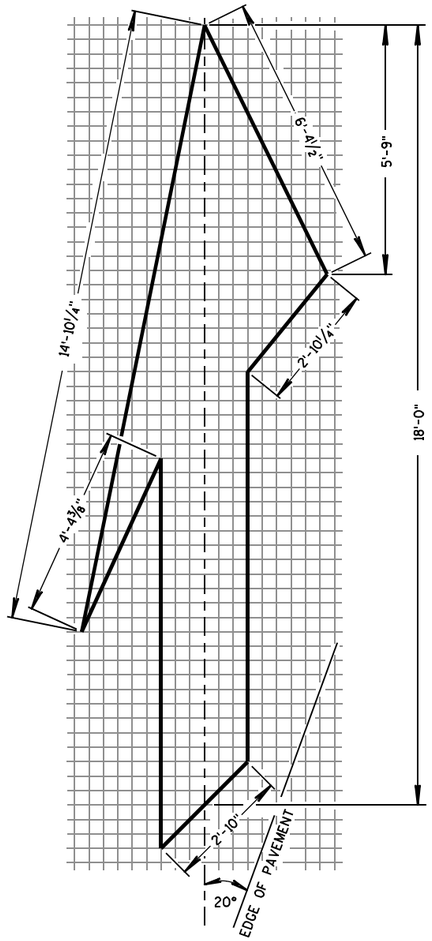
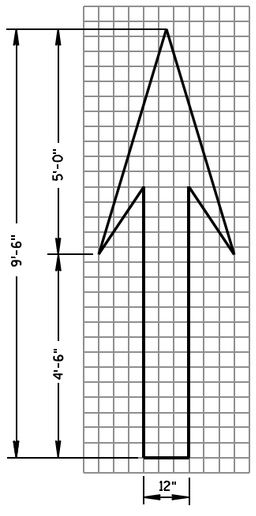
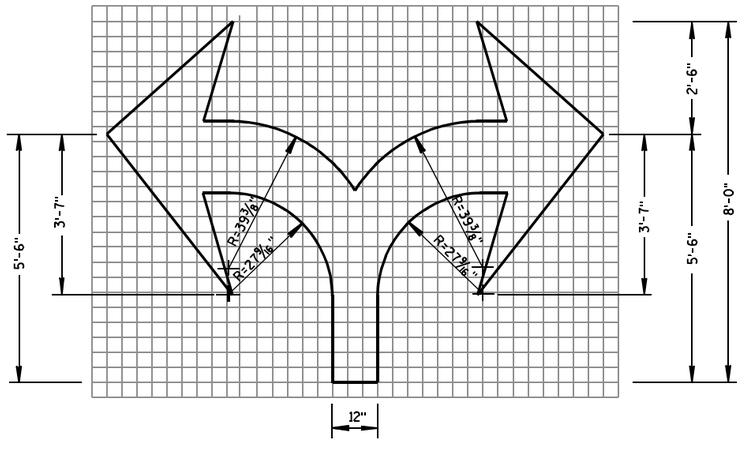


TYPE 5 LANE DROP ARROW



TYPE 1



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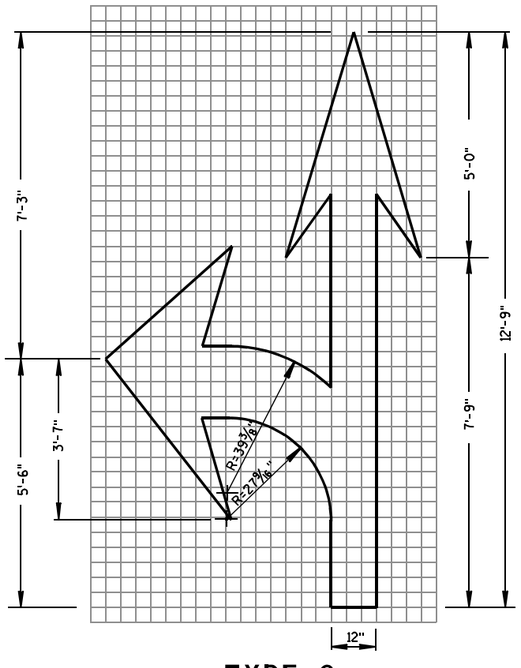

TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/1/11 — DATE

/S/ Thomas N. Nothdurft — STATE TRAFFIC ENGINEER

FHWA

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S.D.D. 15 C 7-12c

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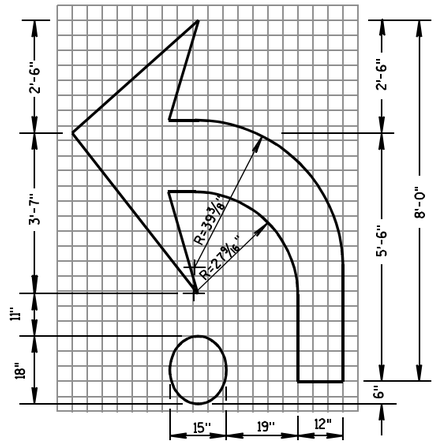
S.D.D. 15 C 7-12c

GENERAL NOTES

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

ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.



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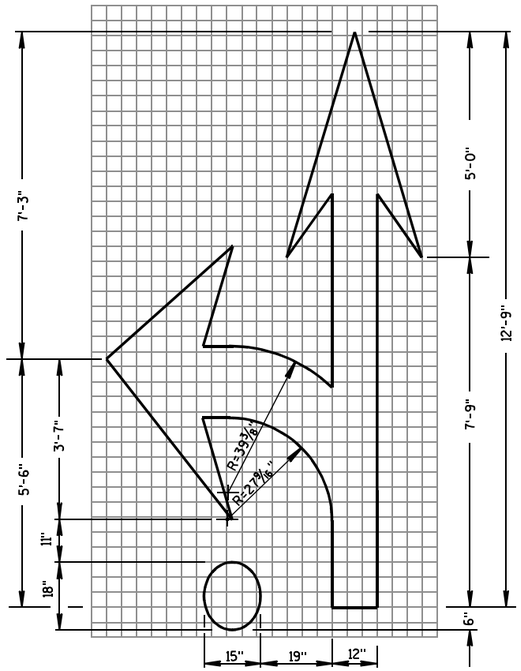

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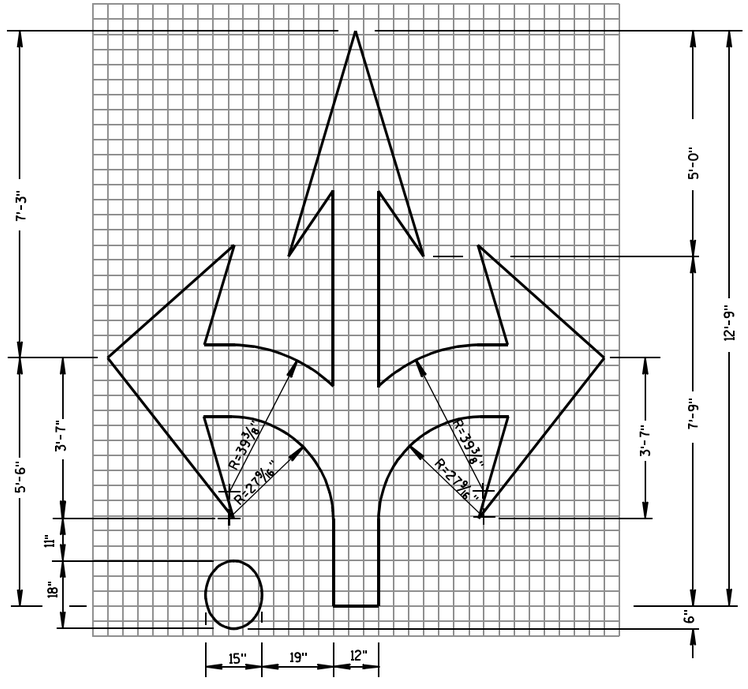
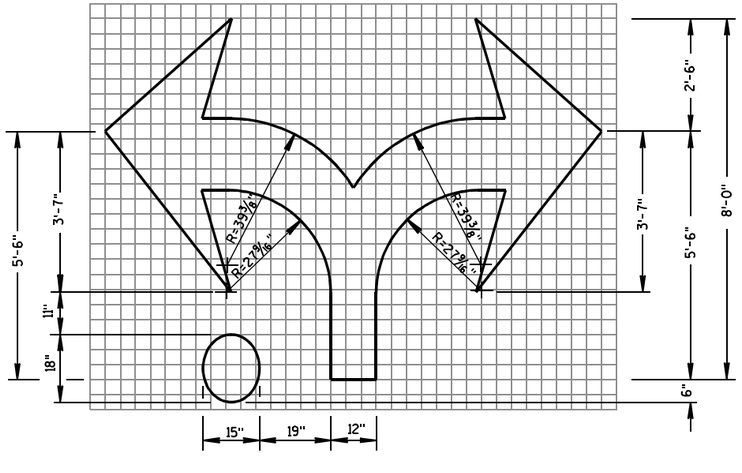


TYPE 6R



TYPE 7R

ROUNDABOUT ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/1/11 — DATE

/S/ Thomas N. Nothdurm — STATE TRAFFIC ENGINEER — SIGN

FHWA

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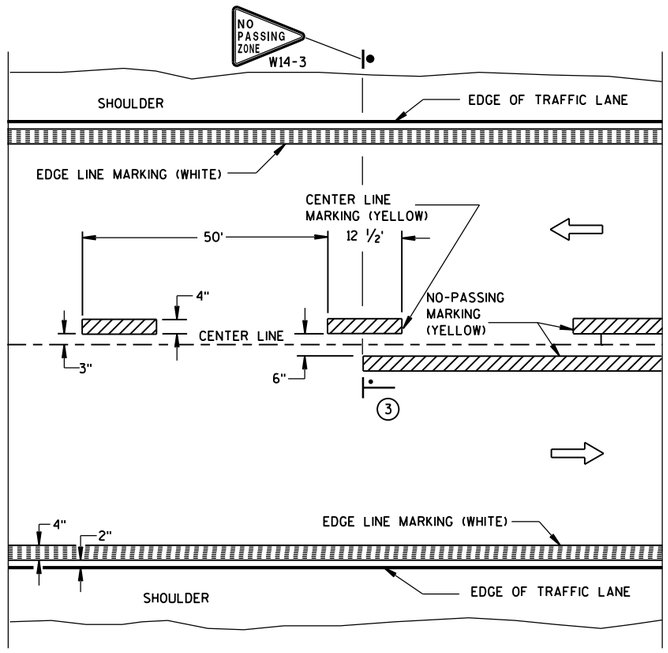
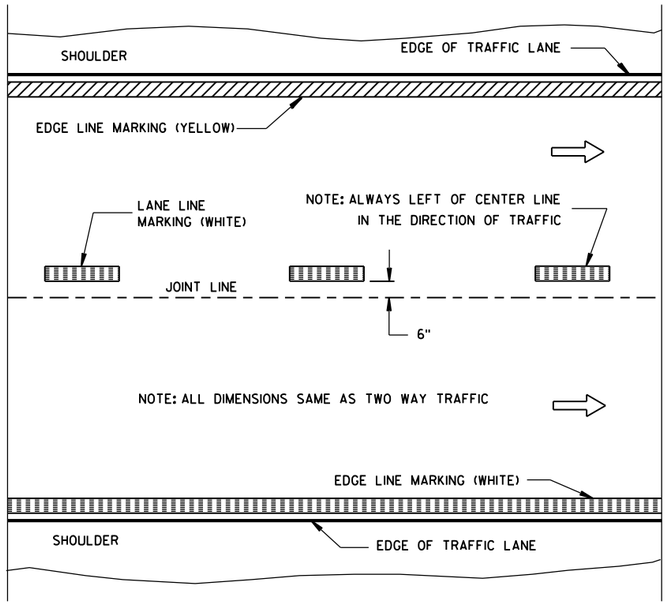
S.D.D. 15 C 7-12d

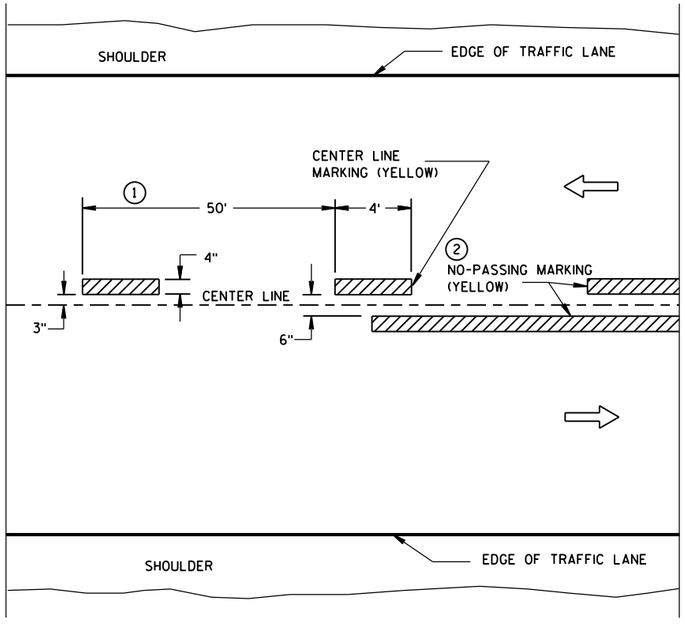


TWO WAY TRAFFIC

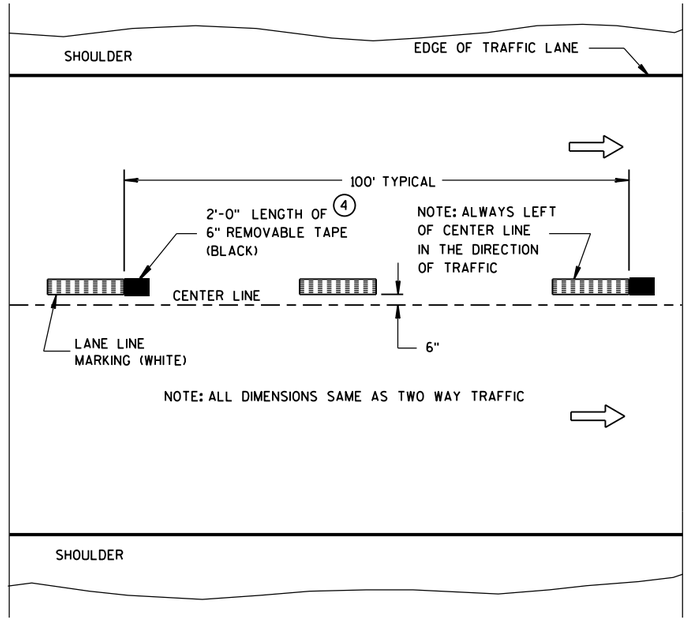


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

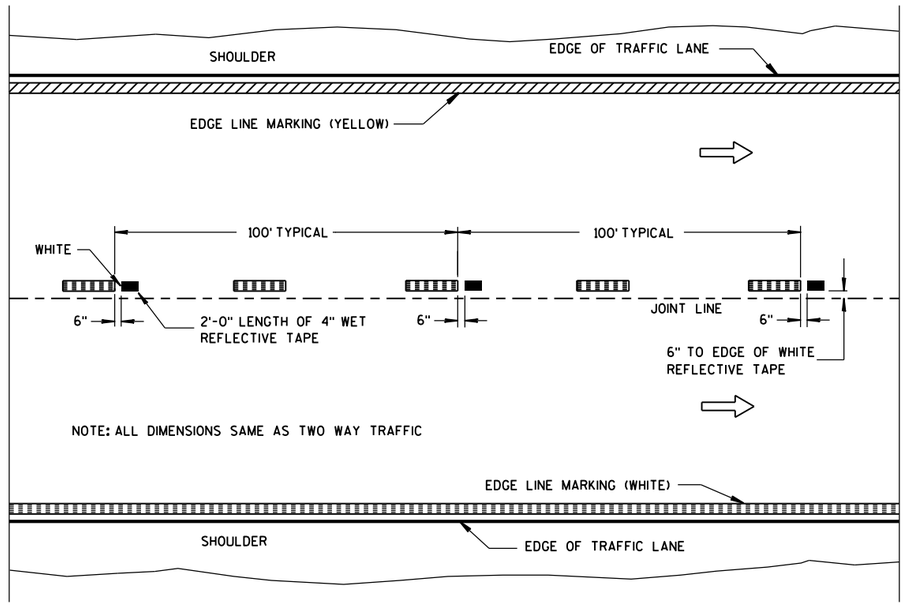
GENERAL NOTES

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

1. HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.
2. NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED, WHERE APPROPRIATE, ALONG WITH CENTERLINE TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.
3. NO PASSING ZONE MARKINGS ARE PLACED ACCORDING TO "T" MARKINGS. IF EXISTING NO PASSING ZONE W14-3 SIGNS ARE BEYOND 50 FEET IN EITHER DIRECTION, THE SIGNS SHALL BE MOVED TO THE "T" MARKINGS.
4. CONCRETE ONLY.

NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL



WET REFLECTIVE TAPE SUPPLEMENT TO
SPRAYED OR NON WET REFLECTIVE TAPE LANE LINE

LEGEND

"T" MARKING

POST MOUNTED SIGN

PAVEMENT MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5-13-2013
DATE

/S/ Travis Feltes
STATE TRAFFIC E

FHWA

6

S.D.D. 15 C 8-16a

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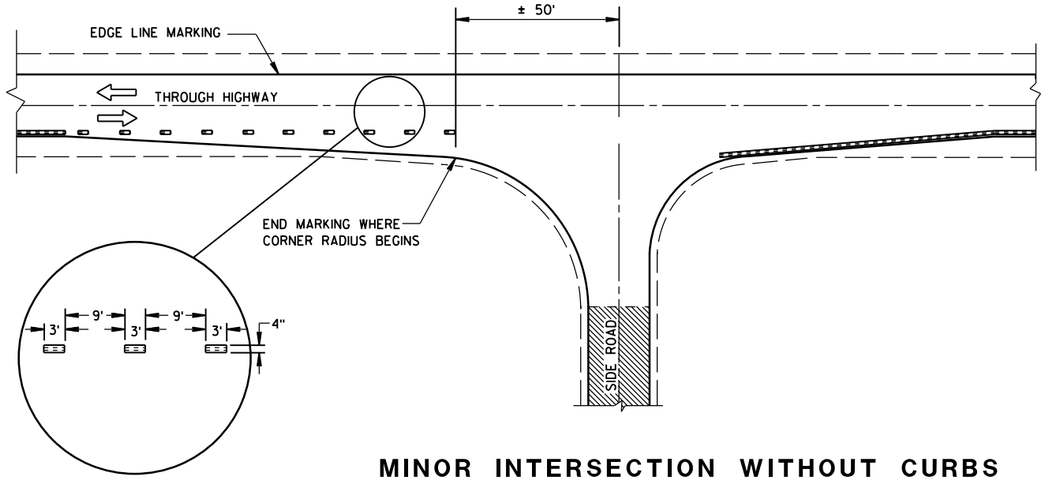
S.D.D. 15 C 8-16a



MINOR INTERSECTION WITHOUT CURBS

GENERAL NOTES

EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.

(1) WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.

(2) WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.

(3) ALTERNATIVE MARKING SHALL BE PROVIDED WHEN SPECIFIED IN THE CONTRACT. TYPICAL SITUATIONS WHERE THIS MARKING MAY BE REQUIRED ARE WHERE THE INTERSECTION IS ON A SHARP HORIZONTAL CURVE OR CREST VERTICAL CURVE IN AN UNLIGHTED AREA SUCH THAT THE EDGE LINE MAY BE MISLEADING TO THE MOTORIST OR DISAPPEAR FROM SIGHT.

(4) THE EDGE LINE IN THE TAPER AREAS OF THE BYPASS LANE AND THE BYPASS LANE SHALL BE LOCATED 1-FOOT FROM EDGE OF PAVEMENT TO THE OUTSIDE EDGE OF EDGE LINE.

(5) BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.

(6) BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

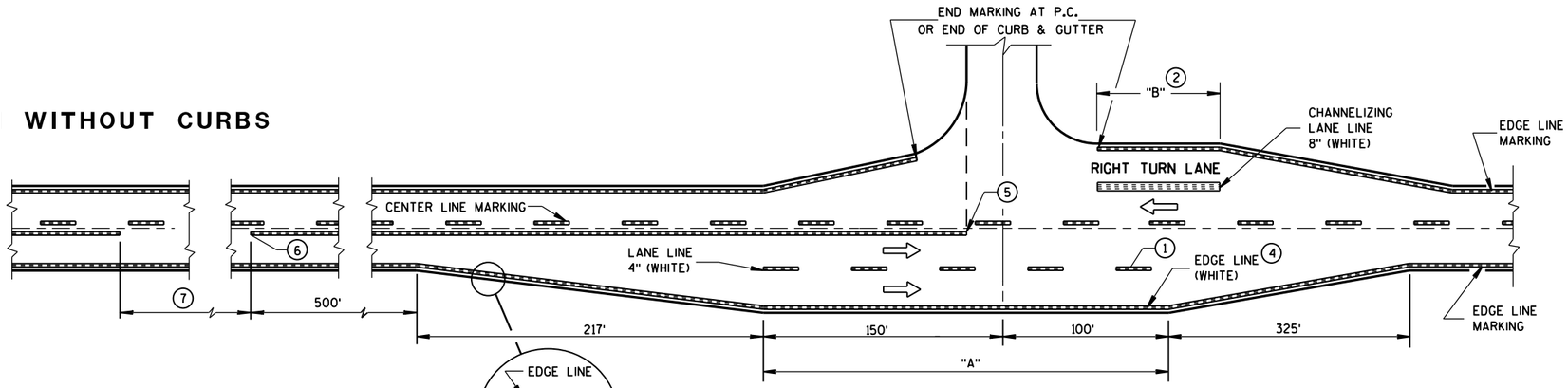
(7) IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.

(8) 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

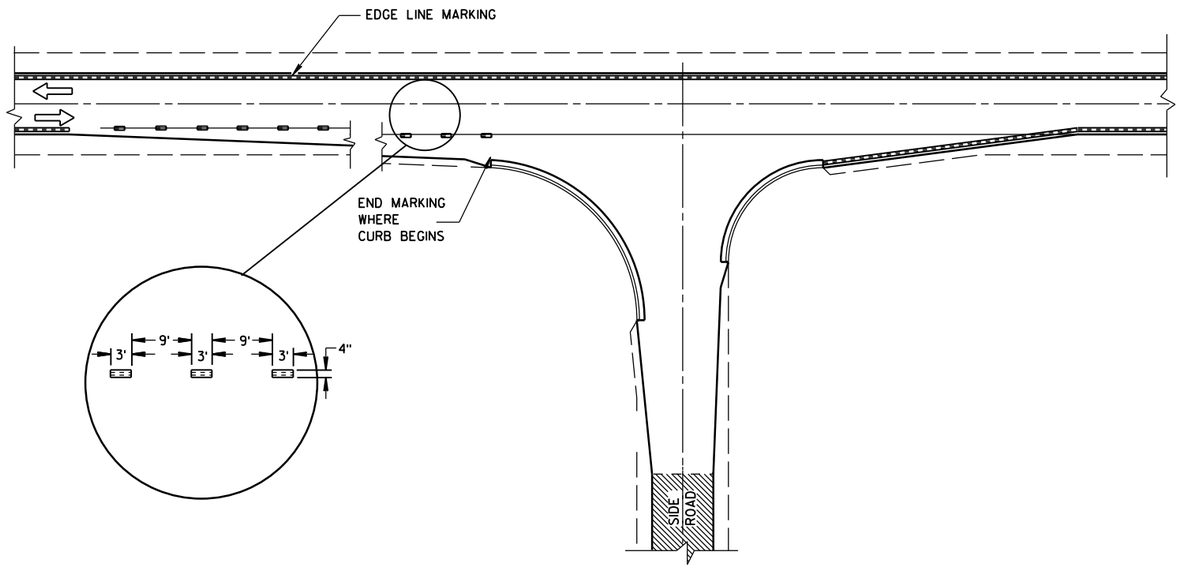
(7)

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



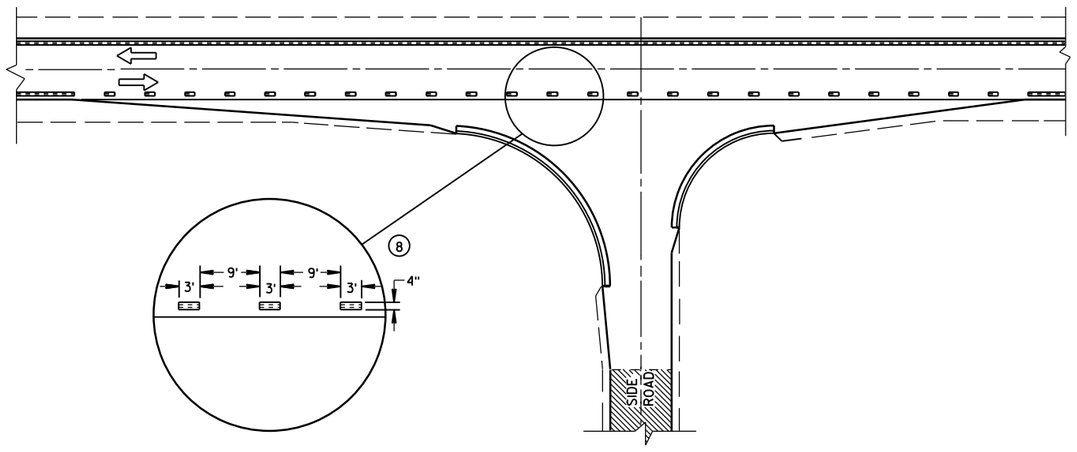
MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)



MINOR INTERSECTION WITH CURBS

(TYPICAL MARKING)



MINOR INTERSECTION WITH CURBS

(3) (FOR SPECIAL CONDITIONS AS SPECIFIED)

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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S.D.D. 15 C 8-16b

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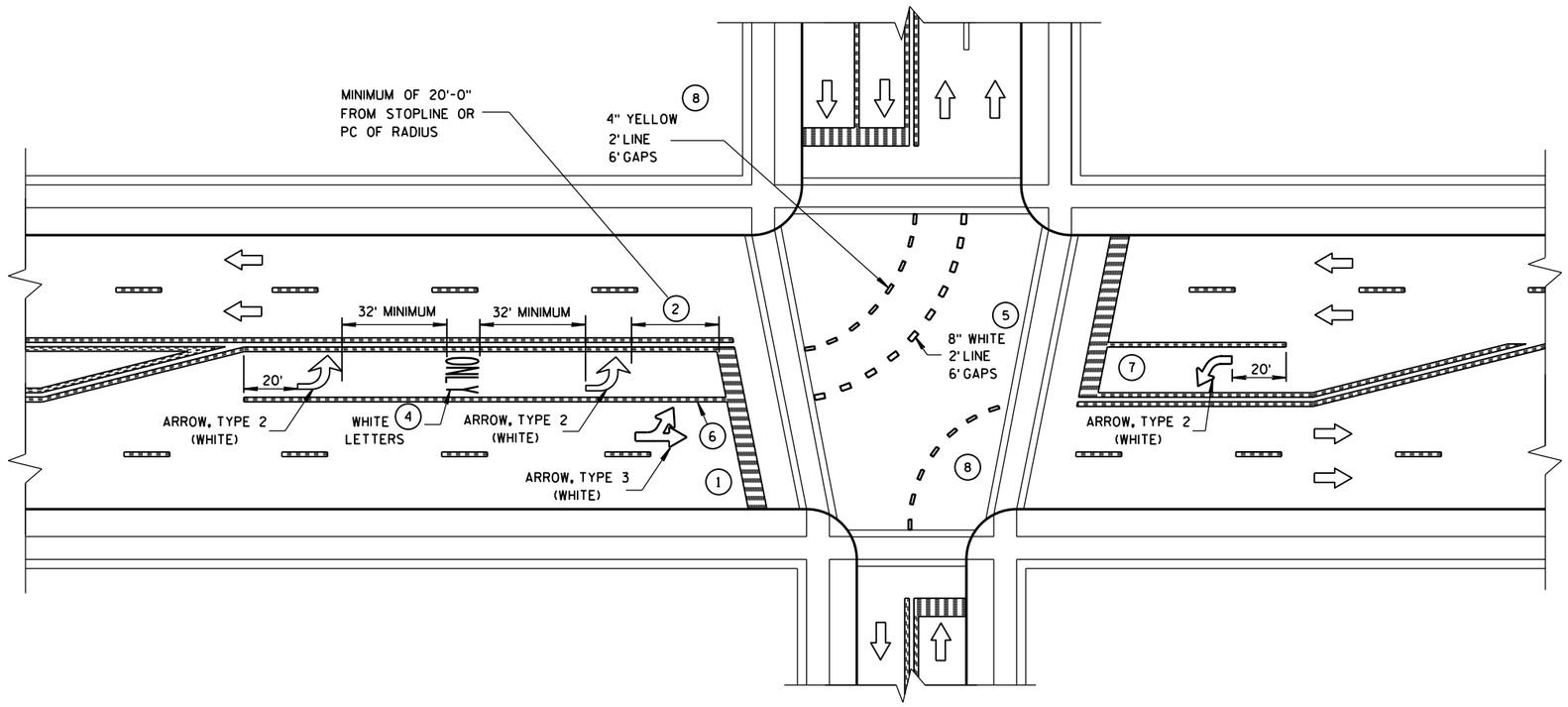
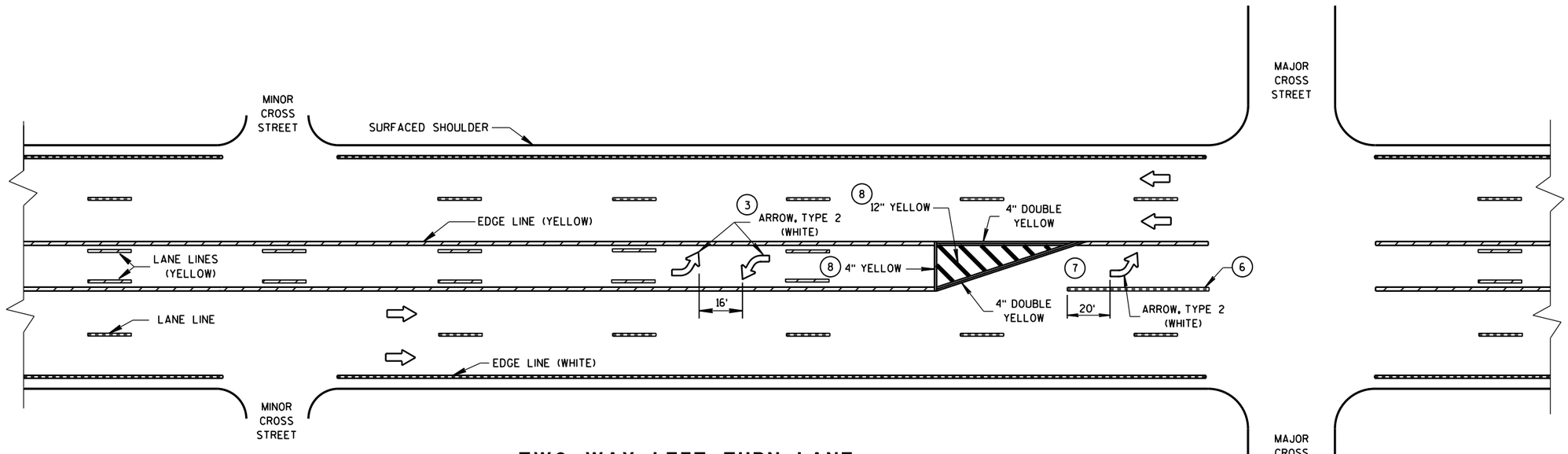
S.D.D. 15 C 8-16b



GENERAL NOTES

1. STOP BAR IS REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
2. DISTANCE MAY BE ADJUSTED TO ACCOMODATE SHORT LEFT TURN LANES. AS APPROVED BY THE ENGINEER.
3. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
4. ADD EXTRA SETS OF ONE ARROW AND ONE ONLY PER 160 FEET OR WHEN ON A CURVE.
5. 8" WHITE WITH 2' LINE 6' GAPS FOR DUAL TURN LANE.
6. 8" WHITE
7. ADD SECOND ARROW WHEN TURN BAY IS GREATER THAN OR EQUAL TO 108 FEET.
8. REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL



TWO WAY LEFT TURN LANE

PAVEMENT MARKING (LEFT TURN LANE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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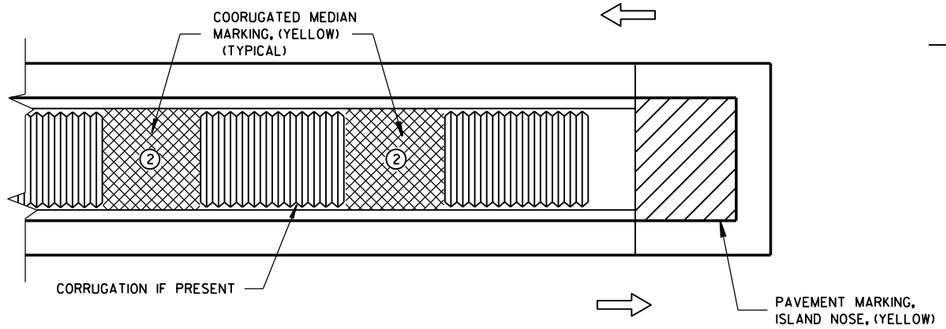
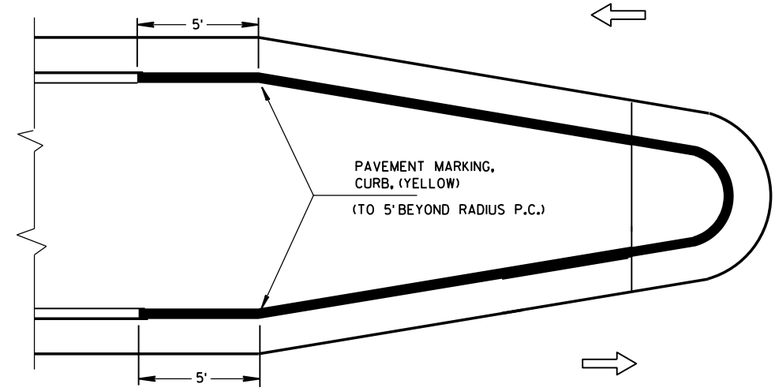
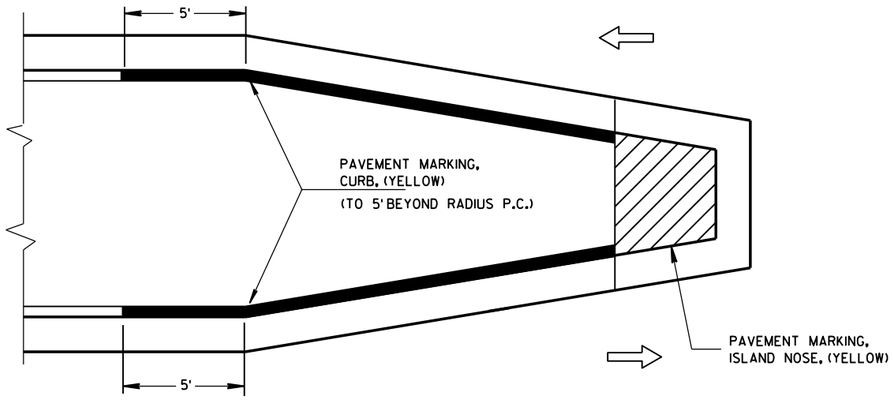
S.D.D. 15 C 8-16e



MEDIAN ISLAND WITH SQUARE BLUNT NOSE

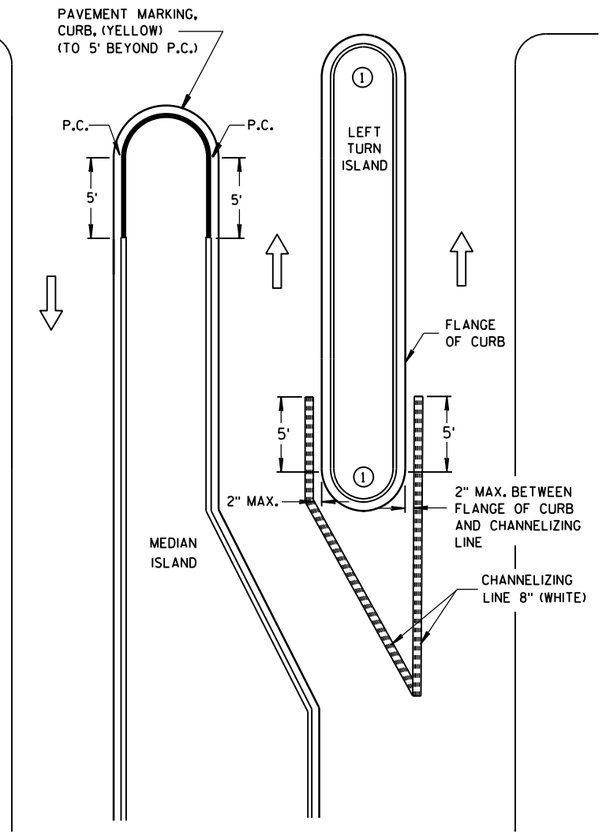


MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

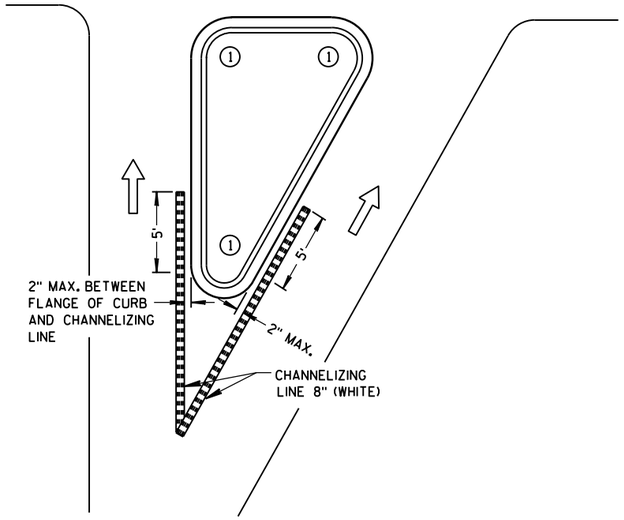


LEFT TURN & MEDIAN ISLAND

GENERAL NOTES

1. DO NOT MARK CURB NOSES THAT SEPARATE LANES OF TRAFFIC TRAVELING IN THE SAME DIRECTION.

2. WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.



RIGHT TURN ISLAND

LEGEND

- ISLAND NOSE MARKING
- CURB MARKING
- CORRUGATED MEDIAN MARKING
- DIRECTION OF TRAVEL

PAVEMENT MARKING
(ISLANDS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 15 C 8-16f

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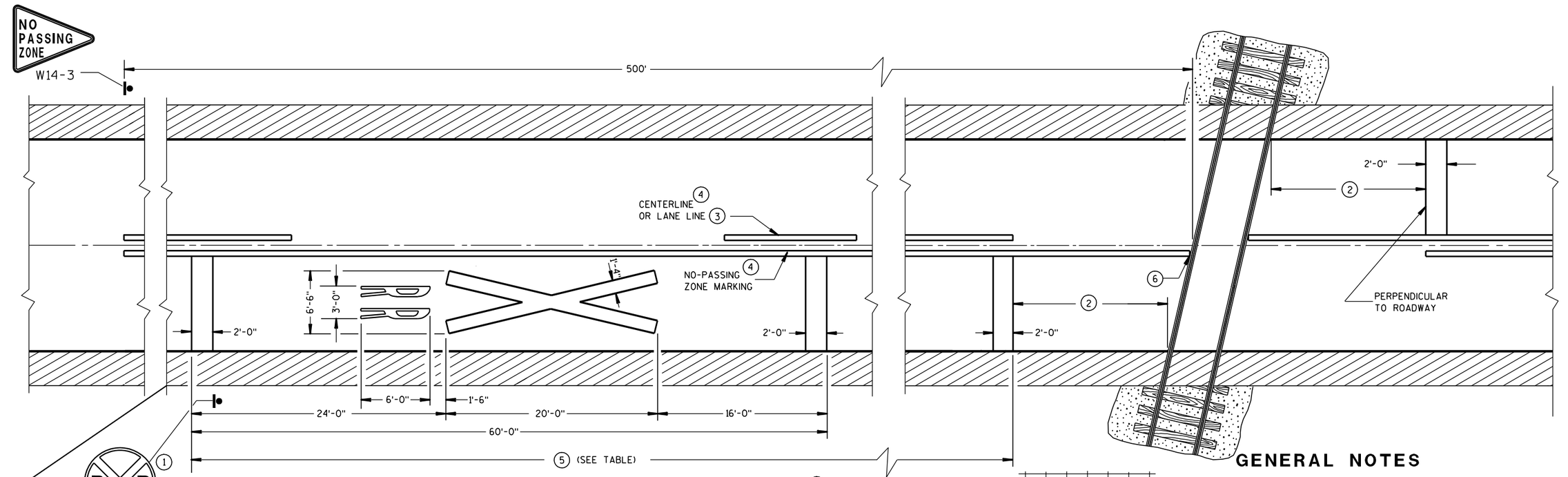
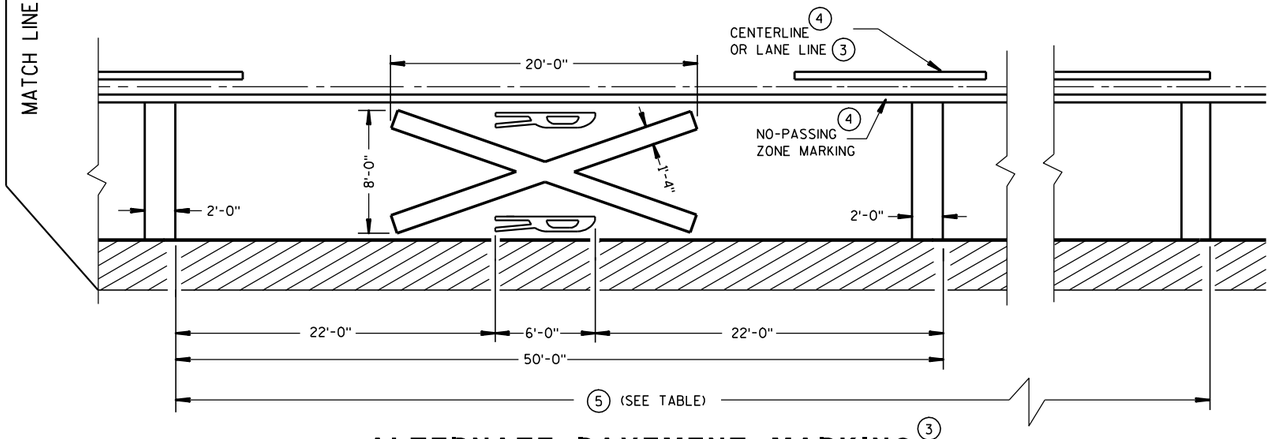
S.D.D. 15 C 8-16f



PREFERRED PAVEMENT MARKING 3

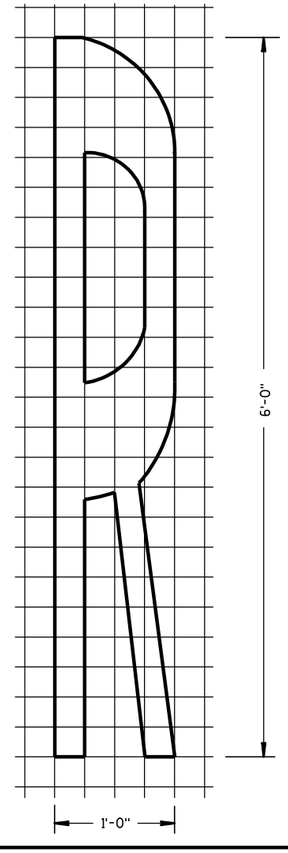


ALTERNATE PAVEMENT MARKING 3

5

Posted Speed (M.P.H.)	Dimension Range (Feet)
25	150*- 250
30	200*- 300
35	250*- 450
40	300*- 500
45	400*- 650
50	550*- 800
55	750*- 1000
60	1000*- 1250
65	1000*- 1250

* THE MINIMUM DISTANCES IN THE TABLE ARE DESIRABLE AND SHOULD BE USED. THE DISTANCES MAY BE INCREASED UP TO THE MAXIMUM TO ALLOW FOR FIELD CONDITIONS SUCH AS THE CLOSE PROXIMITY OF DRIVEWAYS, BRIDGES, SIDEROADS OR OTHER FEATURES THAT WOULD PROHIBIT THE MINIMUM DISTANCES FROM BEING USED.



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.

A THREE-LANE ROADWAY SHOULD BE MARKED WITH A CENTERLINE FOR TWO-LANE APPROACH OPERATION ON THE APPROACH TO A CROSSING.

ON MULTI-LANE ROADS THE TRANSVERSE BANDS SHOULD EXTEND ACROSS ALL APPROACH LANES, AND INDIVIDUAL R X R SYMBOLS SHOULD BE USED IN EACH APPROACH LANE. ALL LETTERS AND SYMBOLS SHALL BE IN CONFORMANCE WITH THE "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS" (ADOPTED BY THE FEDERAL HIGHWAY ADMINISTRATION).

CENTER OR LANE LINES AND NO-PASSING ZONE MARKINGS SHOWN ON THIS DRAWING ARE REQUIRED AND PAID FOR UNDER OTHER ITEMS IN THE CONTRACT.

1. A PORTION OF THE PAVEMENT MARKING SYMBOL SHOULD BE DIRECTLY OPPOSITE THE ADVANCE WARNING SIGN (W10-1).
2. MINIMUM 8' FROM ANY RAILROAD WARNING DEVICES (SIGNALS, GATES, ETC.) OR 25' FROM THE NEAREST RAIL, WHICHEVER DISTANCE IS GREATER.
3. REFLECTIVE WHITE.
4. REFLECTIVE YELLOW 500' MINIMUM. MARKING LIMITS MAY BE EXTENDED AS DIRECTED BY THE ENGINEER TO MEET ADJACENT NO-PASSING ZONE MARKINGS.
5. TABLE BASED UPON 2C-4 WISCONSIN SUPPLEMENT OF MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
6. FOR MULTIPLE TRACK CROSSINGS, THE BARRIER LINE SHALL EXTEND TO THE NEAR RAIL OF THE FURTHEST TRACK IN THE DIRECTION OF HIGHWAY TRAVEL.

SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

1-9-2012
DATE

/S/ Thomas N. [illegible]
STATE TRAFFIC ENGINEER

FHWA

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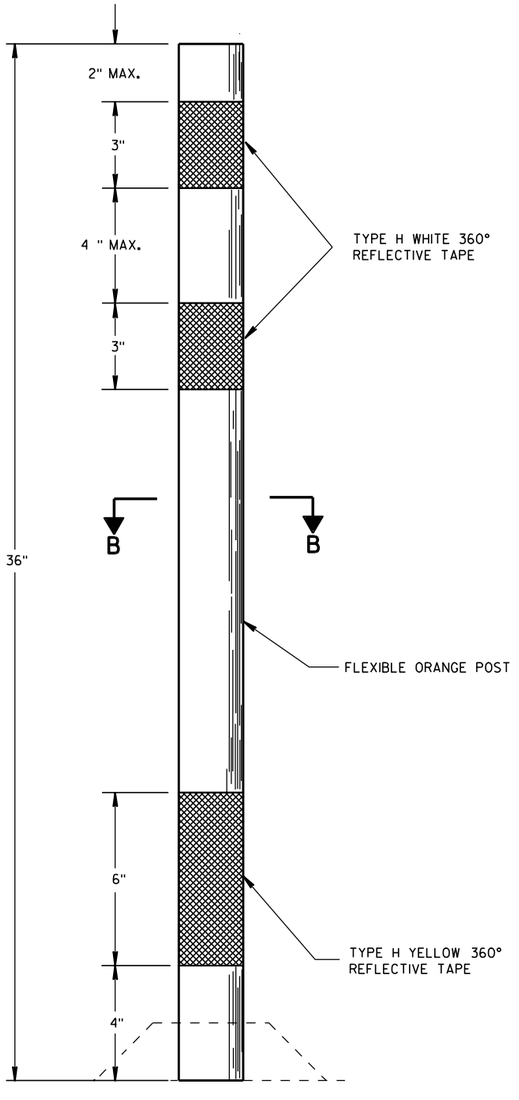
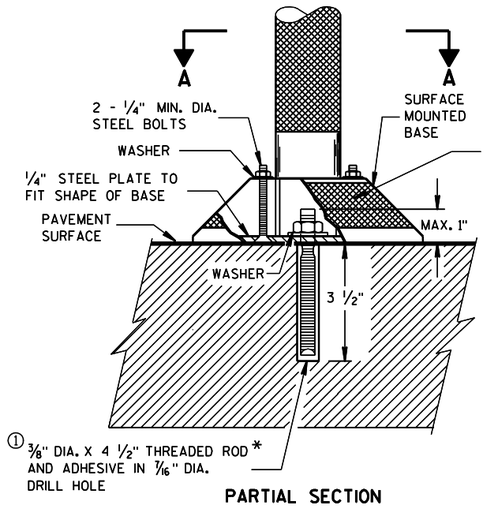
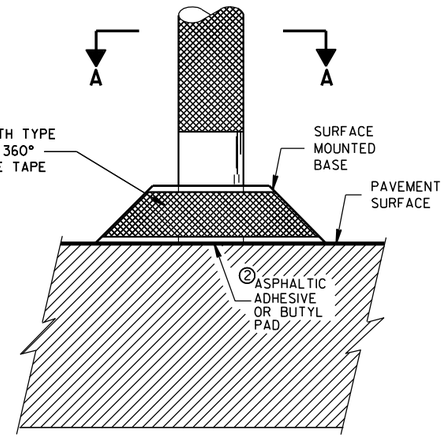
S.D.D. 15 C 9-9a



FLEXIBLE TUBULAR MARKER POST



PARTIAL SECTION TO SHOW BOLTS



POST BASES ON NEW OR EXISTING PAVEMENT

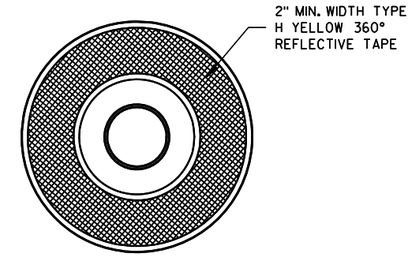
GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

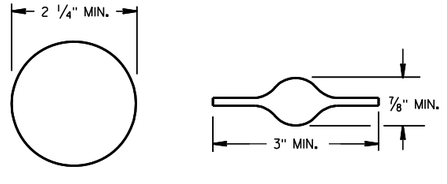
① THREADED ROD SHALL BE MACHINED DOWN TO 0.280 INCH DIA. 1 1/4 INCHES FROM THE TOP.

② THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS.



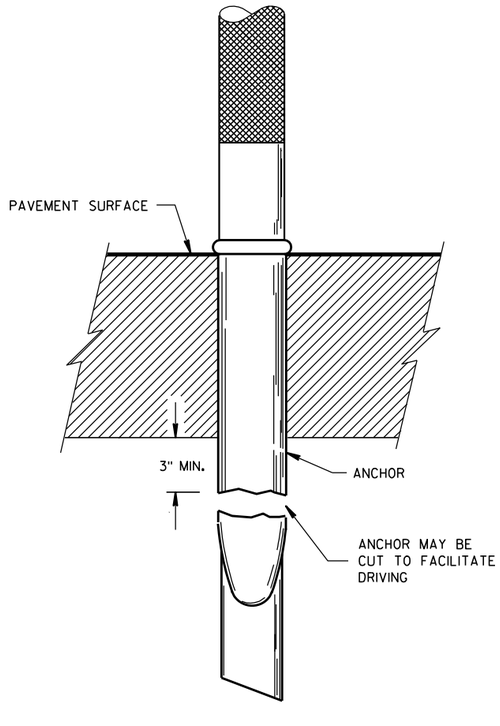
SECTION A-A

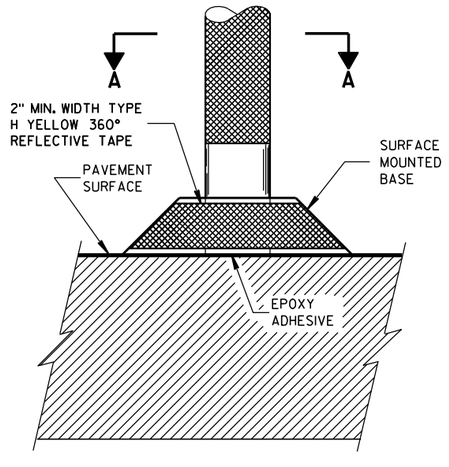
SURFACE MOUNTED BASE



SECTION B-B

ALTERNATIVE SHAPES





POST ANCHOR AND BASE ON PAVEMENT WHICH WILL BE REMOVED

FLEXIBLE TUBULAR MARKER POST, ANCHOR & BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

2/17/94 DATE

/S/ Chester J. [illegible] DIRECTOR, OFFICE O

FHWA

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S.D.D. 15 C 11-5

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S.D.D. 15 C 11-5

GENERAL NOTES

ORIENT ANCHOR BOLTS IN FOOTING AND PROVIDE ANCHOR BOLT STICK OUT ABOVE TOP OF CONCRETE FOOTING BASE PER FABRICATION DRAWING.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

SIGN SUPPORTS SHALL BE LOCATED NORMAL TO ROADWAY.

THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO THE TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

WELDING OF ANCHOR BOLTS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

BAR CAGE TO BE ASSEMBLED USING TIE WIRES ONLY, NO WELDING.

BASES (SHAFT) SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACK FILLING AROUND THE BASE. ANY REQUIRED BACKFILL SHALL BE WELL COMPACTED IN LAYERS OF 1 FOOT OR LESS. COMPACTION SHALL BE BY MECHANICAL MEANS. CARE SHALL BE TAKEN SO NO DAMAGE OCCURS TO THE CONCRETE BASE DURING COMPACTION.

EXCAVATION OF MATERIALS NOT OCCUPIED BY CONCRETE SHALL BE MINIMIZED TO REDUCE DISTURBANCE OF THE SURROUNDING SOILS.

THE BOTTOM OF THE DRILLED HOLE SHALL BE FIRM AND THOROUGHLY CLEANED SO NO LOOSE OR COMPRESSIBLE MATERIALS ARE PRESENT AT THE TIME OF THE CONCRETE PLACEMENT.

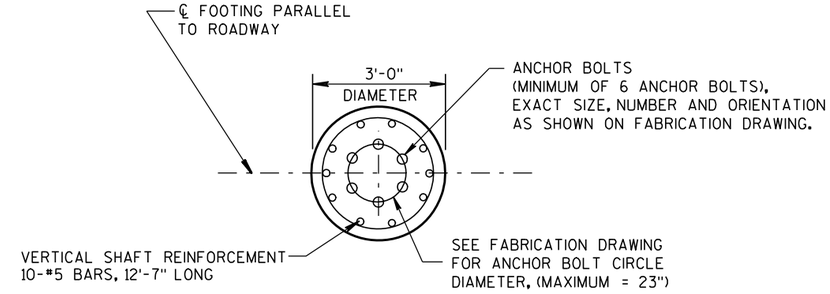
IF THE DRILLED HOLE CONTAINS STANDING WATER, THE CONCRETE SHALL BE PLACED USING A TREMIE TO DISPLACE THE WATER.

THE REINFORCEMENT AND ANCHOR BOLTS SHALL BE ADEQUATELY SUPPORTED IN THE PROPER POSITIONS SO NO MOVEMENT OCCURS DURING CONCRETE PLACEMENT.

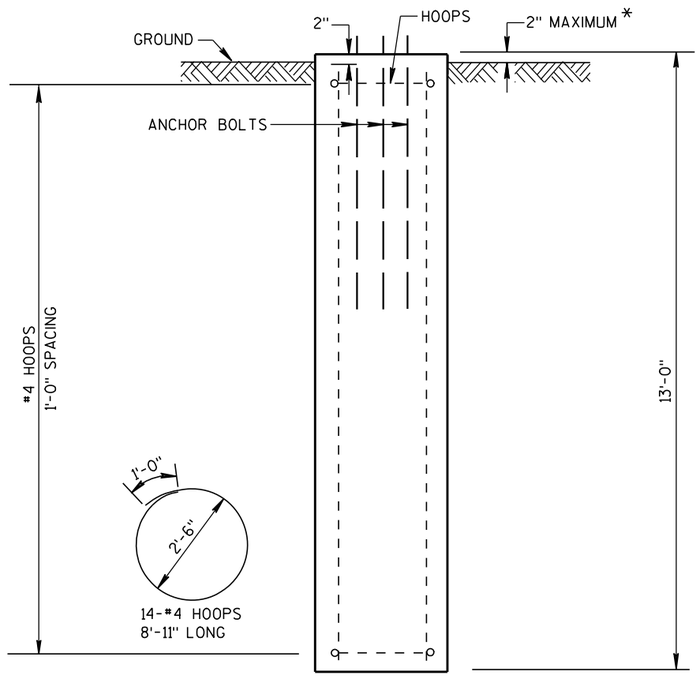
ANY DAMAGE TO THE CONCRETE BASE DURING CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT THE ENGINEER'S DIRECTION, AT THE EXPENSE OF THE CONTRACTOR.

CONCRETE MASONRY	fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	fy=60,000 p.s.i.
ANCHOR BOLTS	AASHTO M314 GRADE 55

THIS FOOTING HAS BEEN DESIGNED FOR SITES WHERE SOILS EXHIBIT A PHI-ANGLE GREATER THAN OR EQUAL TO 20 DEGREES (GRANULAR SOILS), OR A COHESION VALUE GREATER THAN OR EQUAL TO 350 PSF (COHESIVE SOILS).



PLAN VIEW



ELEVATION VIEW

* FOR OVERHEAD SIGN SUPPORTS THAT ARE INSTALLED ADJACENT TO SIDEWALKS, THE TOP OF THE BASE SHALL BE POURED FLUSH WITH THE GROUND.

CONCRETE - 3.4 C.Y. PER FOOTING
H.S. REINFORCEMENT - 215 LBS. PER FOOTING

36" DIAMETER FULL SPAN OVERHEAD SIGN SUPPORT BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4/17/09 — DATE

/S/ Thomas N. Nothohm — STATE TRAFFIC ENGINEER

FHWA

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S.D.D. 15 C 15-3

6

S.D.D. 15 C 15-3

GENERAL NOTES

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR ROD STICK OUT ABOVE TOP OF CONCRETE FOOTING BASE PER FABRICATION DRAWING.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

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EXCAVATION OF MATERIALS NOT OCCUPIED BY CONCRETE SHALL BE MINIMIZED TO REDUCE DISTURBANCE OF THE SURROUNDING SOILS.

THE BOTTOM OF THE DRILLED HOLE SHALL BE FIRM AND THOROUGHLY CLEANED SO NO LOOSE OR COMPRESSIBLE MATERIALS ARE PRESENT AT THE TIME OF THE CONCRETE PLACEMENT.

IF THE DRILLED HOLE CONTAINS STANDING WATER, THE CONCRETE SHALL BE PLACED USING A TREMIE TO DISPLACE THE WATER.

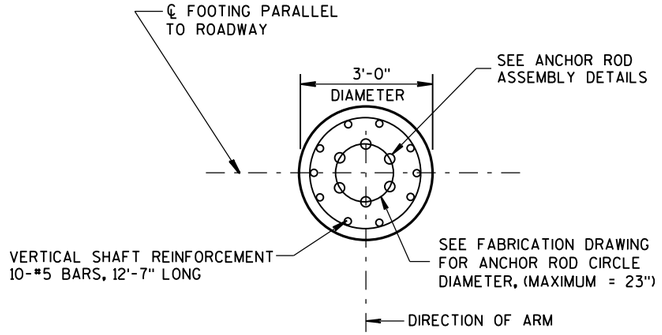
THE REINFORCEMENT AND ANCHOR RODS SHALL BE ADEQUATELY SUPPORTED IN THE PROPER POSITIONS SO NO MOVEMENT OCCURS DURING CONCRETE PLACEMENT.

FORM ALL EXPOSED CONCRETE CORNERS WITH ¾" CHAMFER ALL AROUND. TOP OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

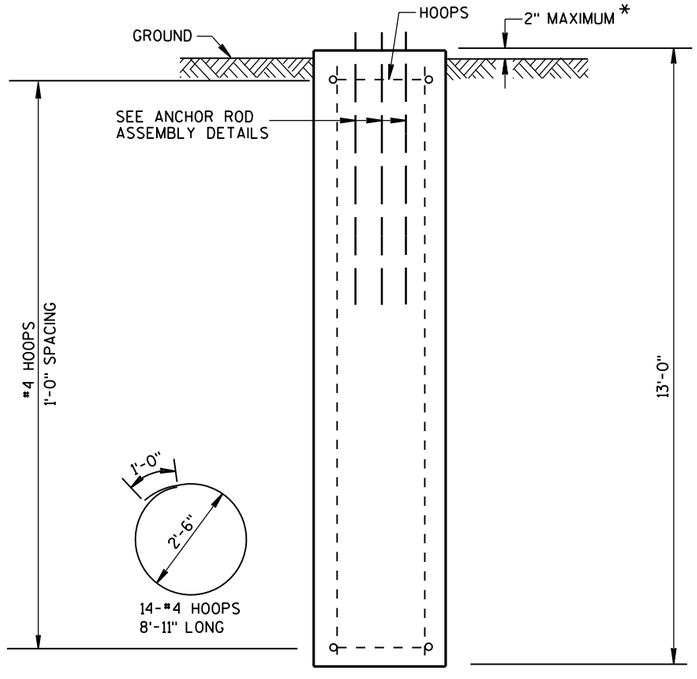
ANY DAMAGE TO THE CONCRETE BASE AND ANCHOR RODS DURING CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT THE ENGINEER'S DIRECTION, AT THE EXPENSE OF THE CONTRACTOR.

CONCRETE MASONRY	fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	fy=60,000 p.s.i.
ANCHOR RODS, ASTM F1554, GRADE 55	fy=55,000 p.s.i.
ASTM A563A HEAVY HEX NUTS, AND ASTM F436 WASHERS.	
PLATES, ASTM A709, GRADE 36	fy=36,000 p.s.i.

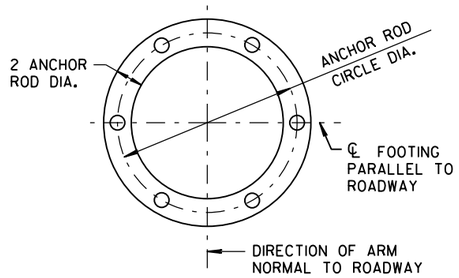
THIS FOOTING HAS BEEN DESIGNED FOR SITES WHERE SOILS EXHIBIT A PHI-ANGLE GREATER THAN OR EQUAL TO 20 DEGREES (GRANULAR SOILS), OR A COHESION VALUE GREATER THAN OR EQUAL TO 350 PSF (COHESIVE SOILS).



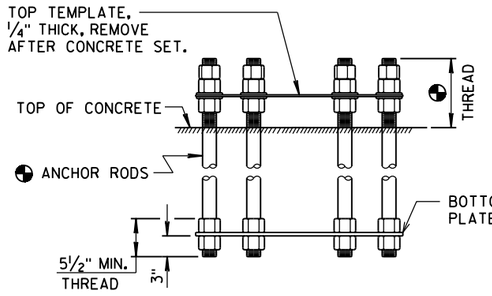
PLAN VIEW



ELEVATION VIEW



TOP TEMPLATE AND BOTTOM ANCHOR PLATE



ANCHOR ROD ASSEMBLY DETAILS

◔ MINIMUM OF 6 ANCHOR RODS, EXACT NUMBER, SIZE, DIMENSION AND ORIENTATION AS SHOWN ON FABRICATION DRAWING.

* FOR OVERHEAD SIGN SUPPORTS THAT ARE INSTALLED ADJACENT TO SIDEWALKS, THE TOP OF THE BASE SHALL BE POURED FLUSH WITH THE GROUND.

CONCRETE - 3.4 C.Y. PER FOOTING
H.S. REINFORCEMENT - 215 LBS. PER FOOTING

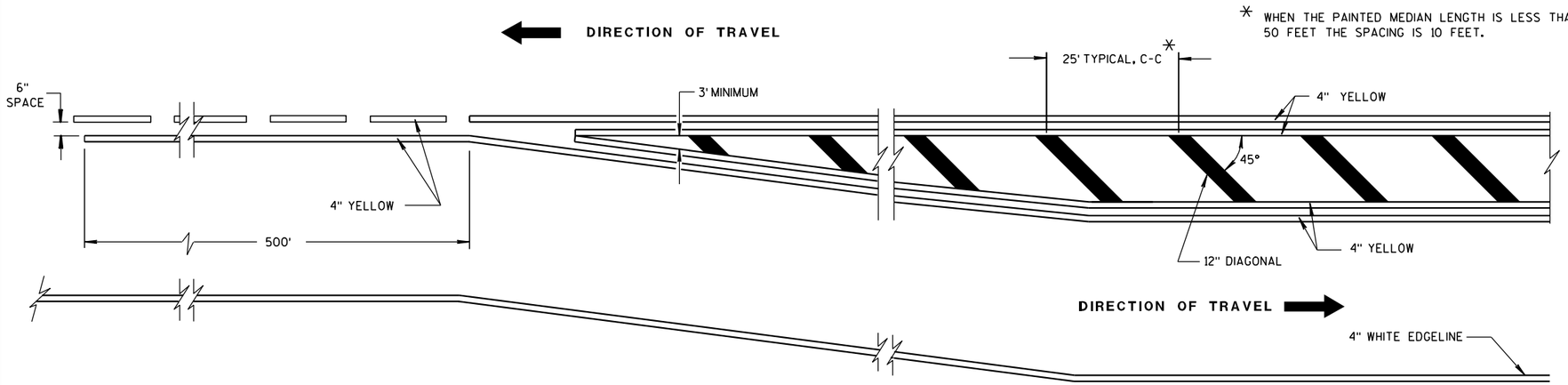
36" DIAMETER FULL SPAN OVERHEAD SIGN SUPPORT BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2016 — DATE
/S/ Vu Thao — WIND LOADED STRU PROGRAM LEA
FHWA

6

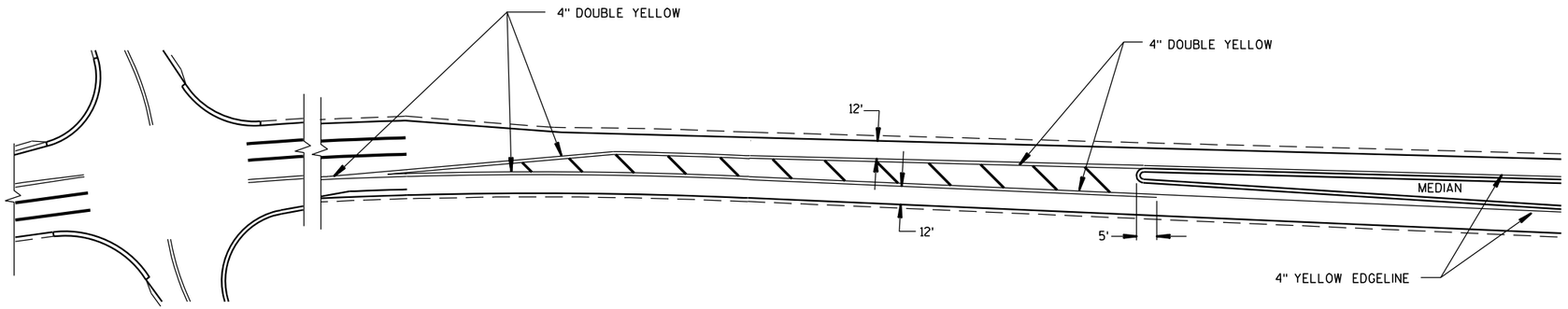
S.D.D. 15 C 15-4



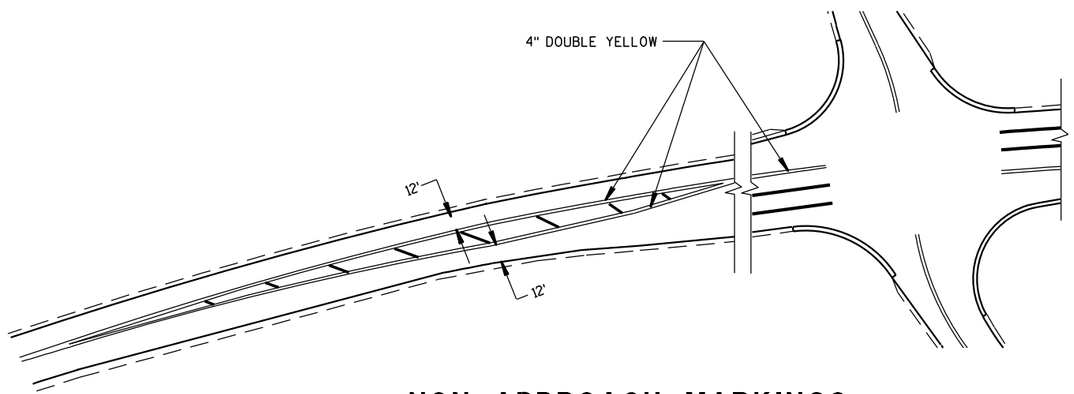
MEDIAN ISLAND DETAIL

GENERAL NOTE

DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT WIDEST POINT.



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON APPROACH MARKINGS

MEDIAN ISLAND MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 2-5-09 DATE	/S/ Thomas N. Nothohm STATE TRAFFIC ENGINEER
FHWA	453 IGN

6

S.D.D. 15 C 18-3

6

S.D.D. 15 C 18-3

GENERAL NOTES

ORIENT ANCHOR BOLTS IN FOOTING AND PROVIDE ANCHOR BOLT STICK OUT ABOVE TOP OF CONCRETE FOOTING BASE PER FABRICATION DRAWING.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

SIGN SUPPORTS SHALL BE LOCATED NORMAL TO ROADWAY.

THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO THE TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

WELDING OF ANCHOR BOLTS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

BAR CAGE TO BE ASSEMBLED USING TIE WIRES ONLY, NO WELDING.

BASES (SHAFT) SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACK FILLING AROUND THE BASE. ANY REQUIRED BACKFILL SHALL BE WELL COMPACTED IN LAYERS OF 1 FOOT OR LESS. COMPACTION SHALL BE BY MECHANICAL MEANS. CARE SHALL BE TAKEN SO NO DAMAGE OCCURS TO THE CONCRETE BASE DURING COMPACTION.

EXCAVATION OF MATERIALS NOT OCCUPIED BY CONCRETE SHALL BE MINIMIZED TO REDUCE DISTURBANCE OF THE SURROUNDING SOILS.

THE BOTTOM OF THE DRILLED HOLE SHALL BE FIRM AND THOROUGHLY CLEANED SO NO LOOSE OR COMPRESSIBLE MATERIALS ARE PRESENT AT THE TIME OF THE CONCRETE PLACEMENT.

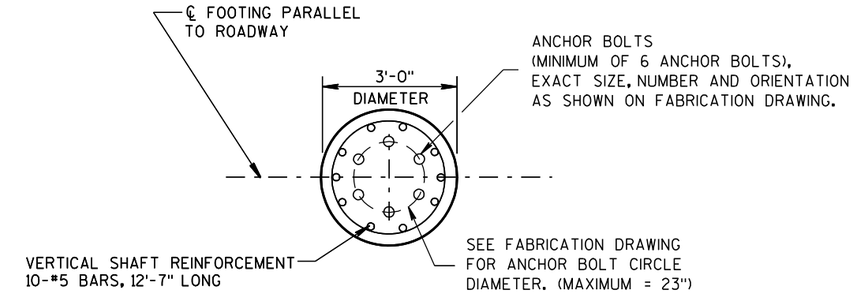
IF THE DRILLED HOLE CONTAINS STANDING WATER, THE CONCRETE SHALL BE PLACED USING A TREMIE TO DISPLACE THE WATER.

THE REINFORCEMENT AND ANCHOR BOLTS SHALL BE ADEQUATELY SUPPORTED IN THE PROPER POSITIONS SO NO MOVEMENT OCCURS DURING CONCRETE PLACEMENT.

ANY DAMAGE TO THE CONCRETE BASE DURING CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT THE ENGINEER'S DIRECTION, AT THE EXPENSE OF THE CONTRACTOR.

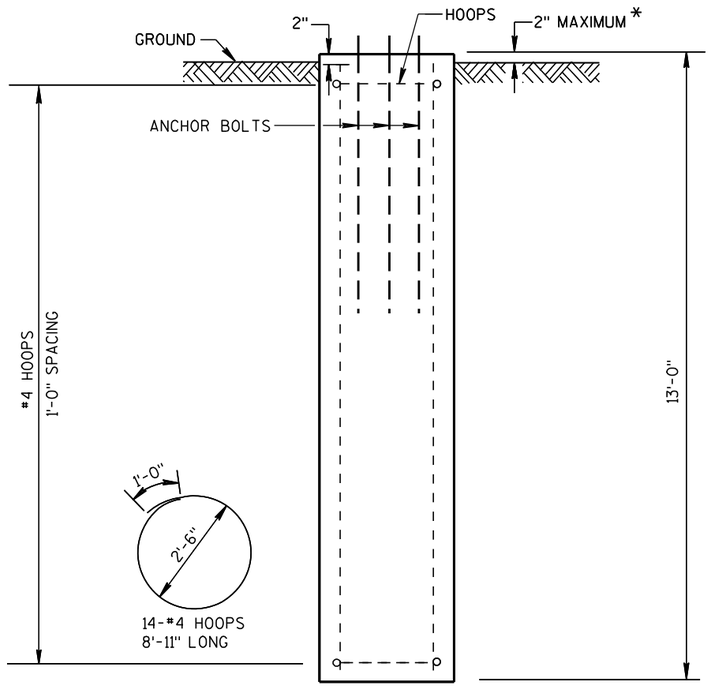
CONCRETE MASONRY	fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	fy=60,000 p.s.i.
ANCHOR BOLTS	AASHTO M314 GRADE 55

THIS FOOTING HAS BEEN DESIGNED FOR SITES WHERE SOILS EXHIBIT A PHI-ANGLE GREATER THAN OR EQUAL TO 20 DEGREES (GRANULAR SOILS), OR A COHESION VALUE GREATER THAN OR EQUAL TO 350 PSF (COHESIVE SOILS).



PLAN VIEW

* FOR OVERHEAD SIGN SUPPORTS THAT ARE INSTALLED ADJACENT TO SIDEWALKS, THE TOP OF THE BASE SHALL BE POURED FLUSH WITH THE GROUND.



ELEVATION VIEW

CONCRETE - 3.4 C.Y. PER FOOTING
H.S. REINFORCEMENT - 215 LBS. PER FOOTING

36" DIAMETER CANTILEVER OVERHEAD SIGN SUPPORT BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4/17/2009 DATE
/S/ Thomas N. N[illegible] STATE TRAFFIC ENGINEER
454 IGN
FHWA

6

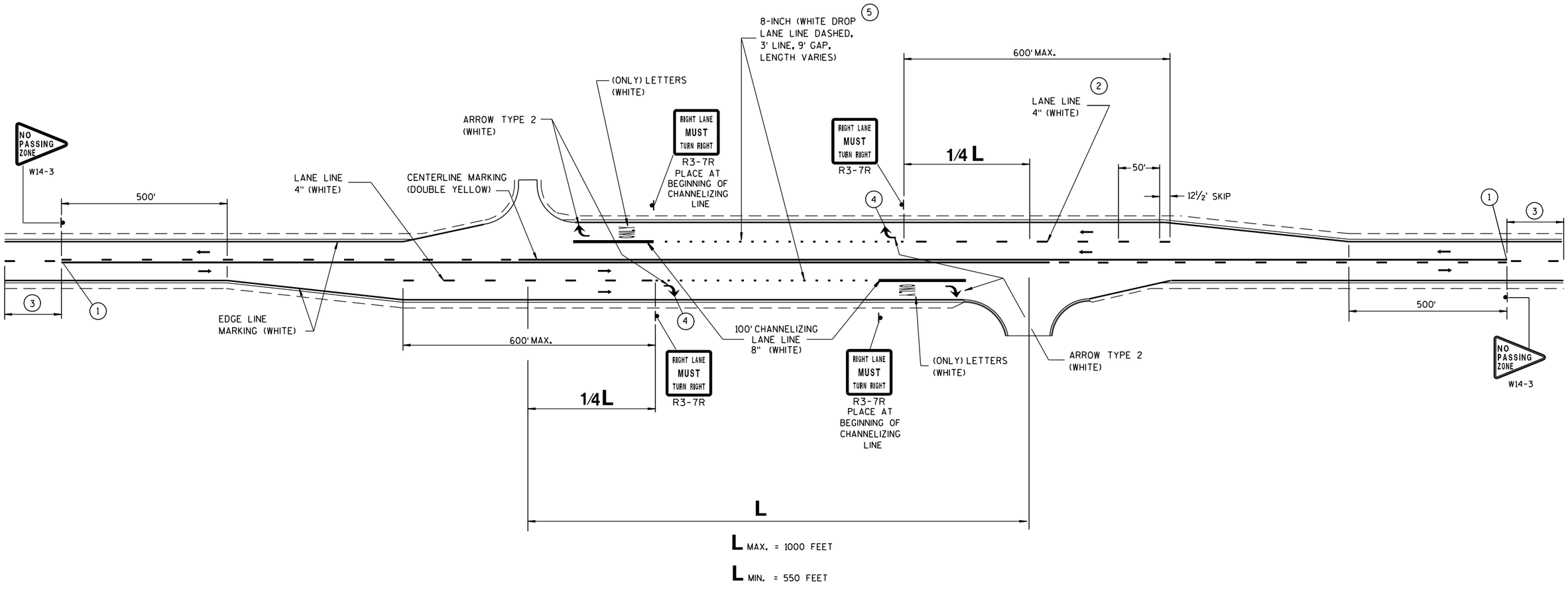
S.D.D. 15 C 24-2

6

S.D.D. 15 C 24-2

GENERAL NOTES

1. BARRIER LINE STARTS AT 500 FEET PRIOR TO THE BYPASS TAPER.
2. PLACE R3-7R SIGNS AT BEGINNING OF WHITE DROP LANE LINE DASHED AND WHITE CHANNEL LINE.
3. IF THE DISTANCE BETWEEN TWO SUCCESSIVE NO PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE TWO ZONES.
4. REQUIRED ONLY WHEN SPECIFIED IN THE PLANS.
5. 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.



LEGEND

⇄ DIRECTION OF TRAFFIC

SIGNING AND MARKING FOR COMBINATION RIGHT TURN AND BYPASS LANE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

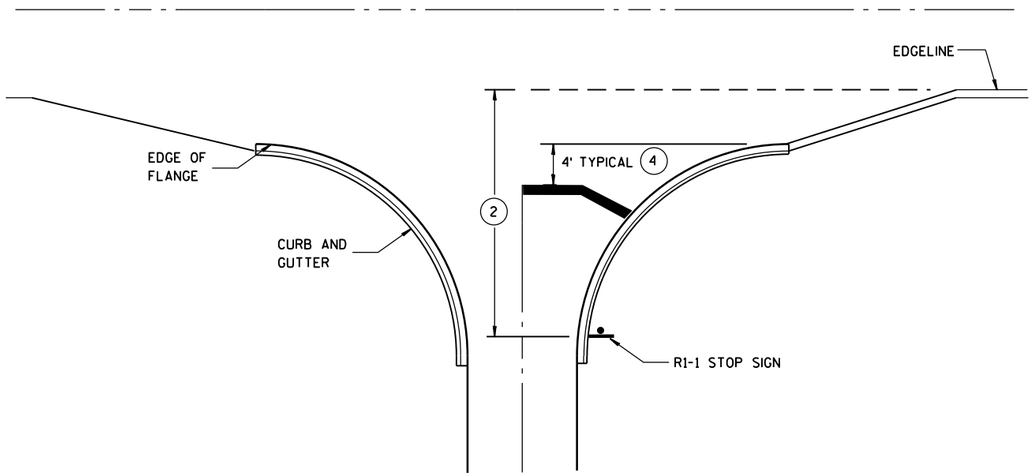
5-13-10 DATE

/S/ Thomas N. Notbohm
STATE TRAFFIC ENGINEER

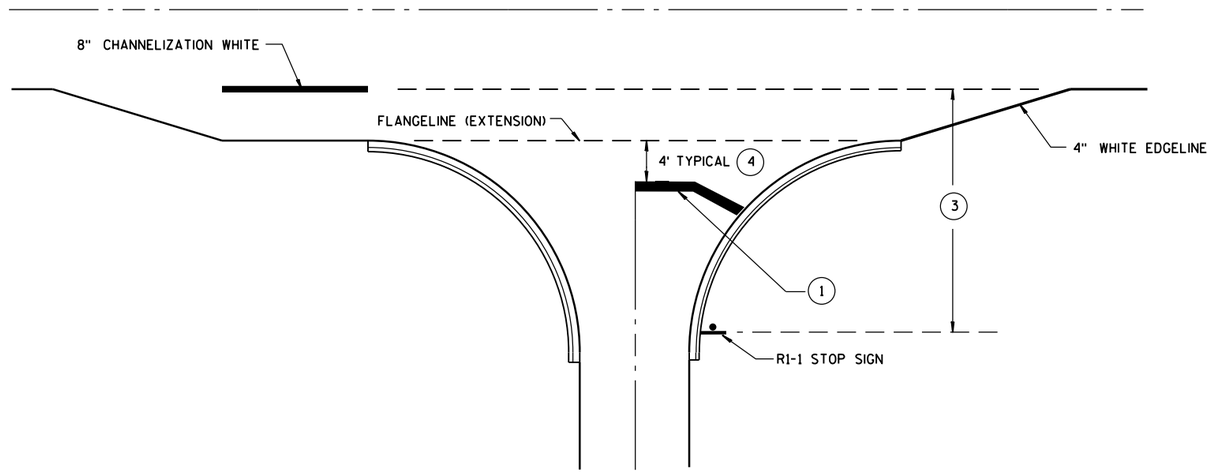
FHWA

S.D.D. 15 C 28-2

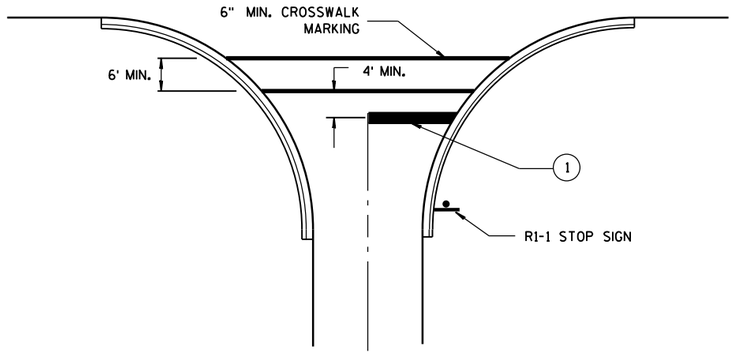
S.D.D. 15 C 28-2



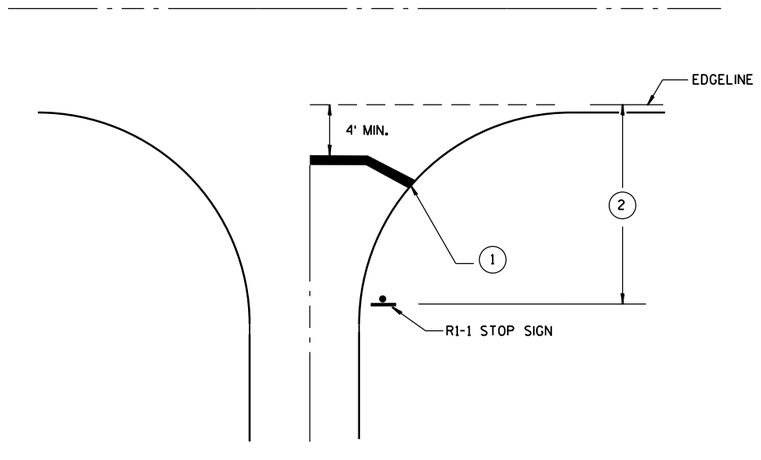
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



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

GENERAL NOTES

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.

CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

TABLE A

S \ W	SHOULDER TAPER LENGTH (FEET) 4	6	8	10	BUFFER SPACE (FEET)
30	20	30	40	50	200
35	30	45	55	70	250
40	40	55	75	90	305
45	60	90	120	150	360
50	70	100	135	170	425
55	75	110	150	185	495

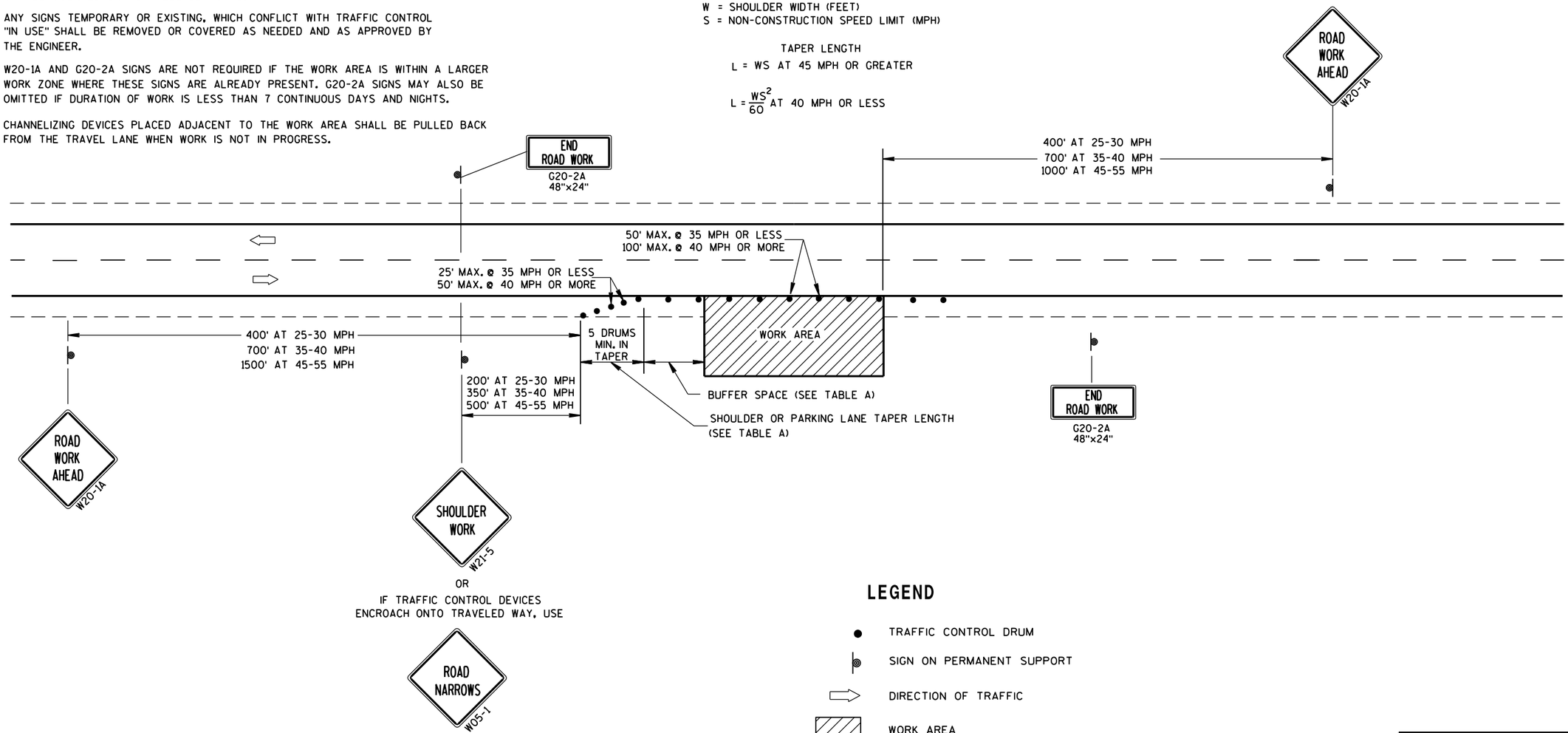
W = SHOULDER WIDTH (FEET)
S = NON-CONSTRUCTION SPEED LIMIT (MPH)

TAPER LENGTH

L = WS AT 45 MPH OR GREATER

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

SHOULDER TAPER LENGTH = $\frac{1}{3}L$



LEGEND

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

TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

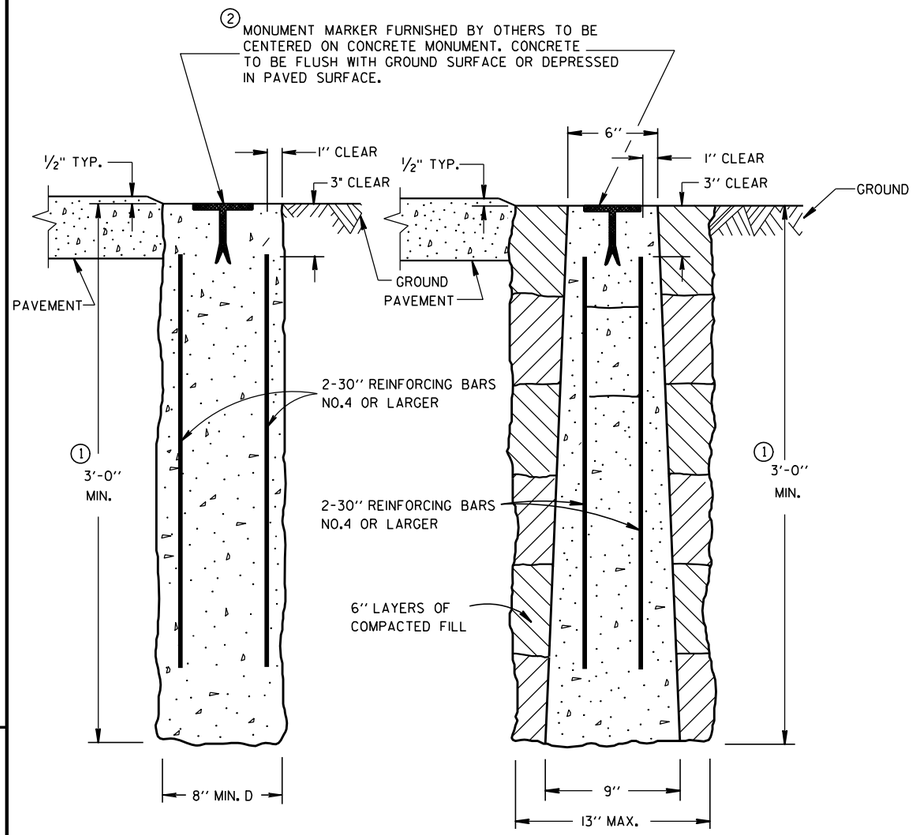
July 14, 2015
DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO SAFETY ENGII FIC

FHWA

6

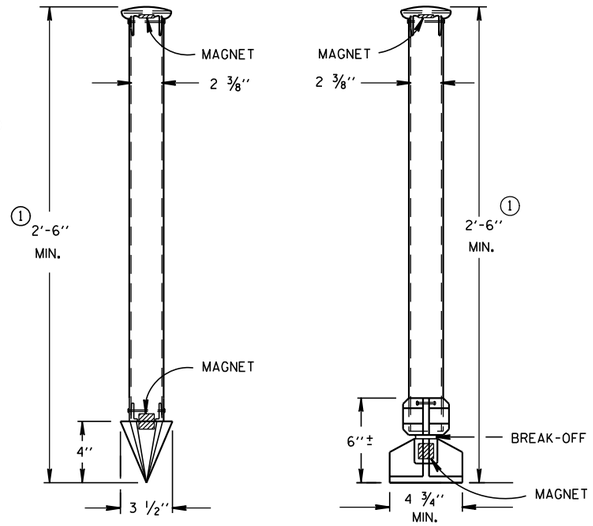
S.D.D. 15 D 28-3



CAST-IN-PLACE PRECAST

CONCRETE MONUMENTS

TYPE A



TYPE C TYPE D

DRIVE-IN MONUMENT BREAK-OFF MONUMENT

ALUMINUM MONUMENTS

(INCLUDES MARKER)

GENERAL NOTES

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

DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS FOR METAL MONUMENTS OR MONUMENT COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

INSTALLED METAL MONUMENTS MUST BE EASILY DETECTED WITH A DIP NEEDLE. INSERT PERMANENT MAGNETS SHALL BE ATTACHED NEAR THE TOP AND BOTTOM OF THOSE MONUMENTS CONSTRUCTED OF A METAL ALLOY WHICH IS NOT ATTRACTIVE TO A DIP NEEDLE.

THE CAST IRON MONUMENT COVER SHALL BE A "NON-ROCKING" TYPE. ADJUSTMENT OF THE COVER TO GRADE MAY BE ACCOMPLISHED BY THE USE OF MORTAR AND BRICK, OR BY EITHER PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE GRADE RINGS.

MONUMENTS SHALL BE LOCATED AND PLACED AT THE DIRECTION OF THE ENGINEER.

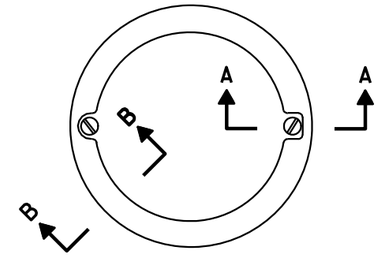
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

THE MONUMENT COVERS DETAILED ON THIS DRAWING ARE NOT EQUAL ALTERNATES. MONUMENT COVERS SHALL BE CAST IRON UNLESS ALUMINUM IS SPECIFIED ELSEWHERE IN THE CONTRACT.

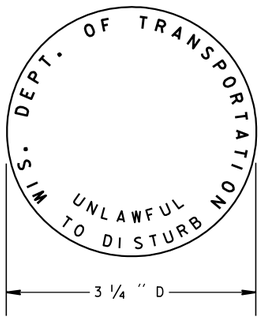
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER.

① MINIMUM LENGTH SHALL BE 4'-0" FOR MONUMENTS INSTALLED IN PAVED AREAS.

② AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WIS DOT MARKER.

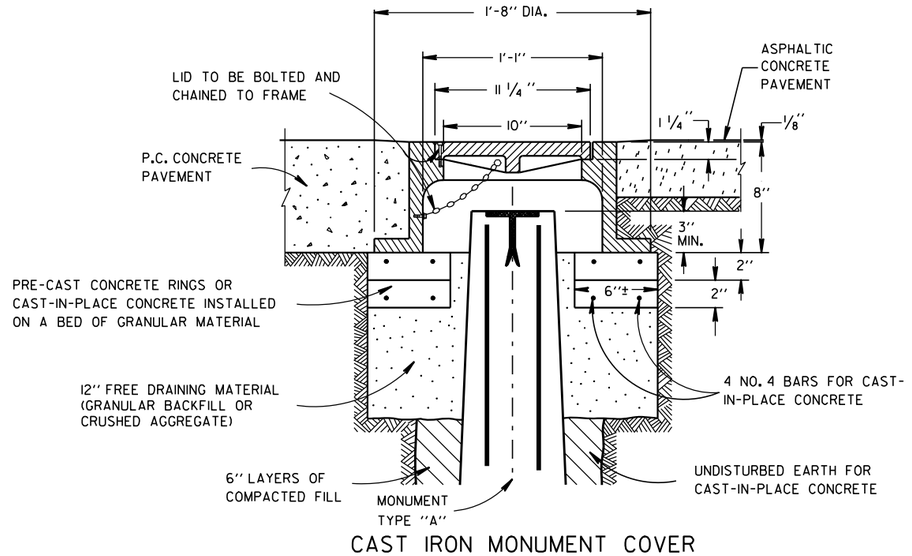


TOP VIEW



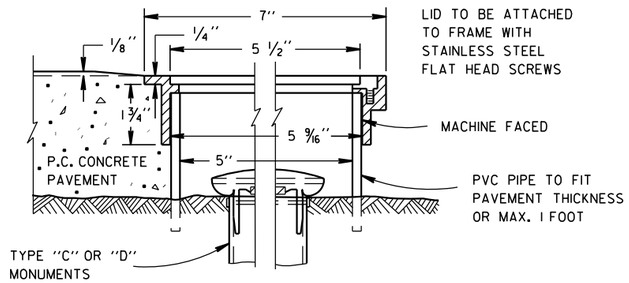
② WIS DOT MONUMENT MARKER LOGO

FOR TYPES "A", "C" & "D"



CAST IRON MONUMENT COVER

(APPROXIMATE WEIGHT - 95 LBS.)



SECTION B-B SECTION A-A

ALUMINUM MONUMENT COVER

(APPROXIMATE WEIGHT 2 LBS)

(FOR CONCRETE PAVEMENT ONLY)

LANDMARK REFERENCE MOUNMENTS AND COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

9/22/1999 DATE

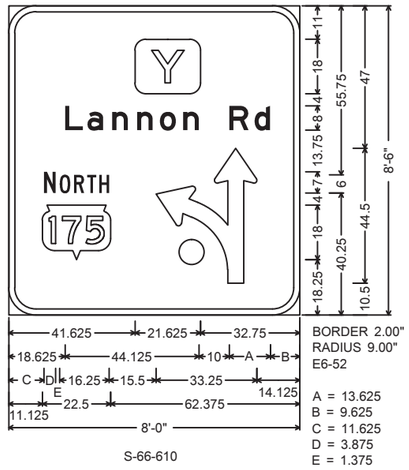
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

6

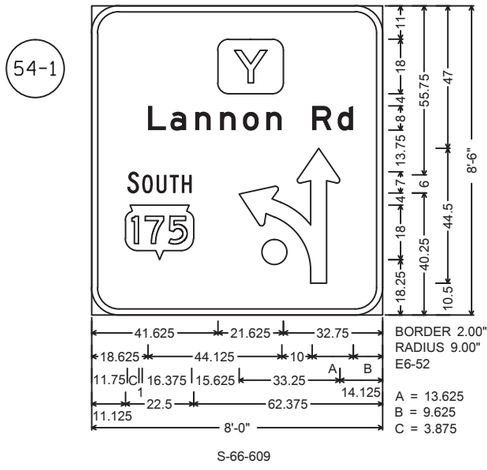
S.D.D. 16 A 1-6

53-18



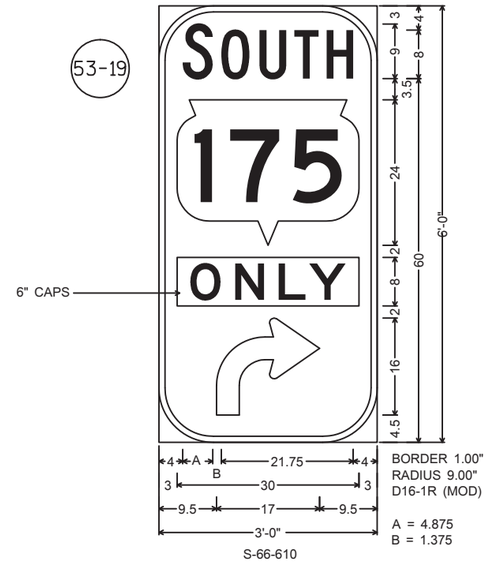
S-66-610

54-1



S-66-609

53-19

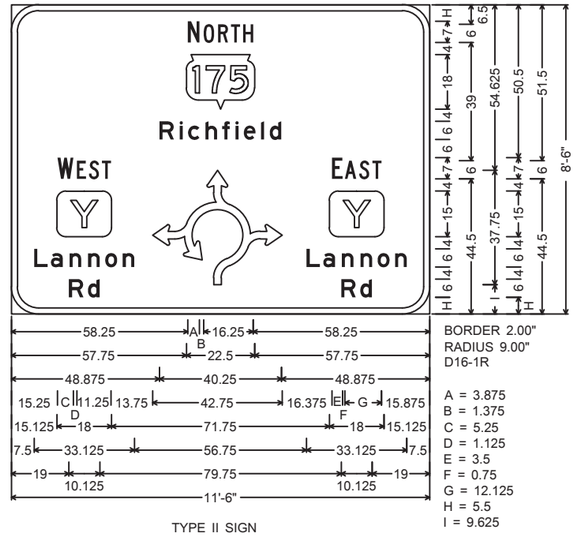


S-66-610

GENERAL NOTES:

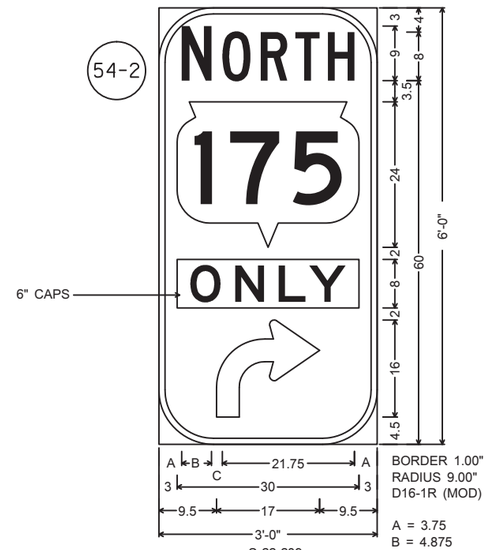
1. DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE PLANS.
2. UNLESS OTHERWISE NOTED, ALL SIGNS SHOWN ON THIS SHEET ARE "SIGNS, TYPE I".
3. UNLESS OTHERWISE NOTED, TYPE II SIGNS ON THIS SHEET SHALL HAVE "TYPE H REFLECTIVE SHEETING" AND "TYPE H MESSAGE MATERIAL". TYPE I SIGNS SHALL HAVE "TYPE SH REFLECTIVE SHEETING".
4. UNLESS OTHERWISE NOTED, ALL SIGNS SHOWN ON THIS SHEET SHALL HAVE A GREEN BACKGROUND AND WHITE MESSAGE.
5. TYPE II SIGNS ALL UPPERCASE MESSAGE (EXCEPT ON SHIELDS OR WHERE OTHERWISE NOTED) SHALL BE "SERIES E". ALL LOWERCASE MESSAGE WITH AN INITIAL UPPERCASE LETTER SHALL BE "SERIES E".
6. TYPE I SIGNS ALL UPPERCASE MESSAGE (EXCEPT ON SHIELDS OR WHERE OTHERWISE NOTED) SHALL BE "SERIES E MODIFIED". ALL LOWER CASE MESSAGE WITH AN INITIAL UPPERCASE LETTER SHALL BE "SERIES E MODIFIED". ALL CAP WORDS ARE "SERIES E".
7. UNLESS OTHERWISE NOTED, ALL SIGNS SHOWN ON THIS SHEET SHALL HAVE "TYPE A" OR "TYPE C" ARROWS AS SHOWN. SEE THE STANDARD SIGN PLATES FOR FURTHER DETAILS.
8. SEE THE STANDARD SIGN PLATES FOR FURTHER DETAILS ON ROUTE MARKER SHIELDS.
9. THE SIGN NUMBER IS DENOTED IN THE CIRCLE NEAR EACH DETAIL.
10. NUMBER FRACTIONS FOR INTERCHANGE SEQUENCE SIGNS SHALL BE "SERIES E" PER PLATES A11-7 AND A11-10.
11. DO NOT SCALE.

51-6



TYPE II SIGN

54-2



S-66-609

SHEET 1 OF 5

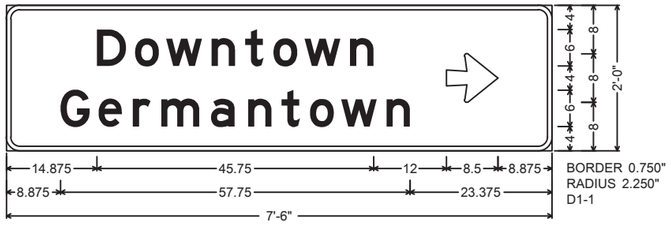
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	TYPE I & II SIGNS	SHEET 459	E

FILE NAME : N:\PDS\C3D\CAD\33600902\SIGN\070101_MS.DWG
LAYOUT NAME - 070101_MS

PLOT DATE : 7/15/2016 8:21 AM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET

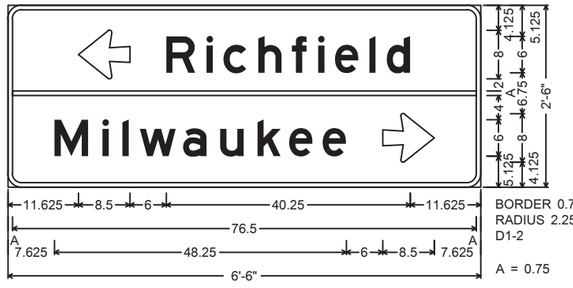
51-7



BORDER 0.750"
RADIUS 2.250"
D1-1

TYPE II SIGN

53-16

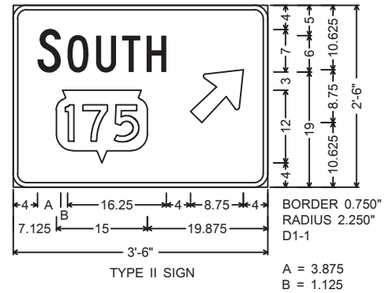


BORDER 0.750"
RADIUS 2.250"
D1-2

A = 0.75

TYPE II SIGN

52-5

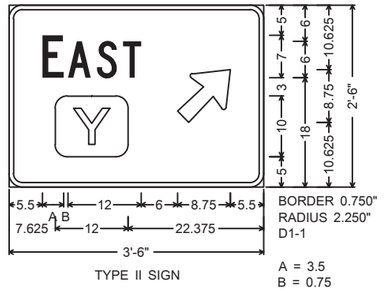


BORDER 0.750"
RADIUS 2.250"
D1-1

A = 3.875
B = 1.125

TYPE II SIGN

52-42

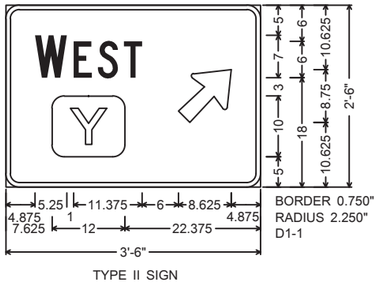


BORDER 0.750"
RADIUS 2.250"
D1-1

A = 3.5
B = 0.75

TYPE II SIGN

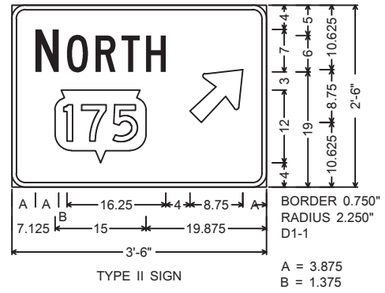
52-11



BORDER 0.750"
RADIUS 2.250"
D1-1

TYPE II SIGN

52-51

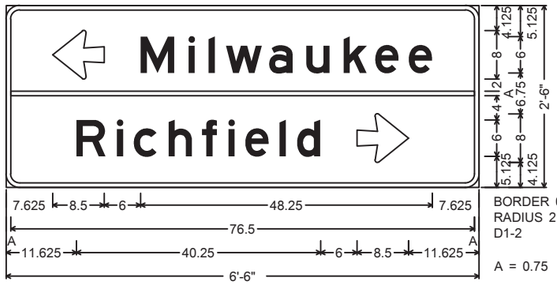


BORDER 0.750"
RADIUS 2.250"
D1-1

A = 3.875
B = 1.375

TYPE II SIGN

54-3

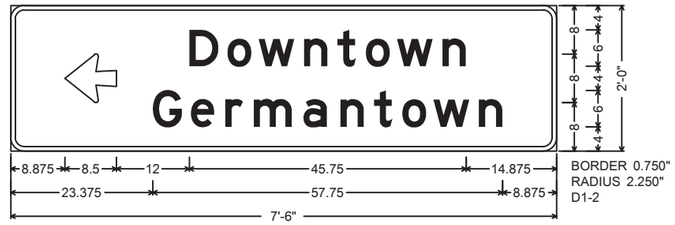


BORDER 0.750"
RADIUS 2.250"
D1-2

A = 0.75

TYPE II SIGN

52-23



BORDER 0.750"
RADIUS 2.250"
D1-2

TYPE II SIGN

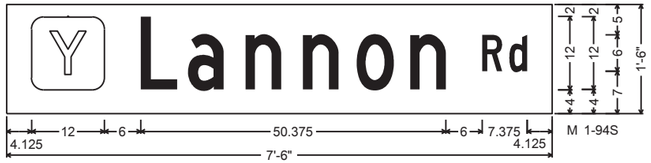
GENERAL NOTES:

1. DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE PLANS.
2. UNLESS OTHERWISE NOTED, ALL SIGNS SHOWN ON THIS SHEET ARE "SIGNS, TYPE I".
3. UNLESS OTHERWISE NOTED, TYPE II SIGNS ON THIS SHEET SHALL HAVE "TYPE H REFLECTIVE SHEETING" AND "TYPE H MESSAGE MATERIAL". TYPE I SIGNS SHALL HAVE "TYPE SH REFLECTIVE SHEETING".
4. UNLESS OTHERWISE NOTED, ALL SIGNS SHOWN ON THIS SHEET SHALL HAVE A GREEN BACKGROUND AND WHITE MESSAGE.
5. TYPE II SIGNS ALL UPPERCASE MESSAGE (EXCEPT ON SHIELDS OR WHERE OTHERWISE NOTED) SHALL BE "SERIES E". ALL LOWERCASE MESSAGE WITH AN INITIAL UPPERCASE LETTER SHALL BE "SERIES E".
6. TYPE I SIGNS ALL UPPERCASE MESSAGE (EXCEPT ON SHIELDS OR WHERE OTHERWISE NOTED) SHALL BE "SERIES E MODIFIED". ALL LOWER CASE MESSAGE WITH AN INITIAL UPPERCASE LETTER SHALL BE "SERIES E MODIFIED". ALL CAP WORDS ARE "SERIES E".
7. UNLESS OTHERWISE NOTED, ALL SIGNS SHOWN ON THIS SHEET SHALL HAVE "TYPE A" OR "TYPE C" ARROWS AS SHOWN. SEE THE STANDARD SIGN PLATES FOR FURTHER DETAILS.
8. SEE THE STANDARD SIGN PLATES FOR FURTHER DETAILS ON ROUTE MARKER SHIELDS.
9. THE SIGN NUMBER IS DENOTED IN THE CIRCLE NEAR EACH DETAIL.
10. NUMBER FRACTIONS FOR INTERCHANGE SEQUENCE SIGNS SHALL BE "SERIES E" PER PLATES A11-7 AND A11-10.
11. DO NOT SCALE.

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	TYPE I & II SIGNS	SHEET 460	E

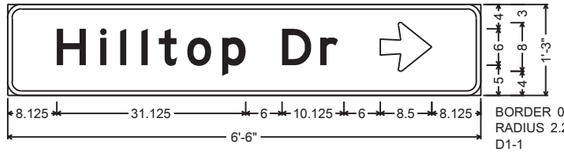
FILE NAME : N:\PDS\C3D\CAD\33600902\SIGN\070101_MS.DWG
LAYOUT NAME - 070101_MS (2)
PLOT DATE : 5/13/2015 11:37 AM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET

52-19



TYPE II SIGN
S-66-242

55-7

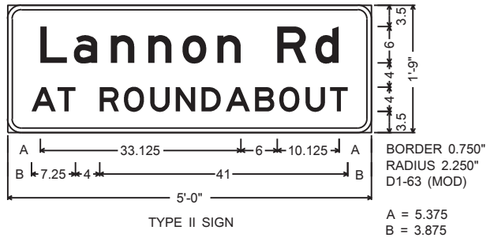


TYPE II SIGN

55-6

TYPE II SIGN

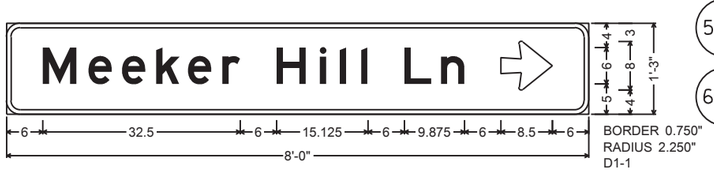
55-1



TYPE II SIGN

58-6

59-9



TYPE II SIGN

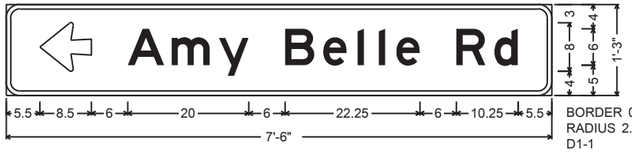
59-1

60-1

TYPE II SIGN

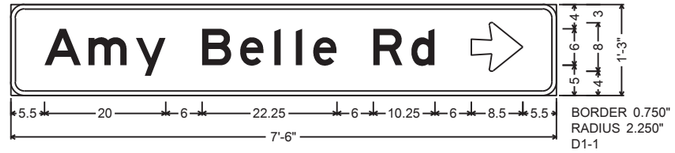
1. DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE PLANS.
2. UNLESS OTHERWISE NOTED, ALL SIGNS SHOWN ON THIS SHEET ARE "SIGNS, TYPE I".
3. UNLESS OTHERWISE NOTED, TYPE II SIGNS ON THIS SHEET SHALL HAVE "TYPE H REFLECTIVE SHEETING" AND "TYPE H MESSAGE MATERIAL". TYPE I SIGNS SHALL HAVE "TYPE SH REFLECTIVE SHEETING".
4. UNLESS OTHERWISE NOTED, ALL SIGNS SHOWN ON THIS SHEET SHALL HAVE A GREEN BACKGROUND AND WHITE MESSAGE.
5. TYPE II SIGNS ALL UPPERCASE MESSAGE (EXCEPT ON SHIELDS OR WHERE OTHERWISE NOTED) SHALL BE "SERIES E". ALL LOWERCASE MESSAGE WITH AN INITIAL UPPERCASE LETTER SHALL BE "SERIES E".
6. TYPE I SIGNS ALL UPPERCASE MESSAGE (EXCEPT ON SHIELDS OR WHERE OTHERWISE NOTED) SHALL BE "SERIES E MODIFIED". ALL LOWER CASE MESSAGE WITH AN INITIAL UPPERCASE LETTER SHALL BE "SERIES E MODIFIED". ALL CAP WORDS ARE "SERIES E".
7. UNLESS OTHERWISE NOTED, ALL SIGNS SHOWN ON THIS SHEET SHALL HAVE "TYPE A" OR "TYPE C" ARROWS AS SHOWN. SEE THE STANDARD SIGN PLATES FOR FURTHER DETAILS.
8. SEE THE STANDARD SIGN PLATES FOR FURTHER DETAILS ON ROUTE MARKER SHIELDS.
9. THE SIGN NUMBER IS DENOTED IN THE CIRCLE NEAR EACH DETAIL.
10. NUMBER FRACTIONS FOR INTERCHANGE SEQUENCE SIGNS SHALL BE "SERIES E" PER PLATES A11-7 AND A11-10.
11. DO NOT SCALE.

61-7



TYPE II SIGN

62-1

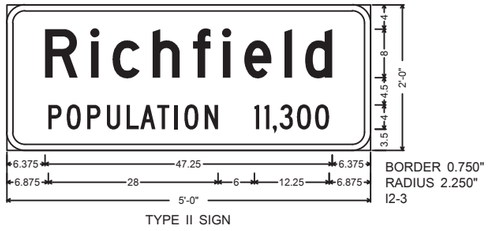


TYPE II SIGN

SHEET 3 OF 5

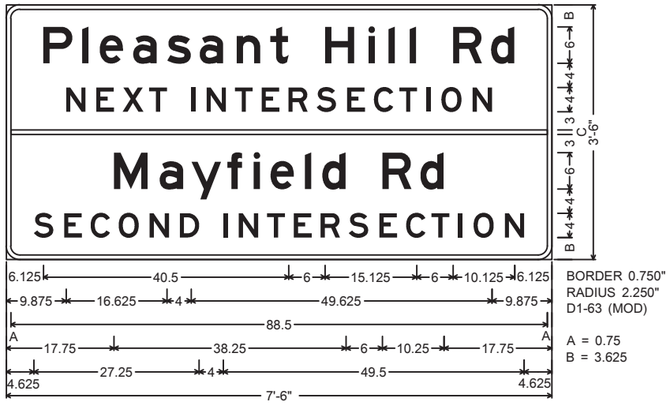
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	TYPE I & II SIGNS	SHEET 461	E

62-5
67-1



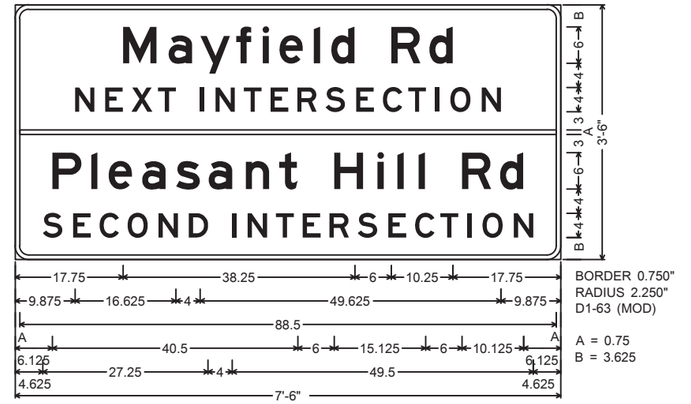
TYPE II SIGN

63-8



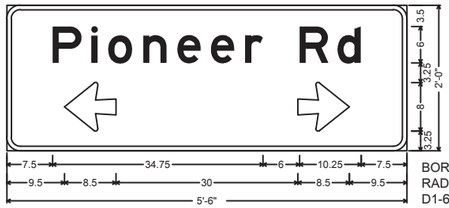
TYPE II SIGN

64-7



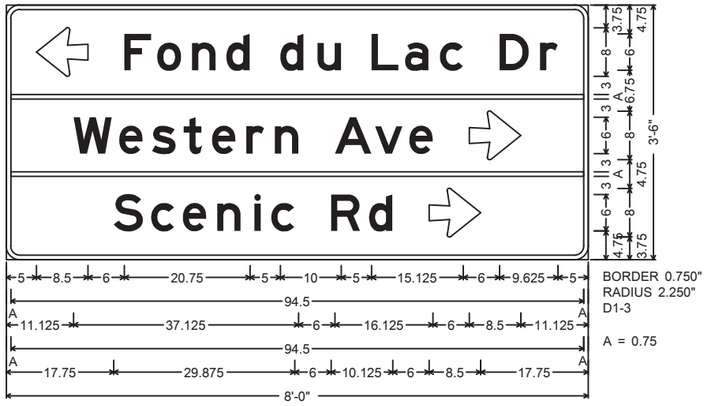
TYPE II SIGN

66-3
67-10



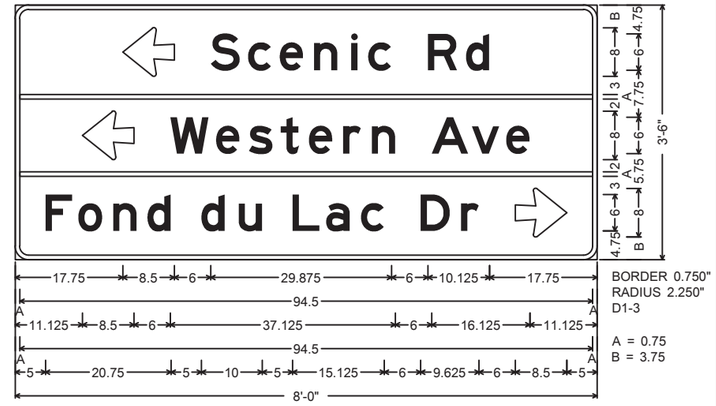
TYPE II SIGN

69-4



TYPE II SIGN

70-4



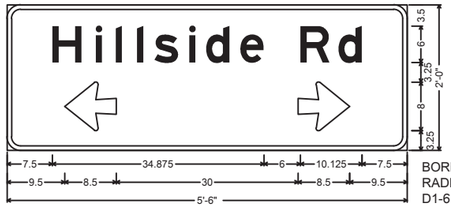
TYPE II SIGN

1. DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE PLANS.
2. UNLESS OTHERWISE NOTED, ALL SIGNS SHOWN ON THIS SHEET ARE "SIGNS, TYPE I".
3. UNLESS OTHERWISE NOTED, TYPE II SIGNS ON THIS SHEET SHALL HAVE "TYPE H REFLECTIVE SHEETING" AND "TYPE H MESSAGE MATERIAL". TYPE I SIGNS SHALL HAVE "TYPE SH REFLECTIVE SHEETING".
4. UNLESS OTHERWISE NOTED, ALL SIGNS SHOWN ON THIS SHEET SHALL HAVE A GREEN BACKGROUND AND WHITE MESSAGE.
5. TYPE II SIGNS ALL UPPERCASE MESSAGE (EXCEPT ON SHIELDS OR WHERE OTHERWISE NOTED) SHALL BE "SERIES E". ALL LOWERCASE MESSAGE WITH AN INITIAL UPPERCASE LETTER SHALL BE "SERIES E".
6. TYPE I SIGNS ALL UPPERCASE MESSAGE (EXCEPT ON SHIELDS OR WHERE OTHERWISE NOTED) SHALL BE "SERIES E MODIFIED". ALL LOWER CASE MESSAGE WITH AN INITIAL UPPERCASE LETTER SHALL BE "SERIES E MODIFIED". ALL CAP WORDS ARE "SERIES E".
7. UNLESS OTHERWISE NOTED, ALL SIGNS SHOWN ON THIS SHEET SHALL HAVE "TYPE A" OR "TYPE C" ARROWS AS SHOWN. SEE THE STANDARD SIGN PLATES FOR FURTHER DETAILS.
8. SEE THE STANDARD SIGN PLATES FOR FURTHER DETAILS ON ROUTE MARKER SHIELDS.
9. THE SIGN NUMBER IS DENOTED IN THE CIRCLE NEAR EACH DETAIL.
10. NUMBER FRACTIONS FOR INTERCHANGE SEQUENCE SIGNS SHALL BE "SERIES E" PER PLATES A11-7 AND A11-10.
11. DO NOT SCALE.

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	TYPE I & II SIGNS	SHEET 462	E

FILE NAME : N:\PDS\C3D\CAD\33600902\SIGN\070101_MS.DWG
LAYOUT NAME - 070101_MS (4)
PLOT DATE : 5/13/2015 11:37 AM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET

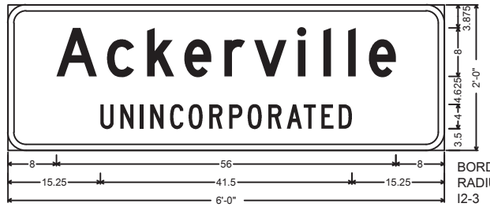
73-5
73-7



BORDER 0.750"
RADIUS 2.250"
D1-61

TYPE II SIGN

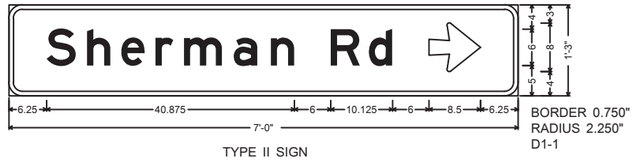
75-6
76-4



BORDER 1.00"
RADIUS 3.00"
I2-3

TYPE II SIGN

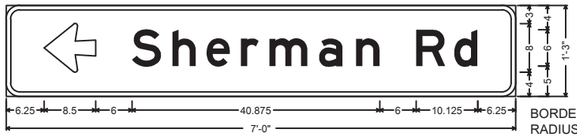
75-7



BORDER 0.750"
RADIUS 2.250"
D1-1

TYPE II SIGN

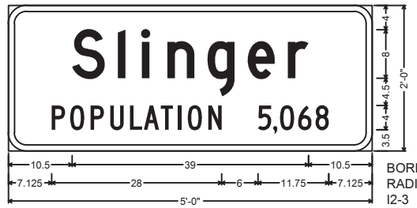
76-1



BORDER 0.750"
RADIUS 2.250"
D1-1

TYPE II SIGN

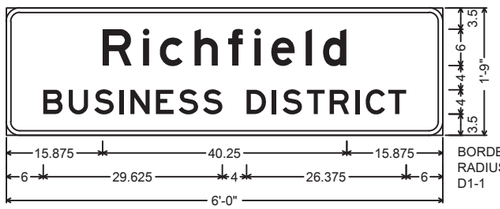
79-3



BORDER 1.00"
RADIUS 3.00"
I2-3

TYPE II SIGN

62-8



BORDER 0.750"
RADIUS 2.250"
D1-1

TYPE II SIGN

64-16

BORDER 0.750"
RADIUS 2.250"
D2-2

A = 4.875

TYPE II SIGN

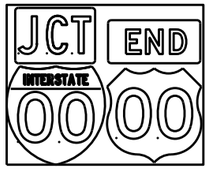
1. DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE PLANS.
2. UNLESS OTHERWISE NOTED, ALL SIGNS SHOWN ON THIS SHEET ARE "SIGNS, TYPE I".
3. UNLESS OTHERWISE NOTED, TYPE II SIGNS ON THIS SHEET SHALL HAVE "TYPE H REFLECTIVE SHEETING" AND "TYPE H MESSAGE MATERIAL". TYPE I SIGNS SHALL HAVE "TYPE SH REFLECTIVE SHEETING".
4. UNLESS OTHERWISE NOTED, ALL SIGNS SHOWN ON THIS SHEET SHALL HAVE A GREEN BACKGROUND AND WHITE MESSAGE.
5. TYPE II SIGNS ALL UPPERCASE MESSAGE (EXCEPT ON SHIELDS OR WHERE OTHERWISE NOTED) SHALL BE "SERIES E". ALL LOWERCASE MESSAGE WITH AN INITIAL UPPERCASE LETTER SHALL BE "SERIES E".
6. TYPE I SIGNS ALL UPPERCASE MESSAGE (EXCEPT ON SHIELDS OR WHERE OTHERWISE NOTED) SHALL BE "SERIES E MODIFIED". ALL LOWER CASE MESSAGE WITH AN INITIAL UPPERCASE LETTER SHALL BE "SERIES E MODIFIED". ALL CAP WORDS ARE "SERIES E".
7. UNLESS OTHERWISE NOTED, ALL SIGNS SHOWN ON THIS SHEET SHALL HAVE "TYPE A" OR "TYPE C" ARROWS AS SHOWN. SEE THE STANDARD SIGN PLATES FOR FURTHER DETAILS.
8. SEE THE STANDARD SIGN PLATES FOR FURTHER DETAILS ON ROUTE MARKER SHIELDS.
9. THE SIGN NUMBER IS DENOTED IN THE CIRCLE NEAR EACH DETAIL.
10. NUMBER FRACTIONS FOR INTERCHANGE SEQUENCE SIGNS SHALL BE "SERIES E" PER PLATES A11-7 AND A11-10.
11. DO NOT SCALE.

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	TYPE I & II SIGNS	SHEET 463	E

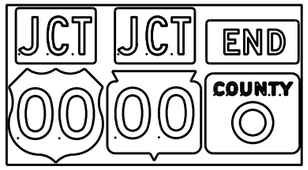
FILE NAME : N:\PDS\C3D\CAD\33600902\SIGN\070101_MS.DWG
LAYOUT NAME - 070101_MS (5)
PLOT DATE : 5/13/2015 11:37 AM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET

TYPICAL ASSEMBLIES

J1-1

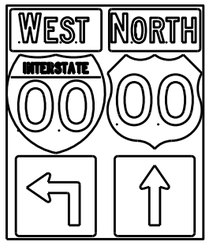


J1-2

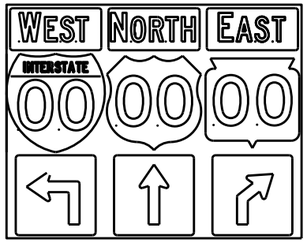


J1-3

J2-1



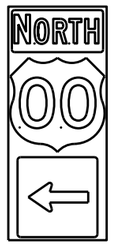
J2-2



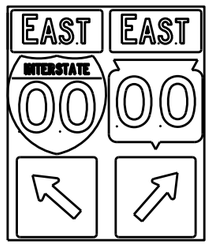
J2-3

JV

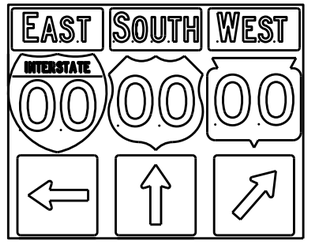
(Typical Vertical J-Assembly
See Note 10 and 11)



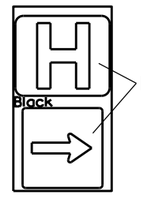
J3-1



J3-2



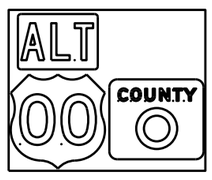
J3-3



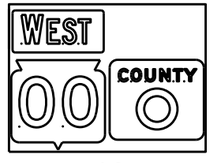
Blue Background

JH-1

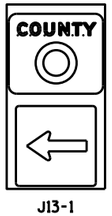
J4-1



J4-2



J4-2



J13-1

J12-1

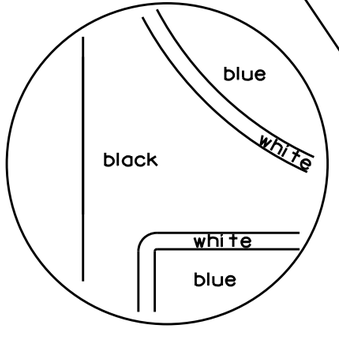
J32-1

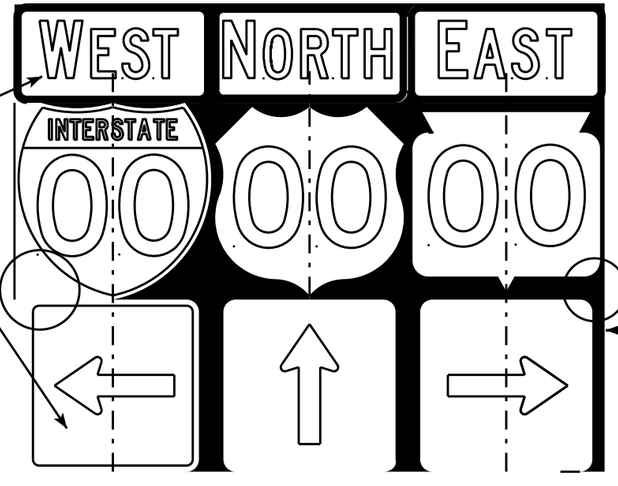
J33-1

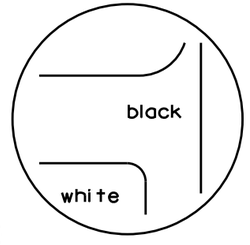
J23-1

J22-1

[blue background with interstate]







[black background]

NOTES

1. Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
8. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of Interstate and non Interstate shields, arrows and cardinals shall be white on blue.

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

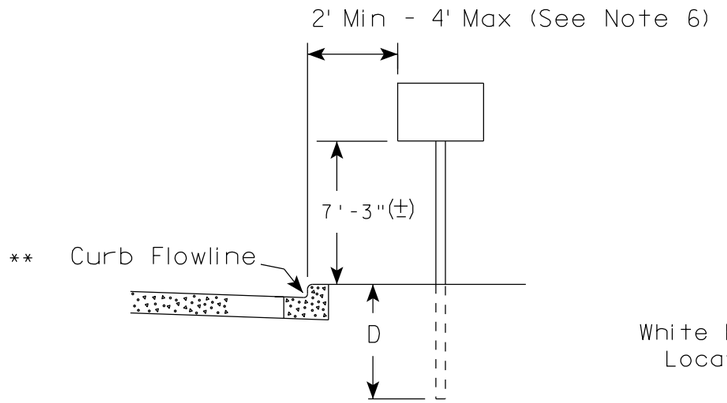
DATE 2/06/14 PL... A2-1S.8

PROJECT NO: | SHEET NO: E

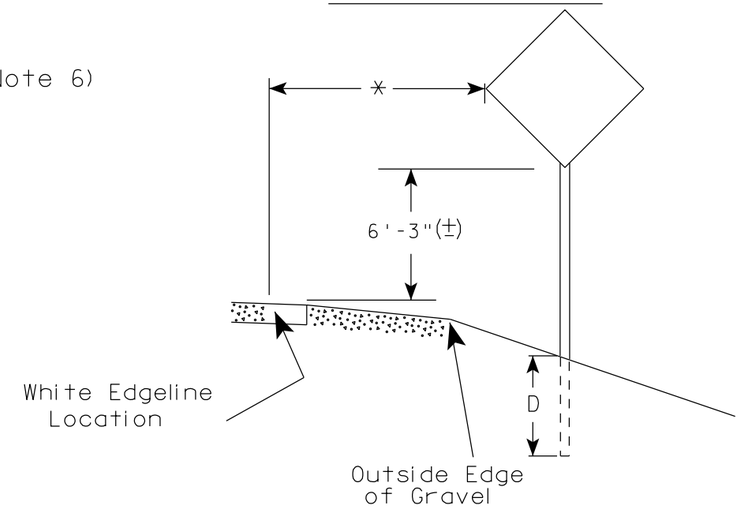
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A21S.DGN PLOT DATE : 06-FEB-2014 14:10 PLOT BY : mscsja PLOT NAME :

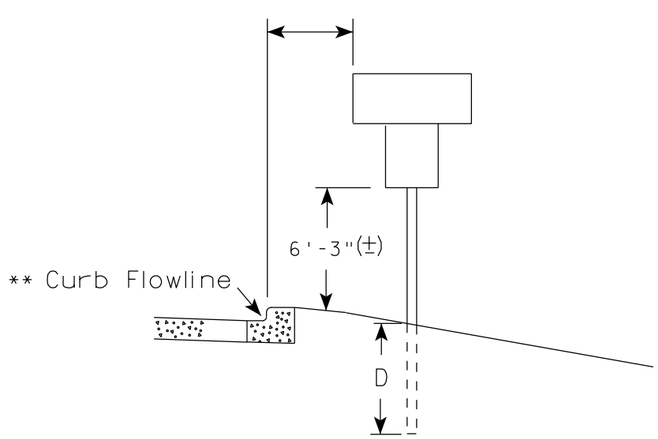
WISDOT/CADDS SHEET 42

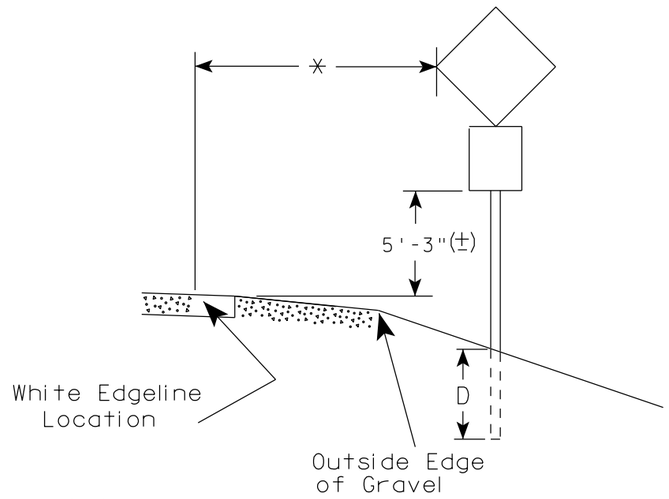
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

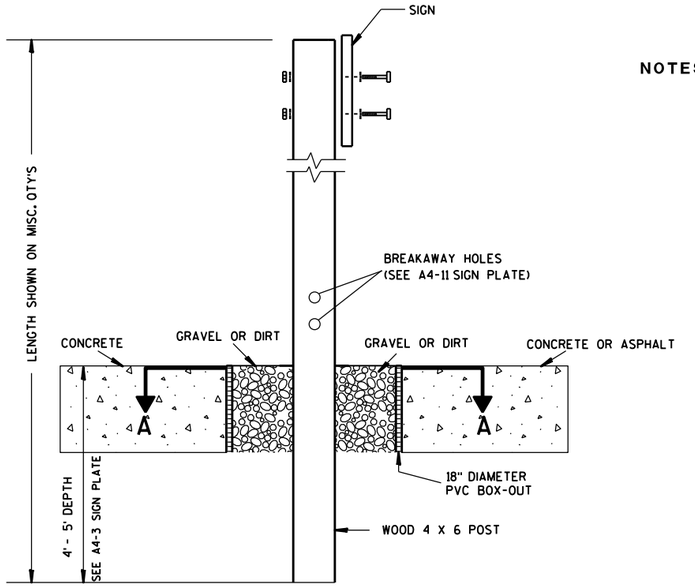
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/23/15 PLATE NO. A4-3.20

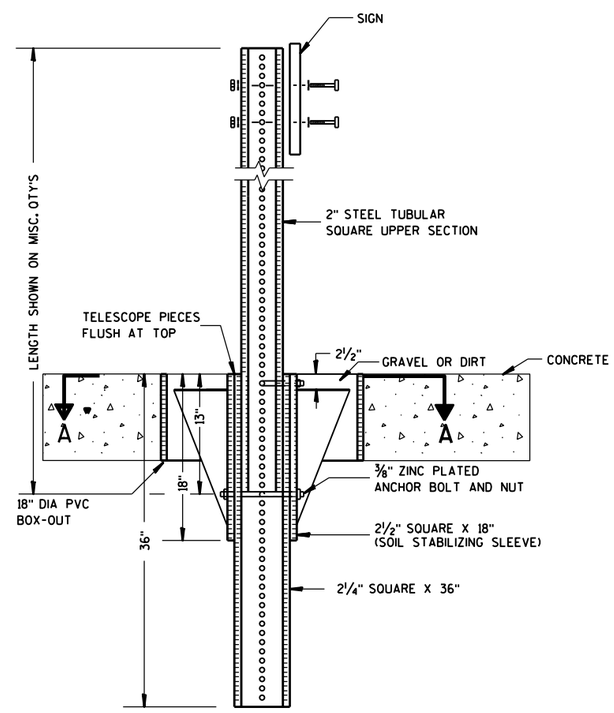
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



ELEVATION VIEW

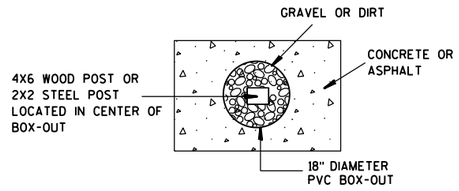
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

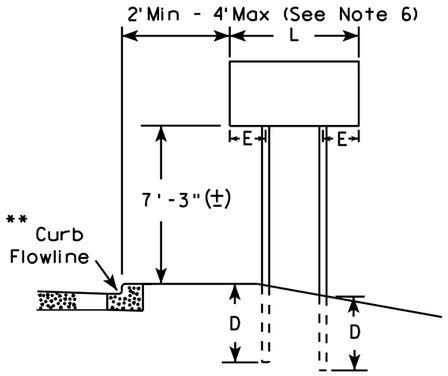
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

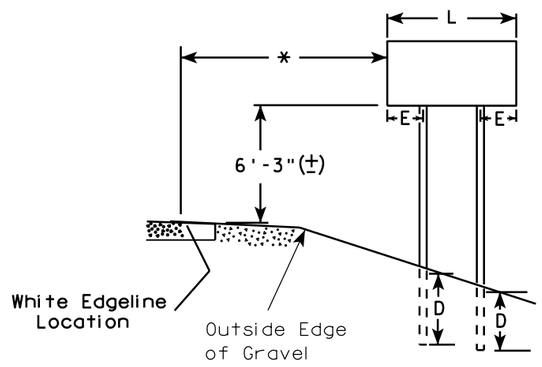
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

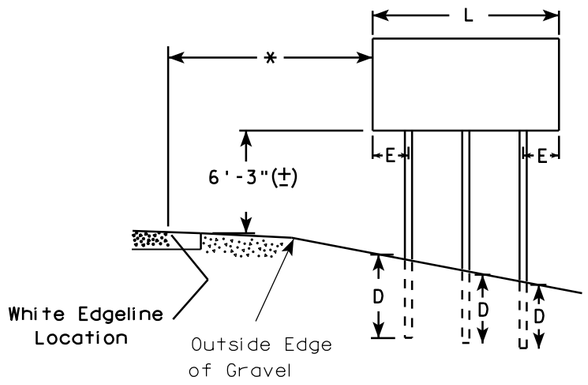
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

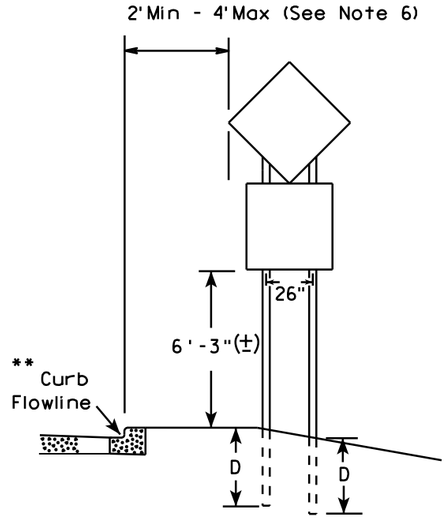
URBAN AREA



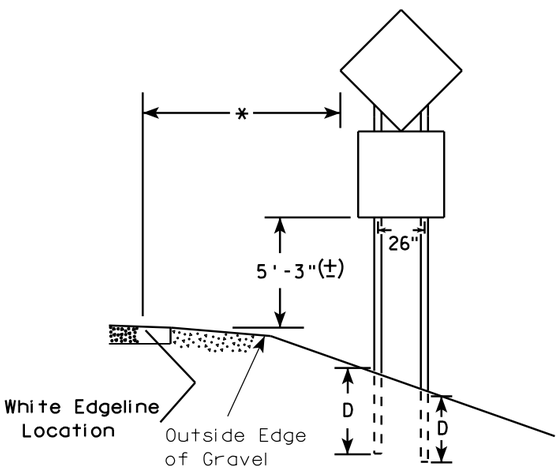
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±).

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
L	E
Greater than 48" Less than 60"	12"
60" to 120"	L/5

***

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 120" less than 168"	12"

SIGN SHAPE OTHER THAN DIAMOND (FOUR POSTS REQUIRED)	
L	E
168" and greater	12"

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

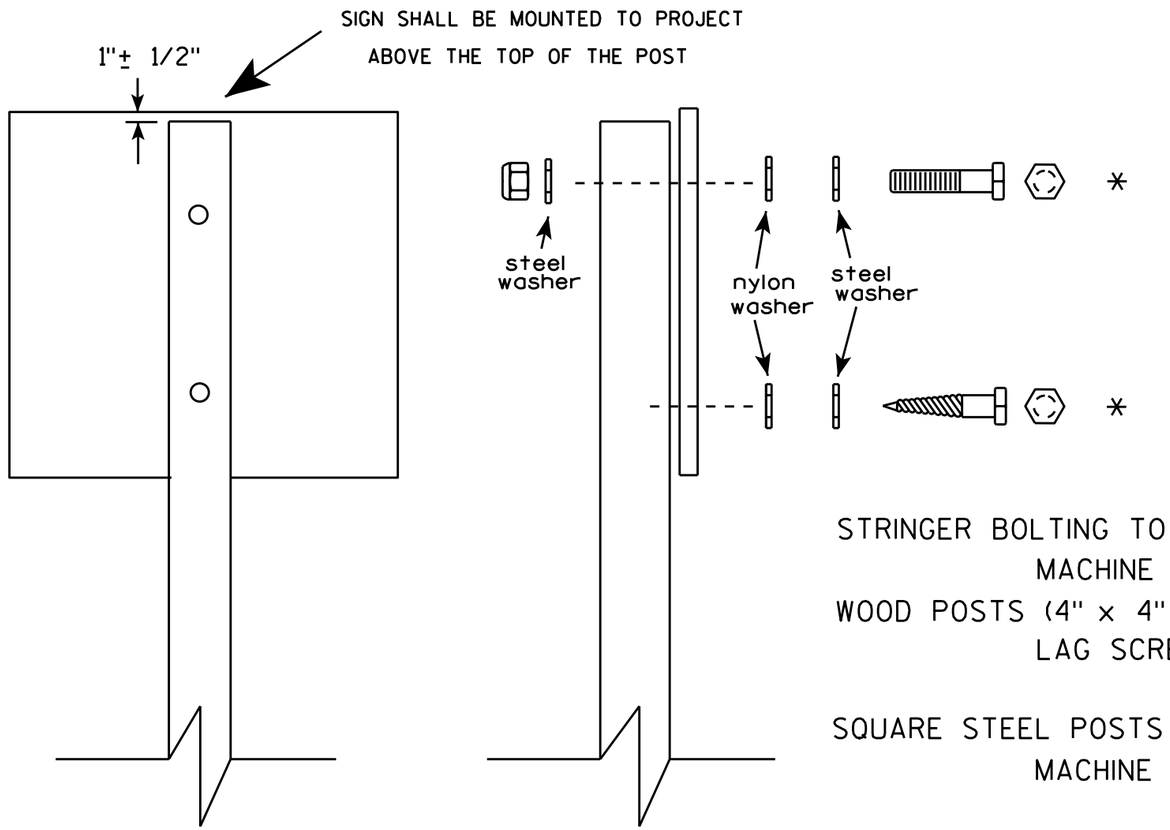
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/23/15 PLATE NO. AA-1 467 14

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A44.DGN PLOT DATE : 23-JUL-2015 15:23 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 107.021305:1.000000

WISDOT/CADDS SHEET 42



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ nuts

WOOD POSTS (4" x 4" or 4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32 " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

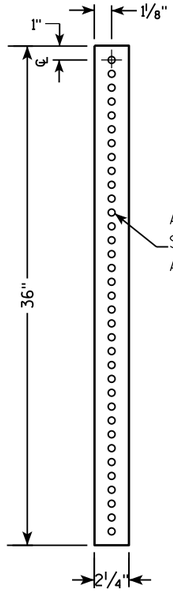
DATE 4/27/16 PLATE NO. A4-8.8

PROJECT NO: | SHEET NO: E

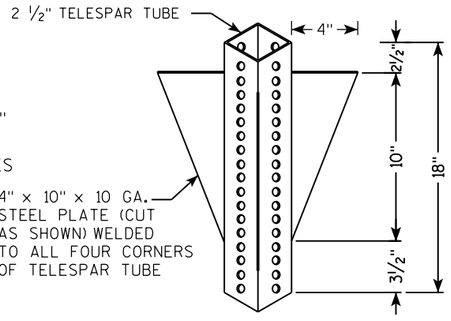
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 27-APR-2016 09:07 PLOT BY : mscj9h
WISDOT/CADDS SHEET 42

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

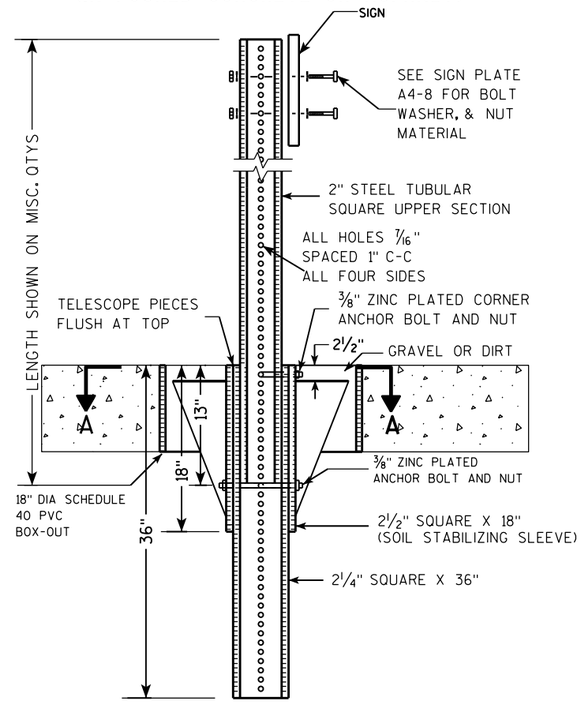
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



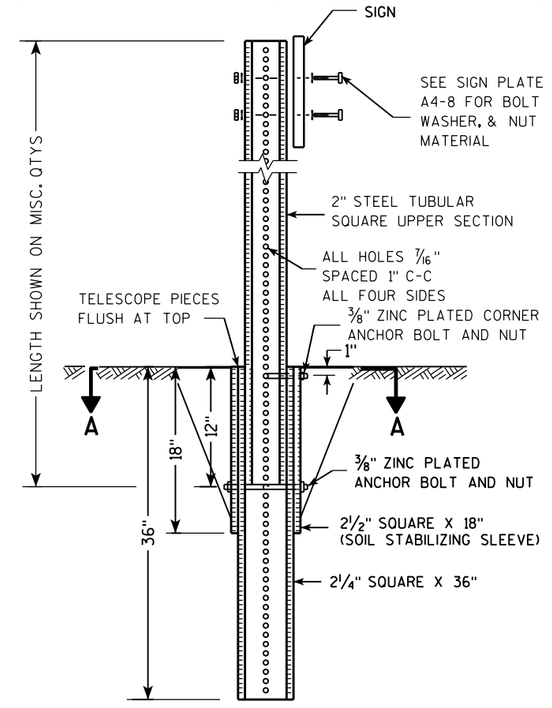
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

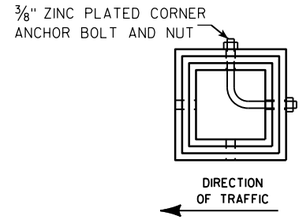


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

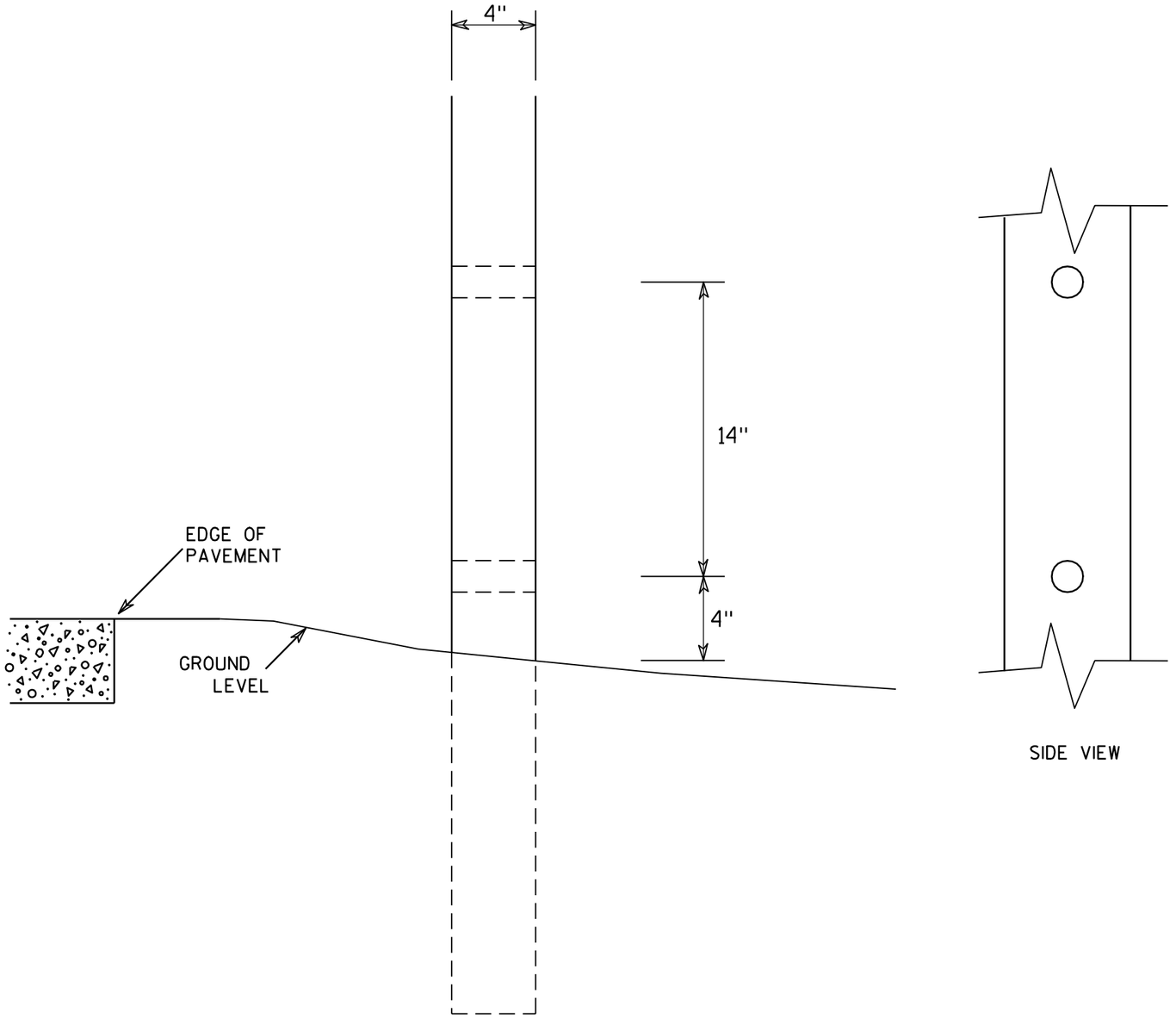
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 469 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000

WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

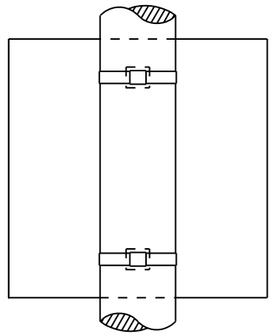
APPROVED Chester J Spang for State Traffic Engineer

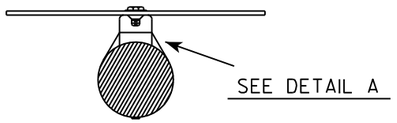
DATE 3/27/97 PLATE NO. A4-11.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 470	E

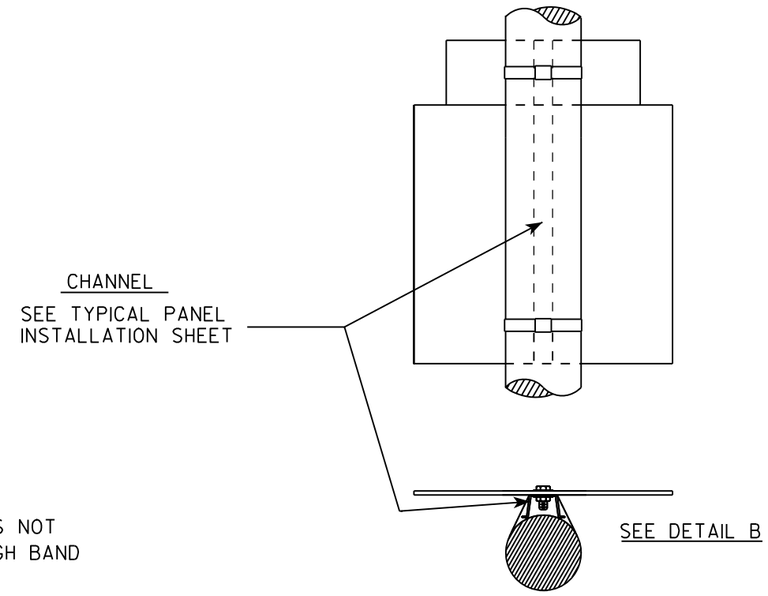
BANDING

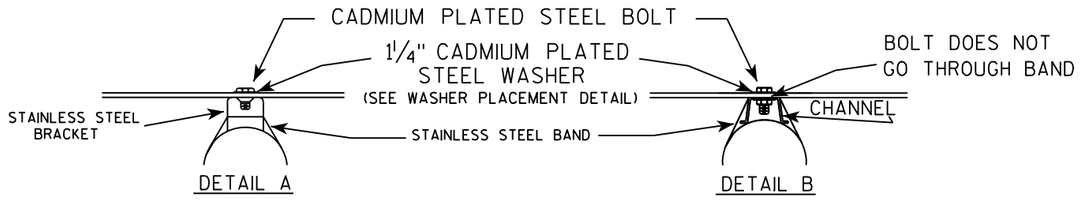
SINGLE SIGN



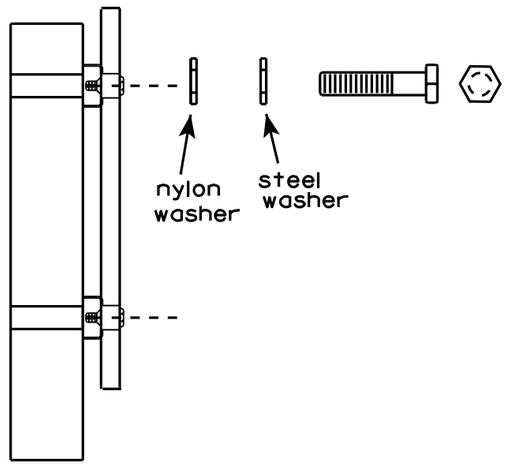


"J" ASSEMBLY





WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be 3/4" in width and 0.025" thickness.

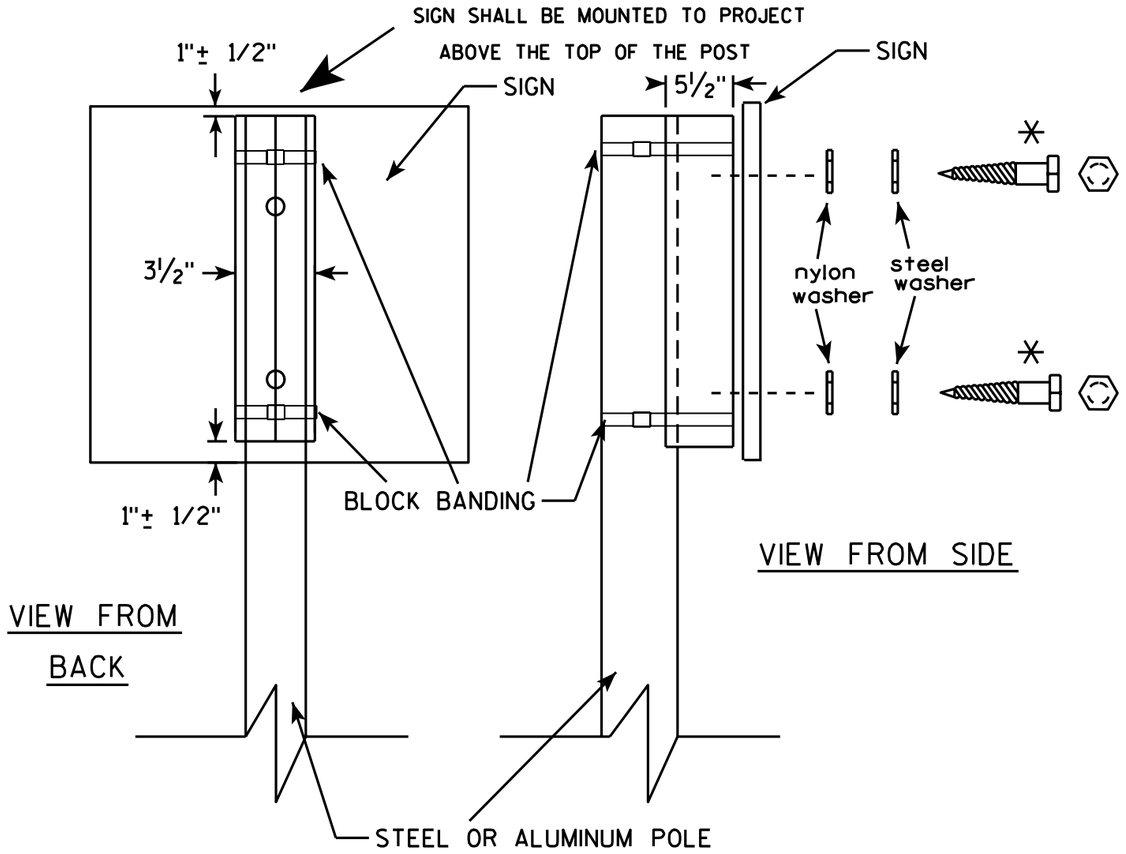
STANDARD SIGN
SIGN BANDING DETAILS

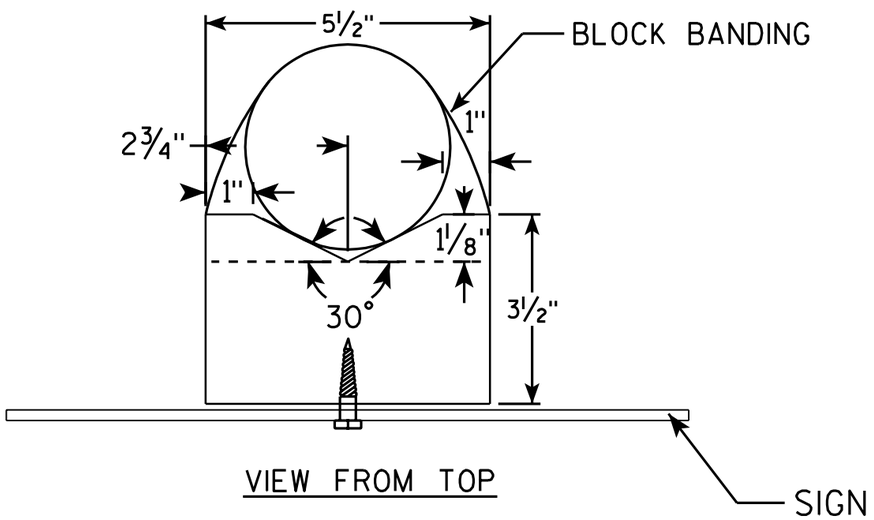
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/16/13 PLATE NO. A5-9.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 471	E





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D, or
   b. Cadmium plated in accordance with ASTM Designation : B 766 TYPE 3, Class 12, or
   c. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

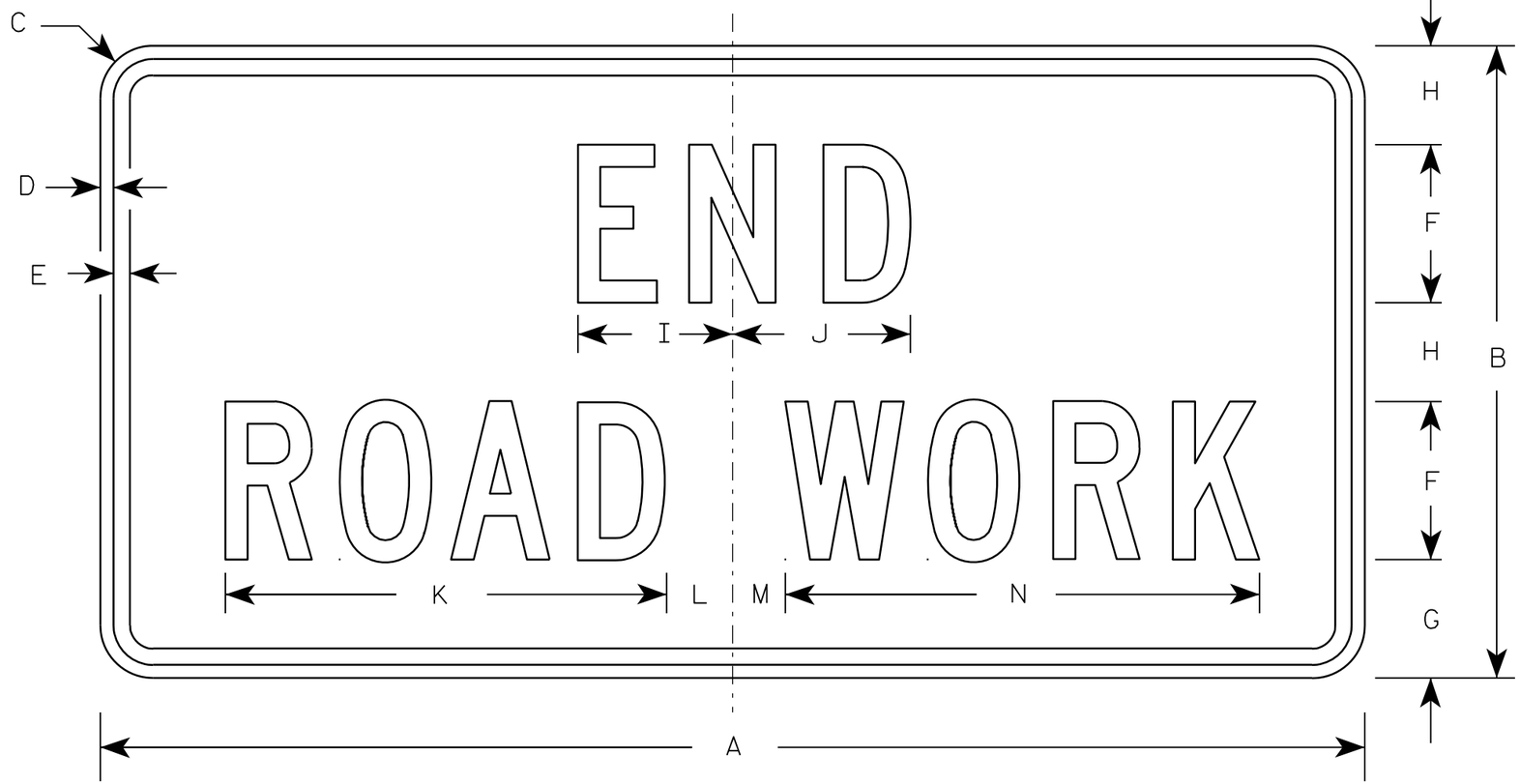
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/12/07 PLATE NO. A5-10.1

PROJECT NO:

SHEET NO: 472 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

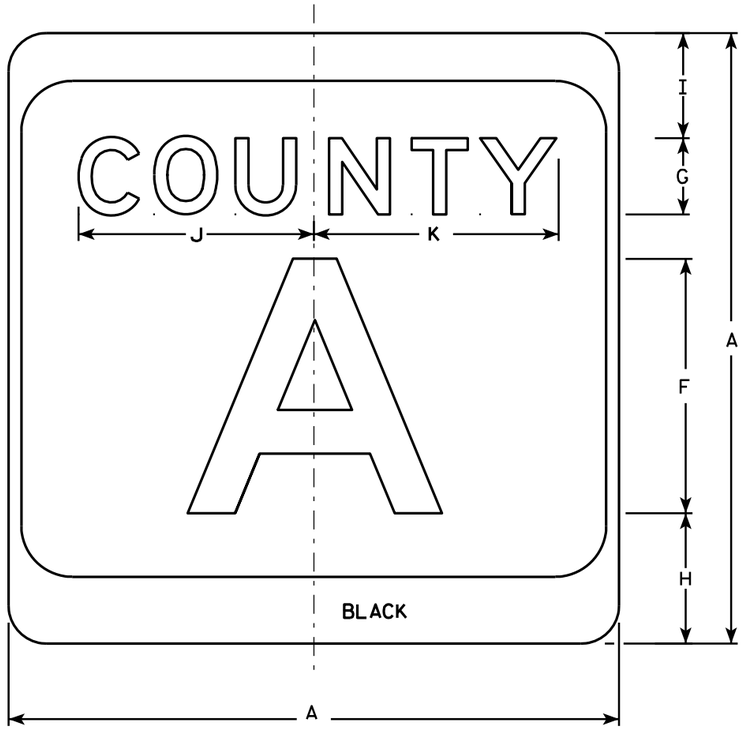
STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

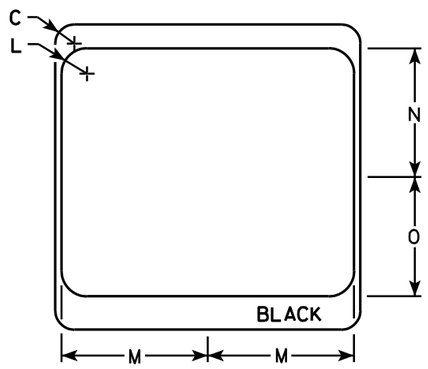
APPROVED Matthew R Rauch
for State Traffic Engineer

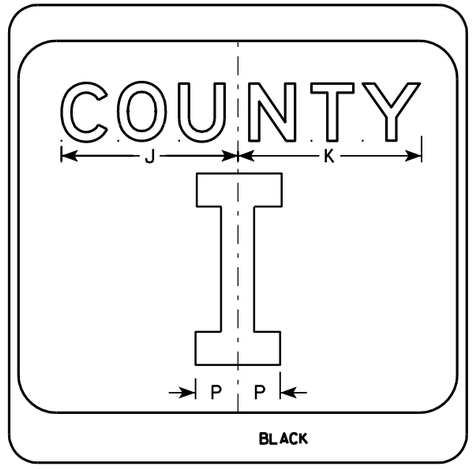
DATE 9/30/09 PLATE NO. G20-2A.8

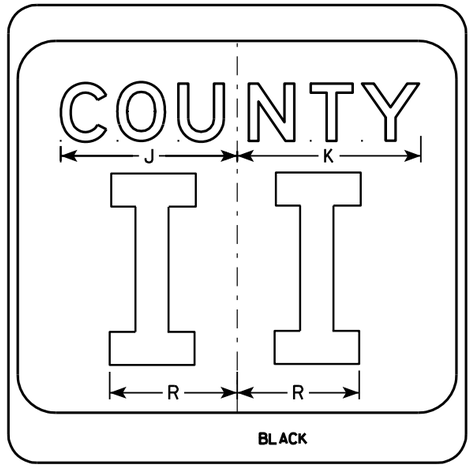
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 473	E



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

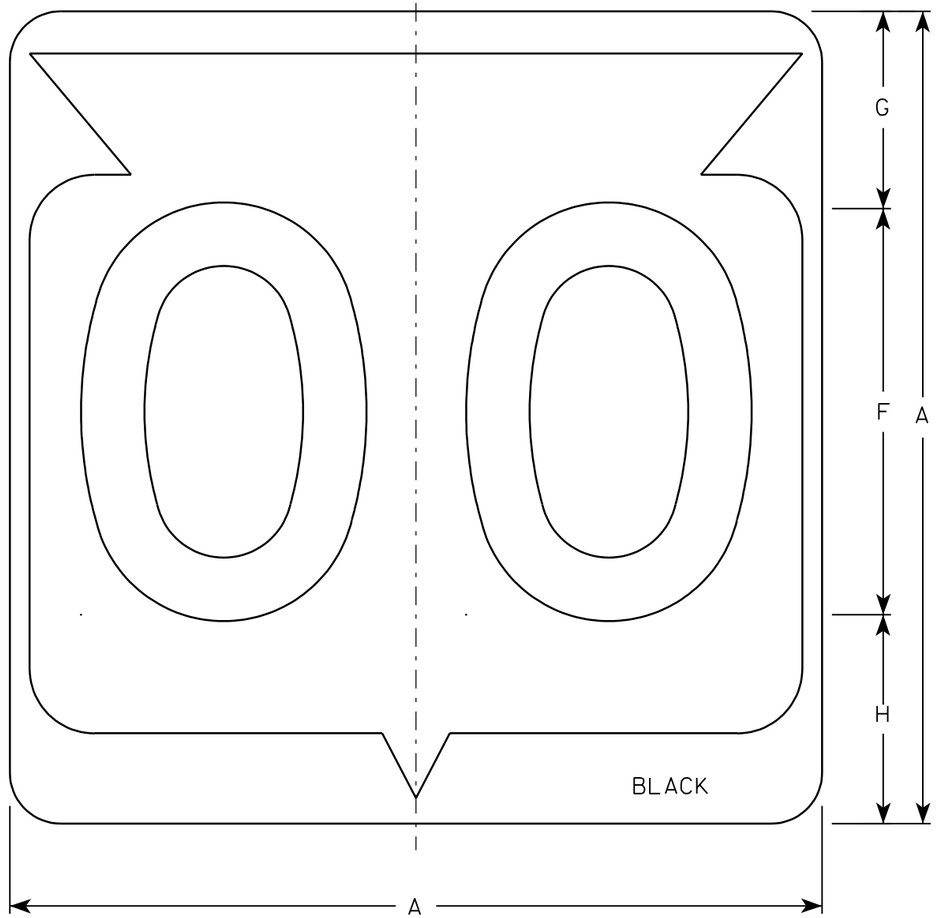
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

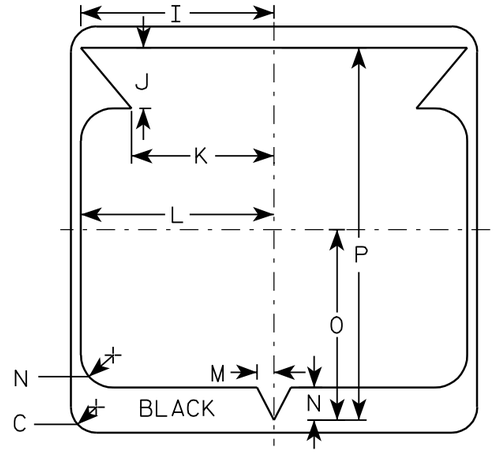
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 474	E



M1-6

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate Series numerals and adjust spacing as per plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective



Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0	.36
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81

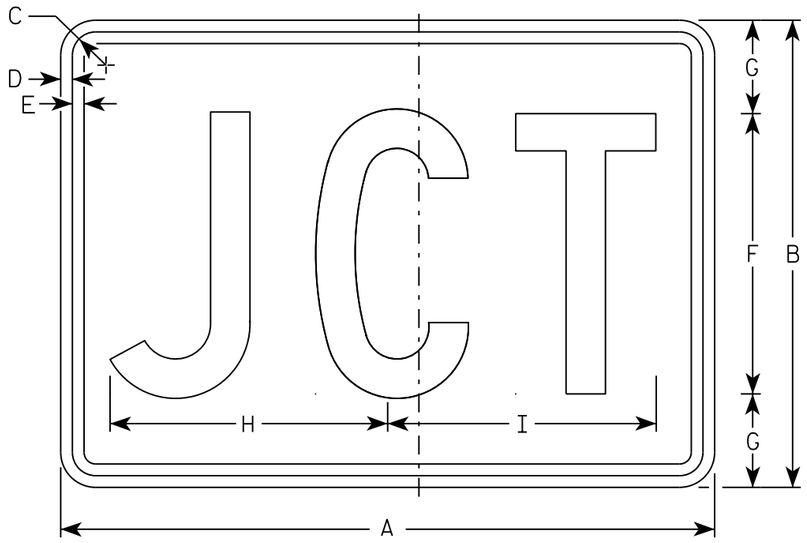
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

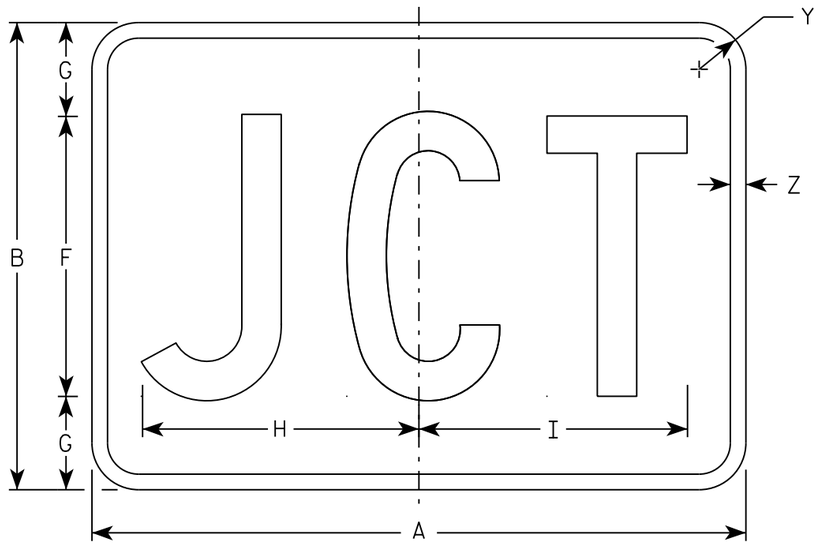
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 475	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

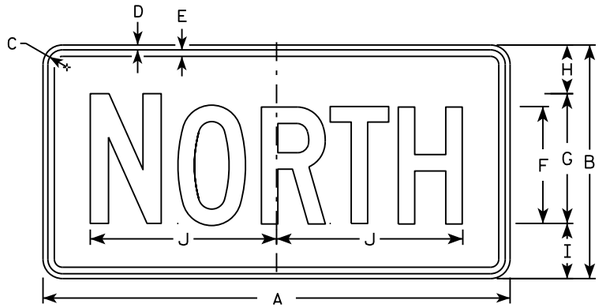
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

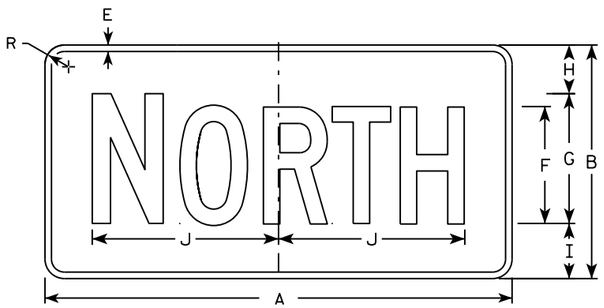
DATE 10/15/15 PLATE 476 12-1.12

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



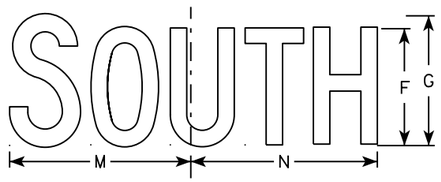
M3-1
MM3-1
MP3-1



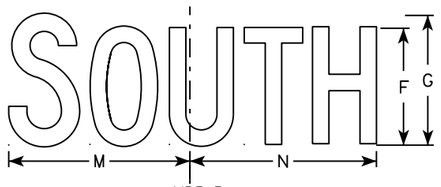
MB3-1
MK3-1
MN3-1

M3-2
MM3-2
MP3-2

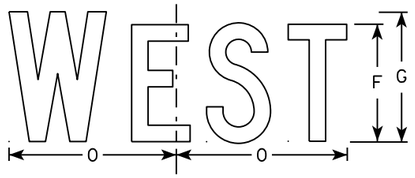
MB3-2
MK3-2
MN3-2



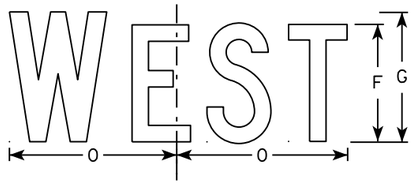
M3-3
MM3-3
MP3-3



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

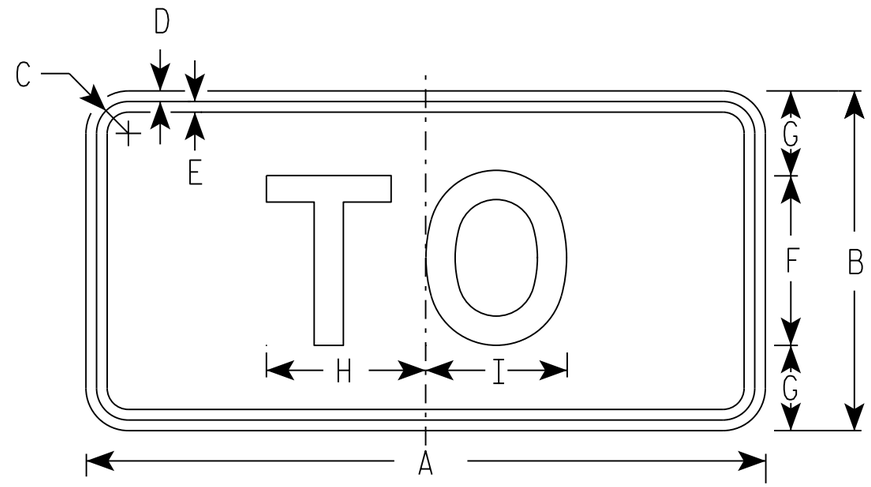
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

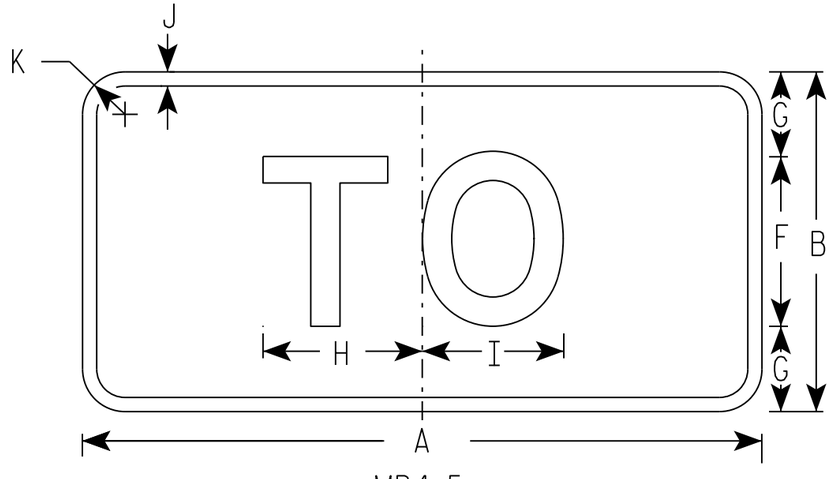
DATE 10/15/15 PLATE NO M3-1.14

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



M4-5
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

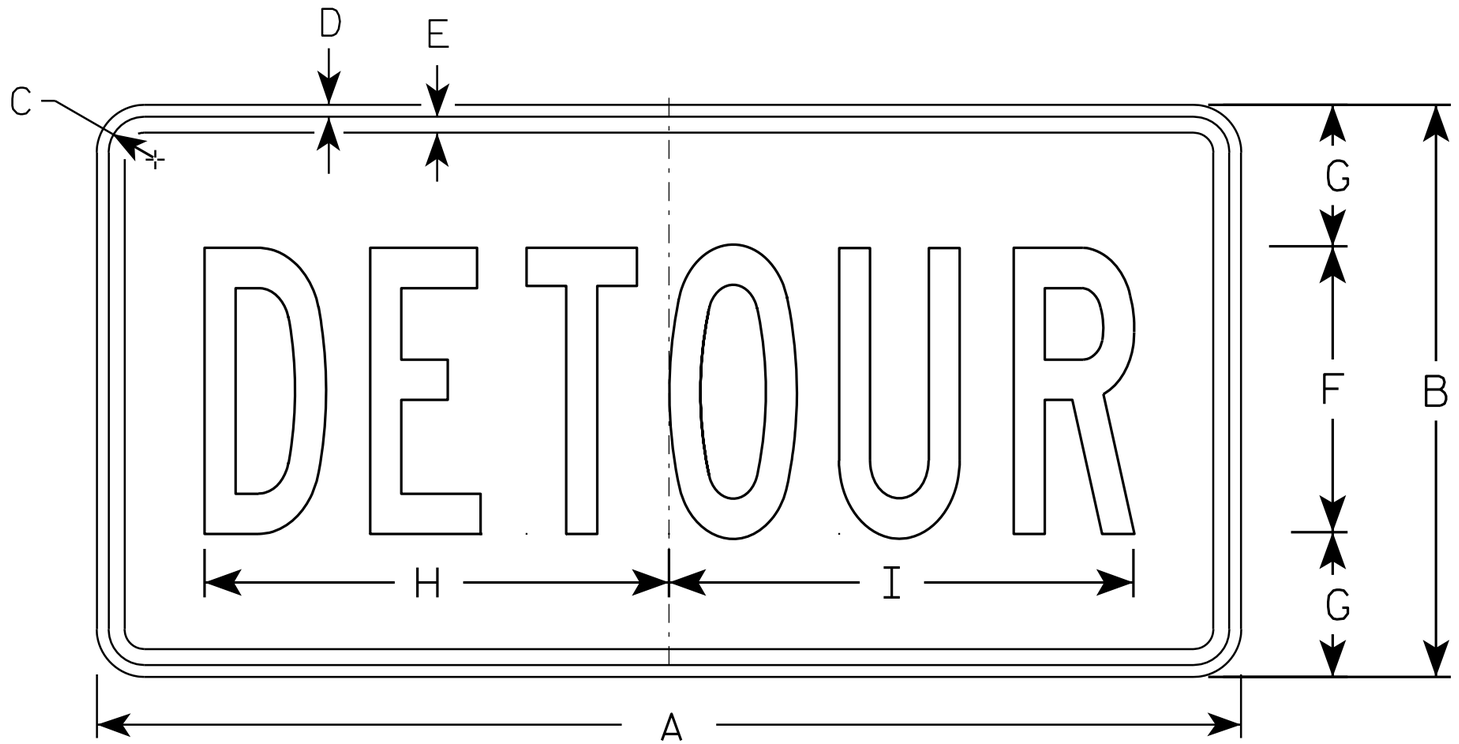
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 478 M4-5.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M45.DGN PLOT DATE : 01-DEC-2015 17:55 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 5.351066:1.000000



M4-8

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/8	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4																											
5																											

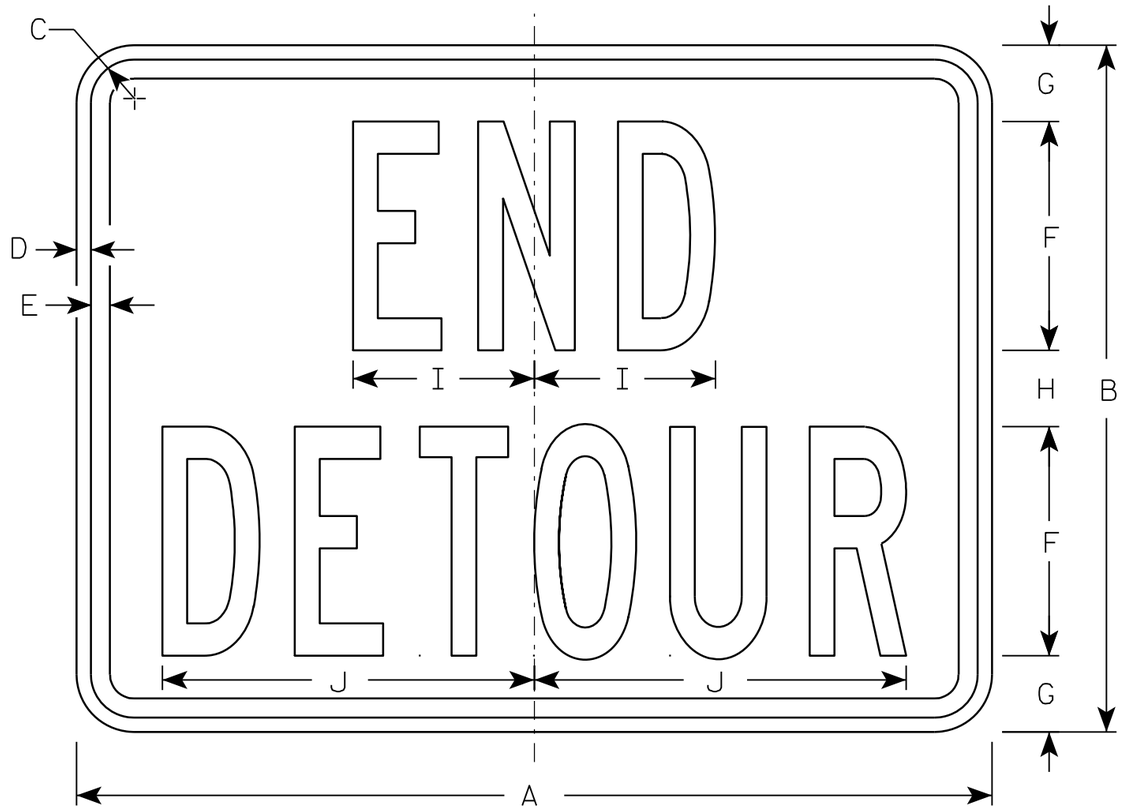
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-8.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 479	E



M4-8A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 1/8	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
3	30	24	1 1/8	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
4																											
5																											

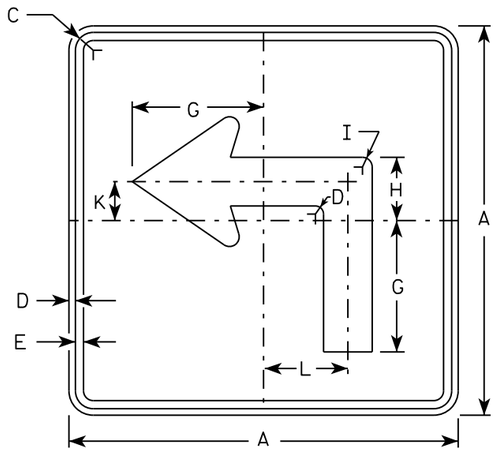
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

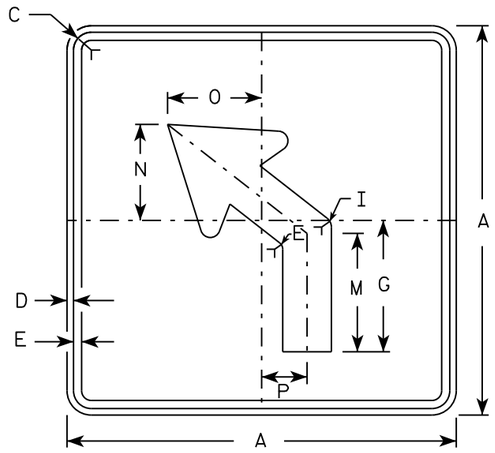
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

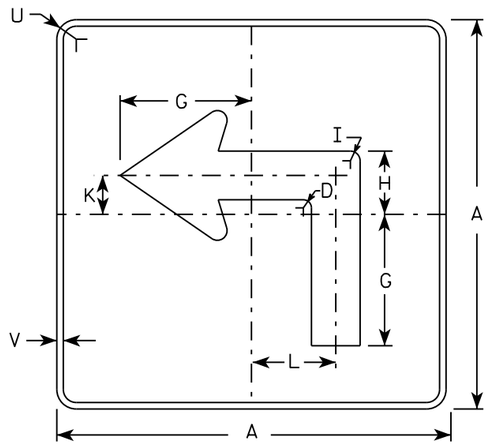
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 480	E



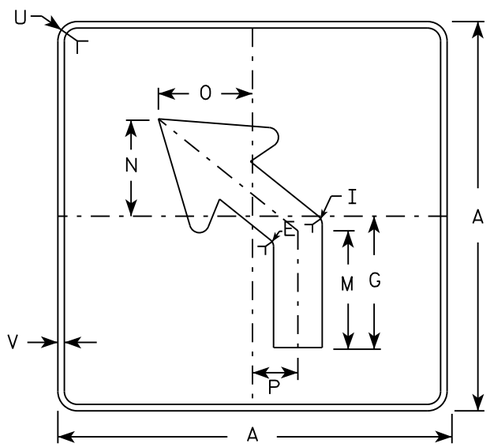
M5-1L
MM5-1L
MO5-1L
MP5-1L



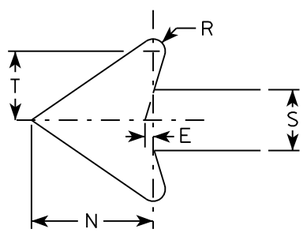
M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L



MB5-2L
MK5-2L
MN5-2L
MR5-2L



NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White - Type H Reflective
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3	1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25

STANDARD SIGN
M5-1 & M5-2

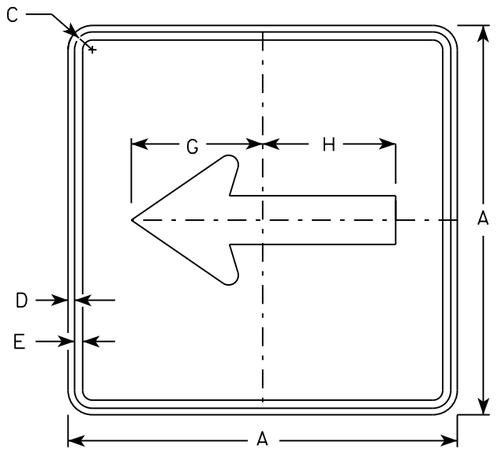
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

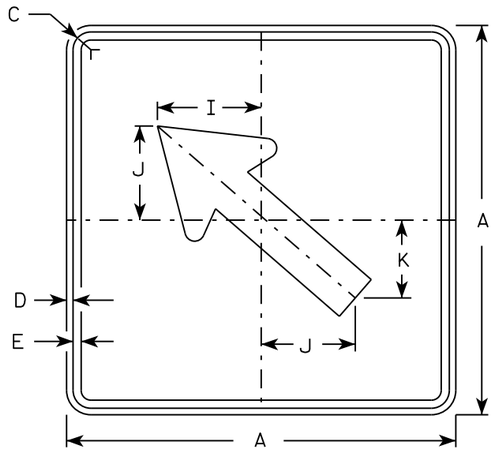
DATE 10/15/15 PLATE NO. M5-1.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M51.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



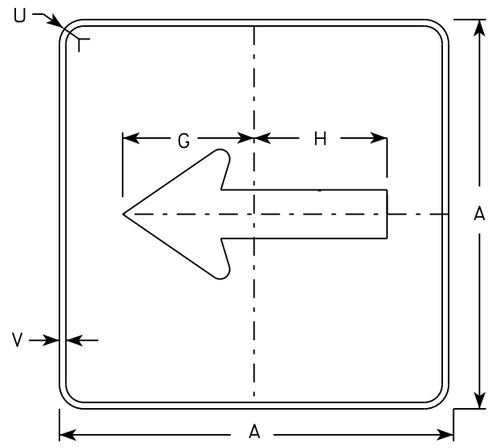
M6-1
MM6-1
MO6-1
MP6-1



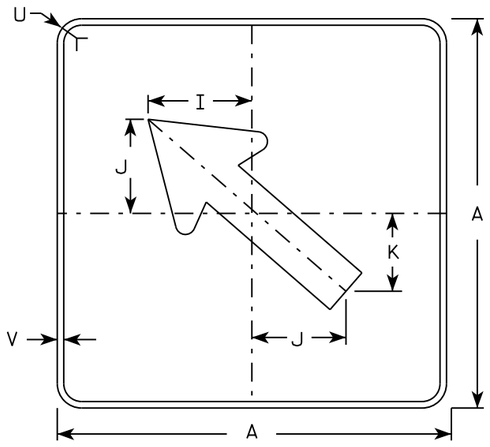
M6-2
MM6-2
MO6-2
MP6-2

NOTES

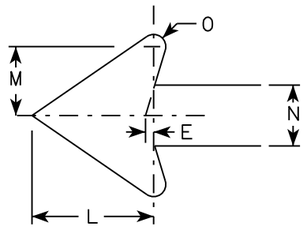
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow



MB6-1
MK6-1
MN6-1
MR6-1



MB6-2
MK6-2
MN6-2
MR6-2



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2						3.06
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
4	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
5	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25

STANDARD SIGN
M6-1 & M6-2
SERIES

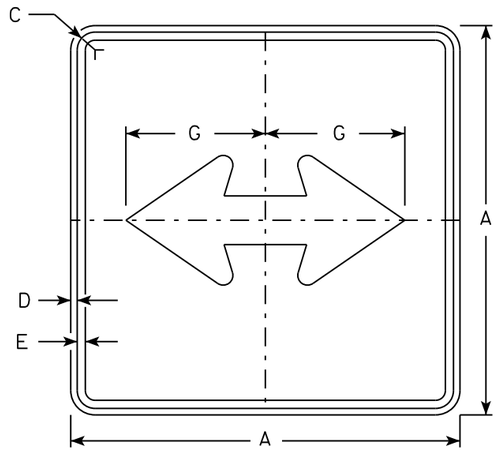
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

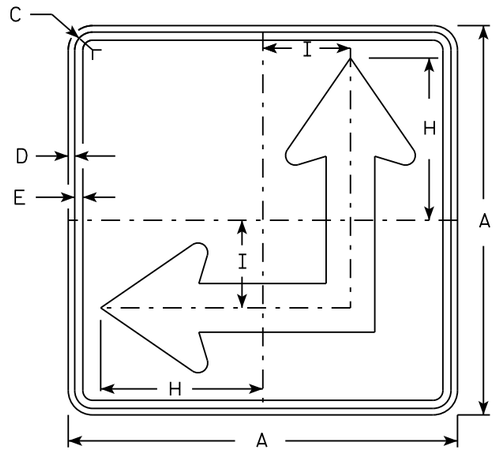
DATE 10/15/15 PLATE 482 M6-1.15

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



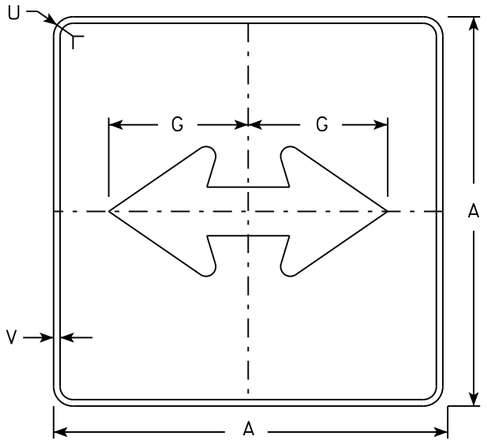
M6-4
MM6-4
MO6-4
MP6-4



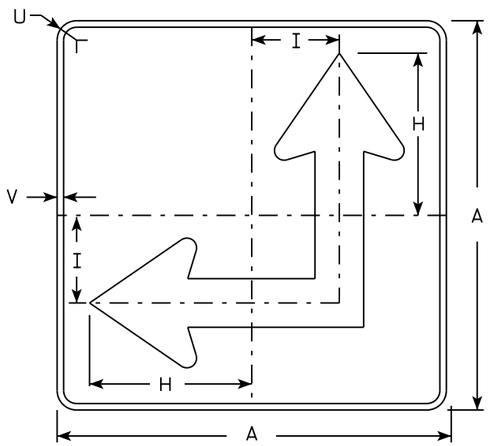
M6-6
MM6-6
MO6-6
MP6-6

NOTES

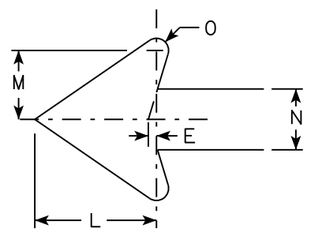
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See Note 4
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-4 and M6-6 Background - 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

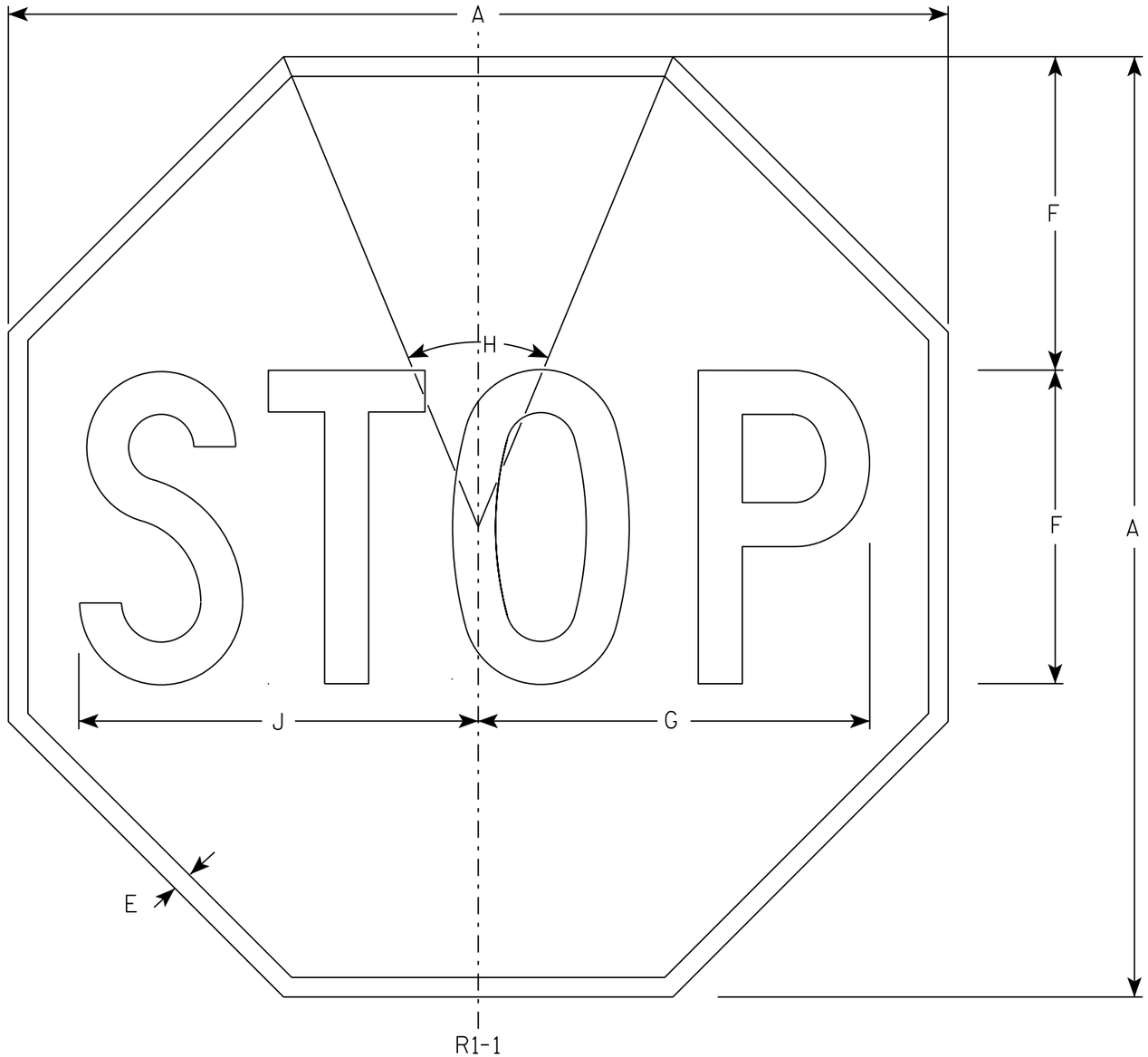
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 483 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

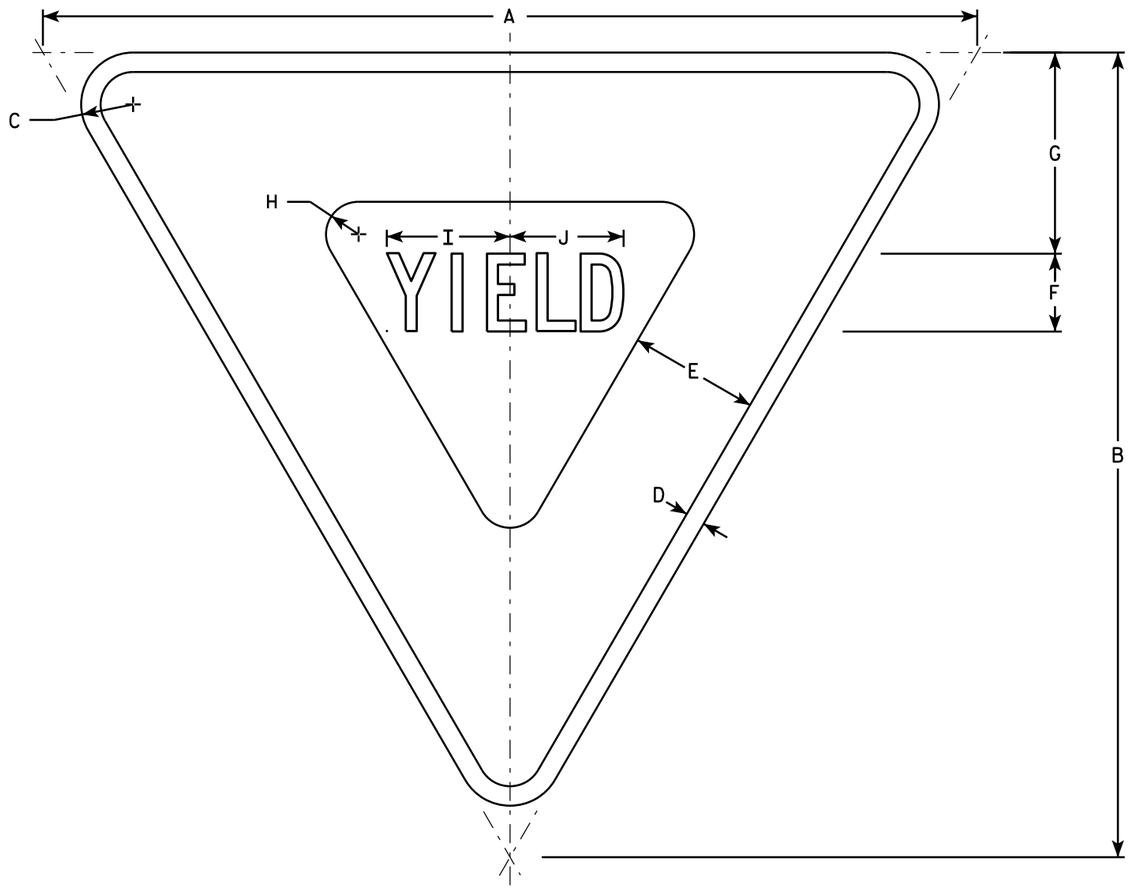
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/15 PLATE 484 R1-1.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R11.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 4.378143:1.000000



R1-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The border strip and word message are reflectorized red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	26	1 1/2	5/8	4	2 1/2	6 3/8	7/8	4	3 5/8																	2.71
2S	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88
2M	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
3	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
5	60	52	3	1 1/2	8	5	13	2 1/2	7 7/8	7 1/4																	10.83
6																											
7	18	15 1/2	1	3/8	2 1/2	1 1/2	3 7/8	5/8	2 3/8	2 1/4																	0.97

STANDARD SIGN
R1-2

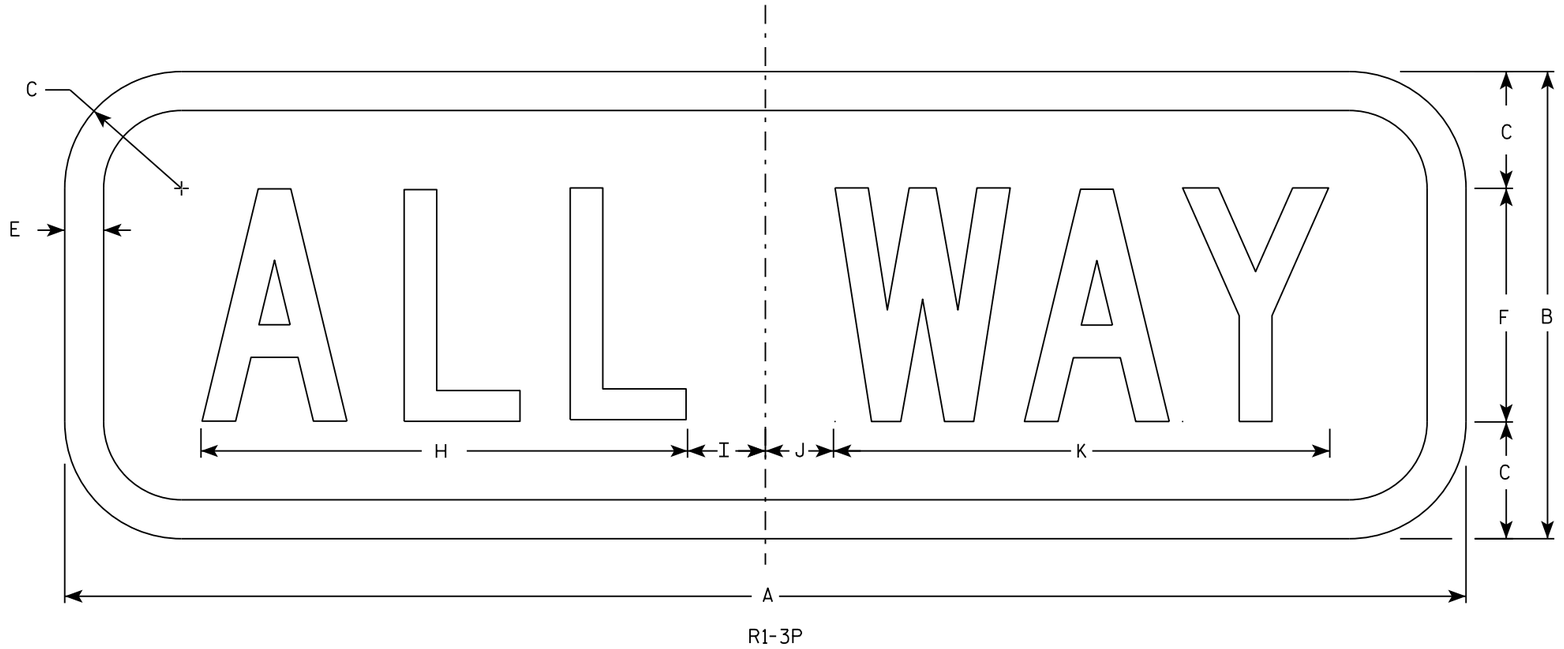
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/13/14 PLATE R1-2.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R12.DGN PLOT DATE : 13-OCT-2014 15:12 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.837526:1.000000
WISDOT/CADDS SHEET 42



R1-3P

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	6	1 1/2		1/2	3		6 1/4	1 1/4	7/8	6 3/8																0.75
2S	18	6	1 1/2		1/2	3		6 1/4	1 1/4	7/8	6 3/8																1.5
2M	24	9	1 1/2		1/2	5		9 1/4	1 1/4	3/4	9 3/4																1.5
3	24	9	1 1/2		1/2	5		9 1/4	1 1/4	3/4	9 3/4																1.5
4	30	12	2 1/4		5/8	6		11	2 1/4	1 1/2	11 3/4																2.5
5	30	12	2 1/4		5/8	6		11	2 1/4	1 1/2	11 3/4																2.5

STANDARD SIGN
R1-3P

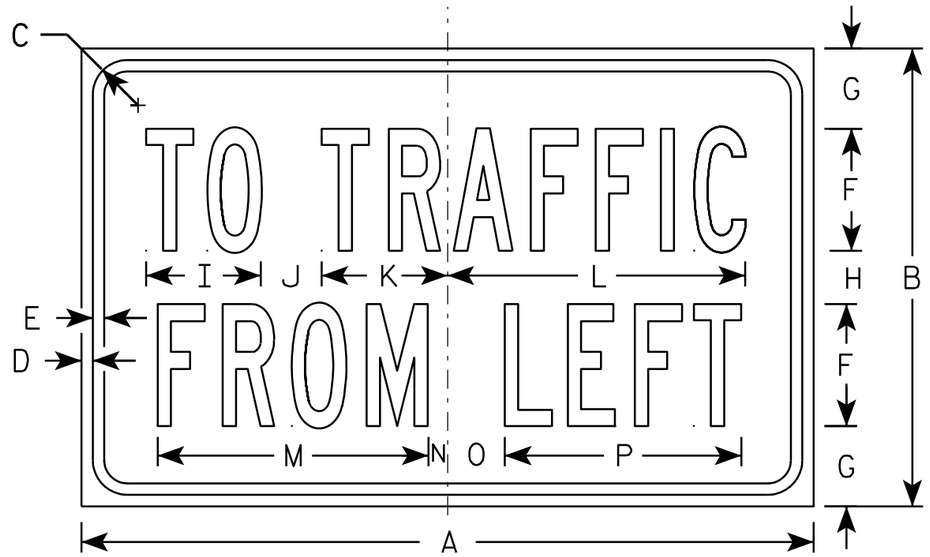
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/24/15 PLATE R1-3P.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R13P.DGN PLOT DATE : 01-DEC-2015 18:08 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 1.945842:1.000000



R1-54

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	15	1 1/8	3/8	3/8	4	2 5/8	1 3/4	3 3/4	2	4 1/8	9 3/4	8 7/8	5/8	1 7/8	7 3/4											2.5
2M	24	15	1 1/8	3/8	3/8	4	2 5/8	1 3/4	3 3/4	2	4 1/8	9 3/4	8 7/8	5/8	1 7/8	7 3/4											2.5
3																											
4																											
5																											

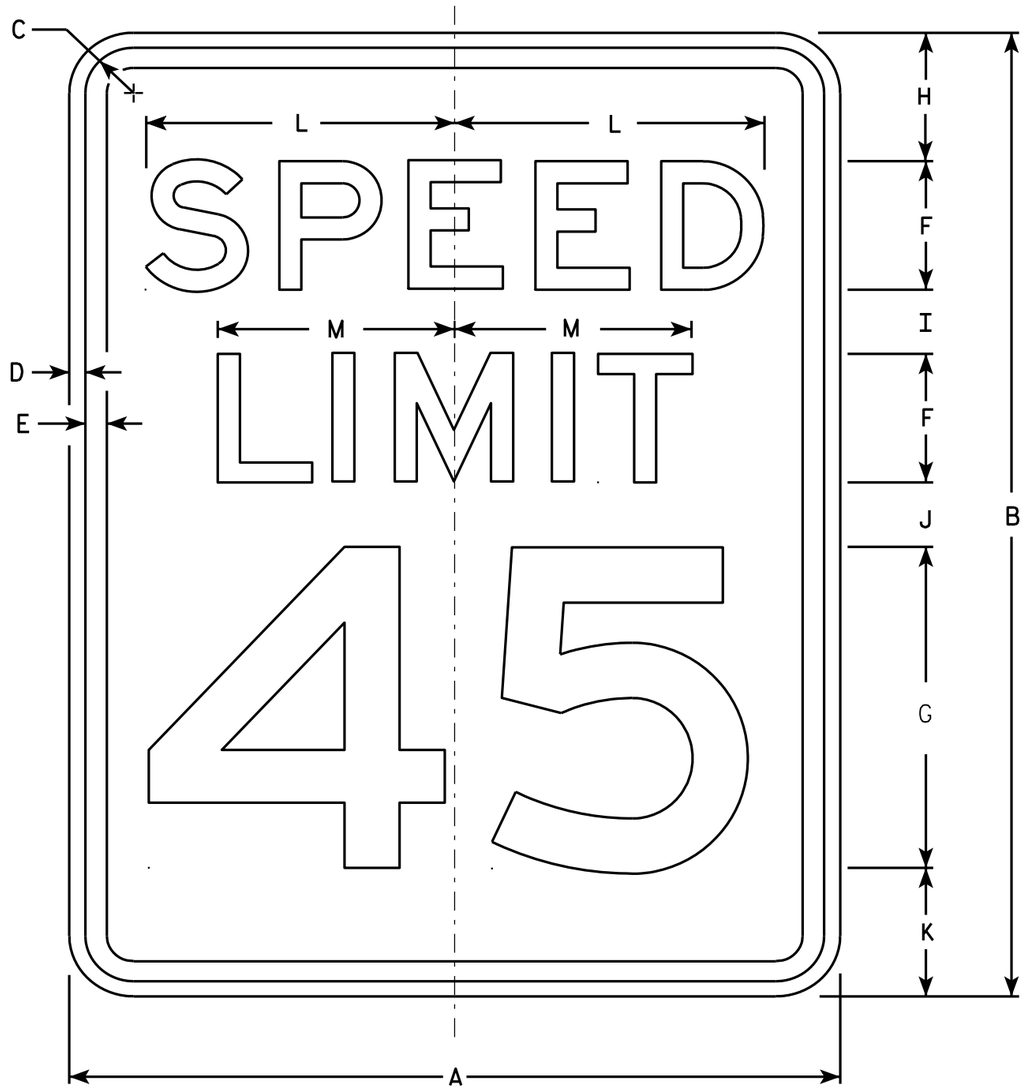
STANDARD SIGN
R1-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-54.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 487	E



R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

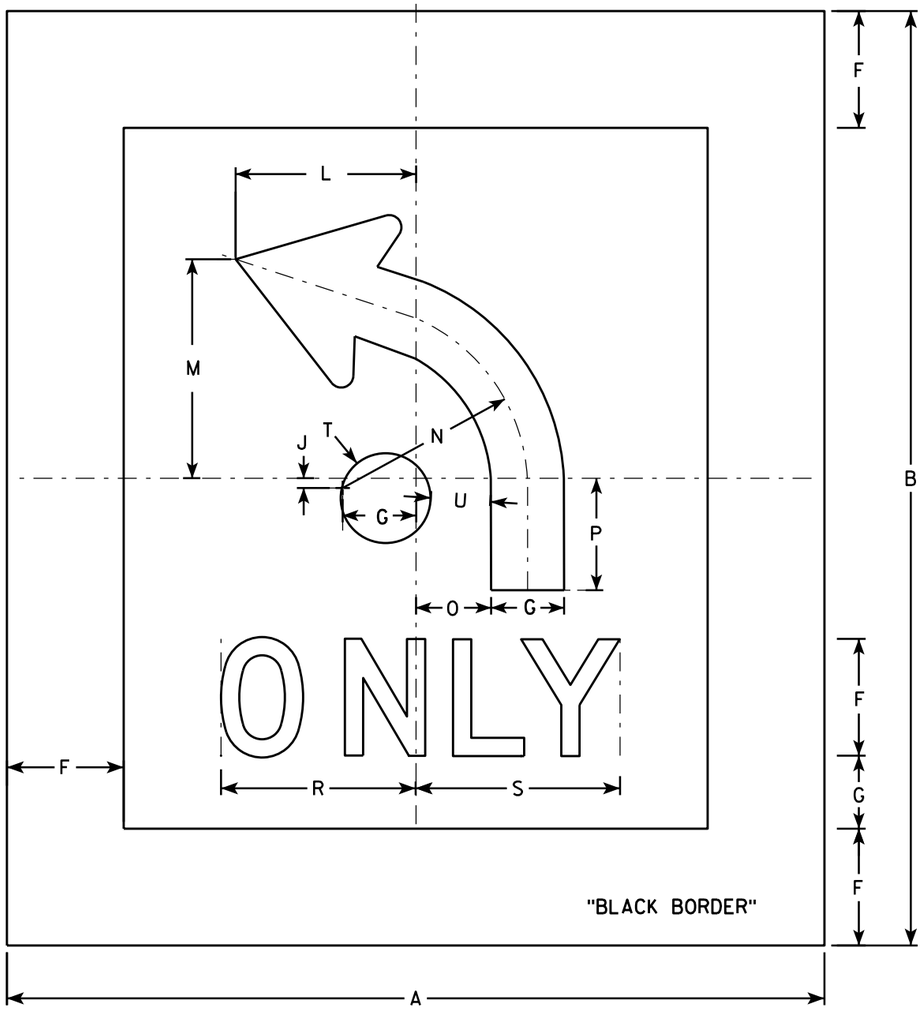
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 488 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R21.DGN PLOT DATE : 28-MAY-2010 08:32 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 4.717577:1.000000

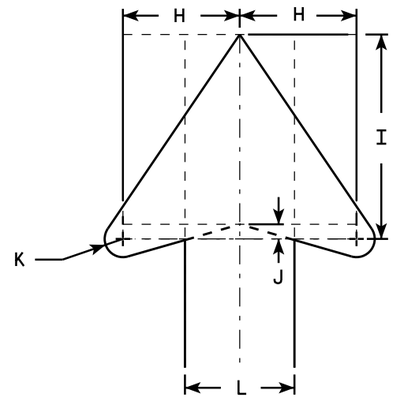
WISDOT/CADDS SHEET 42



R3-5X

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood. When base material is metal, the corners shall be rounded.
5. The 6" border is non-reflective black.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	42	48				6	3 3/4	4	7	1/2	5/8	9 1/4	11 1/4	9 1/2	3 7/8	5 3/4		10	10 1/2	4 1/2	3						14.0
2M	42	48				6	3 3/4	4	7	1/2	5/8	9 1/4	11 1/4	9 1/2	3 7/8	5 3/4		10	10 1/2	4 1/2	3						14.0
3																											
4																											
5																											

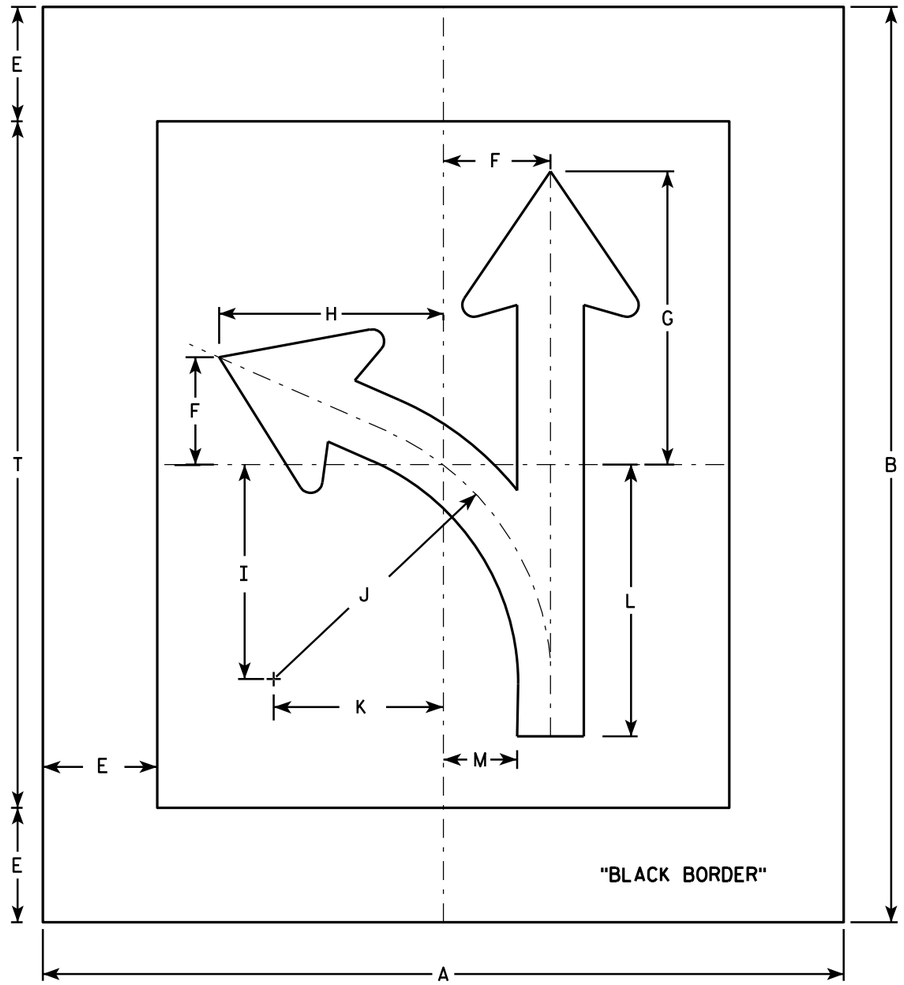
STANDARD SIGN
R3-5X

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 489 R3-5X.3

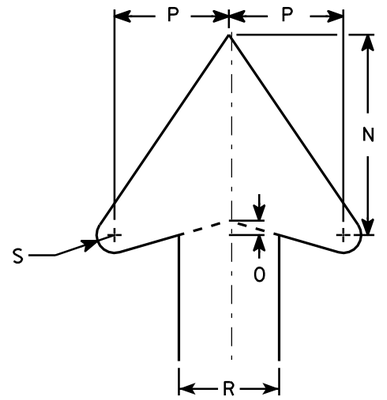
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



R3-6L

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Corners may be square or rounded when base material is plywood. When base material is metal, the corners shall be rounded.
4. R3-6R is the same as R3-6L except curved portion of arrow points right.
5. The 6" border is non-reflective black.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	42	48			6	5 5/8	15 3/8	11 3/4	11 1/4	14 1/2	8 7/8	14 1/4	3 7/8	7	1/2	4		3 1/2	5/8	36							14.0
2M	42	48			6	5 5/8	15 3/8	11 3/4	11 1/4	14 1/2	8 7/8	14 1/4	3 7/8	7	1/2	4		3 1/2	5/8	36							14.0
3																											
4																											
5																											

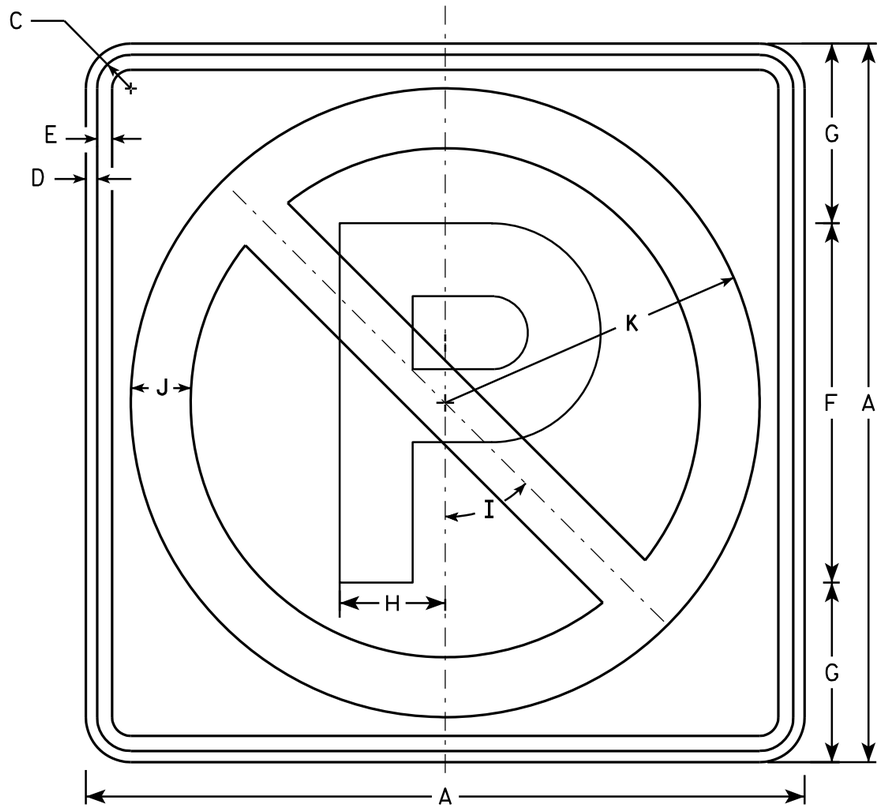
STANDARD SIGN
R3-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/17/2011 PLATE NO. R3-6.5

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 490 | E



R3-8A

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Letter P are non reflective black, the circle with diagonal bar is reflective red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	3/8	1/2	12	6	3 1/2	45°	2	10 1/2																4.0
2M	24		1 1/8	3/8	1/2	12	6	3 1/2	45°	2	10 1/2																4.0
3																											
4																											
5																											

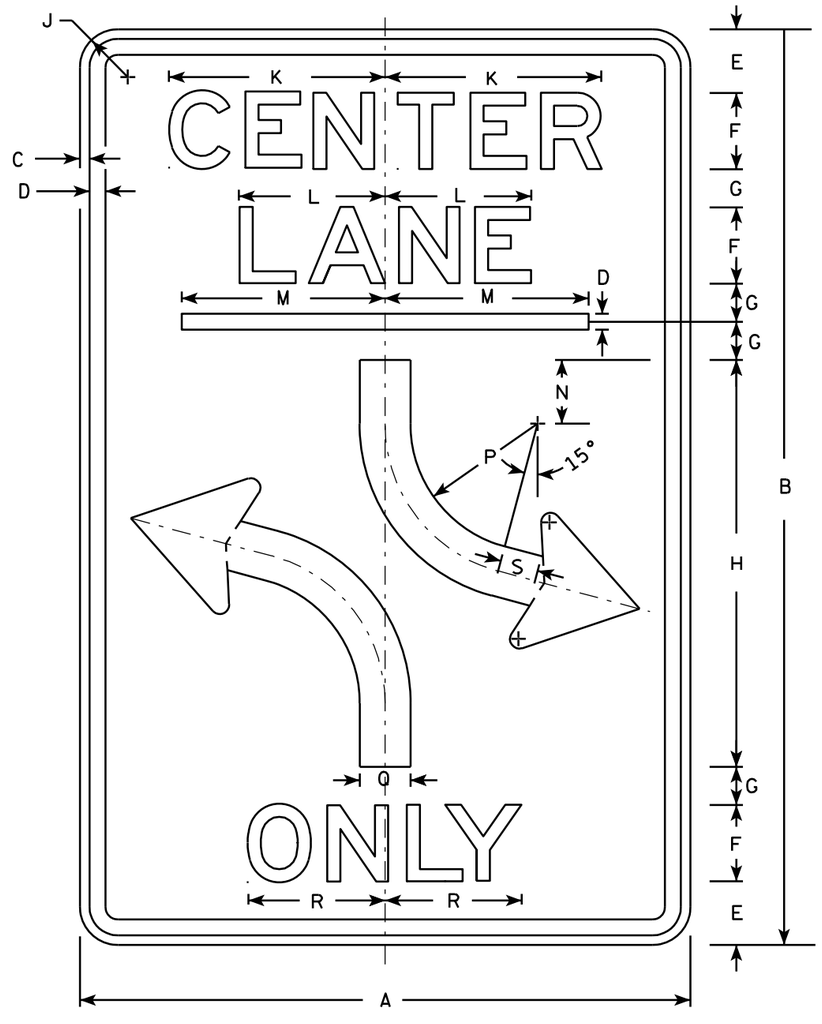
STANDARD SIGN
R3-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/01/12 PLATE NO. R3-8A.1

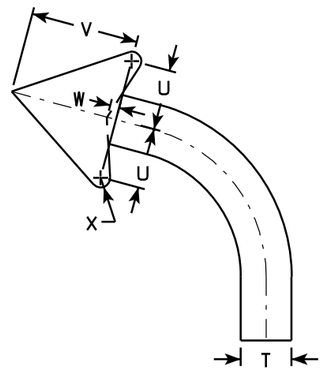
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 491 | E



R3-9B

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	3/8	1/2	2 1/2	3	1 1/2	16		1 1/2	8 1/2	5 3/4	8	2 1/2		6	2	5 1/8	1 1/2		2 3/8	4 3/8	3/8				6.0
2M	24	36	3/8	1/2	2 1/2	3	1 1/2	16		1 1/2	8 1/2	5 3/4	8	2 1/2		6	2	5 1/8	1 1/2		2 3/8	4 3/8	3/8				6.0
3	36	48	5/8	7/8	3 1/2	5	1 1/2	20		2 1/4	14 1/8	9 1/2	12	3		4	3	9 7/8	2		3 1/2	6 1/8	1/2				12.0
4																											
5																											

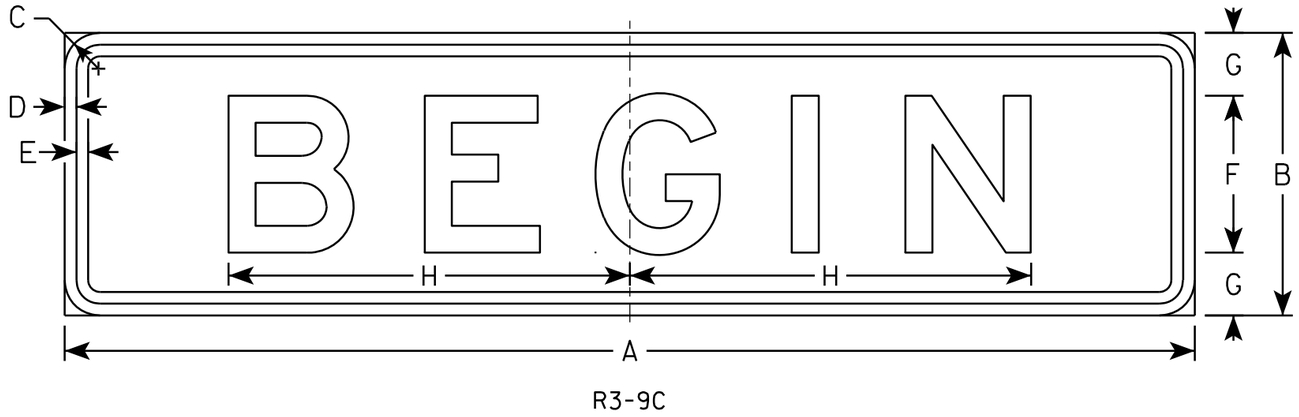
STANDARD SIGN
R3-9B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-9B.5

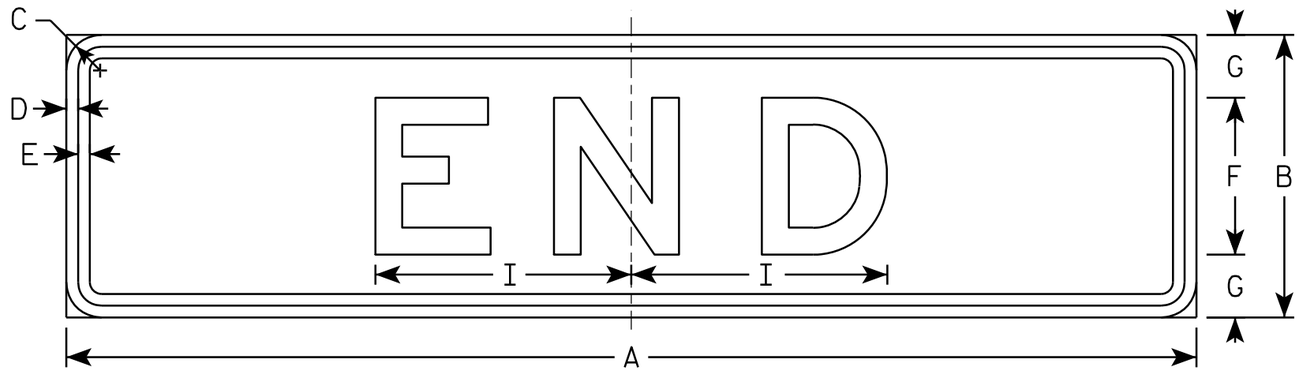
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 492 | E



R3-9C

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R3-9D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	6	1 1/8	3/8	3/8	3	1 1/2	7 3/4	4 7/8																		1.0
2M	24	6	1 1/8	3/8	3/8	3	1 1/2	7 3/4	4 7/8																		1.0
3	36	9	1 1/8	3/8	3/8	5	2	12 3/4	8 1/8																		1.86
4																											
5																											

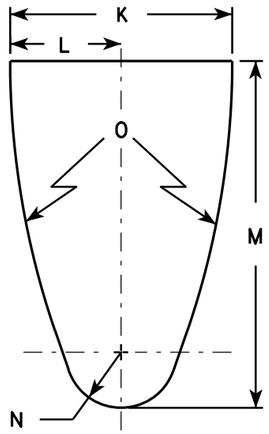
STANDARD SIGN
R3-9C & R3-9D

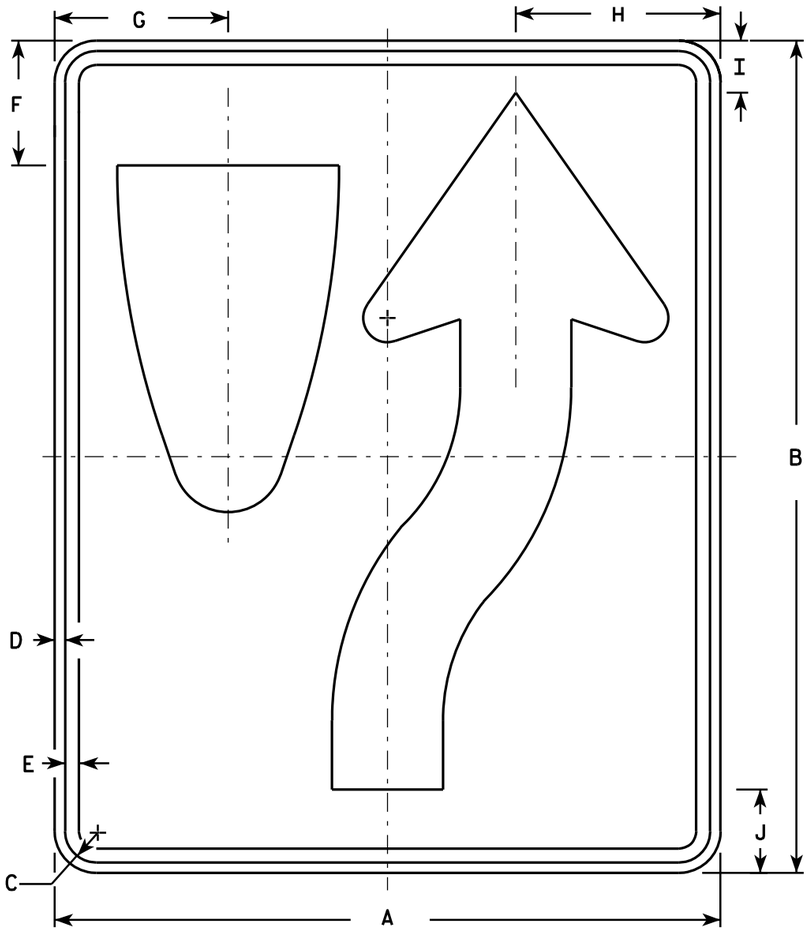
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-9C.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 493	E

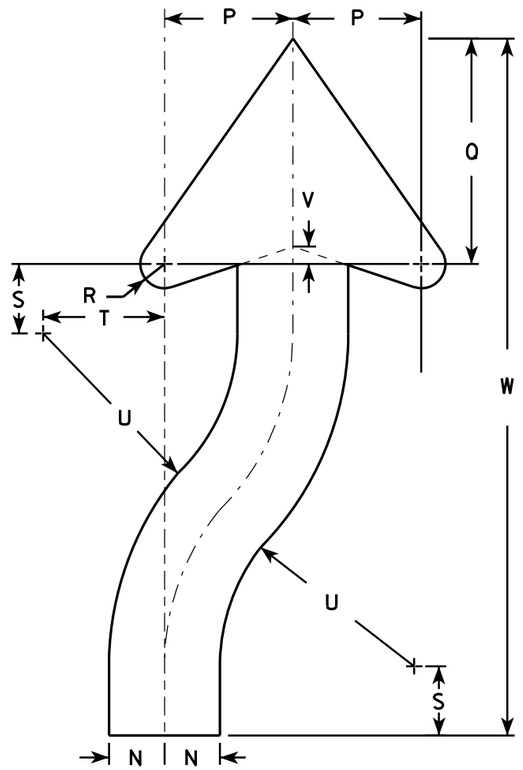




R4-7

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

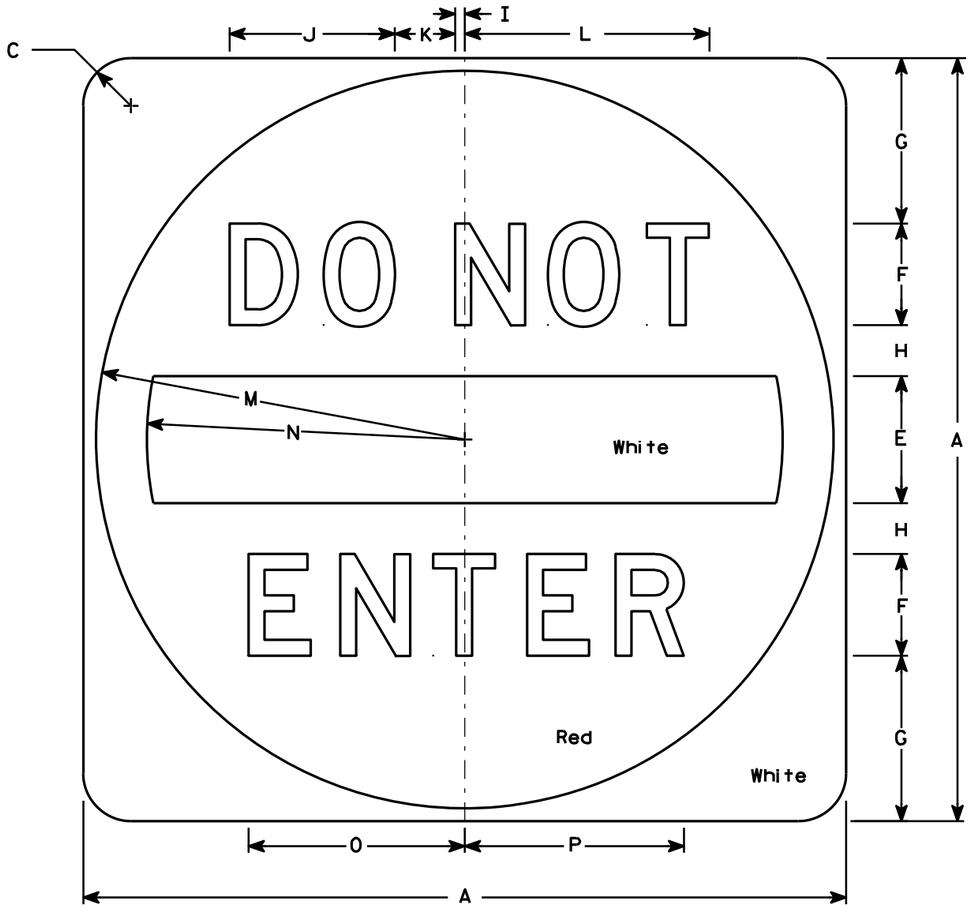
STANDARD SIGN
R4-7 & R4-8

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: 494	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

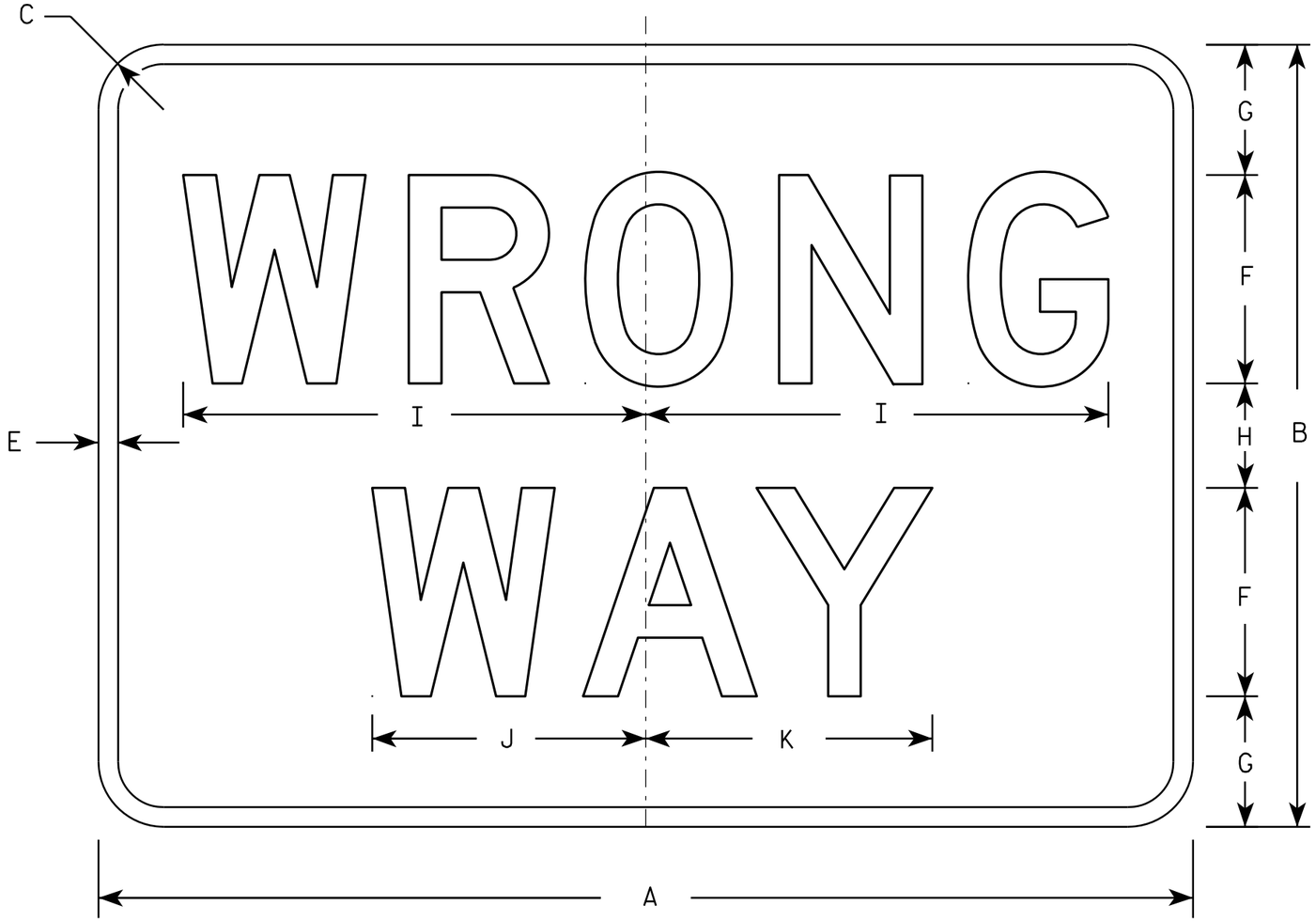
STANDARD SIGN
R5-1

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: 495 | 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

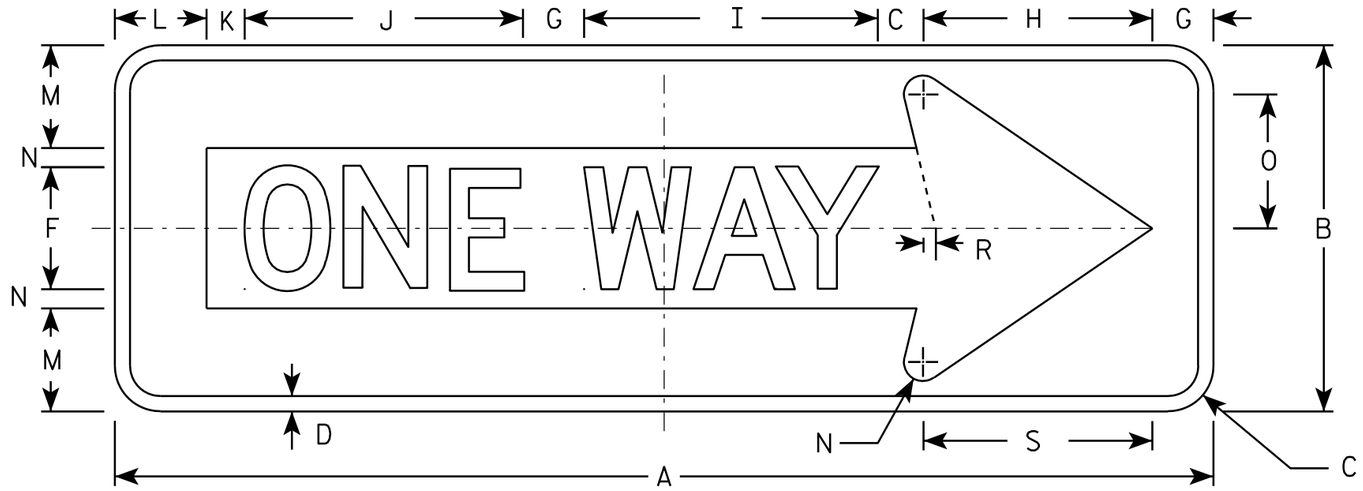
STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1A.2

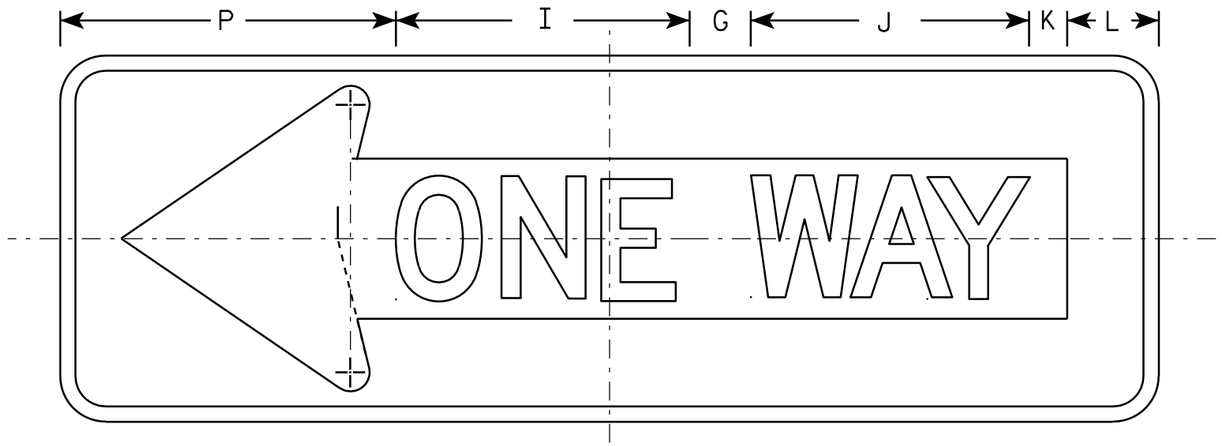
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 496	E



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

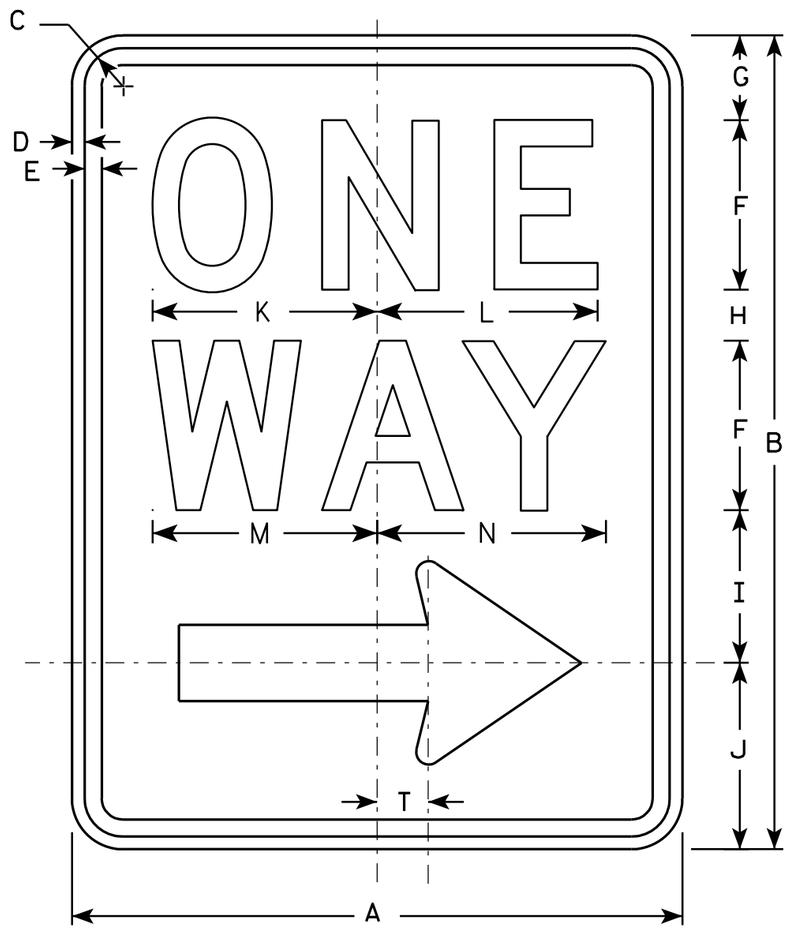
DATE 12/17/10 PLATE NO. R6-1.2

PROJECT NO:

SHEET NO: 497 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R61.DGN PLOT DATE : 17-DEC-2010 14:11 PLOT BY : dotsja

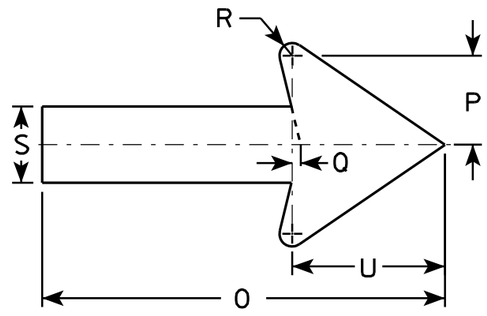
WISDOT/CADDS SHEET 42



R6-2R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R6-2L same as R6-2R except arrow points to the left.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
1	18	24	1 1/8	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 3/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

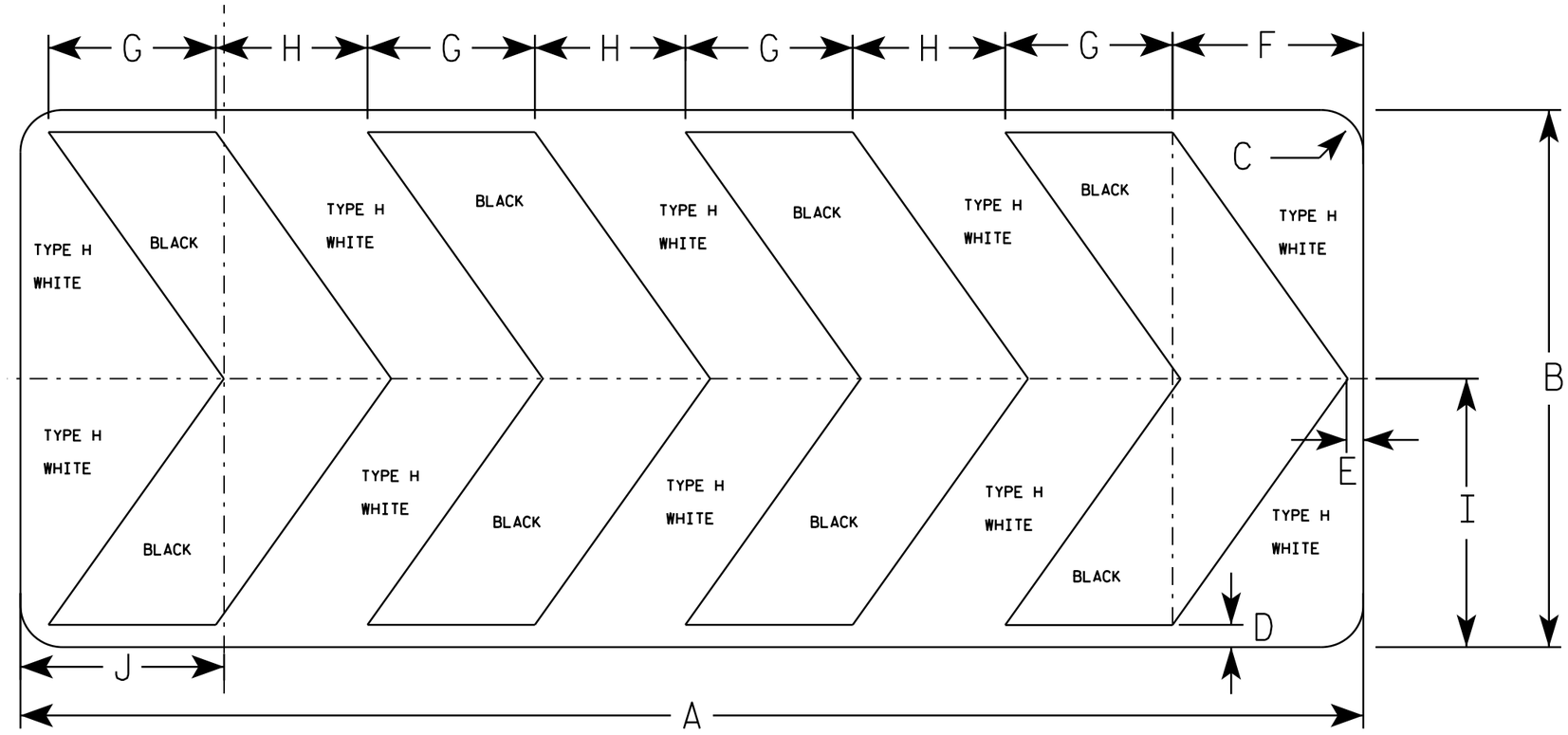
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 498	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - WHITE
   Message - BLACK
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R6-4B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	24	1 7/8	1	3/4	8 1/2	7 1/2	6 3/4	12	9 1/8																	10.0
2M	60	24	1 7/8	1	3/4	8 1/2	7 1/2	6 3/4	12	9 1/8																	10.0
3																											
4																											
5																											

STANDARD SIGN
R6-4B

WISCONSIN DEPT OF TRANSPORTATION

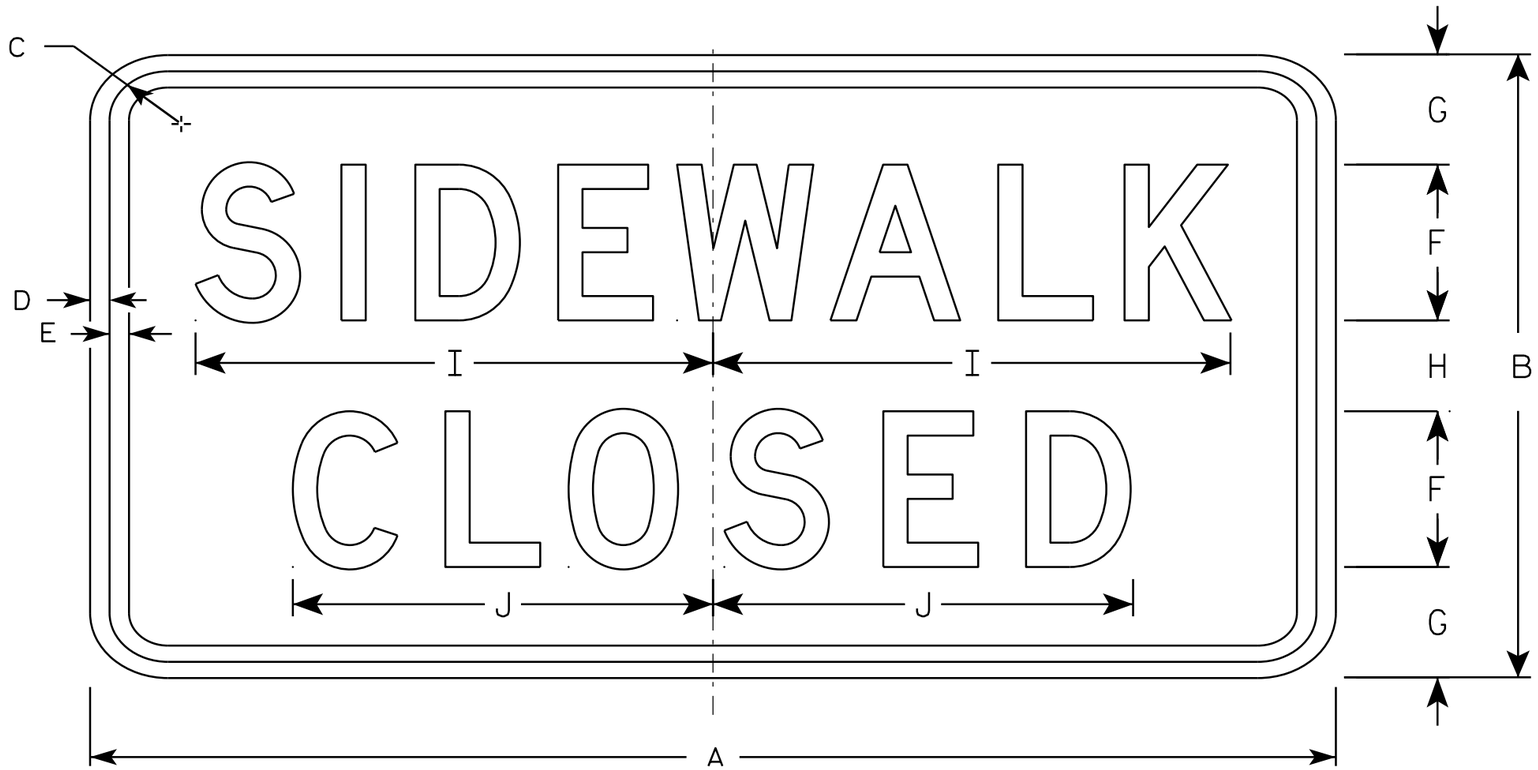
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/14 PLATE NO. R6-4.3

PROJECT NO: SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R64B.DGN PLOT DATE : 21-AUG-2014 15:01 PLOT BY : mscsja

WISDOT/CADDS SHEET 42



R9-9

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
2M	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
3	30	18	1 3/4	1/2	1/2	4	3 1/2	3	12 1/2	10 1/4																	3.75
4																											
5																											

STANDARD SIGN
R9-9

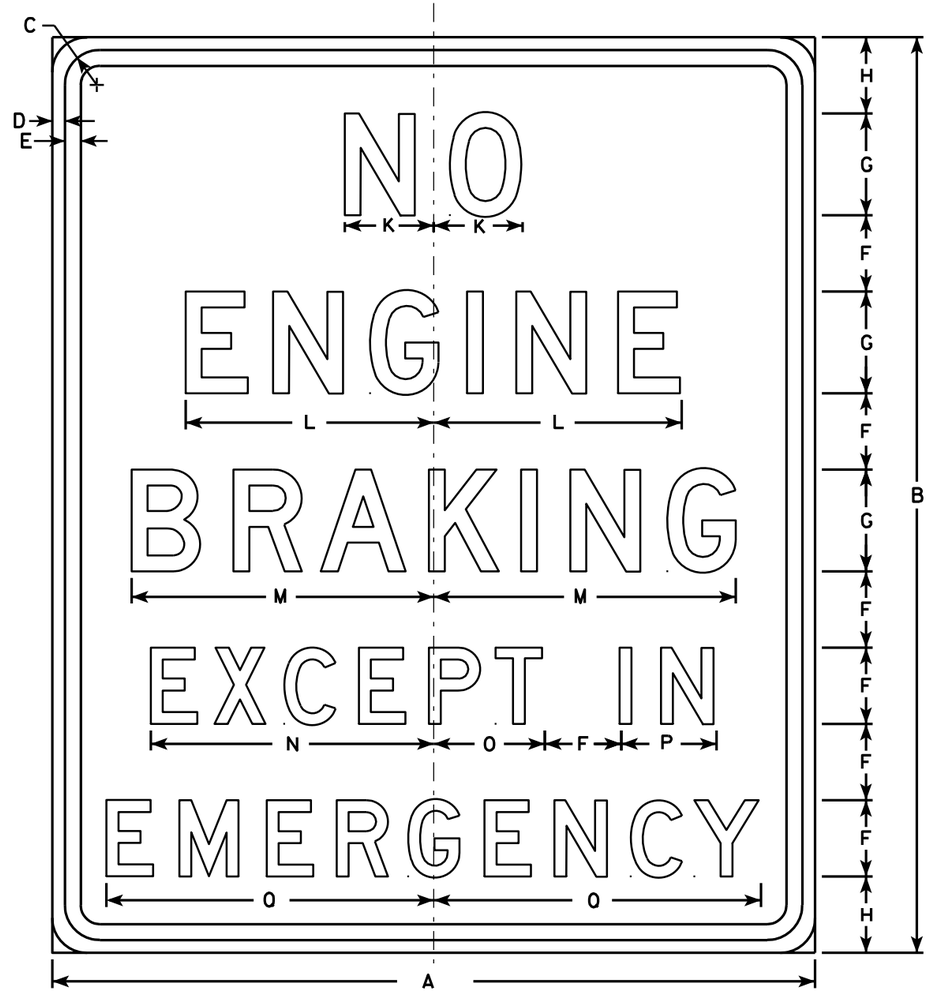
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/10/16 PLATE 500 R9-9.6

PROJECT NO: | HWY: | COUNTY: | | SHEET NO: E

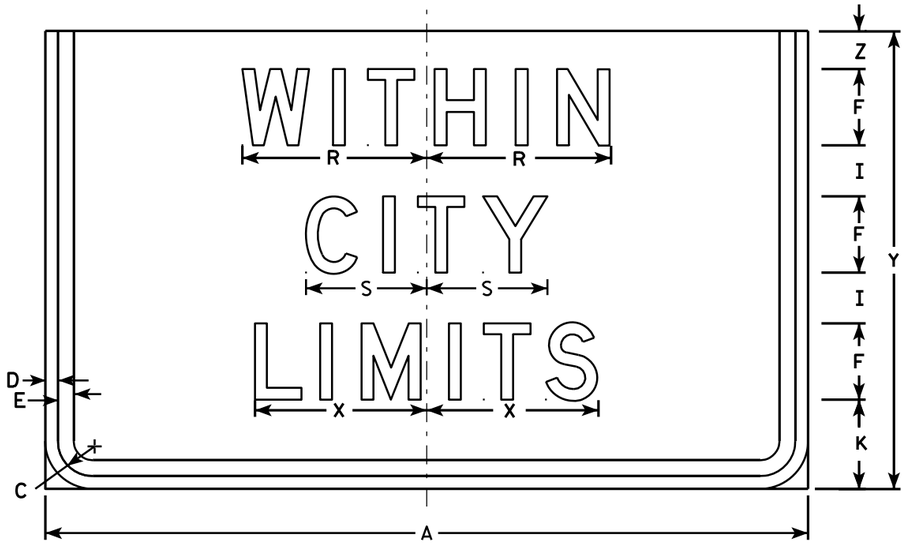
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R99.DGN PLOT DATE : 10-MAR-2016 15:44 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 2.918761:1.000000
WISDOT/CADDS SHEET 42



R10-64

NOTES

1. Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 2 of R10-64F is Series C for "TOWNSHIP" Only



R10-64F

Area sq. ft.
3.75
7.0

VILLAGE
V
V

TOWNSHIP
U
U

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	36	1 3/8	1/2	5/8	3	4	3	2		3 1/2	9 3/4	11 7/8	11 1/8	4 3/8	3 3/4	12 7/8	7 1/4	4 3/4		8 1/4	8 3/4	5/8	6 3/4	18	1 1/2	7.5
2S	30	36	1 3/8	1/2	5/8	3	4	3	2		3 1/2	9 3/4	11 7/8	11 1/8	4 3/8	3 3/4	12 7/8	7 1/4	4 3/4		8 1/4	8 3/4	5/8	6 3/4	18	1 1/2	7.5
2M	30	36	1 3/8	1/2	5/8	3	4	3	2		3 1/2	9 3/4	11 7/8	11 1/8	4 3/8	3 3/4	12 7/8	7 1/4	4 3/4		8 1/4	8 3/4	5/8	6 3/4	18	1 1/2	7.5
3	42	48	1 3/8	1/2	5/8	4	5	4 1/2	3		4	12 1/4	14 7/8	14 1/8	5 1/4	4 3/4	16 1/4	9	6		11	11 1/4	1 1/2	8 1/2	24	2	14.0
4																											
5																											

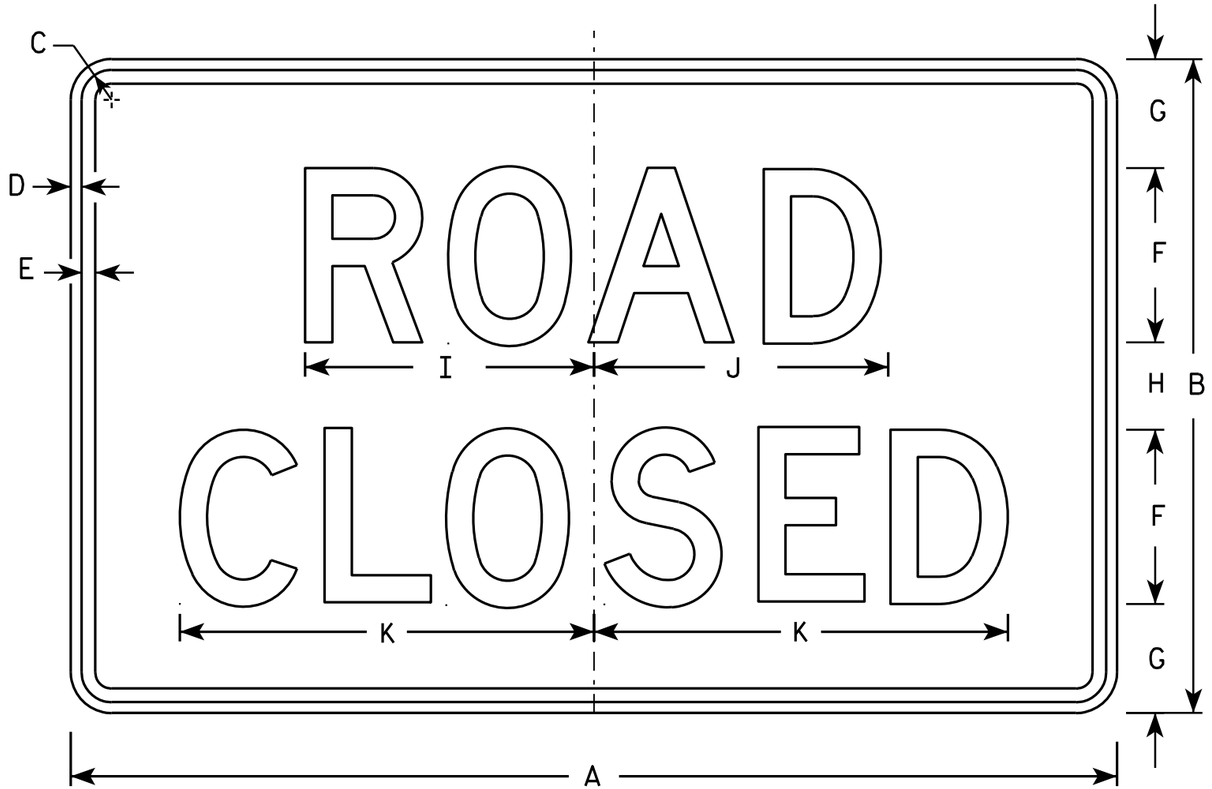
STANDARD SIGN
R10-64 & R10-64F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/4/11 PLATE NO. R10-64.7

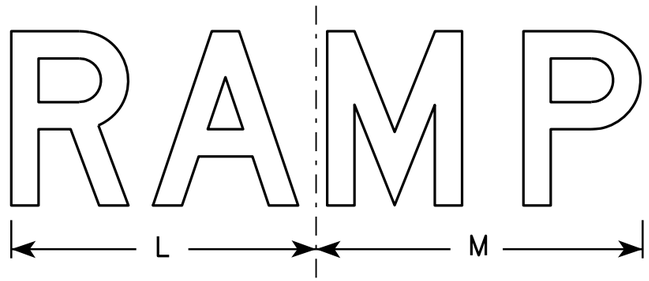
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 501	E



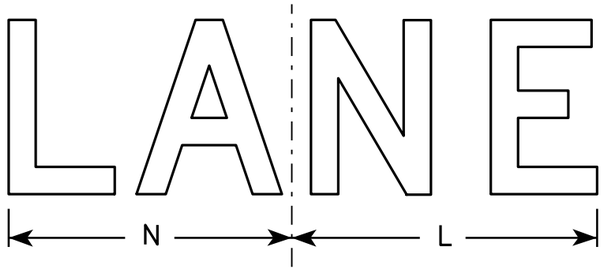
R11-2

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

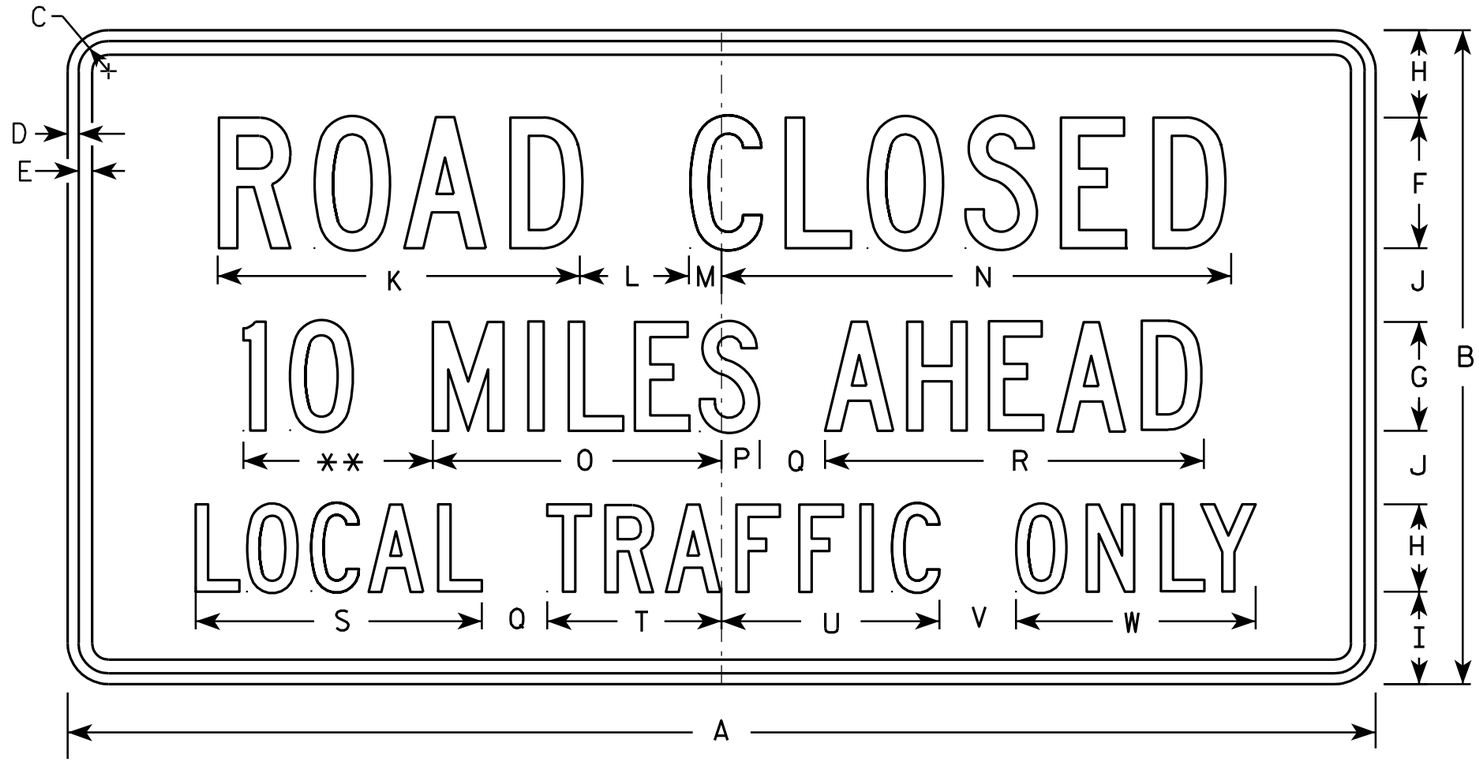
STANDARD SIGN
R11-2

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: 502 | E



R11-3

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

** See Note 5

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 3/8	1/2	5/8	4	3	2 1/2	2	2	11 1/8	3	1 1/8	15 1/4	8	1 1/2	2	10 3/4	8 3/8	4 3/4	6 1/2	2	6 3/4				4.5
2S	60	30	1 3/8	1/2	5/8	6	5	4	4 1/4	3 3/8	16 5/8	5	1 1/2	23	13 1/4	1 3/4	3	17 3/8	13 1/8	8	10	3 1/2	11				12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	4 1/4	3 3/8	16 5/8	5	1 1/2	23	13 1/4	1 3/4	3	17 3/8	13 1/8	8	10	3 1/2	11				12.5
3																											
4																											
5																											

STANDARD SIGN
R11-3

WISCONSIN DEPT OF TRANSPORTATION

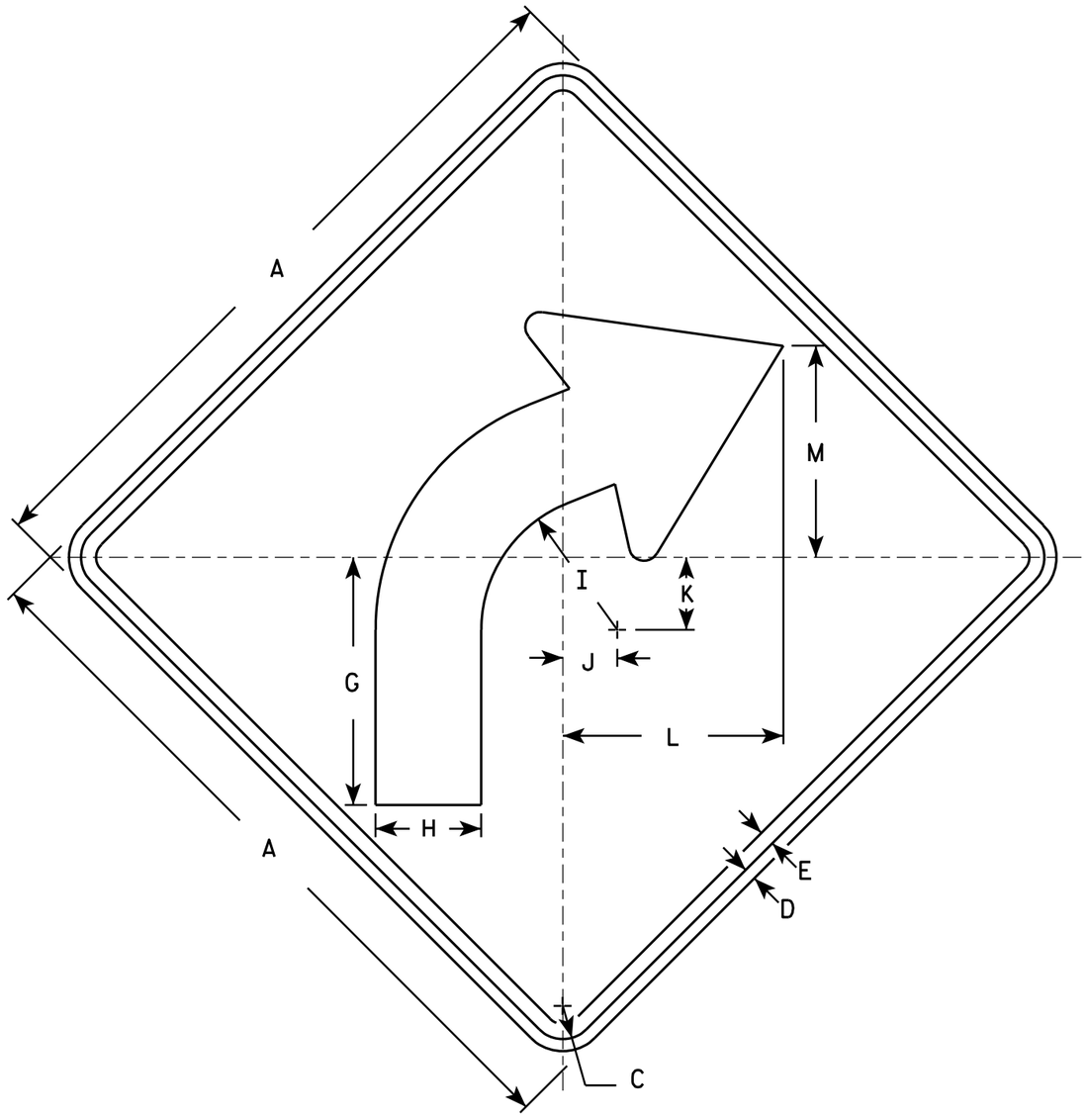
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-3.6

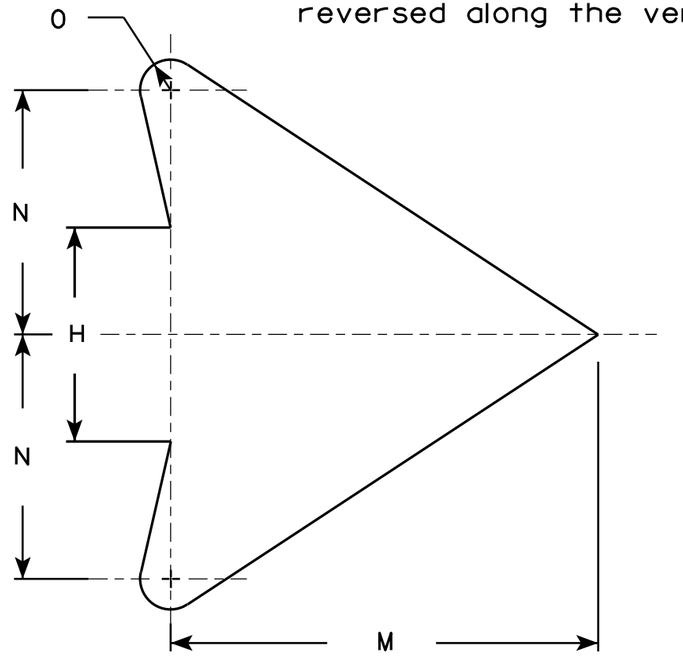
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 503 | E

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W1-2L is the same as W1-2R except the arrow is reversed along the vertical centerline.



W1-2R



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2		8 1/4	3 1/2	4 1/2	1 3/4	2 3/8	7 1/4	7	4	1/2												4.0
2S	30		1 3/8	1/2	5/8		10 1/4	4 3/8	5 5/8	2 1/4	3	9 1/8	8 3/4	5	5/8												6.25
2M	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
3	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
4	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
5	48		2 1/4	3/4	1		16 1/2	7	9	3 1/2	4 5/8	14 1/2	14	8	1												16.0

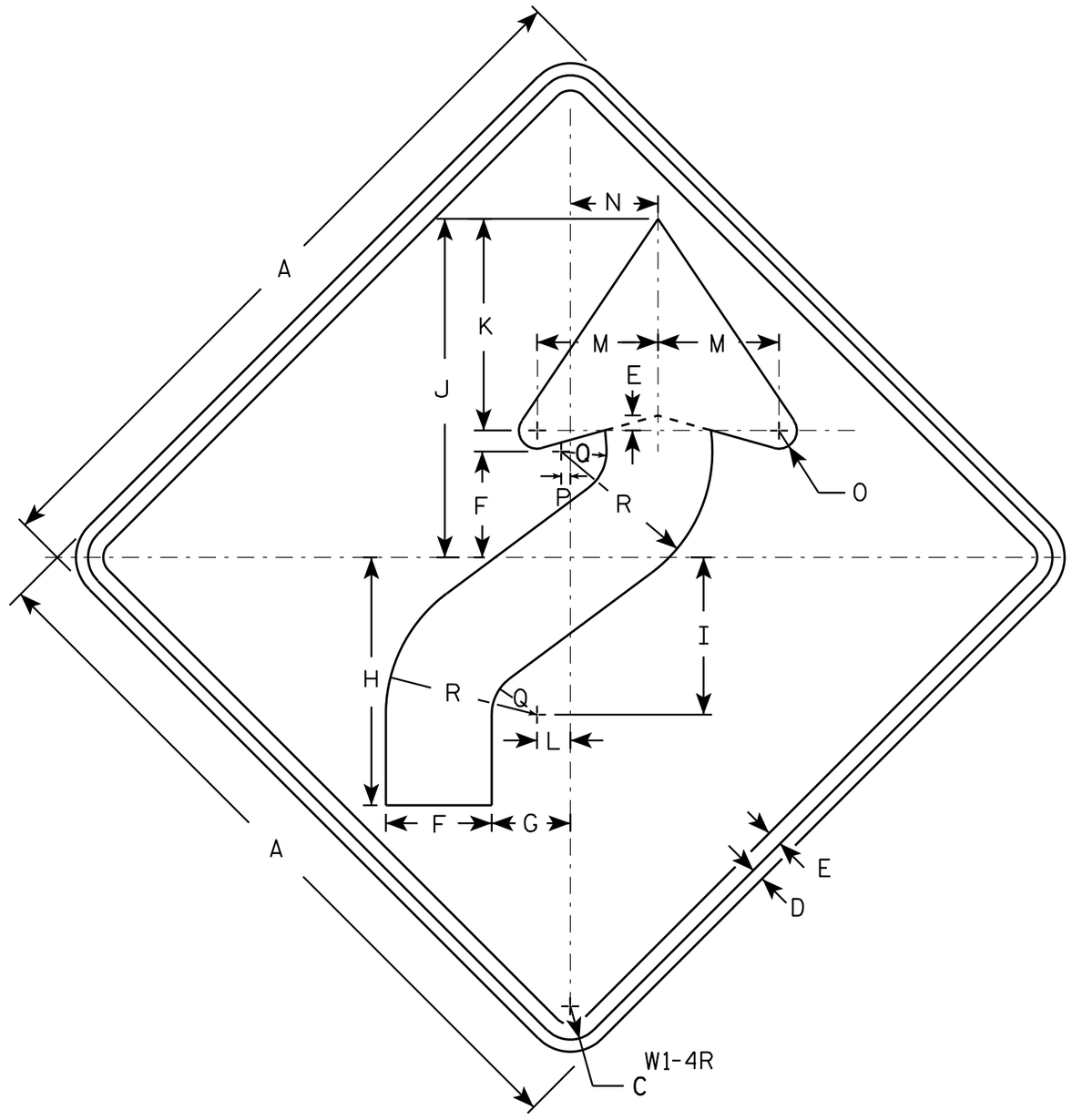
STANDARD SIGN
W1-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/15/12 PLATE NO. W1-2.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 504	E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W1-4L is the same as W1-4R 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	24		1 1/8	3/8	1/2	3 1/2	2 5/8	8 1/4	5 1/4	11 1/4	7	1 1/8	4	3	5/8	1/4	1 1/2	5									4.0
2S	30		1 3/8	1/2	5/8	4 3/8	3 1/4	10 1/4	6 1/2	14	8 3/4	1 3/8	5	3 5/8	3/4	3/8	1 7/8	6 1/4									6.25
2M	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
3	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
4	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
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

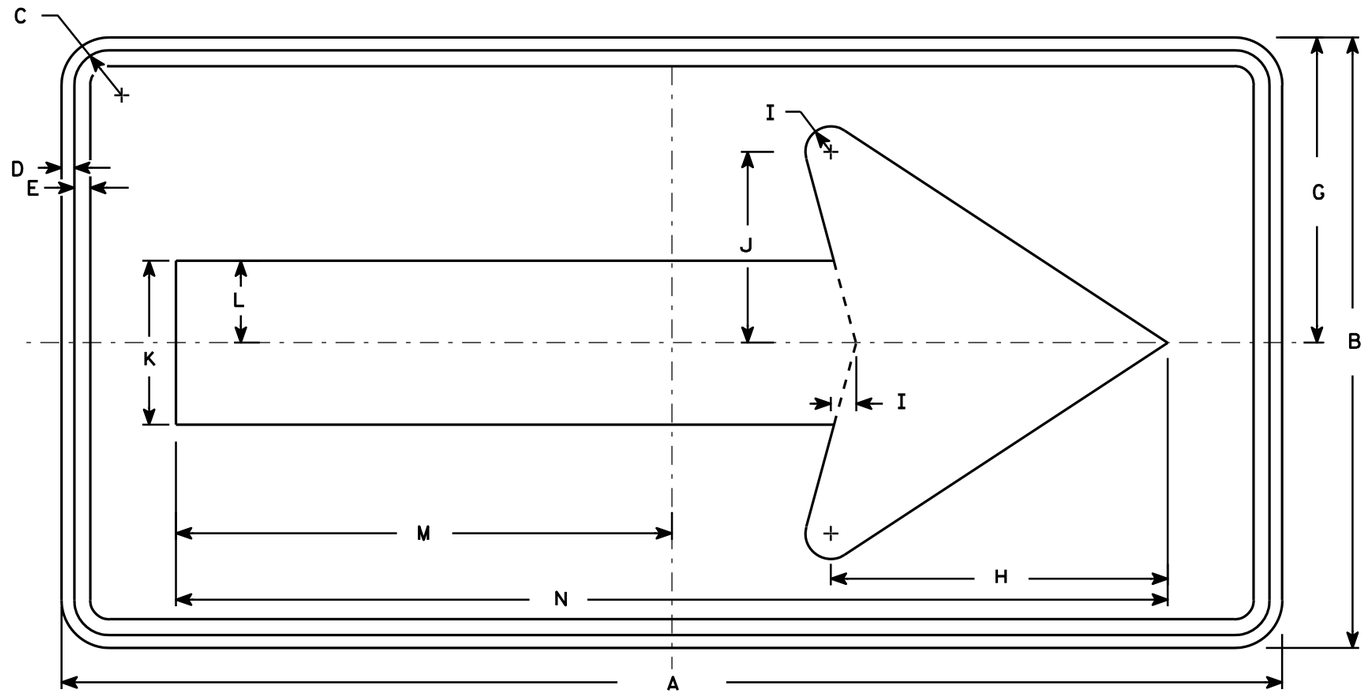
W1-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 5/17/12 PLATE NO. W1-4.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 505 | E



W1-6

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/8	3/8	3/8		9	10	3/4	5 5/8	4 3/4	2 3/8	14 5/8	29 1/4													4.5
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	96	48	2 1/4	3/4	1		24	26 1/2	2	15	13	6 1/2	39	78													32.0

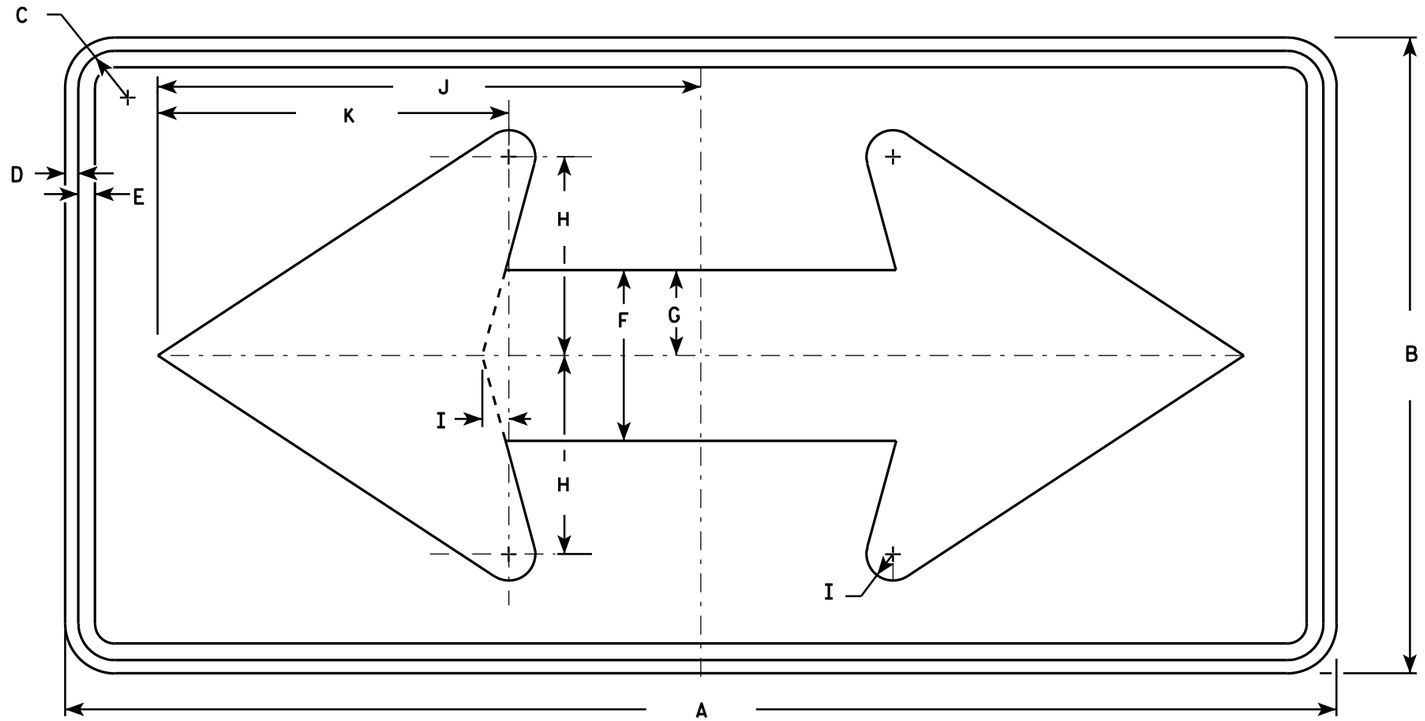
STANDARD SIGN
W1-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-6.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 506



W1-7

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/8	3/8	1/2	5	2 1/2	5 3/4	3/4	15 5/8	10 1/8																4.5
2S	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
2M	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
3	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
4	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
5	96	48	2 1/4	3/4	1	13	6 1/2	15	2	41	26 1/2																32.0

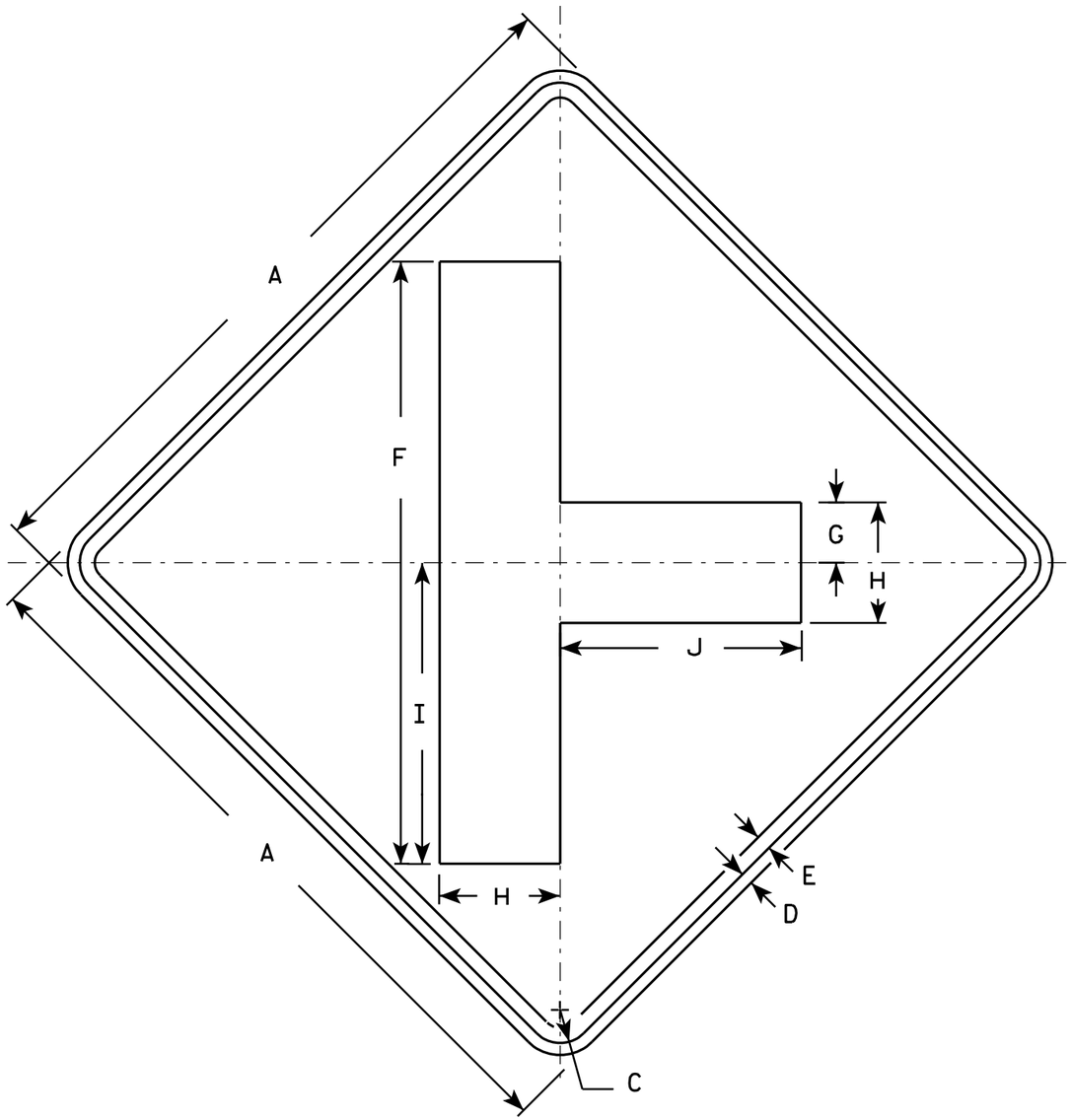
STANDARD SIGN
W1-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-7.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 507 | E



W2-2

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	20	2	4	10	8																	4.0
2S	30		1 3/8	1/2	5/8	25	2 1/2	5	12 1/2	10																	6.25
2M	30		1 3/8	1/2	5/8	25	2 1/2	5	12 1/2	10																	6.25
3	36		1 5/8	5/8	3/4	30	3	6	15	12																	9.0
4	48		2 1/4	3/4	1	40	4	8	20	16																	16.0
5																											

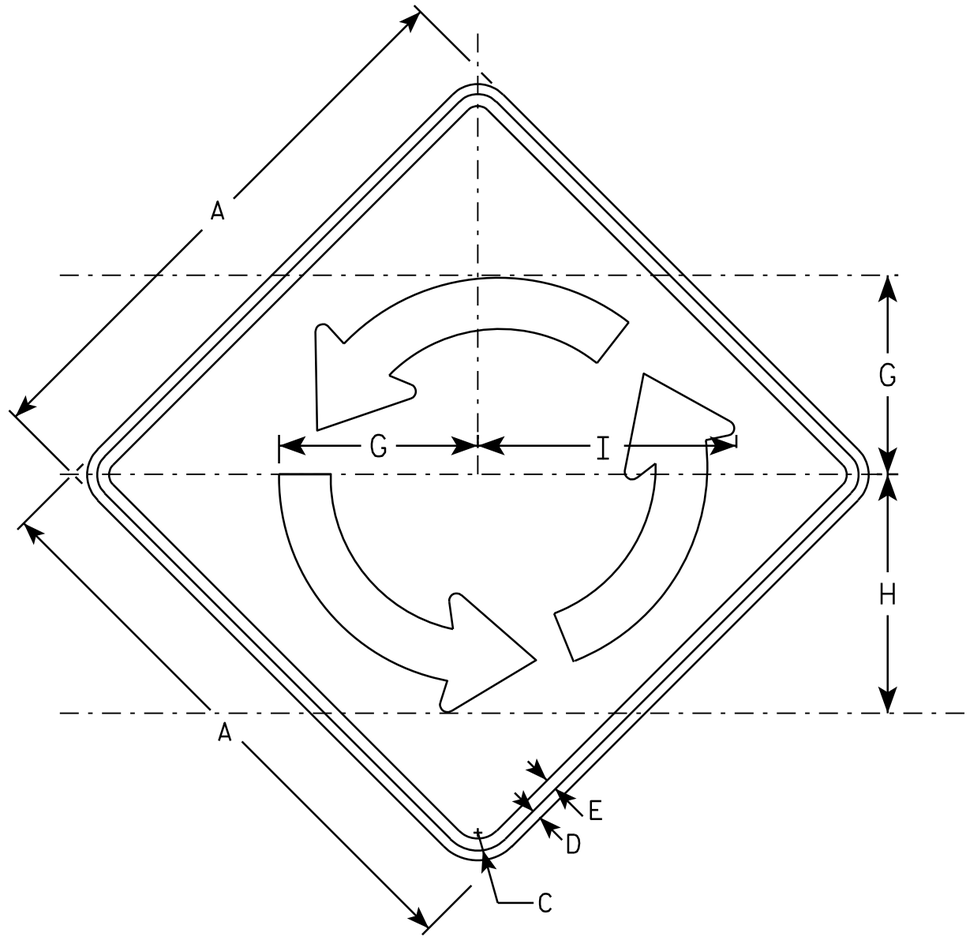
STANDARD SIGN
W2-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/29/12 PLATE NO. W2-2.6

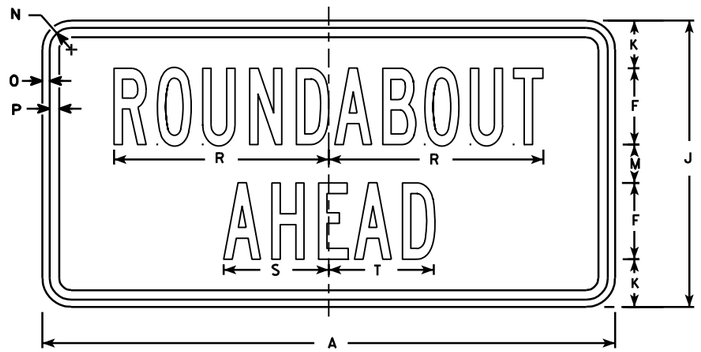
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 508 | E



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

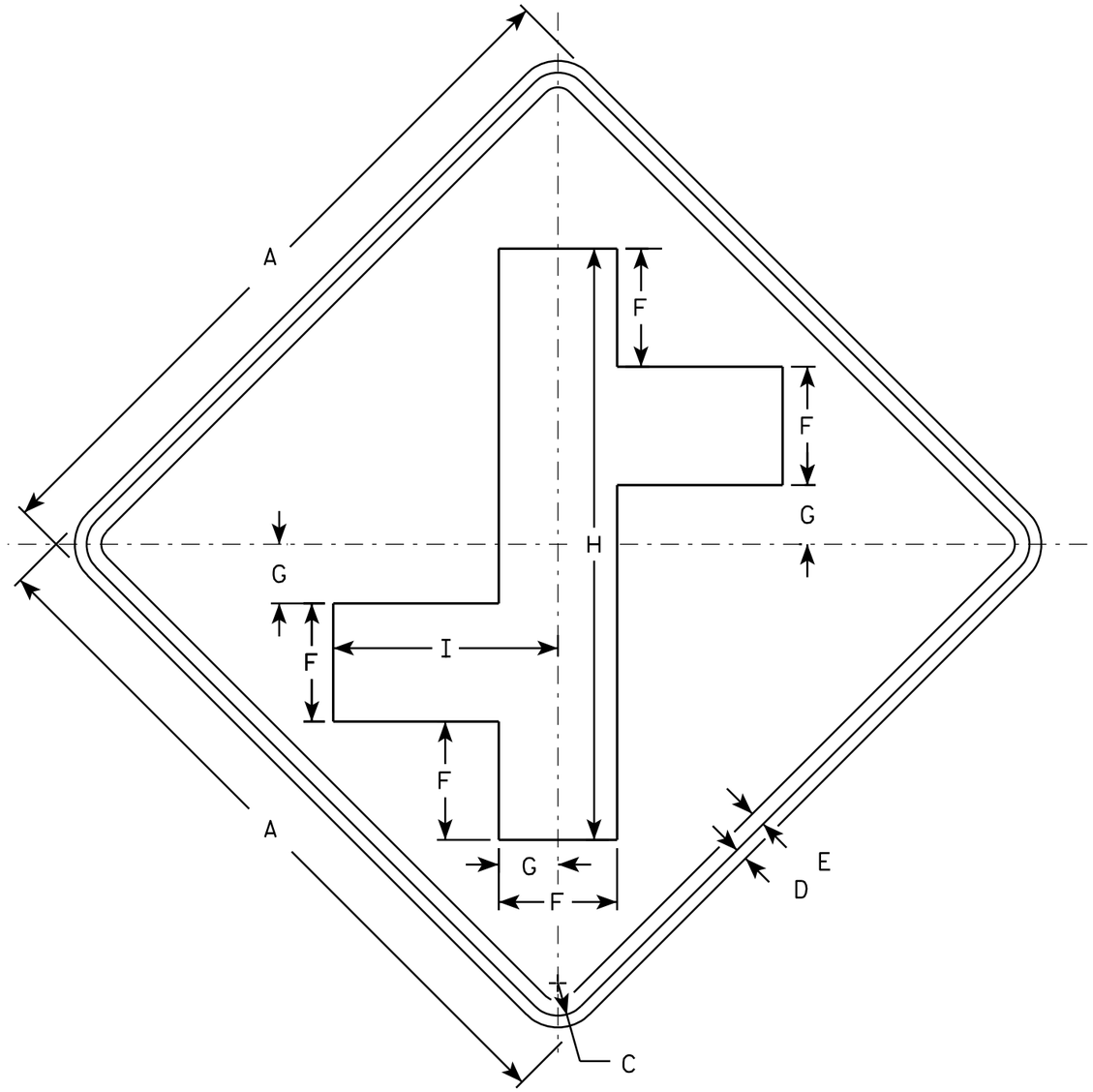
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/29/12 PLATE NO. W2-6.5

PROJECT NO:

SHEET NO: 509 E



W2-7L

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 3/8	1/2	5/8	5	2 1/2	25	9 1/2																		
2M	30		1 3/8	1/2	5/8	5	2 1/2	25	9 1/2																		6.25
3	36		1 5/8	5/8	3/4	6	3	30	11 3/8																		9.0
4	48		2 1/4	3/4	1	8	4	40	15 1/4																		16.0
5																											

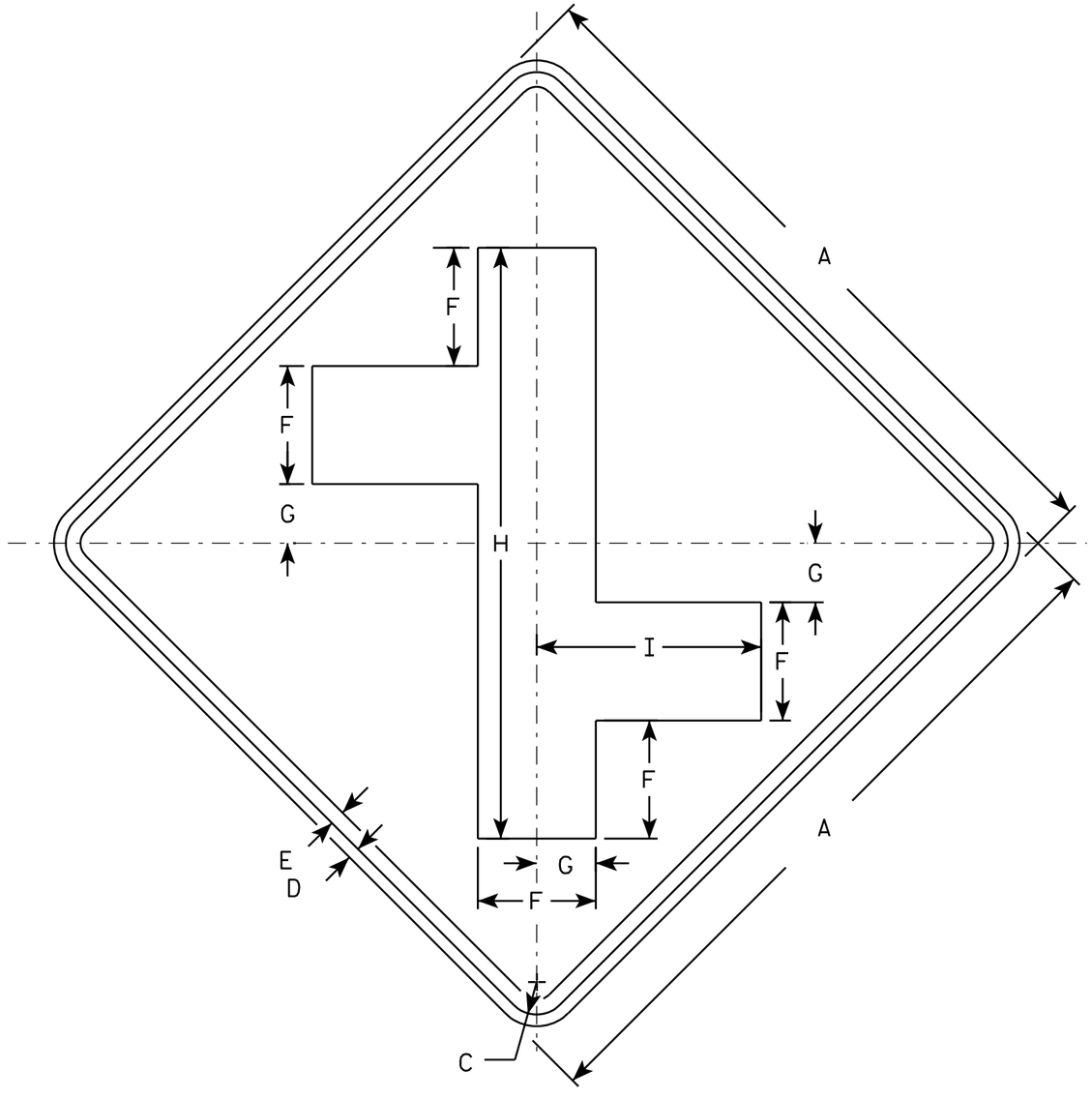
STANDARD SIGN
W2-7L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W2-7L.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 510 | E



W2-7R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 3/8	1/2	5/8	5	2 1/2	25	9 1/2																		6.25
2M	30		1 3/8	1/2	5/8	5	2 1/2	25	9 1/2																		6.25
3	36		1 5/8	5/8	3/4	6	3	30	11 3/8																		9.0
4	48		2 1/4	3/4	1	8	4	40	15 1/4																		16.0
5																											

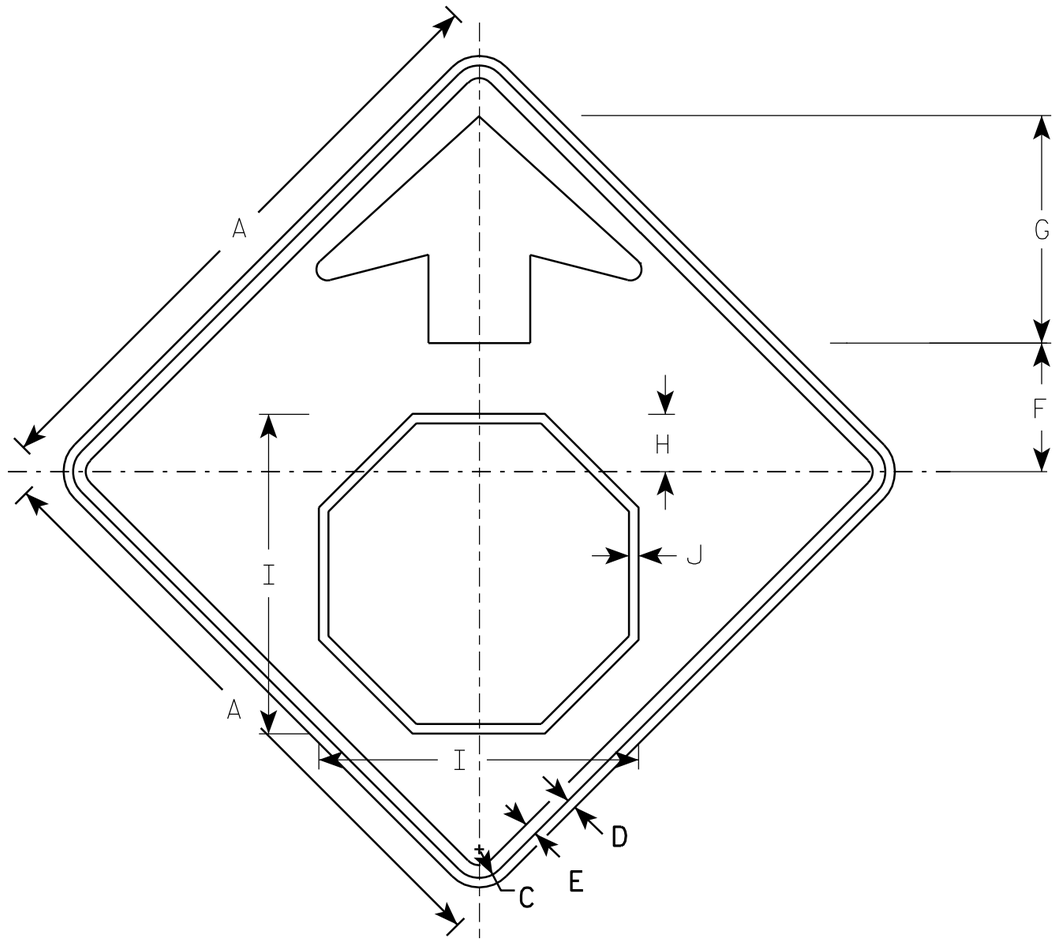
STANDARD SIGN
W2-7R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W2-7R.2

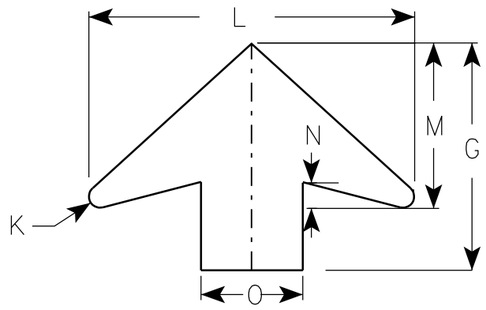
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 511	E



W3-1

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Arrow & Border - BLACK
   Stop Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	6 1/4	11 1/4	2 7/8	15 3/4	1/2	1/2	16	8	1 1/4	5												6.25
2S	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
2M	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
3	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0

STANDARD SIGN
W3-1

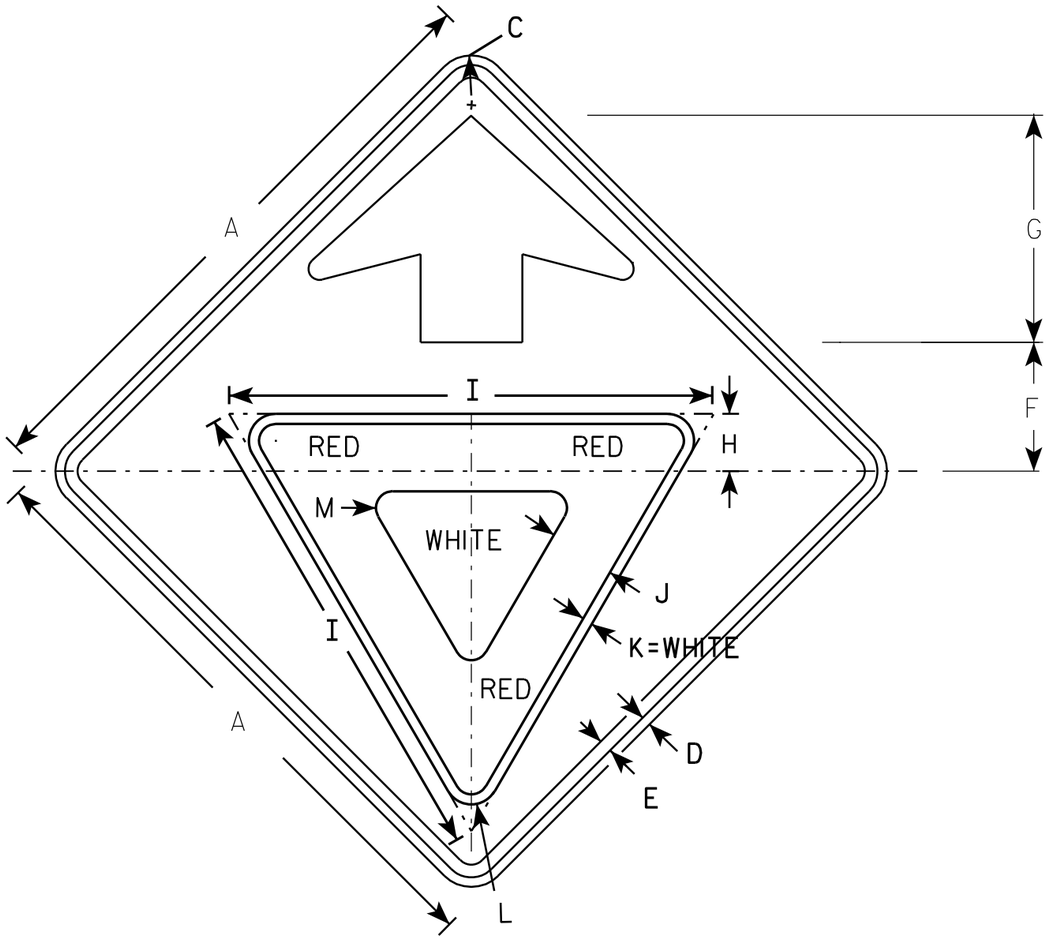
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-1.12

PROJECT NO:

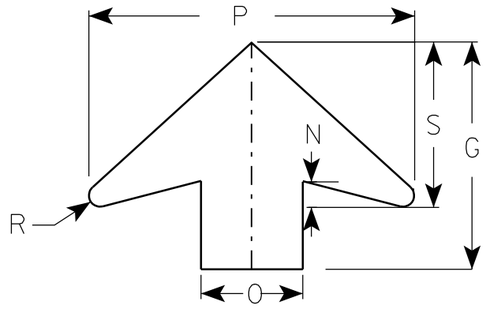
SHEET NO: 512 E



W3-2

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Arrow & Border - BLACK
   Yield Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	6 1/4	11 1/4	3	25	3 3/8	1/2	1 3/8	7/8	1 1/4	5	16		1/2	8								6.25
2S	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
2M	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
3	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0

STANDARD SIGN
W3-2

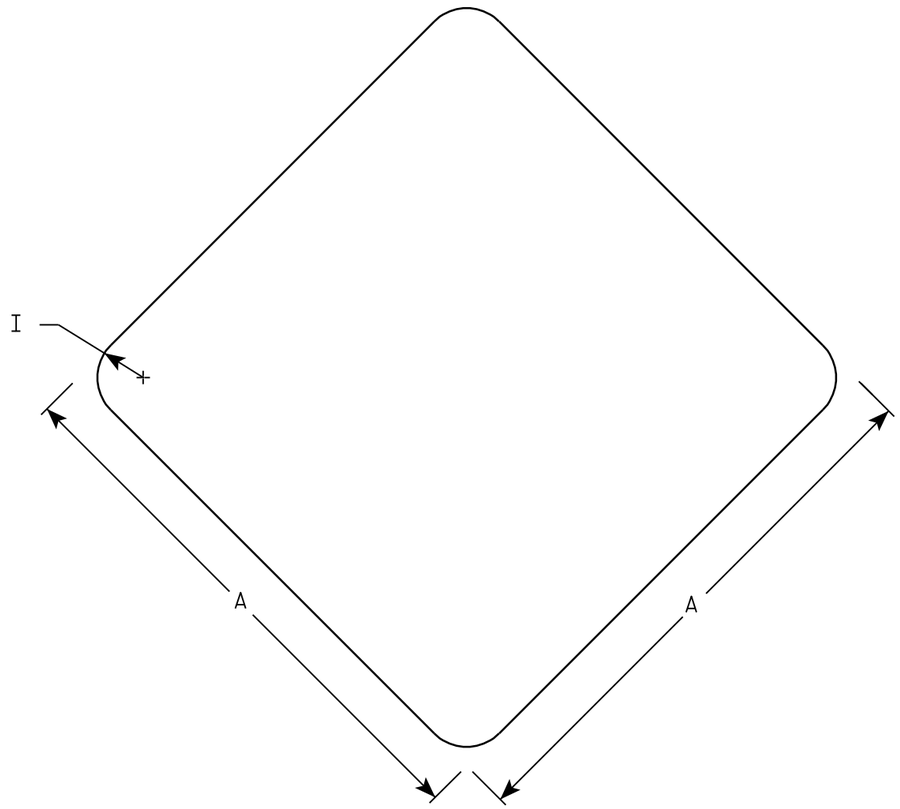
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-2..9

PROJECT NO:

SHEET NO: 513 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																											

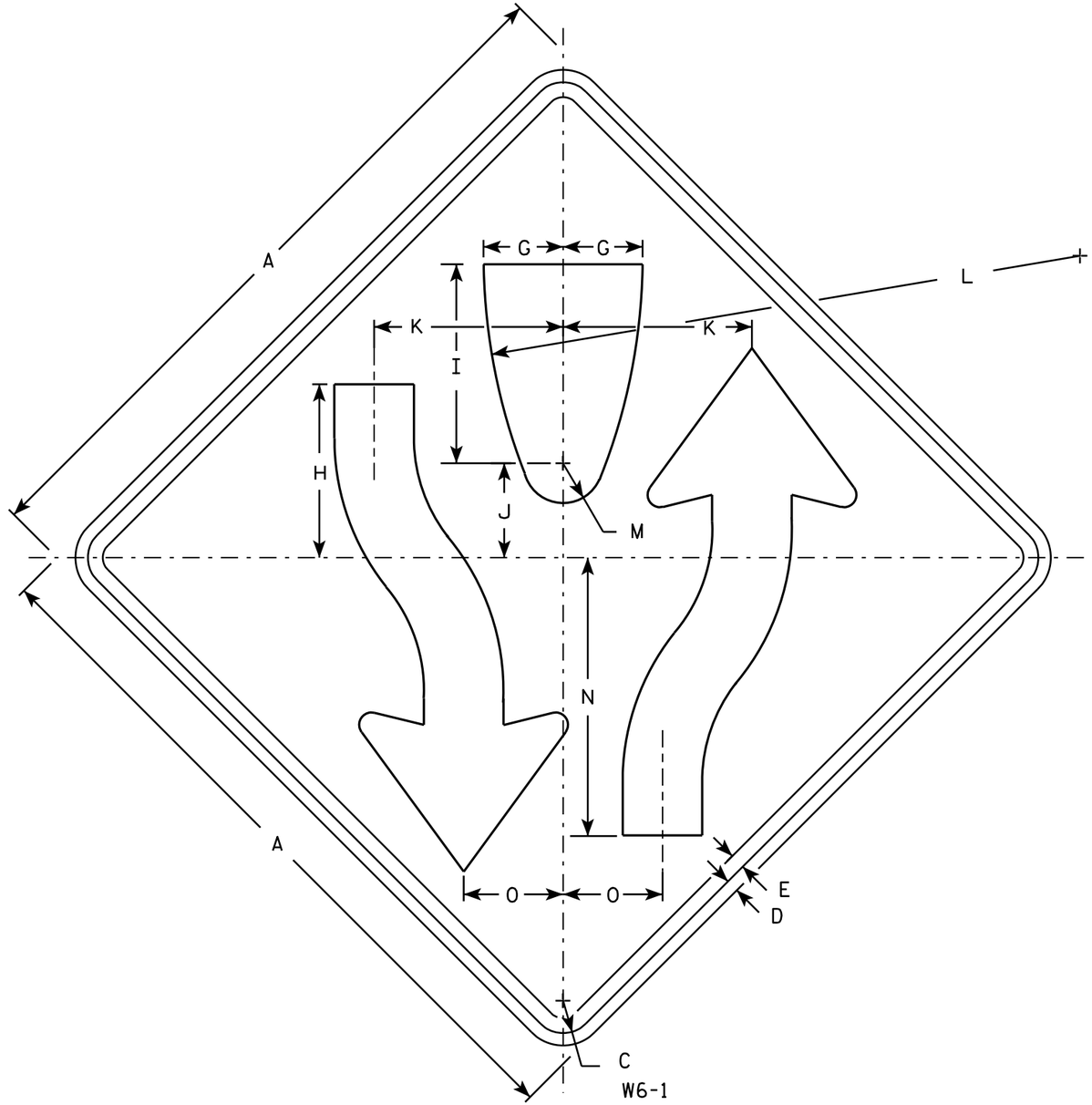
STANDARD SIGN
W5-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

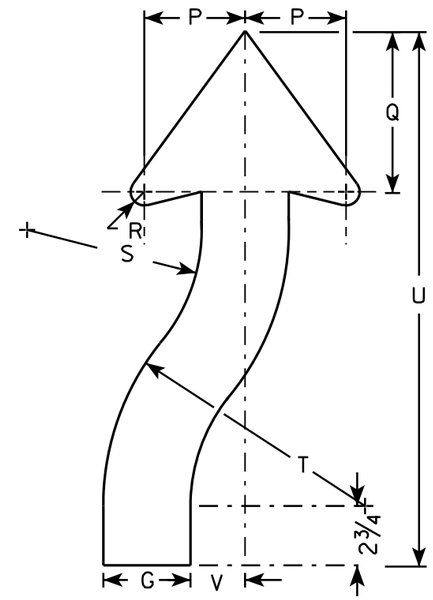
DATE 11/3/10 PLATE NO. W5-54.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 514 | 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

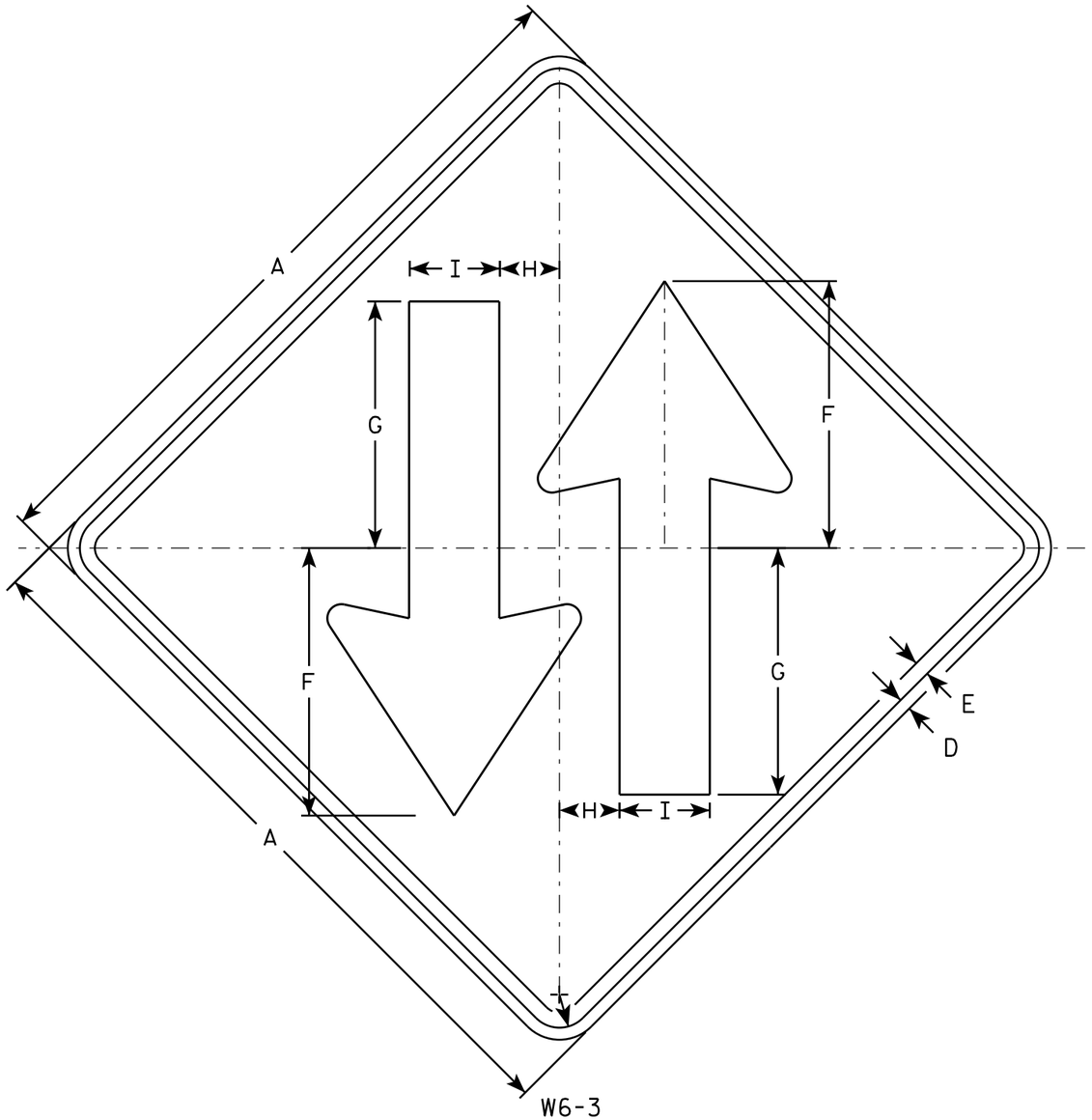
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W6-1.14

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 515	E

7

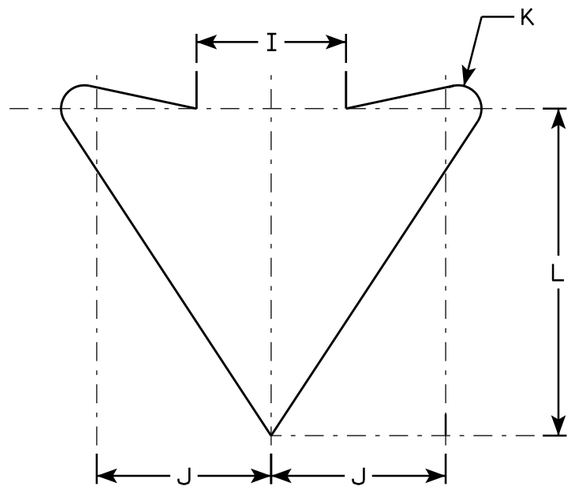
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W61.DGN PLOT DATE : 12-MAR-2013 14:02 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 6.946657:1.000000
WISDOT/CADDS SHEET 42



W6-3

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	11 1/8	10 1/4	2 1/2	3 3/4	4 3/8	5/8	8 1/4															6.25
2S	36		1 5/8	5/8	3/4	13 3/8	12 1/4	3	4 1/2	5 1/4	3/4	9 7/8															9.0
2M	36		1 5/8	5/8	3/4	13 3/8	12 1/4	3	4 1/2	5 1/4	3/4	9 7/8															9.0
3																											
4	48		2 1/4	3/4	1	17 3/4	16 3/8	4	6	7	1	13 1/8															16.0
5	48		2 1/4	3/4	1	17 3/4	16 3/8	4	6	7	1	13 1/8															16.0

STANDARD SIGN
W6-3

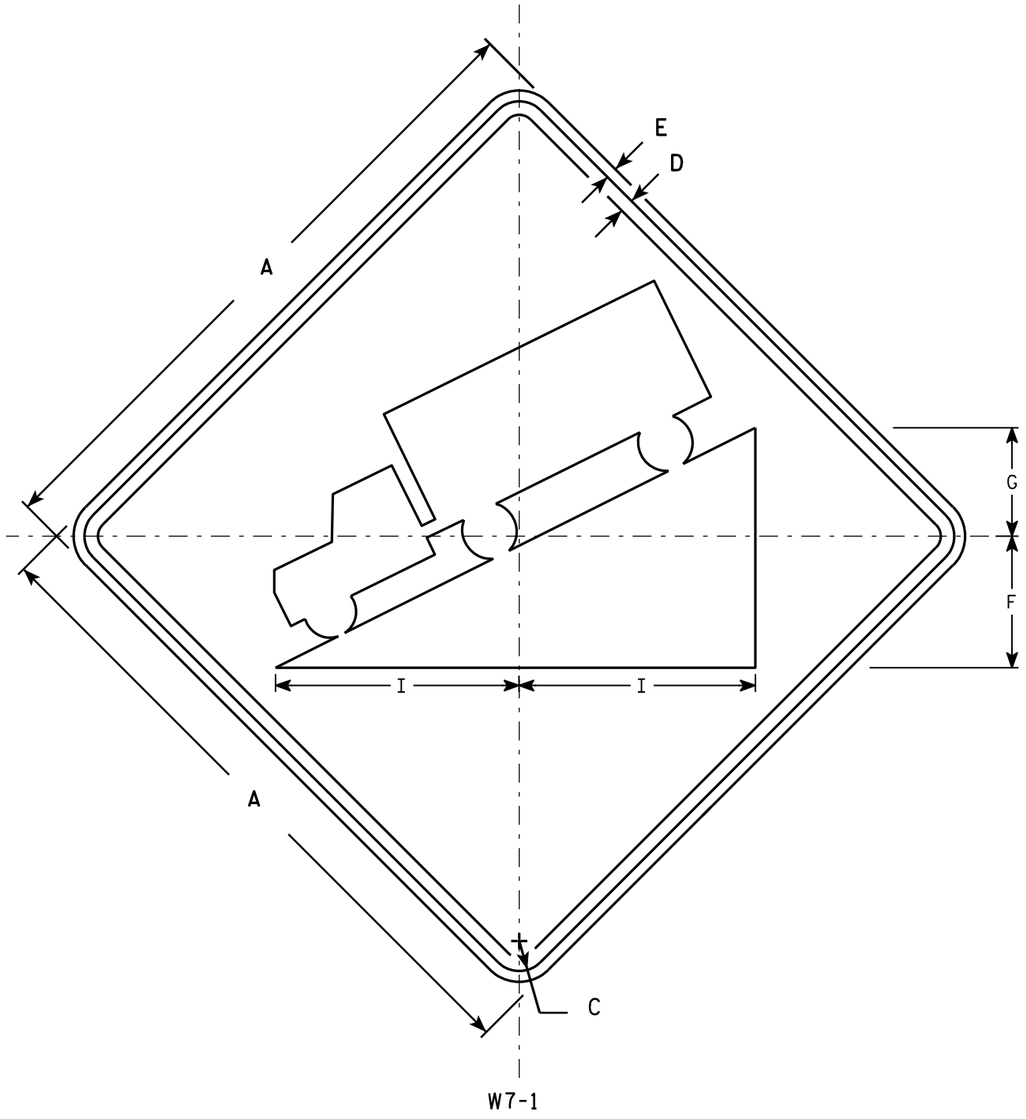
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/10/16 PLATE W6-3.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W63.DGN PLOT DATE : 10-MAR-2016 14:01 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 6.080757:1.000000
WISDOT/CADDS SHEET 42



W7-1

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	3/8	5	4		8 3/4																		4.0
2S	30		1 3/8	1/2	5/8	6	5		11																		6.25
2M	36		1 5/8	5/8	3/4	7 1/4	6		13 1/4																		9.0
3	36		1 5/8	5/8	3/4	7 1/4	6		13 1/4																		9.0
4	36		1 5/8	5/8	3/4	7 1/4	6		13 1/4																		9.0
5	48		2 1/4	3/4	1	9 3/4	8		17 1/2																		16.0

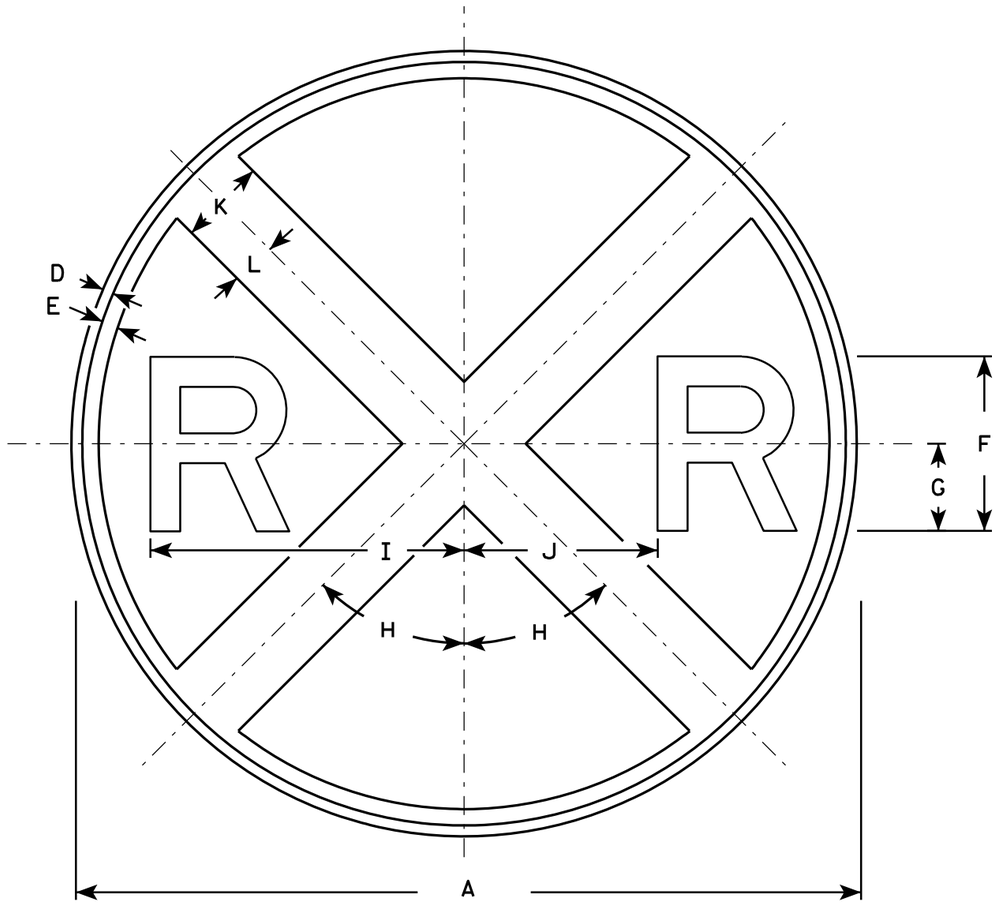
STANDARD SIGN
W7-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W7-1.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 517	E



W10-1

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 - 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	30			3/8	5/8	7	3 1/2	45°	12 3/8	7 1/8	3	1 1/2															4.91
2S	36			5/8	3/4	8	4	45°	14 3/8	8 5/8	4	2															7.07
2M	36			5/8	3/4	8	4	45°	14 3/8	8 5/8	4	2															7.07
3																											
4	48			3/4	1 1/4	10	5	45°	18 3/8	11 5/8	5	2 1/2															12.57
5																											

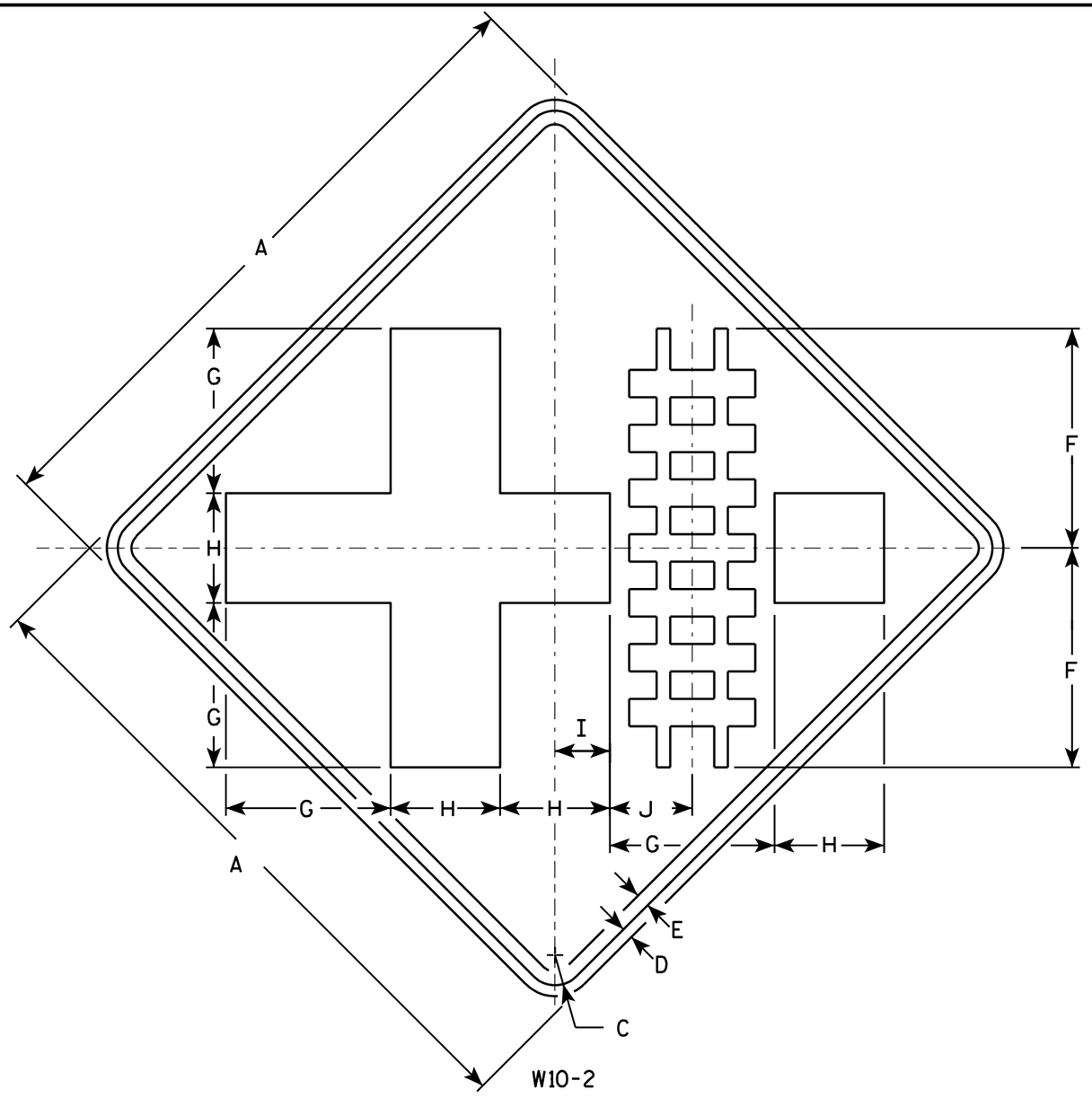
STANDARD SIGN
W10-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

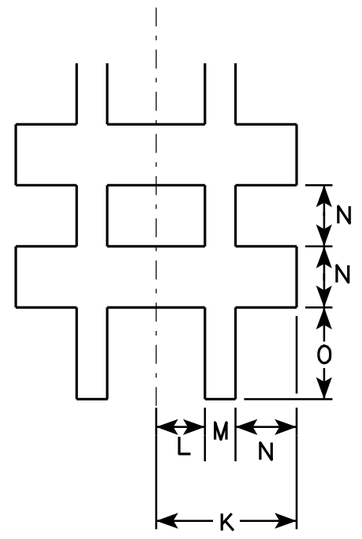
DATE 3/13/13 PLATE NO. W10-1.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 518	E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	10	7 1/2	5	2 1/2	3 3/4	2 7/8	1	5/8	1 1/4	1 7/8												6.25
2S	36		1 5/8	5/8	3/4	12	9	6	3	4 1/2	3 3/8	1 1/8	3/4	1 1/2	2 1/4												9.0
2M	36		1 5/8	5/8	3/4	12	9	6	3	4 1/2	3 3/8	1 1/8	3/4	1 1/2	2 1/4												9.0
3	36		1 5/8	5/8	3/4	12	9	6	3	4 1/2	3 3/8	1 1/8	3/4	1 1/2	2 1/4												9.0
4	48		2 1/4	3/4	1	16	12	8	4	6	4 1/2	1 1/2	1	2	3												16.0
5																											

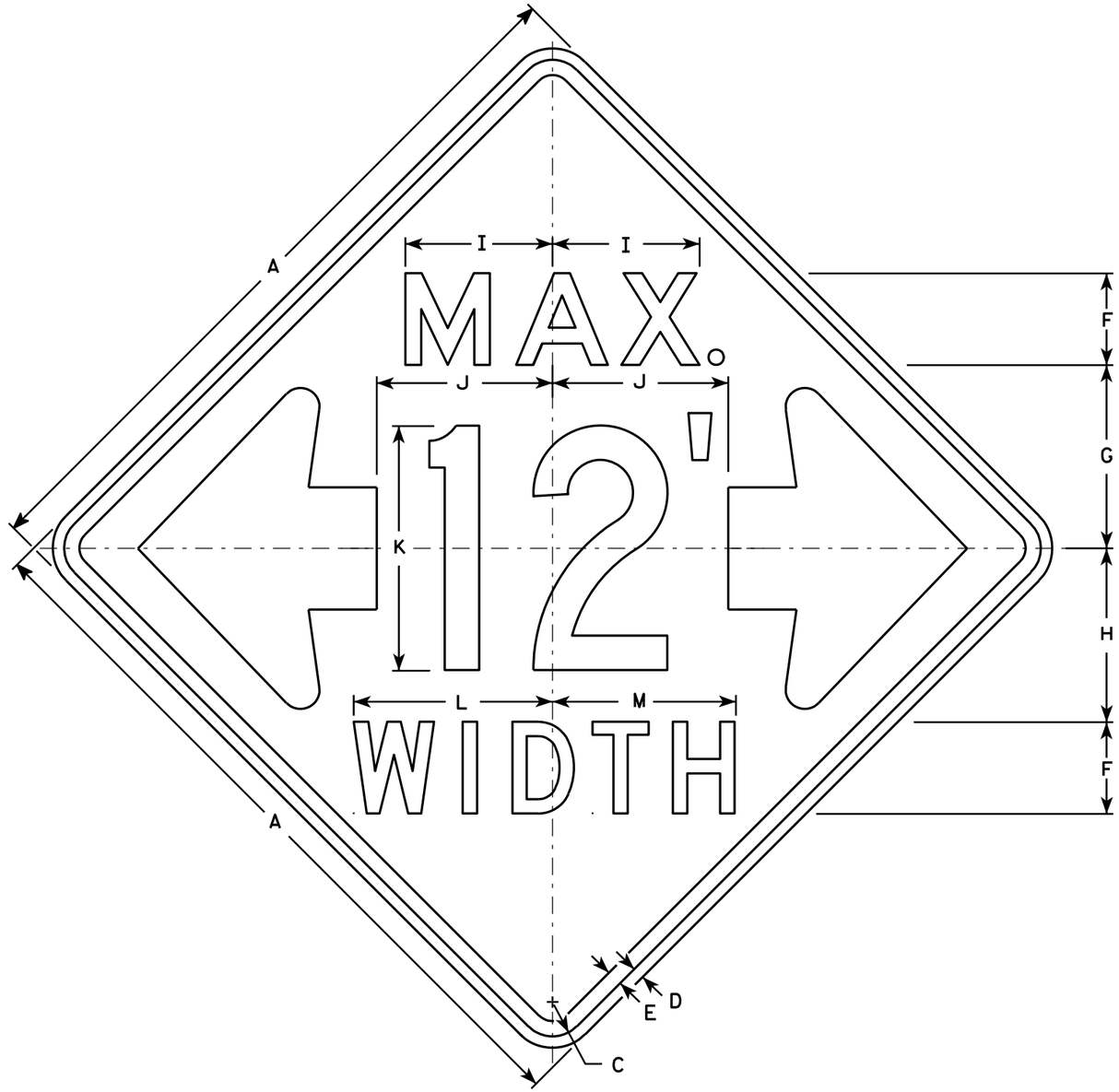
STANDARD SIGN
W10-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W10-2.8

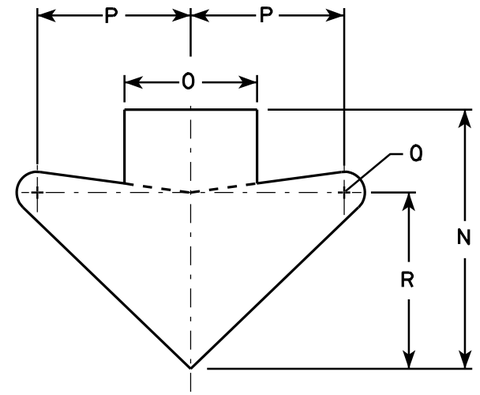
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 519 | E



W12-52

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. The top line is series E, the numerals are series C, and the bottom line is series D.
6. Substitute appropriate numerals and adjust spacing as required.



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	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
2M	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
3																											
4																											
5																											

STANDARD SIGN
W12-52

WISCONSIN DEPT OF TRANSPORTATION

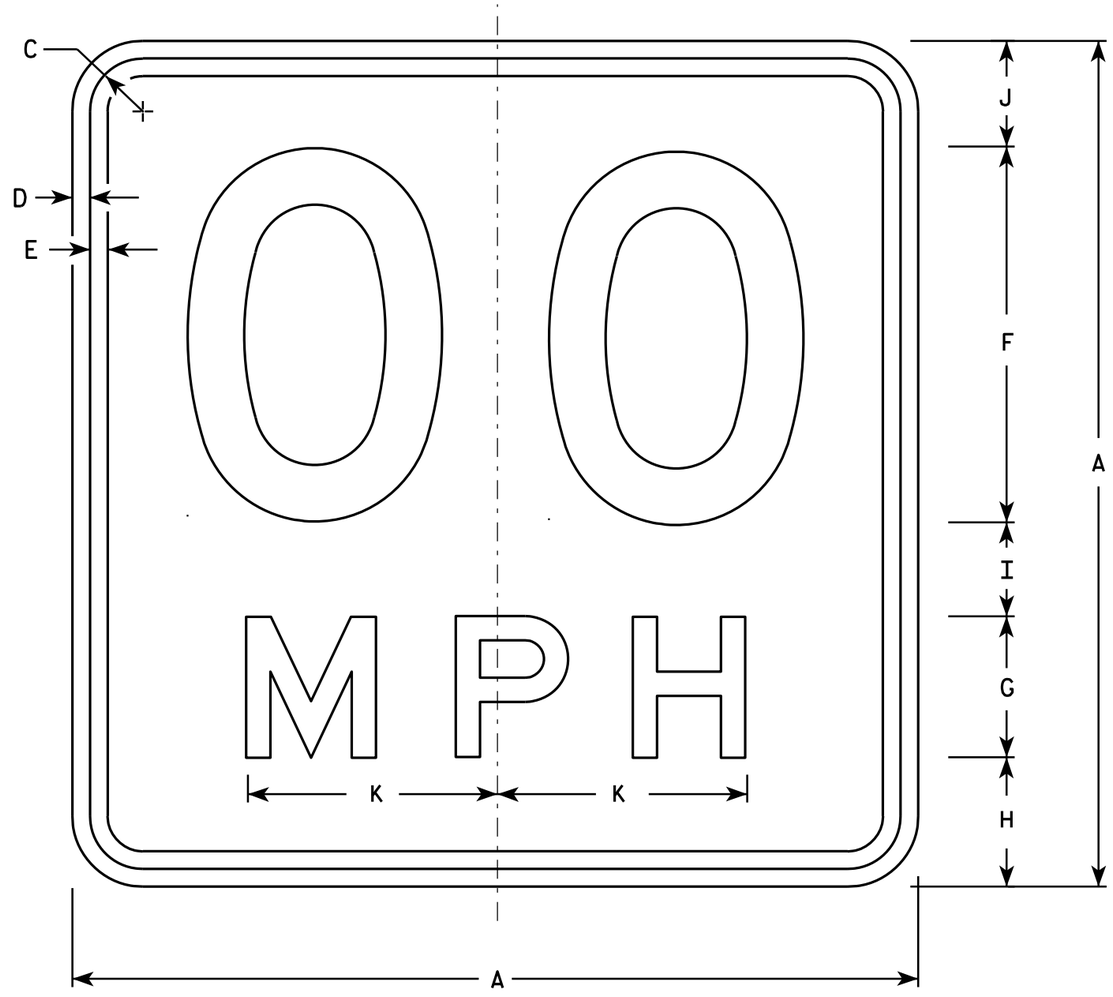
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/11 PLATE NO. W12-52.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 520 | E

7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W1252.DGN PLOT DATE : 16-MAR-2011 14:45 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.137199:1.000000



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

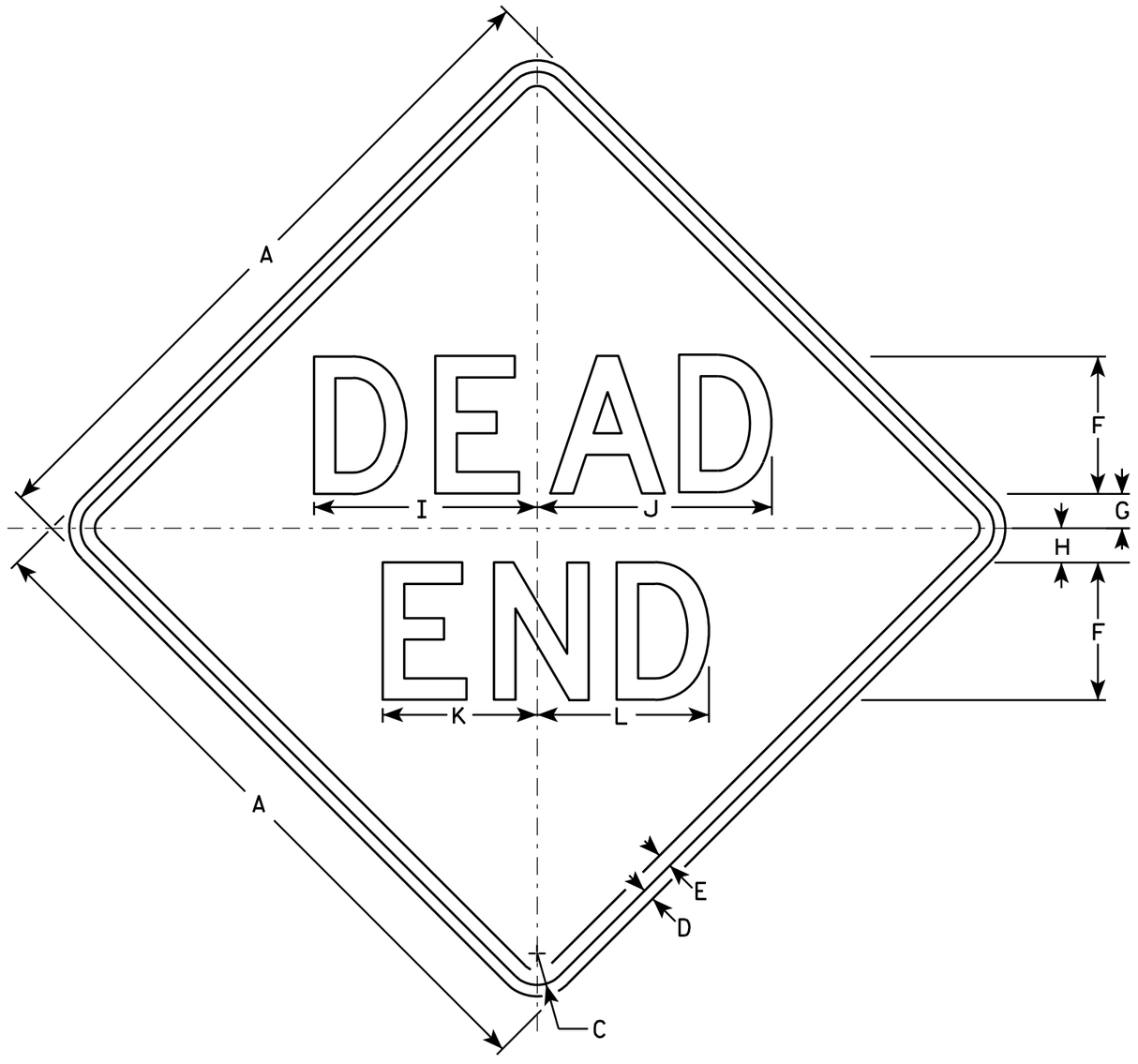
STANDARD SIGN
W13-1

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: 521	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																											

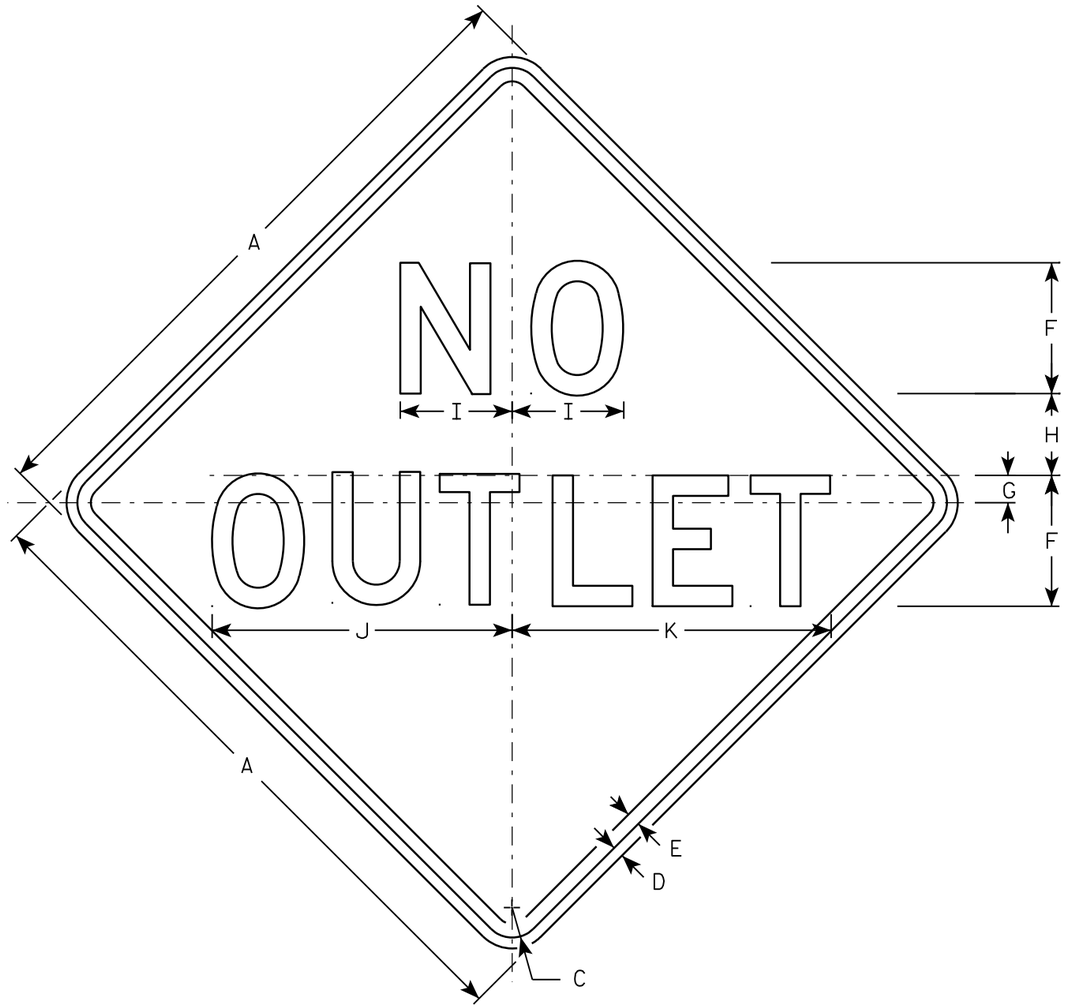
STANDARD SIGN
W14-1

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: 522	E



W14-2

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Message - BLACK
3. 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 3/4	4 1/8	11 3/4	12 3/8																4.0
2S	30		1 3/8	1/2	5/8	6	1 1/4	3 3/4	5 1/8	13 3/4	14 5/8																6.25
2M	30		1 3/8	1/2	5/8	6	1 1/4	3 3/4	5 1/8	13 3/4	14 5/8																6.25
3	36		1 5/8	5/8	3/4	7	1 3/8	4 5/8	6	16 1/8	17 1/8																9.0
4																											
5																											

STANDARD SIGN
W14-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

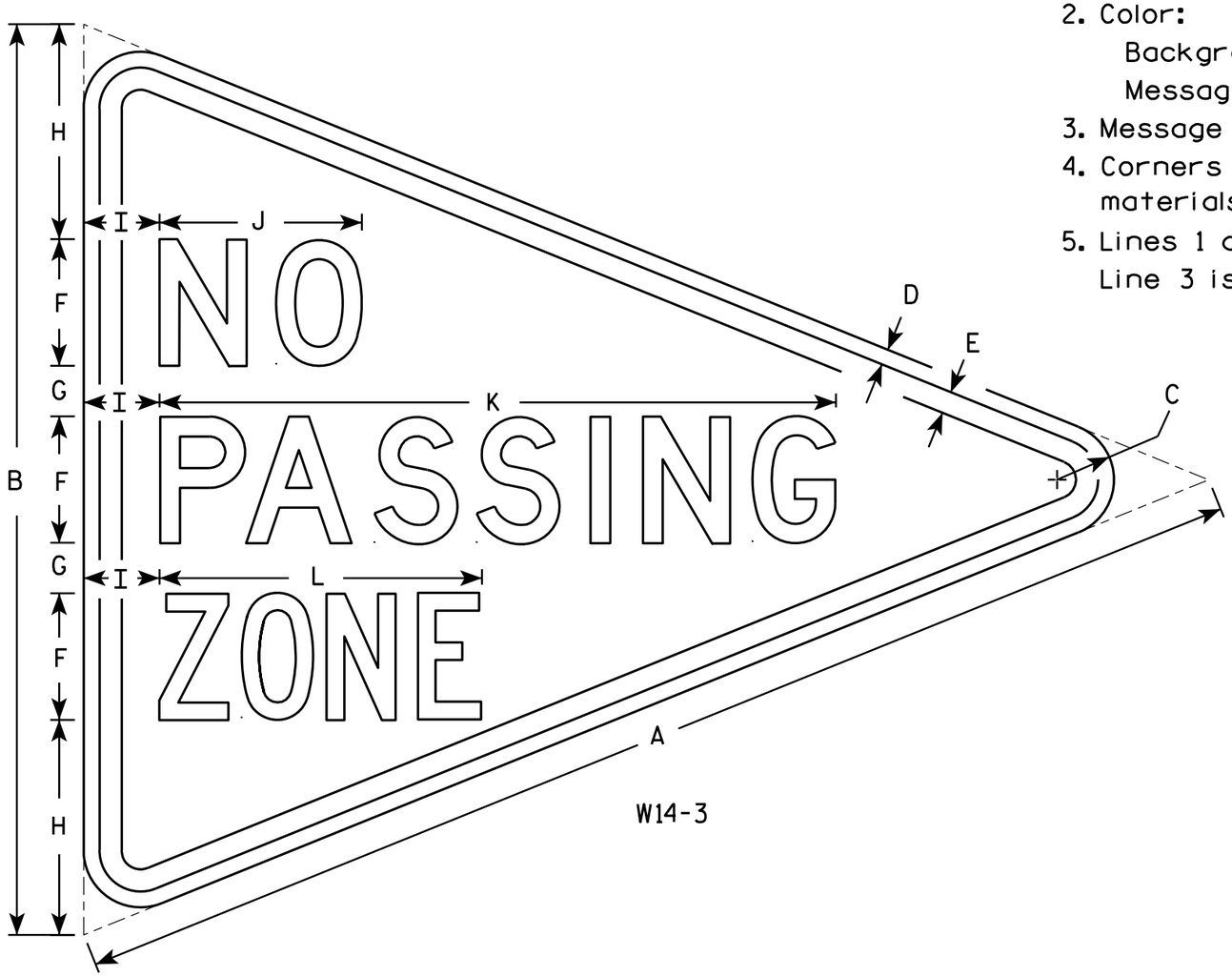
DATE 3/13/13 PLATE NO. W14-2.3

PROJECT NO:

SHEET NO: 523 E

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See note 5
4. Corners and borders shall be rounded on all base materials for this sign.
5. Lines 1 and 2 are Series D.
   Line 3 is series C.



W14-3

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	48	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															6.0
2M	48	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															6.0
3	64	48	3	3/4	1 1/4	6	3	12	4	10 3/4	33 5/8	16 1/2															10.7
4																											
5																											

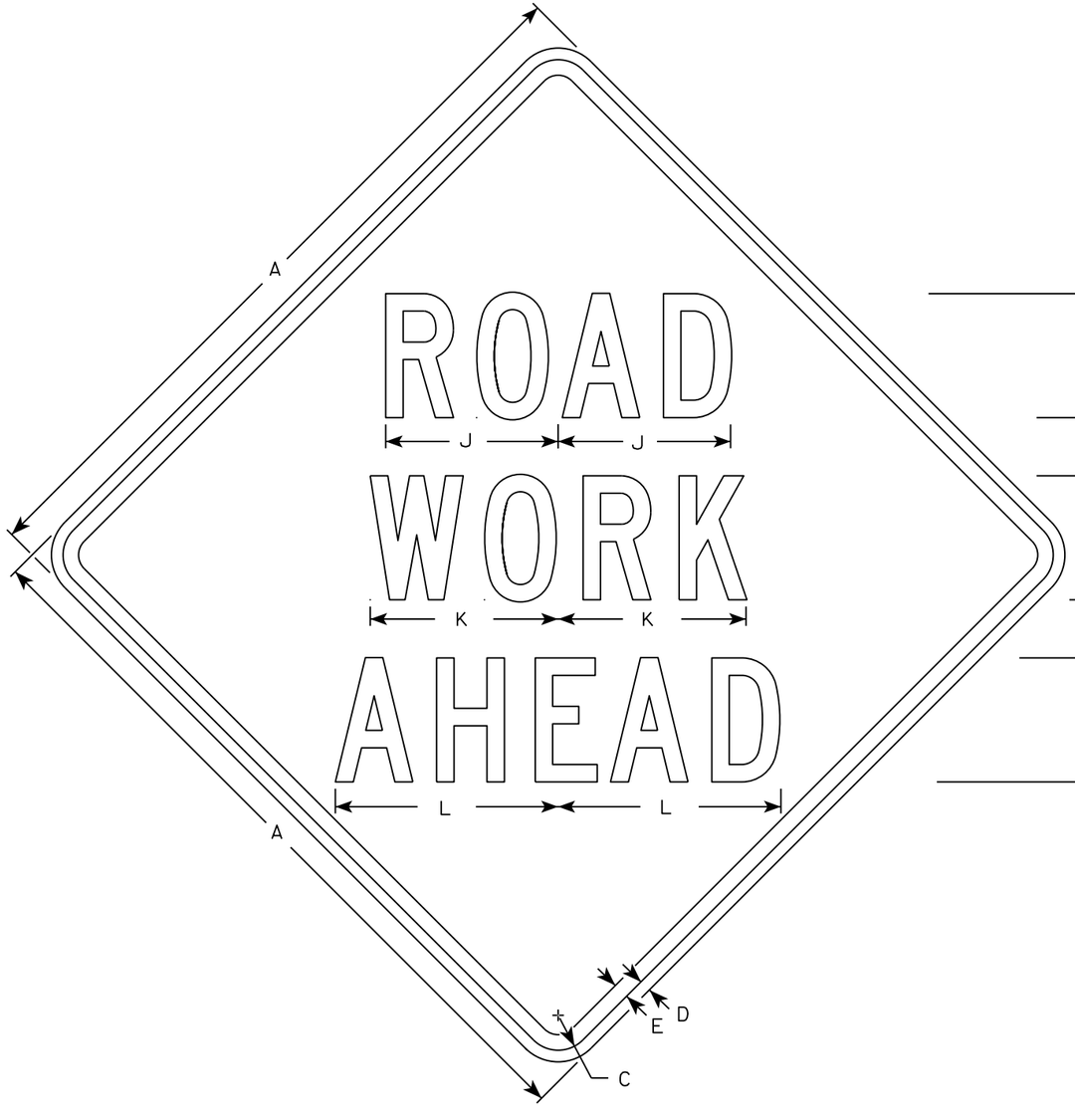
STANDARD SIGN
W14-3

WISCONSIN DEPT OF TRANSPORTATION

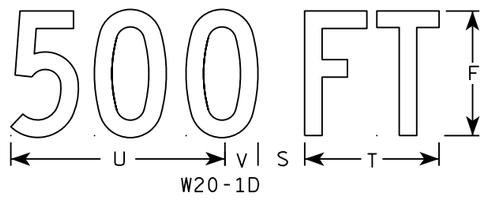
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W14-3.9

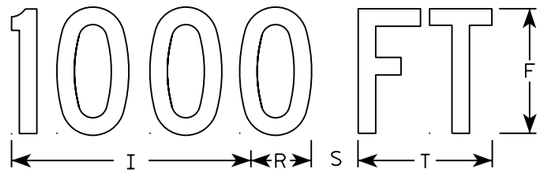
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 524	E



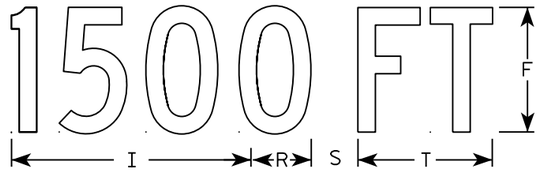
W20-1A



W20-1D

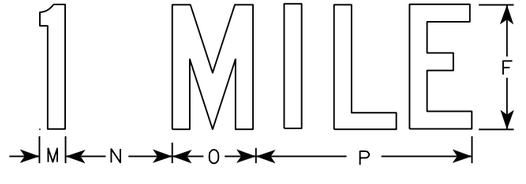


W20-1C

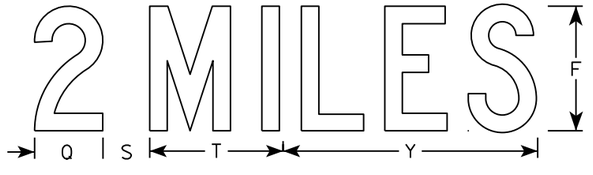


W20-1B

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

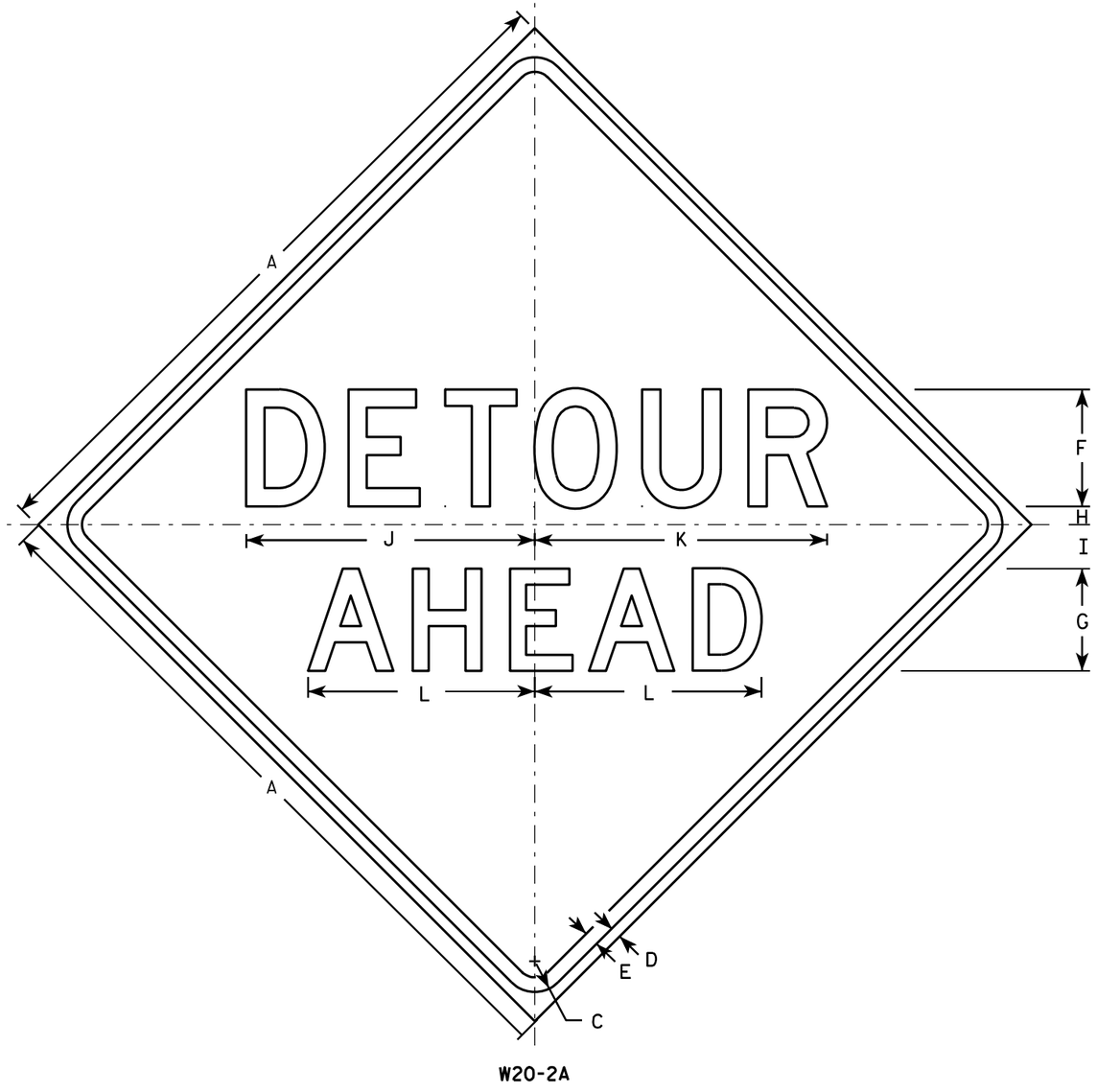
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/07/15 PLATE NO. W20-1.10

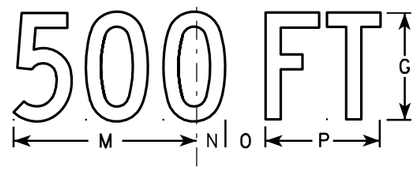
PROJECT NO:

SHEET NO: E

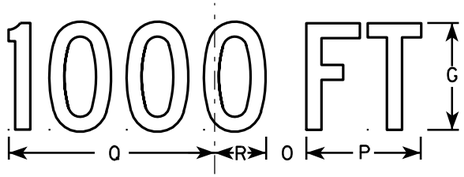
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 01-DEC-2015 18:24 PLOT BY : $$ plotuser $$



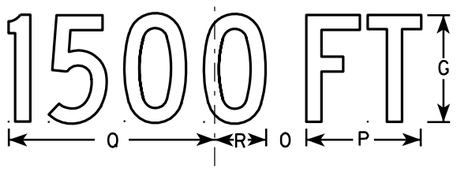
W20-2A



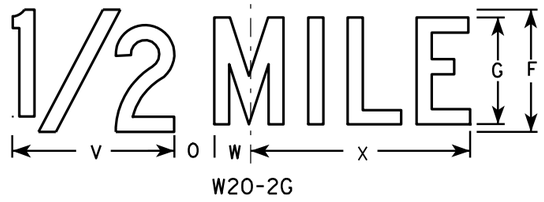
W20-2D



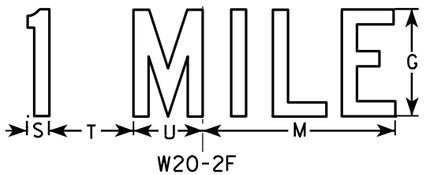
W20-2C



W20-2B



W20-2G



W20-2F

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. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

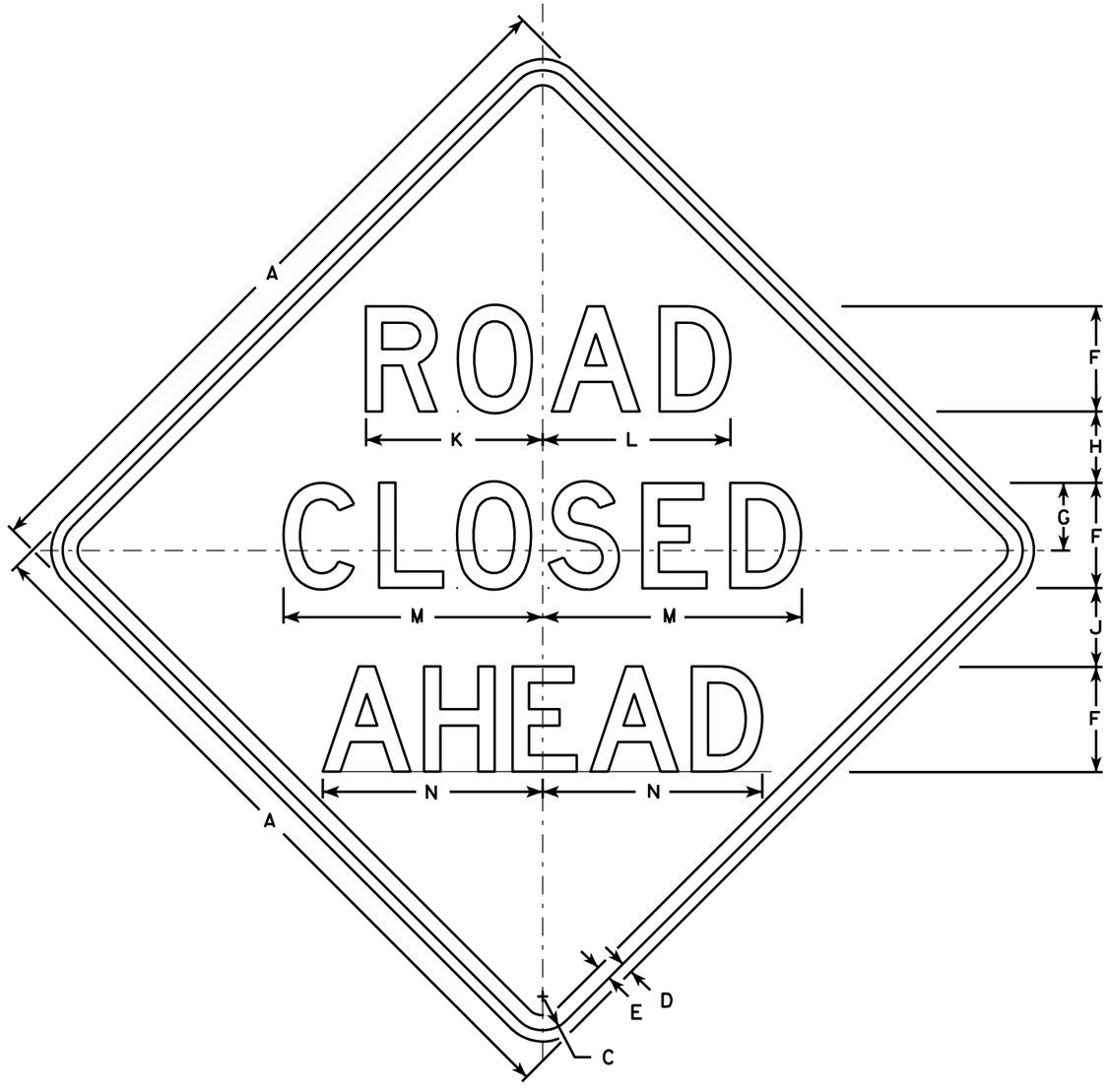
STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

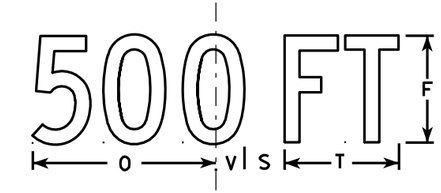
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

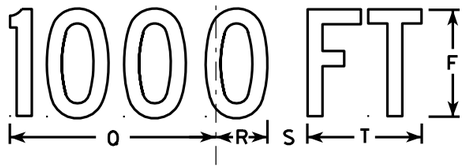
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 526	E



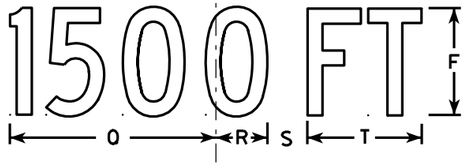
W20-3A



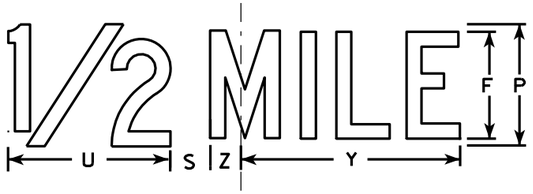
W20-3D



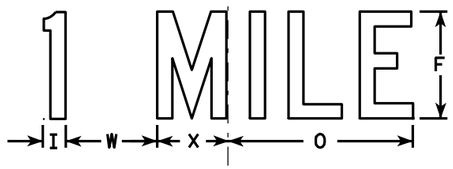
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

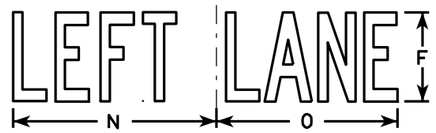
STANDARD SIGN
W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

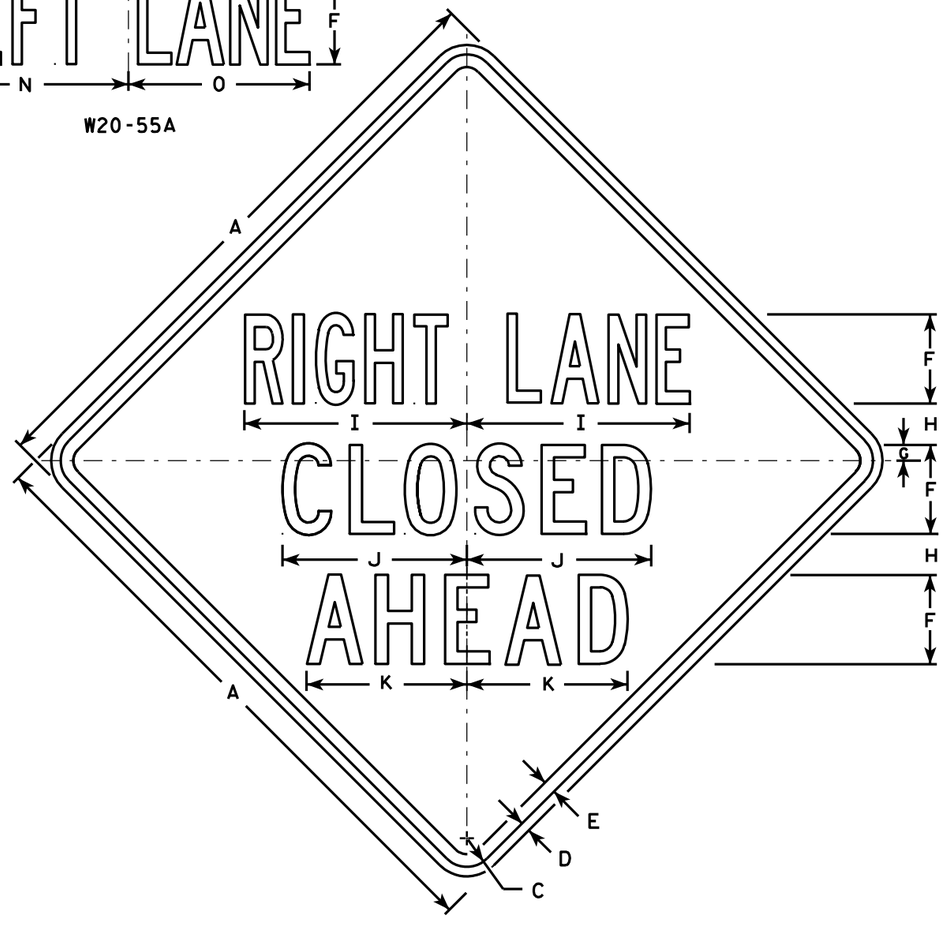
APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 3/18/11 PLATE NO. W20-3.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 527 | E

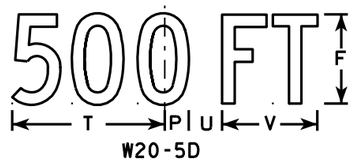
W20-56A



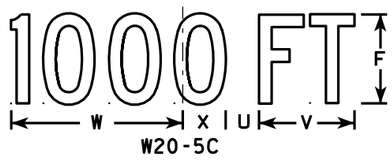
W20-55A



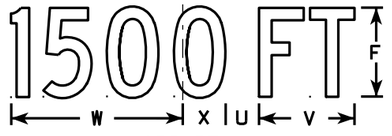
W20-5A



W20-5D



W20-5C



W20-5B

W20-5G

W20-5F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. " _____ LANE" is Series B.
   All other copy is Series C.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	6	1 5/8	5/8	3/4	5	1/8	2 1/2	13 1/8	10 3/4	9 1/2	14 1/4	13 5/8	12	12	1 3/8	1 1/8	4 1/2	3 1/2	9	1 1/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
2M	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
3	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
4	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
5	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0

STANDARD SIGN
W20-5A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

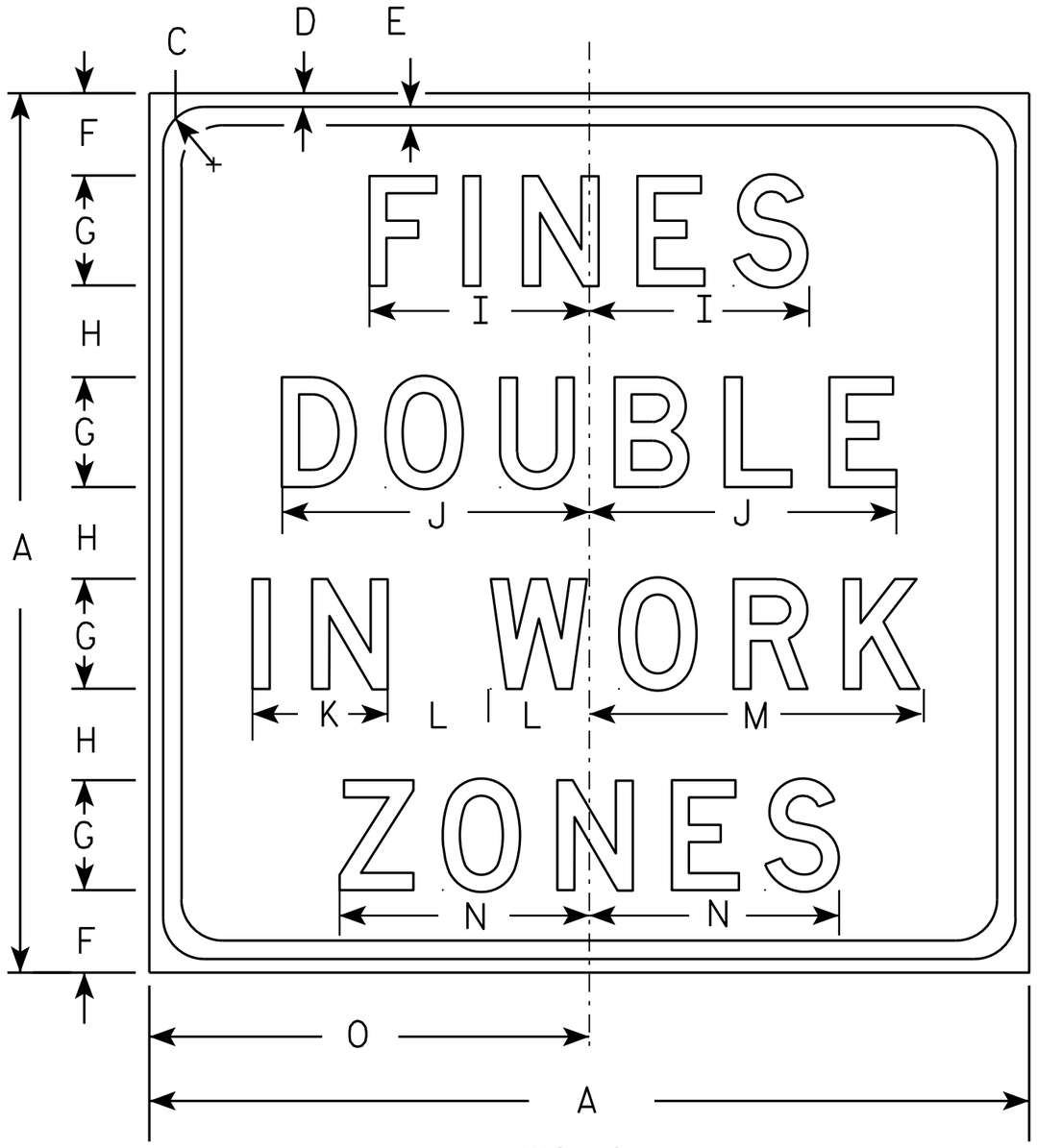
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-5.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 528	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



W21-61

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.

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	2 1/4	3	2 1/2	6	8 3/8	3 3/4	2 3/4	9 1/8	6 7/8	12												4.0
2S	36		1 5/8	5/8	3/4	3 3/8	4 1/2	3 3/4	9	12 5/8	5 1/2	4 1/8	13 3/4	10 1/4	18												9.0
2M	36		1 5/8	5/8	3/4	3 3/8	4 1/2	3 3/4	9	12 5/8	5 1/2	4 1/8	13 3/4	10 1/4	18												9.0
3	48		2 1/4	3/4	1	4 1/2	6	5	12	16 3/4	7 3/8	5 1/2	18 1/4	13 5/8	24												16.0
4																											
5																											

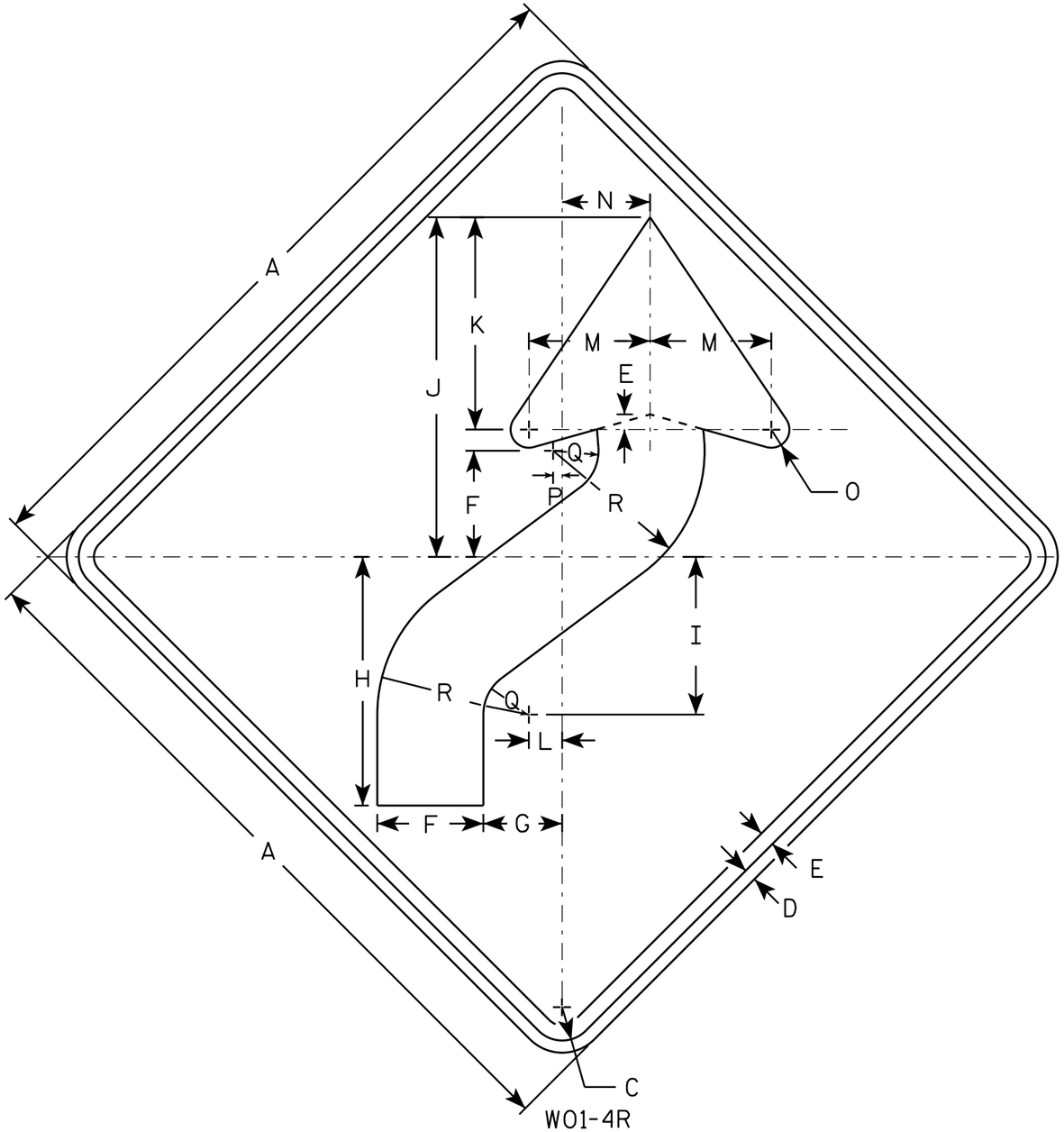
STANDARD SIGN
W21-61

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 3/21/11 PLATE NO. W21-61.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 529	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

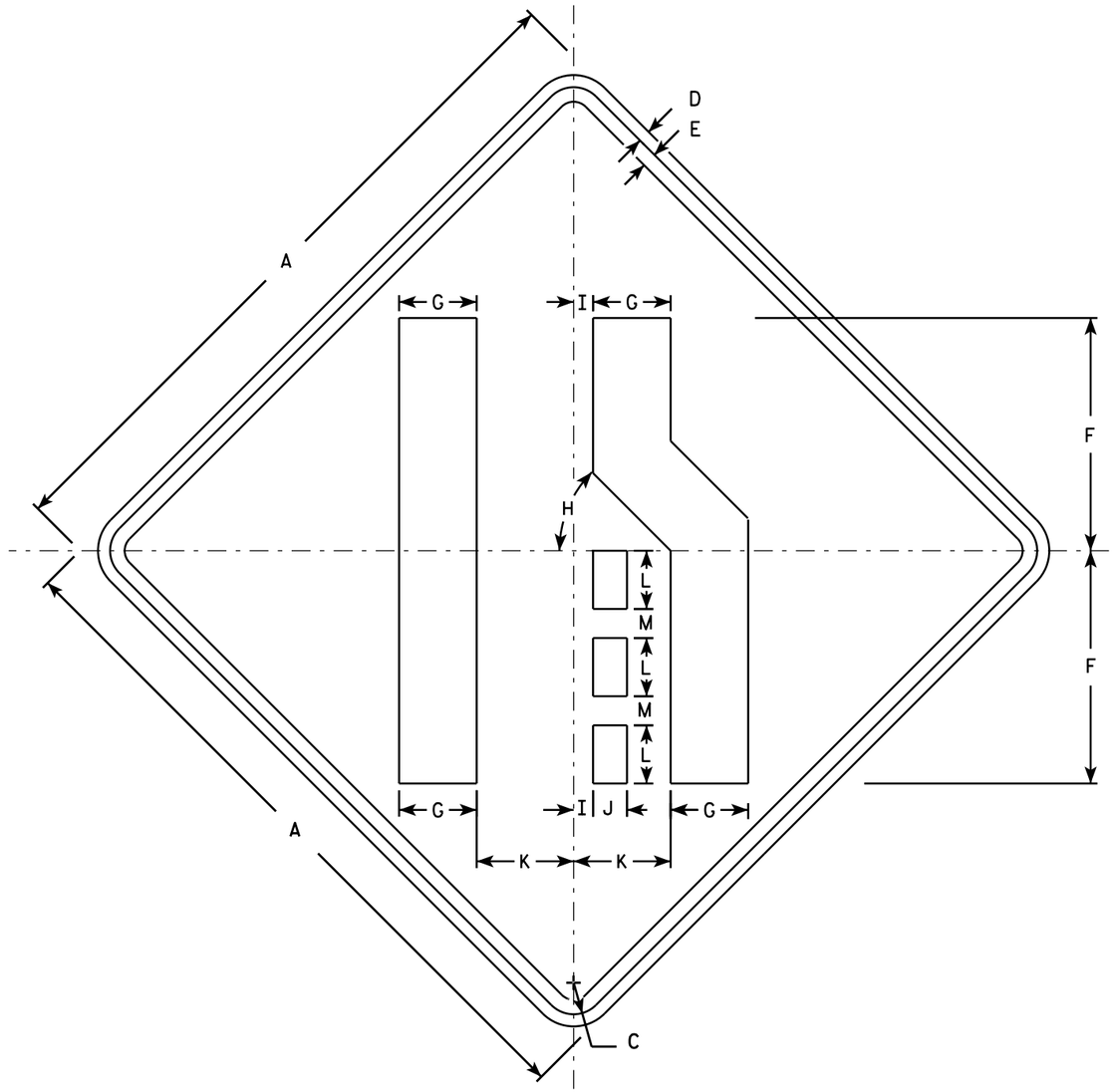
WISCONSIN DEPT OF TRANSPORTATION

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



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

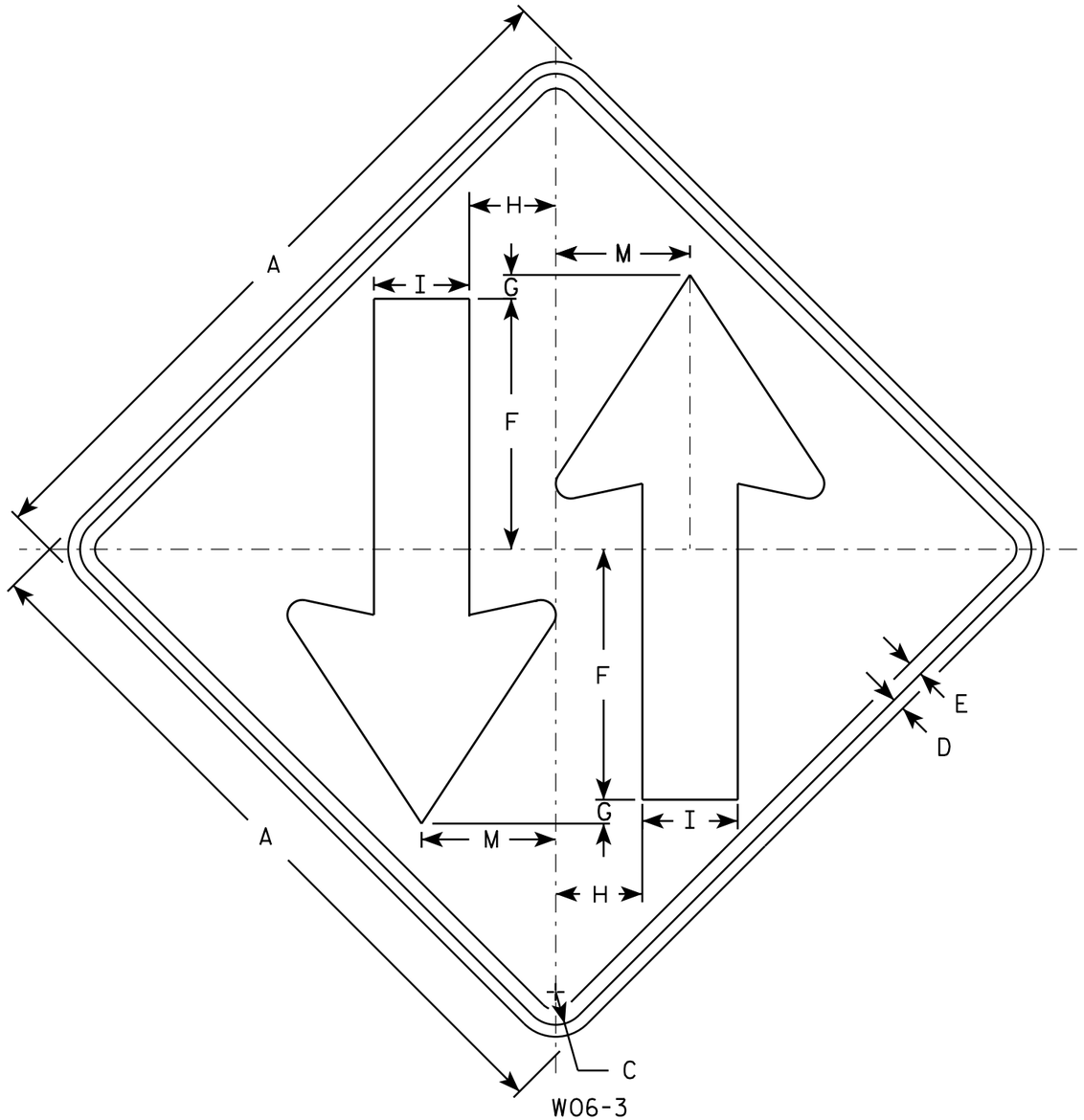
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 531 W04-2.1

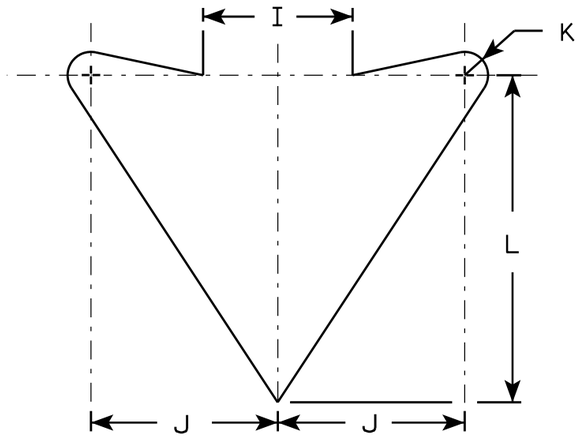
PROJECT NO:

SHEET NO: E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. 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

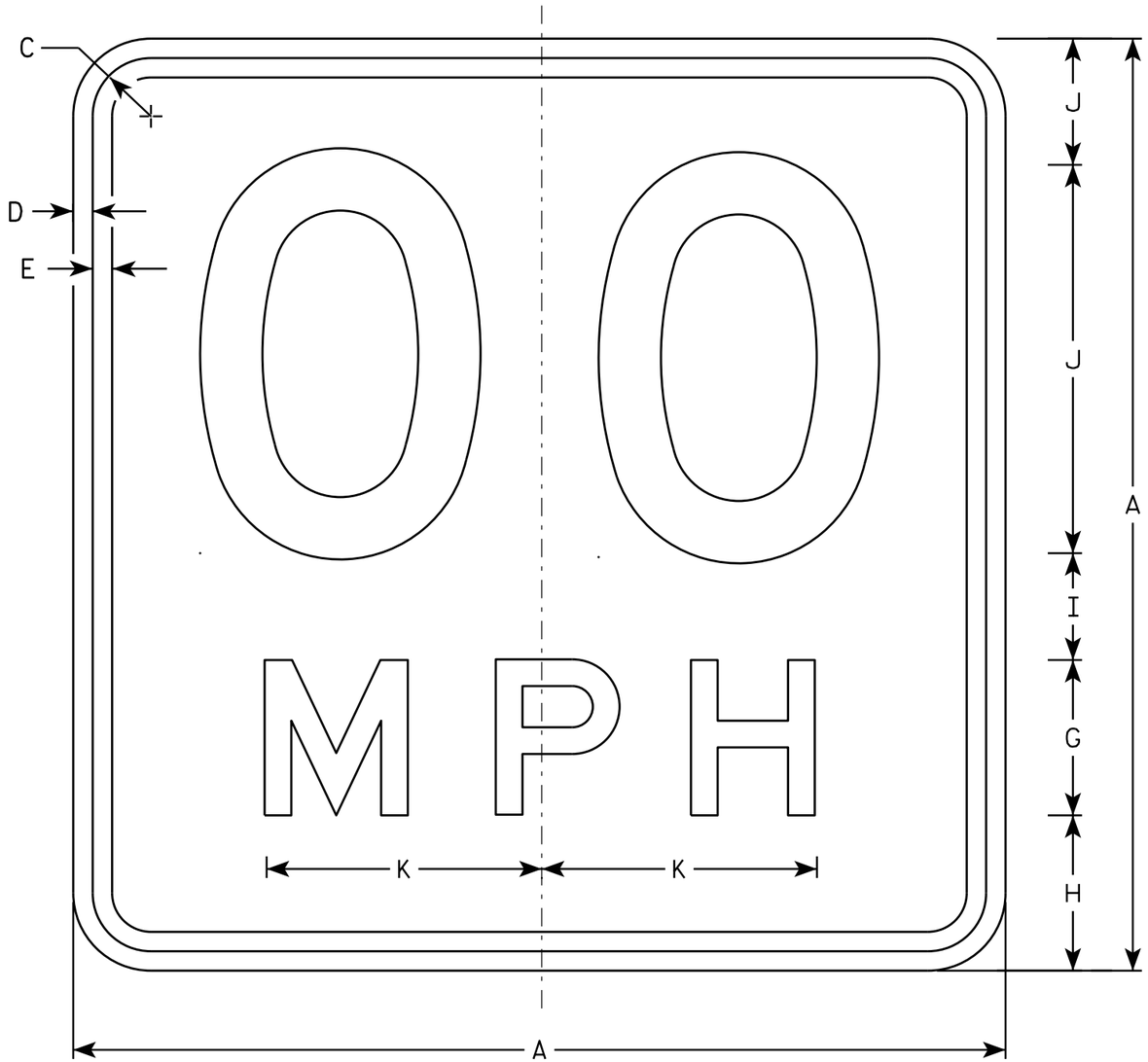
STANDARD SIGN
W06-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 532 W06-3.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



W013-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	7 1/8																4.00
2S	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
2M	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
3	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

STANDARD SIGN
W013-1

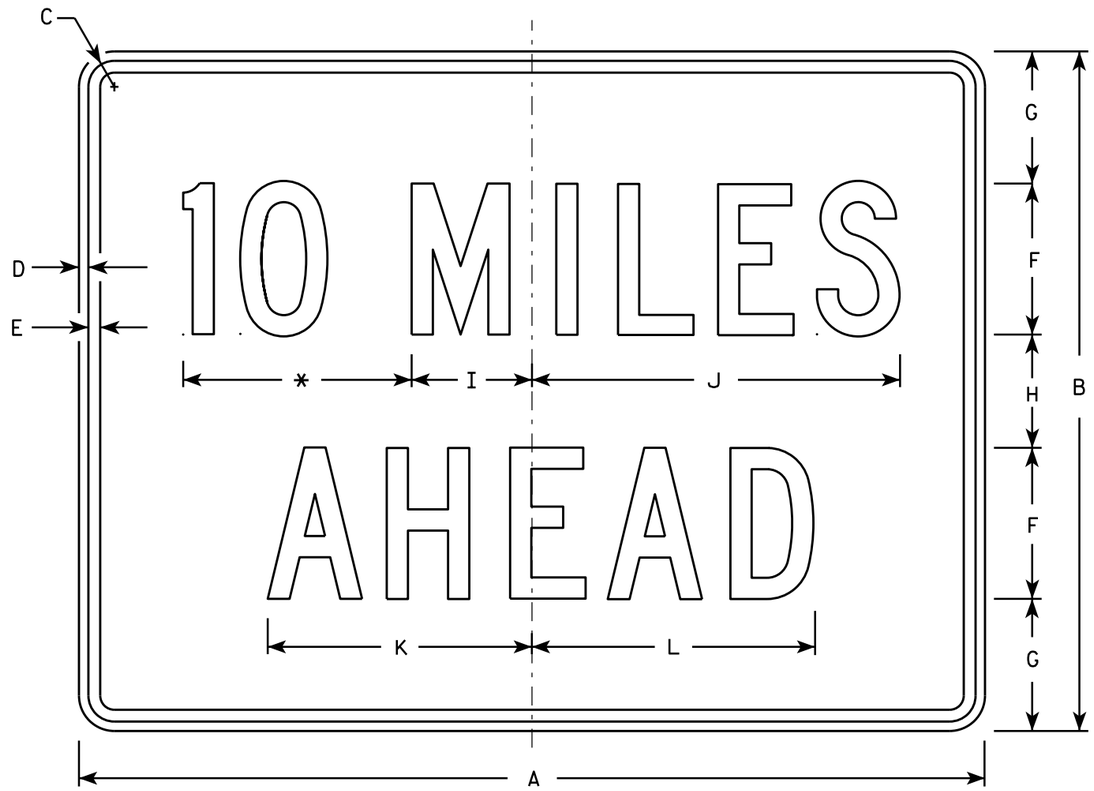
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

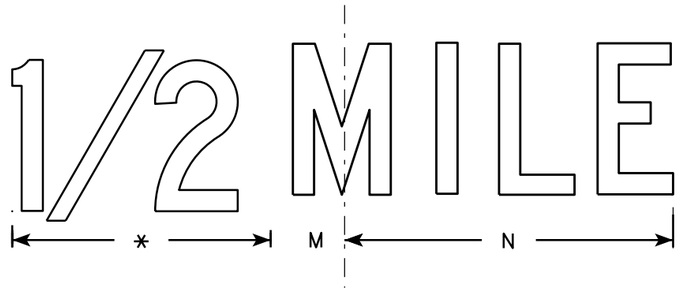
DATE 11/21/13 PLATE 533 W013-1.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W0131.DGN PLOT DATE : 02-DEC-2013 13:55 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 3.794391:1.000000
WISDOT/CADDS SHEET 42



W057-52



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.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

* See note 5

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	24	1 1/8	3/8	1/2	6	4 1/2	3	4 3/4	14 5/8	10 5/8	11 3/8	2	13													6.0
2S	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	17 3/8													12.0
2M	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	17 3/8													12.0
3	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	17 3/8													12.0
4	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	17 3/8													12.0
5	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	17 3/8													12.0

STANDARD SIGN
W057-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

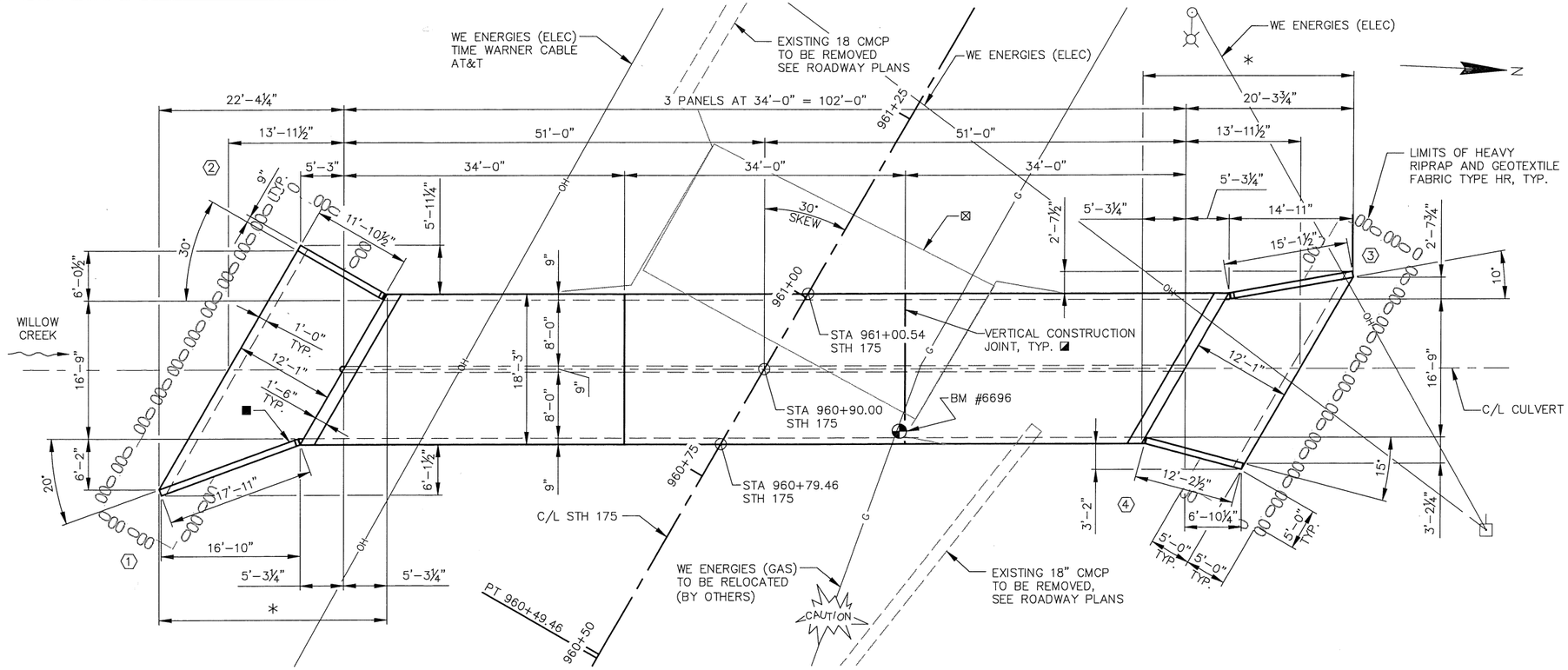
DATE 11/20/13 PLATE W057-52.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W05752.DGN PLOT DATE : 28-FEB-2014 11:42 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 8.026599:1.000000 WISDOT/CADDS SHEET 42

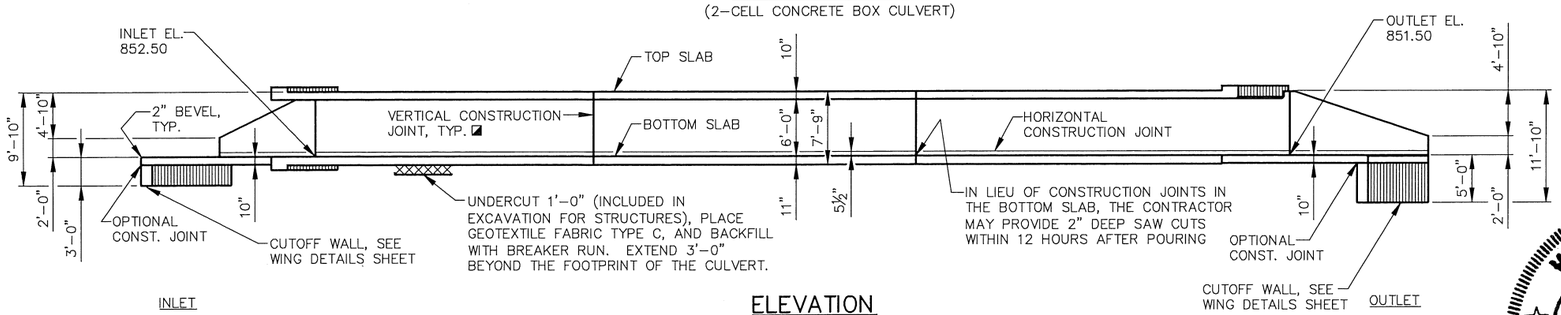
STATE PROJECT NUMBER

3360-09-72



PLAN C-66-106

(2-CELL CONCRETE BOX CULVERT)



ELEVATION

(INTERIOR WALL NOT SHOWN)

DESIGN DATA

LIVE LOAD:

DESIGN LOADING	HL-93
INVENTORY RATING FACTOR	1.05
OPERATING RATING FACTOR	1.35
WISCONSIN STANDARD PERMIT VEHICLE RATING	255 KIPS

EARTH LOAD:

STRUCTURE IS DESIGNED FOR 4.00 FT. OF FILL

ULTIMATE DESIGN STRESSES:

CONCRETE MASONRY	$f'c$ = 3,500 p.s.i.
HIGH-STRENGTH BAR STEEL REINFORCEMENT	fy = 60,000 p.s.i.

STH 175 TRAFFIC DATA:

A.A.D.T. (2016)	5,900
A.A.D.T. (2036)	6,500
DESIGN SPEED	45 M.P.H.

HYDRAULIC DATA:

Q_{100}	280 c.f.s.
Q_{100} (THRU BRIDGE)	280 c.f.s.
Q_{100} (ROAD)	N/A c.f.s.
DRAINAGE AREA	3.8 SQ. MI.
WATERWAY AREA @ Q_{100}	75 SQ. FT.
VELOCITY	3.73 f.p.s.
Q_{100} ELEVATION	856.68 ft
SCOUR CRITICAL CODE	N/A
Q_2	101 c.f.s.
Q_2 ELEVATION	854.56 ft

LIST OF DRAWINGS

1. GENERAL PLAN
2. BOX DETAILS
3. APRON DETAILS
4. WING DETAILS
5. DETAILS
6. BILL OF BARS
7. SUBSURFACE EXPLORATION #1
8. SUBSURFACE EXPLORATION #2

⬡ INDICATES WING NUMBER

* BUILD APRON AND END OF BOX LEVEL

⊠ REMOVE EXISTING STRUCTURE, STA. 961+02
SINGLE SPAN CONCRETE SLAB STRUCTURE
18.1' O.A.L., 37.9' O.A.W.

■ NAME PLATE REQUIRED, SEE "WING DETAILS" SHEET

◪ 18" MIN. WIDTH RUBBERIZED MEMBRANE
WATERPROOFING UP WALLS & ACROSS TOP SLAB

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES CULVERTS C-66-106" SHALL BE THE EXISTING GROUND LINE.

WITHIN THE LENGTH OF THE BOX ALL SPACES EXCAVATED AND NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL TO THE PROPOSED SUBGRADE ELEVATION WITHIN THE LENGTH OF THE CULVERT.

THE ALTERNATE CUTOFF WALL MAY BE USED IN LIEU OF THE CAST-IN-PLACE CONCRETE CUTOFF WALLS. PAYMENT SHALL BE BASED ON CONCRETE CUTOFF WALLS.

SEE ROADWAY PLANS FOR TEMPORARY WATER DIVERSION FOR MANAGEMENT OF THE WILLOW CREEK CHANNEL DURING CONSTRUCTION.

THE CONCRETE IN THE CUTOFF WALL MAY BE PLACED UNDERWATER IF THE EXCAVATION CANNOT BE DEWATERED.

THE CONTRACTOR MAY FURNISH A PRECAST CONCRETE STRUCTURE IN LIEU OF THE CAST-IN-PLACE BOX CULVERT WITH THE ACCEPTANCE OF THE SHOP DRAWINGS BY THE STRUCTURES DESIGN SECTION. THE PRECAST CONCRETE BOX CULVERT SHALL CONFORM TO PRECAST DETAILS IN CHAPTER 36 STANDARDS OF THE CURRENT WISCONSIN DOT BRIDGE MANUAL. PAYMENT FOR THE PRECAST CULVERT SHALL BE BASED ON THE QUANTITIES AND PRICES BID FOR THE ITEMS LISTED IN THE "TOTAL ESTIMATED QUANTITIES."

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEVATION
6696	960+91.59	CHISELED SQUARE IN NE WING WALL OF BRIDGE, 17.97' RT.	862.44
7175	962+11.02	CHISELED "X" TOP OF 18" C.M.C.P., 24.24' RT.	861.89

TOTAL ESTIMATED QUANTITIES

BID ITEMS

203.0500.S	REMOVING OLD STRUCTURE OVER WATERWAY (STA. 961+02)-	1	LS
205.0200	EXCAVATION ROCK	820	CY
206.2000	EXCAVATION FOR STRUCTURES CULVERTS C-66-106	1	LS
210.0100	BACKFILL STRUCTURE	1225	CY
311.0115	BREAKER RUN	150	CY
504.0100	CONCRETE MASONRY CULVERTS	210	CY
505.0410	BAR STEEL REINFORCEMENT HS CULVERTS	33,290	LB
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	26	SY
606.0300	RIPRAP HEAVY	45	CY
645.0105	GEOTEXTILE FABRIC TYPE C	410	SY
645.0120	GEOTEXTILE FABRIC TYPE HR	90	SY

NON BID ITEMS

FILLER	3/4"

WISCONSIN
JEFFREY J. KOCH
E-28802
PLAIN, WISCONSIN
PROFESSIONAL ENGINEER

7/29/15

BRIDGE OFFICE CONTACT
BILL DREHER, P.E.
(608) 266-8489

CONSULTANT CONTACT
JEFF KOCH, P.E.
(608) 588-7866

NO.	DATE	REVISION	BY

WESTBROOK Associated Engineers, Inc.
619 EAST HOXIE STREET
P.O. BOX 429
SPRING GREEN, WI 53588
PHONE (608) 588-7866
FAX (608) 588-7954

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher SDR 10/16/15
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE C-66-106

STH 175 OVER WILLOW CREEK

COUNTY: WASHINGTON	TOWN ~~/CITY/VILLAGE~~: GERMANTOWN
DESIGN SPEC.: AASHTO LRFD DESIGN SPEC.	

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
AJM	AMD	NJB	AMD

GENERAL PLAN

SHEET 1 OF 8

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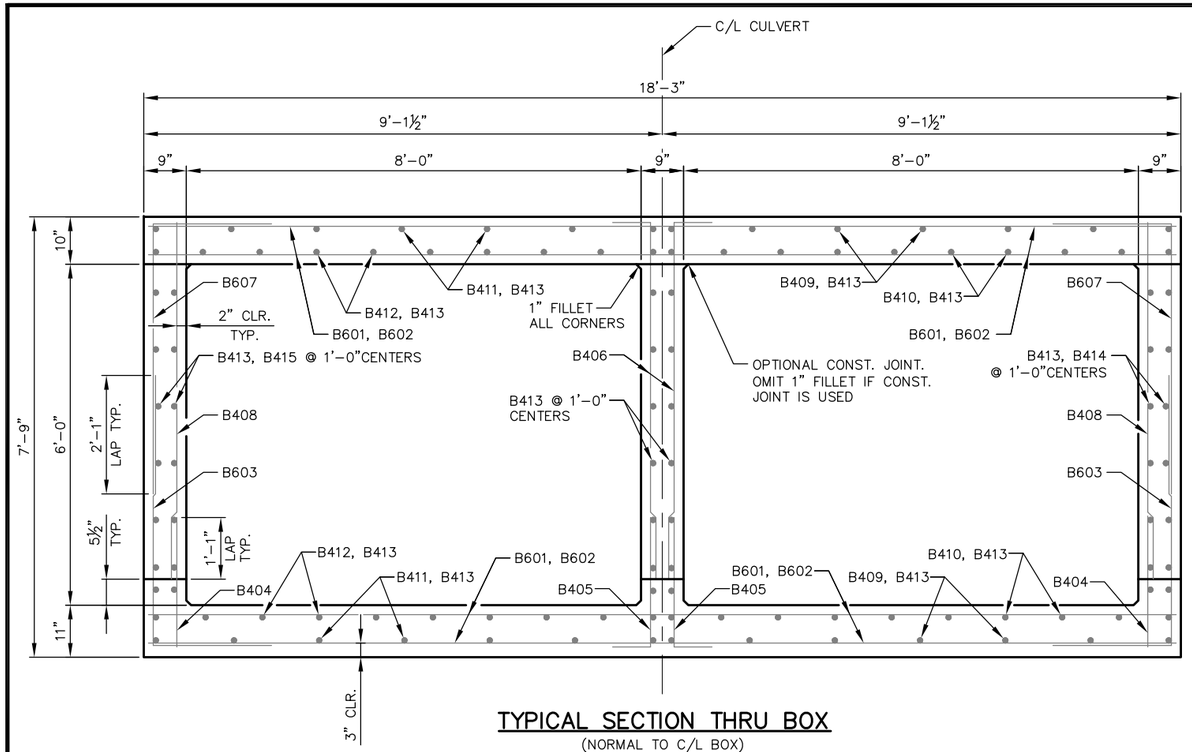
FILE NAME: W:\x-Projects\RD\7140\project 2 dgn\080101_st_C-66-106_1.dwg PLOT DATE: Jul 17, 2015 PLOT BY: luke0 PLOT SCALE: I.D. 3360-09-72

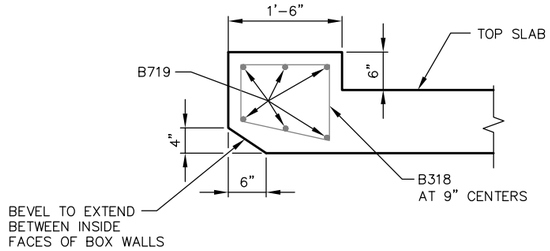
STATE PROJECT NUMBER

3360-09-72



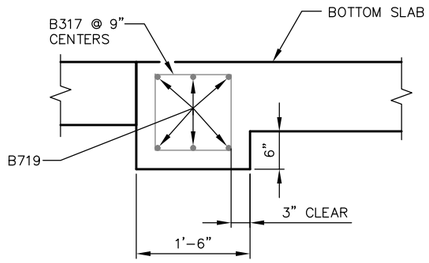
TYPICAL SECTION THRU BOX

(NORMAL TO C/L BOX)

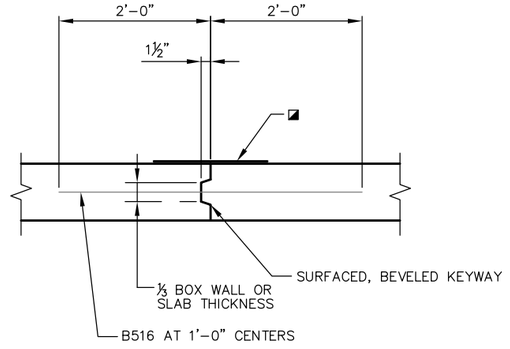


SECTION THRU TOP HEADER-INLET

(OUTLET SIMILAR)

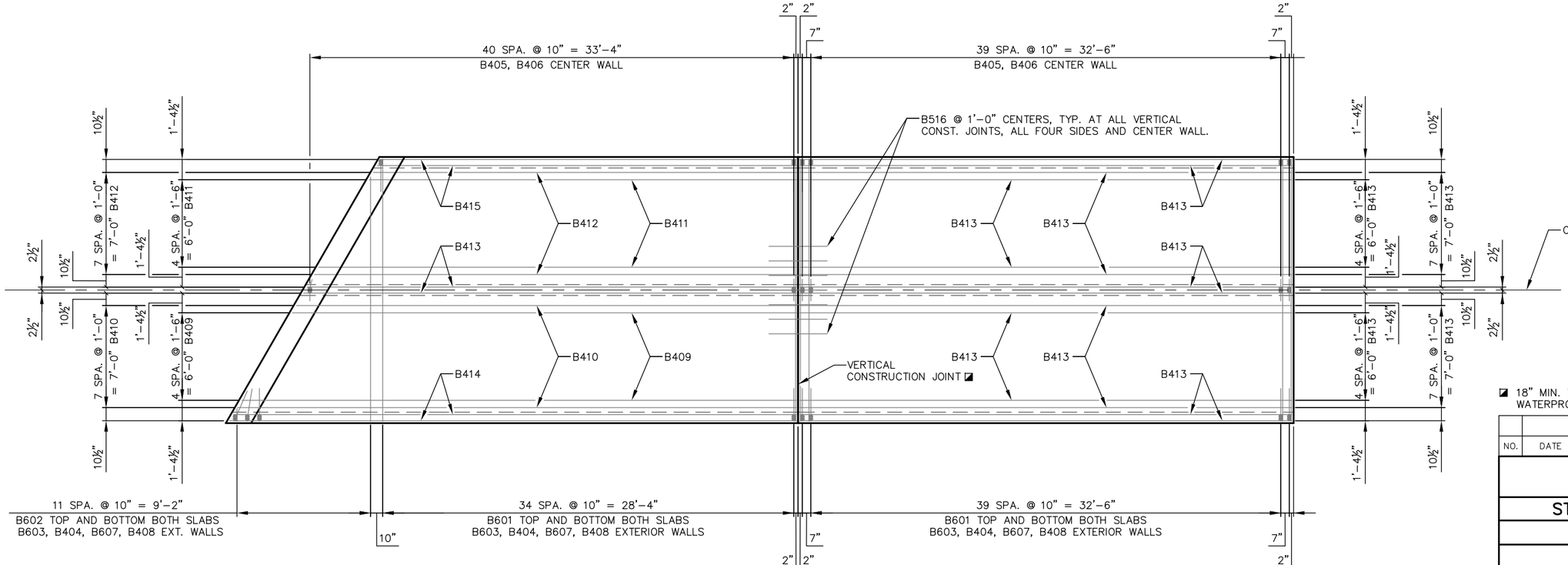


SECTION THRU BOTTOM HEADER-INLET

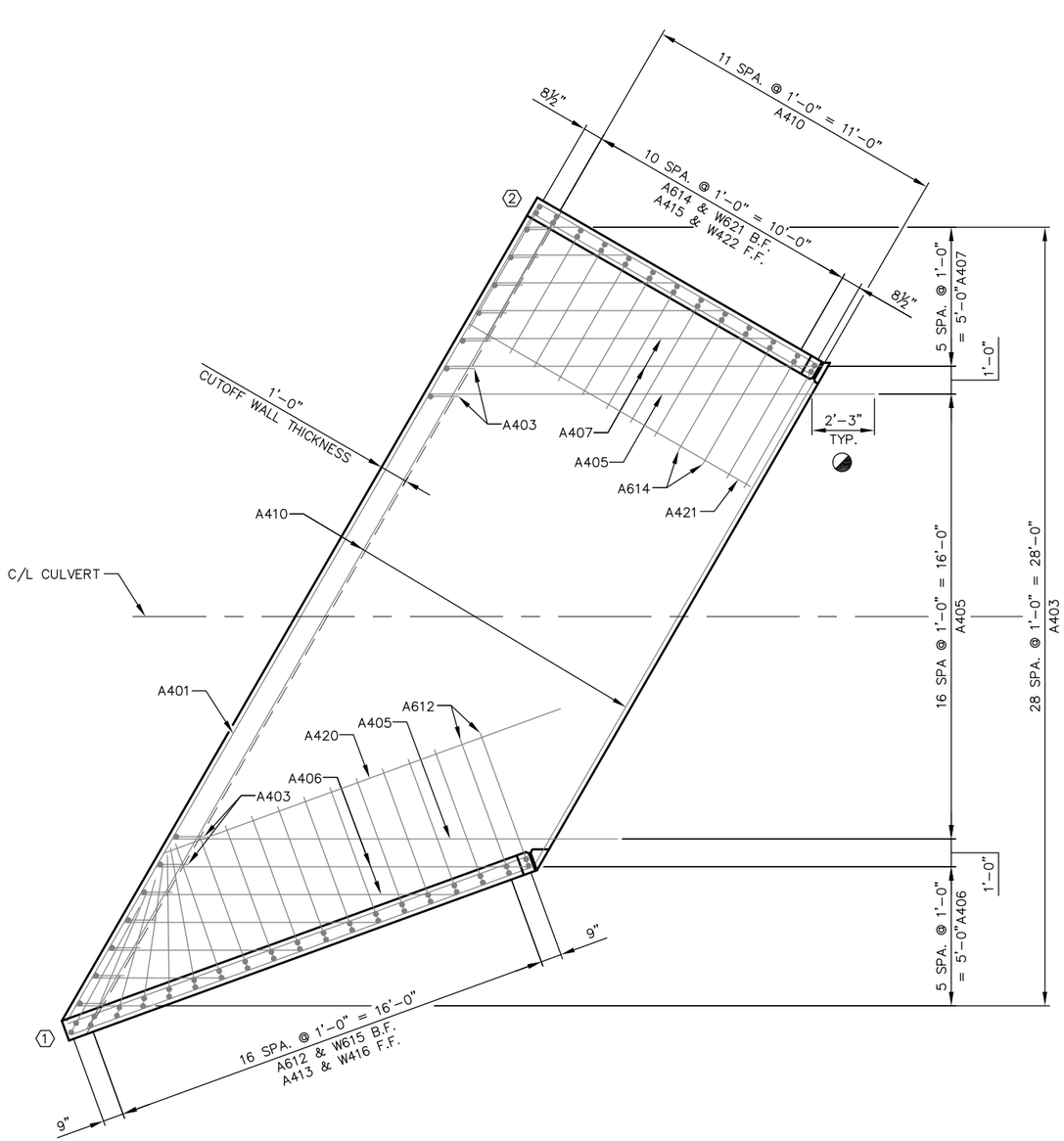


VERTICAL CONSTRUCTION JOINT

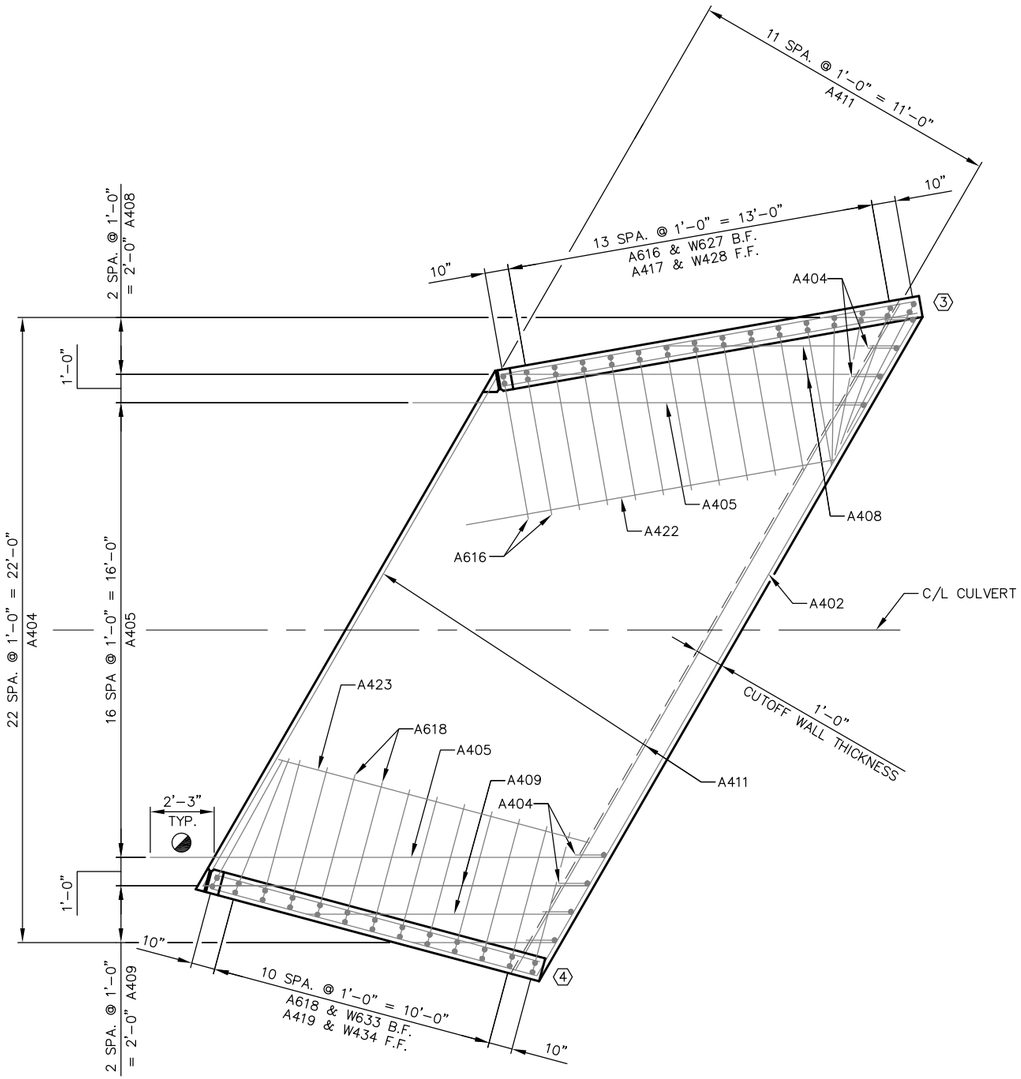
(ALL WALLS AND TOP AND BOTTOM SLAB OF BOX)


40 SPA. @ 10" = 33'-4"
B405, B406 CENTER WALL
39 SPA. @ 10" = 32'-6"
B405, B406 CENTER WALL
2"
2"
7"
2"
7"
2"
B516 @ 1'-0" CENTERS, TYP. AT ALL VERTICAL CONST. JOINTS, ALL FOUR SIDES AND CENTER WALL.
10½"
1'-4½"
7 SPA. @ 1'-0" = 7'-0" B412
4 SPA. @ 1'-6" = 6'-0" B411
2½"
10½"
1'-4½"
B415
B412
B411
B413
B413
B413

STATE PROJECT NUMBER
3360–09–72



INLET APRON REINFORCEMENT



OUTLET APRON REINFORCEMENT

EMBED A405 BARS INTO BOX SLAB 2'–3", TYP.

INDICATES WING NUMBER

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE C–66–106

DRAWN BY NJB | PLANS CK'D AMD

APRON DETAILS

SHEET 3 OF 8

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8

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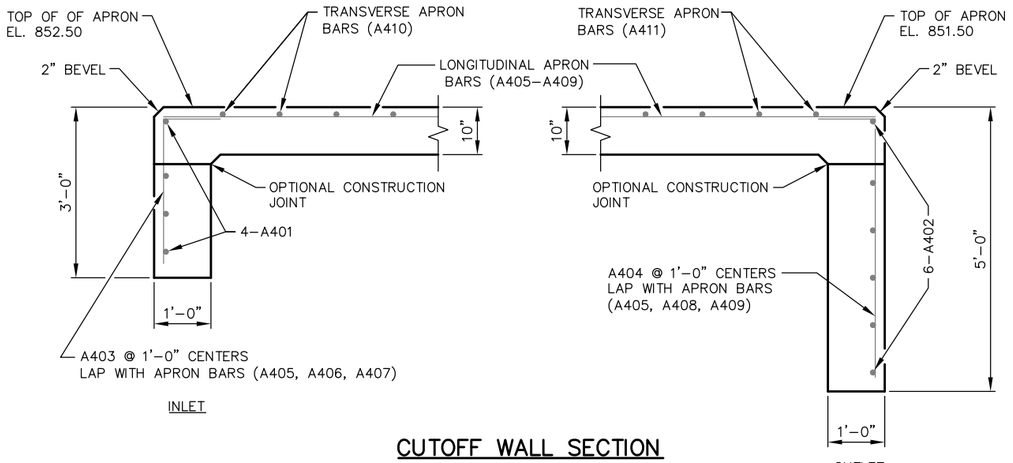
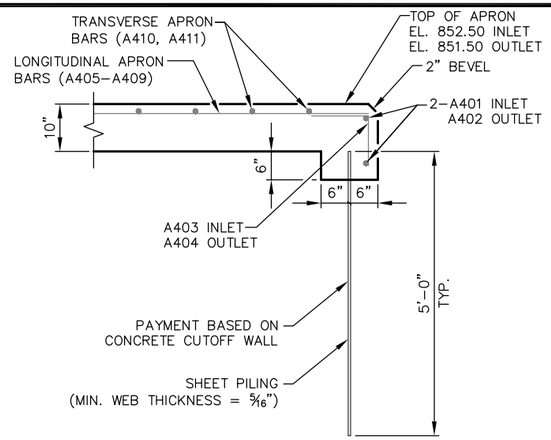
STATE PROJECT NUMBER

3360-09-72

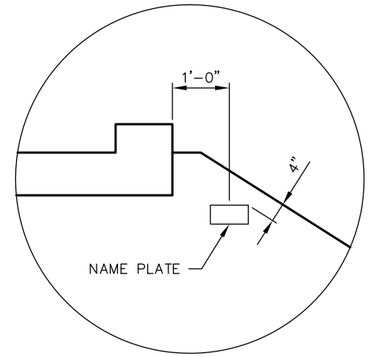


CUTOFF WALL SECTION

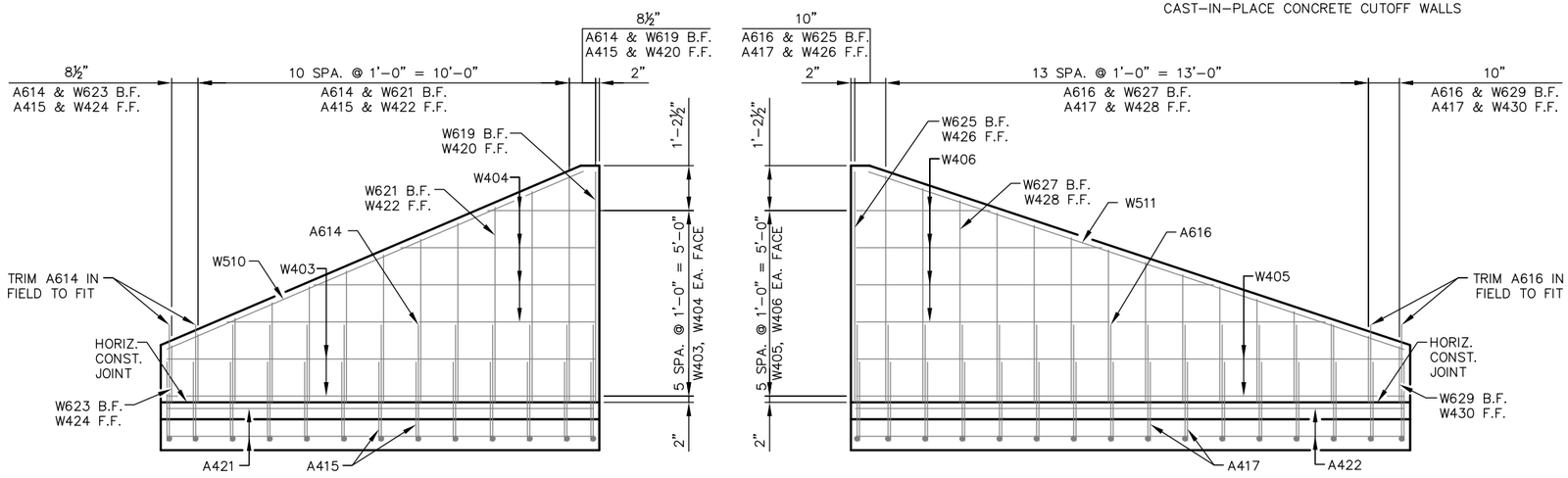


ALTERNATE CUTOFF WALL

THE ABOVE ALTERNATE MAY BE USED IN LIEU OF THE CAST-IN-PLACE CONCRETE CUTOFF WALLS



NAME PLATE DETAIL

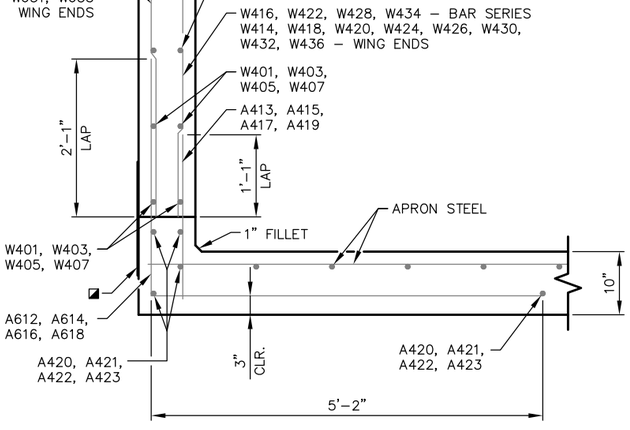


REINFORCEMENT WING 2

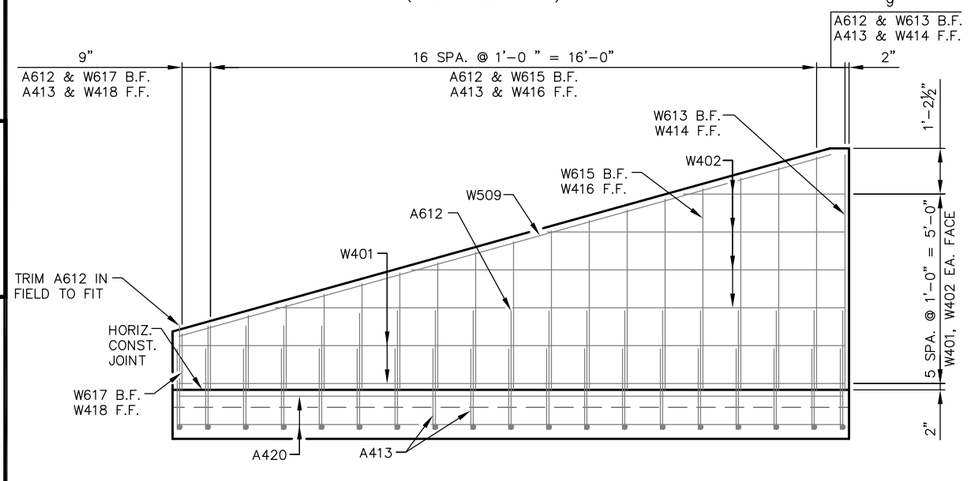
(FRONT FACE SHOWN)

REINFORCEMENT WING 3

(FRONT FACE SHOWN)

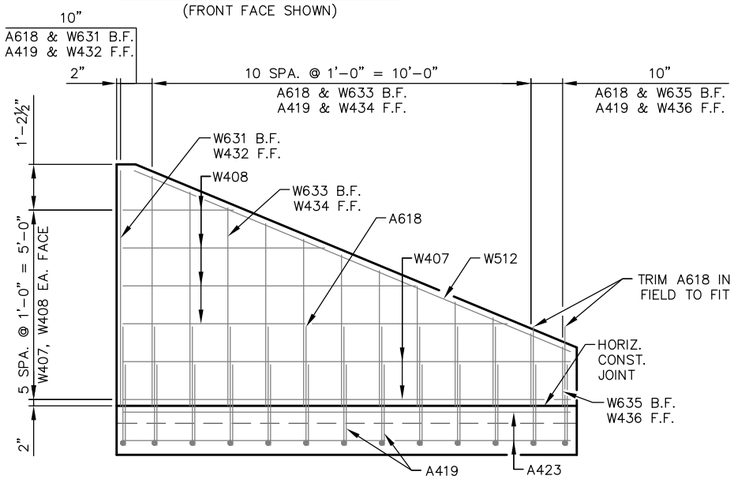


TYPICAL WINGWALL SECTION



REINFORCEMENT WING 1

(BACK FACE SHOWN)



REINFORCEMENT WING 4

(BACK FACE SHOWN)

◪ 18" MIN. WIDTH RUBBERIZED MEMBRANE WATERPROOFING UP WALLS & ACROSS TOP SLAB

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE C-66-106

DRAWN BY NJB | PLANS CK'D AMD

WING DETAILS

SHEET 4 OF 8

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8

8

FILE NAME: W:\x-Projects\RD\7140\project 2 dgn\080101_st_C-66-106_3&4.dwg

PLOT DATE: Mar 26, 2015

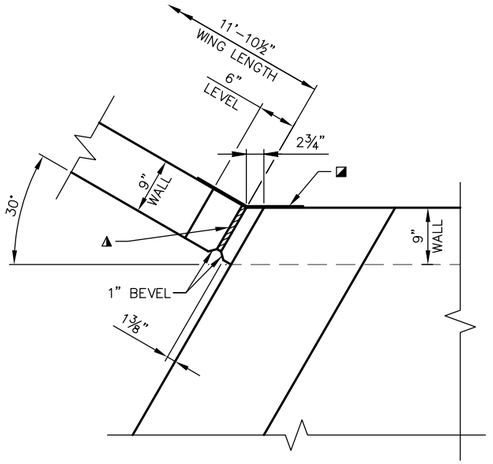
PLOT BY: Nick20

PLOT SCALE:

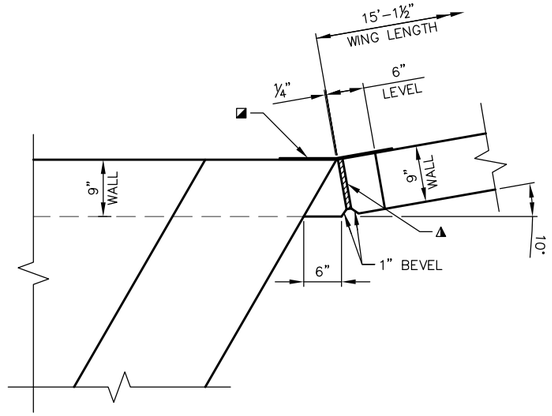
I.D. 3360-09-72

STATE PROJECT NUMBER

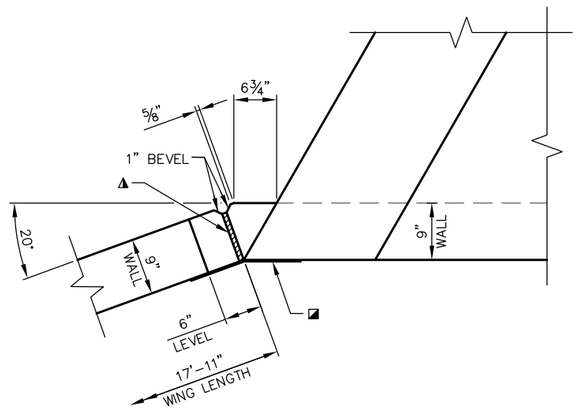
3360–09–72



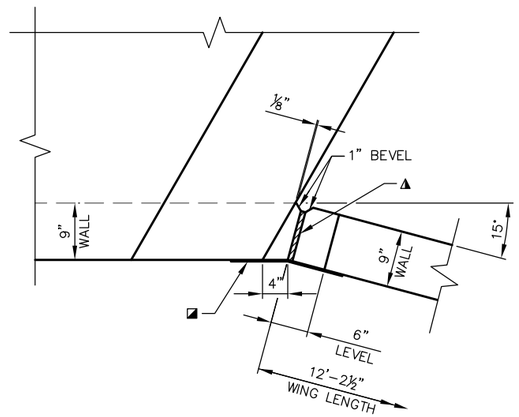
WING 2



WING 3



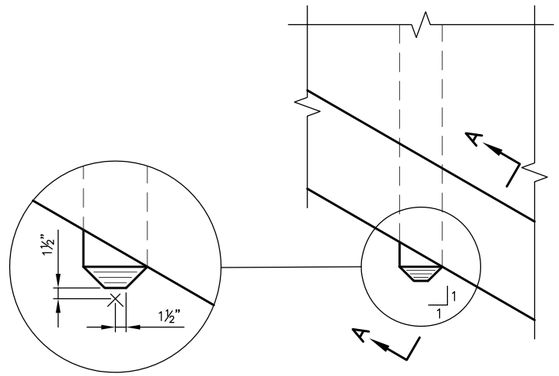
WING 1



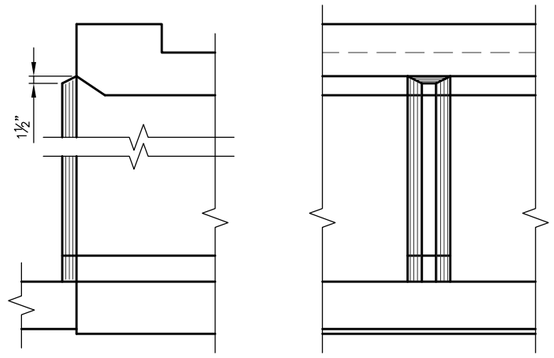
WING 4

◪ 18" MIN. WIDTH RUBBERIZED MEMBRANE WATERPROOFING UP WALLS & ACROSS TOP SLAB

◭ ¾" JOINT FILLER TO EXTEND FROM HORIZ. CONST. JOINT TO TOP OF WING.



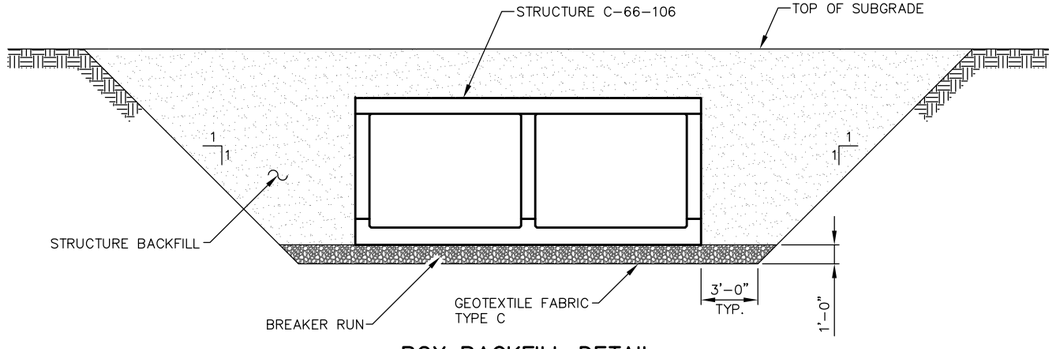
PLAN



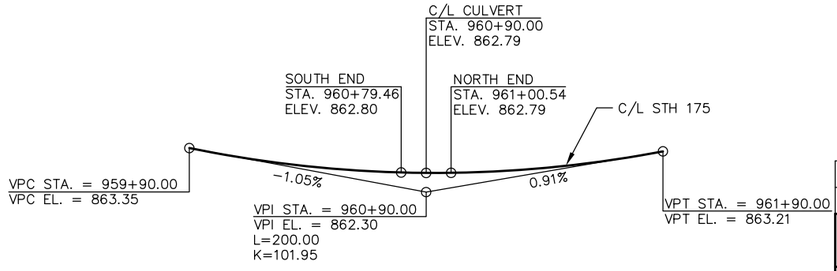
SECTION A–A

ELEVATION

INLET NOSE DETAILS



BOX BACKFILL DETAIL



PROFILE GRADE LINE, C/L STH 175

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE C–66–106

DRAWN BY NJB | PLANS CK'D AMD

DETAILS

SHEET 5 OF 8

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8

8

THE FIRST DIGIT OF A BAR MARK SIGNIFIES THE BAR SIZE.

ALL BAR BEND DIMENSIONS ARE OUT TO OUT OF BAR.

STATE PROJECT NUMBER
3360-09-72

BILL OF BARS
BOX CULVERT — UNCOATED = 30,100 LBS.

	MARK	NUMBER COATED	NUMBER UNCOATED	LENGTH	BENT	BAR SERIES	LOCATION	
	B601		448	17-11			TOP AND BOTTOM SLAB	TRANS.
✳	B602		96	8-9		X	TOP AND BOTTOM SLAB	TRANS.
	B603		248	6-8	X		BOTTOM SLAB CORNERS	VERT.
	B404		248	2-3			DOWELS EXTERIOR WALLS	VERT.
	B405		248	2-10	X		BOTTOM SLAB INTERIOR WALL	VERT.
	B406		248	6-9	X		INTERIOR WALL	VERT.
	B607		248	6-8	X		TOP SLAB CORNERS	VERT.
	B408		248	6-2			EXTERIOR WALLS	VERT.
✳	B409		28	36-3		X	TOP AND BOTTOM SLAB	LONGIT.
✳	B410		40	36-3		X	TOP AND BOTTOM SLAB	LONGIT.
✳	B411		28	30-11		X	TOP AND BOTTOM SLAB	LONGIT.
✳	B412		40	30-11		X	TOP AND BOTTOM SLAB	LONGIT.
	B413		138	33-8			TOP AND BOTTOM SLAB AND WALLS	LONGIT.
	B414		28	38-6			EXTERIOR WALL END PANELS	LONGIT.
	B415		28	28-5			EXTERIOR WALL END PANELS	LONGIT
	B516		112	4-0			DOWEL THRU JOINT	HORIZ.
	B317		58	4-5	X		BOTTOM HEADER STIRRUP	VERT.
	B318		58	4-5	X		TOP HEADER STIRRUP	VERT.
	B719		18	20-8			HEADERS	HORIZ.

✳ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

BILL OF BARS
APRONS — UNCOATED = 2,250 LBS.

	MARK	NUMBER COATED	NUMBER UNCOATED	LENGTH	BENT	BAR SERIES	LOCATION	
	A401		4	33-11			INLET CUTOFF WALL	HORIZ.
	A402		6	26-9			OUTLET CUTOFF WALL	HORIZ.
	A403		29	3-6	X		CUTOFF WALL INLET	VERT.
	A404		23	5-6	X		CUTOFF WALL OUTLET	VERT.
	A405		34	16-0			APRONS	LONGIT.
✳	A406		6	8-1		X	INLET APRON	LONGIT
✳	A407		6	7-8		X	INLET APRON	LONGIT.
✳	A408		3	8-4		X	OUTLET APRON	LONGIT.
✳	A409		3	9-0		X	OUTLET APRON	LONGIT.
✳	A410		12	27-3		X	INLET APRON	TRANS.
✳	A411		12	23-10		X	OUTLET APRON	TRANS.
✳	A612		19	8-2			INLET APRON WING 1 B.F.	VERT.
	A413		19	2-2			INLET APRON WING 1 F.F.	VERT.
	A614		13	8-2	X		INLET APRON WING 2 B.F.	VERT.
	A415		13	2-2			INLET APRON WING 2 F.F.	VERT.
	A616		16	8-2	X		OUTLET APRON WING 3 B.F.	VERT.
	A417		16	2-2			OUTLET APRON WING 3 F.F.	VERT.
	A618		13	8-2	X		OUTLET APRON WING 4 B.F.	VERT.
	A419		13	2-2			OUTLET APRON WING 4 F.F.	VERT.
	A420		5	17-8			INLET APRON FLOOR BOTTOM	HORIZ.
	A421		5	11-8			INLET APRON FLOOR BOTTOM	HORIZ.
	A422		5	14-10			OUTLET APRON FLOOR BOTTOM	HORIZ.
	A423		5	11-11			OUTLET APRON FLOOR BOTTOM	HORIZ.

✳ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

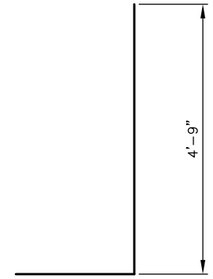
BILL OF BARS
WINGS — UNCOATED = 940 LBS.

	MARK	NUMBER COATED	NUMBER UNCOATED	LENGTH	BENT	BAR SERIES	LOCATION	
	W401		4	17-7			WING 1 EACH FACE	HORIZ.
✳	W402		8	9-4		X	WING 1 EACH FACE	HORIZ.
	W403		4	11-5			WING 2 EACH FACE	HORIZ.
✳	W404		8	6-2		X	WING 2 EACH FACE	HORIZ.
	W405		4	14-8			WING 3 EACH FACE	HORIZ.
✳	W406		8	7-11		X	WING 3 EACH FACE	HORIZ.
	W407		4	11-10			WING 4 EACH FACE	HORIZ.
✳	W408		8	6-4		X	WING 4 EACH FACE	HORIZ.
	W509		2	17-10			WING 1 TOP EACH FACE	HORIZ.
	W510		2	12-2			WING 2 TOP EACH FACE	HORIZ.
	W511		2	15-2			WING 3 TOP EACH FACE	HORIZ.
	W512		2	12-5			WING 4 TOP EACH FACE	HORIZ.
	W613		1	6-2			WING 1 B.F.	VERT.
	W414		1	6-2			WING 1 F.F.	VERT.
✳	W615		17	3-10		X	WING 1 B.F.	VERT.
✳	W416		17	3-10		X	WING 1 F.F.	VERT.
	W617		1	1-5			WING 1 B.F.	VERT.
	W418		1	1-5			WING 1 F.F.	VERT.
	W619		1	6-2			WING 2 B.F.	VERT.
	W420		1	6-2			WING 2 F.F.	VERT.
✳	W621		11	3-10		X	WING 2 B.F.	VERT.
✳	W422		11	3-10		X	WING 2 F.F.	VERT.
	W623		1	1-5			WING 2 B.F.	VERT.
	W424		1	1-5			WING 2 F.F.	VERT.
	W625		1	6-2			WING 3 B.F.	VERT.
	W426		1	6-2			WING 3 F.F.	VERT.
✳	W627		14	3-10		X	WING 3 B.F.	VERT.
✳	W428		14	3-10		X	WING 3 F.F.	VERT.
	W629		1	1-5			WING 3 B.F.	VERT.
	W430		1	1-5			WING 3 F.F.	VERT.
	W631		1	6-2			WING 4 B.F.	VERT.
	W432		1	6-2			WING 4 F.F.	VERT.
✳	W633		11	3-10		X	WING 4 B.F.	VERT.
✳	W434		11	3-10		X	WING 4 F.F.	VERT.
	W635		1	1-5			WING 4 B.F.	VERT
	W436		1	1-5			WING 4 F.F.	VERT.

✳ 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

MARK	NUMBER	LENGTH
B602	8 SERIES OF 12	0-10 TO 16-8
B409	4 SERIES OF 7	33-9 TO 38-10
B410	4 SERIES OF 10	33-9 TO 38-10
B411	4 SERIES OF 7	28-5 TO 33-6
B412	4 SERIES OF 10	28-5 TO 33-6
A406	1 SERIES OF 6	2-8 TO 13-6
A407	1 SERIES OF 6	1-11 TO 13-6
A408	1 SERIES OF 3	3-3 TO 13-5
A409	1 SERIES OF 3	4-8 TO 13-4
A410	1 SERIES OF 12	20-8 TO 33-10
A411	1 SERIES OF 12	20-9 TO 27-0
W402	2 SERIES OF 4	4-0 TO 14-9
W404	2 SERIES OF 4	2-8 TO 9-9
W406	2 SERIES OF 4	3-5 TO 12-5
W408	2 SERIES OF 4	2-9 TO 10-0
W615	1 SERIES OF 17	1-7 TO 6-1
W416	1 SERIES OF 17	1-7 TO 6-1
W621	1 SERIES OF 11	1-9 TO 6-0
W422	1 SERIES OF 11	1-9 TO 6-0
W627	1 SERIES OF 14	1-8 TO 6-0
W428	1 SERIES OF 14	1-8 TO 6-0
W633	1 SERIES OF 11	1-9 TO 5-11
W434	1 SERIES OF 11	1-9 TO 5-11



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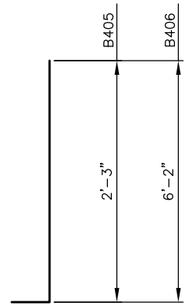

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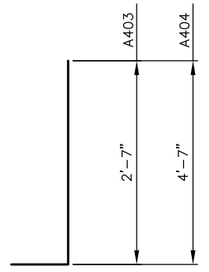

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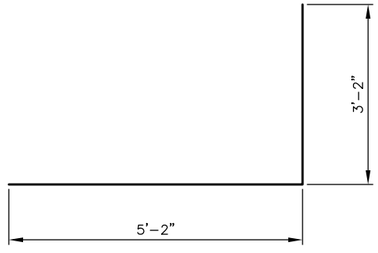
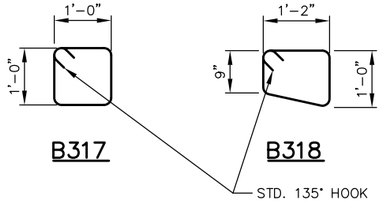


A612, A614, A616, & A618



B317

B318

STD. 135° HOOK

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE C-66-106

DRAWN BY NJB | PLANS CK'D AMD

BILL OF BARS

SHEET 6 OF 8

540

8

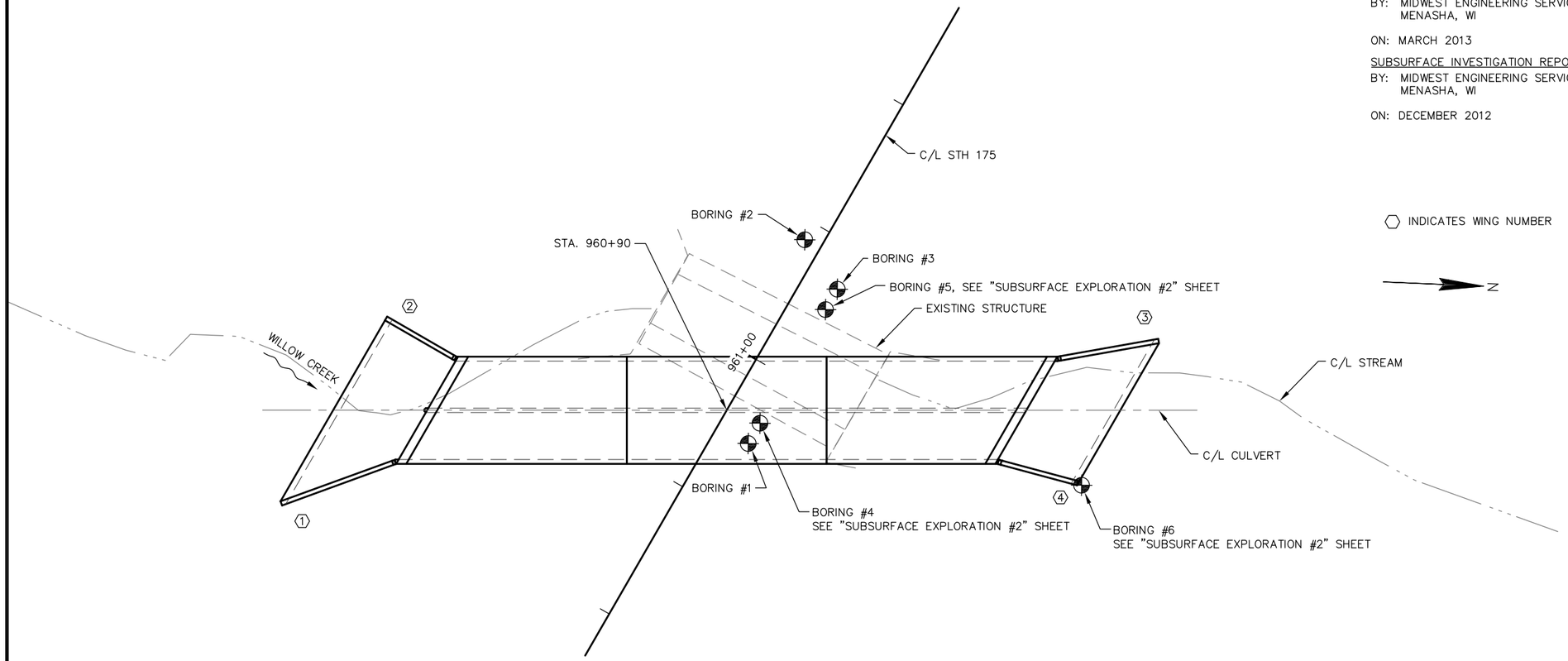
8

SOIL BORINGS
BY: MIDWEST ENGINEERING SERVICES, INC
MENASHA, WI

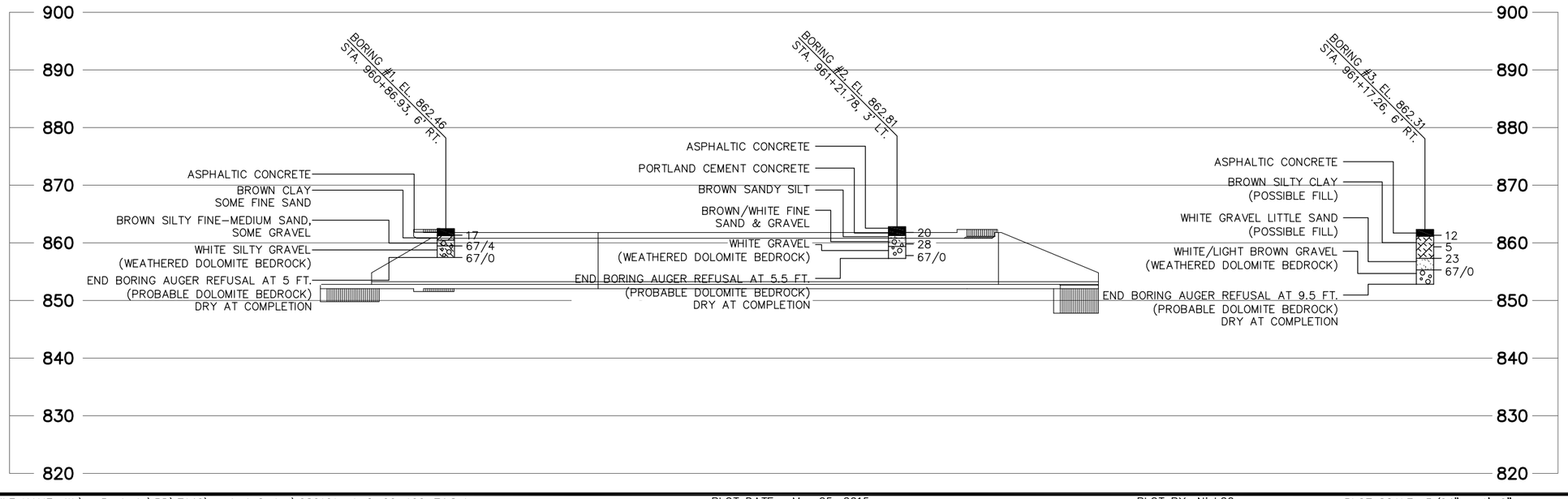
ON: MARCH 2013

SUBSURFACE INVESTIGATION REPORT
BY: MIDWEST ENGINEERING SERVICES, INC
MENASHA, WI

ON: DECEMBER 2012



PLAN C-66-106



8

8

STATE PROJECT NUMBER

3360-09-72

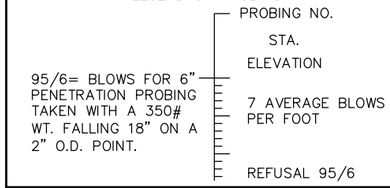
ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE
WS - WEATHERED SO-SOUND

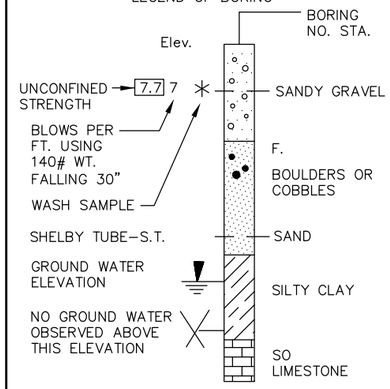
MATERIAL SYMBOLS

TOPSOIL, SILT, SANDSTONE
SAND, PEAT, LIMESTONE
GRAVEL, CLAY, IGNEOUS ROCK

LEGEND OF PROBING



LEGEND OF BORING



UNLESS OTHERWISE SPECIFIED, THE BLOWS PER FOOT AT THE LOCATIONS INDICATED ARE BASED ON DRIVING A 2" O.D. X 1.4" I.D. SPLIT SPOON SAMPLER WITH A 140# HAMMER HAVING A FREE FALL OF 30". THE BLOW COUNT IS TAKEN IN UNDISTURBED SOIL IMMEDIATELY BELOW A CASED OR OPEN HOLE ELIMINATING SIDE FRICTION ON THE DRIVE PIPE.

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

TO OBTAIN RELATIVE DATA CONCERNING THE CHARACTER OF MATERIAL IN AND UPON WHICH THE FOUNDATION MIGHT BE BUILT, BORINGS AND/OR SOUNDINGS WERE MADE AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING. THE DATA PRESENTED HEREIN REPRESENTS THE FINDINGS OF THE SUBSURFACE EXPLORATIONS MADE. HOWEVER, BECAUSE THE DEPTHS INVESTIGATED ARE LIMITED AND THE AREA OF THE BORINGS AND/OR SOUNDINGS IS VERY SMALL IN RELATION TO THE ENTIRE AREA, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT CONDITIONS BELOW THE DEPTHS INVESTIGATED OR THAT THE CLASSIFICATION OF MATERIAL ENCOUNTERED IN THE INVESTIGATIONS IS NECESSARILY TYPICAL OF THE ENTIRE SITE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE C-66-106

DRAWN BY NJB | PLANS CK'D AMD

SUBSURFACE EXPLORATION #1

SHEET 7 OF 8

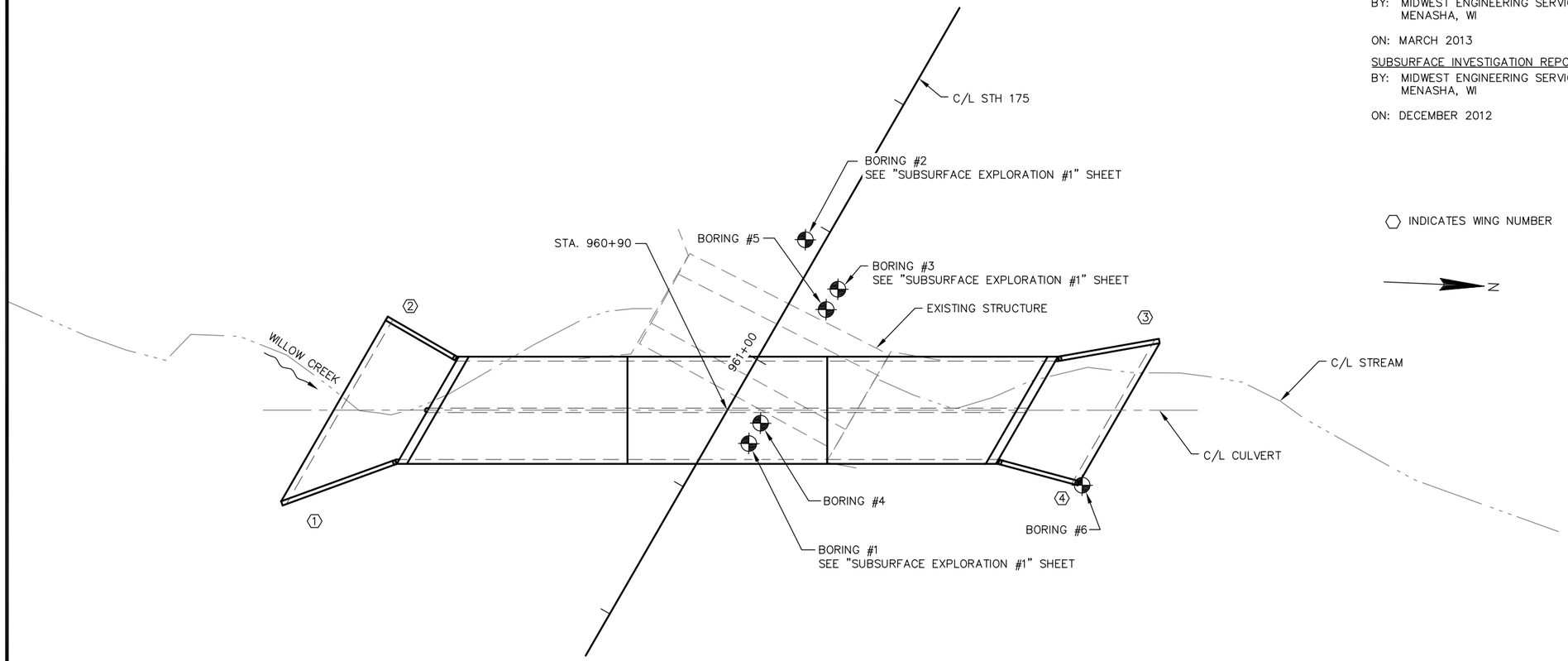
541

SOIL BORINGS
BY: MIDWEST ENGINEERING SERVICES, INC
MENASHA, WI

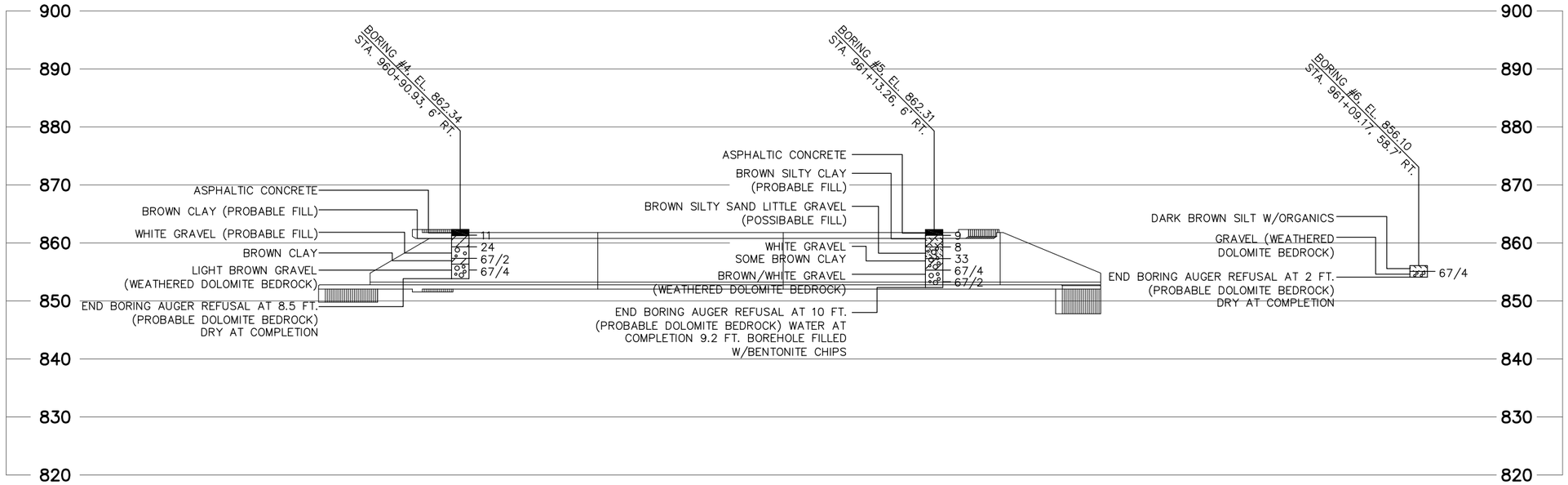
ON: MARCH 2013

SUBSURFACE INVESTIGATION REPORT
BY: MIDWEST ENGINEERING SERVICES, INC
MENASHA, WI

ON: DECEMBER 2012



PLAN C-66-106



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3360-09-72

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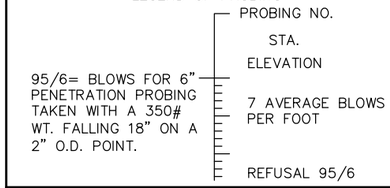

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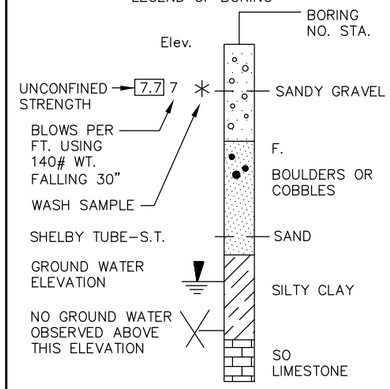

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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE C-66-106

DRAWN BY NJB | PLANS CK'D AMD

SUBSURFACE EXPLORATION #2

SHEET 8 OF 8

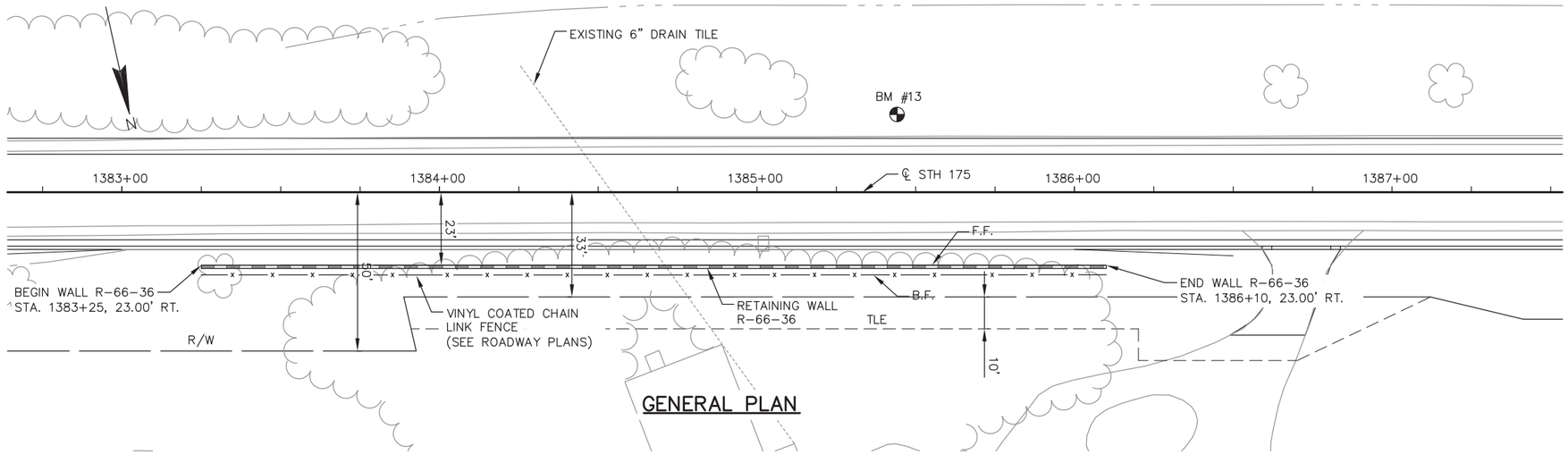
542

8

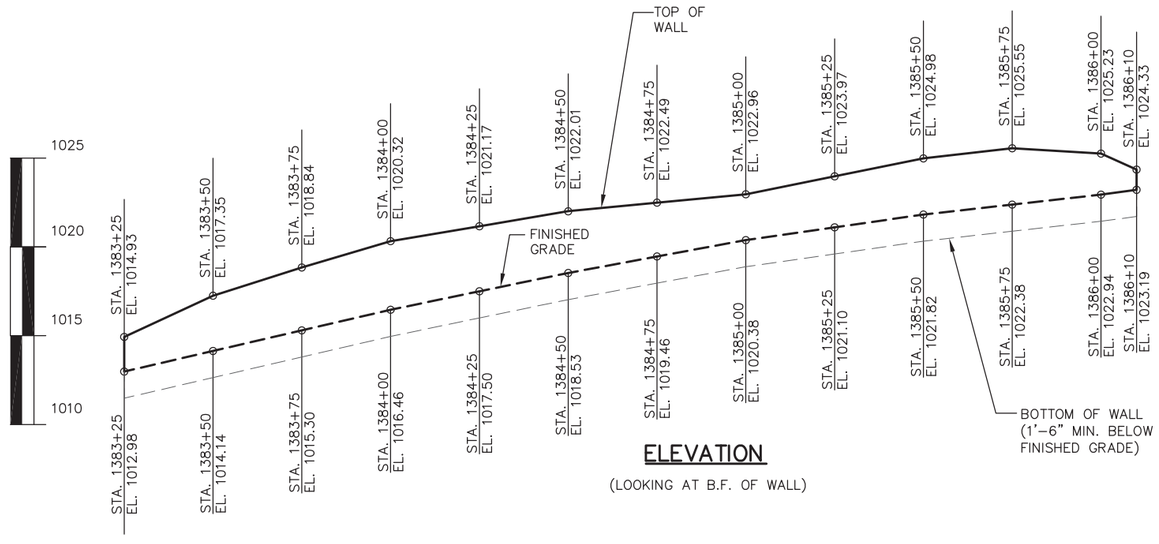
8

STATE PROJECT NUMBER

3360-09-72



GENERAL PLAN



ELEVATION

(LOOKING AT B.F. OF WALL)

GENERAL NOTES:

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 GRAVITY LRFD", FOR STRUCTURE R-66-36.

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 CROSS SECTIONS.

SEE SPECIAL PROVISIONS FOR AESTHETIC TREATMENT TO WALL.

DESIGN RETAINING WALL FOR A LIVE LOAD SURCHARGE OF 100 P.S.F.

DRAWINGS SHALL NOT BE SCALED.

THE COLOR AND SURFACE TEXTURE OF THE BLOCK SHALL BE TAN AND SANDSTONE WITH A SPLIT FACE.

B.F. = BACK FACE
F.F. = FRONT FACE

WISCONSIN
ANDREW C. KNUTSON
E-34662
SPRING GREEN, WI
7-22-16
PROFESSIONAL ENGINEER

WALL GEOMETRY TABLE

STATION	OFFSET TO F.F. WALL	TOP OF WALL ELEV.	FINISHED GRADE ELEV.
1383+25	23.0' RT.	1014.93	1012.98
1383+50	23.0' RT.	1017.35	1014.14
1383+75	23.0' RT.	1018.84	1015.30
1384+00	23.0' RT.	1020.32	1016.46
1384+25	23.0' RT.	1021.17	1017.50
1384+50	23.0' RT.	1022.01	1018.53
1384+75	23.0' RT.	1022.49	1019.48
1385+00	23.0' RT.	1022.96	1020.38
1385+25	23.0' RT.	1023.97	1021.10
1385+50	23.0' RT.	1024.98	1021.82
1385+75	23.0' RT.	1025.55	1022.38
1386+00	23.0' RT.	1025.23	1022.94
1386+10	23.0' RT.	1024.33	1023.19

LIST OF DRAWINGS

1. GENERAL PLAN
2. TYPICAL SECTION THRU WALL
3. SUBSURFACE EXPLORATION

DESIGN CONTACTS

CONSULTANT CONTACT
ANDREW KNUTSON, P.E., S.E.
(608) 588-7866

BRIDGE OFFICE CONTACT
WILLIAM DREHER, P.E.
(608) 266-8489

WALL EXTERNAL STABILITY EVALUATION*

DIMENSIONS	EVALUATED LOCATION
WALL HEIGHT (FEET)	5.86'
EXPOSED WALL HEIGHT (FEET)	3.86'
WALL STATION	1348+00
BORING USED	B-14 & B-15
CAPACITY TO DEMAND RATIO (CDR)	
SLIDING (CDR > 1.0) ⚠	1.01
ECCENTRICITY (CDR > 1.0) ⚠	1.15
GLOBAL (OVERALL) STABILITY (CDR > 1.0)	1.39
BEARING RESISTANCE (CDR > 1.0) ⚠	2.07
FACTORED BEARING RESISTANCE (PSF)	2150

⚠ CDR BASED ON ASSUMED BLOCK DEPTH OF 4'-9"

SOIL PARAMETERS

SOIL DESCRIPTION	TOTAL UNIT WEIGHT (PCF)	FRICTION ANGLE (DEGREES)	COHESION (PCF)
SILTY SAND	120	30	0
SAND AND GRAVEL	130	36	0

TOTAL ESTIMATED QUANTITIES

BID ITEM NO.	BID ITEM	UNIT	TOTALS
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	305
SPV.0090.03	FENCE CHAIN LINK VINYL COATED 4-FT	LF	285
SPV.0165.01	WALL MODULAR BLOCK GRAVITY LRFD	SF	1,325

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEVATION
127	1376+82.75	CAPPED REBAR, 21.29' RT.	1003.39
128	1385+44.12	REBAR S. HILLSIDE, 24.50' LT.	1020.15
129	1391+41.00	CAPPED REBAR, 23.23' LT.	1018.60

NO.	DATE	REVISION	BY

WESTBROOK Associated Engineers, Inc.
619 EAST HOXIE STREET
P.O. BOX 429
SPRING GREEN, WI 53588
PHONE (608) 588-7866
FAX (608) 588-7954

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher SDR 07/25/16
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE R-66-36

RETAINING WALL ALONG EAST SIDE OF STH 175

COUNTY	TOWN/~~CITY/VILLAGE~~
WASHINGTON	POLK

DESIGN SPEC. AASHTO LRFD DESIGN SPEC. 6th EDITION

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
JAP	NCG	NJB	NCG

GENERAL PLAN

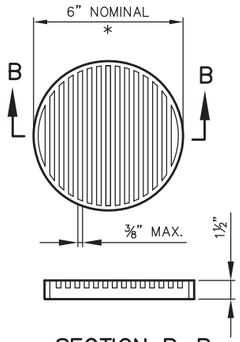
SHEET 1 OF 3

543

8

8

STATE PROJECT NUMBER
3360–09–72



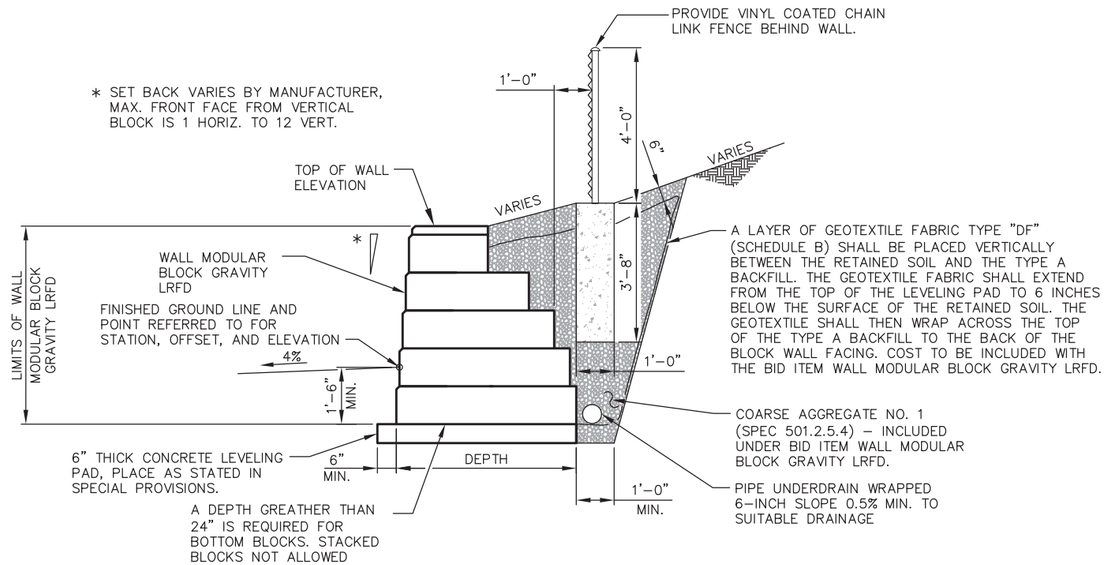
SECTION B–B

* DIMENSIONS ARE APPROXIMATE, THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SCREEN, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6–INCH".

THE RODENT SCREEN 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 SCREEN TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SCREEN SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1–INCH SHEET METAL SCREWS.

RODENT SCREEN DETAIL



SECTION THRU RETAINING WALL

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

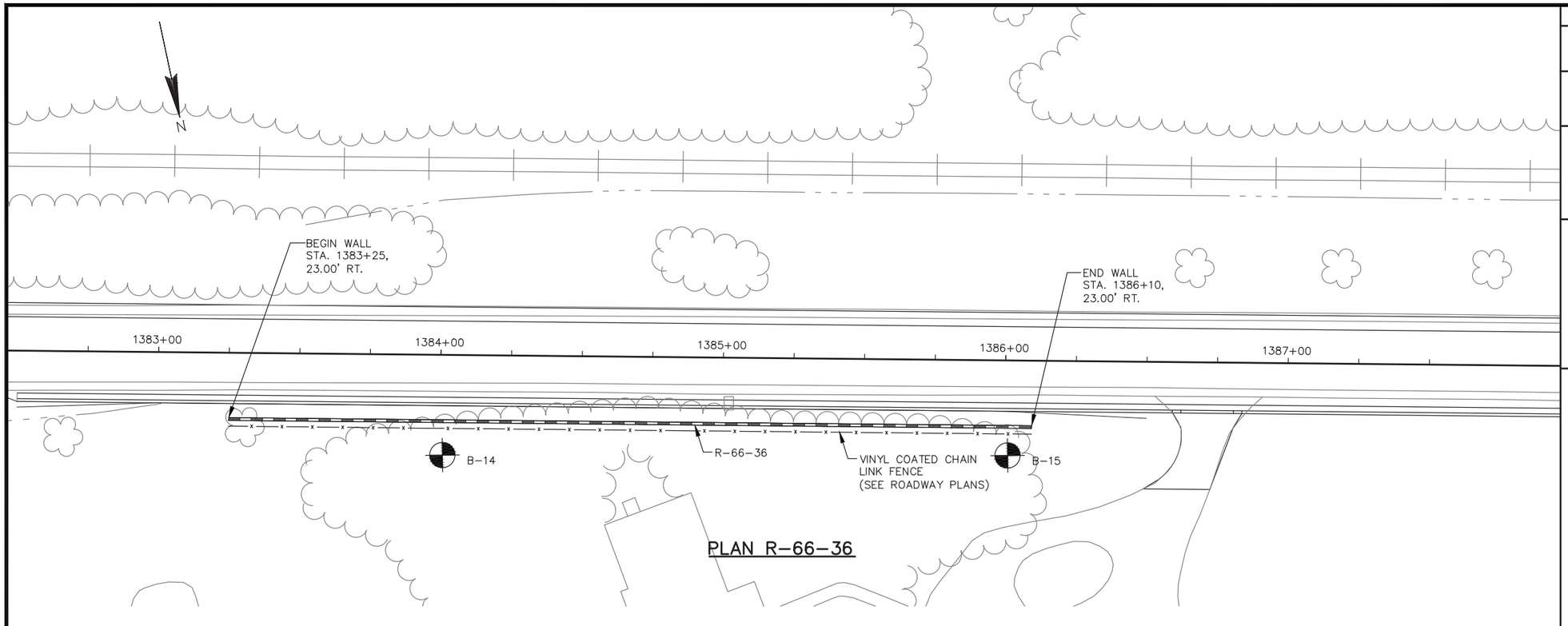
STRUCTURE R–66–36

DRAWN BY NJB | PLANS CK'D NCG

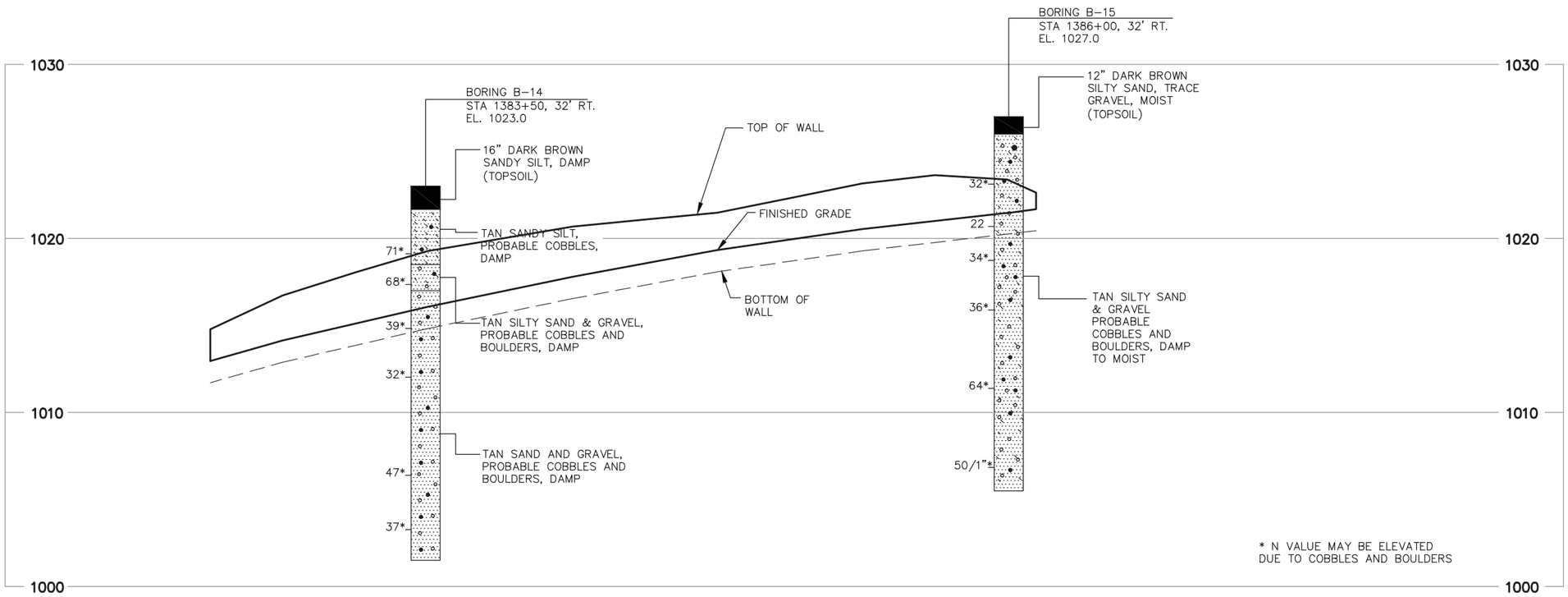
WALL DATA TABLE

SHEET 2 OF 3

544



PLAN R-66-36



* N VALUE MAY BE ELEVATED
DUE TO COBBLES AND BOULDERS

STATE PROJECT NUMBER

3360-09-72

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE
WS - WEATHERED SO-SOUND

MATERIAL SYMBOLS

TOPSOIL, SILT, SANDSTONE
SAND, PEAT, LIMESTONE
GRAVEL, CLAY, IGNEOUS ROCK

LEGEND OF PROBING

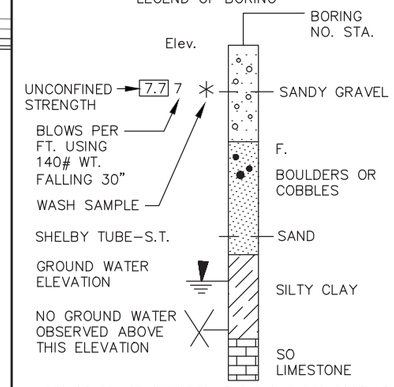
95/6= BLOWS FOR 6" PENETRATION PROBING TAKEN WITH A 350# WT. FALLING 18" ON A 2" O.D. POINT.

PROBING NO.
STA.
ELEVATION

7 AVERAGE BLOWS PER FOOT

REFUSAL 95/6

LEGEND OF BORING



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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-66-36

DRAWN BY NJB | PLANS CK'D NCG

SUBSURFACE EXPLORATION

SHEET 3 OF 3

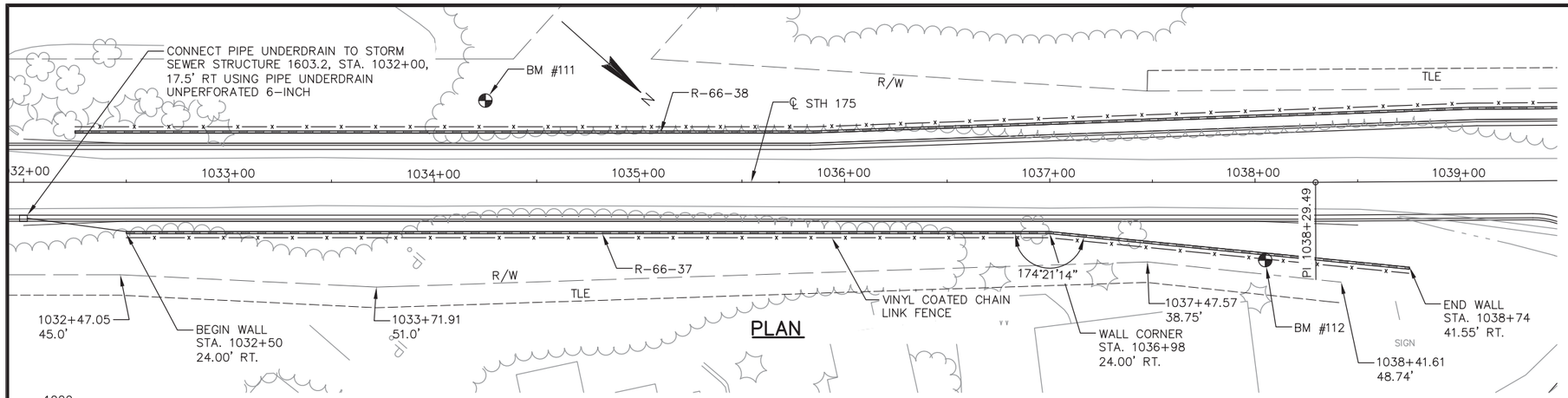
545

8

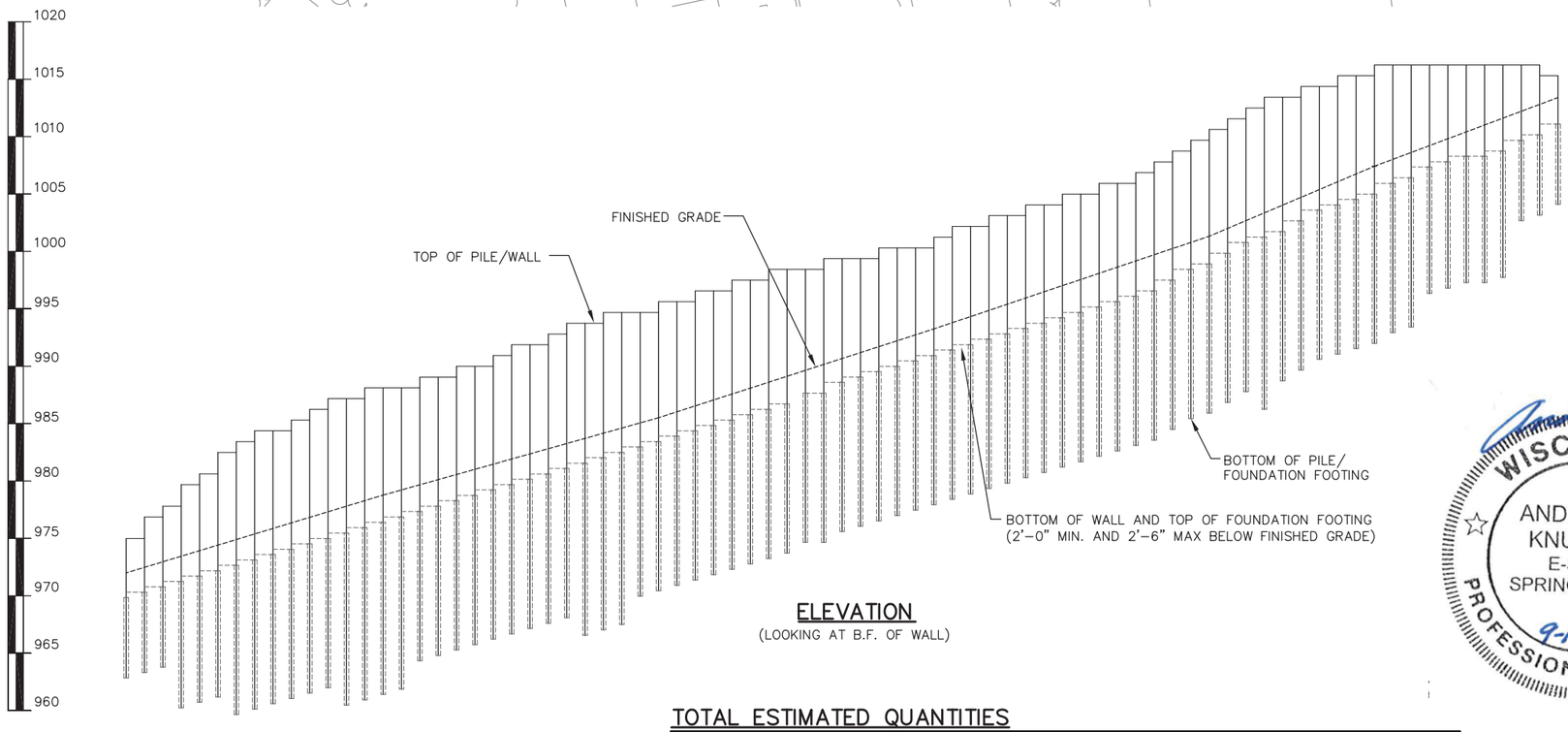
8

STATE PROJECT NUMBER

3360-09-72



PLAN



ELEVATION

(LOOKING AT B.F. OF WALL)

DESIGN DATA

LIVE LOAD:

LIVE LOAD SURCHARGE ——— 100 P.S.F.

ULTIMATE DESIGN STRESSES:

CONCRETE MASONRY ——— f'c = 3,500 psi
STRUCTURAL STEEL HS ——— Fy = 50,000 psi

ALLOWABLE DESIGN STRESSES:

TIMBER LAGGING ——— Fb = 975 psi

DOUGLAS FIR-LARCH (NO. 2) OR SOUTHERN PINE (NO 2) CONSTRUCTION GRADE ROUGH CUT LUMBER

Fv = 90 psi
Fc = 565 psi
$E_{\perp}$ = 1,600,000 psi

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ALL DIMENSIONS ARE FEET (FT) UNLESS OTHERWISE NOTED.

THE EXISTING GROUNDLINE SHALL BE THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES RETAINING WALLS, R-66-37".

CONTROLLED LOW STRENGTH MATERIAL IS INCLUDED IN THE BID ITEM "EXCAVATION FOR STRUCTURES RETAINING WALLS, R-66-37." SEE SPECIAL PROVISIONS FOR DESCRIPTION OF CONTROLLED LOW STRENGTH MATERIAL.

TIMBER LAGGING SHALL BE NOMINAL 4"X6" OR 4"X12", S1S2ES. PRESSURE TREATED WITH ALKALINE COPPER QUATERNARY (ACQ) TO A 0.4 PCF RETENTION PER CURRENT STATE AND/OR AASHTO SPECIFICATIONS. PLACE ROUGH SIDE AGAINST SOIL.

ALL WOOD SHALL BE GRADED AS PER NFPA 1991 NDS FOR WOOD CONSTRUCTION.

PRIME STEEL PILING FROM TOP TO BOTTOM OF PILE WITH ZINC RICH PRIMER. BID ITEM "PAINTING EPOXY SYSTEM" SHALL INCLUDE PAINTING STEEL PILING FROM TOP OF PILE DOWN TO 1 FOOT BELOW TOP OF CONCRETE FOUNDATION FOOTING. COLOR OF EPOXY PAINT TOP COAT SHALL BE COLOR NO. 30257 (TAN).

ANY ADDITIONAL SHORING REQUIRED TO CONSTRUCT WALL SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND INCIDENTAL TO WALL CONSTRUCTION.

CONNECTION OF PIPE UNDERDRAIN TO STORM SEWER STRUCTURE IS INCLUDED IN THE BID ITEM "PIPE UNDERDRAIN UNPERFORATED 6-INCH."

SEE ROADWAY PLANS FOR GRADING PLAN AND DETAILS.

SEE ROADWAY PLANS FOR EXISTING UTILITY LOCATIONS.

EXCAVATION IN FRONT OF RETAINING WALL IS "COMMON EXCAVATION" (ROADWAY BID ITEM).

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEVATION
109	1025+52	CAPPED REBAR	19.1' RT	929.73
110	1031+60	CAPPED REBAR	24.0' RT	967.09
111	1034+25	CAPPED REBAR	39.8' LT	999.53
112	1038+05	CAPPED REBAR	37.9' RT	1018.39

COORDINATE REFERENCE SYSTEM: WISCONSIN COUNTY COORDINATE SYSTEM (WSCS), WASHINGTON COUNTY, NAD 1983 (97)
VERTICAL DATUM AND ADJUSTMENT: NAVD 88 (2007)

TOTAL ESTIMATED QUANTITIES

BID ITEM NO.	BID ITEM	UNIT	TOTALS
206.3000	EXCAVATION FOR STRUCTURES RETAINING WALLS, R-66-37	LS	1
504.0500	CONCRETE MASONRY RETAINING WALLS	CY	250
506.0605	STRUCTURAL STEEL HS	LB	91,460
507.0200	TREATED LUMBER AND TIMBER	MBM	26.8
517.0600	PAINTING EPOXY SYSTEM, R-66-37	LS	1
612.0106	PIPE UNDERDRAIN 6-INCH	LF	630
612.0206	PIPE UNDERDRAIN UNPERFORATED 6-INCH	LF	25
636.0050.S	FOUNDATION DRILLING 30-INCH DIAMETER	LF	130
636.0050.S	FOUNDATION DRILLING 36-INCH DIAMETER	LF	861
645.0111	GEOTEXTILE FABRIC TYPE DF SCHEDULE A	SY	350
SPV.0090.03	FENCE CHAIN LINK VINYL COATED 4-FT	LF	625

LIST OF DRAWINGS

1. GENERAL PLAN
2. PLAN & ELEVATION (1)
3. PLAN & ELEVATION (2)
4. SUBSURFACE EXPLORATION (1)
5. SUBSURFACE EXPLORATION (2)
6. WALL DATA TABLE
7. WALL DETAILS

DESIGN CONTACTS

CONSULTANT CONTACT
ANDREW KNUTSON, P.E., S.E.
(608) 588-7866

BRIDGE OFFICE CONTACT
WILLIAM DREHER, P.E.
(608) 266-8489

NO.	DATE	REVISION	BY

WESTBROOK Associated Engineers, Inc.
619 EAST HOXIE STREET
P.O. BOX 429
SPRING GREEN, WI 53588
PHONE (608) 588-7866
FAX (608) 588-7954

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher SDR 09/20/16
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE R-66-37

RETAINING WALL ALONG EAST SIDE OF STH 175

COUNTY	~~TOWN/CITY~~/VILLAGE
WASHINGTON	GERMANTOWN

DESIGN SPEC.: AASHTO LRFD DESIGN SPEC.

DESIGNED BY	JAP	DESIGN CK'D.	NCG	DRAWN BY	NJB	PLANS CK'D.	NCG

GENERAL PLAN

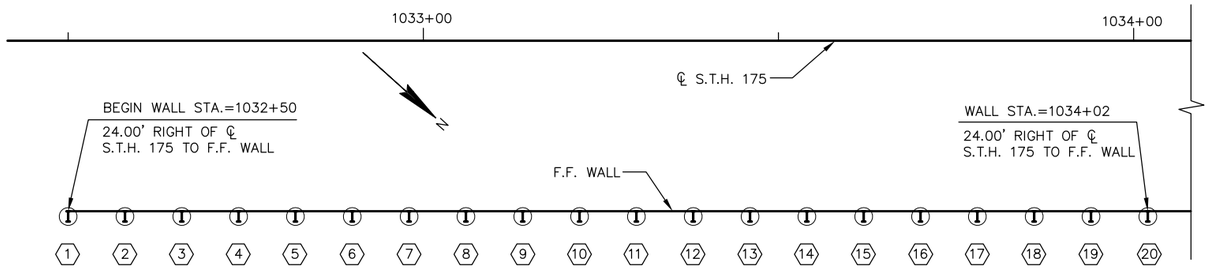
SHEET 1 OF 7

546

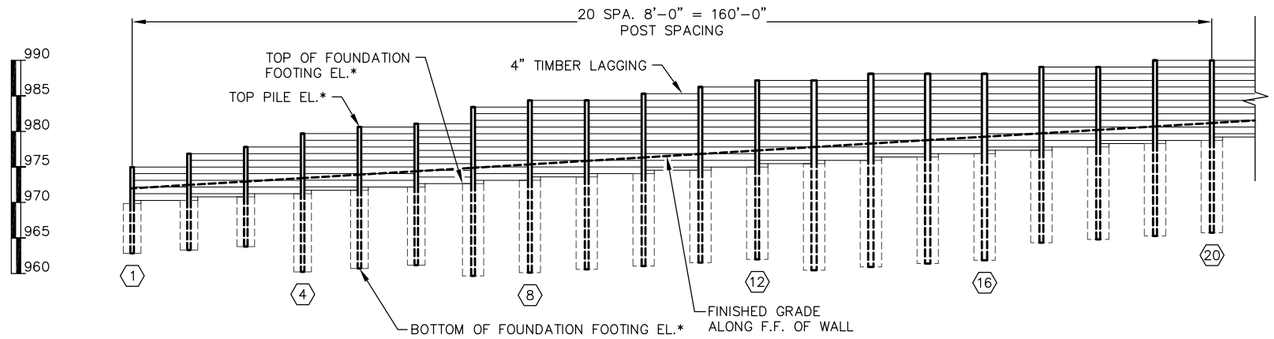
8

8

STATE PROJECT NUMBER
3360–09–72

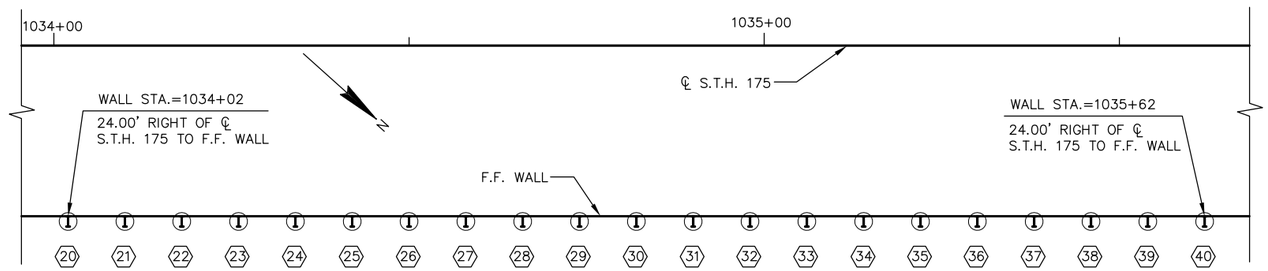


PLAN – WALL STA. 1032+50 TO 1034+02

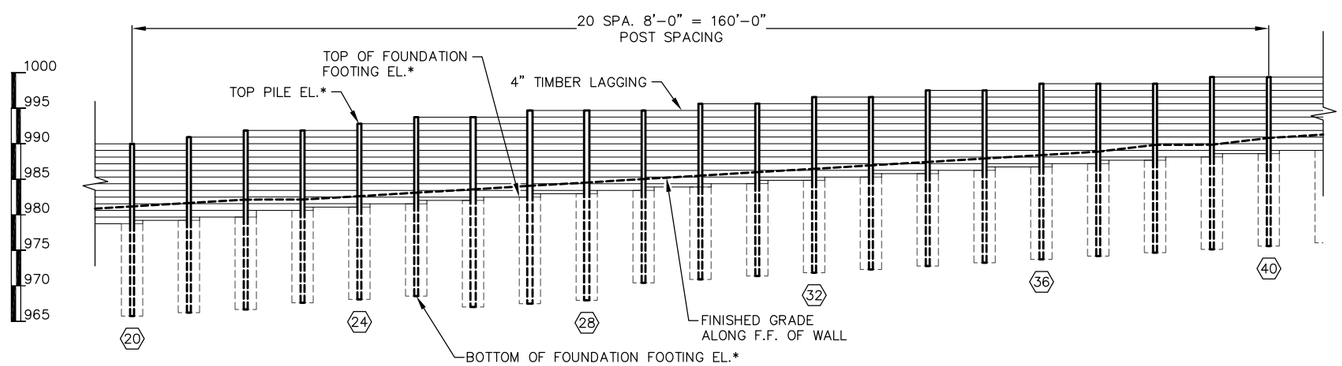


ELEVATION – WALL STA. 1032+50 TO 1034+02

*SEE "WALL DATA TABLE" SHEET



PLAN – WALL STA. 1034+02 TO 1035+62



ELEVATION – WALL STA. 1034+02 TO 1035+62

*SEE "WALL DATA TABLE" SHEET

F.F. – FRONT FACE
B.F. – BACK FACE

LEGEND

⬡ INDICATES PILE NO.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R–66–37

DRAWN BY NJB | PLANS CK'D NCG

PLAN & ELEVATION (1)

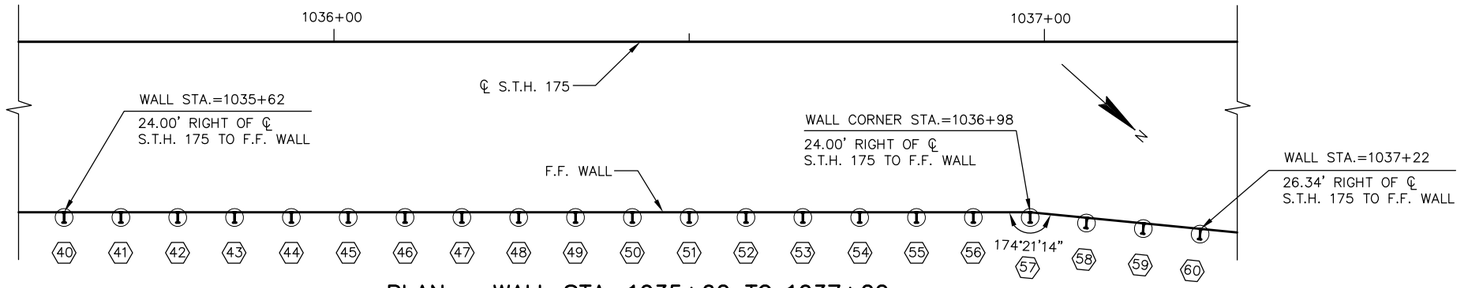
SHEET 2 OF 7

547

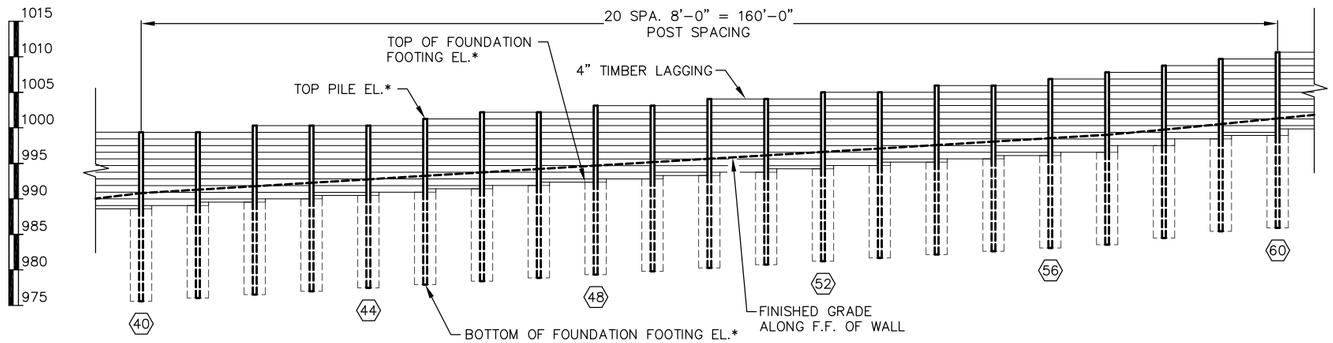
8

8

STATE PROJECT NUMBER
3360–09–72

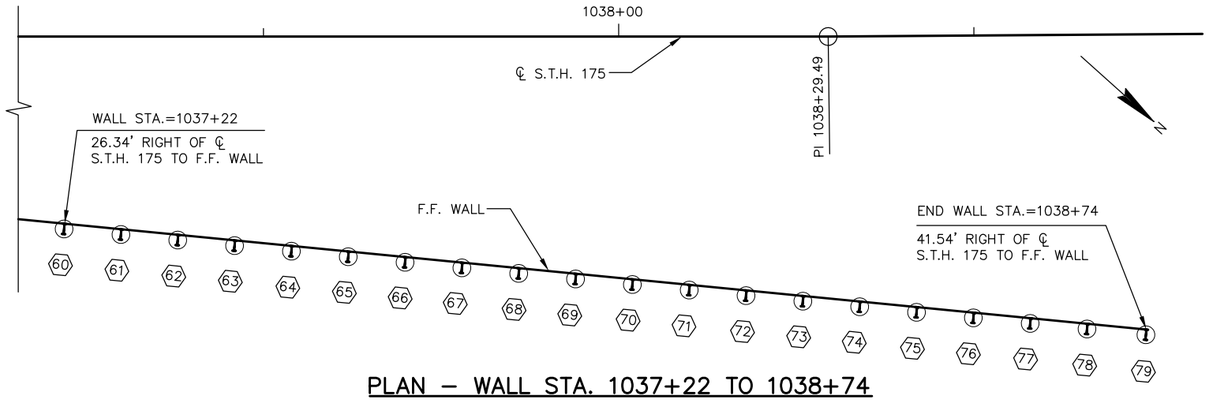


PLAN – WALL STA. 1035+62 TO 1037+22

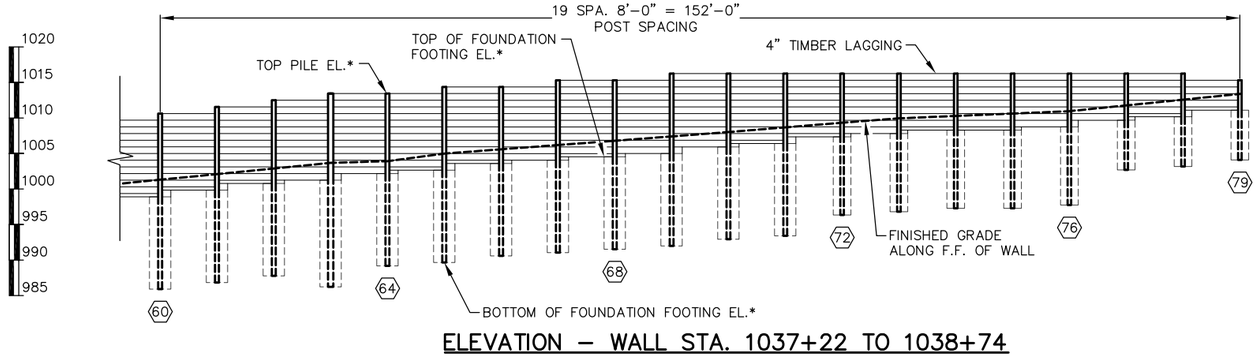


ELEVATION – WALL STA. 1035+62 TO 1037+22

*SEE "WALL DATA TABLE" SHEET



PLAN – WALL STA. 1037+22 TO 1038+74



ELEVATION – WALL STA. 1037+22 TO 1038+74

*SEE "WALL DATA TABLE" SHEET

F.F. – FRONT FACE
B.F. – BACK FACE

LEGEND

⬡ INDICATES PILE NO.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R–66–37

DRAWN BY NJB | PLANS CK'D NCG

PLAN & ELEVATION (2)

SHEET 3 OF 7

548

8

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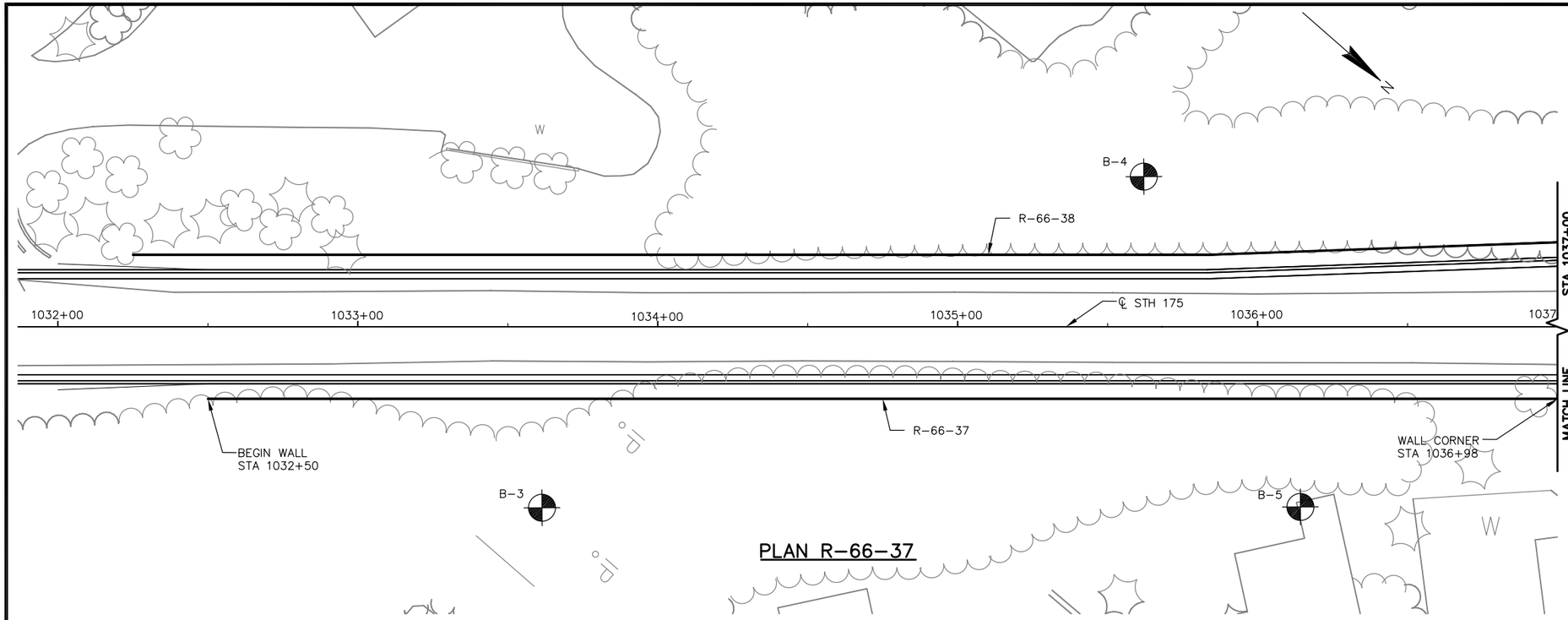
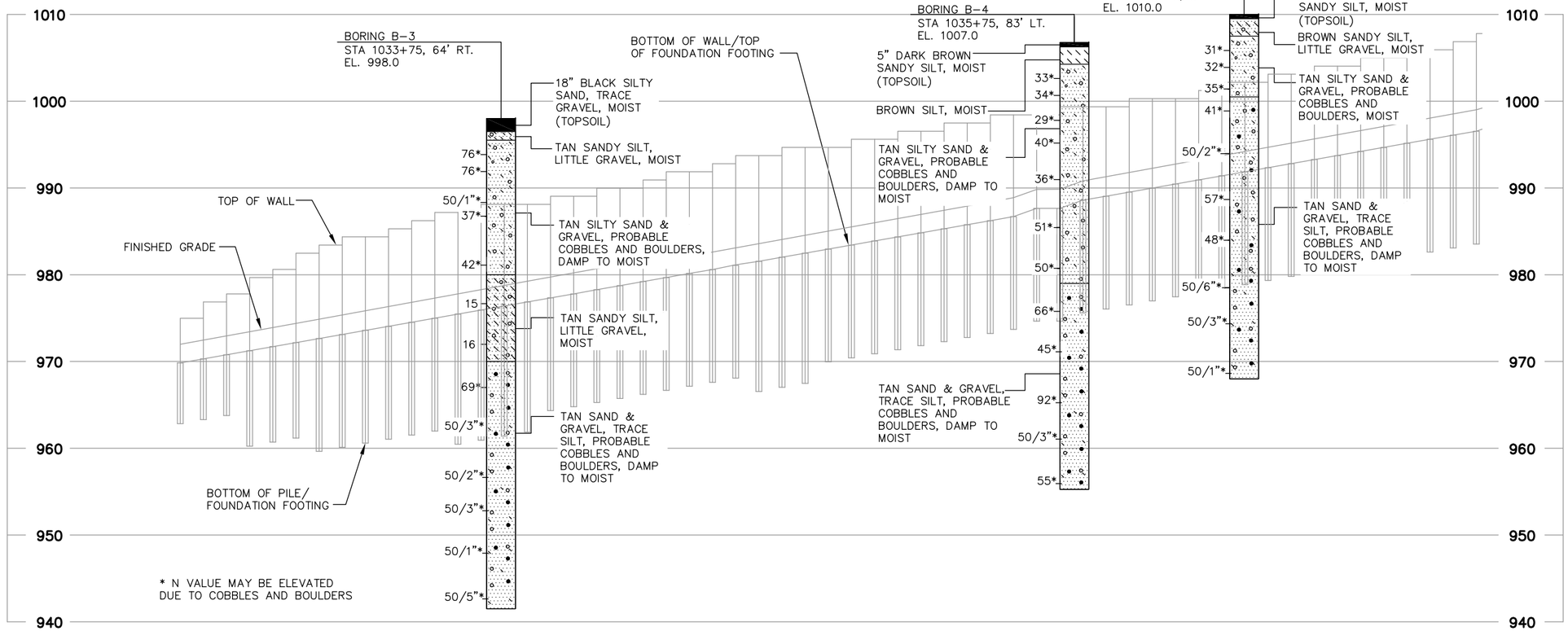


PLAN R-66-37



STATE PROJECT NUMBER

3360-09-72

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE
WS - WEATHERED SO-SOUND

MATERIAL SYMBOLS

TOPSOIL, SILT, SANDSTONE
SAND, PEAT, LIMESTONE
GRAVEL, CLAY, IGNEOUS ROCK

LEGEND OF PROBING

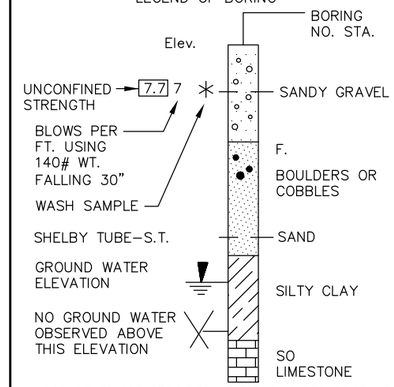
PROBING NO.
STA.
ELEVATION

95/6= BLOWS FOR 6" PENETRATION PROBING TAKEN WITH A 350# WT. FALLING 18" ON A 2" O.D. POINT.

7 AVERAGE BLOWS PER FOOT

REFUSAL 95/6

LEGEND OF BORING



UNLESS OTHERWISE SPECIFIED, THE BLOWS PER FOOT AT THE LOCATIONS INDICATED ARE BASED ON DRIVING A 2" O.D. X 1.4" I.D. SPLIT SPOON SAMPLER WITH A 140# HAMMER HAVING A FREE FALL OF 30". THE BLOW COUNT IS TAKEN IN UNDISTURBED SOIL IMMEDIATELY BELOW A CASED OR OPEN HOLE ELIMINATING SIDE FRICTION ON THE DRIVE PIPE.

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

TO OBTAIN RELATIVE DATA CONCERNING THE CHARACTER OF MATERIAL IN AND UPON WHICH THE FOUNDATION MIGHT BE BUILT, BORINGS AND/OR SOUNDINGS WERE MADE AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING. THE DATA PRESENTED HEREIN REPRESENTS THE FINDINGS OF THE SUBSURFACE EXPLORATIONS MADE. HOWEVER, BECAUSE THE DEPTHS INVESTIGATED ARE LIMITED AND THE AREA OF THE BORINGS AND/OR SOUNDINGS IS VERY SMALL IN RELATION TO THE ENTIRE AREA, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT CONDITIONS BELOW THE DEPTHS INVESTIGATED OR THAT THE CLASSIFICATION OF MATERIAL ENCOUNTERED IN THE INVESTIGATIONS IS NECESSARILY TYPICAL OF THE ENTIRE SITE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-66-37

DRAWN BY NJB | PLANS CK'D NCG

SUBSURFACE EXPLORATION (1)

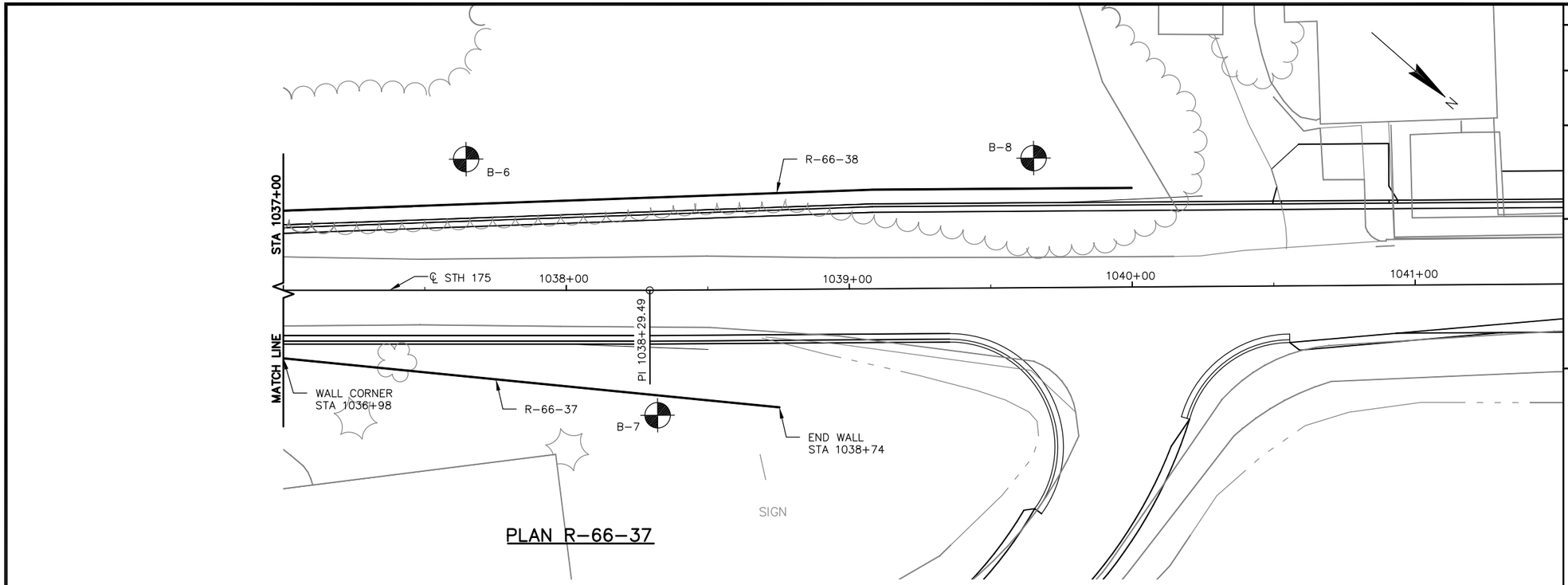
SHEET 4 OF 7

549

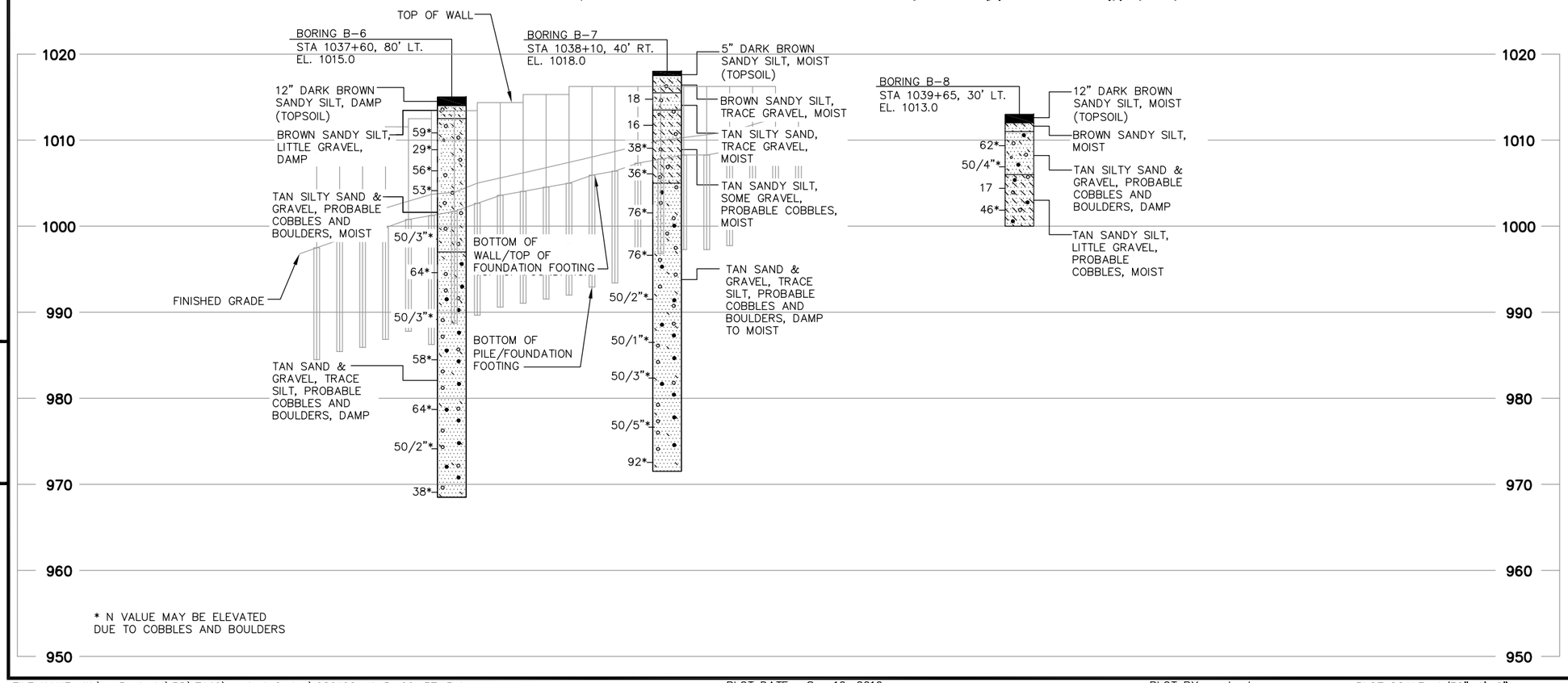
8

8

FILE NAME: W:\x-Projects\RD\7140\project 2 dgn\080102_st_R-66-37_4.dwg PLOT DATE: Sep 16, 2016 PLOT BY: cschaub PLOT SCALE: 1/32"=1'-0" I.D. 3360-09-72



PLAN R-66-37



* N VALUE MAY BE ELEVATED DUE TO COBBLES AND BOULDERS

STATE PROJECT NUMBER

3360-09-72

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE
WS - WEATHERED SO-SOUND

MATERIAL SYMBOLS

TOPSOIL, SILT, SANDSTONE, SAND, PEAT, LIMESTONE, GRAVEL, CLAY, IGNEOUS ROCK

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95/6= BLOWS FOR 6" PENETRATION PROBING TAKEN WITH A 350# WT. FALLING 18" ON A 2" O.D. POINT.

PROBING NO.
STA.
ELEVATION

7 AVERAGE BLOWS PER FOOT

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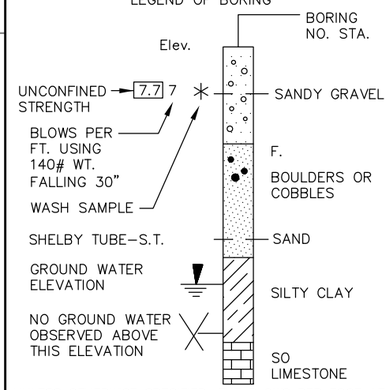
LEGEND OF BORING



UNLESS OTHERWISE SPECIFIED, THE BLOWS PER FOOT AT THE LOCATIONS INDICATED ARE BASED ON DRIVING A 2" O.D. X 1.4" I.D. SPLIT SPOON SAMPLER WITH A 140# HAMMER HAVING A FREE FALL OF 30". THE BLOW COUNT IS TAKEN IN UNDISTURBED SOIL IMMEDIATELY BELOW A CASED OR OPEN HOLE ELIMINATING SIDE FRICTION ON THE DRIVE PIPE.

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

TO OBTAIN RELATIVE DATA CONCERNING THE CHARACTER OF MATERIAL IN AND UPON WHICH THE FOUNDATION MIGHT BE BUILT, BORINGS AND/OR SOUNDINGS WERE MADE AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING. THE DATA PRESENTED HEREIN REPRESENTS THE FINDINGS OF THE SUBSURFACE EXPLORATIONS MADE. HOWEVER, BECAUSE THE DEPTHS INVESTIGATED ARE LIMITED AND THE AREA OF THE BORINGS AND/OR SOUNDINGS IS VERY SMALL IN RELATION TO THE ENTIRE AREA, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT CONDITIONS BELOW THE DEPTHS INVESTIGATED OR THAT THE CLASSIFICATION OF MATERIAL ENCOUNTERED IN THE INVESTIGATIONS IS NECESSARILY TYPICAL OF THE ENTIRE SITE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-66-37

DRAWN BY NJB | PLANS CK'D NCG

SUBSURFACE EXPLORATION (2)

SHEET 5 OF 7

550

8

8

FILE NAME: W:\x-Projects\RD\7140\project 2 dgn\080102_st_R-66-37_5.dwg PLOT DATE: Sep 16, 2016 PLOT BY: cschaub PLOT SCALE: 1/32"=1'-0" I.D. 3360-09-72

STATE PROJECT NUMBER

3360-09-72

PILE NUMBER	PILE STATION	OFFSET (FT) RIGHT	TOP PILE ELEV.	GROUND ELEV. AT TOP	FINSIHED GRADE AT B/WALL	TOP FTG. ELEV.	BOTTOM FTG. ELEV.	FTG. HEIGHT (FT)	FTG. DIA (FT)	PILE LENGTH (FT)	STEEL SECTION	RET. SOIL HEIGHT AT PILE	# OF 4"X6"X8' LUMBER RQD	# OF 4"X12"X8' LUMBER RQD
1	1032+50	24.00	974.99	973.38	971.99	969.84	962.84	7	2.5	12.15	W18x35	3.54		
2	1032+58	24.00	976.87	974.81	972.47	970.30	963.30	7	2.5	13.56	W18x35	4.51	0	5
3	1032+66	24.00	977.80	976.24	972.95	970.78	963.78	7	2.5	14.02	W18x35	5.46	1	6
4	1032+74	24.00	979.68	977.67	973.43	971.24	960.24	11	2.5	19.44	W18x35	6.43	0	7
5	1032+82	24.00	980.62	979.10	973.92	971.72	960.72	11	2.5	19.90	W18x35	7.38	1	8
6	1032+90	24.00	982.49	980.52	974.40	972.18	961.18	11	2.5	21.31	W18x35	8.35	0	9
7	1032+98	24.00	983.43	981.95	974.88	972.66	959.66	13	3.0	23.77	W21x50	9.30	1	10
8	1033+06	24.00	984.37	982.88	975.37	973.12	960.12	13	3.0	24.25	W21x50	9.77	0	11
9	1033+14	24.00	984.37	983.64	975.85	973.59	960.59	13	3.0	23.77	W21x50	10.05	1	11
10	1033+22	24.00	985.30	984.40	976.34	974.05	961.05	13	3.0	24.25	W21x50	10.35	0	11
11	1033+30	24.00	986.24	985.17	976.83	974.53	961.53	13	3.0	24.71	W21x50	10.63	1	11
12	1033+38	24.00	987.18	985.93	977.32	974.99	961.99	13	3.0	25.19	W21x50	10.94	0	12
13	1033+46	24.00	987.18	986.69	977.81	975.47	960.47	15	3.0	26.71	W24x68	11.22	1	12
14	1033+54	24.00	988.12	987.24	978.29	975.93	960.93	15	3.0	27.19	W24x68	11.31	0	12
15	1033+62	24.00	988.12	987.57	978.77	976.41	961.41	15	3.0	26.71	W24x68	11.16	1	12
16	1033+70	24.00	988.12	987.90	979.25	976.87	961.87	15	3.0	26.25	W24x68	11.03	0	12
17	1033+78	24.00	989.05	988.23	979.74	977.34	964.34	13	3.0	24.71	W21x50	10.89	1	11
18	1033+86	24.00	989.05	988.56	980.22	977.80	964.80	13	3.0	24.25	W21x50	10.76	0	12
19	1033+94	24.00	989.99	988.89	980.70	978.28	965.28	13	3.0	24.71	W21x50	10.61	1	11
20	1034+02	24.00	989.99	989.30	981.18	978.74	965.74	13	3.0	24.25	W21x50	10.56	0	12
21	1034+10	24.00	990.93	989.93	981.66	979.22	966.22	13	3.0	24.71	W21x50	10.71	1	11
22	1034+18	24.00	991.87	990.56	982.14	979.68	966.68	13	3.0	25.19	W21x50	10.88	0	12
23	1034+26	24.00	991.87	991.19	982.62	980.62	967.62	13	3.0	24.25	W21x50	10.58	0	12
24	1034+34	24.00	992.80	991.83	983.10	981.09	968.09	13	3.0	24.71	W21x50	10.73	1	11
25	1034+42	24.00	993.74	992.46	983.58	981.55	968.55	13	3.0	25.19	W21x50	10.91	0	12
26	1034+50	24.00	993.74	993.09	984.06	982.03	967.03	15	3.0	26.71	W24x68	11.06	1	12
27	1034+58	24.00	994.68	993.53	984.54	982.49	967.49	15	3.0	27.19	W24x68	11.04	0	12
28	1034+66	24.00	994.68	993.98	985.02	982.97	967.97	15	3.0	26.71	W24x68	11.01	1	12
29	1034+74	24.00	994.68	994.42	985.50	983.43	970.43	13	3.0	24.25	W21x50	10.99	0	12
30	1034+82	24.00	995.62	994.86	985.99	983.91	970.91	13	3.0	24.71	W21x50	10.96	1	11
31	1034+90	24.00	995.62	995.31	986.47	984.37	971.37	13	3.0	24.25	W21x50	10.94	0	12
32	1034+98	24.00	996.55	995.75	986.95	984.84	971.84	13	3.0	24.71	W21x50	10.91	1	11
33	1035+06	24.00	996.55	996.16	987.43	985.30	972.30	13	3.0	24.25	W21x50	10.85	0	12
34	1035+14	24.00	997.49	996.55	987.91	985.78	972.78	13	3.0	24.71	W21x50	10.77	1	11
35	1035+22	24.00	997.49	996.94	988.39	986.24	973.24	13	3.0	24.25	W21x50	10.70	0	12
36	1035+30	24.00	998.43	997.34	988.88	986.72	973.72	13	3.0	24.71	W21x50	10.62	1	11
37	1035+38	24.00	998.43	997.73	989.36	987.18	974.18	13	3.0	24.25	W21x50	10.55	0	12
38	1035+46	24.00	998.43	998.12	989.84	987.66	974.66	13	3.0	23.77	W21x50	10.47	1	11
39	1035+54	24.00	999.37	998.48	990.32	988.12	975.12	13	3.0	24.25	W21x50	10.37	0	11
40	1035+62	24.00	999.37	998.80	990.81	988.59	975.59	13	3.0	23.77	W21x50	10.21	1	11

PILE NUMBER	PILE STATION	OFFSET (FT) RIGHT	TOP PILE ELEV.	GROUND ELEV. AT TOP	FINSIHED GRADE AT B/WALL	TOP FTG. ELEV.	BOTTOM FTG. ELEV.	FTG. HEIGHT (FT)	FTG. DIA (FT)	PILE LENGTH (FT)	STEEL SECTION	RET. SOIL HEIGHT AT PILE	# OF 4"X6"X8' LUMBER RQD	# OF 4"X12"X8' LUMBER RQD
41	1035+70	24.00	999.37	999.13	991.30	989.05	976.05	13	3.0	23.31	W21x50	10.08	0	11
42	1035+78	24.00	1000.30	999.45	991.79	989.53	976.53	13	3.0	23.77	W21x50	9.92	1	10
43	1035+86	24.00	1000.30	999.77	992.28	989.99	976.99	13	3.0	23.31	W21x50	9.78	0	11
44	1035+94	24.00	1000.30	1000.10	992.76	990.47	977.47	13	3.0	22.83	W21x50	9.63	1	10
45	1036+02	24.00	1001.24	1000.46	993.25	990.93	977.93	13	3.0	23.31	W21x50	9.53	0	10
46	1036+10	24.00	1002.18	1000.95	993.73	991.41	978.41	13	3.0	23.77	W21x50	9.54	1	10
47	1036+18	24.00	1002.18	1001.44	994.21	991.87	978.87	13	3.0	23.31	W21x50	9.57	0	11
48	1036+26	24.00	1003.12	1001.93	994.69	992.34	979.34	13	3.0	23.77	W21x50	9.58	1	10
49	1036+34	24.00	1003.12	1002.41	995.17	992.80	979.80	13	3.0	23.31	W21x50	9.61	0	11
50	1036+42	24.00	1004.05	1002.90	995.65	993.28	980.28	13	3.0	23.77	W21x50	9.62	1	10
51	1036+50	24.00	1004.05	1003.39	996.13	993.74	980.74	13	3.0	23.31	W21x50	9.65	0	11
52	1036+58	24.00	1004.99	1003.90	996.61	994.22	981.22	13	3.0	23.77	W21x50	9.68	1	10
53	1036+66	24.00	1004.99	1004.41	997.10	994.68	981.68	13	3.0	23.31	W21x50	9.73	0	11
54	1036+74	24.00	1005.93	1004.92	997.58	995.16	982.16	13	3.0	23.77	W21x50	9.76	1	10
55	1036+82	24.00	1005.93	1005.43	998.06	995.62	982.62	13	3.0	23.31	W21x50	9.82	0	11
56	1036+90	24.00	1006.87	1005.94	998.55	996.09	983.09	13	3.0	23.77	W21x50	9.85	1	10
57	1036+98	24.00	1007.80	1006.45	999.03	996.55	983.55	13	3.0	24.25	W21x50	9.90	0	11
58	1037+06	24.78	1008.74	1007.32	999.74	997.49	984.49	13	3.0	24.25	W21x50	9.83	0	11
59	1037+14	25.56	1009.68	1008.31	1000.53	998.43	985.43	13	3.0	24.25	W21x50	9.88	0	11
60	1037+22	26.34	1010.62	1009.29	1001.32	998.91	985.91	13	3.0	24.71	W21x50	10.39	1	11
61	1037+30	27.13	1011.55	1010.28	1002.11	999.84	986.84	13	3.0	24.71	W21x50	10.44	1	11
62	1037+38	27.91	1012.49	1011.27	1002.90	1000.78	987.78	13	3.0	24.71	W21x50	10.49	1	11
63	1037+46	28.69	1013.43	1012.26	1003.69	1001.24	986.24	15	3.0	27.19	W24x68	11.02	0	12
64	1037+54	29.47	1013.43	1012.99	1004.39	1002.18	989.18	13	3.0	24.25	W21x50	10.81	0	12
65	1037+62	30.26	1014.37	1013.46	1005.00	1002.66	989.66	13	3.0	24.71	W21x50	10.80	1	11
66	1037+70	31.04	1014.37	1013.93	1005.60	1003.59	990.59	13	3.0	23.77	W21x50	10.34	1	11
67	1037+78	31.82	1015.30	1014.41	1006.21	1004.05	991.05	13	3.0	24.25	W21x50	10.36	0	11
68	1037+86	32.60	1015.30	1014.88	1006.81	1004.53	991.53	13	3.0	23.77	W21x50	10.35	1	11
69	1037+94	33.39	1016.24	1015.35	1007.42	1004.99	991.99	13	3.0	24.25	W21x50	10.36	0	11
70	1038+02	34.17	1016.24	1015.74	1008.03	1005.93	992.93	13	3.0	23.31	W21x50	9.82	0	11
71	1038+10	34.95	1016.24	1015.87	1008.69	1006.41	993.41	13	3.0	22.83	W21x50	9.47	1	10
72	1038+18	35.73	1016.24	1016.01	1009.35	1007.34	996.34	11	2.5	19.90	W18x35	8.66	1	9
73	1038+26	36.51	1016.24	1016.12	1009.96	1007.80	996.80	11	2.5	19.44	W18x35	8.32	0	9
74	1038+34	37.32	1016.24	1016.16	1010.30	1008.28	997.28	11	2.5	18.96	W18x35	7.88	1	8
75	1038+42	38.16	1016.24	1016.20	1010.63	1008.28	997.28	11	2.5	18.96	W18x35	7.92	1	8
76	1038+50	39.00	1016.24	1016.24	1010.97	1008.74	997.74	11	2.5	18.50	W18x35	7.50	0	8
77	1038+58	39.84	1016.24	1015.60	1011.78	1009.68	1002.68	7	2.5	13.56	W18x35	5.93	0	7
78	1038+66	40.67	1016.24	1014.97	1012.59	1010.16	1003.16	7	2.5	13.08	W18x35	4.81	1	6
79	1038+74	41.54	1015.30	1014.33	1013.40	1011.09	1004.09	7	2.5	11.21	W18x35	3.24	1	5

8

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WALL DATA TABLE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-66-37

DRAWN BY NJB | PLANS CK'D NCG

WALL DATA TABLE

SHEET 6 OF 7

551

FILE NAME: W:\x-Projects\RD\7140\project 2 dgn\080102_st_R-66-37_6.dwg

PLOT DATE: Sep 16, 2016

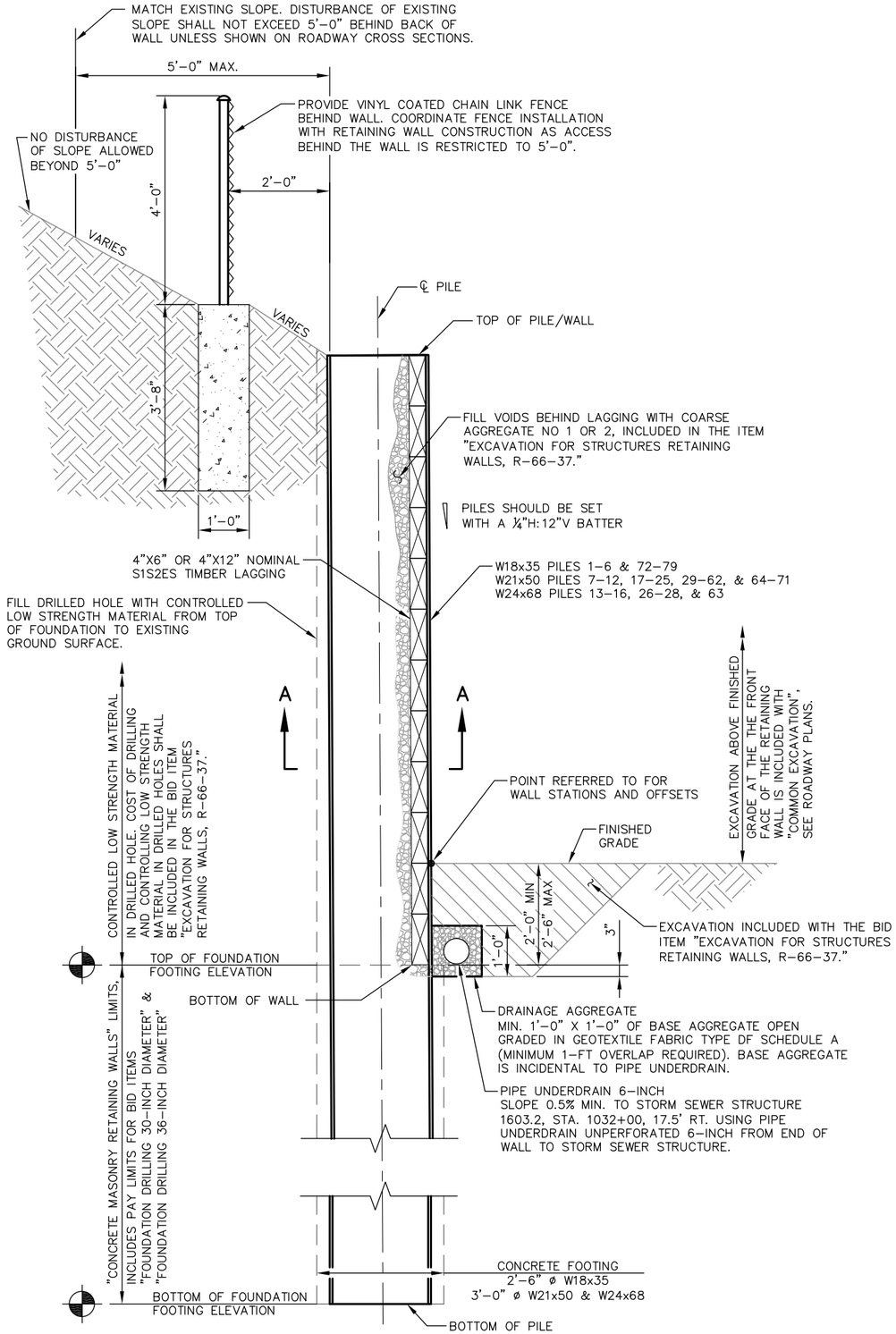
PLOT BY: cschaub

PLOT SCALE:

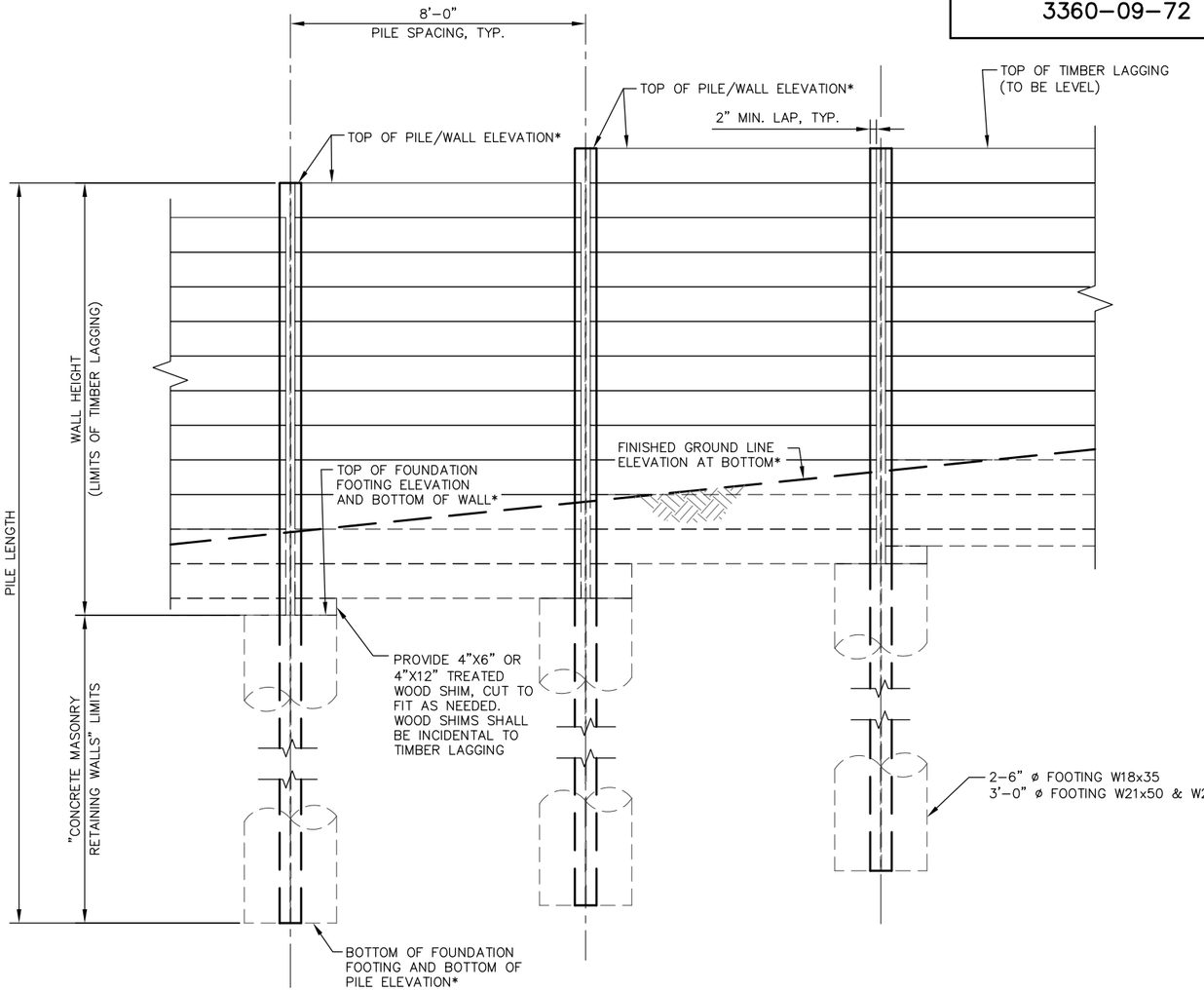
I.D. 3360-09-72

STATE PROJECT NUMBER

3360-09-72

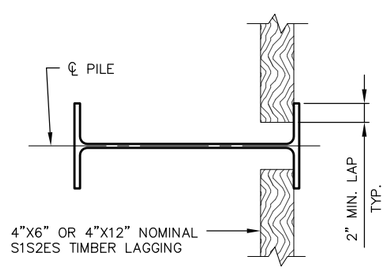


TYPICAL SECTION



TYPICAL WALL ELEVATION

* SEE "WALL DATA TABLE" SHEET FOR ELEVATIONS.



SECTION A-A

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-66-37

DRAWN BY NJB | PLANS CK'D NCG

WALL DETAILS

SHEET 7 OF 7

552

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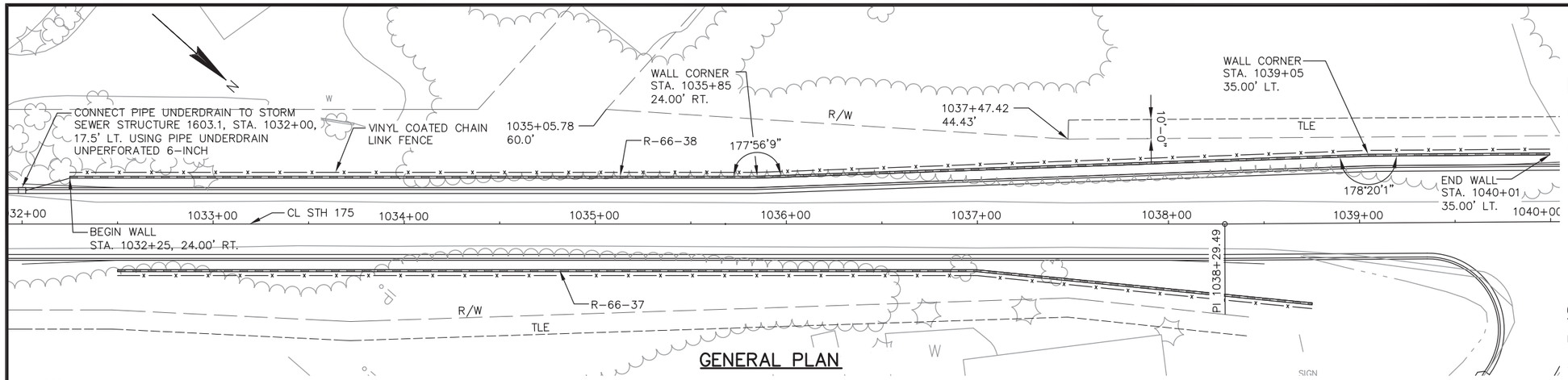
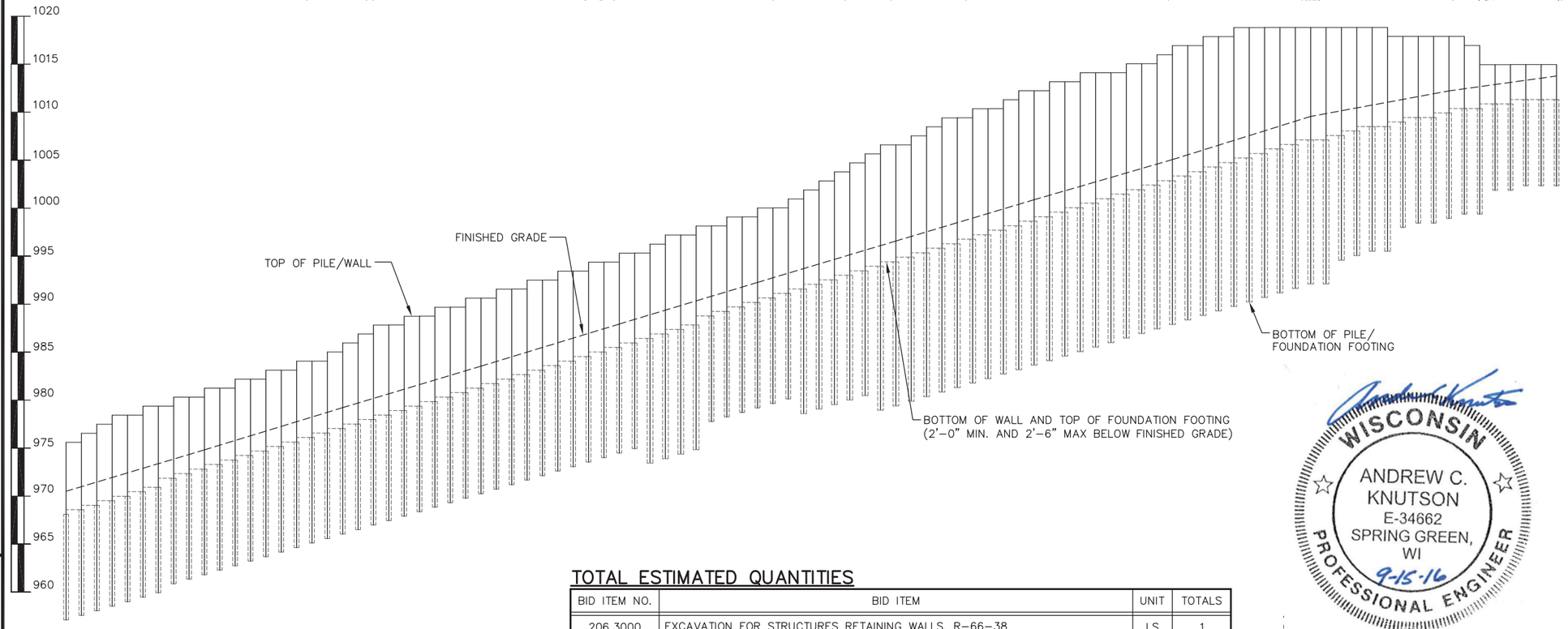
8

FILE NAME: W:\x-Projects\RD\7140\project 2 dgn\080102_st_R-66-37_7.dwg PLOT DATE: Sep 16, 2016 PLOT BY: cschaub PLOT SCALE:

I.D. 3360-09-72



GENERAL PLAN



BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEVATION
109	1025+52	CAPPED REBAR	19.1' RT	929.73
110	1031+60	CAPPED REBAR	24.0' RT	967.09
111	1034+25	CAPPED REBAR	39.8' LT	999.53
112	1038+05	CAPPED REBAR	37.9' RT	1018.39

COORDINATE REFERENCE SYSTEM: WISCONSIN COUNTY COORDINATE SYSTEM (WSCS), WASHINGTON COUNTY, NAD 1983 (97)
VERTICAL DATUM AND ADJUSTMENT: NAVD 88 (2007)

TOTAL ESTIMATED QUANTITIES

BID ITEM NO.	BID ITEM	UNIT	TOTALS
206.3000	EXCAVATION FOR STRUCTURES RETAINING WALLS, R-66-38	LS	1
504.0500	CONCRETE MASONRY RETAINING WALLS	CY	269
506.0605	STRUCTURAL STEEL HS	LB	110,180
507.0200	TREATED LUMBER AND TIMBER	MBM	32.9
517.0600	PAINTING EPOXY SYSTEM, R-66-38	LS	1
612.0106	PIPE UNDERDRAIN 6-INCH	LF	780
612.0206	PIPE UNDERDRAIN UNPERFORATED 6-INCH	LF	25
636.0050.S	FOUNDATION DRILLING 30-INCH DIAMETER	LF	585
636.0050.S	FOUNDATION DRILLING 36-INCH DIAMETER	LF	619
645.0111	GEOTEXTILE FABRIC TYPE DF SCHEDULE A	SY	435
SPV.0090.03	FENCE CHAIN LINK VINYL COATED 4-FT	LF	775

WISCONSIN
ANDREW C. KNUTSON
E-34662
SPRING GREEN, WI
9-15-16
PROFESSIONAL ENGINEER

LIST OF DRAWINGS

1. GENERAL PLAN
2. PLAN & ELEVATION (1)
3. PLAN & ELEVATION (2)
4. SUBSURFACE EXPLORATION (1)
5. SUBSURFACE EXPLORATION (2)
6. WALL DATA TABLE
7. WALL DETAILS

DESIGN CONTACTS

CONSULTANT CONTACT
ANDREW KNUTSON, P.E., S.E.
(608) 588-7866

BRIDGE OFFICE CONTACT
WILLIAM DREHER, P.E.
(608) 266-8489

STATE PROJECT NUMBER
3360-09-72

DESIGN DATA

LIVE LOAD:
LIVE LOAD SURCHARGE — 100 P.S.F.

ULTIMATE DESIGN STRESSES:
CONCRETE MASONRY — f'c = 3,500 psi
STRUCTURAL STEEL HS — Fy = 50,000 psi

ALLOWABLE DESIGN STRESSES:
TIMBER LAGGING — Fb = 975 psi
DOUGLAS FIR-LARCH (NO. 2) OR SOUTHERN PINE (NO 2) CONSTRUCTION GRADE ROUGH CUT LUMBER — Fv = 90 psi; Fc = 565 psi; $E_{\perp}$ = 1,600,000 psi

GENERAL NOTES:

DRAWINGS SHALL NOT BE SCALED.

ALL DIMENSIONS ARE FEET (FT) UNLESS OTHERWISE NOTED.

THE EXISTING GROUNDLINE SHALL BE THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES RETAINING WALLS, R-66-38".

CONTROLLED LOW STRENGTH MATERIAL IS INCLUDED IN THE BID ITEM "EXCAVATION FOR STRUCTURES RETAINING WALLS, R-66-38." SEE SPECIAL PROVISIONS FOR DESCRIPTION OF CONTROLLED LOW STRENGTH MATERIAL.

TIMBER LAGGING SHALL BE NOMINAL 4"X6" OR 4"X12", S1S2ES. PRESSURE TREATED WITH ALKALINE COPPER QUATERNARY (ACQ) TO A 0.4 PCF RETENTION PER CURRENT STATE AND/OR AASHTO SPECIFICATIONS. PLACE ROUGH SIDE AGAINST SOIL.

ALL WOOD SHALL BE GRADED AS PER NFPA 1991 NDS FOR WOOD CONSTRUCTION.

PRIME STEEL PILING FROM TOP TO BOTTOM OF PILE WITH ZINC RICH PRIMER. BID ITEM "PAINTING EPOXY SYSTEM" SHALL INCLUDE PAINTING STEEL PILING FROM TOP OF PILE DOWN TO 1 FOOT BELOW TOP OF CONCRETE FOUNDATION FOOTING. COLOR OF EPOXY PAINT TOP COAT SHALL BE COLOR NO. 30257 (TAN).

ANY ADDITIONAL SHORING REQUIRED TO CONSTRUCT WALL SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND INCIDENTAL TO WALL CONSTRUCTION.

CONNECTION OF PIPE UNDERDRAIN TO STORM SEWER STRUCTURE IS INCLUDED IN THE BID ITEM "PIPE UNDERDRAIN UNPERFORATED 6-INCH."

SEE ROADWAY PLANS FOR GRADING PLAN AND DETAILS.

SEE ROADWAY PLANS FOR EXISTING UTILITY LOCATIONS.

EXCAVATION IN FRONT OF RETAINING WALL IS "COMMON EXCAVATION" (ROADWAY BID ITEM).

NO.	DATE	REVISION	BY

WESTBROOK Associated Engineers, Inc.
619 EAST HOXIE STREET
P.O. BOX 429
SPRING GREEN, WI 53588
PHONE (608) 588-7866
FAX (608) 588-7954

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher SDR 09/20/16
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE R-66-38

RETAINING WALL ALONG WEST SIDE OF STH 175

COUNTY	~~TOWN/CITY~~/VILLAGE
WASHINGTON	GERMANTOWN

DESIGN SPEC.: AASHTO LRFD DESIGN SPEC.

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
JAP	NCG	NJB	NCG

GENERAL PLAN

SHEET 1 OF 7

553

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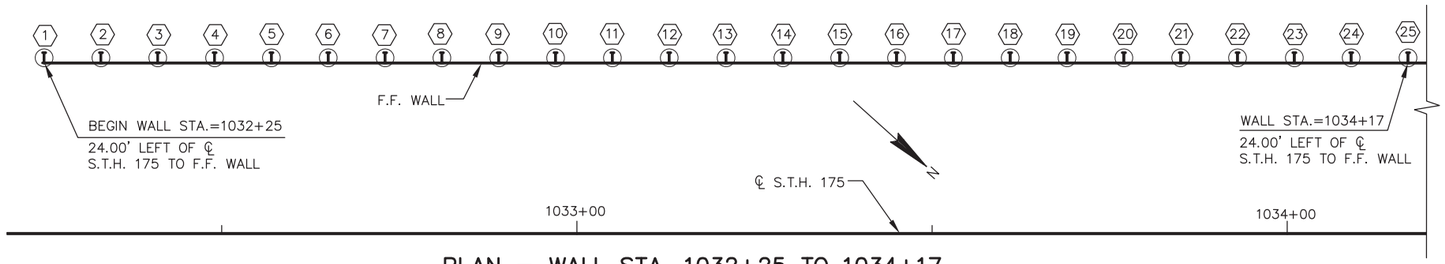
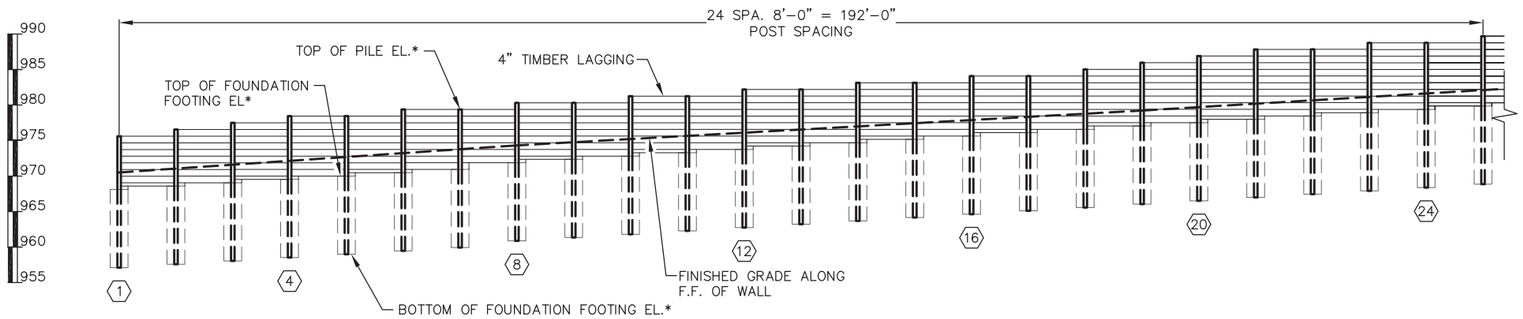
STATE PROJECT NUMBER

3360-09-72

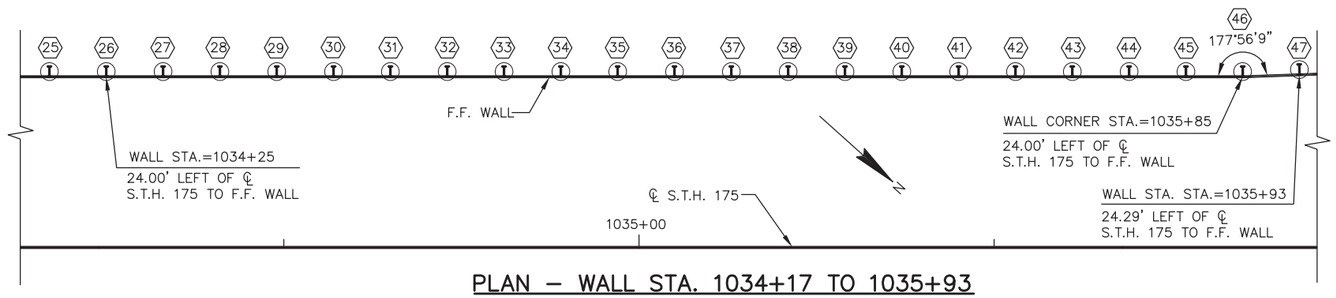


PLAN – WALL STA. 1032+25 TO 1034+17

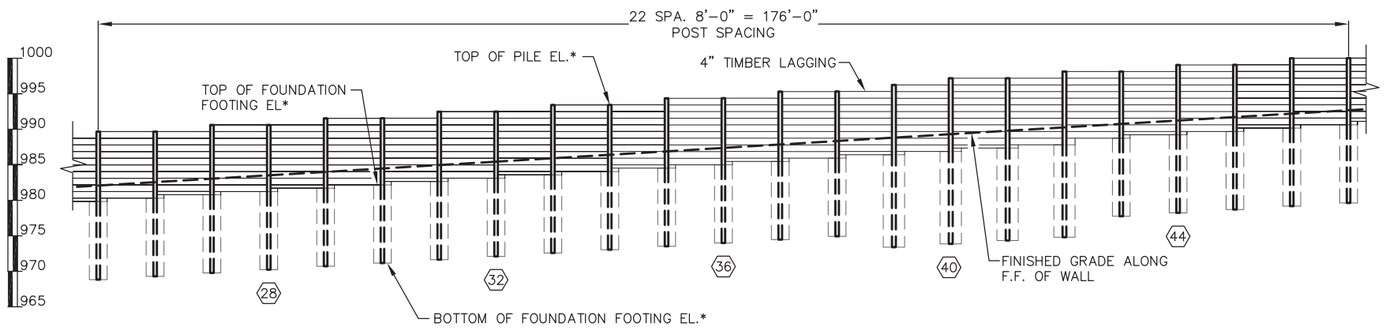


ELEVATION – WALL STA. 1032+25 TO 1034+17

*SEE "WALL DATA TABLE" SHEET



PLAN – WALL STA. 1034+17 TO 1035+93



ELEVATION – WALL STA. 1034+17 TO 1035+93

*SEE "WALL DATA TABLE" SHEET

F.F. – FRONT FACE
B.F. – BACK FACE

LEGEND

⬡ INDICATES PILE NO.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-66-38

DRAWN BY NJB | PLANS CK'D NCG

PLAN & ELEVATION (2)

SHEET 2 OF 7

554

8

8

FILE NAME: W:\x-Projects\RD\7140\project 2 dgn\080103_st_R-66-38_2&3.dwg

PLOT DATE: Sep 16, 2016

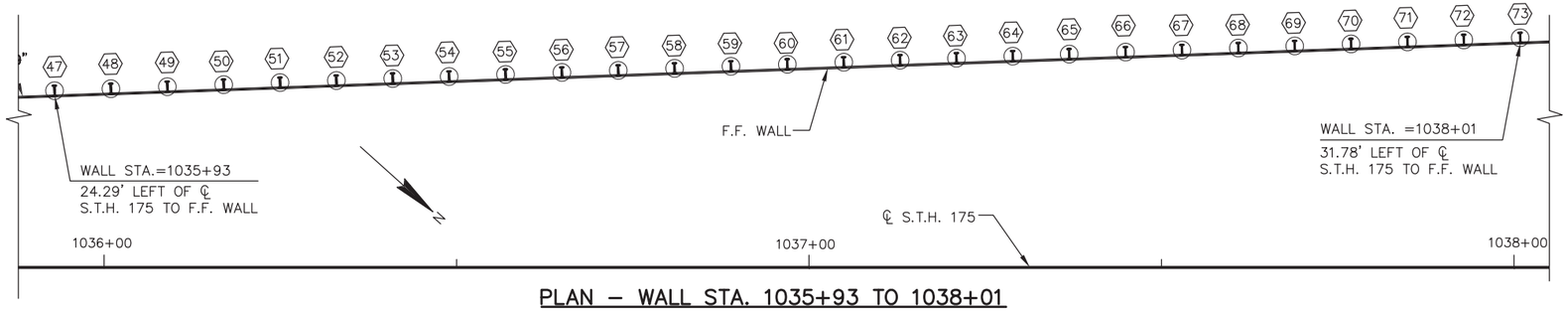
PLOT BY: cschaub

PLOT SCALE:

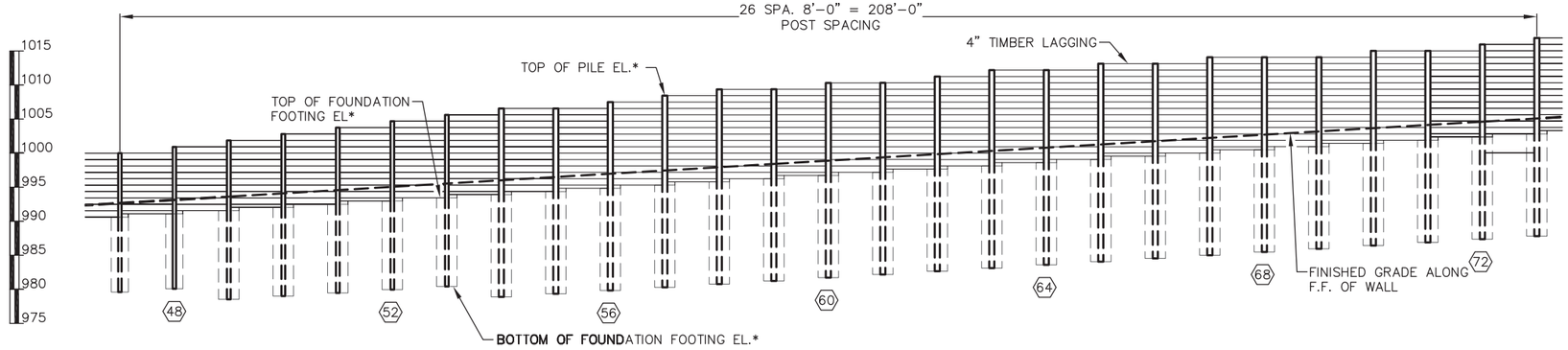
I.D. 3360-09-72

STATE PROJECT NUMBER

3360-09-72

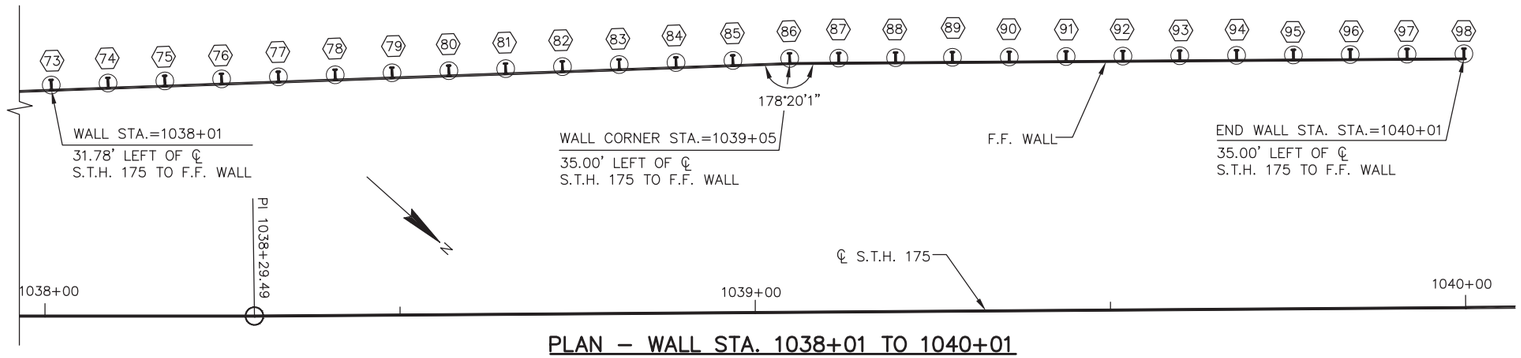


PLAN – WALL STA. 1035+93 TO 1038+01

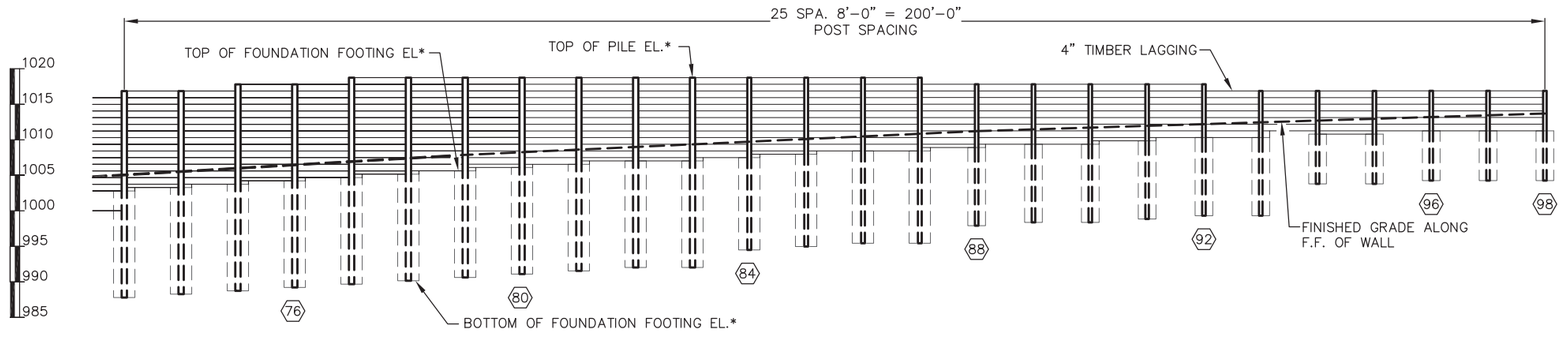


ELEVATION – WALL STA. 1035+93 TO 1038+01

*SEE "WALL DATA TABLE" SHEET



PLAN – WALL STA. 1038+01 TO 1040+01



ELEVATION – WALL STA. 1038+01 TO 1040+01

*SEE "WALL DATA TABLE" SHEET

F.F. – FRONT FACE
B.F. – BACK FACE

LEGEND

⬡ INDICATES PILE NO.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-66-38

DRAWN BY NJB | PLANS CK'D NCG

PLAN & ELEVATION (2)

SHEET 3 OF 7

555

8

8

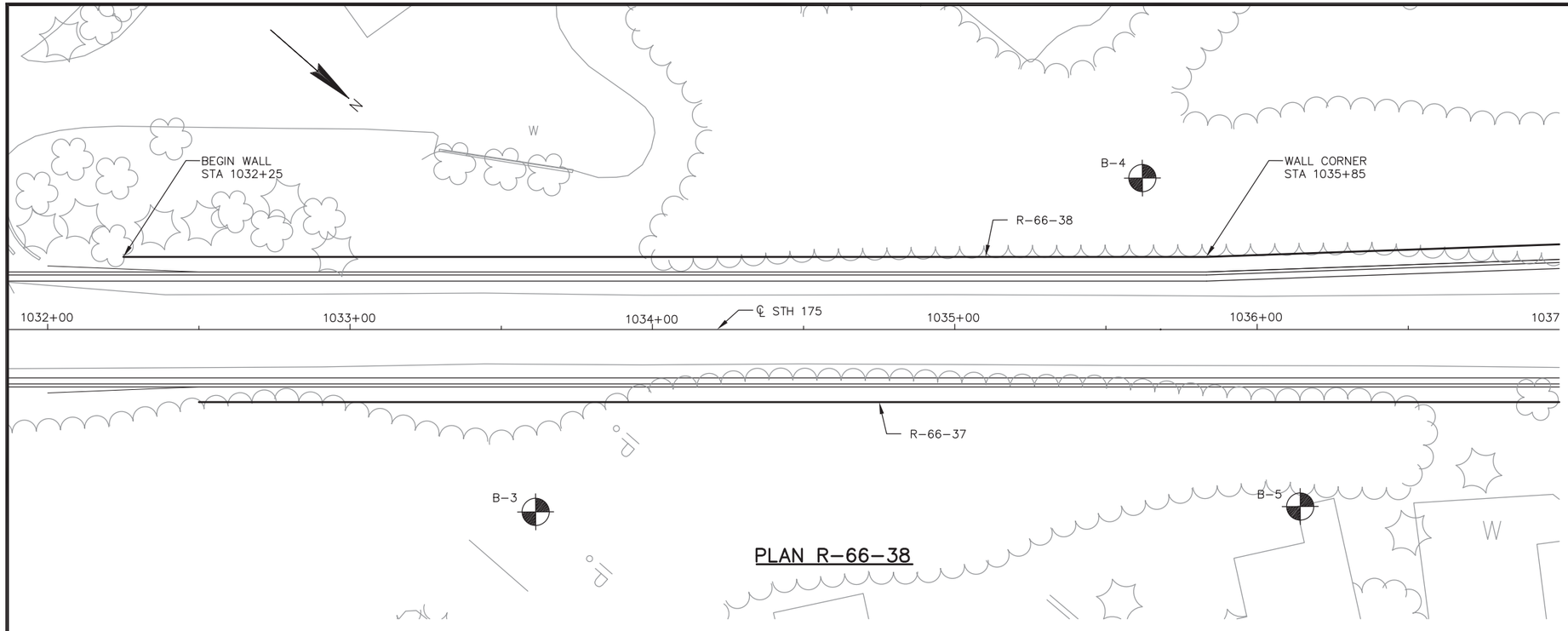
FILE NAME: W:\x-Projects\RD\7140\project 2 dgn\080103_st_R-66-38_2&3.dwg

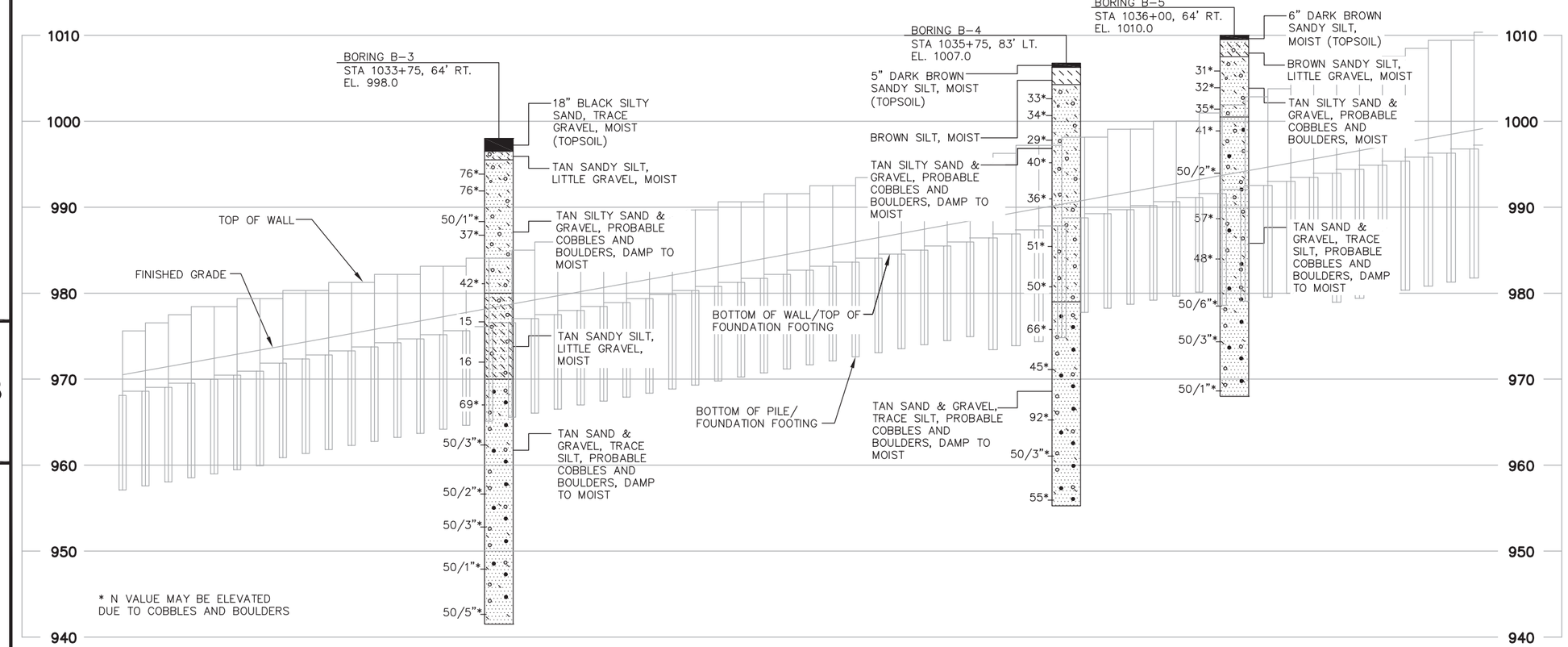
PLOT DATE: Sep 16, 2016

PLOT BY: cschaub

PLOT SCALE:

I.D. 3360-09-72





STATE PROJECT NUMBER

3360-09-72

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE
WS - WEATHERED SO-SOUND

MATERIAL SYMBOLS

TOPSOIL, SILT, SANDSTONE
SAND, PEAT, LIMESTONE
GRAVEL, CLAY, IGNEOUS ROCK

LEGEND OF PROBING

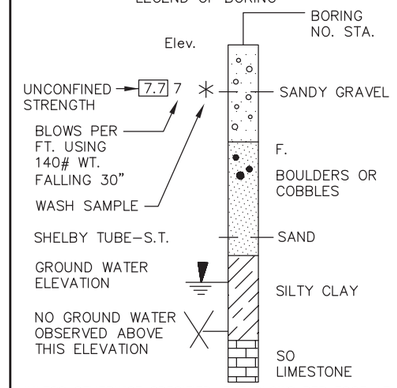
PROBING NO.
STA.
ELEVATION

95/6= BLOWS FOR 6" PENETRATION PROBING TAKEN WITH A 350# WT. FALLING 18" ON A 2" O.D. POINT.

7 AVERAGE BLOWS PER FOOT

REFUSAL 95/6

LEGEND OF BORING



UNLESS OTHERWISE SPECIFIED, THE BLOWS PER FOOT AT THE LOCATIONS INDICATED ARE BASED ON DRIVING A 2" O.D. X 1.4" I.D. SPLIT SPOON SAMPLER WITH A 140# HAMMER HAVING A FREE FALL OF 30". THE BLOW COUNT IS TAKEN IN UNDISTURBED SOIL IMMEDIATELY BELOW A CASED OR OPEN HOLE ELIMINATING SIDE FRICTION ON THE DRIVE PIPE.

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

TO OBTAIN RELATIVE DATA CONCERNING THE CHARACTER OF MATERIAL IN AND UPON WHICH THE FOUNDATION MIGHT BE BUILT, BORINGS AND/OR SOUNDINGS WERE MADE AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING. THE DATA PRESENTED HEREIN REPRESENTS THE FINDINGS OF THE SUBSURFACE EXPLORATIONS MADE. HOWEVER, BECAUSE THE DEPTHS INVESTIGATED ARE LIMITED AND THE AREA OF THE BORINGS AND/OR SOUNDINGS IS VERY SMALL IN RELATION TO THE ENTIRE AREA, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT CONDITIONS BELOW THE DEPTHS INVESTIGATED OR THAT THE CLASSIFICATION OF MATERIAL ENCOUNTERED IN THE INVESTIGATIONS IS NECESSARILY TYPICAL OF THE ENTIRE SITE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-66-38

DRAWN BY NJB | PLANS CK'D NCG

SUBSURFACE EXPLORATION (1)

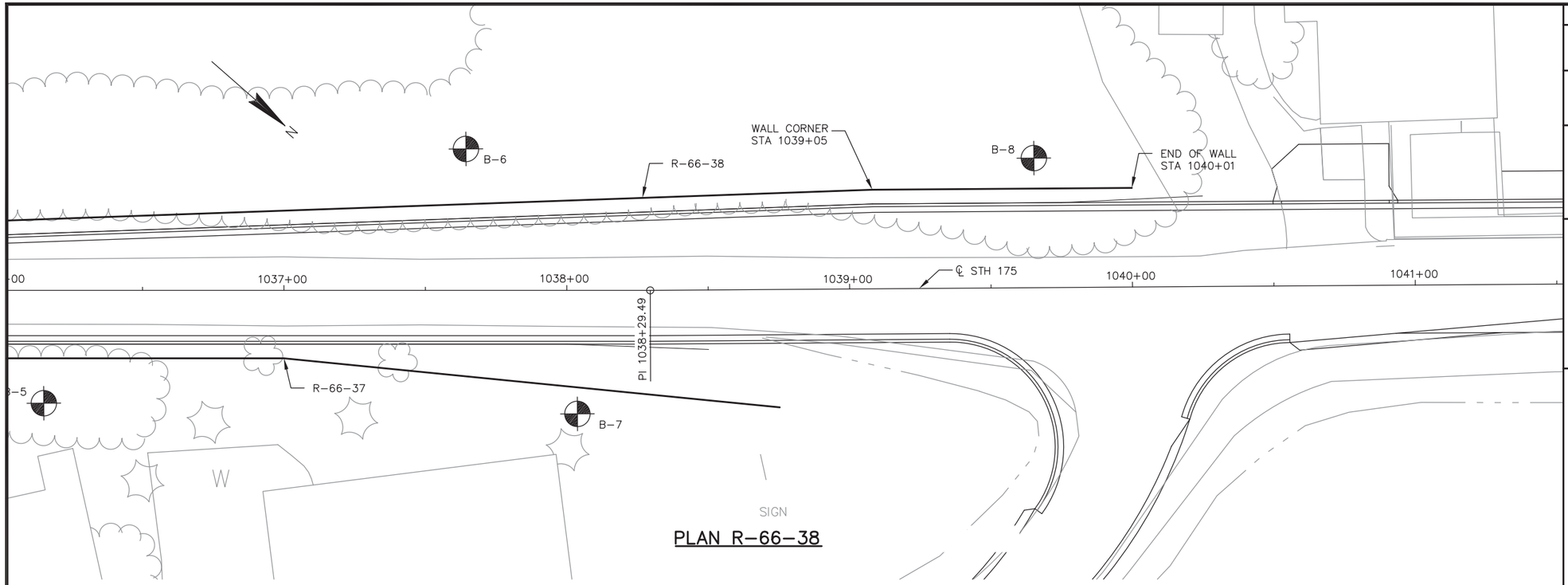
SHEET 4 OF 7

556

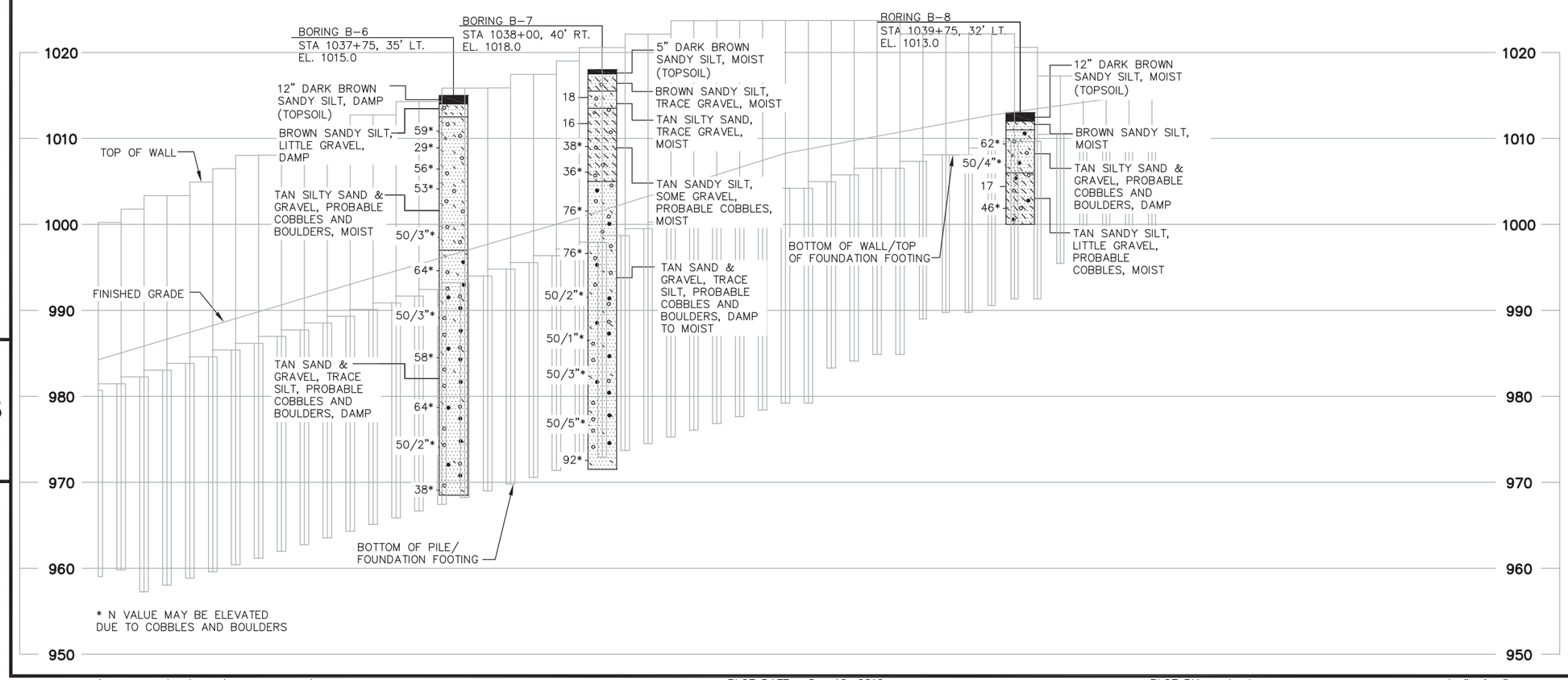
8

8

FILE NAME: W:\x-Projects\RD\7140\project 2 dgn\080103_st_R-66-38_4.dwg PLOT DATE: Sep 16, 2016 PLOT BY: cschaub PLOT SCALE: 1/32"=1'-0" I.D. 3360-09-72



PLAN R-66-38



* N VALUE MAY BE ELEVATED DUE TO COBBLES AND BOULDERS

STATE PROJECT NUMBER

3360-09-72

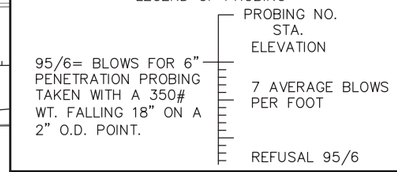
ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE
WS - WEATHERED SO-SOUND

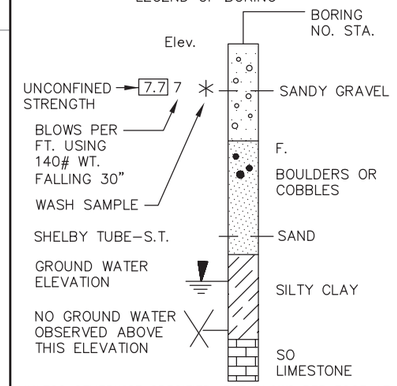
MATERIAL SYMBOLS

TOPSOIL, SILT, SANDSTONE, SAND, PEAT, LIMESTONE, GRAVEL, CLAY, IGNEOUS ROCK

LEGEND OF PROBING



LEGEND OF BORING



UNLESS OTHERWISE SPECIFIED, THE BLOWS PER FOOT AT THE LOCATIONS INDICATED ARE BASED ON DRIVING A 2" O.D. X 1.4" I.D. SPLIT SPOON SAMPLER WITH A 140# HAMMER HAVING A FREE FALL OF 30". THE BLOW COUNT IS TAKEN IN UNDISTURBED SOIL IMMEDIATELY BELOW A CASED OR OPEN HOLE ELIMINATING SIDE FRICTION ON THE DRIVE PIPE.

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

TO OBTAIN RELATIVE DATA CONCERNING THE CHARACTER OF MATERIAL IN AND UPON WHICH THE FOUNDATION MIGHT BE BUILT, BORINGS AND/OR SOUNDINGS WERE MADE AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING. THE DATA PRESENTED HEREIN REPRESENTS THE FINDINGS OF THE SUBSURFACE EXPLORATIONS MADE. HOWEVER, BECAUSE THE DEPTHS INVESTIGATED ARE LIMITED AND THE AREA OF THE BORINGS AND/OR SOUNDINGS IS VERY SMALL IN RELATION TO THE ENTIRE AREA, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT CONDITIONS BELOW THE DEPTHS INVESTIGATED OR THAT THE CLASSIFICATION OF MATERIAL ENCOUNTERED IN THE INVESTIGATIONS IS NECESSARILY TYPICAL OF THE ENTIRE SITE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-66-38

DRAWN BY NJB | PLANS CK'D NCG

SUBSURFACE EXPLORATION (2)

SHEET 5 OF 7

557

8

8

FILE NAME: W:\x-Projects\RD\7140\project 2 dgn\080103_st_R-66-38_5.dwg PLOT DATE: Sep 16, 2016 PLOT BY: cschaub PLOT SCALE: 1/32"=1'-0" I.D. 3360-09-72

STATE PROJECT NUMBER

3360-09-72

PILE NUMBER	PILE STATION	OFFSET (FT) RIGHT	TOP PILE ELEV.	GROUND ELEV. AT TOP	FINSIHED GRADE AT B/WALL	TOP FTG. ELEV.	BOTTOM FTG. ELEV.	FTG. HEIGHT (FT)	FTG. DIA (FT)	PILE LENGTH (FT)	STEEL SECTION	RET. SOIL HEIGHT AT PILE	# OF 4"X6"X8' LUMBER RQD	# OF 4"X12"X8' LUMBER RQD
1	1032+25	24.00	975.61	974.55	970.51	968.11	957.11	11	2.5	18.50	W18x35	6.44		
2	1032+33	24.00	976.54	975.52	970.98	968.58	957.58	11	2.5	18.96	W18x35	6.94	1	7
3	1032+41	24.00	977.48	976.49	971.46	969.04	958.04	11	2.5	19.44	W18x35	7.45	0	8
4	1032+49	24.00	978.42	977.46	971.93	969.52	958.52	11	2.5	19.90	W18x35	7.94	1	8
5	1032+57	24.00	978.42	977.96	972.41	969.98	958.98	11	2.5	19.44	W18x35	7.98	0	9
6	1032+65	24.00	979.36	978.39	972.89	970.46	959.46	11	2.5	19.90	W18x35	7.93	1	8
7	1032+73	24.00	979.36	978.83	973.37	970.92	959.92	11	2.5	19.44	W18x35	7.91	0	9
8	1032+81	24.00	980.29	979.26	973.86	971.86	960.86	11	2.5	19.44	W18x35	7.41	0	8
9	1032+89	24.00	980.29	979.69	974.34	972.33	961.33	11	2.5	18.96	W18x35	7.36	1	8
10	1032+97	24.00	981.23	980.13	974.82	972.79	961.79	11	2.5	19.44	W18x35	7.33	0	8
11	1033+05	24.00	981.23	980.58	975.31	973.27	962.27	11	2.5	18.96	W18x35	7.31	1	8
12	1033+13	24.00	982.17	981.04	975.79	973.73	962.73	11	2.5	19.44	W18x35	7.31	0	8
13	1033+21	24.00	982.17	981.51	976.28	974.21	963.21	11	2.5	18.96	W18x35	7.30	1	8
14	1033+29	24.00	983.11	981.97	976.77	974.67	963.67	11	2.5	19.44	W18x35	7.30	0	8
15	1033+37	24.00	983.11	982.44	977.26	975.15	964.15	11	2.5	18.96	W18x35	7.29	1	8
16	1033+45	24.00	984.04	982.90	977.75	975.61	964.61	11	2.5	19.44	W18x35	7.30	0	8
17	1033+53	24.00	984.04	983.46	978.23	976.08	965.08	11	2.5	18.96	W18x35	7.38	1	8
18	1033+61	24.00	984.98	984.19	978.71	976.54	965.54	11	2.5	19.44	W18x35	7.65	0	8
19	1033+69	24.00	985.92	984.92	979.19	977.02	966.02	11	2.5	19.90	W18x35	7.90	1	8
20	1033+77	24.00	986.86	985.65	979.68	977.48	966.48	11	2.5	20.38	W18x35	8.17	0	9
21	1033+85	24.00	987.79	986.38	980.16	977.96	966.96	11	2.5	20.83	W18x35	8.42	1	9
22	1033+93	24.00	987.79	987.11	980.64	978.42	967.42	11	2.5	20.38	W18x35	8.69	0	10
23	1034+01	24.00	988.73	987.81	981.12	978.90	967.90	11	2.5	20.83	W18x35	8.91	1	9
24	1034+09	24.00	988.73	988.25	981.60	979.36	968.36	11	2.5	20.38	W18x35	8.90	0	10
25	1034+17	24.00	989.67	988.70	982.08	979.83	968.83	11	2.5	20.83	W18x35	8.87	1	9
26	1034+25	24.00	989.67	989.15	982.56	980.29	969.29	11	2.5	20.38	W18x35	8.86	0	10
27	1034+33	24.00	990.61	989.60	983.04	980.77	969.77	11	2.5	20.83	W18x35	8.83	1	9
28	1034+41	24.00	990.61	990.05	983.52	981.23	970.23	11	2.5	20.38	W18x35	8.82	0	10
29	1034+49	24.00	991.54	990.49	984.00	981.71	970.71	11	2.5	20.83	W18x35	8.78	1	9
30	1034+57	24.00	991.54	990.94	984.48	982.17	971.17	11	2.5	20.38	W18x35	8.77	0	10
31	1034+65	24.00	992.48	991.39	984.96	982.65	971.65	11	2.5	20.83	W18x35	8.74	1	9
32	1034+73	24.00	992.48	991.83	985.44	983.11	972.11	11	2.5	20.38	W18x35	8.73	0	10
33	1034+81	24.00	993.42	992.28	985.93	983.58	972.58	11	2.5	20.83	W18x35	8.70	1	9
34	1034+89	24.00	993.42	992.73	986.41	984.04	973.04	11	2.5	20.38	W18x35	8.68	0	10
35	1034+97	24.00	994.36	993.17	986.89	984.52	973.52	11	2.5	20.83	W18x35	8.65	1	9
36	1035+05	24.00	994.36	993.70	987.37	984.98	973.98	11	2.5	20.38	W18x35	8.72	0	10
37	1035+13	24.00	995.29	994.28	987.85	985.46	974.46	11	2.5	20.83	W18x35	8.82	1	9
38	1035+21	24.00	995.29	994.86	988.33	985.92	974.92	11	2.5	20.38	W18x35	8.94	0	10
39	1035+29	24.00	996.23	995.43	988.82	986.40	973.40	13	3.0	22.83	W21x50	9.04	1	9
40	1035+37	24.00	997.17	996.01	989.30	986.86	973.86	13	3.0	23.31	W21x50	9.16	0	10
41	1035+45	24.00	997.17	996.59	989.78	987.33	974.33	13	3.0	22.83	W21x50	9.25	1	10
42	1035+53	24.00	998.11	997.11	990.26	987.79	974.79	13	3.0	23.31	W21x50	9.32	0	10
43	1035+61	24.00	998.11	997.54	990.74	988.73	977.73	11	2.5	20.38	W18x35	8.81	0	10
44	1035+69	24.00	999.04	997.96	991.22	989.21	978.21	11	2.5	20.83	W18x35	8.76	1	9
45	1035+77	24.00	999.04	998.39	991.71	989.67	978.67	11	2.5	20.38	W18x35	8.72	0	10
46	1035+85	24.00	999.98	998.82	992.19	990.15	979.15	11	2.5	20.83	W18x35	8.67	1	9
47	1035+93	24.29	999.98	999.25	992.67	990.61	979.61	11	2.5	20.38	W18x35	8.64	0	10
48	1036+01	24.58	1000.92	999.74	993.15	991.08	980.08	11	2.5	20.83	W18x35	8.65	1	9
49	1036+09	24.86	1001.86	1000.66	993.62	991.54	978.54	13	3.0	23.31	W21x50	9.12	0	10
50	1036+17	25.15	1002.79	1001.59	994.10	992.02	979.02	13	3.0	23.77	W21x50	9.56	1	10
51	1036+25	25.44	1003.73	1002.51	994.57	992.48	979.48	13	3.0	24.25	W21x50	10.03	0	11
52	1036+33	25.73	1004.67	1003.43	995.04	992.96	979.96	13	3.0	24.71	W21x50	10.48	1	11
53	1036+41	26.02	1005.61	1004.36	995.52	993.42	980.42	13	3.0	25.19	W21x50	10.94	0	12

PILE NUMBER	PILE STATION	OFFSET (FT) RIGHT	TOP PILE ELEV.	GROUND ELEV. AT TOP	FINSIHED GRADE AT B/WALL	TOP FTG. ELEV.	BOTTOM FTG. ELEV.	FTG. HEIGHT (FT)	FTG. DIA (FT)	PILE LENGTH (FT)	STEEL SECTION	RET. SOIL HEIGHT AT PILE	# OF 4"X6"X8' LUMBER RQD	# OF 4"X12"X8' LUMBER RQD
54	1036+49	26.31	1006.54	1005.28	995.99	993.90	978.90	15	3.0	27.65	W24x68	11.39	1	12
55	1036+57	26.59	1006.54	1006.00	996.47	994.36	979.36	15	3.0	27.19	W24x68	11.64	0	13
56	1036+65	26.88	1007.48	1006.68	996.95	994.83	979.83	15	3.0	27.65	W24x68	11.84	1	12
57	1036+73	27.17	1008.42	1007.36	997.43	995.29	980.29	15	3.0	28.13	W24x68	12.07	0	13
58	1036+81	27.46	1009.36	1008.04	997.92	995.77	980.77	15	3.0	28.58	W24x68	12.27	1	13
59	1036+89	27.74	1009.36	1008.72	998.40	996.23	981.23	15	3.0	28.13	W24x68	12.49	0	14
60	1036+97	28.04	1010.29	1009.40	998.88	996.71	981.71	15	3.0	28.58	W24x68	12.70	1	13
61	1037+05	28.32	1010.29	1009.97	999.36	997.17	982.17	15	3.0	28.13	W24x68	12.80	0	14
62	1037+13	28.61	1011.23	1010.46	999.83	997.65	982.65	15	3.0	28.58	W24x68	12.81	1	13
63	1037+21	28.90	1012.17	1010.95	1000.31	998.11	983.11	15	3.0	29.06	W24x68	12.84	0	14
64	1037+29	29.19	1012.17	1011.44	1000.78	998.58	983.58	15	3.0	28.58	W24x68	12.86	1	14
65	1037+37	29.47	1013.11	1011.93	1001.26	999.04	984.04	15	3.0	29.06	W24x68	12.89	0	14
66	1037+45	29.77	1013.11	1012.42	1001.73	999.52	984.52	15	3.0	28.58	W24x68	12.90	1	14
67	1037+53	30.05	1014.04	1012.90	1002.21	999.98	984.98	15	3.0	29.06	W24x68	12.92	0	14
68	1037+61	30.34	1014.04	1013.34	1002.68	1000.46	985.46	15	3.0	28.58	W24x68	12.88	1	14
69	1037+69	30.63	1014.04	1013.78	1003.16	1000.92	985.92	15	3.0	28.13	W24x68	12.86	0	14
70	1037+77	30.92	1014.98	1014.22	1003.63	1001.40	986.40	15	3.0	28.58	W24x68	12.82	1	13
71	1037+85	31.20	1014.98	1014.66	1004.11	1001.86	986.86	15	3.0	28.13	W24x68	12.81	0	14
72	1037+93	31.49	1015.92	1015.10	1004.58	1002.33	987.33	15	3.0	28.58	W24x68	12.77	1	13
73	1038+01	31.78	1016.86	1015.57	1005.06	1002.79	987.79	15	3.0	29.06	W24x68	12.78	0	14
74	1038+09	32.07	1016.86	1016.24	1005.53	1003.27	988.27	15	3.0	28.58	W24x68	12.96	1	14
75	1038+17	32.36	1017.79	1016.90	1006.01	1003.73	988.73	15	3.0	29.06	W24x68	13.17	0	14
76	1038+25	32.65	1017.79	1017.56	1006.48	1004.21	989.21	15	3.0	28.58	W24x68	13.35	1	14
77	1038+33	32.91	1018.73	1017.95	1006.94	1004.67	989.67	15	3.0	29.06	W24x68	13.28	0	14
78	1038+41	33.14	1018.73	1018.34	1007.41	1005.15	990.15	15	3.0	28.58	W24x68	13.19	1	14
79	1038+49	33.37	1018.73	1018.73	1007.87	1005.61	990.61	15	3.0	28.13	W24x68	13.13	0	14
80	1038+57	33.61	1018.73	1018.68	1008.27	1006.08	991.08	15	3.0	27.65	W24x68	12.60	1	13
81	1038+65	33.84	1018.73	1018.57	1008.67	1006.54	991.54	15	3.0	27.19	W24x68	12.03	0	13
82	1038+73	34.07	1018.73	1018.46	1009.06	1007.02	992.02	15	3.0	26.71	W24x68	11.44	1	12
83	1038+81	34.31	1018.73	1018.35	1009.46	1007.02	992.02	15	3.0	26.71	W24x68	11.33	1	12
84	1038+89	34.54	1018.73	1018.24	1009.85	1007.48	994.48	13	3.0	24.25	W21x50	10.76	0	12
85	1038+97	34.77	1018.73	1018.13	1010.24	1007.96	994.96	13	3.0	23.77	W21x50	10.17	1	11
86	1039+05	35.01	1018.73	1017.99	1010.58	1008.42	995.42	13	3.0	23.31	W21x50	9.57	0	11
87	1039+13	35.00	1018.73	1017.83	1010.89	1008.42	995.42	13	3.0	23.31	W21x50	9.41	2	10
88	1039+21	35.00	1017.79	1017.67	1011.20	1008.90	997.90	11	2.5	19.90	W18x35	8.77	1	10
89	1039+29	35.00	1017.79	1017.50	1011.50	1009.36	998.36	11	2.5	19.44	W18x35	8.15	0	9
90	1039+37	35.00	1017.79	1017.34	1011.81	1009.36	998.36	11	2.5	19.44	W18x35	7.99	2	8
91	1039+45	35.00	1017.79	1017.18	1012.12	1009.83	998.83	11	2.5	18.96	W18x35	7.35	1	8
92	1039+53	35.00	1017.79	1016.93	1012.40	1010.29	999.29	11	2.5	18.50	W18x35	6.64	0	8
93	1039+61	35.00	1016.86	1016.52	1012.65	1010.29	999.29	11	2.5	17.56	W18x35	6.23	0	8
94	1039+69	35.00	1016.86	1016.13	1012.90	1010.77	1003.77	7	2.5	13.08	W18x35	5.36	1	6
95	1039+77	35.00	1016.86	1016.12	1013.14	1010.77	1003.77	7	2.5	13.08	W18x35	5.35	1	6
96	1039+85	35.00	1016.86	1016.10	1013.32	1011.23	1004.23	7	2.5	12.63	W18x35	4.87	0	6
97	1039+93	35.00	1016.86	1015.99	1013.51	1011.23	1004.23	7	2.5	12.63	W18x35	4.76	0	6
98	1040+01	35.00	1016.86	1016.12	1013.67	1011.23	1004.23	7	2.5	12.63	W18x35	4.89	0	6

8

8

WALL DATA TABLE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-66-37

DRAWN BY NJB | PLANS CK'D NCG

WALL DATA TABLE

SHEET 6 OF 7

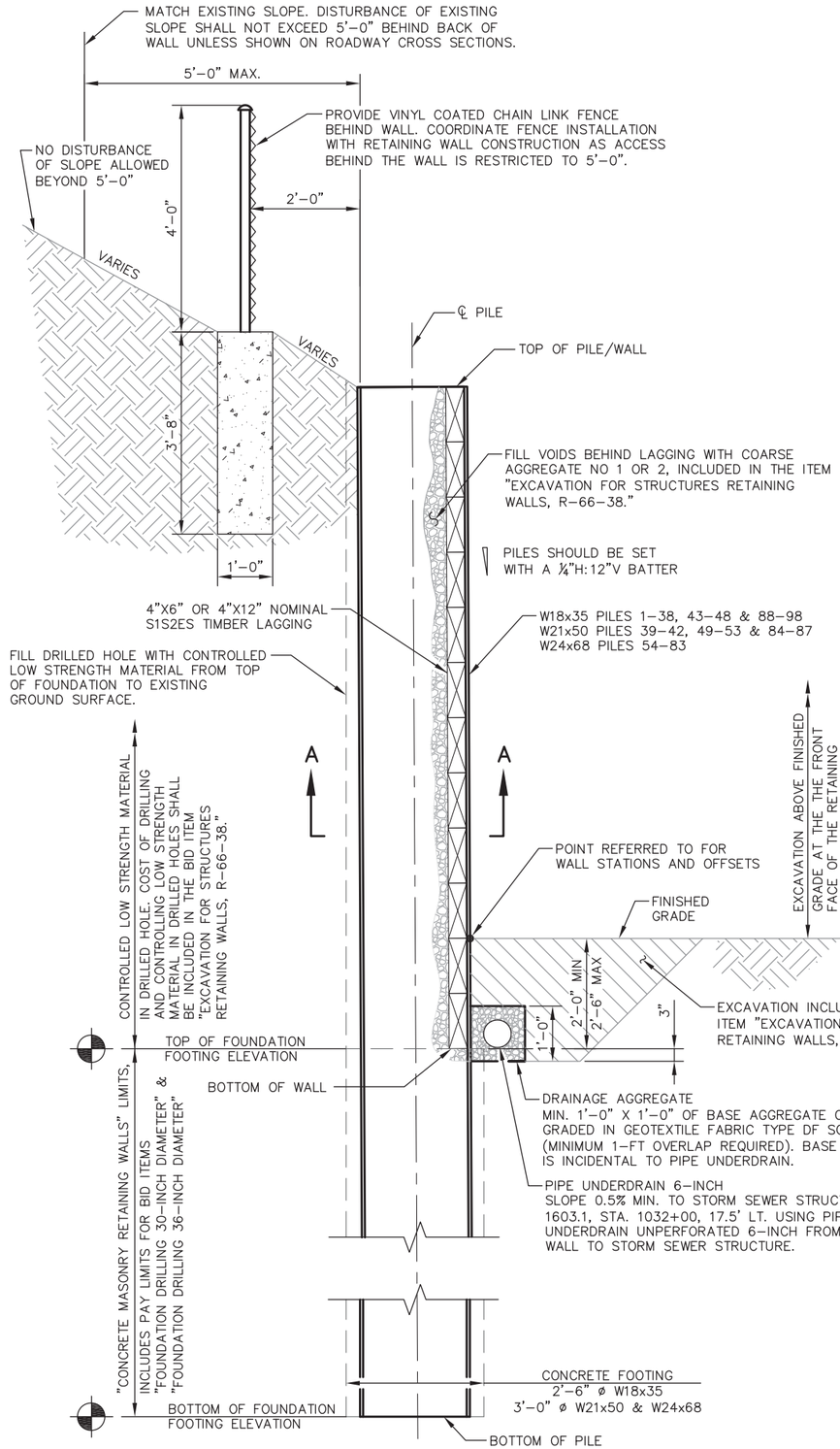
558

FILE NAME: W:\x-Projects\RD\7140\project 2 dgn\080103_st_R-66-38_6.dwg PLOT DATE: Sep 16, 2016 PLOT BY: cschaub PLOT SCALE:

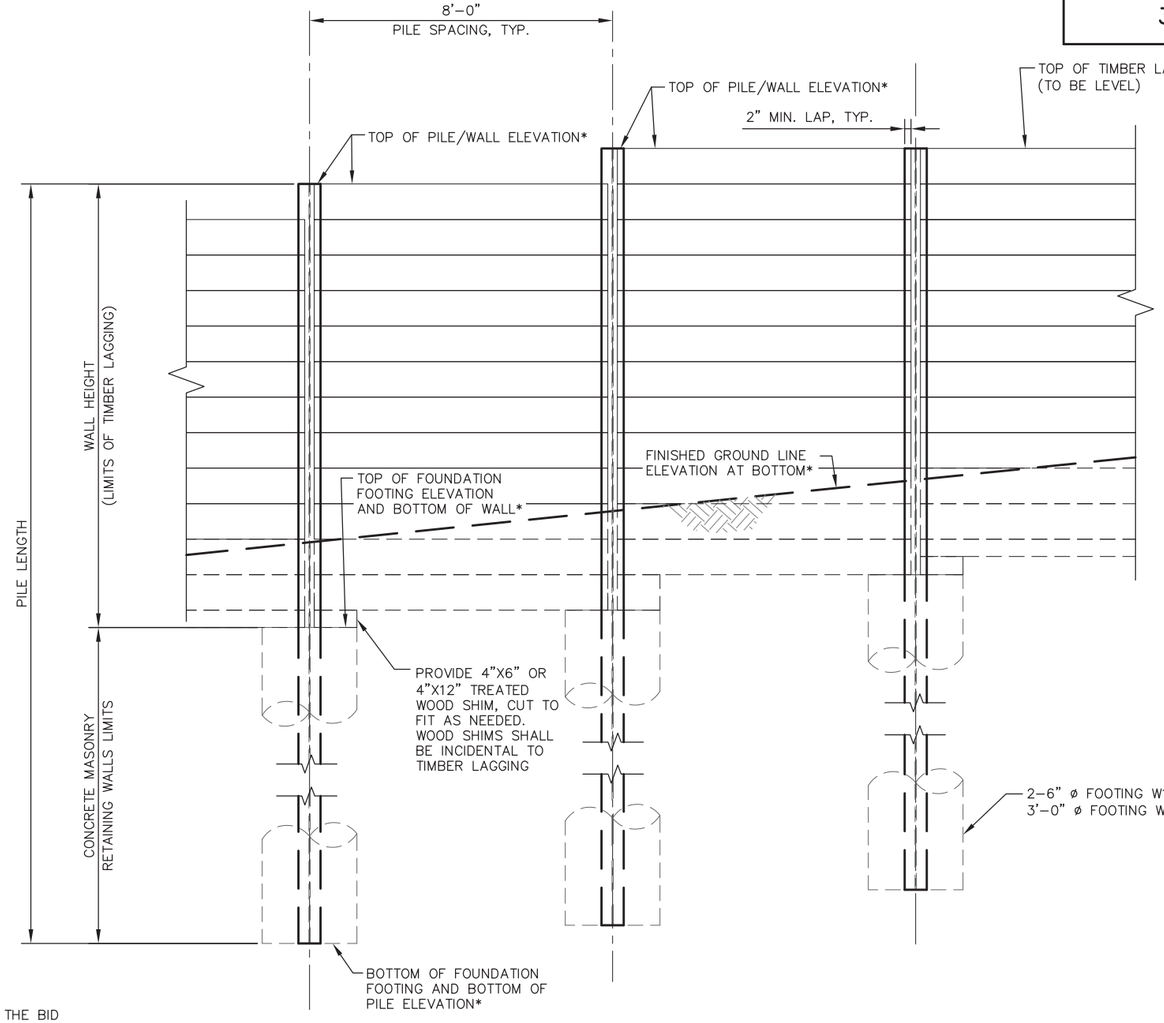
I.D. 3360-09-72

STATE PROJECT NUMBER

3360-09-72

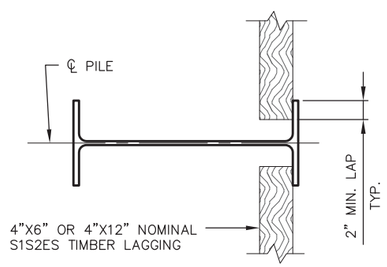


TYPICAL SECTION



TYPICAL WALL ELEVATION

* SEE "WALL DATA TABLE" SHEET FOR ELEVATIONS.



SECTION A-A

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-66-38

DRAWN BY NJB | PLANS CK'D NCG

WALL DETAILS

SHEET 7 OF 7

559

8

8

FILE NAME: W:\x-Projects\RD\7140\project 2 dgn\080103_st_R-66-38_7.dwg

PLOT DATE: Sep 16, 2016

PLOT BY: cschaub

PLOT SCALE:

I.D. 3360-09-72

I.D. 3360-09-72
STH 175
WASHINGTON COUNTY

STAGE 2A CONSTRUCTION

WEST LEG- LANNON ROAD ROUNDABOUT

COMMON CUT | FILL FACTOR = 1.20

STATION	DISTANCE FEET	CUT END AREA S.F.	CUT VOL C.Y.	FILL END AREA S.F.	FILL VOL C.Y.	ADJ. FILL C.Y.	MASS BALANCE
148+00		60.2		1.5			
	50.00		111		3	3	108
148+50		60.2		1.5			
	50.00		98		4	5	201
149+00		45.4		3.4			
	50.00		69		10	12	258
149+50		29.3		7.2			
	50.00		49		22	26	281
150+00		23.2		16.2			
	50.00		42		44	53	270
150+50		22.7		31.4			
	50.00		43		64	77	236
151+00		23.3		37.9			
	50.00		42		64	77	201
151+50		22.1		31.0			
	50.00		40		50	60	182
152+00		21.5		22.8			
	50.00		49		34	41	191
152+50		31.8		13.7			
	50.00		55		32	38	208
153+00		27.8		20.7			
	50.00		74		52	62	219
153+50		52.1		35.3			
	50.00		75		162	195	99
154+00		28.4		140.1			
TOTALS			747		540	648	

I.D. 3360-09-72
STH 175
WASHINGTON COUNTY

STAGE 2A CONSTRUCTION

ROUNDABOUT CIRCLE- LANNON ROAD ROUNDABOUT

COMMON CUT | FILL FACTOR = 1.20

STATION	DISTANCE FEET	CUT END AREA S.F.	CUT VOL C.Y.	FILL END AREA S.F.	FILL VOL C.Y.	ADJ. FILL C.Y.	MASS BALANCE
154+00		28.4		140.1			
	50.00		34		274	329	-295
154+50		8.0		156.1			
	50.00		58		188	225	-463
155+00		54.5		46.6			
	50.00		160		43	52	-355
155+50		118.0		0.0			
	50.00		193		61	73	-236
156+00		89.9		66.1			
TOTALS			444		566	680	

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STAGE 2A CONSTRUCTION

EAST LEG - LANNON ROAD ROUNDABOUT

COMMON CUT | FILL FACTOR = 1.20

STATION	DISTANCE FEET	END AREA S.F.	VOL C.Y.	FILL END AREA S.F.	FILL VOL C.Y.	ADJ. FILL C.Y.	MASS BALANCE
156+00		89.9		66.1			
	50.00		162		90	108	54
156+50		84.6		30.8			
	50.00		151		31	38	167
157+00		78.2		2.9			
	50.00		99		13	16	251
157+50		29.2		11.2			
	50.00		145		43	52	344
158+00		127.3		35.6			
	50.00		161		261	313	192
158+50		46.6		245.8			
	50.00		78		498	597	-327
159+00		37.8		292.0			
	50.00		65		499	599	-861
159+50		32.7		247.0			
	50.00		58		402	483	-1285
160+00		30.2		187.6			
	50.00		59		252	302	-1529
160+50		33.7		84.6			
	50.00		71		78	94	-1551
161+00		43.2		0.0			
	50.00		85		0	0	-1466
161+50		49.1		0.0			
	50.00		94		0	0	-1372
162+00		52.9		0.0			
	20.00		38		0	0	-1333
162+20		50.0		0.0			
TOTALS			1268		2168	2601	

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STAGE 2A CONSTRUCTION

WILLOW CREEK ROAD

COMMON CUT | FILL FACTOR = 1.20

STATION	DISTANCE FEET	END AREA S.F.	VOL C.Y.	FILL END AREA S.F.	FILL VOL C.Y.	ADJ. FILL C.Y.	MASS BALANCE
178+25"WC"		30.6		0.0			
	25.00		34		0	0	34
178+50"WC"		43.6		0.0			
	50.00		121		0	0	156
179+00"WC"		87.5		0.0			
	50.00		143		12	14	284
179+50"WC"		66.6		12.6			
	21.00		102		12	14	372
179+71"WC"		196.3		17.8			
TOTALS			401		23	28	

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STAGE 2A CONSTRUCTION
* EBS EXCAVATION INCLUDED IN END AREA

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COMMON CUT | FILL FACTOR = 1.20

STATION	DISTANCE FEET	CUT END AREA S.F.	VOL C.Y.	FILL END AREA S.F.	FILL VOL C.Y.	ADJ. FILL C.Y.	MASS BALANCE
957+00		53.2		103.5			
	50.00		159		118	142	17
957+50		118.4		23.9			
	50.00		241		37	45	214
958+00		141.9		16.4			
	50.00		196		43	52	358
958+50		70.2		30.5			
	50.00		118		56	67	409
959+00		57.1		29.6			
	50.00		95		51	61	442
959+50		45.2		25.6			
	50.00		133		26	31	544
960+00		98.3		2.7			
	37.00		161		3	4	700
960+37		136.0		2.0			
	13.00		55		8	9	747
960+50		93.8		29.5			
	18.00		78		10	12	813
960+68		141.0		0.0			
	8.00		28		0	0	841
960+76		45.2		0.0			
	14.00		47		1	1	887
960+90		136.7		3.0			
	10.00		47		14	17	917
961+00		116.8		75.0			
	14.00		33		37	44	906
961+14		11.3		67.0			
	36.00		44		82	99	851
961+50		54.1		56.2			
	4.00		8		8	10	849
961+54		53.8		57.4			
	46.00		98		68	81	866
962+00		61.7		22.1			
	50.00		171		23	28	1009
962+50		122.7		2.7			
	50.00		186		10	12	1182
963+00		77.6		8.0			
TOTALS			1897		595	715	

NOTES
1) Common Cut volume includes EBS excavation.
2) Salvaged/Unusable Pavement Material is included in Common Cut. This assumes the existing pavement is salvaged or wasted by the contractor. The existing pavement structure is not shown in the cross sections, but is included as a lump sum in the earthwork summary sheet.
3) EBS excavation to be backfilled with Breaker Run and paid for as item 311.0110 Breaker Run.
4) Adjusted Fill = Fill * Fill Factor (1.20)
5) Mass Balance = Cut Volume – Adjusted Fill. A plus Mass Balance quantity indicates a waste volume of material. A minus quantity indicates a shortage of material.

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STAGE 2B CONSTRUCTION

WEST LEG- LANNON ROAD ROUNDABOUT

COMMON CUT | FILL FILL FACTOR = 1.20

STATION	DISTANCE FEET	CUT END AREA S.F.	CUT VOL C.Y.	FILL END AREA S.F.	FILL VOL C.Y.	ADJ. FILL C.Y.	MASS BALANCE
148+00		47.8		0.9			
	50.00		89		2	2	87
148+50		47.8		0.9			
	50.00		77		4	5	159
149+00		35.8		3.5			
	50.00		57		12	14	202
149+50		26.2		9.1			
	50.00		45		31	37	210
150+00		22.4		24.2			
	50.00		42		72	86	166
150+50		22.7		53.3			
	50.00		44		158	189	21
151+00		24.9		117.1			
	50.00		52		170	204	-131
151+50		31.6		66.8			
	50.00		59		132	159	-231
152+00		32.5		76.0			
	50.00		65		124	149	-315
152+50		37.8		58.4			
	50.00		66		77	92	-341
153+00		33.0		24.4			
	50.00		55		30	36	-323
153+50		25.9		8.0			
	50.00		46		17	20	-297
154+00		23.5		10.4			
TOTALS		697		828	994		

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STAGE 2B CONSTRUCTION

EAST LEG - LANNON ROAD ROUNDABOUT

COMMON CUT | FILL FILL FACTOR = 1.20

STATION	DISTANCE FEET	END AREA S.F.	VOL C.Y.	FILL END AREA S.F.	FILL VOL C.Y.	ADJ. FILL C.Y.	MASS BALANCE
156+00		57.5		40.1			
	50.00		111		56	67	44
156+50		61.9		19.9			
	50.00		103		19	23	124
157+00		49.0		0.8			
	50.00		103		1	1	226
157+50		62.1		0.0			
	50.00		119		0	0	345
158+00		66.8		0.0			
	50.00		129		1	2	472
158+50		72.4		1.4			
	50.00		156		1	2	627
159+00		96.0		0.0			
	50.00		175		0	0	802
159+50		93.4		0.0			
	50.00		167		0	0	969
160+00		86.9		0.0			
	50.00		161		0	0	1130
160+50		86.7		0.0			
	50.00		151		0	0	1280
161+00		76.2		0.0			
	50.00		123		0	0	1404
161+50		56.8		0.0			
	50.00		98		0	0	1502
162+00		49.5		0.0			
	20.00		36		0	0	1538
162+20		47.0		0.0			
TOTALS		1631		78	94		

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STAGE 2B CONSTRUCTION
* EBS EXCAVATION INCLUDED IN END AREA

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COMMON CUT | FILL FILL FACTOR = 1.20

STATION	DISTANCE FEET	CUT END AREA S.F.	CUT VOL C.Y.	FILL END AREA S.F.	FILL VOL C.Y.	ADJ. FILL C.Y.	MASS BALANCE
950+00		136.9		9.3			
	50.00		250		16	19	231
950+50		132.7		7.6			
	50.00		231		15	18	444
951+00		117.0		8.2			
	16.00		73		5	6	512
951+16		130.3		8.7			
	34.00		139		14	17	634
951+50		91.0		13.3			
	50.00		169		18	22	782
952+00		92.0		6.5			
	50.00		150		29	35	897
952+50		70.3		25.3			
	50.00		151		39	47	1001
953+00		93.0		17.2			
	15.00		51		5	6	1047
953+15		92.4		0.0			
	35.00		138		3	3	1182
953+50		121.2		3.9			
	50.00		245		4	4	1423
954+00		143.3		0.0			
	50.00		259		7	8	1674
954+50		136.8		7.1			
	50.00		181		44	53	1802
955+00		59.0		40.7			
TOTALS		2040		198	238		

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STAGE 2B CONSTRUCTION

ROUNDABOUT CIRCLE- LANNON ROAD ROUNDABOUT

COMMON CUT | FILL FILL FACTOR = 1.20

STATION	DISTANCE FEET	CUT END AREA S.F.	CUT VOL C.Y.	FILL END AREA S.F.	FILL VOL C.Y.	ADJ. FILL C.Y.	MASS BALANCE
154+00		23.5		10.4			
	50.00		47		42	50	-3
154+50		27.1		34.5			
	50.00		108		60	72	36
155+00		89.6		30.5			
	50.00		134		103	124	46
155+50		54.9		81.1			
	50.00		104		112	135	15
156+00		57.5		40.1			
TOTALS		393		317	381		

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STAGE 2C CONSTRUCTION

ROUNDABOUT CIRCLE- LANNON ROAD ROUNDABOUT

COMMON CUT | FILL FILL FACTOR = 1.20

STATION	DISTANCE FEET	CUT END AREA S.F.	CUT VOL C.Y.	FILL END AREA S.F.	FILL VOL C.Y.	ADJ. FILL C.Y.	MASS BALANCE
154+50		0.0		0.0			
	50.00		137		253	303	-167
155+00		147.6		272.9			
	50.00		137		253	303	-333
155+50		0.0		0.0			
TOTALS		273		505	606		

NOTES
1) Common Cut volume includes EBS excavation.
2) Salvaged/Unusable Pavement Material is included in Common Cut. This assumes the existing pavement is salvaged or wasted by the contractor. The existing pavement structure is not shown in the cross sections, but is included as a lump sum in the earthwork summary sheet.
3) EBS excavation to be backfilled with Breaker Run and paid for as item 311.0110 Breaker Run.
4) Adjusted Fill = Fill * Fill Factor (1.20)
5) Mass Balance = Cut Volume – Adjusted Fill. A plus Mass Balance quantity indicates a waste volume of material. A minus quantity indicates a shortage of material.

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STAGE 1 CONSTRUCTION

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COMMON CUT — FILL FACTOR = 1.20

STATION	DISTANCE FEET	END AREA S.F.	VOL C.Y.	FILL END AREA S.F.	FILL VOL C.Y.	ADJ. FILL C.Y.	MASS BALANCE
963+00		90.4		8.0			
	50.00		174		15	18	156
963+50		97.6		8.0			
	15.00		55		4	4	207
963+65		100.5		5.4			
	35.00		134		3	4	337
964+00		106.3		0.0			
	19.00		75		0	0	412
964+19		106.3		0.0			
	31.00		119		2	2	529
964+50		101.8		3.5			
	46.00		166		6	7	687
964+96		92.6		3.4			
	4.00		14		1	1	700
965+00		92.0		3.7			
	45.00		148		3	4	844
965+31		85.4		0.0			
	5.00		16		0	0	860
965+50		83.8		0.0			
	37.00		112		0	0	972
965+87		79.9		0.0			
	13.00		38		1	2	1009
966+00		79.4		5.5			
	50.00		144		12	14	1138
966+50		75.9		7.4			
	36.00		97		5	6	1230
966+86		69.7		0.0			
	8.00		21		0	0	1250
966+96		70.7		0.0			
	6.00		16		1	1	1265
967+00		70.2		9.8			
	50.00		125		31	38	1352
967+50		65.0		24.1			
	50.00		122		27	33	1442
968+00		67.1		5.4			
	6.00		15		1	1	1455
968+06		68.1		4.2			
	30.00		78		9	11	1523
968+36		72.7		12.0			
	14.00		38		6	8	1553
968+50		74.9		12.7			
	50.00		155		26	31	1678
969+00		92.4		14.9			
	11.00		42		5	6	1713
969+50		111.4		10.0			
	39.00		167		7	9	1872
969+74		120.4		0.0			
	24.00		119		4	5	1986
969+83		147.4		9.8			
	9.00		47		3	4	2029
970+00		132.7		8.0			
	17.00		91		6	7	2113
970+32		157.9		11.1			
	32.00		167		11	13	2267
970+50		123.3		7.1			
	18.00		80		2	3	2344
971+00		116.0		0.0			
	50.00		202		11	13	2532
971+50		101.8		11.6			
	50.00		206		29	35	2703

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COMMON CUT — FILL FACTOR = 1.20

STATION	DISTANCE FEET	END AREA S.F.	VOL C.Y.	FILL END AREA S.F.	FILL VOL C.Y.	ADJ. FILL C.Y.	MASS BALANCE
972+00		120.8		20.2			
	50.00		281		19	22	2962
972+50		182.8		0.0			
	50.00		376		0	0	3337
972+75		222.8		0.0			
	25.00		213		0	0	3550
973+00		236.8		0.0			
	25.00		246		0	0	3796
973+50		294.2		0.0			
	50.00		540		0	0	4336
974+00		289.2		0.0			
	50.00		538		0	0	4874
974+50		291.5		0.0			
	50.00		516		0	0	5390
975+00		265.4		0.0			
	50.00		330		0	0	5719
975+50		90.6		0.0			
	50.00		154		0	0	5873
975+81		75.2		0.0			
	31.00		83		0	0	5956
976+00		70.2		0.0			
	19.00		46		0	0	6003
976+50		61.6		0.0			
	50.00		114		0	0	6117
977+00		61.6		0.0			
TOTALS			6418		251	301	

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COMMON CUT — FILL FACTOR = 1.20

STATION	DISTANCE FEET	END AREA S.F.	VOL C.Y.	FILL END AREA S.F.	FILL VOL C.Y.	ADJ. FILL C.Y.	MASS BALANCE
986+00		41.9		2.8			
	50.00		120		5	7	113
986+50		87.2		3.1			
	50.00		163		8	9	267
987+00		88.7		5.2			
	50.00		166		14	17	416
987+50		90.8		10.2			
	50.00		130		24	29	516
988+00		49.2		16.0			
	50.00		93		39	47	563
988+50		51.7		26.0			
	20.00		42		19	22	583
988+70		62.4		24.2			
	30.00		72		24	29	626
989+00		67.6		19.5			
	50.00		135		82	99	662
989+50		78.1		69.4			
	50.00		153		108	130	685
990+00		87.0		47.5			
	50.00		178		103	124	739
990+50		105.2		63.8			
	50.00		151		109	130	760
991+00		57.9		53.6			
	32.00		72		64	77	755
991+32		63.0		55.0			
	18.00		39		40	48	746
991+50		55.0		63.9			
	50.00		172		81	98	821
992+00		131.0		24.1			
	50.00		270		58	70	1021
992+50		160.7		38.9			
	50.00		317		73	87	1251
993+00		181.7		39.4			
	50.00		354		80	96	1509
993+50		200.4		46.8			
	50.00		358		112	135	1732
994+00		186.1		74.3			
	25.00		183		34	41	1874
994+25		208.3		0.0			
	25.00		162		30	36	2000
994+50		141.7		64.8			
	50.00		222		101	121	2100
995+00		98.1		44.4			
	50.00		149		66	79	2170
995+50		62.8		26.6			
	50.00		106		42	50	2227
996+00		52.1		18.6			
	25.00		49		9	10	2266
996+25		54.4		0.0			
TOTALS			3856		1326	1591	

NOTES
1) Common Cut volume includes EBS excavation.
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3) EBS excavation to be backfilled with Breaker Run and paid for as item 311.0110 Breaker Run.
4) Adjusted Fill = Fill * Fill Factor (1.20)
5) Mass Balance = Cut Volume – Adjusted Fill. A plus Mass Balance quantity indicates a waste volume of material. A minus quantity indicates a shortage of material.

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		COMMON CUT		FILL FILL FACTOR = 1.20			
STATION	DISTANCE FEET	END AREA S.F.	VOL C.Y.	FILL END AREA S.F.	FILL VOL C.Y.	ADJ. FILL C.Y.	MASS BALANCE
1004+15		71.6		0.0			
	32.00		68		76	91	-23
1004+47		43.8		127.9			
	28.00		46		102	123	-99
1004+75		45.1		69.8			
	25.00		44		56	68	-123
1005+00		49.6		51.7			
	25.00		58		25	31	-96
1005+25		75.0		3.2			
		TOTALS	216		260	312	

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STAGE 1 CONSTRUCTION
* EBS EXCAVATION INCLUDED IN END AREA

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		COMMON CUT		FILL FILL FACTOR = 1.20			
STATION	DISTANCE FEET	END AREA S.F.	VOL C.Y.	FILL END AREA S.F.	FILL VOL C.Y.	ADJ. FILL C.Y.	MASS BALANCE
1018+00		36.8		0.0			
	50.00		83		1	1	82
1018+50		52.8		0.7			
	50.00		158		1	1	238
1019+00		117.3 *		0.6			
	50.00		217		11	13	443
1019+50		117.5 *		11.1			
	40.00		196		8	10	629
1019+90		146.8 *		0.0			
	10.00		54		0	0	683
1020+00		146.8 *		0.0			
	50.00		245		38	46	882
1020+50		117.7 *		41.5			
	25.00		108		38	46	944
1020+75		115.8 *		41.4			
	25.00		106		36	43	1006
1021+00		112.3 *		36.0			
	50.00		206		115	138	1075
1021+50		110.5 *		88.0			
	23.19		94		77	93	1076
1021+73.19		107.4 *		92.3			
	26.81		107		88	106	1077
1022+00		109.1 *		84.8			
	50.00		201		228	273	1005
1022+50		107.8 *		161.3			
	50.00		194		372	446	753
1023+00		102.2 *		240.3			
	50.00		191		471	565	380
1023+50		104.5 *		268.1			
	50.00		192		537	645	-73
1024+00		102.9 *		312.4			
	50.00		190		542	650	-533

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STAGE 1 CONSTRUCTION
* EBS EXCAVATION INCLUDED IN END AREA

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		COMMON CUT		FILL FILL FACTOR = 1.20			
STATION	DISTANCE FEET	END AREA S.F.	VOL C.Y.	FILL END AREA S.F.	FILL VOL C.Y.	ADJ. FILL C.Y.	MASS BALANCE
1024+50		102.5 *		272.5			
	24.14		91		250	300	-742
1024+74.14		101.5 *		287.2			
	25.86		95		306	367	-1015
1025+00		101.5 *		282.8			
	50.00		181		701	841	-1674
1025+50		96.7 *		352.1			
	50.00		177		765	918	-2415
1026+00		94.1 *		473.8			
	25.00		87		437	524	-2852
1026+25		94.6 *		469.7			
	25.00		89		408	490	-3253
1026+50		97.6 *		412.6			
	50.00		175		654	785	-3863
1027+00		91.6 *		293.5			
	50.00		135		493	592	-4319
1027+50		54.3		239.0			
	50.00		103		343	411	-4627
1028+00		57.3		131.2			
	23.06		47		109	131	-4711
1028+23.06		51.9		124.2			
	26.94		48		125	150	-4814
1028+50		43.5		126.2			
	50.00		71		261	313	-5056
1029+00		32.9		155.8			
	50.00		61		266	319	-5314
1029+50		33.4		131.5			
	32.00		41		183	219	-5492
1029+82		35.8		176.7			
	18.00		24		131	157	-5625
1030+00		37.2		216.5			
	50.00		76		274	329	-5879
1030+50		44.3		79.6			
	50.00		92		92	111	-5898
1031+00		54.8		20.2			
	50.00		119		19	22	-5801
1031+50		73.8		0.0			
	22.00		62		0	0	-5739
1031+72		79.5		0.0			
	28.00		96		0	0	-5643
1032+00		104.8		0.0			
	50.00		191		0	0	-5453
1032+50		101.1		0.0			
	50.00		219		0	0	-5234
1033+00		135.0		0.0			
	50.00		261		0	0	-4973
1033+50		146.9		0.0			
	50.00		274		0	0	-4699
1034+00		148.6		0.0			
	50.00		278		0	0	-4422
1034+50		151.3		0.0			
	50.00		281		0	0	-4141
1035+00		152.1		0.0			
	50.00		279		0	0	-3861
1035+50		149.6		0.0			
	50.00		321		0	0	-3541

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STAGE 1 CONSTRUCTION
* EBS EXCAVATION INCLUDED IN END AREA

STH 175

		COMMON CUT		FILL FILL FACTOR = 1.20			
STATION	DISTANCE FEET	END AREA S.F.	VOL C.Y.	FILL END AREA S.F.	FILL VOL C.Y.	ADJ. FILL C.Y.	MASS BALANCE
1036+00		196.6 *		0.0			
	50.00		384		0	0	-3156
1036+50		218.4 *		0.0			
	50.00		428		0	0	-2728
1037+00		244.1 *		0.0			
	50.00		497		0	0	-2231
1037+50		292.6 *		0.0			
	50.00		581		0	0	-1650
1038+00		335.0 *		0.0			
	25.00		316		0	0	-1334
1038+25		348.4 *		0.0			
	25.00		331		0	0	-1003
1038+50		366.5 *		0.0			
	50.00		559		14	17	-461
1039+00		237.1 *		15.3			
	50.00		407		14	17	-71
1039+50		202.8 *		0.0			
	25.00		179		0	0	109
1039+75		184.6 *		0.0			
	25.00		169		0	0	277
1040+00		179.7 *		0.0			
	9.00		63		0	0	340
1040+09		199.5 *		0.0			
	9.71		70		0	0	411
1040+18.71		190.9 *		0.0			
	31.29		198		0	0	608
1040+50		150.4 *		0.0			
	29.00		183		0	0	791
1040+79		190.7 *		0.0			
	21.00		144		0	0	935
1041+00		178.4 *		0.0			
	50.00		316		0	0	1251
1041+50		163.0 *		0.0			
	34.00		197		0	0	1448
1041+84		149.9 *		0.0			
	16.00		88		0	0	1536
1042+00		147.6 *		0.0			
	50.00		265		2	3	1798
1042+50		138.5 *		2.6			
	37.00		143		2	2	1939
1042+87		70.7		0.0			
	13.00		35		0	0	1974
1043+00		73.2		0.0			
	10.00		20		0	0	1993
1043+10		32.5		0.5			
	40.00		54		0	1	2047
1043+50		39.9		0.1			
	50.00		64		2	2	2108
1044+00		28.8		1.6			
	50.00		54		2	3	2159
1044+50		29.0		0.9			
	50.00		61		1	1	2219
1045+00		36.6		0.0			
	19.00		16		1	1	2233
1045+19		7.9		3.2			
	31.00		15		2	2	2245
1045+50		17.5		0.0			
	50.00		37		0	0	2283

NOTES
1) Common Cut volume includes EBS excavation.
2) Salvaged/Unusable Pavement Material is included in Common Cut. This assumes the existing pavement is salvaged or wasted by the contractor. The existing pavement structure is not shown in the cross sections, but is included as a lump sum in the earthwork summary sheet.
3) EBS excavation to be backfilled with Breaker Run and paid for as item 311.0110 Breaker Run.
4) Adjusted Fill = Fill * Fill Factor (1.20)
5) Mass Balance = Cut Volume – Adjusted Fill. A plus Mass Balance quantity indicates a waste volume of material. A minus quantity indicates a shortage of material.

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STH 175
WASHINGTON COUNTY

STAGE 1 CONSTRUCTION
* EBS EXCAVATION INCLUDED IN END AREA

STH 175

		COMMON CUT		FILL FILL FACTOR = 1.20			
STATION	DISTANCE FEET	END AREA S.F.	VOL C.Y.	FILL END AREA S.F.	FILL VOL C.Y.	ADJ. FILL C.Y.	MASS BALANCE
1046+00		22.7		0.0			
	50.00		23		7	8	2298
1046+50		2.7		7.4			
	50.00		5		11	13	2290
1047+00		2.5		4.0			
	50.00		5		8	10	2285
1047+50		2.6		4.9			
	50.00		5		17	20	2269
1048+00		2.4		13.2			
	50.00		13		18	21	2260
1048+50		11.1		6.1			
	50.00		22		11	14	2268
1049+00		12.2		6.2			
	50.00		22		11	14	2277
1049+50		11.6		6.2			
	50.00		30		7	8	2298
1050+00		20.4		1.0			
	21.00		18		8	10	2307
1050+21		26.6		20.3			
	29.00		21		11	13	2314
1050+50		13.0		0.6			
	50.00		21		1	1	2334
1051+00		9.4		0.0			
	50.00		13		0	0	2347
1051+50		4.1		0.0			
	25.00		2		0	0	2349
1051+75		0.0		0.0			
		TOTALS	12586		8531	10237	

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STAGE 1 CONSTRUCTION

STH 175

		COMMON CUT		FILL FILL FACTOR = 1.20			
STATION	DISTANCE FEET	END AREA S.F.	VOL C.Y.	FILL END AREA S.F.	FILL VOL C.Y.	ADJ. FILL C.Y.	MASS BALANCE
1062+12		10.3		0.0			
	38.00		33		0	0	33
1062+50		36.5		0.0			
	50.00		86		7	8	110
1063+00		45.8		0.0			
	50.00		94		7	8	196
1063+50		56.1		7.5			
	21.00		45		3	4	237
1063+71		59.3		1.3			
	29.00		71		1	1	307
1064+00		72.1		0.0			
	37.00		92		1	2	398
1064+37		62.7		2.0			
	13.00		30		2	3	425
1064+50		62.0		7.3			
	50.00		118		12	14	528
1065+00		65.2		5.7			
	50.00		116		33	40	605
1065+50		59.7		29.9			
	50.00		121		47	56	669
1066+00		70.6		20.7			
	50.00		133		21	25	777
1066+50		73.2		2.0			
	50.00		232		5	6	1003
1067+00		177.7		3.1			
	12.00		56		2	3	1057
1067+12		73.6		6.5			
	38.00		96		11	13	1140
1067+50		63.5		9.3			
	50.00		158		20	24	1274
1068+00		107.3		12.5			
	50.00		187		57	69	1392
1068+50		94.5		49.3			
	38.00		191		65	79	1504
1068+88		177.0		43.8			
	12.00		82		20	24	1563
1069+00		192.5		46.5			
	50.00		325		82	98	1789
1069+50		158.1		41.8			
	50.00		297		56	68	2019
1070+00		162.9		19.0			
	50.00		353		22	27	2345
1070+50		218.3		5.1			
	31.00		208		6	7	2546
1070+81		143.8		5.3			
	19.00		97		3	3	2639
1071+00		132.2		2.3			
	50.00		237		2	3	2874
1071+50		123.3		0.0			
	50.00		159		0	0	3033
1072+00		48.5		0.0			
		TOTALS	3616		486	584	

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STAGE 1 CONSTRUCTION
* EBS EXCAVATION INCLUDED IN END AREA

STH 175

		COMMON CUT		FILL FILL FACTOR = 1.20			
STATION	DISTANCE FEET	END AREA S.F.	VOL C.Y.	FILL END AREA S.F.	FILL VOL C.Y.	ADJ. FILL C.Y.	MASS BALANCE
1194+05		104.1 *		7.2			
	24.94		95		8	9	86
1194+29.94		101.6 *		9.4			
	20.06		76		7	9	153
1194+50		101.9 *		10.0			
	25.00		68		5	6	215
1194+75		44.5		0.0			
	25.00		27		7	9	233
1195+00		12.9		15.3			
.	33.00		17		16	19	231
1195+33		15.0		10.5			
	25.00		15		9	11	235
1195+58		16.6		9.5			
	25.00		15		8	10	240
1195+83		16.6		8.1			
	1.00		1		0	0	241
1195+84		0.0		0.0			
	55.00		10		5	6	245
1196+39		0.0		0.0			
	1.00		0		0	0	245
1196+40		8.0		6.9			
	38.00		16		6	8	253
1196+78		13.0		0.0			
	22.00		11		1	1	263
1197+00		9.2		3.4			
	50.00		21		3	4	280
1197+50		8.9		3.3			
	41.00		13		5	6	287
1197+91		12.0		0.0			
	9.00		4		0	0	291
1198+00		9.0		3.5			
	50.00		21		3	4	307
1198+50		9.7		2.9			
	50.00		19		3	3	323
1199+00		9.5		3.0			
	35.00		13		5	6	330
1199+35		12.0		0.0			
	15.00		6		1	2	334
1199+50		9.4		4.6			
	50.00		21		6	7	348
1200+00		13.2		2.0			
	23.00		12		2	2	357
1200+23		14.8		2.0			
	27.00		14		2	2	369
1200+50		13.4		2.0			
	37.00		18		2	2	385
1200+87		13.0		0.3			
	13.00		5		1	1	390
1201+00		8.8		3.4			
	14.00		5		1	1	393
1201+14		10.2		0.0			
	32.00		14		0	0	407
1201+46		13.3		0.0			
	4.00		2		0	0	409
1201+50		10.4		0.0			
	50.00		19		4	5	423
1202+00		10.0		4.5			
	26.00		11		2	3	432
1202+26		13.7		0.0			
	24.00		10		2	3	439
1202+50		9.0		5.3			
	10.00		3		2	3	439
1202+60		8.7		7.8			
		TOTALS	579		117	140	

NOTES
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3) EBS excavation to be backfilled with Breaker Run and paid for as item 311.0110 Breaker Run.
4) Adjusted Fill = Fill * Fill Factor (1.20)
5) Mass Balance = Cut Volume – Adjusted Fill. A plus Mass Balance quantity indicates a waste volume of material. A minus quantity indicates a shortage of material.

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STH 175
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STAGE 1 CONSTRUCTION

STH 175

STATION	DISTANCE FEET	COMMON CUT END AREA S.F.	COMMON CUT VOL C.Y.	FILL FILL FACTOR = 1.20 FILL END AREA S.F.	FILL VOL C.Y.	ADJ. FILL C.Y.	MASS BALANCE
1206+53.15		16.9		0.0			
	46.85		24		0	0	24
1207+00		10.8		0.0			
	50.00		25		0	0	49
1207+50		15.7		0.0			
	50.00		22		1	2	70
1208+00		8.6		1.4			
	50.00		12		19	22	59
1208+50		3.9		18.7			
	50.00		7		36	43	23
1209+00		3.7		19.8			
	50.00		7		33	39	-9
1209+50		4.2		15.5			
	50.00		7		38	45	-47
1210+00		3.4		25.3			
	50.00		18		51	61	-90
1210+50		16.0		29.8			
	50.00		28		30	36	-98
1211+00		14.4		2.3			
	24.00		12		3	3	-89
1211+24		12.9		4.0			
	26.00		12		2	2	-80
1211+50		11.1		0.0			
	50.00		22		5	6	-64
1212+00		12.3		5.6			
	50.00		23		9	10	-52
1212+50		12.7		3.6			
	22.00		51		11	13	-14
1212+72		112.3		22.9			
	28.00		89		24	29	47
1213+00		59.6		23.7			
	50.00		77		68	81	42
1213+50		23.5		49.6			
	50.00		51		88	106	-13
1214+00		31.2		45.5			
	50.00		52		59	71	-31
1214+50		25.1		18.1			
	30.00		28		20	24	-28
1214+80		24.8		18.5			
	20.00		19		10	11	-21
1215+00		25.2		7.2			
	50.00		39		34	41	-23
1215+50		16.8		29.9			
	50.00		21		45	54	-56
1216+00		6.4		18.4			
	17.00		7		8	9	-58
1216+17		16.3		5.7			
	33.00		36		4	5	-26
1216+50		43.4		0.5			
	50.00		128		0	1	102
1217+00		94.9		0.0			
	50.00		186		22	27	261
1217+50		106.4		24.2			
	50.00		151		25	30	382
1218+00		56.9		3.1			
	50.00		74		16	19	437
1218+50		22.9		14.4			
	50.00		29		18	21	444

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STATION	DISTANCE FEET	COMMON CUT END AREA S.F.	COMMON CUT VOL C.Y.	FILL FILL FACTOR = 1.20 FILL END AREA S.F.	FILL VOL C.Y.	ADJ. FILL C.Y.	MASS BALANCE
1219+00		8.0		4.6			
	50.00		28		4	5	467
1219+50		21.9		0.0			
	50.00		20		0	0	487
1220+00		0.0		0.0			
TOTALS			1305		681	818	

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STH 175

STATION	DISTANCE FEET	COMMON CUT END AREA S.F.	COMMON CUT VOL C.Y.	FILL FILL FACTOR = 1.20 FILL END AREA S.F.	FILL VOL C.Y.	ADJ. FILL C.Y.	MASS BALANCE
1242+65.00		0.0		0.0			
	26.91		3		0	0	3
1242+91.91		6.3		0.2			
	25.00		6		1	1	8
1243+16.91		6.6		1.8			
	7.59		2		1	1	9
1243+24.50		5.6		3.2			
	17.41		4		2	3	10
1243+41.91		6.3		3.6			
	7.24		2		1	1	10
1243+49.15		5.3		4.5			
	24.69		4		12	15	0
1243+73.84		3.6		22.1			
	26.16		4		56	67	-63
1244+00.00		5.5		93.1			
	51.00		10		212	254	-307
1244+51.00		5.5		131.3			
	24.00		5		140	167	-469
1244+75.00		5.4		182.8			
	25.00		10		85	102	-561
1245+00.00		16.0		0.0			
	25.00		10		111	133	-684
1245+25.00		5.2		239.4			
	25.00		5		186	223	-903
1245+50.00		4.6		162.0			
	40.05		6		138	166	-1063
1245+90.05		3.5		24.4			
	24.69		4		12	15	-1073
1246+14.74		5.7		2.2			
	10.44		2		2	2	-1073
1246+25.18		6.5		8.0			
	14.44		3		2	3	-1073
1246+39.62		6.5		1.2			
	10.53		2		1	1	-1071
1246+50.15		6.2		4.6			

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STAGE 1 CONSTRUCTION

STH 175

STATION	DISTANCE FEET	COMMON CUT END AREA S.F.	COMMON CUT VOL C.Y.	FILL FILL FACTOR = 1.20 FILL END AREA S.F.	FILL VOL C.Y.	ADJ. FILL C.Y.	MASS BALANCE
	24.98		6		4	5	-1070
1246+75.13		7.3		3.7			
	24.87		3		2	2	-1068
1247+00.00		0.0		0.0			
TOTALS			92		967	1161	

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STH 175

STATION	DISTANCE FEET	COMMON CUT END AREA S.F.	COMMON CUT VOL C.Y.	FILL FILL FACTOR = 1.20 FILL END AREA S.F.	FILL VOL C.Y.	ADJ. FILL C.Y.	MASS BALANCE
1269+50		31.0		0.0			
	50.00		94		1	2	93
1270+00		71.0		1.5			
	50.00		147		3	3	237
1270+50		87.9		1.3			
	50.00		155		4	5	387
1271+00		79.5		3.4			
	36.00		105		6	7	485
1271+36		78.0		4.9			
	14.00		38		2	3	520
1271+50		69.0		4.5			
	50.00		141		4	5	656
1272+00		83.1		0.0			
	50.00		161		0	0	817
1272+50		90.7		0.0			
	50.00		133		14	16	934
1273+00		53.2		14.8			
	50.00		98		16	19	1012
1273+50		52.4		2.4			
	50.00		154		2	3	1164
1274+00		113.7		0.0			
	44.00		228		0	0	1392
1274+44		166.7		0.0			
	6.00		36		0	0	1428
1274+50		156.7		0.0			
	50.00		224		0	0	1652
1275+00		85.6		0.0			
	50.00		141		0	0	1793
1275+50		66.7		0.0			
	2.00		5		0	0	1798
1275+52		67.3		0.0			
	5.00		13		0	0	1811
1275+57		69.5		2.3			
	43.00		86		6	7	1889
1276+00		37.9		5.4			
	50.00		78		24	28	1939

NOTES
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3) EBS excavation to be backfilled with Breaker Run and paid for as item 311.0110 Breaker Run.
4) Adjusted Fill = Fill * Fill Factor (1.20)
5) Mass Balance = Cut Volume – Adjusted Fill. A plus Mass Balance quantity indicates a waste volume of material. A minus quantity indicates a shortage of material.

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STH 175
WASHINGTON COUNTY

STAGE 1 CONSTRUCTION

STH 175

		COMMON CUT		FILL FILL FACTOR = 1.20			
STATION	DISTANCE FEET	END AREA S.F.	VOL C.Y.	FILL END AREA S.F.	FILL VOL C.Y.	ADJ. FILL C.Y.	MASS BALANCE
1276+50		46.4		20.0			
	50.00		86		39	47	1978
1277+00		46.7		22.2			
	50.00		88		33	39	2027
1277+50		48.4		12.9			
	50.00		99		20	24	2102
1278+00		58.8		9.1			
	50.00		118		18	22	2198
1278+50		68.4		10.4			
	50.00		137		19	23	2312
1279+00		79.8		9.9			
	50.00		148		43	51	2409
1279+50		79.7		36.3			
	50.00		157		67	81	2485
1280+00		90.4		36.5			
	50.00		166		62	75	2577
1280+50		89.2		31.0			
	50.00		156		45	54	2679
1281+00		79.1		17.5			
	50.00		140		17	20	2799
1281+50		72.6		0.8			
	50.00		106		2	2	2903
1282+00		42.3		1.0			
	50.00		87		2	2	2988
1282+50		51.9		1.2			
	50.00		99		1	1	3086
1283+00		55.1		0.0			
	50.00		101		0	0	3187
1283+50		53.8		0.0			
	13.60		25		0	0	3211
1283+63.6		44.4		0.0			
		TOTALS	3751		450	540	

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STH 175

		COMMON CUT		FILL FILL FACTOR = 1.20			
STATION	DISTANCE FEET	CUT END AREA S.F.	VOL C.Y.	FILL END AREA S.F.	FILL VOL C.Y.	ADJ. FILL C.Y.	MASS BALANCE
1316+00		41.5		0.0			
	50.00		109		7	9	101
1316+50		75.5		7.9			
	35.00		98		11	13	185
1316+85		74.1		9.0			
	15.00		40		6	7	218
1317+00		70.4		11.4			
	38.00		97		18	22	294
1317+38		67.6		14.4			
	12.00		29		6	7	316
1317+50		61.9		10.9			
	50.00		113		17	21	408
1318+00		60.4		7.6			
	33.00		72		10	13	468
1318+33		57.2		9.5			
	17.00		36		7	8	496
1318+50		55.2		11.3			
	50.00		114		17	21	588
1319+00		65.5		7.4			
	50.00		108		15	18	679
1319+50		50.4		8.9			
	14.00		24		4	5	698
1319+64		43.0		7.6			
	36.00		62		10	12	747
1320+00		49.3		7.7			
	43.00		76		12	14	809
1320+43		45.1		6.8			
	7.00		12		2	2	819
1320+50		43.2		7.0			
	50.00		96		12	15	900
1321+00		55.1		6.4			
	13.00		24		3	4	920
1321+13		45.0		7.2			
	37.00		73		12	14	979
1321+50		60.6		10.4			
	50.00		95		26	31	1044
1322+00		42.2		17.2			
	50.00		77		35	42	1079
1322+50		40.9		20.3			
	20.00		30		16	19	1090
1322+70		40.1		22.0			
	30.00		44		23	28	1106
1323+00		38.9		19.6			
	50.00		75		30	36	1145
1323+50		41.7		12.8			
	50.00		78		26	31	1192
1324+00		42.3		14.8			
	50.00		81		27	32	1241
1324+50		45.6		14.4			
	28.00		50		7	9	1282
1324+78		51.2		0.0			
	32.00		65		5	6	1341
1325+00		53.5		8.4			
	10.00		17		2	2	1356
1325+10		31.5		0.0			
		TOTALS	1794		365	438	

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STH 175

		COMMON CUT		FILL FILL FACTOR = 1.20			
STATION	DISTANCE FEET	END AREA S.F.	VOL C.Y.	FILL END AREA S.F.	FILL VOL C.Y.	ADJ. FILL C.Y.	MASS BALANCE
1328+00		0.0		0.0			
	50.00		18		0	0	18
1328+50		19.6		0.0			
	50.00		47		0	0	66
1329+00		31.6		0.0			
	50.00		62		0	0	128
1329+50		35.3		0.0			
	50.00		56		0	0	183
1330+00		24.9		0.0			
	15.30		10		3	4	190
1330+15.3		11.7		11.8			
	34.70		26		11	13	203
1330+50		29.3		5.4			
	45.70		64		5	6	261
1330+95.70		46.6		0.6			
	4.30		7		0	0	268
1331+00		39.0		0.0			
	50.00		68		0	0	335
1331+50		34.0		0.0			
	50.00		46		5	6	376
1332+00		16.0		5.1			
	26.90		13		7	8	381
1332+26.90		9.8		8.1			
	23.10		43		5	6	418
1332+50		91.0		3.1			
	50.00		169		6	8	579
1333+00		91.0		3.9			
	27.24		89		5	6	662
1333+27.24		86.0		6.1			
	22.76		116		3	3	775
1333+50		189.0		0.0			
	50.00		260		0	0	1035
1334+00		91.4		0.0			
	50.00		161		0	0	1195
1334+50		82.1		0.0			
	9.19		28		9	11	1212
1334+59.19		81.4		54.1			
	40.81		90		87	104	1198
1335+00		38.1		60.6			
	13.84		16		27	33	1182
1335+13.84		25.6		45.1			
	36.16		22		30	36	1168
1335+50		7.7		0.3			
	50.00		17		0	0	1185
1336+00		11.0		0.0			
	38.00		20		26	31	1174
1336+38		16.9		36.5			
	12.00		8		10	13	1169
1336+50		20.3		10.4			
	50.00		36		10	12	1193
1337+00		18.7		0.8			
	50.00		44		61	73	1164
1337+50		28.7		65.3			
	17.00		49		53	63	1150
1337+67		127.6		101.6			
	33.00		81		95	114	1116
1338+00		4.4		54.4			
	50.00		4		50	60	1060
1338+50		0.0		0.0			
		TOTALS	1671		509	611	

NOTES
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3) EBS excavation to be backfilled with Breaker Run and paid for as item 311.0110 Breaker Run.
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5) Mass Balance = Cut Volume – Adjusted Fill. A plus Mass Balance quantity indicates a waste volume of material. A minus quantity indicates a shortage of material.

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STAGE 1 CONSTRUCTION

STH 175

		COMMON CUT		FILL FILL FACTOR = 1.20			
STATION	DISTANCE FEET	END AREA S.F.	VOL C.Y.	FILL END AREA S.F.	FILL VOL C.Y.	ADJ. FILL C.Y.	MASS BALANCE
1366+00		0.0		0.0			
	50.00		4		4	5	-1
1366+50		4.4		4.4			
	50.00		9		7	9	-1
1367+00		4.8		3.4			
	50.00		10		6	8	1
1367+50		5.9		3.5			
	50.00		10		7	9	3
1368+00		5.3		4.5			
	50.00		17		5	5	14
1368+50		13.2		0.4			
	50.00		31		0	0	45
1369+00		20.0		0.0			
	50.00		22		1	1	66
1369+50		3.5		0.8			
	50.00		6		1	1	71
1370+00		3.5		0.2			
	50.00		6		0	0	77
1370+50		3.3		0.2			
	38.00		5		0	0	82
1370+88		4.0		0.0			
	12.00		2		0	0	84
1371+00		4.0		0.2			
	50.00		8		0	1	91
1371+50		4.5		0.3			
	50.00		12		8	10	93
1372+00		8.3		8.5			
	50.00		16		32	39	70
1372+50		8.8		26.5			
	50.00		18		49	58	29
1373+00		10.4		26.0			
	50.00		18		45	54	-7
1373+50		8.6		22.4			
	50.00		11		36	43	-39
1374+00		3.2		16.7			
TOTALS			204		203	243	

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		COMMON CUT		FILL FILL FACTOR = 1.20			
STATION	DISTANCE FEET	END AREA S.F.	VOL C.Y.	FILL END AREA S.F.	FILL VOL C.Y.	ADJ. FILL C.Y.	MASS BALANCE
1380+00		8.4		0.0			
	50.00		24		0	0	24
1380+50		17.1		0.0			
	50.00		34		0	0	57
1381+00		19.3		0.0			
	50.00		38		0	0	95
1381+50		21.3		0.0			
	50.00		56		0	0	151
1382+00		39.0		0.0			
	50.00		44		14	17	177
1382+50		8.2		15.6			
	25.00		11		9	11	177
1382+75		14.6		4.0			
	25.00		19		2	2	193
1383+00		26.0		0.0			
	50.00		47		1	1	240
1383+50		25.1		1.0			
	50.00		68		1	1	306
1384+00		48.4		0.0			
	50.00		85		0	0	391
1384+50		43.1		0.0			
	50.00		70		0	0	461
1385+00		32.2		0.0			
	50.00		61		0	0	522
1385+50		33.6		0.0			
	50.00		65		0	0	587
1386+00		36.4		0.0			
	50.00		57		0	0	644
1386+50		25.0		0.0			
	20.00		16		0	0	659
1386+70		17.3		0.0			
	30.00		23		0	0	683
1387+00		24.8		0.0			
	50.00		77		0	0	760
1387+50		58.8		0.0			
	50.00		109		0	0	869
1388+00		58.9		0.0			
	50.00		90		0	0	959
1388+50		37.8		0.0			
	50.00		58		0	0	1016
1389+00		24.4		0.0			
	50.00		56		0	0	1072
1389+50		36.5		0.0			
	25.00		50		0	0	1123
1389+75		72.2		0.0			
	25.00		49		0	0	1172
1390+00		33.3		0.0			
TOTALS			1204		27	33	

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		COMMON CUT		FILL FILL FACTOR = 1.20			
STATION	DISTANCE FEET	END AREA S.F.	VOL C.Y.	FILL END AREA S.F.	FILL VOL C.Y.	ADJ. FILL C.Y.	MASS BALANCE
1393+00		181.2		0.0			
	50.00		215		5	6	209
1393+50		50.9		5.3			
	50.00		127		5	6	330
1394+00		86.2		0.0			
	50.00		171		0	0	501
1394+50		98.8		0.0			
	50.00		215		0	0	717
1395+00		133.7		0.0			
	50.00		234		0	0	951
1395+50		119.5		0.0			
	50.00		187		0	0	1138
1396+00		82.5		0.0			
	50.00		126		20	23	1240
1396+50		53.3		21.1			
	50.00		99		21	25	1314
1397+00		53.3		1.2			
	34.00		72		1	1	1385
1397+34		61.0		0.0			
	7.00		17		0	0	1402
1397+41		70.0		0.0			
	9.00		23		0	0	1426
1397+50		70.5		0.0			
	50.00		111		46	55	1481
1398+00		49.2		49.8			
	50.00		139		91	109	1512
1398+50		101.2		48.2			
	50.00		170		99	119	1563
1399+00		82.6		58.7			
	50.00		165		102	122	1606
1399+50		96.0		51.3			
	5.00		18		9	11	1613
1399+55		98.1		47.7			
	45.00		168		45	54	1727
1400+00		103.2		5.8			
	50.00		197		7	9	1915
1400+50		109.2		1.9			
	50.00		207		2	2	2120
1401+00		114.2		0.0			
	50.00		216		0	0	2336
1401+50		118.6		0.0			
	50.00		147		0	0	2483
1402+00		40.2		0.0			
TOTALS			3024		451	541	

NOTES
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STH 175

		COMMON CUT		FILL FILL FACTOR = 1.20			
STATION	DISTANCE FEET	END AREA S.F.	VOL C.Y.	FILL END AREA S.F.	FILL VOL C.Y.	ADJ. FILL C.Y.	MASS BALANCE
1443+00		30.9		0.0			
	50.00		78		5	6	72
1143+50		53.2		5.1			
	50.00		96		9	11	158
1444+00		50.7		4.7			
	50.00		95		22	26	226
1444+50		51.7		19.1			
	50.00		95		34	40	280
1445+00		50.7		17.1			
	50.00		93		36	43	330
1445+50		50.1		21.9			
	50.00		93		42	50	373
1446+00		50.0		23.2			
	50.00		84		51	61	396
1446+50		41.1		31.8			
	50.00		73		69	83	386
1447+00		37.3		42.8			
	50.00		65		72	87	364
1447+50		32.9		35.1			
	46.00		55		51	61	359
1447+96		32.0		24.4			
	4.00		5		4	4	359
1448+00		31.7		23.4			
	50.00		56		46	56	360
1448+50		28.8		26.6			
	50.00		55		68	82	333
1449+00		30.7		47.3			
	5.00		6		9	11	328
1449+05		30.7		47.3			
	45.00		51		71	85	293
1449+50		30.1		37.9			
	18.50		21		24	28	287
1449+68.5		32.5		31.0			
	31.50		38		40	48	276
1450+00		33.0		38.0			
	50.00		60		56	67	269
1450+50		31.7		22.4			
	50.00		64		34	41	292
1451+00		37.9		14.8			
	50.00		74		24	29	337
1451+50		41.6		11.1			
	50.00		78		14	16	399
1452+00		42.6		3.7			
TOTALS			1335		780	936	

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STH 175

		COMMON CUT		FILL FILL FACTOR = 1.20			
STATION	DISTANCE FEET	END AREA S.F.	VOL C.Y.	FILL END AREA S.F.	FILL VOL C.Y.	ADJ. FILL C.Y.	MASS BALANCE
1495+50		0.0		0.0			
	50.00		0		0	0	0
1496+00		0.0		0.0			
	17.00		3		0	0	3
1496+17		9.0		0.0			
	33.00		21		0	0	24
1496+50		25.5		0.0			
	50.00		42		0	0	66
1497+00		19.6		0.0			
	50.00		29		0	0	95
1497+50		11.8		0.0			
	7.00		3		0	0	98
1497+57		13.0		0.0			
	43.00		21		0	0	119
1498+00		13.8		0.0			
	50.00		26		0	0	145
1498+50		14.0		0.0			
	50.00		29		0	0	174
1499+00		17.4		0.0			
	50.00		23		0	0	198
1499+50		7.9		0.0			
	50.00		12		0	0	209
1500+00		4.7		0.0			
	50.00		10		0	0	219
1500+50		5.9		0.0			
	50.00		10		0	0	229
1501+00		4.6		0.0			
	50.00		10		0	0	238
1501+50		5.7		0.0			
	50.00		15		0	0	253
1502+00		10.6		0.0			
	50.00		22		0	0	276
1502+50		13.6		0.0			
	50.00		27		0	0	302
1503+00		15.1		0.0			
	50.00		25		1	1	327
1503+50		12.3		0.3			
	37.00		14		5	6	335
1503+87		8.6		6.6			
	13.00		5		2	3	337
1504+00		12.4		3.6			
	50.00		17		5	6	349
1504+50		5.9		1.4			
	50.00		5		1	2	352
1505+00		0.0		0.0			
TOTALS			370		14	17	

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STAGE 1 CONSTRUCTION

HILLTOP ROAD

		COMMON CUT		FILL FILL FACTOR = 1.20			
STATION	DISTANCE FEET	END AREA S.F.	VOL C.Y.	FILL END AREA S.F.	FILL VOL C.Y.	ADJ. FILL C.Y.	MASS BALANCE
130+26"HI"		75.1		19.6			
	24.00		63		115	138	-75
130+50"HI"		66.5		238.4			
	50.00		72		413	495	-498
131+00"HI"		11.6		207.2			
	50.00		19		328	394	-873
131+50"HI"		8.4		147.3			
	50.00		17		149	179	-1035
132+00"HI"		9.8		13.8			
	50.00		38		20	24	-1021
132+50"HI"		30.9		7.4			
	50.00		57		7	8	-972
133+00"HI"		30.5		0.0			
TOTALS			265		1031	1237	

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STAGE 1 CONSTRUCTION

OAK LANE

		COMMON CUT		FILL FILL FACTOR = 1.20			
STATION	DISTANCE FEET	END AREA S.F.	VOL C.Y.	FILL END AREA S.F.	FILL VOL C.Y.	ADJ. FILL C.Y.	MASS BALANCE
38+50"OA"		33.0		0.0			
	50.00		138		0	0	138
39+00"OA"		115.9		0.0			
	50.00		338		16	20	456
39+50"OA"		248.9		17.6			
	24.00		150		19	23	583
39+74"OA"		88.0		25.6			
TOTALS			625		35	43	

NOTES
1) Common Cut volume includes EBS excavation.
2) Salvaged/Unusable Pavement Material is included in Common Cut. This assumes the existing pavement is salvaged or wasted by the contractor. The existing pavement structure is not shown in the cross sections, but is included as a lump sum in the earthwork summary sheet.
3) EBS excavation to be backfilled with Breaker Run and paid for as item 311.0110 Breaker Run.
4) Adjusted Fill = Fill * Fill Factor (1.20)
5) Mass Balance = Cut Volume – Adjusted Fill. A plus Mass Balance quantity indicates a waste volume of material. A minus quantity indicates a shortage of material.

I.D. 3360-09-72
STH 175
WASHINGTON COUNTY

STAGE 1 CONSTRUCTION

MEEKER LANE SOUTH

COMMON CUT | FILL FACTOR = 1.20 | FILL

STATION	DISTANCE FEET	END AREA S.F.	VOL C.Y.	FILL END AREA S.F.	FILL VOL C.Y.	ADJ. FILL C.Y.	MASS BALANCE
60+16"LM"		102.4		0.0			
	34.00		64		210	253	-188
60+50"LM"		0.0		334.3			
	50.00		0		476	571	-759
61+00"LM"		0.0		179.4			
	11.00		0		69	83	-842
61+11"LM"		0.0		161.0			
	32.00		1		113	136	-977
61+43"LM"		2.1		30.1			
	7.00		1		6	8	-984
61+50"LM"		3.1		19.7			
	50.00		29		27	32	-987
62+00"LM"		28.2		9.1			
	50.00		53		8	10	-944
62+50"LM"		29.5		0.0			
		TOTALS	149		910	1092	

I.D. 3360-09-72
STH 175
WASHINGTON COUNTY

STAGE 1 CONSTRUCTION

MEEKER LANE NORTH

COMMON CUT | FILL FACTOR = 1.20 | FILL

STATION	DISTANCE FEET	END AREA S.F.	VOL C.Y.	FILL END AREA S.F.	FILL VOL C.Y.	ADJ. FILL C.Y.	MASS BALANCE
70+17"MN"		203.5		0.0			
	33.00		212		5	6	207
70+50"MN"		144.0		8.0			
	50.00		244		8	9	441
71+00"MN"		119.4		0.3			
	50.00		212		0	0	652
71+50"MN"		109.0		0.0			
	50.00		166		0	0	818
72+00"MN"		69.7		0.0			
	32.00		68		0	0	886
72+32"MN"		45.7		0.0			
	18.00		29		0	0	915
72+50"MN"		41.5		0.0			
		TOTALS	931		13	15	

NOTES
1) Common Cut volume includes EBS excavation.
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3) EBS excavation to be backfilled with Breaker Run and paid for as item 311.0110 Breaker Run.
4) Adjusted Fill = Fill * Fill Factor (1.20)
5) Mass Balance = Cut Volume – Adjusted Fill. A plus Mass Balance quantity indicates a waste volume of material. A minus quantity indicates a shortage of material.

I.D. 3360-09-72
STH 175
WASHINGTON COUNTY

STAGE 1 CONSTRUCTION

AMY BELLE ROAD

COMMON CUT | FILL FACTOR = 1.20 | FILL

STATION	DISTANCE FEET	END AREA S.F.	VOL C.Y.	FILL END AREA S.F.	FILL VOL C.Y.	ADJ. FILL C.Y.	MASS BALANCE
17+50"AB"		29.9		0.0			
	50.00		167		1	2	165
18+00"AB"		150.1		1.5			
	50.00		348		3	3	509
18+50"AB"		225.4		1.5			
	50.00		535		3	3	1041
19+00"AB"		352.5		1.5			
	50.00		576		4	5	1612
19+50"AB"		269.8		3.2			
	24.00		201		3	3	1810
19+74"AB"		181.5		2.6			
		TOTALS	1826		14	17	

I.D. 3360-09-72
STH 175
WASHINGTON COUNTY

STAGE 1 CONSTRUCTION

PLEASANT HILL ROAD

COMMON CUT | FILL FACTOR = 1.20 | FILL

STATION	DISTANCE FEET	END AREA S.F.	VOL C.Y.	FILL END AREA S.F.	FILL VOL C.Y.	ADJ. FILL C.Y.	MASS BALANCE
47+60.00		0.0		0.0			
	40.00		47		0	0	47
48+00.00		64.1		0.0			
	25.00		61		1	1	107
48+25.00		66.6		2.3			
	25.00		87		1	1	193
48+50.00		122.3		0.0			
	27.30		152		2	2	342
48+77.30		177.4		3.6			
	22.70		107		3	4	445
49+00.00		76.3		3.7			
	42.30		72		5	6	511
49+42.30		15.8		2.6			
	7.70		2		0	0	513
49+50.00		16.6		2.4			
	50.00		17		9	11	520
50+00.00		0.0		0.0			
	27.00		1		4	5	510
50+27.00		2.2		7.6			
	23.00		2		6	8	514
50+50.00		2.2		7.6			
	50.00		19		13	16	513
51+00.00		18.7		6.5			
	22.00		15		3	4	525
51+22.00		18.4		1.6			
	28.00		17		4	5	537
51+50.00		14.9		6.1			
	17.30		5		2	2	540
51+67.30		0.0		0.0			
		TOTALS	605		54	65	

I.D. 3360-09-72
STH 175
WASHINGTON COUNTY

STAGE 1 CONSTRUCTION

MAYFIELD ROAD

COMMON CUT | FILL FACTOR = 1.20 | FILL

STATION	DISTANCE FEET	END AREA S.F.	VOL C.Y.	FILL END AREA S.F.	FILL VOL C.Y.	ADJ. FILL C.Y.	MASS BALANCE
48+09.30 MA		0.0		0.0			
	40.70		17		0	0	17
48+50.00 MA		22.2		0.0			
	19.00		14		1	1	30
48+69.00 MA		18.7		3.4			
	31.00		23		2	2	51
49+00.00 MA		21.7		0.0			
	50.00		29		8	9	70
49+50.00 MA		9.2		8.1			
STH 175							
50+45.60 MA		2.9		18.8			
	4.40		0		2	2	68
50+50.00 MA		2.7		5.7			
	50.00		7		24	28	47
51+00.00 MA		4.8		19.7			
	42.00		15		20	24	38
51+42.00 MA		14.9		6.0			
	8.00		5		2	3	41
51+50.00 MA		19.6		8.1			
	50.00		34		8	9	66
52+00.00 MA		17.0		0.0			
	3.10		1		0	0	67
52+03.10 MA		0.0		0.0			
		TOTALS	146		66	79	

I.D. 3360-09-72
STH 175
WASHINGTON COUNTY

STAGE 1 CONSTRUCTION

PIONEER ROAD WEST

COMMON CUT | FILL FACTOR = 1.20 | FILL

STATION	DISTANCE FEET	END AREA S.F.	VOL C.Y.	FILL END AREA S.F.	FILL VOL C.Y.	ADJ. FILL C.Y.	MASS BALANCE
118+50"PW"		14.8		0.0			
	50.00		26		8	10	17
119+00"PW"		13.9		8.7			
	11.00		9		5	7	20
119+11"PW"		32.1		18.0			
	10.00		12		7	9	23
119+21"PW"		34.7		21.0			
	29.00		72		18	22	73
119+50"PW"		99.6		13.2			
	28.00		185		8	10	248
119+78"PW"		257.1		2.9			
		TOTALS	305		47	57	

9

9

PROJECT NUMBER: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	EARTHWORK: SIDE ROADS	SHEET 569	E

FILE NAME: W:\x-Projects\RD\7140\project 2 dgn\090101_ew.dwg PLOT DATE: Jul 21, 2015 PLOT BY: kspeth PLOT SCALE: ROTATION:

I.D. 3360-09-72
STH 175
WASHINGTON COUNTY

STAGE 1 CONSTRUCTION

PIONEER ROAD EAST

		COMMON CUT		FILL FILL FACTOR = 1.20			
STATION	DISTANCE FEET	END AREA S.F.	VOL C.Y.	FILL END AREA S.F.	FILL VOL C.Y.	ADJ. FILL C.Y.	MASS BALANCE
120+22		215.0		6.6			
	28.00		171		18	21	150
120+50		114.2		27.2			
	50.00		169		27	32	287
121+00		68.8		2.0			
	10.00		31		0	0	317
121+10		98.3		0.0			
	40.00		108		2	2	423
121+50		48.0		2.8			
	50.00		71		5	6	488
122+00		28.7		2.5			
	50.00		37		8	9	516
122+50		11.6		5.7			
	50.00		14		28	33	497
123+00		3.4		24.1			
	50.00		5		45	54	449
123+50		2.4		24.1			
	50.00		6		42	50	405
124+00		4.6		20.9			
	50.00		13		31	37	382
124+50		9.6		12.2			
	50.00		27		15	18	391
125+00		20.0		4.1			
	7.00		6		2	2	394
125+07		23.6		10.9			
	16.00		18		3	4	408
125+23		35.8		0.0			
	27.00		34		1	1	441
125+50		32.7		2.1			
	10.00		12		0	0	453
125+60		32.0		0.0			
		TOTALS	724		226	271	

I.D. 3360-09-72
STH 175
WASHINGTON COUNTY

STAGE 1 CONSTRUCTION

SCENIC ROAD SOUTH

		COMMON CUT		FILL FILL FACTOR = 1.20			
STATION	DISTANCE FEET	END AREA S.F.	VOL C.Y.	FILL END AREA S.F.	FILL VOL C.Y.	ADJ. FILL C.Y.	MASS BALANCE
8+00"SW"		45.5		0.0			
	50.00		104		0	0	104
8+50"SW"		66.7		0.0			
	50.00		93		10	11	186
9+00"SW"		34.0		10.3			
	50.00		51		56	67	169
9+50"SW"		20.6		49.9			
	24.00		63		22	27	206
9+74"SW"		121.6		0.0			
		TOTALS	311		87	105	

I.D. 3360-09-72
STH 175
WASHINGTON COUNTY

STAGE 1 CONSTRUCTION

FOND DU LAC DRIVE

		COMMON CUT		FILL FILL FACTOR = 1.20			
STATION	DISTANCE FEET	END AREA S.F.	VOL C.Y.	FILL END AREA S.F.	FILL VOL C.Y.	ADJ. FILL C.Y.	MASS BALANCE
48+00		0.0		0.0			
	50.00		18		0	0	18
48+50		19.1		0.0			
	21.96		11		2	3	25
48+71.96		7.0		6.1			
	28.04		10		4	5	30
49+00		11.6		1.9			
	39.17		30		6	7	53
49+39.17		30.0		5.8			
	10.83		13		2	3	64
49+50		36.7		6.0			
	22.00		51		2	3	112
49+72		89.0		0.0			
		TOTALS	133		17	20	

I.D. 3360-09-72
STH 175
WASHINGTON COUNTY

STAGE 1 CONSTRUCTION

WESTERN AVE.

		COMMON CUT		FILL FILL FACTOR = 1.20			
STATION	DISTANCE FEET	END AREA S.F.	VOL C.Y.	FILL END AREA S.F.	FILL VOL C.Y.	ADJ. FILL C.Y.	MASS BALANCE
50+30		23.0		17.0			
	20.00		14		11	13	2
50+50		15.4		11.6			
	11.00		9		4	5	5
50+61		28.3		9.0			
	37.00		22		11	13	14
50+98		3.6		7.3			
	2.00		1		0	0	15
51+00		35.6		0.0			
	50.00		46		0	0	61
51+50		14.3		0.0			
	25.00		7		0	0	68
51+75		0.0		0.0			
		TOTALS	99		26	31	

I.D. 3360-09-72
STH 175
WASHINGTON COUNTY

STAGE 1 CONSTRUCTION

SCENIC ROAD (NORTH)

		COMMON CUT		FILL FILL FACTOR = 1.20			
STATION	DISTANCE FEET	END AREA S.F.	VOL C.Y.	FILL END AREA S.F.	FILL VOL C.Y.	ADJ. FILL C.Y.	MASS BALANCE
50+47.51		3.4		34.9			
	2.49		0		3	3	-3
50+50		3.4		25.5			
	50.00		7		213	255	-251
51+00		4.4		204.4			
	12.98		2		106	128	-377
51+12.98		5.0		237.7			
	37.02		6		332	398	-769
51+50		3.2		246.3			
	24.00		1		109	131	-899
51+74		0.0		0.0			
		TOTALS	17		763	916	

NOTES
1) Common Cut volume includes EBS excavation.
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3) EBS excavation to be backfilled with Breaker Run and paid for as item 311.0110 Breaker Run.
4) Adjusted Fill = Fill * Fill Factor (1.20)
5) Mass Balance = Cut Volume – Adjusted Fill. A plus Mass Balance quantity indicates a waste volume of material. A minus quantity indicates a shortage of material.

I.D. 3360-09-72
STH 175
WASHINGTON COUNTY

STAGE 1 CONSTRUCTION

HILLSIDE ROAD

		COMMON CUT		FILL FILL FACTOR = 1.20			
STATION	DISTANCE FEET	END AREA S.F.	VOL C.Y.	FILL END AREA S.F.	FILL VOL C.Y.	ADJ. FILL C.Y.	MASS BALANCE
18+42		36.0		0.0			
	8.00		11		15	17	-6
18+50		40.9		98.4			
	50.00		57		139	167	-116
19+00		21.1		51.8			
	50.00		47		143	171	-240
19+50		29.3		102.2			
	22.66		51		81	98	-286
19+72.66		92.8		91.6			
STH 175							
20+27.77		223.2		1.6			
	22.23		157		5	6	-135
20+50		157.6		10.2			
	50.00		353		9	11	206
21+00		223.3		0.0			
	35.00		219		0	0	425
21+35		114.0		0.0			
	15.00		51		0	0	476
21+50		70.3		0.0			
	10.00		18		0	0	494
21+60		28.5		0.0			
	TOTALS		964		392	470	

I.D. 3360-09-72
STH 175
WASHINGTON COUNTY

STAGE 1 CONSTRUCTION

SHERMAN ROAD

		COMMON CUT		FILL FILL FACTOR = 1.20			
STATION	DISTANCE FEET	END AREA S.F.	VOL C.Y.	FILL END AREA S.F.	FILL VOL C.Y.	ADJ. FILL C.Y.	MASS BALANCE
10+15		158.6		0.0			
	16.00		71		1	2	69
10+31		79.9		4.8			
	19.00		53		3	4	119
10+50		72.1		3.9			
	50.00		98		9	11	206
11+00		33.8		6.1			
	19.00		26		3	3	229
11+19		41.0		1.6			
	31.00		43		4	5	267
11+50		34.4		6.1			
	15.00		17		2	2	282
11+65		26.5		0.0			
	TOTALS		309		23	27	

NOTES
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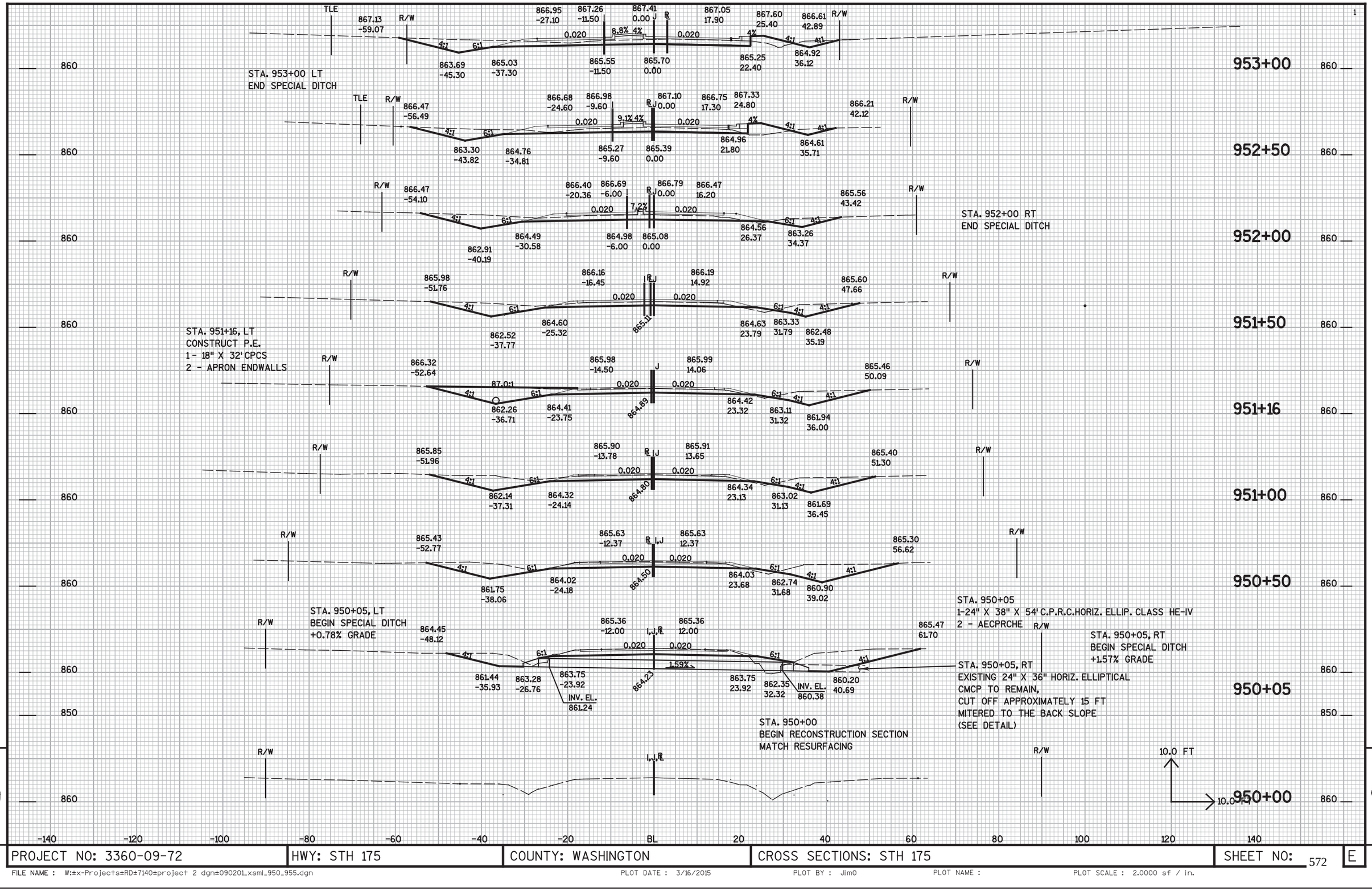
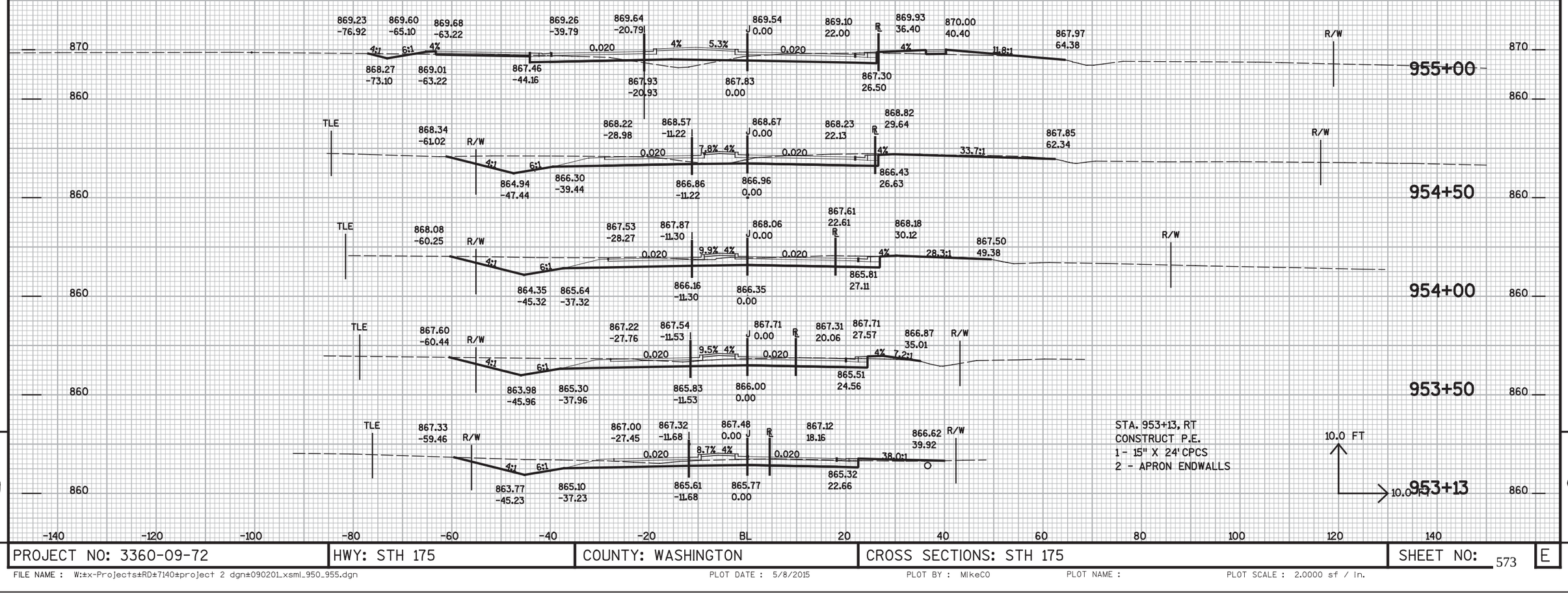
4) Adjusted Fill = Fill * Fill Factor (1.20)
5) Mass Balance = Cut Volume – Adjusted Fill. A plus Mass Balance quantity indicates a waste volume of material. A minus quantity indicates a shortage of material.



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 572	E

FILE NAME : W:\x-Projects\RD\7140\project 2 dgn\090201_xsml_950_955.dgn PLOT DATE : 3/16/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.



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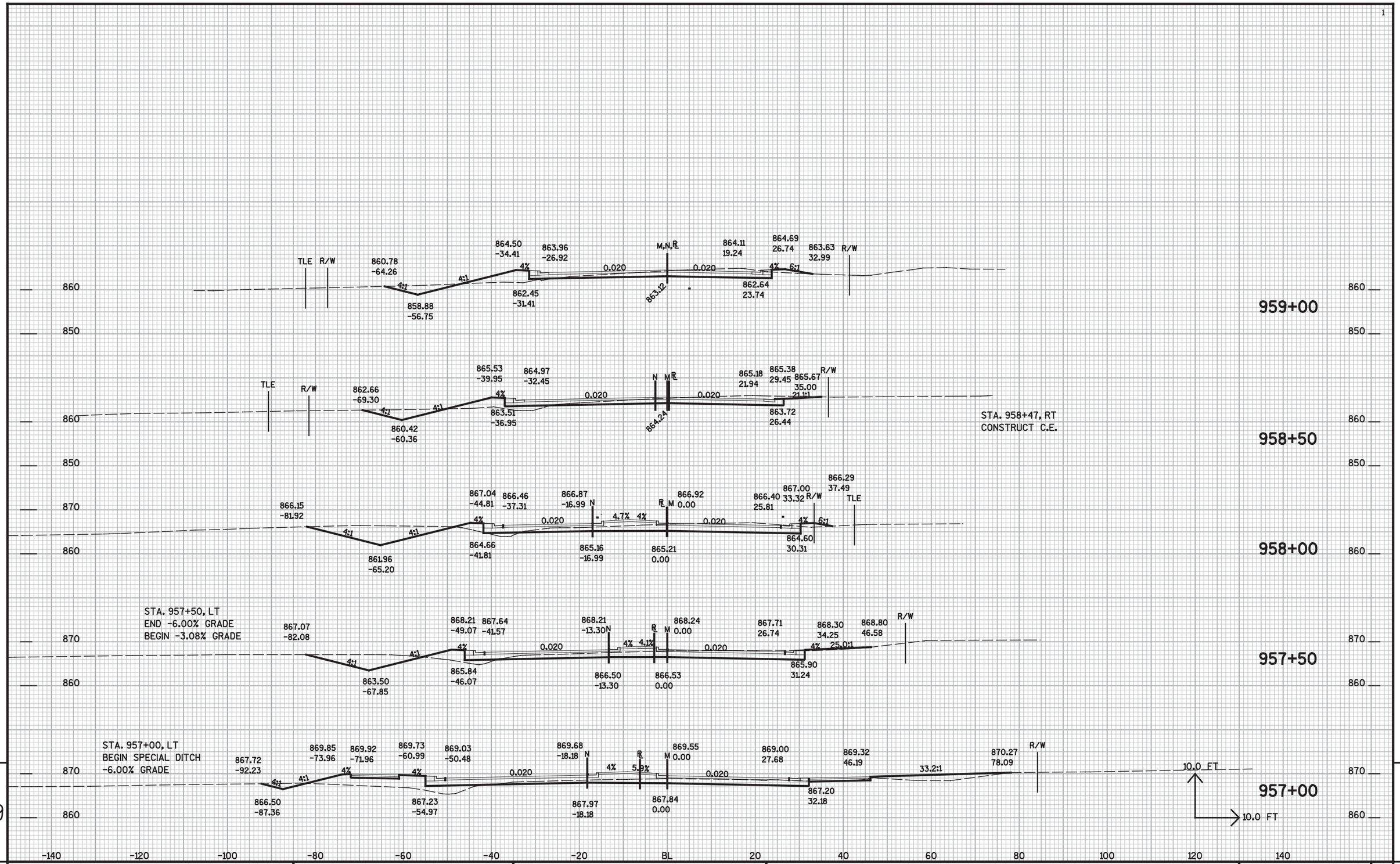
9

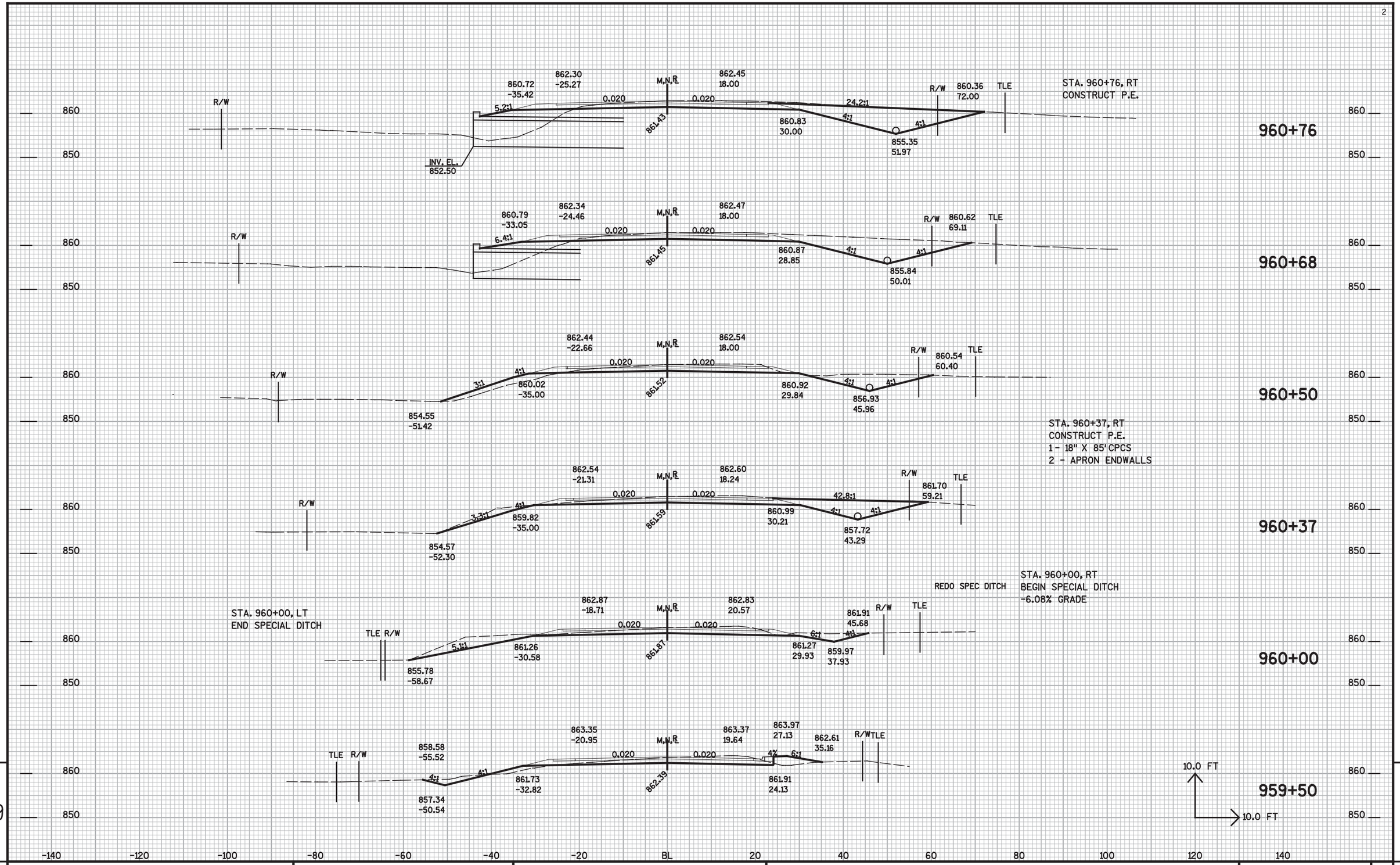
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 573	E

FILE NAME : W:\x-Projects\RD\7140\project 2 dgn\090201_xsml_950_955.dgn PLOT DATE : 5/8/2015 PLOT BY : MikeCO PLOT NAME : PLOT SCALE : 2.0000 sf / in.



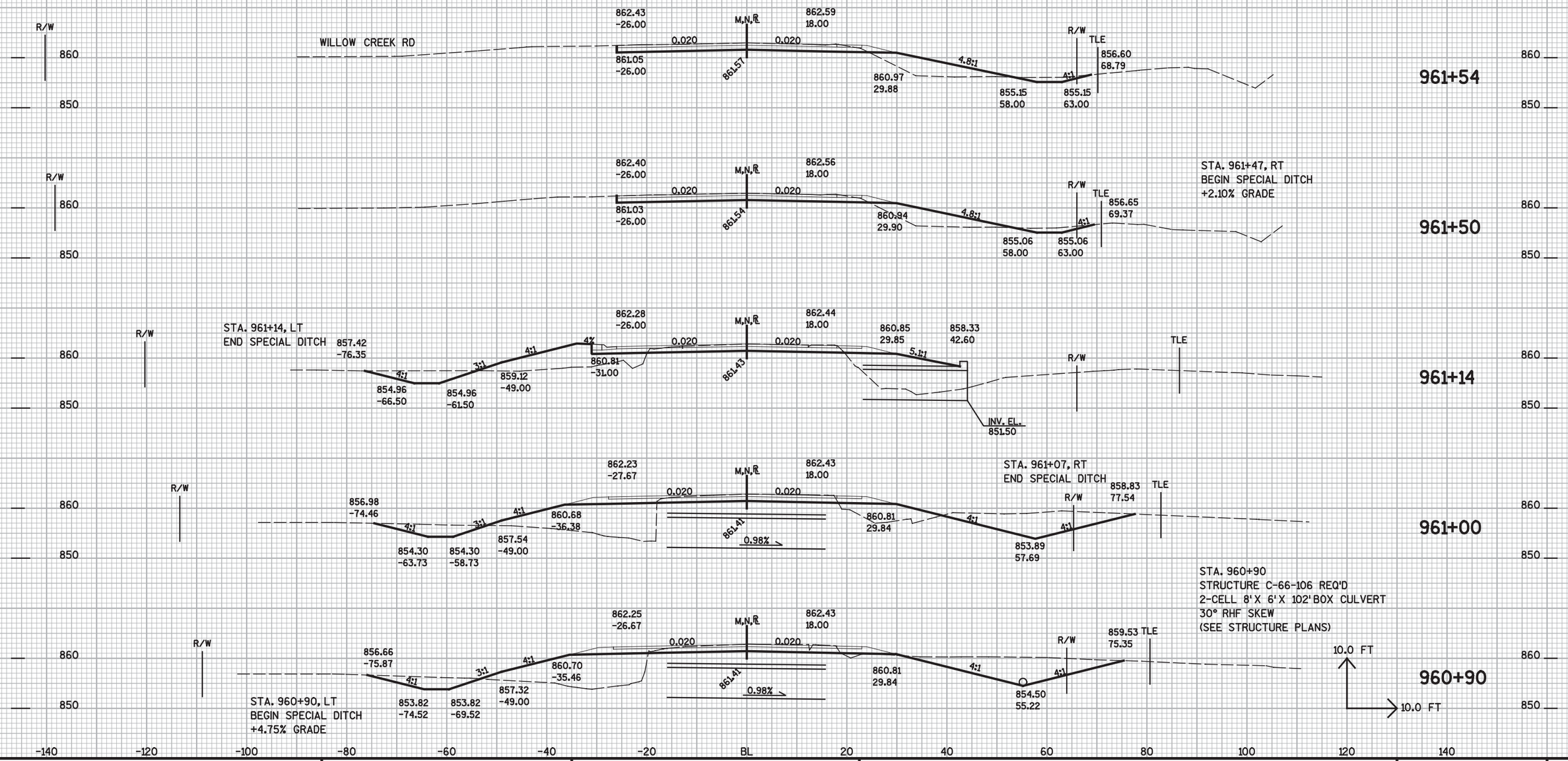
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 574	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090202_xsml_957_961.DGN PLOT DATE : 5/29/2015 PLOT BY : MikeCO PLOT NAME : PLOT SCALE : 2.0000 sf / in.



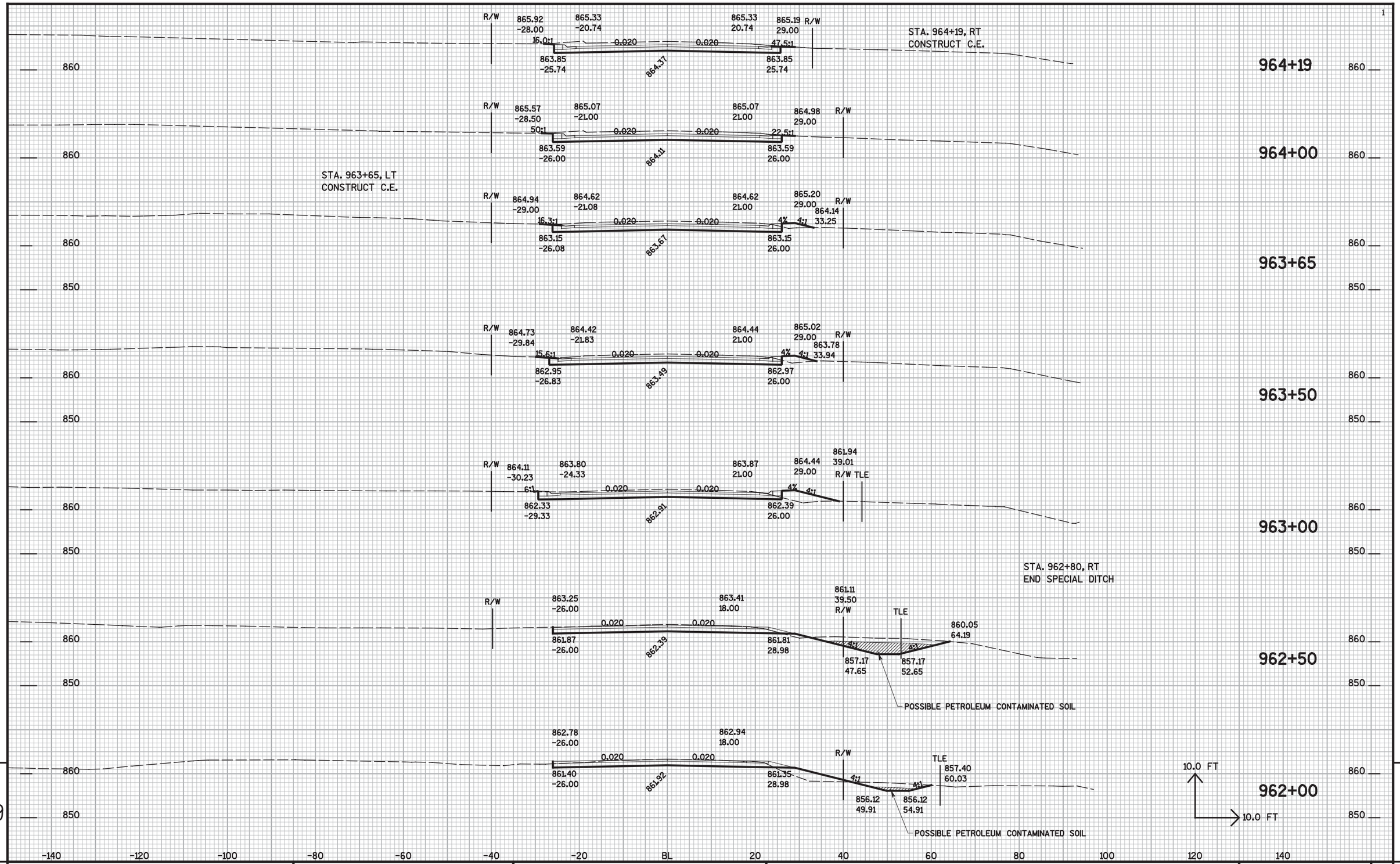
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 575	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090202_xsml_957_961.DGN PLOT DATE : 1/27/2015 PLOT BY : MikeCO PLOT NAME : PLOT SCALE : 2.0000 sf / in.



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 576	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090202_xsml_957_961.DGN PLOT DATE : 1/27/2015 PLOT BY : MikeCO PLOT NAME : PLOT SCALE : 2.0000 sf / in.



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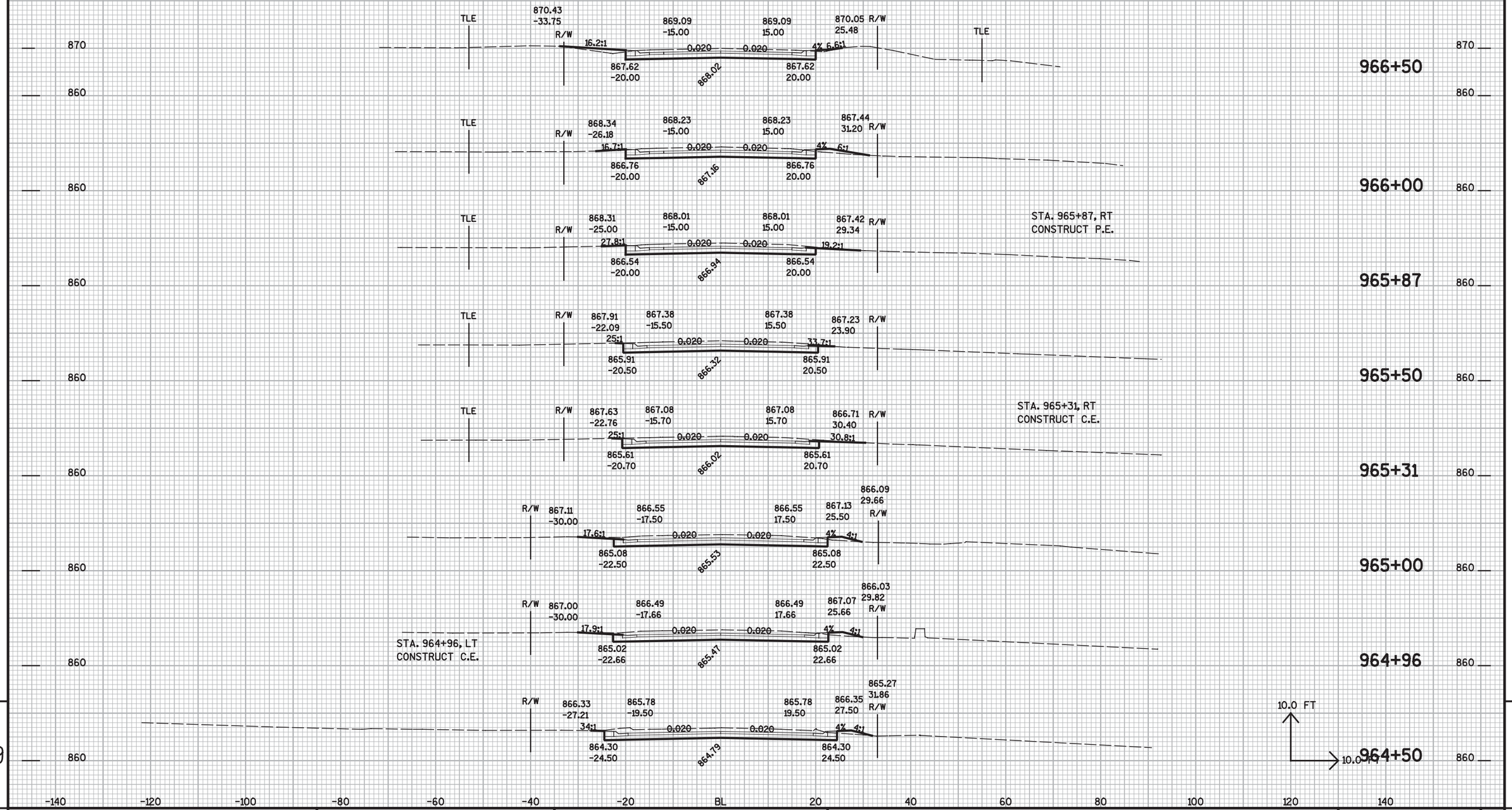
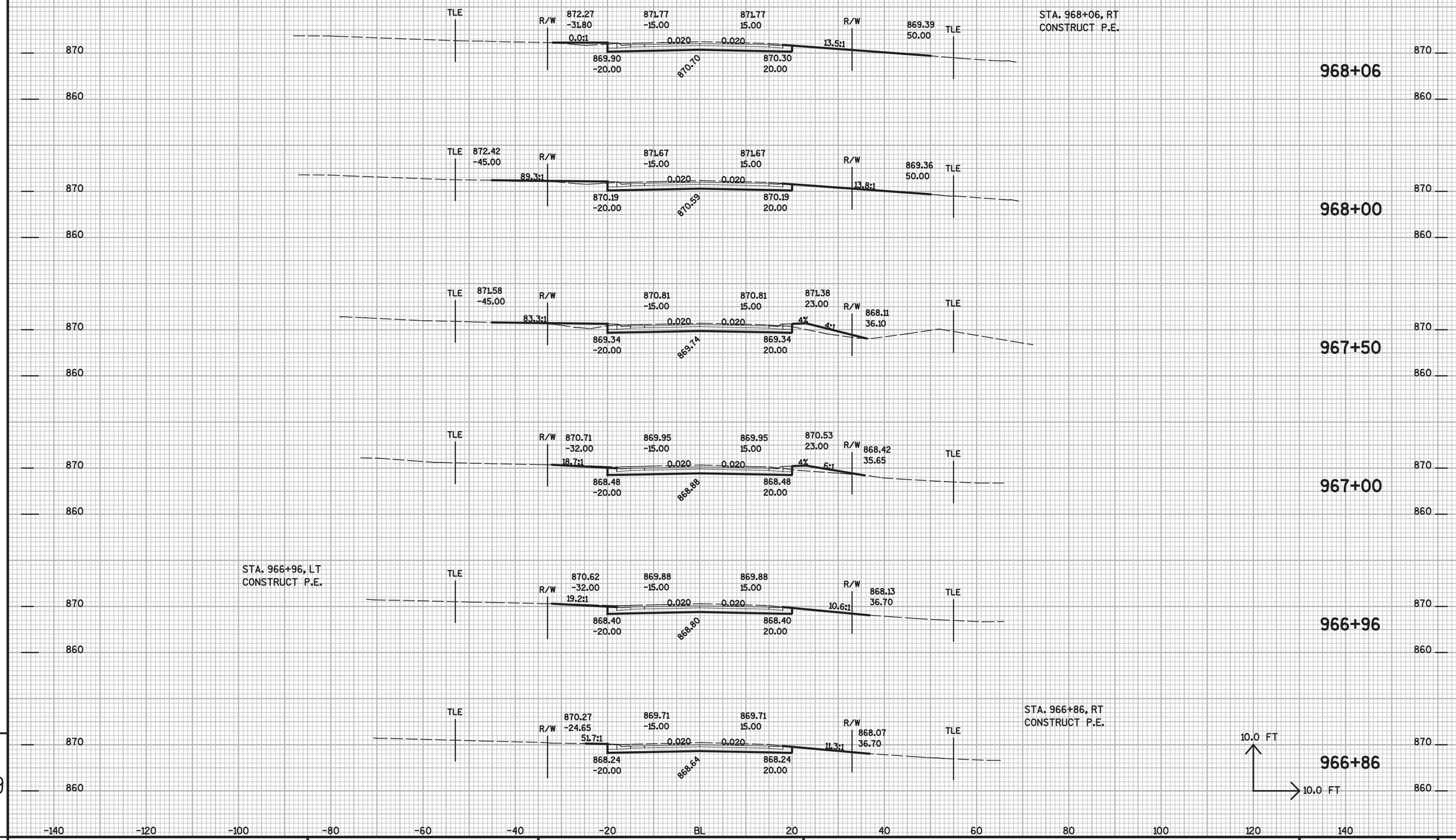
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 577	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090203_xsml_962_979.DGN PLOT DATE : 5/20/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 578	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090203_xsml_962_979.DGN PLOT DATE : 3/4/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.



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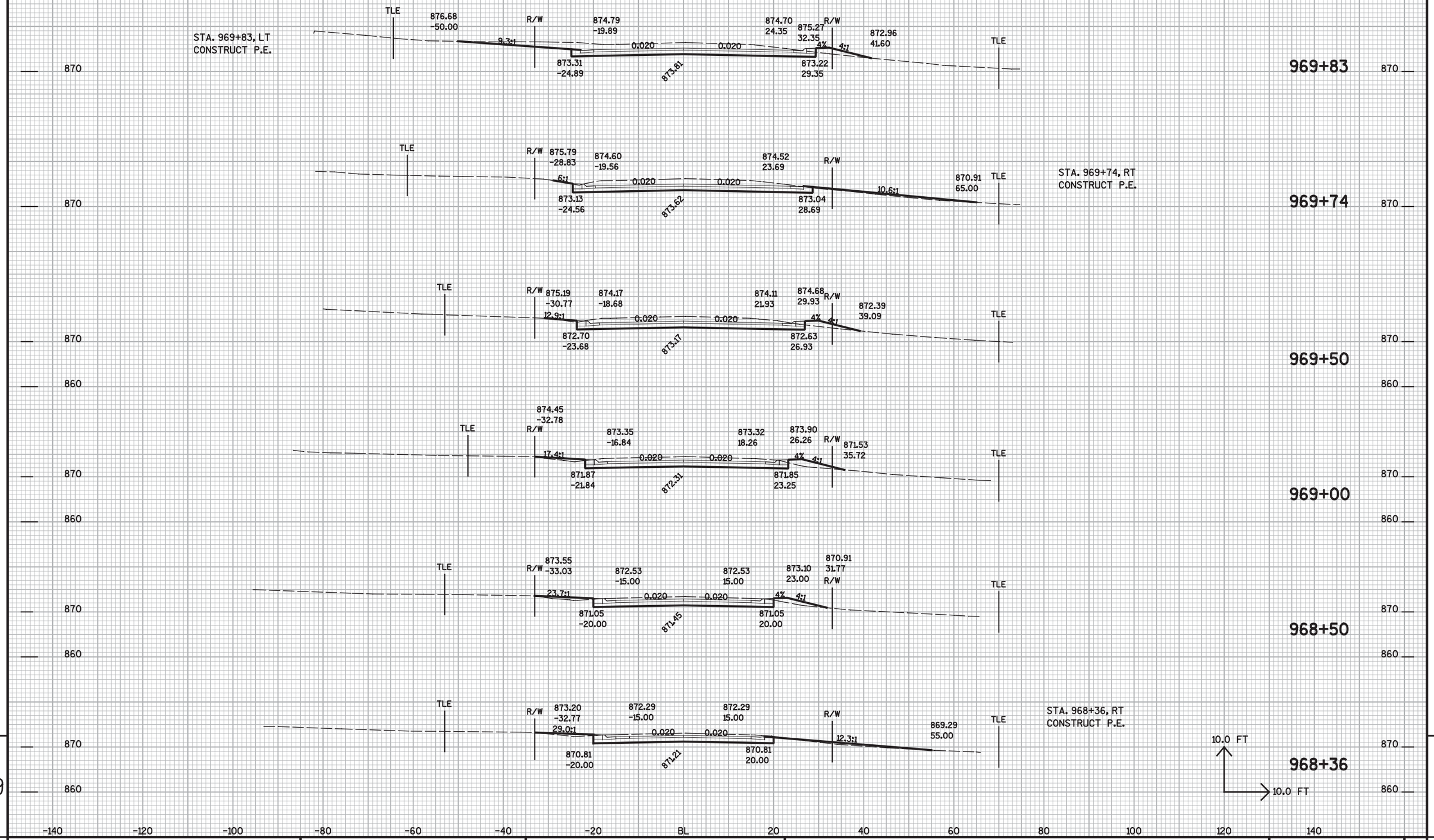
9

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 579	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090203_xsml_962_979.DGN PLOT DATE : 3/4/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.

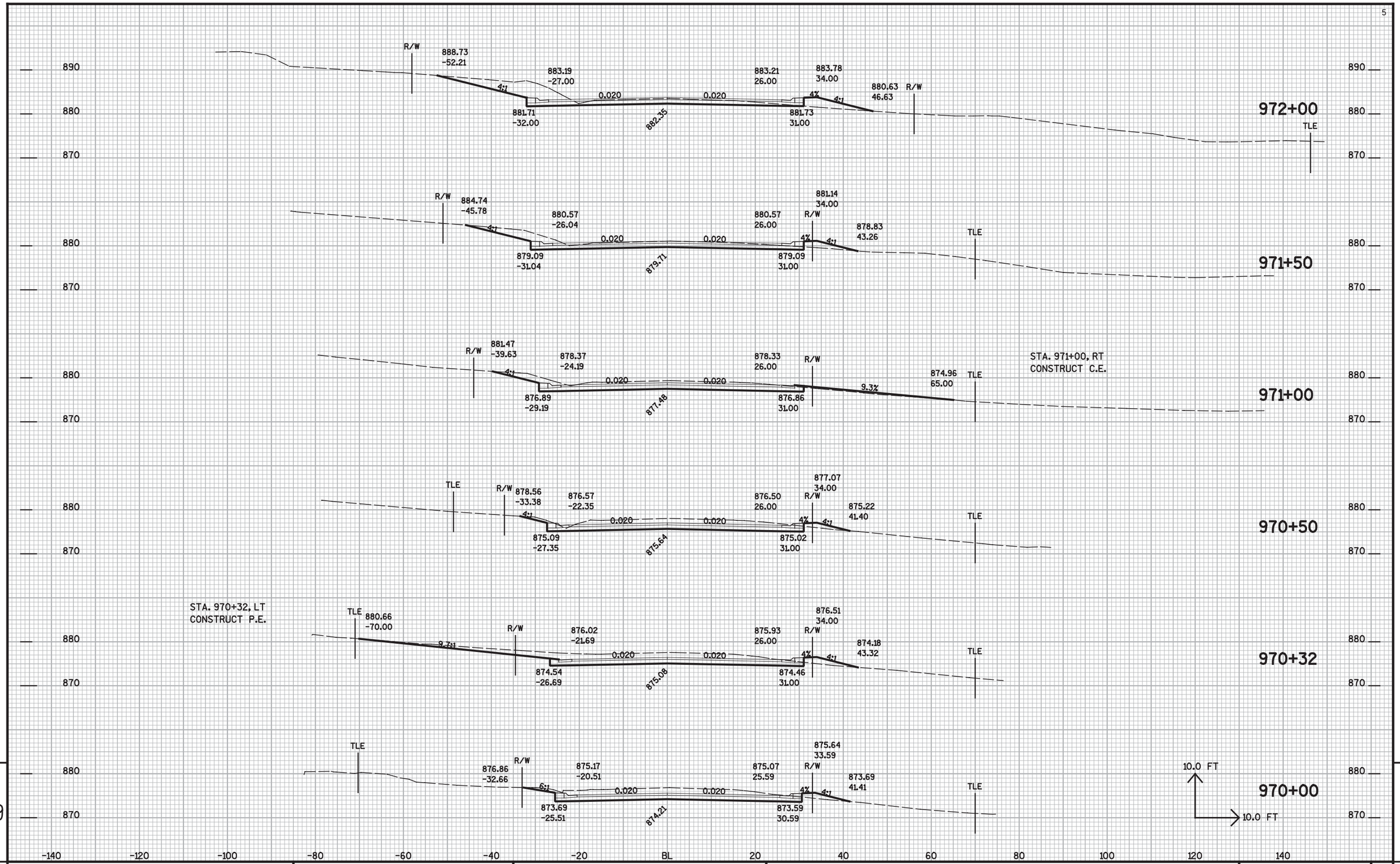


9

9

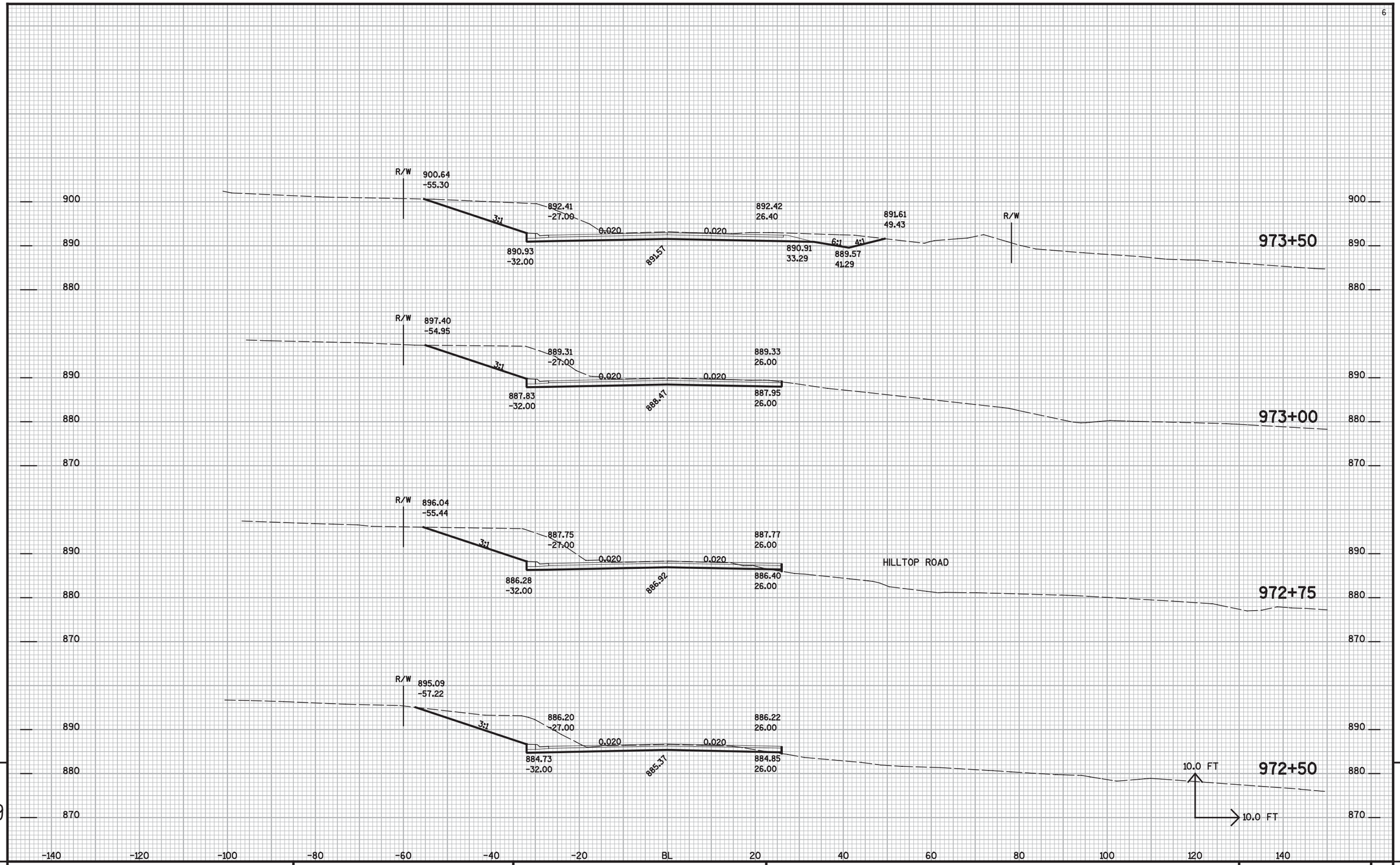
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 580	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090203_xsml_962_979.DGN PLOT DATE : 3/4/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 581	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090203_xsml_962_979.DGN PLOT DATE : 3/4/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.



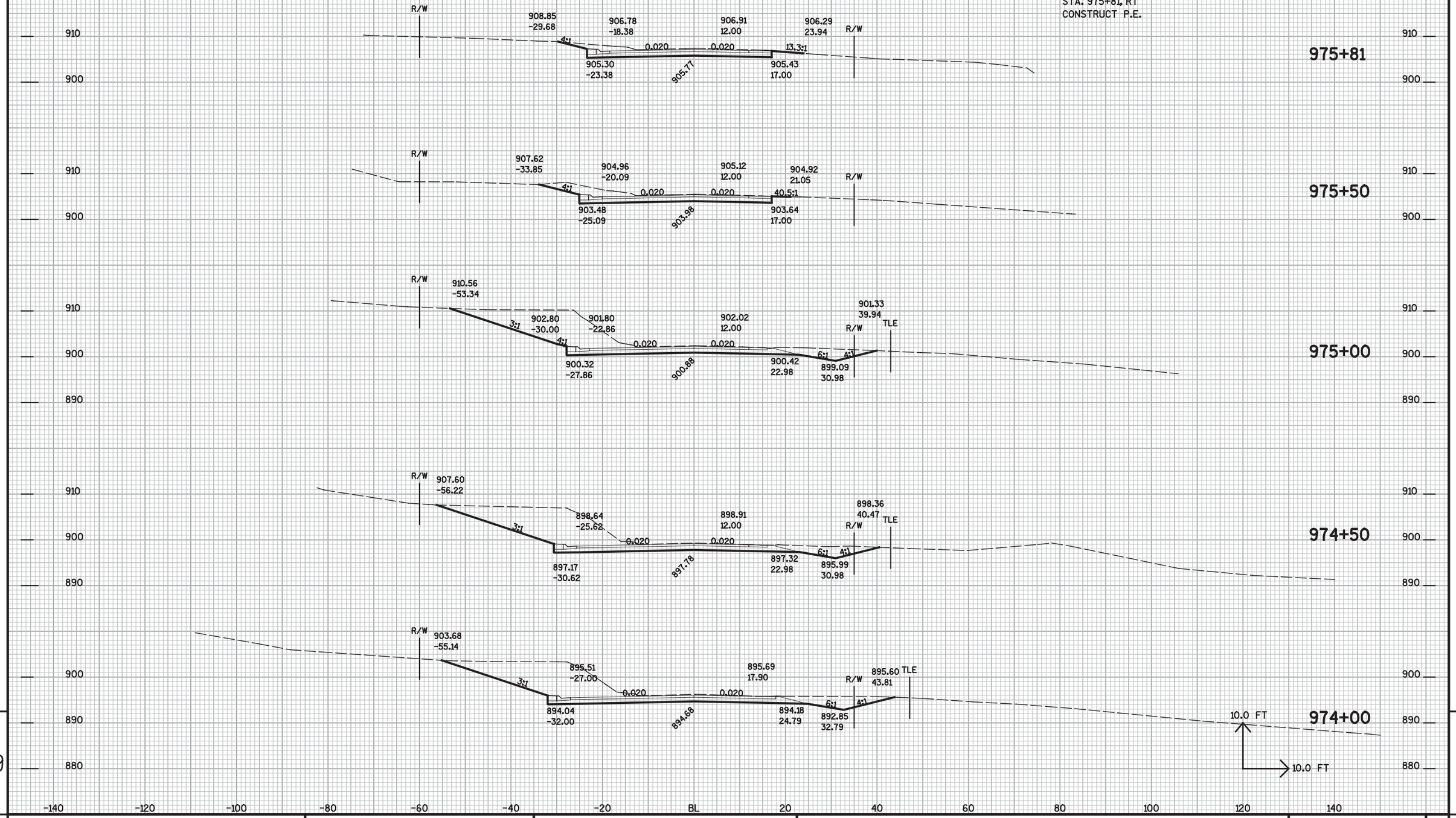
9

9

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 582	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090203_xsml_962_979.DGN PLOT DATE : 3/4/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.

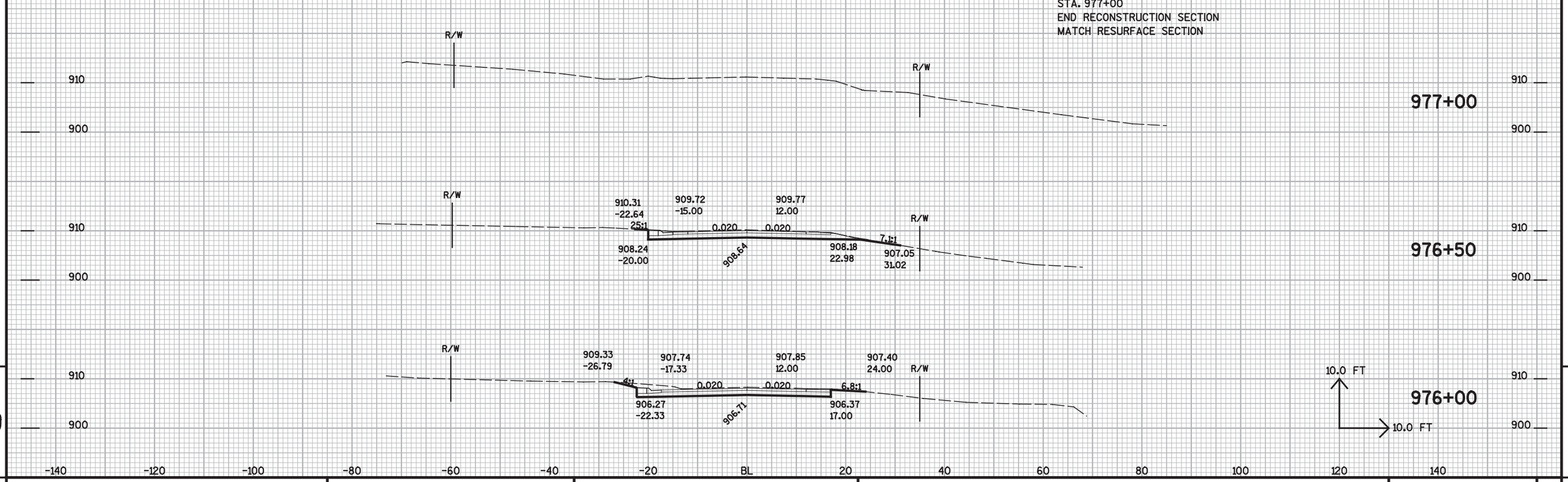
STA. 975+81, RT
CONSTRUCT P.E.



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 583	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090203_xsml_962_979.DGN PLOT DATE : 7/14/2015 PLOT BY : MikeCO PLOT NAME : PLOT SCALE : 2.0000 sf / in.

STA. 977+00
END RECONSTRUCTION SECTION
MATCH RESURFACE SECTION

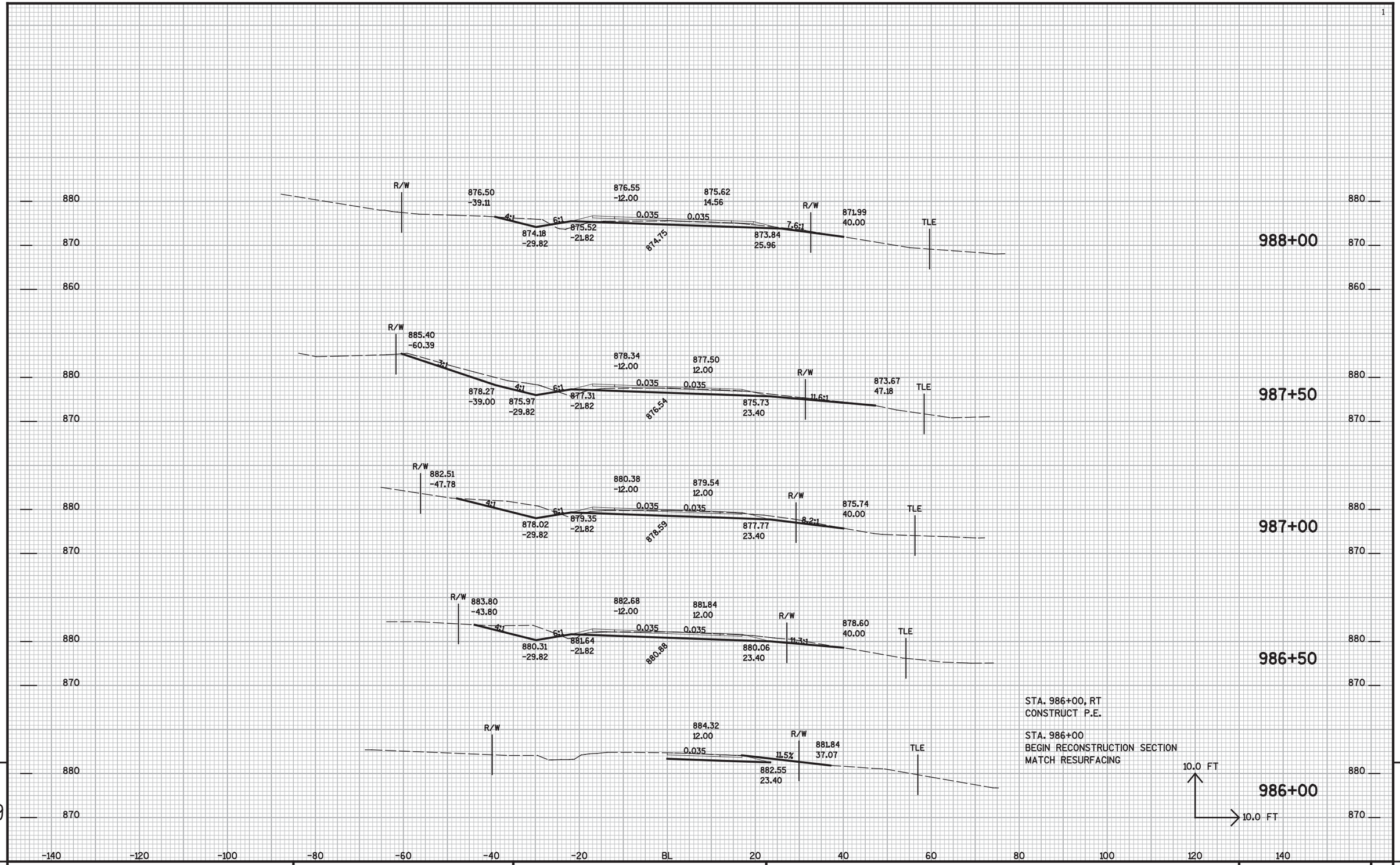


9

9

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 584	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090203_xsml_962_979.DGN PLOT DATE : 3/4/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.



STA. 986+00, RT
CONSTRUCT P.E.

STA. 986+00
BEGIN RECONSTRUCTION SECTION
MATCH RESURFACING

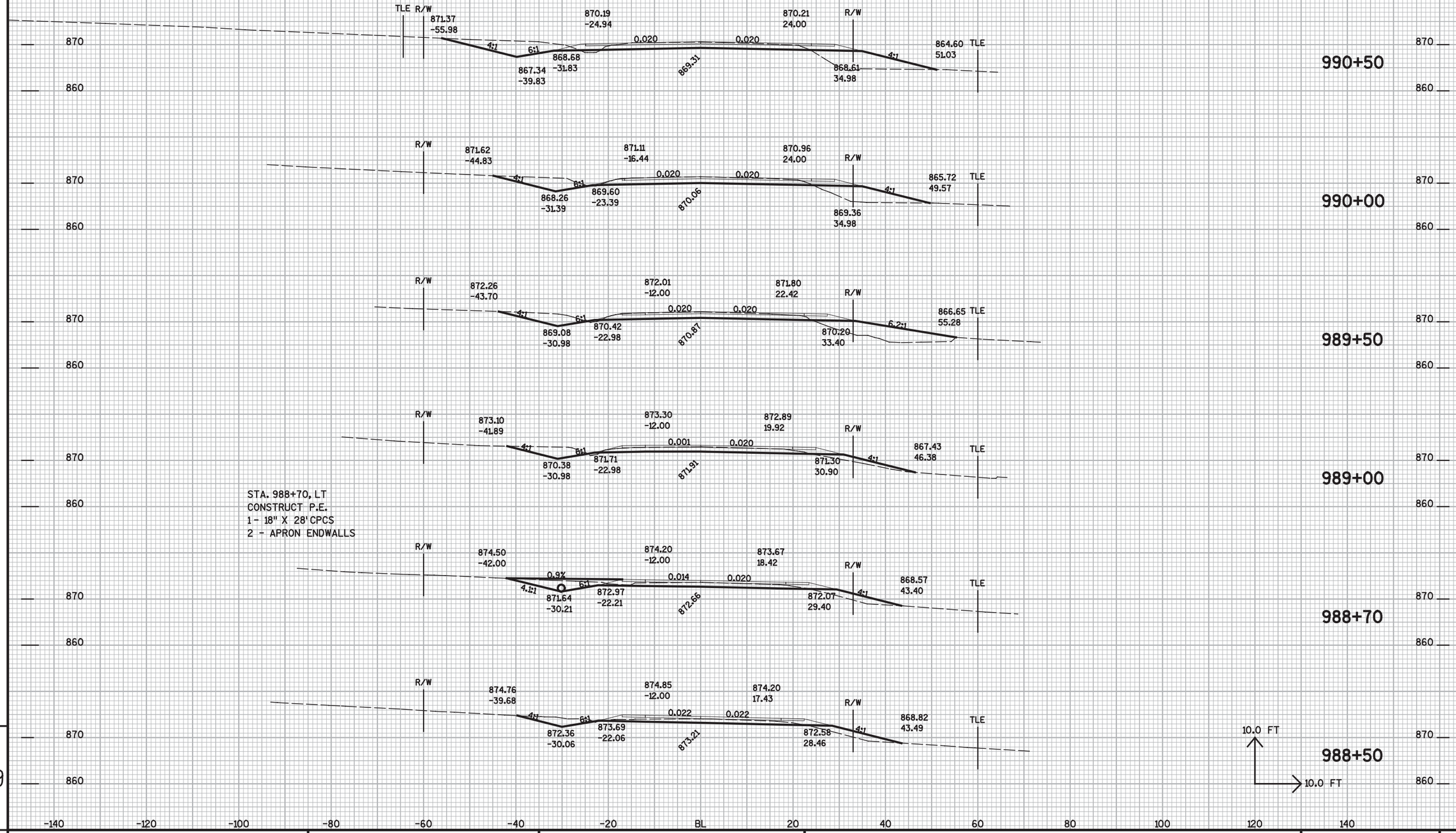
10.0 FT
10.0 FT

9

9

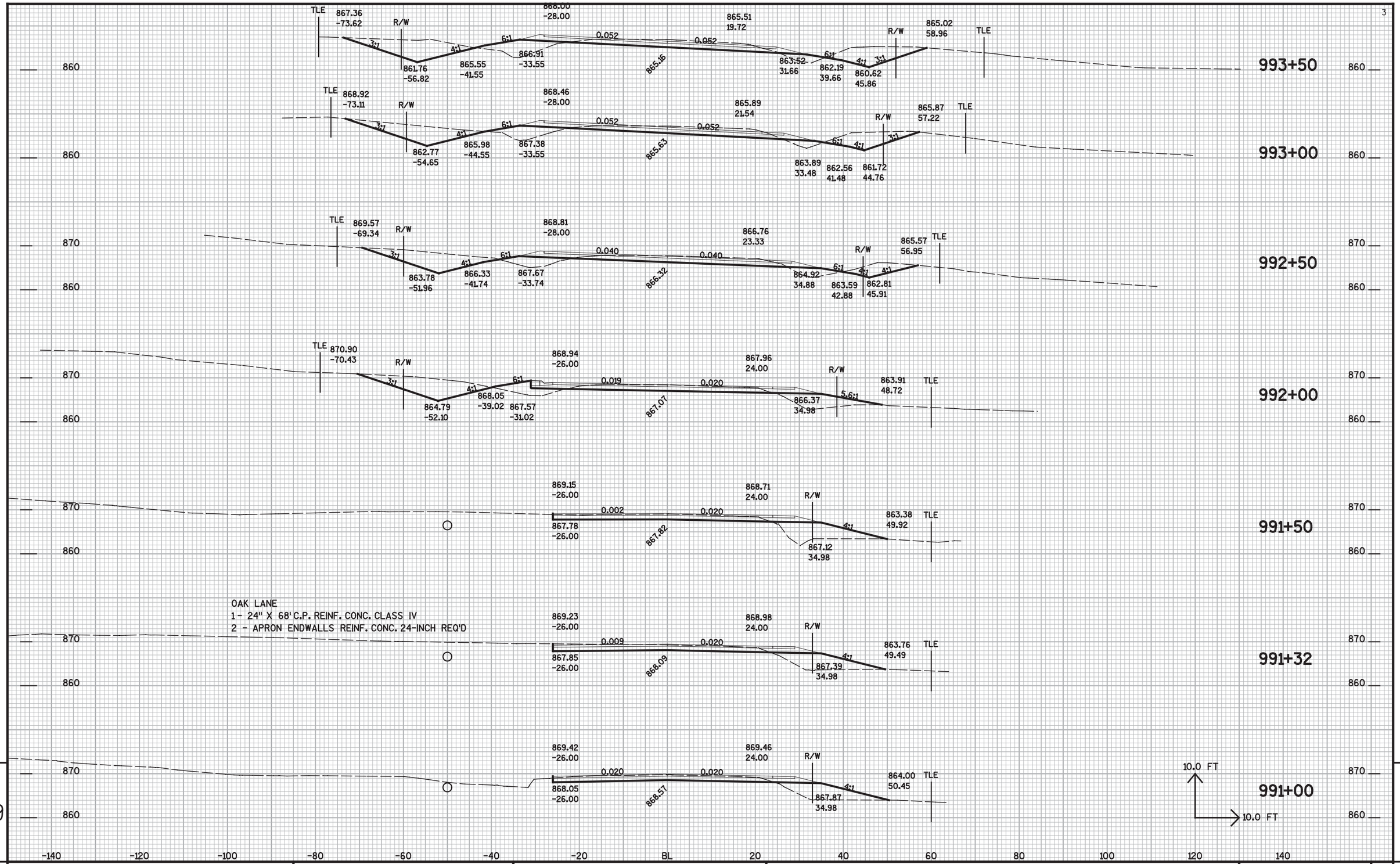
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 585	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090204_xsml_986_996.DGN PLOT DATE : 3/5/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 586	E

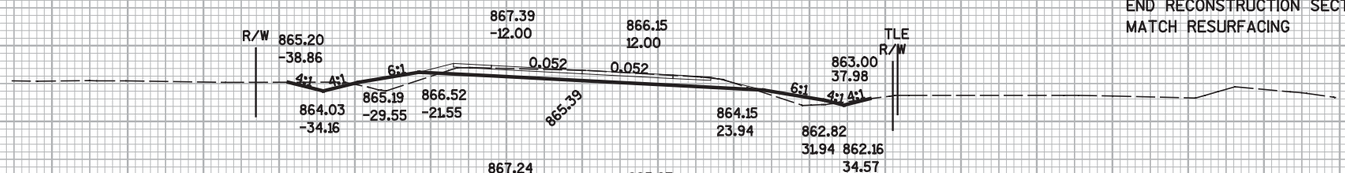
FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090204_xsml_986_996.DGN PLOT DATE : 3/5/2015 PLOT BY : Jim0 PLOT NAME : PLOT SCALE : 2.0000 sf / in.



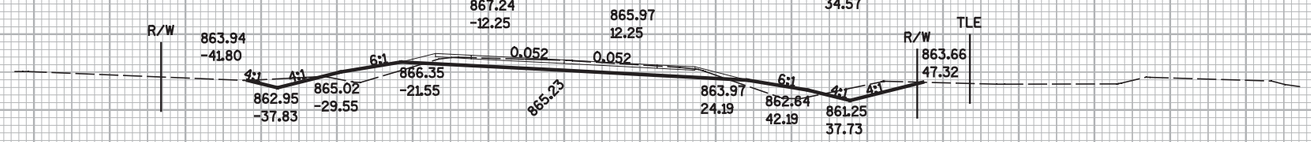
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 587	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090204_xsml_986_996.DGN PLOT DATE : 3/5/2015 PLOT BY : Jim0 PLOT NAME : PLOT SCALE : 2.0000 sf / in.

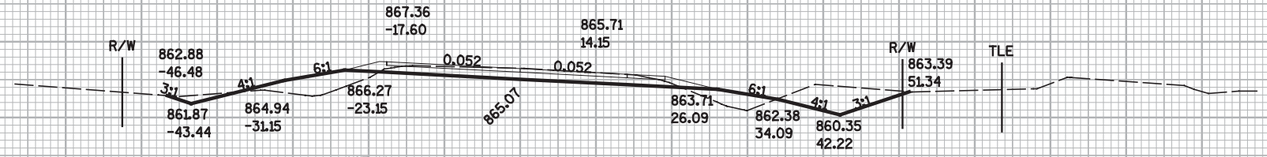
STA. 996+25
END RECONSTRUCTION SECTION
MATCH RESURFACING



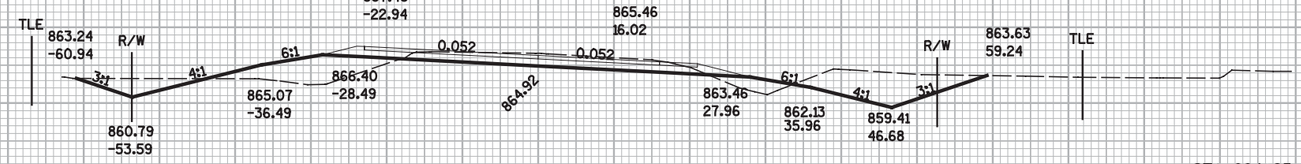
996+00



995+50

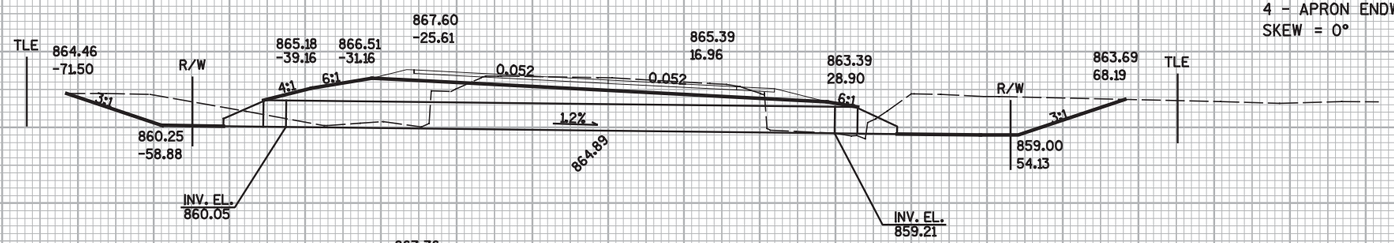


995+00

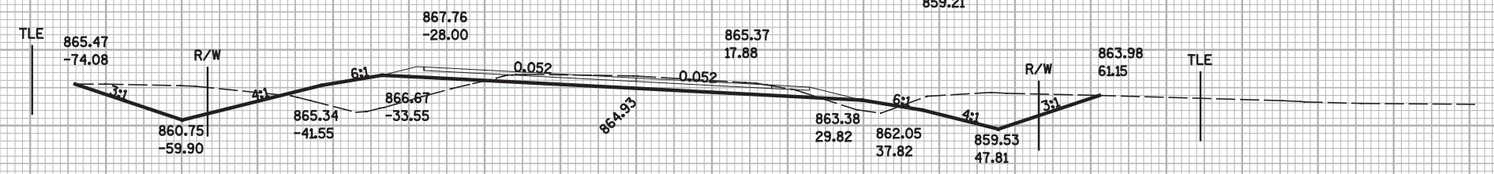


994+50

STA. 994+25
2 - 42" X 72' C.P. REINF. CONC. CLASS IV
4 - APRON ENDWALLS FOR CULVERT PIPE REINF. CONC.
SKEW = 0°



994+25



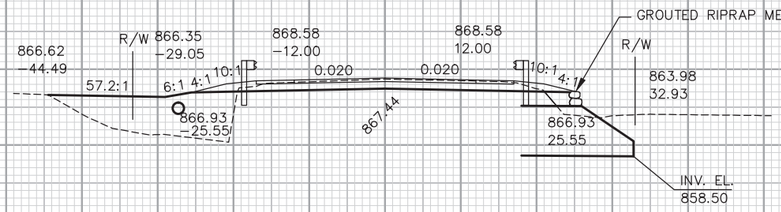
994+00

10.0 FT
10.0 FT

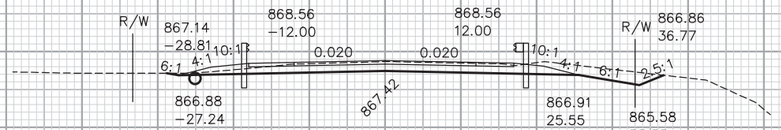
-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 588	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090204_xsml_986_996.DGN PLOT DATE : 3/5/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.



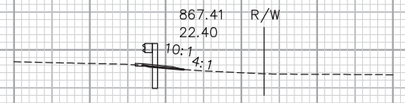
1004+47



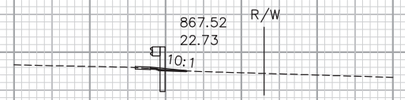
1004+15

STA. 1004+03, LT
RECONSTRUCTION P.E.
1-18" X 114' C.P.C.S.
WITH 2-APRON ENDWALLS

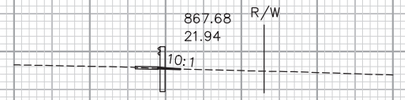
STA. 1004+15
BEGIN RECONSTRUCTION



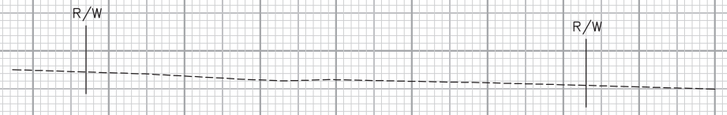
1003+30.70
POST NO. 9



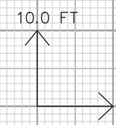
1003+05.70
POST NO. 5



1002+80.70
POST NO. 1



1002+55.70

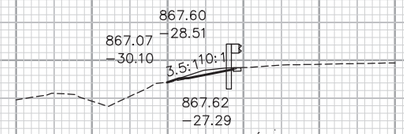


870
860
-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

9

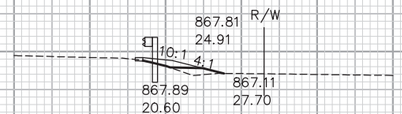
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: E

FILE NAME: W:\x-Projects\RD\7140\project 2 dgn\090204a_xsml_1002_1006.dwg
PLOT DATE: Jul 30, 2015
PLOT BY: kspeth
PLOT SCALE:
ROTATION:

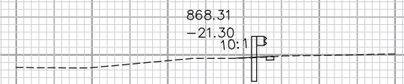


1005+86.21
POST NO. 5

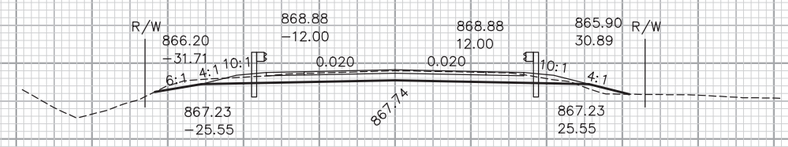
POST NO. 5
THE HINGE POINT HAS BEEN REDUCED
TO 2 FEET BEHIND THE BACK OF POST



1005+74.42
POST NO. 9

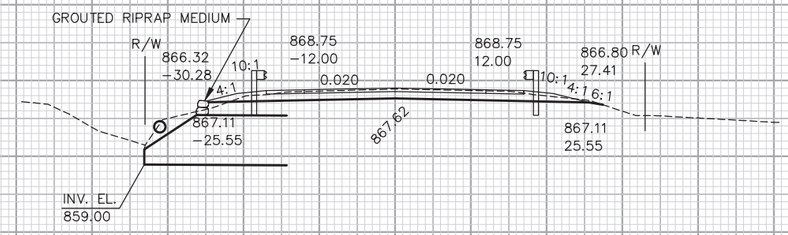


1005+61.21
POST NO. 9



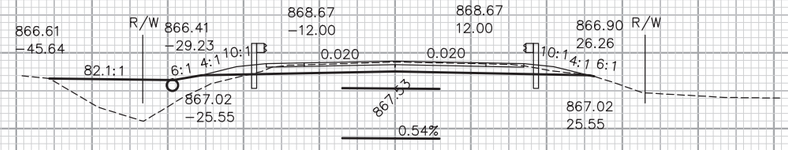
STA. 1005+25
END RECONSTRUCTION

1005+25

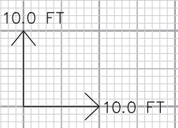


1005+00

STA. 1004+74
1−9'−9" X 6'−7" X 92'
STRUCTURAL PLATE PIPE ARCH
WITH MITERED ENDS
51° L.H.F SKEW
(PAY ITEM, "PIPE ARCH STRUCTURAL
PLATE 10−FT SPAN")
FIELD VERIFY STREAMBED ELEVATIONS
AT THE ENDS OF PIPE AND ADJUST
INVERTS IF NEEDED SUCH THAT THE
INVERT ELEVATIONS ARE APPROXIMATELY
1.5' BELOW THE STREAMBED WHILE
MAINTAINING 2' OF COVER OVER THE PIPE.



1004+75



10.0 FT

−140 −120 −100 −80 −60 −40 −20 BL 20 40 60 80 100 120 140

PROJECT NO: 3360−09−72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: E

FILE NAME: W:\x−Projects\RD\7140\project 2 dgn\090204a_xsml_1002_1006.dwg PLOT DATE: Jul 30, 2015 PLOT BY: kspeth PLOT SCALE: ROTATION:

880
870
860

1006+36.21

868.69
20.79
868.46
28.74
R/W
10:1
4:1

870
860

1006+24.38
POST NO. 1

POST NO. 1
THE EAT FLARE HAS BEEN ELIMINATED

867.14
−27.74
R/W
867.51
−26.02
4:1
10:1

1006+11.21
POST NO. 1

870
860

868.01
26.25
R/W
867.66
27.60
10:1
4:1
868.12
20.87

870
860

1005+99.40
POST NO. 5

10.0 FT
10.0 FT

−140 −120 −100 −80 −60 −40 −20 BL 20 40 60 80 100 120 140

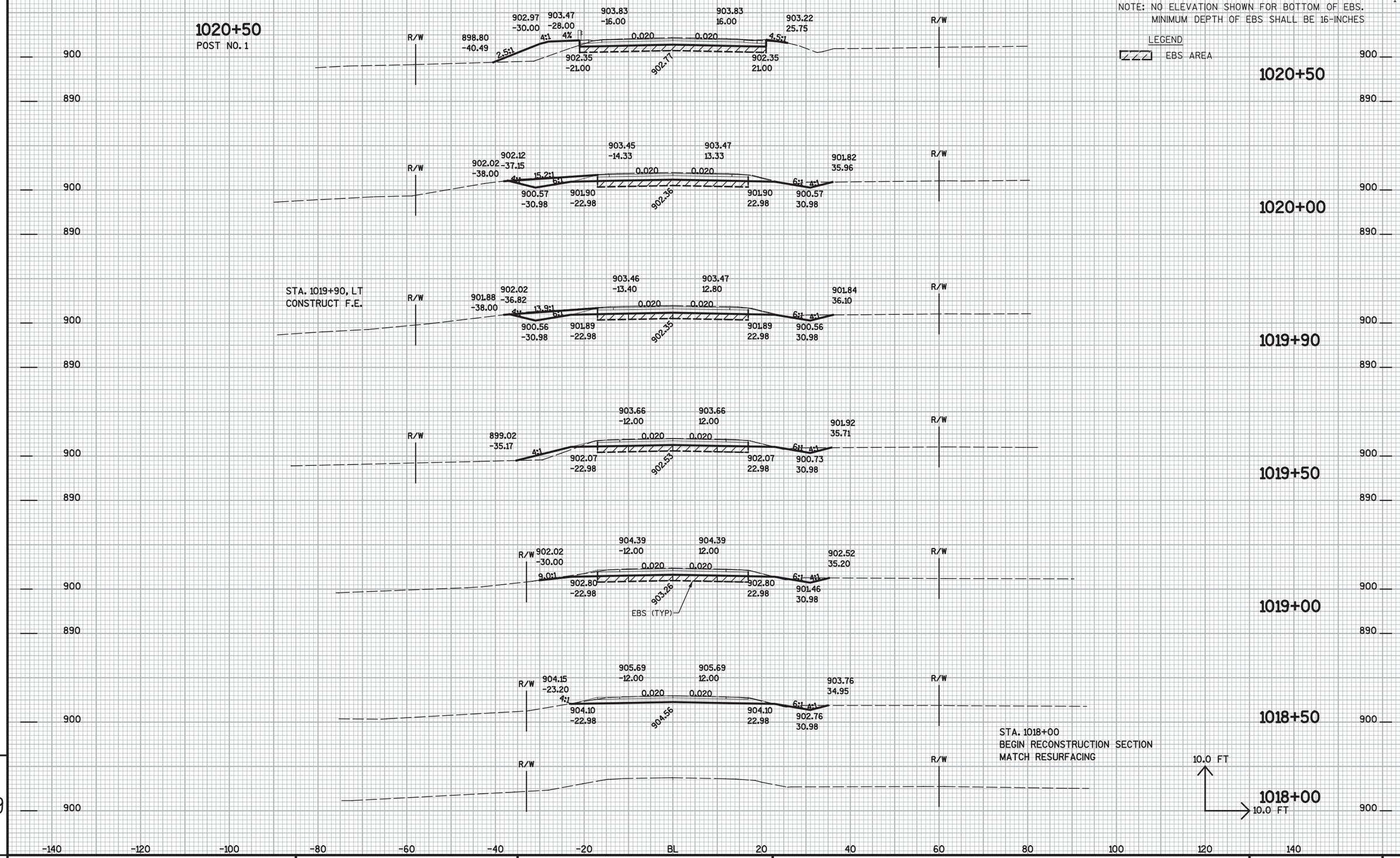
9 9

PROJECT NO: 3360−09−72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO:	E

FILE NAME: W:\x-Projects\RD\7140\project 2 dgn\090204a_xsml_1002_1006.dwg
PLOT DATE: Jul 30, 2015
PLOT BY: kspeth
PLOT SCALE:
ROTATION:

NOTE: NO ELEVATION SHOWN FOR BOTTOM OF EBS.
MINIMUM DEPTH OF EBS SHALL BE 16-INCHES

LEGEND
EBS AREA

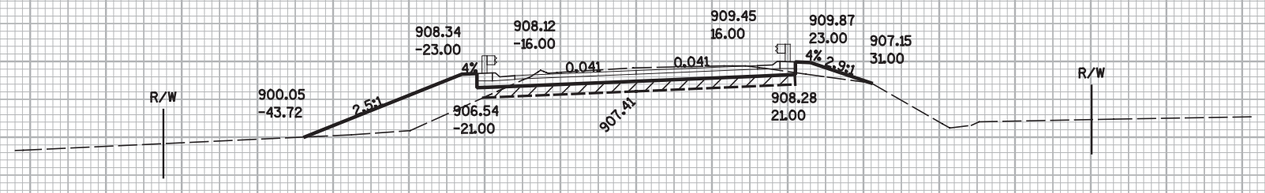


PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 592	E

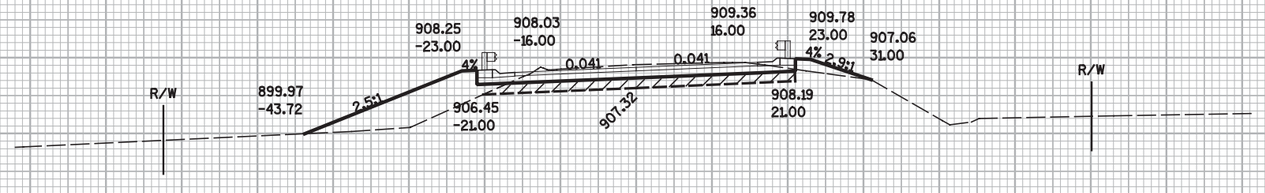
FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090205_xsml_1018_1051.dgn PLOT DATE : 7/23/2015 PLOT BY : lsander PLOT NAME : PLOT SCALE : 2.0000 sf / In.

NOTE: NO ELEVATION SHOWN FOR BOTTOM OF EBS.
MINIMUM DEPTH OF EBS SHALL BE 16-INCHES

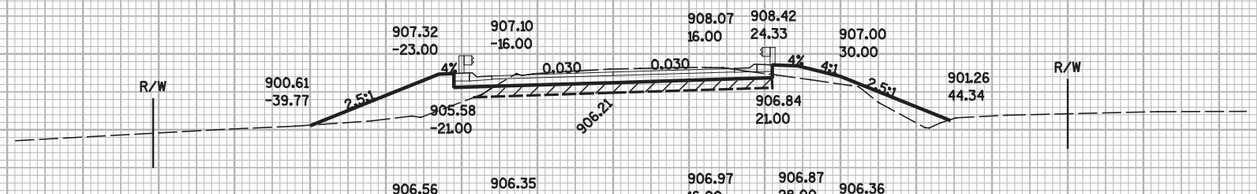
LEGEND
EBS AREA



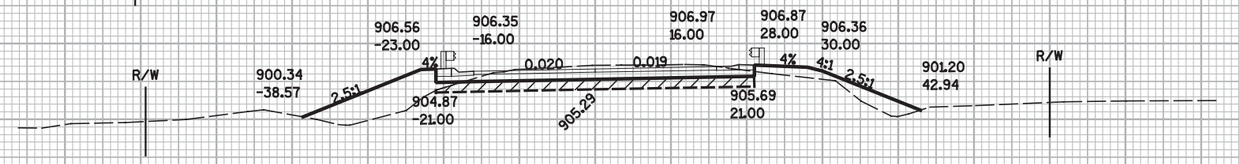
1022+00



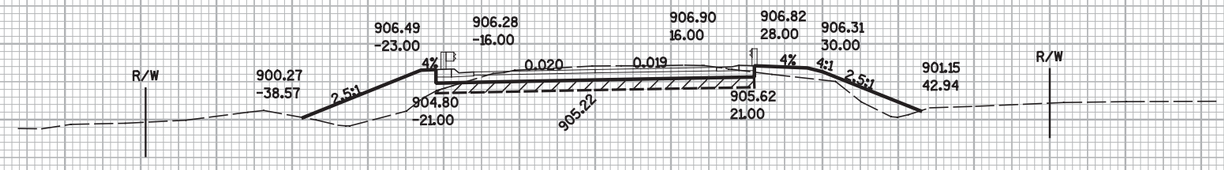
1021+98.19
POST NO. 9



1021+73.19
POST NO. 5

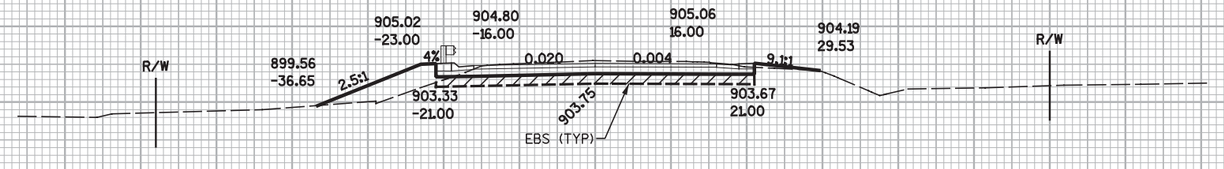


1021+50



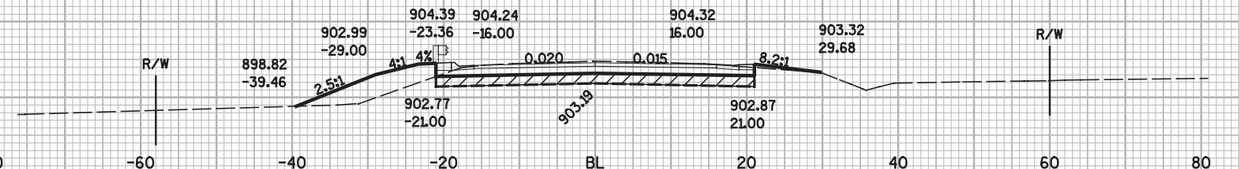
1021+48.19
POST NO. 1

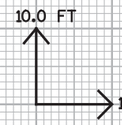
1021+00
POST NO. 9



1021+00

1020+75
POST NO. 5





1020+75

-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

9

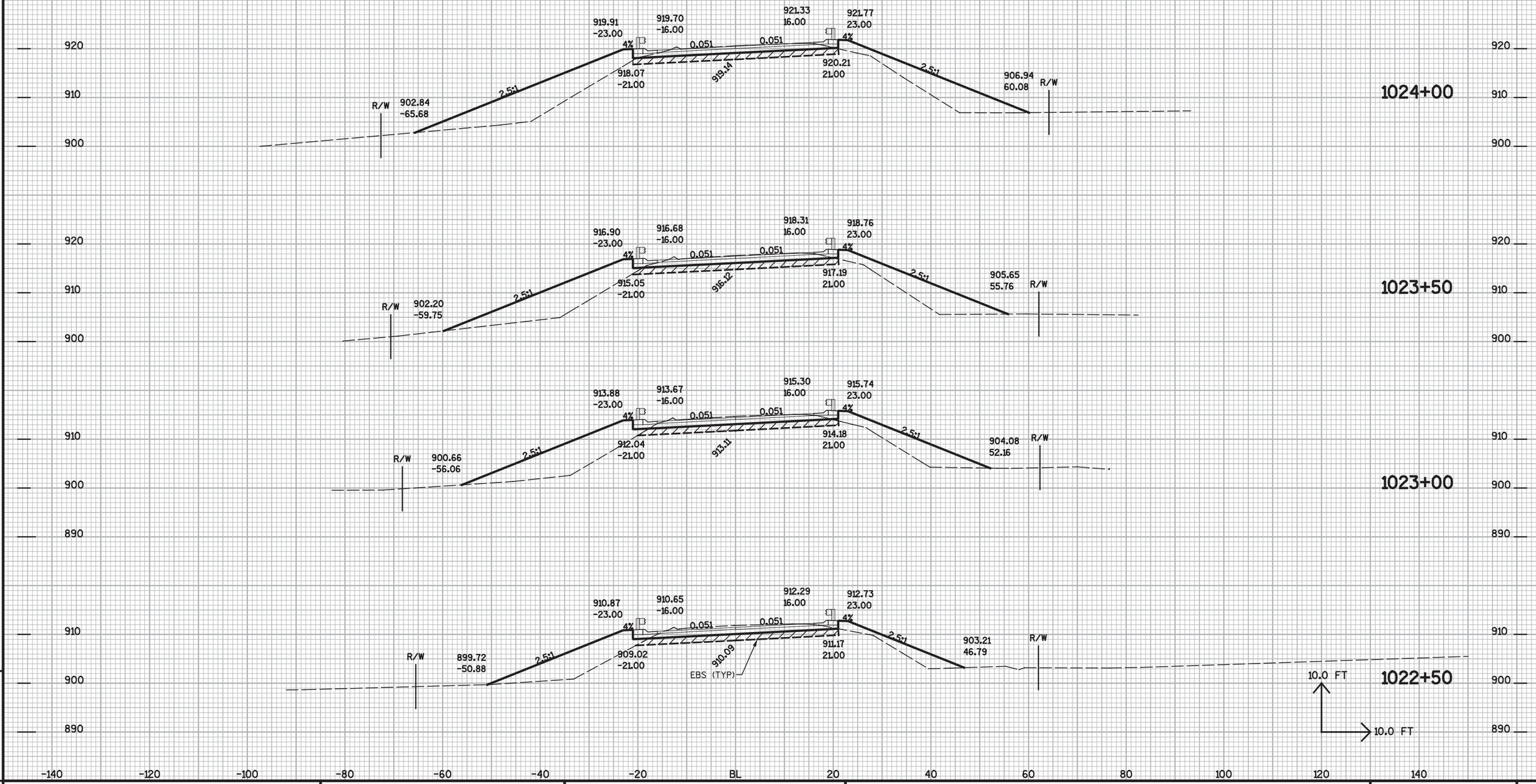
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 593	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090205_xsml_1018_1051.dgn PLOT DATE : 7/23/2015 PLOT BY : lsander PLOT NAME : PLOT SCALE : 2.0000 sf / in.

NOTE: NO ELEVATION SHOWN FOR BOTTOM OF EBS.
MINIMUM DEPTH OF EBS SHALL BE 16-INCHES

LEGEND

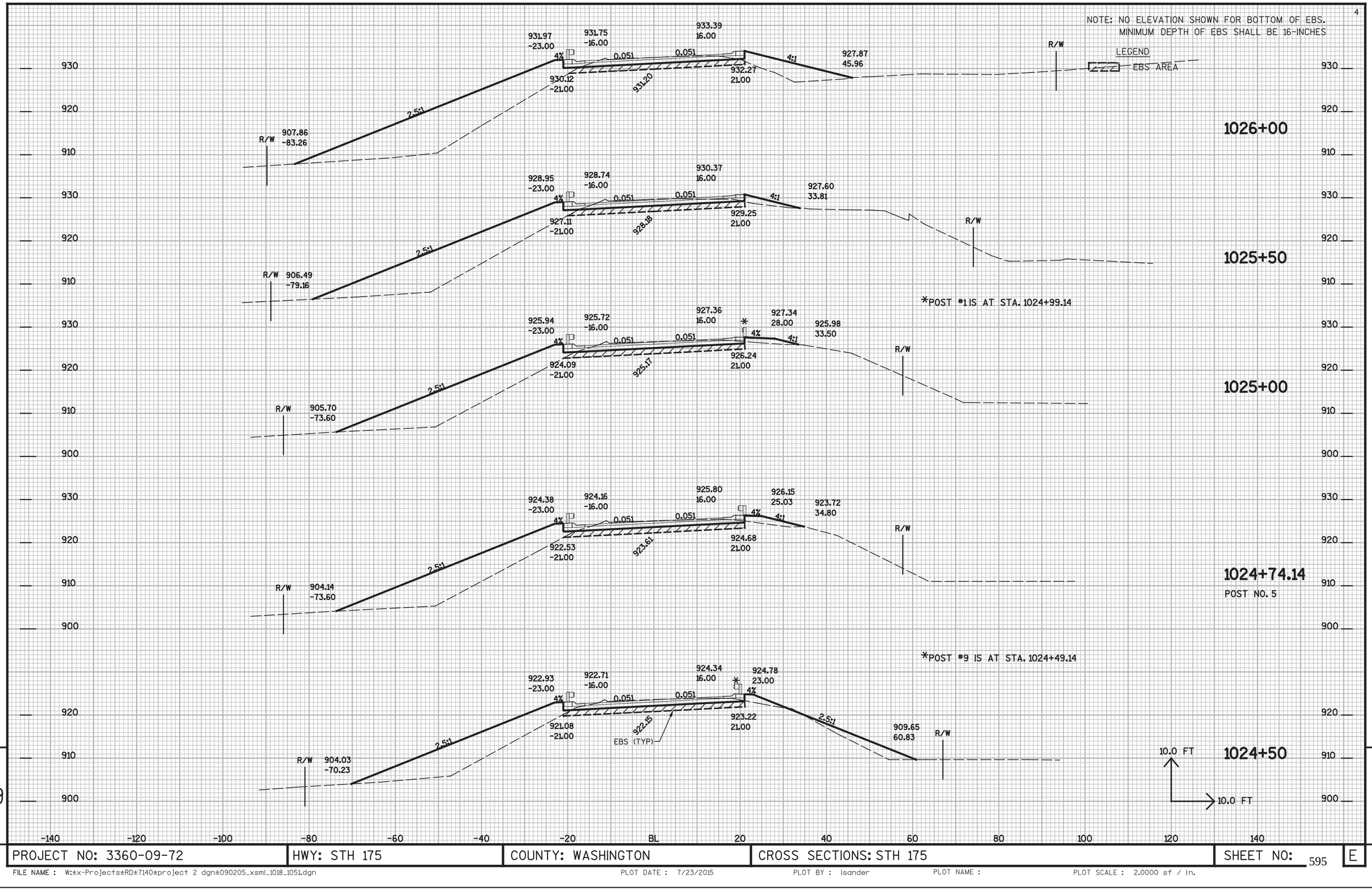
EBS AREA



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 594	E

FILE NAME : W:\x-Projects\RD\7140\project 2 dgn\090205_xsml_1018_1051.dgn PLOT DATE : 7/23/2015 PLOT BY : lsander PLOT NAME : PLOT SCALE : 2.0000 sf / in.

NOTE: NO ELEVATION SHOWN FOR BOTTOM OF EBS.
MINIMUM DEPTH OF EBS SHALL BE 16-INCHES



9

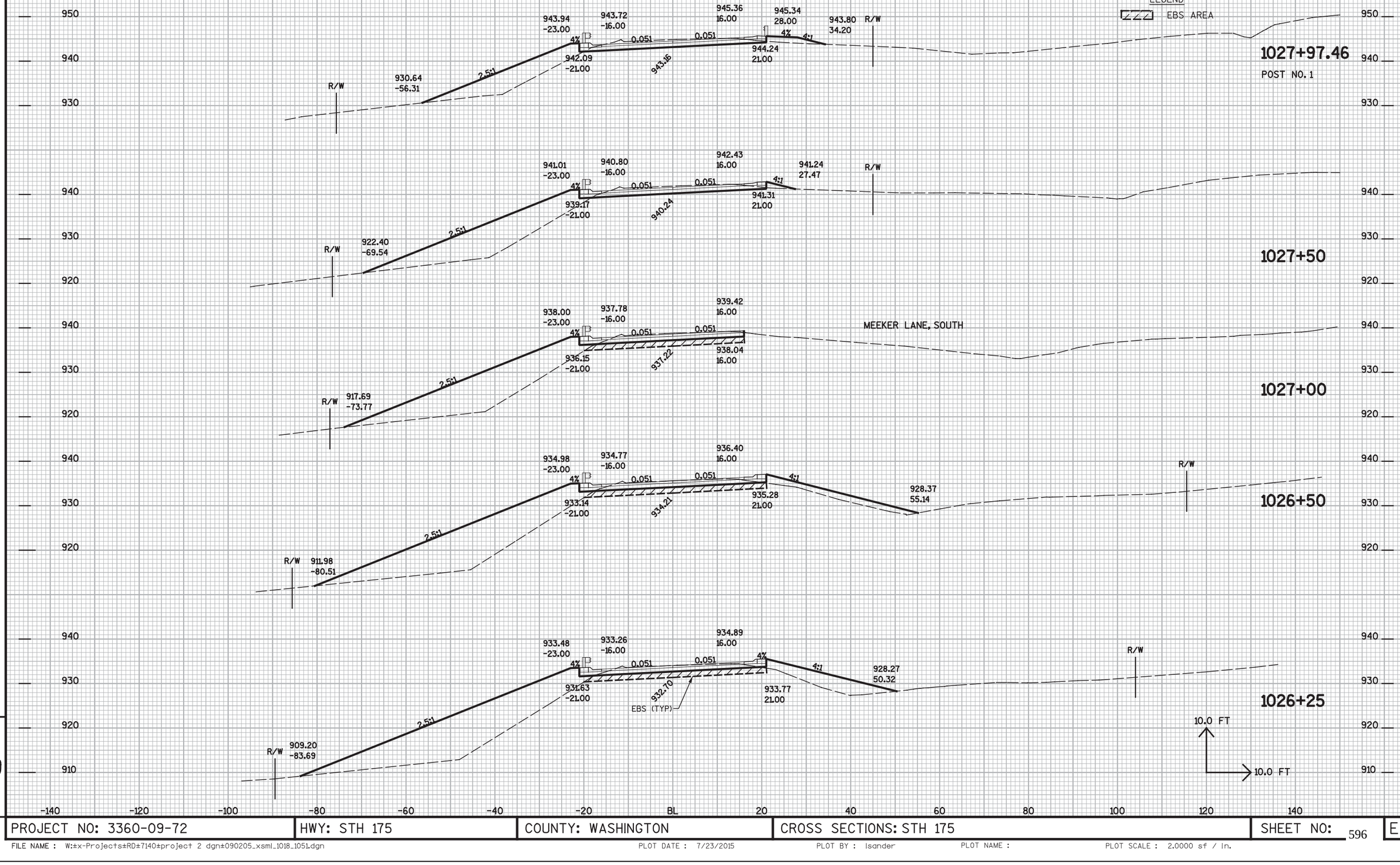
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 595	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090205_xsml_1018_1051.dgn PLOT DATE : 7/23/2015 PLOT BY : lsander PLOT NAME : PLOT SCALE : 2.0000 sf / in.

9

NOTE: NO ELEVATION SHOWN FOR BOTTOM OF EBS.
MINIMUM DEPTH OF EBS SHALL BE 16-INCHES

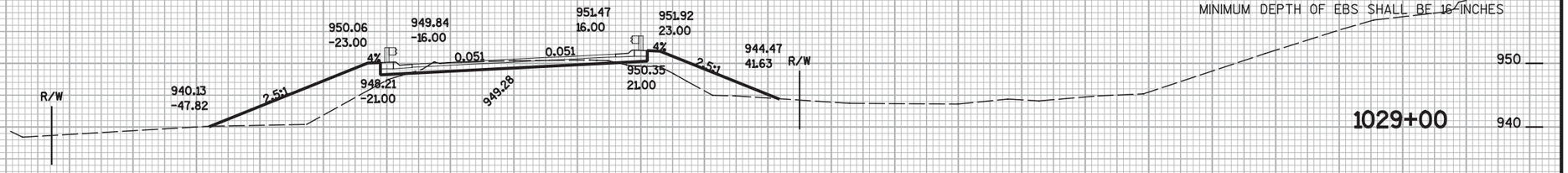
LEGEND
EBS AREA



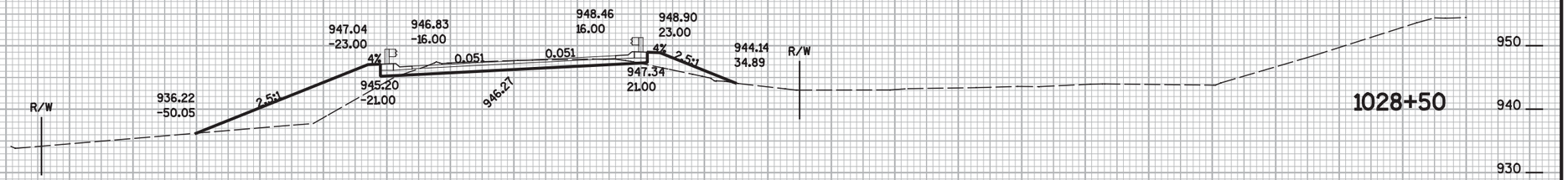
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 596	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090205_xsml_1018_1051.dgn PLOT DATE : 7/23/2015 PLOT BY : lsander PLOT NAME : PLOT SCALE : 2.0000 sf / in.

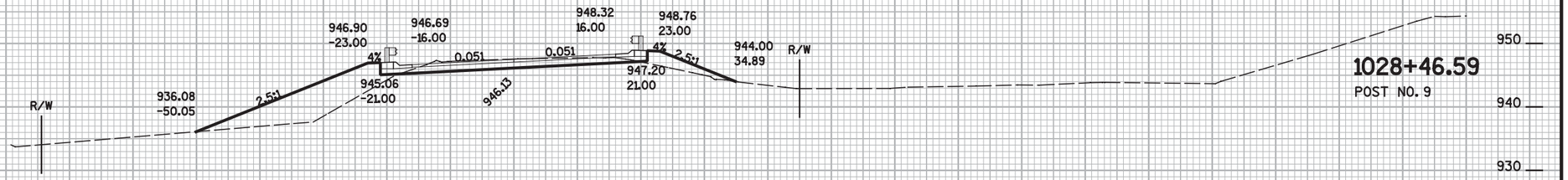
NOTE: NO ELEVATION SHOWN FOR BOTTOM OF EBS.
MINIMUM DEPTH OF EBS SHALL BE 16 INCHES



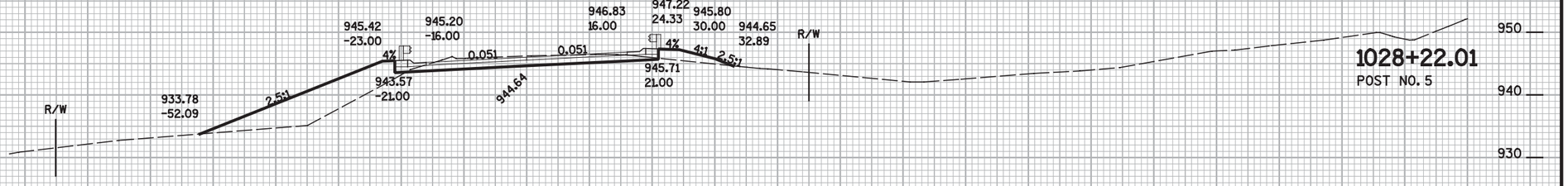
1029+00



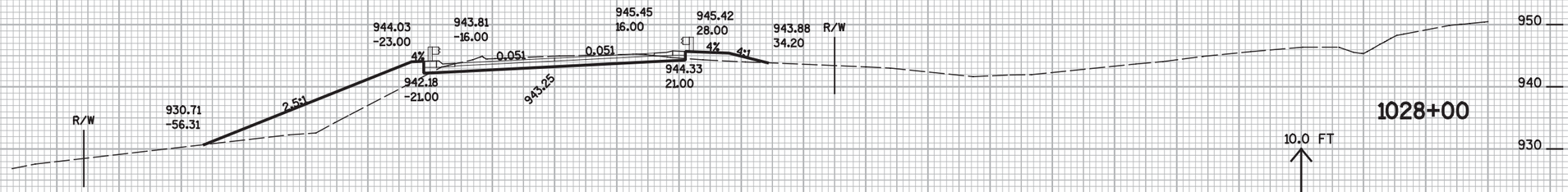
1028+50



1028+46.59
POST NO. 9



1028+22.01
POST NO. 5



1028+00

10.0 FT
10.0 FT

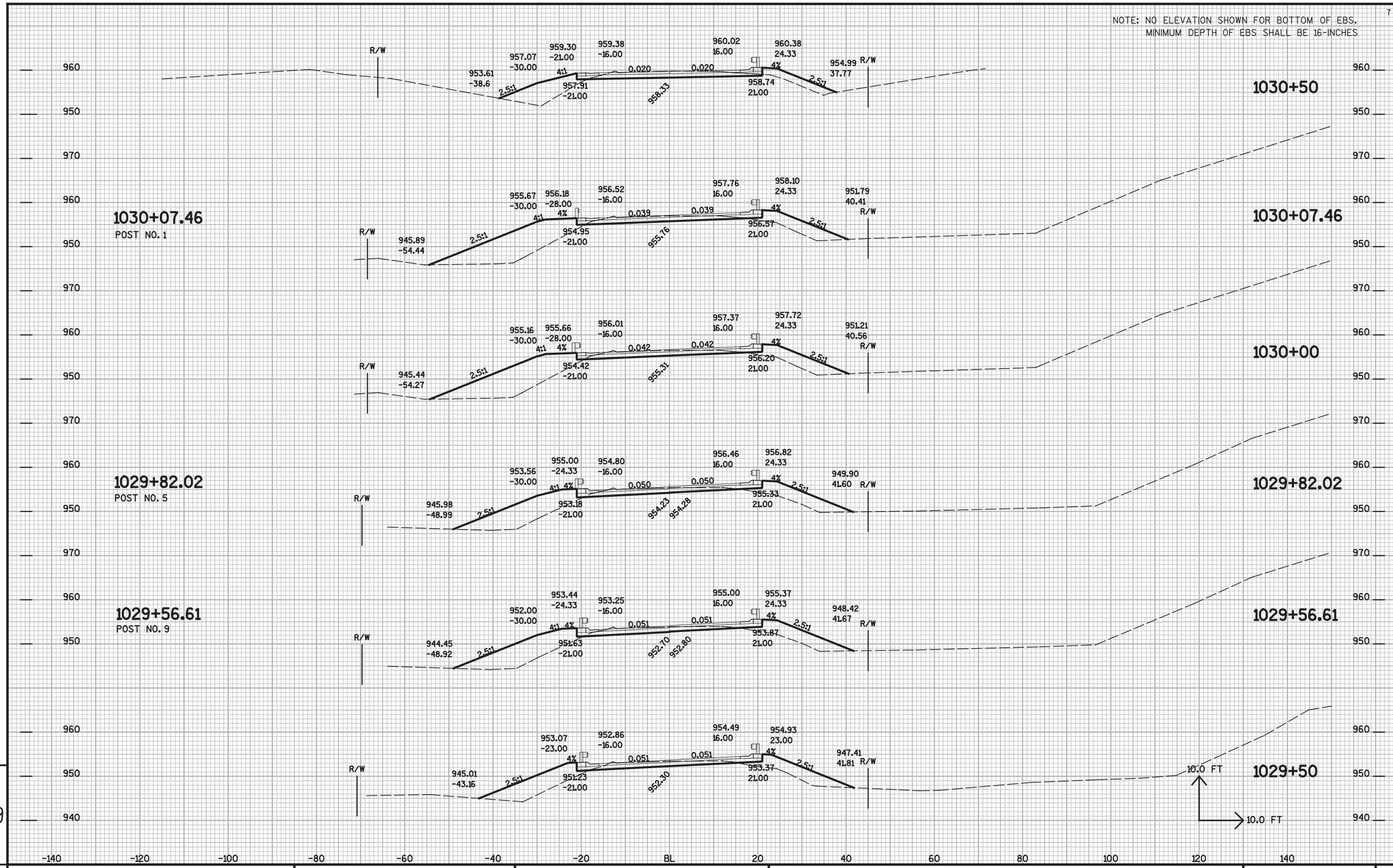
950 940 930 950 940 930 950 940 930 950 940 930 950 940 930 950 940 930 950 940 930 950 940 930 950 940 930 950 940 930 950 940 930 950 940 930 920

-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

9 9

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 597	E

NOTE: NO ELEVATION SHOWN FOR BOTTOM OF EBS.
MINIMUM DEPTH OF EBS SHALL BE 16-INCHES



9

9

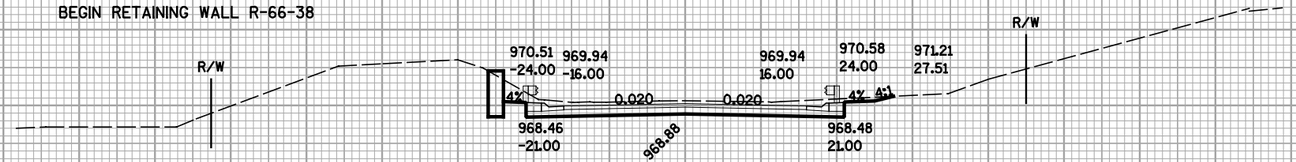
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 598	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090205_xsml_1018_1051.dgn PLOT DATE : 5/29/2015 PLOT BY : MikeCO PLOT NAME : PLOT SCALE : 2.0000 sf / In.

NOTE: NO ELEVATION SHOWN FOR BOTTOM OF EBS.
MINIMUM DEPTH OF EBS SHALL BE 16-INCHES

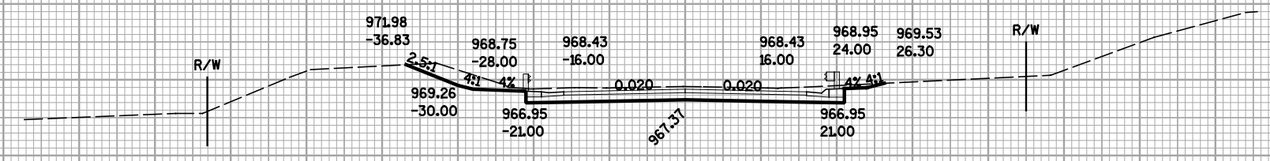
NOTE: NO DISTURBANCE OF SLOPE
ALLOWED BEHIND WALL BEYOND 5'-0"

STA. 1032+25, LT
BEGIN RETAINING WALL R-66-38



1032+25
POST NO. 5

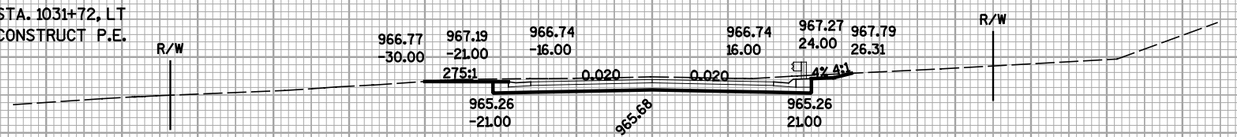
1032+25



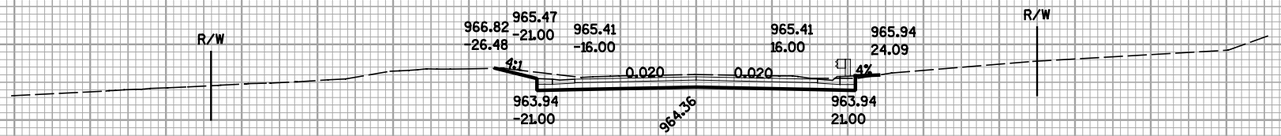
1032+00
POST NO. 1

1032+00

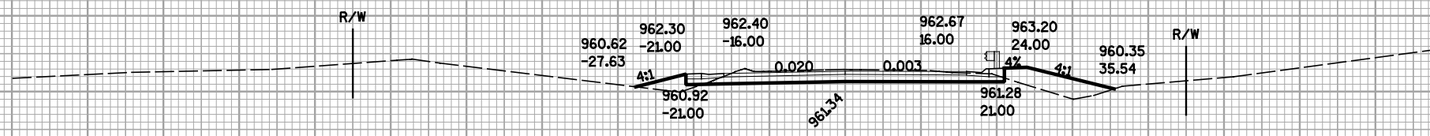
STA. 1031+72, LT
CONSTRUCT P.E.



1031+72



1031+50



1031+00

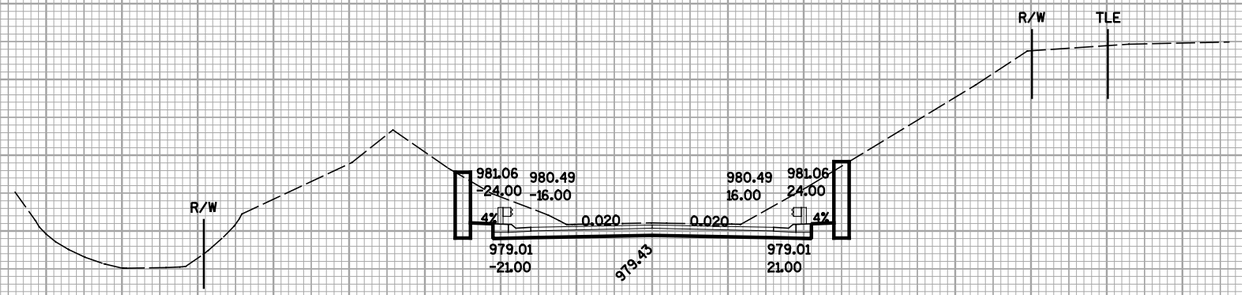
10.0 FT
10.0 FT

-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

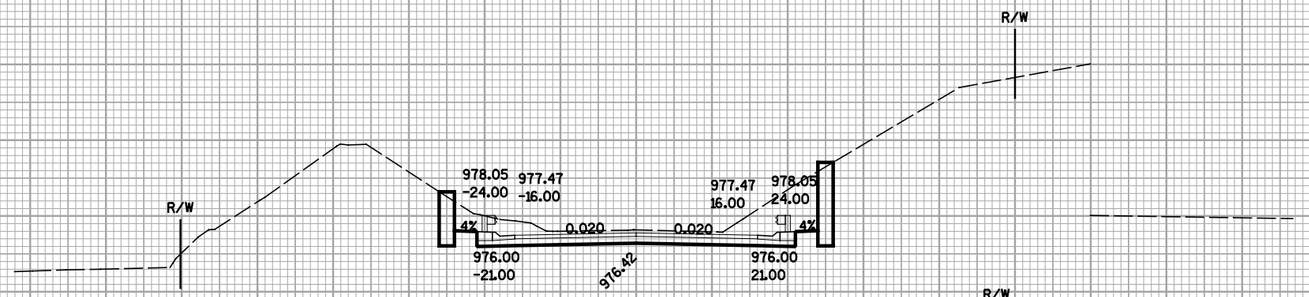
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 599	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090205_xsml_1018_1051.dgn PLOT DATE : 9/19/2016 PLOT BY : lsander PLOT NAME : PLOT SCALE : 2.0000 sf / in.

NOTE: NO ELEVATION SHOWN FOR BOTTOM OF EBS.
MINIMUM DEPTH OF EBS SHALL BE 16-INCHES

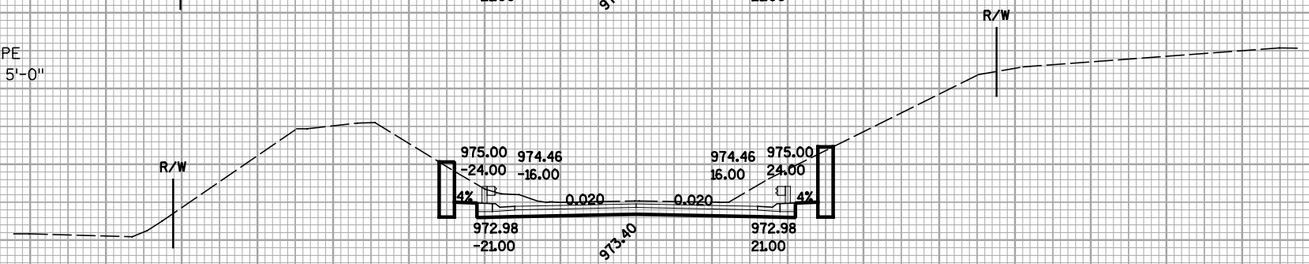


1034+00



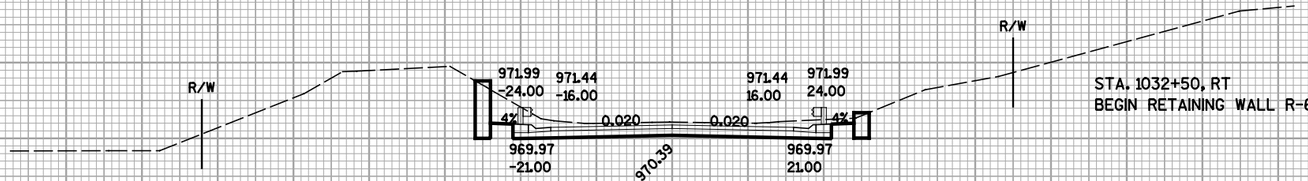
1033+50

NOTE: NO DISTURBANCE OF SLOPE
ALLOWED BEHIND WALL BEYOND 5'-0"



1033+00

NOTE: NO DISTURBANCE OF SLOPE
ALLOWED BEHIND WALL BEYOND 5'-0"

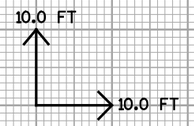


1032+50

POST NO. 9

STA. 1032+50, RT
BEGIN RETAINING WALL R-66-37

1032+50

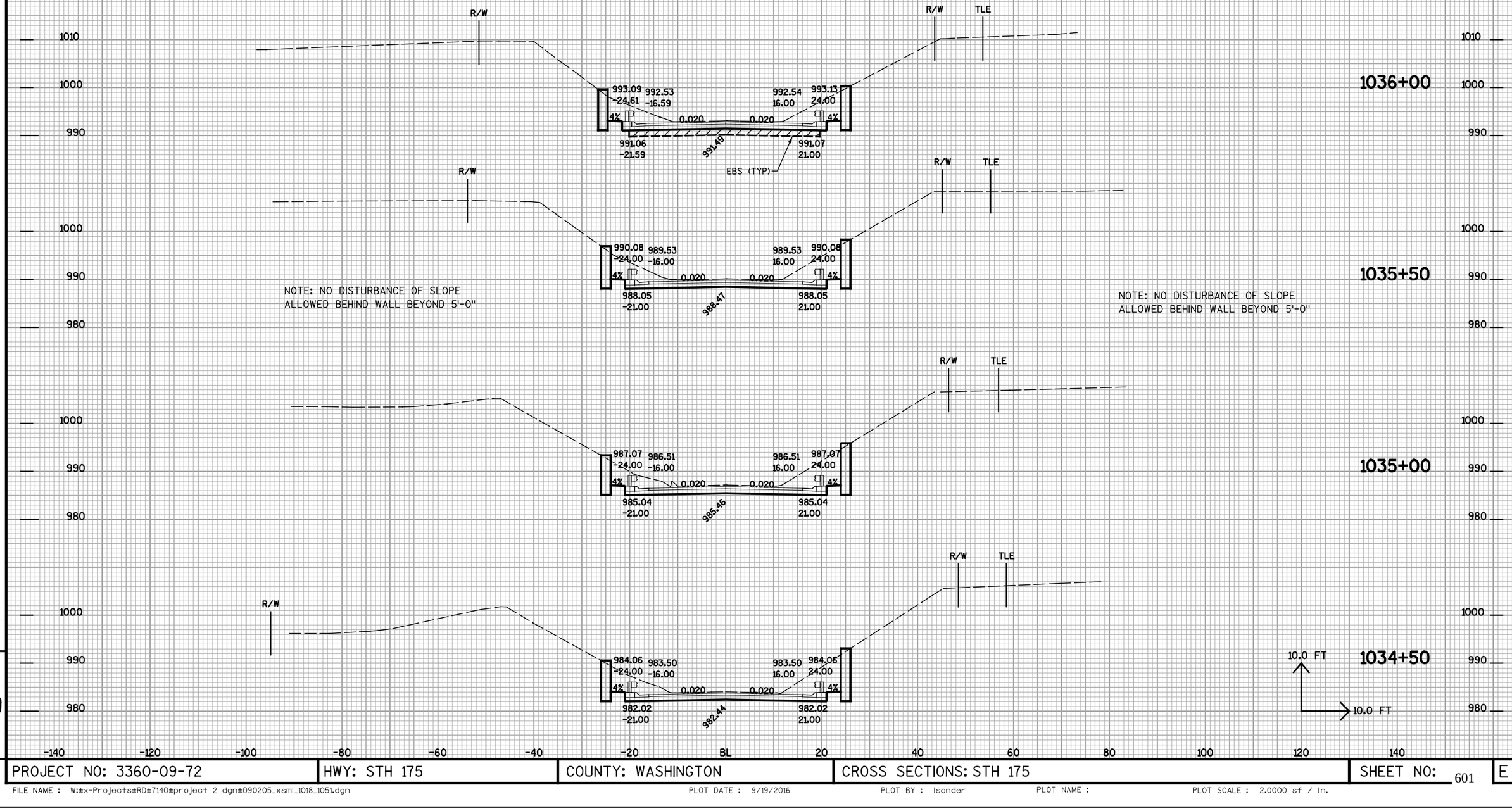


PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 600	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090205_xsml_1018_1051.dgn PLOT DATE : 9/19/2016 PLOT BY : lsander PLOT NAME : PLOT SCALE : 2.0000 sf / in.

NOTE: NO ELEVATION SHOWN FOR BOTTOM OF EBS.
MINIMUM DEPTH OF EBS SHALL BE 16-INCHES

LEGEND
EBS AREA



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 601	E

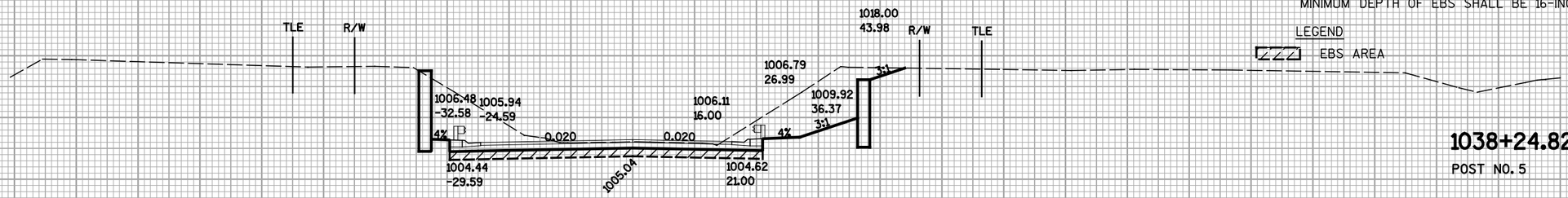
FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090205_xsml_1018_1051.dgn PLOT DATE : 9/19/2016 PLOT BY : lsander PLOT NAME : PLOT SCALE : 2.0000 sf / In.

9

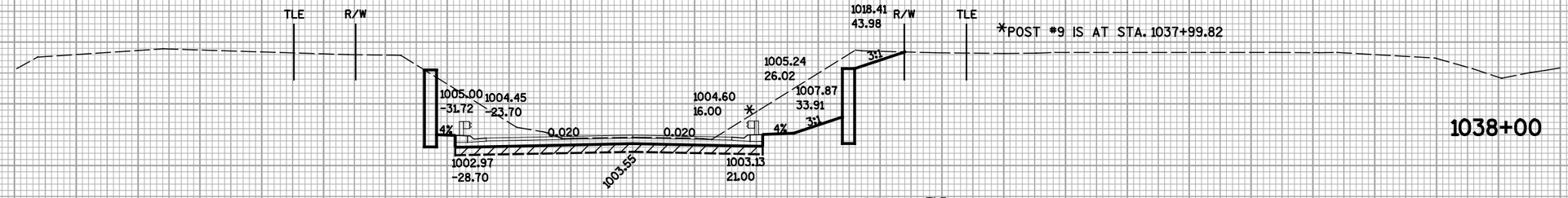
9

NOTE: NO ELEVATION SHOWN FOR BOTTOM OF EBS.
MINIMUM DEPTH OF EBS SHALL BE 16-INCHES

LEGEND
EBS AREA

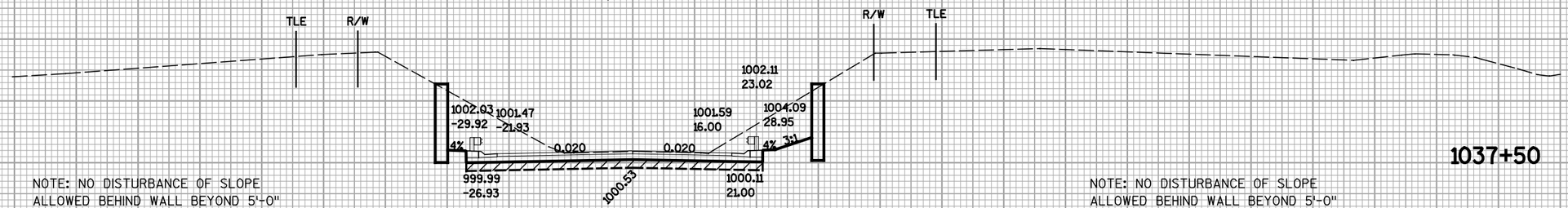


1038+24.82
POST NO. 5



*POST #9 IS AT STA. 1037+99.82

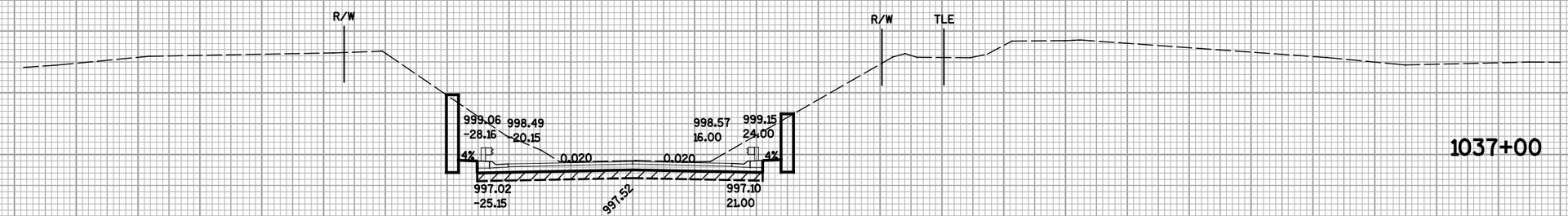
1038+00



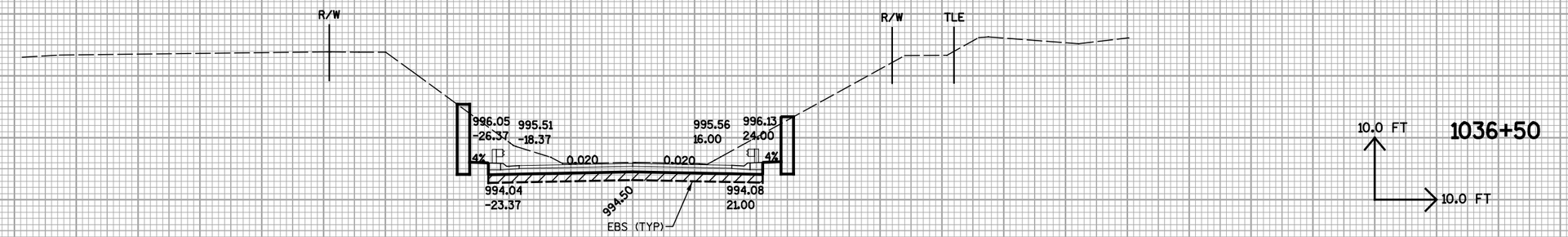
NOTE: NO DISTURBANCE OF SLOPE
ALLOWED BEHIND WALL BEYOND 5'-0"

1037+50

NOTE: NO DISTURBANCE OF SLOPE
ALLOWED BEHIND WALL BEYOND 5'-0"



1037+00



1036+50

10.0 FT
10.0 FT

-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

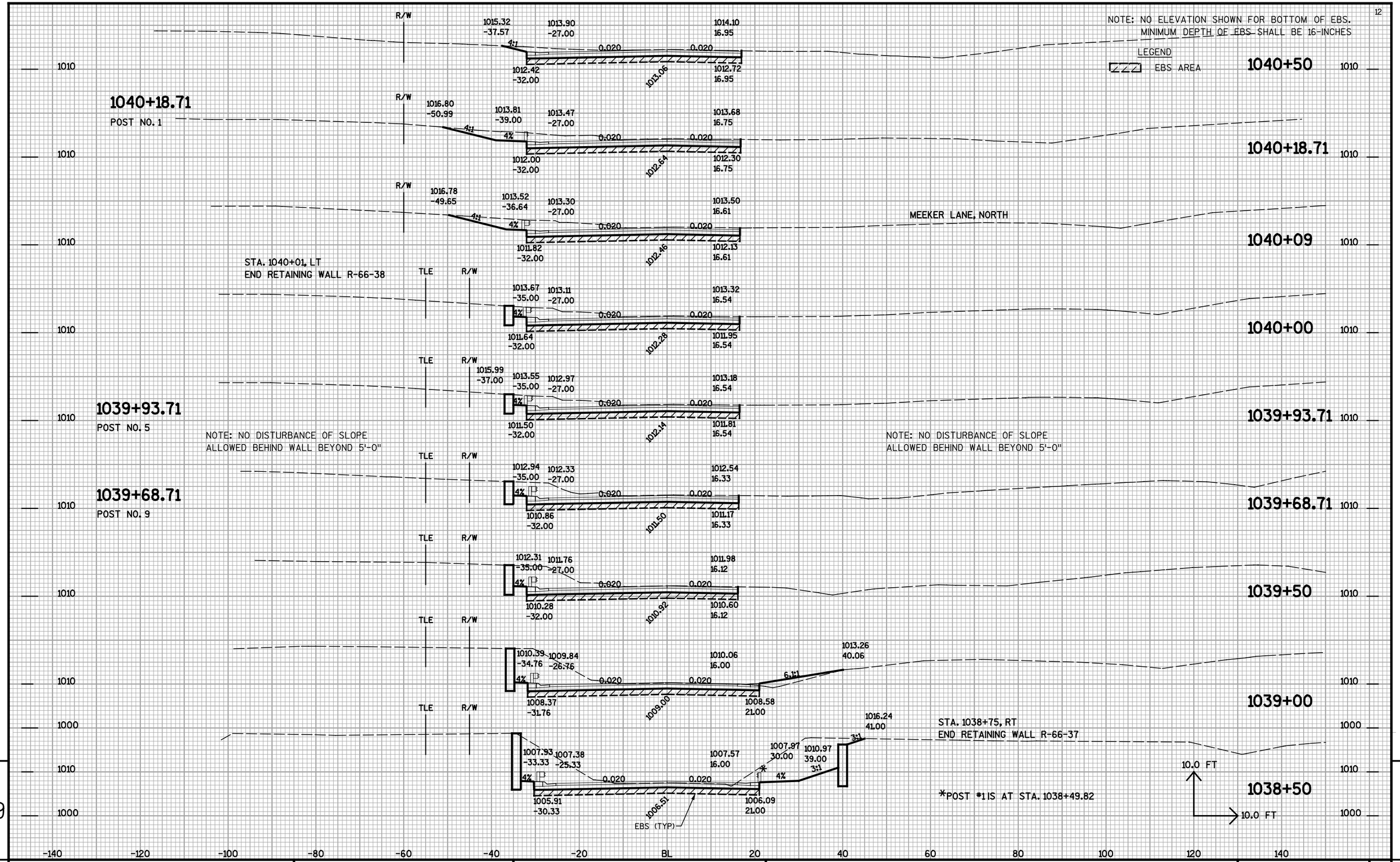
9 9

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 602	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090205_xsml_1018_1051.dgn PLOT DATE : 9/19/2016 PLOT BY : lsander PLOT NAME : PLOT SCALE : 2.0000 sf / in.

NOTE: NO ELEVATION SHOWN FOR BOTTOM OF EBS.
MINIMUM DEPTH OF EBS SHALL BE 16-INCHES

LEGEND
EBS AREA



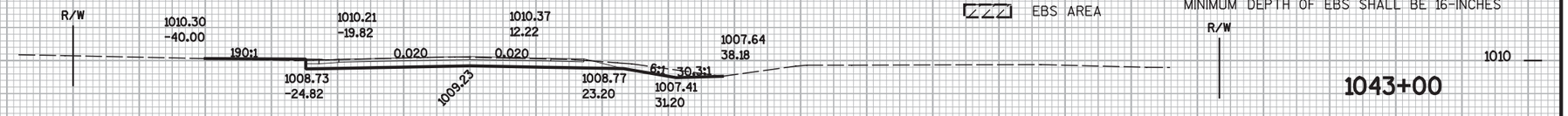
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 603	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090205_xsml_1018_1051.dgn PLOT DATE : 9/19/2016 PLOT BY : lsander PLOT NAME : PLOT SCALE : 2.0000 sf / in.

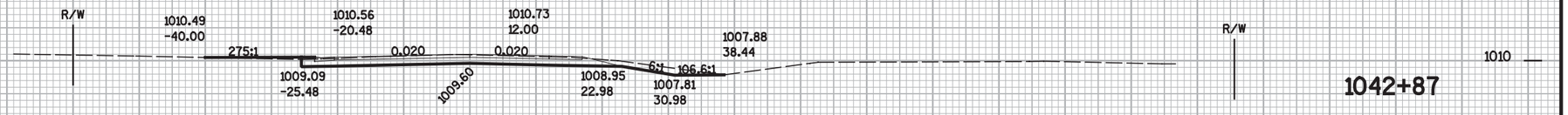
LEGEND

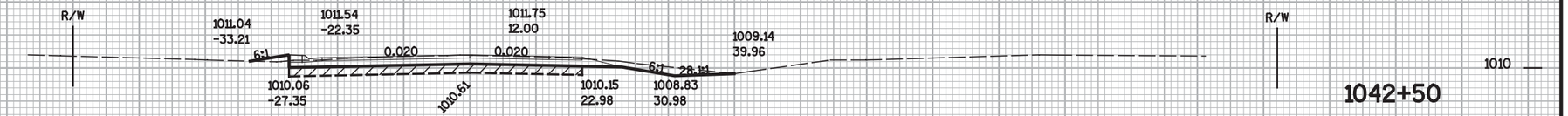
EBS AREA

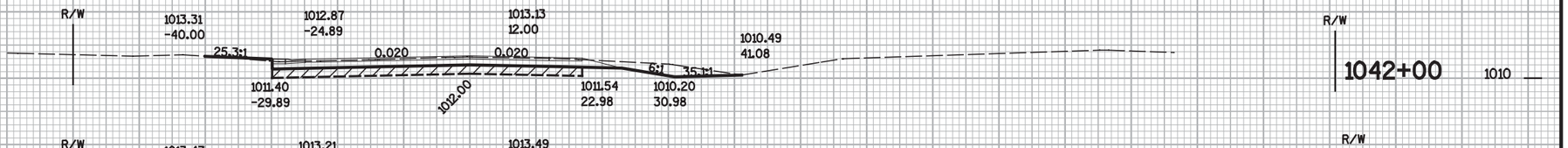
NOTE: NO ELEVATION SHOWN FOR BOTTOM OF EBS.
MINIMUM DEPTH OF EBS SHALL BE 16-INCHES



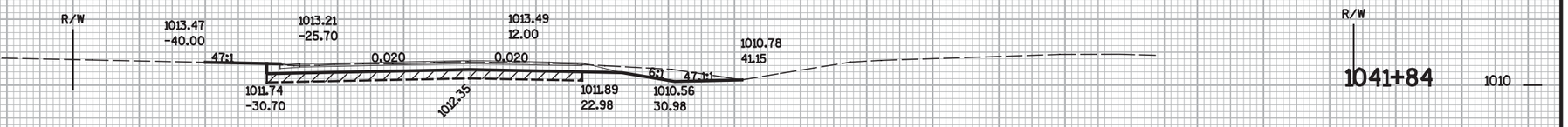
STA. 1042+87, LT
CONSTRUCT P.E.

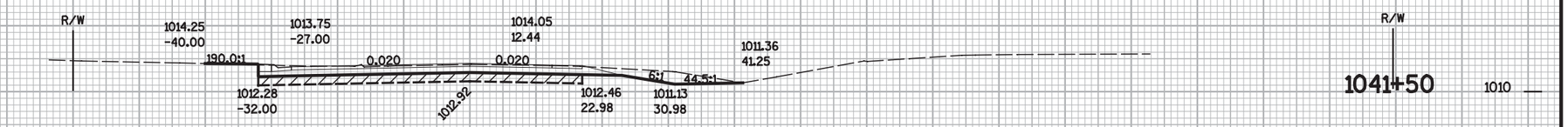


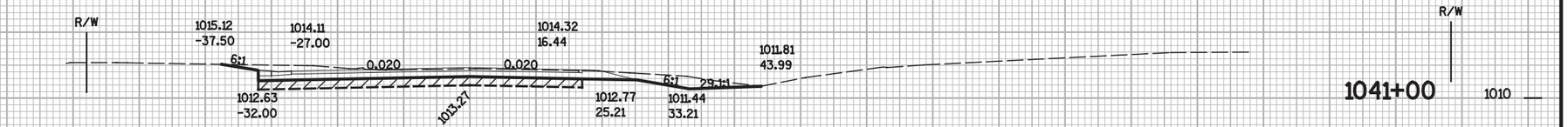




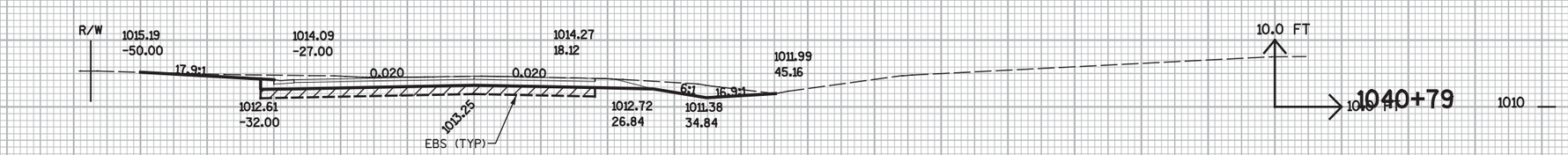
STA. 1041+84, LT
CONSTRUCT C.E.







STA. 1040+79, LT
CONSTRUCT C.E.



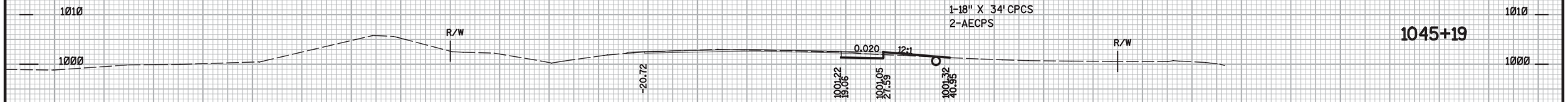
-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

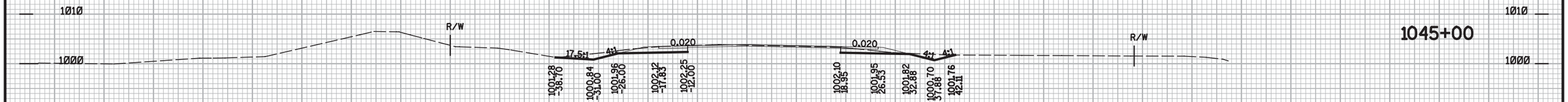
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 604	E

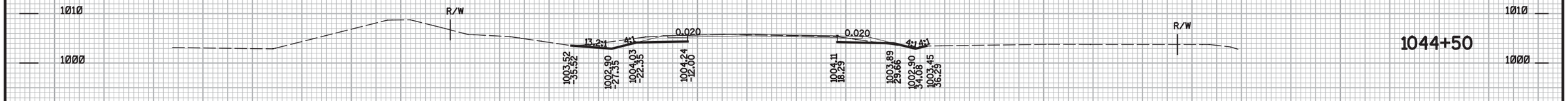
FILE NAME : W:\x-Projects\RD\7140\project 2 dgn\090205_xsml_1018_1051.dgn PLOT DATE : 7/29/2015 PLOT BY : lsander PLOT NAME : PLOT SCALE : 2.0000 sf / In.

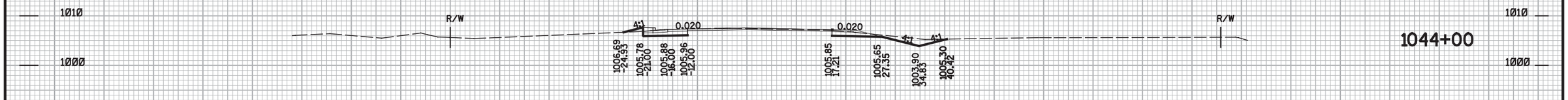
NOTE: NO ELEVATION SHOWN FOR BOTTOM OF EBS.
MINIMUM DEPTH OF EBS SHALL BE 16-INCHES

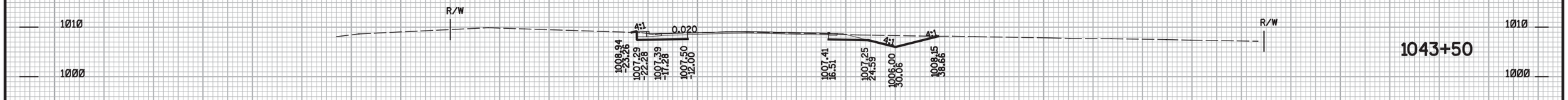
STA. 1045+19, RT
CONSTRUCT F.E.
1-18" X 34' CPCS
2-AECPS



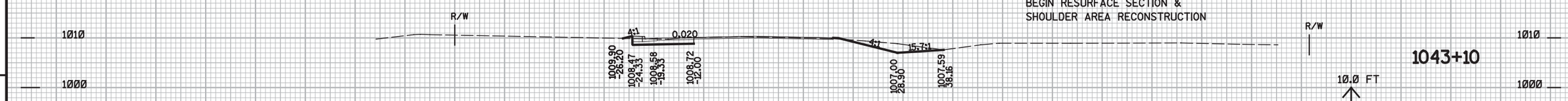








STA. 1043+10
END RECONSTRUCTION SECTION
BEGIN RESURFACE SECTION &
SHOULDER AREA RECONSTRUCTION

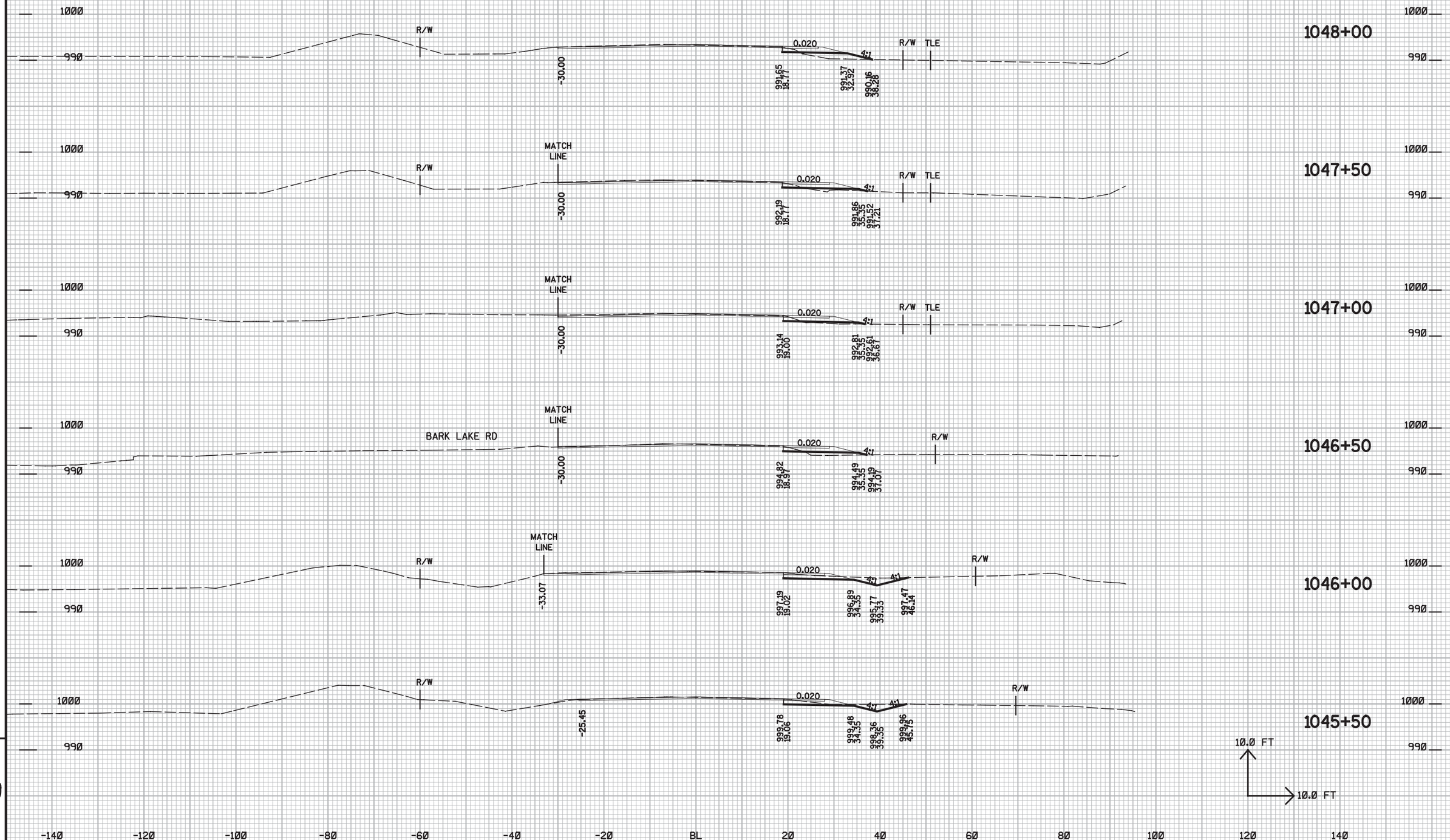


-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 605	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090205_xsml_1018_1051.dgn PLOT DATE : 4/6/2015 PLOT BY : MikeCO PLOT NAME : PLOT SCALE : 2.0000 sf / in.

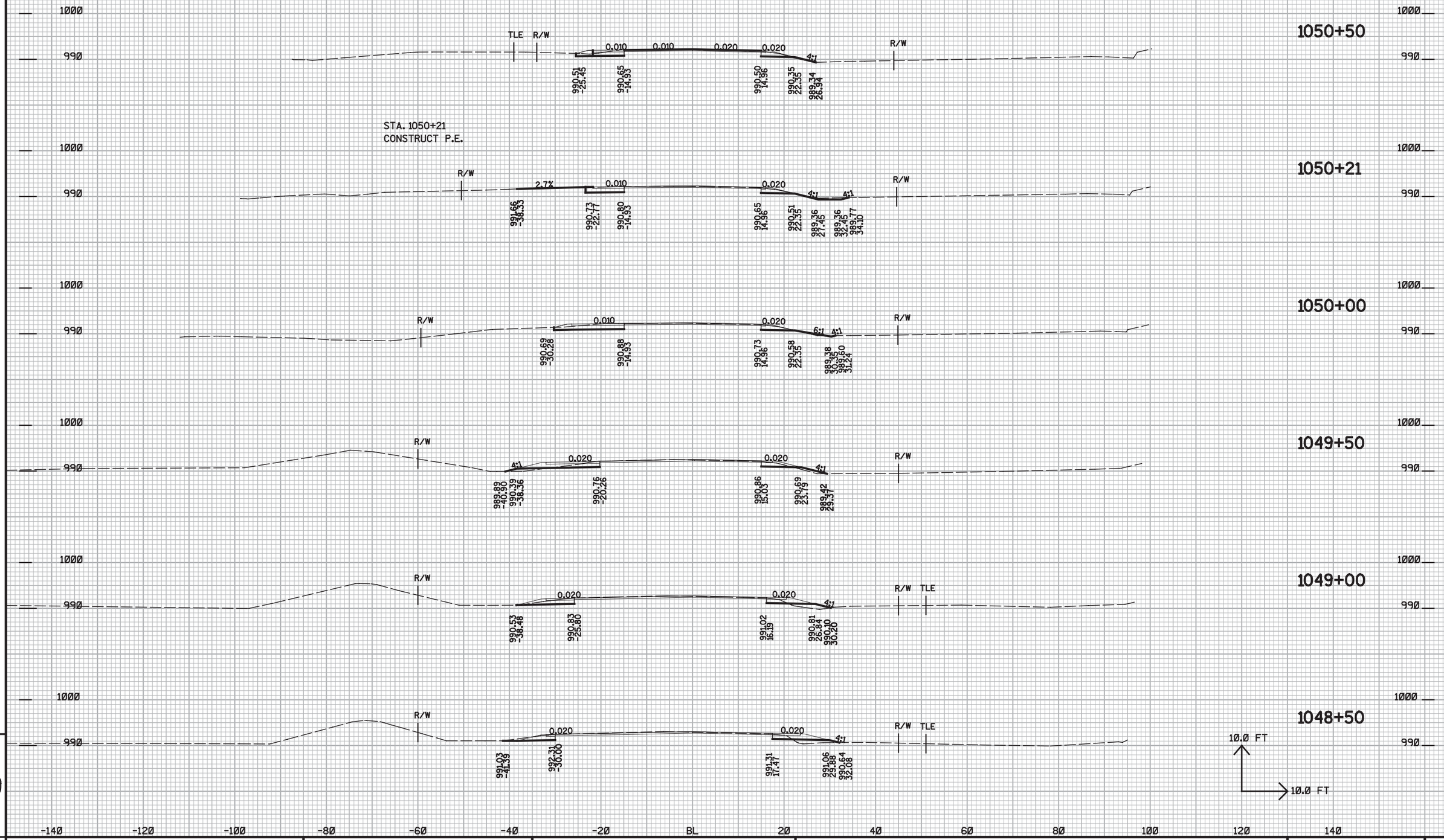
NOTE: NO ELEVATION SHOWN FOR BOTTOM OF EBS.
MINIMUM DEPTH OF EBS SHALL BE 16-INCHES



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 606	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090205_xsml_1018_1051.dgn PLOT DATE : 5/5/2015 PLOT BY : Jim0 PLOT NAME : PLOT SCALE : 2.0000 sf / in.

NOTE: NO ELEVATION SHOWN FOR BOTTOM OF EBS.
MINIMUM DEPTH OF EBS SHALL BE 16-INCHES



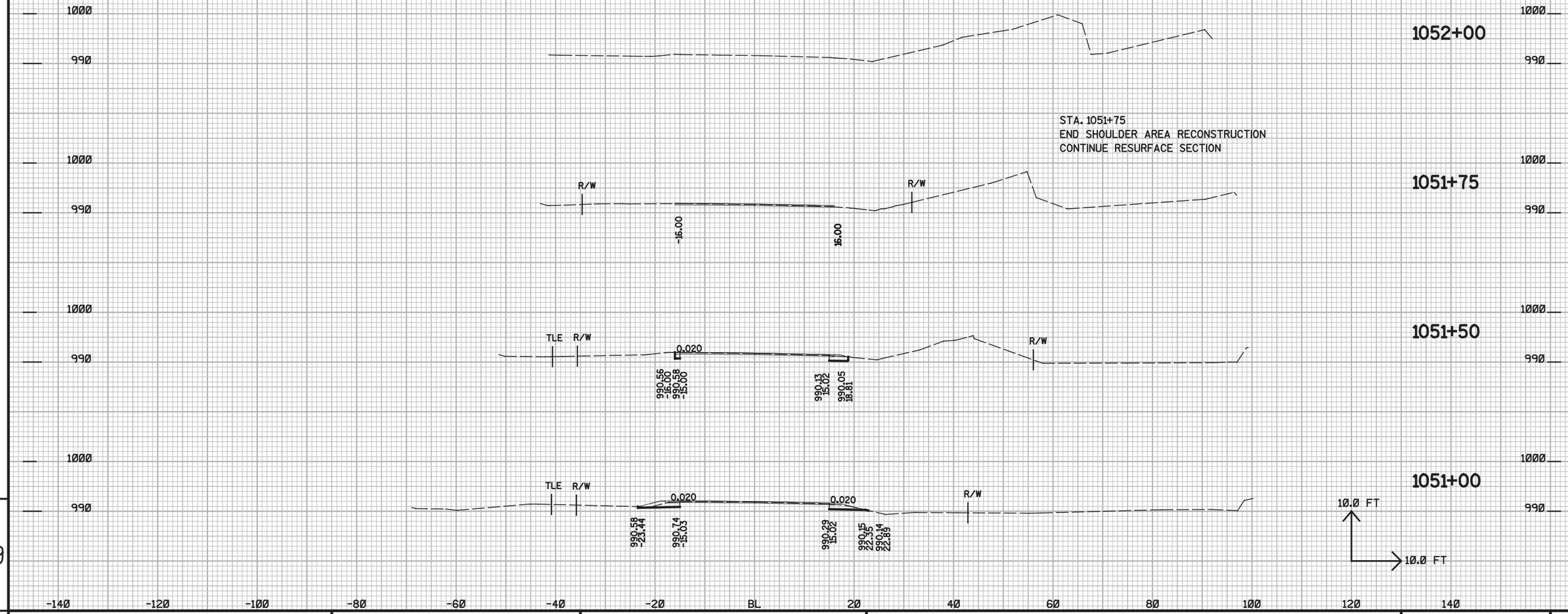
9

9

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 607	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090205_xsml_1018_1051.dgn PLOT DATE : 4/6/2015 PLOT BY : MikeCO PLOT NAME : PLOT SCALE : 2.0000 sf / in.

NOTE: NO ELEVATION SHOWN FOR BOTTOM OF EBS.
MINIMUM DEPTH OF EBS SHALL BE 16-INCHES

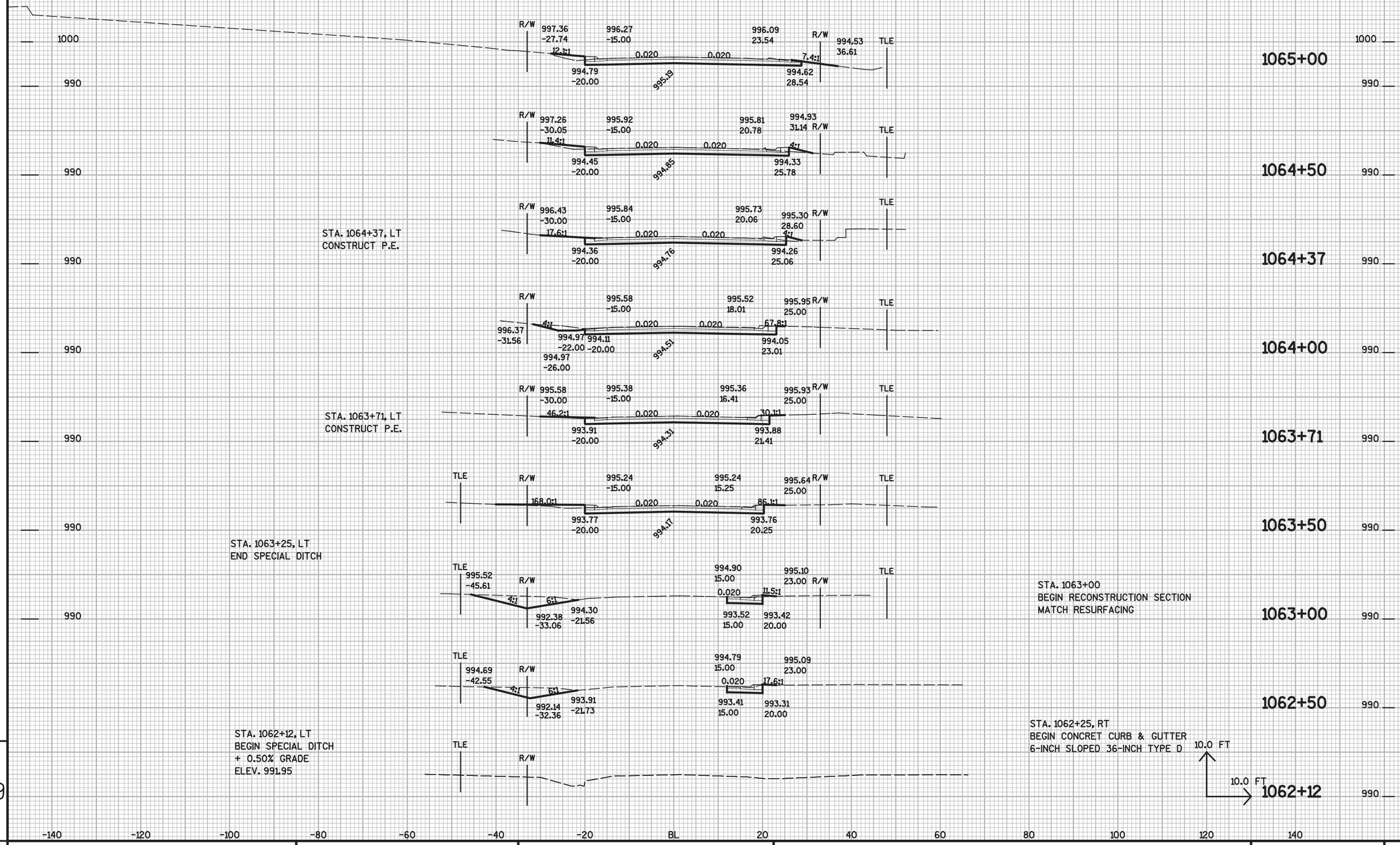


9

9

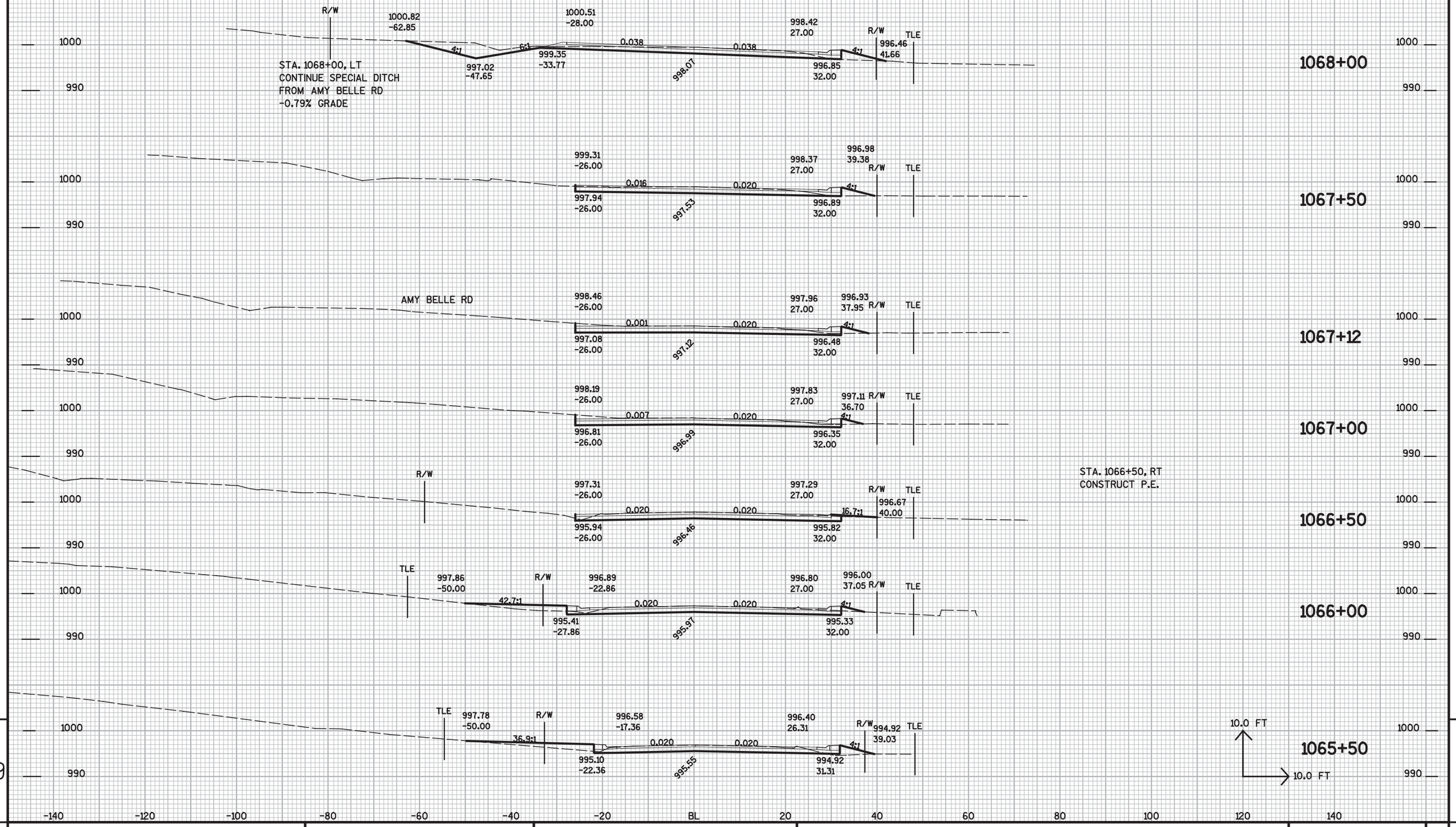
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 608	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090205_xsml_1018_1051.dgn PLOT DATE : 4/6/2015 PLOT BY : MikeCO PLOT NAME : PLOT SCALE : 2.0000 sf / in.



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 609	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090206_xsmi_1063_1072.DGN PLOT DATE : 3/28/2016 PLOT BY : lsander PLOT NAME : PLOT SCALE : 2.0000 sf / in.

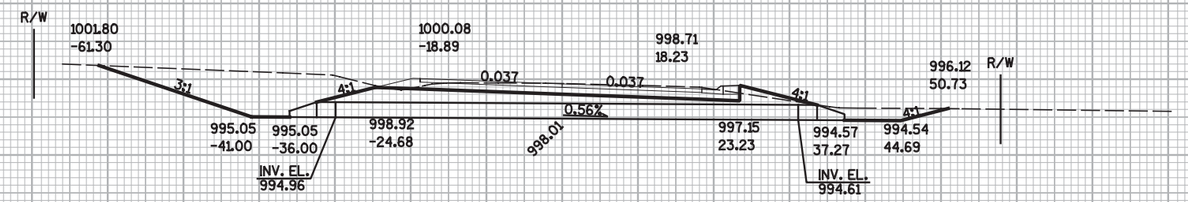


PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 610 E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090206_xsml_1063_1072.DGN PLOT DATE : 3/9/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.

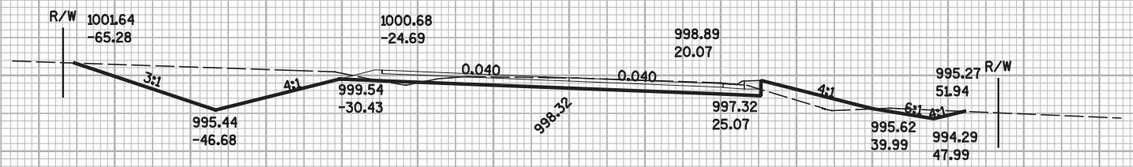
STA. 1070+50, LT
BEGIN SPECIAL DITCH
+0.71% GRADE

STA. 1070+50, LT
END SPECIAL DITCH

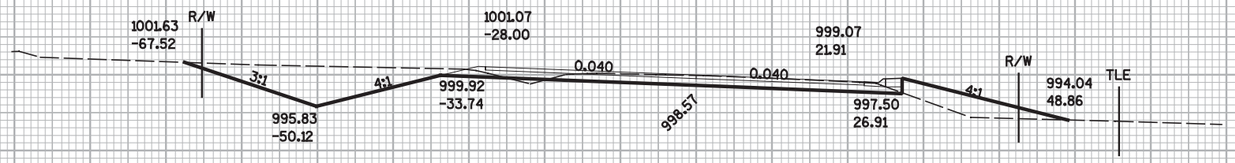


STA. 1070+50
1-24" X 62' C.P. REINF. CONC. CLASS IV
2 - A.E.C.P.R.C. REQ'D
SKEW = 0°

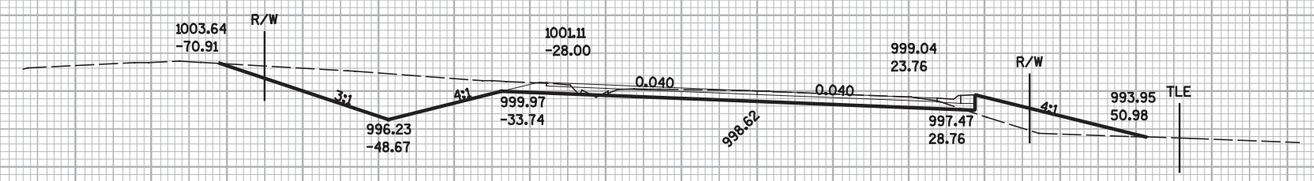
1070+50



1070+00

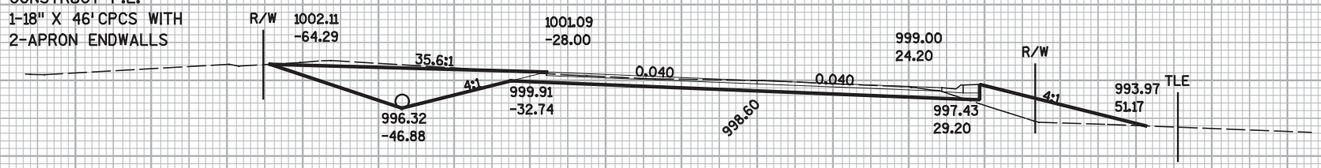


1069+50

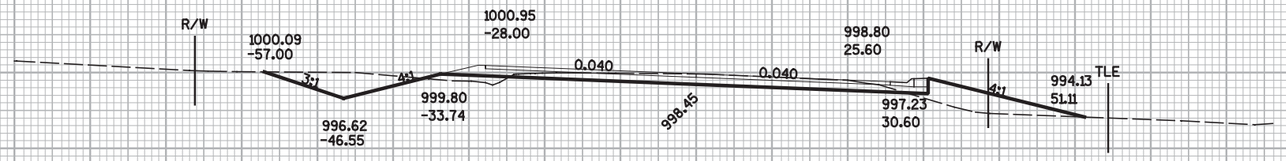


1069+00

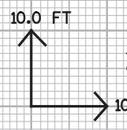
STA. 1068+88, LT
CONSTRUCT P.E.
1-18" X 46' CPCS WITH
2-APRON ENDWALLS



1068+88



1068+50



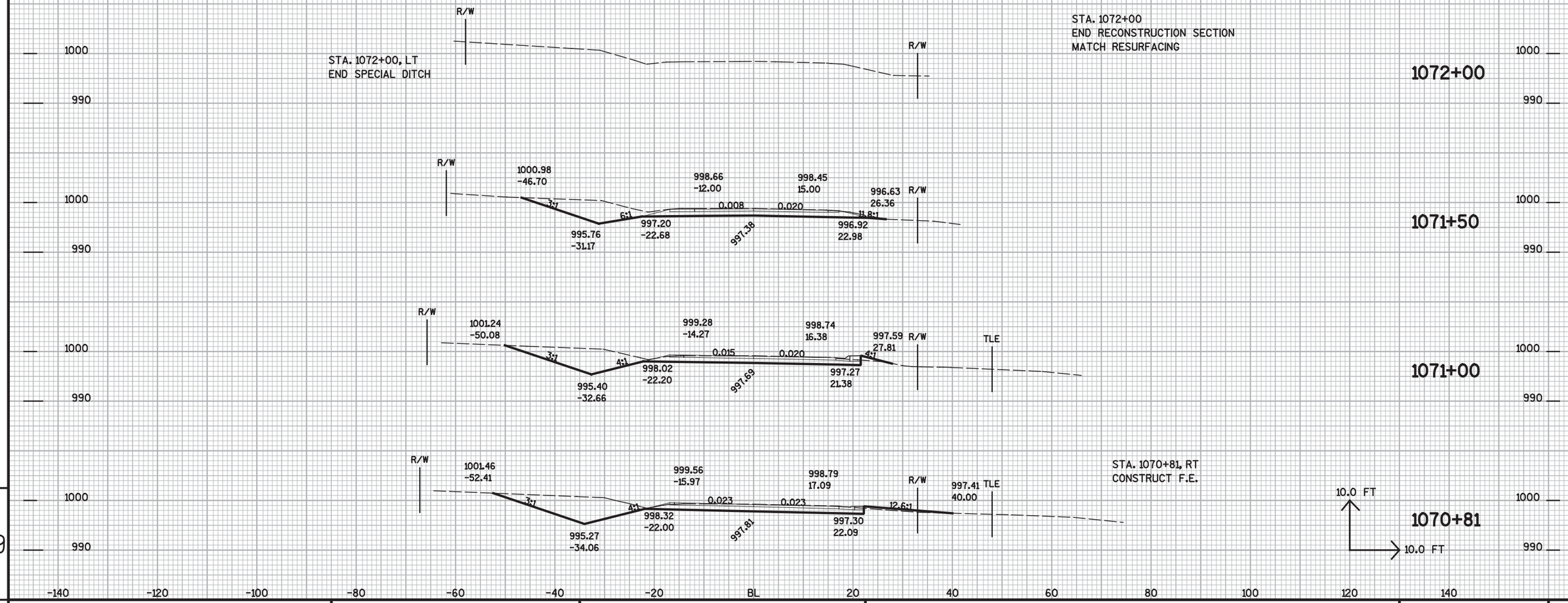
-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

9

9

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 611	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090206_xsml_1063_1072.DGN PLOT DATE : 3/9/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.

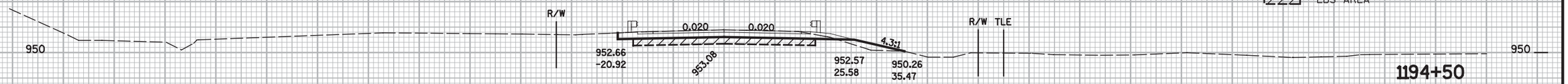


PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 612	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090206_xsml_1063_1072.DGN PLOT DATE : 3/9/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.

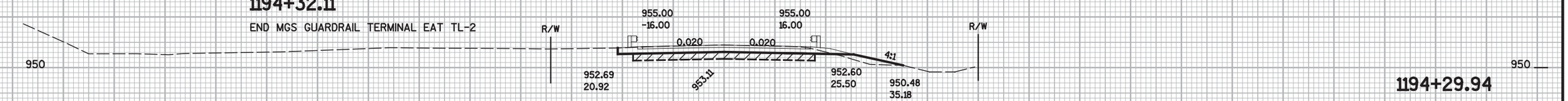
NOTE: NO ELEVATION SHOWN FOR BOTTOM OF EBS.
MINIMUM DEPTH OF EBS SHALL BE 16-INCHES

LEGEND
EBS AREA

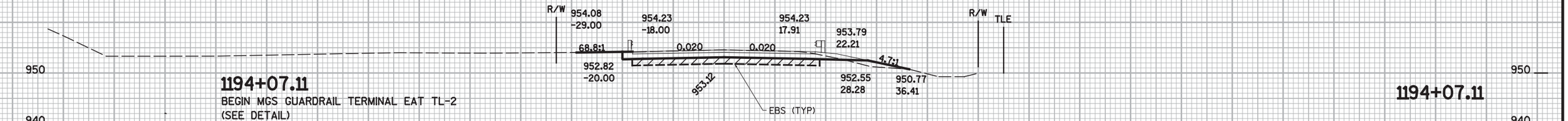


1194+50

1194+32.11
END MGS GUARDRAIL TERMINAL EAT TL-2



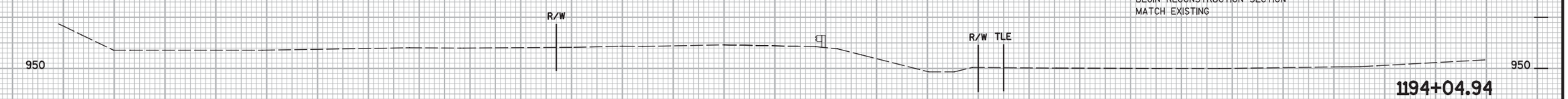
1194+29.94
POST NO. 9



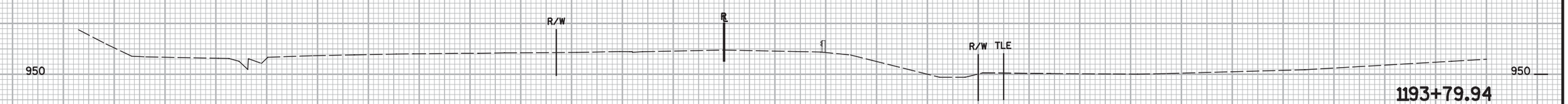
1194+07.11
BEGIN MGS GUARDRAIL TERMINAL EAT TL-2
(SEE DETAIL)

1194+07.11

STATION 1194+05
END EXCEPTION TO NET ℄ LENGTH
BEGIN RECONSTRUCTION SECTION
MATCH EXISTING



1194+04.94
POST NO. 5



1193+79.94
POST NO. 1

10.0 FT
10.0 FT

-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

9 9

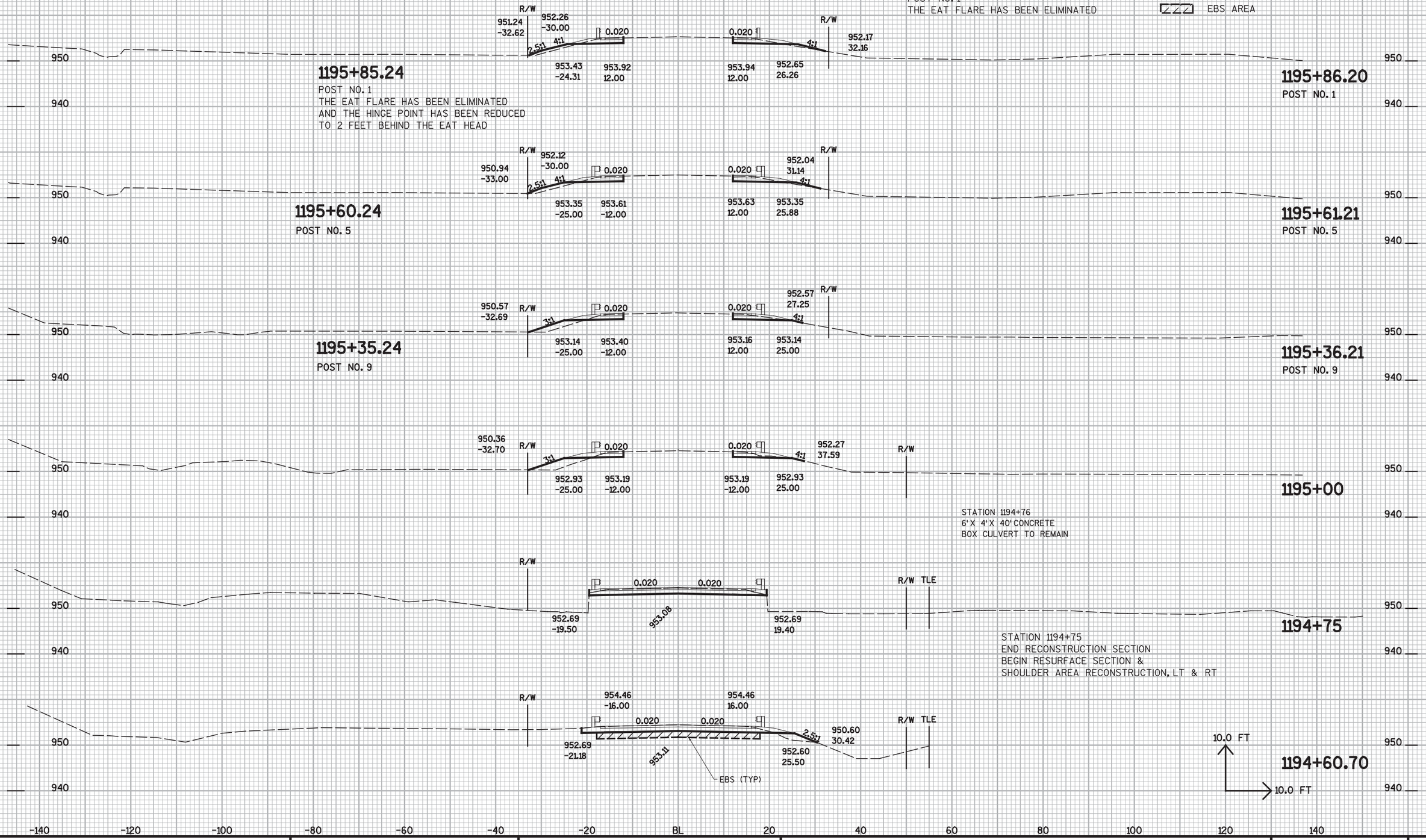
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 613 E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090207_xsml_1194_1202.DGN PLOT DATE : 7/29/2015 PLOT BY : lsander PLOT NAME : PLOT SCALE : 2.0000 sf / in.

NOTE: NO ELEVATION SHOWN FOR BOTTOM OF EBS.
MINIMUM DEPTH OF EBS SHALL BE 16-INCHES

LEGEND
EBS AREA

POST NO. 1
THE EAT FLARE HAS BEEN ELIMINATED



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 614	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090207_xsml_1194_1202.DGN PLOT DATE : 7/29/2015 PLOT BY : lsander PLOT NAME : PLOT SCALE : 2.0000 sf / in.

970
960
950

R/W 958.39 -30.00
958.76 -15.00
958.83 -12.00
11.9:1
0.020
957.43 -20.00
958.71 -12.00

1197+50

970
960
950

970
960
950

R/W 956.89 -30.00
957.31 -15.00
957.38 -12.00
11.4:1
0.020
955.98 -20.00
956.13 -12.00

1197+00

970
960
950

970
960
950

STA. 1196+78, LT
CONSTRUCT P.E.

R/W 956.47 -30.00
956.77 -15.00
956.85 -12.00
38.7:1
0.020
955.41 -20.00
955.60 -12.00

1196+78

970
960
950

960
950
940

R/W 955.52 -30.00
956.03 -15.00
956.11 -12.00
10.2:1
0.020
954.70 -20.00
954.86 -12.00

STA. 1196+40, LT
BEGIN CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

STATION 1196+10, RT
END SHOULDER AREA RECONSTRUCTION
CONTINUE WITH RESURFACING

10.0 FT
10.0 FT

1196+40

960
950
940

-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

9

9

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 615	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090207_xsml_1194_1202.DGN PLOT DATE : 2/6/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.

970
960
950

R/W -30.00 | 963.15 | 963.41 -15.00 | 963.48 -12.00
14.1:1 | 0.020
962.08 -20.00 | 962.23 -12.00

1199+00

970
960
950

R/W -30.00 | 961.68 | 961.77 -15.00 | 961.84 -12.00
18.2:1 | 0.020
960.44 -20.00 | 960.59 -12.00

1198+50

970
960
950

R/W -30.00 | 959.71 | 960.21 -15.00 | 960.28 -12.00
10.4:1 | 0.020
958.88 -20.00 | 959.03 -12.00

1198+00

970
960
950

STA. 1197+91, LT
CONSTRUCT P.E.

R/W -30.00 | 959.48 | 959.93 -15.00 | 960.01 -12.00
26.1:1 | 0.020
958.57 -20.00 | 958.76 -12.00

1197+91

940

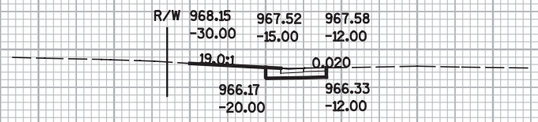
10.0 FT
10.0 FT

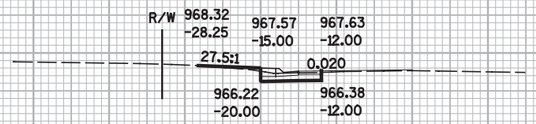
-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 616	E

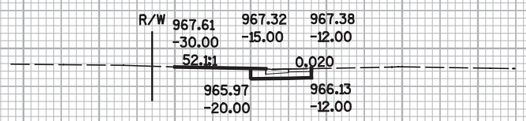
FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090207_xsml_1194_1202.DGN PLOT DATE : 1/15/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.

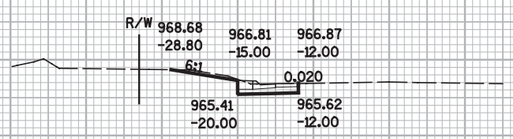
STA. 1201+14, LT
CONSTRUCT P.E.



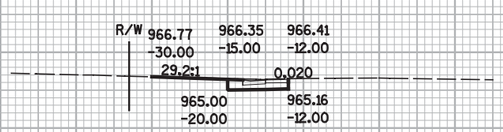


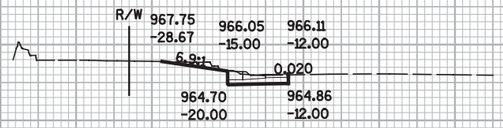
STA. 1200+87, LT
CONSTRUCT P.E.

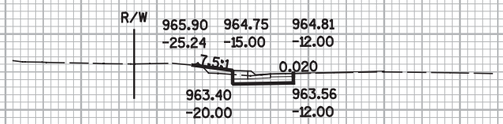




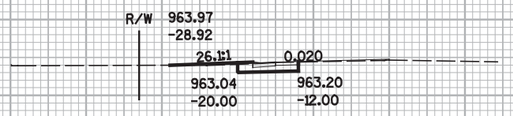
STA. 1200+23, LT
CONSTRUCT P.E.







STA. 1199+35, LT
CONSTRUCT P.E.



960 — 1201+14 — 960

960 — 1201+00 — 960

960 — 1200+87 — 960

970 — 970
960 — 1200+50 — 960

970 — 970
960 — 1200+00 — 960

960 — 1200+23 — 960

960 — 1199+50 — 960

960 — 1199+35 — 960

10.0 FT
10.0 FT

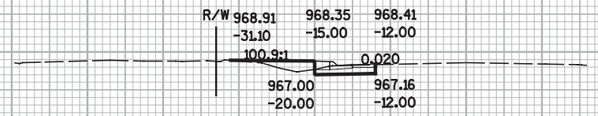
-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

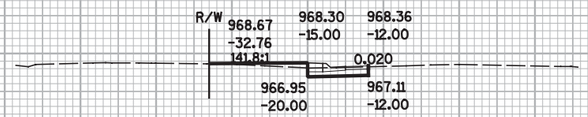
9 9

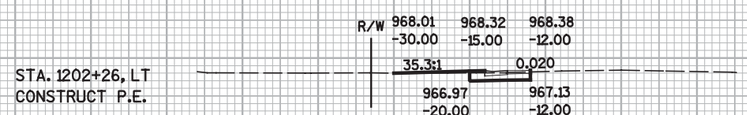
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 617	E

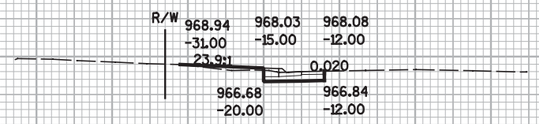
FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090207_xsml_1194_1202.DGN PLOT DATE : 12/30/2014 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.

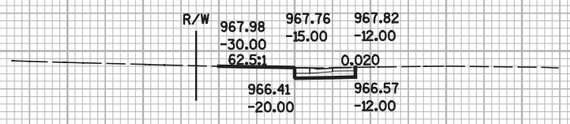
STA. 1202+60, LT
END SHOULDER AREA RECONSTRUCTION
CONTINUE WITH RESURFACE SECTION

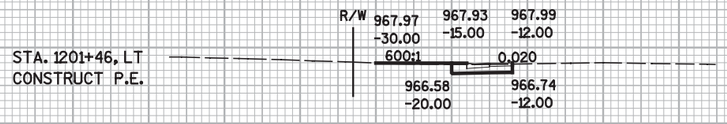












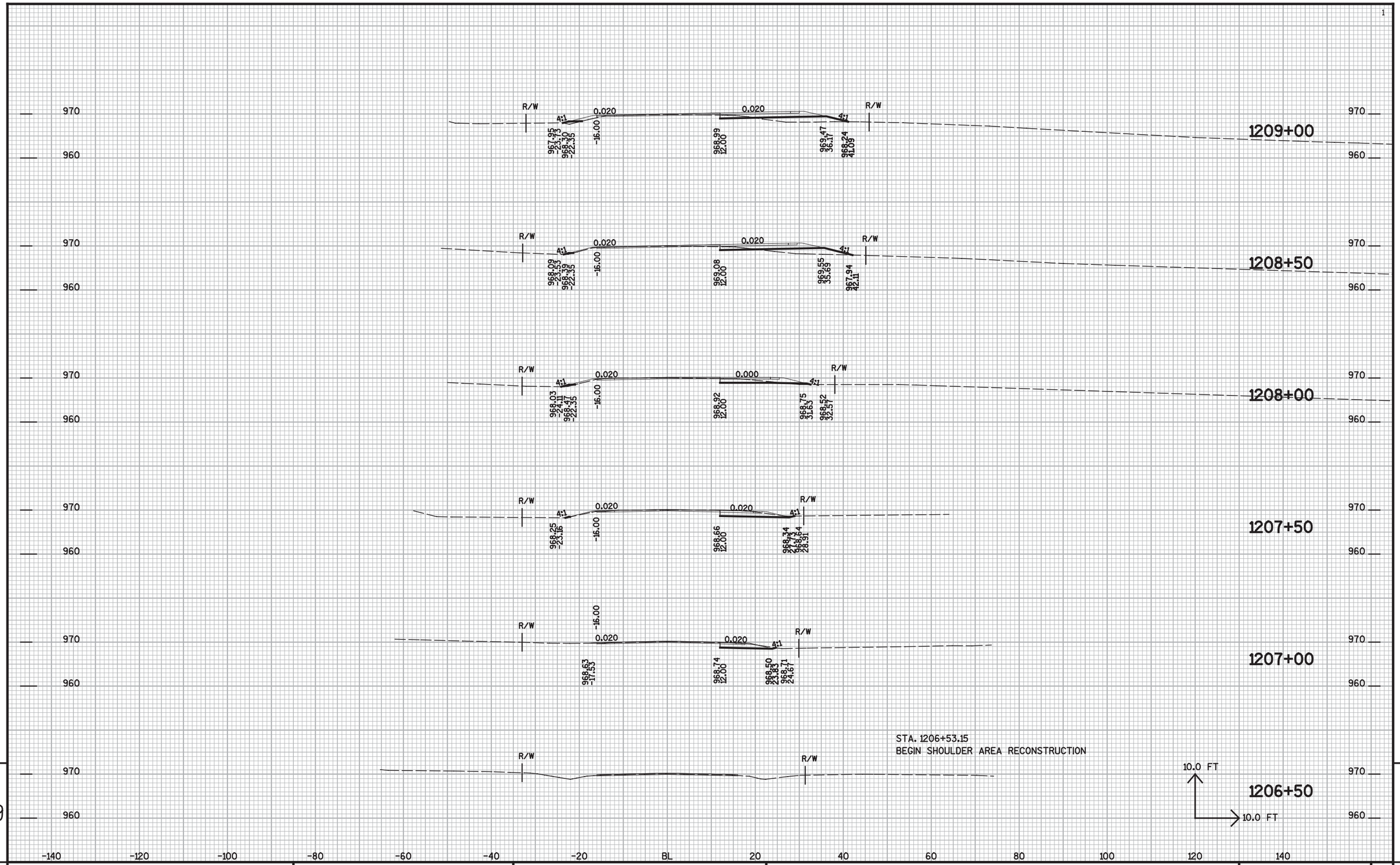
960 — 1202+60 — 960
960 — 1202+50 — 960
960 — 1202+26 — 960
960 — 1202+00 — 960
960 — 1201+50 — 960
960 — 1201+46 — 960

10.0 FT
10.0 FT

-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 618	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090207_xsml_1194_1202.DGN PLOT DATE : 12/30/2014 PLOT BY : Jim0 PLOT NAME : PLOT SCALE : 2.0000 sf / in.

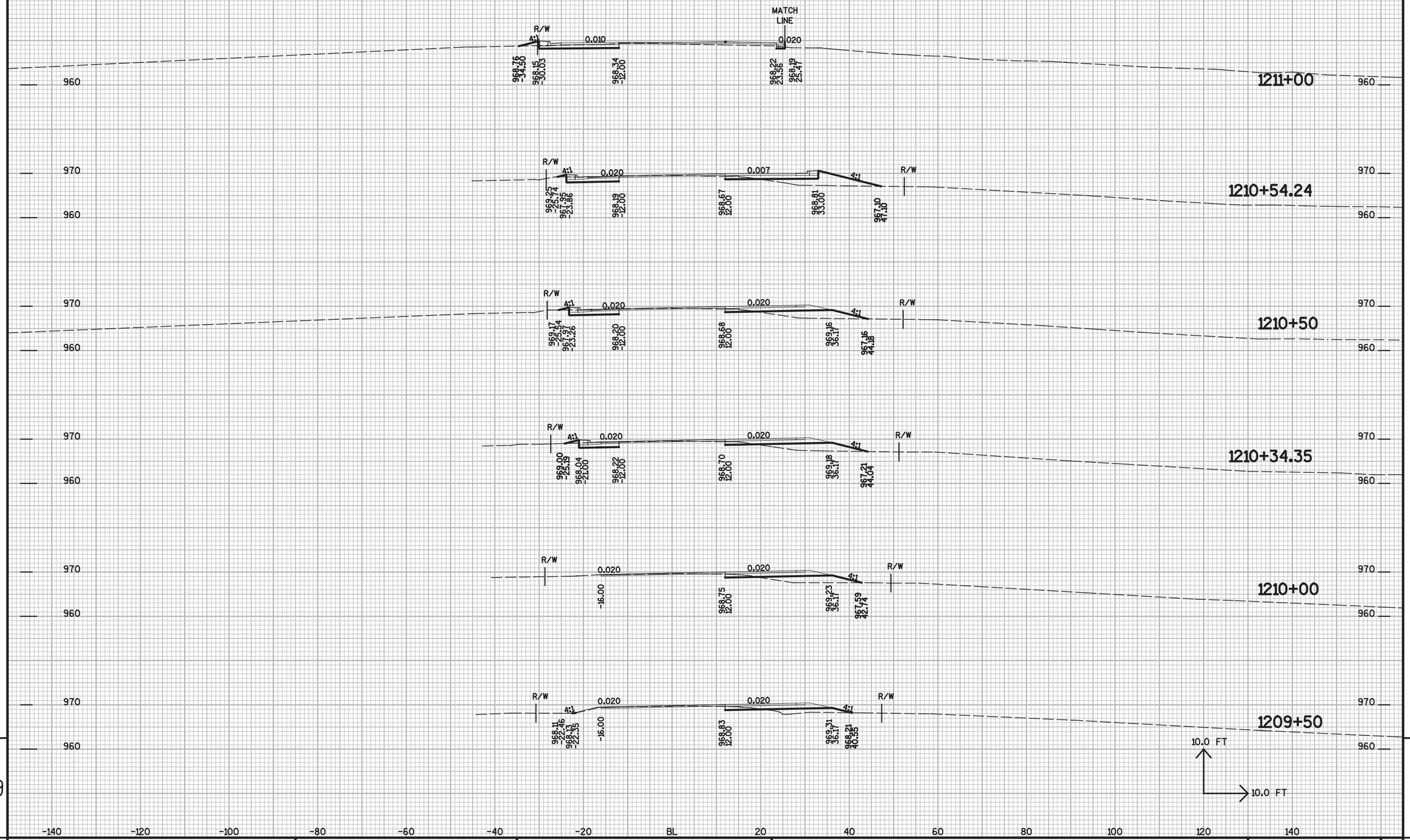


9

9

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 619	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090208_xsml_1206_1220.dgn PLOT DATE : 5/8/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.

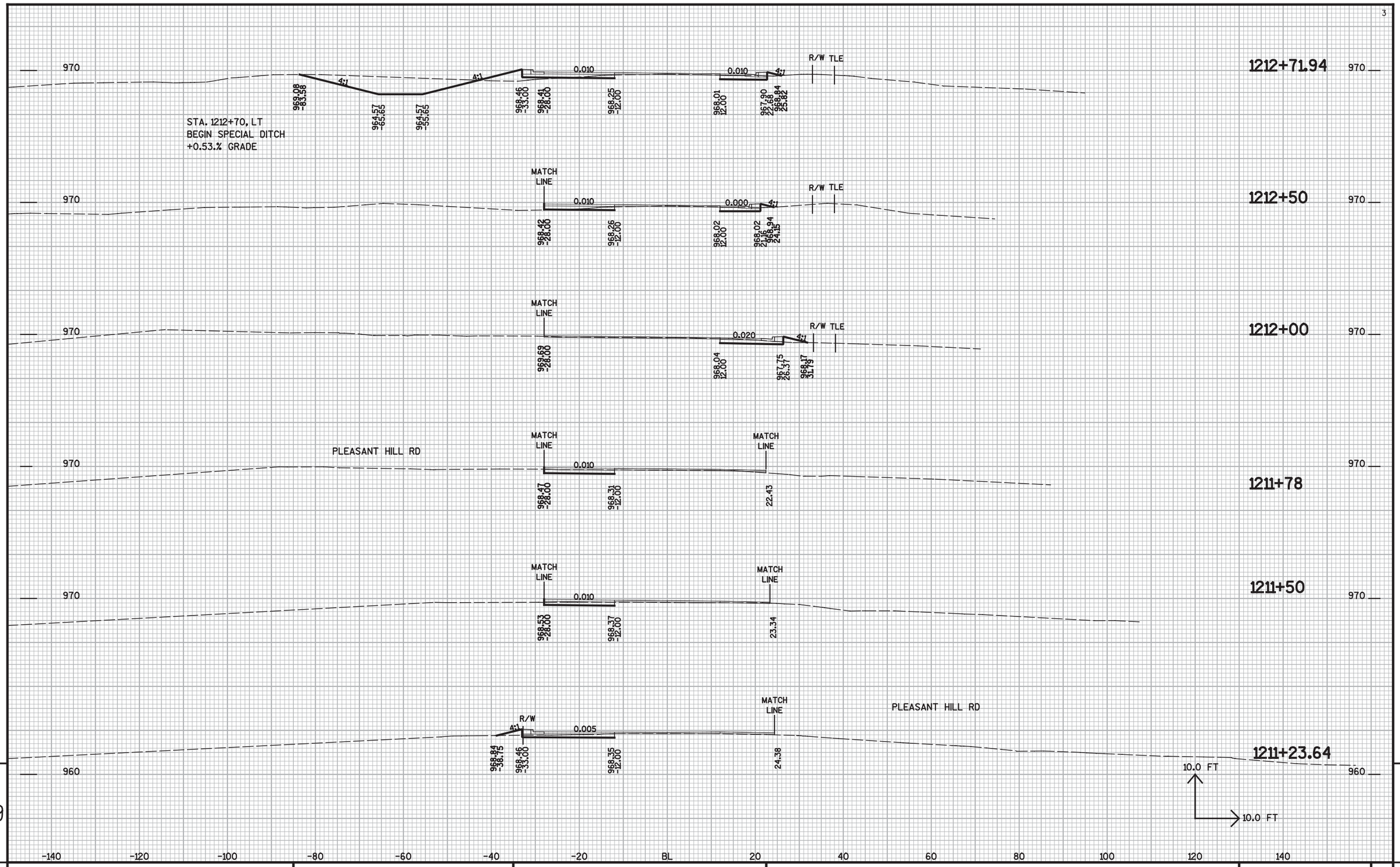


9

9

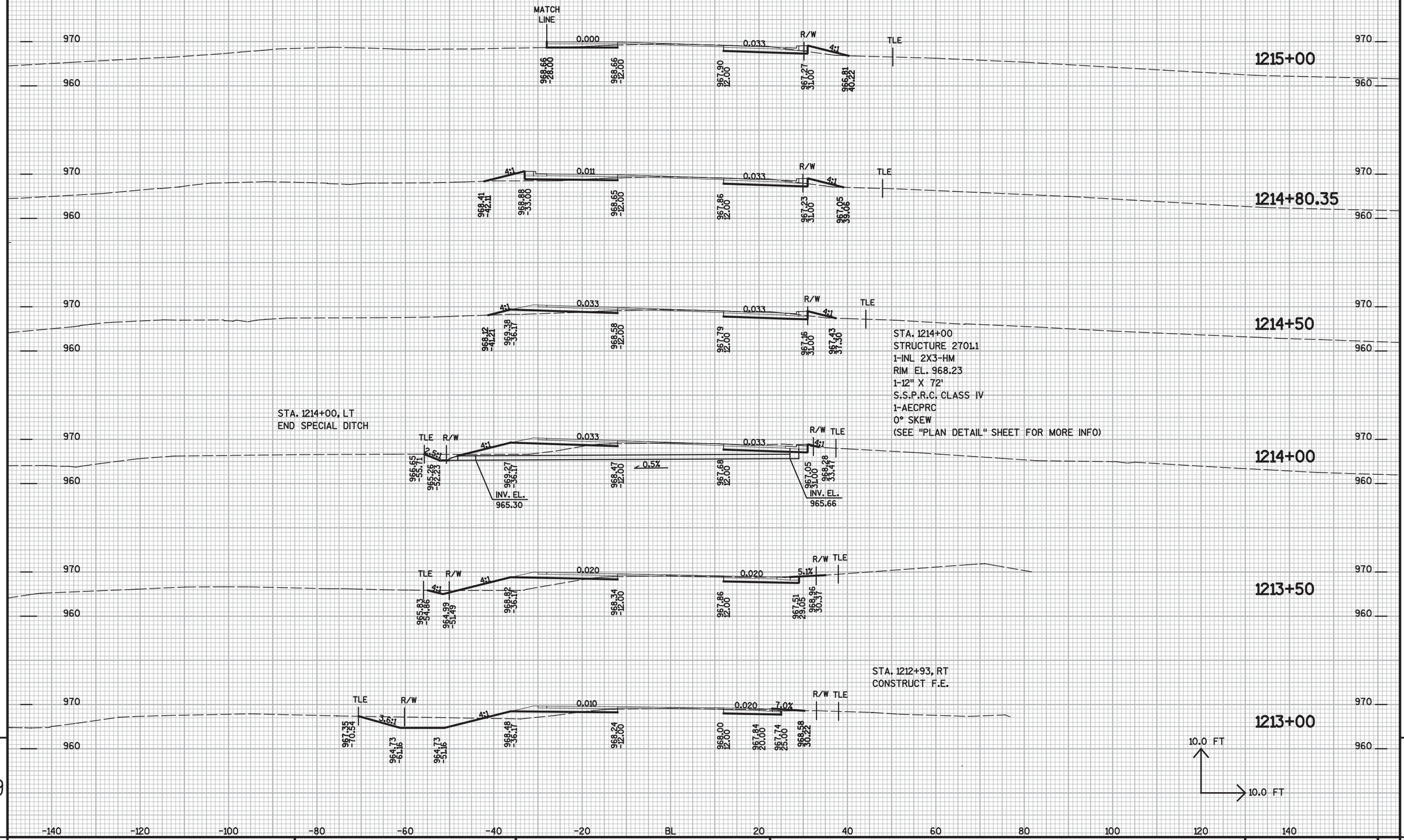
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 620	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090208_xsml_1206_1220.dgn PLOT DATE : 5/8/2015 PLOT BY : Jim0 PLOT NAME : PLOT SCALE : 2.0000 sf / in.



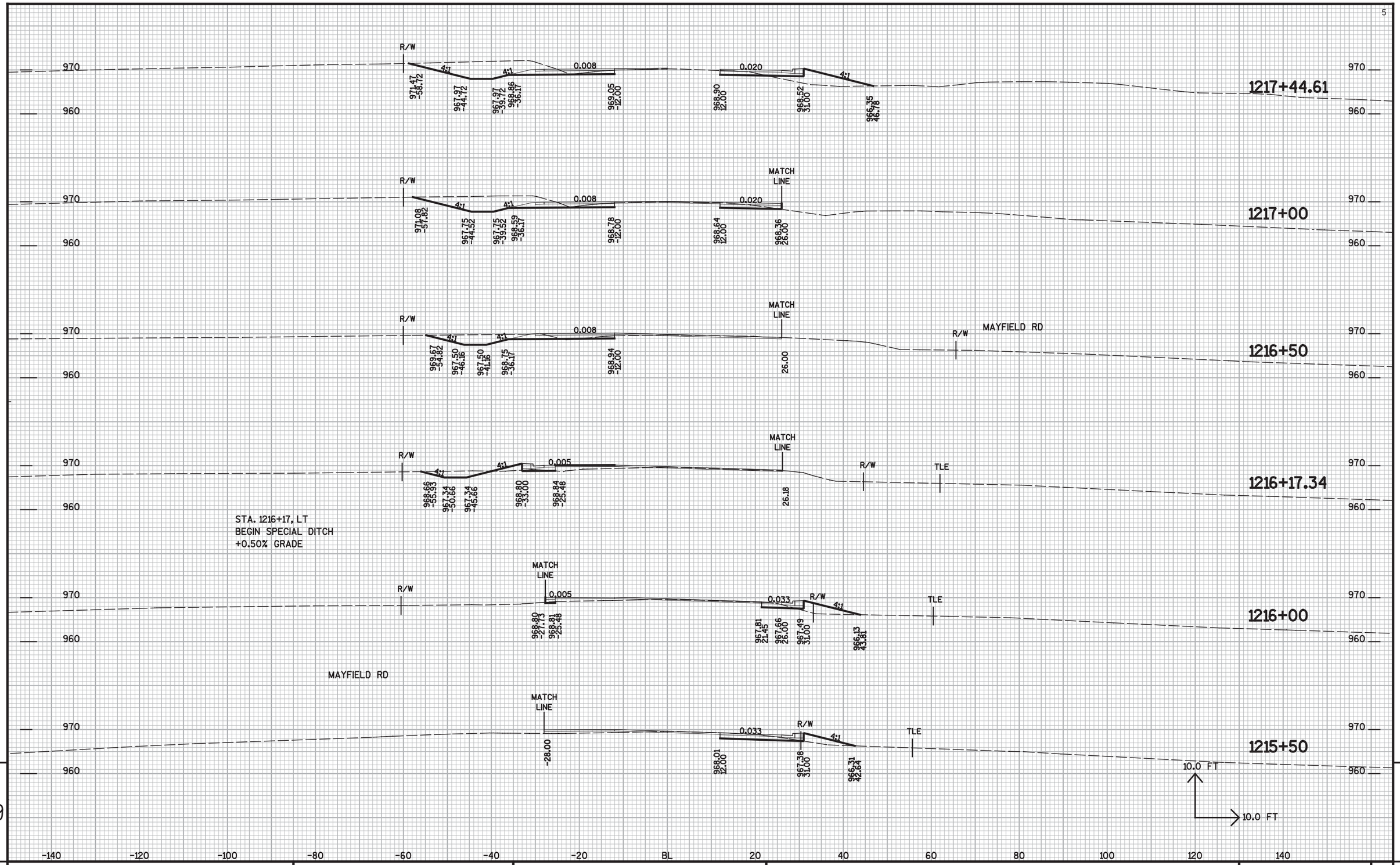
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 621	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090208_xsml_1206_1220.dgn PLOT DATE : 7/17/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 622	E

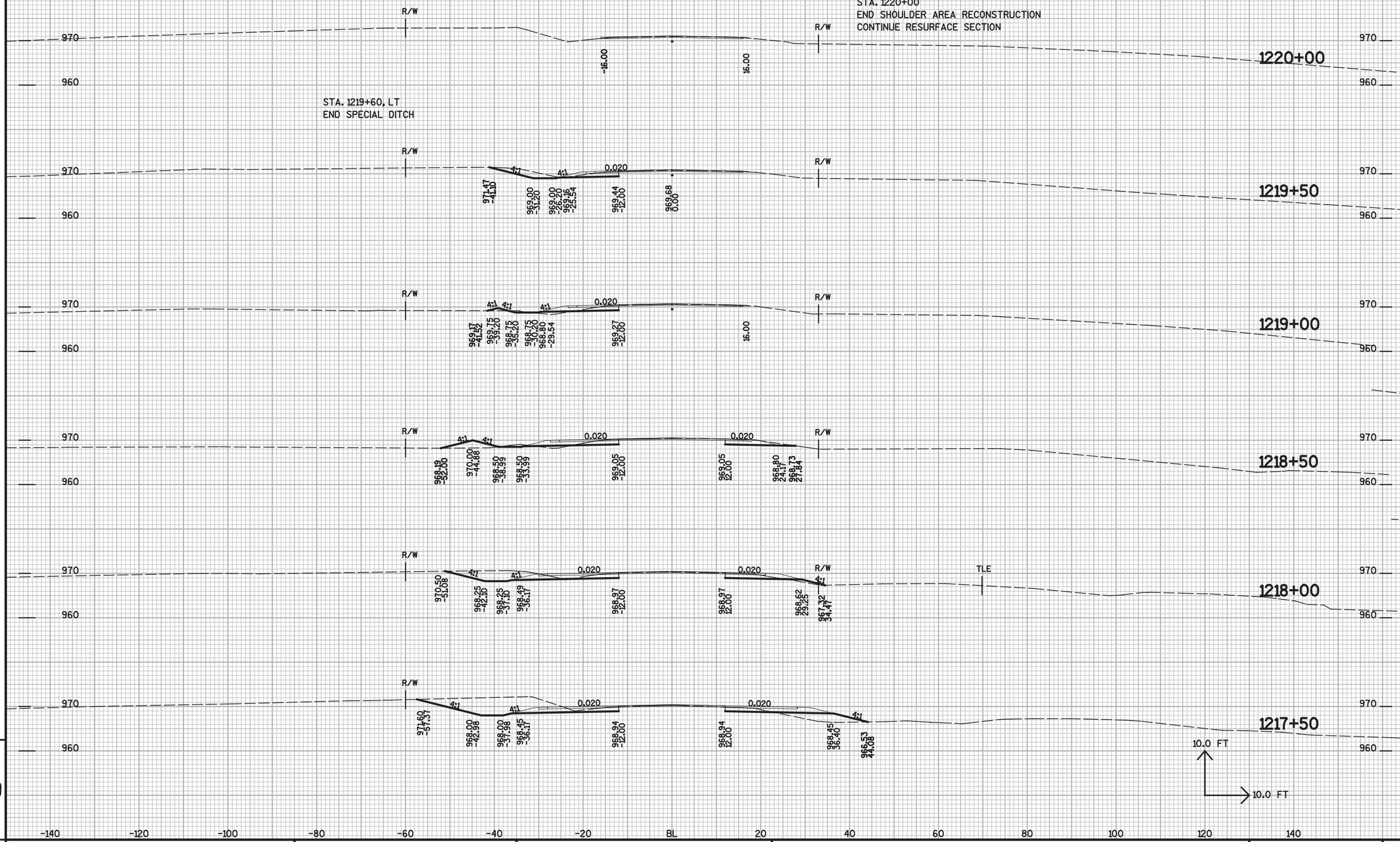
FILE NAME : W:\x-Projects\RD\7140\project 2 dgn\090208_xsml_1206_1220.dgn PLOT DATE : 3/29/2016 PLOT BY : lsander PLOT NAME : PLOT SCALE : 2.0000 sf / in.



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 623	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090208_xsml_1206_1220.dgn PLOT DATE : 5/8/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.

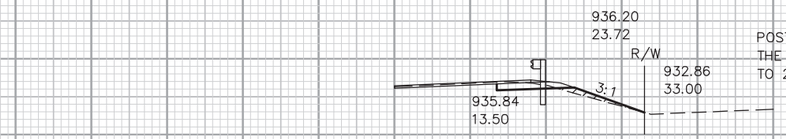
STA. 1220+00
END SHOULDER AREA RECONSTRUCTION
CONTINUE RESURFACE SECTION



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 624	E

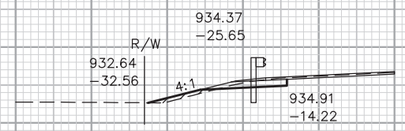
FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090208_xsml_1206_1220.dgn PLOT DATE : 5/8/2015 PLOT BY : Jim0 PLOT NAME : PLOT SCALE : 2.0000 sf / in.

1243+73.84
POST NO. 9



POST NO. 5
THE HINGE POINT HAS BEEN REDUCED
TO 2 FEET BEHIND THE BACK OF POST

1243+49.15
POST NO. 5

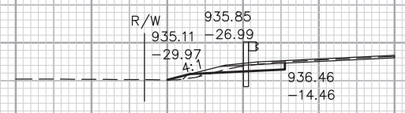


1243+40.62
POST NO. 9

1243+41.91

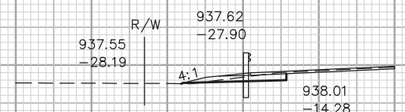
POST NO. 1
THE HINGE POINT HAS BEEN REDUCED
TO 2 FEET BEHIND THE BACK OF POST

1243+24.50
POST NO. 1



1243+15.33
POST NO. 5

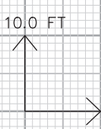
1243+16.91



1242+90.02
POST NO. 1

1242+91.91

STA. 1242+65.00
BEGIN SHOULDER AREA RECONSTRUCTION



1242+65.00

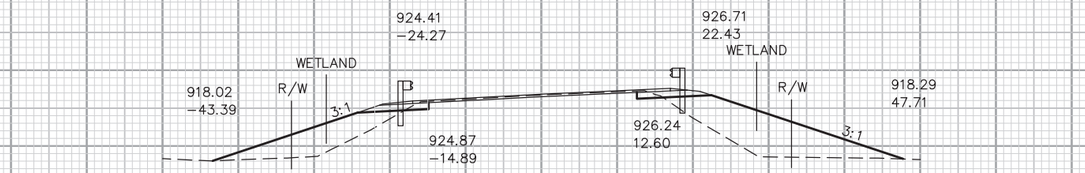
940 930 940 930 940 930 940 930 940 930 940 930 940 930 940 930 940 930 940 930 940 930

−140 −120 −100 −80 −60 −40 −20 BL 20 40 60 80 100 120 140

9 9

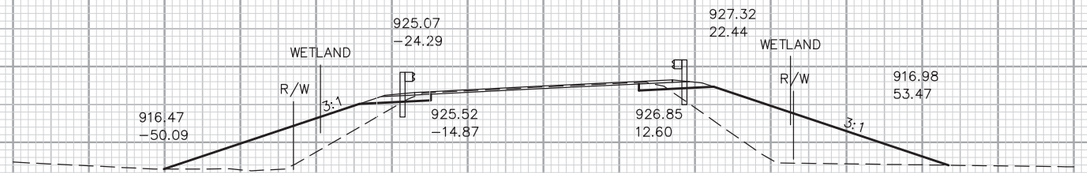
PROJECT NO: 3360−09−72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: E

FILE NAME: W:\x-Projects\RD\7140\project 2 dgn\090208_xsml_1243_1246.dwg PLOT DATE: Jul 29, 2015 PLOT BY: kspeth PLOT SCALE: ROTATION:

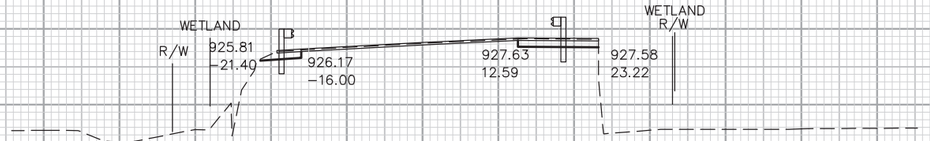


NOTE:
MGS LONG SPAN ENDS AT
STA. 1245+62 LT & RT

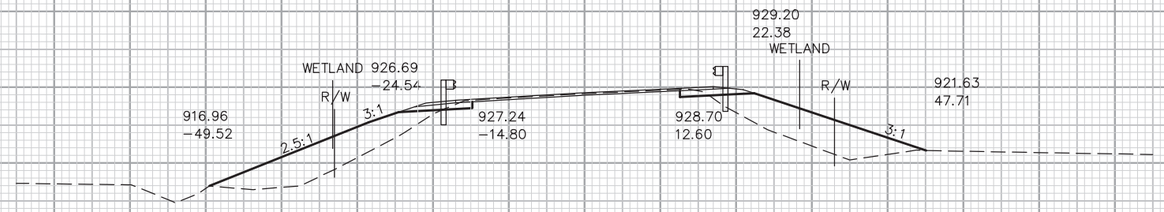
1245+50



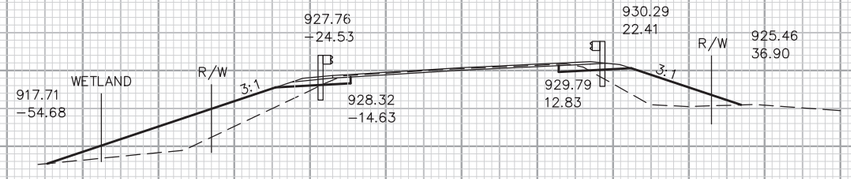
1245+25



1245+00

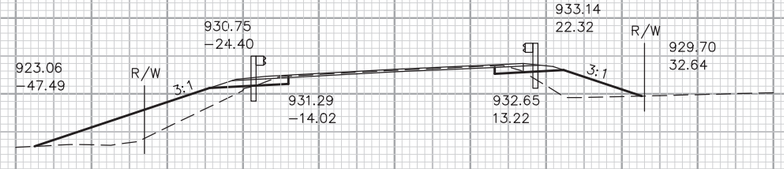


1244+75

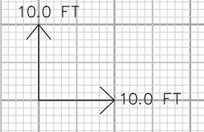


NOTE:
MGS LONG SPAN BEGINS
AT STA. 1244+51 LT & RT

1244+51



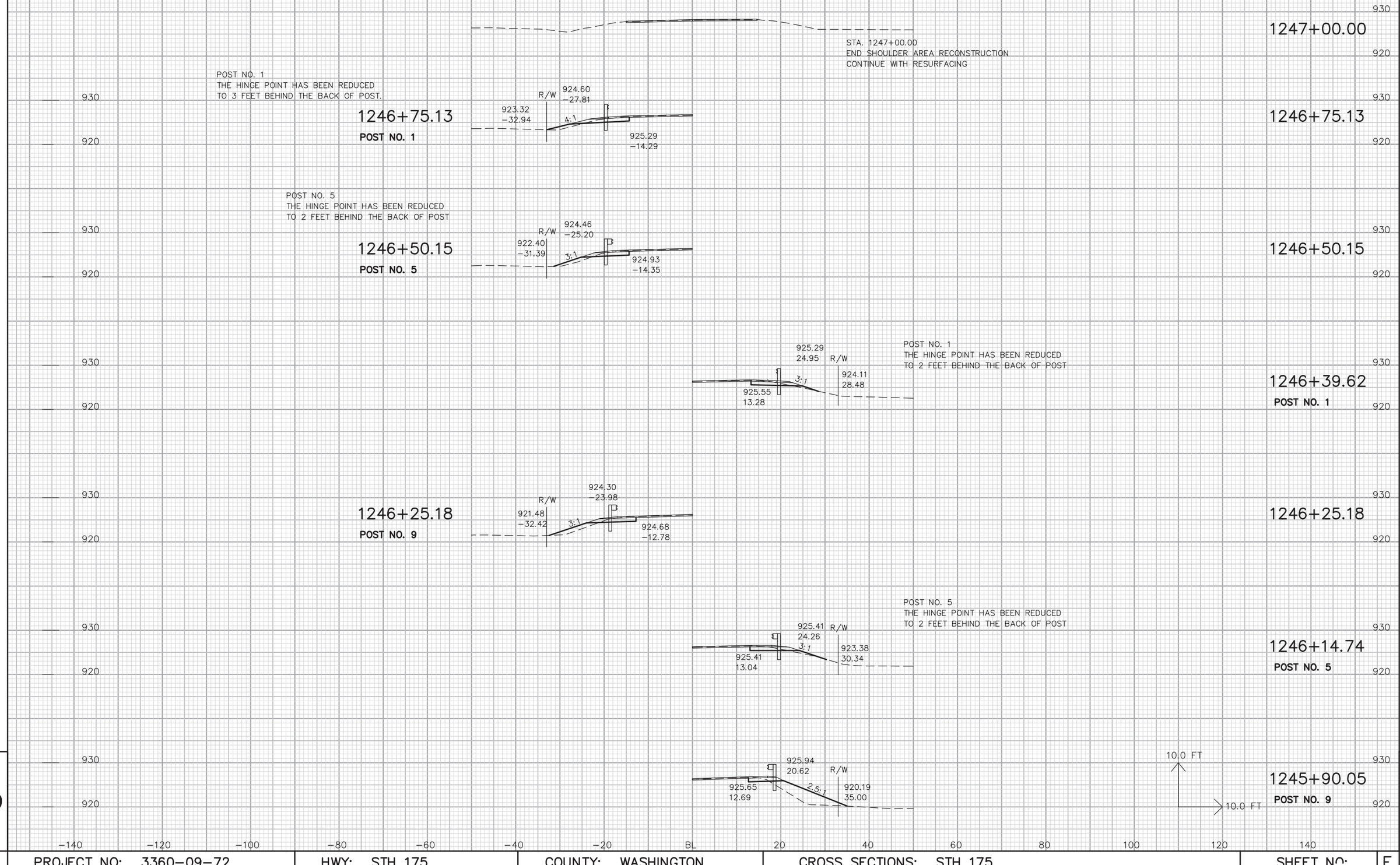
1244+00



−140 −120 −100 −80 −60 −40 −20 BL 20 40 60 80 100 120 140

PROJECT NO: 3360−09−72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 626	E

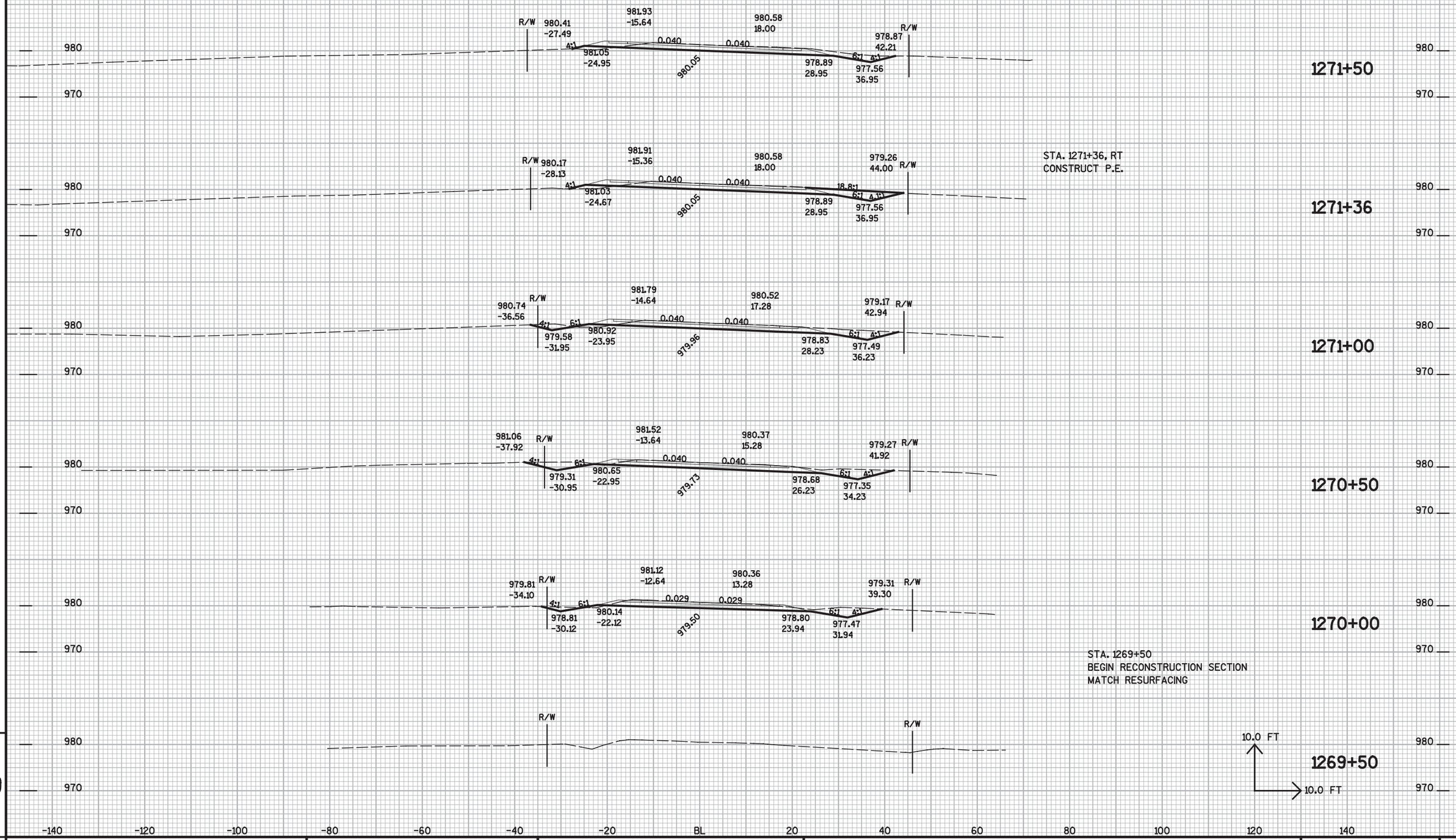
FILE NAME: W:\x-Projects\RD\7140\project 2 dgn\090208_xsml_1243_1246.dwg PLOT DATE: Jul 29, 2015 PLOT BY: kspeth PLOT SCALE: ROTATION:



9

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO:	E

FILE NAME: W:\x-Projects\RD\7140\project 2 dgn\090208_xsml_1243_1246.dwg | PLOT DATE: Jul 30, 2015 | PLOT BY: jgeishirt | PLOT SCALE: | ROTATION:



9

9

PROJECT NO: 3360-09-70	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 628	E

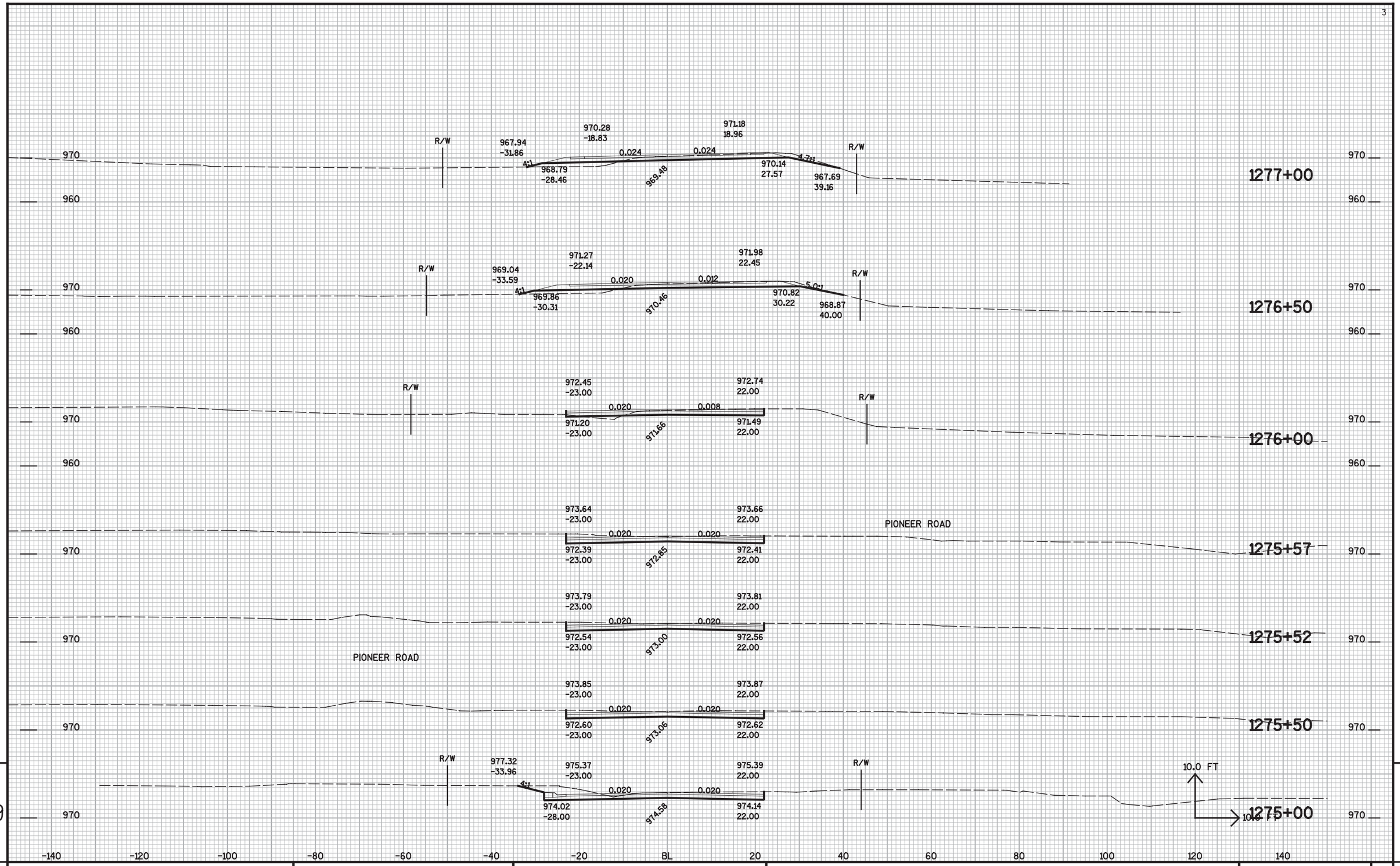
FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090209_xsml_126950_128360.dgn PLOT DATE : 12/30/2014 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.

9

9

PROJECT NO: 3360-09-70	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 629	E

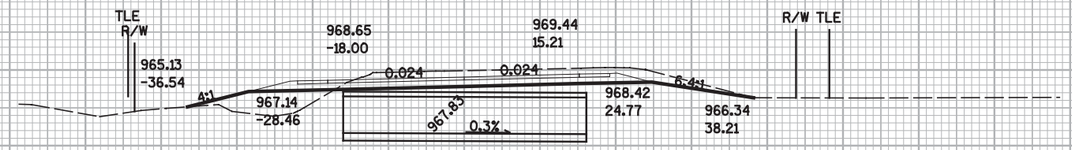
FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090209_xsml_126950_128360.dgn PLOT DATE : 12/30/2014 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.



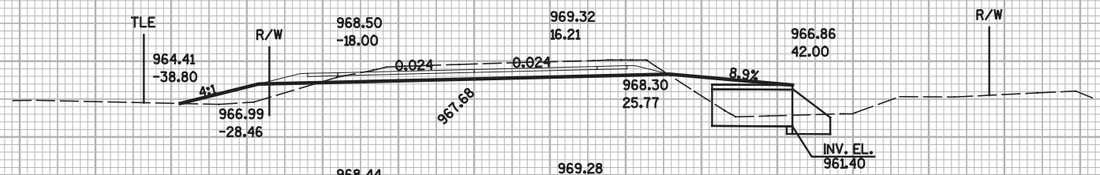
PROJECT NO: 3360-09-70	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 630	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090209_xsml_126950_128360.dgn PLOT DATE : 12/30/2014 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.

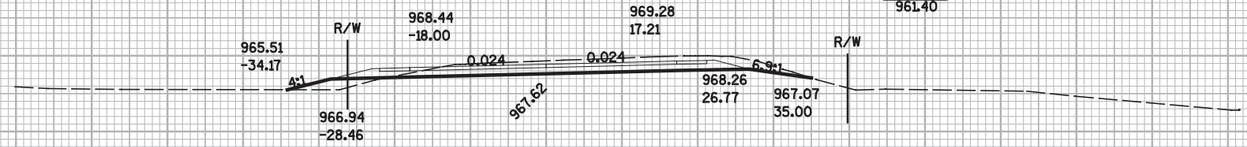
STA. 1279+93
1 - 58" X 91" X 126' C.P.R.C.
HORZ. ELLIP. CLASS HE-III
2 - APRON ENDWALLS REQ'D
SKEW = 48° LHF



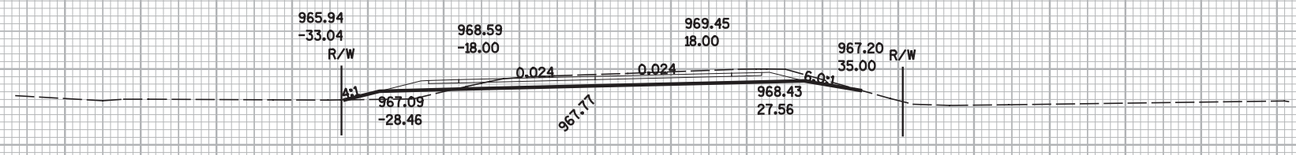
1280+00



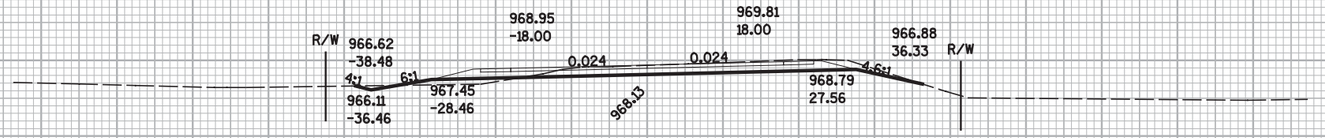
1279+50



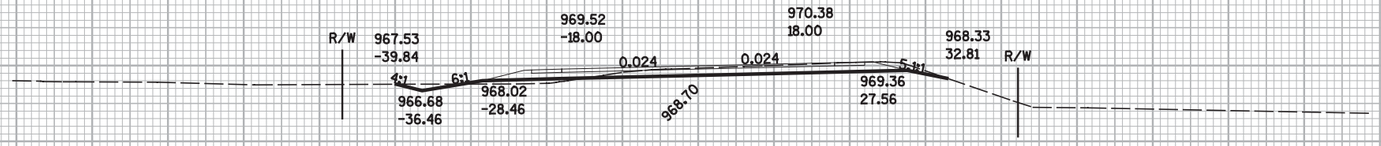
1279+00



1278+50



1278+00



1277+50

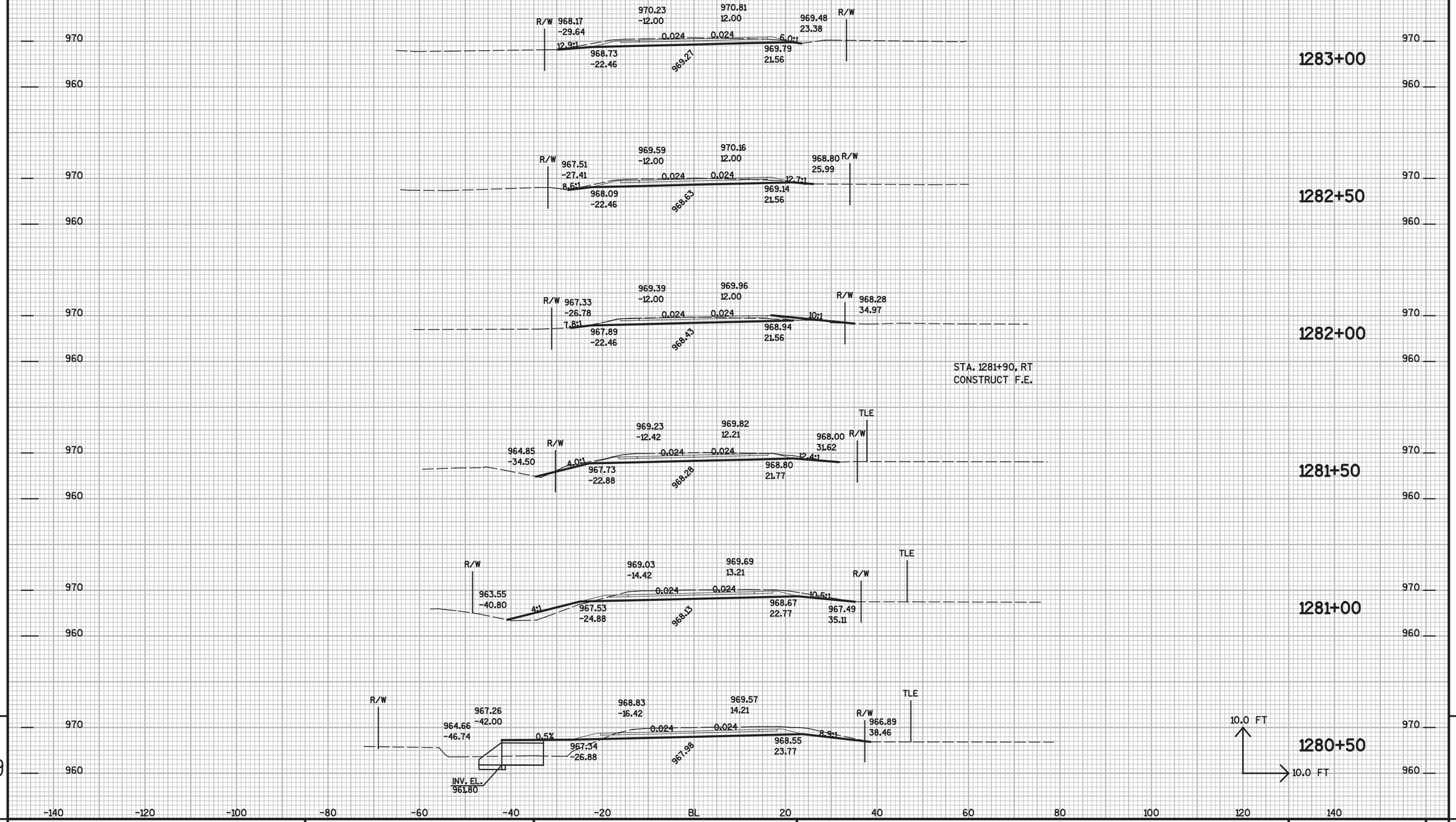
10.0 FT
10.0 FT

970
960
-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

9 9

PROJECT NO: 3360-09-70	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 631	E

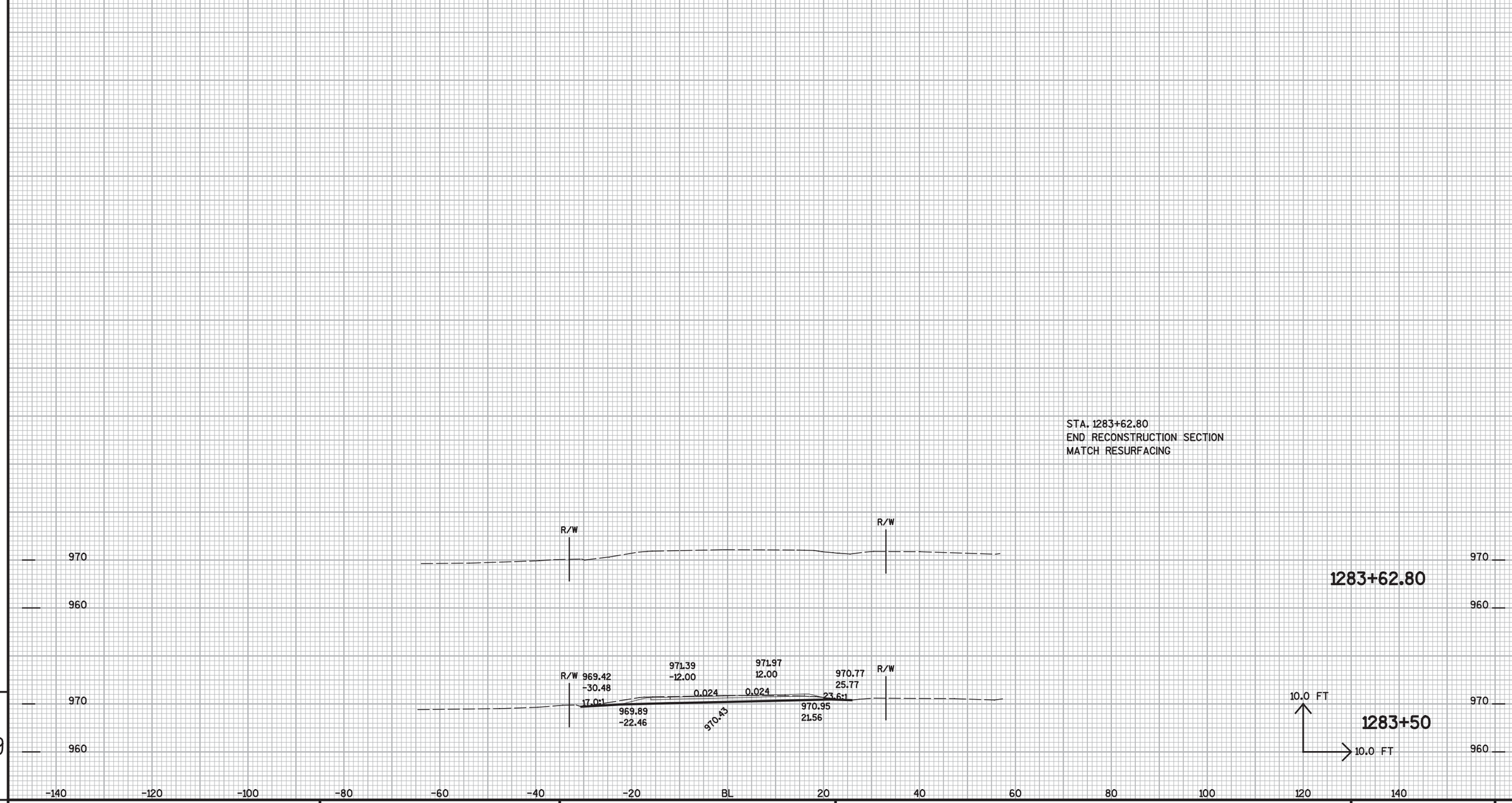
FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090209_xsml_126950_128360.dgn PLOT DATE : 4/28/2016 PLOT BY : lsander PLOT NAME : PLOT SCALE : 2.0000 sf / in.



PROJECT NO: 3360-09-70	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 632	E

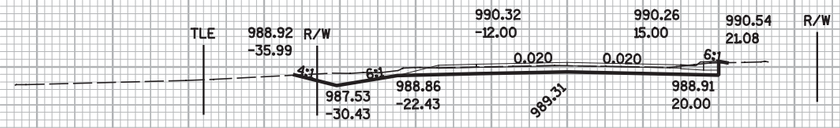
FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090209_xsml_126950_128360.dgn PLOT DATE : 4/28/2016 PLOT BY : lsander PLOT NAME : PLOT SCALE : 2.0000 sf / in.

STA. 1283+62.80
END RECONSTRUCTION SECTION
MATCH RESURFACING

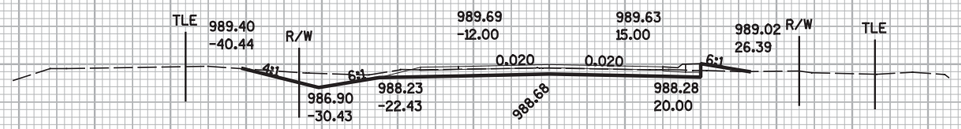


PROJECT NO: 3360-09-70	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 633	E

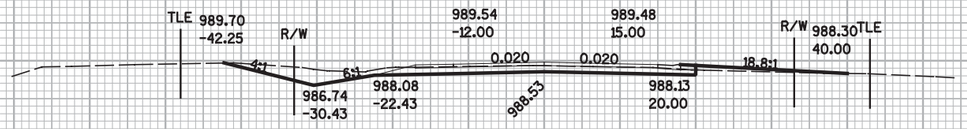
FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090209_xsml_126950_128360.dgn PLOT DATE : 4/21/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.



1318+00

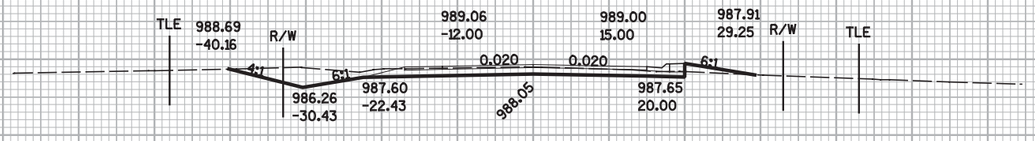


1317+50

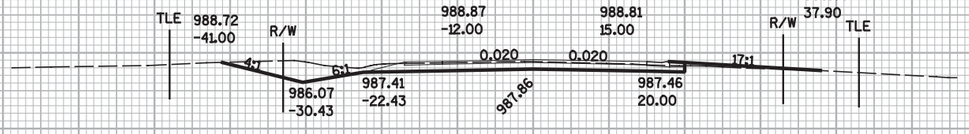


STA. 1317+38, RT
CONSTRUCT P.E.

1317+38

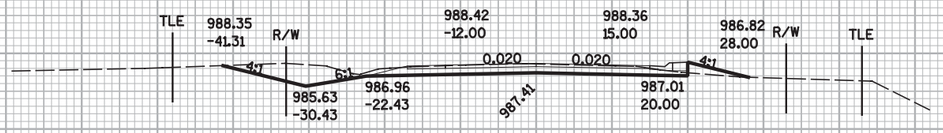


1317+00

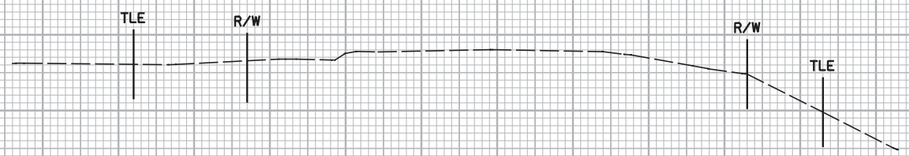


STA. 1316+85, RT
CONSTRUCT F.E.

1316+85



1316+50



STA. 1316+00
BEGIN RECONSTRUCTION
MATCH RESURFACING

1316+00

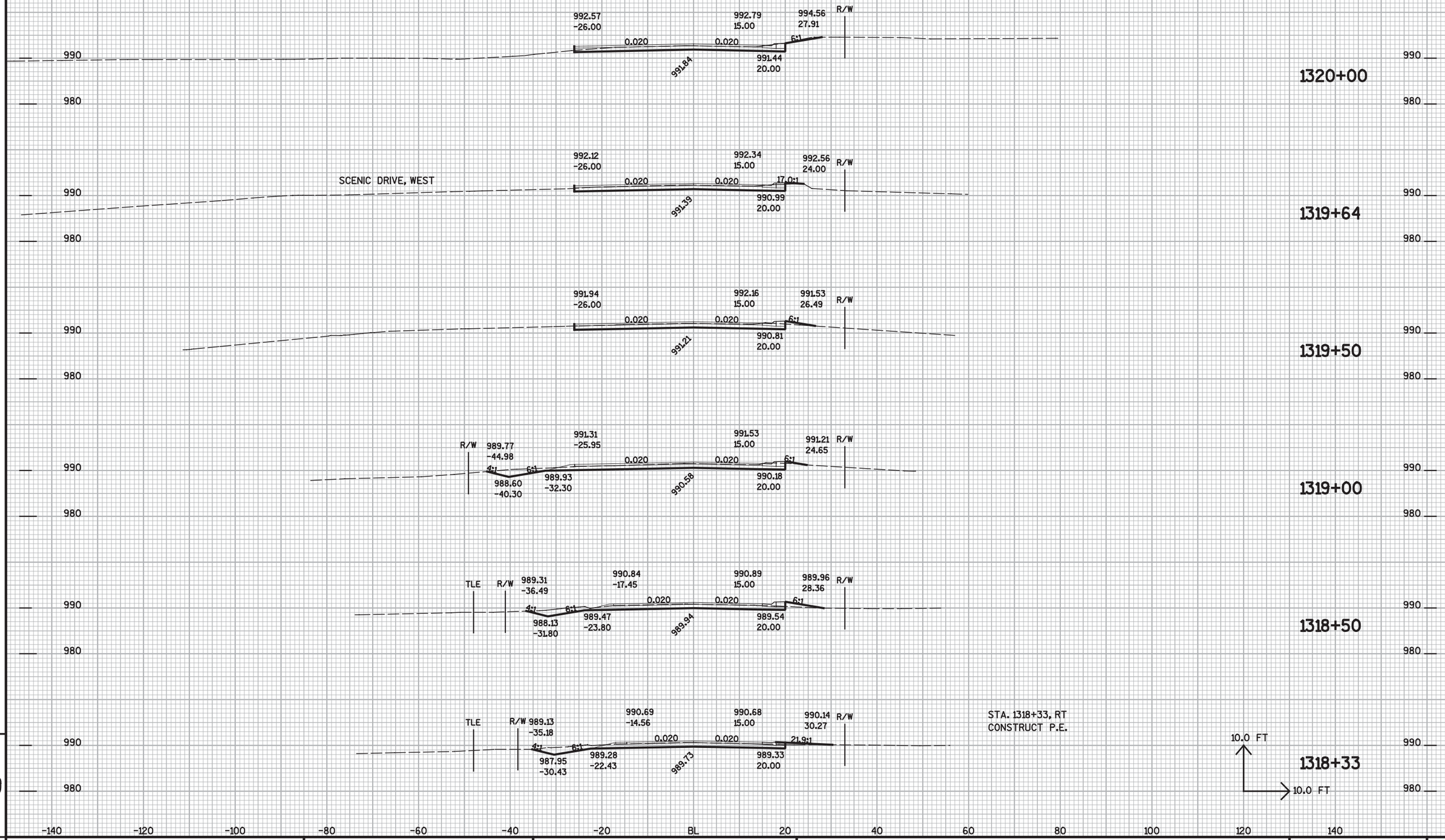
10.0 FT
10.0 FT

990
980
970
-140
-120
-100
-80
-60
-40
-20
BL
20
40
60
80
100
120
140

9

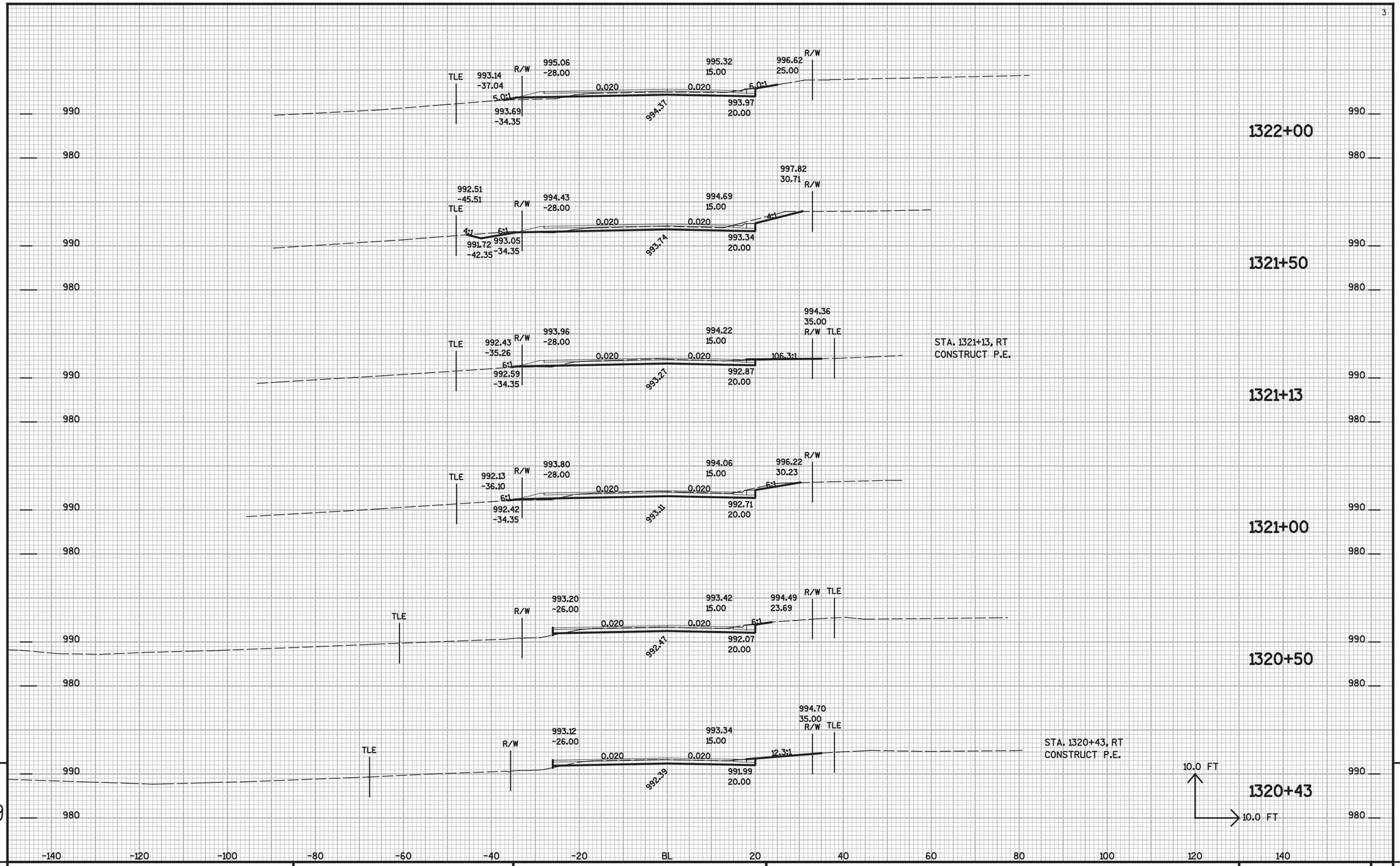
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 634	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090210_xsml_1316_1325.DGN PLOT DATE : 12/29/2014 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 635	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090210_xsml_1316_1325.DGN PLOT DATE : 12/29/2014 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.

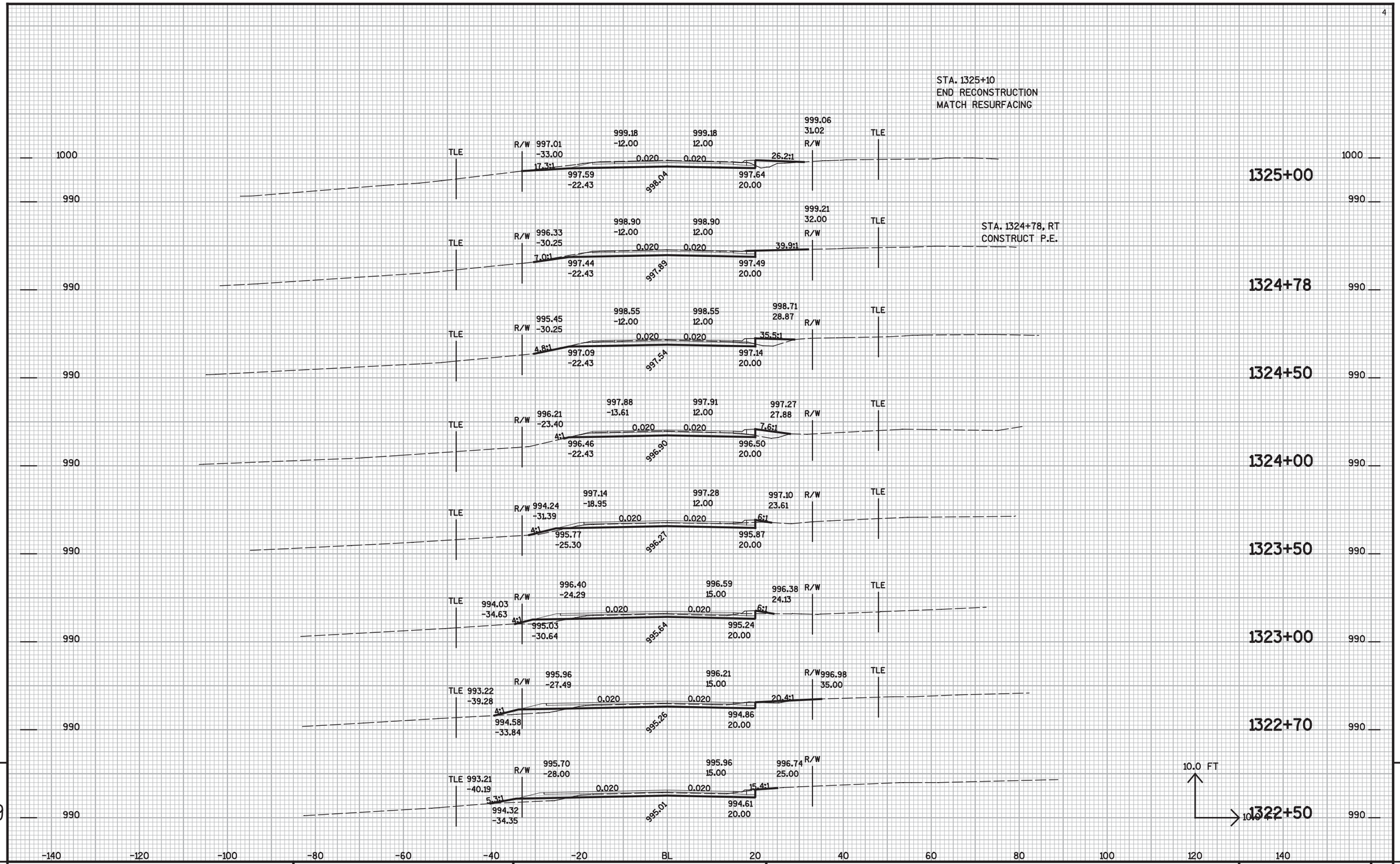


9

9

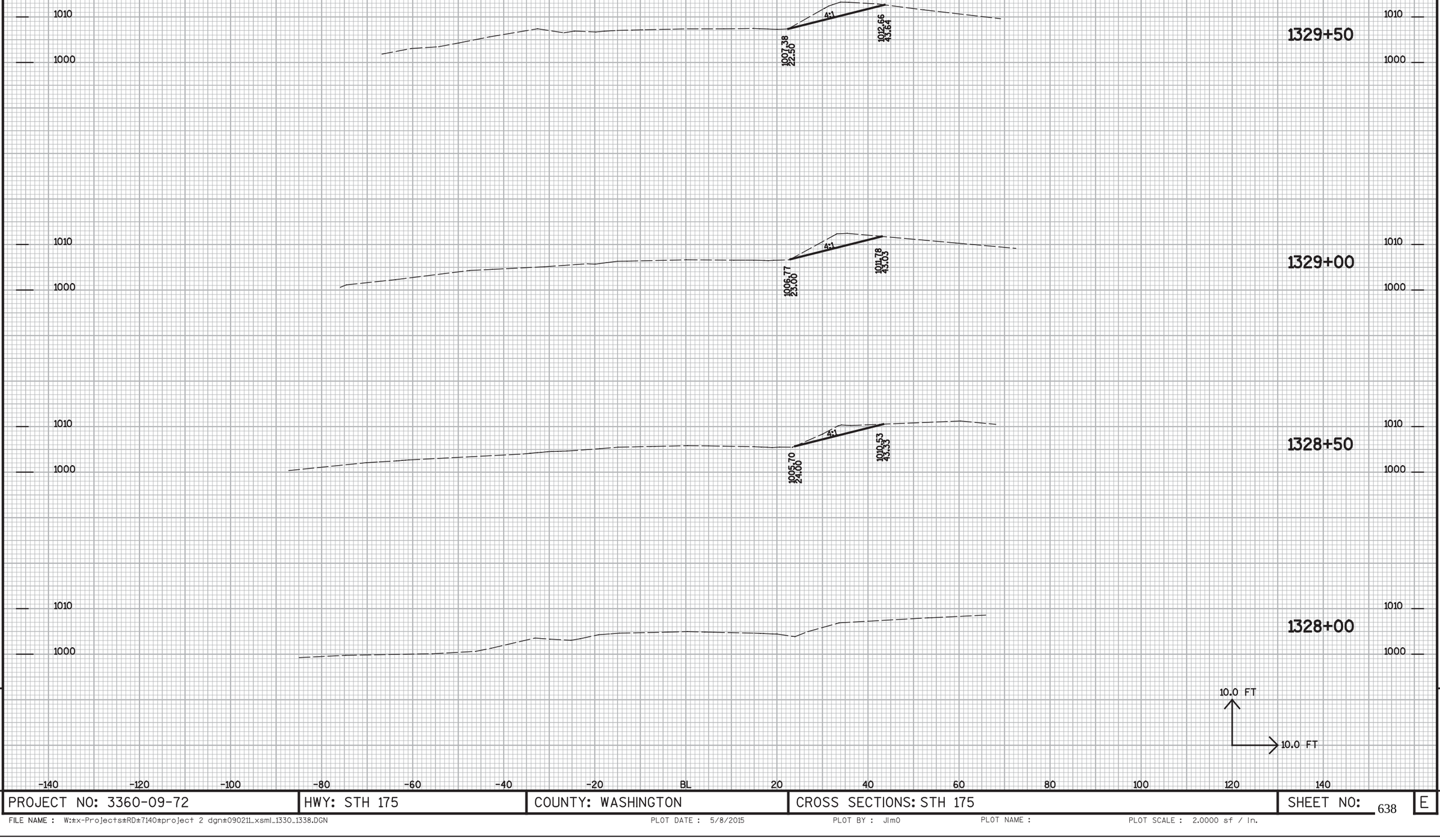
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 636	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090210_xsml_1316_1325.DGN PLOT DATE : 12/29/2014 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 637	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090210_xsml_1316_1325.DGN PLOT DATE : 12/29/2014 PLOT BY : Jim0 PLOT NAME : PLOT SCALE : 2.0000 sf / in.

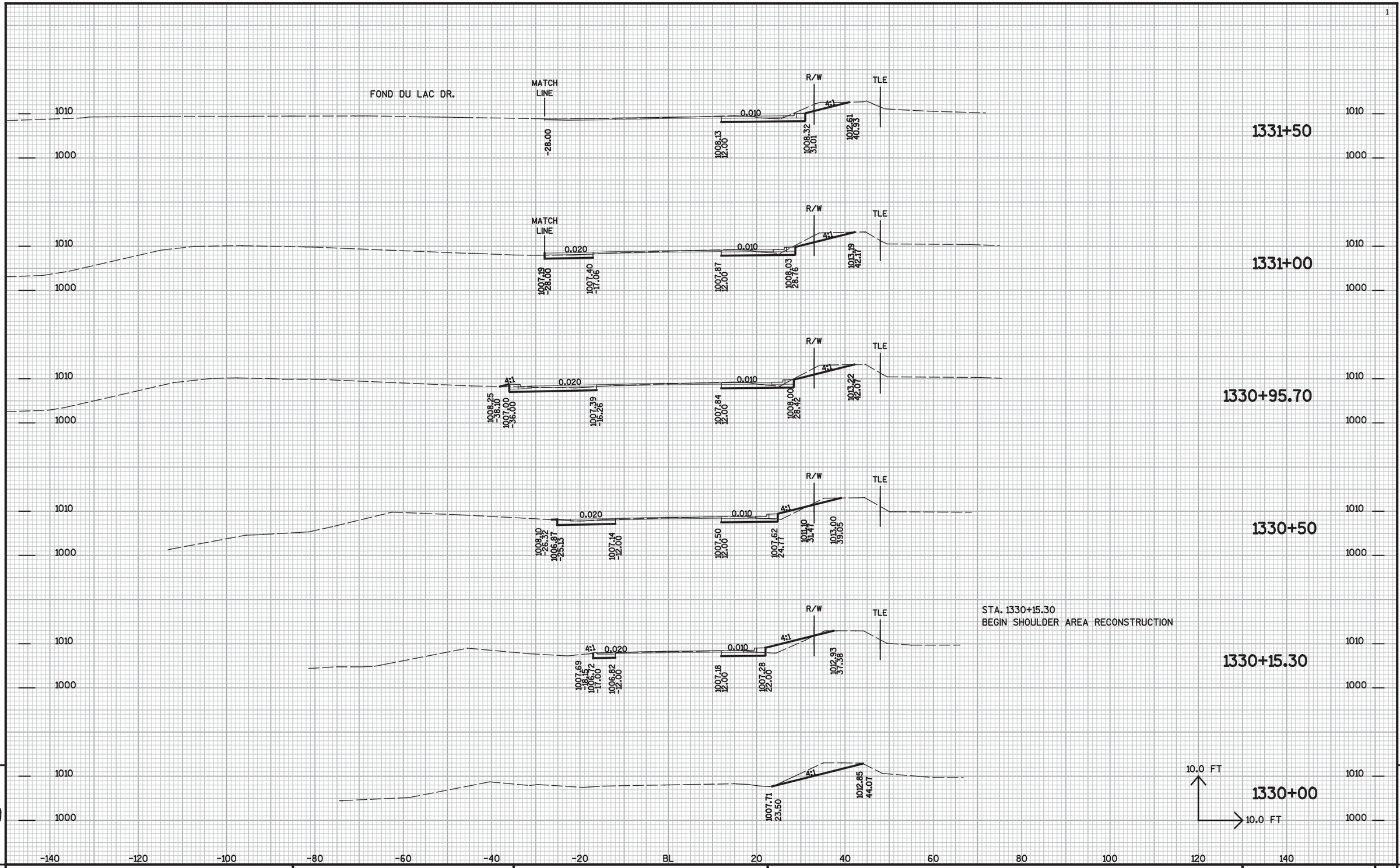


9

9

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 638	E

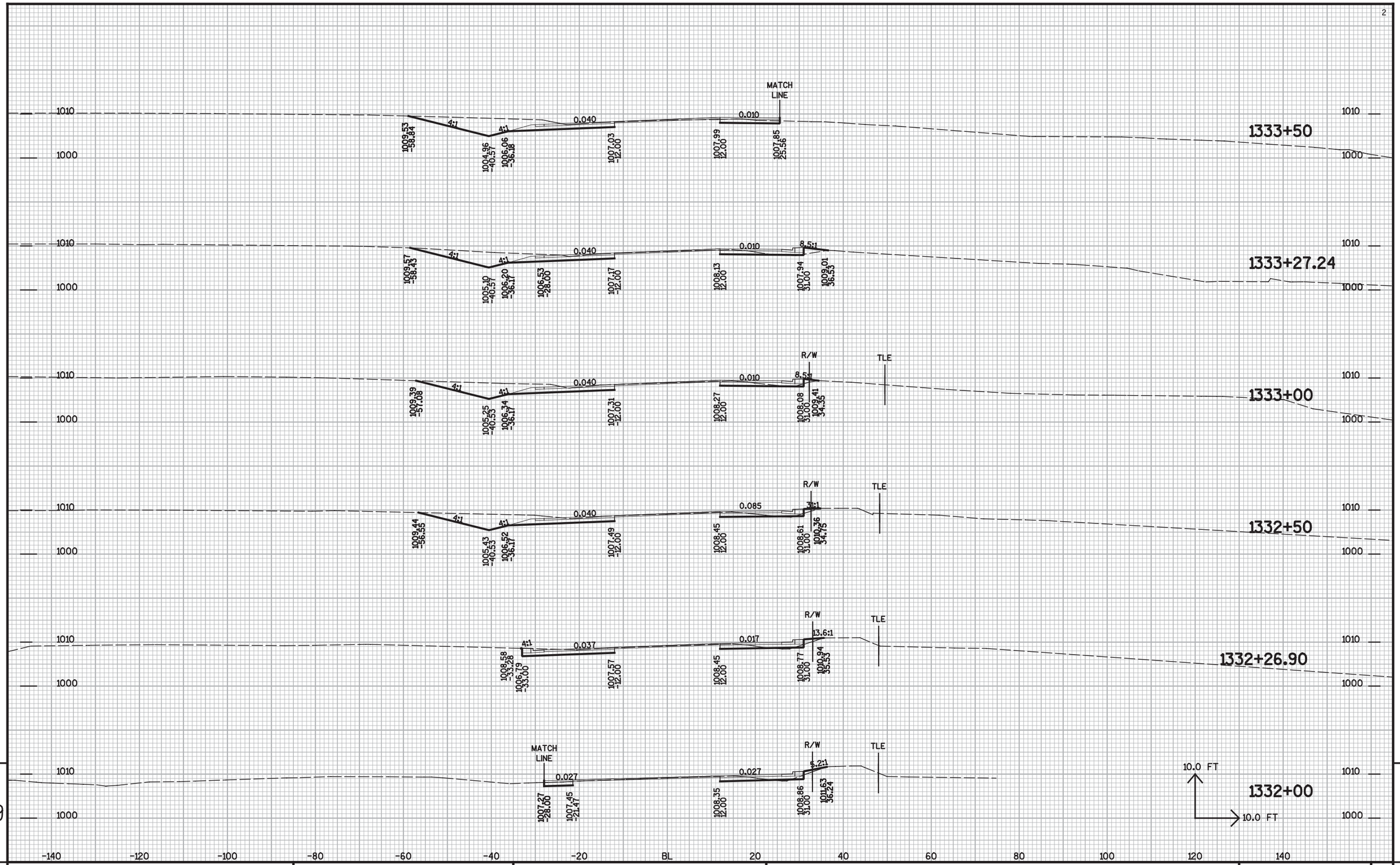
FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090211_xsml_1330_1338.DGN PLOT DATE : 5/8/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 639 E

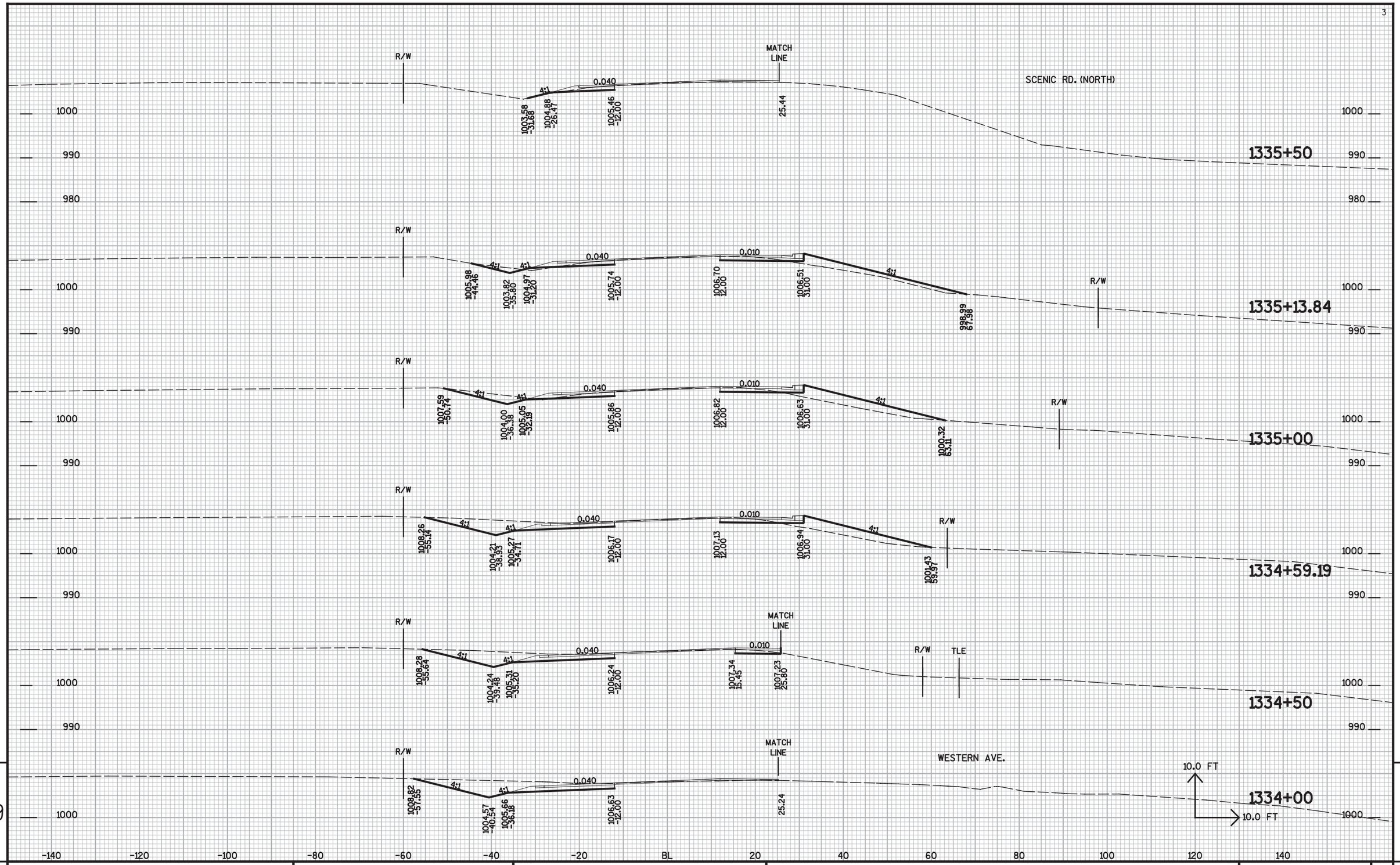
FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090211_xsml_1330_1338.DGN PLOT DATE : 5/8/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.

9 9



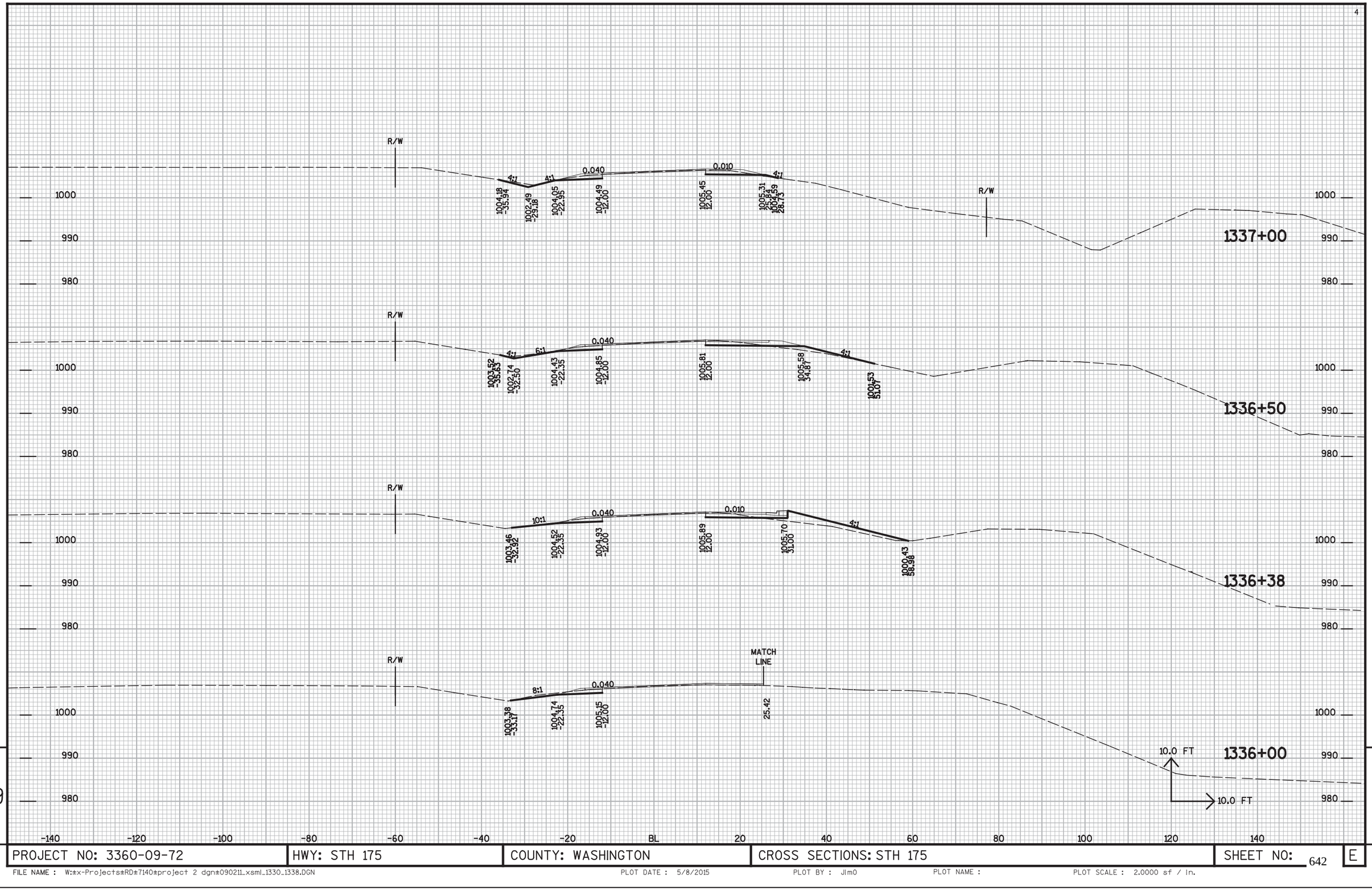
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 640	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090211_xsml_1330_1338.DGN PLOT DATE : 6/1/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 641 E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090211_xsml_1330_1338.DGN PLOT DATE : 5/8/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.



9

9

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 642	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090211_xsml_1330_1338.DGN PLOT DATE : 5/8/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.

1339+00

STA. 1338+50.00
END SHOULDER AREA RECONSTRUCTION
CONTINUE WITH RESURFACING

1338+50

1338+00

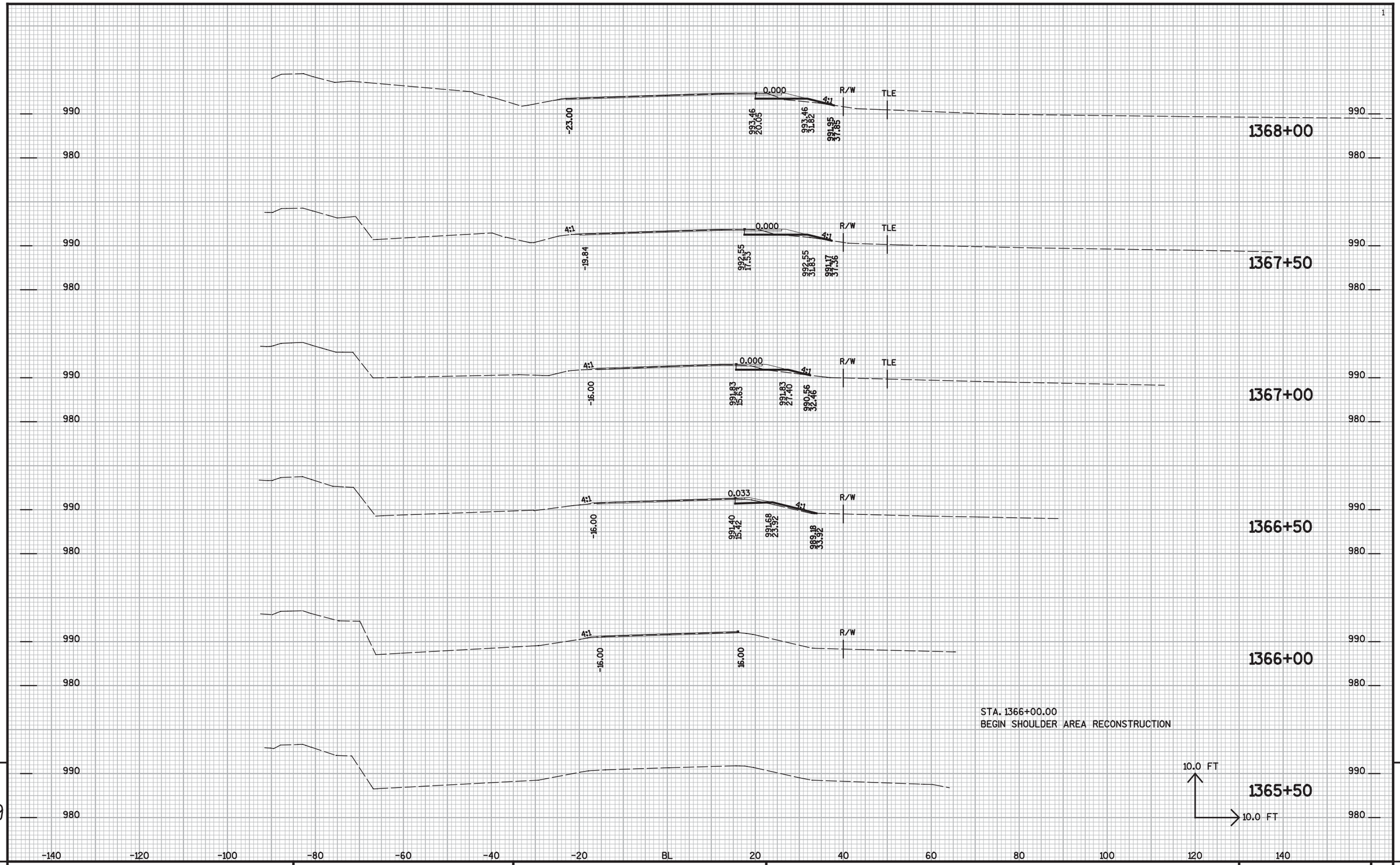
STA. 1337+67
1 - 36" X 74' C.P.R.C. CLASS III
2 - A.E.C.P.R.C. REQ'D
SKEW = 10° LHF

1337+67

1337+50

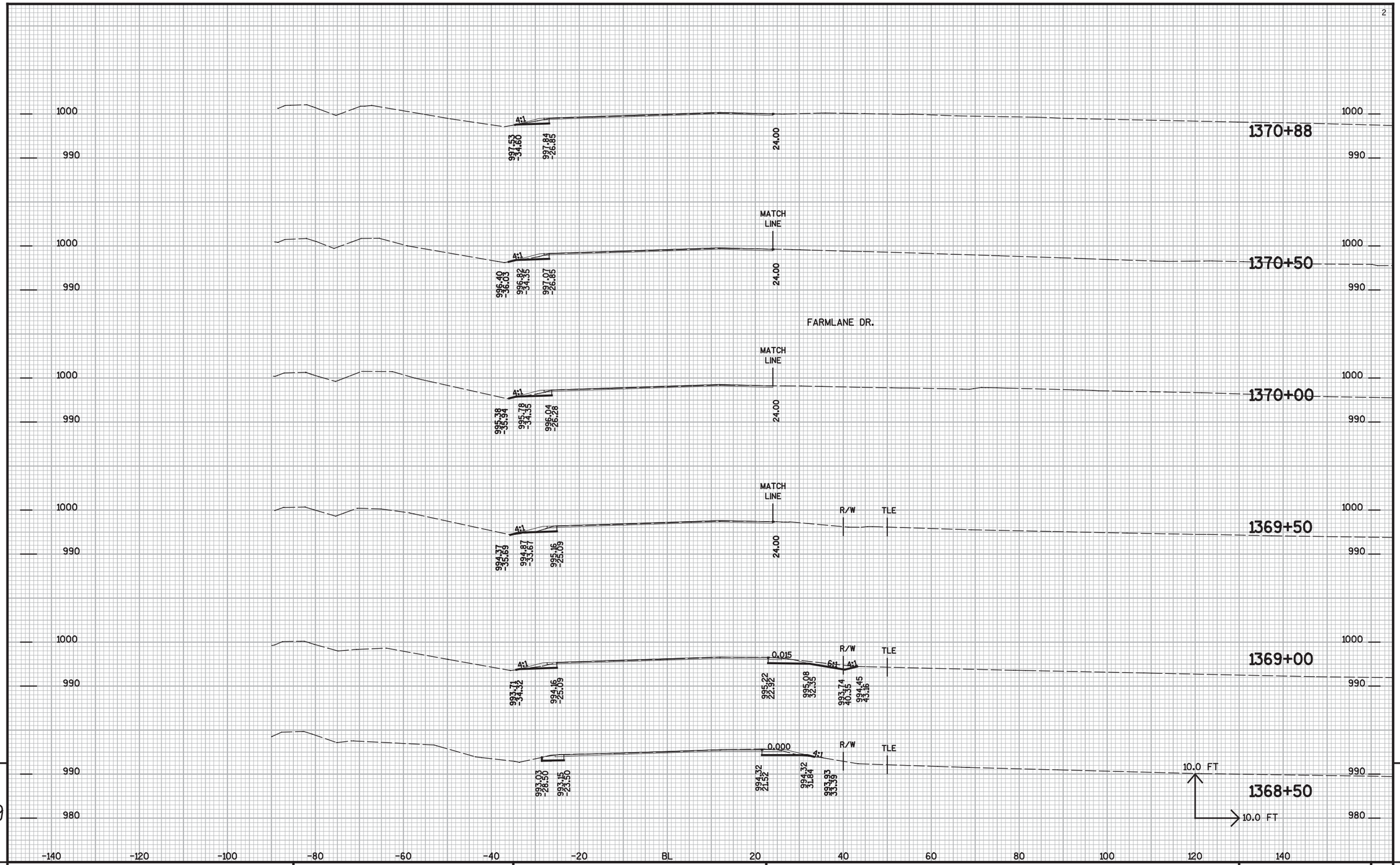
10.0 FT
10.0 FT

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 643	E



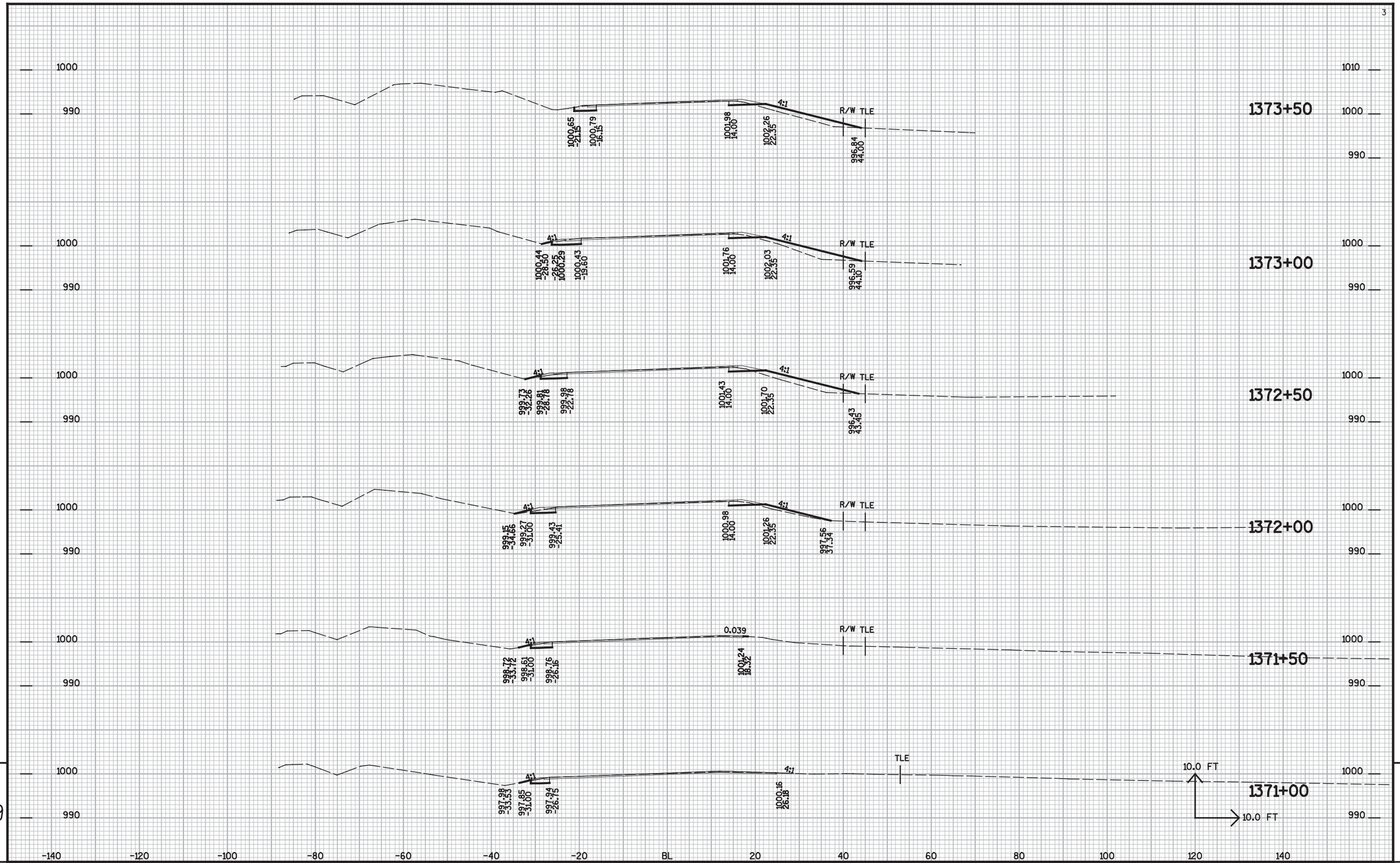
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 644 E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090212_xsml_1365_1374.dgn PLOT DATE : 5/7/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 645	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090212_xsml_1365_1374.dgn PLOT DATE : 5/7/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 646	E

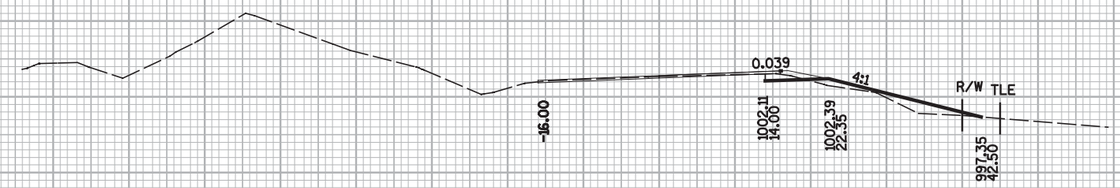
FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090212_xsml_1365_1374.dgn PLOT DATE : 5/7/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.

1374+50

1010
1000
990

1374+00

STA. 1374+00.00
END SHOULDER AREA RECONSTRUCTION
CONTINUE WITH RESURFACING



10.0 FT
10.0 FT

-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

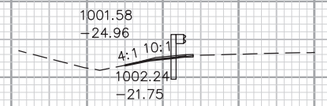
9

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 647	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090212_xsml_1365_1374.dgn PLOT DATE : 5/7/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.

1375+41.05

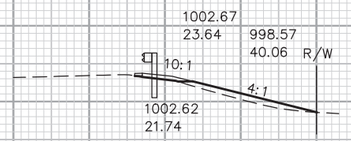
POST NO. 9



1375+41.05

1375+17.12

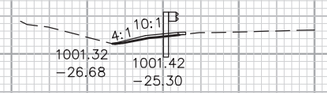
POST NO. 5



POST NO. 5
THE EAT FLARE HAS BEEN ELIMINATED
AND THE HINGE POINT HAS BEEN REDUCED
TO 2 FEET BEHIND THE BACK OF POST

1375+16.05

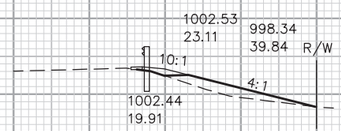
POST NO. 5



1375+16.05

1374+92.12

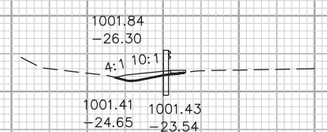
POST NO. 1



POST NO. 1
THE EAT FLARE HAS BEEN ELIMINATED
AND THE HINGE POINT HAS BEEN REDUCED
TO 2 FEET BEHIND THE BACK OF POST

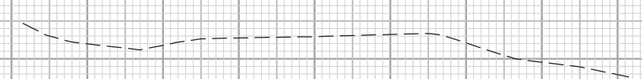
1374+91.05

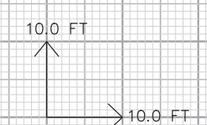
POST NO. 1



1374+91.05

1374+66





9

9

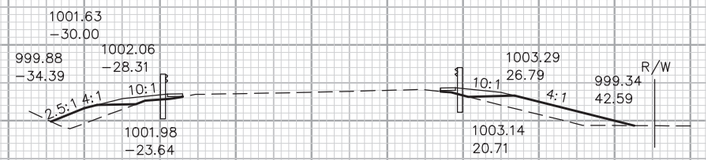
-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO.	E

FILE NAME: W:\x-Projects\RD\7140\project 2 dgn\090212_xsml_1375_1376.dwg PLOT DATE: Jul 30, 2015 PLOT BY: kspeth PLOT SCALE: ROTATION:

1377+35.39

1377+10.39
POST NO. 1



1377+10.16
POST NO. 1

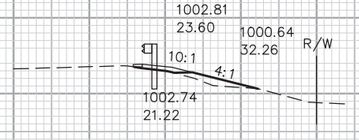
1376+85.39
POST NO. 5

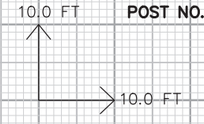
1376+85.16
POST NO. 5

1376+60.39
POST NO. 9

1376+60.16
POST NO. 9

1375+42.12
POST NO. 9





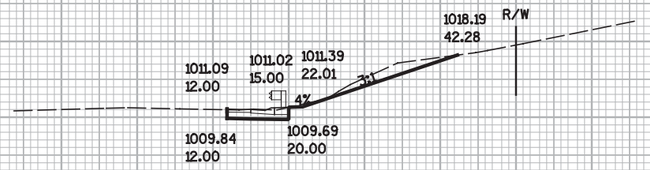
1010 1000 990 1010 1000 1010 1000 1010 1000 1010 1000

−140 −120 −100 −80 −60 −40 −20 BL 20 40 60 80 100 120 140

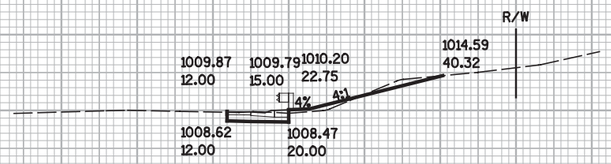
9 9

PROJECT NO: 3360−09−72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 649	E

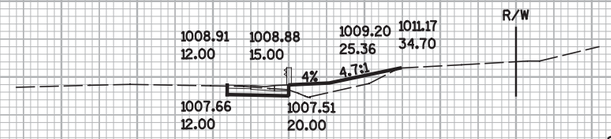
FILE NAME: W:\x-Projects\RD\7140\project 2 dgn\090212_xsml_1375_1376.dwg PLOT DATE: Jul 30, 2015 PLOT BY: kspeth PLOT SCALE: ROTATION:



1383+00
POST NO. 9

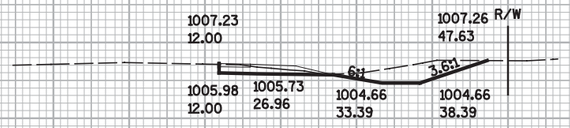


1382+75
POST NO. 5



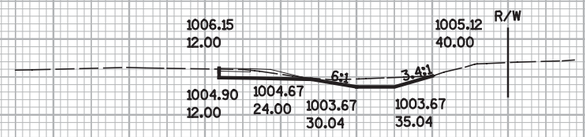
1382+50
POST NO. 1

STA. 1382+35, RT
END SPECIAL DITCH



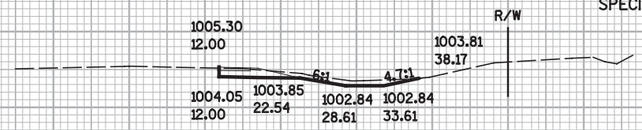
1382+00

STA. 1381+50 TO STA. 1382+00, RT
SPECIAL DITCH GRADE +1.9%



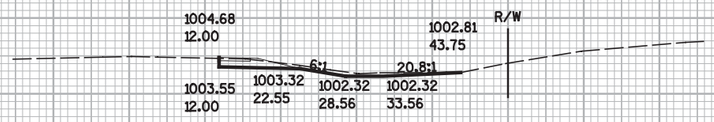
1381+50

STA. 1381+00 TO STA. 1381+50, RT
SPECIAL DITCH GRADE +1.7%



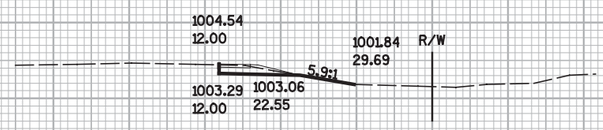
1381+00

STA. 1380+50 TO STA. 1381+00, RT
SPECIAL DITCH GRADE +1.0%

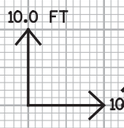


1380+50

STA. 1380+00, RT
BEGIN SHOULDER AREA RECONSTRUCTION
MATCH RESURFACING



STA. 1380+00, RT
BEGIN SPECIAL DITCH
+1.5% GRADE TO STA.1380+50



1380+00

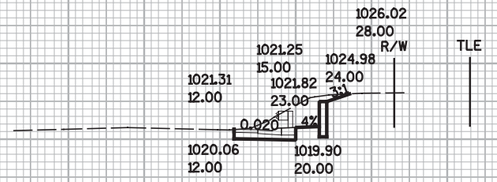
1020 1010 1000

-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

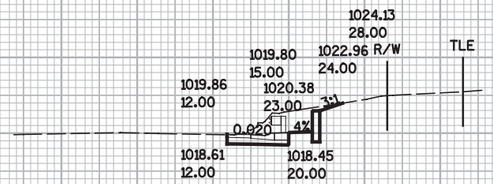
9

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 650	E

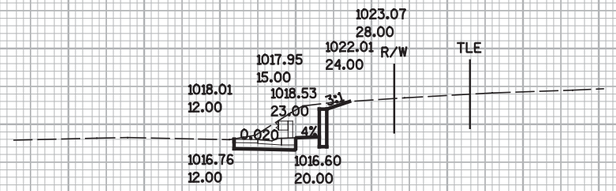
FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090213_xsml_1380_1390.DGN PLOT DATE : 6/2/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.



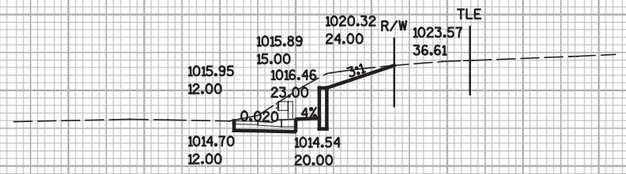
1385+50



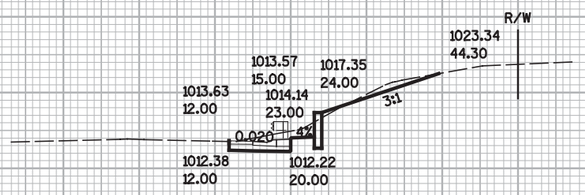
1385+00



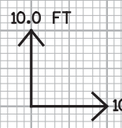
1384+50



1384+00



1383+50



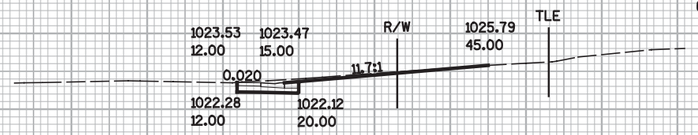
1020 1010 — -140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

9 9

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 651	E

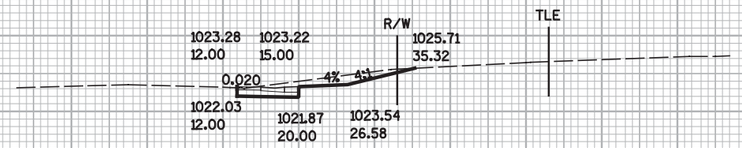
FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090213_xsml_1380_1390.DGN PLOT DATE : 6/2/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.

STA. 1386+70, RT
CONSTRUCT P.E.



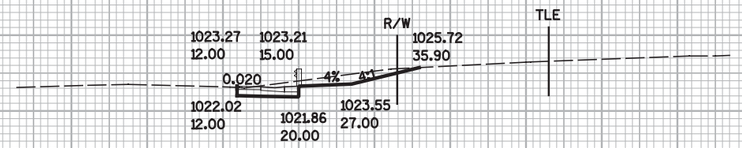
1020 — 1020

1386+70



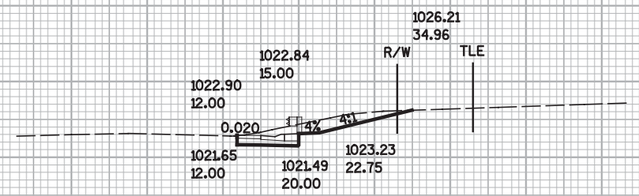
1020 — 1020

1386+50



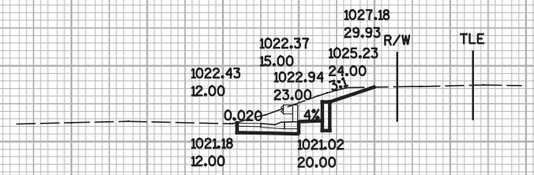
1020 — 1020

1386+43.68
POST NO. 1



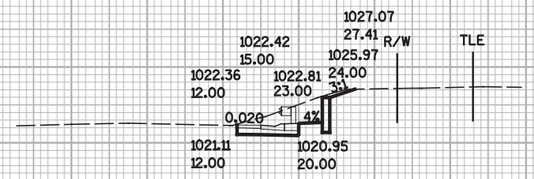
1020 — 1020

1386+18.68
POST NO. 5



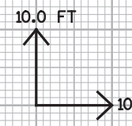
1020 — 1020

1386+00



1020 — 1020

1385+93.68
POST NO. 9



1020

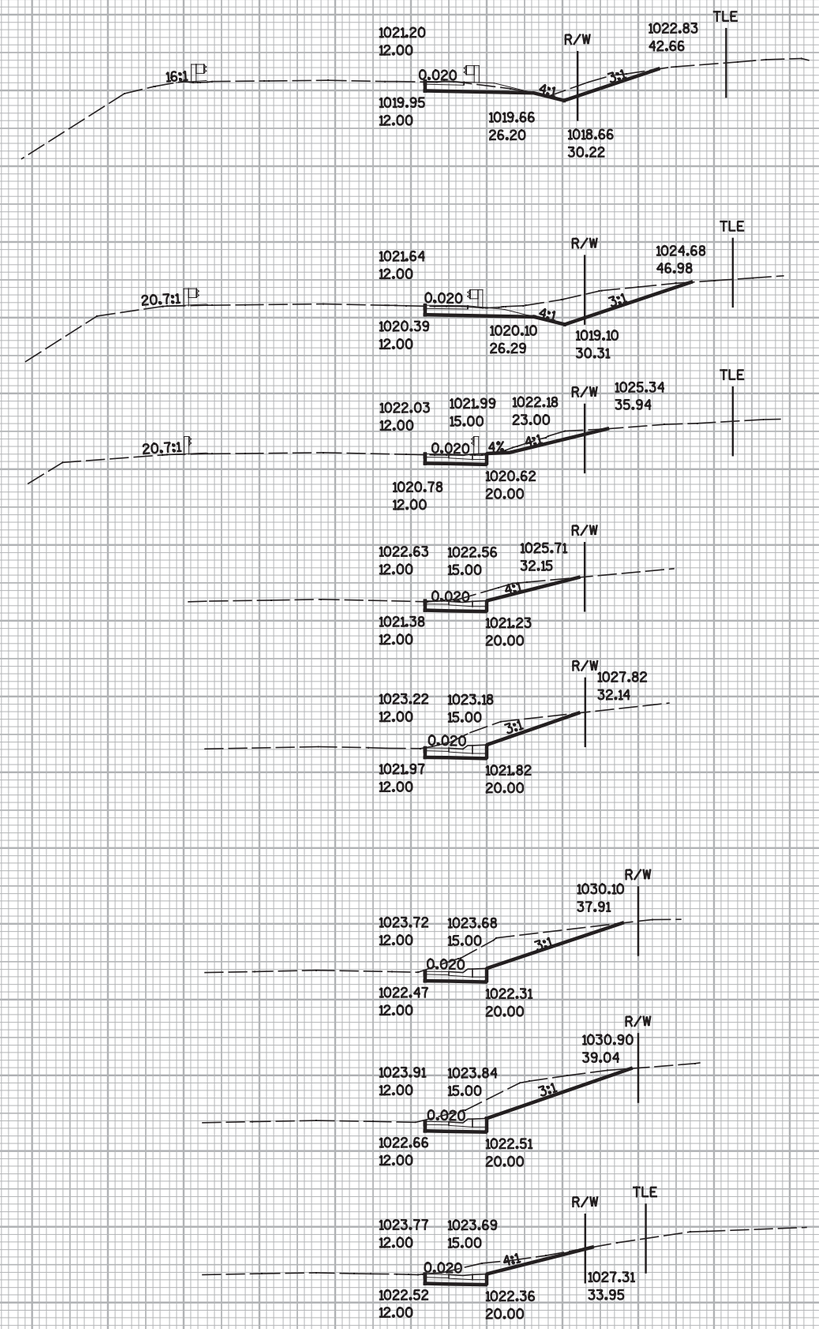
9 9

-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 652	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090213_xsml_1380_1390.DGN PLOT DATE : 6/2/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.

STA. 1390+00, RT
END SHOULDER AREA RECONSTRUCTION
MATCH RESURFACING



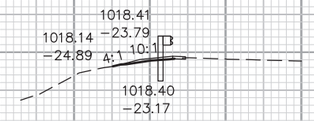
9

9

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 653	E

FILE NAME : W:\x-Projects\RD\7140\project 2 dgn\090213_xsml_1380_1390.DGN PLOT DATE : 6/2/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.

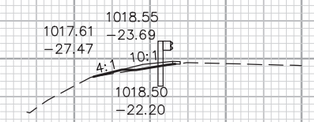
POST NO. 5
THE EAT FLARE HAS BEEN ELIMINATED



1392+42.72
POST NO. 5

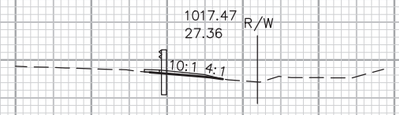
1392+42.72

1392+32.96

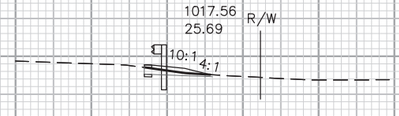


1392+17.72
POST NO. 9

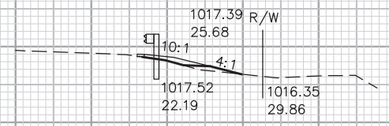
1392+17.72



1392+06.96
POST NO. 1



1391+81.96
POST NO. 5



1391+56.96
POST NO. 9

−140 −120 −100 −80 −60 −40 −20 BL 20 40 60 80 100 120 140

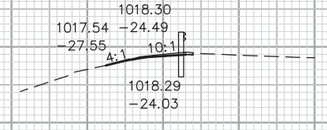
PROJECT NO: 3360−09−72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: E

FILE NAME: W:\x-Projects\RD\7140\project 2 dgn\090213_xsml_1391_1392.dwg PLOT DATE: Jul 30, 2015 PLOT BY: kspeth PLOT SCALE: ROTATION:

1030
1020
1010
1020
1010
1020
1010
1030
1020
1010
1020
1010

POST NO. 1
THE EAT FLARE HAS BEEN ELIMINATED

1392+67.72
POST NO. 1



1392+92.72

1392+67.72

10.0 FT
10.0 FT

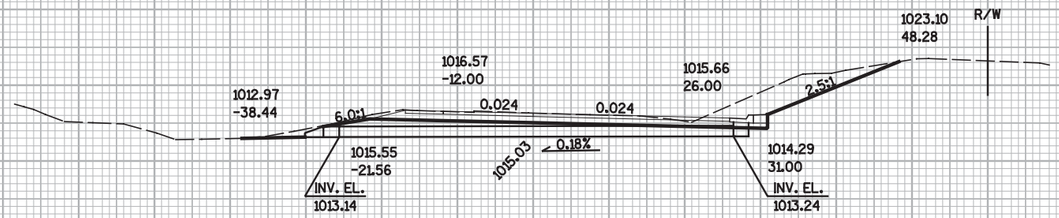
−140 −120 −100 −80 −60 −40 −20 BL 20 40 60 80 100 120 140

9

9

PROJECT NO: 3360−09−72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 655	E

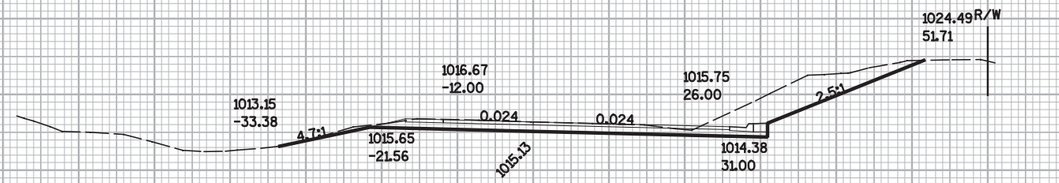
FILE NAME: W:\x-Projects\RD\7140\project 2 dgn\090213_xsml_1391_1392.dwg PLOT DATE: Jul 30, 2015 PLOT BY: kspeth PLOT SCALE: ROTATION:



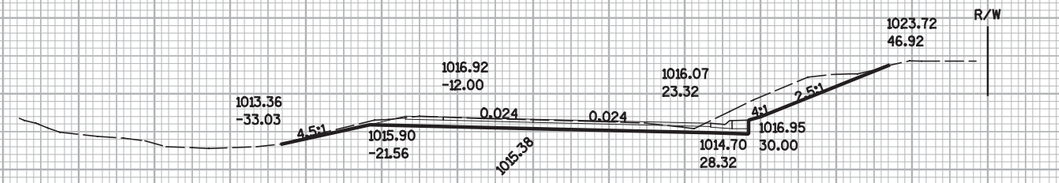
STA. 1395+63.3
STRUCTURE 2201.1
1-INL 2X3-HM
1-14" X 23" X 53'
S.S.P.R.C. HORIZ. ELLIP. CLASS HE-IV
1-AECPRCHE
0° SKEW
(SEE "STORM SEWER" SHEET FOR MORE INFO)

1395+50

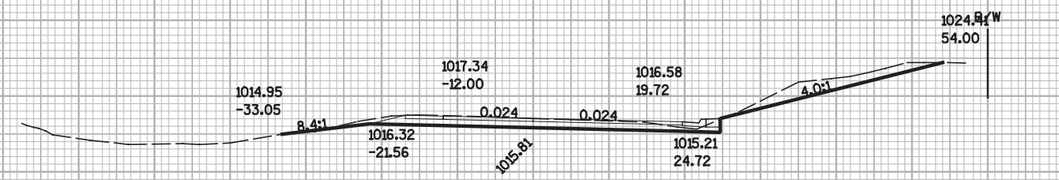
STA. 1395+53.3
STRUCTURE 2101.1
1-INL 2X3-HM
1-14" X 23" X 53'
S.S.P.R.C. HORIZ. ELLIP. CLASS HE-IV
1-AECPRCHE
0° SKEW
(SEE "STORM SEWER" SHEET FOR MORE INFO)



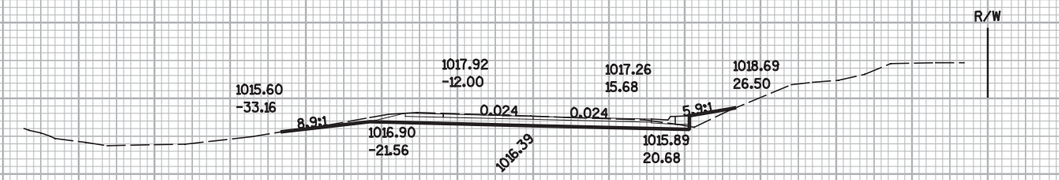
1395+00



1394+50



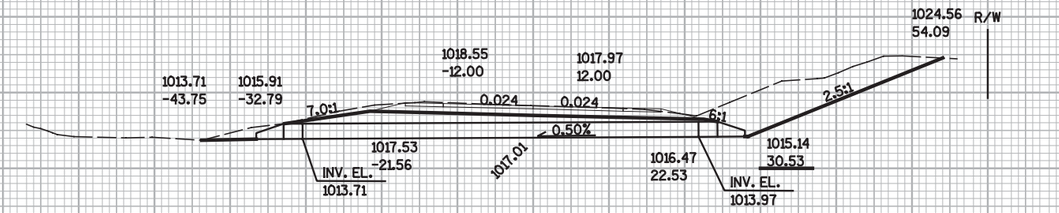
1394+00



1393+50

STA. 1393+10
1-24" X 52' C.P.R.C., CLASS IV
2-AECPRC
0° SKEW

STA. 1393+00
BEGIN RECONSTRUCTION SECTION
MATCH RESURFACING



1393+00

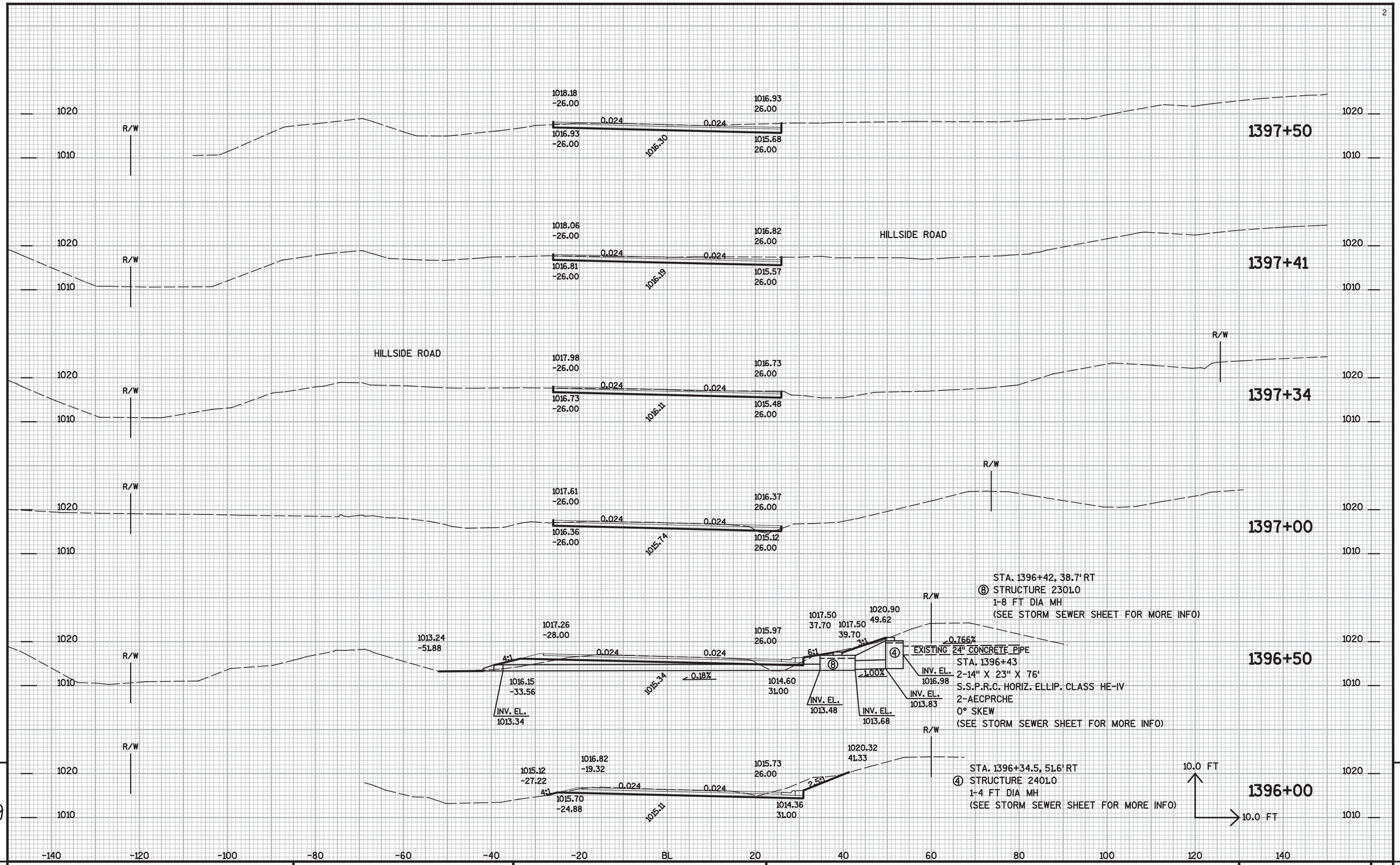
10.0 FT
10.0 FT

-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 656	E

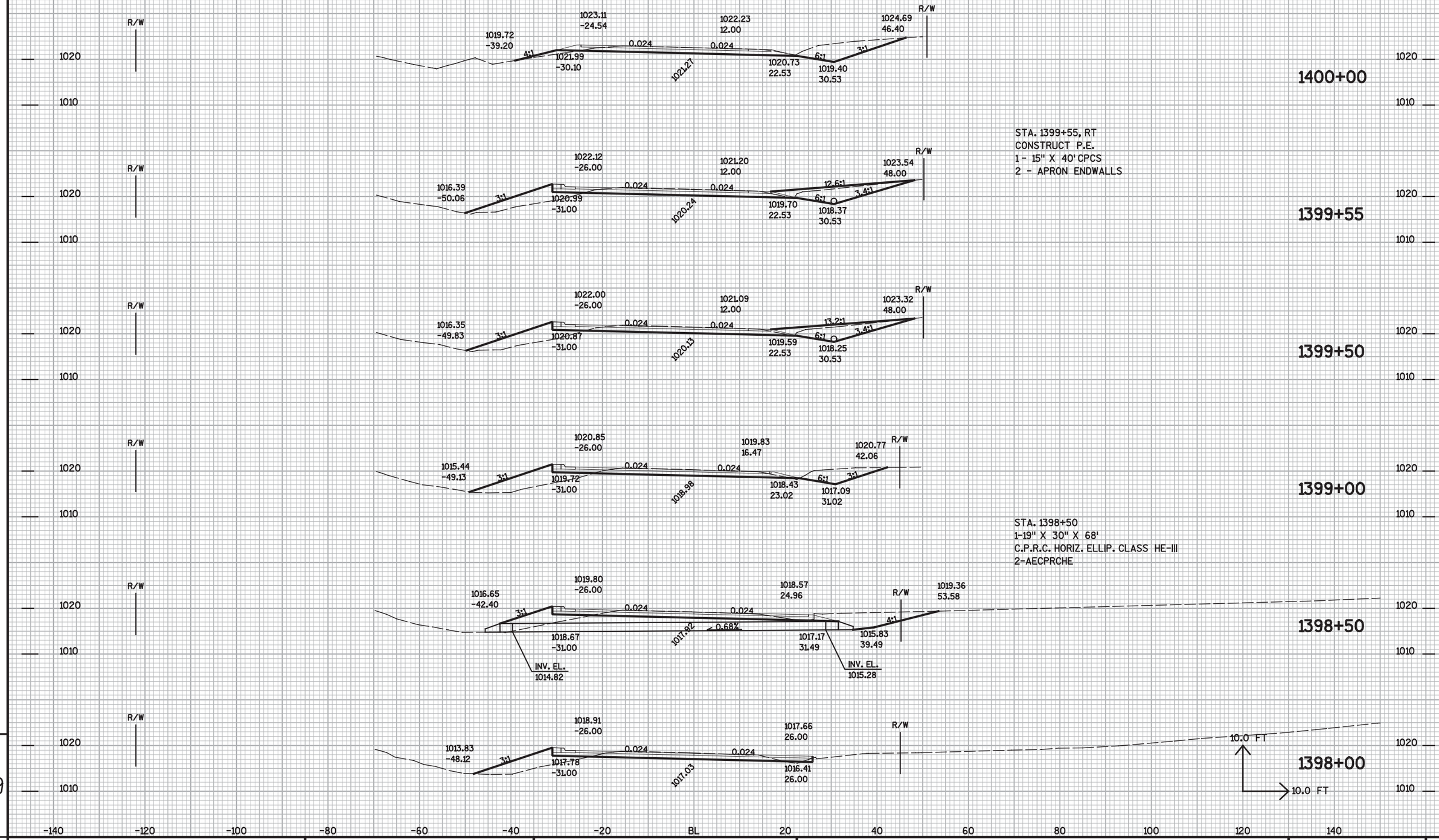
FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090214_xsml_1393_1402.DGN PLOT DATE : 7/17/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.

9 9



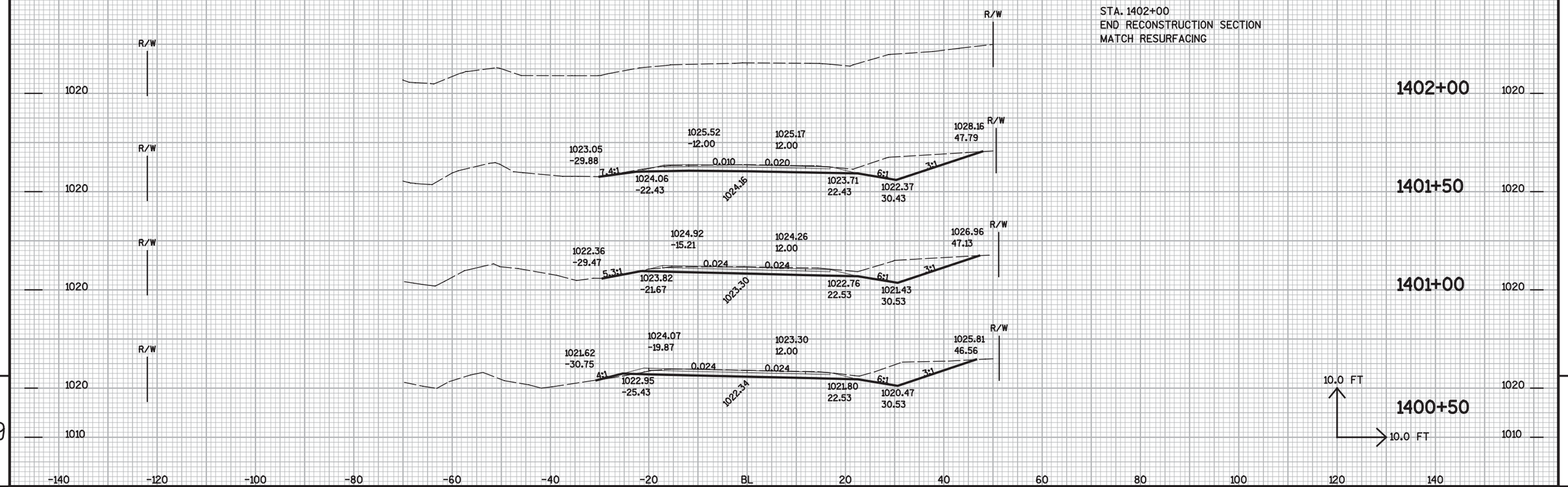
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 657	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090214_xsml_1393_1402.DGN PLOT DATE : 7/17/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 658	E

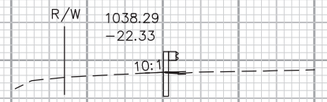
FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090214_xsml_1393_1402.DGN PLOT DATE : 3/11/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.



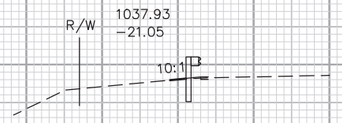
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 659	E

FILE NAME : W:\x-Projects\RD\7140\project 2 dgn\090214_xsml_1393_1402.DGN PLOT DATE : 12/29/2014 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / In.

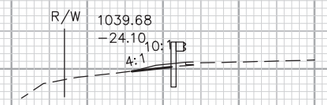
1429+56.51
POST NO. 5



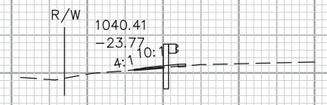
1429+31.51
POST NO. 9



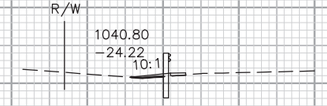
1424+87.79
POST NO. 9



1424+62.79
POST NO. 5



1424+37.79
POST NO. 1



1429+56.51
1429+31.51
1424+87.79
1424+62.79
1424+37.79
1424+12.79

1040 1030 1040 1030 1040 1030 1040 1030 1050 1040 1050 1040 1050 1040 1050 1040

-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

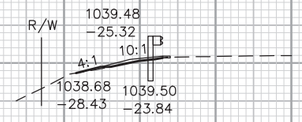
9 9

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 660	E

FILE NAME: W:\x-Projects\RD\7140\project 2 dgn\090214_xsml_1424_1437.dwg PLOT DATE: Jul 30, 2015 PLOT BY: kspeth PLOT SCALE: ROTATION:

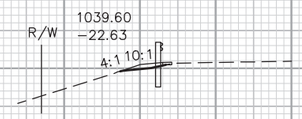
POST NO. 5
THE EAT FLARE HAS BEEN ELIMINATED

1434+01.02
POST NO. 5

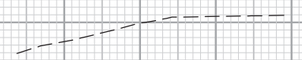


POST NO. 1
THE EAT FLARE HAS BEEN ELIMINATED
AND THE HINGE POINT HAS BEEN REDUCED
TO 2 FEET BEHIND THE BACK OF POST

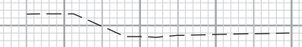
1433+76.02
POST NO. 1



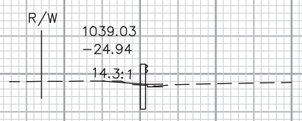
1433+51.02

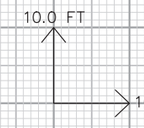


1430+06.51



1429+81.51
POST NO. 1





1434+01.02

1433+76.02

1433+51.02

1430+06.51

1429+81.51

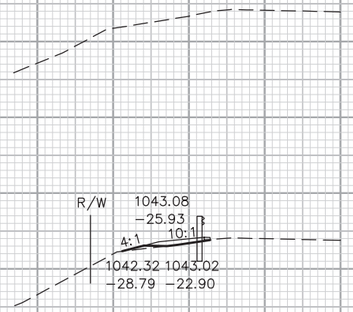
9

−140 −120 −100 −80 −60 −40 −20 BL 20 40 60 80 100 120 140

PROJECT NO: 3360−09−72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO. E

FILE NAME: W:\x-Projects\RD\7140\project 2 dgn\090214_xsml_1424_1437.dwg
PLOT DATE: Jul 30, 2015 PLOT BY: kspeth PLOT SCALE: ROTATION:

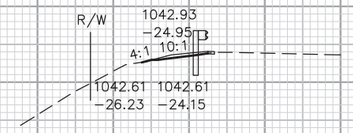
1050
1040
1030



1437+69.10

POST NO. 1

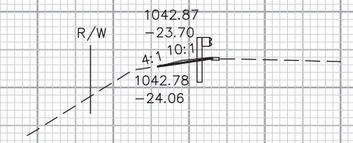
THE EAT FLARE HAS BEEN REDUCED TO 1 FT.



1437+44.10

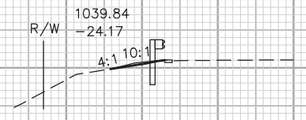
POST NO. 5

THE EAT FLARE HAS BEEN REDUCED BY 0.5 FT.



1437+19.10

POST NO. 9



1434+26.02

POST NO. 9

1437+94.10

1437+69.10

1437+44.10

1437+19.10

1434+26.02

10.0 FT

10.0 FT

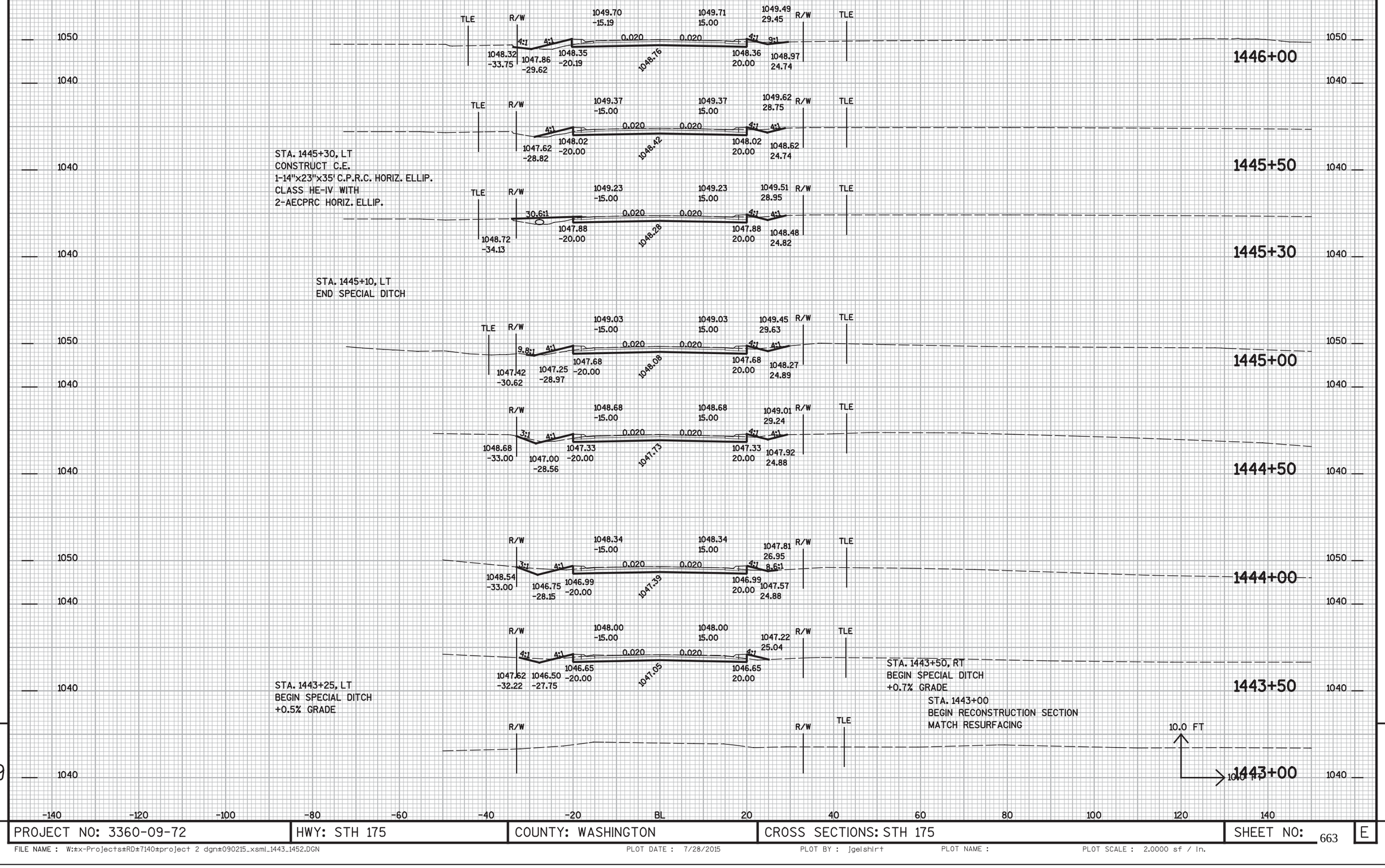
−140 −120 −100 −80 −60 −40 −20 BL 20 40 60 80 100 120 140

9

9

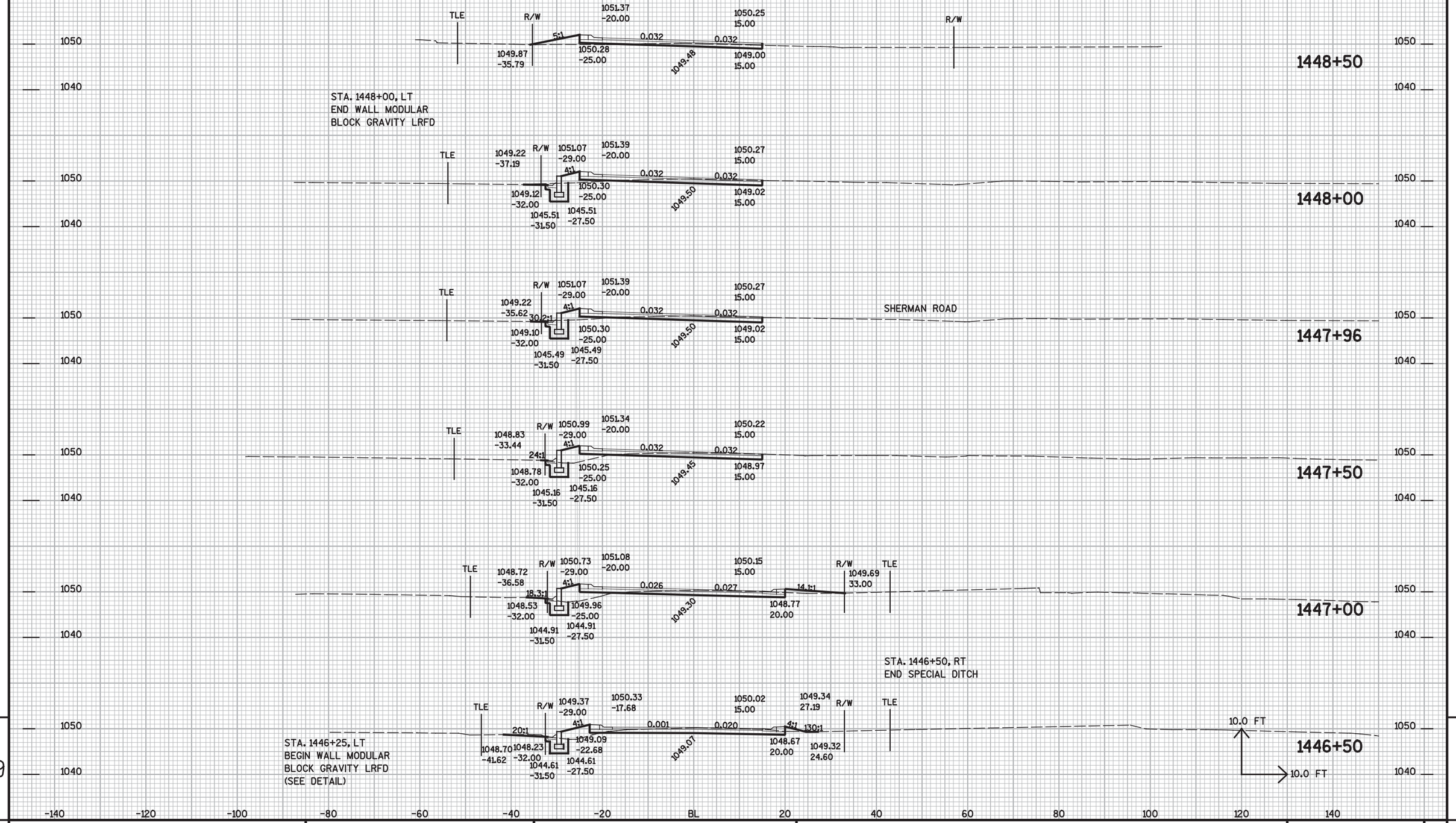
PROJECT NO: 3360−09−72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO:	E

FILE NAME: W:\x-Projects\RD\7140\project 2 dgn\090214_xsml_1424_1437.dwg PLOT DATE: Jul 30, 2015 PLOT BY: kspeth PLOT SCALE: ROTATION:



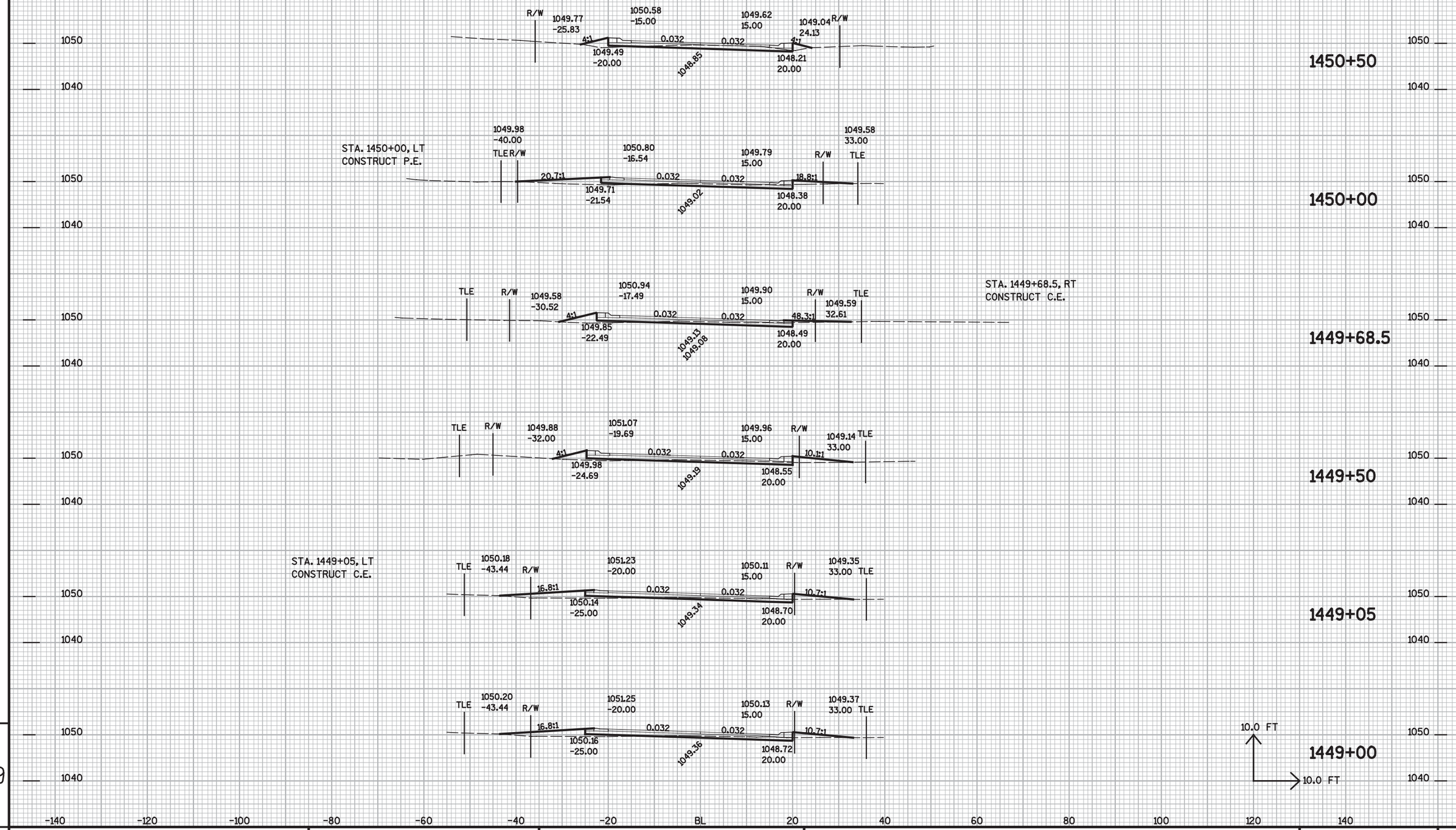
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 663	E

FILE NAME : W:\x-Projects\RD\7140\project 2 dgn\090215_xsml_1443_1452.DGN PLOT DATE : 7/28/2015 PLOT BY : jgelshirt PLOT NAME : PLOT SCALE : 2.0000 sf / in.



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 664 E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090215_xsml_1443_1452.DGN PLOT DATE : 4/27/2016 PLOT BY : lsander PLOT NAME : PLOT SCALE : 2.0000 sf / in.



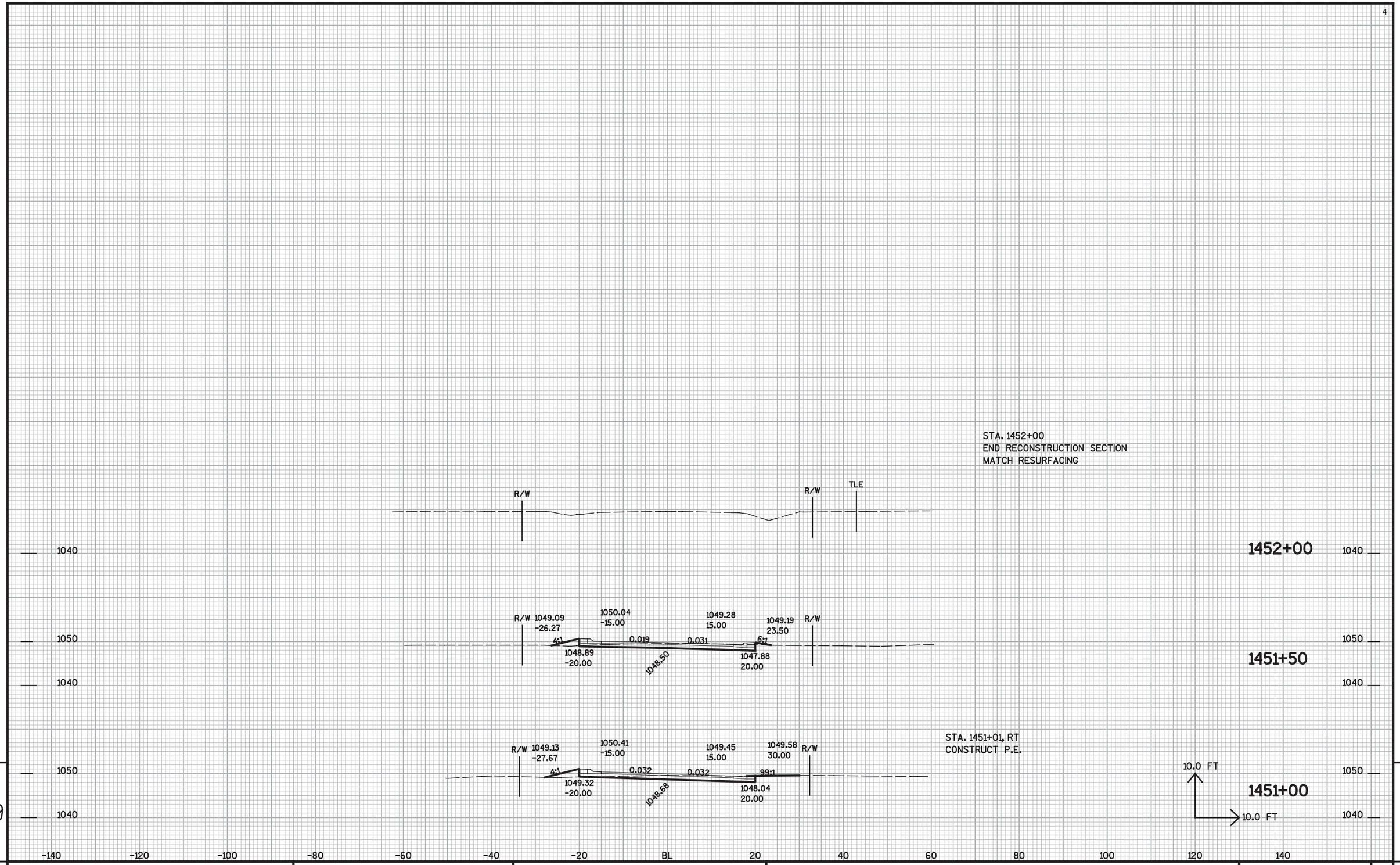
9

9

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 665	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090215_xsml_1443_1452.DGN PLOT DATE : 12/29/2014 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.

STA. 1452+00
END RECONSTRUCTION SECTION
MATCH RESURFACING



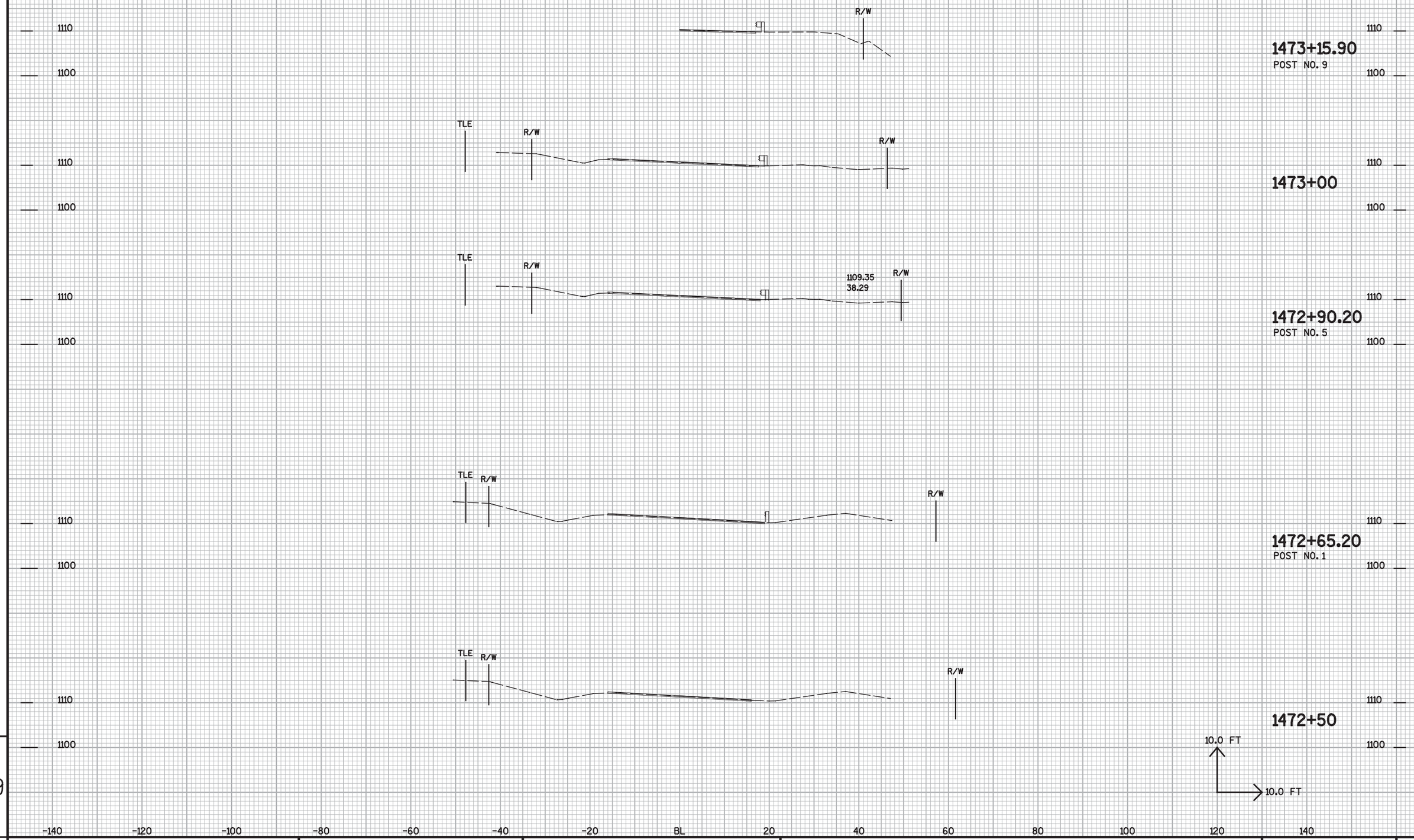
STA. 1451+01, RT
CONSTRUCT P.E.

9

9

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 666	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090215_xsml_1443_1452.DGN PLOT DATE : 6/2/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.

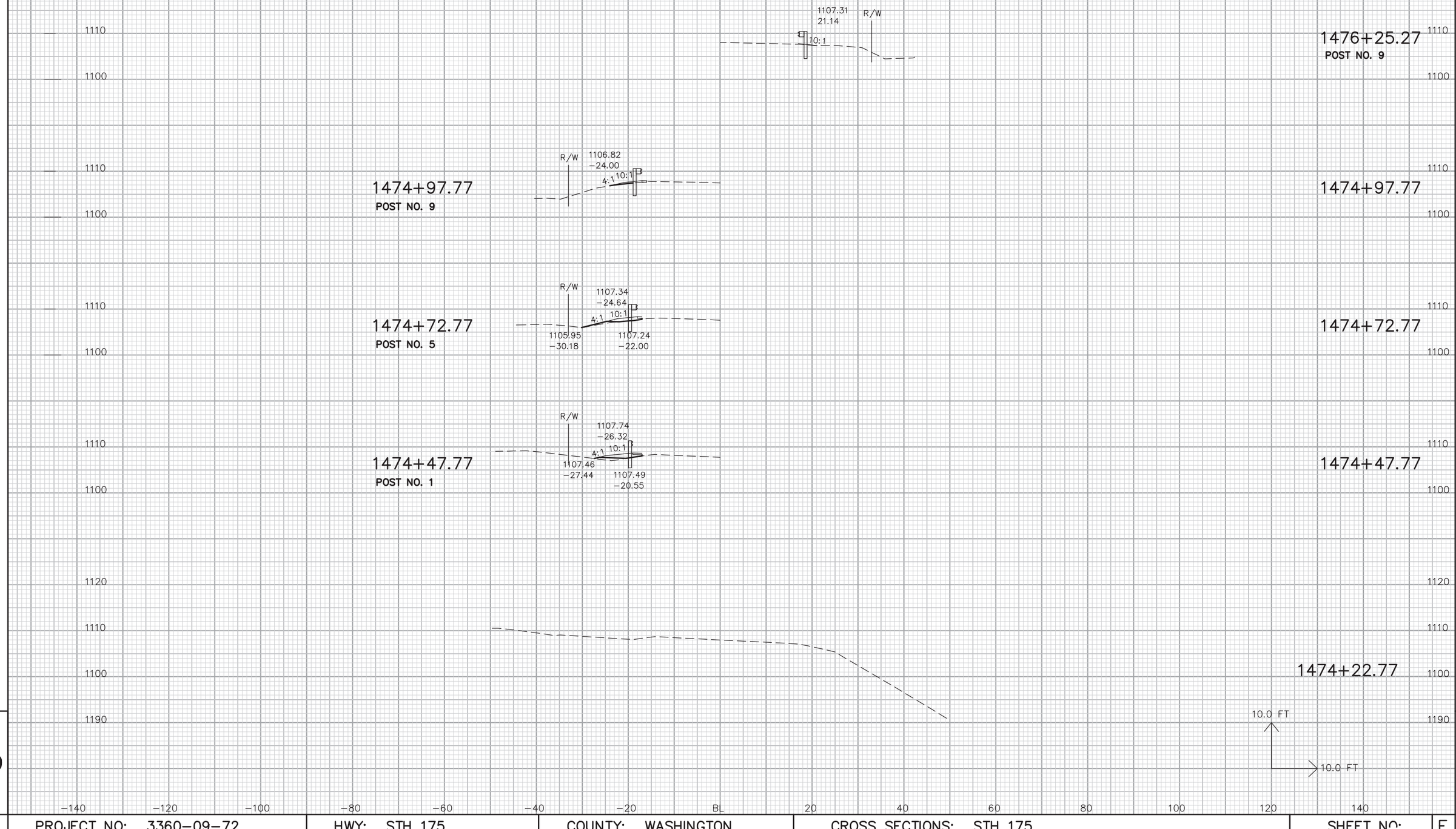


9

9

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 667	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090216_xsml_1473.dgn PLOT DATE : 4/24/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.



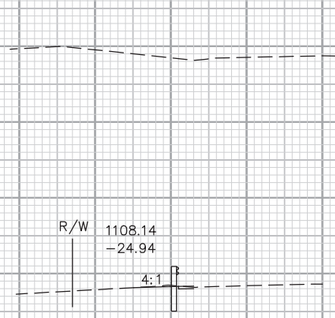
9

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 668	E

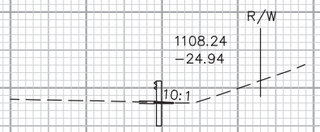
FILE NAME: W:\x-Projects\RD\7140\project 2 dgn\090216a_xsml_1474_1477.dwg PLOT DATE: Jul 30, 2015 PLOT BY: kspeth PLOT SCALE: ROTATION:

1477+02.65

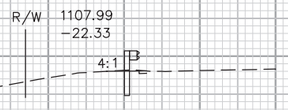
1476+77.65
POST NO. 1



1476+77.65

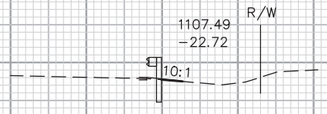


1476+75.27
POST NO. 1

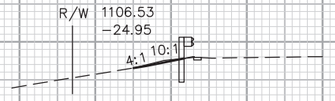


1476+52.65
POST NO. 5

1476+52.65



1476+50.27
POST NO. 5



1476+27.65
POST NO. 9

1476+27.65

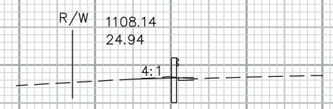
10.0 FT
10.0 FT

−140 −120 −100 −80 −60 −40 −20 BL 20 40 60 80 100 120 140

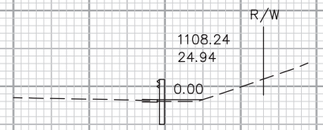
9 9

PROJECT NO: 3360−09−72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: E

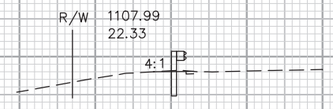
FILE NAME: W:\x-Projects\RD\7140\project 2 dgn\090216a_xsml_1474_1477.dwg PLOT DATE: Jul 30, 2015 PLOT BY: kspeth PLOT SCALE: ROTATION:



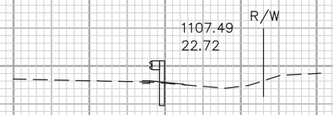
1476+77.65
POST NO. 1



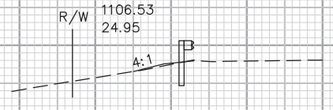
1476+75.27
POST NO. 1



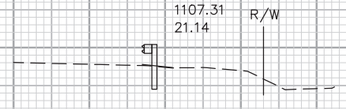
1476+52.65
POST NO. 5



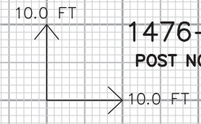
1476+50.27
POST NO. 5



1476+27.65
POST NO. 9



1476+27.65
POST NO. 9



1476+25.27
POST NO. 9

1110
1100

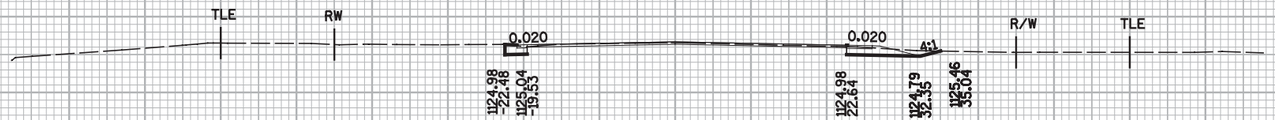
−140 −120 −100 −80 −60 −40 −20 BL 20 40 60 80 100 120 140

9

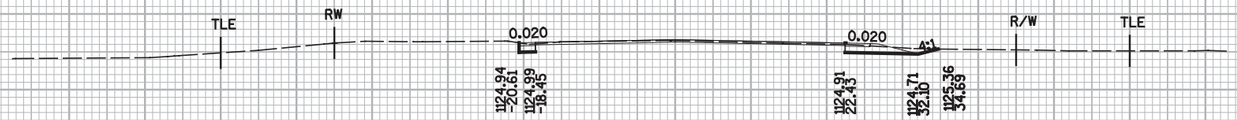
PROJECT NO: 3360−09−72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 670	E

FILE NAME: W:\x-Projects\RD\7140\project 2 dgn\090216a_xsml_1474_1477.dwg PLOT DATE: Jul 22, 2015 PLOT BY: Jim0 PLOT SCALE: ROTATION:

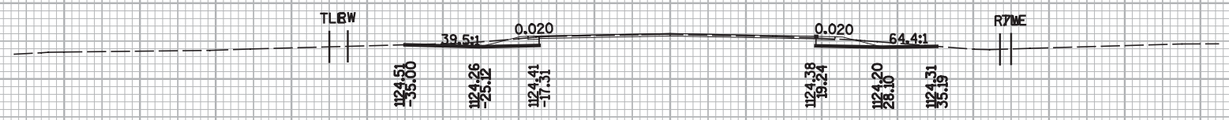
STA. 1497+57, LT
C.E.



1497+57



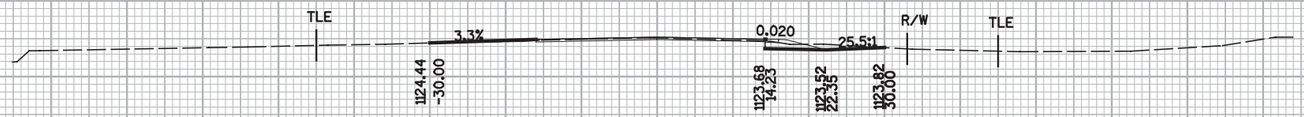
1497+50



1497+00

1496+50

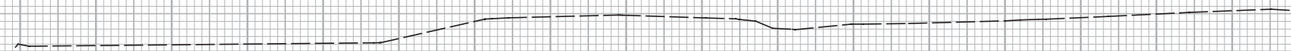
STA. 1496+17, LT
C.E.



1496+17

1496+00

STA. 1495+50
BEGIN SHOULDER AREA RECONSTRUCTION



1495+50

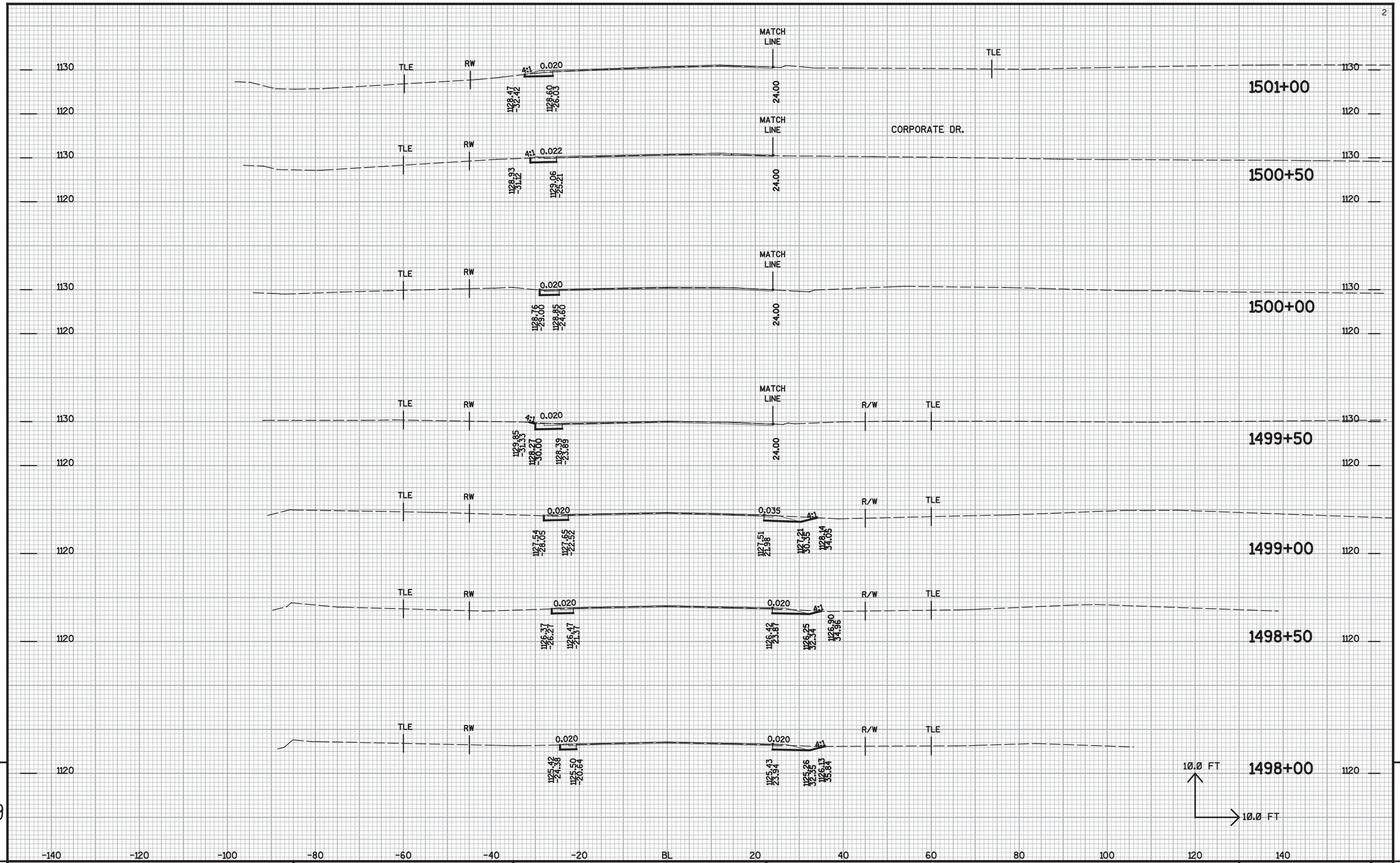
10.0 FT
10.0 FT

-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

9 9

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 671	E

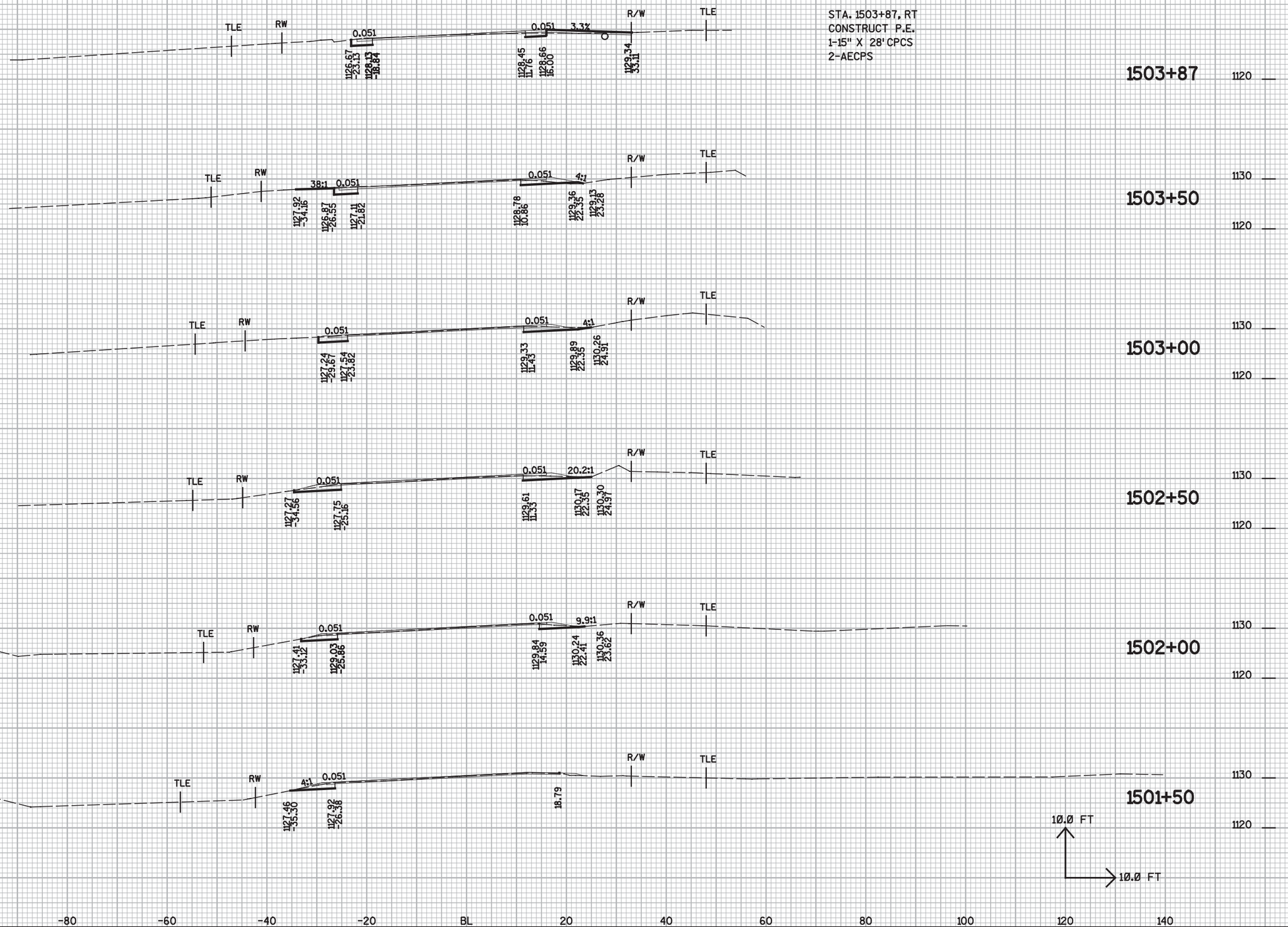
FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090217_xsml_149600_150450.dgn PLOT DATE : 5/6/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 672	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090217_xsml_149600_150450.dgn PLOT DATE : 5/6/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.

STA. 1503+87, RT
CONSTRUCT P.E.
1-15" X 28' CPCS
2-AECPS



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PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 673	E

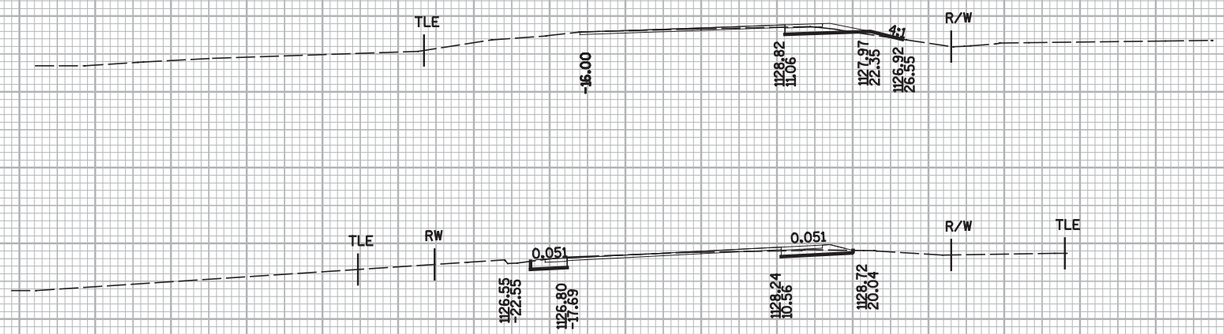
FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090217_xsml_149600_150450.dgn PLOT DATE : 5/6/2015 PLOT BY : Jim0 PLOT NAME : PLOT SCALE : 2.0000 sf / in.

STA. 1505+00.00
END SHOULDER AREA RECONSTRUCTION
CONTINUE WITH RESURFACING

1120

1505+00

1120



1120

1504+50

1120

1120

1504+00

1120

10.0 FT

10.0 FT

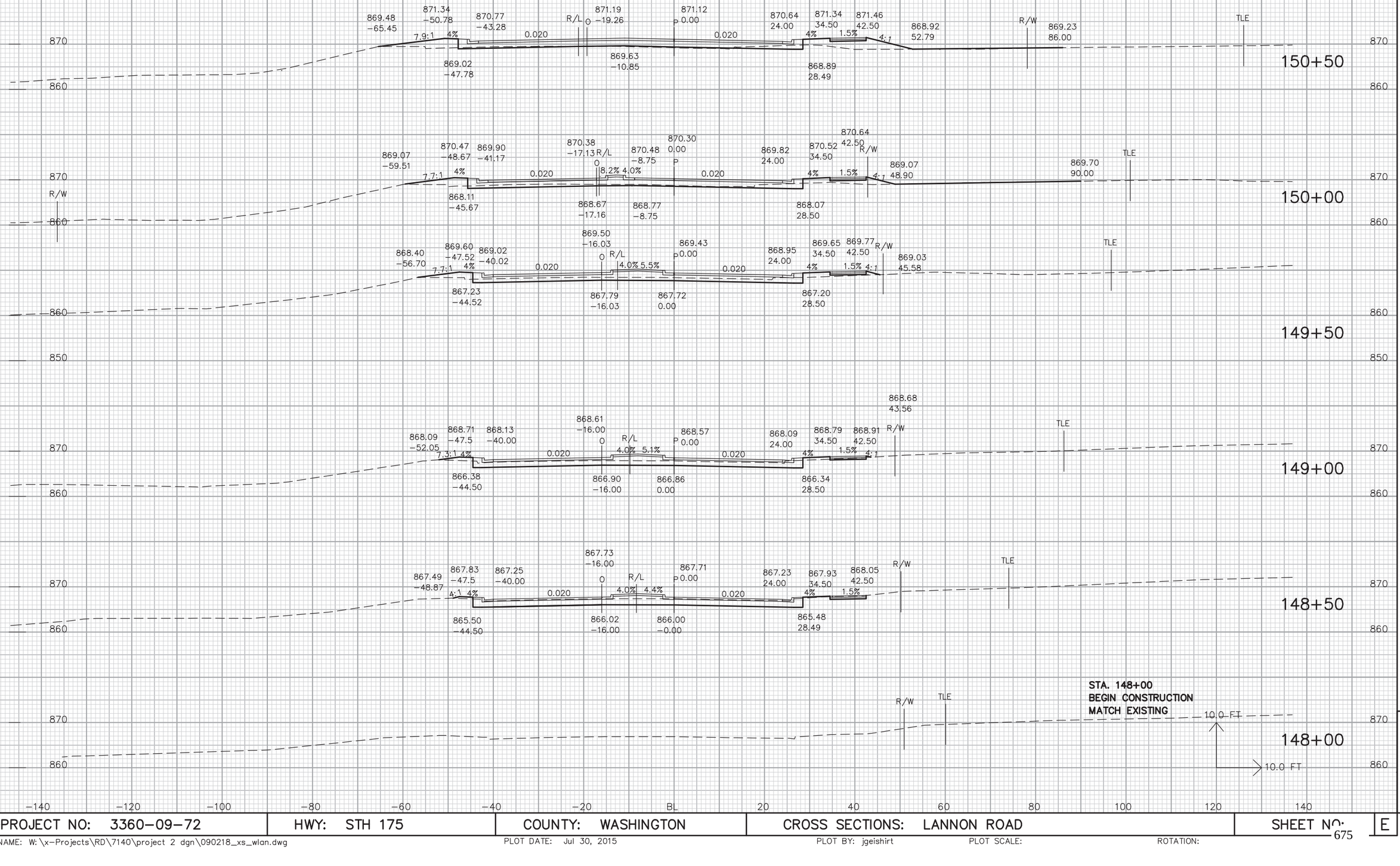
-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

9

9

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: STH 175	SHEET NO: 674	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090217_xsml_149600_150450.dgn PLOT DATE : 5/6/2015 PLOT BY : Jim0 PLOT NAME : PLOT SCALE : 2.0000 sf / in.

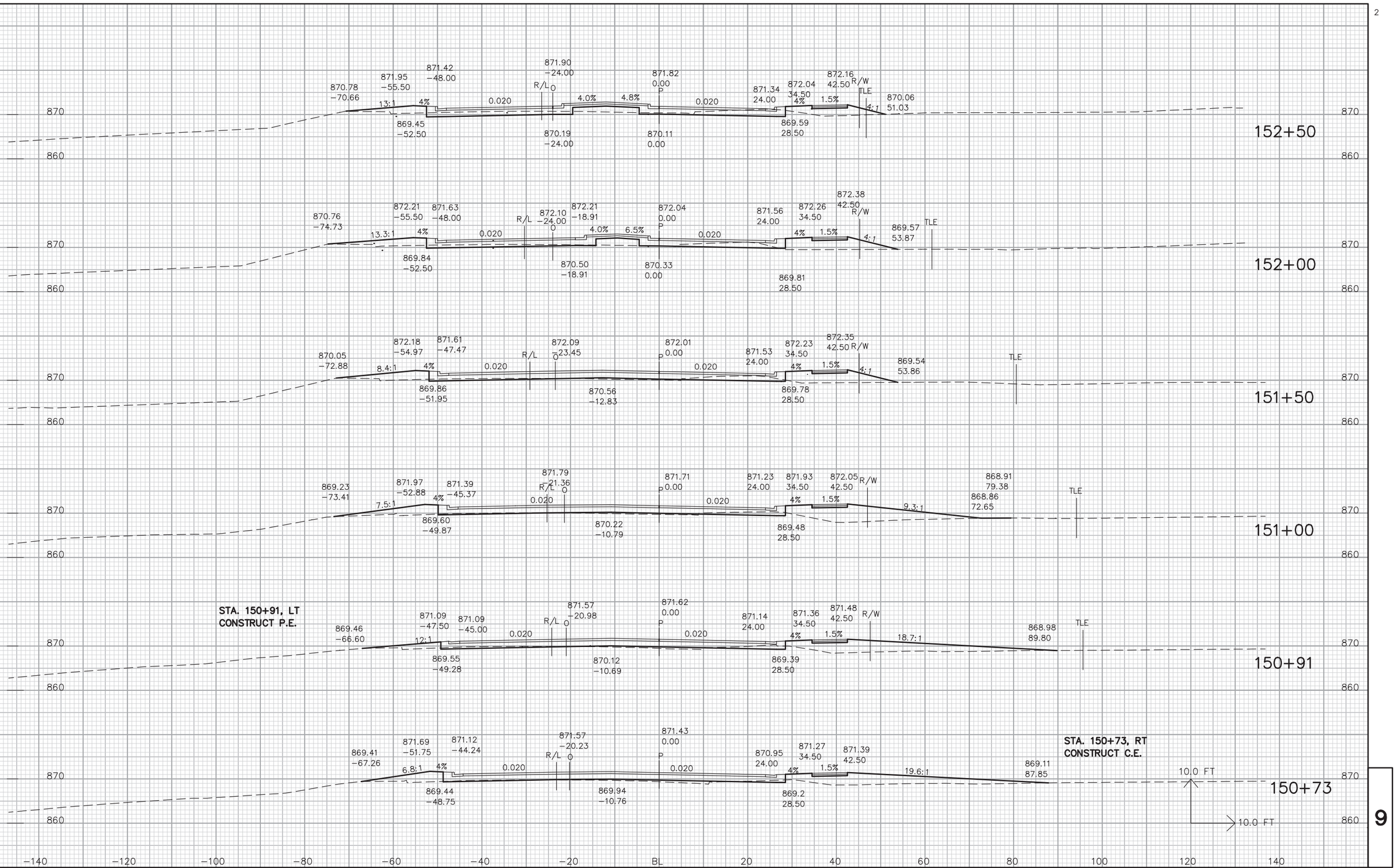


9

PROJECT NO: 3360−09−72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: LANNON ROAD	SHEET NO: 675	E

FILE NAME: W:\x−Projects\RD\7140\project 2 dgn\090218_xs_wlan.dwg PLOT DATE: Jul 30, 2015 PLOT BY: jgeishirt PLOT SCALE: ROTATION:

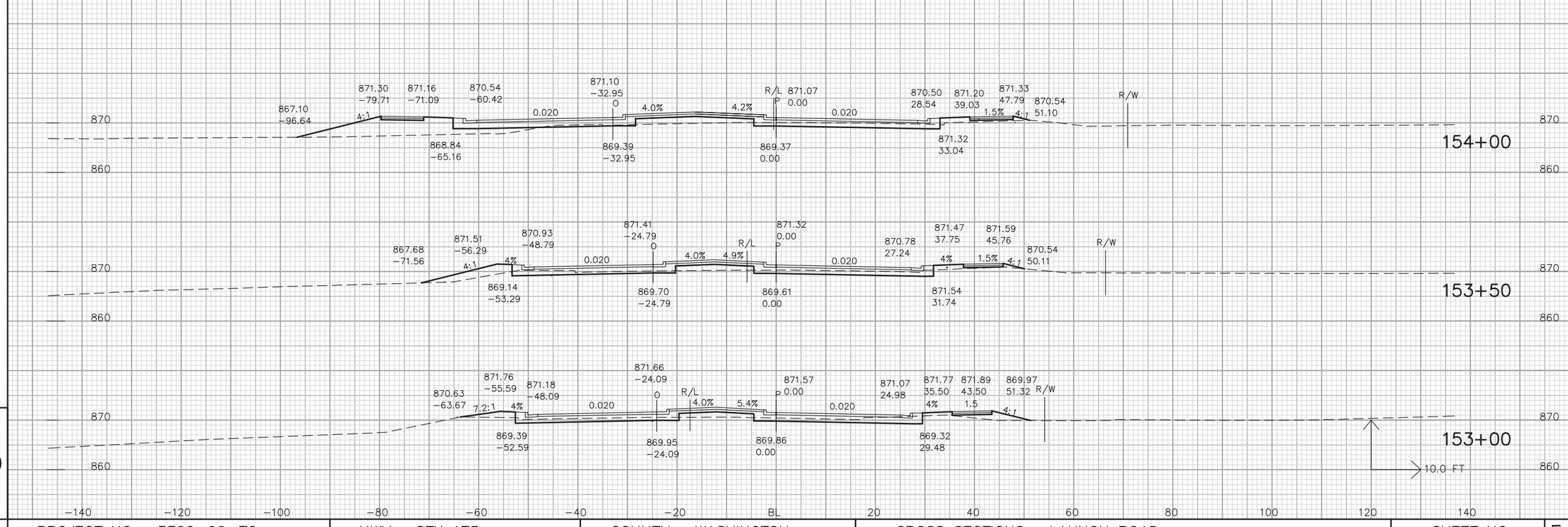
9



9 9

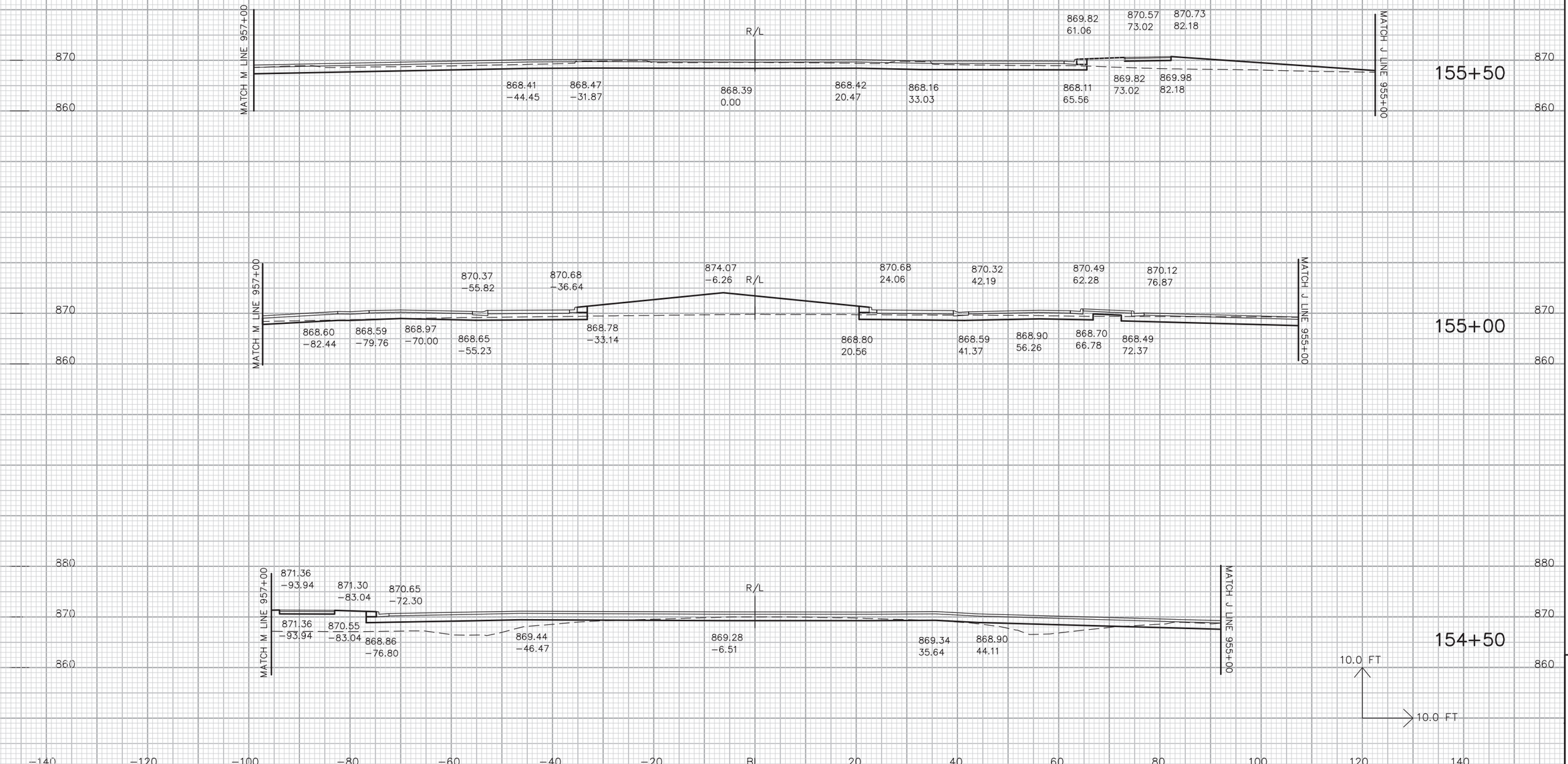
PROJECT NO: 3360−09−72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: LANNON ROAD	SHEET NO: 676	E

FILE NAME: W:\x−Projects\RD\7140\project 2 dgn\090218_xs_wlan.dwg PLOT DATE: Jun 02, 2015 PLOT BY: luke0 PLOT SCALE: ROTATION:



PROJECT NO: 3360−09−72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: LANNON ROAD	SHEET NO: 677	E

FILE NAME: W:\x−Projects\RD\7140\project 2 dgn\090218_xs_wlan.dwg
PLOT DATE: Jun 02, 2015
PLOT BY: luke0
PLOT SCALE:
ROTATION:



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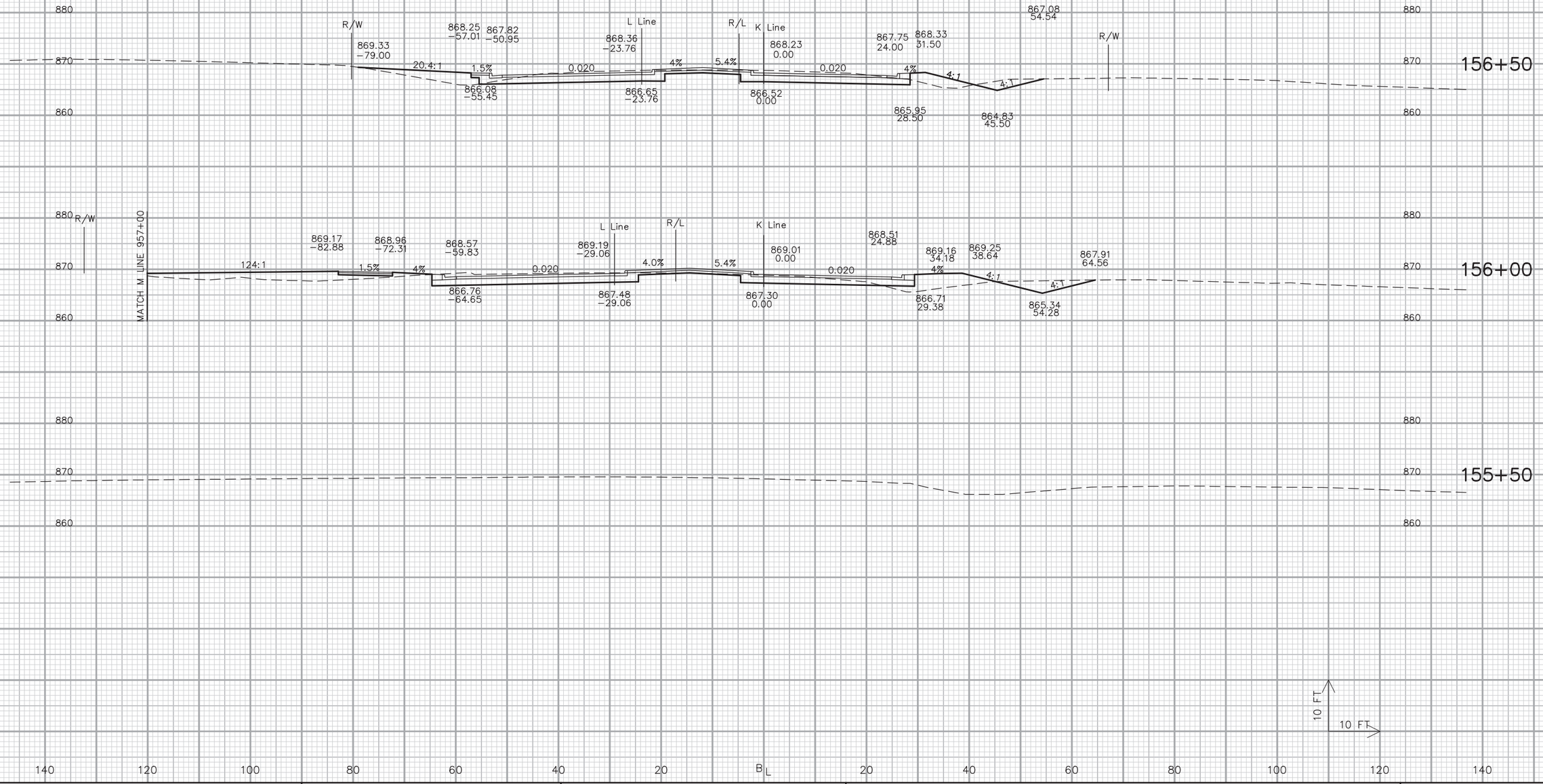
PROJECT NO: 3360−09−72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: LANNON ROAD	SHEET NO. 678	E

FILE NAME: W:\x−Projects\RD\7140\project 2 dgn\090218_xs_wlanB.dwg PLOT DATE: Jun 03, 2015 PLOT BY: luke0 PLOT SCALE: ROTATION:

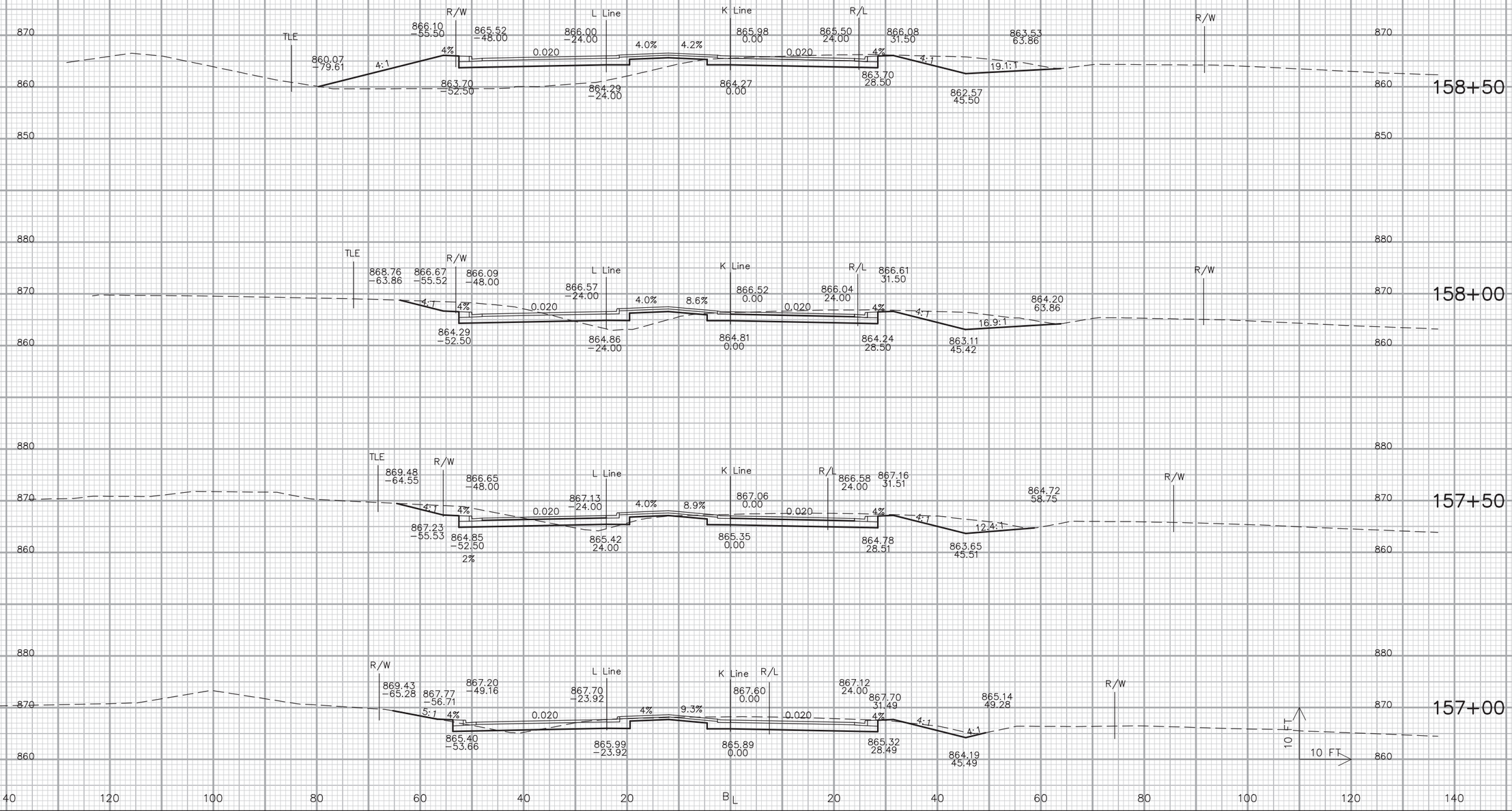


9

9

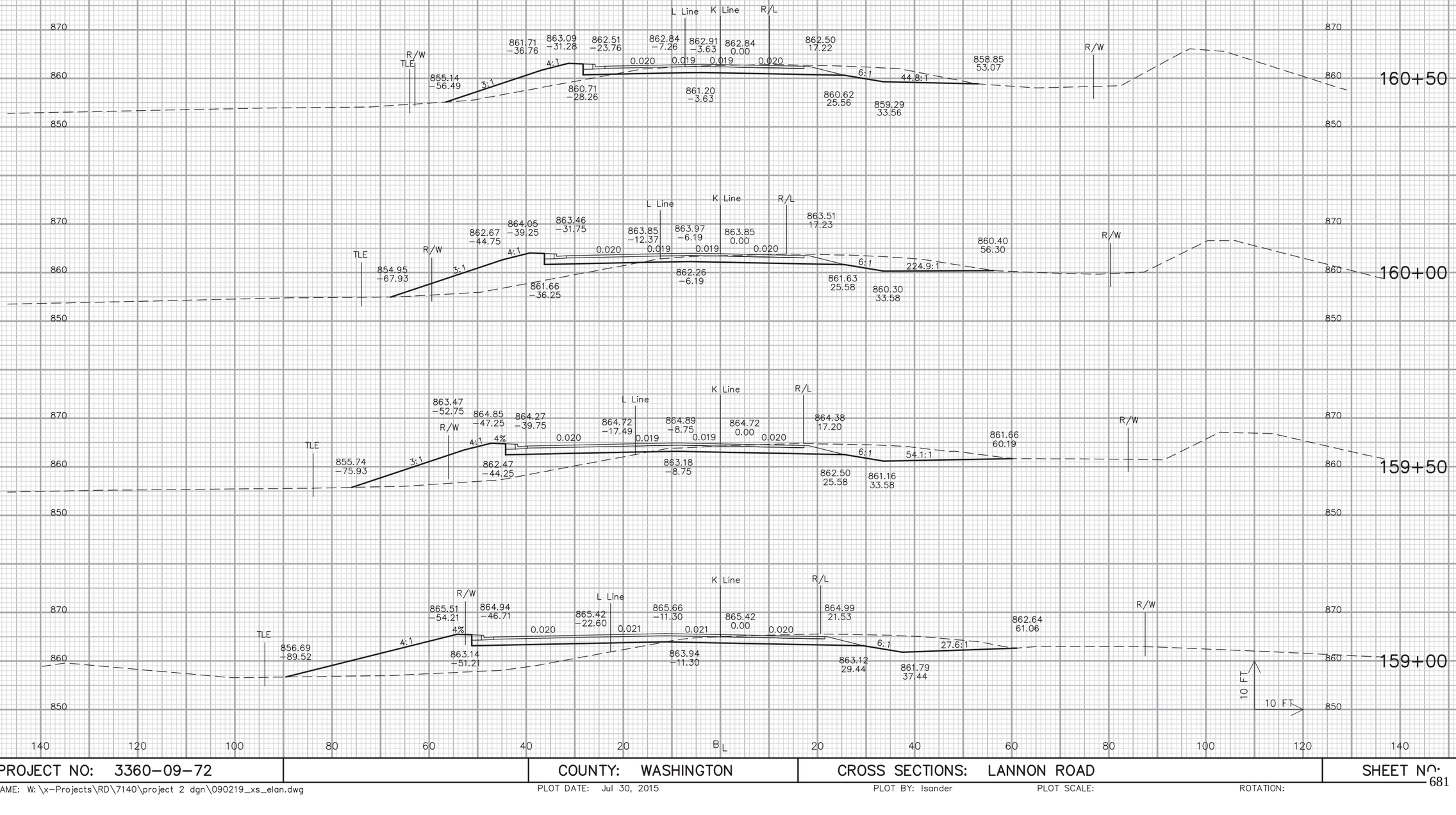
PROJECT NO: 3360−09−72		COUNTY: WASHINGTON	CROSS SECTIONS: LANNON ROAD	SHEET NO:	E

FILE NAME: W:\x-Projects\RD\7140\project 2 dgn\090219_xs_elan.dwg
PLOT DATE: Jul 30, 2015
PLOT BY: lsander
PLOT SCALE:
ROTATION:



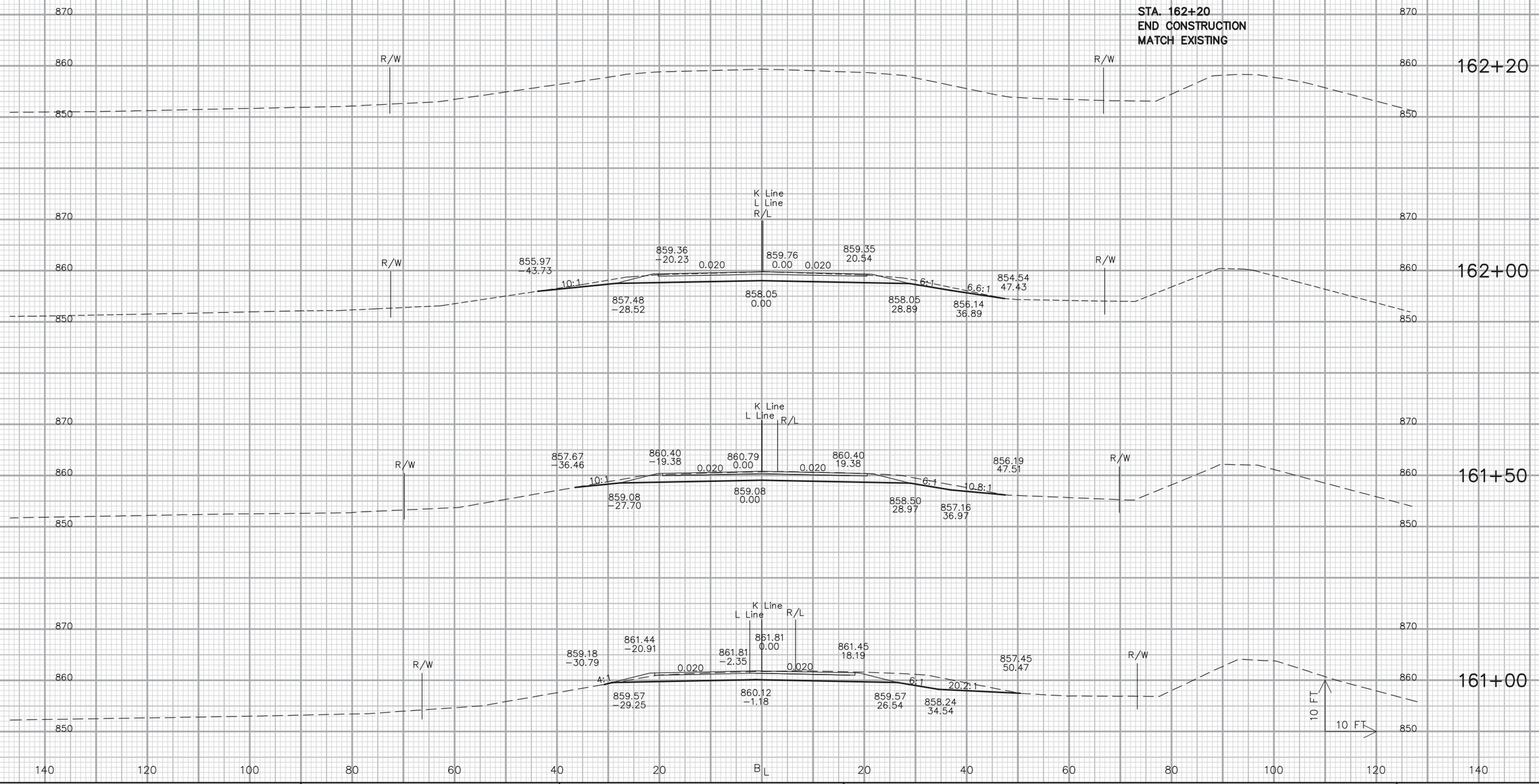
PROJECT NO: 3360-09-72		COUNTY: WASHINGTON	CROSS SECTIONS: LANNON ROAD	SHEET NO: 680	E

FILE NAME: W:\x-Projects\RD\7140\project 2 dgn\090219_xs_elan.dwg PLOT DATE: Jul 30, 2015 PLOT BY: lsander PLOT SCALE: ROTATION:



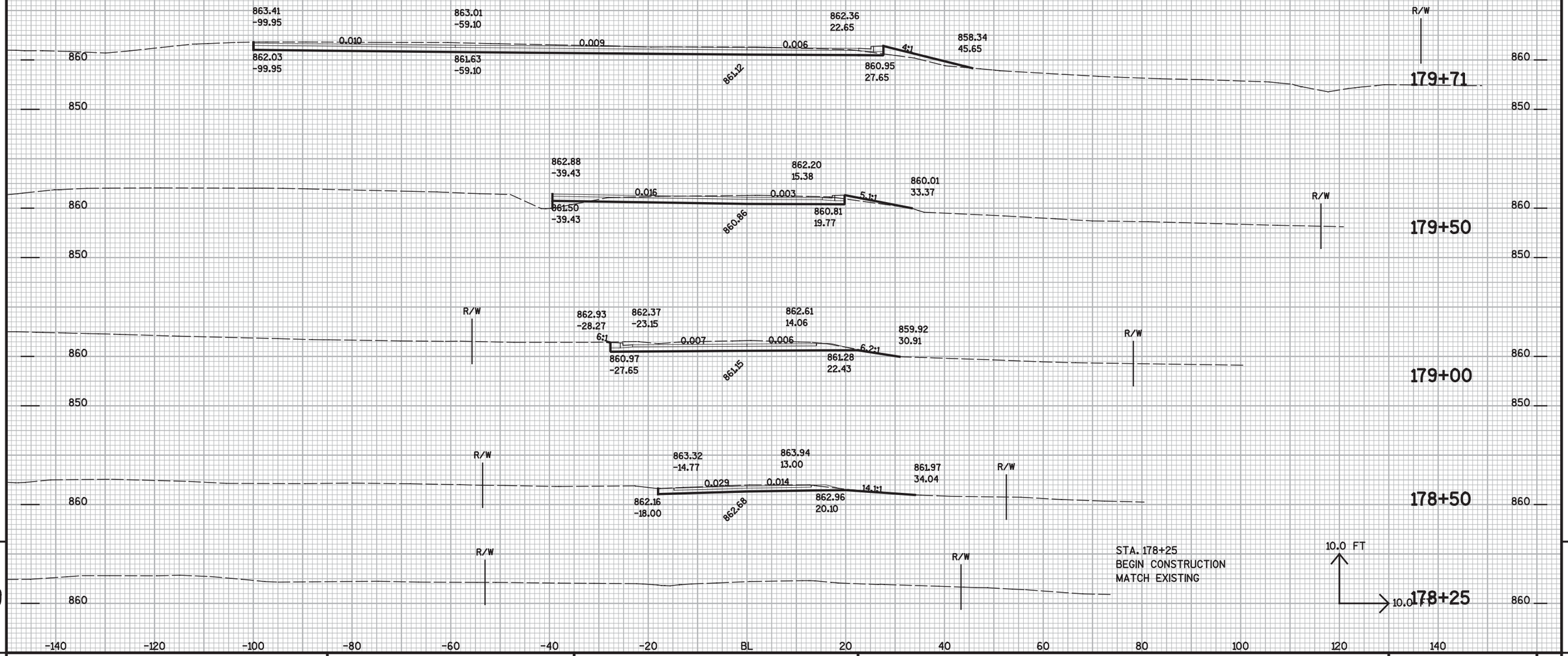
PROJECT NO: 3360−09−72		COUNTY: WASHINGTON	CROSS SECTIONS: LANNON ROAD	SHEET NO: 9 E

FILE NAME: W:\x−Projects\RD\7140\project 2 dgn\090219_xs_elan.dwg PLOT DATE: Jul 30, 2015 PLOT BY: lsander PLOT SCALE: ROTATION:



PROJECT NO: 3360-09-72		COUNTY: WASHINGTON	CROSS SECTIONS: LANNON ROAD	SHEET NO: E

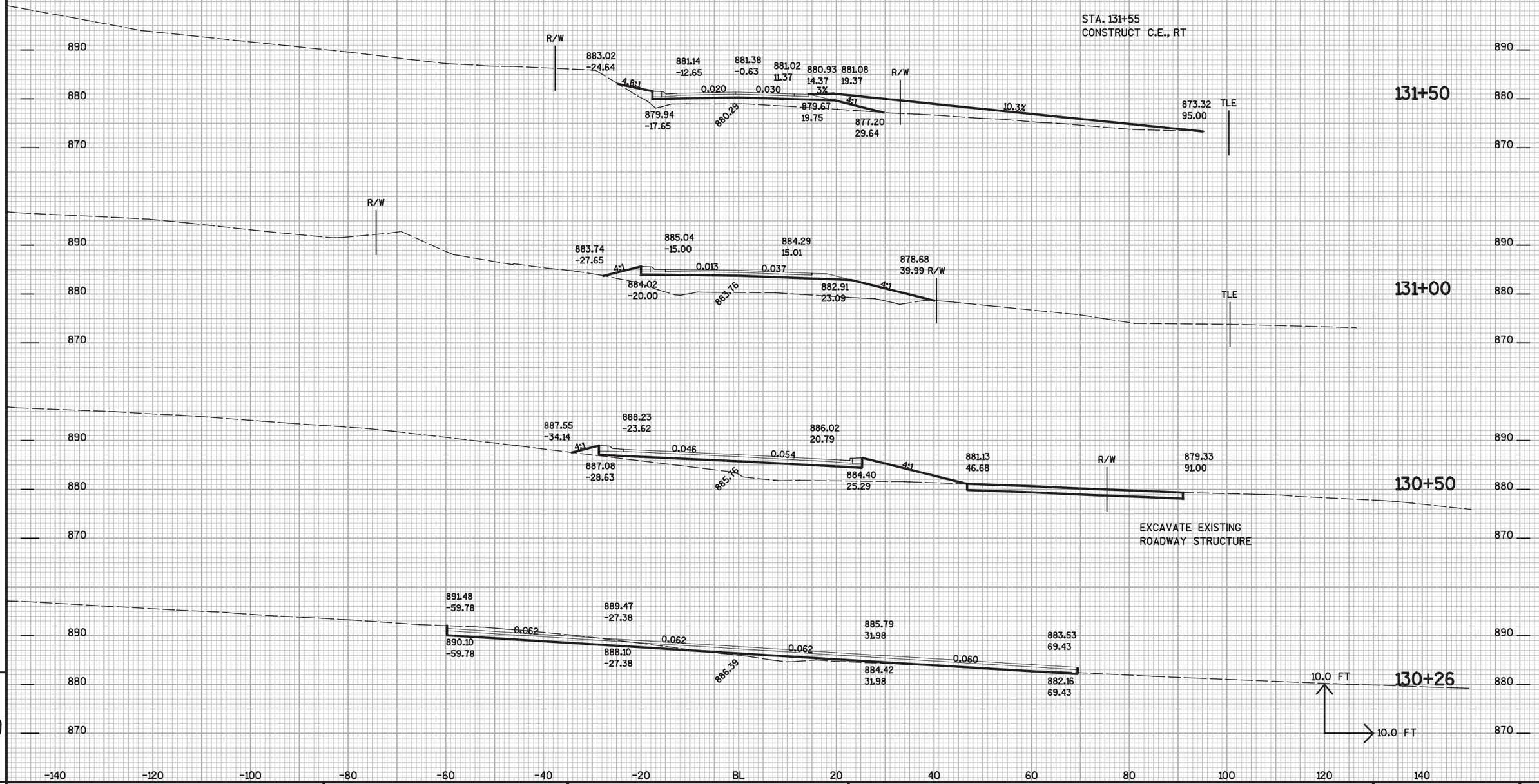
FILE NAME: W:\x-Projects\RD\7140\project 2 dgn\090219_xs_elan.dwg | PLOT DATE: Jul 30, 2015 | PLOT BY: lsander | PLOT SCALE: | ROTATION:



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: WILLOW CREEK ROAD	SHEET NO: 683	E

FILE NAME : W:\x-Projects\RD\7140\project 2 dgn\090220_xs_wllcr.DGN PLOT DATE : 12/26/2014 PLOT BY : MikeCO PLOT NAME : PLOT SCALE : 2.0000 sf / In.

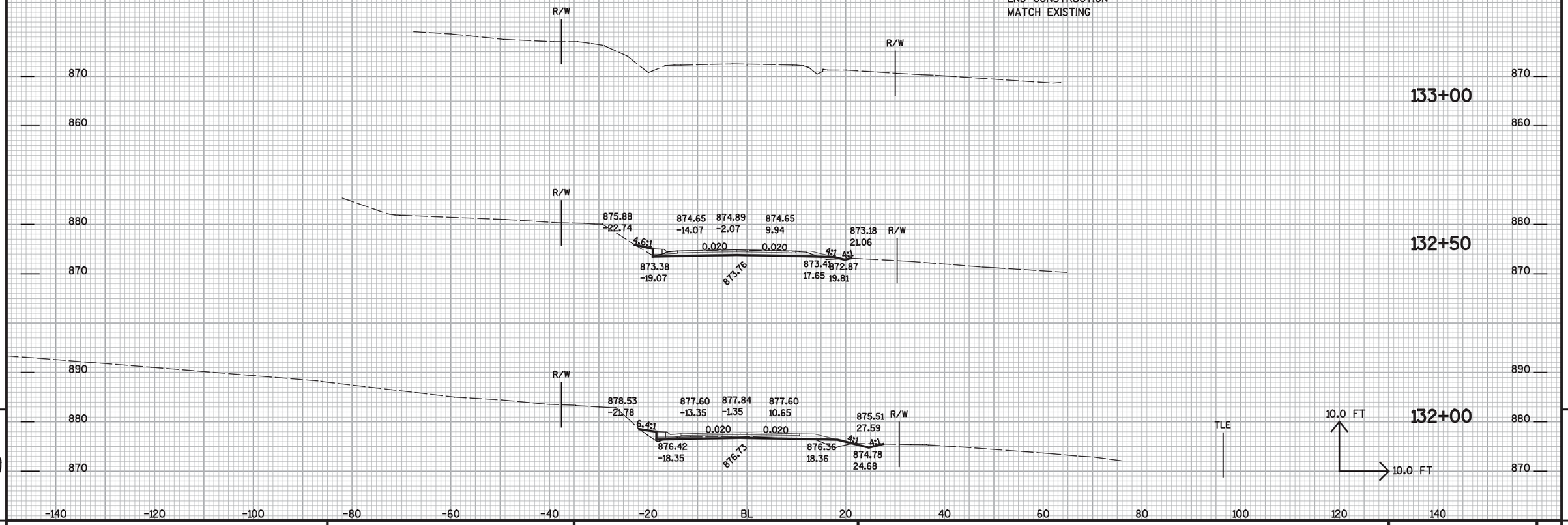
STA. 131+55
CONSTRUCT C.E., RT



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: HILLTOP RD	SHEET NO: 684	E

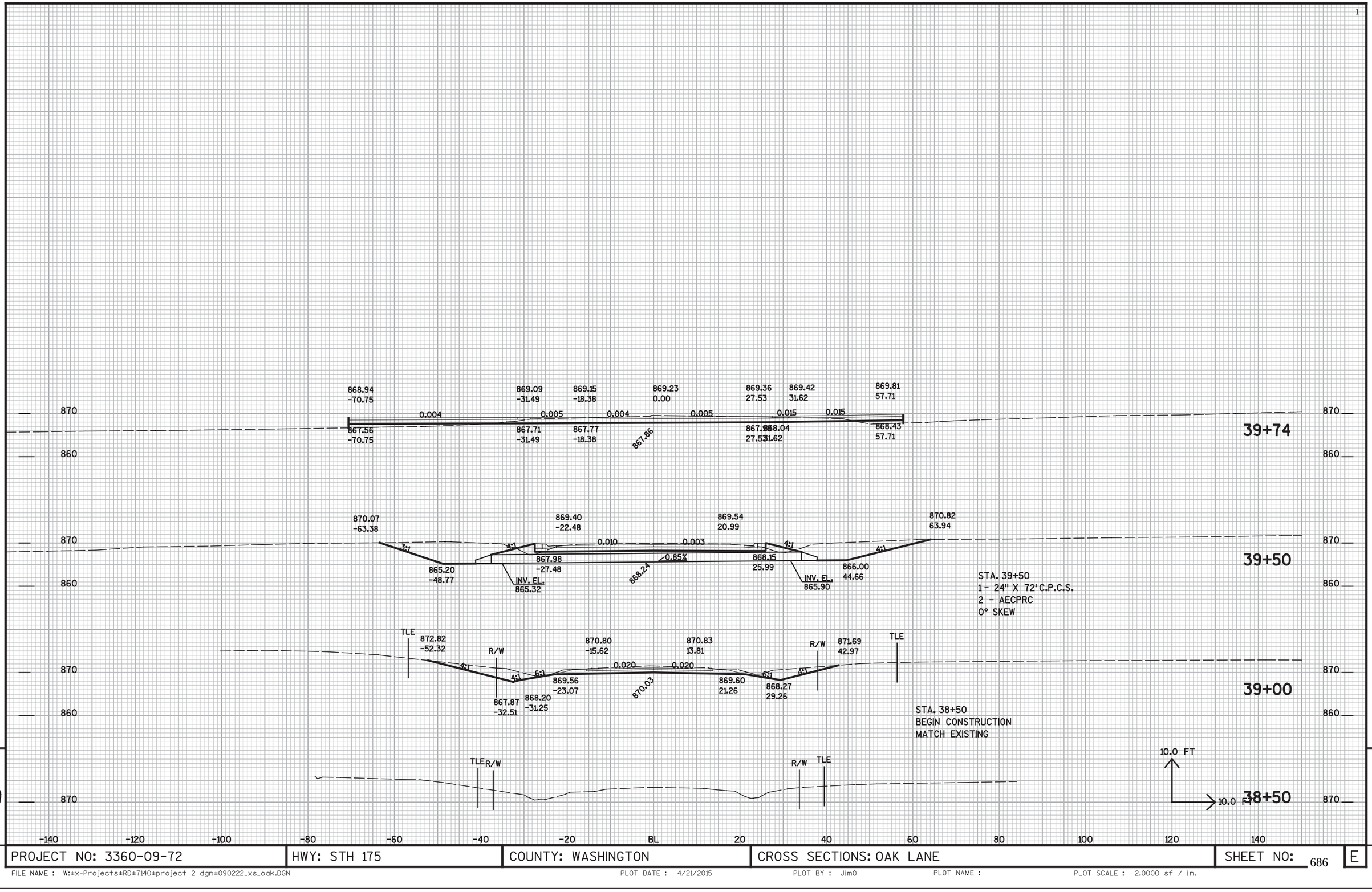
FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090221_xs_hilltop.DGN PLOT DATE : 5/15/2015 PLOT BY : MikeCO PLOT NAME : PLOT SCALE : 2.0000 sf / in.

STA. 133+00
END CONSTRUCTION
MATCH EXISTING



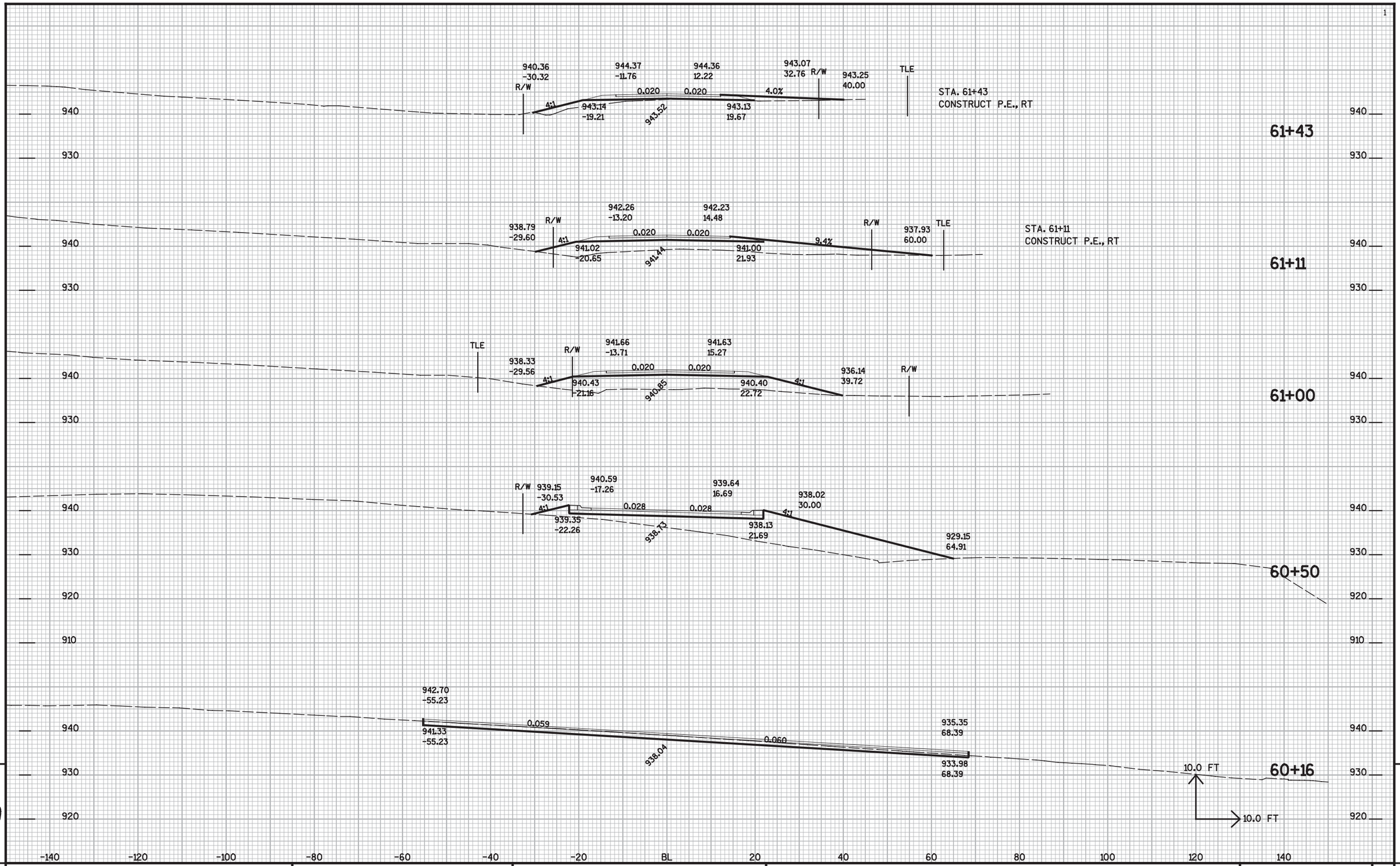
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: HILLTOP RD	SHEET NO: 685	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090221_xs_hilltop.DGN PLOT DATE : 4/20/2015 PLOT BY : MikeCO PLOT NAME : PLOT SCALE : 2.0000 sf / in.



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: OAK LANE	SHEET NO: 686	E

FILE NAME : W:\x-Projects\RD\7140\project 2 dgn\090222_xs_oak.DGN PLOT DATE : 4/21/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.

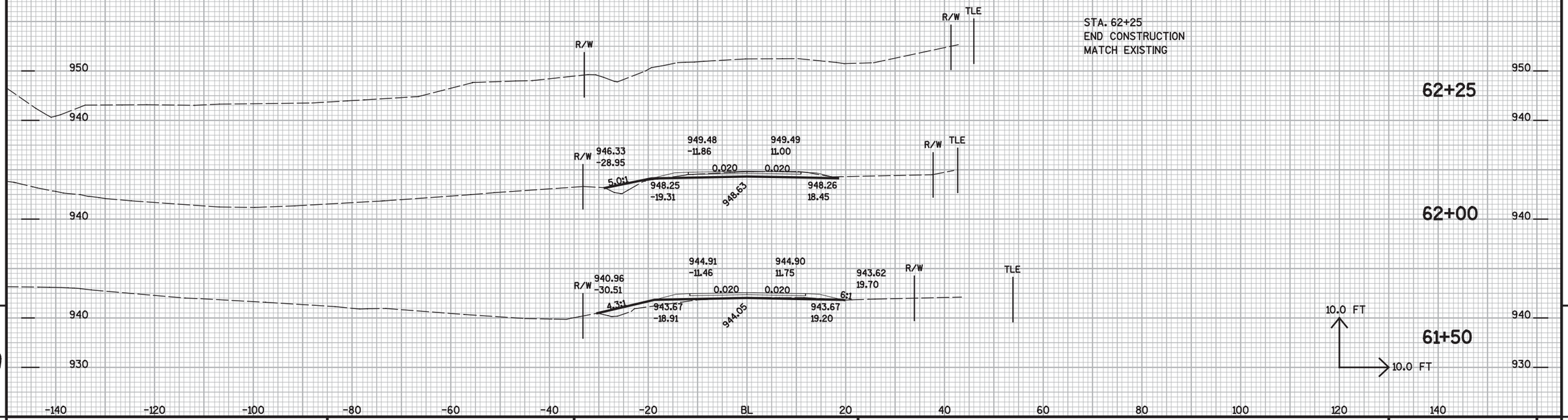


9

9

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: MEEKER LANE (S)	SHEET NO: 687	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090223_xs_meek s.dgn PLOT DATE : 3/12/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.

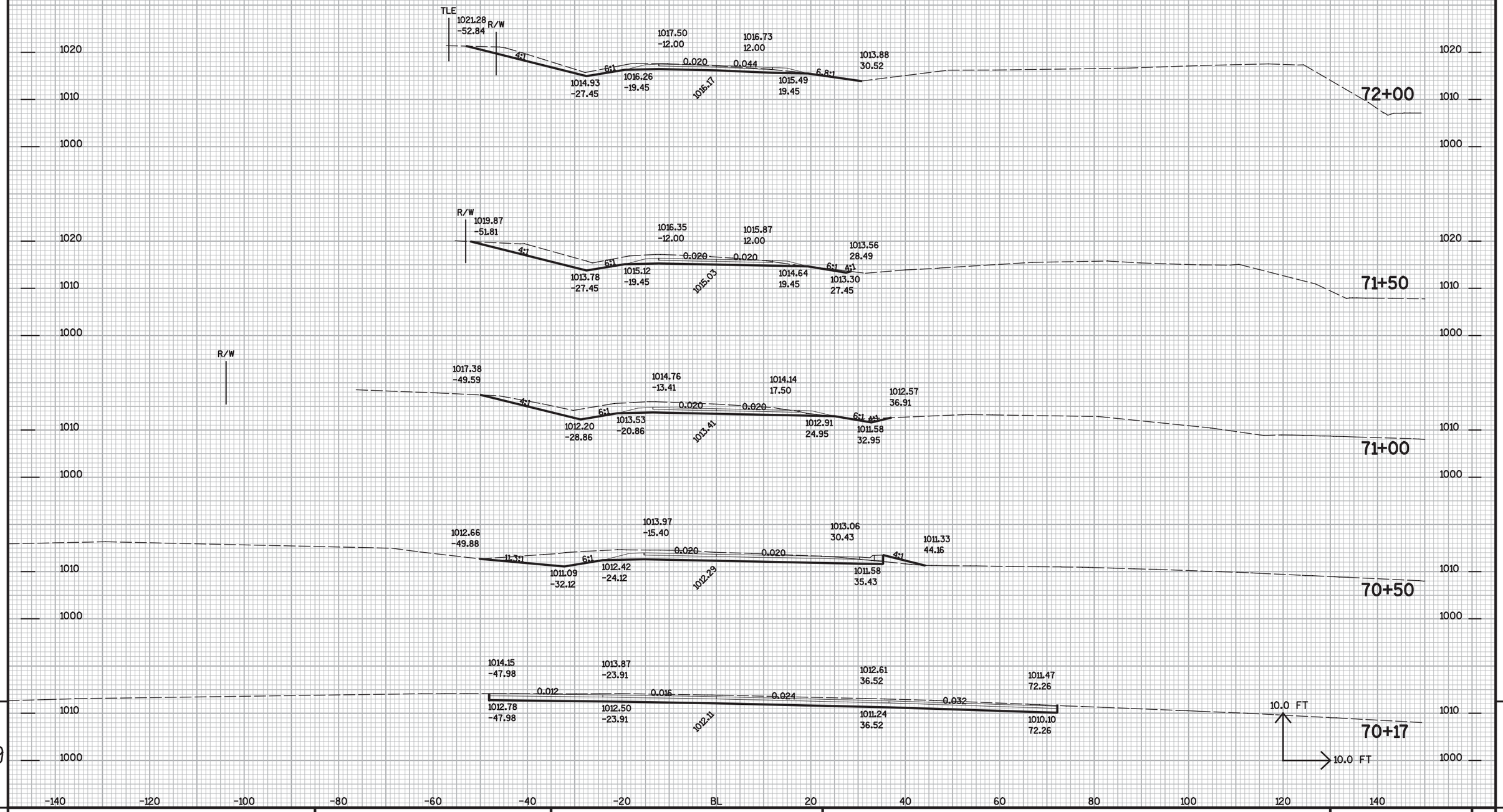


9

9

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: MEEKER LANE (S)	SHEET NO: 688	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090223_xs_meek s.dgn PLOT DATE : 3/12/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.



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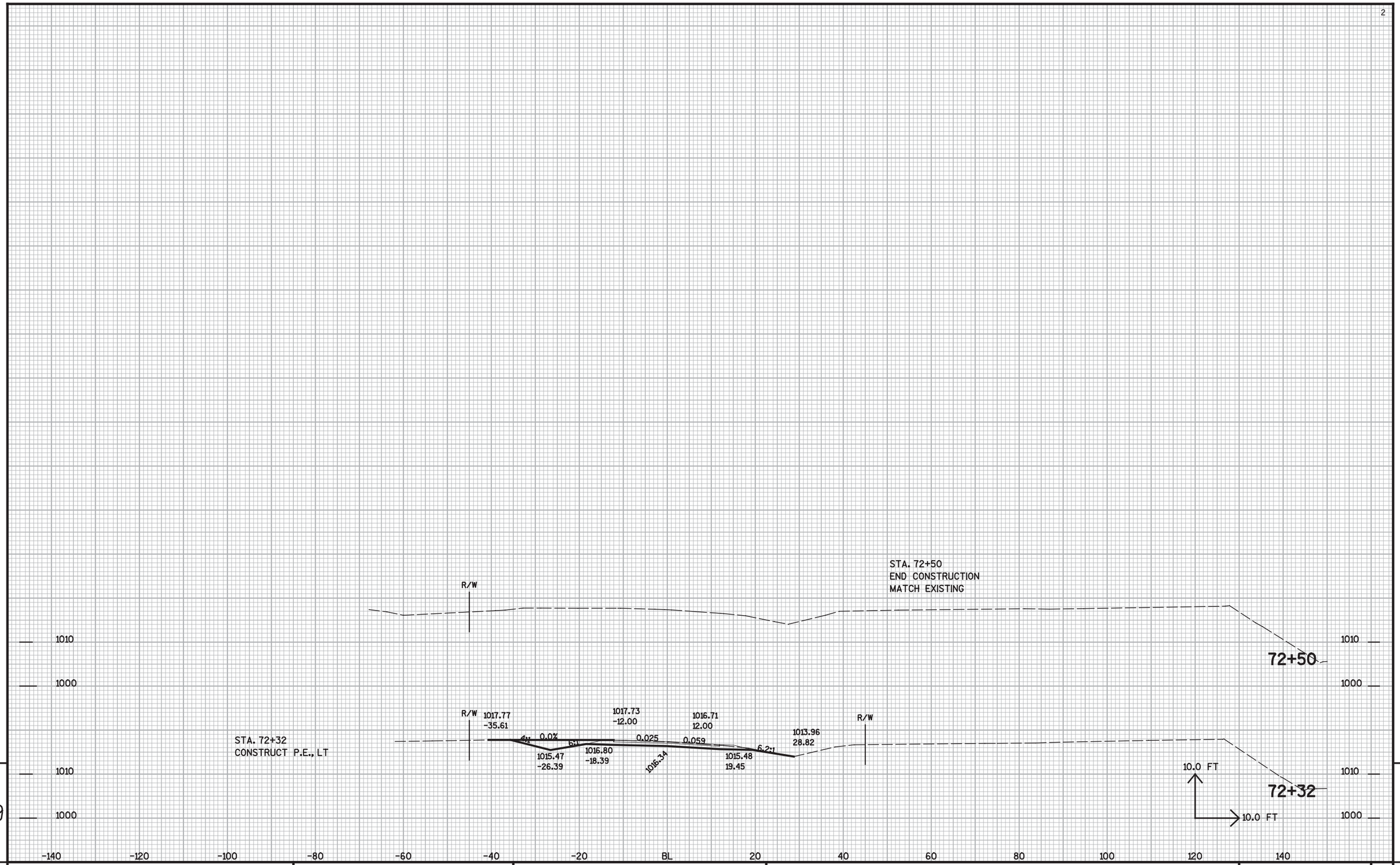
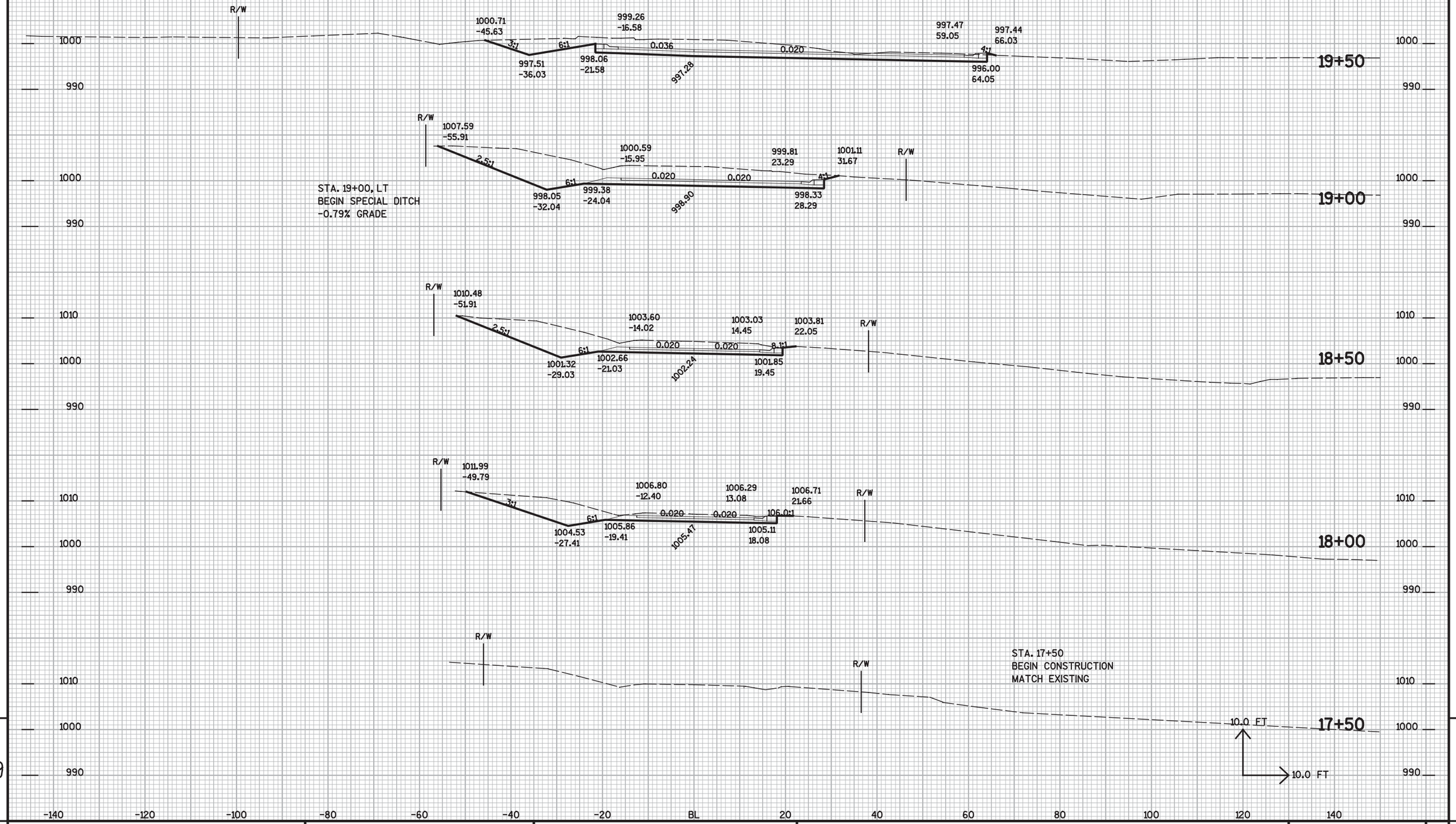
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS:MEEKER LANE (N)	SHEET NO: 689	E

FILE NAME : W:\x-Projects\RD\7140\project 2 dgn\090224_xs_meek n.DGN PLOT DATE : 3/12/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.



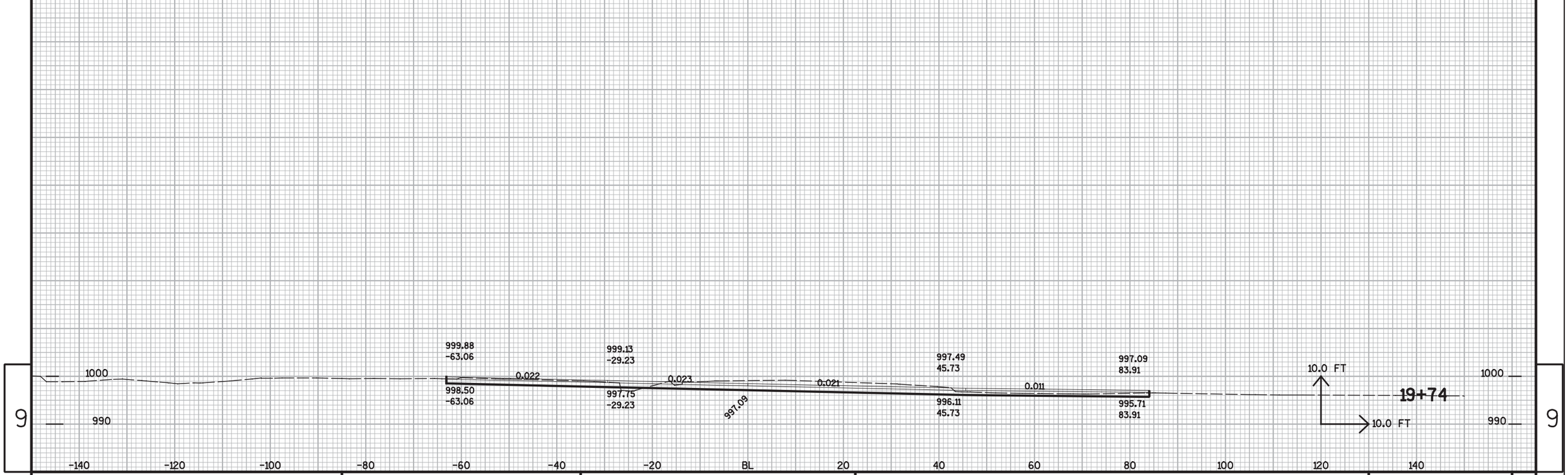
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS:MEEKER LANE (N)	SHEET NO: 690	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090224_xs_meek n.DGN PLOT DATE : 3/12/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.



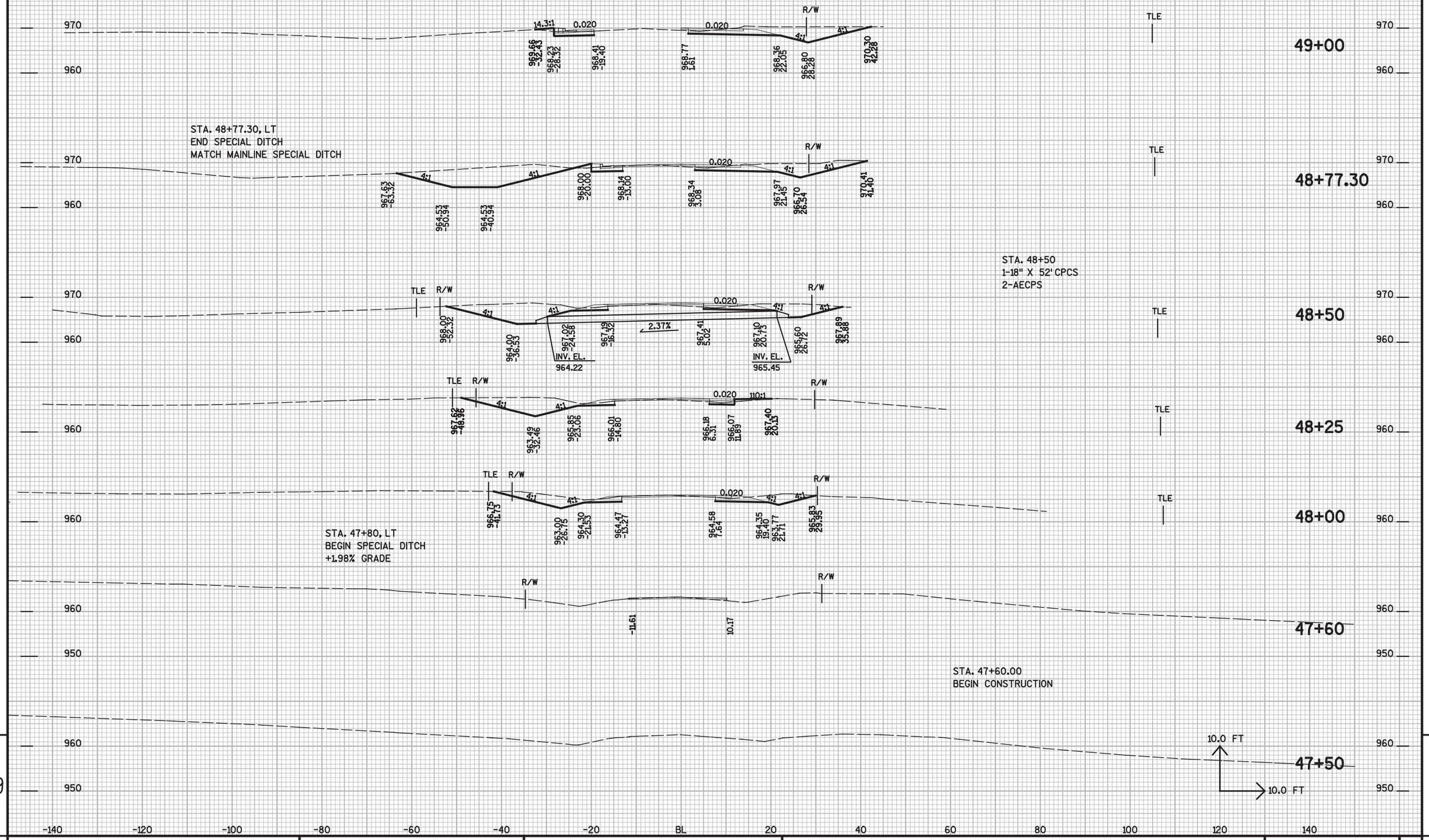
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: AMY BELLE	SHEET NO: 691	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090226_xs_am bel.DGN PLOT DATE : 4/16/2014 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.



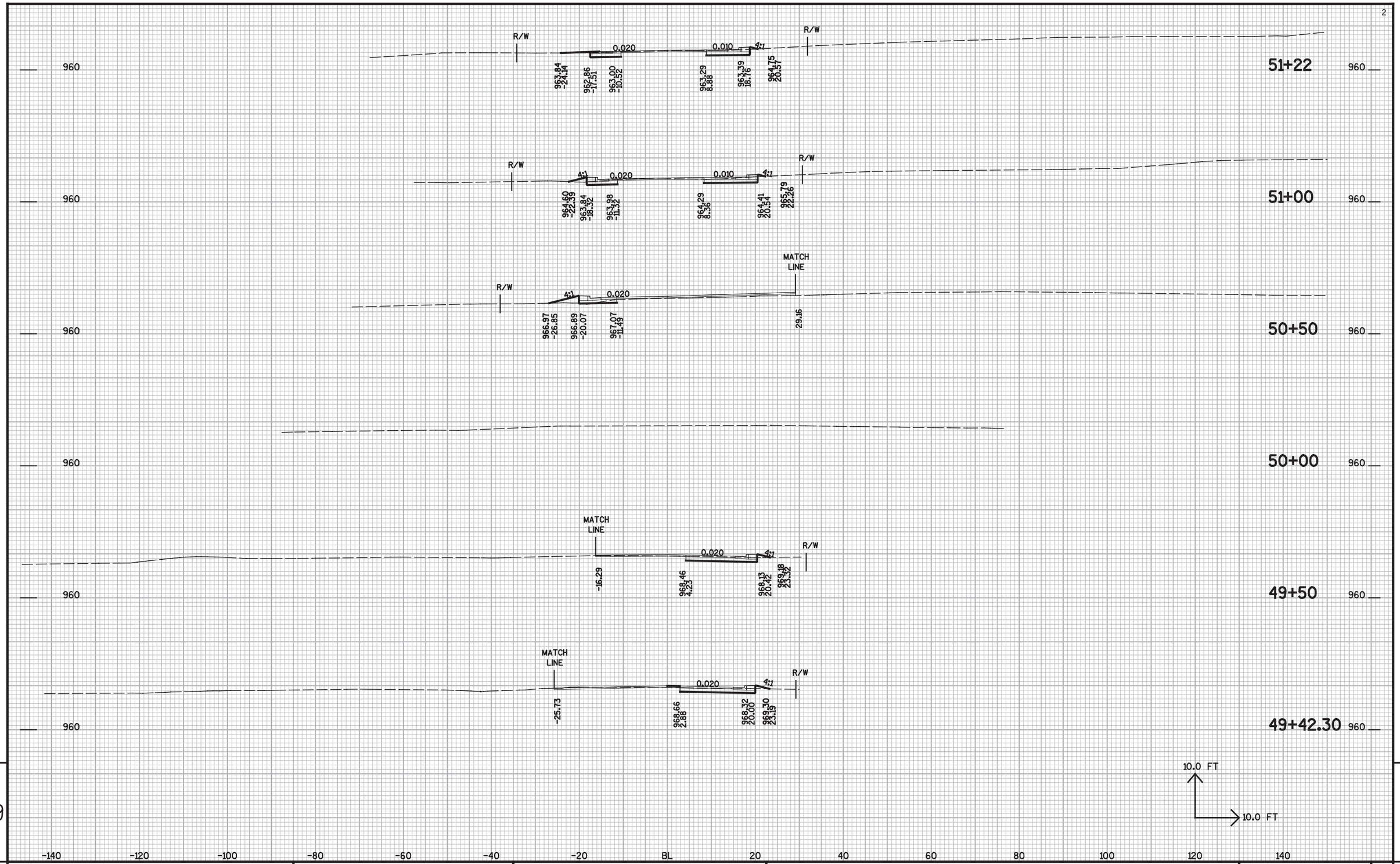
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: AMY BELLE	SHEET NO: 692	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±XSECS±090226_xs_am bel.DGN PLOT DATE : 3/25/2014 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: PLEASANT HILL RD	SHEET NO: 693 E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090227_xs_pleas hll.dgn PLOT DATE : 5/8/2015 PLOT BY : Jim0 PLOT NAME : PLOT SCALE : 2.0000 sf / in.



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: PLEASANT HILL RD	SHEET NO: 694 E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090227_xs_pleas hil.dgn PLOT DATE : 5/8/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.

960

52+00

960

STA. 51+67.30
END CONSTRUCTION

R/W

R/W

960

51+67

-12.08

9.06

960

R/W

R/W

4:1

0.010

4:1

960

51+50

962.52
-22.00

962.04
-16.80

962.18
-9.80

962.28
9.54

962.35
16.34

963.65
18.37

10.0 FT

10.0 FT

-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

9

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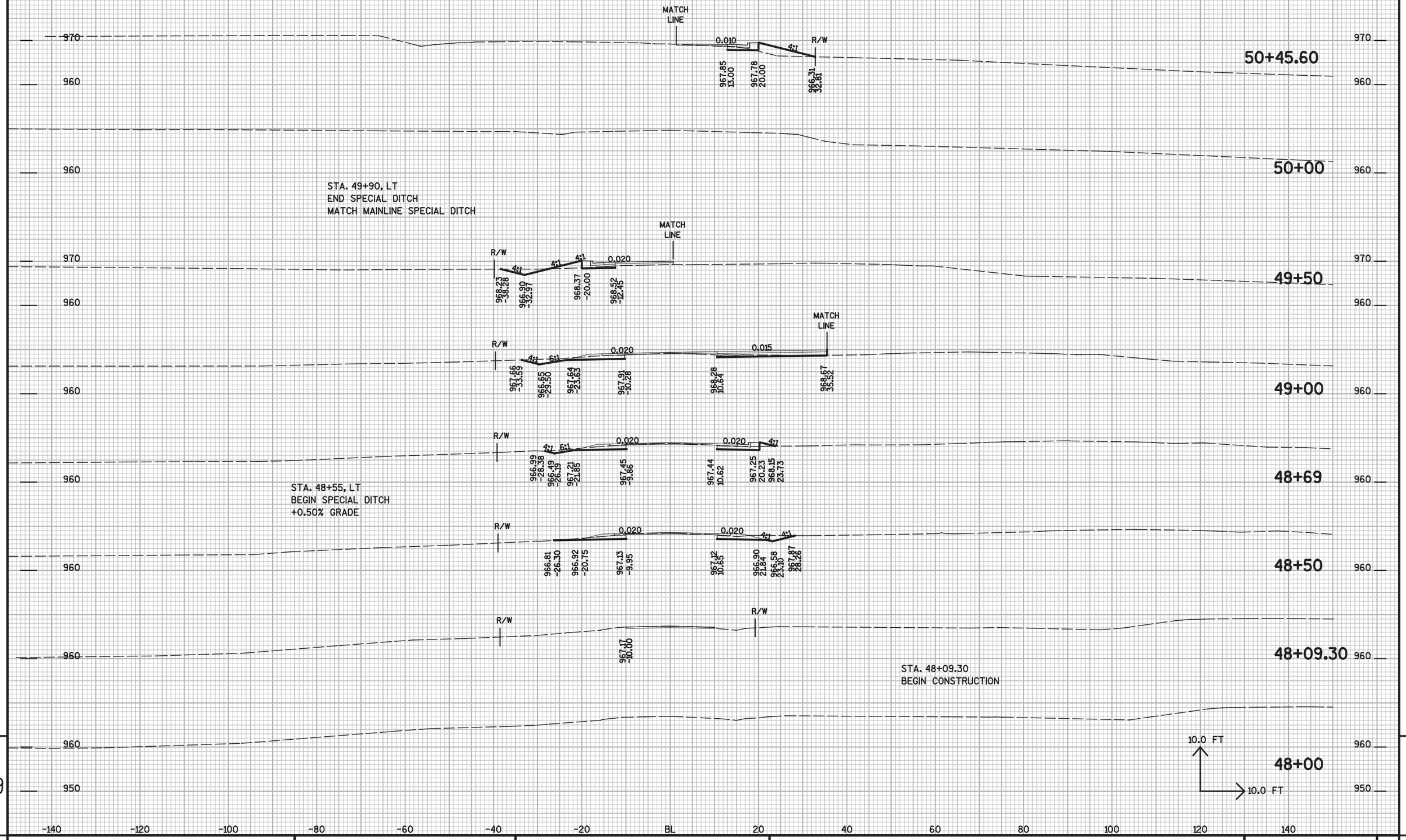
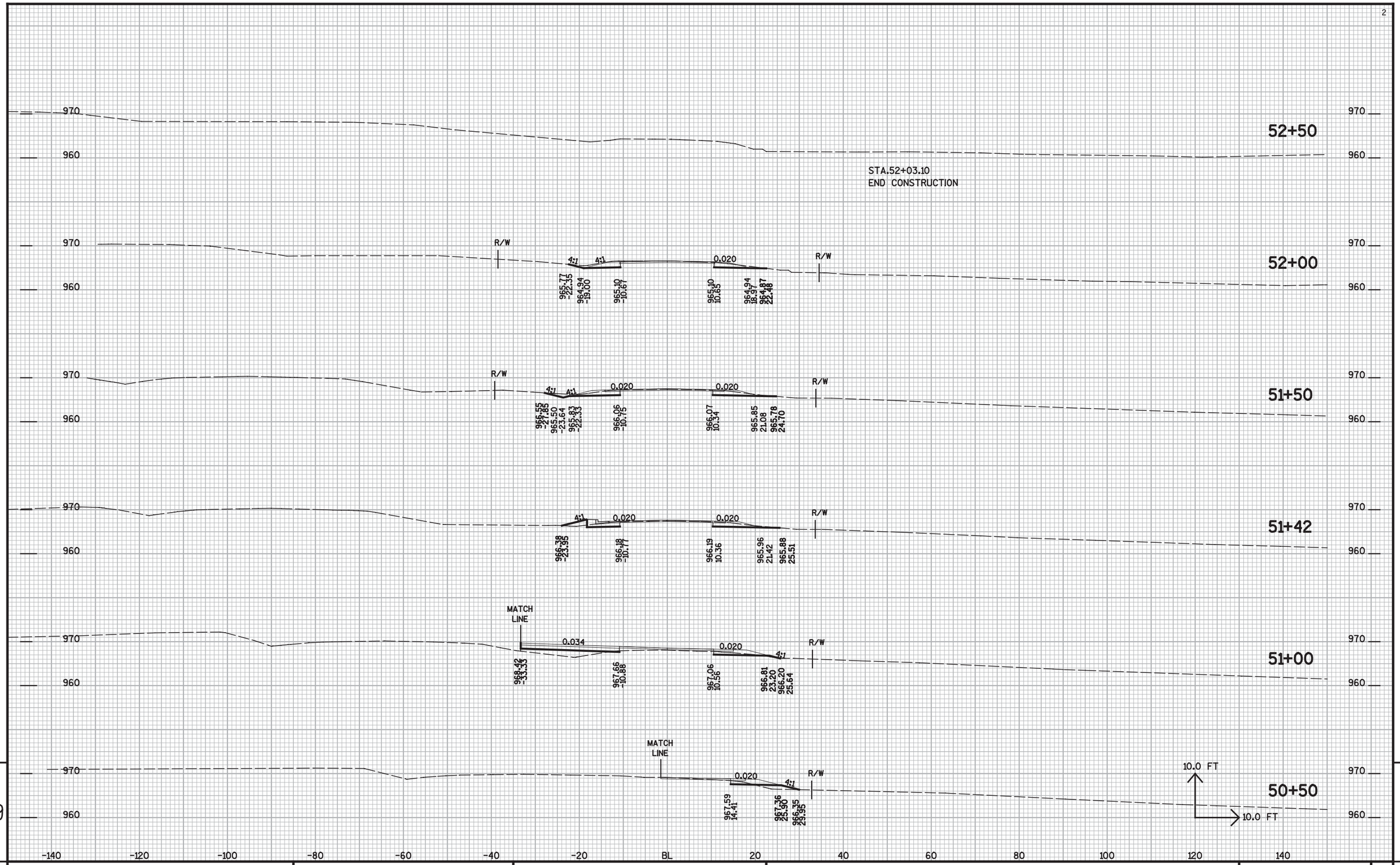
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: PLEASANT HILL RD	SHEET NO: 695	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090227_xs_pleas hil.dgn PLOT DATE : 5/8/2015 PLOT BY : Jim0 PLOT NAME : PLOT SCALE : 2.0000 sf / in.



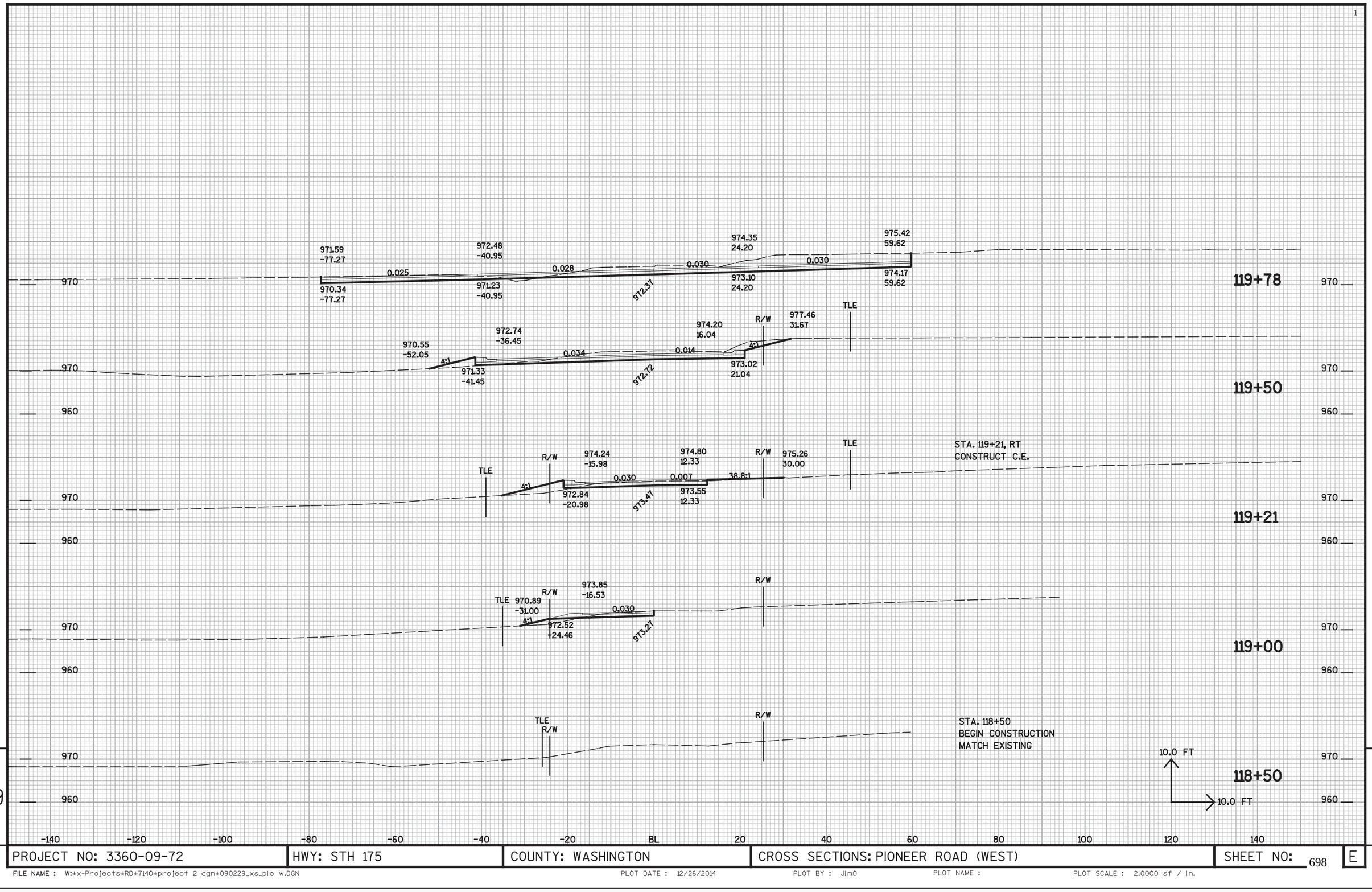
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: MAYFIELD RD	SHEET NO: 696	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090228_xs_mayfld.dgn PLOT DATE : 5/8/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: MAYFIELD RD	SHEET NO: 697	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090228_xs_mayfld.dgn PLOT DATE : 5/8/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.



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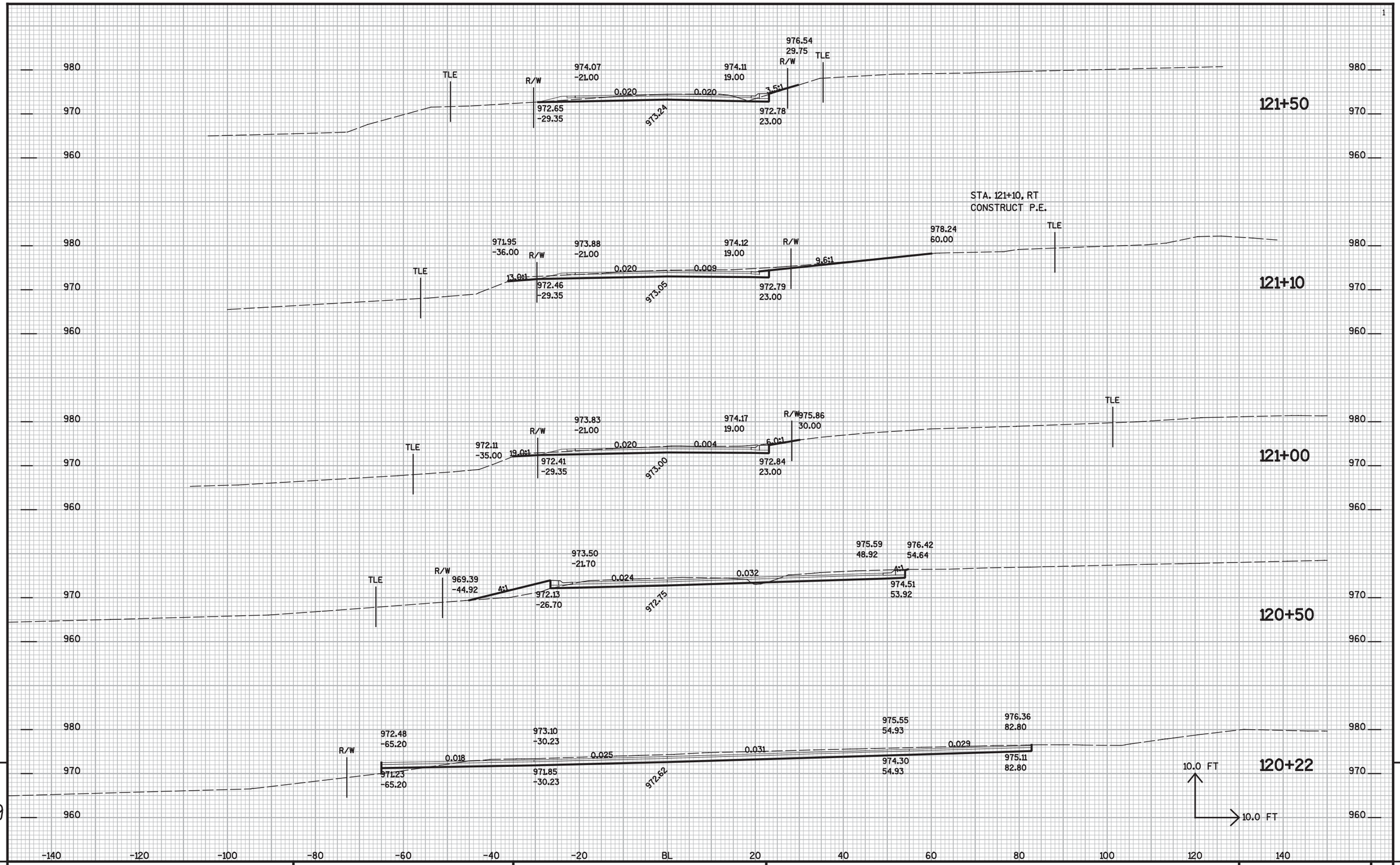
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: PIONEER ROAD (WEST)	SHEET NO: 698	E

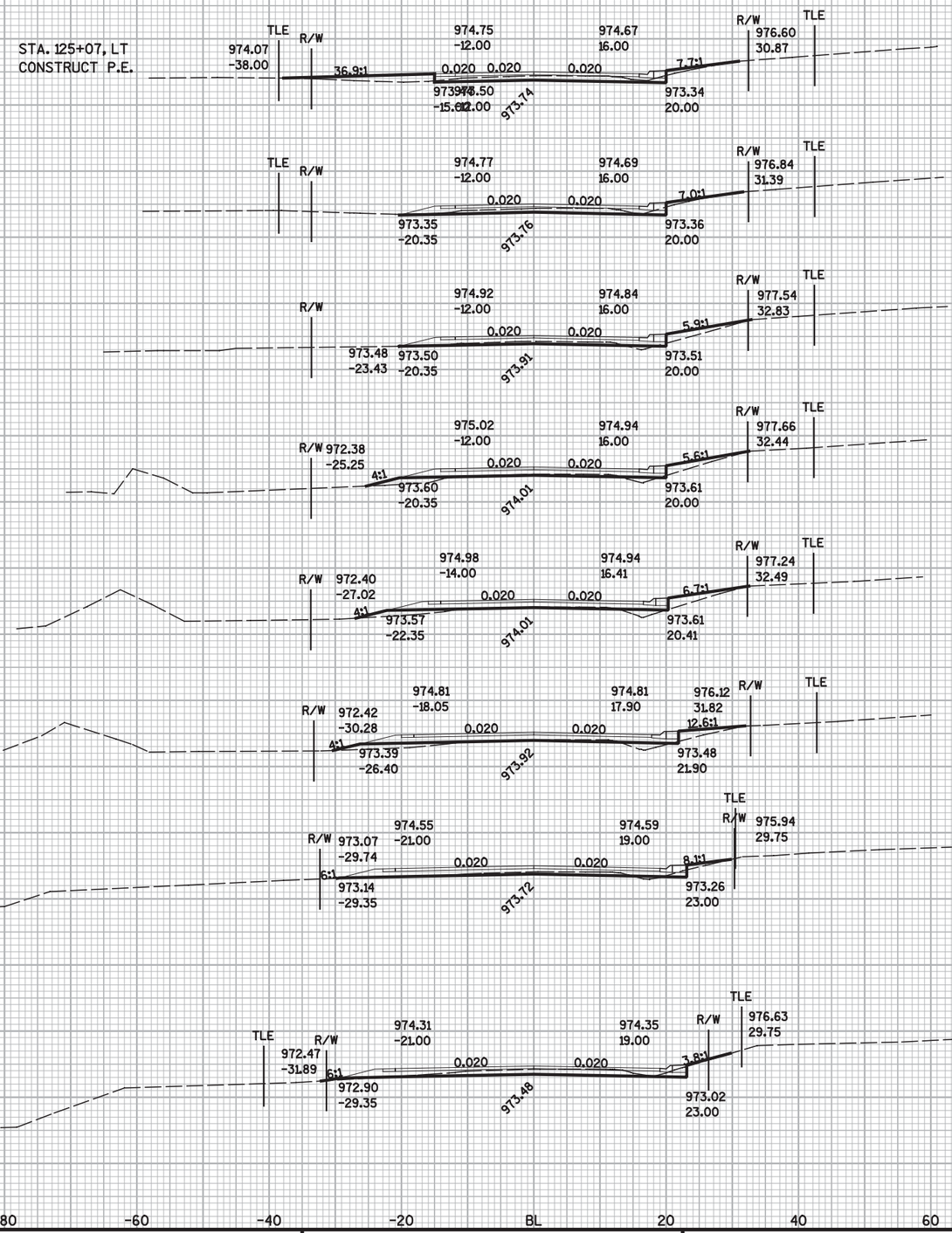
FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090229_xs_plo w.DGN PLOT DATE : 12/26/2014 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / In.



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: PIONEER EAST	SHEET NO: 699	E

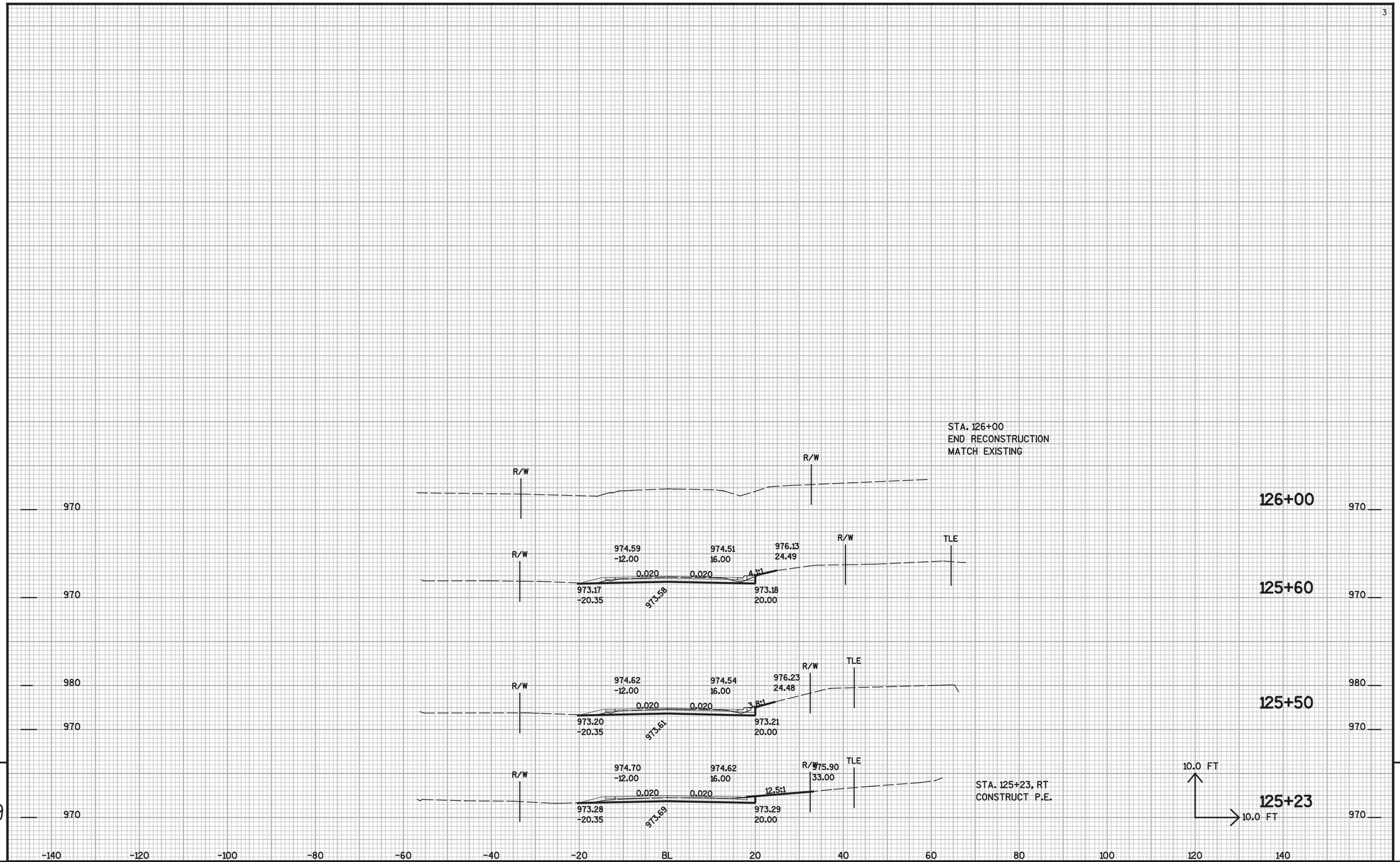
FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090230_xs_plo e.dgn PLOT DATE : 3/13/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.

STA. 125+07, LT
CONSTRUCT P.E.



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: PIONEER EAST	SHEET NO: 700	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090230_xs_pio e.dgn PLOT DATE : 3/13/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.



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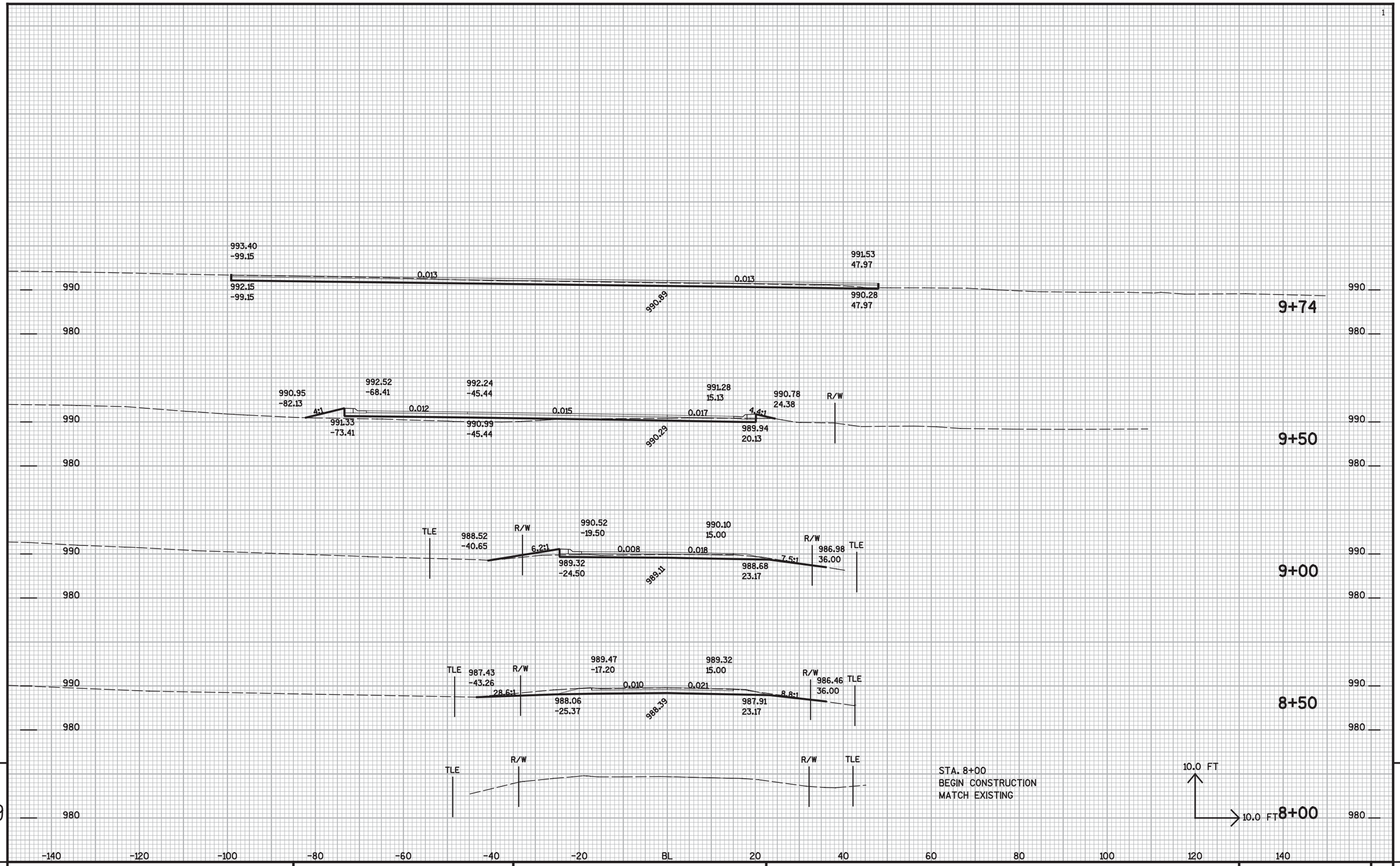
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: PIONEER EAST	SHEET NO: 701	E



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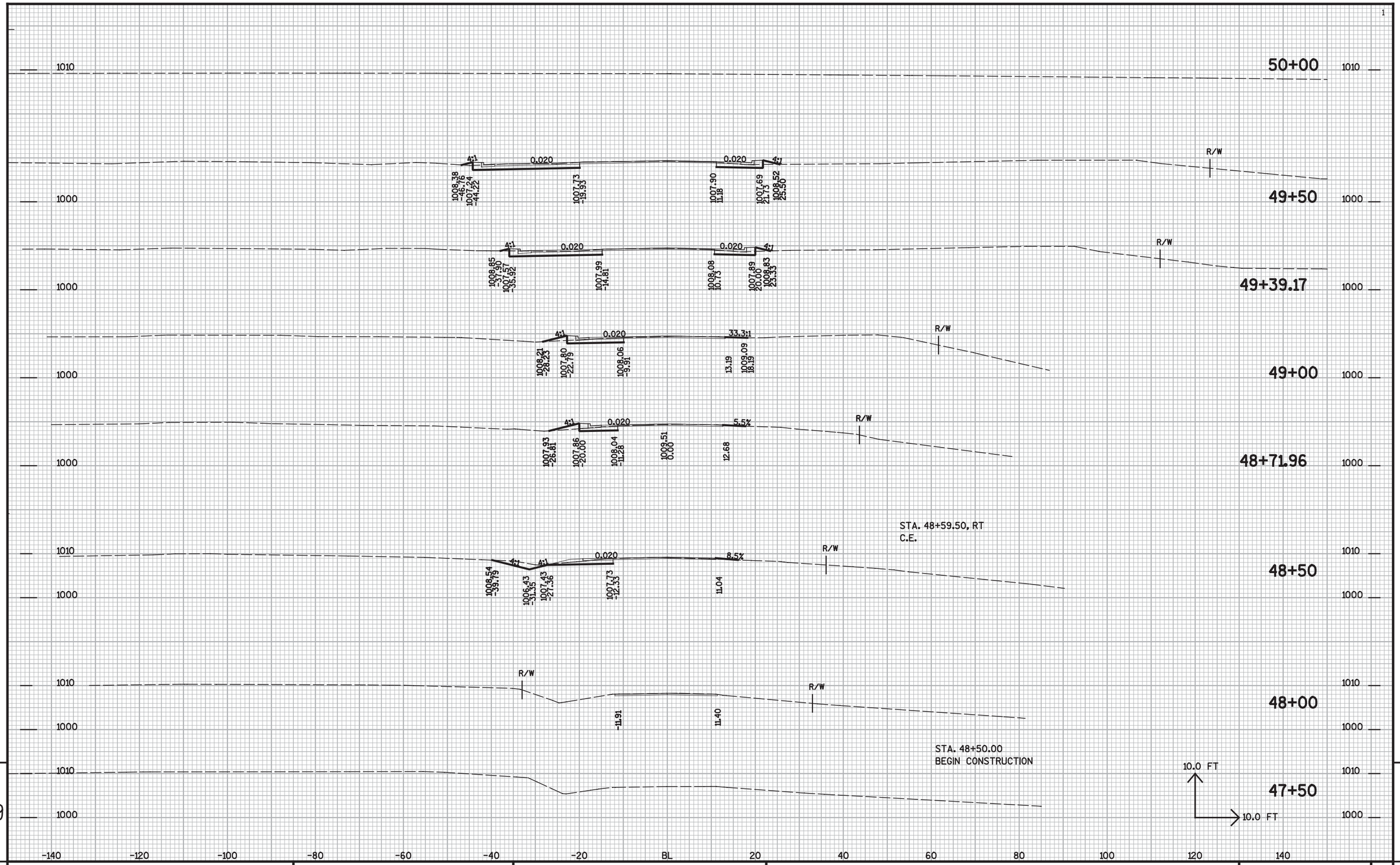
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: SCENIC ROAD (WEST)	SHEET NO: 702	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090231_xs_scen w.DGN PLOT DATE : 12/1/2014 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.



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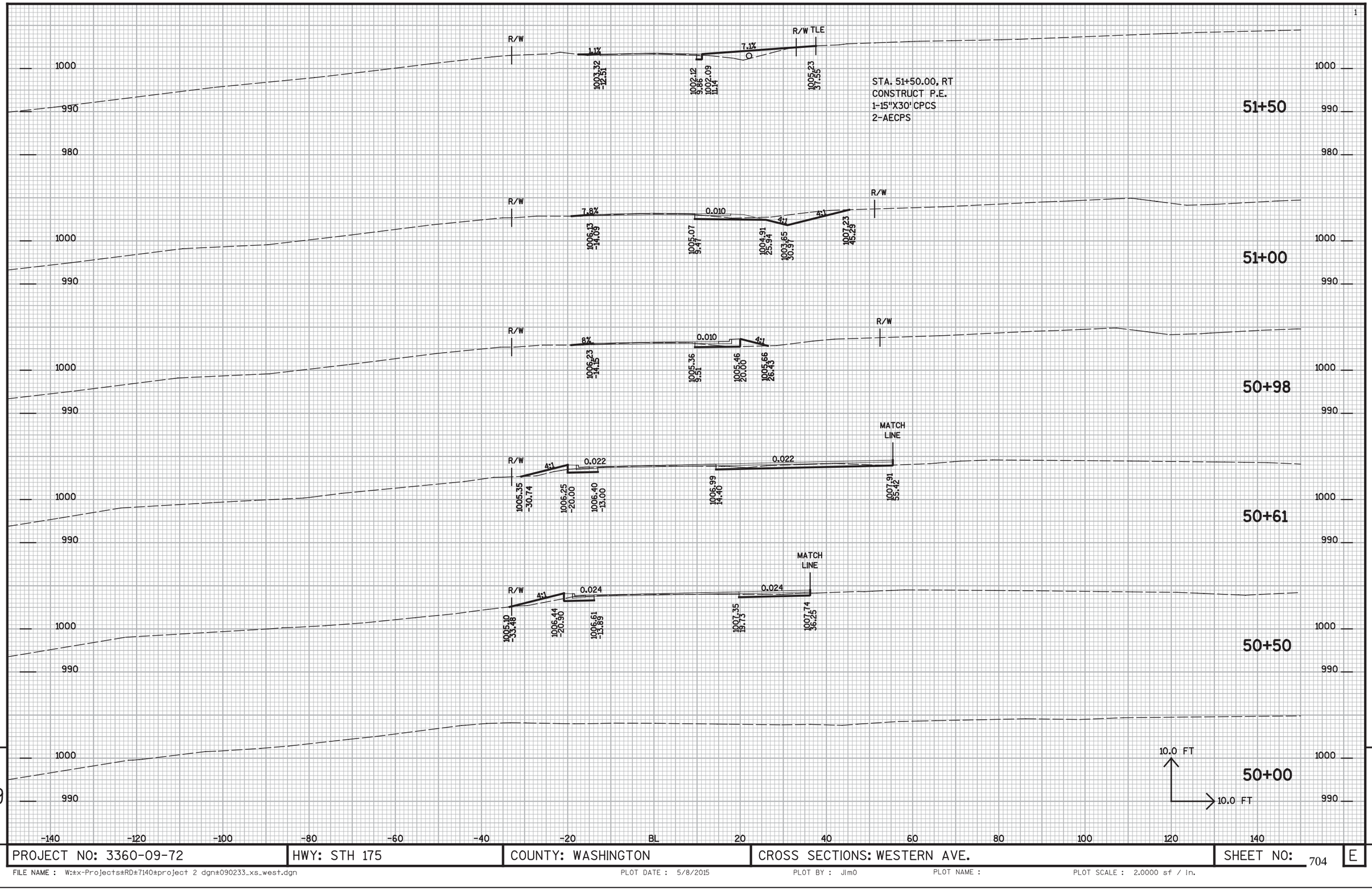
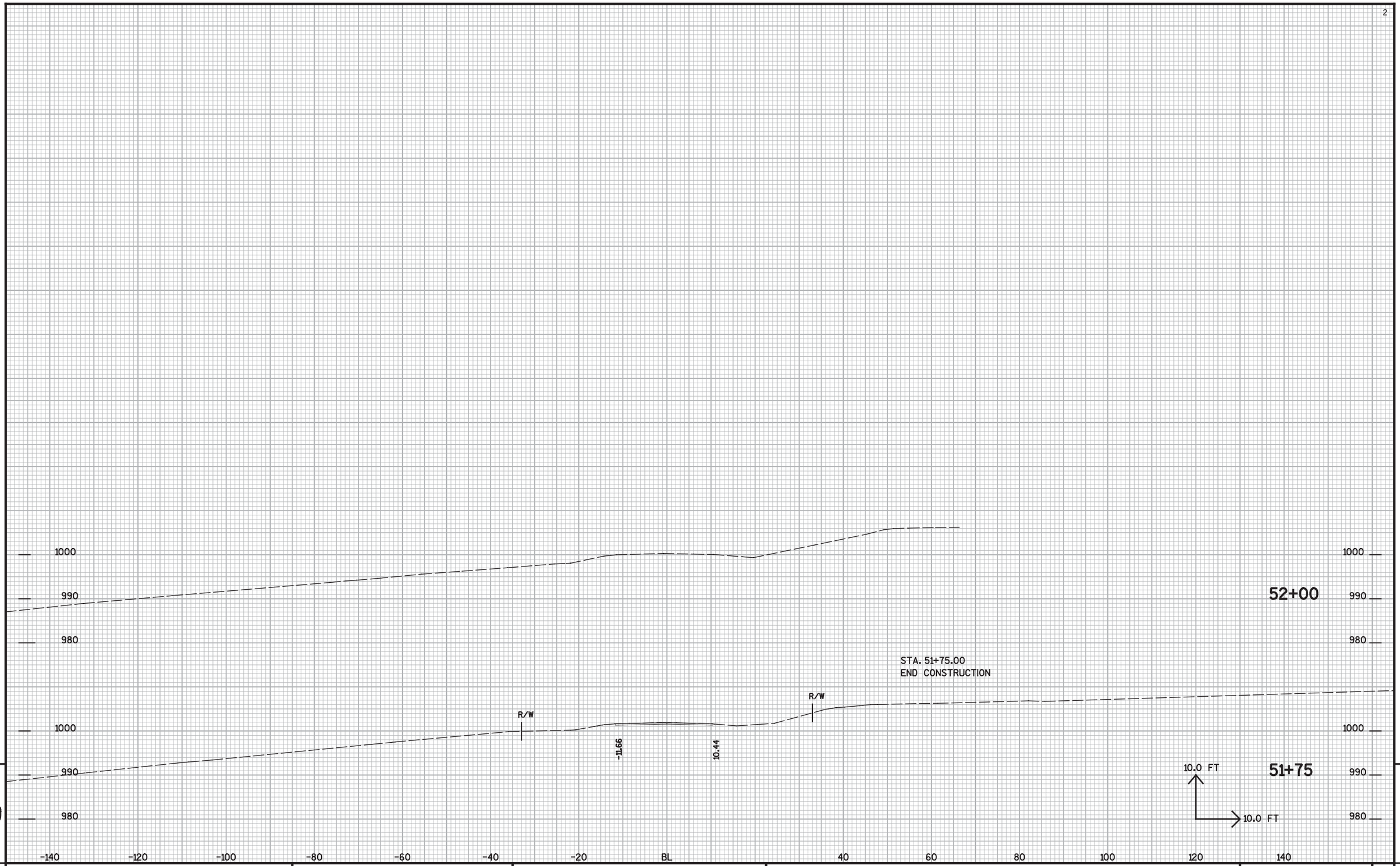
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: FOND DU LAC DR.	SHEET NO: 703	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090232_xs_fndulc.dgn PLOT DATE : 2/26/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.



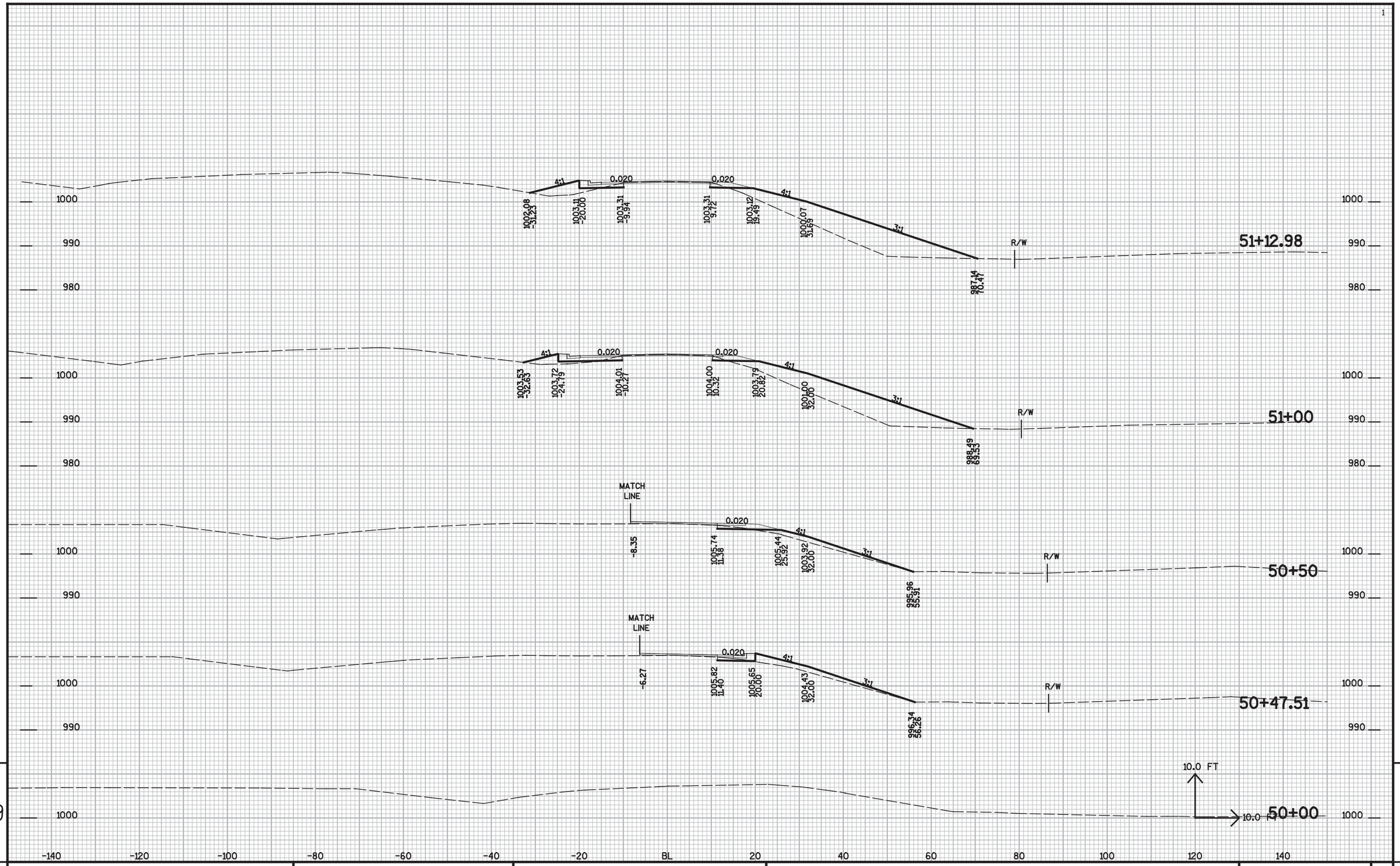
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: WESTERN AVE.	SHEET NO: 704	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090233_xs_west.dgn PLOT DATE : 5/8/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.



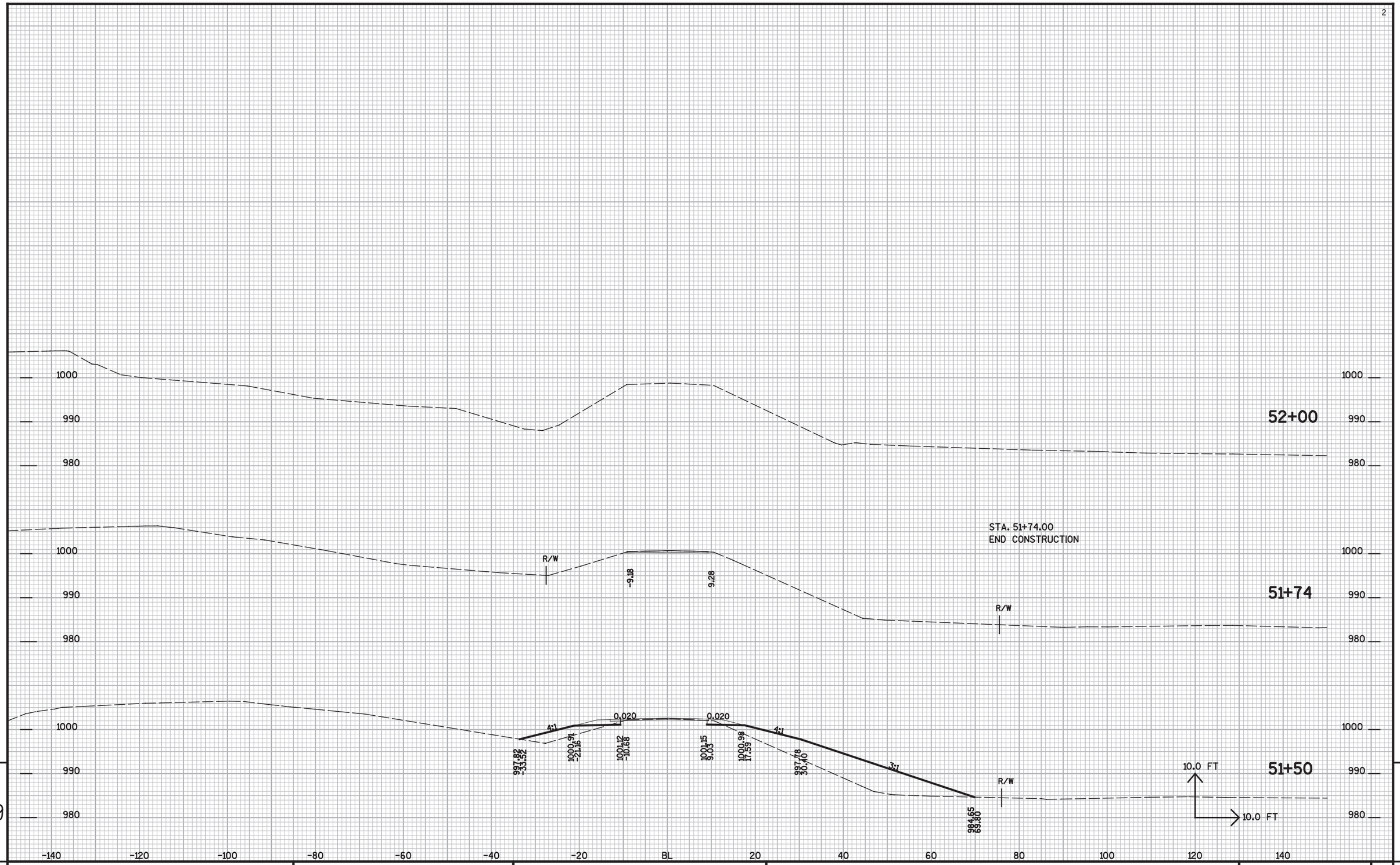
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: WESTERN AVE.	SHEET NO: 705	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090233_xs_west.dgn PLOT DATE : 5/8/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: SCENIC RD (NORTH)	SHEET NO: 706 E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090234_xs_scen n.dgn PLOT DATE : 5/8/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.



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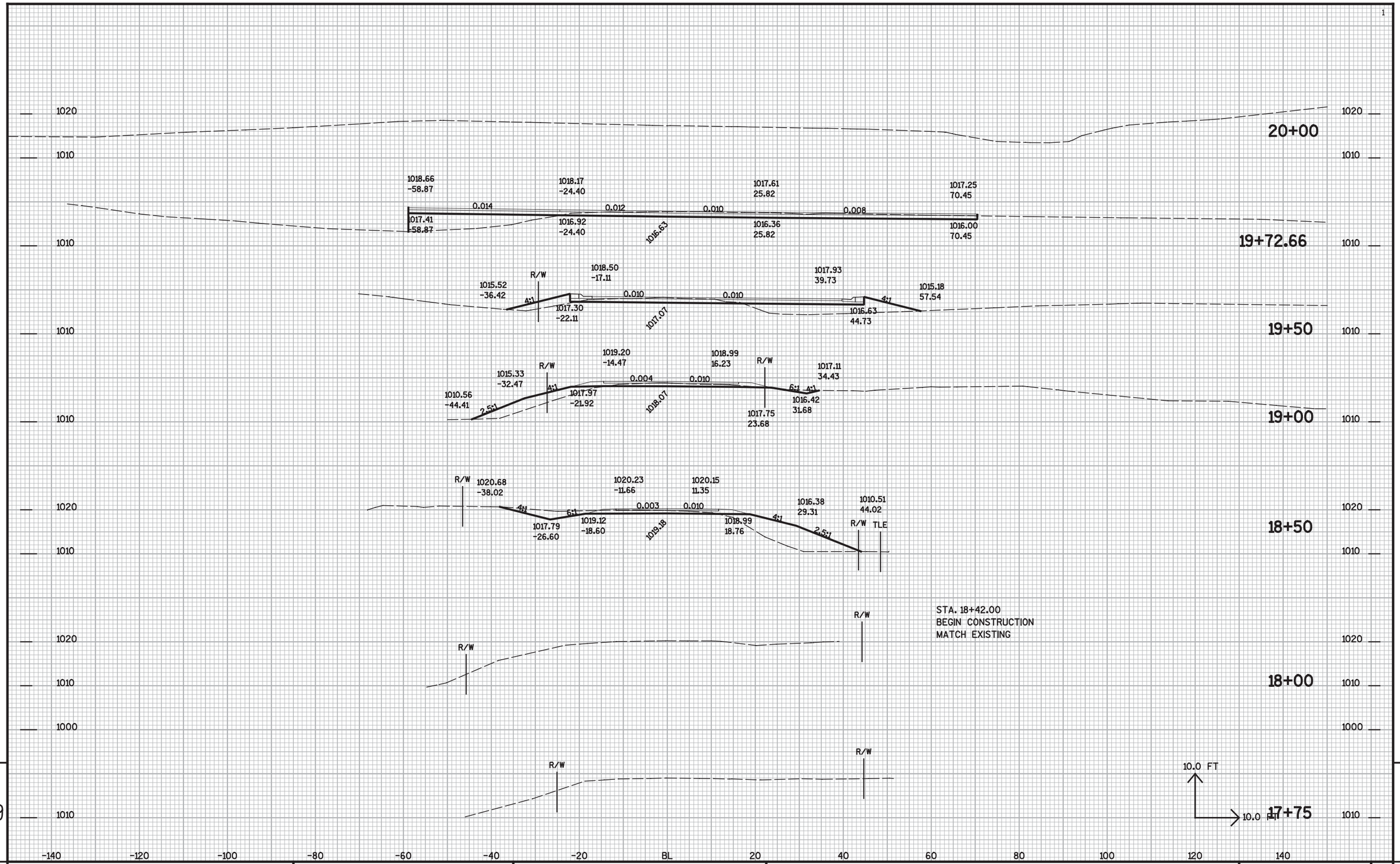
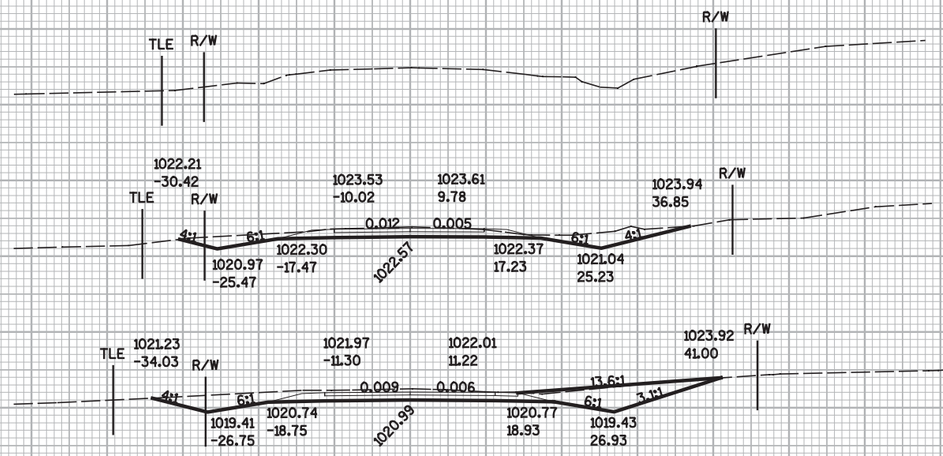
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: SCENIC RD (NORTH)	SHEET NO: 707	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090234_xs_scen n.dgn PLOT DATE : 5/8/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.



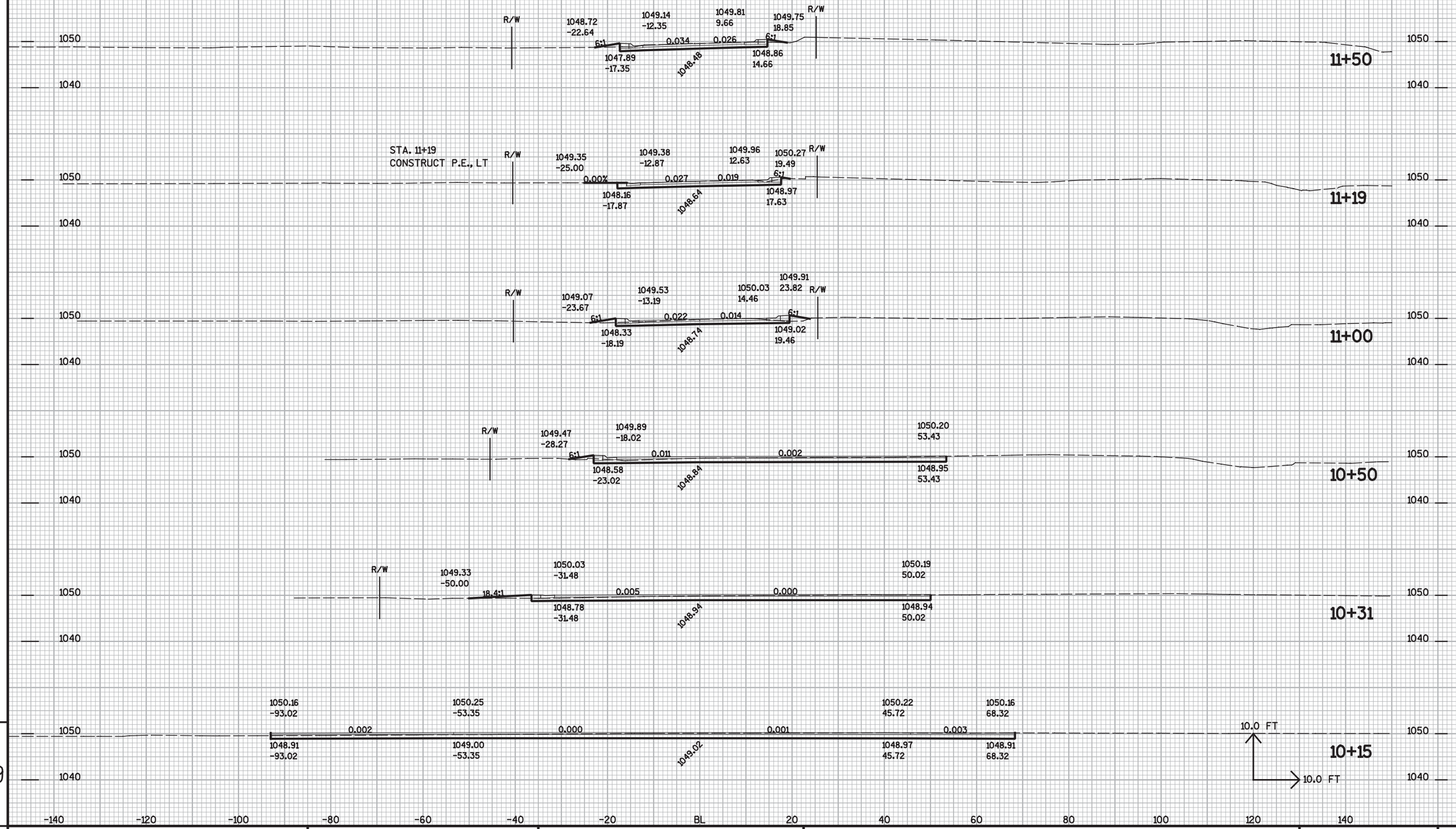
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: HILLSIDE SOUTH	SHEET NO: 708 E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090235_xs_hilsid s.DGN PLOT DATE : 4/21/2015 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: HILLSIDE NORTH	SHEET NO: 709 E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090236_xs_hilsid n.DGN PLOT DATE : 12/30/2014 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.



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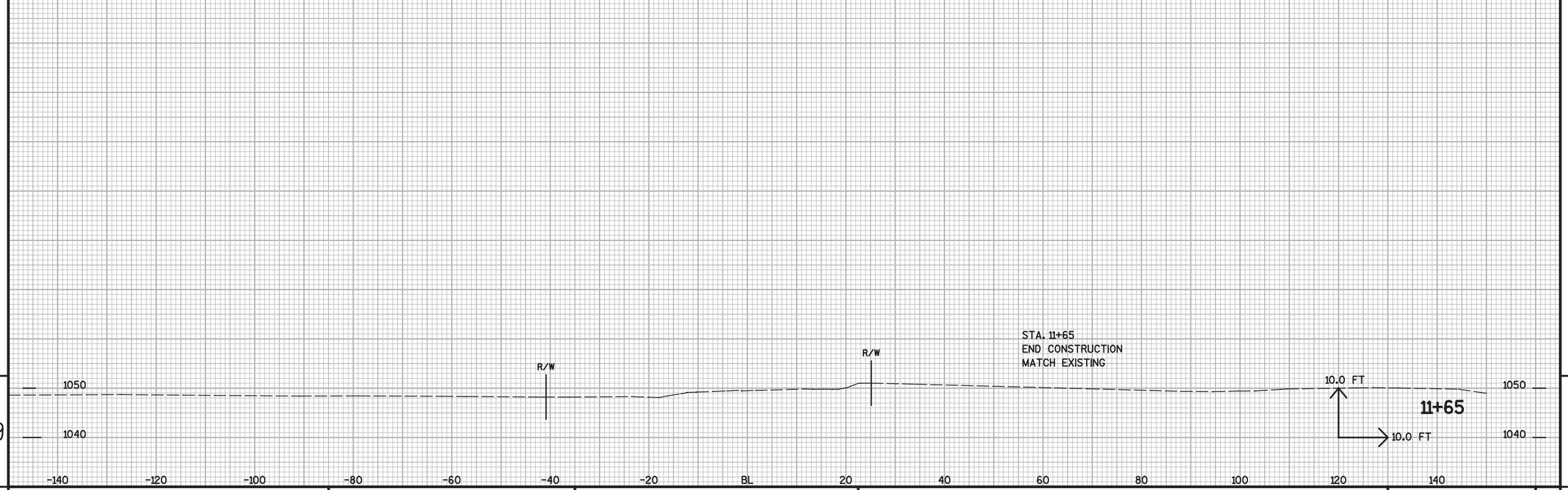
PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: SHERMAN ROAD	SHEET NO: 710	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090237_xs_sherm.DGN PLOT DATE : 12/30/2014 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.



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PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS: SHERMAN ROAD	SHEET NO: 711	E

FILE NAME : W:±x-Projects±RD±7140±project 2 dgn±090237_xs_sherm.DGN PLOT DATE : 12/1/2014 PLOT BY : JimO PLOT NAME : PLOT SCALE : 2.0000 sf / in.

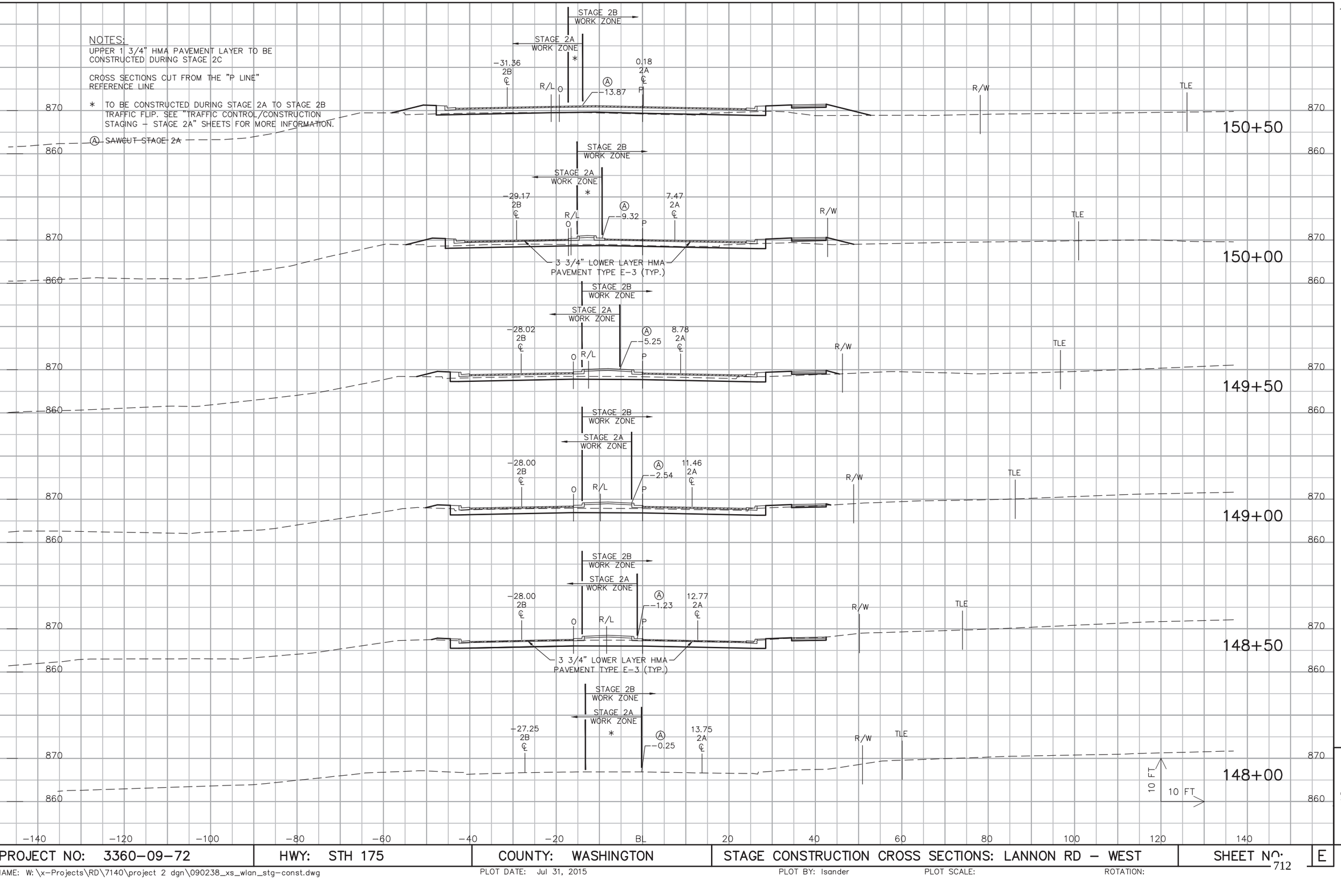
NOTES:

UPPER 1 3/4" HMA PAVEMENT LAYER TO BE CONSTRUCTED DURING STAGE 2C

CROSS SECTIONS CUT FROM THE "P LINE" REFERENCE LINE

* TO BE CONSTRUCTED DURING STAGE 2A TO STAGE 2B TRAFFIC FLIP. SEE "TRAFFIC CONTROL/CONSTRUCTION STAGING – STAGE 2A" SHEETS FOR MORE INFORMATION.

Ⓐ SAWCUT STAGE 2A



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	STAGE CONSTRUCTION CROSS SECTIONS: LANNON RD – WEST	SHEET NO: E

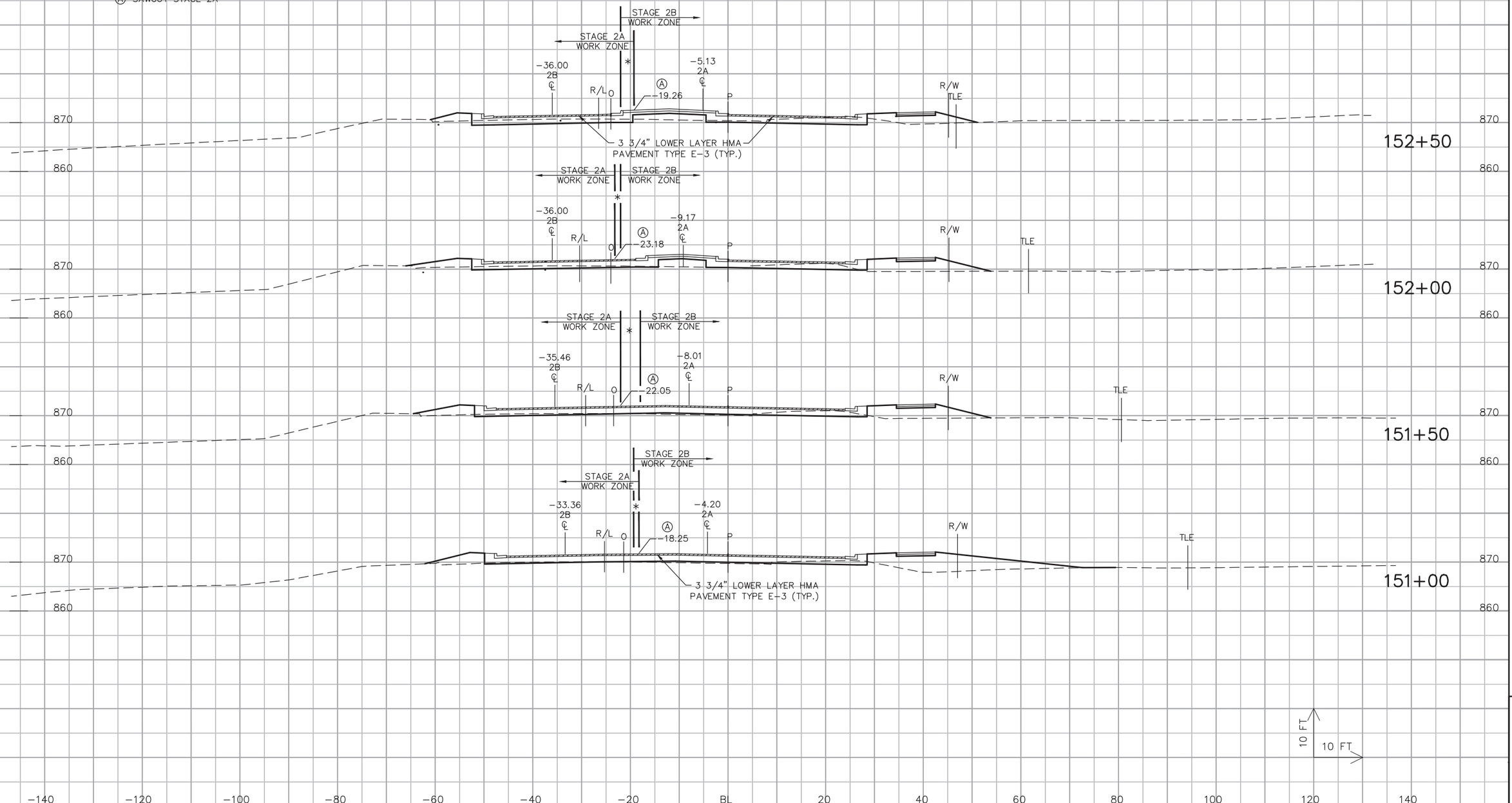
FILE NAME: W:\x-Projects\RD\7140\project 2 dgn\090238_xs_wlan_stg-const.dwg PLOT DATE: Jul 31, 2015 PLOT BY: lsander PLOT SCALE: ROTATION:

NOTES:
UPPER 1 3/4" HMA PAVEMENT LAYER TO BE CONSTRUCTED DURING STAGE 2C

CROSS SECTIONS CUT FROM THE "P LINE" REFERENCE LINE

* TO BE CONSTRUCTED DURING STAGE 2A TO STAGE 2B TRAFFIC FLIP. SEE "TRAFFIC CONTROL/CONSTRUCTION STAGING – STAGE 2A" SHEETS FOR MORE INFORMATION.

Ⓐ SAWCUT STAGE 2A



PROJECT NO: 3360–09–72	HWY: STH 175	COUNTY: WASHINGTON	STAGE CONSTRUCTION CROSS SECTIONS: LANNON RD – WEST	SHEET NO: E

FILE NAME: W:\x–Projects\RD\7140\project 2 dgn\090238_xs_wlan_stg–const.dwg PLOT DATE: Jul 31, 2015 PLOT BY: lsander PLOT SCALE: ROTATION:

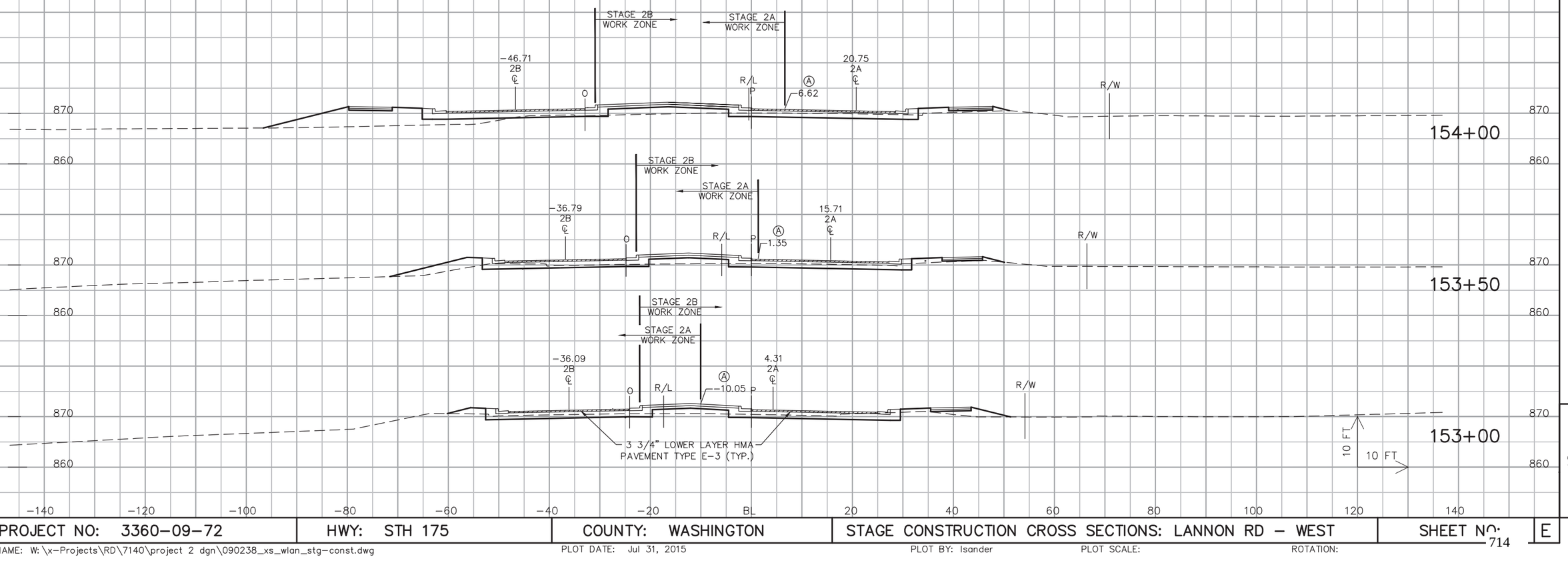
NOTES:

UPPER 1 3/4" HMA PAVEMENT LAYER TO BE CONSTRUCTED DURING STAGE 2C

CROSS SECTIONS CUT FROM THE "P LINE" REFERENCE LINE

* TO BE CONSTRUCTED DURING STAGE 2A TO STAGE 2B TRAFFIC FLIP. SEE "TRAFFIC CONTROL/CONSTRUCTION STAGING – STAGE 2A" SHEETS FOR MORE INFORMATION.

Ⓐ SAWCUT STAGE 2A



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	STAGE CONSTRUCTION CROSS SECTIONS: LANNON RD – WEST	SHEET NO. 714	E

FILE NAME: W:\x-Projects\RD\7140\project 2 dgn\090238_xs_wlan_stg-const.dwg PLOT DATE: Jul 31, 2015 PLOT BY: lsander PLOT SCALE: ROTATION:

NOTES:

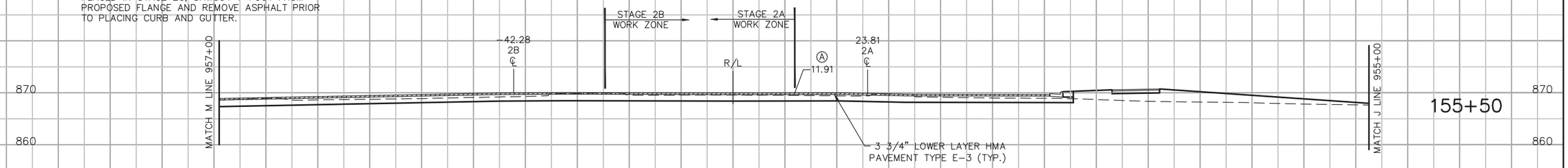
UPPER 1 3/4" HMA PAVEMENT LAYER TO BE CONSTRUCTED DURING STAGE 2C

CROSS SECTIONS CUT FROM THE EXISTING LANNON ROAD REFERENCE LINE

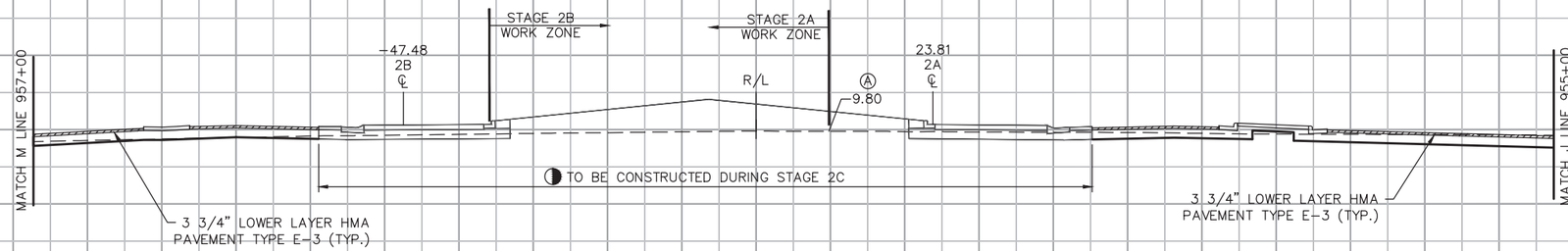
* TO BE CONSTRUCTED DURING STAGE 2A TO STAGE 2B TRAFFIC FLIP. SEE "TRAFFIC CONTROL/CONSTRUCTION STAGING – STAGE 2A" SHEETS FOR MORE INFORMATION.

Ⓐ SAWCUT STAGE 2A

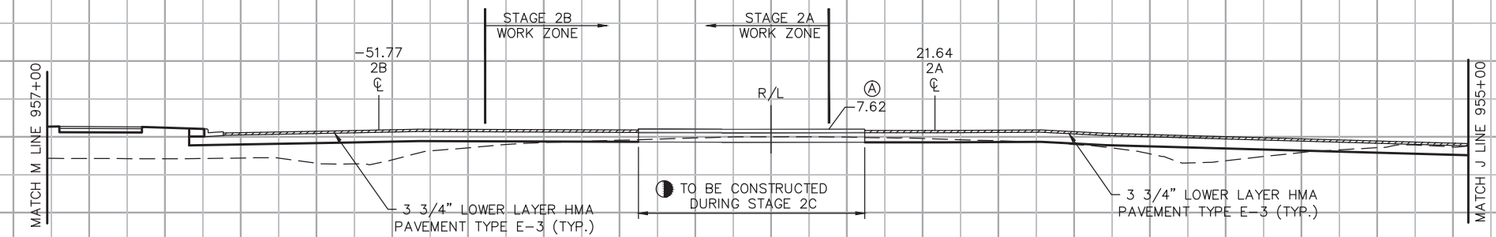
◑ WHERE CURB AND GUTTER IS YET TO BE PLACED IN STAGE 2C, SAWCUT 1–FOOT FROM PROPOSED FLANGE AND REMOVE ASPHALT PRIOR TO PLACING CURB AND GUTTER.



155+50



155+00



154+50

10.0 FT

10.0 FT

−140 −120 −100 −80 −60 −40 −20 BL 20 40 60 80 100 120 140

9

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PROJECT NO: 3360–09–72	HWY: STH 175	COUNTY: WASHINGTON	STAGE CONSTRUCTION CROSS SECTIONS: LANNON ROAD – CIRCLE	SHEET NO: 715	E

FILE NAME: W:\x-Projects\RD\7140\project 2 dgn\090238a_xs_circle_stg-const.dwg PLOT DATE: Jul 31, 2015 PLOT BY: lsander PLOT SCALE: ROTATION:

NOTES:

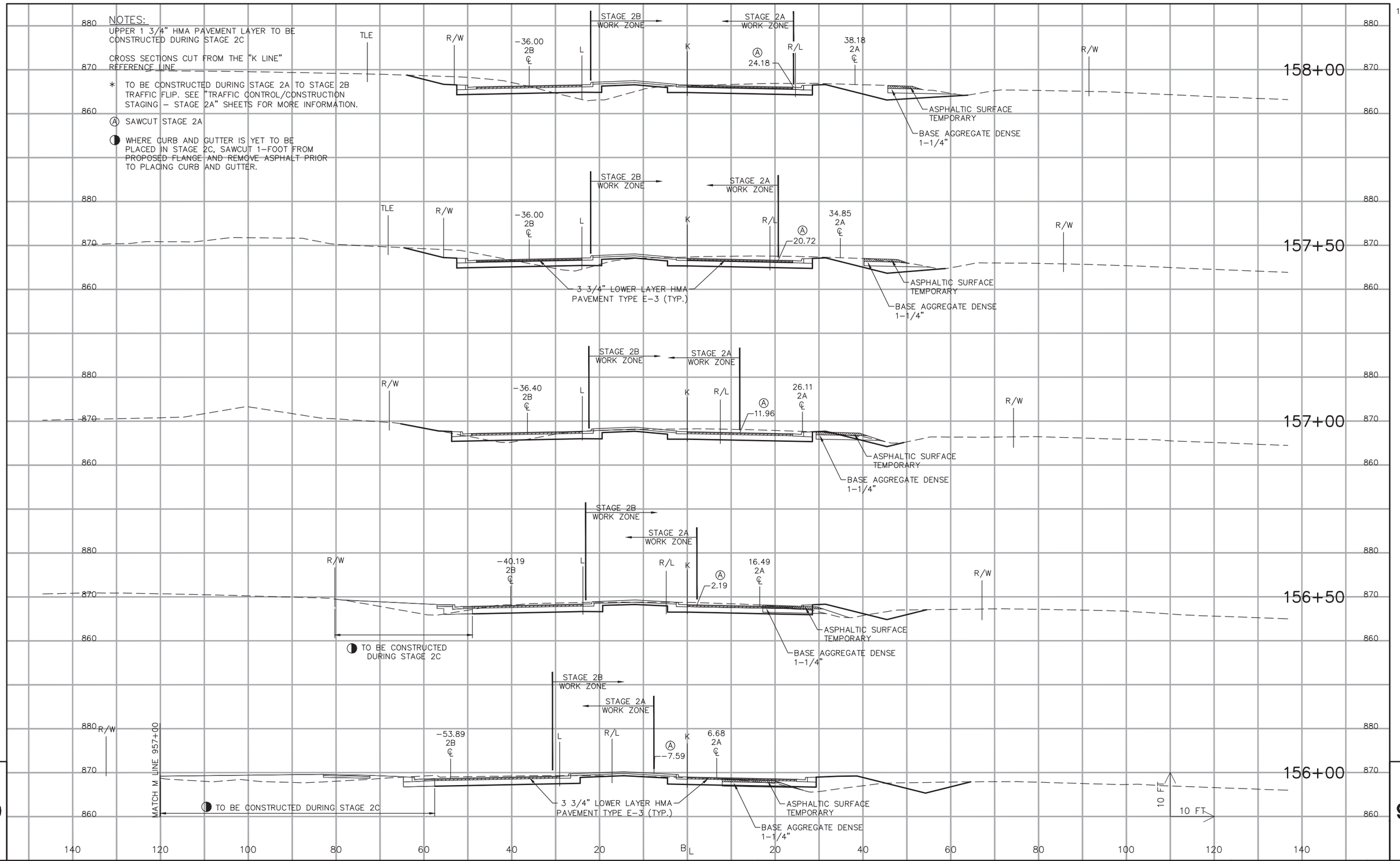
UPPER 1 3/4" HMA PAVEMENT LAYER TO BE CONSTRUCTED DURING STAGE 2C

CROSS SECTIONS CUT FROM THE "K LINE" REFERENCE LINE

* TO BE CONSTRUCTED DURING STAGE 2A TO STAGE 2B TRAFFIC FLIP. SEE "TRAFFIC CONTROL/CONSTRUCTION STAGING – STAGE 2A" SHEETS FOR MORE INFORMATION.

Ⓐ SAWCUT STAGE 2A

◑ WHERE CURB AND GUTTER IS YET TO BE PLACED IN STAGE 2C, SAWCUT 1–FOOT FROM PROPOSED FLANGE AND REMOVE ASPHALT PRIOR TO PLACING CURB AND GUTTER.



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	STAGE CONSTRUCTION CROSS SECTIONS: LANNON ROAD – EAST	SHEET NO. E

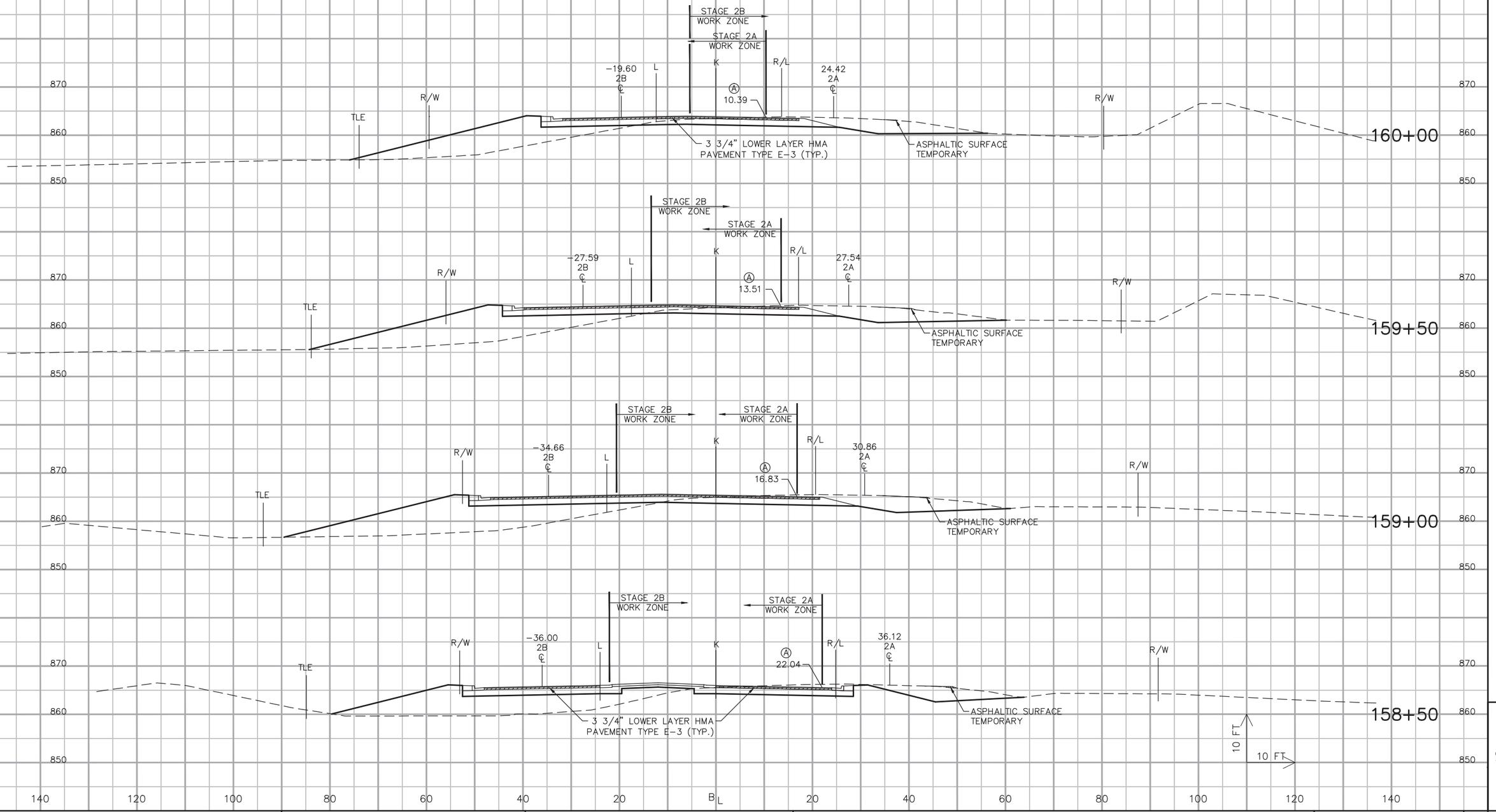
FILE NAME: W:\x-Projects\RD\7140\project 2 dgn\090239_xs_elan_stg-const.dwg PLOT DATE: Jul 31, 2015 PLOT BY: lsander PLOT SCALE: ROTATION:

NOTES:

UPPER 1 3/4" HMA PAVEMENT LAYER TO BE CONSTRUCTED DURING STAGE 2C

* TO BE CONSTRUCTED DURING STAGE 2A TO STAGE 2B TRAFFIC FLIP. SEE "TRAFFIC CONTROL/CONSTRUCTION STAGING – STAGE 2A" SHEETS FOR MORE INFORMATION.

Ⓐ SAWCUT STAGE 2A



PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	STAGE CONSTRUCTION CROSS SECTIONS: LANNON ROAD – EAST	SHEET NO: E

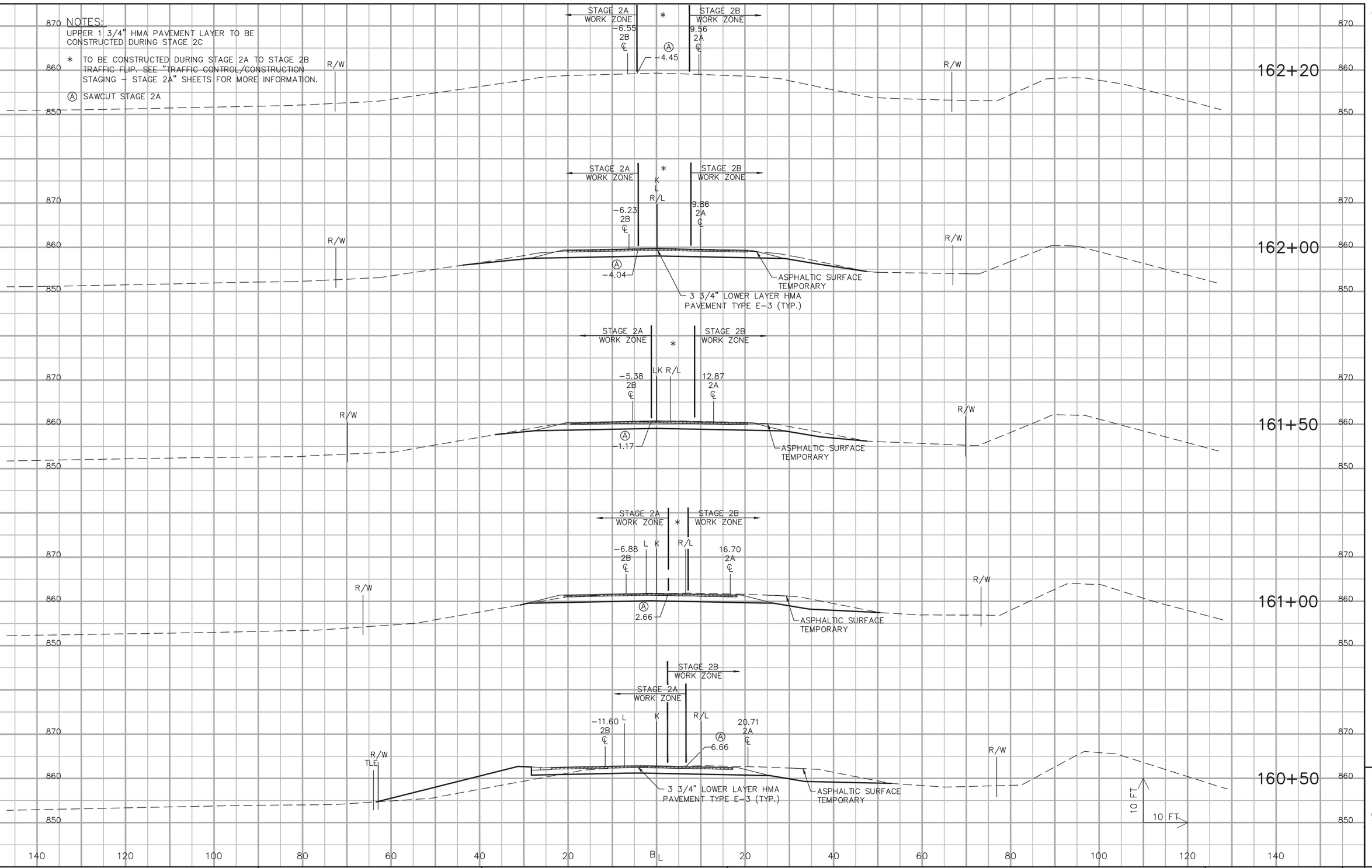
FILE NAME: W:\x-Projects\RD\7140\project 2 dgn\090239_xs_elan_stg-const.dwg PLOT DATE: Jun 05, 2015 PLOT BY: luke0 PLOT SCALE: ROTATION:

NOTES:

UPPER 1 3/4" HMA PAVEMENT LAYER TO BE CONSTRUCTED DURING STAGE 2C

* TO BE CONSTRUCTED DURING STAGE 2A TO STAGE 2B TRAFFIC FLIP. SEE "TRAFFIC CONTROL/CONSTRUCTION STAGING – STAGE 2A" SHEETS FOR MORE INFORMATION.

Ⓐ SAWCUT STAGE 2A



9 9

PROJECT NO: 3360-09-72	HWY: STH 175	COUNTY: WASHINGTON	STAGE CONSTRUCTION CROSS SECTIONS: LANNON ROAD – EAST	SHEET NO: E

FILE NAME: W:\x-Projects\RD\7140\project 2 dgn\090239_xs_elan_stg-const.dwg PLOT DATE: Jun 05, 2015 PLOT BY: luke0 PLOT SCALE: ROTATION:

Notes

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